

**MUSCATINE CITY COUNCIL
IN-DEPTH MEETING
Thursday, January 12, 2023**

Brad Bark, Mayor

Dennis Froelich, 1st Ward

Jeff Osborne, 2nd Ward

Peggy Gordon, 3rd Ward

Nadine Brockert, 4th Ward

John Jindrich, 5th Ward

Angie Lewis, At Large

DeWayne Hopkins, At Large

Carol Webb, City Administrator

Cinda Hilger, Admin. Professional

Brent Hinders, City Attorney

City Council meetings are held on the 1st and 3rd Thursday of each month, In-depth sessions on the 2nd Thursday of each month. All meetings are available for review on the City of Muscatine YouTube page.

The public is welcome to attend virtually using the information below.

Please join my meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/CityofMuscatine/city-council-meeting>

You can also dial in using your phone.

United States: 1-669-224-3412

Access Code: 971-499-597

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. COUNCIL DISCUSSION ITEMS

- A. Iowa Businesses and Child Care Presentation by Iowa Women's Foundation
(Dawn Oliver, Sheri Penney, Deann Cook)

- B. Update - Community Foundation of Greater Muscatine South End Improvement Fund Projects

Parks and Recreation Department staff will present an update on the status of the Community Foundation of Greater Muscatine South End Improvement Fund projects.

- C. Discussion of Round About Concept at Carver Corner

Discussion and input on preferred intersection concept for Carver Corner

- D. Courtesy Sidewalk Discussion

Discussion of Courtesy Sidewalk Policy

- E. Update: Grandview Corridor Project

Update on activities included in the Grandview Corridor Project

- F. Staff Report - SeeClickFix Implementation

5. MAYOR AND COUNCIL REPORTS

6. ADJOURNMENT



City of Muscatine

ITEM NUMBER 2022-688

IN-DEPTH ITEM - CITY COUNCIL

DATE: 1/12/2023

STAFF

SUBJECT FOR DISCUSSION

Iowa Businesses and Child Care Presentation by Iowa Women's Foundation (Dawn Oliver, Sheri Penney, Deann Cook)

EXECUTIVE SUMMARY

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

BACKGROUND/DISCUSSION

ATTACHMENTS

1. 2022 - BCCCS Muscatine



IOWA WOMEN'S
FOUNDATION



IOWA BUSINESSES AND CHILD CARE 2023



Dawn Oliver Wiand, Past President & CEO
Deann Cook, President & CEO
Sheri Penney, Employer Engagement Director

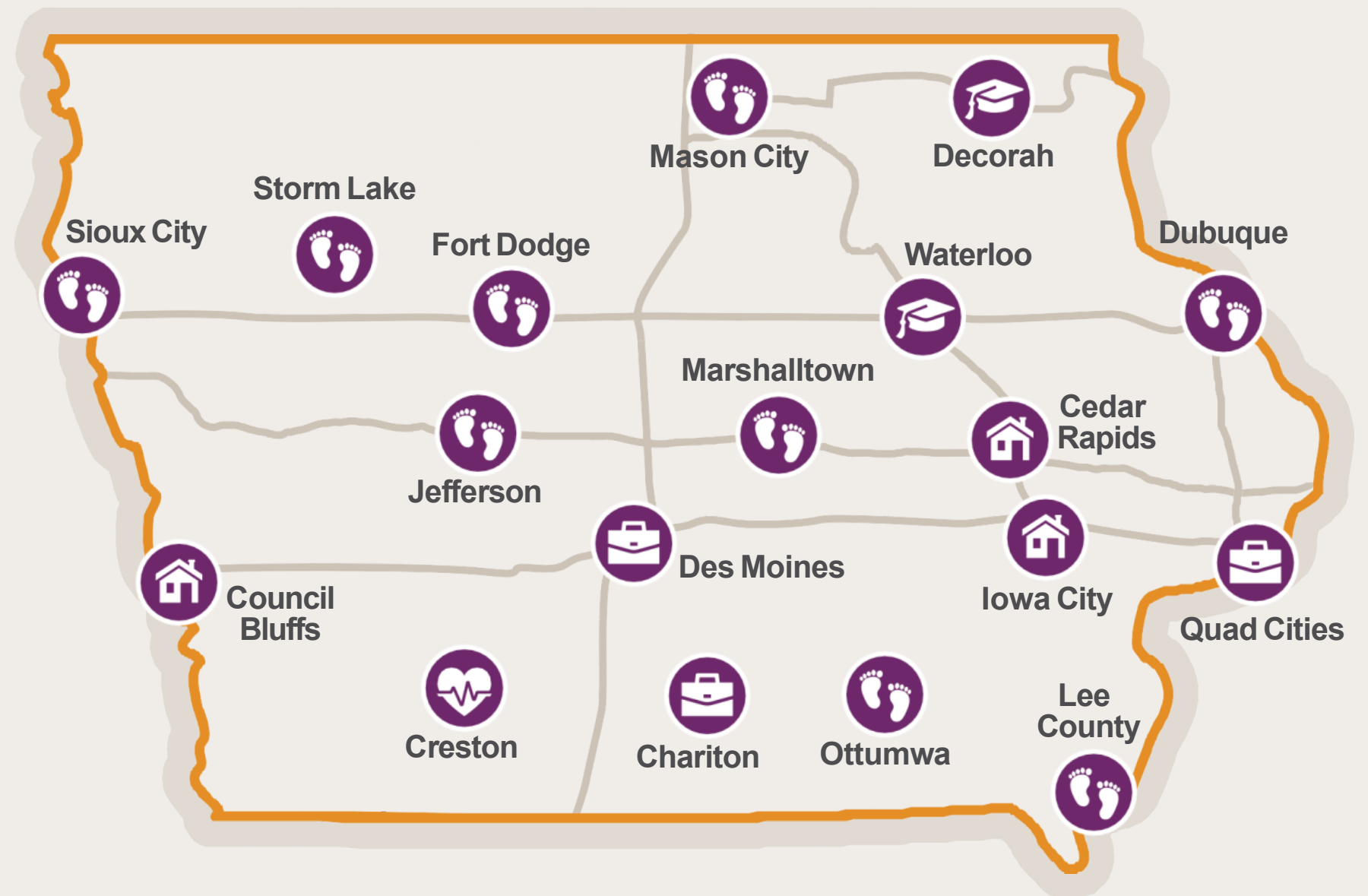
IOWA WOMEN'S FOUNDATION



- One of 140 women's funds around the globe.
- Committed to improving the lives of Iowa's women and girls through economic self-sufficiency.
- Works to break down the barriers keeping women from being successful.
- Believes that when women are successful, their families are successful, and, ultimately, their communities are successful.

IOWA WOMEN'S FOUNDATION

- After a year of hands-on community research and conversations, IWF identified the six major barriers to economic success for Iowa's Women and Girls: employment, child care, housing, transportation, education/training, and mentors.
- A lack of access to affordable, quality child care was singled out as the priority barrier.



EMPLOYMENT



CHILDCARE



HOUSING



EDUCATION/TRAINING



TRANSPORTATION



MENTORS



HEALTHCARE

IOWA CHILD CARE DATA

Pre-COVID



526,732
children ages 0-12
in Iowa

169,945
child care
spaces available

Shortfall of **356,787** ↓ spaces



IOWA HAS LOST 33% OF ITS CHILD CARE BUSINESSES OVER THE PAST FIVE YEARS

NOW



519,713
children ages 0-12
in Iowa

173,481
child care
spaces available

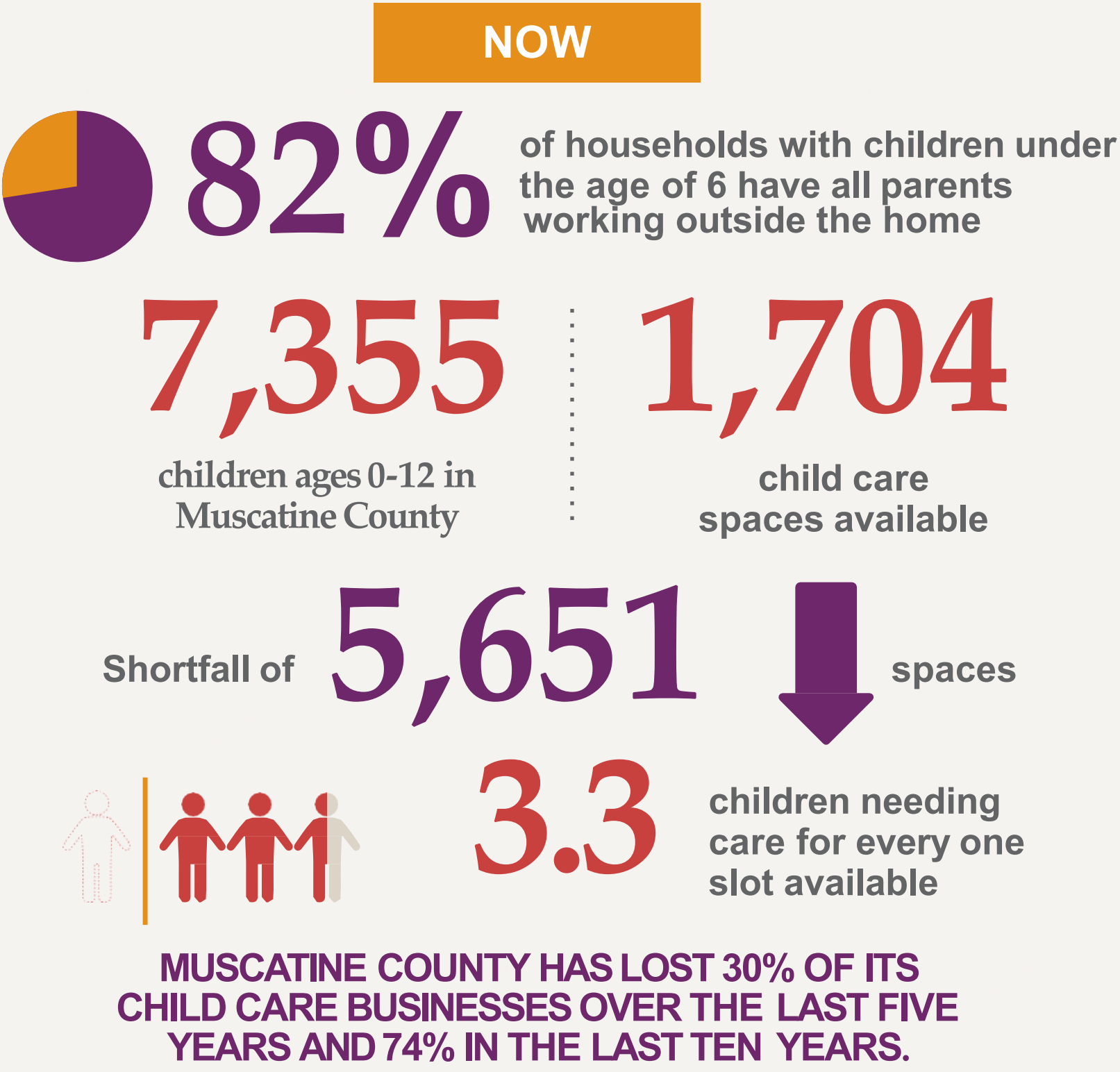
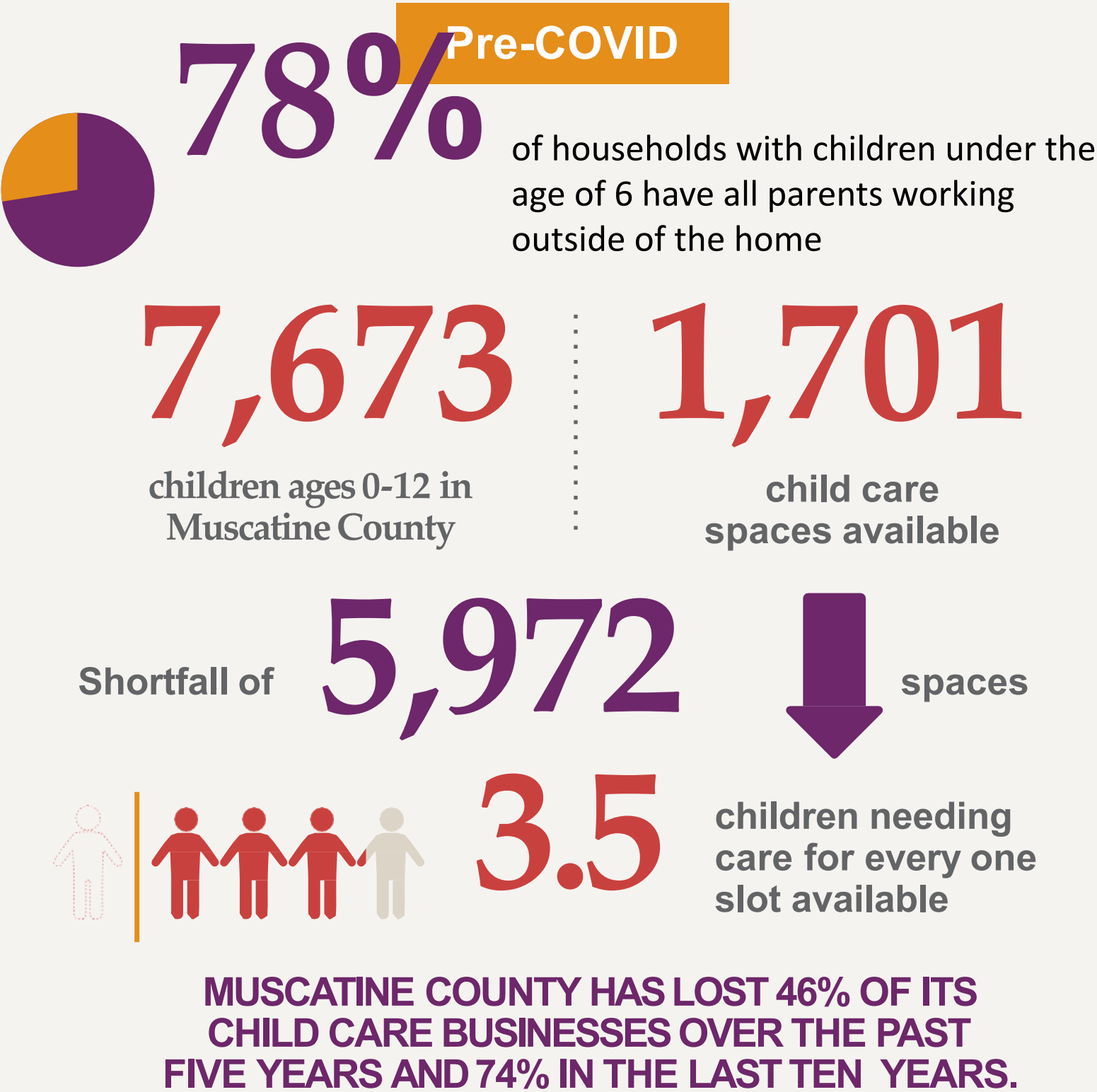
Shortfall of **346,232** ↓ spaces



IOWA HAS LOST 28% OF ITS CHILD CARE BUSINESSES OVER THE PAST FIVE YEARS AND 56% IN THE PAST 10 YEARS

TOTAL NUMBER OF PROGRAMS ACCEPTING CHILD CARE ASSISTANCE DOWN 34% IN THE PAST FIVE YEARS AND 60% IN THE PAST 10 YEARS

MUSCATINE COUNTY CHILD CARE DATA



TOTAL NUMBER OF PROGRAMS ACCEPTING CHILD CARE ASSISTANCE DOWN 23% IN THE PAST FIVE YEARS AND 74% IN THE LAST TEN YEARS.



COST OF CHILD CARE CHILD CARE WORKFORCE WAGES

COST OF CHILD CARE



Iowa is currently one of the **MOST EXPENSIVE STATES** in which to raise a child, with many Iowa families not able to afford child care.

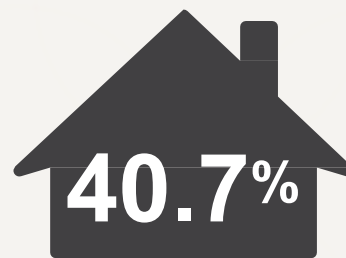
FAMILY



11.9%
INCOME ON
CHILD CARE

In Iowa, a family earning the median household income spends **11.9%** of their household income on child care. A family earning the single-parent median household income spends **40.7%** of their household income on child care.

SINGLE-PARENT



40.7%
INCOME ON
CHILD CARE

7% IS CONSIDERED AFFORDABLE according to a study from Child Care Aware of America “US and the High Price of Child Care 2019”

Over the past five years, in Muscatine County, the weekly cost for an infant has gone up **8%** in a child development home and **17%** in a licensed center. Care for a child has not gone up in a child development home and has gone up **1%** in a center.



CHILD CARE WORKFORCE WAGES

Average annual income of **\$22,320** and an hourly wage of **\$10.73**

2021 Federal data shows https://www.bls.gov/Oes/current/oes_ia.htm#19-0000

Third-lowest-paid profession statewide after
**LOCKER ROOM ATTENDANTS
& LIFEGUARDS.**

We pay people
more to take care
of our hamburgers



(\$24,230 or \$11.40)
Now offering \$15.00+



Iowa's child care pay also
TRAILS THE NATIONWIDE RATES OF
\$27,680 annually and **\$13.31** hourly

**LOW WAGES AND A LACK OF BENEFITS ARE
BARRIERS TO ATTRACTING AND RETAINING
STAFF TO WORK IN THE FIELD.**

CHILD CARE IMPACTS IOWA'S BUSINESSES AND ECONOMY

ACCORDING TO THE US CHAMBER OF COMMERCE FOUNDATION:
HOW CHILD CARE IMPACTS IOWA'S STATE ECONOMY REPORT

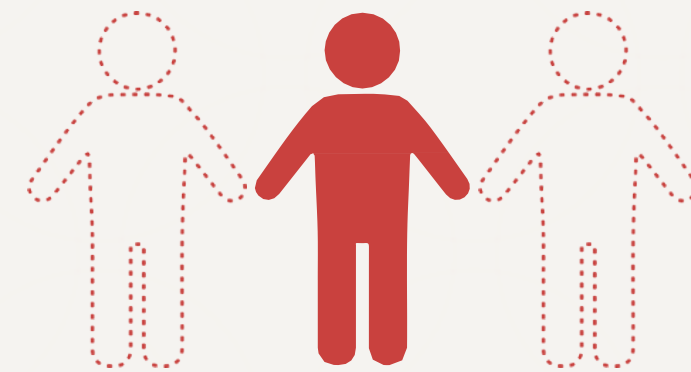


Annually, child care issues
result in an estimated

\$935
MILLION LOSS
for Iowa's economy



Iowa loses an estimated
\$153 MILLION
annually in tax revenue due to
child care issues



Absences and employee turnover cost Iowa
employers an estimated

\$781 MILLION
per year

CHILD CARE IMPACTS IOWA'S BUSINESSES AND ECONOMY



65%

of parents are late to work or leave early because of child care issues



Working parents miss an average of

4.2 DAYS

of work every six months and are late to work or leave early an average of

7.5 TIMES



63%

of parents say child care costs influence their careers



85%

wish their employer offered child care benefits



CHILD CARE AVAILABILITY, AFFORDABILITY & SUSTAINABILITY

BUILDING COMMUNITY CHILD CARE SOLUTIONS COLLABORATIVE



- The only program of its kind in the state of Iowa.



- A unique network of 45 communities, with over 750 volunteers working together to increase awareness and explore innovative ways to increase child care solutions that support families, businesses and communities, both in the short and long term.



- Solutions include: building and expanding, businesses and child care, child care entrepreneurs, BASP and summer care, community colleges and child care, and innovatively addressing child care for 2nd and 3rd shift workers.

BUILDING COMMUNITY CHILD CARE SOLUTIONS COLLABORATIVE



- **Local Community Support**

IWF, with our community partners, collaborative network, and tools, will work to stabilize and grow the child care industry.



- **Businesses and Child Care**

IWF, in partnership with Iowa Economic Development Authority (IEDA), is developing a multi-touch consultative process based on the existing IWF child care awareness campaign and the Iowa Business & Child Care coalition toolkit.

