

February 16, 2021

# NE Connector Corridor (Bannerman Road) Community Focus Group Meeting



# Meeting Agenda

## Welcome and Introductions

This meeting is being recorded and will be available as a public record

### Blueprint Team Introductions

Megan Doherty, AICP: Blueprint Planning Manager & Project Manager

Susan Emmanuel: Blueprint Public Information Officer

David Snyder, PE: RS&H Project Manager (Consultant)

# Meeting Agenda

1. Bannerman Road Project to Date
2. Draft Typical Section Options
3. Upcoming Community Engagement
4. Next Steps
5. Focus Group Questions

# NE Connector Corridor (Bannerman Road) – Project Overview

## Project Phases



# Fall 2020: Traffic Feasibility Analysis Completed

**Goal: Determine if the vehicle capacity of Bannerman Road is sufficient to meet the needs of projected future population growth in this area.**

No Build Scenario (Assume Segment 3 widened to four-lanes)									
Segment	Limits	Number of Lanes	Speed Limit	V/C Ratio			LOS		
				2025	2035	2045	2025	2035	2045
Segment 1	N. Meridian Road to Preservation Rd	2-undiv.	35/45 mph	0.82	0.98	1.18	C	D	F
Segment 2	Preservation Rd to Tekesta Drive	2-undiv.	35/45 mph	0.85	1.01	1.21	C	F	F
Segment 3	Tekesta Drive to Thomasville Road	4-div.	20/35/45 mph	0.59	0.63	0.68	C	C	C

- Segment 1 (Meridian Road to Preservation Road): Traffic is expected to **exceed existing roadway capacity by the year 2045**
- Segment 2 (Preservation Road to Tekesta Drive): Traffic is expected to **exceed existing roadway capacity by the year 2035**

# Project Feasibility Analysis - Conclusions

Segment 1 (Meridian Preservation): Two-lane divided roadway with median

Segment 2 (Preservation to Tekesta): Four-lane divided roadway with raised median

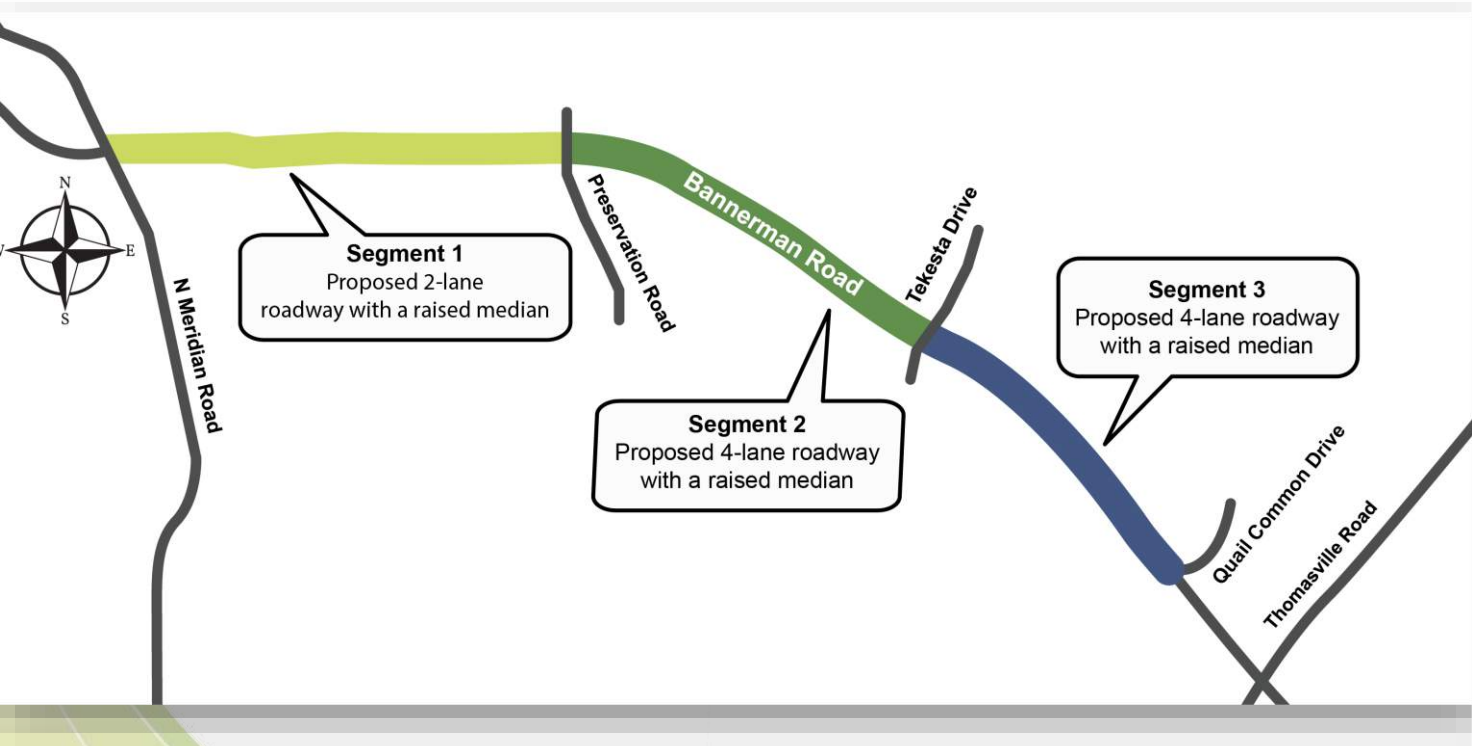
Segment 3 (Tekesta to Quail Common): Four-lane divided roadway with raised median

