



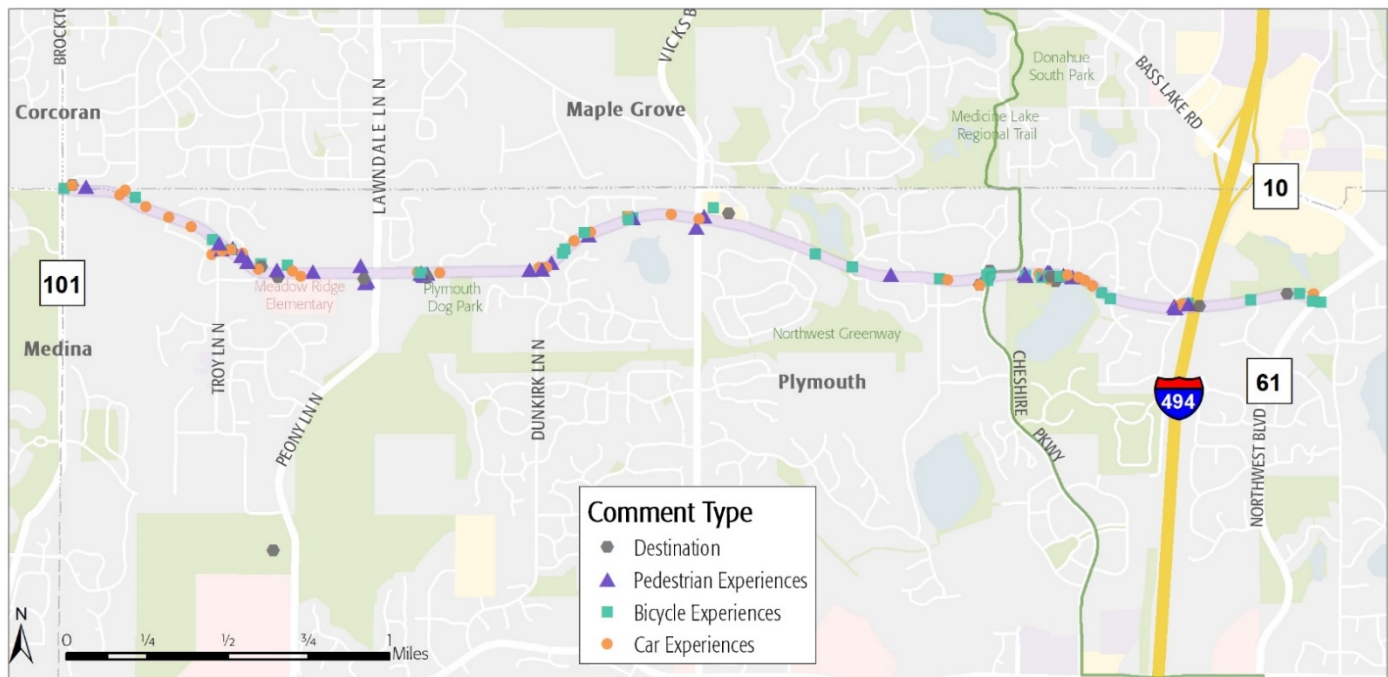
Public Engagement Process Summary

Feedback was obtained in many ways in the first round of engagement.

- **Open House Attendance & Activities:** Nearly 60 people signed in to the Open House on Wednesday, March 13. These sixty attendees participated in three in-person activities.
- **Comment Cards & Emails:** 35 comment cards were filled out at the Open House, and some comments were emailed to staff after the event. The vast majority this feedback was in support of changes to the corridor; 3 notes were in opposition of change.
- **Online Feedback Map:** Nearly 250 pieces of feedback (such as experiences, likes or dislikes of comments, and identification of key destinations) were captured via the Online Feedback Map. 86 users logged in to the map by providing their emails.

Results Summary

The map below shows where each of the comments were in the corridor by mode. The comments were split evenly between the three modes, and concentrations of comments occur at **Troy Lane** and **Meadow Ridge Elementary**, at **Egan Dog Park** and **Dunkirk Lane**, **Cheshire Parkway**, **Dallas Lane & Annapolis Lane**, and **Yucca Lane**.



