

TRANSPORTATION & PUBLIC REALM IDEAS

A RESTORE 2-WAY WASHINGTON ST

Allowing traffic and buses to continue south on Washington Street, instead of circulating around Adams Park, will help reduce vehicle miles traveled (VMT) and keep regional traffic on arterial streets.

- Today, 45% of vehicle traffic traveling southeast on Cummins Hwy comes from southbound Washington St. The one-way segment of Washington St between Corinth St and South St forces all of these drivers to use a circuitous path to reach Cummins Hwy. Roughly 20% of drivers going east on Cummins Highway get there by circulating around Adam's Park. Another 25% cut through on smaller residential streets (Bexley Road and Florence Street). With two-way operations on Washington Street, all of these drivers would be able to connect more directly to Cummins Highway with a route that is two to three times shorter than current circulation routes.
- As much as 70% of vehicles in peak periods on Firth and Bexley Roads are through vehicles cutting through the residential neighborhood. Allowing for two-way traffic on Washington Street would help significantly reduce cut-through traffic on residential streets.
- Traffic analysis of the two-way Washington Street configuration shows the intersection operating within capacity limits at the Washington St/Cummins Hwy intersection.
- Reversing the direction of Poplar Street to remove it from the Corinth St/Poplar St/Washington St intersection would greatly improve pedestrian safety and improve traffic flow at this signalized intersection.
- Circulation changes would also allow for a 2,000 square foot public plaza to be created at Washington St/Poplar St that could be used for green infrastructure, community events, and more.

B EXPAND PUBLIC REALM AT WASHINGTON ST/SOUTH ST

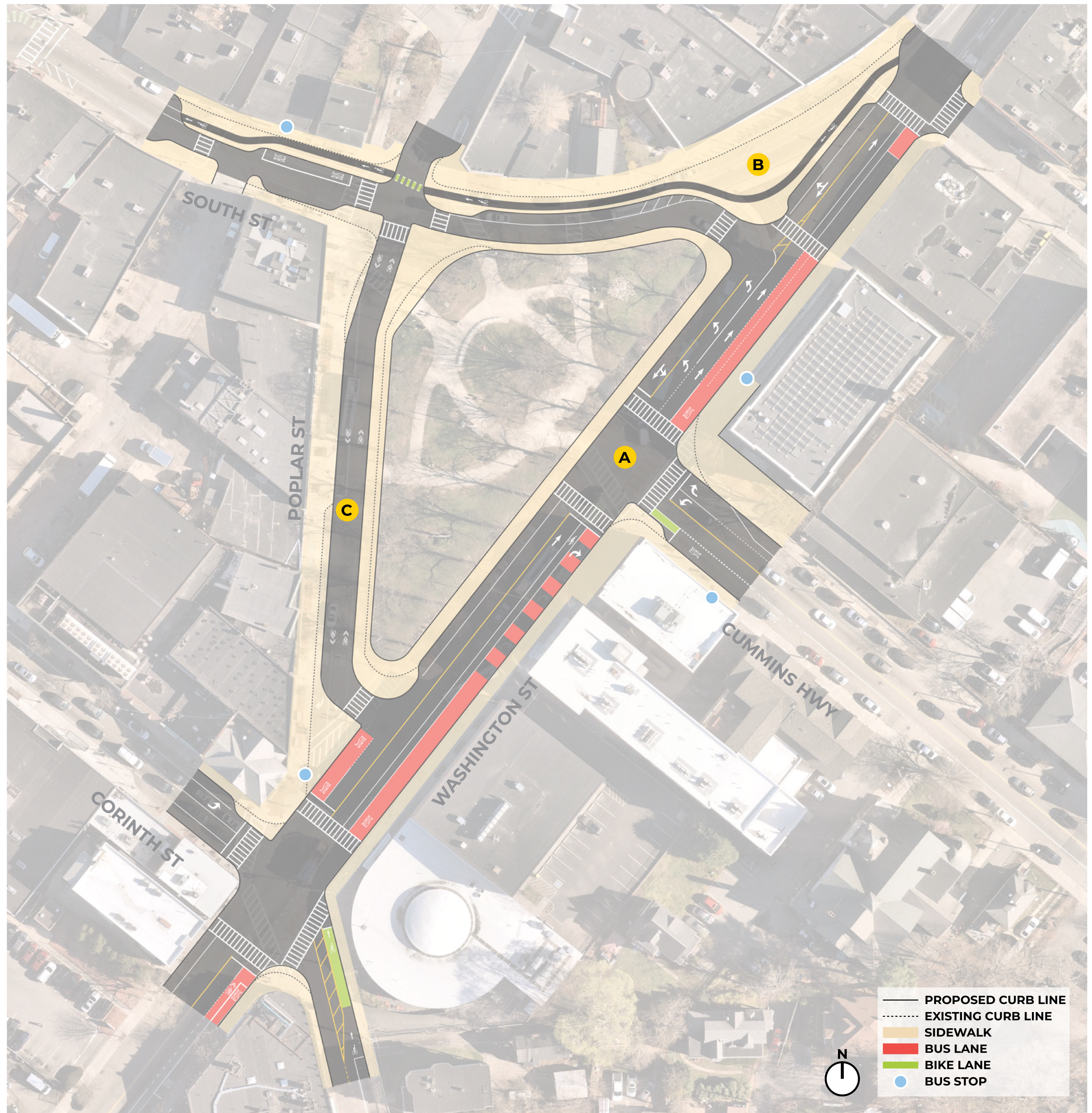
In combination with allowing two-way traffic on Washington St, there is an opportunity to create roughly 5,000 sf of new public realm at Washington St/South St.

