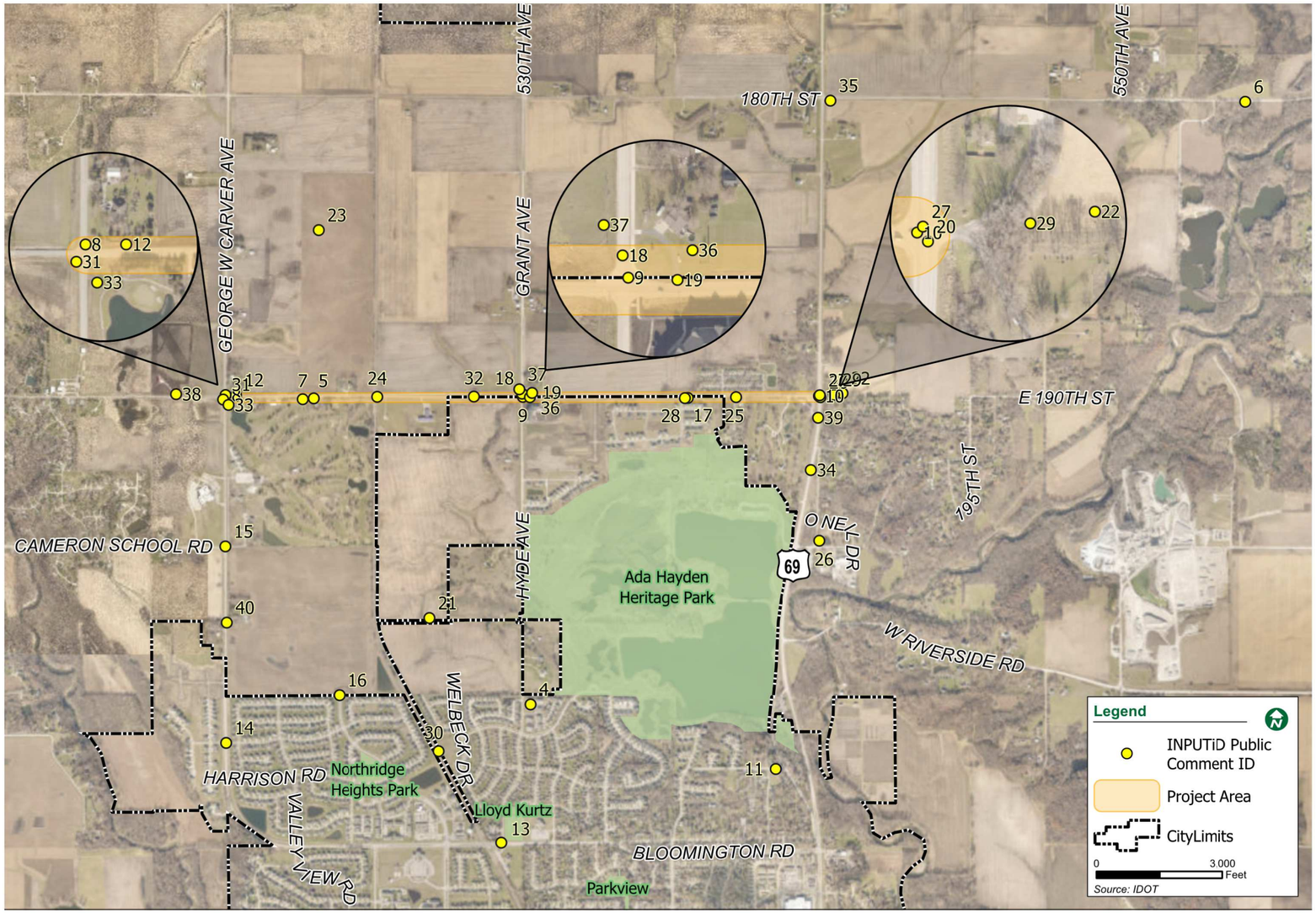
190th Street Corridor Study



INPUT RECEIVED

- Functional classification of the corridor – area-wide arterial vs. neighborhood street
- Supporting road network in the area
- Improved connectivity to Interstate 35
- Safety and lighting along the corridor – speeding, parked cars, visibility, and turning traffic
- Bicycle and pedestrian needs and connectivity to area amenities – south side of corridor and north-south on Hyde Avenue
- North-south connectivity via Hyde Avenue and/or Stange Road or other corridors – increased vs. decreased
- Overall road condition/maintenance
- George Washington Carver Avenue intersection traffic control and safety – roundabout vs. signal
- US Highway 69 intersection traffic control and safety – roundabout vs. signal
- Feasibility of 180th Street as alternative connection
- Hyde Avenue intersection safety – pedestrians and turning traffic
- Future land use and expansion to north

