

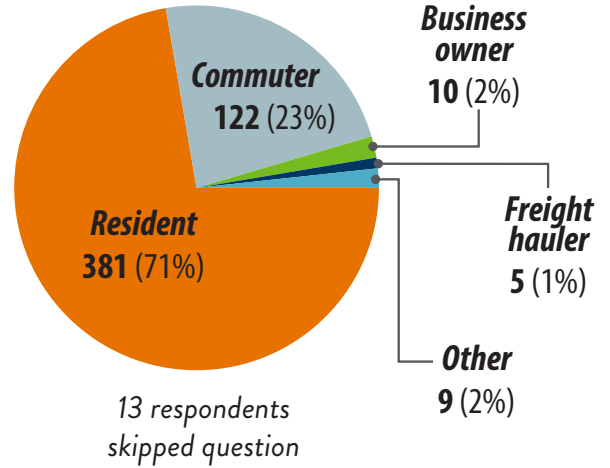
Options Feedback Summary

A virtual open house was held August 10-23, 2020, to present concepts for the Highway 14 at Highland Avenue intersection. The virtual open house consisted of a video explaining the options and a survey asking respondents to rate each option on a five-point scale from strongly dislike to strongly like. A total of 540 surveys were submitted. Results for each option are shown in the chart below.



540 surveys
were submitted

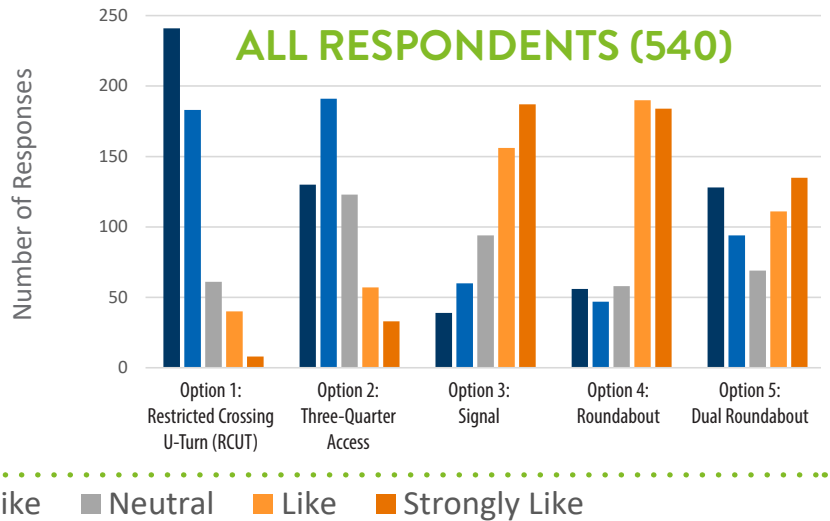
Who responded to the survey?



Comparison of Option Preferences

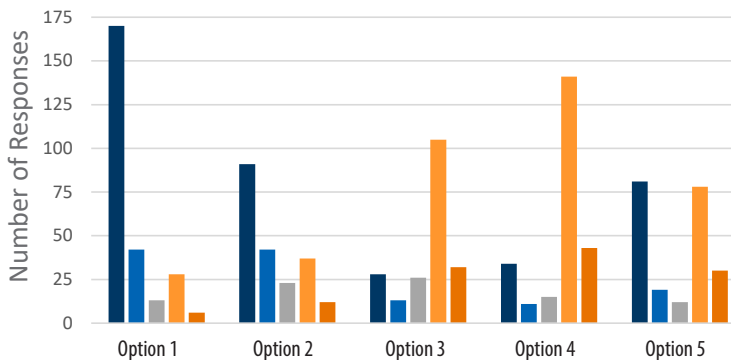
The chart on the right shows the distribution of preferences among all respondents.

The charts below show distribution of preferences between the two largest respondent categories: residents and commuters.

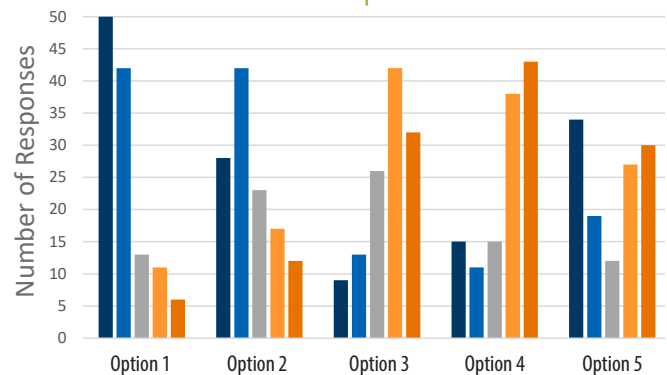


■ Strongly Dislike ■ Dislike ■ Neutral ■ Like ■ Strongly Like

RESIDENTS 381 respondents



COMMUTERS 122 respondents



Results Summary

A total of 540 surveys were submitted. Most but not all respondents completed all questions of the survey. The table below shows the responses grouped into general categories to gauge support.

OPTION	Number of responses per support category			Total Number of Responses
	Dislike or Strongly Dislike	Neutral	Like or Strongly Like	
Option 1: Restricted Crossing U-Turn (RCUT)	424 (80%)	61 (11%)	48 (9%)	533
Option 2: Three-Quarter Access	321 (60%)	123 (23%)	90 (17%)	534
Option 3: Signal	99 (18%)	94 (18%)	343 (64%)	536
Option 4: Roundabout	103 (19%)	58 (11%)	374 (70%)	535
Option 5: Dual Roundabout	222 (41%)	69 (13%)	246 (46%)	537

The data reveals strong support for some options but less for others:

- Option 4: Roundabout had the most support with 70% of respondents liking or strongly liking.
- Option 3: Signal also had strong support (64%).
- Option 5: Dual Roundabout was almost evenly split with 41% of respondents not supporting and 46% of respondents supporting.
- The least supported options include Option 1: RCUT (9% support) and Option 2: Three-Quarter Access (17% support).

Summary of Comments from Survey

Restricted Crossing (Option 1) and Three-Quarter Access (Option 2)

Concerns:

- Complicated use and driver confusion
- Extra drive time/distance for vehicles
- Ability/safety of semi trucks and school buses making U-turns
- Visibility when making U-turns
- Reduced access to businesses
- Less benefit for pedestrians

Option 2: Three-Quarter Access

Likes:

- Would work well with existing signal at Jacobs St.

Option 3: Signal

Likes:

- Low cost; seems quickest to build

Concerns:

- Delay during school drop off/pick up times.
- Possible backups at Highland Avenue/Westridge Road
- Not needed because of existing signal at Jacobs St.

Roundabout (Options 4 and 5)

Likes:

- Traffic calming and safety benefits for all users

Concerns:

- Self-driving vehicles may not be able to handle
- Single lane design may create traffic backups
- Drivers unfamiliar with roundabouts
- Snow removal

Option 5: Dual Roundabout

Likes:

- Addresses safety concerns at Westridge Road

Concerns:

- Extra driving to continue eastbound on Westridge Road

General

- Support for change at intersection
- Concern if an Highland Ave. overpass was considered

Desires:

- Intersection improvements before 2025
- Lower speed limit on Highway 14
- Addition of a pedestrian tunnel/bridge
- Consistency of traffic control types along highway