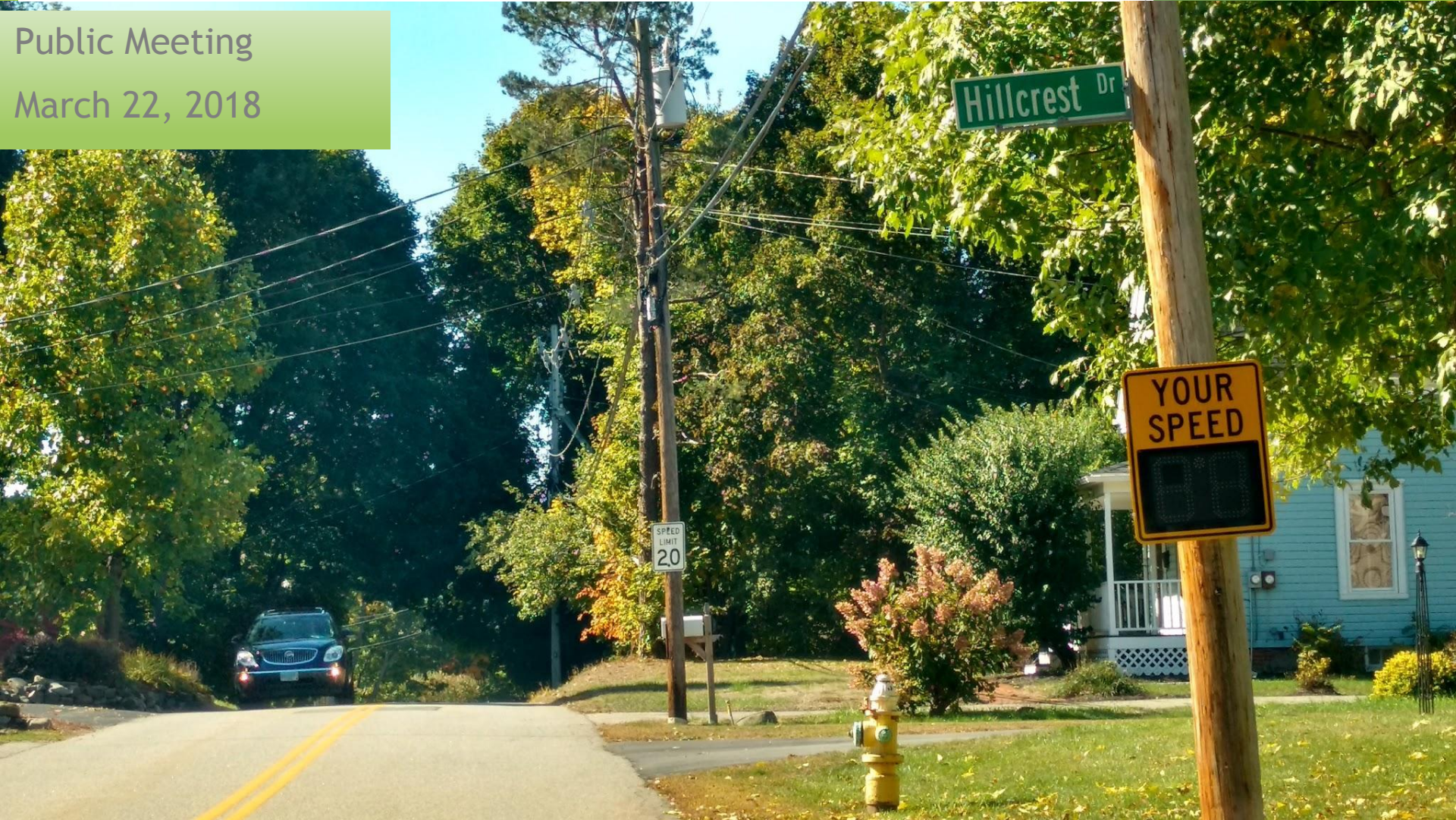


Frank Jones Neighborhood

Public Meeting
March 22, 2018



Meeting Agenda

- ▶ Background
- ▶ Alternatives
- ▶ Woodbury Avenue Bridge project
- ▶ Next Steps

Background

- ▶ Neighborhood request to PTS October 2017
- ▶ Traffic Data collection October, November 2017
- ▶ Neighborhood Meeting at New Franklin School 11/30/17
- ▶ City meeting with DOT January 2018

