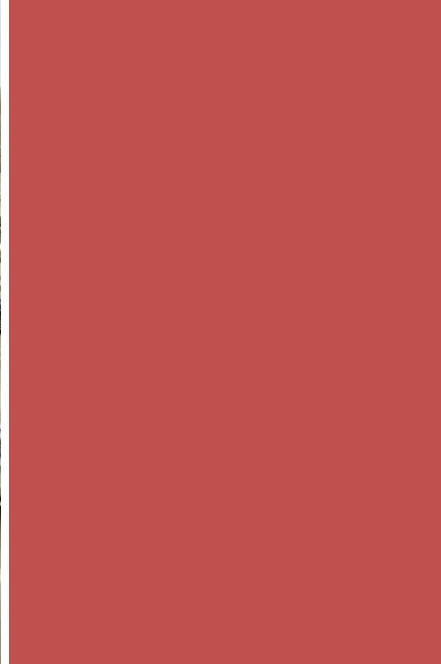






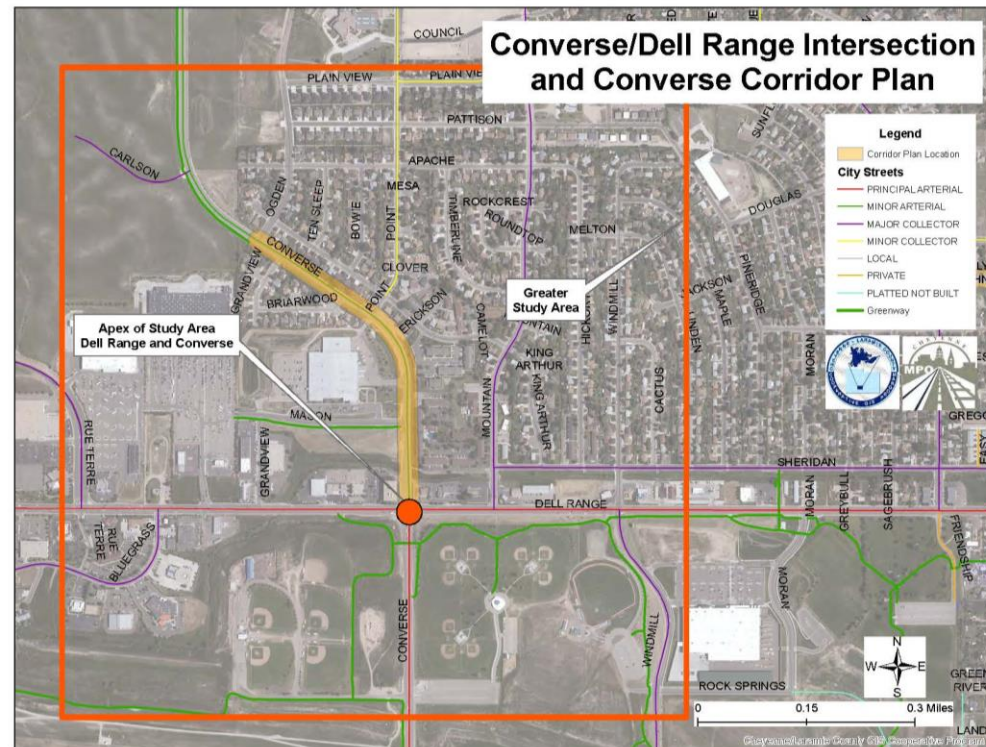
Converse/Dell Range Intersection Traffic Safety Plan & Converse Avenue 35% Design Plan



