

IMPROVEMENT RECOMMENDATIONS - Participant Feedback and Staff Response

The Lincoln-Lakeway Multimodal Transportation Study is a multi-agency collaboration focused on improving safety and comfort for people walking, biking, and rolling, while also balancing the transportation needs of all user groups, including transit buses and vehicles. Many arterial streets within the study area have physical space constraints and on-street improvements may not be possible or are prohibitively expensive. The recommended improvements shown in the study presentations are planning-level concepts that have been analyzed and determined to be feasible, but are not yet funded and will require additional engineering and design work. Project-level details, such as curb ramp locations, pavement markings, driveway relocation, vehicle lane widths, roundabout geometry, etc. are yet to be determined and will not occur until projects are fully funded with construction scheduled for future years in the 6-Year Transportation Improvement Program (TIP).

Below is a summary of the participant feedback and staff responses from September 7 - 23, 2021.

Participant Comment	Screen Name	Staff Response
OVERVIEW		
Overall comment on this whole package - Thank you for taking the time to break down each section with diagrams and explanations, and informing us of the various obstacles and hurdles that come with improvements like these. I am grateful the city is looking at this area so closely, and is coming up with ways to improve walking, pedaling and rolling through an area that is currently dead to me because I don't feel safe riding here. With these improvements, I can actually imagine riding to or through this part of town.	sonja	This was the intent of the multi-agency, multimodal study.
General comments (I watched all the videos): 1.) Where 10-12' wide pathways are proposed for bicyclists and pedestrians will lines and/or symbols be painted on the pathway to designate which areas are for whom so one group does not block individuals from another group?2.) Since tree removal is being considered, will there be foliage mediation after construction is done so we don't have a net loss of trees/foliage? Areas that lack trees can be 10F warmer which is going to be an ongoing issue.3.) If utility lines will be moved, will they stay aboveground or go below? If they go below, will they be waterproof?4.) Have bicycle signals with attendant green painted pathways been considered for intersections that are especially dangerous for bicyclists?Thank you, I sure hope this area can be made safer for bicyclists and pedestrians.	Lota Rain	1.) Striping and asphalt markings are a design detail that will not be decided until there is a funded project(s) with a schedule for construction. 2.) There is not physical space for both trees and a widened sidewalk for use by people walking, riding, and rolling. 3.) When there is a funded project, the City will work with PSE and other utility providers to determine how to relocate or underground utility poles and wires. 4.) Signal details will be decided when there is a funded project that will then go through engineering and design.
Thank you for your work improving the pedestrian and bicycling and bus experience in this challenging area. Hoping a more safe and comfortable experience will increase access for all who either can't drive or would prefer not to drive if it weren't so threatening.	Cindy	This was the intent of the multi-agency, multimodal study.
Need pedestrian scale lighting on all underpasses	Cindy	Noted.
General comments - please stop using diagonal curb ramps. It's better to direct peds and wheelchairs to the crosswalk and not out on the street. (The new curb ramp at Grant and Lakeway on South side is hazardous)	Cindy	Noted.
Thank you for the videos and slides and the opportunity to engage!	Cindy	Noted.
Thanks for the opportunity to review & provide feedback. When do you expect a final report?	redwagon	Final Report expect first week of October 2021.

Participant Comment	Screen Name	Staff Response
LINCOLN ST: James/Meador to Lakeway Drive		
As a driver with a desire to give up my car for more environmental transportation, I use the Red Tail Hawk trail almost daily. The biggest problem is crossing Lakeway to enter King St. A roundabout would be an excellent choice for this location, slowing cars down at the turn below the freeway so they see a bike as it crosses.	Conducir	'@Conducir - Due to the close spacing of intersections along Lakeway Drive, a roundabout at Lakeway/King could not work without a complementary roundabout at Lakeway/Lincoln as well. Due to the lack of right-of-way and presence of existing buildings, there is not physical space for roundabouts in these locations without extreme cost to purchase private property and demolish buildings and businesses.
Sorry actually I meant crossing Lincoln to the northerly end of King St. upon leaving the Red Tail Hawk trail next to the underpass on Lincoln. Is a round about possible there?	Conducir	'@Conducir - Yes, roundabouts are recommended at Lincoln/Potter and at King/Potter, as explained and shown in the presentation for Focus Area #6. Additional study is required for the compact roundabout recommended at the northbound on-/off-ramps/King/Potter intersection to address WSDOT interchange requirements, but that is beyond the scope of this study.
