



Beaver Street Striping Changes

Road Repair & Street Safety Program Bundle #2 (Beaver/Dale)



Overview

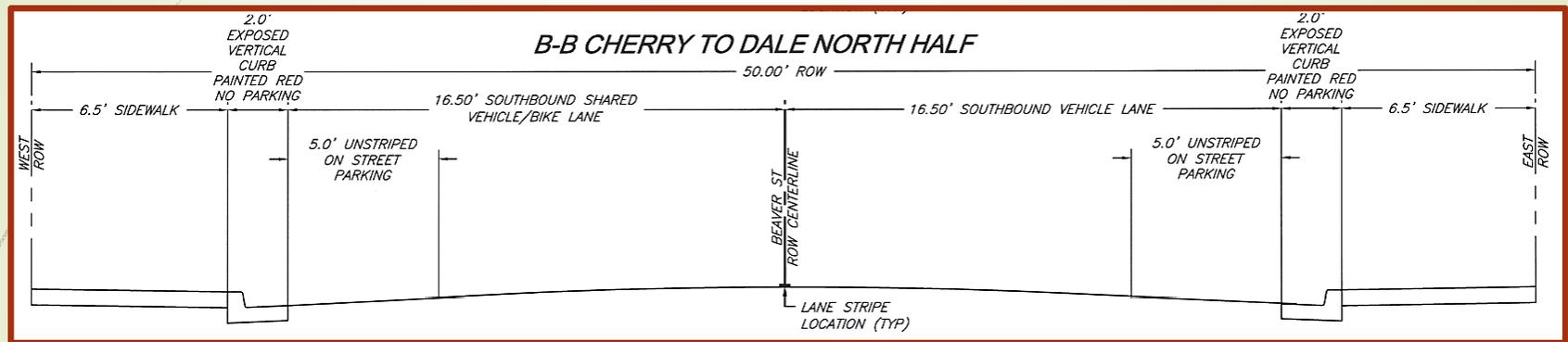
- ▶ Road Repair & Street Safety Bundle #2 (Beaver/Dale)
Project Limits
- ▶ Beaver Street Current Conditions
- ▶ Considerations for Improvements on Beaver Street
- ▶ Traffic Data
- ▶ Informing the Public
- ▶ Project Schedule
- ▶ Traffic Commission Input



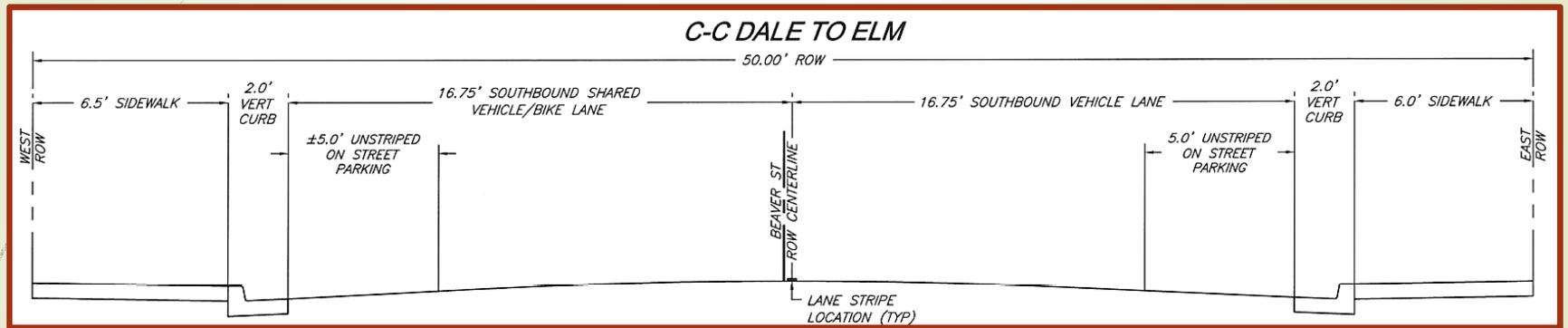
Beaver Street Current Conditions

- Classification: Minor Arterial
- Speed Limit: 25 mph
- One way, southbound
- Parking on both sides
- Bike Lane – Columbus to Fine
- Shared Use Lane – Fine to Cherry

