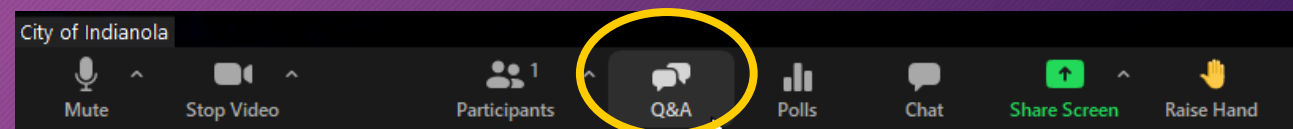


SQUARE STREETScape PROJECT and ONE-WAY to TWO-WAY CONVERSION



Public Information Meeting
March 11, 2021

Please ask questions or provide comments at anytime using the Q&A button below.
All question will be answered after the presentation.



HISTORY



- August 2018: Warren County voters approved a bond referendum for Warren County Justice Center
- September 2018: City/Partners worked with IEDA to assess our community's Public Square
 - First Impression: "Square could use some love"
 - Challenges: Downtown walkability
 - How Can we improve the look and feel?: Investment from someone other than business- government; Two-way streets
 - How can Downtown become a better place?: Beautification; Streetscape
 - Recommendations: Begin conversations about streetscape elements that could be included with Court House project immediately.

HISTORY



- October 2018: City sought proposals to develop a high-level streetscape concept for the Public Square
- February 2019: Professional service agreement with Bolton and Menk approved
- March-August 2019: Steering Committee Work; Civic Engagement Meetings
- August 2019: Indianola City Council approved the Downtown Square Master Plan
- FY21 Budget: \$2 Million approved for Streetscape Engineering/Construction (additional \$2.7 Million planned for in FY22 budget for construction)

HISTORY

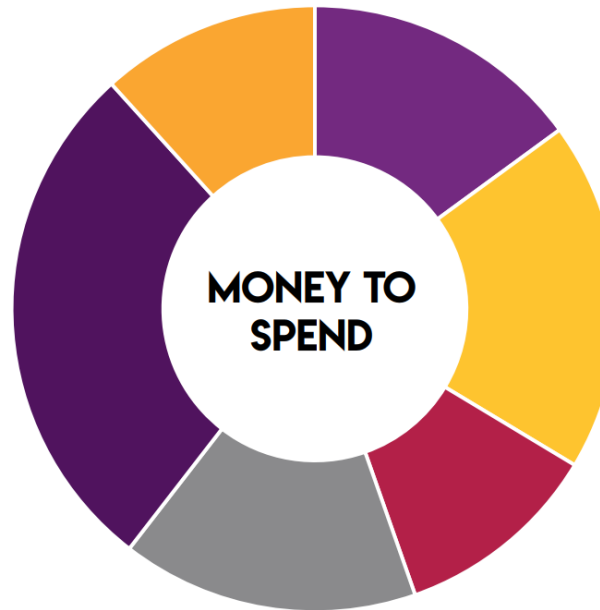


May 2020:

- Engineering Contract with Bolton & Menk Approved
- Comprehensive Plan Approved

“You’re in charge of the City’s capital improvement budget. This budget is for building new things or making major repairs or renovations. It is not for ongoing operating expenses. How should these limited funds be spent?”

INDIANOLA COMPREHENSIVE PLAN



TOTAL BUDGET ALLOCATED TO EACH CATEGORY FOR ALL PARTICIPANTS

CITY BUILDINGS	20,556
DOWNTOWN	25,656
NATURAL ENVIRONMENT .	15,145
PARKS	21,793
ROADS	38,229
TRAILS	16,093

THE PLAN



- **24-Member Steering Committee Formed**
 - *“One-way traffic may cause avoidance of the Square and limit the amount of traffic/foot traffic”*
 - *“Good to increase traffic passing by businesses”*
 - *“Many other communities have completed one-way to two-way conversions”*
 - *“Very car friendly, not very ‘people’ friendly”*
 - *“Access to downtown is somewhat limited because of all the turning movements”*
 - *“Continue two-way traffic on Howard and Buxton”*