Strong support for proposed changes to N State. No signals, please – compact roundabouts are the way to go.	aareding	Noted. Decision on signal or roundabouts depend on many things, including available public right-of-way and cost.
I am happy with any changes that slow the speed of drivers on Lincoln St. It has become at least a 5 minute wait to cross Lincoln in the early evening due to the traffic and the high rate of speed. This is a residential street that's being used as a high speed short cut.	Bhamgrl	Noted. The Lincoln-Meador corridor is a secondary arterial street that carries 6,500 vehicles per day between downtown and Lakeway Drive. The Lincoln Street corridor south of Lakeway is a secondary arterial street that carries 14,000 vehicles per day.
I love these proposed changes! Being able to continue on a bike from Forest Street onto State Street would allow bike access to so many things, including Kona Bikes and Fanatik, as well as the trail that goes under I-5 from Meador (sorry, forgot the name of it). That continuation makes so much sense and is much more direct than going behind Construction Supply on that bridge. I'm not sure if this is relevant regarding the intersection at Ellis/Forest/York, but if there was a way to install a leading-bike-interval signal for riders heading North on Ellis and making the gentle left onto York, it would save numerous close calls with vehicles going straight onto State. It is always a sketchy place for me, and I try to make eye contact (not always possible) with drivers at the light or signal with my arm to make sure they know what I'm doing there. One suggestion I have heard is to eliminate that jumper/onramp to State Street altogether and make cars turn Right onto State from York (but maybe the new bridge won't be big enough for that).I also really like the proposed multi-use path along Meador and Lincoln, and how it flows easily to/from the path under I-5. I don't have a strong opinion on roundabouts vs. traffic signals, only making sure that people riding bikes in the opposite direction from traffic on the path have a way to safely integrate with traffic when leaving or entering the multi-use path.	sonja	Noted. Striping, asphalt markings, signals, etc. are design details that will not be decided until there is a funded project(s) with a schedule for construction.
The design shown for the compact roundabout requires one or more 90° turns for bicyclists to cross over Meador – depending on direction of travel. This makes the path less functional for bicyclists transporting children on longer bikes or using a trailer or other cargo bike.	Cindy	Ramp locations and design are design details that will not be decided until there is a funded project(s) with a schedule for construction.
The image for the intersection at Meador & Lincoln shows a yellow pad & curb ramp placed diagonally at the intersection. Can this be improved/placed to send foot & wheelchair traffic directly to the crosswalk?	Cindy	Ramp locations and design are design details that will not be decided until there is a funded project(s) with a schedule for construction.
Multiuse path in the underpass needs lighting for people using the path.	Cindy	Noted.
Compact roundabout is definitely preferable, but only if the design is improved. My experience commuting (walking to the bus, biking, driving) in other I-5-related CR in the county has been eye-opening. The design specifics matter in order for them to be functional for all users: corners need to be tightened and the deflection angles strengthened to reduce vehicle speeds & increase safety.	redwagon	Ramp locations and design are design details that will not be decided until there is a funded project(s) with a schedule for construction.
If a stoplight is used at James, then yes the corners need to be tightened. Can the intersection become "smaller" too so that there is shorter crossing distance for pedestrians?	redwagon	Design details that will not be decided until there is a funded project(s) with a schedule for construction.
The wider multi-use path would help NB bike trips (between Fraser & James). I can't imagine using it west of James – it's more efficient to use the bike lane next to the bus barn. However, the bike lane still disappears before State.	redwagon	Noted.
Is the bike lane on Fraser to be extended to the intersection with Lincoln? What is the plan for cyclists to get to the roundabout or stoplight from the bike lane?	redwagon	Yes, bike lane will extend to intersection and will connect to signal or roundabout.
When traveling on Meador & continuing SB on Lincoln, it would not be practical to cross back & forth across Meador. However, the SB bike lane is worn away by drivers encroaching at the curve under the freeway. What protection can be offered in that area for people using the SB bike lane?	redwagon	Bike lane markings will be refreshed and possibility for vertical posts will be explored when there is funding for a project, which then goes through engineering and design.
Definitely helpful extending the Lincoln bike lane to/from the Lakeway intersection. Not clear what that will look like though.	redwagon	Noted. Design details yet to be determined.