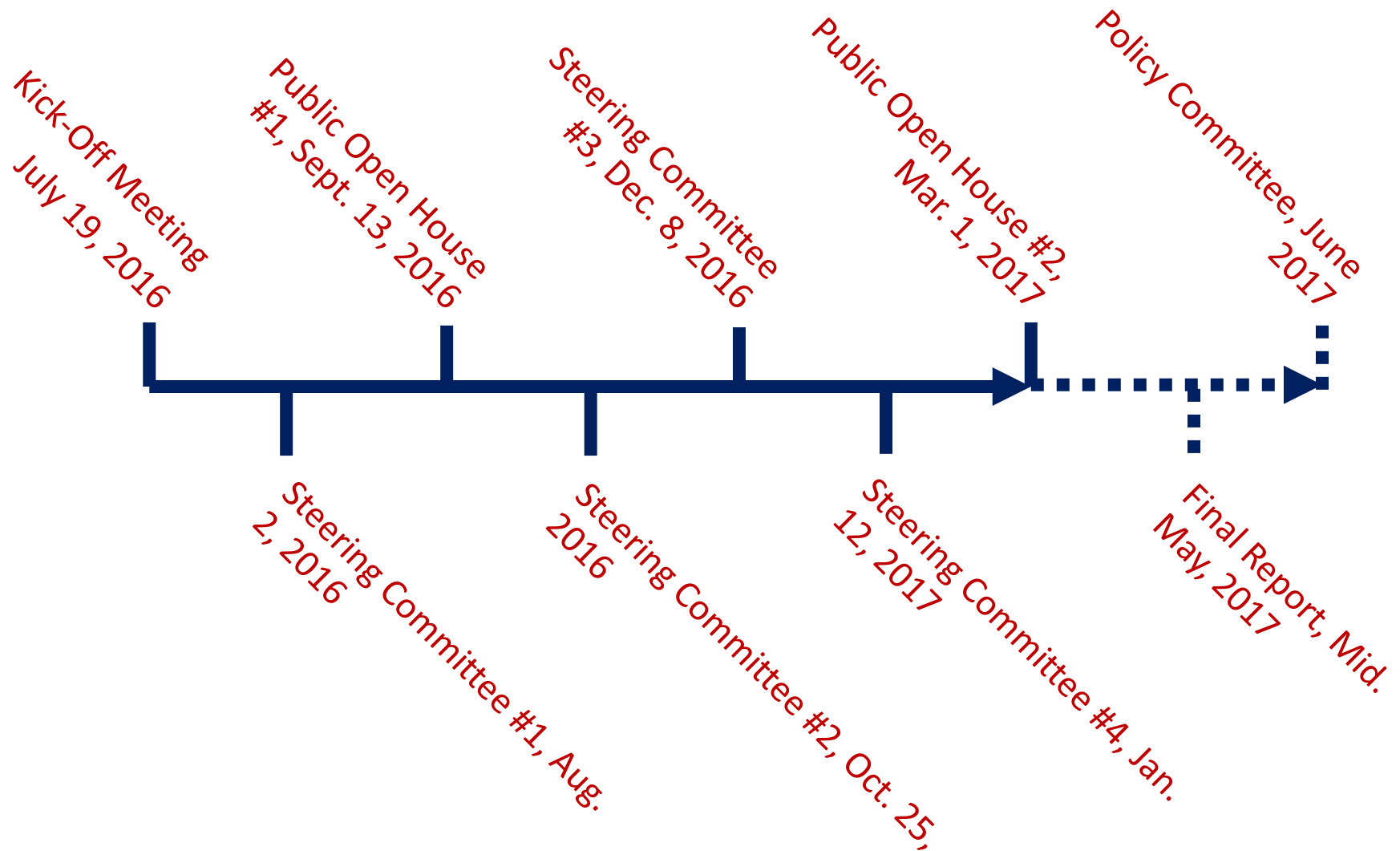


Project goals are to: Improve safety, functionality, and mobility of the Converse/Dell Range intersection and corridor.

