

**MINUTES OF THE SPECIAL MEETING OF THE AMES CITY COUNCIL
AND SPECIAL MEETING OF THE AMES AREA METROPOLITAN PLANNING
ORGANIZATION TRANSPORTATION POLICY COMMITTEE**

AMES, IOWA

AUGUST 31, 2010

SPECIAL MEETING OF THE AMES CITY COUNCIL

The Special Meeting of the Ames City Council was called to order by Mayor Pro Tem Mahayni at 7:00 p.m. on August 31, 2010, in the City Council Chambers in City Hall, 515 Clark Avenue. Council members present were Davis, Goodman, Larson, Mahayni, Orazem, and Wacha. *Ex officio* Member England was absent.

ALL AMERICAN WEEKEND ADDITIONAL REQUESTS: Moved by Davis, seconded by Goodman, to adopt RESOLUTION NO. 10-410 approving closure of 5th Street, from Clark Avenue to Kellogg Avenue, from 8:00 a.m. on Friday, September 3, to 5:00 p.m. on Saturday, September 4.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

Moved by Davis, seconded by Goodman, to adopt RESOLUTION NO. 10-410 approving closure of Kellogg Avenue from Main Street to 5th Street from 6:00 a.m. to 4:00 p.m. on Saturday, September 4.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

Moved by Davis, seconded by Goodman, to adopt RESOLUTION NO. 10-410 approving closure of Douglas Avenue from Main Street to 5th Street from 6:00 a.m. to 4:00 p.m. on Saturday, September 4.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

Moved by Davis, seconded by Goodman, to adopt RESOLUTION NO. 10-410 approving closure of Main Street from Douglas Avenue to the CBD lot entrance from 6:00 a.m. to 4:00 p.m. on Saturday, September 4.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

Moved by Davis, seconded by Goodman, to adopt RESOLUTION NO. 10-411 approving closure of CBD Lot Y, north of the eastbound drive lane, between Kellogg and Tom Evans Plaza, from 6:00 p.m. to Midnight on Friday, September 3.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

“IOWANS HELPING IOWANS” FLOOD RECOVERY ASSISTANCE PROGRAM: Moved by Davis, seconded by Orazem, to adopt RESOLUTION NO. 10-412 approving the Grant Agreement with the Iowa Finance Authority.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

COUNCIL COMMENTS: Moved by Orazem, seconded by Mahayni, to refer to staff the request of artist Jane Graham dated August 23, 2010, to address the westerly landscaping that is impairing visibility of the Ames Historical Mural that she painted in Tom Evans Plaza.

Council Member Goodman asked City Manager Schainker how much work would be necessary on the part of City staff. Mr. Schainker said it appeared that trees were blocking some of the view of the Mural, and it would be up to the City Council whether it wants those trees removed from the Plaza. He suggested that Main Street Cultural District be asked for input. Council Member Larson asked whose responsibility it is to maintain the landscaping in the Plaza. Mr. Schainker said it was the City's responsibility.

Council Member Wacha said that he was concerned about spending valuable staff time on this request. Council Member Mahayni pointed out that the City had invested funds to have the Mural painted. He felt that perhaps it was a matter of the wrong trees being planted; perhaps dwarf trees should have been planted. Mr. Schainker said the trees had actually been planted before the Mural was painted. Council Member Goodman said that he has seen the Mural many times. It is not completely effaced from the public view; however, you can't see it from every angle. Because Mr. Goodman does not see this as a widespread concern, he indicated that he would not be supporting the motion.

City Manager Schainker advised that the item will be placed on a future agenda. Pictures from different angles will be provided to the Council, and it will need to tell staff what vista it is wanting to create.

Council Member Orazem said that it was reasonable to involve the Main Street Cultural District in the decision. Council Member Wacha asked if this issue could be handled by the Public Art Commission (PAC). City Manager Schainker said that staff could ask the PAC for input and report back to the City Council.

