

City Administrator Report to Mayor & City Council

May 29, 2015, Edition No. 175

WEEKLY UPDATE:

1. China: We will have a visitors from Shanghai on June 12th at City Hall for a meet and greet. Council members are invited. Please join us in the Council Chambers at 8:30am. Hope to see you there! We had a great kick off event for the hotel this week and look for more projects to come.
2. Budget: The Fiscal Year 2015/2016 City of Muscatine Budget (electronic format) has been posted on the City's website. The direct link is muscatineiowa.gov/budget. The electronic format of this year's budget will allow users to go directly from the Table of Contents to each respective area of the budget and this year's budget also includes links on each page which will take users back to the Table of Contents. Staff is making approximately 25 hard copies of the budget - one for each department and others as requested. If a Council member would like to have a hard copy, that can be arranged. The hard copies should be available by June 5th. Please let us know if you would like a hard copy.
3. Bike and Pedestrian Master Plan: Please see the attached draft of the Bike and Pedestrian Master Plan for the Blue Zones Project (one of our action steps).
4. Carver Trust: Fire Depart Grant - More good news. Tom summit did a second grant for a ventilator and received a letter from the Carver Trust that they awarded the department the second ventilator. Each vent has a \$17,000 dollar value. We just obtained \$ 34,000 with no match. This replaces our old ventilator. It's a vent, CPAP, and BiPap machine for critical care transports where the patient is on a portable ventilator breathing for the patient and we hook them up and continue the ventilations through the device during the transport to manage their breathing while they are intubated. These transports are staffed by paramedics who have critical care certification and we charge the specialty care transport charge of \$ 1,149 for these transports instead of the \$ 672 for Advanced Life Support.
5. Communications Manager: Emily Lofgren will be joining the city team on July 6th in the communications manager position. Please welcome Emily.
6. MCSD: Attached is the preliminary design for E. 9th Street provided by the School District. All of the street work will be with paint for the most part. This design also compliments the new parking lot. The School Board will review this at their June 8th meeting. If they support it then the city will receive a request from the district to allow for the "realignment". We would suggest interested parties attend the June 8th School board Meeting.
7. DPW: Davenport took bids for salt with the low from Cargill at \$58.02/ton. Last year the city paid \$75.03/ton. About \$25K less this year for a barge load (1500 tons).



Bike & Pedestrian Master Plan

May 28, 2015 Draft



Introduction

The City of Muscatine Comprehensive Plan set the following goal: “Members of the community should have the opportunity to travel safely to their destination by foot, bike, or by other non-motorized means. Children should be able walk or bike to their school safely. To achieve this goal critical routes for non-motorized travel, linking schools, parks, bus stops, most major employment and shopping centers, and that are located within 400 feet of most residences in Muscatine will be identified. These routes will be made safe and attractive for travel by foot, bike, wheelchair, and all other forms of legal non-motorized travel.” The City of Muscatine Bike and Pedestrian Plan is a tool that will be used to achieve this goal by directing the location of investment in bike and pedestrian infrastructure.

The Bike and Pedestrian Master Plan is dynamic map based plan. It depicts existing, planned, and needed improvements to bike and pedestrian infrastructure. The Plan will work in concert with other City of Muscatine plans and policies including, The City of Muscatine Comprehensive Plan, the Complete Streets Policy, the Sidewalk Policy, and the Capital Improvement Plan. The Comprehensive Plan set forth the overarching vision, as stated above, for bike and pedestrian infrastructure, it also contains the community’s vision for the expansion of the trail network. The Complete Street Policy sets forth how the City will rebuild and construct streets. At the heart of the Complete Street Policy is a mandate that “The design, operation and maintenance of the City of Muscatine’s street network will create a connected grid of streets accommodating a safe, easily accessible, convenient, comfortable, and visually appealing manner for users of all ages and abilities, including motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users.” The Sidewalk Policy how new sidewalks should be installed and existing sidewalks maintained. It contains standards for the construction for new sidewalks, the standards to which sidewalks must be maintained, and establishes an inspection program to ensure the existing sidewalks are maintained to these standards. The Capital Improvement Plan details which capital improvement projects, including bike and pedestrian infrastructure, the City is planning on undertaking in the next five years, and in which year each project will be built.

The Bike and Pedestrian Master Plan maps out all existing bike and pedestrian infrastructure, the infrastructure that will need to be built in order to achieve the community’s vision, and which projects should be constructed next using available resource to provide the largest benefit to the community. As the plan to be dynamic and mapped based, the maps that comprise it will be regularly updated to reflect changes bike and pedestrian infrastructure, changing needs for bike and pedestrian infrastructure, and to reflect opportunities to leverage other infrastructure and building projects to improve bike and pedestrian infrastructure.



Map Key

Following is an explanation of items depicted on the maps that comprise the Bike and Pedestrian Master Plan.