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

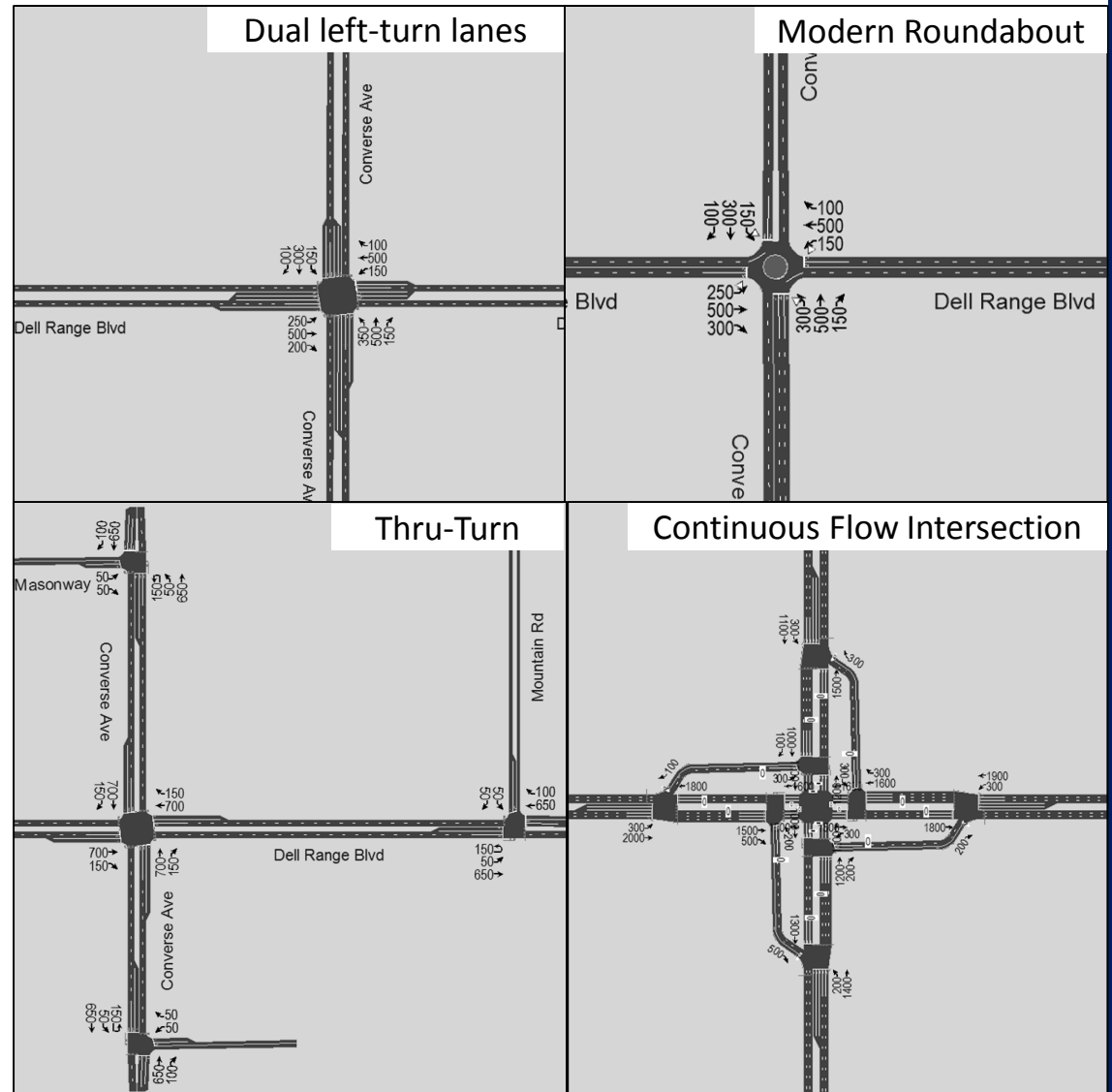


Project Timeline

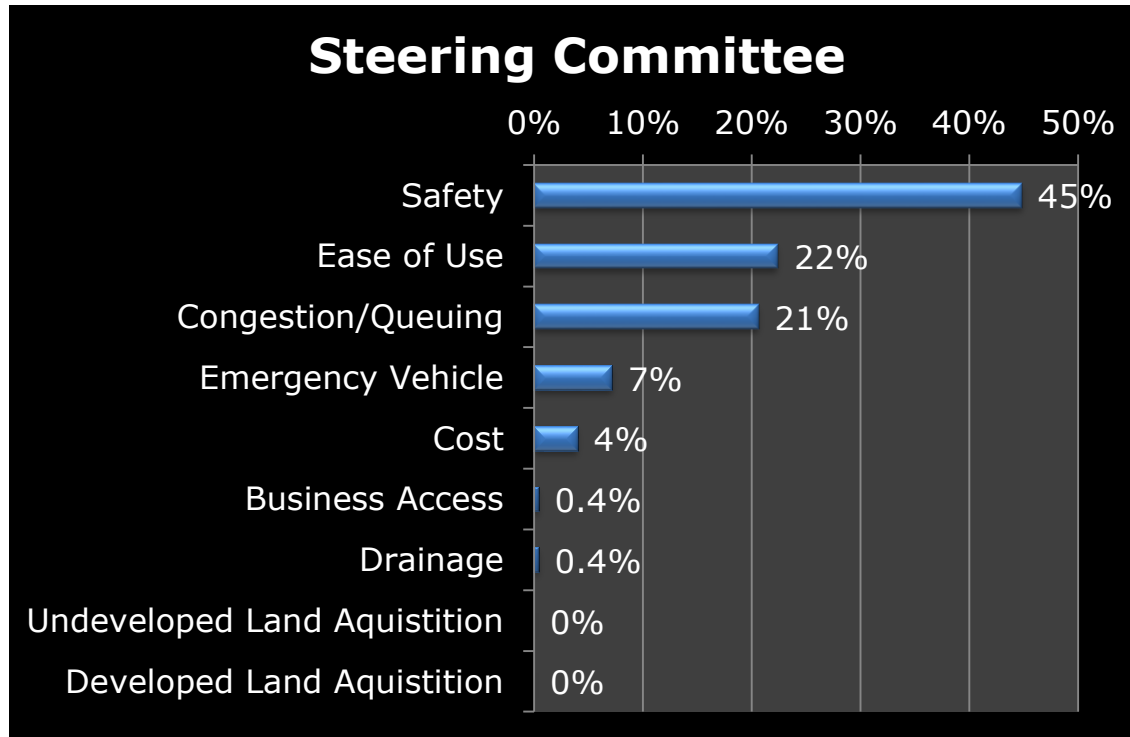


STEERING COMMITTEE MEETING #1

- What are the issues or Concerns
- Introduction to potential alternatives
- Introduce plan and direction for the study
- Began Development of Decision Matrix