- **As planned with drainage system change to curb and gutter from open swale.**

## All Segments

- Closed drainage system with curb and gutter
- Multimodal improvements including multiuse trail and sidewalk

# Project Map



## Analysis Area:

- Segment 1: Meridian Road to Preservation Road
- Segment 2: Preservation Road to Tekesta Drive
- Segment 3: Tekesta Drive to Thomasville Road

# Draft Typical Sections

Based on IA Board direction and community feedback:

All options provide for:

- widening to four lanes from Quail Common Drive to Preservation Road
- raised median
- closed drainage system with curb and gutter
- increased safety and mobility through new multimodal facilities

Will be refined through community engagement

# Draft Typical Sections

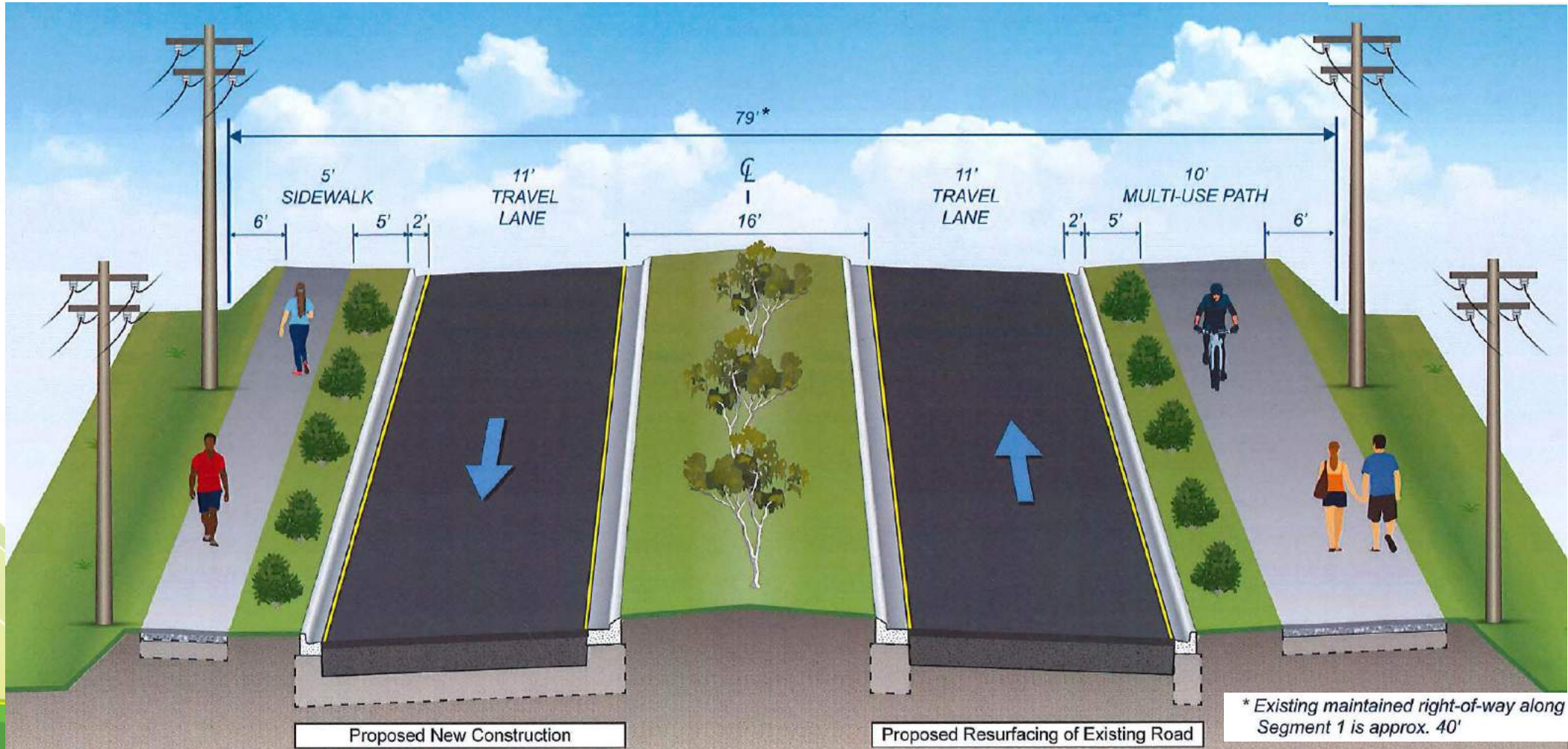
Three options developed for all three segments featuring different multimodal amenities scenarios:

- **Alternative A: Sidewalk and shared-use trail**
  - Least right-of-way (ROW) impacts
- **Alternative B: Off-road micro-mobility lane and shared-use trail**
  - Motorized vehicles up to 15 mph
    - Including golf carts, scooters, bicycles, and non-motorized bicycles
  - Additional 11 feet of ROW required
    - increasing impacts and costs
- **Alternative C: On-road micro-mobility lane, sidewalk & shared-use trail**
  - Additional 16 feet of ROW required
    - increasing impacts and costs

# Segment 1: Meridian to Preservation

## Alternative A: Sidewalk and shared-use trail

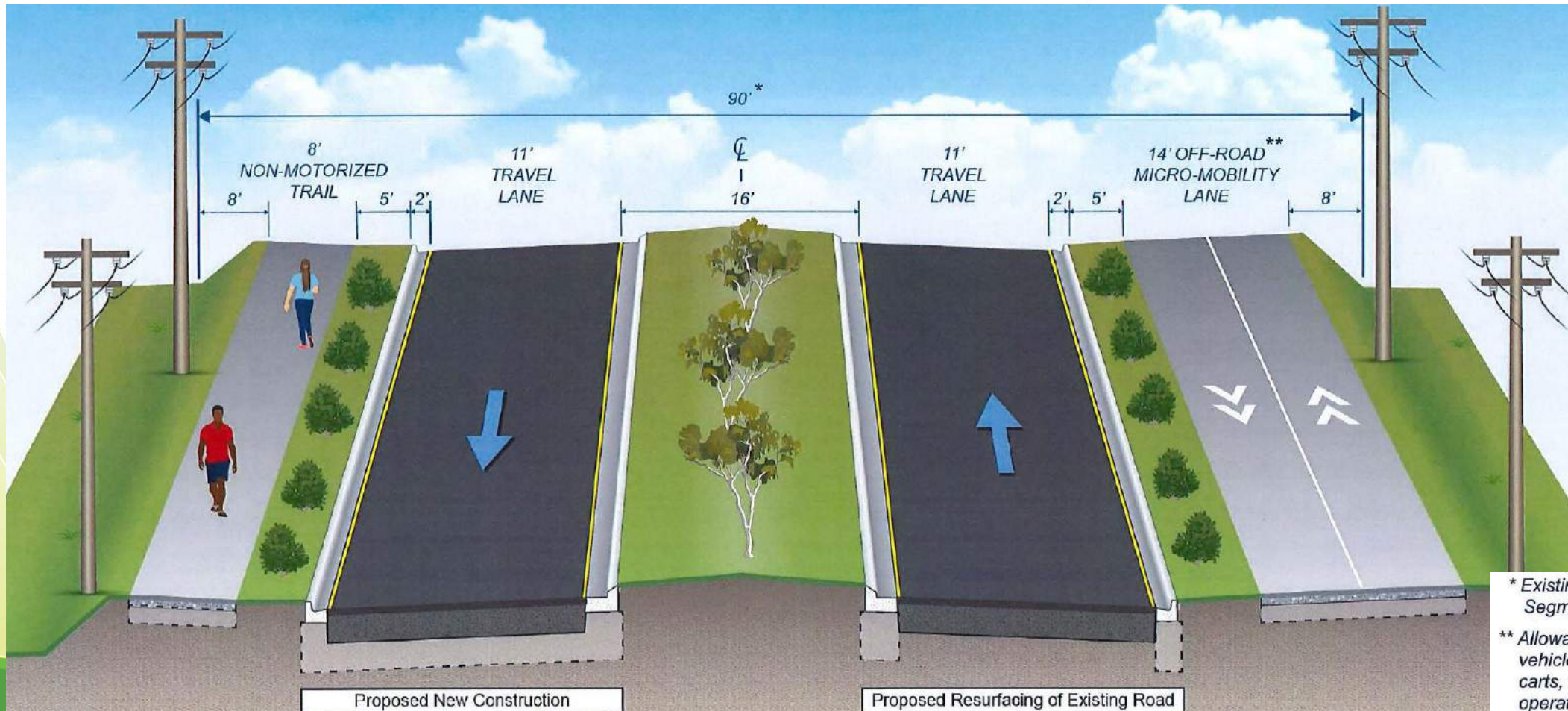
- Least right-of-way impacts



# Segment 1: Meridian to Preservation

## Alternative B: Off-road micro-mobility lane and shared-use trail

- Additional 11 feet of ROW required, increasing impacts and costs



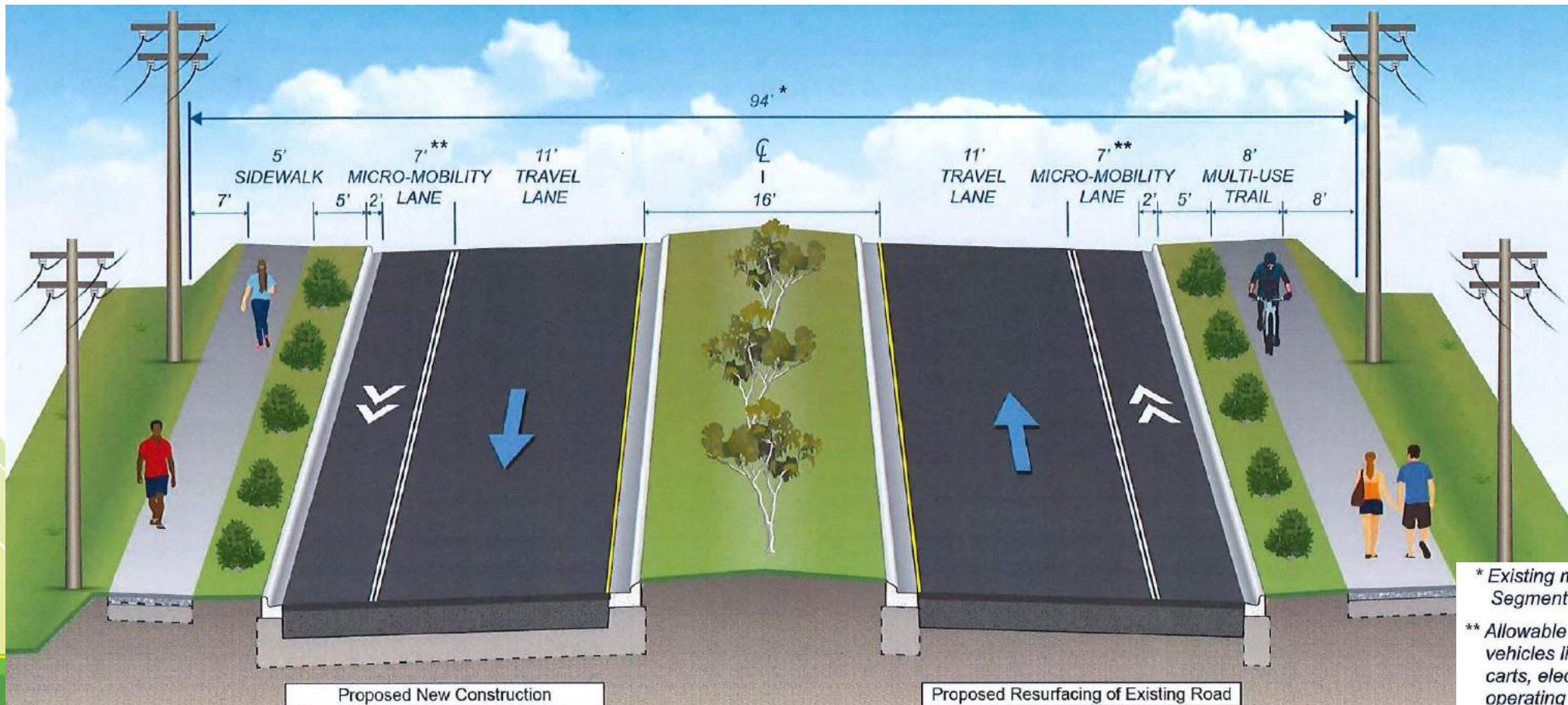
\* Existing maintained right-of-way along Segment 1 is approx. 40'

\*\* Allowable uses: bicycles and motorized vehicles limited to 15 mph, including golf carts, electric bikes, and others meeting operating criteria

