

Overview

- Everybody speaks/shares!
- For each starter idea, try to discuss these questions:
 - What about this idea do you feel works well for West Main? What feels most challenging?
 - How well does this idea support the project's goals?
 - Would this idea help increase connections for all people between neighborhoods?
 - Do you think this idea will benefit the surrounding community? How do you think people will feel about it?
- These 'starter ideas' represent the most basic version of a design with almost no nuance - there are a lot of variations of these general concepts and compromises that can be made.
 - Some ideas might be worth thinking about on some sections of West Main, but not on others - that's ok!

Group 1

Facilitator: Pete

Report Out: Bob Williams

Driving Emphasis

Description

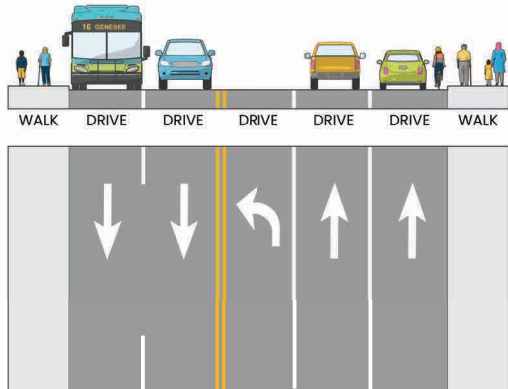
- All existing vehicle lanes maintained
- Sidewalks generally the same width as today

Benefits

- Potential for some safer crossings and some greenery at medians

Trade-offs

- No increases to sidewalk space
- No separate space for biking
- Placemaking focused outside of the right-of-way
- Minimal space for bus stop amenities
- Minimal traffic calming effects



What about this idea do you feel works well for West Main? What feels most challenging?

crossing distance is a challenge	doesn't get to the root of west main not being a pass through - doesn't emphasize local place	looks like existing conditions
no buffers is tough on pedestrians		

How well does this idea support the project's goals?

keeping parking is good		

Would this idea help increase connections for all people between neighborhoods?

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

no benefit		

Transit Emphasis

Description

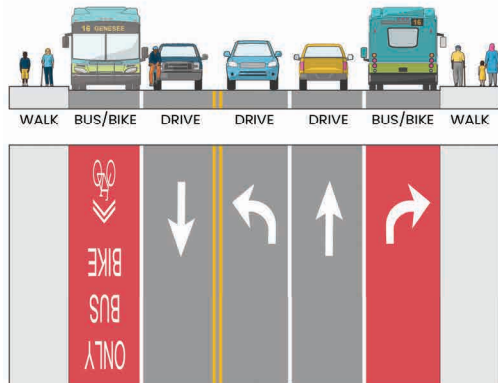
- Dedicated bus/bike lanes and vehicle travel lanes in both directions
- Sidewalks generally the same width as today

Benefits

- Transit lanes may improve bus travel times when traffic is high
- Potential for additional crossing locations

Trade-offs

- Minimal increases to sidewalk space
- No separate space for biking (shared with bus)
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- Minimal traffic calming effects
- Threat of double parking blocking bus lanes



What about this idea do you feel works well for West Main? What feels most challenging?

enforcement will be needed to make this work	parking off street is abundant west of madison - on street parking might not be needed.	needs to accomodate buses, but more needs to be done for walking and biking

How well does this idea support the project's goals?

Would this idea help increase connections for all people between neighborhoods?

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

Walking/Parking Emphasis

Description

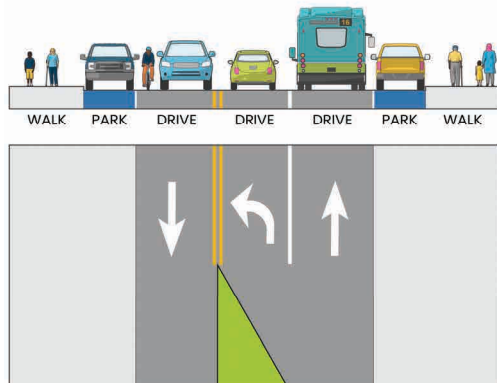
- One vehicle travel lane in each direction with turn lanes at intersections
- Sidewalks, parking, and green space expanded

Benefits

- Slower traffic speeds
- Expansion of sidewalk for walking, placemaking, vegetation, and outdoor business activity
- Shorter, safer, and more pedestrian crossings
- Space for bus stop amenities
- Parking/loading space formalized and expanded
- Potential for transit queue jumps at intersections if needed

Trade-offs

- No separate space for biking
- Transit operates in regular vehicle traffic



What about this idea do you feel works well for West Main? What feels most challenging?

dawn's favorite scenario - friendly to everyone going through	no bike accommodations - anyway to share	space for pedestrians to cross
		parking - needed for businesses, transit amenities needed to make sure people with cars are served well

How well does this idea support the project's goals?

