

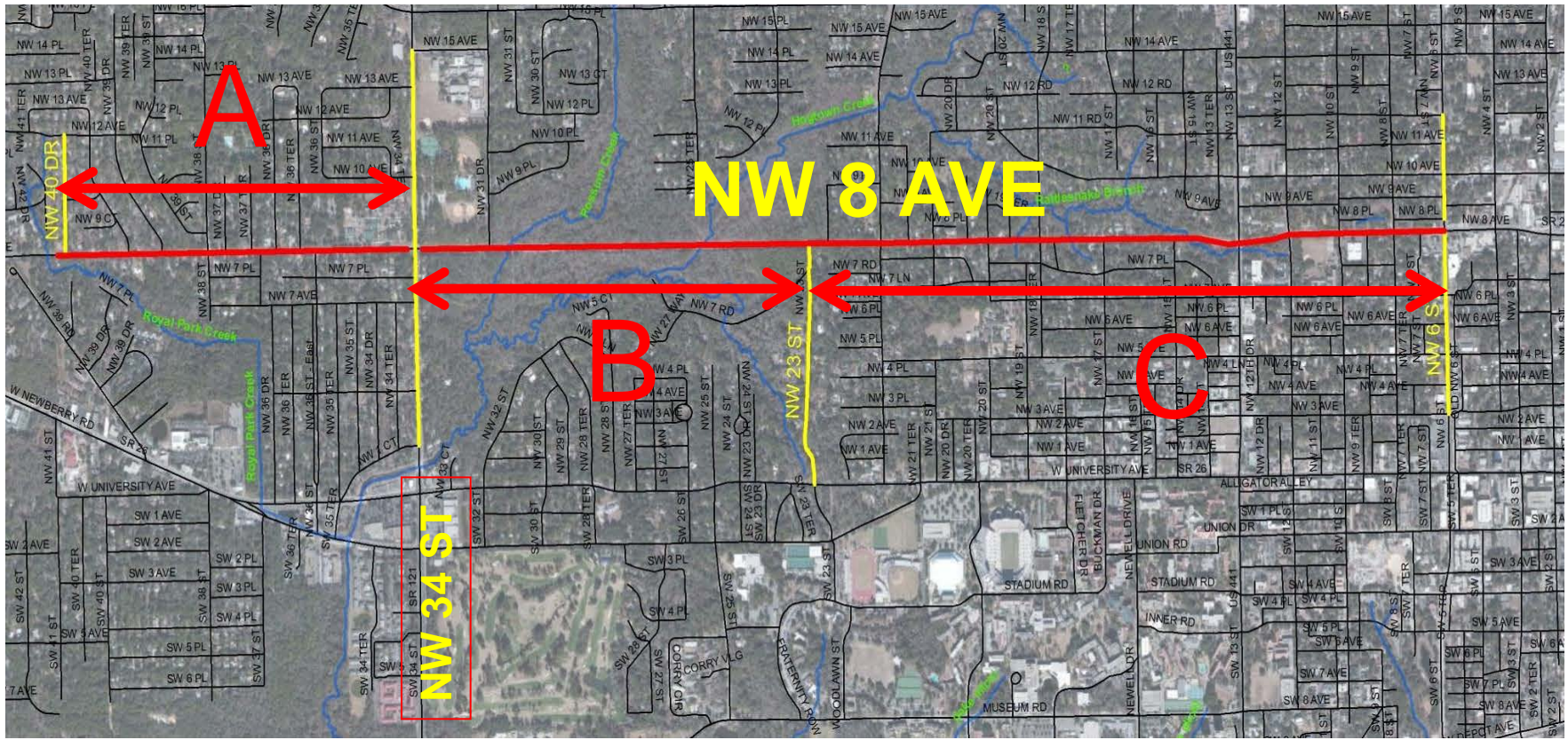


Public Works Department

NW 8th Avenue Segment B Traffic Study

December 5, 2013
Prepared by: Phil Mann

Segments: A, B and C



City Commission Approved As Proposed

Segment A (NW 40th St to NW 34th St)

- Mill & resurface then re-stripe to current lane configuration

Segment C (NW 23rd St to NW 6th St)

- Reconstruct and re-stripe including bike Lanes and parking along south side (NW 18th Terr. To NW 15th St.)

