

SUMMARY OF ENGINEERING RECOMMENDATIONS

Prior Avenue Bike Lanes

City Project No. P-1362

Report Prepared – 2/2/2012

Public Hearing – 3/21/2012

Project

Improvements to implement a bicycle facility on the following on Prior Avenue from Summit Avenue to Pierce Butler Route.

Improvements to include installation of pavement markings and signage. See attached map for further details.

Purpose

The purpose of this project is to provide an improved north/south bicycle facility on Prior Avenue between Summit Avenue and Pierce Butler Route, noting that the portion of Prior Avenue between University Avenue and Pierce Butler Route currently have striped bike lanes but are missing bicycle specific signage.

I. INITIATING ACTION

Prior Avenue between Summit Avenue and Pierce Butler Route is heavily used by bicyclists and is one of the few viable north/south routes for safe bicycle travel. Bicycle lanes were installed on Prior between University Avenue and Pierce Butler Route several years ago as part of a mill and overlay project. However, the signs which usually accompany the installation of a bicycle facility were not installed due to budget constraints. The proposed project will renew the striping north of University Avenue, install the bicycle specific signing that was omitted and create new connections to existing bicycle facilities on Marshall Avenue and Summit Avenue. An additional non-motorized connection to the LRT will be made via Prior Avenue to the Fairview Avenue station. Note that Prior Avenue between Summit Avenue and Pierce Butler Route is identified as a bike commuter route in the City Council adopted Central Corridor Bike/Walk Action Plan.

II. PROPOSED IMPROVEMENTS

Prior Avenue between Summit Avenue and Pierce Butler Route is classified as a collector street. However, the volume of traffic north of Marshall Avenue is significantly higher than the volume of traffic south of Marshall Avenue. As such, the type of bicycle facility north of Marshall Avenue is different than the facility type south of Marshall Avenue. Since the type of facility north of Marshall requires striped bike lanes and since roadway space is limited, parking is to be eliminated from the west side of the corridor. Public Works Traffic Engineering is

currently working with those impacted by the elimination of the parking, i.e. the school district and businesses, to minimize the impacts of parking change. It should be noted that the project was presented on August 3, 2011 to the District 11 Land Use Committee and also to the full District Council. The District Council approved the project as presented, including elimination of parking on the west side between Marshall Avenue and University Avenue and installing sharrows south of Marshall Avenue. A “shared” facility south of Marshall was chosen in lieu of bike lanes since bike lanes would have required that parking be eliminated from the east side.

Elements proposed for implementation along Prior Avenue between Summit Avenue and Marshall Avenue include:

- Implementation of bicycle specific pavement markings indicating the facility is a shared facility, i.e. sharrows.
- Installation of route marker signage.
- Installation of revised name blade signs.
- Installation of destination/direction signs.

Elements proposed for implementation between Marshall Avenue and University Avenue include:

- Restripe roadway to add bike lanes.
- Installation of route marker signage.
- Installation of revised name blade signs.
- Installation of destination/direction signs.

Elements proposed for implementation between University Avenue Pierce Butler Route include:

- Renew existing bike lane striping.
- Installation of bicycle specific lane signs.
- Installation of route marker signage.
- Installation of revised name blade signs.
- Installation of destination/direction signs.

III. ALTERNATIVES

Since the project was vetted through the CIB process no other route alternatives were examined. Alternatives were examined, however, relative to the type of facility south of Marshall Avenue. The options examined included whether to implement a shared facility using sharrows or to implement bike lanes, resulting in the elimination of parking from the east side noting that parking is currently banned on the west. Relative to the portion of the project south of Marshall Avenue, the options were provided to residents at a neighborhood meeting on August 3, 2011. The overwhelming position of the neighbors as expressed to the Land Use Committee, and as a result the recommendation made to the full District Council, was to keep parking and install a shared facility.

IV. POSITIVE BENEFITS

Bicycle safety will be improved, a formal emphasis for non-motorized transportation on Prior will be implemented as will a version of the Complete Streets concept. The proposed project is in keeping with numerous elements of the Transportation Chapter of the Comprehensive Plan with respect to alternative modes of transportation.

V. ADVERSE EFFECTS

Normal issues relative to implementing infrastructure improvement projects will be present. Those issues include, but may not necessarily be limited to, noise, dust and general disruption to vehicle traffic.

VI. TIME SCHEDULE

The project as referenced in this document was initiated by the neighborhood planning districts 11 and 13 as part of the 2010/2011 CIB process. The project was scheduled for implementation in 2011 but due to LRT construction the project was delayed for implementation in 2012.

VII. COST ESTIMATE

Construction	\$	48,000
Engineering	\$	<u>5,000</u>
PROJECT TOTAL	\$	53,000

VIII. ESTIMATED FINANCING

The proposed project is funded entirely with CIB dollars.

IX. PROPOSED ASSESSMENT RATES

Not applicable.

X. SOURCE OF ADDITIONAL INFORMATION

For additional information please contact David Kuebler at 266-6217.

XI. SUMMARY AND RECOMMENDATIONS

The Department of Public Works believes the project submitted herein to be necessary and feasible. The Department’s Engineering Recommendation is for approval of the project.