Would this idea help increase connections for all people between neighborhoods?

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

may bring benefits to the tourism economy		

Biking Emphasis (one-way)

Description

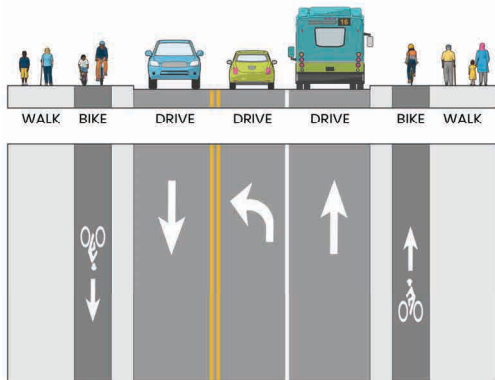
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- Space for bus stop amenities
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Trade-offs

- Sidewalk narrows on some blocks
- Some parking may be lost
- Constrained bike lanes at bus stops



What about this idea do you feel works well for West Main? What feels most challenging?

city may prefer this over the two way - desire to be sidewalk level

timed parking might help mitigate the loss of parking - parking management needed

How well does this idea support the project's goals?

Would this idea help increase connections for all people between neighborhoods?

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

Biking Emphasis (two-way)

Description

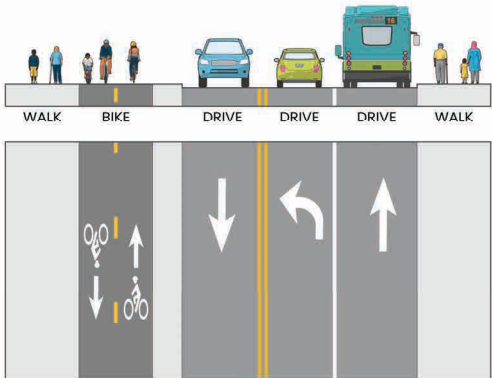
- One vehicle travel lane in each direction with turn lanes at intersections
- Two-way separated bike lanes on each side of the street with sidewalks

Benefits

- Slower traffic speeds
- Separate space for biking on one side of street
- Shorter, safer, and more pedestrian crossings
- Space for bus stop amenities
- Parking/loading space formalized

Trade-offs

- Sidewalk space increases only on one side of street
- Parking primarily on one side of street only
- Signalized intersections are more complicated with two-way bike lanes



What about this idea do you feel works well for West Main? What feels most challenging?

keep parking on the commercial side		

How well does this idea support the project's goals?

Would this idea help increase connections for all people between neighborhoods?

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

Group 2

Facilitator: Lydia

Report Out: Jay Arzu

Driving Emphasis

Description

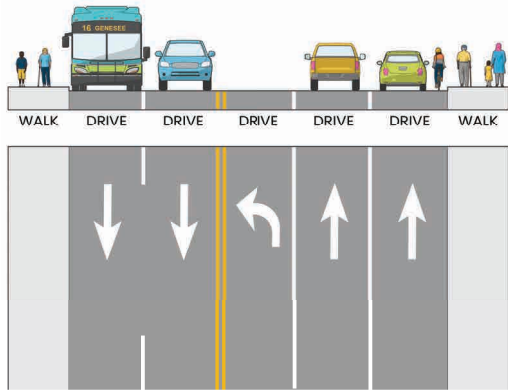
- All existing vehicle lanes maintained
- Sidewalks generally the same width as today

Benefits

- Potential for some safer crossings and some greenery at medians

Trade-offs

- No increases to sidewalk space
- No separate space for biking
- Placemaking focused outside of the right-of-way
- Minimal space for bus stop amenities
- Minimal traffic calming effects



What about this idea do you feel works well for West Main? What feels most challenging?

very little political conflict		

How well does this idea support the project's goals?

