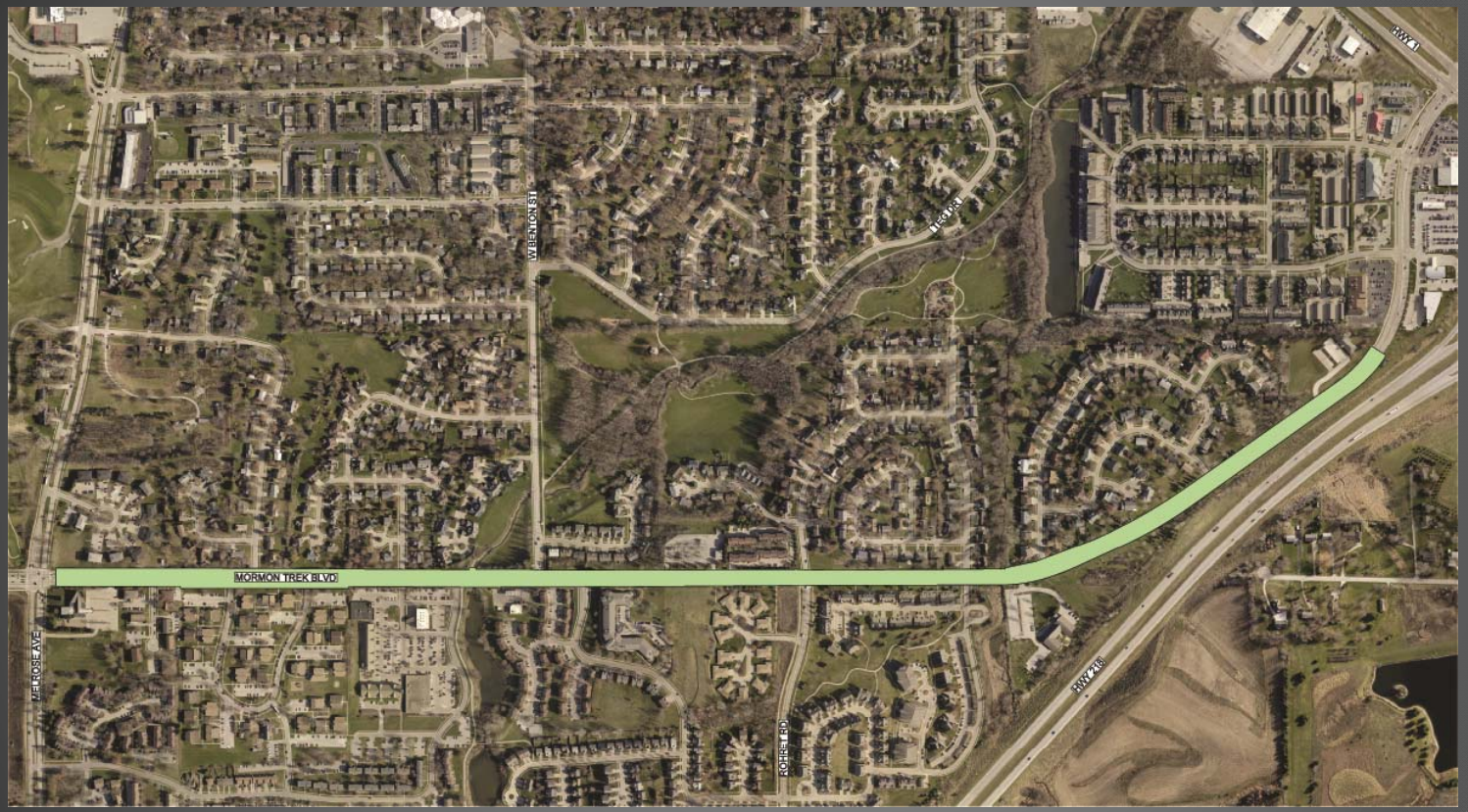
MORMON TREK BOULEVARD



Safety Improvements from
Melrose Ave to Iowa Hwy 1

City of Iowa City

Snyder & Associates
Engineers and Planners

Project Team

- City of Iowa City
  - Jason Havel, P.E. – City Engineer
  - Scott Sovers, P.E. – Project Manager
  - Kent Ralston, AICP – Transportation Planner
  - Darian Nagle-Gamm, AICP – Transportation Planner
- Snyder & Associates, Inc.
  - Brenna Fall, P.E. – Project Manager
  - Dax Suntken, E.I. – Project Engineer
  - Justin Jackson, P.E. – Traffic Engineer
  - Rich Voelker, P.E. – Transportation Group Director

