

MUSCATINE CITY COUNCIL IN-DEPTH MEETING Thursday, May 8, 2025

Brad Bark, Mayor

Don Lampe, 1st Ward

Jeff Osborne, 2nd Ward

Peggy Gordon, 3rd Ward

Nadine Brockert, 4th Ward

John Jindrich, 5th Ward

Angie Lewis, At Large

Matt Conard, At Large

Matt Mardesen, City Administrator

Cinda Hilger, City Clerk

Brent Hinders, City Attorney

City Council meetings are held at 6:00 pm 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.

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. COUNCIL DISCUSSION ITEMS

- A. Parking App Usage Review and Discussion of Proposed Leased Parking and Parking Ticket Rates
- B. Progress Update on Muscatine Art Center's Institutional Plan

Muscatine Art Center staff will provide a progress report on action steps outlined in the Muscatine Art Center's Institutional Plan adopted in 2022.

- C. Presentation on Traffic Calming and a Proposed Traffic Calming Program
- D. Presentation on Muscatine Police Department's Co-Responder Program
- E. Presentation on Trap Neuter Release (TNR) of Cats in the City of Muscatine - Courtney Patel

5. **MAYOR AND COUNCIL REPORTS**

6. **ADJOURNMENT**



City of Muscatine

ITEM NUMBER 2025-375

IN-DEPTH ITEM - CITY COUNCIL

DATE: 5/8/2025

STAFF

Nancy Lueck, Finance Director

SUBJECT FOR DISCUSSION

Parking App Usage Review and Discussion of Proposed Leased Parking and Parking Ticket Rates

EXECUTIVE SUMMARY

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

BACKGROUND/DISCUSSION

ATTACHMENTS



City of Muscatine

ITEM NUMBER 2025-373

IN-DEPTH ITEM - CITY COUNCIL

DATE: 5/8/2025

STAFF

Melanie Alexander, Art Center Director

SUBJECT FOR DISCUSSION

Progress Update on Muscatine Art Center's Institutional Plan

EXECUTIVE SUMMARY

In July 2022, the Muscatine Art Center Board of Trustees adopted a new Institutional Plan. This plan was presented to the Muscatine City Council in November 2022. Since that time, many of the action steps identified in the plan have been completed, and others are actively underway.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

The Board of Trustees of the Muscatine Art Center would like to continue making progress on the action steps outlined in its Institutional Plan, including proceeding with design work. The design work will be funded entirely by the Muscatine Art Center Support Foundation. What questions would members of Council like staff to be prepared to answer when the agreement for design work is presented?

BACKGROUND/DISCUSSION

The development of the Muscatine Art Center's 2022-2026 Institutional Plan was a continuation of board and staff planning begun prior to the COVID pandemic and adjusted as a result of the pandemic. In fall 2021, a formal process began by bringing together staff, members of the Board of Trustees, members of the Friends of the Muscatine Art Center Board, and members of the Muscatine Art Center Support Foundation Advisory Committee. Following these discussions, the Community Engagement and Planning Committee recommended that a market research firm be hired to better understand the community's current perceptions and interest in the building expansion project. The Board of Trustees voted in favor of this recommendation, and de Novo Marketing of Cedar Rapids, Iowa, was contracted to organize virtual and in-person meetings of key stakeholders and underrepresented populations, to survey community members and museum visitors, and to develop a report of insights and recommendations. De Novo presented its findings in May 2022, following five months of study. The process of working with de Novo frequently brought staff together with members of the board as well as others from the inner circle.

The findings from the de Novo study were combined with other professional recommendations. Since 1995, the Muscatine Art Center leadership has recognized the critical need of adding to the facility to improve storage for collections and enhance functionality through features such as a loading dock and freight elevator. Various solutions have been proposed over the decades, but poor timing such as the financial crisis of 2007-08 and the need to address deferred maintenance stalled the project.

In 2016-17, the Muscatine Art Center invested over \$2.3 million in facility improvements. The City of Muscatine contributed the majority of the funding while the project grants, investments from the Muscatine Art Center Support Foundation, and contributions secured through a capital campaign met the remaining need.

In 2019, the Muscatine Art Center participated in the Collections Assessment for Preservation (CAP) program to both identify the remaining work to be completed in the existing facilities and to obtain opinions from outside professionals regarding the need to rehouse collections. The Board of Trustees and staff, after having collected feedback through the CAP report, were in the process of creating a preliminary timeline for the building project in early 2020 when the public health pandemic shifted the organization's focus. Given the many uncertainties, including long-term economic concerns, caused by the pandemic, the project was temporarily paused.

In 2021, the Muscatine Art Center Board of Trustees adopted a Long-Range Preservation Plan outlining action steps for the building project as well as identifying ongoing, short-term, medium-term, and long-term goals for managing and preserving collections and historic structures.

The Board of Trustees selected Lord Cultural Resources to conduct a Business Planning Study, which began in October 2023 and was completed in May 2024 and presented at a City Council In-Depth Session in September 2024. The Lord Study provided the basis for developing a Request for Qualifications followed by a Request for Proposals for Design Services.

The Muscatine Art Center Board of Trustees voted to proceed with design services from BNIM at its March and April 2025 meetings. The Muscatine Art Center Support Foundation voted to amend its 2025 budget to accommodate full funding of the design phase.

ATTACHMENTS

1. Muscatine Art Center Institutional Plan Update - City Council Presentation - May 2025

Muscatine Art Center Institutional Plan Update



60 YEARS OF Art
MUSCATINE
ART
CENTER
MUSSEY MUSEUM • 1965 - 2025





Muscatine Art Center Institutional Plan

2022-2026

MUSCATINE
ART
CENTER

Theme 1: Bolstering the Organizational Infrastructure

Address Core Questions Related to the Organization's Identity and Direction

- Form advisory groups
- Increase collaboration and communication with City Council, Friends Board, Friends Membership Base, Support Foundation Advisory Committee, and Volunteers
- Develop a business plan
- Test new name and brand identity with key stakeholders, community leaders, focus groups, local/regional tourism offices, and others

Strategically Develop Human Capital

- Review job descriptions and organizational chart
- Develop an Employee Succession Plan
- Form a Capital Campaign Team
- Train and assign roles to individuals on the Capital Campaign Team

Theme 2: Planning for and Funding Our Future

Re-envision the Physical Plan

- Determine appropriate square footage of collections storage area
- Acquire community and stakeholder feedback, determining the high priority needs and wants
- Select a building design firm (architect / engineer) to complete plans for the building expansion project
- Enhance functionality by planning connectivity between new and existing facilities

Secure Local/Donor Funding

- Public / Private Partnership
- Capital Campaign (Timeline To-be-Determined)

Secure and Leverage Grant Funding

- Federal, state, regional, and local grants, leveraged to build enthusiasm for Capital Campaign
- Develop a case for designation as one of “Iowa Great Places”

Theme 3: Understanding and Meeting the Needs of Our Audiences

Strengthen and Build Relationships

- Working with advisory groups
- Collaborate with organizations to reach target audiences
- Identify projects that would increase the connectivity between the Muscatine Art Center and one or more of its neighboring organizations
- Improve data collection methods

Increase the Organization's Presence

- Social media plan & wayfinding
- Campaign to re-introduce organization to community and region

Improve the Onsite Visitor Experience

- Based on feedback from visitors and the broader community, re-evaluate class, event, and program
- Gather case studies illustrating onsite museum visitors using technologies
- Onsite wayfinding

Theme 4: Serving as Diligent Stewards

Ensure the Lifespan of Collections and the Historic Estate

- Implement recommendations from the Historic Landscape Preservation Plan for the Japanese Garden
- Establish a volunteer-based Friends of the Japanese Garden
- Determine requirements for renting Music Room, Studio, Japanese Garden, and E. Bradford Burns Performing Arts Park
- Evaluate options for hosting the collection online

Direct Additional Resources to Collections Care and Management

- Ensure adequate funding for object conservation
- Develop and launch a letter grade system for high priority objects as well as objects to deaccession

Create a Vision for the Property and the Organization for the Year 2035

- Prioritize community suggestions for the non-historic portions of the grounds by conducting surveys and focus groups
- Develop and fund a strategy to fully utilize the grounds for events, programs, and public art

Conservation Assessment Program Study

Muscatine Art Center

Muscatine, Iowa



Prepared By:

Jeff Oertel, President
Oertel Architects, Ltd.
1795 St. Clair Ave.
St. Paul, MN 55105

Nicole Grabow, Director of Preventive Conservation
Midwest Art Conservation Center
2400 Third Ave S
Minneapolis, MN 55404

“The primary concern identified by the assessment team is the need for a dedicated on-site collections storage facility.”

They also recommended that the Muscatine Art Center, “abandon the use of the Carriage House for collections storage,” and noted the need for “more flexible spaces” and “improved loading/staging conditions.”



Join the Muscatine Art Center & de Novo for a virtual Key Stakeholder input session! Together we will uncover the group's hopes and dreams for the Art Center, ideate around the future of the physical space and program offerings, and imagine what success will look like for the Art Center. Plus, learn about the upcoming community input survey and its use for the Art Center's next Strategic Plan. Come prepared to share your ideas and enthusiasm for the future of this key community amenity!

When: January 19, 2022, 10:00 am - 1:00 pm

Join by computer: www.meet.google.com/mcc-hecv-zjd

Join by phone: 929-336-0341, PIN: 780 007 551#

The poster features a photograph of a large, two-story historic house with a prominent porch and a central dormer. The house is surrounded by trees and shrubbery. The top of the poster has a teal background with the text "Help Shape Our Future" in a white, cursive font. Below the photo, on a black background, is the Muscatine Art Center logo (MUSCATINE ART CENTER) and the text "Enter for your chance to win our Muscatine Staycation Giveaway!".

Help Shape Our Future

**MUSCATINE
ART
CENTER**

**Enter for your chance to win our
Muscatine Staycation Giveaway!**

Want a say in the community and the direction of the Muscatine Art Center?

Now's your chance! We're gathering YOUR opinions as we plan for the future. Let us know what you think and you'll be entered into a drawing for a one-night stay at the Merrill Hotel and dinner at Maxwell's.

<https://www.surveymonkey.com/r/MACcommunitysurvey>

1314 Mulberry Avenue • Muscatine, IA 52761 • 563-263-8282 • [muscatineartcenter.org](https://www.muscatineartcenter.org)



Conclusion

As the Muscatine Art Center enters strategic planning, it is recommended to keep the following in mind:

- **Overall Branding** - The Muscatine Art Center needs a name and brand reflective of its varied and valuable offerings.
- **Diversity and Inclusion** - How can the organization feel more welcoming, to more people, and engage future generations? Your website and in-facility efforts can go a long way to addressing language and cultural barriers that keep the full community from engaging.
- **Physical Barriers** - The current facility needs to address way-finding, parking issues, and in-facility communication. If an expansion occurs, these can be addressed in a more permanent way.
- **Storage and Curation** - While not the public-facing message of a campaign, it is an important piece in attracting popular and engaging exhibits. It's an underlying logistic that some in the business community will understand, but it is not the message to lead with.
- **Timing** - With several campaigns underway, this may be sensitive. If there are ways that the city can utilize American Rescue Plan funding or other funds, it could help move a campaign forward quickly.

**THE MUSCATINE ART CENTER
CAPITAL CAMPAIGN
TO RAISE \$3,000,000**

The Muscatine Art Center is a permanent, municipal, non-profit institution. The Art Center collects, preserves, interprets and exhibits objects of historical and aesthetic importance for the benefit of present and future generations.

History: Few communities the size of Muscatine have a cultural facility comparable to the Muscatine Art Center, which was accredited by the American Association of Museums in 1993. To achieve this national recognition, the Art Center underwent a rigorous examination of its physical facilities & collection care practices, as well as nearly every aspect of management and public service programming. In all areas the Muscatine Art Center met or exceeded the professional standards set by the AAM.

