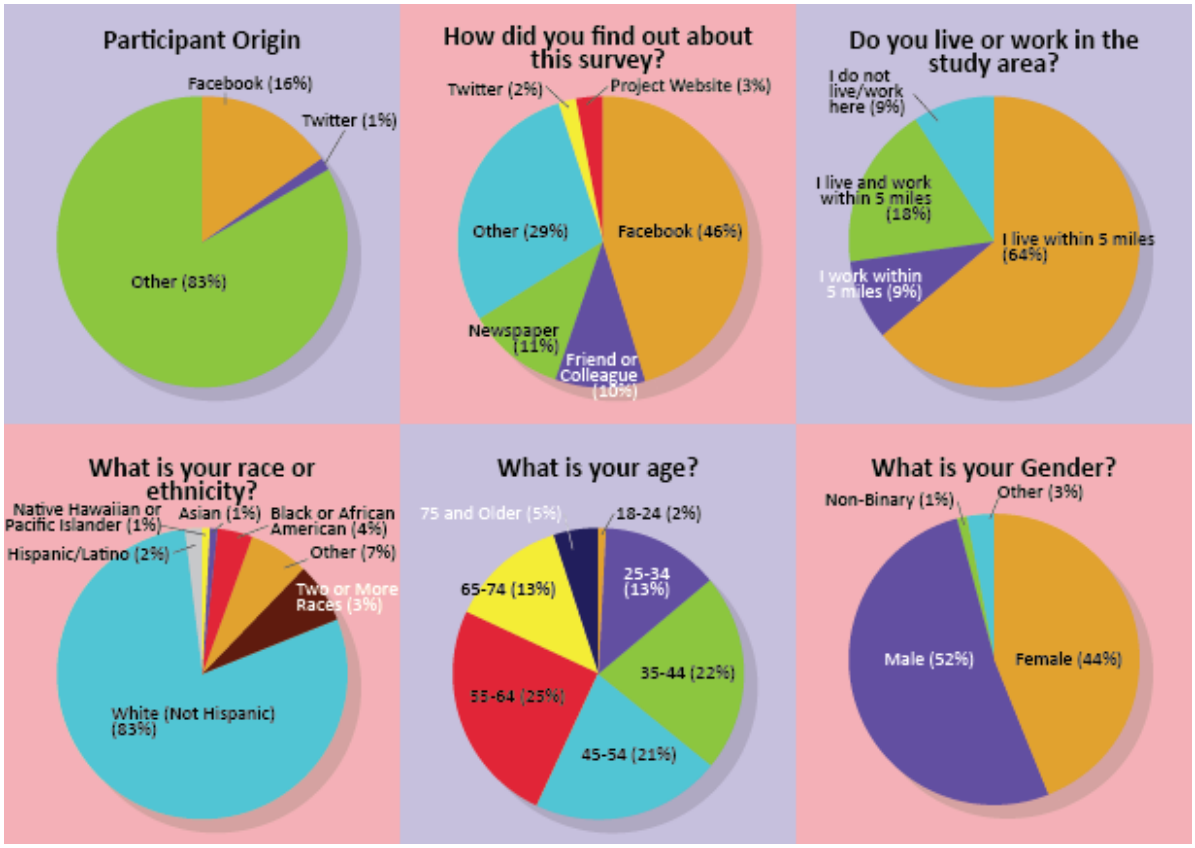
Participation

The Route 17 (Isle of Wight) Arterial Preservation Plan MetroQuest collected public input from March 7, 2022 to March 21, 2022. Information about the participants is depicted in Figure 1 and described in this section. During this period, 522 participants completed the survey. Sixteen percent of the participants (81 people) accessed the survey via Facebook. One percent of the participants (7 people) accessed the survey via Twitter. Sixty-four percent of participants lived within five miles of the study area, 9% worked within five miles of the study area, 18% both lived and worked within five miles of the study area, and 9% did not live or work within five miles of the study area. Most participants were white (83%), 4% identified as Black or African American, and 7% identified racially as "other". Few participants were under 35 years old (15%), and most were above 45 (64%). Most of the participants were male (52%).

Figure 1: MetroQuest Participant Demographics



Rating of Individual Study Recommendations

The three exercises in the MetroQuest asked participants to vote on a series of study recommendations, as presented by images, that could potentially be implemented in various locations throughout the study area. The interactive rating scale ranged from 1 to 5 with 1 being the least desirable recommendation and 5 being the most desirable.

Exercise #1

The first exercise pertained to some Innovative Intersection Improvements, those including recommendations for improving the intersections of Brewers Neck Boulevard (Route 258) and Route 17. Figure 2 depicts the average rating of each recommendation. These Innovative Intersection Improvements were being viewed to receive an opinion from the public on each potential improvement.

Figure 2: MetroQuest Average Rating Results



Potential Recommendation Comments

Survey participants submitted a total of 19 comments on the rating exercise. The summary of comments are as follows:

- **No Improvement (4 Comments):** Leave the existing conditions as is; no improvements. The anticipated delay through the intersection is expected to increase up to 200% by 2045. Projected back-ups will impact upstream intersection operations.
    - No relevant comments.
- **Full Quadrant Roadway (7 Comments):** This alternative re-routes all left turns from the intersection of Route 17 & Route 258 through a reconstructed Deep Bottom Drive. The quadrant is anticipated to reduce future travel times up to 60%. Click here to learn more about quadrant roadways.
    - Most of the commenters expressed negative views towards this improvement.
- **Partial Quadrant Roadway (4 Comments):** This alternative re-routes the Route 17 southbound & northbound left-turns from the intersection of Route 17 & Route 258 through a reconstructed Deep Bottom Drive. The concept is anticipated to reduce future travel times up to 90%. Click here to learn more about quadrant roadways.
    - Most of the commenters expressed negative views towards this improvement.

