Technical Memorandum

No.3

Preliminary Conceptual Alternatives Strategies

SR 90/SW 7th Street/SW 8th Street
from SR 5/US 1/Brickell Avenue
to SR 9/SW 27th Avenue

Miami-Dade County, Florida

FM No. 432639-5-22-01

Prepared For:
Florida Department of Transportation, District Six

June 2015

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1. Introduction

1.1 Objective

The purpose of this technical memorandum is to summarize the development of multimodal transportation mobility strategies for SR 90/SW 7th Street and SR 90/SW 8th Street from SR 5/Brickell Avenue to SR 9/SW 27thAvenue which is based on the existing condition analysis results, information gathered from the Project Advisory Team (PAT) and stakeholders, and preliminary goals defined for the study segment. Mobility strategies are fundamental in the development of conceptual engineering alternatives and the accomplishment of the vision for this corridor.

1.2 Project Description

The study focuses on the segment of SR 90/SW 7th Street and SR 90/SW 8thStreet, sections 87120001 and 87120000 respectively, from SR 5/Brickell Avenue to SR 9/SW 27thAvenue. This segment of SR 90 is an east-west urban principal arterial consisting of a one-way pair of streets, with SW 7thStreet operating as westbound SR 90 and SW 8thStreet operating as eastbound SR 90.

Within its limits, this dense urban corridor includes over 30 signalized intersections. It also includes an interchange with I-95, near SW 3rd Avenue and SW 4thAvenue, that acts as the main access to the Brickell area for commuters via the regional transportation system, and therefore, it has a significant impact on traffic volumes and operations along the corridor. Moreover, the Brickell area serviced by SR 90/SW 7th Street and SR 90/SW 8thStreet has seen significant growth in the last decade, with high-density high-rise developments, contributing to changes in the operations of the study corridor. Additionally, several new major development projects are currently proposed within the Brickell area; all of which can further impact operations and increase traffic volumes along this already congested corridor.

1.2.1 Purpose

The project efforts ultimately consist of developing and evaluating alternatives and providing recommendations to improve the corridor's existing and future physical, operational, and safety deficiencies. The project will focus on preserving future expansion needs for multimodal transportation facilities, enhancing corridor mobility, including movement of freight and goods, and conducting intergovernmental coordination. Special emphasis will be placed on communicating with stakeholders and with key decision makers.

Preliminary project goals were developed at the beginning of the study as a result of information from collected data, existing condition analysis results, and coordination with PAT members and stakeholders. These goals will continue to be refined through the length of this study and will culminate with the development of the Purpose and Need Statement for the Environmental Screening. Subsequently, the Project Development and Environment (PD&E) process, if needed, will ultimately define a final recommended alternative for design. The preliminary goals are as follows:

- Improve traffic operations
- Develop a pedestrian friendly corridor
- Improve safety
- Promote a multimodal transportation approach
- Improve the effect of I-95 Interchange on the corridor
- Improve access to the Brickell area

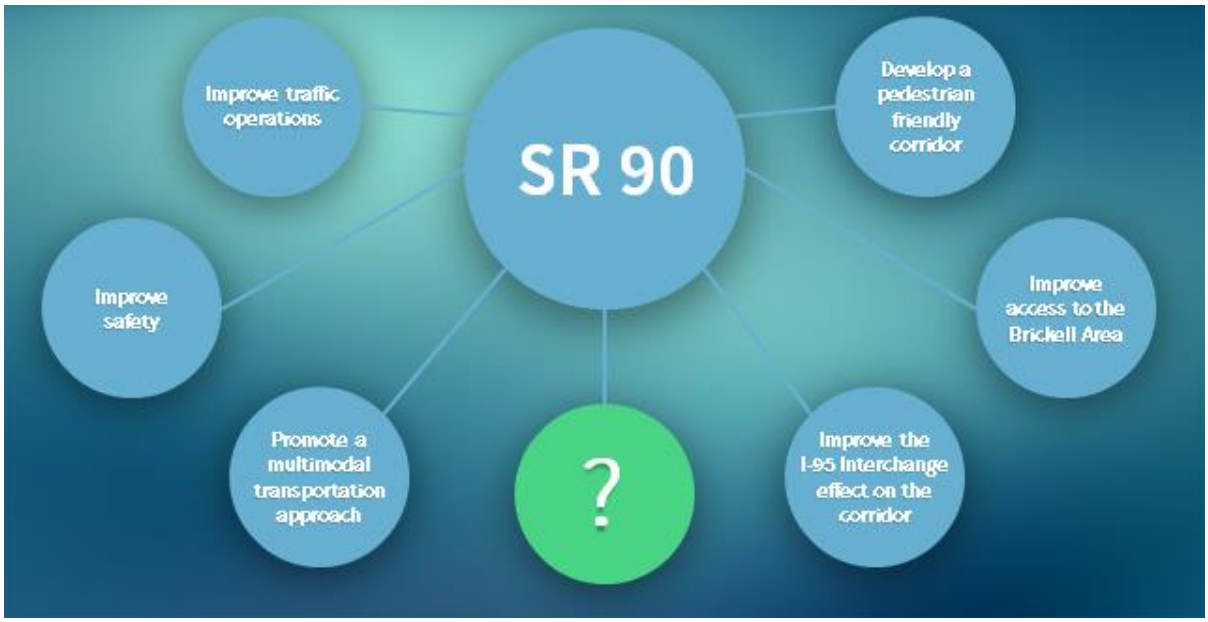


Figure 1-1: Project Goals

1.3 Study Segment

The study area consists of a half-mile buffer around the segment of SR 90 extending from SR 5/Brickell Avenue to SR 9/SW 27th Avenue. This area includes the existing interchange with I-95, located near SW 3rdAvenue and SW 4th Avenue as well as two major north-south corridors, SR 933/SW 12th Avenue and SR 7/SW 8th Avenue. Figure 1-2 exhibits the limits of the SR 90 study segment as well as the half-mile buffer study area.

The study segment of SR 90 is located entirely within the City of Miami, in Miami-Dade County. Though located only within one municipality, the study segment passes through six (6) different neighborhoods: West Flagler, Shenandoah, Little Havana, Riverside, The Roads, and Brickell.

Based on the year 2010 Census data, the study area consists of a total population of 39,628. This represents approximately 1.5 percent of Miami-Dade County's total population, which was estimated at 2,496,457 by the 2010 Census. The highest concentration occurs north of the corridor from SW 22nd Avenue to SR 9/SW 8th Avenue. This high density area is located within the neighborhoods of West Flagler and Little Havana, which are mostly residential.

The existing land use directly adjacent to the study corridor is predominantly multifamily residential, highway infrastructure (i.e., I-95), and commercial. Moreover, the land use along eastbound SR 90 is predominantly commercial on either side of the street. In contrast, the land use along westbound SR 90, east of I-95, is predominantly commercial with scattered residential, and primarily residential to the west of I-95. The residential area is composed of multifamily buildings.

Figure 1-2: Study Area

1.3.1 Existing Infrastructure

The study segment of SR 90 is classified as an Urban Other Principal Arterial with a posted speed of 30 miles per hour (MPH). The existing typical section elements are portrayed in Figures 1-2 and 1-3. Moreover, existing available right-of-way (ROW) along eastbound SR 90 ranges from 58 feet to 80 feet, with an average of 70 feet, and ROW on westbound SR 90 ranges from 50 feet to 60 feet, with an average of 60 feet.

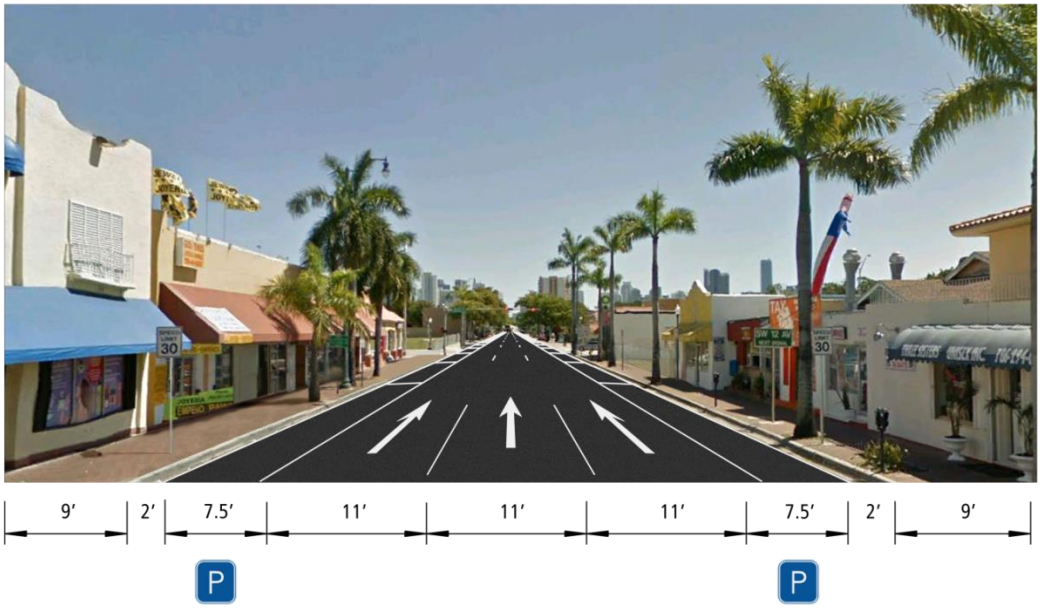


Figure 1-3: Existing Roadway Typical Section of Eastbound SR 90

Figure 1-4: Existing Roadway Typical Section of Westbound SR 90

More detailed information on the existing characteristics of the study segment of SR 90 can be found in Technical Memorandum No. 1(Existing Conditions). This report presents an inventory and assessment of the following items: crash data, transit data, bicycle and pedestrian data, on-street parking, roadway data, access management, and traffic data. Moreover, Technical Memorandum No. 1 provides data regarding project related documents, environmental features, utilities, and ROW.

1.3.2 Project Advisory Team (PAT)

The SR 90 Corridor's PAT is comprised of representatives City of Miami, Miami-Dade County, Miami-Dade Transit (MDT), Miami-Dade Metropolitan Planning Organization (MPO), and Downtown Development Authority (DDA). This group is charged with providing on-going direction and technical input to Florida Department of Transportation (FDOT) and the Consultant Team, and will meet periodically throughout the duration of this study. Additionally, the following interest groups were invited to the PAT:

- Virtual Little Havana
- Connect Familias
- Brickell Kidz Bus Service
- Dade Heritage Trust
- Downtown Miami Partnership
- Community Redevelopment Agency (CRA)

2. Strategy Development

2.1 Setting a Vision

The design of transportation corridors conveys a message to those who use them. It can influence the travel mode choice, driving speed, and the overall environment of the corridor. Each design element implemented acts as a reminder of what needs have been prioritized and will influence the user's perception of the corridor.

In order to set priorities for the SR 90 corridor, a question and answer session was conducted in the second PAT meeting conducted on Thursday, March 27th, 2014 to induce discussion among PAT members about their perception on how the SR 90 corridor design elements are performing today and to define priorities for the corridor. The questions focused on elements of design, modes of transportation, corridor characteristics, and magnitude of impact to existing conditions.

The question-and-answer session was not intended as a survey but more as a tool to discuss, among PAT members, potential needs for the corridor. They were divided, mainly, by mode of transportation or by segment characteristics in a Corridor Preference Section presented to PAT members. The following sections summarize the feedback gathered.

2.1.1 Pedestrian Mode

Accommodating pedestrians is essential for accomplishing a livable community. Walking is the most basic form of transportation and thus any corridor aiming to provide safety, mobility, and connectivity must accommodate an accessible, secure, and appealing pedestrian environment. The PAT members were asked the following questions to obtain feedback on how they prioritize the pedestrian mode for SR 90.

2.1.1.1 Questions

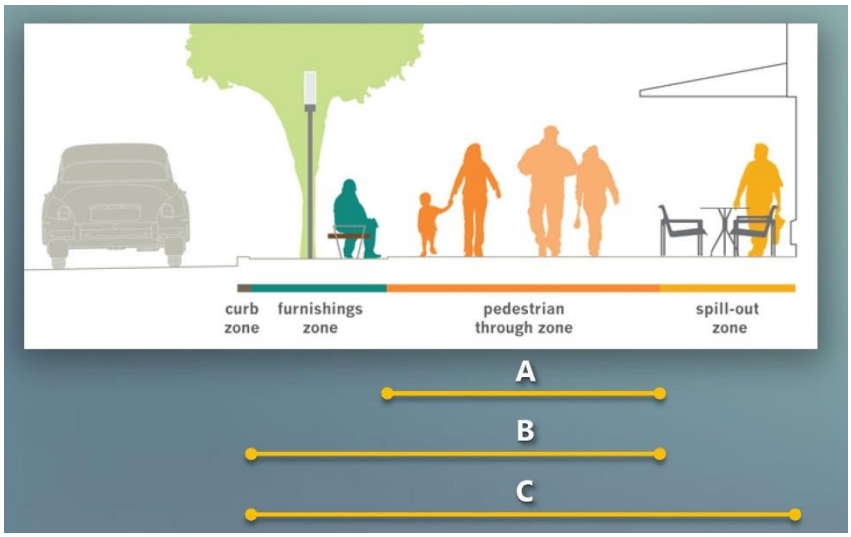
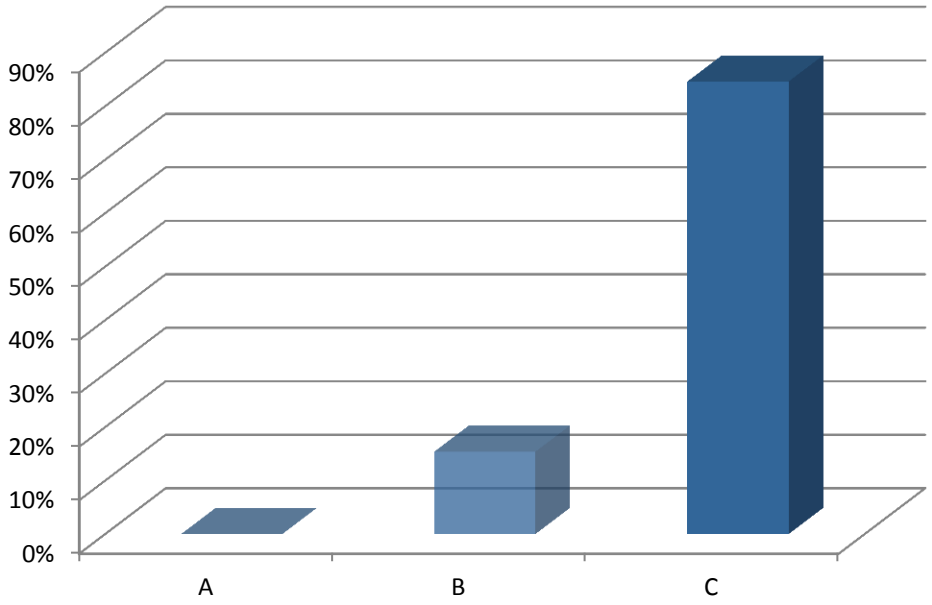
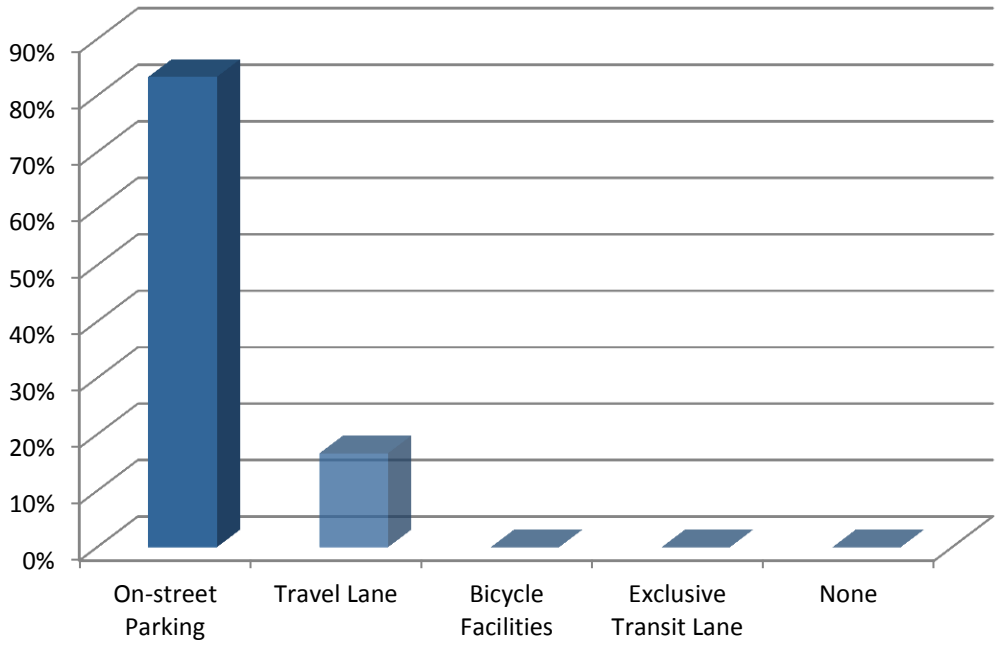


