

**2021 Street Resurfacing and Related Projects**

Presented by Dave Dykman

March 17, 2021 Transportation Commission Meeting

The following questions were submitted by Commissioners via email, as follow-up to the 2021 Street Resurfacing and Related Projects discussion.

Commissioner questions and staff responses are noted below:

**1. Once pavement quality is assessed, what tools are used to prioritize which streets get attention?**

Staff response:

For the past several years the city has focused its local street resurfacing work in one or more neighborhoods within a specific area of the city each year. This strategy lessens the continual disruption to these neighborhoods and with the work being more concentrated it increases construction efficiencies, which generally correlates to lower project costs. Because the costs to address all the local/residential street needs in these neighborhoods currently exceeds funding, the primary goal is to address as many streets as possible within each neighborhood by objectively assessing the condition of each street and identifying fixes that will allow for the best use of the resources available.

**2. What is the rationale for breaking the City into 8 areas and only focusing on one area per season?**

Staff response:

See the response to Question #1. Local street resurfacing needs throughout the city are significant and the funding to address them is limited. Dividing the city into 8 areas with essentially equal local street mileage helps to manage the local street system and identify where the needs are greatest, and then strategize and prioritize how to best address them so that they align with the city's pavement asset management goals. Current funding levels only allow for focusing on one area per season while keeping with the strategy of focusing on how to best address as many streets as possible within one and more neighborhoods. As we continue to improve the local street system, it is possible we will then be able to broaden the work into more than just one area per year.

**a. When will the areas in Ward 5 be worked on?**

Staff response:

The 2017 and 2019 the Street Resurfacing Program addressed numerous neighborhood streets within Ward 5 and will again in 2022. Based on current plans the primary focus area will be neighborhoods bounded by Huron Street/Jackson Avenue, N Maple Road, Miller Avenue and Chapin Street. Later this spring staff will begin identifying candidate streets within this area for inclusion in the project and then work to develop a final list of streets by mid to late summer.

**3. The Miller bike lane was in such poor condition, it was great to see the City resurface just the bike lane portion of the street. When was that project completed? Are there other streets where that treatment is being considered?**



Staff response:

The Miller Avenue bike lanes between Newport Road and Chapin Street were repaved in the fall of 2020. At present there is no other work of this type planned, as the funding used to accomplish it (the ALT Transportation Fund) is allocated to other initiatives. Other locations will be addressed as part of future planned capital improvement projects unless earmarked funds are made available.

- 4. If I wrote down the #s correctly, Stimson is going to have a 5-foot bike lane with a 6-foot buffer. This is really wide. We had issues on Ashley with cars thinking a very wide bike lane was a driving lane. Are there going to be design elements that make driving in the bike lane impossible?**

Staff response:

The South Industrial Boulevard Project plans for 5-foot bike lanes and variable width buffers on both sides of the roadway between Stimpson Street and Astor Avenue. The buffers are 4 feet in width from Stimpson Street to approximately 1000 feet southerly at which point they begin to narrow and gradually taper out near Astor Avenue due to space limitations. The bike lanes continue southerly to Eisenhower Parkway.

