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COMMUNITY DEVELOPMENT

Planning,
Zoning,
Building Safety,
Construction Inspection Services,
Public Health,
Housing Inspections,
Code Enforcement

MEMORANDUM

To: Mayor and City Council Members
Cc: Gregg Mandsager, City Administrator
From: Andrew Fangman, City Planner
Date: April 16, 2015
Re: Request to set a Public Hearing – 2015 Sidewalk Construction Program

INTRODUCTION: A request to set a public hearing on the 2015 Sidewalk Construction Program.

BACKGROUND: A critical step towards improving the health of the Muscatine community is to increase the frequency which people choose to forgo driving and instead choose to walk or bike to their destination. Of particular importance is getting children to walk or bike to school more frequently. The City of Muscatine recognized the importance of this goal in its recently adopted Comprehensive Plan. One of the most important goals laid out in this comprehensive plan states "Members of the community should have the opportunity to travel safely to their destination by foot, bike, or by other non-motorized means. Children should be able walk or bike to their school safely." To achieve this goal, a comprehensive community wide network of sidewalk and trails will be necessary. Gaps in the existing network are significant impediments to achieving the community's goal of providing safe routes to school and of making all destinations safely accessible by foot or bike.

To begin the process of addressing safe routes to school City of Muscatine and Muscatine Community School District staff worked together to identify the five highest priority gaps in current sidewalk and trail network, with the focus on creating safe routes to school. These identified five routes form The City of Muscatine 2015 Sidewalk Construction Program.

The Fiscal Year 2015 budget allocates \$50,000 for this project. An additional \$50,000 for this project has been received as a matching grant from the Wellmark Foundation, creating a total project budget of \$100,000.

One of the five routes initially identified in grant application, the connection between the end of Bloomington Lane and the western end of New Hampshire Street, is no longer viable due an inability to acquire an easement necessary for this route. City and School district staff have identified a different sidewalk connection, which has been judged as having a similar benefit to the community and a roughly similar construction cost to the route that is no longer viable.

"I remember Muscatine for its sunsets. I have never seen any
on either side of the ocean that equaled them" — Mark Twain

This route will connect the eastern end of Steamboat Way with Clermont Drive/Baton Rouge Road Connector Trail. The five connections that comprise the 2015 Sidewalk Connection Project as follows:

Connection #1 is 1,265' of sidewalk and asphalt trail linking the eastern end of Hillcrest Avenue to the citywide trail network at a point in Weed Park. The community would benefit in two major ways from the completion of this connection. Completion of this connection would create a safe and direct route to school for children in the Fair Oaks Subdivision, population 416, to reach Colorado Elementary School, and it would create a safe and direct route for accessing the citywide trail network. This connection would also be a major improvement to Weed Park, Muscatine's oldest and largest park. This connection would link the southern and northern portions of Weed Park with a safe route for pedestrians, and give users of the citywide trail network safe and direct access to amenities located within the northern portion of Weed Park, including the only restrooms within Weed Park. Currently for pedestrians to get between the halves of the park they must share a roadway with motor vehicle or navigate a steep hillside without the aid of any sort of pedestrian walkway.

Connection #2 is 781' of sidewalk linking Houser Street to the western edge of the West Middle School campus. Completion of this link would provide safe pedestrian access to the many students living to the west of West Middle School and McKinley Elementary School. There is a sidewalk that extends along the entire southern edge of the West Middle School campus. Currently anyone wishing to access this segment of sidewalk must traverse a 781' section of Dawson Street that lacks sidewalks. Installing sidewalks along this portion of Dawson Street will provide a safe route to school for a significant number of students at West Middle School and McKinley Elementary School.

Connection #3 is 190' of sidewalk along the west side of Tipton Road linking Provence Lane and Mulberry Avenue. Parents of children living in the Champ de Reves Subdivision and attending Mulberry Elementary have identified the Tipton Road and Mulberry Avenue intersection as major deterrent to letting their kids walk or bike to school. The unconventional geometry of this intersection creates visibility and traffic speed issues for pedestrians. Constructing a sidewalk along the west side of Tipton Road between Provence Lane and Mulberry Avenue would solve this problem by allowing Mulberry Elementary students living in the Champ de Reves Subdivision to cross Tipton Road at Provence Lane and the proceed along a safe route school, without having to cross at the Tipton Road/Mulberry Avenue intersection.

