

S. Eads St. Complete Street Phase II

12th Street S. to 15th Street S.

Project Update : Design Communication

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Capital Projects

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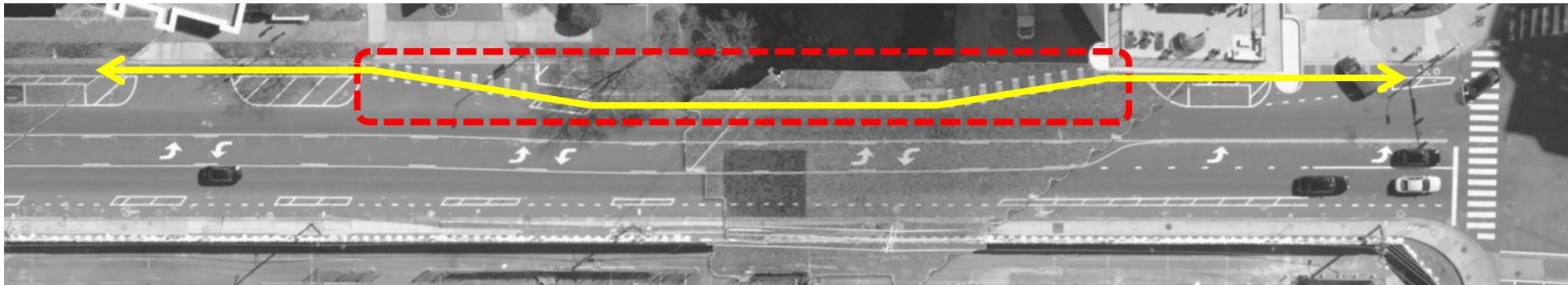
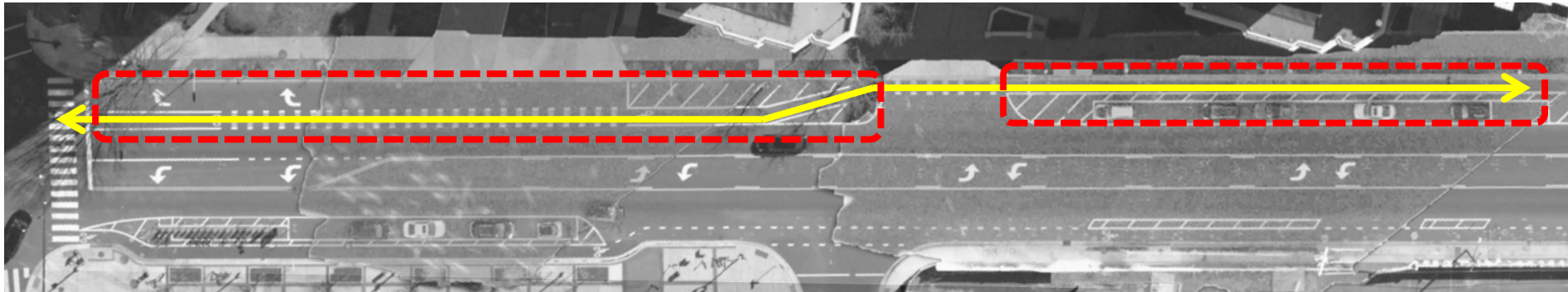


Let's review...

- In January of 2022, we shared how the project design has advanced from initial concepts through the 30% level of development.
- As a result of public feedback, the design team focused on some crucial challenges requiring further study:
 - *How should the bike lane interact with the multiple driveways crossing it?*
 - *How should the bike lane interact with turning vehicular traffic at 12th Street?*
 - *How could pedestrian or transit improvements be best integrated?*
 - *How should this project be coordinated with other development in the vicinity?*
- Bearing this in mind, let's look back at the project design in a couple of key locations.