Figure 2-1: Sidewalk Configurations

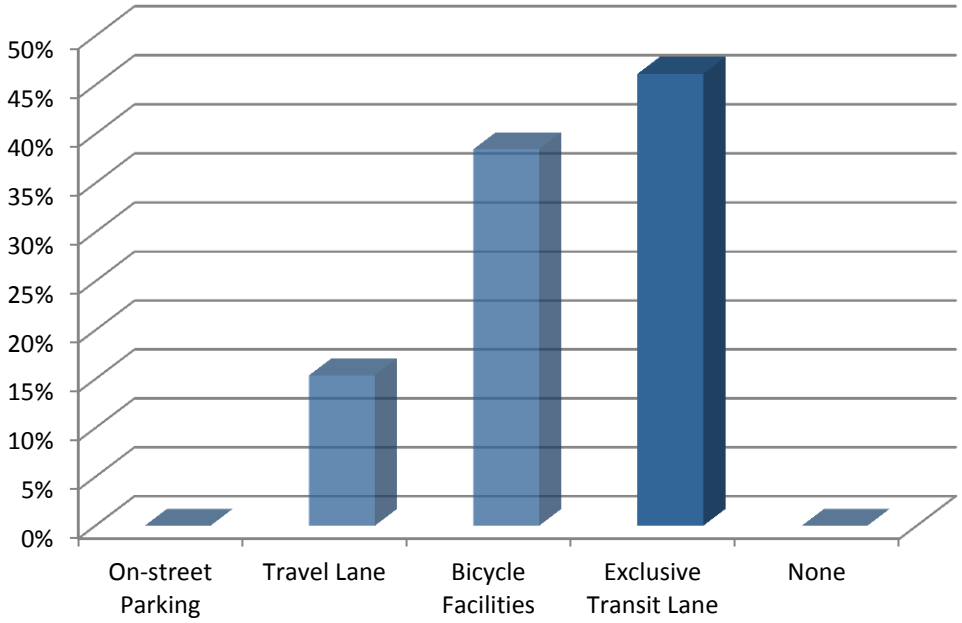
1. Which of these sidewalk configurations would you most envision for this corridor? (Multiple Choice)



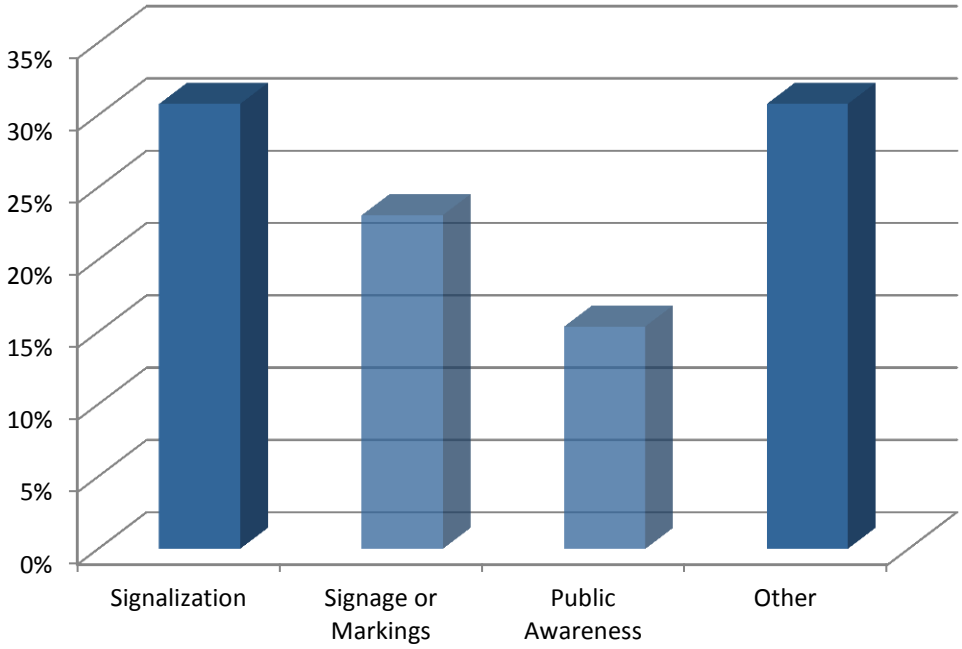
2. Which of these would you be MOST willing to trade to attain your desired sidewalk configuration? (Multiple Choice)



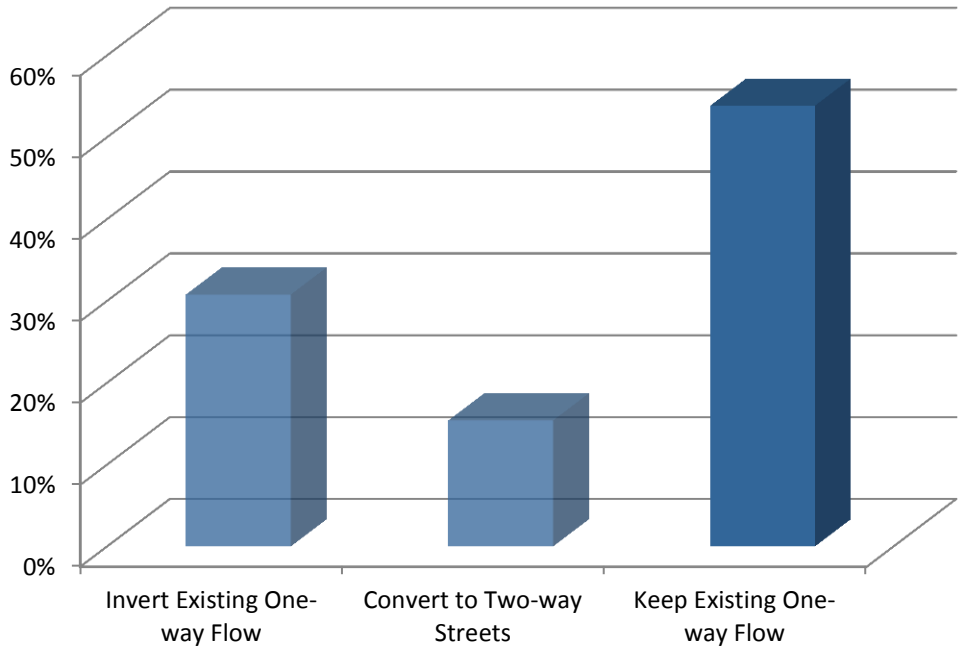
3. Which of these would you be LEAST willing to trade to attain your desired sidewalk configuration? (Multiple Choice)



4. Which of these contributes the most toward pedestrian safety? (Multiple Choice)



5. Which of these directional flow patterns would benefit pedestrians the most? (Multiple Choice)

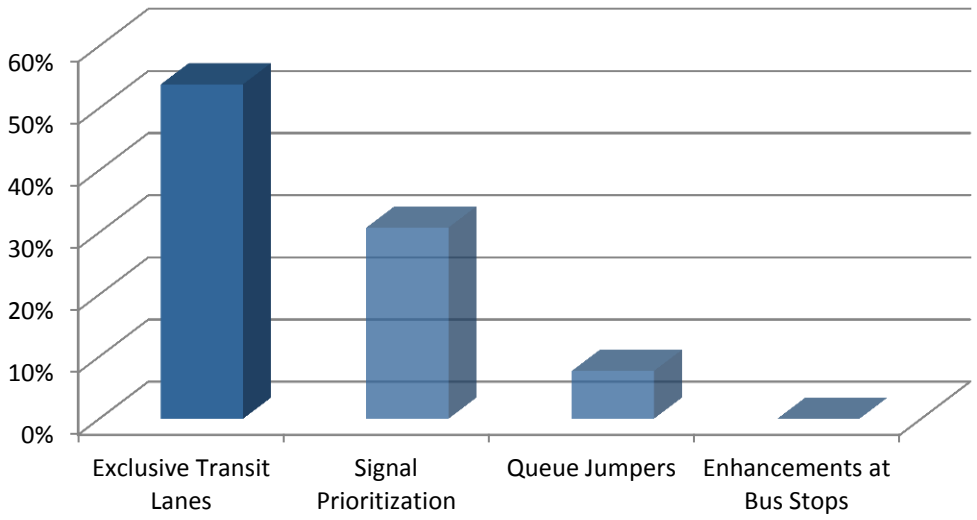


2.1.2 Transit Mode

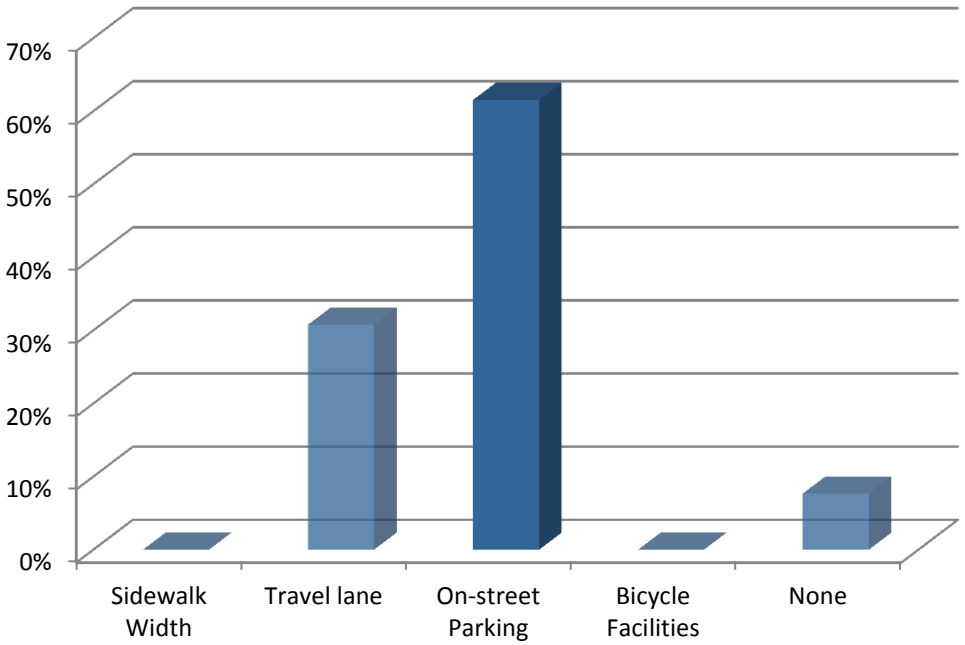
Public transportation plays an important role within the study area. The bus routes which currently run on the study segment of SR 90 are some of the transit routes with the most ridership within Miami-Dade County. Enhancements to public transit on SR 90 should be considered in an effort to provide more reliable transportation options in an area with a growing population and economy. The PAT members were asked the following questions to obtain feedback on how they prioritize the transit mode for SR 90.

