



Council Study Meeting
July 15, 2019
7:00 p.m. or
Immediately Following the City Council Meeting
City Council Chambers

Agenda

1. Presentation from representatives of the Capital Crossroads Group regarding Storm Water
2. Presentation regarding the Square Streetscape Project
3. Other items

City Council Study Meeting

1.

Meeting Date: 07/15/2019

Information

Subject

Presentation from representatives of the Capital Crossroads Group regarding Storm Water

Information

Fiscal Impact

Attachments

Presentation

CAPITAL CROSSROADS

THE VISION PLAN FOR GREATER DES MOINES & CENTRAL IOWA

Storm Water Management

Why are we here?

Based on direction from the MIALG, a group composed of primarily City staff but also including developers and consulting engineers spent 9 afternoons from May to October attending trainings about stormwater management.

Three Key Lessons from this series:

1. Managing stormwater is a key regional priority.
 - Water doesn't respect jurisdictional boundaries.
 - Success demands that we work together across the metro.
2. We are facing more frequent, more intense storms that result in increased flooding, additional risk to infrastructure and significant erosion.
3. Additional tools and design methods are available to address ongoing and increasing stormwater issues for existing and new developments.

What are local governments contributing?

- In the period 2004-2024, local governments will have spent nearly \$415 million on stormwater projects and operations.
 - \$14,325,855 for commercial
 - \$209,933,913 for residential
 - \$1,074,441 for industrial
- As is the case with most metro communities, the amount of yearly public expenditure for managing storm water is increasing (both operation and capital).
- In Indianola capital expenses for FY20 are expected to be \$430,000.
- In order to address current storm water impacts and system deficiencies, it is anticipated that the demand for capital improvement funding will be increasing, with expected expenditures being \$500,000 to \$750,000. annually.
- These amounts do not include flood related recovery or mitigation activities.

Stormwater Concerns/Issues

Local Site Erosion Concerns- South O
Creek Erosion



Stormwater Concerns/Issues

S & T Court Drainage Erosion Concerns



Potential for Stormwater Damage

Hillcrest Avenue Culvert- Before/After pics

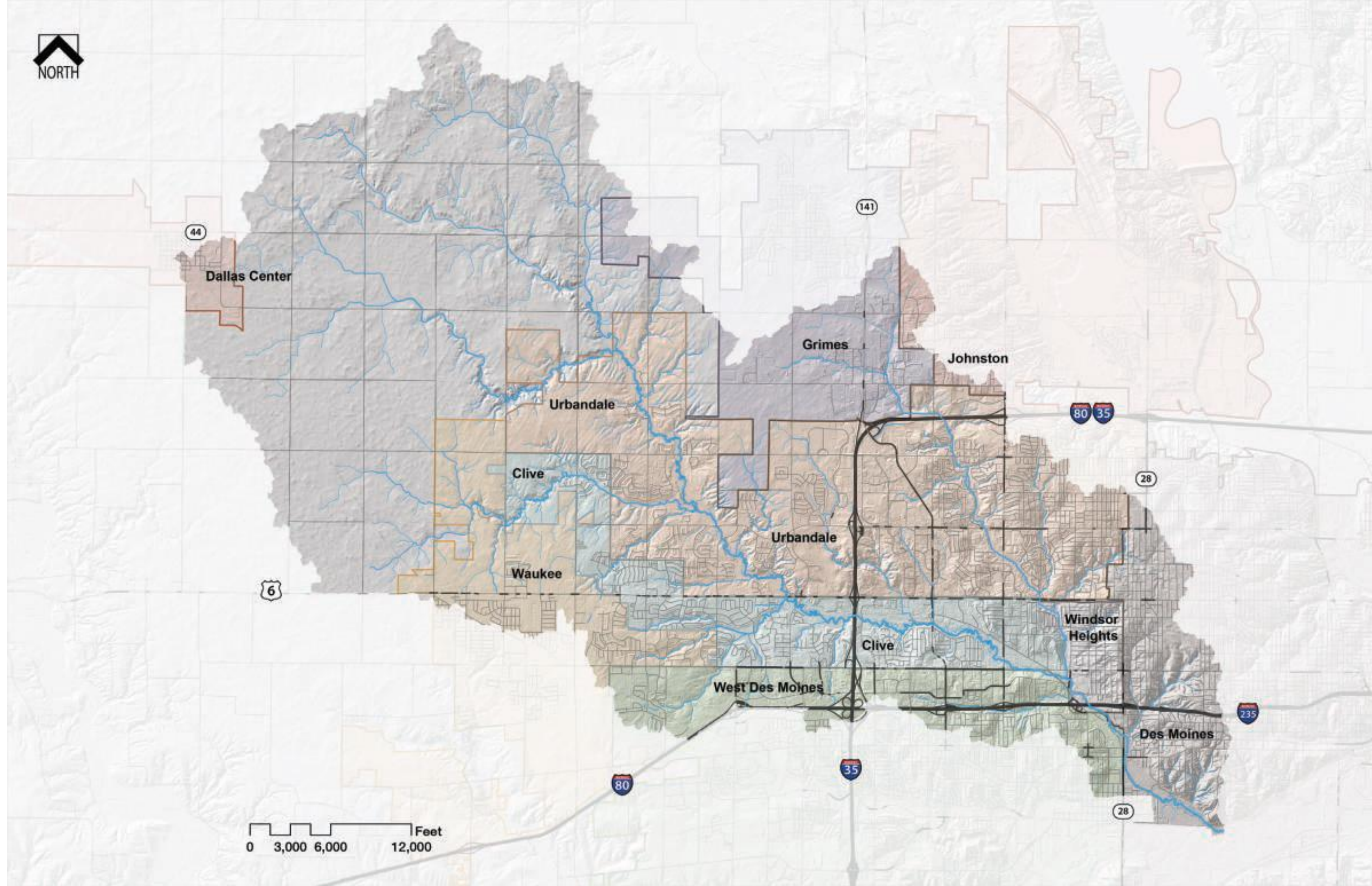


An Enhanced Approach

- Previous design methods are no longer sufficient. New development under these methods will exacerbate known problems.
- Effective stormwater management is an entire suite of guidelines and solutions that can be utilized with new development, redevelopment, existing built areas, and agricultural areas.
- Moving forward, using the latest methodologies and best practices will help address known problems and provide a more consistent and effective approach to stormwater management. Proactive design is cheaper and less disruptive long-term.

*“Gray Infrastructure” (flumes, pipes, structures)
PLUS “Green Infrastructure” (natural infiltration, detention)*

We're All In This Together



Call To Action

- Empower staff to work with other city staffs across the metro to determine enhanced stormwater management approaches for recommendation to Council.
 - Create a “toolbox” of techniques
 - Use green infrastructure where appropriate
 - Consider life cycle costs of stormwater management

DISCUSSION & QUESTIONS



City Council Study Meeting

2.

Meeting Date: 07/15/2019

Information

Subject

Presentation regarding the Square Streetscape Project

Information

In your packet is a copy of the draft Streetscape Plan. This plan was prepared by Bolton & Menk and includes recommendations from the Steering Committee.

Fiscal Impact

Attachments

Plan



CITY SQUARE MASTER PLAN

CITY OF INDIANOLA, IOWA
JULY 2019

ACKNOWLEDGMENTS

SPECIAL THANKS TO:

The many community members and public participants who provided feedback to help define the final recommendations for this document.

PROJECT STEERING COMMITTEE:

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- Kathy Magruder

CITY STAFF:

- Ryan Waller – City Manager
- Charlie E. Dissell, AICP – Director of Community & Economic Development

CITY COUNCIL:

- Kelly B. Shaw – Mayor
- John Parker Jr. – 1st Ward
- Bob Kling – 2nd Ward
- Joe Gezel – 3rd Ward
- Greta Southall – 4th Ward
- Shirley Clark – At Large
- Greg Marchant – At Large

DESIGN TEAM:

- Chadd Kahlsdorf, P.E., PMP – Principal Engineer
- Jim Harbaugh, PLA, ASLA – Project Manager
- Rose Brown, AICP – Senior Urban Planner
- Nate Weitzl, PLA – Landscape Architect
- Brianna Holden, ASLA – Landscape Designer
- Tyler Danielson – GIS Specialist



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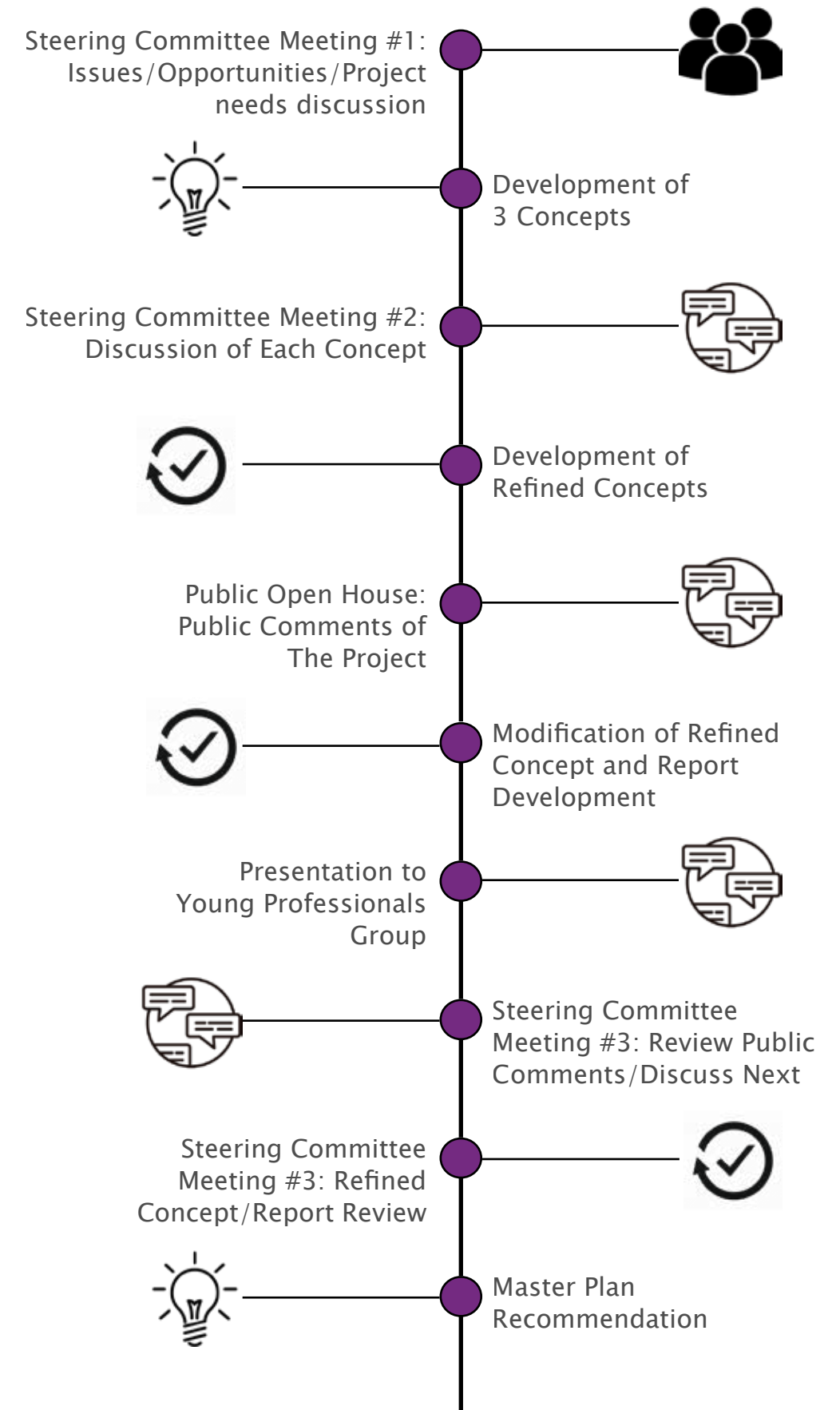
EXECUTIVE SUMMARY

