



WESTRIDGE TRAFFIC STUDY

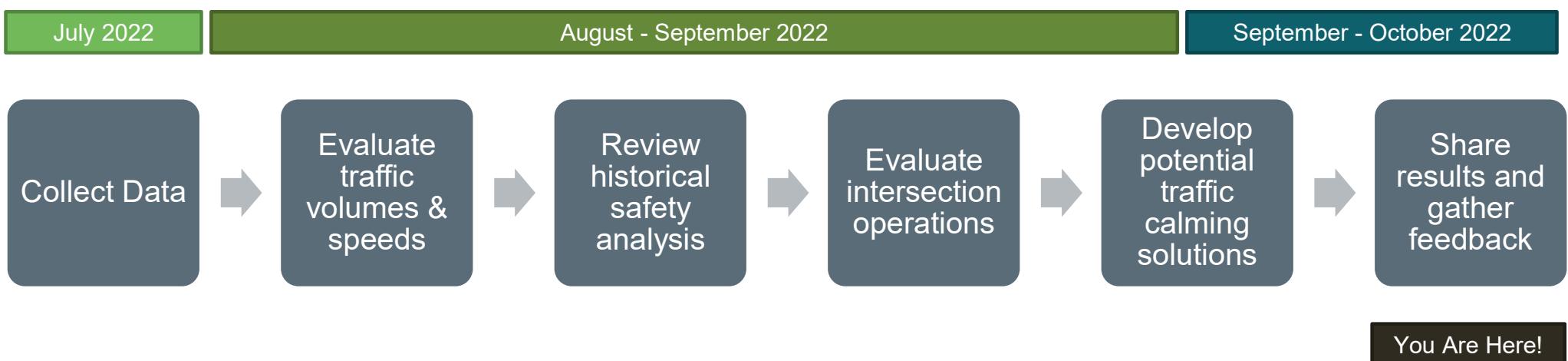
Neighborhood Meeting
October 5, 2022

transpogroup 
WHAT TRANSPORTATION CAN BE.

PRESENTATION OUTLINE

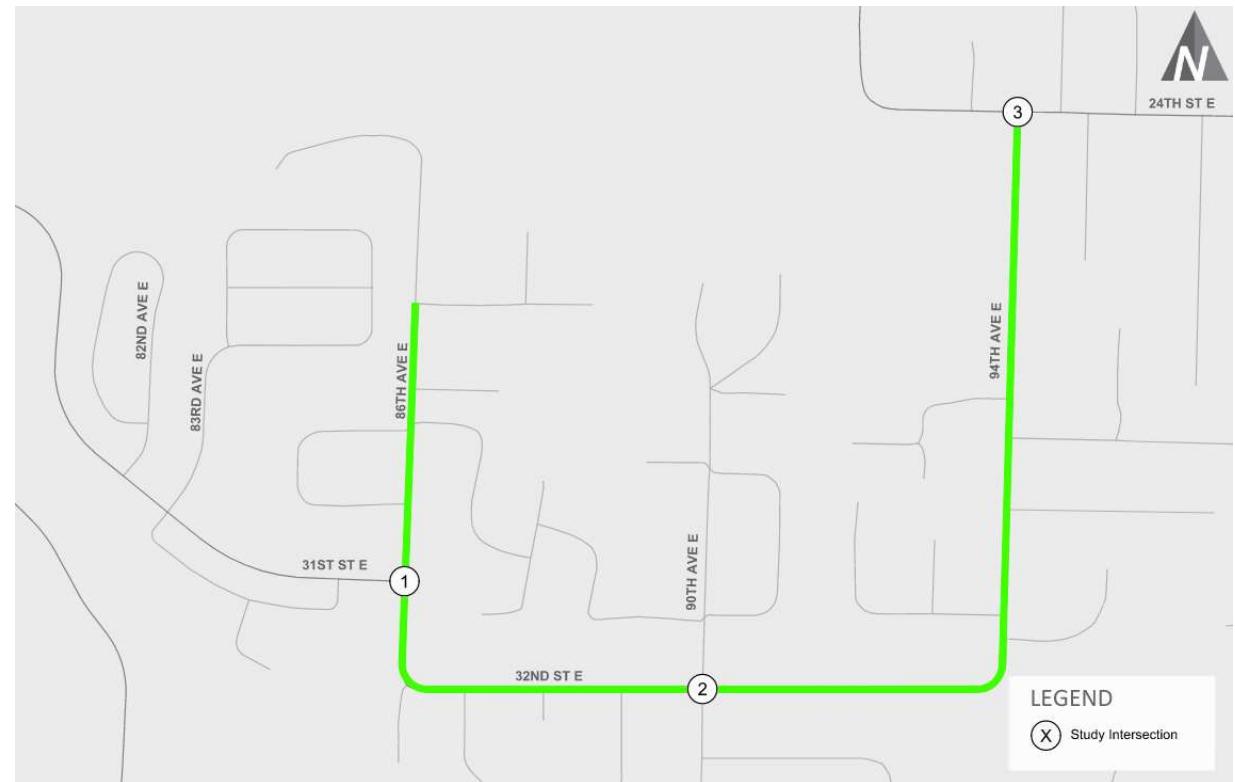
1. Introduction
2. Study Area & Approach
3. Existing Conditions
4. Potential Solutions
5. Key Findings & Next Steps

