

City of Hastings

To: Honorable Mayor & City Council
From: Nick Egger – City Engineer
Date: October 17, 2013
Re: Approve Post-Construction Layout and Traffic Patterns for Ramp Roads
– Hastings Bridge Project

Council Action Requested:

The Council is requested to approve the post-construction layout and traffic flow pattern for the two ramp roads alongside Highway 61 that connect 2nd and 3rd Streets.

Background Information:

The City was approached by MnDOT to give consider what would be desired for the post-construction layout and traffic pattern for the two ramp roads. The options included the following:

Option 1

Returning the ramps to two-way traffic as was the case prior to the Bridge project. This option allowed for parallel parking along the eastern side of the eastern ramp, for a total of approximately 10 stalls. The western ramp was reconstructed at a width that will not accommodate on-street parking with a two-way traffic pattern.

Option 2

Perpetuate the pattern that has existed for the last 2+ years, with one-way traffic on the ramps. The eastern ramp would be one-way southbound towards 3rd Street, and the west ramp would be one-way northbound towards 2nd Street. Both ramps would be able to accommodate additional parking beyond what existed prior to the Bridge project.

The western ramp would feature parallel parking stalls on the side closest to the highway for a total of approximately 10 stalls.

The eastern ramp would feature parallel parking stalls on the side adjacent to building between 2nd Street and the alley, and angled parking from the alley south to the intersection of 3rd Street (for a gain of 3-4 stalls over that of Option 1). In addition, 3rd Street between Highway 61 and Sibley Street would be configured for one-way traffic in the eastbound direction, to prevent a situation where any vehicle traveling westbound is obligated to enter the highway and go across the Bridge. Diversion features in the curb lines would also be constructed to prevent wrong-way turns and to allow southbound traffic on the eastern ramp to turn to eastbound 3rd Street and head towards Sibley Street. Lastly, City staff would work with adjacent property owner to finalize parking the parking stall configuration on the northern side of 3rd Street.

Option 3

Option 3 is a bit of a combination of Options 1 & 2, where the eastern ramp would be one-way southbound with all of the features identified in Option 2, but the western ramp would be converted back to two-way traffic. As in Option 1, the western ramp would not feature on-street parking.

City staff met with several of the business owners along the two ramps and on 3rd Street. Feedback was slightly mixed. A summary of comments received has been attached.

Financial Impact:

The Bridge project will assume the costs of any physical modifications in the field, (i.e. curb line changes).

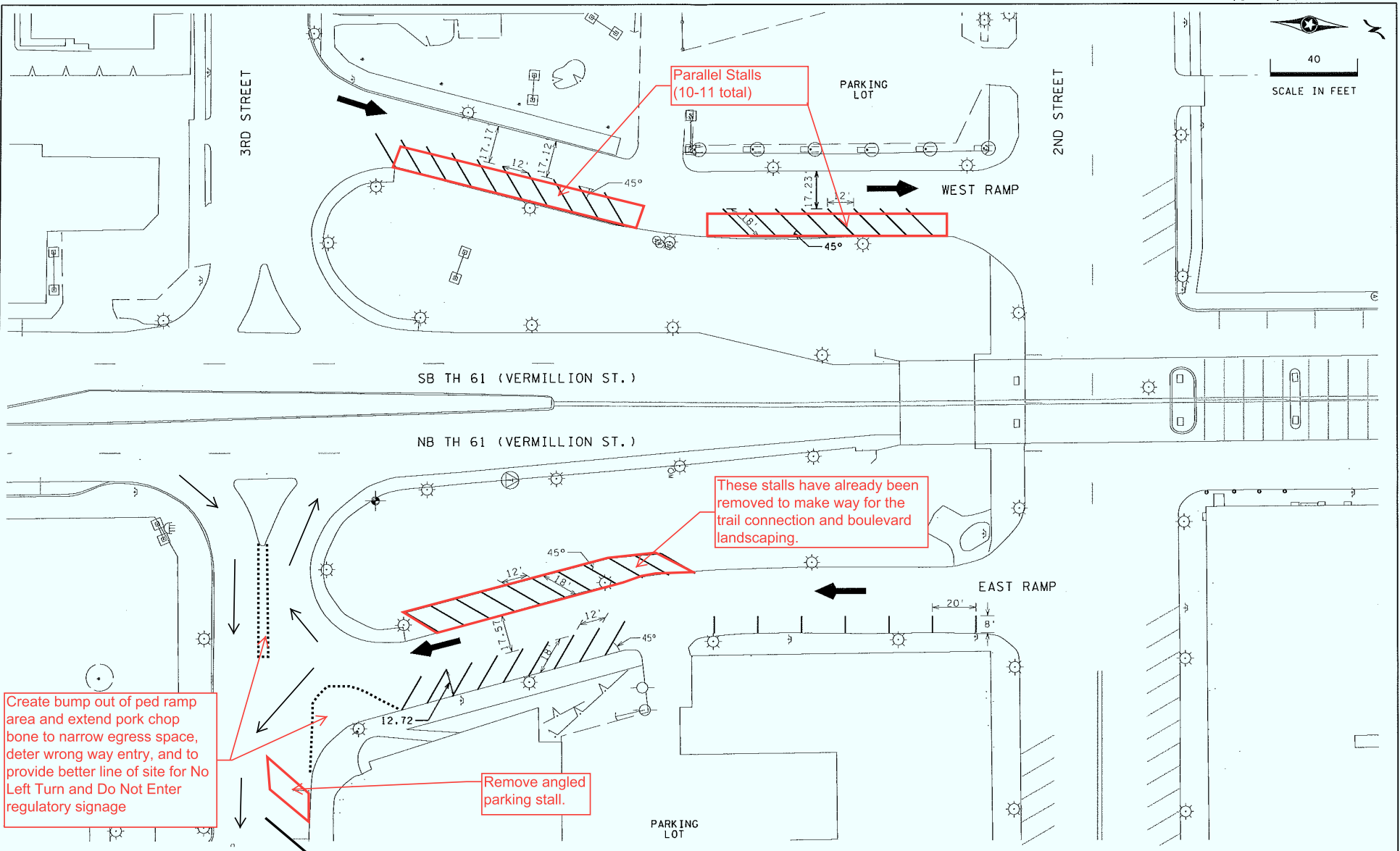
Recommendation:

City staff met with the Operations Committee on October 7th, after discussions and sharing the property owner feedback, the Committee concluded by recommending Option 2 for approval by the full City Council.

Attachments:

A layout of the Option 2 configurations, along with the summary of property owner comments, have both been attached for reference.

10-14-10






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Create bump out of ped ramp area and extend pork chop bone to narrow egress space, deter wrong way entry, and to provide better line of site for No Left Turn and Do Not Enter regulatory signage

Remove angled parking stall.

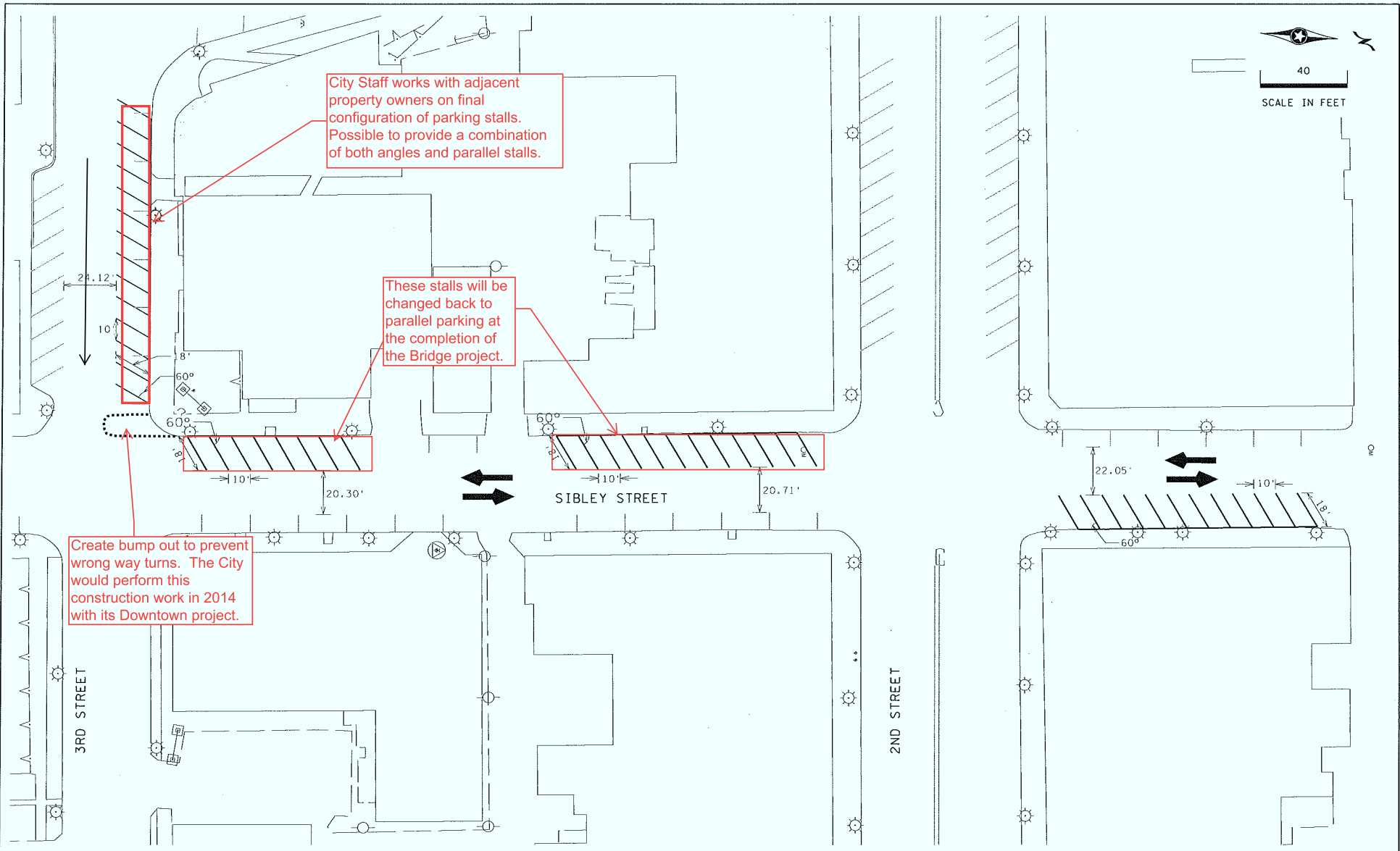
These stalls have already been removed to make way for the trail connection and boulevard landscaping.

Parallel Stalls (10-11 total)

MNDOT RELEASE FOR CONSTRUCTION				DESIGNED: DKY	 	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A QUALY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF WISCONSIN. LICENSED PROFESSIONAL ENGINEER NAME: PAUL J. ZAGER DATE: _____ L.I.C. NO. 41642	TITLE: EAST AND WEST RAMP PARKING DETAIL	SHEET: XX
NO.	DATE	BY	CKD	REVISION			DATE	DRAWN: DKY
								
						STATE PROJ. NO. 1913-64 (T.H. 61)		

VIII-A-1

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 Date Plotted: 11/14/13
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MNDOT RELEASE FOR CONSTRUCTION				DESIGNED: DKY		I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME, OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. LICENSED PROFESSIONAL ENGINEER NAME: PAUL J. ZAGER DATE: LIC. NO. 41642	TITLE: SIBLEY STREET PARKING DETAIL SOUTH SEGMENT - STAGE 1 PHASE 1 STATE PROJ. NO. 1913-64 (T.H. 61)	SHEET: XX
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HASTINGS BRIDGE PROJECT

Ramp Roads Final Configuration Feedback

<u>Name/Address</u>	<u>Comments</u>	<u>City Staff Response</u>
<p>Tom Haley Nicole Haley</p> <p>Owners - Haley Comfort Systems 120 W 3rd Street</p>	<p>Not a strong opinion of either the one-way configuration or two-way configurations.</p> <p>One way seems to allow for possibility of some parking that might benefit the business. If chosen, they would like to see the City be open to allowing for enhanced ability to identify the business on the west side along Eddy Street (where southbound traffic would go).</p>	
<p>Jim Caturia</p> <p>Owner – 220 Sibley Street</p>	<p>Prefers two-way traffic to return on 3rd Street, with parallel stalls along the N side (as was prior to construction).</p> <p>Concerned that angle parking backing into traffic on 3rd is more hazardous.</p> <p>Concerned about angled parking on Sibley Street.</p> <p>Two-way traffic on E Ramp would allow for more direct access to Hospital via 2nd Street rather than going around a couple blocks. (In the event that a person seeking the hospital misses the 4th Street turn).</p>	<p>Returning to two-way traffic on 3rd Street goes hand in hand with two-way traffic on the E Ramp, as allowing westbound traffic on 3rd Street from Sibley would require travelers to have to go across the Bridge to the N Loop Road to turn around if they did not have the ability to turn north onto the E Ramp.</p> <p>There would be adequate drive aisle space on 3rd Street to handle angled parking – 24 feet. Typical lane width is around 11-12 feet on most streets.</p> <p>Angled parking on Sibley Street will be removed once the parking lot beneath the new Bridge is open.</p>
<p>RJ's Tavern On Main</p> <p>106 2nd Street E</p>	<p>No response to date.</p>	
<p>First National Bank</p> <p>119 2nd Street W</p>	<p>No response to date.</p>	

HASTINGS BRIDGE PROJECT

Ramp Roads Final Configuration Feedback

<p>Kathy Birkeland</p> <p>Owner – 111 E 3rd Street</p> <p>Location of Chamber of Commerce (tenant)</p>	<p>Strongly prefers the one-way configuration for the permanent configuration for the E Ramp.</p> <p>Cited increased parking benefit of one-way configuration.</p> <p>Has had occasional issues with vehicles making too wide a turn to the northbound direction (before Bridge project) and has caused property damage in front of her building.</p> <p>Also cited the benefit of eliminating the sightline issues that NB traffic has at 2nd Street trying to see around parked cars.</p> <p>Also would like for the ramp to be widened a little bit to the west if possible to provide a pull out spot for trucks making deliveries to restaurants, etc instead of using the alleys.**</p>	<p>**City staff conferred with MnDOT on moving the western curb line for a truck pull-off space. MnDOT response was that there is not adequate space to accommodate the bike/pedestrian trail and other features within the space between the highway and the ramp road if the ramp was widened.</p>
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