S. Syene Advisory Group Meeting #4 Notes

Scheduled for Thursdays in May and June from 12:00 – 1:30

- Overview of Previous Meeting
    - Discussed project elements and tradeoffs
    - Specified the pros and cons of alternatives and the relevance of each based on local knowledge of the corridor
        - Raised median
        - Curb & gutter
        - E. side sidewalk

- Speed data on S. Syene
    - Speed reduced to 35 in early 2020. "Before" data was taken in April 2019, "after" was taken in September 2020
    - Engineering studies generally look at the 85th percentile speed
        - Northbound
            - Before – 35 MPH (64% of traffic 1-15 MPH)
                - Data seems slower than expected. There may have been an issue with the before counts
            - After – 46 MPH
        - Southbound
            - Before – 58 MPH
            - After – 47 MPH
                - Southbound seems consistent (still 10 MPH over before and after speed reduction)
        - Steve mentioned the due to the pandemic, people seem to go faster because the roads are emptier. Maybe look at the counts associated with each speed study, might indicate why more people were going the same speed in light of a lower speed limit - Steve
- Speed Management Countermeasures
    - Look into studies describing how driver feedback signs (LED) effect speed – Sam Huber
    - In general, countermeasures reduce the speed by ~1-10 MPH
    - From gathered speed data, southbound is more of an issue than northbound so we may consider these countermeasures (optical speed bars, speed limit pavement parking, bulb-out, driver feedback sign, center island, entrance treatments)
    - Roundabouts could also be a measure we could take, bulb outs are another viable option – Steve

- With curb & gutter we can't have speeds of more than 40 MPH, another benefit of curb & gutter is speed reduction (see last weeks notes) - Steve
    - Andrew questioned the causality of curb and gutter lower speeds. Generally speed limits are lowered with curb and gutter (i.e. low-speed urban roadways at generally capped at 45 mph), but it is questionable that the curb and gutter itself is slower down drivers. Andrew has not seen significant evidence to suggest this effect.
- If we don't put in a roundabout at E Cheryl and Syene, would like to see a raised intersection like those on Monroe Street (e.g. Monroe & Glenway) – Steve
    - Monroe Street is a very residential street, has characteristics that are better for a raised intersection. Has a transit background, her experience leads her to believe that we do not need speed humps, especially in the discussed location - Katie
    - Firehouse nearby also might make raised intersections less feasible – Andrew M

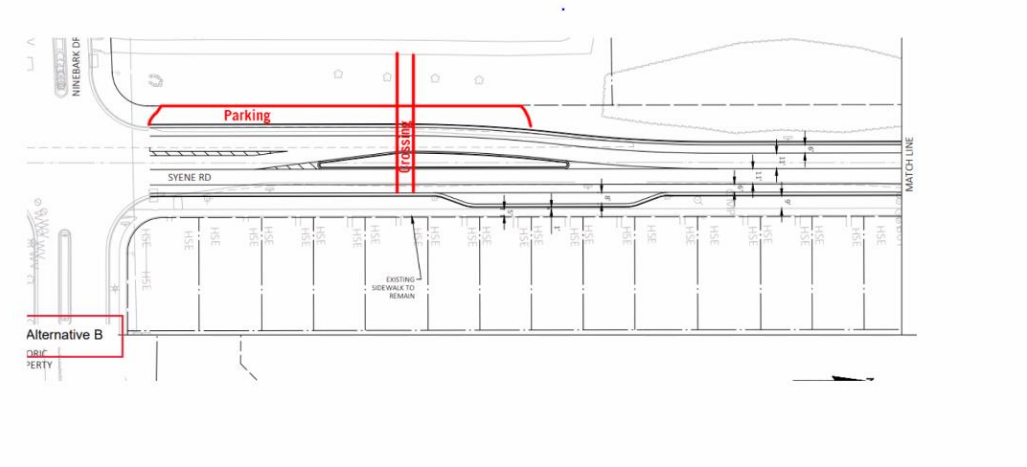
- Cross-sectional elements (more specifics, just going through some considerations
    - Medians
        - Minimum 6' for pedestrian and mowing equipment, preferred 8'
            - Hard for mowers to get by when it's anything less than 7'
            - Unless median is simply concrete, then we could go smaller than 6'
    - Travel lanes
        - 10-11' width is more appropriate for this context, Research that we can look at for appropriate widths for different contexts (adjacent parking, bike lanes present, etc.)
            - Andrew M is thinking 10-11' makes the most sense
            - Buffered lanes can reduce speed because it makes the lanes smaller, and drivers are more cautious
            - Traffic on Syene has picked up enormously, data could be skewed because of the construction going on (travelers are being recommended to take other routes) – Ron G
            - Metro is not currently planning to run bus routes here; however, it is certainly possible… there is talk of a train further in the future. Not specific plans currently but we should keep that in mind in our planning – Andrew
                - Previous route alignments of the Bus Rapid Transit route has proposed to come down Fish Hatchery and take the E Cheryl route (much longer term) – Steve
                - We should consider school bus stops as well

