

COUNCIL ACTION FORM

SUBJECT: TEMPORARY MODIFICATIONS TO LINCOLN WAY AND WELCH AVENUE PARKING FOR BIKING SAFETY IMPROVEMENTS

BACKGROUND:

At the May 27, 2014, City Council meeting, City staff presented temporary alternatives to address bicycle-car and bicycle-pedestrian collisions in Campustown. These alternatives would also provide an opportunity for the creation of wider sidewalks and sidewalk cafés. The Campustown Action Association (CAA) board indicated its support for the temporary project along Lincoln Way, but did not support the removal of parking elsewhere in Campustown. At this same meeting, the City Council heard complaints from business owners in the area who are opposed to the elimination of any on-street parking spaces. **The City Council directed staff to work through the CAA to solicit feedback from the area business owners/property owners to determine if consensus could be reached regarding these options.**

A copy of the May 27th Council Action form is attached for reference.

Proposed Projects:

On Lincoln Way, the proposed project would involve closing the parking lane on the south side of the road between Hayward Avenue and Lynn Avenue. This eight-foot lane would become a five-foot bike lane, delineated through the use of paint striping, plastic posts, Jersey barrier, or planters. Businesses along this frontage could elect to construct offset sidewalk cafes using a portion of the existing sidewalk and a platform extending up to three feet into the parking lane. Extensions of the sidewalk into the parking lane could also be used to create wider sidewalks for games, demonstrations, sidewalk sales, vendors, or other activities.

Along the northbound lane of Welch Avenue, the proposed project would involve converting six parking spaces of the 200 block to a striped bike lane and converting the parking spaces in the 100 block to an extended sidewalk by using platforms and planters. This would eliminate the primary danger to bicyclists on Welch Avenue—being struck by car doors while moving downhill—and provide a space for activities such as sidewalk cafés, vending carts, and more pedestrian space for lengthy bar lines.

Staff suggested that if the option to remove on-street parking is pursued, it should be considered for a test period, perhaps one year. If the City Council chooses to proceed with either of these projects, City staff would develop specific concepts for implementation, including timeframes, costs, materials, and a plan to

gather information regarding the use of the areas. Additional details, such as how deliveries could be accomplished, would be explored as the project is designed. The Council should note that the timing of the Kingland Systems, Opus, and Gilbane construction projects and the budgeting process may preclude the implementation of the test projects until summer 2015 at the earliest.

Communication with the Public:

At the May 27th meeting questions were raised to the City Council regarding the extent of the effort made to inform impacted parties. The following is a summary of the past efforts to gather public input.

1. Meeting between City staff and CAA Transportation Task Force in early 2013.
2. Surveys sent in early 2013 to bicyclist mailing list and to all businesses in Campustown. 491 responses were received for the biking portion; 7 responses were received for the business owner portion.
3. City staff presentation at CAA membership social in June 2013.
4. City staff presentation to City Council on September 10, 2013.
5. CAA discussion at January 2014 membership social.
6. Task Force meetings in November 2013 and January 2014, consisting of CAA representatives, Iowa State University students, Campustown business owners and cyclists. Task Force report drafted and sent to task force. CAA indicates that to recruit the business members to the task force, CAA staff sent emails and went door-to-door in the District.
7. City staff meeting with ISU SEEC Committee representatives on February 7, 2014.
8. Ames Bicycle Coalition discussion of task force report in February 2014.
9. City staff solicitation for feedback specifically from Kingland Systems, Gilbane, and Opus in March 2014. A follow up meeting was held with a representative from Kingland in early April 2014 to answer questions about the report.

Follow-Up Discussion:

In response to the City Council direction to staff, an additional meeting was held on June 19th by CAA. All Campustown businesses (CAA members and non-members),

known building owners, and ISU were invited via email to attend, and CAA staff again went door-to-door in Campustown to encourage participation.

Approximately 30 people attended the meeting. City staff outlined the proposed projects and previous attempts to gather feedback. The group was overwhelmingly opposed to the concept of removing parking along Lincoln Way. Business owners in attendance felt that removal of the parking would cause economic harm, logistical issues with deliveries, and inconvenience to customers. Alternatives to closing the parking were suggested, including increasing enforcement, signage regarding the prohibition of bicycling on the sidewalk, using experimental markings in the vehicular lanes, obtaining more right-of-way from ISU to create space for biking, and removing street trees to create more space.

