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City of Hiawatha

Engineering Department

101 Emmons St., Hiawatha Iowa, 52233-1697
PHONE (319) 393-1515 ext. 511 FAX (319) 393-1516

To: Mayor and City Council

Date: September 14, 2017

From: John C Bender PE, City Engineer

Re: Study for Lane Reconfiguring Center Point Road (Boyson Road to Emmons Street)

Description: Public Input for Lane Reconfigure Project

Report:

We discussed with the Council the importance of studying the current lane configuration on North Center Point Road from Blair's Ferry Road to Boyson Road at a work session in April and then again in June. The current painted pavement markings on Center Point Road is a 3-lane configuration from Tower Terrace Road to Boyson Road, and a 4-lane configuration from Boyson Road to Blair's Ferry Road. When the new Emmons Intersection is completed, it will be developed as a 3-lane section almost to the railroad tracks. (See attached)

Staff felt this is a confusing situation as vehicles travel on North Center Point Road and had a study prepared that looked at the traffic volumes and roadway widths and the possibility of restriping the roadway in a consistent manner. Another name for this type of study is a "road diet". The Iowa DOT also prepared a report that concluded that Center Point Road would be a good candidate for a lane reconfiguration project. They list many reasons why a project of this nature would increase efficiency and utilization of a roadway by the traveling public.

In April Council directed staff to conduct a study with design and cost estimate. In June Council reviewed that study and approved the negotiated change order with our prime contractor for the intersection project to repaint the section of North Center Point Road to a 3-lane section with bike lanes from Boyson Road to the new Emmons Street intersection. This work will be completed in the next week or so.

Since that time we have posted articles in our city newsletter and web site with our intent to change the lane configuration of North Center Point Road. This information created interest in the change with concerns. This lead to a meeting this week with a local business in the area that was not in favor of this kind of change. The main objection was the added bike lane on the roadway when there is a trail 10' already installed. The business owner expressed his concern of with pulling out of his property he already has to look for bicyclist and pedestrians on the

trail and now he will have to look for bicyclist on the road way bike lane. He feels this could be a liability for him and his employees.

Because of the time restraint to get this work done, we did not hold any public meetings or open houses to gain more input from the citizens. We did provide the reconfigure plan to the Iowa DOT, the corridor metropolitan planning organization (CMPO) staff, and the officers of the Linn County Trails Association. They all responded with positive comments.

As we move forward we could have questions as to the reasons we have proceeded with this change. Below is a list of possible pros and cons we have prepared for consideration of a 3-lane section with a bike lane:

Pros:

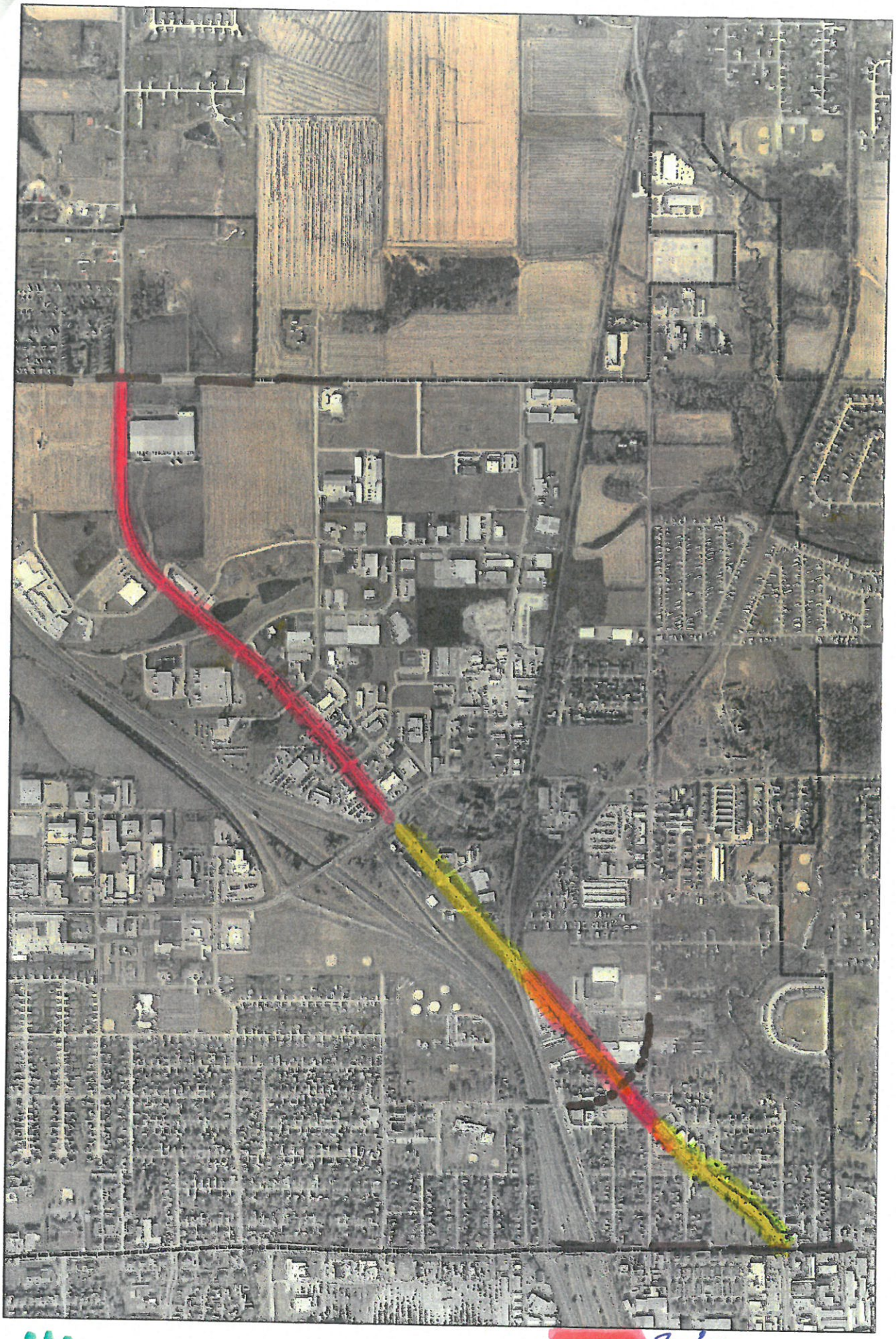
- Provides a consistent roadway configuration along NCPR
- Traffic volumes and roadway width will support this change
- Improves performance and efficiency of the roadway
- Provides for other uses of the roadway
- Improves pedestrian safety
- Provides direct connection for bike traffic to Boyson Road Trail
- Reduces risk of crashes
- More desirable environment for work and shopping
- More flexible for existing driveways and new developments access points
- Inexpensive to provide change as includes only painting

Cons:

- Roadway was constructed as 4-lane design over last few years
- Cost and time to provide a 4-lane roadway
- Most likely will slow traffic speeds somewhat
- Already have bike trail on east side to railroad tracks
- More conflicts with bikes and traffic
- Did not hold public input meeting
- Some public will not support the change
- Have not surveyed the local businesses for possible impacts
- Lane configuration change will be confusing similar to issues in other cities

Staff has two purposes for bringing this subject to you is to ensure council's understanding of the road diet; the 3-lane section with a bike lane as you may receive or hear concerns of the road diet as people begin to utilize the roadway as its completed. The second purpose is to dicuss in more detail the bike lane. This would be a change for Hiawatha's roadway. Many have experienced Cedar Rapids reconfiguration for the bicyclist on their roadways which has left some with a negative impression.

Staff would ask council to confirm our intentions to move forward with the road diet that includes a bike lane. If you have any hesitation we need to know this now prior to paint markings being laid.



