

Ridgway Town Council
Workshop Meeting Agenda
Thursday, January 27, 2022

**Due to COVID-19, and pursuant to the Town's Electronic Participation Policy,
the meeting will be conducted via a virtual meeting portal.**

Join Zoom Meeting

<https://us02web.zoom.us/j/86490826805?pwd=TXB6Z2JoVjdhKzIYbEV3Ky9DSWxuUT09>

Meeting ID: 864 9082 6805

Passcode: 299430

Dial by your location

+1 346 248 7799 US

+1 253 215 8782 US

7:30 p.m.

ROLL CALL Councilors Adam Beck, Kevin Grambley, Beth Lakin, Terry Schuyler, Mayor Pro Tem Russ Meyer and Mayor John Clark

LENA STREET IMPROVEMENTS WORKSHOP

1. Project update
2. Presentation of options and recommended design for Lena Street Improvements
3. Questions to staff from the Town Council
4. Public comments (Public comments will be limited to 5 minutes per person)
5. Direction to staff from the Town Council

ADJOURNMENT

STAFF REPORT

TO: Honorable Mayor Clark and Ridgway Town Council
FROM: Joanne Fagan, Ron Alexander Consolidated Consulting Services
DATE: January 20, 2022
SUBJECT: Lena Street Footprint

BACKGROUND:

As part of the development of the Lena Street Commons (LSC) project, LSC was to construct curb, gutter, sidewalk and parking on the east side of Lena St. As the project evolved the Town and the developer agreed to work together to make full street improvements to Lena St. At that time, about 2017-8, the goals for the project were:

- Include all the road infrastructure that LSC was intending to install which includes the sidewalk, curb and gutter and 36 diagonal parking stalls plus 2 ADA stalls on the east side of the street.
- To continue the general look of the downtown project
- Address the drainage issues from the Charles Lena intersection to Otto Street
- Provide a good sidewalk on both sides of the street and ensure the improvements meet ADA and reduce the use of the roadway as a pedestrian walkway.
- Optimize on street parking by providing diagonal parking on both sides of the street.

The Town met with many of the occupants on the west side of the street on the street early in the design process, in mid 2018 and had a public meeting to present the design in March of 2019. At both those discussions we heard a number of concerns. Some were minor and have been addressed. During the public meeting many of the people on the west side of Lena requested driveway cuts. With diagonal parking, each driveway cut, one loses 2-4 parking spaces. No resolution of where to install driveways was reached at that time and the project went dormant after the public meeting.

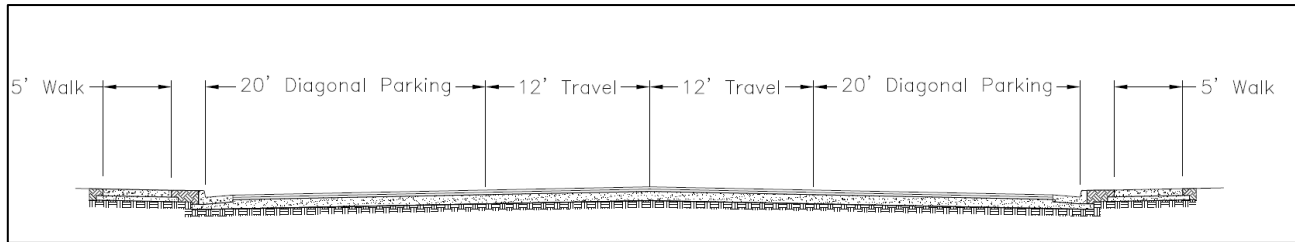
The Town started to budget for their share of the project in the 2021 budget and the 2022 budget includes additional funds for the project. CCS has been working to get the plans and contract documents ready to bid the project. As part of that process, it was necessary to finalize driveway cuts. On January 17th, the Town hosted a virtual meeting to explain the project to the current occupants of the west side of Lena St. At that meeting, the attendees requested additional driveway cuts and that the parking on the west side of the south block be changed to parallel parking. Since the meeting, the Town has received some additional comments confirming the requests for driveway cuts from both the meeting attendees and some of the neighbors who missed the meeting. Several people at the meeting mentioned that they liked how the street is now.

The additional driveway cuts cause a few impacts to accomplishing the goals. The obvious one is the reduction in parking spaces. Less obvious is that with curb and gutter being against the sidewalk, at each driveway cut the sidewalk needs to slope down to meet the driveway grade and then come back up to match the back of curb grade resulting in 4 grade breaks for each driveway. The more there are, the less comfortable the walking is because the pedestrian has to focus more on their feet while walking on the

sidewalk. This challenge is amplified in the dark when you can't see the grade changes and can be surprised and even stumble. At some point, the pedestrians will simply return to walking down the street.

