

COUNCIL ACTION FORM

SUBJECT: WELCH AVENUE RECONSTRUCTION PREFERRED CROSS-SECTION

BACKGROUND:

The 100 block of Welch Avenue, between Lincoln Way and Chamberlain Avenue, is one of the oldest streets in Ames. Reconstruction of this block is included in the FY 2019/20 Capital Improvements Plan. Scheduled improvements to Welch Avenue not only provide the opportunity to upgrade the century-old infrastructure, but also provide an opportunity to enhance traffic flow, upgrade amenities and explore ways to match the current use of the area to a new streetscape.

In August the City Council asked for staff to provide citizens with multiple opportunities for feedback on how to improve the street design. In particular, the City Council requested input from Campustown businesses, Iowa State University (ISU) students, and the ISU administration.

In May 2016 a pilot project was initiated to add temporary features to Welch Avenue in an effort to reduce vehicle, bicyclist, and pedestrian conflicts in the 100 and 200 blocks of the street. City Council directed staff to implement the use of concrete planters to close off the east-side on-street parking as part of the pilot project. Street furniture and bike racks were then installed in the newly defined area. The goal was to create a safer environment for pedestrians and bicyclists while creating a usable pedestrian space for the district. As this project was implemented, it became clear that the use of these temporary materials could have the added benefit of encouraging users to think about what the streetscape could look like in a different configuration.

It should be noted that although the pilot project involving the planters affects both the 100 and 200 blocks of Welch Avenue, the permanent infrastructure project as part of the 2019/20 CIP is focused primarily on the 100 block. The utility improvement project will require replacement of underground utilities in the 200 and 300 blocks of Welch Avenue as well as the 2500 block of Lincoln Way (just west of Welch Avenue). However, those blocks are not anticipated to require streetscape or pavement improvements. Once design direction has been identified for the streetscape of the 100 block of Welch Avenue, staff can evaluate how the streetscape of the 200 block of Welch Avenue transitions into it.

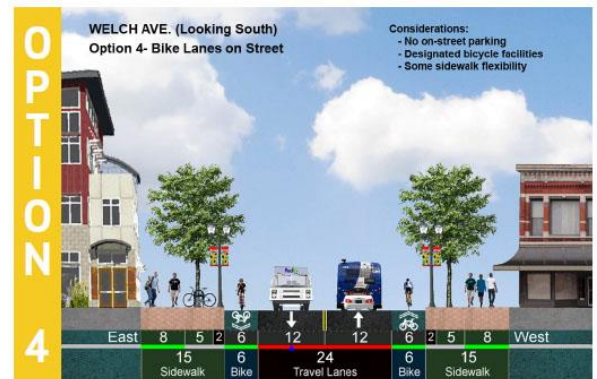
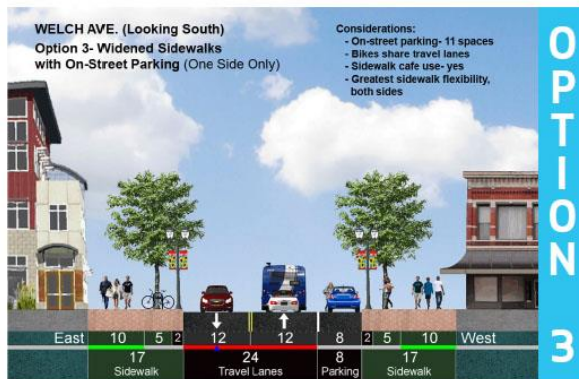
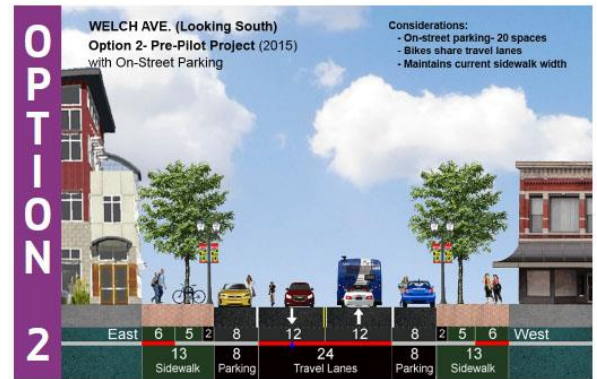
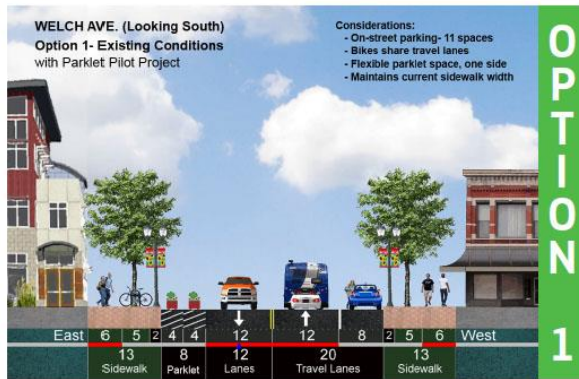
PROJECT CROSS-SECTIONS:

The most significant limitations to making major changes to Welch Avenue are: 1) the 66-foot Right-Of-Way width, 2) continuing vehicular access to public and private parking lots, and 3) balancing the multi-modal needs of the corridor. These limitations have made it challenging to include all features requested by users.

In soliciting public input, City staff developed street cross-sections with different features to help users visualize design options. Based on City Council input during the August 14, 2018 meeting, four final cross-sections were selected to be used in discussion about the future streetscape of Welch Avenue. Each of the different cross-section alternatives impacts CyRide operations and Fire Department access, but the final four were acceptable options for those departments. However, a pedestrian mall option and one-way option were eliminated from the cross-sections due to numerous obstacles with emergency access, parking lot access, delivery truck access, and impediments to traffic flow.