From the first round of public engagement, there is strong support for the following:

- Sidewalks & a trail along County Road 47
- Reduced vehicle speeds (with support for a lower speed limit)
- Increased sight distances and visibility for all users (as it relates to both horizontal and vertical curves)
- Elimination of the bypass lanes and/or untraditional turn lanes on the east end of the corridor



Detailed Results

The comments received in the first round of engagement can be grouped into three overall categories, with subcategories in each:

Missing Infrastructure

Missing Sidewalk or Trail

Missing Pedestrian Crossing

Roadway Design Items

Uncomfortable Pedestrian Crossing (including "Double Threat")

Blind Corner (Challenging Curves)

Hill (Challenging Grades)

Trend of Rolled Vehicles

Narrow Section

Operational Challenges

Vehicle Speeds Too Fast

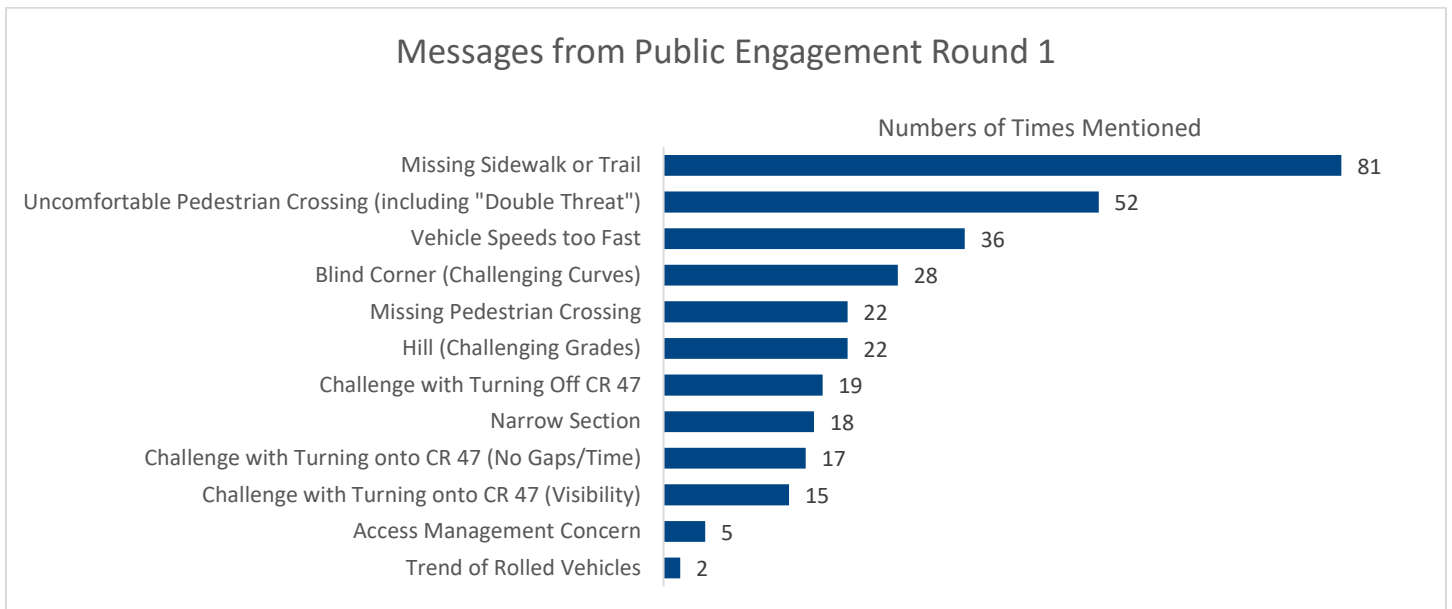
Challenge with Turning onto CR 47 (Visibility)

Challenge with Turning onto CR 47 (No Gaps/Time)