THE PLAN



MASTER PLAN RECOMMENDATIONS

RECOMMENDATIONS

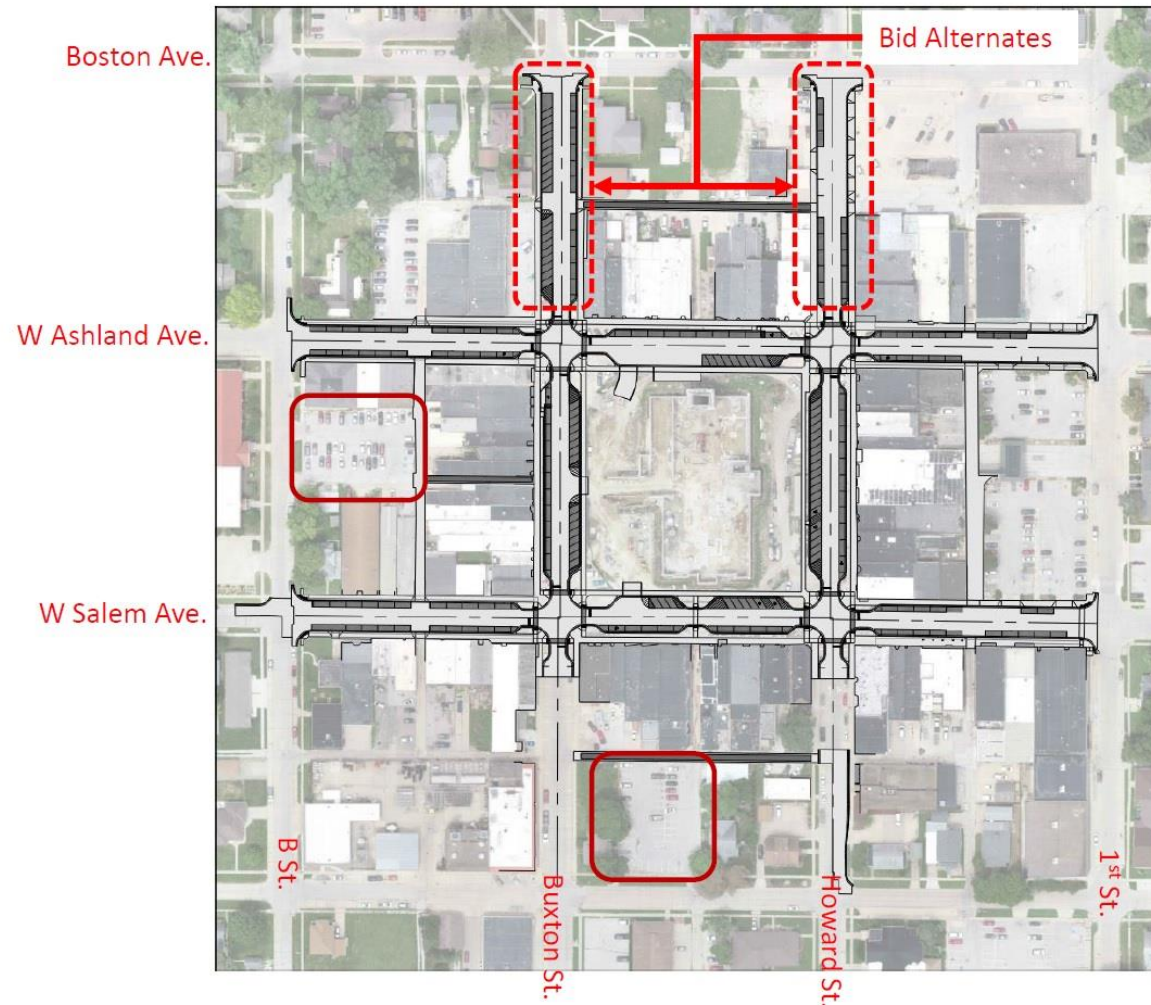
The overall goal of the project is to create a more pedestrian friendly, inviting and activated space where businesses thrive and where residents and visitors choose to spend time. The project should position the community for success well into the future. The steering committee recommends a master plan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

CITY COUNCIL WORK SESSION – (July 15th, 2019)

In addition to the recommendations of the steering committee, The City Council discussed and recommended changing Buxton Street & Howard Street from one-way to two-way throughout their length. Changing streets from one-way to two-way will allow for easier access turning in and out of the Justice Center, safer pedestrian crossings, and will stop the misconception of the two-lane roads from being one-lane.



STREETSCAPE PROJECT



STREETSCAPE PROJECT



- Utility Upgrades

 - *Overhead to Underground:*

 - *Electric*
 - *Fiber*
 - *Other Communication*

 - *Replace/Upgrade:*

 - *Sanitary Sewer (replace/upgrade 1,000 ft)*
 - *Storm Sewer (remove 1,000 ft; add/upsized 3,000 ft)*
 - *Water (replace/upsized 2,000 ft)*

STREETSCAPE PROJECT



Mike Metcalf

Electric Superintendent

Indianola Municipal Utilities (IMU)

Office: 515-962-5305

mmetcalf@indianolaiowa.gov

Kurt Ripperger

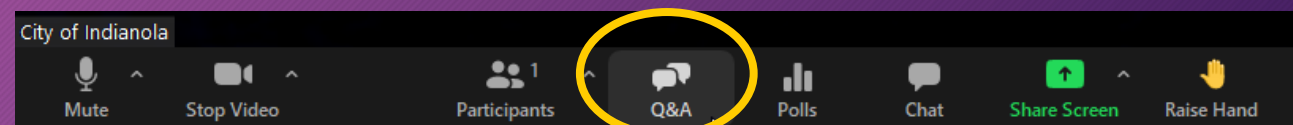
Communications Superintendent

Indianola Municipal Utilities (IMU)