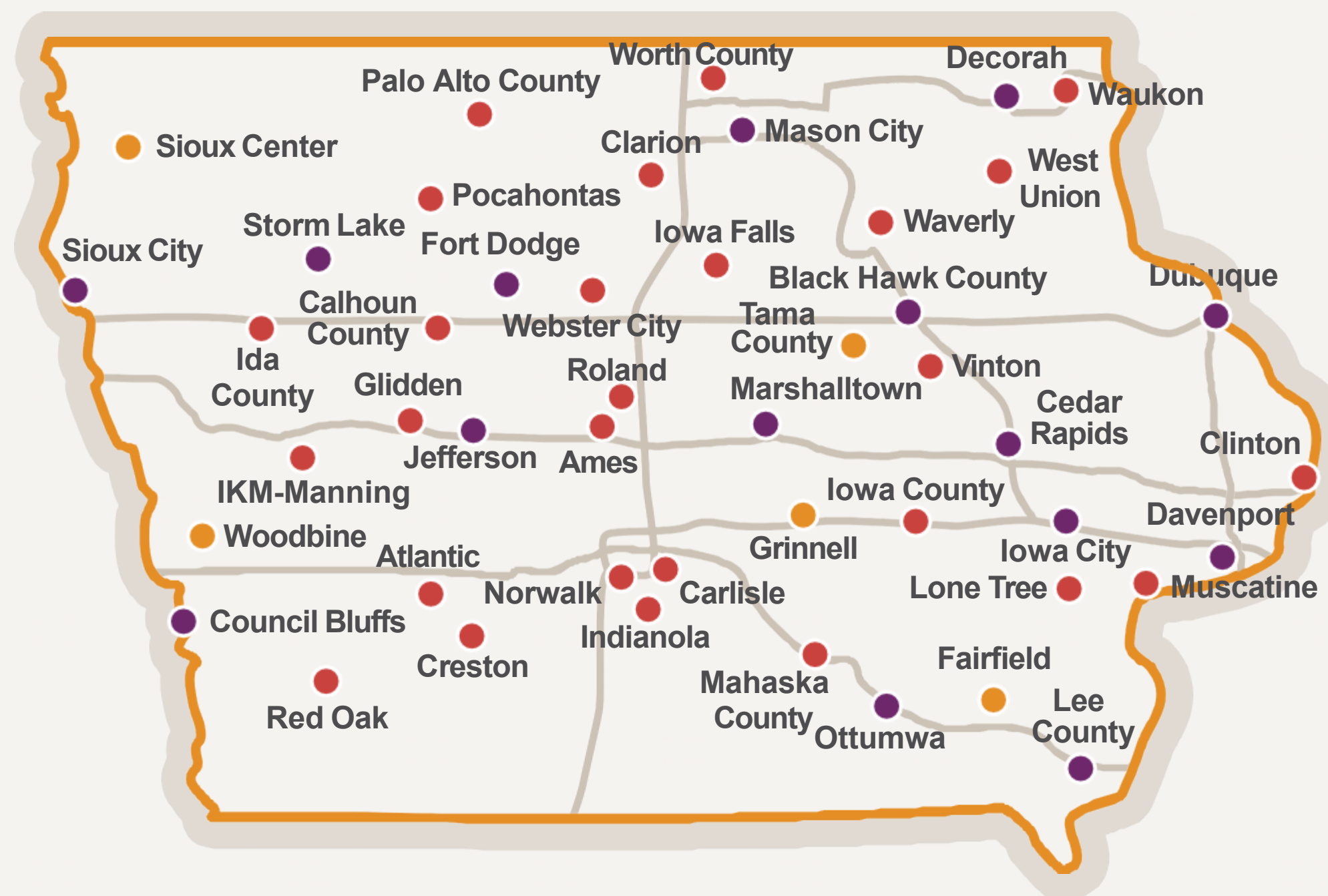


- **Public Policy/Advocacy**

IWF in partnership with Iowa Child Care Coalition members and its statewide partners, support policy recommendations to create a more accessible, affordable and quality child care system sustained by a professional, competitively compensated workforce.

BUILDING COMMUNITY CHILD CARE SOLUTIONS COLLABORATIVE

PARTICIPATING COMMUNITIES



KEY

- Original tour community
- Community who asked to join the work
- Community using BCCCS materials



IOWA BUSINESSES AND CHILD CARE

HOW CAN IOWA BUSINESSES LEAD THE WAY

***RECOMMENDATIONS FROM THE US CHAMBER OF COMMERCE FOUNDATION**

GET THE FACTS

and understand why child care matters to your business' bottom line and the Iowa economy.

EDUCATE

others including your executive and/or leadership team, other business leaders and elected officials about child care and its importance to your business.

ASSESS

your employees' needs are and collect data on utilization rates of your existing programs.

DEVELOP

strategies to implement company family-friendly policies and practices.

INVEST

in child care solutions for your employees:

- Offer flexible work arrangements
- Educate your employees about their tax and subsidy eligibility
- Create a Flexible Spending Account (FSA) and educate your employees on its benefits
- **Consider an Infant-at-Work program for employees**
- Contribute to or subsidize child care
- Provide access to a care marketplace or resource and referral service
- Provide back-up/emergency child care options
- Provide on-site child care

HOW CAN IOWA BUSINESSES LEAD THE WAY

INVESTING IN CHILD CARE PAYS OFF - FOR YOUR BUSINESS, EMPLOYEES, AND IOWA'S ECONOMY

Research shows that increasing access to quality and affordable child care options isn't just a great perk for employees—it's good for business' bottom lines and can play a critical role in workforce recruitment and retention strategies. We developed a toolkit of investments that will support your employees and your business's bottom line.



- Each business and its employees are unique; therefore, there isn't one best investment for every employer to solve the child care problems facing their working parents.
- It's imperative that businesses understand the market and the needs of their working parents.
- To be successful, it will require multiple actions through a combination of public and private investments.

Each solution includes:

- A summary of why this could be a good solution for your company
- A process for implementing the solution
- Best practices, testimonials, and contact information from companies who have already implemented the solutions
- Links to resources available to help you implement the solutions
- An exercise to help you identify your next steps

Community Public/Private Partnerships



Partnerships Between Local Businesses and Child Care Providers Working Toward Affordable, Accessible Child Care in Iowa

ONSITE CHILD CARE

Vermeer Yellow Iron Academy | Pella, Iowa

Yellow Iron Child Care Center was opened in 2015 and is a positive recruitment and retention tool for Vermeer's team members that arrive early in the morning. The school bus picks up school-age children at the center, making it easier for parents to get their kids to school—all without disrupting work. The center is open to the community, but priority is given to Vermeer, with drop-in care available at a daily rate to employees needing occasional child care coverage.

"Because we offer drop-in care, school-age students have been able to receive care during unexpected events, like snow days, without parents having to miss work," said Mindi VandenBosch, Managing Director of Forage Solutions at Vermeer.

Frontier Co-op | Norway, Iowa

Frontier Co-op has supported working families by offering affordable child care options since 1976. After realizing early on that access to child care was critical for business, Frontier gave employees the choice of subsidized on-site child care or reimbursement.

Frontier's on-site child care is licensed through the Department of Human Services and is available for children between the ages of six weeks and five years old. Frontier also offers a Summer Day Camp for school-age children up to 12 years old during summer break.

Employees who cannot utilize the on-site program and receive child care through a DHS-certified provider can receive monthly monetary assistance, which is paid directly to the employees.

CHILD CARE SLOT PURCHASING

Country Maid, Inc. | West Bend, Iowa

Country Maid has partnered with a local child care center in West Bend to better assist all employees with child care. While office staff can work remotely full-time for

the first 6–8 months after having a child, production employees must be on-site. To accommodate this, Country Maid purchased and offers 16 child care slots at no cost to employees for the first 6–8 months. After 8 months, the employee becomes responsible for the slot if they choose.

They contracted the child care center to expand its hours, covered the cost of two additional staff members, and agreed to provide HR services to the child care center at no cost. Four slots will be reserved for drop-in care if someone needs a backup.

MercyOne and Crittenton Center | Sioux City, Iowa

MercyOne provided \$30,000 to help Crittenton Center renovate four rooms, and in return, the hospital will have access to 60 child care slots. Employees will pay \$100 per week for the slots and MercyOne will match an additional \$100 each week, which will be paid directly to Crittenton Child Care Center.

If one or more slots are available, MercyOne will cover the cost until it is filled. This allows Crittenton to expand its hours while also ensuring there are slots available for employees. MercyOne also contracted that Crittenton Center pays its staff \$15 an hour.

JBS USA and Swift Prepared Foods | Ottumwa, Iowa

JBS USA and Swift Prepared Foods are providing \$600,000 in funding for the Ottumwa Family YMCA Day Care renovation and expansion. In return, JBS will receive naming rights for the child care wing and 40 discounted child care slots for employees with children up to 5 years old. Used slots will be paid for by the employee, and JBS will pay for unused spots until they are filled.

In addition, all JBS employees will be offered a \$10/month discount on a YMCA membership. At this time, the terms are set in a four-year agreement and will go into effect upon completion of the expansion/renovation, which is anticipated for December 2021.

SCHOOL AND COLLEGE CHILD CARE PARTNERSHIPS

Hawkeye Community College (HCC) and Exceptional Persons, Inc. (EPI) | Waterloo, Iowa

Hawkeye Community College (HCC) approached Exceptional Persons, Inc. (EPI) in April 2018 to discuss child care partnership models. By fall, it was announced that the new Hawkeye Community College Van G. Miller Adult Learning Center (ALC) would house a child care center.

HCC owns the building and provides the facility, utilities, maintenance, and security while EPI manages and pays for the child care staff and program. The center has 56 spots for infants through preschool children, with priority given to EPI staff along with HCC students and staff. Any unfilled spots will then go to the public.

Former Hawkeye President Linda Allen said, "the new adult learning center works with students in removing barriers to completing classes, including child care access. We know that child care is a very important part of the need for some students."

Easton Valley Community Schools | Andrew, Iowa & Preston, Iowa

Child care is needed to grow and sustain K–8 school enrollment. For this reason, Easton Valley Community Schools provides 4-year-old preschool at no additional cost to families enrolled in wrap-around services. In addition, Easton Valley accepts child care assistance and provides space for children ages 0–3 years old in its building.

As district employees, child care providers receive better wages and benefits. By sharing the same director, human resources, and financial services, both centers serve their communities while maximizing efficiencies. The school provides the building, maintenance, and other services.

Riceville Community School District and Little Cats Daycare | Riceville, Iowa

The Riceville Community School District took over Little Cats Daycare, which is now operated in the K–12 building.

The director is a school employee with benefits, and staff members are the highest paid in our area, with PTO and sick days benefits. The school provides all the meals, but the daycare has a separate financial line and must be self-sustaining.

All paraeducators are trained to work in the daycare as well. If their student is gone for the day, they may get sent to work in the daycare. High school kids can also work there, earning credit for working during study hall or free periods. The director is incentivized with an enrollment bonus—for every 10 new kids enrolled, she receives \$1000.

COMMUNITY CHILD CARE PARTNERSHIPS

Hamilton County, Iowa

Low wages and a lack of benefits are the main barriers to fully staffed child care providers. To address the growing crisis, a Public Private Partnership was formed by local businesses, community organizations, foundations, city and county representatives, and individuals.

Each partner has committed funds over 3.5 years totaling over \$380,000—with more anticipated. The funds are being pooled and managed by the Enhance Hamilton County Foundation, administered by Building Families and Child Care Resources and Referral, and used to provide quarterly bonuses to child care workers. The goal is to raise the entry-level wage from \$8.50 an hour to the equivalent of \$11.00 and to provide comparable increases to more experienced workers.

St. Ansgar State Bank | Mitchell County, Iowa

The St. Ansgar State Bank in St. Ansgar, Iowa, took the lead in forming an employer consortium to raise funds to expand its local child care center, Wee Saints Daycare. The bank asked local businesses for a three-year commitment of funds, with the amount contributed being decided individually by each business. The total amount collected was over \$400,000, which will create 55 new child care slots at Wee Saints Daycare.

For more information or to receive contract examples, please reach out to our Employer Engagement Director at sheri@iawf.org. You can also access more information at Child Care Solutions for Businesses (iawf.org/business)

2201 East Grantview Drive, Suite 200, Coralville, Iowa 52241 | www.iawf.org | info@iawf.org | (319) 774-3813



Employer Engagement Director



Research shows that increasing access to quality, affordable child care for employees is good for business and the bottom line.

"There is a child care crisis happening in the US, and it's directly affecting employees across every sector. Now is the time for employers and government officials to step up and implement creative solutions to ensure the long-term sustainability of our workforce."

— MEGAN SCHULTE, VP OF HUMAN RESOURCES, FRONTIER CO-OP

PARTNERSHIPS FOR PROBLEM-SOLVING

In partnership with the Iowa Economic Development Authority (IEDA), IWF hired a full-time Employer Engagement Director to help businesses explore and invest in child care solutions. This position was filled by Sheri Penney, who is dedicated to providing technical assistance to Iowa businesses that are interested in child care solutions for their employees.

Iowa employers lose an estimated \$781 million per year due to absences and turnover relating to child care issues.

BUSINESS INVESTMENT IN CHILD CARE

One solution is to increase employer investment in child care for employees. Sheri uses the Business and Child Care toolkit, developed by the Iowa Business and Child Care Coalition, to educate business and community leaders on the economic impact of child care. Working closely and regularly with regional Child Care Resources and Referral representatives and other partners, Sheri helps connect businesses with reputable resources and multi-touch consultative services.

THE EMPLOYER ENGAGEMENT DIRECTOR...

- ✓ Delivers presentations to business leaders and community stakeholders
- ✓ Connects interested businesses to child care experts and businesses who have already made an investment in child care within their community
- ✓ Offers resources for data collection, identifying needs, meeting needs, and support in sustaining a long-term plan
- ✓ Provides 1:1 tech support



For more information, please contact our Employer Engagement Director directly:

Sheri Penney
sheri@iawf.org
641-330-3525

- Delivers Presentations to business leaders and community stakeholders
- Connects interested businesses to child care experts and businesses who have already made an investment in child care within their community
- Offers resources for data collection, identifying needs, meeting needs, and support in sustaining a long-term plan
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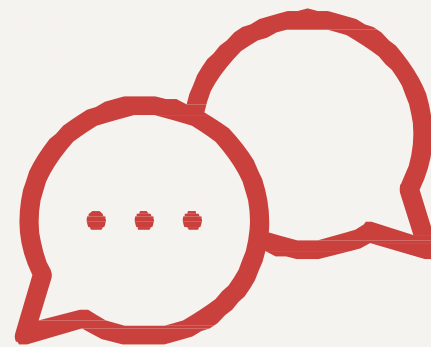


CALL FOR ACTION



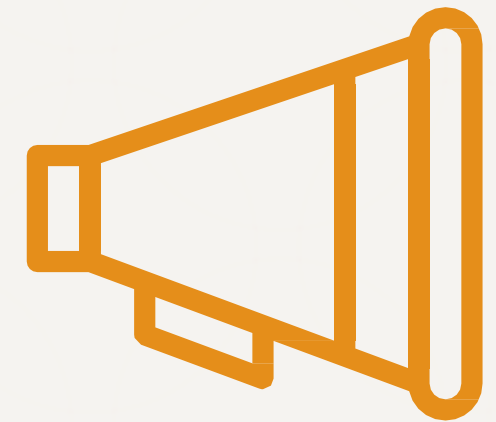
Share

with three people
what you learned



Start

a dialogue with your
employees to determine
their needs



Encourage

others in your
community to get
involved and advocate
for child care solutions



Q & A



THANK YOU!

Deann Cook, President & CEO, deann@iawf.org 319-774-3814

Sheri Penney, Employer Engagement Director, sheri@iawf.org 319-768-7768

Dawn Oliver Wiand, Past President and CEO



City of Muscatine

ITEM NUMBER 2022-697

IN-DEPTH ITEM - CITY COUNCIL

DATE: 1/12/2023

STAFF

SUBJECT FOR DISCUSSION

Update - Community Foundation of Greater Muscatine South End Improvement Fund Projects

EXECUTIVE SUMMARY

The purpose of this item is to provide the City Council with an update on the Community Foundation of Greater Muscatine South End Improvement Fund projects. In addition, staff will also provide an overview on each of the components of the projects.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

This item is informational, however, City Staff welcome any questions City Council may have on the status and timeline of the projects.

BACKGROUND/DISCUSSION

City Staff have worked in collaboration with the fund steering committee, neighborhood groups and the Parks and Recreation Advisory Commission to develop project components for recreational and street crossing improvements in the south end portion of the Muscatine community. As requested, City Staff reviewed certain aspects of general park and specific street crossing improvements to include current and foreseeable future plans. The staff evaluation included reviewing past City department budget requests, the current City Capital Improvement Plan, the City Comprehensive Plan and current citizen requests for public property infrastructure upgrades in the designated region of Muscatine.

ATTACHMENTS

1. Update - Community Foundation of Greater Muscatine South End Improvement Fund Projects 1.12.23

Community Foundation of Greater Muscatine South End Improvement Fund Projects Update

January 12, 2023

Presented by Richard Klimes, Director of Parks and Recreation



2023 Strategic Plan Focus Areas

- ▶ Excellent Customer Service

- ▶ Provide excellent customer service to our residents, businesses, and visitors through effective citizen outreach and engagement, employee training and improved organizational processes.

- ▶ Vibrant Community

- ▶ Enhance and improve the vitality of our community core and gateways including the Grandview Avenue Corridor, Park Avenue Corridor, Riverfront, and Downtown areas to support a thriving economy, vibrant neighborhoods, and a high quality of life and place.

- ▶ Healthy Community

- ▶ Enable a healthy community through quality affordable housing, outstanding recreational amenities, and accessible quality healthcare.

- ▶ Safe Community

- ▶ Provide exceptional public safety and community services to ensure a safe community in which residents may live, work, and play.

- ▶ Reliable Public Infrastructure

- ▶ Continue to update and implement the City's Capital Improvement Plan to ensure reliable, safe, public infrastructure that addresses community needs.



Component 1: Shelters

- ▶ Park Shelters
 - ▶ Taylor Park
 - ▶ Musser Park
 - ▶ Kent Stein Park
 - ▶ Completed Summer 2022



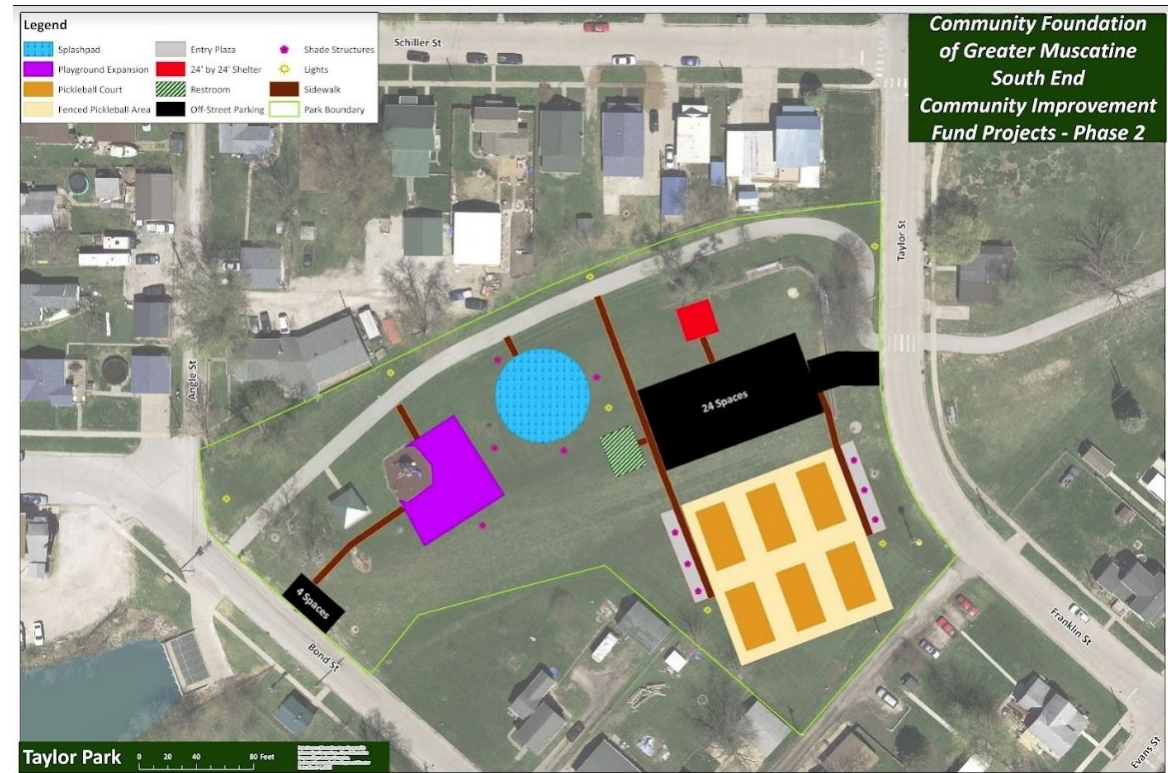
Component 2: Modular Restroom

- ▶ Restroom Procurement
 - ▶ Taylor Park
 - ▶ Completion Spring 2023



Component 3: Taylor Park Site Plan

- ▶ Taylor Park
 - ▶ Parking Lot
 - ▶ Pickleball Courts
 - ▶ Park Site Grading
 - ▶ Park Site Utilities
 - ▶ Notice to Proceed April 2022
 - ▶ Completion Spring 2023



