

WYATT WAY RECONSTRUCTION QUESTIONS / COMMENTS FROM THE 3/2/16 PUBLIC MEETING

- **Project Extents**

1. Why is Wyatt Way not being developed to the east between Madison Avenue and Erickson Avenue? What is the comprehensive plan?

Answer: There is more traffic on the current segment being reconstructed and there are funding limitations.

- **Designing for People Walking and Biking**

1. Will the safety of pedestrians and bicyclists be considered and designed with potential intersection improvements, particularly a potential roundabout at Madison Avenue?

Answer: Intersection improvements will be designed for all users, including people walking and biking. The final design will incorporate national design guidance and best practices for accommodating people walking and biking.

2. Will the intersection analysis consider level of service (LOS) for non-motorized users?

Answer: Safety and comfort of people walking and biking will be considered as a part of the design process. A key component of this evaluation will be the safety and the connectivity for pedestrians and bicycles at and through each intersection.

- **Intersection Design**

1. How will intersection improvements at Wyatt Way and Madison Avenue affect the LOS at other nearby intersections?

Answer: The design team will be identifying the LOS at other key nearby intersections (e.g. Madison Ave/Winslow Way) for each of the potential designs to see how intersection improvements impact LOS at nearby locations.

2. What's the spatial difference between a roundabout and mini-roundabout?

Answer: The regular roundabout being evaluated will have an inscribed diameter of approximately 70-feet. The mini-roundabout being evaluated will have an inscribed diameter of approximately 50-feet.

3. How will a roundabout affect adjacent access (i.e. nearby driveways) on Wyatt Way and Madison Avenue?

Answer: Depending on the proximity to the intersection access to existing driveways may be modified for safety. Driveways will be evaluated on a case-by-case basis depending on the final design and the design coordinated with property owners. Modifications could include providing traffic signs that only allow right in/right out access.

4. What are the automobile traffic counts vs. pedestrian traffic counts?

Answer: The City has been conducting and compiling traffic counts at various locations on the island for the past two years. Traffic counts for the Wyatt Way intersections at Madison Avenue and Grow Avenue were collected in June 2014. As a part of this project the design team collected additional traffic counts at Madison Avenue and Grow Avenue to see if traffic counts varied based on school being in session.

5. Why is a two-way stop being considered at Wyatt Way and Grow Avenue?

Answer: A two way stop can add delay and slow vehicles travelling north or south on Grow Ave. Increasing delay should discourage cut-through trips and supports use of Grow Ave as a greenway. At this time, it is only one of the options being looked at.

WYATT WAY RECONSTRUCTION QUESTIONS / COMMENTS FROM THE 3/2/16 PUBLIC MEETING

6. Will there be a greenway (low speed corridor for walking and biking) from Winslow to the high school?

Answer: The design team and City are exploring designs that could prioritize pedestrians and bicycles use along Grow Avenue. Intersection improvements at Wyatt Way and Grow Avenue will also consider how to safely and efficiently move people on foot and bikes across Wyatt Way.

- **ROW / ROW Acquisition**

1. Will the City acquire property for a 60' right-of-way along the corridor?

Answer: Yes. The property acquisition is needed for a variety of reasons such as utilities, grades, and to expand the street to include bike lanes and sidewalks. However, acquiring a continuous 60-foot right-of-way does not necessarily mean that the street improvements will utilize the entire space along the entire length of the project.