Connection #4 is 415' of sidewalk along the northern 415' of Centre Drive to its intersection with Wier Street. Pedestrians or bicyclists traveling to Grant Elementary School from points north must use Centre Drive to access the school. Currently this portion Centre Drive does not have sidewalks. By closing this gap and constructing sidewalk from the point where they are currently to the end of Centre Drive at Wier Street will significantly increase the number of children that have access to a safe route to Grant Elementary School.

Connection #5 is 1,867' of sidewalk and asphalt trail linking eastern end of Steamboat Way with Clermont Drive/Baton Rouge Road Connector Trail. Currently the residents of the 180 dwelling units located on Steamboat Way have no way to safely access any destination in town by foot, bike, or any other non-motorized means. By connecting the end of Steamboat Way to connector trail that currently runs between Clermont Drive and Baton Rouge Way, students living on Steamboat Way will have a short, direct, and safe way to walk or bike to Mulberry Elementary School and Muscatine High School, both of which are located less than a mile away. Additionally the community will benefit from the creation of the first safe route to travel to Palms Drive, location of the new theatre, by bike, foot, or other non-motorized means.

The intent is to have these five connections constructed by the beginning of the school year in August. The first step in this process is the approval of a resolution setting a public hearing on the 2015 Sidewalk Construction Program.

RECOMMENDATION: Prior to City Council action of the request, a public hearing is required. It is recommended that the attached resolution setting a public hearing on the 2015 Sidewalk Construction Program be approved.

BACKUP INFORMATION:

1. Maps
2. Resolution

RESOLUTION NO.

**A RESOLUTION TO SET TIME AND PLACE FOR A PUBLIC HEARING ON THE
2015 SIDEWALK CONSTRUCTION PROGRAM**

WHEREAS, the City Council of the City of Muscatine, Iowa has heretofore granted preliminary approval of the plans, specifications, form of contract, and cost estimates for the proposed 2015 Sidewalk Construction Program; and

WHEREAS, the proposed project is to be paid for out of funds legally available for that purpose.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
MUSCATINE, IOWA, that;**

SECTION I: On May 7, 2015 at 7:00 p.m. in the City Council Chambers at City Hall, Muscatine, Iowa, this Council shall hold a public hearing of the plans, specifications, form of contract, and cost estimates for this proposed project.

SECTION II: The City Clerk shall give notice of such public hearing by publication of a notice in the Muscatine Journal not less than four (4) nor more than twenty (20) days prior to the date set for the hearing. The notice shall be in the following form:
(NOTICE OF PUBLIC HEARING ATTACHED)

PASSED, APPROVED, AND ADOPTED this 16th of April 2015.

**BY THE CITY COUNCIL OF THE
CITY OF MUSCATINE, IOWA**

Attest:

DeWayne M. Hopkins, Mayor

Gregg Mandsager, City Clerk

PUBLIC NOTICE

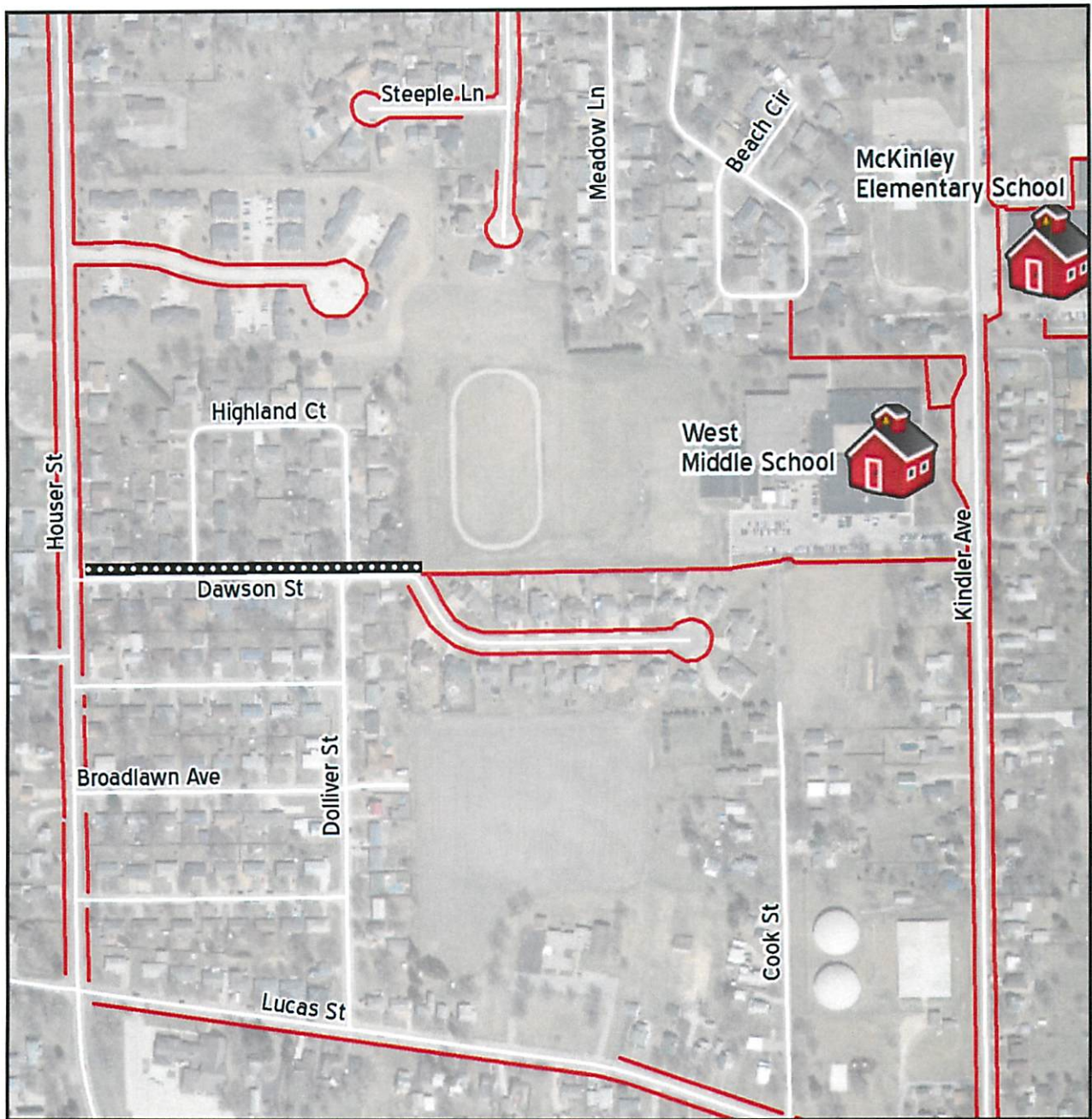
PUBLIC NOTICE A PUBLIC HEARING ON THE 2015 SIDEWALK CONSTRUCTION PROGRAM

Public Notice is hereby given that the City Council of the City of Muscatine, Iowa will hold a Public Hearing to hear objections to the plans, specifications, form of contract, and cost estimate for the proposed 2015 Sidewalk Construction Program.

This Public Hearing will be conducted on Thursday, May 7, 2015, at 7:00 p.m. in the City Council Chambers at City Hall.

All interested persons are invited to attend and comment on the project at that time.

Gregg Mandsager, City Clerk



City of Muscatine 2015 Sidewalk Construction Program Houser St to West Middle School