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 Acquisition	0	0%	8
Dev. Land Acquisition	0	0%	8

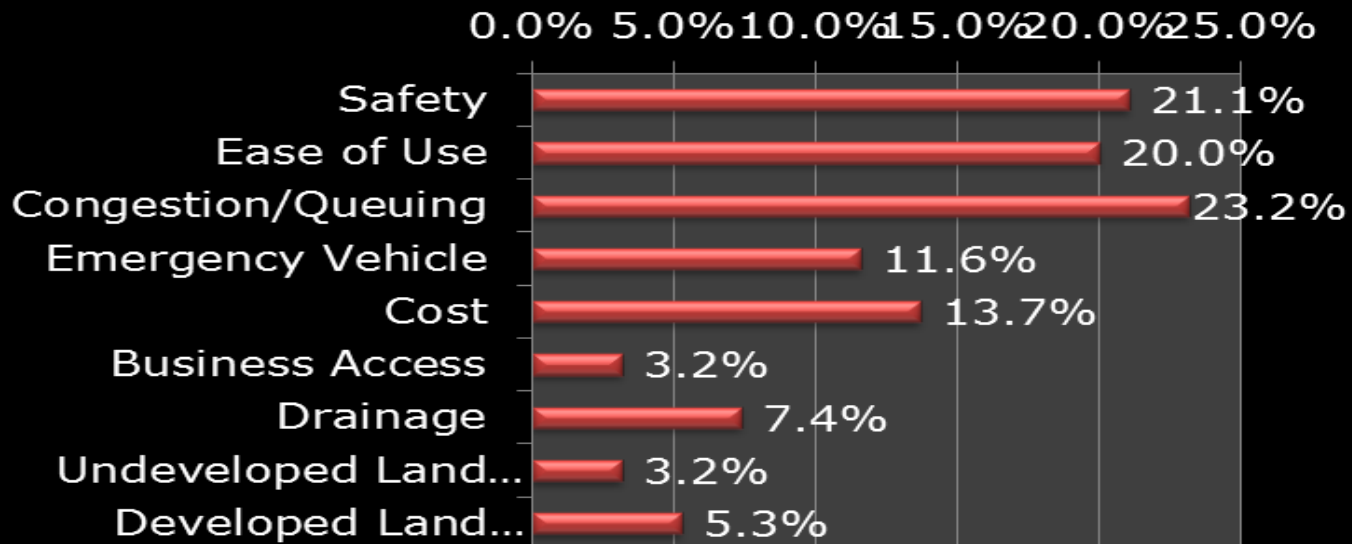
PUBLIC OPEN HOUSE #1



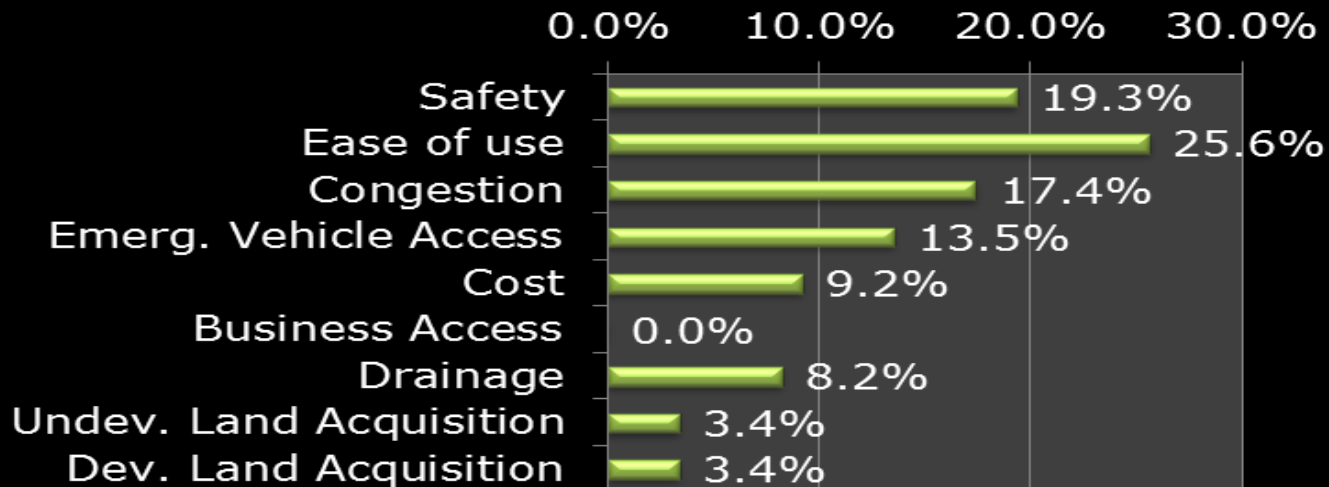
- **42 Attendees**
- **Presented Multiple Potential Viable Alternatives**
- **Provided Animated Examples to Illustrate Vehicular Movements**
- **Obtained Comments and Surveys**
- **Obtained Feedback to Determine Important Evaluation Criteria**

