

Attachment 1: Public Meeting #1 Workshop Results

Segment: Washington St/Berry to North St.

Bicyclists

Are there any particularly difficult street crossings for bicyclists on this segment (yes/no)? Is so, where and why?

Green: Lots of conflicting vehicle movements at gas station at North Street.

Pink: Crossing North St NB and Washington St SB.

Blue: Crossings not an issue. Narrow bike lane and cars parked in bike lane are problems.

Red: SB left onto Washington St. NB at North Street (gas station conflicts).

How accommodating is this segment to both novice and experienced cyclists? List issues relative to each group.

Novice/Recreational/Children

Green: Uncomfortable, especially with parked cars.

Pink: No SB bike lane after Berry St; kids on sidewalk. Bike lanes too narrow and street busy for kids.

Blue: No SB bike lane. Difficult to turn left.

Red: Non-continuous bike lane. Narrow northbound lane.

Experienced/Avid

Green:

Pink:

Blue: No SB bike lane. Difficult to turn left.

Red: Non-continuous bike lane. Narrow northbound lane.

What other issues affect cyclists on this segment?

Green: Drop of from sidewalk near RR tracks.

Pink: No SB lane after Berry. Conflicts with parked cars.

Blue:

Red: Connection to paths near RR. Need bike connections Battery Park to bike path, and North Ave to bike path.

Pedestrians

What is the consensus of your group (circle corresponding number)?

- Crossing North Avenue is difficult due to the distance between marked crosswalks

<<<Strongly disagree		Neutral		Strongly agree>>>
1	2	3	4	5

Green: 3
 Pink: 3
 Blue: 3
 Red: 4
 Average: 3.3

- Crossing North Avenue is difficult due to the speed and/or amount of traffic.

<<<Strongly disagree		Neutral		Strongly agree>>>
1	2	3	4	5

Green: 3 Speeds lower in this segment due to density of development and two lanes.
 Pink: 4
 Blue: 3
 Red: 5 People drive fast.
 Average: 3.8

- The condition of sidewalks and crosswalks is generally good

<<<Strongly disagree		Neutral		Strongly agree>>>
1	2	3	4	5

Green: 2 Poor condition on this segment.
 Pink: 2 Not well marked (crosswalks?); sidewalks not in great shape.
 Blue: 3 Decent sidewalks. Ice and water splashing are problems.
 Red: 3 Not as good as further north. Decent green belt
 Average: 2.5

- There are barriers to Universal Access (lack of ADA curb ramps, obstacles that block the sidewalk) along this segment.

<<<Strongly disagree		Neutral		Strongly agree>>>
1	2	3	4	5

Green: 3
 Pink: 4 Narrow. Hedges and braches block.
 Blue: 2
 Red: 4
 Average: 3.3

- Walking along this segment is generally a pleasant experience.

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 3 Lots of peds use this segment to access other areas.

Pink: 2.5

Blue: 3 Not bad, but no micro-parks in the segment.

Red: 3 But not bad.

Average: 2.9

What other issues affect pedestrians on this segment?

Green: Good street trees. Drivers don't yield at unsignalized crosswalks.

Pink: Future impacts of new building at Berry St. Biking kids on sidewalks. Accessing parked cars.

Blue: Benches needed.

Red: Greenbelt provides drainage and buffer from traffic. Parked cars also provide buffer, but with other impacts. Need more lighting.

Transit

What is the consensus of your group (circle corresponding number)?

- The location and placement of bus stops and shelters is good on this segment

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 3 Shelters very beneficial. Additional SB stop seems unnecessary.

Pink: 2 More shelters than elsewhere on corridor.

Blue: 2 No pullouts for stops near onstreet parking.

Red: 2 Need NB shelter. Lighting needed at shelters.

Average: 4

- Bus stops are easy to access from either side of the corridor

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 2 Need crosswalks

Pink: 3

Blue: 2 No crosswalks near shelter stops.

Red: 2 Need crosswalks at every stop.

Average: 2.3

- Bus operating frequencies (30 minutes weekdays) and schedules are adequate.