Existing Sidewalks: Sidewalks existing or under active construction as of that the map was prepared.

Existing Trails: Trails existing or under active construction as of that the map was prepared.

Nonmunicipal Public Trails: Trails open to public, but are owned and maintained by an entity other than the City of Muscatine.

2015 Sidewalk Construction Program: Sidewalks that will be constructed as part of the 2015 Sidewalk Program.

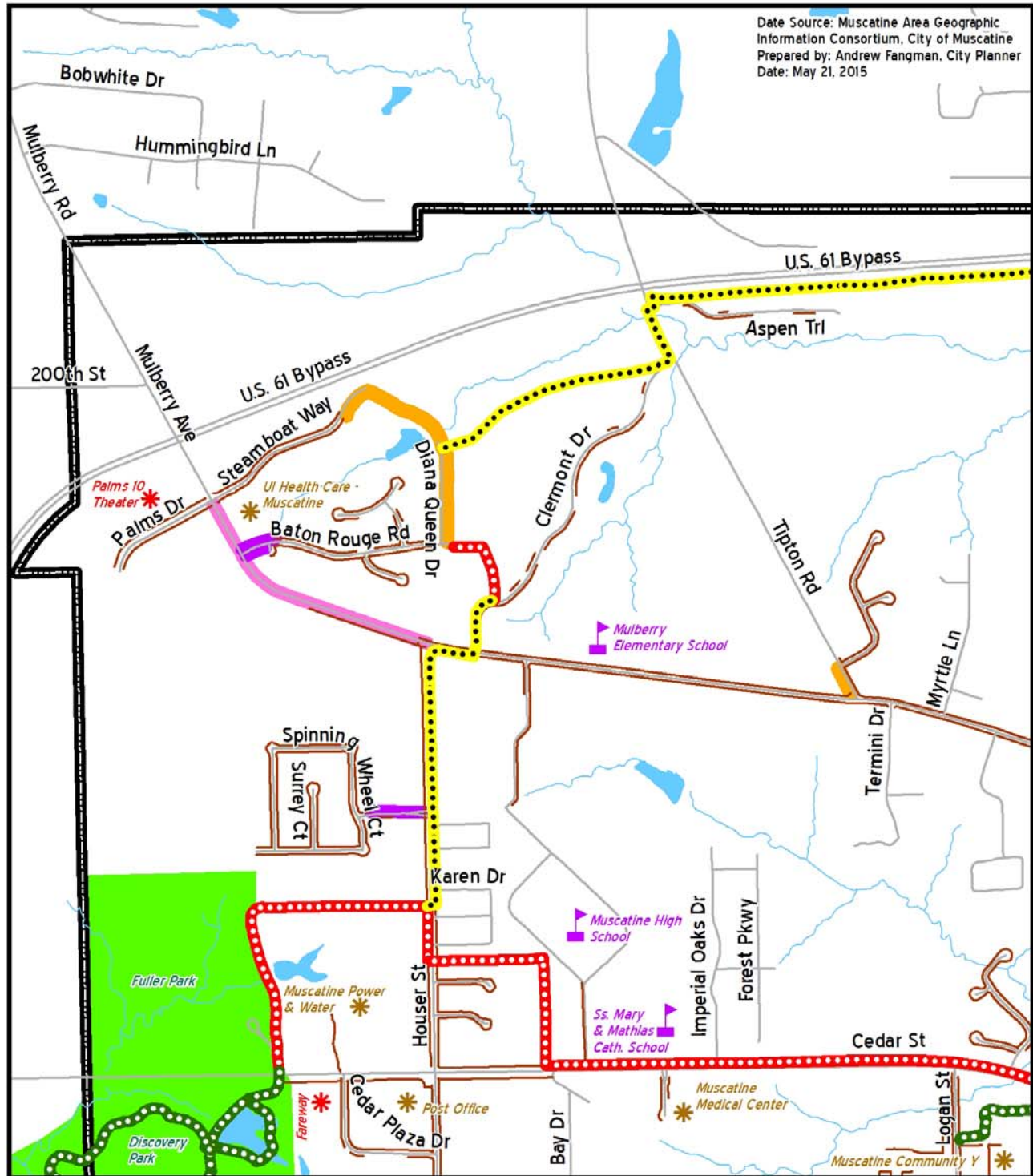
Planned Sidewalks: Locations in which the construction of new sidewalks to address gaps in the sidewalk network have been judged to be essential to meeting the goal of members of the community being able to travel safely to their destination by foot, bike, or by other non-motorized means by, linking schools, parks, bus stops, most major employment and shopping centers, and residences (within 400 feet of) with safe and attractive routes for non-motorized travel. Future phases of the annual sidewalk construction program will comprised the locations identified as Planned Sidewalks in the Bike and Pedestrian Master Plan. The composition of each year's sidewalk construction program will determined by available funds and by the following criteria set forth in the Comprehensive Plan: the sequence and location in which sidewalk construction projects will crates networks of critical routes for non-motorized travel radiating outward from each school and then ultimately link these together into a community-wide network of safe routes for non-motorized travel.