2.1.2.1 Questions

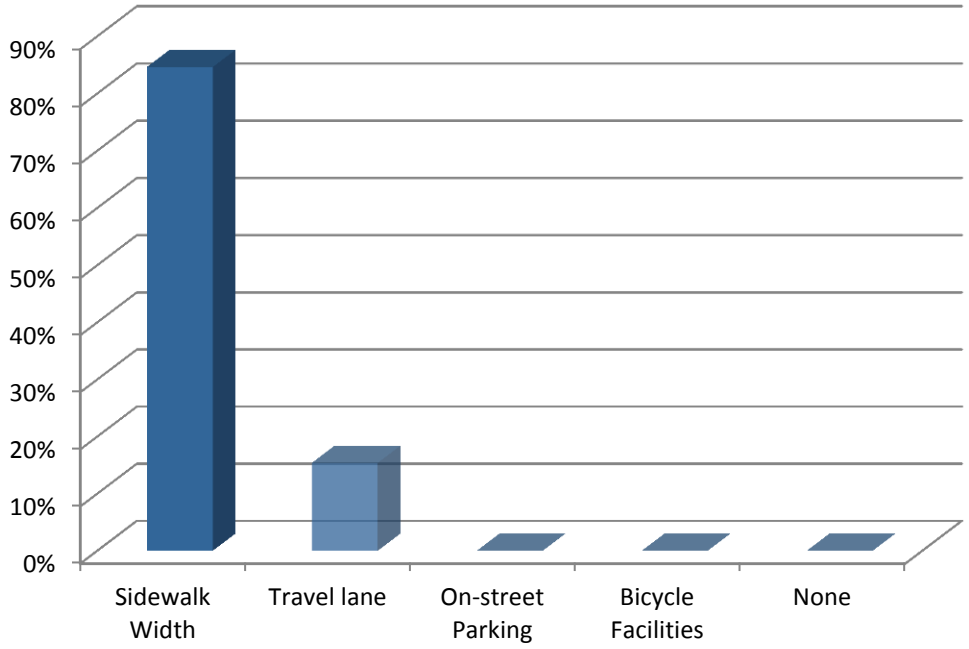
1. Which of these is needed the most to provide a faster and reliable transit service? (Multiple Choice)



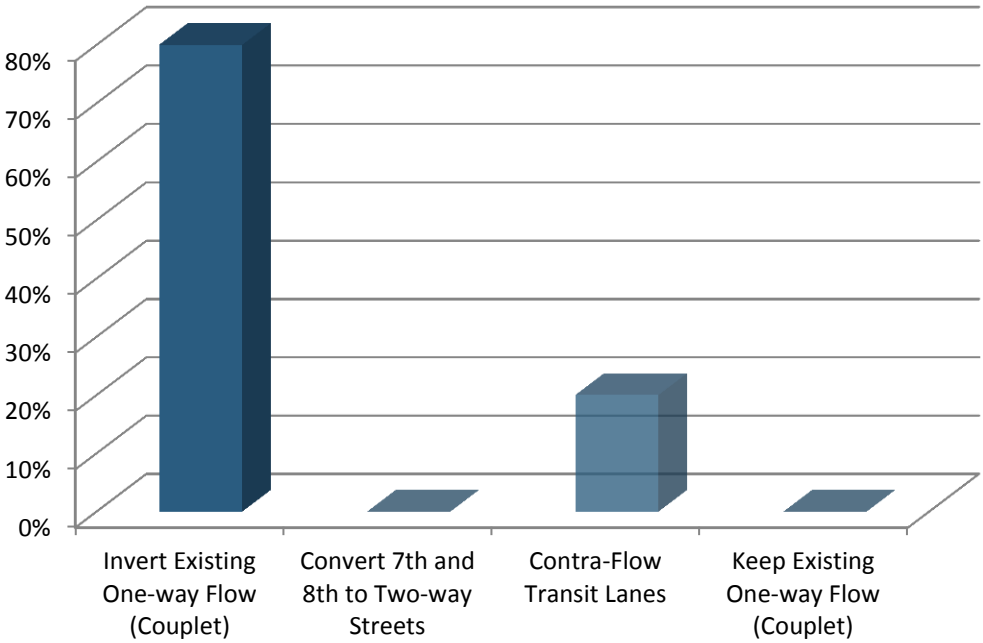
2. Which of these would you be MOST willing to trade to accommodate transit improvements? (Multiple Choice)



3. Which of these would you be LEAST willing to trade to accommodate transit improvements? (Multiple Choice)



4. Which of these directional flow patterns would benefit transit the most? (Multiple Choice)

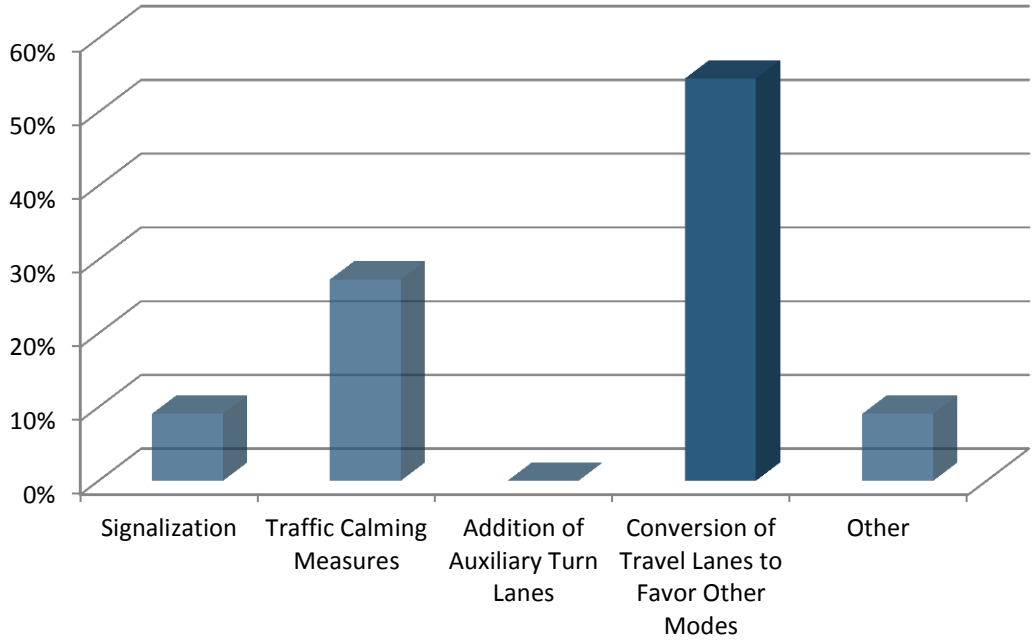


2.1.3 Automobile Mode

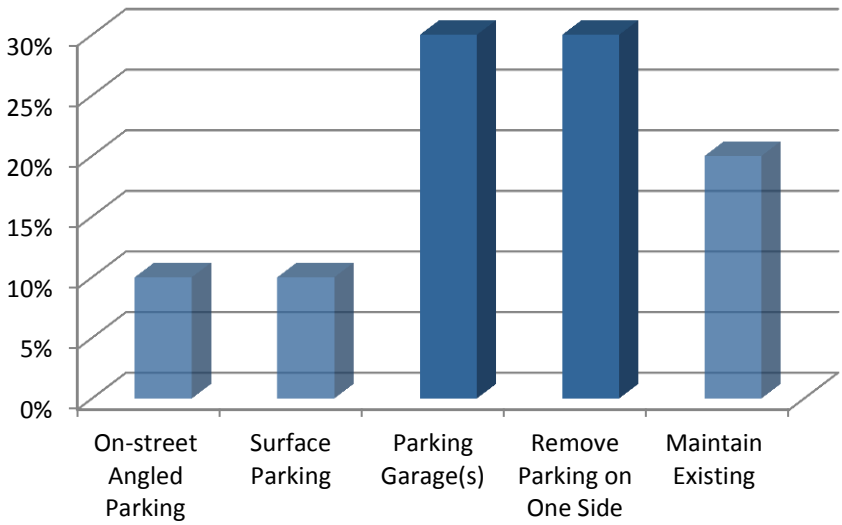
Modifications to parking and automobile travel lanes should be considered in high commercial areas such as the study area of SR 90 to potentially improve, the safety of other transportation modes, access to other roadways, and the economy of the area. The PAT members were asked the following questions to obtain feedback on how they prioritize the automobile mode for SR 90.

2.1.3.1 Questions

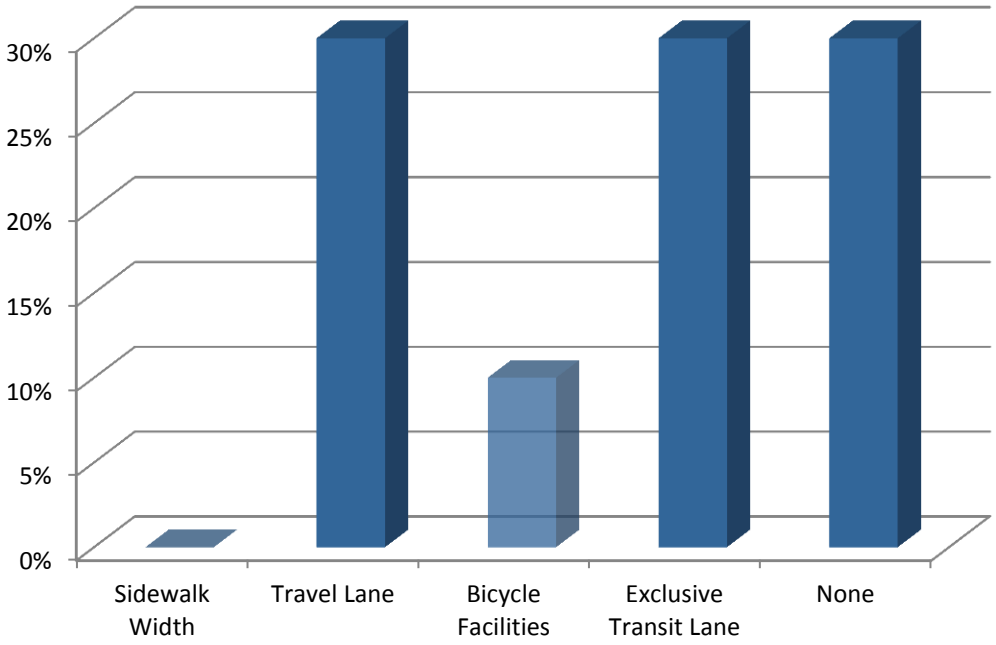
1. Which of these is needed the most to improve existing traffic conditions? (Multiple Choice)



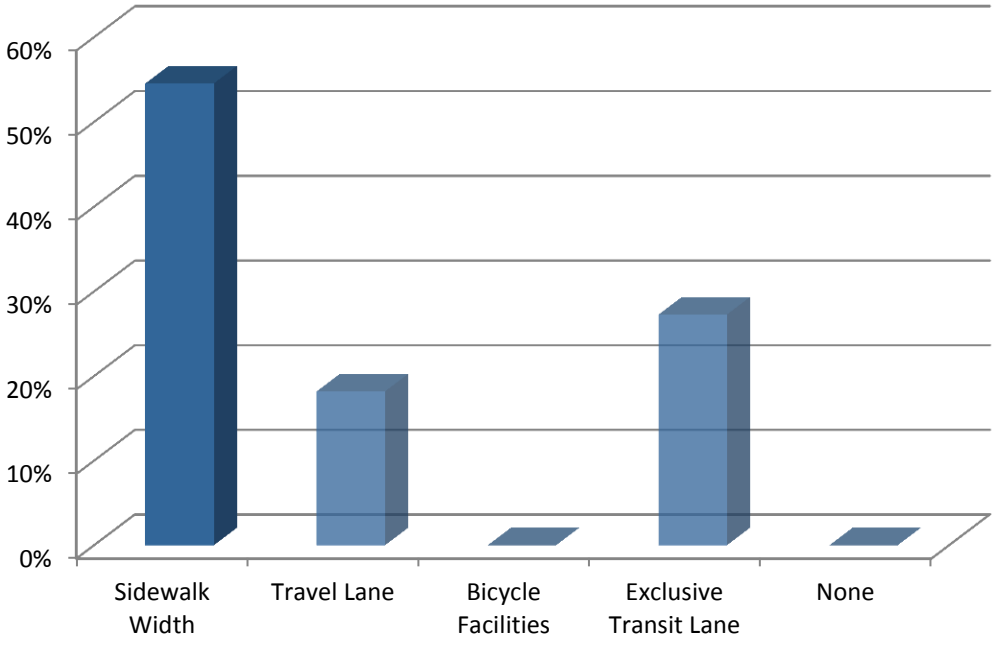
2. Which of these parking configurations would be most beneficial to the corridor? (Multiple Choice)



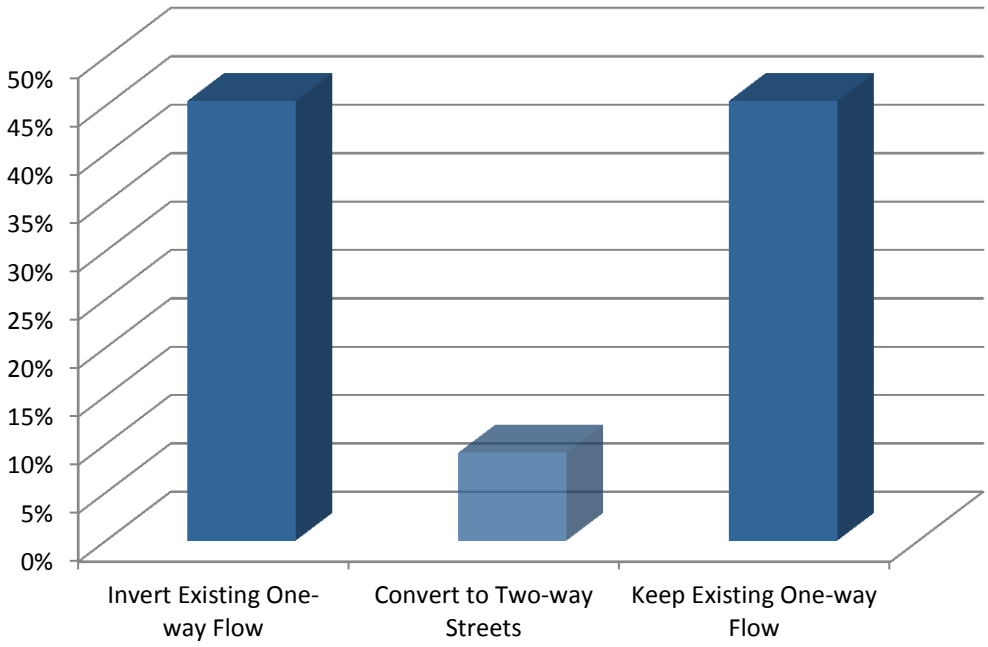
3. Which of these would you be MOST willing to trade to attain your desired parking configuration? (Multiple Choice)



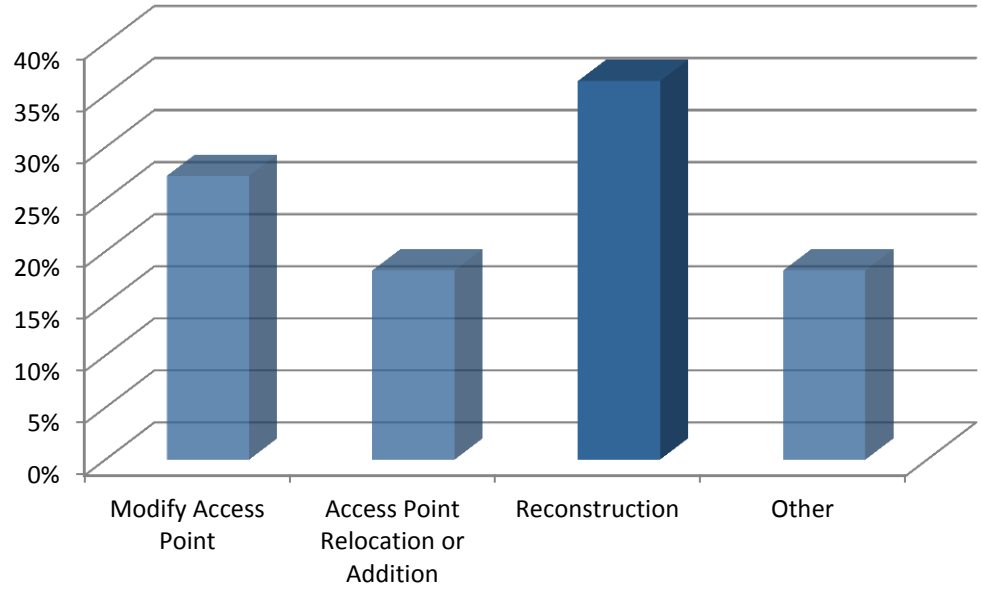
4. Which of these would you be LEAST willing to trade to attain your desired parking configuration? (Multiple Choice)