<<<Strongly disagree Neutral Strongly agree>>>

1 2 3 4 5

Green: 3
Pink: 2 15 minutes preferred by students. Fewer stops to speed up route times.
Blue: Longer service into evenings.
Red: 1 Need larger buses during PM. 15 minute peak service. Sunday service needed.
Average: 2

What other issues affect bus riders on this segment?

Green:
Pink: Waiting on weekends (need 30 minute service).
Blue: Sunday service needed.
Red:

Motorists

What is the consensus of your group (circle corresponding number)?

- Congestion is not an issue on this segment of the corridor.

<<<Strongly disagree Neutral Strongly agree>>>

1 2 3 4 5

Green: 5
Pink: 2 Area near North St impact by turning buses, gas station traffic. Depends on time of day.
Blue: 5
Red: 5
Average: 4.3

- On-street parking is important along this segment of the corridor

<<<Strongly disagree Neutral Strongly agree>>>

1 2 3 4 5

Green: 3 Good for residents; bad for bikes. Narrows road in winter. Wider green space would be nicer.
Pink: 3 Needed because of homes but barrier to complete streets.
Blue: 4 Problem for bikes; needed for residents.
Red: 4 Highly used. Driveways back onto busy street.
Average: 3.5

Are there any intersections/locations that are especially difficult to negotiate as a motorist on this segment (yes/no)? If yes, describe.

Green: North Street. Crossing from Washington to Berry (both directions).

Pink: North St. Future at Berry St?

Blue: Washington St crosswalk visibility. Doors opening from parked cars.

Red: SB left onto Washington because of heavy opposing traffic.

What other issues affect motorists on this segment?

Green: Bicyclists weaving in and out of parked cars (SB). Bicyclists taking lane slow traffic (traffic calming).

Pink: Fire Dept operations. Turning left from side streets onto southbound North Ave is difficult.

Blue: Left turn for North St and gas station problematic. Visual change at Berry.

Red:

Other Corridor Issues

Safety

What is the consensus of your group (circle corresponding number)?

- Speeding is a problem along this segment

<<<Strongly disagree	Neutral	Strongly agree>>>
1	3	5
2		4

Green: 1

Pink: 2 Less than elsewhere.

Blue: 1

Red: 5

Average: 2.3

- Left turns are difficult to make along this segment.

<<<Strongly disagree	Neutral	Strongly agree>>>
1	3	5
2		4

Green: 3 SB left onto Washington is difficult because of steady opposing traffic.

Pink: 3

Blue: 2 Difficult to turn left into Condo opposite high school.

Red: Institute and Washington.

Average: 2.7

Gateways

Are there any locations on this segment that should be considered as Gateways? Gateways are locations where special design treatments could be considered to indicate neighborhood transitions, important crossroads, or changes in context (especially to drivers).

Green: Near Yankee Medical and at Washington Street.

Pink:

Blue: Berry St could be a gateway.

Red: North St. Washington/Berry.

Segment: VT 127 to Washington/Berry

Bicyclists

Are there any particularly difficult street crossings for bicyclists on this segment (yes/no)? Is so, where and why?

Green: VT 127 intersection. Road narrows at Institute. SB bike lane (between through and right turn lane) at Institute is difficult to negotiate. Blind spot climbing hill SB.

Pink: VT 127 intersection (NB especially).

Blue: NB at VT 127 (even with ped call).

Red: VT 127 (cars travel fast around turns). Institute.

How accommodating is this segment to both novice and experienced cyclists? List issues relative to each group.

Novice/Recreational/Children

Green: Not accommodating.

Pink: Not accommodating for amateur cyclists.

Blue: Poor for young cyclists. Fair for intermediate cyclists.

Red: Very poor.

Experienced/Avid

Green: More manageable for experienced cyclists.

Pink: Okay for assertive cyclists.

Blue:

Red: Fair.

What other issues affect cyclists on this segment?

Green: Wrong way bike riding.

Pink: No connection to bike trails to the west at VT 127. Bikes ride on sidewalk near Institute. Sidewalks are in poor condition.

Blue: No connection to bike trails to the west at VT 127. This segment is dark. Poor sidewalk condition at Institute. Bike lanes aren't plowed. Left turns (SB) at Washington.

Red: No bike trail connections at VT 127.

Pedestrians

What is the consensus of your group (**circle corresponding number**)?