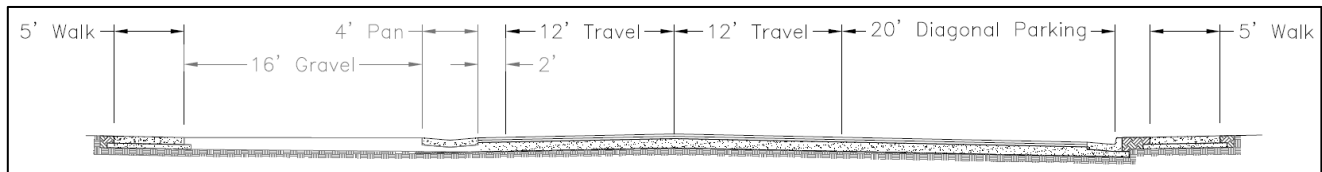
OPTIONS:

1. Construct the west side with diagonal parking and limit the driveway cuts to only where there is an active driveway with room for 20 feet of off-street parking on the lot. This results in about 31 regular parking stalls plus 2 ADA stalls.



2. Construct diagonal parking on the north block and parallel parking on the south block and add the driveway cuts requested. This results in 15 parking stalls plus 2 ADA stalls

3. Construct the sidewalk on the west side and place valley pan on the west edge of the west driving lane of the roadway. The gap between the sidewalk and valley pan would have sufficient road base that if the Town decided to pave the gap later, it would only be necessary to remove the road base to the depth of the proposed asphalt depth rather than having to rebuild the road structure. This option would keep the bulbouts and pave the ADA parking adjoining the bulbouts. In addition, the property owners on the west side would be able to park vehicles in a way that is very similar to how they park now.



There are some other intermediate options, but the above images give examples of the basic choices.

ANALYSIS:

Since the original survey and data collection for the design, there have been a number of changes of the uses on the west side of Lena St. At least one of the lots that did not have viable driveway at the time of initial design now has an operational driveway that would reduce the number of parking spaces from the original projections. Other occupants continue to desire driveway cuts for either intermittent use and/or for future uses. In looking at the parallel parking option, there are issues with being able to provide ADA parking on that block due to slope constraints as well as further reducing parking. There are also some drainage challenges with that change with parallel parking.

The valley pan option (#3) would leave the area west of the driving lanes much as originally proposed. The sidewalk would be constructed without any changes in longitudinal grade for drive cuts. Having the sidewalk as a smooth longitudinal surface would make pedestrians more likely to use it. There is a potential to widen the walk a foot which would also make the walkway more inviting. Having the drainage just

follow the edge of asphalt keeps the water flowing and this option still allows for addressing the drainage challenges at Charles St. and Lena St. With the area between the pan and front of sidewalk gravel there would be no marking for parking so the number of parking stalls by default would be dictated by however and wherever people use the area. It's also likely that the less used driveways might get blocked by those that do not recognize the driveways. This option reduces the width of the asphalt by about 15.5' which would be a compromise for those who are concerned about the use of asphalt and save tens of thousands of dollars.

RECOMMENDED ACTIONS:

Early in the design, CCS had recommended a pan on the west side the full length instead of curb and gutter. However it was felt at the time that would allow haphazard parking on the west and not achieve the goal of trying to get the most out of the wide ROW with diagonal parking. The use of a curb instead of a pan was to confine the parking to the street so cars could not park on or across the sidewalk or park randomly. With as many curb cuts as requested, the diagonal parking density goal is no longer likely available.

With all that, we think it is time to reconsider the valley pan on the west for drainage and lane control set with the flow line 16' from centerline (lip of gutter would be 14' from centerline). The back of sidewalk would remain about at 1' from property lines but without any grade changes for drive cuts. Then either leave the area between the walk and the pan (about 16 feet) as gravel sloped from front of walk to back of pan. The base for this area could be constructed to facilitate future pavement. (It could also be paved as part of the current project if so desired). We recommend keeping the bulbouts and pave the ADA parking stalls, and gravel the rest of the parking. This would allow the residences the same use they currently have. It would allow haphazard and unregulated parking but at least the sidewalk would be functional and comfortable to use. We also recommend making the sidewalk on the west side at least 6' wide.