        - Need to ensure we have good sight distance and/or warning signs

    Bike lanes
        - AASHTO bike guide recommends a minimum 4’ for of operating width, 5’ recommended for ease
            - Patrick asked whether smaller lanes could discourage side by side riding
                - Steve noted it is legal to ride side by side on bike lanes
        - Issues with asphalt – curb & gutter seam
            - If we include the gutter in our 6’ measurement, make sure it doesn’t make the bike lane too small - Steve
            - More of a comfort aspect, also safety
        - Buffer (1-3’) offers additional comfort away from travel lane
        - Currently laid out as 4’ asphalt, 2’ gutter pan, 2’ buffer
            - Steve proposed 4’ asphalt, 1’ gutter pan, 2’ buffer
    - Terrace
        - Snow storage
        - 7’ minimum for trees
            - Gone down to 5’ before for smaller trees, but really should try to keep it above 7’ (would really like something closer to 10-12’ for the medians if there are trees)
                - However, there is a benefit of small concrete median
        - Street trees also lower speed, on the side of road as well as in the medians, although median trees make mowing / maintenance of medians more difficult
- Concept Cost Estimate
    - Excel sheet with bids, segment lengths of various components along Syene, toggle feature where we can try out different measurements
    - The Excel gives us a general sense of how different widths / aspects of certain elements would play into the overall cost
        - Excel sheet doesn’t give the overall cost of the project, just gives us a good idea of our considerations
        - The Excel sheet in general is quite preliminary, as we’re still in the early stages
    - Excel sheet does a good job of showing us the trade-offs that we are going to be considering
        - A question came up about the realignment of the multi-use paths near Nannyberry Park
            - It may be possible to include in the project, but otherwise we can plan for the realignment when the paths need to be repaved.

- Andrew will be sending out the excel sheet to the group

- Nine Bark to Argus – Andrew Brunner



  - Across from Syene we could potentially have parking like the picture above
  - Ron G - Not in favor of putting parking on the West side of Syene… would cause much more trouble than good (regarding safety, weather, etc.)
  - There needs to be some sort of cross walk, Jason thinks over by the multi-use paths would be more beneficial
  - Possible design could be parking on the east side, in less of a limited width area- Sam
    - Very possible to do this if we move the cross walk to a midblock, but it does get a little close to the Nine Bark crossing – Andrew
      - If there are crosswalks at the ends of both blocks, we can probably eliminate the midblock cross walk altogether
  - Could be worthwhile to consider angled parking on Central Park Pl. Would require moving ponds possibly – Cindy
    - Andrew noted that this would be outside of the scope of the project as wet ponds and infiltration basis are not easily moved.
  - Currently a side street stop at Central Park Place and Syene intersection
    - The intersection would either remain in that condition or a mini-roundabout option might be explored
  - Argus will remain in its current configuration
  - Maybe investigate parking where the grassy area is on Central Park Place

- Not a strong enough consensus saying that Uptown wants parking, but parking would help decrease speed most likely
- Central Park Place is the most reasonable/practical place to do parking. Reduces need for parking on the East side of Syene – Patrick