

To: Mayor and City Council

From: Dean Sayre, P.E.; Public Works, Civil Engineer II

Date: May 3, 2024

SUBJECT: Hyland Avenue Bicycle and Pedestrian Facilities

BACKGROUND:

At its April 23, 2024, meeting, City Council requested staff provide a memo regarding the Hyland Avenue reconstruction project and considerations that are being made to improve safety for bicyclists and pedestrians along the corridor. This includes information on the merits of conducting a temporary demonstration of a protected bicycle facility, such as on the southern portion of Ash Ave, to evaluate the safety of the proposed concept.

The Hyland Avenue project will implement various pavement preservation, rehabilitation, and reconstruction techniques to restore structural integrity, serviceability, and rideability while extending the service life of the roadway. The project has a construction budget of \$1,900,000 with WHKS of Ames, Iowa currently under contract for design. The attached map shows the project limits with the construction techniques planned to be used through the corridor.

BICYCLE AND PEDESTRIAN SAFETY CONSIDERATIONS:

Currently Hyland Avenue has painted bike lanes from Lincoln Way to Ontario Street/13th Street. These lanes were created utilizing a FHWA grant for demonstration bike lanes in 1997 when very little planning and design guidance was available. Based upon current standards, the traffic volume along Hyland Avenue would exceed the guidance threshold for utilizing bike lanes and trigger either a separated path or protected bike facility.

Staff has evaluated the feasibilities of constructing a separated (shared use) path or a protected bike facility along Hyland Avenue and feels a shared use path is a

significantly better suited option for the portion of full reconstruction from Oakland St to Ontario St.

The current bike lane configuration on Hyland Avenue does not include a buffer of any type between motorized traffic and the bike lanes. Additional roadway width would need to be built to create the adequate protection buffer required for a protected on-street bike facility. In contrast, if a shared use path is built in lieu of the existing bike lanes, the roadway can be narrowed to create additional width along the west side to allow for the construction of a 10' path. Narrowing the roadway is also expected to lower vehicle speeds along the corridor and increase pedestrian crossing safety.

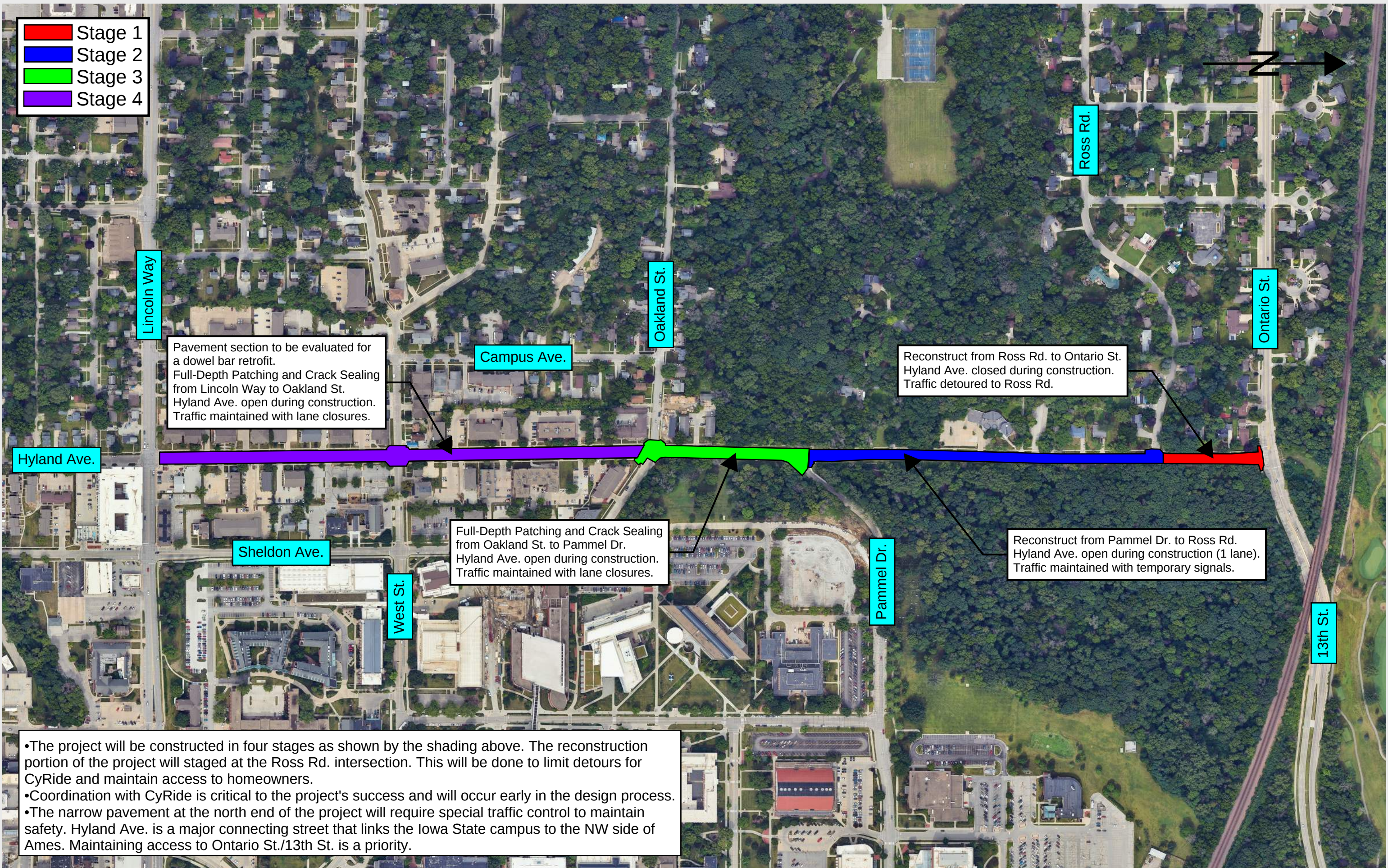
The current professional services agreement with WHKS does not include provisions for narrowing the roadway and constructing a shared use path. Therefore, staff has asked WHKS to review whether that work can be done within the current scope and budget. Staff will also determine if the savings from narrowing the roadway creates enough savings to fund construction of the shared use path.

The existing bike lane from Lincoln Way to Oakland St would remain in place because only minor patching and sealing is anticipated along that section. In order to transition from a shared use path to the current on-street bike lanes, northbound bike lane users would utilize the existing Rectangular Rapid Flashing Beacon at Oakland to cross to the new shared use path. **It is anticipated that once this section of Hyland Avenue south of Oakland reaches the end of its useful life, a similar technique of narrowing the roadway and constructing a shared use path would be implemented.**

TEMPORARY PROTECTED BICYCLE FACILITY DEMONSTRATION:

Staff believes this is not recommended considering a shared use path is better situated for the area and there is not adequate width to implement this type of facility. While a demonstration may be temporary, the level of protection that must be provided needs to meet the permanent implementation standards. This cannot be achieved given the current width of the roadway and would require a significant investment for a temporary demonstration. Additionally, a protected bicycle facility would serve only one type of user, where a shared use path would serve many types and modes of use.

- Stage 1
- Stage 2
- Stage 3
- Stage 4



•The project will be constructed in four stages as shown by the shading above. The reconstruction portion of the project will staged at the Ross Rd. intersection. This will be done to limit detours for CyRide and maintain access to homeowners.

•Coordination with CyRide is critical to the project's success and will occur early in the design process.

•The narrow pavement at the north end of the project will require special traffic control to maintain safety. Hyland Ave. is a major connecting street that links the Iowa State campus to the NW side of Ames. Maintaining access to Ontario St./13th St. is a priority.