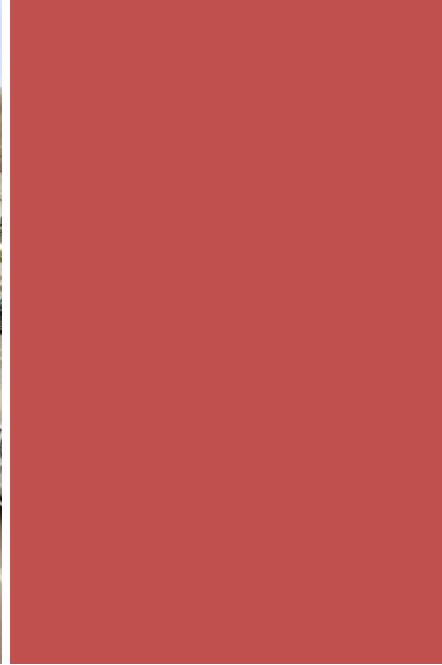


HDR



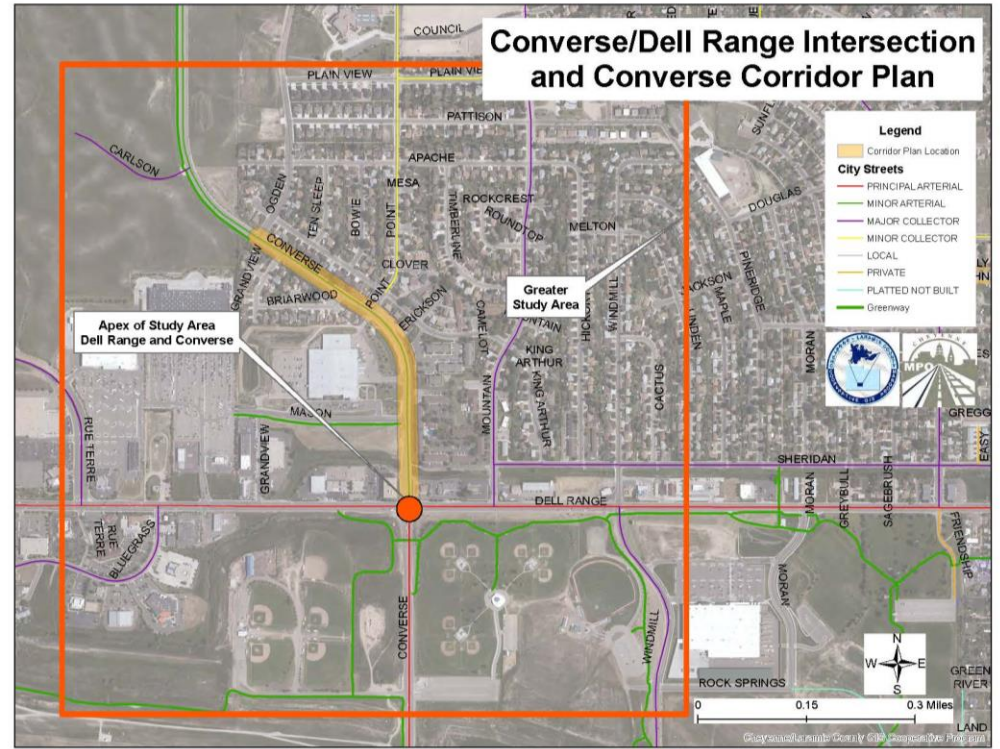
Presentation to the City Planning Commission
Converse/Dell Range Intersection Traffic
Safety Plan & Converse Avenue 35% Design Plan
October 16, 2017



