

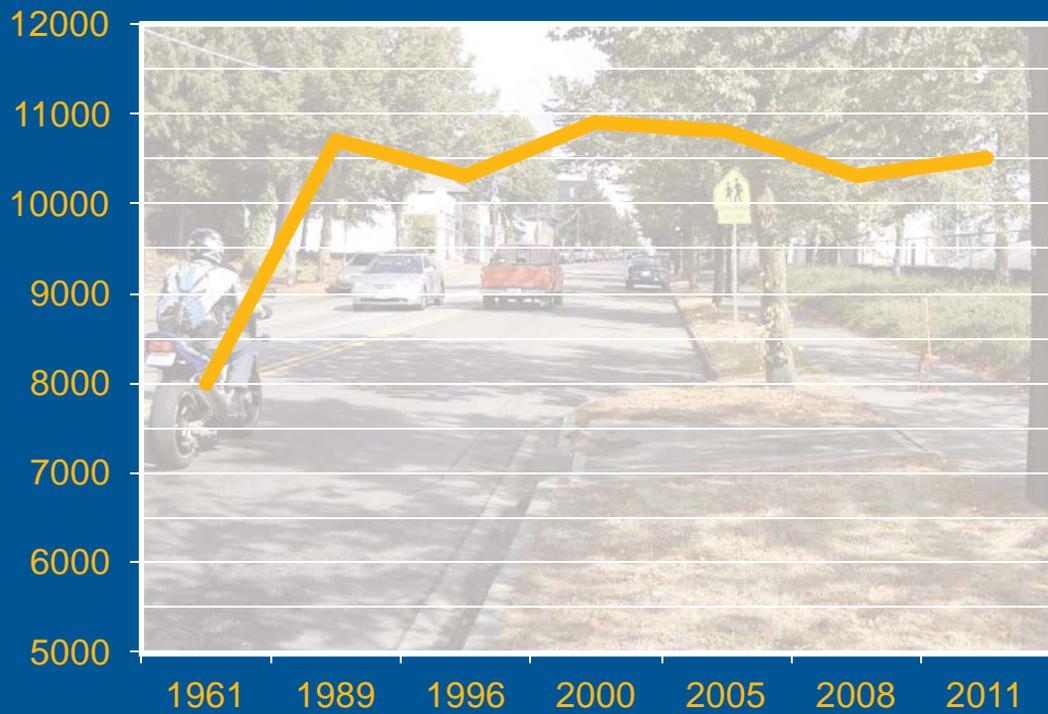
Traffic Conditions

Current Conditions

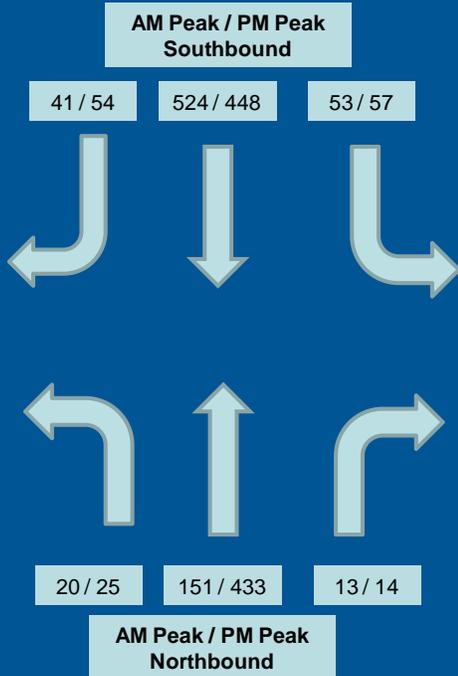
Speed: 30.6 northbound, 31.5 southbound
Volume: 10,547 per day
Volume, change since 1989: -2%
Hourly bicycle count: 22 (peak hour)



Historic Traffic Volume

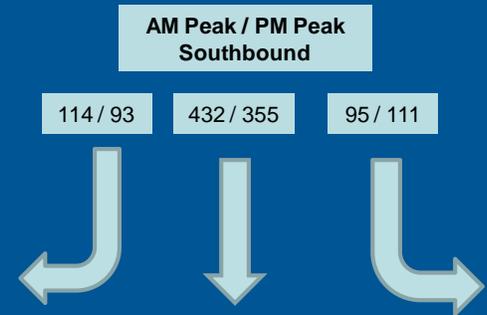


Weekday Volume	10,547
Northbound PM Peak	804
Southbound AM Peak	1,006



Roosevelt & 80th Turn Movement Analysis Description

The southbound turn movements at 80th are fairly high in the morning and afternoon. The proposal accommodates southbound turning movements. If someone is taking a right or left in front of you, you will be able to scoot around them to continue straight through. The level of service for this signal will be unchanged with the proposed changes.