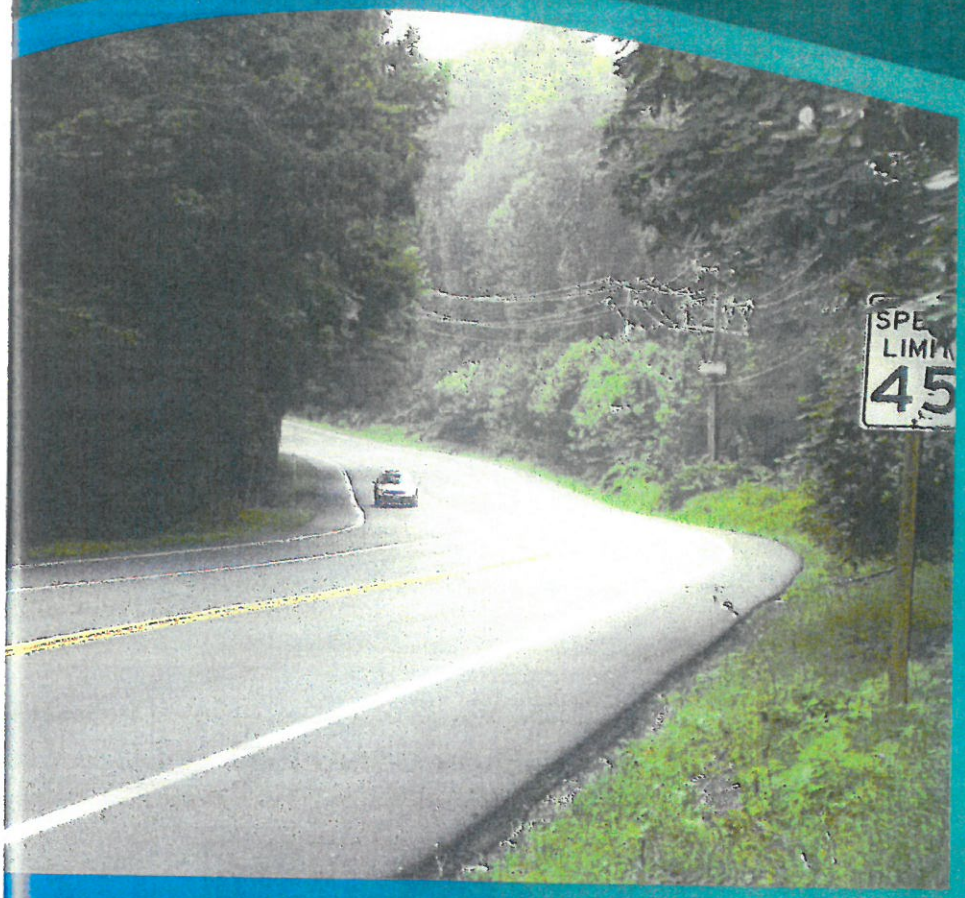
Hiawatha!™

1 inch = 833 feet

3-lane

4-lane

Road Diet
Informational Guide



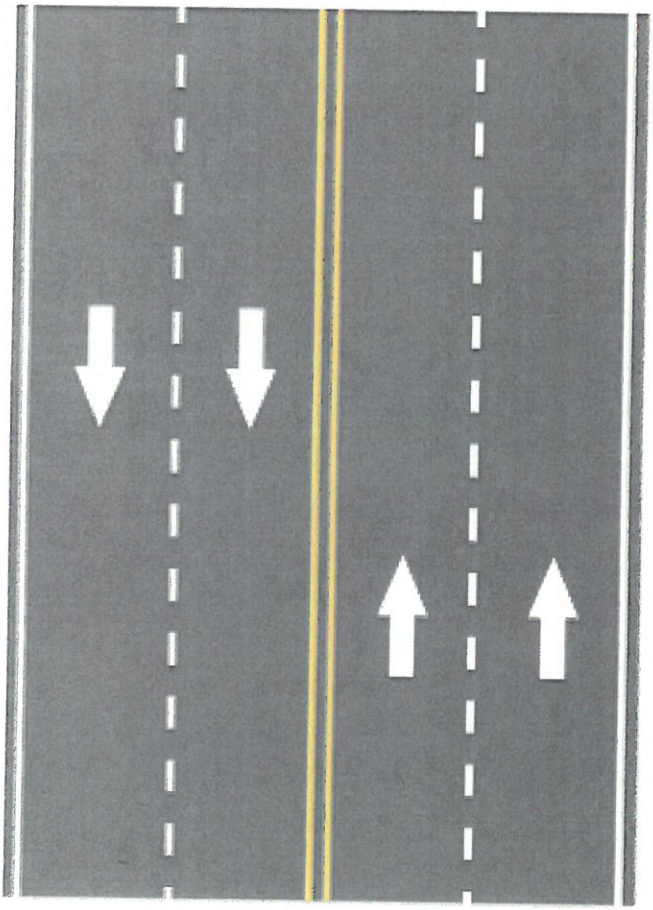
FHWA Safety Program

U.S. Department of Transportation
Federal Highway Administration

Safe Roads for a Safer Future
Investment in roadway safety saves lives

www.safety.fhwa.dot.gov

BEFORE



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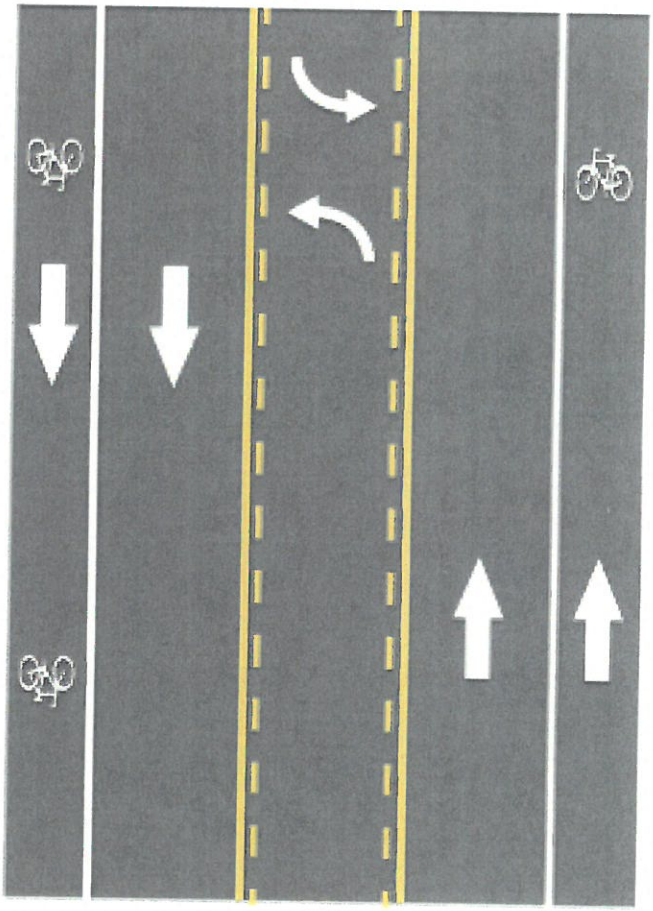