5. Which of these directional flow patterns would benefit vehicles the most? (Multiple Choice)



6. Which of these is needed the most to improve existing traffic conditions at the I-95 Interchange? (Multiple Choice)

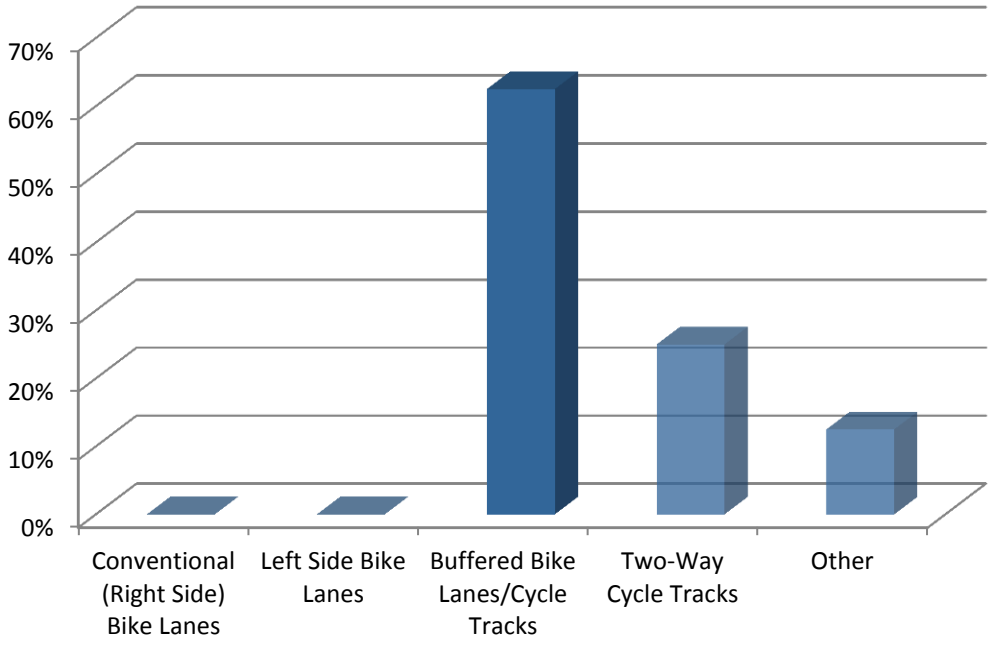


2.1.4 Bicycle Mode

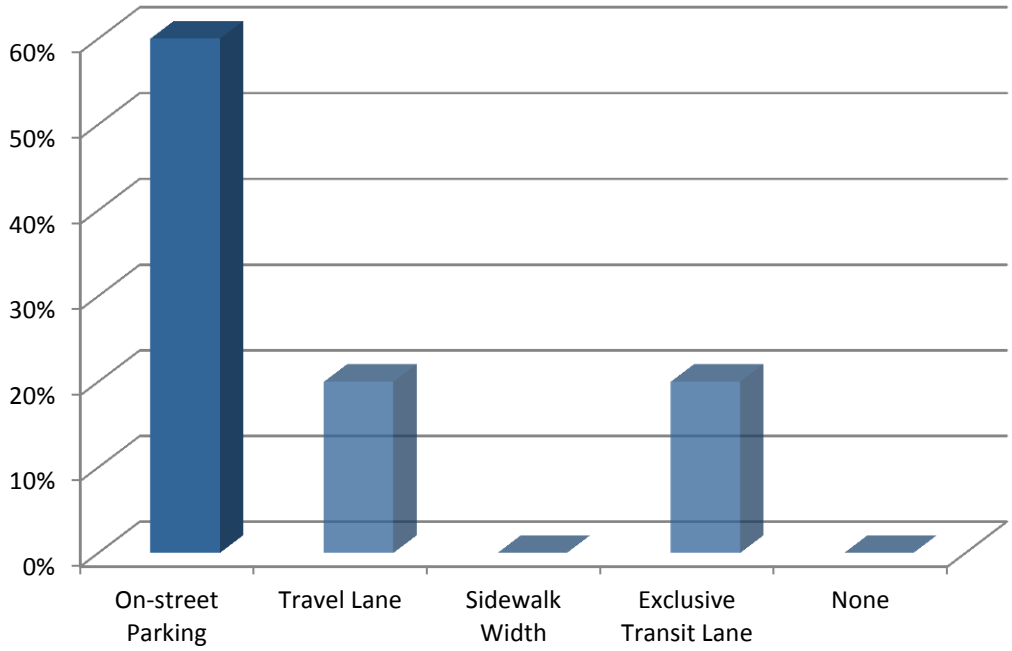
Accommodation of bicycle facilities to the existing typical section of SR 90 should be considered in an effort to promote and improve bicycle activity within the study area. The PAT members were asked the following questions to obtain feedback on how they prioritize the bicycle mode for SR 90.

2.1.4.1 Questions

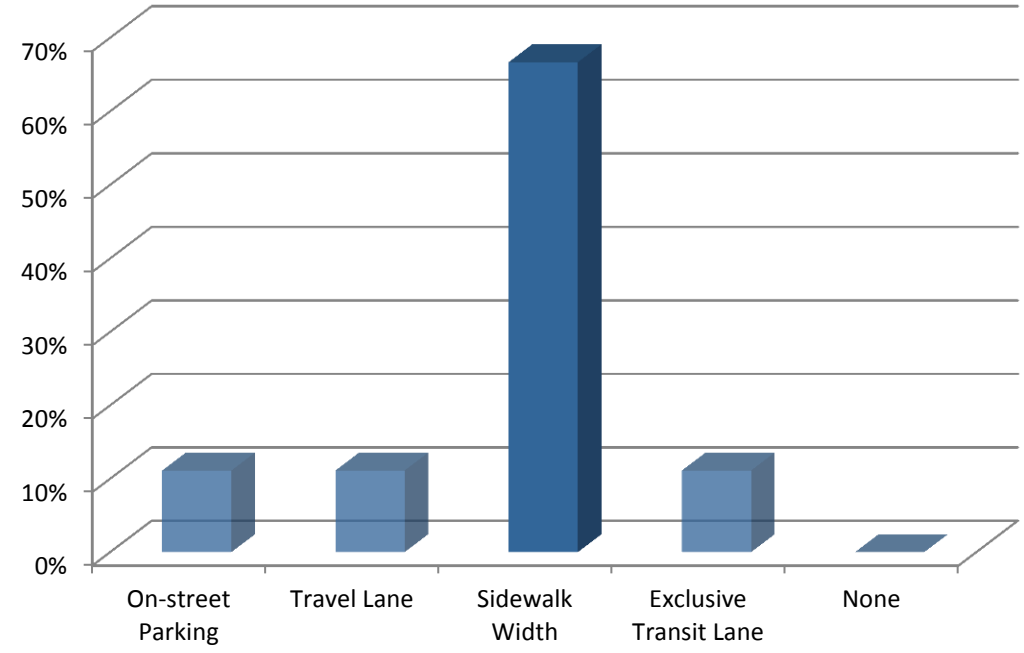
1. Which of these bicycle facility configurations would you most envision for this corridor? (Multiple Choice)



2. Which of these would you be MOST willing to trade to attain your desired bicycle facility configuration? (Multiple Choice)



3. Which of these would you be LEAST willing to trade to attain your desired bicycle facility configuration? (Multiple Choice)



2.1.5 Corridor Segments

2.1.5.1 Description of the Segments

For this section of the question-and-answer session, the corridor was divided into three (3) segments based on the corridor's characteristics (see Table 2-1 and Figure 2-2). The typical sections of SW 7th Street and SW 8th Street are essentially the same throughout the limits of the study. However, as SR 90 moves eastbound it exhibits major differences based on land use, development activity, traffic volumes, interchange access, and pedestrian and bicyclists behavior. Additionally, Segment 1 was divided into two (2) sub-segments because although both exhibit the same characteristics in regards to traffic activity and land use, Segment 1B comprises the tourist area of "Calle 8" and experiences more pedestrian and bicyclist activity. Both areas were identified as one however, because the activity currently observed in Segment 1B is progressively being exhibited more and more in Segment 1 A.

Table 2-1 Study Segments Limits

Segments	Limits	Description
Segment 1A	From SW 27th Avenue to SW 17th Street	Consists of high residential activity, retail
Segment 1B	From SW 17th Street to SW 5th Avenue	Consist of high residential activity, high retail, tourists, high use of on-street parking, cultural events
Segment 2	From SW 5th Avenue to SW 2nd Avenue	High traffic volumes, I-95 Major Interchange Access
Segment 3	From SW 2nd Avenue to Brickell Avenue	High rises, major development, urban, high density

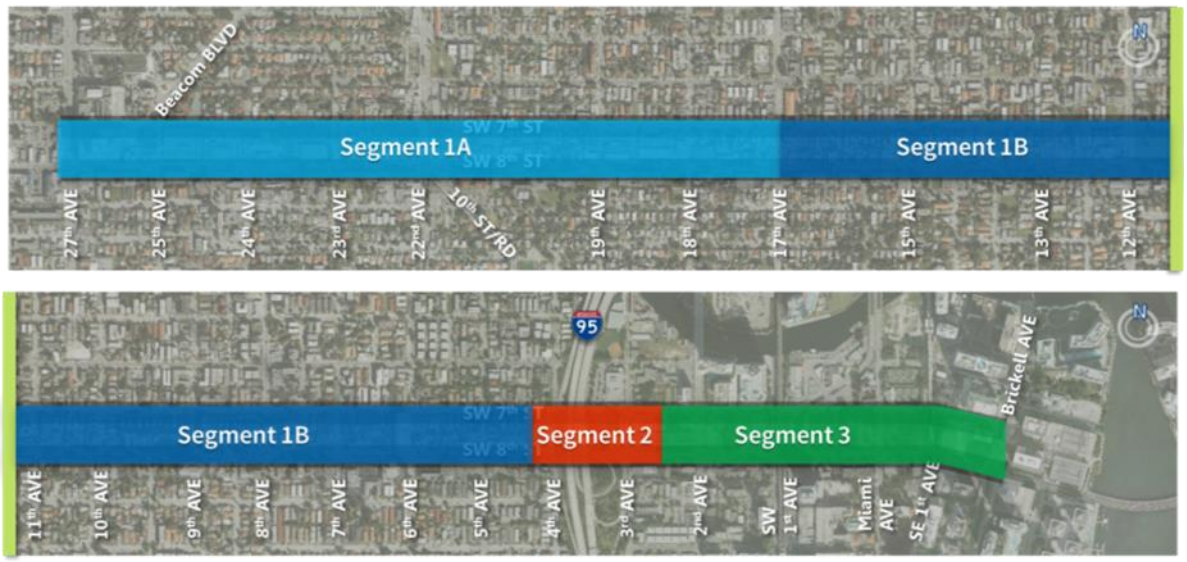
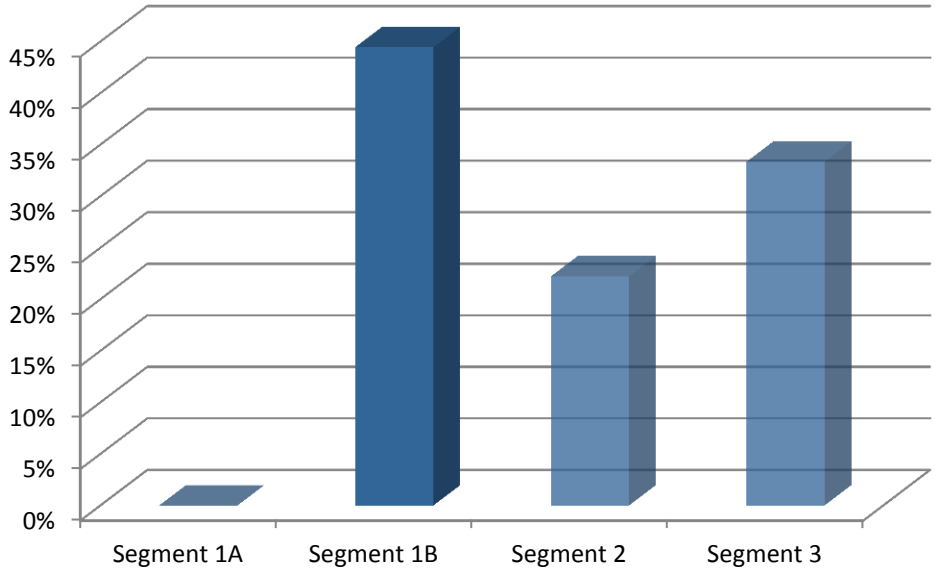


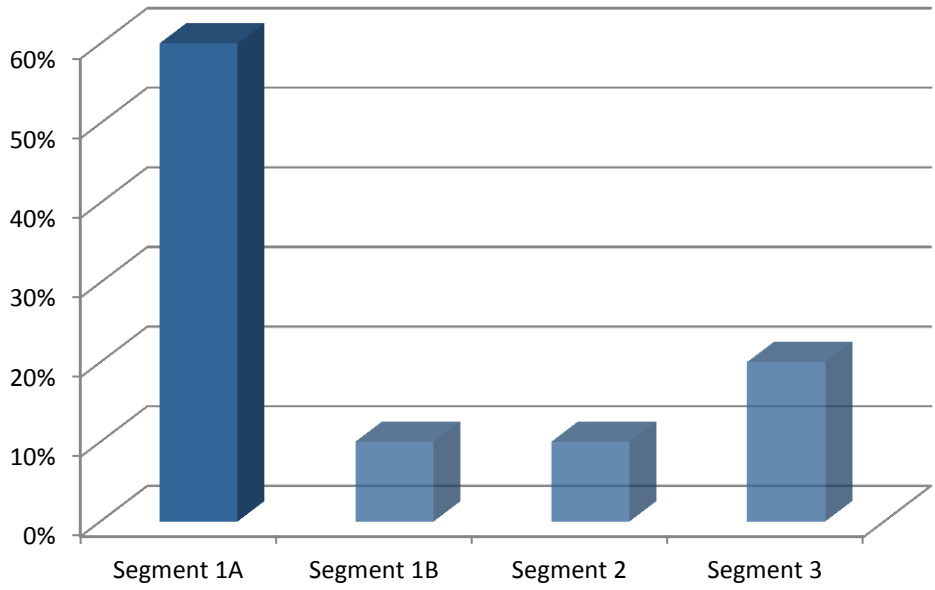
Figure 2-2: Study Segments

2.1.5.2 Questions

1. If you had to prioritize corridor improvements based on segments, which would you consider the HIGHEST? (Multiple Choice)



2. If you had to prioritize corridor improvements based on segments, which would you consider the LOWEST? (Multiple Choice)



2.2 Corridor Priorities from PAT

The corridor's priorities defined in this study took into consideration the feedback provided by PAT members during the question-and-answer session. After each answer was provided, the PAT members were given an opportunity to explain their vote. This approach provided a collective effort to understand what was important to each member, what difficulties could arise by trying to implement their ideas, and the willingness to prioritize and compromise in order to find the best approach.