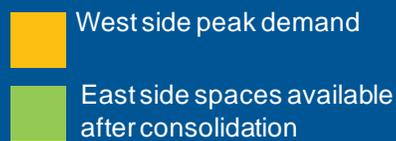
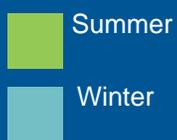
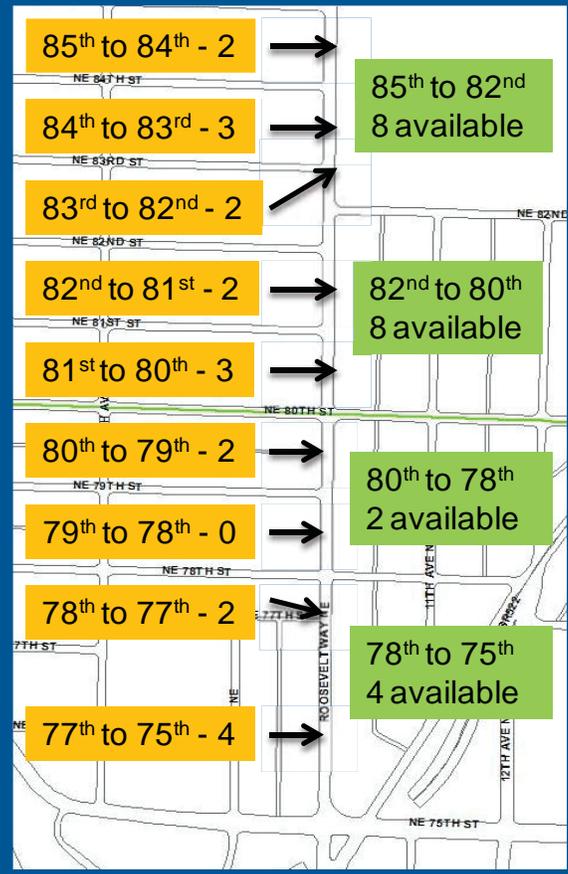
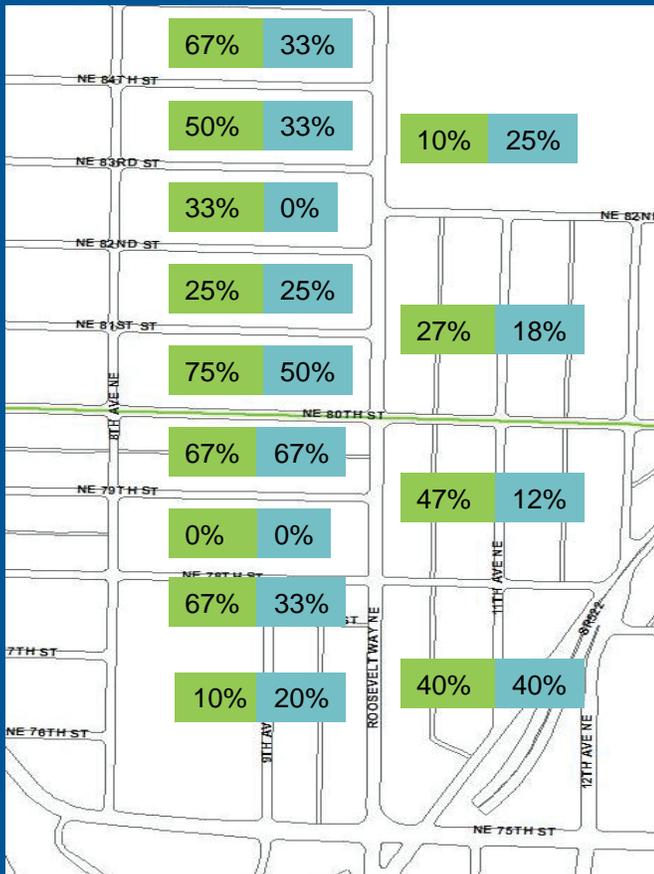
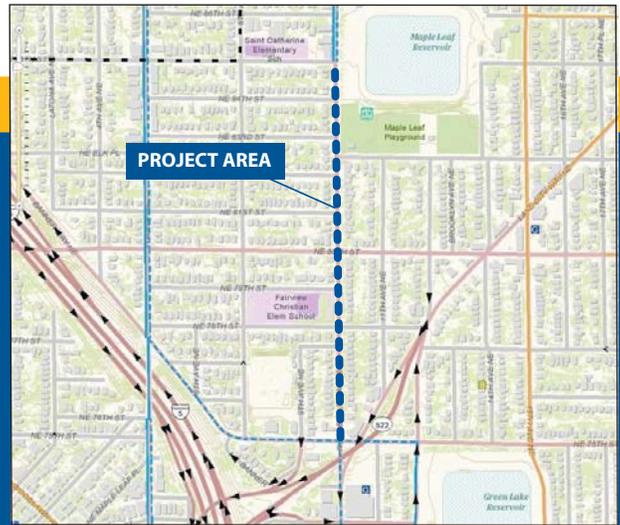
Roosevelt & 75th Turn Movement Analysis Description

