



**North Liberty City Council
Regular Session
January 14, 2020**



City Administrator Memo



To **Mayor and City Council**
From **Ryan Heiar, City Administrator**
Date **January 10, 2020**
Re **City Council Agenda - January 14, 2020**

Consent Agenda

The following items are on the consent agenda and included in the packet:

- City Council Minutes (12/10/19)
- Claims
- December Revenues
- Liquor Licenses
 - Beat the Bitter, Part 1
 - Beat the Bitter, Part 2
 - Urban Fuel (updated)
 - Walgreens
- Pay Application #5, Main Street Improvements Project, Schrader Excavating & Grading, \$13,727.22
- Pay Application #6 – Final Payment & Project Acceptance, Main Street Improvements Project, Schrader Excavating & Grading, \$37,858.65
- Pay Application #5, Police Station Project, Tricon Construction Group, \$391,458.33
- Pay Application #6, Police Station Project, Tricon Construction Group, \$149,543.21
- Pay Application #1, Dog Park Paving Project, Midwest Concrete Inc., \$128,590.00
- Pay Application #3, Well #5 Re-casing Project, Northway Well & Pump Company, \$104,471.50
- Pay Application #3 – Final Payment & Project Acceptance, North Liberty Sanitary Sewer Upgrades, Maxwell Construction Inc., \$35,100.00
- Change Order #10, Hwy 965, Phase 3 Project, Streb Construction Inc., \$39.18
- Pay Application #13 – Final Payment & Project Acceptance, Hwy 965, Phase 3, Streb Construction Inc., \$58,939.57

Meetings & Events

Monday, Jan 13 at 4:00p.m.
Joint Government Meeting

Tuesday, Jan 14 at 6:30p.m.
City Council

Monday, Jan 20 at 7:00p.m.
Library Board

Tuesday, Jan 21 at 5:30p.m.
City Council & Staff Budget Work Session

Tuesday, Jan 28 at 6:00p.m.
City Council Budget Work Session & Regular Meeting

Diamond Dreams: Incentive Request

A letter from Diamond Dreams owner Kyle Sherman, including financial data and plans to enhance their work with underserved and at risk kids is included in the packet. In a continuation from the conversation at the City Council's last meeting in December, Mr. Sherman is requesting assistance from the City in the form of a tax rebate. The letter notes that Diamond Dreams would offer a minimum of 120 hours of staff and facility time annually to organizations that provide services to underserved and at-risk kids, a cash value of \$37,000 to \$45,000. Diamond Dreams would be able to report this information to the City, including hours used and number of children served. If these terms are amenable and a rebate in the form of an annual appropriation is granted, on an annual basis the City Council would have the ability to approve or deny the rebate request based on the terms being met. Staff is seeking direction from Council on whether or not to move forward with the necessary steps, including establishing an urban renewal area and TIF district, to approve such an agreement.

Southwest Utilities Project: Easement Agreement

Included in the packet is an easement agreement with Bowman Property, LLC, located at the northwest corner of Forevergreen Road and Kansas Avenue intersection. This agreement, in the amount of \$11,500, provides the City with permanent and temporary easements for the construction and maintenance of the SW Growth area sewer that will ultimately provide service to the area adjacent to the new Forevergreen Road interchange. Staff recommends approval of the easement agreement.

Metro Bike Plan

The Metropolitan Planning Organization (MPO) periodically prepares various metropolitan area plans as part of their obligations in fulfilling the metro area transportation planning role. This year, the Metro Bicycle Plan has been updated and needs to be adopted by the member jurisdictions. While the plan the MPO prepared has excellent information, is very comprehensive and was advised in part by North Liberty City staff, the City does have its own adopted Trails Plan, which is more focused on North Liberty and more specific, and so serves as staff's day-to-day reference document. Staff recommends that Council adopt the MPO plan, with the understanding that the City's own Trails Plan is a more specific programming document, as documented in the approval resolution in your packet.

Buford Garner Elementary School: Use of Facilities 28E Agreement

The City has been using the Buford Garner gymnasium since its opening for various recreation programs without an agreement in place. The proposed 28E agreement incorporates current practices in terms of various operational and maintenance issues and includes a new annual payment to the district in the amount of \$1,500. Staff believes the proposed agreement to be fair and equitable for both parties and recommends approval of the agreement.

Assessment Resolution: Snow Removal

The assessment resolution includes assessments for three properties that were provided notice and failed to remove snow in a timely fashion. Staff is requesting approval of the resolution in order to collect the fees associated with the completed work.

Shive Hattery Work Proposal: Aquatic Center HVAC Replacement

As previously reported by staff, the HVAC system for the indoor pool (aka the Dectron unit) is nearing its end of life. Shive Hattery has completed some initial analysis to determine the best plan for replacing the existing unit. Included in the packet is a proposal for work, including design and coordination to replace the existing unit. It is anticipated that the work for this project will be completed in the month of August, at which time the indoor pool will be closed. The total project budget is estimated at \$590k to be funded with general fund reserves.

St. Andrews Drive Project: Public Hearing

Plans and specifications for the St. Andrews Drive project, which consists of urban cross section reconstruction, construction of a roundabout at the future St. Andrews Drive, installation of sidewalk/trail and lighting, are completed. The agenda includes a public hearing for the project as well as approval of the plans and specifications. Bids will be accepted later in January, Council will be asked to award a contract on January 28th, and staff anticipates construction to begin as soon as the weather cooperates this spring. The total project cost is estimated at \$3.2 million.

Evermore Preliminary Plat

This plat creates a two lot subdivision that includes a new parcel intended to contain the City's southwestern growth area sanitary sewer pump station. The intended City lot is shown as Lot 1 while the balance of the parcel is identified as an outlot because it is expected to be developed with streets and utilities at a later date, and at that time a new plat will be prepared. Staff and Planning Commission recommend approving the preliminary plat, and since no public improvements are required prior to final platting, the final plat is also recommended for approval.



Agenda



City Council
January 14, 2020
Regular Session
6:30 p.m.
City Council Chambers
1 Quail Creek Circle, North Liberty, Iowa

1. Call to order
2. Roll call
3. Approval of the Agenda
4. Consent Agenda
 - A. City Council Minutes, Regular Session, December 10, 2019
 - B. Claims
 - C. November Revenues
 - D. November Treasurer's Report
 - E. Liquor License Application, Beat the Bitter Part 1
 - F. Liquor License Application, Beat the Bitter Part 2
 - G. Liquor License Application, Urban Fuel (update)
 - H. Liquor License Renewal, Walgreens
 - I. Red Fern Dog Park Paving, Pay Application Number 1, Midwest Concrete, Inc., \$128,590.00
 - J. Police Department Construction, Pay Application Number 5, Tricon General Construction, \$391,458.33
 - K. Police Department Construction, Pay Application Number 6, Tricon General Construction, \$149,543.21
 - L. Well 5 Recasing, Pay Application Number 3, Northway Well & Pump Company, \$104,471.50
 - M. Highway 965, Phase 3 Pay Application Number 13, Streb Construction, Co, Inc., \$58,939.57
 - N. Highway 965, Phase 3 Change Order Number 10, Streb Construction, Co., Inc., \$39.18
 - O. Highway 965, Phase 3 completion and acceptance of the project
5. Public Comment
6. City Planner Report

7. City Engineer Report
8. City Attorney Report
9. Assistant City Administrator Report
10. City Administrator Report
11. Mayor Report
 - A. Proclamation – 19th Amendment Centennial Commemoration
 - B. Proclamation – Dr. Martin Luther King, Jr. Day
12. Diamond Dreams
 - A. Remove from the table
 - B. Discussion and possible action
13. The Evermore Part One Subdivision
 - A. Planning Commission and Staff recommendations
 - B. Resolution Number 2020-01, A Resolution approving the Preliminary Plat of The Evermore Part One, North Liberty, Iowa
14. Southwest Growth Area Utility Improvement Project
 - A. Resolution Number 2020-02, A Resolution approving the purchase of easements from Bowman Property, LLC for the Southwest Growth Area Utility Improvement Project
15. Metro Bike Plan
 - A. Resolution Number 2020-03, A Resolution of the City Council adopting the Metro Area Bicycle Master Plan
16. Garner 28E
 - A. Resolution Number 2020-04, A Resolution approving the 28E Agreement between the Iowa City Community School District and the City of North Liberty, Iowa for the use of Buford Garner Gymnasium and storage facilities

17. Assessment Resolution

- A. Resolution Number 2020-05, A Resolution assessing delinquent amounts to the City of North Liberty, Iowa to individual property taxes

18. St. Andrews Drive Project

- A. Public Hearing regarding proposed plans, specifications, and estimate of cost for the St. Andrews Drive Project
- B. Resolution Number 2020-06, A Resolution finally approving and confirming plans, specifications, and estimate of cost for the St. Andrews Drive Project

19. Aquatic Center HVAC Replacement

- A. Resolution Number 2020-07, A Resolution approving the Services Agreement between the City of North Liberty and Shive Hattery, Inc. for the Aquatic Center HVAC Replacement Project

20. Old Business

21. New Business

22. Adjournment



Consent Agenda



Minutes – Not official until approved by the City Council

City Council
December 10, 2019
Regular Session
City Council Chambers
1 Quail Creek Circle, North Liberty, Iowa

Call to order

Mayor Terry Donahue called the December 10, 2019 Regular Session of the North Liberty City Council to order. Councilors present: RaQuishia Harrington, Chris Hoffman, Sarah Madsen, Annie Pollock and Brian Wayson.

Others present: Ryan Heiar, Grant Lientz, Tracey Mulcahey, Kevin Trom, Dean Wheatley, Brent Smith, Joel Miller, Matthew Eckhardt and other interested parties.

Approval of the Agenda

Madsen moved, Pollock seconded to approve the agenda. The vote was all ayes. The agenda was approved.

Swearing In of elected and reelected Councilors

City Clerk Mulcahey swore in RaQuishia Harrington, Chris Hoffman and Brent Smith to their terms as City Councilors.

Consent Agenda

Pollock moved, Harrington seconded to approve the Consent Agenda including City Council Minutes, Work & Regular Session, November 26, 2019; the attached list of Claims; the Liquor License Renewal for Café Muse; the Liquor License Renewal for Johncy’s Liquor Store; the Liquor License Renewal for Red’s Alehouse; the Liquor License Renewal for SugaPeach Chicken & Fish Fry; the Liquor License Application for Urban Fuel and the Tobacco Permit for Urban Fuel. The vote was all ayes. Consent Agenda approved.

Public Comment

Matthew Eckhardt, 550 S. Front Street, addressed the council regarding youth baseball/softball, NLCBS, and the possibility of installing lighting on Penn Meadows Park ballfields. Council discussed the proposal with Eckhardt.

City Planner Report

City Planner Dean Wheatley had no report.

City Engineer Report

City Engineer Kevin Trom reported that St. Andrews Drive final plans have been presented to City staff. The project will go out for bids on December 20. Trom updated Council on the Muddy Creek tree clearing and bank stabilization projects. The trail will be closed when the contractor is working on the project. Council discussed the project with staff.

City Attorney Report

City Attorney Grant Lientz had no report.

Assistant City Administrator Report

Assistant City Administrator Mulcahey spoke regarding the concerned citizen call regarding Council use of microphones. Toys for Tots has registered 108 families in North Liberty. North Liberty distribution is next Wednesday, December 18. North Liberty is hosting the Joint Meeting in January. All are invited to submit agenda ideas.

City Administrator Report

City Administrator Ryan Heiar reported that the revised Employee Handbook will be on the first agenda in January. He and Mulcahey have been conducting budget meetings with department heads. The first Council budget meeting will be Tuesday, January 21 beginning at 5:30 p.m. The MPOJC study on Forevergreen Road and Jasper/Park Road intersection. More information is to come on the study.

Mayor Report

Mayor Donahue recognized Councilor Sarah Madsen for her service on the City Council.

St. Andrews Drive Project

Lientz presented information on the agenda item. Madsen moved, Harrington seconded to approve Resolution Number 2019-132, A Resolution approving the acquisition of right of way and easements from Harold Cameron and Vlasta Cameron for the St. Andrews Drive Project. After discussion, the vote was: ayes – Wayson, Madsen, Harrington, Hoffman, Pollock; nays – none. Motion carried.

Policy regarding payables for Council meeting

Harrington moved, Hoffman seconded to approve Resolution Number 2019-133, A Resolution establishing the policy for the payment of claims due to the cancellation of the second City Council meeting in December 2019. The vote was: ayes – Hoffman, Pollock, Wayson, Harrington, Madsen; nays – none. Motion carried.

Planning Director

Heiar presented information regarding the hiring of the new Planning Director. Hoffman moved, Wayson seconded to approve the hiring of Ryan Rusnak as the Planning Director. The vote was: ayes- Madsen, Pollock, Hoffman, Harrington, Wayson; nays – none. The hiring was approved.

Diamond Dreams

Mike Bails spoke regarding the proposal from Diamond Dreams. Kyle Sherman, owner of Diamond Dreams, presented additional information on the proposed project. Council discussed the project with the owner and Bails. Hoffman moved, Madsen seconded to table this item with financials being shared with City staff for review. The vote was: ayes: Wayson, Pollock, Madsen, Hoffman, Harrington; nays – none. Motion carried.

Old Business

Councilor Madsen offered parting words. The other councilors offered kind words and thanks to Councilor Madsen. Madsen spoke about Operation Tribe involving finding opportunities to get involved in the community. Councilor Hoffman spoke regarding the ICCVB luncheon tomorrow.

New Business

Councilor Wayson tried Diventures new pool.

Adjournment

Mayor Donahue adjourned the meeting at 7:36 p.m.

CITY OF NORTH LIBERTY

By: _____

Terry L. Donahue, Mayor

Attest: _____
Tracey Mulcahey, City Clerk

NOVEMBER 30TH, 2019

	MONTH-TO-DATE BALANCE	YEAR-TO-DATE BALANCE
010-GENERAL FUND	703,030.58	5,615,889.63
011-FIRE EQUIPMENT CAPITA	0.00	535,454.08
012-LIBRARY CAPITAL FUND	267.37	7,320.02
013-RECREATION CAPITAL FU	0.00	350,000.00
014-POLICE CAPITAL FUND	3,505.00	7,935.00
015-TRANSPORTATION IMPACT	0.00	258,844.99
016-STORMWATER CAPITAL	0.00	0.00
017-TREE PROGRAM	0.00	0.00
018-PARK CAPITAL FUND	0.00	867,457.76
019-YOUTH SPORTS SCHOLARS	1,179.31	6,029.08
020-EQUIPMENT REVOLVING	0.00	2,500.00
021-TELECOMMUNICATIONS EQ	0.00	0.00
022-LIBRARY TAG	0.00	0.00
023-LIBRARY ENDOWMENT	0.00	0.00
024-DRUG TASK FORCE	1,079.34	1,476.15
025-POLICE SEIZED FUNDS	11,825.01	21,825.01
026-HOTEL/MOTEL TAX	0.00	20,564.25
060-ROAD USE TAX FUND	200,736.32	1,144,431.82
061-STREET CAPITAL PROJEC	0.00	2,044,892.82
062-IJOBS STREETS	0.00	0.00
090-TIF FUND	733,651.11	2,391,424.50
110-DEBT SERVICE FUND	88,470.42	3,993,705.53
210-TRUST AND AGENCY	78,939.11	812,640.44
280-CUSTOMER DEPOSITS	9,450.00	83,120.00
310-COMMUNITY CENTER II C	0.00	0.00
311-FRONT STREET RECONSTR	0.00	0.00
312-CHERRY STREET RECONST	0.00	0.00
313-TIF PROJECTS	287.37	1,857.50
314-ENTRYWAY DEVELOPMENT	0.00	0.00
315-HIGHWAY 965 IMPROVEME	0.00	2,249,382.11
316-COMMUNITY CENTER PHAS	0.00	0.00
317-TRAIL PROJECTS	0.00	0.00
318-EC DEVELOPMENT PROJEC	0.00	0.00
319-PENN STREET IMPROVEME	0.00	0.00
320-LIBERTY CENTER PROJEC	0.00	0.00
321-LAND/FACILITIES	0.00	250,000.00
322-LIBRARY BUILDING FUND	0.50	2.63
323-LIBERTY CENTRE BLUES/	0.00	0.00
324-RANSHAW HOUSE PROJECT	0.00	160,000.00
510-WATER FUND	321,438.97	1,765,416.50
511-WATER CAPITAL RESERVE	13,750.00	68,750.00
512-WATER SINKING FUND	118,968.75	594,843.75
513-WATER BOND RESERVE	0.00	0.00
514-WATER CAPITAL PROJECT	0.00	0.00
520-SEWER FUND	394,763.67	2,078,457.75
521-SEWER CAPITAL RESERVE	44,199.00	220,995.00
522-SEWER SINKING FUND	183,124.08	915,620.40
523-WASTEWATER TREATMENT	0.00	0.00
524-SEWER TRUNK AND I&I	0.00	0.00
525-SEWER DEBT SERVICE RE	0.00	0.00
530-STORMWATER MANAGEMENT	17,794.18	91,473.06
532-STORMWATER SINKING FU	0.00	0.00

GRAND TOTAL REVENUE 2,926,460.09 26,562,309.78

CITY OF NORTH LIBERTY

TREASURER'S REPORT

November 30, 2019

FUNDS	BALANCE FORWARD 11/01/2019	REVENUE	EXPENSE	BALANCE ENDING 11/30/2019
GENERAL	10,778,206.90	716,155.32	1,954,708.99	9,539,653.23
SPECIAL REVENUE	6,283,988.44	1,013,326.54	99,145.52	7,198,169.46
DEBT SERVICE	1,033,412.51	88,470.42	375,605.60	746,277.33
CAPITAL PROJECTS	-8,975,360.00	287.87	887,800.04	-9,862,872.17
WATER ENTERPRISE	4,473,563.70	462,576.29	552,838.00	4,383,301.99
WASTEWATER ENTERPRISE	6,173,729.30	618,740.06	447,609.63	6,344,859.73
STORM WATER ENTERPRISE	190,284.34	17,478.53	14,322.72	193,440.15
TOTAL	19,957,825.19	2,917,035.03	4,332,030.50	18,542,829.72

Applicant License Application ()

Name of Applicant: <u>North Liberty Community</u>		
Name of Business (DBA): <u>Beat the Bitter Festival at South Slope Community</u>		
Address of Premises: <u>980 N Front St</u>		
City <u>North Liberty</u>	County: <u>Johnson</u>	Zip: <u>52317</u>
Business	<u>(319) 626-5757</u>	
Mailing	<u>PO Box 77</u>	
City <u>North Liberty</u>	State <u>IA</u>	Zip: <u>52317</u>

Contact Person

Name <u>Jillian Miller</u>	
Phone: <u>(319) 626-5757</u>	Email <u>jlmiller@northlibertyiowa.org</u>

Classification Class B Beer (BB) (Includes Wine Coolers)

Term: 5 days

Effective Date: 01/21/2020

Expiration Date: 01/01/1900

Privileges:

Class B Beer (BB) (Includes Wine Coolers)

Class B Native Wine Permit

Status of Business

BusinessType: <u>Privately Held Corporation</u>	
Corporate ID Number: <u>XXXXXXXXXX</u>	Federal Employer ID <u>XXXXXXXXXX</u>

Ownership

Nick Bergus

First Name: Nick

Last Name: Bergus

City: Iowa City

State: Iowa

Zip: 52240

Position: Board Member

% of Ownership: 0.00%

U.S. Citizen: Yes

Insurance Company Information

Insurance Company: <u>West Bend</u>	
Policy Effective Date: <u>01/21/2020</u>	Policy Expiration <u>01/26/2020</u>
Bond Effective	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective	Temp Transfer Expiration Date:

Applicant License Application ()

Name of Applicant: <u>North Liberty Community</u>		
Name of Business (DBA): <u>Beat the Bitter Festival at South Slope Community</u>		
Address of Premises: <u>980 N Front St</u>		
City <u>North Liberty</u>	County: <u>Johnson</u>	Zip: <u>52317</u>
Business	<u>(319) 626-5757</u>	
Mailing	<u>PO Box 77</u>	
City <u>North Liberty</u>	State <u>IA</u>	Zip: <u>52317</u>

Contact Person

Name <u>Jillian Miller</u>	
Phone: <u>(319) 626-5757</u>	Email <u>jlmiller@northlibertyiowa.org</u>

Classification Class B Beer (BB) (Includes Wine Coolers)

Term: 5 days

Effective Date: 01/21/2020

Expiration Date: 01/01/1900

Privileges:

Class B Beer (BB) (Includes Wine Coolers)

Class B Native Wine Permit

Status of Business

BusinessType: <u>Privately Held Corporation</u>	
Corporate ID Number: <u>XXXXXXXXXX</u>	Federal Employer ID <u>XXXXXXXXXX</u>

Ownership

Nick Bergus

First Name: Nick

Last Name: Bergus

City: Iowa City

State: Iowa

Zip: 52240

Position: Board Member

% of Ownership: 0.00%

U.S. Citizen: Yes

Insurance Company Information

Insurance Company: <u>West Bend</u>	
Policy Effective Date: <u>01/21/2020</u>	Policy Expiration <u>01/26/2020</u>
Bond Effective	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective	Temp Transfer Expiration Date:

Applicant License Application ()

Name of Applicant:	<u>Urban Fuel LLC</u>		
Name of Business (DBA):	<u>Urban Fuel LLC</u>		
Address of Premises:	<u>1 Hawkeye Drive</u>		
City	<u>North Liberty</u>	County:	<u>Johnson</u> Zip: <u>52327</u>
Business	<u>(319) 626-7990</u>		
Mailing	<u>PO Box 3474</u>		
City	<u>Iowa City</u>	State	<u>IA</u> Zip: <u>52244</u>

Contact Person

Name	<u>Carrie</u>		
Phone:	<u>(319) 321-0079</u>	Email	<u>carrie.personaltraining@gmail.com</u>

Classification Class E Liquor License (LE)

Term:12 months

Effective Date: 12/14/2019

Expiration Date: 01/01/1900

Privileges:

Class B Native Wine Permit

Class E Liquor License (LE)

Sunday Sales

Status of Business

BusinessType:	<u>Limited Liability Company</u>		
Corporate ID Number:	<u>XXXXXXXXXX</u>	Federal Employer ID	<u>XXXXXXXXXX</u>

Ownership

Jesse Allen

First Name: Jesse **Last Name:** Allen

City: Iowa City **State:** Iowa **Zip:** 52240

Position: Owner

% of Ownership: 100.00% **U.S. Citizen:** Yes

Insurance Company Information

Insurance Company:	<u>Merchants Bonding Company</u>		
Policy Effective Date:	<u>12/14/2019</u>	Policy Expiration	<u>01/01/1900</u>
Bond Effective	<u>2</u>	Dram Cancel Date:	
Outdoor Service Effective		Outdoor Service Expiration	
Temp Transfer Effective Date		Temp Transfer Expiration Date:	

City: Chicago **State:** Illinois **Zip:** 60614
Position: Secretary
% of Ownership: 0.00% **U.S. Citizen:** **Yes**
Amelia Legutki
First Name: Amelia **Last Name:** Legutki
City: Libertyville **State:** Illinois **Zip:** 60048
Position: Assistant Secretary
% of Ownership: 0.00% **U.S. Citizen:** **Yes**

Insurance Company Information

Insurance Company: <u>Safeco Insurance Co</u>	
Policy Effective Date: <u>01/23/2020</u>	Policy Expiration <u>01/01/1900</u>
Bond Effective <u>2</u>	Dram Cancel Date:
Outdoor Service Effective	Outdoor Service Expiration
Temp Transfer Effective	Temp Transfer Expiration Date:

12/22

**City of North Liberty
Alcoholic Beverage Permit
Chapter 120 of the Municipal Code**

The Municipal Code requires approval from the following City and County Departments.

Legal Name of Applicant: Walgreen Company
Name of Business (DBA): _____
Address of Business: 625 Pacha Parkway North Liberty IA 52317
Business Phone & Email: 847-527-4402 toni.franklin@walgreens.com

City of North Liberty:

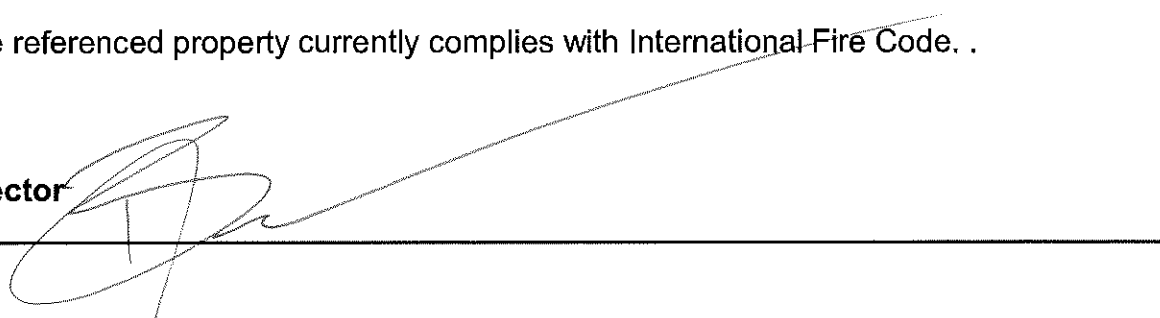
The above referenced property is located within a zoning district that permits the sale or consumption of alcoholic beverage.

City Official

North Liberty Fire Department:

The above referenced property currently complies with International Fire Code. .

Fire Inspector



Johnson County Health Department:

The above referenced property currently complies with Johnson County Public Health requirements.

Johnson County Public Health Official

State of Iowa ABD License: _____ North Liberty Permit: _____ License Expiration Date: _____

North Liberty Fire Department

Occupancy: **Walgreens**
Occupancy ID: **WALG01**
Address: **625 Pacha PKY Building #612155005**
North Liberty IA 52317

Inspection Type: **Liquor License Inspection**
Inspection Date: **12/30/2019** By: **Hardin, Bryan E (01-1022)**
Time In: **11:03** Time Out: **11:29**
Authorized Date: **Not Author** By:

Next Inspection Date: **01/29/2020 Reinspection**



Form: General Fire
Inspection Checklist 1.3

Inspection Description:

ORDER TO COMPLY:

You must correct the violations noted upon receipt of this notice. An inspection to determine compliance with this Notice will be conducted on or after 30 days from the date of inspection.
This initial and the first re-inspection are at no charge. If subsequent re-inspections are needed to ensure compliance, you will be charged the current fee schedule.
If you fail to comply with this notice, you may be liable for the penalties provided for by law for such violations.

Inspection Topics:

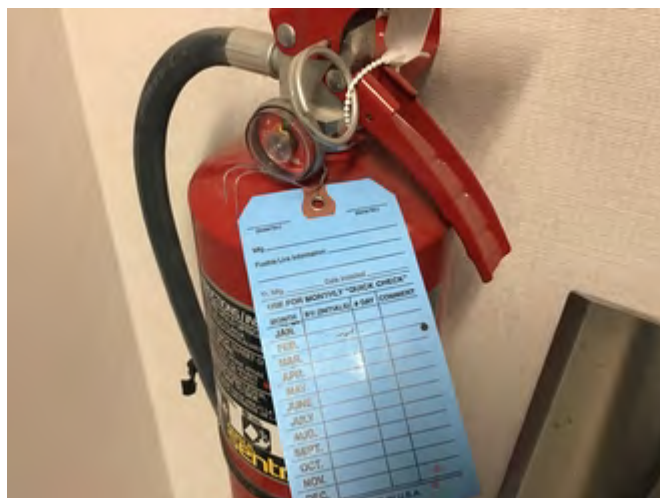
Fire Extinguishers

Fire Extinguisher Monthly Inspection - Initial & Date Tag

NFPA 10: Standard for Portable Fire Extinguishers, 2013 Edition, Section 7.2.1.2 Fire extinguishers and Class D extinguishing agents shall be visually inspected at intervals not exceeding 31 days. Documentation of the visual inspection shall be recorded on the backside of the inspection tag (Date & Initials) or on a log book.

Status: FAIL

Notes: Complete monthly inspection for fire extinguishers.



Fire Alarm System

Fire Alarm System Annual Inspection - Current Inspection Tag

901.6.1 Standards. Fire protection systems shall be inspected, tested and maintained in accordance with the referenced standards listed in Table 901.6.1. Fire Alarm Systems shall be inspected annually. A written copy of the inspection report shall be kept on-site and an electronic copy on file with the North Liberty Fire Department through <http://www.thecomplianceengine.com/>.

Status: FAIL

Notes: Annual fire alarm inspection was due 11/30/2019. If this has been completed, contact your fire alarm company to submit the inspection report to the compliance engine. If this has not been completed, schedule.

Fire Sprinkler System

Fire Sprinkler System Annual Inspection - Current Inspection Tag

901.6.1 Standards. Fire protection systems shall be inspected, tested and maintained in accordance with the referenced standards listed in Table 901.6.1. Fire Sprinkler System is required to be inspected annually. A current inspection tag shall be placed on the sprinkler system riser. A written copy of the inspection report shall be kept on-site and an electronic copy on file with the North Liberty Fire Department through <http://www.thecompliancesengine.com/>.

Status: FAIL

Notes: Annual sprinkler inspection was due 11/01/2019. If this has been completed, contact your fire sprinkler company to submit the inspection report to the compliance engine. If this has not been completed, schedule.

Exit Access & Doors

Proper Door Locks and Latches

1010.1.9.3 Locks and latches. Locks and latches shall be permitted to prevent operation of doors where any of the following exist: 1. Places of detention or restraint. 2. In buildings in occupancy Group A having an occupant load of 300 or less, Groups B, F, M and S, and in places of religious worship, the main door or doors are permitted to be equipped with key-operated locking devices from the egress side provided: 2.1. The locking device is readily distinguishable as locked. 2.2. A readily visible durable sign is posted on the egress side on or adjacent to the door stating: THIS DOOR TO REMAIN UNLOCKED WHEN THIS SPACE IS OCCUPIED. The sign shall be in letters 1 inch high on a contrasting background. 2.3. The use of the key-operated locking device is revokable by the fire code official for due cause.

Status: FAIL

Notes: North exit door. Remove safety seal hooks from door frame. It would be possible for someone to install a lock on the door with the current setup which is not allowed.



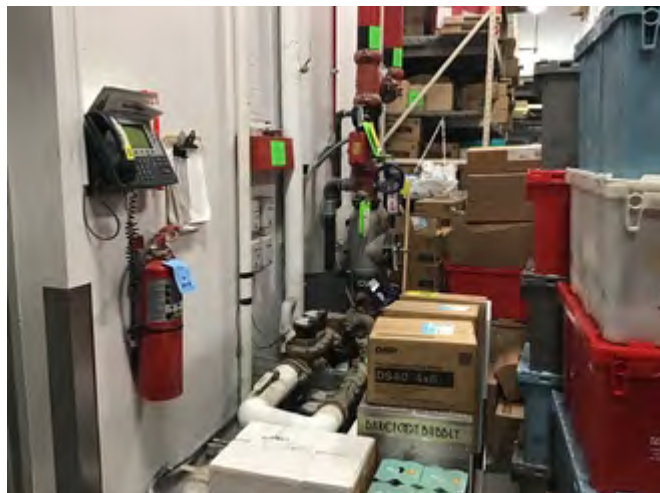
Miscellaneous

No Other Unsafe Conditions

110.4 Abatement. The owner, the owner's authorized agent, operator or occupant of a building or premises deemed unsafe by the fire code official shall abate or cause to be abated or corrected such unsafe conditions either by repair, rehabilitation, demolition or other approved corrective action.

Status: FAIL

Notes: Keep clear space and pathway to sprinkler system control valves and riser.



Additional Time Spent on Inspection:

Category	Start Date / Time	End Date / Time
----------	-------------------	-----------------

Notes: No Additional time recorded

Total Additional Time: 0 minutes

Inspection Time: 26 minutes

Total Time: 26 minutes

Summary:

Overall Result: Correction Notice Issued

Inspector Notes:

Closing Notes:

Above is the results of your Fire Inspection conducted by the North Liberty Fire Department Department. If you have any questions, please feel free to contact Fire Marshal Bryan Hardin at (319) 626-5709. If you had any violations, please reply back when all corrections are made so we may close out your inspection. Thank you for your time and attention.

Inspector:

Name: Hardin, Bryan E
Rank: Assistant Chief
Work Phone(s): None on file
Email(s): bhardin@northlibertyiowa.org
Hardin, Bryan E:



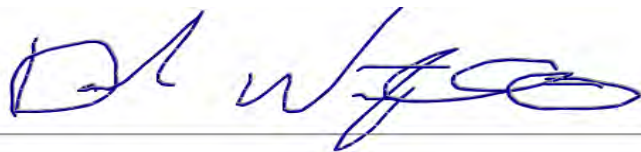
Signed on: 12/30/2019 11:31

Signature

Date

Representative Signature:

Signature of: Daniel Wingate on 12/30/2019 11:31



Signature

Date

**City of North Liberty
Alcoholic Beverage Permit
Chapter 120 of the Municipal Code**

The Municipal Code requires approval from the following City and County Departments.

Legal Name of Applicant: Walgreen Company

Name of Business (DBA): _____

Address of Business: 625 Pacha Parkway North Liberty IA 52317

Business Phone & Email: 847-527-4402 toni.franklin@walgreens.com

City of North Liberty:

The above referenced property is located within a zoning district that permits the sale or consumption of alcoholic beverage.

City Official **Dean Wheatley** Digitally signed by Dean Wheatley
DN: cn=Dean Wheatley, o=City of North Liberty, ou=Planning
Dept, email=dwheatley@northlibertyiowa.org, c=US
Date: 2019.10.16 10:47:24 -05'00'

North Liberty Fire Department:

The above referenced property currently complies with International Fire Code. .

Fire Inspector

Johnson County Health Department:

The above referenced property currently complies with Johnson County Public Health requirements.

Johnson County Public Health Official

State of Iowa ABD License: _____ North Liberty Permit: _____ License Expiration Date: _____

**City of North Liberty
Alcoholic Beverage Permit
Chapter 120 of the Municipal Code**

The Municipal Code requires approval from the following City and County Departments.

Legal Name of Applicant: Walgreen Company
Name of Business (DBA): _____
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Business Phone & Email: 847-527-4402 toni.franklin@walgreens.com

City of North Liberty:

The above referenced property is located within a zoning district that permits the sale or consumption of alcoholic beverage.

City Official

North Liberty Fire Department:

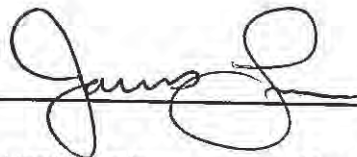
The above referenced property currently complies with International Fire Code.

Fire Inspector

Johnson County Health Department:

The above referenced property currently complies with Johnson County Public Health requirements.

Johnson County Public Health Official



10/16/19

State of Iowa ABD License: _____ North Liberty Permit: _____ License Expiration Date: _____



North Liberty Police Department

5 E Cherry St•PO Box 77•North Liberty, Iowa•52317•(319) 626-5724/Fax: 5743

February 11, 2016

Liquor License Check

Business: Walgreen's
625 Pacha Parkway
North Liberty, IA 52317

Owners: Alexander Gourlay (DOB: 1959)
Alan Nielsen (DOB: 1965)
Jan Reed (DOB: 1959)
Mark Wagner (DOB: 1961)
Amelia Legutki (DOB: 1966)

The North Liberty Police department does not have any documented contacts for the above owners or business that is related to their liquor license.

I recommend the license be granted.

This record check was conducted by Sergeant Chris Shine.





MIDWEST CONCRETE INC.

9835 Cottingham Rd. Peosta, IA 52068 Ph: (563) 845-0947 Fax: (563) 583-1007 Email: office@midwest-concrete.net

DOG PARK PAVING PROJECT

North Liberty 2019 Trail Network Improvements

Payment Application #1

Date: 12/23/2019

		Qty	Unit	Price	TOTAL	Completed	Amount
1	PCC Pavement Removal	20	SY	\$ 30.00	\$ 600.00	100%	\$ 600.00
2	Gravel Surface Removal	115	SY	\$ 20.00	\$ 2,300.00	100%	\$ 2,300.00
3	6" PCC Sidewalk	840	SY	\$ 48.00	\$ 40,320.00	100%	\$ 40,320.00
4	7" PCC Drive and Parking Lot	995	SY	\$ 57.00	\$ 56,715.00	100%	\$ 56,715.00
5	Modified Subbase	165	CY	\$ 27.00	\$ 4,455.00	100%	\$ 4,455.00
6	Parking Sign	1	EA	\$ 200.00	\$ 200.00	100%	\$ 200.00
7	Parking Lot Stall Striping	20	STALL	\$ 25.00	\$ 500.00	0%	\$ -
8	Parking Lot Access Aisle Striping	4	STALL	\$ 25.00	\$ 100.00	0%	\$ -
9	Earthwork	1	LS	\$ 10,000.00	\$ 10,000.00	100%	\$ 10,000.00
10	Traffic Control	1	LS	\$ 1,000.00	\$ 1,000.00	100%	\$ 1,000.00
11	Mobilization	1	LS	\$ 15,000.00	\$ 15,000.00	100%	\$ 15,000.00
					\$ 131,190.00		\$ 130,590.00

Lump Sum Total: \$ 131,190.00

Total \$ 130,590.00
 Retainage 5% \$ 2,000.00
Current Payment \$ 128,590.00

Shive Hattery Inc.

Kevin P. Tram 12/31/19
Project Engineer Date

Midwest Concrete Inc.

Nick Georger 12-23-19
Project Manager Date

APPLICATION AND CERTIFICATE FOR PAYMENT
AIA DOCUMENT G702

TO OWNER:

City of North Liberty
 3 Quail Creek Circle
 North Liberty, IA 52317

PROJECT:

North Liberty Police Department
 North Liberty, Iowa

APPLICATION NO: 5
APPLICATION DATE: 11/25/19
PERIOD TO: 11/25/19
PROJECT NO: 1713

Distribution to:
 OWNER
 CONSTRUCTION
 MANAGER
 ARCHITECT
 CONTRACTOR
 OTHER
 OTHER

FROM CONTRACTOR:

Tricon General Construction
 2245 Kerper Blvd, Ste 2
 Dubuque, IA 52001

CONTRACT DATE: 01/08/19

CONTRACT FOR: General Construction

VIA ARCHITECT: Police Facility Design Grp, 500 Grand Blvd, Ste 201A, Kansas City, MO 6410

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet, AIA Document G703, is attached.

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

1. ORIGINAL CONTRACT SUM	\$5,567,000.00
2. Net change by Change Orders	(\$680,909.84)
3. CONTRACT SUM TO DATE (Line 1 +/- 2)	\$4,886,090.16
4. TOTAL COMPLETED & STORED TO DATE (Column G on G703)	\$2,603,614.99
5. RETAINAGE:	
a. 5% of Completed Work (Column D + E on G703)	\$130,180.75
b. 5% of Stored Material (Column F on G703)	\$0.00
TOTAL RETAINAGE (Lines 5a + 5b or Total in Column I of G703)	\$130,180.75
6. TOTAL EARNED LESS RETAINAGE	\$2,473,434.24
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate)	\$2,081,975.91
8. CURRENT PAYMENT DUE	\$391,458.33
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)	\$2,412,655.92

CONTRACTOR: Tricon Construction Group

By: Tracy Moore

Date: 11-25-19

State of: Iowa County of: Dubuque
 Dubuque day of November 2019
 Subscribed and sworn to before me this 25th day of

Notary Public: Mary K. Stone



CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on on-site observations and the data comprising this application, the Construction Manager and Architect certify to the Owner that to the best of their knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED \$ 391,458.33

(Attach explanation if amount certified differs from amount applied for. Initial all figures on this Application and on the Continuation Sheet that changed to conform to the amount certified.)

ARCHITECT

By: AMP

Date: 12/2/19

This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months	\$6,266.99	\$700,548.00
Total approved this Month	\$13,371.17	
TOTALS:	\$19,638.16	\$700,548.00
NET CHANGES by Change Order:	(\$680,909.84)	

APPLICATION AND CERTIFICATE FOR PAYMENT
AIA DOCUMENT G702

PAGE ONE OF THREE PAGES

TO OWNER:

City of North Liberty
 3 Quail Creek Circle
 North Liberty, IA 52317

PROJECT:

North Liberty Police Department
 North Liberty, Iowa

APPLICATION NO: 6
APPLICATION DATE: 12/23/19
PERIOD TO: 12/23/19
PROJECT NO: 1713

Distribution to:
 OWNER
 CONSTRUCTION
 MANAGER
 ARCHITECT
 CONTRACTOR
 OTHER
 OTHER

FROM CONTRACTOR:

Tricon General Construction
 2245 Kerper Blvd, Ste 2
 Dubuque, IA 52001

CONTRACT DATE: 01/08/19

CONTRACT FOR: General Construction

VIA ARCHITECT: Police Facility Design Grp, 500 Grand Blvd, Ste 201A, Kansas City, MO 6410

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet, AIA Document G703, is attached.

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

1. ORIGINAL CONTRACT SUM	\$5,567,000.00
2. Net change by Change Orders	(\$680,909.84)
3. CONTRACT SUM TO DATE (Line 1 +/- 2)	\$4,886,090.16
4. TOTAL COMPLETED & STORED TO DATE (Column G on G703)	\$2,761,028.89
5. RETAINAGE:	
a. 5% of Completed Work (Column D + E on G703)	\$138,051.44
b. 5% of Stored Material (Column F on G703)	\$0.00
TOTAL RETAINAGE (Lines 5a + 5b or Total in Column I of G703)	\$138,051.44
6. TOTAL EARNED LESS RETAINAGE	\$2,622,977.45
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate)	\$2,473,434.24
8. CURRENT PAYMENT DUE	\$149,543.21
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)	\$2,263,112.71

CONTRACTOR: Tricon Construction Group

By: Tracy Mooko Date: 12.23.19

State of: Iowa County of: Dubuque
 Subscribed and sworn to before me this 23rd day of December 2019
 Notary Public:

Mary K. Stone



CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on on-site observations and the data comprising this application, the Construction Manager and Architect certify to the Owner that to the best of their knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED \$ 149,543.21

(Attach explanation if amount certified differs from amount applied for. Initial all figures on this Application and on the Continuation Sheet that changed to conform to the amount certified.)

ARCHITECT

By: AAP Date: 1/6/2020

This Certificate is not negotiable. the AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months	\$19,638.16	\$700,548.00
Total approved this Month		
TOTALS:	\$19,638.16	\$700,548.00
NET CHANGES by Change Order:	(\$680,909.84)	

Contractor's Application for Payment No. 3

Application Period: November/December 2019	Application Date: 12/13/2019
To (Owner): City of North Liberty	From (Contractor): Northway Well & Pump Company
Project: Well 5 Re-Casing Project	Via (Engineer): J Fox Engineering
Contractor's Project No:	Engineer's Project No: 3373-19A

**Application For Payment
Change Order Summary**

Approved Change Orders		
Number	Additions	Deductions
C/O#1		
C/O#2	\$41,060.00	
TOTALS	\$41,060.00	
NET CHANGE BY CHANGE ORDERS	\$41,060.00	

1. ORIGINAL CONTRACT PRICE	\$ 519,436.92
2. Net change by Change Orders	\$ 41,060.00
3. Current Contract Price (Line 1 ± 2)	\$ 560,496.92
4. TOTAL COMPLETED AND STORED TO DATE (Column F total on Progress Estimates)	\$ 354,084.00
5. RETAINAGE:	
a. 5% X \$354,084.00 Work Completed	\$ 17,704.20
b. X Stored Material	\$
c. Total Retainage (Line 5.a + Line 5.b)	\$ 17,704.20
6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5.c)	\$ 336,379.80
7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application)	\$ 231,908.30
8. AMOUNT DUE THIS APPLICATION	\$ 104,471.50
9. BALANCE TO FINISH, PLUS RETAINAGE (Column G total on Progress Estimates + Line 5.c above)	\$ 224,117.12

Contractor's Certification

The undersigned Contractor certifies, to the best of its knowledge, the following:
 (1) All previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with the Work covered by prior Applications for Payment;
 (2) Title to all Work, materials and equipment incorporated in said Work, or otherwise listed in or covered by this Application for Payment, will pass to Owner at time of payment free and clear of all Liens, security interests, and encumbrances (except such as are covered by a bond acceptable to Owner indemnifying Owner against any such Liens, security interest, or encumbrances); and
 (3) All the Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective

Contractor Signature

By: Tom Engelken Date: 12/13/2019

Payment of: \$ **104,471.50**
 (Line 8 or other - attach explanation of the other amount)

is recommended by: Taylor Stopper **12/31/2019**
 (Engineer) (Date)

Payment of: \$ _____
 (Line 8 or other - attach explanation of the other amount)

is approved by: _____
 (Owner) (Date)

Approved by: _____
 Funding or Financing Entity (if applicable) (Date)

Line #	Description	Quantity	UM	Unit Price	Total Price	Previous Quantity	Quantity	Current Amount	%	Quantity	Completed Amount	%
1212 OL**	CONCRETE DRILLED SHAFT, 24" DIA	144.000	LF	\$ 625.00	\$ 90,000.00	149.000	-	\$ -	0.00%	149.000	\$ 93,125.00	103.47%
1220	CRITICAL CLOSURE ACTIVITY INC/DIS PYMT SITE # 01	1.000	CDAY	\$ 3,000.00	\$ 3,000.00	2.000	-	\$ -	0.00%	2.000	\$ 6,000.00	200.00%
Original Contract Cost					\$ 4,520,000.00							
Value of Work Completed					\$ 4,300,771.56							
CO 6	Materials Stored on Site - Neumiller			\$ 1.00	\$ 83,411.26	\$ -	-	\$ -	0.00%	\$ -	\$ -	0.00%
Value of Work Completed and Materials Stored					\$ 4,300,771.56							
Approved Change Orders												
CO 1 N	LIGHT ASSEMBLY - L3 - PED LIGHT	19.000	EA	\$ 5,385.00	\$ 102,315.00	-	-	\$ -	0.00%	-	\$ -	0.00%
CO 1 S	IRRIGATION LINE REMOVAL	1.000	LS	\$ 3,470.50	\$ 3,470.50	1.00	-	\$ -	0.00%	1.000	\$ 3,470.50	100.00%
CO 1 C	PCC PAVERS 8 CM W/ SAND SETTING BED	728.000	SY	\$ 84.50	\$ 61,516.00	755.04	-	\$ -	0.00%	755.039	\$ 63,800.80	103.71%
CO 2 a	BUSINESS SIGNAGE	1.000	EA	\$ 2,145.00	\$ 2,145.00	1.00	-	\$ -	0.00%	1.000	\$ 2,145.00	100.00%
CO 3 d	EXC CL 10 UNSTABLE OR UNSUITABLE	71.780	CY	\$ 16.00	\$ 1,148.48	71.78	-	\$ -	0.00%	71.780	\$ 1,148.48	100.00%
CO 5	LIGHT ASSEMBLY - L3 - PED LIGHT	19.000	EA	\$ 4,535.00	\$ 86,165.00	18.00	-	\$ -	0.00%	18.000	\$ 81,630.00	94.74%
CO 5	PRECAST TRAIL SLAB	4,218.500	LS	\$ 1.00	\$ 4,218.50	4,218.50	-	\$ -	0.00%	4,218.500	\$ 4,218.50	100.00%
CO 5	CONCRETE GROUT FOR REVETMENT OR GABION	8.000	CY	\$ 381.00	\$ 3,048.00	8.00	-	\$ -	0.00%	8.000	\$ 3,048.00	100.00%
CO 7 ST CO 9	PARTIAL DEPTH PATCHES	229.000	SF	\$ 134.02	\$ 30,690.58	229.00	-	\$ -	0.00%	229.000	\$ 30,690.58	100.00%
CO 7 ST CO 10	ITC 19 - AMENDED SOIL	1.000	LS	\$ 5,170.00	\$ 5,170.00	1.00	-	\$ -	0.00%	1.000	\$ 5,170.00	100.00%
CO 7 ST CO 11	INSTALLATION OF DRAIN TILE	1.000	LS	\$ 1,486.93	\$ 1,486.93	1.00	-	\$ -	0.00%	1.000	\$ 1,486.93	100.00%
CO 7 ST CO 10	TRAIL DRAIN TILE	1.000	LS	\$ 1,100.00	\$ 1,100.00	1.00	-	\$ -	0.00%	1.000	\$ 1,100.00	100.00%
CO 8 N	ELECTRICAL EQUIPMENT PURCHASE	13,015.000	LS	\$ 1.00	\$ 13,015.00	13,015.00	-	\$ -	0.00%	13,015.000	\$ 13,015.00	100.00%
CO 8 S	NONCOMPLIANCE PENALTY	(1,603.460)	LS	\$ 1.00	\$ (1,603.46)	(1,603.46)	-	\$ -	0.00%	(1,603.460)	\$ (1,603.46)	100.00%
CO 8 Ca	(PRICE ADJ) SLUMP TEST DEVIATION	1.000	LS	\$ (2,100.00)	\$ (2,100.00)	-	-	\$ -	0.00%	-	\$ -	0.00%
CO 8 S*	(PRICE ADJ) AIR TEST DEVIATION	1.000	LS	\$ (211.92)	\$ (211.92)	1.00	-	\$ -	0.00%	1.000	\$ (211.92)	100.00%
CO 8 Cu	RETAINING WALL OVER EXCAVATION & BACKFILL	5,335.730	LS	\$ 1.00	\$ 5,335.73	5,335.73	-	\$ -	0.00%	5,335.730	\$ 5,335.73	100.00%
CO 8 CF	PATCHES, PARTIAL DEPTH PCC FINISH	11.750	SY	\$ 100.00	\$ 1,175.00	11.75	-	\$ -	0.00%	11.750	\$ 1,175.00	100.00%
CO 9 c	BIOCELL EROSION REPAIRS	1.000	LS	\$ 869.05	\$ 869.05	1.00	-	\$ -	0.00%	1.000	\$ 869.05	100.00%
Total Change Orders					\$ 318,953.39	\$ 216,488.19			0.00%	\$ 216,488.19	67.87%	
Original Contract Cost & Change Orders					\$ 4,838,953.39							
Value of Work Completed, Materials Stored & Change Orders					\$ 4,517,259.75	\$ 28,939.57			0.60%	\$ 4,546,199.32	93.95%	
Less Retainage 0.00%					\$ 30,000.00	\$ (30,000.00)				\$ -		
Net Amount Due Including This Statement					\$ 4,487,259.75	\$ 58,939.57				\$ 4,546,199.32		
Less Previous Payments					\$ 4,487,259.75							
Balance Due This Request					\$ -							

CONTRACTOR:

STREB CONSTRUCTION CO., INC.

Steven M. Streb

Steven M. Streb

Title: Vice President

12/31/2019

ENGINEER:

SHIVE-HATTERY, INC.

Josiah Bilskemper

Josiah Bilskemper

Title: Project Engineer

Date:

01/02/20

OWNER:

CITY OF NORTH LIBERTY

Ryan Heiar

Ryan Heiar

Title: City Administrator

Date:

CHANGE ORDER
For Local Public Agency Projects

No.: 10

Non-Substantial:

Substantial:

Administering Office
Concurrence Date

Accounting ID No. (5-digit number): 34983

Project Number: STP-U-5557(618)--70-52

Kind of Work: PCC Pavement- Grade/Rep+

Local Public Agency: North Liberty

Contractor: Streb Construction Co., Inc.

Date Prepared: January 6, 2020

You are hereby authorized to make the following changes to the contract documents.

A - Description of change to be made:

0020 - Allow Gradation 29 material to be used in lieu of the specified Gradation 21 material.

0140 - INCREASE the contract quantity from 8,260.60 SY to 8,266.23 SY (+5.63 SY) to match measured quantity.

0550 - DECREASE the contract quantity from 1,130.000 SY to 997.885 SY (-132.115 SY) to match the measured quantity.

0560 - INCREASE the contract quantity from 853.000 SY to 857.666 SY (+4.666 SY) to match the measured quantity.

0590 - DECREASE the contract quantity from 28.000 CY to 26.500 CY (-1.500 CY) to match the measured quantity.

8015 - DECREASE the contract quantity from 1.000 EA to 0.000 EA (-1.000 EA).

B - Reason for change:

0020 - Gradation 29 material was determined to be suitable for the intended use and was used in place of Gradation 21. The material costs between the two products are equivalent so no monetary adjustments are needed.

0140, 0550, 0560, 0590 - Adjust quantity to match measured quantities.

8015 - Review of Noncompliance 01 showed the materials testing inspector allowed a higher slump measurement due to a misunderstanding about "midrange" water reducer being used in the concrete mix. It was identified after the pour that "midrange" water reducer was not in the concrete mix, and the slump test was above the range allowed in the specification. Therefore, this price adjustment is being removed as a penalty against the contractor and will instead be assessed against the City.

C - Settlement for cost(s) of change as follows with items addressed in Sections F and/or G:

0020 - No cost change (equivalent material costs).

0140, 0550, 0560, 0590, 8015 - Contract Unit Price

D - Justification for cost(s) (See I.M. 3.805, Attachment D, Chapter 2.36, for acceptable justification):

E - Contract time adjustment: No Working Days added Working Days added: _____ Unknown at this time

Justification for selection:

F - Items included in contract:

Participating		Line Number	Item Description	For deductions enter as "-x.xx"		Amount .xx
Federal-aid	State-aid			Unit Price .xx	Quantity .xxx	
X		0140	STD S/F PCC Pavement, CL C, CL 3, 10 In.	\$60.00	5.630	\$337.80
X		0550	Removal of Sidewalk	\$8.00	-132.115	-\$1,056.92
X		0560	Sidewalk, P.C. Concrete, 5 In.	\$50.00	4.666	\$233.30
X		0590	P.C. Concrete Retaining Wall	\$1,050.00	-1.500	-\$1,575.00
X		8015	(PRICE ADJUST) Slump Test Deviation	-\$2,100.00	-1.000	\$2,100.00
<div style="display: flex; justify-content: space-between; align-items: center;"> Add Row Delete Row TOTAL </div>						\$39.18

G - Items not included in contract:

Participating		Change Number	Item Description	For deductions enter as "-x.xx"		Amount .xx
Federal-aid	State-aid			Unit Price .xx	Quantity .xxx	
<div style="display: flex; justify-content: space-between; align-items: center;"> Add Row Delete Row TOTAL </div>						

H. Signatures

Agreed: _____ Date _____
 Contractor

Recommended: _____ Date _____
 Project Engineer

Approved: _____ Date _____ Other (optional) _____ Title _____ Date _____
 Person in Responsible Charge

 _____ Date _____ Other (optional) _____ Title _____ Date _____
 Contracting Authority (optional)

 _____ Date _____
 Iowa DOT Administering Office

Approval is contingent upon funds being available under the existing project agreement or upon additional Federal-aid funds being made available by a modified project agreement.

FHWA Concurrence: _____ Date _____
 Federal Highway Division Administration
 (if required)

DISTRIBUTION (after fully executed on LPA projects): Original - Finance; Copies - Contractor, Project Engineer, Contracting Authority, Administering Office.

Date distributed: _____ Initials: _____

MEMORANDUM

TO: Ryan Heiar, City Administrator
FROM: Josiah Bilskemper, PE, Shive-Hattery
DATE: January 7, 2020
RE: NL Hwy 965 Phase 3 Improvements
Final Completion

Attached please find:

Payment Application No. 13 (Final)
Change Order No. 10

This final pay application and change order has been reviewed and approved by Iowa DOT District 6 staff in accordance with their Final Review and Audit Process procedures, and the contractor has submitted all of their final project paperwork.

Therefore, we also recommend payment to the contractor as indicated, acceptance of the improvements, and close out of the project.

Please contact our office with any questions.

Sincerely,

SHIVE-HATTERY, INC.



Josiah Bilskemper, PE

JDB

Enc.

Copy: Tracey Mulcahey, Assistant City Administrator
Michael Pentecost, Streets Superintendent
Greg Metternich, Water Superintendent
Guy Goldsmith, Parks Director
Steve Streb, Streb Construction Co., Inc.
Kevin Buell, S-H
Kevin Trom, S-H





Mayor Report



PROCLAMATION

19th Amendment Centennial Commemoration

Whereas, in 1848 people gathered together in Seneca Falls, New York and cited the unfairness of depriving women of the right to vote; and

Whereas, the fight for women's suffrage, from the first women's rights convention to enfranchisement, lasted more than 72 years, with women from all walks of life, political views and demographic backgrounds asking for the right to voice their opinions at the polls; and

Whereas, Iowa women by the thousands advocated for the right to vote and suffragists nationwide turned to public education and persuasion. They held conferences; campaigned; lobbied; marched; pleaded; petitioned; and suffered public disdain, violent opposition, and prison; and

Whereas, suffragists pushed for a single constitutional amendment, granting female suffrage on the federal level, dubbed the Susan B. Anthony Amendment; and

Whereas, Carrie Chapman Catt led the national movement, meeting with President Woodrow Wilson to secure his support for suffrage in light of women's contributions during World War I; and

Whereas, it took male allies to support women in their endeavor to vote, for it was sons, husbands and fathers who ultimately heard the calls of women and the House of Representatives took a historic vote on May 21, 1919 followed by the Senate on June 4, 1919, and three-fourths of the states needed to ratify the 19th Amendment; and

Whereas, Iowa was the 10th state to ratify the 19th Amendment on July 2, 1919 and Tennessee was the 36th state to ratify the 19th Amendment, making it the law of the land on August 26, 1920 whereby millions of women were enfranchised; and

Whereas, the introduction, passage and ultimate ratification of the 19th Amendment were the culmination of decades of work and struggle by advocates for the rights of women across the United States; and

Whereas, the ratification of the 19th Amendment ensured women could more fully participate in our democracy and fundamentally changed the role of women in the civic life of our Nation; and

Whereas, most of the women who began asking for the right to vote never lived to see the enfranchisement of women; and

Whereas, the daughters, granddaughters and great granddaughters of the women who fought so hard to vote have been making their voices heard at the polls for nearly 100 years; and

Whereas, women are running for office in unprecedented numbers, many current politicians, both male and female, remember that they follow in the footsteps of these great suffragists; and

Whereas, the centennial anniversary of the ratification of the 19th Amendment represents a historical milestone to be lauded and celebrated:

Now, therefore, be it resolved, the City of North Liberty commemorates the 100th anniversary of the passage and ratification of the 19th Amendment, providing for women's suffrage, to the Constitution of the United States; honors the role of the ratification of the 19th Amendment in further promoting the core values of our democracy as promised by the Constitution of the United States; reaffirms the opportunity for people in the United States to learn about and commemorate the efforts of the women's suffrage movement and the role of women in our democracy; and reaffirms the desire of North Liberty, Iowa, citizens to continue strengthening democratic participation and to inspire future generations to cherish and preserve the historic precedent established under the 19th Amendment.

Therefore, citizens of North Liberty, Iowa, shall enjoy the freedom of voter participation, continue to fight for voting rights for all citizens celebrates this important milestone by proclaiming the calendar year 2020 to be the **19th Amendment Centennial Commemoration**.

Mayor Terry L. Donahue



PROCLAMATION

Dr. Martin Luther King, Jr. Day

Whereas, the Reverend Dr. Martin Luther King, Jr., who was born on January 15, 1929, devoted his life to the advancement of civil rights and public service. He believed in a nation of freedom and justice for all, and challenged people to help build a more perfect union and live up to the purpose and potential of America; and

Whereas, we – as Americans, as a whole nation, a unit undivided – have made great strides and experienced unfortunate setbacks with his vision. Yet, Dr. King’s work and our journey will only be complete when our children are free to pursue their full measure of success – unhindered by the color of their skin, their gender, the faith in their heart, or the fortune of their birth; and

Whereas, the strength of his leadership was matched only by the power of his words; and

Whereas, Dr. King’s words urged us to not despair, nor become bitter, nor lose faith in each other even as he delivered the eulogy for children who perished in the tragic September 15, 1963, bombing of their Sunday school class; and

Whereas, Dr. King’s words urged us to dream, declaring that his own dream affirmed every individual’s rights are God-given, excluding no one from its promise and protection; and

Whereas, Dr. King’s words urged us to appreciate and spread wisdom, as he often did through a brilliant assemblage of quotes, grasping the prudence of great thinkers who came before him, a company to which he belongs; and

Whereas, legislation created a federal holiday to honor Dr. King, which was observed for the first time on January 20, 1986. Subsequently, the 1994 King Holiday and Service Act transformed Dr. Martin Luther King, Jr. Day into a national day of service, encouraging citizens to volunteer to collectively improve their communities; and

Whereas, the City of North Liberty wishes to honor the lasting legacy of this great American by holding a new community event called **embody | embrace**, which themed annual celebrations will honor Black history and culture. This year, on Saturday, January 25, 2020, all residents of the greater North Liberty area will be invited to the North Liberty Community Center and SugaPeach to celebrate Black hair and learn of its significance in a shared history of symbolic empowerment.

Now, therefore, be it resolved that I, Terry L. Donahue, Mayor of North Liberty, do hereby recognize Monday, January 20, 2020, as

Dr. Martin Luther King, Jr. Day

in the City of North Liberty and urge all people to recognize this day by becoming aware of the history of civil rights and equality struggles that affect the liberties of all people of color and to honor and remember Dr. King for his humanitarian values by giving service.