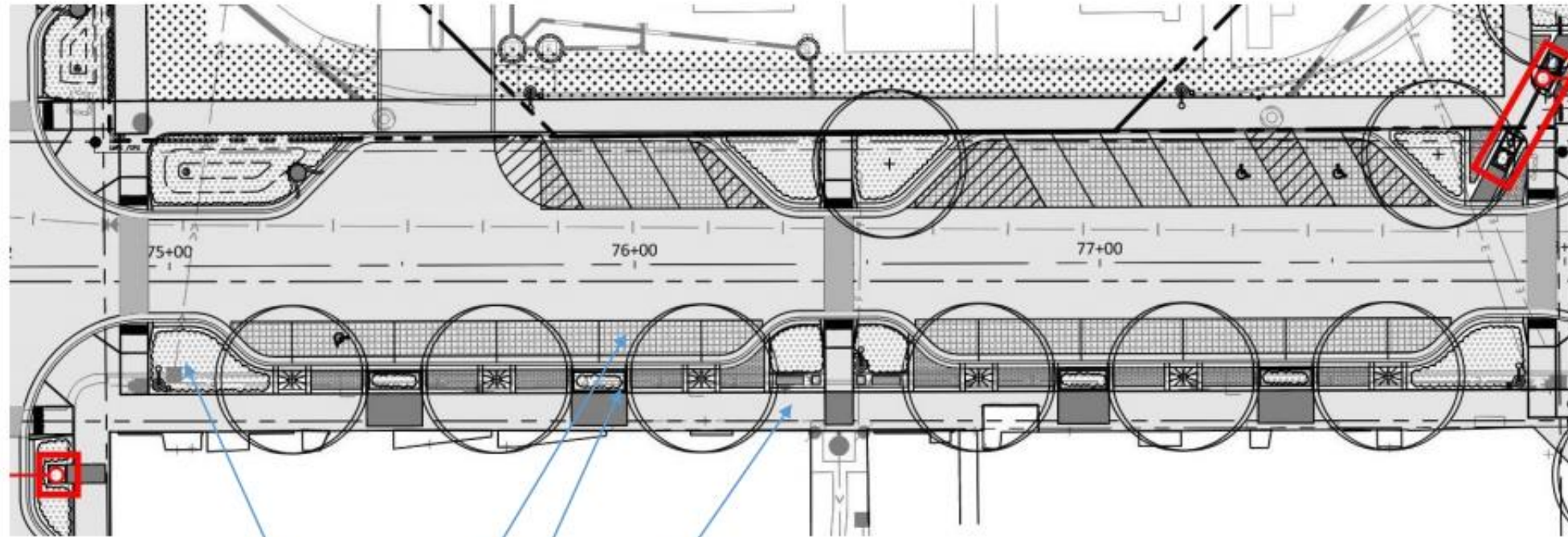
Office: 515-962-5283

kripperger@indianolaiowa.gov

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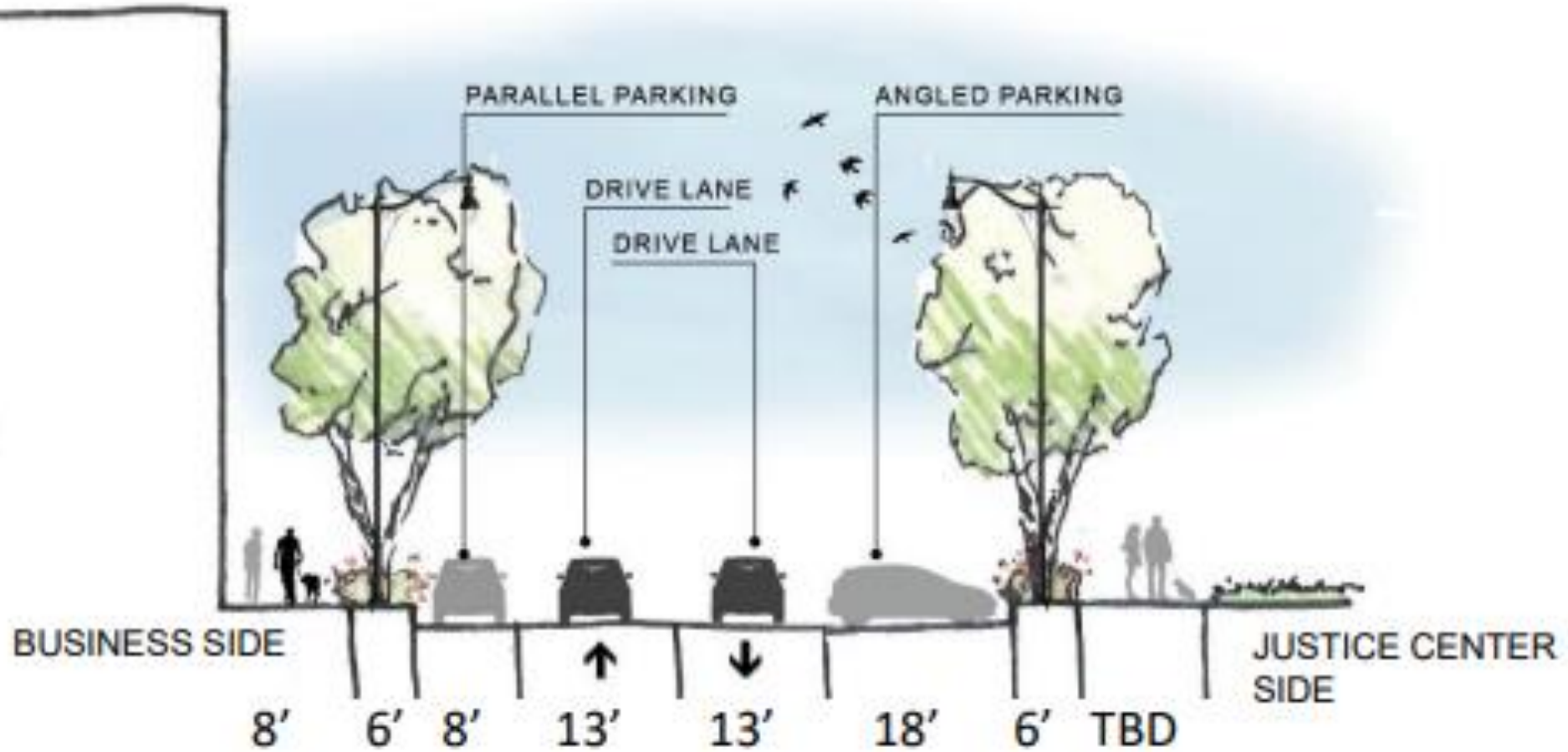