Component 4: Splash Pad

- ▶ Splash Pad
 - ▶ Notice to Proceed April 2022
 - ▶ Completion Spring 2023



Component 5: Playgrounds – Musser, Taylor and Sunset Parks

- ▶ Professional Services
 - ▶ Notice to Proceed March 2022
 - ▶ Resolution Accepting Completed Work Spring 2023



Musser Park Playground Project



Taylor Park Playground Project

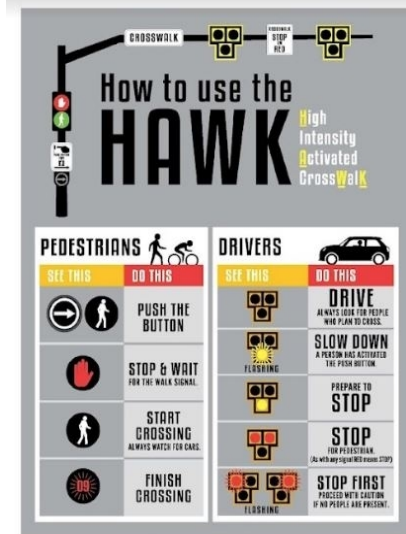


Sunset Park Playground Project



Component 6: Hawk Crossing

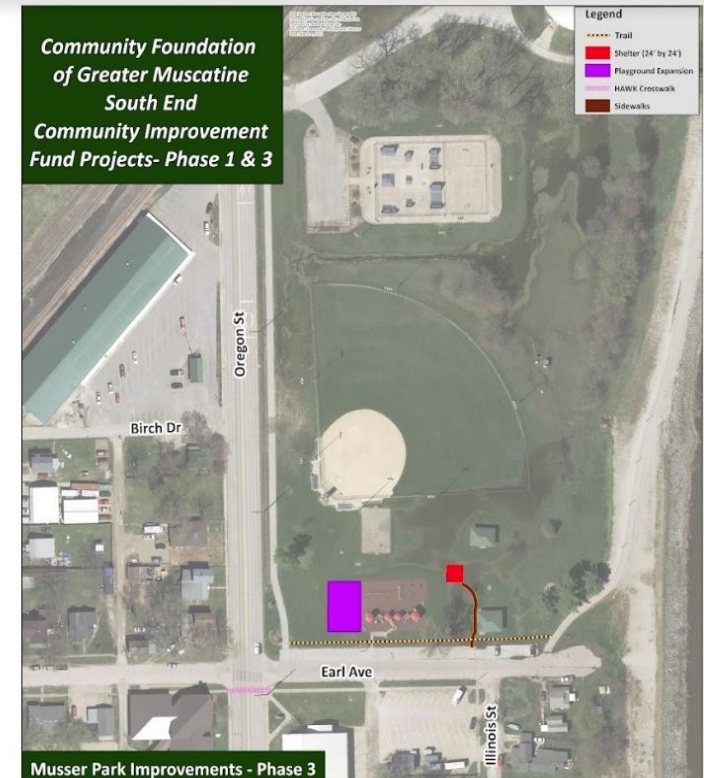
- ▶ Street Crossing, Oregon and Earl
 - ▶ Completion Winter/Spring 2023



HAWK Crossing of Oregon St at Earl Ave - Phase 1

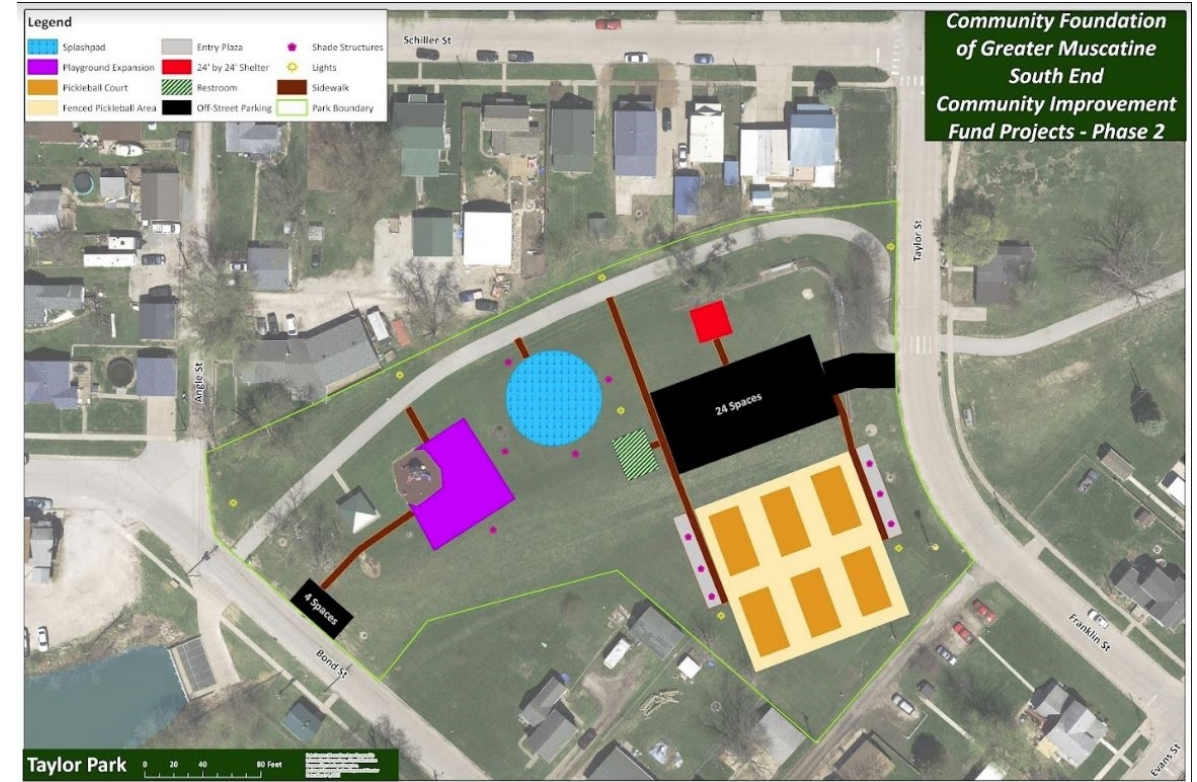


Examples of HAWK Crossings in Other Communities



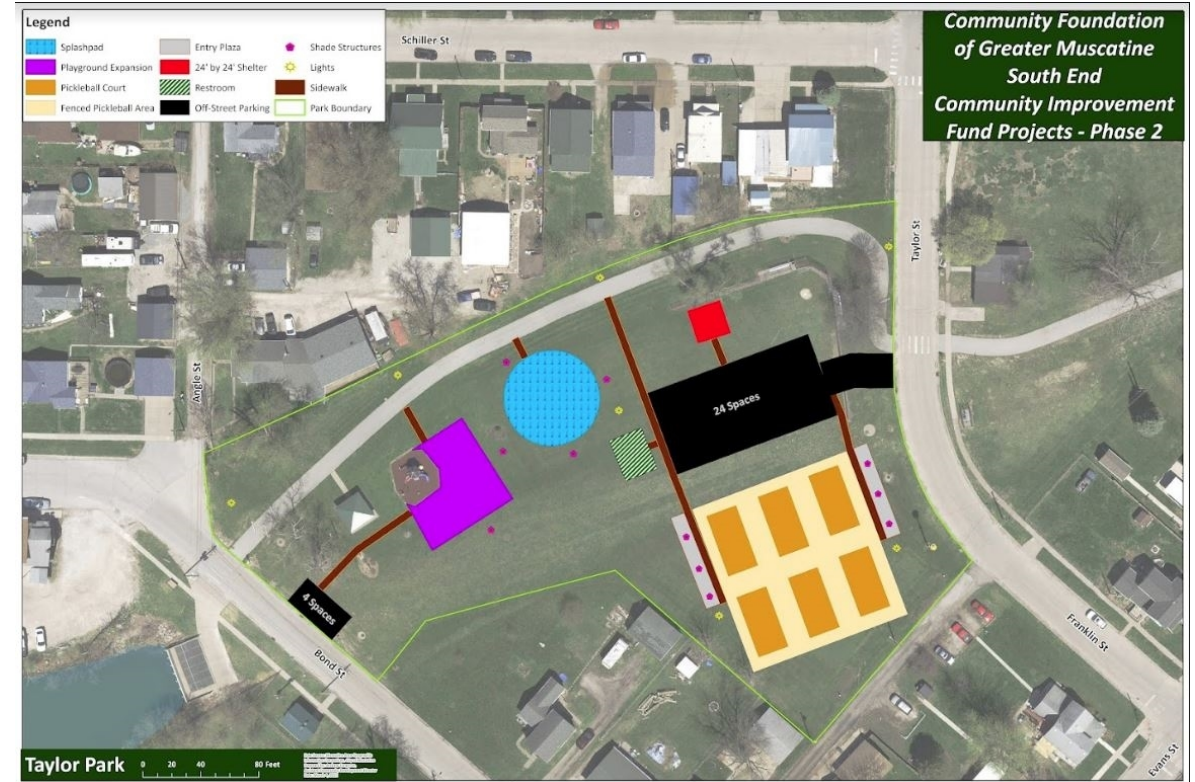
Component 7: Taylor Park Miscellaneous Items

- ▶ Bond Street Parking Lot
- ▶ Bond Street Sidewalk
- ▶ Landscaping
- ▶ Pickleball Nets
- ▶ Pickleball Wind Guard
- ▶ Trash Cans, Benches, Shade, Fountains
- ▶ Completion Spring 2023



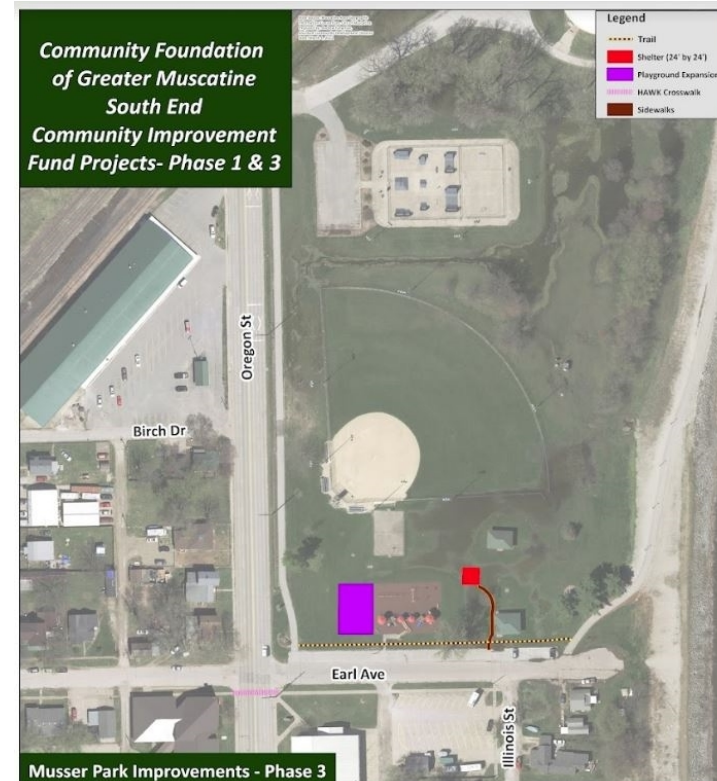
Component 8: Taylor Park Lighting

- ▶ Notice to Proceed April 2022
- ▶ Completed June 2022



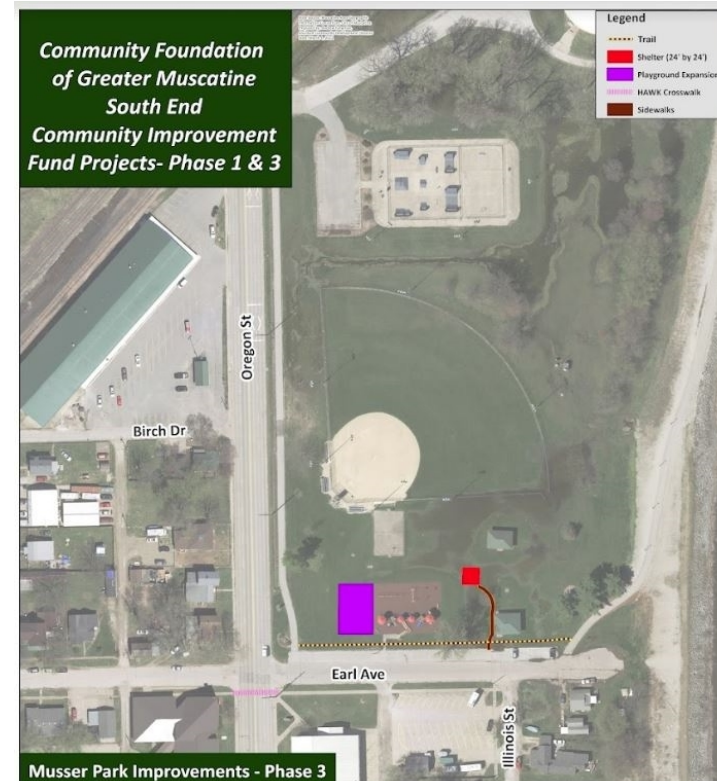
Component 9: Musser Park Miscellaneous Items

- ▶ Park Drainage
- ▶ Drinking Fountain
- ▶ Shade Structures, Benches, Trash Cans
- ▶ Sidewalk
- ▶ Completion Spring 2023



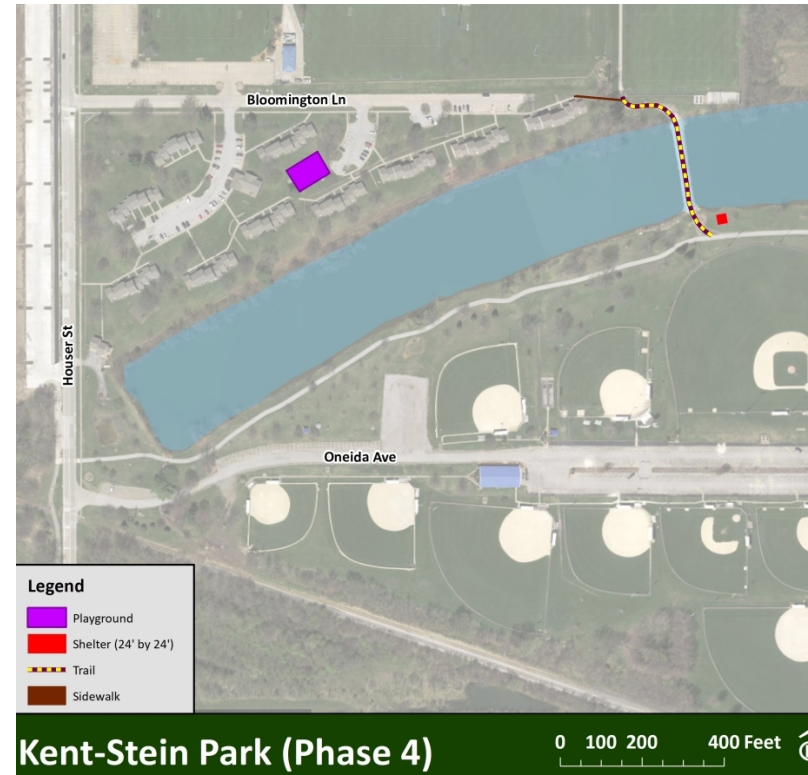
Component 10: Musser Park Trail Link

- ▶ Park Trail
 - ▶ Notice to Proceed April 2022
 - ▶ Completed June 2022



Component 11: Kent Stein Park/Sunset Connector

- ▶ Installation
 - ▶ Develop Plans Summer 2022
 - ▶ Completion Spring 2023



Project Overview Map





City of Muscatine

ITEM NUMBER 2023-612

IN-DEPTH ITEM - CITY COUNCIL

DATE: 1/12/2023

STAFF

SUBJECT FOR DISCUSSION

Discussion of Round About Concept at Carver Corner

EXECUTIVE SUMMARY

Development is in design at several locations in the "Carver Corner" area and direction is needed to inform site developers how the city is proposing to handle traffic at the intersection of Green, Grandview and Hershey. Staff will seek direction from council on whether a round about is still the preferred method of handling this intersection.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

Does City Council have input on any of the information presented?

Does City Council support a round about as the preferred method of traffic control at the intersection of Green, Grandview and Hershey?

Does City Council support pursuing a contract with a consultant to begin the planning and design process?

BACKGROUND/DISCUSSION

As development and design of the former McKee Button and Merge Development at "Carver Corner" moves forward, consideration needs to be given to how traffic will be handled at the intersection of Green, Grandview and Hershey. Upon introduction of the Mississippi Drive/Grandview Corridor Reconstruction Plan, a roundabout was determined to be the preferred method of traffic control. Due to funding issues, the design and construction of this intersection was left to a future date. This date is approaching soon because creating a round about will affect the site elevations of the roadway and therefore the entrances to McKee Button and the proposed Merge Development.

Construction does not need to be funded at this time, but a decision needs to be made so that design engineers for the private developments can prepare properly for the time the improvements to the intersection are made. If the decision is made to continue with a roundabout at this intersection, funding will be necessary to hire a consultant to begin the

planning and design process so that the engineering firms can work together to plan for the construction of the intersection and their developments.

ATTACHMENTS

1. 2022-12-08 Carver Corners
2. SH MarkUp - WestCityDevelopmentPresentationPacket
3. Carver Corner Options
4. Carver Corner Alternatives (2)
5. Muscatine Cost Estimate (1)
6. 2022.9.23 - Carver Corner OPC
7. Carver Corner Roundabout Concept

Intersection Design | Carver Corner

Roundabout Alternative:



Roundabout Alternative:

Pros:

- Lower costs than signalized intersection
- Free flowing traffic
- Gateway to downtown

Cons:

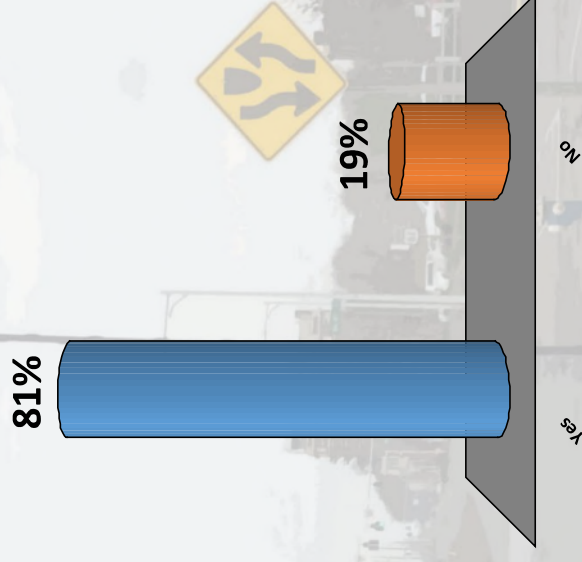
- Different traffic flow than before
- Impacts different properties than originally planned

Roundabout Alternative:

If this option was feasible
for implementation,
would you be in favor?

A. Yes

B. No



Intersection Design | Carver Corner

Roadway “Sweep” Alternative:



Roadway “Sweep” Alternative

Pros:

- Traditional Design
- Free flowing traffic on Miss./Grandview
- Impacts same property initially planned

Cons:

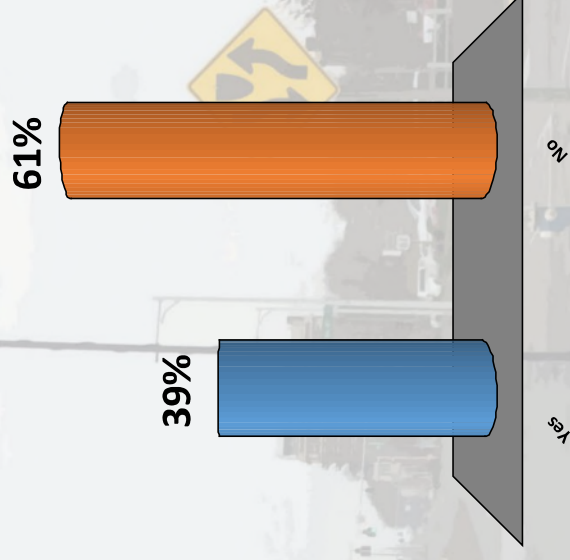
- Higher Costs
- Less space for a “gateway entrance”

Roadway “Sweep” Alternative

If this option was feasible
for implementation,
would you be in favor?

