TO: Mayor and Council

FROM: Milton Dohoney Jr., City Administrator

CC: Nick Hutchinson, City Engineer
Sue McCormick, Interim Public Services Area Administrator
Marti Praschan, Interim Deputy City Administrator
Skye Stewart, Chief of Staff, Public Services

SUBJECT: November 18, 2024 Council Agenda Response Memo

DATE: November 14, 2024

CA-4 - Resolution to Approve a Construction Contract with Fonson Company, Inc. for the Miller Avenue Rehabilitation Project (ITB-4753; $6,358,946.30) and Appropriate $5,465,464.00 in Contributing Funds (8 Votes Required)

Question: Is the bikeway design compliant with NACTO AAAA? What other designs were considered and why did staff land on this one? (Councilmember Akmon)

Response: The design follows the NACTO guidelines for All Ages and Abilities Bikeways. Staff evaluated the possibility of installing same direction protected, raised cycle lanes, and shared use paths but found these options infeasible without a full reconstruction of the entire Miller Ave. corridor. The protected two-way cycle track can be implemented within the current street footprint; the design also continues the existing cycle track on the corridor east of First St.

Question #1: One of the outstanding unresolved issues about the bikeway design, was solid waste. Where are carts supposed to be placed on trash day? (Councilmember Briggs)

Response: Project development and design staff worked with Solid Waste to develop a suite of strategies for addressing solid waste collection in the Miller corridor. Due to the preferred design alternative of a two-way cycle track, solid waste will be serviced from the cycle track buffer. West of Newport Rd. the buffer will generally be wider and include concrete divider islands; residents will be instructed to place carts on the islands. Other

areas will include a narrower buffer due to right of way constraints; residents will also be instructed to place their carts in the buffer. Where possible, properties with access to side streets will receive solid waste service on the side street.

The narrow buffer design includes recycled rubber curbing and vertical upright elements. The use of these elements will be suspended for 10 feet on either side of the driveway to each property with solid waste service on Miller Ave. to provide space to place carts in buffered area (preferred) or for solid waste trucks to pull into the cycle track to safely service carts at the driveway.

Staff recognize that placement of the carts in the narrow buffer will result in a partial impingement into the cycle track on solid waste collection days. However, staff believe this safer and preferrable to placement of carts in driveways which would require solid waste trucks to enter and exit the bike lanes repeatedly to safely service. Collectively the team discussed a variety of possible solutions while maintaining the highest level of service for cyclists on all days. The solutions listed above were determined to provide the highest overall level of service.

Question #2: It is my understanding that the only viable alternative to the two-way protected bikeway is the design that is currently in place (unprotected bike lanes). Is that correct? Miller is a Tier 1 corridor due to its crash history. What types of ped/bike crashes have occurred along Miller? Does staff anticipate that the proposed design will improve safety for vulnerable road users based on the types of crashes the corridor has faced in the past? (Councilmember Briggs)

2019-2023 Crash Summary

Crash Type	Number of Crashes	Number of Injuries	Number Killed
Angle Driveway	1	0	0
Angle Straight	7	1	0
Angle Turn	7	0	0
Backing	1	0	0
Bicycle	3	3	0
Fixed Object	10	3	0
Head-on	1	1	0
Head-On Left-Turn Not Associated with Driveway	3	0	0
Misc. Multiple Vehicle	3	0	0
Misc. Single Vehicle	1	0	0
Other Driveway	1	0	0
Other Object	1	0	0
Overturn	1	6	0

Pedestrian	1	1	0
Rear End Left Turn	1	0	0
Rear End Straight	32	1	0
Side-Swipe Opposite	1	0	0
Side-Swipe Same	4	2	0
Total	79	18	0

Response: The City's comprehensive transportation plan, A2 Moving Together Towards Vision Zero, identifies Miller Ave. as a proposed All Ages and Abilities (A3) cycling network segment; data collection for the corridor indicated that the A3 design level should utilize the tools for major streets. Tools for Major Streets include protected cycle lanes, raised cycle lanes, and off-street shared use paths. Staff evaluated the possibility of installing same direction protected, raised cycle lanes, and shared use paths but found these options infeasible without a full reconstruction of the entire Miller Ave. corridor. The protected two-way cycle track can be implemented within the current street footprint; the design also continues the existing cycle track on the corridor east of First St.

Miller Ave., from the M-14 interchange to Main St., is identified as Tier 1 safety focus corridor in A2 Moving Together. A summary of the last 5 years of crash data follows.

Converting cycling facilities from traditional painted cycling lanes to separated lanes with flexible post delineators is an FHWA proven safety countermeasure, https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes. Installation of the cycletrack is expected to reduce the number of cyclist-driver crashes.

Existing cyclist and pedestrian crashes include:

- driver failure to yield to cyclist while turning
- cyclist wrong way travel (WB in EB lane)
- driver failure to yield to pedestrian in crosswalk

Question #3: One of the long-standing concerns of residents along Miller is speeding. Does staff anticipate that this proposed design will decrease speeds? Does this design offer the opportunity to reduce posted speeds at the western end of Miller? (Councilmember Briggs)

Response: Speed management was an integral part of the Miller Ave. design project. The project includes the following tools from the speed management toolkit:

- Physically separated bike lane
- Lane narrowing
- Raised islands
- Centerline hardening

- Speed tables
- In-street pedestrian signs
- Rectangular Rapid Flashing Beacons (RRFBs)

The design speed for the project is 25 mph and the corridor speed limit will be set to be consistent with the design speed.