If we end with this option we will have failed	speeds will stay high, not multimodal, won't work	

Would this idea help increase connections for all people between neighborhoods?

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

Would likely get support from RPD, RFD, snow plowers, etc.	This would serve pass through traffic well	

Biking Emphasis (two-way)

Description

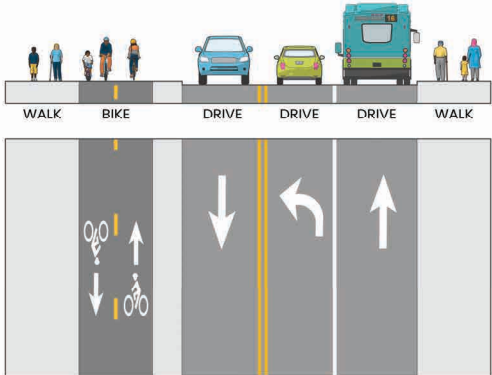
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Benefits

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Trade-offs

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What about this idea do you feel works well for West Main? What feels most challenging?

- like that this one give people a place to bike AND widens sidewalks
- want to make sure businesses on both sides get the advantage of expanded sidewalk space
- you don't need as much space on this one for biking, while still giving people places to bike
- 2-way for long stretches and on one side of the street is what works - stick to one side of the street and people will use it

How well does this idea support the project's goals?

- Feel like this one will help with perceptions of safety because of visibility
- if setback buildings only occur on one side of the street - can we chicane the street so that we can expand the sidewalks on both sides?
- This would make it possible for people to travel by multiple modes
- This one is the most transformational and most multimodal - my personal favorite

Would this idea help increase connections for all people between neighborhoods?

- this is the first one that gives people all the options
- connections at either end would be critical - have to connect to the full network
- How would this tie into the west main project downtown? How would the transition happen? Might need to zoom out

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

- If we had this, I would ride my bike to work
- was originally against 2-ways, but union st has changed my mind. I think it would be workable.
- Feel like this one just makes people biking on the street more obvious

Transit Emphasis

Description

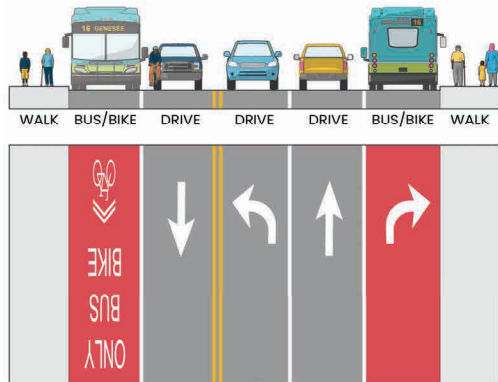
- Dedicated bus/bike lanes and vehicle travel lanes in both directions
- Sidewalks generally the same width as today

Benefits

- Transit lanes may improve bus travel times when traffic is high
- Potential for additional crossing locations

Trade-offs

- Minimal increases to sidewalk space
- No separate space for biking (shared with bus)
- Placemaking focused outside of the right-of-way
- Minimal space for bus stop amenities
- Minimal traffic calming effects
- Threat of double parking blocking bus lanes



What about this idea do you feel works well for West Main? What feels most challenging?

Might help discourage people being frustrated behind buses and moving around buses unsafely

As a cyclist I would not hate this design - but do worry about people getting stuck behind buses

double parking threat

How well does this idea support the project's goals?

doesn't give us much more space for bus stop amenities

Would this idea help increase connections for all people between neighborhoods?

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

County is not in support of this option - taking out lanes on East Main

Don't suspect that reliability is the issue for RTS

Walking/Parking Emphasis

Description

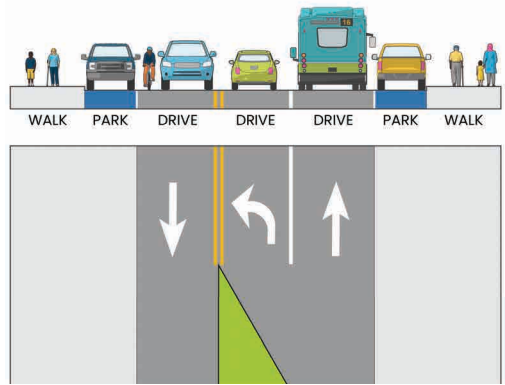
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Benefits

