

**INSTRUCTIONS**

This worksheet shows **two concepts** for the area surrounding the intersection of Alvernon Way and Grant Road. The concepts differ in their approaches to left turns, and consequently their alignment. Issues to consider as your group answers the questions below include the alignment, the design of the intersection and public spaces.

**WORKSHOP QUESTIONS**

Design Concept Questions:

Which potential concept do you favor in Option 1:

|                              |   |         |   |   |   |                  |
|------------------------------|---|---------|---|---|---|------------------|
| Favor Alternative Concept 1B | 2 | Neutral | 3 | 4 | 5 | Favor Concept 1A |
|------------------------------|---|---------|---|---|---|------------------|

Which potential concept do you favor in Option 2:

|                  |   |   |         |   |   |   |                  |
|------------------|---|---|---------|---|---|---|------------------|
| Favor Concept 2B | 1 | 2 | Neutral | 3 | 4 | 5 | Favor Concept 2A |
|------------------|---|---|---------|---|---|---|------------------|

Do you favor one Option more than the other, in relation to right-of-way impacts:

|                 |   |   |         |   |   |   |                 |
|-----------------|---|---|---------|---|---|---|-----------------|
| Favor Concept 1 | 1 | 2 | Neutral | 3 | 4 | 5 | Favor Concept 2 |
|-----------------|---|---|---------|---|---|---|-----------------|

Intersection Design Concept Questions:

Do you favor one concept more than the other, from the perspective of driving through the intersection:

|                 |   |   |         |   |   |   |                 |
|-----------------|---|---|---------|---|---|---|-----------------|
| Favor Concept 1 | 1 | 2 | Neutral | 3 | 4 | 5 | Favor Concept 2 |
|-----------------|---|---|---------|---|---|---|-----------------|

Do you favor one concept more than the other, from the perspective of walking or bicycling through the intersection or from an ADA use perspective (that of vision or mobility challenged users):

|                 |   |   |         |   |   |   |                 |
|-----------------|---|---|---------|---|---|---|-----------------|
| Favor Concept 1 | 1 | 2 | Neutral | 3 | 4 | 5 | Favor Concept 2 |
|-----------------|---|---|---------|---|---|---|-----------------|

Do you favor one concept more than the other, from the combined perspective of all users:

|                 |   |   |         |   |   |   |                 |
|-----------------|---|---|---------|---|---|---|-----------------|
| Favor Concept 1 | 1 | 2 | Neutral | 3 | 4 | 5 | Favor Concept 2 |
|-----------------|---|---|---------|---|---|---|-----------------|

Concluding Question:

Given all of the discussions your group has had, which overall design concept does the group favor and how strongly:

|                 |   |   |         |   |   |   |                 |
|-----------------|---|---|---------|---|---|---|-----------------|
| Favor Concept 1 | 1 | 2 | Neutral | 3 | 4 | 5 | Favor Concept 2 |
|-----------------|---|---|---------|---|---|---|-----------------|

