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COMMUNITY DEVELOPMENT

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

MEMORANDUM

To: Mayor and City Council Members
From: Andrew Fangman, City Planner, & Jim Edgmond, City Engineer
Cc: Gregg Mandsager, City Administrator
Dave Gobin, Community Development Director
Date: May 17, 2018
Re: Staff Recommendation for the Sidewalk Program

For Fiscal Year 2018 and Fiscal Year 2019 City Council has allocated a combined \$210,000 towards the Sidewalk Construction Program. The intent of this program is address gaps in the City's sidewalk network by constructing sidewalks in locations that are currently lacking sidewalks. In 2015 the City of Muscatine adopted the *"Bike and Pedestrian Master Plan."* The Plan gives following direction regarding the Sidewalk Construction Program: *"The composition of each year's sidewalk construction program will be determined by available funds and the goal of creating networks of critical routes for non-motorized travel radiating outward from each school, which will then be linked together into a community-wide network of safe routes for non-motorized travel."*

The plan also identified 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 for members of the community being able to travel safely to their destination by foot, bike, or by other non-motorized means. This will be done by linking schools, parks, bus stops, most major employment and shopping centers, and residences with safe and attractive routes for non-motorized travel.

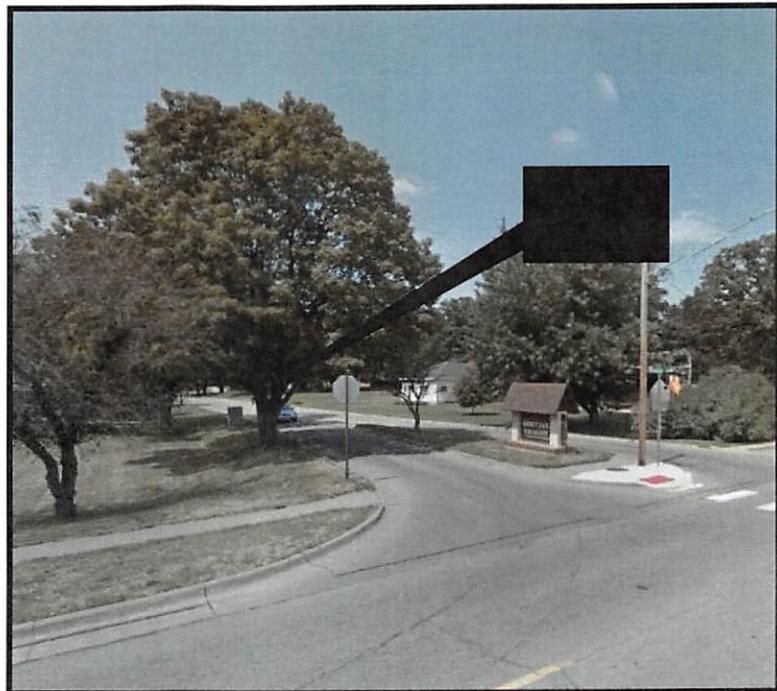
To continue to make the vision of the Bike and Pedestrian Plan a reality, staff is making the following recommendations for the funds allocated to the sidewalk construction program.

Tanglefoot Lane: \$26,000
Warren Street and Liberty Street: \$75,000
Houser Street: \$87,500
Contingency/Reserve: \$21,500

The construction of a sidewalk along Tanglefoot Lane to connect the Heritage Heights Subdivision to Houser Street and the Citywide sidewalk and trail network. Tanglefoot Lane is a short street that connects the 92 homes in the Heritage Heights Subdivision with Houser Street. Sidewalks within Heritage Heights and along Houser Street and nearby areas are all well developed. The lack of sidewalk along Tanglefoot Lane creates a notable gap in an otherwise very complete sidewalk network. This prevents residents of the Heritage Heights Subdivision from having safe pedestrian and bike access to nearby schools, parks, trails, and businesses. Additionally the school bus stop serving Heritage Heights is located at the intersection of Houser Street and Tanglefoot Lane, and as a result is only accessible by children living in Heritage Heights by walking on the street.