PUBLIC OPEN HOUSE #1

Public Meeting

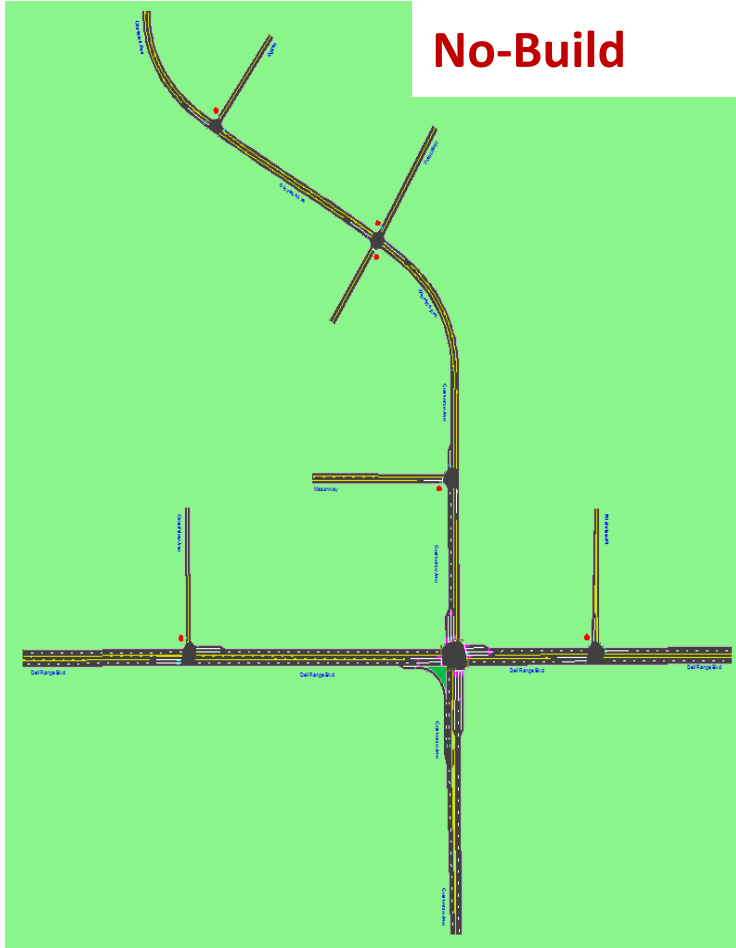


Public Mtg Comment Card

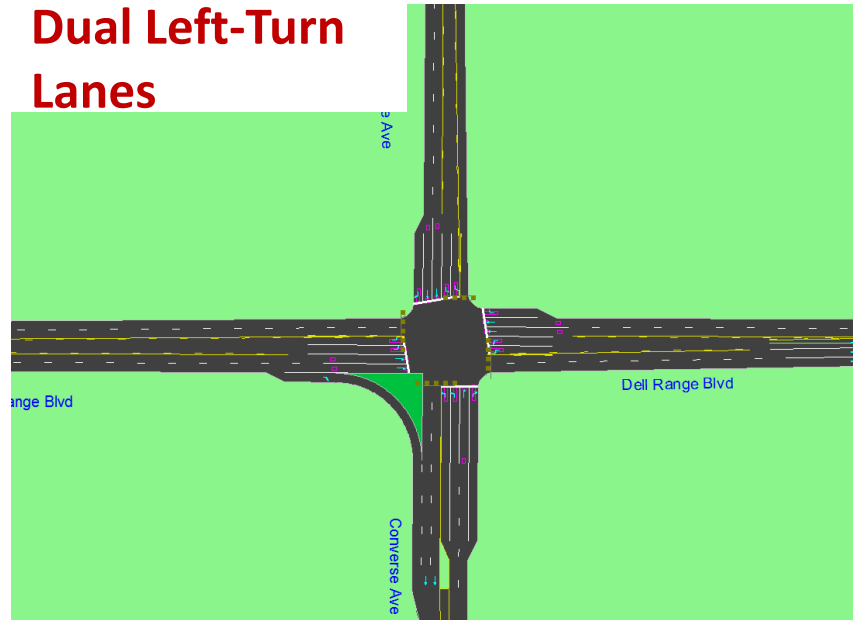


STEERING COMMITTEE #2

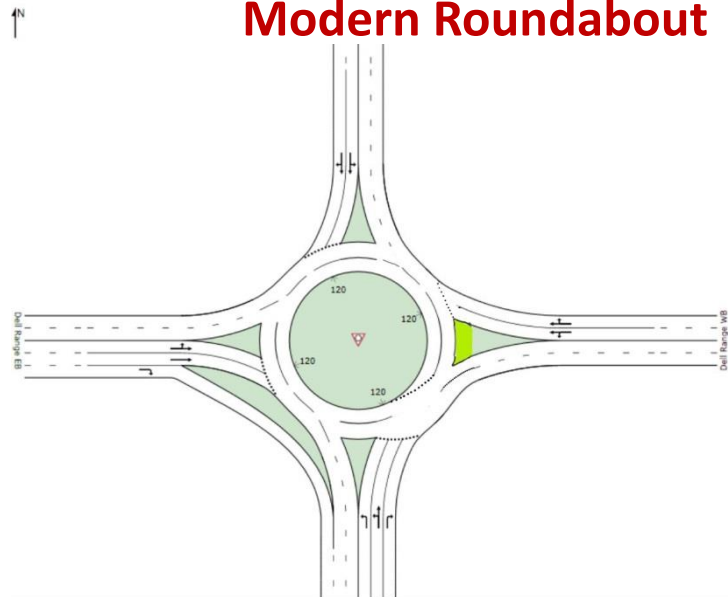
No-Build