STREETSCAPE PROJECT

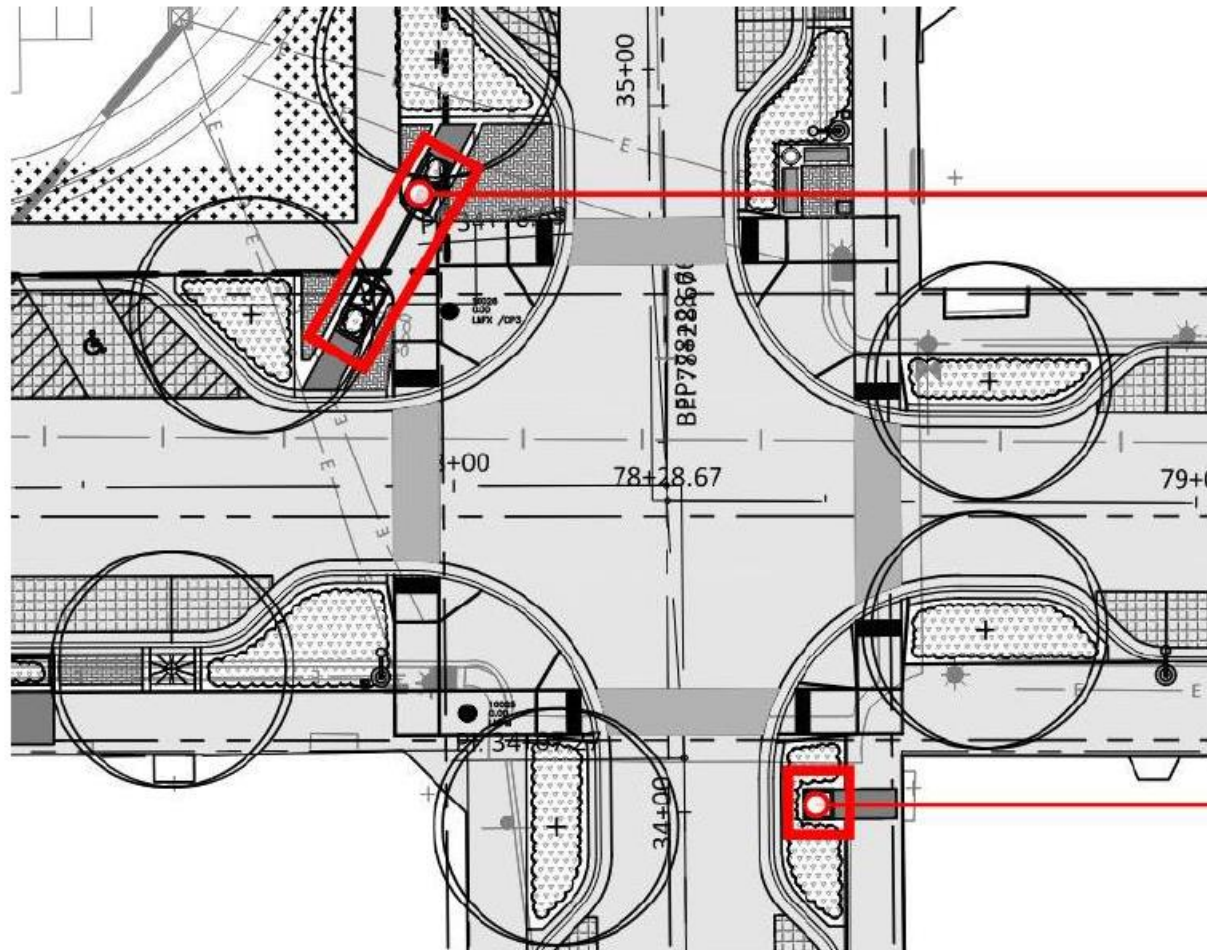


- Bioswale
- Pervious Pavers
- Planter w/ seat wall
- Concrete Sidewalk

STREETSCAPE PROJECT



STREETSCAPE PROJECT



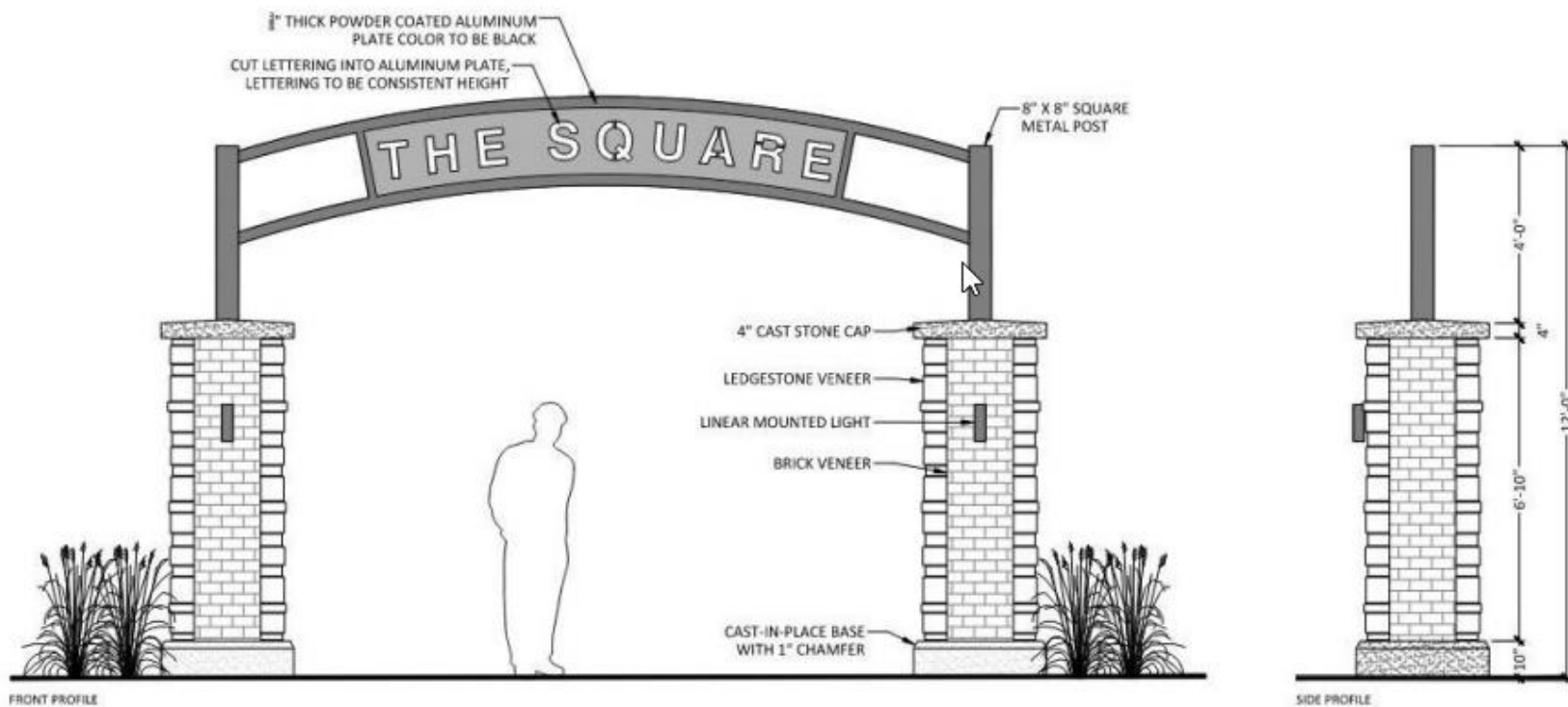
PEDESTRIAN ARCHWAY
MONUMENT

GATEWAY MONUMENT

STREETSCAPE PROJECT

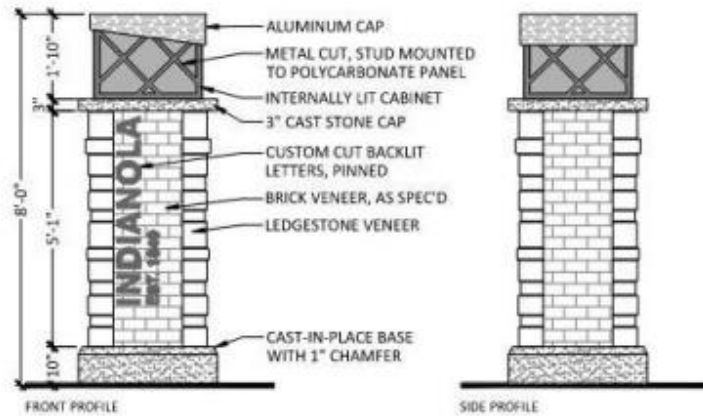


STREETSCAPE PROJECT

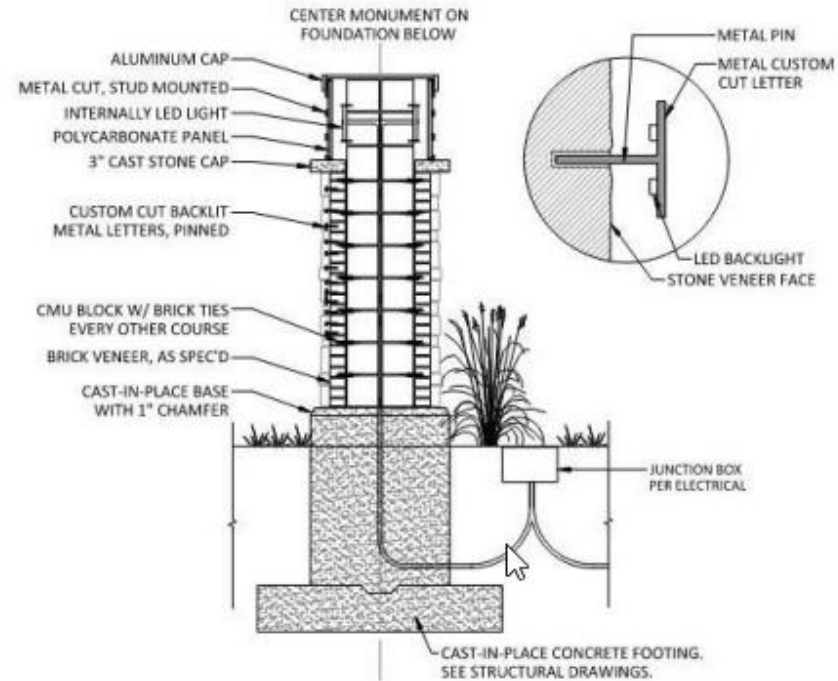


1 ELEVATION: MONUMENT TYPE 1
SCALE: N.T.S.

STREETSCAPE PROJECT



1 ELEVATION: MONUMENT TYPE 2
SCALE: N.T.S.



2 SECTION: COLUMN
SCALE: N.T.S.

STREETScape PROJECT



FURNITURE



PREFERRED

PAVEMENT



PREFERRED

PREFERRED

PLANTERS



PREFERRED

PREFERRED

STREETSCAPE PROJECT



STREETScape PROJECT

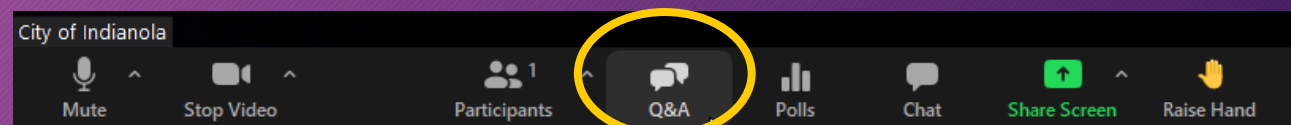


WHERE ARE WE TODAY?



- 90% Design Documents Under Review