CITY OF ames

AAMPO AMES AREA METROPOLITAN PLANNING ORGANIZATION

Visit the project website: **www.cityofames.org/190thStudy**

190th Street Corridor Study

EXISTING CORRIDOR CONDITIONS

- 2 miles from GW Carver Avenue on west end to US Highway 69 on east end
- Three major study intersections – GW Carver Avenue + Grant Avenue/Hyde Avenue + US Highway 69/Grand Avenue
- Minor collector with AADT of 2,000 to 3,120 + rural 2-lane with posted speeds of 35 to 55 mph
- Limited pedestrian or bike facilities
- No turn lanes at any of the intersections
- Intersection at Hyde Avenue had a crash rate above the statewide average before the temp signal. Operational issues perceived during AM and PM peaks, especially left turns
- Railroad tracks intersect between GW Carver Ave. and Grant Ave./Hyde Ave.
- Land uses – primarily residential and undeveloped agricultural
- Most traffic is local + speeding issues
- Future land use and expansion to north is under discussion
- Study is looking at roadway needs for existing and future land use

CITY OF ames

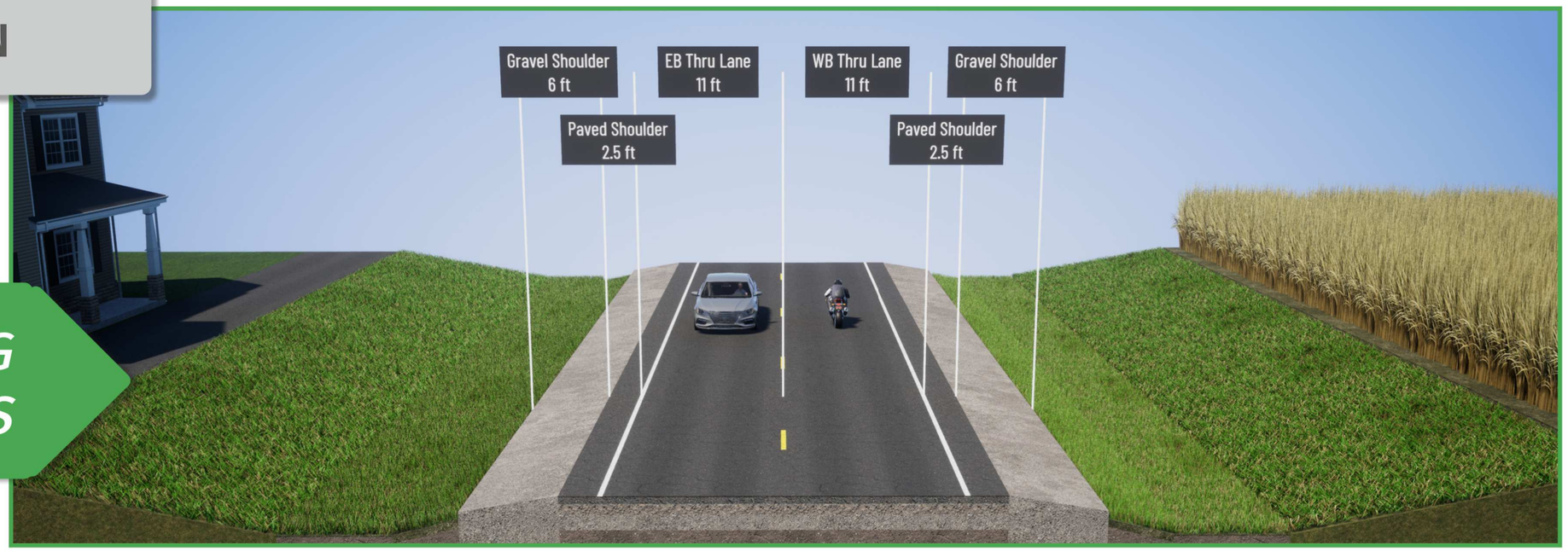
AAMPO AMES AREA METROPOLITAN PLANNING ORGANIZATION

Visit the project website: **www.cityofames.org/190thStudy**

190th Street Corridor Study

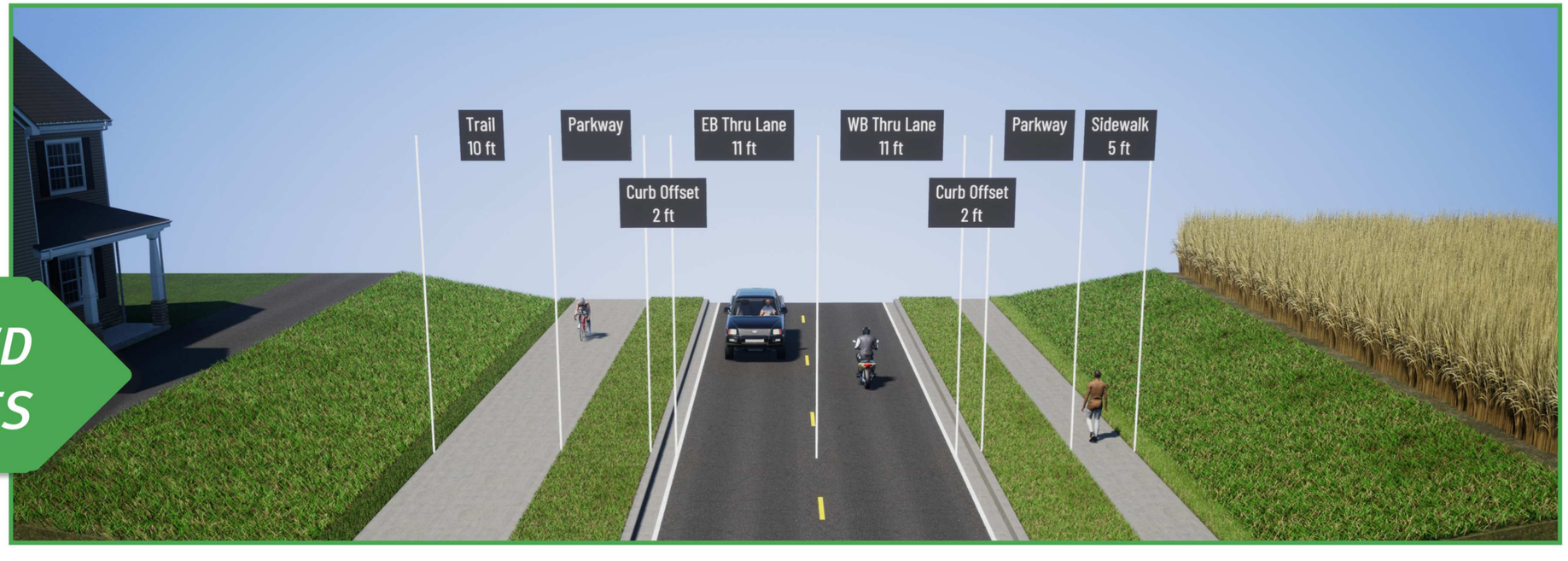
190TH STREET CROSS SECTION

EXISTING CONDITIONS



2,000 to 3,120 vehicles per day

PROPOSED CHANGES



9,000 vehicles per day
estimated by 2045

190th Street Corridor Study

190TH / GEORGE WASHINGTON CARVER INTERSECTION

SIGNAL

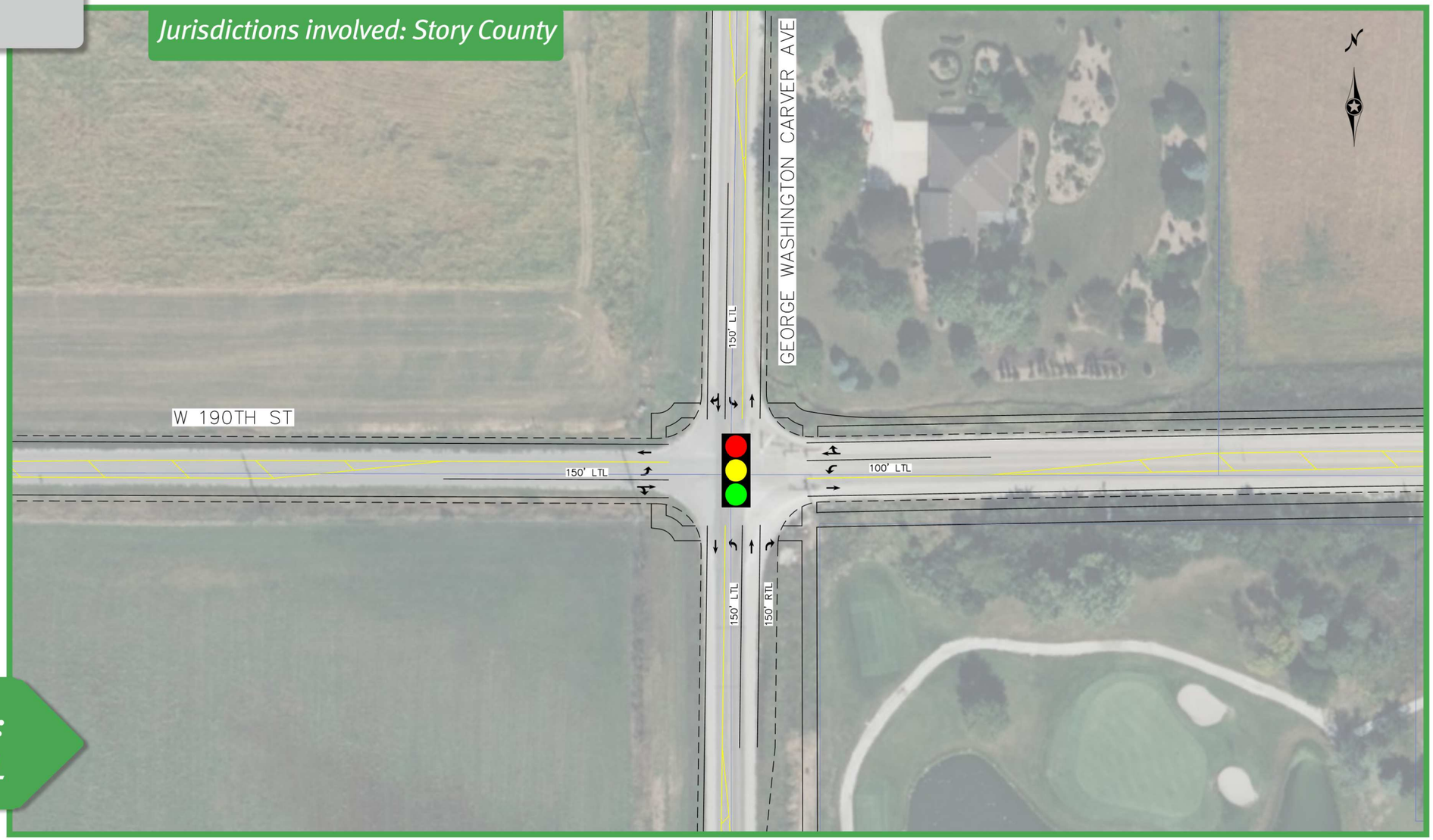
PROS:

- Improves delay at higher volume intersections.
- Provides Clear Right-of-Way for each movement, including protected pedestrian crossings.
- Potential Lower Impacts to Adjacent Properties.
- Can leverage modern adaptive signal technology.

CONS:

- Less efficient in low to moderate low traffic volumes.
- Pedestrians have a longer single crossing distance.
- Limited ability to manage vehicle speed.

Jurisdictions involved: Story County



OPTION #1: SIGNAL

CITY OF ames

AAMPO AMES AREA METROPOLITAN PLANNING ORGANIZATION

Visit the project website: **www.cityofames.org/190thStudy**

190th Street Corridor Study

190TH / GEORGE WASHINGTON CARVER INTERSECTION

ROUNDABOUT

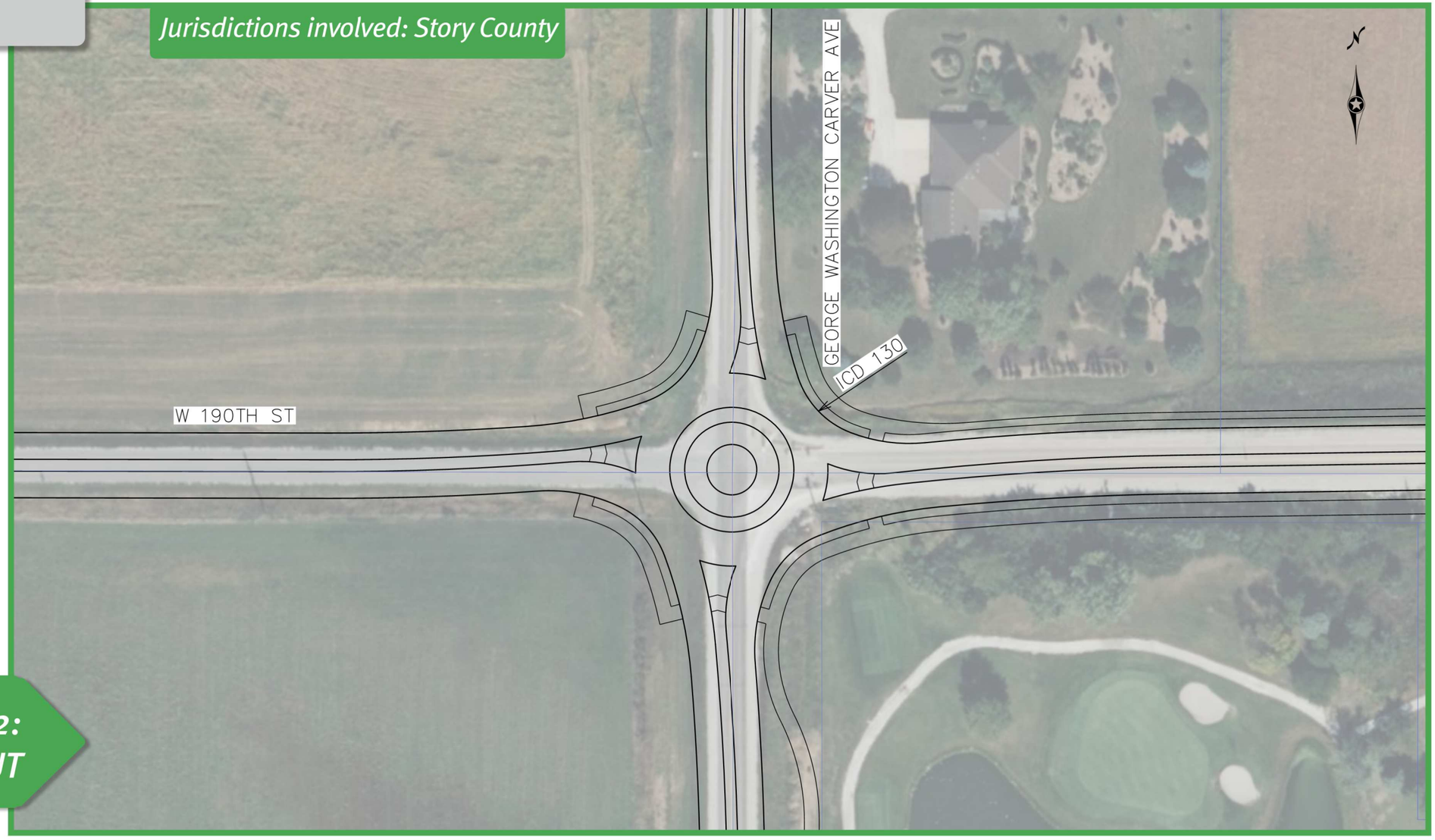
PROS:

- Intersection experiences significant reduction in crash severity.
- Design promotes consistently lower traffic speeds.
- Simplifies pedestrian crossings into 2 shorter crossings.
- Potential Energy Savings due to lack of signals.

CONS:

- Increased Construction Cost and impact to adjacent properties.
- May have difficulty managing unbalanced traffic flows.
- Does not allow for active corridor management for synchronization.

Jurisdictions involved: Story County



OPTION #2: ROUNDABOUT

CITY OF ames

AAMPO AMES AREA METROPOLITAN PLANNING ORGANIZATION

Visit the project website: **www.cityofames.org/190thStudy**

190th Street Corridor Study

190TH /HYDE /GRANT INTERSECTION

Jurisdictions involved:
Story County, City of Ames

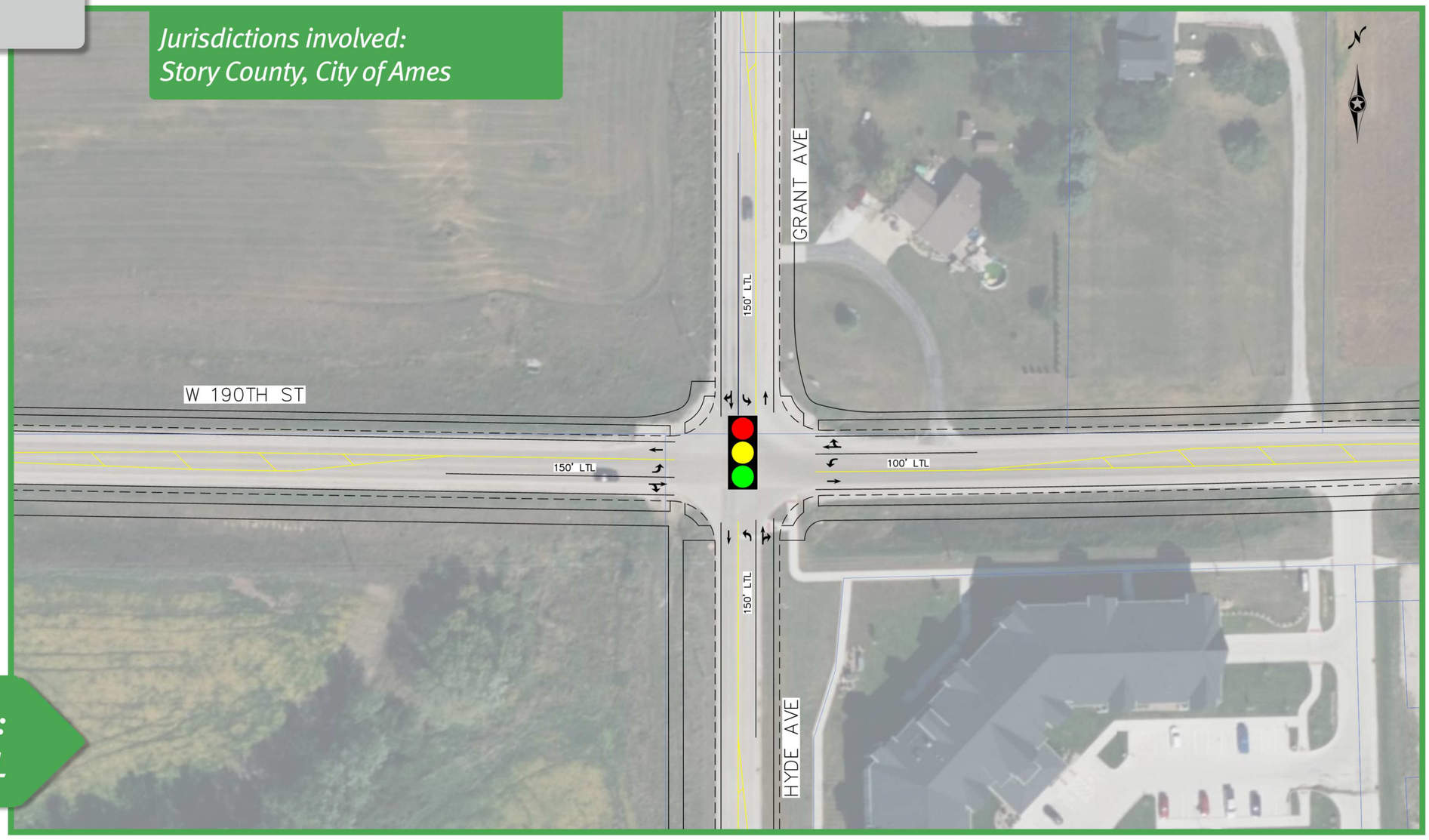
SIGNAL

PROS:

- Improves delay at higher volume intersections.
- Provides Clear Right-of-Way for each movement, including protected pedestrian crossings.
- Potential Lower Impacts to Adjacent Properties.
- Can leverage modern adaptive signal technology.