The proposed project along Welch Avenue generated less discussion. A member of the Ames Bicycling Coalition (ABC) stated that Welch Avenue was the greater priority for the ABC, but there appeared to be little interest among the individuals present for any project on Welch Avenue. Bicyclists present urged the City to provide more obvious markings indicating where they should go if not allowed on the sidewalk in Campustown. The bicyclists also expressed a desire for more complete routes that form a connected network.

Following the public meeting, CAA's board has withdrawn its support for the proposed Lincoln Way project. CAA instead proposes creating a green painted traffic lane (indicating bike-friendly) eastbound and westbound on Lincoln Way from Franklin Avenue to University Boulevard, installing large dismount signs on Welch Avenue, and installing sharrows on Chamberlain Avenue and on Welch Avenue (see attached letter)

Many of the alternatives raised at the recent public meeting were considered by the task force and/or City staff, but were ultimately not pursued because they were believed to be less effective than other strategies. These include the suggestions regarding more signage prohibiting bicycling when entering the District, removing street trees, and using experimental lane markings. The possibility of acquiring more right of way from ISU was not explored by the task force, although City staff would caution that shifting Lincoln Way to the north to provide more space on the south side would likely be a large and expensive undertaking.

ALTERNATIVES:

1. Direct staff to explore the installation of bicyclist dismount signage at the entrances to the Lincoln Way and Welch Avenue "Bicyclists Prohibited on Sidewalks" zones and develop signage and markings to route bicyclists around these areas.

2. Direct staff to explore the installation of bicyclist dismount signage at the entrances to the Lincoln Way and Welch Avenue “Bicyclists Prohibited on Sidewalks” zones, develop signage and markings to route bicyclists around the these areas, and paint a green traffic lane eastbound and westbound on Lincoln Way from Franklin Avenue to University Boulevard.
3. Direct staff to develop a project to temporarily place a bike lane in the parking lane along Lincoln Way from Hayward Avenue to Lynn Avenue.

This project would involve developing concepts, costs, and a timeline for the implementation of this project. The project would be developed in such a way that it would be reversible in the event that the sense of the community was that the test was not effective. City staff would return this information to the City Council for direction regarding how to incorporate it into the budget process. The earliest this project could occur is July 2015. **This project is not supported by the Campustown businesses or by CAA.**

4. Direct staff to develop a project to temporarily close parking along the east side of the 100 and 200 blocks of Welch Avenue in order to widen the sidewalks and install a bike lane.

This project would also involve developing concepts, costs, and a timeline for the implementation of this reversible, temporary project. City staff would return this information to the City Council for direction regarding how to incorporate it into the budget process. The earliest this project could occur is July 2015. **This project is not supported by the Campustown businesses or by CAA.**

5. Direct staff to explore other alternatives to improve bicyclist/pedestrian safety in Campustown only after completing the previously approved projects.

The City Council has directed staff to pursue six projects to address bicyclist and pedestrian safety in Campustown. Before directing City staff to investigate further new alternatives, staff recommends that the projects already approved be completed and evaluated to determine what needs remain unfulfilled.

MANAGER’S RECOMMENDED ACTION:

Availability of on-street parking appears to be of great interest to the Campustown business community, and there appears to be little interest from this group in even a temporary project to modify the streetscape along these corridors.

As Council will recall, City staff has already been directed to pursue projects that will have little to no impact on the Campustown infrastructure. City staff believes that pursuing two of CAA’s suggestions regarding bicyclist signage and sharrows would have no negative effect on the businesses and may improve the wayfinding for

bicyclists. The bicyclists present at the public meeting indicated that projects such as these would be helpful.

While the staff is supportive of two of the three recommendations of the CAA, there is concern for the third project. The use of green paint to designate a bike-friendly lane is considered an “experimental” pavement marking and has not been approved as part of the Manual on Uniform Traffic Control Devices. Use of such a marking must meet criteria for experiments, including data gathering and reporting of results. Additionally, this quantity of paint would require frequent reapplication, since snow plowing dramatically shortens the paint’s lifespan. Cost for painting this large an area would be significant. Due to these issues, City staff does not feel comfortable proceeding with a green painted lane.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby directing staff to explore the installation of bicyclist dismount signage at the entrances to the Lincoln Way and Welch Avenue “Bicyclists Prohibited on Sidewalks” zones, and directing staff to develop signage and markings to route bicyclists around the “Bicyclists Prohibited on Sidewalks” zones along Lincoln Way and Welch Avenue.