Signed in North Liberty, Iowa, this 14th day of January, 2020.

Mayor Terry L. Donahue



Diamond Dreams

Diamond Dreams Sports Academy
2810 Stoner Ct #4
North Liberty, IA 52317



December 8, 2020

Mr. Ryan Heiar,

I am writing today on behalf of Diamond Dream Sports Academy in response to the questions put forth by the North Liberty City Council during their meeting on December 10th, 2019 where we requested potential tax incentives for our proposed facility. There were two main questions that I will answer in this letter, but I am happy to answer any other questions or go into further detail on anything the Council wishes when we present again this coming Tuesday, January 14th, 2020. The first question deals with the opportunities that we plan to have available for under-privilege and at-risk youth and how we can quantify those offerings. The second question was related to the financial need and why I am requesting the additional funding.

It was always our intent to offer either programming or space free of charge to be able to give back to the community. During the history of our business we have worked with various organizations, but we never had a “formal” process. It was more something we felt strongly about since we deal largely with youth programming. While Diamond Dreams is a “for-profit” business the core mission has always been about the development and confidence building of children. We don’t merely focus on making them better at athletics, we have an emphasis on building character, accountability and provide an opportunity for them to grow. This need is not limited to only those children or families that can afford it. For our company, when we offer our space, part of it is blocking off time for outside organizations to use our facility, but the other part is our staffing during that time and certain hard costs that go along with hosting any programming. We are happy to do this as it is a great opportunity for us to give back. In the past when we donated time and the use of our space to charitable organizations, we were able to get some tax relief in the form of the donated hours. It was not much but it helps offset some of the costs. With many recent tax law changes that is no longer an option. In and of itself that would not deter us from providing these opportunities. That was a benefit but not the reason we provided space and instruction. As we previously discussed the opportunity to be able to get tax rebates will allow us to build our intended facility but it also offsets some of those same hard costs.

In determining what would be a good balance we are proposing to offer, free of charge, 120 hours per year of time at our facility to a variety of local charities and youth groups. This would equate to \$240 per hour for the space and anywhere from \$70 - \$140 per hour for staffing, utilities, misc expenses for a total give back of \$37,200 to \$45,600 per year depending on the exact programming and how many staff are needed at each event. To ensure we are making the greatest impact we will be offering the space to any charitable / non-profit organization that deals with children and their families. We are not equipped to be able to determine which children best fit these criteria but there are many local and regional organizations that do this every day. As I mentioned before, we have worked in the past with Camp Courageous (<https://campcourageous.org/>) and Systems Unlimited (<https://www.sui.org/>). We had also

been in contact with the Hav Life Foundation (<https://havlife.org/>) about fundraising for their organization and potentially working with some of their scholarship recipients. After the last meeting, Mike Bails and I discussed contacting other organizations and we quickly found that there is a need for donated space for many of these groups programming. Mike is a Big Brother Volunteer at the Solon Schools and their Spartan Life weekly program. He contacted both Big Brothers / Big Sisters (<https://www.bbbs.org/>) and 4-H (<https://www.extension.iastate.edu/johnson/4h>) who run both the Solon program and the similar program "Knoble Knights" in North Liberty / Coralville. We have also spoken with 5th Ward Saints (<https://fifthwardsaintsnorth.com/>) and we plan to put out the information to many more including groups like United Action for Youth (<https://www.unitedactionforyouth.org/>). The goal will be to distribute information and let these programs know that we will be donating space and time and then we will coordinate the programming with them. That way we can ensure that our facility will be offered to those that need it most and we can utilize the professional resources these organizations already have so we can have the greatest impact with under-privileged and at-risk youth. We will provide annual reporting, along with the organizations that use the facility, to document not only the total hours but how many children we impact through these programs throughout the year.

In order to be able to build the full facility the down payment required is just shy of \$500,000. At present there is approximately \$200,000 saved for the project by the owners. The bank is willing to loan an additional sum of approximately \$300,000.00 against future tax rebates. It would end up being a 5-year term loan identical to the tax rebate that is estimated and finally approved. That loan would then be paid back over five years with those refunded tax amounts. Diamond Dreams could continue to operate as it is but with no ability to grow or expand. The tax rebates would allow the full building to be constructed as intended. Without it the building cannot be built. Without it, our company does not have the resources to make the down payment or the ability to generate enough additional revenue to come up with the full \$500,000 anytime in the near future. With the assistance we would be able to secure the secondary loan and have the ability to re-direct the costs for the first five years associated with the full taxes to be used to pay back the \$300,000 secondary loan. Please also keep in mind that in the last few years this company has re-located three times and has occurred significant moving expenses each time. We want this is to be our final move. When you look at the construction costs and the income and expense numbers please note that our salaries as owners are paid out of the additional money left over. The bottom line is what are salaries are paid out of, that is not additional profit above our salaries. Below are the estimated / bid costs of the facility along with the breakdown of projected revenue and costs along with past revenue that this model is based on:



Diamond Dreams - Stoner Ct. Location 22,700 sqft bldg
 10/15/2019

	<u>Cost:</u>	
Land	\$775,000.00	
Building	\$419,750.00	Main\$20psf Front\$30psf
Decorative Steel Work Allowance	\$6,000.00	

Garage Door	\$6,195.00	
Foundation	\$167,992.00	Rogers
R10 Foam	N/A	included in foundation
Dig	N/A	included in foundation
Rock/Mansand/Import	N/A	included in foundation
Doors & Windows	\$18,284.00	
HVAC	\$93,400.00	Entire bldg climate controlled
Electrical	\$32,000.00	Neumiller
3-phase transformer	N/A	Included in Electrical
Plumbing	\$14,995.00	
3rd-party fire review fee	N/A	Lund Fire Protection
Sprinklers	\$42,950.00	Summit
Fire Alarms	\$14,420.40	Freeman L&A
Extinguishers	\$300.00	
Masonry	\$33,500.00	Hall Masonry
Storm/Sewer/Water	\$76,111.20	.48 MMS Quantity
Sidewalks	N/A	included in PCC paving
PCC Paving	\$167,405.00	IPC
Parking Lot Striping	\$2,000.00	
Grading	\$25,190.40	.48 MMS Quantity
Export Fill	\$25,000.00	
Machine Time	\$20,000.00	GRD
Roof Drain System	\$10,000.00	
Interior finishes	\$75,000.00	Allowance
Trash Enclosure	\$8,000.00	
Trash	\$6,000.00	
Bike rack	\$750.00	
Landscaping	\$20,000.00	
Retaining Wall	\$33,600.00	.48 MMS Quantity
Sod	\$0.00	
Seeding	\$3,500.00	
Bathrooms	\$560.00	
Curb Grinding	N/A	Included
Rock Entry	\$1,500.00	
SWPPP	\$8,000.00	
Permit	\$7,000.00	
Energy ComCheck	\$1,000.00	
Civil Engineering	\$15,000.00	
Therapy Office	\$65,000.00	
Contingency	\$67,791.47	
GC Fee	\$119,089.66	
Appraisal	\$3,000.00	
Interest	\$75,000.00	
Grand Total	\$2,460,284.13	

20% Down payment	\$492,056.83	
Loan	\$1,980,000.00	*The tax amount per month shown in this payment scenario would be the funds being used to pay back the down payment loan of \$300,000 that the bank will give against the tax rebates.*
(25 yr Amort / 4.25%) = P&I	\$10,726.41	
Taxes (\$2 million Assessment) = \$54,556.22	\$4,546.35	
Utilities Estimate	\$2,500.00	
Total Building Payment	\$17,772.76	
2018 Revenue	\$372,427.00	
2019 Projected Revenue	\$380,000.00	
2020 Projected Revenue	\$420,000.00	
Lease (Physical Therapy)	\$24,500.00	
Total 2020 Estimated Revenue	\$444,500.00	
Monthly Estimated Revenue	\$37,041.67	
Estimated Revenue	\$37,041.67	
Estimated Building Expenses	(\$17,772.76)	
Staff, Cleaning, Maintenance, Misc	(\$5,000.00)	
Total Estimated Monthly Gross Revenue	\$14,268.91	**This is the amount available to be paid to the 3 owners of Diamond Dreams after all expenses for annual salaries. This is not excess profit.**
Total Estimated Yearly Gross Revenue	\$171,226.86	

Thank you for your consideration. I would be happy to answer any further documentation or answer any additional questions you may have.

Sincerely,

Kyle Sherman

Owner / Operator
Diamond Dreams
Sports Academy



Evermore Subdivision



Preliminary Plat recommended for approval by Planning Commission on 1/7/2020. Final Plat recommended for approval by staff.

December 27, 2019

Memo

To: North Liberty Planning Commission

From: Dean Wheatley, Planning Director

Subject: Request of DERS 380 LLC to approve Evermore Subdivision, located on the west side of I-380 and north of Forevergreen Road.

Your North Liberty city staff has reviewed the subject submission, and offer comments presented in this memo. The staff review team includes the following personnel:

Ryan Heiar, City Administrator

Tracey Mulcahey, Assistant City Administrator

Grant Lientz, City Attorney

Tom Palmer, City Building Official

Kevin Trom, City Engineer

Dean Wheatley, Planning Director

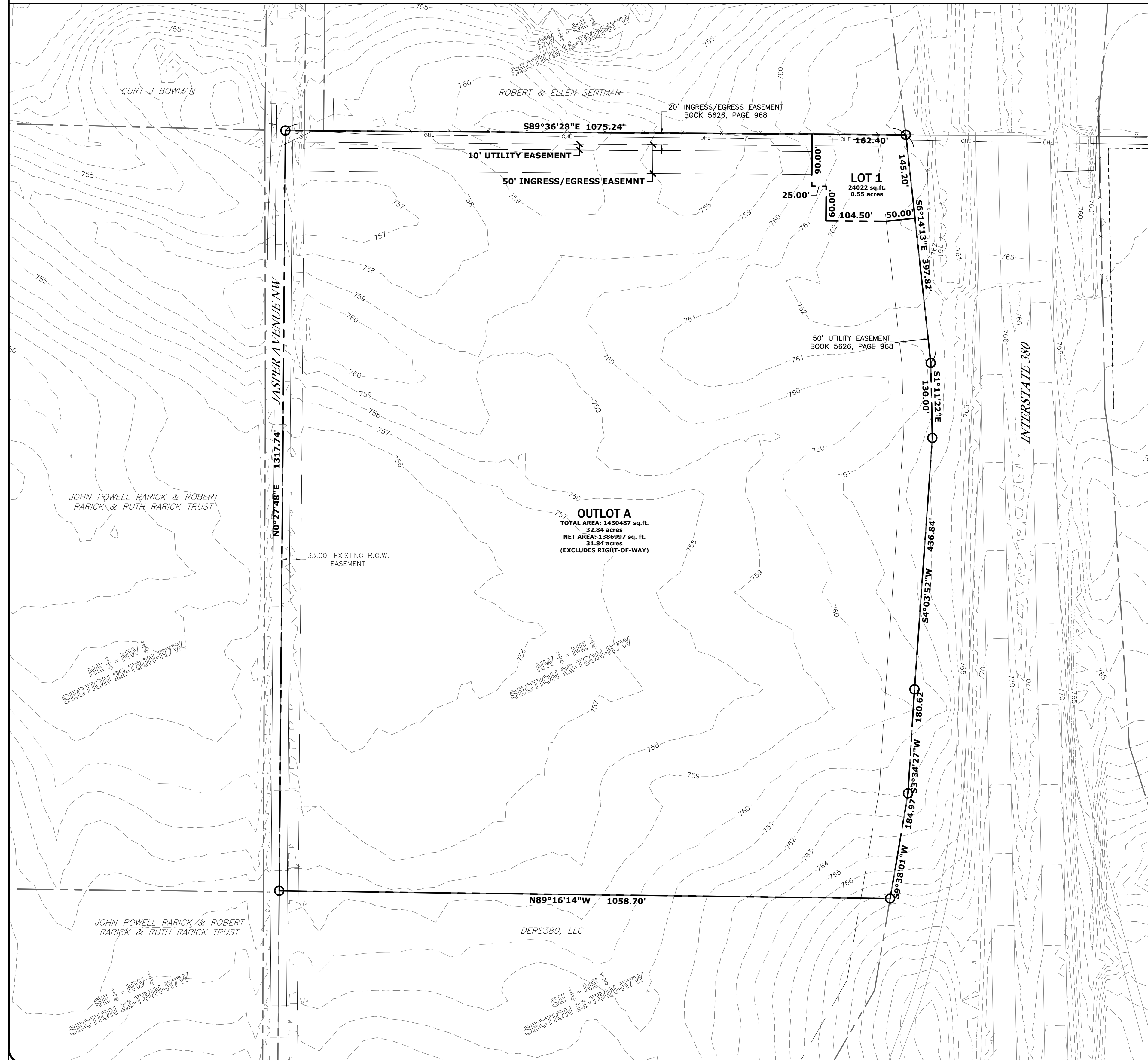
This request is to create a two lot subdivision that includes a new parcel intended to contain a new City sanitary sewer pump station. The intended City lot is shown as Lot 1 while the balance of the parcel is identified as an outlot because it is expected to be developed with streets and utilities at a later date, and at that time a new plat will be prepared.

Staff recommends approval of the Preliminary Plat.

PRELIMINARY PLAT

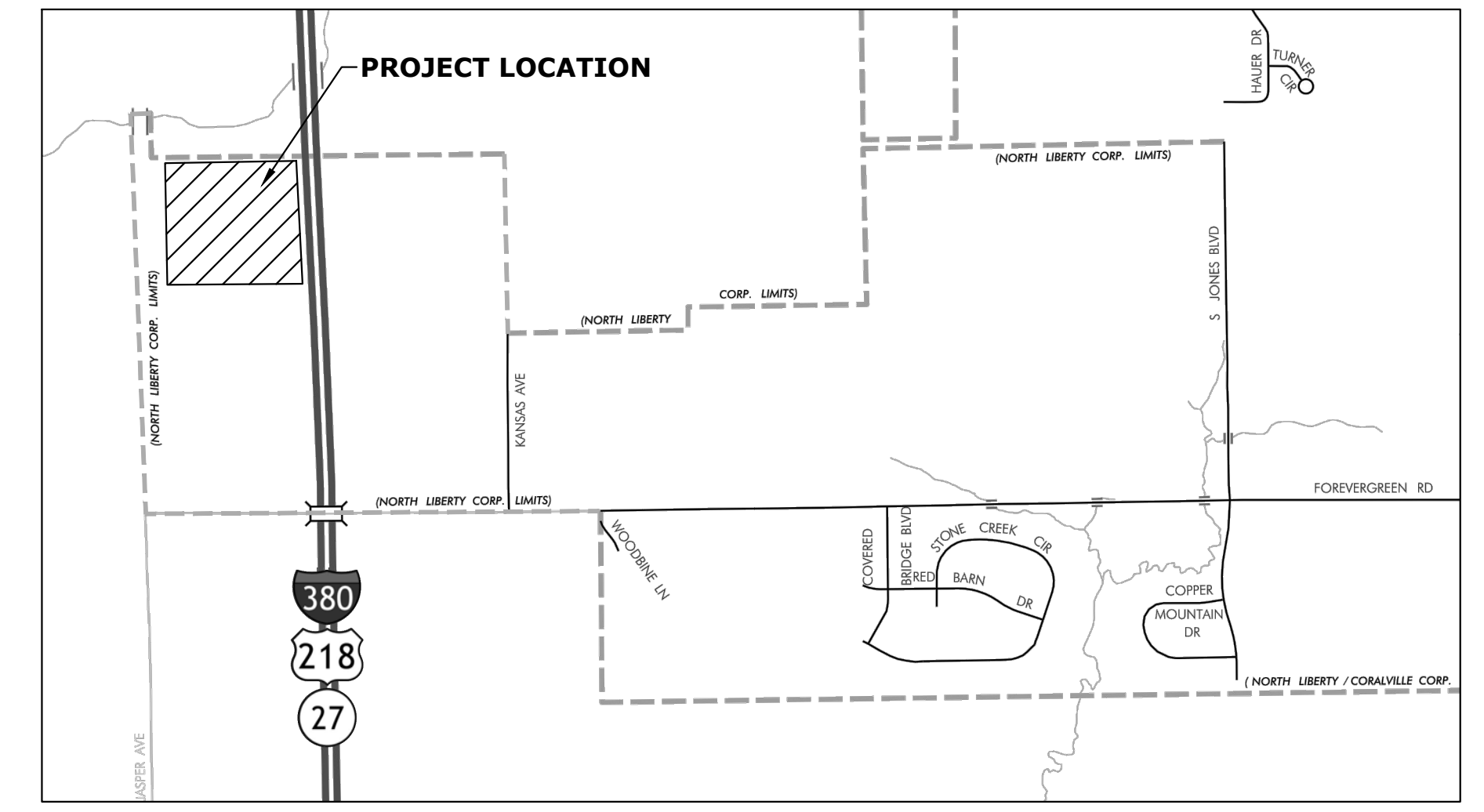
THE EVERMORE PART ONE

NORTH LIBERTY, IOWA



LOCATION MAP

SCALE: 1"=1000'



OWNER:
DERS380, LLC
MOYNA NORTH, LLC
PO BOX 5198
CORALVILLE, IOWA 52241

APPLICANT:
CITY OF NORTH LIBERTY
3 QUAIL CREEK CIRCLE
NORTH LIBERTY, IOWA
52317

APPLICANTS ATTORNEY:
MATTHEW J. HEKTOEN
115 3RD STREET, SUITE 1200
CEDAR RAPIDS, IOWA 52401

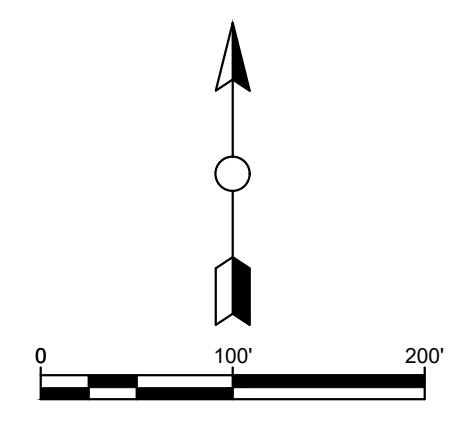
PLAT PREPARED BY:
FOX ENGINEERING
414 SOUTH 17TH STREET,
SUITE 107
AMES, IOWA 50010

LEGAL DESCRIPTION:

That part of the Northwest Quarter of the Northeast Quarter of Section 22, Township 80 North, Range 6 West of the 5th P.M., North Liberty, Johnson County, Iowa described as follows:
 Beginning at the northwest corner of said Northwest Quarter of the Northeast Quarter;
 thence North 89°10'57" East 1075.24 feet along the north line of said Northwest Quarter of the Northeast Quarter (assumed bearing for this description only) to a point of intersection with the westerly right-of-way of Interstate No. 380 (Acquisition Plat recorded as part of the document recorded in Book 5653, Page 602 at the Johnson County Recorder's Office);
 thence South 7°26'48" East 397.82 feet along said right-of-way;
 thence South 2°23'57" East 130.00 feet along said right-of-way;
 thence South 2°51'17" West 436.84 feet along said right-of-way;
 thence South 2°21'52" East 180.62 feet along said right-of-way;
 thence South 8°25'26" West 184.97 feet along said right-of-way to a point of intersection with the south line of said Northwest Quarter of the Northeast Quarter;
 thence South 89°31'11" West 1058.70 feet along said south line to the southwest corner of said Northwest Quarter of the Northeast Quarter;
 thence North 0°44'46" West 1317.74 feet along the west line of said Northwest Quarter of the Northeast Quarter to the point of beginning.
 Area: 33.39 acres total with a net area of 32.39 which excludes 1.00 acre of the presently established right-of-way (by easement).

ZONING:
C-2-A HIGHWAY COMMERCIAL

LEGEND	
PROPOSED	EXISTING
Concrete Paving	Beehive Intake
Sidewalk	Ballard Building
Cleanout	Buried Power
Sanitary Manhole	Bushes
Sanitary Sewer	Cable Pedestal
Storm Intakes	Cleanout
Storm Sewer	Culvert
Storm Sewer Manhole	Curb Stop
SubDrain	Electric Pedestal
Water Line	Fence
Water Valve	Fiber Optic
Yard Hydrant	Force Main
	Gas Line
	Gas Meter
	Gas Valve
	Hydrant
	Electric Junction Box
	Light Post
	Mailbox
	Manhole
	Overhead Communication
	Overhead Power
	Power Pole
	Property Pin
	Property/Right-of-Way Line
	Railroad Tracks
	Sanitary Manhole
	Sanitary Sewer
	Sign
	Storm Intakes
	Storm Sewer
	Storm Sewer Manhole
	Stump
	Buried Communication
	Telephone Manhole
	Telephone Pedestal
	Telephone Pole
	Traffic Pole
	Treeline
	Trees
	Water Line
	Water Manhole
	Water Meter
	Water Valve
	Witness Post
	Yard Hydrant



K:\proj\2006\2489-18A - North Liberty SW Growth Area Utility Improvements\Drawings\Civil\2489-18A PRELIM PLAT.dwg
 DRAWING FILENAME
 LAYOUT NAME
 PLOT STYLE TABLE
 LAYER MGR NAME
 FOXgrayScale.ctb

REVISION	DATE	BY	DATE
		JMG	10/19
		BOB	10/19
		CHECKED:	
		LAST UPDATE:	10/4/19

FOX Engineering Associates, Inc.
 414 South 17th Street, Suite 107
 Ames, Iowa 50010
 Phone: (515) 233-0000
 FAX: (515) 233-0103

PRELIMINARY PLAT
THE EVERMORE PART ONE
CITY OF NORTH LIBERTY
 NORTH LIBERTY, IOWA

PROJECT NO.
 2489-18A
 SHEET
1

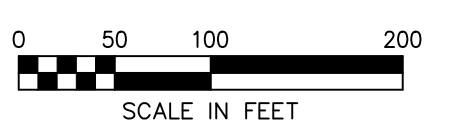
FINAL PLAT
THE EVERMORE PART ONE
TO NORTH LIBERTY, JOHNSON COUNTY, IOWA

INDEX LEGEND
 LOCATION : A PART OF NW 1/4 NE 1/4 SECTION 22-80-7, JOHNSON COUNTY, IOWA
 REQUESTOR : THE CITY OF NORTH LIBERTY
 PROPRIETOR : DERS 380, LLC; MOYNA NORTH LLC
 SURVEYOR : JONATHON BAILEY, P.L.S.
 SURVEY : SHIVE-HATTERY, INC.
 COMPANY : 2839 NORTHGATE DR, IOWA CITY, IA 52245
 RETURN TO : THE CITY OF NORTH LIBERTY

LEGEND
 ● FOUND IRON ROD AS NOTED
 ▲ SECTION CORNER AS NOTED
 ○ SET 1" IRON ROD WITH YELLOW CAP #12531

JOHN POWELL RARICK TRUST
 ROBERT RARICK TRUST
 RUTH E. RARICK TRUST

LINE	DIRECTION	LENGTH
L1	N 89°10'57" E	162.40'
L2	S 07°26'48" E	145.20'
L3	N 82°33'12" E	50.00'
L4	S 89°10'57" W	104.50'
L5	N 00°49'03" W	60.00'
L6	S 89°10'57" W	25.00'
L7	N 00°49'03" W	90.00'



NORTHWEST CORNER
 NW 1/4 NE 1/4 SEC. 22-80-7
 FD. IRON ROD
 (PLAT BK. 45, PAGE 105)

FOUND IRON ROD
 W/ CAP #13289

ROBERT L. SENTMAN
 ELLEN D. SENTMAN

EXISTING 20' CIPCO INGRESS-EGRESS EASEMENT
 (BOOK 5626, PAGE 968)

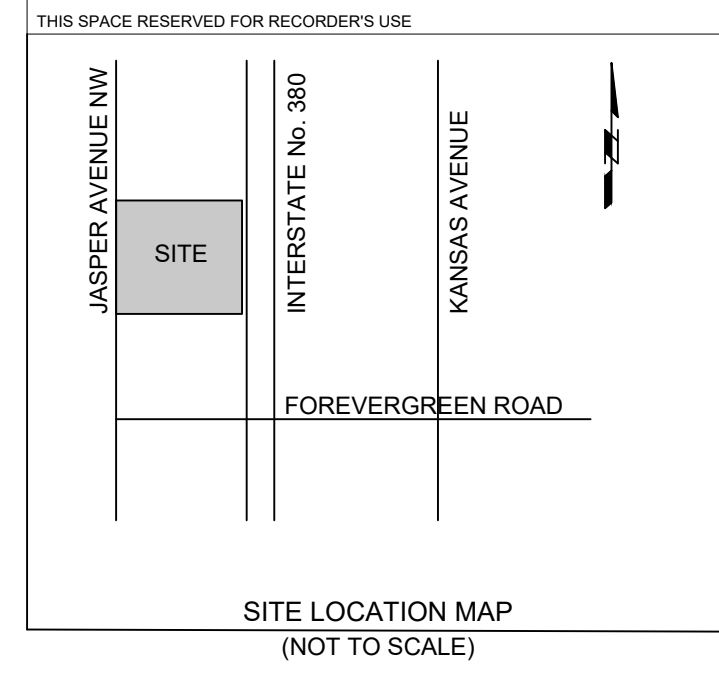
NORTHEAST CORNER
 NW 1/4 NE 1/4 SEC. 22-80-7
 LOCATION FROM
 BK. 5653, PAGE 602

OUTLOT A
 32.84 ACRES TOTAL
 31.84 ACRES NET
 (EXCLUDES JASPER
 AVE RIGHT-OF-WAY)

EXISTING 50' CIPCO UTILITY EASEMENT
 (BOOK 5626, PAGE 968)

SOUTHEAST CORNER
 NE 1/4 SEC. 22-80-7
 FD. CUT "X"

SOUTHWEST CORNER
 NE 1/4 SEC. 22-80-7
 FD. CONCRETE MONUMENT
 (PLAT BK. 37, PAGE 235)



DESCRIPTION

That part of the Northwest Quarter of the Northeast Quarter of Section 22, Township 80 North, Range 6 West of the 5th P.M., North Liberty, Johnson County, Iowa described as follows:

Beginning at the northwest corner of said Northwest Quarter of the Northeast Quarter;

thence North 89°10'57" East 1075.24 feet along the north line of said Northwest Quarter of the Northeast Quarter (assumed bearing for this description only) to a point of intersection with the westerly right-of-way of Interstate No. 380 (Acquisition Plat recorded as part of the document recorded in Book 5653, Page 602 at the Johnson County Recorder's Office);

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thence South 89°31'11" West 1058.70 feet along said south line to the southwest corner of said Northwest Quarter of the Northeast Quarter;

thence North 0°44'46" West 1317.74 feet along the west line of said Northwest Quarter of the Northeast Quarter to the point of beginning.

Area: 33.39 acres total with a net area of 32.39 which excludes 1.00 acre of the presently established right-of-way (by easement).

PLAT APPROVED BY: THE CITY OF NORTH LIBERTY	
CITY CLERK	
UTILITY EASEMENTS APPROVED BY:	
MIDAMERICAN ENERGY	DATE
MEDIACOM	DATE
LINN COUNTY R.E.C.	DATE
SOUTH SLOPE COOPERATIVE TELEPHONE CO.	DATE

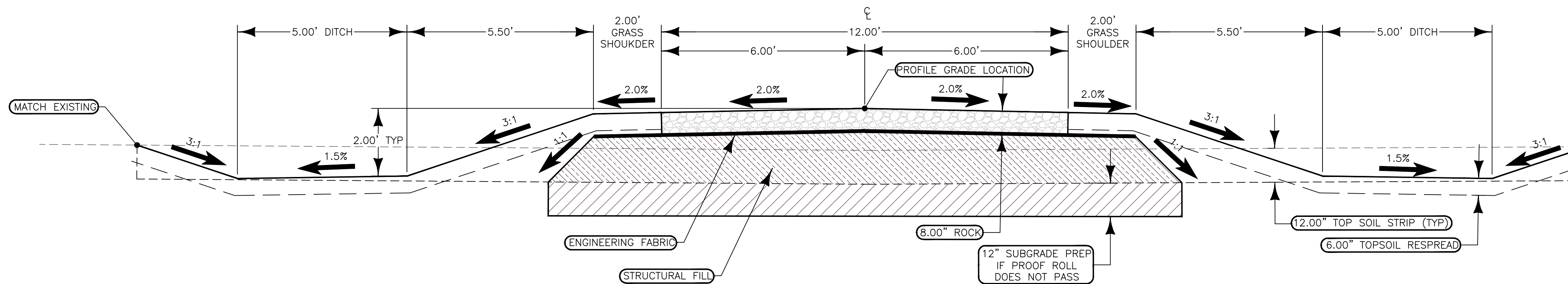
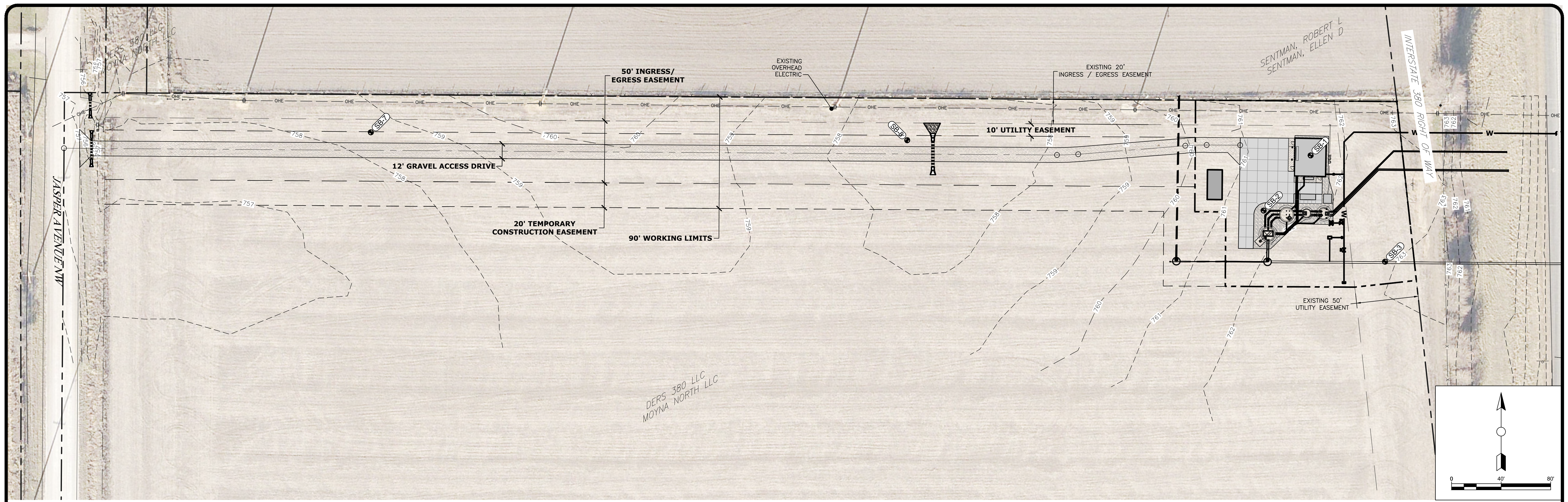
ONLY THESE COPIES OF THIS DOCUMENT SIGNED AND DATED IN CONTRASTING INK COLOR ARE TO BE CONSIDERED CERTIFIED OFFICIAL COPIES FOR IOWA ADMINISTRATION CODE 193C-6.1(5)

I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED AND THE RELATED SURVEY WORK WAS PERFORMED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DAILY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

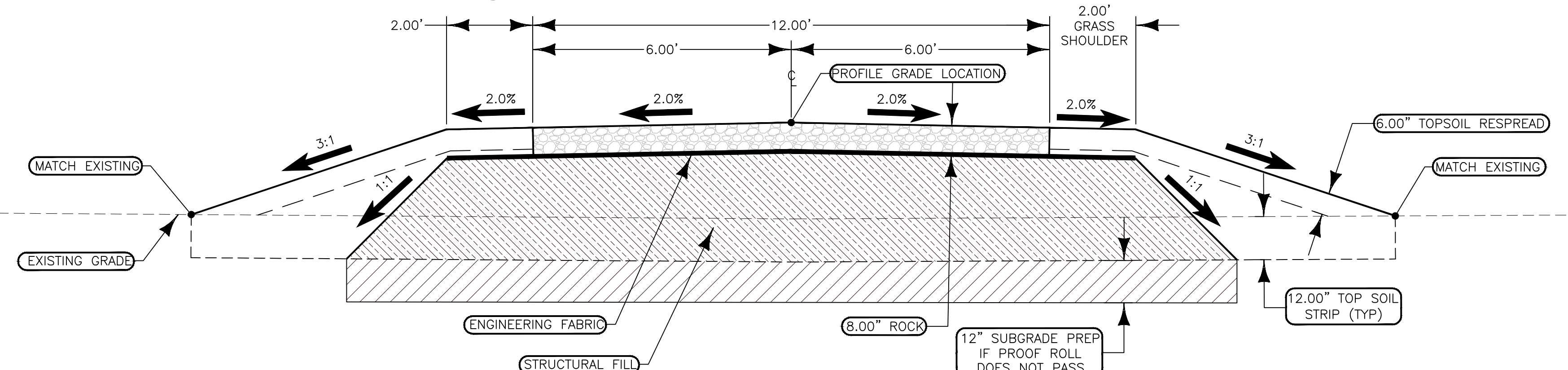
SIGNATURE: JONATHON BAILEY
 NAME: JONATHON BAILEY
 DATE: 10/14/19 LICENSE NUMBER: 12531
 MY LICENSE RENEWAL DATE IS: DECEMBER 31, 2020
 PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL: 1 of 1

SHIVEHATTERY
 ARCHITECTURE + ENGINEERING
 2839 Northgate Drive | Iowa City, Iowa 52245
 319.354.3040 | www.shive-hattery.com
 Iowa | Illinois | Indiana
 Illinois Firm Number: 184-000214

THE EVERMORE
 PART ONE
 NORTH LIBERTY, JOHNSON COUNTY, IOWA

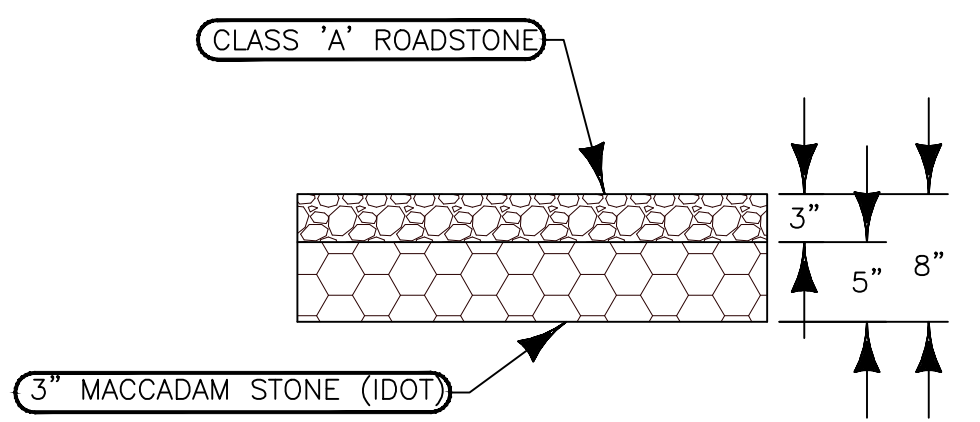


1 TYPICAL CROSS SECTION - STA 100+28 TO STA 106+20
Scale: NOT TO SCALE



2 TYPICAL CROSS SECTION - STA 106+20 TO STA 109+40
Scale: NOT TO SCALE

GENERAL NOTES:
 1. ALL UTILITIES ARE GENERALLY LOCATED. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND EXPOSING ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION BEFORE CONSTRUCTION BEGINS.
 2. IN LOCATIONS OF PROPOSED IMPROVEMENTS, RELOCATE EXISTING UTILITIES (GAS, WATER, ELECTRICAL, AND TELEPHONE) AS REQUIRED TO CONSTRUCT THE IMPROVEMENTS AS INDICATED IN THE CONTRACT DOCUMENTS.



3 TYPICAL ROAD SECTION
Scale: NOT TO SCALE

Informational exhibit showing intended improvements.

Resolution No. 2020-01

**RESOLUTION APPROVING THE PRELIMINARY PLAT OF THE
EVERMORE PART ONE, NORTH LIBERTY, IOWA**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH LIBERTY, IOWA:

WHEREAS, the owner, DERS380, LLC and applicant, City of North Liberty, L.L.C., have filed with the City Clerk a preliminary plat described in Exhibit A which is attached hereto;

WHEREAS, said real estate is owned by the above-named party and the subdivision is being made with free consent and in accordance with the desires of the owner;

WHEREAS, said preliminary plat has been examined by the North Liberty Planning and Zoning Commission, which did recommend that the preliminary plat described as The Evermore Part One be approved with no conditions;

WHEREAS, said preliminary plat is found to conform with Chapter 354 of the Code of Iowa and ordinances of the City of North Liberty.

NOW, THEREFORE, BE IT RESOLVED that the Preliminary Plat for The Evermore Part One is approved.

APPROVED AND ADOPTED this 14th day of January, 2020.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK



Southwest Growth Utilities

Prepared by and Return to:
Grant D. Lientz, 3 Quail Creek Circle, P.O. Box 77, North Liberty, IA 52317 319-626-5767

**PUBLIC EASEMENT AGREEMENT
(SANITARY SEWER AND TEMPORARY CONTRUCTION EASEMENTS)**

This agreement is made and entered into by and between BOWMAN PROPERTY, LLC, owner of the real estate described herein, (hereinafter referred to as “Property Owner,” which expression shall include his agents, successors or assigns), and the CITY OF NORTH LIBERTY, IOWA, a municipal corporation, (hereinafter referred to as “City,” which expression shall include its agents, successors or assigns).

IT IS HEREBY AGREED AS FOLLOWS:

For the sum of one dollar (\$1.00) plus other valuable consideration, the receipt of which is hereby acknowledged, the Property Owner hereby grants and conveys to the City a permanent easement (Division I) and a temporary easement (Division II) for the public purpose of extending, constructing and maintaining the City’s sanitary sewer systems and related infrastructure (the “Project”), under, over, through and across the areas described in the exhibits, which are attached.

Additionally, as part of the consideration for this agreement,

- A. The Property Owner will not be assessed for any costs for the design and construction of the Project, plans for which are on file at City Hall, nor shall the Property Owner be responsible for the initial costs of constructing or maintaining the Project; however, connection fees, frontage fees, or other typical and customary fees will be collected by the City at the time any part of the property is developed.
- B. The City shall be responsible for the recording of this Agreement and payment of the costs for the same.
- C. The City shall indemnify and hold harmless the Property Owner, its successors and assigns, from and against any loss, damage, expense, cost, third party claims, causes of action, or other liabilities arising out of, or purporting to arise out of, the City’s exercise of the rights granted under this Agreement. This indemnification and hold harmless shall include, but is not limited to, reasonable legal fees and cost of defense incurred by Property Owner.

DIVISION I – PERMANENT SANITARY SEWER EASEMENT

Further, the Property Owner and the City agree that:

1. The permanent easement area being granted and conveyed by this Agreement is depicted and legally described in Exhibit A, which is attached and fully incorporated herein.
2. The City has the right to excavate in the permanent easement area as the City may find reasonably necessary.
3. The City has the right to construct and maintain the Project with such structures as the City shall from time to time elect. The City shall promptly backfill any trench made by it, and repair any damage caused by the City within the easement area, except that the City will not be required to or liable for the costs of re-paving of any paved area which was excavated for maintenance.
4. The Property Owner shall not erect any landscaping, fences, or structures over, under or within the permanent easement area without obtaining the prior written approval of the City Engineer. Even with such approval, if the Property Owner paves or otherwise obstructs access to the easement area, the City shall have the right to excavate or remove such obstruction as the City deems reasonably necessary, and the City shall not be obligated to restore any paving disturbed by such excavation or removal.
5. The City shall not fence any part of the permanent easement area, unless otherwise agreed in writing by the parties.
6. The Property Owner shall not change the grade, elevation or contour of any part of the permanent easement area without obtaining the prior written consent of the City Engineer.
7. The City shall have the right of access to the permanent easement area and have all rights of ingress and egress reasonably necessary for the use and enjoyment of the permanent easement area as herein described, including but not limited to the right to remove any unauthorized obstructions or structures placed or erected on the permanent easement area.
8. The City's rights under the permanent easement granted and conveyed herein by the Owner run indefinitely with the land.

DIVISION II – TEMPORARY EASEMENT

The Property Owner and the City further agree that:

1. The temporary easement area being granted and conveyed by this Agreement is depicted on and legally described in Exhibit B, which is attached and fully incorporated herein, and referred to herein as "temporary construction easement area."

2. Property Owner does hereby grant and convey to City a temporary construction easement for the purpose of facilitating the City's construction of the Project described above.
3. The Property Owner shall not erect any landscaping, fences, or structures over, under or within the temporary construction easement area during the construction of the Project, without obtaining the prior written approval of the City Engineer.
4. The Property Owner shall not change the grade, elevation or contour of any part of the temporary construction easement area without obtaining the prior written consent of the City Engineer during the same timeframe, which consent shall not be unreasonably withheld.
5. The City shall have the right of access to the temporary construction easement area and have all rights of ingress and egress reasonably necessary for the use and enjoyment of the easement area as herein described, including but not limited to the right to remove any unauthorized obstructions or structures placed or erected on the easement area.
6. Following the construction and installation of the Project and final acceptance by the City, the City shall restore the temporary construction easement area to substantially the same condition as existed prior to the commencement of construction operations.
7. City covenants and agrees that driveways, fences and other site features that are removed or disturbed shall be replaced by City consistent with the final construction plans, which the City Engineer shall make available to the Property Owner upon request. City covenants and agrees that existing underground drainage tiles that are removed or disturbed shall, to the extent reasonably possible, be replaced by City. City further agrees that all grassed areas disturbed by the construction shall be seeded within a reasonable time after construction is complete. Property Owner agrees that trees, shrubs and brush that are removed or disturbed will not be replaced by City.
8. City covenants and agrees to remove and stockpile existing topsoil from areas to be excavated, to be used in the event of any repair. Following installation of the improvements described herein, all areas within the temporary construction easement area which are disturbed will be graded to form a uniform slope, and topsoil shall be replaced and spread over disturbed areas, thereby restoring said areas substantially to their prior condition, with the exception of the replacement of trees, shrubs and brush.
9. The rights as described above in the temporary construction easement area shall commence upon execution hereof and shall cease and terminate following the completion of the construction of the Project, but no later than December 31, 2021.

DIVISION III – GENERAL

The Property Owner does hereby covenant with the City that the Property Owner holds said real estate described in this easement by title in fee simple; that the Property Owner has good and

lawful authority to convey the same; and that the Property Owner covenants to warrant and defend the said premises against the lawful claims of all persons whomsoever. The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

Dated this _____ day of _____, 20__.

PROPERTY OWNER:

CITY:

Signed: _____
Alan Marks, Member
Bowman Property, LLC

Signed: _____
Terry L. Donahue, Mayor

Signed: _____
Tracey Mulcahey, City Clerk

STATE OF COLORADO, SUMMIT COUNTY: ss

On this _____ day of _____, 20__, before me, the undersigned, a Notary Public in and for the State of Colorado, personally appeared Alan Marks, in his capacity as member of Bowman Property, LLC, an Iowa limited liability company, and who, being by me duly sworn, acknowledged the execution of this instrument to be his voluntary act and deed, and the act and the deed of said company.

Notary Public in and for said State

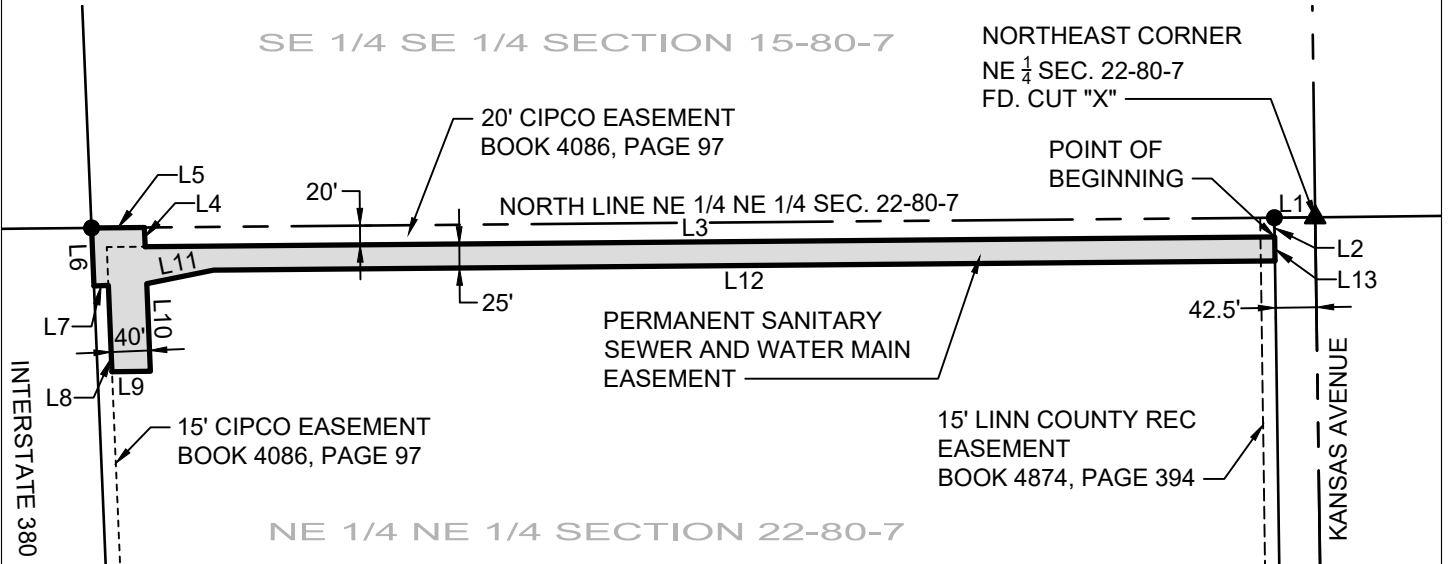
STATE OF IOWA, JOHNSON COUNTY: ss

On this _____ day of _____, 20__, before me, the undersigned, a Notary Public in and for the State of Iowa, personally appeared Terry L. Donahue and Tracey Mulcahey, to me personally known, who, being by me duly sworn, did say that they are the Mayor and City Clerk, respectively, of the City of North Liberty, Iowa, a municipal corporation; that the seal affixed to the foregoing instrument is the corporate seal of the municipal corporation, and that the instrument was signed and sealed on behalf of the municipal corporation by the authority of its City Council, as contained in Resolution No. _____ of the City Council on the _____ day of _____, 20__, and that Terry L. Donahue and Tracey Mulcahey acknowledged the execution of the instrument to be their voluntary act and deed and the voluntary act and deed of the corporation, by it and by them voluntarily executed.

Notary Public in and for the State of Iowa

EASEMENT EXHIBIT A

PERMANENT SANITARY SEWER AND WATER MAIN
 A PART NORTHEAST QUARTER OF THE NORTHEAST QUARTER
 SECTION 22, TOWNSHIP 80 NORTH, RANGE 7 WEST
 NORTH LIBERTY, JOHNSON COUNTY, IOWA



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 89°30'13" W	42.50'
L2	S 00°47'57" E	20.00'
L3	S 89°30'13" W	1176.51'
L4	N 02°23'54" W	20.01'
L5	S 89°30'13" W	55.03'

LINE TABLE		
LINE	DIRECTION	LENGTH
L6	S 02°23'54" E	60.51'
L7	N 87°36'06" E	15.00'
L8	S 02°23'54" E	90.00'
L9	N 89°12'16" E	40.02'
L10	N 02°23'54" W	91.26'

LINE TABLE		
LINE	DIRECTION	LENGTH
L11	N 78°31'18" E	70.92'
L12	N 89°30'13" E	1105.74'
L13	N 00°47'57" W	25.00'

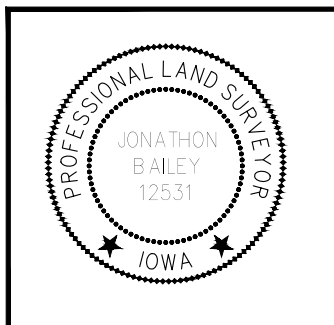
NOTE: SEE SHEET 2 FOR DESCRIPTION

ONLY THESE COPIES OF THIS DOCUMENT SIGNED AND DATED IN CONTRASTING INK COLOR ARE TO BE CONSIDERED CERTIFIED OFFICIAL COPIES PER IOWA ADMINISTRATION CODE 193C-6.1(5)

LEGEND

- FOUND $\frac{5}{8}$ " IRON ROD
 - ▲ FOUND SECTION CORNER AS NOTED
- 0 100 200 400

 SCALE IN FEET



I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED AND THE RELATED SURVEY WORK WAS PERFORMED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

SIGNATURE: _____
 NAME: **JONATHON BAILEY**
 DATE: _____ LICENSE NUMBER: 12531
 MY LICENSE RENEWAL DATE IS: DECEMBER 31, 2020
 PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL: _____
1 of 2, 2 of 2

SHIVEHATTERY
 ARCHITECTURE + ENGINEERING

2839 Northgate Drive | Iowa City, Iowa 52245
 319.354.3040 | www.shive-hattery.com
 Iowa | Illinois | Indiana Illinois Firm Number: 184-000214

EASEMENT EXHIBIT PERM. SANITARY SEWER AND WATER MAIN BOWMAN PROPERTY, LLC NORTH LIBERTY, JOHNSON COUNTY, IOWA			
DATE	7/16/19	SCALE	AS SHOWN
DRAWN	JSB	FIELD BOOK	--
APPROVED	JSB	REVISION	1/07/2020

PROJECT NO.
118299-0

SHEET NO.
1 of 2

EASEMENT EXHIBIT A

PERMANENT SANITARY SEWER AND WATER MAIN A PART NORTHEAST QUARTER OF THE NORTHEAST QUARTER SECTION 22, TOWNSHIP 80 NORTH, RANGE 7 WEST NORTH LIBERTY, JOHNSON COUNTY, IOWA

DESCRIPTION

A permanent sanitary sewer and water main easement on that part of Northeast Quarter of the Northeast Quarter of Section 22, Township 80 North, Range 7 West of the 5th P.M., North Liberty, Johnson County, Iowa described as follows:

Commencing as a point of reference at the northeast corner of said Northeast Quarter;

thence South 89°30'13" West 42.50 feet along the north line of said Northeast Quarter of the Northeast Quarter (assumed bearing for this description only) to a point of intersection with the westerly right-of-way line of Kansas Avenue;

thence South 0°47'57" East 20.00 feet along said westerly right-of-way line of Kansas Avenue to the point of beginning;

thence South 89°30'13" West 1176.51 feet along a line parallel with and 20 feet in perpendicular distance southerly from said north line;

thence North 2°23'54" West 20.01 feet to a point of intersection with said north line;

thence South 89°30'13" West 55.03 feet along said north line to a point of intersection with the easterly right-of-way line of Interstate 380;

thence South 2°23'54" East 60.51 feet along said easterly right-of-way line;

thence North 87°36'06" East 15.00 feet;

thence South 2°23'54" East 90.00 feet along a line parallel with and 15 feet in perpendicular distance easterly of said easterly right-of-way line;

thence North 89°12'16" East 40.02 feet;

thence North 2°23'54" West 91.26 feet;

thence North 78°31'18" East 70.92 feet;

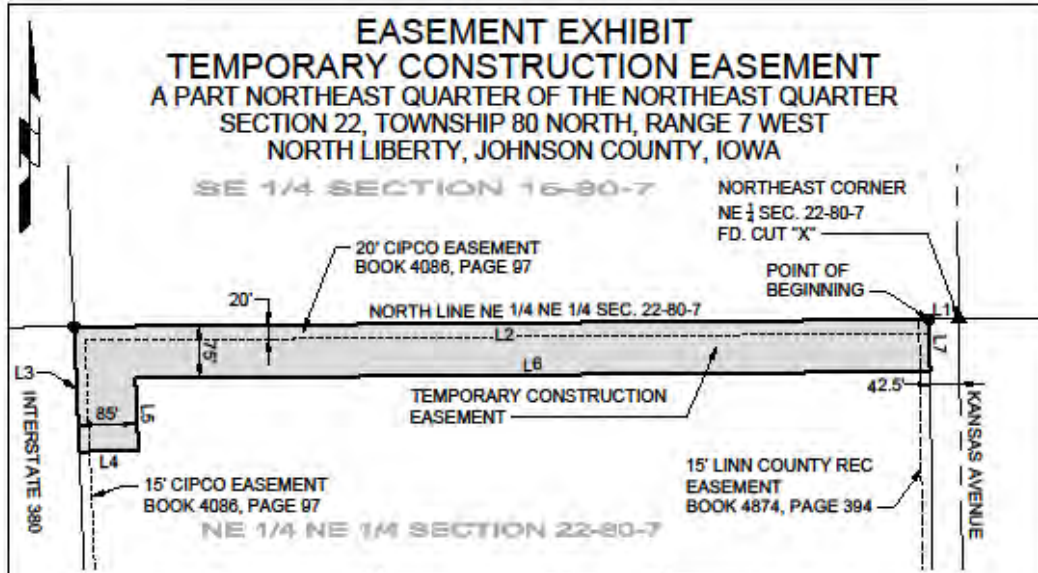
thence North 89°30'13" East 1105.74 feet along a line parallel with and 45 feet in perpendicular distance southerly from said north line of said Northeast Quarter of said Northeast Quarter to a point of intersection with the westerly right-of-way line of Kansas Avenue

thence 0°47'57" West 25.00 feet along said westerly right-of-way line to the point of beginning and containing 0.84 acres more or less.

File Path: P:\Projects\IC1182990\Deliverables\Drawings\Survey\Easements and Acquisitions\EP-San-Bowman.dwg

EASEMENT EXHIBIT PERM. SANITARY SEWER AND WATER MAIN BOWMAN PROPERTY, LLC NORTH LIBERTY, JOHNSON COUNTY, IOWA			
DATE	7/16/19	SCALE	AS SHOWN
DRAWN	JSB	FIELD BOOK	--
APPROVED	JSB	REVISION	--

EXHIBIT B



LINE TABLE			LINE TABLE			LINE TABLE		
LINE	DIRECTION	LENGTH	LINE	DIRECTION	LENGTH	LINE	DIRECTION	LENGTH
L1	S 89°30'13" W	42.50'	L4	N 89°31'53" E	85.05'	L7	N 00°47'57" W	75.00'
L2	S 88°30'13" W	1232.10'	L5	N 02°23'54" W	105.00'			
L3	S 02°23'54" E	180.00'	L8	N 89°30'13" E	1144.98'			

DESCRIPTION

A temporary construction easement on that part of Northeast Quarter of the Northeast Quarter of Section 22, Township 80 North, Range 7 West of the 5th P.M., North Liberty, Johnson County, Iowa described as follows:

Commencing as a point of reference at the northeast corner of said Northeast Quarter;

thence South 89°30'13" West 42.50 feet along the north line of said Northeast Quarter of the Northeast Quarter (assumed bearing for this description only) to a point of intersection with the westerly right-of-way line of Kansas Avenue, said point being the point of beginning;

thence continuing South 89°30'13" West 1232.10 feet along said north line to a point of intersection with the easterly right-of-way line of Interstate 380;

thence South 2°23'54" East 180.00 feet along a line parallel with and 15 feet in perpendicular distance easterly from the easterly right-of-way line of Interstate 380;

thence North 89°17'23" East 85.05 feet;

thence North 2°23'54" West 105.00 feet;

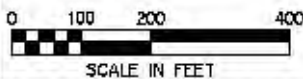
thence North 89°30'13" East 1144.98 feet along a line parallel with and 20 feet in perpendicular distance southerly from said north line of said Northeast Quarter of said Northeast Quarter to a point of intersection with the westerly right-of-way line of Kansas Avenue

thence 0°47'57" West 75.00 feet along said westerly right-of-way line to the point of beginning.

Total area 2.32 acres more or less with a net area (excluding permanent sanitary sewer and water main easement) of 1.51 acres more or less.

LEGEND

- FOUND 5/8" IRON ROD
- ▲ FOUND SECTION CORNER AS NOTED



SHIVEHATTERY
 ARCHITECTURE + ENGINEERING
 2839 Northgate Drive | Iowa City, Iowa 52245
 319.354.3040 | www.shive-hattery.com
 Iowa | Illinois | Indiana Illinois Firm Number: 184-000214

EASEMENT EXHIBIT TEMPORARY CONSTRUCTION EASEMENT BOWMAN PROPERTY, LLC NORTH LIBERTY, JOHNSON COUNTY, IOWA			
DATE	7/5/19	SCALE	AS SHOWN
DRAWN	JSB	FIELD BOOK	-
APPROVED	JSB	REVISION	-

PROJECT NO.
118299-0

SHEET NO.
1 of 1

Resolution No. 2020-02

A RESOLUTION APPROVING THE PURCHASE OF EASEMENTS FROM BOWMAN PROPERTY, LLC FOR THE SOUTHWEST GROWTH AREA UTILITY IMPROVEMENT PROJECT

WHEREAS, the Southwest Growth Area Utility Improvement Project (the "Project") was approved by the North Liberty City Council on November 12, 2019; and

WHEREAS, the Project contemplates the acquisition of easements over, across and through certain real property owned by Bowman Property, LLC; and

WHEREAS, the City of North Liberty and Bowman Property, LLC wish to finalize the terms and conditions associated with the acquisition of said easements through a Public Easement Agreement; and

WHEREAS, the City of North Liberty agrees to purchase the necessary easements across, over, and through said property for \$11,500.00;

NOW, THEREFORE, BE IT RESOLVED that that the purchase of temporary construction and permanent utility easements from Bowman Property, LLC described in the attached agreement is authorized and approved.

BE IT FURTHER RESOLVED that the Mayor and City Clerk are hereby authorized to execute said agreement.

APPROVED AND ADOPTED this 14th day of January, 2020.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK



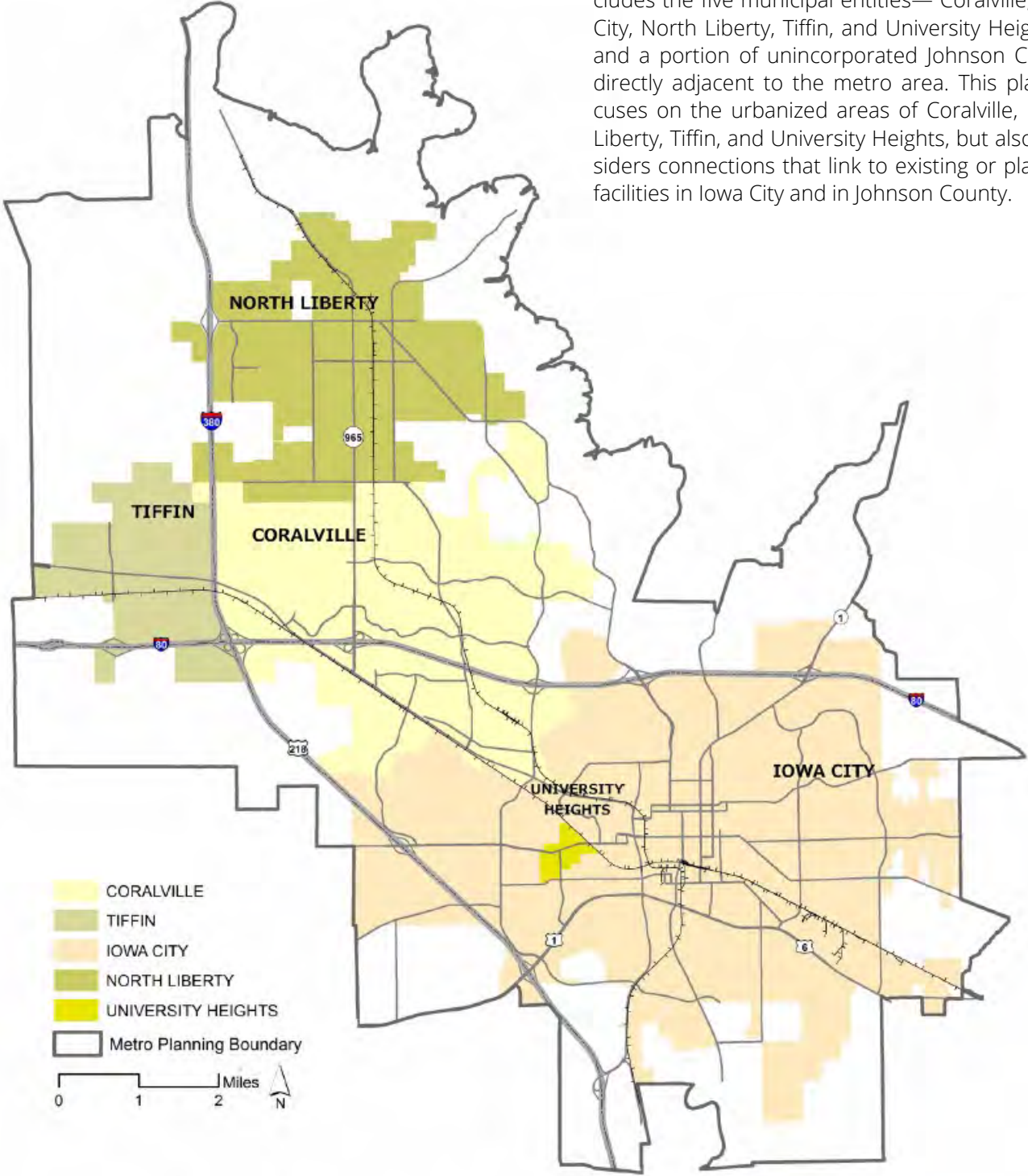
Metro Bike Plan



METRO AREA BICYCLE MASTER PLAN

CORALVILLE NORTH LIBERTY TIFFIN UNIVERSITY HEIGHTS

The Metropolitan Area Planning Boundary is the area in which the metropolitan transportation planning process is carried out. The boundary includes the five municipal entities— Coralville, Iowa City, North Liberty, Tiffin, and University Heights— and a portion of unincorporated Johnson County directly adjacent to the metro area. This plan focuses on the urbanized areas of Coralville, North Liberty, Tiffin, and University Heights, but also considers connections that link to existing or planned facilities in Iowa City and in Johnson County.



