

Staff Report

**Council Referral from Collegiate Presbyterian
Church regarding 14/15 Collector Street Pavement
Improvements (West & Woodland Streets)**

January 27, 2015

BACKGROUND

On December, 22, 2014, Engineering staff, CyRide staff, and the street improvement project consultant, Civil Design Advantage (CDA), met with board members of Collegiate Presbyterian Church (CPC), located at 159 North Sheldon Avenue, to discuss seven concerns related they had identified related to this street improvement project. Those items are shown below:

1. CyRide bus problems with the current layout – causing cars to cut through CPC parking lot
2. Metered parking on West Street coupled with item 1 causes a problem
3. Turning radii are not appropriate for buses especially causing the incorrect use of lanes
4. Drainage across the sidewalks
5. Bike paths?
6. Construction during time other than summer
7. Number of stalls needed to be taken by construction?

The above issues were discussed during the December 22nd meeting and were addressed as follows:

1. CyRide buses have difficulty making the turning movement from northbound on Hyland Avenue to eastbound on West Street without having to make a wide turn, thus veering into the westbound lane on West Street. When a vehicle is stopped westbound on West Street, a bus northbound on Hyland Avenue is not able to make this wide turn. Thus, the bus must wait until the westbound lane is clear to make this turn. Major backup problems on Hyland Avenue are then caused by waiting buses, resulting in traffic seeking alternate routes, including cut-through traffic in the CPC parking lot. The curb radius for these turns was improved with the new design. However, this may not alleviate all bus turning challenges since on-street parking locations also contribute to these issues.
2. Metered parking on West Street between Hyland and Sheldon Avenues coupled with item #1 is adding to the congestion on Hyland Avenue and West Streets. When the three parking stalls are occupied, buses are unable to pull next to the curb to load/unload passengers, thus blocking the eastbound lane and causing

traffic to back up. Since revisions to existing parking would normally be requested by the affected property owner, CPC thus wrote their letter to the City Council.

3. The CPC has stated they may be agreeable to granting an easement to accommodate a larger radius in the southeast quadrant of Hyland Avenue and West Street intersection. The current design radius has been improved from 25 feet to 30 feet; but a larger design radius is needed to fully accommodate bus the turning movement.
4. Generally the only sidewalk work anticipated to be completed will be at the street intersections to construct ADA compliant pedestrian ramps. The grade from the existing sidewalk to the back of curb is designed to shed water to the street. Any additional sidewalk work would be the responsibility of the adjacent property owner, and will be their responsibility to coordinate and complete should they choose. This has been a consistent policy/procedure on other public projects.
5. Bike paths are not anticipated to be added to this corridor due to the narrow right-of-way constraints, on-street parking, and bus stops. This corridor is not currently planned to be a location to implement bike paths. However, the Ames Area Metropolitan Planning Organization is currently seeking public input as it updates its Long Range Transportation Plan, which will identify locations for future paths.
6. Construction is anticipated to start, weather pending, as soon as possible in the spring of 2015. ISU's preference is for construction to begin during the spring semester rather than finish during the fall semester. Students are more familiar with the area in the spring semester, having been around campus for several months. This contrasts with the fall semester, when more students have just moved to Ames and are unfamiliar with how to navigate around the campus and the community.
7. The small parking lot on the north side of the CPC would be inaccessible during the construction adjacent to the church property. In addition, the three metered parking stalls adjacent to the church on West Street would also be unavailable during construction.

Following the December 22nd meeting, the CPC board drafted a letter to City Council on January 5, 2015, reiterating these same issues that were discussed (noted above). The letter was referred to staff at the January 13, 2015 City Council meeting. The letter requested that the metered parking stalls be removed and no other parking be allowed in the block of West Street between Sheldon and Hyland Avenues. Additionally CPC has requested that the City work with CDA to address the previously listed seven items.

OPTIONS

The City Council may consider the following options:

Option 1

Accept the report and, based on staff's recommendation, City Council may

accept the request to **remove the three metered parking stalls along West Street** between Hyland Avenue and Sheldon Avenue.

Should this option be chosen, the meters will be removed during the 2014/15 Collector Street Pavement Improvement project and will not be reinstalled.

Option 2

Accept the report and, based on staff's recommendation, City Council may accept the request to **complete plan revisions to accommodate a larger radius** in the southeast quadrant of the Hyland Avenue/West Street intersection as an extension of plan quantities during construction.

Should this option be chosen, staff will work with the project consultant to complete plan revisions, which will accommodate a larger turning radius in the southeast quadrant of the Hyland Avenue/West Street intersection.

Option 3

The City Council may proceed with a **combination** of Option 1 (removal of the three parking stalls) and Option 2 (revise the design through a future change order to accommodate a larger turning radius).

Option 4

Accept the report and **deny** the request to remove the three metered parking stalls along West Street between Hyland Avenue and Sheldon Avenue and do not direct staff to complete plan revisions to accommodate a larger radius in the southeast quadrant of the Hyland Avenue/West Street intersection.

STAFF COMMENTS

Staff has reviewed the request to remove the three metered parking stalls on West Street between Hyland Avenue and Sheldon Avenue. Looking at the parking meter collection reports, the three stalls generated weekly revenue of \$34.73 (\$1,805.86 annually) in 2014. The City wide weekly average of parking meter revenue was \$5,036 in 2014. These three meters generate roughly 0.7% of the total revenue generated City wide. Additionally, when the Sheldon Avenue pavement improvement project was completed in 2014, two new stalls were added along Sheldon Avenue between West Street and Hyland Avenue. **If the three parking spaces are removed on West Street as part of this project, there would have been a net loss of one metered parking stall in this West Campus Parking area.**

The request to improve the turning radius for the southeast quadrant would generate additional (re)design and easement acquisition costs to complete the necessary plan revisions for the intersection radius, pedestrian ramp, bus stops and to create a permanent sidewalk easement plat. This (re)design change order would cost

approximately \$3,250. The cost of additional construction material to make these changes has not been calculated since plan revisions are needed first. Those additional costs are anticipated to be minimal if added to the project. Due to the timing of CPC's request to adjust the radius of the southeast quadrant and the anticipated bid letting date, staff's preference is to analyze this request considering all preferred changes (metered parking stalls and bus stop locations), and then proceed with a plan revision and design change after the construction process is initiated.

Public Works and CyRide staff are jointly working to identify the best bus stop locations on the north and south sides of West Street between Hyland and Sheldon Avenues.

Considering traffic congestion, CPC's request, and the meter collection reports, staff can support the request to remove the three metered parking stalls to reduce traffic congestion on West Street, thus also anticipating the reduction of cut-thru traffic through the CPC parking lot. Staff also can support proceeding with plan revisions to accommodate the larger turning radius in the southeast quadrant of the Hyland Avenue/West Street intersection as an extension of plan quantities during construction. Public Works and CyRide staff together will determine the final bus stop locations.