Future Complete Street Projects: Corridors in which the street will in the near future be rebuilt in accordance with the adopted Complete Street Policy, making them safe, easily accessible, convenient, comfortable, and visually appealing manner for users of all ages and abilities, including motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users.

Planned Bike Locations: Locations in which bike lane will achieve the goals for bike mobility set by the Comprehensive Plan. After a determination if a bike lane meeting accepted national standards for bike lanes, the appropriate signage and markings will be installed.



DRAFT City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan

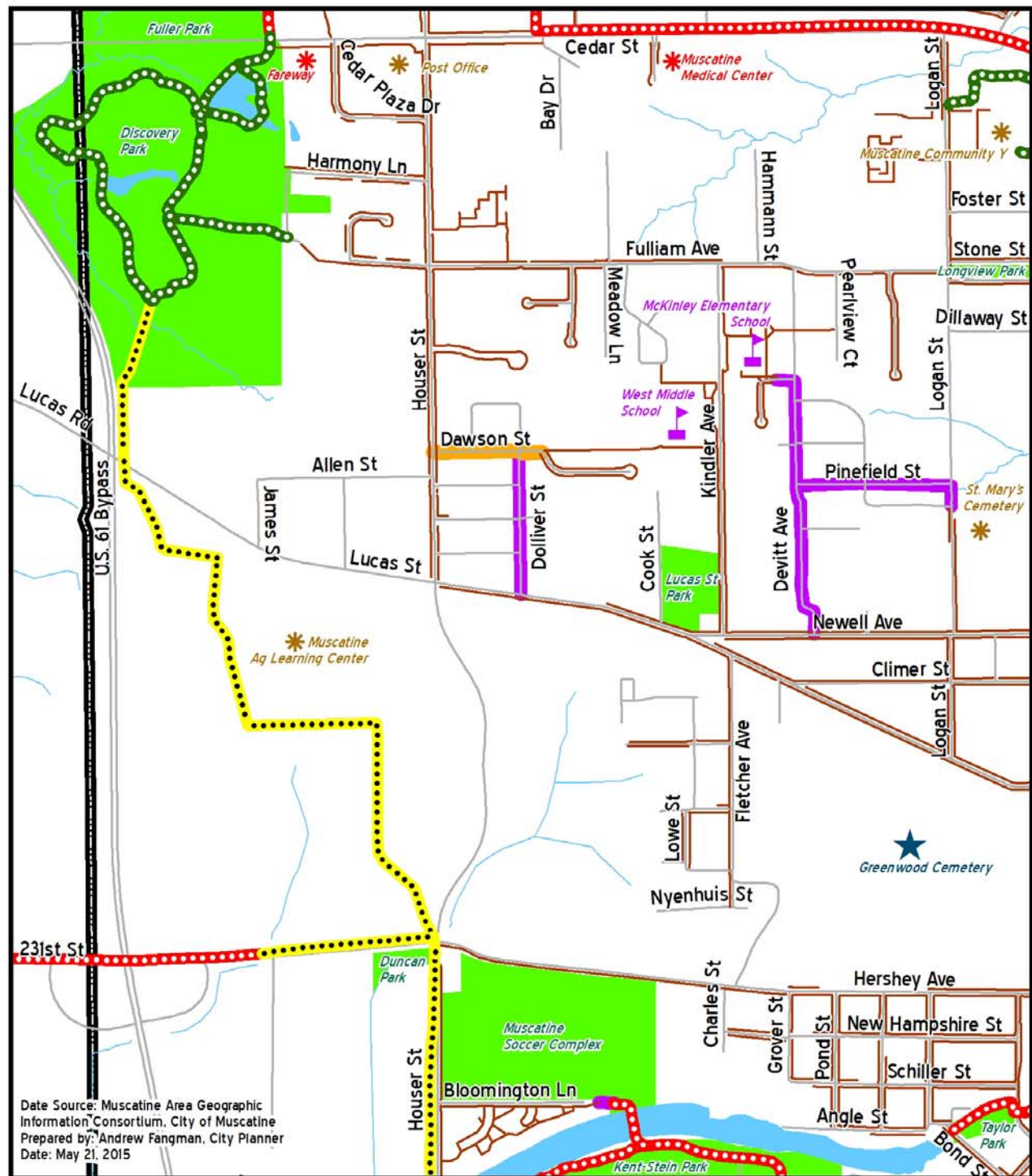
- Existing Trail
- Planned Trail
- Existing Sidewalks
- 2015 Sidewalk Program
- Planned Sidewalks
- Planned Bike Lanes
- Future Complete Street Projects
- Nonmunicipal Public Trail
- City Limit