What is MPOJC?

The Metropolitan Planning Organization of Johnson County (MPOJC) provides transportation planning services to the Iowa City urbanized area, including Iowa City, Coralville, North Liberty, University Heights, Tiffin, Johnson County, the Iowa City Community School District and the University of Iowa. Federal legislation requires any urbanized area with a population over 50,000 to have a metropolitan planning organization (MPO) to ensure that existing and future expenditures of federal funding for transportation projects and programs are based on the continuing, cooperative, and comprehensive ("3-C") planning process. This helps to ensure that investments in transportation infrastructure contribute to a well-connected metro system.

MPOJC adopted the *Future Forward 2045 Long-Range Transportation Plan* (LRTP) in 2017. This long-range transportation plan is a requirement for securing state and federal funding for transportation projects and is intended to guide metropolitan area decision-making regarding transportation improvements and investments extending 25 years into the future. The plan considers all modes of transportation -- car, truck, freight, transit, pedestrian and bicycle -- and makes specific recommendations for transportation projects and funding sources.

The LRTP includes a set of guiding principles (see right) intended to influence the design and funding of transportation projects. These principles form the basis of scoring criteria that determine which road or trail projects receive federal funding through the Surface Transportation Block Grant Program and the Transportation Alternatives Program. Many of the facilities that serve bicyclists have been supported by these federal sources.

The LRTP includes a chapter specifically on bicycle and pedestrian infrastructure that articulates a vision to create an accessible, well-coordinated bicycle and pedestrian network that allows people to safely bike and walk to community destinations and to meet their daily needs. Strategies included in the Bicycle and Pedestrian Network chapter of the plan form the foundation of this update to the Metro Bicycle Master Plan (see appendix).

MPOJC Guiding Principles for Transportation

- **Economic Opportunity:** Support growth, innovation, job creation, and productivity.
- **Environment:** Preserve and protect our natural resources, including land, water, and air.
- **Quality of Life:** Enhance livability and create vibrant and appealing places that serve residents throughout their lives.
- **System Preservation:** Maintain existing facilities in good and reliable condition.
- **Choice:** Offer multi-modal transportation options that are affordable and accessible.
- **Safety:** A transportation network designed and maintained to enhance the safety and security of all users.
- **Efficiency:** Build a well-connected transportation network with coordinated land use patterns to reduce travel demand and delay, miles traveled and energy consumption.
- **Health:** Invite and enhance healthy and active lifestyles.
- **Equity:** Provide access and opportunity for all people and all neighborhoods.

You can view the MPO's Future Forward 2045 Long-Range Transportation Plan at [www.mpojc.org \(https://www.mpojc.org/what-we-do/transportation-planning-division/long-range-transportation-plan\)](https://www.mpojc.org/what-we-do/transportation-planning-division/long-range-transportation-plan)

REGIONAL TRAILS AND BICYCLING COMMITTEE

Sherri Proud, Coralville

Shelly Simpson, North Liberty

Doug Boldt, Tiffin

Louise From, University Heights

Jay Geissen, University of Iowa

Becky Soglin, Johnson County

Julie Seydel-Johnson, Iowa City

Bob Oppliger, Bicyclists of Iowa City

Liz Hubing, Think Bicycles of Johnson County

MPO STAFF

Kent Ralston, Executive Director

Emily Bothell, Senior Associate Transportation Planner

Brad Neumann, Associate Transportation Planner

Frank Waisath, Associate Transportation Planner

Sarah Walz, Associate Transportation Planner

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Introduction and Context

Now is an exciting time for bicycling in Johnson County. Since the adoption of the 2009 Metro Bicycle Plan, the Iowa City Metro Area has added more than 60 miles of trails and sidepaths. With the extension of the off-street system, recreational bicycling in Johnson County has flourished and a number major projects are now nearing completion.

Within the next 5 years, a planned trail link will connect Coralville's Clear Creek Trail to Tiffin under the I-80/380 interchange and then from Tiffin's western city limits to Kent Park. Meanwhile the final segments of the Iowa River Trail will link Solon and the Hoover Trail connecting the Sugar Bottom Recreation Area north to the Cedar Valley Nature Trail in Linn County. With the completion of these projects, opportunities for bicycle tourism are greatly expanded. Additional future trail projects in the County will connect Iowa City to West Branch and Kent Park to the Amanas.

The benefits of bicycling as an economic development tool are now recognized by the Iowa City Convention and Visitors Bureau and the Iowa City Area Development Group, which organized a Johnson County Cycling Committee to promote bicycling as a resource for community development in 2018. Since 2009, the Metro Area has hosted four RAGBRAI overnight events (three in Coralville and one in Iowa City) and is designated one of only three sites in North America to host a World Cup Cyclocross event (in 2019, Iowa City will host the event for the third consecutive year). Within the city limits of Coralville, bicyclists can access 6 miles of single-track mountain bike trails and a cyclocross park with two miles of flow trail to be completed in 2020 (see page 17).

Numerous bicycle clubs and programs provide additional opportunities for all levels of riders from youth to seniors, including special efforts to engage immigrants, college students, women, and other under-represented groups (see page 31).

Coralville, Iowa City, and University Heights have each earned designations as Bicycle Friendly Communities from the League of American Bicyclists and Johnson County's administrative campus, Iowa City's Downtown campus, and the University of Iowa have also earned Bicycle Friendly designations.

This update to the Metro Area Bicycle Plan carries forward the vision and goals of the 2009 Metro Bicycle Plan to extend the network of bicycle facilities and to expand and enhance programs and policies that help encourage a culture of bicycling. While each community within the Metro has its own development patterns and vision for bicycle and pedestrian accommodations, the plan identifies best practices, and opportunities to coordinate efforts that enhance bicycle safety through education and outreach as well as policies to ensure consistency between communities in terms of regulation and way-finding. The goal is twofold: to ensure bicyclists can ride through the metro with a sense of safety and confidence and to build public acceptance of bicycling as a legitimate and preferred form of transportation.

As with the 2009 Metro Plan, the organizing framework for the update relies upon the League of American Bicyclists (LAB) 5 E's:

- Engineering,
- Education,
- Evaluation,
- Enforcement, and
- Encouragement.

Each element is addressed in its own chapter with a set of best practices. Although it has not been added to the League's official list of building blocks, "Equity" serves as a sixth "E", ensuring that our bicycle planning efforts and investments reach youth, women, people of color, non-English speakers, and low-income residents.

In 2017, Iowa City adopted its own Bicycle Master Plan with a goal of putting into place more on-street facilities. This approach makes particular sense for Iowa City with its higher density development, grid street network, and large student population. While Iowa City is not directly included in this planning effort, the Metro Plan Update does consider goals and objectives adopted in Iowa City's Plan as well as connections to Iowa City facilities identified in the Iowa City Bicycle Master Plan.

Progress since 2009

The MPO Metropolitan Bicycle Master Plan adopted in 2009 included a set of system-wide recommendations for the entire metro area as well as goals specific to each individual community/entity. What follows is a list of the recommendations included in the 2009 plan along with a summary of progress that has been made.

Iowa City adopted its own bicycle master plan in 2017 and is, therefore, not part of this metro update. However, this summary of Metro-wide progress below includes Iowa City contributions.

METRO-WIDE PROGRESS

Install on-street accommodations.

- ✓ Bike lanes were recommended in Iowa City and University Heights. By the close of 2019, Iowa City will have implemented 16 miles of bike lanes.
- ✓ Because most streets in Coralville and North Liberty are not wide enough to accommodate a 5-foot bike lane, sharrows were recommended along several main bicycle routes. Sharrows are now installed on Holiday Road, 10th and 12th Avenues, and 5th Street in Coralville.
- ✓ Striped shoulders exist on a number of county roadways and paved shoulders are now standard on county road projects.

Facilitate bicycle safety through: 1) Public service announcements targeted at young adults; 2) Driver's license education classes; and 3) elementary school education classes.

- ✓ Information on sharing the road and safe passing of bicycles is included in the Iowa DOT's Driver Manual.
- ✓ The Iowa City Community School District includes bicycle safety in its physical education curriculum and most elementary schools host a bike rodeo in the spring. Some elementary schools are teaching children to ride bicycles in Physical Education classes.
- ✓ Youth bicycle programs are offered through the parks and recreation divisions of North Liberty, Coralville, and Iowa City as well as by the Neighborhood Centers of Johnson County and the Iowa City Bicycle Library.
- ✓ A number of bicycle shops and the Iowa City Bike Library offer adult classes or events aimed at encour-

aging adults to ride.

- ✓ Johnson County offers a range of bicycle education classes for adults throughout the year.
- ✓ Iowa City's Cable Channel 4 produces "Bike Shorts" a bicycle education video series. The 60-second videos are shared on social media and cover topics ranging from trail etiquette, to hand signals, to how drivers can safely pass a bicyclist on the road.

Implement a coordinated way-finding system on trails and roadways across the urbanized area to assist route-finding.

- ✓ A metro-wide system of wayfinding signs was designed and installed along the bicycle network. The signs feature major destinations and distances.
- ✓ On- and off-street bike facilities along with primary and secondary bicycle routes are shown on the MPO's metro area trails map and are marked with "Share the Road" Signs.

Implement and publicize bike light enforcement program during the fall and offer discount bike lights to encourage safety.

The plan calls for enforcement of rules of the road and headlight and reflector requirements for bicyclists, especially during the fall when days are shorter and students are returning to campus. The MPO and member entities were encouraged to explore grant opportunities to offer discounted bike lights to qualifying residents. While blinking lights were distributed in the past, this promotion has been discontinued.

Achieve platinum "Bicycle Friendly Community" designation from the League of American Bicyclists.

- ✓ In order to receive outside evaluation, each community was encouraged to pursue a Bicycle Friendly Community designation. To date, Iowa City (silver), University Heights (bronze), and Coralville (bronze) have earned Bicycle Friendly Community designations. The University of Iowa is designated as a Bicycle Friendly Campus (silver). Johnson County's downtown campus (gold) and Iowa City's downtown campus (silver) have earned Bicycle Friendly Business designations.

COMMUNITY / ENTITY PROGRESS

Coralville

Completed goals:

- ✓ Adopted a complete streets policy.
- ✓ Bicycle lockers and covered bicycle parking are offered at Coralville's multi-modal facility at the Iowa River Landing.
- ✓ Bike to Work Week and Bike Month are promoted with a city proclamation and activities.
- ✓ Constructed a wide sidewalk adjacent to 1st Avenue north and south of Interstate 80.
- ✓ Constructed Clear Creek Trail connection between Coralville and the I-80/380 interchange. The remainder of the project, which will pass under the interchange and connect to Tiffin is designed and funded but is delayed due to re-construction of the interchange. The anticipated completion date is 2024.
- ✓ Located pedestrian/bicyclist push buttons on sidewalks where cyclists can access them without dismounting.
- ✓ Street sweeping and trail sweeping occur seasonally or as needed.

Incomplete or continuing goals:

- Adopt a bicycle ordinance that requires installation of bike racks for commercial and multi-family development.

North Liberty

Completed goals:

- ✓ Promotes Bike to Work Week and Bike Month with city proclamation and activities.
- ✓ Constructed North Dubuque Street Trail (wide sidewalk) within North Liberty.
- ✓ Constructed Cherry Street Trail (wide sidewalk).
- ✓ Located pedestrian/bicyclist push buttons on sidewalks where cyclists can access them without dismounting.

Incomplete or continuing goals:

- Adopt a complete streets policy.
- Adopt a bicycle ordinance that requires installation of bike racks for commercial and multi-family development.

University Heights

Completed goals:

- ✓ Promotes Bike to Work Week and Bike Month with city proclamation and activities.
- ✓ Constructed Melrose Avenue and Sunset Street wide sidewalks.

Incomplete or continuing goals:

- Adopt a complete streets policy.
- Adopt a bicycle ordinance that requires installation of bike racks for commercial and multi-family development.

Johnson County

Completed goals:

- ✓ Paved shoulders on all new road projects.
- ✓ Bike to Work Week and Bike Month are promoted with a proclamation and activities.
- ✓ Sugar Bottom, Reservoir Dam, and Hills loops are signed with wayfinding—destination and distances.
- ✓ Bicycle parking is installed at all public buildings within the urbanized area.
- ✓ Constructed the North Dubuque Street Trail from West Overlook to North Liberty city limits.
- ✓ Constructed paved shoulders from North Liberty to Solon to the Johnson/Linn county line.
- ✓ Ely connections from North Liberty to Sugar Bottom Recreation Area, Sugar Bottom to Solon, and from Solon city limits are being completed.
- ✓ Trail connection between Tiffin and Kent Park is programmed.

Incomplete or continuing goals:

- Consider adopting a complete streets policy for development contiguous to urbanized areas.

MPOJC

Completed goals:

- ✓ Analyze peak hour counts for bicycle commuting on-street. Counting bicyclists and pedestrians is now a routine part of all intersection counts.
- ✓ Most MPO communities provide links through their website or phone app to report spot maintenance along trails and sidewalks. Reports can also be entered through the MPO's website and are referred to the appropriate community.
- ✓ Annual trail counts are recorded at key locations.
- ✓ The MPO helps to coordinate the promotion of Bike Week/Month events with Think Bicycles of Johnson County.
- ✓ Review the Metro Bicycle Master Plan annually to track progress toward the goals and recommendations in the plan.

Activities that have been discontinued:

- Distribute articles in local newspapers and newsletters regarding bicycle related events. *These efforts are now more effectively disseminated through social media. Think Bicycles of Johnson County provides links to bicycle advocacy issues. The Iowa City Area Convention and Visitors Bureau maintains an online presence of area rides and events.*
- Provide educational materials on the MPO website, including local resources and services.
- Create an online trip maker/map that enables residents to enter their address and destination to identify a safe route to their destination. *This is now available through various online tools such as Google mapping.*
- Publish a bicycle commuter guide illustrating sheltered racks, bike lockers, and public shower facilities. *This map was being published, but due to low usage has been discontinued.*

Vision

While each MPO community has its own distinct development patterns, including road networks and land uses, all share the goal of creating a convenient and efficient transportation system where people can bike safely to destinations to meet their daily needs.

This plan builds upon the vision set forth in the 2009 Metro Bicycle Plan and the 2017 MPO *Future Forward 2045: Long-Range Transportation Plan* and is intended to outline the future development of bicycle facilities in the MPO's Urbanized Area, to further expand the established wayfinding system, and to encourage consistent bicycle regulations and policies across entities. The plan also considers the potential of bicycling as a contributor to economic development and tourism.

GUIDING PRINCIPLES

The following guiding principles are adapted from the 2009 Metro Bicycle Plan:

Principle 1: All Bicyclists' Abilities Differ

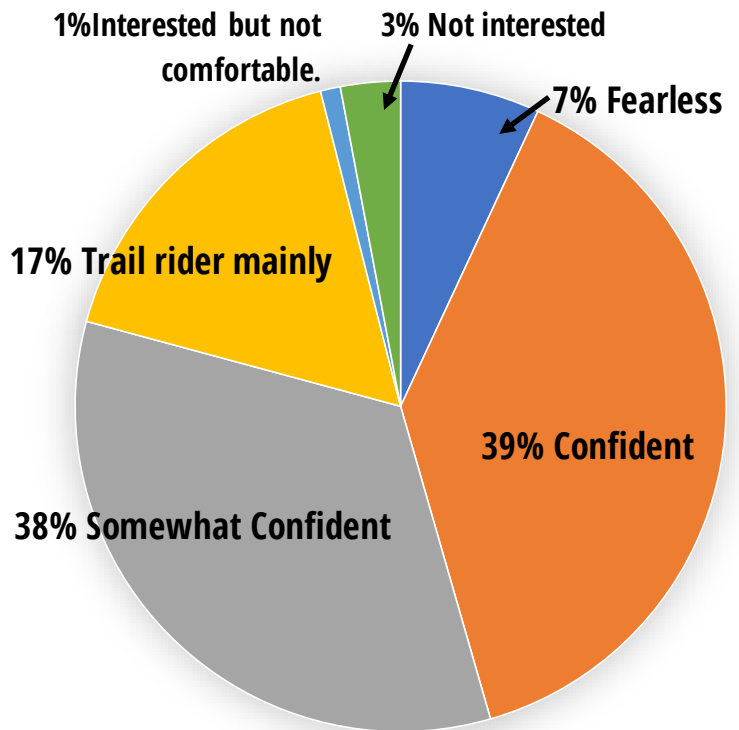
People bicycle for many different reasons, including commuting, running errands, recreation, exercise, and competitive sport. Among bicyclists, there is a continuum in skill level and comfort with different facility types. It is important to meet bicyclists where they are and to understand that as more people adopt bicycling as a form of transportation or recreation, the facilities required to meet their needs will evolve.

Principle 2: Anticipate Bicycles on All Streets

Bicyclists want to go to the same places motorists do and cyclists are allowed to ride on every street, except interstate highways. While the street network may not meet the comfort level of every bicyclist, and off-street facilities may provide alternative access to many destinations, communities should work to improve pedestrian and bicycle safety on all roadways.

Principle 3: It's More Than Just Getting There

Trails, sidepaths, and bicycle lanes alone will not advance bicycling as a legitimate form of transportation in the Metro Area. Support facilities, such as bicycle parking and wayfinding signage, and programs that encourage bicycling and educate both drivers and bicyclists are also critical components.



Source: 2018 online Metro Bicycle Survey. Based on 259 responses. Respondents were asked to classify their bicycling comfort level. This survey was a self-selecting, non-random survey offered to anyone in the community. It is, therefore, not statistically significant. While the results cannot be applied to the general population it does give some sense about how self-identified bicyclists view their own comfort level. In other words, even among individuals who have an interest in bicycling, less than half express confidence in their skills or comfort level.

Principle 4: Coordination is Essential

Each metro community will consider opportunities to expand infrastructure based on existing conditions and local development priorities. However, as arterial streets and trails are extended, MPO communities should ensure these facilities are connected and complementary across jurisdictions to allow for a seamless travel experience. Likewise, communities should work to ensure that bicycle ordinances do not conflict. Whenever possible, successful programs to educate bicyclists and drivers and policies that enhance bicycle safety and promote bicycling should be shared and replicated across the metro area.

Strategies

The following strategies for improving bicycle and pedestrian transportation were adopted by the MPO as part of the *Future Forward 2045: Long-Range Transportation Plan* and form the foundation of this plan.

Reduce obstacles for non-motorized transportation

- Ensure compliance with complete streets policies for all new and reconstructed road projects seeking federal funding.
- Continue to expand and enhance bicycle and pedestrian facilities, including the trail network.
- Prioritize ADA transition plans to bring all streets, sidewalks, and bus stops into compliance.
- Ensure routine maintenance and prompt repair to bicycle and pedestrian facilities.

Improve bicycle and pedestrian safety

- Design on-street facilities according to AASHTO and NACTO guidelines.
- Increase participation in Safe Routes to Schools and similar programs that encourage children to travel by foot or bicycle.
- Develop educational programs to promote safe bicycling and walking.
- Evaluate intersections and corridors with high pedestrian or bicycle collision rates and develop a mitigation plan.
- Raise awareness of the dangers of distracted drivers and pedestrians.

Maximize bicycle and pedestrian access

- Ensure safe bicycle/pedestrian access to commercial/employment areas, schools, and parks.
- Include connectivity as a criterion in land development processes.
- Adopt bicycle parking ordinances in all Metro Area municipalities.

Recognize and promote the economic benefits of bicycling

- Use bikability and walkability as tools to promote economic development and other investments.
- Expand participation in Bike-to-Work Week and Bike Month.
- Continue to pursue and promote “Bike Friendly” designations, include Bike Friendly Business designations.
- Ensure safe bicycle and pedestrian access to all commercial/employment areas.

Process

The Metro Bicycle Plan process got underway in October 2018, with an online survey. This survey built upon input gathered through recent bicycle and general transportation surveys completed as part of the MPO's *Future Forward 2045: Long-Range Transportation Plan* process (2016-2017). Both processes also included surveys that targeted youth riders through the junior high schools.

Two public open houses were held in February, 2019, and additional information was gathered from staff in Coralville and North Liberty. Information was provided online through the Spring of 2019 with opportunity for online feedback.

An Open House was held on November 20th at Van Allen Elementary School in North Liberty and additional input was taken until December 1, 2019.

MPO Communities are encouraged to adopt the Bicycle Master Plan.

Existing System

Facility Types

The scope of this inventory focuses on the urbanized area in Coralville, North Liberty, Tiffin, and University Heights, but also includes facilities that connect to the County and Iowa City. Facilities are broken into two categories: off-street trails and sidepaths and on-street facilities and routes.

Multi-use trails are paved facilities shared with pedestrians and other non-motorized users. Because they are completely separated from the roadway and have few road crossings or conflict points with motor vehicle traffic (cross streets and driveways), trails are the preferred facility for most bicyclists.

Multi-use trails are often located along waterways, creek and river floodplains, railroad rights-of-way, or utility easements as these spaces have limited development potential and offer an opportunity for a continuous, uninterrupted route. Local trails provide short connections to schools, parks, and employment areas.



Photo © Overdue Ride

EXAMPLES: Portions of the North Ridge and North Liberty Trail are located within railroad right-of-way; the Clear Creek Trail meanders through the Clear Creek floodplain.

	Mileage (approx.) by Community						
	Coralville	North Liberty	Tiffin	University Heights	Iowa City	Johnson County within Metro Boundary*	METRO TOTALS
Trail	16.22	3.01	1.52		29.42	2.35	52.52
Local Trail	2.86	4.92	0.41		3.05		11.24
Sidepath	11.59	12.45	1.65		21.39	7.69	54.77
Wide sidewalk	9.96	1.41	1.25	0.94	21.71		35.27
Bike Lane					16.37		16.37
On-street Route			0.91	0.52	20.92	8.76	31.11
Sharrow	4.76				2.29		7.05
Paved Shoulder						23	23
TOTAL	45.4	21.69	5.75	1.46	115.15	18.88	231.33

* Metro area includes portions of Johnson County within the growth area of any metro community

Sidepaths include only those "wide sidewalks" along which vehicle access (i.e. driveways) are restricted and where bicycling legally permitted. Local trails are those that provide only short areas of access, such as links from cul de sacs or links to parks or schools.



EXAMPLE: Paved shoulders along Old Highway 218 between Iowa City and Oakcrest Hill Road were installed during the late summer (2019). Johnson County is adding paved shoulders with all new road construction projects.

Paved Shoulders are a proven safety feature for all road users, but are particularly beneficial in reducing conflicts between slower traffic and those vehicles traveling at typical highway speeds. Paved shoulders are a popular facility for long-distance commuters and experienced recreational riders as they function similar to a bike lane. However, shoulders are not for the exclusive use of bicyclists and may also accommodate stopped vehicles, emergency and delivery uses, agricultural vehicles, and pedestrians. Additional signage to alert motorists to the presence of bicyclists along popular routes is recommended.

NOTE: *The presence, composition, and integrity of the shoulder surface can affect where a bicyclist chooses to ride. Many bicyclists prefer to use the shoulder when it is paved and well maintained. If a shoulder is not paved, it is more likely that bicyclists will ride in the travel lane, even when vehicles are passing them.*

Bike lanes designate an exclusive space for bicyclists on the roadway through the use of pavement markings and signage. Conventional bike lanes are located adjacent to motor vehicle travel lanes and flow in the same direction as motor vehicle traffic.

For two-way travel, a street pavement width of at least 30 feet is necessary to provide a minimum 5-foot bicycle lane. It should be noted that most existing streets in Coralville, North Liberty, University Heights, and Tiffin do not meet this minimum width and thus cannot accommodate the recommended minimum of 5-foot bike lanes.

Sideways are paved facilities, 8-10 feet in width, located immediately adjacent and parallel to the roadway. As a result of the MPO and local community Complete Streets Policies, sideways (sometimes referred to as a wide sidewalks) are now provided along one side of most arterial streets.

Metro-wide, the network of sideways grows as arterial streets are extended or as roadways are reconstructed to urban standards. Access control policies limit the number or frequency of driveways that cross a sideways. Such restrictions are vital to ensuring these sideways are safe and efficient for bicyclists.

Wide sidewalks: for the purpose of this plan, those facilities that do not have sufficient access control (limits on driveway interruption) will be designated as wide sidewalks as they are not appropriate for heavy bicycle usage.



NOTE: *Although less experienced bicyclists often feel safer on sidewalks, these facilities have their own set of concerns. Bicyclists on sidewalks are often not as visible to motorists and thus conflicts can occur at intersections as motorists turn and do not see or anticipate the speed at which bicyclists are moving. Even when they have the right-of-way, bicyclists are vulnerable road users and should approach intersections and driveways with caution and be prepared to stop. As with trails, bicyclists should ride at a reasonable speed and yield the right-of-way to pedestrians and slower moving users.*

Shared lane markings or “sharrows” are pavement markings used to emphasize an environment (travel lane) shared by bicycles and automobiles. Roadways that provide convenient, low stress connections to important destinations or facilities but lack the pavement width for standard bicycle lanes may be appropriate for shared lane markings.

Sharrows can help reinforce the legitimacy of bicycle traffic on busy streets and may support a complete bicycle network in a number of other important ways, including:

- Assisting bicyclists with lateral positioning in travel lanes that are too narrow for a motor vehicle and bike to travel side-by-side in the same lane.
- Identifying a comfortable path for bicyclists through difficult situations, such as steep uphill or downhill sections, approaches to turns, roundabouts, etc.
- Calling attention to bikeway routes to all users.
- Providing a wayfinding element along bike routes or in gaps between bicycle facilities.
- Reducing the incidence of wrong-way bicycling.
- Reducing the incidence of sidewalk riding.

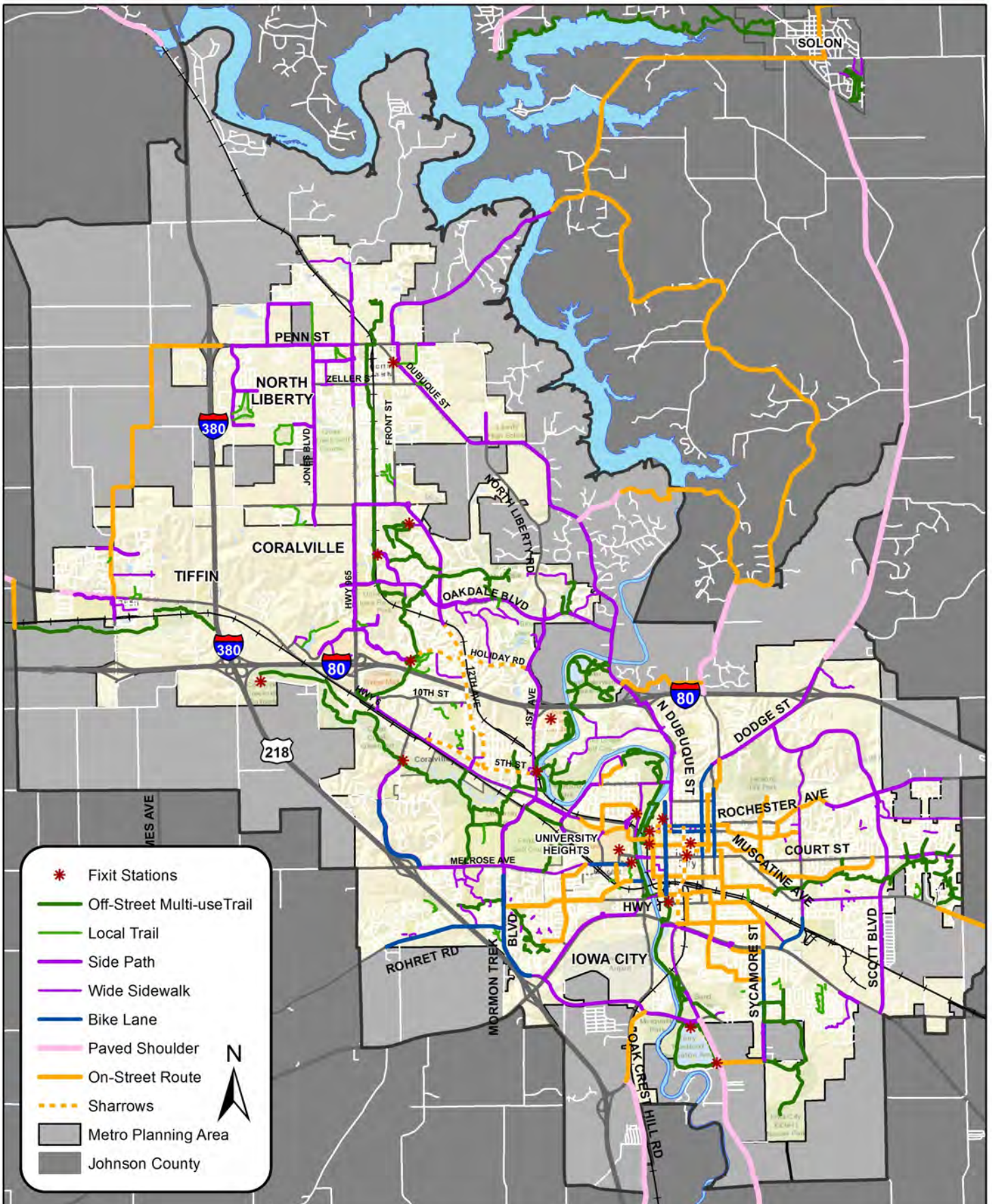
Routes identified for shared lane markings may be further enhanced as Bicycle Boulevards where other changes, such as traffic calming, wayfinding signage, and pedestrian accommodations should be considered.

Signed Routes: Lower volume urban streets often serve as convenient routes for bicycle commuting as well as recreational riding. Along many low-volume streets, bicyclists can comfortably share the travel lane with motor vehicles. Wayfinding or bike route signage is useful in raising awareness of the route among bicyclists and can help motorists anticipate the presence of bicyclists along the roadway. Directional signs with key destinations and distance information may also be present along these routes.



EXAMPLE: Signage along roadways and trails help bicyclists to navigate the bicycle network of on-and off street facilities and make all users more aware of the presence of bicyclists.

Existing Metro Bicycle Network





Creekside Cross Park in Coralville. Photo © Think Iowa City

Recreational Bicycling in Coralville

The City of Coralville has taken the lead in establishing recreational off-road bicycling facilities in the metro with two unique facilities, described below. Both parks are within Coralville City limits and accessible from the Clear Creek Trail. Once the extension of the Clear Creek is completed under the I-380 interchange, bicyclists from all metro communities can reach these facilities by bike via the off-street trail system.

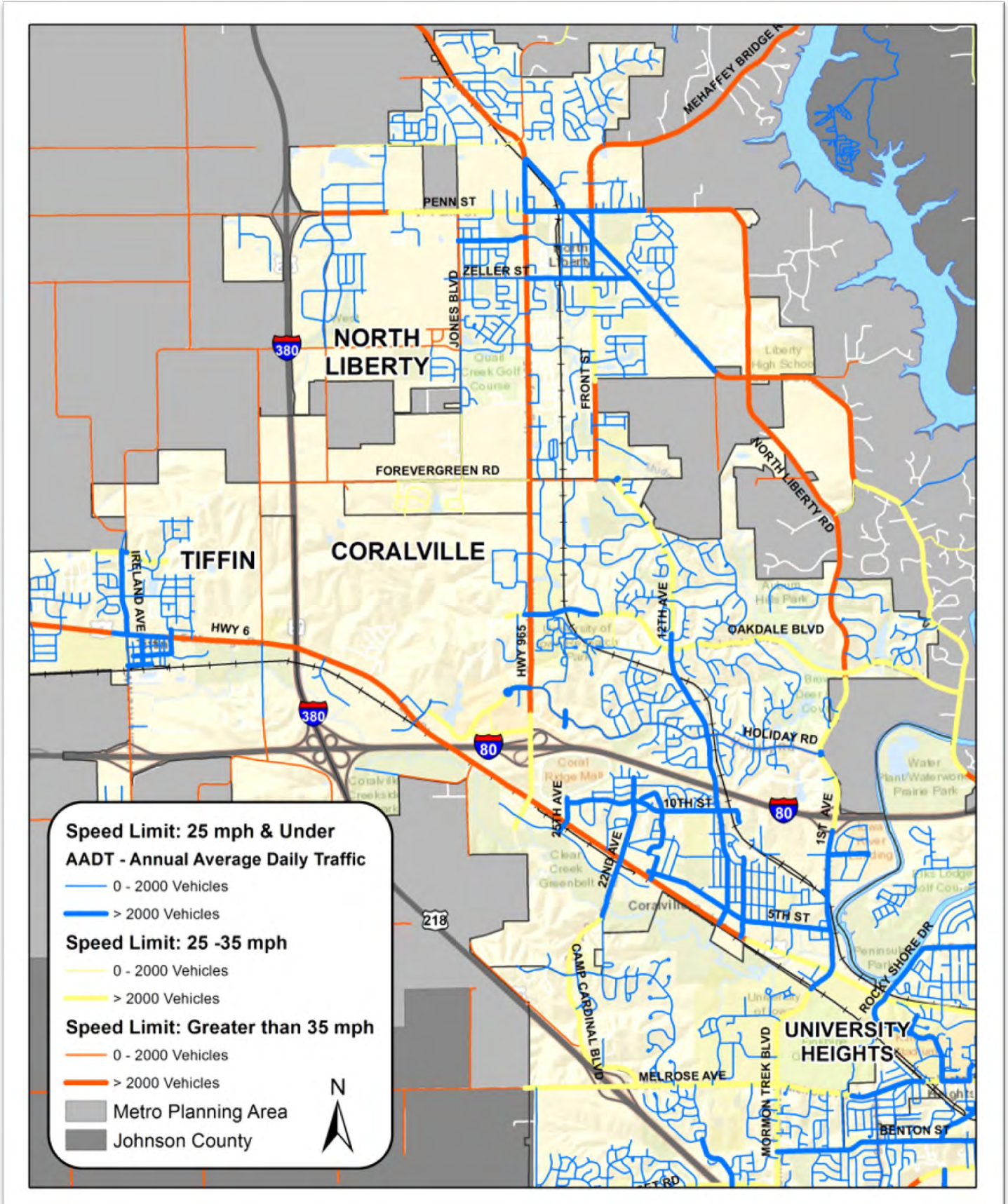
- ➔ Opened in 2017, Coralville's Creekside Cross Park is the first, and only, permanent cyclocross course in the Johnson County area and just the third in Iowa. Located along the Clear Creek Trail, the park provides a 2.6-mile course with mowed paths and terraced switchbacks through hilly terrain. The idea for the park was conceived by local bicycle racing groups and it provides a practice facility for riders training for the annual Jingle Cross race in Iowa City. Clinics and local races are now featured at the park. Trails can also be used for hiking, running, and Nordic skiing. The City is in the process of adding a two-mile flow track to the park (to be completed in 2020).
- ➔ Coralville also offers the only urban single-track trail within metro city limits. The Woodpecker Trail is located within the Clear Creek Greenway with a trailhead provided along Camp Cardinal Boulevard on the Clear Creek Trail. With the completion of a second loop in 2019, Coralville now has six miles of single track trail located on both sides of Camp Cardinal Boulevard with a connector passing under the street. Trails are designed for beginner through more advanced riders and include pump-track sections. In the winter, the trails are groomed for fat tire bicycling.



A pump track at the Woodpecker Trail in Coralville.

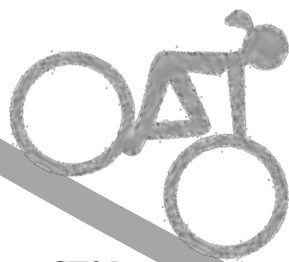
Photo © Think Iowa City

Arterial Street Volumes and Speeds



Bicycling Preferences and Behaviors

92%
Trails and
Sidepaths



67%
On-street
Bike Lanes

44%
On-street
with Sharrows

Where do bicyclists feel comfortable riding?

Source: MPOJC Long Range Transportation Plan Bicycle Survey (April 2016)

28%
On-street
No Markings

34%
Rural Roads/
Shoulders

69%
Of respondents
seek out bike
trails even if
it means a
longer ride.

The choice to bicycle is heavily influenced by the stresses present on the roadway. When traffic volume and speeds are low, most people will feel comfortable sharing the roadway with cars. Where traffic speeds exceed 25 MPH or volumes exceed 1,000-2,000 vehicles per day, less confident bicyclists may be less likely to ride without a facility that designates a portion of the roadway for bicycle use or provides separation from vehicular traffic. (see map on page 18)

While the on-street bicycle system can provide suggested routes and facilities, it may not adequately serve every destination or satisfy every bicyclist's unique needs for convenience and comfort. Most arterial and collector streets in Coralville lack the minimum pavement width to provide bike lanes. Off-street facilities (sidepaths and trails) provide an option that most bicyclists prefer. While sidepaths provide separation from motor vehicle traffic on the street, these facilities are interrupted by street intersections and, potentially, driveways. In order for sidpaths to provide safe and efficient routes for a wide range of bicyclists, driveways should be restricted.

34.5% of respondents to the MPO's General Transportation Survey indicated that they would like to bicycle more often for transportation.

>78% indicated that travel time/ distance and convenience are the main reasons they do not use an alternative mode of transportation.

Source: MPOJC Long Range Transportation Plan General Transportation Survey (April 2016)

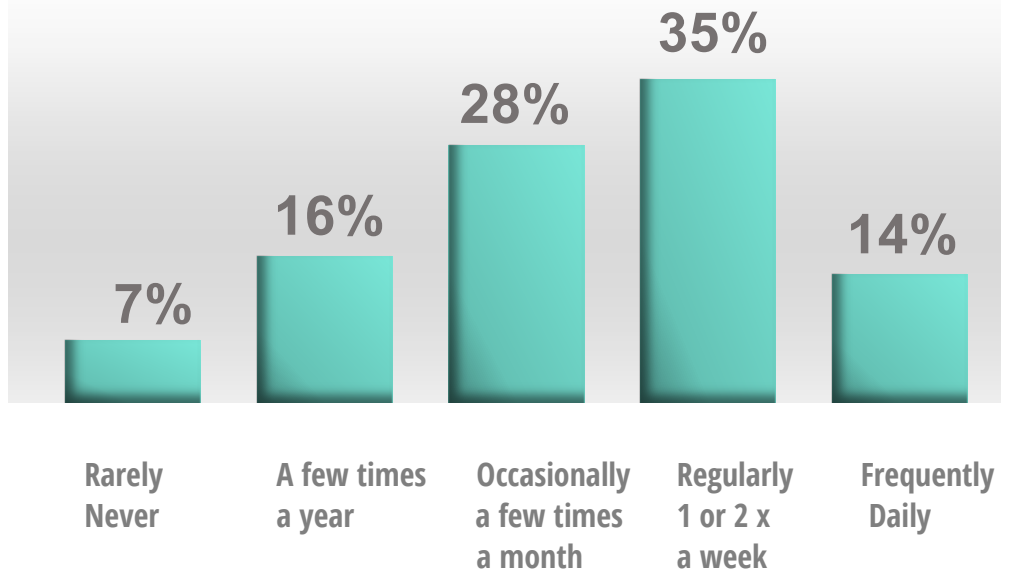
Bicycling for Recreation

Most respondents to the 2019 Metro Bicycle Survey* choose to ride bicycles for recreation on a regular basis:

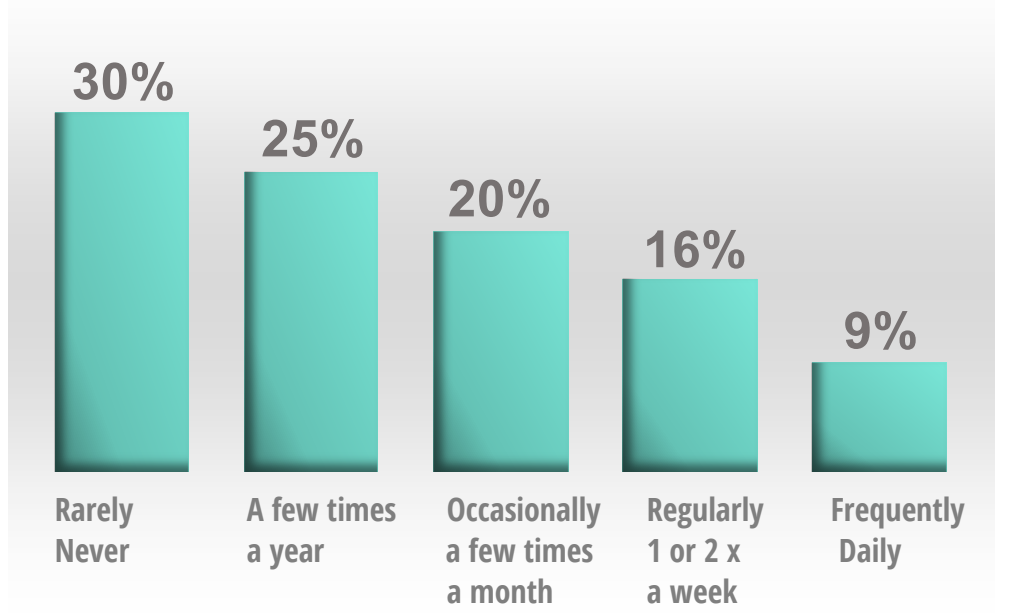
- 49% ride weekly or daily; another 28% ride on a monthly basis.
- 25% of respondents take long rides outside city limits on a weekly or daily basis with another 45% doing so occasionally or a few times a year.

* Based on responses to the 2019 Metro Bike Survey from individuals who live in or have a major daily destination in Coralville, North Liberty, Tiffin, or University Heights.

Bicycling for recreation



Bicycle touring: long rides outside city limits



Source: MPO Long Range Transportation Plan Bicycle Survey (April 2016)

Bicycling for Transportation

Most respondents to the 2019 Metro Bike Survey* do not rely on bicycling as a regular form of transportation.

Only 18% of respondents indicate they commute by bicycle to work or school on a regular basis (weekly/daily).

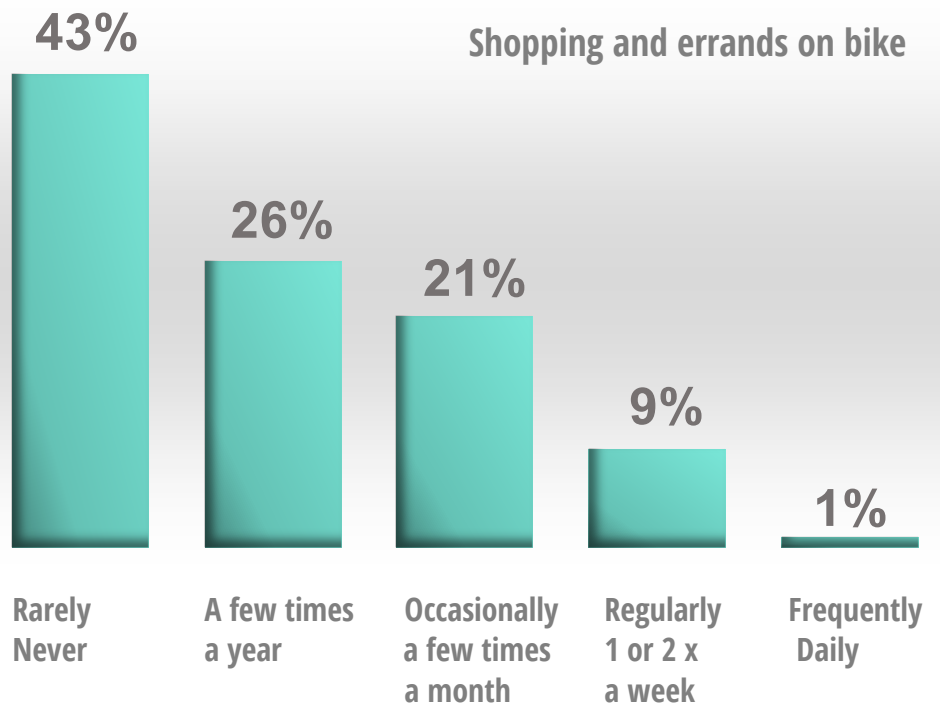
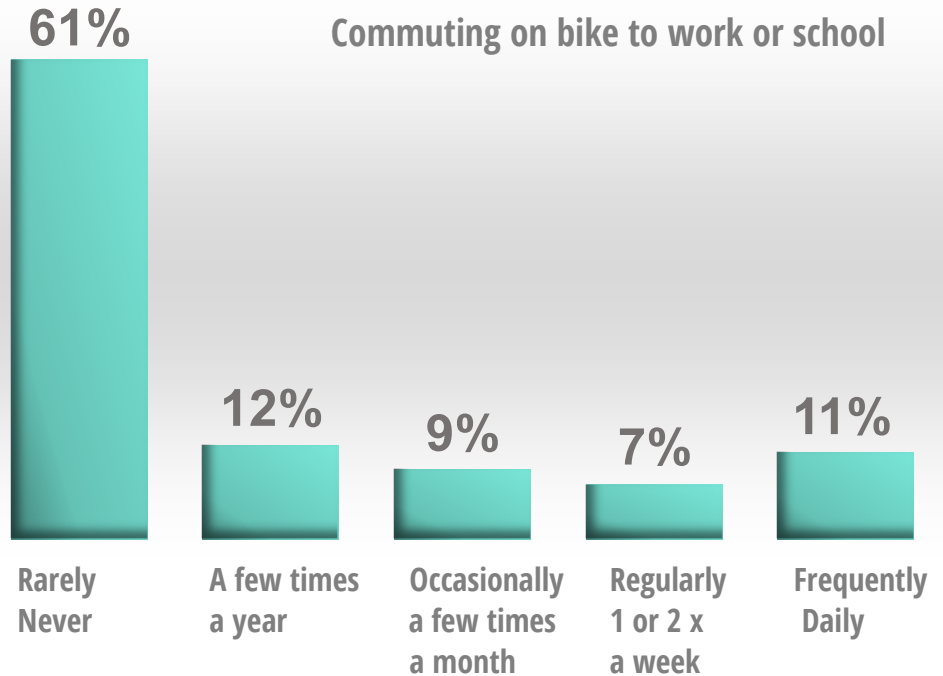
Approximately 10% of respondents indicated they ride bicycles on a regular basis to shop or run errands.

* Based on responses to the 2019 Metro Bike Survey from individuals who live in or indicated a major daily destination in Coralville, North Liberty, Tiffin, or University Heights.

Top 3 reasons respondents choose to commute by bike:

- Close to home/short ride.
- Faster and more convenient than other travel options.
- Bike facilities make it easy.

Bicycling as a preferred mode of transportation varies from community to community and even within communities. Proximity to the University of Iowa and other employers as well as availability of low stress roadways or bicycle facilities are significant factors that influence people's decision whether to commute by bike.



Source: MPO Long Range Transportation Plan Bicycle Survey (April 2016)

Where are bicyclists riding?

In 2016, the MPO purchased Strava Metro's suite of data services with funds provided by the Johnson County Trails Foundation. Strava is a website and mobile app used to track bicycling activities on a smartphone or GPS device. Whether commuting to and from work or riding recreationally, users record their speed, route, and other information.



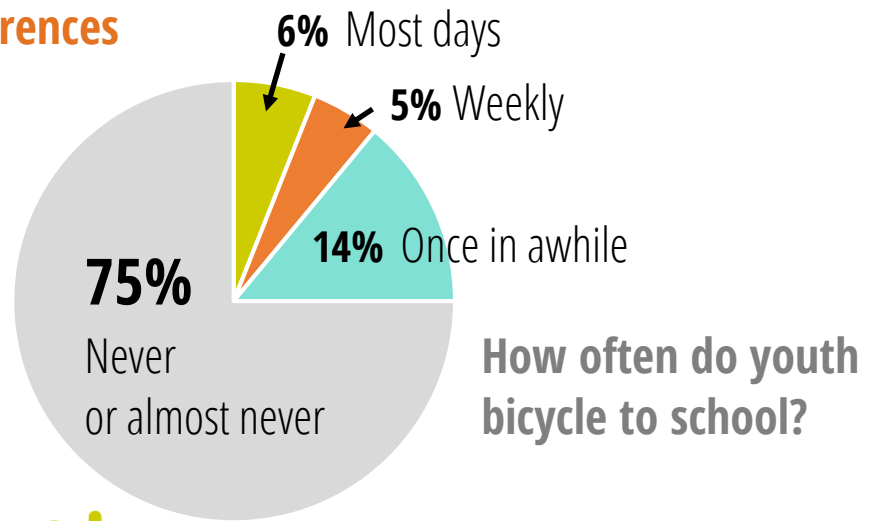
These maps provide an illustration of the total bicycling trips recorded by Strava riders between July 2015 and June 2016. While Strava data represents a distinct subset of bicyclists, (avid recreational and competitive bicyclists), the information can help planners determine where popular cycling routes exist and the relative level of use throughout the week.



Youth Behaviors and Preferences

Understanding youth bicycle preferences is particularly relevant as Metro School Districts are growing and adding new school facilities. This page presents the results of a Metro Bike Bicycle Plan survey of 435 junior high and high school students in the ICCSD and Clear Creek Amana district (2018).

A youth transportation survey conducted as part of the MPO's *Future Forward 2045: Long Range Transportation Plan* (2017) found that while only 6% of respondents were riding their bikes to school, 25% of junior high students want to travel to school by bike. Among high school students, only 1% indicated riding their bikes while 12% expressed a desire to travel by bike. Meanwhile, 13% of junior high students and 17% of high school students indicated they were unable to participate in after school activities due to difficulties with transportation to and from school. Of those who do participate in after-school activities, 23% of junior high students and 20% of high school students reported difficulty getting to and from after school activities.



41% do not know how to use hand signals to indicate a turn.



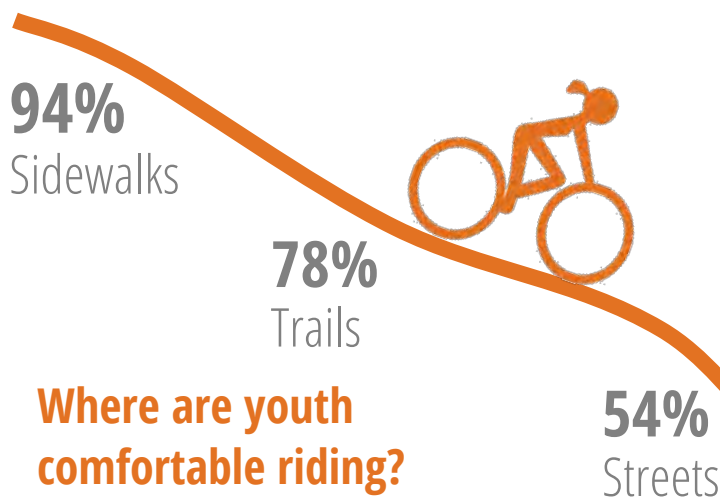
90% of respondents own a helmet. **71%** report wearing a helmet all or most of the time when bicycling.

7% do not know how to ride a bicycle.

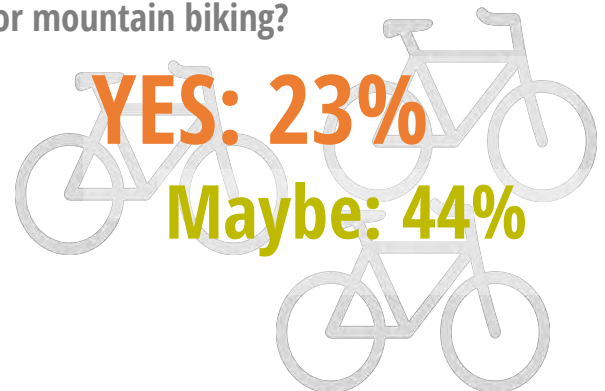
10% do not own a bike.



... of those who do not own a bike, **68%** said they would be interested in a program that allowed them to earn a free or low-cost bike.



Would you be interested in a class or club that offered group bicycle rides or taught skills like basic bicycle repair or mountain biking?



Source: Youth Metro Bicycle Survey. 435 students from Northwest and North Central Junior Highs and Clear Creek Amana High School responded to on-line survey administered November-December 2018.

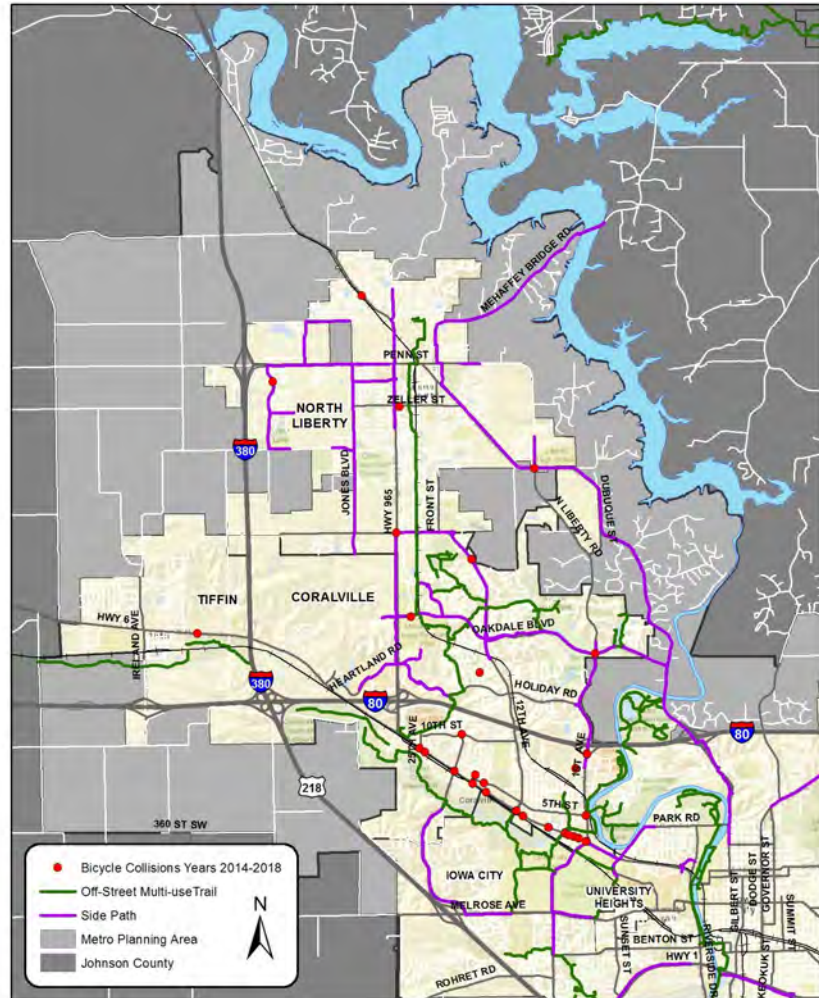
Safety

Metro Area Bicycle Collisions 2014-2018

Reported within Coralville, North Liberty, Tiffin, and University Heights

Bicycle collisions within the metro area were analyzed over the most recent five-year period (2014-2018). During this time there were 37 reported collisions involving bicyclists in North Liberty, Coralville, Tiffin and University Heights combined. These collisions occurred primarily at major intersections or along roadways where access control may be poor, resulting in conflicts with turning motorists.

While none of the reported collisions were fatal, 73% of collisions resulted in minor or serious injury. Of the four collisions resulting in serious injury, three occurred along 2nd Street in Coralville and one occurred along Hwy 6 in Tiffin. These major highways carry high volumes of traffic traveling at higher speeds. This highlights the need for visible, well-designed bicycle facilities and intersection treatments to allow for the safe passage of all modes.

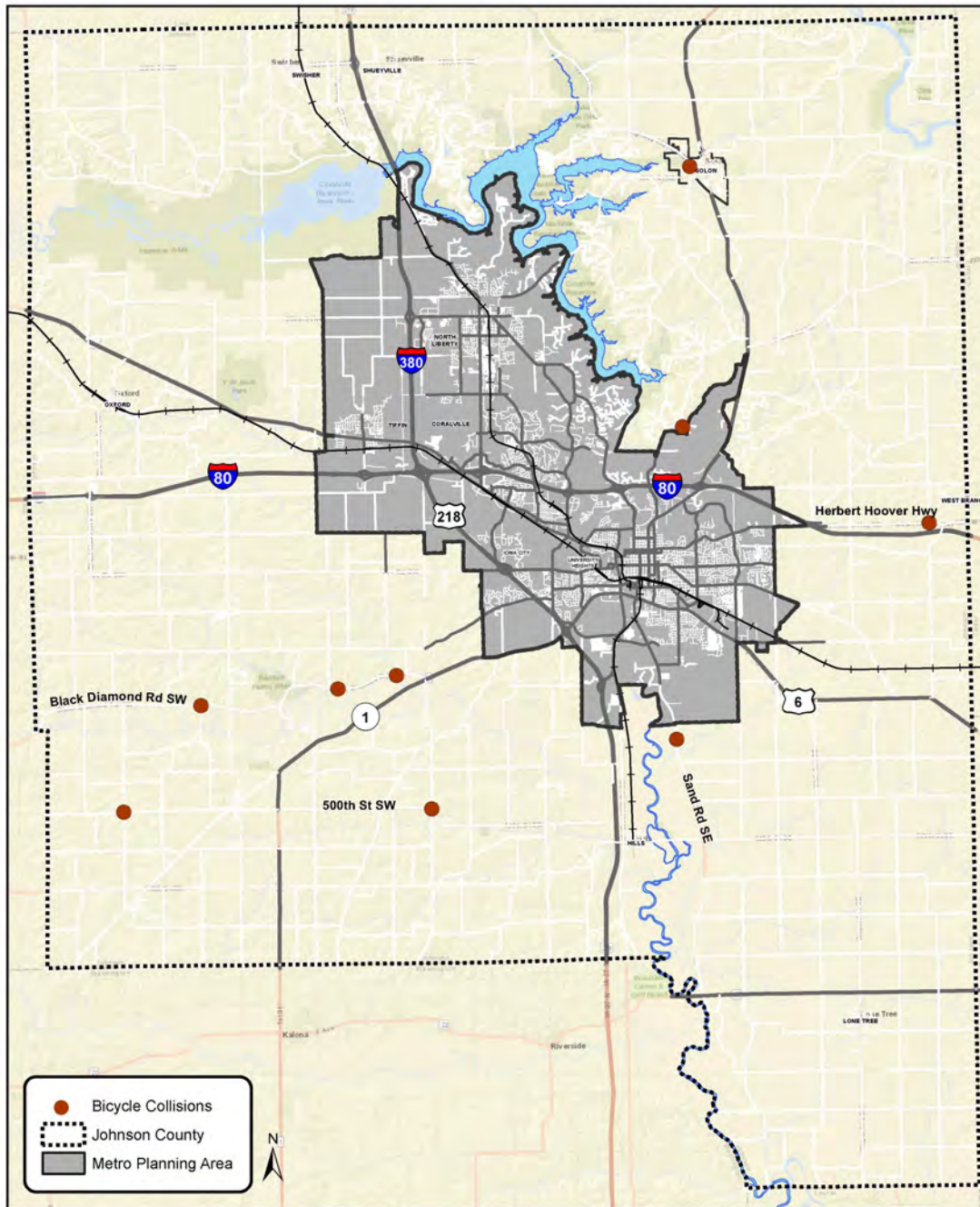


One point represents one collision. At some locations there may be multiple points stacked on top of each other. These maps are meant to provide a general overview of where collisions are occurring in comparison to existing bicycle infrastructure.

Bicycle Collision Statistics

- A majority of the collisions occurred in Coralville along the 2nd Street corridor. While there is a wide sidewalk along this corridor, the number of driveway and intersection interruptions make this corridor more difficult for a bicyclist to navigate.
- A majority of the collisions occurred at urban intersections in the metro.
- Four collisions resulted in serious injury.
- 60% of collisions involved males
- 22% of collisions involved drivers between 35 and 39
- 24% of collisions involved a driver failing to yield to the bicyclist

During the same time frame, there was one reported bicycle collision that occurred outside the urbanized communities but inside the MPO's planning area that resulted in a fatality. The collision occurred on Highway 965 NE, north of North Liberty city limits. This portion of Highway 965 NE currently does not have any bicycle facilities. Reducing these types of collisions is a shared responsibility between bicyclists and motorists. In May, 2019, a bicyclist was killed in the northbound lane on Old Highway 218 just outside Iowa City. Paved shoulders were recently added to this section of roadway. The county is adding paved shoulders with all new road projects.



