


COUNCIL COMMUNICATION

	Number:	19-284	Meeting:	June 24, 2019
	Agenda Item:	60	Roll Call:	19-1047
	Submitted by:	Steven L. Naber, P.E., City Engineer		

AGENDA HEADING:

Approval of the draft proposal for Euclid Avenue (U.S. Highway 6) Lane Reduction Pilot Project (Pilot Project) and direct City staff to submit the proposal to the Iowa Department of Transportation (IDOT) for review and approval.

SYNOPSIS:

Approval of the draft proposal for Euclid Avenue (U.S. Highway 6) Lane Reduction Pilot Project and direct City staff to submit the proposal to the IDOT for review and approval.

FISCAL IMPACT:

Amount: \$200,000 (preliminary estimate for Pilot Project construction, does not include future maintenance and operational costs)

Funding Source: To be determined, if approved by the IDOT this project will be reviewed by the City's Budget Review Committee during the development of the Fiscal Year (FY) 2020-2021 Capital Improvement Program.

ADDITIONAL INFORMATION:

- Euclid Avenue between 12th Street and 6th Avenue is currently a 4-lane cross section (two {2} westbound lanes and two {2} eastbound lanes). Euclid Avenue between 6th Avenue and 2nd Avenue is currently a 5-lane cross section (two {2} westbound lanes, two {2} eastbound lanes, and center continuous two-way left-turn lane).
- The Highland Park and Oak Park Neighborhood Associations requested that Euclid Avenue (U.S. Highway 6) from 12th Street to 2nd Avenue (State Highway 415) be converted to a 3-lane cross section with the goals of improving vehicular and pedestrian safety by calming traffic, adding on-street parking between 6th Avenue and 2nd Avenue, and generating additional economic development along the corridor.
- The drafted plan for the Oak Park Special Investment District, which is anticipated to be presented to Council this summer, includes this roadway conversion as a goal.

- A traffic engineering consultant completed a traffic operations and safety analysis in 2018.
- The analysis showed average speed for all classified vehicles was 34-mph with 78% vehicles exceeding the posted speed limit of 30-mph. The analysis also identified the calculated crash rate from crashes over the past five (5) years is nearly double the statewide average, with 15% of those crashes resulting in known injuries.
- With the reduced number of travel lanes for pedestrians and side street vehicles to cross and expectation of traffic calming, pedestrian accommodation and safety is anticipated to improve.
- The operational analysis indicated that overall delay at the intersections would increase significantly and 95th percentile queue lengths would extend beyond the adjacent intersections with the lane reduction on Euclid Avenue during peak hours as shown in the graphics below.
- While City Engineering staff concur that the conversion to a 3-lane cross section will likely reduce speeds, resulting in a reduction in severe crashes, City Engineering staff have the following concerns for the conversion to a 3-lane cross section:
 - Significant increase in delay could result in motorists taking alternate routes through neighborhood streets, as there are not many other alternate east-west routes across the north side of Des Moines. Significant traffic delays can also result in poor driving behaviors by motorists and increased potential for crashes.
 - A lack of parking demand and utilization could present a dangerous situation where traveling motorists do not recognize the on-street parking and use the lanes as travel lanes and create an increased potential for crashes. There is a significant amount of off-street parking along the corridor, along with a number of driveway and roadway access points along the corridor where parking wouldn't be allowed. This could result in sporadically occupied parking spaces.
 - The IDOT may request the City be responsible for future improvements and maintenance of all pavement markings and snow removal operations along this stretch of roadway, resulting in significant costs to the City.
 - In response to this request, along with the ongoing planning effort for the Douglas Avenue Corridor, the IDOT may also request a jurisdictional transfer of roadway to the City requiring the City to be responsible for all maintenance of Highway 6 within the City's corporate limits.
- In response to the request of the Highland Park and Oak Park Neighborhood Associations and the Ward Councilmember, City staff prepared a proposal for a Pilot Project, which converts Euclid Avenue between 12th Street to 2nd Avenue to a 3-lane cross section (one {1} westbound lane, one {1} eastbound lane, and center continuous two-way left-turn lane) and adds on-street parking along both sides of Euclid Avenue between 6th Avenue and 2nd Avenue. The parking provided by these modifications will be available all day with no peak hour time restrictions. The Pilot Project improvements would be accomplished with pavement markings and signage. Vertical delineators will be considered in the marked bumpout areas to shield on-street parking and shorten the pedestrian crossing distances. There would be no