The four cross-sections approved for public outreach were:

1. Pilot project with parklet and one-side parallel parking
2. Pre-pilot project (circa 2015) with two-side parallel parking
3. Sidewalk widening with one-side parallel parking
4. Bike lanes on street with no parking



An Option 5 cross-section was initially created featuring a one-way street and diagonal parking. This option would create challenges for the Fire Station and CyRide, so ultimately the City Council eliminated it from consideration in August.

PUBLIC OUTREACH:

Outreach for Welch Avenue reconstruction focused on gathering information from multiple users, educating them about the project, asking users to prioritize their desired features, providing options that would appeal to diverse stakeholders, collecting comments, and maximizing participation. The results show robust public participation. (It is important to note it was possible for the same person to participate in more than one format.):

FORMAT	PARTICIPANTS
Dot voting at 10 events**	1,242 participants
Public Forums – (St. John’s by the Campus and Ames Public Library); Also dot voting	Approximately 30 participants
Presentations to small groups	Participation varied; approximately 30 people total
Online survey	1,060 participants

**Six events coordinated by the ISU Community and Regional Planning Club

These outreach efforts were publicized using various communication tools and with the assistance of the City’s collaboration partners including Campustown

Action Association, the Ames Chamber of Commerce, and Iowa State University. Special mention goes to the ISU Community and Regional Planning (CRP) Club and their President Bridget Williams. Through the CRP Club, six pop-up events on campus garnered nearly 850 participants through the dot voting process.

Through “**dot**” **voting**, the four cross-sections were brought to various locations and participants were able to ask questions and vote on the design they most preferred. Nine of these 10 opportunities were held on campus or in Campustown. **The top two options in the dot voting were:**

457 votes – Option 4 (On-street Bike Lanes with no parking)

411 votes – Option 3 (Sidewalk widening with one-side parallel parking)

The results of dot voting by event are available in Appendix A.

Public forums were held at St. John’s by the Campus and the Ames Public Library. These forums attracted a small number of participants who asked questions and participated in the dot voting. Several attendees did not feel comfortable dot voting, and instead indicated they would fill out the online survey which asked more questions about preferences and required users to prioritize amenities.

- Intermodal Facility - Attendees asked whether the Smart Cards work to park at the Intermodal Facility. They also commented that the Intermodal signage is confusing and overall it is intimidating to use the Intermodal Facility. Additional/better signage that regional parking availability at the Intermodal Facility should be advertised/promoted better to ensure that visitors to the area know that it is an option.
- An attendee at the Public Library event requested that a couple of 15-minute parking stalls along Welch Avenue would be beneficial to the area. They also commented that closing the street for shorter periods of time where Vendors can be part of special events would also be enjoyable.
- One Campustown business owner commented that the enforcement of “No Bicycles on Sidewalks” in the area appears to be a big challenge/non-existent.
- Another Ames resident who works in the City of Des Moines referenced a multi-modal project implemented where the 10-foot travel lanes incorporated as part of the project were too narrow. After further community discussion, the implemented project is now being modified to add an additional foot of travel lane to improve the area. Ultimately the travel lanes will now be 11 feet each.

- Bike lanes down the center of the roadway, instead of in the outer lane area, just as is in the Nicollet Mall area of Minneapolis, MN was also brought up as a potential idea along Welch Avenue.

City staff made several **presentations to small groups** identified as key stakeholders in the Welch Avenue reconstruction. Meetings were held with Campustown Action Association, ISU administration, and Ames Bicycle Coalition. Additionally, staff sought input from the Ames Fire, Police, CyRide, and Electric Department.

- Campustown Action Association (CAA): Feedback from a meeting with CAA shows a variety of opinions on a new streetscape. Concerns were raised about availability of parking, accessibility of delivery trucks, desire to incorporate unifying features (streetlights, planters, artwork), and safety. From Chamberlain Street north to Lincoln Way, several attendees noted the street grade causes water to drain and freeze in the winter. Slippery sidewalks were mentioned as a concern, as well as the combination of substantial pedestrian, bike and vehicle traffic.
- ISU Administration: Feedback from a meeting of Iowa State University administration included the concept that Campustown serves as a “front door” and a “showcase” for Iowa State University campus. Comments focused on aesthetics, as well as safety, when identifying valued components of a new street. Although not offered in the presentation, there were several comments suggesting a pedestrian mall and closing the street to traffic. If a pedestrian mall concept was not pursued, an alternate might be a “ped mall feel with open spaces, community seating, outdoor eating areas, flowers, trees and landscaping”. The feedback included suggestions that this street be “student-centered and people-centered”. The need for additional bike racks was mentioned. Another comment received is that vacant seating, as in the case of parklets not being used, can provide a sense of an “unexciting environment”. Branding in Campustown (businesses, students, and area) would all aid in providing a sense of community.
- ISU Administration: Staff voiced concerned about the wider sidewalks where students are more likely to gather, especially after bars close for the evening, and creates a higher potential for property damage and looting.
- ISU Administration: Welch Avenue project constructed by ISU in summer 2018 incorporated 13.5-foot travel lanes to accommodate wider vehicles, especially CyRide buses. This project incorporated a bike lane/bike box southbound and sharrows northbound.
- Ames Bicycle Coalition (ABC): Feedback from ABC suggested a preference for narrower lanes to slow traffic. Bicyclists noted that

southbound on Welch Avenue (uphill) can be uncomfortable when mixed with vehicle traffic but traveling northbound (downhill) in a shared lane is much easier. ABC representatives suggested that a southbound bike lane would be “essential”.