The Challenge: As we approach a new century, the Muscatine Art Center is dedicated to maintaining the high standards which led to national accreditation. Two areas of particular importance and concern are collections care and public accessibility to the collections. A recent gift has more than doubled the size of the print & painting collections which will necessitate added storage facilities. Currently the collection is stored in the former carriage house which has a vastly outdated climate control system. Changing exhibitions, generated from the permanent collection and traveling shows from other venues are shown in the showcase Stanley Gallery; however, at any given time and to keep exhibitions interesting, only a small portion of the permanent collection (including works by many Iowa and regional artists) is on view.

The Proposal: The Board of Trustees and staff have assessed these needs and have concluded that in order to be fully addressed, a new wing, complimentary to the existing Stanley Gallery poses the best solution to these issues. This wing would include state-of-the-art climate control systems, essential to the long-term preservation of our collections and triple the size of the Art Center's existing storage areas. The new wing would also include galleries where the superb collections of the Muscatine Art Center could be on view on a permanent basis, thus allowing our visitors to enjoy the best of what the collections contain.

To accomplish these goals a three million dollar capital campaign will be initiated. The success of this campaign will help to insure that the Muscatine Art Center will be able to continue to function at the highest professional levels serving the Muscatine community and the Midwest into the 21st century.



CONSERVATION ASSESSMENT

MUSCATINE ART CENTER
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Muscatine, Iowa
53761
(319) 263-8282
FAX (319) 263-4702

Tony Rajer
Conservator
October 1998

FINE ARTS CONSERVATION SERVICES
P.O. Box 567
Madison, Wis. 53701
(608) 249-7042
fax (608) 251-3589

Sponsored by Heritage Preservation, Washington, D.C.

“The museum complex has clearly outgrown its current exhibit and storage spaces, and inadequate collections storage space has become a major problem.”

The authors of the report recommended that the staff and Board, “begin a major fundraising campaign and master planning process for site improvements and a major rehabilitation and addition.”

FRAMING THE FUTURE

TOUR THE RENOVATIONS IN PROGRESS



Campaign and Facility Improvement Update

October 27, 2016
5:00 to 6:30 p.m.
Muscatine Art Center
1314 Mulberry Avenue

This event includes a campaign update at 5:15 and 6:00 p.m. and behind the scenes tours of the Musser House, Carriage House and Stanley Gallery.

We hope you will join us to view the community's reinvestment at work in the modernization of the Muscatine Art Center.

Kindly RSVP by October 24, 2016
563.263.8282



Ensuring the Lifespan of the Muscatine Community's Art & Local History Resources

2016 is bringing vital, long-lasting improvements to the Muscatine Art Center. These improvements fit into three categories:

- 1) Critical facility upgrades to meet museum standards for caring for collections
- 2) Enhancements to visitor experiences based on an underlying interpretive plan
- 3) Solutions to physical issues in public spaces of the historic Musser House.

These three categories have the greatest force when completed together.

In 2013, an Energy Conservation Study of the facility was completed and proposed solutions were outlined. Following codes, standards, and best practices, a plan was developed to include facility-wide HVAC upgrades with a geothermal loop field, electrical work in the historic Musser House, and window replacement and repair – to tighten humidity control – in the Stanley Gallery, Linkage, and historic Carriage House.

Making the Most of a Partial Closure

With the historic Musser House closed for nearly 8 months, the Muscatine Art Center has a rare opportunity to address a variety of issues. Throughout 2014, the Muscatine Art Center participated in the Museum Assessment Program (MAP) for Community Engagement. Surveys, focus groups, engagement activities, demographic results, and meetings with guided questions were all used to prioritize needs.

A grant from the Roy J. Carver Charitable Trust is making it possible to implement solutions for these needs. Following the closure, the second floor of the historic Musser House will be re-installed with new exhibitions, one room will be designed specifically for children and families, three technology components will be installed, and other minor improvements in the Musser House will be completed.

Over \$2.1 million will be invested in the project over the next year. In addition to the Roy J. Carver Charitable Trust, investors are the City of Muscatine, the State of Iowa through grants, the Community Foundation of Greater Muscatine, other grant sources, and the Muscatine Art Center Support Foundation.

Caring for Works by Artists Recognized Around the World

The Muscatine Art Center's responsibility to care for its collection goes even beyond serving the local community. With artwork by van Gogh, Degas, O'Keeffe, Wood, Picasso, Chagall, and countless others, the art community is depending upon the Muscatine Art Center to ensure that these treasures are cared for following museum best practices. Objects from the Muscatine Art Center's collection regularly travel to help tell the stories of individual artists and art movements.

The collection contains approximately 18,000 items: 350 paintings, 225 drawings, 2,200 prints, 2,800 glass objects, 900 rare books, 3,600 historic documents/ephemera items, 1,700 photographs, 700 ceramics, 200 pieces of furniture, 500 textiles, 100 sculptures, and other miscellaneous items.

The 2016 project will help preserve Muscatine's cultural inheritance so families, adult learners, youth groups, children, and students can enjoy and engage with these objects of aesthetic and historical importance for lifetimes to come.



Long-Range Preservation Plan – Adopted by Muscatine Art Center Board of Trustees on November 18, 2021

Activity	Purpose/Description	Project Cost	Timeline
Informal and Formal Surveys	Renewed Visitor Survey Efforts and Board, Staff, Friends Board, Support Foundation, Volunteers, and Key Stakeholder Survey	Staff Time	August 2021 - February 2022
Preliminary Study	An AIA certified Architect will complete preliminary drawings and floorplans for the staff and Board of Trustees to review.	In-Kind Donation	December 2021
Community Engagement Study	In preparation for the expansion project, the staff and board wishes to better understand the local community's perception of the institution and its collections, facilities, programs, and exhibitions. Feedback will inform the scope of the expansion project beyond what is needed for collections storage.	\$18,000 Grant Funded	November 2021 – February 2022
Budget for Capital Outlay	Staff will submit a request for capital outlay and work with City leadership to plan for the expansion project. The project will be considered for the 2024-2026 bond issue.	Staff Time	November 2021 – February 2022
Budget for Design Work	Staff will request funds from Muscatine Art Center Support Foundation Advisory Committee to provide 50% of the cost (\$100,000) for a firm to develop design work for the expansion.	Staff and Board Time	January – February 2022
Museum Storage Exploration	Staff will arrange collections storage tours, visiting museums in the region. Preliminary discussions to follow with firms that produce museum storage.	Staff and Board Time, Travel Expenses	March 2022 – August 2023
Request for Proposals	Qualified firms with a team of architects and engineers will provide proposals to complete design work on the expansion project.	Staff Time	RFP released September 2022; Response deadline November 2022

Original Timeline

Short-Term Goals (1 year) to Preserve Collections / Care for Historic Structures

Rehouse collections stored in the attic of the historic house, the basement of the carriage house, and one room in the carriage house is a primary goal for 2022.

Medium-Term Goals (1 – 2 years) to Preserve Collections / Care for Historic Structures

Medium-term goals aid in maintaining existing facilities while preparing for the building project and understanding the collections storage needs in preparation for permanently rehousing sections of the permanent collection.

Long-Term Goals (beyond 2 years) to Preserve Collections / Care for Historic Structures

Other long-term goals overlap with the building project during the active phase of the building project or in the years immediately following the project.



Muscatine Art Center

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The following table summarizes the various recommended work likely to be required for each building including the new expansion. An expanded narrative is provided thereafter.

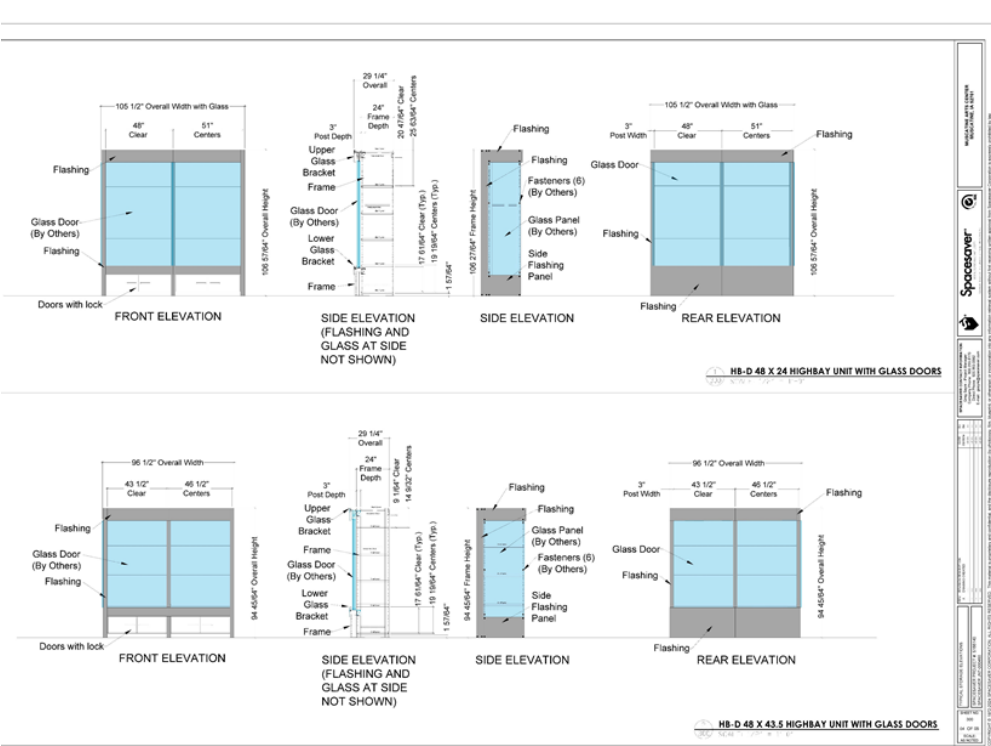
Building	Recommended Work	Type of Work
New Expansion	+/- 19,100gsf new expansion including exhibit, program, event rental, and collection storage.	New Construction
Stanley Gallery	- Repurpose middle floor for visible collection storage. - Repurpose studio classroom into workspace for exhibition preparation and storage for exhibit furniture, props, crates, etc.	Renovation
Linkage Building	Provide new family restrooms.	NA
Carriage House	- Relocate select collections to Stanley Gallery - Repurpose for administrative, support and limited exhibit preparation.	Renovation
Musser Mansion	No substantial alterations.	NA