FEEDBACK FORM

June 19, 2014 CAA Social RE: Bicycle, Car, & Pedestrian Safety

1. What issues do you see in Campustown relating to customer safety?

- There is no clear signage or enforcement of bicyclists to dismount on Lincoln
- Bike and pedestrian safety. There are many bikes, pedestrians, and cars. A lot of people bike and we need some safe alternatives
- People exiting businesses on Lincoln Way colliding with bikes on sidewalks, bikes colliding with opening car doors on Welch
- None
- Crossing Lincoln Way as a pedestrian or cyclist is definitely challenging at times. Disabled persons particularly have a hard time since they aren't longer crossing times
- Heavy vehicle, pedestrian, and bicycle traffic area with a wide variety of ever-changing businesses and business needs
- Very few. The potential for accidents is high but frequently avoided. The dangers seem to be bike vs pedestrian accidents, or bike vs car accidents. I would prefer avoiding the more lethal of the two
- Parallel parking, bikers, boarders on sidewalks
- Heavy, fast traffic both on the sidewalk and on the street
- All users need a designated space that they can easily identify. This will keep all modes of transportation safe in their own space. Currently, this space is not clearly designated
- Bikes sharing busy roads with cars, bikes sharing sidewalks with peds
- Lack of proper signage regarding bike use. Clearly separate sidewalk for pedestrians-bike lane for bikes-street for cars
- Illegal riding of bikes on sidewalks. It is illegal because it is dangerous. There is no enforcement of this law ever. What do other commercial areas do in Iowa?
- Poor parking. Poor thinking
- Illegal to ride bikes on the south side

2. Are you/your customers aware of all of the parking options in Campustown?

- No. There is a lack of signage and information about the parking garage. None of our staff or our customers use the parking garage partially due to this. It is also too far of a walk for customers with children
- Maybe? I bike mostly. We could use MORE bike racks for parking bikes
- Probably not
- Probably
- Not at all
- No
- Our greatest parking issues (CUMC) has to do with the parking requirements that Dunkin Donuts has. AS I understand it, they are required to have just four parking spots. As a result, their customer parking regularly spills into our lot. And because their customers "discover" this parking area, they frequently return to park there at other times when they are not Dunkin Donuts customers. Our other major parking issue has to do with pass-thru drivers who use our lot as a rapid way to go between Sheldon and

Hayward. This traffic occasionally gets very dangerous, as those drivers regularly drive too fast

- Yes
- Not everyone is aware of the parking areas and we try to educate them on a case by case basis
- I am overly educated in it. Customers-probably not. Can I get an electronic map to link on my website?
- Yes, probably not normal day to day customers
- Yes
- The only clearly marked parking is on street car parking. The lack of clear bicycle parking is just as bad as not having clear signage to direct drivers to parking lots
- There aren't a lot of bike parking options in Campustown
- Probably not. Put up some signs showing public parking options in Campustown
- Yes
- Too few parking places-we have seen lots better parking In college areas. Very few with poorer.
- Yes

3. Are your customers mainly neighborhood/ISU (pedestrian/bus/bike) or do they come from the entire community (bus/car/bike)?

- We have a lot of customers that come in from out of town-Fort Dodge, Marshalltown, Nevada, etc. and they all use cars. While we do have some pedestrians and cyclists as customers, a much larger and significant portion of customers use cars
- Both, but many from outside/entire community
- Entire community
- All of them
- Entire community
- Entire community
- Entire community. Also, approx. half of our new retail is not yet leased to removal of parking will limit their options
- Entire community and further. We have customers visiting, sometimes from hours away. We serve customers of all transportation modes
- During the academic year-lots of pedestrians. On off season, more vehicle traffic
- We have 150 interns and 30 FT staff; FT drive, most interns walk, ride bikes
- Equal numbers
- Regarding Jeff's Pizza #1 close parking for delivery vehicles #2 walk in #3 close parking for community pick up and eat in
- Most drive from all over Iowa
- People from 100 ft to 100 miles
- They come from all over Ames and the surrounding communities

