



# 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:

Terry Pauling  
Bob Lane  
Heather Gaumer  
Rob Keller  
Jennifer Pfeifer-Malaney  
Amanda Ripperger  
Wendy Wohlwend  
Barb Bendon  
Mary Donaghy-Richards  
Bryant Houston  
Rachel Gocken  
Andrew Swadner  
Misty Soldwisch  
Brad Rudolf  
Seth Lampman  
Meg Schneider  
Angie Buchanan  
Rod Curtis  
Brenda Easter  
Erin Freeberg  
Steve Gray  
Marvin Gribbons  
Leslie Held  
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



# TABLE OF CONTENTS

<b>1</b>	<b>EXECUTIVE SUMMARY.....</b>	<b>4</b>
	Project Scope.....	5
	Master Plan Recommendations.....	6
	Next Steps.....	7
<b>2</b>	<b>INVENTORY &amp; IMPLEMENTATION</b>	
	Existing Conditions.....	8
	Project Considerations.....	9
	Public Parking Study.....	10
	Master Plan Recommendations.....	12
	Materials/Wayfinding.....	14
<b>3</b>	<b>APPENDIX.....</b>	<b>16</b>
	Chamber of Commerce Business Map.....	17
	Preliminary Concept A.....	18
	Preliminary Concept B.....	19
	Preliminary Concept C.....	20
	Opinion of Probable Cost.....	21
	Meeting Notes/Sign-In Sheets.....	22
	Potential Funding Sources.....	27

# 01

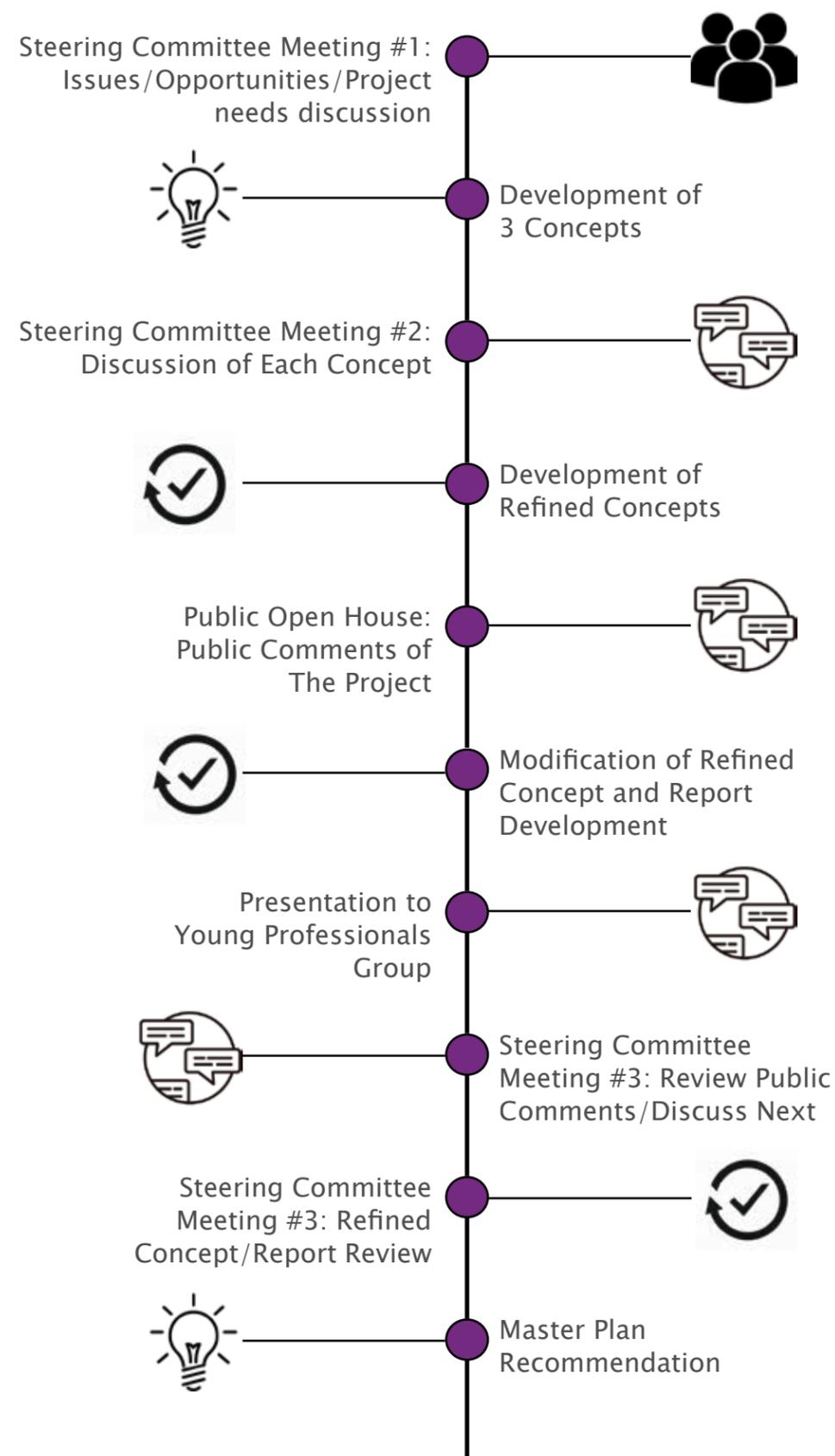
## EXECUTIVE SUMMARY

### 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.

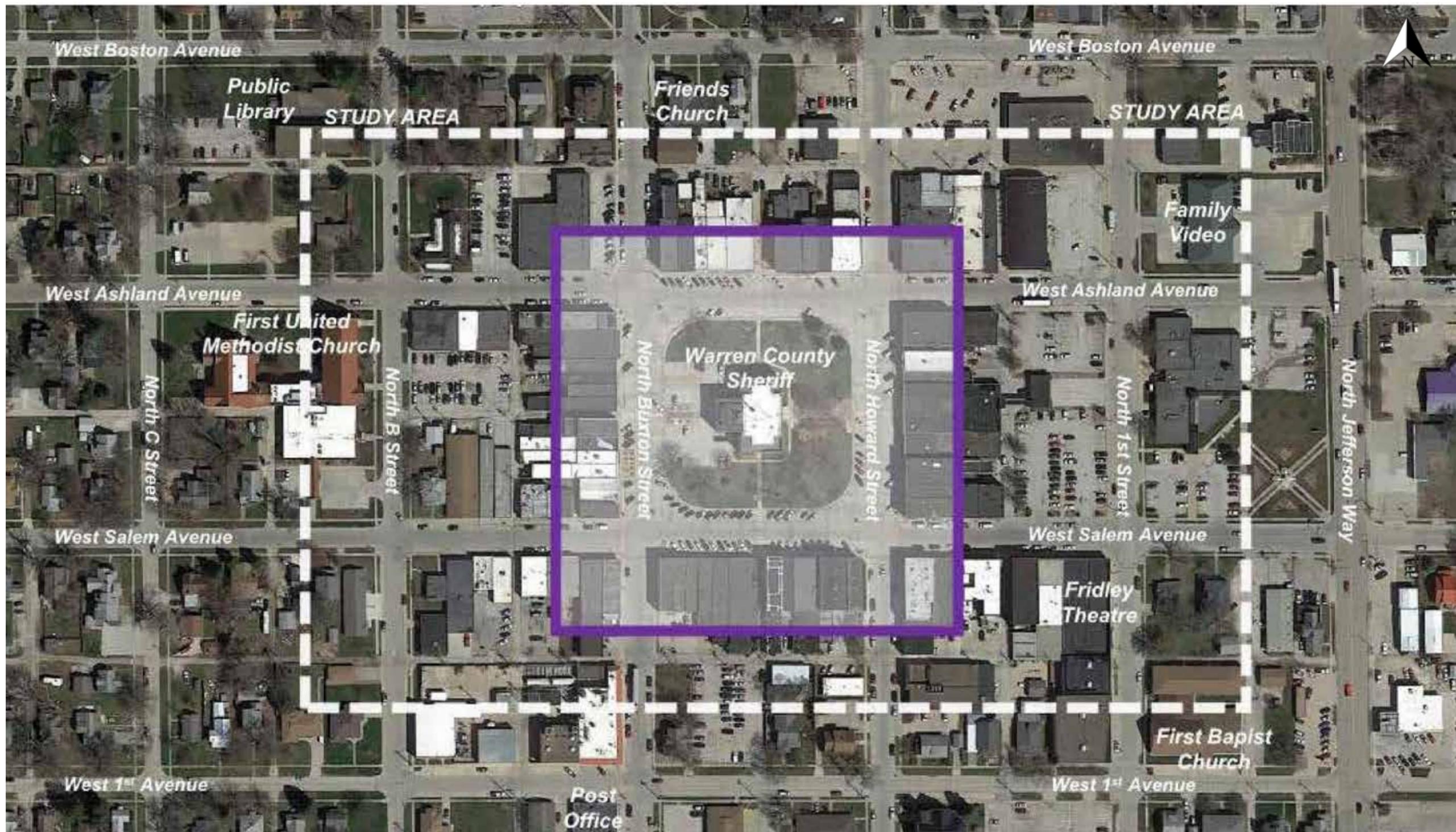
A downtown city square is the heart of a community. It is a place where people gather, spend time, and shop local. The demolition of the Warren County courthouse and replacement with the new justice center facility will have a significant impact on the appearance and function of the downtown square. The 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:

## 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.



# 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

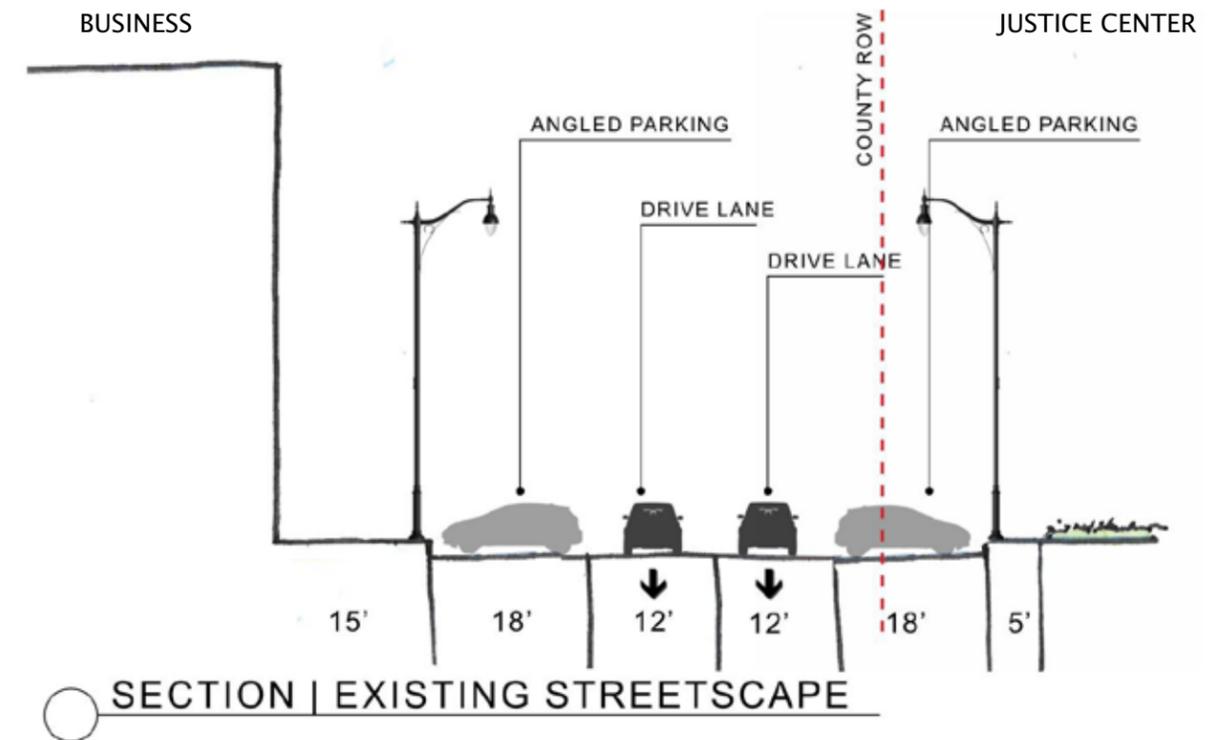
# 02

## 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.

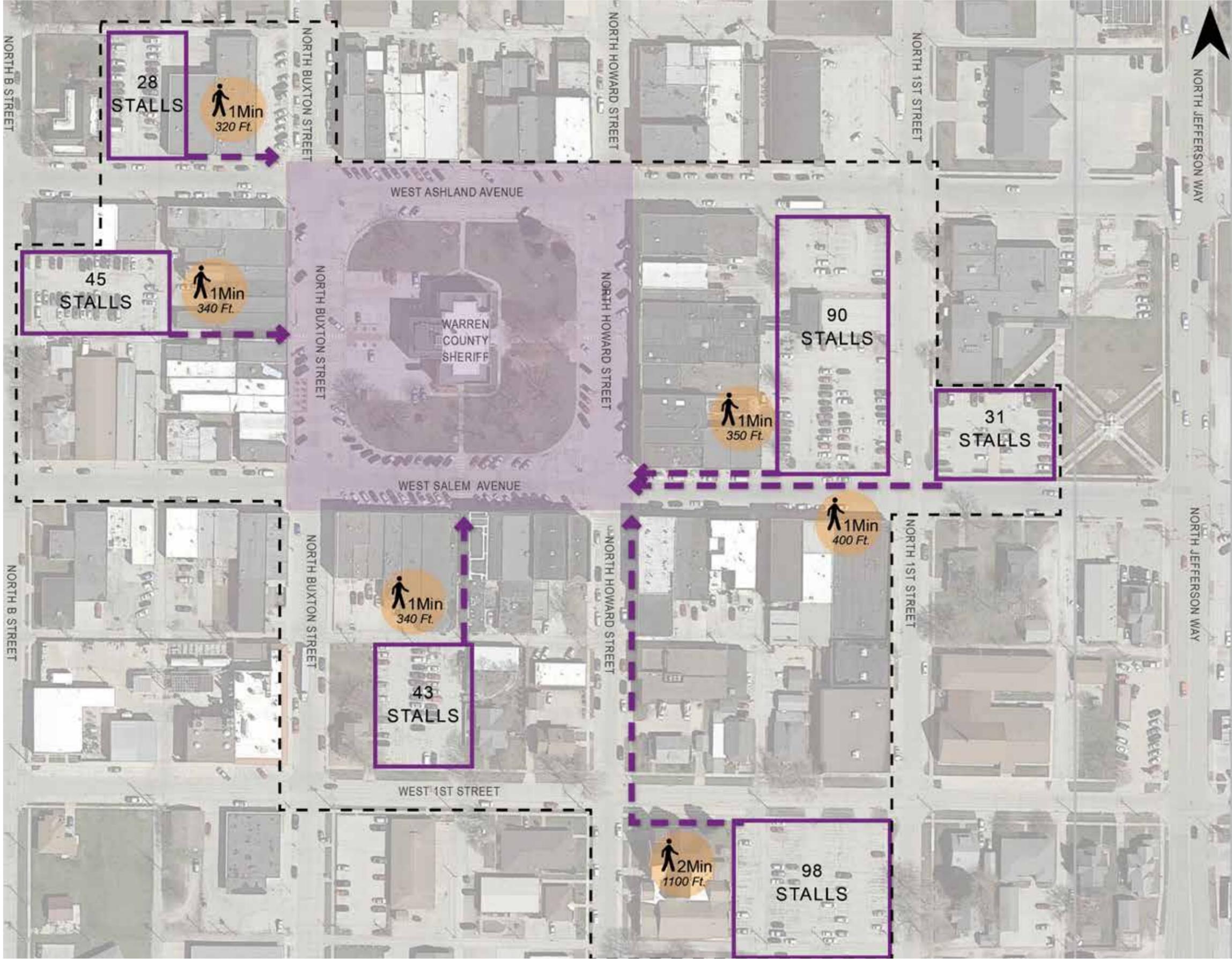


# PROJECT CONSIDERATIONS

- 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

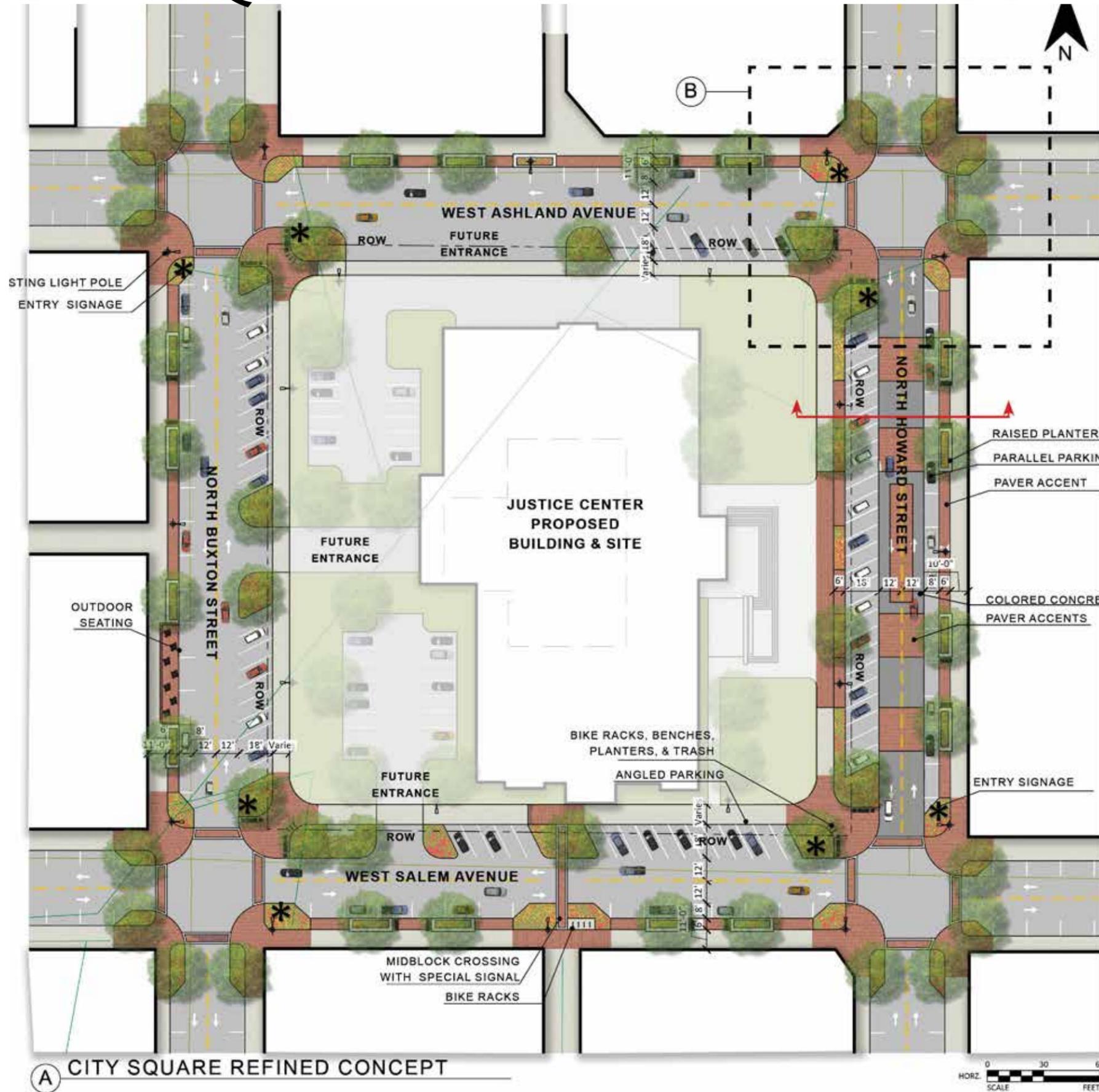


PUBLIC PARKING OBSERVATION

- 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