Staff recommends the sidewalk be constructed on the north side of Tanglefoot Lane. Closing the sidewalk gap on the south side of Tanglefoot Lane would require the construction of a little less linear feet of sidewalk, however the location of a mature 40'+ tall maple tree located behind in the curb within the right of way, makes it questionable if the construction of a sidewalk on the south side of the street is a

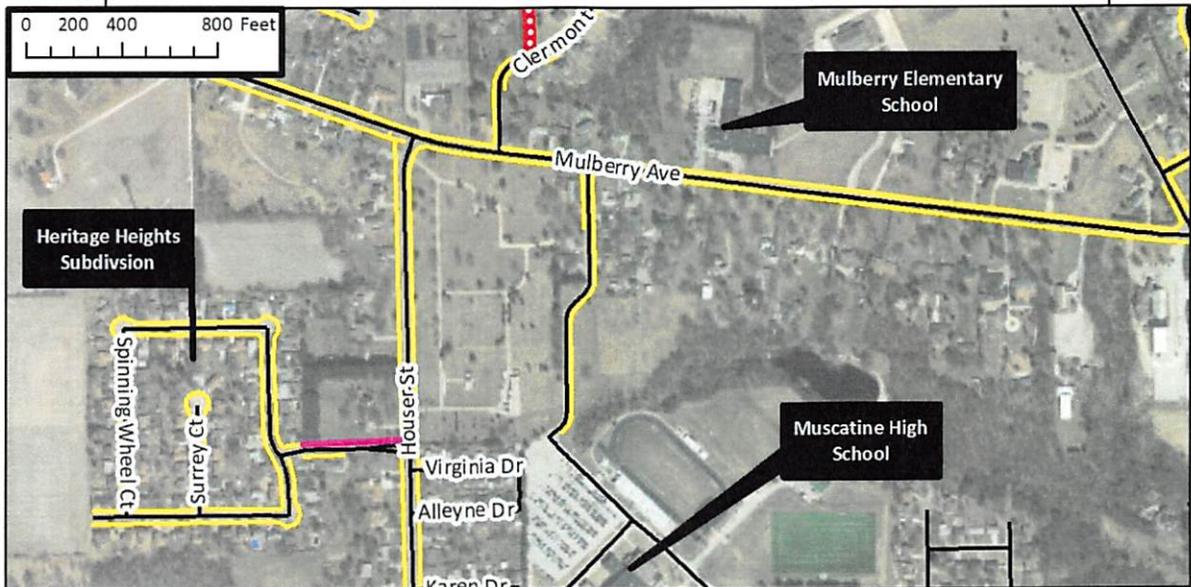
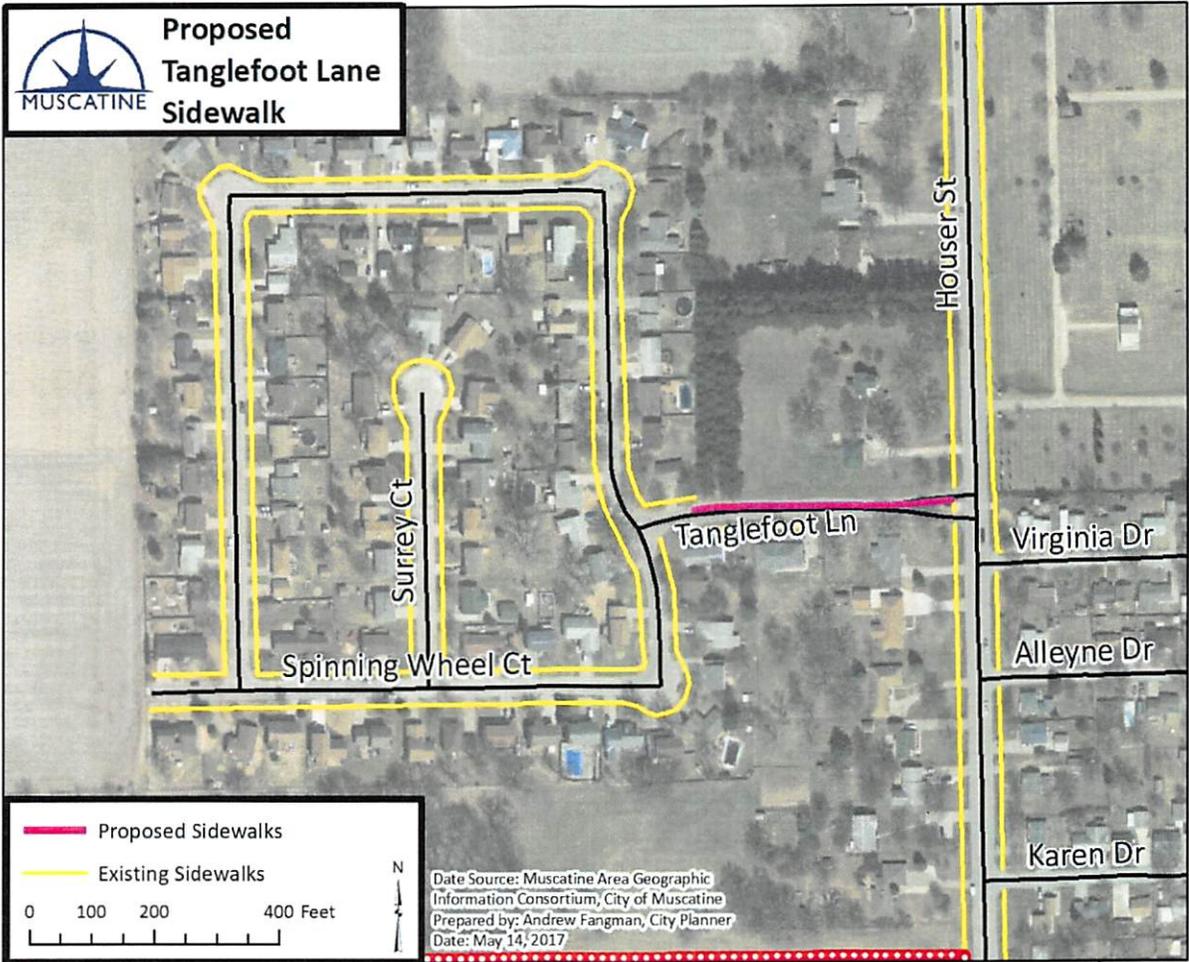
cheaper and more beneficial option as compared to the construction on the north side of the street. This tree is located in such a manner that in order to construct a sidewalk on the south side of Tanglefoot Lane this tree would have to be cut down, or an easement to construct the sidewalk on the adjoining private property would have to be obtained. Either option could easily negate any savings to be had by locating the sidewalk on the south side of Tanglefoot, and also be more disruptive to the neighborhood. It should also be noted that the property

