30TH STREET CONNECT PROJECT

City Council
April 20, 2021
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Project Background

- Need identified
  - 2015 North Main Avenue Mobility Plan
  - 2016 Multimodal Transportation Plan

- Project funding identified
  - City Staff in coordination with CDOT identified funding for this project.
  - CDOT Staff submit Transportation Innovation Council application
  - City Staff authored grant application for MMOF Grant
    - Letters of Support from 5 partners including
      - MAB
      - BID
      - 9R School District
      - Mountain Middle School
      - CDOT Region 5
  - Funding awarded
    - 2020 Multimodal Options Fund $75,000
    - 2020 Transportation Innovation Council $25,000

CDOT is the fiscal agent and is funding remaining project costs.
Project Status

- Project is in Final Design (CDOT funded)
- CDOT intent to Bid project Q3 2021
- Projected construction 2021-2022
- Estimated Total Project Cost $400,000

### Project Funding

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>MMOF Grant</td>
<td>$75,000</td>
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<tr>
<td>TIC Grant</td>
<td>$25,000</td>
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<tr>
<td>2015 1/2 Cent Dedicated Tax</td>
<td>$95,000</td>
</tr>
<tr>
<td>CDOT Funding</td>
<td>$205,000</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$400,000</strong></td>
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Project Intent

• Address lack of safe crossing of US 550 between 27th and 32nd Streets
• Pedestrian connectivity
• Transit stop connection
Safety Concern

Lack of safe pedestrian crossing & transit stop accessibility between 27th and 32nd Street

The lack of a safe pedestrian crossing in the corridor creates a significant safety concern for both pedestrians and motorists, as pedestrians frequently attempt to cross the five-lane highway at or near 30th Street rather than walk the distance to the nearest signalized crosswalks at 27th Street to the South, or 32nd Street to the North.
Safety Considerations

- Accessibility
- Infrequent signalization
- High vehicle speeds
- Visibility of pedestrians
- Pedestrian/vehicular conflicts at intersections
- Wide intersections
- Proximity to School
- Multiple lanes of traffic reduces visibility of pedestrian
- Lack of visual cues to direct motorists
- Blind spots for motorists
- Unreliable motorist behavior
- Freight route
- Jaywalking
Why a mid-block crossing with RRFB and pedestrian refuge?

“(W)ith the advent of the modern suburb, blocks are much longer, signalization is even less frequent, some intersections are very wide, and vehicle speeds are much higher than downtown. Under these conditions, crossing at intersections becomes less practical and often more dangerous”

(FHWA Course on Bicycle and Pedestrian Transportation, 16-1, section 16.2).

More drivers yield at midblock locations rather than at four-leg intersections.

(Center for Transportation Safety at Texas A&M Transportation Institute Study, 2016)
Why a mid-block crossing with RRFB and pedestrian refuge?

Pedestrian crossings at uncontrolled approaches should be designed as a mid-block crossing (14.3.8.1).

A pedestrian refuge island should be installed on 4-lane roadways (14.3.9).

RRFBs are a tool to help increase pedestrian visibility, and a raised median should be provided to allow the left sign to be mounted adjacent to the lanes (14.3.9.1).

For this volume and speed combination, a median will be installed with the RRFB (Table 14-14).

Additional Considerations

• Transit connectivity
• East/West pedestrian connectivity
• Impact to business and neighborhood ingress and egress
• Traffic engineering considerations (utility conflicts, turning movements, etc.)
• Signal warrants evaluation
• Evaluation of public input
Stakeholder Outreach

• **Multimodal Advisory Board**
  - Provided letter of support for funding application
  - Project presented and discussed at 4 MAB meetings

**January 15 – MAB Meeting**
- Board received presentation from CDOT on location alternatives.
- Board discussed this project and had consensus at 11.15.20 meeting that Board preferred 30th Street location, no formal action taken.
Stakeholder Outreach

Multimodal Advisory Board

February 17 - MAB Meeting

• The 30th St Crossing was discussed during the Multimodal Advisory Report. Staff provided an update about how many surveys had been submitted and that businesses were in general support of the project. Staff noted that locations 3 and 2 were the most preferred, but CDOT would be making the final decision based on multiple factors including public comments.

• A Board member asked why the city did not make a recommendation on the web page. Staff stated the web page presented the facts with no recommendation from the city.