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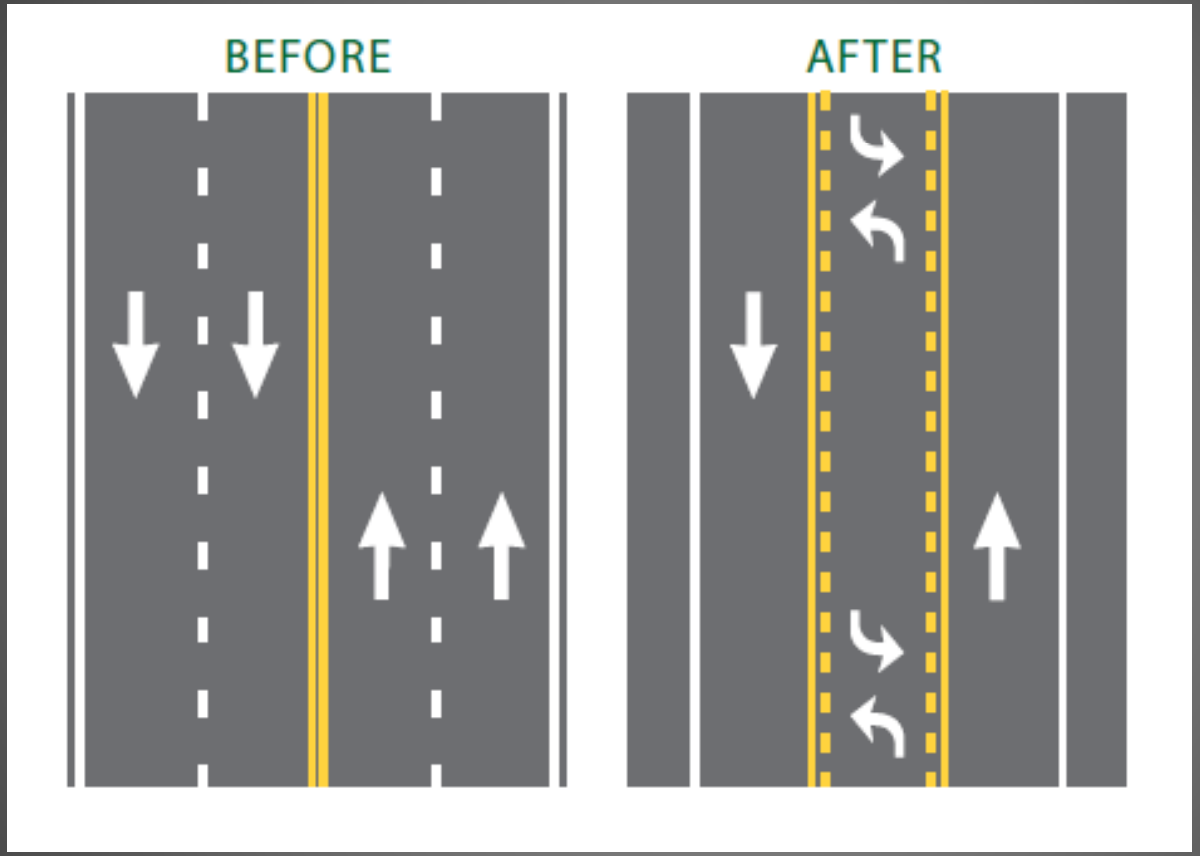
Lane Reconfiguration