The PAT also took into consideration public agencies' feedback and other stakeholders within the corridor. The information gathered from these groups as well as the results from the existing condition analysis and future projects programmed in the study's vicinity provided the foundation to define priorities, outline strategies, and conceptualized alternatives for the future of SR 90 between SR 9/SW 27th Avenue and SR 5/Brickell Avenue. The following summarizes priorities and strategies that were identified:

- Pedestrian facilities and safety was by far the highest priority along SR 90.
- On-street parking was the lowest priority when compared to the need for additional space within the ROW.
- Signalization and Other (traffic control devices or enforcement) may contribute more to pedestrian safety than signage or public awareness.
- Preference on directional pattern of the corridor varied. For the benefit of transit, inverting the existing one-way flow was preferred because buses would be boarded from the median section of the corridor. Contraflow was also suggested, but there was a concern with safety because of potential collisions (buses vs. vehicles). For the benefit of pedestrians, most votes went toward keeping the existing directional flow pattern (one-way flow). There were some suggestions that a refuge island in a two-way pattern would also promote pedestrian safety. For approaching existing traffic concerns, agencies voted equally for keeping existing flow patterns versus inverting them.
- Exclusive transit lanes were preferred over transit enhancements to promote a reliable service.
- On-street parking lanes are not a priority when compared with other needs of the corridor within the ROW. Parking configuration preference was even between off-street parking garage, on-street parking removal on one side, and keeping the existing configuration.
- Preference was given to converting a travel lane to other modes in order to improve existing travel conditions. A major change or change of access points for the interchange of I-95 is needed to solve the existing interchange traffic and safety issues.
- Buffered bike lanes seemed to be preferred amongst those who voted.
- Of all the segments presented, the segment between SW 17th Avenue and SW 5th Avenue has the highest improvement demand while SW 27th Avenue to SW 17th Avenue has the lowest priority.

- Based on the discussion held and the questions answered by the PAT members during the second meeting, it was concluded that the PAT modal priorities are as follow:
    1. Sidewalk/Pedestrians
    2. Transit Facilities
    3. Bicycle Facilities
    4. Travel Lanes On-Street Parking

3. Strategies for Implementation

The priorities for the study corridor, identified by the PAT members, can be easily implemented due its existing characteristics. With retail stores near each other, a historic commercial district, high density residences, and enough ROW, Segment 1B and Segment 3 are ideal areas where pedestrian activity and safety, multi-modalism, and vehicular flow can be promoted .A general friendly/equal approach benefiting all transportation modes such as providing wider sidewalks, safer pedestrian crossings, bicycle facilities, and transit enhancements, will trigger a user behavior in line with the overall vision of the corridor.

3.1 Pedestrians Strategies (Priority No. 1)

Pedestrian safety is the main priority for this corridor. Thus, the following should be considered:

- Sidewalk should be present on both sides of the roadway
- Missing links should be avoided
- Sidewalks should be as wide as possible, within existing ROW, to accommodate frequent and heavy pedestrian traffic
- Walking should be both pleasing and safe
- A maintenance program should be in place to quickly identify any potential hazards within sidewalks
- Efforts should be made to provide a buffer between travel lanes and sidewalk such as street furniture, green areas, bicycle facilities and on-street parked vehicles

FDOT is currently conducting a pedestrian study and will provide recommendations for additional crosswalk facilities that will be incorporated in the conceptual alternatives developed for this study.

3.2 Bicycle Strategies (Priority No. 2)

The following design elements should be considered to promote bicycle activity:

- Bicycle facilities should be present throughout the corridor.
- Bicycles are considered vehicles and will be incorporated into the existing roadway.
- Adding bicycle lanes will embody the way the roadway is perceived and used.
- A buffer section or wider bicycle lanes are desirable to protect bicyclist from motorists and parked vehicles.

- Other bicycle amenities should be considered like the addition of signs, providing bicycle racks, bicycle lockers, and colored signing and pavement markings.

3.3 Transit Strategies (Priority No. 3)

Increasing congestion in urban areas could present a serious threat to the economic growth and livability of a corridor. When economic growth leads to an increase in demand and additional trips are needed to keep up with demand and the distribution of resources, congestion could act as a deterrent to economic growth. Enhancing the existing transit service along SR 90 would offset congestion, increase ridership, and promote pedestrian and bicycle activity. Therefore, increasing transit activity is a priority for this corridor. The following should be considered:

- Increase service frequency
- Exclusive transit lanes
- Bus-priority treatments
- Enhanced bus stops

3.4 Automobile Travel Lanes and Parking Strategies (Priority No. 4)

Number of travel lanes will be determined by a traffic analysis of the roadway. For a lane to be repurposed, the traffic operations analysis must comply with the Miami Comprehensive Neighborhood Plan and should adhere to its minimum Level of Service requirements described in Policy TR - 1.4.5 for "Urban Streets".

Reversal of existing traffic flow should be considered for this corridor as it will provide:

- Improved operations of the I-95 interchange.
    - It provides SW 7th Street with direct access to I-95
    - It allows additional distance to provide the necessary vertical clearance over the Miami River
- It provides residents of Brickell Key better access to SR 90 (Segment 3)
- It reduces the number of times a transit user needs to cross the street
- It may result in a positive economic impact by stimulating consumers heading west during the afternoon peak to stop in this commercial area.

Short-term and long-term solutions should be explored to improve long queues forming at the intersection of SW 3rd Avenue and SW 7th Street due to the traffic using SW 3rdAvenue southbound to access I-95 northbound. Additionally, safety improvement options should be considered for the intersection of SW 4thAvenue and SW 8th Street. This intersection was identified as a high crash location.

Out of all the priorities identified by PAT members, on-street parking scored the lowest when compared to other needs of the corridor. However, as part of the outreach program of this study, more meetings with other stakeholders suggested the need for on-street parking for the retail areas on SR 90/SW 8th Street. Consideration should be given to repurposing on-street parking lanes to be used for wider sidewalks, bicycle facilities and/or transit enhancements. Nonetheless, in order to evaluate the number of parking spaces and their location on or off-street, needed for retail and general use, a separate study should be conducted during further phases of this project.

4. Goals and Objectives

Prior to the development of the transportation improvement strategies described in the previous sections, preliminary goals were identified based on observed existing needs of the corridor and the scope of work. The preliminary goals are as follows:

- Improve traffic operations
- Develop a pedestrian friendly corridor
- Improve safety
- Promote a multimodal transportation approach
- Improve the effect of I-95 Interchange on the corridor
- Improve access to the Brickell area

With the information gathered from the existing condition analysis and the feedback provided by the PAT members and stakeholders, the following objectives have been added to the original project objectives:

- Consider Impact on Neighborhoods and Community
- Improve Efficient Utilization of Existing ROW and Infrastructure

5. Next Steps

As part of the outreach process, the project team will continue conducting meetings with the PAT and other project related stakeholders. Alternatives will be developed based on the strategies defined and presented in this Technical Memorandum No. 3. The developed alternatives will be presented and discussed in Technical Memorandums No. 4 (Conceptual Engineering Alternatives) and No. 5 (Multimodal Alternatives Analysis).