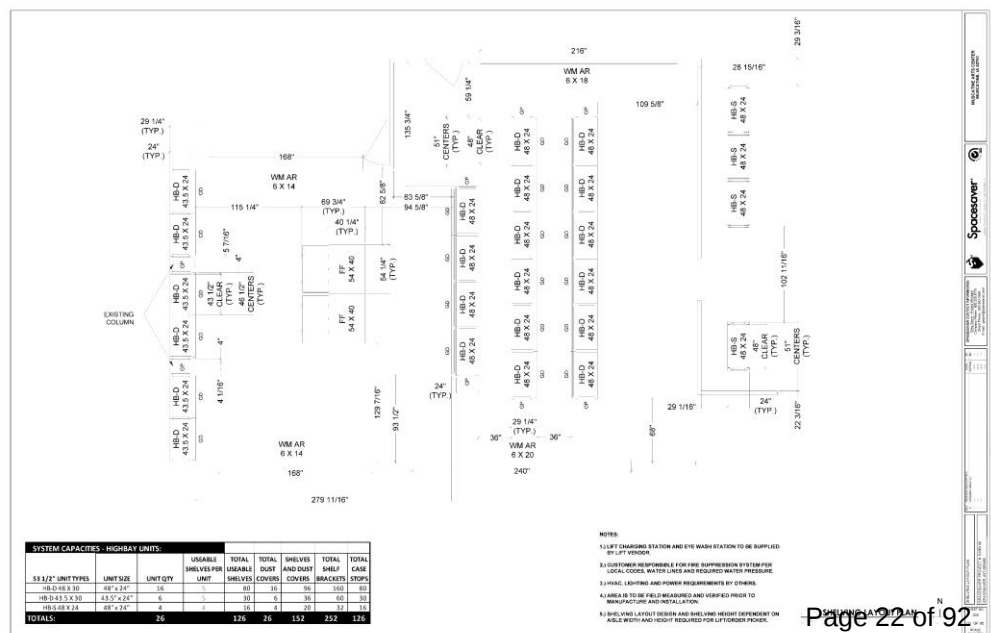
Zone	Space Function	Area (NSF)	Description / Comments
Zone A	Lobby and Visitor Amenities	2,325	Public Access
A-1	Lobby, Admissions, Admission Support and Integrated Retail Kiosk	400	Reception, ticketing, information, orientation, group marshalling, membership desk. Includes 300 sq. ft. retail area integrated with admissions. Linked to Multi-Purpose Event Room for venue rentals.
A-2	Multi-Purpose Event Room	900	Flat floor, multi-purpose room for meetings, events, venue rentals etc. Available to community groups. To accommodate 75 people seated for dinners when combined with part of lobby, or up to 150 standing for receptions.
A-3	Coat and Bag Storage, Lockers	25	Includes self service lockers for families.
A-4	Catering Kitchen	50	Support kitchen to service event space, catering support etc. (institutional-type equipment) and related storage. Adjacent to Multi-Purpose Room.
A-5	Education Maker Studio	900	Multi-purpose education program room, birthday party rentals etc. To accommodate approximately 20-25 persons.
A-6	Gender Neutral Wellness Room	50	To service people who are unwell, or need quiet space. Includes sink and first aid storage cabinet, casual seating etc.
A-7	Public Washrooms	Not in Net	Male and female with baby change facilities in both. To meet all applicable codes.
Zone B	Exhibit Areas	6,000	Public Access
B-1	Permanent Gallery(s)	4,000	To accommodate permanent exhibitions or displays of a variety of different themes and activities. Division of specific space is to be determined as part of subsequent detailed exhibition planning and design. Environmental controls required.
B-2	Temporary Exhibition Gallery	2,000	To accommodate semi-permanent art exhibitions or displays. Environmental controls required.
Zone C	Collection Support	4,850	No Regular Public Access
C-1	Covered Loading Dock	Not in Net Area	Exterior (covered) loading, shipping / receiving area for small to medium-sized van delivery. Assumes access via Cedar Street.
C-2	Shipping and Receiving (including Registration / Documentation station)	250	Receiving area for collections and exhibits shipments, adjacent to collections work spaces. Includes photo documentation workstation and used for crate storage when occasional external exhibitions.
C-3	Isolation / Quarantine Room	50	Included in stand alone collections building. Isolation of any collection items found to be infested with pests, mold, mildew, or other contaminants.
C-4	Crate Storage	400	Lender's crates only. Heavy duty storage racking and open floor space. Environmental controls.
C-5	Transit Storage	400	Works pending installation or shipment. Heavy duty storage racking. Environmental controls.
C-6	Collection Storage - Mixed (Compact)	2,200	Mixed storage for remaining items in collection including paintings, framed art, furniture, bulky items, textiles, books and flat file cabinets. May be subdivided based on final determination of need. Includes assumption for 50% long term growth.
C-7	Collection Storage - Bulky	700	Assumes approximately 20ft x 35ft for bulky items placed on industrial shelving with a second tier 5 ft or so from the ground. Includes allowance for long-term growth.
C-8	Exhibit Clean Prep Room	400	Flexible exhibit prep / work room reserved for necessary exhibit related work such as ongoing repair, maintenance, or remounting and remedial repair of own works.
C-9	Carpentry Workshop	250	Workshop for exhibit mount making, temporary wall construction, touch up painting, small exhibition furniture or crate fabrication.
C-10	Exhibit Case / Prop Storage	200	Must accommodate temporary exhibition walls, cases etc.
C-11	Freight Elevator	Not in Net	Size TBD.
Zone D	Building Support Space	450	No Regular Public Access
D-1	Open Work Space	250	Assumes 2 flex workstations and open work area for volunteers, docents etc.
D-2	Staff / Volunteer Lounge	0	Assumes located in Carriage House.
D-3	Meeting Room	0	Assumes located in Carriage House.
D-4	Office Supplies Storage	0	Assumes located in Carriage House.
D-5	Secure File / Records Storage	0	Assumes located in Carriage House.
D-6	Special Events / General Storage	100	Equipment storage (chairs, tables, easels, etc.).
D-7	Security Room	50	Security equipment and monitors.
D-8	Custodial / Janitorial (x2)	Not in Net	Located on each floor as required.
D-9	Garbage and Recycling Bins	50	With access to the exterior service areas.
D-10	Staff Washrooms	Not in Net	Male and female with baby change facilities in both. To meet all applicable codes.
Total Net Area		13,625	
Grossing (40% x Net Area)		5,450	
Total Building Area		19,075	



Putnam Museum, Davenport, IA



Visible Storage – Muscatine History Collection – 2nd Floor Stanley Gallery



Request for Qualifications Issued on October 21, 2024

- 14 Responses received by November 15, 2024
- Lord Cultural Resources contracted to evaluate responses.

Scoring Rubric and MEMO developed by Lord.
Contains confidential or proprietary information that may be legally privileged.

Criteria	Ratings				
	0	3	5	7	10
Demonstrated ability to deliver architectural plans that meet the special needs of museums regarding temperature, humidity, security, collections management, comfort and accessibility for people of all ages and abilities, and flexible to convert spaces for various events/programs	No demonstrated museum experience	Limited or few examples of relevant museum experience	Some examples of relevant museum experience	Several examples of relevant museum experience	Multiple examples of relevant museum experience
Prior history of delivering projects that meet budget, have complete and accurate construction documents, and involve clear communication across multiple teams	No demonstrated history	Limited or few examples of demonstrated history	Some examples of demonstrated history	Several examples of demonstrated history	Multiple examples of demonstrated history
Relevant experience delivering projects in the same budget range and involving the creation of a building addition to connect to existing historic structures	No demonstrated history of budget range or expansion	Limited examples of budget range or expansion	Some examples of budget range or expansion	Several examples of budget range or expansion	Multiple examples of budget range or expansion
Established methods for obtaining input and feedback from project stakeholders to create a shared vision for the new addition and site plan	No demonstrated examples	Limited demonstrated examples	Some demonstrated examples	Several demonstrated examples	Multiple demonstrated examples
Prior completion of projects in Iowa	No demonstrated examples	Limited demonstrated examples	Some demonstrated examples	Several demonstrated examples	Multiple demonstrated examples

Selection Criteria

25%	- Demonstrated ability to deliver architectural plans that meet the special needs of museums regarding temperature, humidity, security, collections management, comfort and accessibility for people of all ages and abilities, and flexibility to convert spaces for various events/programs
25%	- Prior history of delivering projects that meet budget, have complete and accurate construction documents, and involve clear communication across multiple teams
25%	- Relevant experience delivering projects in the same budget range and involving the creation of a building addition to connect to existing historic structures
15%	- Established methods for obtaining input and feedback from project stakeholders to create a shared vision for the new addition and site plan
10%	- Prior completion of projects in Iowa.

Selection Timeline

Post Request for Qualifications	October 21, 2024
RFQ Elements Due	November 15, 2024
Shortlist Selection	November 21, 2024
Notification by	November 26, 2024
Issue Request for Proposal	December 2, 2024
Questions regarding RFP due	December 9, 2024
Responses to all questions provided to all parties	December 16, 2024
Responses to RFP due	January 10, 2025
Review of proposals	January 13-18, 2025
Selection of firms	January 20, 2025
Begin architectural design	February 10, 2025
Target Completion	July 17, 2025

How to Respond

Submissions are to be electronic PDFs only. Files must be emailed no later than Friday, November 15th at 2:00 PM Central Time. Submissions are due to Melanie Alexander via email at malexander@muscabineiaowa.gov.

Notification of your submission can be expected within two business days. If a notification of receipt is not received within two business days, please call 563-263-8282.

- 3 Firms Selected to Proceed with Full Proposals.

Muscatine Art Center



Request for Proposals

Design Services for a New Building Addition and Limited Existing Building Renovation

Issue Date:	December 2, 2024
Optional Site Visit:	December 11, 2024 at 9:30 AM CST
Questions Due:	December 12, 2024
Responses to RFP Due:	January 14, 2025 at 2:00 PM CST
Interviews:	January 22 & 23, 2025

Request for Proposals Issued on December 2, 2024

- Three firms invited to submit Full Proposals.
- RFP including supporting documents totaled 119 pages.
- Lord Cultural Resources contracted to evaluate responses, including participation in presentations / interviews on January 23, 2025.
- Submitted proposals were capped at 38 pages.
- All three firms participated in optional site visit.
- Lord formalized the scoring rubric, scored proposals / presentations, and submitted a memo outlining its recommendation.

TIMELINE

Notification	November 26, 2024
Issue Request for Proposal	December 2, 2024
Site Visit	December 11, 2024 at 9:30 AM CST
Questions regarding RFP due	December 12, 2024 at 2 PM CST
Questions and responses provided to all parties	December 18, 2024
Responses to RFP due	January 14, 2025 at 2 PM CST
Interviews	January 22 & 23, 2025
Ranking	January 21, 2025
First Ranked Architect submits its professional services Agreement	February 1, 2025
Negotiations conclude	
Target Start Date for Architectural Visioning	March 2, 2025
Target Project Completion	September 2, 2025

Original Timeline



HOME / ABOUT

About

BNIM is an employee-owned design company. The 2011 AIA National Architecture Firm Award Winner, BNIM is an innovative leader in designing high performance human purposed environments. Through an integrated process of collaborative discovery, we create transformative, living design that leads to vital and healthy organizations and communities.

As an employee-owned design company, BNIM invests in a shared future by placing ownership in employees' hands, strengthening a collective commitment to design

About

PURPOSE

VALUES

PRACTICE

PROCESS

FEATURED CLIENTS

SERVICES

KEY AWARDS

NEWS

CONTACT US



Leaders in the Design of World-Class Museums and Cultural Arts Destinations

20+

Years of Experience
in Museum Planning
and Design

1M+

Annual Visitors to
Museums and Galleries
Designed by BNIM

11+

AAM Accredited
Museums Designed by
this Team



Stanley Museum of Art



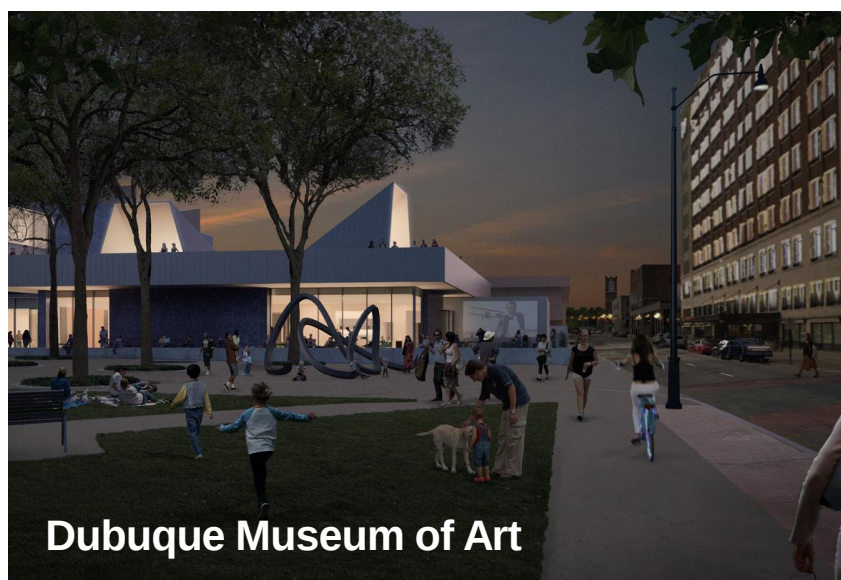
Vesterheim Museum and Folk Art Center



Nelson Atkins Additions and Renovations



Springfield Art Museum



Dubuque Museum of Art

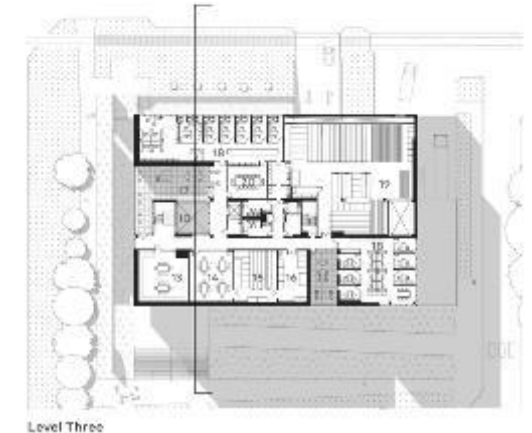
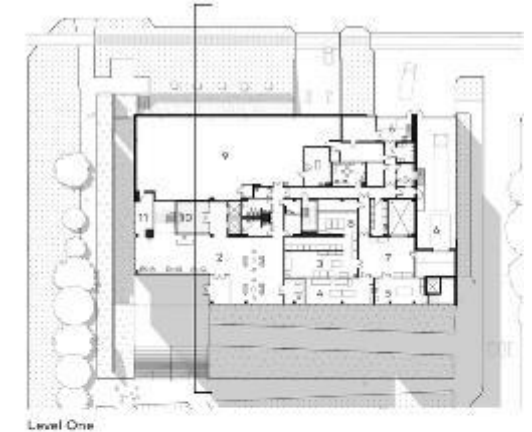