City Commission Requested Further Study

Segment B (NW 34th St to NW 23rd St) – Alternative B5

- Re-stripe to 2 travel lanes including a painted median with bike lanes. *A 4 month trial period would be used to determine if the new lane configuration should be made permanent and a raised median be constructed*

- Purpose
 - To study traffic impacts of lane reduction in Segment B over a 4 month trial period
- Limits
 - NW 34th Street to NW 23rd Street
- Length
 - Just less than 1 mile – approx. 5,000 ft

- **Traffic Data Collection**
 - Volumes: Vehicles, Bicyclists & Pedestrians
 - Vehicle Speeds
 - Vehicle Crashes
 - Traffic Video
- **Traffic Data Analysis**
 - Vehicle traffic modeling and comparison to 2011 data
- **Public Comments**
 - Via phone calls, emails and letters
 - 2 lane or 4 lane preference

- Data Collecting Times and Locations
 - Vehicles: 24 hour Data
 - Tues, Sept 24; Thurs, Oct 10; Wed, Oct 16 & 23
 - From NW 34th Street to NW 31st Drive
 - Tues, Sept 24 & Oct 1; Wed, Oct 16 & 23
 - From NW 31st Drive to NW 23rd Street
 - Bicyclists & Pedestrians: 12 hour Data
 - Tues, Sept 17 @ 2700 Block of NW 8th Avenue
 - Thurs, Sept 19 @ NW 31st Drive intersection

- Turning Movement Data Collection
(For NW 34th St & NW 31st Dr Intersections Model)
 - Dates
 - September 17 and 19 @ NW 34th Street
 - Times
 - Morning Peak – 8am to 9am
 - Midday Hour – 11:30am to 12:30pm
 - Afternoon 1, end of Littlewood School – 1:30pm to 2:30pm
 - Afternoon 2, end of Westwood School – 3:15pm to 4:15pm
 - Evening Peak – 4:45pm to 5:45pm

NW 34th St Intersection

- Tuesdays and Thursdays (5 minutes)
September 19th, 24th & 26th and October 1st
- Saturday Game Days (3 minutes)
Tennessee - September 21st
Arkansas - October 5th

Vehicular Volume Data

- 2013 ADT: 14,551 vpd (vehicles/day)
- 2011 ADT: 15,180 vpd

- 2013 AM Peak: 1,062 vph (vehicles/hour)
- 2011 AM Peak: 1,090 vph

- 2013 PM Peak: 1,422 vph (vehicles/hour)
- 2011 PM Peak: 1,420 vph

Vehicular Speed Data

- 2013 85% Speed – 49.5 mph
- 2011 85% speed – 55.7 mph

- 2013 Speed Limit – 35 mph
- 2011 Speed Limit – 45 mph

Crash Data

- Trial Period (Aug-Oct 2013)
 - (1) angle type crash @ NW 34th St
 - (1) side swipe type crash @ 3300 block

- Previous Years (Aug-Oct 2012)
 - (1) angle type crash @ NW 23rd St
 - (1) rear end type crash @ NW 34th St

- Previous Years (Aug-Oct 2011)
 - (1) rear end type crash @ NW 34th St

- Model Results @ NW 34th Street
 - Avg. Intersection Delay / Level-of-Service

Peak Period	2011 Existing 4 Lane	2011 Predicted 2 Lane	2013 Trial 2 Lane
AM	62.5"/ E	62.0"/ E	62.1"/ E
Midday	31.8"/ C	31.6"/ C	34.7"/ C
Afternoon 1	67.2"/ E	66.9"/ E	70.9"/ E
Afternoon 2	63.3"/ E	63.4"/ E	62.0"/ E
PM	55.8"/ E	55.3"/ E	56.6"/ E

Bicyclist & Pedestrian Volume Data

- Bicyclists (7am – 7pm)
 - 2013 : 149
 - 2011 : 108

- Pedestrians (7am – 7pm)
 - 2013: 106
 - 2011: Not counted

During Trial: Calls, emails, letter, petition (224 responses)

Public Workshop, October 30, 2012 (59 responses)