Appendix A

PAT PRESENTATION #2 QUESTION AND ANSWER SESSION

SR 90

FDOT

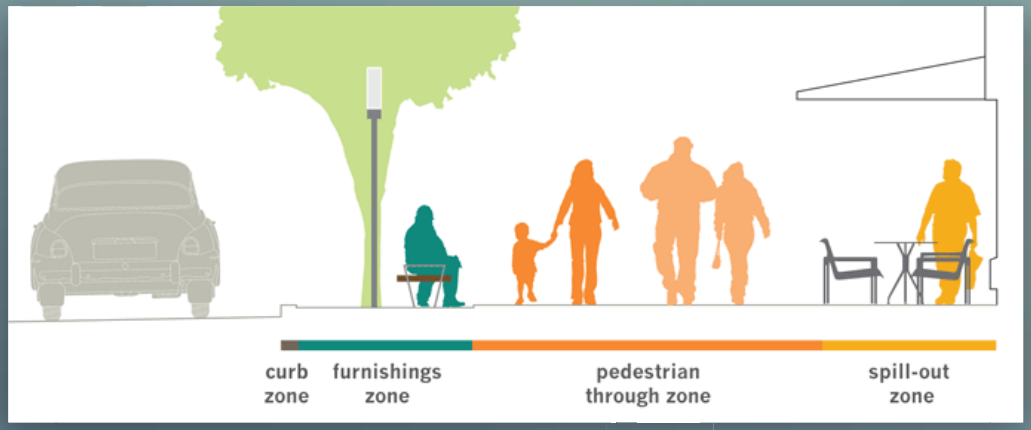
Gannett Fleming

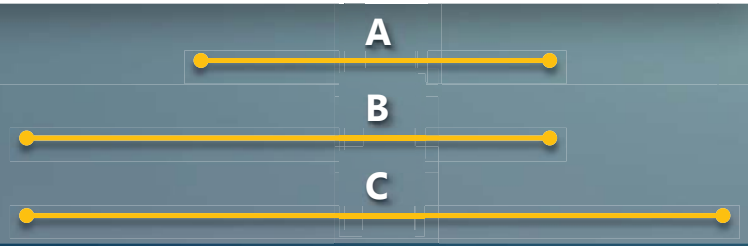
Project Advisory Team (PAT) Meeting # 2

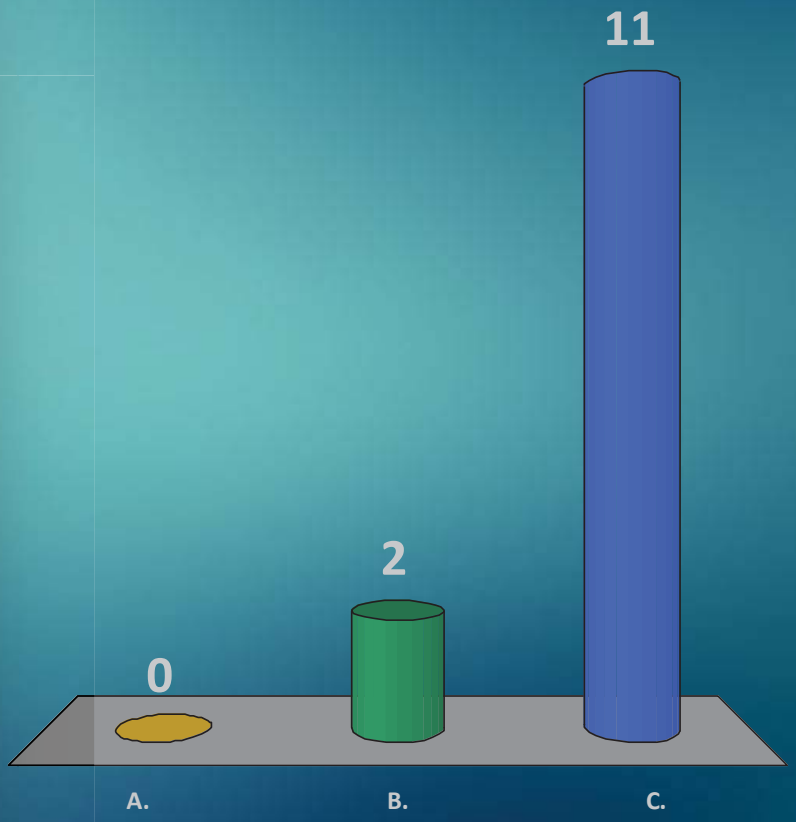
Corridor Preferences

Pedestrians

1. Which of these sidewalk configurations would you most envision for this corridor?





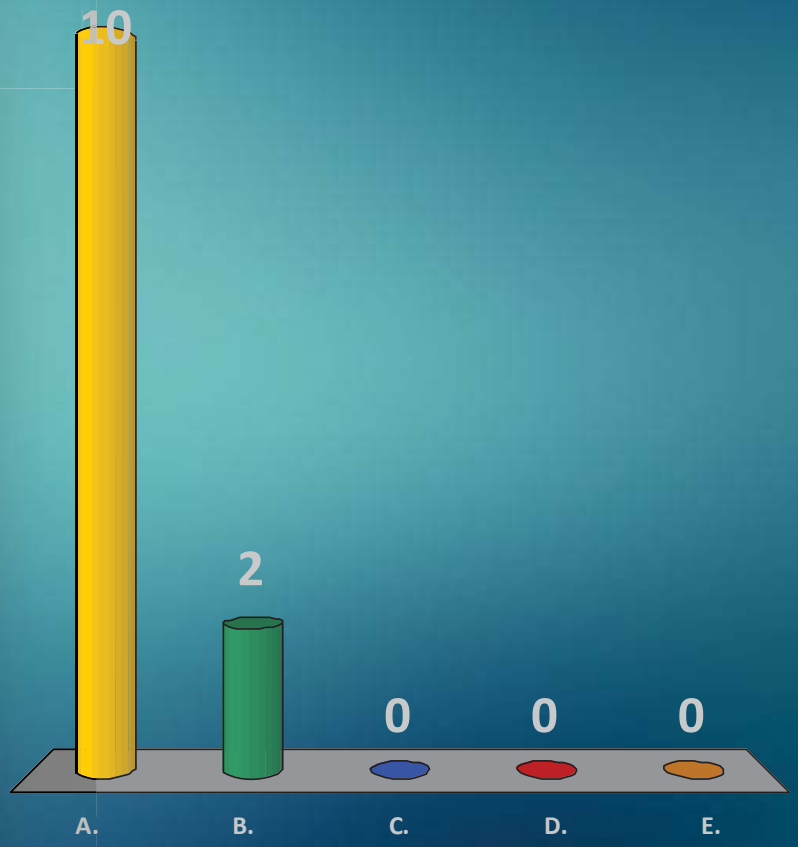


Corridor Preferences

Pedestrians

2. Which of these would you be MOST willing to trade to attain your desired sidewalk configuration?

A. On-street Parking
B. Travel Lane
C. Bicycle Facilities
D. Exclusive Transit Lane
E. None

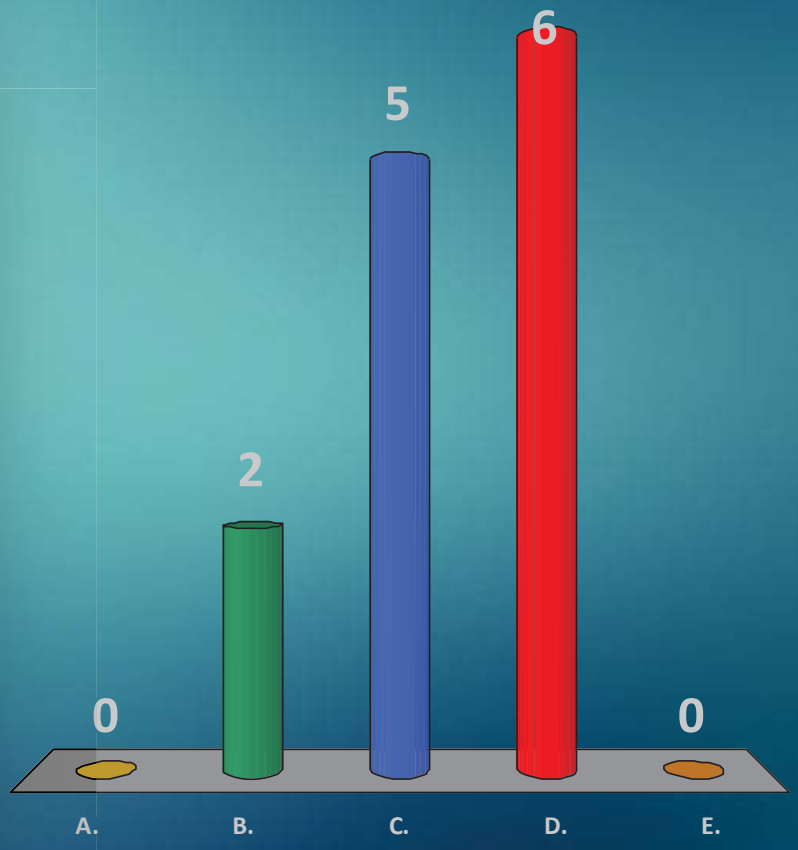


Corridor Preferences

Pedestrians

3. Which of these would you be LEAST willing to trade to attain your desired sidewalk configuration?

A. On-street Parking
B. Travel Lane
C. Bicycle Facilities
D. Exclusive Transit Lane
E. None

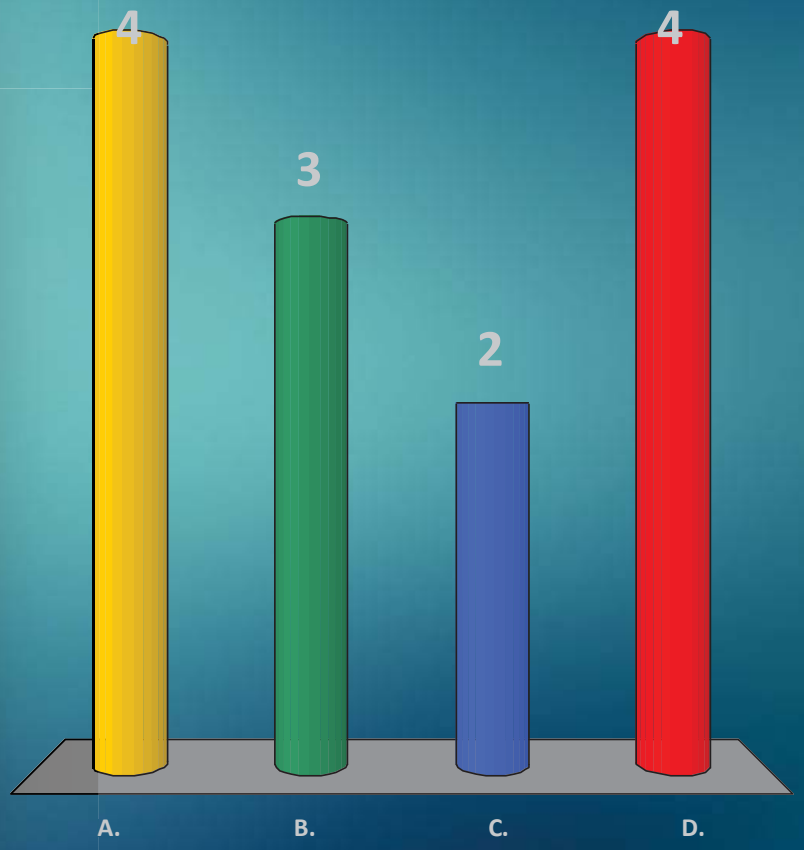


Corridor Preferences

Pedestrians

4. Which of these contributes the most toward pedestrian safety?

A. Signalization
B. Signage/Markings
C. Public Awareness
D. Other

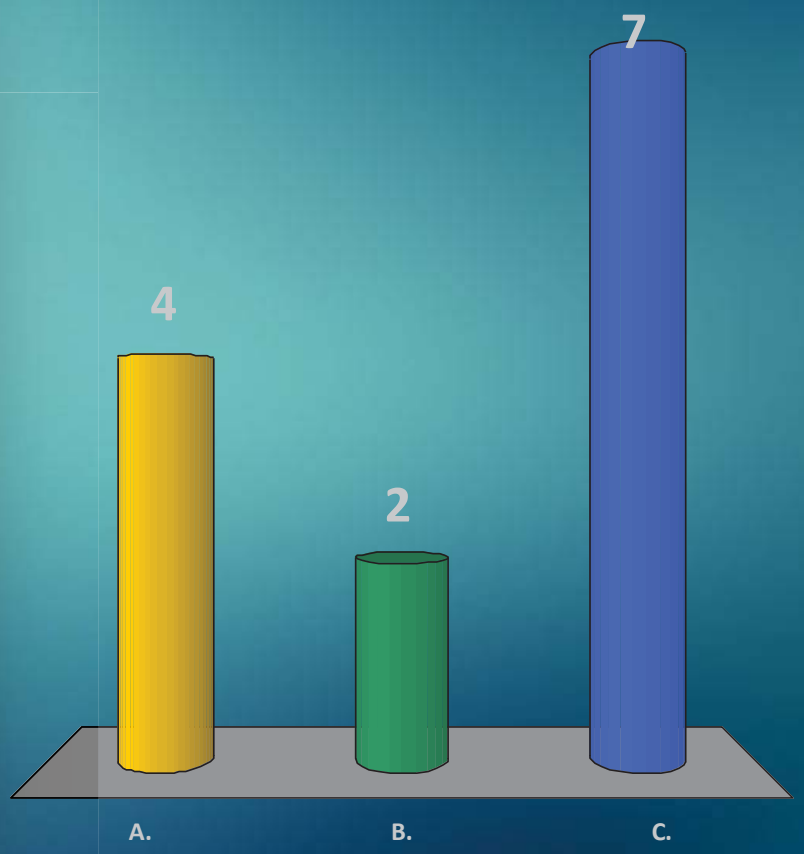


Corridor Preferences

Pedestrians

5. Which of these directional flow patterns would benefit pedestrians the most?

A. Invert Existing One-way Flow (Couplet)
B. Convert 7th and 8th to Two-way Streets
C. Keep Existing One-way Flow (Couplet)

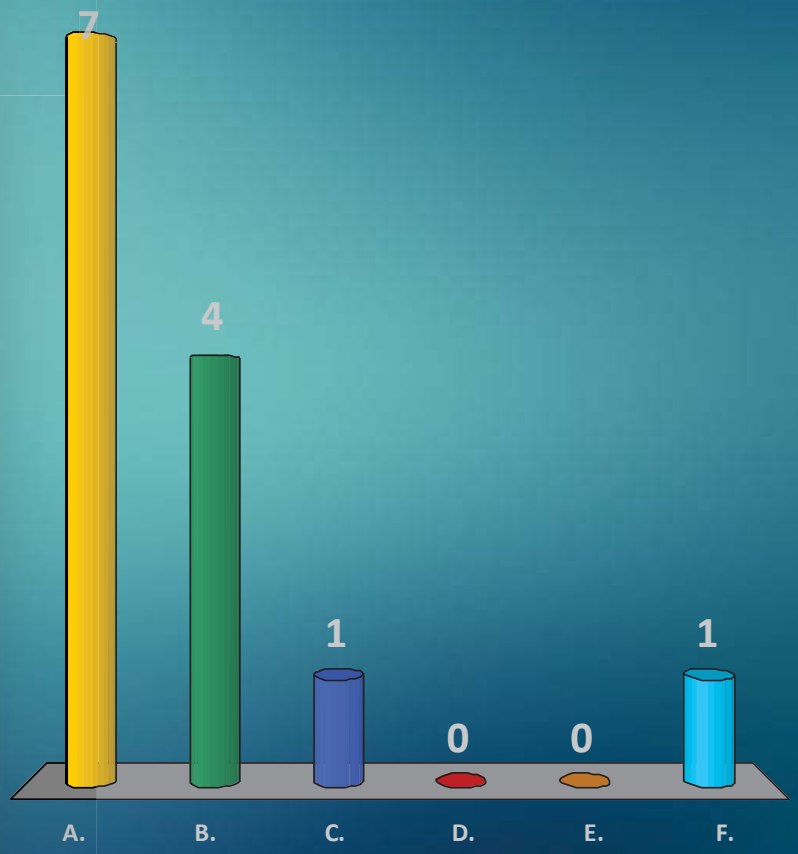


Corridor Preferences

Transit

1. Which of these is needed the most to provide a faster and reliable transit service?

A. Exclusive Transit Lanes
B. Signal Prioritization
C. Q Jumps/Bypasses
D. Enhancements at Bus Stops
E. Existing Service is Adequate
F. Other

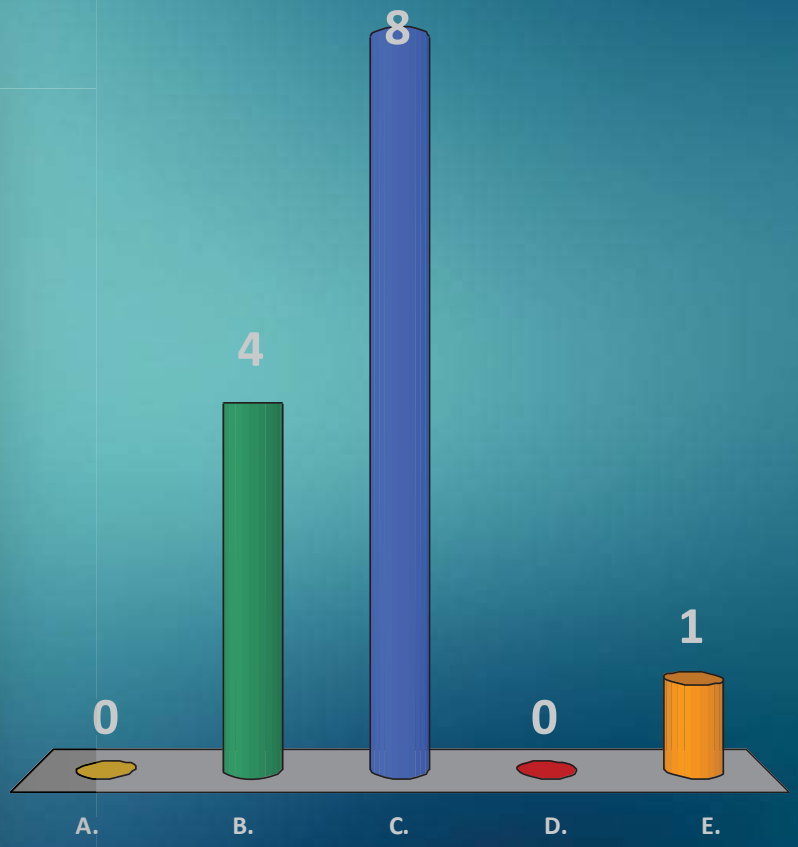


Corridor Preferences

Transit

2. Which of these would you be MOST willing to trade to accommodate transit improvements?

A. Sidewalk Width
B. Travel lane
C. On-street Parking
D. Bicycle Facilities
E. None

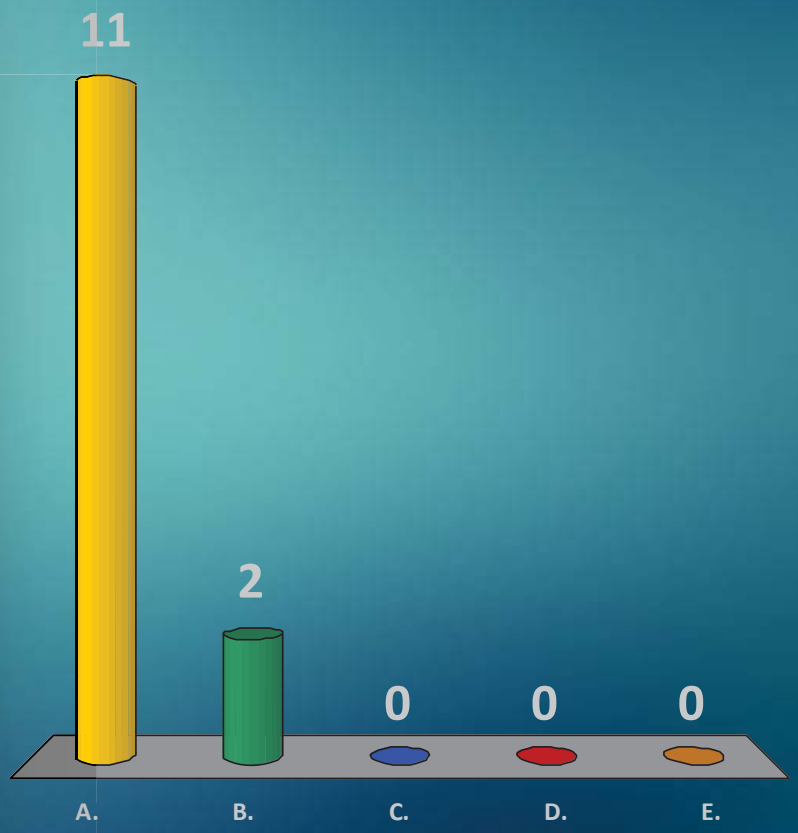


Corridor Preferences

Transit

3. Which of these would you be LEAST willing to trade to accommodate transit improvements?

A. Sidewalk Width
B. Travel lane
C. On-street Parking
D. Bicycle Facilities
E. None

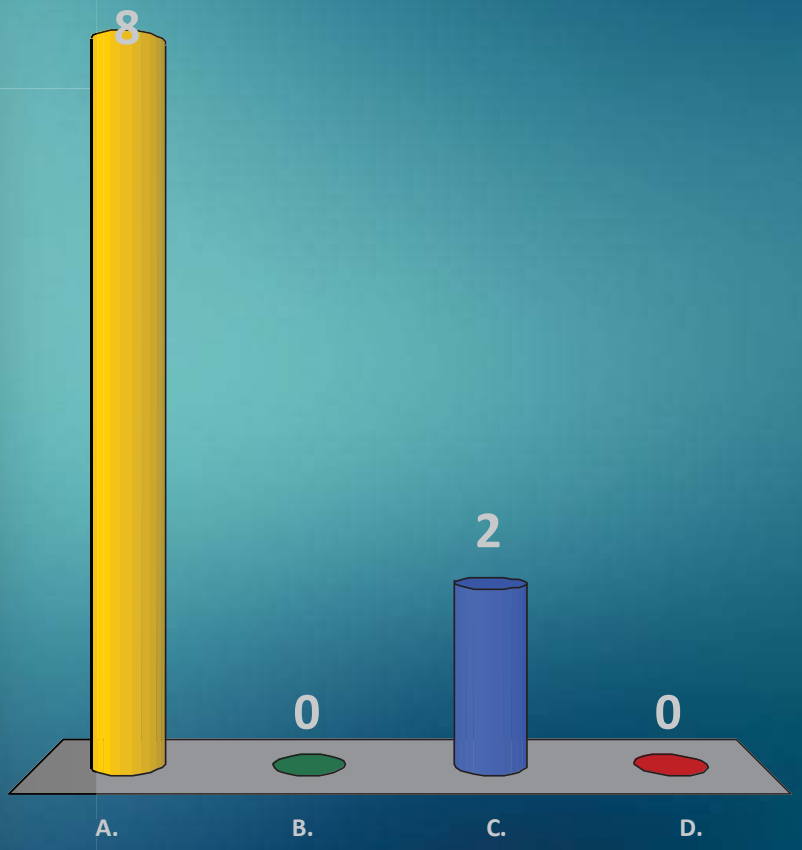


Corridor Preferences

Transit

4. Which of these directional flow patterns would benefit transit the most?

A. Invert Existing One-way Flow (Couplet)
B. Convert 7th and 8th to Two-way Streets
C. Contra-Flow Transit Lanes
D. Keep Existing One-way Flow (Couplet)