Gilchrist Center at Sioux City Art Center

Museum Design Expertise

Sustainable and Resilient

Integrity & Accountability
Excellence & Stewardship



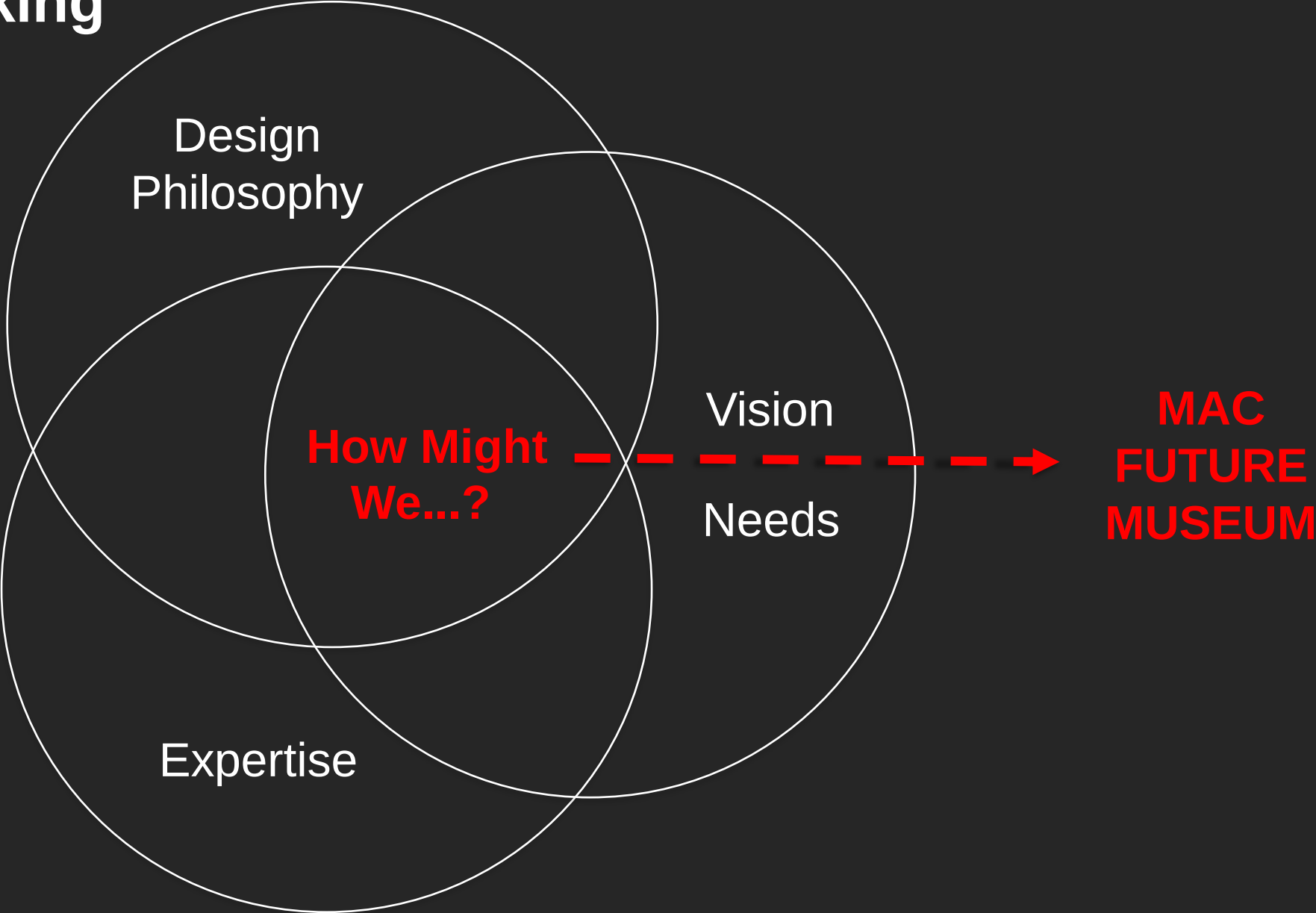
Robust Budget Adherence

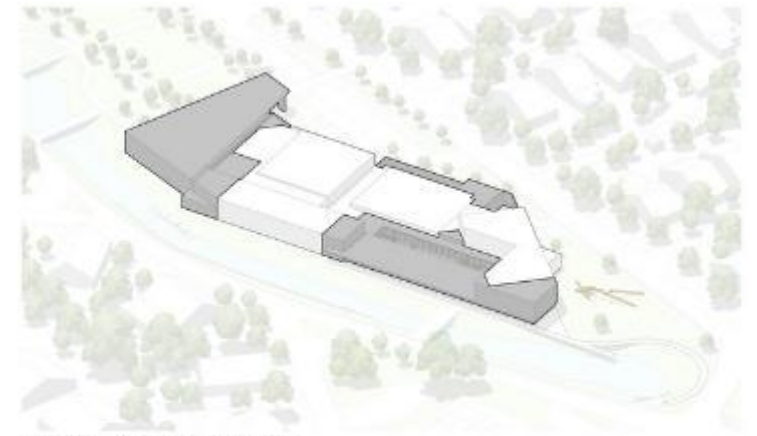
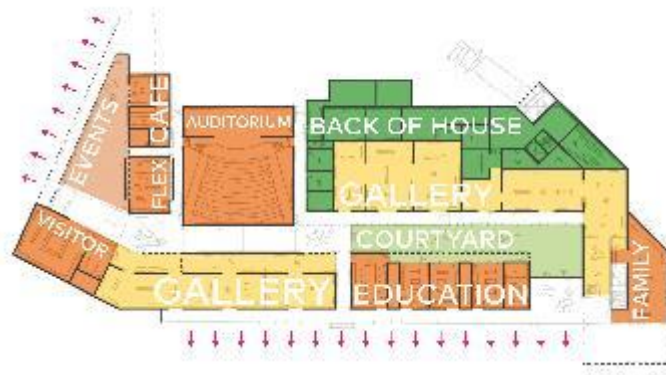
- Model early, review often
- Design for economy – clarify design priorities
- Comparables for benchmarking

Collections health & management - preservation & conservation

- Systems & redundancy, security, fire protection, building envelope
- Environmental zoning, collections storage location, art flow, collections growth

Design Thinking





ADDITION - LOOKING NORTHWEST



Master Planning

Springfield Museum of Art

Springfield Art Museum, Springfield, Missouri - A department of the City of Springfield, Missouri

“In 2018, the Springfield Art Museum launched a visionary comprehensive site plan for its building and grounds.”
Construction work began in January 2025. The target opening date is in 2028.





bnim

JANUARY 14, 2025

RESPONSE TO REQUEST FOR PROPOSALS

Muscatine Art Center

DESIGN SERVICES FOR A NEW BUILDING ADDITION
AND LIMITED EXISTING BUILDING RENOVATION

Review of BNIM Agreement

Muscatine Art Center Board of Trustees voted to proceed with BNIM, as recommended by Lord, during a special meeting on January 29, 2025.

BNIM submitted its draft agreement February 26, 2025.

Muscatine Art Center Board of Trustees voted to proceed with the Scope of Work at its regular meeting on March 20, 2025.

Muscatine Art Center Support Foundation voted to amend the 2025 budget to accommodate full funding of the design phase.

Muscatine Art Center Board of Trustees voted to proceed with the agreement, reviewed by the City Attorney, on April 17, 2025.



Questions

Melanie Alexander



563-263-8282



malexander@muscatineiowa.gov



MUSCATINE
ART
CENTER



City of Muscatine

ITEM NUMBER 2025-384

IN-DEPTH ITEM - CITY COUNCIL

DATE: 5/8/2025

STAFF

Kevin Coon, City Engineer
Brian Stineman, Public Works Director

SUBJECT FOR DISCUSSION

Presentation on Traffic Calming and a Proposed Traffic Calming Program

EXECUTIVE SUMMARY

This presentation is to educate council on what traffic calming is, as well as a review of a staff proposed program to implement traffic calming.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

Permission to move forward on creating a council item to implement the proposed program.

BACKGROUND/DISCUSSION

At the May 1st 2025 City Council Meeting, the City Administrator requested an informational, as well as guidance on traffic calming. Currently, there are two temporary speed bumps installed on Clermont Street. At one time, the city had 7 locations throughout the town with speed humps. Sunset Drive, Weir Street, Whicher Alley, Lucas Street, #1 Alley in the 300 Block, Oneida Avenue, and Clermont Drive.

Traffic calming can be broken into two main categories: non-physical, and physical. Non-physical measures would include signage, pavement marking, and police enforcement. Physical measures include items such as speed humps/lumps, raised crosswalks, traffic circles, median islands, and bulb-outs. Please note that Stop Signs and Speed Limit Signs are not considered speed control measures.

Non-Physical measures have less of an impact on bus routes, sanitation pickup, roadway maintenance, and cost. Physical measures tend to have a more uniform impact to speed on the roadway while also having a direct impact on maintenance and other route uses.

The current policy in place, circa 2016, only addresses temporary speed bumps and does not consider permanent traffic calming installation.

Staff are proposing a multistep process in order for residents to petition for traffic calming.

Step 1: Requesting a Traffic Calming Study. In order to request a study, a petition must be signed by at least 60% of the property owners along the proposed street. A request may also be initiated by a member of City Council. Temporary impacts, such as an increase in traffic due to a nearby street being under construction, will not be eligible. The street is defined by the length of the effected neighborhood between collector and arterial routes. For example, Devitt Avenue would be considered from Newell to Fulliam and would not be split into two separate segments at Pinefield.

Step 2: Initial Criteria. In order to be considered, a street must be classified as a local (25 mph), residential street and shall have an average daily vehicle traffic between 400 and 4,000 vehicles per day. This means collector and arterial routes such as Mulberry, Cedar, and Park would not be eligible. This also means locations with primarily commercial or industrial use would not be eligible, such as downtown.

Step 3: Traffic and Speed Study. A traffic and speed study will be conducted along the route to verify average daily traffic counts and to assess the percentage of speeding vehicles. Data shall be collected for a period not less than one week in duration. The warrant criteria for speed shall be a minimum of 15% of the vehicles traveling at a speed greater than 5 mph above the posted limit (the designed 85th percentile speed). The study shall be done in a time period that reflects standard operational traffic. For example, if a complaint is due to school time traffic, a study will not be held during the summer months.

Step 4: Crash History and Impacts. Staff will conduct an in-depth look at crash history in order to determine if traffic calming measures will have a negative impact on safety in the area.

Step 5: Initial Neighborhood Meeting. An initial neighborhood meeting will be held if the criteria for traffic calming measures have been met up to this point. This meeting will be coordinated with the Ward Council Member and is meant to discuss what measures could be implemented and to gather any further concerns from the neighborhood.

