

**Public Works Committee  
May 11, 2010**

**Request to Eliminate On Street Parking  
Due to Reconstruction of  
Jackson Blvd/ Mountain View Rd Intersection**

**Todd Seaman  
Tom Horan**

1

**Jackson Blvd. Mt View Road Intersection**

**Information**

- Intersection design options considered
- Benefits and Impacts of each option
- SDDOT preferred option

**Request**

- Remove 5 on street parking stalls between Clear View Lane and intersection of Jackson Blvd. and Mt. View Rd.

2



## Jackson Boulevard PROPOSED Reconstruction Project Locations



3

## Jackson Boulevard BACKGROUND INFORMATION

- Originally constructed in 1963
- Concrete Pavement repairs in 1992 and 1999.
- Pavement in poor condition throughout
- Current Traffic (in 2007):
  - 11,000 vehicles/day west of Sheridan Lake Road
  - 21,000 vehicles/day east of Sheridan Lake Road
- Projected Traffic (2027): 15,000 and 29,000 vehicles/day
- Anticipated 40 year design life

4



### Jackson Boulevard Existing Condition Intersection with Mountain View Rd.

Intersection is difficult for pedestrians to negotiate

Southbound left turners stopped by westbound traffic queue at signal

5

### Jackson Boulevard Design – Option 1 Intersection with Mountain View Rd.

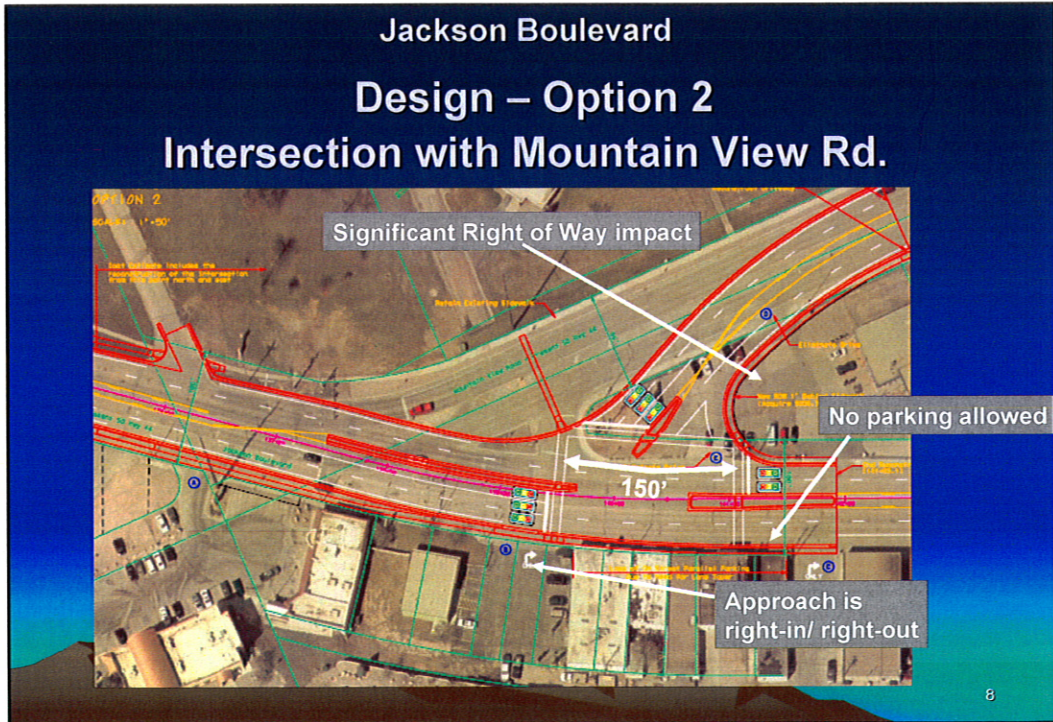
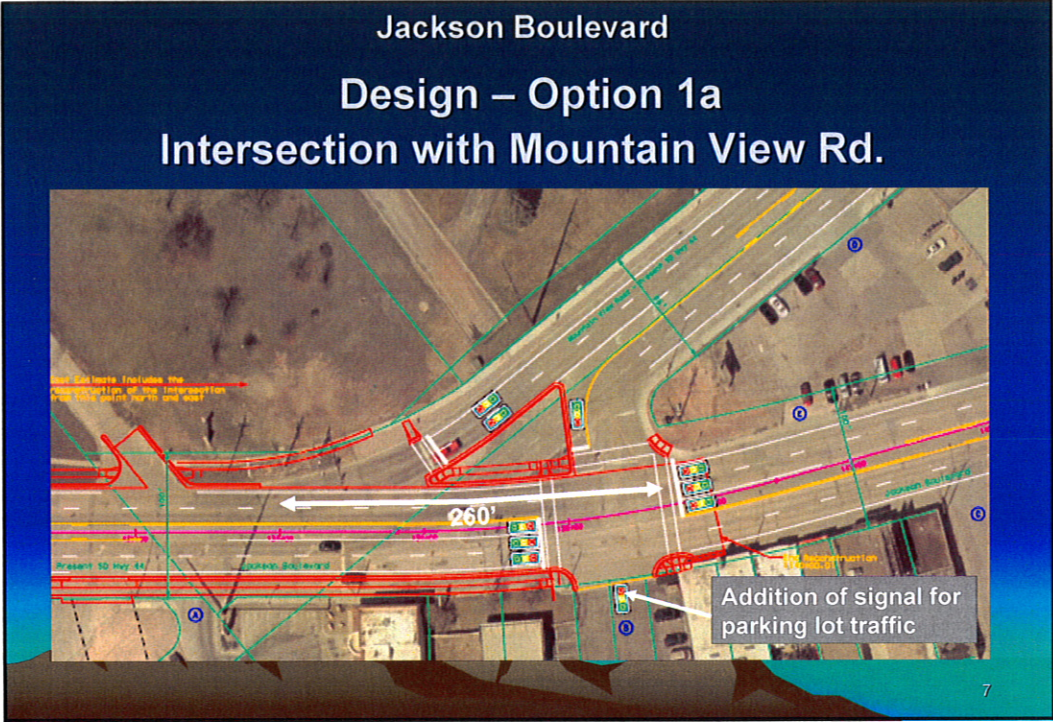
Southbound motorists have skewed approach angle.