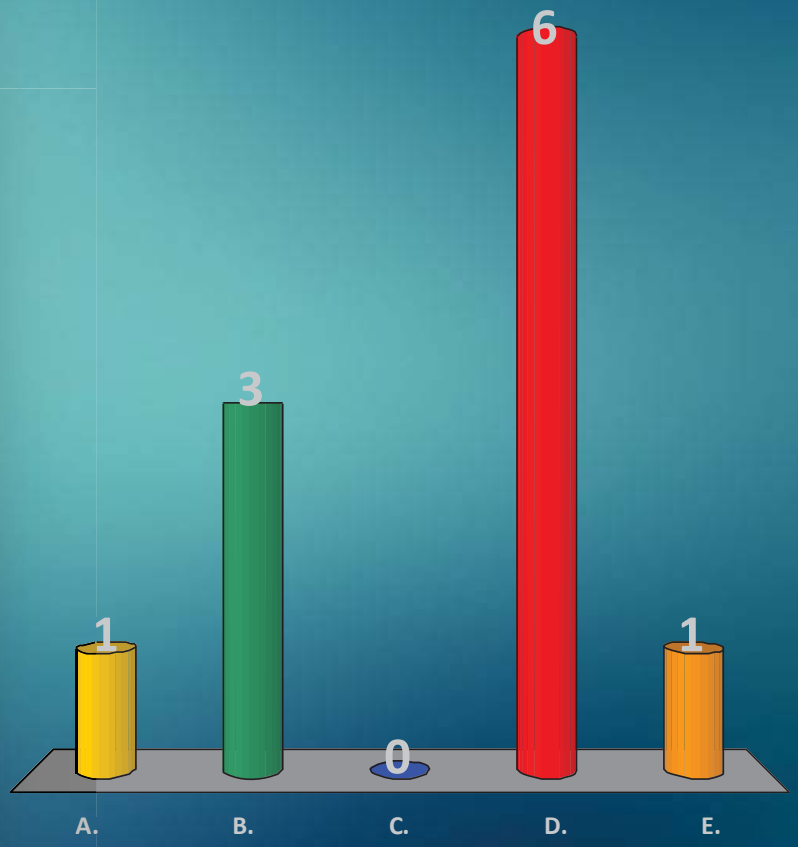


Corridor Preferences

Vehicles

1. Which of these is needed the most to improve existing traffic conditions?

A. Signalization Improvements
B. Traffic Calming Measures
C. Addition of Auxiliary Turn Lanes
D. Conversion of Travel Lanes to Favor Other Modes
E. Other

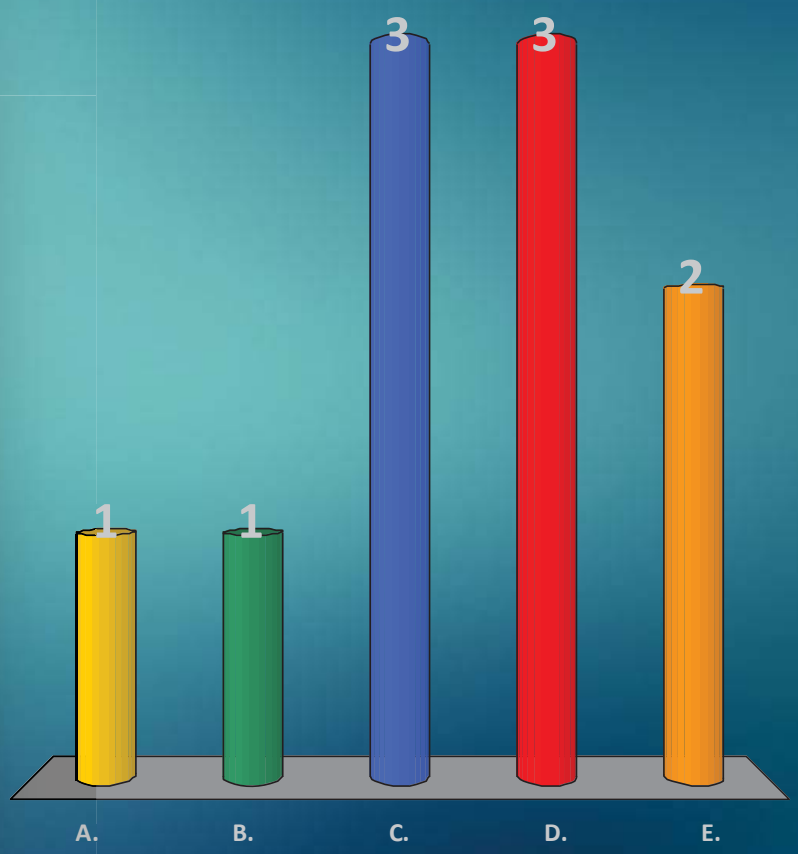


Corridor Preferences

Vehicles

2. Which of these parking configurations would be most beneficial to the corridor?

A. On-street Angled Parking
B. Surface Parking
C. Parking Garage(s)
D. Remove On-Street Parallel Parking on One Side
E. Maintain Existing On-street Parallel Parking Configuration on Both Sides

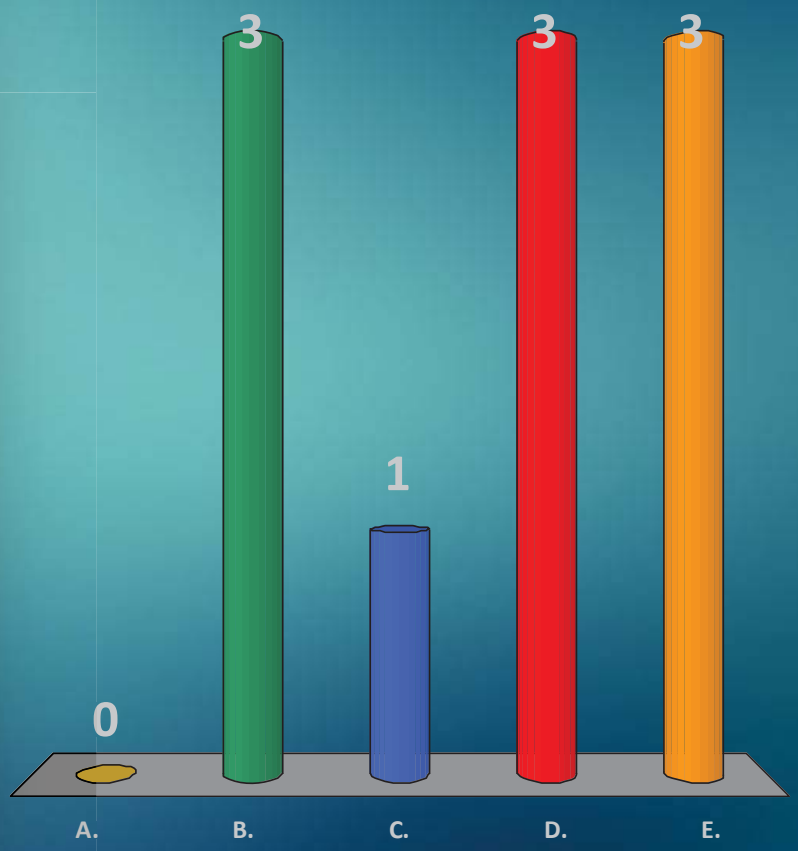


Corridor Preferences

Vehicles

3. Which of these would you be MOST willing to trade to attain your desired parking configuration?

A. Sidewalk Width
B. Travel Lane
C. Bicycle Facilities
D. Exclusive Transit Lane
E. None

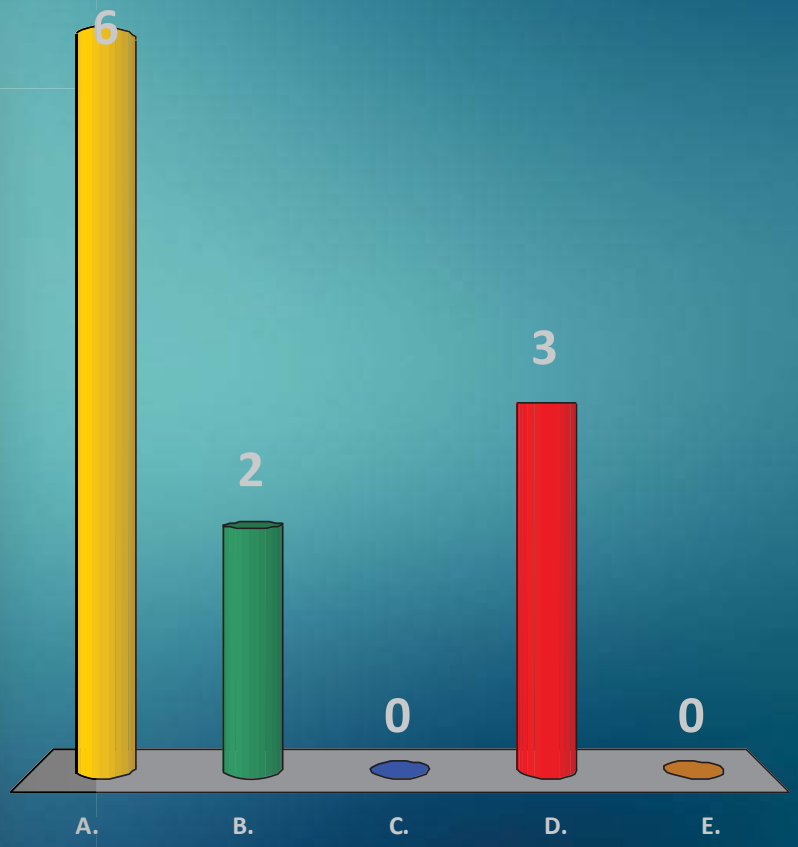


Corridor Preferences

Vehicles

4. Which of these would you be LEAST willing to trade to attain your desired parking configuration?

A. Sidewalk Width
B. Travel Lane
C. Bicycle Facilities
D. Exclusive Transit Lane
E. None

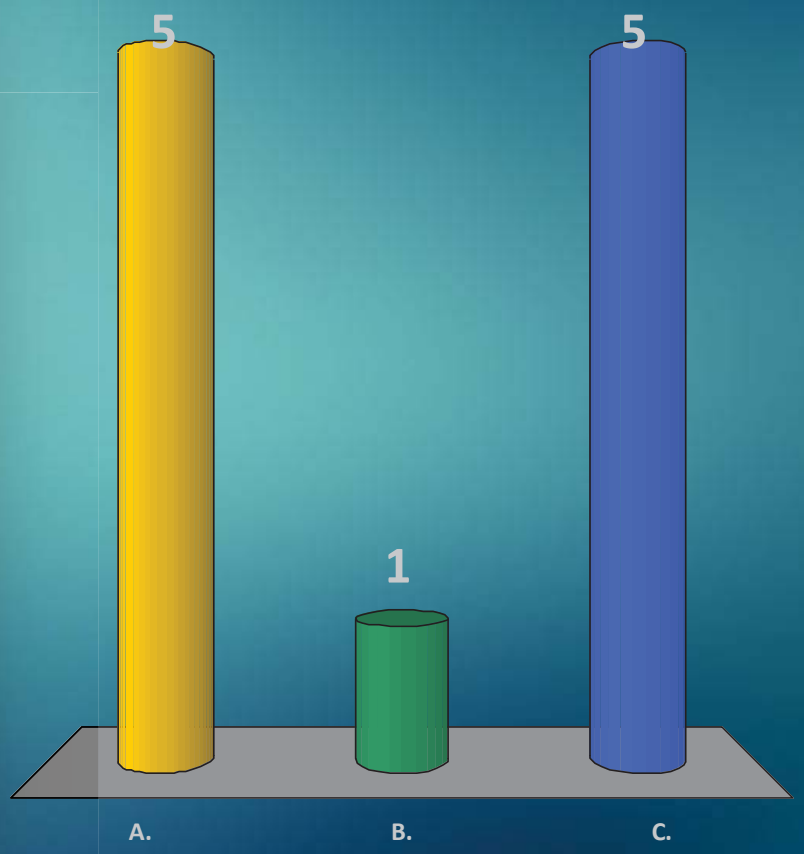


Corridor Preferences

Vehicles

5. Which of these directional flow patterns would benefit vehicles the most?

A. Invert Existing One-way Flow (Couplet)
B. Convert 7th and 8th to Two-way Streets
C. Keep Existing One-way Flow (Couplet)

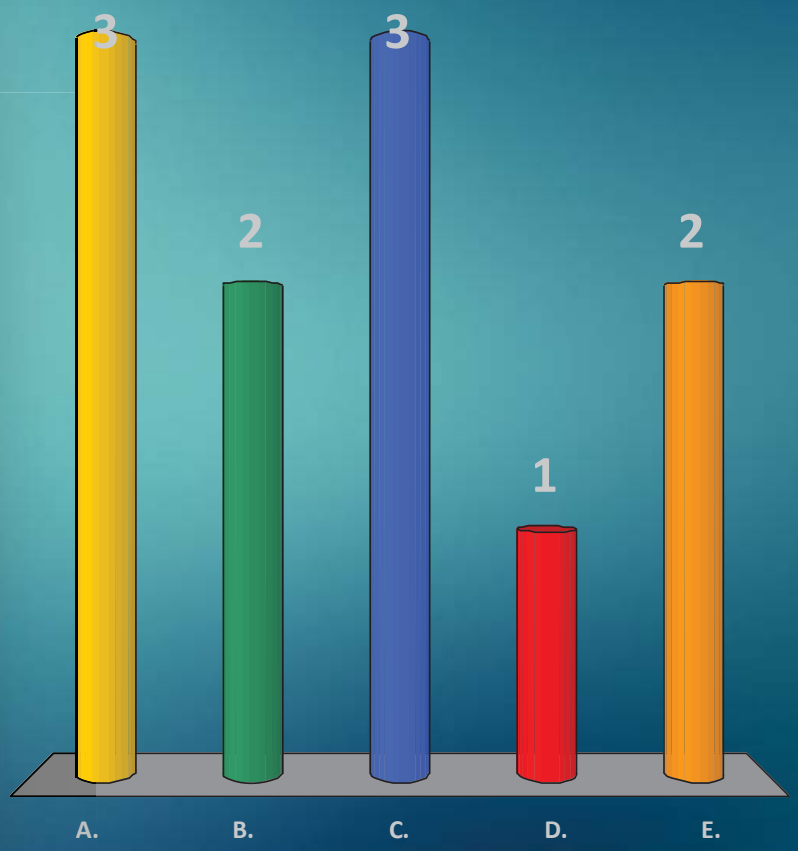


Corridor Preferences

Vehicles

5. Which of these is needed the most to improve existing traffic conditions at the I-95 Interchange?

A. Modifications to Existing Access Points
B. Relocations or Additions of Access Points
C. Full Interchange Reconstruction
D. Removal of Interchange
E. Other