Dual Left-Turn Lanes

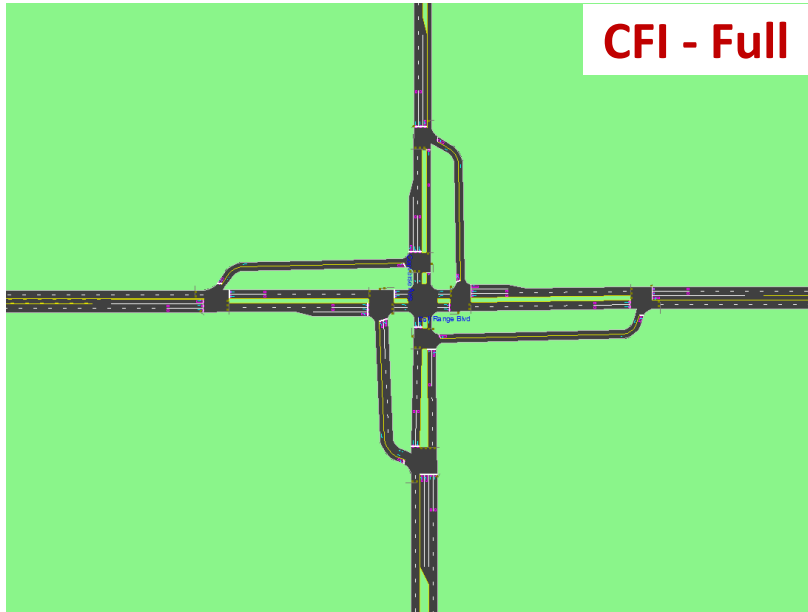


Modern Roundabout

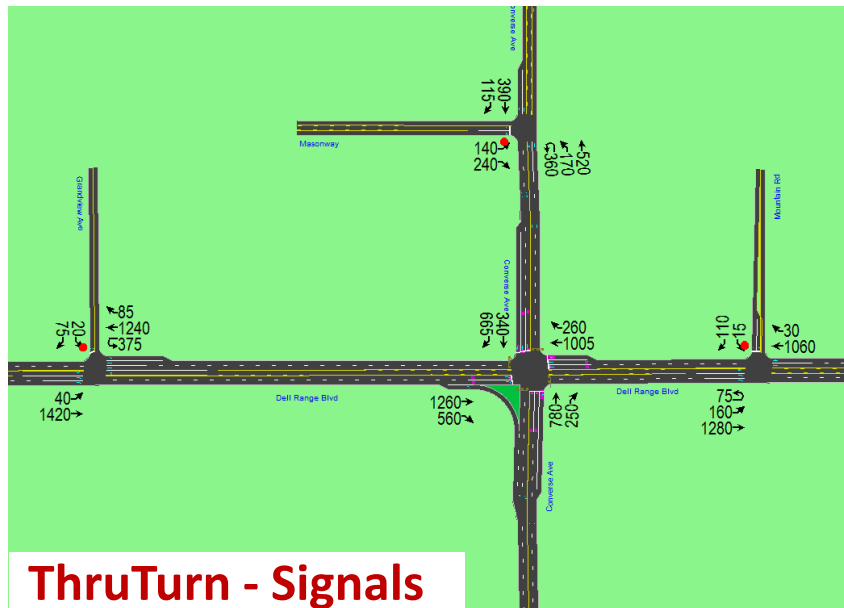
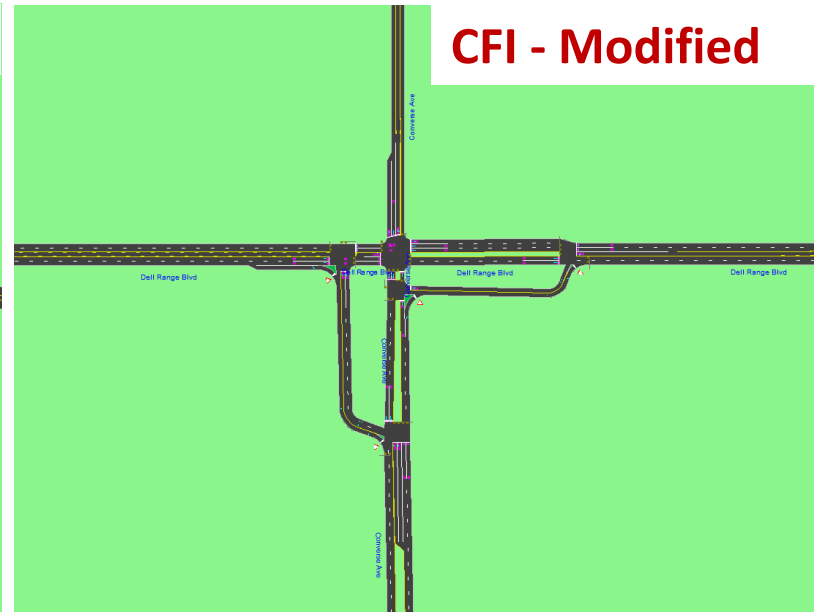


STEERING COMMITTEE #2

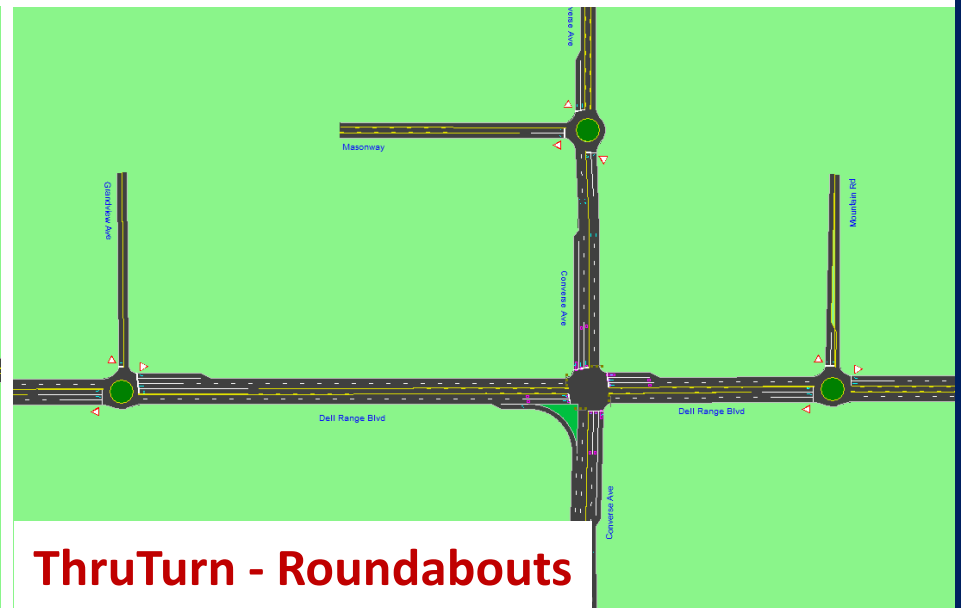
CFI - Full



CFI - Modified



ThruTurn - Signals



ThruTurn - Roundabouts

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													
3													
4													
5													
6													