Moved by Orazem, seconded by Mahayni, to amend the motion to direct staff to get input from the Public Art Commission and bring its recommendations back to the City Council.

Assistant City Manager Sheila Lundt noted that the artist had already approached the Main Street Cultural District (MSCD), and the District was not in favor of cutting down any of the trees.

Vote on Amendment: 5-1. Voting aye: Davis, Larson, Mahayni, Orazem, Wacha. Voting nay: Goodman. Motion declared carried.

Vote on Motion, as Amended: Voting aye: Davis, Larson, Mahayni, Orazem, Wacha. Voting nay: Goodman. Motion declared carried.

Council Member Orazem acknowledged and expressed appreciation, on behalf of the City, for the monetary contribution from the Executive Council of the Malaysia ISU Alumni Association to aid with flood recovery.

Moved by Wacha, seconded by Orazem, to direct the City Attorney to draft a memo in answer to an email inquiry he had received from a citizen pertaining to how the *Rental*

Housing Code works and how the state law affects it. Mr. Wacha read three specific questions included in the email.

Council Member Goodman stated that he had not seen the email and noted a procedure followed by previous City Council members related to referrals, i.e., if the members had not had an opportunity to review the correspondence, it would not be referred until all Council members had been able to read it. It would, however, be put in their weekly packets and possibly referred at an upcoming meeting.

Council Member Larson asked if it were possible to have the three specific questions answered during the Council's workshop to be held on September 29 on the Property Maintenance Code. Mr. Wacha thought it was possible that they would be addressed.

Council Member Wacha withdrew the motion.

Council Member Wacha noted that Council had referred to staff a petition requesting a stop sign at Jewel and Diamond. Subsequent to that, Council members had received an email from Kurt Moore pertaining to a stop sign on Jewel. Staff had clarified that they were two different requests and that Mr. Moore's email pertained to installation of a stop sign at Jewel and Garnet.

Moved by Wacha, seconded by Goodman, to include the analysis on the request for a stop sign at Jewel and Garnet with the analysis on the Jewel and Diamond request.

City Manager Schainker said that staff had collected data and was prepared to present the analysis on the Jewel and Diamond request to the City Council on September 14. However, staff would not be able to collect the data and perform the analysis on the Jewel and Garnet request by that date. He suggested that the report on the Jewel and Diamond request be presented on September 14; however, a decision not be made until the analysis on the Jewel and Garnet request is presented.

Traffic Engineer Damion Pregitzer further explained that a good deal of data needs to be collected before a recommendation can be made by staff. He does not see any issues with including the Jewel and Garnet request with the Jewel and Diamond request; however, it will take longer to perform the analyses. He reiterated that the data has been collected for the Diamond and Jewel request, and staff had planned to include it on the Council's September 14, 2010, Agenda.

Moved by Wacha, seconded by Goodman, to amend the motion to direct staff to present the analyses for both requests to the Council as soon as possible.

Vote on Amendment: 6-0. Motion declared carried unanimously.

Vote on Motion, as Amended: 6-0. Motion declared carried unanimously.

Moved by Larson, seconded by Mahayni, to refer to staff the request from the ACVB for the City to make a financial contribution in the amount of \$5,000 towards the second phase of the flat space study.

Mr. Larson explained that the second phase is a facility program analysis.

Vote on Motion: 6-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Davis, seconded by Mahayni, to adjourn the Special Meeting at 7:23 p.m.

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE MEETING**

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee met at 7:25 p.m. on the 31st day of August, 2010, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law with Mayor ProTem Riad Mahayni presiding. Voting members present were Davis, Goodman, Larson, Mahayni, Orazem, and Wacha, representing the City of Ames; Wayne Clinton, representing the Story County Board of Supervisors, was also present. Mike O'Brien, Boone County Board of Supervisors, and Robert Anders of the Ames Transit Agency were absent. Mike Clayton, Iowa Department of Transportation, was also in attendance.

