

Greater Cornelia Area/West 70th Street Traffic Study
Study Advisory Committee Meeting #6 – July 28, 2008

CONCEPT COMPARISON										
Segment Options	Through Car Diversion	Traffic Speed Reduction	Entering from Driveway	Entering from Side-Streets	Change of Roadway Character	Pedestrian/Bike Safety	Vehicle Safety	Neighborhood Yard Preservation	On-Street Parking	Planning–Level Daily Capacity
1. Arneson Parkway	Deter motorists with additional delay at traffic signals. Further delay at intersections due to lack of left-turn lanes.	Smart traffic signals can lower mainline speeds.	Traffic signals will increase gaps for backing/entering from driveways. However, increased difficulty in entering from driveways due to queuing and congestion with lack of left-turn lanes.	Pre-timed signalized intersections will provide more time for side-street traffic to enter. Traffic signals will increase gaps for entering from other side streets. However, increased difficulty in entering from other side streets due to queuing and congestion with lack of left-turn lanes.	Maintains current roadway character. Additional enhancements will be considered.	Safer pedestrian crossings at intersections. Separate bike lane provided.	High risk of rear-end crashes with lack of left-turn lanes at intersections.	No additional right-of-way needed. Traffic will be rerouted to surrounding neighborhoods	On-street parking provided, except at intersections.	8,000 to 10,000 vehicles per day
2. Modified Arneson Parkway	Deter motorists with additional delay at traffic signals.	Smart traffic signals can lower mainline speeds.	Traffic signals will increase gaps for backing/entering from driveways.	Pre-timed signalized intersections will provide more time for side-street traffic to enter. Traffic signals will increase gaps for entering from other side-streets.	Maintains current roadway character. Additional enhancements will be considered.	Safer pedestrian crossings at intersections. Separate bike lane provided.	Reduced crash potential with left-turn lanes at intersections.	Minimal right-of-way needed.	On-street parking provided, except at intersections.	14,000 to 17,000 vehicles per day
3. Three--Lane Option	Deter motorists with additional delay at traffic signals.	Smart traffic signals can lower mainline speeds.	Traffic signals will increase gaps for backing/entering from driveways. Provides refuge for left-turn vehicles into driveways.	Pre-timed signalized intersections will provide more time for side-street traffic to enter. Traffic signals will increase gaps for entering from other side-streets.	Maintains current roadway character. Additional enhancements will be considered.	Safer pedestrian crossings at intersections. Share the road concept for bicycle travel.	Reduced crash potential with continuous left-turn lanes at intersections and driveways.	Minimal right-of-way needed.	No on-street parking provided.	14,000 to 17,000 vehicles per day
4. Current Roadway Design	Currently, 13,600 vehicles per day. In 2030, 19,300 vehicles per day.	80 percent motorists traveling over 30 mph.	48 residential driveways. 23 residential driveways require backing out onto the corridor.	Fewer gaps as traffic volumes increase.	No change in roadway character.	Pedestrian/bike safety concerns as traffic volumes increase.	Vehicle safety concerns as traffic volumes increase.	No additional right-of-way needed.	No changes to on-street parking.	14,000 to 17,000 vehicles per day
Roundabout Alternative	Deter motorists with additional delay at roundabouts. Roundabouts add more delay than a traffic signal. Higher impact on truck traffic.	Reduce travel speeds at roundabouts, and possibly in between them.	Fewer gaps than signals for backing/entering from driveways. Driveways are modified to right-turn movements, which require smaller gaps if the motorist doesn't have to back out. Left-turn movements are accommodated at roundabouts.	Fewer gaps than signals for backing/entering from side streets. However, all side-street access is modified to right-turn movements, which require smaller gaps. Left-turn movements are accommodated at roundabouts.	Parkway character with center median. Additional enhancements will be considered.	Safer pedestrian crossings at roundabouts.	Reduced crash potential at roundabouts.	Additional right-of-way needed at roundabouts.	No on-street parking provided.	14,000 to 17,000 vehicles per day
Combined Traffic Signal and Roundabout	Deter motorists with additional delay at roundabout, although not as much since only one roundabout instead of two.	Reduce travel speeds at roundabout, although to a lesser degree since only one roundabout. No ability to time traffic signals to control speeds.	Fewer gaps, which affect backing out from driveways. Cannot construct continuous center median since signalized intersection cannot handle u-turns. Therefore, difficulty to access the corridor from driveways will increase.	Fewer gaps due to roundabout, which affect entering from side streets. Cannot construct continuous center median since signalized intersection cannot handle u-turns. Therefore, difficulty to access the corridor from side-streets will increase.	Maintains current roadway character. Median at roundabout will match into existing section. Additional enhancements will be considered.	Safer pedestrian crossings at roundabout and intersections.	Reduced crash potential at roundabouts.	Minimal right-of-way needed at traffic signal. Additional right-of-way needed at roundabouts.	No on-street parking provided.	14,000 to 17,000 vehicles per day

Alternative concepts that did not receive public support are shaded.

East End Options	Through Car Diversion	Traffic Speed Reduction	Entering from Driveway	Entering from Side-Streets	Change of Roadway Character	Pedestrian/Bike Safety	Vehicle Safety	Neighborhood Yard Preservation
West 70th Street/Valley View Road Roundabout	Deter motorists with additional delay at roundabout and at France Avenue with single eastbound through lane. Some motorists may want to avoid roundabout.	Reduce travel speeds at roundabout.	N/A	N/A	Visual cue of entering neighborhood from east end. Aesthetic barrier for residential neighborhood.	Safer pedestrian crossings at east end at roundabout.	Reduced crash potential at roundabout.	Possible additional right-of-way needed.
West 70th Street/Valley View Road Direct Connection	Deter motorists with additional distance and travel time to destination.	No impact on travel speeds.	N/A – although additional circuitry for residential area at east end of corridor.	N/A	More circuitous roadway network. Maintains current roadway character. Additional enhancements will be considered.	No change.	No change.	Possible right-of-way needed along Valley View Road.
Current Roadway Design	Currently, 12,800 vehicles per day. In 2030, 17,200 vehicles per day.	70 percent motorists traveling over 30 mph	48 residential driveways. 23 residential driveways require backing out onto the corridor.	N/A	No change in roadway character.	Pedestrian/bike safety concerns as traffic volumes increase.	Vehicle safety concerns as traffic volumes increase.	No additional right-of-way needed.

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