UNIVERSITY AVENUE | CORRIDOR REDESIGN

November 6, 2017, 2017 | COMPLETE STREETS ADVISORY | MEETING #3
“COLLABORATIVE COMMUNITY-BASED DESIGN IS THE FOUNDATION TO A SUCCESSFUL PROJECT”
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1. REVIEW OF PAST MEETINGS
2. FINDINGS FROM REVISED TRAFFIC STUDY
3. MULTIMODAL OPPORTUNITIES
4. CORRIDOR CHARACTER
5. NEXT STEPS
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**SCHEDULE / TIMELINE**

<table>
<thead>
<tr>
<th>Event/Deadline</th>
<th>Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Kickoff</td>
<td>July 2017</td>
</tr>
<tr>
<td><strong>CONCEPT DEVELOPMENT</strong></td>
<td></td>
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<tr>
<td>[CSA/Stakeholder and Public Input]</td>
<td></td>
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<tr>
<td>CSA Meetings</td>
<td>8/1, 9/6, 11/6, 12/18</td>
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<tr>
<td>Stakeholder Group Meetings</td>
<td>8/9, 12/4</td>
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<tr>
<td>Final Presentation of Concepts</td>
<td>January 2018</td>
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<tr>
<td>Survey – Feedback on Concepts</td>
<td>January 2018</td>
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<tr>
<td>CSA Recommendation to Council</td>
<td>February 2018</td>
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<tr>
<td>Present Plan for Council Approval</td>
<td>March 2018</td>
</tr>
<tr>
<td>Final Design</td>
<td>April-October 2018</td>
</tr>
<tr>
<td>Construction</td>
<td>2019-2020</td>
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</tbody>
</table>
+ Implement a community supported and technically sound project during street rehabilitation
+ Incorporate complete streets design principles
+ Establish a brand/identity for the corridor
+ Incorporate new landscaping, street furnishings, art, and new lighting
+ Enhance overall aesthetic of the corridor and provide a safe, attractive environment
+ Connect University corridor with adjacent community corridor visions
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GOALS FOR THIS MEETING

+ Review of Traffic Study as it relates to potential corridor design

+ Review multimodal opportunities

+ Discuss branding of corridor
FINDINGS FROM STAKEHOLDER MEETINGS
HIGHLIGHTS TO BUILD FROM...

+ Increase foot traffic
+ More green space
+ Create strong, cohesive brand/identity
+ Add wayfinding signage and monuments
+ Make the corridor multi-modal
+ More walkable, enhanced pedestrian zone
+ Incorporation of bike facilities (in some form or fashion)
+ Themes: coal mining history, post-modern, midcentury
+ Brick + metal material palette
+ Analyze parking / add more?
Design
Electric car parking stalls
Intermediate to High level character (limited to space)
Make it comfortable and relaxing to help businesses and bring in businesses
Doesn’t need to be identical for the entire segment, transition at different areas
Spots of color
Raingarden elements with plantings, prairie gardens, and bioswales
Consider road noise
Existing open spaces are not usable (i.e. 66th street)
Have focus not all on University (i.e. benches facing away)
Seasonal use items/elements
Branding
Sharp, comfortable, shiny, bold, different and sustainable
Brick is prevalent within community, pervious pavers
Some midcentury look but not much due to it being faded
Use some of the past and new elements together
Other community events that can be added to design
Show forward progress and sustainability

Multi-Modal
Lean away from cycle track
Attract people to places by bikes
Safe crossings – traffic signals at gateways and secondary monuments
<table>
<thead>
<tr>
<th>Location</th>
<th>Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Des Moines</td>
<td>Cummins Parkway</td>
</tr>
<tr>
<td>Clive</td>
<td>None</td>
</tr>
<tr>
<td>West Des Moines</td>
<td>Buffalo Road Center Street Connection 73rd Connection Study</td>
</tr>
<tr>
<td>Windsor Heights</td>
<td>Commercial Development Center Street Connection</td>
</tr>
</tbody>
</table>
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CITY OF DES MOINES TRANSPORTATION PLAN

+ Planning for complete streets in mind
+ Part of overall Des Moines transportation plan in progress
+ Plans for potential 3 lane section along University
+ Requires council approval
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TRAFFIC ANALYSIS

+ Additional traffic counts, modeling, and turning movement analysis from previous study
+ Review of multiple turn lane configuration options
+ Planned for growth of traffic and commerce
TRAFFIC ANALYSIS

