



# Eastway Drive Streetscape & Pedestrian Improvement Study

Public Input Summary  
June 2017



## Public Input Summary

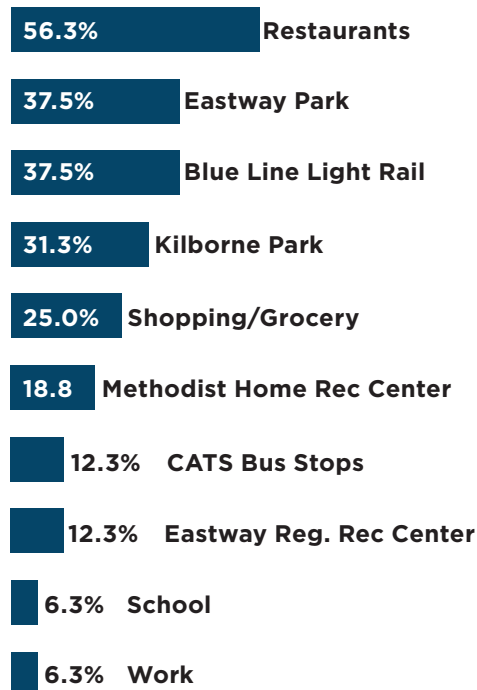
Public input for the Eastway Drive was gathered from multiple sources, including public meetings, online surveys, and walking tours along the corridor. From these various forums, we received detailed feedback on the pedestrian and bicycling experience along Eastway Dr. The following is a summary of the public input findings.

Respondents to the various public input forums represented 18 different neighborhoods in the area:

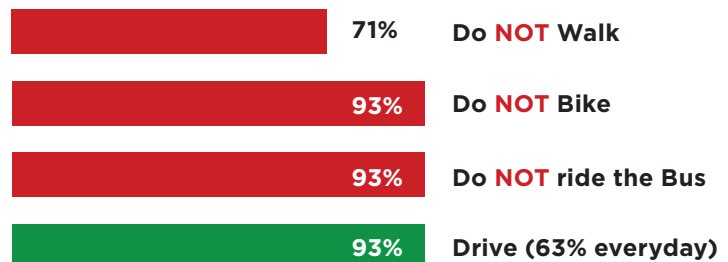
- Bridlewood
- Citiside
- Commonwealth Park
- Commonwealth Morningside
- Country Club Heights
- Eastway Park
- Eastway Sheffield
- Elizabeth
- Highland Creek
- Kilborne Acres
- Markham Village
- Medford Acres
- Merry Oaks
- Shamrock
- Shamrock Hills
- Verndale Farms
- Windsor Park
- Winterfield

There were 17 survey responses. The following are summary statistics regarding travel mode and top pedestrian destinations:

### Top Pedestrian Destinations



### Travel Behavior Along Eastway



# Walking

# 71%

of survey respondents do **NOT** walk along Eastway Drive.



### Top Reasons Why Not:

- Safety/Dangerous traffic conditions
- Uninviting/uncomfortable streetscape
- Unsafe crossings

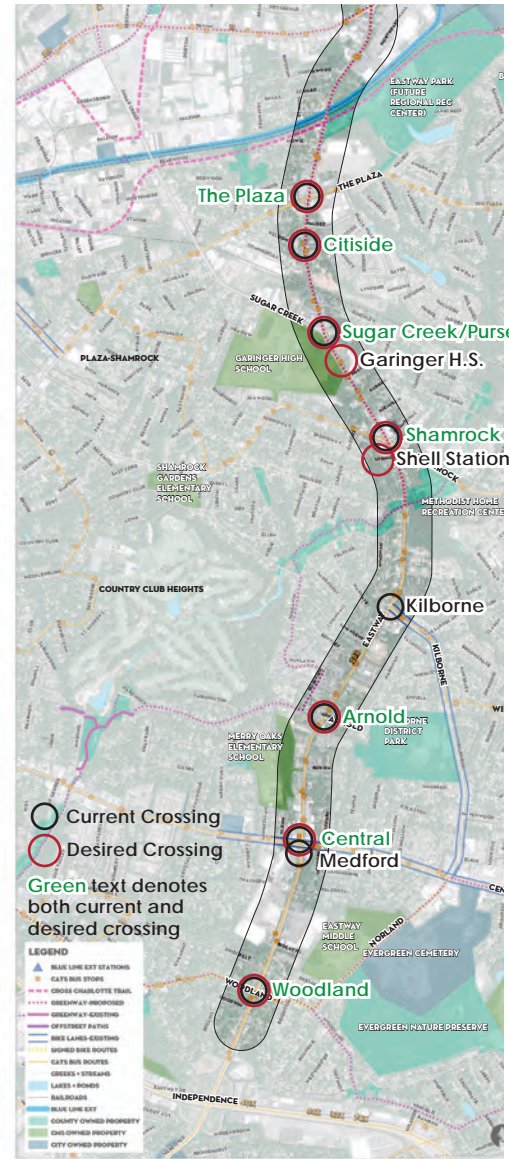
### Where People Currently Cross

- Arnold Drive
- Central Avenue
- Citiside Drive
- Garinger H.S. driveway
- The Plaza
- Shamrock Drive
- Shell Station at Shamrock
- Sugar Creek Rd./Purser Dr.
- Woodland Drive

### Where People Want to Cross

- Arnold Drive
- Central Avenue
- Citiside Drive
- Kilborne Drive
- Medford Drive
- The Plaza
- Shamrock Drive
- Sugar Creek Rd./Purser Dr.
- Woodland Drive

(Note: There is some overlap between the current crossing locations and “desired” crossing locations (Green Text), which is reflective of different thresholds of comfort and safety and/or necessity in crossing at certain locations.)