ANALYSIS APPROACH

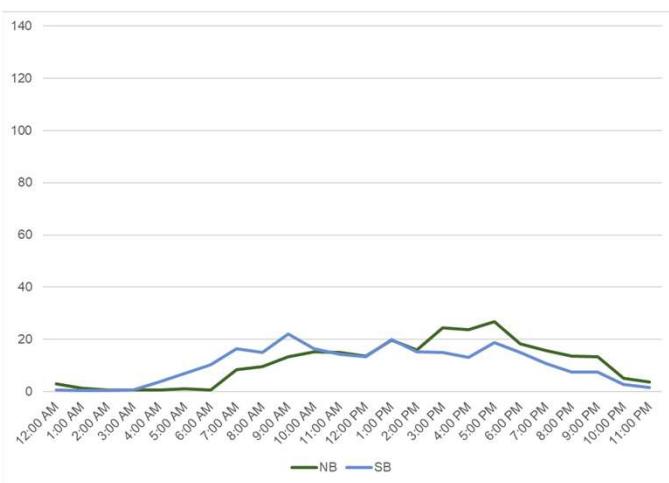


STUDY AREA

- Study Corridor
 - 86th Ave E/32nd St E/94th Ave E
- Study Intersections
 1. 31st St E/86th Ave E
 2. 32nd St E/90th Ave E
 3. 24th St E/94th Ave E