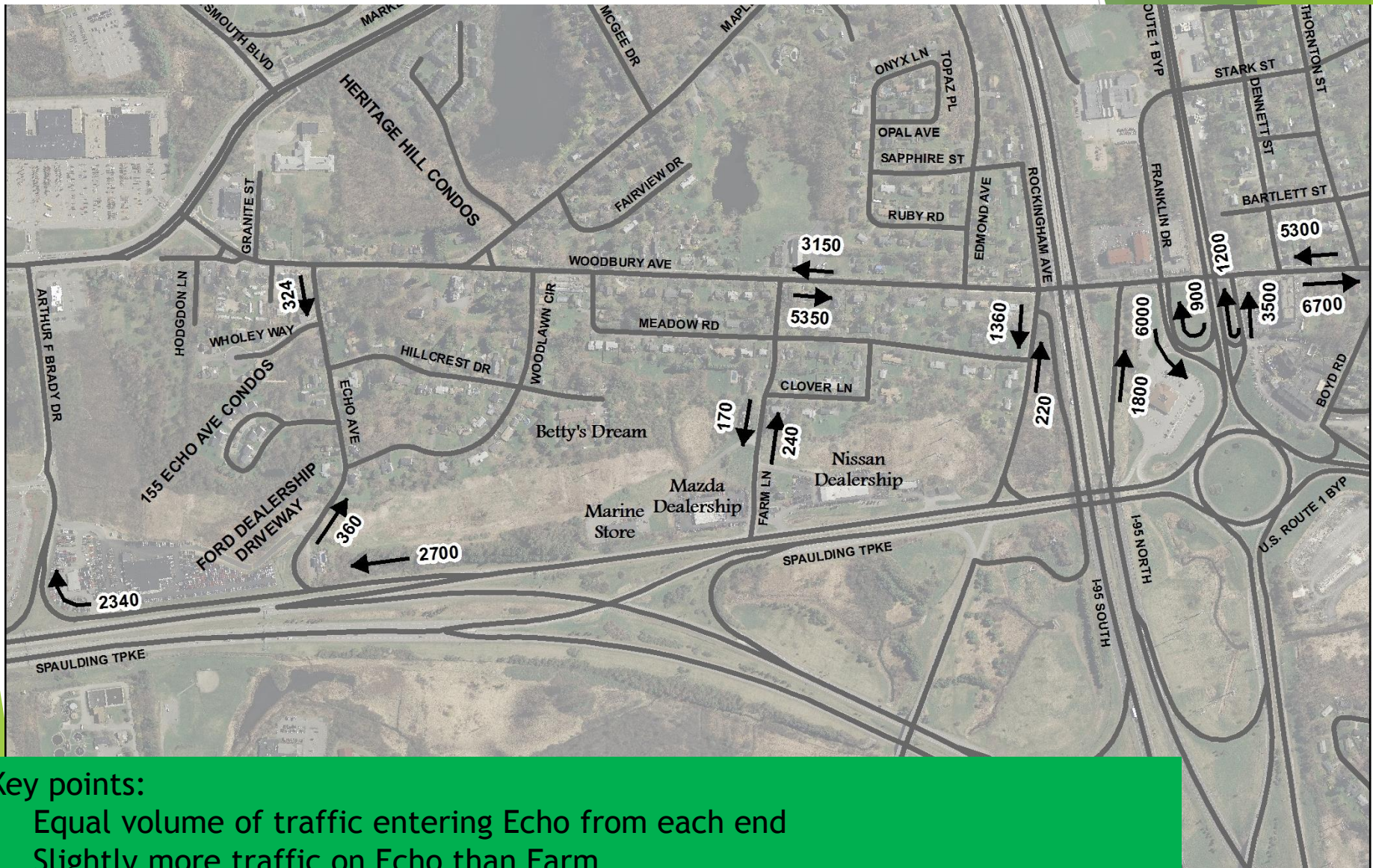
Echo Ave Characteristics

- ▶ One 11-foot wide travel lane in each direction on Echo
- ▶ Double yellow center line, no edge lines
- ▶ No sidewalks or shoulders, pedestrians walk in road
- ▶ Posted Speed Limit 20 MPH
- ▶ Truck traffic prohibited
- ▶ 30-foot wide right of way
- ▶ Sidewalks would require land acquisition
- ▶ Sight distance restricted at curve on Echo Ave
- ▶ On-street parking allowed, but seldom used