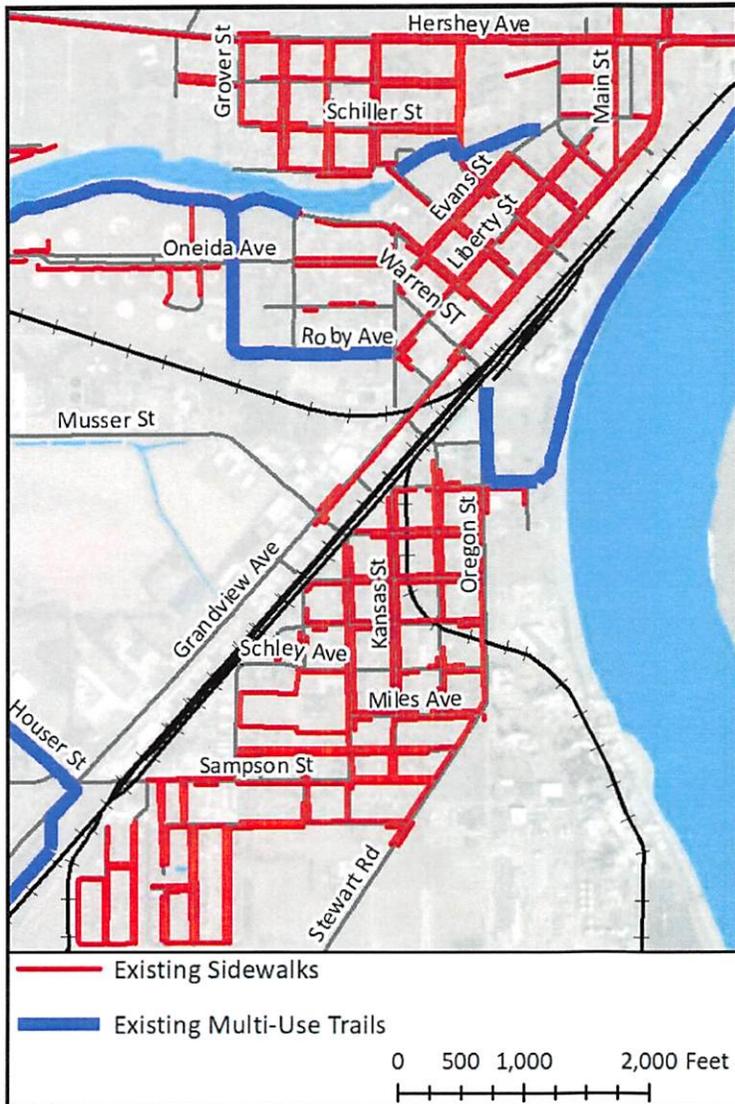


owner that would be impacted if the sidewalk were to be constructed on the south side of Tanglefoot would also lose a large mature bush planted adjacent to their property within the public right of way. The estimated construction amount of \$26,000 is based on constructing the sidewalk on the north side of Tanglefoot Lane.