Challenge with Turning off CR 47

Access Management Concern

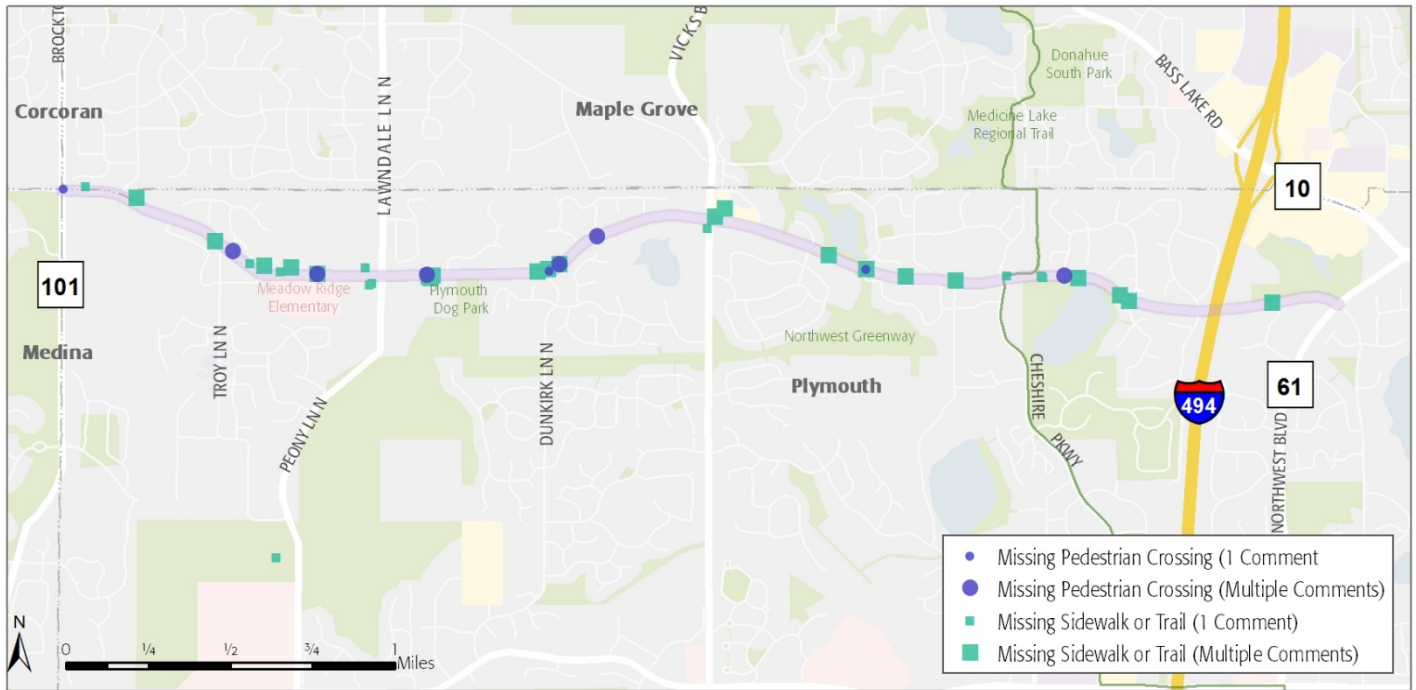
Missing sidewalks or trails, uncomfortable pedestrian crossings, and vehicle speeds were the most common messages.



The following pages show where the comments are that mention each topic from the public engagement process.