Participant Comment	Screen Name	Staff Response
LINCOLN ST: Lakeway Drive to E Maple Street		
I like the proposal of buffered bike lanes and the reduction of vehicle traffic in this area. However flashing signals are worrisome. As a pedestrian I have noticed less attention now being paid to non flashing crosswalks as though they are being phased out which is not energy efficient. I do not see the value in relocating the bus stop.	Conducir	'@Conducir - Flashing crosswalks are used to provide additional crossing protection where pedestrian demand warrants. In this case, 630 WWU students live at Viking Circle and many of them disembark from the WTA bus and then run across Lincoln Street, which currently does not have any crosswalk. Moving the WTA bus stop south of Viking Circle is consistent with WTA preference to stop buses on the far side of an intersection. The proposed transit island allows in-line loading/unloading without interfering with the future buffered bicycle lane on Lincoln Street.
Good ideas centered on reducing from 5 to 3 lanes. Same should be done on Lakeway.	aareding	As explained in presentations, Lakeway carries up to 27,000 vehicles per day and is a high-frequency transit route and designated freight truck route and a road diet is not feasible.
I appreciate the proposal of buffered bike lanes, and they will be a significant improvement. However, I am generally curious if Bellingham has any plans to construct protected bike lanes. It seems like adding flex posts or jersey barriers to the buffer zone would be quite easy and provide more safety to cyclists.	quickg	The possibility for vertical posts in the buffered bike lane will be explored when there is funding for a project, which then goes through engineering and design.
As a biker, I find the sketchiest section to be from Lakeway to the S FM entrance where the bike lane starts. Reducing driveway entrances (especially the first on south of Lakeway, entering the gas station) should be a priority. I'm supportive of reducing lanes to accommodate bike lanes (with barriers, in this busy location).	Krod71	Noted. This "sketchiest" section is also the most complicated due to private businesses, right-of-way constraints, driveways, traffic volumes, and turning movements.
I like these proposed improvements, especially the rechannelizing of Lincoln. I wonder how easy it will be to make a left turn when pedaling on Lincoln from either the south or north. If I'm riding in the northbound bike lane and want to turn left into the Fred Meyer parking lot, will I be able to find a window to make that turn, and feel safe hanging out in the turn lane waiting for a clear window from oncoming traffic? Similarly, if I am traveling south on Lincoln (on the proposed multiuse trail on E side of street), cross twice at Lakeway, and want to continue straight to make a left into the WF parking lot, will this be possible? I'm not sure if this is a possibility with utilities and whatnot, but widening the Lincoln sidewalk just at the SE corner of Lakeway and Lincoln up to the first shopping center driveway would eliminate the need for riders to make 3 crossings between Meador and Whole Foods (two at Lakeway to get on the correct side of the street and one just moments later back across Lincoln).	sonja	Noted. The SE corner of Lakeway/Lincoln has right-of-way constraints and the City will need to work with Fred Meyer Corporation on any proposal to move the gas station driveway, or any other driveways.
The more I think about this, the more the access to the Whole Foods shopping center seems problematic from anywhere but northbound Lincoln coming from Samish (where a right turn is easy). I love all the rechannelization and multi-use path ideas, especially for the safety of school-kids and those accessing Civic Field, but accessing the shopping areas could maybe use some tweaks.	sonja	Noted. Currently, people walking, biking, and rolling can cross at the Lincoln/Lakeway signal and the Lakeway/Orleans HAWK signal. If the YMCA relocates to Civic Field, there may need to be a traffic signal at Lakeway/Orleans instead.
Lack of bike lane all the way to the Lakeway intersection discourages using this route. Does using a crossover bike lane/right turn lane expand the audience of bicyclists? (doesn't seem to help the "interested but concerned") Would this be a possible location for a bike signal alternating with right turn signal -- instead of keeping a conflict point in the crossover?	Cindy	As explained in the presentation, this section of Lincoln will require more time to work with private property owners on each side regarding driveways and the design details of extending the bike lane to the intersection will have to wait until there is funding for a project here.
The Lakeway Lincoln intersection crosswalks remain hazardous for pedestrians – especially with right turns at the SE & SW corners. How is this being addressed?	Cindy	See above. A Leading Pedestrian Interval could provide a shorter term solution, but will require more discussion and analysis as part of the 2022 Pedestrian Master Plan update.
Rechanneling Lincoln would be a welcome relief!	redwagon	Noted.