4. What are your suggestions on how to improve pedestrian safety in Campustown?

- Either remove the trees on the sidewalk of Lincoln Way and use that part of sidewalk for bike path OR do not put bike path on Lincoln Way and use Chamberlain instead
- More education about "shared uses"

- Open alley in between Café Beaudelaire/Mr. Burrito and Rice House to allow easy access to parking lot behind Lincoln Way businesses
 - Put all bike traffic (east and west) at the north side of street of Lincoln Way
 - Enforce laws
 - I'd like to see Welch turned into a one way, one-lane street with angled parking on both sides (or perhaps one). That would allow for a bike path and/or sidewalk cafes
 - Slow down the bikes and increase driver awareness
 - Remove trees to widen sidewalks, without loss of parking. Could help with crow problems as well
 - Info booths first two weeks of school that stops everyone and informs them of rules and regulations. Enforce light requirements for bikers
 - Wider pathways
 - Supply appropriate space for all users of the roadway. If on street cycling infrastructure is not possible on Lincoln Way, provide a useable alternate on street route
 - Clearly designate an area where cyclists can safely ride through Campustown. If cyclists can easily identify the space they are supposed to ride in, it will make it safer for drivers and pedestrians as well as cyclists
 - Keep bikes off the sidewalk
 - Clearly publish and promote safety rules and regulations. Utilize social media. Put articles in the Daily
 - Monitor bikes on sidewalks
 - You have had poor parking plans for 50 years
 - Better signs "Implement a walk your bike" like the one in Des Moines
5. Would/Do you direct your customers to use the Ames Intermodal Facility? Why or why not?
- No because again, its unclear where it's okay to turn/park. It is also a long walk for customers carrying out our products (books, statues, and toys) and for customers with small children
 - Yes
 - No-too far to walk
 - Sometimes, but not often
 - We would
 - Generally no necessary in our case except for rare situations
 - No, too far away for convenience of short business visits and carrying purchased goods
 - We mention it as an option but most customers prefer something closer (Americans can be...opportunistic/lazy)
 - Yes, for those coming in for several hours I would for sure offer that solution. Need better literature
 - All FT staff have passes for there
 - Yes-it is a good way to have a less congested Campustown

- Not really. Too far to park and walk. Customers use meter parking on Stanton, Lincoln Way or lot on Chamberlain
 - We have. The sidewalks are badly broken, curbs broken and road is irregular. Poor area to walk
 - No-people don't like ramps. Poor plan-poor thinking
 - Yes-but the pedestrian sidewalks are mostly broken, no even, raised, no curb and a poor road, all in need of repair
6. Where do your customers currently park? Where do you have your staff currently park?
- Our customers park at the metered spots on Lincoln Way and Hayward. We park there as well, and more importantly, unload shipments most of the week on Lincoln Way
 - Behind buildings on Lincoln Way and on the street or they bike/walk
 - Customers on Lincoln Way, staff parking facility
 - On the street
 - Lot T and Welch Ave street parking
 - Church parking lot, bank drive-thru lot, on street
 - Anywhere they can find a spot
 - In front of our store or in the lot closest to us (Lot X)
 - We have 2-4 dedicated spaces for our customers and drive thru. My staff walks in or park on Hyland Ave
 - Staff parks in Intermodal
 - Customers park on Stanton and Lincoln Way at parking meters, lot on Chamberlain, St. John's parking lot
 - Our staff pays for private parking. Customers park outside our business on-street parking. Our business feeds meters
 - Where they get tickets and don't come back
 - Our customers park on street, get dropped off because of handicap issues, we pay meters. Our staff pay for parking in private lots
7. If sidewalks were expanded, would your business take advantage of outdoor space for sidewalk cafes/sales/events? Why or why not?
- No, it does not pertain to us. It would be more upkeep and much of our product is paper based and would not do well
 - I would love to be a customer who could utilize more café/events on sidewalks
 - Yes, because the ability to easily serve food outside is not only an opportunity for increased business, but its an opportunity to showcase our product
 - No, there would be no benefit
 - Yes, if there were enough spaces for customers to feel comfortable
 - We would for improving the "feel" of Campustown
 - Not applicable, generally
 - No, not that type of business
 - Possibly, on a limited basis, not a priority for us. It would be better used for something else
 - If our business moves closer in we would absolutely use a sidewalk café. People want to sit outside and it would increase our desirability and eating space

