

Miller Avenue (Maple to Newport) Public Workshop

July 29, 2009

Agenda

- 7:00 – 7:05 Introductions / Sign-In Sheet / Meeting Format
- 7:05 – 7:20 Project Background
 - Description of Design Concepts
- 7:20 – 8:20 Small Group Discussions
 - 7:20 – 7:40 Miller/Newport Intersection
 - 7:40 – 8:20 Miller Corridor (Maple to Newport)
- 8:20 – 8:45 Reports from each Discussion Group (5 minutes each)
- 8:45 – 8:55 Selection of Preferred Options
- 8:55 – 9:00 Wrap Up

Project Goals

Based on the needs identified at the previous Public Meeting, and the results of the mailed surveys, the Design Advisory Committee developed the following goals for the project:

- New pavement
- Safer bicycle passage
- Safer pedestrian crossings
- Storm water quality improvements
- Reduce quantity of storm water runoff
- Don't make it more difficult for residents to exit their driveways
- Handicap access to bus stops (sidewalk & lead walks)
- Improve traffic flow at the Newport/Miller intersection
- Improve traffic flow around left turning traffic on Miller

A Brief Description of the Conceptual Design Options

Outlined below are some of the key features of each conceptual option for the main section of Miller Avenue and for the Miller/Newport intersection. All of the options shown below will provide such improvements as new pavement, full-width bike lanes, new sidewalk on the south side (where none exists now), and (at a minimum) new pavement markings and signage at pedestrian crossings.

Miller/Newport Intersection

Option A (Leave Existing)

This option leaves the intersection essentially as it is now, although some additional signs and pavement markings would likely be installed to create a more visible pedestrian crossing area.

Option B (Left Turn Lane & Island)

This option would create a formal left turn lane from eastbound Miller onto northbound Newport. This would also provide a space to create one pedestrian refuge island for crossing Miller Avenue just east of the Newport intersection. This option would have no effect on left turns from Newport onto Miller.

Option C (Roundabout)

This option involves the construction of a single-lane roundabout at the intersection. The roundabout would reduce waiting times for left turns, and would allow for pedestrian refuge islands on all four legs of the intersection. Bicyclists would have two options as they approach the roundabout: either stay within the driving lane (vehicular traffic would be travelling at low speeds), or exit from the pavement to the sidewalk and return to the bike lane downstream of the roundabout.

Other advantages of a roundabout include a reduction in traffic speeds through the intersection (resulting in a traffic calming effect), improved vehicular and pedestrian safety, and pollution reduction due to fewer idling vehicles. Disadvantages include the need to acquire small pieces of additional right-of-way, and the unfamiliarity of some motorists, bicyclist, and pedestrians with roundabouts.

To get a feel for a similar roundabout, visit the newly reconstructed intersection of Nixon and Huron Parkway on the northeast side of town. Many elements of Nixon and Huron Parkway roundabout can be repeated at Newport and Miller intersection.

Miller Avenue Main Line

Option 1 (Continuous Left Turn Lane)

This option provides a continuous center left turn lane for the entire length of the corridor. This allows traffic to flow more freely without having to wait behind left-turners or encroach on a bicycle or parking lane, and also provides the opportunity to create pedestrian refuge islands at unused sections of the left turn lane. Because of the extra pavement required for the turn lane, on-street parking would only be available on one side of the road or the other, and there would be very limited opportunities to install rain gardens in the public right-of-way.

Option 2 (Bump Outs)

This option maintains the existing two-lane configuration, and creates bump outs – areas where the curb line is “bumped out” into what is currently the parking lane. Bike lanes would not be affected by these bump outs. The extra green space created by the bump outs can be used for rain gardens (to handle some of the storm water runoff), additional grassy area, and to create shorter distances for pedestrians to cross the street. This option does not make any changes to left turn movements, and because of the lack of a center turn lane, it does not provide an opportunity for pedestrian refuge islands.

Option 3 (Occasional Left Turn Lanes)

This option is a somewhat of a hybrid between the first two. It provides left turn lanes at some locations only. At these locations, the travel lanes would shift outward to create space in the center of the road for the turn lane (taking away the parking lanes at these locations). As a potentially useful side effect, it also creates space for pedestrian refuge islands opposite the left turn lane. Locations for the left turn lanes on this drawing were selected based on desired pedestrian crossing areas. This option provides some opportunities for rain garden bump outs and on-street parking, but less than Option 2. It could also be more challenging for plows to clear the road due to the shifting of the travel lane.

Small Group Discussion Guide

Goal: To discuss the relative advantages & disadvantages of each conceptual design option for main portion of Miller Avenue and for the Miller/Newport intersection, and select the preferred options for both.

Miller/Newport Intersection

1. Left Turns
 - a. What kind of effect will each option have on left turns?
 - b. Which option is most likely to reduce delays?
2. Pedestrian Crossings
 - a. Discuss advantages/disadvantages of the pedestrian crossings for the various options.
 - b. Which options are the safest for pedestrians?
3. Discuss the advantages and disadvantages of other factors, such as:
 - a. Effect on traffic speeds
 - b. Environmental impacts
 - c. Vehicle safety
 - d. Non-motorized safety

Miller Avenue Main Line

1. Left Turn Movements
 - a. Discuss differences in left turn movements in each option (full length turning lane vs. occasional turn lane vs. no turn lane)
 - b. For Option 3, turning lanes were located based on pedestrian crossing preferences. Does this make sense? If some of them are moved to other intersections or eliminated, how would this affect pedestrian crossings?
2. Parking
 - a. Option 1: Parking on one side only
 - b. Option 2: Flexibility in amount of parking versus number of bump-outs
 - c. How does each option affect the ability of residents to back out of driveways?
3. Pedestrian Crossings
 - a. Discuss pedestrian refuge islands (Options 1 &3) vs. bumpouts (Option 2)
4. Traffic Speeds
 - a. What effect do you think each option will have on traffic speeds?
5. Storm Water Improvements
 - a. How does each option affect the availability of space to create storm water improvements such as rain gardens and green spaces – both of which reduce impervious surfaces?
6. Parking vs. Swale on (South Side of Miller, Wines to Newport)
 - a. Storm water from Miller Ave. is running onto private property. There is currently no curb & gutter, and limited space.
 - b. Option 1: Install curb & gutter, and maintain some space for parking. In this case the cost of the curb & gutter would have to be paid for by the adjacent property owners.
 - c. Option 2: Install a swale (ditch) between the road and the sidewalk to channel the storm water. This would not leave space for parking.

Ranking on the Options

At the July 29th Public Workshop, attendees will be asked to select their preferred options using colored dots. Each person will be given two colored dots – one to use to select their preferred option for the main corridor of Miller Avenue, and one to select their preferred option for the Miller/Newport intersection. Attendees will be given the opportunity to write comments about specific items directly on the drawings that will be available at each table.

The results of the selection of the preferred options, as well as the comments written on the drawings and collected during the small group discussions will be used to guide City Staff during the design of the project.

If you cannot attend the Workshop on July 29th, feel free to send us your preferred options, along with any comments you might have on the design options. Send this information, or any questions you might have, to Nick Hutchinson at nhutchinson@a2gov.org.