Signal at Maple seems necessary for pedestrian crossings of Lincoln. It's a wide intersection though – will that be adjusted? Will the curb corners be changed to reduce the fast turns / tighten the curb radius?	redwagon	Design details that will not be decided until there is a funded project(s) with a schedule for construction.
Similar problem with curb radius at Viking Circle. Needs to be tightened – especially with foot traffic to bus stop. Transit island is good idea. However, what's to stop drivers SB on Lincoln from swerving around a stopped bus? Is it necessary to have the CTL be 12' wide?	redwagon	Design details that will not be decided until there is a funded project(s) with a schedule for construction.
Excellent idea to relocate the gas station driveway south on Lincoln. If it can be negotiated, would it likely be moved/combined with the current FM driveway rather than adding a new location?	redwagon	Design details that will not be decided until there is a funded project(s) with a schedule for construction.

Participant Comment	Screen Name	Staff Response
LAKEWAY DR: Puget St to Lincoln St		
Inadequate. Un-strood Lakeway! Reduce from 5 to 3 motor vehicle traffic lanes and insert protected bike lanes each way.	aareding	As explained in presentations, Lakeway carries up to 26,000 vehicles per day and is a high-frequency transit route and designated freight truck route and a road diet is not feasible.
I have mixed feelings about this proposal. Biking in the proposed new wide multi-use path would be safer, but getting onto it and off of it seems problematic and unsafe. Agree with aareding that the City should consider reducing lanes here. Maybe 5 to 4 (instead of 5 to 3) with no turn lane. Protected bike lanes would be helpful in this area.	Krod71	See above.
Will all that be "free" parking – at the potential YMCA in addition to the school & civic field parking lots? This only induces more car traffic to the area – while simultaneously not improving bus reliability along Lakeway & access to nearby businesses & the park & ride.	Cindy	Opinion noted.
Yes to c-curbs! The video says "may" be installed. Does that mean they could be dropped? This is a stressful area to walk because of all the in/out driving. It would be most helpful to close some of those southside driveways, but until that happens, a c-curb is better than the current situation.	redwagon	While c-curbs are recommended, they will have to be implemented in conjunction with other improvements and will require the City to work with private businesses regarding access to driveways, which will take time.
Multi-use path is good. I have concerns about the access points for bicyclists at each intersection. This includes getting to the south side businesses. Access to everything in the vicinity of Lakeway & Lincoln is just as important as getting through it to somewhere else.	redwagon	Noted. Currently, people walking, biking, and rolling can cross at the Lincoln/Lakeway signal and the Lakeway/Orleans HAWK signal. If the YMCA relocates to Civic Field, there may need to be a traffic signal at Lakeway/Orleans instead.
If a pedestrian is going to more than one location on the southside, I don't think people will go back & forth to the multi-use trail, so will the southside sidewalk be improved to ADA standards the whole length of this project? Do those upgrades need to wait for this project – or can they go ahead separately?	redwagon	Bringing curb ramps and sidewalks up to ADA standards is important, but may have to be done in conjunction with other recommended improvements in this area.
What are the improvements for drivers from Nevada trying to turn left/west onto Lakeway – and the people who want to avoid getting in a collision with them? It's a similar experience to people leaving the driveways west of that intersection – and makes it hazardous to walk across that intersection or drive by it.	redwagon	Access management or traffic control may also be required at Lakeway/Nevada at some point in time.
LAKEWAY DR: Lincoln St to I-5 Underpass		
Completely inadequate solution. Maintaining 5 lanes of vehicular traffic is madness. Where are our climate goals in this? Bicycles and pedestrians, supposedly at the top of the inverted pyramid of values, are in fact given negligible weight here, maintaining a motor-vehicle-centric environment! Reduce those 5 lanes to three, and add bike lanes on each side.	aareding	As explained in presentations: 1.) Lakeway carries 26,000 vehicles per day and is a high-frequency transit route and designated freight truck route and a road diet is not feasible. 2.) The City is trying to <u>balance</u> transportation needs among multiple competing interests.
A sidewalk widened by 5 feet is an inadequate solution for such an important bicycle corridor. Please reconsider this solution, and eliminate at least one traffic lane in favor of dedicated bike facilities and more pedestrian improvements.	quickg	See above.