0 0.125 0.25 0.5 Miles





DRAFT City of Muscatine Bike & Pedestrian Master Plan



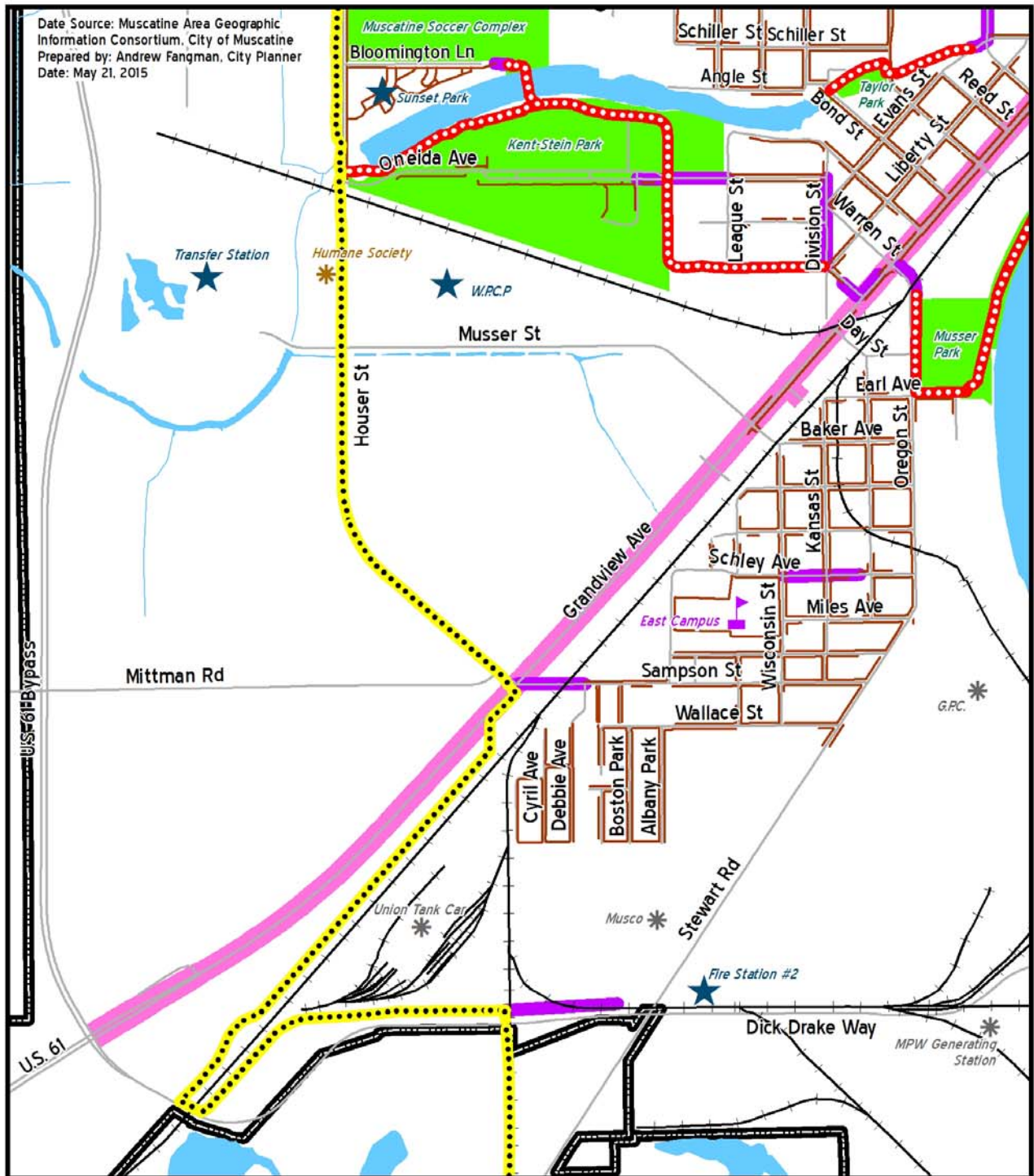
Bike and Pedestrian Master Plan





DRAFT City of Muscatine Bike & Pedestrian Master Plan

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
 Prepared by: Andrew Fangman, City Planner
 Date: May 21, 2015



