

## **Columbia Library District Minutes, Meeting of September 12, 2011**

Board members present were Rosie Gerding, President; Julie Baka; Susan Breyfogle; Philip Harrison; Jim Jones; Tom Richards and David Webber. MaryEllen Sievert and Lisa Groshong were absent.

DBRL Director Melissa Carr and DBRL staff members Elinor Barrett, Amanda Burke, Russ Niermeyer and Jim Smith were in attendance. Also present were Wes Bolton and Brian Harrington of Allstate Consultants, as well as Matt Kriete and Josh Lehman of ESS.

### **Call to Order, Roll Call and Determination of Quorum**

Gerding called the meeting to order at 6:31 p.m. in the Virginia Young Room of the Columbia Public Library. A quorum of members was present.

### **Public Comment**

No members of the public were present.

### **Approval of Minutes**

Gerding asked for changes or corrections to the minutes from August 11, 2011. Hearing none, she declared the minutes approved as written.

### **Financial Reports of the CLD Debt Service Fund and CLD Building Fund**

Gerding asked for questions from the board on the two financial reports. Gerding asked if another payment on the debt service fund will be made this year, and Smith responded that the payment for 2011 has been made and the next payment will be in 2012. The balance to pay is approximately ten million dollars. There were no other questions.

### **New Business**

There was no new business.

### **Old Business**

CPL South Parking Lot – Allstate Consultants: Bolton presented three options for the board to consider in the attempt to reduce both traffic back-up onto Garth and potential pedestrian-vehicle interactions at the entrance:

1. Bolton displayed a rough drawing of this option, which includes converting the current entrance to a one-way exit with a mountable curb that will allow large trucks to use that drive when necessary; widening and straightening the current exit to allow two lanes for entry and exit; closing off the north end of the easternmost aisle of parking; and establishing a crosswalk between the stairs and the new island of concrete. Six to eight parking spaces would be eliminated if this option is selected and a rough estimate of the cost is \$25,000-50,000. Bolton believes that this option would significantly improve the problem of traffic backing up onto Garth and reduce the potential for pedestrian-vehicle conflict at the entrance.

Smith asked if the rough estimate includes professional fees, and Bolton replied that it does include design and construction fees. Bolton added that the cost of storm water management is not included, just engineering plans and the cost of proceeding through the variance process. He noted that if the variance is denied, costs would increase. Barrett added that legal fees would be in addition to the quoted cost.

2. This option involves closing the stairs and moving pedestrian access to the ramp. No parking spaces would be eliminated if this option is selected and a rough estimate of the cost is \$10,000. Bolton believes that using this option would provide a minor to moderate improvement in traffic backing up onto Garth, as no one could stop to drop off patrons

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immediately inside the lot, although the ability for drivers to turn left into or wait for parking to free up in the easternmost aisle will still slow vehicles at the entrance. Pedestrian-vehicle conflict would be significantly reduced by eliminating the motive for pedestrians to walk across the drive at the exact location where all vehicles enter the lot.

Gerding asked for clarification as to what the option would look like, physically. Bolton stated that the likely outcome would be that the stairs would be removed and the retaining wall along the ramp would be continued to the eastern wall. Landscaping could be installed, although he would not create an area where patrons would want to gather, as that would defeat the purpose. He also does not recommend putting new parking places in the space that would be exposed.

Richards asked for clarification of Option 1, asking if the south drive would be used both as an entrance and an exit. Harrington confirmed this, noting that the option of exiting from either drive would hopefully ease congestion further and give people the option of not driving in front of the stairs at all.

3. This option involves miscellaneous minor improvements, such as additional striping and highlighting the ramp entrance. No parking spaces would be eliminated if this option is selected, but improvement is not guaranteed. Bolton said Allstate's opinion is that the current signage is sufficient and adding further signage will not help.
4. Bolton said that the fourth option is to leave the parking lot as it is.

Carr noted that St. John has created an informational sandwich board for the top of the stairs, and Barrett stated that it will be put in place soon. Harrington noted the difference between pedestrian signage and signage in the lot that might further distract drivers; he said that Allstate's opinion on signage only pertains to vehicular signage.

Richards stated his aversion to Option 2, but noted that it might make parking in the north lot more attractive to some patrons. Harrington noted that for some people with disabilities, it is actually easier to climb stairs than a ramp.