INTRODUCTION

In September of 2018, the City of Indianola partnered with the Indianola Chamber of Commerce, Warren County Economic Development Council and the Iowa Economic Development Authority to assess the downtown square. A key recommendation of the assessment was to develop a streetscape concept plan. The new justice center facility provides an opportunity to create unifying and sustainable streetscape enhancements that the community can be proud of well into the future. The city is taking proactive steps to develop a streetscape master plan for the downtown square.

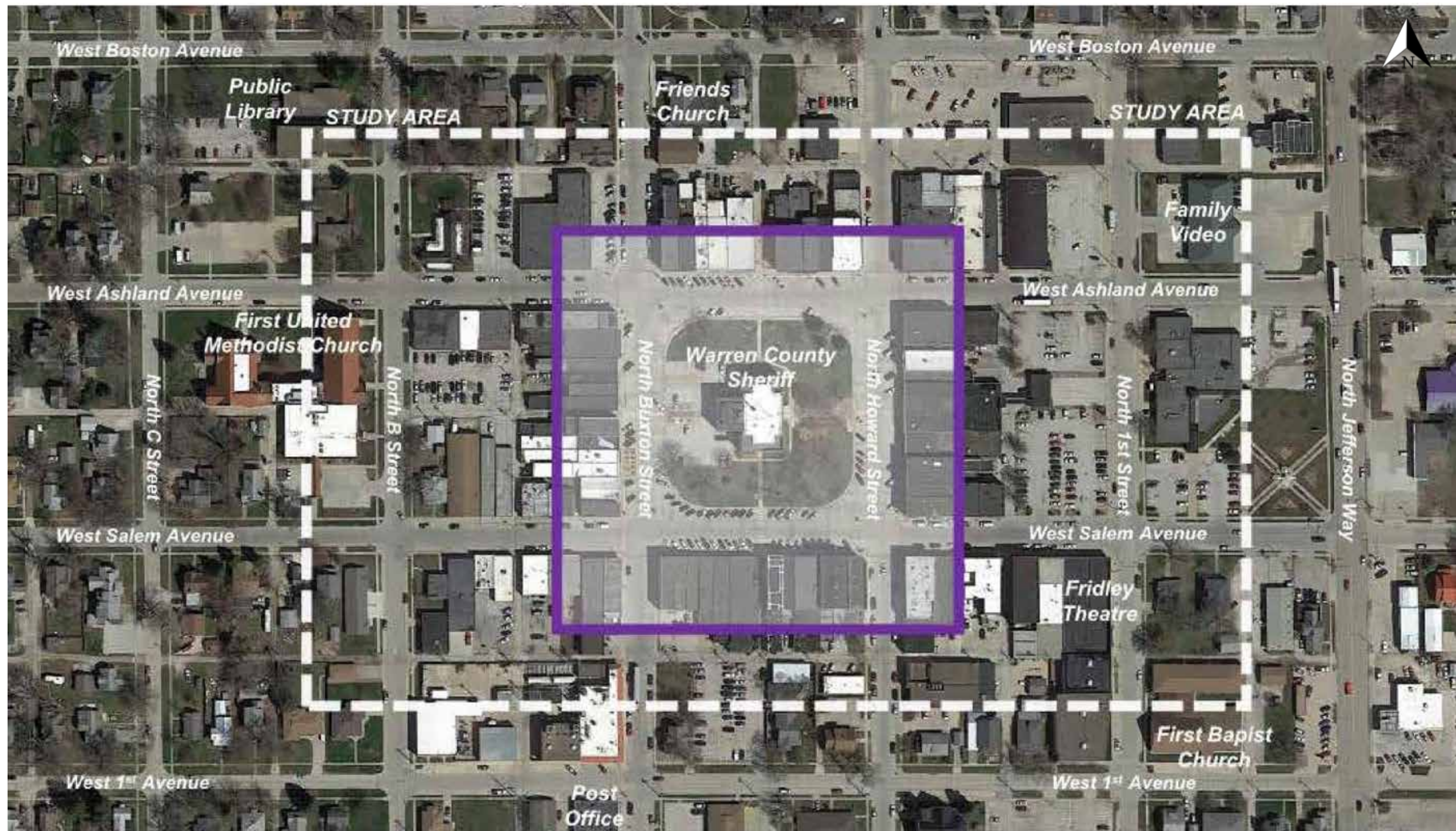
A downtown city square is the heart of a community. It is a place where people gather, spend time, and shop local. The demolition of the Warren County courthouse and replacement with the new justice center facility will have a significant impact on the appearance and function of the downtown square. The change is an opportunity to create unifying and sustainable streetscape enhancements that the community can be proud of well into the future. The city is taking proactive steps to develop a streetscape master plan for the downtown square.

THE PROCESS



PROJECT LIMIT

The image below shows the immediate project area and the broader study area. The area of the immediate project includes the four streets of North Howard Street, West Salem Avenue, North Buxton Street and West Ashland Avenue. A successful project must consider the impacts to a larger area beyond the square. Design elements including traffic pattern and parking can positively impact a greater area of the community.



(NOT TO SCALE)

MASTER PLAN RECOMMENDATIONS

RECOMMENDATIONS

The overall goal of the project is to create a more pedestrian friendly, inviting and activated space where businesses thrive and where residents and visitors choose to spend time. The project should position the community for success well into the future. The steering committee recommends a master plan that includes the following design elements and features:



NEXT STEPS TO SUPPORT PROJECT INCLUDE:

	#1	COMPLETE FINAL ENGINEERING DESIGN
	#2	ESTABLISH AN EASEMENT WITH WARREN COUNTY FOR THE PORTION OF THE COUNTY-OWNED PARCEL THAT EXTENDS INTO THE STREET AREA. THE EASEMENT SHOULD INCLUDE RIGHTS FOR PARKING AND THE LOCATION AND OPERATION OF PUBLIC AND PRIVATE FRANCHISE UTILITIES FOR THE PUBLIC'S BENEFIT.
	#3	CONTINUE TO COORDINATE CONSTRUCTION AND DESIGN EFFORTS WITH WARREN COUNTY FOR THE BENEFIT OF THE CONSTRUCTION OF THE JUSTICE CENTER AND THE STREETScape ENHANCEMENTS
	#4	EXPAND PUBLIC PARKING OPPORTUNITIES THROUGHOUT DOWNTOWN
	#5	IMPLEMENT A WAYFINDING SYSTEM THAT INCLUDES SIGNAGE FROM HIGHWAY 92 AND HIGHWAY 65. EXPLORE UNIQUE DESIGN ELEMENTS FOR THE SYSTEM THAT COULD INCLUDE ARCHWAY/GATEWAY ELEMENTS
	#6	IMPLEMENT A PHASED APPROACH TO EXTEND THE COMMON DESIGN ELEMENTS OF THE STREETScape INTO OTHER AREAS OF THE DOWNTOWN
	#7	PURSUE GRANT FUNDING OPPORTUNITIES TO FINANCE THE STREETScape ENHANCEMENT PROJECT

EXISTING CONDITIONS

The downtown square acts as a two-lane, one-way directional square, with angled parking on both sides of the square. The angled parking on the interior of the square follows the radius of the intersection and does not appear to meet any established standard for the geometrics of a parking stall. The current configuration includes a mid-block pedestrian crossing with no areas for refuge on each side. The amount of vegetation provided within the public right-of-way is limited to planting baskets of annual blooming flowers on the street light poles and landscaping on county property.

The interior of the block is in the process of demolition to prepare for the construction of the new Justice Center. The site is an active construction site and a significant amount of greenspace will be removed as part of the project.

The section displayed is the existing layout of North Howard Street.