# Segment 1: Meridian to Preservation

## Alternative C: On-road micro-mobility lane, sidewalk & shared-use trail

- Additional 16 feet of ROW required, increasing impacts and costs



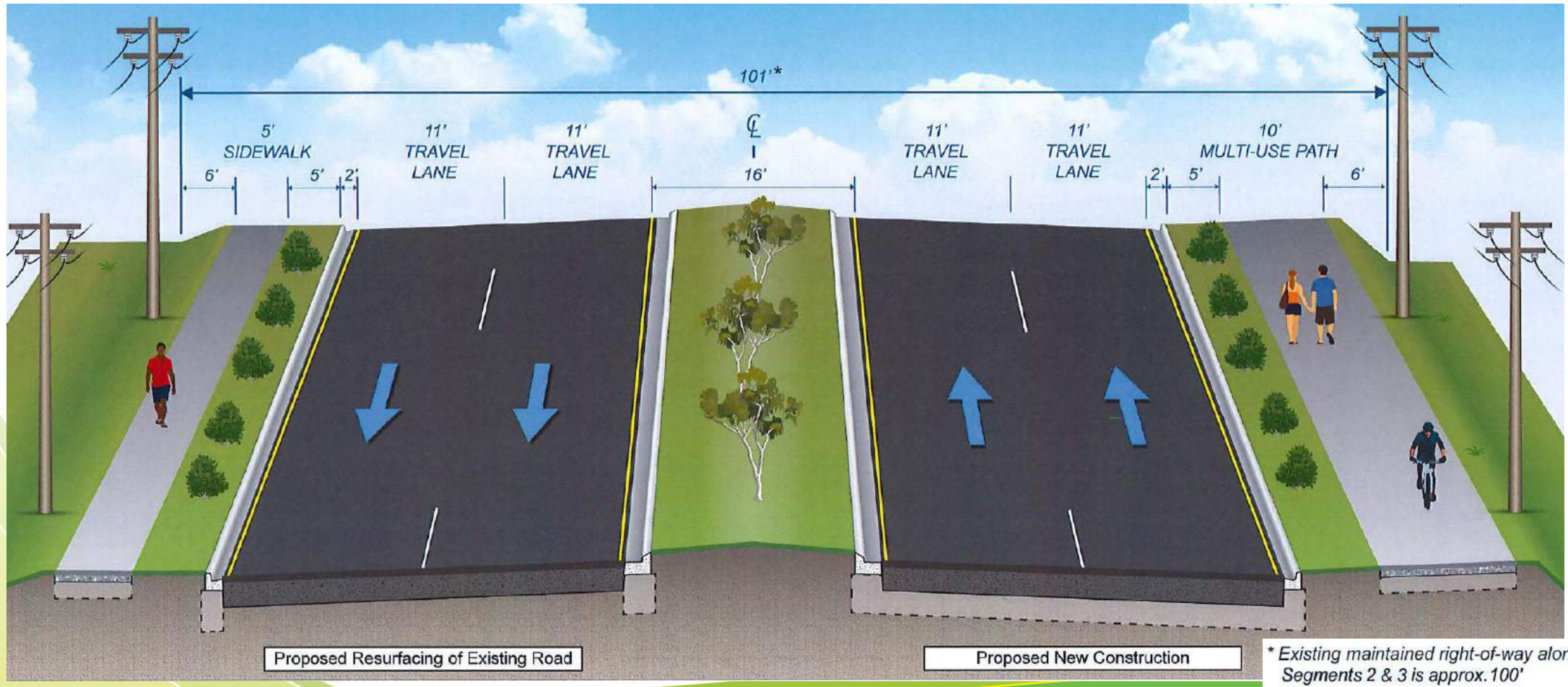
\* Existing maintained right-of-way along Segment 1 is approx. 40'

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# Segments 2 & 3: Preservation to Quail Common

