

III. Traffic and Safety Analysis

A. Traffic Volume & Speed Data

Traffic volume and speed data were collected for two, 24-hour periods by the MOA in May 2011. See TABLE 1 for traffic data.

Table 1 – Campbell Airstrip Road Traffic and Speed Data

Campbell Airstrip Road (Mile 0.5)						
2011	Traffic Counts			Speed (85th Percentile)		
	NB	SB	Total	NB	SB	All Lanes
5/10	664	698	1,362	43 MPH	48 MPH	45 MPH
5/11	737	748	1,485	43 MPH	50 MPH	47 MPH

NB – Northbound SB – Southbound

B. Traffic Projections

Several assumptions have been used to project future traffic volumes:

- The existing annual average daily traffic (AADT) volume was determined by using the 24-hour link counts taken by the MOA Traffic Engineering Division in May 2011 and factoring in the seasonal adjustment using the nearest permanent traffic recorder at Tudor Road, west of Patterson Street.
- Traffic projections are from the Municipality’s traffic modeling.
- Directional distribution is expected to remain constant from the construction year to the design year.
- Growth rate probably would not exceed 2.0 percent including through-traffic and future development.

Design Hour Volume was estimated using the 30th Highest Hour of the closest permanent traffic recorder (Tudor Road). Directional distribution was estimated using the link counts for the peak hour of traffic. Traffic data is summarized in the following TABLE 2 and APPENDIX C.

Table 2 – Existing and Design Year Traffic Volume Summary

Year	2011	2033
AADT	1,331	1,804
DHV	9.7%	9.7%
Directional Distribution (North/South)	33/67	33/67

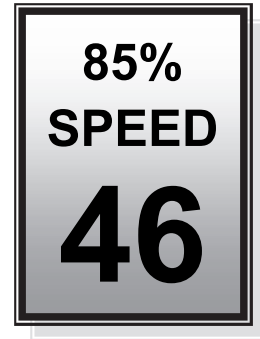
C. Speeds



The existing posted speed limit is 30 MPH. The 85th percentile speed from the data collected by the MOA Traffic Engineering Division in May 2011 is 46 MPH.

The 85th percentile speed is the speed at which 85 percent of the drivers are driving at or below, and is typically used to determine a reasonable speed limit of a roadway. The remaining 15 percent of

drivers above the 85th percentile are the minority of drivers who are considered to be exceeding the reasonable speed.



D. Crash Data

Per MOA Traffic Engineering Division, for the period 2008-2010, zero crashes were reported on Campbell Airstrip Road from Tudor Road to Mile 0.75.

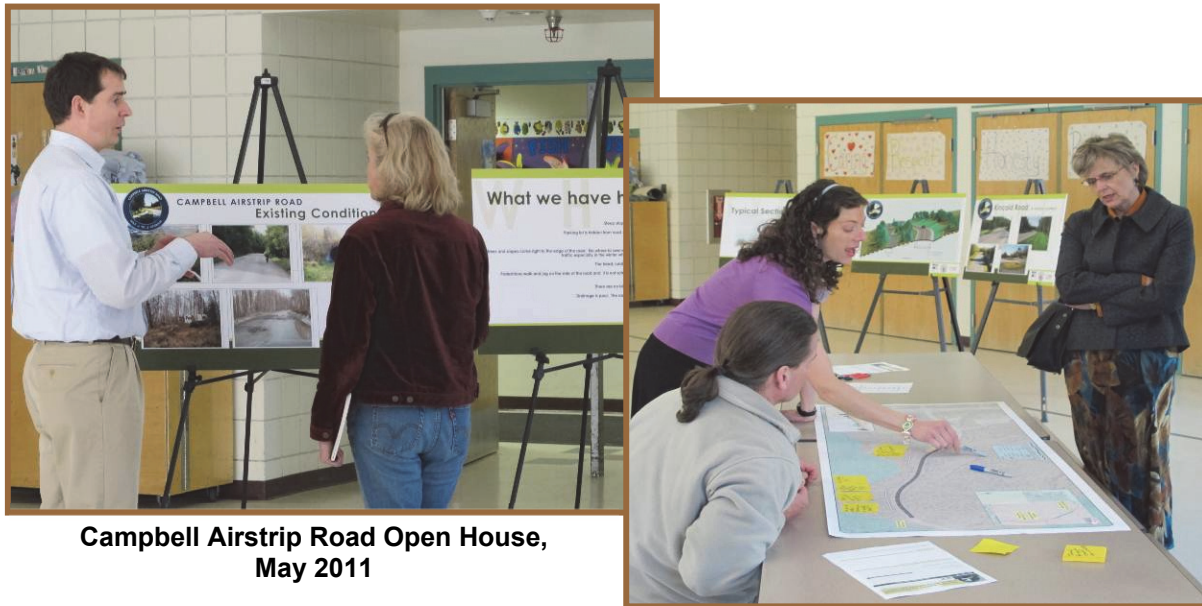
E. Side Street Intersections/Access Control

There are no developed or platted side street intersections along this segment of Campbell Airstrip Road.

The Botanical Garden has a secondary ingress/egress for maintenance, deliveries, and emergency use located at approximately Mile 0.3.

IV. Stakeholder/Public Involvement

The CSS process will continue throughout the design phase of the project with additional opportunities for stakeholders to obtain information and provide feedback through the web page, e-newsletter updates, open houses, community council presentations, and direct feedback through phone calls and e-mail.



**Campbell Airstrip Road Open House,
May 2011**

V. Design Criteria

A. Design Standards

Project design criteria are a function of the roadway characteristics and the design standards used. The owner of the facility and the funding source often dictate design standards that are used. Funding for the design and construction of Campbell Airstrip Road has not yet been secured. The documents listed on the next page provide the design guidance, standards and requirements used for this project.