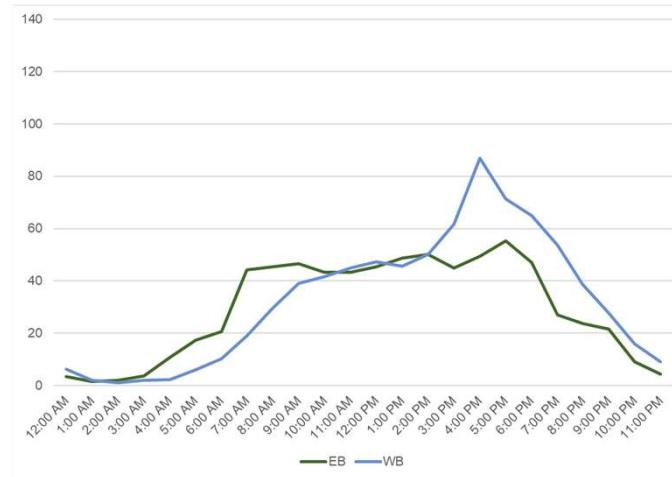


HOURLY MIDWEEK TRAFFIC VOLUMES



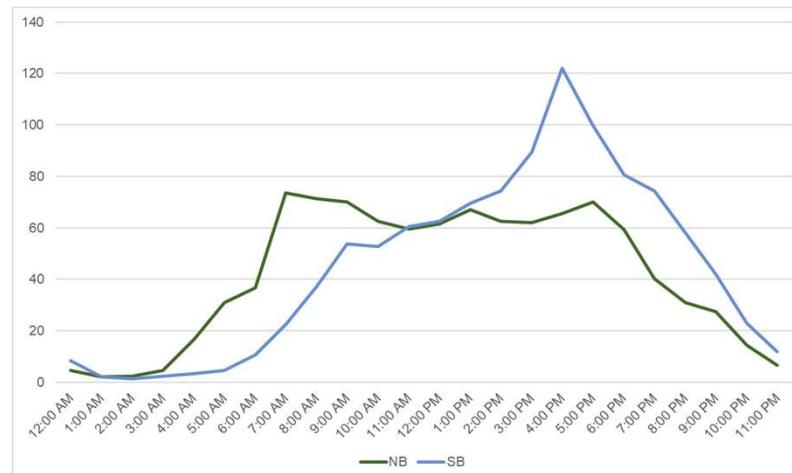
86th Avenue E, North of 31st Street E

Total Average Daily Traffic:
260 NB, 250 SB, 510 Total



32nd Street E,
East of 90th
Avenue E

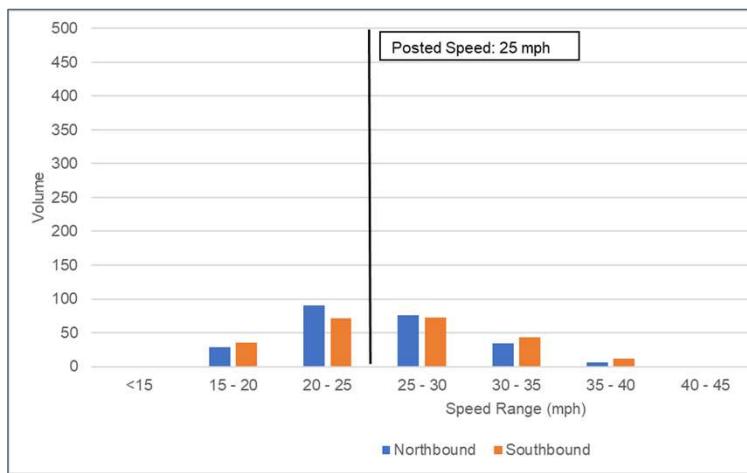
Total Average
Daily Traffic:
710 EB, 780 WB,
1,490 Total