+Additional traffic counts and turning counts from previous study

-Key counts were added within corridor to more fully understand impacts
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TRAFFIC ANALYSIS

+ Review of multiple turn lane configuration options

- Left and right turn lanes for key intersections
- Median/no median was reviewed
TRAFFIC STUDY UPDATE

+Planned for growth of traffic and commerce

-Traffic growth above the MPO traffic model was used to be conservative

-Future development was integrated into the study
TRAFFIC ANALYSIS

+ Diversion of Traffic Volume
  - Caused by 4 to 3 lane conversion if constructed
  - Seen as a positive because it takes high speed through-traffic out of the system (10+ MPH over limit)
+Conversion to three lane with turn lanes at key intersections is possible with little change to LOS even in future growth
+Three lane conversion opens up opportunities for multimodal and streetscape elements, grant funding, wayfinding, safety
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Multimodal Alternatives

SEE ENLARGEMENT PLANS
Multimodal Alternatives
Multimodal Alternatives

SECTION A-A': BUFFERED BIKE LINES
1" = 10'-0"
Multimodal Alternatives

CONCEPT PLAN: SEPARATED BIKE LANES
Multimodal Alternatives
Multimodal Alternatives
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Multimodal Alternatives

SECTION A-A': CYCLE TRACK

1" = 10'-0"
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CORRIDOR BRANDING OPPORTUNITIES

PRIMARY GATEWAY / MONUMENT
SECONDARY MONUMENT
TRAIL MONUMENT / KIOSK
EXISTING BUS STOP
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CORRIDOR CHARACTER

INTERMEDIATE LEVEL OF DESIGN

+ COLORED CONCRETE AND / OR PAVERS
+ PLANTINGS AND STREET TREES – VARIETY IN PLANTING DESIGN
+ SOME SITE FURNISHINGS / MONUMENTS
+ ENHANCED AESTHETIC APPEAL
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CORRIDOR CHARACTER

HIGH LEVEL OF DESIGN

+ COLORED CONCRETE AND / OR PAVERS
+ PLANTINGS AND STREET TREES – VARIETY IN PLANTING DESIGN
+ ABUNDANCE OF SITE FURNISHINGS / MONUMENTS, CUSTOM ELEMENTS
+ ENHANCED AESTHETIC APPEAL, PEDESTRIAN SCALE
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CORRIDOR BRANDING OPPORTUNITIES

THEMES TO BUILD FROM

BRICK / METAL MATERIALS
MULTIMODAL ASPIRATIONS
MORE GREEN SPACE
INDUSTRIAL / COAL MINING HISTORY
POST-MODERN – MIDCENTURY
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CORRIDOR BRANDING OPPORTUNITIES

EXISTING SIGNAGE AT HICKMAN / 63RD

COLBY PARK
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CORRIDOR BRANDING OPPORTUNITIES

EXAMPLES:

COLBY PARK COLUMN

CONCEPTUAL DESIGN PHASE

REFINED CONCEPT/DETAIL PHASE

EXAMPLES (REFINED CONCEPT):

CHARACTER SKETCHES:
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CORRIDOR BRANDING OPPORTUNITIES

TRANSIT NODE / PLAZA SPACE
“It is place, permanent position in both the social and topographical sense, that gives us our identity.”

- J.B. Jackson

CONTACT

Jim Harbaugh, PLA
jimha@bolton-menk.com
515.259.9190
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MULTI-MODAL OPPORTUNITIES

SEPARATED BIKE LANE

BUFFERED BIKE LANE

CYCLE TRACK - TWO-WAY TRAVEL

STRIPED DIVIDER

VERTICAL DIVIDERS

BIKE BOX AT INTERSECTION

PROTECTED USER

SNOW STORAGE

VEGETATED BIKE LANE

USER SIGNAGE

LANDSCAPE INCORPORATION

PROTECTED INTERSECTION
MULTI-MODAL OPPORTUNITIES

SEPARATED BIKE LANCES
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MULTI-MODAL OPPORTUNITIES

BUFFERED BIKE LANES
MULTI-MODAL OPPORTUNITIES

TWO-WAY CYCLE TRACK

BUFFERED CYCLE TRACK

INTEGRATION OF PLANTING BEDS AND DECORATIVE HARDSCAPE

4 CORNER MONUMENTATION

SHIFT CYCLE TRACK NEXT TO CARS FOR VISIBILITY

TWO-WAY CYCLE TRACK CORNER CROSSING