Proposed Tanglefoot Lane Sidewalk

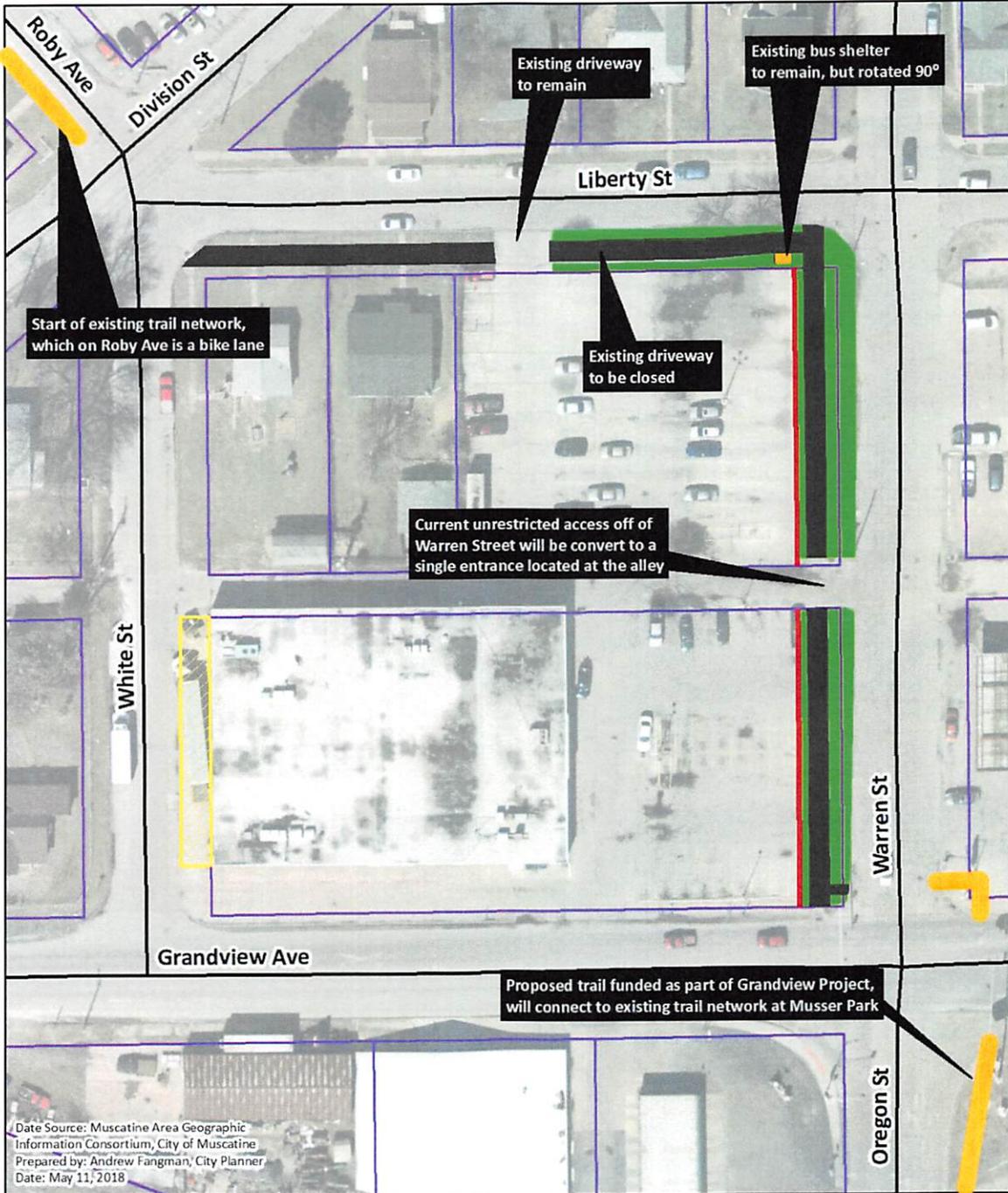




The second part of the proposed sidewalk program is the construction of a 10' sidewalk that will also serve as part of the City's trail network along Warren Street and Liberty Street, as shown in the diagram on the next page. The completion of this sidewalk work and other improvements that will be made in the area as part of the Grandview Avenue Corridor project will result in significant improvements to pedestrian, bicyclist, and vehicular safety. In addition it will result in significant improvements to pedestrian and bicyclist connectivity.

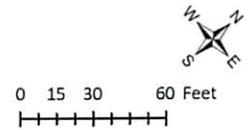
Approximately 1,000 people live in the area bounded by Oregon Street, the railroad tracks, and Sampson Street. Currently there is limited safe access, for pedestrians and bicyclists, between this area and rest of Muscatine. There is no safe bike and pedestrian access from this area to destinations on the north side of Grandview Avenue. This

lack of safe pedestrian and bike access is important because for the approximately 1,000 living between the railroad tracks and Oregon Street the nearest school, and most of the area's retail establishments and parks are located on the north side of Grandview and the completion of this sidewalk would give them safe access to these destinations by foot, bike, or other non-motorized means.



Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
 Prepared by: Andrew Fangman, City Planner
 Date: May 11, 2018

- Proposed 10' Sidewalk
- Proposed Truck Dock and Dumpster Easement Area
- New Turfed Areas
- New right of way line after dedication of 20' of right of way by adjoining property owner
- Current Parcel Lines



The proposed sidewalk work will result in significant improvement in traffic safety, in addition to improvements in pedestrian and bicyclist safety. Currently, vehicles can turn onto the Dollar General property from nearly any location along Warren Street between Grandview Avenue and Liberty Street, see picture below. The lack of a defined access driveway dramatically increases the potential traffic conflict points. Further, current conditions allow for vehicle turning movements in and out of the Dollar General property at locations that are hazardously close to the Grandview Avenue/Warren Street intersection.

Completion of this project will address these hazards by limiting access to the Dollar General property, from Warren Street, to one driveway located at the midblock alley. The property owner, also recognizing that the current access off of Warren Street is not configured in a safe manner, has already voluntarily agreed to this change. Traffic safety will also be enhanced by the property owner's voluntarily closing of one of two existing driveways onto Liberty Street, currently these two driveways are located very close to each other.