- Slower traffic speeds
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Trade-offs

- No separate space for biking
- Transit operates in regular vehicle traffic



What about this idea do you feel works well for West Main? What feels most challenging?

has flexibility between trees and expanded pedestrian space - might that be a separate alternative?	this one provides the most space for amenities	Think transit would feel relatively the same as today - generally a good thing
people would probably continue to bike on the sidewalk, but with calmer traffic may feel more comfortable today	Torn on this - want a place for bikes, but feel that this one works better for businesses	

How well does this idea support the project's goals?

would meet the placemaking goals of the project	gives businesses more opportunity to be outside and have a presence on the street - outdoor dining, signage, sandwich boards, outdoor racks	This will absolutely slow traffic - might bike in traffic since it would be moving slower
I don't see people biking in the street here, even if it is slower	safety improvement with cars only crossing 2 lanes to turn onto west main	

Would this idea help increase connections for all people between neighborhoods?

Doesn't do anything for people biking		

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

would need to be maintained	Could we reduce one more travel lane? Is there more compromise to be made on driving space? Would have very little support from MCDOT to do so	Would need advocates to push for removal of turn lanes, how necessary are they?

Biking Emphasis (one-way)

Description

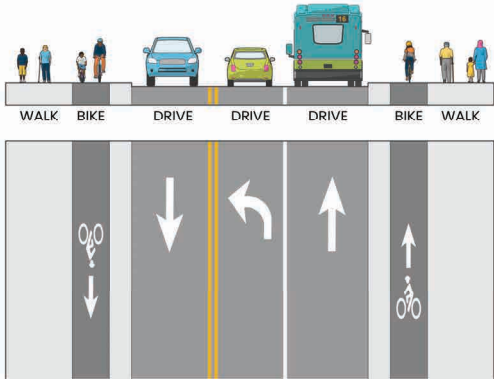
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Trade-offs

- Sidewalk narrows on some blocks
- Some parking may be lost
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What about this idea do you feel works well for West Main? What feels most challenging?

It's a little bit safer for people biking compared to 2 way

How well does this idea support the project's goals?

Would this idea help increase connections for all people between neighborhoods?

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

might make people on one side of the street not feel so squished if they're not into biking

might be easier politically

feel like biking is a good use of space over parking right out front of a space, but this will be a battle

Group 3

Facilitator: Alexis

Report Out: Do we have a volunteer?

Driving Emphasis

Description

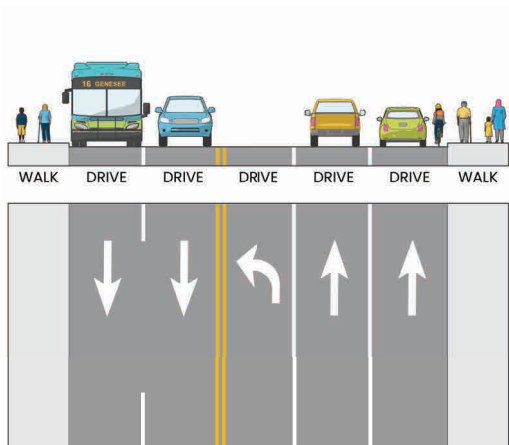
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Trade-offs

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What about this idea do you feel works well for West Main? What feels most challenging?

this option serves west main today, but does not feel like project goal	removes parking (negative)	not usual a lot of traffic currently, no need to maintain this
crossings too long		

How well does this idea support the project's goals?

not in line with project goals	does not serve cyclists	doesn't address ped safety or accessibility

Would this idea help increase connections for all people between neighborhoods?

maintain existing situation		

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

cause little stir	does not address business/resident concerns about parking	

Biking Emphasis (two-way)

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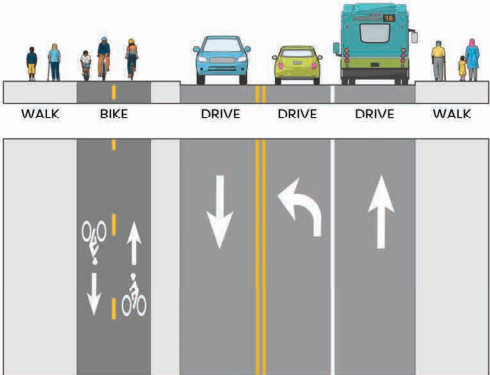
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What about this idea do you feel works well for West Main? What feels most challenging?

seems odd to favor one side here - usually seems to work along a park etc	crossings challenge	

How well does this idea support the project's goals?