Traffic Data Collection

- ▶ Peak hour turning movement counts on Echo Ave.
- ▶ 24-hour traffic counts on Echo Ave, Farm Lane, and Rockingham Ave.
- ▶ 12-hour Pedestrian counts on Echo Ave for five-day period.
- ▶ Vehicle speeds on Echo Ave, Farm Lane and Rockingham Ave.
- ▶ Sight distance measurements on Echo Ave.
- ▶ 2015 traffic study of Woodbury Ave from Rockingham Ave to Dennett Street
- ▶ Police accident data

Weekday Daily Traffic Volume



Key points:

- Equal volume of traffic entering Echo from each end
- Slightly more traffic on Echo than Farm
- 35 pedestrians per day on Echo, including wheelchairs
- Rockingham used as cut-through to Turnpike

Weekday Morning Peak Hour Traffic Data



Key points:

- Speeds lowest on Echo, highest on Rockingham

Weekday Evening Peak Hour Traffic Data



Key points:

- Higher volume than Morning Peak Hour

Travel time comparison



Alternatives Considered

- ▶ Close Access from Turnpike to Echo Ave and Farm Lane
- ▶ Diversion to Woodlawn Circle from Echo Ave
- ▶ Farm Lane restriction at Marine Store driveway
- ▶ Advisory Shoulders on Echo Ave.

