

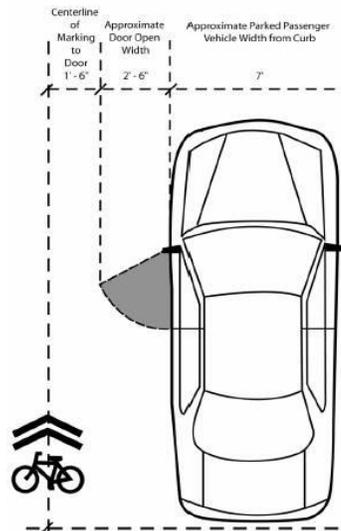
Memorandum Public Works Department



To: City Manager
Subject: City Wide Bike Lane Projects
Date: May 15, 2012
Number: 2012-097

The Public Works Department reviewed the proposed bike lane projects to see if on-street parking could be retained. An interconnected system of bike ways can be created while maintaining existing on-street parking by installing shared-lane markings, or sharrows, along the designated streets instead of dedicated bike lanes.

Sharrows orient the bicyclist in the lane of traffic and alert motorists that the lane is being shared with the bicycles. This approach is generally used where street widths cannot accommodate bike lanes. On streets where parking is allowed, the standard is to place the sharrow 11' from the curb and where there is no parking, than the sharrow would be 4' from the curb.



20th Street: 1st to 7th Avenue

This project involves constructing a 10 foot wide off-street bike/pedestrian path along the east side of 20th Street between 1st and 2nd Avenues. Sharrows will be installed along both sides of 20th Street between 2nd and 7th Avenues. The project will connect the existing 7th Avenue bike lanes to the Great River Trail via its 20th Street entrance and provides a connection to the downtown area. It also provides a connection to the 20th Street transit transfer facility being developed by Metrolink.

Estimated cost of this project is \$100,000 with Downtown Tax Increment Finance revenue being the source of funding.

17th/20th Streets: 7th to 31st Avenue

This project involves installing sharrows along both sides of 20th Street, from 7th to 18th Avenue, and 17th Street from 18th to 31st Avenue. This project will provide a major north/south bike route through the city connecting the downtown area with various residential areas and passing several major community facilities, including; Whitewater Junction/Longview Park, Rock Island High School, Trinity Medical Center, Rock Island Fitness and Activity Center and Blackhawk State Historic Site. The project is identified in the Bikeways Plan as a recommended priority as it will connect to the existing bike lanes along 17th Street, south of 31st Avenue.

A current cost for installing the sharrows is estimated at \$18,000 with funds coming from gaming. The original project was estimated to cost \$227,840 with \$182,240 from a Illinois Transportation Enhancement Program grant and the balance of \$45,600 in matching funds from the city using gaming funds. We have discussed this project with the Illinois Department of Transportation and they indicated that the Federal Highway Administration will not allow any deviation from the grant application. Therefore, we cannot substitute sharrows for the bike lanes and that the City would not be able to use grant funds.

31st Avenue: Sunset Park to 38th Street

This project will install sharrows along both sides of 31st Avenue from Sunset Park to 38th Street. This project will provide a major east/west bike route through the city connecting residential areas with existing/proposed bike ways and the Great River Trail at Sunset Park as outlined in the City's Bikeways Plan.

A current cost for installing the sharrows is estimated at \$28,000 with funds coming from gaming. The original project was estimated to cost \$564,000 with \$470,000 from a federal grant and the balance of \$110,000 in matching funds from the city using gaming funds. In discussing this project with IDOT, it is not possible to allocate the federal grant in time to utilize these funds. Therefore, the grant money will not be available.

38th Street: 31st to 45th Avenue, 45th Avenue: 38th to 44th Street and 44th Street: 45th Avenue to Ben Williamson Park

This project will install sharrows along both sides of the following corridors: 38th Street from 31st to 45th Avenue, 45th Avenue from 38th to 44th Street, and 44th Street from 45th Avenue to Ben Williamson Park. This project will provide a major bike route through the city connecting residential areas with new Ben Williamson Connector Bike Path.

A current cost for installing the sharrows is estimated at \$21,000 with funds coming from gaming. The original project was estimated to cost \$266,000,000 with \$200,000 from a Illinois Department of Natural Resources grant and the balance of \$66,000 in matching funds from the city using gaming funds. Staff has been informed that it will not be possible to allocate the grant money in time to utilize the grant funds.

9th Street: 13th to 31st Avenue

This Safe Routes to School project will install on-street bike lanes along both sides of 9th Street, from 13th to 31st Avenue. There is sufficient roadway width to this section of 9th Street that it is not necessary to ban parking on either side of 9th Street.

In our discussions with the Illinois Department of Transportation, staff has learned that the Federal Highway Administration will not allow any deviation from what was in the grant

application. Therefore, we cannot substitute sharrows for the bike lanes. A current cost for installing the bike lane is estimated at \$103,742 with 100% of the funds coming from a Safe Routes to School (SRTS) grant.

Following is a summary of the project costs and funding sources:

Project	Description	Funding Source		
		TIF	Gaming	SRTS*
20 th Street, 1 st to 7 th Avenue	Construct off-street bike lane and install sharrows	\$100,000		
17 th /20 th Street, 7 th to 31 st Avenue	Install sharrows		\$18,000	
31 st Avenue, Sunset Park to 38 th Street	Install sharrows		\$28,000	
38 th Street, 31 st to 45 th Avenue	Install sharrows		\$11,000	
45 th Avenue, 38 th to 44 th Street	Install sharrows		\$6,000	
44 th Street, 45 th Avenue to Ben Williamson Park	Install sharrows		\$4,000	
9 th Street, 13 th to 31 st Avenue	Restripe existing roadway with bike lanes			\$103,742
Totals:		\$100,000	\$67,000	\$103,742

*Safe Routes to School (SRTS) is a 100% federally funded grant.

Based upon information provided by other municipalities, yearly costs associated with maintenance of sharrows will be about \$500.

Recommendation

The Public Works Department recommends that the City Council approve the modified plan for the bike lane projects, authorize the staff to undertake construction and decline the grants offered for the original design. Since the city will not be using the grant from the Illinois Department of Natural Resources, the city may not be eligible for additional Illinois Department of Natural Resources grants for two years.

Submitted by: Robert T. Hawes, P.E., Assistant City Manager/Public Works Director
Michael J. Kane, P.E., City Engineer

Approved by: Thomas Thomas, City Manager