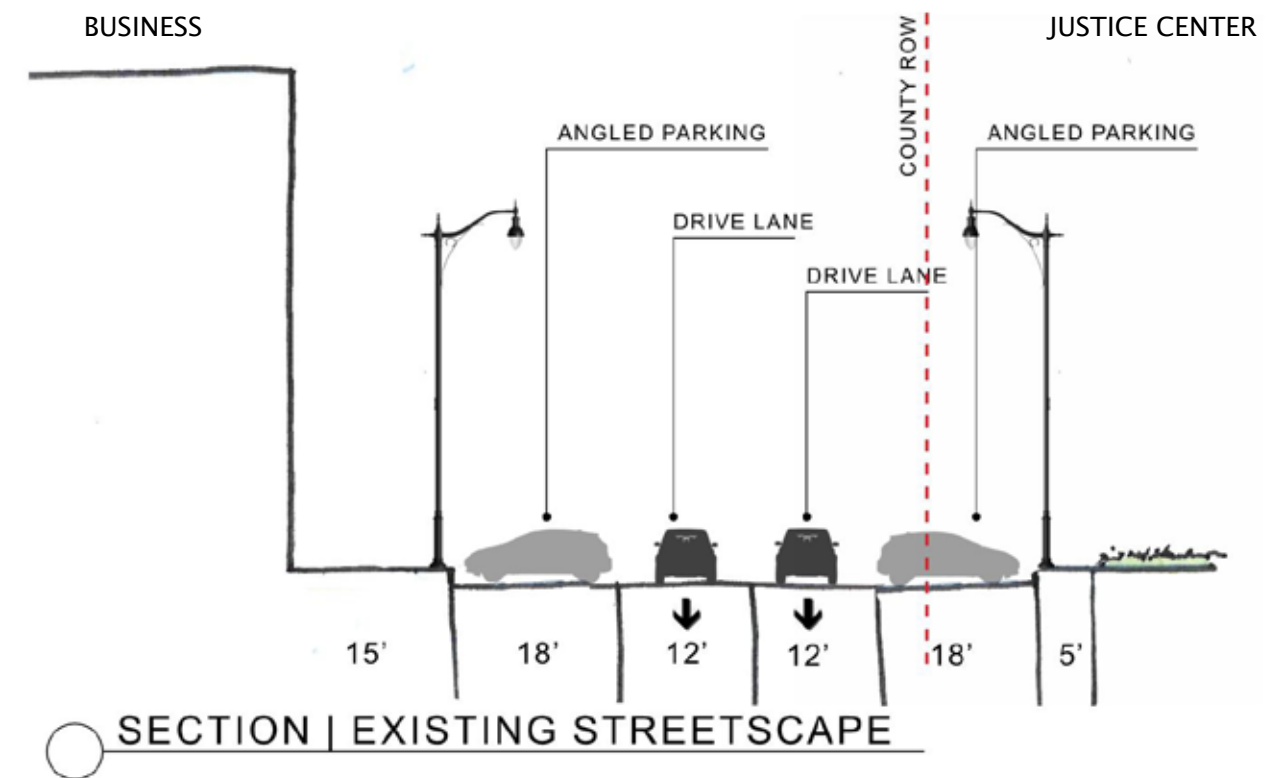


IMAGE FROM GOOGLE



IMAGE FROM GOOGLE



IMAGE FROM GOOGLE



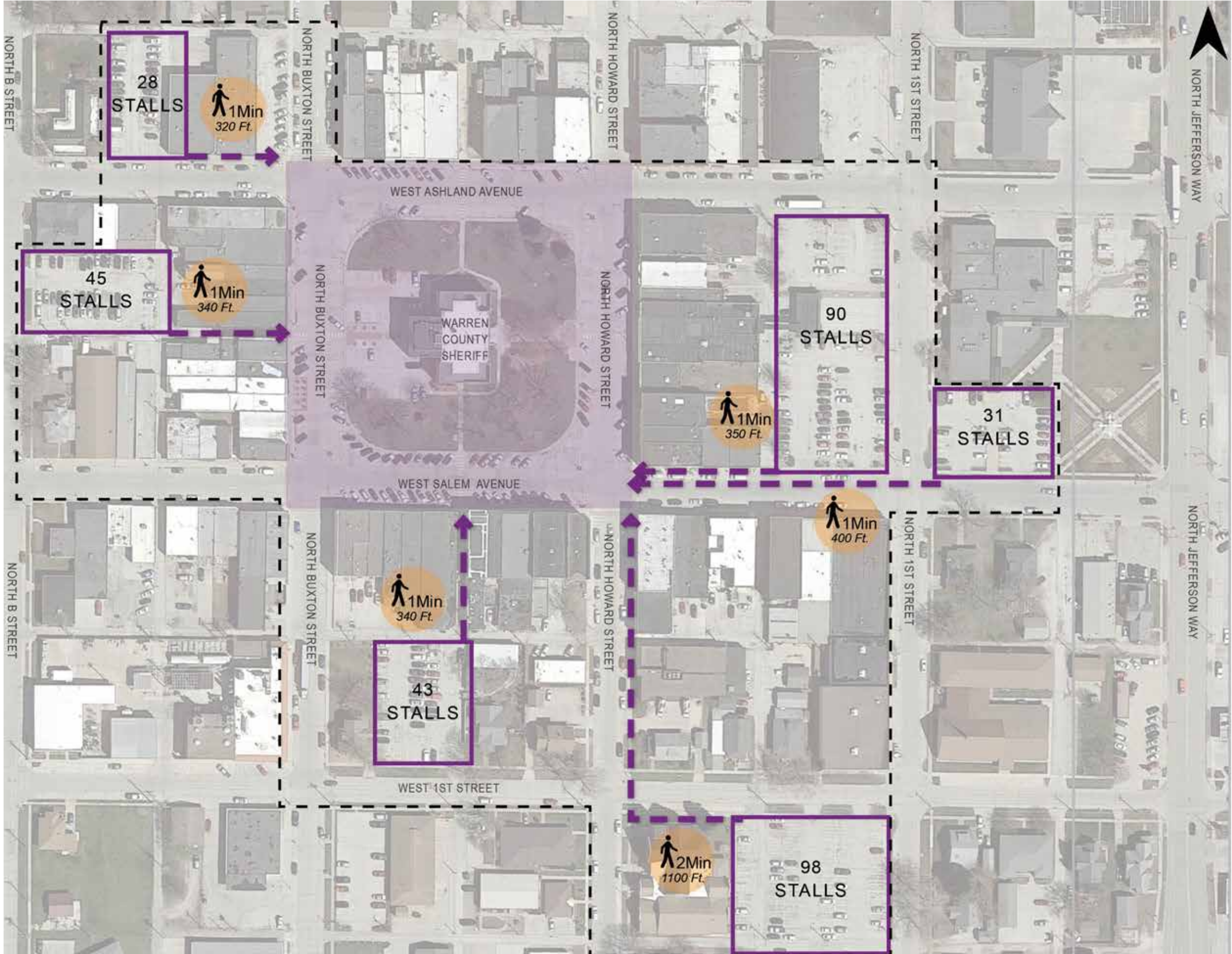
IMAGE FROM GOOGLE

PROJECT CONSIDERATIONS

- ☐ What **historic elements** showcase Indianola Downtown?
- ☐ What is currently the **biggest issue** with the Downtown Streetscape?
- ☐ What **challenges** need to be addressed in order to make this study and its outcomes successful?
- ☐ What special **events** take place Downtown Indianola? What is lacking for those special events? Parking? Event Power? Accessibility?
- ☐ What **elements do you dislike**? What **elements do you like**?
- ☐ What does a **safer street** mean to you?
- ☐ Establish **critical success factors** – what are the factors that will determine the success of the project?
- ☐ What is the **downtown vision** for the study area? How does it **compare** to the existing conditions?
- ☐ What current issues affect the downtown **functionality**?
- ☐ Does the current **parking function** well? If not, how would you improve it?
- ☐ Do you feel downtown is **pedestrian friendly**? How can it be improved?

PUBLIC PARKING DISTANCE STUDY MAP

- ✓ WALKABILITY
- ✓ ACCESSIBILITY
- ✓ PEDESTRIAN FRIENDLY

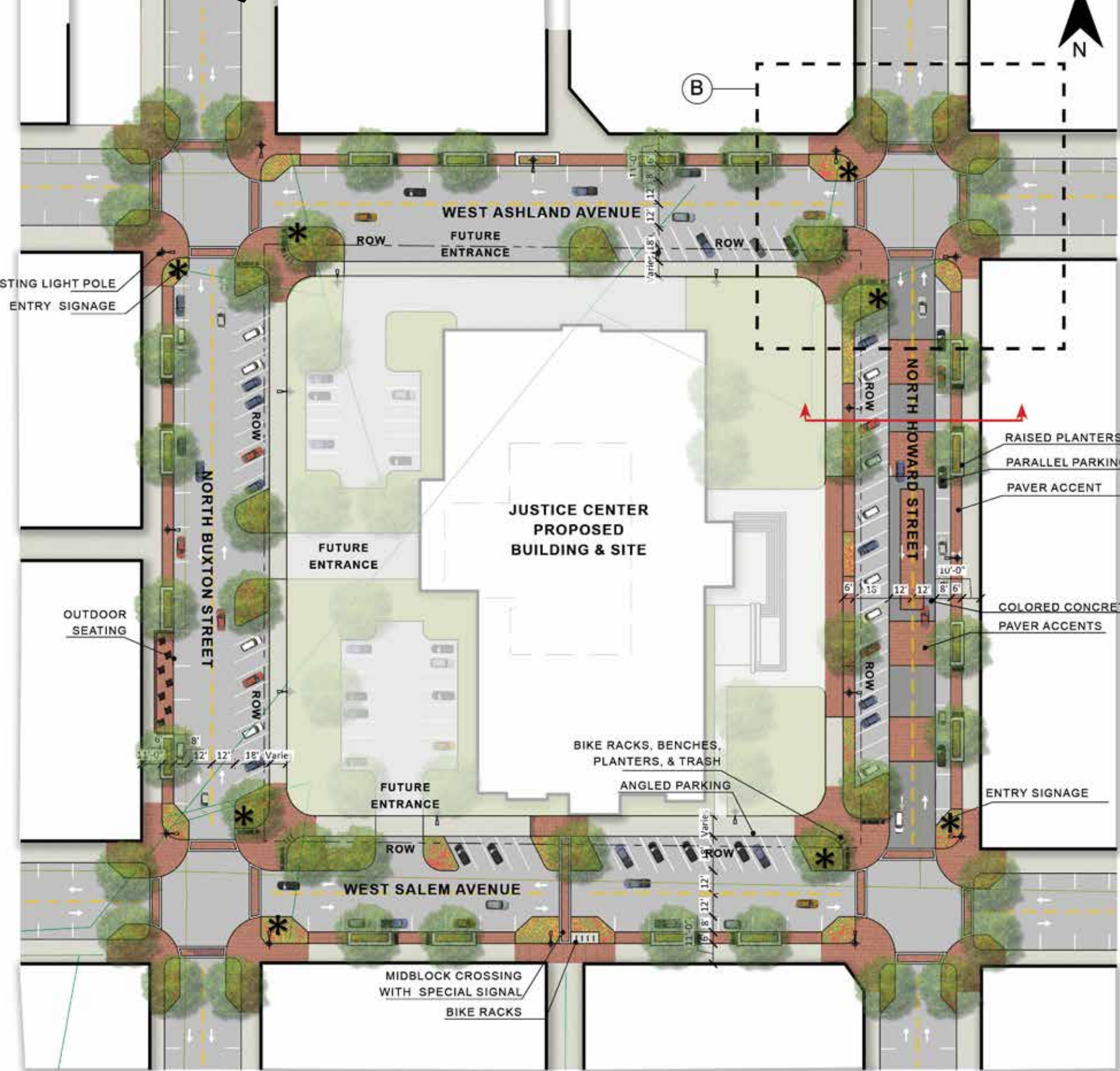


PUBLIC PARKING OBSERVATION

- The refined concept provides for parallel parking on the outside of the public right-of-way and angled parking on the interior of the square.
- The reconfiguration of parking along with the changes to driveway locations to serve the justice center result in a net loss of the total number of on-street parking stalls.
- As such, an observation of other publicly available parking areas within a reasonable walk of the square were identified. Five parking lots located within a one-minute walk from the square provide 237 parking spaces available for public use.
- The refined concept provides 134 spaces of on-street parking. When added to the 237 off street spaces, this gives a total of 371 public parking spaces for the downtown square. An additional lot located within a two-minute walk provides an additional 98 spaces.