Echo Ave closure at Turnpike

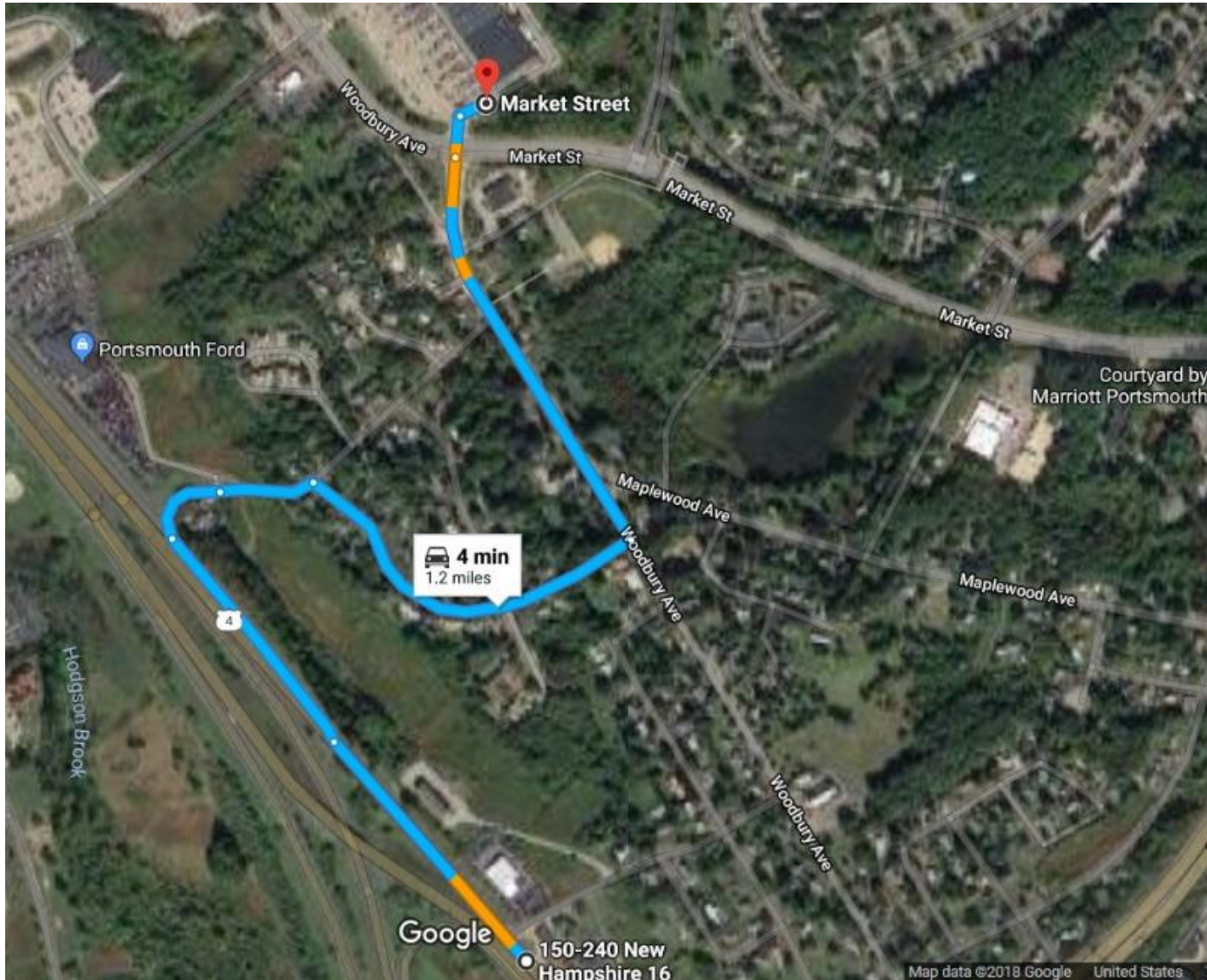


Diversion to Woodlawn Circle



Install
DO NOT ENTER signs
and bumpout

Travel time with Diversion



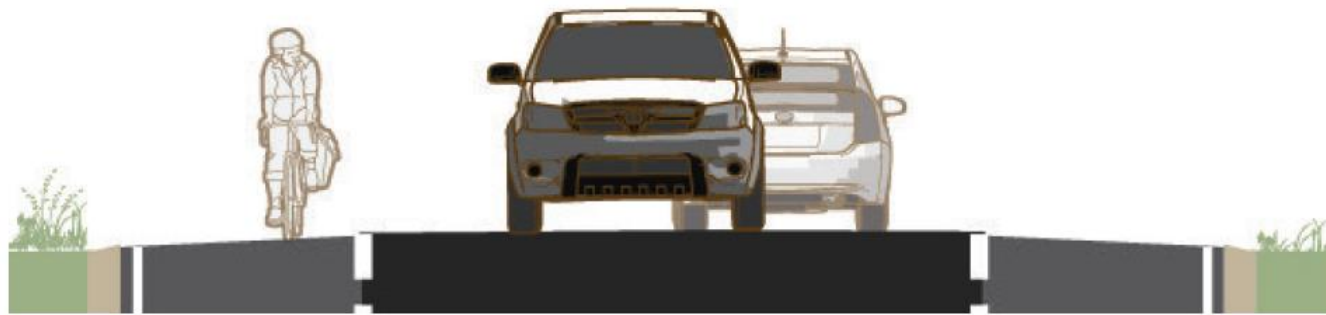
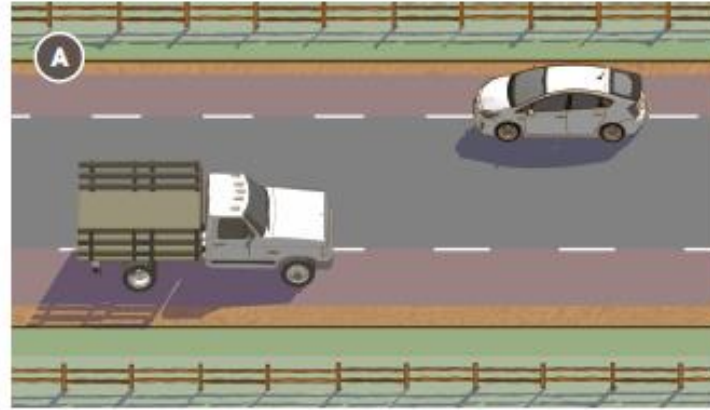
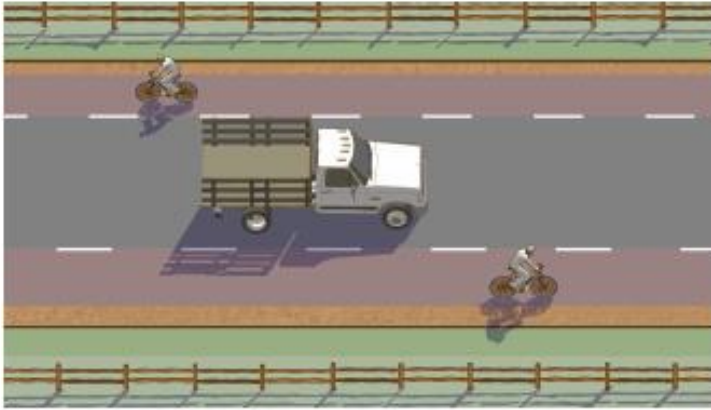
Farm Lane Closure



Farm Lane Restriction



Advisory Shoulder



Advisory Shoulder
6 ft (1.8 m) preferred

Center Two-Way Travel Lane
10-18 ft (3.0-5.5 m)



Yield to Bicyclists
Motorists must yield to bicyclists and pedestrians if present when vehicles traveling in opposite directions meet.