## CITY SQUARE MASTER PLAN

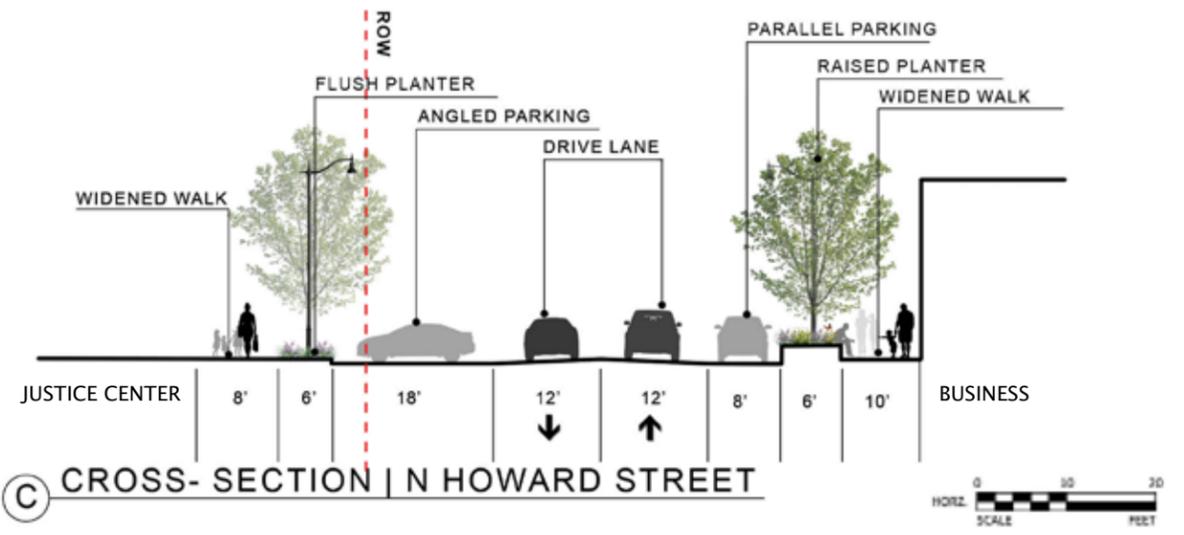
The refined and preferred alternative features two-way traffic, parallel parking on the business side of the square, angled parking on the inside of the square, bump-outs with colored crosswalks for pedestrian safety, signage/wayfinding locations, raised planters, outdoor furniture and fixtures. North 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