CONS:

- Less efficient in low to moderate low traffic volumes.
- Pedestrians have a longer single crossing distance.
- Limited ability to manage vehicle speed.



OPTION #1: SIGNAL

CITY OF ames

AAMPO AMES AREA METROPOLITAN PLANNING ORGANIZATION

Visit the project website: **www.cityofames.org/190thStudy**

190th Street Corridor Study

190TH /HYDE /GRANT INTERSECTION

Jurisdictions involved:
Story County, City of Ames

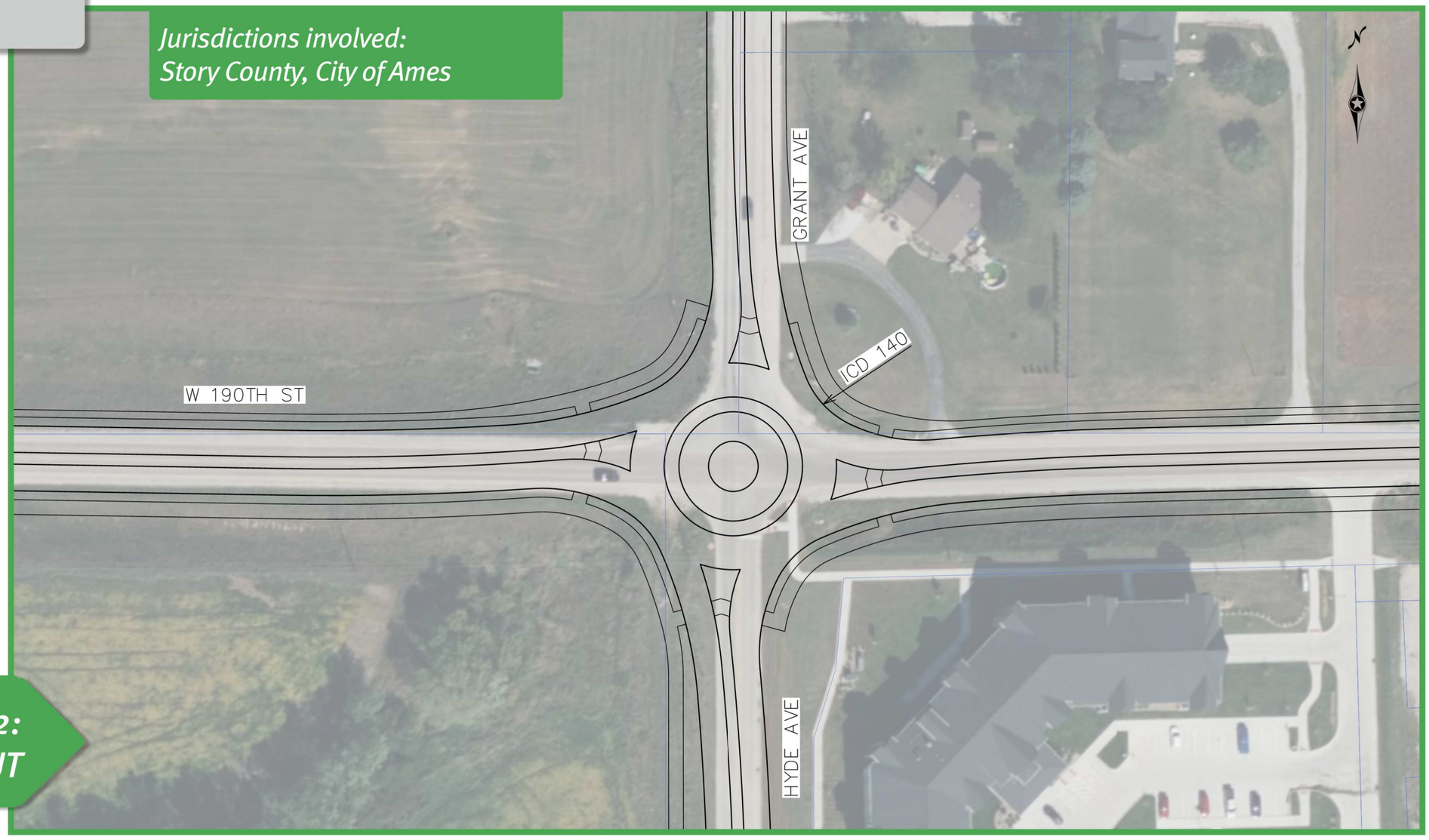
ROUNDABOUT

PROS:

- Intersection experiences significant reduction in crash severity.
- Design promotes consistently lower traffic speeds.
- Simplifies pedestrian crossings into 2 shorter crossings.
- Potential Energy Savings due to lack of signals.