A. Yes

B. No





City of Muscatine

ITEM NUMBER 2023-613

IN-DEPTH ITEM - CITY COUNCIL

DATE: 1/12/2023

STAFF

SUBJECT FOR DISCUSSION

Courtesy Sidewalk Discussion

EXECUTIVE SUMMARY

The purpose of this item is to answer questions that have been raised recently about the city's policy toward courtesy sidewalks. This presentation will define courtesy sidewalks and explain the policy as it is written and currently being enforced.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

This presentation is for informational purposes as well as to seek council feedback on the current policy and to answer any questions that they have.

BACKGROUND/DISCUSSION

In 2015 the City Council approved a sidewalk policy which has been attached. On page 3 of this policy under Definitions is the following statement: **Courtesy Walk:** A private sidewalk which connects the public sidewalk to the street. New courtesy walk construction is prohibited, and existing courtesy walks will not be renewed.

With construction in the West Hill Sewer Separation areas, there have been multiple variations of how this policy was followed and several complaints about courtesy walks not being re-installed. In 2018 then City Engineer Jim Edgmond, conducted an in-depth council discussion where he attempted to explain the policy and how it was being implemented and followed at that time. During his presentation, Mr. Edgmond indicated that it was his understanding that the courtesy sidewalks were not allowed because they were considered a tripping hazard, and indicated to pedestrians that they could potentially cross the street anywhere on the block as opposed to using the crossings at street intersections. He further stated that this policy is only a policy, not a city code, and he believed that he and or the city council had the authority to modify it if they determined it was necessary. At that meeting, a consensus was given by the council that the policy should be modified to state that if the city removed an existing courtesy sidewalk as part of a construction project it should be replaced, provided the property owner agreed to want it replaced or signed a document stating that they did not want it replaced. It was also to include language that the property owner would be responsible for future

maintenance, to include snow removal, and repair or replacement of the sidewalk, as it is not considered part of the city's sidewalk infrastructure. After that meeting, courtesy sidewalks that were requested to be replaced by property owners were replaced by the city's contractor. However, the policy was not modified in writing and no written statements were ever gathered from those residents who did not wish to have walks replaced.

After Mr. Edgmond's retirement from the city, Patrick Lynch replaced him as City Engineer. Mr. Lynch has a different interpretation of how the sidewalk policy is written and how it should be enforced. This is based on his vast experiences as a private consultant prior to joining the City of Muscatine staff. Previously Mr. Lynch has dealt extensively with Americans with Disabilities Act Accessibility Guidelines (ADAAG), Proposed Right of Way Accessibility Guidelines (PROWAG), Department of Justice, and other government entities to ensure that sidewalks were constructed properly and appropriately to serve all citizens.

It is Mr. Lynch's opinion that the City Engineer does not have the authority to relieve the City from the sidewalk policy. However, regardless of what the policy states, the City is always at risk of litigation, especially if the policy is less restrictive than the Americans with Disabilities Act Accessibilities Guidelines (ADAAG) or the Proposed Right of Way Accessibility Guidelines (PROWAG). According to Chapter 12 of the Statewide Urban Design and Specifications (SUDAS) Design Manual, PROWAG, written by the US Access Board, provides more specific information than the ADAAG for facilities within the right-of-way. It also states that PROWAG, according to the Federal Highway Administration, is currently recommended best practices when designing sidewalks.

According to the SUDAS design manual and PROWAG, any sidewalk that extends to the back of the curb must have a pedestrian ramp, with a detectable warning surface, a compliant cross walk, and a receiving ramp on the opposite side of the street. Any alteration, whether part of a City policy or not, would be in violation of this Federal requirement. Due to the costs associated with making such courtesy sidewalks compliant with these requirements, and the legal implications if they are not compliant, city staff feel that it is in the best interest of the city to not install them or replace them if they are removed. Hence, we recommend following the existing sidewalk policy as it is currently written.

ATTACHMENTS

1. Title 3 Chapter 1 Streets and Sidewalks
2. Muscatine Sidewalk Policy
3. 12A-2 SUDAS Sidewalk Requirements

Title 3 – Public Ways and Property
Chapter 1 – Streets and Sidewalks

- 3-1-1 Sidewalk Installation and Repair; Right-of-Way Maintenance
- 3-1-3 Encroaching Steps
- 3-1-4 Sidewalk Snow and Ice Removal
- 3-1-5 Commercial Use of Sidewalk in Commercial Zones
- 3-1-6 Outdoor Restaurant Seating License
- 3-1-7 Street Obstructions
- 3-1-8 Location of Steps, Cellarways, and Spouts
- 3-1-9 Playing in Streets
- 3-1-10 Traveling on Barricaded Street or Alley
- 3-1-11 Removal of Barricades

3-1-1 Definition(s)

- A. "Property owner" means the contract purchaser if there is one of record, otherwise the record holder of legal title as listed on the property records maintained by the Muscatine County Recorder's Office.

(Code of Iowa, Sec. 364.12[1])

3-1-2 Sidewalk Installation and Repair; Right-of-Way Maintenance.

- A. **Permit Required.** No person or entity shall construct or repair any sidewalk upon the streets of the City, unless such person shall first have obtained a permit therefore in accordance with the Schedule of Permit and Licensing Requirements in Appendix B to this Code of Ordinances.
- B. **Specifications.** All sidewalks must be installed and repaired according to all applicable specifications established by the City Engineer.
- C. **New Sidewalks.** In areas of the City where there are no sidewalks, they shall be installed as follows:
 - 1. **New Construction.** New sidewalks shall be installed in accordance with Title 11 of this Code.
 - 2. **Other Areas.** The City Council shall determine the necessity of installing sidewalks in the areas of the City where none exist after holding a public hearing in accordance with the special assessment provisions of the Code of Iowa.
 - 3. **Cost of Installation.** If, as provided elsewhere in this Code of Ordinances, it is determined that a sidewalk should be installed, the abutting property owners shall share the cost of installing new sidewalks with the City of Muscatine in accordance with the special assessment rules and regulations for sidewalks as adopted by the City Council. If no such determination is made, abutting property owners may install a sidewalk at their own expense, as long as the sidewalk conforms to the specifications set by the City Engineer and the permit required has been obtained.

- D. **Duty of Owner to Repair and Maintain.** The abutting property owner shall maintain all public right-of-way located between the edge of the street or curb line and the property line, and shall keep such area in a safe condition free from defects, debris, nuisances, obstructions or any other hazard. The abutting property owner may be liable for damages caused by failure to maintain the public right-of-way located between the edge of the street or curb line and the property line. The abutting property owner shall maintain the sidewalk in a safe condition, in a state of good repair, and free from defects. The abutting property owner may be liable for damages caused by failure to maintain the sidewalk. Notwithstanding the obligations imposed hereunder, the property owner shall in no event remove diseased trees or dead wood or plant, trim, remove or treat any tree or plant material on public right-of-way without first obtaining permission from the City. Maintenance includes, among other things, timely mowing, trimming trees and shrubs and picking up litter.

(Code of Iowa, Sec. 364.12[2c])

- E. **Notice.** The City may serve notice on the abutting property owner, by certified mail to the property owner as shown by the records of the county auditor, requiring the abutting property owner to repair, replace, or reconstruct sidewalks.

(Code of Iowa, Sec. 364.12[2d])

- F. **Costs.** If the abutting property owner does not perform an action required within a reasonable time, the City may perform the required action and assess the costs against the abutting property for collection in the same manner as a property tax.

(Code of Iowa, Sec. 364.12[2e])

3-1-3 Encroaching Steps. No steps from the sidewalk to the first floor above the ground of any building shall hereafter be erected upon any part of the sidewalk.

3-1-4 Snow and Ice Removal. The abutting property owner is responsible for the removal of the natural accumulations of snow and ice from the sidewalks within twenty-four (24) hours of the termination of the last snowfall and may be liable for damages caused by the failure to use reasonable care in the removal of the snow or ice. If a property owner fails to remove snow, ice, or accumulations within a reasonable time after snowfall, the City, after attempting to notify the adjoining property owner, may cause the snow to be removed and may assess the costs against the property owner for collection in the same manner as a property tax.

(Code of Iowa, Sec. 364.12[2b & e])

Muscatine Sidewalk Policy

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Introduction

A critical step towards improving the health and quality of life of the Muscatine community is to increase access to safe sidewalks for citizens to use for recreational purposes, or to walk or bike to their destinations. Of particular importance is providing the means for 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 in the following statement:

“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 critical routes for non-motorized travel, linking schools, parks, bus stops, most major employment and shopping centers, and are located within 400 feet of most residences in Muscatine will be identified. These routes will be made safe and attractive for travel by foot, bike, wheelchair, and all other forms of legal non-motorized travel.”

Purpose

The purpose of this document is to establish policy and guidelines for the inspection, replacement, and installation of sidewalks. In implementing the policy the City will: ensure that sidewalk construction conforms to the provisions of the Comprehensive Plan, ensure compliance with Federal ADA standards, and promote safe, walkable, and sustainable neighborhoods. This policy formalizes operational procedures and inspection documentation to maximize the effectiveness of City sidewalks and maximize public safety while maintaining fiscal responsibility. The City recognizes that it is not possible to maintain all sidewalks in perfect condition. The City also recognizes that certain user groups, primarily seniors and individuals with disabilities, are more sensitive to sidewalk problems than other users. An effective public education and feedback program is also important.

Definitions

ADA: Americans with Disabilities Act - accessibility guidelines.

Sidewalk: Any improved portion of the public right-of-way lying between the edge of the improved roadway and adjacent property line intended for the use of pedestrians.

City: Shall mean the City of Muscatine, Iowa.

Courtesy Walk: A private sidewalk which connects the public sidewalk to the street. New courtesy walk construction is prohibited, and existing courtesy walks will not be renewed.

Right-of-way: A general term denoting land, property or interest therein acquired for or devoted to a highway, street, alley, or easement.

Department: The community, section, or agency that operates the sidewalk improvement program.

Public Property: Shall mean the dedicated right-of-way which includes public highways, streets, alleys and easements.

Private Property: Shall mean any property not belonging to the City.

Street: A public thoroughfare in the City that is designed for public travel and transportation.

Driveway: An area of private property outside the sidewalk for the purpose of parking vehicles or access to remaining property or structures.

Driveway Approach: An area within the right-of-way located between the sidewalk and the edge of the improved roadway for the purpose of vehicular access to the driveway.

Owner: Shall mean the individuals holding title to the property.

Inspector: Shall mean any representative of the City designated to perform the inspections.

Responsibilities of the Adjoining Property Owner

Damaged Sidewalks Requiring Replacement:

It shall be the duty of every owner of a lot or piece of ground fronting on any street to keep and maintain in repair any sidewalks, whether permanent or temporary, which are, or shall be, laid along such street in front of such lot or piece of ground. Without limiting the generality of the foregoing, when one or more of the following conditions exists, sidewalks shall be replaced or repaired as indicated:

- A. If more than forty percent (40%) of the surface of any square section of the sidewalk has spalled out leaving a rough, uneven surface, that square section shall be replaced.
- B. If any square section has cracked into sections less than one square foot in area, that square section shall be replaced.
- C. If sections have settled or heaved to the extent that the resulting displacement at cracks and joints exceeds three-quarters inch (3/4") and/or creates a hazardous condition, such section or sections shall be replaced to eliminate such displacement or condition.
- D. If sidewalks have settled and adjacent soil has built up higher than the sidewalk or drainage is otherwise impeded to the extent that water accumulates on the sidewalk to a depth exceeding one-half inch (1/2") over an area of two (2) square feet or more, that section of sidewalk shall be replaced or the drainage otherwise improved to eliminate such accumulation of water.

Snow and Ice:

The occupant(s) of each and every building, dwelling, structure, or the owner of any unoccupied lot fronting upon any street or sidewalk, shall clear the entire public sidewalk in front of such building, dwelling, structure, or unoccupied lot, as the case may be, of all snow or ice within twenty-four (24) hours of termination of snowfall, and cause the same to be kept clear of snow and/or ice. If such ice is smooth and hard and not easily removed, such ice shall be covered with ashes, salt, sawdust, or other non-slippery substance sufficient enough to make the public sidewalk a safe passageway.

Whenever any snow or ice shall be allowed to remain upon any public sidewalk, permanent or temporary, within the City of Muscatine for more than a twenty-four (24) hour period of time, the City will attempt to notify the adjoining property owner of the violation as outlined in the City Code. If this attempt is unsuccessful or the owner fails to comply with the order of the City, the City shall cause the public sidewalk to be cleared, or made safe for passage by either private contract or City employees and equipment. The City will include the costs of treating the public sidewalk in an itemized statement, and if allowed by Council, shall by resolution assess the cost as a special assessment against the property, as outlined in the City Code.

Obstructions:

If a sidewalk has been heaved up by a tree's root, and it is judged that removing the root(s) could cause the tree to die or fall, it is recommended the tree, as well as the root, be removed. This is the responsibility of the adjoining property owner, but there is a possibility of getting financial assistance from the City's Parks and Recreation Department if the tree is listed as an eligible species. The program is administered by the Weed Park Maintenance office, and the section of City Code on tree planting policy is outlined in the Appendix for reference. Any places where defective sidewalks have been removed, the property owner must provide lighted barricades to warn pedestrians during the night until the job is finished. For those who cannot provide such equipment, the Public Works Department will rent the proper equipment for a daily fee plus deposit. This service is administered by the Public Works Department.

Specifications for New Sidewalks and Replacement of Damaged Sidewalks:

In reference to construction standards, both Muscatine's City Code¹ and their internal document on sidewalk repair provides explicit specifications on both the construction of new sidewalks and the replacement of damaged sidewalks. Regarding sidewalk design, the Iowa Statewide Urban Design and Specifications (SUDAS) Manual contains a thorough overview of design standards for both sidewalks and ADA compliant curb ramps at sidewalk intersections. Both are available online and/or in the Public Works Department. The standard must be followed for all new and replaced sidewalks.

Existing Sidewalk Network and Curb Ramps

The Muscatine Area Geographic Information Consortium (MAGIC), <http://magic-gis.com/magic/>, provides online access to the location of the existing sidewalk network and existing curb ramps that are in the City of Muscatine. Curb ramps are critical to providing access between the sidewalk and the street for people who have disabilities. Whenever new sidewalk construction or extensive sidewalk repair occurs on a section of a street that includes its curb ramps, then those curb ramps will be upgraded to be ADA compliant. Also, whenever street resurfacing or reconstruction occurs adjacent to an uncompliant ramp, the curb ramp shall be made compliant, if possible. If it is not possible, an alternative access point will be established. The City will complete a certain percentage of new ADA ramps every year depending on city funding available.

¹ City of Muscatine, City Code: Title 3, Chapter 7, "Public Ways and Property – Sidewalks."

New Sidewalk Construction

The City of Muscatine defines the requirement for new sidewalks in the following four ways.²

- A. New property developments, such as subdivisions, are covered under Planning and Zoning requirements. As a new house is constructed, a sidewalk is installed by the developer after heavy equipment finishes deliveries and prior to issuance of an Occupancy Permit.
- B. The City shall approach every transportation improvement project as an opportunity to improve or construct needed sidewalks within the project corridor. Sidewalk improvements and construction will be made into an integral part of the larger transportation improvement project.
- C. The City annually allocates a portion of its Road Use Tax Funds from the State of Iowa for the construction of new sidewalks. The new sidewalks using these funds will be of highest priority using the criteria set forth in this policy. The cost of sidewalk construction must fit within a given years allocation.
- D. The City Council may order installation of sidewalks. A policy was established by the City Council in 1981 which included an order of priority along with factors to take into consideration when developing priorities.

Complete Street Design

When prioritizing and designing large-scale sidewalk construction projects, the City will follow the principles of their “Complete Street” policy, which is outlined in the Appendix for reference. A complete street is a safe, accessible, and convenient street for all users regardless of transportation, mode, age, or physical ability. Complete streets adequately provide for bicyclists, pedestrians, transit riders, and motorists, by matching the needs of travelers to the users surrounding a street.³ The Iowa SUDAS (Statewide Urban Design and Specifications) Design Manual will be used as reference for the physical design of sidewalks, including the recommended sidewalk width of five feet⁴, for any new subdivisions, and any new construction of city or private property when the entire block is being redone, with the only exceptions granted by city discretion during the permitting process if it be unclear that a five foot minimum width or other standards would not apply. Excerpts from the Iowa SUDAS Design Manual, Ch. 12A: Sidewalks, is included in the Appendix for reference, and can also be found in its entirety online: <http://www.iowasudas.org/>.

² Childs, R.L. “Sidewalks Memo.” City Memorandum. January 2, 2002.

³ Fangman, Andrew. “Complete Street Policy.” City Memorandum. November 14, 2013.
<http://www.muscatineiowa.gov/DocumentCenter/View/10034>

⁴ Iowa Statewide Urban Design and Specifications: Design Manual.” Ch. 12A-2, p. 7. SUDAS 2013 Edition.

Additionally, any of the following conditions below grant the City of Muscatine an exemption to the Complete Streets Policy for sidewalk construction along a particular section of street.

- Severe topographic constraints exist.
- Cost of sidewalks, including potential right-of-way acquisition, for a particular mode is excessively disproportionate to the need and potential benefit of a specific sidewalk.
- Project involves only ordinary maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching and surface treatments.
- Scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for accommodation of non-motorized users.
- A reasonable and equivalent project along the same corridor already exists or is planned.
- Non-motorized users are prohibited on the roadway.
- Immediate connections to high speed facilities where no pedestrian facilities exist or are planned.
- Conflicts exist with Federal aid requirements.

Criteria for the Prioritization of Sidewalk Construction Projects

The City's goal is for all members of the community to have the opportunity to travel safely to their destination by foot, bike, or by other non-motorized means. Improvements to the City's sidewalk network will be one of the primary means of achieving this goal. However, with budgetary and physical constraints, this goal will take a significant amount of time to fully achieve. Therefore, the City will prioritize sidewalk improvements in a manner that provides the greatest short and medium term benefits. The Comprehensive Plan recognized the need to prioritize sidewalk improvements by establishing an initial target of creating a sidewalk network that allows all children to walk to school safely. The Comprehensive Plan further directs that initial work will be established on improving the sidewalk focus on safe routes for non-motorized travel that radiate out from schools to the residential areas that they serve. Then these school-centered networks of safe routes for non-motorized travel will be linked together to form a community-wide network of routes for non-motorized travel. Further criteria which will be used in establishing priority of projects to address gaps in sidewalk network are as follows:

- Existing level of non-motorized traffic
- Continuity with existing sidewalks
- Presence or absence of viable alternate routes for non-motorized traffic
- Proximity to shopping areas, parks, recreation areas or schools

Funding Approach

Funding for an annual sidewalk inspection and construction process will be on a regular and predictable basis, with total sidewalk replacement required only if non-compliant with City Code. Total sidewalk replacement will be completed at the adjoining owner's expense.

A general outline of sidewalk construction projects and cost responsibilities is provided below:

Sidewalk Construction Project	Project Cost and Party Responsible
Repairing Defective Sidewalks	The City will remove defective sidewalks (per the City Code) upon request, and the homeowner is responsible for the replacement and new installation at their own cost.
Construction of New ADA Ramps	The City will complete a certain percentage of new ADA ramps per year, depending on the funding that is available.
Major New Sidewalk Projects	Major new projects are completed at the City's expense, however adjacent property owner will then assume maintenance responsibility going forward.
Addressing Gaps in the Sidewalk Network	The City will complete existing sidewalk gaps based on priority and funding availability annually.
New Subdivision Construction	Sidewalks for new property developments, such as subdivisions, are installed by the developer at their own cost.

Regular Sidewalk Inspection

It is important that the city conducts regular sidewalk inspection to continually assess the condition of existing sidewalks, and pinpoint where sidewalks are damaged to the point of noncompliance to City Code. An inventory of current sidewalk conditions will be established in tandem with the sidewalk inspections that are conducted.

Relatedly, it should be noted that any time an existing sidewalk faces alteration beyond regular maintenance, then its curb ramps must also be upgraded to be ADA compliant.

Purpose:

Currently, the City of Muscatine only conducts sidewalk inspections as a reaction to complaints received about specific locations in dire need of enforcement actions. By conducting regular sidewalk inspection, the identification and maintenance of noncompliant, unsafe, and ineffective sidewalk sections will remain proactive and action-oriented.

Inspection and Inventory:

The Public Works Department will divide the City into separate sections, and will inspect an entire section within one year's time. The Department will then rotate their inspection to another section in the following year, and so on, ensuring a systematic approach wherein every portion of the city is inspected at least once every ten years. An inventory of all sidewalks will be maintained by the Department of Public Works, which will include a history of inspections and conditions information.

Public Concerns:

Citizen concerns related to sidewalks or curbs will be documented by the City of Muscatine and directed to either the Director of Public Works or the City Engineer. All concerns will be investigated in a timely manner considering manpower and workload.

