

**ELY CITY COUNCIL  
SPECIAL MEETING  
APRIL 5, 2016  
6:00 p.m.  
ELY CITY COUNCIL CHAMBERS**

Mayor Eldy Miller called a community workshop meeting of the Ely City Council to order at 6:00 p.m. on Tuesday April 5, 2016 in the Council Chambers at Ely City Hall. Council Members present: Teri Billick, Kay Hale, Judy Wery and Elizabeth Rohner; Council member Stephanie Mehmen absent, excused. Also present: Public Works Director Ron Stark and City Administrator/Clerk Aaron Anderson.

The City Council met in special session, pursuant to notice as required by State Code, to conduct a community session regarding extending the Hoover Nature Trail from Ely City Hall south to the Linn/Johnson county line as set out in the posted agenda.

Hale moved to approve the agenda, second by Wery; motion carried – 4 to 0.

Mayor Miller introduced Todd Happel, civil engineer with Anderson-Bogert Engineering; and Brandon Whyte, multimodal planner with the Corridor Metropolitan Planning Organization (MPO).

**Presentation re: Status of Current Plan and a Possible Option – Todd Happel, Anderson-Bogert Engineering.** Todd Happel, civil engineer with Anderson-Bogert Engineering, presented information regarding extending The Hoover Nature Trail from Ely Community Center to the Linn/Johnson County Line. Mr. Happel reviewed information from 2014 for “Alignment B” for the Hoover Trail which is to construct a 10’ wide trail, 6” thick concrete, separated on the east side of State Street separated from the street by a

Todd H - Alignment B back trail 12’ off frontage line and 10’ trail and 14’ to the edge of State St. Drainage swale between roadway, shoulder and front of trail. Few yard intake to capture water trapped; driveway culvert redo, tie driveway back in concrete aprons to the street/front of trail. 5-10’ paving on the back side which will reduce gravel from driveways getting on trail. Separated from roadway; tie sidewalk in to Rock Island; Larger culvert system from Banner Valley Creek extend that culvert up just south of Smith & Hayek to grab the 100 year storm that come back into those yards. Another subdivision behind planned behind house which will take a lot of that water to the north and reduce and water issues there and working with that designer engineer to reduce water make sure it works. Larger pipe from banner valley creek up to that point and a few more pip intake to reduce. South of bridge a retaining wall purposed and reduce grading impact to Wenike property to reduce and more storm sewer in from Krob & Bakers. Cross Bridge and tie into trail behind Community center.

Alternative B Widening street by 14’. It will be 8” concrete slab on east side of State St. Reduce North bound travel lane from 12’ to 11’ 5’ painted buffer and 10’ concrete trail. Eliminate smaller ditch between roadway and trail. Pushes trail away from house a bit. Eliminate storm sewer in front will storm sewer at Smith & Hayek south will still remain down to the

culvert to Banner Valley Creek. Stub in front of Smith property replacing driveway culvert north up to Wieneke property. Don't need a retaining way south of the bridge, grading limits to tie in quicker cross bridge tie back into behind Community Center. Pros and Cons: Pros for Option B It is the highest level of safety because it creates separation from the roadway and more flexibility and individuality with each driveway. Less chance getting any sand or surface deposit that could get onto the trail. Conform with urban section for future State St improvement curb and gutter. Cons for Option B: Trail close to the resident. Requires more front yard grading along front street trail is closer; creates to maintain that type ditch between street & trail and associate storm sewer few more temp. construction easements for grading purposes. Does require longer on extension on culvert at Banner Valley Creek by 20' because trail is not up against the road. Multiple driveway crossing highest construct cost \$368,000.

Option D Pros Maintain max distance between the trail and residences. With that some safety concerns recommend to lower speed limit from 35 mph to 30 mph or 25 mph. Only 5' from street northbound traffic. Less grading in front yard because only widening street and not building berm for trail. Eliminate the need for the ditch between street and trail. Requires fewer temp construction easements. Allow for a shorter for extension on culvert and Banner Valley creek to 12' extension and lower construction costs \$338,000. Cons: less level of safety adjacent to roadway and cons and lower speed for vehicle traffic-lower longer thru town. Adjacent less flexibility locked on to the street grade 1½ % toward the property eastern trail edge a little longer driveway replacement. Increase of sand and salt deposits in winter for sanding and salting trail. Water surface run off. Multiple driveway crossings and if future State St work may have to rebuilding the trail.