CITY SQUARE MASTER PLAN RECOMMENDATION



A CITY SQUARE REFINED CONCEPT

CITY SQUARE MASTER PLAN

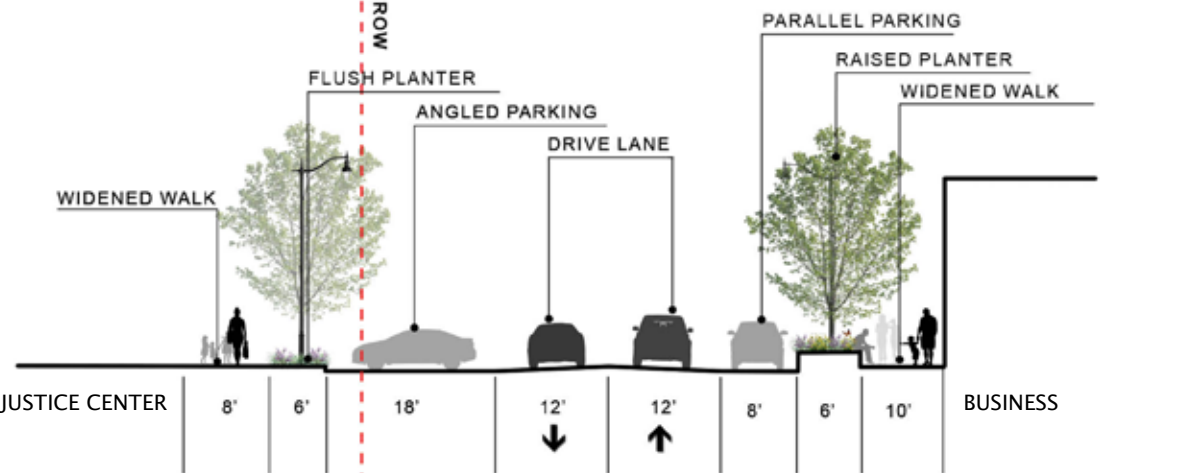
The refined and preferred alternative features two-way traffic, parallel parking on the business side of the square, angled parking on the inside of the square, bump-outs with colored crosswalks for pedestrian safety, signage/wayfinding locations, raised planters, outdoor furniture and fixtures. North Howard Street is designed so that it can be closed for special events and utilize the justice center as a stage area.

The image displayed below is a cross-section of the street. Image B on the following page illustrates that the overall geometrics of the refined concept is functional with minor adjustments for either scenario.

ON SQUARE PARKING:

- Existing Parking – 164 Stalls
- County Update Parking – 153 Stalls
- Street Redesign Parking – 134 Stalls

Total Loss: 30 Stalls



C CROSS-SECTION | N HOWARD STREET

STREETSCAPE REDESIGN ALTERNATES

STREETSCAPE DESIGN ALTERNATIVES

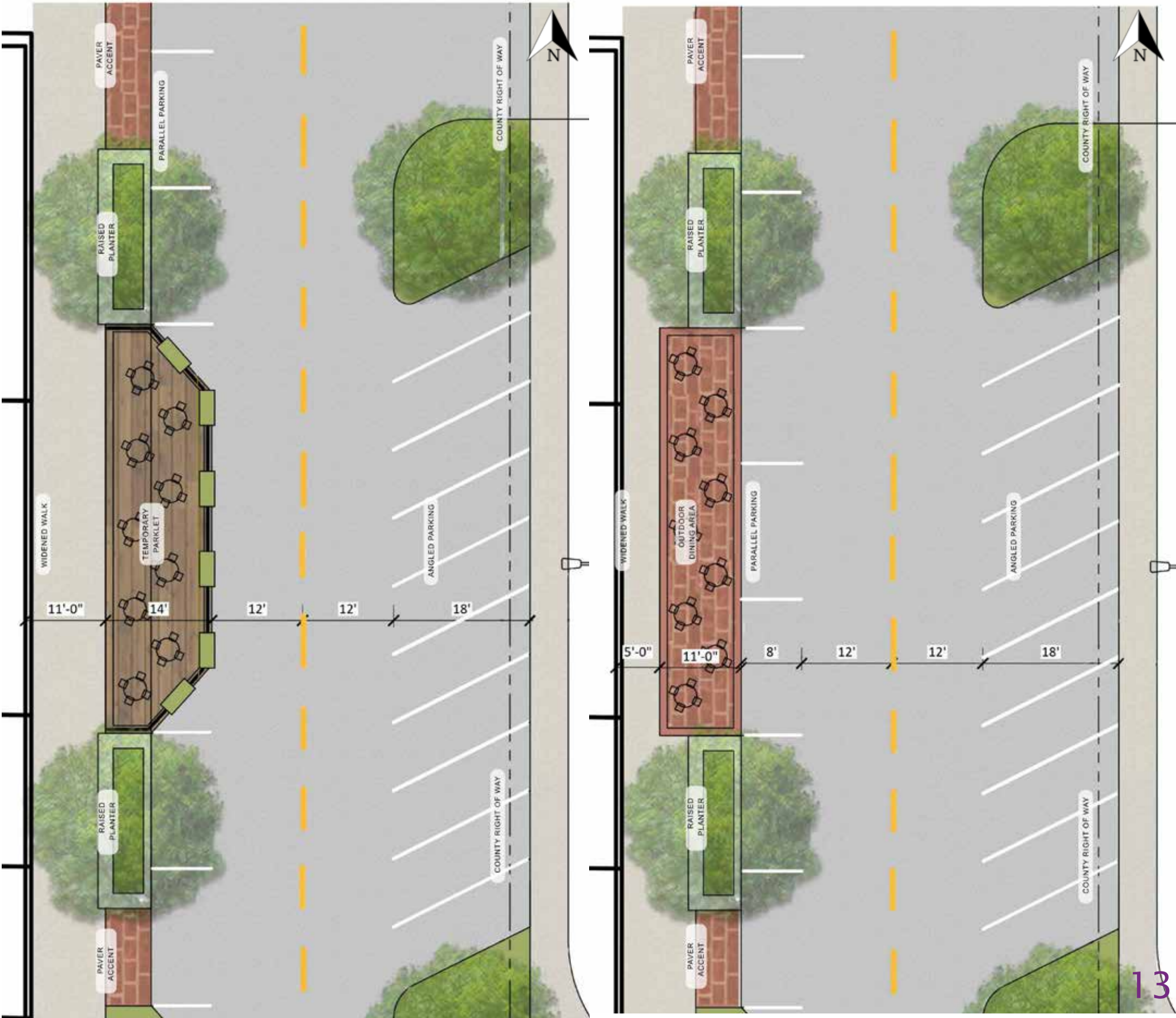
One of the overall objectives of the streetscape project is to activate the space and create opportunities for gathering. The options shown demonstrate different approaches to providing outdoor space for adjacent businesses. The scenarios shown provide for outdoor dining, but the space could also be available in the same way for occasional outdoor sales and demonstrations associated with other types of business.

Future Outdoor Dining Space was the favored scenario from the public open house. The option still allows for a five-foot-wide unobstructed pedestrian way for the enjoyment of the public.

Existing Parklet with Reconfigured Street is similar to the existing condition. It retains the full width of the sidewalk for public enjoyment but does eliminate an on-street public parking space.