Source: FHWA Road Diet Information Guide

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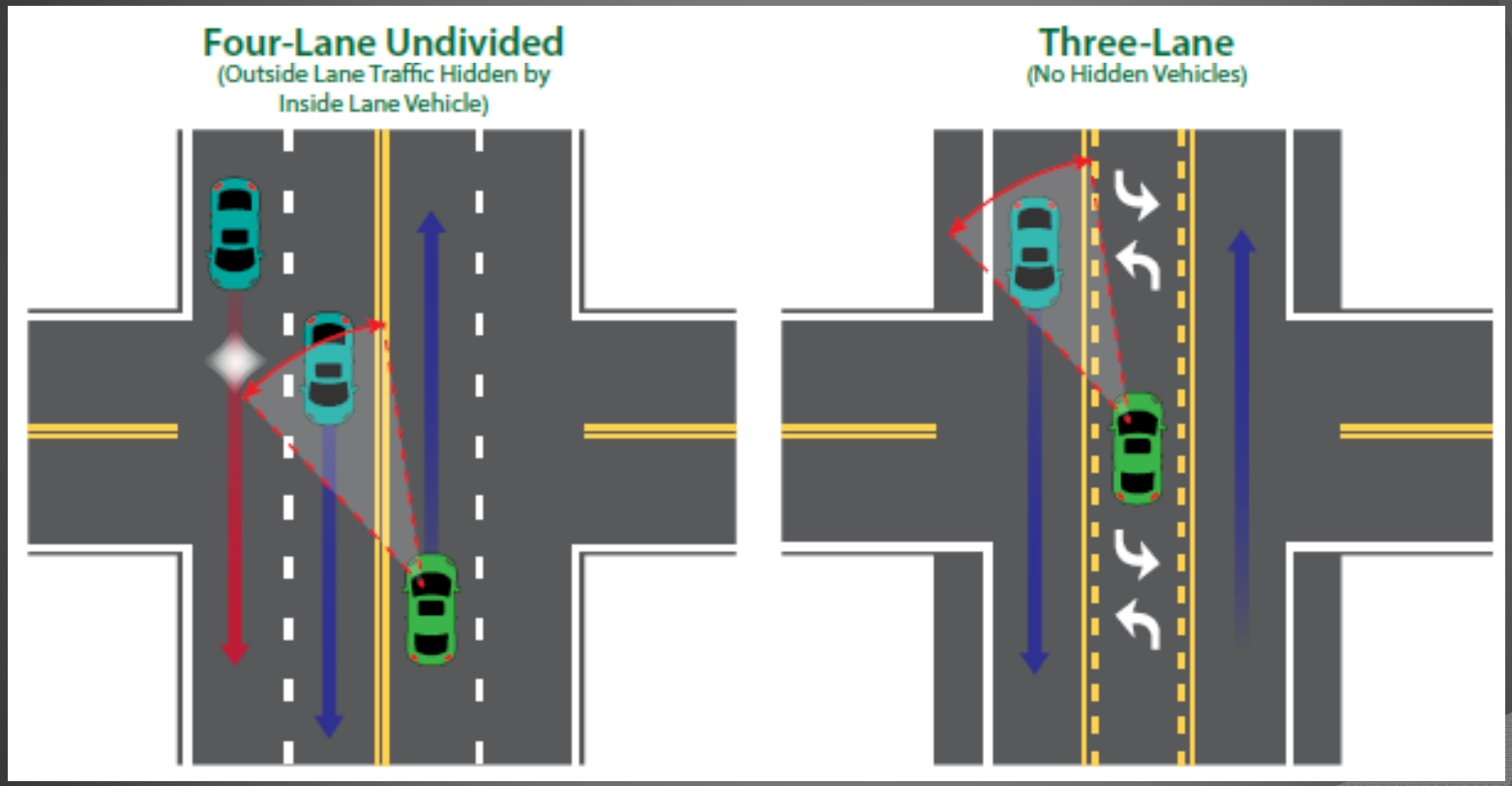
Increased Sight Distance