Todd H In option B the 5' paved striped there will be a rumble strip example built in Fairfax Cemetery Road on Hwy 151 local 25 mph street. Example had several residential driveways & commercial driveways on the north side of it.

Question: Eldy Alternative D and there any other examples where this has been used. Todd H-I research on Google and did not find any other situations like that. Did find on proper buffers. I like to do 5' as where Fairfax did 4' with the combination of slower speed limit. Female asked There is trail in North that goes thru town; do you know how wide that trail is along main St that gets you to interstate – Todd H said should be 10'. Eldy said from city perspective when clearing snow, do not have to have a separate vehicle to clear trail than street, not that that is a huge problem but advantage. Eldy brought up example of her 9 year old daughter, will she pay attention enough to stay on street and not wander into street – only concern Option B. Will cyclist be safe. How many feet from property lines. Gaining 10' per Todd H. Once when get south town get trail back out and more separated road. Eldy said are we looking into speed study because if slowing to 30 are we slowing it all the way thru Ely, not having it return to 35 mph to consider. Male said when he came into town tonight he had alot of people stacked up behind him. Female asked about rumble strip is that raised or flat; Todd said it is cut into the concrete, not raised. Eldy is there any concerns in reducing the north bound lane by 1'. Todd said no. In an urban situation not a problem.

Eldy concern on upgrading the road State St we have to keep that in mind. Roadway is flat and just resurfacing is that something we could do without major problems and more cost effective.

Brandon White: We receive about 5 million \$ a year. Go thru a process to distribute those funds and gave last year to Ely & Linn County. \$368,000 we pay 80% of that and Ely pays 20% Process is validating the actual designs and schematics and if there is significant changes it

needs to go back through the review process by us, doesn't mean you give the funds back. I do not believe it should have to go back through this process for either design options. Other thing question to setting precedence. Regarding the two-way traffic buffer protected bike lane or cycle tracks. Example of one in Morton Grove IL similar 35 mph without rumble strip and no negative about that or the one in Fairfax. 11' lanes travel lane slows down traffic naturally so to put in the 5' buffer and get your drivers to slow down naturally. Good thing. Both options are safe options – one can be safer than other but both are not an increased danger injury and fatality. Children on this extra concern as a parent not a large space but extra will if lost control the rumble strips to warn for that highly unlikely scenarios. If hit that strip will not fall but warn/alarm you.

Eldy the ditch that is there but will not stop a car.

Open up to public forum/comment.

Eldy – Keep in a few minutes, stand up state name. NO decisions to be made only an information meeting.

Female ; Questioned cleaning the street responsibility in winter. Eldy responded with yes that is a city responsibly trails take secondary status to streets. Female county take care of road responsibly? Eldy said within city limits it is the city responsibility down to Seven Sister Road.

Jon Ryk – Ely resident and biker you mentioned cost saving of \$30,000 closer to the street option, dangerous option. How much will be lost to redo street and trail.. Brandon: I can't speculate if you were to redo street you would have to redo this section of trail. If you need to resurface a little extra cost to resurfacing. Would have to pretty much redo the bike trail.

Eldy: not a cost saving venture just more a buffer reason.

Terry Smith: Resurface the street would have to resurface the trail with asphalt. Todd: So far down the road don't know what the city plans are. Could asphalt or concrete overlay. If you put overlay 2" or 4" then the trail is higher than the driveway. Todd said that the option could be to mill down those lanes to keep the elevation the same. Terry and other thing if you go with asphalt and the increase of heavier vehicles and thicker thru the trail. Todd; We are thinking 6" of concrete for the trails .

Female: You mention to narrow the street, if you narrow won't it make it closer to the bikes. Brandon- no the buffer created will.