- Crossing North Avenue is difficult due to the distance between marked crosswalks
 <<<Strongly disagree Neutral Strongly agree>>>

1 2 3 4 5

Green:

Pink: 3 Crossings not as important along much of corridor (less developed)

Blue:

Red: 3

Average: 3

- Crossing North Avenue is difficult due to the speed and/or amount of traffic.
 <<<Strongly disagree Neutral Strongly agree>>>

1 2 3 4 5

Green:

Pink: 4

Blue: .

Red: 3

Average: 3.5

- The condition of sidewalks and crosswalks is generally good
 <<<Strongly disagree Neutral Strongly agree>>>

1 2 3 4 5

Green:

Pink: 3

Blue:

Red: 4 Good except at City Bluffs condos (across from high school).

Average: 3.5

- Bus stops are easy to access from either side of the corridor

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green:
Pink:
Blue:
Red:

Average: N/A

- Bus operating frequencies (30 minutes weekdays) and schedules are adequate.

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green:
Pink: 2 Students have to wait quite awhile. More frequent service needed on Saturday afternoon.
Blue: Later buses needed.
Red: Hourly is too long.

Average: 2

What other issues affect bus riders on this segment?

Green: Offset shelter NB at Institute encourages jaywalking.
Pink: Shelters too small at Institute. Need an Express service.
Blue: Sunday service. Lighting at shelters (solar?).
Red: Missed connections at downtown hub.

Motorists

What is the consensus of your group (circle corresponding number)?

- Congestion is not an issue on this segment of the corridor.

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green:
Pink:
Blue: Institute congested during AM (school start).
Red: 5

Average: 5

- On-street parking is important along this segment of the corridor

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green:

Pink:

Blue: 2 Parking in front of Bessery's Market is important; Need to accommodate services and events at St. Marks.

Red: Need some, but less than today.

Average: 2

Are there any intersections/locations that are especially difficult to negotiate as a motorist on this segment (yes/no)? If yes, describe.

Green: EB left and NB left at Institute doesn't get enough green signal time.

Pink: Institute.

Blue:

Red: Institute NB left. SB lefts at Champlain Farms and Washington Street.

What other issues affect motorists on this segment?

Green:

Pink:

Blue:

Red:

Other Corridor Issues

Safety

What is the consensus of your group (circle corresponding number)?

- Speeding is a problem along this segment

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green:

Pink: 4

Blue: 3 Speed rounding corner approaching high school.

Red: 4

Average: 4.7

- Left turns are difficult to make along this segment.

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green:

Pink: 3

Blue: Difficult to turn left into Condo opposite high school.

Red: Institute and Washington.

Average: 3

Gateways

Are there any locations on this segment that should be considered as Gateways? Gateways are locations where special design treatments could be considered to indicate neighborhood transitions, important crossroads, or changes in context (especially to drivers).

Green:

Pink:

Blue: VT 127. SB at Berry/Washington

Red: VT 127. Institute Rd.

Segment: Shore Rd to VT 127

Bicyclists

Are there any particularly difficult street crossings for bicyclists on this segment (yes/no)? Is so, where and why?

Green: VT 127, Ethan Allen, Leddy Park, Shore Rd, Lakewood, Saratoga, Killarney. Lack of signals, crosswalks, vehicle conflicts.

Pink: Ethan Allen Pkwy due to volume of traffic; Wait for signalized crossings isn't too bad.

Blue: Crossing VT 127 northbound; this is least accommodating segment on corridor; no room/no shoulder/no bike lanes; Northbound green right turn at Ethan Allen conflicts with bicyclists.

Red: Difficult the entire segment; left turns especially difficult; Traveling north or south through VT 127 is difficult; bikes exiting shopping center are in conflict with right turning cars.

How accommodating is this segment to both novice and experienced cyclists? List issues relative to each group.

Novice/Recreational/Children

Green: Poor, pretty bad. Storm drains are an issue.

Pink: Not at all. No place for bikes and traffic travels too fast.

Blue: Entrance at Ethan Allen Park is difficult.

Red: Will be on sidewalks; crossing side-streets is also difficult/dangerous due to conflict with right turning cars.

Experienced/Avid

Green:

Pink: Don't feel comfortable on road.

Blue:

Red: Bad even for experienced cyclists; drivers don't pay attention.