- Ames Police Department: Staff recommendations include wider sidewalks to better handle high volumes of pedestrian traffic and generous lighting. Some reasoning as to why bigger sidewalks are better include: objects on sidewalk block pedestrians and push pedestrians into the vehicular travel lanes. Tighter/smaller sidewalk sections can impact pedestrian behavior and when people run into one another, fights tend to break out. Lighting is the valuable for moving crowds. Tree canopy should be considered as to not interfere with lighting levels.
- Ames Police Department: Vehicular drivers don't always see bicyclists very well. Creating a bike designated lane could cause additional vehicular/bike issues where bicyclists can be struck by vehicles making right turns.
- Ames Police Department: Parklets tends to push pedestrians into the vehicular travel lanes, especially during the higher pedestrian volume times such as following bar close. Tables are movable as part of sidewalk cafes, whereas parklets are more permanent and can be an obstruction.
- Ames Electric Department: Staff did not have a preference with cross-section plans and would work with any design. The manufacturer of the existing decorative light poles in Campustown is no longer in business and Ames Electric can no longer get parts for maintenance of this infrastructure. Therefore, this is an opportunity to upgrade the light poles in the area. Ames Electric prefers to update light poles along the south side of Lincoln Way (Hayward Avenue to Stanton Avenue) as well as Welch Avenue (Lincoln Way to Hunt Street). Staff preference is to use a style of light pole already being used elsewhere in Ames, such as in the Downtown area. The light poles in Downtown accommodate banners, which has been a preference of CAA. Spacing of street lights and trees (if incorporated) will be essential to ensure that lighting reaches the ground/vehicular/pedestrian areas.
- Ames Electric Department: Currently there are power outlets which were placed in the 100 and 200 blocks of Welch Avenue for special events. If desire is to keep these with the new design, funding of these power outlets will need to be considered (e.g. CAA, area Businesses, COA Electric). The outlets in the 100 block of Welch Avenue have not been used for approximately 10 years. The outlets in the 200 block have been used as recently as this past summer.

- The Ames Fire Department response was Option 4 with incorporation of bike lanes would be the best for fire operations, pedestrian safety and overall flow of traffic. Fire Department also commented about the high number of deliveries along Welch Avenue which cause vehicular conflict in this area.
- CyRide responded about the project that one-way traffic along Welch would pose challenges for their operations (City Council already eliminated this option). It is more difficult for their bus to make a right turn than a left turn. Overall, it would cause delay in their route schedules.
- CyRide: As for options 1 through 4, CyRide staff did not have a strong preference as they do not stop in the 100 block of Welch Avenue. If the recommendation was extended work further south on Welch Avenue, CyRide staff would have a different opinion and desire to provide further comment opportunity. That being considered, it was stated that Option 4 (Bike Lanes) may be the best for this area of Welch Avenue. The reasoning is that this block of Welch Avenue has relatively low motor vehicle speeds and serves many users: pedestrians, bicyclists, transit riders, motorists, delivery vehicles, and emergency responders.

The **online survey** was popular and attracted 1,060 responses. Of the respondents, 447 identified as Ames residents, 339 identified as ISU students, 83 identified as ISU student/Campustown residents, and 20 identified as Campustown business owners. Other identifiers were: visitor, 61 responses; or employed in Ames, 86 responses. To ensure Campustown business owners were aware of the survey, 200 postcards were sent via U.S. Mail to Campustown businesses giving them an extra week to complete the online survey.

The online survey asked a variety of questions to better under the expectations of travel, parking, desired experiences, and aesthetics on Welch Avenue. The following summarizes some of the results including a cross- section choice.

Questions	Top Response	% of Responses
Main Mode(s) of Transportation	Vehicle /Walking	87%
Distance from Destination (parking)	3-5 Blocks	35%
Trees on Welch Ave (parklet)	Yes limited, Yes many	79%
Vegetation	In-ground plants (Storm water benefits)	55%
Desired Experiences on Welch	Walking/Socializing	56%

Ranking for Cross-Section Elements

Respondents were asked to answer a series of questions to providing a priority ranking for cross-section elements including sidewalk café, on-street parking, bike lanes, and vegetation.

Extending sidewalk space for sidewalk cafes or social opportunities was a top priority, followed by space for trees, designated bike lanes, and lastly, on-street parking.

Desired Cross-Section Results

Option 3 – 410 votes (Sidewalk widening with one-side parallel parking)

Option 4 – 281 votes (Bike lanes on street with no parking)

Option 2 – 250 votes (Pre-pilot project (circa 2015) with two-side parallel parking)

Option 1 – 116 votes (Pilot project with parklet and one-side parallel parking)

Survey Comment Themes

The online survey provided an option for an open-ended comments regarding the Welch Avenue project and proposed design. Themes that registered throughout the survey, regardless of responder demographics included:

- Request for Pedestrian Mall area
- Priority for on-street parking
 - More parking options
 - Maintaining current on-street parking
 - Accessibility for ADA
 - Commercial Deliveries
- Priority for bikes and pedestrian spaces
- Added Social areas
- Aesthetics of Campustown
- ADA Accessibility
- Hybrids of cross sections

Parking is a theme that resonates with Students, Campustown Businesses, and Ames Residents in the survey. Students and other Ames Residents commented on accessibility, availability of parking, and the desire to frequent Campustown Businesses. Campustown Business owners included various functions of parking in their responses including commercial deliveries, patronage, distance of the intermodal parking facility, and cost for parking.

Survey result comments are included as Appendix B.

HYBRID OPTION:

Based on the input from the public and meeting the goals of the project, staff has **developed a recommendation** that blends the elements of the top two cross-sections: Option 3 (widened sidewalks and one-side on-street parking) and Option 4 (bike lanes). This blended alternative, **Option 6 (shown below)**, is a new hybrid cross-section that features one-side on-street parking, widened sidewalks, and a bike lane (southbound).