Source: FHWA Road Diet Information Guide

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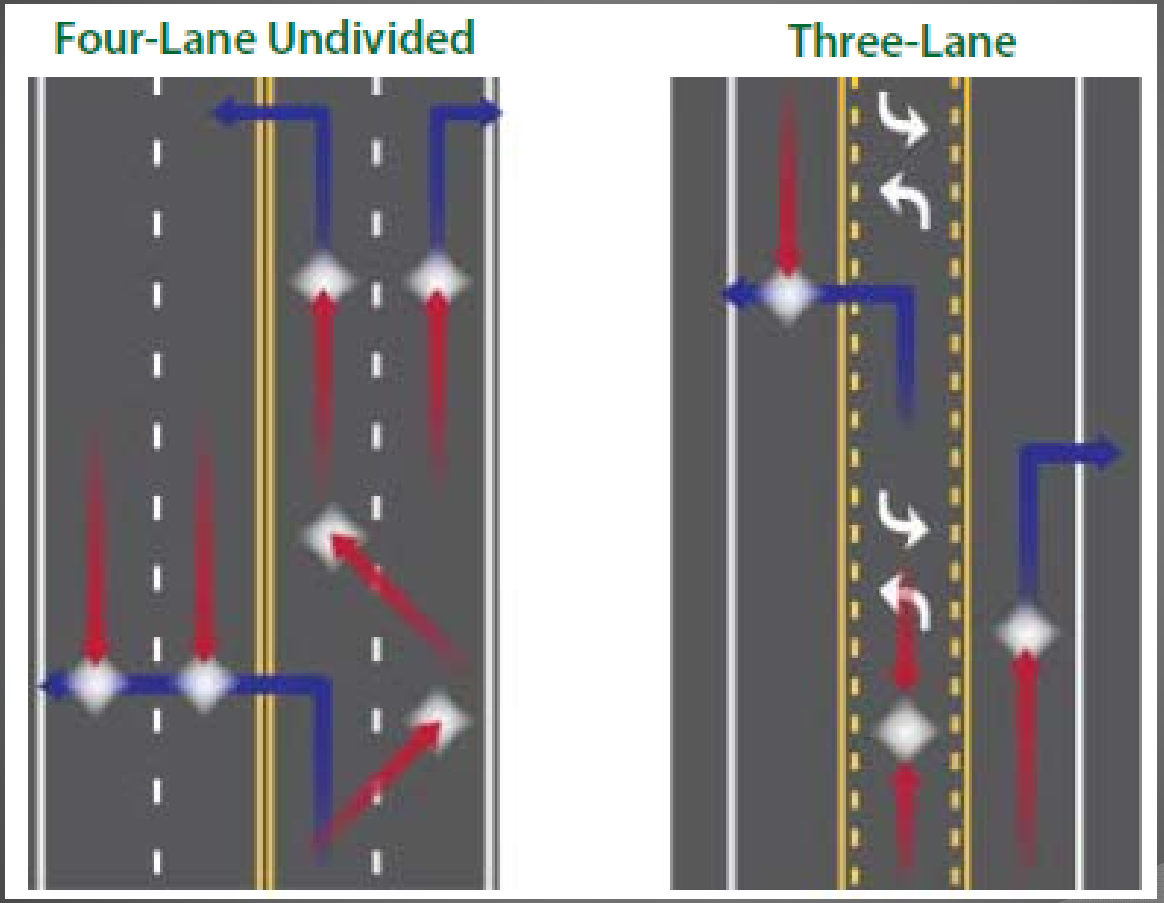
Reduced Conflict Points