- Continued Coordination
- Advertise for Bids: March 23
- Open Bids: April 14
- Award Contract: April 19
- One-Way to Two-Way Conversion: May 17
- Construction Begins: May-June
- Completion date: August 30, 2022 with liquidated damage of \$1,000/day

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ONE-WAY vs TWO-WAY



PROS

- Business exposure increases
- Improves the livability, property values, business revenue, and taxes
- Increases bike and pedestrian safety
- Eliminates the raceway effect/Slower traffic
- Driver attention increases
- Traffic safety improves even if traffic volume increases

ONE-WAY vs TWO-WAY



PROS (cont)

- Reduction in total distance traveled
- Enhanced Public Safety access
- Easier navigation for residents and businesses
- One-way streets can be confusing to visitors or infrequent users
- Eliminates wrong-way drivers
- Less signage/Pavement markings

ONE-WAY vs TWO-WAY



CONS

- Adjustment Period for Drivers
- Delivery Vehicles
- Number of Vehicle and Pedestrian Conflict Points Increase
- Through Traffic is Slowed Down
- One Time Labor/Capital Costs

SPEED STUDY



North Howard Street

- Total Vehicles: 1227
- Average Speed: 26.38 MPH
- Top Speed: 48 MPH
- Percent over Speed Limit: 65.20%
- 85th Percentile: 30 MPH

North Buxton Street

- Total Vehicles: 1300
- Average Speed: 26.42 MPH
- Top Speed: 52 MPH
- Percent over Speed Limit: 66.77%
- 85th Percentile: 30 MPH

North D Street

- Total Vehicles: 374
- Average Speed: 23.45 MPH
- Top Speed: 35 MPH
- Percent over Speed Limit: 32.89%
- 85th Percentile: 28 MPH

