

UPDATE AND DIRECTION ON SQUARE STREETScape PROJECT

City Council Study Session
August 17, 2020



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)
 - \$1 Million SRF Grant

HISTORY

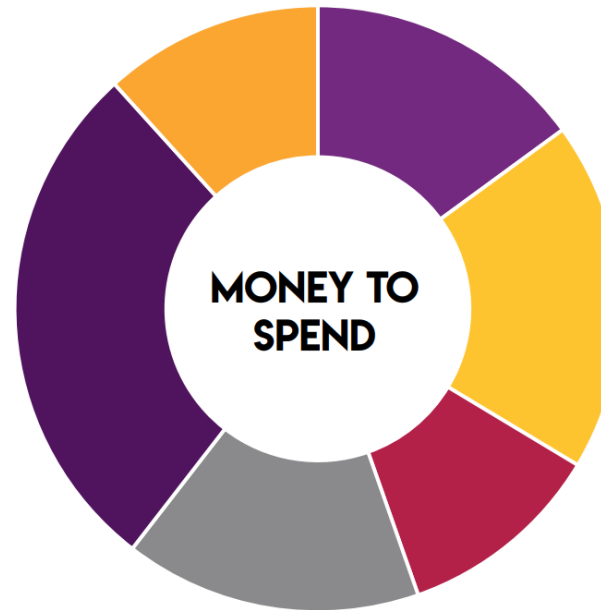


May 2020:

- 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

WHERE ARE WE TODAY?



- Topographical Survey Completed
- Coordination Meeting Conducted with Utilities
- Coordination Meeting Conducted with Warren County/Justice Center Construction Team
- Consultant is Working on the Preliminary Design Document (30% Design)
 - Decision on Traffic Patterns is Needed

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



EXECUTIVE SUMMARY

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 plan includes the following recommendations:

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.



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

ONE-WAY vs TWO-WAY



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

ONE-WAY vs TWO-WAY



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.

WHAT WILL IT TAKE?



370 Total Signs

- 6 Additional Signs Needed
- 164 Signs Need Removed
- 50 Signs Need Rotated
- 158 Less Signs in Inventory

28 Pavement Markings

- Does Not Include Markings within Public Square
- All 28 Need Removed

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
- Intersection Studies (2 Months)
 - Clinton and Howard
 - Iowa Ave Intersections
 - Stop Light at Buxton and Highway 92/2nd Avenue

WHAT WILL IT TAKE?



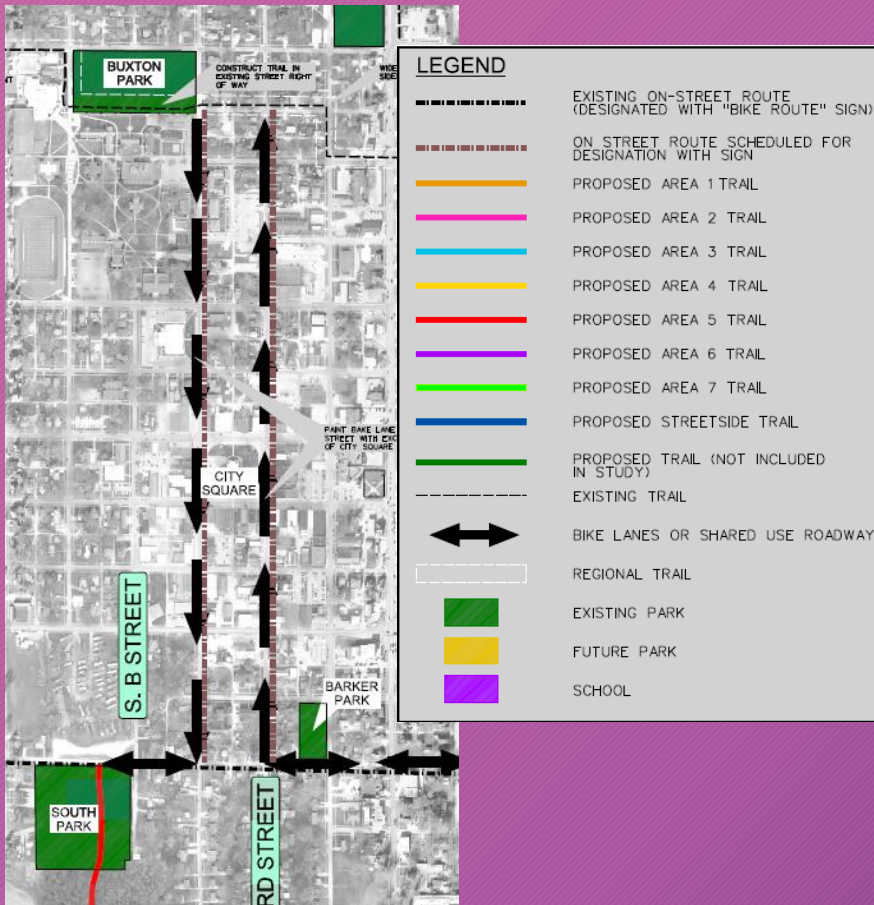
Post Office



Planters in Right-of-Way



INDIANOLA TRAILS PLAN



- From Buxton Park/Franklin St, South through the Square.
- 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.

DIRECTION



- Public Square
- Howard and Buxton
 - One-Way or Two Way?
 - Timing
- Shared Bike Lanes?
 - Buxton Street
 - Timing