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Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

Transit Emphasis

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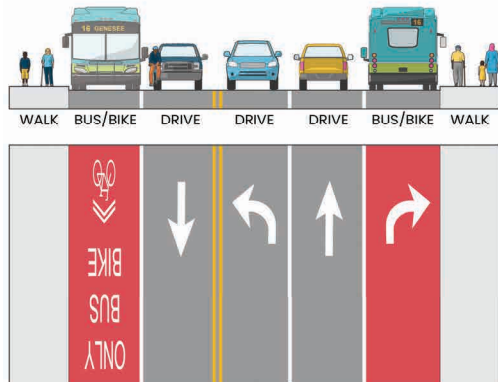
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What about this idea do you feel works well for West Main? What feels most challenging?

crossings too long

How well does this idea support the project's goals?

don't necessarily need this; currently, buses move along West Main just fine

step in the right direction for cyclists

doesn't address ped safety or accessibility

Would this idea help increase connections for all people between neighborhoods?

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

might help at certain intersections

lack of parking; residents and businesses

Walking/Parking Emphasis

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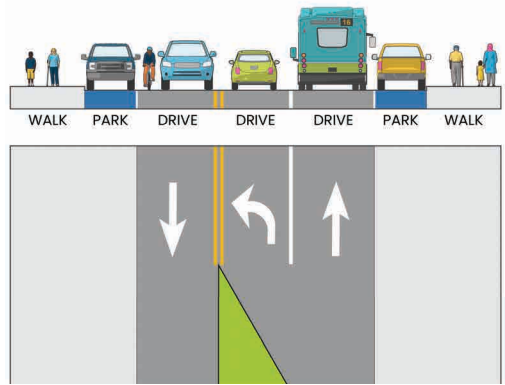
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What about this idea do you feel works well for West Main? What feels most challenging?

visibility issues?
walking
between parked
cars, midblock
crossings

How well does this idea support the project's goals?

more inclusive
and friendly to
people using
wheelchairs

shortens
crossing
distances

space to
make bus
stops more
user friendly

increase
sidewalk
space

sidewalk width vs.
safe bike lanes?
bike lanes feel
more in line with
goals

Would this idea help increase connections for all people between neighborhoods?

makes it easier
to cross and
meet in a
central
location

perception of
peestrian
friendly space,
get people out
of their cars

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

preserves
and
increases
parking

addresses
"racetrack"
conditions

space to
make bus
stops more
user friendly

Biking Emphasis (one-way)

Description

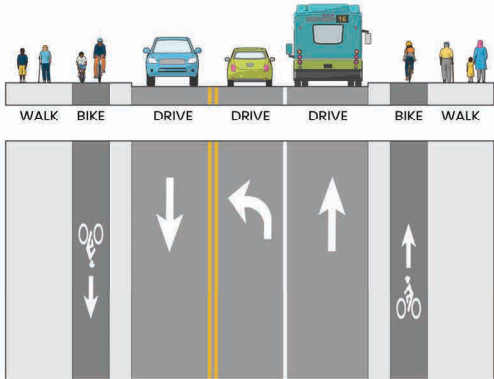
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What about this idea do you feel works well for West Main? What feels most challenging?

multimodal, provides access for everyone

breaking this down to a granular level: where is parking crucial? where it can be

strategic parking? is there a way to have it all in this concepts? middle ground

How well does this idea support the project's goals?

does not address critical local need for parking. ideal scenario vs. short term benefits

multimodal, could please the most people

group likes this one!

Would this idea help increase connections for all people between neighborhoods?

Do you think this idea will benefit the surrounding community? How do you think people will feel about it?

feels like there's a lot of space to be worried about parking: what are alternative ideas? to support trade offs

some people might be concerned about parking: see East Main for compromise

some enthusiasm? might be nice for pedestrians, get bikers to not use sidewalk