



Legislation Details (With Text)

File #: 46832 **Version:** 1 **Name:** Authorizing City Traffic Engineering to perform a pilot study of an eastbound (contra-flow) bike lane on E. & W. Wilson Street between King Street and S. Hamilton Street.

Type: Resolution **Status:** Filed

File created: 4/11/2017 **In control:** PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION (ended 6/2018)

On agenda: 4/18/2017 **Final action:** 5/2/2017

Enactment date: **Enactment #:**

Title: Authorizing City Traffic Engineering to perform a pilot study of an eastbound (contra-flow) bike lane on E. & W. Wilson Street between King Street and S. Hamilton Street.

Sponsors:

Indexes:

Code sections:

Attachments: 1. FW_ Wilson Street Bike Counter Flow.pdf, 2. dp2017_ Wilson St-Hamilton to King Contra Flow Bike Lane.pdf, 3. ITEM G.1. Registrartion Statements.pdf

Date	Ver.	Action By	Action	Result
5/2/2017	1	COMMON COUNCIL	Place On File	Pass
4/25/2017	1	PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION (ended 6/2018)	Return to Lead with the Recommendation to Place on File	Pass
4/18/2017	1	BOARD OF PUBLIC WORKS	Refer	
4/18/2017	1	COMMON COUNCIL	Refer	Pass
4/11/2017	1	Engineering Division	Referred for Introduction	

Fiscal Note

In the adopted 2017 capital budget Engineering Major Streets has budgeted \$1.5 million for the replacement of existing pavement on Wilson Street from Hamilton Street to Martin Luther King Jr. Blvd. The proposed resolution authorizes a pilot study of the roadway at an estimated cost of \$8,000 which is sufficiently planned for in the authorized project budget.

MUNIS:
11459-402-170

Title

Authorizing City Traffic Engineering to perform a pilot study of an eastbound (contra-flow) bike lane on E. & W. Wilson Street between King Street and S. Hamilton Street.

Body

PREAMBLE

The City is proposing to reconstruct W. Wilson Street from Martin Luther King Jr. Blvd. to S. Hamilton Street. The reconstruction project is proposed to be bid in 2017 with construction planned for 2018. The proposed project was discussed at two public informational meetings (Feb 21, 2017 & Mar 20, 2017). The proposed project was also presented to the Pedestrian, Bicycle, and Motor Vehicle Commission at two meetings (Feb 22, 2017 & Mar 28, 2017). A public hearing was also held before the Board of Public Works on Apr 5, 2017.

Through the public input process there was a significant amount of discussion regarding improving the bike facilities on the street. In order to do so, all of the parking and loading zones would need to be removed on the south side of W. Wilson St. and some parking and loading zones modified on the North side of Wilson St. The input received has been mostly split on the issue, so it is proposed that a pilot study of the eastbound bike lane be performed in 2017 to determine the feasibility of removing the parking and loading zones on the south side of W. Wilson St. in order to install an improved bike facility.

Although the limits of the reconstruction project on W. Wilson Street are from Martin Luther King Jr. Blvd. to S. Hamilton Street, it is desired to extend the pilot study along E. Wilson Street from Martin Luther King Jr. Blvd. to King Street, to fully analyze the effects of the contra-flow lane. It is desirable to have the same cross section design of E. Wilson Street as W. Wilson Street. E. Wilson Street is proposed for reconstruction when the Judge Doyle Square development is complete.

To perform the pilot study, City Traffic Engineering will install some temporary pavement markings along with some temporary curbs and barriers to prevent continued parking and loading on the south side of W. Wilson Street while the test is being conducted and to provide some protection for bicyclists for the new street condition. Input from the adjacent property owners, residents and businesses and from the biking community will be sought to determine how the street functions with the loss of parking on the street to provide for the eastbound bike lane. The number of bicyclists using this lane will also be counted; however, without improved connections on either end of the bike lane, that data won't be the determining factor in whether or not the on-street parking can be removed to install the bike lane.

The time limit of the pilot study will remain flexible such that Traffic Engineering can extend the timeline or remove the contra-flow lane as necessary.

NOW THEREFORE BE IT RESOLVED that City Traffic Engineering is hereby authorized to perform a pilot study of an eastbound (contra-flow) bike lane on E. & W. Wilson Street between King Street and S. Hamilton Street.