 Sidewalk to be Constructed

 Existing Sidewalks

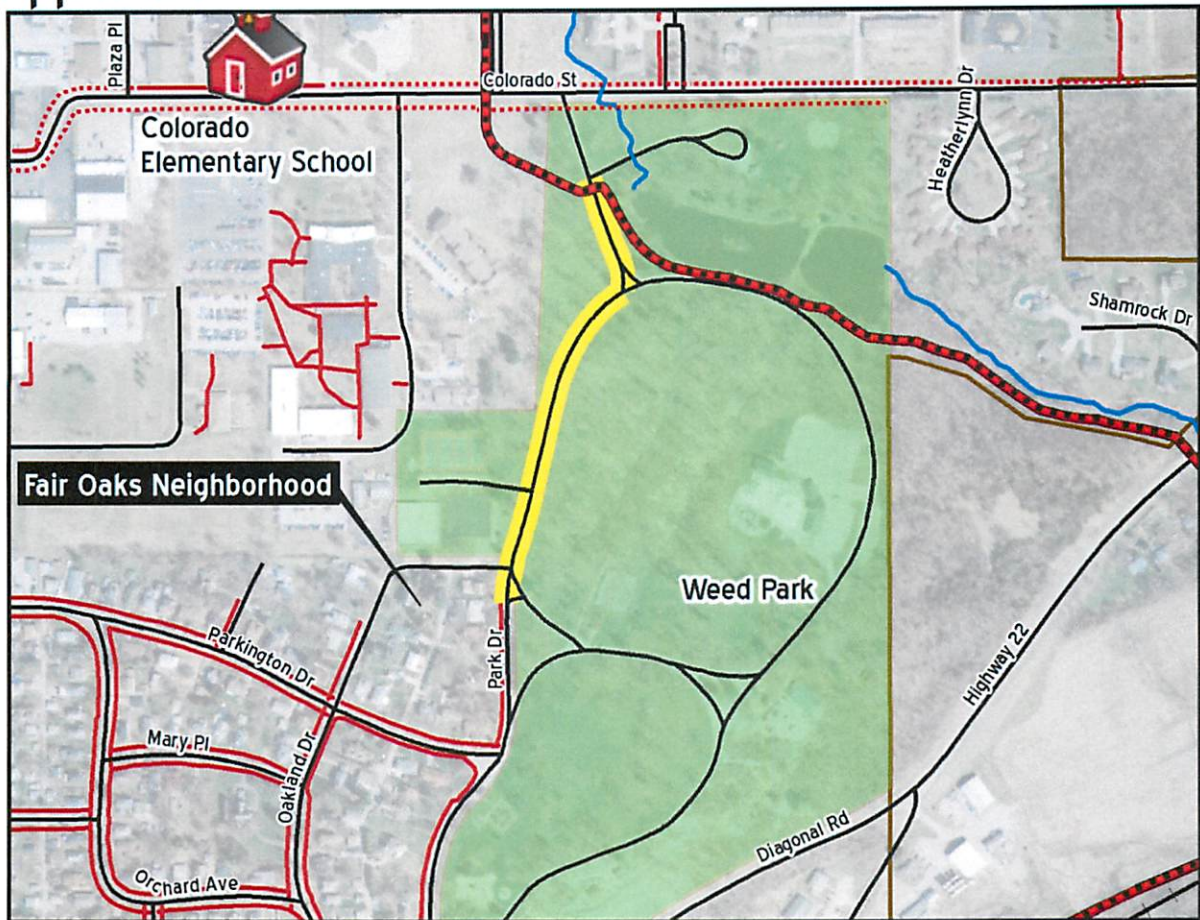
0 250 500 1,000 Feet



Date Source: Muscatine Area Geographic
Information Consortium, City of Muscatine
Prepared by: Andrew Fangman, City Planner
Date: March 11, 2015