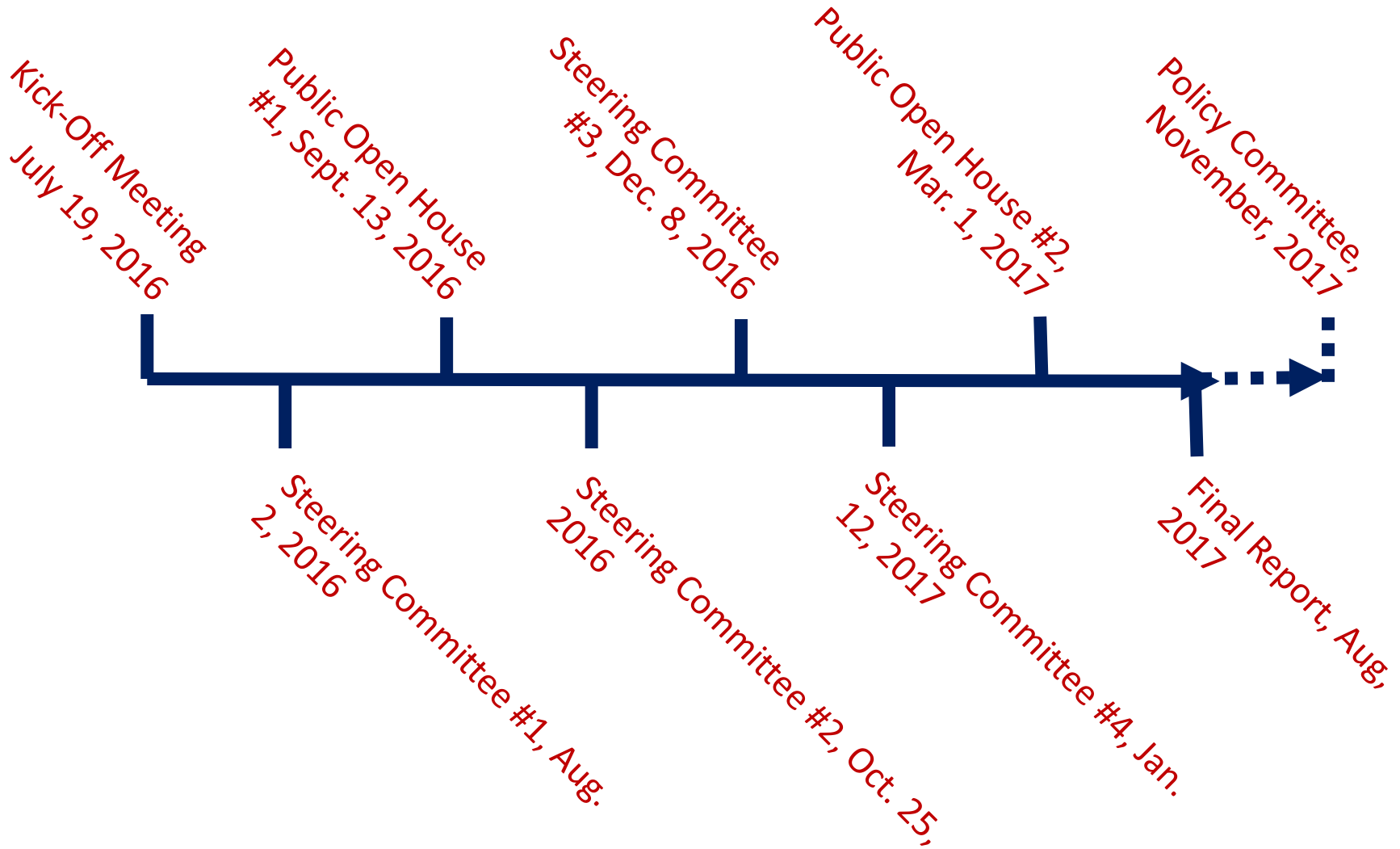


Project goals were to:
 Improve safety, functionality, and mobility of the Converse/Dell Range intersection and corridor.