Priority:

- **Priority 1:** Locations that are damaged are an immediate serious safety concern, and are considered to be non-compliant with the City Code and shall be replaced by the adjacent owner at their own expense.
- **Priority 2:** Locations that have a condition of Poor or Average or where the inspector determines that the problem is not an immediate safety concern, and may benefit from particular repair methods.
- **Priority 3:** Locations that have a condition of Fair or New or where the inspector determines that the problem is not a safety concern, and may or may not benefit from particular repair methods.

Priority Actions:

- If a Priority 1 hazard is identified during an inspection, the hazard will be marked and the City Engineer, or his/her designee, will notify the owner in accordance with existing codes to require replacement.
- If a Priority 2 hazard is identified during an inspection, the hazard will be marked and the City Engineer, or his/her designee, will receive a report of the hazard once scheduled inspections are complete, which may be directed to the owner if they may benefit from a particular repair method.
- If a Priority 3 hazard is identified during an inspection, a report of the hazard will be submitted to the City Engineer, or his/her designee, once scheduled inspections are complete, which may be directed to the owner if they may benefit from a particular repair method.

Replacement and Repairs:

- Priority 1 problems, as confirmed by the City Engineer, or his/her designee, will be replaced by the owners in accordance with existing codes that require replacement.
- Priority 2 problems, as confirmed by the City Engineer, or his/her designee, will be repaired as soon as practical for the owner (or City, if public property). These properties are still compliant with City Code, but may benefit from sidewalk repair best practices.
- Priority 3 problems, as confirmed by the City Engineer, or his/her designee, may be delayed for several years, depending on the severity of the damage.

Figure 1: Sidewalk Surface Deficiencies⁵



- **Displacement or heaving:** when the edges of sidewalk squares are vertically offset. This can be caused by frost, tree roots and other factors. It should be noted that the Muscatine City Code has regulations on tree planting in public ways, including a right-of-way approved tree planting list.⁶
- **Cracks** occur in sidewalk squares and can be a tripping hazard. Minor cracks may not be a problem but when they begin letting water in and grass grow up through them, they can grow into a tripping hazard.
- **Spalling** occurs when extreme temperatures, salt and other de-icing chemicals weaken the surface of concrete, masonry, or brick, causing it to chip, pit, and scar. Spalling can be recognized by distinct deformity on the surface, with chips, craters and broken pieces.
- **Obstructions** such as bushes, grass, flowers, fences or low-hanging tree limbs can interfere with accessibility for people walking or using wheeled transportation. Anything that penetrates into the sidewalk space or is within a minimum height limit of 8 feet is considered

⁵ Duluth Sidewalk Study." Duluth-Superior Metropolitan Interstate Council. August 2012.

⁶ City of Muscatine, City Code: Title 3, Chapter 11, "Public Ways and Property – Trees and Shrubs."

an obstruction. According to ADA requirements, sidewalks must be constructed to allow the minimum width requirement of 36 inches between the edge of an obstruction and the edge of the sidewalk. In some cases, if a sidewalk cannot be constructed to comply with this guideline, the obstruction may need to be removed or relocated.

Sidewalk Repair Best Practices:

1. Crack filling

Crack filling is done primarily to seal concrete cracks to prevent moisture from penetrating the base, causing additional crack widening and uneven settlement. Crack filling is appropriate for longitudinal cracks where separation is less than 12mm (½”) and differential settlement has not occurred. Cracks are routed or sand blasted, and then filled with a sealant. Crack filling is usually done on an area basis as crews and budget are available.

2. Mud jacking

Mud jacking is used to correct differential settlement between concrete panels. It is appropriate where individual panels are in relatively good condition but have settled adjacent to one another.

3. Concrete Planing

Concrete planing is a recently perfected technology which is used to plane up to 20mm (¾”) of concrete to flatten out trip edges. Planing is done on a contract basis, paid by the meter of “Trip Edge” removed, and done on a location-by-location basis.

4. Replacement

Sidewalk replacement is appropriate if severe damage has occurred to the sidewalk which cannot be corrected by one of the methods described above. Replacement is most cost effective when done on an area basis, but replacement at individual locations is sometimes necessary.

Interpretation:

The City of Muscatine acknowledges that all sidewalks cannot be maintained in perfect condition due to fiscal and practical constraints. The timing and scope of sidewalk and curb rehabilitation will be planned at the discretion of the City Engineer, within the scope of the current operating budget, to balance sidewalk safety and appearance with other Public Works priorities. The aim of this policy is to maintain the City of Muscatine’s sidewalks and curbs in as safe a condition as practical, in balance with fiscal reality and other priorities. The Iowa SUDAS guidelines shall be the current direction for design and specifications when constructions or repairs are done.

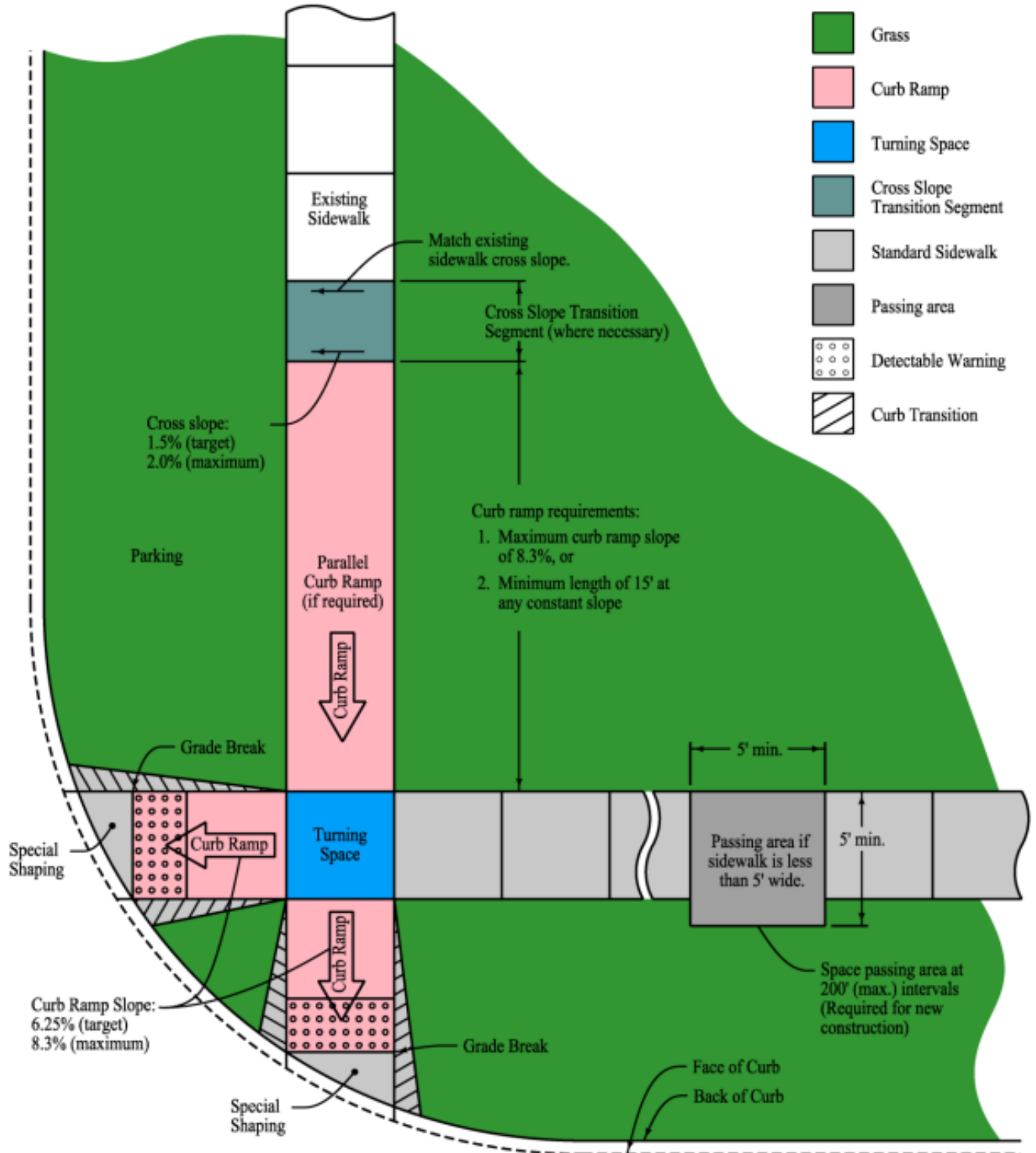
Appendix A: Iowa Statewide Urban Design and Specifications (SUDAS)

The following guidelines are copied from Iowa Statewide Urban Design and Specifications (SUDAS). The language for both General Sidewalk Requirements and Accessible Sidewalk Requirements originates from Chapter 12 of the SUDAS Design Manual, whereas the more technical schematics and specifications for handling stems from Section 7030 of the SUDAS Specifications Manual. Both the Design and Specifications Manual can be found in its entirety online at <http://www.iowasudas.org/>.

General Sidewalk Requirements

Sidewalks are an integral component of the transportation system. They provide a designated area, separated from the roadway, for pedestrians to use for both travel and recreation. Along roadways where pedestrians are present or anticipated, consideration should be given to constructing sidewalks on both sides of the road to minimize conflicts between vehicles and pedestrians. Where sidewalks are provided, they must be constructed so they are accessible to all potential users, including those with disabilities. Design standards for pedestrian access routes are provided in Section 12A-2 of the SUDAS Design Manual.

Figure 2: Standard Sidewalk and Curb Ramp Elements



Source: "Iowa Statewide Urban Design and Specifications: Design Manual", Ch. 12A-1 (Sidewalks).

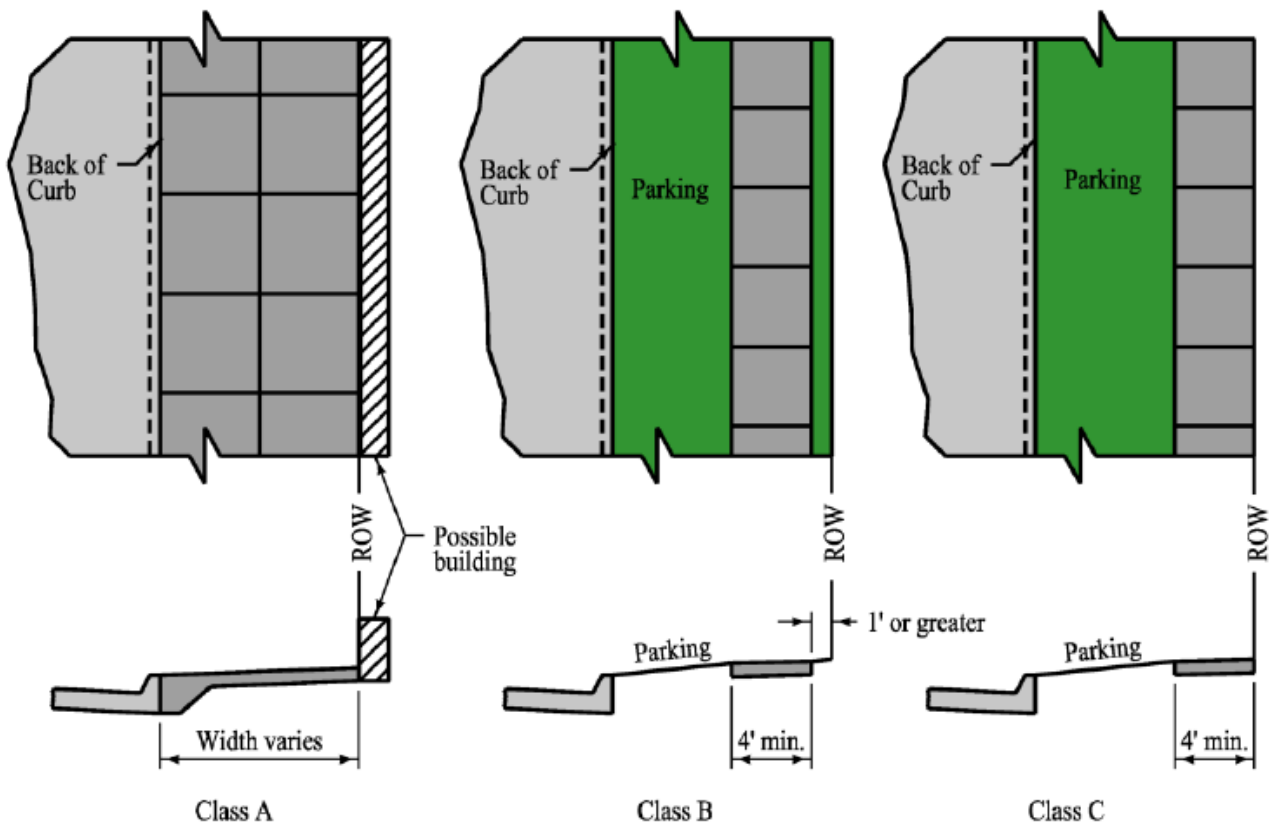
SUDAS identifies three classes of sidewalks, which are described below. Class B and C sidewalks provide a grass strip between the back of curb and the sidewalk, often referred to as the “parking.”

1. Class A: Class A sidewalks begin at the back of curb and generally extend to the right-of-way line. These types of sidewalks are typical in downtown areas. Consideration must be given to the location of street signs, street lighting, utilities, mailboxes, snow storage, and other obstacles when utilizing Class A sidewalk.

2. Class B: Class B sidewalks are constructed with the back edge of the sidewalk 1 foot or more off of the right-of-way line.

3. Class C: Class C sidewalks have the back edge of the sidewalk on the right-of-way line.

Figure 3: Classes of Sidewalk



Source: “Iowa Statewide Urban Design and Specifications: Design Manual”, Ch. 12A-1 (Sidewalks).

Construction Requirements

1. Sidewalk Thickness: Sidewalks should be constructed of PCC with a minimum thickness of 4 inches. Where sidewalks cross driveways, the minimum thickness is 6 inches, or the thickness of the driveway, whichever is greater.

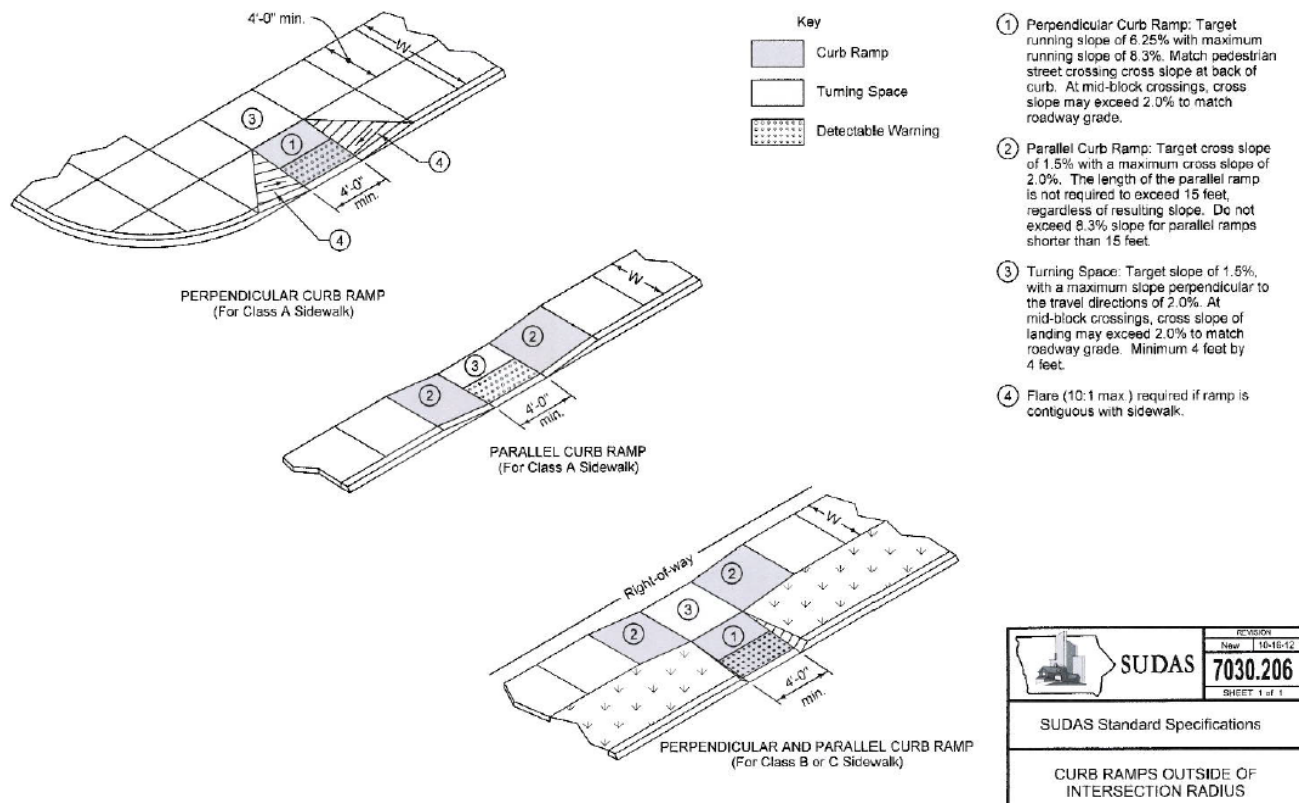
2. Obstructions: All obstructions are to be removed or relocated except for those that are impractical to move. In new development areas, these items should never occur, but in older, established areas, they will have to be addressed. In the case where the sidewalk is shifted to avoid an obstacle, use of a minimum 2:1 taper to and from the obstruction with a straight section adjacent to the obstruction should be considered. Flatter tapers may be used if space is available and user volume is high.

3. Construction Tolerances: Dimensions are subject to conventional industry tolerances except where dimensions are stated as a range, minimum, or maximum. Conventional industry tolerances include tolerances for field conditions and tolerances that may be a necessary consequence of a particular manufacturing process. Conventional industry tolerances do not apply to design work; see PROWAG R103.1. Designing features to the target values, rather than the allowable maximum or minimum, allows for appropriate construction tolerances and field adjustment during construction while maintaining compliance with PROWAG.

Accessible Sidewalk Design

It has been common practice to place the responsibility for sidewalk ramp layout on the contractor or construction inspector. This has resulted in the sidewalk, curb ramps, driveway crossings, etc. being designed in the field, often with mixed accessibility results. As public right-of-way accessibility comes under greater scrutiny, it is increasingly important that newly constructed or altered sidewalks meet accessibility requirements. Therefore, sidewalks, curb ramps, and street crossings shall be included as part of the design process and the details of those designs shall be included in the contract documents as appropriate. Projects reviewed or let by the Iowa DOT will require use of S sheets according to the Iowa DOT Design Manual Section 1F-18.

Figure 4: Curb Ramps Outside of Intersection Radius



Source: "Iowa Statewide Urban Design and Specifications: Specifications Manual", Section 7030.206

Appendix B: Muscatine Tree Policy

Title 3 – Public Ways and Property Chapter 11– Trees and Shrubs

SECTIONS:

- 3-11-1 Removal and Trimming of Dangerous Tree; Compliance
- 3-11-2 Abutting Property Owners
- 3-11-3 Notice to Trim; Failure to Comply
- 3-11-4 Trimming by City; Recovery of Cost
- 3-11-5 Liability Insurance; Tree Removal
- 3-11-6 Obstructing Streets; Barricades
- 3-11-7 Removal of Debris
- 3-11-8 Street Trees (Existing)
- 3-11-9 Street Trees (New)
- 3-11-10 New Street Trees (City Program)
- 3-11-11 Injuring; Defacing; Removing
- 3-11-12 Reserved

3-11-1 Removal and Trimming of Dangerous Tree: Compliance.

- A. If the City deems any shade, ornamental, or other tree situated on private property in the City to be diseased or dead, it shall cause to be served a notice upon the owner, in accordance with the most recently enacted Code of Iowa, if known within the City, or if not, then upon the occupant of the lot, to cut down such tree and remove the same and all debris therefrom. Said tree and debris shall be hauled to an area designated or approved by the City and/or the Iowa Department of Water, Air, and Waste Management.
- B. If such notice is not complied with within ten (10) days, the City shall cause to be cut down or remove such tree and the cost of cutting down and removing shall be certified to the County Treasurer and be assessed against the real estate in the same manner as a property tax.
- C. All diseased trees shall be sprayed, if required by the City, at the site of their cutting down or removal before being hauled or transported through the City to an approved disposal site.
- D. The General Manager of any utility shall have the authority to trim any tree which interferes with utility property and equipment, after notification and approval by the City.
- E. The City shall have authority to trim any tree, located on private property, which interferes with the proper distribution of light from street lights or signs following notification to the property owner in accordance with Sections 3-11-3 and 3-11-4 of this Chapter.

3-11-2 Abutting Property Owners. Any person owning any real estate within the City with trees located upon said real estate or located in the street right-of-way (including parkings)

adjacent to said real estate, shall trim such trees in such manner that no overhanging branches thereof shall in any way obstruct any such street or sidewalk below the height of ten feet (10') above the surface of the sidewalk and fourteen feet (14') from the surface of the street.