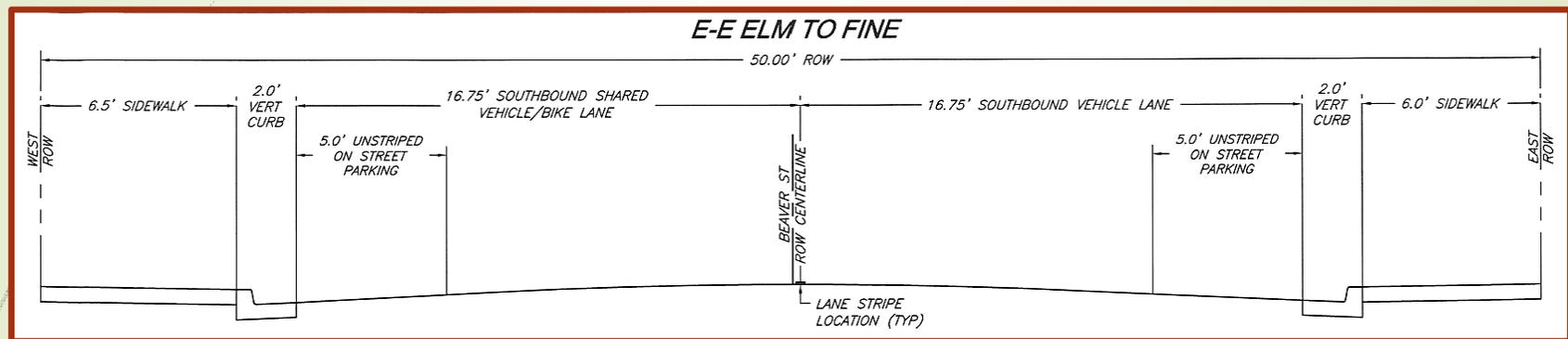
Cherry to Dale Current Conditions



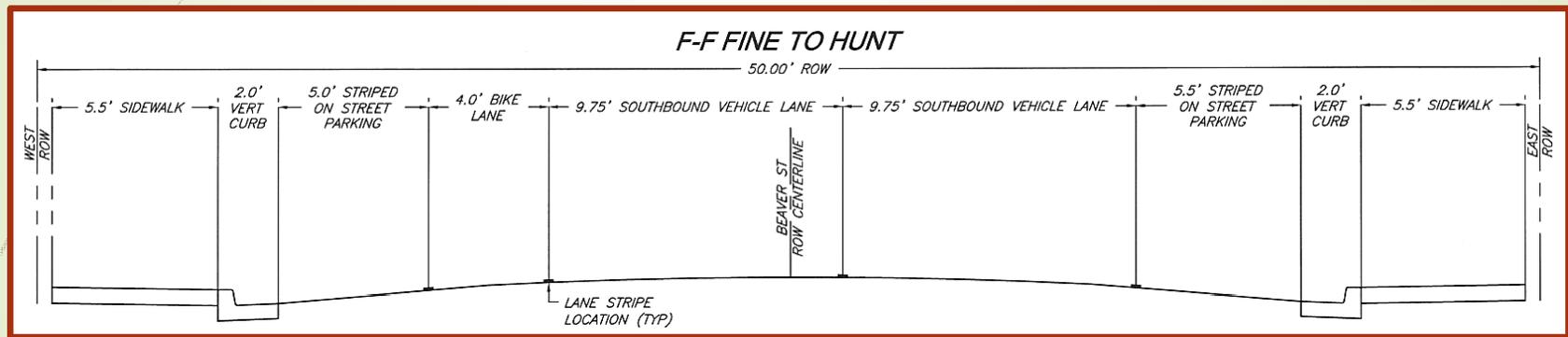
Dale to Elm Current Conditions



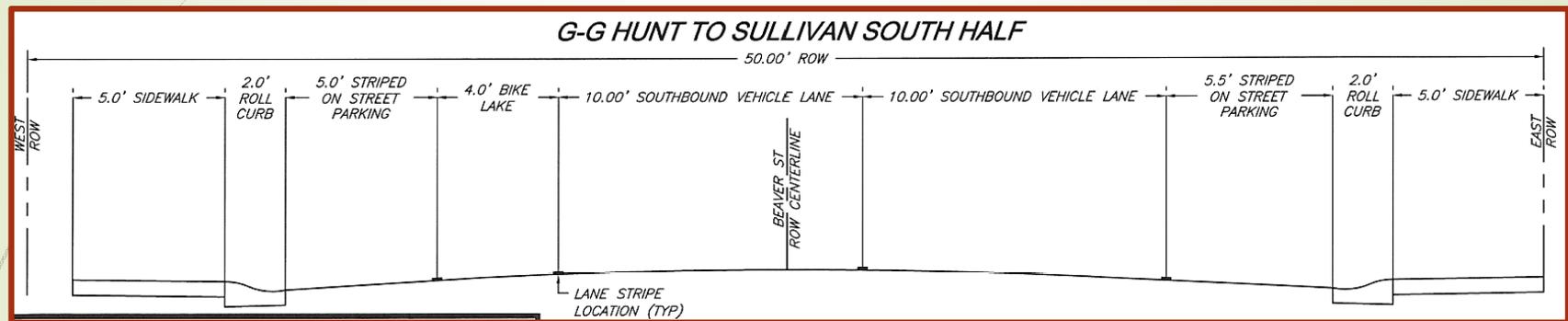
Elm to Fine Current Conditions



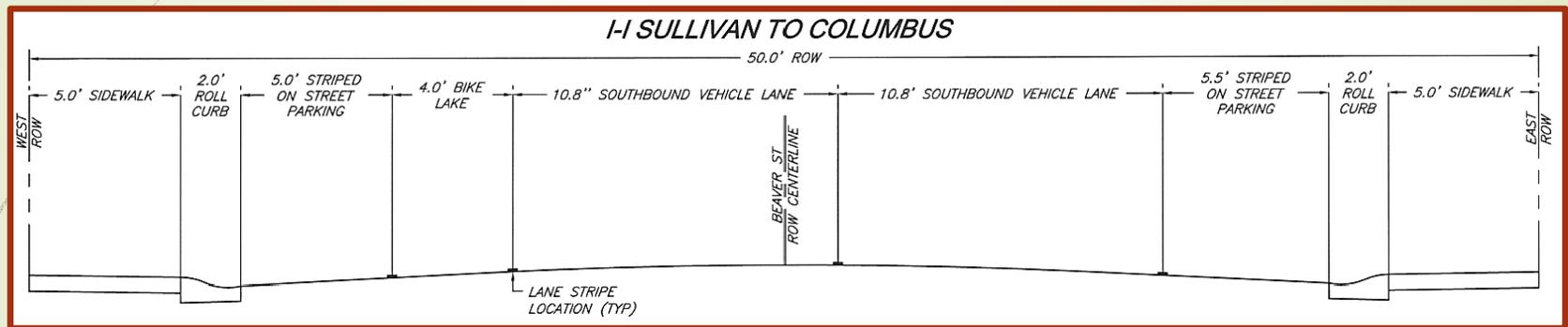
Fine to Hunt Current Conditions



Hunt to Sullivan Current Conditions



Sullivan to Columbus Current Conditions



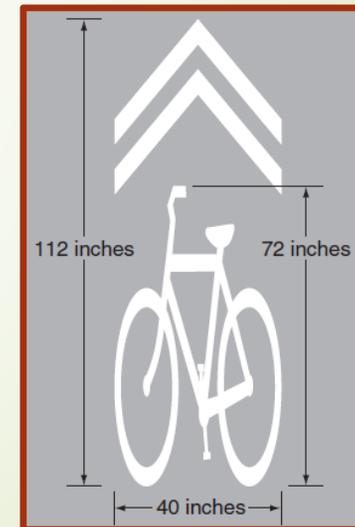


Considerations for Improving Beaver

- No final decision at this time
- Data to be analyzed prior to a final decision
 - Traffic Volumes
 - Bicycle Volumes
 - Parking Study
 - Crash Data
 - Survey Base Map (actual widths)

