

## REPORT FROM THE OCTOBER 15, 2009 PUBLIC MEETING and ONLINE SURVEY

At the first public meeting and through an online survey, the public developed and ranked a list of Measures of Effectiveness for evaluating whether proposed solutions will meet the needs of the corridor relative to improved access management. The following table shows the top ten Measures of Effectiveness as ranked by the public.

Measure of Effectiveness	Index
Reduction in Peak Travel Time	100.0
Reduction in Peak Period Queue Lengths (wait time in turning lanes)	50.3
Improvement in Major Intersection Level of Service (delay at intersections)	48.7
Reduction in Number of Stops when Traveling in the Corridor	47.7
Reduction in Crash Frequency (car, bike, pedestrian)	44.0
Reduction in the Number of Conflicting Movements in an Intersection	43.0
Stable or Increasing Residential Property Values	39.9
Reduction in Number of Access Points	30.6
Increased Ability to Ride a Bike in the Corridor	24.4
Increased in Pedestrian Ability to Travel Corridor / Sidewalks	21.2

Those measures were used to evaluate how all considered alternatives met the established study goals. The results are depicted below.

Improvement	Goal: Improve Safety	Goal: Improve Mobility	Goal: Improve Quality of Life	Goal: Maintain Economic Vitality
Adding Raised Medians throughout the corridor and eliminating Two-way Left Turn Lanes	✓	✓	✓	
Adding Additional Turning Lanes at major intersections		✓		✓
Adding Bicycle and Pedestrian Facilities	✓	✓	✓	
Removing Unnecessary Signals	✓	✓	✓	
Adding Alternative Access Roadways (Backage Road/Use of Adjacent Streets)	✓	✓	✓	✓
Consolidating Driveways	✓	✓	✓	✓
Adding Cross-Street Improvements		✓		
Adding Innovative Intersection Design Improvements at key intersections	✓	✓		✓
Adding Bus Turn-outs that allow buses to exit travel lanes for passenger access		✓	✓	

Measures of Effectiveness created by the Public, a technical analysis of the current and future conditions in the corridor, and professional expertise was used to create the following set of recommended improvements for consideration by the public tonight.

Recommended Improvements
Adding Raised Medians throughout the corridor, eliminating Two-way Left Turn Lanes : <ul style="list-style-type: none"> <li>• Reduces number of traffic conflicts</li> <li>• Provides pedestrian safety island</li> </ul>
Adding Additional Turning Lanes at major intersections: <ul style="list-style-type: none"> <li>• Interim solution for increasing intersection capacity</li> <li>• Improves overall efficiency of traffic movement in the corridor</li> </ul>
Adding Bicycle and Pedestrian Facilities (sidewalks along both roadways and a hike and bike trail off the roadway but connecting at significant intersections): <ul style="list-style-type: none"> <li>• Adds bike access to the corridor</li> <li>• Improves opportunities for non-motorized transportation</li> </ul>
Adding Alternative Access Roadways (Backage Road/Use of Adjacent Streets) and Removing any Signals made unnecessary by addition of Alternative Roadways: <ul style="list-style-type: none"> <li>• Provides improved access to businesses</li> <li>• Utilizes existing facilities and/or new facilities when signals are removed</li> <li>• Improves capacity of the roadway while maintaining access to adjacent properties</li> </ul>
Consolidating Driveways: <ul style="list-style-type: none"> <li>• Provides Safer Access to/from businesses</li> <li>• Relocates access away from congested intersections</li> <li>• Reduces the number of conflicts between auto traffic and bike/ped traffic</li> </ul>
Adding Cross-Street Improvements (e.g., adding turning lanes on the minor street entering the major roadway): <ul style="list-style-type: none"> <li>• Improves overall performance of the intersection</li> </ul>
Adding Innovative Intersection Design Improvements at key intersections: <ul style="list-style-type: none"> <li>• Increases overall intersection capacity while being context sensitive (aesthetics)</li> <li>• Adds up to 50% in intersection capacity and improves corridor mobility</li> </ul>
Adding Bus Turn-outs (a place for buses to pull out of traffic to allow passenger access): <ul style="list-style-type: none"> <li>• Improves access to non-auto modes of travel</li> <li>• Reduces impact of buses on traffic flow</li> </ul>

## LIVABLE COMMUNITY CENTERS:

In addition to the improvements listed above, Livable Community Centers were suggested at three (3) locations in the study area. Livable Community Centers are mixed-use development centers, i.e. they provide for residential, commercial and recreational uses in the same development so that the need for motorized transportation is reduced. Livable Community Centers can also include Transit Centers to connect the development to other parts of the region in a more sustainable manner. An example of the Livable Community Center concept has been provided for your consideration.



# SH 6 Access Management Study: North



## EVALUATION FORM

Please give us your feedback on the recommendations that have been presented tonight by completing this evaluation form and returning it to the sign-in table before you leave. Thank you for participation.

### Yourself:

Please answer the following questions about yourself (check all of the answers that apply):

I am:  A business owner in the corridor  A resident in the corridor  A regular traveler in the corridor

I currently travel in the corridor by:  Private auto/truck  Bicycle  Walking

Freight delivery vehicle  Public Transit

I would like to be able to travel in the corridor by:  Private auto/truck  Bicycle  Walking

Freight delivery vehicle  Public Transit

### Livable Community Centers:

In addition to the set of roadway improvements presented tonight, the study team also identified three potential locations for Livable Community Centers. Please answer the following questions about Livable Community Centers.

Do you like the concept of including Livable Community Centers, in general?

YES  NO  I DON'T KNOW

WHY? \_\_\_\_\_

Do you think Livable Community Centers fit into the context of the SH 6 / FM 529 Corridor?

YES  NO  I DON'T KNOW

WHY? \_\_\_\_\_

### Further Comments:

Please complete the form on the back of this page, and then give us any further comments that you may have about the set of improvements that was presented tonight:

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(OVER)

Improvement	Your Evaluation
Adding Raised Medians throughout the corridor, eliminating Two-way Left Turn Lanes	Is this an appropriate improvement for the SH 6 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____ Is this an appropriate improvement for the FM 529 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____
Adding Additional Turning Lanes at major intersections	Is this an appropriate improvement for the SH 6 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____ Is this an appropriate improvement for the FM 529 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____
Improving Bicycle and Pedestrian Access (adding sidewalks along the entire roadway and adding a Hike and Bike Trail off the roadway but connecting at significant intersections)	Is this an appropriate improvement for the SH 6 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____ Is this an appropriate improvement for the FM 529 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____
Remove Unnecessary Signals (in coordination with adding Alternative Access Roadways)	Is this an appropriate improvement for the SH 6 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____ Is this an appropriate improvement for the FM 529 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____
Adding Alternative Access Roadways (Backage Road/Use of Adjacent Streets)	Is this an appropriate improvement for the SH 6 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____ Is this an appropriate improvement for the FM 529 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____
Consolidating Driveways	Is this an appropriate improvement for the SH 6 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____ Is this an appropriate improvement for the FM 529 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____
Adding Cross-Street Improvements (e.g., adding turning lanes on the minor street entering the major roadway)	Is this an appropriate improvement for the SH 6 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____ Is this an appropriate improvement for the FM 529 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____
Adding Innovative Intersection Design Improvements at key intersections	Is this an appropriate improvement for the SH 6 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____ Is this an appropriate improvement for the FM 529 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____
Adding Bus Turn-outs (allowing buses to exit travel lanes for passenger access)	Is this an appropriate improvement for the SH 6 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____ Is this an appropriate improvement for the FM 529 Corridor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I Don't Know Why? _____