

## MEETING SUMMARY

### BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, NOVEMBER 25, 2014

#### Present:

Thayer  
Neilly  
Whyte  
Scott  
Mooney  
Daubs  
Barkalow  
Carolann  
Billings

#### 1. Discuss trail/street improvements to be included in FY15-16 Budget and/or CIP

##### 1. Bike Boulevard

The Master Trails Plan (MTP) calls out bicycle boulevards on page 30. National standard is to have pavement markings every 250 feet in one direction. The previously distributed list only shows one-way cost estimates for painted symbols; those estimates have been updated in the following breakdown.

Mooney mentioned that portions of Geode/3<sup>rd</sup> Street currently have parking on both sides of the street. Whyte noted that the bike boulevards are not meant to take parking away. The group agreed to recommend the road for a bike boulevard without removing any parking.

Although 27<sup>th</sup> Street is not on the MTP, it is an ideal bike boulevard as it has minimal stops and provides connections at 8<sup>th</sup> Avenue, McGowan, and 25<sup>th</sup> Avenue.

Thayer and Neilly noted that there is a significant amount of traffic on 25<sup>th</sup> Avenue and 3<sup>rd</sup> Avenue, but agreed that adding the symbols and signage is worth a try to encourage more/safe biking.

Because of the number of on-street symbols required, Billings suggested keeping the street-side signage minimal.

Thayer asked if volunteers could be recruited to do the street painting. Treharne and Carolann noted that it takes a special machine to do the painting and volunteer painting would create a large liability to the City.

Attached is an example of what was passed around at the meeting. No specific sign design was discussed/agreed on at the meeting, this can take place at a later date.

The group discussed ranking the projects, but no ranking was determined.

The following were recommended.

• Geode/3 <sup>rd</sup> Street (TTRD to Boyson Rd.)	5,059ft = 42 symbols (\$861) + 4signs (\$400) =	\$1,261
• 25 <sup>th</sup> Avenue (Indian Creek Road to 35 <sup>th</sup> Street)	5,199ft = 42 symbols (\$861) + 4signs (\$400) =	\$1,261
• 24 <sup>th</sup> Street (25 <sup>th</sup> Avenue to 29 <sup>th</sup> Avenue)	1,168ft = 10 symbols (\$205) + 2signs (\$200) =	\$405
• 27 <sup>th</sup> Street (8 <sup>th</sup> Avenue to 25 <sup>th</sup> Avenue)	4,885ft = 40 symbols (\$820) + 4signs (\$400) =	\$1,220
• 3 <sup>rd</sup> Avenue (1 <sup>st</sup> Street to 31 <sup>st</sup> Street)	8,626ft = 70 symbols (\$1,435) + 4signs (\$400) =	\$1,835
• 22nd Street (3 <sup>rd</sup> Avenue to Grand Avenue)	3,476ft = 28 symbols (\$574) + 2signs (\$200) =	\$774
• Grand Avenue (CeMar Trail to S. 11 <sup>th</sup> Street)	3,177ft = 26 symbols (\$533) + 2signs (\$200) =	\$733
• S. 6 <sup>th</sup> Street (Grand to Hanna Park)	730ft = 6 symbols (\$123) + 2signs (\$200) =	\$323
• Krumboltz Drive (Hanna Park to S. 11 <sup>th</sup> Street)	977ft = 8 symbols (\$164) + 2signs (\$200) =	\$364

**TOTAL: \$ 8,176**

##### 2. Sharrow

With the reconstruction of S. 11<sup>th</sup> Street, the bike lanes were taken out, but it should remain a bike route with sharrows. 'Bike Route' signs are already in place along the recently reconstructed portion and only two additional signs are proposed to be placed north of 1<sup>st</sup> Avenue.

Although the MTP calls for bike lanes on Grand Avenue, the section of Grand between S. 15<sup>th</sup> Street and S. 26<sup>th</sup> Street allows parking on one side of the street. Parking would need to be eliminated to accommodate a bike lane and staff is not comfortable with doing that at this time. Instead, the Committee recommended leaving the parking on Grand Avenue and marking the road as a sharrow. Although there is room for bike lanes east of S. 26<sup>th</sup>

Street, the Committee felt a consistent marking would be more appropriate than changing it for a 5 block segment.