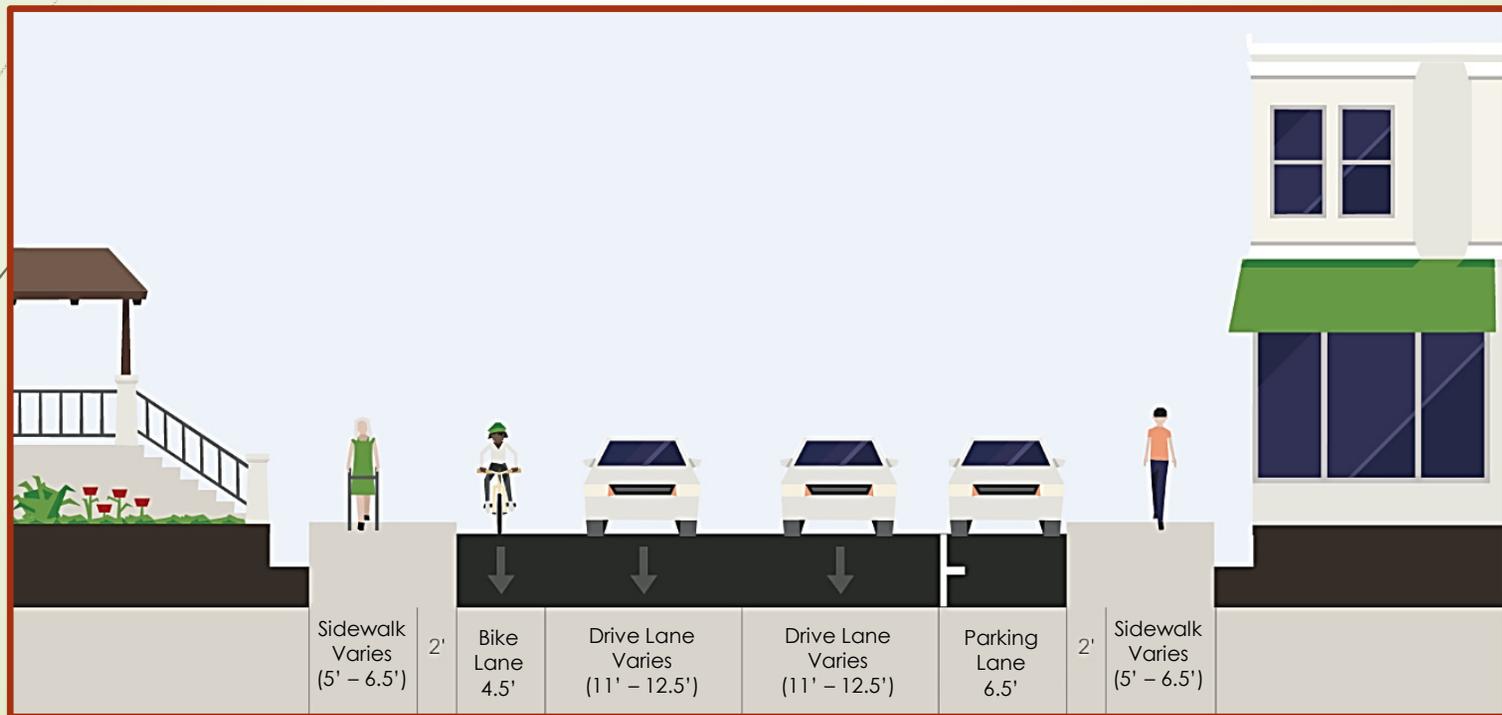
Considerations for Improving Beaver

- Option A (visual on next slide)
 - Columbus to Fine: remove parking on west & keep bicycle lane
 - Fine to Cherry: remove parking on west & add bicycle lane
- Option B (visual on next slide)
 - Columbus to Fine: remove bicycle lane & keep parking on both sides
 - Fine to Cherry: no changes
 - Columbus to Cherry: add shared lane markings