- Yes
 - Yes-but need more than three feet
 - No. we are a service business, unable to do outside
 - No-not the type weather
 - We can't do our business outdoors, as is 90% of the businesses currently occupying space. We can do events now without an expanded sidewalk
8. If you do not support modifying the parking and sidewalks to reduce bicycle collisions, what suggestions do you have to address bicycle/pedestrian/vehicle safety in Campustown?
- We do not support this. Again, we want the trees gone and use that as a bike lane and keep our parking
 - If people really don't want to lose parking then it would be great to create alternate routes that are connected to other routes with good signage and better public education of drivers, bikers, and pedestrians
 - Physical barrier on sidewalk to force dismounting and make parking lot behind Lincoln Way more accessible and more safe
 - Instead of asking our clients to walk three blocks from the parking facility ask the bicyclists to walk their bikes through Campustown
 - Find a way to create a dedicated bike path
 - Instead of a bike lane on Lincoln Way, route through Campustown. Perhaps Chamberlain
 - Shared use ped/bicycle paths and marked bike routes around congested areas (ie around Lincoln in Campustown) remove trees and more space on sidewalks for shared use
 - Removing trees/bumps/to widen sidewalks but try to keep parking. Also move bicycling routes to chamberlain
 - Move paths to Chamberlain, better signage for Intermodal and bicycle paths, cheaper rates for business owners/employees in Intermodal to free up parking
 - Provide on street cycling infrastructure (sharrows or bike lanes) on parallel streets (Chamberlain, Lynn, Welch, Hayward)
 - Clearly marking a route for cyclists so cyclists and drivers are both aware of where they are supposed to be
 - Redirect bikes to alternate routes clearly with signs and painting on the road. Enforce lower speed limits on the roads
 - Campustown business needs to keep the metered parking. Provide a separate one for bikes. Install new bike lane on north side of Lincoln Way from Memorial Union west to Hayward or Sheldon. Public pedestrian and bikes rules and then strictly enforce. Co-owner of Cranford Building, 103 Stanton. It was clear to me that City staff wasn't listening to business owners or bike users or Warren Madden at ISU
 - Better signs. Better enforcement. Meters on one block generate close to \$24,0000 a year for City, hire someone to enforce bike laws
 - This is a car world. Parking. Parking. Who's doing the thinking? We thought so-no one!
 - Have bicycles on north side, better sign directing cyclists where they can ride. Have a bicycle safety program for isu students each along with literature for incoming freshman where to ride. Us the \$24,000 in meter money to implement these ideas.

Sign In Sheet:

City of Ames: Brian Phillips, Corey Mellies, and Damion Pregitzer
Jeff's Pizza Shop: Jeff Utz and Brenda Freeman
Leedz Salon: Doug and Donna Ziminski
Kingland Systems: Jeff Gorbball and Amanda Wiebers
Sizzlin Cabana Tanning: Craig Bumgarner
Ames Bicycle Coalition: Jennifer Tillman and Paul Doffing
Copyworks: Kory Kehrli
Café Beaudelaire: Nick Ohde
Iowa State Daily: Laura Widmer and Mark Witherspoon
Iowa State University: Cathy Brown and Warren Madden
ISU Prevention Services: Austin Henshaw and Lauri Dusselier
Welch Ave Station: Mike Adams
ISU Student: Gabrielle Roesch-McNally
Cranford Apartments: Monte Gibbs
Arcadia Café: Liz and Ryan Jeffrey
Downtown University: Anne Taylor
CUMC/WF: Tim Gossett
Pizza Pit/Welch Ave Station: Tom Northrop
CAA: Kim Hanna

There but did not sign sheet:

Mayhem Comics and Games: Rob Josephson and wife
ISU PD
Ames PD
ISU Rep from Ames City Council



campustown
action
association

Honorable Mayor Campbell and City Council
Ames City Hall
515 Clark Avenue
Ames, IA 50010

July 11, 2014

RE: Campustown Transportation Alternatives Report

Dear Honorable Mayor Campbell and City Council,

Campustown Action Association (CAA) was pleased to receive the Campustown Transportation Alternatives Report, compiled by City of Ames staff. One of the six goals of CAA's Five Year Strategic Plan (2012-2017) is to increase the strength of all modes of transportation through Campustown and this work done by the Transportation Task Force, in which CAA also participated, will be another step forward in achieving this goal.