With the completion of the Kent-Stein Park to Deep Lakes Park Trail last fall, Muscatine now has a 5.2-mile segment of continuous trail that is separate by an approximately 1,000-foot gap from another 5.5 miles of continuous trail. This project along with other improvements that will be made as part of the Grandview Avenue Corridor project will close this gap and create 10.5 miles of continuous trail, stretching from the southern end of Deep Lakes Park to Solomon Avenue. It is because of this vital role in creating a fully connected trail network that this project is being proposed as a 10' shared use path that will function as both a sidewalk and trail, instead of the standard 5' wide sidewalk.

This project is possible because of a proposed agreement between the City of Muscatine and the owner of the Dollar General property. During the process of converting the location of the recently closed WFO grocery store into a Dollar General, the property owner approached the City with a request for an easement on part of the White Street right of way located behind the curb and behind the building for purposes of accommodating a new dumpster enclosure and also to clarify that an existing truck dock within the White Street right of way has the legal right to remain there. In exchange for this easement along White Street the property owner is offering to dedicate 20' of new right of way paralleling Warren Street from Grandview Avenue

to Liberty Street. Full details of this proposed exchange are found in a separate memo. It should be noted that without this right of way dedication the construction of the proposed project would not be possible, nor would the construction of a narrower sidewalk meeting current City standards.

It is staff's recommendation that this portion of the proposed sidewalk program be designed and constructed as part of the Grandview Avenue Corridor Project, and that the funds necessary for this sidewalk work to accordingly be reallocated from the Sidewalk Construction Program to the Grandview Project. Construction and design of the proposed sidewalk as part of the Grandview Avenue project is the most effective way to ensure that the proposed sidewalk will tie correctly into improvements that will be made to the Grandview/Warren/Oregon intersection as part of the Grandview Avenue Corridor Project. There may also be cost savings realized by making the proposed sidewalk work part of the much larger Grandview Project, than if it were bid as a standalone project. Additionally, making this part of the proposed sidewalk program part of the Grandview Project should assist in making it less disruptive to the surrounding area, by allowing all proposed street and sidewalk work in the area to be done in single project, and avoiding the disruption of having two separate projects occur one after the other in short order in the same area.