Male – can't hear what he said

Terry Smith – East of the trail 12' from the edge of roadway can't hear

Tony Brad- Living along the street 30 years Safety concern. I don't think it will matter whether you are further away or not. I have seen everything along that street and concerned about people on the trail no matter where you put. Putting it further away with us pulling in and out is sometimes not an easy thing. Will have to look for those bikers while pulling in or out.

Terry Smith - I measured and the closer you get it to the road the better it is for the homeowners. With it adjacent to the road it is in the general same area of the street to look for vehicles and bikers, the closer you move it to the resident the more problems for the residents, I think.

Male said who is responsible for the biker or person that falls who insurance would be responsible

Eldy – Concerns so we called our insurance agent

Aaron- Anything that happens on the trail, the liability will go to the Linn County or Ely. Same thing if the person drives off the street into your tree, you did not invite them or entice them into

your yard or tree not your responsibility. They have to be on the public right-a-way and if not, not your problem. Our attorney & insurance agent says that.

Brandon W. If anyone attempted to sue a city, it would be thrown out so long and as long as the city could prove it is built and design to the national standard. Those laws are created for roadway trail public transportation etc. You are not liable and city not liable.

Male – original design chose to route the path along with intersection with houses. Could have moved it across the road. I'm not aware anywhere in Linn County where the bike trail runs along a major road. Mixed use roadway. Too close to roadway. All the thousands of people on roadway down to 25 mph on major roadway I'm not for mixing it for kids, etc. Did you/engineers look at other alternatives – seems to me not adjacent to major road. Road crossing there 55 mph people are coming behind you not safe. Anywhere but bike trails are at right angles. From an insurance standpoint can we look at alternative routes, seems to me there could be other routes. No where else in CR.

Female – Can't hear name, I live at Comisky court and see bikers on the trail all the time. Downtown CR the bike lanes go parallel with the street 35 mph all day long use them every day.

Eldy – Brandon, do you have examples across driveways

Brandon – Nearly every trail in Marion 29<sup>th</sup> Street major st. two way trail and only an 8' trail 4-5' buffer with numerous driveway and busy street and broader perspective Fairfax Cemetery road. There is Dearborn St downtown Chicago 2-way 10' with buffer and flexible post, won't stop a car but when it hits your car you will make you hit your brakes speeds are lower but volume is higher. Morton Grove and Eugene OR other example. Volume is much higher. Can't speak to any injuries. No small town examples without research. I don't believe there is a high level of risks.

Male – can't hear I have daughters if they were 9 yrs old riding next to road.

Eldy buffer zone

Male – I don't see a sidewalk ordinance

Eldy- this is older neighborhood but in new developments sidewalk are required.

Female – my parents live in CR near school built in 1950's Sidewalk on the school side not on their property.

Brandon – regarding a crossing can be done safely at 55 mph is much more dangerous. There is higher risk with crossing.

Male – roads have a commercial use and when downtown CR .1% use it downtown. Need to keep them separate.

Male – President Linn County Trail Association. Lost approx 100 lbs. riding my bike to work every day, moved to Ely 2012. I use trails every day. I broke my collar bone on trail and did not sue anyone. I believe not crossing the trail is by far the safer choice. Between two choices, I use the downtown bike lane 8:30 AM in morning. I use flashing lights & helmet, etc, I understand your concerns cyclists should always have these. Both are in the right-a-way and technically owned by the city. On option D I can go fast 20 mps when you don't have a curb section if you have concerns speed is a concern they are going to have to slow down to cross rock Island road as cyclist you have to be concerned with car parallel to you and have a car turning. There are a lot of collision where a car turns into a cyclist. Prefer B is safest, etc.

Eldy – I like your point at crossing forcing cyclists to slow down or stop.

Kay Hale - will a cyclist be required to stop? Eldy - yes

Same male – yes but cyclist probably will not because it isn't divided.

Todd H - Option B allows the stop sign on Rock Island to be closer to State St. because trail is closer.