The additional feedback provided can be incorporated into this hybrid Option 6, such as new decorative light poles, trees, in-ground stormwater plantings, and bike racks. This Option 6 would be consistent with the Welch Avenue reconstruction project recently completed by ISU (bike lane southbound, sharrows northbound).

ALTERNATIVES:

1. Direct staff to design the 100 block of Welch Avenue based on a new cross-section (Option 6 – Hybrid), which represents a blended version of Option 3 and Option 4.
2. Direct staff to incorporate a different cross-section into the design of the 100 block of Welch Avenue.
3. Refer the project back to staff for additional public comment to develop additional cross-section options.

CITY MANAGER'S RECOMMENDED ACTION:

Option 6 is a hybrid option that reflects the desired elements and interests that were received during extensive public outreach. This option also meets the goals of the project and takes a “complete streets” approach to the design by accommodating multi-modal users with the project.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

Date	Location	Option 1 (as is)	Option 2 (maximum parking)	Option 3 (widen sidewalks)	Option 4 (bike lanes)	Total
8/24 + 8/29	First Friday Event + Parks Library	4	29	67	85	185
8/30	Design Atrium	2	45	101	93	241
9/5	ISU Club Fest	18	68	75	120	281
9/7	Memorial Union	2	9	18	21	50
9/13	Near Campanile	1	11	30	26	68
9/14	Campustown	1	9	6	6	22
Total Counts >		28	171	297	351	847

Comments from Welch Ave Public Survey

ISU STUDENTS

Priority for Pedestrians (Pedestrian Mall)

- Close this block of Welch to traffic and make it a ped mall!
- To make Campustown just a place, but a destination for Ames community members and ISU students, we need to turn at least the 100 block of Welch into a ped-mall. To do that, the Fire Station needs to be relocated—it's an oddball land-use in a predominately retail and bar/lounge area. Create a destination just like the City is doing in Main St, and Campustown will flourish.
- Take note from the pedestrian mall in Iowa City
- Parking on Welch Avenue I poses a risk to bikes, and removes space from pedestrian sidewalks. Parking should be located in the adjacent blocks to Welch Avenue, and Welch itself should be dedicated to walk and bikeable infrastructure.
- Making Welch Ave a more open space for foot traffic and cafe space would be an attraction. The space is more valuable to those accessing the shops, stores, and bars/restaurants than it is for higher traffic volume
- This is not a car friendly area to begin with, so make it friendlier to busses, bikes, and pedestrians.
- I suggest Option #3 for the fact that Welch is a street with lots of face value and walk ability/ biking to these places seems extremely important! Creating larger sidewalks creates more of a ped mall feel and limits the traffic flow via cars but adds other forms of transportation to the equation!

Priority for Parking

- I have come to find that parking on Welch can be a hassle at any time of the day. I feel as if parking is one of the most important things for easy access to all of what Campustown has to offer. By maximizing parking, this will allow for more people to be in the Campustown area, therefore resulting in more business being done, as less parking violations.
- we need parking so bad. we need lots of parking lots that you can use for free, metered parking is honestly terrible. there are limited parking spaces at apartments and off campus housing, there are only metered parking or reserved parking lots and the street parking in the Greek area is horrible. it is a hassle and unsafe for men and especially women to be moving their car at 9 pm every night. predators are aware that there will be many people walking around at 9 pm at night and creates an unsafe environment. The dorm parking is unavailable to people who are non-residents honestly there are no good options for people for parking, especially for visitors, such as parents, who come down for one weekend. do better with the parking please.
- If there was more parking it would be ideal, but I don't think on street parking is enough to even make a dent in the parking need.

Priority for Bicyclists

- Parking on Welch avenue I poses a risk to bikes and removes space from pedestrian sidewalks. Parking should be located in the adjacent blocks to Welch Avenue, and Welch itself should be dedicated to walk and bikeable infrastructure.
- Sidewalk cafes are important, but some of the businesses don't seem to utilize the space. Prioritizing the space as bike lanes instead seems to be the more effective use of space.
- Get rid of planters and make them bike lanes. No one uses the planters. keep the parking as is or increase it slightly
- I got in a bike accident on Welch and had to go to the ER. I paid lots of dental fees as well because I cracked my tooth on the pavement. If there was a bike lane, this would not have happened as a car stopping abruptly cause this accident.
- I think the bike lane would be most beneficial to students and residents of Ames because of accessibility to the Wallace/Wilson residence halls as well as the neighborhoods around Welch. It would be safe for both drivers and bikers because of these designated lanes.
- I suggest Option #3 for the fact that Welch is a street with lots of face value and walk ability/ biking to these places seems extremely important! Creating larger sidewalks creates more of a ped mall feel and limits the traffic flow via cars but adds other forms of transportation to the equation!
- More bike lanes in Ames in general please!

Suggestions/ Other Comments

- I wish there was an option with one 2-way bike lane and some on-street parking. This would make it safest for all modes of travel in my opinion.
- Maybe planters could be used to separate bike lanes and travel lanes in option 4
- More places to enjoy the outdoors in warmer months. Open up parking lots behind buildings for parking. There doesn't need to be on street parking
- Please make lanes wide enough for transit buses.
- Perhaps extend these elements to the street that runs east west that passes in front of the clock tower
- Allow for overnight parking at the meters
- I really don't like driving down Welch with bikes in the streets. However, I also want to ensure foliage. Can there be an option for parking and bicycles? Because trees are in every photo. Can we put plants in between the trees? The best of all three? I don't think increasing the parking on Welch dramatically will help because it will still always be filled.
- Bikes > cars when it comes to college students
- Option 4 is the future. Choose it now.
- I think adding maximum parking is going to make Welch a street that people avoid. It's hard enough to park there as it is, and as a community with small, local businesses, limiting bike and sidewalk space to prioritize a few cars being able to park is not in anyone's best interest.