**A** CITY SQUARE REFINED CONCEPT

**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.

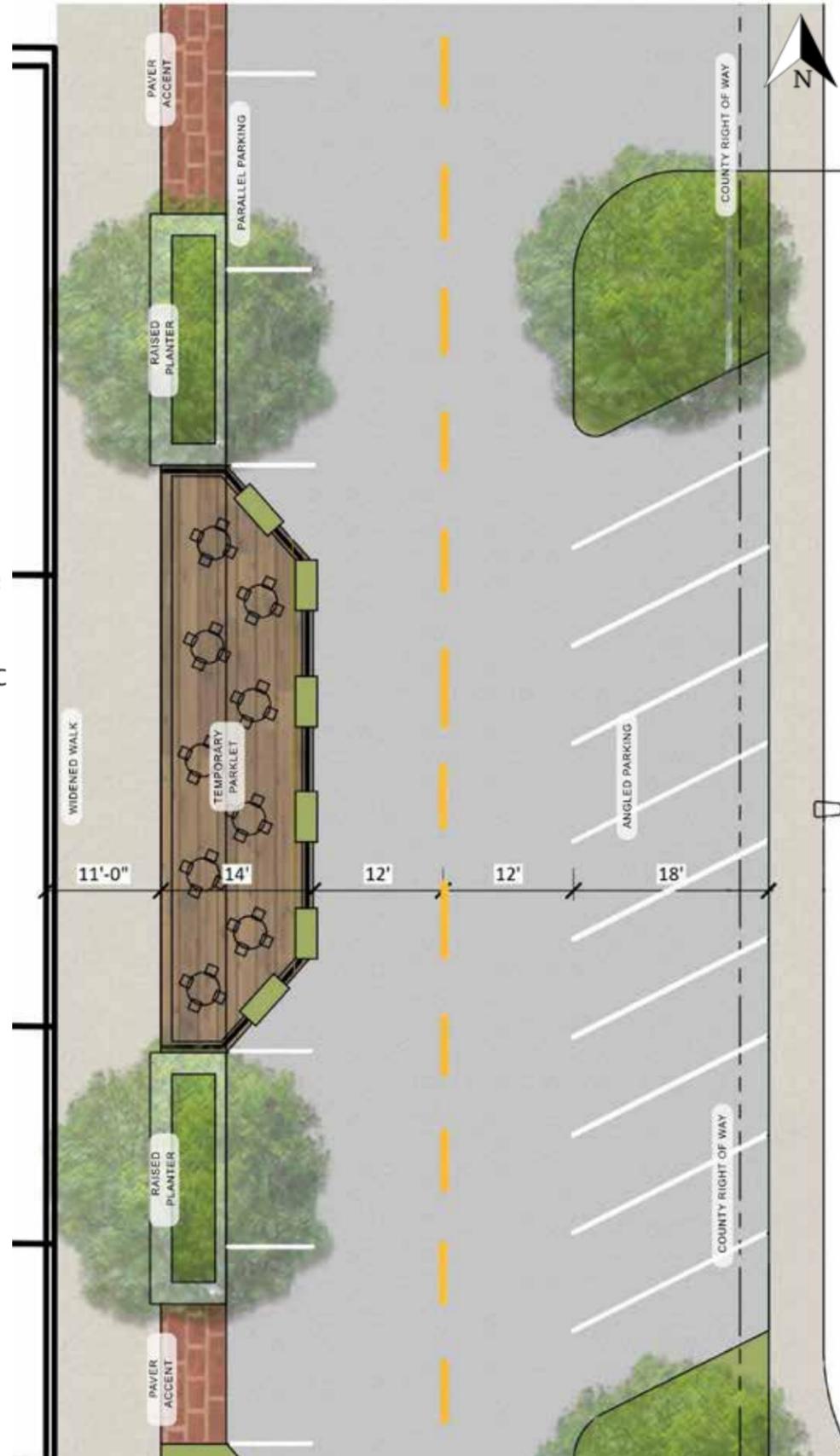
**Future Outdoor Dining Space** was the favored scenario from the public open house. The option still allows for a five-foot-wide unobstructed pedestrian way for the enjoyment of the public.