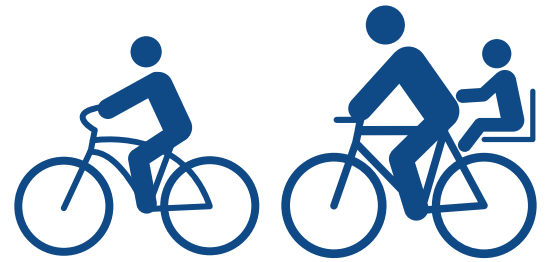


### What's needed to make walking experience better?

- |   |                                   |
|---|-----------------------------------|
| ■ Buffer between sidewalk and traffic (6) | ■ Trash bins, less litter (2)     |
| ■ Pedestrian crossings (5)                | ■ Traffic signaling (1)           |
| ■ Shade trees, streetscaping (3)          | ■ Wheelchair access (1)           |
| ■ Landscaped median (3)                   | ■ Points of interest/art (1)      |
| ■ Wider sidewalks (2)                     | ■ Better sidewalk maintenance (1) |
| ■ Traffic calming (2)                     | ■ Bike lanes (1)                  |
| ■ Lighting (2)                            |                                   |

## Biking

**93%** of survey respondents do **NOT** bike along Eastway Drive.



### Top Reasons Why Not:

- Safety: both traffic related and personal safety from crime/harassment
- Bike lanes are inconsistent; sidewalks are not suited for biking
- Don't own a bike/don't ride bike for transport

**91%** would prefer a side street route instead of Eastway Drive

### Top Biking Destinations:

- Kilborne Park
- Restaurants

The overlap between the current biking destinations and "desired" biking destinations is reflective of different levels of comfort and safety for biking in the area.

### Desired Biking Destinations:

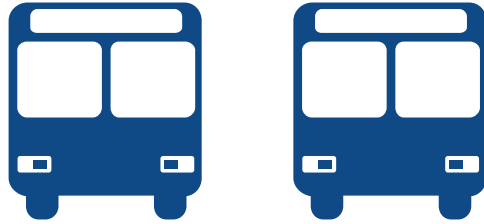
- Kilborne Park
- Eastway Park
- Restaurants
- Shopping/Grocery
- Blue Line Light Rail
- Schools

### What's needed to make biking along Eastway Drive better?

- Sidewalks, bike lanes, and "bike trails" (5)
- Separation from traffic, protected bike lanes (4)
- Slower traffic (2)
- Signage (1)
- Refuge islands (1)
- Buffer between sidewalk and traffic (1)
- Shade trees (1)

## Transit

**93%** of survey respondents do **NOT** ride the bus along Eastway Drive.



**86%** would like to ride the bus along Eastway Drive.

### What's needed to increase interest in riding the bus on Eastway Drive?

- Better bus stops/shelters
- Better signage
- Better lighting
- Better CATS app
- Better crosswalks/access to stops

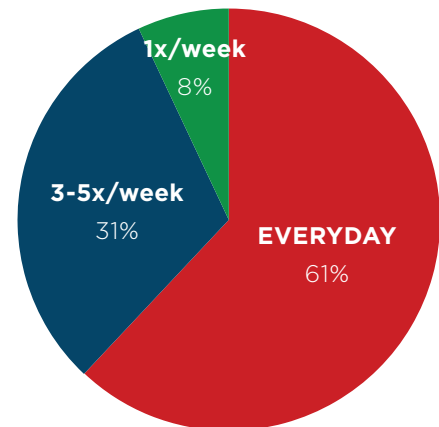
## Driving

**93%** of survey respondents drive along Eastway Drive.



### What's needed to improve the driving experience on Eastway Drive?

- Better intersections
- Traffic calming
- Lighting
- Better left turn on Belcross/Eastway
- Public art
- Landscaping, streetscaping
- Attractive walkways (with landscaped buffers)