Existing Parklet with Reconfigured Street

Future Outdoor Dining Space



B CITY SQUARE ONE-WAY ALTERNATE

FURNITURE



PREFERRED



PAVEMENT



PREFERRED



PREFERRED



PLANTERS



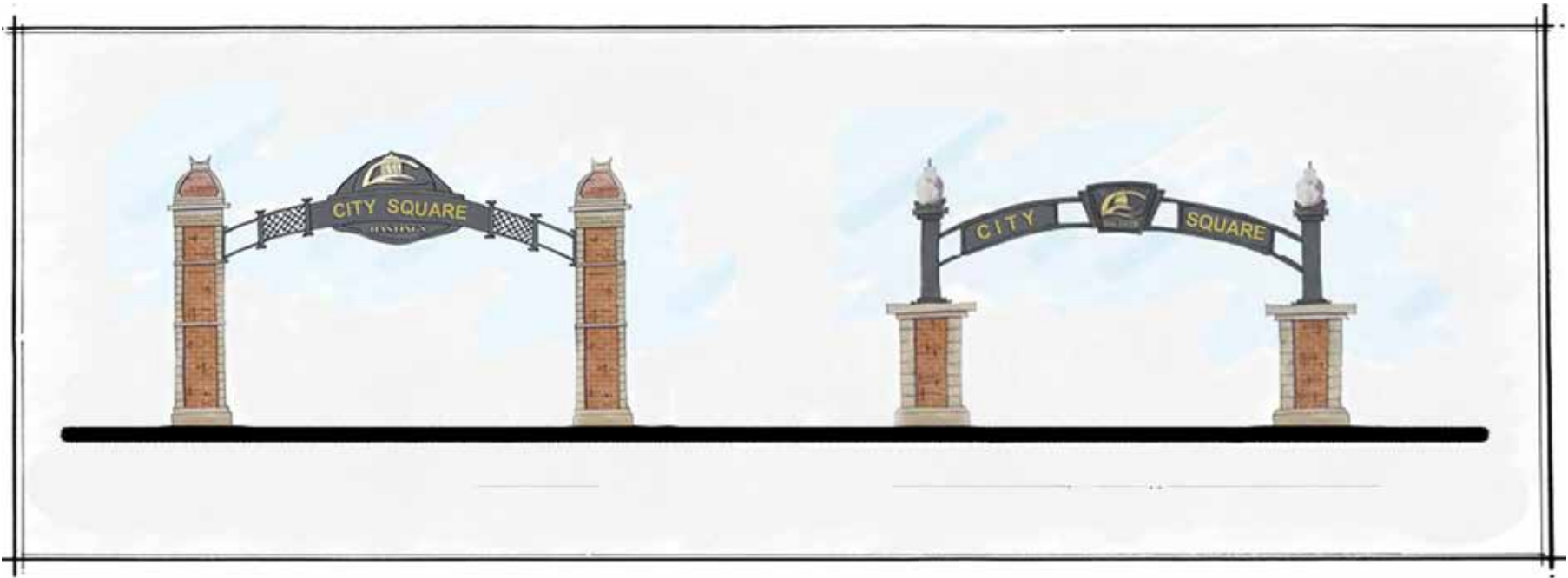
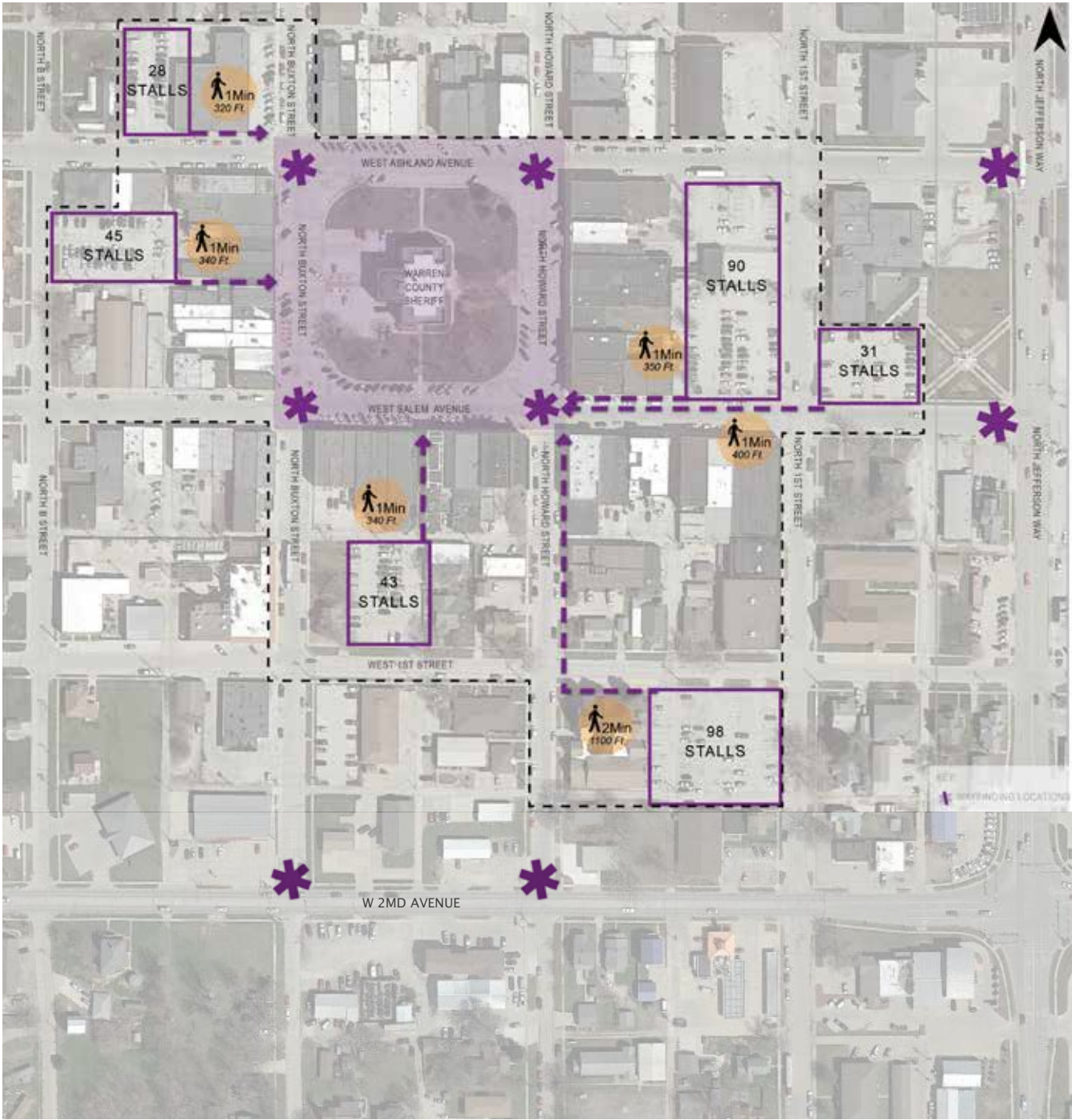
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WAYFINDING/MONUMENTS



BRANDING & IDENTIFYING

The square of Indianola is the heart of the community. It is vitally important to give the area an identity and direct people to the area. Wayfinding and monuments are an effective way to brand a downtown. Above are some examples of monuments and wayfinding that can be placed within the streetscape to welcome users to the area.

The map displayed shows recommended locations where monuments can be placed, as symbolized with a purple asterisk. Key locations are at each corner of the square and at the highway for each street that enters you into the square to direct visitors to the downtown area. A secondary wayfinding system is necessary to direct drivers to public parking lots located away from the square.

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CHAMBER OF COMMERCE BUSINESS MAP