## Alternative A: Sidewalk and shared-use trail

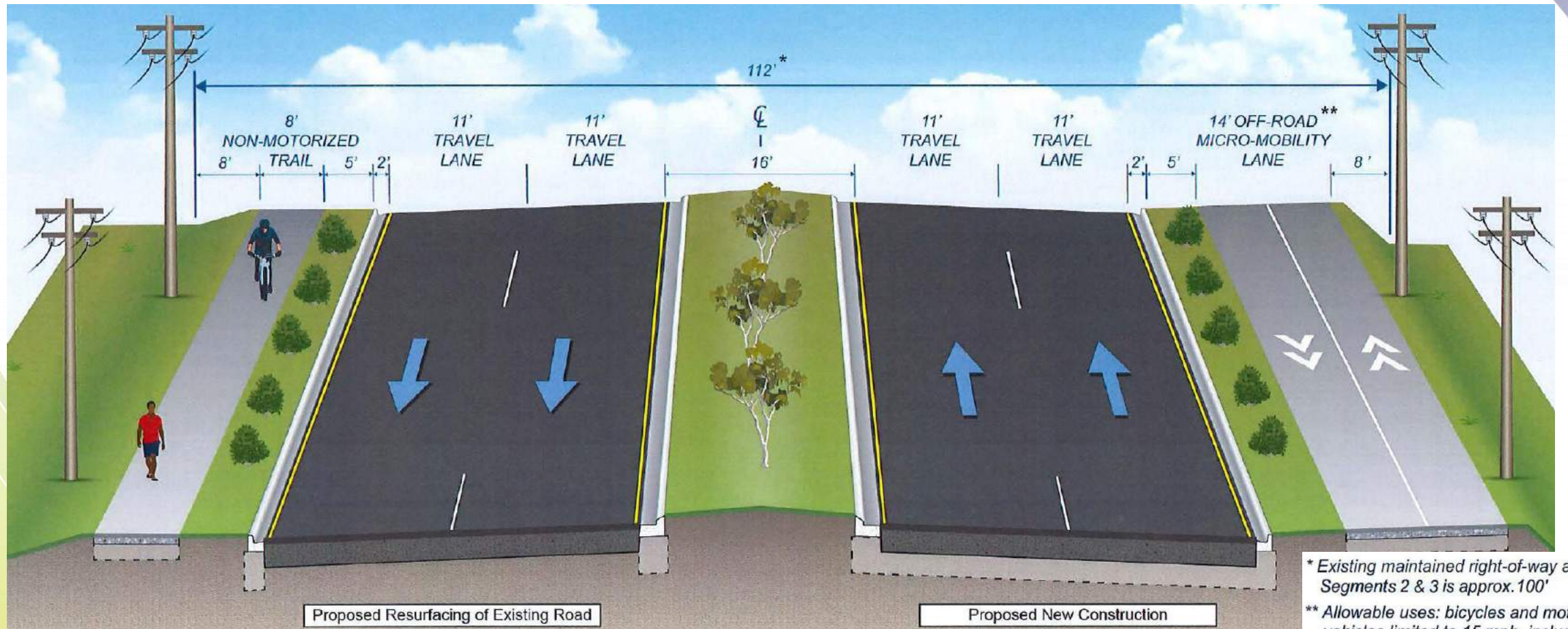
- Least right-of-way impacts



# Segments 2 & 3: Preservation to Quail Common

## Alternative B: Off-road micro-mobility lane and shared-use trail

- Additional 11 feet of ROW required, increasing impacts and costs



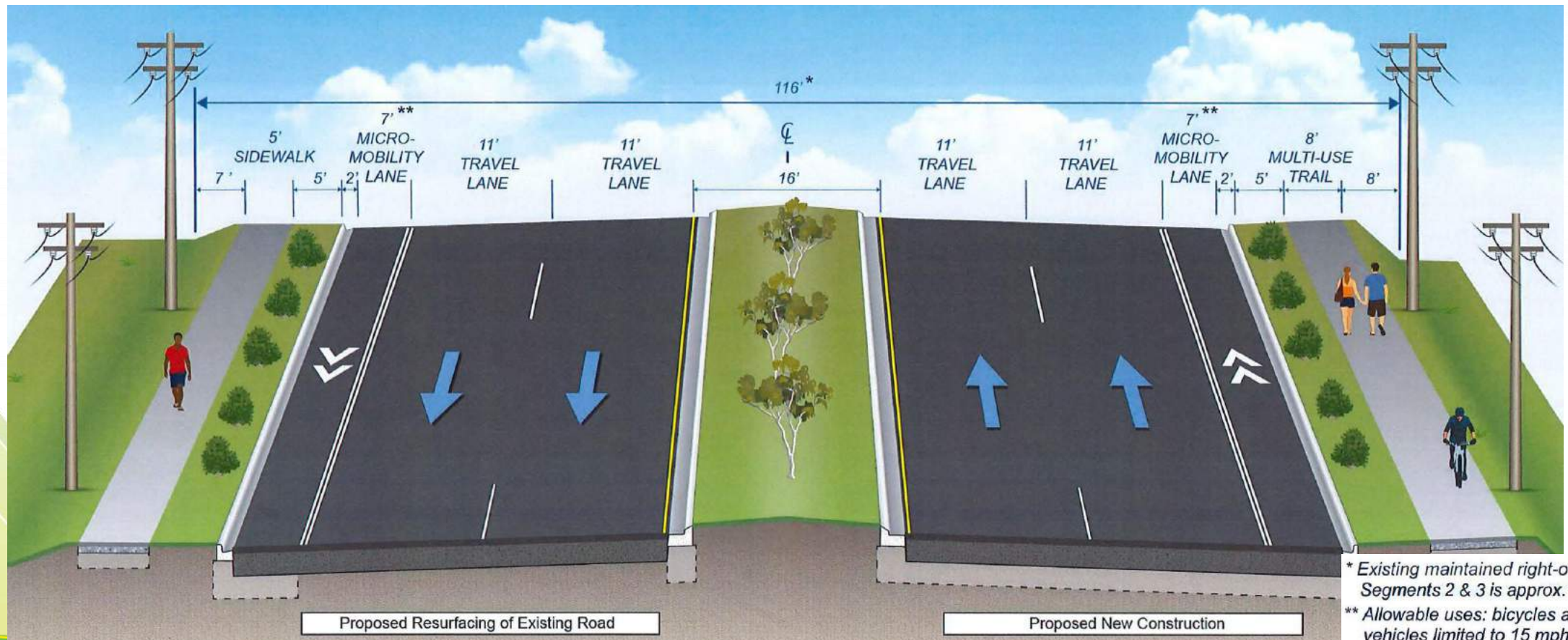
\* Existing maintained right-of-way along Segments 2 & 3 is approx. 100'