Source: FHWA Road Diet Information Guide

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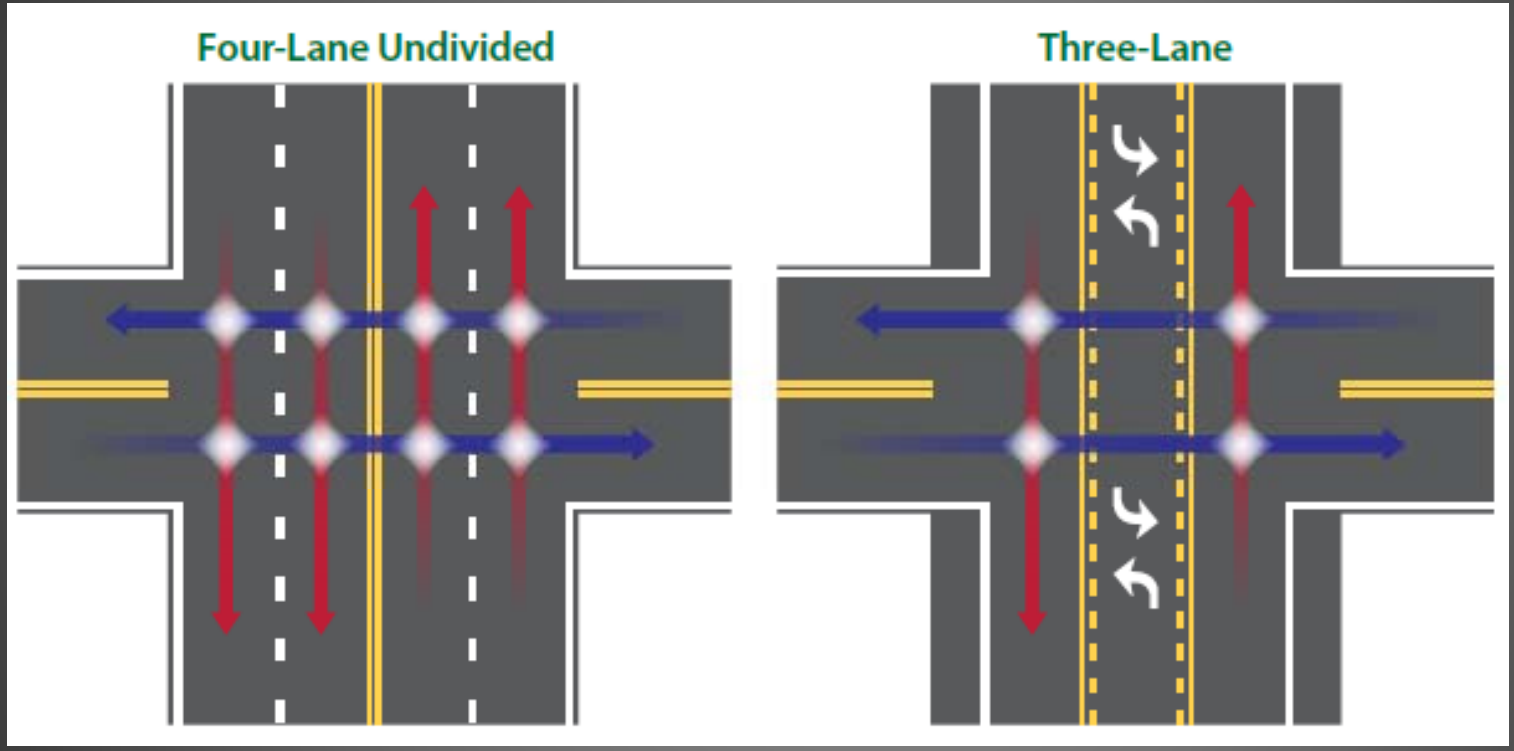
Reduced Conflict Points



Source: FHWA Road Diet Information Guide

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Annual Average Daily Traffic

Roadway Segment	2002	2006	2010	2014	MPOJC Model 2010	MPOJC Model 2040
Melrose Ave, south of	16,900	-	14,100	-	14,100	14,300
Rohret Rd, north of	-	15,400	-	8,800	15,400	19,980
Rohret Rd, south of	10,900	-	10,300	-	10,300	13,800
Iowa Hwy 1, north of	12,200	9,800	12,100	13,300	12,100	14,900