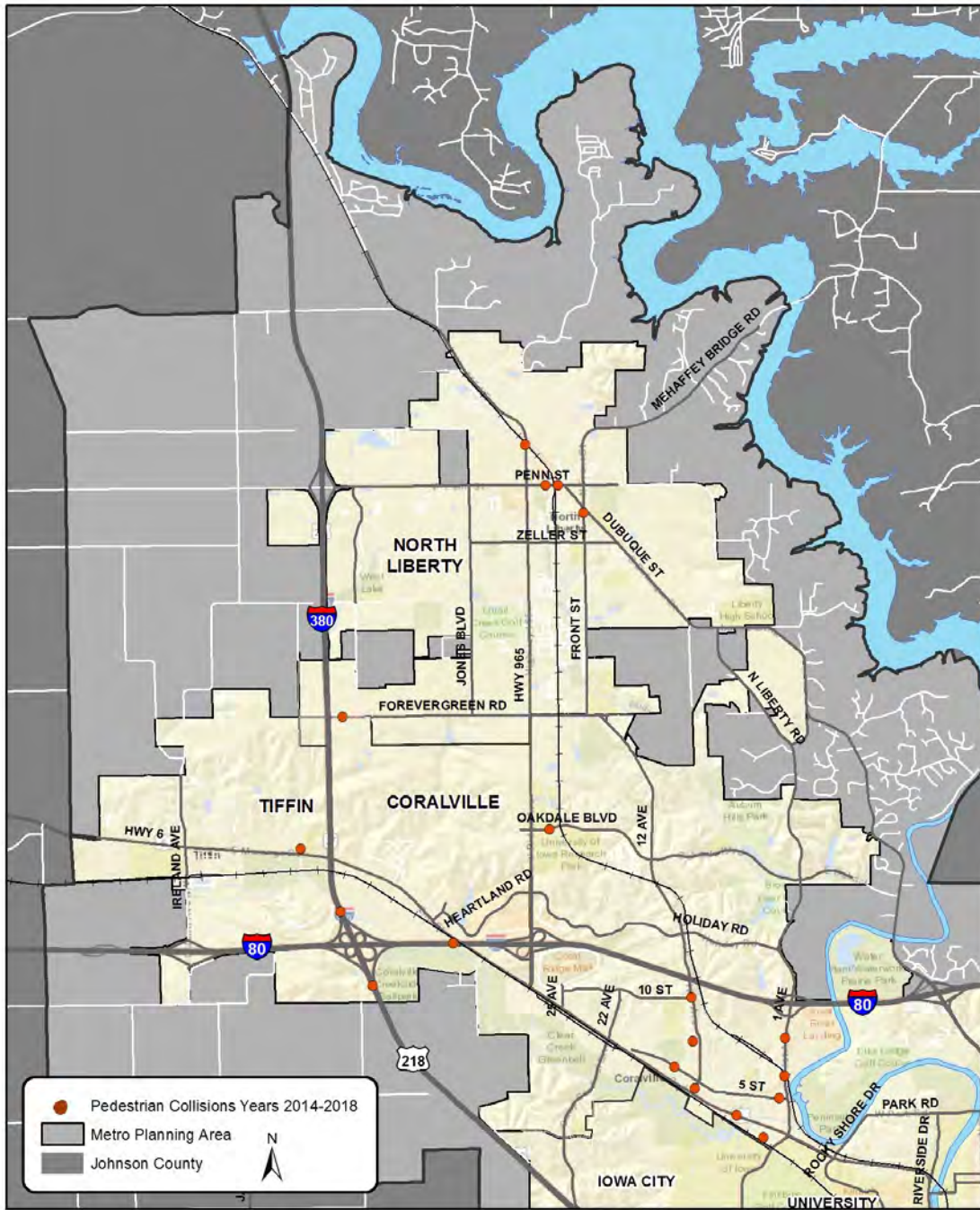
Johnson County Bicycle Collisions 2014-2018

Reported outside Metro Boundaries

While the Metro Bicycle Plan does not cover areas of the county outside the metropolitan planning boundary, it is worth considering the collision history on roadways in these areas where speeds are often higher and accommodations for bicycles and pedestrians may be lacking.

Between 2014 and 2018 there were nine reported bicycle collisions that occurred in Johnson County, outside the metro planning area. None of these collisions were fatal but seven resulted in serious injury. Almost all of the bicycle collisions occurred on two-lane roadways lacking bicycle facilities.

As interest in bicycling grows and electric assist bicycles extend the distances that bicyclists are able to ride, more bicyclists will venture beyond metro boundaries. Bicycle programs and policies implemented at the metro level, including educational outreach to drivers, could provide benefits that reach beyond the urbanized area.



Metro Area Pedestrian Collisions 2014-2018

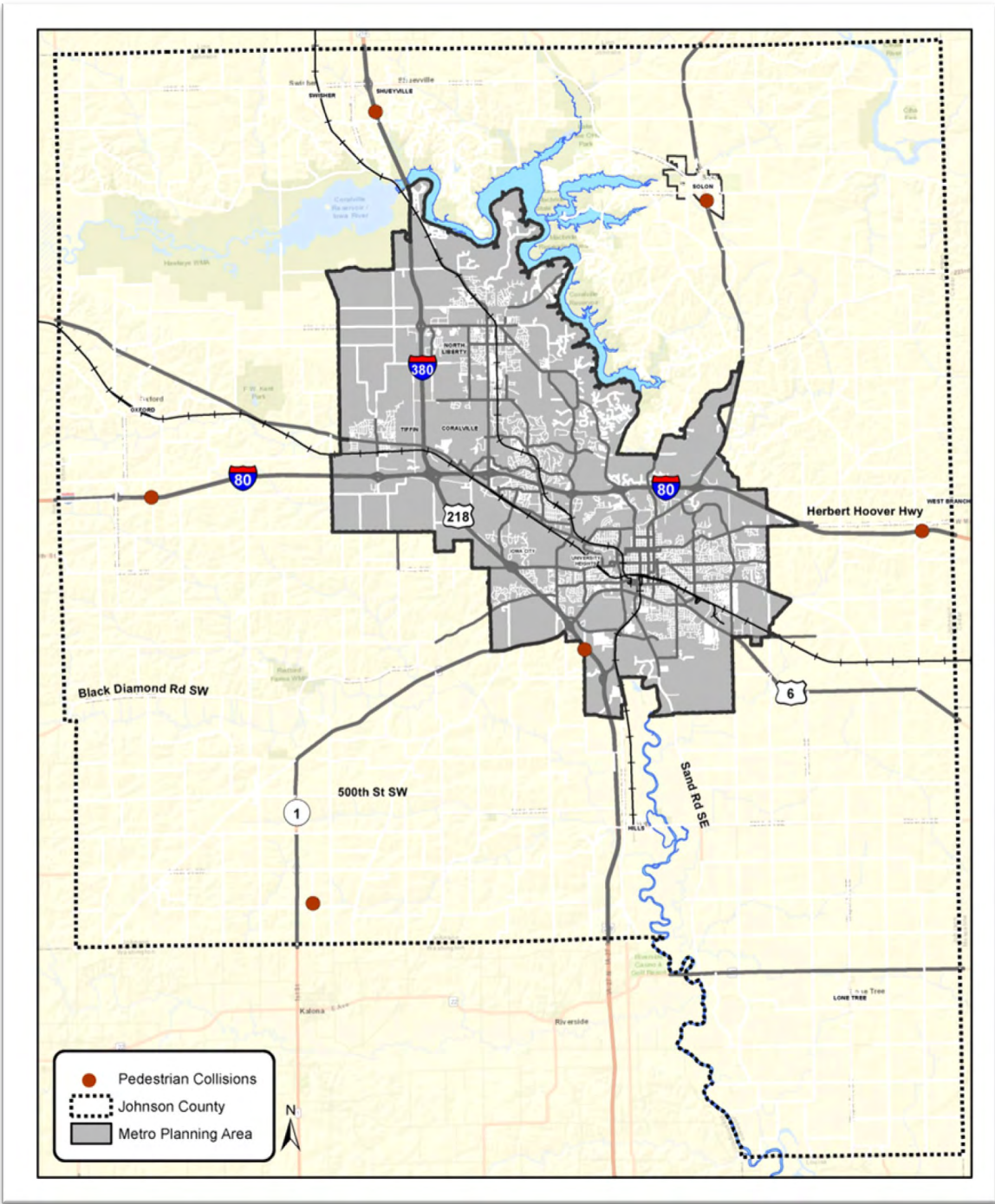
Reported Collisions within Coralville, North Liberty, Tiffin and University Heights

Pedestrian collisions were analyzed over the same five-year period (2014-2018) as bicycle collisions. During this time there were 20 collisions involving a pedestrian in North Liberty, Coralville, Tiffin and University Heights combined. This equates to four collisions per year. Of the 20 collisions, a majority were suspected serious or minor injury and one resulted in a fatality.

Statistics

- One collision along Highway 218 resulted in a pedestrian fatality.
- Eight collisions resulted in serious injury

Between 2014 and 2018 there was one reported pedestrian collision that occurred outside the urbanized area resulting in a fatality. The collision occurred on Dane Road SW and was caused by a motorist swerving/taking evasive action.



Johnson County Pedestrian Collisions in the County 2014-2018

Reported Collisions outside Metro Boundaries

During this time frame, there were six pedestrian collisions with one resulting in a fatality. Almost all of the pedestrian collisions occurred on two-lane roadways lacking bicycle facilities.

Barriers and Gaps



Obstacles to bicycling can take many forms and, while some may not apply to all bicyclists, it is important to address them all carefully to help overcome the everyday barriers for those wishing to take advantage of the benefits of bicycling.

Heavy traffic volumes, high vehicle speeds, and busy intersections can create obstacles for bicyclists traveling throughout the metro area. Natural features like topography can also be a barrier for bicyclists, discouraging potential commuters.

Barriers

Intersections

Respondents to the 2019 Metro Bike Survey identified several major intersections (in Coralville & North Liberty) as 'uncomfortable' to cross as a bicyclist. While there are a limited number of bicycle collisions at these 'uncomfortable intersections' high traffic volumes and vehicle speeds may present enough of a barrier at these intersections to discourage many bicyclists from using these routes.

Feedback from the Public Open Houses regarding improvements to these intersections included a desire for enhanced intersection treatments such as pavement markings, bike lanes, or dedicated space for a bicyclist to navigate through an intersection. Other suggestions include improvements to visibility or signage to alert motorists to the presence of bikes and pedestrians.

Providing supplementary routes to avoid these locations may be suitable in some cases, though many bicyclists want to travel the same routes that vehicles do in order to reach their desired destinations.

Corridors

As noted in the descriptions of facility types (p.13), off-street facilities such as wide sidewalks that have frequent interruptions and vehicle crossings are problematic for safe and efficient bicycling. Consolidating driveways where possible on existing streets and limiting the number or frequency of driveways on new roads will make these facilities more appropriate for increased bicycle usage.

Less experienced bicyclists may be less likely to approach riding on or near more heavily trafficked roads such as 12th Avenue in Coralville. Unfortunately, it is one of the few north/south crossings over Interstate 80 in Coralville.

Gaps

Gaps between communities

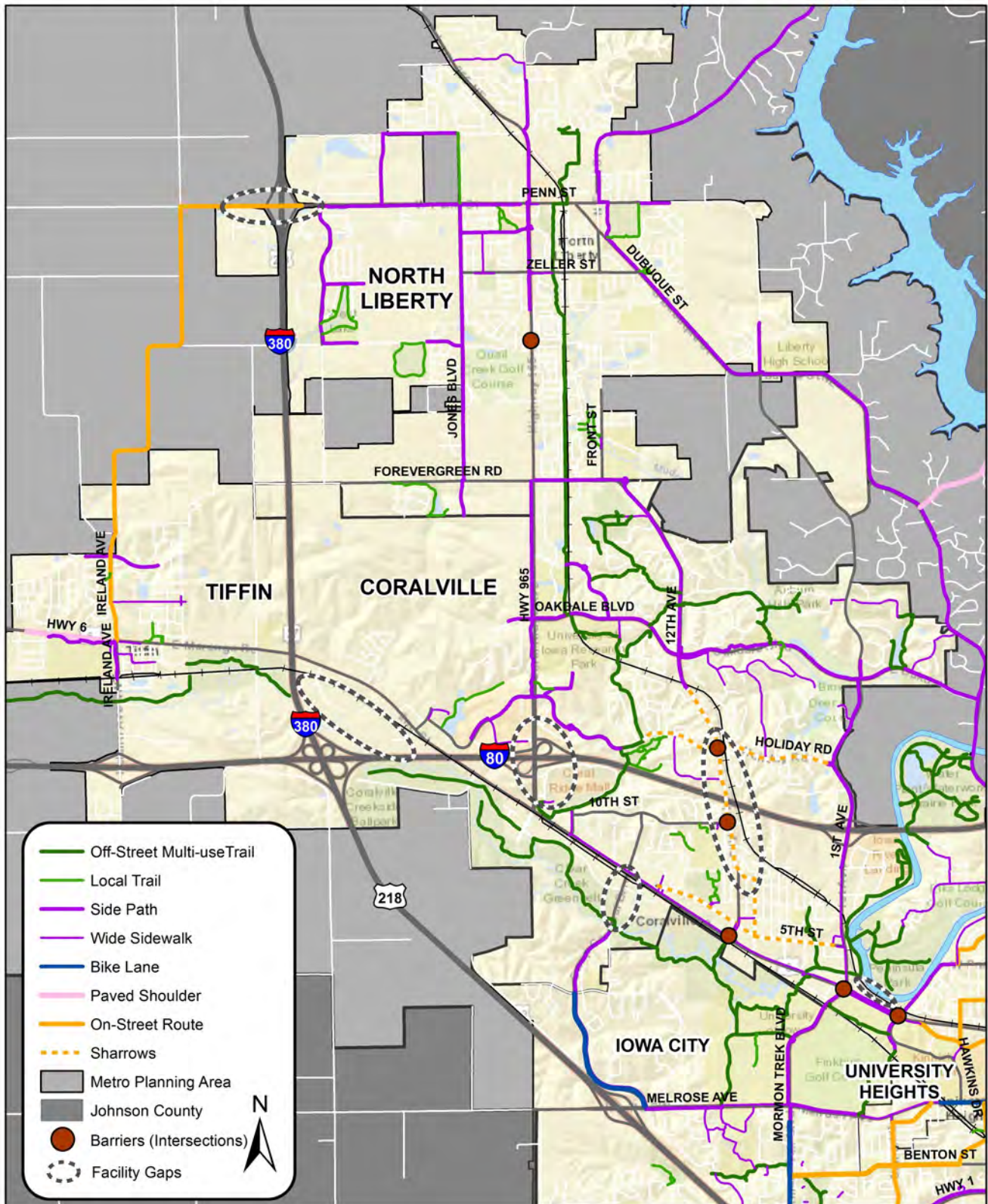
Existing gaps within the metro bicycle network are present where development has yet to occur along key corridors and at obstacles such as major roadways (such as I-80 and I-380). A final connection of the Clear Creek Trail between Coralville and Tiffin will be constructed after the completion of the I-80/380 interchange project by the Iowa DOT. This will fill a key gap between these communities and help increase accessibility for bicyclists.

Replacing the off-street trail segment along the Iowa River between Crandic Park in Iowa City and the end of the Clear Creek Trail in Coralville will allow bicyclists to travel along a continuous separated facility and avoid crossing two 'uncomfortable' intersections on 2nd St / Hwy 6 in Coralville.

Gaps between existing facilities


Gaps between existing facilities may exist where physical constraints such as challenging slopes or the need for turn lanes on major roads prevent the implementation of dedicated bicycle facilities. Expanding and enhancing existing facilities where possible can reduce gaps within the metro area bicycle network. Even where facilities or accommodations exist, less experienced bicyclists may be hesitant to ride on busy roads (e.g. 12th Avenue sharrows in Coralville). Expanding the network of off-street or dedicated bicycle facilities may entice more bicyclists.


Barriers and Gaps Metro Area - 2019




Community Support for Bicycling

Creating a culture of bicycling and providing the encouragement and education to reach bicyclists of different abilities and comfort levels requires the support of the broader community. The goal of expanding bicycling as a preferred mode of transportation can only be accomplished with the active participation and grassroots support of many organizations and volunteers. As our bicycle network is extended, linking to Tiffin and Clear Creek Amana School District, there will be a need and opportunity for bicycle groups to extend their reach. Fortunately there are many partners within the metro who contribute to this effort.

Think Bicycles of Johnson County was organized through the collective efforts of the area's bicycle shops, Bicyclists of Iowa City, the Iowa City Bike Library, and other bicycle organizations. These businesses and organizations have come together under the Think Bicycles umbrella to promote bicycling as the preferred mode of transportation and to strengthen the bicycle culture in Johnson County. Think Bicycles serves as a central coordinator for Bike Month and Bike to Work Week and represents bicyclists and provides a unified source of bicycle advocacy in matters of bicycle policy and infrastructure in Johnson County. A representative of Think Bicycles serves on the MPOJC Regional Trails and Bicycling Committee. [thinkbicycles.org] 


Iowa City Bike Library started in 2004 as a volunteer-run community bike project located in Iowa City with a mission of getting more people on bikes. The Bike Library repairs donated bikes and offers them to the public. The Bike Library is committed to building a culturally diverse bicycle community and hosts or co-sponsors events intended to expand bicycling. [icbikelibrary.org] 

Bicyclists of Iowa City (BIC) is a bicycling club with over 450 members from the Iowa City area. BIC holds weekly rides, catering to beginners as well as intermediate and advanced riders. Rides include trail riding, road bicycling, and regional touring. BIC is also engaged in bicycle advocacy and education, including organizing annual Bicycle Rodeos at local elementary schools. A representative of BIC serves on the Regional Trails and Bicycling Committee. [bic.clubexpress.com] 

Iowa Bicycle Coalition (IBC) is statewide organization with its home office in Coralville. IBC works to promote bicycling as a safe and enjoyable form of recreation and transportation. IBC manages a Safe Routes To School Program, providing training and support to schools statewide on encouragement and education programs that help increase bicycling and walking. The Coalition works towards improving the safety of cyclists through safety education, community improvement, and encouragement activities as well as promoting bike laws. [iowabicyclecoalition.org] 

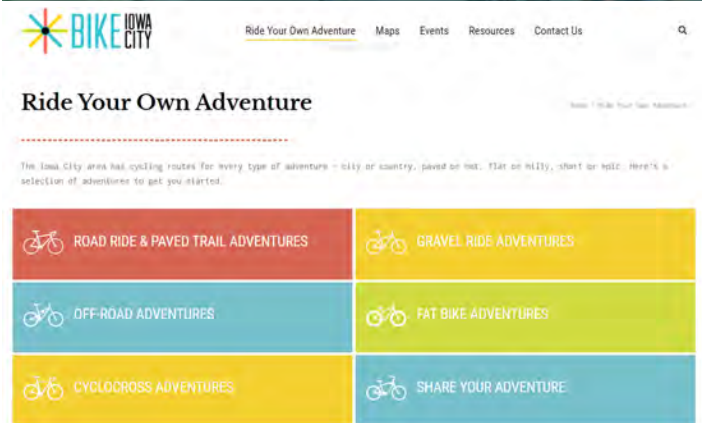
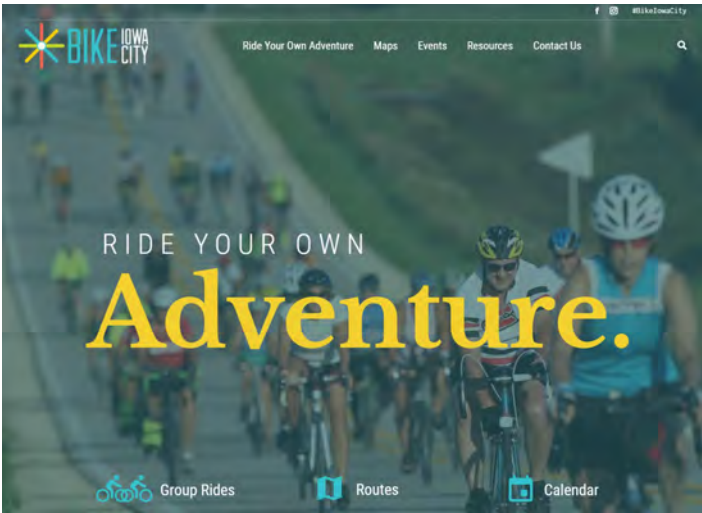
Iowa Coalition of Off-Road Riders (ICORR) is a volunteer-based, non-profit organization formed to promote, preserve, and improve mountain bike trail access in Iowa. ICORR is dedicated to building and maintaining sustainable mountain biking trails at Sugar Bottom Recreation Area and surrounding areas, including Coralville's Woodpecker Trail. [icorrmtb.org] 

Iowa City/Coralville Area Convention and Visitors Bureau and Iowa City Area Development are currently working together to help promote bicycling in Johnson County in order to foster tourism, economic development, and quality of life. The Johnson County Bicycling Committee brings together bicycling advocates and businesses to share ideas and events that promote a culture of bicycling. [bikeiowacity.com] 

BIKEIOWA is the number one interactive cycling site in Iowa to keep bicyclists informed about rides, news advocacy and other events. The ability to post your own rides, news, classifieds and forum discussions make it a very interactive experience for cyclists. [bikeiowa.com] 

Local bicycle retailers serve an important role in connecting bicyclists with bicycle groups and facilities in the metro and beyond. Bicycle shops distribute maps and announcement of bicycling events and many host their own rides and workshops and sponsor teams and events. Broken Spoke, Geoff's Bike and Ski, Sugar Bottom Bikes, and World of Bikes.

Bicycle racing groups provide training, mentoring, and a social outlet for the sport of bicycling as well as another outlet for information on new facilities and policies. There are several racing clubs in the metro area including the Iowa City Cycling Club, Goosetown Racing, and Iowa City Women's Cycling. The clubs sponsor events and rides and provide opportunities for riders to improve their skills on the road.



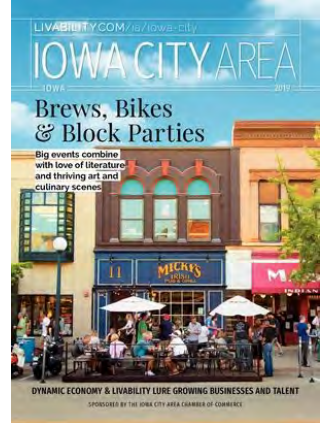
Bicycle Friendly Makes Business Sense

The Iowa City/Coralville Area Convention and Visitors Bureau (CVB) and Iowa City Area Development Group (ICAD) are currently working together to help promote bicycling in Johnson County in order to foster tourism, economic development, and quality of life. Together they have formed the Johnson County Bicycling Committee, which brings together bicycling advocates and businesses to share ideas and events that help promote a culture of bicycling.

Think Iowa City (a promotional arm of the CVB) provides assistance with events like UCI Cyclocross and the Big Rove ride. Most recently they designed and launched Bike Iowa City, a comprehensive resource for visitors and residents who are interested in bicycling in Johnson County. The website includes resources for cyclists, cycling events, and suggested rides.

Iowa City Area Development (ICAD) works to support bicycling through its connections with area businesses (e.g. the League of American Bicyclists' Bicycle Friendly Business program) as well as serving as a resource for businesses interested in becoming more bike friendly. In 2019, ICAD facilitated "Strategic Doing" sessions aimed at promoting bicycling in Johnson County and organizing events for the Bike Month and Bike to Work Week.

A broad range of businesses now look to bicycling and bicycle events to promote their business and see bicycling as an asset for attracting investment and building interest in neighborhoods and communities.





Each year Coralville, Iowa City, North Liberty, University Heights, and Johnson County recognize Bike to Work Week and Bike Month (May) and sponsor a number of events and activities to call attention to bicycling and to encourage residents to take up bicycling.

IOWA CITY | CORALVILLE | NORTH LIBERTY | UNIVERSITY HEIGHTS

Bicycling is a fun way to get to work, do errands, or get exercise. During May we celebrate our community of joyful cyclists. Come join us!

Wednesday, May 1

East Side Bike Night
Longfellow School playground | 6 pm
Family friendly slow ride to explore east side Iowa City trails and parks. Suitable for kids of all ages!

Thursday, May 2

Overdue Ride
Iowa City Bike Library, 700 S. Dubuque St. | 7 pm
Whether you're an experienced rider or just starting out, come join this weekly low-key ride to explore our community. No rider left behind.

Friday, May 3

First Friday Bike Month Kickoff
North of UI Main Library, Madison St. | 4 - 6:30 pm
Refresh yourself and learn about bicycling opportunities in the area, sponsored by Bicyclists of Iowa City and Ulowa Bike Friends.

Saturday, May 4

Move Naturally to the Market
Iowa City Farmers Market, Chauncey Swan Ramp
7:30 - 11:30 am
Reward yourself for walking or cycling, receive a \$2 coupon to spend at the IC Farmers Market.

Yoga for Cyclists

Iowa City Bike Library, 700 S. Dubuque St.
4 pm and 5:30 pm
Cyclist and yoga instructor Michelle Barker leads two classes in stretching and strengthening poses essential for any cyclist. Class size limited to 20 yogis per session.

Sunday, May 5

Bike Shop Hop
Choose your start: Iowa City Big Grove | 7:45 am
OR Sugar Bottom Bikes, North Liberty | 9 am
Progressive ride organized by Bicyclists of Iowa City. Get all 5 stops stamped on your special passport for a chance to win special prizes.

Coffee Outside

College Green Park | 8:30 am
Show off your fave coffee brewing technique or come ready to enjoy some joe at the #Coffeeoutside meetup. BYOC (Bring Your Own Cup)

Wednesday, May 8

Bike 2 School's Goal!
North Liberty Community Center, 520 W. Cherry St.
6:45 am Pre-ride fun, 3 pm Post-ride party
Encourage kids to ride safely to school organized by Iowa Safe Routes to School. Young riders are escorted to and from school and enjoy a post-ride party. Must be registered by May 1.

Thursday, May 9

Overdue Ride—See May 2

Saturday, May 11

Move Naturally to the Market—See May 4

Sunday, May 12

Coffee Outside—See May 5
Trueblood "100" Family Ride
Trueblood Recreation Area | 1-6 pm
Bring your posse to this new event. Choose one of four options—the more people, the fewer miles you'll ride! Options include: Century (100 miles), Metric Century 100km (62 miles), Half Century (50 miles), Half Metric Century 50km (31 miles).

Bike to Work Week May 13-19

Monday, May 13

Bike Commuter Fueling Station
Corner of Linn and College streets | 7-9 am
Bike Friendly Business Neumann Monson Architects serves up a tasty breakfast to fuel your ride to work, school, or play.

Tuesday, May 14

Johnson County Bike Commuter Breakfast
South of Johnson County Administration Building, 913 S. Dubuque St. | 7-9 am
(Rain location is ramp north of the Health Human Services Building, 855 S. Dubuque St.)
The County celebrates the cyclist community with breakfast.

Wednesday, May 15

U Heights - Geoff's Bike and Ski Breakfast
University Heights Community Center, 1302 Melrose Ave. | 6:30-10 am
This dynamic duo salute another year of cycling in U Heights and beyond. Stop by on your way to work or school for a tasty breakfast.

Co-op to Co-op Community Ride

Start: College Green Park, College and Johnson streets, Iowa City | 5:30 pm
End: New Pioneer Co-op, 1102 2nd St., Coralville
The community's most beloved biking event is back for more two-wheeled fun for the whole family. Cyclists ride together from College Green Park to Coralville for food, drinks, prizes and fun!

Thursday, May 16

Overdue Ride—See May 2

Friday, May 17

Bike Library 15th Anniversary Party
Iowa City Bike Library, 700 S. Dubuque St. | 5-9 pm
Get duded up in your best party togs for a ride celebrating 15 years of the Bike Library.

Saturday, May 18

Move Naturally to the Market—See May 4

Bike Match Ride

North Ridge Park Shelter, Coralville | 8:30 am
Want to bicycle around town but are unsure how to get started? This event pairs newbies and road warriors to learn riding routes. Fuel up first, choose your route, and ride!

Bike Rodeo & Slow Roll

North Liberty Community Center, 520 W. Cherry St., North Liberty | 11 a.m.-2 p.m.
Kids bring bikes for safety checks and ride the Family Slow Roll, organized by the North Liberty Optimist Club and NL Recreation Dept. Kids must be accompanied by an adult and all riders bring their own bikes and helmets.

Sunday, May 19

Coffee Outside—See May 5

Broken Spoke Treasure Hunt

Broken Spoke, 757 S. Gilbert St., IC | 1-4 pm
There's no guarantee of pirates but you will find an adventure at this family-friendly event. Bring non-perishable donations for the Food Bank.

www.thebrokenspoke.com

Tip to Tip Multimedia Show

Big Grove Brewery Iowa City, 1225 S. Gilbert St. | 5-7 pm
Follow along an epic 20,000 mile self-supported bicycle journey from Alaska to Tierra del Fuego, in this multi-media presentation by Irene Schroeder.

Thursday, May 23

Overdue Ride—See May 2

Saturday, May 25

Move Naturally to the Market—See May 4

Sunday, May 26

Coffee Outside—See May 5

Thursday, May 30

Overdue Ride—See May 2

These events have been made possible in part with grants from **Think Bicycles of Johnson County**. For more information about these or other events, visit our website: www.thinkbicycles.org, or Facebook page.

But, wait, there's more!

MERGE

136 S. Dubuque St. Iowa City
Offering FREE coworking to anyone who rides a bike to MERGE from May 13-17.

Bike to Books

Between May 1 - August 6, explore the Little Free Libraries of the South District Neighborhood. Pick up a booklet at southside schools, the Iowa City Public Library, and other sites. Collect rubbings from plaques and present completed booklet at South District National Night Out on August 6 for a chance to win! For more information, "like" us on Facebook: **South District Neighborhood**

Visit www.bicyclistsofowacity.org for a listing of Bicyclists of Iowa City-organized road rides.

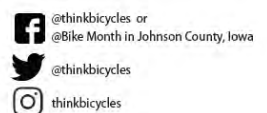
Crandic Racing Club calendar of bicycling, running and other events:
www.crandicracing.com

Geoff's Bike and Ski 816 S. Gilbert St.
Hosts weekly all-level Tuesday Night Townie Trails and Roadie Wednesday rides, both start at 6:15 pm.
www.geoffsbikeandski.com

Gravel Scouts
World of Bikes, 723 S. Gilbert St.
Monday night no-drop rides, 6:15 pm.
www.worldofbikes.com

Roadside Repair, Iowa City Bike Library
325 Dubuque St.
Fridays in May, 5 pm.
www.icbikelibrary.org

Sugar Bottom Bikes
325 Dubuque St., North Liberty
Wednesday Ride to Reds, 6 pm.
www.sugarbottombikes.com



thinkbicycles.org
promoting cycling in Johnson County

The Think Bicycles Coalition of Johnson County links cyclists and bicycling groups with city, county and state officials to foster and expand all aspects of bicycling in Johnson County. The Think Bicycles Coalition seeks to educate all roadway users, to expand cycling infrastructure, to increase access to transportation and recreational trails, and to encourage community members to ride bicycles.

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Moving Forward

Opportunities and Recommendations

As noted in the introduction to this plan, bicycle infrastructure alone will not advance bicycling as a legitimate form of transportation in the Metro Area. Support facilities, such as bike parking and wayfinding signage, as well as programs that encourage bicycling and educate both drivers and bicyclists are also critical to building an environment in which bicycling is a safe and preferred mode of transportation.

The following section covers planned and proposed facilities for creating a more complete and coordinated bicycle network. Many of these facilities have already been adopted into local community plans while others were identified through this planning process.

To further support each community's investments in physical infrastructure, the plan also outlines a set of opportunities, including education, encouragement, and enforcement. Evaluation and equity recommendations will help to ensure that the bicycle system is serving the needs of the community. This 6 E's framework is borrowed from the League of American Bicyclists (LAB) and is intended not only to guide communities in their individual efforts to support bicycling but should be useful to communities that choose to apply for Bicycle Friendly designations from the LAB. Under each opportunity, the plan attempts to identify at least one example of a best practice already in place or available in one or more MPO communities.

Finally, the plan identifies a set of actions to support bicycling appropriate for each community. These "Community Summaries" are intended to serve as a sort of strategic plan for building (jump-starting) a more supportive culture for bicycling over the next 3-5 years.



Photo © Iowa City Bike Library W.E. Ride

Increasing youth ridership remains an important goal for Metro Area communities. Providing opportunities for young people to learn how and where to ride safely is essential to building a bicycle culture and can be supported not only through City-sponsored recreational programs but through schools, non-profits, and neighborhoods.

The above photo is from W.E. Ride program, which is sponsored by the Iowa City Bike Library and the Neighborhood Centers of Johnson County. Elementary school girls learn to ride and lead weekly rides to school in the spring and fall.

Education

Giving people of all ages and abilities the skills and confidence to ride.

Education can be a powerful tool for changing behavior and improving safety skills. Bicyclists and motorists alike can benefit from educational tools, including public service announcements and social media posts, that remind them of the rules of the road and the rights and responsibilities of all road users.

Offering multiple opportunities for people to learn basic skills and safe behaviors is essential to increasing the number of people who bicycle as well as the acceptance of bicycling as a legitimate form of transportation. Education begins with young people learning to ride and being encouraged to travel by bike and continues through understanding various bicycle facilities, planning convenient routes to desired destinations, and mastering the basics of bicycle maintenance.

The 2009 Metro Bicycle Plan emphasized educating youth and young adult riders in terms of basic skills and rules of the road. A strong desire remains to continue a focus on youth cycling, especially to encourage young people to travel to school and extracurricular activities.

Expanding education to adult riders and diverse populations is also supported for the health, environmental, and economic benefits.

Opportunities for education

1. Support efforts to ensure that all school-age children learn to ride and have the safety skills to take to the road by junior high:
 - Introduce basic bicycling skills as part of physical education in elementary school.
Example: A pilot project to teach basic bicycling skills at the elementary level will be implemented at Grant Wood Elementary during the 2019-20 school year. If successful, this program may be replicated at other schools throughout the district.
 - Support programs offered through local non-profits to expand bicycle ridership among youth.
Example: The Iowa City Bicycle Library and the Neighborhood Centers of Johnson County teach beginning riders and more advanced off-road and bicycle racing.
 - Continue to offer “Bike Rodeos” at elementary

Coralville’s 2019 summer bicycle programming included the following classes and activities:

- ✦ For more than 20 years, Coralville’s Trail Trekkers program has offered weeklong day camps throughout the summer. Students in 6th through 8th grade learn the rules of the road, how to navigate trails, and route planning to daily activities. In 2019, 210 youth, were enrolled in the Trail Trekkers program.
- ✦ National Bike to School Day on May 8 was promoted through the schools. Coralville Parks and Recreation staff were present at schools to greet, thank, cheer, and pass out light-up bracelets. They also entered kids for drawings to win helmets, bike lights, swim passes, and other fun gear.
- ✦ Bike Match Ride pairs experienced bicyclists with people interested in commuting or traveling by bike. (May 18, 2019)
- ✦ Bicycle Maintenance 101 taught adults the basics of maintaining a bike. (May 13 and June 30, 2019)

North Liberty’s 2019 summer bicycle programming included the following classes and activities:

- ✦ National Bike to School Day on May 8 was planned for group rides to be led by North Liberty police officers to Penn, Garner, and Van Allen Elementary Schools. (Cancelled due to weather.)
- ✦ North Liberty Optimist Club and the Parks and Recreation Department hosted a bicycle rodeo and slow roll ride on North Liberty trails. (75 kids attended the rodeo; 20 went on the slow roll.)
- ✦ Knight Riders program is a weeklong day camp running throughout the summer. Kids in 6th through 9th grade learn the rules of the road, how to navigate trails, and route planning to daily activities. (Approximately 140 children participate.)

schools in the district and through various non-profits and neighborhood groups.

Example: In 2019 Bike Rodeos were held at the following locations: Wickam, Kirkwood, New Life Community Church (CV), North Liberty Recreation Center, Wetherby Park, Walmart (IC), Coralville Central, Alexander, Longfellow, Hoover, Twain, Wood, and Lincoln.



North Liberty Optimists Bike Rodeo 2019
Photo courtesy North Liberty Parks Dept.

2. Continue providing bike trail riding experience, route planning, and lessons on rules-of-the-road through parks and recreation programs in metro communities (see sidebar above for examples of 2019 programming in Coralville and North Liberty).

3. Work to ensure that a bicycling component continues to be included in driver education and seek opportunities to expand efforts through youth driving programs.

Example: The Iowa DOT includes information on how drivers should interact with bicycles in its Driver Handbook.

4. Expand opportunities for adults to learn bicycle skills and rules of the road, route planning, and bicycle maintenance.

Example: As part of Bike Month, the Coralville Recreation Department offered a basic bicycle maintenance program and a Bike Match Ride to pair experienced riders with adults interested in commuting by bike.

5. Consider implementing a Bicycle Friendly Driver program to help drivers understand the behaviors, rights, and responsibilities of bicyclists.

Example: Iowa City's Transit division implemented a "People Friendly Driver" program (Spring 2019) to educate transit drivers about Iowa City's new bicycle facilities, how to share the road with bicyclists, and areas of the road or driving maneuvers that place bicyclists at risk. Modeled on a successful program in Fort Collins, CO, the MPO should consider offering this program to its member entities, including the school district and the University of Iowa.

6. Support programming that serves the particular needs of women, seniors, families, and non-English speaking residents.

Example: The Iowa City Bike Library with the Neighborhood Centers of Johnson County developed a program called W.E. Ride (Women Empowerment Rides) with the goal of empowering girls ages 8-14 to bike with confidence and build a passion for bicycling. The effort included a week-long bike skills training camp. Following the camp girls met each month to practice and lead rides to and from school.

7. Consider providing printed bicycle information, such as basic rules of the road for bicyclists, in multiple languages: Spanish, French, Swahili, Arabic, Chinese.

EXAMPLE: The League of American Bicyclists publishes its cycling guides, including its Quick Guide, in English and Spanish. The Quick Guide is a pocket-size manual that outlines the basic rules of the road, components of a bicycle, and all of the information you need to ride a bike safely and confidently.

8. Design public campaigns to raise awareness of safe passing, hand signals, bike lights, and other skills, habits, and behaviors that enhance bicycle safety.

Example: The City of Iowa City is now producing a series of bike safety and informational videos called "Bicycle Shorts." These 30- to 60-second videos are designed to be shared through social media. All metro communities and bike organizations should consider sharing them.

9. Create broader awareness of the bicycle network and programs through outreach efforts coordinated with community and business organizations.

Example: The Convention and Visitors Bureau along with Iowa City Area Development Group formed a committee to coordinate and promote bicycling events and opportunities in the Metro Area. (See page 32.)

Encouragement

Creating a local bicycle culture that welcomes bicycling as a legitimate form of transportation.

A principal goal in the 2009 Metro Bike Plan was the implementation of a coordinated system of wayfinding signs across the urbanized area in order to assist route finding. More than 150 signs are now located along the metro trails and on-street routes. The signs, which were installed in 2012 with funding through the Transportation Enhancements program (now called the Transportation Alternatives Program), provide directions and distances to key destinations. Designating routes and providing directional signage not only helps bicyclists to navigate across the metro, but also directs riders to popular corridors where motorists learn to anticipate the presence of bicycles on the roadway. As our Metro communities continue to grow and trails and other bicycle facilities are constructed and expanded, this system of signs should be maintained and updated.

MPO communities, the school district, and local organizations and businesses all play a critical role in encouraging people to ride by offering a variety of opportunities and incentives to get on their bikes. What follows is a list of activities that will support and encourage bicycling in the metro.

1. Provide low-cost bicycle helmets for youth riders.

Example: Coralville, Iowa City, and North Liberty all offer low-cost helmets through their recreation departments. In addition low-cost or free helmets are provided through other health care and non-profit organizations.

2. Provide bicycle repair stations at key locations such as trail heads, parks, recreation facilities, and multi-modal sites.

Example: Coralville currently provides 7 fix-it stations located at various destinations and along trails throughout the community. Fix-it station locations are included on the Metro Area Trails Map published and distributed each year by the MPO.

3. Continue to provide free operational space to the Iowa Bicycle Coalition (Coralville).

4. Provide bike racks on transit buses to extend the range and opportunity for bicycle commuters and provide education on how to use these carriers.

Example: Both Coralville and Iowa City provide bike racks on the front of all buses and instructional videos to

promote the use of bus bike racks bike racks at www.coralville.org/153/Bike-Racks.

5. Designate May as “Bike Month” and fund and promote Bike-to-Work Week activities.

Example: Coralville, Iowa City, Johnson County, North Liberty, and University Heights all adopt May as Bike Month and participate and promote in activities associated with Bike Month and Bike to Work Week. See a list of activities on page 33 of this plan.

6. Work with bicycle organizations and the business community to host and promote bicycling events.

Example: Metro Area communities work with the Convention and Visitors Bureau and Iowa City Area Development Group to promote a number of major events including RAGBRAI, Jingle Cross, and the Cyclocross World Cup Race as well as a number of local races and tours.

7. Brand the regional trail system and enhance trail head and wayfinding to promote bicycle tourism.

Opportunity: A metro wide or regional system of identification signs for trails could potentially be funded with grants, including the Transportation Alternative Program similar to the wayfinding program funded in 2012.

8. Provide timely updates on projects that impact bicyclists (e.g. trail extensions, closures, and detours) via e-notification, social media, text, or other readily accessible method.

9. Provide maps of local and regional trails and bicycle facilities.

Example: The MPO currently prints 10,000 Metro Area Trails Maps for free distribution by member entities and local area businesses and organizations. Trail maps include trail etiquette tips and other safety information. Maps are available at MPOJC.

10. Identify opportunities to coordinate efforts between communities, local organizations, and businesses groups, to promote bicycling as an economic development tool.

Example: The Convention and Visitors Bureau and Iowa City Area Development have organized the Bike Johnson County Committee to promote bicycling. The Committee includes representatives from the bicycling and business community interested in promoting bicycling. (see page 32.)

Enforcement

Ensuring safe roadways for all users.

The laws and regulations that govern our roadways influence how various modes of transportation interact and help to ensure safety for all road users. While targeted enforcement may be used to address areas or situations where collision rates and other risks to safety have been identified, knowledge of the laws and an understanding of safe behaviors among all road users is essential for making bicyclists feel safe on the roads.

Because bicyclists move freely across municipal boundaries, a key consideration should be ensuring the laws that govern riding do not conflict from one community to the next. Reviewing and aligning bicycle ordinances across metro communities may help contribute to a better understanding of what to expect on the roadway.

In all MPO communities, bicyclists are granted all the rights and responsibility of motorists. Riding on sidewalks is allowed, except in certain business/commercial districts. All MPO communities require headlights and rear reflectors or rear lights on bicycles that are operated after the dark.

In Tiffin and Coralville, bicyclists are prohibited from riding in the street if a path is provided adjacent to the roadway.

All but one MPO community allows bicyclists to ride up to two abreast within a traffic lane. Only University Heights requires bicyclists to ride single file.

Opportunities for enforcement:

1. All MPO communities should consider reviewing their local ordinances to ensure ordinances are consistent (or at least not in conflict) with other metro communities. Also, communities should consider the use of E-assist bicycles in their bicycle ordinances. Electric assist bicycles are already available at local bicycle shops and are operating on streets and trails.

Example: Iowa City has updated its ordinance to define E-assist bikes and to allow them to operate wherever bicycles are allowed. MPO Communities should consider

The Iowa Bicycle Coalition provides model ordinance language and advocates for a number of laws to make bicycling safer. Two important areas are passing laws (the separation required when a car passes a bicycle); and changes to hand signal laws (allowing an outstretched right arm as a signal for a right turn). Metro communities may wish to advocate for such changes at the state level.

updating their local ordinances to ensure that this new technology is addressed in the law.

2. Enforce light and reflector laws for those who ride at night—consider including a bike light giveaway campaign.

Example: Metro communities used to have a program whereby bicyclists caught without a light could have a citation waived if they showed proof that they have acquired a bike light. This program could be revived.

3. Focus enforcement in areas where new facilities are established and at intersections identified as high collision locations.
4. Address distracted driving through enforcement and a public information campaign.

The League of American Bicyclists suggests a number of practical ways to encourage police interaction and outreach to the bicycle community that may be considered by metro communities.

- Having patrol officers on bicycles.
- Having an identified point person within the police department to assist with bicycling issues.
- Police assistance with bicycle events and rides.
- Police-led bicycle safety education.
- Police distributed bike safety information, including theft deterrence and bike lights or helmet giveaways.

Engineering

Creating safe and convenient places to ride and park.

Engineering includes all the physical facilities that bicyclists rely on for traveling through the community: low-volume streets, bicycle boulevards or shared lane markings, bicycle lanes, multi-use trails, and side paths as well as the maintenance of those facilities. End of trip facilities, including secure bicycle parking are also part of engineering.

Planned facilities are shown on page 41. A map showing both planned and proposed facilities are included in the map on page 43.

Opportunities for engineering

1. Ensure routine maintenance and prompt repair to bicycle facilities and routes. Prioritize snow removal for facilities that provide commuter/school routes.

Example: Most metro communities provide some level of snow removal along commuter or school routes.

2. Plan to connect facilities between communities, including sidepaths along arterial streets as these facilities cross metro boundaries.

Example: MPO communities proactively plan for the extension of sidepaths with arterial street projects.

3. Establish access control standards on arterial streets to reduce conflict points along roadways where sidepaths serve as bicycle infrastructure.

Example: Sidepath along Oakdale Boulevard in Coralville and Jones Boulevard, north of St. Andrews Drive, in North Liberty are good examples of this.

4. Establish minimum bicycle parking requirements and standards for installation and design of parking for commercial, multi-family, and institutional uses (e.g. schools, libraries)

Example: Coralville's Community Plan provides specific guidelines for the provision of bicycle parking for its West Land Use Area. Similar guidelines could be codified to apply to other areas of the community.

5. Provide advance notice and clearly marked detour routes to safely accommodate bicycles and pedestrians during road closures, including lane or sidewalk closures or trail repair.

Planned Facilities

The following facilities are currently part of an adopted plan by the metro communities (included in a local plan or submitted as part of the MPO Long-Range Transportation Plan).

NORTH LIBERTY

1. **Highway 965 sidepath 1.4 miles**
2. **Penn Street sidepath** from CRANDIC Railroad to Front Street **0.25 mile**
3. **North Liberty Road sidepath** from Penn Meadows Park to Liberty High School **1.85 miles**
4. **Cherry Street wide sidewalk** from Penn Meadows Park to CRANDIC Railroad **0.4 mile**
5. **West Zeller Street wide sidewalk** from Highway 965 to Jones Boulevard **0.15 mile**
6. **I-380 Penn Street Overpass with Sidepath 0.2 mile**
7. **Highway 965 wide sidewalk/sidepath** from Zeller Street to Forevergreen Road **1.2 miles**
8. **St. Andrews Drive sidepath** from Centennial Park to Kansas Avenue **1.0 mile**
9. **Kansas Avenue sidepath** from St. Andrews Drive to Forevergreen Road **1.1 mile**
10. **Forevergreen Road sidepath** from Highway 965 to I-380 **1.0 mile**

CORALVILLE

11. **Clear Creek Trail connection** under I-80/380 from Coralville to Tiffin **1.9 miles**
12. **Iowa River Trail missing segment** CRANDIC Park to Clear Creek Trail **0.45 mile**
13. **North Park Road sidepath** from Forevergreen Road to I-80 **2.0 miles**

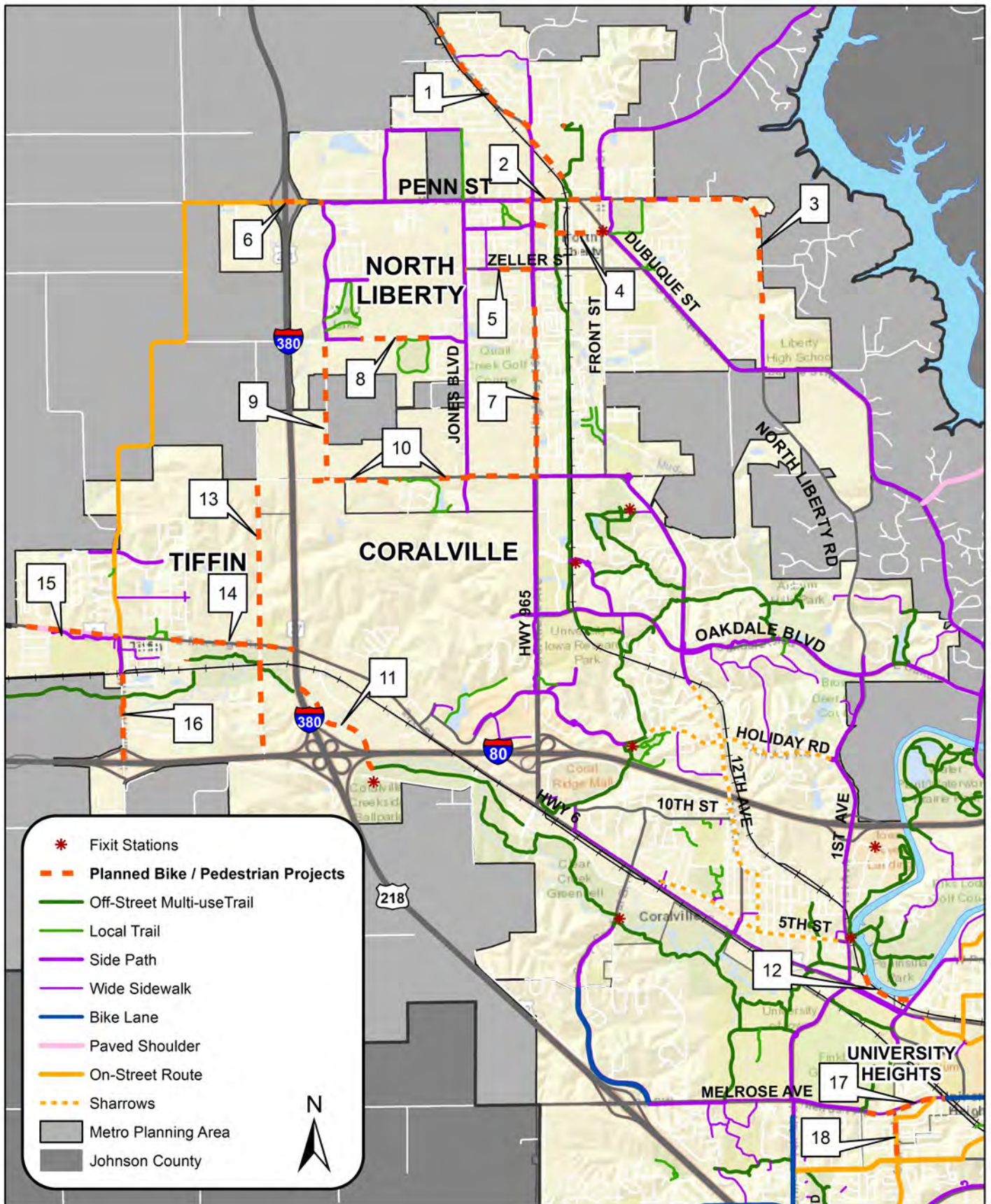
TIFFIN

14. **Highway 6 sidepath** from Stephens Street to I-80 **0.8 mile**
15. **Highway 6 sidepath** from Ireland Avenue to West City Limits **0.7 mile**
16. **Ireland Avenue trail connection** from Iowa Interstate Railroad to the Clear Creek Trail **0.25 mile**

UNIVERSITY HEIGHTS

17. **Melrose Avenue bike lanes 0.55 mile**
18. **Sunset Street bike lanes 0.35 mile**

Planned Bicycle Facilities



Proposed Facilities

The following facilities are part of existing community plans or extend from existing or planned facilities. These projects were supported in feedback provided through the online survey and workshops.

1 1st Avenue/North Liberty Road (Oakdale Blvd. to N. Dubuque St.): This segment of 1st Avenue currently lacks any bicycle facilities. Extending a side path north of Oakdale Blvd would provide an additional north/south route for bicyclists between North Liberty and Coralville. This would provide a more direct route to and from the new high school in North Liberty and surrounding residential development. Because the speed limit is at least 45 mph throughout this corridor, a separated facility such as a side path would be the most preferred option in this location. **2.7 miles**

2 Rustic Ridge Road (1st Ave. to N. Dubuque St.): With the addition of a side path or other bike facility on 1st Avenue/North Liberty Road, Rustic Ridge Road would provide a connection to the existing and well-used Iowa River Trail along N Dubuque Street, expanding options for recreation and commuting. **0.3 miles**

3 7th Street to 10th Street (connecting Biscuit Creek Trail to 10th Street.): The 25-mph speed limit and lower traffic volumes on this set of streets offer an alternative route to get to the 12th Ave bridge over I-80. Even with shared lane markings, 12th Avenue can be a difficult street for most bicyclists. A quieter on-street route such as this may be a more enticing facility for a wider range of users. Weekday bicycling data collected from Strava Users shows that this route is regularly used, possibly by more experienced or knowledgeable bicyclists. Adding wayfinding signage along the route, combined with shared lane markings would increase its familiarity with more bicyclists.

1.1 miles

4 10th Street Bikeway (25th Avenue to CRANDIC Railroad): Establishing 10th Street as an on-street route would provide an east / west bikeway that connects to the existing trail system near Coral Ridge Mall and to proposed facilities on 22nd Avenue and 7th Avenue. Because 10th Street is not 30 feet in width for its entire length, there is not adequate space for bike lanes. However, it could be used as an on-street route, treated with pavement markings and signage to alert motorists of the presence of bicyclists.

1.2 miles

5 22nd Avenue (from Hwy 6 to 14th St.): 22nd Ave north of Hwy 6 is a collector street with the necessary pavement width to support on-street bike facilities such as bike lanes. Designating an exclusive space for bikes along this roadway would make it more appealing for many bicyclists. An on-street facility in this location would also provide a connection to bike facilities south of Hwy 6 (Clear Creek Trail). Wayfinding signage at the north end of 22nd Ave could direct bicyclists west to the nearby Coral Ridge Mall and North Ridge Trail and I-80 underpass.

0.6 miles

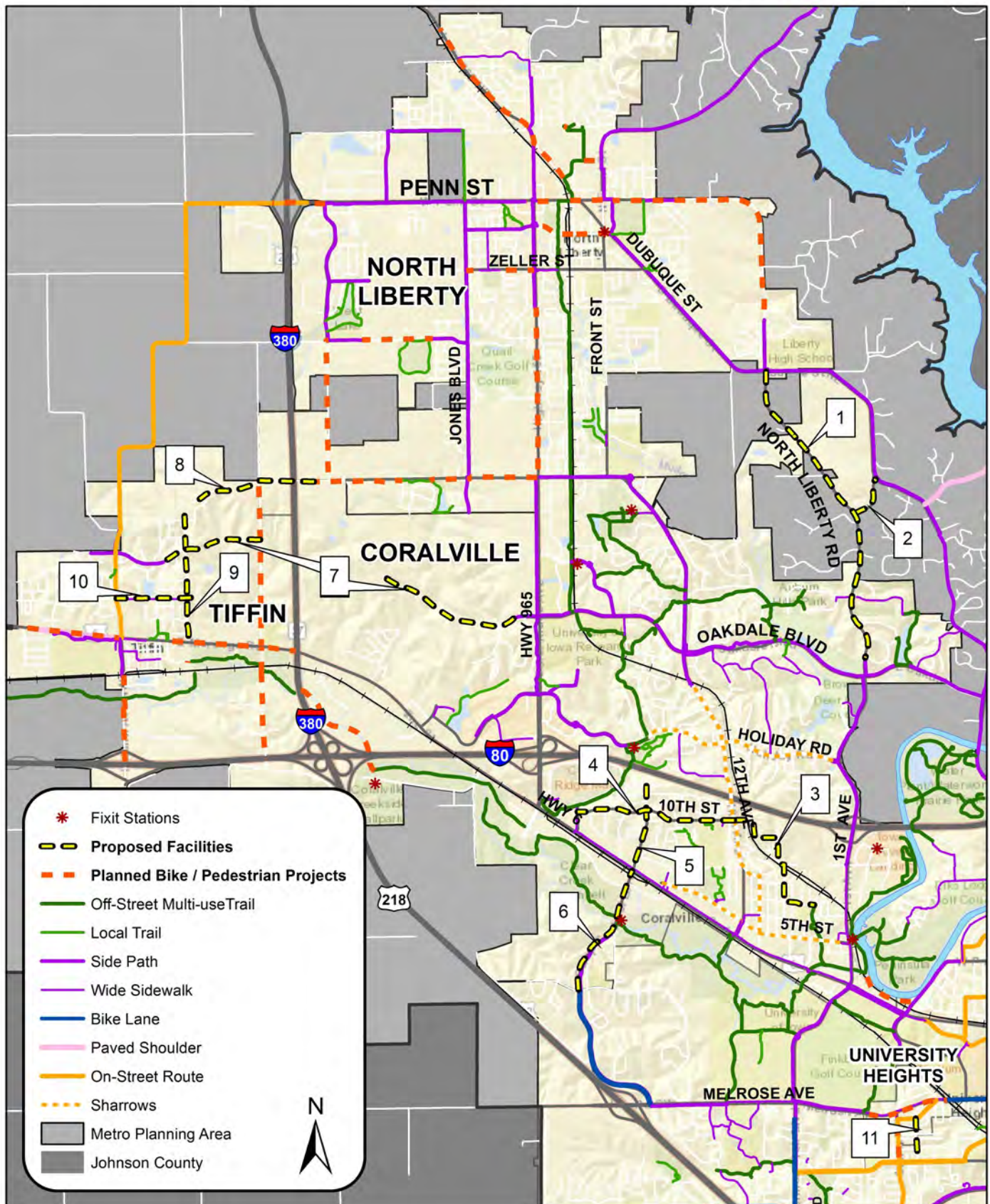
6 Camp Cardinal Boulevard (Kennedy Pkwy. to Hwy 6): Striping bike lanes on this segment of Camp Cardinal Blvd would align with existing bike lanes on Iowa City's portion of Camp Cardinal Blvd to the south, providing a consistent connection between communities. This segment also provides an additional link to the Clear Creek trail for bicyclists and could be continued further north to 22nd Avenue. **1.0 miles**

7 Oakdale Boulevard (Jones Blvd. to N. Park Rd.): When the future extension of Oakdale Blvd from Jones Blvd in Coralville to N Park Road in Tiffin is complete, it will create a continuous connection between communities and expand the number of potential routes that bicyclists may take. Limiting the number of private and commercial driveways that take direct access on Oakdale Blvd will improve the safety and efficiency for bicyclists. **2.0 miles**

8 Forevergreen Road (Croell Avenue to Kansas Avenue): As Forevergreen Road develops into an urban arterial roadway with the completion of the I-380/Forevergreen Road interchange project, it will provide an essential connection for motorists, pedestrians and bicyclists. As with other arterial roads, Forevergreen Road should include a sidepath. For this to be a valuable and safe facility for users of all ability levels, sufficient access control must be considered to limit the number of interruptions from driveways and road crossings. Because Forevergreen Road crosses multiple jurisdictions, coordination will be essential to ensuring the development of a safe and consistent bicycle facility. **0.85 miles**

Planned and Proposed Bicycle Facilities

The map below shows all existing bicycle trails and sidepaths along with any facilities currently in a community's adopted plan and any facilities proposed as a result of this planning process.



9 Croell Avenue (Highway 6 to Oakdale Boulevard): Because Croell Avenue is at least 30 ft in width throughout its entire extent, it can reasonably accommodate an on-street bicycle facility such as bike lanes. Croell Avenue is being developed primarily as a residential street (it is classified as local) allowing it to serve as a relatively low-stress facility compared to Ireland/Roberts Ferry Road and North Park Road, which run parallel to it but have higher vehicular traffic volumes. Special care should be taken to ensure visibility of bicyclists crossing Oakdale Boulevard and Forevergreen Road as development occurs near the I-380 interchange. A crossing at Highway 6 and a bit of planning could provide a link to the Clear Creek Trail.

1.0 miles

10 Goldfinch Drive (Roberts Ferry Road to Croell Avenue): Goldfinch Drive is a 30-foot wide local street in Tiffin with average daily traffic estimated below 2,000 vehicles. Goldfinch Drive runs east to west connecting several neighborhoods. On-street bicycle facilities could eventually be extended east to N. Park Road as Tiffin continues to develop. **0.5 miles**

11 George Street (Benton Street to Koser Avenue): Because George Street is a low volume, low speed local street it can serve as a route for in-town commuters between east/west bike facilities on Benton Street and Melrose Avenue to the north.

