CHAPTER 136

SIDEWALK REGULATIONS

136.01 DEFINITIONS. For use in this chapter the following terms are defined:

1. "Broom finish" means a sidewalk finish that is made by sweeping the sidewalk when it is hardening.
2. "Wood float finish" means a sidewalk finish that is made by smoothing the surface of the sidewalk with a wooden trowel.
3. "Defective sidewalk" means any public sidewalk exhibiting one or more of the following characteristics (Appendix "B"):
   a. Sidewalk faulted at joint or crack with 1 inch or more deflection.
   b. Sidewalk raised more than 2 inches in 8 feet from normal profile line of sidewalk.
   c. Sidewalk sunken more than 2 inches in 8 feet from normal profile line of sidewalk.
   d. Sidewalk cracked into 3 or more pieces per panel, or any single crack with ½ inch or greater openings.
   e. Sidewalk cracked and/or spalled (small crater line holes deeper than 3/8 inch with part of sidewalk missing, forming holes deeper than 3/8 inch.
   f. Sidewalk cross slope is incorrect, greater than 1 inch in 1 foot.
   g. Sidewalk not present.
   ~~a. Vertical separations equal to three-fourths (¾) inch or more.~~
   ~~b. Horizontal separations equal to three-fourths (¾) inch or more.~~
   ~~c. Holes or depressions equal to three-fourths (¾) inch or more and at least four (4) inches in diameter.~~
   ~~d. Spalling over fifty percent (50%) of a single square of the sidewalk with one or more depressions equal to one-half (½) inch or more.~~
   ~~e. Spalling over less than fifty percent (50%) of a single square of the sidewalk with one or more depressions equal to three-fourths (¾) inch or more.~~
   ~~f. A single square of sidewalk cracked in such a manner that no part thereof has a piece greater than one square foot.~~
   ~~g. A sidewalk with any part thereof missing to the full depth.~~
   ~~h. A change from the design or construction grade equal to or greater than three-fourths (¾) inch per foot.~~
4. "Established grade" means that grade established by the City for the particular area in which a sidewalk is to be constructed.
5. "One-course construction" means that the full thickness of the concrete is placed at one time, using the same mixture throughout.
6. Owner" means the person owning the fee title to property abutting any sidewalk and includes any contract purchaser for purposes of notification required herein. For all other purposes, "owner" includes the lessee, if any
7. "Portland cement" means any type of cement except bituminous cement.
8. "Sidewalk" means all permanent public walks in business, residential or suburban areas.
9. "Sidewalk improvements" means the construction, reconstruction, repair, replacement, or removal, of a public sidewalk and/or the excavating, filling or depositing of material in the public right-of-way in connection therewith.

10. “Shared use path” means a paved pathway, typically from eight (8) to twelve (12) feet in width, physically separated from motorized vehicular traffic within the roadway right-of-way or within an easement adjacent to the roadway right of way. Primarily used by pedestrians and bicyclists, shared use paths are also used by joggers, skaters, wheelchair users (both nonmotorized and motorized). A shared use path's primary purpose is to provide pedestrians with connections to trails, other neighborhoods, shopping centers, businesses and other venues of interest. In addition, the shared use path may be used for recreational purposes.
11. “Bicycle/recreational trail” means a PCC, blacktop or gravel bicycle/recreational route developed primarily for outdoor recreational purposes. Trails are largely designed for pedestrians and other users to "experience" the outdoors and may be used by a variety of users, but they are not primarily designed for transportation purposes.
12. “Trailhead” means an outdoor system developed to serve as an access point to a bicycle/recreational trail which generally includes an area to park vehicles and typically is a beginning or ending point of a bicycle/recreational trail. The junction of two or more trails, where no other access point is provided to the trails, is not a trailhead.

136.02 REMOVAL OF SNOW, ICE, AND ACCUMULATIONS. The abutting property owner shall remove snow, ice, and accumulations promptly from sidewalks. If a property owner does not remove snow, ice, or accumulations within 48 hours, the Public Works Director may have the natural accumulations of snow or ice removed without notice to the property owner. The Public Works Director shall give the Council an itemized and verified statement of the costs and a legal description of the property. The costs shall be assessed against the property as taxes. The abutting property owner may be liable for damages caused by failure to remove snow, ice, and accumulations promptly from the sidewalk.

(Code of Iowa, Sec. 364.12[2b & e])

136.03 PROPERTY OWNER’S RESPONSIBILITY FOR MAINTENANCE. The abutting property owner shall repair, replace, or reconstruct, or cause to be repaired, replaced, or reconstructed, all broken or defective sidewalks and maintain in a safe and hazard-free condition any sidewalk outside the lot and property lines and inside the curb lines or, in the absence of a curb, any sidewalk between the property line and that portion of the public street used or improved for vehicular purposes (Appendix “C”); provided, however, that this section shall not be construed to require a property owner to take any action with respect to a public side walk or shared use path when said action is made necessary by the excavation or other activity of the city or a public utility. The abutting property owner may be liable for damages caused by failure to maintain the sidewalk.

The abutting property owner will not be responsible for the cost of installing ADA ramps. In situations where ADA ramps are required the portion of the cost associated with the ramp will be covered by the City.

136.04 ANNUAL INSPECTION ZONES. The City will be responsible for inspecting the public sidewalks on a Five (5) year cycle within the city. These inspections shall be made to determine if any of the public sidewalks within a particular zone of the city are defective as defined. The City will be divided into five zones as designated in (Appendix “A”). When a sidewalk defect is found to exist outside of the annual inspection zone, the City will initiate appropriate action as directed by this policy to have the sidewalk reconstructed.

The annual inspections will occur on the following timeline:

a) June 30th – designated zone sidewalk inspections completed
b) July 7-15 - Notifications mailed to property owners and 75 day initiated
c) September 26-30 – Deadline for property owner repair completion
d) October 1 – November 30 – Eight weeks for city to coordinate and schedule uncompleted repairs

(Code of Iowa, Sec. 364.12[2c])

136.05 CITY SHALL ORDER REPAIRS. If the abutting property owner does not maintain sidewalks as required, the Public Works Director shall serve notice on such owner, by certified mail, requiring the owner to repair, replace or reconstruct sidewalks within seventy-five (75) days from the date the notice is mailed. ~~If such action is not completed within the time stated in the notice, the Public Works Director Shall require the work to be done and assess the costs against the abutting property for collection in the same manner as a property tax~~. If, upon expiration of the 75 days as provided in said notice, the required work has not been done or is not in the process of completion, the Public Works Director Shall require the work to be done and assess the costs against the abutting property for collection in the same manner as a property tax.~~may cause the same to be reconstructed and the cost thereof shall be assessed to the abutting property owner.~~ No such assessment shall be made for the repair, reconstruction or replacement of a public sidewalk unless the city has served upon the person shown by the records of the Polk County recorder to be the owner of the abutting property, by certified mail, a notice requiring said person to repair, reconstruct or replace the public sidewalk within seventy five (75) days from the date said notice is mailed. All sidewalk improvements shall be performed under the supervision and inspection of the Public Works Director.

If work has not commenced following the 75 day notice, the sidewalk will be placed on a list for repair and the City's contractor notified to proceed with the repairs. Upon completion of the repair the property owner will be sent by regular mail an invoice of the actual cost of the repair with no administration fee. The property owner will have 30 days to pay the invoice. If the invoice is not paid within 30 days, the amount will be certified to the County Auditor to be added to the owner's property taxes.

Any unpaid costs for said repairs over $500 will be assessed and collected in the same manner as property taxes. There shall be returned to the City Council an itemized assessment schedule, verifying expenditures used in doing such work, and the legal description of the lots, or tract of ground abutting the sidewalk on which such work has been performed. Assessments may be spread over a ten-year period at an interest rate of 2% over current bank rates. Any costs less than $500 will be assessed in one installment. There will also be a $50 administrative fee if costs are assessed against the property.

The Public Works Director does not have the authority to assess property owners in cases where there is not an existing sidewalk. New sidewalk installation is the sole discretion of the Council. No openings in the streets, alleys, sidewalks or public ways shall be permitted between November 15th and April 15th except where it is determined by the Director of Public Services or their designee to be an emergency excavation.

(Code of Iowa, Sec. 364.12[2d & e])

136.06 NOTICE OF INABILITY TO REPAIR OR BARRICADE. It is the duty of the owner of the property abutting the sidewalk (or of the contractor or agent of the owner) to notify the City immediately in the

event the owner is unable to make necessary sidewalk improvements or to install or erect warnings and barricades as required by this chapter.

136.07 ECONOMIC HARDSHIP PROCESS. Any residential property owner seeking to qualify for economic hardship of sidewalk installation or repair must meet the defined criteria as illustrated in (Appendix "E").

136.08 SIDEWALK CONSTRUCTION ORDERED. The Council may order the construction of permanent sidewalks upon any street or court in the City and may specially assess the cost of such improvement to abutting property owners in accordance with the provisions of Chapter 384 of the Code of Iowa.

(Code of Iowa, Sec. 384.38)

136.09 STANDARD SIDEWALK SPECIFICATIONS. The Public Works Director shall prepare complete plans and specifications for the construction, reconstruction, and repair of sidewalks and driveway crossings in sidewalks, which, upon approval of the Council, shall be kept on file in the office of the Clerk. The specifications shall include descriptions and location of barricades and warning lights. All sidewalk improvements on public property, whether performed by the owner of the abutting property or by the City, shall be performed under the supervision of and subject to inspection by the Public Works Director, and in accordance with the plans and specifications adopted in accordance with this chapter (Appendix "D").

136.10 PERMITS FOR CONSTRUCTION OR REPAIR. No person shall make any sidewalk improvements unless such person shall obtain a permit from the Public Works Director (Appendix "F"). The permit shall state that the person will comply with the ordinances of the City and with the specification for sidewalks adopted by the City. The permit also shall state that the work will be done under the direction and approval of the Public Works Director. All such permits shall be issued upon payment of sidewalk construction or repair fee. A copy of such permit shall be filed and preserved in the office of the Public Works Director. The permit shall state when the work is to be commenced and when the work is to be completed. The time of completion for the sidewalk improvements may be extended by the City Engineer. All permits for sidewalk improvements not ordered by resolution of the City Council shall be issued in compliance with this chapter. The Public Works Director may withhold the issuance of any permit for any sidewalk improvements for a sufficient period to determine the necessity for the proposed improvements or when weather conditions will adversely affect the sidewalk improvements. The person who makes a sidewalk construction or repair permit application shall pay a permit fee to the Clerk to cover the cost of issuing the permit and supervising, regulating, and inspecting the work. All permit fees under this chapter shall be fixed and determined by the Council, adopted by resolution, and uniformly enforced. Such permit fees may, from time to time, be amended by the Council by resolution. A copy of the resolution setting forth the currently effective permit fees shall be kept on file in the office of the City Administrator, and be open to inspection during regular business hours.

136.11 FAILURE TO OBTAIN PERMIT; REMEDIES. Whenever any sidewalk improvements are made that do not conform to the provisions of this chapter and with the specifications, or when any sidewalk improvements are made without a permit, the Public Works Director shall serve notice to obtain a permit upon the property owner and upon the contractor doing the work. If the sidewalk is in the course of construction, the notice shall order the work to stop until a permit is obtained and the work is corrected to comply with the specifications. If the sidewalk work has been completed, the owner shall obtain a permit immediately and perform any needed corrections within five days from receipt of the permit. If

the owner fails to comply with this notice, the Public Works Director shall have the work completed and the costs assessed to the property owner.

136.12 INSPECTION AND APPROVAL. Upon final completion, the Public Works Director shall inspect the work. The Public Works Director may order corrections if the work does not meet specifications. When the work does meet all requirements of this chapter, the specifications, and the permit, the Public Works Director shall indicate this on both copies of the permit.

136.13 BARRICADES AND WARNING LIGHTS. Whenever any material of any kind is deposited on any street, avenue, highway, passageway or alley when sidewalk improvements are being made or when any sidewalk is in a dangerous condition, it shall be the duty of all persons having an interest therein, either as the contractor or the owner, agent, or lessee of the property in front of or along which such material may be deposited, or such dangerous condition exists, to put in conspicuous places at each end of such sidewalk and at each end of any pile of material deposited in the street, a sufficient number of approved warning lights or flares, and to keep them lighted during the entire night and to erect sufficient barricades both at night and in the daytime to secure the same. The party or parties using the street for any of the purposes specified in this chapter shall be liable for all injuries or damage to persons or property arising from any wrongful act or negligence of the party or parties, or their agents or employees or for any misuse of the privileges conferred by this chapter or of any failure to comply with provisions hereof.

136.14 INTERFERENCE WITH SIDEWALK IMPROVEMENTS. No person shall knowingly or willfully drive any vehicle upon any portion of any sidewalk or approach thereto while in the process of being improved or upon any portion of any completed sidewalk or approach thereto, or shall remove or destroy any part or all of any sidewalk or approach thereto, or shall remove, destroy, mar or deface any sidewalk at any time or destroy, mar, remove or deface any notice provided by this chapter.

136.15 DETERMINING LOCATION OF NEW SIDEWALKS. The decision as to where to place new sidewalks, including the side of the street and placement in relation to the curb, should be made at the discretion of the city engineer and should be based on a number of factors including environmental constraints and costs considerations.

When constructing new sidewalks every effort should be made to limit the number of mature trees removed during the construction process. If a property own wishes to save a mature tree that otherwise would need to be removed to allow for the sidewalk, that property owner may choose to have the tree saved by providing an easement for the sidewalk to go around the tree. This easement would be provided at no cost to the city. The city is not responsible for replacing or compensating property owners for any landscaping located within the public right-of-way that is removed to allow for the installation of sidewalks.

136.16 ENCROACHING STEPS. It is unlawful for a person to erect or maintain any stairs or steps to any building upon any part of any sidewalk without permission by resolution of the Council.

136.17 OPENINGS AND ENCLOSURES. It is unlawful for a person to:

1. Stairs and Railings. Construct or build a stairway or passageway to any cellar or basement by occupying any part of the sidewalk, or to enclose any portion of a sidewalk with a railing without permission by resolution of the Council.

2. Openings. Keep open any cellar door, grating, or cover to any vault on any sidewalk except while in actual use with adequate guards to protect the public.
3. Protect Openings. Neglect to properly protect or barricade all openings on or within six (6) feet of any sidewalk.

136.18 FIRES OR FUEL ON SIDEWALKS. It is unlawful for a person to make a fire of any kind on any sidewalk or to place or allow any fuel to remain upon any sidewalk.

136.19 DEFACING. It is unlawful for a person to scatter or place any paste, paint, or writing on any sidewalk.

(Code of Iowa, Sec. 716.1)

136.20 DEBRIS ON SIDEWALKS. It is unlawful for a person to throw or deposit on any sidewalk any glass, nails, glass bottle, tacks, wire, cans, trash, garbage, rubbish, litter, offal, or any other debris, or any substance likely to injure any person, animal, or vehicle.

(Code of Iowa, Sec. 364.12[2])

136.21 VEGETATION OVERGROWTH ON SIDEWALK. It is the responsibility of the abutting property owner to make sure that there is no vegetative overgrowth encroaching on the sidewalk. This includes grass encroaching onto the sidewalk thereby reducing the walkway width as well as keeping bushes and shrubs trimmed so that no part of the plant is encroaching on the sidewalk space. Tree branches should be a minimum of eight (8) feet above the level of the sidewalk.

136.22 MERCHANDISE DISPLAY. It is unlawful for a person to place upon or above any sidewalk, any goods or merchandise for sale or for display in such a manner as to interfere with the free and uninterrupted passage of pedestrians on the sidewalk; in no case shall more than three (3) feet of the sidewalk next to the building be occupied for such purposes.

136.23 SALES STANDS. It is unlawful for a person to erect or keep any vending machine or stand for the sale of fruit, vegetables or other substances or commodities on any sidewalk without first obtaining a written permit from the Council.

COUNCIL- this is the proposed ordinance from the committee in addition to the notes from P and Z.