- **Partial Displaced Left-turn (4 Comments):** This alternative reconfigures the intersection partial displaced left-turn by only displacing the northbound Route 17 left-turns. The concept is anticipated to reduce future travel times up to 70% & improve safety up to 20%. Click here to learn more about displaced left-turns.
    - Most of the commenters expressed negative views towards the improvement.

Exercise #2

The second exercise pertained to recommendations to improve traffic flow at the intersections of Omera Drive and Sugar Hill Road along Route 17. It is important to note that the two intersections were being view independent of each other. Figures 3 & 4 depict the average rating of each recommendation.

Figure 3: MetroQuest Average Rating Results



Potential Recommendation Comments

Survey participants submitted a total of 4 comments on the rating exercise. The summary of comments are as follows:

- **No Improvement (1 Comment**): Leave the existing conditions as is; no improvements. The anticipated delay through the intersection is expected to increase by more than 150% by 2045.
    - No relevant comments.
- **Restricted Crossing U-Turn (2 Comments):** This alternative relocates the side street left and through movements through other intersections and can reduce future delay by up to 50% and reduce crashes up to 35%. Click here to learn more about restricted crossing U-turns.
    - All commenters expressed safety concerns with this improvement.
- **Thru-Cut (1 Comment):** This alternative relocates the side street through movements through other intersections. The concept can reduce future delays by up to 60% and reduce crashes by up to 10%. Click here to learn more about thru-cuts.
    - No relevant comments.

Figure 4: MetroQuest Average Rating Results



Potential Recommendation Comments

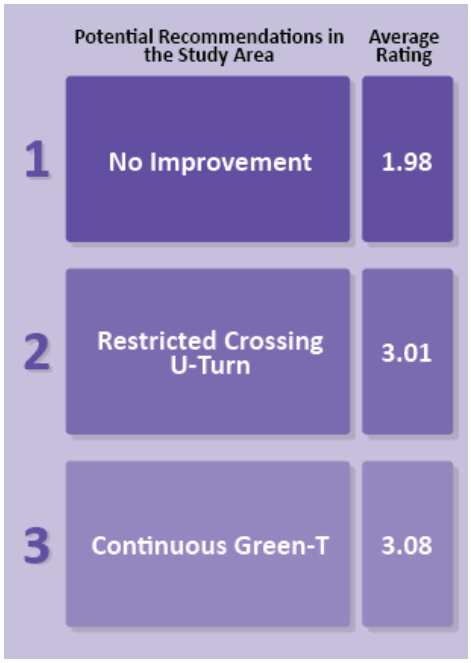
Survey participants submitted a total of 5 comments on the rating exercise. The summary of comments are as follows:

- **No Improvement (1 Comment**): Leave the existing conditions as is; no improvements. The average anticipated delay on Sugar Hill Road onto Route 17 is expected to be more than 5 minutes per vehicle by 2045.
    - No relevant comments.
- **Restricted Crossing U-Turn (1 Comment):** This alternative relocates the side street left and through movements through other intersections. The concept can reduce future delays on Sugar Hill Road by up to 45% and reduce crashes by up to 35%. Click here to learn more about restricted crossing U-turns.
    - All commenters expressed safety concerns with this improvement.
- **Continuous Green-T (3 Comments):** This alternative adds an acceleration lane for left-turning vehicles from Sugar Hill Road to merge onto Route 17 southbound. The concept can reduce future delays by up to 60% and reduce crashes by up to 15%. Click here to learn more about Continuous Green-T's.
    - Most of commenters expressed this recommendation would improve congestions issues.

Exercise #3

The third exercise pertained to 3 recommendations to improve traffic flow at the intersection of Cedar Grove Road and Route 17. Alternative 1 recommended the intersection to remain the same with alternatives 2 and 3 recommending Innovative intersection improvements. Figure 5 depicts the average rating of each recommendation.

Figure 5: MetroQuest Average Rating Results



Potential Recommendation Comments

Survey participants submitted a total of 1 comment on the rating exercise. The summary of comments are as follows:

- **No Improvement (1 Comment):** Leave the existing conditions as is; no improvements. The anticipated delay through the intersection is expected to increase by more than 130% by 2045.
    - The only commenter believed this would be the best recommendation for the intersection.
- **Restricted Crossing U-Turn (0 Comments):** This alternative relocates the side street left and through movements through other intersections. The concept can reduce future delays by up to 60% and reduce crashes by up to 35%. Click here to learn more about restricted crossing U-turns.
    - No comments shared.
- **Continuous Green-T (0 Comments):** This alternative adds an acceleration lane for left-turning vehicles from Cedar Grove Road to merge onto Route 17 northbound. The concept can reduce future delays by up to 15% and reduce crashes by up to 15%. Click here to learn more about Continuous Green-T's.
    - No Comments shared.