**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.

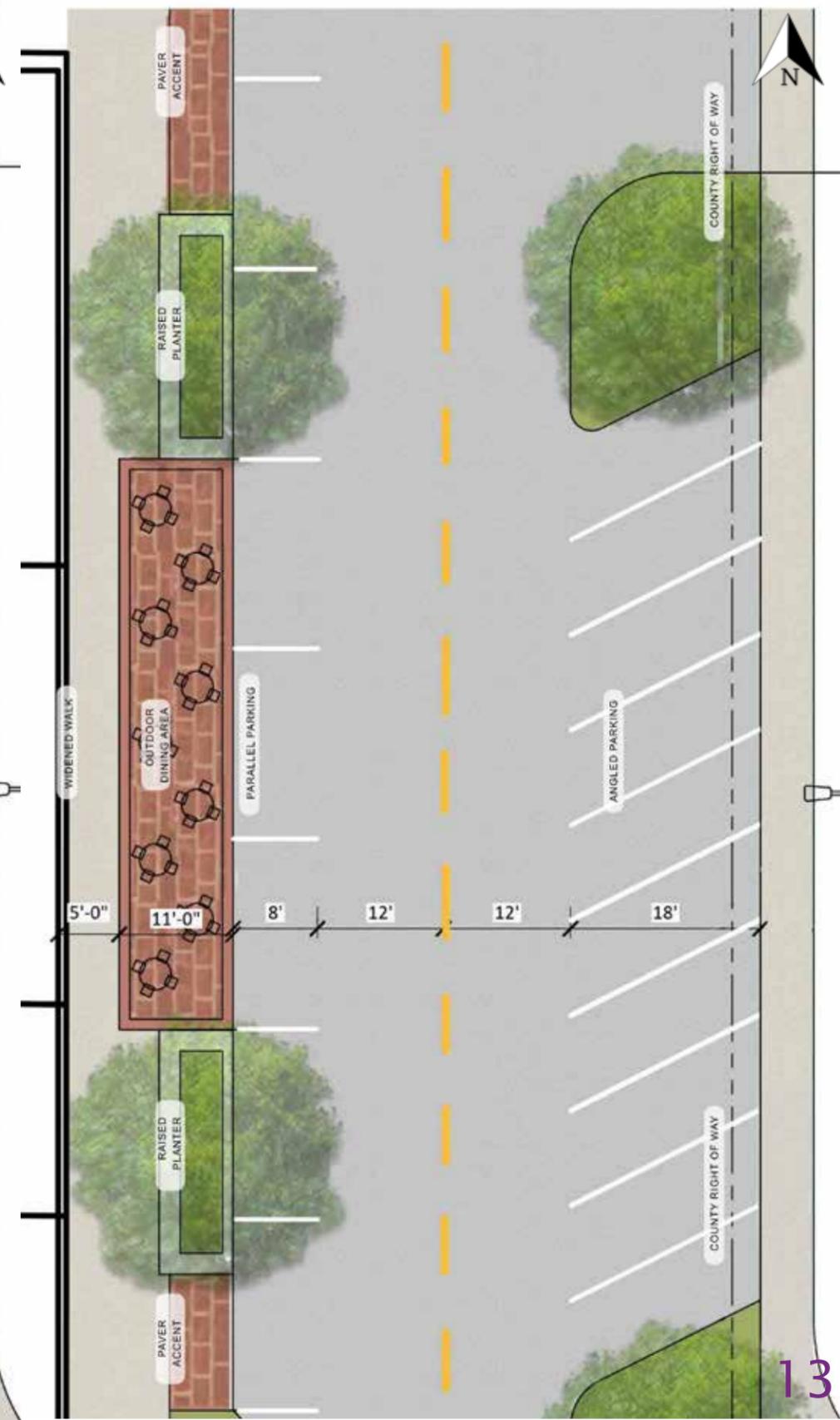


**B** CITY SQUARE ONE-WAY ALTERNATE

Existing Parklet with Reconfigured Street



Future Outdoor Dining Space



FURNITURE



PREFERRED



PAVEMENT



PREFERRED



PREFERRED



PLANTERS



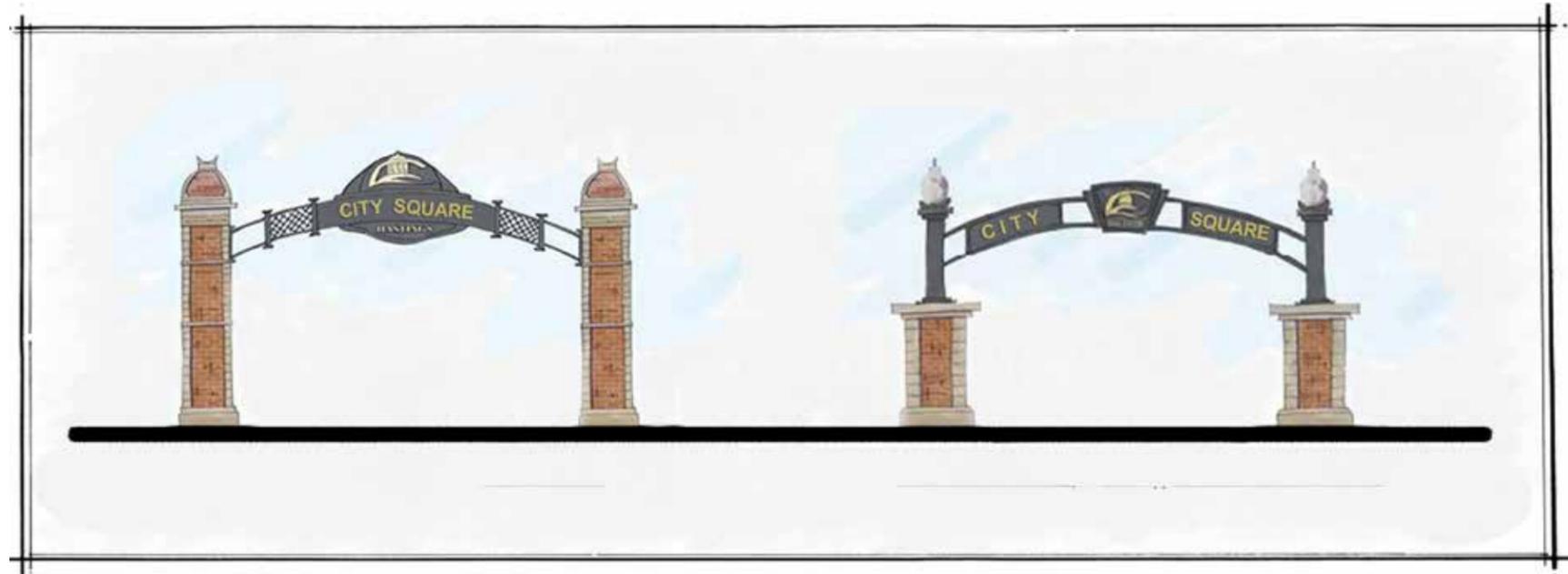
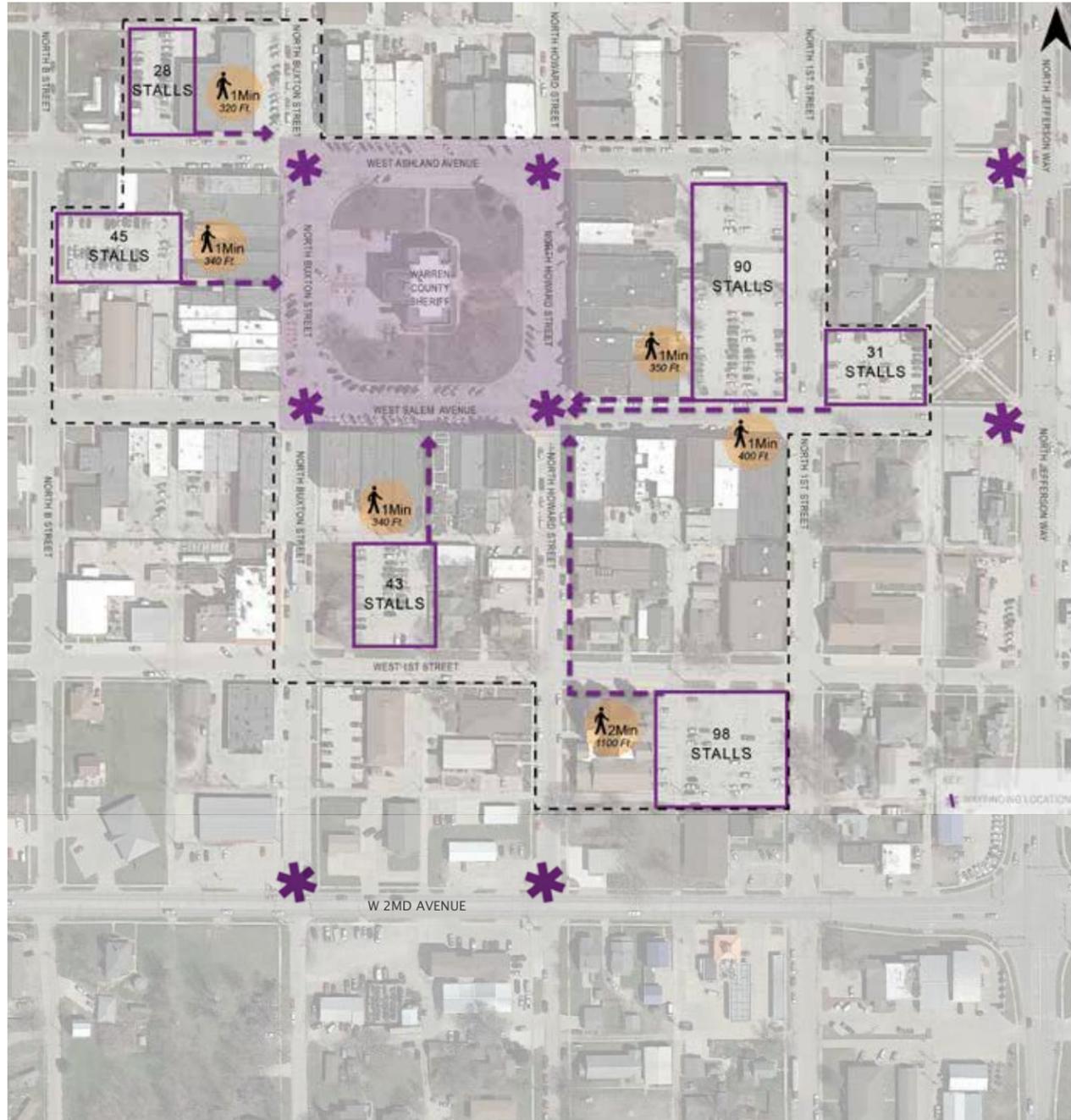
PREFERRED



