

Murphy Parkway Extension Post-Construction Summary

December 5, 2017

The logo for EMH&T is centered within a light blue diamond shape. The letters 'E', 'M', 'H', and 'T' are stacked vertically in a serif font, with an ampersand between 'M' and 'H'. The diamond is part of a larger graphic design consisting of several overlapping diamonds in shades of blue and grey on a dark blue background.

EMH&T

Murphy Pkwy – Post Construction Summary

Murphy Parkway Study Area



Summary of Previous Effort

Pre-construction study elements:

- Complete traffic counts at six intersections
- Gather speed data on four neighborhood streets (weekday/weekend)
- Estimate future traffic volumes
- Prepare signal warrant analysis/estimate
- Complete intersection capacity analyses
- Provide comments/recommendations to City

Post Construction Study Tasks

Data gathering mirrored pre-construction effort

1. Complete traffic counts at six intersections
2. Gather speed data on four neighborhood streets (weekday/weekend)
3. Estimate future traffic volumes
4. Complete intersection capacity analyses
5. Provide comments/recommendations to City

Volume Comparison

Volume levels are similar but elevated in 2017 compared to 2014

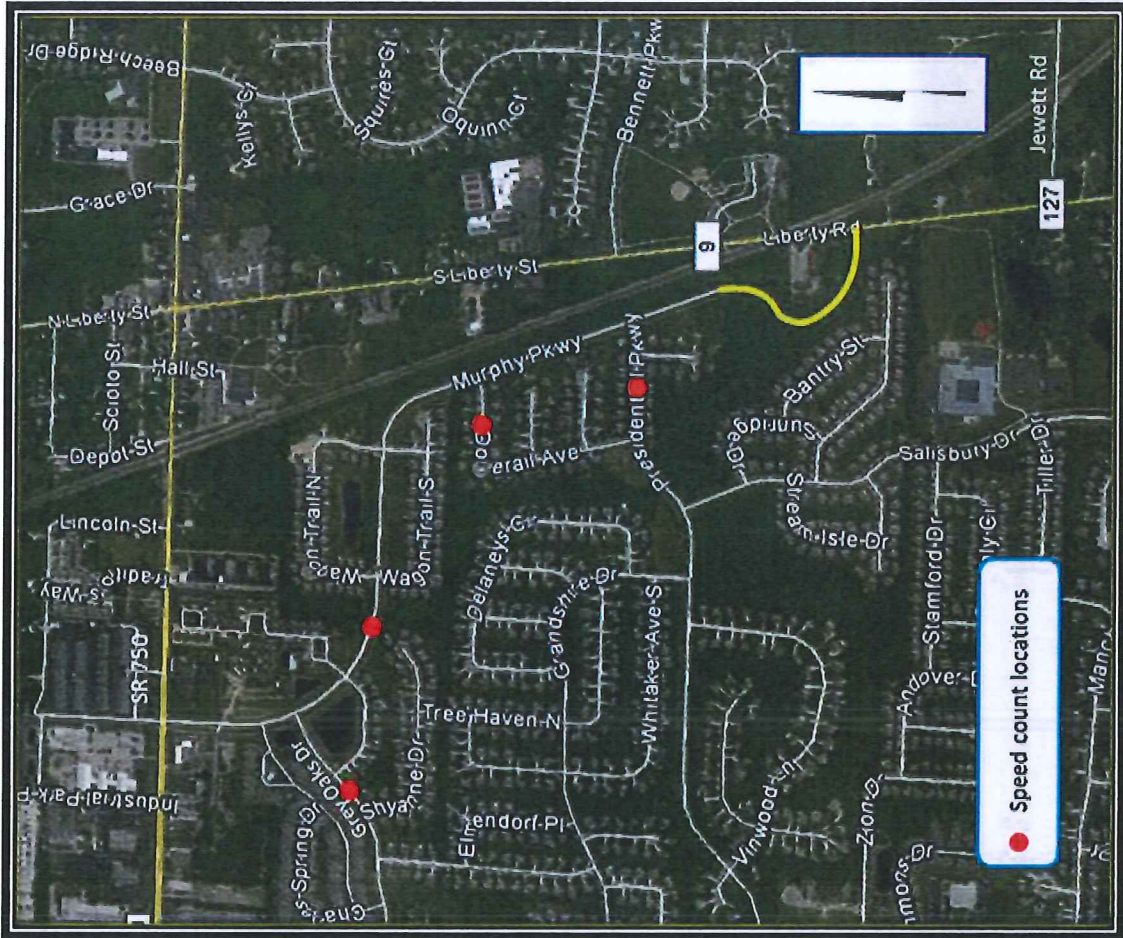
- Salisbury Drive volumes have decreased as expected, and that previous Salisbury traffic has migrated to the other 3 streets

Weekday PM Peak Volume Data (2-way volume)

<u>Location</u>	<u>2014 Volume</u>	<u>2017 Volume</u>
Presidential Pkwy	52	109
Donerail Ave	18	25
Grey Oaks Drive	94	135
Salisbury Drive	402	293

Murphy Pkwy – Post Construction Summary

Speed Count Locations



Murphy Pkwy – Post Construction Summary

Speed Comparison

Average Weekday Speed Data

<u>Location</u>	<u>Direction</u>	<u>2014 Speed</u>	<u>2017 Speed</u>
Murphy Pkwy - Grey Oaks to Donerail	EB	31.1	30.2
	WB	31.1	31
Presidential Pkwy	EB	23.8	20.5
	WB	23.3	18.9
Grey Oaks Drive	EB	29.0	28.7
	WB	27.7	27.3

Note – speeds are very similar, slightly lower in 2017 versus 2014

Level of Service Comparison

LOS at each intersection is similar and slightly improved in 2017 versus 2014. These results were expected since the extension provides a way for traffic to choose the most efficient path for their intended travel.

PM Peak Level of Service Results *

Location	2014 LOS	2017 LOS
Murphy Pkwy/Powell Road	B/B	A/A
Powell Rd/Liberty Road	B/C	B/B
x/y - AM Peak/PM Peak		

* - Comparison based on volumes observed passing thru the intersection. Actual performance may be worse due to over-saturated flow, long queues and train events

Post-Construction Results/Recommendations

- Study area speeds are similar, volumes have adjusted as expected and level of service remains stable with the extension/connection to Liberty Road
- Continue to monitor speeds and volume levels for cut through traffic, although there appears to be very little impact in the neighborhoods due to the opening of Murphy Parkway extension
- Enforcement of speed continues to be an appropriate response. Defer any traffic calming at this time. Review volumes and speeds periodically (2 yrs.) to see if anything beyond enforcement is needed.