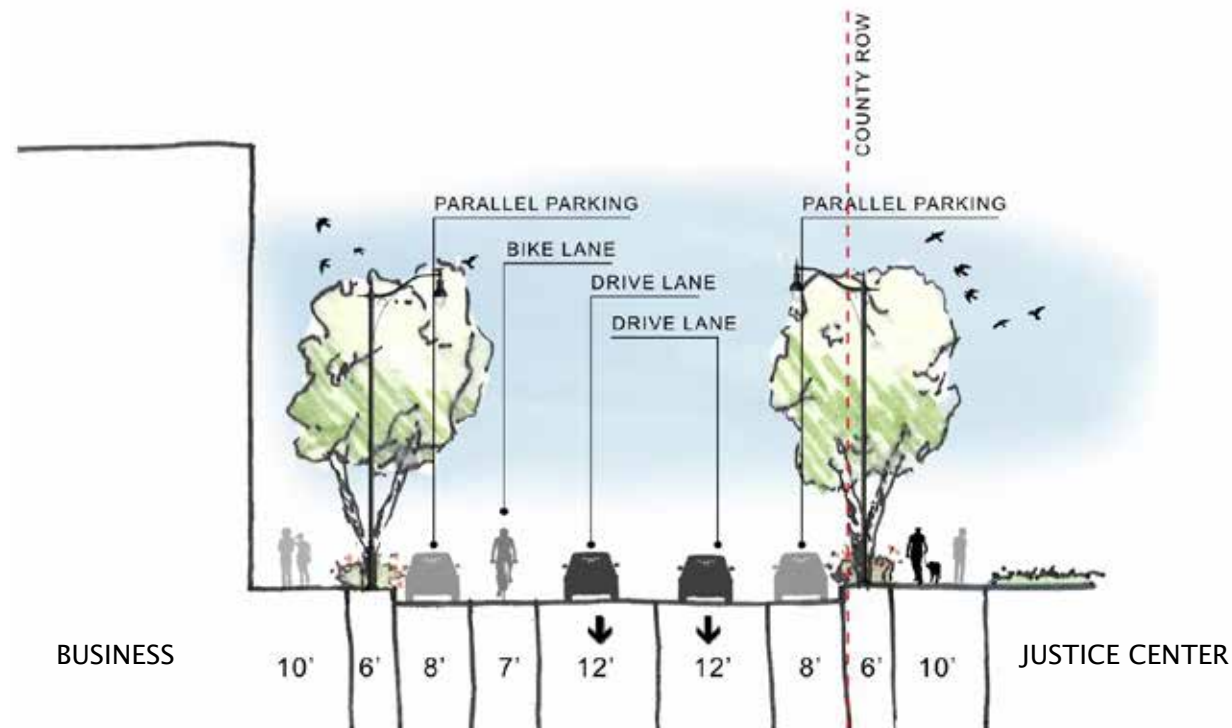


PRELIMINARY CONCEPT A

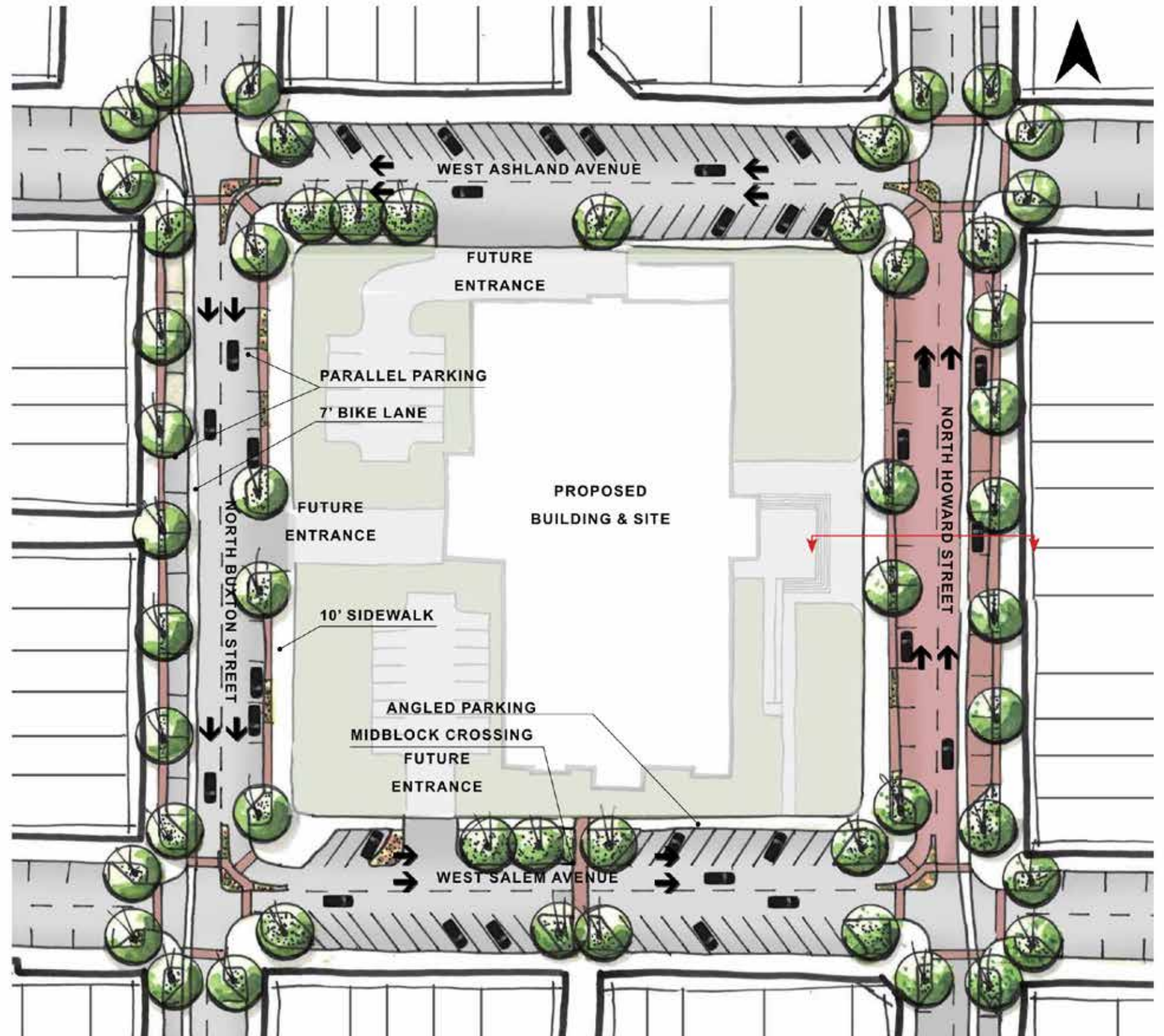
CITY SQUARE PRELIMINARY CONCEPT A

Option A explores the opportunity of changing North Howard Street & North Buxton Street to parallel parking. The change creates room for a bike lane, maintaining one-way traffic, adding bump-outs and colored crosswalks. After analyzing this concept bike lanes were not a priority.

This option negatively impacts parking stall counts leaving the square with a total loss of 44 stalls.



A SECTION | ONE-WAY WITH BIKE LANE



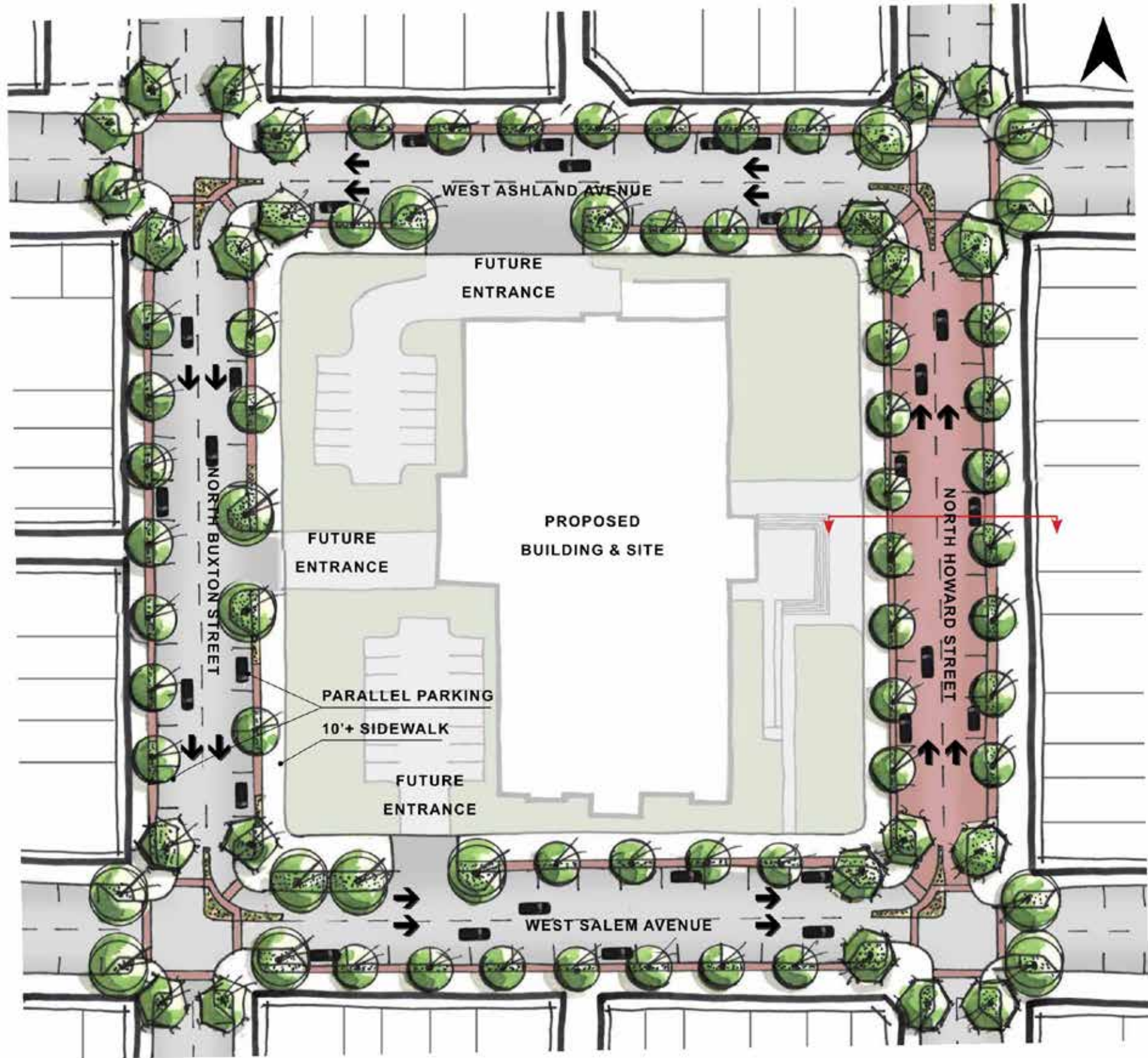
A CONCEPT A | ONE-WAY WITH BIKE LANE

PRELIMINARY CONCEPT B

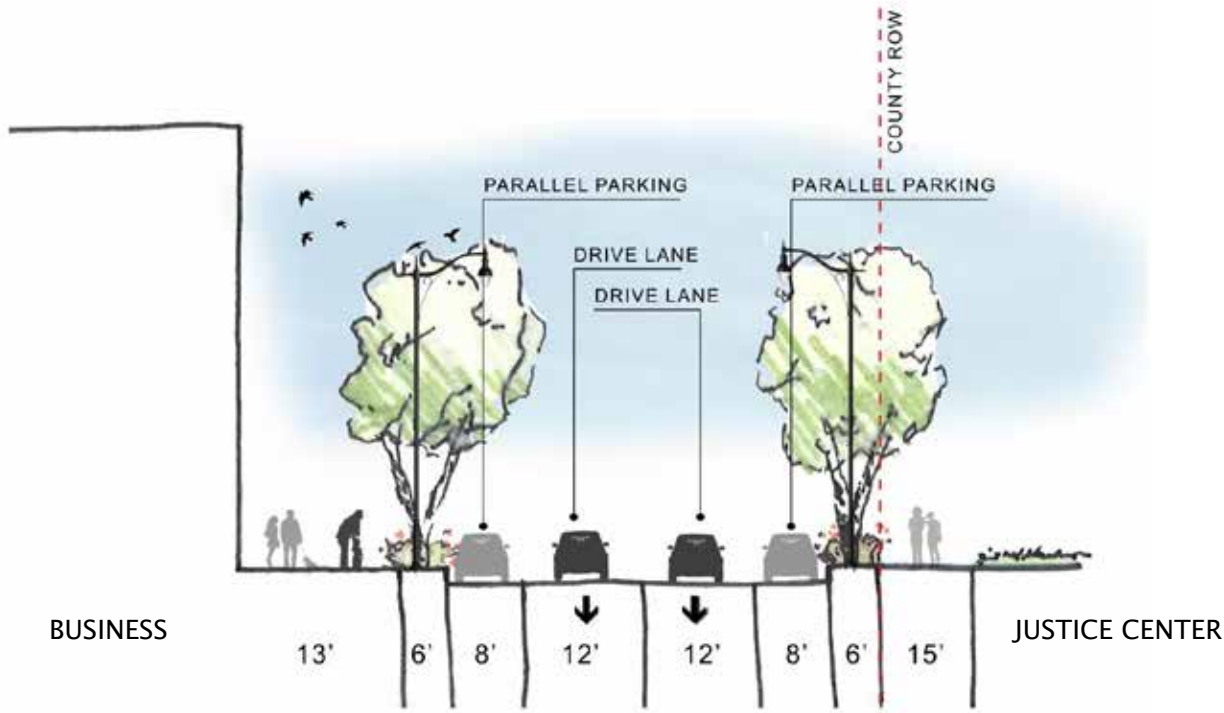
CITY SQUARE PRELIMINARY CONCEPT B

Option B explores the opportunity of changing all four streets on the square to parallel parking creating widened sidewalks that can offer outdoor seating between landscape planters. The concept maintains one-way traffic, adds bump-outs and colored crosswalks.

The option negatively impacts parking stall counts leaving the square with a total loss of 77 Stalls.