Appendix B



Connection #2: Hillcrest Avenue to Trail System

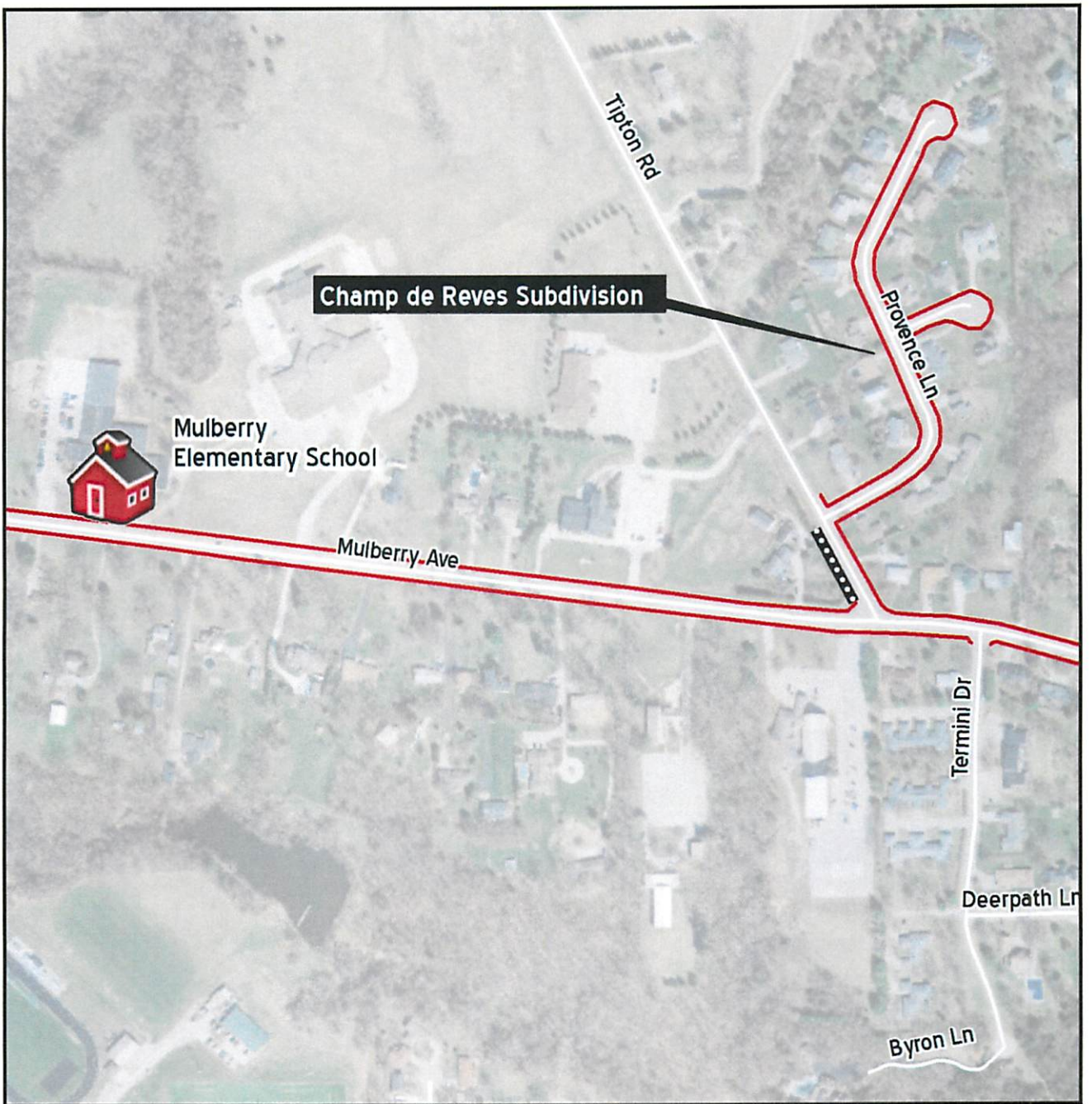
Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
Prepared by: Andrew Fangman, City Planner
Date: June 10, 2014

- Existing Sidewalks
- - - Existing Trails
- - - - - Sidewalk Currently Under Construction
- Proposed Sidewalk (1,265')

0 400 800 1,600 Feet



Connection #2 is 1,265' of sidewalk linking the eastern end of Hillcrest Avenue to the citywide trail network at a point in Weed Park. The community would benefit in two major ways from the completion of this connection. Completion of this connection would create a safe and direct route to school for children in the Fair Oaks subdivision, population 416, to reach Colorado Elementary School, and it would create a safe and direct route for accessing the citywide trail network. This connection would also be a major improvement to Weed Park, Muscatine's oldest and largest park. This connection would link the southern and northern portions of Weed Park with a safe route for pedestrians, and give users of the citywide trail network safe and direct access to amenities located within the southern portion of Weed Park, including the only restrooms within Weed Park. Currently for pedestrians to get between the halves of the park they must share a roadway with motor vehicle or navigate a steep hillside without the aid of any sort of pedestrian walkway.



