INFORMAL STAFF REPORT

MEMORANDUM

To: **Valerie H. Gray, P.E., Exec. Director of Public Works**

From: **Jeffrey Edmonds, P.E., Director of Engineering Services**

Date: **March 20, 2017**

Subject: **Yorktown Boulevard Street Improvements: Staples to Everhart**

ISSUE:

The Yorktown Boulevard (from Staples to Everhart) Bond 2014 Proposition 1 Street Improvement Project recently bid and will shortly be going to Council for bid award. The project was designed and bid with a cross section that included on-street bike lanes matching sections of Yorktown improved and constructed under three previous bond street improvement projects along Yorktown Boulevard from Staples Street to Rodd Field Road. This design, as bid, varies from the final version of then Corpus Christi Metropolitan Planning Organization's (CCMPO) Bicycle Mobility Plan.

BACKGROUND & FINDINGS:

Improvements to Yorktown Boulevard have been made through several Bond projects. The following is a list of the Yorktown improvement projects and status:

• Bond 2014 – Staples to Everhart	Bid Award April 2017
• Bond 2014 – Everhart to Lake Travis	Bids June 2017
• Bond 2012 – Cimarron to Rodd Field	Completed
• Bond 2008 – Cimarron to Staples	Completed
• Bond 2004 – Cimarron/Yorktown Intersection	Completed

The Bond 2014 brochure language for the Staples to Everhart project states:

The proposed improvements include two through lanes in each direction with a center median, curb and gutter, sidewalks, ADA curb ramps, and pavement markings. Traffic improvements at the Yorktown/Everhart intersection will also be included. Consideration is being given to adding bike lanes.

In 2015, City Council considered various bicycle accommodation alternatives to address budget shortfalls on the Bond 2012 Program. The City commissioned the CCMPO to update the City's Bicycle Mobility Plan in March of 2015. At that time the Yorktown project was beyond 60% design. In May of 2016, City Council adopted the *CCMPO Strategic Plan for Active Mobility, Phase 1: Bicycle Mobility Plan.* This plan included a new map of proposed bike routes and proposed new treatments for bicycle accommodation (see EXHIBIT 1). When the CCMPO Bicycle Mobility Plan was adopted, the Yorktown Boulevard design was nearly complete but bidding was on hold pending some value engineering on the drainage. The new plan only reflected designated bike routes on Yorktown between Rodd Field and Cimarron and did not include the existing bike lanes on Yorktown between Cimarron and Staples.

The preliminary design for the Staples to Everhart project included a 4' on-street bike lane consistent with the previously improved sections extending approximately two miles from Staples Street to Rodd Field Road. The

design engineer (Freese & Nichols, Inc.) recommended that the bicycle lane be extended for the entire length due to the number of potential origins and destinations that would be connected such as parks, schools, trails and other bike lanes.

The bike lanes are accommodated within the existing right-of-way by reducing the width of the median. Removing the bike lanes on the Yorktown project would require a redesign of the roadway that would affect a large portion of the project drawings. Deletion of the bike lanes would also deviate from the concept that was presented to citizens in a Public Meeting on June 30, 2014. To avoid the costs, delays and potential complaints from changing the roadway design, staff elected to bid the project as originally designed with the on-street bike lanes.

Prior to the new CCMPO guidance, the 4' on-street bike lanes were the accepted standard and have been used on many existing thoroughfares, as well as most current, TXDOT construction projects such as the Weber Road and Staples Street widening projects. The 4' on-street lane was used on the two prior Yorktown Bond projects as well as the Airline Road segment from Rodd Field to Saratoga.

Another project with similarities to the Yorktown project was the portion of Ocean Drive that includes a 9-mile uninterrupted section of on-street bicycle lane extending from TAMUCC to the American Bank Center. The Bond 2012 Ocean Drive Improvement Project from Louisiana to Buford included a 4' on-street bike lane that is currently under construction. The bicycle lane on the Ocean Drive Project was not recommended for redesign since it would have delayed the project and interrupted the continuous on-street bicycle facility that is used by a large number of cyclists.

Yorktown Boulevard from Staples to Everhart has some similarities to the Ocean Drive Project. Yorktown Boulevard has an existing 2-mile long section from Staples to Rodd Field of 4' wide, on-street bike lanes in both directions. The Yorktown Boulevard from Staples to Everhart project will allow the uninterrupted on-street bike lane to continue for another ½ mile. The current design provides added safety for vehicular traffic and current on-street bicyclists traveling this route.

