

February 16, 2022

To: Mayor and Members of City Council

From: John P. Curp, Interim City Manager

**202200400**

Subject: CENTRAL PARKWAY BIKE LANE PHASE 2 OPTIONS

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### **Reference Document #202200116**

The Council at its session on January 20, 2022, referred the following item for review and report:

MOTION, dated 1/12/22, submitted by Councilmembers Jeffreys and Owens, WE MOVE that, the Administration pause work on the Central Parkway bike lane extension as a shared use path from Marshall Street to Ludlow Avenue and provide a report within thirty (30) days on the cost, design, and feasibility of continuing the Central Parkway bike lane north from its current northern terminus at Marshall Avenue with three options: (1) its current design structure as a protected bike lane; (2) a design as a protected bike lane along the entire extension with a tree and/or grass median; (3) a design as a protected bike lane with a tree and/or grass median along only portions of it. WE FURTHER MOVE that, in that report the Administration outline alternative uses for the already approved funding to extend the Central Parkway protected bike lane downtown to major employers and to the riverfront and the Oasis Trail and potential ways to ensure that OKI funding can be utilized. WE FURTHER MOVE that, this already approved funding only be utilized for bike infrastructure—as it was originally intended.

The following report by the Department of Transportation and Engineering (DOTE) details the options and feasibility for the Central Parkway Phase 2 bike lane project from Marshall Avenue to Ludlow Avenue and recommendations for alternative uses of the existing funding.

#### **PROJECT OPTIONS AND COSTS**

The matrix provides a summary of four options for the Central Parkway Phase 2 bike lane project from Marshall Avenue to Ludlow Avenue. Current funding includes \$2.8 million City capital funds plus \$750,000 OKI Transportation Alternative (TA) grant.

OKI has indicated that all the bike options below would be eligible to utilize the TA grant while applying the original grant conditions, such as same project location and the same funding ratio of Federal funds to City funds which is 23% Federal to 77% City funds. This is the reason why the matrix does not show the maximum TA grant funding of \$750,000 being applied to all options. Also, DOTE needs to gather additional community feedback to obtain support for the chosen option.

<b><u>Option</u></b>	<b>A Shared Use Path</b>	<b>#1 Protected Bike Lane</b>	<b>#2 Protected Bike Lane with median the entire length</b>	<b>#3 Protected Bike Lane with median along a portion</b>
	See Exhibit A	See Exhibit 1	See Exhibits 2 & 3	See Exhibit 2
<b><u>Feasibility</u></b>	Meets All Ages and Abilities Bikeway Standards for this Street	Meets All Ages and Abilities Bikeway Standards for this Street	Meets All Ages and Abilities Bikeway Standards for this Street	Meets All Ages and Abilities Bikeway Standards for this Street
	Requires significant pavement removal and drainage relocations.	Does not require pavement removal or drainage relocations.	Requires significant pavement removal and excavation in roadway.	Requires significant pavement removal and excavation in roadway.
			Median locations limited by maintaining all current side street and driveway access.	Median locations limited by maintaining all current side street and driveway access.
			Scope includes - 1,200 feet of medians	Scope includes - 300 feet of median
<b><u>Project Cost</u></b>	\$3.36M	\$1.30M	\$2.70M	\$1.90M
<b><u>TA Grant Used</u></b>	\$0.75M	\$0.30M	\$0.62M	\$0.44M
<b><u>City Funds Used</u></b>	\$2.61M	\$1.0M	\$2.08M	\$1.46M
<b><u>City Funds Remaining</u></b>	\$0.19 M	\$1.8M	\$0.72M	\$1.34M

### **CENTRAL BUSINESS DISTRICT (CBD) CENTRAL PARKWAY EXTENSION**

Depending on the option selected for Central Parkway Phase 2, the City capital funding available for additional bike infrastructure varies. Extending the existing Central Parkway protected bike lanes in the CBD to connect to the riverfront via Eggleston Avenue is estimated to cost \$1.8M.

### **RECOMMENDATION**

DOTe recommends Protected Bike Lanes for Central Parkway Phase 2 (option #1 in matrix). This option will reduce the total cost of the project and maximize the funding available this calendar year for the construction of bike infrastructure in the West End and Queensgate.

cc: John S. Brazina, Director, Transportation and Engineering