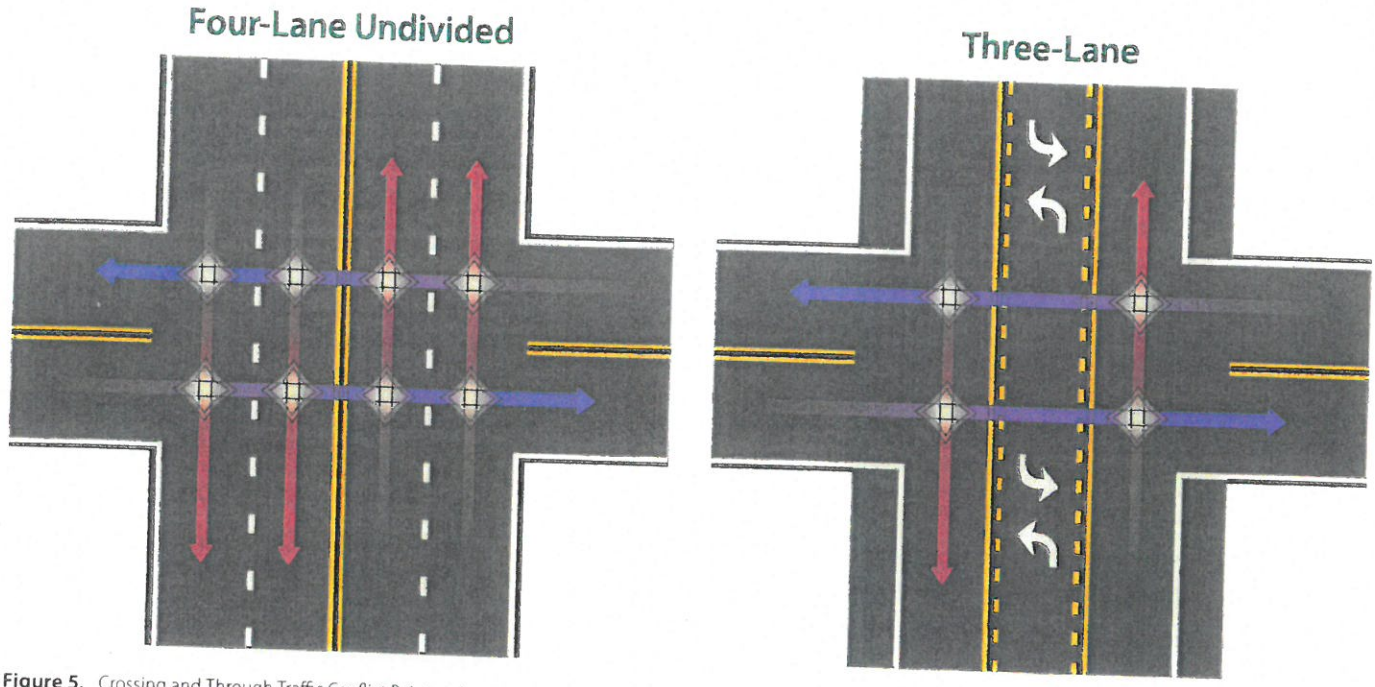


Figure 5. Crossing and Through Traffic Conflict Points at Intersections for a Four-Lane Undivided Roadway and a Three-Lane Cross Section (Adapted from *Welch*, 1999)