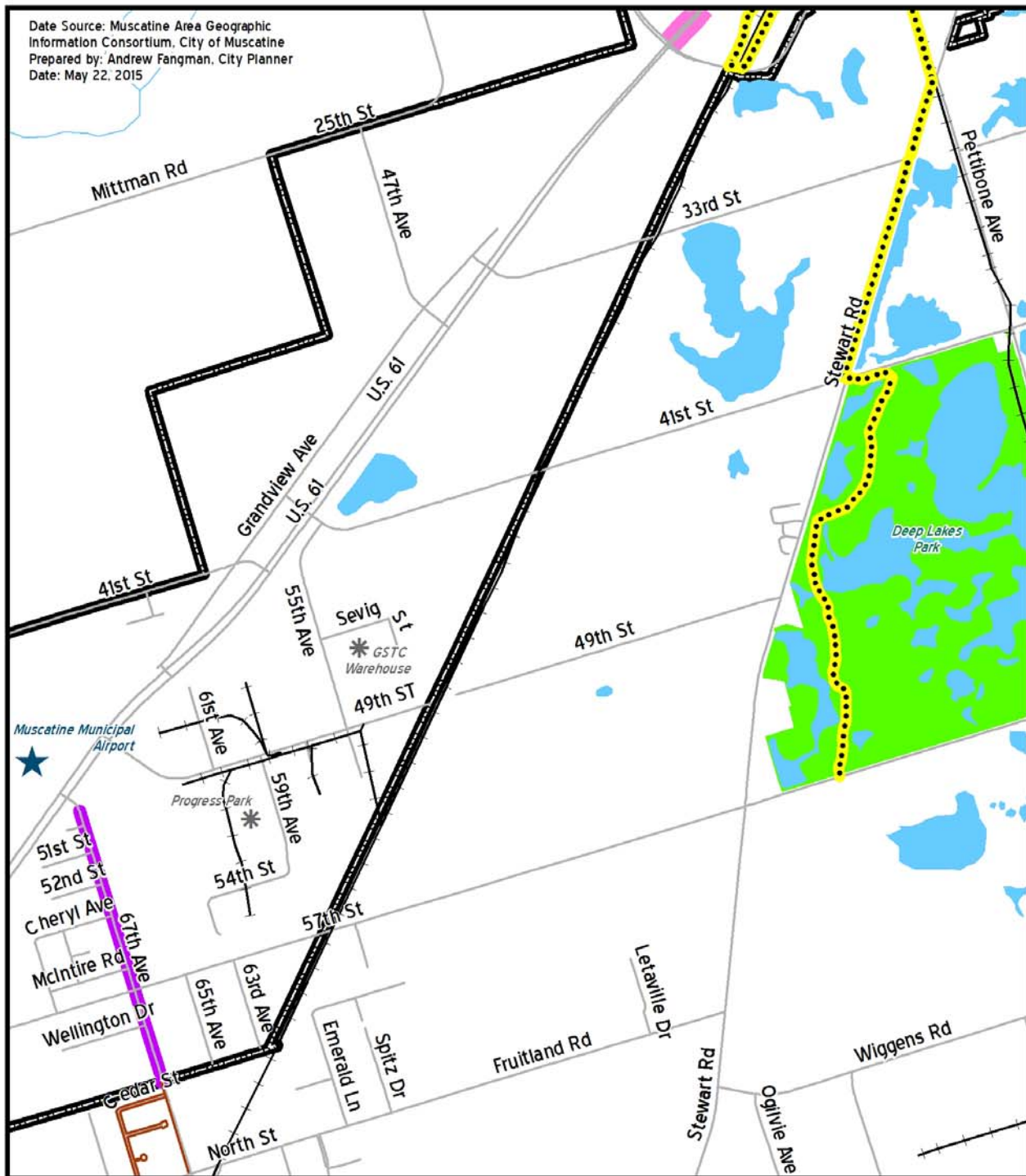
Bike and Pedestrian Master Plan

- Existing Trail 2015 Sidewalk Program Future Complete Street Projects
- Planned Trail Planned Sidewalks Nonmunicipal Public Trail
- Existing Sidewalks Planned Bike Lanes City Limit

