



## Legislation Details (With Text)

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Staff Report for a presentation on Euclid Avenue/Court One-Way Traffic Flow Reversal

### SUMMARY AND RECOMMENDATIONS

Staff will present the findings from an analysis performed by DKS Associates dated January 15, 2018 that examined potential benefits and adverse impacts of reversing the one-way traffic flow on Euclid Avenue/Court between Dutton Avenue and East 14<sup>th</sup> Street. Staff requests the Facilities & Transportation Committee concurrence to initiate public outreach to determine the preference of Euclid Avenue/Court residents on the direction of street circulation.

### BACKGROUND

Euclid Avenue and Euclid Court are connected one-way residential streets that currently allow eastbound to southbound vehicle travel between East 14<sup>th</sup> Street and Dutton Avenue. Euclid Court also serves as an informal drop-off and pick-up area for children who attend Washington Elementary School located at 250 Dutton Avenue.

As part of the AC Transit Bus Rapid Transit (BRT) project, a new traffic signal will be installed at the East 14<sup>th</sup> Street and Euclid Avenue intersection. The traffic signal will enhance pedestrian safety for transit riders who cross East 14<sup>th</sup> Street to access the new curbside platform bus stations, one just south of Euclid Avenue (northbound) and the other opposite Georgia Way (southbound). The signal will also improve vehicle access to Euclid Avenue by providing protected left turn movements from East 14<sup>th</sup> Street to Euclid Avenue and Cherrywood Avenue.

DKS Associates was retained by the City to analyze the potential benefits and impacts of reversing the existing one-way eastbound to southbound vehicle flow on Euclid Avenue. The reversed flow would allow northbound to westbound travel with direct access to the new traffic signal at East 14<sup>th</sup> Street. A decision is required on this item in order that traffic signal equipment being installed by the BRT project will be properly oriented to accommodate the resident's preferences.

## **Analysis**

To evaluate potential impacts to drivers, DKS analyzed turning movements at the following three intersections during the AM Peak, the School PM Peak, and the PM Peak periods:

- East 14<sup>th</sup> Street & Euclid Avenue
- East 14<sup>th</sup> Street & Dutton Avenue
- Euclid Court & Dutton Avenue

To supplement the turning movement analysis, DKS noted that several safety measures have already been employed on the roads surrounding Washington Elementary School. Turning left from Euclid Court to Dutton Avenue is prohibited in the morning and afternoon student pick-up/drop-off periods. The crosswalk across Dutton Avenue between Breed Avenue and Maple Court is fitted with a flashing crosswalk warning system for those students walking from the southern neighborhoods. Finally, the passenger loading zone along the school frontage on Dutton Avenue is well-utilized by those traveling westbound with a curbside drop-off sidewalk that leads to the school entrance.

In contrast to other school frontages, Euclid Court and Euclid Avenue present several safety concerns for student drop-off/pick-up. Passengers are forced to disembark on the side opposite the school and then cross the congested road to access the school's walkways. In addition, the lack of a defined passenger loading zone lead vehicles to stop in red-curb areas or in front of private driveways. To exacerbate the problem the school's security fencing leaves a sidewalk area that is too narrow a space for walking along the Euclid Court school frontage.

Reversing the traffic flow on Euclid Court and Euclid Avenue would resolve some of the safety concerns described above by allowing passengers to disembark along the school's west frontage reducing the need for students to cross Euclid Court to enter the school. Relocating or removing portions of the school's security fence could provide a more accessible sidewalk along the Euclid Court school frontage thus enhancing safety and access.

The turning movement analysis and safety review revealed two potential drawbacks from reversing the traffic flow. Both of these drawbacks can be mitigated as follows:

1. The change may prompt cut-through traffic as drivers traveling west may use Euclid Court/Avenue to go north on East 14<sup>th</sup> Street, thus bypassing the Dutton Avenue/East 14<sup>th</sup> Street intersection. This problem could be mitigated by installing traffic calming measures such as speed humps.
2. Residents may voice opposition simply because of their frustration with school traffic. This frustration will be mitigated because residents would travel away from the school in the morning when student drop-off congestion is worst. The evening commute would not coincide with student pick-up, so frustration should be minimized for most residents.

If the direction of Euclid Avenue/Court is changed a school improvement project would be recommended to remove and/or relocate the school's security fencing, to improve the eastern sidewalk on Euclid Court for student drop-off/pick-up. Additionally, it may require the installation appropriate traffic calming measures in an effort to dissuade cut-through traffic, and the installation of necessary directional signage and pavement markings. To align with AC Transit's construction schedule, these improvements would ideally need to be in place for the Fall 2018 start of school.

## **Recommendation**

Staff believes the traffic flow reversal on Euclid Avenue/Court is a workable solution that will resolve the reported safety and convenience issues by creating a defined drop-off/pick-up area for Washington Elementary School students, and by eliminating the confluence of traffic movements at Euclid Court in the mornings. Implementing this flow reversal will require modifications to AC Transit's traffic signal design, will require outreach to affected residents, and will require consultation with school district officials for subsequent school property improvements.

Staff requests the Facilities & Transportation Committee concurrence to initiate public outreach to determine preference of Euclid Avenue/Court residents and gain San Leandro Unified School District consensus on the direction of street circulation.

## **Attachment(s) to Staff Report**

- PowerPoint slides (presentation)
- Memorandum by DKS Associates dated January 15, 2018 titled "Euclid Avenue One-Way Street Reversal Study"

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