CHAPTER 136

SIDEWALK REGULATIONS

136.1 DEFINITIONS. For use in this chapter the following terms are defined:

1. "Broom finish" means a sidewalk finish that is made by sweeping the sidewalk when it is hardening.
2. "Wood float finish" means a sidewalk finish that is made by smoothing the surface of the sidewalk with a wooden trowel.
3. "Defective sidewalk" means any public sidewalk exhibiting one or more of the following characteristics (Appendix "B"):
    a. Sidewalk faulted at joint or crack with 1 inch or more deflection.
    b. Sidewalk raised more than 2 inches in 8 feet from normal profile line of sidewalk.
    c. Sidewalk sunken more than 2 inches in 8 feet from normal profile line of sidewalk.
    d. Sidewalk cracked into 3 or more pieces per panel, or any single crack with ½ inch or greater openings.
    e. Sidewalk cracked and/or spalled (small crater line holes deeper than 3/8 inch with part of sidewalk missing, forming holes deeper than 3/8 inch.
    f. Sidewalk cross slope is incorrect, greater than 1 inch in 1 foot.
    g. Sidewalk not present.
4. "Established grade" means that grade established by the City for the particular area in which a sidewalk is to be constructed.
5. "One-course construction" means that the full thickness of the concrete is placed at one time, using the same mixture throughout.
6. Owner" means the person owning the fee title to property abutting any sidewalk and includes any contract purchaser for purposes of notification required herein. For all other purposes, "owner" includes the lessee, if any
7. "Portland cement" means any type of cement except bituminous cement.
8. "Sidewalk" means all permanent public walks in business, residential or suburban areas.
9. "Sidewalk improvements" means the construction, reconstruction, repair, replacement, or removal, of a public sidewalk and/or the excavating, filling or depositing of material in the public right-of-way in connection therewith.
10. "Shared use path" means a paved pathway, typically from eight (8) to twelve (12) feet in width, physically separated from motorized vehicular traffic within the roadway right-of-way or within an easement adjacent to the roadway right of way. Primarily used by pedestrians and bicyclists, shared use paths are also used by joggers, skaters, wheelchair users (both nonmotorized and motorized). A shared use path's primary purpose is to provide pedestrians with connections to trails, other neighborhoods, shopping centers, businesses and other venues of interest. In addition, the shared use path may be used for recreational purposes.
11. "Bicycle/recreational trail" means a PCC, blacktop or gravel bicycle/recreational route developed primarily for outdoor recreational purposes. Trails are largely designed for pedestrians and other users to "experience" the outdoors and may be used by a variety of users, but they are not primarily designed for transportation purposes.

12. “Trailhead” means an outdoor system developed to serve as an access point to a bicycle/recreational trail which generally include an area to park vehicles and typically is a beginning or ending point of a bicycle/recreational trail.

The junction of two or more trails, where no other access point is provided to the trails, is not a trailhead.

ADD COMPLETE STREETS POLICY TO THIS ORDINANCE

136.2 REMOVAL OF SNOW, ICE, AND ACCUMULATIONS. The abutting property owner shall remove snow, ice, and accumulations promptly from sidewalks. If a property owner does not remove snow, ice, or accumulations within 48 hours, need more time than 48 hours due to people traveling over the weekend etc. – or – can we as city pay to have all the sidewalks cleared so that there isn't a hardship to the elderly or to those that travel. OR have the public works director give a 24 hour notice in the door after the 48-hour period has expired. The Public Works Director may have the natural accumulations of snow or ice removed without notice to the property owner. The Public Works Director shall give the Council an itemized and verified statement of the costs and a legal description of the property. The costs shall be assessed against the property as taxes. The abutting property owner may be liable for damages caused by failure to remove snow, ice, and accumulations promptly from the sidewalk Do property owners need to increase their insurance? Additional comments: Shorter Driveways may make it hard for cars to not park in the street – shall we add a disclaimer that 48 hours after a snow fall – cars can park over the sidewalk? How are the elderly going to maintain. Does the city have the ability to provide free services for removing snow and ice? People were upset about that plowing from our streets causes the snow to be scooped up on their sidewalks right after they have shoveled, this isn't fair- especially if people are out of town or are elderly? The city needs to rethink the time, and the abilities of our citizens.

(Code of Iowa, Sec. 364.12[2b & e])

136.3 PROPERTY OWNER'S RESPONSIBILITY FOR MAINTENANCE. The abutting property owner shall repair, replace, or reconstruct, or cause to be repaired, replaced, or reconstructed, all broken or defective sidewalks and maintain in a safe and hazard-free condition any sidewalk outside the lot and property lines and inside the curb lines or, in the absence of a curb, any sidewalk between the property line and that portion of the public street used or improved for vehicular purposes (Appendix "C"); provided, however, that this section shall not be construed to require a property owner to take any action with respect to a public side walk or shared use path when said action is made necessary by the excavation or other activity of the city or a public utility. The abutting property owner may be liable for damages caused by failure to maintain the sidewalk.

The abutting property owner will not be responsible for the cost of installing ADA ramps. In situations where ADA ramps are required the portion of the cost associated with the ramp will be covered by the City. Comments were: not allowing permeable pavers because they will be destroyed by shoveling. *Elderly should have assistance financially because of being on a limited income.

*City should budget annually to help maintain sidewalks for those that have hardship

* City should pay for repaving the first time for all sidewalks – even the old sidewalks to bring them up to code – from that point on it should be the homeowner's expense to maintain.

*Both sides of the street should share on the maintenance for sidewalks

*people were also concerned about already having a sidewalk and having to pay for another one.

* What would the cost be to the city to take on maintenance costs for current sidewalks? Seems like it might be helpful to start fresh, but then make the homeowner responsible for maintenance and repairs effective on a prospective basis.

136.4 ANNUAL INSPECTION ZONES. The City will be responsible for inspecting the public sidewalks on a Five (5) year cycle within the city. These inspections shall be made to determine if any of the public sidewalks within a particular zone of the city are defective as defined. The City will be divided into five zones as designated in (Appendix "A"). When a sidewalk defect is found to exist outside of the annual inspection zone, the City will initiate appropriate action as directed by this policy to have the sidewalk reconstructed.

The annual inspections will occur on the following timeline: Inspections should be done in late winter or early spring before May 1st. Then move the entire schedule forward so work is not down in late fall.

a) June 30th – designated zone sidewalk inspections completed
b) July 7-15 - Notifications mailed to property owners and 75 day initiated
c) September 26-30 – Deadline for property owner repair completion
d) October 1 – November 30 – Eight weeks for city to coordinate and schedule uncompleted repairs

(Code of Iowa, Sec. 364.12[2c])

136.5 CITY SHALL ORDER REPAIRS. If the abutting property owner does not maintain sidewalks as required, the Public Works Director shall serve notice on such owner, by certified mail, requiring the owner to repair, replace or reconstruct sidewalks within seventy-five (75) days from the date the notice is mailed. . If, upon expiration of the 75 days as provided in said notice, the required work has not been done or is not in the process of completion, the Public Works Director Shall require the work to be done

When city is asking for repairs of sidewalks, send out a list of the contractors so that citizens can get better quotes

Sidewalks that we presently have in good shape should be not be repaved until the streets without sidewalks are done so that they all connect.

And assess the costs against the abutting property for collection in the same manner as a property tax. No such assessment shall be made for the repair, reconstruction or replacement of a public sidewalk unless the city has served upon the person shown by the records of the Polk County recorder to be the owner of the abutting property, by certified mail, a notice requiring said person to repair, reconstruct or replace the public sidewalk within seventy five (75) days from the date said notice is mailed. All sidewalk improvements shall be performed under the supervision and inspection of the Public Works Director.

If work has not commenced following the 75 day notice, the sidewalk will be placed on a list for repair and the City's contractor notified to proceed with the repairs. Upon completion of the repair the property owner will be sent by regular mail an invoice of the actual cost of the repair with no administration fee. The property owner will have 30 days to pay the invoice. If the invoice is not paid within 30 days, the amount will be certified to the County Auditor to be added to the owner's property taxes.

Any unpaid costs for said repairs over $500 will be assessed and collected in the same manner as property taxes. There shall be returned to the City Council an itemized assessment schedule, verifying expenditures used in doing such work, and the legal description of the lots, or tract of ground abutting the sidewalk on which such work has been performed. Assessments may be spread over a ten-year period at an interest rate of 2% over current bank rates. Any costs less than $500 will be assessed in one installment. There will also be a $50 administrative fee if costs are assessed against the property.

The Public Works Director does not have the authority to assess property owners in cases where there is not an existing sidewalk. New sidewalk installation is the sole discretion of the Council. No openings in the streets, alleys, sidewalks or public ways shall be permitted between November 15th and April 15th except where it is determined by the Director of Public Services or their designee to be an emergency excavation.

(Code of Iowa, Sec. 364.12[2d & e])

136.6 NOTICE OF INABILITY TO REPAIR OR BARRICADE. It is the duty of the owner of the property abutting the sidewalk (or of the contractor or agent of the owner) to notify the City immediately in the event the owner is unable to make necessary sidewalk improvements or to install or erect warnings and barricades as required by this chapter.

136.7 ECONOMIC HARDSHIP PROCESS. Any residential property owner seeking to qualify for economic hardship of sidewalk installation or repair must meet the defined criteria as illustrated in (Appendix "E"). Remove the hardship Appendix e – use the one Des Moines has – ours is too personal. There are no minimum guidelines as to when the property owner qualifies. We need to set an income threshold. Clarify the threshold and determine who picks up the assessment. Use the last income tax statement

Clarify which guidelines are being used…HUD?

136.8 SIDEWALK CONSTRUCTION ORDERED. The Council may order the construction of permanent sidewalks upon any street or court in the City and may specially assess the cost of such improvement to abutting property owners in accordance with the provisions of Chapter 384 of the Code of Iowa. The City should pay for 100% of the costs. Driveway removal and replacements –and any adjustments in the slope of the driveway should be 100% city. Tree removal should not be at property owner's expense.

When constructing new sidewalks, mature trees should not be removed and then only with council approval.

- The City Engineer, not the Council, should decide which side of the street sidewalks should be built. To do so otherwise would politicize the decisions and should be avoided.
- The engineering estimates should include sod, not seed, for the project. Water to establish the sod should also be included in the costs. The city should water to establish the sod.
- The hardship application is too invasive. Nothing more than a citizen's tax return should be required. Providing bank account information and the like should not be required.
- Create a process for citizens to request a waiver for a sidewalk for unique circumstances where it is not feasible to place a sidewalk on a property.
- City should pay 100% of the cost.
- recommendation to use permeable pavers

(Code of Iowa, Sec. 384.38)

136.9 STANDARD SIDEWALK SPECIFICATIONS. The Public Works Director shall prepare complete plans and specifications for the construction, reconstruction, and repair of sidewalks and driveway crossings in sidewalks, which, upon approval of the Council, shall be kept on file in the office of the Clerk. The specifications shall include descriptions and location of barricades and warning lights. All sidewalk improvements on public property, whether performed by the owner of the abutting property or by the City, shall be performed under the supervision of and subject to inspection by the Public Works Director,

And in accordance with the plans and specifications adopted in accordance with this chapter (Appendix "D").

136.10 PERMITS FOR CONSTRUCTION OR REPAIR. No person shall make any sidewalk improvements unless such person shall obtain a permit from the Public Works Director (Appendix "F"). The permit shall state that the person will comply with the ordinances of the City and with the specification for sidewalks adopted by the City. The permit also shall state that the work will be done under the direction and approval of the Public Works Director. All such permits shall be issued upon payment of sidewalk construction or repair fee. A copy of such permit shall be filed and preserved in the office of the Public Works Director. The permit shall state when the work is to be commenced and when the work is to be completed. The time of completion for the sidewalk improvements may be extended by the City Engineer. All permits for sidewalk improvements not ordered by resolution of the City Council shall be issued in compliance with this chapter. The Public Works Director may withhold the issuance of any permit for any sidewalk improvements for a sufficient period to determine the necessity for the proposed improvements or when weather conditions will adversely affect the sidewalk improvements. The person who makes a sidewalk construction or repair permit application shall pay a permit fee to the Clerk to cover the cost of issuing the permit and supervising, regulating, and inspecting the work. All permit fees under this chapter shall be fixed and determined by the Council, adopted by resolution, and uniformly enforced. Such permit fees may, from time to time, be amended by the Council by resolution. A copy of the resolution setting forth the currently effective permit fees shall be kept on file in the office of the City Administrator, and be open to inspection during regular business hours.

136.11 FAILURE TO OBTAIN PERMIT; REMEDIES. Whenever any sidewalk improvements are made that do not conform to the provisions of this chapter and with the specifications, or when any sidewalk improvements are made without a permit, the Public Works Director shall serve notice to obtain a permit upon the property owner and upon the contractor doing the work. If the sidewalk is in the course of construction, the notice shall order the work to stop until a permit is obtained and the work is corrected to comply with the specifications. If the sidewalk work has been completed, the owner shall obtain a permit immediately and perform any needed corrections within five days from receipt of the permit. If the owner fails to comply with this notice, the Public Works Director shall have the work completed and the costs assessed to the property owner.

136.12 INSPECTION AND APPROVAL. Upon final completion, the Public Works Director shall inspect the work. The Public Works Director may order corrections if the work does not meet specifications. When the work does meet all requirements of this chapter, the specifications, and the permit, the Public Works Director shall indicate this on both copies of the permit.

136.13 BARRICADES AND WARNING LIGHTS. Whenever any material of any kind is deposited on any street, avenue, highway, passageway or alley when sidewalk improvements are being made or when any sidewalk is in a dangerous condition, it shall be the duty of all persons having an interest therein, either as the contractor or the owner, agent, or lessee of the property in front of or along which such material may be deposited, or such dangerous condition exists, to put in conspicuous places at each end of such sidewalk and at each end of any pile of material deposited in the street, a sufficient number of approved warning lights or flares, and to keep them lighted during the entire night and to erect sufficient barricades both at night and in the daytime to secure the same. The party or parties using the street for any of the purposes specified in this chapter

shall be liable for all injuries or damage to persons or property arising

from any wrongful act or negligence of the party or parties, or their agents or employees or for any misuse of the privileges conferred by this chapter or of any failure to comply with provisions hereof.

136.14 INTERFERENCE WITH SIDEWALK IMPROVEMENTS. No person shall knowingly or willfully drive any vehicle upon any portion of any sidewalk or approach thereto while in the process of being improved or upon any portion of any completed sidewalk or approach thereto, or shall remove or destroy any part or all of any sidewalk or approach thereto, or shall remove, destroy, mar or deface any sidewalk at any time or destroy, mar, remove or deface any notice provided by this chapter.

136.15 DETERMINING LOCATION OF NEW SIDEWALKS. The decision as to where to place new sidewalks, including the side of the street and placement in relation to the curb, should be made at the discretion of the city engineer and should be based on a number of factors including environmental constraints and costs considerations.

When constructing new sidewalks every effort should be made to limit the number of mature trees removed during the construction process. If a property own wishes to save a mature tree that otherwise would need to be removed to allow for the sidewalk, that property owner may choose to have the tree saved by providing an easement for the sidewalk to go around the tree. This easement would be provided at no cost to the city. The city is not responsible for replacing or compensating property owners for any landscaping located within the public right-of-way that is removed to allow for the installation of sidewalks.

Regarding new sidewalk plan: remove Colby, Del Matro, 66th, 64th, Sunset Terrace, 73rd street to West Des Moines and sunrise Blvd.

Why isn't the sidewalk on 64th street on the East Side – should be on the West Side so that kids aren't walking through busy intersections to get the east side.

The City should pay for landscaping that was torn up although the landscaping is in public right of way.

The City needs to make certain that cars are able to park in the driveways. When driveways are shortened where will the cars park. Check the length of driveways.

City should pay for retaining walls and the costs for the driveways replacement to the curb.

Need to add a sign off form for all citizens to OK a project after it is completed. Ensure that all yards are returned to the same manner they were before the sidewalk including the same type of pavers etc. Must meet expectations.

Citizens must complete a permit or approval to place landscaping in city right-of-way.

Define right-of-way

Repair Streets over sidewalks

Should be amended to define what a "mature tree" is and should be amended to say mature trees will not be removed.

Council should make final determination of location based on engineer's recommendation and public input before the plans and specifications are prepared.

Location of poles should not be the only consideration. Safety issue should be where the kids cross the least amount of traffic

Use Sod not seed.

City should pay for irrigation systems that citizens have constructed in the public right of way.

No assessments – the city should pay for them with GE Bonds.

Yes to sidewalk on 63rd.

City should pay for replacing entire driveways and installing retaining walls.

Property owners should approve the design and materials of the retaining walls or any replacement landscaping.

Property owners need assurance that retaining walls and landscaping replacements is installed by an experienced contractor who can correctly handle the situation of a constantly varying foundation angle and wall height.

Change the parking on the streets so they are on the same side as the sidewalks.

136.16 ENCROACHING STEPS. It is unlawful for a person to erect or maintain any stairs or steps to any building upon any part of any sidewalk without permission by resolution of the Council.

136.17 OPENINGS AND ENCLOSURES. It is unlawful for a person to:

Stairs and Railings. Construct or build a stairway or passageway to any cellar or basement by occupying any part of the sidewalk, or to enclose any portion of a sidewalk with a railing without permission by resolution of the Council.

Openings. Keep open any cellar door, grating, or cover to any vault on any sidewalk except while in actual use with adequate guards to protect the public.

Protect Openings. Neglect to properly protect or barricade all openings on or within six (6) feet of any sidewalk.

136.18 FIRES OR FUEL ON SIDEWALKS. It is unlawful for a person to make a fire of any kind on any sidewalk or to place or allow any fuel to remain upon any sidewalk.

136.19 DEFACING. It is unlawful for a person to scatter or place any paste, paint, or writing on any sidewalk.

(Code of Iowa, Sec. 716.1)

136.20 DEBRIS ON SIDEWALKS. It is unlawful for a person to throw or deposit on any sidewalk any glass, nails, glass bottle, tacks, wire, cans, trash, garbage, rubbish, litter, offal, or any other debris, or any substance likely to injure any person, animal, or vehicle.