**GUIDING PRINCIPLES**

THE FOLLOWING ARE GUIDING PRINCIPLES OF THE GRANT ROAD IMPROVEMENT PLAN RELEVANT TO THE CONCEPTS IN THESE EXERCISES

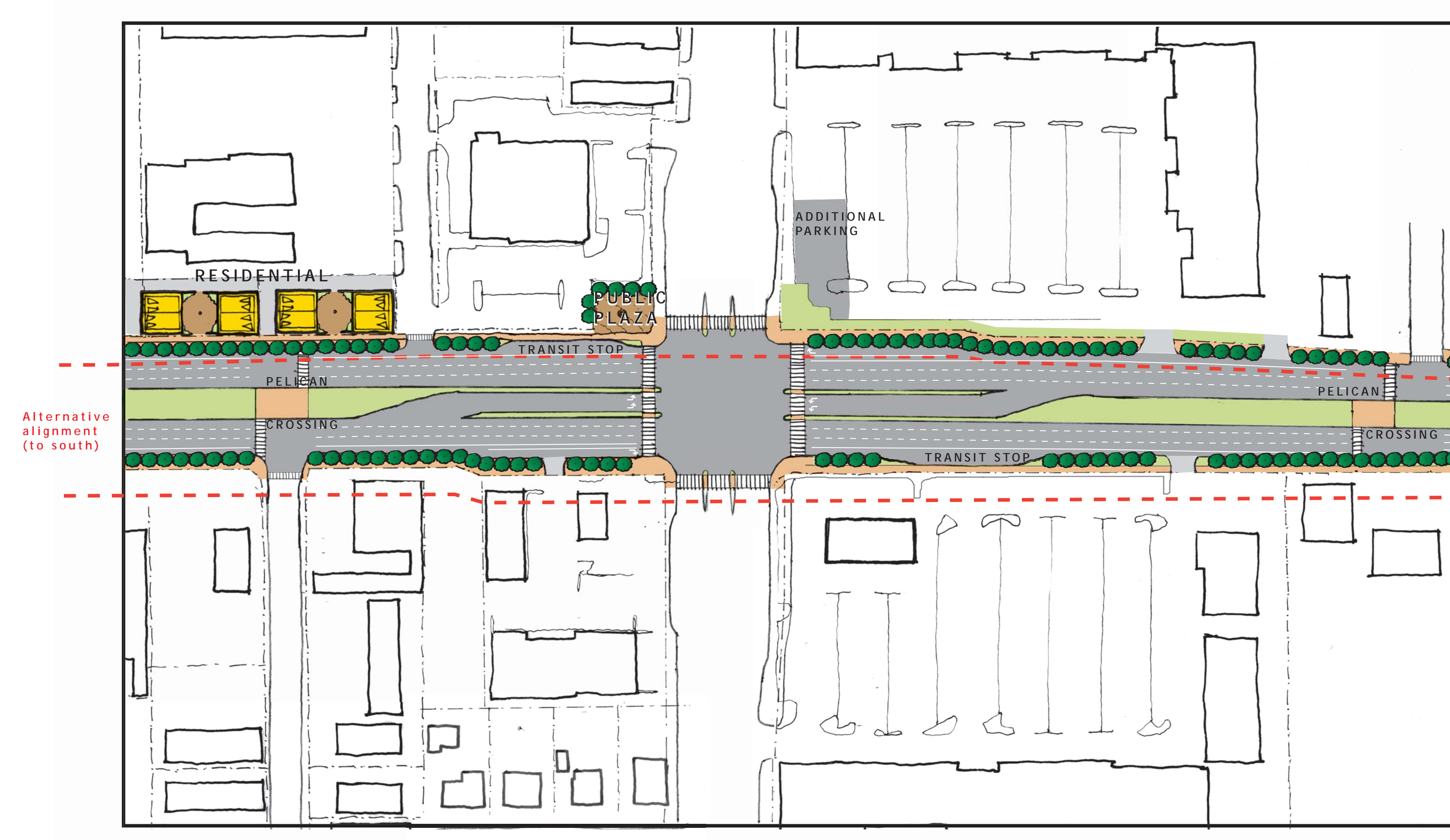
**1.2d** Improving transit stops and access to them as well as land uses around them