0.3 miles

Equity

Ensuring that bicycling is safe, accessible, and welcoming for all people, especially those who face transportation challenges.

An equitable biking community provides many benefits—improved health and fitness; reduced household transportation expenses; increased access to employment, education, shopping, and recreation; enhanced social connection and quality of life. For this reason, bicycle infrastructure and programming should extend to those people for whom transportation or social connection may be the most difficult.

Opportunities to ensure equity

1. Prioritize bicycle facilities that serve areas of multi-family housing and other areas of higher density residential development.

Example: The MPOJC's scoring criteria for Transportation Alternatives and Surface Transportation Block Grant funding give additional points to those facilities that serve multi-family housing and mixed-use development.

2. Raise public awareness of Safe Routes to School.
Example: The Iowa Bicycle Coalition provides support for Safe Routes to School.
3. Provide opportunities for all children to learn to ride and have access to bicycles.
4. Design bicycle programs to meet the unique needs of women, families, children, seniors, immigrants, and low-income communities.
5. Provide educational outreach to non-native speakers to teach rules of the road and raise awareness of the bike network.

Example: A number of local organizations including the Neighborhood Centers of Johnson County, Iowa City Bike Library, Think Bicycles, Bicyclists of Iowa City, and the Optimist Club along with local bicycle retailers organize or sponsor annual events focused on educating children and adults in safe bicycling and providing equipment, such as helmets, bike lights, and low-cost or free bicycles.

6. Plan bicycle and pedestrian access and bicycle parking to employment centers and bus routes.
7. Provide opportunities to gather input from under-represented segments of the community, including youth, minorities, non-native speakers, etc.

Evaluation

Planning and monitoring to ensure a safe and convenient bicycle network.

The evaluation category summarizes how communities plan for future bicycle facilities, measures the amount of cycling taking place in the community, and those efforts to improve safety and expand ridership.

The 2009 Metro Bicycle Plan recommended that all MPO entities consider pursuing Bicycle Friendly Community designations from the League of American Bicyclists (LAB). To date, Iowa City, University Heights, Johnson County, and the University of Iowa have achieved designations.

The LAB's evaluation tools are useful in identifying areas where communities can make improvements—the 5 E'S. Ultimately the application process should be viewed as a way to measure progress and to identify opportunities to encourage bicycling that fit with each individual community's challenges and aspirations.

Opportunities for evaluation

1. Use the League of American Bicyclists' Bicycle Friendly application as a tool for evaluating progress.
2. Prioritize ADA transition plans to bring all streets, sidewalks, and bus stops into compliance with curb ramp standards.
3. Expand opportunities to listen and respond to input from bicyclists through the Regional Trails and Bicycling Committee or local departments or committees.

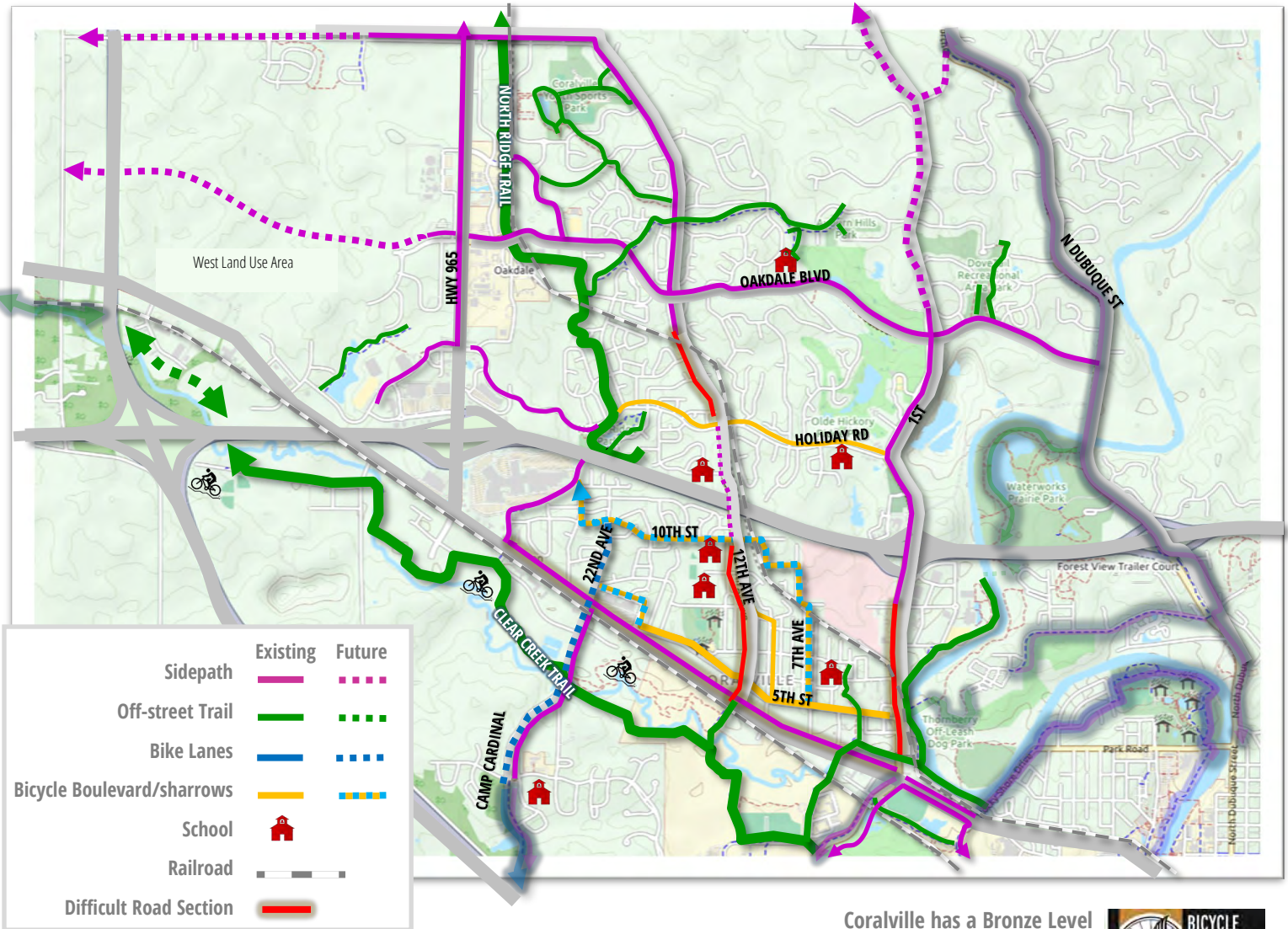


Photo © Coralville Parks and Recreation

MPOJC will continue to provide the following evaluation services to for all Metro entities:

- Conduct annual trail counts at select locations to monitor changes in trail usage.
- Conduct peak hour bicycle counts at select locations to monitor bicycle commuting.
- Conduct annual bicycle counts at public schools within the metro area.
- Assist with Bicycle Friendly Community applications.
- Provide bicycle-related research and data collection at the request of MPO communities.
- Providing collision analysis and reports and recommending countermeasures to improve safety.

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Coralville has a Bronze Level Bicycle Friendly Community designation from the League of American Bicyclists in 2016.



CORALVILLE

Approximately 20 miles of existing trail (local and regional), 12 miles of sidepath, and 4.76 miles of sharrow.

Opportunities

Coralville has a robust system of off-street and separated bike facilities, with 19+ miles of trails (local & primary) and approximately 12 miles of sidepaths and 6 miles of wide sidewalks. Major trails include the Clear Creek Trail, which connects to the University of Iowa Campus and Iowa City; and the North Ridge Trail, which connects to North Liberty and the Iowa River Trail, east of 1st Avenue.

Sidepaths along Oakdale Boulevard and First Avenue, north of Interstate 80, are popular among bicyclists. The provision of side paths along arterial streets, as they are extended, in addition to the completion of the Clear Creek Trail to Tiffin will connect new (and future) residential neighborhoods and major retail, commercial, and employment centers across communities.

The City of Coralville has identified nearly 40 additional miles of trails or sidepaths that will be part of future development and had prioritized pedestrian and bicycle transportation in new development areas (see West Land Use Area Map on page 50).

Education

- Continue to fund/organize summer bicycle programming for youth and consider expanding adult programming.
- Consider using Iowa City Transit's "People Friendly Driver" Program to educate transit drivers and other public employees about bicycle facilities and best practices for sharing the road with bicyclists.
- Consider working with other metro communities and the Regional Trails and Bicycling Committee to provide basic bicycle safety information printed in multiple languages.

Encouragement

- Continue to support and coordinate with the Iowa Bicycle Coalition, Convention and Visitors Bureau, Iowa City Area Development, and other area groups to promote bicycling.
- Continue to designate May as "Bike Month" and to fund/promote annual activities.
- Continue to distribute Metro Area Trail maps.

Enforcement

- Consider reviewing Coralville's bicycle ordinance to ensure compatibility with adjacent communities and to designate where electric assist bikes may legally operate.
- Work with the Coralville Police Department to enforce light and reflector laws for those riding at night.
- As time permits, focus enforcement efforts at intersections or along streets with documented pedestrian and bicycle collisions.

Evaluation

- Communicate detour routes for pedestrians and bicyclists during road and trail closures and ensure that alternate routes are safe and clearly marked.
- Consider prioritizing the ADA transition plan to ensure curb cuts are in compliance.
- Use the League of American Bicyclists' Bicycle Friendly Community application as a tool for reviewing progress.

Equity

- Consider working with the Iowa Bicycle Coalition and the MPO to promote Safe Routes to Schools.
- Distribute bicycle information in multiple languages.

Engineering

- Consider snow removal along trails and sidepaths that serve as commuter and school routes.
- Restrict driveway crossings on rights-of-way where sidepaths are planned or constructed.
- Establish minimum bicycle parking requirements and standards for installation and design of parking for commercial and multi-family residential development.

Challenges

- **12th Avenue:** Traffic volumes, hilly terrain, and narrow roadway width make for a stressful ride along this essential north-south route across the interstate. A sidepath on the section where driveways are infrequent, between Holiday Road and 10th Street, should be considered. Alternative routes along lower volume streets—following the 10th Avenue sharrows or a proposed 7th Street to 10th Street bike boulevard would allow bicyclists to avoid a busy section of 12th Avenue south of the Interstate.
- **1st Avenue:** Traffic volumes and the frequency of commercial driveways make 1st Avenue, south of the interstate, a daunting route for most bicyclists. When complete, the Iowa River Trail to the east will provide a low-stress alternative between Highway 6 and 9th Street. Wayfinding signs to guide bicyclists to the trail and to crossings at signalized intersections, including 9th Street and 1st Avenue, should be a priority.
- **Highway 6/2nd Street:** The wide sidewalk along Highway 6 is a popular bicycle route, but the number and frequency of commercial curb cuts require cyclists to use caution. As noted in the "Safety" section of this plan (page 25), this roadway experiences the greatest number of bicycle and pedestrian collisions. The Clear Creek Trail and the 5th Street bikeway provide alternative routes.
- **Intersections of Highway 6 and 1st Avenue in Coralville and Rockysore and Hawkins Drive in Iowa City.** These intersections are convergence points for a number of important trails and sidepaths. Ensuring that bicyclists and pedestrians can cross safely and comfortably will make bicycle commuting between Coralville to Iowa City and the University Campus more appealing. The Iowa City Bicycle Master Plan called out this area for additional study. Collaboration between entities on wayfinding and other intersection improvements should be a priority.

Proposed Facilities

First Avenue (Oakdale Boulevard to N. Dubuque Street): This segment of First Avenue currently lacks any bicycle facilities. Extending a sidepath north of Oakdale Boulevard with future roadway improvement projects will offer an additional north/south route for bicyclists between North Liberty and Coralville. This also provides a route to and from Liberty High School and surrounding residential development. Based on speeds and traffic volumes, a separated facility such as a side path would be the most preferred option. **2.7 miles**

Rustic Ridge (First Avenue to N. Dubuque Street): A sidepath on Rustic Ridge Road would provide connection between 1st Avenue and North Dubuque Street, expanding options for recreation and commuting in northeast Coralville. **0.3 mile**

22nd Avenue (from Highway 6 to 14th Street): 22nd Avenue, north of Highway 6, is a collector street with the necessary pavement width to support on-street bike facilities such as bike lanes. Designating an exclusive space for bikes along this roadway would make it more appealing for many bicyclists. An on-street facility in this location would provide a connection to bike facilities south of Highway 6 (Clear Creek Trail). Wayfinding signage at the north end of 22nd Avenue could direct bicyclists west to the nearby Coral Ridge Mall and North Ridge Trail and I-80 underpass. **0.6 mile**

Camp Cardinal Boulevard (Kennedy Parkway to Highway 6) Existing edge striping on Camp Cardinal may be converted to bike lanes to align with existing bike lanes on Iowa City's portion of the roadway to providing a consistent facility connecting the communities. This segment also provides an additional link to the Clear Creek trail for bicyclists and could be continued further north to 22nd Avenue. **1.0 mile**

7th Avenue (Biscuit Creek Trail to 7th Avenue): The 25-mph speed limit and lower vehicle volumes on this set of streets make this a low-stress alternative to 12th Avenue. A quieter on-street route such as this may invite more inexperienced bicyclists. Weekday bicycling data collected from Strava users shows that this route is already being used by some riders. Wayfinding signage combined with shared lane markings would increase its familiarity with more bicyclists. **1.1 miles**

10th Street Bikeway (25th Avenue to the CRANDIC Railroad): Because 10th Street is not 30 feet in width for its entire length, there is not adequate space for a dedicated bike lane. However, it could be used as an on-street route, treated with pavement markings and signage to alert motorists of the presence of bicyclists. An on-street route would provide an east-west bikeway connecting to the existing trail system near Coral Ridge Mall and between proposed facilities on 22nd Avenue and 7th Avenue. **1.2 miles**

Planned Facilities

Clear Creek Trail connection under I-80/380 from Coralville to Tiffin. This project has secured funding and is scheduled for completion in 2024. **1.9 miles**

North Park Road sidepath from Forevergreen Road to I-80. **2.0 miles**

Additional neighborhood trails and sidepaths as required in the development in the West Land Use Area Plan.

Iowa River Trail missing segment CRANDIC Park to Clear Creek Trail **0.45 mile**

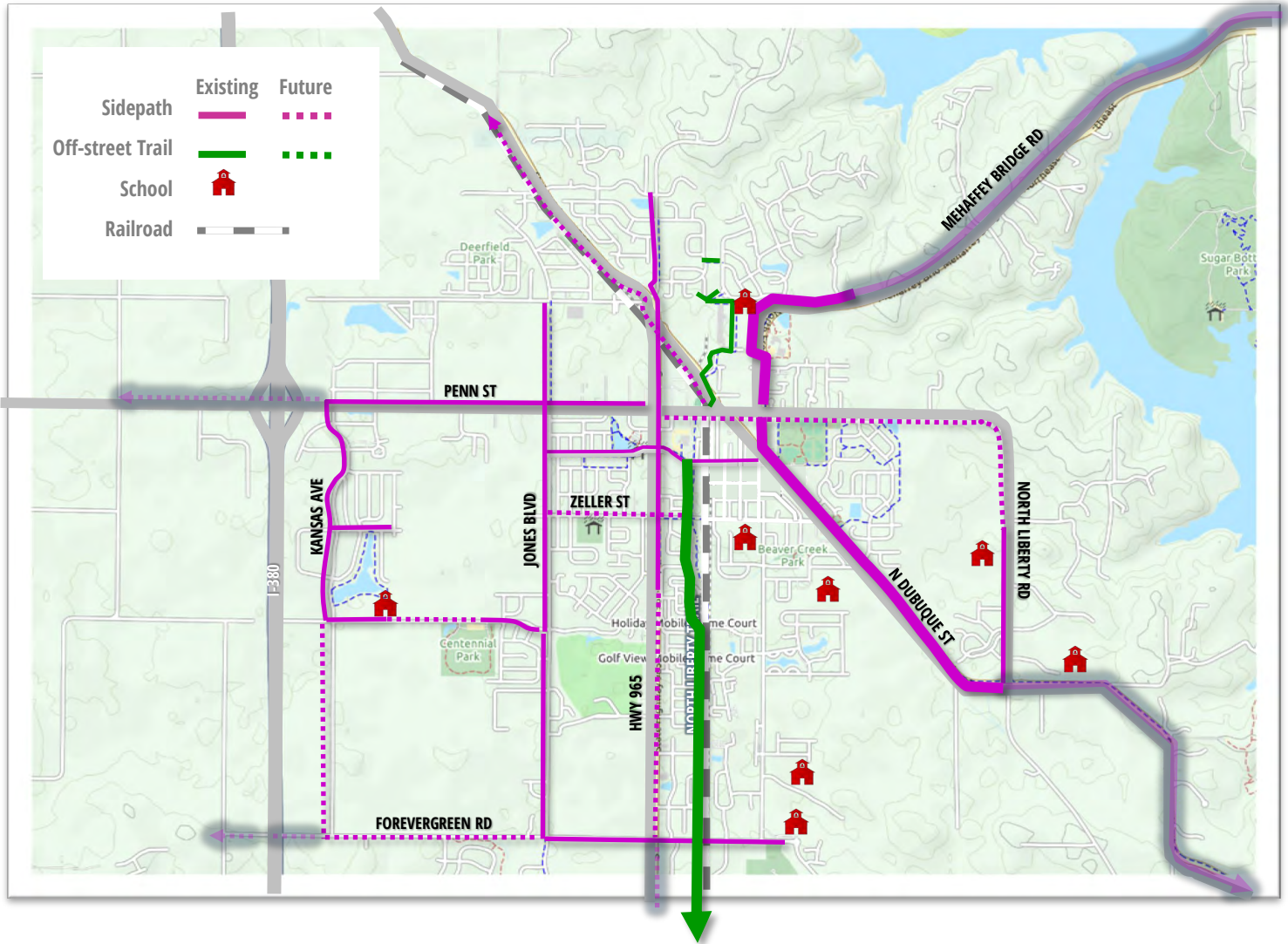


Figure 61: Shared Use Paths Plan

Coralville's Community Plan prioritizes pedestrian and non-motorized vehicle circulation for its West Land Use Area—a major area of planned growth located west of Highway 965 and east of I-380. The plan accounts for trails (shared-use paths) located within parks, open spaces, and greenways with connections from surrounding residential and commercial development as well as to Tiffin.

In order to promote and support the benefits of bicycling, the plan calls for bicycle parking and related support facilities to be included as part of all multi-family and commercial sites as follows:

- All retail and office uses are to provide on-site surface or in-building bicycle storage space or bike racks at a rate of 1 space for every 35 vehicle parking spaces with a minimum of 4 spaces per site.
- All multi-family developments must provide on-site surface or in-building bicycle storage space or bike racks at a rate of 1 space for every 15 dwelling units with a minimum of 4 spaces per development.
- Office uses are encouraged to provide in-building bicycle facilities, including bike lockers, repair and maintenance areas as well as shower or changing facilities.
- Exterior bicycle parking is to be located in a visible area close to the front entrance of the main building or buildings on a paved surface and connected to adjacent trails or parking lots by a paved access.
- The design of all bicycle facilities should consult and consider the guidelines of from the Association of Pedestrian and Bicycle Professionals (APBP)- Essentials of Bike Parking, Revision 1.0, September 2015.



NORTH LIBERTY

Approximately 8 miles of existing trail (local and regional) and 12.35 miles of sidepaths.

Opportunities

The majority of North Liberty's bicycle network consists of facilities within the street right-of-way— wide sidewalks (1.4 miles) and sidepaths (12 miles). North Liberty also has almost 8 miles of off-street trail, including local park trails and the North Ridge Trail, which extends south to Coralville and north to connect with the North Dubuque Street sidepath (Iowa River Trail). In some locations the municipal system is supplemented by private neighborhood trails (not included in these mileage totals or on the map).

As commercial and residential areas develop, the city plans to fill gaps between existing bike facilities and expand the “trail” network to connect to new areas currently lacking bike facilities. Prioritizing access control and limiting the number of crossings and interruptions from driveways will improve safety for bicyclists using sidepaths.

Education

- Consider supporting programs offered through local non-profits to expand bicycle ridership and education.
- Continue to support current bicycle programming that teaches bicycle skills and offers group rides.
- Consider working with the MPO to provide outreach on bicycle safety for drivers.
- Consider working with other metro communities and the Regional Trails and Bicycling Committee to provide basic bicycle safety information printed in multiple languages.

Encouragement

- Continue to designate May as “Bike Month” and to fund/promote annual activities.
- Consider working with metro communities to brand the regional trail system and enhance way-finding signage.
- Continue distributing Metro Area Trail maps.

Enforcement

- Consider reviewing Coralville’s bicycle ordinance to ensure compatibility with adjacent communities and to designate where electric assist bikes may legally operate.
- Work with the North Liberty Police Department to enforce light and reflector laws for those riding at night.

Evaluation

- Communicate detour routes for pedestrians and bicyclists during road and trail closures; ensure routes are safe and clearly marked.
- Continue to prioritize the ADA transition plan to ensure curb cuts are in compliance.
- Consider applying for Bicycle Friendly Community Status.

Equity

- Prioritize bicycle facilities serving multi-family housing and schools.
- Continue to work with the Iowa Bicycle Coalition on safe routes to school.

Engineering

- Ensure routine maintenance and prompt repair to bicycle facilities and continue snow removal for commuter and school routes.
- Restrict driveway crossings along planned or constructed sidepaths (wide sidewalks).
- Continue to connect bicycle facilities between North Liberty and surrounding communities.
- Consider establishing minimum bicycle parking requirements and standards for installation and design of bike parking for new commercial and multi-family residential development.

Planned Facilities

The following facilities are part of an adopted plan (included in a community plan or the MPO Long-Range Transportation Plan).

Highway 965 sidepath 1.4 miles

Penn Street sidepath from CRANDIC Railroad to Front Street **0.25 mile**

North Liberty Road sidepath from Penn Meadows Park to Liberty High School **1.85 miles**

Cherry Street wide sidewalk from Penn Meadows Park to CRANDIC Railroad **0.4 mile**

West Zeller Street wide sidewalk from Highway 965 to Jones Boulevard **0.15 mile**

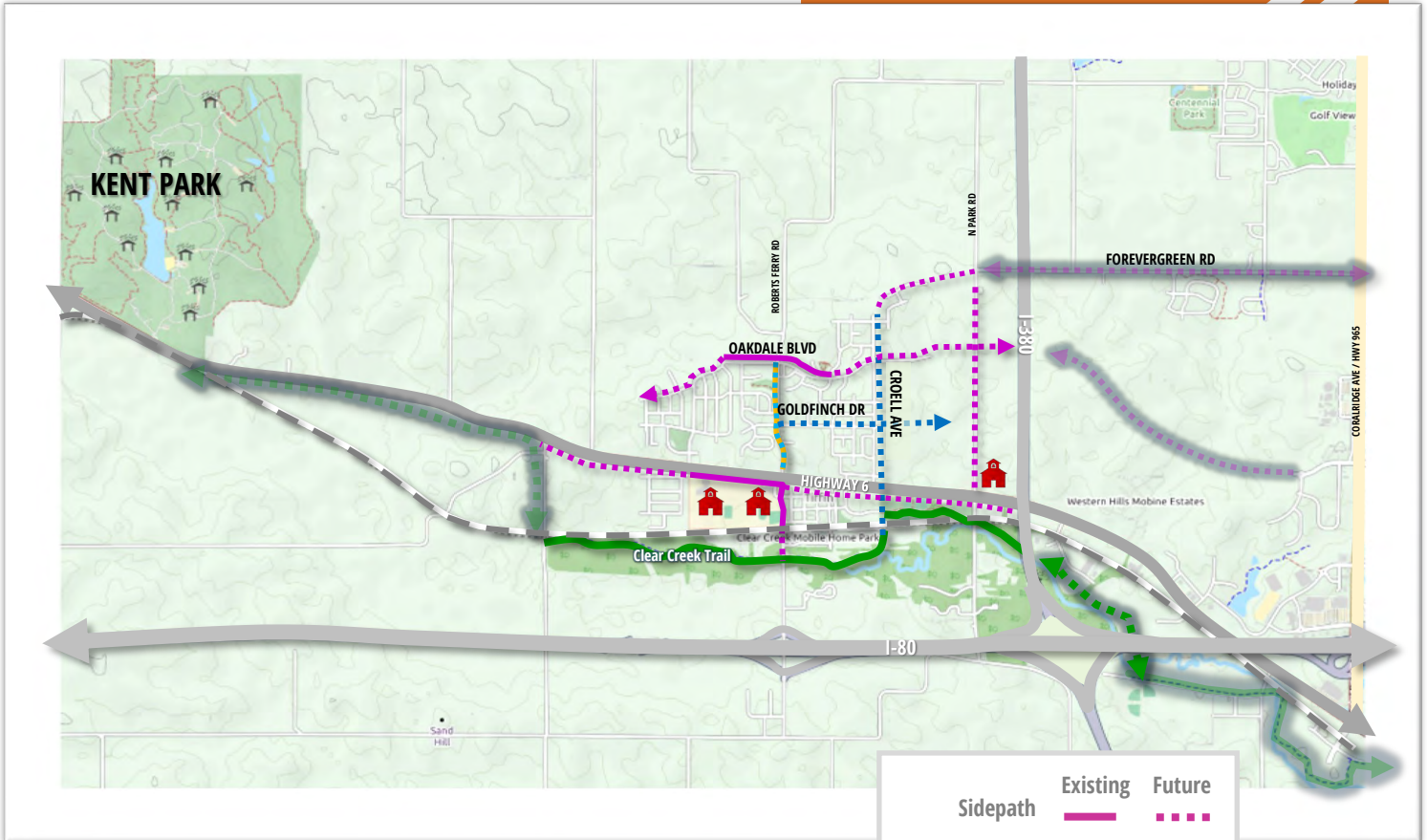
I-380 Penn Street Overpass with Sidepath 0.2 mile

Highway 965 wide sidewalk/sidepath from Zeller Street to Forevergreen Road **1.2 miles**

St. Andrews Drive sidepath from Centennial Park to Kansas Avenue **1.0 mile**

Forevergreen Road sidepath from Highway 965 to I-380 **1.0 mile**

Kansas Avenue sidepath from St. Andrews Drive to Forevergreen Road **1.1 mile**



TIFFIN

4.5 miles of existing trails and sidepaths

Opportunities

The long-awaited completion of the Clear Creek Trail connection from Coralville (in 2025) will provide opportunities to increase bicycling both for recreation and commuting and will help make Tiffin a bicycling destination for the Metro Area. Meanwhile, the County's connection from Kent Park to Tiffin will add to the appeal of this route.

With its scenic qualities and access to the University of Iowa campus, the Clear Creek Trail will become a popular route for bicyclists, including those interested in Coralville's cyclocross and single-track parks. Working with Johnson County and other metro communities, Tiffin could capitalize on bicycle tourism and promote recreational assets and quality of life for its own residents.

Connecting school sites and the new commercial retail development along Park Road to neighborhoods, will encourage residents to bicycle or walk to these key destinations. This is especially important as the Clear Creek Amana School District extends to neighborhoods east of I-380 and Highway 965. Planning ahead for on-street facilities—bike lanes or shared lane markings—and restricting curb cuts along sidepaths, will help to ensure that bicyclists can travel safely and efficiently along these corridors.

Education

- Expand bicycle ridership among youth in Tiffin. This could take the form of bike rodeos offered at school sites with support from metro area bicycle organizations.

Encouragement

- With the connection of the Clear Creek Trail between Tiffin and Coralville, consider adopting May as Bike Month and partnering with other Metro Communities on a community bicycle ride along the length of the trail.
- Update wayfinding signage as new roads, sidepaths, and trails are constructed.
- Distribute Metro Area Trail maps.

Enforcement

- Consider reviewing Tiffin's bicycle ordinance to ensure compatibility with adjacent communities and to designate where electric assist bikes may legally operate.

Evaluation

- Prioritize the ADA transition plan to ensure curb cuts are in compliance.

Equity

- Consider working with the Iowa Bicycle Coalition and the MPO to ensure safe routes to school.

Engineering

- Consider on-street facilities (proposed bike lanes or sharrows) on main routes where pavement width allows.
- Consider sidepaths with the extension of arterials streets and plan for sidepaths to connect between communities as roadways extend across municipal boundaries.
- Restrict driveway crossings on rights-of-way where sidepaths (wide sidewalks) are planned.

Proposed Facilities

The following facilities extend from existing or planned facilities.

Forevergreen Road (Croell Ave. to City Limits.): Forevergreen Road should include a sidepath along the newly constructed section of roadway. Access control should limit the number of interruptions from driveways and road crossings. **0.5 Miles within Tiffin**

Croell Avenue (Highway 6 to Oakdale Blvd.): Croell Avenue offers a relatively low-stress facility compared to Ireland Avenue/Roberts Ferry Road and N. Park Road. Special care should be taken to ensure visibility of bicyclists crossing Oakdale Boulevard and Forevergreen Road. **1.0 miles**

Goldfinch Drive (Roberts Ferry Rd. to Croell Ave.): On-street bike facilities could eventually be extended east to N Park Road. **0.5 miles**

Oakdale Boulevard (Jones Blvd. to N. Park Rd.): A future extension of Oakdale Blvd from Coralville to N. Park Road in Tiffin will create a continuous connection between communities and expand the number of potential routes that bicyclists may take. **0.25 miles within Tiffin.**

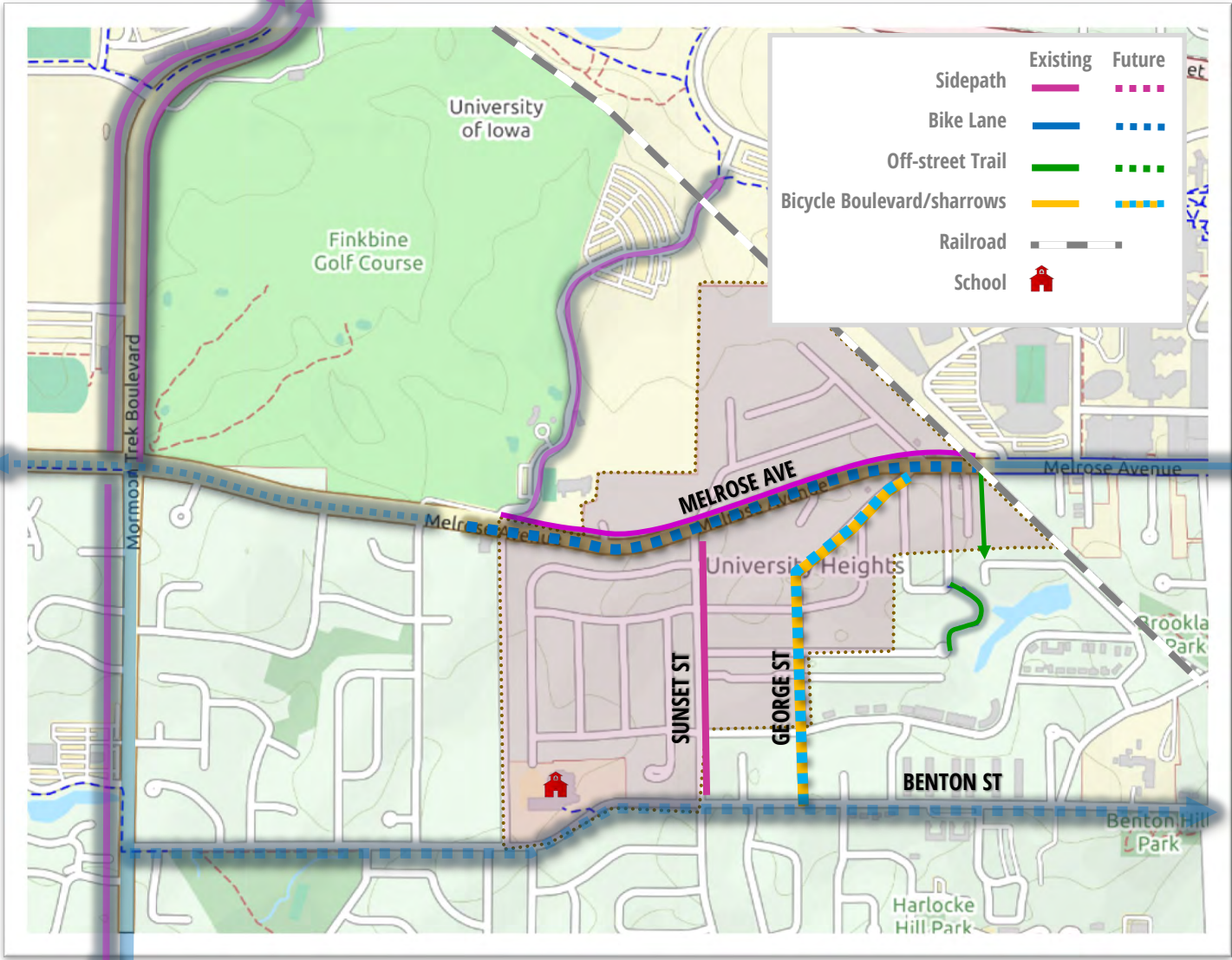
Planned Facilities

The following facilities are part of an adopted plan (included in a community plan or the MPO Long-Range Transportation Plan).

Highway 6 sidepath from Stephens Street to I-80. **0.8 mile**

Highway 6 sidepath from Ireland Avenue to West City Limits. **0.7 mile**

Ireland Avenue trail connection from Iowa Interstate Railroad to the Clear Creek Trail. **0.25 mile**



UNIVERSITY HEIGHTS

Approximately 1 mile of existing sidepath.

Opportunities

Planned upgrades to Melrose Avenue, including the addition of bike lanes, will enhance connections between communities, making it easier for University Heights residents to access the wider metro area trail system. Bike lanes will also help to reduce conflicts between bicyclists and pedestrians along the popular Melrose Avenue sidepath. The addition of bike etiquette signage along the Melrose Avenue and Sunset Street sidepath may also help to encourage bicyclists to share the path with pedestrians. Low-volume streets can be used as bikeways: George Street along with Koser Avenue could be enhanced with wayfinding and other elements to provide a north-south route.



University Heights has the highest rates of pedestrian and bicycle commuting in the Metro Area with 21% of residents walking to work and 15% bicycling to work.

Education

- Expand bicycle ridership among youth and adults. Consider establishing an annual slow-roll ride to familiarize new or inexperienced riders with different bicycle facilities and to teach route planning.

Equity

- Consider working with other metro communities and the Regional Trails and Bicycling Committee to provide basic bicycle safety information printed in multiple languages.

Encouragement

- Consider establishing a bicycle repair station near the commercial uses at One University Place.
- Continue to designate May as “Bike Month” and to fund/promote the University Heights Breakfast.
- Continue to distribute Metro Area Trail maps.

Enforcement

- Consider reviewing University Heights’ bicycle ordinance to ensure compatibility with adjacent communities and to designate where electric assist bikes may legally operate.
- Work with the University Heights Police Department to enforce light and reflector laws for those riding at night.

Evaluation

- Consider prioritizing the ADA transition plan to ensure curb cuts are in compliance.
- Use the League of American Bicyclists’ Bicycle Friendly Community application as a tool for reviewing progress.

Engineering

- Connect bicycle facilities between University Heights, the University or Iowa, and Iowa City.

Planned Facilities

The following facilities are currently part of an adopted plan included in a local plan or submitted as part of the MPO Long-Range Transportation Plan.

Melrose Avenue bike lanes 0.55 mile

Sunset Street bike lanes 0.35 mile

Proposed Facilities

George Street Bikeway from Benton St. to Koser Ave.
0.3 mile

REGIONAL TRAILS AND BICYCLING COMMITTEE

The Regional Trails and Bicycling Committee (RTBC) is an advisory committee made up of representatives from each MPO community/entity (including the University of Iowa) in addition to representatives of local bicycling groups. The RTBC may be ideally suited to work on projects or policies that require or benefit from coordination between communities. The following is a list of projects for which the RTBC may be uniquely suited to assist.

Education

- Coordinate the translation of basic bicycle safety information in multiple languages: Spanish, Chinese, Arabic, French, etc.
- Provide bike etiquette signs for placement along trails at the discretion of MPO entities. Signs would be intended for those trail sections that receive heavy use and where there may be conflicts between bicyclists and pedestrians.
- Introduce Iowa City's *People Friendly Driver* program to MPO entities for eventual use by area businesses and organizations.
- Provide public outreach on bike safety issues such as safe passing and Hand Signals through online media and other avenues.

Encouragement

- Pursue a branding effort for our regional trail system to promote bicycle tourism.
- Review bicycle ordinances to ensure consistency across the metro. As part of this effort we would look at ordinances for electrical-assist bikes as well as passing laws and other recommendations of the Iowa Bicycle Coalition and League of American Bicyclists. This review would involve local law enforcement.
- Encourage local bicycle groups to lead at least 1 ride for adults and 1 ride for families/children in each MPO community as well as at least 1 bicycle rodeo in each community.
- Plan a MPO/County official ride across metro/county Iowa City to Tiffin; Coralville to Solon.

Enforcement

- Assist with identifying a funding source for purchase of tail lights and coordinate a metro-wide bike light promotion with local law enforcement.

Evaluation

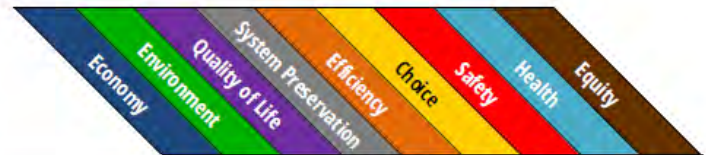
- Help organize an annual listening session for the RTBC to hear from the public regarding the progress on the plan.

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Appendix

The following strategies for improving Bicycle and Pedestrian transportation are included as part of the MPO's *Future Forward: 2045 Long Range Transportation Plan* (adopted by the MPO Board in 2017).

STRATEGIES: IMPROVING BICYCLE AND PEDESTRIAN TRANSPORTATION



GUIDING PRINCIPLES MET

Reduce obstacles for non-motorized transportation



- Ensure compliance with Complete Streets policies for all new and reconstructed road projects.
- Continue to expand and enhance bicycle and pedestrian facilities, including the trail network.
- Prioritize ADA transition plans to bring all streets, sidewalks, and bus stops into compliance.
- Ensure routine maintenance and prompt repair to bicycle and pedestrian facilities.

Improve bicycle and pedestrian safety



- Design on-street facilities according to AASHTO and NACTO guidelines.
- Increase participation in Safe Routes to Schools programs.
- Develop educational programs to promote safe bicycling and walking.
- Evaluate intersections and corridors with high pedestrian or bicycle collision rates and develop a mitigation plan.
- Raise awareness of the dangers of distracted driving and walking.

Maximize pedestrian and bike access



- Ensure safe bicycle/pedestrian access to all commercial/employment areas, schools, and parks.
- Include connectivity as a criterion in land development processes.
- Adopt bicycle parking ordinances in all Metro Area municipalities.

Recognize and promote the economic benefits of bicycling



- Use bikability and walkability as tools to promote economic development and investment.
- Expand participation in Bike-to-Work Week and Bike month.
- Continue to pursue and promote "Bike Friendly" designations, including Bike Friendly Business designations.

2017-2045

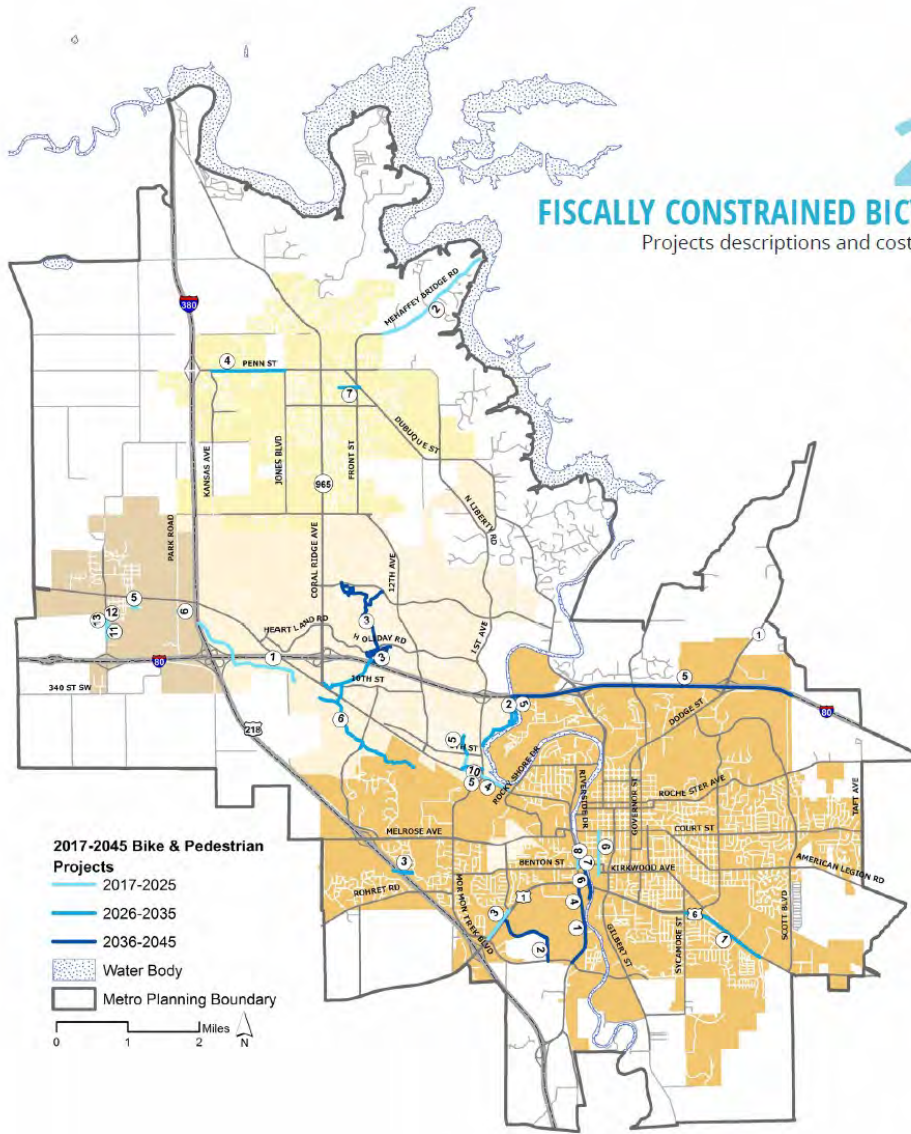
FISCALLY CONSTRAINED BICYCLE AND PEDESTRIAN PROJECTS

Projects descriptions and cost estimates for 2017-2045 bicycle and pedestrian projects are provided on the following pages.

Fiscal constraint is a required component of long-range planning. This plan includes only those projects that can be realistically completed based on anticipated revenues.

The Urbanized Area Policy Board (UAPB) has approved the inclusion of the forthcoming capital infrastructure projects in the fiscally-constrained list of projects that become eligible to receive federal funding through the MPOJC. For more information on the process by which these projects were selected for inclusion in the LRTP, please refer to the Financial Planning chapter.

Capital infrastructure projects that did not make the fiscally-constrained approved list of projects (due to a lack of forecasted funding) are included in the Supporting Documents section of this plan.



2017-2045 Bike & Pedestrian Projects
 2017-2025
 2026-2035
 2036-2045
 Water Body
 Metro Planning Boundary

Fiscally Constrained Bicycle & Pedestrian Projects 2017-2025

ID	Project Title	Project Description	\$ Cost Estimate at Construction	Entity
1	Clear Creek Trail Phase 6 and 7 (FY18)	1.9 mile extension of Clear Creek Trail west to I-380	\$1,726,534	Coralville
2	Mehaffey Bridge Trail Extension (FY18)	Construct trail from North Liberty City Limits to USACE Mehaffey Bridge Boat Ramp (2 miles)	\$222,000	Johnson County
3	Highway 1 Sidewalk/Trail (FY18)	Construct 10' trail adjacent to Highway 1 between Sunset Street and Mormon Trek Boulevard	\$873,480	Iowa City
4	Iowa River Trail (FY20)	From Rocky Shore Drive northwest .50 miles to Clear Creek	\$1,019,640	Coralville
5	Clear Creek Trail Phase 6 (FY19)	From Kimberite Street south .10 miles to Brown Street	\$245,920	Tiffin
6	Clear Creek Trail (FY18)	Over Iowa Interstate Railroad	\$48,720	Tiffin
7	Riverside Dr Streetscape	Streetscape improvements on Riverside Drive between Myrtle Avenue and Benton Street	\$87,000	Iowa City
8	Riverside Dr Pedestrian Tunnel	Construct a tunnel through the railroad embankment on the west side of Riverside Drive south of Myrtle Avenue	\$1,803,468	Iowa City
9	Clinton St Streetscape	Improve Clinton Street Streetscape south of Burlington Street consistent with the Riverfront Crossings Plan. Minor pavement improvements and lane striping a part of project	\$1,740,000	Iowa City
10	Clear Creek Trail - 1st Ave to Biscuit Creek	0.25 mile extension of Clear Creek Trail from 1st Ave. to Biscuit Creek	\$290,000	Coralville
11	Trail south on Ireland Ave (Clear Creek Trail to Villages Development)	Grade and Pave .50 trail extension along Ireland Ave to Villages Development	\$232,000	Tiffin
12	Trailhead at Ireland	Grade and Pave Trailhead	\$34,800	Tiffin
13	Trail south on Ireland Ave (Railroad to Clear Creek Trail)	Grade and Pave .25 mile trail extension along Ireland Ave to connect to Clear Creek Trail	\$116,000	Tiffin
Projects highlighted in green have funding programmed in the TIP.			Total Costs 2017- 2025	\$8,439,562
			Estimated Funding	\$9,645,474
			Remaining	\$1,205,912

Fiscally Constrained Bicycle & Pedestrian Projects 2026-2035

ID	Project Title	Project Description	\$ Cost Estimate at Construction	Entity
1	Highway 6 Trail - Sycamore to Heinz	Extend existing trail along Hwy 6 between Sycamore Street and Heinz Road.	\$2,887,878	Iowa City
2	Iowa Riverfront Pedestrian Bridge	New pedestrian bridge over Iowa River just south of Interstate 80	\$3,325,000	Coralville
3	Willow Creek Trail - West	Connect Willow Creek Trail from its current west terminus via a tunnel under Highway 218, to connect with the trail in Hunters Run Park and further west.	\$4,277,280	Iowa City
4	Penn Street Trail	Jones Blvd to Kansas Ave. 10ft wide trail along ROW	\$845,120	North Liberty
5	Trail Construction - Coralville Zone 1	Reconstruction of trails in Zone 1. Zone 1 is located east of 12th Avenue and south of I-80. Total length: 1.5 miles.	\$802,560	Coralville
6	Trail Reconstruction - Coralville Zone 2	Reconstruction of trails in Zone 2. Zone 2 is located west of 12th Ave., south of I-80, and east of Coral Ridge Ave. Total length: 3.5 miles.	\$1,662,500	Coralville
7	Cherry Street Trail Corridor	Penn Meadows Park to CRANIC RR. 10ft wide sidewalk.	\$304,000	North Liberty
Total Costs 2026 - 2035			\$14,104,338	
			Estimated Funding	\$14,227,998
			Remaining	\$123,660

Fiscally Constrained Bicycle & Pedestrian Projects 2036-2045

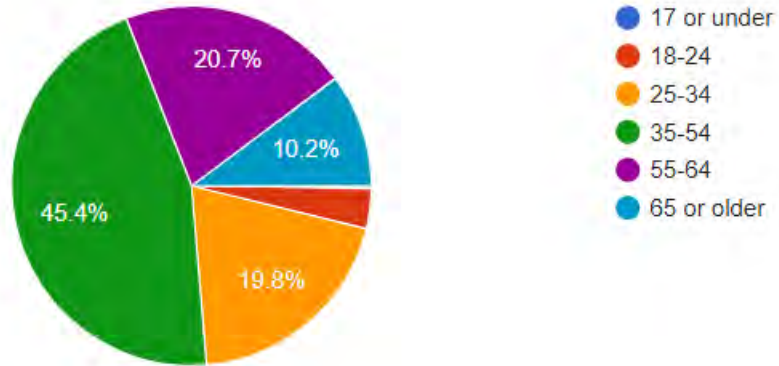
ID	Project Title	Project Description	\$ Cost Estimate at Construction	Entity
1	Old Highway 218 Trail/Wide Sidewalk	This project will construct an 8' wide sidewalk adjacent to Old Highway 218 between Sturgis Ferry Park and McCollister Boulevard.	\$1,056,000	Iowa City
2	Willow Creek Trail - Phase III	Construct a trail from Willow Creek Drive, under Highway 1, around perimeter of airport, to connect with Iowa River Corridor (IRC) Trail.	\$1,670,400	Iowa City
3	Trail Reconstruction - Coralville Zone	Reconstruction of trails in Zone 3. Zone 3 is located west of 1st Ave., north of I-80, east of Coral Ridge Ave., and south of Oakdale Blvd. Total length: 2.7 miles.	\$1,620,000	Coralville
4	Old Highway 218 Streetscape	Streetscape improvements on Old Hwy 218 entrance - Sturgis Ferry Park to US Hwy 6. This project includes landscaping, lighting and sidewalk improvements. The project should be coordinated with Sturgis Ferry Park upgrade and /or Riverside Drive Redevelopment project.	\$1,559,040	Iowa City
5	Interstate 80 Aesthetics Improvements	Landscaping and aesthetic treatments in the Interstate 80 corridor. The objective of this project is to mitigate the visual impact of the addition of a third lane to I-80 and to provide cohesive and pleasing feel to the Iowa City corridor.	\$576,000	Iowa City
6	Iowa River Trail - Benton to Sturgis Park	Extend the Iowa River Trail from Benton Street to Sturgis Park on the west side of the Iowa River.	\$2,619,280	Iowa City
Total Costs 2036 - 2045			\$9,100,720	
Estimated Funding			\$17,923,582	
Remaining			\$8,822,862	

Metro Bike Plan Survey

As part of the Metro Bicycle Master Plan process, the MPO invited the public to participate in an online bicycle survey in November-December 2018. The survey generated responses from 469 individuals.

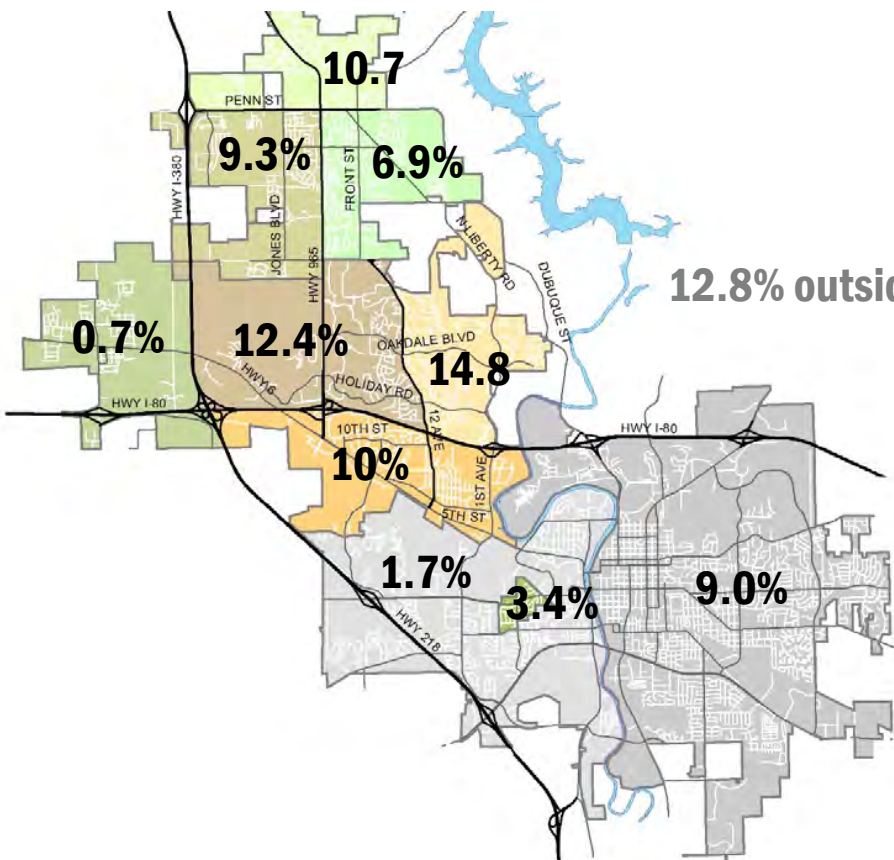
The following information represents selected results from the survey and does NOT represent a random sample. Respondents were self-identified as having some interest in bicycle transportation.

What is your age? 469 total responses



Does your household include children under 18 years of age? 468 responses

Yes: 35%
No: 65%

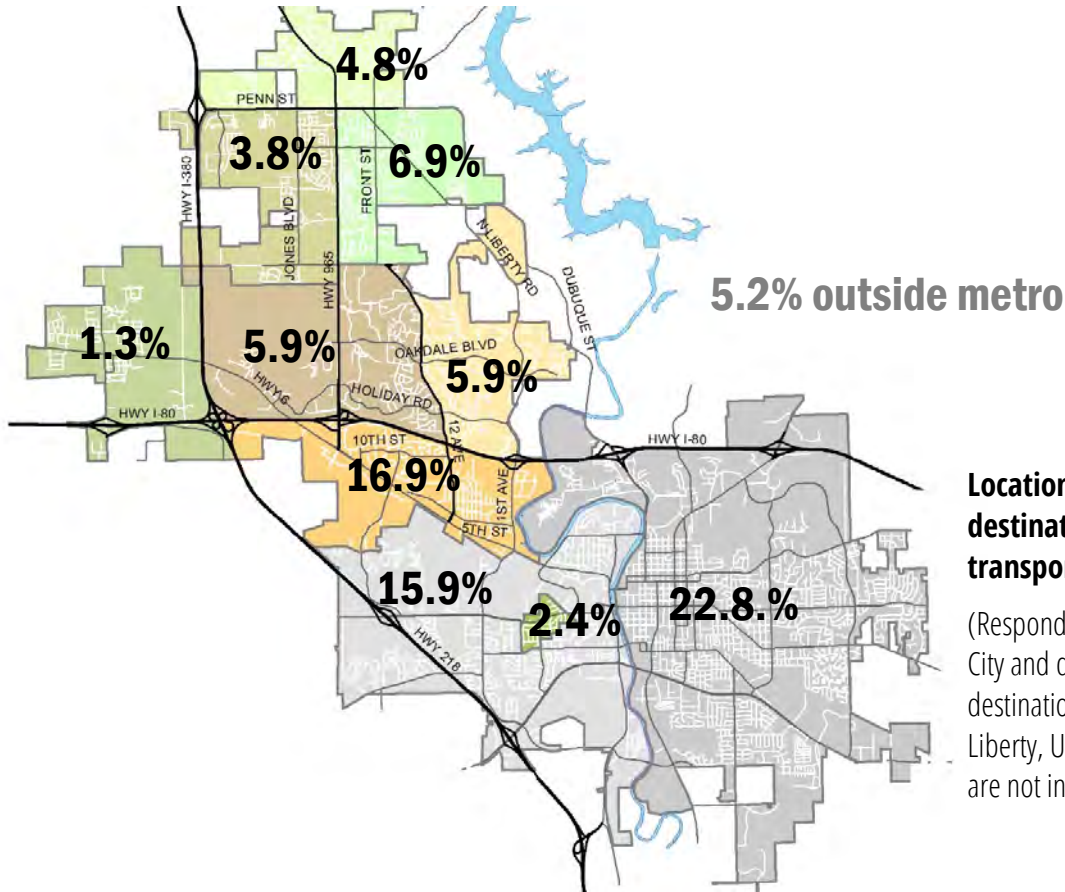


Where do you live within the Metro Area? 469 responses

Area within the metro where survey respondents live.

(Respondents who reside in Iowa City and do not indicate a major destination in Coralville, North Liberty, University Heights or Tiffin are not included in this display.)

Please indicate the area where your most frequent destination is located regardless of your transportation method. 469 responses



Location of most frequent destination regardless of transportation method.

(Respondents who reside in Iowa City and do not indicate a major destination in Coralville, North Liberty, University Heights or Tiffin are not included in this display.)

Most frequent travel destination

Respondents living north of I-80, east of 12th Ave.

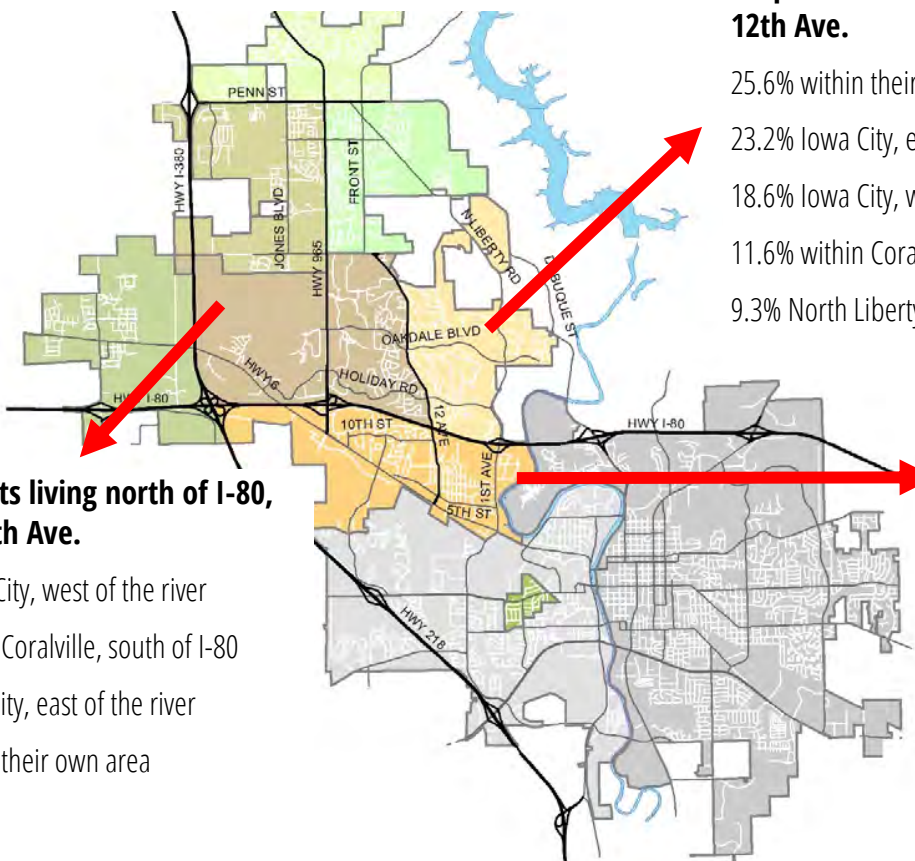
- 25.6% within their own area of Coralville
- 23.2% Iowa City, east of the River
- 18.6% Iowa City, west of the river
- 11.6% within Coralville, south of I-80
- 9.3% North Liberty, south of Penn and east of 965

Respondents living north of I-80, west of 12th Ave.