3-11-3 Notice to Trim: Failure to Comply. Any person or owner of property as described in this Chapter who shall have been served by the City with a notice by Certified Mail, and shall not comply with the notice within ten (10) days of the receipt of the notice, shall be guilty of a misdemeanor and subject to penalty of a fine not to exceed one hundred dollars (\$100.00), or by imprisonment not to exceed thirty (30) days.

3-11-4 Trimming by City: Recovery of Cost. When the owner or occupant of real property in the City having trees upon or in front of the same, the branches of which overhang the street or any part thereof, and having had notice to trim the same and fails or refuses to comply therewith for more than ten (10) days after service of notice, then it shall be lawful for the City to trim such trees to the height provided in Section 3-11-2 of this Chapter and certify the cost of the same to the County Treasurer to be assessed against the real estate in the same manner as a property tax.

3-11-5 Liability Insurance: Tree Removal. All persons and/or corporations engaged in removal of trees within the City R.O.W. shall obtain a license in accordance with Title 5, Chapter 15 of this Code and present a copy of an insurance policy for liability insurance in the amount prescribed in Title 5, Chapter 15 of this Code.

3-11-6 Obstructing Streets: Barricades.

- A. Before any street or thoroughfare can be shut off or blocked in any way for tree removal, permission must be granted by the City.
- B. Streets when barricaded or shut off must be barricaded by proper barricades appropriately marked and readily seen by all.
- C. All persons, and/or corporations barricading any street or thoroughfare for the purpose of trimming or removing any tree shall first notify the City of Muscatine Police and Fire Departments stating the location and time period that such street or thoroughfare will be closed.
- D. No street or thoroughfare shall be closed for the purpose of removing any tree unless the required permit is secured as provided in this Chapter.

3-11-7 Removal of Debris. Removal of debris, stumps, logs, etc. shall be made upon or in trucks and no hauling shall be allowed hanging from outside by booms or dragging from such vehicle.

3-11-8 Street Trees (Existing).

- A. All existing trees located within the public right-of-way as of the effective date of this Section shall be the responsibility of the adjacent property owner.

1. Exception. Any street tree which is diseased, dead, or otherwise poses an immediate threat to the public health and welfare shall be the responsibility of the City.
- B. It shall be the duty and right of the adjacent property owner to trim, remove, treat, or otherwise maintain all existing street trees in a manner that promotes the public health, safety, and welfare and in accordance with the provisions of this Chapter.
- C. Any person or corporation removing any existing street tree shall obtain a permit to do so from the City in accordance with Title 5, Chapter 15 of this Code for the purpose of initiating a City-wide inventory. The Tree Removal Permit shall be provided at no charge to the applicant.
- D. Nothing contained in this Chapter shall be construed so as to prevent the immediate removal and/or trimming by officers of the City of any tree from the streets, when in the judgment of the City, such removal or trimming is necessary for the purpose of making street improvements or to eliminate obstructions of public signs which, by design, promote safety of persons or property.

3-11-9 Street Trees (New).

- A. As of the effective date of this Section, all proposals to plant trees in the public right-of-way shall require a permit from the City in accordance with Title 5, Chapter 15 of this Code.
- B. The permit application provided by the City shall state the applicant's name, address, type of tree to be planted, exact location, and any additional information that may be needed by the City to determine whether the application should or should not be approved.
- C. The application shall be recommended for approval or disapproval by the City prior to issuance. Failure to secure a positive recommendation by the City shall constitute a denial of the application.
- D. Permit Requirements:
 1. The permit shall state that the applicant agrees to plant the street tree(s) in accordance with the requirements of this Chapter.
 2. The permit shall state that the applicant will plant a specific type of tree which shall be an approved species for street trees; a list of which shall be provided to the applicant upon request.
 3. The permit shall state that once the street tree is planted, it becomes the property of the City of Muscatine and the applicant agrees to relinquish all interest in said tree. The permit shall state that the owner agrees to donate the tree to the City, at the applicant's expense, and that the applicant agrees to adhere to the provisions of Title 3, Chapter 11, Section 8 of this Code.
 4. The permit shall include a provision which indemnifies the City from any and all claims for damage to private and public property as a result of the permit to plant a street tree.

3-11-10 New Street Trees {City Program}.

- A. The City may, at its discretion and with the approval of the City Council, initiate a program for the purpose of planting, maintaining, trimming, and removal of new street trees.
- B. It shall be the policy of the City to notify abutting property owners before planting any street tree in front of any residential structure in the City.
- C. The owner of the abutting property shall be required to sign a permit in accordance with Section 11 of this Chapter, except the, tree will be planted by the City at no expense to the abutting residential property owner.

3-11-11 Injuring: Defacing: Removing. Any person who shall willfully, maliciously, or negligently, in any manner, injure, deface, remove, or destroy any street tree or boxing placed around the same, or any shrub upon any public grounds and right of ways shall be deemed guilty of a misdemeanor, and shall reimburse the City for any costs incurred by such action if directed to do so by the Iowa District Court for Muscatine County.

3-11-12 Reserved.

Right-of-Way Tree Planting List for the City of Muscatine

All trees will be planted so they will not impede traffic or pedestrians, travel or create a safety issue with street sign visibility or create a blind spot.

Trees permitted for right-of-ways with 4 to 6 or more feet of space between side walk and road:

- Ornamental Pear: Cleveland Select, Valiant, Trinity
- Japanese Tree Lilac
- Single Stem Serviceberry
- Narrow Vase Shaped Crab Apples: Adirondack and Marilee

Trees permitted for right-of-ways with 6 or more feet of space between side walk and road:

- Ornamental Pear Cleveland Select, Red Spire
- Japanese Tree Lilac
- Single Stem Serviceberry
- Maple Sugar
- Maple Black Maple Red Hackberry
- Honey Locust (seedless thornless)
- Ginkgo (male species only) London Plane Tree
- Oak Swamp White
- Oak White
- Oak Bur
- Oak Red
- Oak Scarlet
- Oak English
- Linden American Linden Little Leaf Zelkova
- Beech
- Elm, Princeton
- Tulip Tree
- Iron Wood

Trees not listed on this list must have the approval of staff.

Appendix C: Muscatine Complete Street Policy

To improve both Muscatine's quality of life and image by providing a safe and attractive environment for street users of all ages and abilities such as motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users.

- o The design, operation and maintenance of the City of Muscatine's street network will create a connected grid of streets accommodating a safe, easily accessible, convenient, comfortable, and visually appealing manner for users of all ages and abilities, including motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users.
- o Implementation of the Complete Street Policy will guide the planning, funding, design, construction, operation, and maintenance of all new and modified streets in the City of Muscatine. The City shall approach every transportation improvement project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to streets and rights-of-way, including capital improvements, and major maintenance, should also be considered.
- o When any of the conditions listed below exist in a specific project location, an exemption to the Complete Streets Policy may be granted. For an exemption to be granted a determination that incorporating new bicycle, pedestrian, and or public transit facilities is impracticable and/or undesirable must be made. This determination may occur during the budget and capital improvements program approval process or when project plans and specifications are being prepared. Any granted exemptions will be explained in writing with supporting data that indicates the reason for granting the exemption.
 - o Non-motorized users are prohibited on the roadway.
 - o Severe topographic constraints exist.
 - o An absence of current and/or future need for a particular type of user.
 - o The cost of accommodations, including potential right-of-way acquisition, for a particular mode is excessively disproportionate to the need and potential benefit of a project.
 - o The project involves ordinary maintenance activities designed to keep assets in acceptable condition, such as

cleaning, sealing, spot repairs, patching and surface treatments.

- O Scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for accommodation of non-motorized users.

- Where a reasonable and equivalent project along the same corridor already exists or is planned.
- o Transportation infrastructure serving non-motorized user should be linked to form a comprehensive community-wide network of routes for non-motorized travel that allow for members of the community to travel safely from their home to their destination by foot, bike, or by other non-motorized means and for children to be able to walk or bike to school safely.
- o The City of Muscatine will work with the Iowa Department of Transportation to upgrade state highways to complete standards, excluding all divided four lane, limited access highways such as, U.S. 61 and the U.S. 61 Bypass.
- o For a privately constructed street to be accepted by the City of Muscatine it must be built in compliance with complete street standards.
- o The City of Muscatine shall follow accepted or adopted design standards and use the best and latest design standards available in urban design and street design, construction, operations and maintenance. When implementing this complete streets goal the City will be not be precluded from considering innovative or nontraditional design options where a comparable level of safety for users is present or provided.
- o Design street pavement widths to the minimum necessary.
- o Maximize the number of transportation options available with the public right of way.
- o Where physical conditions warrant, plant trees whenever a street is newly constructed, reconstructed, or relocated.
- o To further the Complete Streets policy factors that should be given consideration during the development of a transportation project include the following:
 - Whether the corridor provides a primary access to a significant destination such as a park or recreational area, a school, a shopping / commercial area, or an employment center;
 - Whether the corridor provides access across a natural or man-made barrier such as a river, creek, divided highway, or railroad;
 - Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
 - Whether a road corridor provides important continuity or connectivity links for an existing trail or safe route for non-motorized travel network; or

- Whether nearby routes that provide a similar level of convenience and connectivity already exist.
- o The City of Muscatine shall put into place performance standards with measurable benchmarks reflecting the ability of users to travel in safety and comfort. Performance standards may include: miles of new bicycle facilities or sidewalks, percentage of streets with tree canopy and low design speeds, public participation, street lighting, or others.
- o Update all necessary and appropriate codes, standards and ordinances to ensure that design components for all new or modified streets further the Complete Streets Policy.
- o The City of Muscatine will examine all planned capital improvements projects to determine if they can be leveraged to advance the Complete Streets Policy.
- o The City of Muscatine, working with community members and stakeholders, will identify and map critical routes for non-motorized travel linking schools, parks, bus stops, most major employment and shopping centers, and residential areas.
- o A detailed implementation plan will be developed to make the identified critical routes for non-motorized travel safe. The detailed implementation plan will include a list of capital improvement projects addressing the gaps and deficiencies. The implementation plan will also detail the sequence and location in which inspection and maintenance of existing sidewalks and capital improvement projects need to be completed in order to build a network of critical routes for non-motorized travel outward from each school and the ultimately link then together into a community-wide network of safe routes for non-motorized travel.
- o The Complete Streets Policy will be supported by and integrated into the City's Pedestrian and Bicycle Master Plan.

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Accessible Sidewalk Requirements

A. Introduction

SUDAS and Iowa DOT jointly developed this section based on the July 26, 2011 “Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way.” This section was developed in accordance with Federal regulations ([23 CFR 652](#) and [28 CFR 35](#)) and is the standard for use by all governmental entities in the State of Iowa. A local jurisdiction may elect to produce their own standards; however, these will require review and approval by FHWA and/or the United States Department of Justice.

Where sidewalks are provided, they must be constructed so they are accessible to all potential users, including those with disabilities. This section establishes the criteria necessary to make an element physically accessible to people with disabilities. This section also identifies what features need to be accessible and then provides the specific measurements, dimensions, and other technical information needed to make the feature accessible. The requirements of this section were developed based on the following documents:

1. **ADAAG:** The “Americans with Disabilities Act Accessibilities Guidelines” (ADAAG) was written by the US Access Board and adopted by the Department of Justice (DOJ) in 2010. This document includes a broad range of accessibility guidelines including businesses, restaurants, public facilities, public transportation, and sidewalks. These standards were originally adopted in 1991 and have been expanded and revised several times.
2. **PROWAG:** The July 26, 2011 “Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way” was written by the US Access Board and is also known as the Public Right-of-Way Accessibility Guidelines or PROWAG. PROWAG provides more specific information than the ADAAG for transportation facilities within the right-of-way including pedestrian access routes, signals, and parking facilities. The PROWAG requirements are currently in the development and adoption process and have not been officially adopted by the Department of Justice; however, the Federal Highway Administration has issued guidance that the draft version of the PROWAG “are currently recommended best practices, and can be considered the state of the practice that could be followed for areas not fully addressed” in the existing ADAAG requirements.

Due to the widespread acceptance of the PROWAG, and their pending adoption in the future, the standards of this chapter are based upon the PROWAG requirements. The designer is encouraged to reference the complete PROWAG document for additional information (www.access-board.gov). References to the PROWAG in this section are shown in parentheses, e.g. (R302.7). Buildings and other structures not covered by PROWAG must comply with the applicable requirements of the ADAAG. For parks, recreational areas, and shared use paths, refer to other sections within this chapter.

B. Transition Plan

The ADA law passed in 1990 required public entities with more than 50 total employees to develop a formal transition plan identifying the steps necessary to meet ADA accessibility requirements for all pedestrian access routes within their jurisdiction by upgrading all noncompliant features.

Recognizing that it would be difficult to upgrade all facilities immediately, the law provided the opportunity to develop a transition plan for the implementation of these improvements. Covered entities had until 1992 to complete a transition plan. In addition, any local public agency that is a recipient of US DOT funds must have a transition plan. For those agencies that have not completed a transition plan, it is critical that this process be completed. Although the transition plan may cover a broader scope, this section will only cover requirements within the public right-of-way.

Key elements of a transition plan include the following:

- Identifying physical obstacles in the public agency's facilities that limit the accessibility of its programs or activities to individuals with disabilities
- A detailed description of the methods that will be used to make the facilities accessible
- A schedule for taking the steps necessary to upgrade pedestrian access in each year following the transition plan
- Identification of the individual responsible for implementation of the plan

The document: *ADA Transition Plans: A Guide to Best Management Practices* (NCHRP Project No. 20-7 (232)) provides guidance for the development and update of transition plans. The document also assists communities in prioritizing required improvements for accessibility.

Public entities not required to have a formal transition plan are required to address noncompliant pedestrian access routes.

C. Definitions

Accessible: Facilities that comply with the requirements of this section.

Alteration: An alteration is a change that affects or could affect the usability of all or part of a building or facility. Alterations of streets, roadways, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect.

Alternate Pedestrian Access Route: A route provided when a pedestrian circulation path is temporarily closed by construction, alterations, maintenance operations, or other conditions.

Curb Line: A line at the face of the curb that marks the transition between the curb and the gutter, street, or highway.

Cross Slope: The grade that is perpendicular to the direction of pedestrian travel.

Crosswalk: See pedestrian street crossing.

Curb Ramp: A ramp that cuts through or is built up to the curb. Curb ramps can be perpendicular, parallel, or a combination of parallel and perpendicular curb ramps.

Detectable Warning: Detectable warnings consist of small, truncated domes built in or applied to a walking surface that are detectable by cane or underfoot. On pedestrian access routes, detectable warning surfaces indicate the boundary between a pedestrian route and a vehicular route for pedestrians who are blind or have low vision.

New Construction: Construction of a roadway where an existing roadway does not currently exist.

Pedestrian Access Route: A continuous and unobstructed path of travel provided for pedestrians with disabilities within, or coinciding with, a pedestrian circulation path.

Pedestrian Circulation Path: A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Pedestrian Street Crossing: A marked or unmarked route, providing an accessible path to travel from one side of the street to the other. Pedestrian street crossings are a component of the pedestrian access route and/or the pedestrian circulation path.

Running Slope: The grade that is parallel to the direction of pedestrian travel.

PROWAG: The Public Right-of-way Accessibility Guidelines establish the criteria for providing a feature within the public right-of-way that is physically accessible to those with physical disabilities.

Scope of the Project: Work that can reasonably be completed within the limits of the project. This is not defined by the written project scope; however, it focuses on whether the alteration project presents an opportunity to design the altered element, space, or facility in an accessible manner.

Structurally Impracticable: Something that has little likelihood of being accomplished because of those rare circumstances when the unique characteristics of terrain prevent the incorporation of full and strict compliance with this section. Applies to new construction only.

Technically Infeasible: With respect to an alteration of an existing facility, something that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the requirements of this section. (2010 ADAAG 106.5)

Turning Space: An area at the top or bottom of a curb ramp, providing a space for pedestrians to stop, rest, or change direction.

D. Applicability

- 1. New Construction:** Newly constructed facilities within the scope of the project shall be made accessible to persons with disabilities, except when a public agency can demonstrate it is structurally impracticable to provide full compliance with the requirements of this section. Structural impracticability is limited to only those rare situations when the unique characteristics of terrain make it physically impossible to construct facilities that are fully compliant. If full compliance with this section is structurally impracticable, compliance is required to the extent that it is not structurally impracticable. [[2010 ADAAG](#) 28 CFR 35.151(a)]
- 2. Alterations:** Whenever alterations are made to the pedestrian circulation path, the pedestrian access route shall be made accessible to the maximum extent feasible within the scope of the project. If full compliance with this section is technically infeasible, compliance is required to the extent that it is not technically infeasible. [[2010 ADAAG](#) 28 CFR 35.151(b)] Alterations shall not gap pedestrian circulation paths in order to avoid ADA compliance.

Resurfacing is an alteration that triggers the requirement for curb ramps if it involves work on a street or roadway spanning from one intersection to another. Examples include, but are not limited to, the following treatments or their equivalents:

- New layer of surface material (asphalt or concrete, including mill and fill)
- Reconstruction
- Concrete pavement rehabilitation and reconstruction
- Open-graded surface course
- Microsurfacing and thin lift overlays
- Cape seals (slurry seal or microsurfacing over a new chip seal)
- In-place asphalt recycling

[[DOJ/U.S. DOT Glossary of Terms](#) and [DOJ/U.S. DOT Technical Assistance](#); June 28, 2013]

Where elements are altered or added to existing facilities, but the pedestrian circulation path is not altered, the pedestrian circulation path is not required to be modified (R202.1). However, features that are added shall be made accessible to maximum extent feasible. The following are examples of added features:

- Installation of a traffic sign does not require sidewalk improvements; however, the sign cannot violate the protruding objects requirements.
- Installation of a traffic or pedestrian signal does not require sidewalk improvements; however, the signal must be accessible.
- Installation of a bench adjacent to the pedestrian access route would not require sidewalk improvements, but the bench cannot be placed in a manner that would reduce the sidewalk width below the minimum requirement.

3. Maintenance: Accessibility improvements are not required for work that is considered maintenance. Examples of work that would be considered maintenance include, but are not limited to, the following items.

- Painting pavement markings, excluding parking stall delineations
- Crack filling and sealing
- Surface sealing
- Chip seals
- Slurry seals
- Fog seals
- Scrub sealing
- Joint crack seals
- Joint repairs
- Dowel bar retrofit
- Spot high-friction treatments
- Diamond grinding
- Minor street patching (less than 50% of the pedestrian street crossing area)
- Curb and gutter repair or patching outside the pedestrian street crossing
- Minor sidewalk repair that does not include the turning space and curb ramps
- Filling potholes

If a project involves work not included in the list above, or is a combination of several maintenance items occurring at or near the same time, the agency administering the project is responsible for determining if the project should be considered maintenance or an alteration. If either of these two situations is determined to be maintenance, the agency administering the project must document the reasons for this determination. If the project is defined as maintenance, federal funding and Farm-to-Market funds cannot be used.

When a maintenance project modifies a crosswalk, installation of curb ramps at the crosswalks is recommended, if none already exists. The other accessibility improvements of this section are also recommended, but not required with such projects.

4. **Technical Infeasibility:** Examples of existing physical or site constraints that may make it technically infeasible to make an altered facility fully compliant include, but are not limited to, the following:
 - Right-of-way availability. Right-of-way acquisition in order to achieve full compliance is not mandatory, however, it should be considered. Improvements may be limited to the maximum extent practicable within the existing right-of-way.
 - Underground structures that cannot be moved without significantly expanding the project scope.
 - Adjacent developed facilities, including buildings that would have to be removed or relocated to achieve accessibility.
 - Drainage cannot be maintained if the feature is made accessible.
 - Notable natural or historic features that would have to be altered in a way that lessens their aesthetic or historic value.
 - Underlying terrain that would require a significant expansion of the project scope to achieve accessibility.
 - Street grades within the crosswalk exceed the pedestrian access route maximum cross slopes, provided an engineering analysis has concluded that it cannot be done without significantly expanding the project scope (for example, changing from resurfacing an intersection to reconstructing that intersection).
5. **Safety Issues:** When accessibility requirements would cause safety issues, compliance is required to the maximum extent practicable.
6. **Documenting Exceptions:** If the project cannot fully meet accessibility requirements because the accessibility improvements are structurally impracticable, technically infeasible, or safety issues, a document should be developed to describe how the existing physical or site constraints or safety issues limit the extent to which the facilities can be made compliant. This document should identify the specific locations that cannot be made fully compliant and provide specific reasons why full compliance cannot be achieved. It is recommended that this document be retained in the project file. For local agency projects administered through Iowa DOT, an “Accessibility Exceptions Certification” ([Form 517118](#)) with supporting documentation shall be signed by a registered professional engineer or landscape architect licensed in the State of Iowa and submitted to the Iowa DOT administering office. The certification shall be as prescribed by Iowa DOT [Local Systems I.M. 1.080](#). For Iowa DOT projects, contact the Office of Design, Methods Section.

