

# Aurora Road Traffic Study Recommendation Prioritization



**Short-Term Recommendations**

These recommendations could be implemented this year primarily through the use of pavement markings and signs.

<b>Aurora Road/ Clearwater Court</b>	Stripe separate left- and right-turn lanes on the Clearwater Court approach. The pavement is wide enough to accommodate two lanes, and often is used as such, but with no pavement markings some motorists were observed waiting in the center of the pavement with no indication of which way they intended to turn. Separate lanes would alleviate confusion and allow right turns without being blocked by left-turning vehicles. Traffic turning left onto Aurora Road will still have poor LOS and long delays.
<b>Aurora Road/ Ayleshire Drive</b>	Stripe short left- and right-turn lanes on Ayleshire Drive. There is sufficient pavement width to provide these lanes for approximately 50 feet from the stop bar, alleviating confusion and allowing motorists to make a right-turn without being blocked by left-turning vehicles. Traffic turning left onto Aurora Road will still experience long delays and poor LOS.
<b>Aurora Road/ Portz Parkway</b>	Prohibit Left-turns out of Portz Parkway. The most difficult maneuver at this intersection is the left-turn out of Portz onto Aurora Road. This is also the traffic movement with the lowest traffic volume (16 vehicles in the AM peak, 9 vehicles in the PM peak). The traffic that would be prohibited, would have to exit Portz at the SOM Center Road intersection to head north but this would not be an excessive diversion. This could be implemented through the use of signs and pavement markings. Consideration should be given to creating an island to physically prohibit left turns out of Portz.

**Mid-Term Recommendations**

These recommendations will require some planning and design. If it is determined to pursue one or more of these projects, budgeting will have to be established. These projects would take at least 1 to 2 years to develop.

<b>Aurora Road/ Burger King/ Solar Shopping Center</b>	1. Reconfigure the Burger King driveway to an exclusive left-turn lane and shared through-right lane. This will improve the LOS for exiting traffic and allow the opposing left-turn movement from Solar Shopping Center to have a concurrent phase.
<b>Aurora Road/ Burger King/ Solar Shopping Center</b>	2. Some of the existing turn lanes at the intersection do not provide adequate storage for the future volumes with background growth. It is recommended that the northbound left-turn lane from Solar Shopping Center be lengthened to provide 175 feet of storage. The westbound left-turn lane on Aurora Road should be lengthened to provide 100 feet of storage.
<b>Aurora Road/ Liberty Road</b>	3. The capacity analysis of future volumes with background growth shows LOS deficiencies on the northbound left-turn, southbound through-right, and westbound through-right movements. Adding a southbound right-turn lane with 250 feet of storage and a westbound right-turn lane with 300 feet of storage will allow the intersection to process traffic more efficiently and all movements will operate at LOS D or better. Additionally, the northbound left-turn lane should be lengthened to provide 550 feet of storage and the southbound left-turn lane should be lengthened to provide 175 feet of storage.

**Long-Term Recommendations**

Most of these recommendations will require significant planning and/or right of way acquisition. It may be several years before any of these projects become a reality but that does not mean that planning should not be occurring as opportunities present themselves.

<b>Aurora Road/ Burger King/ Solar Shopping Center</b>	1. Investigate combining the exit from the car wash with Burger King's driveway. This would require an agreement between property owners but would alleviate confusion about which right-turn movement has the right of way since both are controlled by the signal.
<b>Aurora Road/ Clearwater Court</b>	2. Since a traffic signal is not warranted, nor will one be warranted at this intersection, the best opportunity to provide relief for the residents of this development would be to construct an access road to either Park East Drive or Portz Parkway. This would provide a secondary access point for residents to Aurora Road or SOM Center Road. Additionally, this would provide the safety forces an additional access location to this area.
<b>Aurora Road/ Ayleshire Drive</b>	3. Construct an access road to either Spicebush Lane or Silkwood Lane. This would provide additional access points to Liberty Road, Pettibone Road or SOM Center Road, but would require the demolition of at least two existing houses.
<b>Aurora Road/Pettibone Road</b>	4. There are limited options for improving conditions at this intersection if the potential development occurs. The existing two-lane section on Aurora Road cannot accommodate the high volumes of traffic that would be attracted to the properties in Bainbridge Township. A roundabout would only function efficiently with dual lanes, and then would be limited by single-lane approach and departure segments on Aurora Road.
<b>Aurora Road Corridor</b>	5. One alternative that could improve both safety and, to a certain extent, capacity without any significant widening or property impacts would be to restripe the existing pavement as one lane each direction with a center two-way left-turn lane (TWLTL), eliminating the bike lanes.
<b>Aurora Road Corridor</b>	6. Based on the current study, there is significant growth potential in the area. As time passes and development occurs, it will be important to update the study to monitor the capacity of Aurora Road.
<b>Aurora Road/ Portz Parkway</b>	7. At a future date, if it is determined that full access is needed from Portz Parkway to Aurora Road, construction of a traffic signal could be considered. If the long-term improvements for Clearwater Court are pursued, the analysis indicates that adequate LOS could be maintained even with the additional traffic.