- DOT did not count at this location during count year

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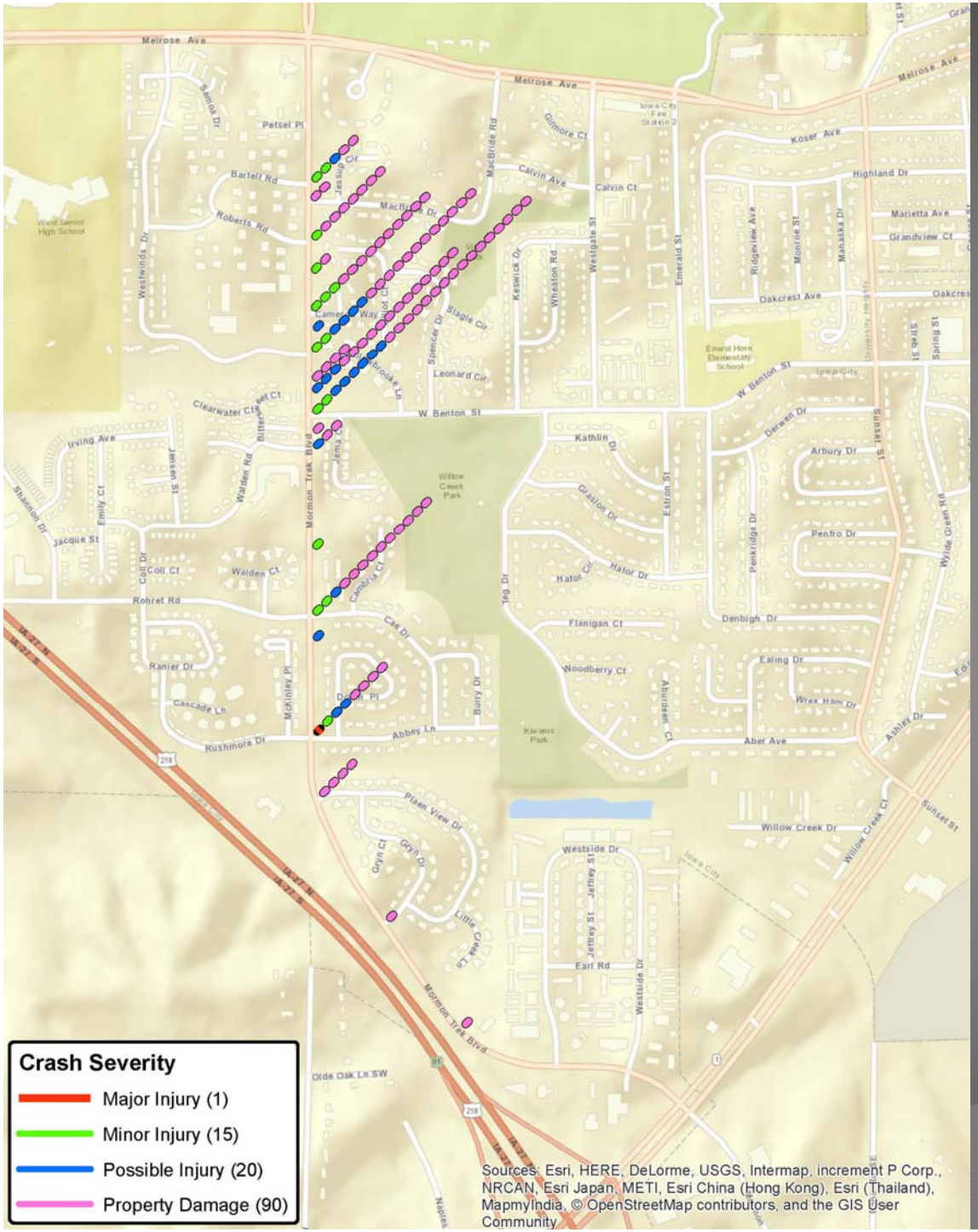

Crash History

2011-2015

Petsel Pl to West Side Dr

- 126 Crashes
- Injuries
  - 1 Major
  - 19 Minor
  - 28 Possible/Unknown
- $645,100 in Property Damage Reported
- 30 Followed Too Close
- 26 FTYROW Left Turn / Driveway