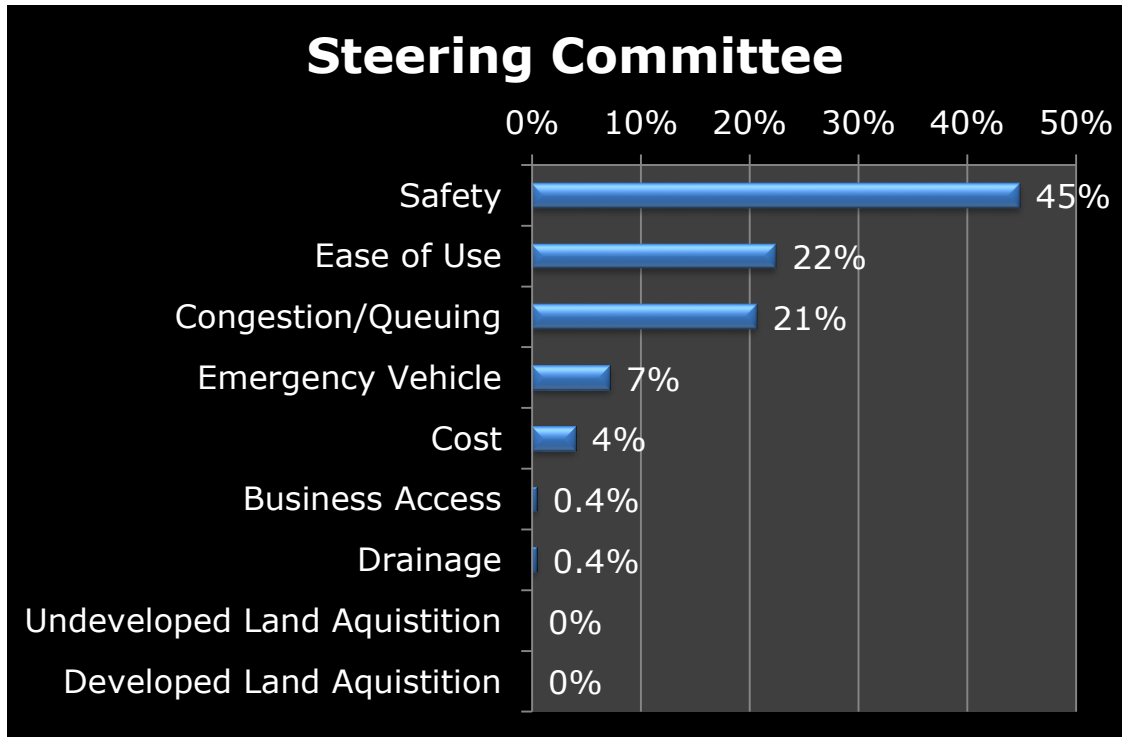
- Develop and Evaluate Intersection Alternatives.
- 35% Design for Converse Corridor and the Recommended Converse/Dell Range Intersection
- Evaluate Environmental Issues.