Note: Documenting exceptions does not remove an agency’s responsibility to consider making accessibility improvements the next time the facility is altered because physical or site constraints and safety issues may change over time. The determination of exceptions and corresponding documentation needs to be made each time a facility is altered, based on the existing conditions and the scope of the proposed project.
7. **Reduction in Access:** Regardless of whether the additions or alterations involve the modification of the existing pedestrian circulation path, the resulting work cannot have the result of reducing the existing level of accessibility below the minimum requirements. For example, the installation of a bench cannot have the effect of reducing the width of the pedestrian access route to 3 feet (4 feet is the minimum). Likewise, the construction of an overlay cannot result in a street cross slope of more than 5%, nor have a lip at the curb ramp that exceeds 1/2 inch.

Pedestrian facilities may be removed if they are being re-routed for safety reasons, or terminated because they do not connect to a destination or another pedestrian circulation path.

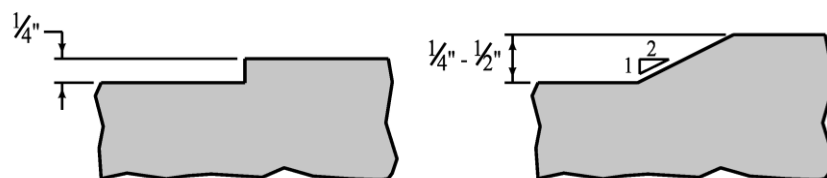
8. **Addition of Pedestrian Facilities:** If a sidewalk exists on both sides of the street, curb ramps shall be installed on both sides when the street is altered. PROWAG does not require construction of pedestrian facilities where none currently exists, although the jurisdiction's transition plan may require them.
9. **Utility Construction:** If the pedestrian circulation path is disturbed during utility construction, the requirements of this section and [Section 12A-4](#) shall apply.

E. Standards for Accessibility

The following section summarizes the design standards for the elements of an accessible pedestrian access route. The minimum and maximum values stated are taken from the PROWAG. Target values are also provided. Designing features to the target values, rather than the allowable maximum or minimum, allows for appropriate construction tolerances and field adjustment during construction while maintaining compliance with the PROWAG standards.

1. **General Requirements:** These requirements apply to all parts of the pedestrian access route.
 - a. **Surfacing:** PROWAG requires all surfaces to be firm, stable, and slip resistant (R302.7). All permanent pedestrian access routes, with the exception of some Type 2 shared use paths (see [Section 12B-2](#)), shall be paved. When crossing granular surfaced facilities, consider paving wider than the pedestrian access route; see the shared use path section.
 - b. **Vertical Alignment:** Vertical alignment (smoothness) shall be generally planar within the pedestrian access routes (R302.7.1). Although no definition for generally planar is provided, the Advisory statement for R302.7.1 indicates surfaces must be smooth and chosen for easy rollability and minimizing vibration for users of wheelchairs, scooters, and walkers. Surfaces that are heavily textured, rough, or chamfered and paving systems consisting of individual units that cannot be laid in plane should be reserved for borders and decorative accents located outside of and only occasionally crossing the pedestrian access route. Research has shown that bricks/pavers with no or narrow chamfers and narrow joint spacing between pavers can minimize vibration for all users. Bricks/pavers with sand bedding on natural soil should not be used in pedestrian access routes due to maintenance problems.
 - c. **Changes in Level:** Changes in level, including bumps, utility castings, expansion joints, etc. shall be a maximum of 1/4 inch without a bevel or up to 1/2 inch with a 2:1 bevel. Where a bevel is provided, the entire vertical surface of the discontinuity shall be beveled (R302.7.2).

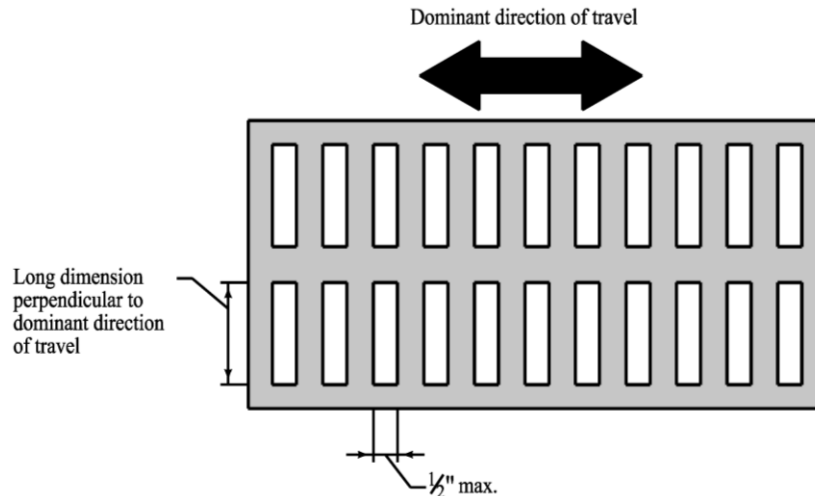
Figure 12A-2.01: Vertical Surface Discontinuities



- d. **Horizontal Openings:** Horizontal openings shall not allow passage of a sphere more than 1/2 inch in diameter. Elongated openings in grates shall be placed so the long dimension is perpendicular to the dominant direction of travel. The use of grates within the pedestrian access route is discouraged; however, where necessary, the grate should be located outside of curb ramp runs, turning spaces, and gutter areas if possible. (R302.7.3)

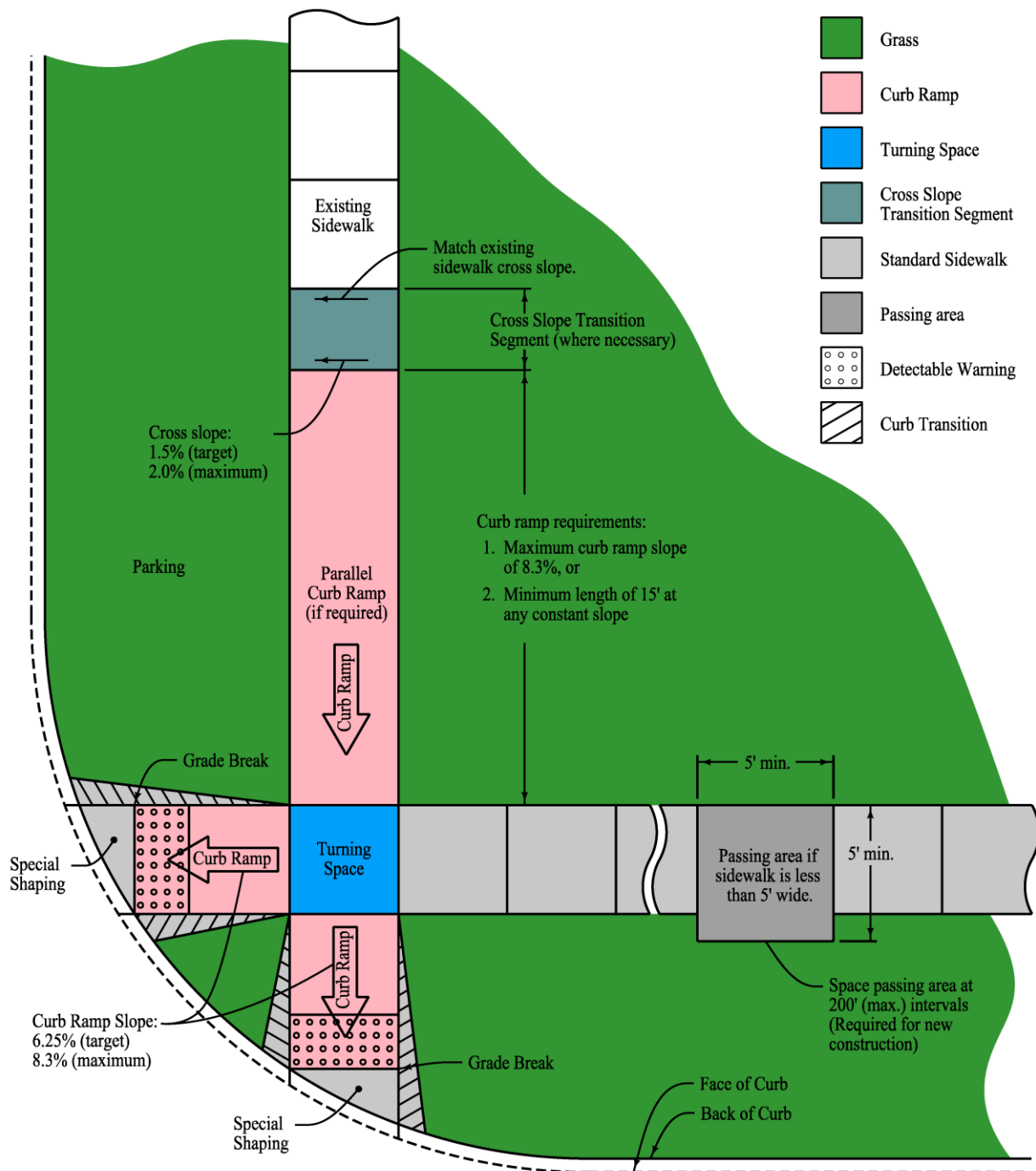
It should be noted that none of the standard SUDAS/Iowa DOT intake grates meet the requirements for use within a pedestrian access route; therefore, a special design is required.

Figure 12A-2.02: Horizontal Openings



2. **Standard Sidewalk:** Sidewalks solely serving private residences are not required to follow these requirements.
 - a. **Cross Slope:** The maximum cross slope is 2.0% with a target value of 1.5% (R302.6).
 - b. **Running Slope:** Sidewalks with a running slope of 5% or less are acceptable. However, where the sidewalk is contained within the street right-of-way, the grade of the sidewalk shall not exceed the general grade of the adjacent street (R302.5). For design, consider the general grade of the adjacent street to be within approximately 2% of the profile grade of the street.
 - c. **Width:** The minimum width of the pedestrian access route is 4 feet. Five foot sidewalks are encouraged and may be required by the Jurisdiction. Iowa DOT will design 5 foot sidewalks unless otherwise requested. (R302.3)
 - d. **Passing Spaces:** Where the clear width of the pedestrian access route is less than 5 feet, passing spaces are required at maximum intervals of 200 feet. The passing space shall be 5 foot minimum by 5 foot minimum. Passing spaces may overlap with the pedestrian access route. (R302.4). Driveways may be used as passing spaces, as long as the 2.0% maximum cross slope is not exceeded.

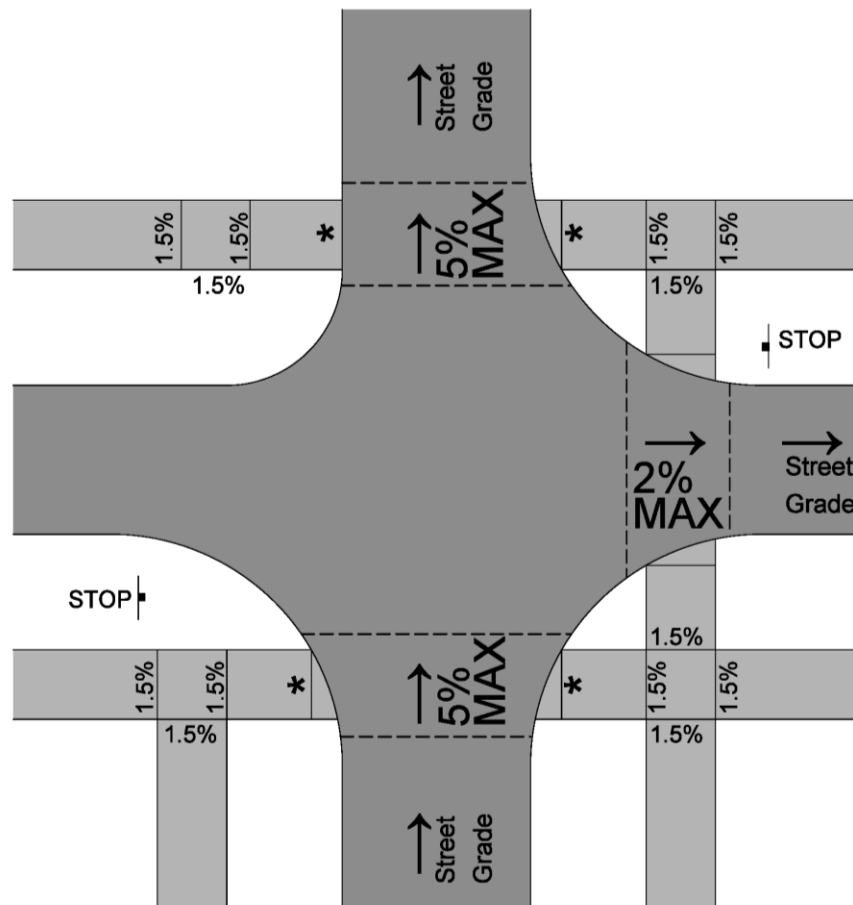
Figure 12A-2.03: Standard Sidewalk and Curb Ramp Elements



3. Pedestrian Street Crossings:

- a. Cross Slope:** The longitudinal grade of a street becomes the cross slope for a pedestrian street crossing. PROWAG has maximum limits for the cross slope of pedestrian street crossings, which vary depending on the location of the crossing and the type of vehicular traffic control at the crossing. These requirements, in effect, limit the longitudinal grade of a street, or require a “tabled crosswalk” at the intersection. (R302.6)
- 1) Intersection Legs with Stop or Yield Control:** For pedestrian street crossings across an intersection leg with full stop or yield control (stop sign or yield sign), the maximum cross slope is 2.0% (maximum 2.0% street grade through the crossing).
 - 2) Intersection Legs without Stop or Yield Control:** For pedestrian street crossings across an intersection leg where vehicles may proceed without slowing or stopping (uncontrolled or signalized), the maximum cross slope of the pedestrian street crossing is 5.0% (maximum 5.0% street grade through the crossing).
 - 3) Midblock Pedestrian Street Crossings:** At midblock crossings, the cross slope of the pedestrian street crossing is allowed to equal the street grade.

Figure 12A-2.04: Example Street Intersection

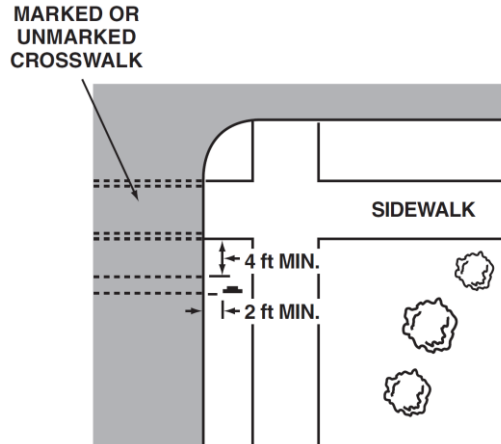


* Match pedestrian street crossing cross slope or flatter

- b. Running Slope:** The running slope of the pedestrian street crossing is limited to a maximum of 5.0% (maximum street cross slope or superelevation of 5.0%) (R302.5.1).

- c. **Location:** Driver anticipation and awareness of pedestrians increases as one moves closer to the intersection. Therefore, curb ramps and pedestrian street crossings should be located as close to the edge of the adjacent traveled lane as practical. Where a stop sign or yield sign is provided, MUTCD requires the pedestrian street crossing, whether marked or unmarked, be located a minimum of 4 feet from the sign, between the sign and the intersection. It is recommended stop and yield signs be located no greater than 30 feet from the edge of the intersecting roadway; however, MUTCD allows up to 50 feet. Consult MUTCD for placement of curb ramps and pedestrian street crossings at signalized intersections.

Figure 12A-2.05: Pedestrian Street Crossing Location



Source: MUTCD, FHWA

- d. **Medians and Pedestrian Refuge Islands:** Medians and pedestrian refuge islands in pedestrian street crossings shall be cut through level with the street or complying with the curb ramp requirements. The clear width of pedestrian access routes within medians and pedestrian refuge islands shall be 5.0 feet minimum (R302.3.1). If a raised median is not wider than 6 feet, it is recommended the nose not be placed in the pedestrian street crossing.

4. Curb Ramps:

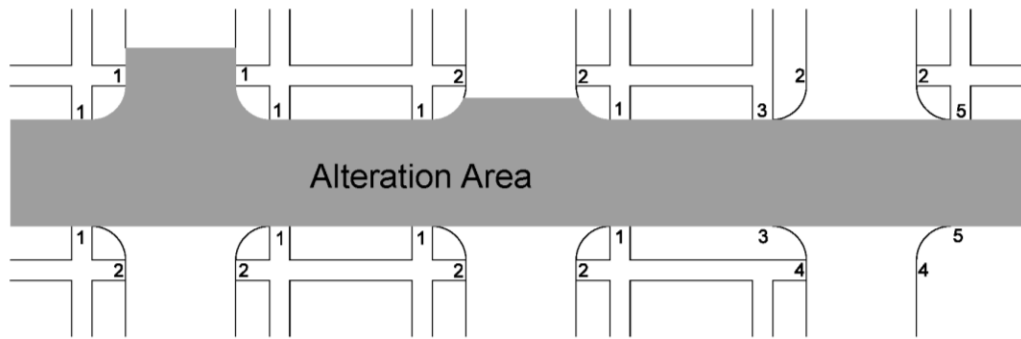
- a. **General:** There are two types of curb ramps: perpendicular and parallel. Perpendicular curb ramps are generally perpendicular to the traffic they are crossing with the turning space at the top. Parallel curb ramps have the turning space at the bottom. Parallel curb ramps may be used where the sidewalk begins at or near the back of curb and there is little or no room between the sidewalk and curb for a perpendicular curb ramp.

A separate curb ramp is required at each pedestrian street crossing for new construction. Parallel ramps with a large turning space, as shown in Figure 12A-2.08, are allowed. For alterations, follow the new construction requirements if possible; however, a single diagonal curb ramp is allowed but not recommended where existing constraints prevent two curb ramps from being installed.

For transitions into and out of driveways, curb ramp requirements may be used.

For curb ramps within and near an alteration area, see Figure 12A-2.06.

Figure 12A-2.06: Curb Ramps for Alterations



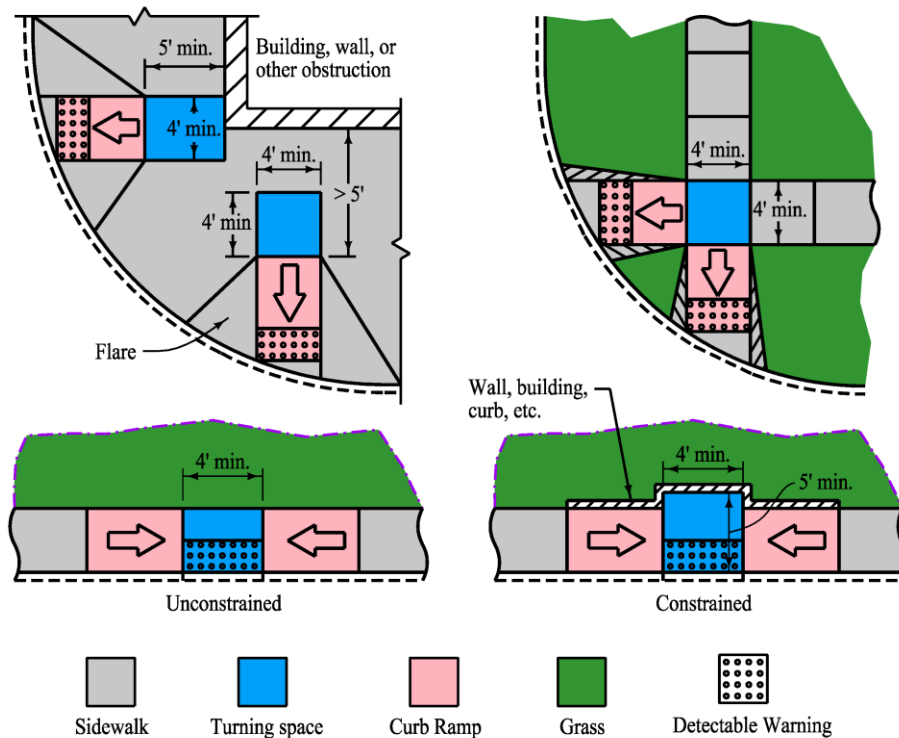
1. Required.
2. Strongly recommended.
3. Required due to barriers in the path of travel between the sidewalk on one side of the street to the sidewalk on the other side of the street.
4. Recommended, but not required because it is outside the alteration area. Consider based on pedestrian usage, safety, and land development.
5. Install both sides or remove the existing one, based on pedestrian usage, safety, and land development.

b. Technical Requirements:

- 1) **Cross Slope:** The maximum cross slope is 2.0% with a target value of 1.5%; however, for intersection legs that do not have full stop or yield control (i.e. uncontrolled or signalized) and at mid-block crossings, the curb ramp cross slope is allowed to match the cross slope in the pedestrian street crossing section. See “pedestrian street crossings” for additional details. (R304.5.3)
- 2) **Running Slope:** Provide curb ramps with a target running slope of 6.25% and a maximum slope of 8.3%; however, curb ramps are not required to be longer than 15 feet, regardless of the resulting slope. (R304.2.2 and R304.3.2)
- 3) **Width:** The minimum width of a curb ramp is 4 feet, excluding curbs and flares. If the sidewalk facility is wider than 4 feet, the target value for the curb ramp is equal to the width of the sidewalk. (R304.5.1)
- 4) **Grade Breaks:** Grade breaks at the top and bottom of curb ramps must be perpendicular to the direction of the curb ramp run. Grade breaks are not allowed on the surface of curb ramp runs and turning spaces. (R304.5.2)
- 5) **Flared Sides:** For perpendicular curb ramps on Class A sidewalks, or configurations where the pedestrian circulation path crosses the curb ramp, PROWAG requires the flares along the sides of the curb ramp to be constructed at 10% or flatter. (R304.2.3) This allows pedestrians to approach the curb ramp from the side and prevents a tripping hazard. It is recommended to design these flares at a slope between 8% and 10%, which will clearly define the curb ramp from the sidewalk.
- 6) **Clear Space:** At the bottom of perpendicular curb ramps, a minimum 4 foot by 4 foot area must be provided within the width of the pedestrian street crossing, but wholly outside of the parallel vehicle travel lanes. (R304.5.5)
- 7) **Turning Space:** Turning spaces allow users to stop, rest, and change direction on the top or bottom of a curb ramp (R304.2.1 and R304.3.1).
 - a) **Placement:** A turning space is required at the top of perpendicular curb ramps and at the bottom of parallel curb ramps.
 - b) **Slope:** The maximum cross slope and running slope is 2.0% with a target value of 1.5% (R304.2.2 and R304.3.2). When turning spaces are at the back of curb, cross slopes may be increased to match allowable values in the pedestrian street crossing section (R304.5.3).

