

Beechurst Plans Review Notes

A few things to note as you look through this voluminous document

- 1) If it's all a bit overwhelming, focus on the typical sections (pp 2-4) and the signing and pavement marking plans (pp 69-73)
- 2) Stantec proposes this job in four phases. Remember that you can comment on both the construction plans and the temporary traffic control plans.
- 3) Remember to examine not just the presence or absence of various types of infrastructure but also the form of proposed infrastructure (i.e. lane widths)
- 4) Consider examining this through a complete-streets lens - consider the balanced needs of all users and all primary modes (bike, ped, automobile, transit) likely to use this corridor; also consider that the majority of changes are proposed on a US Route.
- 5) Speaking of that, jurisdiction of relevant road sections is as follows:
 - a. City – Fayette, University (Fayette to Willey), Hough, Campus
 - b. State – Beechurst, University (Fayette to Walnut)
- 6) Take note of assumptions made in the plans - for example, on pages 64 and 65 they project a growth in vehicular traffic between now and 2038.
- 7) Consider the recommendations included in the recent MMMPO bike/ped plan
 - a. Recurbing along the entire Beechurst corridor
 - b. New curb ramps at Fayette St.
 - c. New/repared crosswalk signal at Fayette, University, and Beechurst intersection
 - d. A crosswalk across Hough St. at Beechurst
 - e. A HAWK signal / Pedestrian Hybrid Beacon across Beechurst at Hough

City administration has noted the following, which would be helpful to know if you agree with

- 1) The plans fail to include a sidewalk on the north side of the newly proposed Campus Drive. We have requested it be included in final plans to maintain a direct ped connection from existing sidewalks along the north side of Campus Dr.
- 2) The widening of Beechurst comes at the expense of narrowing the eastern sidewalks in the following sections:
 - a. From 8' to 5' between University and Knapp Hall
 - b. From 5-7' to 0' in front of the Armstrong Hall bus turnaround (through peds would be, I believe, expected to walk along the sidewalk that students use to congregate and catch the PRT shuttles
 - c. From 6' to 5' between the bus turnaround and the old ped bridge crossing
 - d. From 9-12' to 5' between old ped bridge and Campus Dr.
 - e. We strongly prefer maintaining existing sidewalk widths, would be happy to reduce everything down to a consistent 8', and would begrudgingly tolerate a

consistent reduction to 6'. We are **seriously concerned** about the elimination of the at-grade sidewalk along the bus turnaround.

- 3) During the walkthrough, the DOH noted that they intended to remove the mid-block crossing at Knapp Hall (not yet represented in this plan)
 - a. We do not support the removal of this crosswalk unless an alternative and improved crossing is provided somewhere between University and Hough, preferably closer to the intersection of Beechurst and University.
- 4) The curbs called for in the plans are mostly Type I curbs (non-mountable) with a 6" reveal. We support this and would not support a theoretical change to Type II or type III (mountable curbs)
- 5) The plans maintain the massive curb cut (130' long) east of Beechurst just south of Campus Drive (next to the MUB pump station). We would prefer access to this parking lot be narrowed significantly.
- 6) We recommended removing the massive retaining wall along the realigned campus drive and simply regrading the whole hillside.