0 0.125 0.25 0.5 Miles



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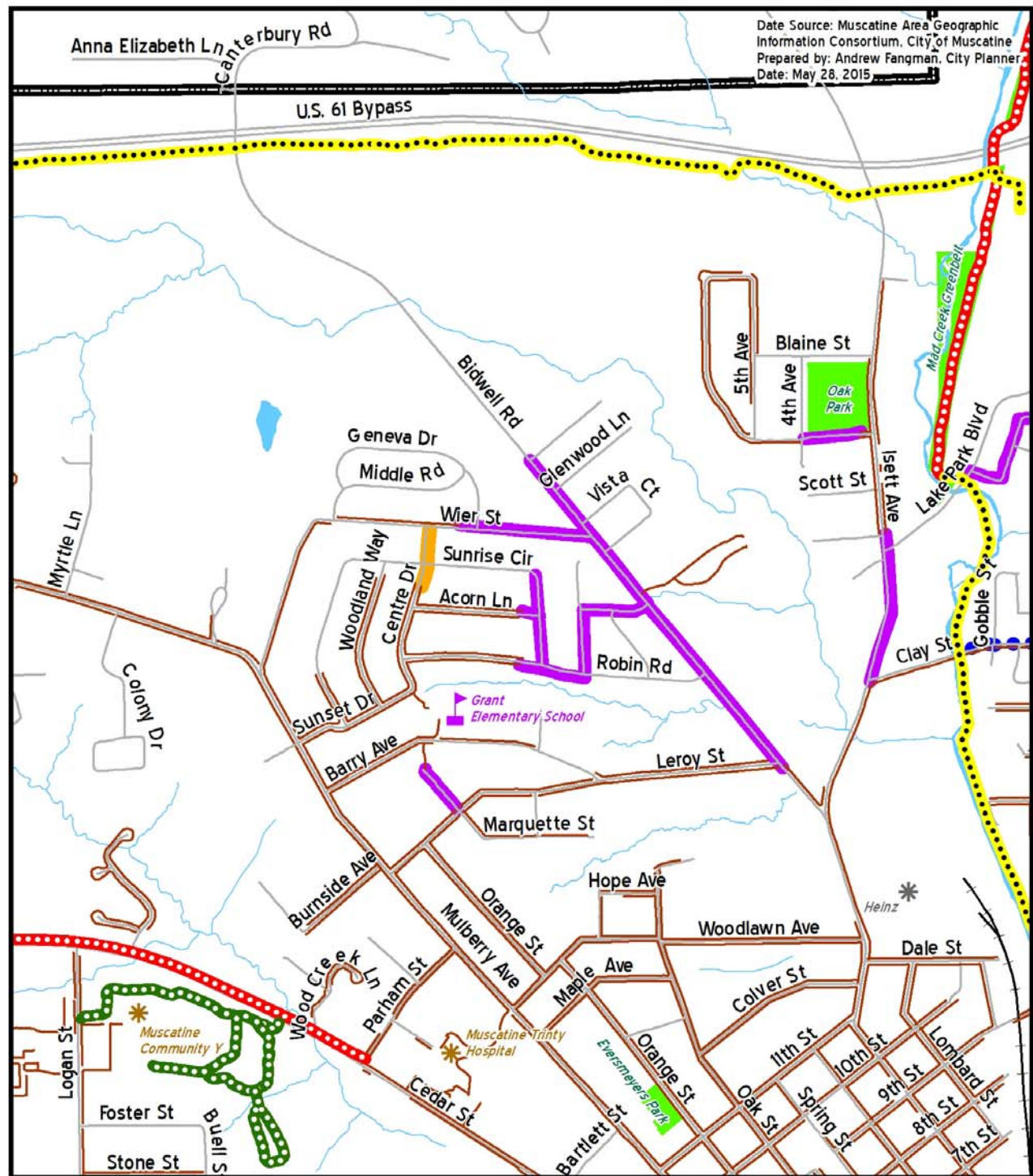
Bike and Pedestrian Master Plan

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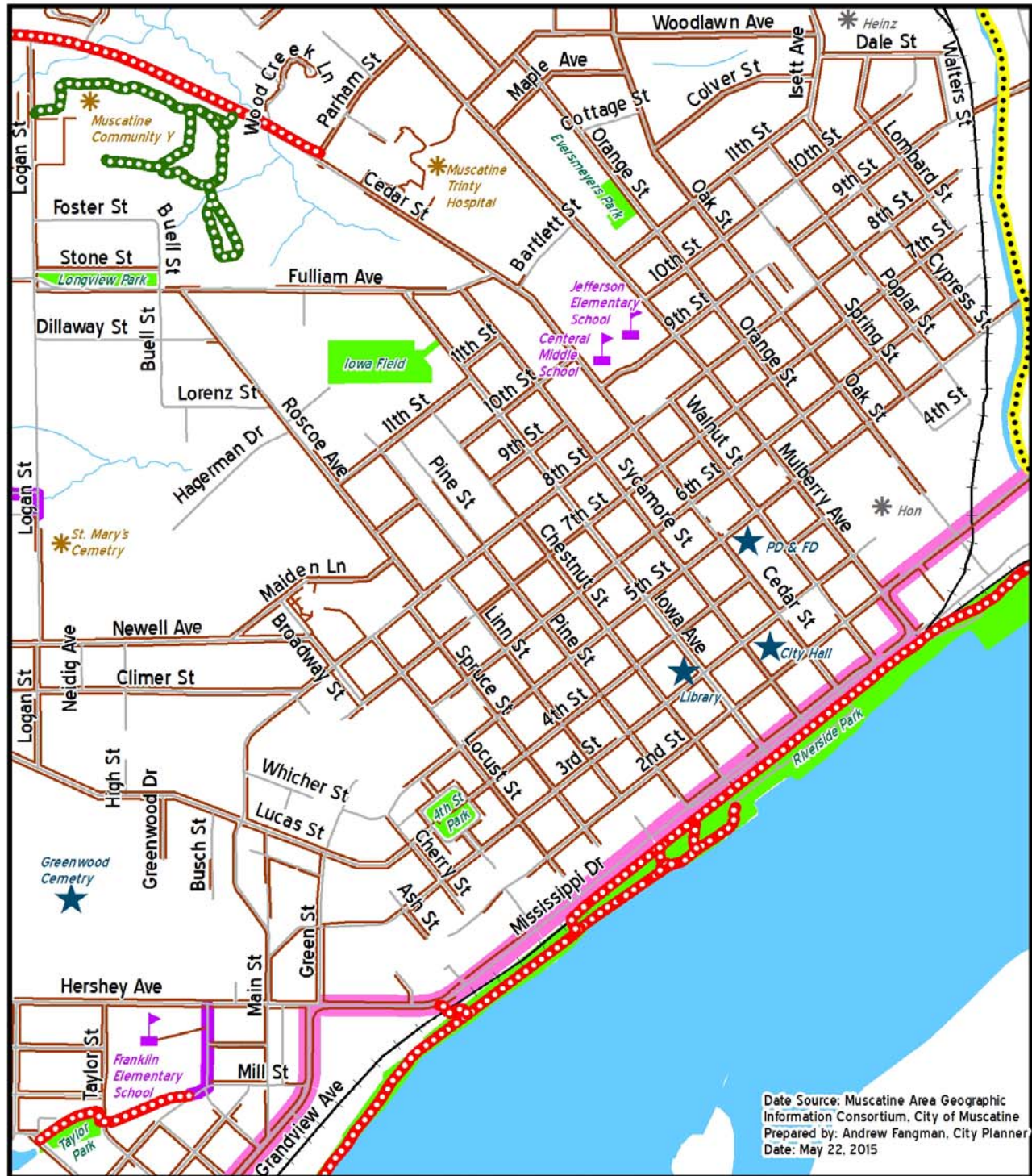