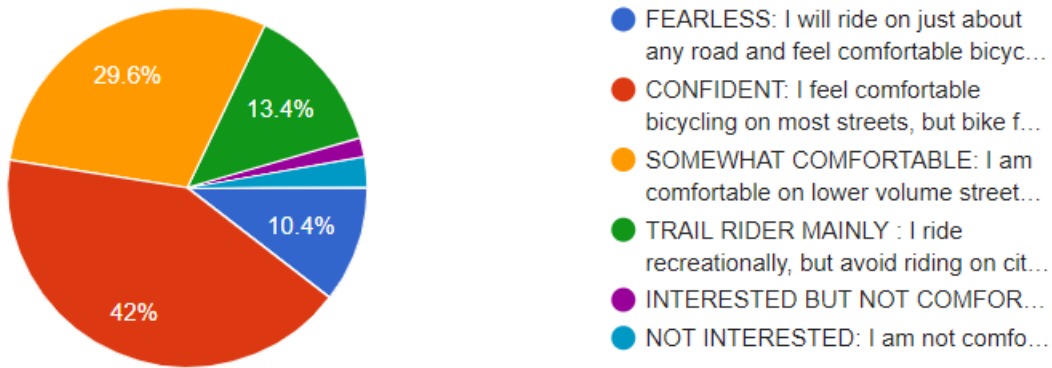
- 33.3% Iowa City, west of the river
- 19.4% within Coralville, south of I-80
- 13.8% Iowa City, east of the river
- 11.1% within their own area

Respondents living south of I-80

- 34.5% Iowa City east of the River
- 31.3% within their area
- 20.7% Iowa City, west of the river



How would you describe your bicycle comfort level? 469 responses

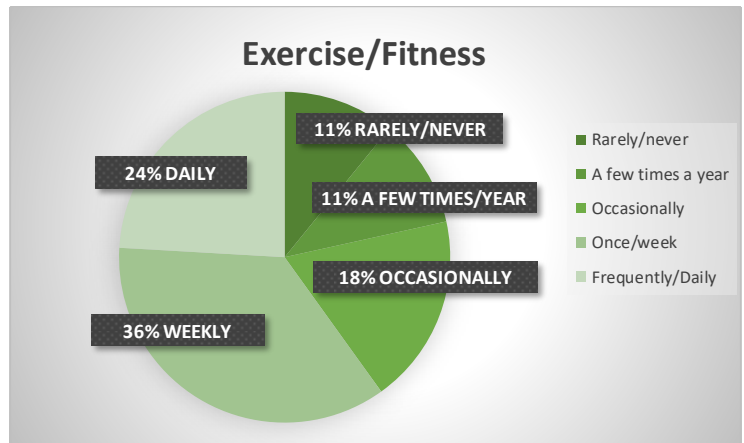
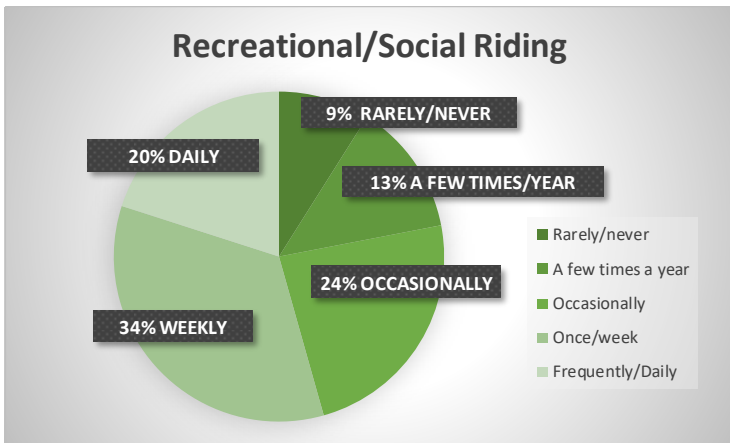
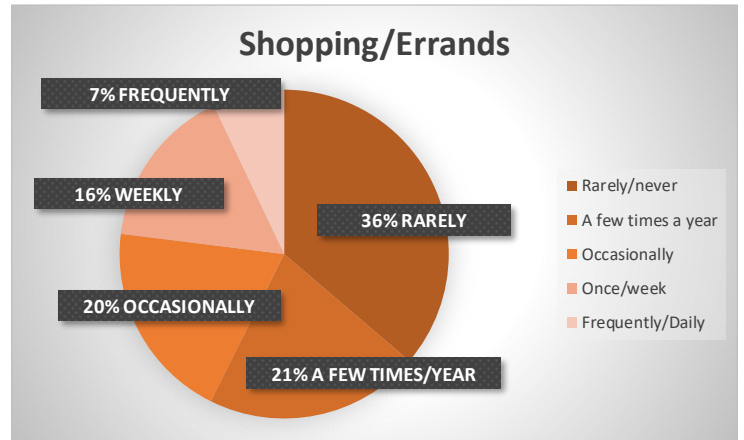
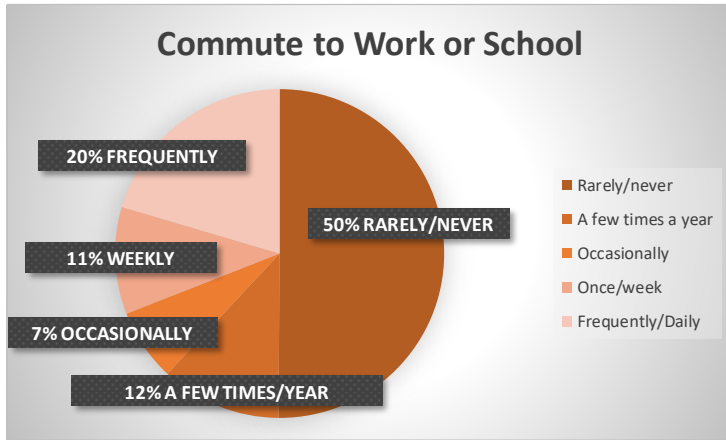


Would any of the following programs be of interest to you or help you feel more comfortable riding a bike?

210 responses

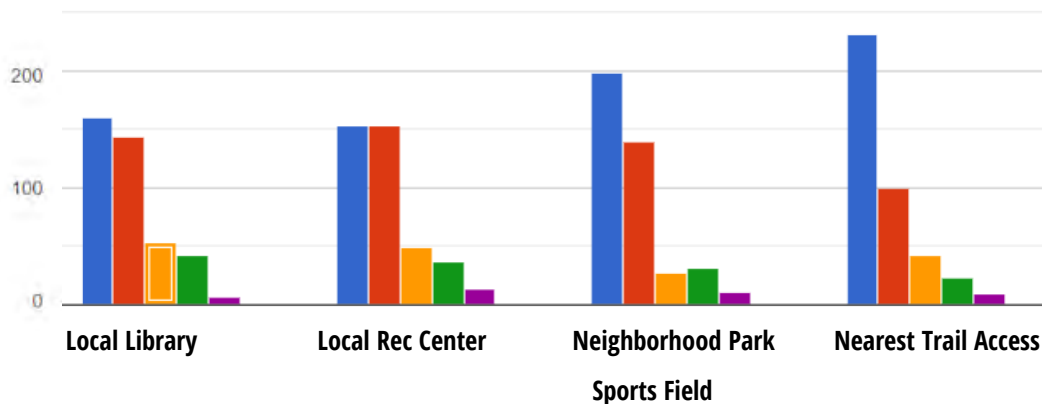
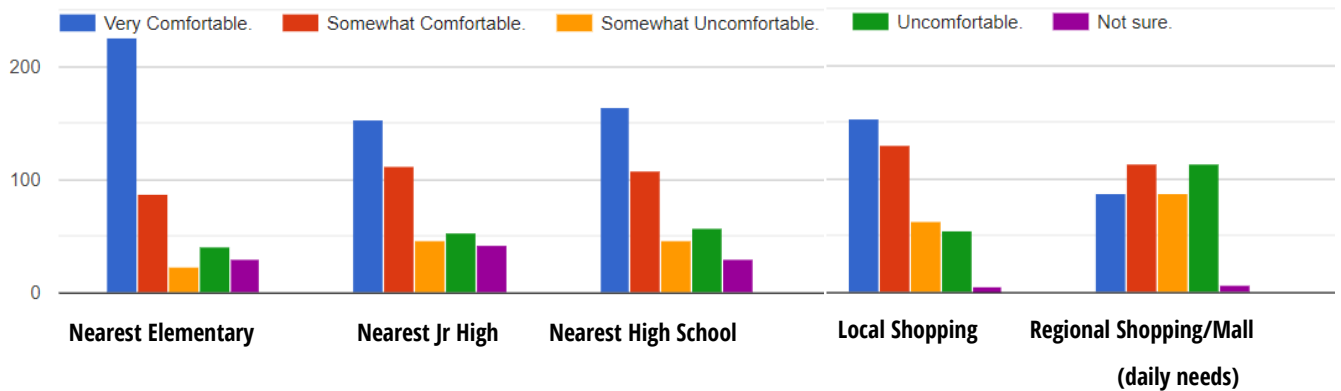
- 12.4% In person classes on basic bicycle skills.
- 24.3% Short (e.g. 60-second) on-line videos covering rules of the road or other basic bicycling issues.
- 25.2% Neighborhood based rides with experienced bicyclists (e.g. slow rolls.) that focus on recreation and social aspects of riding.
- 26.7% Group based rides such as women's rides, family rides, or groups that support the particular needs of seniors, people of color, women, non-English speaking, etc.

How often do you ride your bike for the following purposes (in good weather)? 469 responses



How comfortable/safe do you feel traveling by bicycle between your home and each of the following destinations?

469 responses



List any specific locations (in Coralville, North Liberty, University Heights, or Tiffin) where bike racks are missing, inadequate, or in poor condition.

- Several grocery stores have inadequate bike parking. A lot of convenience stores have no bike parking whatsoever.
- West Music in Coralville
- Public Library
- Coralville strip: out side of Spartis broken; outside entrances at all of Carver Hawkeye
- Penn Community Park, North Liberty, Southeast Junior High (inadequate), most Coralville businesses along Hwy 6. Beaver Creek Plaza in North Liberty.
- Beaver Kreek Center, North Liberty; Businesses along 25th Ave. Coralville (Pancheros, HuHot, Haveli, Coldstone); Culver's, corner Holiday Rd and 965 in Coralville
- North Liberty — Penn Landing? The area where Molly's used to be and that coffee shop. Coralville — IRL.
- North Liberty Recreation Center
- Centennial Park in North Liberty
- North Liberty City Council office does not have a bike rack.
- Perhaps by Target--maybe one closer to the doors?
- Most anyplace with racks i think could benefit from some sort of environmental shelter. Like many bus stops have.
- Along popular bike paths with viewing areas or extra walking trails so riders have the option to stop and enjoy the environment.
- The strip mall at 25th Ave and 2nd ST Coralville
- Anywhere along the Coralville Strip close to sidewalk
- Town Square area Coralville
- Anywhere in University Heights
- Aroma, the coffee shop. No bike parking at all.
- North Liberty Fareway
- Coralville Convention Center
- HyVee in Coralville
- Autozone in Coralville
- Baseball fields in North Liberty
- Garner elementary.
- North Liberty: practically every business location lacks bike racks.
- Fareway and other businesses in North Liberty; bike racks should be mandatory
- Iowa River Landing, city center Coralville
- Squire Point
- Gus', IRL

List up to 3 specific roadways or trails or wide sidewalks where you believe repair or improved maintenance is needed. Be as specific as possible. (Locations in Coralville, North Liberty, University Heights, or Tiffin.)

- Winter maintenance trails to Liberty High School and Iowa City along Dubuque St.
- Hawkins & 2nd St. Coralville.
- Sidewalk needed along Camp Cardinal Rd, from Hwy 6 to Tom Harkin Trailhead.
- 1st Avenue in Coralville.
- HYW 6 TIFFIN TO CORALVILLE
- Sandy Beach Rd, Curtis Bridge Rd.
- Mormon Trek (awful crossings on the trail).
- The trail along the Iowa River that goes out to Iowa River Landing was taken out due to the newly constructed apartments and road construction on 1st Ave. This has been an inconvenience.
- Melrose Avenue, Sunset Street (between Benton and Melrose)
- Melrose from UIHC out to Poor Farm.
- Complete the Coralville trail into Tiffin
- Linder Rd. NE, Prairie Du Chien Rd bridge over I80 is a nightmare for young kids and families, and Prairie Du Chien Rd NE all the way to the Coralville Dam & the camp grounds there.
- Hwy 965 between Swisher and North Liberty. That is the only road connecting those two towns. It needs to be made safe for cyclists.
- Highway 965 North maybe along existing RR bed so people don't get hit and killed on 965. Sad. Trail Connection from mall to NL trail so you don't have to ride on street. Better trail connectivity from CV IHOP to Big Grove southside of IC.
- Out flooded out area between Rocky Shore Drive and City Park in Iowa City--roads are poor and pitted.
- On the bike trail where it approaches gulf view from the north.
- Holiday Rd in Coralville.
- Coralville Strip.
- The wide sidewalk along 2nd St in Coralville is incredibly dangerous with all of the parking lot entrances, there should be increased visibility/signs to warn of bicycles crossing these entrances.
- North Liberty Trail between Coralville City Limits and Cherry Street.
- Coralville should clear trails of snow.
- 965 north of north liberty.
- Willow Creek Trail in Willow Creek park, east side of creek; Clear Creek trail snow clearance in winter.
- Linder road - not only is it narrow, the road has many pot hole and a narrow/ non-existent shoulder.
- The trails that we have are fine. We just need more of them! The lack of safe ways to bike are killing us and we need to catch up with the times. Other cities are doing it and it is a major draw. Think of Minneapolis, Madison, Portland, etc... they have excellent bike trails and people are noticing.
- Along Highway 6.
- New Park Road bridge: sidewalk (what's taking so long to open that?).
- Coralville needs to plow all trails in winter.
- Finish the trail along Mehaffey Bridge road -- what a fiasco!
- 965 going north toward Cedar Rapids.
- Biking from Fareway to the bike trail by the railroad tracks. Forevergreen Road from the junior high to Jones.
- The trail behind the new Hy-vee on Crosspark road is pretty uneven from just south of Forevergreen road for about a block.
- South side of 2nd street between First Ave. and Hawkins Drive in Coralville.
- Perhaps better signage on the Coralville Strip letting motorists know bikers are on the bike/sidewalk. Everyone needs to be watching (for cars and bikes) at all of the turn-offs into businesses, like Wig and Pen.

- Trail/sidewalks along major roadways that are also along popular the side of popular businesses are I think hazardous as currently implemented in Coralville a long 2nd Ave. Poor visibility with hedges. Plus general issue with cars looking to make a quick turn into or out of the street and this paying high attention to oncoming street traffic and not to something moving along the sidewalk faster than a pedestrian. I personally prefer and feel safer on the road sharing a lane with cars in such conditions.
- It would be nice if they would clear all of the trails of snow in Coralville, not just some of them.
- The trails in Coralville are difficult to use in the winter. They should plow them.
- The trail behind the new Coralville HyVee, Linder Road.
- The railroad crossing on Forevergreen Road by the new HyVee. The yards by the 3-way stop at intersection of Front St and Forevergreen Road.
- Highway 6 from Scott Blvd to the east has nasty rumble strips.
- In general, Coralville does a poor job of clearing trails in the winter. Diminishes the usefulness of the trails.
- Coralville never plows connecting trails to IC and NL.
- North Westminster Street and blacktop path along south side of U of Iowa recreation fields (west of Mormon Trek all the way to paved bike path).
- Coralville sharrows are useless; links between Iowa City and Coralville are all poor; wide sidewalk on C'ville Strip is extremely dangerous with frequent driveways and intersections where cars are moving quickly and "don't see" bicycles. Cars are also turning on and off strip in many directions, making crosswalk lights a waste.
- winter maintenance trails to Liberty High School and Iowa City along Dubuque ST
- The North Ridge Trail behind the new HyVee is almost unrideable.
weeds are growing up through a big crack in the pavement on the Dubuque street trail as you approach Grace church from NL.
Wider sidewalks along Penn Street through the old part of NL.
- Wide sidewalks along Hwy 6 between 1st Ave C-ville and Hawkins Dr. Hawkins Drive between Carver Arena and Riverside Dr
- uneven sidewalks along Melrose Ave from Finkbine to UIHC cause too many jolts and are too narrow to pass walkers easily, but there is too much traffic to want to ride in the street
- Clear debris off shoulder of I380 overpass on Penn St in N Liberty, pave shoulders of Ireland Ave going south to I80 in Tiffin
- Curb maintenance needed on SW corner of Dubuque and Breckenshire. Curb had been sticking out onto the bike path. I believe it's been filed down a bit, but still a danger of puncture if a tire hits it.
- Crossing area at 965 and Fairview Lane. Trying to cross the street even with the button is very dangerous. It turns green for us to cross and cars turn right or left so you never have a clear path.
- 12th Avenue from just south of I-80 to at least 10th Street or even 7th Street needs sidewalks assessed.
- In North Liberty on Cherry street between the main trail and the pedestrian underpass the sidewalk is too narrow
- Coralville, along Highway 6/2nd St, between 25th Ave and 21st Ave
Coralville, along east side of 25th Ave, between 10th St and Trail to east
- Not strictly "maintenance" but blocking/parking on off-road trails and wide sidewalks by construction workers without "closing" the trail/posting detours is wildly out-of-control.
- NL trail is blacktop and in need of repairs throughout
- North Liberty Trail south of Forevergreen Road behind HyVee has a really rough section that needs replaced
- Dubuque St trail North of I-80 is poorly maintained. North Liberty Trail near Forever Green is blacktop surface and is pretty torn up in spots. Trail in Iowa City Park is also getting pretty beat up.
- The trail from North Liberty to Coralville is functional, but needs upgrading. The trail connecting Coralville from the road that goes south to UIHC, Kinnick, etc., should be more direct and less confusing rather than meandering through campus on wide sidewalk. Complete trail from Iowa City to Solon and Solon to Ely. Once that is done, there will be a great trail system from Iowa City to Waterloo. I don't know what the plan is from Lake McBride to Solon, but I think the plan is to use the wide shoulder on the highway. I much prefer a dedicated bike trail.

Suggest up to 3 specific locations where you think improvements are needed for bicycling. Suggested improvements could include trail extensions, bike lanes, intersection improvements, wayfinding signage, etc. (Locations in Coralville, North Liberty, University Heights, or Tiffin.)

- Work with Linn Co. to link to Cedar Valley Nature Trail.
- 965 between North Liberty and Swisher/Shueyville; North of North Liberty on Mehaffey Bridge Rd toward Solon; UIHC campus overall between parking lots and main hospital campus.
- 965 going north toward Cedar Rapids.
- Hwy 1 - widening the shoulder for dedicated bike lanes between Iowa City & Solon (unrealistic due to cost, but it's a suggestion)
2. Remove the train tracks that run from W. Court St to 1st Ave in Coralville and make them a "Rails to Trails" (unrealistic due to cost, but I've been in Iowa City 15+ years and I've never seen a train on those tracks).
- Tickets issued by law enforcement for riding on streets.
- I'm an advocate for bike trails. They are healthy and productive for our community. I support the extension of our trail system for commuting purposes but also exercise/enjoyment.
- Finish/replace the trail from CRANDIC Park along the river crossing Clear Creek towards Iowa River Power. Wide sidewalk along 12th Ave Coralville from 2nd Street to Oakdale.
- There needs to be a bridge from the IRL to Iowa City (for biking and walking).
- The incomplete bridge from 1st Ave to Rocky Shore Drive (along the railroad). That would be nice to connect Coralville and Iowa City.
- Finish trail extension to Tiffin from Coralville.
- Eastern end of Clear Creek trail would benefit from connection to Tiffin Trails.
- Signage along 12th Ave. from 2nd St. to Holiday Rd.
- Penn St west of Kansas to James Ave to Tiffin.
- Forevergreen Rd from Jones to 965/bike trail by RR needs trail/wide sidewalk. North Liberty Road from Front to Dubuque st. needs trail
Trail from Broadmore neighborhood toward high school would be beneficial.
- Clear Creek Trail completion. Hoover Highway IC to W Branch (preferably by paving Lower West Branch Road). Highway 965 north from N Liberty to county line. (These are my nominees for the three most dangerous highly trafficked bicycle routes in Johnson County. Clear Creek Trail completion goes from the top of my list to the bottom of my list with the much appreciated paving of shoulders on highway 6 between Coralville and Tiffin.)
- Education for drivers. They are not watching for cyclists.
- Crossings over major roads are needed for cross-city travel in the metro area.
- Melrose avenue (wider sidewalks all the way along), Coralville routes on first avenue to Iowa River Landing (from north and south), Grand Avenue.
- Penn St bridge across I-380
- TIFFIN TO CORALVILLE OR TIFFIN TO AMANA
- Hwy 965 N of Penn St need wider bike lanes. Trail from NL to Tiffin would be nice.
- Along the street on the south side of North bend Elementary. Coralville connection to Tiffin. Hwy 1 from Hudson's Bar west to top of hill at McDonalds.

- Forevergreen Rd and Penn need dedicated on-road bike lanes to safely get to F28 and on to Oxford. South Gilbert needs a dedicated bike lane like Sand Road to safely get to Lone Tree and points south or southeast. Rochester needs a dedicated bike lane to safely get back from West Branch (and so does Hoover Highway).
- Penn street across interstate I-380.
- Penn Street over I380, Clear Creek Trail heading toward Tiffin.
- First Ave in Coralville, 12th Ave in Coralville from Holiday road all the way to 5th St.
- Connecting Tiffin to Coralville with wide trails will be great and riding safely from Coralville to IC farmers market would be very appreciated. Also, more restaurants and bars along the trails like in Ankeny would be fun.
- 1st Ave in Coralville. Through reservoir.
- Cross walk flashers on Forevegreen Rd west of 965 where trail crosses. Traffic between 4-6pm insane. Any major intersection for that matter.
- Wide sidewalk down Front Street.
- Coralville trails, coral ridge mall area, 2nd ave in Coralville.
- 965 and Fairview Lane.
- Hwy 965 between Swisher and North Liberty. That is the only road connecting those two towns. It needs to be made safe for cyclists.
- Expand Willow Creek Trail south of West High School across Highway 218. Better connect North Ridge Trail near Holiday Road. Wider sidewalks along Melrose Avenue.
- 965 heading north from North Liberty to the Iowa River bridge. The fact that there is no paved shoulder on this road has already lead to death for bicyclists. I have noticed that this does not stop many bicyclists from riding on this road - in traffic. More lives will be lost unless this is addressed.
- Connection between Iowa City and Coralville - especially around Hwy 6.
- Crossing 965 in north liberty at Fairview and by Fairway. Crossing Penn st at Jones blvd. crossing Coralville strip near Olive Garden to access woodpecker trails.
- Trail behind the strip- you're so dangerous should I try to get from Coralville North to Iowa City! ; Trail near the river behind Marriott to the strip(1st Ave is dangerous!); 12th Ave needs something (Dangerous to ride on and a connection to most of Coralville from the north).
- Coralville to Tiffin.
- Melrose and Sunset in University Heights.
- Clear debris off shoulder of I380 overpass on Penn St in N Liberty, pave shoulders of Ireland Ave going south to I80 in Tiffin.
- (1) The gravel shoulder on Hwy 965 between Swisher and North Liberty is littered with debris. I would never ride the paved road on Hwy 965, but the gravel shoulder is wide enough for hybrid and fat tire bike traffic. Except 50% of the times that I ride from Swisher to North Liberty, I have hit metal debris and blown tires. (2) Bike route(s) from North Liberty to Tiffin. I realize James Ave north of Tiffin has signage for bike riding. However, traffic patterns in just the past three years have exploded and there's so many vehicles flying on that road its now dangerous for cars, let alone bicycles. (3) Finish the Clear Creek trail from Coralville to Tiffin. I live in Swisher, but I use a car carrier bike rack to North Liberty. I can consent to ride the trail from North Liberty south to the Clear Creek trail south of Coral Ridge and go to Tiffin. Not sure if Forevergreen will be safe enough for biking on the street due to traffic density.
- Trail system, signage for sidewalks and trails, safe bike lanes/paths.
- Water, there are no fountains at the waterworks park Fix potholes/cracks in the road, the long inch wide cracks in pavement are super dangerous (road bike tires are only 1 inch wide) Improve bike access from James to Kansas Ave in North Liberty.

- I would love to be able to ride (safely) from Tiffin to Coralville. I feel unsafe along Highway 6, and there is no way I would let my 1st grade children ride the current route. I hope the Tiffin trail extension to the trail in Coralville is finished soon. Second, would be extending the trail from Tiffin to Kent Park.
- Coralville to Tiffin on Hwy 6; Hwy 965 north of North Liberty; 2nd Ave east of Newton
- The North Ridge Trail behind the new HyVee is almost un-rideable, weeds are growing up through a big crack in the pavement on the Dubuque street trail as you approach Grace church from NL. Wider sidewalks along Penn Street through the old part of North Liberty.
- "Downtown" Tiffin to Clear Creek Trail along Ireland Avenue. This very busy street is unnerving to travel down en route to the Clear Creek Trail. It would be greatly improved with a wide sidewalk leading from the center of town to the trail, especially since school students and sports teams utilize this narrow road to get to the trail.
- NL: Trail extension/bike path along RR X north of town to get bikes off of 965. It just isn't safe for riders of any age getting to/ from NL north of town.
- Wide sidewalks along Hwy 6 between 1st Ave Coralville and Hawkins Dr. Hawkins Drive between Carver Arena and Riverside Dr Hawkins Drive through the medical campus from Hwy 6 to Riverside Drive
- Would be nice to have a path over the river from Peninsula/Mackinaw Village to the Iowa River Landing
- The intersection of Ireland Avenue and Hwy 6 in Tiffin is an absolute nightmare. There NEEDS to be a stop light here, rather than 8 or 9 lanes taking turns to go. Without a crossing guard, it can be hard to cross, and even with a crossing guard it is challenging. Additionally, Hwy 6 east of Tiffin as you drive into Coralville could be improved with a wider shoulder or bike lane.
- The biggest problem by far for pedestrians and bikers in Coralville is 2nd. It has rare crossing opportunities and the few are all at lights with long wait times. I don't blame j walkers there one bit. It is shameful for the city to continue to ignore this problem. We need pedestrian bridges or underpasses like the one at Iowa house. Or at least more frequent lighted cross walks.
- A trail loop out to Kent Park and then north to North Liberty, entering the town from the west--the loop could be a regional recreation destination.
- Johnson Co will be the start/finish of the soon to be completed CRVT. Is there a planned terminus for the trail where there would be parking, a park, tourist info for restaurants/lodging, etc? We need to encourage riders from the north to continue beyond the Sleeping Giant in Cedar Rapids and draw them south to Iowa City - something to make Iowa City the destination. When complete, a mile marker system--like what is on the trail from Ely to CR--added to the Johnson County segment of the CVNT
- Melrose Ave - wider sidewalks and more aids for crossing to opposite side; also wayfinding signage for the best way to cross the river from Melrose into downtown area. Both Melrose and 2nd Street in Coralville - advance notice (in terms of both time and distance) when areas will be closed for construction. Perhaps lockers to stow gear during outdoor activities at Morrison Park.
- Think about a way to connect University Heights directly with Mormon Trek Hand-cart Park (beginning of Iowa Corridor Trail).
- IRL/1st Ave in Coralville (Iowa River Trail has been closed for over a year and the new wide sidewalks along the west side of 1st Ave have WAY too many driveways). There is a serious need for an off-road trail connection to the network reachable using Clear Creek Trail and IRL. The wide sidewalks along the rebuilt 1st Ave (at least on the west side) are not useful for biking. There are way too many driveways, the narrow curb cuts at intersections/driveways are choke points and frequently the sidewalk is closed for construction (see the development south of 5th St blocking the west sidewalk for weeks over the past year or the current development where the car wash was at 1st Ave and 6th St).
- Wider shoulders or bike lanes to Kent Park.
- Intersection of First Ave and Mormon Trek in Coralville is terrible.
- 12th Avenue/Holiday Road area, 1st Avenue/North Liberty RD, Penn ST North Liberty.
- The trail from Coralville to Tiffin.

- Hoping Clear Creek trail to Tiffin is open soon. Restore trail along river to IRL soon.
- Most of Coralville is bad. Improve 1st Ave, Coral Ridge Dr can't be biked or walked, 23rd Ave should be the route between 2nd St and N Ridge Park.
- Sidewalk in front of N Liberty Rec Center/Pool on Cherry Street should have width increased to trail width.
- Extend the trail from Rocky Shore Drive to Iowa River Landing. Way finding signs to Mehaffey Bridge/Sugar Bottom
- I would like to see improvements to enable safe riding to Tiffin and Kent Park. Trail would be fine, as would wide paved shoulders along roads
- Melrose Ave. from Sunset St to Camp Cardinal needs a bike lane (there isn't enough space to share with drivers and the sidewalk is not wide enough). Oak Crest Hill Rd SE to Mormon Trek needs a wide paved shoulder. Prairie Du Chien Rd NE north of Newport Rd to the dam needs a wider shoulder. All pedestrian/bike crossings over HWY 1 or HWY 6 need wide, white, obvious pavement markings for drivers to see.
- I80 and Dubuque St is dangerous for bikers due to bikers having signal or ride and turning traffic having a green light at the same time. I would like to see bikers and pedestrians have a separate time to cross with no turning traffic.
- trail extensions, sidewalk expansion or proper use on road.
- I would love to ride from Coralville to downtown Iowa City, but traffic stops me.
- trail extension into Tiffin. re-open trail along river in Coralville - 1st avenue is too dangerous.
- 12 ave, but not the worthless "sharrows". Roads and/or sidewalks need to be WIDER so cyclists aren't mixed with automotive traffic.
- Coralville, a way to bike to Post Office without riding on the street.
- Bike lanes up Melrose in U Heights, Construction on 1st Ave Coralville has cut the IRL off from bicyclists from IC, Access to the Cyclocross course in Coralville without having to ride on the strip.
- finish trail connection from Coralville to Tiffin; trail extension to Ely to connect with trail to Cedar Rapids.
- 5th Street in CV between 1st and 6th Avenues need a bike lane, not a sharrow. As it is, the road is too wide for 25mph, if you drive 25mph, people rage at you for driving too slow. Meanwhile there is just a sharrow which does nothing for cyclists.
- Finished trail route all the way from NL to Solon.
- University Heights has no bike lanes. Super dumb transition from bike lanes to (dangerous) wide sidewalks at IC to UH transition. Terrible for both pedestrians and bikers.
- -better bike way/improved signage on Melrose through U Heights -signage/safety precautions for cyclists and drivers on Coralville Strip wide sidewalk-many driveway entrances make it very unsafe for cyclists -trail connection from downtown NL to new trail on Mehaffey Bridge-Front St/Mehaffey Bridge Rd intersection
- Trail extension between Tiffin and Coralville.
- Melrose Avenue from University heights west to city limit.
- North Liberty Rd from Penn St to the Dubuque St roundabout. There is not currently a sidewalk. A wide bike trail along the road would be very helpful.
- Clear creek trail connecting Coralville to Tiffin.
- Front street needs wide sidewalks for bike traffic to schools, St Andrews drive needs a bike route/wide sidewalk.
- More bike lanes in Coralville.
- Highway 6 corridor.

- 1. Connect Clear Creek trail to Tiffin trails. 2. Fix Rocky Short Drive railroad underpass (very narrow). 3. Widen bike lane along Mehaffey Bridge Road from Penn Street to the bridge.
- Plow in winter.
- At the new traffic lights/bridge on Dubuque need no right on red to protect crosswalks.
- general interconnection of trails, particularly court hill to Iowa river trail. intersection improvement at 5th st and 1st ave Coralville (I nearly get hit by motorists southbound on 1st ave turning onto 5th st while I'm crossing with the light multiple times a week). Coralville strip- riding widened sidewalk crossed by every business entrance is very dangerous.
- Coralville along 12th Ave between Oakdale and downtown (both road and sidewalk are narrow), University Hts/IC along Melrose (sidewalk narrows, road is too busy w/ traffic).
- The intersections of 12th Ave and 9/10th St are impossible to cross during high traffic, maybe add a button-triggered pedestrian cross light?
- Bike lanes on C'ville Strip and 5th; finish C'ville part of trail to 1st Ave; stop thinking that wide sidewalks are appropriate for bicycles.
- The trails and sidewalks shown as "Anticipated 2018" on the MPOJC map distributed this year, but which haven't been built/ completed (and which have also been shown on previous maps): (1) the connection between the Clear Creek Trails in Tiffin & Coralville, (2) the extension of the Hwy 1 W trail to Mormon Trek. I'd love an off-road trail on the south end of Riverside Drive, starting at Riverside Drive.
- Sugar Bottom Road, Gilbert street, Benton street.
- Why do bicyclers ride on the road instead of the nice wide paths already built? Such as Dubuque Street between Iowa River and North Liberty.
- Along 2nd Street near the Coral Ridge mall, there is no sidewalk and no good way to get around on bicycle. Wayfinding and routes to the University Library when approaching from South of Burlington St. could be improved.
- Would be safer to have a sidewalk between Coral Ridge Mall and Walmart area
- Bike lanes on C'ville Strip and 5th; finish C'ville part of trail to 1st Ave; stop thinking that wide sidewalks are appropriate for bicycles.
- Iowa River Power to IRL — I brought this up to the City last spring and they told me they would be replacing the trail that they covered with 20ft of dirt by June of this year. What happened to that?! It is a death wish trying to bike on the sidewalk over or roads over there. Maybe the new road they're working on this will help? I don't know, but if you want people to be active and go to the IRL you need to provide them a safe way to do so. Also, 5th street in Coralville needs a bike lane all the way from IRP to Hyvee. Additionally, biking along the strip is also a death wish. We need to have a trail go behind the businesses from 1st street to the river. You'll have more people biking then. Also, Melrose!! Need a dedicated bike lane along that entire street. It's too busy to do it without and the sidewalks are like a foot wide.
- 1) Melrose Ave from the hospital to Mormon Trek. I would like to see a curb separation between bike lanes and traffic. Perhaps some signage, bright lines that separate the bike lane from the traffic, and/or lighting to make the bike trail more visible. I am hesitant to go east in the morning, or go west at dusk. 2) It would be great to have a bike trail on Jefferson and on Market (or perhaps one of the other, less-trafficked, east-west streets on the NE quadrant of town). I'd like it to link to the trail by Memorial Union or City Park and go east to at least Scott Blvd. 3) I'd love to see a connection from Iowa City up to the trail in Ely (which goes all the way to Waterloo).
- Melrose - bike lanes the whole length, wider sidewalks on south side.
- F28, Forevergreen Road
- A sidewalk/trail Hwy 965 south from NLiberty to Coralville Mall, under the interstate to that area, A connection between Dubuque and Prairie Du Chien Rd - the Linder road is very dangerous and the only way to cut over to that side. A trail going north out of NLiberty along 965.
- Sugar Bottom Road.

- I like bike lanes. I find trails feel safer.
- sidewalk needed along Camp Cardinal Rd, from Hwy 6 to Tom Harkin Trailhead
- Bicycle traffic should be banned from James Ave NW between NL and Tiffin. The road is far too narrow and too many hills with curves.
- Complete the trail extension from Crandic Park across Clear Creek so we don't have to fight with cars leaving the parking areas along HWY 6. They do not look for cyclists.
- 12th Ave Coralville.
- Melrose Ave has a bike lane. As soon as you enter the "bicycle friendly" community of University Heights, it's gone. A bike lane from at the hospital to Camp Cardinal would be ideal. Prior to 2008 there was a trail from Coralville to Iowa City along the river behind the strip. It would be nice to get the trail back so you don't have to ride on the strip. 12th ave in Coralville has sharrows and a double yellow line down the middle. Shouldn't it be a dashed yellow line so vehicles can pass bicyclists?
- North of Coralville past Press Coffee all the way to the North Liberty High School. Sugar bottom road to warn drivers to share the road and same with Penn Street West of North Liberty going to Oxford and Tiffin.
- Complete paving of Herbert Hoover Nature Trail Herbert Hoover Highway between Iowa City and West Branch - Could use bicycle lane/wide shoulder - cars move fast with lots of hills.
- Strongly dislike the DBQ / I 80 intersection. Kills momentum to wait and cross 3 times (including street leading up to the Peninsula). Also dangerous. Going south I just ride the roadway. Coralville strip is super dangerous as cars just turn into driveways without looking. If riding on a path or sidewalk many curb cuts are skewed and not parallel to path of travel.
- Bike lanes on 12th Ave.
- Nice to have some sort of bike lane or wide shoulder along Penn street over I380. Its a "choke point" for getting on to an otherwise fairly quiet set of county roads west of North Liberty. Wide shoulder on road to Scales Bend would be nice. Full length bike lane or trail along Holiday rd.
- A stoplight for a crosswalk is necessary for 12th St & Forevergreen Rd. I have nearly hit kids at the NL junior high because there isn't a safe place for kids to cross (& buses are no longer offered). I work a few blocks from home and drive ONLY because there isn't a safe way to cross Forevergreen Rd.
- Expand trails to Tiffin from Coralville, bridge over Iowa river to rocky shore dr., trail along Ralston Creek, trail from N Dubuque to Forevergreen rd.
- Hiway 965 from forevergreen north and continuing to county line, especially north of 240th street.
- North Liberty to Solon could be further improved (NE of Mahaffey bridge could be done to improve safety).
- I think there needs to be ownership and conversation about both drivers and bicyclists obeying traffic laws. There are tensions between "share the road" and then bicyclists not obeying traffic laws (running red lights, passing in non passing zones, riding down wrong sidewalks).
- Connecting existing trails to each other.
- Finish the trail/bridge from Camp Cardinal Blvd. to Tiffin.
- 12th ave in Coralville, 1st ave in Coralville, 965 from Coralville to Penn Street in North Liberty.
- Would be nice to see any trails to Tiffin.
- The entire West side of North Liberty has limited options for biking to grocery stores, pharmacies, library, recreation center, post office, etc. Problems include few east-west streets, areas without sidewalks, extremely busy and dangerous streets. Suggest wide sidewalks along all of West Penn Street; finish St. Andrews Drive and add wide sidewalks; extend West Zeller Street to the west.
- A trail along Cherry Street from Muddy Creek Trail to 965. All road crossings in North Liberty along Muddy Creek Trail could have better signage to encourage drivers to yield to cyclists and pedestrians on the trail. The sign at the trail crossing south of South Slope is faded.

- Linder Lane. Coralville reservoir Trail at Holiday Road. Find confused bikers in North Ridge park that can't make the connection. The path in the park is so close on a mobile phone map that they can't figure out where the trail connects and that they should have exited the park to connect to the trail going North.
- 12th ave from 5th street up to interstate.
- Coralville First Avenue.
- The under passes on 965 are great north of holiday road. Would be great to have a connecting bike path to get more directly to the businesses West of 965 between holiday and Oakdale. Ex: Daycare center, dentist, eye dr., bar & grill, etc.
- Jones Blvd to hwy 965- trail needs extended. Hwy 965 does not have safe trail all the way to Coralville.
- Connect Coralville trail to Tiffin.
- To the Coralville trail that crosses Camp Cardinal, from the North on Camp Cardinal.
- Hoover Highway needs a trail off road, Hawkins & 2nd Street needs to deter crossing at intersection (signage)-encourage bicycles to use Hawkins, or cross with northbound traffic to Rocky Shore, Downtown Iowa City needs enforcement both drivers, but more importantly bicyclists that weave between sidewalk/road and through traffic; require compliance from bicycles.
- Plow snow off trails in Coralville.
- 12th Ave between Holiday Road and 2nd St.
- Extend trail along Iowa River north of 2nd St west of 1st Ave.
- Biking along 1st Ave in Coralville, biking along 2nd St. in Coralville, biking the CRANDIC trail.
- 2nd Street/Highway 6 in Coralville; from Iowa City to Coral Ridge Mall; multiple driveways, turning points, and vehicles often blocking the way (reduce number of access points or add crosswalk paint or signage to not block the sidewalk). Forevergreen Road, Oakdale Blvd and Camp Cardinal Blvd crossings on North Ridge Trail and Clear Creek Trail (solar-powered blinking crossing signs activated by motion or touch button). Wayfinding bypass sign through N. Ridge Drive and Holiday Rd neighborhood (avoid taking the hill on the trail and just go take Parkway Dr).
- Camp Cardinal Blvd from Clear Creek to Lantern Park Shopping Center.
- HWY 965 ALONG CORAL RIDGE MALL ON BOTH EAST AND WEST SIDE OF ROAD. FOREVERGREEN ROAD TO JONES BLVD FINISH SIDE WALK.
- It is not clear all over the metro area where the trails exist and connect.
- Tiffin to Kent Park, MeHaffy Bridge to Solon, IRL to Peninsula Neighborhood.
- Dubuque Street between 965 and Penn Street in North Liberty would greatly benefit from a bike lane.
- The trail between Iowa Power Co and Marriott.
- bike trail needs to be finished between Coralville and Tiffin ASAP, a trail from Tiffin to North Liberty would be ideal (biking on the road is unsafe), a better connection from the Dubuque trail south of North Liberty to the new bike trail on Dubuque trail north of North Liberty is needed (i.e. - wider sidewalks or a trail through town).
- Access from North Liberty into Tiffin should be a priority. The roadways over there are pretty sketchy to bicycle right now. Ultimately, access out to Kent Park would be great. Access towards Swisher and Amana would be another great stretch to add for bicyclists.
- 1st Ave Coralville north of Oakdale Blvd.
- Complete the clear creek trail.
- University Heights NEEDS a bike lane. Riding on the sidewalk is NOT the solution. Bikers need to be on the street in a designated bike lane!!!!!!

- Better bike racks and/or cameras for the UIHC and Westlawn areas. Bikes get stolen all the time and there is minimal security. Maybe a good option for bike lockers or at least some security cameras to detour theft?
- Expanded trails system in North Liberty.
- All of Melrose Ave west of Kinnick Stadium needs bike lanes. Sunset Ave in University Heights needs bike lanes. Trail from Tiffin to Coralville completion.
- Zeller St. from the Coralville trail east to Dbq trail, from the tunnel on 965 east to the trail on Cherry St., a connecting trail from Zeller St. to the New park off St. Andrews.
- Complete trail down First Ave in Coralville - Oakdale Blvd all the way down to Clear Creek - finish ped/bike bridge across Clear Creek and trail down to intersection with Grant Hawkins/Rocky Shore.
- A contiguous wide 10 foot sidewalk off of hwy 6 past uhaul and definitely to the walmart. I see many people walking and riding bikes on hwy 965 to Walmart in this area and its very unsafe.
- Also cant wait until i get the trail back that the 1st ave/arena project overtook.
- Coralville to Tiffin and Amana trail extension. A proper bike lane on 12th Ave. in Coralville. Wide sidewalks and a maintained (cleaned! (free of debris and sand)) bike lane on Benton St. around University Heights.
- Finish trail to Tiffin, trail access to go from Coralville to South Iowa City/Terry Trueblood area.
- A complete trail from Coralville to Kent Park.
- 12th Ave in Coralville between 8th Street and Holiday Road, particularly the bridge over i80 and just south of the interstate. Street there is busy, sidewalks are narrow. Looking forward to Coralville and Tiffin being connected via the Clear Creek trail once the i380 construction is done. The wider shoulders on Highway 6 between Tiffin and Coralville have been a HUGE help.
- Complete trail to Tiffin.
- More signage for bicycling from Coral Ridge Mall to Oakdale Campus with an emphasis to AVOID UNNECESSARY hills. That area is very hilly, but having a route which specifically goes up and over hills and stops for each street is unusable on my fixed-gear bicycle.
Intersection on 2nd St and 12th Ave Coralville. Improved signage for cyclists travelling on 12th to get to the Clear Creek Trail (which lane is the correct lane for going straight).
- Biscuit Creek Trail and 7th St; wayfinding signage for bicyclists on trail and signage on 7th to remind drivers that cyclists are likely to be on the road instead of a trail.
- (1) Extension of Clear Creek Trail past Lowe's (hopefully this is in the works now); (2) 12th Ave--it has sharrows but cars can't easily pass and get hostile.
- Continue extending the paved bike path between Iowa City and Tiffin in a timely fashion. Continue to add flashing lights and/or cross walk paint on street for crossing areas for cyclists on pre-existing bike paths where they intersect w/ the roads so motorists are aware of potential cyclist crossing. The worst area in my opinion is the paved bike path leading from Iowa City heading out on Dubuque St and the number of sketchy, life-threatening crosses that a cyclist has to make across high speed traffic (on-ramps and off-ramps for I-80) and as the bike path continues, it crosses again just before getting to the Coralville Dam turn off. For people to commute from N Liberty to Iowa City, especially kids, it's unsafe and only a matter of time before someone gets hit.
- Newton Rd. is almost unrideable, please fix the trails along the river in Coralville.
- Between North Liberty and Tiffin. On the trail from North Liberty to Coralridge mall south of Oakdale.
- A better marked route from the area N of Penn Ave in N Liberty to the Mehaffey Bridge road.
- Coralville to Tiffin.

- Add trail along Coral Ridge Ave south of Holiday Rd to the mall; 2. Add trail along Ranshaw Way south side of NL; 3. Add crossing of US 6 to get to Coralville's Creekside Park.
- The best thing would be connecting trails making it easier to get around town by bike (see Minneapolis for example).
- In IC Burlington, Court, Park, Gilbert, Riverside, Melrose, Muscatine and in Coralville 2nd st need a protected bike only lane.
- Penn crossing 380.
- I live in North Coralville and work at University Hospitals. Getting through the intersection of First Avenue and the Coralville Strip is challenging to say the least and a "deathwish" most evenings. Due to that I'll extend my trip home greatly to avoid that area.
- Signage and/or education is needed to make drivers more aware of the presence of bicycles at intersections. Many drivers turn right on red or do not yield to a bike that has a walk signal. The Highway 6/1st Ave. intersection in Coralville is an example of where this happens regularly, but there are other similar high traffic intersections in the area where it is a common occurrence.
- 12th Ave from Oakdale to the Coralville strip.
- Extend the Clear Creek Trail from Coralville to Tiffin.

Youth Metro Bike Plan Survey

As part of the Metro Bicycle Master Plan process, students at Northwest Junior High, North Central Junior High, and Clear Creek Amana High School were invited to participate in an online bicycle survey in November-December 2018. A total of 435 students responded to the survey: 66% Northwest; 8.7% North Central; 24.6% Clear Creek Amana High School. Their responses closely align with an identical Youth Bicycle Survey, completed by students from Southeast Junior High in 2016 as part of the Iowa City Bicycle Master Plan process.

Do you know how to ride a bike? 435 total responses

Yes: 93%

No: 7%

For those answering "No":

Would you be interested in learning to ride in a class was offered through your school?

10 total responses)

No: 90%

Yes: 10%

Do you have a bike of your own? 405 total responses

Yes: 90%

No: 10%

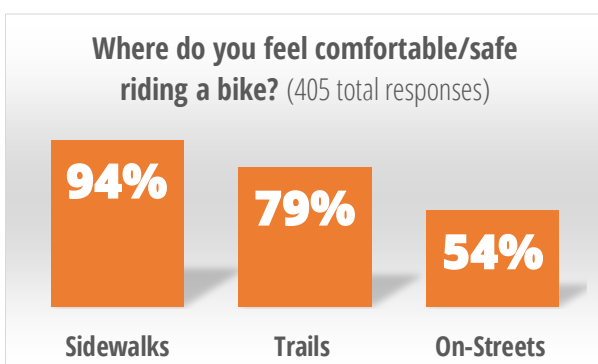
For those answering "No.":

Would you be interested in a program that would allow you to earn a free or low-cost bike?

38 total responses

Yes: 68%

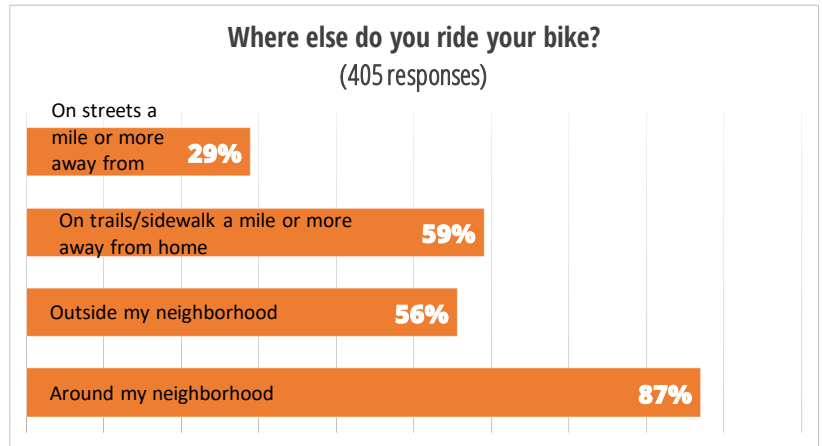
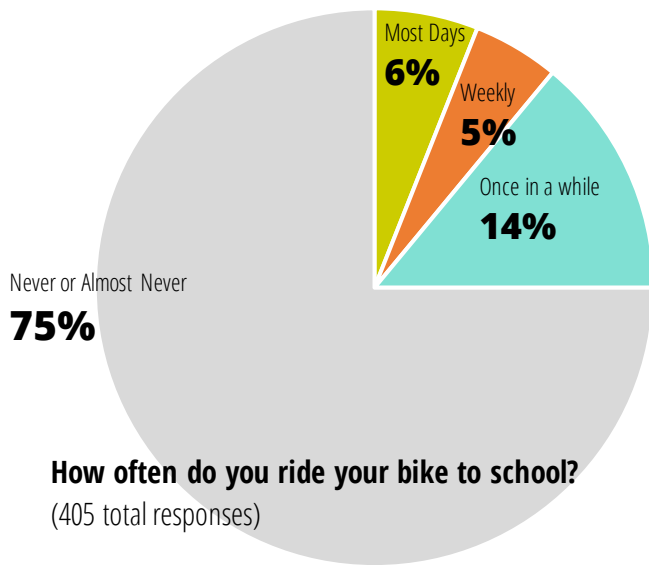
No: 32%



Do you know where the nearest bicycle trail is in your neighborhood? 405 total responses

Yes: 76%

No: 24%



What Bicycle Equipment do you own? 387 responses

- Helmet: 88%
- Bike lock: 60%
- Bell: 26%
- Light: 51%

How often do you wear your helmet when riding?

- 405 responses
- Always: 47%
 - Often: 24%
 - Rarely: 15%
 - Never: 14%

Do you have a secure place to store your bike when you are at home? (Examples: storage shed, garage, covered area, bike rack) 403 responses

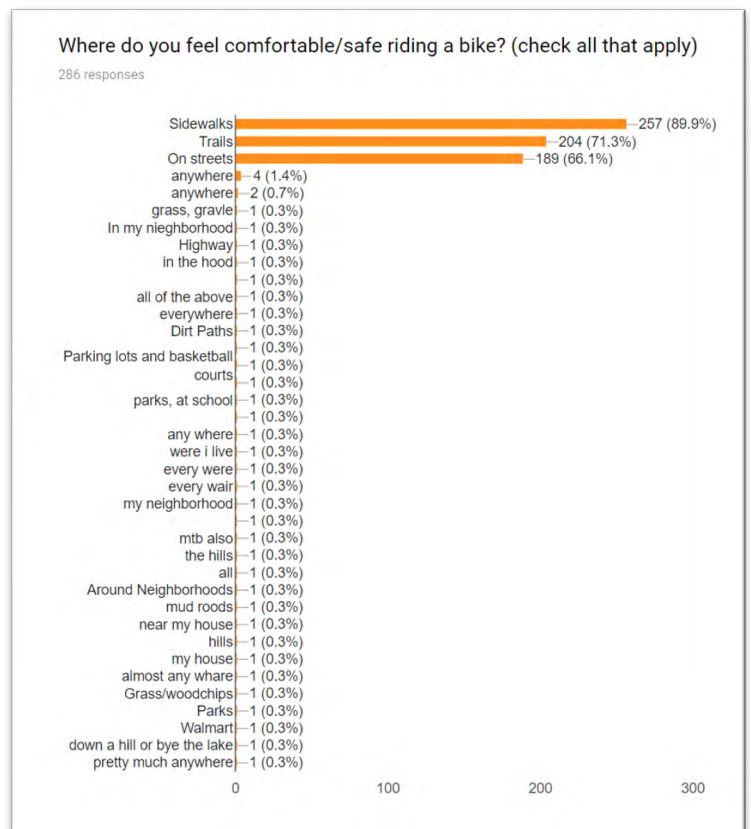
- Yes: 97%
- No: 3%

Do you know how to use hand signals to indicate when you are going to turn or stop while riding? 404 responses

- Yes: 59%
- No: 41%

Do your parents think it is safe for you to ride your bike without adult supervision. (For example: are you allowed to ride more than a few blocks from home without an adult?) 405 total responses

- Yes: 76%
- No: 6%
- Not sure: 18%

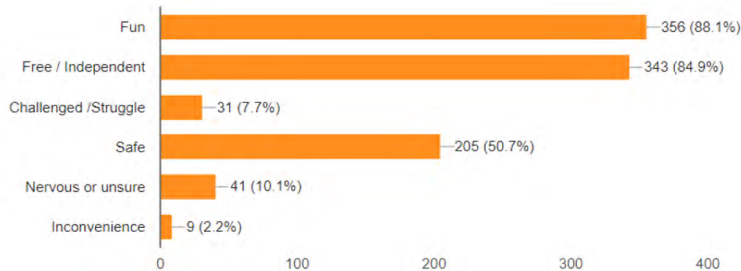


Would you be interested in a class or club that offered group bicycle rides or taught skills like mountain biking or basic bicycle repair? 402 responses.

- Yes: 23%
- No: 33%
- Not sure: 44%

Thinking about how you usually feel while you are riding a bike, which (if any) of these words describes your typical bicycling experience (check any that apply):

404 responses



What would make bicycling better (easier or more appealing) to you?

A better bike.

If it didn't take forever to get out my bike.

Riding on the sidewalk.

One thing that would make it more appealing is if nobody had to worry about being hit by a car when cycling because someone who is completely irresponsible is looking at their phone while driving.

Not much just cheaper

More practice at home

Less hills

Down hill

To ride more

It's fine as it is if the weather was good year round

Riding more often

not cold weather

nothing it already is

sidewalk in my court

More time to bike around.

Nothing, I love it.

Doing it by yourself.

If it were self propelled.

Easier speed boost.

Nothing. I don't like bikes.

More safer places to ride my bike around.

When there's less/no car or people around when I'm riding a bike.

Not really anything, I already like doing it.

If they didn't break as often (tires or breaks)

A bell.

Less hills.

Having more bike lanes on roads and having drivers be more aware of bicyclists.

More paths around for a change of scenery.

Comfortable seat and soft and easy to grip.

A bike that can go off road.

If I could learn to do more tricks on it.

Biking in the winter.

More appealing.

I think bicycling is fine how it is right now. I already think it's appealing and if somehow people made so it was easier to ride a bike (so you don't fall off) I feel like that would be cheating, because if you never fall, you never learn. Falling is part of the experience.

Not having it hurt your legs if you ride for too long.

I already like it so nothing new.

If I could get my bike back, someone stole it a month ago and I haven't heard anything about it since I reported it to the police.

A cushioned seat and a better sized one.

If I could do it with someone.

Biking with others.

Kickstart of the ground and start peddling.

Doing it more.

It is already easy for me.

I wish I could ride more often, instead of limiting it to biking to/from school when the weather is warm enough.

If I was better at it.

A safer way for me to ride my bike to school.

Electronic bikes.

Bike with a friend more often.

I already enjoy biking although I would bike more, I have a lot of activities already.

Three wheels.

Maybe if the expenses were not so bad.

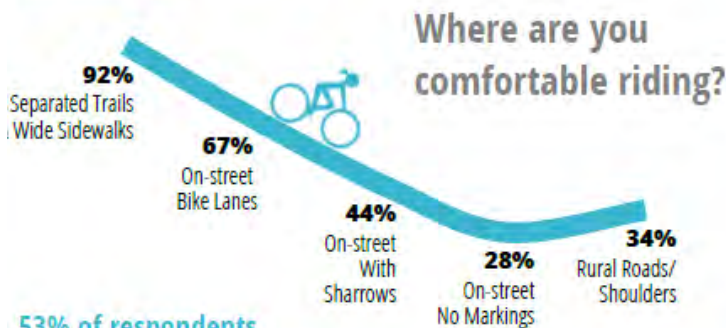
METRO BIKE SURVEY

How do you classify yourself as a bicyclist?

Experienced 50%

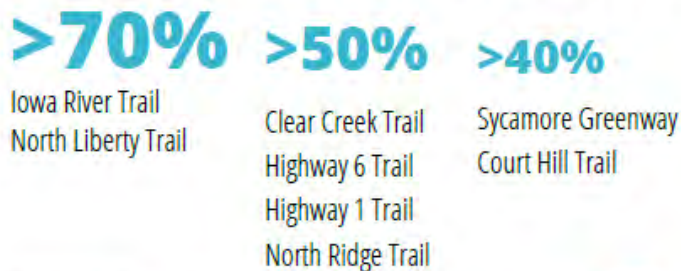
Moderate 33%

Beginner 17%



53% of respondents seek out streets with bike lanes and 69% seek out bike trails even if it means a longer ride.

FAMILIARITY WITH AREA TRAILS



To locate bike trails or routes . . .

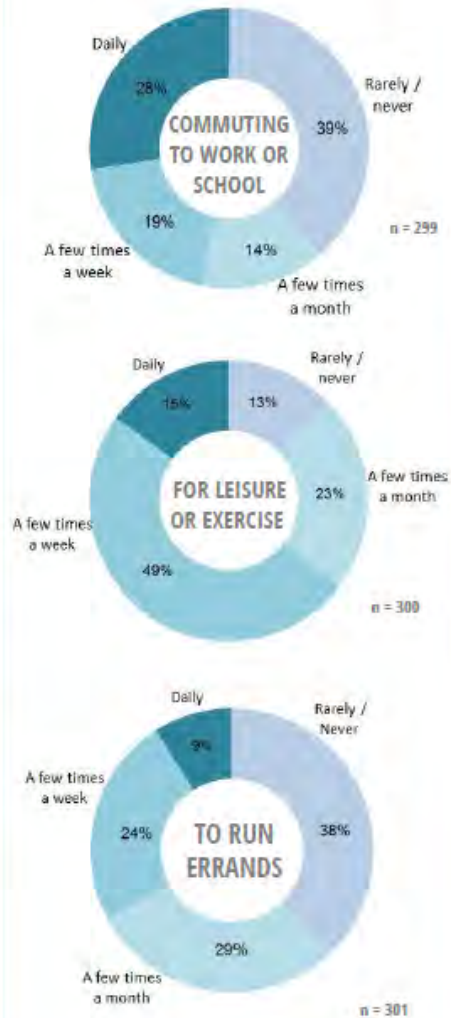
58% use the Metro Area Trails Map
56% use Google



This information represents selected results from an on-line survey posted by the MPOJC (Feb-March 2016). This survey does NOT represent a random sample and the results should not be applied to the general public.

A total of 304 responses to the survey were received. Respondents were self-identified as having some interest in bicycle transportation.

How often do you bike during warm weather months?



Top 3 reasons respondents choose to commute by bike:

- 1 Close to home/short ride
- 2 Faster & more convenient
- 3 Bike facilities make it easy

Bicycle Parking

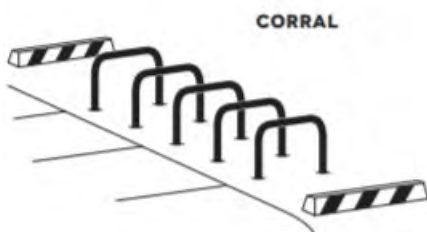
The following pages include information on short-term bicycle parking from the Association of Pedestrian and Bicycle Planners' *Essentials of Bike Parking*, which may be accessed on the internet at https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf. The organization also publishes *Bicycle Parking Guidelines*, which is a comprehensive resource for best practices for bike parking, including information on minimum bicycle parking requirements and bicycle parking ordinances. See <https://www.apbp.org/bicycle-parking-solutions>.

SHORT-TERM PARKING

Effective bike parking for short-term users depends on two main factors:

- 1) proximity to the destination and
- 2) ease of use.

Short-term parking is designed to meet the needs of people visiting businesses and institutions, and others with similar needs—typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory.



SITE PLANNING

Location

Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.

Security

All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.

Quantity

Many jurisdictions have ordinances governing bike parking quantity. APBP's full *Bicycle Parking Guidelines* offers complete recommendations for the amount and type of parking required in various contexts. In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

BIKE CORRALS

Some cities with limited sidewalk space and strong bicycle activity place bike parking in on-street "bike corrals" located in the street area adjacent to the curb. Bike corrals can sometimes make use of on-street areas that are unsuitable for auto parking. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles. APBP's full *Bicycle Parking Guidelines* provides details about designing and siting bike corrals. [➔ apbp.org](https://www.apbp.org)

RACK STYLES

The majority of manufactured bike racks fall into one of the categories on pages 6-8. Within a given style, there is wide variation among specific racks, resulting in inconsistent usability and durability. APBP recommends testing a rack before committing broadly to it.

RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

INVERTED U

also called staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

POST & RING



Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

WHEELWELL-SECURE



Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE

also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD

also called comb, grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER



This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD



This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

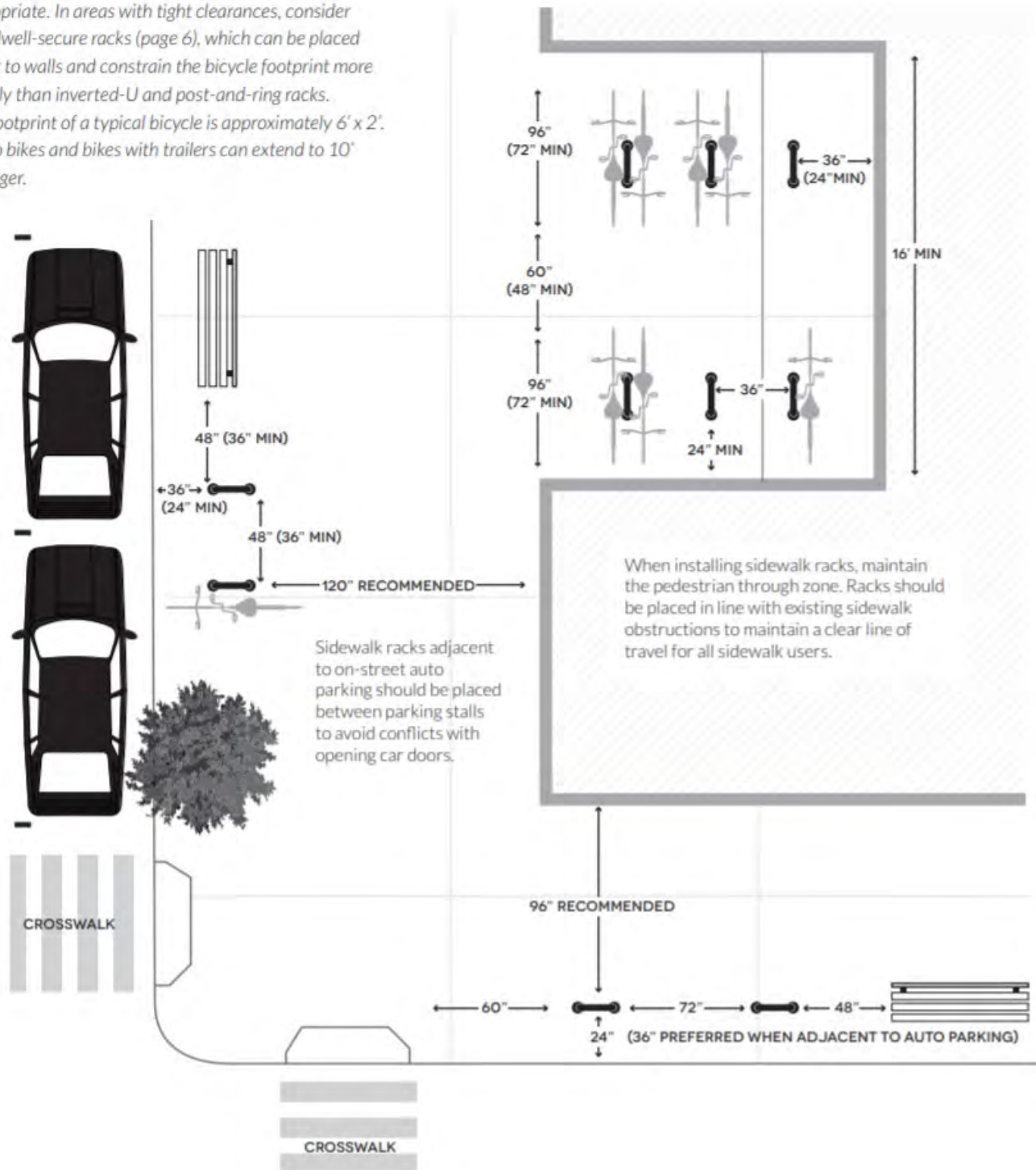
SWING ARM SECURED



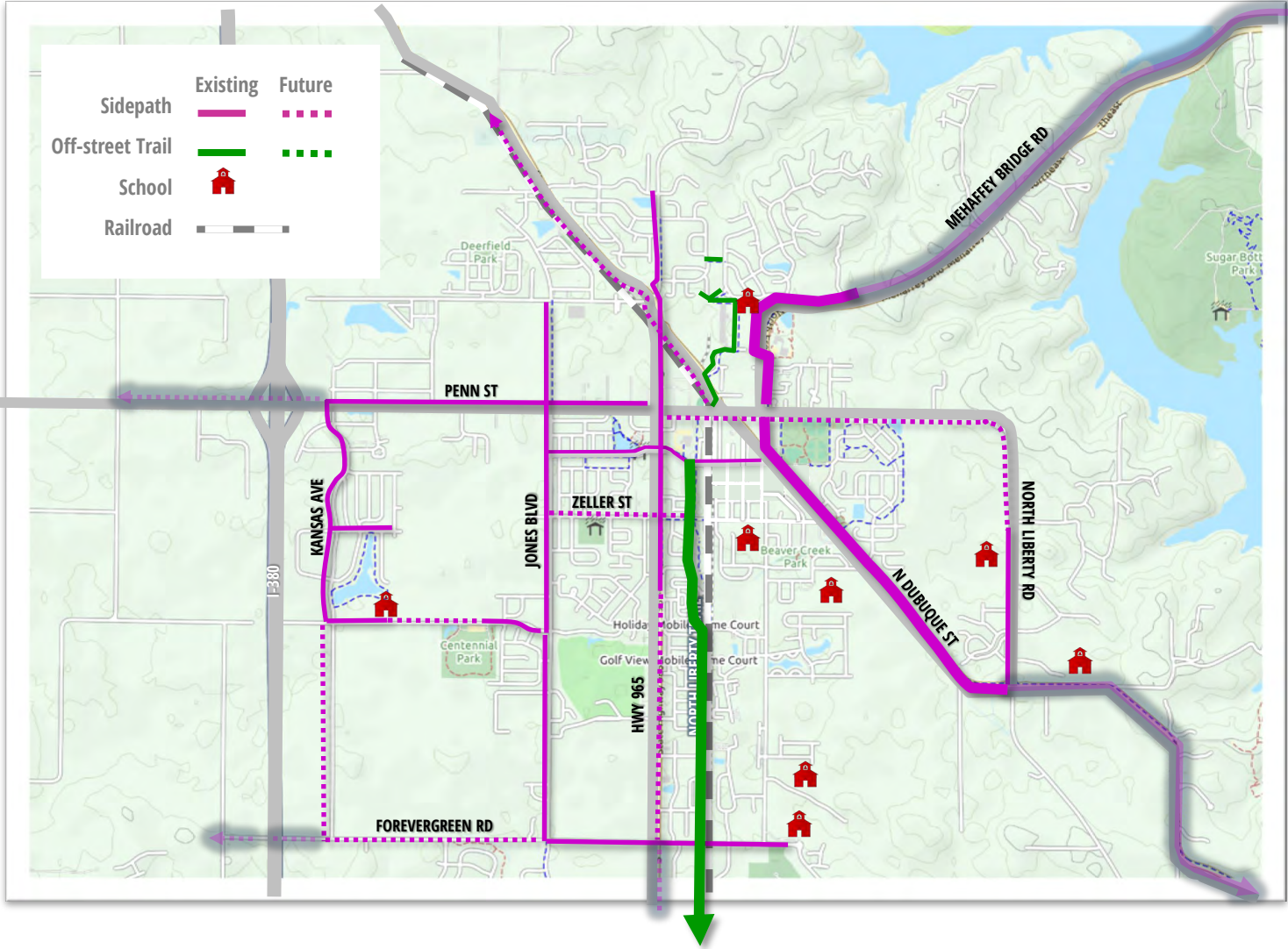
These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

PLACEMENT

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks (page 6), which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted-U and post-and-ring racks. The footprint of a typical bicycle is approximately 6' x 2'. Cargo bikes and bikes with trailers can extend to 10' or longer.



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NORTH LIBERTY

Approximately 8 miles of existing trail (local and regional) and 12.35 miles of sidepaths.

Opportunities

The majority of North Liberty's bicycle network consists of facilities within the street right-of-way— wide sidewalks (1.4 miles) and sidepaths (12 miles). North Liberty also has almost 8 miles of off-street trail, including local park trails and the North Ridge Trail, which extends south to Coralville and north to connect with the North Dubuque Street sidepath (Iowa River Trail). In some locations the municipal system is supplemented by private neighborhood trails (not included in these mileage totals or on the map).

As commercial and residential areas develop, the city plans to fill gaps between existing bike facilities and expand the "trail" network to connect to new areas currently lacking bike facilities. Prioritizing access control and limiting the number of crossings and interruptions from driveways will improve safety for bicyclists using sidepaths.

Education

- Consider supporting programs offered through local non-profits to expand bicycle ridership and education.
- Continue to support current bicycle programming that teaches bicycle skills and offers group rides.
- Consider working with the MPO to provide outreach on bicycle safety for drivers.
- Consider working with other metro communities and the Regional Trails and Bicycling Committee to provide basic bicycle safety information printed in multiple languages.

Encouragement

- Continue to designate May as “Bike Month” and to fund/promote annual activities.
- Consider working with metro communities to brand the regional trail system and enhance way-finding signage.
- Continue distributing Metro Area Trail maps.

Enforcement

- Consider reviewing Coralville’s bicycle ordinance to ensure compatibility with adjacent communities and to designate where electric assist bikes may legally operate.
- Work with the North Liberty Police Department to enforce light and reflector laws for those riding at night.

Evaluation

- Communicate detour routes for pedestrians and bicyclists during road and trail closures; ensure routes are safe and clearly marked.
- Continue to prioritize the ADA transition plan to ensure curb cuts are in compliance.
- Consider applying for Bicycle Friendly Community Status.

Equity

- Prioritize bicycle facilities serving multi-family housing and schools.
- Continue to work with the Iowa Bicycle Coalition on safe routes to school.

Engineering

- Ensure routine maintenance and prompt repair to bicycle facilities and continue snow removal for commuter and school routes.
- Restrict driveway crossings along planned or constructed sidepaths (wide sidewalks).
- Continue to connect bicycle facilities between North Liberty and surrounding communities.
- Consider establishing minimum bicycle parking requirements and standards for installation and design of bike parking for new commercial and multi-family residential development.

Planned Facilities

The following facilities are part of an adopted plan (included in a community plan or the MPO Long-Range Transportation Plan).

Highway 965 sidepath 1.4 miles

Penn Street sidepath from CRANDIC Railroad to Front Street **0.25 mile**

North Liberty Road sidepath from Penn Meadows Park to Liberty High School **1.85 miles**

Cherry Street wide sidewalk from Penn Meadows Park to CRANDIC Railroad **0.4 mile**

West Zeller Street wide sidewalk from Highway 965 to Jones Boulevard **0.15 mile**

I-380 Penn Street Overpass with Sidepath 0.2 mile

Highway 965 wide sidewalk/sidepath from Zeller Street to Forevergreen Road **1.2 miles**

St. Andrews Drive sidepath from Centennial Park to Kansas Avenue **1.0 mile**

Forevergreen Road sidepath from Highway 965 to I-380 **1.0 mile**

Kansas Avenue sidepath from St. Andrews Drive to Forevergreen Road **1.1 mile**

Resolution No. 2020-03

**RESOLUTION OF THE CITY COUNCIL ADOPTING THE
METRO AREA BICYCLE MASTER PLAN**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH LIBERTY, IOWA:

WHEREAS, the participating jurisdictions of Johnson County have worked together to develop a strategy known as the Metro Area Bicycle Master Plan to study bicycle infrastructure in the planning area; and

WHEREAS, the City of North Liberty participated in the drafting of the plan with staff members as part of the committee; and

WHEREAS, the City has adopted and updated its own Trails Plan that serves as a day-to-day guide in trails development for North Liberty;

NOW, THEREFORE, BE IT RESOLVED that the North Liberty City Council does hereby adopt the Metro Area Bicycle Master Plan as a general guide to inform local ongoing bicycle planning.

APPROVED AND ADOPTED this 14th day of January, 2020.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK



ICCSD 28E Agreement

**28E AGREEMENT Concerning Use of Buford Garner Gymnasium and Storage Facilities,
Iowa City Community School District and the City of North Liberty, Iowa**

THIS AGREEMENT is by and between **City of North Liberty (the “City”)** and the **Iowa City Community School District (“ICCSD”)**. The City and ICCSD may each individually be referred to herein as a “Party” or collectively as the “Parties.”

WHEREAS, ICCSD owns and maintains the Buford Garner Elementary School (“Garner”) situated at 80 Birch St. in North Liberty, IA 52317; and

WHEREAS, the City and ICCSD desire to enter into an agreement for the use of Garner’s gymnasium and recreational storage areas (the “Facilities”); and

WHEREAS, the City and ICCSD believe that an agreement providing for use of real and personal property will be to their mutual advantage and will promote more efficient and expanded services and programs for the residents and students of ICCSD:

NOW, THEREFORE, the City and ICCSD agree as follows:

1. ADMINISTRATION.

The North Liberty City Administrator and the ICCSD Superintendent, or their respective designees, shall have authority to enact and facilitate the provisions of this Agreement on behalf of the Parties, subject to directions, policies, and actions which the ICCSD Board of Directors may adopt.

2. USE OF PREMISES.

- a. **Limits on Time.** The City shall have the right to occupy and use the Facilities from 6:00 p.m. until 12:00 a.m. on Mondays through Fridays, and at any time on Saturdays and Sundays, with the exception of those occasions when ICCSD has previously scheduled events during these times. The Parties will take reasonable steps to schedule events as far ahead of time as is reasonably practicable to provide meaningful notice, and will work in good faith to resolve any scheduling conflicts where possible.
- b. **Restrictions on Access.** The City will take reasonable steps to limit restroom access during its use of the Facilities to the restrooms closest to the gymnasium in the East corridor, identified as “Team 2.” The City will take reasonable steps to limit corridor use to the East hallway that is directly aligned with the entrance to Garner.
- c. **Supervision.** ICCSD shall provide supervision only for ICCSD-sponsored events and activities. The City shall provide supervision for its use of the Facilities. Each Party agrees to close and lock the entrances and exits to the Facilities when not in use.

3. **OPERATION FEE AND COST SHARING.**

- a. **Annual Use Fee.** The City shall pay ICCSD an annual use fee of \$1,500.00. Payment is due by July 15 of each fiscal year, beginning with the fiscal year starting July 1, 2020 through renewal or termination of this agreement.
- b. **Annual Maintenance Fee.** The City will also contribute to the annual maintenance of the gym floor by paying for fifty percent (50%) of the actual documented costs for the project. ICCSD will bill the City for their portion of the maintenance and provide documentation of the overall cost of the project. Payment shall be rendered by the city within thirty (30) days of the receipt of such bill.
- c. **Special Usage Fees.** The City may elect to charge admission or usage fees for programs that will be held in the Facilities during the City's use of the Facilities, and may rent out the Facilities to third parties.
- d. **Responsibility for Costs.** Costs for the general maintenance and upkeep of the Facility, including repairs for ordinary wear and tear, shall be the responsibility of ICCSD, except as set forth in this Agreement. The cost of repairs for damages directly attributable to either Party's negligence during its use of the Facility shall be the responsibility of that Party.

4. **MAINTENANCE OF FACILITY.**

- a. **Operation and Upkeep - ICCSD.** ICCSD shall bear primary responsibility for the operation and maintenance of the Facilities, including, but not limited to, the building, the grounds, and equipment. ICCSD will perform snow removal only according to its normal schedule for school sites.
- b. **Operation and Upkeep – North Liberty.** The City shall be responsible for removing all refuse associated with the gymnasium and hallways used during its occupation of the Facilities. The City shall have access to ICCSD's dumpster behind the Facility to assist in the removal of the refuse.

When the City or a third party with City approval is utilizing the facility, the City shall be responsible for general cleaning during and immediately following the use of the Facility. Such responsibility includes, but is not limited to, sweeping, mopping small areas, picking up lost or abandoned items, and maintaining a clean environment during and after use.

The City may, in its discretion, elect to perform additional snow removal at its own expense, provided that such snow removal does not unreasonably interfere with ICCSD activities or operations.

- c. **Utilities.** ICCSD shall be solely responsible for utility expenses of the Facilities.
- d. **Scope of Activities.** The Facilities may be used by groups that would participate in typical gym activities: basketball, volleyball, soccer with appropriate footwear, etc. Activities that may damage the Facilities, specifically the floor, shall not be allowed.

Neither party shall conduct or permit any activities or programs which shall violate any federal or state constitutional, regulatory, or statutory provisions. No alcoholic beverages, illegal substances, or smoking shall be permitted in the Facility.

5. **INSURANCE.**

- a. **Property.** ICCSD shall insure the Facilities. The insurance shall cover loss or damage by fire and such other risks as may be included in the broadest form of extended coverage insurance from time to time reasonably available, and in any event, in an amount not less than 80% of the full insurable value.
- b. **Liability.** The City shall carry liability insurance for protection of ICCSD from any liability arising out of any accidents or other occurrence causing any injury and/or damage to any person or property in the Facilities or upon the grounds due directly or indirectly to the use or occupancy thereof by the City, or any person claiming through or under the City. Liability policies shall have limits of not less than \$1 Million per occurrence and \$2 Million annual aggregate.
- c. **Other Provisions.** All required insurance shall be obtained from issuers of recognized responsibility licensed to do business in the State of Iowa. All policies shall name ICCSD as an insured, or additional. ICCSD shall be furnished with a copy of each policy required under this Agreement. All policies shall contain an agreement by the insurer that such policies shall not be modified, cancelled, or non-renewed except upon at least thirty (30) days' prior written notice to ICCSD.
- d. **Waiver of Subrogation Rights.** The City and ICCSD each release the other from any claim for recovery for any loss or damages to any of its property or for any liability which is insured under valid and collectible insurance policies to the extent of any recovery collectible under such insurance. This waiver applies only when permitted by the applicable policy of insurance.
- e. **Governmental Immunity.** All liability policies which include the ICCSD as an additional insured shall include a Governmental Immunities Endorsement pursuant to Chapter 670.4 of the Iowa Code (2019), including substantially the following provision:

Non-waiver of Government Immunity - The insurance carrier expressly agrees and states that the purchase of this policy and including the Iowa City Community School District as an Additional Insured does not waive any of the defenses of governmental immunity available to the Iowa City Community School District under Iowa Code Section 670.4

(2019) and as it may be amended from time to time.

- f. **Mutual Indemnification.** Each Party shall indemnify and hold harmless the other Party, its officers, directors, employees and agents from and against any claim, liability, damage, assessment, or expense (including expenses of investigation and defense, and reasonable attorney fees and expenses) of any nature whatsoever sustained, suffered or incurred for or on account of, or arising from or in connection with any breach of this Agreement by such Party, or resulting from any act or omission of such Party. However, no Party seeking indemnification shall be indemnified if the losses, claims, expenses, or other damages resulted from the gross negligence or intention misconduct of the Party (or such Party's employees or agents) that is seeking indemnification. The Party seeking indemnification under this Section must: (i) promptly notify the indemnifying Party in writing of the claim or threatened claim; (ii) permit the indemnifying Party to have sole control of the response to the claim or threatened claim and of the defense of any action and of any negotiation or agreement relating thereto, except that the indemnifying Party may not settle or compromise such claim without the prior written consent of the indemnified Party; and (iii) cooperate fully in the defense of the claim as reasonably requested by the indemnifying Party. An indemnified party may, at its sole cost and expense, participate in the defense of a claim with counsel of its own choosing.

6. **TERM AND TERMINATION.** This Agreement shall have no fixed term, however this Agreement shall be reviewed every FIVE years to renegotiate the rental price and maintenance fees. This agreement may be terminated by either party upon 120 days' written notice.

7. **NOTICE.** Except as provided herein, all notices which the parties are authorized or required to give one another pursuant to this Agreement shall be in writing and may be personally delivered or sent by ordinary mail to the addresses hereafter provided. Any notice required or permitted by this Agreement will be deemed to be delivered, and thus effective, when personally received, or received by United States Mail, postage prepaid, certified mail return receipt requested, or receipt is refused. Such notices shall be delivered or mailed to the following persons at the addresses listed:

- Notices to the City:
City Clerk, 3 Quail Creek Circle, North Liberty IA 52317
- Notices to ICCSD:
Superintendent, 1725 N. Dodge St., Iowa City, IA 52245

8. **THIRD PARTY USE.** If the City rents the Facility for third party use, the City shall have the third party sign a document which states as follows:

"The undersigned acknowledges and agrees they have authority to act on behalf of and bind the Applicant; that Applicant's use of Facilities will not include nor support the exploitation of children; and that Applicant will be responsible for and agrees to pay the costs incurred by either the City or ICCSD for any employee overtime, necessary clean up or damages caused by Applicant's use of the Facilities.

Applicant further states and acknowledges that the Facilities are adequate for their intended use and that they agree to hold the City and ICCSD harmless and indemnify the City and ICCSD against any claim or action levied, brought or maintained against either the City or ICCSD arising out of any loss or damage to persons or property as a result of Applicant's use of the Facilities. This indemnification shall include but not be limited to all reasonable and necessary costs of defense including court costs, expenses and reasonable attorney's fees."

9. **AMENDMENTS.** This Agreement may be amended by a written agreement signed on behalf of both Parties.

10. **MISCELLANEOUS.**

- a. **Severability.** If any clause, provision or section of this Agreement shall, for any reason, be held illegal or invalid by any court, the illegality or invalidity of such clause, provision or section shall not affect any of the remaining clauses, provisions or sections, and this Agreement shall be construed and enforced as if such illegal or invalid clause, provision or section had not been contained herein. In case any agreement or obligation contained in this Agreement is held to be in violation of law, then such agreement or obligation shall be deemed to be the agreement or obligation of the parties, to the full extent permitted by law.
- b. **Entire Agreement.** This Agreement represents the entire Agreement of the parties and is intended as a complete and exclusive statement of the terms thereof. Any oral or written inducements, representations, warranties, agreements or other communications made prior to the execution of this Agreement shall be void and ineffective for all purposes.
- c. **Parties in Interest and Assignability.** Unless otherwise provided herein, the Agreement shall inure to the benefit of, and be binding upon, the parties hereto and their heirs, personal representatives and permitted successors and assigns. A party shall have no right to assign performance of parts or all of this Agreement without the written consent of the other party.
- d. **Governing Law.** This Agreement shall be construed and enforced in accordance with the laws of the State of Iowa.

11. **APPROVAL.**

For reference purposes, this Agreement is dated this _____ day of _____, 2019. It has been approved as required by law by the City Council of the City of North Liberty and the Board of Directors of the Iowa City Community School District on the dates as indicated below.

IOWA CITY COMMUNITY SCHOOL DISTRICT

By: _____
_____, President, Board of Directors

CITY OF NORTH LIBERTY

By: _____
Terry L. Donahue, Mayor

ATTEST: _____
Tracey Mulcahey, City Clerk

STATE OF IOWA, JOHNSON COUNTY: ss

On this ____ day of _____, 2019, before me, the undersigned, a Notary Public in and for the State of Iowa, personally appeared Terry L. Donahue and Tracey Mulcahey, to me personally known, who, being by me duly sworn, did say that they are the Mayor and City Clerk, respectively, of the City of North Liberty, Iowa, a municipal corporation; that the seal affixed to the foregoing instrument is the corporate seal of the municipal corporation; and that the instrument was signed and sealed on behalf of the municipal corporation by the authority of its City Council, as contained in Resolution No. _____ of the City Council on the ____ day of _____, 2019; and Terry L. Donahue and Tracey Mulcahey acknowledged the execution of the instrument to be their voluntary act and deed and the voluntary act and deed of the corporation, by it and by them voluntarily executed.

Notary Public in and for the State of Iowa

Resolution No. 2020-04

**A RESOLUTION APPROVING THE 28E AGREEMENT
BETWEEN THE IOWA CITY COMMUNITY SCHOOL DISTRICT
AND THE CITY OF NORTH LIBERTY, IOWA FOR THE USE OF
BUFORD GARNER GYMNASIUM AND STORAGE FACILITIES**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH LIBERTY, IOWA:

WHEREAS, the City Council desires to enter into a 28E Agreement for the conditions of use of Buford Garner Gymnasium and Storage Facilities, and

WHEREAS, it is the parties' desire to agree and establish, in writing, their understanding concerning the use of the facility.

NOW, THEREFORE, BE IT RESOLVED that that the attached 28E agreement between the City of North Liberty and the Iowa City Community School District is approved.

BE IT FURTHER RESOLVED that the Mayor and City Clerk are hereby authorized to execute said agreement.

APPROVED AND ADOPTED this 14th day of January, 2020.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK



Assessment Resolution

Resolution No. 2020-05

**RESOLUTION ASSESSING DELINQUENT AMOUNTS OWED
TO THE CITY OF NORTH LIBERTY, IOWA TO INDIVIDUAL
PROPERTY TAXES**

WHEREAS, the following individuals have not paid the amounts listed below which are due and payable to the City of North Liberty, Iowa as follows:

<u>Name</u>	<u>Property</u>	<u>Amount</u>	<u>Description</u>
Micah Casper 0612483001	0612483001	\$70.00	Snow Removal
Scott Hoffman 0612490001	0612490001	\$70.00	Snow Removal
Don Coleman 455 N Dubuque St	0612404003	\$70.00	Snow Removal

WHEREAS, diligent effort has been made to collect said amount; and

WHEREAS, under the terms of the Municipal Code of North Liberty, Iowa, this amount is delinquent and should be certified pursuant to said Municipal Code.

NOW, THEREFORE, BE IT RESOLVED THAT that the City Clerk is hereby authorized and directed to certify to the Johnson County Treasurer the above and foregoing delinquent amount to the appropriate real property in North Liberty, Johnson County, Iowa, as hereinbefore described.

APPROVED AND ADOPTED this 14th day of January, 2020.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK



St. Andrews Drive Project

Resolution No. 2020-06

RESOLUTION FINALLY APPROVING AND CONFIRMING PLANS, SPECIFICATIONS, AND ESTIMATE OF COST FOR THE ST. ANDREWS DRIVE PROJECT

WHEREAS, the City Council of the City of North Liberty, Iowa, has heretofore given preliminary approval to the plans, specifications, and estimate of cost (the "Contract Documents") for the proposed St. Andrews Drive Project (the "Project"), as described in the notice of hearing on the Contract Documents for the Project and the taking of bids therefor; and

WHEREAS, a hearing has been held on the Contract Documents on January 14, 2020;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of North Liberty, Iowa, as follows:

Section 1. The City Council hereby delegates to the City Clerk and/or the Project Engineer the duty of receiving bids for the Project until 10:00 o'clock a.m. on January 21, 2020 at the City Administration Building in the City. At such time and place the City Clerk and/or the Project Engineer open such bids received and announce the results thereof. The City Council will consider bids received at the City Council meeting to be held on January 28, 2020 at 6:30 p.m. at City Council Chambers in the City.

Section 2. The City Clerk is hereby authorized and directed to give notice of the hearing and taking of bids by publication as required by law, which publication shall be made not less than 4 and not more than 45 days prior to the date for receipt of bids and not less than 4 and not more than 20 days prior to the date of the said hearing. The said notice shall be in the form substantially as attached to this resolution.

Section 3. "Pursuant to Section 1.150-2 of the Income Tax Regulations (the "Regulations") of the Internal Revenue Service, the City declares (a) that it intends to undertake the Project, (b) that other than (i) expenditures to be paid or reimbursed from sources other than the issuance of bonds, notes or other obligations (the "Bonds"), or (ii) expenditures made not earlier than 60 days prior to the date of this Resolution or a previous intent resolution of the City, or (iii) expenditures amounting to the lesser of \$100,000 or 5% of the proceeds of the Bonds, or (iv) expenditures constituting preliminary expenditures as defined in Section 1.150-2(f)(2) of the Regulations, no expenditures for the Project have heretofore been made by the City and no expenditures will be made by the City until after the date of this Resolution or a prior intent resolution of the City, and (c) that the City reasonably expects to reimburse the expenditures made for costs of the City out of the proceeds of the Bonds. This declaration is a declaration of official intent adopted pursuant to Section 1.150-2 of the Regulations.

Section 4. The Contract Documents referred to in the preamble hereof are hereby finally approved, and the prior action of the City Council giving preliminary approval is hereby finally confirmed, and the Project, as provided for in the Contract Documents, is necessary and desirable.

Section 5. All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of such conflict.

APPROVED AND ADOPTED this 14th day of January, 2020.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK



Aquatic Center HVAC Replacement

PROFESSIONAL SERVICES AGREEMENT

CLIENT: City of North Liberty

ATTN: Mr. Ryan Heiar, City Administrator
P.O. Box 77
North Liberty, Iowa 52317

PROJECT: Aquatic Center HVAC Replacement

LOCATION: North Liberty, Iowa

DATE: December 16, 2019

PROJECT DESCRIPTION

The scope of the project is itemized in Table 3 in the Pool HVAC Study issued by Shive-Hattery on November 27, 2019, and generally consists of the following:

1. Replace the rooftop Dectron pool dehumidification (DH) unit with a new DH unit designed to comply with current codes and standards. The new unit will have natural gas heat to replace the existing electric heat and will be installed in place of the existing unit.
2. Provide an extended curb or additional structural supports as required to raise the new unit to above the level of the adjacent roof, in order to improve the serviceability of the unit.
3. Modify the exhaust system that serves the pool chemical room so the space exhausts directly to the outdoors in lieu of being drawn through the DH unit.
4. Modify and/or extend the existing screen wall on the roof as necessary to accommodate the new DH unit.
5. Provide new fabric and hard ductwork in the location described in the 11/27/19 report, in order to improve the air distribution and perimeter heating at the south windows of the natatorium.
6. Make repairs to exterior doors and operable windows to address the leakage issues that have resulted in condensation and drafts.
7. The preliminary project cost estimate, per the 11/27/19 study, is \$590,000.

SCOPE OF SERVICES

We will provide Structural, Mechanical, and Electrical Engineering, Architectural, and Construction Administration services for the project.

These services will consist of the following tasks:

1. Preliminary Design Phase
 - a. Visit the project site and building to verify conditions affecting the improvements.
 - b. Prepare documents indicating existing conditions.



- c. Assess the existing exterior envelope (doors, windows, walls, roof) for deficiencies and develop the scope of the recommended corrective measures to reduce air leakage.
 - d. Develop a preliminary equipment quote package for the new dehumidification unit, for the purpose of procuring the equipment via a pre-purchase agreement with the selected vendor.
2. Design and Bid Phase
- a. Conduct meetings with city staff, to discuss the scope of the project and to review the final drawings.
 - b. Prepare bid documents including the general conditions, bid forms, notice of hearing and letting, and plans and technical specifications suitable for competitive single prime construction bidding. Prepare an opinion of construction cost.
 - c. Included in the bid package will be an allowance for the price of the dehumidification unit. Upon award of the contract the equipment purchase order will be transferred to the contractor, and thereafter the contractor will assume responsibility for the delivery and installation of the unit as well as all payments to the equipment vendor.
 - d. Print twenty (20) sets of plans and specifications.
 - e. Issue plans and specifications.
 - f. Conduct a pre-bid meeting with contractors and respond to questions from contractors as they review the documents and prepare their bids.
 - g. Prepare and issue addenda.
 - h. Assist in evaluating the bids. Provide a bid tabulation and letter of recommendation of award.
3. Construction Phase
- a. Conduct a preconstruction conference.
 - b. Attend regular progress meetings and conduct construction observation visits to observe and report on work-in-progress, on an as needed basis.
 - c. Review change orders, project submittals, requests for information and contractor applications for payment.
 - d. Provide HVAC commissioning, consisting of verifying the proper functionality of the new pool DH unit.
 - e. Conduct one (1) post construction review of the work per engineering discipline and review contractor's punch list of items to be completed.
 - f. Upon completion of construction, we will process final closeout documents and assist in obtaining executed documents to conclude the work.

CLIENT RESPONSIBILITIES

It will be your responsibility to provide the following:

1. Provide site access for Shive-Hattery personnel.

SCHEDULE

We will begin our services upon receipt of this Agreement executed by you which will serve as a notice to proceed.

The services shall be performed per a mutually agreed upon schedule.

COMPENSATION

Description	Fee	Fee Type
Preliminary Design Phase	\$6,000.00	Lump Sum
Design and Bid Phase	\$36,000.00	Lump Sum
Construction Phase	\$12,000.00	Hourly (estimated)
Reimbursable Expenses	\$1,750.00	As incurred (estimated)
TOTAL	\$55,750.00	

Fee Types:

Fixed Fee - We will provide the Scope of Services on a lump sum and hourly basis according to the table above.

Reimbursable Expenses:

Estimated amount - The estimated Reimbursable Expense amount(s) above will be billed as incurred in accordance with our Reimbursable Expense Fee Schedule in effect at the time that the expense is incurred. The expenses include printing costs and mileage.

The terms of this proposal are valid for 30 day(s) from the date of this proposal.

SERVICES NOT INCLUDED

The following are additional services not included in this proposal.

1. Design for abatement of hazardous materials in areas affected by construction activity. Hazardous materials in those areas must be removed prior to the start of construction.
2. Barrier air-monitoring services related to asbestos abatement.

STANDARD TERMS AND CONDITIONS

PARTIES

"S-H" shall mean Shive-Hattery, Inc. or Shive-Hattery A/E Services, P.C. and "CLIENT" shall mean the person or entity executing this Agreement with "S-H."

LIMITATION OF LIABILITY AND WAIVER OF CERTAIN DAMAGES

The CLIENT agrees, to the fullest extent of the law, to limit the liability of S-H, its officers, directors, shareholders, employees, agents, subconsultants, affiliated companies, and any of them, to the CLIENT and any person or entity

claiming by or through the CLIENT, for any and all claims, damages, liabilities, losses, costs, and expenses including reasonable attorneys' fees, experts' fees, or any other legal costs, in any way related to the Project or Agreement from any cause(s) to an amount that shall not exceed the compensation received by S-H under the agreement or fifty thousand dollars (\$50,000), whichever is greater. The parties intend that this limitation of liability apply to any and all liability or cause of action, claim, theory of recovery, or remedy however alleged or arising, including but not limited to negligence, errors or omissions, strict liability, breach of contract or warranty, express, implied or equitable indemnity and all other claims, which except for the limitation of liability above, the CLIENT waives.

CLIENT hereby releases S-H, its officers, directors, shareholders, employees, agents, subconsultants, affiliated companies, and any of them, and none shall be liable to the CLIENT for consequential, special, exemplary, punitive, indirect or incidental losses or damages, including but not limited to loss of use, loss of product, cost of capital, loss of goodwill, lost revenues or loss of profit, interruption of business, down time costs, loss of data, cost of cover, or governmental penalties or fines.

INDEMNIFICATION

Subject to the limitation of liability in this Agreement, S-H agrees to the fullest extent permitted by law, to indemnify and hold harmless the CLIENT, its officers, directors, shareholders, employees, contractors, subcontractors and consultants against all claims, damages, liabilities, losses or costs, including reasonable attorneys' fees, experts' fees, or other legal costs to the extent caused by S-H's negligent performance of service under this Agreement and that of its officers, directors, shareholders, and employees.

The CLIENT agrees to the fullest extent permitted by law, to indemnify and hold harmless S-H, its officers, directors, shareholders, employees, agents, subconsultants, and affiliated companies against all damages, liabilities, losses, costs, and expenses including, reasonable attorneys' fees, expert's fees, and any other legal costs to the extent caused by the acts or omissions of the CLIENT, its employees, agents, contractors, subcontractors, consultants or anyone for whom the CLIENT is legally liable.

HAZARDOUS MATERIALS - INDEMNIFICATION

To the fullest extent permitted by law, CLIENT agrees to defend, indemnify, and hold S-H, its officers, directors, shareholders, employees, agents, consultants and affiliated companies, and any of them harmless from and against any and all claims, liabilities, losses, costs, or expenses including reasonable attorney's fees, experts' fees and any other legal costs (including without limitation damages to property, injuries or death to persons, fines, or penalties), arising out of, or resulting from the discharge, escape, release, or saturation of smoke, vapors, soot, fumes, acids, alkalies, toxic chemicals, liquids, gases, polychlorinated biphenyl, petroleum contaminants, spores, biological toxins, or any other materials, irritants, contaminants, or pollutants in or into the atmosphere, or on, onto, upon, in, or into the surface or subsurface of soil, water, or watercourses, objects, or any tangible or intangible matter, whether sudden or not.

STANDARD OF CARE

Services provided by S-H under this Agreement will be performed in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances on projects of similar size, complexity, and geographic location as that of the Project. Nothing in this Agreement is intended to create, nor shall it be construed to create, a fiduciary duty owed by either party to the other party.

BETTERMENT

The CLIENT recognizes and expects that certain change orders may be required to be issued as the result in whole or part of imprecision, incompleteness, omissions, ambiguities, or inconsistencies in S-H's drawings, specifications, and other design, bidding or construction documentation furnished by S-H or in other professional services performed or furnished by S-H under this Agreement (herein after in this Betterment section referred to as S-H Documentation). If a required item or component of the Project is omitted from S-H's Documentation, the CLIENT is responsible for paying all costs required to add such item or component to the extent that such item or component would have been required and included in the original S-H Documentation. In no event will S-H be responsible for costs or expense that provides betterment or upgrades or enhances the value of the Project.

RIGHT OF ENTRY

The CLIENT shall provide for entry for the employees, agents and subcontractors of S-H and for all necessary equipment. While S-H shall take reasonable precautions to minimize any damage to property, it is understood by the CLIENT that in the normal course of the project some damages may occur, the cost of correction of which is not a part of this Agreement.

PAYMENT

Unless otherwise provided herein, invoices will be prepared in accordance with S-H's standard invoicing practices then in effect and will be submitted to CLIENT each month and at the completion of the work on the project. Invoices are due and payable upon receipt by the CLIENT. If the CLIENT does not make payment within thirty (30) days after the date the invoice was mailed to the CLIENT, then the amount(s) due S-H shall bear interest due from the date of mailing at the lesser interest rate of 1.5% per month

compounded or the maximum interest rate allowed by law. In the event that S-H files or takes any action, or incurs any costs, for the collection of amounts due it from the client, S-H shall be entitled to recover its entire cost for attorney fees and other collection expenses related to the collection of amounts due it under this Agreement. Any failure to comply with this term shall be grounds for a default termination.

TERMINATION

Either party may terminate this Agreement for convenience or for default by providing written notice to the other party. If the termination is for default, the non-terminating party may cure the default before the effective date of the termination and the termination for default will not be effective. The termination for convenience and for default, if the default is not cured, shall be effective seven (7) days after receipt of written notice by the non-terminating party. In the event that this Agreement is terminated for the convenience of either party or terminated by S-H for the default of the CLIENT, then S-H shall be paid for services performed to the termination effective date, including reimbursable expenses due, and termination expenses attributable to the termination. In the event the CLIENT terminates the Agreement for the default of S-H and S-H does not cure the default, then S-H shall be paid for services performed to the termination notice date, including reimbursable expenses due, but shall not be paid for services performed after the termination notice date and shall not be paid termination expenses. Termination expenses shall include expenses reasonably incurred by S-H in connection with the termination of the Agreement or services, including, but not limited to, closing out Project records, termination of subconsultants and other persons or entities whose services were retained for the Project, and all other expenses directly resulting from the termination.

INFORMATION PROVIDED BY OTHERS

S-H shall indicate to the CLIENT the information needed for rendering of services hereunder. The CLIENT shall provide to S-H such information, including electronic media, as is available to the CLIENT and the CLIENT's consultants and contractors, and S-H shall be entitled to rely upon the accuracy and completeness thereof. The CLIENT recognizes that it is difficult for S-H to assure the accuracy, completeness and sufficiency of such client-furnished information, either because it is provided by others or because of errors or omissions which may have occurred in assembling the information the CLIENT is providing. Accordingly, the CLIENT agrees, to the fullest extent permitted by law, to indemnify and hold harmless S-H, its officers, directors, shareholders, employees, agents, subconsultants and affiliated companies, and any of them, from and against any and all claims, liabilities, losses, costs, expenses (including reasonable attorneys' fees, experts' fees, and any other legal costs) for injury or loss arising or allegedly arising from errors, omissions or inaccuracies in documents or other information provided by the CLIENT.

UNDERGROUND UTILITIES

Information for location of underground utilities may come from the CLIENT, third parties, and/or research performed by S-H or its subcontractors. S-H will use the standard of care defined in this Agreement in providing this service. The information that S-H must rely on from various utilities and other records may be inaccurate or incomplete. Therefore, the CLIENT agrees, to the fullest extent permitted by law, to indemnify and hold harmless S-H, its officers, directors, shareholders, employees agents, subconsultants, affiliated companies, and any of them for all claims, losses, costs and damages arising out of the location of underground utilities provided or any information related to underground utilities by S-H under this Agreement.

CONTRACTOR MATTERS

CLIENT agrees that S-H shall not be responsible for the acts or omissions of the CLIENT's contractor, or subcontractors, their employees, agents, consultants, suppliers or arising from contractor's or subcontractors' work, their employees, agents, consultants, suppliers or other entities that are responsible for performing work that is not in conformance with the construction Contract Documents, if any, prepared by S-H under this Agreement. S-H shall not have responsibility for means, methods, techniques, sequences, and progress of construction of the contractor, subcontractors, agents, employees, agents, consultants, or other entities. In addition, CLIENT agrees that S-H is not responsible for safety at the project site and that safety during construction is for the CLIENT to address in the contract between the CLIENT and contractor.

SHOP DRAWING REVIEW

If, as part of this Agreement S-H reviews and approves Contractor submittals, such as shop drawings, product data, samples and other data, as required by S-H, these reviews and approvals shall be only for the limited purpose of checking for conformance with the design concept and the information expressed in the contract documents. This review shall not include review of the accuracy or completeness of details, such as quantities, dimensions, weights or gauges, fabrication processes, construction means or methods, coordination of the work with other trades or construction safety precautions, all of which are the sole responsibility of the Contractor. S-H's review shall be conducted with reasonable promptness while allowing sufficient time in S-H's judgment to permit adequate review. Review of a specific item shall not indicate that S-H has reviewed the entire assembly of which the item is a component. S-H shall not be responsible for any deviations from the contract documents not brought to the attention of S-H in writing by the Contractor. S-H shall not be required to review partial submissions or those for which submissions of correlated items have not been received.

OPINIONS OF PROBABLE COST

If, as part of this Agreement S-H is providing opinions of probable construction cost, the CLIENT understands that S-H has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that S-H's opinions

of probable construction costs are to be made on the basis of S-H's qualifications and experience. S-H makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.

CONSTRUCTION OBSERVATION

If, as part of this Agreement S-H is providing construction observation services, S-H shall visit the project at appropriate intervals during construction to become generally familiar with the progress and quality of the contractors' work and to determine if the work is proceeding in general accordance with the Contract Documents. Unless otherwise specified in the Agreement, the CLIENT has not retained S-H to make detailed inspections or to provide exhaustive or continuous project review and observation services. S-H does not guarantee the performance of, and shall have no responsibility for, the acts or omissions of any contractor, its subcontractors, employees, agents, consultants, suppliers or any other entities furnishing materials or performing any work on the project.

S-H shall advise the CLIENT if S-H observes that the contractor is not performing in general conformance of Contract Documents. CLIENT shall determine if work of contractor should be stopped to resolve any problems.

OTHER SERVICES

The CLIENT may direct S-H to provide other services including, but not limited to, any additional services identified in S-H's proposal. If S-H agrees to provide these services, then the schedule shall be reasonably adjusted to allow S-H to provide these services. Compensation for such services shall be at S-H's Standard Hourly Fee Schedule in effect at the time the work is performed unless there is a written Amendment to Agreement that contains an alternative compensation provision.

OWNERSHIP & REUSE OF INSTRUMENTS OF SERVICE

All reports, plans, specifications, field data and notes and other documents, including all documents on electronic media, prepared by S-H as instruments of service shall remain the property of S-H. The CLIENT shall not reuse or make any modifications to the plans and specifications without the prior written authorization of S-H. The CLIENT agrees, to the fullest extent permitted by law, to defend, indemnify and hold harmless S-H its officers, directors, shareholders, employees, agents, subconsultants and affiliated companies, and any of them from any and all claims, losses, costs or damages of any nature whatsoever arising out of, resulting from or in any way related to any unauthorized reuse or modifications of the construction documents by the CLIENT or any person or entity that acquires or obtains the plans and specifications from or through the CLIENT without the written authorization of S-H.

DISPUTE RESOLUTION

If a dispute arises between S-H and CLIENT, the executives of the parties having authority to resolve the dispute shall meet within thirty (30) days of the notification of the dispute to resolve the dispute. If the dispute is not resolved within such thirty (30) day time period, CLIENT and S-H agree to submit to non-binding mediation prior to commencement of any litigation and that non-binding mediation is a precondition to any litigation. Any costs incurred directly for a mediator, shall be shared equally between the parties involved in the mediation.

EXCUSABLE EVENTS

S-H shall not be responsible for any event or circumstance that is beyond the reasonable control of S-H that has a demonstrable and adverse effect on S-H's ability to perform its obligations under this Agreement or S-H's cost and expense of performing its obligations under this Agreement (an "Excusable Event"), including without limitation, a change in law or applicable standards, actions or inactions by a governmental authority, the presence or encounter of hazardous or toxic materials on the Project, war (declared or undeclared) or other armed conflict, terrorism, sabotage, vandalism, riot or other civil disturbance, blockade or embargos, explosion, epidemic, quarantine, strike, lockout, work slowdown or stoppage, accident, act of God, failure of any governmental or other regulatory authority to act in a timely manner, unexcused act or omission by CLIENT or contractors of any level (including, without limitation, failure of the CLIENT to furnish timely information or approve or disapprove of S-H's services or work product promptly, delays in the work caused by CLIENT, CLIENT's suspension, breach or default of this Agreement, or delays caused by faulty performance by the CLIENT or by contractors of any level). When an Excusable Event occurs, the CLIENT agrees S-H is not responsible for damages, nor shall S-H be deemed to be in default of this Agreement, and S-H shall be entitled to a change order to equitably adjust for S-H's increased time and/or cost to perform its services due to the Excusable Event.

ASSIGNMENT

Neither party to this Agreement shall transfer, sublet or assign any rights under or interest in this Agreement (including but not limited to monies that are due or monies that may be due) without the prior written consent of the other party.

SEVERABILITY, SURVIVAL AND WAIVER

Any provision of this Agreement later held to be unenforceable for any reason shall be deemed void, and all remaining provisions shall continue in full force and effect. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating responsibility or liability between the CLIENT and S-H shall survive the completion of the services hereunder and the termination of this Agreement. The failure of a party to insist upon strict compliance of any term hereof shall not constitute a waiver by that party of its rights to insist upon strict compliance at a subsequent date.

GOVERNING LAW

This Agreement shall be governed pursuant to the laws in the state of the locale of the S-H office address written in this Agreement.

EQUAL EMPLOYMENT OPPORTUNITY

It is the policy of S-H to provide equal employment opportunities for all. S-H enforces the following acts and amendments as presented by Federal government or State governments: Title VII of the Civil Rights Act of 1965, Age Discrimination in Employment ACT (ADEA), Americans With Disabilities Act (ADA), Iowa Civil Rights Act of 1965, and Illinois Human Rights Act [775ILCS 5]. S-H will not discriminate against any employee or applicant because of race, creed, color, religion, sex, national origin, gender identity, sexual orientation, marital status, ancestry, veteran status, or physical or mental handicap, unless related to performance of the job with or without accommodation.

COMPLETE AGREEMENT

This Agreement constitutes the entire and integrated agreement between the CLIENT and S-H and supersedes all prior negotiations, representations and agreements, whether oral or written. If the CLIENT issues a Purchase Order of which this Agreement becomes a part, the terms of this Agreement shall take precedence in the event of a conflict of terms.

SIGNATURES

Original, facsimile, or electronic signatures by the parties are deemed acceptable for binding the parties to the Agreement. The CLIENT representative signing this Agreement warrants that he or she is authorized to enter into this Agreement on behalf of the CLIENT.

AGREEMENT

This proposal shall become the Agreement for Services when accepted by both parties. Original, facsimile, electronic signatures or other electronic acceptance by the parties (and returned to Shive-Hattery) are deemed acceptable for binding the parties to the Agreement. The Client representative signing this Agreement warrants that he or she is authorized to enter into this Agreement on behalf of the Client.

Thank you for considering this proposal. We look forward to working with you. If you have any questions concerning this proposal, please contact us.

Sincerely,

SHIVE-HATTERY, INC.



Timothy R. Fehr, Project Manager

TRF/bad

AGREEMENT ACCEPTED AND SERVICES AUTHORIZED TO PROCEED

CLIENT: CITY OF NORTH LIBERTY

BY: _____ **TITLE:** _____
(signature)

PRINTED NAME: _____ **DATE ACCEPTED:** _____

cc Shelly Simpson

Resolution No. 2020-07

**RESOLUTION APPROVING SERVICES AGREEMENT
BETWEEN THE CITY OF NORTH LIBERTY AND SHIVE-
HATTERY, INC. FOR THE AQUATIC CENTER HVAC
REPLACEMENT PROJECT**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH LIBERTY, IOWA:

WHEREAS, the City Council desires to make improvements to the Aquatic Center HVAC system;

WHEREAS, Shive-Hattery, Inc. has presented a proposal for services relating to this project; and

NOW, THEREFORE, BE IT RESOLVED that the agreement presented by Shive-Hattery is approved for Design, Bidding, and Construction services relating to the Aquatic Center HVAC Replacement Project Services Agreement at a lump sum fee of \$55,750.00 plus costs of expenses is hereby approved as set forth therein.

BE IT FURTHER RESOLVED that the City Administrator is hereby authorized and ordered to execute the agreement with said engineering firm for the scope of work.

APPROVED AND ADOPTED this 14th day of January, 2019.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK



Additional Information

To: Mayor and City Council
From: Tom Palmer, Building Official
CC: City Administrator
Date: 1/8/2020
Re: Monthly Report

December Permit Report:

Thirty-three permits were issued in December with estimated construction value of 1.2 million dollars. Four permits were issued for new dwelling units with construction value of \$754,000.00. Staff completed 144 inspections during the month of December.

2019 Year End Report:

A total of 1,493 permits were issued in 2019, with estimated construction value of 43 million. 130 new dwelling units were added to North Liberty's housing stock. One new commercial daycare building was built in the Liberty Centre development.

Certificate of Occupancy:

Four certificates issued for new dwelling units, four certificates for new manufactured homes, and one certificate for new daycare.

Rental/Code Enforcement:

Six rental permit applications received in December. Three rental inspections completed along with twenty-six code enforcement complaints in December.

December 2019 Monthly Permit Report

Code	Permit Purpose	Permits	Construction Value	Permit Fees	Bldgs.	Units	Notes
1	New Single Family Dwelling	0	\$0.00	\$0.00	0	0	
2	New Single Family Dwelling Attached	4	\$754,000.00	\$9,149.28	2	4	
3	New Townhouse	0	\$0.00	\$0.00	0	0	
4	New Multi-Family Housing	0	\$0.00	\$0.00	0	0	
5	New Commercial	0	\$0.00	\$0.00	0	0	
6	New Industrial	0	\$0.00	\$0.00	0	0	
7	School	0	\$0.00	\$0.00			
8	Residential Alteration	8	\$111,600.00	\$1,892.40			
9	Residential Addition	0	\$0.00	\$0.00			
10	Commercial Alteration	3	\$70,500.00	\$988.50			
11	Commercial Addition	0	\$0.00	\$0.00			
12	Industrial Alteration	0	\$0.00	\$0.00			
13	Industrial Addition	0	\$0.00	\$0.00			
14	Other	18	\$297,125.00	\$1,418.60			
15	Public	0	\$0.00	\$0.00			
16	Manufactured Home	0	\$0.00	\$0.00			
	Totals	33	\$1,233,225.00	\$13,448.78	2	4	

SFD Attached are zero lot line units

Townhouse are 3 or more units with shared side walls and have a rear yard area

2019 Permit Tally Report

Code	Permit Purpose	Permits	Construction Value	Permit Fees	Bldgs.	Units	Notes
1	New Single Family Dwelling	48	\$14,871,800.00	\$145,664.62	48	48	
2	New Single Family Dwelling Attached	30	\$5,385,264.00	\$66,959.08	15	30	
3	New Townhouse	13	\$0.00	\$33,646.61	4	17	
4	New Multi-Family Housing	0	\$0.00	\$0.00	0	0	
5	New Commercial	1	\$1,550,000.00	\$11,567.47	0	0	
6	New Industrial	0	\$0.00	\$0.00	0	0	
7	School	0	\$0.00	\$0.00			
8	Residential Alteration	112	\$3,582,455.35	\$30,527.21			
9	Residential Addition	20	\$811,020.00	\$7,189.01			
10	Commercial Alteration	39	\$1,101,776.00	\$12,773.36			
11	Commercial Addition	7	\$321,050.00	\$4,420.79			
12	Industrial Alteration	3	\$11,500.00	\$138.50			
13	Industrial Addition	0	\$0.00	\$0.00			
14	Other	1181	\$1,834,076.33	\$372,527.08			
15	Public	4	\$14,236,000.00	\$35,910.65			
16	Manufactured Home	35	\$624,000.00	\$6,844.55	35	35	
		1493	\$43,328,942.68	\$728,168.93	102	130	

SFD Attached are zero lot line units

Townhouse are 3 or more units with shared side walls and have a rear yard area



Permit Summary Report Inspection Type

Inspection Date 01/01/2019 TO 12/31/2019

Table with columns: Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec, Row, Total. Rows list various inspection types like '1st SWPPP', 'Above Suspended Ceiling', 'Aboveground Storage Tank for Motor Vehicle Fuel Dispensing', etc.

Totals: 271 185 517 404 362 355 322 406 423 545 177 144 4111



Certificate of Occupancy Monthly Report

Applicant	Parcel Address	Project Description	Permit Type	Date C.O. Issued
Patrick Darby	275-1/2 S. Chestnut Street	2020 Rental Permit	Rental	12/23/2019
Patrick McGill/Aspen Prop. Maint.	1350 Kennel Court Building B-5	Business storage and maintenance for Aspen Property Maintenance/Patrick	Zoning Certificate	12/23/2019
Michael Schmidt	780 Rachael Street Unit 303	2019 rental permit	Rental	12/19/2019
Urban Fuel-Jesse J. Allen	1 Hawkeye Drive	Change of ownership	Zoning Certificate	12/3/2019
Steve Harris	555 S. Highway 965 Suite A	Remodel serving area and add equipment	Building	12/27/2019
Steve & Trina Ritter	530 Juniper Street	Sitting Room Addition and deck expansions	Building	12/27/2019
OR Rentals	30 Jefferson Lane	2019 Rental Permit	Rental	12/4/2019
Palmer Custom	1325 Logan Court	Finishing basement bedroom, bathroom, and living room.	Building	12/17/2019
Greg Scharf	995 238th Street	Salt storage building	Building	12/4/2019
Golfview Estates LLC	11 Golfview Court	New 16' by 76' mobile home	Manufactured Home	12/26/2019
Golfview Estates LLC	6 Golfview Court	New 16' by 76' mobile home	Manufactured Home	12/26/2019
Golfview Estates LLC	120 Golfview Court	New 23'4	Manufactured Home	12/26/2019
Golfview Estates LLC	191 Golfview Court	New 23'4	Manufactured Home	12/26/2019

CKR Construction Services LLC	740 Community Drive	12,000 sf Child Care Facility and site	Building	12/2/2019
Hodge Construction-Jeromie Molina	1232 Daisy Circle	New attached SFD with garage	Building	12/23/2019
Hodge Construction-Jeromie Molina	1230 Daisy Circle	New attached SFD with garage	Building	12/23/2019
NL Homes LLC	1160 Mary Lane	New Attached SFD with two stall garage	Building	12/12/2019
Skogman Homes-Dana	1000 Pheasant Lane	New SFD with an attached three stall garage	Building	12/20/2019
EDCO LLC-Tyler Edwards	1360 Suttner Drive	New 2-story SFD	Construction Site Runoff	12/26/2019
Merit Construction Co.	245 Beaver Kreek Centre Suite A, B & C	Convert existing bar space into a office	Building	12/11/2019

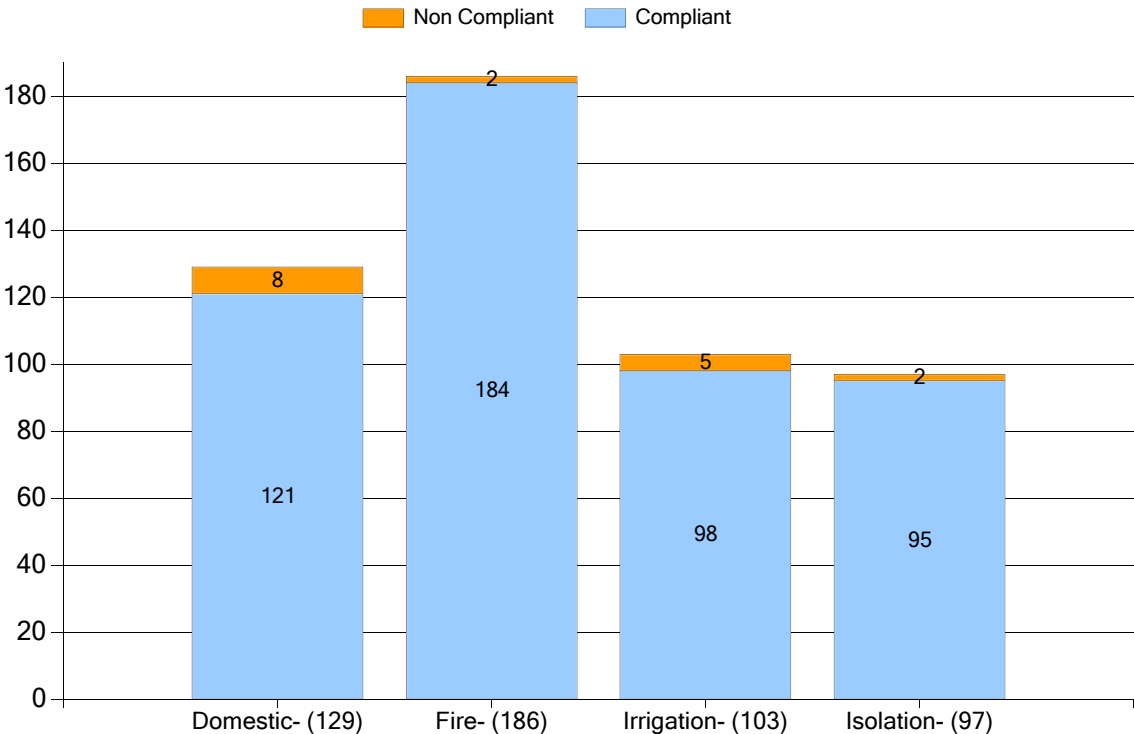
Total Records: 20

Code Enforcement Report

12/01/2019 - 12/31/2019

Case Date	Case #	Complaint
12/2/2019	3846	parking vehicle on landscaped yard area
12/3/2019	3847	display of non-compliant ground sign
12/5/2019	3850	junk and vehicle stored in landscaped grass yard area
12/6/2019	3851	storing junk vehicle on property
12/6/2019	3852	outdoor storage of building materials, junk, and misc vehicles/items not in enclosed building
12/9/2019	3853	past due annual backflow preventer test report
12/9/2019	3854	past due annual backflow preventer test report
12/9/2019	3855	past due annual backflow preventer test report
12/10/2019	3856	storing junk on property
12/11/2019	3857	outside storage and parking watercraft on front yard, gravel parking area added
12/11/2019	3858	junk vehicle stored for extended period in front of house on driveway
12/16/2019	3860	repeatedly not picking up pet waste from public property
12/17/2019	3862	parking vehicle on landscaped yard area
12/17/2019	3863	parking commercial trailers on property, parking trailers and veh.s on grass, additional gravel parking area added to property
12/17/2019	3864	added gravel on lot for parking area
12/18/2019	3865	parking trailer on landscaped yard area
12/18/2019	3866	parking vehicles on landscaped yard area
12/18/2019	3867	vehicle parked on landscaped grass area of yard
12/18/2019	3868	storage of junk and miscellaneous debris on property
12/19/2019	3869	renting without obtaining permit
12/19/2019	3870	outdoor storage of miscellaneous junk and vehicles parked on grass
12/20/2019	3871	grass exceeding 6" height limit
12/20/2019	3872	grass exceeding 6" height limit
12/20/2019	3873	grass exceeding 6" height limit
12/30/2019	3874	vehicle parked on side yard
12/30/2019	3875	commercial dumpster on site more than 7 days with no dumpster or other related permit issued 171.03.5

Breakdown of Backflow Preventer Compliance



- Fire = Fire Protection / Fire Detector Bypass
- Domestic = Domestic / Domestic Bypass
- Irrigation = Lawn Irrigation
- Isolation = All Others




To **North Liberty Mayor and City Council Members**
CC
From **Fire Chief Brian Platz**
Date **January 8th, 2020**
Re **January Fire Department Council Report**

As we enter the new year, we are aggressively sifting through our 2019 response data and compiling it in hopes of highlighting opportunities for continued improvement. I hope to have an annual report crafted for your perusal in early February. The department has seen a 3% increase in calls for service this past year, up 36% since 2014. The dedicated women and men of the NLFD answered 1339 calls in 2019, which equates to an average of just over 3.5 calls each day.

With a growing call volume in a predominantly volunteer organization, it's an ongoing balance to ensure that we have available personnel to answer the bell. As we track response times and personnel counts, we continually look for unique ways to keep folks engaged. I'm excited to report that on January 4th, the department installed 11 new paid per call (volunteer) members. Many of these members are jumping right in and showing the kind of excitement we hoped for. Now starts their arduous journey of foundational training to get them to a point where they can respond to the community's emergency service needs. Personnel counts for the department now stand at one full time, 10 part time (2 administrative/8 operations), and 39 paid per call (volunteer).

In November's report, I briefly communicated the departments desire to embark on a leadership development program. As an update, we hosted our first session in early December and our second installment is scheduled for later this month. The sessions are currently inclusive to anyone within the department. While initial participation levels fell short of what we anticipated, we understand that it's a new program and we suspect growth will occur. Some of the members that participated shared positive reactions regarding the messages that were delivered. I'm excited for what's to come, investing in our personnel and culture will certainly yield positive results.

Happy New Year!