There is a high number of turns at 75th as well as a fairly high number of pedestrians crossing on the west leg of 75th – which creates a conflict with that high volume right turning traffic. The design at 75th maintains two lanes southbound at that signal. Traffic signal level of service will be unchanged in the morning and afternoon peak hours.

Parking Utilization

Peak Parking Availability

Total spaces available today	145
Total spaces available proposed	71
Peak Parking Utilization	49



Proposed Cross Section



timeline

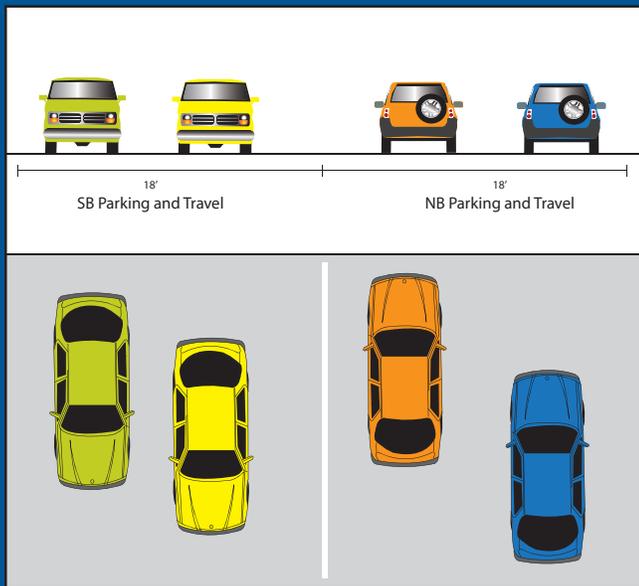
Open House August 28, 2012

Public Comment through September 12, 2012

Question and Answer Posted in Late September, 2012

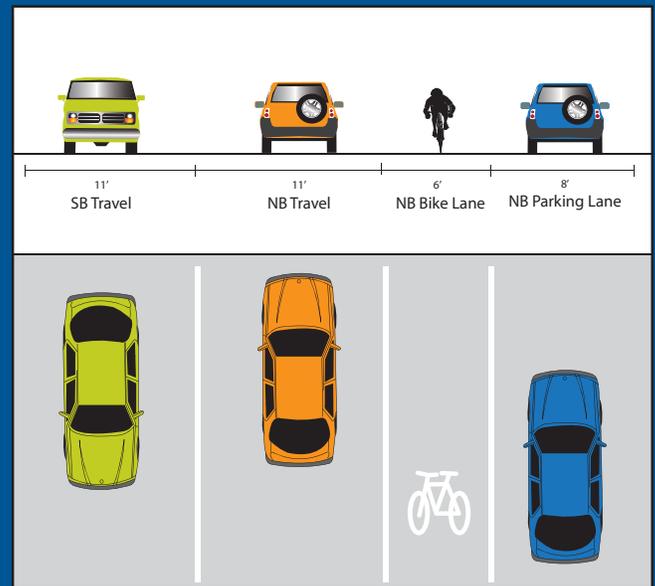
Final Design in Early October, 2012

Changes implemented in October, 2012



Typical Cross Section – Existing

Southbound: 18' Parking (peak restricted) and Travel
Northbound: 18' Travel and Parking



Typical Cross Section – Proposed

Southbound: 11' Travel
Northbound: 11' Travel – 6' Bicycle – 8' Parking