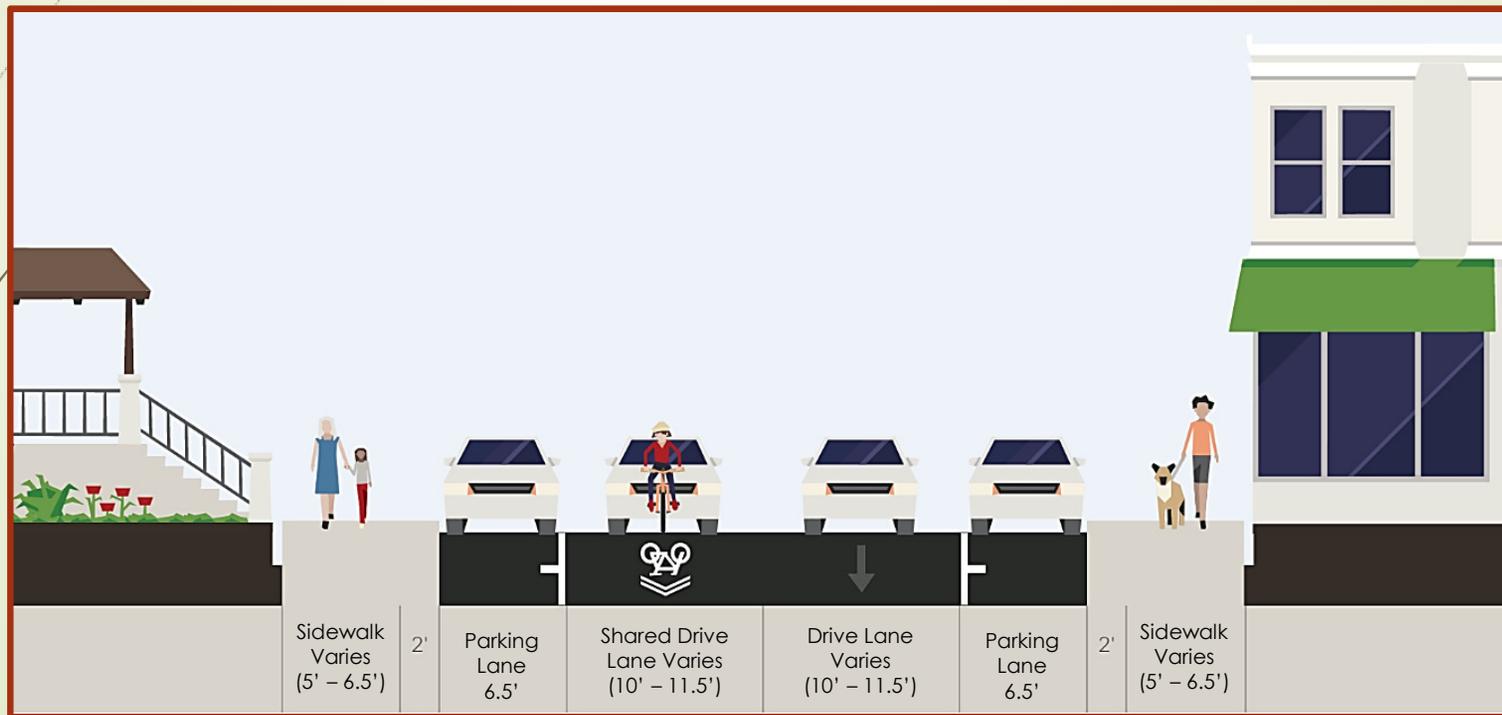
Considerations for Improving Beaver

Option A



Considerations for Improving Beaver

Option B





Policies From Regional Plan

- ▶ Option A:

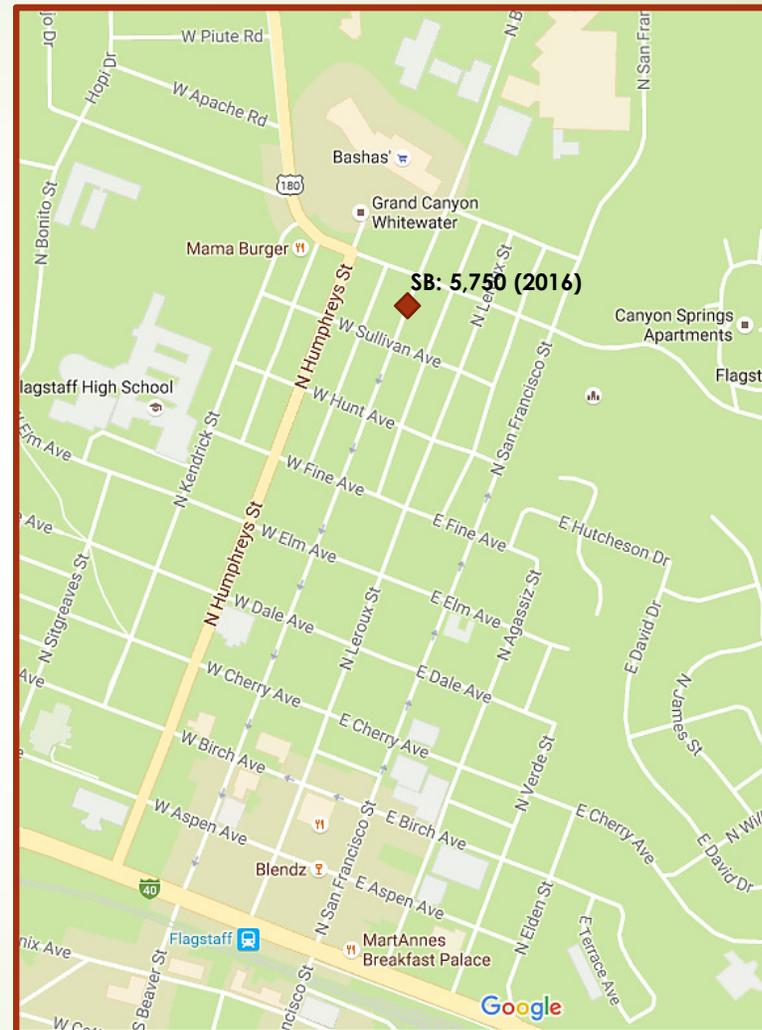
- ▶ Policy LU.12.8. Provide for strong connections from the Flagstaff Medical Campus to the Northern Arizona University campus via pedestrian paths, bicycle connections, streets, and transit service.
- ▶ Policy T.2.1. Design infrastructure to provide safe and efficient movement of vehicles, bicycles, and pedestrians.
- ▶ Policy T.6.2. Establish and maintain a comprehensive, consistent, and highly connected system of bikeways and FUTS trails.
- ▶ Policy T.6.4. Encourage bikeways and bicycle infrastructure to serve the needs of a full range of bicyclist experience levels.

- ▶ Option B:

- ▶ Policy LU.12.11. Develop a residential parking program to address the impacts of on-street parking on public streets in the downtown and surrounding areas, while considering the needs of residents, public events, and enterprises in and around the impacted areas.

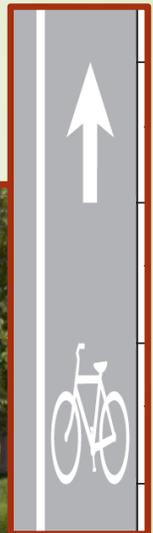
Traffic Volumes

- Weekly Average Daily Traffic:
 - 5,750 vehicles
- AM Peak Hour Volume:
 - 7:30 AM – 8:30 AM
 - 533 vehicles
- PM Peak Hour Volume:
 - 4:30 PM – 5:30 PM
 - 515 vehicles



Bicycle Volumes

- ▶ Weekly Average Daily Traffic:
 - ▶ 55 bicycles
- ▶ AM Peak Hour Volume:
 - ▶ 7:30 AM – 8:30 AM
 - ▶ 9 bicycles
- ▶ PM Peak Hour Volume:
 - ▶ 4:30 PM – 5:30 PM
 - ▶ 10 bicycles



Parking Study on Beaver

Time	Parking on West Side of Beaver			Parking on East Side of Beaver		
	Parking Spaces Utilized	Parking Spaces Available	Percentage Utilized	Parking Spaces Utilized	Parking Spaces Available	Percentage Utilized
8:00 AM	3	37	8.1%	13	42	31.0%
9:00 AM	5	37	13.5%	16	42	38.1%
10:00 AM	6	37	16.2%	19	42	45.2%
11:00 AM	7	37	18.9%	20	42	47.6%
12:00 PM	7	37	18.9%	22	42	52.4%
1:00 PM	10	37	27.0%	16	42	38.1%
2:00 PM	11	37	29.7%	18	42	42.9%
3:00 PM	13	37	35.1%	21	42	50.0%
4:00 PM	7	37	18.9%	15	42	35.7%

- All parked vehicles on the west side would be able to park on the east side

Time	Total Parking Spaces Utilized (east + west)	Parking Spaces Available on East Side	Percentage Utilized
8:00 AM	16	42	38.1%
9:00 AM	21	42	50.0%
10:00 AM	25	42	59.5%
11:00 AM	27	42	64.3%
12:00 PM	29	42	69.0%
1:00 PM	26	42	61.9%
2:00 PM	29	42	69.0%
3:00 PM	34	42	81.0%
4:00 PM	22	42	52.4%