Bike and Pedestrian Master Plan





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Bike and Pedestrian Master Plan

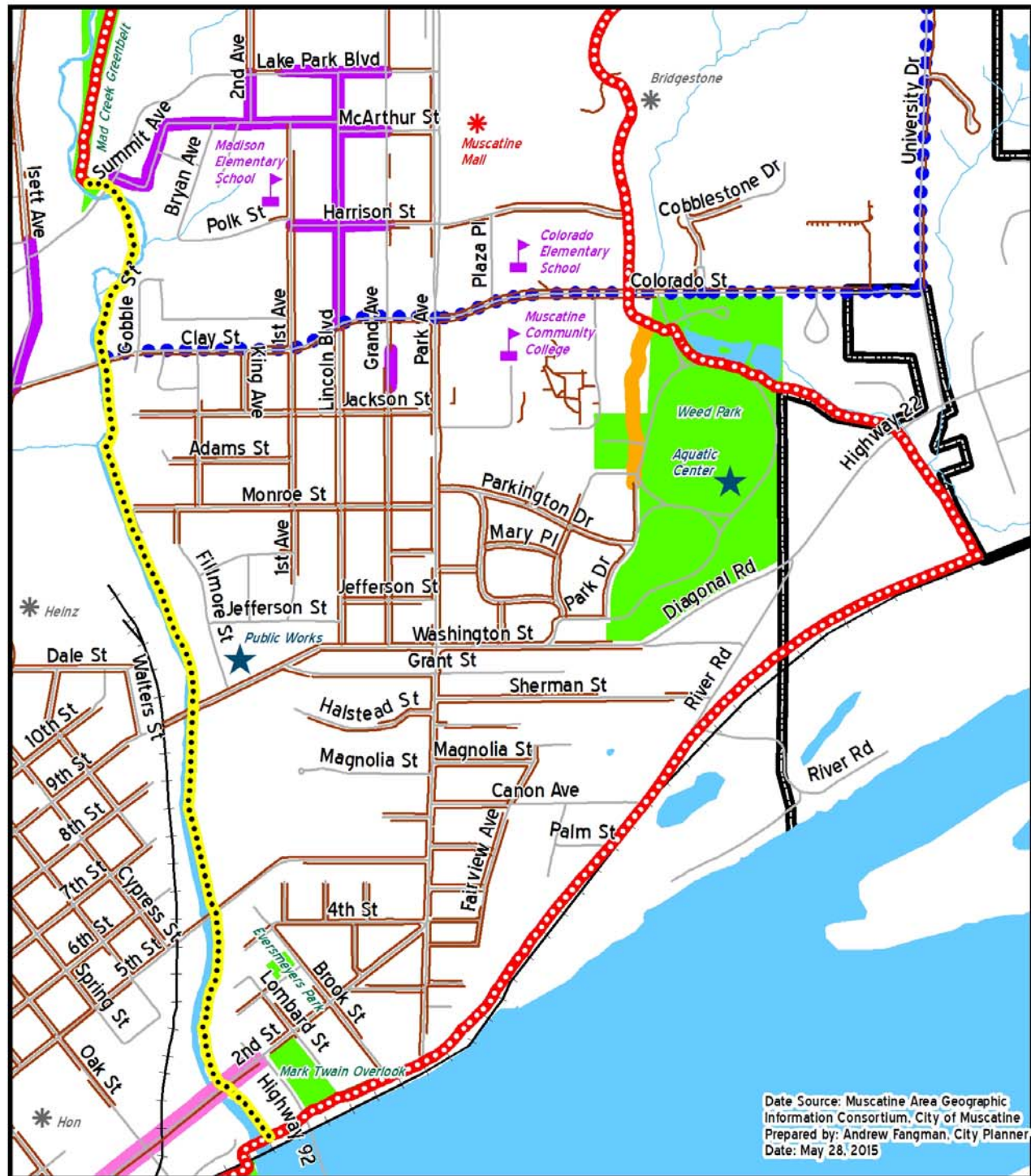
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DRAFT City of Muscatine Bike & Pedestrian Master Plan



