

# Alternatives Survey Summary

JULY 2024

**406** responses

## TOP 3 RANKED IMPROVEMENTS

**1**

### PEDESTRIAN CONNECTIVITY

Enhancing pedestrian connectivity by installing sidewalks to complete existing gaps.

### DESIGNATED TURN LANES

Installing designated turn lanes with a protected-permissive phase.

**2**

**3**

### INTERSECTION SAFETY

Improving intersection pedestrian and bicycle safety by modernizing pedestrian signal equipment, bicycle markings and crossings, and signal equipment

## LAKEVIEW AVENUE/GENERAL WAY ROUNDBABOUT OPTION

- **More than half (56%)** of respondents believe **roundabouts are efficient** at moving traffic through an intersection.
- **Less than 30%** of respondents are aware of the crash-mitigating benefits of roundabouts.

## LAKEVIEW AVENUE/JOHN STREET INTERSECTION OPTION

- **Over half** of respondents acknowledged that the configuration would **reduce vehicle speeds and promote pedestrian safety**.
- **Over half** of respondents said the **configuration would not alter their normal driving patterns** while less than 42% of respondents said would alter their normal driving patterns.

**33%**

Respondents rated Alternative 3 the most favorably. Over half of respondents said Alternative 3 would promote pedestrian/bike safety along the corridor.

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In the event of pedestrian/bike infrastructure installation, respondents were concerned about the connectivity between Reading and Wakefield, increased car congestion, and travel times.



A left-turn out of Market Basket is a highly-requested improvement.



Walkability should take priority over bicycle facilities.

Generally, respondents were unfamiliar with the effects of roadway treatments on congestion and driver experience.



There is concern about the proximity to the I-95 on- and off-ramps.



TOWN OF  
**READING**  
MASSACHUSETTS

Walkers Brook Drive Redesign

IMPROVEMENT RANKINGS

1

Enhance pedestrian connectivity by installing sidewalks to complete existing gaps.

2

Install designated turn lanes with a protected-permissive phase.

3

Improve intersection pedestrian and bicycle safety by modernizing pedestrian signal equipment, bicycle markings and crossings, and signal equipment.

4

Other

5

Slow down traffic with the change of number of lanes.

6

Improve bicycle access by installing designated bicycle facilities.

## ALTERNATIVES ANALYSIS

### Alternative 1

Repurpose the four-lane undivided roadway, to a two-lane undivided roadway with dedicated turn and **buffered bike lanes** at the signalized intersections.

### Alternative 2

Repurpose the four-lane undivided roadway, to a **shared use path** on the south side and dedicated turn lanes at the signalized intersections.

### Alternative 3

Repurpose the four-lane undivided roadway, to an **off-road two-way cycle track** on the south side and dedicated turn lanes at the signalized intersections.

### What is your willingness to utilize an alternate mode of transportation and promoting walking/biking safety?

Alternative	Willingness to Walk/Bike	Belief in the Promotion of Walking/Bike Safety
<b>1</b> (Buffered Bike Lanes)	24%	38%
<b>2</b> (Shared Use Path)	33%	45%
<b>3</b> (Off-Road Two-Way Cycle Track)	33%	53%

### Which corridor Alternative do you prefer?