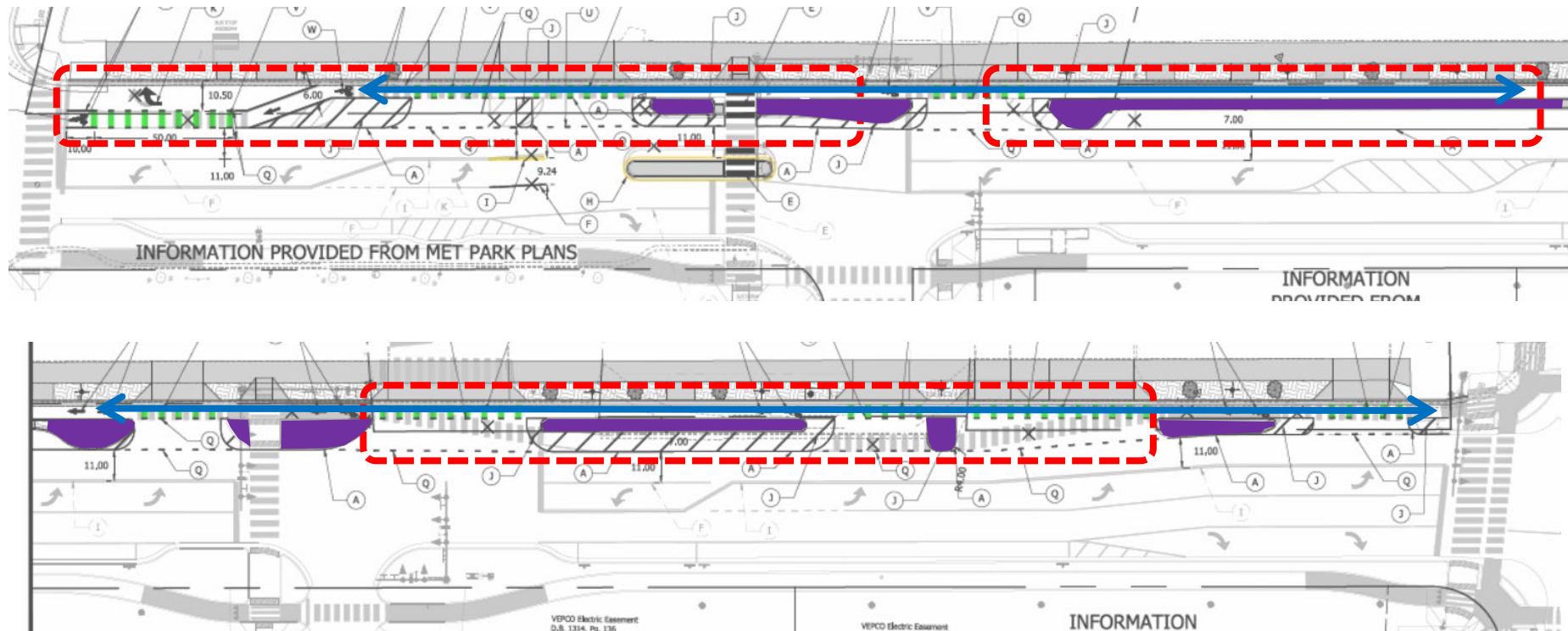
Let's review...

The existing unbuffered bike lane can make users feel exposed to traffic, with pedestrians limited to crossings at 12th and 15th Streets only.