Agree with the comments below. Also, maintaining a 5-foot sidewalk on the south side does nothing to help. That section is very narrow and could not be used to bike and walk. Conflicts will certainly arise. As aareding states, we should work towards reducing vehicle use instead of maintaining the same levels. Perhaps consider limitations on freight traffic movement so it cannot access this narrow portion of road.	Krod71	Existing 5-foot sidewalks on Lakeway are currently being used by people walking, biking, and rolling. The north sidewalk is proposed to be doubled in width to 10 feet. See responses above regarding vehicle lane removal.
The 10-12-foot sidewalk on the north side would be a whole lot better than what exists now, especially if it can be traversed all the way from Ellis to Puget. I realize buses and trucks need at least an 11-foot lane, I wonder if the lane closest to the sidewalk on both sides remained 11 feet for larger vehicles, but the center lanes could reduce to 9 or 10 feet, for average sized cars. This may afford a couple more feet of space for the sidewalks.	sonja	All vehicle lanes underneath I-5 will be required to remain at 11-foot minimum by both WSDOT and City standards to accommodate WTA buses, freight trucks, and Interstate 5 vehicle circulation and operations, and possibly dual left-turns from I-5 southbound off-ramp to eastbound Lakeway Drive.
Even with the multiuse path on the northside - which is a great idea! The southside sidewalk in the underpass will still be used in both directions because it provides better access to FM etc. It really needs something better than existing (ie., increased width or bollards) – especially with adding another left turn lane on the exit ramp, doubling the amount of drivers coming at us.	Cindy	As explained in presentations, there is not physical space to allow sidewalk widening on each side.
Will underpass lighting be improved for the people on both sidewalks? It really needs to be.	Cindy	Noted. Design details yet to be determined.
These are all significant & welcome improvements: *closing the slip lane*, closing both of those driveways, and installing/returning the c-curb medians to that section of Lakeway, as well as the ADA improvements on the southside.	redwagon	Opinion noted.
Biggest concern for this segment is for pedestrian & bicyclist safety from right-turn drivers at each of those King St/Lakeway corners. How will crossing safely be thought about? (e.g., curb radius?, no RTOR?, separate signals?) And, the SE corner (Key Bank) is especially hazardous for pedestrians crossing both Lincoln & Lakeway -- due to left and right turning drivers.	redwagon	Ramp locations and signal operations are design details that will not be decided until there is a funded project(s) with a schedule for construction. See related answers above.
One slide shows the two outside driver lanes at 12', another shows 11'. Is it 11'? Hopefully.	redwagon	11-foot lanes are the City arterial street standard, but outside lanes on multi-lane roads can sometimes be 12-feet to support WTA, freight, or curves in the road. This is a detail that will be decided when there is actually a funded project.
When it's time for official design, would you please require perpendicular curb ramps at both intersections of Lincoln/King (NW, NE, SE corners) & Lincoln/Lakeway (SW, NE). They are much more useful and helpful to connect with crosswalks on arterials. (These initial drawings are showing diagonal tactile pads.)	redwagon	Ramp locations and design are design details that will not be decided until there is a funded project(s) with a schedule for construction.

Participant Comment	Screen Name	Staff Response
LAKEWAY DR: I-5 to Ellis St		
I don't see this area as an efficient improvement. I think it should be left to vehicle traffic. Keep the important trees and make pedestrian and bike paths in other areas that are not so heavily used.	Conducir	As stated in Overview Presentation, Lakeway Drive ranks #2 of 185 links in the citywide bicycle network for recommended improvements. There is no alternative in this vicinity for people walking, biking, and rolling to cross I-5 into downtown.
A widened sidewalk is not adequate, and it is a big disappointment that such a high priority corridor in the bike master plan will receive no bike facilities. Please reconsider this and add more space for people.	quickg	Existing 5-foot sidewalks on Lakeway are currently being used by people walking, biking, and rolling. The north sidewalk is proposed to be doubled in width to 10 feet. See responses above regarding vehicle lane removal.
I actually think this is a good solution that allows people on bikes to safely ride on the widened sidewalk along the north side of Lakeway. I like that the 10-12' multi-use sidewalk/path is planned for the entire distance from Ellis to Puget, decreasing the number of times an east-bound rider would have to cross back and forth over Lakeway. I like the idea of undergrounding the utilities. I'm sure it is expensive, but they are so unsightly. We already bury gas, water and sewer, seems like electric and phone should be underground too. I would want to make sure that the multi-use path is easily and safely accessed from both northbound & southbound Ellis. While I can see the point of view of leaving this section to vehicle traffic, that would leave a huge gap in the network for those who wish to come up Chestnut to Civic Field, or those heading north on Ellis who want to turn right and continue on Lakeway. The bike detours for both of these scenarios are prohibitively long.	sonja	Opinion speaking to balancing needs is noted.
