



Median Left-Turn Design

Legacy Drive @ Preston Road

Post-Construction Review

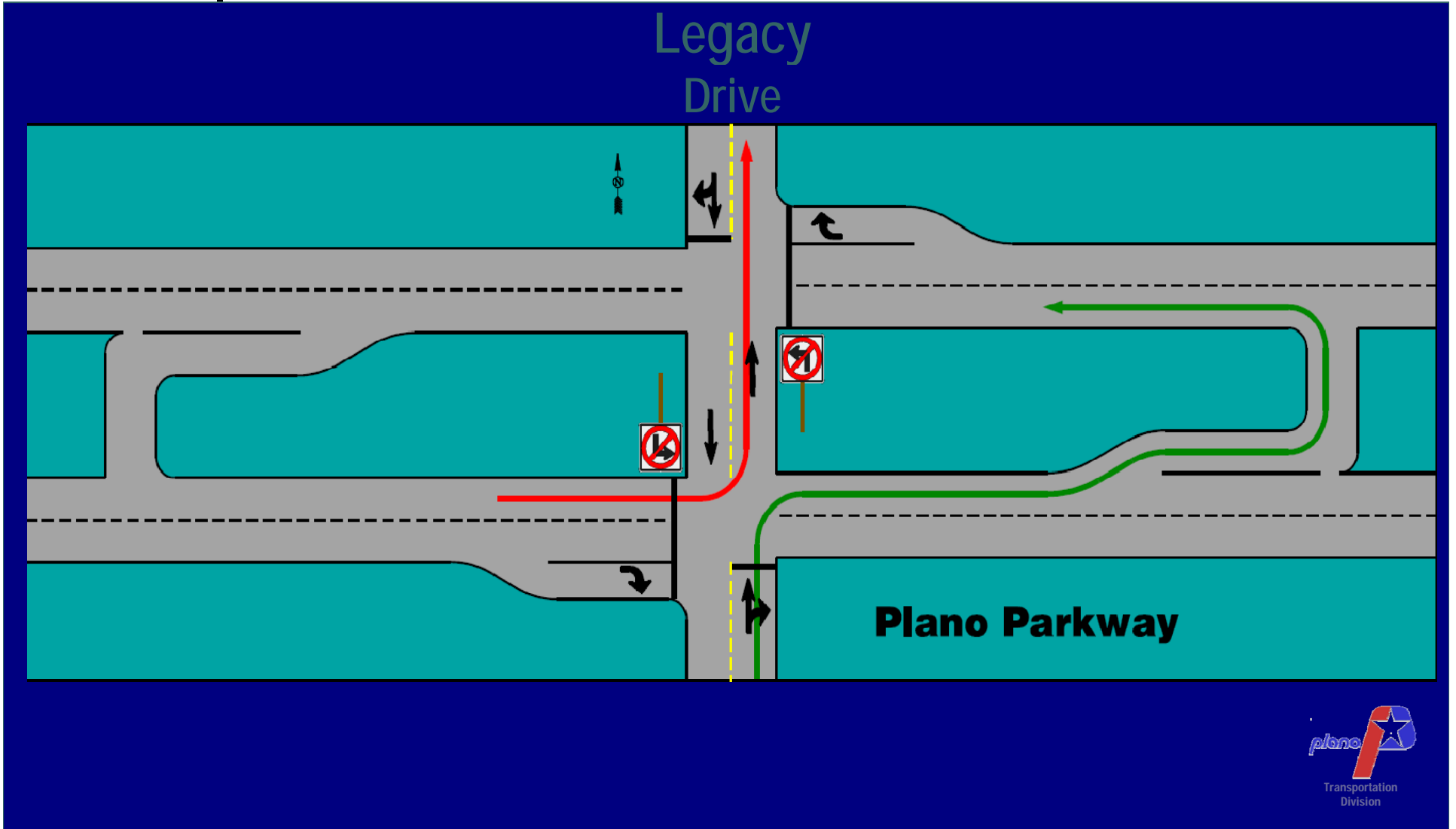


Discussion Points

- Project Operation
- Post-Construction Performance
- City Council Direction



Project Operation





Project Performance

Pre-Construction

- High traffic crashes
- Long traffic back-ups
- High traffic congestion and delay
- Increasing use throughout the U.S.