- In addition to green infrastructure opportunities, the expanded public realm could be utilized by local businesses, community organizations, for green infrastructure, and for better bike lanes.
- Analysis showed that with the creation of a left turn lane for northbound Washington Street to South Street, paired with signal modifications at Washington Street/Cummins Highway, traffic operations are acceptable with these network changes.

C EXPLORE SHARED POPLAR ST

Allowing two-way operations on Washington St would significantly reduce the need for vehicle traffic on Poplar Street, creating opportunities for a flexible, shared street.

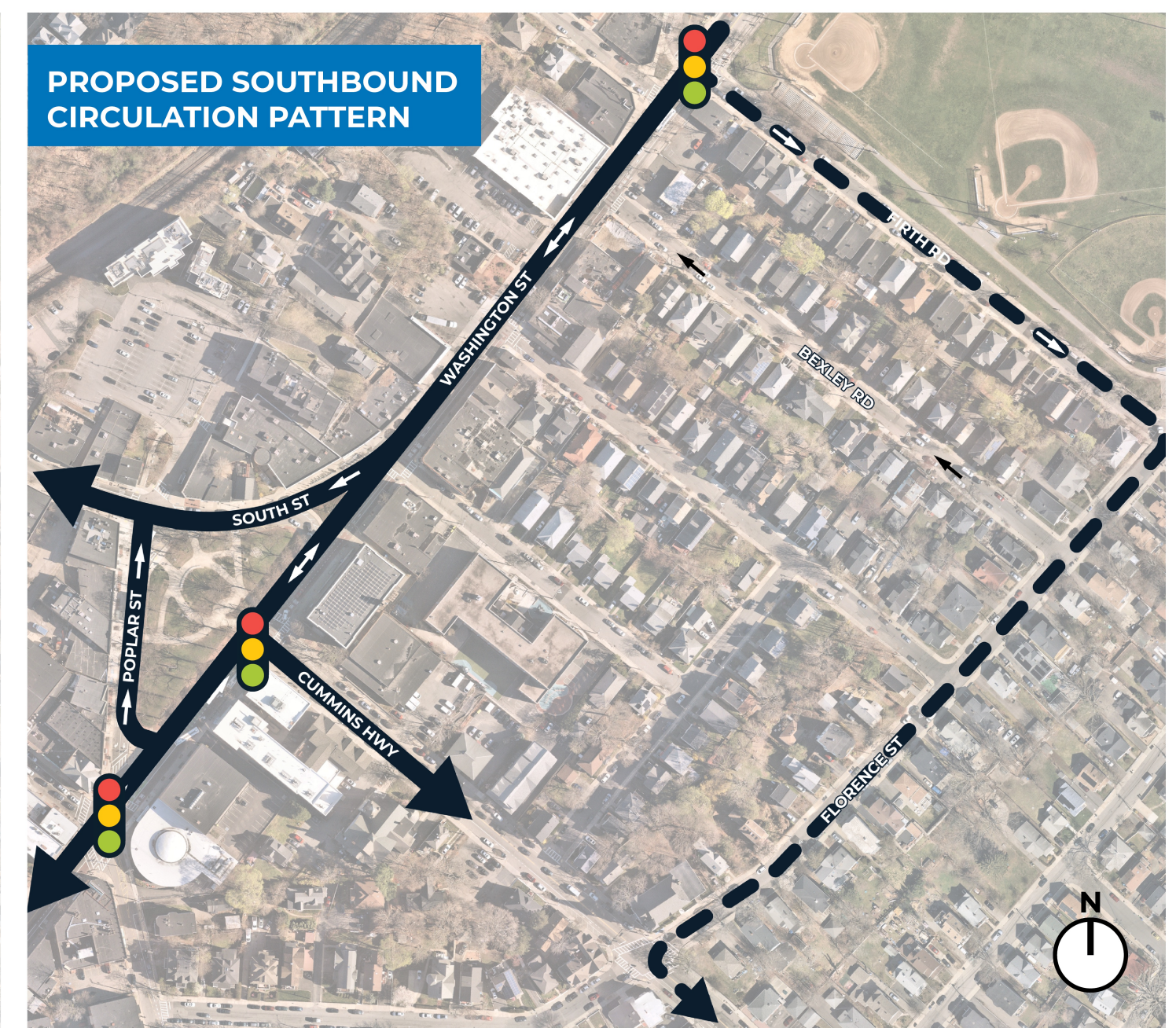
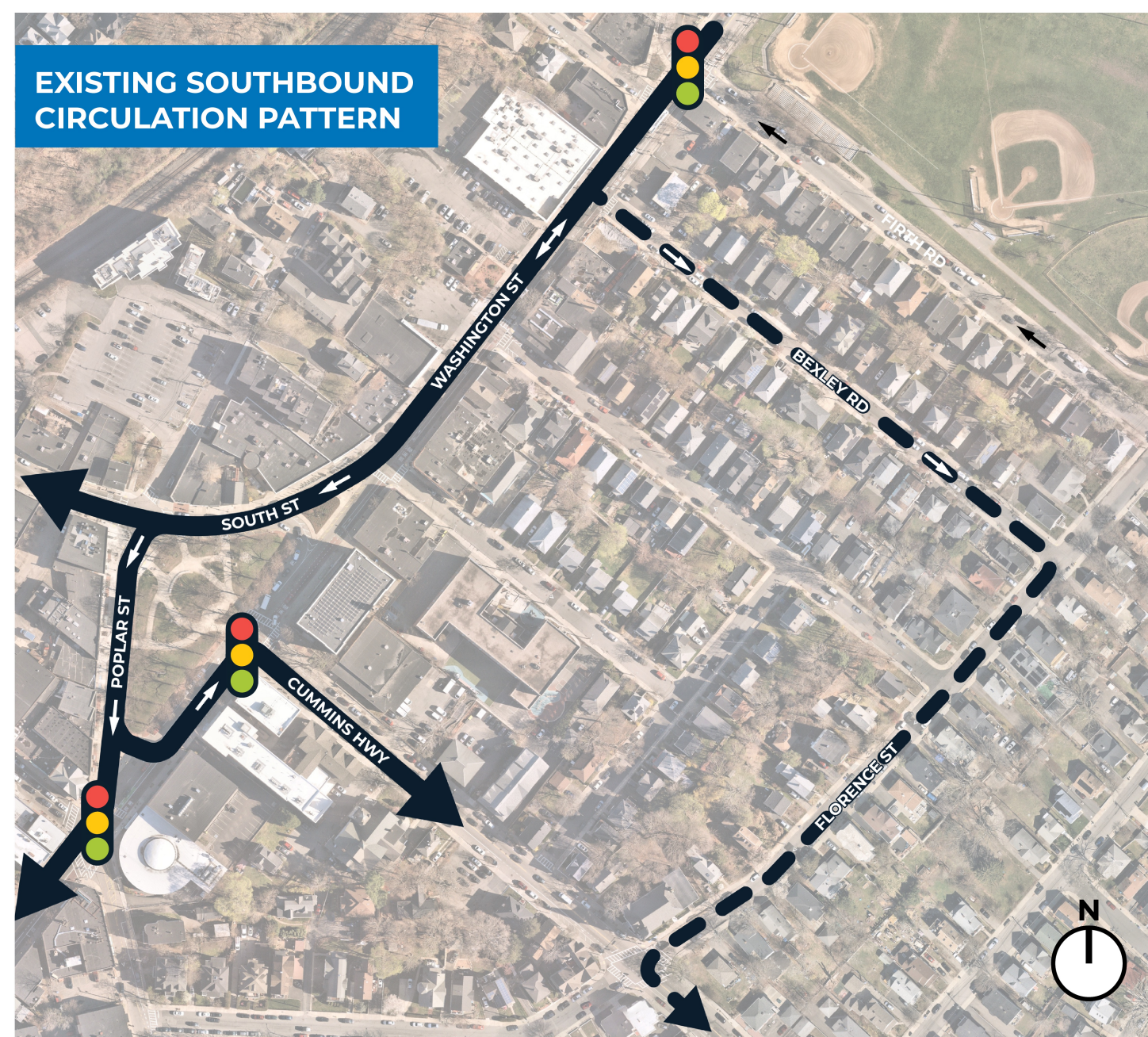
- The shared street would allow for continued local deliveries and curbside uses for nearby businesses.
- Reduced traffic and the relocation of the bus stop to Washington Street creates opportunities for significantly expanded sidewalks along the park and in front of Poplar St businesses.
- Without the need to accommodate through traffic, the street could be fully closed to vehicles for special events.



D FLIP BEXLEY RD/FIRTH RD ONE-WAY CIRCULATION

Reversing the directions of Bexley and Firth Roads will help create a safer environment at a high-crash location.

- Multiple serious crashes between cars and pedestrians/bicyclists have occurred at the unsignalized intersection of Washington St/Bexley Rd, including a fatal crash in February 2024. Reversing the direction of Bexley and Firth Roads would shift left turns from Washington north one block to an existing signal at Firth Road, which will allow for safer and more controlled left turns.
- When paired with two-way operations on Washington Street that create a more direct connection to Cummins Hwy, cut-through traffic on residential streets could be greatly reduced and further improve safety.



SHARE YOUR THOUGHTS!