(Code of Iowa, Sec. 364.12[2])

136.21 VEGETATION OVERGROWTH ON SIDEWALK. It is the responsibility of the abutting property owner to make sure that there is no vegetative overgrowth encroaching on the sidewalk. This includes grass encroaching onto the sidewalk thereby reducing the walkway width as well as keeping bushes and shrubs trimmed so that no part of the plant is encroaching on the sidewalk space. Tree branches should be a minimum of eight (8) feet above the level of the sidewalk.

136.22 MERCHANDISE DISPLAY. It is unlawful for a person to place upon or above any sidewalk, any goods or merchandise for sale or for display in such a manner as to interfere with the free and uninterrupted passage of pedestrians on the sidewalk; in no case shall more than three (3) feet of the sidewalk next to the building be occupied for such purposes.

136.23 SALES STANDS. It is unlawful for a person to erect or keep any vending machine or stand for the sale of fruit, vegetables or other substances or commodities on any sidewalk without first obtaining a written permit from the Council.

MEMORANDUM

DATE: June 15, 2016

SUBJECT: Walkability/Pedestrian Master Plan

FROM: Walkability Policy Committee

TO: Windsor Heights City Council

The Windsor Heights Walkability Policy Committee was formed at the direction of the Council to address the following issues:

1. Develop a sidewalk master plan;
2. Develop a timeline for implementation;
3. Develop a recommendation for how to finance the sidewalk plan; and,
4. Update the Windsor Heights sidewalk policy.

The Windsor Heights Walkability Policy Committee held two meetings to address the above issues. The first meeting took place on May 31, 2016, with a second meeting occurring on June 6, 2016. This memorandum provides an overview of the committee's recommendations.

Sidewalk Master Plan:

At the May 31, 2016, meeting the committee identified where the City of Windsor Heights should locate sidewalks to create a connected pedestrian network in the city. The committee identified sidewalk implementation in two phases. Phase 1 focuses on completing key pedestrian links to schools and parks. Phase 2 focuses on secondary connections to complete a complete pedestrian network. The committee acknowledges that while the two phases do not result in sidewalks on all streets in the city, the plan does create a city-wide connected system with sidewalks on most streets. The proposed Sidewalk Master Plan is attached as *Appendix G*.

Timeline for Implementation:

The committee recommends the following implementation timeline:

Phase 1 – All sidewalks identified in the first phase should be completed by the end of 2018.

Phase 2 – All sidewalks identified in the second phase should be completed by the end of 2020.

Cost Estimate and Financing:

The City Engineer developed a preliminary cost estimate for Phase 1 sidewalk implementation. The total estimated cost for Phase 1 implementation is $2,888,750. This estimate includes construction, engineering, legal, and administrative costs. A complete breakdown of Phase 1 costs is attached as *Appendix H*.

The Committee discussed a variety of options for financing the Sidewalk Master Plan. These included:

- Assessing abutting property owners for the entire cost of the sidewalk installation;

- Assessing abutting property owners for a portion of the cost of the sidewalk installation;
- Assessing all property owners for full or a portion of the cost of sidewalk installation; or,
- Issuing bonds to cover the full cost of sidewalk installation.

The committee recommends that the Council issue bonds to cover the full cost of new sidewalk installation, and that existing sidewalk maintenance will be covered by abutting property owner through the assessment process outlined in the updated policy.

Updated Sidewalk Policy

The committee reviewed the current sidewalk policy and developed recommendations for strengthening the language in the policy. The following is a summary of the changes made to the policy:

Section 136.01 Definitions

- Condensed and clarified the definitions for defective sidewalks; and,
- Added definitions for shared use path, bicycle/recreational trail, and trailhead.

Section 136.04 Annual Inspection Zones

- Added section on annual inspection zones that divides Windsor Heights into five zones;
- Inspections will occur on a five year cycle with the intent of identifying the defects outlined in Section 136.01;
- Added timeline for inspections; and,
- Updated language allows for the City to take action on a reported sidewalk defect regardless of the regular inspection cycle.

Section 136.03 Property Owner's Responsibility for Maintenance

- Added language regarding property owners not being responsible for the cost of installing ADA ramps. This cost will be covered by the City.

*Section 136.05 City Shall Order Re*pairs

- Strengthened "may" language to "shall";
- Added 75 day requirement for property owner to repair or replace sidewalk;
- Address language clarify that the Public Works Director does not have the authority to order sidewalk installation where there is not an existing sidewalk. This is a Council decision; and,
- Added language describing the assessment process.

Section 136.07 Economic Hardship

- Added section to address economic hardship process modeled off of the City of West Des Moines process.

Section 136.15 Determining Location of Sidewalks

- Added section describing how the City will determine where sidewalks should be placed within the right-of-way;
- Added language to encourage the protection of mature trees;
- Added language concerning the use of easements to avoid tree removal; and,

- Added language noting the City is not responsible for replacing or compensating property owners for landscaping located within the public right-of-way.

Section 136.21 Vegetation Overgrowth on Sidewalk

- Added section to address the property owner's responsibility for addressing the encroachment of vegetation on the sidewalk.

Overview of Recommendations

1. Windsor Heights should implement the attached Phase 1 and Phase 2 Sidewalk Master Plan (Appendix G);
2. Phase 1 should be completed by the end of 2018, and Phase 2 should be completed by the end of 2020;
3. Windsor Height should pay for the full cost of the sidewalk master plan by issuing bonds; and,
4. Windsor Heights should adopt the updated sidewalk policy along with supporting documents (Appendix A-F).

Additional Recommendations

- The City should pursue grant funding for the sidewalk along 63rd Street and 73rd Street;
- Bids must cover both concrete and interlocking paver system and the Council should consider material based not just on cost, but also on life cycle;
- Develop sidewalk installation standards for interlocking paver systems; and,
- Windsor Heights should form a committee to discuss overall walkability and public space issues in the city including but not limited to street design and layout, street trees, overhead power lines, on-street bicycle facilities, and other traffic calming measures.

Attachments

Chapter 136 – Sidewalk Policy

Appendix A – Map of Inspection Zones

Appendix B – Sidewalk Defect Graphics

Appendix C – How-to Guide for Sidewalk Repair

Appendix D – Sidewalk Repair Standards

Appendix E – Economic Hardship Applications and Income Limits

Appendix F – Sidewalk Permit

Appendix G – Sidewalk Master Plan Map

Public Comments on the proposed amendments for the chapter 136- July 5th

1. Sam Reese, 6408 Del Matro
   -Read my letter and where I stand on this issue. Sidewalks are dinosaurs now and nobody uses them. 70 percent of mothers drive kids to school, 20 percent the school bus takes them, and 5 percent walking.
   If I had a sidewalk in front of my house, three people would be walking it and I don't think that's a very good investment.
   Dealing with government subsidy, you have got to connect to bike paths and so forth to help get the government subsidy
   Keep the us government out, keep it small or keep it low.
   As for paying you or me, you don't have a clue how much it will cost
   Besides concreate you will have Landscaping, terracing, excavating, and the sidewalks are to keep the kids off the street, they aren't on the streets they are on their cellphones

2. Donald Bustell, 6520 Del Matro
   Resident 14 years
   Proposal phase 1- change the seed grass to sod, it's a like process for seeding.
   Pavers- bad idea, every crack will grow weeds and couple years they will heave and nightmare for snow blowing
   Repair information only mentions concrete doesn't even mention pavers
   Cost- discard 73rd and 63rd portions
   Then you end with 220 houses and that's 8,000 a house
   Newer driveway and the entire front will need an retaining wall will cost me about 25,000

   3.Rober t Lewis- Lewie
   6715 Del Matro
   14 years
   No difficulties getting around.
   I told the police I will be out walking a lot, the police officer told him
   Only two times I haven't felt safe that's morning when kids are getting dropped out and in the afternoon getting picked up
   Speeders
   Quester just did a survey, where we did a quality of life survey and it was completed in March and we had a viable sample and only 100 people and that makes it viable sample, and only 69 percent don't want sidewalks.
   This is a democracy and 69 percent don't want it
   Go to the ballot box to vote people and vote no

4. Robert Aukes
   6505 Sunset Terrace

I walked my neighborhood before I bought my house and notice there were no sidewalks neighbors told me that were 100 opposed to sidewalks if sidewalks were that important to me that I wouldn't buy that house. I bought a house in a neighborhood were they don't like concrete. Windsor Heights is different, we are quirky. We drive a different speed here. Every street is not lined with sidewalks. If we get all normal and regular and put in those da*n sidewalks, why then maybe people can start driving faster like everyone else. I worried that Windsor Heights that will lose that cache that makes us Windsor Heights.

5. Bridget Mc Nerney
   6411 Sunset Terrace
   The Hickman sidewalk should be wider with the new mix use housing and the sidewalk should accommodate
   That would be a good corridor and entryway into the city
   General fund bond- not in favor of the bond
   I think a bond that would absolutely delineate the project and would like a more specific bond towards the project
   Do you vote on a bond? (a separate public hearing on the bond)
   Discouraging that you have so much for lack of support of sidewalks but your still moving forward

6. Nicole Crain
   7022 Del Matro Ave
   1)I would request you remove Del Matro Ave. from the plan. The residents on the street do not want sidewalks. There have been no studies done to show a sidewalk is necessarytraffic, pedestrian or otherwise.
   2)There is precedence for the city to pay for sidewalks. All the property taxpayers of Windsor Heights have had to pick up the cost of a few streets in the past and this should be no different.
   3)The proposal before you was put together in two meetings and with the input of a few residents. More than that, the proposal before you this evening recommends paving a whole lot more of a city that already has a crumbling infrastructure. In the recent Quester survey which was posted online June 29, 2016, the priority of residents are the streets. Only 9% of those who answered the survey said sidewalks were a priority. Changing the sidewalk ordinance at this time will only require more maintenance and upkeep on the part of the city, taxpayers and homeowners.
   4)The guidelines proposed are more costly and stringent than the existing sidewalk policy. Will all current homeowners have to dig up their sidewalks and install the new sidewalks? Regarding costin
   the proposed ordinance it does appear that homeowners will not have to pay when the city digs up the yard for utility work, sewer work, water work or anything else. Is that the case?
   5)I have so many items regarding the details of the plan, for example; 75 days to repair your sidewalk in the height of summer or in the middle of winter may not be doable. Environmental conditions may be a factor that would prevent the sidewalk from being repaired. There are no

considerations in the proposed language for an extension of time.
In conclusion, I hope the city council will listen to those individuals; more than 75 percent on my street alone who do not want sidewalks. Windsor Heights needs to reduce stormwater runoff, replace streets and continue protecting residents as we have done for 75 years. A policy change as large as this needs more time. Thank you for the opportunity to comment.

7. James Addy
   7015 Colby Ave
   Resident for 30 years
   Last time they had a government grant and it didn't get through then
   People don't want sidewalks
   Moved into Windsor Heights for the ambiance
   Jamming this down our throats and 69 percent don't want sidewalks
   Do you care what the citizens are saying
   Everyone was happy without sidewalks

8. Diana Foss
   6608 Del Matro
   Thank you John McKee for the comments and did a great job going through the oridnance
   Irrigation systems, pulled up and redesigned to put sidewalks in
   2 councilmembers missing from tonight's hearing and they are the two newest councilmembers
   I feel like this process is rushed and that other options should be considered.

9. Dwane Estes
   1507 66th St
   Do not asses the homeowners
   I don't follow council as closely as I should
   Streets are in bad shape
   And sidewalks don't bother me and we weren't assessed last time for sidewalks, if you are going to sidewalks in and you should take the money out of taxpayer money and we shouldn't have to pay for it again.

10. Frank DeBartolo
    6705 Del Matro
    Friendly place to live and very little angst
    And now the sidewalks are causing angst
    How do you think these people will think and feel and their lawn is tore and then get the special assessment and the taxes go up.
    Flamingo nights will be ruined
    We will talk about how much we dislike the council and city administration
    You are creating division and angst and if you go through with it

11.Olivia Coil
6916 Del Matro
You think I would be in favor of the sidewalks but I'm not but there are so many sidewalks in disrepair that I have to travel in the streets sometimes not on the very busy roads. The sidewalks are not maintained, I have to be so careful on sidewalks since so many are in disrepair.
Teenagers don't walk
We will have a lot more problems with sidewalks then we can solve.

12. Gary Coil
6916 Del Matro
Cost of maintenance
Who will pay for it? (general obligation bonds)
It should be spread over the whole city and the city should pay for it

13. Verlyn Larson
7215 Sunset Terrace
I have lived here for 42 years and I have seen a lot of changes.
Would like to know what the changes are there?
(information given by Steve Peterson)
Majority from the residents don't want it from the survey

14. William Strate
7015 Sunset Terrace
Favor in the amendments, well written amendments
Bonding seems the best way, make sense in today's market
Walkability
Wise investment
Boost property value

15. Larry Petersen
6804 Del Matro
Opposed to sidewalks
A reason we came because we had no sidewalk
Take Del Matro off the proposal
If we are going to pave sidewalks then it should be a general obligation bond

16. Wanda Hornsby
6421 Del Matro
Information from the Cowles School
Increased traffic around the area and the drivers are not good drivers around the school, they don't slow down, they run stop signs

More consideration on 63rd and more police monitoring

17. Bette Reeves
    1035 66th
    Letter from her neighbor
    Potential from a class action lawsuit

18. Glen Cornell
    1511 66th
    Take 66th St off
    Plenty of things to pay such as our horrible streets
    Pay for our streets instead of sidewalks
    It brings people 20 ft closer to my front door and closer to my children

19. Mary Beth Kucharo
    7209 Colby Ave
    15 years
    Moved to WH because of the yards, wonderful homes, super great community
    Removed Colby
    I don't want my yard or neighbor's yard destroyed
    It needs to go to a vote
    I have two young children and a dog and we can navigate the streets just fine

20. Ray Ramirez
    6711 Colby Ave
    Remove Colby Ave
    I would lose 25 percent of my yard
    I would lose parking spaces in my driveway
    What will happen during snow?
    Will get ticketed for parking in the sidewalk area or the street because I can no longer park in my drive
    This is being forced down our throats
    And now you will be taking 10 ft or 12 ft of my drive and people don't want it
    Take it for a vote

21. Mike Mc Guire
    7223 Franklin
    Other forums in the past where people have support his measure
    136.07 economic hardship
    Are we taking into account the diverse hardship demographic?

Can we budget for the expenses of proper sidewalk repairs and helping people with repairs if needed
The disrepair sidewalks need fixed and we should a line on the budget for sidewalk repairs

22. Cristina Ramirez
6711 Colby
Should be voted on
And if our community votes for it then we deal with it and if people vote no then we go with it
It will affect everyone differently
Better streets with no potholes would be nice
The whole community should pay for it

23. Darren Fife
6410 Sunset Terrace
Ordinance well done
A lot of important changes to have a comprehensive policy
We voted already when we voted you into office
A very positive change in Windsor Heights
Support the amendments

24. Larry Woodworth
7237 Sunrise Blvd
Agree with the changes in the ordinance
But do not agree with the way it happened
Replace a street, you will replace the water main, the street and add a sidewalk that way we get the streets we need and sidewalsk

25. Jan Stueckrath
7037 Sunrise Blvd
We have raised two children here including an autistic son who has no problem navigating the streets
The residents shouldn't be responsible
How can the elder afford to pay for it?
The council shouldn't have made this decision and it should have went for a vote

26. Linda Bacon
6409 Sunset Terrace
I agree with the people against sidewalks
Kids walk on my lawn
I walk on the streets all the time

Sidewalks wont solve walkability issues
I want sunset terrace removed
I'm a senior citizen and living on fixed on an fixed income
About snow and ice, how can I maintain it?
And if I cant pay the fine for not shoveling snow

27. Joyce Mulhern
7122 Del Matro
Zachary Bales- Henry was my realtor and I asked for a Colby ranch and no sidewalks and he said there would be no sidewalks and now it's happening

28. Bill Donohoe
7005 Colby Ave
I don't want sidewalks especially if 70 percent of the people don't want them and if it will pit one side of the street against each other.
Remove Colby Ave
Lose half of my driveway
If a plow comes by then I will have shovel again
Sidewalks should be on both sides

29. Darren Skeries
1441 64th st
Remove 64th from the proposal
The sidewalk is place on the east side of the street it should be removed and put on the west side
They have to cross multiple sections to get to the sidewalk
They don't pay attention to stop sign and they wont pay attention to a crosswalk
They speed on that street
If 90 day repair process then 75
If a resident couldn't pay the repair in the first place and they get a higher bill from the engineering if they don't get it fixed in time how can the pay a bigger bill if they couldn't pay for the repair in the first place.