• A Board member asked if the board’s recommended location had made the survey, location 4. Staff confirmed that it was on the survey.
Stakeholder Outreach

Multimodal Advisory Board

February 17 - MAB Meeting

- Discussion occurred during the Multimodal Advisory Report regarding the MAB recommended locations to CDOT, locations 3 and 4. (30th Street)
- A Board member requested city staff’s recommendation and Staff said it was location 2, south of Birds egress.
- A Board member suggested a Board recommendation to City Council for location 3 based on the survey results.
- Staff confirmed it’s recommendation as location 2 because of the midblock safety aspects and conflicts with pedestrians from vehicles turning at the intersection.
- There were questions from a Board member regarding why location 3 if safety is not the Board’s main priority.
- A Board Member said that they did not think people would use it and the precedent had already been set at the intersection.
- No formal recommendation was made to City Council because some Board members said they weren’t ready to make a motion and tabled it until March.
Stakeholder Outreach
Multimodal Advisory Board

March 24 - MAB Meeting

- Staff presented the CDOT/City Staff preferred location, location 2 south of Birds egress.
- A Board member said they did not understand why staff would want to teach children to cross at the midblock and why other crossings weren’t at the midblock.
- Staff clarified that they would work with Mountain Middle School to teach children about crossing midblock.
- No formal action by the Board was taken at this meeting.
Stakeholder Outreach

- Two presentations to North Main Business Improvement District
- 1-on-1 outreach to impacted businesses in corridor
- Two mailings to residents and property owners (29th-31st Street / E 2nd to W 3rd Ave)
  - Notification of survey
  - Project status update
- Survey
Public Feedback

• Overwhelming support for project
• 236 Survey Responses

“Choosing any of these locations will be an improvement to ensure the safety of our resident population and traveling guests who choose to support the local shops and restaurants at the North end of town.”

“This is extremely needed for the North side! As a resident in this area I notice how dangerous it is to cross on main. I am very excited to hear a crosswalk is to be put in!”
Alternatives
The preferred location just south of Birds met the following:

- Meets FHWA and CDOT Safety Guidelines
- Minimized pedestrian vs vehicle conflicts (it is best to eliminate or limit pedestrian vs turning traffic conflicts)
- Location with good sight distance for both pedestrians and vehicles
- Minimize impacts to current traffic flow/patterns
- Minimized impacts on businesses
- As close to mid way between existing signalized intersections (32nd & 27th)
- Provide connectivity for all Pedestrian users in North Main, not just schools

*Preferred alternative
The preferred location just south of Birds met the following:

- Meets FHWA and CDOT Safety Guidelines
- Minimized pedestrian vs vehicle conflicts (it is best to eliminate or limit pedestrian vs turning traffic conflicts)
- Location with good sight distance for both pedestrians and vehicles
- Minimize impacts to current traffic flow/patterns
- Minimized impacts on businesses
- As close to mid way between existing signalized intersections (32nd & 27th)
- Provide connectivity for all Pedestrian users in North Main, not just schools
Project location 30th Street

- Higher level safety concern with 4 way unsignalized intersection, lack of medians/access control.

- One option blocks turning movements completely (Location 4).

- The other option blocks some turning movements but allows for unsafe maneuvers that result in dangerous pedestrian vs car conflicts (Location 3).

- 30th street intersections will not meet signal warrants. Signal warrants must be met to install a signal.

- This is a 4-way, with side street stop control.
City Councilor Questions

Are there other midblock crossings in town?
City Councilor Questions

Provide data supporting that a cyclist will ride down the block to a crossing rather than cross at the corner in line with their bike route.

- 30th Street is not identified or proposed as a bicycle route in the MTP. This question assumes a specific bicycle route, and there is no data available for this location.

- The primary intent of this project is to improve safety for pedestrians and transit accessibility.

- While midblock crossings may not solve all concerns for cyclists, an intersection crossing would put cyclists at higher risk than a midblock crossing for the same reasons that apply to pedestrians.

Studies suggest that bicyclists prefer pathways and lanes instead of the shortest possible routes.

City Councilor Questions

Will a cyclist/pedestrian walk a ½ block in the wrong direction to get to the crossing, or are they going to run across the street at the corner?

• This assumes a specific commute. For the majority of pedestrian needs in this corridor, a midblock crossing between 29th and 30th Street satisfies the need of most pedestrian trips.

“Observation of pedestrian behavior clearly indicates that people routinely cross at mid-block locations. Pedestrians will rarely go out of their way to cross at an intersection unless they are rewarded with a much improved crossing — most will take the most direct route possible to get to their destination, even if this means crossing several lanes of high-speed traffic.”

((FHWA Course on Bicycle and Pedestrian Transportation, 16-1, section 16.1).
THANK YOU
Project location 1

- Meets FHWA and CDOT Safety Guidelines
- Minimized pedestrian vs vehicle conflicts (it is best to eliminate or limit pedestrian vs turning traffic conflicts)
- Location with good sight distance for both pedestrians and vehicles
- Minimize impacts to current traffic flow/patterns
- As close to mid-way between existing signalized intersections (32nd & 27th)
- Limits freight movements in to Birds
- Provide connectivity for all Pedestrian users in North Main, not just schools
Location 5

Between A Smile By Design and the Days Inn, between 30th and 31st Streets

Mid-block

Location investigated to provide crossing closer to Mountain Middle School

NO nearby transit stops

Limited access impact

SB 550 traffic cannot use the north Days Inn entrance, but can still access the south