SUMMARY OF RESULTS

The preceding analyses have illustrated the effects of modifications of Riverside Drive upon the street and roadway network adjacent to and in the vicinity of the Town Lake Park site. Based on analysis of existing and future conditions and in order to provide the safest and most effective movement to and from the Park as well as movement to and from the downtown area, the following observations were developed:

- The table shown below provides a comparison of MOE's for each alternative analysis network.

Traffic Condition	Move Time	Delay Time	Delay Time	Queue Time	Stop Time	Average Speed	System Stop Delay
	vehicle hours		minutes/vehicle trip			mph	veh-hrs.
AM Peak							
Existing	407	644	2.67	1.68	1.58	12.8	380.57
2005 Riv. As Is	460	720	2.53	1.59	1.49	12.8	424.25
2005 Riv. WB Only	453	753	2.64	1.65	1.54	12.3	438.80
2005 Riv. Closed	443	753	2.64	1.74	1.61	12.2	458.64
PM Peak							
Existing	456	567	2.04	1.34	1.27	14.7	352.83
2005 Riv. As Is	514	727	2.15	1.43	1.35	13.5	457.45
2005 Riv. WB Only	520	759	2.20	1.44	1.36	13.3	470.04
2005 Riv. Closed	502	776	2.27	1.53	1.44	12.8	491.52

Note that in both the AM and PM analysis results, system delay, stop time, and delay increase with each alternative. In other words, the delay experienced by drivers in the existing network under existing conditions is the lowest delay value. If eastbound Riverside Drive is closed, delay values increase, and they increase even more if westbound Riverside Drive is closed. Average speeds show the opposite pattern, in that they decrease from existing conditions to Riverside Drive closure.

The AM peak "Riverside WB Only" simulation shows a 3.4 percent increase in system stop delay from the "Riverside As Is" forecasted condition (438.8 compared to 424.25). Similarly, during the PM peak, a 2.8 percent increase in system stop delay is shown.

The AM peak "Riverside Closed" simulation shows an 8.1 percent increase in system stop delay from the "Riverside As" Is forecasted condition (458.64 compared to 424.25). Similarly, a 7.5 percent increase is shown in the PM peak.

- Sensitivity analyses identify the necessity for a 15 percent shift in traffic demands from South 1st Street to Lamar Boulevard in the "Riverside Closed" scenario to obtain similar delay results to those found for the "Riverside As Is" scenario. Implementation of a target

program to provide incentive for this shift in traffic to occur would be necessary to obtain this level of redistribution in the roadway network.

- In order to obtain delay results similar to the "Riverside As Is" network, traffic volumes in the "Riverside WB Only" network would need to be reduced by one percent, or traffic volumes in the "Riverside Closed" network would need to be reduced by six percent.

- Although a few links which access the Town Lake Park are shown to operate at unacceptable levels during the AM and PM peak periods, this will not be the case during peak periods of demand for the facilities within the park. The facilities within the park will have peak demand periods in the evenings (after the typical peak hour) and on weekends, when adjacent street traffic is much lower than during weekday peak hours as shown in the following figure. Traffic signal timing and phasing plans can and should be developed to accommodate these peak demands and provide for efficient flow in and out of the Park. During extremely heavy demands, police assistance will be required to provide the most efficient access. In any case, event traffic plans which include signal timing and phasing which optimizes Park access can and should be developed in conjunction with construction of the new facilities in the Park.

- It should be noted that the level of traffic associated with Town Lake Park is negligible with respect to the volume of traffic traveling in the roadway network during peak hours. The following figure displays the composition of future traffic volumes assumed to enter the network at the South 1st Street and Lamar Boulevard locations south of Town Lake Park. Park traffic comprises only two to three percent of total traffic entering the network. Traffic associated with new projects planned for the downtown area comprises eight to nine percent of future traffic volumes, and consequently, contributes more to overall network operational impacts.