I like the improvements to the offramp on the NW corner of I5/Lakeway, however, I don't think these are safe suggestions for bikers. Entering and exiting a wide sidewalk on the north side will be unsafe. This also doesn't improve conditions for bikers going eastbound on Lakeway. The lanes are narrow here and despite state law requiring cars to move over, they don't. It's an incredibly unsafe bike section that isn't improved with these recommendations.	Krod71	Opinions noted.
As a pedestrian I have concern about crossing the SB off-ramp with 3 lanes of vehicles and a free right turn. It's good that the curb radius will be tightened. If the right turn lane is underutilized, could right turns on red be restricted for pedestrian safety?	Cindy	Existing crosswalk and turn radius would be improved for people walking, biking, and rolling. Right-turn restriction could be possible, but is a design-level detail that will not be decided until there is a funded project.
The southside sidewalk has width problems due to the erosion & narrow sidewalk in the short section between the underpass wall and the hotel driveway. Can this short sidewalk section be widened or a low retaining wall placed as a more immediate solution?	Cindy	Crosswalk improvements at southbound on-ramp are recommended. This is within WSDOT right-of-way; further conversation with WSDOT could be possible.
Given the physical constraints of Lakeway on both sides of I-5, what consideration was given to closing one or more of the freeway ramps here? (Apart from considering the necessary political will.) Would any closures reduce vehicle volumes enough to improve bus service and increase safety for everyone?	redwagon	Presentation #6 answers these questions.
It is frustrating when it's faster to walk along Lakeway than it is to ride the high frequency bus that gets stuck behind cars. I don't see how transit reliability & priority have been addressed or improved along Lakeway. There's a big focus here on accommodating the SOVs.	redwagon	If the vehicle traffic doesn't move, neither does the WTA bus. This is exactly why we have to try and balance needs. Please watch presentation #6.
Some confusion with one slide showing 11" outside lanes & another showing 12'.	redwagon	11-foot lanes are the City arterial street standard, but outside lanes on multi-lane roads can sometimes be 12-feet to support WTA, freight, or curves in the road. This is a detail that will be decided when there is actually a funded project.
Corner radius at the southside sidewalk/NB on-ramp really needs to be addressed. It's hazardous with right turn drivers and the obstructed waiting area/ped signal. Many people will continue to use the sidewalk on the southside because it provides more functional access to Fred Meyer, etc. What is the plan for this corner?	redwagon	Crosswalk improvements at southbound on-ramp are recommended. This is within WSDOT right-of-way; further conversation with WSDOT could be possible.
Another request for perpendicular ADA curb ramps on the NW corner/SB off-ramp and SW corner of the SB on-ramp. These are more useful for arterial crosswalks especially with freeway access happening (fast turns).	redwagon	Design details that will not be decided until there is a funded project(s) with a schedule for construction.
King St, Potter St and I-5 on/off ramps		
Yes, roundabouts please (No signal).	aareding	Opinion noted.
I'm supportive of roundabouts, but am concerned that vehicles exiting I5 and entering the roundabout would be a safety hazard for bicycles. Seems another component needs to be added to prevent possible accidents at that one point of the circle.	Krod71	Noted, but It is very unlikely that there will be many bicycles in this intersection, which is the on/off-ramps to Interstate 5.
Thank you for addressing the need to reduce intersection speeds and offer design solutions to prioritize safety for people. It was helpful seeing the various options and know that the option 2 is scalable. Roundabouts are great options, please ensure that cargo bikes and trailer crossings are not 90 degree angles.	Cindy	Opinion noted.
Compact roundabouts are preferable to a stoplight, but only if the design is improved from the ones connected to I-5 in the county. The corners need to be tightened and the deflection angles strengthened to reduce vehicle speeds & increase safety.	redwagon	Opinions noted.
What consideration was given to closing one or more of the I-5 ramps near Lakeway? How was improved safety, bus reliability, or LOS measured with closure options?	redwagon	No closure of I-5 on/off-ramps was considered because that is not considered a feasible option by any of the agencies involved in this study. Several alternatives for vehicle circulation to I-5 were analyzed and the vehicular LOS and active transportation results are shown in presentation #6.