What other issues affect cyclists on this segment?

Green: No bike lanes; speed and volume of traffic; don't feel safe riding in travel lane.

Pink: Lack of bike lanes, especially between Leddy Park and Ethan Allen Park.

Blue:

Red: Bingo sign by Elks sign makes it impossible for motorists to see cyclists.

Pedestrians

What is the consensus of your group (circle corresponding number)?

- Crossing North Avenue is difficult due to the distance between marked crosswalks

<<<Strongly disagree			Neutral		Strongly agree>>>
1	2	3	4	5	

Green: 5
 Pink: 4
 Blue: 5
 Red: 4.5
Average: 4.6 (strongly agree)
- Crossing North Avenue is difficult due to the speed and/or amount of traffic.

<<<Strongly disagree			Neutral		Strongly agree>>>
1	2	3	4	5	

Green: 5
 Pink: 4
 Blue: 5
 Red: 5
Average: 4.5
- The condition of sidewalks and crosswalks is generally good

<<<Strongly disagree			Neutral		Strongly agree>>>
1	2	3	4	5	

Green: 4
 Pink: 4 Some issues at VT 127.
 Blue:
 Red: 3
Average: 3.7
- There are barriers to Universal Access (lack of ADA curb ramps, obstacles that block the sidewalk) along this segment.

<<<Strongly disagree			Neutral		Strongly agree>>>
1	2	3	4	5	

Green: 3 Not enough user experience in group to comment.
 Pink: 3.5 Shopping center intersection on east side (north/south direction).
 Blue:
 Red: 3 Distances may make travel difficult.
Average: 3.2

- Walking along this segment is generally a pleasant experience.

	<<<Strongly disagree		Neutral	Strongly agree>>>	
	1	2	3	4	5
Green:		2			
Pink:	3.5				
Blue:					
Red:		3			
Average:		2.8			

What other issues affect pedestrians on this segment?

Green: Driveways and sidewalks; Crossing east leg of VT 127; Not enough crosswalks; More of a green strip desirable; snow accumulation.

Pink: Green belts.

Blue: Crosswalks are too long (streets too wide); signals are too long (long cycle lengths); New housing development will increase kids crossing street to get to bus; Summer farmers market crossing from bus stop is impossible.

Red: Water in front of DMV.

Transit

What is the consensus of your group (circle corresponding number)?

- The location and placement of bus stops and shelters is good on this segment

	<<<Strongly disagree		Neutral	Strongly agree>>>	
	1	2	3	4	5
Green:	4.5				Not many bus riders in group.
Pink:					
Blue:					
Red:		3.5			One more shelter needed northbound (north of Hannaford). Mostly provided southbound now.
Average:		4			

- Bus stops are easy to access from either side of the corridor

	<<<Strongly disagree		Neutral	Strongly agree>>>	
	1	2	3	4	5
Green:	2.5				Many stops lack crosswalks.
Pink:					
Blue:					
Red:		2			No crosswalks.
Average:		2.5			

- Bus operating frequencies (30 minutes weekdays) and schedules are adequate.

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 3

Pink:

Blue:

Red: 2.5 Hourly is too long. 15 minute peak and more Sunday service desirable.

Average: 2.8

What other issues affect bus riders on this segment?

Green: Buses don't serve side streets; pothole in front of shelter; no wifi at stops (stop amenities).

Pink: Long walks.

Blue:

Red:

Motorists

What is the consensus of your group (circle corresponding number)?

- Congestion is not an issue on this segment of the corridor.

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 2

Pink: 2 Leddy Park Rd intersection.

Blue: 2 Ethan Allen intersection = stop +60; morning + evening = peak times.

Red: 3

Average: 2.3

- On-street parking is important along this segment of the corridor

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 1 Lacks on-street parking today, and is not needed.

Pink: 2 Shopping center provides plenty of off-street parking.

Blue: 1 So much parking elsewhere and off-street already.

Red: 2 Not needed – enough provided off-street.

Average: 1.5

Are there any intersections/locations that are especially difficult to negotiate as a motorist on this segment (yes/no)? If yes, describe.

Green: Any left turn that does not have a green arrow (protected left); Shore Road (all modes).

Pink: Left turns blocking through traffic (northbound) at shopping center.