## Intersections

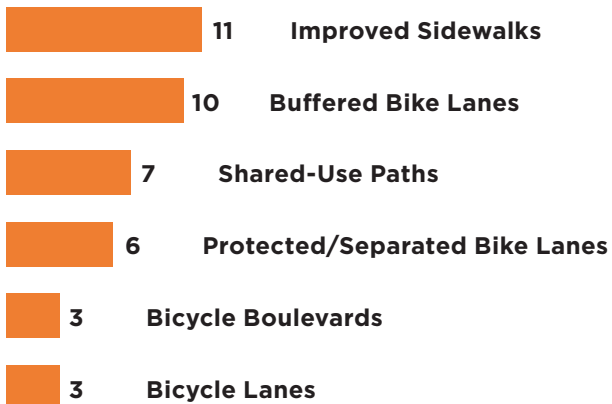
Through mapping exercises, survey questions, and field notes from the walking tours, **participants reported the following concerns related to intersections (and mid-block sections) that are difficult to cross** under existing conditions:

- **Arnold Drive**— Right turn only onto Eastway leads to illegal left turns or immediate U-turns on Eastway at the church parking lots south of Arnold Drive.
- **Central Avenue**
  - » Right turning drivers heading south on Eastway do not yield to pedestrians.
  - » The pedestrian signal is not long enough for safe/comfortable crossing; two electric wheelchair-bound residents cross here frequently.
- **Citicide Drive to Weldon Avenue**
  - » There is no crossing signal or light and the nearest crossings are too far for wheelchair/disabled residents (many of whom live in the Citicide residence).
  - » There are no curb cuts at the intersection at Weldon Avenue.
- **Curtiswood Drive** (and ½ mile to the north and south)
- **Eastway Crossing**— Pedestrians do not use the crosswalk, but rather cross mid-block to get to the McDonalds or the bus stop in front of Church's Chicken.
- **Eastway in front of Garinger High School**— Buses drop off mid-block. There is no safe crossing nearby. Students have to walk over 600 feet to Sugar Creek Road to cross from the bus stop.
- **Finchley Drive (mid-block west of Mirabar Dr.)**
- **The Plaza**
  - » Drivers do not obey the speed limit, and their behavior does not create a comfortable environment for pedestrians.
  - » Frequent jaywalking occurs between Rose's and Harvey's shopping centers.
  - » Difficult crossing at intersection of Eastway due to turning vehicles and U-turns.
  - » The crossing distance is not comfortable for pedestrians, and the signal does not give enough time for safe/comfortable crossing.
- **Shamrock Drive**
  - » Crossing on the west side of Eastway requires two crossings and a "porkchop" median. Many pedestrians are crossing west of the intersection where there is a more direct line across Shamrock, but even there they have to contend with significant traffic levels across four lanes of traffic and a slip lane turning right off of Eastway.
  - » Crossing on the east side of Eastway is difficult due to queuing cars at light, but pedestrians cross in this location to travel between convenience stores on either side of Shamrock.
- **Sugar Creek Road/Purser Drive.**
  - » Skewed angles, lead turning signals, and slip lanes create too many turning movements for safe/comfortable pedestrian crossing.
  - » Pedestrian crossing signals are too short and pedestrians get stranded on the median.
  - » Many pedestrians choose to cut through the Auto Bell driveway.
- **Woodland Drive**— "The "walk" signal needs to be longer.

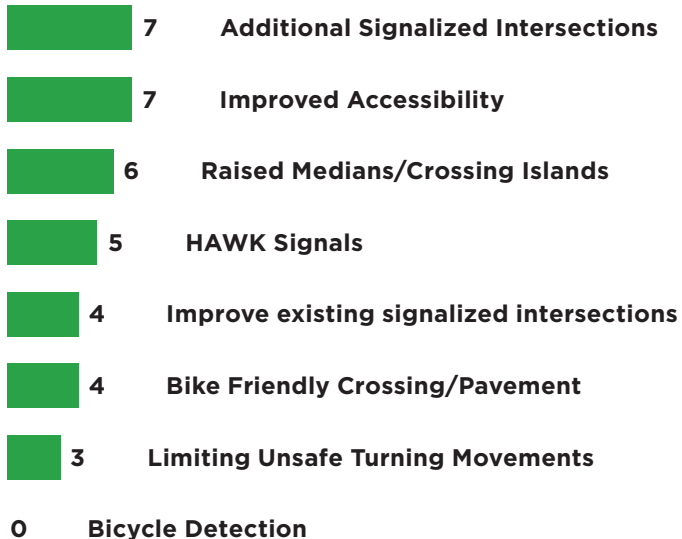
## Preference Surveys

The following charts reflect the results of preference surveys conducted at the public meeting. Approximately 13 people participated.

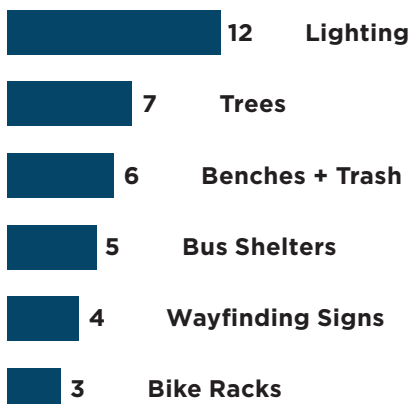
### Ped + Bike Infrastructure Toolbox



### Crossing Toolbox



### Streetscape Toolbox



Attendees at the public meeting commenting on maps and voting on preference boards.