

**- Facts and Information -**  
**Independence Street – East Rodney Drive to Sunset Blvd.**

**1. *Why is this project needed?***

- Traffic backups on Independence together with heavily-traveled, closely spaced commercial driveways result in traffic movement conflicts, delays, and an elevated occurrence of crashes.
- Independence Street is congested during peak travel periods. Presently up to 17,500 vehicles per day travel Independence in the vicinity of the Kingshighway intersection. This is projected to increase to over 20,000 vehicles per day over the next 20 years.
- Up to 100 crashes are reported each year within the 0.9 mile-long section of Independence between East Rodney Drive and Sunset Blvd.

**2. *What is history of the Independence Street project to date?***

- **2014 – 15:** Identified via the City’s Transportation Trust Fund (TTF) public involvement process.
- **Aug. 2015:** Approved by voters under TTF5.
- **Mar. 2018:** Traffic consultant, Lochmueller Group, collected traffic data and initiated study.
- **May 2018:** Public meeting #1 held May 23rd to share traffic study results.
- **Summer – Fall 2018:** Build concepts developed and evaluated by the consultant.
- **Dec. 2018:** Public Meeting #2 held Dec 11<sup>th</sup> to present build concepts for public comment.

**3. *What is “Access Management”?***

- The term “access management” is often used to describe the application of specific road improvements designed to increase traffic capacity, manage congestion and reduce crashes.

**4. *Why are raised medians being considered at some locations?***

- Raised medians offer a cost-effective means of reducing crashes and improving operations by prohibiting left turns into and out of driveways.
- Most of the injury crashes occurring at driveways and side streets along Independence Street were found to involve left-turning vehicles.

**5. *Why are driveway closures being considered?***

- There is a strong relationship between the number of crashes and the number of driveways on heavily traveled urban streets and highways.
- The existing access density (number of driveways per mile) is higher than desired for a street with as much traffic volume as Independence Street.
- For instances where a driveway is located near a street corner, it is desirable to provide enough distance between the street corner and the first driveway to effectively separate conflict points.
- Safety is an incremental process. The more conflict points eliminated, the greater the overall safety benefit that can be realized.

**6. *Why are traffic signals being considered at the N. Broadview and Clark Street intersections?***

- Gaps in traffic can be hard to find during peak travel periods. It is believed that traffic signals at these locations will help platoon traffic so as to provide better opportunities for traffic attempting to enter from driveways and side streets along Independence.
- They provide “queue management” by helping reduce the number of stopped cars waiting at the Kingshighway signals at any given time so adjacent driveways there aren’t blocked as often.

- It will also lessen traffic backup on the side streets serviced by the signals and provide for safer passage of left-turning vehicles there.

**7. *What effect will the project have on driveway and side street waits along Independence?***

- Of the four build concepts we examined all helped reduce wait times at a majority of the driveways and side streets along Independence. However, despite the reduced times, some wait times will remain at a level of service “F” which corresponds to a wait greater than 80 seconds per vehicle if waiting at a traffic signal or greater than 50 seconds if waiting at an unsignalized driveway or side street.
- One of the concepts we evaluated (Concept #2) provided the greatest overall reduction in wait times by providing a 5-lane street section from West St. to Caruthers. However, it was not carried forward as the “preferred” concept because it far exceeded the available budget and had substantial property impacts.

**8. *What impacts will raised medians have on businesses located along Independence?***

- Installing raised medians often cause concerns by affected businesses that depend upon pass-by traffic. However, various studies performed around the country indicate no sales decline resulted in most cases. Instances of negatively impacted businesses were typically located at midblock locations not having good access to a median break. However, for the proposed median locations on Independence, nearly all businesses have access to a median break and/or intersecting side street.

**9. *How will pedestrian accommodations be affected?***

- ADA compliant pedestrian crossings will be provided at all traffic signal locations within the study corridor including the Kingshighway intersection. A mid-block crossing may be provided near Cordelia.
- Although space is limited, we will continue to seek opportunities during design to extend pedestrian facilities westward to connect with sidewalks west of Cape La Croix Creek.
- It is anticipated that the existing sidewalks east of Clark Street will be kept, though reconstruction of the sidewalk may be necessary between Clark and Kingshighway.

**10. *How is this project being funded?***

- The project is being funded with City sales tax revenues generated for TTF5.

**11. *What's next?***

- Comments received at the public meeting, from the on-line survey, etc. will be reviewed by the project team for final decision and discussion with city staff.
- Design of the improvements will begin in 2019.
- A public meeting will be held following completion of preliminary design.
- Construction could begin as early as 2020 and may take one to two years to complete.

**12. *How can I receive future notifications regarding this project?***

- If you are not already on our mailing list for this project and wish to be added, please call 573.339.6327 and ask Becky or Beth to add you to our “Independence Street Traffic Study” mailing list.

**13. *How can I submit comments?***

- Please feel free to share any comments, concerns or questions with members of the project team at the public meeting. However, we urge you to document comments in writing using either the comment form provided at the meeting or by following the links at the City of Cape website at [www.cityofcape.org](http://www.cityofcape.org) to view the meeting displays and to take the online survey. Written comments may be emailed directly to: [trichmond@cityofcape.org](mailto:trichmond@cityofcape.org). Please submit comments by the January 11, 2019 deadline.