30. Linda Hickman
7160 Sunrise Blvd
48 year resident
Take Sunrise Blvd off the list for sidewalks

31. Nancy Rambo
6520 Del Matro

City council need to review the amendment and determine how much the city can afford and break it down into small phases that city could afford to pay for

32. Jonathan Neiderbach
    1440 63rd st
    Happy 63rd is on phase 1
    63rd is unsafe and dangerous
    Go bonds

33. Jon Abrahamson
    1449 64th st
    49 years lived there
    Sidewalk on 64th st removed from this plan
    Don't remove the trees
    On the south there are a lot of telephone poles and trees
    We want green areas
    Very few children walk the streets
    For funding it should put to vote for the community to decide
    75 to 90 percent don't stop at the stop sign, they may be slow down
    We shouldn't have to pay for it
34. Paul Wellman
    7114 Del Matro
    How did this project get going without anyone knowing about it?
    How soon can we get rid of city council

35. John McKee
    1423 64th St
    Submitted written comment on the ordinance
    136.08 sidewalk construction may order construction and assess the owner. The city should pay the cost, why should a few selective citizens have to pay for a sidewalk
    Pitting the neighbors against each
    If you put the sidewalk on the east side of the street, there are 32 house and the west side would pay nothing
    3,286 pay towards the sidewalks
    If phase two is cost to the same amount then they would be pay 6 million
    Eliminate 73rd street
    What is the assessment policy for it?
    Homeowners shouldn't have to repay for driveway placement
36. Laura ward gave her time to john mckee

37. Collen Kelleher
   6529 Colby
   Remove Colby Ave from the plan
   Make the city responsible for it
   City should be responsible for the cost of sidewalks and the maintenance
   Pay for landscaping and terracing if needed

38. Min
   7215 Del Matro
   I have gotten hurt walking the sidewalks that are in place right now because the sidewalks are not maintained and prefer to walk the streets
   Elderly parents who live here and they cant take care of the sidewalk and removing the snow
   My parents travel and wont be there and will get fined for snow if they are gone
   Please consider the demographic of Windsor heights
   Remove Del Matro
   Most residents are retired and want to enjoy their retirement and not have to deal with the maintenance

39. Alex Todd
   1411 64th
   Moved in March
   Enjoy not having to maintain to
   And enjoy the extra yard and sidewalks are a hassle to deal with
   This whole thing is splitting people
   Remove 64th

40. Susan Skeries
   1441 64th
   Removal of 64th st
   The placement of the sidewalk now in the plan will have the kids crossing college, sunset, Colby defeating the purpose of being safe
   Parents aren't stopping at the stop signs at 64th and sunset

41. Glenda Graf
   6600 Colby Ave
   Remove 66th and Colby
   People don't stop at the stop sign

Maybe put in speed bumps by the stop signs

42. Sharon Cummins
    1051 66th st
    Remove their street, are you seriously not going to put sidewalks where the people have said to remove their street? If so remove 66th st
    And the city should for it

43. Bill Elliott
    7023 Del Matro
    Remove Del Matro and our property off the list
    Very ill-conceived plan and that you will listen to the residents

44. Carole Tillotson
    1418 64th st
    Vice chair of planning and zoning
    Issue go bonds
    Removal of 73rd piece
    Consider sod instead of seed
    90 percent of 64th st doesn't want it
    Other streets don't want it
    2 councilmember aren't here
    If you pave 63rd then take out 64th. 63rd provides connectivity to Cowles

45. Thomas Mc Mahon
    1227 64th st
    Read the masterplan and how questions on the construction on phase 1 and phase 2 and it's a very aggressive plan and has time been added in for adverse weather and other issues that could come up.

46. Kory Hirth
    6825 Del Matro
    Thank you for the Fourth of July
    Contributors to campaigns should not get projects. That the campaign donors don't get these contracts. And there are no kickbacks to friends
    Quester did a great survey. 69 percent doesn't want sidewalks
    We have streets falling apart
    Re rod is showing in the street and the street repairs need to happen
    Cellphone ordinance
    Citizen vote

47. Pat Mc Manus

7119 Colby Ave
I knew Mr. Colby and he thought about the layout of the city.
It will eliminate parking stalls
Take Colby out of the process
2 parking stalls will be eliminated

48. Jan DeBartolo
6705 Del Matro
Trash the whole plan
Extremely expensive- the city shouldn't pay
The streets are horrible
If the funds are being funneled towards sidewalk instead of streets
Money should go towards the streets not sidewalks
No streets are being fixed by public works

49. Juanita Lightbody
7208 Sunset Terrace
47 years
The City needs to pay it
And I have a fixed income and I cant pay for it

50. Dave Miller
1300 64th st
15 mature trees that would be removed
East side of university
Take 64th st off

Written comments submitted

1. **John McKee-**

Comments on Sidewalk Regulations, Chapter 136

I offer the following comments by section number:

136.0.2 Removal of Snow. The 48 hour period to remove snow before the Public Works Director removes the snow without notice and assesses the cost is too short a time period. If the snow stops on Friday night and the property owners have left for the weekend to return Monday morning, the Public Works Director could be out shoveling their walk Monday morning and assessing them. If you are going to use a 48-hour period, then require the PW Director to give notice in the door after the 48-hour period has expired that the property owner has 24 hours to clear the walk or the City will do it and assess the property owner.

136.03 Maintenance. Thank you for having the City accept the responsibility to construct the ADA ramps. I believe that this is a City expense and not a property owner expense as the ramps do not abut the property.

136.04 Annual Inspections. Why does the annual inspection schedule give the PW Director until June 30th to inspect the walks? This inspection could be done late winter or early spring before May 1st.Then the property owners will have the opportunity to contact contractors to do the repair work early in the construction season before the contractor's get busy and hopefully get a better price. Additionally, the work could be completed before late fall when the weather is questionable. 136.04.d now states that the PW Director will do the repair between October 1 and November 30, which violates the last paragraph of Section 136.05 which states that no openings will be permitted on sidewalks between November 15th and April 15th.

136.07 Economic Hardship. The Regulations do not state the minimum qualifications or what the property owner receives if the minimum qualifications are met. Appendix E includes two different guidelines (HUD and SHTF) with four sets of limits (30%, 50%, 80%, and 100%) for each guideline. The City of Des Moines uses the 80% HUD income guideline as its assessment subsidy threshold. If the property owner's income is less than the 80% for the number of members in the family, then the City pays the entire assessment. The Hardship Application is to invasive and should be revised. The HUD Guidelines are income guidelines only and not asset guidelines. When the application is submitted to the City it becomes a public document and therefore anyone can get the property owner's bank account information. This form is very condescending and embarrassing to the applicant. Who is going to verify and analyze this information and against what standard? The City should require the applicant to submit the last income tax statement which will show the income from all sources. If the property owner cheats on income tax, there are other penalties involved.

136.08 Sidewalk Construction Ordered. This section simply states that the City may order construction of new sidewalk and assess the property owner**. I believe that if the City is proposing a Walkability Program for Windsor Heights, then the City should pay 100% of the costs.** This is a fairness issue. **Why should a selected few citizens who the City has chosen to put sidewalk in front of their homes be required to pay for the City's Walkability Program?**

The City is pitting neighbor against neighbor to argue which side of the street the sidewalk should be built on, and who gets to pay. On 64th Street the engineer's estimate is $230,000, and there are 35 houses on the east side. Simple math gives an average of $6,572 per home if 100% assessed or $3,286 if 50% assessed. Property owners on the west side would pay nothing if 100% assessed. If 50% assessed, the west side would still pay $3,286 less than the east side. How is this fair? An appraiser said at the first public meeting that there is no consideration given to sidewalk on an appraisal, so there is no increase to the property value on the east side yet the owners have paid $3,286 plus the privilege to remove snow and maintain the sidewalk forever.

I understand that West Des Moines and Clive have undertaken sidewalk policies in recent years and that they both ordered sidewalk on both sides of the street. At least they were fair and consistent with all their property owners. Ordering sidewalk on only one side and assessing the costs simply is not fair. Windsor Heights is allowing its engineer to decide who will pay for the walkability program and it appears that she has made her decision solely on the location of the utility poles. 64th Street has poles on both sides. If Windsor Heights was ordering sidewalk on both sides of the street, then the location of utility poles would not matter. I assume the Windsor Heights has a franchise with Mid-American Energy that requires the utility to move its poles at the utility's expense if they interfere with the City's construction, so why is it more expensive for the City project?

What is the City's assessment policy? Which construction items and costs are assessable and which construction items are City responsibility and costs? I feel that the following items should be 100% City cost:

☐ Driveway removal and replacement. If the City's Walkability Program requires the driveway to be removed because it is not at the proper elevation or cross-slope for the new sidewalk it is the City's problem. The owner has constructed a driveway and the City has inspected it, so any adjustments should not be the property owner's cost.

☐ Grading, walls, and restoration. The City constructed the street and graded the parking at that time. In the older sections of town the street was not graded for sidewalks and the slopes are too steep. Grading will be required and in some location several feet of soil must be removed and wall built. Again this is not the fault of the property owner as the City did the work originally and should now pay to have it redone. Likewise, the property owner has established grass in the yard, and the City should pay to replace that yard with sod at its expense and not with seed.

☐ Tree Removal. Again this should not be the property owner's expense. Tree removal should be kept to a minimum, and the Council should approve any tree removal.

This leaves only the actual cost of the sidewalk and the cost of the soil that must be removed and replaced with concrete that should be considered assessable items.

136.15 Determining location of new sidewalk. The policy states that the engineer should determine the location of new sidewalk including the side of the street and the distance from the curb. If sidewalk is only constructed on one side of the street, the Council should make the

final determination based on the engineer's recommendation and public input before the plans and specification are prepared. The location of poles should not be the only consideration. The original petition on 64th Street requested the sidewalk on the west side, same as Cowles School. The engineer's recommendation (and survey) is the east side. Several people have raised the safety issue of having the children, mostly coming from the west side, cross 64th street twice to get to school – once at their side street and once at School Street where all the traffic and congestion are. This does not make sense and should be changed. If sidewalk were to be constructed on both sides, the location of the utility poles would not make a difference. We have poles on both sides of 64th Street.

136.21 Vegetation overgrowth of sidewalk. The committee recommendation includes bidding both concrete and pavers for construction of new sidewalk with the Council to make the decision on materials. The Council should consider that the pavers will require continual maintenance from the property owner to remove grass and weeds in the joints. In addition, settling will be a problem resulting in uneven sidewalk.

New Sidewalk Construction Costs

The engineer's estimate for Phase 1 is almost $2.9 million. This is a very expensive program. If the Phase 2 estimate is similar, Windsor Heights will have spent approximately $6 million to construct sidewalks on one side of most streets. Do the benefits outweigh the costs? Your bond counsel stated that Windsor Heights has a $16 million limit of which $7 million is used. If the Council sells bonds for Phase 1 at $3 million, Phase 2 at $3 million, and $3 million for the bicycle hub ($1.6 million to acquire property plus improvements), then the Council has used its bonding capacity. What will happen to other priorities? University Avenue is an embarrassment. Your bond counsel stated that 19-year bonds would cost $72 per year per $100,000 of valuation. These three projects will add $216 per year per $100,000 of valuation, and given that the average home is close to $200,000 the tax load would increase $432 per year. Windsor Heights' taxes could be the highest in the Metro!

Consideration should be given to reducing the scope on the Phase 1 by delay of 63rd and 73rd sidewalks. These two streets are both on the perimeter of Windsor Heights and benefits to citizens may not justify the $1,138,750 cost, which is almost 40% of the Phase 1 cost. 73rd Street has major railroad involvement and agreements with the railroad take time. The street is graded as a rural cross-section without sidewalk. Additionally, the railroad is the abutting property owner south of the railroad crossing, so who will remove snow in the winter?

The estimates include seeding as the restoration method. This should be changed to sod so that the city does not look like a war zone and require the owners to attempt to establish grass.

The estimate for 64th Street shows sidewalk on the east side of the street and is dated 06/06/2016, which is 9 days before the survey was done on 06/15 & 16/2016, so I question how much information the engineer used for the estimate.

2. Nancy Oldham-6816 Colby Ave

Ms. Willits, I am copying you on a email I have today sent to the five city council members. Thank you, Nancy Oldham

I would like city council members to hear my opinion about the sidewalk plan for the City of Windsor Heights. I am frequently unable to attend meetings due to my health, so I want to thank you for taking the time to read about and consider my opinion.

First, many residents have fought against sidewalks repeatedly and apparently unsuccessfully. The unique and beautiful streets of Windsor Heights will certainly be devalued as a result of these sidewalks, and the property owners who own land on the sides of the street where sidewalks are built will lose the use of their property in several important ways, parking space being one. Privacy is another important consideration, especially when so many homes have shallow front yards already and floor-length windows facing the street. However, a majority of council members have chosen to proceed with a sidewalk plan, and now we are learning they also want to assess at least part of the cost to homeowners.

Has it been considered that a majority of homeowners either do not use their garages for parking or have more vehicles than fit in their garages? The sidewalk plan will force many more vehicles onto street parking, homeowners and visitors alike, due to the decrease in the amount of parking at homes that will have sidewalks. Where do council members propose those homeowners and visitors park vehicles surrounding a snow day, once parking capacity is greatly reduced?

The appearance of the neighborhoods will be forever changed, from peaceful, residential streets to congested streets lined with parked cars. One can easily imagine that more safety problems might be caused than solved, especially when considering that pedestrians don't always cross at intersections, and bicycles are to remain on the streets. Bicycles and pedestrians will be darting in and out of more parked cars with the sidewalk plan. Our streets will become more like some of those in Valley Junction, with cramped front lawns and parked cars rather than the green, peaceful lawns you see now when you drive down a Windsor Heights street. *Besides posing safety problems that don't currently exist in great numbers. this lowers property values, deprives property owners of some of the current uses of their property and changes the face of the affected streets forever.*

In summary, it's my belief the sidewalk plan is irresponsible, unnecessary and ill-conceived, will pose more safety problems than solutions, devalue property and reduce privacy for residents on streets affected and permanently change the look of our beautiful streets in a negative manner. To also assess any part of the costs associated for sidewalks to homeowners would be to add insult to injury.

Thank you again for taking the time to consider my opinion.

Nancy Oldham
6816 Colby Ave
Windsor Heights, IA 50324
youneekone@gmail.com
515-229-0476

3. **Beth Blay**

   To Whom it may Concern:

   I wanted to write to express my opinion about the issue of adding sidewalks to residential areas of Windsor Heights. I have been a Windsor Heights property owner/resident for 17 years now. I have spent the better part of these 17 years doing my best to update and improve my home so that it is something I and Windsor Heights can be proud of. Late in 2014 I was finally able to finance my biggest home improvement yet. I tore out my old hideous, but functional, driveway and replaced it with one I couldn't be happier with. The slope of my drive is also extremely steep and cars always scraped when they backed out until my remodel. To add a sidewalk would only make this problem return. I also repaired my front yard with sod and have successfully turned my front yard into one that is all grass & practically weed free. I feel great pride when I pass one yard after another taken over by dandelions and clovers

knowing I have managed what I have. I spent just shy of $18,000 dollars on this home improvement knowing that even if I sold my house I wouldn't get it back but wanted it done anyway so that my home was as beautiful as it could be. I will finish paying off this home improvement at the beginning of 2018. I have chosen to continue to drive my 18 year old car and to live with my kitchen and bathroom that are in desperate need of a remodel so that I could get my driveway fixed first. Imagine my surprise when a neighbor informed me this weekend that before I even manage to pay off my home improvement the city might make me tear up my yard and driveway and pay for it again. I am a single woman who was thrilled to not only be able to keep my home after my divorce but was even happier when I was able to start making improvements to it as well. What are the odds you think I can afford to destroy the new drive and yard I have only enjoyed for almost 2 years to abide by some new regulation that was not in place when I decided on my home improvement?

Yet, the money isn't even my greatest concern. If I thought it was actually necessary for safety I could rationalize it but I have only heard of one person actually being hurt in Windsor Heights by walking or biking in the streets since I have lived here. That was at the intersection of 70th and University. A place that has sidewalks and walking lights. This same spot is the only place I have ever been scared because someone ignored the walking lights and flew through the intersection and almost hit me. I walk around Windsor Heights twice a day on most days, for the last 17 years, so I can say I cover a great deal of the area and have never been worried about safety on any of the streets that sidewalks are being proposed for. Maybe if statistics proved our no sidewalks lifestyle to be a danger the expense to the homeowner and to the city could be understood but at this point it seems as though we are trying to fix something that is not broken.

So with this opinion, let me add this: Have you noticed how awful the sidewalks we currently do have in Windsor Heights look? Look at the weeds growing in all of them. The block between the city hall and the police station looks awful. Check out the sidewalk in front of the church on 66th Street. Look at the grass between the curb and the sidewalk all the way down University and next to the Windsor Town Center on 66th. Is there actually any grass growing in these spot or is it all weeds? In addition to them being an eyesore, in the winter I find it is safer to walk in the street than to use the sidewalks that currently exist. Many are never cleaned until they are pure ice and no one seems to enforce whatever the code for sidewalk snow cleanup is. So, we want more people to have sidewalks to not maintain? Our neighborhoods are beautiful and safe as is. Why scar them up with more sidewalks?