Blue: Shore Rd; Ethan Allen

Red:

What other issues affect motorists on this segment?

Green: Speeding; narrow lane widths.

Pink: Wider outside lanes.

Blue: Only one northbound exit from shopping center; use Rite-Aid parking lot to get across.

Red:

Other Corridor Issues

Safety

What is the consensus of your group (circle corresponding number)?

- Speeding is a problem along this segment

<<<Strongly disagree	Neutral			Strongly agree>>>
1	2	3	4	5

Green: 4

Pink: 5

Blue: 5

Red: 5

Average: 4.8

- Left turns are difficult to make along this segment.

<<<Strongly disagree	Neutral			Strongly agree>>>
1	2	3	4	5

Green: 4

Pink: 4 Difficult anywhere there isn't a signal.

Blue: 5 Protected left at Shopping Center is great. A center left turn lane would work well on this segment.

Red: 4 Difficult even with traffic lights. Ethan Allen southbound is especially difficult. Northbound at Shore Road also problematic – people change lanes at last minute and cut other motorists off.

Average: 4.3

Gateways

Are there any locations on this segment that should be considered as Gateways? Gateways are locations where special design treatments could be considered to indicate neighborhood transitions, important crossroads, or changes in context (especially to drivers).

Green:

Pink: VT 127 intersection is a transition point; Bike route from Leddy Park to Ethan Allen.

Blue: VT 127; Shore Road (right lane only for through movements is confusing).

Red:

Segment: Plattsburgh to Shore Road

Bicyclists

Are there any particularly difficult street crossings for bicyclists on this segment (yes/no)? Is so, where and why?

Green: Crossing Shore Rd is difficult and Plattsburgh Ave is generally dangerous.

Pink: No.

Blue: Plattsburgh intersection is a major problem, especially north-south.

Red: Plattsburgh Ave (all approaches).

How accommodating is this segment to both novice and experienced cyclists? List issues relative to each group.

Novice/Recreational/Children

Green: Better than other segments, but still only experienced cyclists ride on the road.

Pink: Depends on traffic and time of day. Biking on sidewalk is an option.

Blue: Not accommodating.

Red: Not accommodating – ride on sidewalks.

Experienced/Avid

Green: Better than other segments, but still only experienced cyclists ride on the road.

Pink: Depends on traffic and time of day. Biking on sidewalk is an option.

Blue: Experienced cyclists can use due to width of travel lanes (cars rarely use on-street parking).

Red: Experienced cyclists can ride comfortably in the road due to wide lanes (including parking lane).

What other issues affect cyclists on this segment?

Green: Left turns at intersections. Motor vehicle speeds.

Pink: Plattsburgh Avenue intersection is dangerous for bikes and pedestrians.

Blue: No designated bike lanes; Left turns are difficult; no pavement markings designating parking lane.

Red: Left turns at Shore Road & Heineburg Rd. Split phases at Shore & Heineburg Rd.

Pedestrians

What is the consensus of your group (circle corresponding number)?

- Crossing North Avenue is difficult due to the distance between marked crosswalks
 <<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 4 An issue for the entire corridor. School children are crossing at unmarked locations.
Pink: 4
Blue: 5
Red: 5
Average: 4.5
- Crossing North Avenue is difficult due to the speed and/or amount of traffic.
 <<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 5
Pink: 5 primarily speed. Traffic varies considerably during the day.
Blue: 5 Speed is primary issue; traffic volumes only heavy during peaks.
Red: 5 Speed.
Average: 5
- The condition of sidewalks and crosswalks is generally good
 <<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 3
Pink: 5
Blue: 2
Red: 5
Average: 3.8

- There are barriers to Universal Access (lack of ADA curb ramps, obstacles that block the sidewalk) along this segment.

	<<<Strongly disagree		Neutral		Strongly agree>>>
	1	2	3	4	5
Green:	3				
Pink:	1				
Blue:	2				
Red:	3				
Average:	2.3				

- Walking along this segment is generally a pleasant experience.

	<<<Strongly disagree		Neutral		Strongly agree>>>
	1	2	3	4	5
Green:	3				
Pink:	5				
Blue:	4 Less traffic and houses are set further back on this segment.				
Red:	4 Sidewalks are separated from traffic and neighborhood is attractive.				
Average:	4				

What other issues affect pedestrians on this segment?