ROAD CLASSIFICATION



Legend

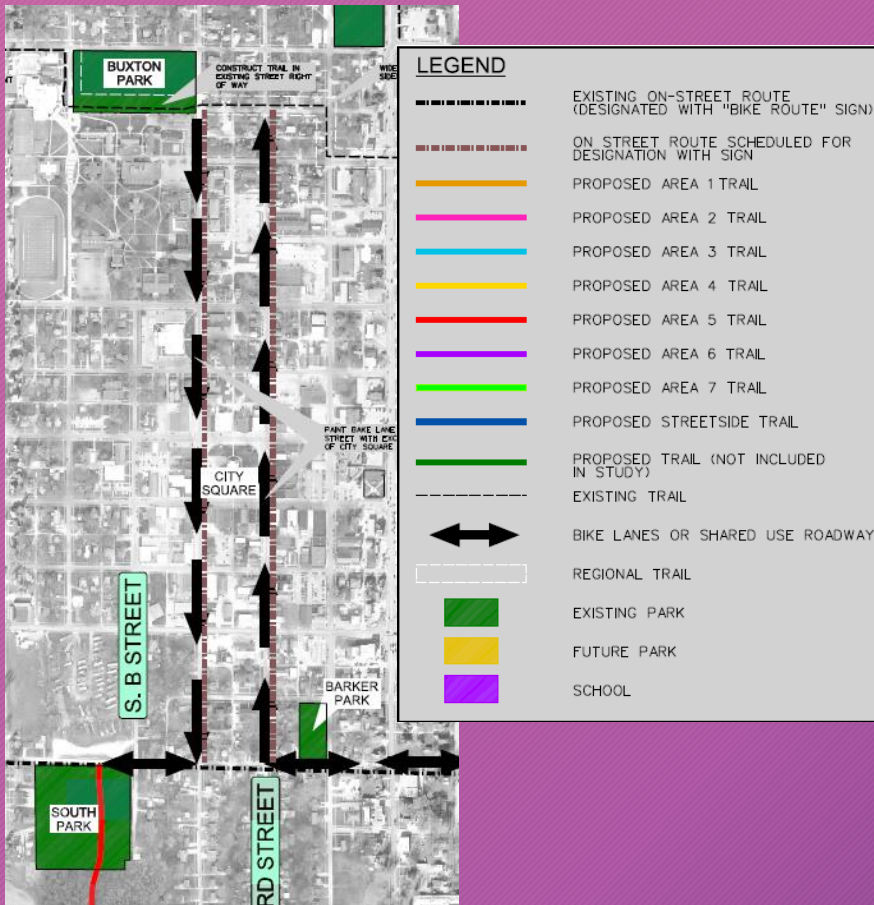
- Minor Collector (Future)
- Major Collector (Future)
- Minor Arterial (Future)
- Major Arterial (Future)
- Minor Collector
- Major Collector
- Minor Arterial
- Major Arterial



Minor Collectors

- Proceed through the established portions of the city. These corridors generally have a speed limit of 25 mph
- Provide connections to major collectors and arterial streets.
- Primary routes for trip destinations such as the Downtown Square and schools.
- These streets should include accommodations for people biking and walking (sidewalks and bike lanes).
- May require traffic calming measures, particularly when bicyclists are expected to share the travel lane with motorized traffic.

INDIANOLA TRAILS PLAN



- Parking restrictions be considered on shared use roadways.
- On Buxton Street and Howard Street, where the streets are one-way, parking should be restricted on one side with a bike lane painted on each street.
- It is recommended that on-street routes be clearly marked with a sign.

WHAT WILL IT TAKE?



370 Total Signs

- 20 Additional Signs Needed
- 164 Signs Need Removed
- 50 Signs Need Rotated
- 144 Less Signs in Inventory

