



TO: Mayor and Council

FROM: Milton Dohoney Jr., Interim City Administrator

CC: Transportation Commission

SUBJECT: South Main Street Reconfiguration Pilot Update

DATE: January 3, 2022

As part of the 2021 Healthy Streets Program, S. Main Street was reconfigured between Packard St. and Stadium Blvd. This reconfiguration entailed taking the historic four-lane configuration (two vehicle lanes in both directions) and changing it to a three-lane configuration (one vehicle lane in both directions with a center turn lane) with protected bike lanes.

Staff previously reported to Council that the reconfiguration was temporary and would be restored in November upon the conclusion of the 2021 Healthy Streets Program. However, this configuration is showing signs of notable safety benefits with marginal operational impacts. Consequently, staff will continue the pilot into 2022 to continue to monitor its performance. Staff will also launch a public engagement effort in 2022 to solicit feedback from the public on the reconfiguration. These efforts will inform if the reconfiguration should be made permanent and if any other modifications should be made.

Safety Observations

There are several notable safety benefits resulting from the road reconfiguration:

- The three lane configuration results in the elimination of numerous conflict points and improves overall safety. [According to the Federal Highway Administration](#) (FHWA), a four-lane to three-lane reconfiguration results in a 19-47% reduction in overall crashes. Staff is monitoring crash data to see if these benefits are realized along S. Main Street and will report out on findings once a larger data set is available from the prolonged pilot.

- Speeds have decreased significantly along the corridor. Data was collected on 6/3/21 (pre-construction of reconfiguration) and again on 10/14/21 (post-construction of reconfiguration) as shown in the tables below. The percentage of vehicles going the posted speed limit dramatically increased as shown in the orange highlighted cells – northbound speed compliance increased from 29.6% to 65.5%; southbound speed compliance increased from 50.2% to 83.3%. Additionally, the number of vehicles going 10mph or over the posted speed limit dropped significantly from 349 to 55 as shown in the yellow highlighted cells.

S. Main (Davis to Hill)

Thu 6/3/21	Pre-Construction		
	NB	SB	Total
Vehicle Counts	4727	7577	12304
# at/below 30 mph	1398	3803	5201
% at/below 30 mph	29.6%	50.2%	
# above 40 mph	185	164	349
% above 40 mph	3.9%	2.2%	

Thu 10/14/21	Post-Construction		
	NB	SB	Total
Vehicle Counts	6661	7401	14062
# at/below 30 mph	4365	6162	10527
% at/below 30 mph	65.5%	83.3%	
# above 40 mph	41	14	55
% above 40 mph	0.6%	0.2%	

