

2nd PUBLIC MEETING SUMMARY

The Reimagine Jackson Street project consultant team held its second in-person and virtual public workshop on May 24th 5:30 pm at the Brownsville Community Center. The project consultant team discussed the project's goals and feedback from the first public workshop, which took place in March. The consultant team incorporated feedback from a multi-lingual survey that garnered more than 300 responses on the initial concepts presented to attendees.

Stakeholders who attended the May workshop expressed that priorities for Jackson Street improvements are safety, transit and bicycle facilities.

- **SAFETY:** Stakeholders shared that safety is an immediate concern needing near-term solutions. The project consultant team assured attendees that immediate safety improvements will be considered, and the proposed Master Plan will include recommended short-, mid-, and long-term solutions.
- **TRANSIT AND BICYCLE FACILITIES:** Stakeholders shared that the need for transit and bicycle facilities – citing that these are critical to day-to-day mobility and the community's livelihood. The project consultant team emphasized the recommendations will reflect these critical infrastructure and service needs.
- **OTHER CONCERNS:** Stakeholders shared that they would like to address flooding and sewer upgrades in addition to mobility improvements. Other concerns, such as how the team will manage previous improvement projects, preserve diversity and historic homes, and walkability improvements were also brought to the team's attention. The project consultant team said the Master Plan will include recommendations to integrate improvements to stormwater and sewer infrastructure to support the future needs of the community. Also, project phasing will include a 'dig once' strategy whenever feasible so constructed improvements are not demolished and reconstructed.

The workshop also included an interactive element to help understand the community's preference for various improvement types. Please see the accompanying pamphlet for the results.

NEXT STEPS

Next steps for the project include planners implementing community feedback into the Master Plan and developing a list of proposed Jackson Street improvement projects, concept plan, cost estimates and funding sources. The team will present findings to the City Council and County Commission later this year.



REIMAGINE JACKSON STREET

WHAT'S YOUR
VISION?

Your Input Matters!



COMMUNITY MEETING #2

May 24, 2022

» Before and After Simulations

F Street

Before



✓ Best - Medium × Low

Option A



Option B



» Before and After Simulations

F Street

Before



✓ Best − Medium × Low

Option C



» Before and After Simulations

Grandview Street

Before



✓ Best − Medium × Low

Option A



Option B



» Before and After Simulations

61st Street

Before



✓ Best − Medium × Low

Option A



Option B



» Before and After Simulations

61st Street

Before



✓ Best − Medium × Low

Option C

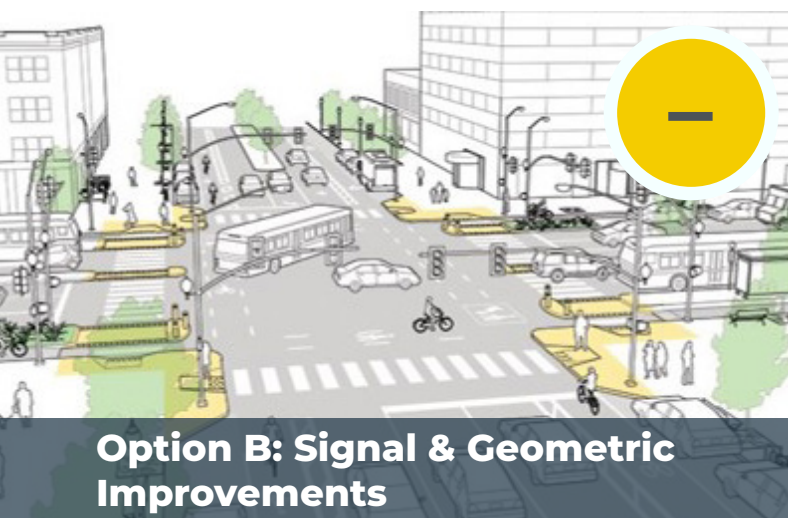


Major Intersection Treatment Options



- » Safer intersection for all users
- » Improves traffic operations
- » Acts as a community or neighborhood gateway
- » Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★☆☆	★★★★	★★★★



- » Increase safety of intersection without completely rebuilding
- » Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★★★★	★★★	★★★



- » Traffic operations are relatively good today
- » Maintaining existing infrastructure does not incur any capital cost for construction
- » Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★★	★★★	★★★

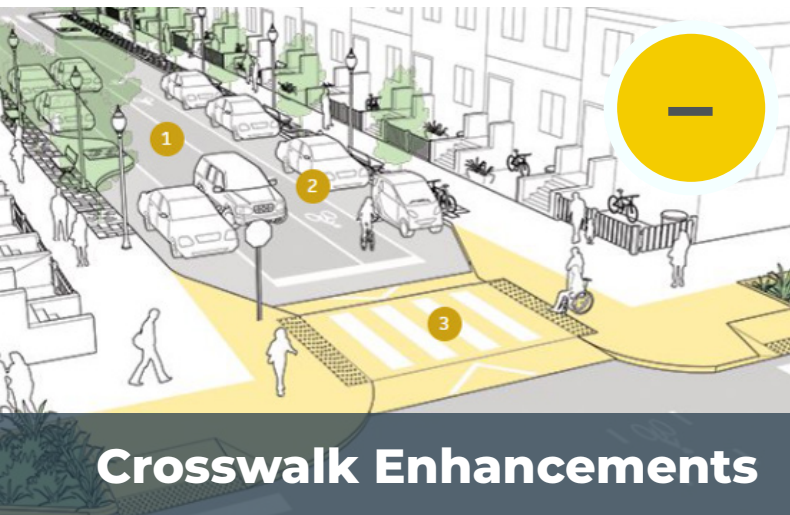
Minor Intersection Treatment Options



Compact Roundabout

- » Safer intersection for all users
- » Improves traffic operations
- » School buses and trucks can access
- » Acts as a community or neighborhood gateway
- » Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★☆☆	★★★★	★★★★



Crosswalk Enhancements

- » Provides safer crossings by increasing visibility of person crossing to vehicle driver
- » Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★★★★	★★★	★★☆☆



4-Way Stop Control

- » Safe type of intersection for drivers, pedestrians, and cyclists
- » Very inexpensive to install
- » All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★★★★	★★☆☆	★★☆☆

Segment Treatments



- » Improves safety by increasing car yielding to crossing pedestrians
- » Acts as street calming, reducing vehicle speeds
- » Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★★★☆☆	★★★★	★★★☆☆

Mid-block Crossing With Refuge Island



- » Increase driver awareness at crosswalks
- » Safe and improves yielding rate for cars
- » Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★★	★★★☆☆	★★★★	★☆☆☆☆

Rectangular Rapid-Flashing Beacons (RRFB)



- » Acts as street calming, reducing vehicle speeds
- » Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★☆☆	★★★☆☆	★★★☆☆	★★★☆☆

Chicanes