

- Facts and Information -
Independence Street – South Broadview to Caruthers

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 (which is approximately half the daily traffic volume on I-55). This is projected to increase to over 20,000 vehicles per day over the next 20 years.

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.
- **Dec. 2018:** Public Meeting #2 held Dec 11th to present build concepts for public comment.
- **Jan. 2020:** Public Meeting #3 held Jan 29th to present preliminary design plans for preferred concept.

3. *What's next?*

- Individual meetings regarding affected properties to begin in February 2020 and continue into summer.
- Right of way acquisition will begin in Spring 2020.
- Work on final design plans will continue as right of way acquisition proceeds.
- Construction will begin in 2021 and may take one to two years to complete.

4. *Why are raised medians being used 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 some driveways being closed?*

- There is a strong relationship between the number of crashes and the occurrence of driveways along heavily traveled urban streets and highways.
- For driveways located within the functional areas of signalized intersections (locations where driveways are partially blocked by vehicles waiting at red lights), crashes can occur when drivers impatiently cut through gaps between stopped vehicles which obscure their view of oncoming vehicles in adjacent lanes.
- 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?*

- The concept that is being carried forward for construction is by no means a “fix-all” solution. Wait times will be reduced at several driveways and side streets along Independence, however wait times at some locations are still expected to remain at a level of service “F” (which corresponds to a wait longer 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).
- Other build concepts were identified during the traffic study which performed better in lessening wait times however they were dropped from consideration due to cost and business impacts incurred.

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, businesses have access to a median break and/or intersecting side street.

9. *What pedestrian accommodations will be provided?*

- ADA compliant pedestrian crossings will be provided at traffic signal locations including the Kingshighway and Clark Avenue intersections.
- Pedestrian facilities will be extended westward to connect with the sidewalks and recreation trail on the west side of Cape La Croix Creek.

10. *How is this project being funded?*

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

11. *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.

12. *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, and/or in writing using the comment form provided at the meeting. Written comments or questions may also be emailed directly to: trichmond@cityofcape.org. Follow the links at the City of Cape website www.cityofcape.org to view the meeting displays online. Please submit comments by Monday, February 10, 2020.