**1.2e** Considering land use and other needs of transit, bicycle and walking-dependent populations

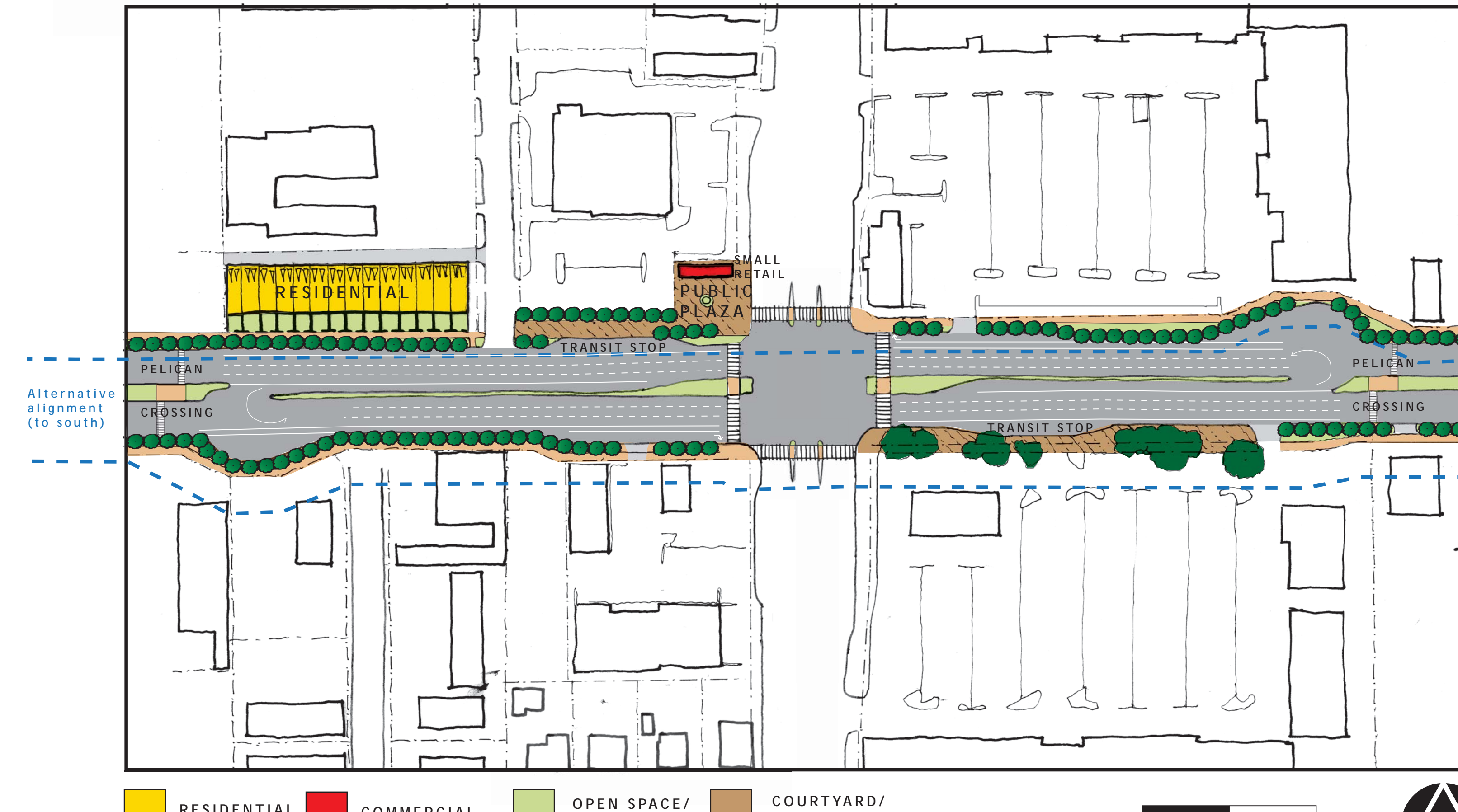
**1.3c** Improving neighborhood access to businesses and other destinations