Barrett asked the engineers if in their modeling of turning radii, they took into account that the bookmobile drivers are amateur drivers and curbs may sustain damage. Bolton said that he can use conservative estimates to determine how much to scale back the curbs.

Harrington noted that, concerning the cost of Options 1 and 2, the wild card is storm water variance. He warned that the project's cost would snowball if a variance is not granted.

Jones asked how Option 1 would affect snow removal. Niermeyer stated that snow removal is performed with a four wheel drive pick-up, a Bobcat and a four-wheeler, so workers should be able to adjust to any new lot configuration.

Richards asked if the new staff parking lot and the north parking lot are often filled. Carr said the staff lot is generally full by 9:00 a.m., and Niermeyer added that the north parking lot will fill during popular programs.

Webber expressed his support for Option 3, noted his approval of softening the curbs and asked what the new dimensions of the current exit would be if Option 1 is pursued. Bolton responded that the width of the drive would more than double.

Barrett noted that Option 1 would send more vehicles through the crosswalk to the school next door, which may need to be discussed with the school's administration.

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Jones asked, if selected, would Option 1 need to be completed before resurfacing is started. Bolton said that resurfacing would be performed in conjunction with the reconfiguration.

CPL South Parking Lot – ESS: Kriete displayed maps of the lot showing cracks in the surface and provided three options for repairing the lot. He noted that in all three scenarios, the stone pavers would remain, although reconstruction may possibly occur to strengthen the pavers. Kriete also distributed a summary of the life expectancies for each option and the possible cost of each option, not including design fees.

- A. 1. Remove and replace with concrete the full depth of over half of the panels in the lot. This option has a 20-25 year estimated life expectancy and a total OPC (Opinion of Probable Construction Costs) of \$197,000. The OPC includes probable costs of storm water management.
- 2. Remove and replace with concrete the full depth of all of the panels in the lot. This option has a 25-30 year estimated life expectancy and a total OPC of \$332,000.
- B. Asphalt overlay of the entire lot and some concrete replacement. This option has a 10-15 year estimated life expectancy and a total OPC of \$187,000.
- C. Patch joints and cracks, remove and replace the worst panels. This option has a 5-8 year estimated life expectancy and a total OPC of \$90,000. This option would involve the shortest work time frame.

Richards asked how ESS could estimate a 20-30 year life span in Options A.1. and A.2. when the current lot has only lasted ten years. Kriete noted that moisture issues will be addressed with a fabric overlay and a thicker, 8-inch layer of paving, which should increase the life expectancy of the lot. Webber asked what the depth is now, and Kriete said it is approximately 5-7 inches of paving with 3-6 inches of crushed stone below.

Richards said he is in favor of taking out the pavers and using concrete or asphalt with a painted-on crosswalk.

Richards exited the meeting.

Webber asked if significant maintenance had been done on the lot in its first ten years, and Niermeyer responded that patching is the only work that has been done.

Carr noted that this project is unlikely to be finished this year.

Gerding asked what the storm water design will be, and Kriete said it would be pipes under the lot. Barrett added that, currently, the storm water detention is the mulched islands.

Jones asked about construction time, and Kriete said it would be done in pieces over no more than sixty days.

Gerding asked if DBRL staff is able to perform maintenance on the asphalt, and Niermeyer said they have to subcontract the work. Once the lot is paved and striped, staff can patch and restripe.

Baka asked if there are serious cracks that need to be patched before winter, and Niermeyer said that staff are continually working to keep the worst issues under control.

The representatives from Allstate Engineering and ESS left the meeting.

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**Miscellaneous**

Hugh Tincher owns the Wyngate Apartment complex north of the library and contacted staff asking if DBRL might be interested in buying the property. He said he was in no hurry to sell and gave no deadline. Gerding asked if he suggested a price and Barrett said he did not. The board briefly discussed ways in which DBRL might use the property including broad financial and legal issues. In summary, Gerding asked staff to convey to Mr. Tincher that the Board has a general interest.

**Public Comment**

No members of the public were in attendance.

**Adjournment**

Hearing no further business, Gerding adjourned the meeting at 7:54 p.m.

Minutes recorded by Amanda Burke, DBRL Staff

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Jim Jones, Board Secretary