PREFERRED



# 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.

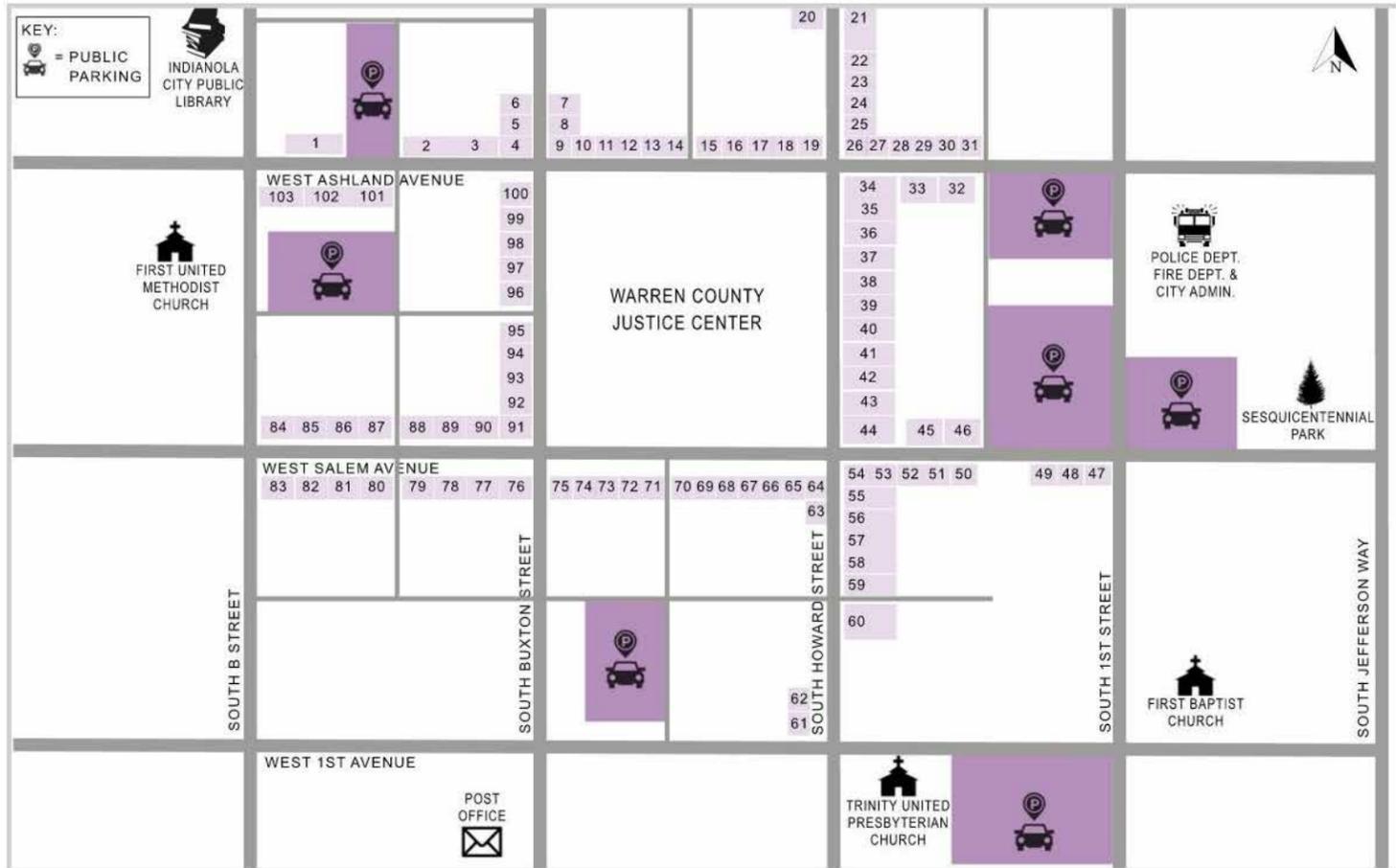
The map displayed shows recommended locations where monuments can be placed, as symbolized with a purple asterisk. Key locations are at each corner of the square and at the highway for each street that enters you into the square to direct visitors to the downtown area. A secondary wayfinding system is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

# 03

*(Intentional Page Break)*

# CHAMBER OF COMMERCE BUSINESS MAP

## INDIANOLA DOWNTOWN SQUARE PUBLIC PARKING/BUSINESS MAP



## INDIANOLA DOWNTOWN MAP KEY:

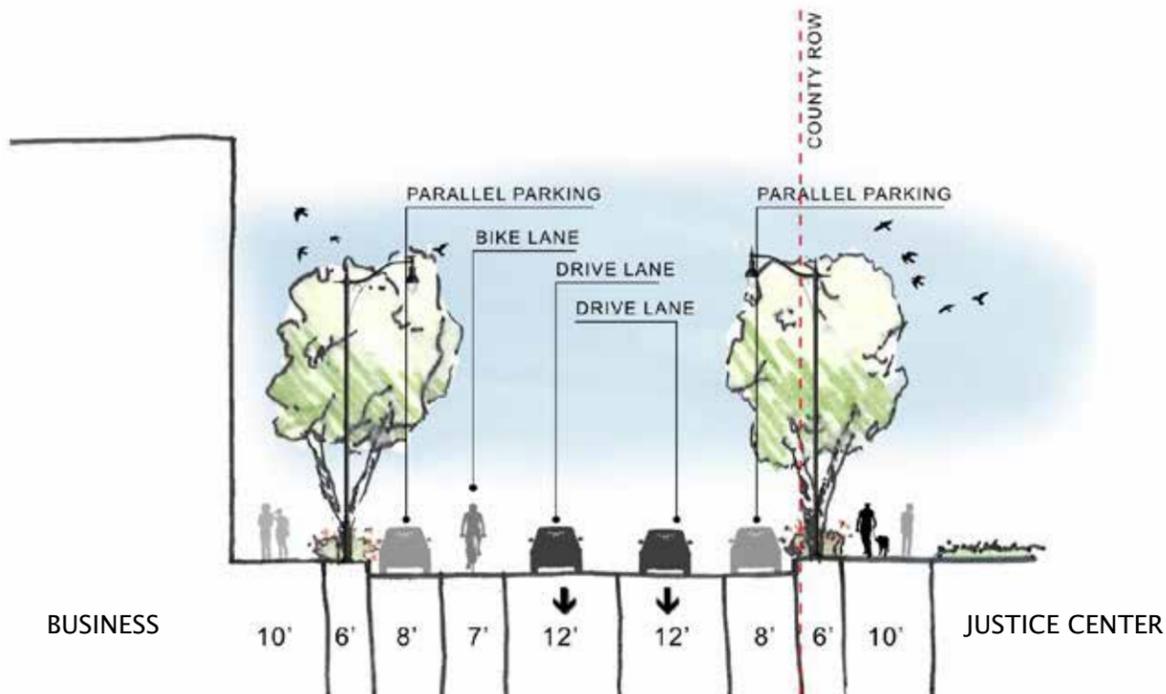
- |  |  |   |   |  |
|--|--|---|---|--|
| 1 Dental Professionals                 | 22 Custom Solutions Investigations     | 43 Treasure's Fine Jewelry                        | 63 Sharon's Hair Creations & Uptown Hair Fashions | 83 The Comfort Zone                              |
| 2 Open Space                           | 23 Cami Eslick Attorney at Law         | 44 On the Rocks                                   | 64 Elcock Law Office                              | 84 Exit Realty North Star                        |
| 3 Open Space                           | 24 Farmers Insurance                   | 45 Patin, Strong & Krapfl, PLLC                   | 65 Embark, Inc.                                   | 85 Ameriquet Hearing Center                      |
| 4 Funaro's Deli & Bakery               | 25 Mojos                               | 46 Fifth Judicial District Dept. of Corrections   | 66 Pamela's Place                                 | 86 Bob's Custom Trophies                         |
| 5 Integra Electrical                   | 26 KNIA/KRLS Radio                     | 47 Fridley Theatres                               | 67 Taylor'd Financial Services                    | 87 Zonioz  |
| 6 Ellis Law Offices, P.C.              | 27 McCurdy Chiropractic                | 48 Better Homes & Gardens Real Estate Innovations | 68 Fusion Fitness                                 | 88 Open Space                                    |
| 7 Legacy Asset Management              | 28 Winner's Circle                     | 49 Crouse Cafe                                    | 69 Uncommon Grounds                               | 89 Keller Designs                                |
| 8 Edward Jones - Kim Guilford          | 29 Professional Body Works             | 50 Roots  | 70 Peoples Company                                | 90 ClearPath Financial                           |
| 9 Local Vine                           | 30 The Garage                          | 51 mismash  | 71 Heartland AEA                                  | 91 Corner Sundry                                 |
| 10 Fawn & Fox Buy, Sell, Trade         | 31 Family Video                        | 52 H&R Block                                      | 72 adorn  | 92 The City Gate                                 |
| 11 Winn's Pizza & Steakhouse           | 32 Body Kanvas Tadoo                   | 53 Kerry's Flowers                                | 73 One Eighty Salon & Day Spa                     | 93 Vogue Vision                                  |
| 12 Studio Fusco                        | 33 Curtis Architecture & Design        | 54 Pageturners Bookstore                          | 74 Vision Center                                  | 94 Brickhouse Tavern                             |
| 13 Groggy Dogg                         | 34 Indianola Performance Center        | 55 Good Finds                                     | 75 Affinity Bridals                               | 95 Indianola Chamber/WCEDC                       |
| 14 Open Space                          | 35 ASEDJ                               | 56 Upper Cuts                                     | 76 CanoeSport Outfitters                          | 96 Edward Jones-Grant McGraw                     |
| 15 Elks Club                           | 36 Tiny Tots to Teens                  | 57 Skjoreal Powder Coating & Engraving, LLC       | 77 Indianola Dance Academy                        | 97 Webster Creative                              |
| 16 Ouderkirk Law Firm                  | 37 Pete's Pizza                        | 58 Property Damage Assessment                     | 78 Country Financial - Rob Keller                 | 98 Indianola Glass Creations                     |
| 17 Open Building                       | 38 Regions Bank                        | 59 Open Building                                  | 79 Crain Chiropractic                             | 99 Rudolf Insurance                              |
| 18 The Zoo                             | 39 Open                                | 60 Century Link                                   | 80 Warren County Abstract                         | 100 The Stitching Place                          |
| 19 Moxie                               | 40 Impact Community Action Partnership | 61 Edward Jones - Andy Leach                      | 81 Hair MD  | 101 Michael Hipp & Charles Collins Orthodontists |
| 20 Avitt Chiropractic/Avitt Automotive | 41 Route 69 Vapor Lounge               | 62 Hall & Schlenker Law Firm                      | 82 Open Building                                  | 102 Struthers Family Dentistry                   |
| 21 McCoy True Value                    | 42 X-Treme Tupperware                  |   |   | 103 Optometric Associates                        |