B CONCEPT B | ONE-WAY DRIVE LANES



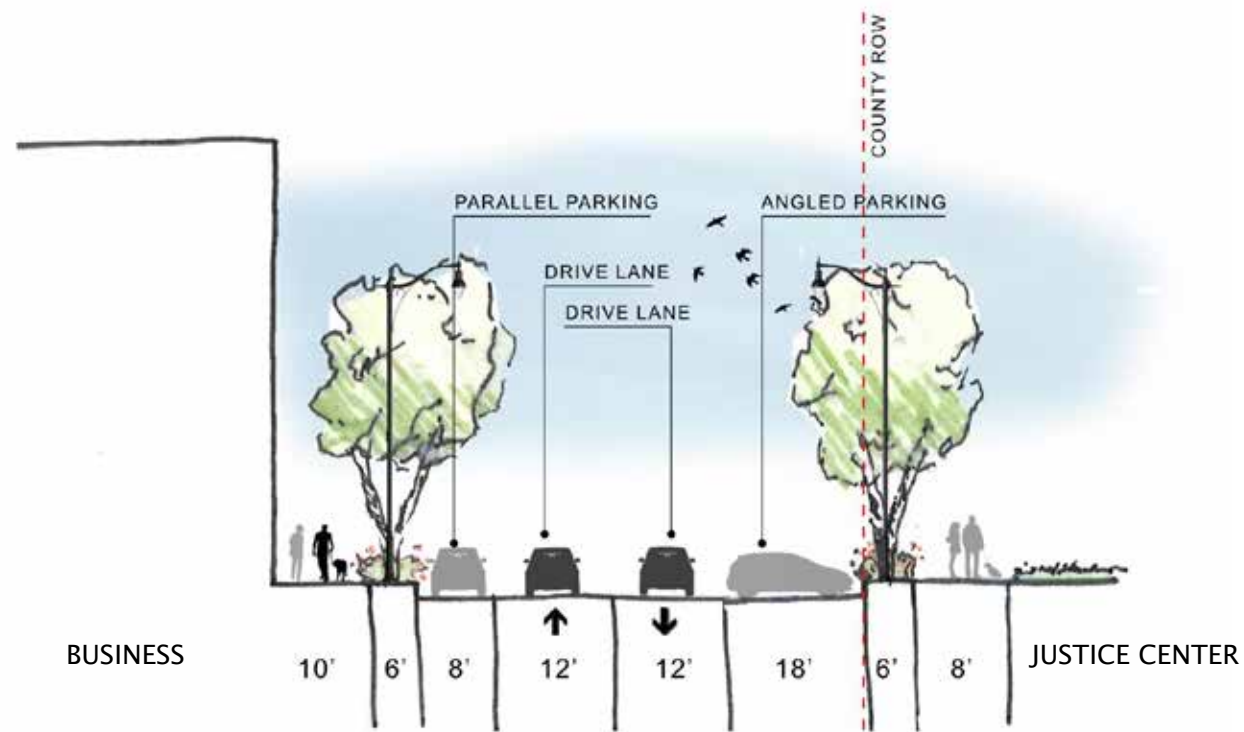
B SECTION | ONE-WAY DRIVE LANES

PRELIMINARY CONCEPT C

CITY SQUARE PRELIMINARY CONCEPT C

Option C explores the opportunity of two-way traffic, changing all four streets on the square to have one row of parallel parking, while maintain one row of angled parking to allow for widened sidewalks, adding bump-outs and colored cross-walks.

This concept was discussed and favored by the committee and resulted in a net loss of 37 stalls.



© SECTION | TWO-WAY DRIVE LANES



© CONCEPT C | TWO-WAY DRIVE LANES

HORZ SCALE 0 40 80 FEET

OPINION OF PROBABLE COST

City Square Master Plan | City of Indianola, Iowa

CONCEPTUAL MASTER PLAN - OPINION OF PROBABLE COSTS

JULY 2019

*Quantities are approximate, based on preliminary concept plan included in Master Plan Report dated July 2019.

	UNIT	QUANTITY	UNIT COST	TOTAL
MOBILIZATION AND TRAFFIC CONTROL	LS	1	\$425,400.00	\$425,400.00
REMOVALS AND DEMOLITION	LS	1	\$200,000.00	\$200,000.00
EXCAVATION, CLASS 13	LS	1	\$125,000.00	\$125,000.00
UTILITIES	LS	1	\$300,000.00	\$300,000.00
CURB AND GUTTER	LF	3,000	\$40.00	\$120,000.00
PCC SIDEWALK	SY	3,000	\$65.00	\$195,000.00
PCC ROADWAY PAVING	SY	8,000	\$65.00	\$520,000.00
DECORATIVE SIDEWALK PAVEMENT (CONCRETE UNIT PAVERS)	SF	19,500	\$24.00	\$468,000.00
DECORATIVE STREET PAVEMENT (CONCRETE UNIT PAVERS)	SF	4,100	\$30.00	\$123,000.00
DECORATIVE CROSSWALKS (CONCRETE UNIT PAVERS)	SF	2,700	\$30.00	\$81,000.00
PEDESTRIAN RAMPS	EA	32	\$2,000.00	\$64,000.00
PEDESTRIAN CROSSING SIGNAL (RRFB)	LS	1	\$30,000.00	\$30,000.00
STREET TREES	EA	48	\$550.00	\$26,400.00
STRUCTURAL SOIL	CY	960	\$90.00	\$86,400.00
SITE FURNISHINGS (BENCHES, BIKE RACKS, LITTER RECEPTACLES)	LS	1	\$50,000.00	\$50,000.00
WAYFINDING SIGNAGE & MONUMENTATION	LS	1	\$75,000.00	\$75,000.00
RAISED PLANTERS	EA	17	\$12,500.00	\$212,500.00
LANDSCAPE BEDS (PLANT MATERIAL, AMENDED SOIL, MULCH)	SF	8,000	\$20.00	\$160,000.00
IMPROVEMENTS SUBTOTAL				\$3,261,700.00
CONTINGENCY (20%)				\$652,340.00
TOTAL				\$3,914,040.00
ENGINEERING/LEGAL/CONSTRUCTION SERVICES FEES (20%)				\$782,808.00
TOTAL W/ FEES				\$4,696,848.00



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- Not enough parking – angle parking on the side streets might be helpful
- Employees parking – parking is observed to be full by the times businesses open in the morning.
- Open to cross parking arrangements in private parking lot; maintenance concerns
- Public education of available parking locations could be part of overall marketing/promotion of the square.
- Lease parking to businesses in adjacent private lots.
- Public – 2 hr. on-street parking limits. Is this an enforcement issue? Metering – front spots – not desired at all
- Previously 80-85% of on-street parking spaces used by courthouse employees
- Angle parking is ok
- ‘Parking in the rear’ signage is needed to better direct the public to additional parking
- Streetscape timing – community will see the benefit more quickly than other construction occurring in the area.

Don’t change the following:

- Historical buildings
- Don’t make it look ‘like’ another town; keep Indianola Unique
- Public safety as a bonus

The following could be considered challenges:

- Communication will be a critical success factor
- Streetscape construction timing – ensure full access to businesses at all times

The following special events need additional consideration:

- Balloons
- Parades – typically use three sides of the square
- Bike Night – 6,000 bikes
- Consider a public restroom location
- Provide power for special events in the design
- It should have a primary gathering place – courtyard
- The steps at the Justice Center could be used as a natural stage
- Shut down streets for special events

Other considerations/notes:

- Bikes are not allowed on the sidewalks and often use alleyways to avoid the square. Include bike amenities in the design to provide a friendly welcoming space
- Consider outdoor dining space needs
- The aesthetics of the crosswalks are tired. The corner nodes should be improved
- Lighting – important for evening ambiance – Oskaloosa example cited
- Planters for landscaping – balance maintenance needs
- Street trees – need green; some indicated the green should remain on the inside of the square (Justice Center)
- Is there a storefront façade program to assist owners with maintenance?
- Create a downtown district – link the opera house, Simpson College, connect bike trails; add wayfinding; but don’t lose that it’s the ‘Square’
- Gateway elements on entryways into downtown
- The square should be designed and marketed as a destination to linger at and not just a place to complete one task and leave. It should have a WOW factor. Today it seems more task oriented and it should transition to more experience oriented. A place to spend time.
- Desire for public art – murals – culture

**Downtown Streetscape Master Plan – Meeting Minutes
Indianola, Iowa**

Steering Committee Meeting #1: Friday, March 8, 2019 9:00 AM

Agenda:

1. Introductions

- a. Bolton & Menk, Inc. team
- b. City staff
- c. Steering Committee Members

2. Project Purpose and Scope

Discussed the overall project intent.

3. Project Goals and Objectives

Discussed the overall project intent.

4. Process

Explained that this is step one in the design process.

5. Issues & Information Collection

Several issues/opportunities were discussed. The list that follows is a summary:

- One-way traffic (may) cause avoidance of the square area and limit the amount of traffic/foot traffic
- Good to increase traffic passing by businesses – many other communities have competed one/two-way conversions
- Would like connections to bike trails, bike lanes through the area
- Continue two-way traffic south toward Howard and Buxton
- Pedestrian crossings – mid-block crossings aren’t useful, but the crossing distance at the corners is significant
- Very car friendly, but not very ‘people’ friendly
- Access to downtown is somewhat limited because of all the turning movements
- Main focus is on traffic, not the adjoining businesses
- Traffic signals warranted to help with a potential traffic change? Likely not- the ADT count would need to increase significantly
- Design should consider the maintenance for flower baskets. Irrigation line in streetlight poles?
- Left turn movements into parking areas will increase conflict points – safety consideration
- Delivery vehicles are heavy in volume – delivery schedule from businesses would be helpful to gain an understanding
- Not a fan of deliveries in the back of buildings – operational business concerns
- Are the alleys accessible – does there need to be maintenance – case studies



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**Downtown Streetscape Master Plan
Indianola, Iowa**

**Steering Committee Meeting #2: Friday, April 19th, 2019
8:30 AM**

Agenda:

1. Introductions

- a. Bolton & Menk, Inc. team
- b. City staff
- c. Steering Committee Members

2. Project Scope

Review of what we have done, who we are, and what the goal is.
Review of prior meeting minutes – no comments or revisions

3. Streetscape Concepts

Concept A:

- Seasonal parking/Brickhouse patio
- Who maintains on County side?
- Questions on outdoor seating space.
- How do I get around the square?
 - Bike lane East & West, may lose parking spaces & will be strange
 - Bike paths to the square & Euclid

Concept B:

- Less parking, more pedestrian space
- Need to add signage and wayfinding to existing public parking lots
- Need space for bike parking
- Street trees
 - Keep on County side
 - Use other features for human scale
 - There are other ways to create scale without trees -lighting
 - Use planters/seasonal changes
 - Consideration of signage on buildings
- Consider the special event space & sight lines to possible stage location

Concept C:

- Possibly flip angle and parallel parking locations
 - Angled on the interior side (County) - Preferred
- A hybrid of B&C – like the idea of 13' wide SW – businesses could have freedom for sidewalk sales/outdoor dining/seating
- Get to downtown on a bike is more confusing to only have 2 streets
- Two-way traffic– Preferred

- Statement that residents won't like the change

- Like wide open/no landscaping on the East Side – views for the stage

4. Parking and Walkability

Mix parallel & angle parking – Concept C

5-7 very in favor of parallel parking on businesses & retail

5. Materials and Fixtures

Benches – Preferred C – they are artistic but should verify

Planters – Preferred B & D combined. Like the idea of a planter wall acting as bench/seating

Pavement styles – Preferred C & D – concerns about snow removal

- Simpson College has a street of pavers. There has been some shifting; it is not for vehicular use, only pedestrian

6. General

- Fire & public safety need to be on-board with traffic changes

7. Next Steps

- Preferred Concept refinement
- Public open house



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**Downtown Streetscape Master Plan
Indianola, Iowa**

Open House Meeting #1
DATE: May 15, 2019
TIME: 7 – 8:30 pm

The comments that were received at the public open house have been categorized by subject matter and summarized in the document that follows.

Parking Availability

Many comments were received regarding parking. The areas of identified concern regarding parking included: loss in the number of parking spaces, the use of parallel parking spaces, the availability of ADA compliant parking and the need to use parking that was located ‘away’ from the square. The concerns relative to the loss of parking mostly came from the business owners who believe they will lose business if their customers can’t park directly in front of their establishment. The overall concern of parking challenges on the square because of the loss of parking stalls was a concern for most everyone in attendance at the open house.

The concept of modifying existing angled parking to utilizing some parallel parking on the business side of the square resulted in two main concerns. The first concern was the loss of the number of parking stalls and the other was the opinion that many people don’t have the skill to parallel park. Comments were received that the number of ADA compliant parking spaces would be reduced, because the overall number of spaces would be reduced. The response to the availability of public parking located ‘off’ the square was met with criticism, stating that having to park further away would lower the number of people willing to shop in the square. Concern was expressed about the impact that employees of the Warren County Justice Center may have to parking on the square.

Traffic Pattern

The consideration of changing the traffic pattern around the square from one-way to two-way traffic brought differing opinions. The most predominant opinion was to leave the square as a one-way street all the way around the square as it is currently configured. It was the opinion of many attendees that one-way traffic provided less impact to the number of parking spaces. It should be noted that although this was a frequent opinion, that when asked many said that a two-way concept could be an “OK” decision. The overall preference was for the square to remain one-way because there was not a reason and/or need to change it.

Sidewalk Width

The expansion of the sidewalk was considered by some business owners as unnecessary and perceived as possibly damaging to the buildings around the square. Some attendees stated that the increase of the sidewalk width was expensive and was going to cause more problems than it was going to solve. Others

indicated that the wider sidewalk would only benefit certain types of businesses, but that all adjacent property owners would have more seasonal maintenance responsibilities.

Trees and Green Space

Green space and the trees that will be added to the square came with a variety of input from the public. The input ranged from individuals wanting as much green space as possible, to some not wanting any trees at all to be placed near the buildings. People in opposition to the trees being placed indicated concerns about tree roots damaging building foundations and the attraction of birds that would litter the sidewalk. Concerns were raised about the ability to appropriately maintain vegetation. There is a wide range of what people want in the square relative to vegetation.

Biking Ability and Bike Lanes

Bike access and ability to use bikes in/along the square was very polarizing regarding the comments received. Individuals that provided an opinion about bike amenities were divided in their opinions. Some dislike a dedicated bike lane of any kind around the square for safety reasons and parking space reasons, while others desired a dedicated bike lane by any means necessary. Many that supported bike lanes cited the improved access that it could provide.

Wayfinding

A significant amount of input was not received on the subject. However, those that commented noted the need for better directional signage to public parking and added that a wayfinding system could create a unique feel to the square.

General Negative Feedback

The cause of the negative feedback was not specific, but most of the comments targeted the project as a whole and considered it to be too expensive, time consuming, and that it had no overall benefits. Many of the general negative comments indicated that there were no problems with the square today and that it did not need to be modified. Some comments received were outside the scope of the project work or were directed at the City in general.

General Positive Feedback

General comments were received supporting the project and expressing excitement for the changes that could be made in the future.

MEETING CONDUCTED BY CITY STAFF

YOUNG PROFESSIONALS OF INDIANOLA FEEDBACK:

- What were the concerns to warrant the recommendation of two-way traffic from the steering committee?
- Noted that there are frequently people going to the wrong way on the Square due to one way traffic being less familiar.
- Would the City look at the entire length of Buxton and Howard for two-way traffic, or just around the Square.
- Would like to see the Square become a destination for both Indianola citizens and visitors.
- General consensus was there was enough parking, but how do you get employees to park further away. This will especially be important when the courthouse opens back up.
- Agreement that the square is auto-oriented. Would like to see it be able to accommodate pedestrian traffic better, while still being auto friendly.
- What about public art?
- Can we add more of a gateway to the Square? Wayfinding and signage is important as well. Signage also needs to be updated for public parking lots.
- How will this design be able to incorporate all the events that have traditionally take place on the square? How about power for vendors?
- Is it possible to get more greenspace into the Square?
- Were bike lanes looked at? How do we incorporate more bike parking into this plan?
- How will the project coincide with the County's project? How will the City pay for this project?

MEETING SIGN IN SHEETS



Downtown Streetscape Master Plan: Steering Committee	
Meeting #1	
Sign-In Sheet	
Project: Streetscape Plan	Meeting Date: March 8, 2019 9:00 am
Facilitator: Bolton & Menk	

Name	Address	Email
Terry Paul		
Bob Lane		
Heather Gaumer		
Rob Keller		
Jenn Pfeifer-Malaney		jmpfeife@hotmail.com
Amanda Ripberger		
Wendy Wohlwend		
Batbata Brandon		REDACTED
Mary Richards		mary@marydonaghy.com
Bryant Houston		funarosdeli@gmail.com
Rachel Gocken		rgocken@wcedc.com
Andrew Swadner		swadnerand@gmail.com
Misty Soldwisch		misty@mistysold.com
Brenda Rudolf		brudolf@ruderfindus.com
SETH LAMPMAN		seth.lampman@sagepointadviser.com
Meg Schneider		mschneider@dsmpartnership.com
Brent East		brenda@indianachamber.
Angie Buchanan		abuchanan@indianac.gov om



Downtown Streetscape Master Plan: Steering Committee	
Meeting #2	
Sign-In Sheet	
Project: Streetscape Plan	Meeting Date: April 19, 2019 8:30 am
Facilitator: Bolton & Menk	

Name	Address	Email
Brent East		
Seth Lampman		
Terry Paul		
Andrew Swadner		
Bob Lane		
Mary Donaghy Richards		
FORREST L CURTIS		
Rob Keller		
Amanda Ripberger		
MARVIN GRIBBINS		
Misty Soldwisch		
Bryant Houston		
Rachel Gocken		
Enn Freeman		
Jenn Pfeifer-Malaney		

POTENTIAL FUNDING SOURCES:

The source of available funding is constantly changing. At the time of this summary the sources listed below may be potential sources for certain components of the project.

CDBG Community Facilities & Services Fund

This annual competitive program offers grants to assist communities for a variety of projects including storm water and drainage projects.

CDBG Downtown Revitalization Fund

The Downtown Revitalization Fund provides grants to communities for a variety of projects and activities contributing to comprehensive revitalization. Communities can use this fund to rehabilitate blighted downtown buildings.

CDBG Water & Sewer Fund

The Water & Sewer Fund is available to assist cities and counties with water and sewer infrastructure improvements including sanitary sewer system improvements, water system improvements, and storm sewer projects.

Healthy Places for Healthy People

Healthy Places for Healthy People engages with community leaders and health care partners to create walkable, healthy, economically vibrant downtowns and neighborhoods that can improve health, protect the environment, and support economic growth.

Iowa’s Transportation Alternatives Program (TAP)

TAP funds projects defined as transportation alternatives. Recreational trails, traffic calming techniques, bicycle and pedestrian accommodations, and vegetation management/establishment are among a board list of improvements that qualify for funding.

Storm Water Best Management Practices (BMP) Loan

This opportunity offers low-interest loans for projects to control stormwater runoff. The loans offer incentives for installing infiltration-based stormwater quality practices.

Traffic Safety Improvement Program (TSIP)

TSIP is a funding program for traffic safety improvements or studies on any public roads under county, city, or state jurisdiction.

Waste Management Charitable Giving

Waste Management’s charitable giving fund is intended for projects or programs that promote civic pride, economic development and revitalization. Waste Management is most motivated to support projects or programs related to the environment, environmental education, and causes important to the areas where they operate.

Warren County Fund

Warren County Philanthropic Partnership is committed to responsibly distributing dollars to improve the lives of those living in Warren County. For this project in Indianola, the Community Grant category would fit best as it is for a single community impact. Another category that may fit is the Trail Grant for the pedestrian and walkability components.

Wellmark MATCH Grant

The Wellmark Foundation’s goal is to be a catalyst in bringing groups together to positively impact health within a community. The focus of this grant will be on sustainable initiatives including increasing access to and consumption of nutritious foods and creating safe and healthy environments in which to be active.

Living Roadways Trust Fund

The purpose is to promote implementation of integrated roadside vegetation management (IRVM) on city, county or state rights-of-way or areas adjacent to traveled roadways.

City Council Study Meeting

3.

Meeting Date: 07/15/2019

Information

Subject

Other items

Information

Fiscal Impact

Attachments

No file(s) attached.