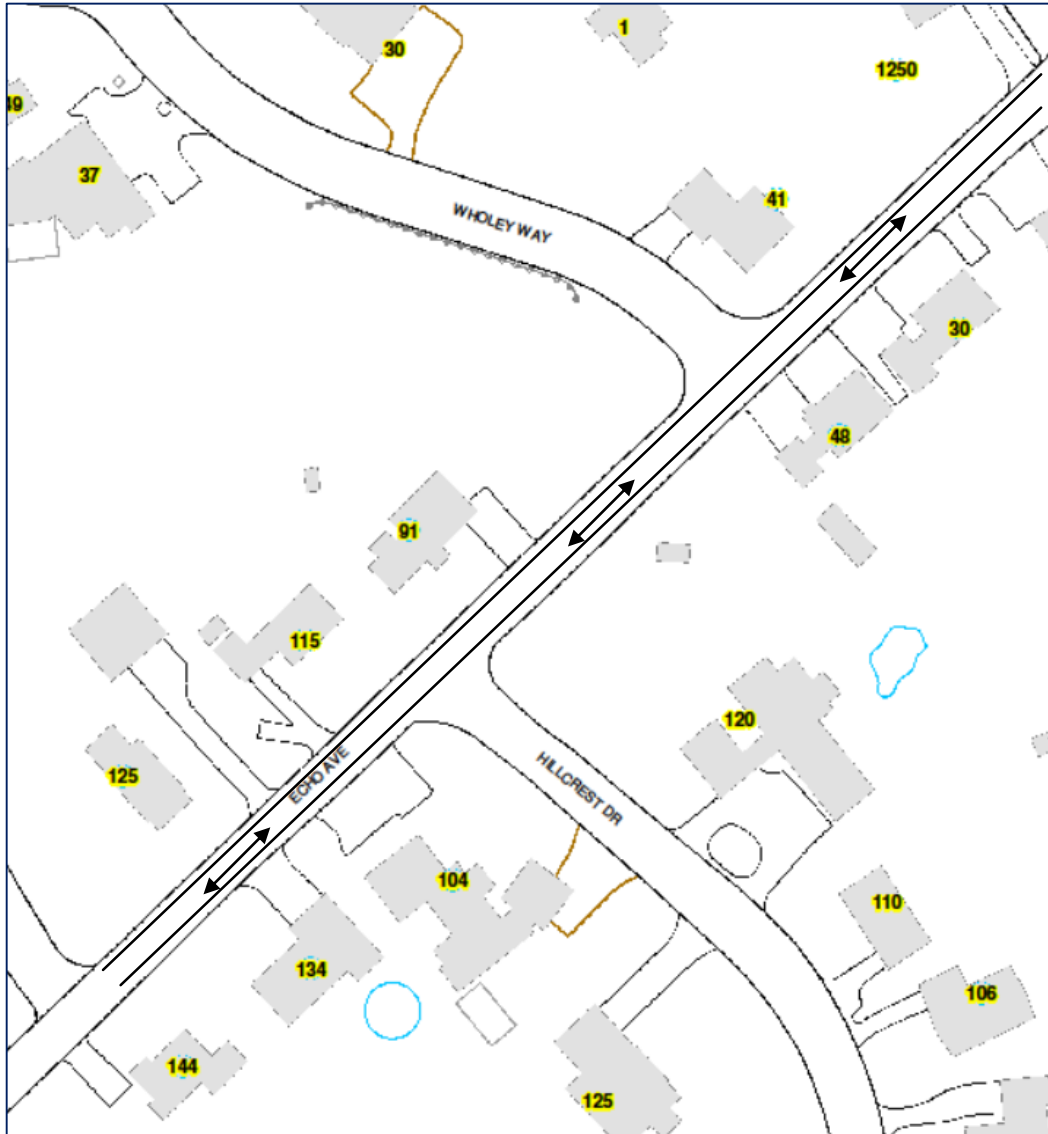
Advisory shoulders are a new treatment type in the United States and no performance data has yet been collected to compare to a substantial body of international experience. In order to install advisory shoulders, **an approved Request to Experiment is**

unnecessary encroachment.