CONS:

- Increased Construction Cost and impact to adjacent properties.
- May have difficulty managing unbalanced traffic flows.
- Does not allow for active corridor management for synchronization.



OPTION #2: ROUNDABOUT

CITY OF ames

AAMPO AMES AREA METROPOLITAN PLANNING ORGANIZATION

Visit the project website: **www.cityofames.org/190thStudy**

190th Street Corridor Study

190TH /US 69 INTERSECTION

SIGNAL

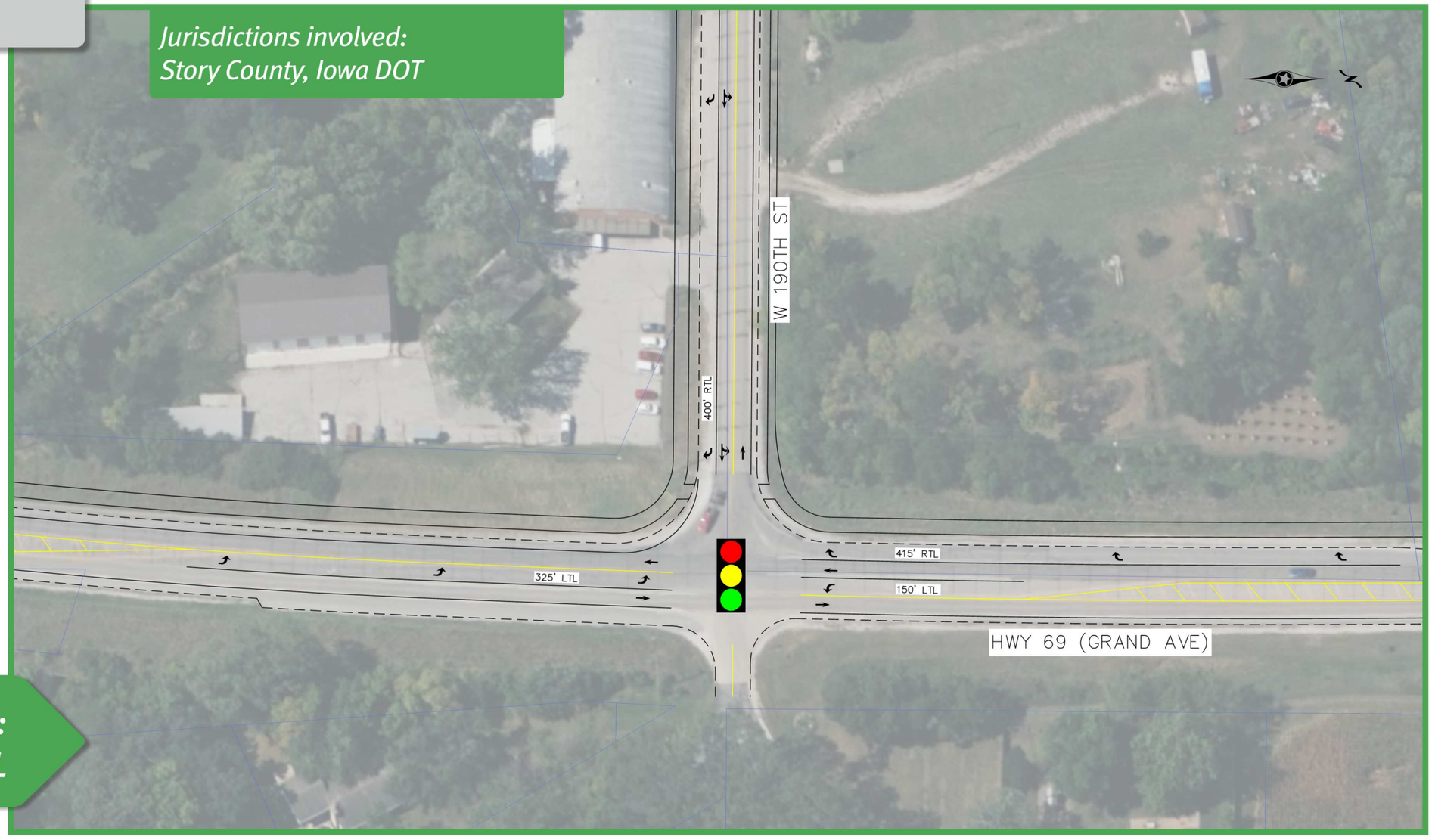
PROS:

- Improves delay at higher volume intersections.
- Provides Clear Right-of-Way for each movement, including protected pedestrian crossings.
- Potential Lower Impacts to Adjacent Properties.
- Can leverage modern adaptive signal technology.

CONS:

- Less efficient in low to moderate low traffic volumes.
- Pedestrians have a longer single crossing distance.
- Limited ability to manage vehicle speed.