Safety is our number one priority regarding transportation to and through our district.

While the first two feedback sessions we held encouraged the removal of parking to make way for dedicated bike paths along Lincoln Way, the third and final feedback session, held in June, provided feedback that was not in favor of the loss of thirty-six parking spaces. Feedback provided by both members and non-members of CAA included comments about the loss of business if customers were not able to park directly in front of their place of business and concerns about delivery trucks. Because of this, CAA is withdrawing our support of the loss of parking but propose the following three options to address the safety of bicycle, pedestrian, and vehicle traffic through Campustown.

1. Creating a painted lane (on north and south sides) along Lincoln Way (green is what is used in other communities) from Franklin Avenue through University Ave
2. Large dismount signs for the Lincoln Way and Welch Ave sidewalks as well as signage painted directly onto the sidewalks
3. Sharrows and cyclist graphics on Chamberlain from Hayward Ave to Lynn Ave.
Sharrows and cyclist graphics along Welch Ave (in both directions) to designate where cyclists should ride and to alert vehicle traffic of this heavily biked area.

The loss of parking was perceived by some Campustown businesses to be too great a risk for their support of this project. We hope that in the next few years, all of the changes in Campustown will motivate change in that way of thinking and we can readdress that particular issue. We continue to encourage City Council to look at the Lincoln Way bicycle lanes as part of a larger goal in creating bike lanes throughout Ames to connect West Ames to Campustown, the Iowa State Center, and farther east to the Ames Main Street Cultural District.



campustown
action
association

We thank the City of Ames and the staff involved on this project and are excited that so many changes are coming to our district in the next few years.

Sincerely,

Anne Taylor

CAA Board President

Kim Hanna

CAA Director

ITEM # ~~47~~
DATE: ~~05-27-14~~**COUNCIL ACTION FORM****SUBJECT: FOLLOW-UP REGARDING MULTI-MODAL TRANSPORTATION
SAFETY IN CAMPUSTOWN****BACKGROUND:**

On April 22, 2014, City Council heard a staff presentation on possible projects from a task force established to investigate ways to reduce bicycle-car and bicycle-pedestrian collisions in Campustown. The task force recommended 11 projects for the City Council to consider; and the Council directed that these projects be returned to a future agenda for discussion.

TASK FORCE PROJECTS:

In the previous staff report, City staff organized the task force projects into three groups. Numbers beside each project indicate the task force's priority, with "1" being the most important. Details regarding each project can be found in the original staff report, which is attached. The projects are as follows:

Non-Infrastructure and Minor Infrastructure Projects: City staff believes there would be little or no opposition from businesses, pedestrians, or bicyclists to completing these projects. These projects could each help address transportation challenges in a unique way, and could likely be implemented within current budgeting and planning constraints or with minor amendments to the budget. These include the following projects:

2. Install Bike Detection at Lincoln Way Intersections and Include Bike/Ped Priority
3. Install Wayfinding Signage to Direct Users to Intermodal/Other Facilities
7. Education Campaign for ISU Students and Public on Rights/ Responsibilities of Roadway Users
8. Adjust Parking Fees
9. Coordinate Bike Parking
10. Coordinate Continuity of Routes with ISU

Non-Incremental Infrastructure Projects: Of the remaining projects, two require irreversible changes to infrastructure. After further study, the task force also determined that these two projects may have positive benefits, but would not substantially reduce conflicts between different modes of transportation. These projects are:

6. Remove Trees, Adjust Lighting along Welch and Lincoln Way
11. Make Lot X More Usable, More Attractive to Drivers

Street Alteration Projects: These final projects involve the key philosophical question of how to balance parking versus biking infrastructure in a finite space:

1. Install Bike Lanes on Chamberlain and Sharrows on North/South Roads
4. Install Sharrows/Bike Lanes along the 100 Block of Welch Avenue,
5. Install a Bike Lane along Lincoln Way