\*\* Allowable uses: bicycles and motorized vehicles limited to 15 mph, including golf carts, electric bikes, and others meeting operating criteria

# Segments 2 & 3: Preservation to Quail Common

## Alternative C: On-road micro-mobility lane, sidewalk & shared-use trail

- Additional 16 feet of ROW required, increasing impacts and costs



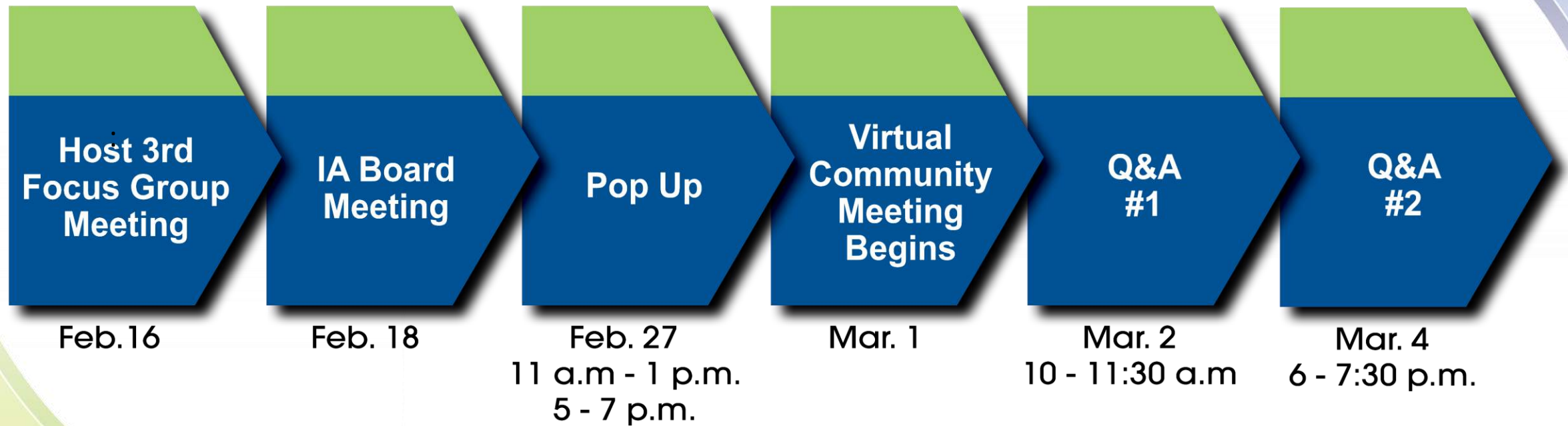
\* Existing maintained right-of-way along Segments 2 & 3 is approx. 100'

\*\* Allowable uses: bicycles and motorized vehicles limited to 15 mph, including golf carts, electric bikes, and others meeting operating criteria

# Questions – Draft Typical Sections

- Focus Group Discussion

# Upcoming Public Engagement Events



# Pop Up & Virtual Community Meeting



*Pop Up:* Stop by to discuss the project in person on February 27 at Bannerman Crossings



*Virtual Meeting:* Attend at your convenience beginning March 1  
*Live Q&A sessions:* March 2<sup>nd</sup> @ 10 a.m. & March 4<sup>th</sup> @ p.m.