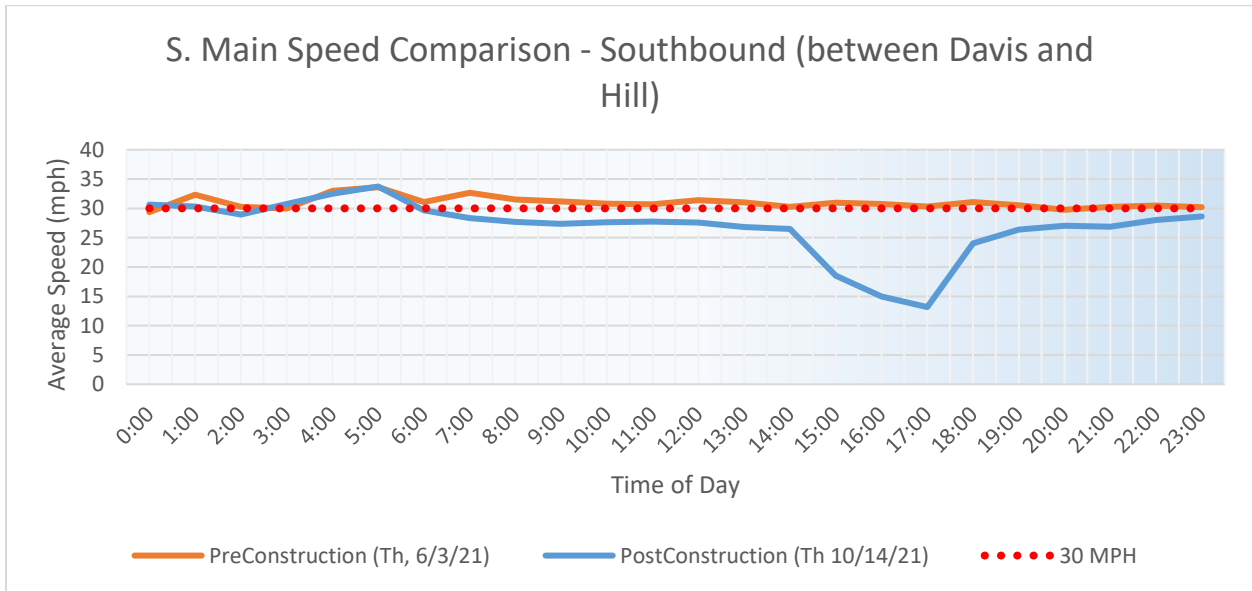
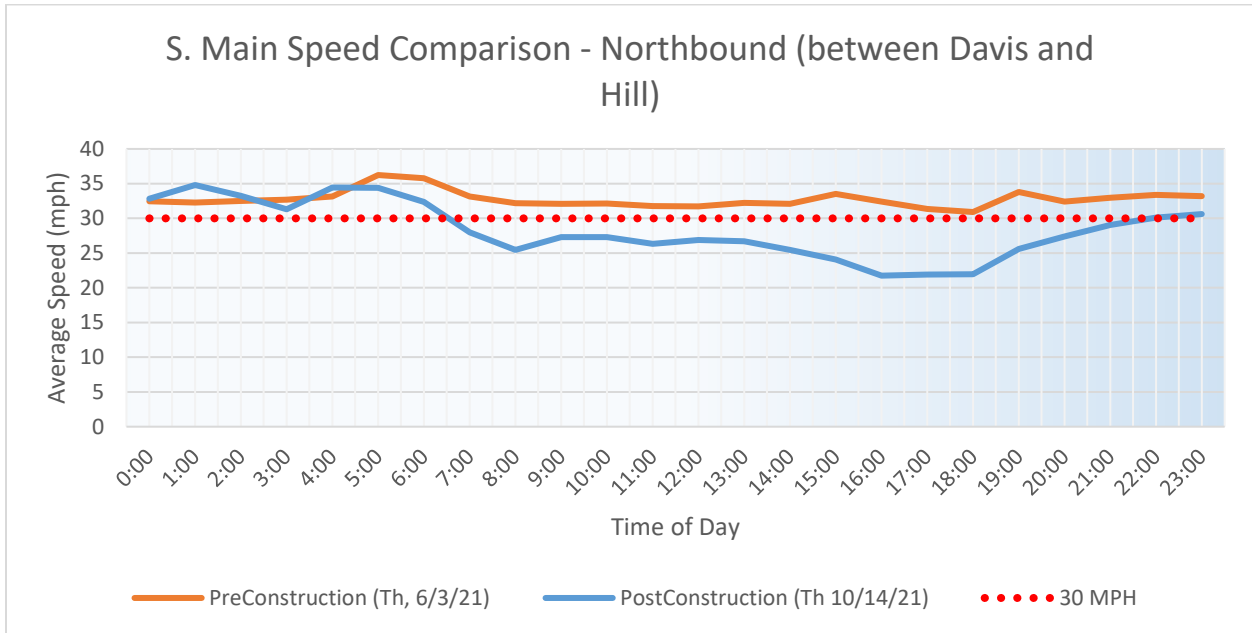
Note: the 30mph threshold is shown in the tables above because this is the posted speed limit on this segment of S. Main Street; the 40mph threshold is shown because 40mph and above is the speed at which survival of pedestrians involved in a crash with motor vehicles is 10% or less as identified in the [Moving Together Towards Vision Zero Transportation Master Plan](#) (p 31).

Operational Observations

While there are some impacts to vehicular movements along S. Main Street, the roadway seems to continue to operate within acceptable norms.

- The total vehicular volume along this segment of S. Main Street is within a reasonable range for contemplation of a reconfiguration. As the FHWA link above states, a reconfiguration can be considered on a roadway with a current and future average daily traffic of 25,000 or less. As shown in the tables above, current counts show less than 15,000 vehicles using this segment of South Main Street.
- Average speeds have gone down, especially in the morning and evening peak periods. However, traffic still continues to move and the corridor does not seem to suffer from ‘gridlock.’ In the graphs below, the lowest northbound average speed was 30mph at 6pm pre-construction and was 22mph at 6pm post-

construction. Southbound traffic experienced a larger drop whereby the lowest average speed was 30mph at 5pm pre-construction and was 13mph at 5pm post-construction.



Again, staff will continue to monitor these operational considerations along the corridor during the extended pilot.

Next Steps

Staff will develop an engagement strategy which is expected to launch in the first quarter of calendar year 2022. Staff will continue to collect data including safety data and operational data. All of this will be assessed over the Spring and Summer of 2022. A final determination on the configuration will be made and implemented prior to the fall

2022 semester. Staff will keep the Transportation Commission and City Council informed of this effort and what the final configuration will be with accompanying justification.

Staff hope you find this information helpful. As always, please do not hesitate to contact me if I can be of further assistance or if you have any questions.

cc: J Fournier
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