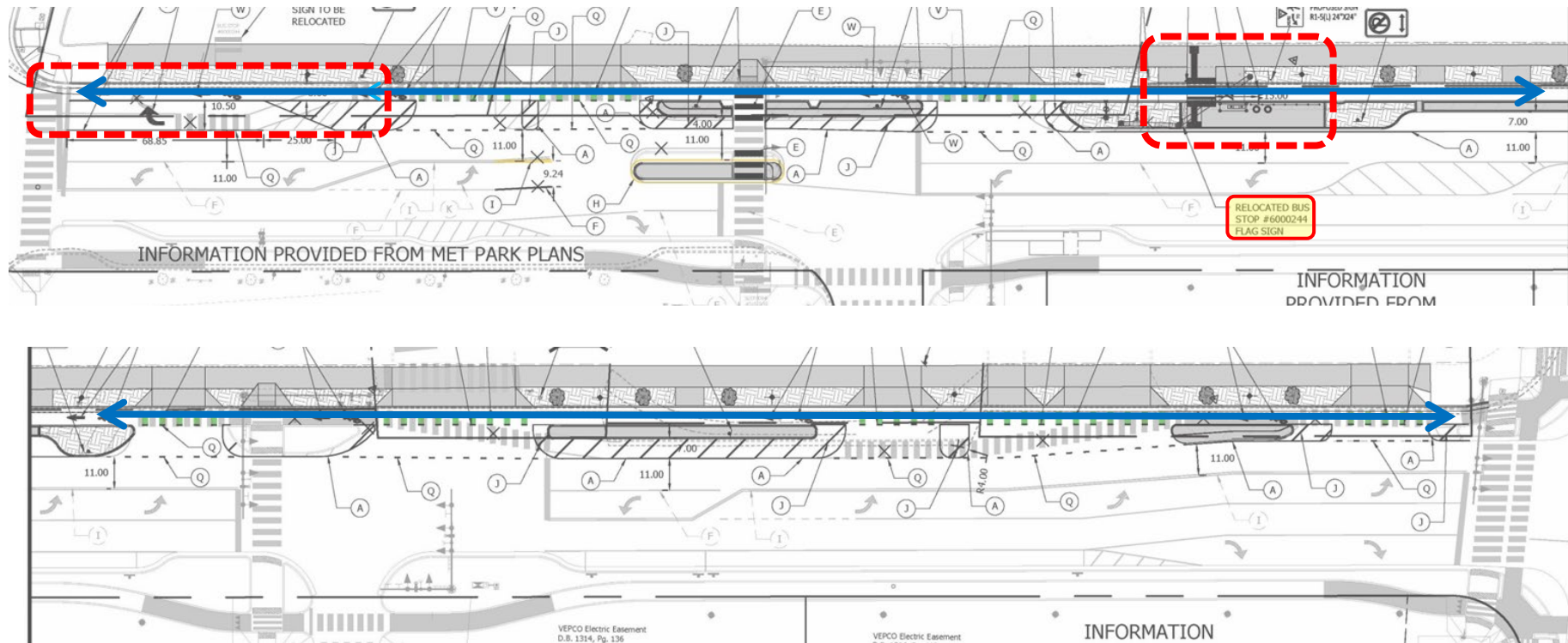
Let's review...

The 30% design realigns most of the bike lane against the curb, adding protective buffer elements and mid-block crossings at 13th and 14th Streets.



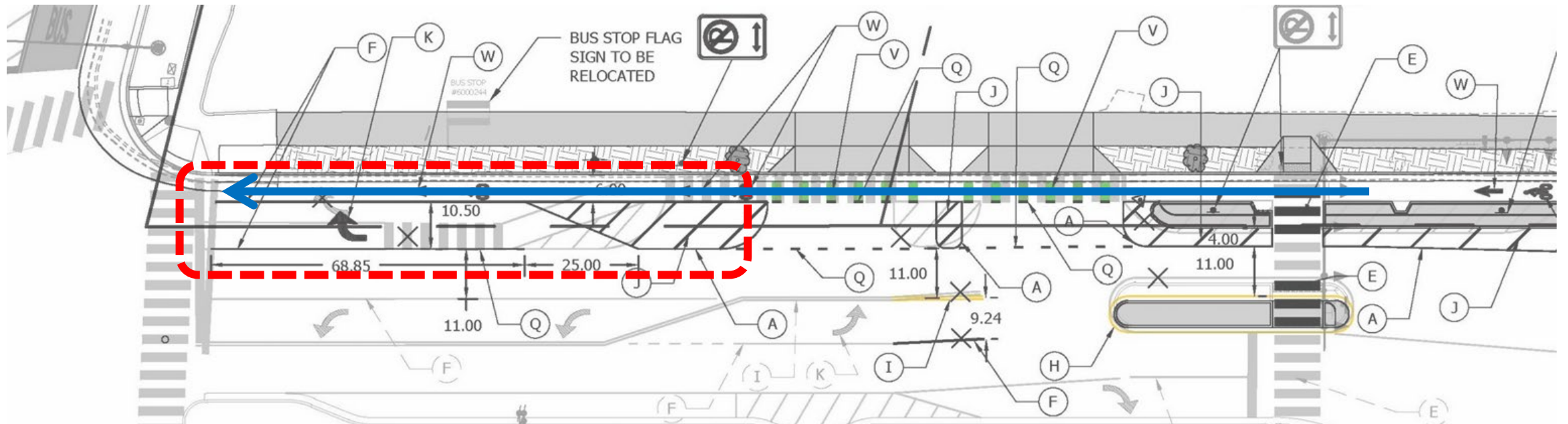
What We Found...