• S. 11 <sup>th</sup> Street (Grant Avenue to 6 <sup>th</sup> Avenue)	4,279ft = 36 symbols (\$738) + 2signs (\$200) = \$938
• Grand Avenue (S. 11 <sup>th</sup> St to 31 <sup>st</sup> Street)	5,190ft = 42 symbols (\$861) + 4signs (\$400) = \$1,261
• 15 <sup>th</sup> Street (1 <sup>st</sup> Avenue to 6 <sup>th</sup> Avenue)	1,542ft = 14 symbols (\$287) + 2signs (\$200) = \$487
• McGowan Blvd (10 <sup>th</sup> Street to 35 <sup>th</sup> Street)	6,757ft = 54 symbols (\$1,107) + 4signs (\$400) = <u>\$1,507</u>
<b>TOTAL: \$ 4,193</b>	

### 3. Bike Lane

North 10<sup>th</sup> Street appears to be 42 or 43 feet wide, which is wide enough to accommodate striped bike lanes, travel lanes and turn lanes that are consistent with the City's current construction practices. Although there is already an 8 foot wide trail on the east side of the street, the additional bike lanes will accommodate the additional users.

The bike lanes on 31<sup>st</sup> Street do not meet the national standard and cannot be counted towards a bike lane in a Bicycle Friendly Community Application. Whyte quoted a number of different national standards that suggest narrowing 31<sup>st</sup> Street to 10 foot travel lanes may slow down traffic and create an overall safer street. The group was in consensus that the paint will naturally wear away within a year or two and striping the bike lane at a 5 foot width will be a great test location.

Mooney asked if bike lanes are being incorporated into the design of 35<sup>th</sup> Street, south of 10<sup>th</sup> Avenue. Barkalow said they were not, but thought the roadway width would be large enough to accommodate them. The Committee recommended adding bike lanes on 35<sup>th</sup> Street to connect 10<sup>th</sup> Avenue to the Grant Wood Trail.

• North 10 <sup>th</sup> Street (Boyson Road to TTRD) (5ft bike lanes, 11ft travel lanes, and 10ft center turn lane)	
• 4,136ft = 34 symbols (\$697) + \$60 per 1000ft (\$248.16) + 4signs (\$400) = \$ 1,345.16	
• 31 <sup>st</sup> Street (8 <sup>th</sup> Avenue to 29 <sup>th</sup> Avenue) (Increase bike lanes to 5ft, decrease drive lane to 10ft)	
• 5,923ft = 48 symbols (\$984) + \$60 per 1000ft (\$355.38) + 4signs (\$400) = \$1,739.38	
• 35 <sup>th</sup> Street (10 <sup>th</sup> Avenue to Grant Wood Trail) (5ft bike lanes, 11ft travel lanes, and 10ft turn lane)	
• 1,305ft = 12 symbols (\$246) + \$60 per 1000ft (\$156.60) + 2signs (\$200) = <u>\$ 602.60</u>	
<b>TOTAL: \$ 3,687.14</b>	

### 4. Trail Construction

This trail segment will fill the gap between the funded portion of the Grant Wood Trail between Hwy 13 and 35<sup>th</sup> Street and the future construction of the Central Corridor Project/trail from 13<sup>th</sup> Street to 31<sup>st</sup> Street. The estimate is very preliminary and only takes into consideration the cost of a gravel base and 5" concrete surface.

- Grant Wood Trail Extension (35<sup>th</sup> Street to 31<sup>st</sup> Street) (**\$55,000**)

### 5. Rapid Flashing Beacons (similar to flashing signs on 29<sup>th</sup> Avenue, by Novak, estimating **\$20k each**)

1. Lindale Trail @ Lindale Drive
2. Grant Wood Trail @ 44<sup>th</sup> Street
3. Grant Wood Trail @ 35<sup>th</sup> Street
4. Grant Wood Trail @ 31<sup>st</sup> Street

## 2. Discussion Regarding CeMar Trail Re-Alignment

Billings explained that the CMPO has approximately \$9 million to allocate in the next round of funding. Marion is not eligible to apply for additional trail projects, but can ask to amend funding for previously funded projects. After re-reviewing the CeMar trail alignment, staff feels that a safer alternative to crossing 1<sup>st</sup> Avenue and the driveway to the Indian Creek Mall would be to reconstruct the railroad bridges to allow for no vehicular conflict points. Engineering studies have been previously completed on the bridges and the one over Indian Creek will not

be able to be rehabilitated. Although the one over Marion Boulevard may be structurally sound today, its oversized design may impede future road alignments of 2<sup>nd</sup> Street and 7<sup>th</sup> Avenue. Staff recommends fully replacing both bridges. Additionally, reconstructing the bridge over Marion Boulevard may serve as a gateway feature for economic development purposes or further emphasizing the City's re-branding efforts.

Whyte noted that the signage of all the routes could be altered to meet the City's re-branding efforts while emphasizing the importance of bicycle accommodations.

**3. Next Meeting – January 27<sup>th</sup> @ 4pm in City Hall**