- Only a fragment of ISU students live in Campustown. If you limit parking, you severely reduce the traffic able to get to and enjoy Campustown because of how inaccessible and hassle-filled you will make it
- Street parking is already limited to only a few spots so it's essentially useless
- Drunk individuals will damage plants which will lead to ugly planters and trash. Sidewalk cafes will be useless to students considering weather and seasons of Iowa. Biking lanes can be helpful for residents from Towers and if you don't have planters nor trees bikers can use sidewalk if needed. Parking is important for guest visitors and accessibility for older individuals.
- I would like to see the space of road/sidewalk used efficiently and not wasteful space. I like the ideas of open walking space or bike lanes. Parking I would choose over planters placed onto the street like there is today in front of CVS.
- With the frequency of bus travel and the number of bicycle and foot traffic the safest would be option 4. CyRide could safely add a bus stop near Lincoln way, while still having space for bike lanes and wider crosswalks, just like union and lower Friley.
- I enjoy the way Welch Ave is now
- 18+ Bars
- Would like the atmosphere to feel like the streets of Dubuque St. in Iowa City

STUDENT AND CAMPUSTOWN RESIDENTS

Pedestrian Mall

- Why not just turn Welch into a pedestrian mall, only allowing bus access?
- Close the whole road, turn into Ped Mall
- No road, ped mall
- Make the 100 block of Welch a Mall and close down the street. Traffic can be diverted to side streets and Campustown will have an entire block to develop space for socializing, walking, biking, etc.
- Make Welch to Chamberlain pedestrian-friendly, move the fire department, and open the Intermodal facility to overnight parking at reasonable rates

Suggestions/ Other Comments

- Increase the number of bars and social spaces for ISU students and young professionals. Closing such spaces makes the current spaces more crowded and ultimately pushes people into the streets and causes more house parties to develop. Many students are also interested in making Welch Ave an open bar district where the street would be closed down for socializing in and outside of the bars at night.
- If planning to plant trees, please consult Dr. Jeff Iles of ISU department of horticulture. Planting trees that are hardy and able to deal with heavy street use and conditions!
- More social areas thought the Welch avenue
- Why are ya'll wanting to take away already limited parking lmao da fuq

- I like the idea of adding sidewalk space for cafe's and for trees, but I think it is also very important to have more parking available. Maybe a parking ramp would be a good option.

CAMPUSTOWN BUSINESS

Suggestions/ Other Comments

- Parking is an issue in campus town giving preferential treatment to one business seems wrong. We can provide maximum parking availability and beautify campus town together. Safety has never been an issue according to the police records in this area. Commercial areas in order for them to grow and develop and evolve would be stifled by limiting parking. I feel as a consumer that I choose parking that is the closest to where I spend my money. I believe we should not be choosing one business over another business when we design campus town. We're giving advantage to 1 business over another is Clearly unfair for other businesses that rely on parking.
- ups/beer truck controls
- Emphasize the Plaza concept.
- WelchBiz2018. The way these questions are posed is skewed against parking. Most who will take this survey do not think in those terms, especially not at the time they'll be taking this survey. The questions sound like "what do you prefer- cool things like trees open spaces, socializing and fresh air and bicycles, or cars and smog and parking lots?"
- The intermodal facility is too far away for families with children to park and visit businesses. It also puts a strain on customers carrying purchases.
- I would like to ask the city, what do they want out of campus town? Do you want it to be a thriving commercial area, used by all, or a park like setting, used by students 9 months out of the year? And if so, how do you expect those commercial businesses to operate when students are gone over holidays and breaks? If you eliminate the ability of residents to access these businesses during the school year, they will avoid them at all times. We must make this area for all to enjoy. Parking had been an issue in campus town for decades. To decrease it even more, would eliminate a large sector of the population of Ames. Yes, there is an invisible parking structure that would enable drivers to park 3 to 5 blocks away from their destination, but that is not something Ames residents are prepared to do. They are accustomed to the ease of moving around in Ames. Is it too much to ask them to walk a few blocks to their destination? No, as it is not too much to ask cyclists to "walk their wheels" one block for safety's sake in a commercial area. I ask the city to consider following the model of the downtown area, where businesses are thriving, cyclists are moving safely, gathering spaces are beautiful, outside dining is available. My husband and I bought our commercial property over 30 years ago, believing that this would be a thriving commercial area. I still believe it can be, assuming it is accessible to all of the residents of Ames.
- WelchBiz2018 lower parking meter prices would be nice. We volunteer in Campustown and it used to be about \$1.25, now it is \$3.00. Expensive when you are volunteering

AMES RESIDENTS

Pedestrian Mall/ Priority for Pedestrians

- If Welch is to be converted to a "hang out" area then the whole street should be converted, similar to the PED Mall area in Iowa City. but for convince to visitors, if the road is open you should allow parking. the area near CVS now is lost parking spaces (we know how Ames likes their parking money) and is wasted space. planters make the area pretty but serve no function for helping the community. So either allow ample parking, or just convert the whole street to a pedestrian only area and build another parking garage. thanks for listening
- I recommend completely closing Welch to car traffic between the clock tower and Lincoln way. Make it a pedestrian street like in Iowa city.
- No bike Lanes. Welch should be ped mall between Lincoln way and Chamberlain. Need closer/cheaper parking
- Welch should be a ped mall!
- Vehicle access should be limited in this block of Welch, including parking.
- Has no vehicle traffic and pedestrian mall only been considered?
- Bring a ped mall to Ames!!!
- have you considered closing off Welch to vehicles?
- I think keeping cars out of campus town would be safer for students as well.
- Shut Welch off to all cars.
- I HATE driving up Welch. I'm always afraid someone is going to stumble out from behind a car and I'll hit them, so I drive ridiculously slowly while traffic backs up behind me. I would even go so far as to remove the street from the first block of Welch up to the Kum & Go so there are ZERO cars there.
- Being "Campustown", where a great many of the visitors will be pedestrians, I think it's important to prioritize space usage as such. It may be more inconvenient for cars and bikes to navigate Welch. Ave, but it is not meant to be a convenient pass-through. It's a quaint place in town for people to relax and enjoy the businesses and each other's' company there. As a frequent visitor of Campustown as a resident/customer of the businesses and as a business manager (The Iowa House Inn on Hayward, not on Welch directly), I value being able to comfortably use the space as a pedestrian. Many of my guests rely on Campustown being so walkable. With these improvements they'd be able to more comfortably spend time in Campustown (and not their rooms!), being able to better enjoy the restaurants they rely on for meals, as well as come away feeling like Ames is a welcoming town for their student or family. I also regularly drive down Welch Ave., and while it's not the most efficient road, this part of town isn't meant to be optimized for that. There are other routes to take if you want to get through quickly.
- I really would like the north end of Welch Avenue to be a pedestrian mall. Compromises listed above are going to provide poor solutions for pedestrians, vehicles, and bicycles alike. Let's just bite the bullet and do a pedestrian mall.
- No cars at all on Welch Ave.