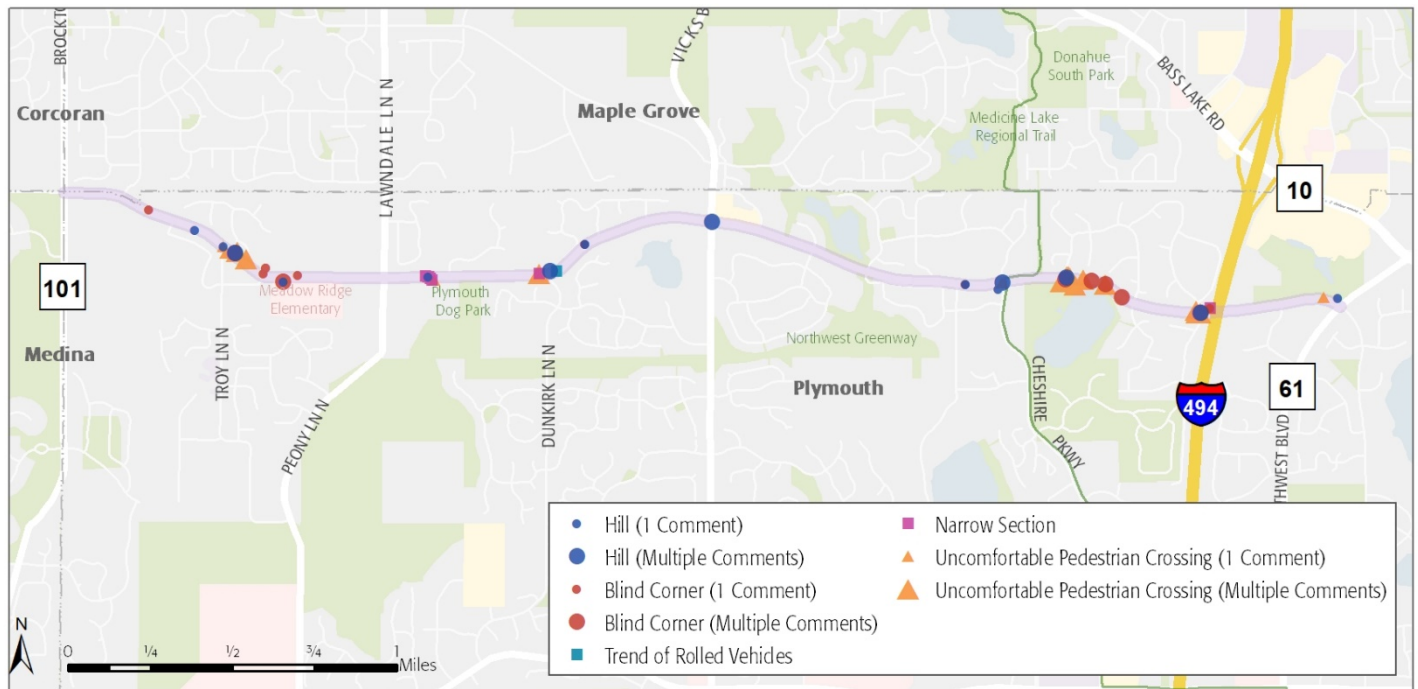
Missing Infrastructure Feedback



- Sidewalk, wide shoulder, and/or trail for pedestrian and bike users is noted as missing throughout
- More frequent pedestrian crossings desired on the west end of the corridor
 - ▶ Currently Lawndale Lane and Vicksburg Lane are the only intersections with marked crossings on that section
- Several people suggested that a crossing and/or infrastructure to bicycle or walk to **Meadow Ridge Elementary** school would be utilized
- The narrow bridge deck west of the **Plymouth Dog Park** makes walking along CR 47 to the park challenging



Roadway Design & Operational Feedback



- The most frequently noted locations had uncomfortable existing pedestrian crossings coupled with visibility and/or speed issues:
 - ▶ **Troy Lane:** Several comments described challenges turning to and from Troy Lane due to curvature & speeds of vehicles on County Road 47. Pedestrians don't like crossing here due to the high speeds of vehicles.
 - ▶ **Plymouth Dog Park:** A narrow bridge deck makes walking along CR 47 challenging and makes it hard to see pedestrians crossing to the park. This crossing was noted as uncomfortable due to vehicle speeds.
 - ▶ **Dunkirk Lane:** several comments noted a trend of rolled vehicles. Pedestrian crossing made challenging by limited sight distances along curves and high speeds of vehicles.
 - ▶ **Cheshire Parkway:** comments were mostly regarding trail connectivity, bicycle accommodations, and speeds of vehicles
 - ▶ **Dallas Lane:** Several comments noted that drivers disregard the pedestrian flashers or are required to come to very sudden stops when they did notice pedestrians in the crosswalk. Most comments are regarding speed of vehicles approaching crosswalk.
 - ▶ **Yucca Lane:** Several comments described challenges turning onto County Road 47 from Yucca Lane, and there were similar comments to Dallas Lane, where drivers are not yielding the right of way to pedestrians. There were double threat scenarios identified at Yucca (when drivers use the turning lanes as bypass lanes).



Operational Challenges Feedback



- Vehicle speeds are noted as too fast throughout the corridor, and turning is a challenge, but for different reasons depending on location:
 - ▶ On the west side of the corridor: Vehicle speeds were noted as a challenge for other vehicles to make turns. These challenges were due to a combination of vehicle speeds and limited visibility. **Troy Lane** is a primary concentration of these comments.
 - ▶ On the east side of the corridor: Vehicle speeds were noted as a challenge for pedestrians to cross County Road 47 and for vehicles to make turns. On the east side of the corridor, there were more comments regarding limited gaps in traffic, coupled with speed and some visibility issues. These comments were concentrated around **Dallas Lane**.
 - ▶ Vehicles experience back-pressure turning off County Road 47 throughout the corridor.