4. **Diane Foss- 6608 Del Matro**

   Dear Mayor and City Council persons

   I want to add one more comment to my comments made tonight at the public hearing on the amending of the WH sidewalk ordinance.

I would like you to amend out of the ordinance the Phase 1 piece that concerns Del Matro Ave. I think you will find that more than 75% of those on Del Matro Ave. have no wish for a sidewalk on Del Matro Ave.

5. Elsie Henry-
I do not think the home owners should be responsible for the cost of this project. Many of us are on a fixed income and barely able to pay for taxes now. The city is responsible for the ten feet from street into the yards. And it makes no sense to put sidewalk on east side of 64th when entrance to school is on west side and there is all ready a block of sidewalk on the north west side of 64th just before the school.
Last nights meeting was a total mess, why not have it held at Colby park where accommodations would of been much more satisfactory? It was ridiculous and city council played such a poor part in this agenda. I have very few words to say about this city council except that it sucks. Listen to the PEOPLE!!
Thank you.
LC

6. Nancy and Ed Greenman- 7218 Sunset Terrace
Hi Diana, we strongly reject your perposal to more sidewalks in Windsor Heights! We arrived at city hall last night at 5:50. But could not get in to meeting room. Nancy and Ed Greenman 7218 Sunset Terrace. 515.277.3141 Thank you, Nancy

7. Mayor & Council,
A friend posted an article about opposition to sidewalks in your town.

As a disability advocate, I find the idea that lawn is a higher priority than accessibly rather upsetting. After a search of your city's website it doesn't appear you have the required ADA Transition Plan -- this is where you document all the areas where you fail to meet the American's with Disabilities Act of 1990 -- and prioritization and timeline estimate for correction of the violation. This includes public buildings but also the public rights-of-way.

Many cities that haven't created their own transition plan and made their PROW compliant have found themselves in the crosshairs of the US Dept of Justice.

If you have public right of way for sidewalks but don't install them it'll look bad in court.

Steve Patterson, disabled/blogger
St. Louis Missouri

8.Nicole Crain- (Her other comments were listed in the public comments since she also gave them orally)

Hi Diana,
Please find attached a copy of the public comments I gave orally this evening. Just to clarify and confirm what is in my comments-I understand June 29 was the date the survey was posted on the city webpage-not the date the survey was conducted. I'm not sure if its autopopulated or what, but wanted to let you know this is where I found the date in case Council Member Peterson has any additional questions: http://www.windsorheights.org/city-news/quester-survey.aspx.
I know it will be a little while before the public hearing documents are uploaded. Will the city be doing a responsiveness summary?
Also, I think there was some confusion tonight around the plan. Just to confirm:
1)Plan approved in March was for complete streets which includes a variety of options to improve walkability not just sidwalks.
2)The city already has a chapter 136-which deals with sidewalks. The bulk of the proposal was to update Chapter 136.
3)The map provided in the packet is the outline for where the sidewalks will be placed and the timeline. Meaning is it okay for any resident who will be affected to comment on sidewalks to their city council members?
I just want to make sure I am understanding everything correctly when people ask questions as I know this is a very sensitive topic. Thank you to you and the other council members who attended the meeting tonight.
Please let me know if you have any questions about my comments attached. I may provide additional comments between now and the meeting on July 18 as unfortunately I will be out of town for both meetings.
Thanks again!
Nicole

9. Dave and Mart Bass-
We've lived in Windsor Heights for over 30 years and during that time we've enjoyed living in this nice quiet community. We have seen a lot of changes most for the better some not. The sidewalk proposition would fall into the not category. We side with the majority of our neighbors (70 to 80%) that think the sidewalks are a very bad idea. The idea of not only forcing the sidewalks on the community but also having to pay for the installation and the maintaining of the sidewalks year-round is going to be a real burden on a lot of the members of the community. We raised our two children in Windsor Heights teaching them not to use the street as their playground. There was never a problem with them riding their bikes, walking to school or to a friends house. This needs to start with parents supervising their kids when they're playing outside. This all started with a ridiculous proposition to put sidewalks in at Cowles school, which by the way is a private school attended by roughly 20 Windsor Heights children. This community was designed to not have any sidewalks, more green space than cement. Windsor Heights wants to be perceived as a green community, yet you want to destroy a lot of mature trees if this sidewalk proposition is carried through. We are asking the mayor and the council to please reconsider their position on this matter. Thank you,

10. Janet Mamberg- 66th St
    Scan in and attached- with an additional note from Bette Reeves who also gave a public comment on July 5th.

11. Juanita Krueger- (

Comments after the hearing:

1. **Susan Skeries:**

   To Whom It May Concern:

   I am writing to you after the recent public hearing for the sidewalk ordinance. I would like to express my displeasure and disappoint in you as City Council Members and Mayor Willits, with the exception of Betty Glover. I feel as if the residents of Windsor Heights have been bullied into having sidewalks even though there is overwhelming support against having sidewalks. I also feel that the way that the public hearing was handled was not acceptable. The big slap in the face is that two of the city council members were not present and one of them was the chairperson of the sidewalk committee. There was no discussion made by the City Council to address some of the ordinance issues that were brought up. How could there be no discussion about things that are brought up, multiple times, by the residents of Windsor Heights? Another big problem that I have is how the meeting was handled. We were above fire capacity in the hallway and the chamber was completely full yet the residents were told to either be quiet or they would be asked to leave because we were above capacity. I do not feel that it was a safe environment for the resident's to be in and I question how the hearing could continue when resident's couldn't hear plus we were above capacity in at least the hallway. I understand that no one thought that the resident's would actually come out to this public hearing especially since it was planned the day after a holiday and without much publication about the public hearing but something should have been done to ensure that everyone could hear what was being said within the chamber. There were also approximately 20-25 people that left due to the lack of space, how hot it was in the hallway and that they were required to stand the whole time. These resident's should have been able to have had their voice heard instead of being turned away due to the lack of planning on the city council's part.

   I will start by asking who handpicked the sidewalk committee members? How was this decision made? Was the committee a 50/50 split between for/against sidewalks or was the

committee handpicked by someone to further their sidewalk agenda? I have heard several resident's say that they looked online and could not find the paperwork to fill out to be on the sidewalk committee. I also could not locate the paperwork to submit to request to be on the sidewalk committee. I also question how the chairperson of the sidewalk committee can not show up to at least two of the public hearings about the sidewalk issue and yet make a decision based on living in Windsor Heights for just over a year. Did Mr. Bales- Henry even listen to what the residents had to say and their concerns? If so, how did he receive this information since I observed Ms. Harms moving her hair about and yawning while Mr. Timm continually yawned during the sidewalk hearing at the community center? It is sad that the sidewalk committee has had only 2 meetings and has made a decision for a $2.8 million dollar project yet the committee for the Windsor Heights 75th Anniversary has met double, triple and even quadruple the number of times. I do believe that the committee for just the Fourth of July events met more times than the sidewalk committee did and how much money did the resident's of Windsor Heights spend on both events combined? I am guessing that we spent way less than $2.8 million dollars for both events combined. A woman at the public hearing stated that she purchased her house using Mr. Bales- Henry as a Realtor. She was specifically looking for a certain style of house and did not want sidewalks. She purchased in Windsor Heights because of there not being sidewalks and specifically asked Mr. Bales- Henry if there would be sidewalks through her yard. His response was absolutely not yet he has been the fighting force behind sidewalks in Windsor Heights. I find it appalling and unprofessional, if these statements are true, of Mr. Bales- Henry. If this actually did occur, as the woman who went on public record has stated, then Mr. Bales- Henry should, at the very least resign, from his position as a City Council member due to his conduct.

What studies were done to look at where sidewalks, cross walks, stop lights, etc would be useful at? What other options, other than sidewalks, have been looked at? Why has no one talked with the resident's who live on 64th Street to see what they feel is the problem with the congestion on 64th Street? Has anyone talked with resident's on Colby, Sunset or DelMatro to see if they have any valid and more cost effective options? I have seen Ms. Glover in our area several times and I watched Ms. Harms pass by once walking on her phone without ever looking at the 6 neighbors standing in front of the house but I haven't seen anyone else around our neighborhood asking for recommendations or to even view the "problem" area. With all the pedestrian traffic that Windsor Heights saw this Fourth of July I wonder how many calls were placed in regards to pedestrians being hit by motor vehicles versus how many calls were placed to Colby Park since not all the streets in that area have sidewalks.

I have to wonder why this sidewalk issue has been pushed through so quickly and has been attempted to be run under the radar. A person would be led to believe, with the number of people in attendance at the public hearing last night, that there is a lack of communication between the city and its resident's since many did not know that this public meeting was only for the sidewalk ordinance. They believed that this would be a public hearing on the options

of a sidewalk. Many also were unaware that this sidewalk issue was NOT just a 64th Street issue but that the resident's were being forced into having sidewalks all over Windsor Heights. Why is it that nothing was sent out to the resident's about this sidewalk ordinance but we have received numerous mailings about the 75th Anniversary of Windsor Heights?

After leaving the city council meeting and having a talk with the family about the outcome my 16 year daughter asks a very valid question. If the city council members are elected by the resident's of Windsor Heights, there were only 3 people that spoke for the sidewalks and there were probably 50 people that spoke against the sidewalk ordinance how did the city council vote to approve the ordinance? The city council is supposed to be the voice for the majority of the resident's not taking on their own agenda and forcing it on the resident's. Going to the survey that was released by Quester, in 2014, 75% of resident's did not want a sidewalk and then in 2016, 69% of the resident's do not want sidewalks. How can a city council vote to put sidewalks in when the overwhelming majority of resident's do not want it? Why were the resident's not made more aware of something as financially costly as a sidewalk that could cost the city and resident's over $2 million dollars? I find that irresponsible by the city leaders.

I firmly believe that the City Council members need to stop this action and take a step back to re-evaulate this issue. I am not sure what action can be taken to make a motion to re-evaluate the sidewalk ordinance but I believe that it is what should be done- for the Resident's of Windsor Heights. I also believe that since only Ms. Glover has listened and stood up for the majority of the constituents of Windsor Heights that the rest of the City Council should turn in their resignations as council members. How am I supposed to put my trust in elected officials when they are running on their own agenda not the agenda of the majority of the citizen's in the city.

Feel free to contact me with any questions or concerns you may have concerning my email.

Respectfully,

Susan Skeries
1441 64th Street
Windsor Heights, IA 50324
smskeries@gmail.com

2. **Tracy Rodgers-**
   Mayor Willits and Council Members Peterson, Glover, Timm, Harms, and Bales-Henry:

   Please accept this letter (attached) as my public comment and LACK OF SUPPORT regarding sidewalks in Windsor Heights. Regretfully, I am unable to participate in the meeting on

Monday, which I have seen (via the local news) will include discussion about sidewalks in Windsor Heights.

In addition to my letter, please consider the following story, which happened just last week: A friend from a large suburb of Dallas stopped to see me on her way through town. She had her dog with her. We walked to Grounds for Celebration to get coffee and catch up. As we walked, she made several remarks about the "feel" of Windsor Heights and how much she loved the look of the houses and streets. As we approached the Lutheran church, we crossed the street and the three of us – my friend, myself, and the dog – attempted to walk on the sidewalk in front of the church, but there wasn't enough room. There wasn't even enough room for just her and the dog. So we went back out to the street. As we did so, she commented, "In my neighborhood, my neighbors and I never use the sidewalks. It is just too difficult for more than one person to fit, especially when you've got dogs." Touché.

Tracy Rodgers
6706 Forest Court

Her Letter:
July 7, 2016
Mayor Diana Willits and Windsor Heights City Council
C/O City of Windsor Heights
1145 66th Street, Suite 1
Windsor Heights, IA 50324
Dear Mayor Willits and Windsor Heights City Council Members:
I am writing to indicate that I am adamantly against the proposed sidewalk ordinance and the intention to install sidewalks throughout Windsor Heights.
I am a long-time resident, choosing to move to Windsor Heights in 1996. I loved how Windsor Heights felt like a village nestled within a city. Part of the appeal that drew me to this home, neighborhood, and city was the lack of sidewalks along the street which added to the feel of a quaint village.
I am not against walking, biking, or running. Quite the opposite – I use our streets to walk and bike, recreationally, as well as to and from businesses or events. I've never had a problem or concern getting where I needed to be; I've never felt threatened. Not only has a lack of sidewalks not deterred me from walking, it is also not deterring several other residents. I see dozens pass my house every day – walking, running, biking – recreationally, with dogs, with coffee or ice cream, and even carrying bags, to indicate they are returning from a shopping trip. Visitors nearly always comment about how active the neighborhood is. We are a walkable and connected city.
Some of my concerns regarding the city creating/changing ordinances and forcing installation of sidewalks within residential neighborhoods include:

1) The use of tax dollars for sidewalks in residential areas is not needed and not acceptable. Windsor Heights has limited revenue options due to being "landlocked". Squandering that revenue on something unwanted and unnecessary is ridiculous.
2) The future expense to residents is also unacceptable. After the city uses our tax dollars for the initial installation, homeowners are then additionally burdened with the maintenance and any liability that may arise. I, for one, am very concerned about taking on these risks.
3) Many homes, including mine, include a separate parking pad next to the driveway and the street. Installation of a sidewalk would render mine, and likely many others, useless. This is yet another burden, expense, and inconvenience to residents. The result will be even more cars parked on the street, disrupting traffic and causing more risk of accidents.
4) For many residents, snow removal is another burden, particularly older residents who are not as agile and able to shovel. Snow removal near the street is particularly difficult to achieve, full of heavier, icier accumulation from snow plows. Whether through physical labor or expense to hire the job out, the resident would once again be on the losing end. (I won't even get into the difficulty removing snow after people have walked on it during the day.)
5) Many homes in Windsor Heights have old sewer systems which will eventually need to be replaced, if it has not yet occurred. The expense is tremendous on its own - I have experienced it. With the addition of a sidewalk to replace, the expense will be oppressive for many.
When approaching this issue, I also urge the city to be more transparent. Putting sidewalks throughout town is now being called "connectivity" and "walkability". As someone who works within public health, I fully understand those terms. And I am also aware that many people may not. Please, do not veil what you are trying to do.
Windsor Heights is walkable and people are walking. We are not a city of multi-lane highways and thoroughfares that make it difficult to get somewhere on foot. The "walkability" argument just doesn't cut it. Nor does the "connectivity" argument. We have roads, and even some occasional sidewalks on our main streets leading us to wherever it is that you want us connected. What I would prefer our elected officials spend time and money on is attracting businesses and events that are worth walking TO. In my opinion, that is what we lack.
Please don't make Windsor Heights a city that is over-regulated, governed without concern for residents, and designed to look like larger suburbs. We are not any of those things and many of us have chosen to live here because of that. Thank you for your consideration.
Sincerely,
Tracy Rodgers
6706 Forest Court

3. **Jeremy Kelly- 1241 66th**
   I want to voice my support for the city's sidewalk plan. I know some people are unhappy, but this is a basic public good that every urban community should offer, and in the long run, it can only help the city. I want to thank everyone at city hall for tackling this controversial issue.

I went to Tuesday's council meeting to oppose the suggestion that the abutting property owner make a direct contribution to the construction costs; since the sidewalks are a public good (and since that property owner is already to be burdened by the sidewalk upkeep) it makes sense that the community as a whole should fund the construction. I left the meeting when I saw how many people were waiting to speak, but it sounds like the council agreed on those points. I'm glad to hear that.

4. Jill Elbert-
   Hello!

   I attended last night's city council forum. I live at 1100 66th Street, and I've lived in Windsor Heights for exactly *36 days now.* My perspective is pretty fresh.

   As a first-time home buyer, I was disappointed to learn that so soon after my big purchase, I may be footing the bill for a sidewalk. If new sidewalks are indeed going to be installed (sounds like that train has already left the station?), I ***urge*** you to find a way in the city's budget to pay for it. Windsor Heights is a wonderful, quiet community and it seems a lot of residents are either senior citizens or first time home buyers. Senior citizens are on a fixed income; first-time home buyers are on a limited budget. The house I purchased had three offers the first day it was on the market, and I am buying a new roof, new front door and new kitchen window. Now sidewalks?! (It was hard enough to scrape together a down payment! Please, no.)

   One angle that was not brought up last night is the sell-ability of the homes in Windsor Heights. Soon after I moved in, the house next door to me went up for sale. The owner bought the house in the 1960s and passed away in December and her son is selling his childhood home as he now lives in Madrid with his family. With the age demographics of this lovely community, I unfortunately predict this situation will play out again and again in the next 5 years and its going to be tougher to sell these houses to qualified buyers if they know right off the bat they are going

   to have to spend $5000+ on a new sidewalk. Moving is expensive enough! Potential buyers are most likely going to try to negotiate the price down to compensate for the new sidewalk cost. This will affect all of us!