The 60% design refines the buffers and relocates the bus stop, allowing us to extend the bike lane against the curb to 12th St.



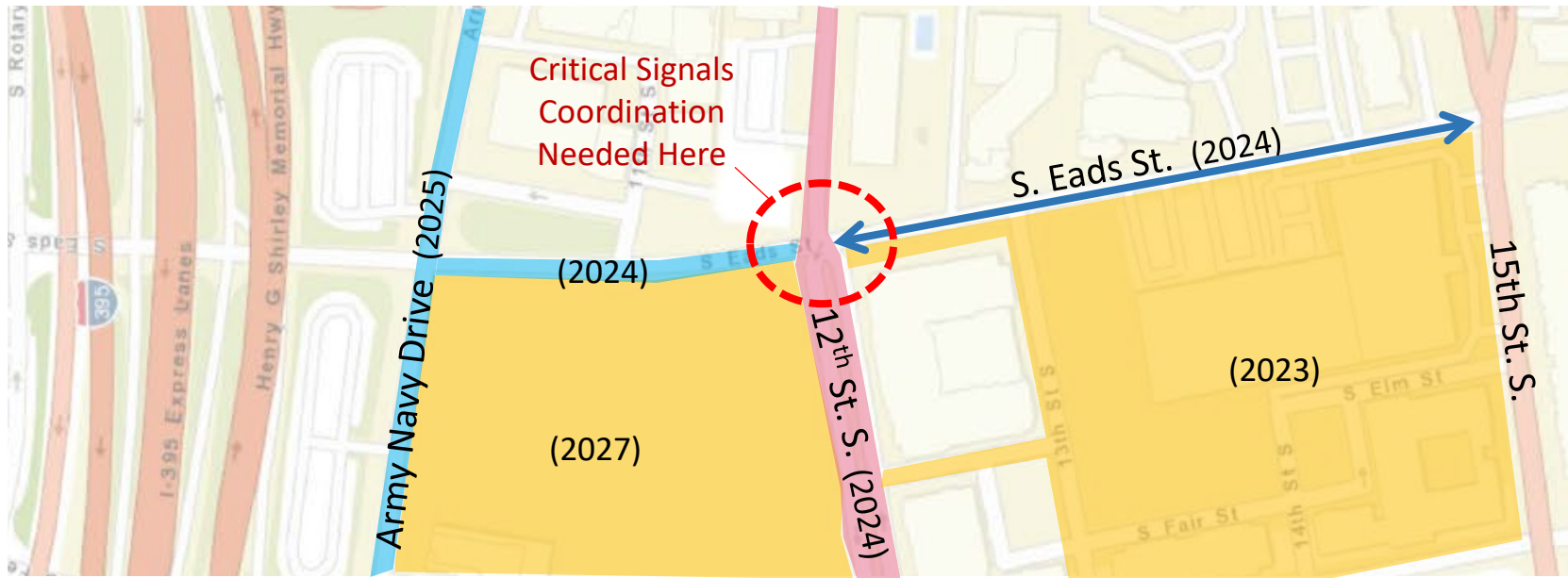
What We Found...

Problem solved, right?



What We Found...

Not quite... We had to take the broader context into consideration.

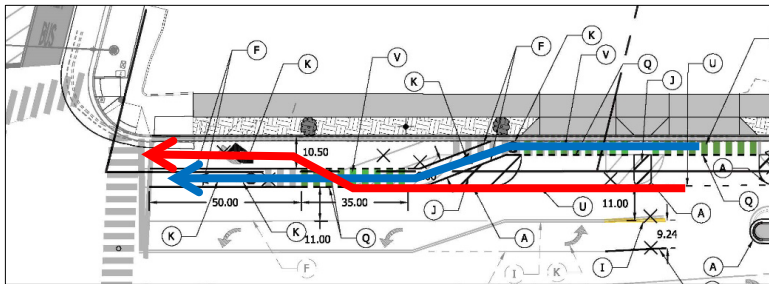


Close coordination across a number of adjacent projects means that effective traffic signal phasing will be the key to successfully implementing the full curbside bike lane design along S. Eads.

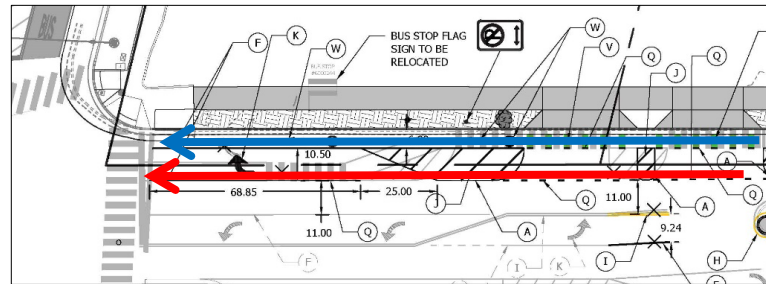
Until the adjacent construction work is complete, the S. Eads St. project will implement its own “interim” condition, to be finalized as a curbside bike lane extending from 12th to 15th Streets.

To Summarize...

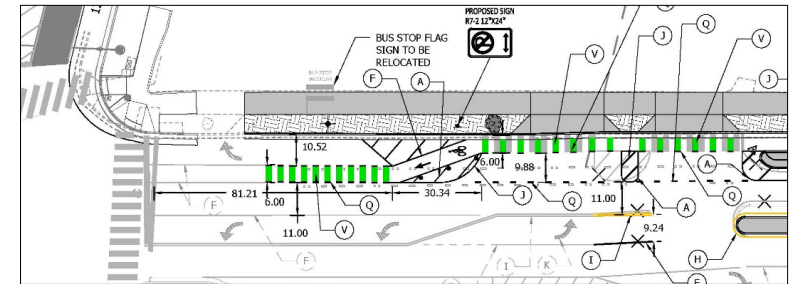
- Our design creates a buffered bike lane from 15th Street to 12th Street, but...
- The complexity of signals coordination may require a phased implementation.
- The interim condition maintains the existing “mixing zone”, but...
- The proposed final condition seeks to extend the proposed curbside bike lane to 12th Street.



The 30% design retained the existing bus stop and lane-shift “mixing zone”



The 60% design relocated the bus stop, removed the “mixing zone” and extended the bike lane curbside.



The interim condition adds back a revised temporary “mixing zone” to be replaced by the curbside bike-lane pending coordinated signals review.

Next Steps...



2023

- Spring: Communicate final design & complete construction documentation
- Summer: Procurement & Contracting
- Fall: Start of construction (estimated duration of 18-24 months)

2024-26

- Continued coordination of adjacent County projects and private developments

2027

- Undertake comprehensive signals phasing review at 12th St. & S. Eads
- Develop a retrofit restriping plan to relocate the bike lane curbside at 12th St.