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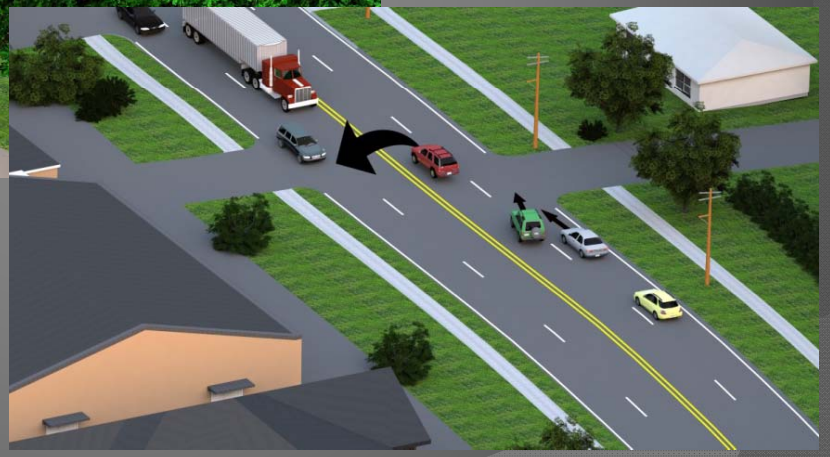
Crash Reduction

Following too close

Failing to yield the right of way



Sideswipe

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Funding

- Traffic Safety Improvement Program (TSIP)
- Comes from Iowa Road Use Tax Fund
- Applied for in 2014 and granted full request of $500,000
- Calculated Benefit to Cost Ratio of 1.5:1
- 25% Reduction in Crashes Expected

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Travel Time Study

Existing Condition

- 4 Lanes (2 each direction)
- Measured Average Travel Time = 281 sec

Travel Time Increase of approximately 30 seconds over the entire corridor

Proposed Condition

- 3 Lanes (1 each direction w/ continuous TWLTL)
- Protected/Permissive left turn phasing
- Updated signal coordination plan
- Travel Time = 305 sec*

* Traffic Model Analysis Derived

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Level of Service (LOS)

Definition: Quality measure describing operational traffic conditions, in terms of speed, travel time, freedom to maneuver, traffic interruptions, comfort, and convenience.

Six Levels used to evaluate a corridor

- LOS A to LOS F
  - LOS A = Best Operating Conditions (free-flow)
  - LOS F = Worst Operating Conditions (congested)
- LOS C and LOS D
  - Considered acceptable operating service for design and planning

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Level of Service (LOS)

Intersection	Current Traffic 4-Lane	Current Traffic 3-Lane	Future Traffic 4-Lane	Future Traffic 3-Lane
Melrose Ave	C	C	C	C
Cameron Way	A	A	A	A
Benton St	A	B	B	B
Rohret Rd	A	C	B	C
Westside Dr	A	B	B	B

Average LOS based on calculated delay at all legs of the intersection during the AM Peak Hour.

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Level of Service (LOS)

Intersection	Current Traffic 4-Lane	Current Traffic 3-Lane	Future Traffic 4-Lane	Future Traffic 3-Lane
Melrose Ave	C	C	C	C
Cameron Way	A	A	A	B
Benton St	B	A	B	B
Rohret Rd	A	C	A	C
Westside Dr	A	B	B	B

Average LOS based on calculated delay at all legs of the intersection during the PM Peak Hour.

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Project Specifics

- Lane reconfiguration proposed from Melrose Ave to north of Westside Dr
  - 11’ wide Through Lanes
  - 12’ wide Continuous Two-Way-Left-Turn Lane
  - Dedicated Bike Lanes
- Addition of a dedicated Right Turn Lane at Benton St

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Project Specifics

- ADA Sidewalk Ramp Reconstruction
- Traffic Signal Improvements
  - Coordinated signal timing
  - Protected/permissive left-turn phasing
- Pavement patching

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THANK YOU FOR COMING

Please provide us with your comments.
Comment forms are available at the registration table or you may email the project team at bfall@snyder-associates.com.

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