**Support Upcoming Public Engagement**

**Encourage Virtual Community Meeting Participation**

# Next Steps

## February 18, 2021:

- Draft typical roadway sections presented to IA Board.

## February/March 2021:

- Public engagement on draft typical sections.

## May 2021:

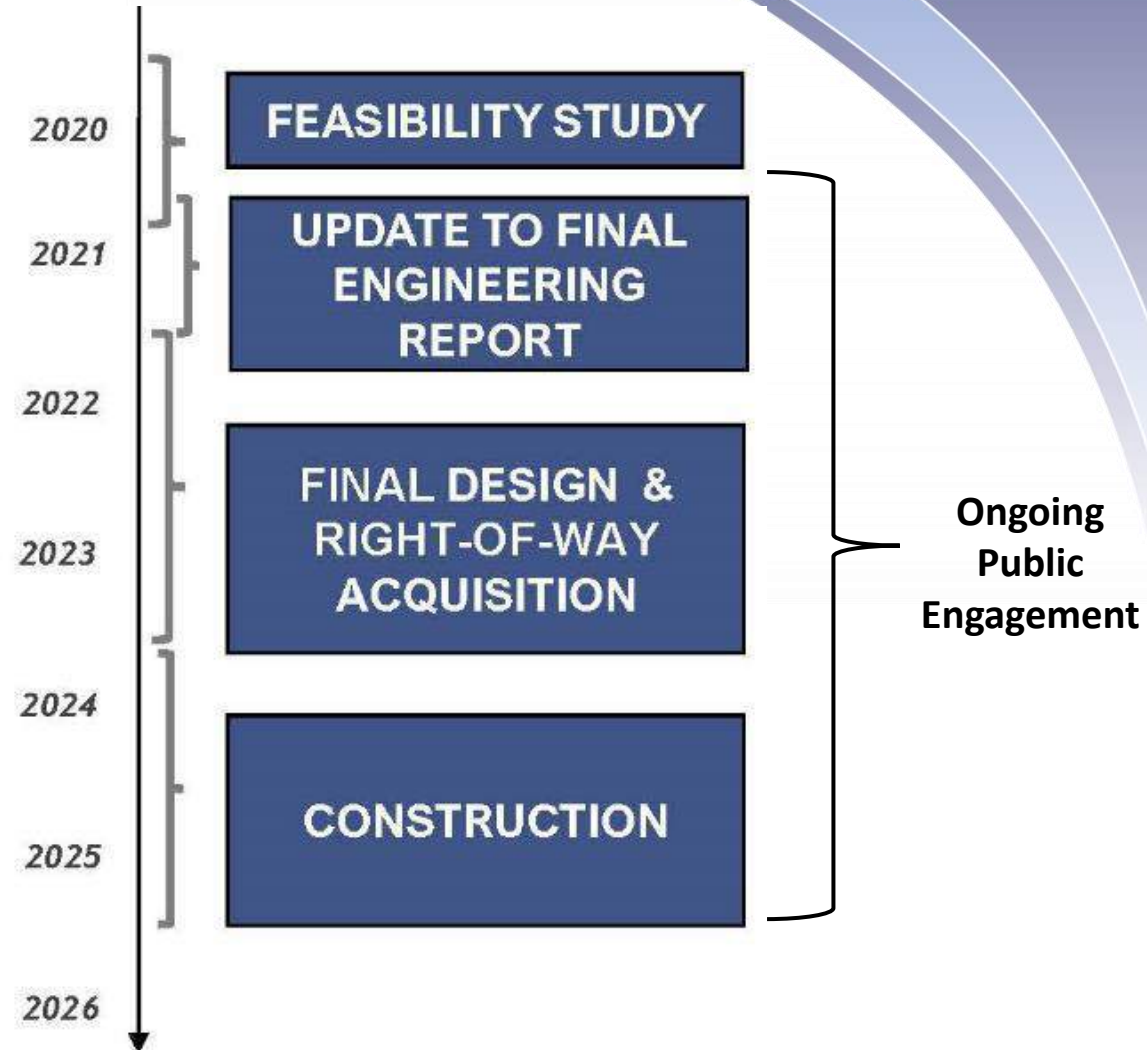
- Recommended typical sections presented to IA Board.
- Project funding options presented to the IA Board through budget workshop.

## Summer 2021:

- Design begins.

## Fall 2021

- Completion of 30% design plans; community engagement to discuss and review plans to date





**Project Website:**  
**[www.BannermanRoad.com](http://www.BannermanRoad.com)**

**Bannerman Rd.  
Corridor Study  
Comment Form**



**Bannerman Rd.  
Corridor Study  
Contact Form**



**Bannerman Rd.  
Corridor Study  
Survey**