Step 6: Concept Plan. A concept plan will be drafted of the proposed improvements. Plans will be made in accordance of the recommendations set forth by FHWA and the Institute of Transportation Engineers' Traffic Engineering Handbook, as well as any state regulations that may apply. Suggestions that run contrary to the approved guidelines will not be considered. At this time other affected entities such as Police and Fire, Refuse Collection, School Transit, and Public Transit will be notified and surveyed for the impacts that the improvements may have to their operation.

Step 7: Final Public Meeting. This meeting will be held in coordination with the Ward Council Member. The meeting will review the proposed concept with residents and to gather any final input. A public hearing at a regularly scheduled City Council Meeting will also be held at this

time for any outside input. After said meeting, survey cards will be dispersed by city staff to all property owners in order to gather their support or denial of the approvals. In order for implementation, at least 50% of the property owners must respond and 60% of the responses must be in favor of the implementation. If support is not obtained, the street will not be eligible for further consideration for a period of five years.

Step 8: Funding and Implementation. The proposed measures will then be approved by City Council at a regularly scheduled City Council Meeting. At such time, funding will need to be allocated for the improvements by City Council. Implementation shall be done once funds are available.

Step 9: Review. After a minimum of one year of implementation, a study will be held to measure the effectiveness of the improvements. If the improvements are not effective, then they shall be removed if feasible. The traffic calming measures shall remain in place for a minimum of three years, if effective. After which point they may be removed with a petition signed by at least 60% of the property owners along the street. If deemed necessary due to safety, the improvements may be removed by the City at any time.

Note: Adjacent streets to a street with traffic calming measures will not be considered for the program until the review of effectiveness on the initial street has been completed.

In order to implement this policy, equipment will need to be purchased in order to complete the studies. Use of Police equipment is not recommended as the presence of a radar vehicle or trailer will skew the typical traffic flow conditions.

ATTACHMENTS

1. Iowa City Policy
2. Traffic Calming Presentation
3. Des Moines Policy
4. ITE-Speed-Hump-Guide



Iowa City's Traffic Calming Program

The goal of Iowa City's Neighborhood Traffic Calming Program is to reduce excessive speeding and/or traffic volumes on local and collector streets. Participation in the program is neighborhood-initiated and is not imposed by the City.

Which streets qualify?

- To be considered for Traffic Calming a street must be functionally classified as either a local residential street or collector street. Collector streets will not be considered for traffic diversion, though they may be considered for speed reduction.
- Traffic calming will be considered only along street frontages where 75% of lots are developed.

A traffic study must determine the following about your street:

Traffic volumes should exceed :

- 500 vehicles per day on a local street;
- 1,000 vehicles per day on a collector street .

Volumes should not exceed 3,000 vehicles per day on streets considered for the program.

OR

The measured comfortable speed of drivers (85th percentile speed) should exceed 5 MPH over the posted speed limit. In other words, speed measurements must show that 15% of drivers are exceeding the posted speed limit by 5 MPH or more.

TRAFFIC CALMING is the practice of managing traffic speeds and/or volumes on residential streets using one or more approaches: increased police enforcement, driver education (e.g. signs), or physical changes to the roadway (e.g. speed humps, lane striping, on



Step 1: PETITION FOR TRAFFIC CALMING

Complete a petition requesting a traffic study. Only residents along the portion of the street for which traffic calming is being sought may sign. To be valid, the petition must include signatures from no less than 50% of the homes or apartments located on property along the affected street (one signature per household will be counted). SEE: Petition form on the back of this sheet.

Step 2: STUDY AND EVALUATION

Once a qualified petition is received, City staff will initiate a traffic study to measure vehicle volume and speeds over a 72-hour period. If speeds or volumes meet the criteria for traffic calming, staff will review the street section and propose a set of traffic calming measures that may be safely implemented.

Step 3: NEIGHBORHOOD MEETING

Staff will review the traffic study with residents of the street and describe possible remedies at a neighborhood meeting. This provides an opportunity for residents to ask questions of staff and discuss solutions with their neighbors. The goal of the meeting is to determine whether there is support from the neighborhood to pursue any of the measures proposed by staff.

Step 4: NEIGHBORHOOD SURVEY

If residents at the neighborhood meeting wish to move forward with a proposed traffic calming measure, staff will send a mail-back survey card to each household along the affected street section. The proposal for traffic calming must be supported by 60% of those responding to the survey in order to be considered for implementation. A 50% response rate to the mail-back survey is required.

Step 5: REVIEW AND APPROVAL

If the mail-back survey indicates approval by 60% of respondents, Staff will place the traffic calming request on a City Council agenda. Signs will be posted along the street to announce a public comment period to allow other neighbors and the general public to weigh-in on the proposed changes. All written comments received by staff will be forwarded to Council for their consideration.

For questions or to submit a petition for Traffic Calming, contact:

Sarah Walz, Assistant Transportation Planner, 319-356-5239 or sarah-walz@iowa-city.org
NDS, City Hall, 410 East Washington St., Iowa City, IA 52240



CITY OF IOWA CITY

By signing this petition you are indicating your support for a traffic calming study on your street.

This will allow City Staff to study traffic volumes and speeds along your street. Results of the study will be provided to you and, if the measured comfortable speed of drivers (85th percentile speed) is found to exceed 5 MPH over the posted speed limit and if measured volumes meet the program's minimum criteria, staff will organize a neighborhood meeting to discuss potential solutions that may be effectively implemented along your street to calm traffic. Solutions typically include installation of signs, increased police enforcement, or physical changes to the road-way such as speed humps.

STREET NAME: _____

- Indicate the specific intersections (or addresses) between which the traffic calming study is being requested (e.g. Main St. between 3rd and 7th Avenues). To be eligible for the Traffic Calming Program you must have signatures from 50% of households along the affected street section.
- **To sign this petition you must reside along the portion of street for which a traffic calming is being requested (see above). Renters may sign. One signature per household.**

Name	Street Address	Email Address
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Traffic Calming

MAY 8TH 2025

KEVIN COON, CITY ENGINEER



Direction Sought

Does City Council have any questions about traffic calming measures?

Does City Council want to move forward with development and enacting a traffic calming policy?



Agenda

1. What is Traffic Calming?
2. Proposed Traffic Calming Policy.
3. Support Needed for Action.

What Is Traffic Calming?

- Traffic calming is the practice of managing traffic speeds on residential streets.
- There are two main types of traffic calming:
 - Non-physical: includes signage, police enforcement, pavement marking etc.
 - Physical: includes fundamental changes to the driving surface itself. Includes items such as traffic circles, speed humps, and bulb-outs.

Non-Physical Measures

- Benefits: cost, lower impact on services, ease of installation.
- Downsides: potentially less impactful, less permanent, takes time to take effect.

Pavement Markings

- “Dragon Teeth” are a pointed painted marking that creates the illusion of being squeezed in the traffic lane.
- These markings do require upkeep with surface wear.



Physical Measures

- Benefits: immediate results, permanent installation.
- Downsides: cost prohibitive, impacts emergency vehicles and schools, can damage vehicles.

Choker Curb

- Choker curb is narrowing of the street in areas to reduce speed. This is also a bulb-out when used at intersections where cross walks are.
- Choker curb is best installed with new street construction.



Humps, Bumps, & Lumps

- Speed humps, bumps, and lumps are the most common kind of physical traffic calming.
- These are often confused with one another.



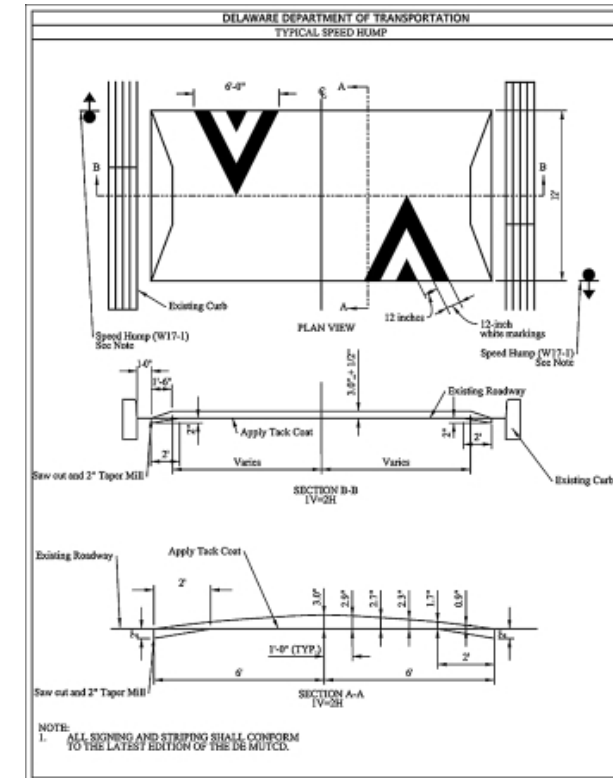
Speed Bump

- Speed Bumps are typically 6 inches in height, and 2-3 feet in length.
- Meant for parking lots.
- Not suitable for public streets.



Speed Hump

- Speed Humps are typically 3 inches in height, and 12 feet in length.
- Meant for city streets and most effective when used at 500 feet or less spacing.
- Can be paired with a cross walk to make a raised crosswalk.



Speed Lump

- Speed Lumps are speed humps with excluded wheel paths for emergency vehicles.
- Tend to work better for maintenance, fire trucks, and school busses.
- Create the possibility to avoid the control measure.
- More difficult snow removal.



Proposed Traffic Calming Policy

- Staff is developing a 9-step policy for the implementation of traffic calming.
- These steps were created by seeing what other Iowa Municipalities were doing as well as following guidance from the Institute of Transportation Engineers.



Step 1: Requesting the Study

- A study will be triggered by a petition with at least 60% of the homeowners signatures or through a city council member requesting it.
- Temporary increases in traffic due to construction or other means will not be studied.

Step 2: Initial Criteria

- The local street must have between 400 and 4,000 average vehicles per day.
- Only local streets in residential neighborhoods will be eligible. Collector and arterial streets are not eligible.
- Industrial and Commercial areas are excluded. An example would be the downtown area.

Step 3: Traffic & Speed Study

- Staff will conduct vehicle counts and speed monitoring for a period not less than one week in duration.
- A minimum of 15% of vehicles must be traveling at or above the 85th percentile speed (30 mph in a 25 mph zone).
- The study will be held during typical traffic pattern times of year (school year, not during holidays, etc).



Step 4: Crash History & Impacts

- Staff will analyze crash data on the route.
- This is looking for any negative or positive impacts the traffic calming may have on the neighborhood.



Step 5: Initial Neighborhood Meeting

- A public meeting will be held in coordination with that ward's City Council Member.
- The meeting is to notify the neighborhood and gather any additional concerns they may have.
- Potential improvements will be discussed in a broad sense.



Step 6: Concept Plan

- A concept will be developed for the traffic calming method that best fits the neighborhood.
- The concept will follow FHWA, ITE, and state regulations/recommendations.
- The concept will also be shared with public entities such as schools, public transit, the fire department, and the Police Department for any concerns they may have.

Step 7: Final Public Meeting

- This is the final meeting with the local residents and the ward City Council Member to present the concept.
- Afterwards, staff will distribute a survey card to the homeowners. Responses to the survey must exceed 50% of the homeowners, and must be at least 60% in favor of the improvements in order for implementation.
- If the neighborhood is not in favor of implementation, the issue may not be raised again for a period of five years.
- An overall public hearing will be held at the nearest City Council Meeting to also garner any outside comments that may exist.



Step 8: Funding & Implementation

- If appropriate support is available by the homeowners, then the concept will go onto a City Council Meeting for approval.
- Funds will need to be allocated for the improvements by City Council.
- After funding is available, installation will take place.
- If a public letting is required due to pricing then that process will be followed.



Step 9: Review

- After a minimum of one year a study will be done to analyze the effectiveness of the traffic calming. If the treatment shows no effect, then the improvements will be removed (if feasible).
- If effective, the traffic calming shall remain in place for a minimum of three years. After which point the neighborhood may petition for it's removal. Said petition must include the signatures from 60% of the neighborhood homeowners.
- If deemed necessary due to safety, the City may remove the improvements at any time.
- Adjacent streets will not be considered until after the one year review study has been completed.