Distance from stop bar through Intersection creates delay for WB drivers

Exiting traffic unaware of signal displays

6







### Jackson Boulevard

## Design – Option 3 (No Parking)

### Intersection with Mountain View Rd.

No parking allowed

110'

9

### Jackson Boulevard

## Design – Option 3 (Preferred)

### Intersection with Mountain View Rd.

Southbound will have squared approach angle, improving visibility.

Shorter distance through Intersection reduces driver delay

260'

110'

Eliminate 5 parking stalls

Retain 2 parking stalls

10



## Jackson Boulevard USER COST COMPARISON FOR NEW INTERSECTION

| COST SUMMARY  |          |          |          |          |                        |
|---|----------|----------|----------|----------|------------------------|
| Option  | No. 1    | No. 1A   | No. 2    | No. 3    | Existing Configuration |
| Annual User Cost (\$M)                                    | \$0.367  | \$0.443  | \$0.332  | \$0.303  | \$0.252                |
| Construction Cost (\$M)                                   | \$0.238  | \$0.243  | \$0.665  | \$0.491  | \$0.240                |
| Additional Construction Costs Compared to Option 1A (\$M) | -\$0.005 | NA       | \$0.422  | \$0.248  | -\$0.003               |
| Years Required to Recoup Construction Cost vs Option 1A   | (0.1)    | NA       | 3.8      | 1.8      | (0.0)                  |
| 40 Year User Cost (\$M)                                   | \$14.680 | \$17.720 | \$13.280 | \$12.120 | \$10.080               |
| 40 year User Cost Saving Compared to Option 1A (\$M)      | \$3.040  | \$0.000  | \$4.440  | \$5.600  | \$7.640                |

\* User Cost based on avg vehicle delay and DOL costs of \$.20/min (cars) and \$0.27/min (trucks)

## Jackson Blvd. Mt. View Intersection Preferred INTERSECTION

### BENEFITS OF INTERSECTION RE-DESIGN

- Will save highway users ~ \$140,000/year in reduced delay
- Squared intersections typically safer for motorists, meets AASHTO design standards
- Improved visibility of signals for SB and WB motorists
- Allows right turns on red for southbound Mt. View to Jackson
- Improved pedestrian crossing

### IMPACTS OF INTERSECTION RE-DESIGN

- Loss of 5 spaces on-street parking
- Right-in right-out access for Rausch Monument and Advanced Chiropractic.