Corridor Preferences

Bicycles

Conventional (Right Side) Bike Lanes

A

Left Side Bike Lanes

B

Buffered Bike Lanes/ Cycle Tracks

C

Two-Way Cycle Tracks

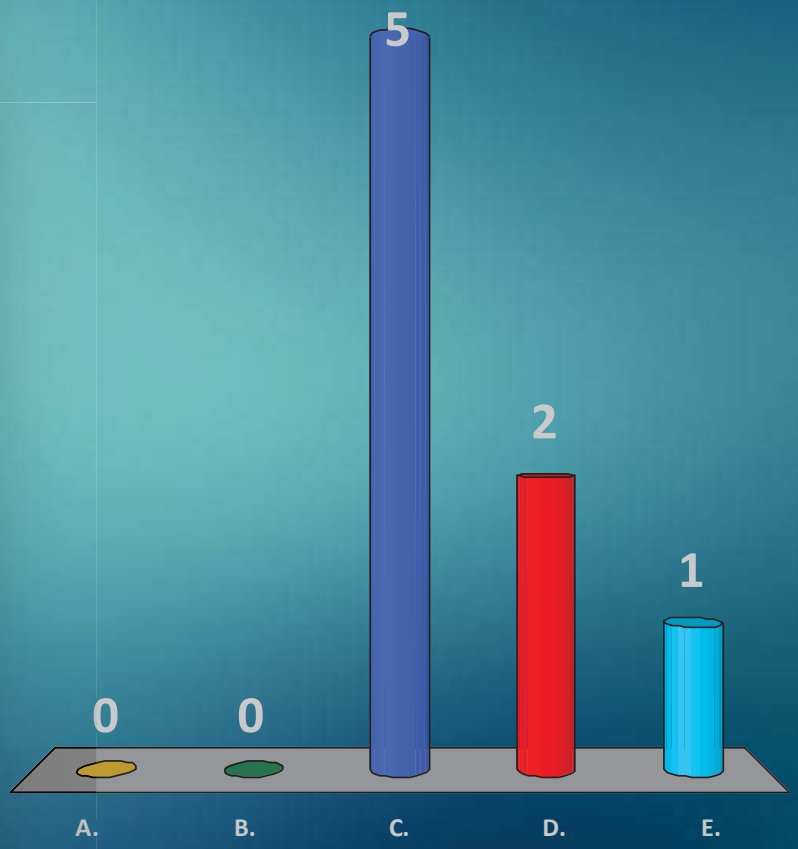
D

Corridor Preferences

Bicycles

1. Which of these bicycle facility configurations would you most envision for this corridor?

A. Conventional (Right Side) Bike Lanes
B. Left Side Bike Lanes
C. Buffered Bike Lanes/Cycle Tracks
D. Two-Way Cycle Tracks
E. Other

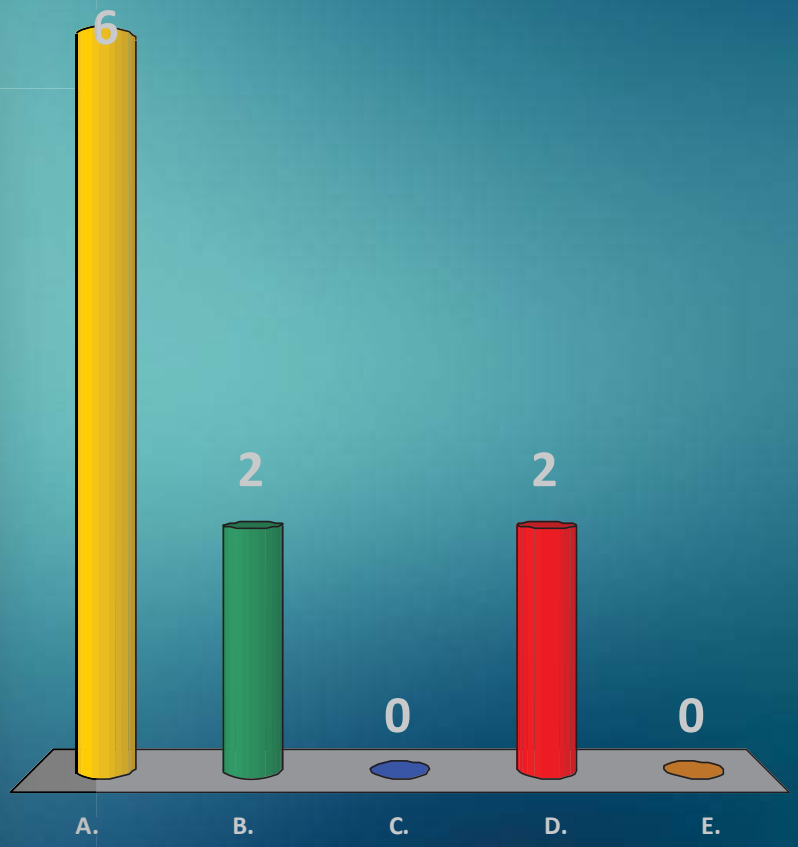


Corridor Preferences

Bicycles

2. Which of these would you be MOST willing to trade to attain your desired bicycle facility configuration?

A. On-street Parking
B. Travel Lane
C. Sidewalk Width
D. Exclusive Transit Lane
E. None

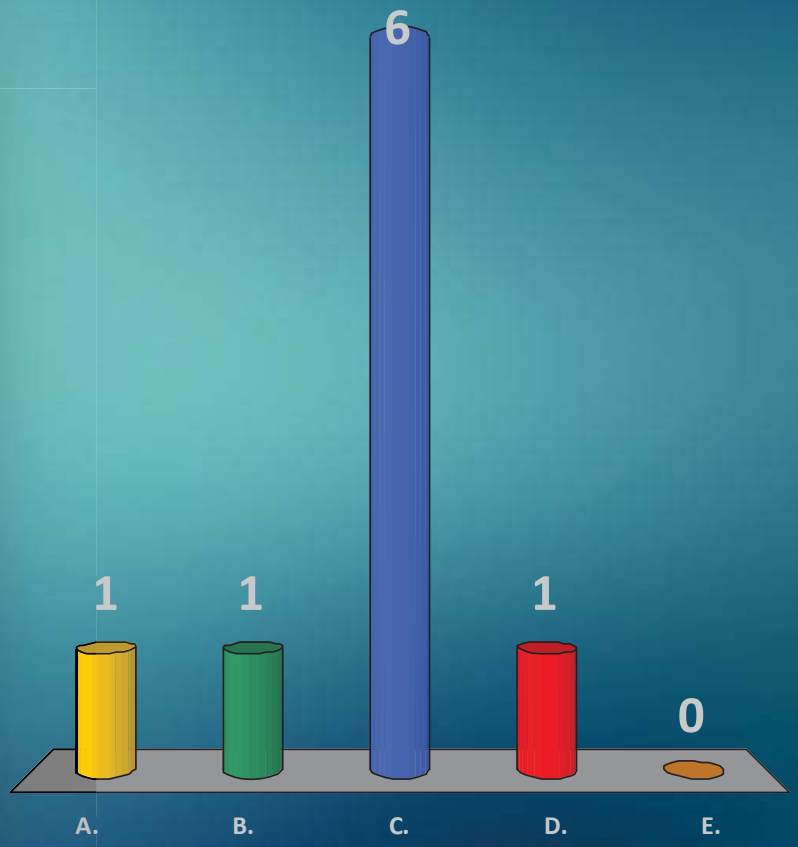


Corridor Preferences

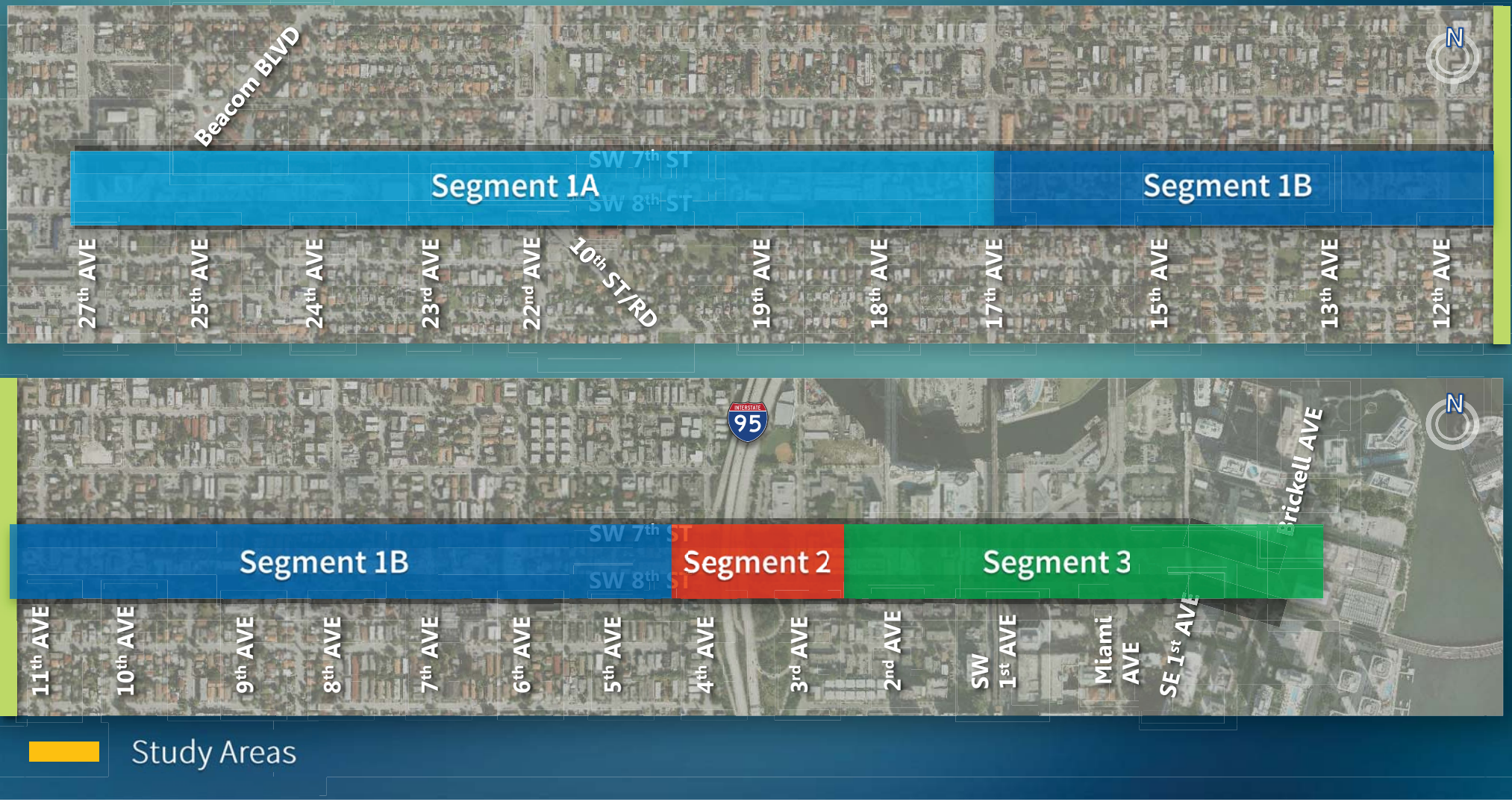
Bicycles

3. Which of these would you be LEAST willing to trade to attain your desired bicycle facility configuration?

A. On-street Parking
B. Travel Lane
C. Sidewalk Width
D. Exclusive Transit Lane
E. None



Update on Pedestrian Safety Study

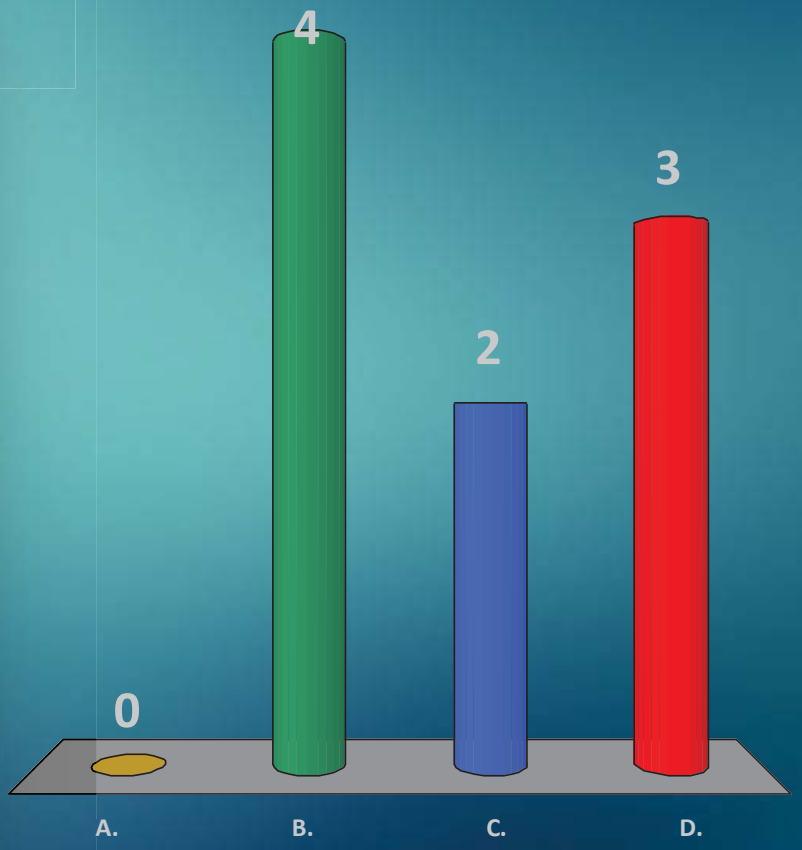


Corridor Preferences

Segment 1A | Segment 1B | Segment 2 | Segment 3

1. If you had to prioritize corridor improvements based on segments, which would you consider the HIGHEST?

A. Segment 1A
B. Segment 1B
C. Segment 2
D. Segment 3



Corridor Preferences

Segment 1A | Segment 1B | Segment 2 | Segment 3

2. If you had to prioritize corridor improvements based on segments, which would you consider the LOWEST?

A. Segment 1A
B. Segment 1B
C. Segment 2
D. Segment 3