- A cross between current Welch Ave and the "Ped Mall" in Iowa City is my perfect situation - parking nearby, with the main goals of pedestrian safety, promotion of healthy habits (walking, biking) & ambiance/aesthetics/curb-appeal
- Personally I favor closing Welch to all vehicles and making it a pedestrian and sidewalk cafe zone with bike lanes
- Option 5 for #13: cars-free Welch
- I personally think the first block of Welch should be a Peds mall. It needs to be a place people other than students want to go and hang out, like IC Peds Mall or KC power and light area. A place with more good restaurants, coffee shops, clothing etc. A place if you don't have a ticket to the Football game - people will still go and hang out, it's dead on Saturday. We do enjoy the Campus town events and try to go each year. Then just stop by the restaurants, since we live on the west side they are closer than going to Main and Duff.
- Option 5: no vehicles. Pedestrian walkway. There are many ways that the fire station issues could be addressed in this scenario.
- Welch Ave should be a ped mall--the fire trucks could go the other direction. IA City has a great ped mall.
- I recommend making this area a ped-mall. We are talking about a very limited about of street that would be removed and would not disrupt flow of traffic. Businesses would still be patronized if patrons had to park on Lincoln way or the ramp. In other cities, including Iowa City, this has been shown to be true. Open traffic free space is extremely limited in Ames and areas to congregate with cafes, etc., are limited. Opportunities to increase the aesthetic of the campus town area are great, just as we have opportunities to improve other areas of town such as Lincoln way between grand and duff (which is a horrible eyesore and attracts a less desirable crowd). I hope that Ames makes a decision that is forward thinking, increases green space and offers the community more gathering spaces and pedestrian malls like many other forward thinking cities both in the states and abroad.
- I'd like to see Welch become a pedestrian street only.
- Welch could be an incredible amenity for Ames if it were made a pedestrian mall with only a bikeway- remove all the cars! It could become a restaurant and shopping center and would be a showpiece for Ames with all the ISU visitors. Make it a pedestrian mall and watch Ames flourish!!
- I would like to see Welch closed to traffic making ped mall area.
- Get rid of the street entirely and make it a ped mall
- Do away with driving lanes totally and make it a pedestrian only pathway. Or possibly include a bike lane but no cars.
- What about making the primary block of Welch only available to pedestrians? similar to Iowa City - it's so crowded at night and is a hazard. The fire truck station needs to be relocated.
- No vehicle lanes preferred. Iowa City's Pedestrian Mall has many business owners that still thrive with only foot traffic.

Aesthetics

- Replace bright white LED lights with amber LED street lights.

- Trees - Ensure safe visibility for vehicles to see pedestrians. Parking - 11 or 20 spaces? That seems like a drop in the bucket vs. the generally-perceived lack of parking in campus town. People will just circle around and create more traffic volume during peak hours. "I see parking spots - They are full - I'll keep circling the block until a spot opens up." vs "There are no parking spots here - I'll keep going and park elsewhere." Bike Lanes - This area of Welch appears to have a significant pedestrian volume, which makes it unsafe for bicycles to share the sidewalks. On-Street bike lanes would provide more safety to all modes of transit.
- Please plant some trees ... it is our environmental responsibility to do so, and they will make what is otherwise a barren student mosh pit into a decent place
- I think some planter with gardens like downtown
- remove planters
- Planters are great, but they must be taken care of and thoughtfully planted.
- Regardless of which plan wins I think a high priority should be placed on planting plenty of shade trees, because when walking from the ISU campus for lunch it makes a huge difference between having a pleasant vs. unpleasant walk on a hot summer day.
- plants and trees are the correct decision

Priority for Sidewalk Cafes

- Side walk cafes and no on-street parking
- outdoor cafes would bring more people to area
- Overall, prioritize cafes and walk-ability. Parking is not needed if a ramp or space a few blocks away is available.
- I appreciate the attempt at parklets but I hated them. I think it would be far better to have additional sidewalk or bike lanes. Parking not important as not that many vehicles can be accommodated on Welch anyhow with the driveway cuts all over. Aesthetics are bad and the area needs that more than a few parking spots.
- Sidewalk Cafes and more walking space is part of the Welch ave charm.
- I think our focus should be to make Campustown the dining and entertainment district that is the envy of all college towns. Creating a sidewalk cafe culture would make Campustown a destination for the entire Ames area. I know many Ames residents who never consider going to Campustown. Let's give them reasons to go there.
- No on-street parking, designated bike lanes + sidewalk cafe

Priority for Bikers and Pedestrians

- This needs to be a narrow street that prioritize pedestrians and sidewalk amenities. However, bicycling is a much-used form of transportation and needs to be considered. Traffic needs to be slow for bicyclist to be comfortable.
- Close Welch to a pedestrian/bike area only.
- I just really want legal space for responsible bicycle usage.
- Bike lanes would complement city bike sharing service - which doesn't exist, but could?

- Space is limited. Peds must be prioritized. This block is the heart of Campustown and we need to make it safe for vulnerable users such as bikes and peds. Sadly, parking will never disappear from Welch but we must make this Ames/ISU landmark accountable to all users.
- Peds and bikers need to be prioritized in this area.
- The weather in Ames makes sidewalk cafes unusable a majority of the time, the parking on Welch is so limited that it's almost never available. But designated bike parking and more protected pedestrian and bike areas would improve the safety and travel ability of the space
- Welch could be the major bicycle connection to campus from the south IF the university included bike lanes on the Welch and Union Drive project. I know they did not on the Wallace Road rebuild.
- It would be nice if campus was pedestrian and bike friendly. I feel it would be safer for everyone
- While Ames is not just for the college community, the vast majority of the clientele in Campustown is college students. These students rarely use their vehicles to go to and from class, instead the students walk/bike to campus. Having more pedestrian designated areas will make Campustown safer for students.
- How about making a portion of Welch Ave. pedestrian/bike only?
- since this is campus, BIKES must be a priority for the students to get around! MAXIMUM CAR PARKING also.
- Cars bikes and pedestrians can't all coexist there. Make it bike friendly with cafe seating. Allow enough room for emergency vehicles only. Redesign for backside delivery access. There's enough parking for cars all the way around the block. I don't want to go there at all because it's too hectic and I don't feel safe and there's nowhere to enjoy the atmosphere outside anyway. Make it inviting for pedestrians and bikes which are the biggest customers there. Thanks
- There is no good reason for the volume of motor vehicle traffic in that area. We certainly shouldn't encourage more. Make Welch (and that section of Lincoln Way) more bike friendly.
- The current design seems to waste space. I would like more parking but prioritize having designated bike lanes above every other consideration. I do NOT bike. I want to be able to safely drive and not cause danger for bikers and pedestrians.
- As a resident that lives not near campus, I despise trying to shop in Campustown because of the parking, so greedily I'd like more parking close to businesses. However, I realize that this area is best used for walking and biking with students, so in the end I think the best solution includes bike lanes

Priority for Parking

- Please bring back more on street parking. it is a colossal pain to park in the Campustown area
- Getting rid of what little parking there is would be a bad idea. The planters in front of CVS were a bad idea.
- Not sure why this needs to be done again. But whatever you do, don't get rid of more parking spaces like you did last time Welch was redone!

- There's not enough parking as it is. If I want to go to get some food, or copies, or Walgreens and there's no parking close, I'll go somewhere else. I typically avoid this area during the school session because there just isn't enough parking. I hate driving around the block a few times to find a spot. Intermodal is too far from the new restaurants along Lincoln way. Not enough parking in the immediate area.
- In Iowa, parking is a must.
- The lack of parking is pretty annoying as someone who works in Campustown and shops/eats/drinks on my days off. More parking is needed over flower pots. The experiment has been had, we would like our spots back now. Thank you.
- Keep the parking.

Suggestions/ Other Comments

- Do something with Parking Lot X, too. Trashy back there.
- Another parking option closer to new businesses on Lincoln way
- Car lanes shouldn't be 12' they should be SUDAS minimum required 11' or better, 10'. Also consider 10-11' lanes with no parking at all and no bike facilities. Narrower streets are slower and safer.
- If there isn't parking on Welch, why do we need car lanes at all in the first block?
- With the existing intersections there is not many available parking spots directly on Welch. There is plenty of off Welch parking in the area. No need to have any parking on Welch Ave.
- They built a parking ramp get rid of on street parking
- Sidewalk eating is overrated. Restaurants in the Kingland Building offer it, but it's under-used. Don't take space away from other practical functions for this 4-month option that may/may not be used.
- There should be consideration over the summers to close Welch to thru traffic on the weekend evenings to create a "block party" style setup. This could help contribute to a more contained and lively atmosphere over the summers, when Ames is seemingly dead.
- I only come to campus town when I'm working and can walk or when school is on a break because parking is horrible. Ames is already easy to walk or get around by bike or bus but parking in campus town is an issue.
- Move bikes 1 block east and discourage use of Welch avenue
- You'll do whatever gets the most money out of college students, what looks good to their parents, while ousting out local business anyway.
- build a parking garage somewhere
- I hope that all of these options take into consideration the difficulty of being disabled and accessing these spaces without using a car - public parking is a necessity for disabled access.
- Focus on making it student friendly!!
- Can we just leave it alone? Is that an option?
- these pictures are too small to see/read
- I don't think this is a particularly well-worded survey and thus will lead to results that don't necessarily represent an accurate picture of the community's thoughts. For example, only one option lists that there will be trees/planter space (option 1).

Does this mean the other options will have no trees or planters? This doesn't make sense, since in all other options, the sidewalk space will be just as wide if not wider. However, the way it is worded makes me think I must chose option 1 in order to show my support for trees/planters even if I don't like the overall layout as much as something with wider sidewalks. Same with the "sidewalk cafe" option (option 3).. will option 4 not have a sidewalk cafe even though the sidewalk is even larger? There are potentially false dichotomies being presented when in reality the conflict may not be there--it is unclear.