- c) **Size:** The turning space shall be a minimum of 4 feet by 4 feet. Where the turning space is constrained on one or more sides, provide 5 feet in the direction of the pedestrian street crossing.
- 8) **Special Shaping Area:** Transition area between the back of curb and the grade break. The longest side cannot exceed 5 feet.

Figure 12A-2.07: Curb Ramp Turning Spaces

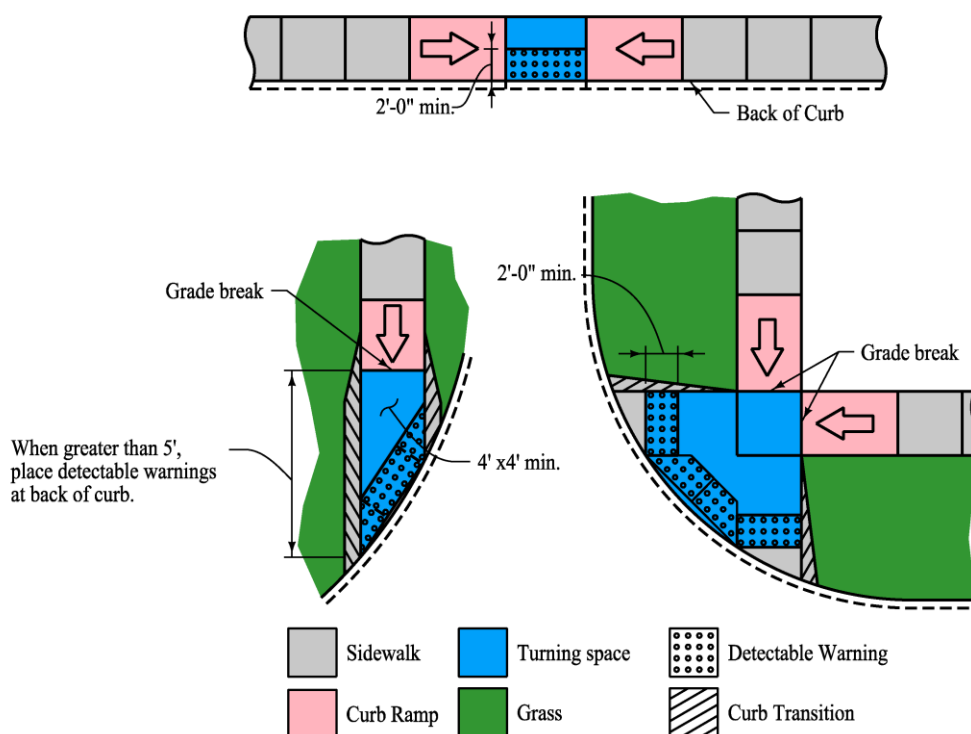


c. **Curb Ramp Design Considerations:**

- 1) Combination Curb Ramps:** For many intersection configurations, a perpendicular curb ramp will not provide enough length to establish the top turning space at the sidewalk elevation; in these situations, a parallel curb ramp is often required to transition from the turning space up to the sidewalk elevation. The use of a perpendicular curb ramp from the curb to the turning space in conjunction with a parallel curb ramp between the turning space and the sidewalk elevation is referred to as a combination curb ramp. When transitioning from a turning space to sidewalk elevation on a steep street, it is not necessary to chase the grade. As noted in the technical requirements above, a parallel curb ramp is not required to exceed 15 feet in length, regardless of the resulting curb ramp slope. In practice, the parallel curb ramp should be extended to the next joint beyond 15 feet.
- 2) Cross Slope Transition Segment:** When connecting to existing construction that is out of cross slope compliance, the cross slope transition should be completed beyond the parallel curb ramp or turning space; this recommendation eliminates the need to list this curb ramp in the transition plan. It is recommended this cross slope transition take place at 1% per foot or less. Typically, this can be accomplished in a single panel.
- 3) Parking Slope:** In situations where the length of the perpendicular curb ramp is insufficient to bring the turning space up to sidewalk elevation, consider lowering the sidewalk and flattening the parking slope.

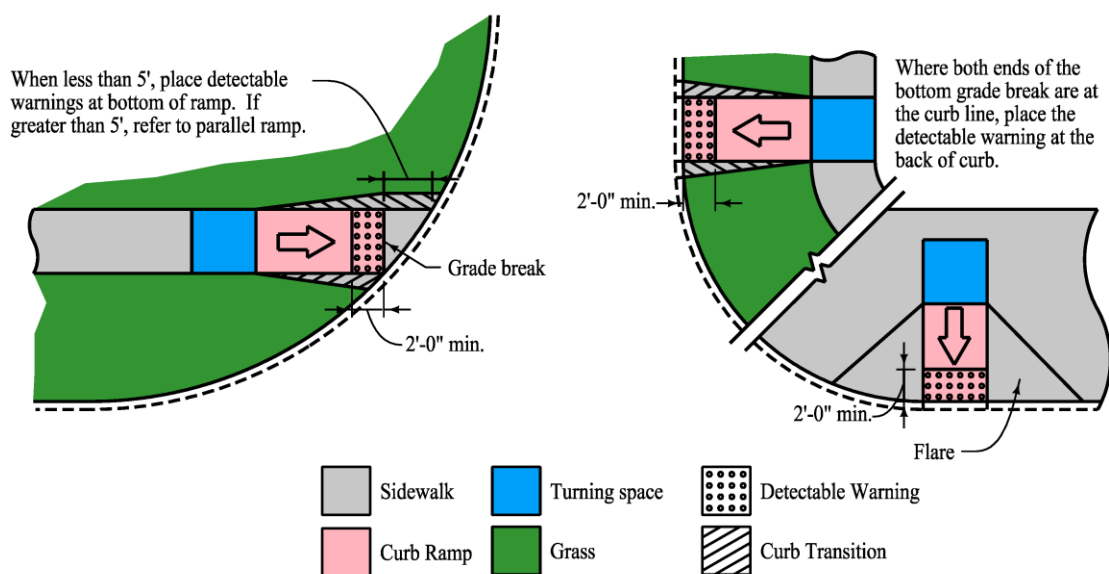
5. **Blended Transitions:** A blended transition is allowed but not recommended. Design and constructability is difficult to meet compliance requirements. In lieu of a blended transition, a curb ramp or standard sidewalk should be used.
6. **Detectable Warnings:**
 - a. **General:** Detectable warning surfaces are detected underfoot or with a cane by blind and low vision individuals. The warnings indicate the location of the back of curb. Detectable warnings also provide a visual queue to pedestrians with low vision and aid in locating the curb ramp across the street. For these reasons, the detectable warning shall contrast visually (light on dark or dark on light) from the surrounding paved surfaces (R305.1.3).
 - b. **Location:** Detectable warnings shall be installed at all pedestrian street crossings and at-grade rail crossings (R208.1). Detectable warning surfaces should not be provided at crossings of residential driveways since the pedestrian right-of-way continues across the driveway. Where commercial driveways are provided with yield control, stop control, or traffic signals at the pedestrian access route, detectable warnings should be installed at the junction between the pedestrian access route and the driveway (Advisory R208.1).
 - c. **Size:** Detectable warning surfaces shall extend a minimum of 2 feet in the direction of pedestrian travel and extend the full width of the curb ramp or pedestrian access route (R305.1.4).
 - d. **Dome Orientation:** On curb ramps, the rows of truncated domes should be aligned perpendicular to the grade break so pedestrians in wheelchairs can track their wheels between the domes. On surfaces less than 5% slope, dome orientation is less critical.
 - e. **Parallel Curb Ramps:** On parallel curb ramps, detectable warning shall be placed on the turning space at the back of curb (R305.2.2).

Figure 12A-2.08: Detectable Warnings on Parallel Curb Ramps



- f. Perpendicular Curb Ramps:** Placement of detectable warning varies based upon location of grade break as shown in Figure 12A-2.09.

Figure 12A-2.09: Detectable Warnings on Perpendicular Curb Ramps



- g. Refuge Islands:** Where refuge islands are 6 feet wide or greater from back of curb to back of curb, detectable warning shall be placed at the edges of the pedestrian island and separated by a minimum 2 foot strip without detectable warnings. Where the refuge island is less than 6 feet wide, a 2 foot strip without detectable warnings cannot be installed. In these situations, detectable warnings shall not be installed at the island and the pedestrian signal must be timed for full crossing. (R208.1 and R208.2)
- h. Rural Cross-section:** Detectable warnings should be placed similar to urban layouts, except at the edge of shoulder instead of the back of curb.

F. Bus Stop

- 1. Bus Stop Pads:** New and altered bus stop pads shall meet the following criteria.
 - Provide a firm, stable, and slip resistant surface (R308.1.3.1).
 - Provide a minimum clear length of 8 feet (measured from the curb or roadway edge) and minimum clear width of 5 feet (measured parallel to the roadway) (R308.1.1.1).
 - Connect the pad to streets, sidewalks, or pedestrian circulation paths with at least one accessible route (R308.1.3.2).
 - The slope of the pad parallel to the roadway will be the same as the roadway to the maximum extent practicable (R308.1.1.2).
 - Provide a desirable cross slope of 1.5% up to a maximum cross slope of 2.0% perpendicular to the roadway (R308.1.1.2).
- 2. Bus Shelters:** Where new or replaced bus shelters are provided, install or position them to allow a wheelchair user to enter from the public way. An accessible route shall be provided from the shelter to the boarding area. (R308.2)

G. Accessible Pedestrian Signals

An accessible pedestrian signal is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in a non-visual format (i.e. audible tones and vibrotactile surfaces) to pedestrians who have visual disabilities. Consistency throughout the pedestrian system is very important. Contact the Jurisdictional Engineer regarding the standards and equipment types that should be incorporated into the design of the accessible pedestrian system. Where new or altered pedestrian signals and pushbuttons are provided they shall comply with MUTCD 4E.08 through 4E.13. Operable parts shall comply with R403. (R209.1)

- 1. New Pedestrian Signals:** Each new traffic signal project location should be evaluated to determine the need for accessible pedestrian signals. An engineering study should be completed that determines the needs for pedestrians with visual disabilities to safely cross the street (MUTCD 4E.09). The study should consider the following factors:
 - Potential demand for accessible pedestrian signals
 - Requests for accessible pedestrian signals by individuals with visual disabilities
 - Traffic volumes when pedestrians are present, including low volumes or high right turn on red volumes
 - The complexity of the signal phasing, such as split phasing, protected turn phases, leading pedestrian intervals, and exclusive pedestrian phases
 - The complexity of the intersection geometry

If a pedestrian accessible signal is warranted, audible tones and vibrotactile surfaces should be included. Pedestrian push buttons should have locator tones for the visually impaired individual to be able to access the signal.

2. **Existing Pedestrian Signals:** Excluding routine maintenance or repairs due to accidental damage, when the existing pedestrian signal controller and software are altered, or the pedestrian signal head is replaced, the pedestrian signals shall include accessible pedestrian signals and pushbuttons. (R209.2)

If pedestrian signals are non-compliant, upgrades are recommended but not required when alterations are being made to the pedestrian circulation path.

H. On-Street Parking

- When on-street parking is marked or metered, provide accessible parking spaces according to Table 12A-2.01 (R214 and R309.1).

Table 12A-2.01 On-Street Accessible Parking Spaces

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4% of total

- Identify accessible parking spaces by displaying signs with the International Symbol of Accessibility (R411).
- Comply with R403 Operable Parts for parking meters and pay stations that serve accessible parking spaces.
- Locate accessible parking spaces where the street has the least crown and grade (R309.1).
- Accessible parking spaces located at the end of the block can be served by the curb ramps or blended transitions at the pedestrian street crossing (R309.4).
- Keep sidewalks adjacent to parallel accessible parking spaces free of signs, street furniture, and other obstructions. Locate curb ramps or blended transitions so the van side-lift or ramp can be deployed to the sidewalk (R309.2)
- At parallel accessible parking spaces, locate parking meters at the head or foot of the parking space (R309.5.1). Ensure information is visible from a point located 3.3 feet maximum above the center of the clear space in front of the parking meter or parking pay station (R309.5.2).
- For areas where the sidewalk width or available right of way exceeds 14 feet, provide an access aisle 5 feet wide at street level the full length of the parallel parking space and connect it to a pedestrian access route (R309.2.1). When an access aisle is not provided due to the sidewalk or right-of-way not exceeding 14 feet, locate the accessible parallel parking space at the end of the block face (R309.2.2)
- Provide an 8 feet wide access aisle the full length of the parking space for perpendicular or angled accessible parking spaces. Two accessible parking spaces are allowed to share a common access aisle (R309.3).
- For perpendicular or angled spaces, connect the access aisle to the pedestrian access route with a curb ramp. Do not locate curb ramps within the access aisle (R309.4).



City of Muscatine

ITEM NUMBER 2023-623

IN-DEPTH ITEM - CITY COUNCIL

DATE: 1/12/2023

STAFF

SUBJECT FOR DISCUSSION

Update: Grandview Corridor Project

EXECUTIVE SUMMARY

The Grandview Corridor Project was initiated in March 2021 to enhance the vitality of the neighborhood and capitalize on the street reconstruction project and this staff report is intended to provide a project update.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

BACKGROUND/DISCUSSION

The project has five pillars focused on enhancing the vitality of the neighborhood and capitalize on the street reconstruction project, including Grandview Avenue Reconstruction Project, Economic Development, Business Support, Recreational Amenities, and Residential Support. Below is an update on each of the pillars, with the exception of Recreational Amenities. A separate update on Recreational Amenities is being provided by Parks and Recreation staff.

Grandview Avenue Reconstruction: Apart from driveways, sidewalks, hardscaping and landscaping, the majority of the reconstruction project has been completed. This includes all of the sewer and water line repairs and replacements, mainline street paving, and pavement striping. The contractor will be finishing this spring and MPW should be able to install street lights once they are done. We anticipate this project being closed out and finalized by June 2023.

Economic Development: Since the kick off of the Grandview Corridor Project, four businesses have been provided Small Business Forgivable Loans to support property improvements along Grandview Avenue. Staff has also worked with property owners to facilitate the use and occupancy of vacancy commercial spaces.

December saw the culmination of months of work to facilitate and work through the TIF process to enable the construction of the Loves Fuel Center. This not only provides new

services and employment opportunities in the neighborhood, but associated infrastructure improvements make additional development feasible.

Current activity is focused on evaluating ways to support economic development in the Corridor. Staff is working with the Chamber of Commerce to program the ARPA funds dedicated to the neighborhood. Activities being considered are targeted facade improvements, incentivizing the reuse of vacant or at-risk buildings, etc.

Business Support: The City hosted three meetings with businesses located in the Grandview Corridor. While road construction was on-going, the primary issue for many businesses in the neighborhood was business disruption. To this end and upon Council approval, a forgivable loan program was developed for businesses dually impacted by COVID and the construction activity. In alignment with the construction phases, businesses adjacent to Grandview Avenue were invited to apply for a \$10,000 forgivable loan. A total of 18 loans were made.

Following the acquisition of a commercial property in the corridor, the new owner inquired about assistance with rehabilitation. Staff helped research and evaluate programs to support such improvements and assist in understanding the building requirements. Other activities include refer

Residential Support: Two meetings with neighborhood residents have been held. The first meeting was at Taylor Park to solicit input on the proposed recreational amenities. The second meeting was hosted at Musserville United Methodist Church and used the Heart & Soul model to identify neighborhood assets that could be built on. In addition, Heart & Soul had booths at two Southend Farmer's Markets. Heart & Soul focuses on identifying what residents appreciate about living in the community and what opportunities exist to strengthen those connections.

Residents recognize recreation opportunities as neighborhood assets, but there is a desire to reestablish opportunities to access the slough and river in the area for fishing and other water sports. The loss of a grocery store in the neighborhood also continues to be lamented, and, as a result, City and Chamber of Commerce representatives have and continue to look for ways to look for ways to encourage related activities. This effort facilitated the Southend Farmer's Market, but we continue to work on a more permanent, less seasonal option.

Residents also expressed a desire to feel more connected to their neighbors and more engaged with their community. And late last year, Council approved the use of ARPA funds to support two grant programs in the Corridor intended to promote neighborhood associations and physical improvements to homes in the area. The Tier I grants provide up to \$1,000 to support activities focused on engaging or supporting neighborhood residents. To date, four awards have been made. Residents and organizations may still apply.

Tier II Grants will be up to \$10,000 to four or more property owners, which may include 1 landlord, who partner for the purpose of making improvements to the exterior of their homes. Property owners must provide a 50% match, which may be in-kind. Applications to this

program will open February 1.

As proposed at the outset of the project, a team of residents, business owners, elected officials and staff was established to guide the project. However, over time, attendance at these meetings waned substantially and no meetings have been conducted for some months. Smaller working groups have continued to work on activities in support of each pillar, and a community event is still a target of the Heart & Soul Leadership Committee.

ATTACHMENTS



City of Muscatine

ITEM NUMBER 2022-605

AGENDA ITEM SUMMARY

DATE: 1/12/2023

STAFF

Kevin Jenison, Communication Manager

SUBJECT

Staff Report - SeeClickFix Implementation

EXECUTIVE SUMMARY

City Council approved the purchase of SeeClickFix Pro software from Civic Plus at their July 7, 2022, regular meeting. The Citizen Relationship Management Solution that creates positive civic experiences by providing high-quality customer service utilizing a variety of communication channels is now ready for implementation on December 20, 2022.

STAFF RECOMMENDATION

BACKGROUND/DISCUSSION

CivicPlus is the City's vendor for its Website Content Management System and the recently added CivicClerk software. SeeClickFix is an enhancement available from CivicPlus that will take our Citizens Request Tracker module to a new level of citizen engagement.

Some of the resident communication features include:

- Receive and respond to emails and text messages from a single inbox.
- Receive geotagged photos of service requests submitted via the SeeClickFix mobile app for response by public works service staff.
- Residents can submit feedback, questions, inquiries, and requests using the most common digital communication channels they already use daily such as text messages, social media, and web forms.
- Include secondary questions that prompt the resident for all the details you need to respond to their request.
- Conduct two-way communication with residents from request start to completion, providing transparency and accountability.

Some of the staff collaboration features include:

- Track work order resources, spend, and budget to plan for future projects and prove responsibility with taxpayer dollars.
- Leverage any of the 20+ CivicPlus integrations with industry-leading public works software partners.
- Assign issues according to staff roles and restrictions.
- Escalate overdue requests to managers.

CITY FINANCIAL IMPACT

The first-year cost was included with the first round of American Rescue Plan Act (ARPA) funds. The annual cost will be included in future budget presentations.

ATTACHMENTS