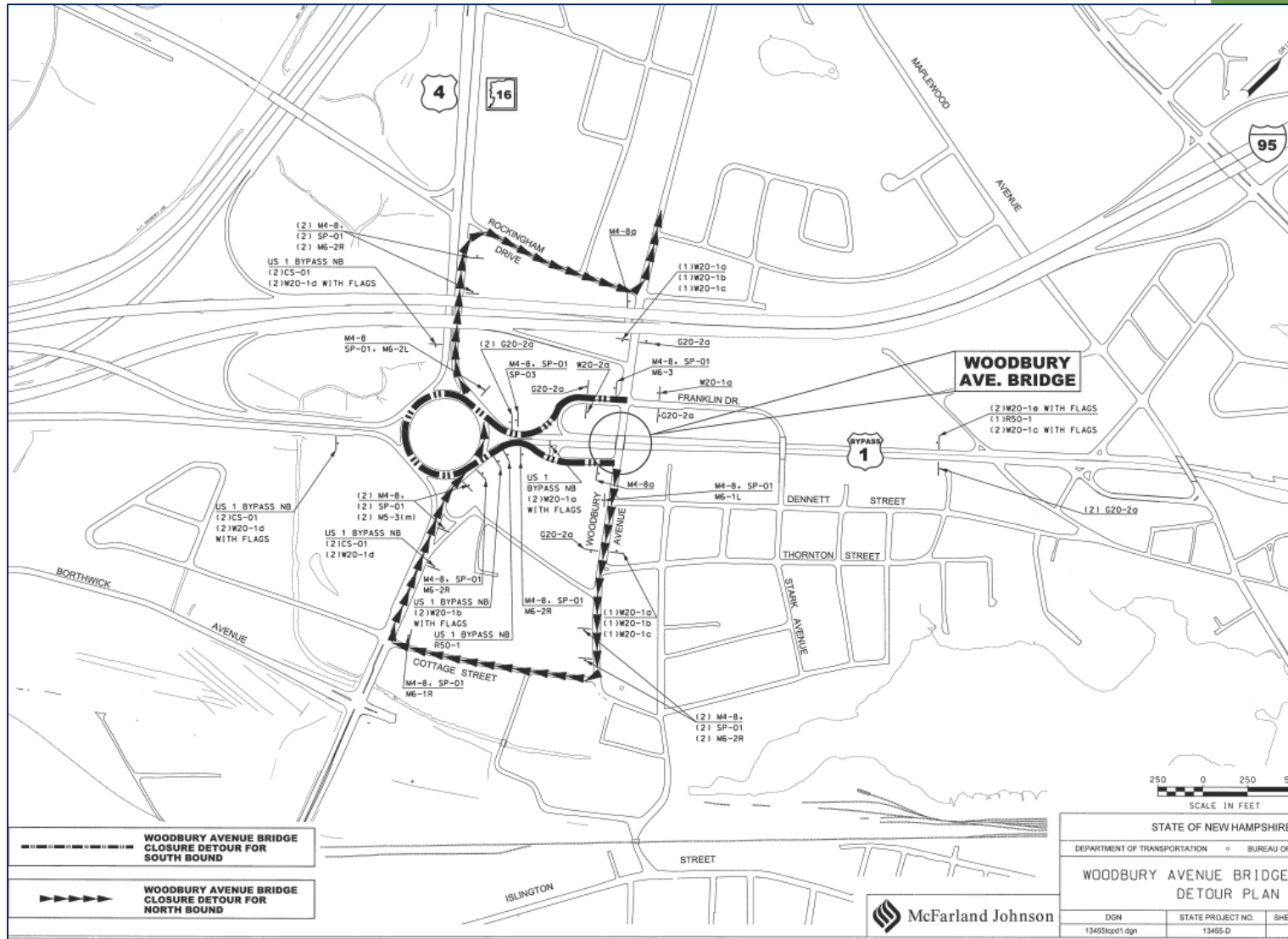
Two-Way Center Travel Lane
Motorists can travel in both directions and share a center lane, encroaching into the advisory shoulders as needed

Only feasible between Woodbury and 155 Echo entrance due to sight distance restrictions.

Echo Ave Advisory Shoulder



Woodbury Ave Bridge Project



Next Steps

- ▶ City Staff recommendation to Parking and Traffic Safety Committee
- ▶ Parking and Traffic Safety Committee recommendation to City Council
- ▶ City Council decision
- ▶ Implementation of chosen alternative

Questions and Comments

The background features abstract, overlapping geometric shapes in various shades of green, ranging from light lime to dark forest green. These shapes are primarily located on the right side of the slide, creating a modern, layered effect. The text 'Questions and Comments' is positioned in the upper left quadrant of the white space.