Requirements To Implement The Policy

- Two traffic counters/speed recorders will be needed to complete studies internally. The cost of which is \$3,000.00-\$5,000.00 per unit.
- Police equipment cannot be used as the presence of a squad car or trailer would skew traffic results.
- A financial plan is needed for where funds for improvements would come from.
- Staff time will be taxed when studies are taking place.



Direction Sought

Does City Council have any questions about traffic calming measures?

Does City Council want to move forward with development and enacting a traffic calming policy?





**TRAFFIC CALMING
PROGRAM PROCESS
AND REQUIREMENTS**

01

The street considered for traffic calming must be classified as a local, Neighborhood Residential or Community Residential street typology. Refer to page 31 in the Move DSM plan for clarification.

02

The average daily traffic (ADT) volumes should be greater than 500 vehicles per day but less than 4,000 vehicles per day.

03

To initiate a traffic calming study, a formal request is required from the neighborhood association, the Mayor, or a City Council member, OR through a signed petition from at least 60% of the property owners or residents along the street proposed for traffic calming.

04

Speed and volume data will be collected over multiple days to develop an average daily volume and speed. Areas where at least 15% of the vehicles exceed the posted speed limit by more than 5 miles per hour (85th percentile) will be eligible for further consideration for traffic calming.

04

If the requirements above are satisfied, staff will conduct a traffic study including an evaluation of crash history, potential traffic problems, street characteristics and the impact the proposed traffic calming measures may have on adjacent streets.

06

Staff will meet with the applicant(s) to review the traffic study and discuss potential traffic calming devices and safety improvements to address the traffic concerns.

07

Staff will develop a conceptual plan of improvements based on the traffic study and feedback from the applicant(s). Staff will solicit comments and support on the proposed street modification from potentially impacted City departments and partner entities (e.g. DART, Des Moines Public Schools) as appropriate.

08

Staff and the applicant(s) will discuss the traffic concerns, traffic study, and conceptual plan of improvements with the neighborhood association for support. If the street is not located within a recognized neighborhood association, City staff will coordinate with the Ward Council Member to organize neighborhood meeting(s).

09

If the neighborhood association supports the proposed traffic calming measures, one survey card will be sent to each adjacent property address. The proposal should be supported by at least 60% of those residents responding to be considered for implementation. A low number of survey responses will be taken into account as well as responses from properties directly adjacent to the proposed improvements. If the survey results reject proposed traffic calming, the street will not be eligible for further consideration through this program for five years.

10

The traffic concerns, traffic study, conceptual plan of improvements, survey results and comments received will be presented to the Transportation Safety Committee for their information. IF the proposal is being supported as described above, the Transportation Safety Committee will be asked for comments and a recommendation to move the project forward for funding as established by City Council.



ADDITIONAL PROGRAM NOTES

OTHER CONSIDERATIONS ON THE TRAFFIC CALMING PROGRAM

Staff will perform an “after” study approximately 1 year after the traffic calming improvements are constructed to determine the effectiveness of the project.

If the “after” study shows that the project is accomplishing the traffic calming goals, the project must stay in place for at least 3 years from the installation of the improvements. Removal of the traffic calming project after 3 years would require a petition process similar to what is required to install the project.

Traffic calming requests for parallel streets that are receiving traffic calming infrastructure will not be considered until the “after” study is completed.

If deemed necessary due to safety or maintenance concerns, the City may remove or make modifications to the traffic calming project at any time.

Traffic calming requests to address traffic concerns resulting from temporary roadway disruption or construction on an adjacent roadway will not be considered.

Traffic or speed concerns on streets with an average daily traffic (ADT) volume greater than 4,000 vehicles per day may be evaluated through a safe systems approach and prioritized based on crash history, potential for crash reduction and Vision Zero principles.

Updated Guidelines for the Design and Application of Speed Humps

Margaret Parkhill, P.Eng., Rudolph Sooklall, M.A.Sc, Geni Bahar, P.Eng.

Abstract

Speed humps have gained acceptance as a traffic calming device by North American and international jurisdictions. However, design and application varies widely between jurisdictions, and speed humps often meet resistance from residents and road users. In 1997, the Institute of Transportation Engineers (ITE) published a Recommended Practice for the design and application of speed humps. The recommended practice is now being updated to provide state-of-the-practice guidelines for speed humps and speed tables.

To update the ITE speed humps recommended practice, the experiences of agencies implementing speed humps were obtained through an extensive literature review. The literature review was supplemented with an online survey targeting North American and international jurisdictions.

This paper provides an overview of the recommended framework for an agency to follow to implement speed humps or speed tables in their jurisdiction. This framework is based on the experience documented by dozens of agencies. The framework includes:

- Develop and follow a formal public consultation process;
- Determine the needs of the street or neighborhood;
- Construct and maintain speed humps; and
- Monitor and evaluate speed hump effectiveness.

1. INTRODUCTION

Speed humps are one tool available in the traffic calming toolbox, and have gained acceptance by North American and international jurisdictions since their development in the early 1970s by the Transport and Road Research Laboratory (TRRL) in Great Britain. However, design and application varies widely between jurisdictions, and speed humps often meet resistance from residents and road users.

In 1997, the Institute of Transportation Engineers (ITE) published a Recommended Practice for the design and application of speed humps. Research has been conducted and lessons have been learned through experience regarding the design and implementation of speed humps since the publication of this guideline.

As a result, ITE initiated an update to the Recommended Practice to provide state-of-the-practice guidelines for the design and application of speed humps. State-of-the-practice guidelines were obtained through an extensive literature review on relevant published material. The knowledge base gained from the literature review was supplemented through an on-line survey of jurisdictions implementing speed humps. The on-line survey was designed to capture

information to fill the knowledge gap from the literature review. Jurisdictions in the United States, Canada, and internationally provided their experiences; close to 300 responses to the survey were received.

Guidance was also provided by an ITE Technical Advisory Committee (TAC) whose members have extensive experience in speed hump design and implementation. The update is currently under review, and is expected to be published later this year.

This paper provides an overview of the recommended framework for an agency to follow to implement speed humps or speed tables in their jurisdiction. This framework is based on the experience documented by dozens of agencies. The framework includes:

- Develop and follow a formal public consultation process;
- Determine the needs of the street or neighborhood;
- Construct and maintain speed humps; and
- Monitor and evaluate effectiveness.

Other common speed control measures currently used by various agencies are documented in ITE's "Traffic Calming: State of the Practice". (Ewing 1999)

1.1 Speed humps vs. speed bumps

A speed hump is a raised area in the roadway pavement surface extending transversely across the travel way. Speed humps are sometimes referred to as "pavement undulations" or "sleeping policemen". Most agencies implement speed humps with a height of 3 to 3.5 inches (76 to 90 mm) and a travel length of 12 to 14 feet (3.7 to 4.3 m). Speed humps are generally used on residential local streets.

A speed bump is also a raised pavement area across a roadway. Speed bumps are typically found on private roadways and parking lots and do not tend to exhibit consistent design parameters from one installation to another. Speed bumps generally have a height of 3 to 6 inches (76 to 152 mm) with a travel length of 1 to 3 feet (0.3 to 1 m).

From an operational standpoint, speed humps and bumps have critically different impacts on vehicles. Within typical residential operational speed ranges, vehicles slow to about 20 mph (32 km/h) on streets with properly spaced speed humps. A speed bump, on the other hand, causes significant driver discomfort at typical residential operational speed ranges and generally results in vehicles slowing to 5 mph or less at each bump.

Speed bumps of varying design have been routinely installed on private roadways and parking lots without the benefit of proper engineering study regarding their design and placement. Speed humps, on the other hand, have evolved from extensive research and testing and have been designed to achieve a specific result on vehicle operations without imposing unreasonable or unacceptable safety risks.

1.2 Speed tables

Speed tables are essentially flat-topped speed humps, and may have a textured material on the flat section with asphalt or concrete for the approaches. Speed tables are sometimes referred to as “trapezoidal humps” or “speed platforms”. If marked as a pedestrian crossing, speed tables may also be referred to as “raised crosswalks” or “raised crossings”.

Most agencies implement speed tables with a height of 3 to 3.5 inches (76 to 90 mm) and a travel length of 22 feet (6.7 m). Speed tables generally consist of 10 foot (3.1 m) plateau with 6 foot (1.8 m) approaches on either side that can be straight, parabolic or sinusoidal in profile. The longer lengths of speed tables provide a gentler ride than speed humps and generally result in vehicle operating speeds ranging from 25 to 30 mph (40 to 48 km/h) on streets depending on the spacing between speed tables. Speed tables are generally used on residential collectors, emergency routes or transit routes.

The City of Portland, OR has designed “split” speed tables for designated emergency routes. Split speed tables are also 22 feet (6.7 m) long and extend from curb to centerline on opposite sides of the street. Split speed tables are separated by a longitudinal gap that allows fire trucks to weave around the split speed humps in slalom-like fashion. The Portland Department of Transportation is currently testing this alternative speed table design. Split speed tables are not included in this paper.

2. PUBLIC CONSULTATION PROCESS

Traffic calming activities are carried out to reduce traffic speeds and volumes. Based on the experience of most agencies, it is critical to obtain the support of a substantial majority of all residents in a neighborhood targeted for traffic calming measures, including speed humps, prior to implementation. Therefore, it is important for agencies to develop a working relationship with communities and have well defined administrative procedures in place.

Based on a survey of agencies in North America and around the world, the large majority of agencies (77%) have a formal public consultation process for implementing speed humps.

It is recommended that each agency, prior to installing speed humps, develop a formal process for speed humps. Five key elements are recommended:

1. Appropriate legislation (policies, ordinances and regulations);
2. Request procedure;
3. Evaluation of requests;
4. Consultation (with the public and other agencies); and
5. Removal procedure.

2.1 Appropriate legislation

Statutory authority, constitutionality, and tort liability are the legal issues surrounding speed hump installation that jurisdictions should take into consideration. A jurisdiction must have the legal authority to implement speed humps on a given class of roadways, while respecting the

constitutional rights of affected landowners and road users, and minimizing the risks to road users. (Ewing 1999)

Before initiating a speed hump installation program, it is recommended that appropriate policies, regulations, and/or ordinances are developed to govern elements such as the community involvement process, hump design and location criteria, cost sharing relationships, installation and maintenance requirements, and evaluation/modification procedures. It is also important to clearly define the project area, that is, the area expected to be affected by speed hump implementation. For example, any property located within 250 feet (76 m) from the first and last speed humps is considered by the City of Beaverton (OR) to be part of the project area.

It is important that jurisdictions review state and municipal ordinances and regulations to ascertain if existing legislation could affect the implementation of speed humps. Existing legislation may have to be modified, or new legislation developed, before proceeding with speed hump installation (TAC 1998).

2.2 Request procedure

Speed hump installation may be requested by a single resident, though additional support from the community is generally needed at a later stage in the process for the project to remain eligible. The request procedure should clearly outline the expectations of all potentially impacted parties and the timing of their participation in the various stages of the process. The following components are recommended for inclusion into a speed hump request procedure:

- Develop a request or petition form which residents can use to request speed humps in their neighborhood. Many agencies have petition forms available on the internet, which residents can download, collect signatures, and return to the appropriate department;
- Identify the department that will be responsible for receiving speed humps requests and coordinating the overall process;
- Screen all requests received to determine eligibility. Common eligibility criteria include the 85th percentile speed, the posted speed limit, and the average daily traffic. Some agencies also require support from a certain number or percentage of affected residents in order for a request to be eligible; and
- If a request meets all eligibility requirements, obtain wider community support before proceeding to the evaluation stage. Define the project area for the speed hump request in order to determine who to include in the process. Speed hump projects typically extend between higher-order streets.

The eligibility criteria will vary depending on the needs of each jurisdiction. Therefore, it is recommended that each implementing agency develop a customized speed hump request procedure with input from other relevant agencies (e.g., emergency services, transit agencies). Before proceeding to evaluation of a request, the eligibility criteria should be met.