Sheryl Krob - backing down driveway, I have to stop before the trail, right. Don't I have to stop; biker has the right-of-way. Yes, they have the right of way but if you are first then they have to.

Brandon – If you come first to trail you can go the biker will have to stop then.

Male (Todd?) - Consider the value of the home, it is a feature of the home –

Eldy- it depends on the buyer whether you support trails or not.

Terry Smith – One area the city has never looked at is crossing the street twice. Would not be crossing any driveway. If the trail is moved up and the cyclist is going faster we resident can't see because of trees etc.

Jon Ryk - I understand concerns of homeowner and as a biker we look out for ourselves. Good thing for trail, cyclist get angry people get cyclist of moving it further from the street is better with a two way trail, if riding opposite traffic and hit those rumble stripe not a good thing – further the street is better. Trail has been a good thing in Ely. Go with what is the safest.

Female – My point is we live in the Ely and with all the land open spaces around us and they run the trail along the highway not a good thing.

Male - I think there was a land purchase problems

Eldy – I wasn't here but yes I think land purchase wasn't an option.

Kay which land Aaron -Southbrook on east side

Eldy- I've been training my kids how to use the trail.

Brandon – rumble stripes relatively safe

Male- rumble strips not safe Have you done studies?

Brandon- no not on rumble strips Rumble strips safer than not having them with trail safer

10:00:00 Jordan – Concept why not have a narrow strip of rumble to alert cars or a 4' garden area when kids hit landscaping area will slow down.

Eldy – one idea to fill ditch with prairie grasses not required to mow and look nice.

Jordan - want it for the cars why not for the kids.

Eldy - Option B ditch has to be there for the water

Males – understand the concerns of room for backing out of their driveway and putting plants will block view.

Eldy – but plants will be down in the ditch away from blocking the view.

Male – 1<sup>st</sup> option B not one closer to road at State St. how does it cross Rock Island Dr. Do you stop 1<sup>st</sup>. How far back does cars have to stop from crossing.

Eldy - Stop sign is not being moved back

Brandon – Option B drawing out away from intersection don't remember dimensions; Can worry about the traffic not about the trail.

Terry Smith – along with this gentleman said rumble strips right along edge of road, you can paint along this divider strip and paint along bike trail to warn the bikers.

Eldy – yes, that is in the plans to paint diagonal stripes to warn the bikers. Your lights will catch it as well. Rumble strips cut into pavement like Solon. As soon as we get away from town the rumble strips go away.

Male – When you cross the bridge/creek you are right up against the road right?

Terry – when you get across bridge.

Todd – Will have to extend the culvert add two more barrow section

\$15,000 vs \$20,000

Eldy- Double the cost to go behind the Businesses on West side will have to build a bridge, flood area, was twice the cost. Back in 2013 estimate was \$700,000 underpass bridges, etc.

Male - anyone that doesn't have a turn around in each driveway with a 3 point turn around

Male - I emails from the city and Brandon possible and when city found out it would cost the city.

Aaron was mentioned at a meeting in past and was discussed but never presented or was not voted on. Not sometime the DOT was going to include on the cost of the project.

Brandon – It would not be included in the cost.

Aaron – It has been part of the discussion in the past.

1:140:00 Male – On original plan several years ago...box culvert necessary why is it necessary.

Eldy – The ultimate concerns were not to cross the road again. Also, discussed the trail in that area was in a flood plain.

Brandon – Not sure if the land on west side of road can be purchased.

Male – the added bikers love to ride on the trail. Not taking in consideration of many bikers on the trail, now only are we watching out for the bikers, we are watching out for the other traffic.

Eldy – the other concern is if you shoot the trail off in another direction then have to bring it all the way back to State St., you are still going to get those riders that will not want to go out of the way and will still continue down State St. Still a concern.

Male – Is it true that the city owns just as much land on the West side of State St as they do on East side.

Aaron – As far as I know that is correct.

Male – wouldn't it be prudent for the city to mix the green plan where you can go under the road. There are many areas of the trail that is in a flood plain. It alleviates the problem of getting across the road. You don't have to go on the other side of Rock Island Rd because there is no road to cross and would alleviate that problem.