Including the bicycle lane on the current Yorktown project also provides greater connectivity between potential origins and destinations in the area, and better leverages the existing bicycle facilities on Yorktown Boulevard (see EXHIBIT 2). The design allows for a continuous, bicycle facility from Rodd Field to Everhart that connects the Crossgate Ditch Trail, Bill Witt Park and the future Del Mar Campus.

NEXT STEPS:

There are sound arguments in favor of retaining the bike lane and building the project as bid. There is also concern that bicycle lanes add cost to projects and should not be included. Following is a list of alternatives that could be considered by council:

1. Award the project as designed and construct the project with bike lanes;
2. Award the project but direct staff to revise the construction drawings and negotiate a deductive change order to remove the bike lanes;
3. Reject bids and direct staff to redesign and rebid the project;
4. Cancel the project.

Engineering staff believes that preserving the continuity of on-street bike lanes on Yorktown and the connection of potential origins and destinations for bicycle traffic along the Yorktown corridor justifies Alternative 1. Staff suggests taking the bid award item forward to City Council for consideration with the abovementioned alternatives.

EXHIBITS:

EXHIBIT 1: Excerpt from the Bicycle Mobility Plan
EXHIBIT 2: Revised map showing the existing and proposed bicycle facilities with area destinations

EXHIBIT 1: EXCERPT FROM BICYCLE MOBILITY PLAN

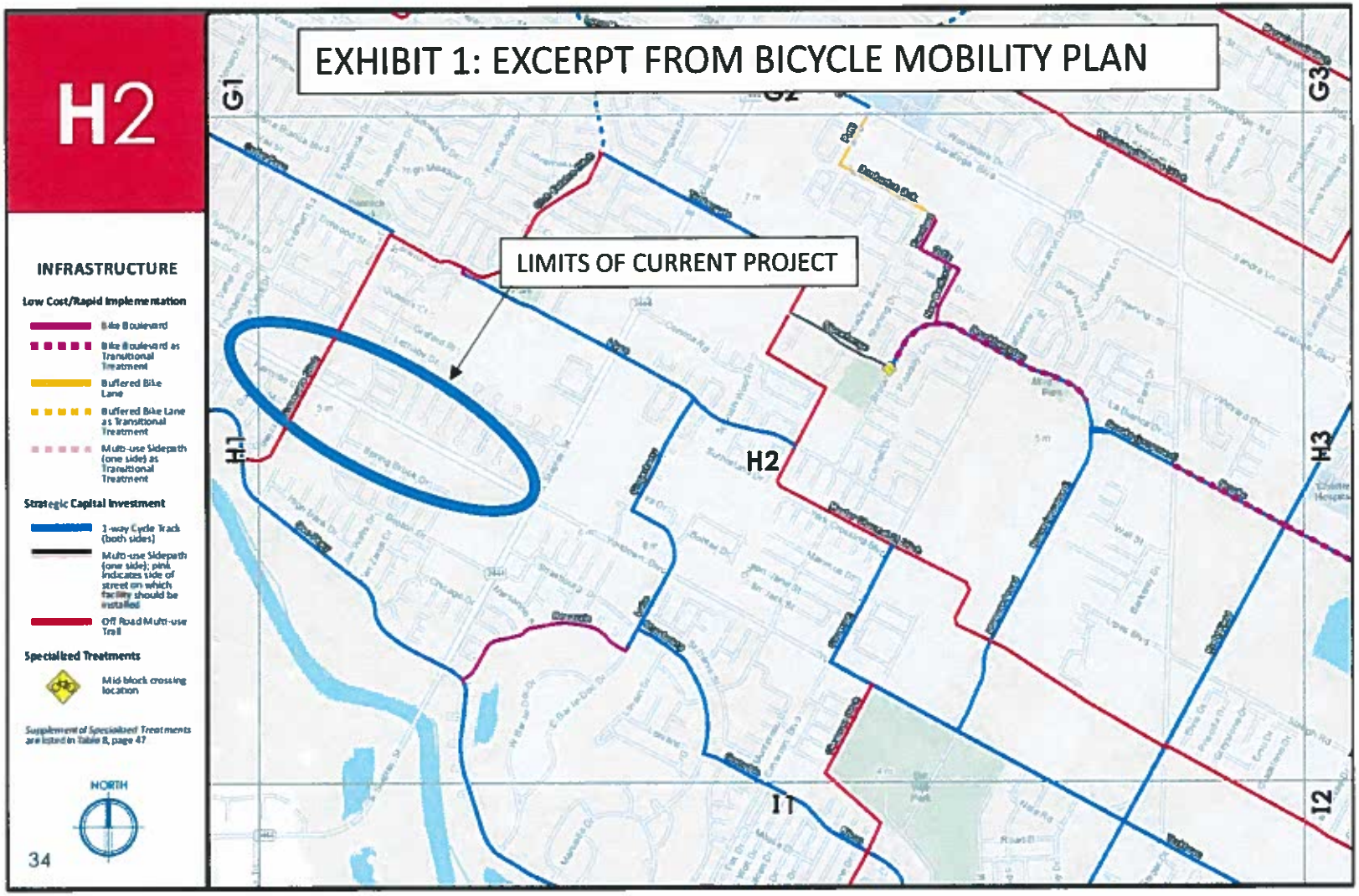
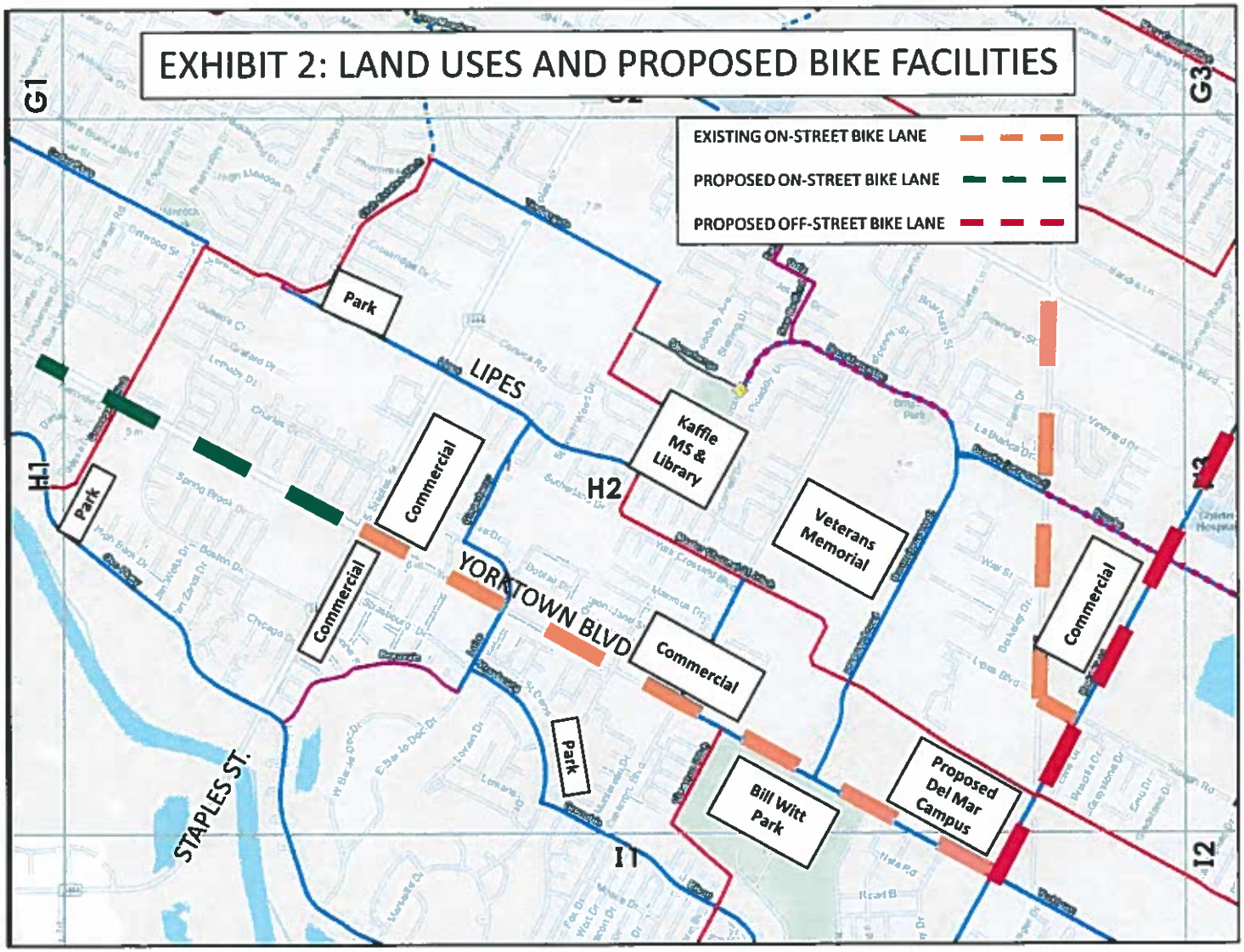
EXHIBIT 2: LAND USES AND PROPOSED BIKE FACILITIES