2.3 Evaluation of requests

To evaluate the merit of installing speed humps, it is recommended that eligible requests be ranked to determine priority levels. Some agencies use a points system to evaluate and rank projects with points allocated based on certain elements, such as:

- Speed;
- Traffic volumes;
- Collisions (e.g., speed-related);
- Proximity to schools or other land uses where high numbers of children could be present, such as parks or playgrounds;
- Lack of sidewalks; and
- Designated bicycle routes.

During evaluation, traffic conditions in the neighborhood should be observed and data collected, such as daily traffic volume and operating speed. The data collection required will be determined by the evaluation criteria developed for the jurisdiction.

As part of the evaluation of requests, consideration should be given to the objectives of the installation (e.g., reduced speed, reduced infiltration or cut-through traffic). The objectives of the installation will guide the monitoring and evaluation of speed humps after implementation. Collection of data is a key part of the evaluation of speed humps both before and after implementation.

For those projects which receive the highest ranking, a preliminary design plan can be developed to show the potential locations of speed humps prior to initiating public and agency consultation.

2.4 Public and agency consultation

Consultation of proposed speed hump installations should include:

- Property owners, residents, and business owners. Special consultation should be considered with those residents or landowners directly adjacent to proposed hump locations;
- Emergency services (police, fire, ambulance, etc.); and
- Other groups such as school districts, nearby hospitals or emergency medical centers, transit operators, road maintenance workers, snow plow operators, and waste collection agencies.

At least one public meeting is recommended to have an open discussion of speed humps. Notification of the meeting should be provided well in advance, and the meeting should be held as close as possible to the study area. However, a single method of public involvement may not be suitable for every situation. More complex or controversial requests will require greater public education and involvement throughout the process.

At the public meeting, the scope and timing of the project can be discussed and the preliminary design plan should be presented for comments from all parties. Comment sheets could be distributed at the meeting, and collected at the end of the meeting. A deadline for resident comments after the meeting should be established. All comments received should be considered

fully in the decision-making process to arrive at the final design plan.

Most agencies perform another survey at this stage, and require a higher level of support from the public to continue with the implementation of speed humps. In order to gauge support, a mail-out questionnaire or survey can be conducted. Some agencies require the support of at least 67 percent of all residents before speed humps are installed. This ensures that a substantial majority of the affected people agrees with the project and there is a general acceptance of the final design plan.

2.5 Removal procedure

Most agencies require speed hump removal requests to be supported by a majority of residents, although poor traffic operations, emergency services or transit agencies may also initiate the removal procedure. Monitoring and evaluation of speed hump installations will assist in the determination of any unexpected problems that may have been created.

The removal procedure will vary depending on the needs of each jurisdiction. Therefore, it is recommended that each implementing agency develop a customized speed hump removal procedure with input from other relevant agencies (e.g., emergency services, transit agencies).

3. DETERMINE NEEDS OF THE STREET OR NEIGHBOURHOOD

Speed humps should be implemented only to address documented safety or traffic issues supported by a traffic engineering review. It is recommended that an engineering review be conducted to identify, quantify, and document the existing traffic issues on the street and in the neighbourhood. Issues could include speeding, cut-through traffic, or safety. It is important to review existing conditions and determine if there is a measurable problem, rather than a perceived problem (TAC 1998). Documented issues can then be used to support the implementation of speed humps, and to measure their effectiveness if implemented (Ewing 1999).

Installing speed humps in a community can be met by resistance from residents, thus community support and involvement are important for increasing awareness of speed humps and creating an atmosphere of acceptance and ownership (TAC 1998). By explaining the full context, setting residents' expectations appropriately, and discussing the potential benefits and disbenefits of speed humps and other traffic calming treatments, consensus on the most appropriate treatment for the neighbourhood is more likely achievable.

3.1 Roadway characteristics

In the United States and Canada, speed humps are generally installed on roadways functionally classified as local streets and neighbourhood or residential collector streets as defined in AASHTO's "A Policy on Geometric Design of Highways and Streets" (AASHTO 2004, pg 12; TAC 1998).

Many agencies install speed humps on roads with an urban cross-section (i.e., curb and gutter). Streets where speed humps are applied may or may not have sidewalks or bicycle facilities (such as on or off road trails). The surrounding land use for streets where speed humps are applied is generally residential in nature, and may include schools, parks or community centers.

Speed humps can be used on one-way or two-way streets (TAC 1998). Speed humps are not recommended on streets with more than two travel lanes. In addition, the pavement should have good surface and drainage qualities. The location of individual speed humps will depend on the presence of on-street parking, driveways, intersections, and other roadway features. Figure 1 shows a speed hump installed on a street with parking and bicycle lanes in the City of Portland, OR.

Speed humps are generally not recommended for use on bus routes or emergency vehicle routes (Ernish et al. 1998), or on streets that provide access to hospitals and emergency medical services. Speed tables may be more appropriate, and could be applied after consultation with representatives of the emergency services. The use of alternative traffic calming measures may also be considered for use on bus or emergency vehicle routes.



Figure 1: Speed hump on residential street with parking and bicycle lanes in Portland, Oregon

Photo by: Scott Batson (City of Portland, Oregon)

3.2 Traffic characteristics

Traffic operation elements include traffic speeds, traffic volumes and mix (including cut-through traffic), emergency vehicle access, transit routes, vehicle and cargo damage, and environmental impacts. The decision to install speed humps includes consideration of the posted speed limit and the operating speed of traffic. Speed humps are usually recommended only on streets where the

speed limit is 30 mph (50 km/h) or less. Speed humps are generally not considered appropriate where the 85th percentile speed is 45 mph (70 km/h) or more.

Spacing and location of the speed humps and the length of the road segment where the hump is installed affects operating speeds. The research available suggests that speed humps should be no more than 500 feet (152 m) apart where the desired 85th percentile operating speed is between 25 and 30 mph (40 and 48 km/h). Short road segments may require only a single speed hump even where two could be installed as acceleration opportunities are limited on a short segment.

The final locations of the humps are dependent on site specific considerations, making the determination of actual spacing and final location a complex task. After the general spacing and layout of the speed humps have been established, the final location of each hump is determined by considering vertical alignment, horizontal alignment, intersections, driveways, street lighting, on-street parking, pedestrian crossings, installation angle, and drainage and utilities.

Several studies have shown that speed humps reduce vehicle speed as measured by the 85th percentile speed, the percentage of drivers traveling over the speed limit, and the percentage of drivers traveling 10 mph or more over the speed limit.

The installation of speed humps should also consider traffic volumes in terms of the total volume of traffic, the presence of cut-through traffic, and the traffic mix. Each street requires individual assessment prior to implementation. An area-wide approach is needed to avoid simply diverting traffic from roads with speed humps to parallel untreated roads, but the extent of the diversion problem is unclear at present.

Speed humps have been shown to reduce traffic volumes. The combined results for speed humps and speed tables investigated in the City of Portland (OR) showed an average traffic reduction of 28 percent.

3.3 Pedestrians and bicyclists

The consideration of all road users, especially pedestrians and bicyclists, is another key component of the engineering review conducted prior to the installation of speed humps. Speed humps and speed tables are two traffic calming techniques that can be used to facilitate pedestrian and bicyclist movement and improve the safety of these road users (Zegeer 1998).

Speed tables can serve as raised marked crosswalks when they extend from curb to curb (Figure 2) and provide a flat surface suitable for pedestrians to use. Speed tables can facilitate pedestrian flow while providing vehicle speed control at the crosswalk location (Ewing 1999, Ernish et al. 1998). Parabolic or circular speed humps are too rounded or sloped for pedestrians to safely use.

Where a speed table is used as a raised pedestrian crosswalk, crosswalk design elements can be incorporated. Design element considerations include the following:

- The markings must be visible to motorists, especially at night. Inlay tape and thermoplastic are generally recommended for crosswalk pavement markings on speed tables (PBIC 2006)

- Granite and cobblestones finishes are not recommended because, although aesthetically pleasing, the surface may become slippery when wet, and may be difficult to cross for pedestrians who are visually impaired or using wheelchairs (PBIC 2006).



Figure 2: Raised pedestrian crosswalks can control vehicle speeds on local streets at pedestrian crossings

Photo by: Dan Burden

In general, bicyclists do not require extensive special provision (TAC 1998). Bicyclists may, however, be concerned that the vertical deflection of the speed hump will be uncomfortable and inconvenient and that abrupt slopes could even throw a bicyclist from their bicycle (PBIC 2006). Additional elements that could be considered to accommodate bicyclists include (DeRobertis and Wachtel 1996):

- Using a tapered edge before the curb to reduce the likelihood of pedal impact on hump. If this gap is too wide, it may promote gutter running by motor vehicles;
- Using speed humps that are less than 4" high;
- Providing adequate warning signs and markings;
- Ensuring that speed humps are far enough from intersections so bicyclists do not have to negotiate humps while turning; and
- Ensuring that speed humps are not installed on streets with vertical grade greater than 5 percent.

4. CONSTRUCT AND MAINTAIN SPEED HUMPS

Speed humps and speed tables are most often constructed on existing roadways (i.e., retrofit); however, speed humps and speed tables may be constructed on new roadways or during resurfacing projects.

It is recommended that jurisdictions planning to implement speed humps or speed tables develop standard construction procedures. Following these procedures will ensure more uniform speed humps and speed tables are constructed throughout the jurisdiction. The procedures should be used by both municipal staff and private contractors engaged to work on municipal roads.

The construction procedures should contain detailed working drawings showing development of the desired profile and allowable tolerances for speed hump height. Material specifications and construction guidelines can also be included.

Agencies have reported that parabolic or sinusoidal cross-sections are more difficult to construct than circular speed humps or speed tables with straight approaches. However, many agencies have successfully constructed parabolic and sinusoidal cross-sections within acceptable tolerances. This success is often related to the use of a speed hump profile template which is used to verify that the speed hump dimensions and profile are accurate within reasonable tolerances. Figure 3 shows the use of a speed hump profile template in Beaverton, OR to construct a parabolic speed hump. If the profile is incorrect, the effect of the speed hump will likely change, which might result in unanticipated or reduced effectiveness.



Figure 3: Use of speed hump profile template in Beaverton, OR

Photo by: Jabra Khasho (City of Beaverton, Oregon)

Care should be taken in the initial installation and monitoring of speed humps to minimize the risk of edge raveling and profile deformation exceeding established tolerances. It is important to maintain the appropriate design relationship between the hump or table and the street so the device continues to perform its intended purpose within allowable tolerances. From the experiences of several agencies, speed humps constructed of asphalt concrete tend to deform over time in the direction of traffic flow, while rubberized speed humps may develop ruts along

the wheel paths or curl up along the edges. Ambient temperature during construction as well as sufficiency of the bond between the new asphalt and the existing street also play a role in the durability an asphalt hump.

If maintenance activities, such as utility work or pavement resurfacing, result in speed hump pavement markings being reduced or eliminated, they should be promptly replaced or supplemented with temporary signs providing the same warning to motorists.

Experience has shown that speed humps and speed tables are generally not damaged by snow plowing activities. Snow removal crews in Montgomery County (GA) reported minimal impact or cost associated with speed humps (Wainwright 1998). The City of Edmonton (AB) experienced some damage to parabolic speed humps from snow plows; however, in most cases there was no damage since snow plow operators do not plow down to the pavement on local streets where speed humps are located. For jurisdictions which experience substantial snowfall, it is recommended that snow plow operators be informed of all streets with speed humps before the winter season starts.

5. MONITOR AND EVALUATE EFFECTIVENESS

Speed hump installations affect residents and road users; traffic speeds, volumes and travel time; roadway safety, noise levels and emissions. It is important to monitor and evaluate the effect of each speed hump or speed table installation project. Minimum monitoring and evaluation includes data collection and analysis of vehicle operating speed and traffic volume changes including traffic diversion. More extensive evaluation may include gathering feedback from residents and road users.

