

Sonja Birr

From: David Soeldner
Sent: Wednesday, May 07, 2014 12:41 PM
To: Greg Minikel
Cc: Dan Koski; Sonja Birr
Subject: RE: Huron St. Reconstruction - Bike Accommodations & LRIP Funding

Hi Greg,

Thanks for the heads up. Ouch.

Yes, please add it to the agenda for Monday's meeting as we are collectively going to have to decide how to move forward. I'm not opposed to the Complete Streets concept, but they are painting with too broad a brush and there ought to be some accommodations for grandfather situations where the existing roadway and/or ROW are narrow.

Dan, I got your email about the upcoming Jim Wyss retirement--OK with me with also adding that to the agenda.

Thanks,

Dave Soeldner | Alderman, District 8 | City of Manitowoc | 920-629-6444 | www.manitowoc.org

From: Greg Minikel
Sent: Wednesday, May 07, 2014 11:19 AM
To: David Soeldner
Cc: Greg Minikel; Dan Koski; Sonja Birr
Subject: Huron St. Reconstruction - Bike Accommodations & LRIP Funding

Hi Dave,

The City received DOT Local Roads Improvement Project (LRIP) money of approx. \$78,500 for the 2010-2011 funding cycle for Dewey St. from S. 10th to S. 18th St. (conc. slab replacement & diamond grinding). Since, we never moved forward with that project, we transferred the funds to the Huron St. reconstruction project. We are only allowed to transfer a project once and the sunset date for project completion is 6/30/15. So, we either use it or lose it on Huron St.

A problem has come up since we transferred the money. The new Complete Streets requirement that went into effect in 2011 means that we are required to have bike accommodations. This requirement was not in effect for the 2010 funding cycle, but when we checked with the DOT, we were informed that the new rules will apply to the transferred project and we need to accommodate bikes.

We thought that we could have the parking lane as a shared use lane (Sharrow), but we have been told this is not acceptable. My understanding is that the sharrow only works if it is a driving lane.

Therefore, if we want to accommodate bike facilities we would have to either (1) remove parking on both sides of the road (which has not been discussed with the property owners) or (2) make the road slightly wider about 1-2 feet, eliminate parking on one side only and still have a bike lane on both sides. However, this only works from Spring St. to N. 11th St. which is 38 feet wide. Michigan Ave. from Spring to N. 13th St. is only 36 feet with a 66 foot ROW. (We cannot envision future bike accommodations on Michigan Ave. from N. 14th to N. 18th St. as the street width is only 34 feet on a 66 foot ROW with very large trees in the terrace).

The downside of Option 2 is that it would require the centerline to be off-set and all the grades reestablished/redesigned and may require additional contractor costs for the changes.

We were going to take these bike accommodation issues to the Complete Street Advisory Committee last year and I emailed Ald. Brey about it, but the Committee never ended up meeting.

Anyway, the bottom line is that we are looking for the Committee to either give back the LRIP money or decide to accommodate bikes.

Not that any of this is good news, but one positive note is that we did not include the \$78,500 in LRIP funding as revenue within the 2014 budget.

Let us know your thoughts on these issues. Do you want this issue to be on Monday's PI Committee agenda?? Thanks.