   Being at the meeting last night, some of the comments were a bit brutal. Being an elected official, I know you have nothing but the best intent for the community we live in. I'm trying a more tactful approach with my feedback; please take my comments into consideration when contemplating this important decision.

5. Robin Salsberry 7036 Sunrise Blvd
   Windsor Heights City Council Members,

   Tonight, I attended tonights City Council meeting and listened to many people who opposed the plan. One person specifically asked if the plan to move forward with the installation of sidewalks was a done deal. Mayor Willits - on two separate occassions you confirmed that the City Council had voted to move forward with the sidewalk plan, 4-1 done.

Yet, when I review the prior Council Agenda's and minutes (please note not all appear to be posted), there is Resolution 16-0656 published that references setting a public hearing date for July 5th to consider PROPOSED Ordinance changes. This doesn't appear to be a done deal.

Mayor Willits - why did you state to the citizens present that this was a done deal? Isn't Resolution No 16-0656 an opportunity for the citizens of this community to make public comments about PROPOSED CHANGES to Chapter 136? And 99% of those that spoke were against the plan?

Please help me out and explain. Also, if the Council has already voted to replace Chapter 136 in its entirety, please direct me to the public notice that was given, and the minutes of this meeting.

In addition, there were times when the Mayor and a couple of other members were being disrespectful to a few people who were given their two minutes…you were talking amongst yourselves. You ask for respect in your forum and yet you displayed lack of respect to some speakers. I would like to add that the young lady to the right of the Mayor, in order to be taken seriously and professionally needs to stop chewing gum throughout the meeting.

Obviously, there are many unhappy people and I hope you REALLY LISTENED to their concerns. I was very disappointed on many different levels, the way the meeting started with a smart aleck remark about "getting this many people to volunteer", asking people to stop clapping (this is a democracy and during the political campaigns there is a lot of clapping and booing, it didn't slow things down a bit (as someone stated), people stopped when the next speaker was at the podium), when questions were asked to the council, specifically to the Mayor there were blank stares. As if the answer was unknown. Many of you had to of known, there was going to be many people at the meeting tonight, how about being prepared?
Don't assume everyone looked online at the information, that was a very poor response and came across condescending. Quite frankly, from the beginning it has been very kludgy to navigate.

There has been a lot of good done in Windsor Heights, and there are reasons why people want to live here, don't give them reasons to leave.

Speaking of reasons for leaving, why has there been such a high turnover with the City?

6. Jan Stueckrath 7037 Sunrise Blvd

Hello Windsor Heights City Council Members - I attended tonights City council meeting and spoke regarding the sidewalk plan. I specifically asked if the plan to move forward with the

installation of sidewalks was a done deal. Mayor Willits - on two separate occassions you confirmed that the City Council had voted to move forward with the sidewalk plan.

Yet, when I review the prior Council Agenda's and minutes (please note not all appear to be posted), there is Resolution 16-0656
published that references setting a public hearing date for July 5th to consider PROPOSED Ordinance changes. This doesn't appear to be a done deal.

Mayor Willits - why did you state to the citizens present that this was a done deal? Isn't Resolution No 16-0656 an opportunity for the citizens of this community to make public comments about PROPOSED CHANGES to Chapter 136? And 99% of those that spoke were against the plan?

Please help me out. Would someone please explain to me? Also, if the Council has already voted to replace Chapter 136 in its entirety, please direct me to the public notice that was given, and the minutes of this meeting.

Kind regards,

7. Mary Kilburn 1411 66th
Hi Diana,
I was asked by a neighbor to write to you about the sidewalk ordinance proposal for Windsor Heights.
I live at 1411 66th Street and would like the ordinance for all sidewalks to be removed.

Your statement, "Windsor Heights is the best place to live! We celebrate the citizens and staff, past and present that have contributed to our safe, enjoyable living environment, community spirit and civic leadership." is a contradiction of what you are proposing. The city Cuncil is not celebrating citizens past nor present, and are not demonstrating civic leadership at any acceptable standard.

Clearly, the residents do not want sidewalks. The survey says that 70% are opposed. However, given the number of residents who did not know about the meeting or found out at the last minute clearly did not take the survey, and the numbers will grow. The 70%, while statistically high, does not fully mirror the community's sentiments and is indeed much higher. Nor do we need to bare the financial burden and hardship the expense and ongoing maintenance will place on us-the residents who do not want a sidewalk.

It is disheartening to be a part of a community where you rely on you leaders to do what is best for you as an individual, as well as what is best for the community, only to have them put forth their own self-serving efforts that are causing civil unrest on so many levels from the individual

residents, to the environmentalists, to the city historians, to the artistic & eclectic, to the communities and to future generations.

It is appalling that there was so much of this not pulicized and efforts to keep residents uninformed. I don't understand how the City Council can take away our very right to vote and become a dictatorship and rape its community. You have completely disrespected the very historical value of Windsor Heights, the current desires of the community you are supposed to represent, and have consciously decided to continue to rape us with every step you take.

Again, I ask that you remove the sidewalks from the ordinance and leave Windsor Heights a tight knit and caring community who can trust in their city leaders again.

8. Maryann Mori- Des Moines Resident

Dear Mayor Willits and Windsor Heights City Council Members:

I just read the news article about your decision to move forward with plans to implement sidewalks on various residential streets in your city.
http://whotv.com/2016/07/12/community-members-speak-out-against-citys-plan-to-add-sidewalks/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+wholocalnews+%28WHOtv.com+-+Iowa+headlines%29

I want to say a huge "Thank you!" for being forward-thinking in your plans to develop Windsor Heights as a walkable and friendly city for alternative transportation options. According to the news story, there was opposition, but you opted to do what is best for the city's future. I know that one citizen was quoted as saying the sidewalks aren't needed on some streets because there is low traffic. I can testify otherwise. I live on such a street and within such a neighborhood in Des Moines. I have to say that I am extremely thankful for the sidewalks in my neighborhood, and on those occasions I do have to walk on the adjoining streets without sidewalks, I do not feel safe and often have to walk in the gutter area when cars do pass.

Although I don't live in Windsor Heights, I think that having surrounding towns in the metro area attempt to further connect to each other and further develop sustainable, alternative transportation modes (such as walking, cycling, etc.) is a good thing for everyone. Keep up the good work! You are setting a fine example for other metro cities!

9. Nancy Bunker
Dear Mayor Willits and Members of the City Council:

Thank you for your response, Mayor Willits.

However, your response implies the installation of sidewalks is a "Done Deal." Citizens need the opportunity to respond in time to help influence this decision, which affects us a great deal. I received NO USPS MAILINGS of any discussion regarding sidewalks or walkability. Regarding your comment, "We have sent out notices," can you tell me what those were? NOTHING of this matter was sent to me at my mailing address of 1911 69th Street in Windsor Heights. It is absolutely WRONG for the Council to try to "ramrod" this through, without citizen input.

I look forward to your response. I would also like to hear from any others of the City Council in regard to their willingness to consider the will of the people of Windsor Heights. PLEASE LISTEN TO US!!

Sincerely,
Nancy J. Bunker (Windsor Heights resident and taxpayer since 1989)

10. Ronda McCarthy- 1629 66th
    Good morning, I want to give my opinion of the sidewalk issue that is being proposed. I did not attend the meeting as I needed to work that evening. I have been a resident of Windsor Heights for almost 20 years. We have raised my family here. I regularly walk and run through the streets of Windsor Heights and have taken my kids for walks and runs through these same streets for many years. I have taught them how to ride their bikes, rollerblade, skateboard, and play on our street and in my neighborhood. We love Windsor Heights and chose to live here and raise our family here. Recently, I have noticed more families with young children making that same choice.
    I am concerned, however, that this trend will not continue with the increased taxes that more sidewalks would certainly cause. With increased property taxes, more families with these young children may look elsewhere with lower property taxes. I would hate for this to happen. Also, with the majority of residents that actually live here being opposed to this move, it seems to me that the city government should follow the wishes of the residents that live, work and play in Windsor Heights. I for one have enjoyed welcoming more families into our neighborhood and would hate to have these families choose a different place due to the high taxes placed on Windsor Heights homeowners. I do hope you rethink this plan or we could be faced with houses that do not sell, young families that choose West Des Moines or Waukee to raise their family, and long time residents leaving because they are seeking less property taxes.
    Thank you for reading this.

11. Tom Martindale- 1049 64th
    I am a 4th generation resident of Windsor Heights My great grandfather built at 1052 63rd in 1919 and my grandfather built my house at 1049 64th in 1956. All of us walked around this city even back before it was incorporated, on streets with no sidewalks and none of us have died because of it nor been injured. I have 2 daughters ages 7 and 4 so I actually do have a dog in the fight when it comes to "walkability".
    I think putting this burden on the home owner without having it put to a vote is apalling.

There are many residents that are retired and on a fixed income, so this would not only burden them financially to maintain these sidewalks, it also potentially could adversely affect their health being forced to shovel these sidewalks in the extreme cold.
I was unable to make the meeting last night due to work, however I read about it on KCCI. I saw that the new council members were defending it by saying that is the platform they ran on. With Harms getting 35.28% of the vote and Bayles-Henry getting 23.9% last November I would hardly consider that to be overwhelming support from the community for them or their platforms.
I feel that any council member that approves this is not following the will of the people. And hopefully it will enpower people to vote for candidates that are more in line with the will of Windsor Heights citizens in future elections. I know this matter has me definately wanting to get more involved in making sure we aren't unfairly assessed taxes and financial burdens that we do not want, also to do what I can to make sure that politicians who are deaf to the voice of the people are never again elected.
My street is not on any of the planned phases however many people that were friends and colleagues of my grandparents are, I feel that someone needs to advocate for them.

Hopefully as elected representatives of the residents of this city you will do what is right and not force this agenda on residents that clearly and overwhemingly do not want it.

12. Lynn Ethington- Des Moines Resident
    Thank you for continuing to fight for sidewalks in Windsor Heights! I live in Des Moines but my sons went to Cowles and it always amazed me that there were no sidewalks around the school. At your last meeting I saw a mother with a baby talking against sidewalks, unbelievable! The sidewalks in front of my house are used constantly with mom's and strollers, kids walking to school, and pet owners. STAY STRONG AND KNOW THERE IS SUPPORT OUT THERE!

13. Linda Moore- 1225 64th st
    I am so angry right now. You and the council are not listening to the people. You should all be ashamed of your behavior.
    I resent the fact that you think it's okay to force us to install sidewalk, destroy beautiful trees in my neighborhood, make us pay to remove said trees and landscaping, which we enjoy much more than a dam sidewalk. Further make us pay to maintain these sidewalks. and access property tax, what the heck are you thinking.
    I pray for your soles

14. Grover Kirkman- 6500 Sunset Terrace
    Mayor and City Council Members,

    My name is Grover Kirkman.

    For the past 19 years, I've lived at 6500 Sunset Terrace (the Plymat home), along with my wife, several big-hearted dogs and at least one very good cat.

We've loved being in Windsor Heights. Our home fits our lifestyle perfectly, and we've invested countless thousands of dollars renovating and preserving it. We have a huge well-landscaped yard and the best neighbors you could ask for.

I participated in the 2002 committee tasked with addressing Windsor Heights' image problem. And I am the author of the city's current slogan, "The Heart of it All".

And yet, we are very seriously considering leaving Windsor Heights forever ...

What we witnessed at last night's City News Hour meeting has me extremely concerned about our elected officials' willingness to listen to, respect and serve the citizens who elected them.

Clearly, there is an overwhelming contingent of folks who don't want sidewalks, including my wife and me. And yet, it seems this fledgling Council is ready to charge ahead with their version of the truth, regardless.

I suspect the "Historical Perspective" collateral piece was an attempt to play up the Council's credibility and competence, but as 30-year veteran of advertising and current Creative Director, I must say, it failed miserably. If I were trying to assuage the opposition, I certainly wouldn't do it by blatantly aligning them with all the "fools" who've disagreed with the vision of city leaders in the past.

I can't imagine the thinking behind focusing on that piece while excluding printouts of the sidewalk plan map, poster presentations and an actual working PowerPoint map. Especially at a meeting guaranteed to be so contentious -- and especially by those who claim to be so closely in touch with all the citizens of Windsor Heights, young and old alike.

Please keep in mind that part of the allure of Windsor Heights may well be its point of difference from the surrounding communities. I would suggest that our beautiful, sidewalk-free yards are a part of that. And part of why people -- young and old -- choose to live here.

I must admit, I have known Diana a long time and have always trusted her judgment and advice. But last night was a poor showing for our city government as a whole. I now seriously question the thinking, vision and agendas of all involved.

If it is not the duty of you, our elected officials, to listen to the people who put you in office, address our concerns thoughtfully and put us first in all decisions -- regardless of your own "vision" of what's best for us -- please let me know.

15. Donald Bustell- 6520 Del Matro
    Dear Mayor Willits and members of the Windsor Heights City Council,

At the public meeting on July 11 I asked if the sidewalk construction plan included costs for replacing entire driveways and installing retaining walls. The presenter replied that it did. I reviewed sidewalk-final-combined-UPDATED-62216.pdf and can find no mention of replacing entire driveways or installing retaining walls where needed.

1. May I please have the name of the engineer who prepared the cost estimates so that I can verify whether or not these ancillary costs are actually included?

2. Will my driveway be replaced with the same level of workmanship and detail as the five year old hand finished driveway I have now?

3. Will I have any say in the design and materials of the retaining wall so that I can maintain the overall aesthetics of my property?

4. How will I be assured that the retaining wall is installed by an experienced contractor who can correctly handle the situation of a constantly varying foundation angle and wall height since I will become responsible for the maintenance of the wall?

I invite each of you to visit my property, review my situation, and answer my questions. I am retired and at home most of the time. For your convenience, please call ahead and if I am at the grocery store I will return your call as soon as I return.

16. Denise Peterson - 6415 Forest Ct

I strongly oppose the plan to require sidewalks in the city of Windsor Heights. My husband and I walk regularly in the community and we see many people doing the same – on the streets, as they have for years, with no safety issues or concerns.

Regardless of the funding via assessment or bond issuance, the property owners will bear the cost of this, and our property taxes are already too high. The installation of additional sidewalks, and their maintenance, is a totally unnecessary expense.

Where do you get these stupid ideas – a bike lane down the center of University was another priceless idea!! And why aren't you representing the opinions of the residents? Who wants sidewalks – no one I've spoken with during our walks.

Get with it and represent your constituents – or you won't hold office after the next elections.

Denise H. Peterson
6415 Forest Court - 4 ½ years
Formerly 1236 65th St. – 14+ years

17. Mark Stewart- Northwest Drive

Hello Mayor Willits,

I wanted to express to you my support for the sidewalk plan. I live on Northwest Drive and walk Jasper, my Yorkshire Terrier, up and down the street daily. The portion of Northwest Drive with no sidewalk is especially hazardous due to cars coming up a hill in both directions, and a blind uphill curve from 64th to Northwest Dr. On almost every walk I have to quickly move out of the street and into someone's yard to dodge oncoming traffic. Luckily I can be somewhat evasive with just a 10 Ib dog to move out of the street, but I imagine it's not that easy when pushing a stroller or walking with young children. I should add that most drivers are courteous and slow down, but definitely not all.

I took some time last night to review the plan (though not with a fine tooth comb), and just thought I'd add some input, or questions for the Des Moines Metro Planning Organization and walkability committee on financial considerations:

- An estimate of how much of the cost can be offset with grants? The Committee recommended seeking a grant for phase one plans to build sidewalks on 73rd and 63rd. If I recall correctly, the cost for those portions represented something like 40% of the total $2.8 million and would be a lot less of a burden on us tax payers.

- What would the cost be to the city to take on maintenance costs for current sidewalks? Seems like it might be helpful to start fresh, but then make the homeowner responsible for maintenance and repairs effective on a prospective basis.

I appreciate you allowing me the opportunity to reach out to you, and hope you are supportive of the initiative. Feel free to contact me with any questions or other input. Thanks!

7205 Colby Ave.
Windsor Heights, IA 50324
June 30, 2016.

Dear City Council,

Due to a previous engagement, I'm unable to attend this meeting. I'm writing to share my thoughts about the proposed implementation of sidewalks in Windsor Heights. I am 100% against it. My philosophy has always been if it ain't broke, don't fix it. Our streets and neighborhoods are a beautiful and safe place to live. It ain't broke. Don't mess with it. There is minimal traffic on the residential side streets. Installing sidewalks is a very costly proposition that will destroy trees and other vegetation, some of which has been growing for over 50 years.

I purchased my home in Windsor Heights in 2009. A couple of factors for my selection of property included a beautiful 25' mature evergreen in the front yard. Unless the sidewalk is placed next to the road, I'm afraid that the city will remove one of the most beautiful trees on my street. There are other mature trees that beautify and shade the neighborhood that will also, most likely, be removed. Please do not destroy our front yards by demolishing the beautiful trees, shrubbery and bushes that people have meticulously maintained for decades. I don't think that the city will compensate me with an equally mature tree in another part of my yard.

