



AGENDA MEMORANDUM

For the City Council Meeting of October 20, 2015

DATE: September 10, 2015

TO: Ronald L. Olson, City Manager

THRU: Gustavo Gonzalez, P.E., Assistant City Manager
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Valerie H. Gray, P.E., Executive Director of Public Works
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FROM: Jeffrey Edmonds, P. E., Director of Engineering Services
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<p style="text-align: center;">UPDATE TO CITY COUNCIL Staples Street Corridor Pavement Markings Plan</p>

STAFF PRESENTER(S):

<u>Name</u>	<u>Title/Position</u>	<u>Department</u>
1. Valerie H. Gray, P.E.	Executive Director	Public Works
2. Jeffrey Edmonds, P.E.	Director	Engineering Svcs
3. Jerry Shoemaker, P.E.	Senior Project Manager	Engineering Svcs

OUTSIDE PRESENTER(S):

<u>Name</u>	<u>Title/Position</u>	<u>Organization</u>
1.		
2.		
3.		

BACKGROUND:

This discussion involves two projects: Bond 2012 South Staples Street Reconstruction (IH-37 to Morgan) and Bond 2014 Staples Street Reconstruction (Morgan to Alameda). Adding bike access was considered in the final coordination of both projects.

The 2012 Bond brochure specifically states the following: "Future Bike Routes will require evaluation at the time of roadway design and will conform to the adopted Bikeway Plan of the Urban Transportation Master Plan / Integrated Community Sustainability Plan (ICSP)."

The existing roadway is a 4-lane section with on-street parking. Many of the adjacent businesses do not have sufficient space for parking and, therefore, all must use on-street parallel parking. In considering the addition of bike lanes, it is important to note that the existing street right-of-way (ROW) cannot be increased due to the zero lot line construction. Since the roadway cannot be widened, the only option for accommodating bike lanes is to consider changing the lane configuration from 4-lanes to 3-lanes.

Staff conducted a series of three public workshops (August 17th, 24th, and 31st) to present the alternate configurations with exhibits. Also presented was a detailed computer simulation of both 4-lane and 3-lane configurations. The simulation modeled the AM and PM Peak traffic demands. The results of the discussions from the three workshops is being presented to Council for final consideration.

The awarded construction plans call for a 4-lane section with bike lanes which impact parking. Staff will modify the construction requirements to accommodate the final marking plan as directed by Council. Changing the marking plan is a minor change that would not impact schedule and would not materially affect the cost of the project.

The following is the Bond language for both projects:

Bond 2012 (South Staples Street from Morgan Ave. to IH 37) – Includes reconstruction of the existing 4-lane road, adjustments to accommodate recently improved curb and gutters, sidewalks, ADA curb ramps, as well as lane striping, pavement markings and bus stop rehabilitation.

Bond 2014 (Staples Street from Alameda to Morgan) – This project includes full-depth repair of the existing undivided four lane roadway. Although this roadway is designated as an A-1 Minor Arterial in the Urban Transportation Plan (four travel lanes with continuous center turn lane), consideration is being given to design the roadway as modified C-3 Primary Collector (four travel lanes) due to existing right-of-way constructions and traffic conditions. Other improvements include curb and gutter, sidewalks, ADA curb ramps, and pavement markings.

Future Actions:

Council direction to staff for the preferred configuration and incorporation of the Council direction into the construction contract documents.

LIST OF SUPPORTING DOCUMENTS:

None