The type, number, and extent of studies performed to evaluate speed humps may vary based upon the particular circumstances and objectives of each installation. However, some review could be performed after each installation to determine if the desired results were achieved, or if unexpected problems were created. If the installation of speed humps resulted in undesirable safety or traffic operations issues, consideration can be given to mitigation efforts including possible removal of the humps.

Monitoring and evaluation may include several aspects of the speed hump installation, including impacts on residents, traffic operations and safety, and on the environment.

6. CONCLUSIONS AND RECOMMENDATIONS

Speed humps and speed tables are two of several geometric design techniques that may be used to control vehicular traffic speeds along a roadway. Positive results in terms of reduced operating speeds and reduced traffic volumes have been documented after speed hump installation.

The experiences of various agencies currently implementing speed humps across North America are documented in the updated ITE Recommended Practice along with findings from published research work. The ITE Recommended Practice also provides details on the design of speed humps and speed tables.

This paper provides an overview of the recommended framework for an agency to follow to implement speed humps or speed tables in their jurisdiction. This framework is based on the experience documented by dozens of agencies. General considerations for the implementation of speed humps as a traffic calming measure were discussed along with the importance of community involvement.

7. ACKNOWLEDGEMENTS

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City of Muscatine

ITEM NUMBER 2025-369

IN-DEPTH ITEM - CITY COUNCIL

DATE: 5/8/2025

STAFF

Steve Snider, Assistant Police Chief

SUBJECT FOR DISCUSSION

Presentation on Muscatine Police Department's Co-Responder Program

EXECUTIVE SUMMARY

Brief informative presentation on the Muscatine Police Department's Co-Responder Program presented by Officer Jake Elliott and Co-Responder Amy Gould.

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

BACKGROUND/DISCUSSION

ATTACHMENTS

1. Co Responder

Co Responder

JACOB ELLIOTT, PATROL OFFICER

AMY GOLD, CO RESPONDER ROBERT YOUNG CENTER



What is a Co Responder

- A mental health professional who aids law enforcement in responding to calls involving people with mental health or addiction issues.
- The model aims to prevent individuals in crisis from entering the criminal justice system, reducing incarceration and improving outcomes for those with mental health challenges.
- Co Responders enhance the safety of both the individual in crisis and the officers on scene, by improving communication and cooperation between law enforcement and mental health professionals.



Benefits of Co Responder

- Reduced arrests and jail admissions
- Decreased hospitalizations
- Improved responses to crisis situations
- Increased access to mental health services
- Enhanced collaboration between law enforcement and mental health professionals.

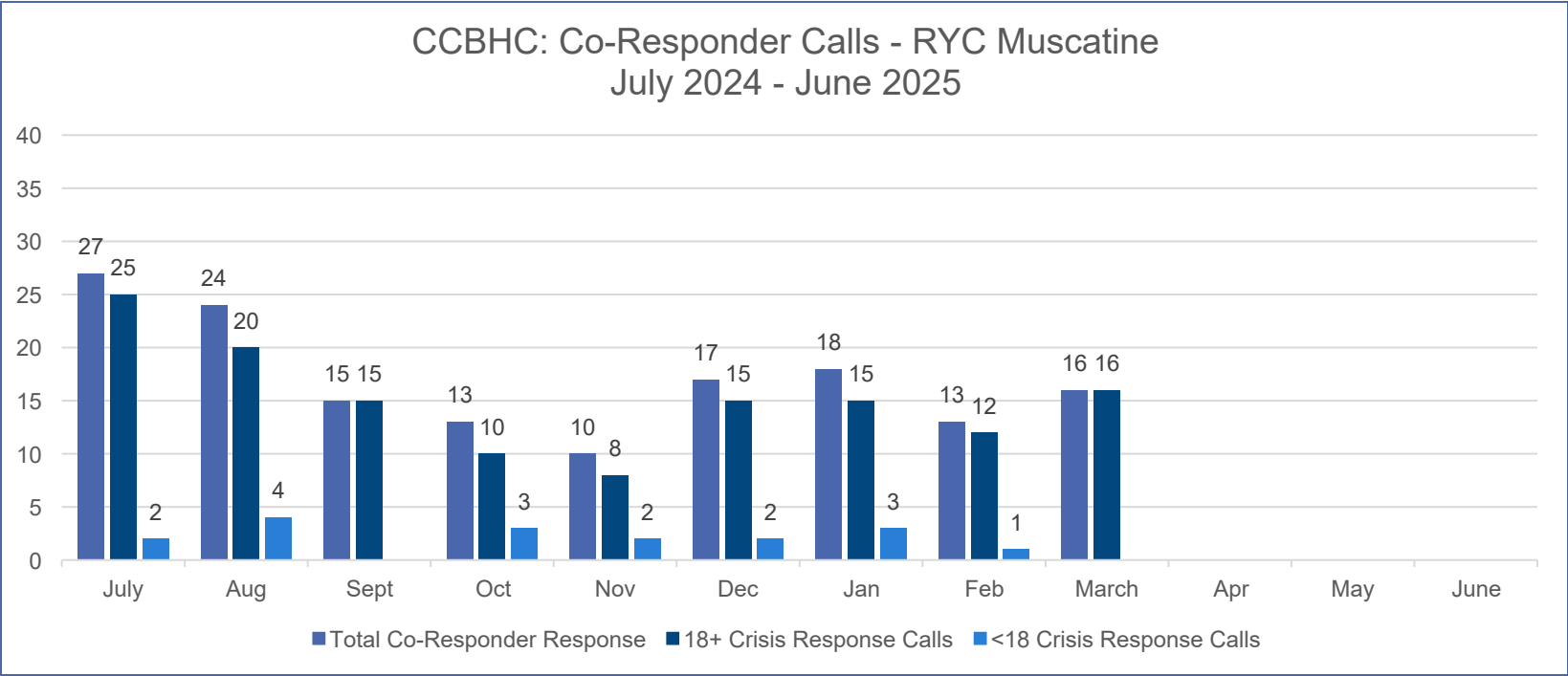


Pilot Project to Fully staffed

- Pilot Project Clinton- 2019 2 Co Responders rode 4-8 hours a week.
- Pilot Project Muscatine- 2022 3 Co Responders rode 4-8 hours a week.
- March 2023 Family Resources began providing Co Responder Services in Muscatine. April 2024 Family Resources stopped providing the service.
- June 2024- RYC staffed position full time



DATA

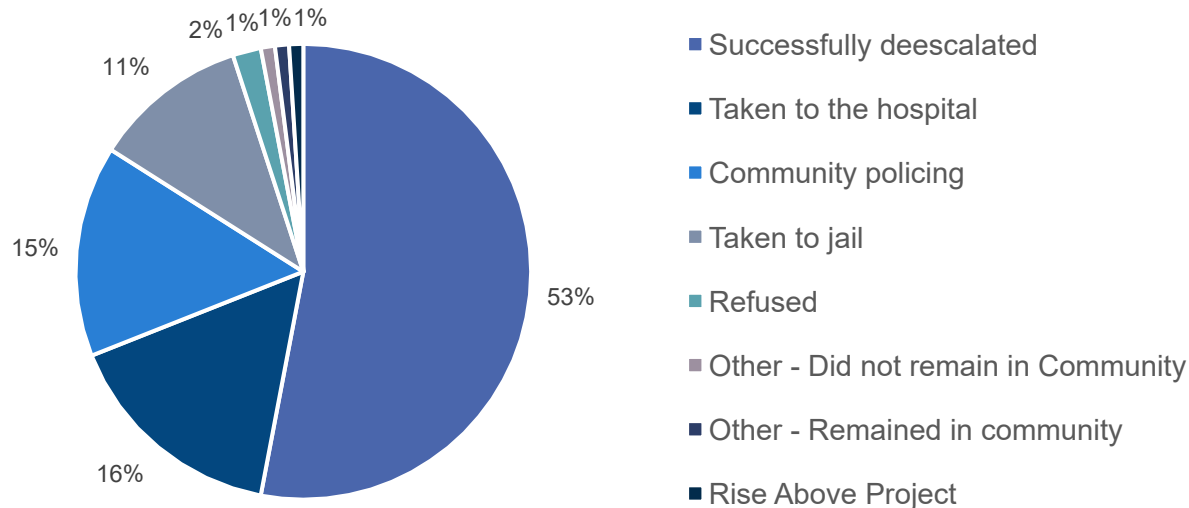


Discussion:	
Fiscal Year July 2024 - June 2025	
Calls By Age	
136	18+ Crisis Response Calls
17	<18 Crisis Response Calls
153	Total Co-Responder Response
Calls By Outcome	
81	Successfully deescalated
24	Taken to the hospital
23	Community policing
17	Taken to jail
3	Refused
2	Other - Did not remain in Community
2	Other - Remained in community
1	Rise Above Project



Data

CCBHC: Co-Responder Outcome - RYC Muscatine
July 2024 - June 2025



Discussion:	
Fiscal Year July 2024 - June 2025	
53% (81/153)	Successfully deescalated
16% (24/153)	Taken to the hospital
15% (23/153)	Community policing
11% (17/153)	Taken to jail
2% (3/153)	Refused
1% (2/153)	Other - Did not remain in Community
1% (2/153)	Other - Remained in community
1% (1/153)	Rise Above Project





City of Muscatine

ITEM NUMBER

IN-DEPTH ITEM - CITY COUNCIL

DATE: 5/8/2025

STAFF

Jeff Jirak, Police Captain
Courtney Patel, Animal Control Officer

SUBJECT FOR DISCUSSION

Presentation on Trap Neuter Release (TNR) of Cats in the City of Muscatine - Courtney Patel

EXECUTIVE SUMMARY

GENERAL DIRECTION SOUGHT AND SPECIFIC QUESTIONS TO BE ANSWERED

BACKGROUND/DISCUSSION

ATTACHMENTS

1. TNR Powerpoint

Trap-Neuter-Return

05.02.25

JEFF JIRAK, CAPTAIN MPD

COURTNEY PATEL, ANIMAL CONTROL OFFICER



Direction Sought

- Does City Council support code language to enable TNR?



Definitions

- TNR- Trap, Neuter, Return. Altering, vaccinating, ear-tipping, and returning healthy community cats to the areas where they've already been living.
- Community cat- Not owned by any person(s). Often referred to as a stray cat, feral cat, or barn cat. Meets certain criteria to be allowed to roam freely in the city.
- Ear tipping- tip of left ear removed(approximately 1cm) to show that the cat has been vaccinated and altered.
- Altering-Spay female cats and neuter male cats. Removing or altering reproductive system to disallow cats to reproduce.



Why Now

- We have had citizens and organizations requesting permission to TNR.
- City of Muscatine has a rather large feral/free-roaming cat population.
- TNR allows options for other organizations to assist with cat population and control.
- Backlogged list for trapping cats-5 year total of 942 cats taken to the Muscatine Humane Society by Animal Control Officer. This number does not include strays brought in by citizens. Unknown number.
- Over population in shelters. Shelter are unable to keep up with cat intakes.



Minimum requirements before returning community cats to public;

- Has been assessed by veterinarian and deemed healthy.
- Has been altered(spayed or neutered).
- Has been vaccinated for rabies and FVRCP.
- Has been ear tipped by a licensed veterinarian.
- No persons owns the cat(no microchip or I.D.)

Pros vs Cons

- Frees up shelter space.
- Less illness in shelter due to overcrowding.
- Less stress for animals(short term confinement).
- Lessens euthanasia numbers.
- Altered cats have a lower noise level, less marking, lower aggression levels, and roam less(less nuisance issues).
- Cost lowered for city contract of \$30k+ annually.
- Volunteers to assist with trapping efforts by TNR facility.
- Statistics provided by TNR facility regarding animals serviced.

- Conservation issues/wildlife.
- Citizen education will need to be provided.

Peer Cities

- Clinton- Allows TNR.
- Mason City- Allows TNR.
- Marshalltown- Allows TNR.
- Burlington- Allows TNR.
- Ft. Dodge- Allows TNR.
- Bettendorf- Allows TNR.
- Waukee-Allows TNR.



Direction Sought

- Based on the information provided, does City Council desire to provide language to support TNR in city code?