Ustick Road Corridor Study

Midland Boulevard to SH 16

Please take the survey at the end of the slideshow





This project is a planning study, and there is currently no set construction date.

Hello!

Thank you for taking the time to learn more about the Ustick Road Corridor Study.

The purpose of this information is to give you an opportunity to:

LEARN about the options for improving Ustick Road to handle 2045 traffic.

TELL US what you think.

Purpose

Increase safety for all users: pedestrians, bicyclists, and drivers.

Accommodate future traffic volumes to reduce congestion and delay.



Project Description

The goal of this project is to identify the improvements needed to accommodate future traffic on the five-lane corridor.

The selected improvement will define the intersection type for future construction projects on the corridor.

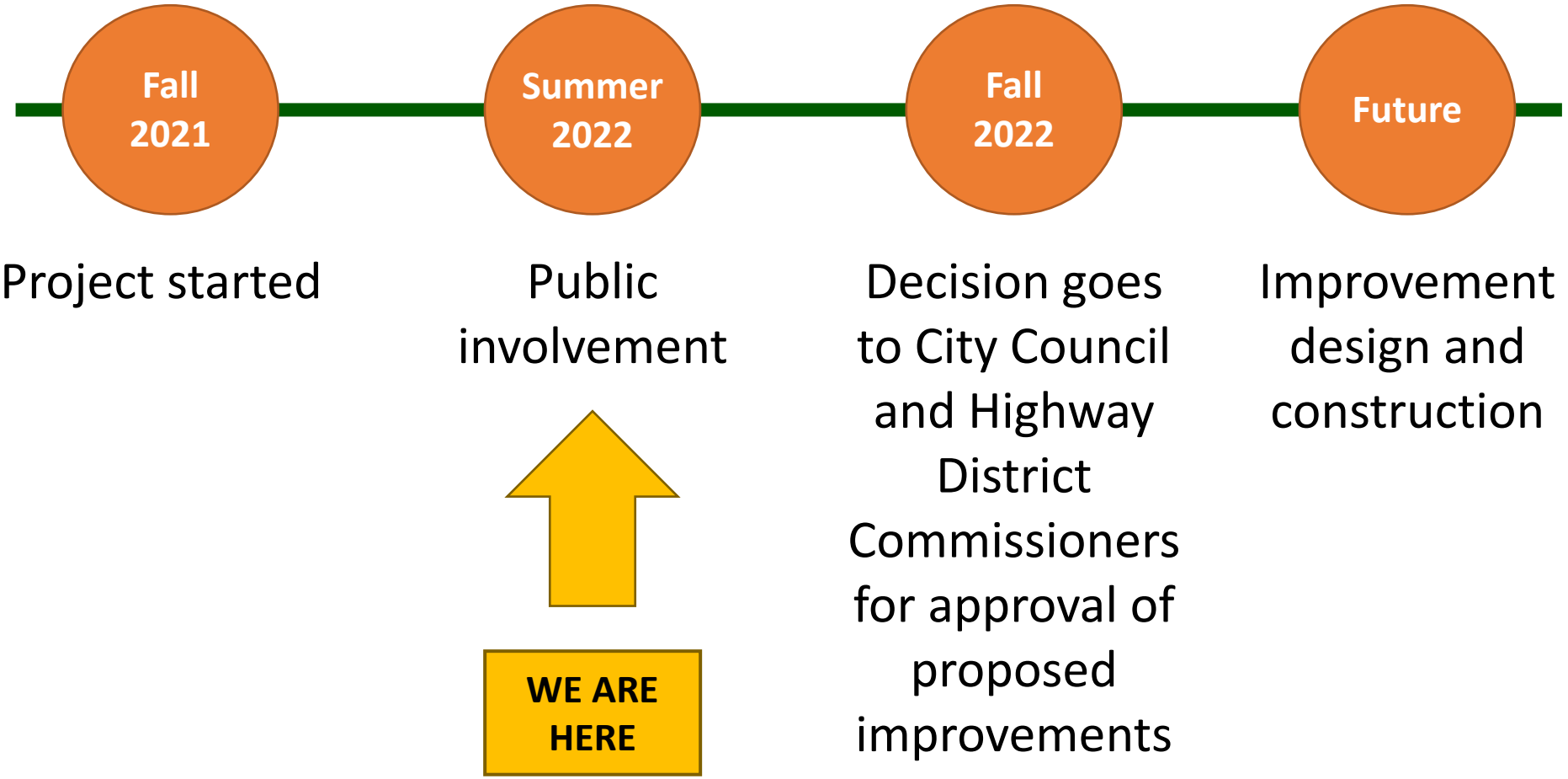


Project Considerations

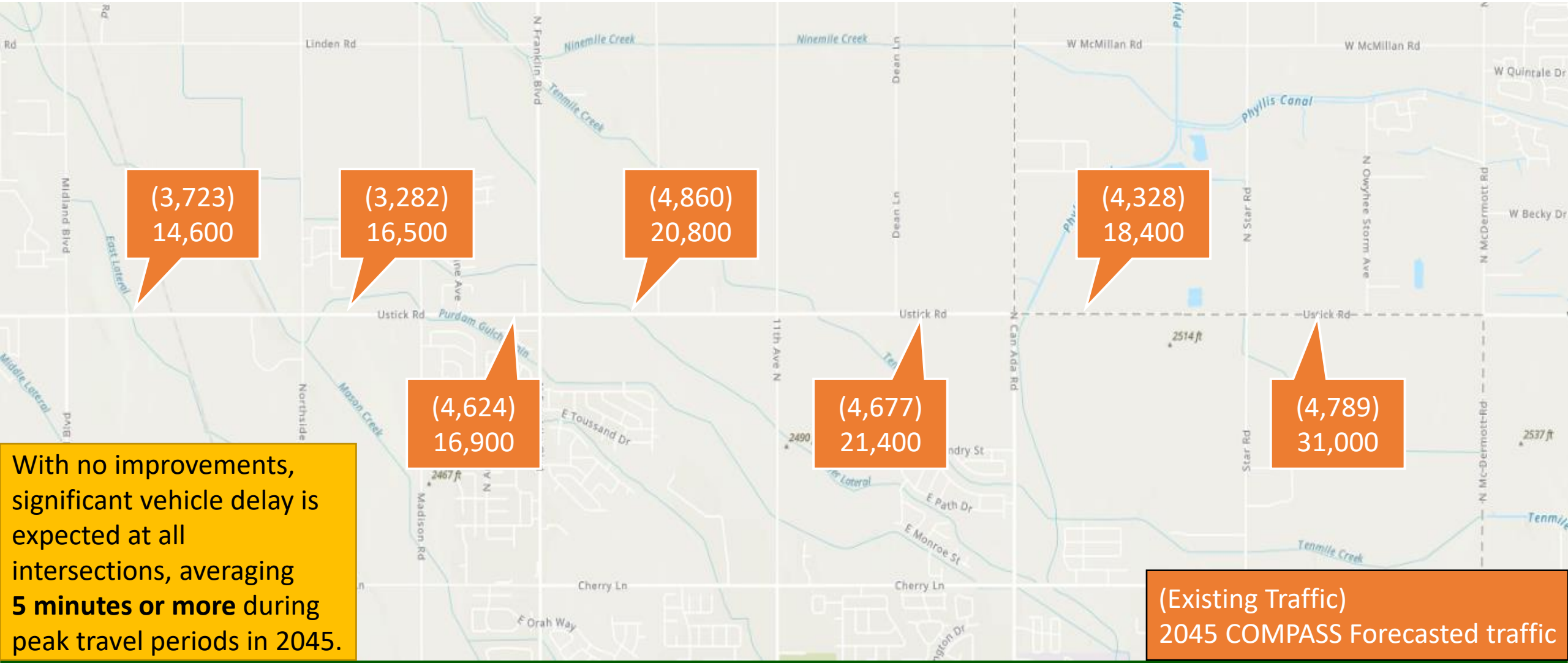


- Safety for those that walk, bike, and drive
- Existing and future traffic volumes
- Impacts to adjacent private property owners
- Utilities

Timeline


Fall 2021
Summer 2022
Fall 2022
Future
Project started
Public involvement
Decision goes to City Council and Highway District Commissioners for approval of proposed improvements
Improvement design and construction
WE ARE HERE

Daily Traffic Volumes



With no improvements, significant vehicle delay is expected at all intersections, averaging **5 minutes or more** during peak travel periods in 2045.

(Existing Traffic)
2045 COMPASS Forecasted traffic

Project Alternatives

Roundabout Corridor: A detailed exhibit of the roundabout corridor is available at the end of these slides.



Traffic Signal Corridor: A detailed exhibit of the traffic signal corridor is available at the end of these slides.



Why a Roundabout?

Roundabouts are a viable alternative to traffic signals for several reasons.

SLOWER SPEEDS. The circular design forces drivers to slow down, resulting in slower speeds for vehicles entering the intersection.

REDUCED SERIOUS CRASHES. 75% fewer vehicle conflict points, eliminating the most severe intersection crashes: head-on and T-bone collisions.

IMPROVED TRAFFIC FLOW. Traffic keeps flowing which reduces delay and results in shorter queues. Click **here** to view a comparison of delay and vehicles queues for the roundabout and traffic signal intersections.