PRESENTATION OF THE DRAFT 2010 TRANSPORTATION PLAN: Traffic Engineer Damion Pregitzer introduced Rudy Koester, the City's new Transportation Planner; Brian Ray, a member of the consultant team from HDR; Tracy Warner, Municipal Engineer; and John Joiner, Public Works Director.

Mr. Ray presented the project overview for the draft 2010 Transportation Plan. He advised that the creation of the Metropolitan Planning Organization was required when Ames reached a population of 50,000. Transportation services are developed and infrastructure implemented through the regional transportation planning process carried out by the Ames Area Metropolitan Planning Organization. The AAMPO is comprised of: the City of Ames, Boone County, Story County, Iowa State University, CyRide, Federal Highway Administration, Federal Transit Administration, and the Iowa Department of Transportation. The boundaries of the AAMPO study area were given; they include the Ames incorporated city limits plus the planning jurisdiction outside of the incorporated area.

It was reported by Mr. Ray that the Ames region's transportation needs are funded in part by federal funds. In order to receive those funds, the federal government requires a Long-Range Transportation Plan to ensure appropriate expenditure of revenues and consideration of the community's needs and desires. The Plan is a 25-year plan that is updated every five years.

The vision, goals, and objectives were cited by Mr. Ray. The public involvement process that was used throughout the project to date and the community mail and phone surveys were described. Mr. Ray also highlighted the major findings resulting from that public input.

A list of bicycle/pedestrian issues from the visionary workshop was reviewed by Mr. Ray. At the inquiry of Council Member Goodman, Mr. Ray advised that there are no national standards for bicycle/pedestrian traffic.

Attention was directed to the list of roadway issues and transit issues included in the Draft Plan. Levels of service thresholds were explained. Lists of roadway, bicycle, and transit projects were compiled as a result of the public input process. The projects were “scored” by based on criteria and the Transportation Plan’s goals and objectives. Mr. Ray reviewed specific roadway projects being included in the Plan. Bicycle/pedestrian project highlights were also given by Mr. Ray.

Twelve transit projects contained in the Draft Plan were described..Council Member Larson asked if the CyRide Expansion project, listed as No. 8, was planned to occur on the current site. Transit Director Sheri Kyras advised that the Transit Board had been discussing that question. Since the Flood of 2010, additional discussions will ensue.

Mr. Ray explained the financial forecast and funding for the projects. City Manager Schainker reported how the projects could affect the City’s debt service. He expressed concern that sales taxes were forecasted in the Plan to increase by 4%/year. According to Mr. Schainker, Road Use Tax Revenues might be understated. Mr. Pregitzer advised that the Draft Plan only includes revenues and expenditures that are planned for by the MPO. Mr. Schainker noted that that is one of the reasons why the Plan is revised every five years; it is a planning document that is subject to change based on the current circumstances. He also pointed out that all the projects listed are not wholly the responsibility of the City; some involve other entities.

Council Member Wacha cited his preference for the Council to look seriously as to whether the Duff Avenue railroad underpass, with a price tag of nearly \$19 million, should be included in the Long-Range Plan. He thinks that is a great deal of money to pay for the convenience of not having to stop for the train a few times per day. Mr. Ray acknowledged the high cost of the project; however, advised that it is one of the projects that has been earmarked for federal funding in the amount of 40%. Mr. Pregitzer pointed to the results of the score cards used to evaluate the projects and stated that the Duff Avenue railroad underpass project scored high enough to remain in the Draft Plan. He also noted that the City continually receives requests from the public for construction of the underpass.

Public Works Director Joiner emphasized that federal funding may not be requested unless the project is specifically included in the Plan. Mr. Wacha said that he prefers not to include any projects that are clearly not feasible. He categorized the Duff Avenue railroad underpass as one such project.