Project Timeline



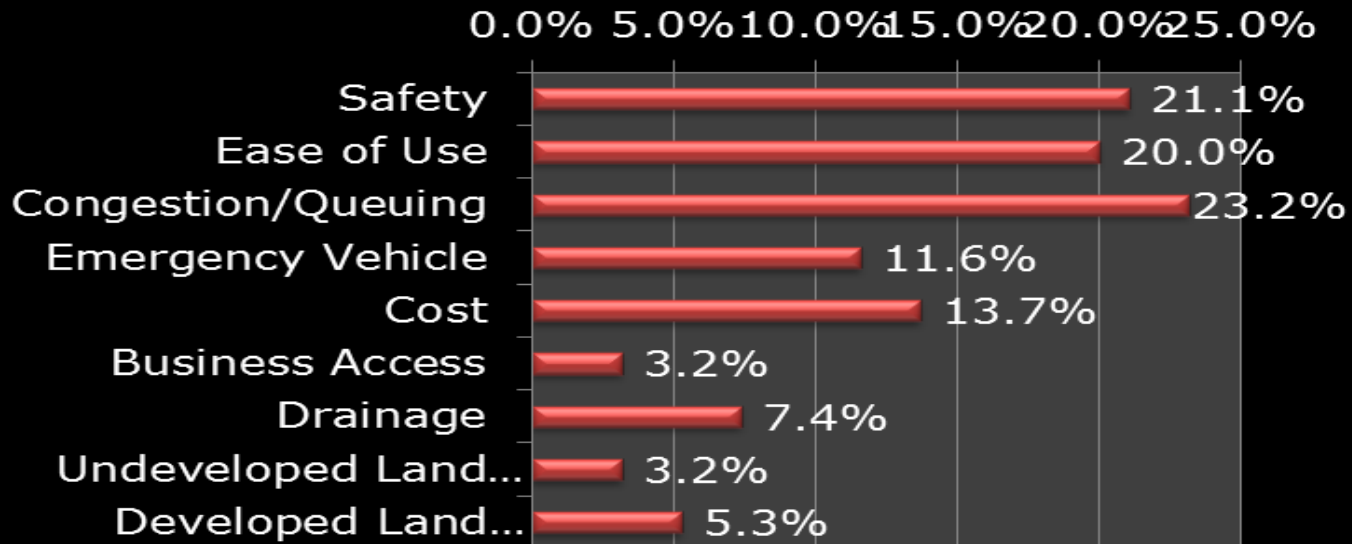
Steering Committee Criteria Results



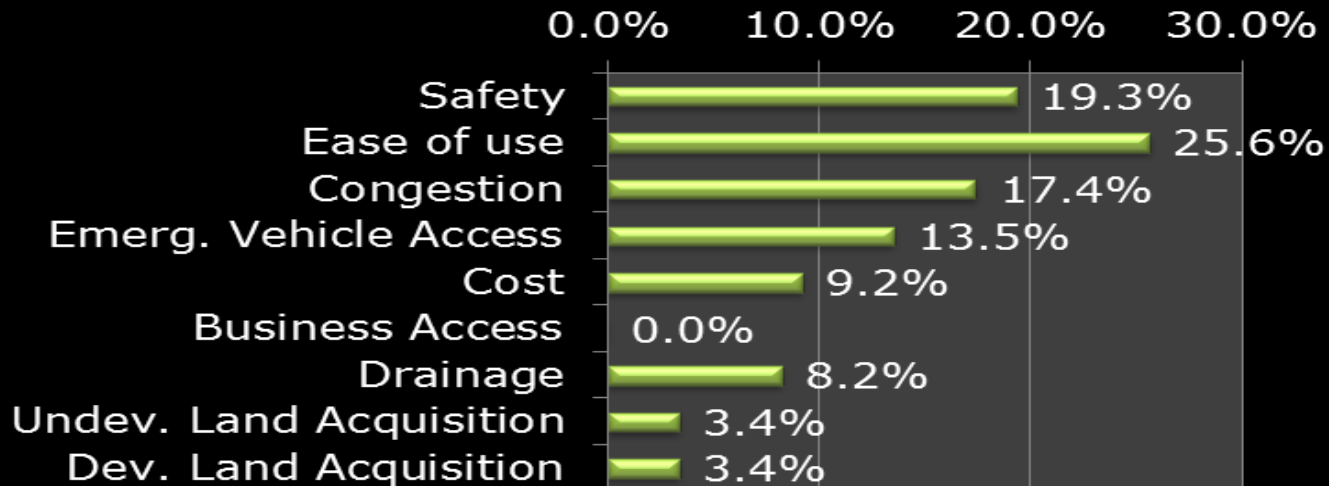
Issue/Concern	Weighted Points	Weighted Average	Rank
Safety	100	45%	1
Ease of Use	50	22%	2
Congestion/Queuing	46	21%	3
Emergency Vehicle	16	7%	4
Cost	9	4%	5
Business Access	1	0.4%	6
Drainage	1	0.4%	6
Undev. Land Aquisition	0	0%	8
Dev. Land Aquisition	0	0%	8

Public Criteria Results

Public Meeting



Public Mtg Comment Card



Initial Decision Matrix

Option	Description	Safety			Ease of Use			Congestion/Queuing		Emerg. Vehicle	Cost
		Vehicle	Pedestrian	Bike	Intersection Complexity	??	Emergency Vehicle/Large Truck Maneuverability	Traffic Operations		Total Cost	
							LOS	Length of Queue			
1	No-Change										
2	Dual Left Turns										
3	Modern Roundabout										
4	CFI - Full										
5	CFI - Modified										
6	ThruTurns - Signals										
7	ThruTurns - Roundabouts										

	Steering Committee	Public Meeting	Public Mtg Comment Card	Total
Issue	Rank	Rank	Rank	Rank
Safety	1	2	2	1
Ease of Use	2	3	1	2
Congestion/Queuing	3	1	3	3
Emergency Vehicle	4	5	4	4
Cost	5	4	5	5
Drainage	6	6	6	6
Business Access	6	8	8	7
Developed Land Aquisition	8	7	7	7
Undeveloped Land Aquisition	8	8	7	9