While the envisioned sidewalk work along Warren Street and Liberty is being proposed to be designed and constructed as part of the Grandview Avenue Corridor Project, it is the recommendation of staff that it be funded by a transfer from the sidewalk program budget to the Grandview Avenue Corridor Project budget. When the original scope and budget of the Grandview Avenue Corridor Project was developed the only work being proposed along Warren Street was the very small stretch needed to tie Warren Street into the proposed improvements on Grandview Avenue. There was insufficient right of way along Warren Street to make meaningful sidewalk improvements. The recent offer by the adjoining property owner to dedicate additional right of way along Warren Street was a game changer and made the proposed sidewalk improvements along Warren Street possible. The proposed transfer of funds will allow for this important work to occur without negatively impacting other envisioned portions of the Grandview Project.

It is estimated by the City Engineer that proposed sidewalk improvements will cost approximately \$75,000.

The final portion would be the construction of a ten-foot-wide sidewalk along Houser Street as part of the Houser Street Parking Expansion and Safety Enhancement Project. In addition to serving the needs of the Houser Street Parking Expansion and Safety Enhancement Project the proposed sidewalk would also serve as the first 1,750' of the Westside Trail, a trail linking Kent-Stein Park with Discovery Park which will be built in 2019.

The Houser Street Parking Expansion and Safety Enhancement Project consists of the construction of a parking facility with up to 228 parking spots, enhancing the safety features of the street crossings and grading 4 field areas on the 17.62-acre tract located along Houser

Street across from Kent Stein Park and the Muscatine Soccer Complex. The general project site layout is follows. The project will be funded by a grant from the Roy J. Carver Charitable Trust (\$140,00.00) and the City of Muscatine (\$360,000.00) as approved in the last budget cycle. The land is being donated by the Kent Corporation. The initial concept was for the Westside Trail to serve as the required sidewalk for this project. However, staff is now recommending that the construction of a ten-foot-wide sidewalk along Houser Street as part of the Houser Street Parking Expansion and Safety Enhancement Project using funds from the Sidewalk Construction Program. This recommendation is based on the following four reasons.