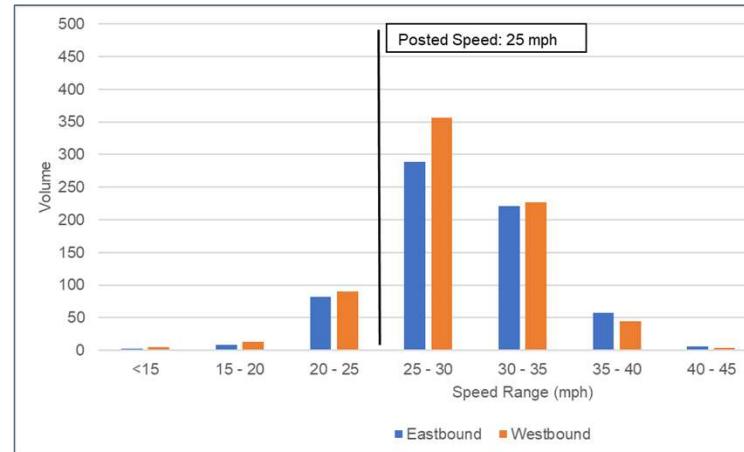
94th Avenue E,
North of 28th
Street E

Total Average
Daily Traffic:
1,000 NB, 1,070
SB, 2,070 Total

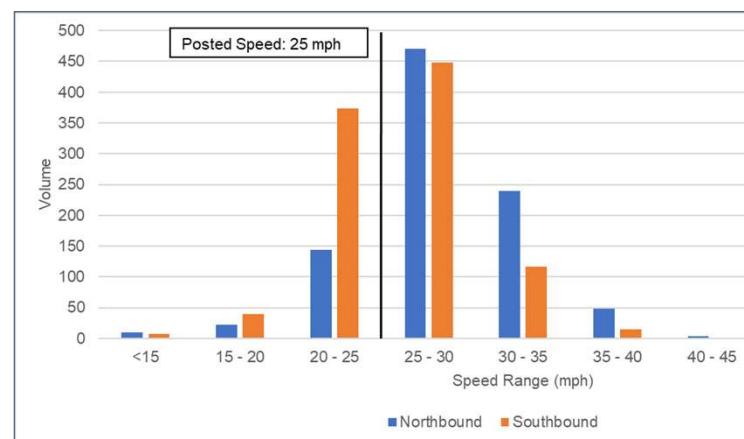
VEHICLE SPEEDS BY DIRECTION



86th Avenue E, North of 31st Street E



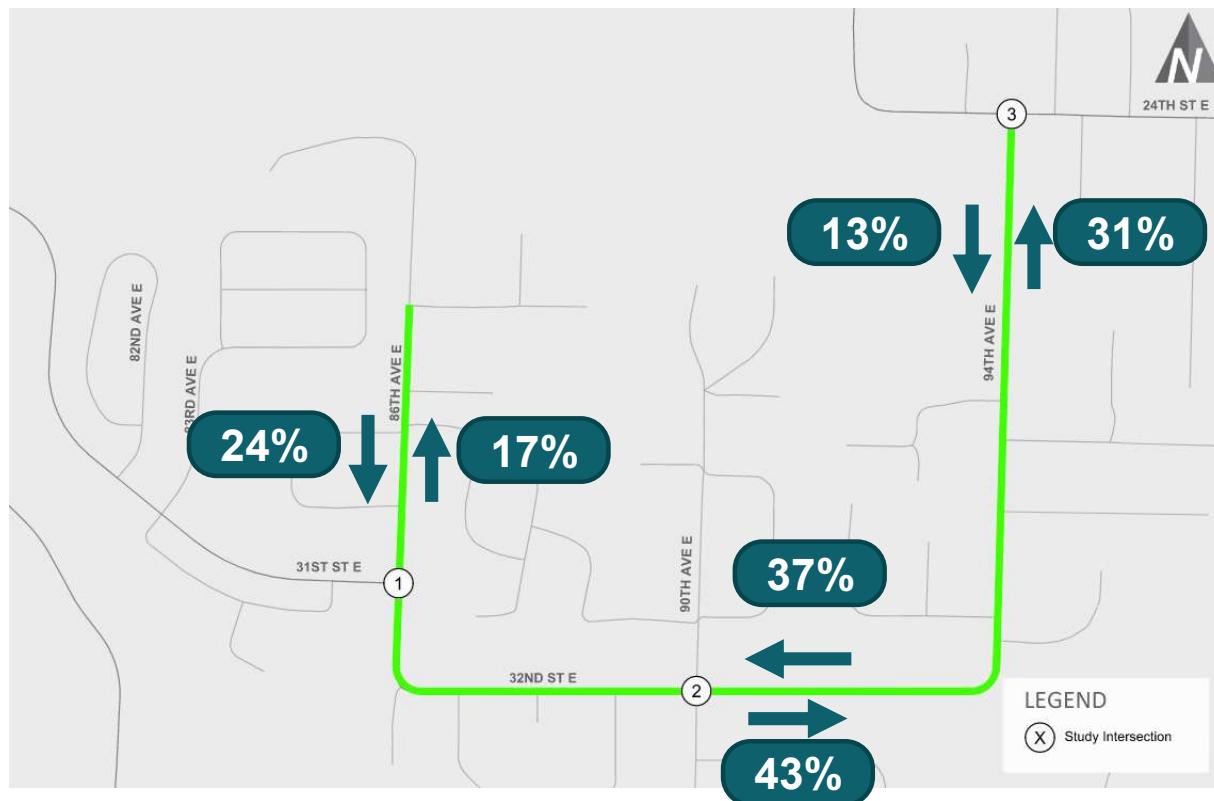
32nd Street E,
East of 90th
Avenue E



94th Avenue E,
North of 28th
Street E

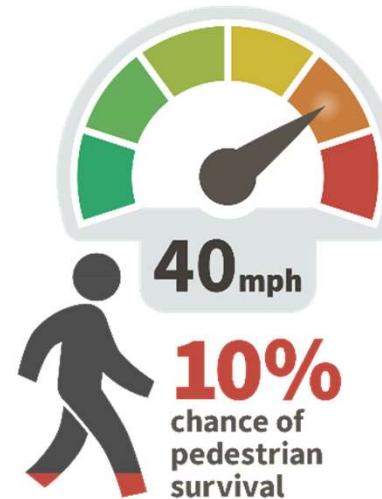
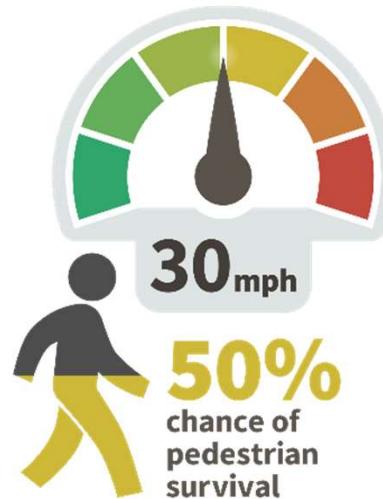
VEHICLE SPEEDS SUMMARY