Post-Construction

- Crashes are reducing
- Back-up reduced 60%
- Delay reduced 35 sec/veh
- Less calls complaining about congestion and unfamiliarity with design
 - Increasing driver acceptance

Legacy @ Preston

★ Problem locations ★

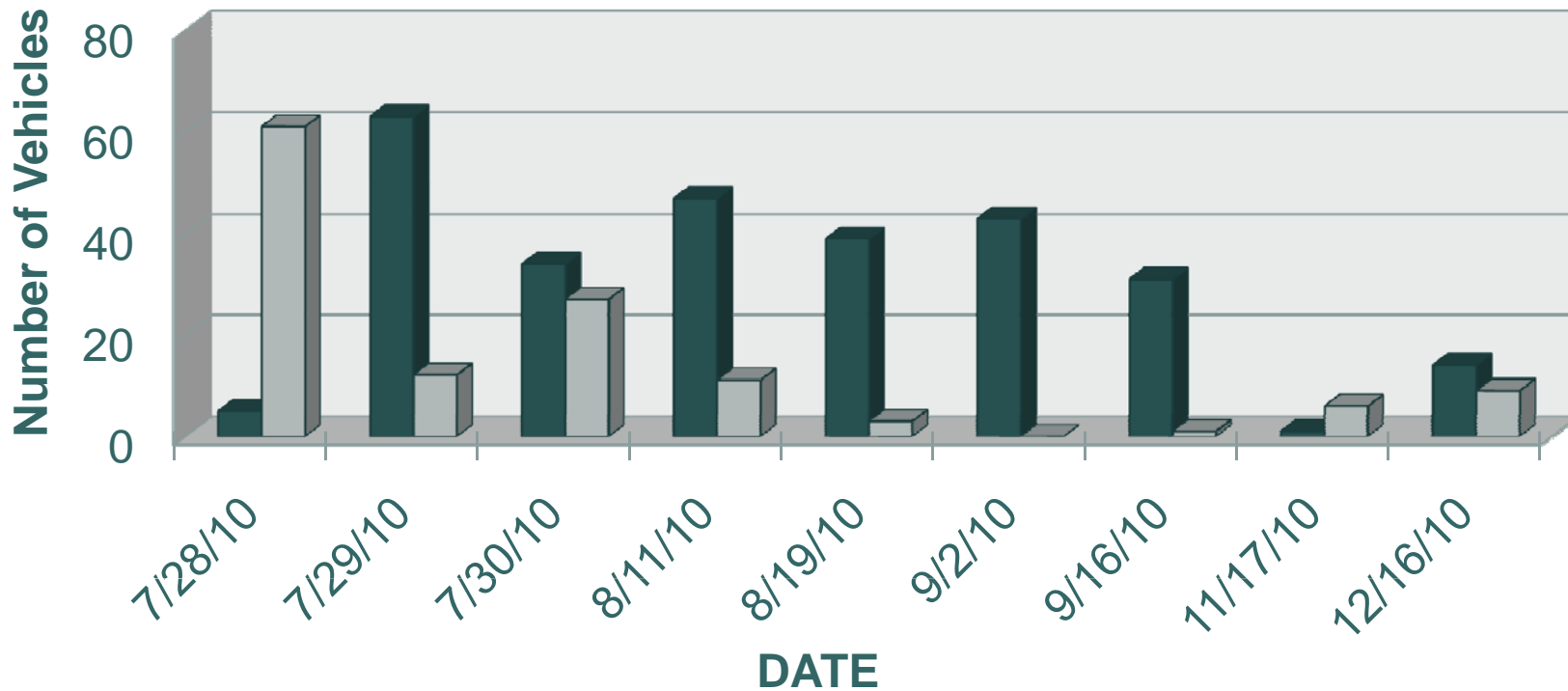




Driver Compliance

MLT Non-Compliance 07:00 to 08:00 Weekdays

- Illegal Left-Turns from Legacy
- U-Turns at the Westerly Median Opening

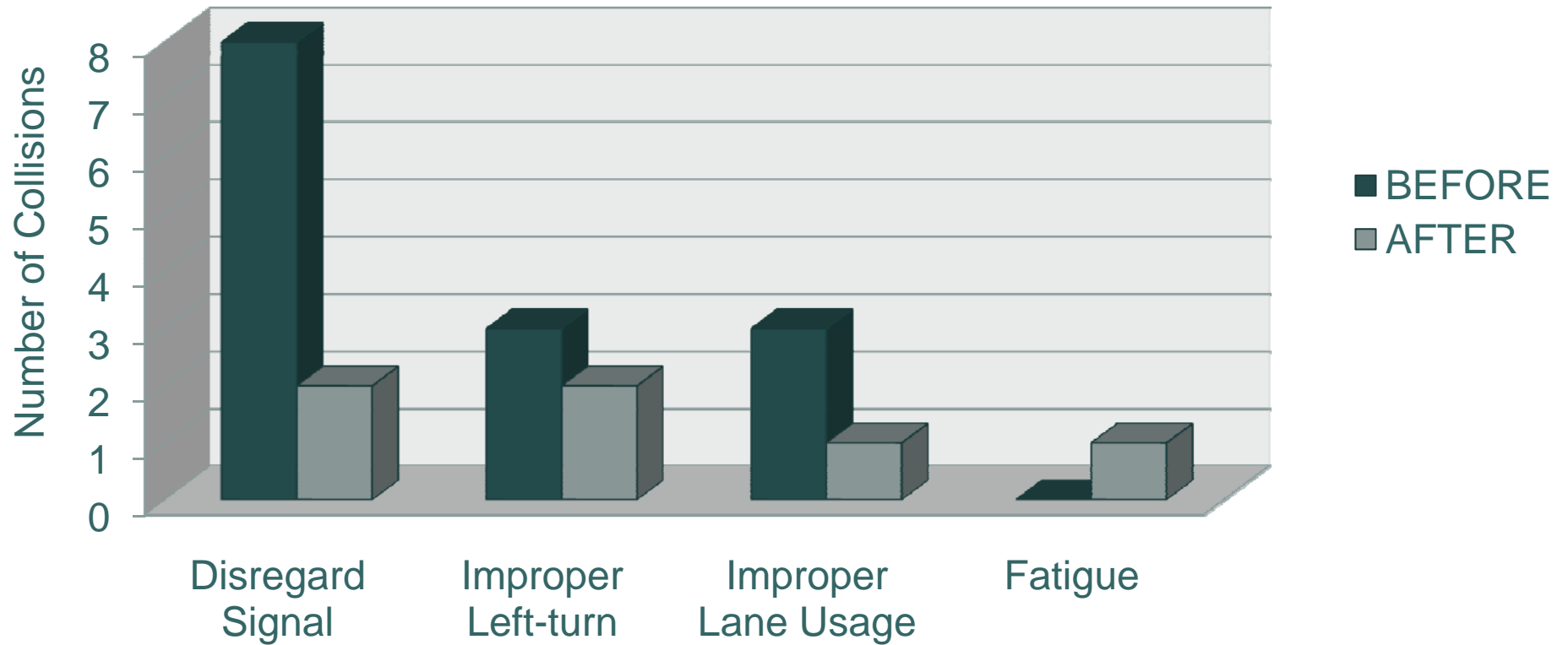




Traffic Collisions

Before/After Traffic Collisions

2/1/09 - 9/1/09 and 9/1/10 - 3/31/11





Improving Project Performance

Issues

- Undesired U-Turns
- Driver inattention

- Prohibited left-turns on a red signal
- Driver frustration

Solutions

- Posted “No U-Turn” signs
- Improved traffic signing
 - Increased police presence
- Restripe to a single lane to allow left-turns on red
- Continued PSA’s and educational flyers
- Other timing strategies



Planned MLT Locations

- Legacy @ Preston Road (Completed)

- Plano Prkwy @ Preston Road (Under Design)

- Spring Creek Pkwy @ Coit Road (Under Design)



City Council Direction

1. Keep current MLT design
2. Construct the two other planned MLT projects

OR

1. Convert MLT back to a conventional design
2. Convert planned MLT projects to a conventional design

Conventional Design = 1 left-turn, 3 through, one right-turn