Council Member Orazem, pointing specifically to Table 7.5, asked for a definition of “net operating revenue.” Mr. Ray explained that Table 7.5 pertains specifically to CyRide and is showing potential dollars that would be available for an expansion of operating services. An explanation of Table 7.4 was also given; it includes both roadway and bicycle/pedestrian funding.

Mr. Pregitzer advised that, in an effort to make it more clear, the funding information will be moved to an Appendix in the final Plan.

Council Member Mahayni asked Mr. Ray how the technical analysis would be affected if the projects that are thought to be too expensive were removed from the Plan. He also reiterated that if a project is not included in the Plan, no federal funds could be requested or received for the project. Mr. Ray stated that analyses were run on the projects that are planned to be constructed within the next 25 years. Mr. Pregitzer said that the projects that were included were not “pie in the sky” projects; criteria were developed through public input, and projects were not included if they did not yield benefits. It was also pointed out by Mr. Pregitzer that the projects contained in the Plan are part of a network of projects for the whole Metropolitan Area. If one is removed, it impacts the entire transportation network.

Supervisor Clinton said he was quite impressed by the vision of the Plan, and specifically, on the heavy emphasis put on accommodating bicycle/pedestrian traffic.

Council Member Goodman said that the Draft Plan is a testimony to staff listening to input from City Council and the public.

Ann Kinzel, 720 Duff Avenue, Ames, expressed her dismay over the lack of public notice of this meeting. She advised that several persons had attended prior MPO meetings, had been asked for their email addresses, and were told that they would receive notice of subsequent meetings on the Plan. However, they did not receive any notification, and it is not mentioned on the MPO website. The only indication that the meeting was to occur was to find the City Council’s Agenda on the website, which showed that the Draft Transportation Plan was going to be discussed. Also, she expressed her disappointment that so many important meetings for public input seem to take place in the month of July. In her opinion, that is the month when Ames is at its lowest point in population. Commenting on the Plan, Ms. Kinzel said that it was important to distinguish between the technical term *exposure rate* and accident rate when it refers to the Duff Avenue railroad crossing; the terms are not the same and have a very different meaning. Also, in reading the Plan, she felt that each separate discussion in the Plan seems to be very deep and well-thought-out; however, the connections between the points in the Plan particularly come together very well in terms of creating an instrument for development of transportation in Ames for the next 25 years. Ms. Kinzel also expressed concerns about the sustainability of the businesses along Duff Avenue if the Duff Avenue underpass project were to be undertaken. Their sustainability would be questionable if traffic did not go through that area. She pointed out the large price tag of that project and questioned how many other projects would not be feasible if the Duff Avenue underpass project went forward.

Peter Hallock, 114 Eighth Street, Ames, expressed concern over the lack of a comprehensive analysis of the Duff Avenue underpass project. He also expressed concern that the emphasis of the Plan seemed to be to channel more traffic from Duff Avenue to 13th Street. In his opinion, that is not where the traffic should be channeled. Mr. Hallock noted the price of the Duff Avenue underpass project and asked what other needed projects have been “knocked out of the Plan so that \$12 million can be put into an unneeded underpass.” He would also like to see traffic channeled off of South Duff Avenue.

Mike Clayton, representing the Iowa Department of Transportation, advised that this would be his last meeting as the liaison to the AAMPO as he has been reassigned to the Des Moines

Metropolitan Area. He introduced Craig O'Reilly who was present. Mr. O'Reilly and Phil Mescher will be the new IDOT liaisons to the AAMPO.

Council Member Goodman asked if it were possible to receive a list of the next five projects that might have been included if the underpass project were not included in the Plan. Mr. Pregitzer explained that the process is complex; what complicates that process is that things are not as ordered as they may seem because they are a part of a transportation network. It is important that they all fit and work together. If a project were taken out, the entire network of projects would have to be analyzed again. Mr. Ray pointed out where the projects not included in the Plan were shown.

ADJOURNMENT: Moved by Davis to adjourn the meeting at 9:34 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

Riad G. Mahayni, Mayor Pro-Tem