Beal Parkway
Corridor Improvements

-UPDATE-

City of Midland, Texas – February 9, 2016
Introductions

• Sara Bustilloz
  • Public Information Officer

• J.Ross Lacy
  • City Councilman - District 4

• Jose Ortiz, P.E.
  • Director of Engineering Services

• Michael Pacelli, P.E.
  • City Traffic Engineer

• Matt Carr, P.E.
  • City Engineer
Agenda

- Summary of Previous Meeting
  - Need and Purpose
  - Project History
  - Community Input
- Update of Progress
  - Engineering Considerations
  - Project Schedule
  - Additional Proposed Traffic Improvements
Beal Parkway
The Need
Project Purpose

• Complete Beal Parkway between Illinois Ave and Highway 80.
• Reduce neighborhood traffic.
• Extend existing trail system south to Beal Park, making a continuous 3 miles of trails between Beal Park and Lancaster Park.
Corridor Design
Thomason Dr. – Illinois Ave. – Beal Pkwy. Intersection Options

OPTION A: STANDARD INTERSECTION

OPTION B: ROUNDBOUGHT
Option A: Standard Intersection

Pros
• Low cost to retrofit intersection
• Minimal disruption to existing traffic

Cons
• Thomason Drive traffic will not stop.
• Pedestrian Routes connected by a Pedestrian Crossing with Advance Warning Lights
• Congestion due to Beal Parkway / Illinois Avenue Traffic attempting left turns or going straight across Thomason
• Traffic through intersection on Thomason moving at 35-40 mph
**Option B: Roundabout Intersection**

**Pros**
- Safer pedestrian crossings due to raised medians
- Equal priority to all roads – Traffic on Illinois and Beal will not back up waiting for Thomason.
- Greater traffic capacity
- Lower speeds through intersection – 25 mph design speed
- Lowers incidence of severe crashes

**Cons**
- Driver unfamiliarity with using this type of intersection
- Will require rebuilding the entire intersection, in multiple phases.
- Additional Right of Way Required.
Option C: Standard 4-Way Stop Intersection

Pros

- Low cost to retrofit intersection
- Improves Safety for Traffic Entering and Leaving Side Street (Beal Parkway and Illinois Avenue).
- Improves Safety of Crosswalk.
- Slows Traffic at Illinois / Thomason Intersection.

Cons

- Added delays along Thomason Drive.
- May Create Congestion Along Thomason between LP 250 and Illinois due to the Proposed Stop Condition at Thomason.

NEW (Interim)

- Improves Safety for Traffic Entering and Leaving Side Street (Beal Parkway and Illinois Avenue).
## Option Comparison

<table>
<thead>
<tr>
<th></th>
<th>Option A: Standard Intersection</th>
<th>Option B: Roundabout Intersection</th>
<th>Option C: 4-Way Stop Intersection</th>
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<tbody>
<tr>
<td>Meets Purpose &amp; Need</td>
<td>✅</td>
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<td><strong>Operations</strong></td>
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<td>Initial Cost</td>
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<td>Long Term Cost</td>
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<td>Accommodate Pedestrians</td>
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<td>Traffic “Queueing”</td>
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<tr>
<td>Operating Speeds</td>
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<td><strong>Safety</strong></td>
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<tr>
<td>Crash Severity</td>
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<td>✗</td>
<td>✴️</td>
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<tr>
<td>Pedestrian Refuge</td>
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<td><strong>Overall</strong></td>
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<td>✗</td>
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<tr>
<td>ROW/FUNDING AVAILABLE?</td>
<td>✅</td>
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# Project Timeline – Option B

<table>
<thead>
<tr>
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<tbody>
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<td>Public Meeting</td>
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<tr>
<td>Receive Comments</td>
<td>October 21, 2014</td>
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<tr>
<td>Development of Project</td>
<td>October 2014 – Spring 2015</td>
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<tr>
<td>Plans Complete</td>
<td>Summer 2015</td>
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**Seeking Funding**

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<tr>
<td>Public Update Meeting</td>
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**Seeking Funding / ROW**
# Project Timeline – Options C

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<td>Possible Start of <strong>Construction</strong> (Pending Council Approval)</td>
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What is the Best Way Forward?

Bid Beal Parkway (Option C – Interim Intersection with 4-Way Stop) with Available Funds.

Factors Considered Relating to Options A, B, or C:
- Funding
- Right of Way
- Timing of Adjacent Development
- Council Approval
Additional Traffic Improvements
“Road Diets”

Re-stripe from 4 lanes to 3 lanes
• Anetta Drive
  • Loop 250 to Midland Drive
• Thomason Drive
  • Loop 250 to Midland Drive
• Illinois Avenue
  • Thomason Drive to Midland Drive

To be done only with scheduled maintenance paving projects.
Road Diet Example
Road Diet Benefits

- Reduces crashes 19-47% nationally
- Reduces rear end crash risk
  - Provides separate left-turn lane
- Reduce right angle crash risk
  - Side street traffic crosses fewer lanes
- Reduces speed differential

- Designates specific areas for parking
- Provides on-street space for bicycles
Daily Traffic Volumes

Maximum Volume for 3 Lanes: 10,000 to 16,000 veh/day

Traffic Volume (vehicles / day)

Anetta  Illinois  Thomason

1,431  7,588  8,231
QUESTION AND ANSWER
Contacts:

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Mike Pacelli, P.E. – City Traffic Engineer
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