

From: pbb338koser <pbb338koser@aol.com>

To: Kent-Ralston <Kent-Ralston@iowa-city.org>

Cc: louisebob <louisebob@mchsi.com>; jbilskemper <jbilskemper@shive-hattery.com>

Subject: Re: UH zoning meeting on Thursday, June 29 @ 7:00pm

Date: Wed, Jun 28, 2017 3:39 pm

Attachments: Melrose Avenue (Iowa DOT Annual Average Daily Traffic).pdf (94K), Melrose Avenue (Iowa DOT Annual Average Daily Traffic).pdf (94K)

Dear Kent,

As always, much obliged for your most helpful elaborations.

I appreciated you pointing me to Iowa DOT's AADT maps and I've attempted to extract the Melrose Avenue counts in the attached PDF.

As indicated, I'll forward this exchange of emails to the other zoning commissioners, and thanks again for getting back to me on this!

Best regards,

Pat

-----Original Message-----

From: Kent Ralston <Kent-Ralston@iowa-city.org>

To: 'pbb338koser@aol.com' <pbb338koser@aol.com>

Cc: 'Louise From' <louisebob@mchsi.com>; jbilskemper <jbilskemper@shive-hattery.com>

Sent: Wed, Jun 28, 2017 3:09 pm

Subject: RE: UH zoning meeting on Thursday, June 29 @ 7:00pm

Hi Pat – You've posed some good questions that I've attempted to address below. Unfortunately, I can't attend the meeting, but I'm sure you'll find both Emily and Darian to be very knowledgeable. My responses are below (in **RED**):

Best,

Kent Ralston, AICP

Executive Director | Metropolitan Planning Organization of Johnson County

Transportation Planner | City of Iowa City

410 E. Washington St. Iowa City, IA 52240

319.356.5253

From: pbb338koser@aol.com [<mailto:pbb338koser@aol.com>]

Sent: Wednesday, June 28, 2017 10:15 AM

To: Kent Ralston

Cc: louisebob@mchsi.com; jbilskemper@shive-hattery.com

Subject: Re: UH zoning meeting on Thursday, June 29 @ 7:00pm

Dear Kent,

Emily and Darian's email addresses didn't come through in Louise's forwarded email, so I'd ask you to forward this email to them either as "heads up" on a few questions I'd be asking them Thursday unless I receive something back from them before then for circulation to the other commissioners. I'm also copying Josiah Bilskemper on this in accordance with my understanding that he'll normally be serving as UH's contact person with MPOjc (he's been on vacation for the past ten or so days) and/or in case any of my questions (i.e., time-limited no left turn signage) might fall within his bailiwick.

1. [Gap Analysis](#) (p.2)

a. Footnote 1 indicates that gap counts were collected in June 2017 and that the availability of gaps may be less when the University of Iowa and the Iowa City Community School District are in session. The first sentence of Capacity Analysis references peak hour counts collected in 2016 and 2017 and I'm wondering (i) whether those peak hour counts were collected while the university and public schools were (or were not) in session and (ii) if some were and some were not, whether the extent of any observed differences between them would provide any basis for "informed speculation" about the extent of any likely resulting difference in the gap counts observed in June 2017.

The dates in which peak hour counts were collected for the four intersections with Melrose Avenue are provided below:

- o Koser Ave - Counts were collected in February 2016 (PM) November 2016 (AM) while school was in session.
- o Olive – Counts were collected in mid-June 2017 while school was not in session.
- o Evashevski – Counts were collected in mid-June 2017 while school was not in session.
- o Hawkins – Counts were collected in April 2016 (PM count) and March 2017 (AM count) while school was in session.

After comparing the counts that were taken while school was in session as compared to when school was not in session, we can say there is approximately a 2% difference in the AM and a 7-14% difference in the PM in terms of absolute vehicle numbers. More specifically, there would be a 2% increase in the number of vehicles in the AM and a 7-14% increase in the PM for the gap count. Although, we cannot say with certainty that the difference would be realized today as the counts were taken over the course of 2 years.

b. The last sentence of the gap analysis concludes there are not adequate gaps for making left or right hand turns during the AM peak period of 7:15-8:15 a.m. How (if at all) might this circumstance (or any related concerns) be affected by the possible installation of time-limited "no left turn" signage (e.g., 7-9 AM, no left turn into PUD from westbound Melrose/no left turn onto Melrose from northbound PUD).

The gap study is showing the available gaps in traffic for vehicles exiting the PUD. Keep in mind that a gap study is only one tool to gauge the overall experience at an intersection. Our traffic modeling software also takes into account the through (conflicting) movements on Melrose and shows that northbound PUD traffic exiting the development will experience a LOS E during peak hours when turning left (table 8). A LOS E during peak hours is not at all unusual for our area and would likely not cause undue delay for Northbound PUD traffic. In fact, if you look at the Evashevski/Melrose intersection (table 9), southbound left-turns currently experience a LOS F, and there has only been one collision at this location in the last 5 years (table 3). That said, I would not recommend left-turn restrictions as they are extremely difficult to enforce and may cause unintended consequence like illegal 'U' Turns at intersections up and downstream of the PUD access – which would likely be worse than the issue we would be attempting to resolve.

2. Capacity Analysis (pp. 3-7)

Again it would be helpful to know (i) the time of year when the referenced peak hour counts were collected in 2016 and 2017 and also (ii) whether any of those counts were (or could be) adjusted to reflect any increased levels of traffic attributable to the trip generation estimates MPOjc previously has made for One University Place's residential and commercial components.

We did not 'factor-up' our peak hour counts based on the OUP traffic estimates (although they would be relatively minimal). But, we also did not 'factor-down' our peak hour counts to reflect the increase in construction traffic over the last few years. Another to consider, but was not included in the study, is that it appears as though Melrose Average Daily Traffic (ADT's) have decreased over the last decade. A trend that we're encouraged to see. You can view the Iowa City DOT ADT data here:

<https://iowadot.gov/maps/digital-maps/traffic/city-trafficmaps>

I would stress that my questions should in no way be viewed as involving any criticism of MPOjc's Traffic Impact Analysis report, which will be of immense value to the UH Zoning Commission in its evaluation of the proposed PUD at 901 Melrose Avenue.

7/3/2017

Re: UH zoning meeting on Thursday, June 29 @ 7:00pm

We appreciate the kind words Pat and never take your well -intended questions to be a criticisms. Emily and Darian will be happy to further discuss these questions at the meeting if necessary.

Best regards,

Pat

Iowa DOT
Annual Average Daily Traffic

	1998	2002	2006	2010	2014
At Birkdale	10,600	14,400	13,800	13,000	12,800
Before Sunset			13,500		12,900
Sunset to Koser			15,500	11,100	11,400
After Koser			11,200		11,800