■ Preferred 2 Lanes

- 2013 22
- 2012 31

■ No Preference

- 2013 11
- 2012 4

■ Preferred 4 Lanes

- 2013 191
- 2012 24

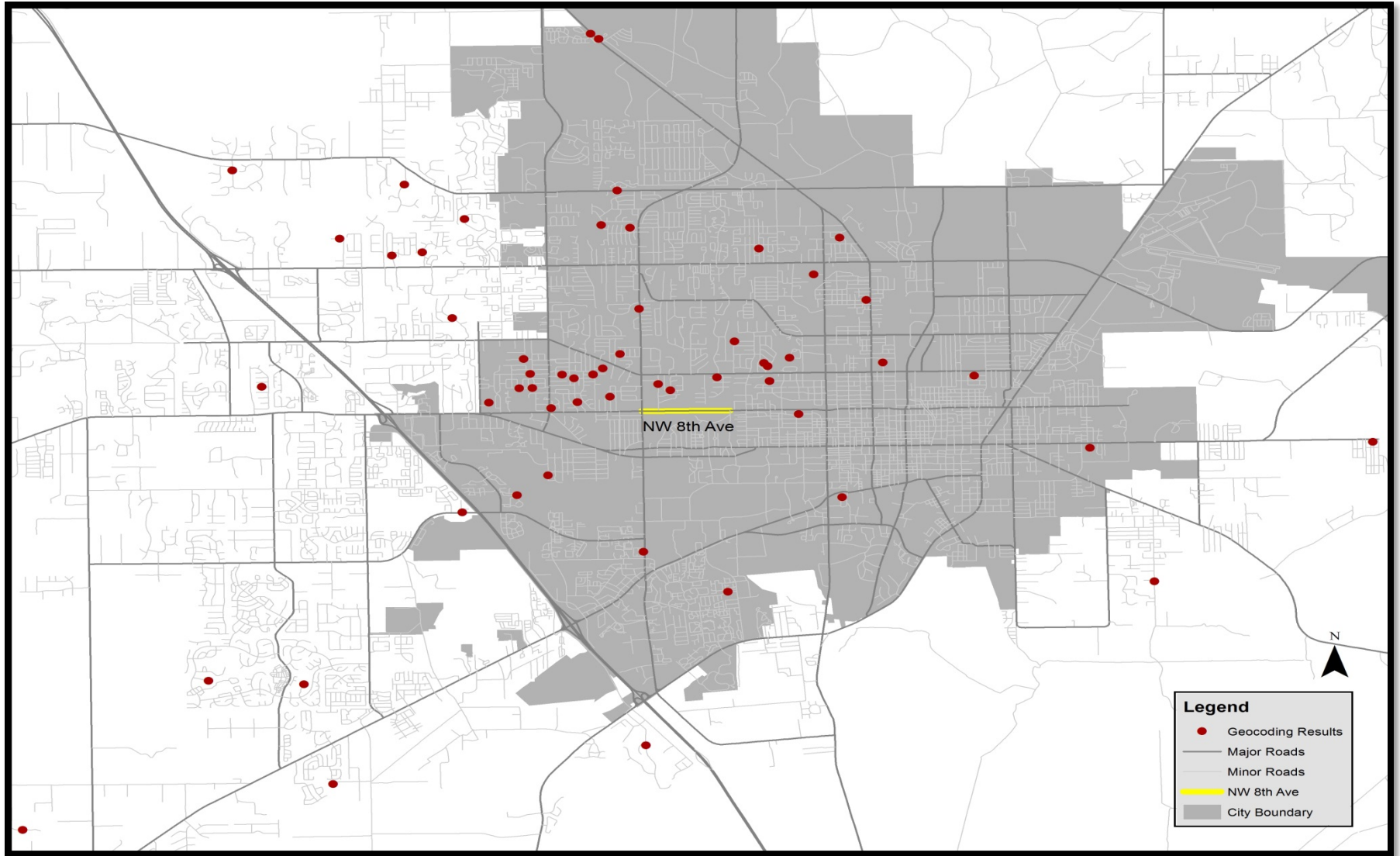
Public Comments – Trial

Form of Communication	# of Responses	Preferred 2 Lanes	Preferred 4 Lanes	No Preference
Phone	175	15	151	8
Email/Letters	30	7	21	3
Petition	19	0	19	0
TOTALS	224	22	191	11

224 (total responses) represents 1.5% of the Average Daily Traffic

191 (prefer 4 lanes) represents 1.3% of the Average Daily Traffic and 85% of the responders

Public Comments cont'd



Staff Conclusions

- Based on the data compiled during the study, a 2-lane option appears feasible. Special considerations, signage, etc. may be necessary to enhance safety and efficiency in the merge zone between NW 34 St and NW 31st Dr.
- Based on the input received during the study, the majority of those commenting stated a preference for returning the roadway to the 4-lane configuration.

Trial Tested Alternative B5:

Reconstruct and re-stripe to 2 travel lanes; including raised landscaped median, bike lanes and widened sidewalk.

[Flyover Video](#)

Questions & Comments?