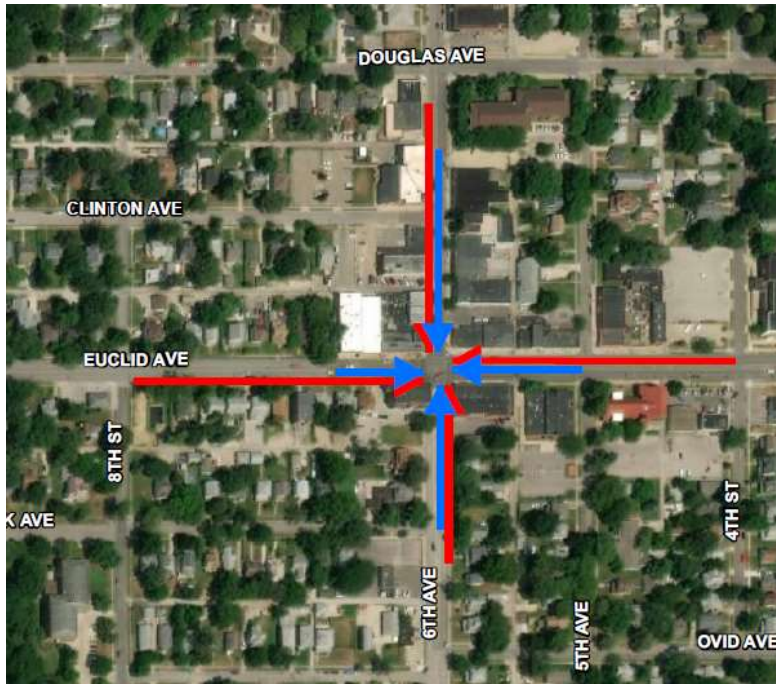
reconstruction of roadway, curb radii, and Americans with Disabilities Act (ADA)-compliant curb ramps as part of the Pilot Project, but would be considered as a future permanent condition.

- During initial meetings with IDOT staff about the Pilot Project, IDOT staff requested the City provide Pilot Project Evaluation Criteria to determine whether or not the Pilot Project was a success (and permanent improvements should be further considered) or not a success (and Euclid Avenue should be restored to the current cross section).
- The proposed Pilot Project Evaluation Criteria include:
 1. Speed – comparison of speeds during one (1) year of Pilot Project to current speeds collected. The posted speed limit is 30-mph. The measured 85th percentile speed is 41-mph. Considered effective if the 85th percentile speed is reduced by more than 3-mph.
 2. Parking utilization – determine ratio of on-street parking spaces used versus parking spaces available. Considered effective if parking is more than 25% occupied during three (3) consecutive hours during the peak business hours in the area.
 3. Travel Time – comparison of travel time through the project area with proposed configuration versus existing configuration. Considered effective if travel times increase by no more than 15% during peak hours.
 4. Traffic Volumes on Adjacent East-West Roadways – comparison of traffic volumes on adjacent east-west roadways with proposed configuration versus existing configuration. Considered effective if traffic volumes do not increase on Ovid Avenue, Douglas Avenue, Seneca Avenue, and/or Madison Avenue by more than 15% during peak hours.
 5. Crashes – comparison of crash rate during one (1) year of Pilot Project to the crash rate from the previous five (5) years. Considered effective if the crash rate and injuries are reduced.
 6. Economics – before and after survey of businesses. Considered effective if positive responses are received from 67% of the businesses along the corridor.
- Should any one (1) of the above six (6) Pilot Project Evaluation Criteria not be considered effective as defined above, the City will re-evaluate the project and consider revisions to the project and/or re-striping Euclid Avenue in the fall of 2021 back to its cross section prior to the Pilot Project.
- Should all six (6) of the Pilot Project Evaluation Criteria be considered effective as defined above, the City will refresh the pavement markings as marked for the Pilot Project in fall 2021, and the City will begin design of permanent improvements, including concrete bumpouts at the intersections between 6th Avenue and 2nd Avenue to shield parking and shorten the pedestrian crossing distances. The design of the permanent improvements would be submitted to the IDOT for review and approval prior to anticipated construction in 2022 or 2023.
- After the evaluation period, City staff will report back to the neighborhood associations, City's Transportation Safety Committee, City Council, and IDOT with collected post-project data and comparison with criteria, and determine next course of action.

- The anticipated schedule for the Pilot Project includes:
Fall 2019/winter 2019-2020 - preparation of construction bid documents and bidding
June 2020 - installation (after 2019-2020 school year)
Summer 2020 – summer 2021 - Pilot Project evaluation (minimum 1-year evaluation)
- Graphics displaying anticipated traffic queue lengths during peak hours at 6th Avenue and Euclid Avenue (top) and at 2nd Avenue and Euclid Avenue (bottom):

LEGEND

- ← Existing Average Max Queue During Peak Hour
- ← Average Max Queue During Peak Hour with Euclid Parking Conversion



PREVIOUS COUNCIL ACTION(S): NONE

BOARD/COMMISSION ACTION(S):

Board: Transportation Safety Committee

Date: June 11, 2019

Resolution Number: N/A

Action: Motion was made by Dave Ferree to express support to the City Council that the City present the Proposed Euclid Avenue Lane Reduction Pilot Project to the Iowa Department of Transportation; seconded by Meg Schneider. Motion passed 7:0.

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:

Actions related to construction of the Pilot Project including ordering construction and hearing.

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