	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

STEERING COMMITTEE #3

Preliminary Operations Analysis

Alternative		Dell Range Blvd & Converse Ave					
		AM		MD		PM	
		LOS	Delay	LOS	Delay	LOS	Delay
1	No-Build	D	39.8	D	43.5	D	44.8
2	Dual Left Turns	C	26.2	C	32.3	C	29.6
3	Modern Roundabout	A	5.5	A	8.9	A	6.0
4a	CFI - Full	D	45.4	C	29.5	C	29.3
4b	CFI - Modified	C	28.3	C	30.6	D	39.8
5a	ThruTurn - Signals	C	29.6	C	29.6	C	34.6
5b	ThruTurn - Roundabouts	C	28.4	C	28.3	C	33.7

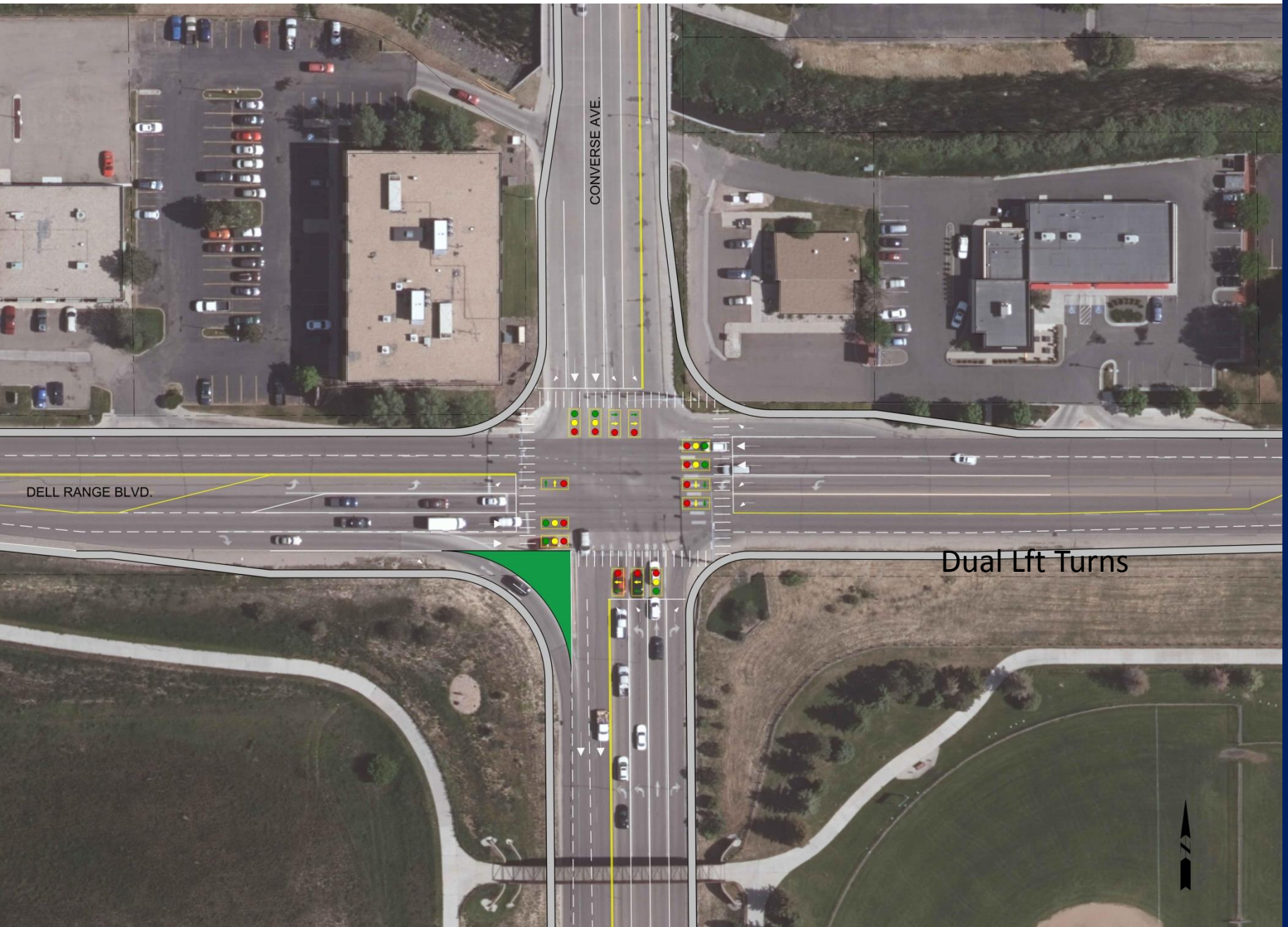
STEERING COMMITTEE #3

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

STEERING COMMITTEE #4



STEERING COMMITTEE #4



STEERING COMMITTEE #4



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