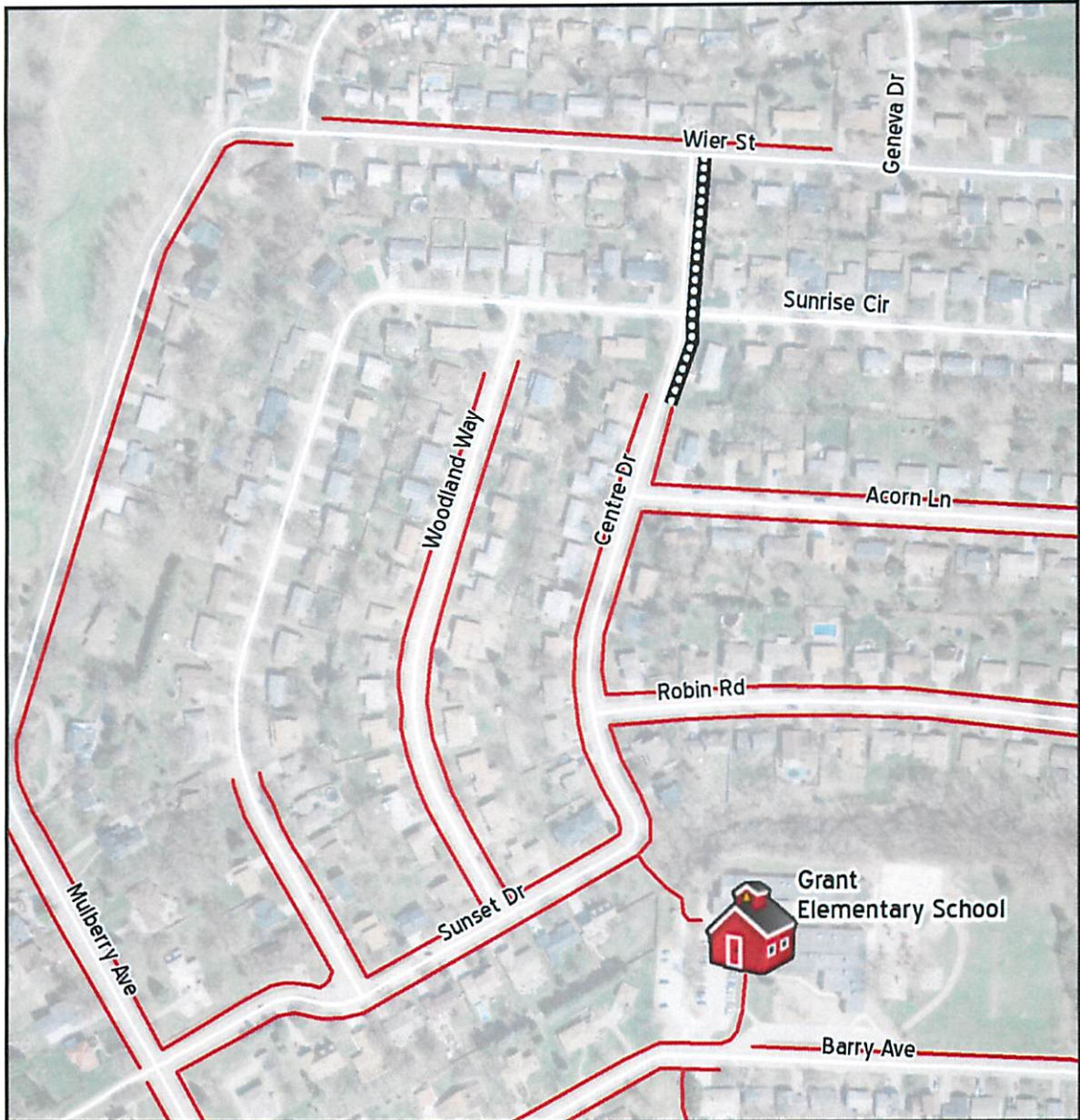
City of Muscatine 2015 Sidewalk Construction Program Tipton Road

- Existing Sidewalks
- Sidewalk to be Constructed

Date Source: Muscatine Area Geographic
Information Consortium, City of Muscatine
Prepared by: Andrew Fangman, City Planner
Date: March 11, 2015