Eldy – You would still have to get across the creek some way.

Male –

Eldy – You still have driveways to cross on the west side of the road. We aren't eliminating crossing driveways.

Kay – Traffic study 4500 residents a day on that road

Brandon – I want to reiterate route 5 green route, is all based on assumption to be able to purchase that land. If you are not able to purchase that land.

Eldy – Please keep side conversations down. This is an informational meeting and want to make sure the information is shared and heard and you have the opportunity to ask your questions and use this time

Terry S – On option B is reads under ? May require more temp. construction fees and my understanding this be trail a property owner doesn't have to give up an easement. Correct? This is recreation purpose.

Todd – that doesn't apply any more only on agriculture.

Brandon – that is correct agriculture is the exception. Recreation and transportation purposes.

Male – If you ride your bike to work every day. I own a bike I don't have to own a car, but I do to use in the winter.

Eldy – not uncommon for people to ride bikes to work. Several on Rock Island that do.

Male – What kind of construction are you talking about on our properties. Now we are going into our properties with grading. What kind of temp construction will happen tearing up our yards?

Todd - Not everybody's will require construction, very minor. Hayek, at intersection Rock Island and Wenneke from the retaining wall.

Eldy - if grading is done they will re-seed it like they did on Banner Valley Road at my house.

Terry - One thing Todd mention several years ago in regards to putting this in sections so we can use our garage, correct? There is no way I can't use the garage for a week or so. Todd - usually we do this after we design or phasing figure out how to build it, we will use one side of the drive.

Eldy- They will be working with each homeowner as best as possible. Best as we can.

Male - My point I'm not against biking, but it's a different deal when it crosses properties.

Eldy- I have a sidewalk in front of my house with kids on bikes crossing every day.

How many people would vote for this if it was going through your front yard.

Make - It's right-of-way property.

Male - what does it do to the value of your property? Do you want that? Someone may see that bike trail in front of the house and not want it

Eldy- But it is the same thing that someday if they decide to widen State St. It's not just the trail.

Welcome

Brandon - When it comes to the property value, a good Indianapolis. Not just city but real trails they still have that space it was a slight improvement to property values. Doesn't really impact the property values.

Eldy - We have approximately 5 more mins. Thank you

Male - why did we give up on the idea of Banner Valley, there are people out there now walking with dogs on both sides.

Eldy - Main concern of Banner Valley

Kay - the main concern was going all along - having to buy all that land and all the buy ins of all those homeowners.

Male - The trail would be coming more to our side, would it be possible to make it go more to the otherside. It would be shared on both sides of the road. Instead of taking the 14 ft on our side to center it more and share.

Eldy - Good suggestion - possibility

State St and Banner Valley will have to be worked on at some point.

Male - Do we know when this is going to start?

Eldy - I'm glad you brought that up with the Linn County road work and Johnson county trail work.

Brandon - Part is your decision, the Linn County portion grading this summer and paving next summer. Johnson Cty trail, they have plans have the grant money for the 1st phase from Solon either this summer or next summer. Then the next phase #2 is Seven Sister Road to the wetlands anticipate in 2017. Middle portion is

Male - When is this going to start here in town in front of my house?

Brandon - Grading this summer. Todd - ? Realistically ? then laughter

Eldy- If Ely went in and said everyone has to get sidewalk that were grandfathered in, may go away and then you'd have your sidewalk. I will be fore to put a sidewalk

Terry- I understand you are recording this, Can I get a copy?

Aaron - I don't have the technology but you are welcome to come in and listen to it anytime.

Terry - This will be saved forever and ever, correct? Public record

Aaron - Yes it is public records

Teri - Does anyone looked at need additional lighting in this area? Safety for night riding

Terry – Talked with Johnson county yesterday and they did not get the land they wanted – plans to put culvert under road at ATV are and make a provision over the road.

Meeting adjourned at 7:34 p.m.

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Eldrew Miller, Mayor

Attest:

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Aaron Anderson, Clerk/Administrator

DRAFT