Parking Study on Side Streets

Time	Parking on Side Streets West of Beaver			Parking on Side Streets East of Beaver		
	Parking Spaces Utilized	Parking Spaces Available	Percentage Utilized	Parking Spaces Utilized	Parking Spaces Available	Percentage Utilized
8:00 AM	29	66	43.9%	23	71	32.4%
9:00 AM	38	66	57.6%	33	71	46.5%
10:00 AM	46	66	69.7%	32	71	45.1%
11:00 AM	44	66	66.7%	31	71	43.7%
12:00 PM	36	66	54.5%	26	71	36.6%
1:00 PM	30	66	45.5%	33	71	46.5%
2:00 PM	41	66	62.1%	31	71	43.7%
3:00 PM	41	66	62.1%	35	71	49.3%
4:00 PM	33	66	50.0%	32	71	45.1%

*Includes side streets of Sullivan, Hunt, Fine, Elm, and Dale



Crash Data

- Analyzed from January 2010 to July 2016
- 36 crashes over 6 years & 7 months

Roadway Intersect	Number of Crashes	Percentage
Cherry Ave.	6	17%
Dale Ave.	5	14%
Elm Ave.	11	31%
Fine Ave.	6	17%
Hunt Ave.	2	6%
Sullivan Ave.	6	17%
	36	100%



Crash Data

► Beaver North of Route 66:

Crash Type	Number of Crashes	Percentage
Angle (front to side, other than left)	10	28%
Head On	1	3%
Left Turn	4	11%
Other	1	3%
Rear End	3	8%
Rear To Side	1	3%
Sideswipe Same Direction	16	44%
	36	100%

► Bicycle Crashes:

- 3 total (2010, 2011, 2012)
- 2 angle
- 1 head on



Informing the Public

- ▶ Transportation Commission Meetings
 - ▶ September 7th, 2016 & October 5th, 2016 (public involvement)
- ▶ Bicycle Advisory Committee Meeting
 - ▶ September 22nd, 2016
- ▶ Pedestrian Advisory Committee Meeting
 - ▶ October 13th, 2016
- ▶ Initial Public Outreach Meeting upon completion of 60% plans
 - ▶ December 2016

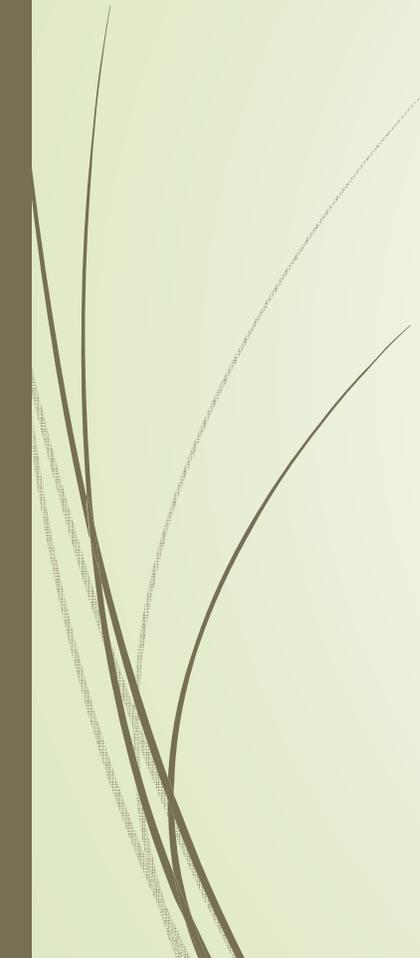


Project Schedule

- ▶ Survey Base Map – In progress
- ▶ 30% Plan Development – In progress – October 14, 2016
- ▶ 60% Plan Development – October 24 – December 2, 2016
 - ▶ Initial Public Outreach Meeting upon completion of 60% plans
- ▶ 90% Plan Development – December 2, 2016 – January 31, 2017
- ▶ 100% Plan Development – March 21 – May 3, 2017
- ▶ GMP Consideration of Approval by Council – June 6, 2017
- ▶ Council Summer Break – June 27 – August 15, 2017
- ▶ Construction Begins – June 19, 2017
- ▶ Construction Complete – August 31, 2018



Conclusion



- Staff would like a recommendation from Traffic Commission on how to move forward
- Likely decisions to be made:
 - Accept Option A
 - Accept Option B
 - Accept a modified Option A or B