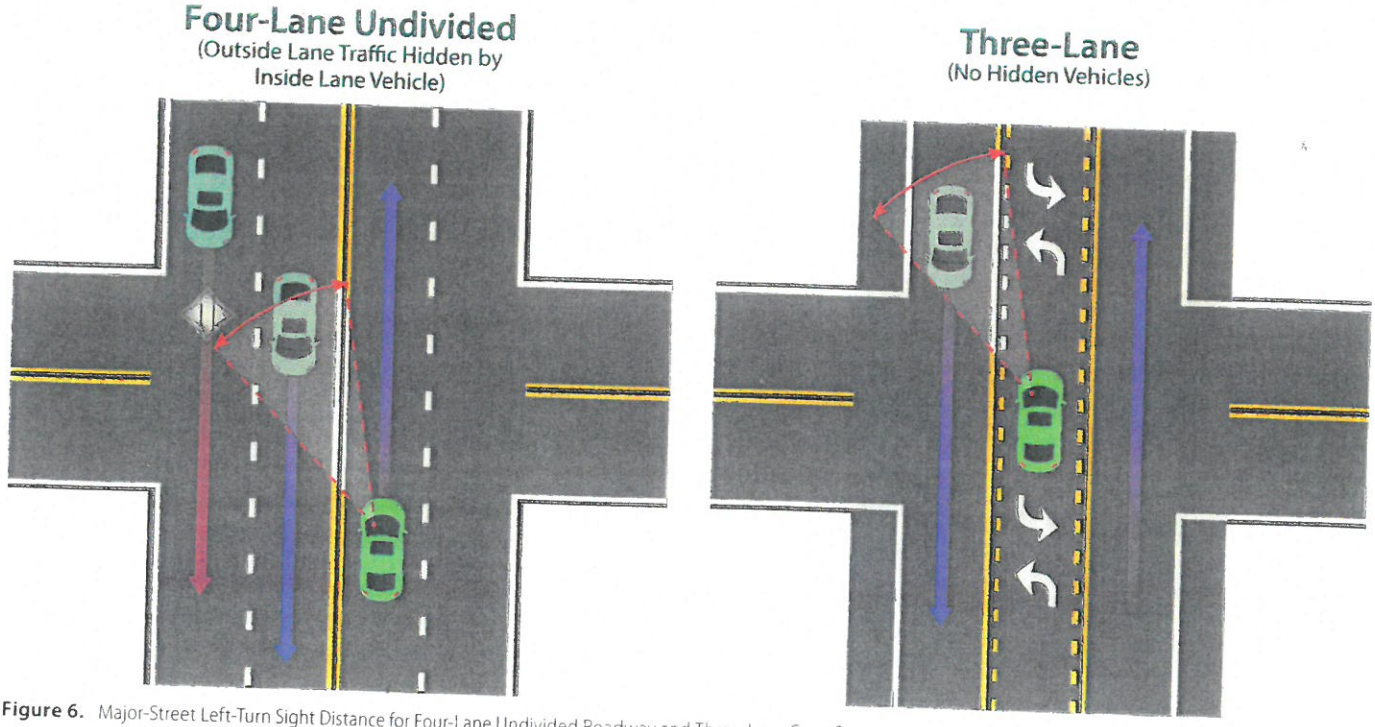


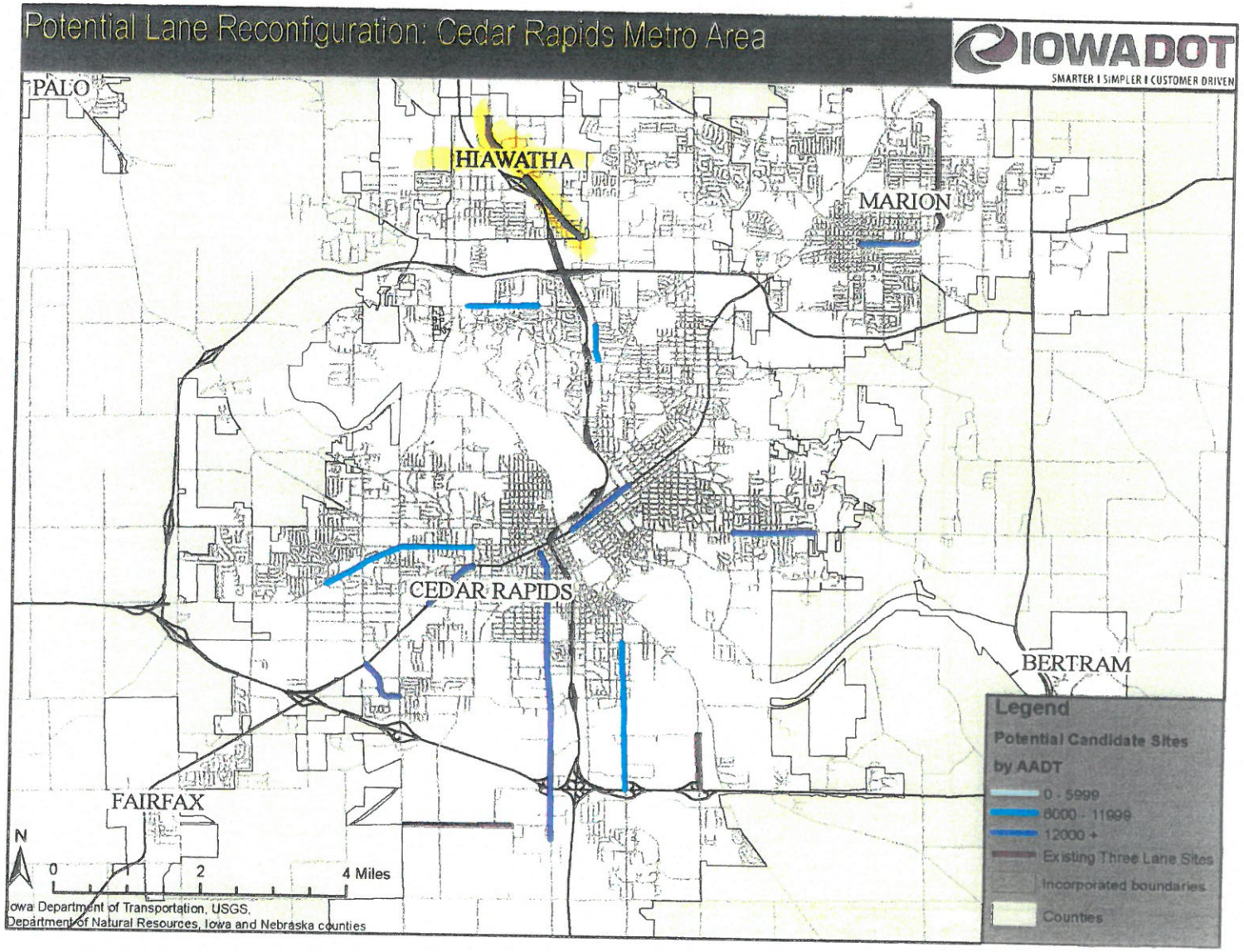
Figure 6. Major-Street Left-Turn Sight Distance for Four-Lane Undivided Roadway and Three-Lane Cross Section (Adapted from *Welch*, 1999)

APRIL 10, 2017

Statewide Screening for Potential Lane Reconfiguration

IOWA DOT
SMARTER I SIMPLER I CUSTOMER DRIVEN

Office of Systems Planning
Office of Traffic and Safety
800 Lincoln Way
Ames, IA 50010


Potential Lane Reconfiguration: Cedar Rapids Metro Area
IOWADOT
SMARTER I SIMPLER I CUSTOMER DRIVEN
PALO
HIAWATHA
MARION
CEDAR RAPIDS
BERTRAM
FAIRFAX
N
0
2
4 Miles
Iowa Department of Transportation, USGS,
Department of Natural Resources, Iowa and Nebraska counties
Legend
Potential Candidate Sites
by AADT
0 - 5999
6000 - 11999
12000 +
Existing Three Lane Sites
Incorporated boundaries
Counties