The other reason that I chose where to live was the fact that there was NO sidewalk. It's a pain to have to shovel a sidewalk in the winter. Besides this, from what I understand, it's been proposed that I would have to pay for the city to take what belongs to me. My neighbors across the street who get to keep their trees and vegetation wouldn't have to pay for this, nor would they be responsible for the upkeep (shoveling) of the sidewalks. How do you feel that this is fair?

Please reconsider the decision to put in sidewalks. Let's keep Windsor Heights beautiful by leaving our front yards alone.

Thank you for your consideration,

Juanita L. Krueger, homeowner

Juanita L. Krueger

Council members,

On this, the 5th of July, it seems necessary to remind you of the duties of a government "by the people and for the people." As elected representatives of this council it is your duty to faithfully execute the will of the people you represent. We have repeatedly stated that we do not want a sidewalk on our property. The council, few of which live in the affected area, has shown support in favor of a sidewalk. Now, the City Council is demanding property owners pay half of the cost of proposed sidewalk. My question to you is this: how many other sidewalks in Windsor Heights have been constructed and how many homeowners have had to pay for said sidewalk? Forcing the homeowners to pay for it when the precedent is that the city pays 100% is a violation of ethics and opens the city to a class action lawsuit.

It seems as if the city council members have a will of their own beyond that of the constituents. We ask you listen to what the homeowners have to say. We moved into Windsor Heights because it was a law abiding community who respected the rights of the people. This is not eminent domain, where you can take our land and give us a "fair price" for it. You are proposing to take our land for city use and make us pay twice- once for the land and once for a sidewalk we don't even want in the first place. I am not sure of the legality of this, but I am sure it is ethically circumspect. Once again, the only recourse we have left is to consult a lawyer and block those very people who were elected to represent our interests.

We are asking that you please reconsider your recommendation of forcing the homeowner to carry the burden of this cost.

Thank you.

Janet Mamberg (teaches DMACC English class Tuesday nights).
10 66TH ST

Since there is a precedent for sidewalk construction costs being paid by the city (i.e. taxpayers), there is potential for a group of home owners to pursue a class action lawsuit.

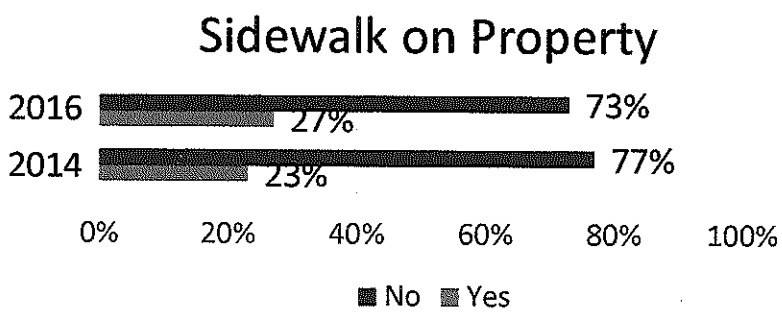
Bette Reeves
1035 66TH ST
Since 1975
7/5/2016

City of Windsor Heights
SAMPLE Levy Impact Estimator
Valuation Growth 0%

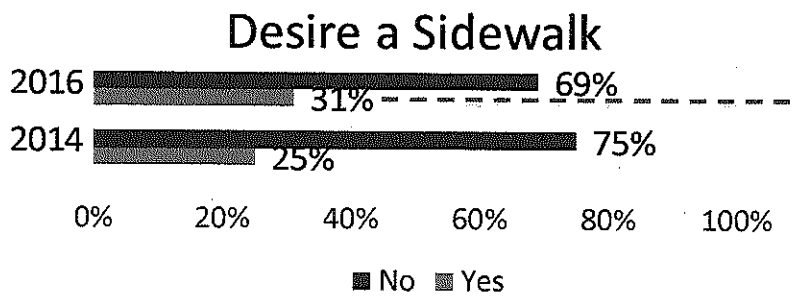
	A	B	C	D	E	F	G	H	I	J	K	L
	Fiscal Year	Taxable Valuation	Project: Debt Service[1]	$2,800,000 Impact	Property Owner Impact per $100,000 Taxable Value	Estimated Impact For $169,400 home[2] $94,230 (Taxable Value)	Estimated Impact For $275,000 home[3] $152,971 (Taxable Value)	Project: Debt Service[1]	$2,800,000 Impact	Property Owner Impact per $100,000 Taxable Value	Estimated Impact For $169,400 home[2] $94,230 (Taxable Value)	Estimated Impact For $275,000 home[3] $152,971 (Taxable Value)
			(20 Year Debt)			Annual Taxes		(15 Year Debt)			Annual Taxes	
1	2017	248,666,403			$100,000	$94,230	$152,971			$100,000	$94,230	$152,971
2	2018	248,666,403	183,133	0.73646	73.64606	69.39668	112.65711	237,543	0.95527	95.52658	90.01469	146.12796
3	2019	248,666,403	186,820	0.75129	75.12877	70.79384	114.92522	235,624	0.94755	94.75486	89.28750	144.94746
4	2020	248,666,403	185,322	0.74526	74.52615	70.22599	114.00340	238,515	0.95917	95.91746	90.38302	146.72590
5	2021	248,666,403	183,688	0.73869	73.86925	69.60699	112.99853	236,155	0.94969	94.96860	89.48891	145.27442
6	2022	248,666,403	186,920	0.75169	75.16878	70.83154	114.98643	233,601	0.93941	93.94132	88.52091	143.70298
7	2023	248,666,403	184,946	0.74375	74.37494	70.08351	113.77210	235,851	0.94846	94.84635	89.37371	145.08741
8	2024	248,666,403	187,832	0.75536	75.53554	71.17714	115.54746	237,831	0.95643	95.64259	90.12402	146.30543
9	2025	248,666,403	185,512	0.74603	74.60256	70.29799	114.12028	234,551	0.94324	94.32356	88.88109	144.28769
10	2026	248,666,403	188,047	0.75622	75.62200	71.25861	115.67973	236,066	0.94933	94.93281	89.45519	145.21967
11	2027	248,666,403	185,347	0.74536	74.53621	70.23547	114.01878	237,286	0.95423	95.42343	89.91749	145.97017
12	2028	248,666,403	187,497	0.75401	75.40082	71.05019	115.34138	238,201	0.95791	95.79139	90.26423	146.53304
13	2029	248,666,403	184,474	0.74185	74.18533	69.90484	113.48205	233,911	0.94066	94.06619	88.63857	143.89398
14	2030	248,666,403	186,374	0.74949	74.94941	70.62483	114.65086	234,511	0.94307	94.30747	88.86593	144.26308
15	2031	248,666,403	183,078	0.73624	73.62394	69.37584	112.62328	234,876	0.94454	94.45426	89.00425	144.48762
16	2032	248,666,403	184,686	0.74271	74.27059	69.98518	113.61246					
17	2033	248,666,403	186,089	0.74835	74.83480	70.51683	114.47554					
18	2034	248,666,403	187,298	0.75321	75.32099	70.97497	115.21927					
19	2035	248,666,403	183,308	0.73716	73.71643	69.46299	112.76476					
20	2036	248,666,403	184,248	0.74094	74.09445	69.81920	113.34302					

Notes:
[1]Assumes 0.17% credit spread and current rates as of June 16, 2016 plus 0.20% for potential market movement.
Capitalized interest for one interest payment is also assumed to avoid levy impact in the year of issuance. Results will vary with timing.
[2]Due to residential property tax rollback of 55.6259%, a house assessed with the current median household value of $169,400 will pay taxes based on a taxable value of $94,230 for fiscal year 2017.
Residential properties are not taxed at full value.
[3]Due to residential property tax rollback of 55.6259%, a house assessed at $275,000 will pay taxes based on a taxable value of $152,971 for fiscal year 2017.
Residential properties are not taxed at full value.

The majority of residents do not want a sidewalk …



Question: Do you have a sidewalk in front of your residence? (2014 n=94, 2016 n=96)



Question: Would you like to have a sidewalk installed in front of your residence? (2014 n=77, 2016 n=70)

… however, **safety is the lead concern** of residents without them.

"This is the only down side to moving to Windsor Heights. My kids don't have a safe place to ride bikes or walk to friends' houses."

"Lack of sidewalks on some streets is an issue. [It is] difficult to walk and feel safe."

QUESTER™

Windsor Heights is a small, safe community with nearby "big city" amenities and is a great place to raise a family.

BEAUTIFUL & SAFE

- "well-maintained"
- "Quiet" neighborhood with "friendly" neighbors and "good schools"
- "Established" town with affordable ranch style homes with lots of "character" that aren't "cookie-cutter"
- "Safe" town with low crime rate and low speed limit; "quick-responding" police and fire departments
- Access to "hospital", "public transportation", "interstate system" & "big city" amenities

GREAT LOCATION & LOTS TO DO

- Local shops & close-knit community provide a "small town" feel
- "Centrally located" within a 15-20 minute drive from downtown or suburbs, but <u>still has basic necessities</u>
- Connected trails and parks are enjoyable
- "Exciting" events like Oktoberfest, 4th of July celebration, movies/music in the park, ice cream socials and the Farmer's Market

*"It is a small community in Des Moines that has **great access to parks and bike trails**. We are **walking distance from restaurants, coffee shops, parks and the grocery store**. We feel very **safe as the police force is very visible** in the community and the **people all seem so friendly**."*

*"**Windsor Heights is in the heart of it all**. You can get anywhere in Des Moines in 10-15 minutes. We have a **lovely park & beautiful events center. Events are going on monthly. Schools are close by**. It's a **great place to raise a family**."*

DRAWBACKS

- Lack of "parking" & "sidewalks"
- Roads need repaired; repairs "take too long"
- Speed limit deters people driving through town
- Very "residential;" hard for businesses to move in
- Corporate business takes away "small town feel"
- City's "old & slow feel" deters young families

QUESTER™

OE: Tell me what Windsor Heights is like. I am interested in hearing what the community has to offer, and what it is like to live here. (n=96)

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Windsor Heights community members have many creative ideas to drive more people and businesses to the area.

Business & City Promotion

- ✓ Renovate and fill Apple Valley Mall & Sherwood Forest with more restaurants and "boutique" shops
- ✓ Raise speed limit to 30 mph to encourage more drive-through traffic
- ✓ More publicity in and around Windsor Heights of community events
- ✓ House more "local" businesses and fewer chains, adding more parking and office spaces to encourage move in
- ✓ Add a city sign so people "know" where they are or have a "welcome day" to educate people on WH assets

Beautification & Safety

- ✓ Tax incentives/abatements to improve look of old homes/curb appeal
- ✓ Fix roads and sidewalks, especially on main roadways
- ✓ Add more sidewalks to make WH "more walkable"
- ✓ Stronger enforcement of yard upkeep, trash pick-up, loose animals and fencing
- ✓ Update look of streets by considering power line burial plan
- ✓ Restore landscaping in parks, along University and business facades (Apple Valley, Sherwood)
- ✓ Improve water and sewer systems

Activities, Recreation & Cultural Additions

- ✓ Consider and have community vote on adding University bike lane and connect more bike paths
- ✓ More "adult events" like craft fairs, art shows, social/cultural events, concerts and runs/programs to promote active lifestyles – this may help attract more Millennials
- ✓ Create more "hip" East-Village or Beaverdale-type "hangout spots" and businesses – consider nightlife scene, but not "dive-bars"

Housing & Community Outreach

- ✓ Consider "Tour of Homes" or garden shows to showcase remodeled homes/lawns
- ✓ More affordable apartments, condos and senior living (possible high-rises or living space above retail space)
- ✓ Lower property taxes by combining services with larger suburbs and encouraging community upkeep and trash pick-up
- ✓ Encourage community volunteers for events/community issues

QUESTER™

OE: I am interested in what ideas you may have that the city can do to keep or lure talent to work and live in the Windsor Heights community. Tell me about what comes to mind... (n=96)

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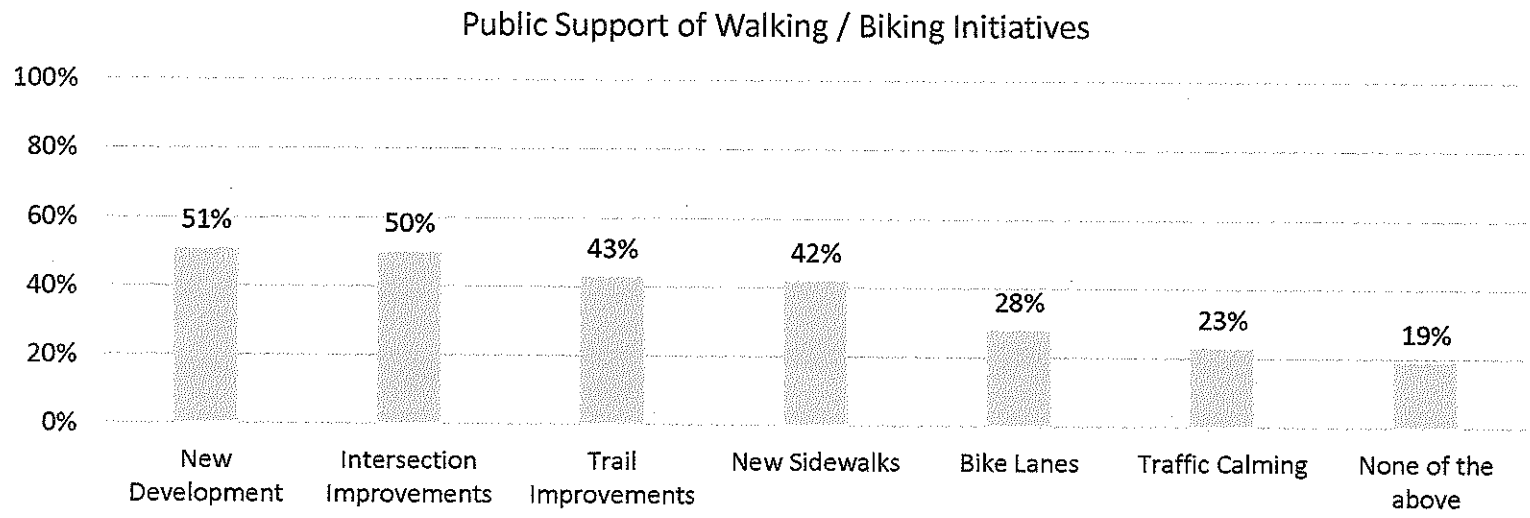
Development of the city has the support of residents; though where the support lies is mixed.

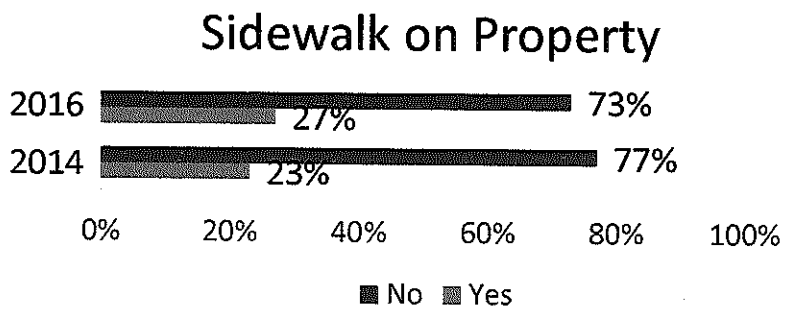
82% of residents say "the level of importance you feel the city should place on its development (including redevelopment of existing commercial areas, support for existing businesses, and the city's economic development grant program)" is either *very important* or *somewhat important*.