Decision Matrix

Option	Description	Safety			Ease of Use			Congestion/Queuing		Cost	ROW
		Vehicle	Pedestrian	Bike	Intersection Complexity	Multi-Modal	Emergency Vehicle/Large Truck Maneuverability	Traffic Operations		Total Cost	Dev. & Undev. Land Acquisition
								LOS	Length of Queue		
1	No-Change	●	●	●	◐	◐	◐	●	●	●	●
2	Dual Left Turn Lanes	◐	◐	◐	◐	○	○	◐	◐	○	○
3	Modern Roundabout	●	◐	◐	○	○	○	●	●	●	◐
4	Continuous Flow Intersection (Full)	○	◐	○	◐	◐	○	◐	◐	●	●
5	Continuous Flow Intersection (Modified)	◐	○	○	○	○	◐	○	○	○	○
6	Thru-Turn Intersection (with signals)	○	◐	○	●	●	◐	◐	◐	◐	◐
7	Thru-Turn Intersection (with roundabouts)	◐	◐	◐	●	◐	◐	◐	◐	●	○

LEGEND:

● Poor ◐ Fair ○ Good ◐ Better ● Best

Dual Left Turns Alternative



Modern Roundabout Alternative



Modern CFI Alternative



Comparison of Alternatives



Dual Left Turns



Modern Roundabout



CFI – Modified (#1 Rank)

Pros

- ✓ Most conventional alternative
- ✓ Lowest Cost of Remaining Alternatives
- ✓ Anticipated to be least impactful to existing right-of-way

- ✓ Best mitigates noted safety concerns
- ✓ Provides highest capacity

- ✓ Mitigates most noted safety concerns
- ✓ Provides needed capacity enhancements
- ✓ Meets project goals with relatively conventional geometry
- ✓ Signalization at Mountain Road

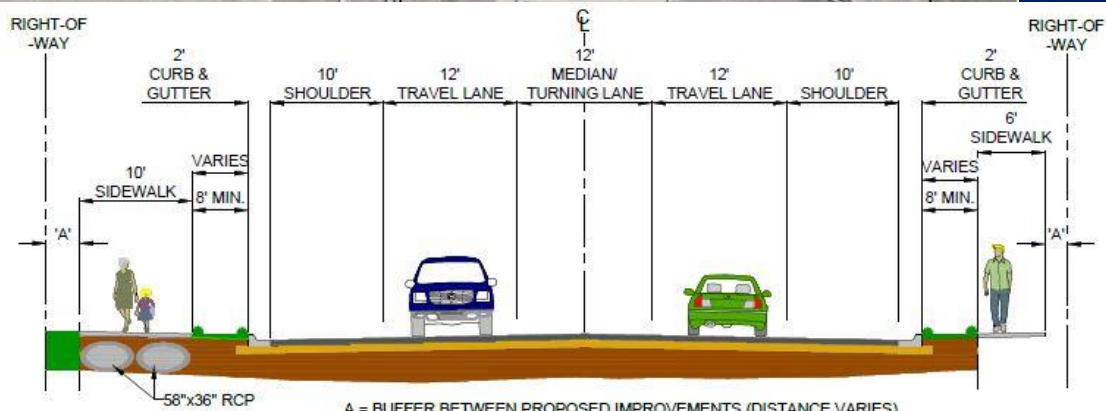
Cons

- ✓ Doesn't mitigate noted safety concerns
- ✓ Doesn't provide needed capacity enhancements

- ✓ Highest cost alternative
- ✓ Most right-of-way & directly impacts private business
- ✓ Extensive retaining walls
- ✓ Impacts Ped. Bridge
- ✓ Perceived most difficult for Peds. & Bicycles

- ✓ Doesn't mitigate all noted safety concerns
- ✓ Impacts to west Pedestrian Bridge Abutment

Converse Ave. 35% Design



Recommendations



Dual Left Turns



CFI – Modified



No-Build

- All alternatives costly: Does greater cost provide substantive level of traffic operations improvements?
- Funding, Timing, Public Perception
 - Funding > 5yrs away
 - Revised Alt. Analysis (NEPA)
 - Prioritization affected by crashes, traffics projections, funding
- Modified CFI is the preferred and should be reanalyzed in Future
- Current Intersection with recommended short term improvements

Current Intersection with Short Term Improvements