Jurisdictions involved:
Story County, Iowa DOT



OPTION #1: SIGNAL

CITY OF ames

AAMPO AMES AREA METROPOLITAN PLANNING ORGANIZATION

Visit the project website: **www.cityofames.org/190thStudy**

190th Street Corridor Study

190TH /US 69 INTERSECTION

ROUNDABOUT

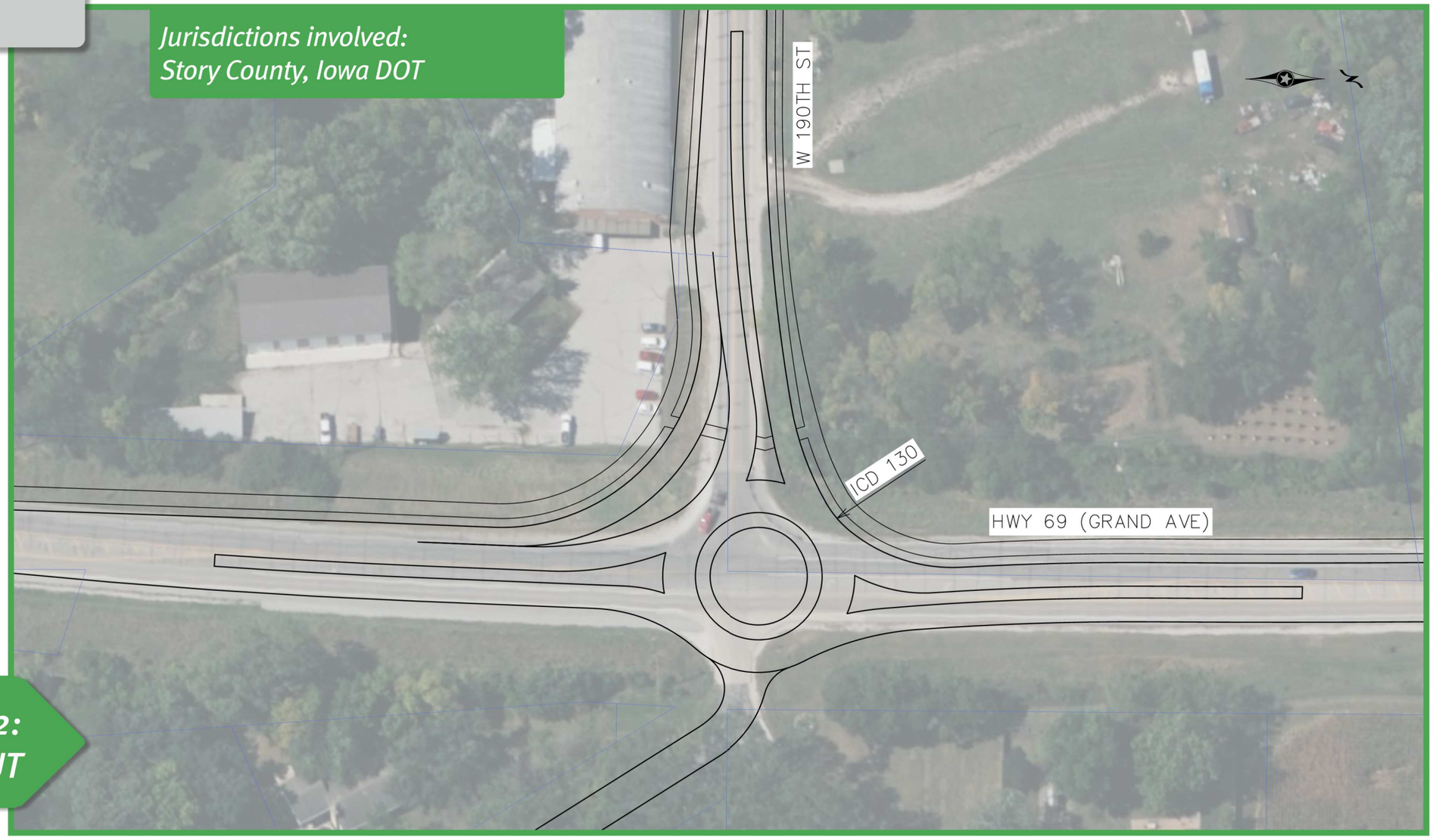
PROS:

- Intersection experiences significant reduction in crash severity.
- Design promotes consistently lower traffic speeds.
- Simplifies pedestrian crossings into 2 shorter crossings.
- Potential Energy Savings due to lack of signals.

CONS:

- Increased Construction Cost and impact to adjacent properties.
- May have difficulty managing unbalanced traffic flows.
- Does not allow for active corridor management for synchronization.

Jurisdictions involved:
Story County, Iowa DOT



OPTION #2: ROUNDABOUT

CITY OF ames
AAMPO AMES AREA METROPOLITAN PLANNING ORGANIZATION

Visit the project website: **www.cityofames.org/190thStudy**