Question: Please select the level of importance you feel the city should place on its development (n=96)

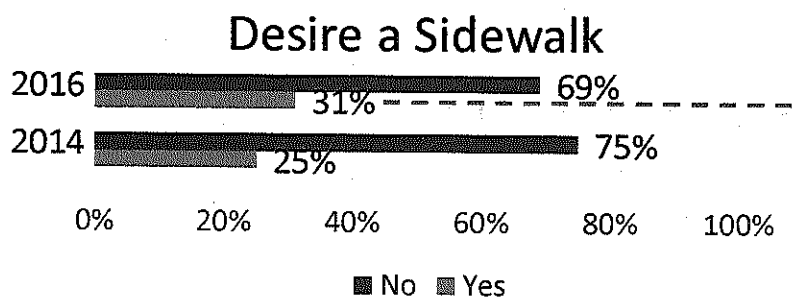


QUESTER™ Question: Do you support efforts to make it easier to walk and bike in Windsor Heights through the use of (n=96)

The majority of residents do not want a sidewalk …



Question: Do you have a sidewalk in front of your residence? (2014 n=94, 2016 n=96)



Question: Would you like to have a sidewalk installed in front of your residence? (2014 n=77, 2016 n=70)

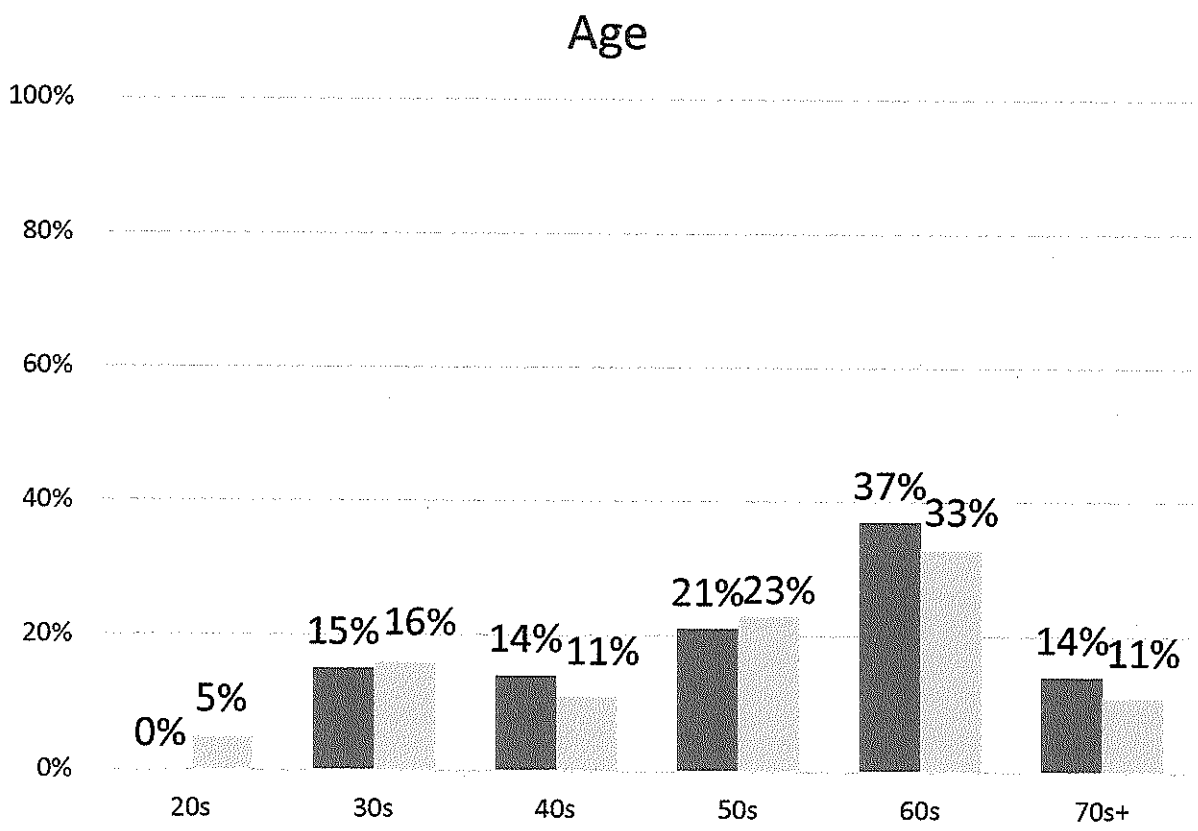
… however, **safety is the lead concern** of residents without them.

"This is the only down side to moving to Windsor Heights. My kids don't have a safe place to ride bikes or walk to friends' houses."

"Lack of sidewalks on some streets is an issue. [It is] difficult to walk and feel safe."

QUESTER™

Demographics



Question: What is your age? (2014 n=94, 2016 n=96)

Residents could not qualify if they were under 18 years of age:

- Average Age: 57
- Median Age 54
- Mode 60 & 68

QUESTER™

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Resolution No. 15-0749

A RESOLUTION ESTABLISHING AND ADOPTING A COMPLETE STREETS POLICY FOR THE CITY OF WINDSOR HEIGHTS, IOWA

WHEREAS, "Complete Streets" refers to the practice of planning, designing, operating and maintaining roadways with all modes of transportation and all users in mind; and

WHEREAS, Complete Streets policies entail considering the mobility of freight and passengers and the safety and convenience of motorists, cyclists, pedestrians, transit riders, visitors and neighboring residents of all ages and abilities, including those requiring mobility aids, when planning, designing and improving the streets of Windsor Heights; and

WHEREAS, a Complete Streets Policy will help ensure the City approaches every transportation project as an opportunity to create a more safe accessible street for all users and includes an attempt to integrate multi-modal transportation into the design in lieu of incurring costly retrofits at a later time / date; and

WHEREAS, streets are a critical component of redevelopment and the local economy, including being vital to the success of adjoining private and neighborhood users; and

WHEREAS, one of the major initiative results from strategic planning included a goal focused on providing safe biking and walking transportation alternatives and Complete Streets policies aid in this regard; and

WHEREAS, it is recognized that there are some streets or corridors in the City which would not fully satisfy a "Complete Street" environment – where it would not be advisable to have non-motorized travel or where a total implementation of a "Complete Street" environment is not feasible; and

WHEREAS, the National Complete Streets Coalition recognizes elements of a successful Complete Streets Policy and the attached policy labeled Exhibit 1 attempts to incorporate all elements of a successful policy therein.

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Windsor Heights State of Iowa, that we do hereby adopt the attached Complete Streets Policy labeled Exhibit 1.

Passed and Approved this 6th day of July, 2015

_____
Diana Willits, Mayor

Attest:_____
Brett Klein, City Administrator

City of Windsor Heights
Personnel Policy and Procedure Manual

Title: Complete Streets Policy

Effective Date: July 6, 2015 **Resolution No.** 15-0749
(Revisions)

Policy Number: Reserved for Later Use

1. PURPOSE

The purpose of the Complete Streets Policy is to use an interdisciplinary approach to incorporate the needs of all Users into the design, construction, and maintenance of public and private transportation infrastructure within Windsor Heights where feasible and fiscally viable. This Complete Streets Policy establishes guiding principles and practices to assist in the creation of an equitable, balanced, and effective transportation system that encourages walking, bicycling, and transit use, to improve health, economic vitality, and reduce adverse environmental impacts, while simultaneously promoting safety for all Users of Streets.

2. EFFECTIVE DATE AND TERM

The Complete Streets Policy shall be in full force and effect from the date of its passage, adoption, and approval.

3. PRINCIPLES

Guiding principles of the Complete Street Policy are as follows:

A. Complete Streets are designed to serve users of all ages and abilities, including: pedestrians, bicyclists, transit riders, and motorists. The overall goal of Complete Streets is to preserve, and enhance scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

B. It is the intent of this Complete Streets Policy that the design and construction of all Street projects should include Complete Streets Elements as feasibility and funding allows, including, but not limited to:

1) Public Plans adopted by the City of Windsor Heights, which may be independent or part of the Metropolitan Planning Organization, DART, State of Iowa, and other transportation partners;

2) Development-related ordinances and resolutions, including (Land development Codes and Subdivision Regulations,) among others, that are adopted or passed by the City of Windsor Heights.

C. Complete Streets Elements should be considered within the balance of mode and context of the community, including but not limited to: environmental sensitivity; costs; budgets; demand; probable use; space and area requirements and limitations; and legal requirements and limitations. Not all Complete Streets Elements are required to make a street complete and/or feasible at all locations or times.

D. It is the intent of the City of Windsor Heights to recognize that street projects are limited in scope by available funding resources. Fiscal responsibility should be used when considering Complete Streets Elements.

E. It is the intent of the City of Windsor Heights to incorporate the Complete Streets principles into appropriate public strategic plans, standards, relevant ordinances, practices and policies, and appropriate subsequent updates. The Complete Streets principles, where applicable and appropriate, may also be incorporated into plans, manuals, rules, practices, policies, training, procedures, regulations, and programs.

F. It is the goal of the City of Windsor Heights to foster a partnership with the State of Iowa, Polk County, area school districts, citizens, businesses, neighboring communities, and neighborhoods in consideration of functional facilities and accommodations in furtherance of this Complete Streets Policy and the continuation of such facilities and accommodations beyond the jurisdiction of the City of Windsor Heights.

G. The City of Windsor Heights recognizes that Complete Streets may be achieved through elements incorporated into a single Street Project, or incrementally through a series of improvements, in order to create a network of facilities that promotes connectivity to destinations.

H. The City of Windsor Heights will consider all appropriate possible funding sources to plan and implement the Complete Streets Policy and shall direct staff to investigate grants that may be available to make the realization of Complete Streets economically feasible.

4. APPLICABILITY

A. The City of Windsor Heights shall make Complete Streets practices a routine part of everyday operations, shall approach transportation projects and programs as an opportunity

to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets, where feasibility and funding allows throughout the City.

B. The City of Windsor Heights departments, where feasibility and funding allows, shall incorporate Complete Streets Elements into existing public streets to improve the safety and convenience of all Users and to construct and enhance the transportation network for every User. If the safety and convenience of Users can be improved within the scope of Street Maintenance, then it is the intent of the City of Windsor Heights that such projects shall also include Complete Streets Elements.

C. The City of Windsor Heights departments shall include key Complete Streets Elements in the normal review and/or development of plans, zoning and subdivision codes, laws, procedures, rules, regulations, ordinances, guidelines, programs, templates, and design manuals, to integrate, accommodate, and balance the needs of all Users in all Street Projects.

D. The City of Windsor Heights departments shall coordinate Complete Streets design templates with street classifications and revise them to include Complete Streets infrastructure, such as, but not limited to, bicycle lanes, sidewalks, street crossings, and planting strips. All facilities will be designed and constructed in accordance with applicable laws and regulations using best practices and guidance from the following, among others:

1) American Association of State Highway and Transportation Officials (AASHTO) publications;

2) The Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways;

3) State Urban Design and Specifications (SUDAS) Manual;

4) ITE Recommended Practice Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities;

5) National Association of City Transportation Officials (NACTO) Urban Street Design Guide;

6) The Americans with Disabilities Act Accessibility Guidelines (ADAAG);

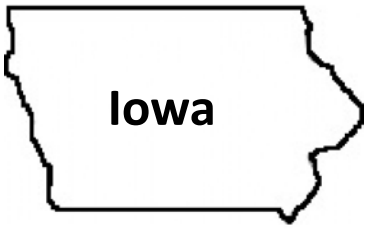
7) The Public Rights-of-Way Accessibility Guidelines (PROWAG).

Complete Streets

Benefits, Design Elements, Community Resources

What are *Complete Streets*?

Complete Streets refer to the practice of planning, designing, operating and maintaining roadways with all modes of transportation and all users in mind. Not only are drivers considered, but also those who walk, bike or use public transit. *Complete Streets* support pedestrians and bicyclists of all ages and abilities. Streets that are "complete" move all people conveniently and safely. Over time, a network of *Complete Streets* can be established in a community providing safe transportation options and opportunities for physical activity.



Why should Iowa communities have *Complete Streets*?

For Health:

Complete Streets provide opportunities for walking and biking which help citizens stay active and prevent chronic disease.

- Over 30% of adult Iowans are obese making them at greater risk for heart disease, stroke, type 2 diabetes, some types of cancers. [1]
- Physical inactivity is linked to increased risk of chronic disease, anxiety and depression, plus bone and muscular problems. Only 48% of adult Iowans get the recommended amount of aerobic physical activity.[2,3,4]
- The Centers for Disease Control and Prevention recommends changes to the physical environment as a strategy to prevent obesity.[5]
- States with the highest levels of bicycling and walking generally have lower levels of obesity, high blood pressure, and diabetes and have the greatest percentage of adults who meet the physical activity guidelines.[6]

For Safety:

Complete Streets help reduce traffic fatalities and injuries.

- 14% of all U.S. traffic fatalities are pedestrians or bicyclists.[6]
- The Iowa Department of Transportation (2012) reported 454 pedestrian-motor vehicle and 441 bicycle-motor vehicle crashes resulting in an injury or fatality.[7]
- Slower speeds improve pedestrian safety. Eighty percent of pedestrians hit by a car traveling 40 mph will die. The fatality rate drops to 5% for pedestrians hit by a car traveling 20 mph.[8] All road users benefit from slower speeds.[8]
- Medians, bike lanes, and wider sidewalks are effective at reducing traffic speed. One study reported that pedestrians were 28% less likely to be injured on a street with raised medians, sidewalks, and safe intersections.[9]

For the Economy:

Complete Streets are good for the economy.

- Iowa commuter and recreational cyclists save healthcare dollars plus generate direct and indirect economic benefits.[10]
- Safer, easily-accessible main streets can revitalize rural and urban communities.[8]
- Walkable neighborhoods, those with sidewalks, trails, even trees, can increase home values.[8]

Mount Ayr , IA

For Equity:

Complete Streets provide travel options and improve safety for at-risk populations including children, older adults, and people with disabilities.

- Nationally, today only 16% of children walk to school compared to 48% of children in 1969.[11]
- Among older Americans who do not drive, more than half stay home on a given day due to a lack of transportation options.[8]
- Nearly one in five Americans suffers from hearing loss, vision loss, or mobility issues.

Complete Streets elements (e.g. curb cuts, longer crossing pedestrian signals, sidewalk access to bus stops and other destinations) facilitate travel for people with disabilities.[8]

Decorah, IA, www.markfenton.com

[1] Centers for Disease Control and Prevention (BRFSS 2012). www.cdc.gov
[2] Johns Hopkins Medicine Health Library. www.hopkinsmedicine.org
[3] Centers for Disease Control and Prevention. www.cdc.gov
[4] U.S. Physical Activity Statistics. Centers for Disease Control and Prevention. www.cdc.gov
[5] *Recommended Community Strategies and Measurements to Prevent Obesity in the United States*. www.cdc.gov
[6] *Bicycling and Walking in the United States: 2012 Benchmarking Report.* www.peoplepoweredmovement.org
[7] www.iowadot.gov
[8] www.smartgrowthamerica.org
[9] www.healthyplanning.org
[10] Economic and Health Benefits of Bicycling in Iowa. www.peoplepoweredmovement.org
[11] www.saferoutesinfo.org

Examples of *Complete Street* elements

Complete Streets are designed uniquely for each community. Not all *Complete Streets* within a community will have the same level of accommodation for all users. *Complete Streets* may also vary from rural to urban communities. Urban *Complete Streets* may have bike lanes, pedestrian crossing signals, median islands, and covered, easily accessible bus stops. Rural *Complete Streets* may be complete with a paved shoulder, proper signage, or an adjacent multiuse path. Some rural streets have light vehicular traffic and need no modification. Even when a street requires no additional improvements, it should be evaluated in the context of the entire community transportation system.

Polk City, IA
A main road was scheduled for re-pavement - a perfect time to add bike lanes on both sides.

Keosauqua, IA
A bicycle and pedestrian warning sign was added to a frequented street with no sidewalks.

Conrad, IA
A sidewalk en route to the high school was retrofitted with a curb cut and detectable warning.

Madrid, IA
A paved shoulder provides space for a bicyclist.

Sibley, IA
A bike lane was added to a main road through town.

Des Moines, IA
Ingersoll Avenue underwent a "road diet", converting four lanes to three lanes, adding bike lanes.

Cedar Rapids, IA
A bike sharrow is a pavement marking used to encourage sharing the road.

Des Moines, IA
Curb bump-outs shorten the distance pedestrians must cross.

How can a community "Complete" its streets?

Communities wanting to ensure that all users are considered in the construction, repair, and maintenance of a street often adopt a *Complete Streets* policy. A policy will provide consistency in transportation practices over time. *Complete Streets* policies can exist in a variety of forms and be initiated by state, county, regional, city governments or transportation agencies. The National Complete Streets Coalition identified nine Iowa communities with *Complete Streets* policies (www.smartgrowthamerica.org, Sept. 2013):

- Cascade
- Cedar Falls
- Corridor Metropolitan Planning Organization (MPO) - Cedar Rapids area
- Des Moines
- Dubuque
- Iowa City
- Johnson County Council of Governments
- Waterloo
- Bi-State Regional Transportation Commission - Quad Cities area

Several resources exist for communities in writing *Complete Streets* policies. Smart Growth America's *Complete Streets Local Policy Workbook* helps communities decide which policy type is most appropriate and provides sample policy language. Communities may find it reassuring to know that an ideal policy allows for exceptions and design flexibility. The Iowa Department of Transportation is developing a state -wide Bicycle and Pedestrian Long-Range Plan (Fall 2014) that can be a model for local community policies.

Complete Streets Resources

***Complete Streets Local Policy Workbook*.** Smart Growth America and National Complete Streets Coalition. www.smartgrowthamerica.org

***Complete Streets Policy Analysis*.** Smart Growth America and National Complete Streets Coalition. www.smartgrowthamerica.org

***Model Laws and Resolutions: Complete Streets*.** ChangeLab Solutions. www.changelabsolutions.org

Transportation and Health Toolkit. American Public Health Association. www.apha.org

Complete Streets Strategies to Increase Bicycling and Walking. Iowa Bicycle Coalition. www.iowabicyclecoalition.org

Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. Active Living Research. www.activelivingresearch.org

This publication is made possible with funding from the Centers for Disease Control and Prevention and was reviewed by the Iowa Department of Transportation. Learn more about Iowa's Community Transformation Grant at http://www.idph.state.ia.us/CTG.