28 Pavement Markings

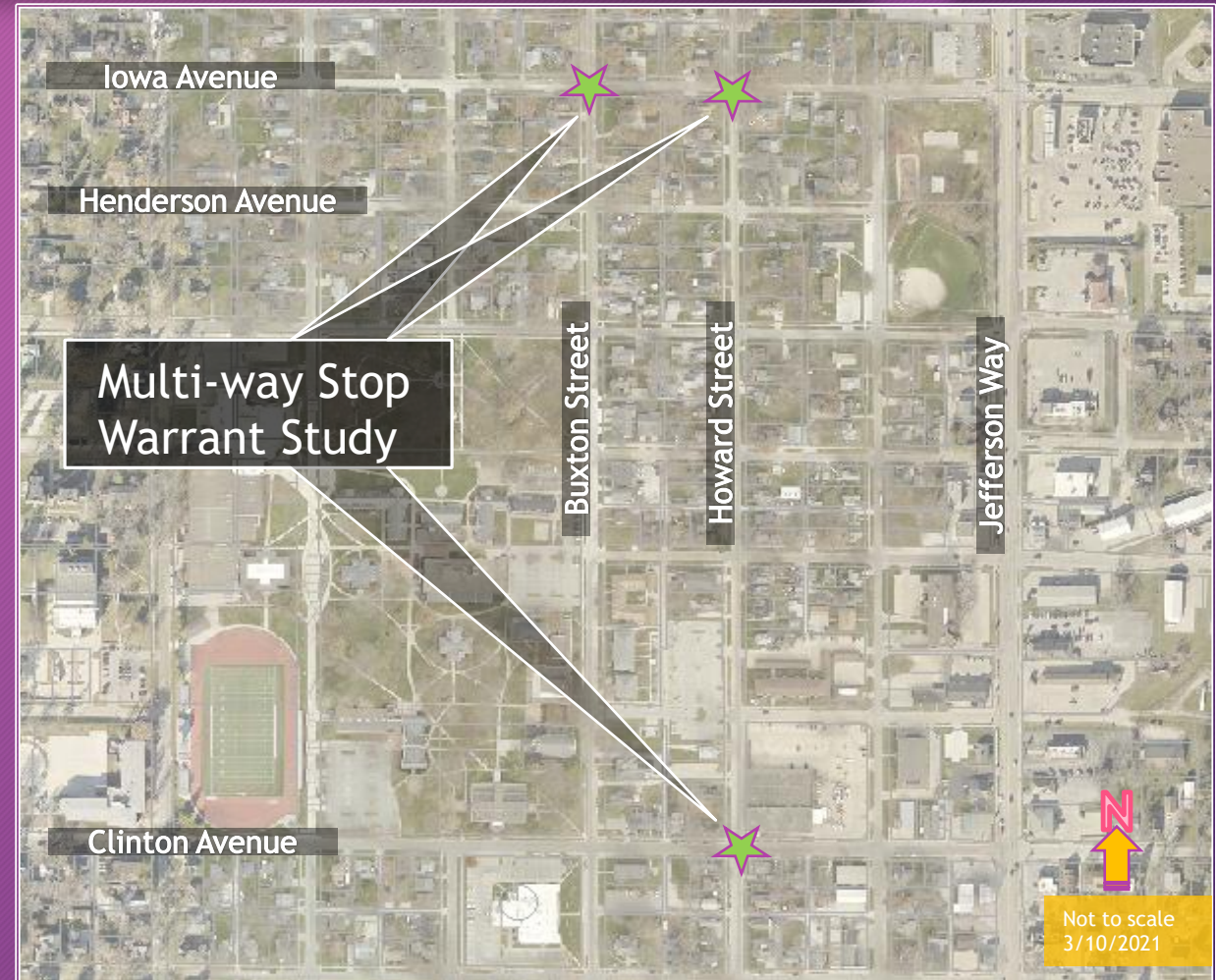
- Does Not Include Markings within Public Square
- All 28 Need Removed
- Add 14 Pavement Markings for Bike Lanes

WHAT WILL IT TAKE?



- Various Ordinance Changes (2 Months)
 - 71.01 Through Streets - Stop
 - 71.02 Stop And Yield Intersections
 - 71.03 No Parking Zones
 - 71.08 One-way Streets And Alleys

TRAFFIC STUDIES



TRAFFIC SIGNAL WARRANT STUDY



Intersection of Buxton Street & 2nd Avenue

- Traffic Study funded by Iowa DOT (Traffic Engg. Assistance Program -TEAP)
- Meets the signal warrants after two-way conversion
 - Manual on Uniform Traffic Control Devices (MUTCD)
 - Traffic volumes, accident history, geometry, sight distance, speed, capacity analysis
- Interim Improvements:
 - New signal cabinet, controller, detection, poles, & related temporary changes for <\$100k
- Long-term improvements
 - Full reconstruction of signal (use components from interim improvements) for \$150k
 - Will try to complete within 2-4 years.

MULTI-WAY STOP WARRANT STUDY



Intersection	Meet Multi-Way Stop Warrants?
Buxton Street & Iowa Ave.	No
Howard Street & Iowa Ave.	No
Howard St. & Clinton Ave.	Yes

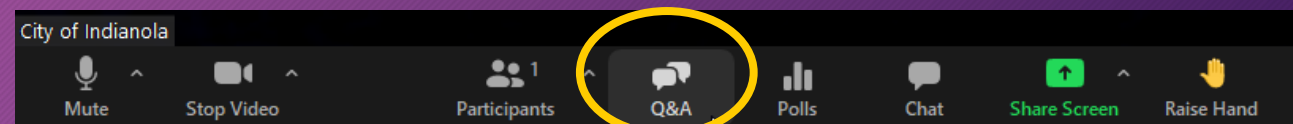
- Multi-way stop warrants based on Manual on Uniform Traffic Control Devices
 - Traffic volumes, accident history, geometry, capacity analysis
 - Justified when traffic volumes on the intersecting roadways are approximately equal
 - Side streets on Iowa Avenue has less than 1/3 traffic on main street during peak hours
 - Studies indicate that stop sign doesn't slow speed
- City Council will decide if the Multi-way stops will be installed
 - <\$500 of material and labor to install multi-way stops per intersection.

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QUESTIONS/COMMENTS



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