Bike and Pedestrian Master Plan

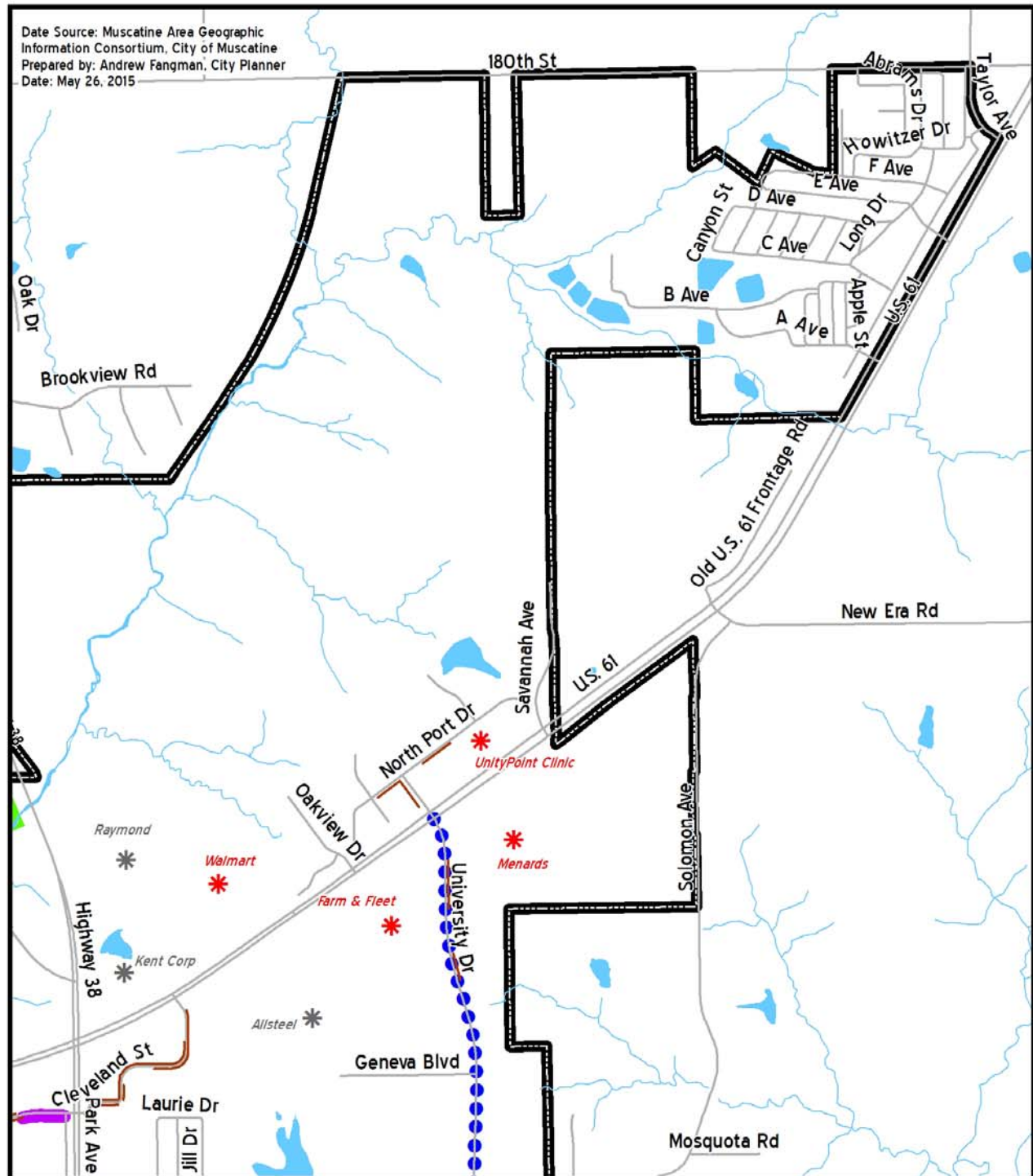
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