

Galveston Avenue Task Force and Stakeholder Meeting Comments**January 18, 2012 Galveston Avenue Task Force and Stakeholder Meeting Comments**

The following is a summary of the open discussion with the audience concerning the revised Galveston Avenue Concept Plan that was presented Task Force meeting. The list is not presented in any priority order rather it represents a running list of questions, issues and responses made during the meeting.

- 1) Who will maintain the landscaped areas?
Typically the landscape strip, between the curb and sidewalk, is the responsibility of the adjacent property owner. Median and Roundabout landscaping is typically a City responsibility. Idea: The Downtowners Association may be able to help or may have additional suggestions on how to maintain landscaping in common public areas.
- 2) There was concern about the trees blocking the signage (@ 7/11 Store and Aspect)...
Branches should be trimmed to meet City Code sight visibility requirements and any new tree locations would be evaluated during the next design stage to account for sign visibility.
- 3) Where do pedestrians cross and why are the crosswalks not included on the on the newer drawing (it is more critical with additional trees)?
Technically, all intersections constitute crosswalks whether they are marked, or not. The city marks crosswalks where pedestrian volumes best justify the supplemental markings. There needs to be more feedback from Robin Lewis, city project engineer, regarding the use of marked crosswalks and the material to be used to identify them.
- 4) There needs to be left-turn movements
Removal of both the center raised medians (with a one-block exception) and the turn-lane was illustrated in the newer design concept. More traffic analysis will be required during the design phase to evaluate the long-term impact of the loss of the dedicated left-turn pocket.
- 5) Can you explain the trade-off for eliminating the medians?
The landscaping that was illustrated in raised medians in the last Concept Plan was moved to the sides of the road (between the curb and sidewalk). This change also permitted no loss in existing driveway access for businesses on both sides of the street.
- 6) Was embedded parking (i.e., parking bays that accommodate parallel parking on Galveston Avenue) removed because of bike access?
No. There is still embedded parking plus bike lanes with a buffer zone although most of the new parking is on the south side of the street.
(Observation:) Most everyone seemed to like the new concept plan with the center median located only within the middle (i.e., the one block section between 12th and Federal streets) section of the project.*
- 7) What happens to the bike lane at the roundabout?
The bike lane would follow typical roundabout design; the bicyclist either "takes the lane" or exits the street and uses the sidewalk (acting as a pedestrian). More design details will be provided in the formal design (e.g., the standard roundabout design that includes bike on- and off-ramps at the roundabout).
- 8) What (pavement) material will be used for the buffer in the bike lanes?
Normally, bike lanes are separated from the travel lane with a solid white painted line. The next level of design would evaluate possible colored pavement or alternative surface treatment materials to identify the buffer zones (on both sides of each bike lane).
- 9) Any comments on the constraints at Harmon intersection for a roundabout?

Some voiced concern that if additional rights-of-way are required – what this impact this may have on the adjacent properties? This impact should be minimal but this is a detail that will be determined during more detailed design.

- 10) Will we lose part of the property in front, along our street frontage that is right-of-way; also, will the City pay to relocate the existing landscaping and irrigation that is in the right of way?

Use of rights-of-way: The details of evaluating what happens to the property frontage on any given parcel will be an element of the next level of design.

Landscaping impact: City projects typically fund the moving/altering of any existing irrigation systems that might be in the right-of-way, but as far as existing landscaping, this may or may not be relocated as part of the project cost.

- 11) What is the total width of the street?

At the Shell Station, the Concept Plan calls for a street width of about +/- 38' – 40'.

Development of a plan is important to provide predictable planning for future needs – business owners will need to check with the City for progress reports on the final design.

- 12) Is there a good time to start this project?

The time-frame for construction of this project may affect the businesses that depend on both summer and winter tourist business for their revenue is a concern. The timing and staging of construction will be determined later.

- 13) Will construction be block to block, half the street at a time, how will you interact with the businesses?

This will be determined as a part of a construction phasing plan.

- 14) Should we consider turn lanes at 12th to help funnel traffic?

The need for left-turn pockets would be determined during the next phase of design.

- 15) Has traffic engineering analysis been done on this plan?

No, this will be a part of the next stage of the design study.

- 16) Is there an option of a two-way bike lane on one side of the road?

No, the concern was that this type of design would create conflicts at the many driveways due to unexpected contraflow bicycle movement.

- 17) What is the feedback on back-in parking at Columbia and Harmon?

One property owner, on Harmon, expressed concern (in the questionnaire) about any new parking impeding his ability to back his trailer into his driveway.

- 18) Comment: Think of parking requirements as a whole during Galveston re-do...

- 19) Provide different textures/colors of pavement at the crosswalks...They are popular in Sisters.

This idea will have to be reviewed in the next design phase.

- 20) Who will take on the task of maintenance – especially when you are a franchise owner and do not own the property?

This was addressed early on in the meeting and one idea was to check with the Downtowners Association about potential options used there.

- 21) What is the consensus of the group to the new design?

* About 2/3 (or more) of the group indicated supported for the new design with a show of hands.