



Council Study Meeting
March 12, 2012
6:00 p.m.
City Council Chambers

Agenda

1. Further discussion of "C" Street
2. Other items

City Council Study Meeting

1.

Meeting Date: 03/12/2012

Information

Subject

Further discussion of "C" Street

Information

As requested a copy of the North "C" Street study performed by Veenstra & Kimm is in your packet. The request from Simpson College includes 1) Repave North "C" Street with pedestrian friendly amenities, 2) Negotiate the sale of North "C" Street and 3) Determine a future date of closure.

As mentioned earlier, John Hoyman indicates a future date of closure cannot be determined because it requires passage of an ordinance. An ordinance cannot be passed with a future date to avoid potentially binding a future council.

Attachments

V&K Study

North C Street Closure Study for INDIANOLA, IOWA

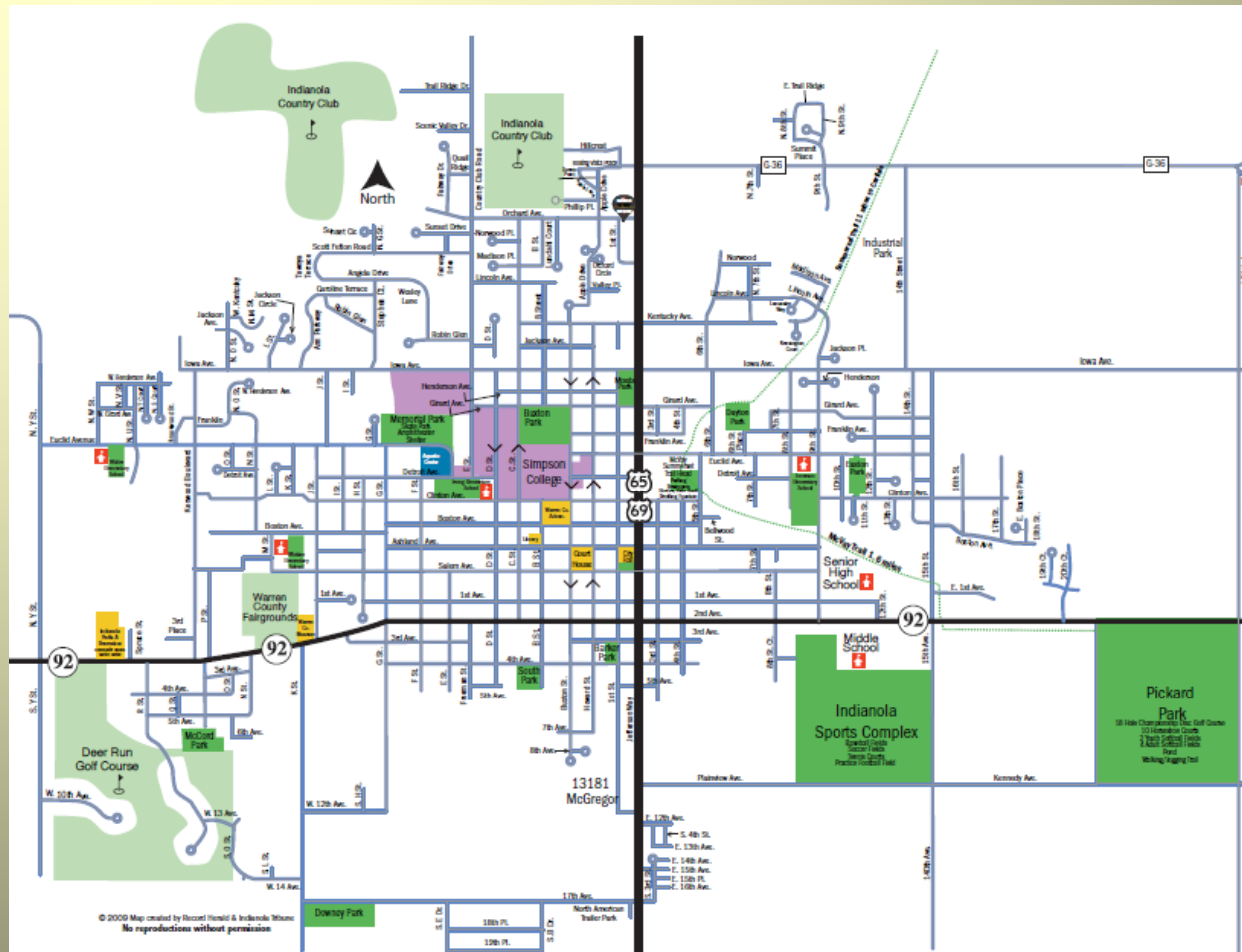


Requested by
SIMPSON COLLEGE

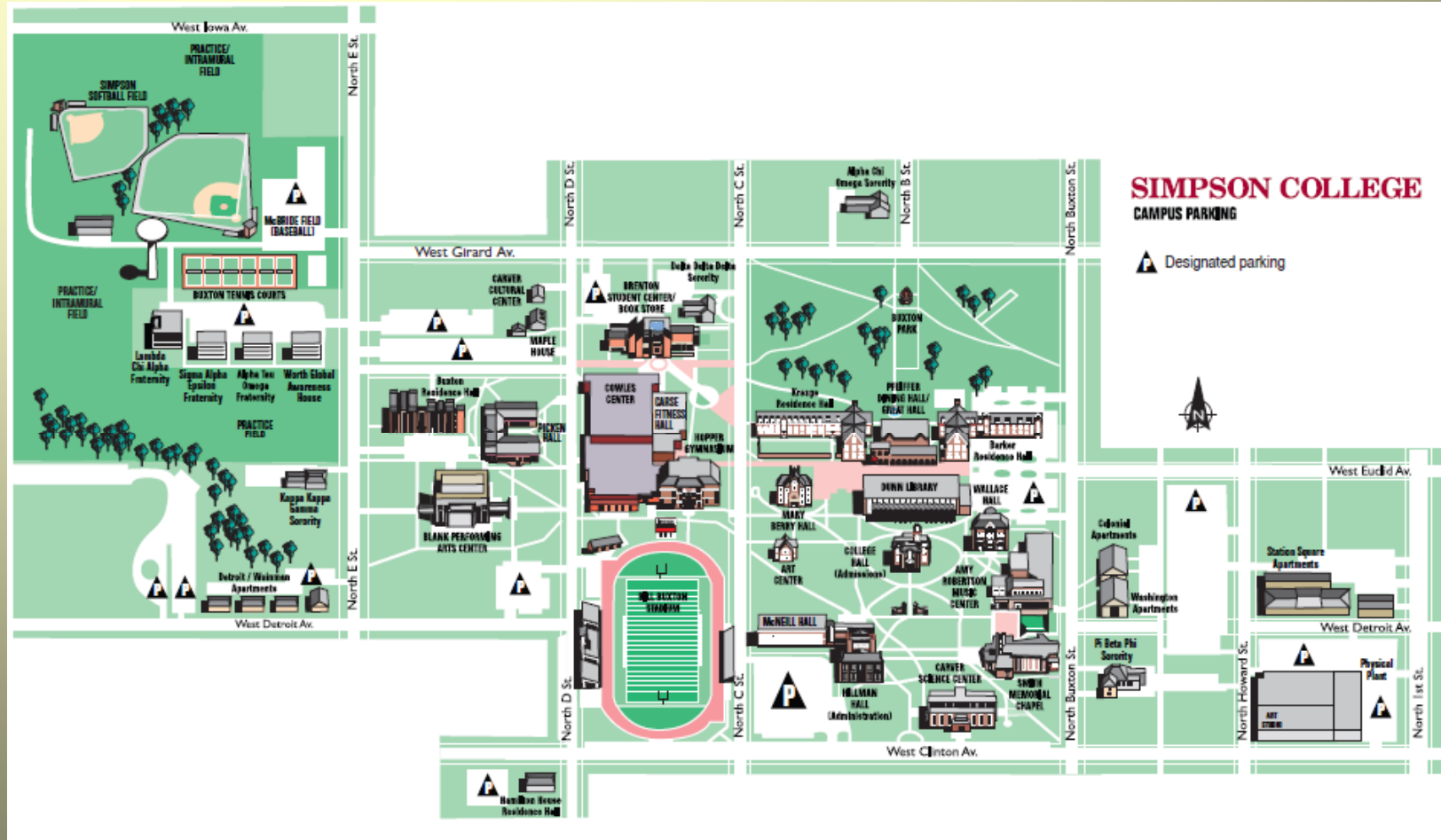


Prepared by
Veenstra & Kimm, Inc.
September 12, 2011

City of Indianola



Campus Map Simpson College



Rationale Behind the Request

- Campus unity
- Pedestrian safety
- Competition for students
- Pending improvements on Campus
- Pending improvements to C Street

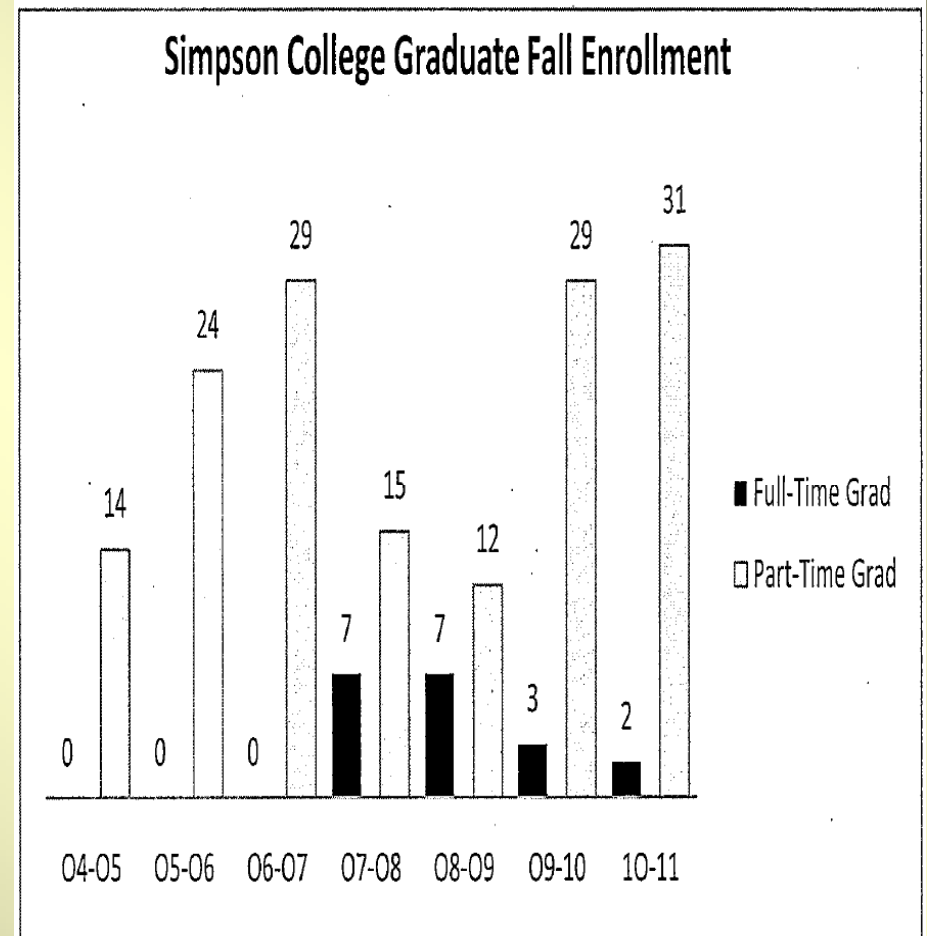
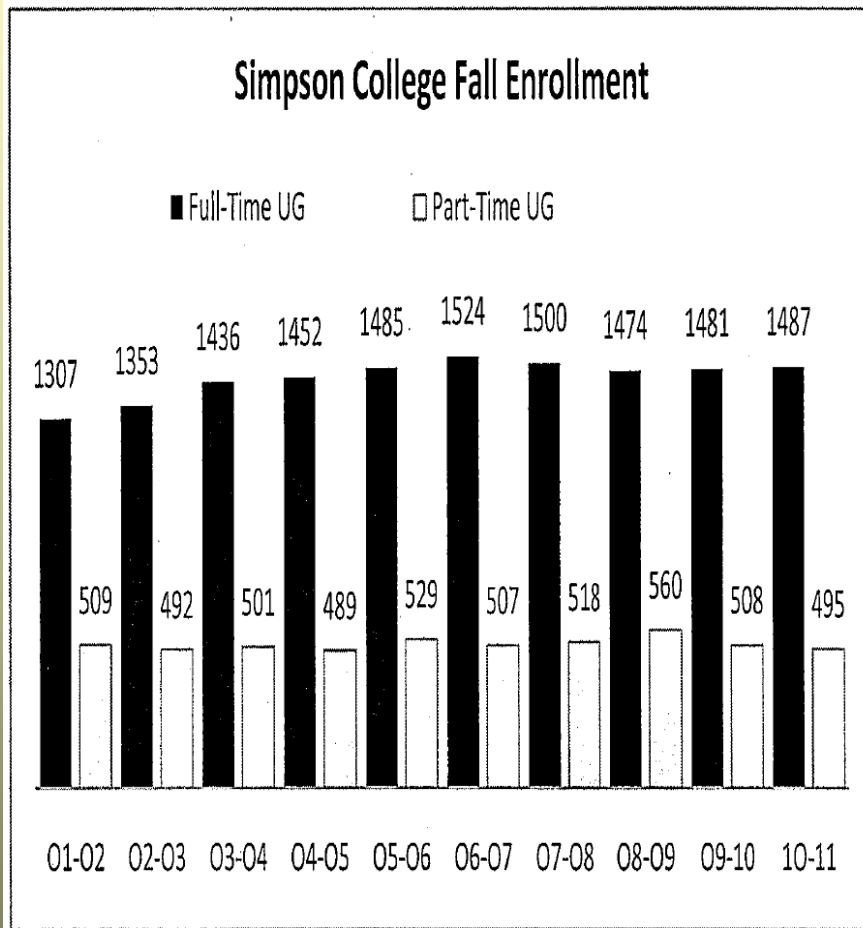
City Concerns

- Traffic re-distribution
- One-way street system
- Parking displacement
- Emergency access
- Street system continuity
- Utility access

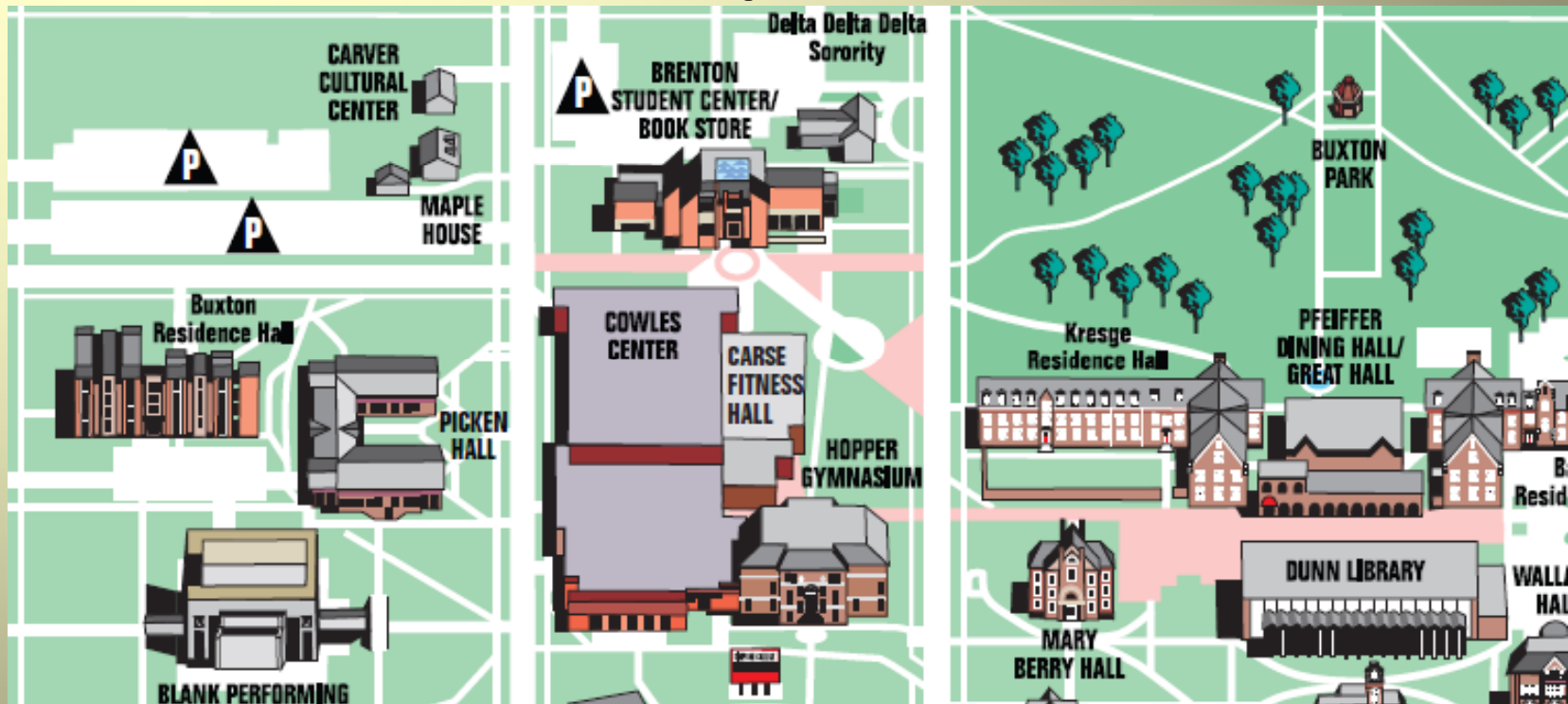
Background Data

1. Simpson Enrollment
2. Campus Uses
3. Traffic Volume
4. Pedestrian Counts
5. Crashes
6. Public Utility
7. Student Center
8. Concept for Closure

1. Simpson Enrollment



2. Campus Uses



- West side- dorms, classes, fitness and student center
- East side- dorms, classes, library, great hall and music center

3. Traffic Data(ADT)

- DOT Counts on C Street (2000, 2004 & 2008)
920, 920 & 750* respectively
- Recent Counts on C Street (Fall 2010)
830** averaged

*Taken during summer months

**Taken partially over fall break

The above traffic indicates at least 75% of traffic on C Street on campus is through-traffic

The above traffic counts indicate traffic volumes on C Street are medium to medium-high when compared to other similar streets.

3.(cont) Traffic Data(ADT)

- Recent Counts on other streets near campus
(Fall 2010)

D Street	500
Buxton	2,400
Girard	825
Clinton	3,000

4. Pedestrian Counts

- Simpson Study

5 locations on C Street

between 300 and 350 students hourly
during class hours

Highest crossing location on C Street

140 students hourly

crossing SE of Student Center

5. Crashes (2001 to 2010)

- Study Area (Buxton - D, Clinton – Girard)
51 total crashes in campus area
- C Street only (Clinton – Girard)
9 crashes on C Street (18% of total)

No pedestrian crashes, no severe crashes,
One alcohol related crashes (on C Street)

5.(cont) Crashes(2001 to 2010)

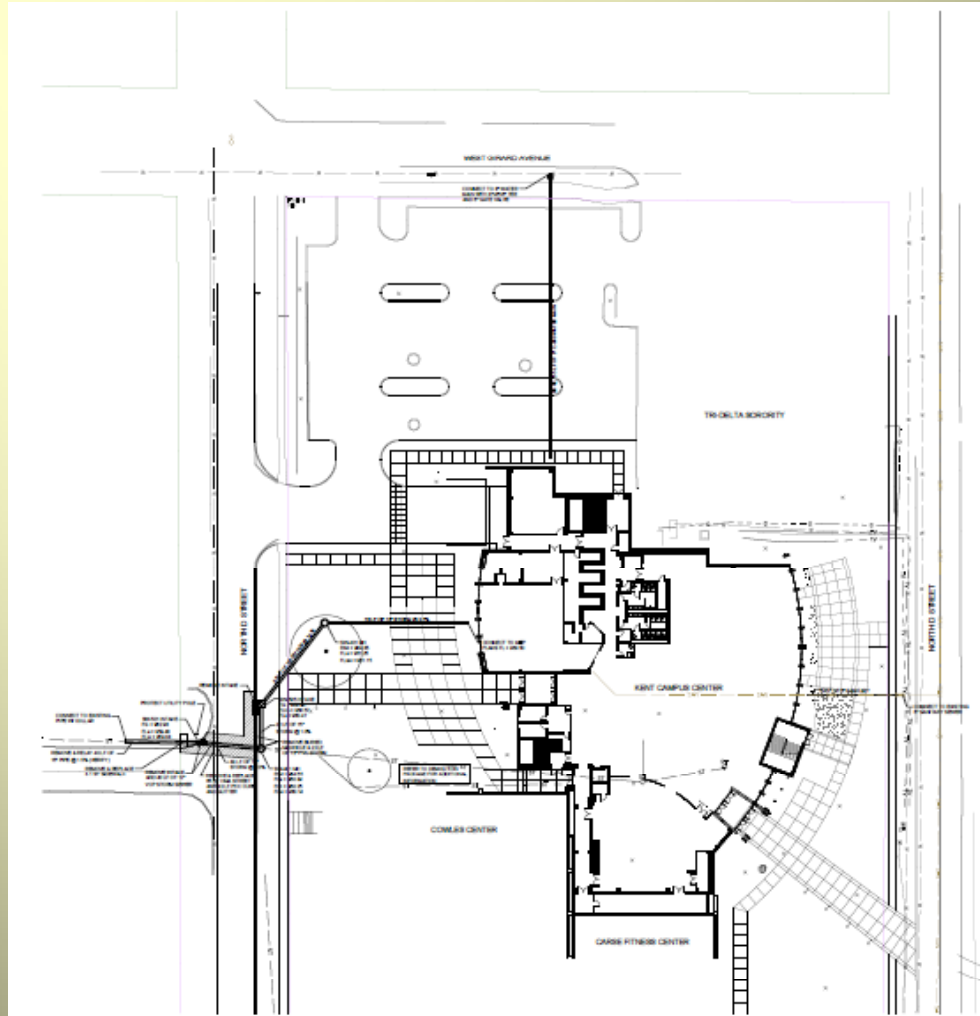
- Downtown (D St. – 1st, Clinton – 1st)
158 total crashes in campus area
- Howard Street only (Clinton – 1st)
52 crashes on C Street (33% of total)

6. Public Utility

- Water
- Electric
- Sewer



7. New Student Center



2010 Conceptual Plan for Building Replacement

8. Initial Concept for Closure



Street closure starts north of parking lot across from field and south of walk at student center. This would create short segments of two-way traffic on North C Street within campus.

City Concerns

- Providing emergency access without providing access for public and students
- Traffic re-distribution and neighborhood access
- Irving Elementary traffic flow
- Impact on one-way street system
- Snow removal and emergency access in winter
- System continuity (City streets)
- Utility access
- Parking displacement

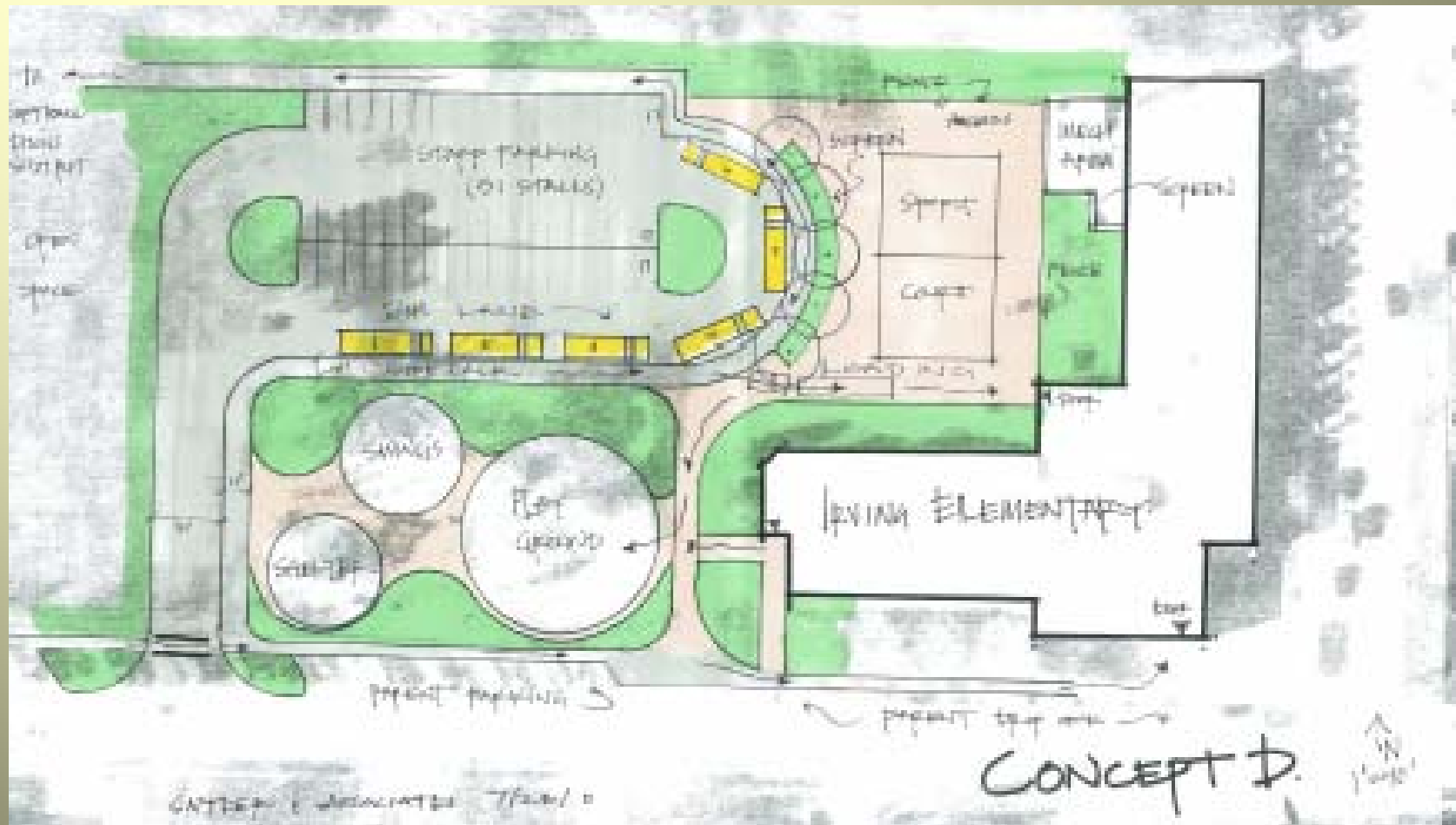
Observations

- A. Through traffic
- B. Deliveries
- C. Parking
- D. Widths
- E. Out of distance
- F. Costs for closure

A. Through Traffic

- South of Campus from F to Howard, *C is the only continuous northbound street*
- Majority trips made initiate south of Clinton and end north of Henderson
- Current one-way system is very familiar to residents and upperclass Simpson students

IRVING SCHOOL CONCEPT-Traffic Improvements



B. Deliveries

- Large vehicles are using streets for deliveries in and around campus
- One-way streets, parking and current widths factor into routes



C. Parking

- As on many campuses, parking is a premium
- Street width and allowing parking dictates one vs. two traffic
- Simpson is adding to its current lot to the west near Blank
- C Street parking (~60 stalls) is 4% of Simpson's off-street total
- Some additional on-street parking could be at risk (other than on C Street) if closed

D. Widths

- If two-way traffic is introduced on D Street, width is likely an issue with parking and increased traffic volumes
- This could also hold true for Girard and Henderson



E. Out of Distance

By closing C Street, unintended costs will be incurred (additional fuel consumption)

Due to out-of-distance travel, time expended normal travel north on C Street

Based on 900 vehicles/day & 2250' out-of- distance travel

- Estimated annually to be \$7,000 to \$24,000 (2,000 to 7,000 gallons of fuel) for 40,000 to 140,000 miles extra travel
- Estimated 1,425 to 4,745 extra hours annually or 52 sec/trip or 4 to 13 hours per day

F. Costs

- Cost to remove all C Street and repave portions back for vehicular traffic to Student Center(north) and parking(south) (\$250,000)
Doesn't include art, amenities, pavers, etc.
- Cost to **thicken** walks for emergency access (thicken walks to 7", \$12,000). Does not include walk/amenities between circle drives
- Cost to restore grassed areas within ROW

F. Costs

- Costs to widen/rebuild D Street (to Iowa) (\$470,000) if C closes and D converts to two-way and parking maintained
- Additional signage and public meetings (\$8,000-12,000)
- Rebuild C to a traffic calmed, defined crossings concept (\$580,000)

Cost Summary

- C Street – Normal reconstruction (\$440,000)
- C Street – Traffic Calming Recon (\$580,000)
- C Street - Closed to Through Traffic (\$757,000)

This does not include walk improvements

This does not include C Street amenities and pavers

C Street (N & S on Campus) (\$250,000)

C Street (walk thicken & restor.) (\$25,000)

Additional signage/public mtgs. (\$12,000)

D Street (widen, recon) (\$470,000)

Recommendations

Option 1

1. Keep C Street open to one-way northbound
2. Define a set of crosswalks within Simpson
3. Reconstruct C Street at current width
4. Include C Street as a part of the 2012 program

This option maintains traffic patterns, does nothing to improve appearance or attractiveness to potential Simpson students

Recommendations

Option 2

1. Keep C Street open to one-way northbound
2. Define a set of crosswalks within Simpson
3. Work jointly with City and Simpson
4. Implement traffic calming measures/amenities
5. Develop C Street as a stand-alone project from 2012 program

This option maintains traffic patterns at the most reasonable cost to all parties, improves appearance of corridor with amenities

Recommendations

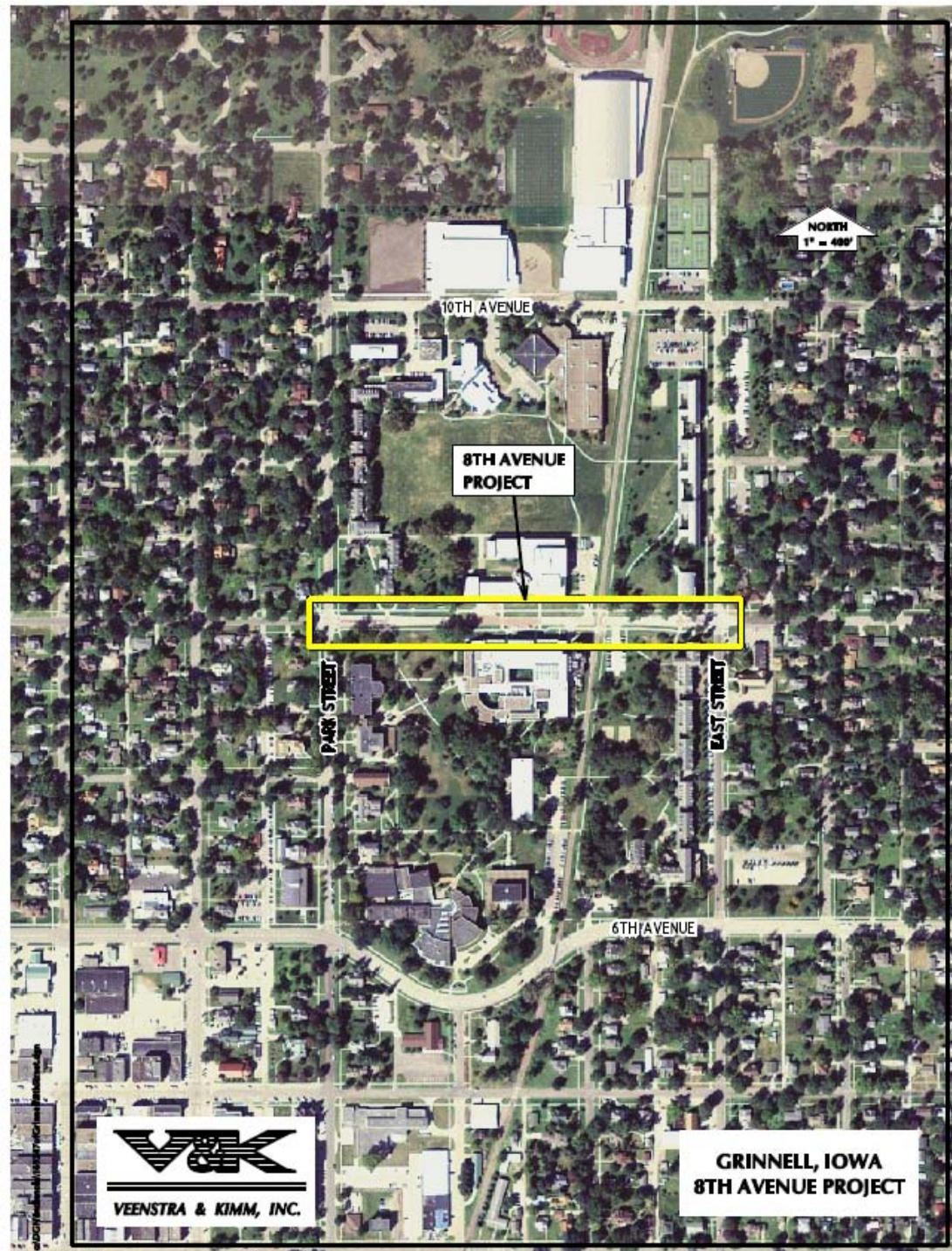
Option 3

1. Close C Street to through traffic
2. Simpson would improve entries at north and south ends for access to parking/student center
3. Work jointly with City and Simpson
4. Implement measures to maintain emergency access while making this a pedestrian corridor
5. Convert D Street to two-way traffic and reconstruct/widen to accommodate parking

This diverts NB traffic to either D or Howard, improves campus safety and appearance, introduces additional traffic to Irving school area

Rationale for Preference Option 2

- Traffic patterns remain unchanged
- Limited safety concerns on C Street (crash history)
- No diversion of traffic to grade school site
- No out-of-distance time/expense
- Treatments can be very visually appealing
- Reasonable increase in cost over normal reconstruction





8th Street East





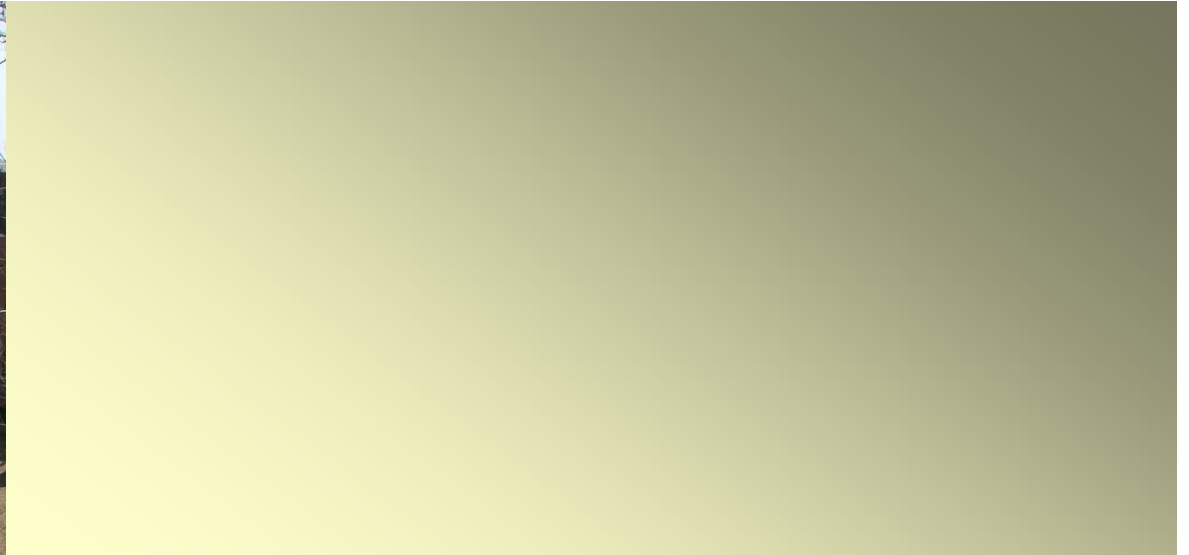
8th Street and Park Street





8th Street Plaza





8th Street Plaza

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