0 200 400 800 Feet





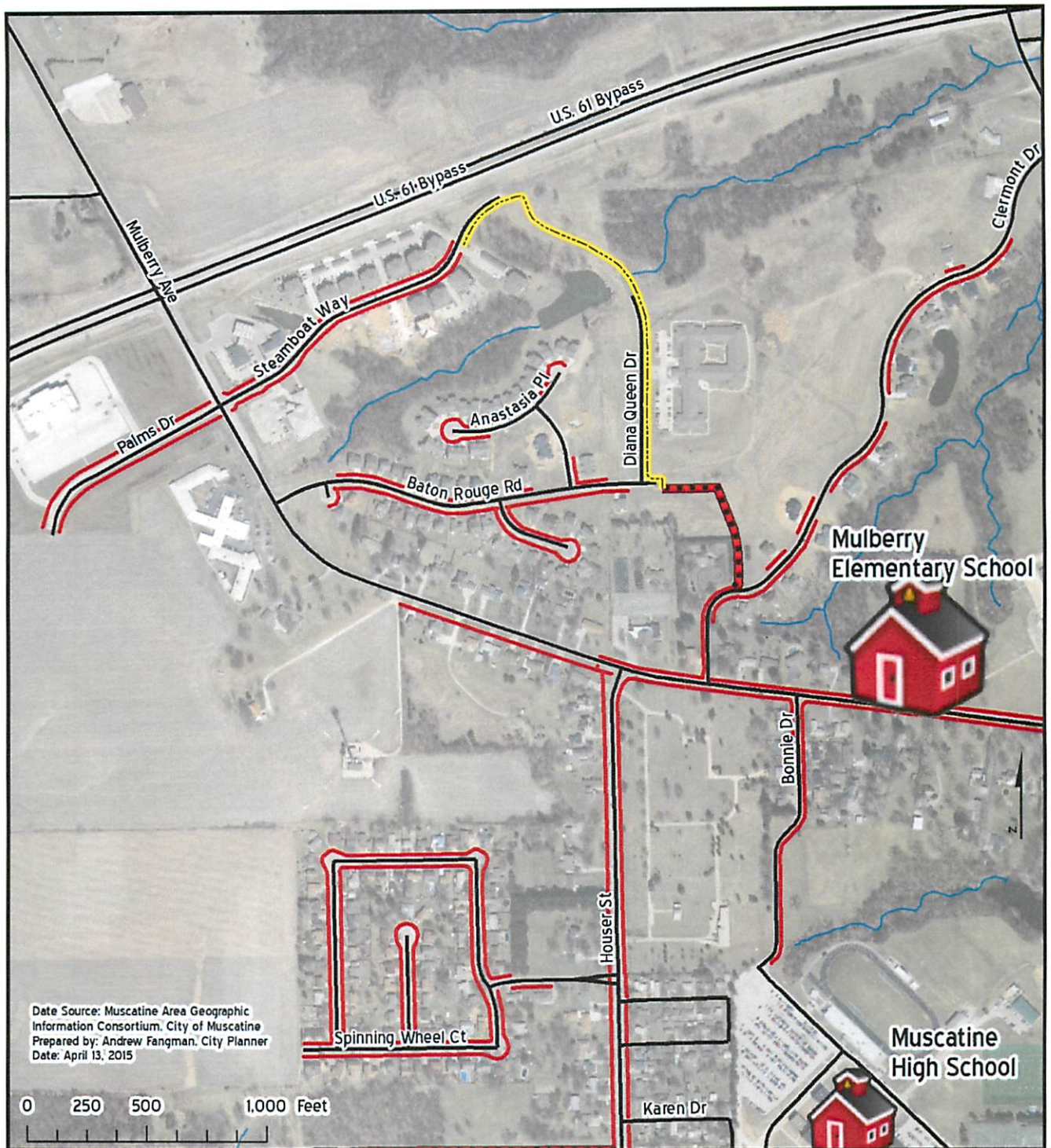
City of Muscatine 2015 Sidewalk Construction Program Centre Drive

- Existing Sidewalks
- Sidewalk to be Constructed

Date Source: Muscatine Area Geographic
Information Consortium, City of Muscatine
Prepared by: Andrew Fangman, City Planner
Date: March 11, 2015

0 200 400 800 Feet





Diana Queen Drive Connection

- Proposed Connection
- Existing Sidewalks
- Existing Trails

1,867' of sidewalk and asphalt trail linking eastern end of Steamboat Way with Clermont Drive/Baton Rouge Road Connector Trail. Currently the residents of the 180 dwelling units located on Steamboat Way have no way to safely access any destination in town by foot, bike, or any other non-motorized means. By connecting the end of Steamboat Way to connector trail that currently runs between Clermont Drive and Baton Rouge Way, students living on Steamboat Way will have a short, direct, and safe way to walk or bike to Mulberry Elementary School and Muscatine High School, both of which are located less than a mile away. Additionally the community will benefit from the creation of the first safe route to travel to Palms Drive, location of the new theatre, by bike, foot, or other non-motorized means.