- Green: Crossing Shore Rd is difficult. Right turn on red from Shore Rd & left turns from North Ave.
- Pink: Plattsburgh Ave is a difficult crossing for pedestrians. Crossing North Ave is an issue due to vehicle speeds.
- Blue: Two lanes of traffic are less impactful to peds than four; need better (ped scale) lighting; This segment is very dark.
- Red: Crossing is difficult at night because signals go into flashing yellow mode early. No sidewalks on side streets.

Transit

What is the consensus of your group (circle corresponding number)?

- The location and placement of bus stops and shelters is good on this segment

	<<<Strongly disagree		Neutral		Strongly agree>>>
	1	2	3	4	5
Green:	4				
Pink:	5				
Blue:	5 More shelters needed (instead of just stops).				
Red:	5 Need more shelters. Some stops could be eliminated.				
Average:	4.8				

- Bus stops are easy to access from either side of the corridor

	<<<Strongly disagree		Neutral		Strongly agree>>>
	1	2	3	4	5

Green: 4

Pink: 3 Difficult to cross North Ave.

Blue: 5 (from side streets)

Red: 2 Depends on direction of travel. Crossing North Ave can be difficult.

Average: 3.5

- Bus operating frequencies (30 minutes weekdays) and schedules are adequate.

	<<<Strongly disagree		Neutral		Strongly agree>>>
	1	2	3	4	5

Green: 3

Pink: 4

Blue: 2 Need extended service hours and more weekend service

Red: 1 Need more frequent evening service.

Average: 2.5

What other issues affect bus riders on this segment?

Green: Need a bus stop at Miller Center.

Pink: Need services that extend off of North Ave into the neighborhoods.

Blue: Strong support for extended Sunday service.

Red: Frequent Sunday service would allow for recreational trips. Need 15 minute headways for weekday peaks.

Motorists

What is the consensus of your group (circle corresponding number)?

- Congestion is not an issue on this segment of the corridor.

	<<<Strongly disagree		Neutral		Strongly agree>>>
	1	2	3	4	5

Green: 5

Pink: 3 Pavement markings where road transitions from four to two lanes (Shore Rd) are poor

Blue: 4 Congestion only during AM peak (school related).

Red: 5 Southbound left turns at Heineberg are an issue.

Average: 4.3

- On-street parking is important along this segment of the corridor

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 1

Pink: 1 Need to accommodate St. Marks church.

Blue: 2 Parking in front of Bessery's Market is important; Need to accommodate services and events at St. Marks.

Red: 2 Parking is important for St. Mark's.

Average: 1.5

Are there any intersections/locations that are especially difficult to negotiate as a motorist on this segment (yes/no)? If yes, describe.

Green: Plattsburgh Ave due to intersection geometry.

Pink: Plattsburg Ave and Shore Rd intersections are skewed and create problems for motorists, pedestrians and bicyclists.

Blue: Shore Rd; Ethan Allen

Red: Intersections at Plattsburgh Ave, Shore Rd/Heineberg, Tracy Dr left turns.

What other issues affect motorists on this segment?

Green: Speeding; narrow lane widths.

Pink: Loop detection is missing (or not working) on many side streets.

Blue: Left turns out of Tracy Drive are very difficult due to proximity to Plattsburgh Dr

Red: Left turns onto Heineberg are difficult.

Other Corridor Issues

Safety

What is the consensus of your group (circle corresponding number)?

- Speeding is a problem along this segment

<<<Strongly disagree Neutral Strongly agree>>>
 1 2 3 4 5

Green: 5 Speeding a problem between Hunt School Driveway and Plattsburgh Ave.

Pink: 4

Blue: 3

Red:

Average: 4

- Left turns are difficult to make along this segment.

	<<<Strongly disagree		Neutral		Strongly agree>>>
	1	2	3	4	5
Green:	2				
Pink:	3				
Blue:	4				
Red:					
Average:	3				

Gateways

Are there any locations on this segment that should be considered as Gateways? Gateways are locations where special design treatments could be considered to indicate neighborhood transitions, important crossroads, or changes in context (especially to drivers).

Green:

Pink:

Blue:

Red: