ITEM # 44

DATE: 05-27-14

COUNCIL ACTION FORM

SUBJECT: TEMPORARY TRAFFIC SIGNAL INSTALLATION AT 13TH STREET AND KELLOGG AVENUE (FOR PHASE 2 OF HOSPITAL EXPANSION)

BACKGROUND:

Over the past several months, staff members from the City's Public Works, Police, and Fire Departments have been conducting planning meetings with Mary Greeley Medical Center (MGMC) staff regarding a change in traffic patterns on the Hospital campus associated with Phase 2 of their expansion project. Phase 2 will involve the reconstruction of the main east-west drive within their site at 11th Street and the relocation of the main entrance used for patients. **While under construction, traffic will be able to enter the Hospital campus only off of Duff Avenue and to exit the campus only on Kellogg Avenue.**

MGMC and City staff also had meetings with the neighborhoods that are directly affected by this change in traffic patterns. The residents stated that their major concerns with routing traffic onto Kellogg Avenue would be with allowing those vehicles to cut-through the neighborhood to the west and to the south. They were also concerned with the material staging and parking issues associated with construction along the west side of the Hospital campus during Phase 2.

In response to these concerns, a traffic control plan for Phase 2 of the project was developed to include several features to mitigate impacts on the neighborhoods. To prevent cut-through traffic, barricades will be placed at both the 11th Street and 12th Street intersections to direct exiting traffic northward along Kellogg Avenue to 13th Street and away from the neighborhood. To accomplish this redirection, the 11th and 12th Street exits will be channelized using concrete barriers to prevent southbound and westbound movements. It should also be noted that, with the support of the residents, parking will be prohibited along both sides of Kellogg Avenue within the work zone.

Since the rerouted traffic volumes will be similar to what is currently seen at the 11th Street and Duff Avenue traffic signal, City staff recommended for safety and operational reasons that a temporary traffic signal be installed at 13th Street and Kellogg Avenue. MGMC staff has agreed to pay for this temporary traffic control device, as well as for the electricity used for the signal. This temporary signal will be designed and installed following all applicable engineering standards.

A series of maps illustrating the extent of this traffic control plan are attached.

ALTERNATIVES:

1. Approve a temporary traffic signal at 13th Street and Kellogg Avenue and the attached overall traffic control plan until the 11th Street and Duff Avenue intersection is again fully operational.

2. Reject this project.

MANAGER'S RECOMMENDED ACTION:

Approving this temporary traffic signal at 13th Street and Kellogg Avenue will help facilitate the traffic control plan for Phase 2 of the Hospital expansion. The overall plan has addressed concerns of the surrounding neighborhoods and has been vetted by our Police and Fire Departments for any emergency response needs that may occur.

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

TEMPORARY SIGNAGE:
13th and Kellogg: Temporary Stop Light
No Parking: Kellogg from 13th to 11th Both Sides

Jersey Barrier Road Closure

No Through Traffic Sign - 12th and Burnett

Exit to 13th (arrow left) both sides of drive

Valet (arrow right)
Exit (arrow left)

Phase 2.1

June 1, 2014-Spring 2015

Site Fence

Sidewalk Closed - Use Other Side Sign - At Flashing Crossing

No Left Turn Sign - 11th and Kellogg

Jersey Barrier Divider

Wrong Way Sign - 11th and Kellogg on Barrier

Main Entrance (arrow up)
Valet (arrow up)
Self Parking (arrow up)
Medical Arts (arrow up)

Exit (arrow right)
Out of Circle Drive

Tubular Delinieators, Lane Divider Striping and Temporary Pavement Arrows

Valet Parking (arrow up)
Self Parking (arrow left)
Exit (arrow up)

No Through Traffic Sign - 10th and Kellogg

Do Not Enter Sign - Install Both Sides of Road

Main Entrance (arrow up)
Medical Arts Parking (arrow up)
Parking and Exit (arrow up)
Valet (arrow up)

Sidewalk Closed - Use Other Side Sign

TEMPORARY SIGNAGE:
11th at Duff at Green Arrow: Construction Deliveries Only
11th and Duff at Blue Arrow: No Deliveries, Hospital Parking Only
ED Entrance: Emergency Department Entrance Only
Flagmen will be directing construction deliveries.

LEGEND:

DECORATIVE SECURITY BOLLARD

FLAGPOLE

SCALE IN FEET 0 15 30 60

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ARCHITECTURE + ENGINEERING
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Iowa | Illinois | Missouri

2011 MARY GREELEY MEDICAL CENTER ADDITION AND RENOVATION

MARY GREELEY MEDICAL CENTER

1111 DUFF AVENUE | AMES, IOWA 50010

PACKAGE 2

KEYNOTES:

- (A) NO CURB
- (B) 6" PCC MONOLITHIC CURB AND PAVING
- (C) 6" PCC INTEGRAL CURB AND SIDEWALK
- (D) 6" BEAM CURB, NOT APPLICABLE ON THIS SHEET
- (E) MATCH EXISTING PAVING, SEE DETAIL
- (F) PCC SIDEWALK, SEE DETAIL FOR SIDEWALK AT CURB CONDITION
- (G) CURB TAPER
- (H) RAMPED TRANSITION IN SIDEWALK
- (I) STRUCTURAL STOOP BY OTHERS, SEE DETAIL
- (J) ISOLATION JOINT
- (K) SITE LIGHTING, CONDUITS AND WIRING NOT IN THIS CONTRACT
- (L) DETECTABLE WARNING PAVER
- (M) EXISTING OXYGEN TANK STRUCTURAL PAD AND ENCLOSURE
- (N) ELECTRICAL DUCTBANK AND SWITCHGEAR, NOT IN THIS CONTRACT
- (O) STRUCTURAL TRANSFORMER PADS, PER STRUCTURAL AND ELECTRICAL PLANS, NOT IN THIS CONTRACT
- (W) ADA PARKING SPACE SYMBOL
- (X) THROUGH LANE-USE ARROW
- (Y) TURN LANE-USE ARROW
- (Z) UNIT PAVERS, NOT APPLICABLE ON THIS SHEET
- (AA) RETAINING WALL, SEE DETAIL AND GRADING PLAN
- (BB) PCC CURB STOP, NOT APPLICABLE ON THIS SHEET
- (CC) SECURITY BOLLARD, SEE DETAIL
- (DD) CONCRETE WALL, SEE ARCHITECTURAL PLANS, NOT APPLICABLE ON THIS SHEET
- (EE) CONSTRUCTION LIMITS
- (FF) PAINTED CROSSWALK, 4" WIDE WHITE REFLECTIVE PAINT
- (GG) TEMPORARY GENERATOR LOCATION, TO BE COORDINATED IN FUTURE BID PACKAGES, NOT IN THIS CONTRACT

DRAWN	MMC
APPROVED	MJC
ISSUED FOR	CONSTRUCTION DOCUMENT
DATE	01/27/2012
FIELD BOOK	
PROJECT NO.:	409345-1

SITE PLAN

2C101

TEMPORARY SIGNAGE:
13th and Kellogg: Temporary Stop Light
No Parking: Kellogg from 13th to 11th Both Sides

Jersey Barrier Road Closure

No Through Traffic Sign - 12th and Burnett

Phase 2.2

Spring 2015 - Fall 2015

Sidewalk Closed - Use Other Side Sign - At Flashing Crossing

Intermittent Daily Lane Closure - With Advance Warning and Arrow Board North of Closure

Main Entrance (arrow right)
West Entrance (arrow up)

Temp. ED Entrance

Exit to 13th (arrow left) both sides of drive

Site Fence

Exit (arrow left)

TEMPORARY SIGNAGE:
11th at Duff at Green Arrow: Construction Deliveries Only
11th and Duff at Blue Arrow: No Deliveries, Hospital Parking Only
11th and Duff at Blue Arrow: Emergency Entrance

Flagmen will be directing construction deliveries.

Jersey Barrier Divider

No Left Turn Sign - 11th and Kellogg

Wrong Way Sign - 11th and Kellogg on Barrier

West Entrance (arrow up)
Valet (arrow up)
Self Parking (arrow right)
Medical Arts (arrow right)

West Entrance (arrow left)

Temporary Pavement Arrows

Exit (arrow right)
Out of Circle Drive

No Through Traffic Sign - 10th and Kellogg

Sidewalk Closed - Use Other Side Sign

Do Not Enter Sign - Install Both Sides of Road from West

Do Not Enter Sign - Install Both Sides of Road from East

Emergency/Ambulance Entrance (arrow up)
Main Entrance (arrow up)
Medical Arts Parking (arrow up)
Parking and Exit (arrow up)

Valet (arrow up)
West Entrance (arrow up)

Emergency/Ambulance Entrance (arrow right)
Main Entrance (arrow right)
Valet (arrow right)
Self Parking (arrow left)
Medical Arts Parking (arrow left)

West Entrance (arrow right)

LEGEND:

DISTURBANCE LIMITS
UNIT PAVERS
P.C.C. SIDEWALK
DETECTABLE WARNING PAD
PAINTED CROSSWALK
HANDICAPPED PARKING SYMBOL
DECORATIVE SECURITY BOLLARD
FLAGPOLE

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Iowa | Illinois | Missouri

2011 MARY GREELEY MEDICAL CENTER ADDITION AND RENOVATION
MARY GREELEY MEDICAL CENTER
[illegible]NUE | AMES, IOWA 50010

BID PACKAGE 2

SITE KEYNOTES:

(A) NO CURB
(B) 6" PCC MONOLITHIC CURB AND PAVING
(C) 6" PCC INTEGRAL CURB AND SIDEWALK
(D) 6" BEAM CURB, NOT APPLICABLE ON THIS SHEET
(E) MATCH EXISTING PAVING, SEE DETAIL
(K) SITE LIGHTING, CONDUITS AND WIRING NOT IN THIS CONTRACT
(L) DETECTABLE WARNING PAVER
(M) EXISTING OXYGEN TANK STRUCTURAL PAD AND ENCLOSURE
(N) ELECTRICAL DUCTBANK AND SWITCHGEAR, NOT IN THIS CONTRACT
(O) STRUCTURAL TRANSFORMER PADS, PER STRUCTURAL AND ELECTRICAL PLANS, NOT IN THIS CONTRACT
(W) ADA PARKING SPACE SYMBOL
(X) THROUGH LANE-USE ARROW
(Y) TURN LANE-USE ARROW
(Z) UNIT PAVERS, NOT APPLICABLE ON THIS SHEET
(AA) RETAINING WALL, SEE DETAIL AND GRADING PLAN
(BB) PCC CURB STOP, NOT APPLICABLE ON THIS SHEET
(CC) SECURITY BOLLARD, SEE DETAIL
(DD) CONCRETE WALL, SEE ARCHITECTURAL PLANS, NOT APPLICABLE ON THIS SHEET
(EE) CONSTRUCTION LIMITS
(FF) PAINTED CROSSWALK, 4" WIDE WHITE REFLECTIVE PAINT

DRAWN	MMC
APPROVED	MJC
ISSUED FOR	CONSTRUCTION DOCUMENT
DATE	01/27/2012
FIELD BOOK	
PROJECT NO.:	409345-1

SITE PLAN

2C101

TEMPORARY SIGNAGE:
13th and Kellogg: Temporary Stop Light
No Parking: Kellogg from 13th to 11th Both Sides

Sidewalk Closed -
Use Other Side Sign
- At Flashing Crossing

No Through Traffic Sign - 12th and Burnett

Jersey Barrier Road Closure

Phase 2.3

Fall 2015 - Winter 2015

Intermittent Daily Lane Closure - With Advance Warning and Arrow Board North of Closure

Exit to 13th (arrow left) both sides of drive

Exit (arrow left)

Barricade

ED Entrance

TEMPORARY SIGNAGE:
Duff at Green Arrow: Construction Deliveries Only
11th and Duff at Blue Arrow: No Deliveries, Hospital Parking Only
11th and Duff at Blue Arrow: Emergency Entrance

Flagmen will be directing construction deliveries.

6 Week Construction Duration

Emergency/Ambulance Entrance (arrow up and right)
Main Entrance (arrow up)
Valet (arrow up)
Medical Arts Parking (arrow up)
Parking and Exit (arrow up)
West Entrance (arrow up)

No Left Turn Sign - 11th and Kellogg

Jersey Barrier Divider

West Entrance (arrow up)
Valet (arrow up)
Self Parking (arrow right)
Medical Arts (arrow right)

Wrong Way Sign - 11th and Kellogg on Barrier

Exit (arrow right) Out of Circle Drive

Temporary Pavement Arrows

Do Not Enter Sign - Both Sides From West

Site Fence

Sidewalk Closed - Use Other Side Sign

No Through Traffic Sign - 10th and Kellogg

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Iowa | Illinois | Missouri

2011 MARY GREELEY MEDICAL CENTER ADDITION AND RENOVATION
MARY GREELEY MEDICAL CENTER
1111 DUFF AVENUE | AMES, IOWA 50010

BID PACKAGE 2

SITE KEYNOTES:

(F) PCC SIDEWALK, SEE DETAIL FOR SIDEWALK AT CURB CONDITION
(G) CURB TAPER
(H) RAMPED TRANSITION IN SIDEWALK
(I) STRUCTURAL STOOP BY OTHERS, SEE DETAIL
(J) ISOLATION JOINT
(K) SITE LIGHTING, CONDUITS AND WIRING NOT IN THIS CONTRACT
(L) DETECTABLE WARNING PAVER
(M) EXISTING OXYGEN TANK STRUCTURAL PAD AND ENCLOSURE
(N) ELECTRICAL DUCTBANK AND SWITCHGEAR, NOT IN THIS CONTRACT
(O) STRUCTURAL TRANSFORMER PADS, PER STRUCTURAL AND ELECTRICAL PLANS, NOT IN THIS CONTRACT
(V) PAVEMENT MARKINGS, AREA STRIPED WITH 4" WIDE WHITE LINE, 2' CENTERS
(W) ADA PARKING SPACE SYMBOL
(X) THROUGH LANE-USE ARROW
(Y) TURN LANE-USE ARROW
(Z) UNIT PAVERS, NOT APPLICABLE ON THIS SHEET
(AA) RETAINING WALL, SEE DETAIL AND GRADING PLAN
(BB) PCC CURB STOP, NOT APPLICABLE ON THIS SHEET
(CC) SECURITY BOLLARD, SEE DETAIL
(II) 24" WIDE WHITE STOP BAR PAVEMENT MARKING, NOT APPLICABLE ON THIS SHEET
(JJ) FLAG POLE, SEE DETAIL, NOT APPLICABLE ON THIS SHEET

LEGEND:

DRAWN	MMC
APPROVED	MJC
ISSUED FOR	CONSTRUCTION DOCUMENT
DATE	01/27/2012
FIELD BOOK	
PROJECT NO.:	409345-1

SCALE IN FEET

2C101

Kellogg Access Plan
Phase 2.1 Enlarged

TEMPORARY SIGNAGE:
13th and Kellogg: Temporary Stop Light
No Parking: Kellogg from 13th to 11th Both Sides

Jersey Barrier
Road Closure

No Through Traffic Sign - 12th and Burnett

No Left Turn Sign - 11th and Kellogg

Wrong Way Sign - 11th and Kellogg on Barrier

Jersey Barrier
Divider

Main Entrance (arrow up)
Valet (arrow up)
Self Parking (arrow up)
Medical Arts (arrow up)

Exit (arrow right)
Out of Circle Drive

No Through Traffic Sign - 10th and Kellogg

12TH STREET
KELLOGG AVENUE
PROPERTY LINE (TYP)
LEED BOUNDARY (TYP)
RIGHT-OF-WAY LINE
CONTRACTOR TO PROVIDE 8" THICK PCC PAD FOR FUEL TANK CASINGS AND LID. PROVIDE (8)-#5 BARS AROUND EACH LID

Kellogg Access Plan
Phase 2.2 Enlarged

TEMPORARY SIGNAGE:
13th and Kellogg: Temporary Stop Light
No Parking: Kellogg from 13th to 11th Both Sides

Jersey Barrier
Road Closure

No Through Traffic Sign - 12th and Burnett

No Left Turn Sign - 11th and Kellogg

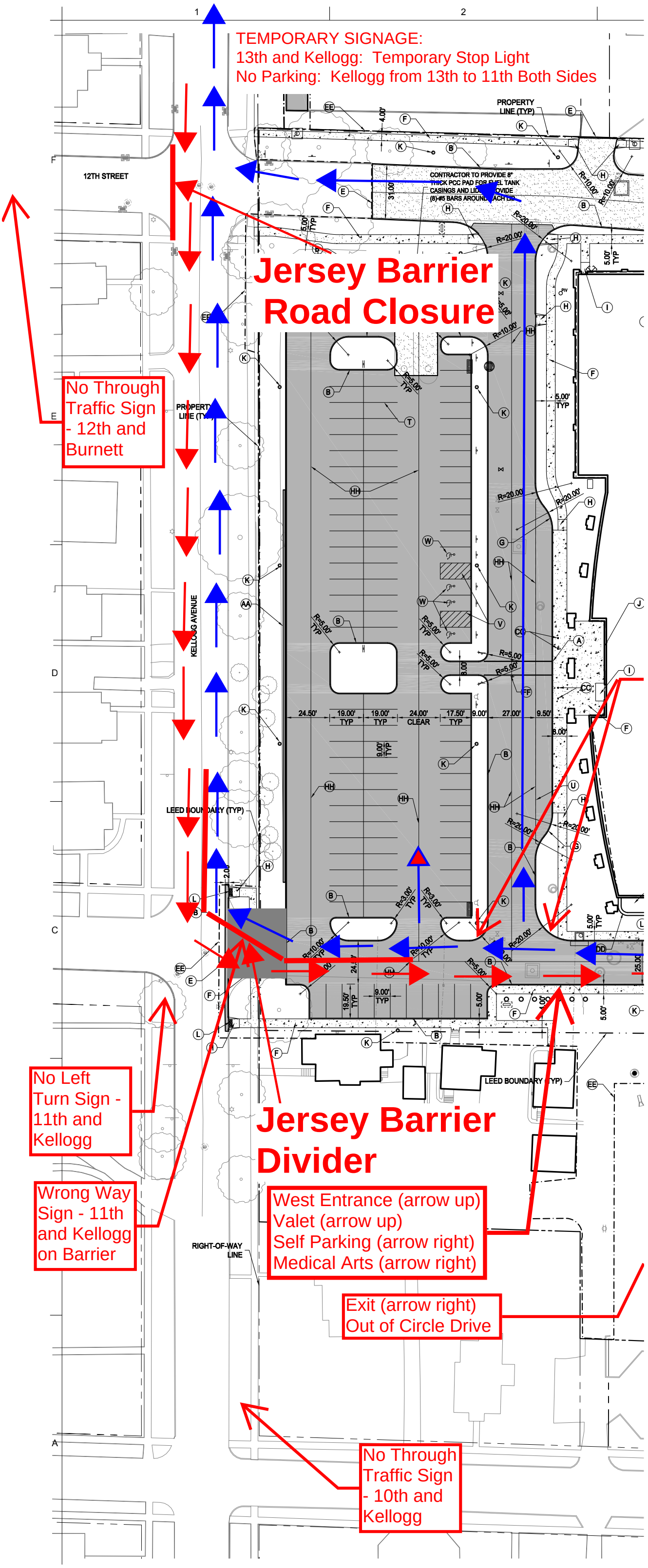
Wrong Way Sign - 11th and Kellogg on Barrier

Jersey Barrier Divider

West Entrance (arrow up)
Valet (arrow up)
Self Parking (arrow right)
Medical Arts (arrow right)

Exit (arrow right)
Out of Circle Drive

No Through Traffic Sign - 10th and Kellogg



Kellogg Access Plan
Phase 2.3 Enlarged

TEMPORARY SIGNAGE:
13th and Kellogg: Temporary Stop Light
No Parking: Kellogg from 13th to 11th Both Sides

No Through Traffic Sign - 12th and Burnett

Jersey Barrier Road Closure

No Left Turn Sign - 11th and Kellogg

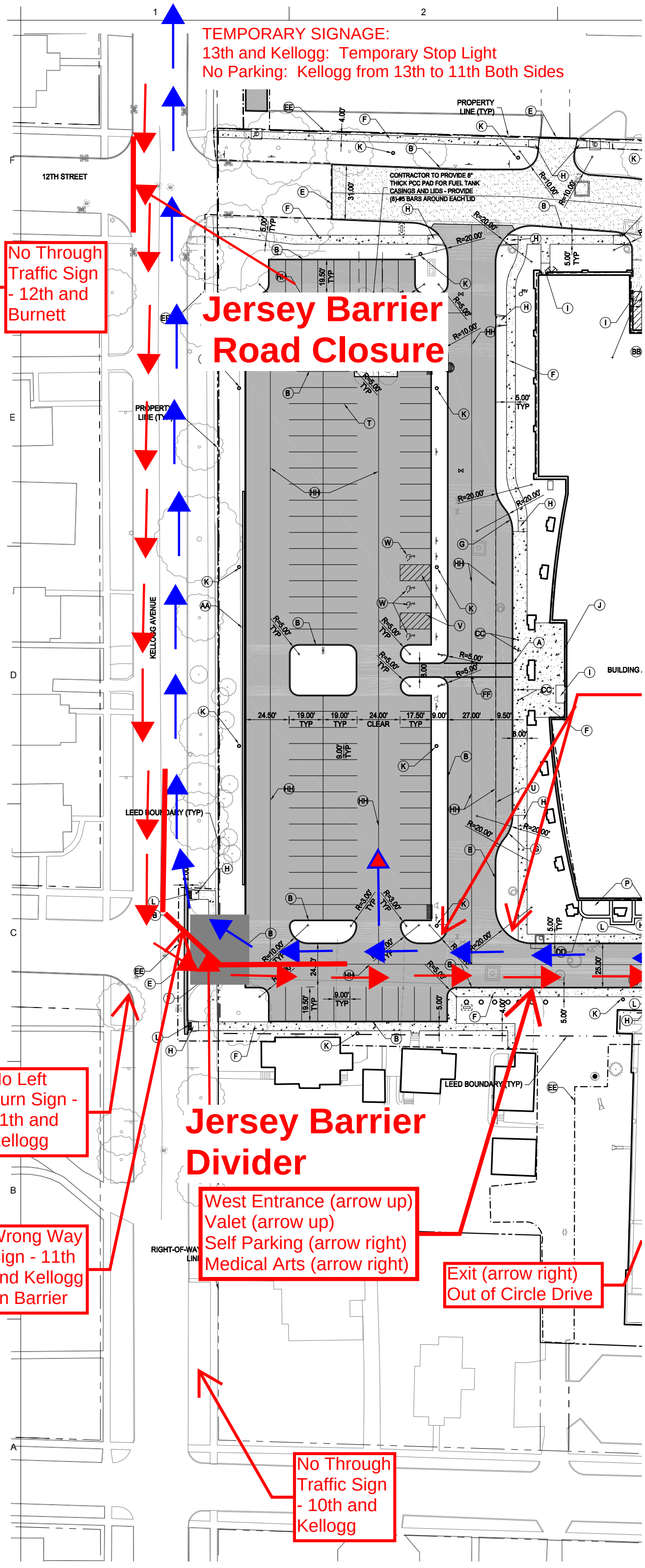
Jersey Barrier Divider

Wrong Way Sign - 11th and Kellogg on Barrier

West Entrance (arrow up)
Valet (arrow up)
Self Parking (arrow right)
Medical Arts (arrow right)

Exit (arrow right)
Out of Circle Drive

No Through Traffic Sign - 10th and Kellogg



Staff Report

1515 Indiana Three Season Porch Construction And Storm Water Retention Easement

May 27, 2014

BACKGROUND

City Council referred to staff a letter from John and Julie Larson of 1515 Indiana (Patio Homes West, First Addition Lot #18) regarding the construction of a three season porch to the rear of their home. The Larsons spoke with staff regarding this construction prior to Council receipt of the letter, and staff relayed to the Larsons that – due to the restrictions of a water retention easement on the property – staff could not approve the structure to be built within this easement area. The existing water retention easement area was established in 1980 as a part of the restrictive covenants of the Patio Homes West Association, Inc.

STAFF COMMENTS

Article 11 of the subdivison's restrictive covenants specifies "That the West 50 feet of Lots 17 through 32 is set aside as a water retention easement area. **No building shall be erected in this area** and plantings shall be allowed only insofar as the plantings do not interfere with the purpose of the easement and natural surface drainage." This easement area is shown in Attachment A.

Furthermore, Article 3 of the subdivision restrictive covenants specifies that "… no structure or fence shall be constructed on the lots without first securing the approval of the association." The property owners have received approval from the Home Owners Association to build the three season porch should the City allow for the construction.

In reviewing this immediate area of concern, staff from several City departments met to determine if there have been any issues with storm water in the area. The only relevant activities performed in recent memory were to clean and open an area stormwater intake near 1413/1417 Indiana.

NEXT STEPS

Staff feels that there may be an opportunity to vacate the easement and release the building restriction based on topography and past history. In order to move forward, a drainage analysis should be conducted by a third party professional engineer, at the property owner's or Home Owners Association's expense, to determine the extent to which the easement may be vacated under the current conditions, and to provide recommendations as to the extent of area that could be vacated. It may be determined that more properties could have the easement restrictions adjusted or even removed based on this analysis. It should also be

noted that the analysis could show that the limits of the easement are justified and that no reduction in the easement area should be allowed.

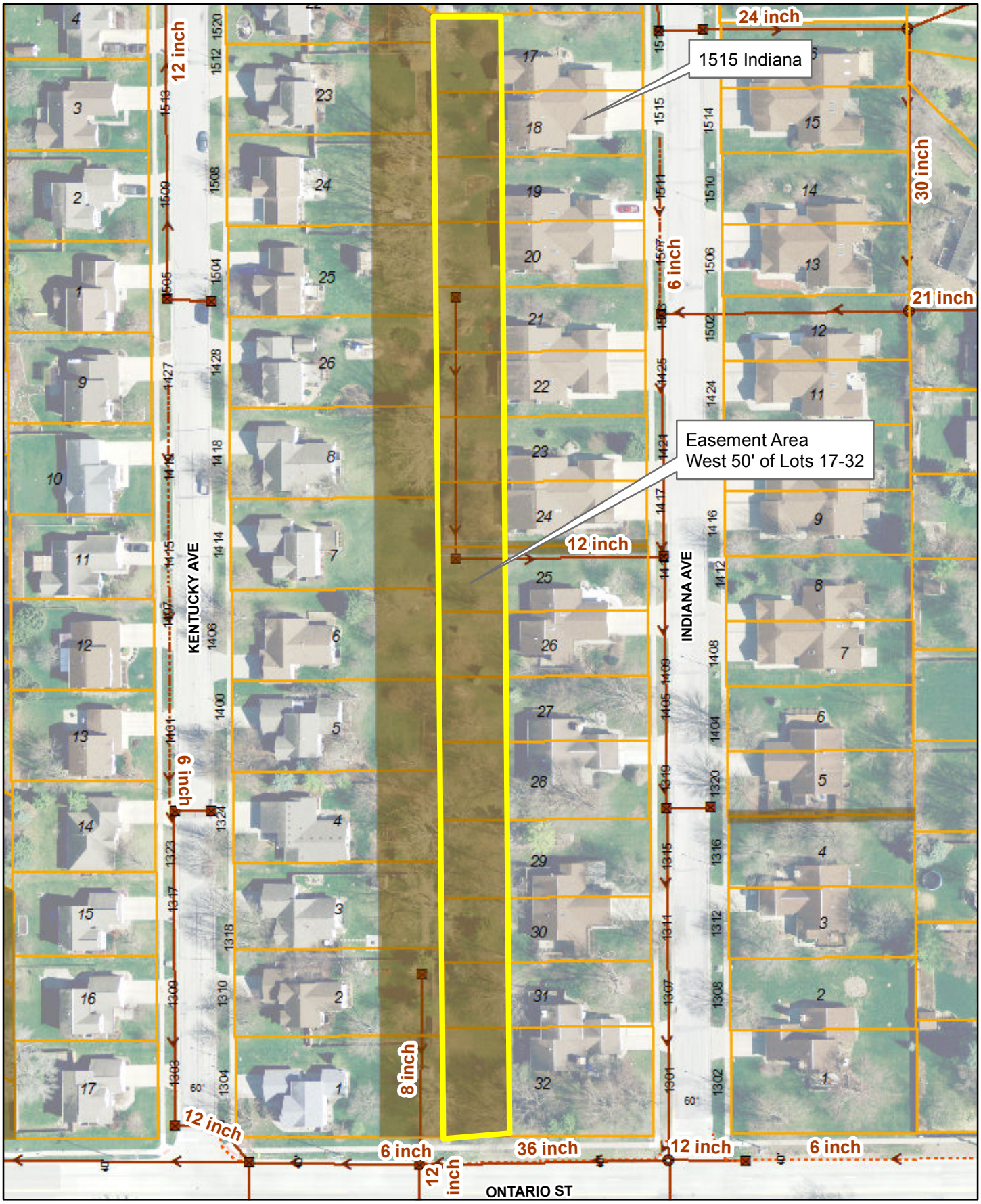
Upon receipt and review of such an analysis, staff will return to Council with a second report to provide an update and request direction depending on the outcome of the drainage analysis.

OPTIONS

There are, at least, two possible options could be considered if the engineering analysis indicates all or a portion of the original easement can be vacated.

Option 1. Upon completion of that analysis, should Council give direction to vacate easement areas, staff would begin the vacation process. This process would include, but is not limited to, a modification to the current restrictive covenants and a new survey(s) to define the exact limits of the area(s) to be vacated. All fees (engineering analysis, survey, advertisement, and recording) for this work would be the responsibility of the property owner or the Home Owners Association, and not be a cost to the City. The Home Owners Association would also need to modify their restrictive covenants to allow for the construction of a porch in the easement area.

Option 2. Another option is to reject the request to vacate a portion of the existing easement and do nothing at this time, since the area appears to be functioning as originally designed. Were the easement to be vacated, it would be very difficult to gain it back again should drainage problems occur sometime in the future.



1515 Indiana
Attachment A

NORTH

Scale: 1 in = 100 ft

Date: 5/20/2014

Staff Report

UPDATE REGARDING SIDEWALK CAFÉ REGULATIONS

May 27, 2014

Background

In summer 2012, Campustown Action Association (CAA) asked for clarifications pertaining to sidewalk cafes regulations. City staff presented a series of questions to the City Council in late 2012 to help guide the rewrite of the vending and sidewalk café portion of Municipal Code. Staff is in the process of completing changes to the Municipal Code, but needs more guidance regarding four issues related to sidewalk cafes. **This report is intended to introduce these four issues for your consideration. The City staff will not ask for direction regarding these issues until early summer.**

Cafe Beaudelaire, Lincoln Way, Ames

Staff has determined that the existing sidewalks in both Campustown and Downtown are generally not wide enough for sidewalk cafes. Compliance with the Americans with Disabilities Act (ADA) significantly restricts the space for sidewalk cafes. Planters, trees, parking meters, on-street parking, and street lights also limit the space for sidewalk cafes. Where sidewalk cafes are possible in Ames, the limited space does not easily allow for more than two diners per table.

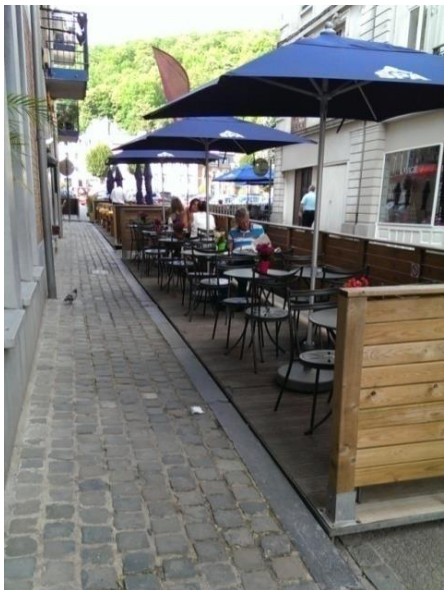
Offset Sidewalk Cafes

Staff has considered allowing offset sidewalk cafes as an option, where the tables are arranged near the curb and the pedestrian space is along the buildings. However, this arrangement does not work well adjacent to parallel parking, where passenger car doors can swing into the barriers and tables. If a cafe were moved further away from the parking, it would impede the space for pedestrian movement. Therefore, there are only a limited number of areas this type of arrangement could work. It may be possible along portions of Lincoln Way and Welch Avenue if parking spaces were removed and converted into other uses such as

Difficult parking in Chicago, IL

parklets, bicycle lanes, or larger sidewalks. This would eliminate the concerns about vehicle doors.

Parklets for Dining and Public Space



Dining Parklet in Spa, Belgium

The other option that staff has considered for providing outdoor dining in Campustown and Downtown is a parklet. A parklet can be a park constructed in a public parking space or it can be a space "rented" by a restaurant for outdoor dining. Public parking spaces could be used along Welch Avenue, where it is not easy to accommodate sidewalk cafes due to the sidewalk width. A parklet can allow for larger tables and more diners per table than most existing sidewalk café spaces, without impeding the pedestrian space. Parklets and sidewalks can be used in combination to create larger dining areas.

Lincoln Way could accommodate parklets, but with the speed and volume of vehicles it might be less desirable to patrons. A buffer space or barrier would be essential to a quality outdoor dining experience.

Parklet as public space in Campustown

The City of Cedar Rapids, Iowa, now actively promotes the use of parklets in its downtown next to restaurants. In the Downtown, the issues are similar to Welch Avenue as it relates to limited public space and a parklet would be an opportunity to allow for outdoor dining in both areas.

REMAINING ISSUES

Prior to completing the revisions to the sidewalk café and vending cart portion of Municipal Code, City staff will request direction later in the summer regarding the following three issues:

What requirements should exist to delineate the sidewalk café from the pedestrian space? CAA has requested clarification regarding sidewalk cafe barrier requirements due to the width of the sidewalk throughout much of Campustown. CAA is also asking the City to provide some guidance on the

the aesthetics to assist business who might be considering this type of service extension.

Methods to delineate the cafes could include chains, ropes, planters, panels, fences, etc. made out of metal, wood, plastic, or ceramic. **These methods could be left in place or removed every night and would need to meet necessary requirements under the ADA.** (See Attachment A for concepts)

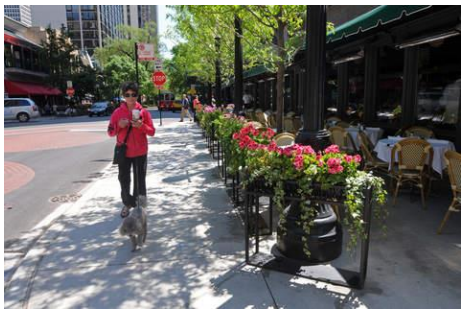
How should conflicts regarding vending carts and sidewalk cafes be addressed? Currently the Municipal Code does not identify how to approach a situation in which a vendor is using a portion of the right-of-way in front of a restaurant, and that restaurant decides to pursue a sidewalk café. This issue may become more prevalent if the City Council takes steps to provide more space for bike lanes, parklets, wider sidewalks, and sidewalk cafes in Campustown. (See Attachment B)

Should alcohol service be permitted at sidewalk cafes?
Part of the request from the CAA pertains to allowing alcoholic beverages at a sidewalk cafe and MSCD has also expressed a strong desire to have beer and wine service at sidewalk cafes. Many businesses that would pursue a sidewalk café serve alcohol inside their premises. City staff will request direction regarding whether alcohol should be permitted, and if so, whether special requirements must be imposed. The Police Chief is opposed to allowing alcohol due to the difficulty of enforcement. (See attachment C)

How is the proposed facilitation of bicycle movement in the Campustown Business District compatible with or in opposition with the placement of sidewalk cafes?
As you will see from the following staff report, if the City Council decides to move ahead to adopt the suggestions to promote bicycle movement, parking will be removed from the south side of Lincoln Way from Hayward to Lynn and from the east side of Welch from Lincoln Way to Hunt. The proposed closure along Lincoln Way will utilize the vacated parking spaces for a bike lane. However, since only 5 feet is needed for this purpose, the remaining 3 feet could be combined with the existing sidewalk area for sidewalk cafes. Along Welch Avenue from Lincoln Way to Chamberlain on the east side, no bike lane is being recommended. Therefore, this 8 foot area can be used for parklets to facilitate sidewalk cafes. The vacated parking spaces on the east side of Welch from Chamberlain to Hunt will be a painted bike lane.

City staff will continue to work with the commercial retail associations to share information and solicit feedback, prior to seeking Council direction regarding the first three issues.

Attachment A
Sidewalk Cafe Delineation Options









Attachment B

What priority should a stand have compared to a sidewalk cafe?

The current code is silent when it comes to competition for space between vending carts and sidewalk cafes. Staff would still like the City Council's guidance:

OPTIONS

1. If an owner of a business would like to have a sidewalk cafe and there is a conflict with an existing stand, then the owner of the business must apply for a sidewalk cafe permit and wait until the expiration of the annual permit for the stand, prior to construction of the sidewalk cafe.

2. If an owner of a business would like to have a sidewalk cafe and there is a conflict with an existing vending cart, then the owner of the business must apply for a sidewalk cafe permit and if approved by the City, then a 60 day notice will be provided to the vending cart of the termination of that location. If another location is available that vending cart will be given opportunity to transfer to that location. Any sidewalk cafe application will take priority over a stand.

3. Direct staff to develop other options based on City Council guidance.

4. Leave as currently stated in Sec. 22, Division III., where there is no priority.

Attachment C
Should alcohol be permitted at sidewalk cafes?

Part of the request from the CAA pertains to allowing alcoholic beverages at a sidewalk cafe. **It would be very difficult for the police to regulate alcohol when the premises cannot be secured and liquor could be easily passed outside of the area. Currently, alcohol is not allowed to be served at sidewalk cafes.**

OPTIONS

1. Do not allow alcoholic beverages at a sidewalk cafe.

2. Allow alcoholic beverages at sidewalk cafes and request staff to prepare language that ties sale of food to sale of alcohol, so that only a restaurant by definition in the Code can sell alcohol.

3. Allow alcoholic beverages, limit to only wine and beer, at sidewalk cafes and request staff to prepare language that ties sale of food to sale of alcohol, so that only a restaurant by definition in the Code can sell alcohol.

4. Allow alcoholic beverages, limit sales till 10 p.m., at sidewalk cafes and request staff to prepare language that ties sale of food to sale of alcohol, so that only a restaurant by definition in the Code can sell alcohol.

5. Direct staff to develop other options based on City Council guidance.

6. Leave as currently stated in Sec. 22, Division III.

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

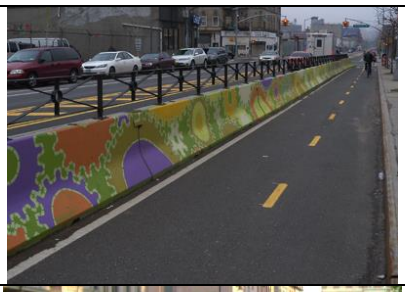
features. The project would be reversible if the sense of the community was that retaining the parking spaces is a greater priority.

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.

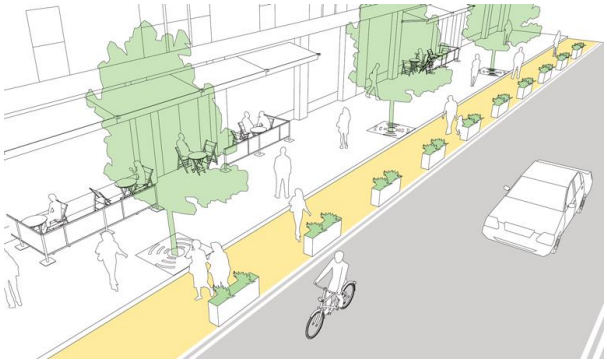
The specific details regarding implementation would be returned to the City Council for final approval. The City Council may have to incorporate this project into the budgeting process, which would require the project to take place after July 2015 at the earliest. The project could not take place until 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.

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Staff Report

MULTI-MODAL TRANSPORTATION SAFETY IN CAMPUSTOWN

April 22, 2014

BACKGROUND:

In December 2012, the City Council directed staff to investigate ways to reduce bicycle-car and bicycle-pedestrian collisions in Campustown. The existing infrastructure for bicyclists in Campustown is limited, either because bicycling amenities were never installed or because increased concentrations of pedestrians and store entrances have caused a need to prohibit bicyclists on certain sidewalks.

After holding discussions with Campustown Action Association and conducting surveys of bicyclists and business owners, City staff presented a report to the City Council on August 13, 2013. This report determined that removing car parking to accommodate bicycling infrastructure was the most viable way to address car/bike/pedestrian conflicts. The City Council was asked to weigh the tradeoffs between car parking and bicycling. The Council directed staff to establish a task force to identify creative solutions to satisfy both the parking and bicycling needs.

PROCESS:

City staff assembled a task force consisting of representatives from Campustown Action Association, the Iowa State University (ISU) student body, the Campustown business community, and the Ames Bicycle Coalition. The group met in November 2013 to brainstorm potential solutions. City staff developed basic visualizations and preliminary comments for each proposal. The task force met to review the staff comments and prioritize the projects in January 2014.

The task force report was discussed by Campustown Action Association at its January Membership Social. In April, CAA submitted a formal response letter to the report, which is attached. City staff reviewed the report with a subcommittee of the Student Experience Enhancement Council (SEEC) at ISU. This group was established in 2012 to address academic and quality-of-life challenges posed by ISU's record growth in enrollment. The subcommittee indicated that the recommendations would not pose any challenges to that group's efforts, and that any projects undertaken by the City may also be evaluated for use on campus. Finally, a copy of the report was provided to representatives from Kingland Systems, the Opus Group, and Gilbane, Inc., for their comments These companies are presently involved in the three largest redevelopment projects in Campustown.

PROPOSALS:

The task force ranked and evaluated 11 potential projects, which are detailed in the attached report. Several of the proposals were intended to be implemented in combination. For example, the project to address City Parking Lot X would have little direct benefit to cyclists and pedestrians, but it may be a necessary tradeoff for businesses if one of the projects that removes parking elsewhere was implemented. The projects (from highest to lowest priority) are as follows:

1. **Install Bike Lanes or Cycle Track on Chamberlain Street and Sharrows on North-South Roads** – This project would remove the parking on one side of Chamberlain Street to create dual bike lanes or a cycle track (see definitions on page 7). Hayward, Welch, Stanton, Lynn, and/or Ash Avenues would receive sharrows. This project would have costs of approximately $200 to restripe Chamberlain and the sharrows could cost up to $76,000 if all the proposed streets are marked and heavy-duty markings are used. Heavy duty tape markings provide better visibility and are expected to last two to ten years. A lower-cost option could be to paint the sharrows, which would only last one to two years and would cost approximately $5,400.

2. **Install Bike Detection at Lincoln Way Intersections and Include Bike/Ped Priority** – This project would replace older in-ground inductive loop vehicle detectors with newer radar units that can also detect bicycles. These detectors are becoming a standard intersection installation component due to their improved reliability and lower long-term cost. This project would prioritize the installation of these detectors at three Campustown intersections (Lincoln/Welch, Lincoln/Hayward, Lincoln/Lynn). Additionally, these intersections may be programmed to provide a dedicated bike/pedestrian movement prior to vehicle movements. Installing new radar units would cost $18,500 for each full intersection. The intersection at Hayward Avenue and Lincoln Way is scheduled to be upgraded this summer.

3. **Install Wayfinding Signage to Direct Users to Intermodal/Other Facilities** – Campustown Action Association has already initiated plans to develop a wayfinding signage program for Campustown. This program would be helpful to encourage motorists to park at area parking facilities on the edges of the district rather than drive through the district to search for parking. This would help reduce vehicle congestion and conflicts in the center of Campustown. This project has been discussed and supported by the Campustown Action Association. Costs cannot be determined at this time due to the fact that no branding has been finalized. Depending on complexity of signs, they could potentially be made by City staff.

4. **Install Sharrows/Bike Lane(s) Along the 100 Block of Welch Avenue** – This project would remove or adjust the bump-out light fixtures from Welch Avenue and eliminate parking on one side of the block. This would provide space for installation of dual bike lanes. This project would also reduce operational challenges the City faces with maintaining the Welch Avenue roadway. It would cost approximately $2,600 to

remove the bump outs on Welch Avenue and approximately $15,000 to move the street lights. Painting would cost approximately $100 for the restriping of Welch Avenue.

5. **Install a Bike Lane Along Lincoln Way** – This project would remove the parking along the south side of Lincoln Way from Hayward to Lynn and install an eastbound bike lane. The remaining space from the removal of the parking could be repurposed to allow for wider sidewalks, parklets, and/or sidewalk cafes in the future. It would cost approximately $17,000 to move intakes and remove bump outs at the intersections. The cost could potentially be higher due to the amount of utilities in this corridor. One streetlights at the corner of Stanton Ave. and Lincoln Way would need to be relocated at a cost of approximately $5,000.

6. **Remove Trees, Adjust Lighting Along Welch and Lincoln Way** – This project would remove the trees primarily along Welch Avenue and Lincoln Way, and would move streetlights out of the roadway. Without the trees, lighting would provide for safer cycling and pedestrian activities. Additionally, the trees currently pose obstacles to sidewalk users. The trees could be replaced with planters situated more strategically so as to not create obstacles. Removal of the trees also eliminates maintenance and public health challenges for the City. The trees along Lincoln Way and Welch Avenue abutting the Kingland property were recently approved for removal by City Council. A new landscaping plan for this area has not been submitted. The cost of removing the trees, if done by a contractor, could potentially cost approximately $24,000. The cost of upgrading lighting is undetermined as a style and make of light would largely influence the cost.

7. **Education Campaign for ISU Students and Public on Rights/Responsibilities of Roadway Users** – This project would involve working with ISU and other partners to develop educational materials for new students, residents, and others to be aware of the rights and responsibilities of different user groups.

8. **Adjust Parking Fees** – This project would analyze the parking rates and timing of meters and area parking facilities. Rates and times could be adjusted to encourage motorists to park in facilities with ample parking on the edges of the district and walk into Campustown rather than to drive through Campustown to park.

9. **Coordinate Bike Parking** – The City has placed several bike racks throughout Campustown. This project would involve evaluating those locations and removing, moving, or adding bike racks in a way that reduces obstacles to users. New U-shaped bike racks cost approximately $150 each and staff believes that 4-6 more could be placed in the Campustown area.

10. **Coordinate Continuity of Routes with ISU** – This project would involve City staff coordinating with ISU to identify key bike routes onto and off of campus, and developing plans to support those interfaces.

11. **Make Lot X More Usable, More Attractive to Drivers** – This project would involve upgrading infrastructure and beautifying Lot X to encourage motorists to park in it rather than looking for on-street parking. This would have indirect effects in reducing congestion through the center of Campustown. Other projects that may reduce on-street parking may be combined with this proposal as a way to address business owner concerns over parking losses. This project would need to be studied more to determine costs. Depending on the extent of the renovation, costs could easily reach into hundreds of thousands to address lighting, paving, utilities, and other amenities.

STAFF COMMENTS:

After reviewing the task force's projects in detail, City staff believes the projects fall into three general groups:

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 again 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

OPTIONS:

The following options available to the City Council may be combined based upon the Council's interests:

1. **Direct staff to pursue the non-infrastructure projects and minor infrastructure projects (projects 2, 3, 7, 8, 9, and 10).** These projects can be completed within current budget and planning constraints or with few modifications. Staff would report back to the City Council with any budget amendments needed as appropriate.

2a. **Direct staff to pursue the street alteration projects (projects 1, 4, and 5) as recommended by the task force.** These projects are permanent alterations to the parking and biking infrastructure. City staff would have to report back to the Council with budget estimates for design and construction costs, and the projects would be incorporated into the Capital Improvements Plan.

After further discussion regarding this option, City staff believes that the areas identified in projects 1, 4, and 5 are critical to addressing bike/car/pedestrian conflicts. However, staff believes that the specific strategies (sharrows/bike lanes/cycle track) proposed during the task force discussions may require adjustment. Therefore, City Council may wish to consider option 2b, which allows for staff to test temporary strategies rather than immediately modifying the streetscape.

2b. **Direct staff to pursue the street alteration projects (projects 1, 4, and 5) using the NACTO interim strategies in lieu of permanent alterations.** Staff would need direction on the scope of alterations that would be acceptable to the Council for interim projects. After a trial period, staff would report back to the Council regarding the effectiveness of the interim strategies and recommend next steps.

The *National Association of City Transportation Officials (NACTO) Urban Street Design Guide* provides interim strategies to address conflict-prone areas like Campustown. These strategies use signs, roadway markings, paint, planters, trees, benches, and other temporary objects to shape the space rather than permanently re-constructing the streetscape. For example, instead of pouring concrete to establish a curb-separated cycle track, the NACTO guide might suggest using removable plastic bollards to create a separation. These strategies allow for cost-effective experimentation. Then, after a successful interim solution is found and has gained community support, a capital improvement can be undertaken to make the changes permanent.

Some of the possible temporary strategies from this guide are indicated in the table below. Not all strategies are appropriate for each of the areas. Potential

strategies that may be appropriate to address the four identified areas include the following:

Area	Temporary to Permanent Strategies Less Intensive				More Intensive		
	Sharrows	Painted Bike Lane	Painted Cycle Track	Removable Bike lane	Interim Sidewalk Widening	Bike Corral/ Parking	Parklets
Chamberlain	X	X	X			X	
North/South Routes	X	X			X	X	X
100 Block of Welch	X	X		X	X		X
Lincoln Way		X		X	X	X	X

If the City Council chose to proceed with addressing these areas, City staff would request direction from Council regarding which of the four areas above should receive temporary alteration, and whether staff may consider all or only some of the potential strategies. City staff would report back with recommendations for further steps, if any, after the strategies have been tested.

3. **Direct staff to pursue the non-incremental infrastructure projects (projects 6 and 11).** These projects are permanent alterations to the streetscape and Parking Lot X. City staff would have to report back to the Council with budget estimates for design and construction costs, and the projects would be incorporated into the Capital Improvements Plan.

Staff realizes that the challenges addressed in this report may be new to some members of the City Council. Further, a separate group has also been tasked with addressing space issues related to sidewalk cafes and food vendors. Council may choose to take this current report under advisement until the report is received from that second working group. That could allow Council to make more comprehensive and cost-effective decisions regarding all of the related needs and opportunities in Campustown.

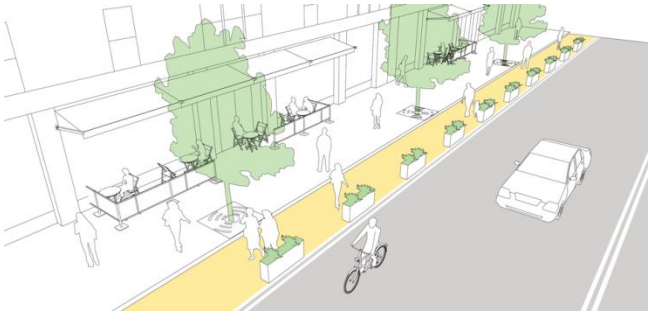
Strategy Descriptions:

Sharrows – A pavement marking used to encourage bicyclist positioning to reduce the chances of impacting the open door of a parked vehicle, alert road users that bicyclists may be in the lane, and to reduce the incidence of wrong-way bicycling.

Bike Lane – A lane restricted to bicycles only, 4-5 feet in width and is designated for one-way travel. Roadways may have a bike lane in one direction, bike lanes in both directions, or a bike lane in one direction and a sharrow in the opposite direction.

Cycle Track – A two-way area designated for bicycles only. This lane typically has bollards or a raised curb to separate bicyclists from vehicle traffic. The separation greatly reduces the chances of a bicyclist striking the opening door of a parked car.

Sidewalk Widening – Using planters, bollards, art, or other objects to temporarily create a larger space for walking, sidewalk cafes, or biking on the sidewalk. An elevated platform can be placed in the street to extend the sidewalk.



Bike Corral – A bike rack for 15-30 bicycles, placed on the street in a standard parking space. These structures could be placed seasonally or permanently. Placing a large bike corral on the street instead of several smaller racks can reduce streetscape clutter, but may be less convenient for bicyclists.

Parklet – A temporary structure for seating, gathering, or other activities, built to take up a standard parking stall. These can be used to free space on the existing sidewalks.

campustown
action
association

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

April 16, 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.

Campustown Action Association endorses the priorities outlined within the report, but encourage City Council to save parking wherever possible EXCEPT on Lincoln Way where we feel that parking is not compatible with bike and multimodal usage. We encourage the City to move to remove parking along Lincoln Way from Hayward Street to Lynn Avenue as a way to create wider sidewalks for outdoor cafes and other activities and a bicycle lane for cyclists to safely bike from West Ames to the Iowa State campus. Several of the priorities highlight ways to showcase our other parking alternatives, including new signage at our four surface parking lots and the Ames Intermodal Facility, which all include public parking options. We support sharrows on Welch Avenue and Chamberlain Street.

We also 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.

We thank the City of Ames and the staff involved in working with the Transportation Task Force to create these eleven priorities for our business district as we continue our common goal of making Campustown a fun and safe business district for customers of all ages.

Sincerely,

Anne Taylor
CAA Board President

Kim Hanna
CAA Director

200 Stanton Avenue Suite 102 Ames, IA 50014 • 515.450.8771 • director@amescampustown.com

Campustown Transportation Alternatives Task Force

Final Report

January 2014

Task Force Members:
Sarah Olson, Government of the Student Body
Doug Ziminski, Campustown Business Owner
Claudio Gianello, Campustown Business Owner
Paul Doffing, Ames Bicycle Coalition
Mitchell Kenne, Iowa State University Student
Father Al Aiton, St. John's by the Campus
Kim Hanna, Campustown Action Association
Trevin Ward, Campustown Action Association
Barry Snell, Government of the Student Body

City of Ames:
Damion Pregitzer, Traffic Engineer
Corey Mellies, Public Works Operations Superintendent
Brian Phillips, Management Analyst

Purpose and Background

In August 2013, the City Council directed City staff to establish a task force to identify creative solutions to address bicycle-car and bicycle pedestrian collisions in Campustown. Over the span of two meetings, this task force developed criteria to measure potential solutions, brainstormed projects, and prioritized projects based on descriptions prepared by City staff.

The projects that were pursued and included in this report were considered against the following criteria:

1. Safety/security
2. Maintenance/quality
3. Multi-modal design (user groups and purposes)
4. Support business climate
5. Align with natural flow/use
6. Cost
7. Effect on parking
8. User fees

Comments for each project were received in each criterion from City staff and members of the task force. Scores from 1-4 were assigned to each criterion, with 1 being characteristics that are least challenging/most desirable and 4 being those characteristics that are most challenging/least desirable. With regard to the "Cost" criterion, the scoring is as follows:

1. Can be absorbed in existing operating budget
2. A single-year CIP project
3. A multi-year CIP project
4. A project that would require a multi-year master plan

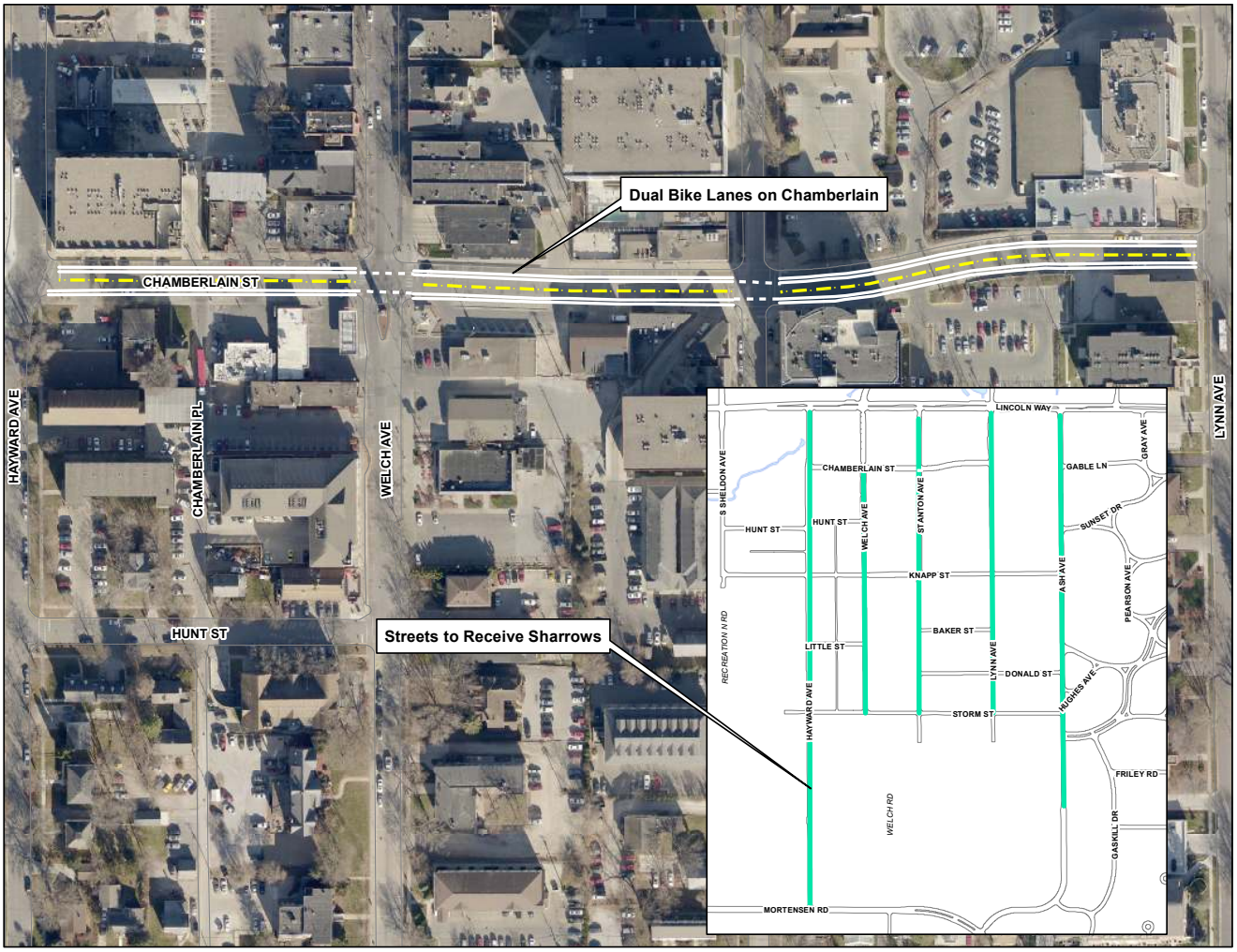
The projects that follow are presented in their priority order, with the first project shown being the highest priority of the task force and the last project being the lowest priority.

For reference, the following projects were identified in the brainstorming session, but were **NOT** pursued by this task force:

1. Integrate bike improvements used in Campustown into the City-wide biking infrastructure
2. Move parking to the north side of Lincoln Way/improve the north side of Lincoln Way
3. Use project suggestions from the NACTO Interim Guide
4. Install signage to warn bicyclists and drivers to be careful around opening car doors
5. Convert 100 block of Welch Avenue to a pedestrian mall
6. Install retractable bollards on the 100 block of Welch Avenue to create a weekend bike/ped space
7. Reduce lanes of travel on Lincoln Way to accommodate biking and pedestrian uses
8. Implement traffic calming on Lincoln Way (such as a raised intersection)
9. Install textured sidewalk to encourage walking closer to businesses and biking near the curb.
10. Install signage encouraging bicyclists to slow down
11. Install a bike lane next to the parallel parking on Lincoln Way

1

Install Bike Lanes or Cycle Track on Chamberlain and Sharrows on North/South Roads

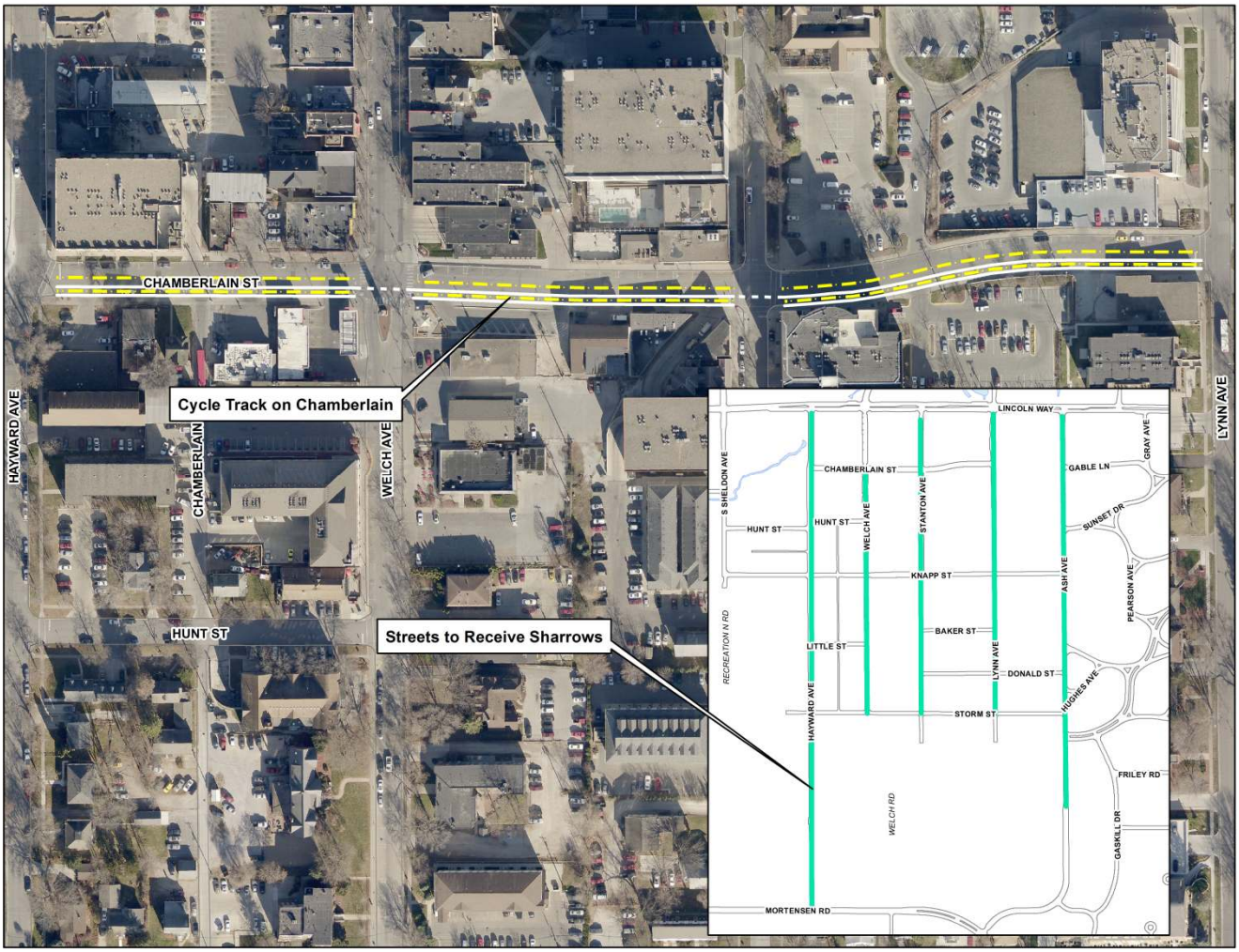


Description:

Chamberlain currently consists of a 41-foot wide pavement with two 9-foot parking areas provided on the north and south. There are currently 60 total spaces from Hayward Ave. to Lynn Ave. with 35 on the north side and 25 on the south side. Two five-foot bike lanes would be added by removing parking along the south side of the street. To avoid any conflict with cars it may also be feasible to install a dedicated cycle track on the south side of Chamberlain (see illustration on next page). North/south route sharrows would be installed on Hayward Ave. from Lincoln Way to Mortensen Road, Welch Ave. from Chamberlain to Storm St., Stanton Ave. from Lincoln Way to Storm St., Lynn Ave. from Lincoln Way to Storm St. and Ash Ave. from Lincoln Way to the existing cycle track.

(continued)

Graphic indicating an alternative, with a dedicated cycle track on Chamberlain Avenue and sharrows on north/south routes:



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Safety/Security **Score: 2**

Comments:

This project would reduce bicycle and car interactions by providing a dedicated space for cyclists in the bike lanes and by increasing motorist awareness of cyclists on the sharrow routes. This area has a history of prior bicycle and car collisions. Installation of bike lanes on both sides of the road would be safer than on a single side because with a bike lane on just one side, bike traffic must cross car traffic on the street at some point.

Maintenance/Quality **Score: 2**

Comments:

This project would only require maintenance of the pavement markings and signs, which would be minimal. The street would be easier to remove snow from with fewer cars. This project would also result in fewer parking meters to maintain.

Multi-modal Design (user groups and purposes) **Score: 2**

Comments:

There is no pedestrian or transit coordination benefit to this project. This project would extend biking routes from the intermodal facility. It would address both destination and pass-through traffic.

Support Business Climate **Score: 3**

Comments:

Businesses may be concerned with the removal of parking. However, this project would make possible a higher density of users by replacing lost vehicle parking capacity with substantially greater pedestrian and bicyclist capacity.

Align with Natural Flow/Use **Score: 2**

Comments:

A connection to the intermodal was requested by direct user feedback. This project would connect the Campustown business district core with west Ames and residences to the south and east. Chamberlain is an east-west alternative to Lincoln Way.

Cost **Score: 1**

Comments:

This project could be accommodated within the existing operating budget. This east-west connection would be a lower cost alternative than modifying Lincoln Way.

Effect on Parking **Score: 3**

Comments:

There is a net loss of 25 metered parking spaces and non-metered on-street parking with this project. The loss of metered parking may be absorbed by area parking facilities. The loss of parking further east near the Greek community may be more problematic because there are fewer parking alternatives available.

User Fees **Score: 3**

Comments:

This project would result in a loss of parking revenue.

2

Install Bike Detection at Lincoln Way Intersections and/or Include Bike/Ped Priority

Description:

This project would install radar detection units capable of detecting bicyclists at the intersections of Lincoln Way and Hayward Avenue, Lincoln Way and Welch Avenue, and Lincoln Way and Lynn Avenue. The traffic signals would be programmed to provide dedicated walk/bike movements prior to vehicular traffic movements. This type of signal detection does not impede emergency response exceptions.

2

Safety/Security **Score: 2**

Comments:

This project does not provide physical protection. However, it does protect bicyclists by reducing the need to travel in and out of the sidewalk area to press the pedestrian push button. It also protects bicyclists who would cross against the signal rather than waiting for a vehicle to trip the traffic signal. This feature may be accompanied by a painted symbol in an area near the stop bar that indicates where bicycles should stop to be detected.

Maintenance/Quality **Score: 1**

Comments:

This type of detection is more reliable than traditional inductive-loop traffic detectors. It has become a standard feature of new traffic signal installations.

Multi-modal Design (user groups and purposes) **Score: 2**

Comments:

Bicyclists will see improvement for both destination and pass-through traffic, although if this encourages more bicyclists to be on the road additional space may become available on the sidewalk for pedestrians. This project does not improve transit or vehicular traffic.

Support Business Climate **Score: 1**

Comments:

Bicyclists would be accommodated on the street instead of on the sidewalk, which may improve the traffic flow in front of businesses.

Align with Natural Flow/Use **Score: 1**

Comments:

These intersections are heavily used by bicyclists.

Cost **Score: 2**

Comments:

This project would require incorporation into the City Budget or Capital Improvements Plan. Over time, intersections across the City will have this type of detection. However, Campustown intersections could be prioritized for installation in the next few years.

Effect on Parking **Score: 1**

Comments:

No comments

User Fees **Score: 1**

Comments:

No comments

3

Install Wayfinding Signage to Direct Users to Intermodal/Other Facilities

Description:

Currently there is no unified system to direct motorists to public parking facilities in Campustown. This project would develop a program for wayfinding signage in Campustown that directs motorists to the Intermodal Facility, the Memorial Union Parking Ramp, and/or other area parking facilities.

3

Safety/Security **Score: 1**

Comments:

A wayfinding system would more efficiently direct motorists to their desired destinations, reducing the traffic from drivers who are looking for parking or other facilities. However, this does not provide any physical barrier or protection.

Maintenance/Quality **Score: 1**

Comments:

Standard sign maintenance can be absorbed into City maintenance budget. Specialty signage may increase maintenance costs.

Multi-modal Design (user groups and purposes) **Score: 1**

Comments:

This project would address a variety of users and both destination and pass-through traffic. Parking at area facilities and walking also aligns with the goals of the Smart 150 Challenge to support more sustainable transportation alternatives.

Support Business Climate **Score: 1**

Comments:

Helping users identify and use parking facilities and other points of interest should help shoppers stay in the Campustown area.

Align with Natural Flow/Use **Score: 1**

Comments:

This project would guide people to the parking and destinations they seek.

Cost **Score: 1**

Comments:

This project could be accommodated within the existing operating budget. Standard signs can be absorbed into the existing City budget. Specialty signage may increase costs.

Effect on Parking **Score: 1**

Comments:

Better signage may guide more motorists to parking ramps and create less dependence on on-street parking.

User Fees **Score: 1**

Comments:

More parking in the ramps could improve revenues, which would mitigate parking rate increases in the future.

4

Install Sharrows/Bike Lane(s) Along the 100 Block of Welch Avenue

Description:

Welch Ave. currently consists of a 41-foot wide pavement with two 9-foot parking lanes on the east and west with bump-outs that currently have street lights installed in them. This project would remove 11 spaces on the east side that would allow for the installation of two 5-foot bike lanes. This project would require the relocation of the lights on the east side, removal of the bump outs, and intersection work at Lincoln Way and Welch and Chamberlain and Welch. There could be a safety concern at times with pedestrians and delivery vehicles occupying the bike lane space.

4

Safety/Security **Score: 2**

Comments:

This project would reduce bicycle and car interactions by providing a dedicating bicycling lane. Signage and road markings would increase motorist awareness of bicycles and increase bicyclist confidence. This area has a history of prior bicycle and car collisions. However, this project would not address some conflicts between bikes, pedestrians, food carts, and driveways along Welch Avenue.

Maintenance/Quality **Score: 1**

Comments:

The street would be easier to remove snow from with fewer cars and with the removal of the bump-outs on Welch Avenue. This project would also result in fewer parking meters to maintain.

Multi-modal Design (user groups and purposes) **Score: 2**

Comments:

There is no pedestrian or transit coordination benefit to this project. This project would extend biking routes from the intermodal facility. It would address both destination and pass-through traffic.

Support Business Climate **Score: 3**

Comments:

Businesses may be concerned with the removal of parking. However, this project would make possible a higher density of users by replacing lost vehicle parking capacity with substantially greater bicyclist capacity.

Align with Natural Flow/Use **Score: 2**

Comments:

A connection to the intermodal was requested by direct user feedback. This project would connect the Campustown business district core with west Ames and residences to the south and east.

Cost **Score: 2**

Comments:

This project would require incorporation into the City Budget or Capital Improvements Plan.

Effect on Parking **Score: 3**

Comments:

There is a net loss of 11 metered parking spaces. The loss of metered parking may be absorbed by area parking facilities.

User Fees **Score: 3**

Comments:

This project would result in a loss of parking revenue.

5

Install a Bike Lane Along Lincoln Way

Description:

This project would install a bike lane along the south side of Lincoln Way. The removal of parking on Lincoln Way from Hayward Ave. to Lynn Ave. would result in the loss of 36 parking spaces. The existing parking lane is nine feet wide; five feet would be needed for a bike lane. The remaining space could be used as an interim parklet space to effectively widen the sidewalk in this area. This would require some intersection work and potentially moving light poles to accommodate the bike lane. No bike lane would be installed on the north side of Lincoln Way because that side has an existing, adequate width shared-use path.

5

Safety/Security **Score: 2**

Comments:

This project would eliminate conflicts between vehicles attempting to parallel park and traffic continuing through on Lincoln Way. This project would reduce bicycle and car interactions by providing a dedicated space for cyclists in the bike lanes. Signage and road markings would increase motorist awareness of bicycles. This area has a history of prior bicycle and car collisions. There is potential for increased space for pedestrians on widened sidewalks.

Maintenance/Quality **Score: 1**

Comments:

The street would be easier to remove snow from with fewer cars. This project would also result in fewer parking meters to maintain.

Multi-modal Design (user groups and purposes) **Score: 1**

Comments:

This project would make it easier for cars, pedestrians, bicyclists, and transit buses to navigate the Lincoln Way corridor. The project would create enhancements for both pass through and destination traffic.

Support Business Climate **Score: 4**

Comments:

Businesses may be concerned with the removal of parking. However, this project would make possible a higher density of users by replacing lost vehicle parking capacity with substantially greater pedestrian and bicyclist capacity. This project also might create the opportunity for sidewalk cafes or other new activities on newly widened sidewalks.

Align with Natural Flow/Use **Score: 1**

Comments:

This is the highest traffic corridor for cars, pedestrians, bicyclists, and transit buses in the Campustown area. The area between Lynn Avenue and Beach Avenue does not have space for bike lanes and does not have shared-use paths. Therefore, future projects might be needed to extend bicycle routes to the east.

Cost **Score: 1**

Comments:

This project could be accommodated within the existing operating budget. A lower cost interim solution could create bike lanes and widen the sidewalks with narrow parklets. A permanent solution would score as more intensive due to the need to install new sidewalk, curb, storm sewer, etc.

Effect on Parking **Score: 4**

Comments:

There is a net loss of 36 metered parking spaces. The loss of metered parking may be absorbed by area parking facilities.

User Fees **Score: 3**

Comments:

This project would result in a loss of parking revenue.

6

Remove Trees, Adjust Lighting Along Welch and Lincoln Way

Description:

This project would remove trees on Lincoln Way from Hayward Ave. to Stanton Ave. and on Welch Ave. from Lincoln Way to Chamberlain St. In total, 45 trees would be removed. This would also allow for lighting upgrades and provide more light to this area for pedestrians and vehicles as not having tree canopy affects the lights. Planters may be installed as an alternative, situated more strategically than the existing trees. This project would improve night-time bicycling safety and reduce the obstacles for bicyclists in the Campustown area.

6

Safety/Security **Score: 1**

Comments:

This project would improve visibility for pedestrians and bicyclists, particularly at night. It would also improve security. A larger space would be created for pedestrian movement. The removal of trees would also reduce hygienic concerns from crow feces. This project may improve visibility for vehicles entering parking and the fire station.

Maintenance/Quality **Score: 1**

Comments:

Assuming the lights are moved out of the street, snow removal would be substantially easier. Removal of the trees would reduce the amount of sidewalk clean up required to address crow feces. Trees would no longer need to be pruned. Tree grates would no longer need to be maintained and cleaned, and sidewalks would require less maintenance.

Multi-modal Design (user groups and purposes) **Score: 2**

Comments:

Removing obstacles on the sidewalks could potentially create enough space to allow for bicycle use on the sidewalk. However, this project would primarily benefit pedestrians, and only somewhat affect bicyclists.

Support Business Climate **Score: 1**

Comments:

Although CAA supports their removal, trees may be desirable to some businesses. Removal of the trees increases visibility for storefronts and signage, and provides more space for customers on sidewalk. This project would also create a more welcoming environment by reducing hygienic issues from crows.

Align with Natural Flow/Use **Score: 1**

Comments:

This project would address the most heavily used streets in Campustown.

Cost **Score: 2**

Comments:

This project would require incorporation into the City Budget or Capital Improvements Plan.

Effect on Parking **Score: 1**

Comments:

No comments

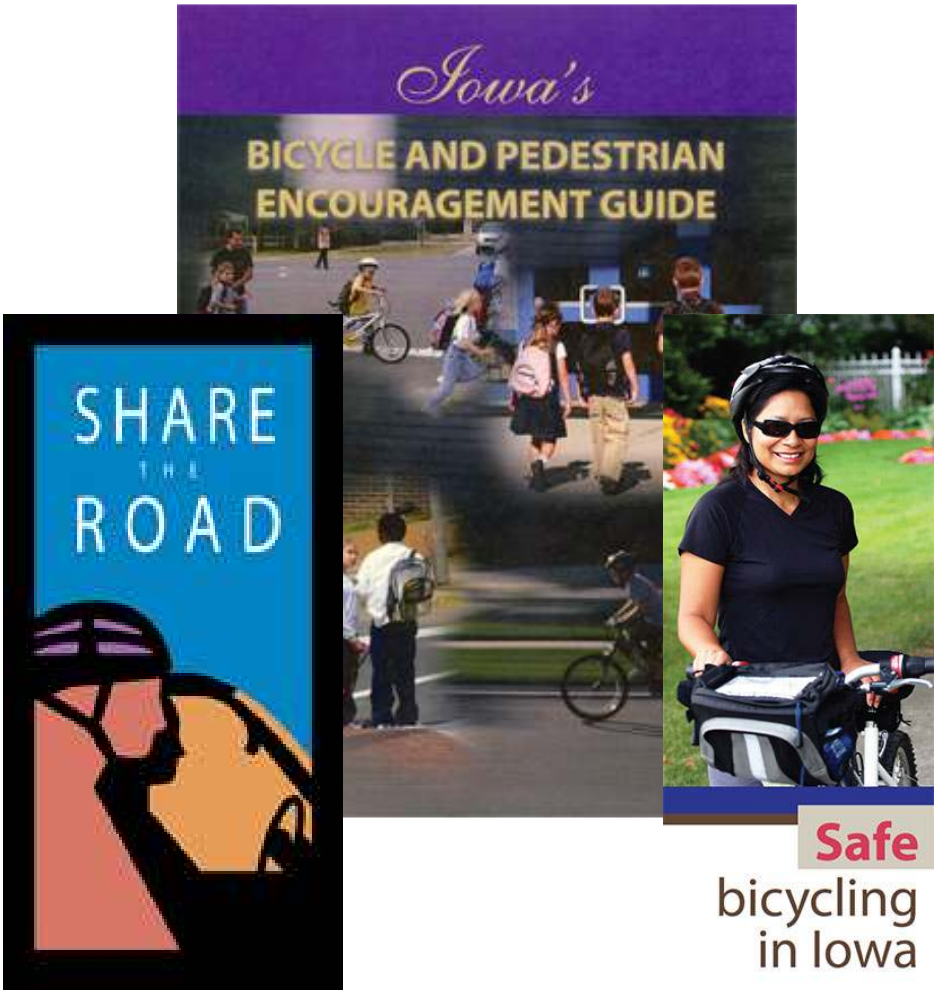
User Fees **Score: 1**

Comments:

No comments

7

Education Campaign for ISU Students and Public on Rights/Responsibilities of Roadway Users



Description:

Work with incoming ISU students through orientation and Destination Iowa State to educate them on the rights and responsibilities of both motorists and bicyclists in the Campustown area. Should include and be coordinated with the University, ISU Police Department, and Ames Police.

7

Safety/Security **Score: 1**

Comments:

An education campaign could build awareness and develop a culture of educated cyclists, motorists, and pedestrians.

Maintenance/Quality **Score: 1**

Comments:

No comments

Multi-modal Design (user groups and purposes) **Score: 1**

Comments:

This project would address users of all modes of transportation.

Support Business Climate **Score: 1**

Comments:

No comments

Align with Natural Flow/Use **Score: 1**

Comments:

No comments

Cost **Score: 2**

Comments:

This project would require incorporation into the City Budget or Capital Improvements Plan. The cost is dependent on the duration and extent of the campaign.

Effect on Parking **Score: 1**

Comments:

No comments

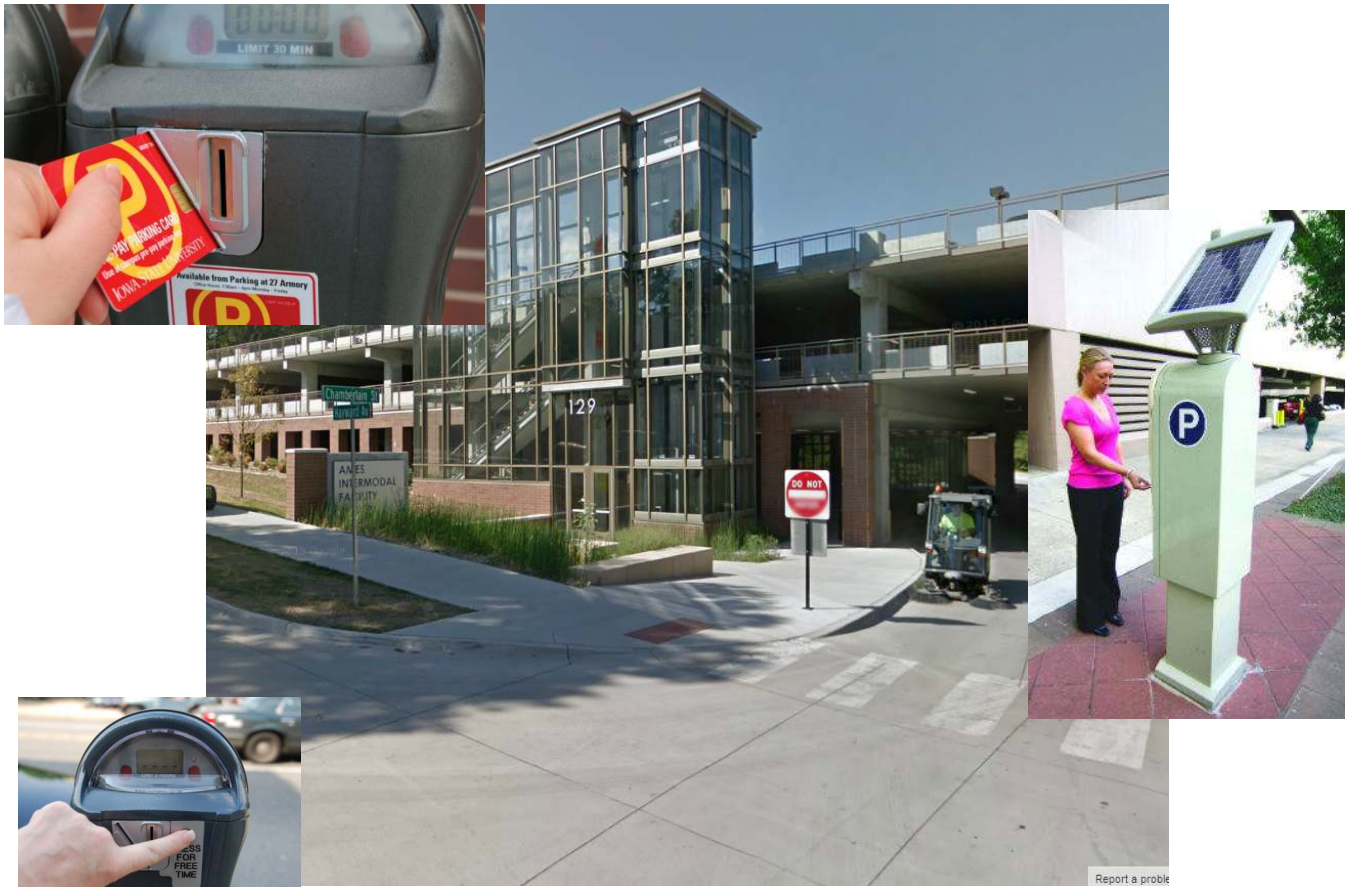
User Fees **Score: 1**

Comments:

No comments

8

Adjust Parking Fees



Description:

Evaluate fees to park in the Intermodal facility and at meters in Campustown and determine if they can be adjusted to encourage a more efficient balance of parking between ramps and on streets.

8

Safety/Security **Score: 1**

Comments:

Adjusting user fees might encourage motorists to move into designated parking areas more quickly rather than creating traffic by attempting to locate parking on streets. This would reduce congestion on roads with on-street parking.

Maintenance/Quality **Score: 1**

Comments:

No comments

Multi-modal Design (user groups and purposes) **Score: 3**

Comments:

This project primarily affects car traffic, but bicyclists and pedestrians might benefit from reduced car traffic.

Support Business Climate **Score: 2**

Comments:

This project would likely result in increased fees to park directly in front of businesses in order to encourage parking in area parking facilities instead. However, parking lengths could be adjusted based on business feedback.

Align with Natural Flow/Use **Score: 2**

Comments:

This would likely shift parking from local streets to nearby parking facilities.

Cost **Score: 1**

Comments:

This project could be accommodated within the existing operating budget.

Effect on Parking **Score: 2**

Comments:

This project would not reduce the number of parking spaces, but it might make on-street parking more or less desirable to motorists in certain places.

User Fees **Score: 3**

Comments:

This project would directly affect user fees. Study would be required to determine how fees and time lengths would change.

9

Coordinate Bike Parking

Description:

Increasing the bike parking in Campustown could be done by the strategic placement of several small racks that are placed to avoid conflicts with vending and other uses of public space. An ordinance change could also allow bike parking to temporarily replace vehicle spaces next to businesses. A policy could also be developed to require new developments to participate in financing bike racks or other improvements.

9

Safety/Security **Score: 2**

Comments:

Additional bicycle parking would improve the security of personal property. More strategic placement of bicycle racks would reduce clutter on the sidewalks. There is little benefit for public safety.

Maintenance/Quality **Score: 1**

Comments:

It would require minimal maintenance to add more bicycle racks or alter existing bike rack locations.

Multi-modal Design (user groups and purposes) **Score: 4**

Comments:

This project would primarily affect bicyclists whose destination is Campustown.

Support Business Climate **Score: 2**

Comments:

This project would encourage more bicyclists to stop in Campustown, but it may remove available sidewalk space. Additional bicycle racks might affect vending options.

Align with Natural Flow/Use **Score: 2**

Comments:

Placing more bicycle racks would align better with where bicyclists want to park, but there are limits to how close racks can be to all businesses.

Cost **Score: 1**

Comments:

This project could be accommodated within the existing operating budget.

Effect on Parking **Score: 2**

Comments:

This project could include an option to remove a car parking space for bike parking on a seasonal basis. In the summer, when a bicycle rack might be placed in a car parking space, there is less motor vehicle traffic to Campustown. This service may be effective in spring and fall as well.

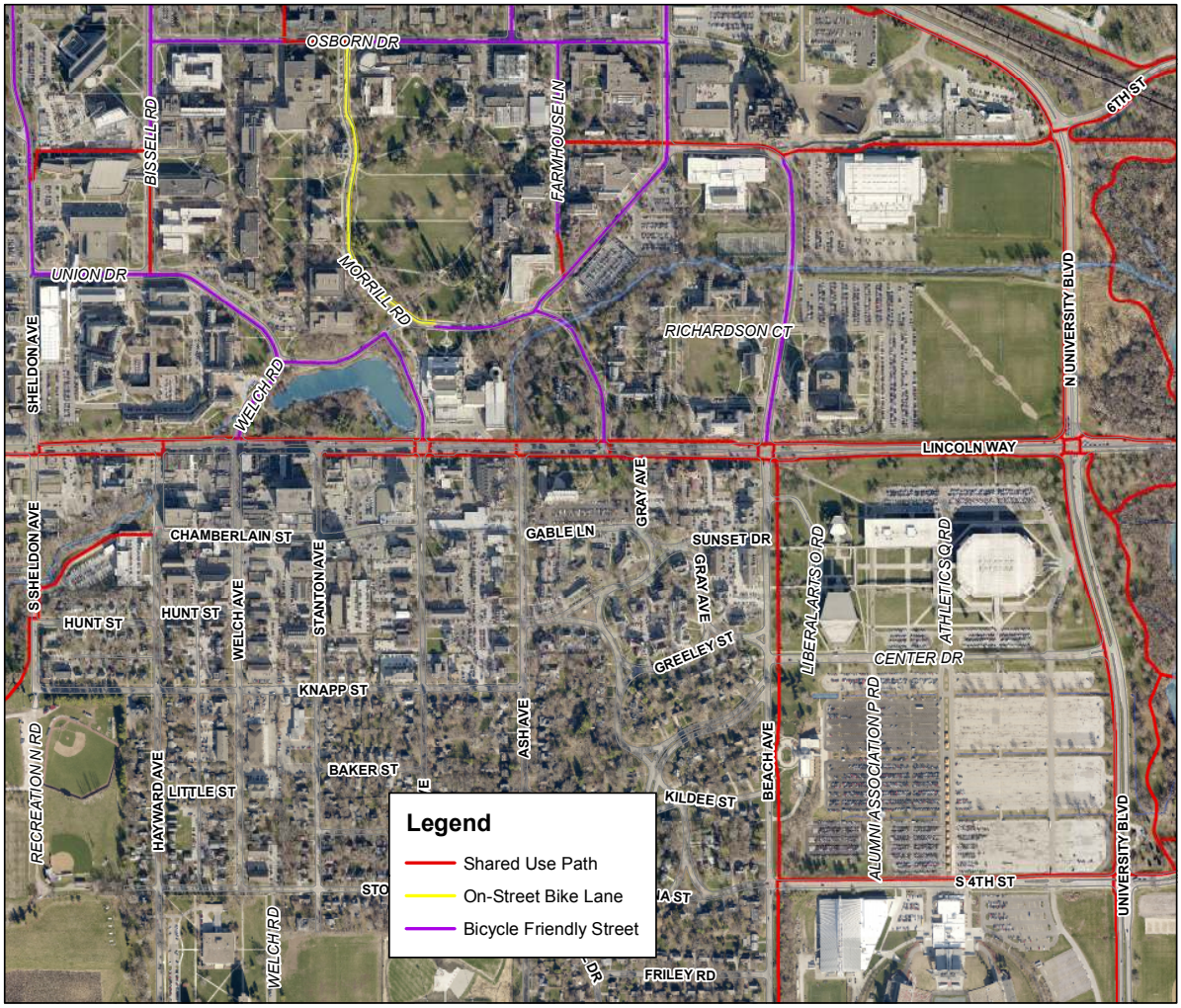
User Fees **Score: 1**

Comments:

No comments

10

Coordinate Continuity of Routes with ISU



Description:

Communicate with Facilities Planning and Management (FP&M) at ISU to determine where bike routes may connect most effectively at the transition from City to campus.

10

Safety/Security **Score: 1**

Comments:

This project would reduce dead-ends coming off or going into campus, and would improve connections with lower levels of service. The project would create more consistent student traffic patterns crossing Lincoln Way.

Maintenance/Quality **Score: 1**

Comments:

No comments

Multi-modal Design (user groups and purposes) **Score: 2**

Comments:

This project would primarily affect bicyclists.

Support Business Climate **Score: 1**

Comments:

No comments

Align with Natural Flow/Use **Score: 1**

Comments:

The intent of this project would be to align existing connections on and off campus more effectively.

Cost **Score: 1**

Comments:

This project could be accommodated within the existing operating budget.

Effect on Parking **Score: 1**

Comments:

No comments

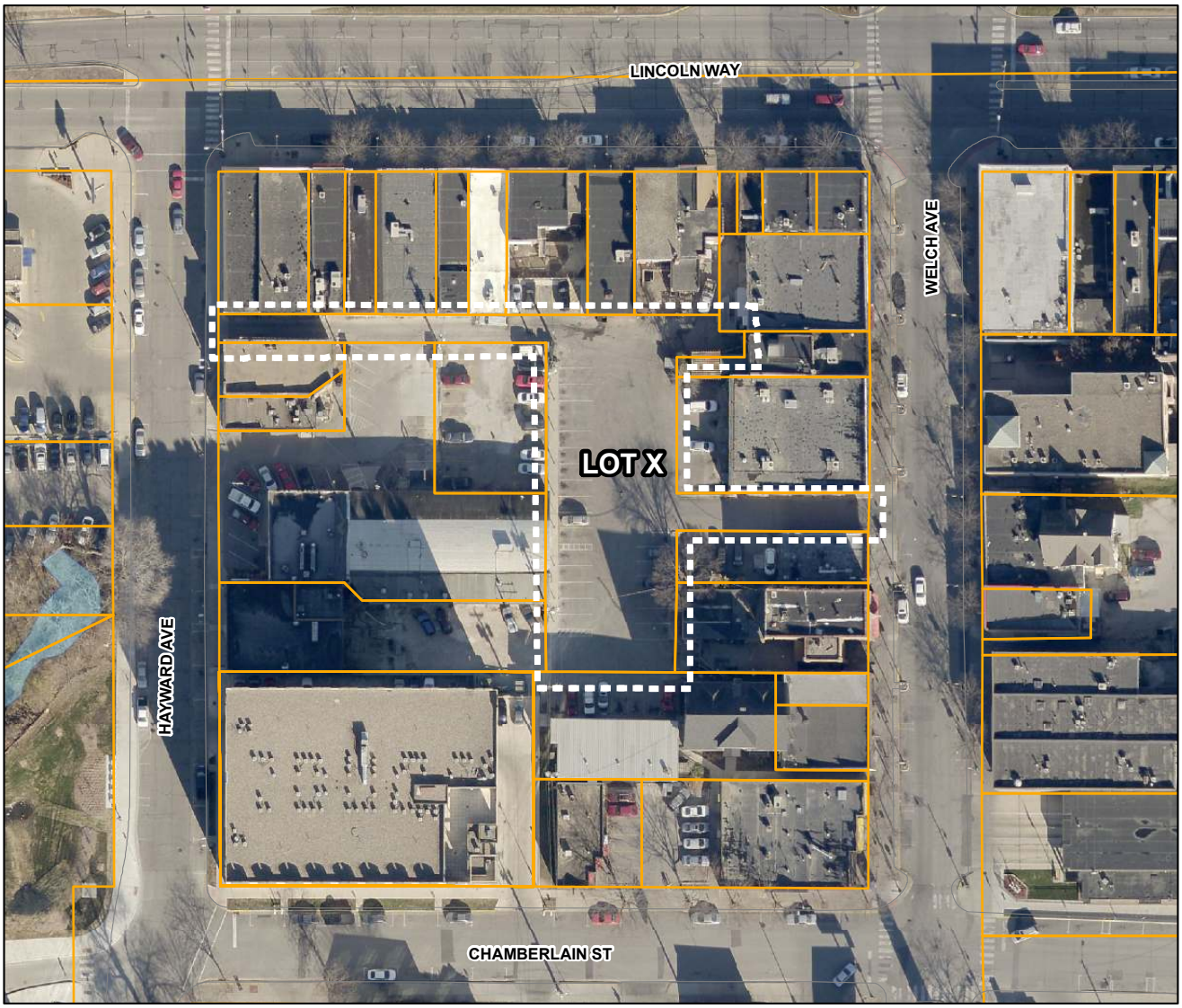
User Fees **Score: 1**

Comments:

No comments

11

Make Lot X More Usable, More Attractive to Drivers



Description:

Lot X currently has 24 spaces. Due to the configuration of the lot and the access that must be provided to individual properties there appears to limited options to increase parking in the area without acquiring more property. Repaving the lot may make it more attractive and noticeable as public parking. It might be possible to place some of the electric equipment underground to reduce obstructions and improve aesthetics in the lot. Lighting would be upgraded with this project.

11

Safety/Security **Score: 1**

Comments:

Lot X currently has many obstructions, hazards, and dark alcoves that may be addressed by this project. Improvements to lighting could make it easier to monitor for safety. Improvements to the grading and eliminating obstructions could reduce safety hazards to bicyclists and pedestrians, and make it more attractive for motorists to park in the lot rather than on streets.

Maintenance/Quality **Score: 1**

Comments:

This space would be easier to maintain with better lighting and fewer obstructions. Improved appearance may make it more attractive to users.

Multi-modal Design (user groups and purposes) **Score: 3**

Comments:

This project would primarily address the needs of pedestrians and motorists. However, it may be beneficial if tied into another project, particularly to offset the loss of parking in other proposals.

Support Business Climate **Score: 1**

Comments:

A renewed parking space would be more inviting for business patrons and would create more usable parking.

Align with Natural Flow/Use **Score: 2**

Comments:

This project would highlight and enhance the existing parking to make it more used.

Cost **Score: 3**

Comments:

This project would require programming into the City's CIP as a multi-year Capital Improvement Project.

Effect on Parking **Score: 1**

Comments:

It is anticipated that this project would create more use of the existing capacity, but not generate much more additional parking space.

User Fees **Score: 4**

Comments:

A large investment in this parking area could lead to user fee increases.

Staff Report

CAMERAS IN CAMPUSTOWN

May 27, 2014

In July 2011, the City Council directed staff to prepare a report regarding the possibility of installing security cameras in Campustown. On June 26, 2012, City staff provided a report outlining what options were available to the City Council if the Council chose to pursue a camera project.

Original Report

City staff discussed the concept of installing cameras in Campustown with various stakeholder groups prior to issuing the original report. The Student Affairs Commission, the Government of the Student Body (GSB), and the Campustown Action Association (CAA) provided feedback regarding the concept. **There was generally support for the crime prevention aspects of camera systems, with many stakeholders noting that camera systems are commonly used in local businesses and on campus. GSB passed a resolution supporting the concept of installing cameras. However, CAA could not reach consensus among the membership to support or oppose the installation of cameras.**

The original report provided options for different levels of camera quality and general costs. The report also noted the importance of good lighting in order to capture effective images. **The City Council indicated its support for improving lighting in Campustown, but did not support pursuing a camera installation project.** Since that time, lighting along the 100 block of Welch Avenue has been converted to metal halide fixtures, which are less efficient but provide a whiter light. Having a white light instead of the orange light typically seen in high-pressure sodium lamps allows colors and shapes to be seen more accurately. Such lighting is helpful to incident eyewitnesses and is critical to capturing useful camera images. Electric Services will convert the 200 block of Welch Avenue to this same style of lighting later this year, and is investigating the possibility of using LED fixtures along Chamberlain Street, which would have a similar effect.

Potential Uses of Cameras

From a crime-reduction standpoint, a camera installation may have two potential benefits. One is a **deterrent effect**, in that individuals who might intend to commit a crime choose not to do so because the risk of being caught has increased beyond the reward of committing the crime. This effect requires that the individuals be aware of the surveillance, either through signage, seeing the cameras, or an informational campaign.

The challenge with this deterrent is that, if an offender is aware of the area under surveillance, it may simply cause the crime to take place elsewhere outside the view of the cameras. In alcohol-related crimes—which are prevalent in Campustown—individuals may not be able to make rational decisions about whether or not cameras deter their actions, and the crime may occur anyway.

The second benefit of cameras is the role they play in **investigating crimes** after they have taken place. The 2012 report regarding cameras noted that in the past, City staff has worked with a vendor to temporarily mount video cameras during VEISHEA, and additional private cameras were made accessible to the Police during that springtime period. Images from those cameras were used to identify a suspect in an assault that occurred on Welch Avenue. More recently, during the civil disturbance that occurred on April 8 of this year, video and still footage played a key role in the investigations of those crimes.

The 2012 staff report noted that a nine-block portion of Campustown in which camera installations might be most effective sees a higher incidence of certain types of crimes. In 2013, this area saw 294 drug/alcohol related incidents (24.5% of the City total), 167 property crime incidents (9.2% of the City total), 48 violent crimes (8.2% of the City total), and 222 other incidents (7.6% of the City total).

Cameras also have non-crime benefits that should be noted. They can be helpful to locate lost children or missing persons. This tool may have been helpful in the 2010 search for ISU student Jon Lacina, in which Mr. Lacina was last seen leaving a Campustown residence.

Potential Costs

Costs for a camera installation vary depending on the definition of the video and the transfer rate of the date. For cameras to be most useful in investigating crimes after-the-fact, both high definition cameras and high-speed fiber optic networking are required. Cameras are estimated to cost between $1,000 and $3,500 each. Network and storage costs total an additional $10,000 to $15,000. Once the original network is installed, however, it becomes easier to expand the system in phases as needed. The 2012 staff report suggested that cameras placed in two locations could observe the portion of Campustown where the majority of street crimes and large gatherings occur. State and federal grants could be pursued to purchase this equipment.

Privacy and Philosophical Considerations

Cameras could prove to be a useful tool to reduce crime. However, there are undoubtedly concerns regarding government use of cameras to record public activities.

Although police use of cameras in public places is constitutional, public comments from the 2012 discussion indicated that some residents consider the use of cameras to be an invasion of privacy—that they have a right to not be watched in a public place. This may particularly be a concern if cameras are installed in a way that hides the fact that surveillance is in use, or without warning signage.

The effectiveness of cameras is another point of discussion. It is difficult to say with certainty whether a particular camera installation would prevent crimes from happening without undertaking tests. It may also be noted that personal cell phone cameras are oftentimes likely to capture images of illegal actions, as was common during the April 8th civil disturbance. However, these images may not be as useful as those from a camera that can be manually directed at subjects of the Police Department's choosing.

Another concern is the potential for abuse, such as by directing the cameras at non-criminal or inappropriate activities. This can be mitigated by limiting real-time viewing of the images, and looking back at footage only after an incident has occurred.

The 2012 staff report proposed review of footage after-the-fact, not continuously. However, during large gatherings or in the investigation of a specific crime, the video streams may be monitored live. Additionally, video would be stored for three to five days on each camera and up to 30 days on a remote server.

Next Steps if Cameras are to be Pursued

The City Council must first decide if it agrees philosophically with the concept of installing cameras. If the City Council agrees with the concept and chooses to proceed, **City staff should be directed to study available technologies that could be utilized in the Campustown area and to bring a proposal for a specific camera project back to the City Council. This proposal would include the number of cameras, policies for their use, updated cost estimates, and possible sources of funding.**

ITEM # 49
DATE: 05-27-14

COUNCIL ACTION FORM

SUBJECT: ZONING AGREEMENT FOR MASTER PLAN FOR FS-RL ZONING OF SCENIC VALLEY SUBDIVISION

BACKGROUND INFORMATION:

The City Council approved the first reading of the proposed rezoning of Scenic Valley on April 22, 2014. At that meeting, the Council reviewed and accepted the accompanying Master Plan (see Attachment A). Prior to final approval of a rezoning with a Master Plan, a Zoning Agreement is required of the property owner acknowledging that the property must be developed in accordance with the Master Plan.

If the City Council gives final reading of the ordinance to rezone the property at its May 27th meeting, the Council should also approve the Zoning Agreement (see Attachment B) with the owner, Hunziker Development Co., LLC. This agreement assures that development of this site will be in compliance with the Master Plan subject to subsequent subdivision approval of preliminary and final plat. Attachment C contains the applicable portion of the Municipal Code.

ALTERNATIVES:

1. The City Council can approve the Zoning Agreement for the Scenic Valley Subdivision Master Plan prior to the third reading of the rezoning ordinance.

2. The City Council can decline the Zoning Agreement and choose to not require a Master Plan.

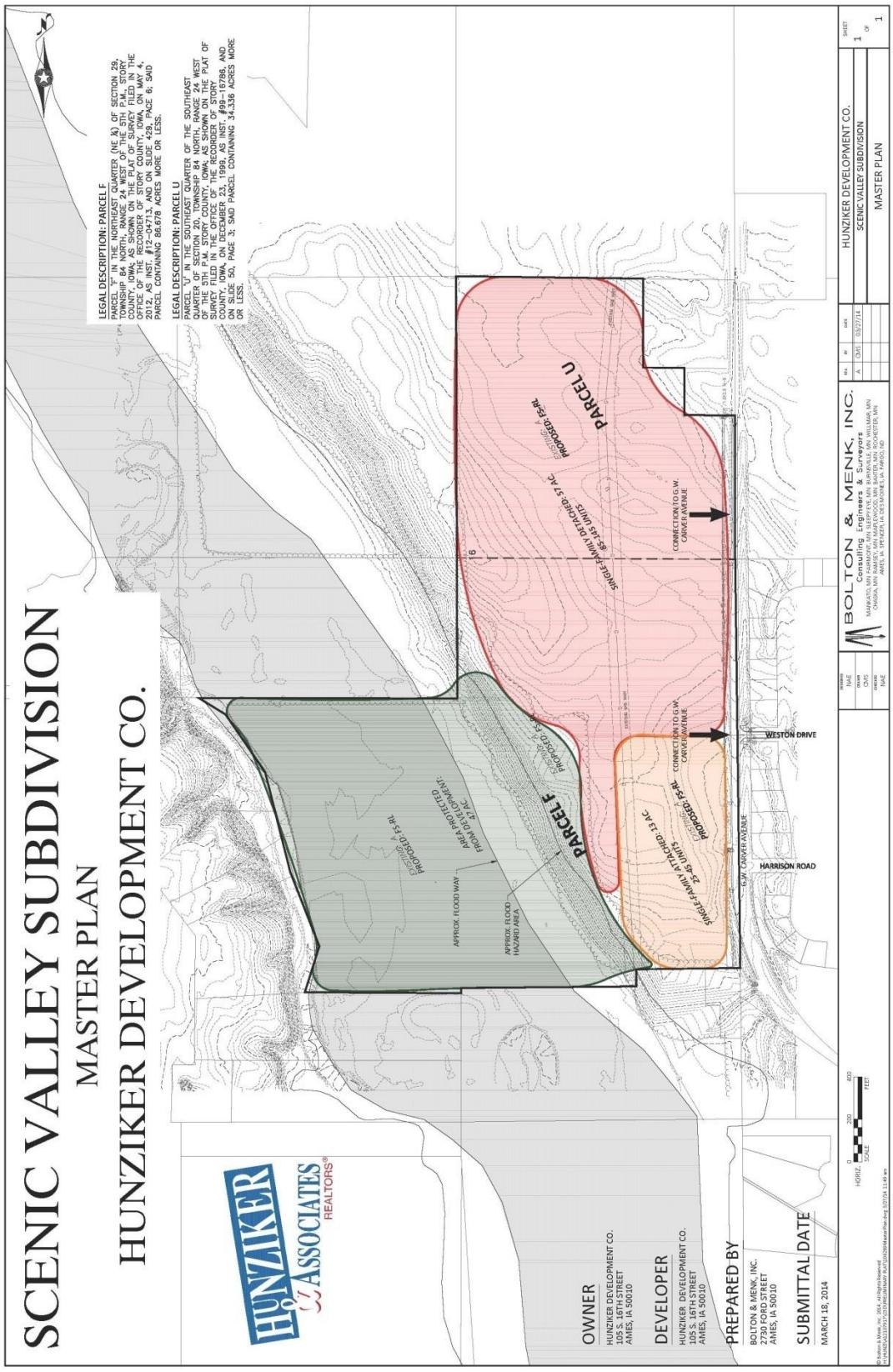
3. The City Council can defer action on this request and refer it back to City staff and/or the applicant for additional information.

RECOMMENDED ACTION:

The City Council reviewed the proposed Master Plan at its April 22nd meeting when it gave approval of the first reading of the rezoning. This Zoning Agreement ensures that the proposed preliminary plat and all subsequent development actions will be consistent with that Master Plan.

Therefore, it is the recommendation of the City Manager that the City Council accept Alternative #1, thereby approving the Zoning Agreement for the Scenic Valley Subdivision Master Plan.

Attachment A: Master Plan



Attachment B: Zoning Agreement (3 pages)

DO NOT WRITE IN THE SPACE ABOVE THIS LINE; RESERVED FOR RECORDER
Prepared by: Judy Parks, City of Ames Legal Department, 515 Clark Ave., Ames, IA 50010; 515-239-5146
Return to: Ames City Clerk, Ames City Hall, 515 Clark Ave., P.O. Box 511, Ames, IA 50010

AGREEMENT FOR ADOPTION OF
THE MASTER PLAN FOR
SCENIC VALLEY SUBDIVISION
3699 GEORGE WASHINGTON CARVER

THIS AGREEMENT, made and entered into this _____ day of _____, 2014, by and between the City of Ames, Iowa (hereinafter called "City") and Hunziker Land Development Company, L.L.C. (hereinafter called "Developer"), its successors and assigns, both collectively being referred to as the "Parties,"

WITNESSETH THAT:

WHEREAS, the Parties hereto desire the improvement and development of an area which has been recently annexed into the City, formerly known as the Athen Property and now proposed to be known as "Scenic Valley Subdivision," (hereinafter referred to as the "Site"); and

WHEREAS, the Parties entered into an Agreement Pertaining to Voluntary Annexation of the Site, pursuant to which the Developer agreed to seek rezoning of the Site; and

WHEREAS, the Site is designated on the Land Use Policy Plan as Village/Suburban Residential with certain portions therein also designated as Environmentally Sensitive Overlay areas; and the Developer is seeking rezoning of the Site from A - Agriculture zoning to FS-RL - Suburban Low Density Residential consistent with the LUPP designations and in conformance with the Agreement Pertaining to Voluntary Annexation; and

WHEREAS, the City Council resolved that a Master Plan accompany this rezoning, pursuant to Ames Muncipal Code section 29.1507(3), and the Developer has submitted a Master Plan in conformance with the requirements set forth in Ames Municipal Code section 29.1507(4); and

WHEREAS, Ames Municipal Code section 29.1507(5) requires approval of a zoning agreement when a Master Plan is required and that all development of the Site comply with the Master Plan.

NOW, THEREFORE, the Parties hereto have agreed and do agree as follows:

I.
SCENIC VALLEY MASTER PLAN ADOPTED

The Master Plan set forth at Attachment A and incorporated by reference in this agreement shall be the Master Plan for the Scenic Valley Subdivision.

II.
NON-INCLUSION OF OTHER OBLIGATIONS

The Parties acknowledge and agree that this Agreement is being executed to fulfill a specific requirement of section 29.1507(5) of the Ames Municipal Code. It is also understood that this Agreement supplements but does not replace or supersede any agreements made with the City or third parties as necessary to complete annexation.

The Parties understand that the Master Plan adopts a general conceptual plan for development, without review or approval of specific subdivision plats or site plans for development of the Site. The Parties therefore acknowledge that the Master Plan adoption does not anticipate or incorporate all the additional approvals or requirements that may be required to properly and completely develop the Site and does not relieve the developer of compliance with other provisions of the Ames Municipal Code, the Iowa Code, SUDAS, or other federal, state or local laws or regulations.

III.
MODIFICATION OF AGREEMENT

Any modifications or changes to the Master Plan shall be undertaken in accordance with the process provided for in Ames Municipal Code section 29.1507(5).

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed effective as of the date first above written.

CITY OF AMES, IOWA

By_____
Ann H. Campbell, Mayor

Attest_____
Diane R. Voss, City Clerk

STATE OF IOWA, COUNTY OF STORY, ss:

On this _____ day of _____, 2014, before me, a Notary Public in and for the State of Iowa, personally appeared Ann H. Campbell and Diane R. Voss, to me personally known, who, being by me duly sworn, did say that they are the Mayor and City Clerk, respectively, of the City of Ames, Iowa; that the seal affixed to the foregoing instrument is the corporate seal of the corporation; and that the instrument was signed and sealed on behalf of the corporation by authority of its City Council, as contained in Resolution No. _____ adopted by the City Council on the _____ day of _____, 2014, and that Ann H. Campbell and Diane R. Voss acknowledged the execution of the instrument to be their voluntary act and deed and the voluntary act and deed of the corporation, by it voluntarily executed.

_____
Notary Public in and for the State of Iowa

HUNZIKER LAND DEVELOPMENT COMPANY, L.L.C.

By_____
Dean Hunziker, Manager

By_____
Charles E. Winkleblack, Manager

STATE OF IOWA, COUNTY OF STORY, ss:

This instrument was acknowledged before me on _____, 2014, by Dean Hunziker and Charles E. Winkleblack as Managers of Hunziker Land Development Company, L.L.C.

_____
Notary Public in and for the State of Iowa

Attachment C: Applicable Zoning Law

The laws applicable to the Master Plan approval are found in Section 29.1507(5).

(5) **Compliance with Master Plan.** When a Master Plan is required and the proposed zoning map amendment is approved, a zoning agreement shall be approved by the City and agreed to by the owners of the property in the area of the proposed zoning map amendment that requires all development to be in compliance with the Master Plan. No Preliminary Plat, Final Plat, Major Site Development Plan, Minor Site Development Plan or Special Use Permit shall be approved that does not comply with the approved Master Plan. The process for amending the Master Plan shall be the process specified in this section for a zoning map amendment.