- I would like to see a diagonal crosswalk at the intersection of L-Way and Welch, and a pedestrian/bicycle crossing signal that cycles alone, then signals for cars only, where pedestrians are not allowed to cross until the cars have a red light. Also, put back a right turn lane from Welch onto Lincoln Way.
- ISU employee & Ames resident. Like the Campustown restaurants but can't walk more than a block.
- Ensuring space for food vendors on sidewalks during peak bar hours would be good to prevent overflow into streets as much as possible
- Welch is mostly an area for students even if people in Ames would disagree. The majority of people there are students, professors, staff and those who work in the spaces in Welch Avenue. Prioritize catering to those people and not the majority of Ames residents who don't use the space 95% of the time. Parking and sidewalks are way more important than trees or plants too.
- welch one way going north. hayward one way south
- The fire station on Welch is in a horrible place, and should be moved
- I'm not sure why street trees seem to be a given. They aren't well suited for this "dense urban development", attract birds, drop leaves where not desirable, and don't grow well when surrounded by pavement. Lose the trees.
- no need for any parking on Welch if other parking options are set up for better walkability to and from Welch
- Would be interesting to know main transportation uses for patrons of Campus town businesses. Guessing there's more walking, busing and biking than driving.
- Biased due to ability to use Kingland garage
- First of all, parking is important for all businesses. To give more attention to sidewalk cafés or other individual business types is unfair at every level. Parking has never compromised pedestrian, bicycles, social spaces, Or aesthetics anywhere in names as the example of the main street area. Planters can be elevated and taking care of easily. When parking was taken away on main street several years ago for plantings the business community there evaluate Evaluated that that was a poor idea and contributed nothing to pedestrians, bicycles, or aesthetics. Thank you for your service
- Don't forget to consider all the deliveries that happen on a daily basis also when a delivery truck is unloading and the Fire trucks have to go out on a call that street becomes very jam packed and difficult to navigate...
- If the walking/social space and no on-street parking priorities are in place, the designated bike lanes are less necessary because those plans have a traffic calming effect.

- My perfect solution would be one that allows for bike lanes AND for the planters and trees
- I'd prioritize the following in order: sidewalk space, sidewalk cafes, trees/planters, bike lanes, and improved signage to parking locations in and around Welch.
- I walk and bike a lot all over Ames, but I don't bike on Welch because it is not currently conducive to biking.
- No on street parking, sidewalk cafe and some bike lane
- I rarely am in Campustown, and when I have, I have never been able to park on Welch, so losing the parking there is less of a concern for me,
- Need to narrow auto travel lane width!
- I think you need some parking for those with limited mobility, and I like plantings along with designated bike lanes
- As a female, my concern is not about the distance from parking - but rather the lighting and safety of walking alone after dark. I will not patronize any businesses (hair dresser,etc) in that area if it seems questionable.
- Option 5: N.Bound traffic/N.Bound parking/Dedicated Bike Lanes/Sidewalk Cafe.
- The Ames Intermodal facility does not seem welcoming to the public, it is not clear if this is even open for 'public' parking. I feel that green space is the most important item for me, followed by buildings nearby that look well maintained, and bike lanes come third. While obvious public parking is needed (preferably another nearby parking garage), it will not making Welch itself a more welcoming community space.
- Option 3 could be amended to narrow the sidewalk on one side and add a bike lane there
- I'm not sure how far south you are thinking about Welch Avenue. It seems as if you are looking at the first 1-3 blocks only when you start from Lincoln Way and Welch Avenue intersection. That could be made clearer.
- This is "Campustown", a business district, but also an extension of the university and surrounded by university housing. It should provide attractive, safe, and inviting multi-use spaces. My needs are my needs, but many, many other people travel through this area and patronize businesses, most from the university, so there will be walkers, bicyclists, and drivers. Could traffic-calming devices slow the cars to make on-road bicyclists safer? Are there other approaches beyond simply dividing up the space among the three types of transportation?
- Get rid of the bike lanes. They don't pay road use tax so they should not have their own lanes
- I think a huge mistake was made allowing the parking lot behind Kingland. I think this block of Welch Avenue should be made into a plaza with no vehicle traffic. More investment should be made in parking ramps behind the businesses on the west side of this block of Welch.
- Welch Ave with its tilting tables, street lights sticking out so far they are impossible to snow plow adequately. Does campus town really want Ames Residents in the area?

- The big problem you are not even considering, that is debris, safety, interest. Plan Campustown as a whole, not Street by street. You cannot even get the cigarette butts picked up in the ice cleared in the winter.
- option not shown: uphill bike lane inside of one lane of parking on west
- On street parking has always made Welch Ave seem congested.
- Would like to visit businesses more often but find the parking is terrible so we usually go elsewhere. Improve the parking situation and we will come more often.
- Do whatever will revitalize the area and draw more restaurants/bars/shops to the area.
- We don't need to accommodate more for bikers. Taking away parking will take away from people who aren't college students to go down there. It's sad to see so much history being taken away down there.
- If redoing the roads/sidewalks, consider permeable materials to help storm water drainage
- Feel that keeping at least some capacity for on-street parking is necessary to accommodate deliveries and quick pick-ups while still maximizing walkability and capacity for trees and stormwater potential.
- 4 parking spots next to driveways on E side. 2 handicapped, 2 15 min. Close to traffic one day a week (prefer Sunday) for music, food carts, flea market/farmer stands. One lane open for CyRide & AFD.
- Slightly wider traffic lanes, with slightly narrower sidewalks would allow more room for bikes within the traffic lanes w/o providing a separate bike lane - and still allow for limited parking on one side. For example - 15' sidewalks, 14-foot traffic lanes and 8 foot parking.
- The pictures of the design ideas were so small as to be unusable. How about dreaming big? Daylight college creek, the area where the Scallion used to be could be a fantastic pedestrian, human-scale zone, but instead both the creek and that parking lot have been seemingly ignored for decades. Welch could be a really neat area. None of the ideas presented here do anything to increase the character of what makes Campustown special - this is just more generic college town USA.

Ames Visitors

- No comments

Employed in Ames

- No Comments