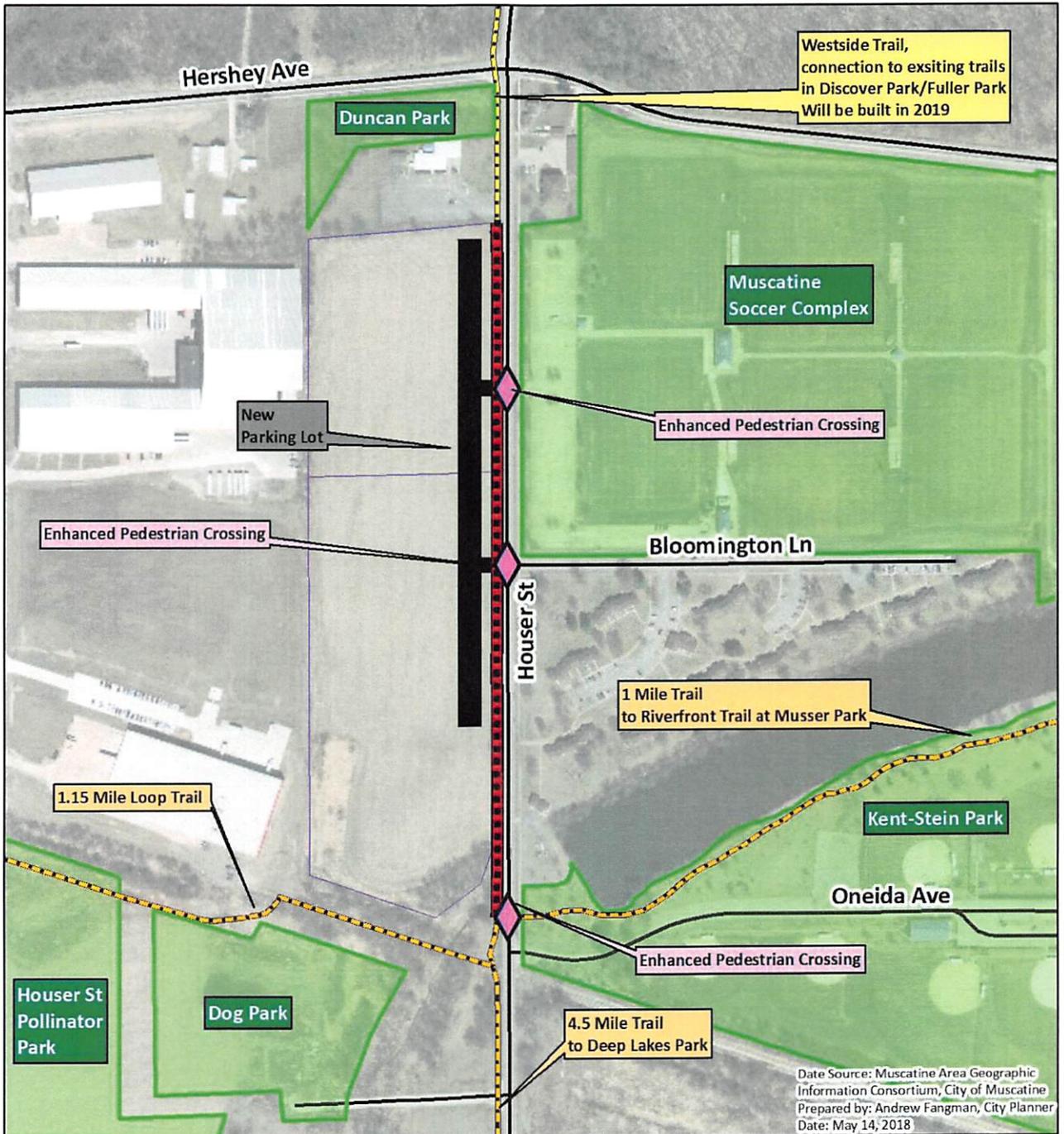
The Houser Street Parking Expansion and Safety Enhancement Project will likely be completed at least a year before the Westside Trail is complete. If the Houser Street Parking Expansion and Safety Enhancement Project were being constructed as a private project, City Code would not allow for a year to lapse before sidewalks and be put in. Further for a project such as the Houser Street Parking Expansion and Safety Enhancement Project, which has a major a focus on pedestrian safety to not have sidewalk for such a period of time would run counter to the reason for constructing the project.

The trail/sidewalk will be an integral part of the Houser Street Parking Expansion and Safety Enhancement Project. As such it makes sense from both a design and construction perspective.

Constructing the proposed sidewalk/trail as part the Houser Street Parking Expansion and Safety Enhancement Project and funding it from the Sidewalk Construction Program and not as part of the Westside Trail project will provide greater design flexibility. Currently because of the federal funding that is part of the Westside Trail, NEPA clearances are needed, that if the trail is not constructed within a 14' strip of land between the back of curb and the Houser Street right of way line, then an environmental assessment would be needed on the parcel upon which the Houser Street Parking Expansion and Safety Enhancement Project is to be constructed, something which could significantly impact the budget and completion timeline of the Houser Street Parking Expansion and Safety Enhancement Project. However, by making this sidewalk/trail work part of the Houser Street Project with funding coming from the Sidewalk Construction Program removes this NEPA concern and will allow for the best route/alignment for the trail/sidewalk to be selected even if it ventures outside the current right of way.

Finally, constructing this portion of the Westside trail as part of the Houser Street Parking Expansion and Safety Enhancement Project using sidewalk program funds, will it make much easier for the rest of the of the Westside Trail to be constructed within the budgeted amount. Preliminary design work on this trail indicates that getting up the bluff between Hershey Avenue and Lucas Street will be more expensive than initially estimated. Moving the starting point of the Westside Trail 1,750' will help alleviate a portion of this problem.

It is estimated by the City Engineer that proposed sidewalk improvements along will cost approximately \$87,500.



Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
 Prepared by: Andrew Fangman, City Planner
 Date: May 14, 2018



Houser Street Parking Expansion and Safety Enhancement Project

-  Enhanced Pedestrian Crossings
-  Parks
-  New Parking Lot
-  Proposed 10' Wide Sidewalk/Trail
-  Westside Trail
-  Existing Multi-Use Trails