STAFF COMMENTS:

The City Council should note that the 2017/18 Capital Improvements Plan (CIP) has \$1,500,000 to replace utility infrastructure and reconstruct the 100 block of Welch Avenue. During that process, the City must decide what the streetscape elements will look like when the project is complete. It is possible to return the existing features (bump-outs with light poles, street trees), or to replace those features with new streetscaping such as planters, seating areas, or wider sidewalks. **Until that process occurs, now is a critical opportunity to test any projects the City Council might be interested in.**

The City Council will recall that in April, Kingland Systems asked the City Council to develop a streetscape vision sooner, so Kingland can incorporate those elements into its project at one time. City staff is not yet comfortable making recommendations about features such as permanent bike lanes. The projects that are being recommended by staff appear to be the best balance between the needs of the existing businesses, bicyclists, and the future needs of Kingland.

After reviewing the task force projects in relationship to ongoing and proposed projects in Campustown, City staff makes the following recommendations:



1. **Proceed with the non-infrastructure and minor infrastructure projects.** As noted in the original staff report, the bike detection project would cost \$18,500 per intersection, the coordination of bike racks would cost \$150 per bike rack installed, and the other projects in this category could be completed at no cost other than staff time. The bike detection project would be incorporated with the adoption of the 2015/16 to 2019/20 CIP. Therefore, the earliest that project could be implemented is in July 2015. The remaining projects in this group can be initiated immediately. The City has provided funding in FY 2013/14 for the CAA to develop and install a wayfinding system.
2. **Do not proceed with the project to modify Parking Lot X.** As the task force was completing its work it was determined that improvements to Lot X would not likely increase vehicle parking space inventory. Additionally, the capital investment for this project would be substantial.
3. **Develop a project to temporarily place a bike lane in the parking lane along the south side of Lincoln Way from Hayward Avenue to Lynn Avenue.** The previous staff report identified various methods to temporarily install biking



features. The project would be reversible if the sense of the community was that retaining the parking spaces is a greater priority.

The Kingland project has caused the sidewalk along one block of Lincoln Way to be placed in the parking lane. City staff proposes that as the Kingland project continues and the Lincoln Way sidewalk reopens to pedestrian use, the parking lane should remain closed to accommodate a bike lane. The parking along the adjacent west and east blocks would also be closed to accommodate a bike lane. **Campustown Action Association has indicated that parking along Lincoln Way is not compatible with different uses and encourages the City to remove the parking to accommodate bike safety, wider sidewalks, and sidewalk cafes.**

If directed to proceed, City staff would identify alternative methods to close the parking, costs, and a timetable for implementation. In this project, City staff would also evaluate the number of sidewalk cafes that could be accommodated with this project. As the previous staff report regarding sidewalk cafes has indicated, a buffer space such as a bike lane is important to the creation of sidewalk cafes.

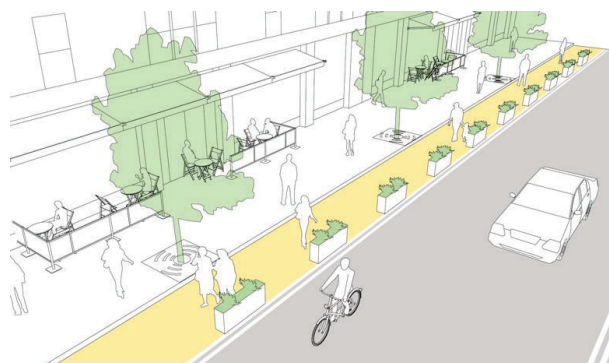
The specific details regarding implementation would be returned to the City Council for final approval. The City Council may have to incorporate this project into the budgeting process, which would require the project to take place after July 2015 at the earliest. The project could not take place until after Kingland’s project has progressed enough to return pedestrians to the sidewalk along Lincoln Way. Examples of different methods to create a temporary bike lane are shown in the table below:

Example options to create a temporary three-block bike lane on Lincoln Way			
Example	Estimated Cost	Notes	
Striping	\$1,000	Low-cost option. Does not provide physical protection if a car enters the bike lane.	
Tubular Barrier	\$11,200	Low-cost option. Does not provide physical protection if a car enters the bike lane.	