- Percent of vehicles exceeding posted speed limit by at least 5 mph
- General threshold of 15% used as a guideline



Data shows elevated speeding concerns in the study area

THE CASE FOR ADDRESSING SPEEDS



- Vehicle speed is directly linked to crash severity
- Risks for walkers and rollers increase exponentially as speeds increase

SAFETY EVALUATION

Historical Collision Summary (2017-2021)		5-Year Total	Annual Average
<i>Intersection</i>			
1. 31st Street E/86th Avenue E		1	0.20
2. 32nd Street E/90th Avenue E		2	0.40
3. 94th Avenue E/24th Street E		0	0.00
<i>Roadway Segment</i>			
86th Avenue E between 25th Street E and 32nd Street E		2	0.40
32nd Street E between 86th Avenue E and 94th Avenue E		2	0.40
94th Avenue E between 24th Street E and 32nd Street E		0	0.00

No fatalities or serious injuries

No collisions involving pedestrians or cyclists

No significant safety issues overall

INTERSECTION OPERATIONS

- Intersection operations evaluated under midweek PM peak hour conditions
- All intersections operate at Level of Service (LOS) A or B
- All intersections meet City standards

Intersection	LOS	Delay (s)	Worst Movement
1. 31st Street E/86th Avenue E	A	10	WB
2. 32nd Street E/90th Avenue E	A	10	SB
3. 94th Avenue E/24th Street E	B	11	SB

POTENTIAL SOLUTIONS: MINI ROUNDABOUT

Description	Goal	Considerations	Issues Addressed	Estimated Cost
Circular intersection control with mountable raised center island and minimal raised or marked-only splitter islands	Designed to be navigated at 10-15 mph	Intersection volume needs to be evaluated for feasibility	Vehicle speeds; multimodal safety	Moderate



POTENTIAL SOLUTIONS: TRAFFIC CIRCLE

Description	Goal	Considerations	Issues Addressed	Estimated Cost
Circular intersection control with raised center island and minimal raised or marked-only splitter islands	Designed to be navigated at 10-15 mph	Intersection volume needs to be evaluated for feasibility	Vehicle speeds; multimodal safety	Moderate



POTENTIAL SOLUTIONS: CHICANE

Description	Goal	Considerations	Issues Addressed	Estimated Cost
Reduced width, sometimes one-lane roadway using marked and/or curbed islands in an offset configuration creating a stretch of serpentine movement with minimal turn radii in the middle of an otherwise straight roadway	Minor calming effect	Less effective at low traffic volumes; emergency response and drainage impacts; maintenance difficulties	Vehicle speeds; traffic volume	Moderate



POTENTIAL SOLUTIONS: PINCH POINT

Description	Goal	Considerations	Issues Addressed	Estimated Cost
Reduced width, to one or two lanes, by using marked or hardscape curb extensions and islands for a short longitudinal distance	Minor calming effect	Less effective at low traffic volumes; potential for head-on conflicts and driver confusion over yielding if less than 2 lanes wide; maintenance (snow/ice and leaves); noise for adjacent properties	Vehicle speeds; traffic volumes	Moderate



POTENTIAL SOLUTIONS: PERMANENT SPEED FEEDBACK SIGN

Description	Goal	Considerations	Issues Addressed	Estimated Cost
Placement of permanent roadside radar speed feedback signs with solar or direct wired power sources	Minor to major calming effect	Direct wired signage installation can be expensive; signs can be abused; reliant on driver willingness to adhere to posted limits	Vehicle speeds	Moderate



POTENTIAL SOLUTIONS: SPEED HUMP

Description	Goal	Considerations	Issues Addressed	Estimated Cost
Mounded asphalt to elevate roadway 4-6" for 12-22' of longitudinal distance	Reduces speeds for all vehicles to target design speed of 20-25 mph	Noise for adjacent properties; vehicle wear and tear; requires warning signage	Vehicle speeds; traffic volumes	Moderate



NEXT STEPS

- We'd like to hear from you
 - Do you have any questions?
 - Do these results make sense?
 - What solutions would you like to see?
- Feedback will be used to identify and implement solutions