**4.7** Coordinate new development and revitalization with new and existing amenities and multimodal infrastructure

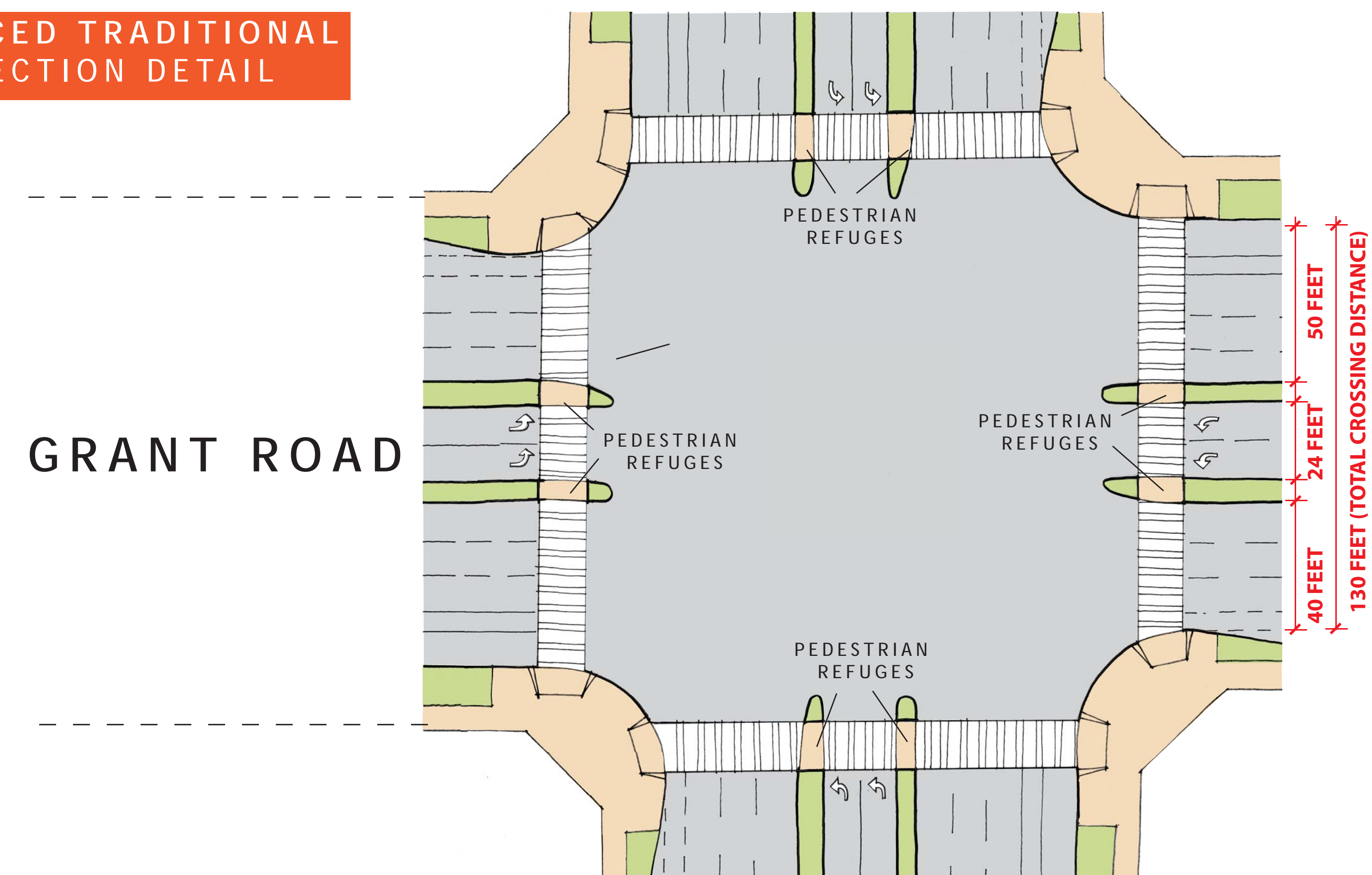
**CONCEPT 1: ENHANCED TRADITIONAL INTERSECTION**



**CONCEPT 2: INDIRECT INTERSECTION**



**ENHANCED TRADITIONAL INTERSECTION DETAIL**



**INDIRECT INTERSECTION DETAIL**