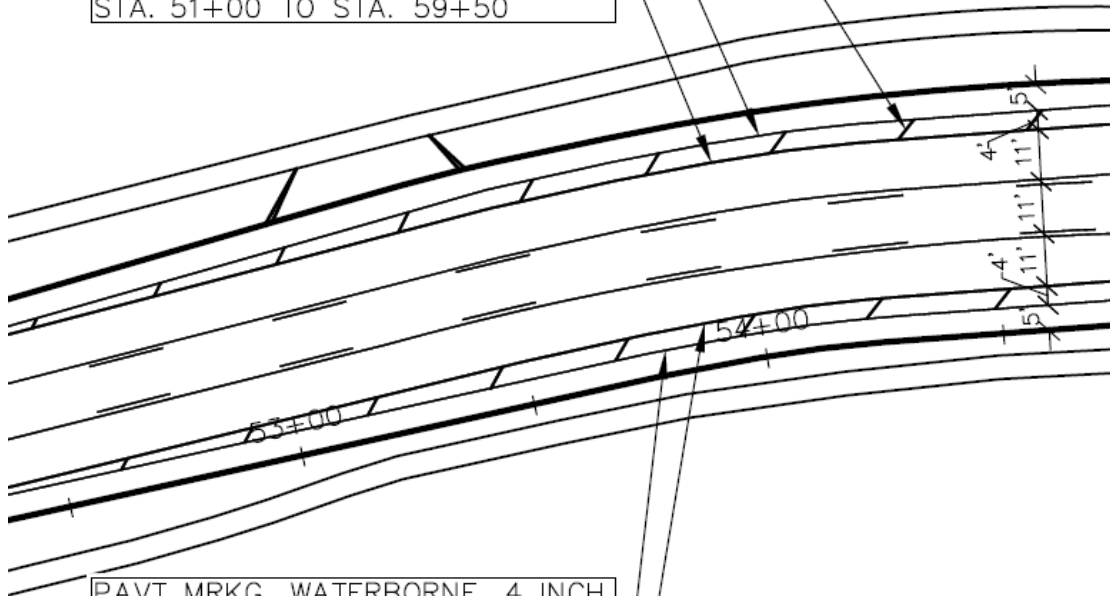
The primary scope of this project is to remove and replace areas of failed concrete pavement and with limited funding resources there are no design elements planned that would protect the bike lanes and prevent motorists from driving in them. The buffers will be delineated with pavement markings to discourage motorists from using them and the bike lanes. These will consist of 6 inch and 4 inch longitudinal markings adjacent to the vehicular traffic lanes and bike lanes respectively. Diagonal (cross hatching) markings will be placed between these lines to designate the buffer area. See image below.



PAVT MRKG, WATERBORNE, 12 INCH,  
CROSS HATCHING, WHITE (TYPICAL)

PAVT MRKG, WATERBORNE, 4 INCH,  
WHITE - 781 FT  
STA. 51+69 TO STA. 59+50

PAVT MRKG, WATERBORNE, 6 INCH,  
WHITE - 850 FT  
STA. 51+00 TO STA. 59+50



PAVT MRKG, WATERBORNE, 4 INCH,  
WHITE - 780 FT  
STA. 51+70 TO STA. 59+50

PAVT MRKG, WATERBORNE, 6 INCH,  
WHITE - 850 FT  
STA. 51+00 TO STA. 59+50



- 5. Why are we using a buffered bike lane, rather than a protected bike lane on Plymouth. The speeds there are so great that it seems more appropriate to provide physical separation. I'm assuming there is a space constraint that doesn't allow for enough room to properly clear the lane.**

Staff response:

The scope of the Plymouth Road project is preventative maintenance type resurfacing, which typically involves no geometric changes to the roadway. Due to space and cost constraints a protected bike lane was not feasible.

- 6. Following up on Commissioner Parsons' inquiry regarding bike lane gaps at Packard & Eisenhower, are there additional efforts on bike-lane connectivity / gap identification? I recall there was a separate project done on identifying gaps... For example, we're putting in bike lanes in S. Industrial, which connects down Eisenhower until Boardwalk, but the bike lane disappears on Eisenhower as it approaches State St.**

Staff response:

The City's Transportation Plan update included work to identify bike lane gaps and address system connectivity. Practice has been to consider these, and other non-motorized/active transportation needs identified in the plan as part of the scope development for capital improvement projects and include work to address them in such projects to the extent feasible. Presently, there are no funding resources allocated to address these needs separate from capital projects.

- 7. Northbound, at the intersection with Stadium, it looks like the bike lane is to the right of the right turn lane. This seems like a recipe for disaster, given that it is possible for bikes to go straight through that intersection and then turn right on Henry, while a lot of the cars in that right turn lane are probably turning onto Stadium. Henry is a good way to enter a lower stress neighborhood route for bikes heading north, so I think this would set up just a huge number of conflicts and right hooks. I'm not sure I know a better solution, but this seems really unsafe to me.**

Staff response:

The configuration presented showing the northbound bike lane to the right of the right turn lane has been modified to relocate it between the right most left turn lane and the right turn lane. In addition, a bike box is being added at the termination of this bike lane and above the right most left turn lane. These revisions will help to minimize the conflicts between northbound cyclists (left or thru) and northbound right turns onto eastbound Stadium Boulevard. They will also better facilitate the northbound left turn for cyclists and access into the neighborhood north of this intersection. See image below depicting the revisions.