Jersey Barrier	\$20,600	Provides physical separation of cars from bicyclists. Can be re-used elsewhere.	
Planters	\$50,850	More attractive, provides physical separation between cars and bicyclists for safety. Can be re-used elsewhere. Less cost savings compared to other options.	

4. **Develop a project to temporarily close parking along east side of the 100 and 200 blocks of Welch Avenue in order to widen the sidewalks and install a bike lane in those spaces.** This is anticipated to improve bicyclist safety because the major hazard of biking along these blocks of Welch Avenue is the danger of being struck by an opened car door, particularly when moving downhill. This would require no modifications to the streetlight bumpouts. There are 17 existing spaces on the east side of these two blocks, although depending on the final configuration of the Kingland project, as few as 12 spaces might exist when the Kingland project is complete.

Under this concept, the 200 block of Welch Avenue could simply be striped for a northbound bike lane, while the 100 block could utilize planters and small platforms to create the effect of widened sidewalks. This approach increases the pedestrian passing room and room for vendor lines, while adjacent businesses would have the ability to place sidewalk cafes in the newly created areas.



Example of closing parking spaces with planters for widened sidewalks, such as on east side of the 100 block of Welch Avenue

Staff estimates that striping the 200 block of Welch for a bike lane would cost less than \$500, while installing planters and ramps on the 100 block of Welch Avenue would cost up to \$10,000. The planters could be re-used on other projects in the future. Like the Lincoln Way project above, City staff would return specific concepts to the City Council for final approval. **If the City Council felt strongly, this project could be duplicated on the west side of Welch**

Avenue. However, the priority for bike safety would be the east side of the street.

The CAA has indicated that the on-street parking should be preserved every where possible, but not on Lincoln Way. The City Council can conclude that the CAA does not support the concept of a parking closure on Welch Avenue.

ALTERNATIVES:

1. a. Direct staff to prepare specific plans to install wayfinding signage, develop an education campaign for ISU students and the public on rights/responsibilities of roadway users, adjust parking fees, coordinate bike parking, and coordinate continuity of routes with ISU. Staff will return to the City Council for direction during the CIP process to prioritize the installation of bike detection equipment at two additional Campustown intersections.
- b. Direct staff to develop a project to temporarily place a bike lane in the parking along Lincoln Way from Hayward Avenue to Lynn Avenue. Project details would be returned to the City Council for approval prior to implementation.

Depending on which technique is selected, the City Council may have to incorporate this project into the budgeting process, which would require the project to take place after July 2015 at the earliest.

- c. Direct staff to develop a project to temporarily remove parking along one side of the 100 block of Welch Avenue for a widened sidewalk and remove parking along one side of the 200 block of Welch Avenue for a bike lane. Project details would be returned to the City Council for approval prior to implementation.

The City Council may have to incorporate this project into the budgeting process, which would require the project to take place after July 2015 at the earliest.

2. Direct staff to gather more information regarding strategies to address bicycling, parking, pedestrian uses, and sidewalk cafes.
3. Do nothing.

MANAGER'S RECOMMENDED ACTION:

In the discussions regarding this topic, it has been made clear that the current use of public space in Campustown does not provide for enough safety, freedom of movement, and outdoor vibrancy. Unfortunately, there is a finite space available to commit to uses

such as bicycling, walking, vehicles, street furniture, vendors, and other activities. The majority of public space in this area is currently dedicated to driving and parking.

The task force established by the City Council has outlined projects that may make the use of the public space in Campustown more efficient. City staff has further identified methods to test different configurations of the street to determine how the community will respond to actual changes. Testing is the only way to get an accurate picture of how the community will use different configurations of space available to them. The timing of these tests is ideal with the current redevelopment projects and anticipated street reconstruction in Campustown. These projects have been designed in a reversible fashion with little cost compared to a permanent capital project. The City Council will further have opportunities to discuss the specifics of the temporary parking closures before they would take place.

It is important to emphasize that the staff has not verified that there is total support from the area business owners for the elimination of on-street parking. Assuming that the City Council is willing to test the elimination of on-street parking in return for increased bicyclist safety, pedestrian movement, and availability of sidewalk cafes, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 a-c as outlined above.