DECREASED POLLUTION. Vehicles have fewer stops and spend less time idling in traffic.

SHORTER PEDESTRIAN CROSSINGS. Pedestrians only cross one direction of traffic at a time.



Recently constructed roundabout at Midland Boulevard and Ustick Road.

Compared to signalized intersections, roundabouts have:

48% fewer crashes

78% fewer injury crashes

Statistics from National Cooperative Highway Research Program (NCHRP), Report 672, *Roundabouts, An Informational Guide*.

Large Vehicles and Roundabouts

Roundabouts are designed to accommodate large vehicles, providing a wider turning radius for trucks and other long vehicles.

Click **here** to view a video of trucks driving through the Midland Boulevard and Ustick Road roundabout.

Click **here** to view a video of a truck making a U-turn at the Lake Avenue and Ustick Road roundabout.



Recently constructed roundabout at Midland Boulevard and Ustick Road.

A “truck apron” on the edge of the center island allows trucks with trailers to maneuver through a roundabout by allowing the wheels of the truck or trailer to roll onto the apron.



Truck Apron

Semi trucks, emergency vehicles, and school buses will be able to drive through the roundabout

Why a Traffic Signal?



State Street and Veterans Memorial Parkway Traffic Signal.

Traffic signals have a positive benefit compared to roundabouts in certain situations.

LOWER CONSTRUCTION COSTS. Roundabouts typically have higher initial construction costs compared to traffic signals.

LESS PROPERTY IMPACTS. Traffic signal footprints are typically smaller than a roundabout, which can result in fewer property impacts.

MORE VEHICLE CAPACITY. Traffic signals can handle more traffic during commute hours, assuming the same number of traffic lanes, making them a better choice for high traffic corridors.

PREEMPTION PRIORITY. Traffic signals allow emergency vehicle preemption.

What do you think?

The next step is to review the design slides and then tell us what you think.

Roundabout Corridor Design

Traffic Signal Corridor Design

Comparison of Intersection Operations

Take the Survey!



Thank you!

Thank you for taking the time to review the information about the Ustick Road Corridor Study and providing feedback in the survey. Your input is valued and appreciated!

Thank you!