# PRELIMINARY CONCEPT A

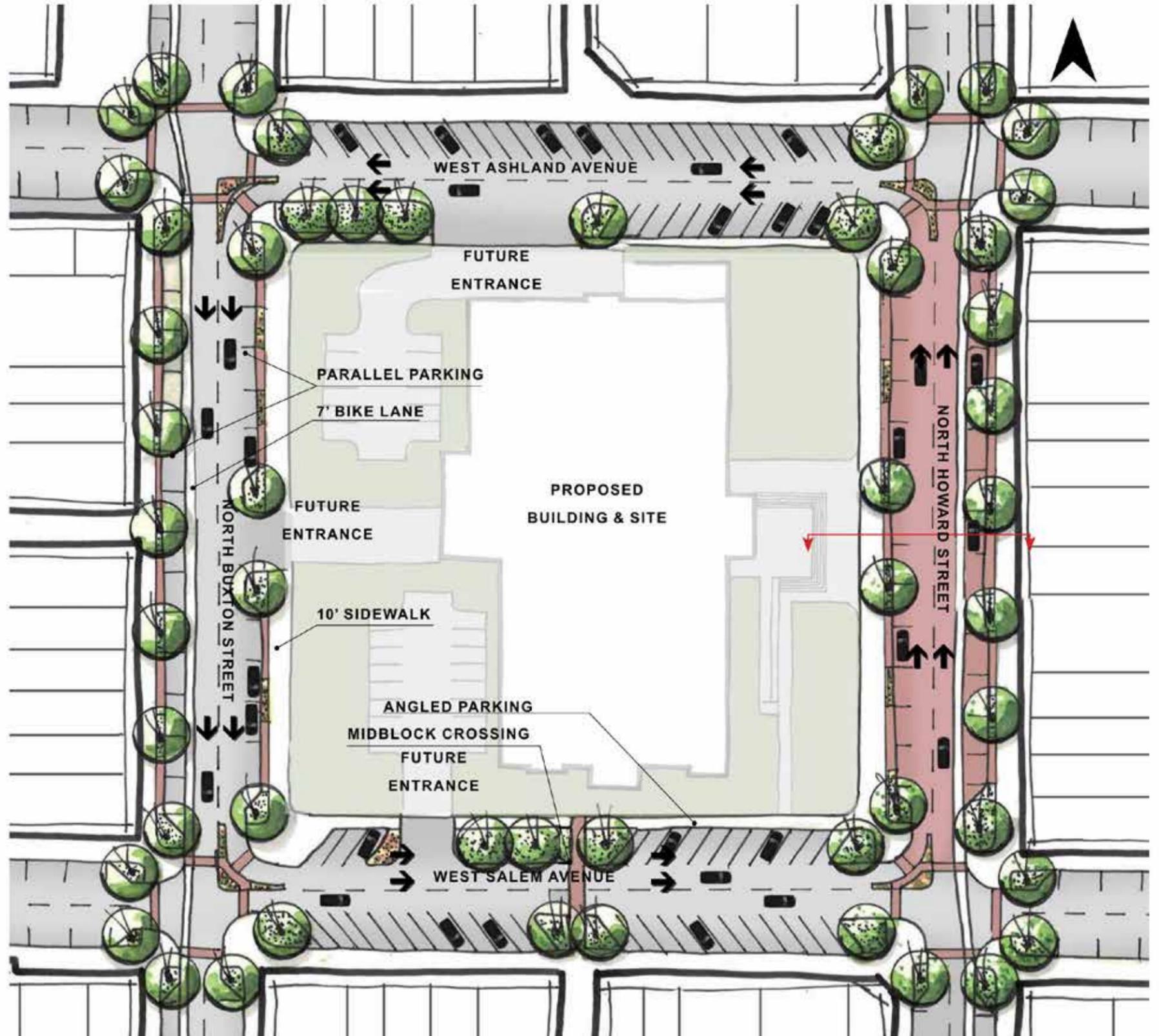
## CITY SQUARE PRELIMINARY CONCEPT A

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



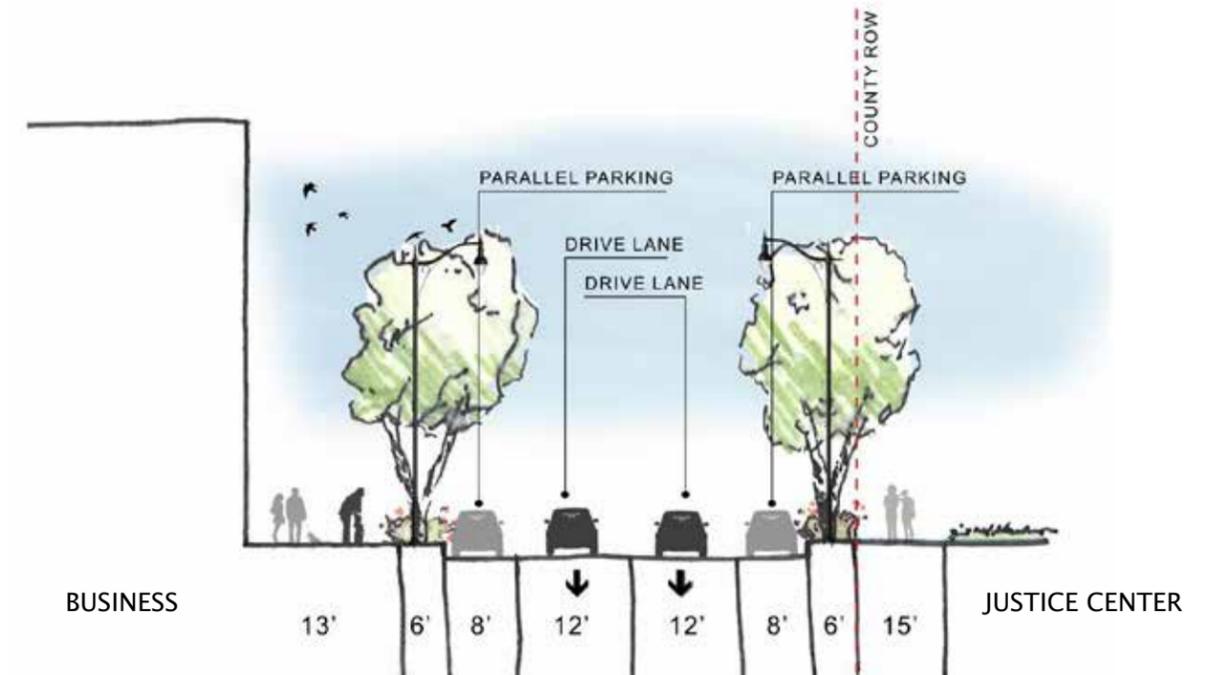
**B** CONCEPT B | ONE-WAY DRIVE LANES



## 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.



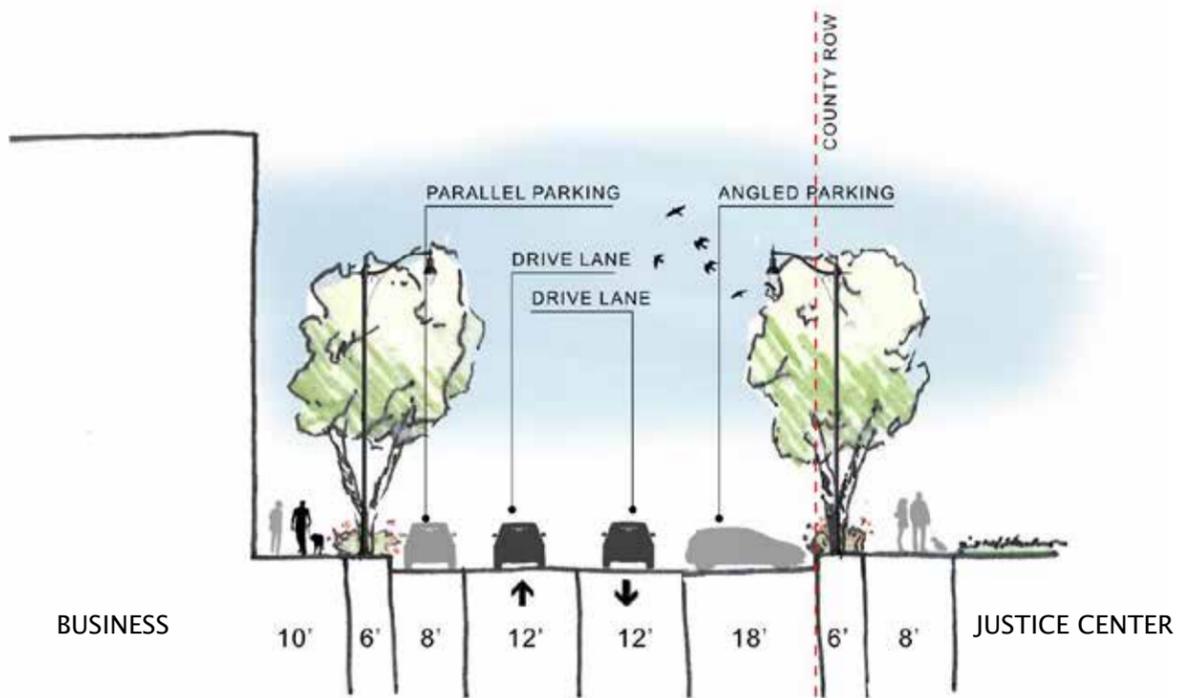
**B** SECTION | ONE-WAY DRIVE LANES

# PRELIMINARY CONCEPT C

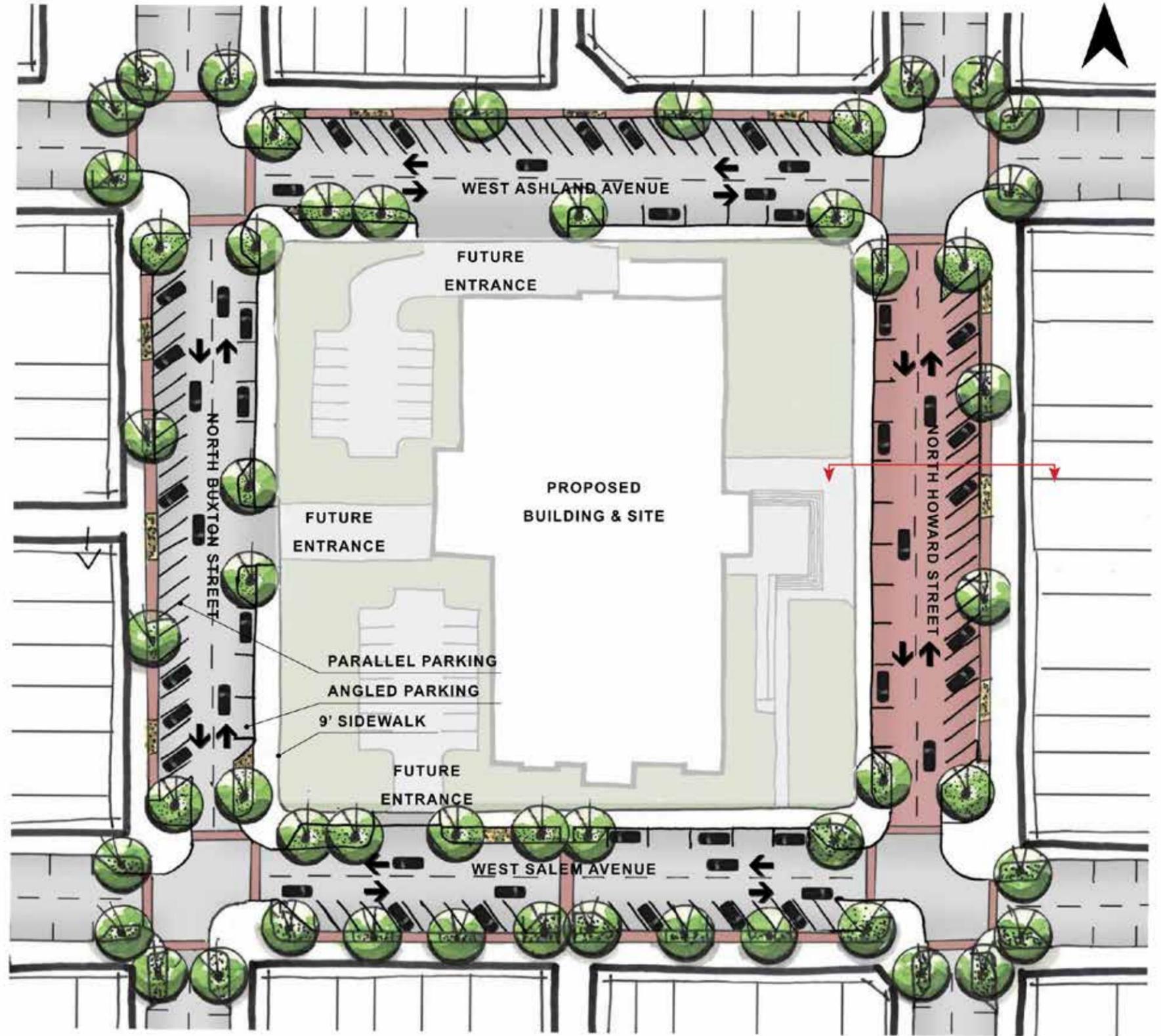
## CITY SQUARE PRELIMINARY CONCEPT C

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



# 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
			<b>TOTAL</b>	<b>\$3,914,040.00</b>
			ENGINEERING/LEGAL/CONSTRUCTION SERVICES FEES (20%)	\$782,808.00
			<b>TOTAL W/ FEES</b>	<b>\$4,696,848.00</b>

# STEERING COMMITTEE MEETING #1



Real People. Real Solutions.

309 E 5th Street  
Suite 202  
Des Moines, IA 50309-1981

Ph: (515) 259-9190  
Fax: (515) 233-4430  
Bolton-Menk.com

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

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

### Agenda:

#### 1. Introductions

- Bolton & Menk, Inc. team
- City staff
- 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

- 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



Real People. Real Solutions.

**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



Real People. Real Solutions.

309 E 5th Street  
Suite 202  
Des Moines, IA 50309-1981

Ph: (515) 259-9190  
Fax: (515) 233-4430  
Bolton-Menk.com

## 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	

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
Tony Pauly		
Bob Lane		
Heather Gaumer		
Rob Keller		
Jenn Pfeifer-Maloney		jmpfeife@hotmail.com
Amanda Ripberger		
Wendy Wohlwend		
Barbara Bondar		<del>REDACTED</del>
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@ruderAinsworth.com
SETH LAMPMAN		seth.lampman@saxpointadviser.com
Meg Schneider		mschneider@dsmpartnership.com
Brent East		brenda@indianachamber.com
Angie Buchanan		abuchanan@iowadot.gov

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

**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.