Brian




North Liberty Fire Department 2019 Monthly/YTD Response Report

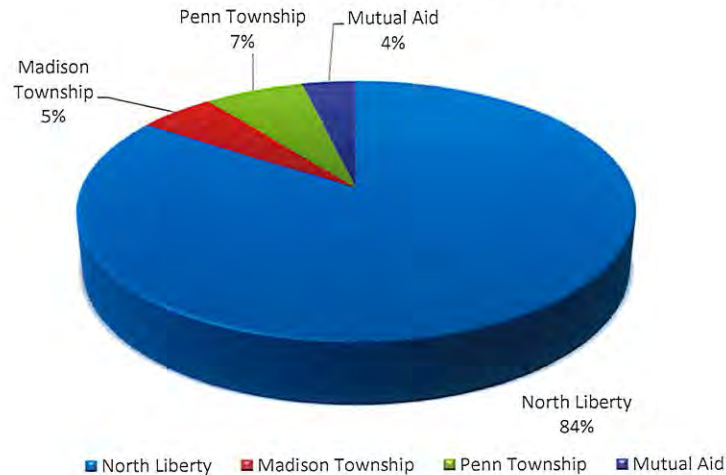
North Liberty Fire Department Responses By Fire District

	January	February	March	April	May	June	July	August	September	October	November	December	Year To Date	Percent To Date
North Liberty	100	99	85	101	97	89	101	103	96	89	84	85	1129	84.32%
Madison Township	8	6	6	9	11	4	2	8	4	3	4	5	70	5.23%
Penn Township	7	5	9	8	7	12	9	10	6	5	4	9	91	6.80%
Mutual Aid	3	3	3	5	2	1	5	4	5	5	9	4	49	3.66%
Total Responses	118	113	103	123	117	106	117	125	111	102	101	103	1339	

North Liberty Fire Department Responses By Type of Incident

	January	February	March	April	May	June	July	August	September	October	November	December	Year To Date	Percent To Date
100 - Fire	3	3	6	7	3	7	6	5	3	3	4	1	51	3.81%
200 - Over Pressure, Overheat		2		1					1				4	0.30%
300 - EMS	49	56	56	65	57	55	55	69	63	60	48	52	685	51.16%
400 - Hazardous Condition	10	1	3	2	2	3	2	4	3	4	2	6	42	3.14%
500 - Service Call	8	2	4	11	10	4	4	5	7	3	10	9	77	5.75%
600 - Good Intent Call	23	29	23	22	26	24	33	23	19	19	21	20	282	21.06%
700 - False Alarm & False Call	25	19	11	15	17	13	17	19	15	13	16	15	195	14.56%
800 - Severe Weather					2								2	0.15%
900 - Special Incident Type		1											1	0.07%
Total Responses	118	113	103	123	117	106	117	125	111	102	101	103	1339	

2019 District Responses YTD
(Rounded Percentage)



2019 Type of Incidents YTD
(Percentage)





North Liberty Fire Department 2019 Monthly/YTD Response Report

North Liberty Fire Department Response Statistics (All Incidents)

	January	February	March	April	May	June	July	August	September	October	November	December	Year To Date	
Total Responses for Month	118	113	103	123	117	106	117	125	111	102	101	103	1339	
Average Responders per Incident	4.6	4.2	4.6	4.1	4.7	4.9	4.3	4.7	4.4	4.2	3.7	3.9	4.4	
# Incidents with 2 or less Responders	13	23	14	23	19	26	18	13	23	18	34	30	254	
% Incidents with 2 or less Responders	11.0%	20.4%	13.6%	18.7%	16.2%	24.5%	15.4%	10.4%	20.7%	17.6%	33.7%	29.1%	19.0%	
# Incidents with No NLFD Response	0	1	0	0	0	1	0	0	0	0	0	1		
													Year To Date	Percent To Date
# Incidents Cancelled Enroute or Prior to Arrival	21	26	16	19	21	16	24	18	15	16	19	15	226	16.88%
# Incidents Cancelled by JCAS	10	14	7	4	7	6	11	8	2	8	7	4	88	38.94%
# Incidents Cancelled by JECC	4	4	3	5	2	5	5	6	4	3	4	2	47	20.80%
# Incidents Cancelled by Law Enforcement	6	6	3	6	11	4	7	3	6	1	4	6	63	27.88%
# Incidents Cancelled by Fire Department	1	2	3	4	1	1	1	1	3	4	4	3	28	12.39%

North Liberty Fire Department Emergent Response Turnout Statistics (Lights & Sirens)

	January	February	March	April	May	June	July	August	September	October	November	December
Total Emergent (Lights & Sirens) Responses for Month	49	67	64	69	62	51	60	67	61	52	49	62
# of Incidents with Turnout Time 2 Minutes or Less - PPC/Admin											3	3
# of Incidents with Turnout Time 2 Minutes or Less - PT											10	12
# of Incidents with Turnout Time 2 Minutes or Less - Total	7	3	5	9	13	11	17	14	17	21	13	15
% Incidents with Turnout Time 2 Minutes or Less	14.3%	4.5%	7.8%	13.0%	21.0%	21.6%	28.3%	20.9%	27.9%	40.4%	26.5%	24.2%
90th Percentile Turnout Time - (Minutes) Part-Time	NA	NA	NA	3:23	2:42	3:08	2:27	3:02	3:39	2:15	2:50	2:57
90th Percentile Turnout Time - (Minutes) Paid Per Call	9:27	11:36	9:09	9:17	8:56	10:05	9:10	10:08	10:54	8:09	7:28	10:33

** (Turnout Time is defined as Dispatch Time to Unit Enroute Time)(PPC-Paid Per Call)(PT-Part Time)

North Liberty Fire Department Auto Aid & Mutual Given

	January	February	March	April	May	June	July	August	September	October	November	December	Year To Date	Percent To Date
Auto Aid - Coralville (52001)	2	1	1	3		1	2	1	2	4	3	3	23	1.72%
Auto Aid - Iowa City (52003)			1		1			1			2		5	0.37%
Auto Aid - Solon (52008)	1	2	1	1	1		1			1	2		10	0.75%
Auto Aid - Swisher (52009)				1			2	1	3		2	1	10	0.75%
Mutual Aid - Other Fire Departments								1					1	0.07%
Total Responses	3	3	3	5	2	1	5	4	5	5	9	4	49	3.66%

North Liberty Fire Department Auto Aid & Mutual Received

	January	February	March	April	May	June	July	August	September	October	November	December	Year To Date	Percent To Date
Auto Aid - Coralville (52001)				3	3	7	1	4	6	2	2	2	31	2.32%
Auto Aid - Iowa City (52003)										1		1	2	0.15%
Auto Aid - Solon (52008)	2	3	1	6	3	6	2	4	2	3	2	2	36	2.69%
Auto Aid - Swisher (52009)		2											4	0.30%
Mutual Aid - Other Fire Departments													0	0.00%
Total Responses	2	6	1	9	6	13	3	8	8	6	4	7	73	5.45%



TO: City Administrator and City Council
FROM: Jennie Garner, Library Director
DATE: Jan 8, 2020
SUBJECT: Monthly Library Report

At a Glance

Computer Usage	2343
Database Use	10,622
Meeting Room Use	805
Door Count	11,365

Library News

Included in this month's update is our FY19 Community Report designed by our Marketing Coordinator and our marketing intern.

KCRG covered a wonderful story in December about the work we do here at the North Liberty Library – and libraries everywhere – building relationships and helping connect people to needed resources. If you missed it, you can view it [here](#). We were surprised and thrilled that the story was picked up by other news agencies in Iowa. Mr. Odom stopped by the library this week on his winter break and reported to us that he's been busy working as a substitute teacher every day.

In line with the city's branding initiative, the library unveiled a fresh look for the website incorporating the new logo: www.northlibertylibrary.org.

Throughout the month of January, the library is welcoming visitors with a cup (or two) of coffee and partnering with local businesses for the Friday Coffee Break program. Every Friday, enjoy free coffee donated by favorite local coffee houses and participate in rotating interactive activities such as community puzzle building.

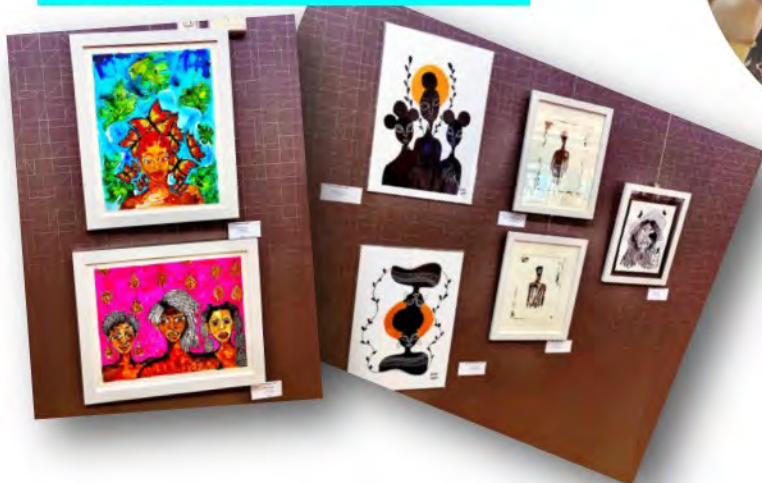
In this new year and decade, the library is honored to be part of the committee bringing embody | embrace, an inaugural annual event that celebrates and honors black history and culture, to our community. This year's theme is a celebration of black hair – its history, significance and beauty. Join us on Saturday, January 25, from 12-9pm, for a day filled with guest speakers, hair workshops and a spoken word event. Under the guidance of local black owned businesses, black artists, area non-profits, and dedicated resident volunteers the City of North Liberty is proud to host a day of education and empowerment. In addition, stop by the library this month to view the artwork of the embody | embrace featured artist, Naimah Thomas.

Our annual Noon Year's Eve party on Dec. 30 was a huge success with over 350 kiddos and their adults. Watch the fantastic [video](#) produced by our Communications team and check out pics and other program highlights below.

The Noon Year's Eve Bash is always a big family programming draw. We are fortunate to be part of the Community Center enabling us to accommodate large scale programs in the gymnasiums and Gerdin Conference Center.



Featured artwork of Naimah Thomas installed in the library's new art display space



Audience participation and laughter were keys to the fun-filled Ebenezer Duke performance in December .



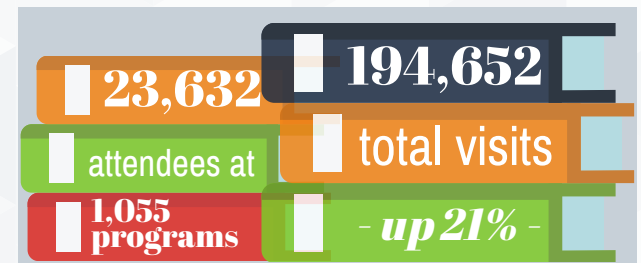
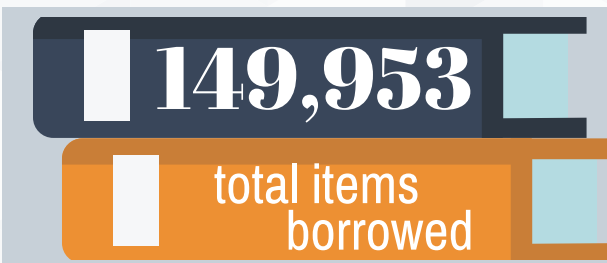
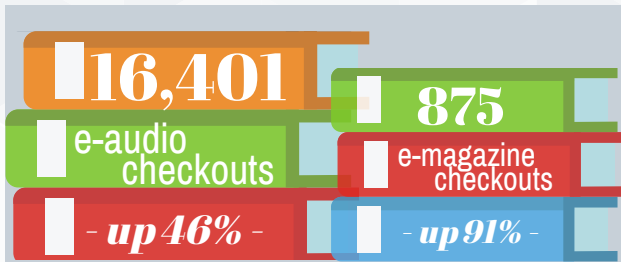
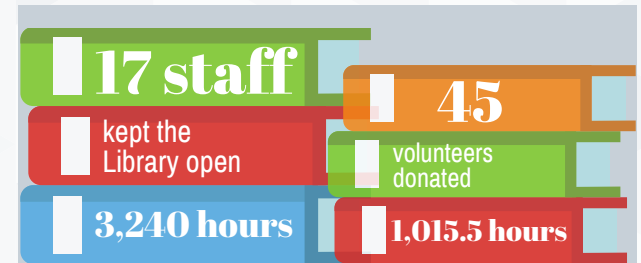
Large motor skills, movement, and music are incorporated into much of our tot programming —all a big part of early learning. The Iowa Gymnast and west Music help support our regular tot programming. at the library.





North Liberty Library

2018-2019 by the numbers



To: Mayor and City Council
Parks and Recreation Commission
City Administrator

From: Guy Goldsmith, Director of Parks, Building and Grounds

Date: January 2, 2020

Re: Monthly Report

We performed building maintenance as needed this month.

We removed snow and ice from City parking lots, sidewalks and trails this past month as needed.

We picked up trash and pet waste stations weekly. With the mild weather there has been considerable usage of trash and dog stations.

We maintained equipment as needed this month. We performed preventative maintenance and repaired winter equipment as time permitted. We continue to prepare for the upcoming growing season by performing preventative maintenance and repairs to ball field maintenance, mowing, trimming and landscaping equipment.

We continue to organize and clean-up our shop as time allows.

Parks staff completed annual training requirements as well as required Department training through Target Solutions.

The Tree City USA recertification application was submitted and approved by the IDNR State Forestry Department. It has now been sent on to the Arbor Day foundation for final approval. We have received this award as a Tree City USA for the past 24 years. This helps us obtain other tree grant funding as well as to show how proactive North Liberty is planting trees within our Community.

We completed and submitted the *Trees Please* Grant from MidAmerica Energy. We will know in March if we have been selected and awarded the grant to plant additional trees at Red Fern Dog Park next season.

The Muddy Creek & Parkview Court bank stabilization project has begun. Undesirable/unsafe trees will be removed first and then creek stabilization will follow. There will be occasional trail closures and trail detour south of Zeller Street to Golf View Drive to allow for work and equipment access. Detour will be Zeller Street to Front Street to Golf View Drive and back onto the main trail at Golf View Drive to the south. Project should be completed by March 1st weather permitting.

We continue to revise and review the Parks FY2021 budget and capital projects items to prepare for the next fiscal year.



North Liberty Police Monthly Report December 2019

Training:

- Bomb squad, dive team, canine, and SERT training was attended by members this month (40 hours)
- Officers completed Target Solutions on-line training on Domestic Violence (22 hours)
- Our Hostage negotiator trained with SERT on issues, past practices and possible collaborations (6 hours)
- Supervisors had online training for suicide prevention and safe driving practices for scene control and being out in traffic (12 hours).
- K-9 and handler were re-certified for another layer of certification in Chariton, Iowa by a Master Handler from another state. (8 hours)
- Our Drug Recognition Expert was recertified this month in Des Moines. (12 hours)
- Staff attended the Stop the Bleed training presented by JCAS that was hosted by the city (24 hours)

Traffic Contacts	441
Parking Contacts	30
Vehicle Inspections	24
Vehicle Unlocks	24
Crash Investigations	13
Public Assists	444
Assist other Agency	114
Crimes Against Persons Report	5
Crimes Against Property Report	17
Other Reports	38
Arrests	42
Warrants	5
Alcohol/Narcotics Charges	31
Crimes Against Persons Charges	2
Crimes Against Property Charges	15
Other Charges	18
Animal Calls	54
Total Calls for Service	2172
*Total Calls for Service for the year	28645

Public Relations:

- Held our annual Presents with Police shopping event. We received 25 applications and 9 children were chosen to participate. Ten officers shopped with the kids to help pick out gifts for family members. Santa was there to help spread the holiday cheer and to get pictures with folks in the store. Walmart set up a designated checkout lane and donated \$100, Pizza Hut provided pizza for our party and an anonymous donor provided cash for the cause at the checkout. The North Liberty Leader was on site to get pictures and comments about the event. Thank you to everyone who donated money and especially their time to help make this another successful year.



- Lt. attended a PR event for career day at his daughter's 4th-grade class.
- Officers worked overtime for Liberty HS for basketball games. The school district reimburses us for the officer's hours.
- Chief was invited and attended a meet and greet at Keystone Place with several residents.

- Hosted ride-a-longs for applicants who are going through the hiring process.
- Assisted Clear Creek Amana school district with Stop the Bleed training.
- Assisted and provided training for robbery response protocols at a local bank.
- Provided a police car for the public safety illuminated "Wave" to the children at the UI Stead Family Children's Hospital.
- Falco and Officer Campbell did a K-9 demonstration at Penn Elementary.
- We received a \$100 donation in loving memory of their Grandson and nephew Griffin. This will be used for treats and care of Falco and is greatly appreciated.
- Completed our yearly business checks for all businesses in NL. This is done every two years and we update after hour contact information for keyholders, alarm companies, and any extra patrol needs.

Equipment:

- CSS installed a new switch for the PD. The plan is for the switch to be used in the new PD and will be a plug and play feature when we are ready to move.
- We purchased a Dodge Durango from a dealer in Des Moines. This was supposed to be for a Ford Explorer; however, production is on hold and none were currently available. We were unsure when they would ship and we were in need to make the change. We are having Keltex install the vehicle equipment.

Enforcement:

- Officers worked traffic enforcement over the holidays.
- The department partnered with the State of Iowa Alcohol and Beverage Division to conduct tobacco compliance at 13 of our local retailers. Only one establishment, Gasby's, failed and provided tobacco to a person under the age of 18.

Department Admin:

- SERT firearms testing was held this month at the CR range. The candidates practiced the handgun qualification drills. The highest marksman, Travis Clubb, was selected to become the next member of the SERT team. He will start training with the team in January of 2020.
- We are continuing with the applicant background testing for the two open positions.
- Continue to get quotes for TV's, Cleaning, and finalizing furniture plans for the new PD.
- Toured Altoona PD/City Hall's new construction. We are using the same company for furniture and wanted to see their designs.
- Chief has been selected by the Governor to be on the ILEA council (pending Senate confirmation). This is a board position and at the request of the Iowa Police Chief's Association. She has already attended her first council meeting in this capacity.
- Several members attended the City Staff Holiday Party. Three officers received the perfect attendance award, Rueben Ross, Ryan Rockafellow, and Spence Madole. Longevity awards went to 5 years-Scott Sammons, 10 Years-Alisha Ruffcorn, and 20 Years-Diane Venenga. Officer Bruce Sexton was awarded the 2019 Officer of the Year. Alisha Ruffcorn also won the best costume award at the party.
- We had an increase of 3,854 Calls for Service over 2018. We did see a decrease in reported property crime and criminal charges for property crime in 2018. Records staff are working on the year-end report and that will be out in a few months once the UCR Crime reporting is tallied.



To **Park & Recreation Commission Board Members**
CC **Mayor, City Council, City Administrator**
From **Shelly Simpson**
Date **December 30, 2019**
Re **Monthly Report – December 2019**

Programs – December:

The first week of December is busy with registration for programs that begin in January. We plan registration at least a month prior due to the holiday season.

December programs usually run through the middle of the month. Facility drop-in usage increases as school lets out and adults take vacation time for the holiday break. Staffing facility hours does get challenging as FT Staff take city holidays off over the holidays.

Busy month of budget work and Capital Projects planning.

Swim Lessons:

Nest session of lessons begins in January, 2020.

Aquatic Programs:

Some classes like Arthritis Aqua Class, Easy Does It and Water Resistance, Aqua Zumba continues through the holidays but with decreased participation. We had 9 participants attend the Lifeguard Class held this month. We offered holiday discount swims as well.

Preschool Programs:

The Kids Campsite numbers increase as kids are out of school and need to burn off some steam as weather turns colder. Most programs ended the middle of December for the holidays.

Youth Programs:

Dance classes and Recsters continued to run through middle of the month. We do offer all day supervision if we get 10 or more registered for our Holiday Camp days. Some days go, some are canceled throughout the two week break.

Youth Sports:

Fall leagues come to a close by the middle of December and Brian is busy forming teams for both Youth and Adult Leagues that begin after the New Year.

Adult Sports: Next session begins in January.

Adult Fitness:

Some of our new programs like Pound and High Fitness are increasing with numbers. Most programs ended the middle of the month but some continue through the holidays with decreased participation.

Senior Citizens:

Connection lunches continue to be held; we served 78 participants this month.

Special Events:

Matt Meseck is busy this month with the Holiday Vendor Fair which had 33 vendors, Breakfast with Santa which had 350 participants. Thanks to the Lions Club, Good Sheppard Church and Sandi Spurrel Photography who continue to make this event a success. Matt works on getting trees to decorate at the Gazebo and runs the Elf on The Shelf Scavenger Hunt which had twice as many participants (75) as last year. Thanks to the local businesses that participate and make this event a success as well!

Daily Fees: December

Number of individuals paying the daily drop-in fees.

Pool Daily Drop-ins: 716; Weight/Gymnasium Daily Drop-ins: 1,464; Totaling: 2,180

Memberships: December

Active memberships for month and number of members who scanned card upon entry for month.

	<u>All Active</u>	<u>Check-ins:</u>
Black & Gold	338	691
Gold	409	2,554
Silver	149	579
Facility	553	1,777
Track	1,253	3,113
Summer	-0-	-0-
Totaling	2,704	8,714

Additional Reports:

Recdesk Monthly Revenue

Memberships by Month Chart

Membership Checkins Chart

Revenue By Period - GL Account Summary

Start Date: 12/1/2019 12:00 AM End Date: 12/29/2019 11:59 PM

Payment Methods: CA, CK, CC, IC, EC, CR

User(s)/Cashier(s): - All -

Regular Revenue

		DEBITS									CREDITS	
<u>**Gross</u>	<u>**Net</u>	<u>Cash</u>	<u>Check</u>	<u>CC (Gross)</u>	<u>CC (Net)</u>	<u>ACH (Gross)</u>	<u>ACH (Net)</u>	<u>Internal CC</u>	<u>Acct Credit</u>	<u>Other</u>	<u>Refunds</u>	<u>Other</u>
000 - Household Credit Account												
-437.30	-437.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	643.19	0.00	-1,080.49
010-4-1-4563 - Weight Fees												
16,694.00	16,350.72	4,463.50	788.00	11,442.50	11,099.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
010-4-1-4564 - Class/Programs												
14,145.11	13,723.23	646.00	173.00	14,060.86	13,638.98	0.00	0.00	0.00	169.64	0.00	-904.39	0.00
010-4-1-4565 - League Fees												
21,720.00	21,109.80	450.00	1,270.00	20,340.00	19,729.80	0.00	0.00	0.00	0.00	0.00	-340.00	0.00
010-4-1-4566 - Before/After School												
13,820.00	13,423.70	0.00	1,260.00	13,210.00	12,813.70	0.00	0.00	0.00	50.00	0.00	-700.00	0.00
010-4-1-4572 - Season Pool Pass												
1,373.00	1,342.88	114.00	225.00	1,004.00	973.88	0.00	0.00	0.00	30.00	0.00	0.00	0.00
010-4-1-4573 - Daily Pool Fees												
2,609.00	2,574.71	1,461.00	5.00	1,143.00	1,108.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00
010-4-1-4574 - Swim Lessons												
23,733.50	22,999.79	151.00	0.00	24,436.90	23,703.19	0.00	0.00	0.00	177.60	0.00	-1,032.00	0.00
010-4-1-4575 - Aquatic Program/Classes												
6,906.00	6,739.17	1,108.00	171.00	5,560.50	5,393.67	0.00	0.00	0.00	356.50	0.00	-290.00	0.00
010-4-1-4577 - Pool Rentals												
1,908.00	1,853.55	0.00	90.00	1,815.00	1,760.55	0.00	0.00	0.00	3.00	0.00	0.00	0.00

Revenue By Period - GL Account Summary

Start Date: 12/1/2019 12:00 AM End Date: 12/29/2019 11:59 PM

Payment Methods: CA, CK, CC, IC, EC, CR

User(s)/Cashier(s): - All -

010-4-1-4589 - Room Rentals												
3,514.50	3,415.87	180.00	15.00	3,287.00	3,188.37	0.00	0.00	0.00	82.50	0.00	-50.00	0.00
010-4-1-4590 - Gymnasium Rentals												
4,170.00	4,050.71	105.00	460.00	3,976.00	3,856.71	0.00	0.00	0.00	134.00	0.00	-505.00	0.00
010-4-1-4592 - Field Rentals/Tennis Courts												
300.00	300.00	0.00	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
010-4-2-4705 - Donations/Misc.												
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NONE - Unassigned												
30.00	28.59	25.00	0.00	47.00	45.59	0.00	0.00	0.00	3.00	0.00	-45.00	0.00
Split - Membership - Black & Gold												
1,020.00	989.40	0.00	0.00	1,020.00	989.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
111,505.81	108,464.82	8,703.50	4,757.00	101,342.76	98,301.77	0.00	0.00	\$0.00	1,006.24	643.19	-3,866.39	-1,080.49

** Difference between GROSS and NET calculation is that NET uses CC (Net) value instead of CC (Gross) value

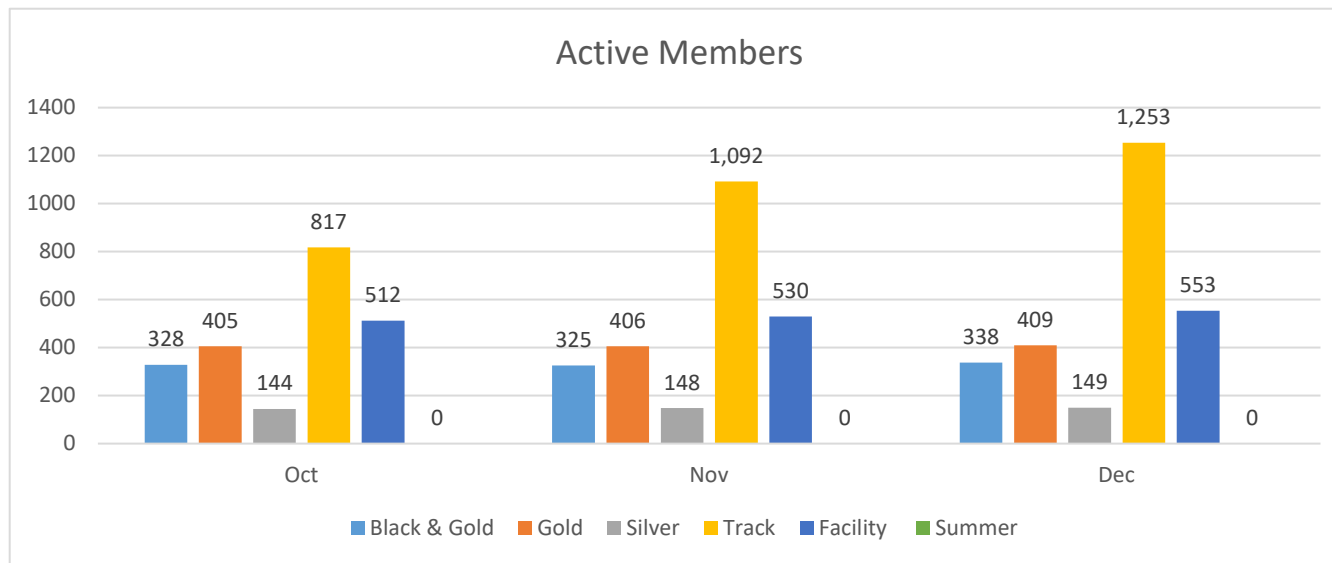
Sales Tax

		DEBITS									CREDITS	
**Gross	**Net	Cash	Check	CC (Gross)	CC (Net)	ACH (Gross)	ACH (Net)	Internal CC	Acct Credit	Other	Refunds	Other
		0.00	0.00	0.00	0.00	0.00	0.00	\$0.00	0.00	0.00		0.00

** Difference between GROSS and NET calculation is that NET uses CC (Net) value instead of CC (Gross) value

Memberships by Package: Active Members

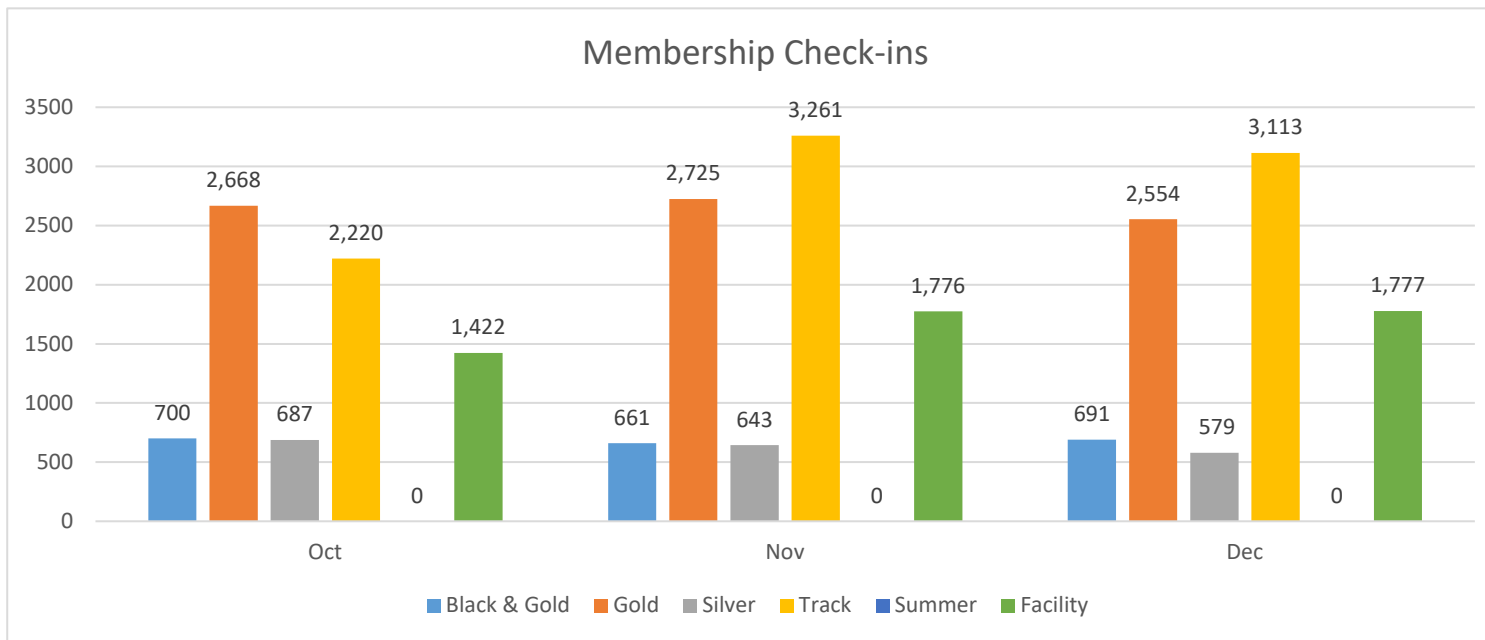
Month:	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June
Black & Gold	268	367	343	328	325	338	0	0	0	0	0	0
Gold	256	359	379	405	406	409	0	0	0	0	0	0
Silver	219	240	151	144	148	149	0	0	0	0	0	0
Track	439	515	628	817	1,092	1,253	0	0	0	0	0	0
Facility	275	400	395	512	530	553	0	0	0	0	0	0
Summer	868	944	0	0	0	0	0	0	0	0	0	0
Total	2325	2825	1896	2206	2501	2702	0	0	0	0	0	0



Membership Checkins by Month: Scanned entries

	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept
Black & Gold	700	661	691	0	0	0	0	0	0	0	0	0
Gold	2,668	2,725	2,554	0	0	0	0	0	0	0	0	0
Silver	687	643	579	0	0	0	0	0	0	0	0	0
Track	2,220	3,261	3,113	0	0	0	0	0	0	0	0	0
Summer	0	0	0	0	0	0	0	0	0	0	0	0
Facility	1,422	1,776	1,777	0	0	0	0	0	0	0	0	0
Total	7,697	9,066	8,714	0	0	0	0	-	-	0	0	0

2018 Totals: 5,502 8,290 9,090 8,861 7,955 8,530 7,417 5,554 8,112 8,588 9,218 6,144



To: Mayor and City Council

From: Michael Pentecost, Street Superintendent

Re: December 2019 Monthly Report

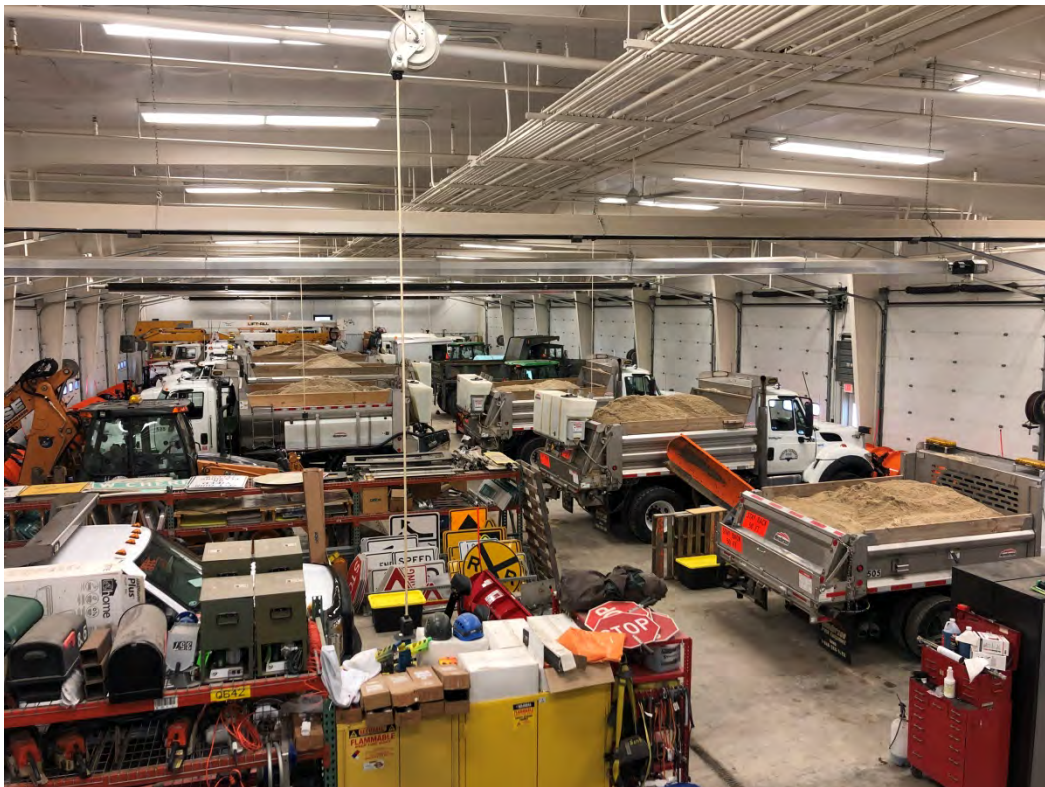
January 2, 2019

The following items took place in the month of **December** that involved the Streets Department.

- Locating of City Utilities (103 job tickets) ongoing
 - a. This is a 2% decrease from December 2018
- Continued animal control services (7 responses to animal issues)
- Cemetery plot locates (1 in total)
- Projects
 - a. St. Andrews Drive reconstruction design at 100%
 - i. Staff review of design
 - ii. Coordination work with property owner regarding field tile
 - iii. Removal of fence along easement acquired property to the south
 - iv. Lowest bid accepted for tree removals to be completed over the winter
 - v. Further utility locations identified to avoid design conflicts
 - b. Harvest Estates II Part 6 subdivision staff reviewed plans and made comments
 - c. Forevergreen/Jasper/Park Rd alignment study reviewed with MPO, North Liberty, Coralville, Tiffin, and Johnson County
 - d. IDOT meeting regarding I80/380 work and expected future traffic impacts for North Liberty
- Staff training on
 - a. Bleed Tourniquet use
 - b. Brine Application/Use presentation
 - i. North Liberty hosted at public works facility with over 30 attending from Coralville and Iowa City Street Departments
- Staff conducted monthly safety inspections for all street equipment and buildings
- Tree trimming along snow routes and other areas where needed
- Street light repairs along Ranshaw Way
- Leaf Collection Data
 - a. 2018 Totals = 41 loads collected (815 cubic yards of leaves)
 - b. 2019 Totals = 56 loads collected (1120 cubic yards of leaves)
 - c. 37% increase from previous year
- Holiday décor and lights were installed along Ranshaw Way and 3 roundabouts
- Snow preparations
 - a. Four separate snow/ice events that crews responded to (12-9, 12-11, 12-16, 12-30)
 - b. Hauled and restocked material pile with 60 tons of sand
 - c. Received shipments of 110 ton of road salt
 - d. Staff has installed remaining snow fence and utility guard markers
- Building and equipment service/maintenance and repairs
- Sign and street id repair from wind and vehicle damage



Brine Training with North Liberty, Coralville, and Iowa City Street Departments



Snow fleet loaded and ready to go when needed before one of the December snow storms



To **Mayor, City Council, Communications Advisory Commission**
CC **City Administrator Ryan Heiar**
From **Communications Director Nick Bergus**
Date **Jan. 3, 2020**
Re **Communications Staff Report for December**

Beat the Bitter

We revamped the event guide, produced in association with the North Liberty Leader/NoJoCo, providing more space and arriving in homes earlier than previous years. Registration for the events, held Jan. 25 through Feb. 1, 2020, are on pace, with three sold-out events (Snuggie Crawl, Igloo Jam and kickball tournament) and others selling as expected. These registrations pay the costs of the events and pay for free programming, most notably Fire & Ice, a free family day which we have moved to Sunday to make it more accessible. Registration and more information are available at beatthebitter.com.

Community Visioning/Branding

We began implementing the new logo with updates to the city's digital assets, including website and social media, as well as producing standardized templates for email signatures, letters, agenda, memos and other documents. The city's vehicle fleet will be rebranded over winter with new decals as parks, streets, water, waste water and other department staff have availability.

Work with Shive-Hattry and de Novo regarding some of the planning and physical design that was part of this project is ongoing, with meetings and feedback coming during the month and another round scheduled for January. Our hope is to have deliverables from Shive-Hattry for the council during the budget discussion timeline.

Information Technology Risk Assessment

We've engaged ProCircular to perform a risk assessment, provide analysis and offer suggestions for how we can improve our IT security and vulnerability. Our initial meeting, including city administration, with the ProCircular team was in December with on-site work coming in January. A final report is expected to follow shortly. This assessment is a critical first step to better protecting our infrastructure to bad actors who target local governments for both data and ransoms.

Girls on the Run

Derek has completed a mini-documentary of Girls on the Run of Eastern Iowa, a non-profit that "inspire[s] girls to be joyful, healthy and confident using a fun, experience-based curriculum which creatively integrates running," focusing on the organization's Coach of the Year and North Liberty resident Valerie Hoffman. Girls on the Run will host a premiere of the video for the girls and to recruit coaches in January, and we'll then release the video to the public online.

Library Book Talks

Derek is working with the library's youth and teen services librarian to produce "book talk" videos for local elementary schools. The goal is reduce the overall staff time required the while allowing the talks to be more visually engaging.

Embody | Embrace

We're working with staff across departments to plan and promote a new event that celebrates and honors black history and culture, called "Embody | Embrace". This year's focus is on black hair – the history, significance and beauty of it. Under the guidance of local black owned businesses, black artists, area non-profits, and dedicated volunteers, we'll host conversations, workshops and events on Jan. 25.

Other Items

We produced City Council meetings and submitted them to the Iowa City government channel.

Staff attended "Stop the Bleed" training.

Staff represented the city in meetings and events with the Iowa City Area Chamber of Commerce, the area Complete Count Committee, and at Think Iowa City's Annual Luncheon.

Staff assisted with the Senior Connections lunches.

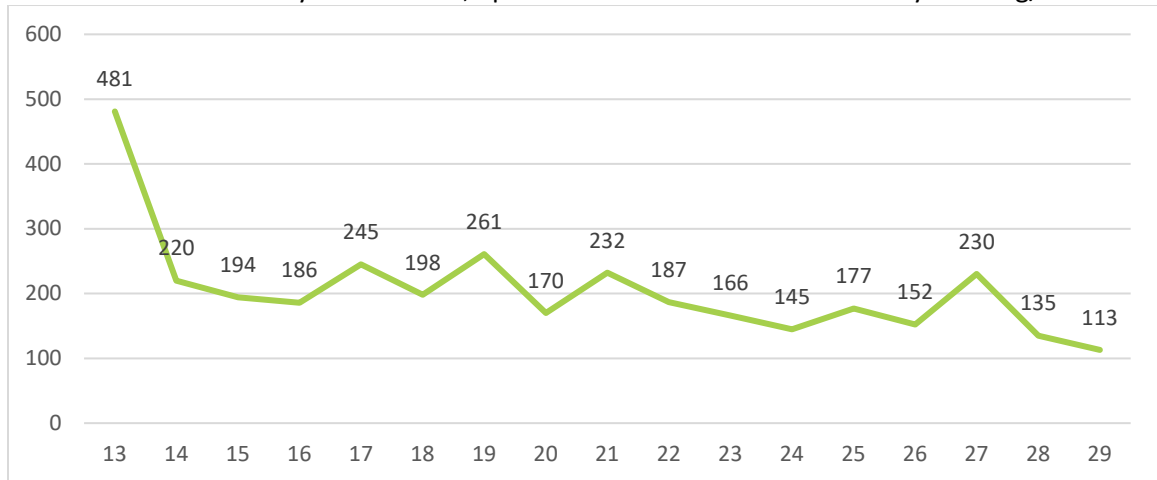
We sent news releases about holiday hours and service adjustments, the dangers of thin ice, Beat the Bitter, library AIM cards, employee and resident recognitions, and more.

Completed Videos

Title	Requested By	Completed	Duration
Eye on North Liberty: Recreation	Communications	Dec. 2	0:02
Parks and Recreation Commission	City Administration	Dec. 5	0:24
(Un)official Minutes	Communications	Dec. 13	0:01
City Council	City Administration	Dec. 13	1:07
NLFD: Leadership Training	Fire	Dec. 13	1:41
NLFD: Hazmat Training	Fire	Dec. 16	1:53
Social: Holidays at the Community Center	Communications	Dec. 16	0:01
Library Board of Trustees	City Administration	Dec. 16	0:41
Social: Beat the Bitter	Communications	Dec. 17	0:01
Girls on the Run	Communications	Dec. 18	0:15
Social: Ebenezer Duke	Communications	Dec. 20	0:02
Social: 2019 year in review	Communications	Dec. 20	0:03
Total completed productions: 13	Duration of new video: 4.3 hours		

52317 Podcast

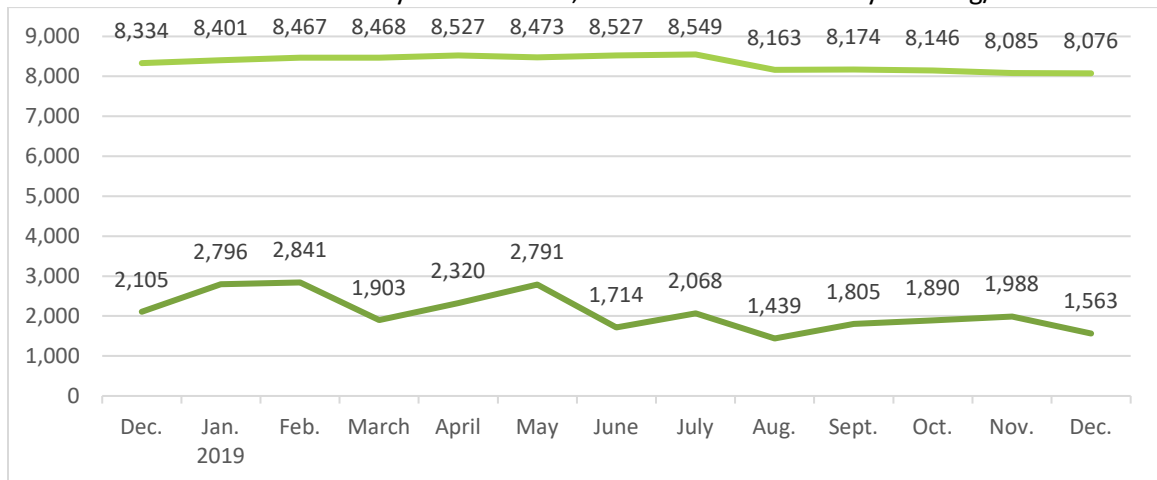
Release schedule is every three weeks; episodes can be found at northlibertyiowa.org/52317.



Downloads is the number times the podcast file was downloaded to a player, including a podcast client, webpage-embedded player or other device since its publication. Numbers are as reported by service provider LibSyn as of the date of this report. **Episodes** 1: Revisit; 2: Big Picture; 3: Mosley's; 4: Geek City; 5: Rusciano's; 6: AlphaGraphics; 7: Colony Pumpkin Patch; 8: South Slope; 9: Z's Catering; 10: Santa Claus; 11: Sugar Bottom Bikes; 12: Diventures; 13: NLXF; 14: Sugapeach; 15: Champaign Dance 16: Black Diamond Limosine; 17: Moxie Solar ; 18: Flyover Productions; 19: Citywide Garage Sales; 20: North Liberty Aquatics; 21: Heyn's Ice Cream 22: Café Muse 23: Frontier Co-op 24: The Leaderboard 25: Stoakes & Fell 26: All the Way Up Studio; 27: Smash Juice Bar 28: GEICO; 29: Bluebird Cafe

North Liberty Bulletin Email Newsletters

Release schedule is first Thursday of the month; subscribe at northlibertyiowa.org/subscribe.



Recipients is the number of email addresses to which an issue of the Bulletin was sent and is represented by the top line. **Opens** is the number of unique recipients who opened the Bulletin and is represented by the bottom line; the standard open rate for government is 25.4%. Numbers are as reported by service provider Mailchimp.

Subject lines Dec: Dreaming of a non-polar vortex winter; Nov: Pretty sure you didn't listen/Let's try this again; Oct: Between a rock and a soft place; Sept: Live your best lawn; Aug: 🍷 🍷 Let's show 'em what we've got; July: Decade-long forecast; June: What about jetpacks?; May: No, you're a faceless bureaucracy; April: We're not big timing you; March: Does it spark joy?; Feb: I'm so done; Jan: It's not all babies and balloons; Dec: Thanks for being great

Social Media

Month	Facebook		Twitter		Instagram	Nextdoor
	New likes	Reach	New follows	Impressions	Follows	Members
Dec 2019	34	11,762	12	34,100	1,868	4,280
Nov 2019	73	42,067	24	46,400	1,840	4,240
Oct 2019	104	36,908	23	49,700	1,820	4,219
Sept 2019	81	42,951	7	36,800	1,780	4,143
Aug 2019	72	18,317	8	40,000	1,760	3,993
July 2019	59	32,810	21	47,100	1,732	3,946
June 2019	97	36,203	27	31,500	1,691	3,845
May 2019	51	24,463	28	39,500	1,668	3,793
April 2019	81	30,549	16	47,400	1,597	3,746
March 2019	44	29,403	35	37,600	1,503	3,571
Feb 2019	138	47,462	26	42,500	1,503	3,443
Jan 2019	139	51,797	35	59,800	1,469	3,391
Dec 2018	65	40,942	31	36,700	1,413	3,344

Facebook new likes is the net number of new users liking the city's Facebook page; it does not include new *followers*. **Facebook reach** is the number of unique users who saw any of the city's Facebook content, reported on a 28-day period. **Twitter new follows** is the net number of new users following the city on Twitter. **Twitter impressions** is the total number of times a tweet from the city was shown to a user. **Instagram new follows** is the net number of new users liking the city's Instagram account. **Nextdoor members** is the number of verified North Liberty residents who are users and able to receive our agency messages.

Website Statistics

Month	Sessions	Users	Pageviews	Pgs/Session	Avg Session
Dec 2019	17,879	12,571	38,918	2.18	1:23
Nov 2019	17,947	12,622	35,334	2.14	1:25
Oct 2019	20,233	14,122	43,473	2.15	1:24
Sept 2019	17,656	12,738	37,830	2.14	1:23
Aug 2019	20,191	13,891	44,800	2.22	1:30
July 2019	27,821	18,649	58,879	2.12	1:27
June 2019	30,713	20,378	65,434	2.13	1:19
May 2019	22,546	15,171	50,184	2.27	1:27
April 2019	21,682	9,835	50,265	2.32	1:34
March 2019	18,133	8,395	43,353	2.39	1:40
Feb 2019	19,034	13,083	45,011	2.36	1:36
Jan 2019	25,585	16,481	58,191	2.27	1:26
Dec 2018	18,985	13,284	44,524	2.35	1:26

Sessions is the number of time-bound user interactions with the website. **Users** is the number of unique devices loading the site in that month. **Pageviews** is the total number of pages loaded or reloaded. **Pgs/Session** is the number of pages loaded per session. **Avg. Session** is the average length, in minutes and seconds, of user interactions. All stats are monthly.



TO: City Council, Mayor and City Administrator

FROM: Drew Lammers

DATE: Jan. 1, 2020

SUBJECT: December 2019 Water Pollution Control Plant (WPCP) Report

1. All scheduled preventative maintenance at the plant and lift stations was completed. Staff stayed very busy with numerous operational jobs throughout the month.
2. This month's staff safety meeting was on shop safety and Fall Protection and Safety Policy Review. Employees completed the target solutions tasks as well as reviewed safety training topics and procedures as a group.
3. Several submersible pumps were pulled from the treatment basins and inspected for defects/wear, impeller clearance, and seal chamber contamination. All oils were changed in each pump and overall operations looked good, especially for 12-15 year old equipment.
4. We reviewed electrical testing procedures as a group. All staff participated in proper testing of electrical equipment including voltage, amperage, and bearing temperature readings. Safety procedures and personal protective equipment were reviewed as well. This training helps staff learn and/or refresh details about plant equipment and possible malfunctions that could occur during on-call hours.
5. Neill Scroggie has accepted the wastewater maintenance specialist position. He will be starting with us on January 6th 2020. We are excited to have him join the team.
6. During 2019 the WPCP MBR Facility treated a total of 694.647 MGD of flow. The only by-product of this flow other than grit/debris removal was 256.5 wet tons of bio-solids applied to local farm fields as fertilizer. All state and federal rules and regulations were followed for both treatment effluent and land application.

Drew Lammers
WPCP Superintendent

To: Mayor and City Council

From: Greg Metternich, Water Superintendent

Re: Monthly Report

January 6, 2020

We read 8,617 radio reads last month. We had to re-read approximately 18 accounts.

We had a very busy month with 96 finals, 46 water shut-offs, 31 re-connects for water service, 121 notices delivered, 2 new meter set inspections, 37-meter change outs, 16 MIU change outs, assisted 12 customers, and 70 calls for service. Our monthly total service work averaged 24 calls per day.

For the month of December, we treated a total of 34,326,000 gallons of water. Our average daily flow was 1,107,000 gallons, and our maximum daily flow was 1,358,000 gallons. The total amount of water used in the distribution system was 2.4% higher than last December. We pumped a total of 568,483,000 gallons for the entire year, which averages out to about 47,373,000 gallons per month. In comparing 2018's pumpage to 2019's, there was an increase of approximately 19,322,000 gallons which comes out to a 3.39% increase for the year.

Northway Well and Pump finished installing the test pump for well 5, they ran an 8-hour test using a 250hp pump and were able to maintain 1,100 gallons per minute with 110 feet of water over the pump, that's about 200 gallons per minute more than we were expecting. They're in the process of removing the test pump and getting ready to finish the grouting.

We spent a great deal of time last month removing equipment from the old water treatment plant. This is a project we have only worked on as time allowed. The last sand-filter and one of the water softeners have been completely removed, the water softeners had about two feet of concrete in the bottom of them it took a couple of days using a jack hammer and wheel barrel to get the bottom cleaned out.

This month we will be working on our annual maintenance at the treatment plant and all of our portable equipment.

Water Superintendent,
Greg Metternich

North Liberty Community Library Board of Trustee Meeting

City Council Chambers, 1 Quail Creek Drive, North Liberty

November 18, 2019

Meeting called to Order @ 6:30 pm.

Present: Jessica Beck, Laura Hefley, Scott Clemons, Mike Healy, Chris Mangrich

Assistant Library Director: Jennifer Jordebrek

Absent: Heidi Wood, Library Director-Jennie Garner

1. Addition/Changes to Agenda: None.

2. Public Comment: None.

3. Approval of Minutes: Approved.

4. Staff Introductions: Kellee Forkenbrock- Public Service Librarian

Kellee, introduced herself and explained her vast Job experience.

Her experience as a published author, and her goals as the Public Services Librarian. Some of her present concerns are checking the accounts of patrons who are not currently able to use the library because of excessive fines or lost items and working with those Patrons to enable them to use the library once again. She also wishes to continue with Book Clubs and work as the Art Wall Curator.

5. Director Report: In lieu of Jennies absence the Board reviewed the Directors Reports of Budget, Friends, Staff updates Staff reports & addressed concerns & questions to Jennifer.

The only question of concern was a slight increase in the budget, and this was addressed.

Jennifer, also addressed continued staff training, possible increase in staff hours for part time staff. As well as encouraging Board members who bake, to

bake for the upcoming Cookie Walk Fund raiser on
December 7th.

6. New Business: None.

7. Old Business: None

8. Policy Review:

1. Art Display Policy: Reviewed & Approved.

2. Library Conduct Policy: Reviewed & Approved.

(With slight language change to line # 14.)

9. Adjourned @ 6:50pm.

10. Next Meeting: December 16, 2019.



North Liberty Parks & Recreation Committee Meeting
Thursday, December 5, 2019
7:00 PM

Meeting called to order: 7:00

NEW BUSINESS:

1. Approve Minutes: Approve November 7 meeting minutes
 - a. Richard moved to approve, Derrick second, motion carried.
2. Public comments/concerns: Guest introduction and concern.
 - a. None
3. Building & Grounds Report: Parks Monthly Report
 - a. Ranshaw house maintenance with heated enclosure in attic to prevent freezing
 - b. Natural prairie areas were mowed down, except at Centennial Park
 - i. Looking to become certified to burn prairies
 - c. Winterized ponds/waterfalls
 - d. Winter/spring equipment maintenance
 - e. Annual state pesticide education
 - f. Guy represented NL at the Corridor Canopy Coverage Committee
 - g. Ice Skating rink was laid and filled with water
 - h. Centennial Park tot lot equipment ordered
 - i. Late spring/early summer install planned
 - ii. Dig out, concrete border, installation, rock base, and rubberized surface all need to be installed
 - i. Dog park fencing is completed, plan to install entry way monument sign
 - i. Still need to grade and seed next spring
 - ii. Anticipate late summer/early fall before opening
 - j. Fiscal budget and 5 year CIP have been turned in
4. Winter Spring Registration: Registration began this week for programs offered January-April
 - a. Opened December 3rd for residents
 - b. Indoor use continues to rise with cold weather and upcoming New Year resolutions
5. Holiday Hours: Community Center Holiday Hours:
 - a. Tuesday & Wed., Dec 24 & 25 Facility Closed
 - b. Tues., Dec. 31 Limited Hours; 7 am-6 pm
 - c. Wed., Jan 1 Facility closed
6. Any new issues not on agenda?
 - a. Marcia asked questions in that we're 45% of the way through the year but we are 65% of the way through the budget
 - i. Guy said that this is typical as the budget will lull during the winter and pick up again in the spring with seasonal workers

OLD BUSINESS:

1. Recreation Monthly Report: Recreation Review from previous month
 - a. Youth competitive and adult leagues continue through mid-December; new starts in January
 - b. Pool

- i. Swim lessons continue through mid-December with break until mid-January
 - ii. Continued growth with water classes
 - iii. Dectron system was studied with recommendations to stay with the rooftop unit but some changes in regard to airflow; bid will be sent out with plan to install in August (as long as current system holds up) due to it being the slowest month
 - c. Richard wondered about open gym times with good response per Shelly
- 2. Any old issues not on agenda?
 - a. Marcia would like the Recreation Monthly Report moved to New Business. Shelly will change.

CONCLUSION:

- 1. Next meeting: Next month meeting: Thursday, January 2, 2020, 7 pm at City Council Chambers; 1 Quail Creek Circle
 - a. Will we have enough members in attendance for quorum? Yes
- 2. Adjourn
 - a. 7:19 pm



NORTH LIBERTY PLANNING COMMISSION

Minutes

January 7, 2020

North Liberty City Council Chambers, 1 Quail Creek Circle

Roll Call

At 6:30 p.m., Chair Rebecca Keogh called the January 7, 2020 Planning Commission meeting to order. Commission members present: Josey Bathke, Ronda Detlefsen, Adam Gebhart, Jason Heisler, Rebecca Keogh, Kylie Pentecost and Patrick Staber.

Others present: Dean Wheatley, Grant Lientz, Tracey Mulcahey, Kevin Trom, Carter Kurdlre, Ryan Rusnak, Joel Miller and other interested parties.

Agenda Approval

Gebhart moved, Staber seconded to approve the agenda. The vote was all ayes. Agenda approved.

Junge Enterprises, LLC Revised Site Plan

Staff Presentation

Wheatley presented the request of Junge Enterprises LLC to approve a Site Plan at Lot 29 of Liberty's Gate Part Seven, located on North Madison Avenue, west of Kansas Avenue. Staff recommends approval with no conditions.

Applicants Presentation

The applicant was present and offered to answer questions.

Public Comments

No public comments were offered.

Questions and Comments

The Commission discussed the application including the quality of the structure.

Recommendation to the City Council

Staber moved, Heisler seconded to recommend approval of the revised site plan for Junge Ford to the City Council. The vote was: ayes – Pentecost, Staber, Detlefsen, Bathke, Gebhart, Heisler, Keogh; nays – none. Motion carried.

Evermore Subdivision Preliminary Plat

Staff Presentation

Wheatley presented the request of DERS 380 LLC / Moyna North LLC to approve a Preliminary Plat for property located near the northwest corner of Forevergreen Road and I-380. Staff recommends approval of the preliminary plat.

Applicants Presentation

No applicant presentation was offered.

Public Comments

No public comments were offered.

Questions and Comments

The Commission discussed the application including the applicant being the City, information on the lift station and access to the site.

Recommendation to the City Council

Bathke moved, Detlefsen seconded to recommend approval of the Evermore Subdivision Preliminary Plat to the City Council with no conditions. The vote was: ayes – Detlefsen, Bathke, Staber, Pentecost, Keogh, Heisler, Gebhart; nays – none. Motion carried.

Approval of Previous Minutes

Gebhart moved, Staber seconded to approve the minutes from the November meeting. The vote was all ayes. Minutes approved.

Old Business

As this is Wheatley's last Commission meeting before his retirement, they offered their kind words for his work.

New Business

Rusnak introduced himself to the Commission as the City's new Planning Director.

Adjournment

At 6:43 p.m., Detlefsen moved, Staber seconded to adjourn. The vote was all ayes. Meeting adjourned.

**North Liberty Tree & Storm Water Advisory Board
Minutes of Wednesday, July 10th, 2019 Meeting
City Council Chambers**

Meeting Called to Order: 7:01 PM

Present: Derrick Parker, Darice Baxter, Ben Curtis, Mike Wolfe, Guy Goldsmith, Michael Burrill

Absent: Jessica Marks, Eric Beck

Minutes Taken by Ben Curtis

NEW BUSINESS:

1. *Approval of Minutes from April 4th Meeting*
No changes. Motion made by Baxter; Parker seconded. All in favor, motion passes.
2. *Public Comments/Concerns*
No public in attendance.
3. *New Board Member*
Michael Burrill introduced himself as a new member to this Board.
4. *Board Appointments*
Board voted in favor of appointing Jessica Marks as Chair, Michael Burrill as Vice Chair, and Ben Curtis as Secretary.
5. *MidAmerican Energy Trees Please Grant*
Goldsmith has applied for the grant. The City has not yet heard on their request from 1,000 more trees to be planted likely at Centennial Park.
6. *Tree City USA*
The City of North Liberty was awarded the designation for the 24th consecutive year. The designation requires the tree board, a tree care ordinance, a forestry budget of at least \$2 per capita, and an Arbor Day proclamation. North Liberty is on the high end for per capita spending compared to Iowa communities.
7. *Muddy Creek Clean Up*
The Boy Scouts and Cub Scouts held a cleanup day in the morning along the bike trail from Penn Street to Forevergreen Road. The turnout was good, and a truck load of debris was collected and disposed. Special thanks from Guy to those who helped. Darice mentioned that the University of Iowa will be doing a creek cleanup on Saturday along the river. The group will begin at the Lagoon House and University staff will help volunteers.
8. *Storm Water*
Wolfe mentioned that last year's storm drain art project was well received and there is another group interested in doing more drains this year. Maintenance has been an issue with upkeep of the murals. Flaking over the winter is difficult to prevent, especially with salting and plowing roads. The goal is to have the program every 2 years and is paid for via grants from private and public entities. Derrick mentioned looking at the culvert near Southslope and new school as a potential location. Motion made by Parker to have 3 painted and the Board can decide to paint their own based upon the budget provided by 50% cost share. Wolfe and Goldsmith will decide on location. Curtis seconded Parker's motion. All in favor, motion passed.

OLD BUSINESS:

1. *Education Grant from DNR*

Wolfe brought the Board up to speed on the city's participation with the DNR Education Grant. Corridor partners have hired Water Words that Work to create a branding and marketing campaign for local stormwater cost share programs. The program will roll out at the beginning of August and fully completed by the end of 2019.

2. *BMP Signage*

Biocells and prairie signage has been created by the City for installation throughout town. One will be placed at the new water facility.

CONCLUSION

1. Next meeting October 7th, 2019. City Council Chambers. Meeting Quarterly (January, April, July, October).
2. Adjourn: Curtis motioned to adjourn, Baxter seconded. All in favor, motion carries. Adjournment at 7:24PM.



Financial Report

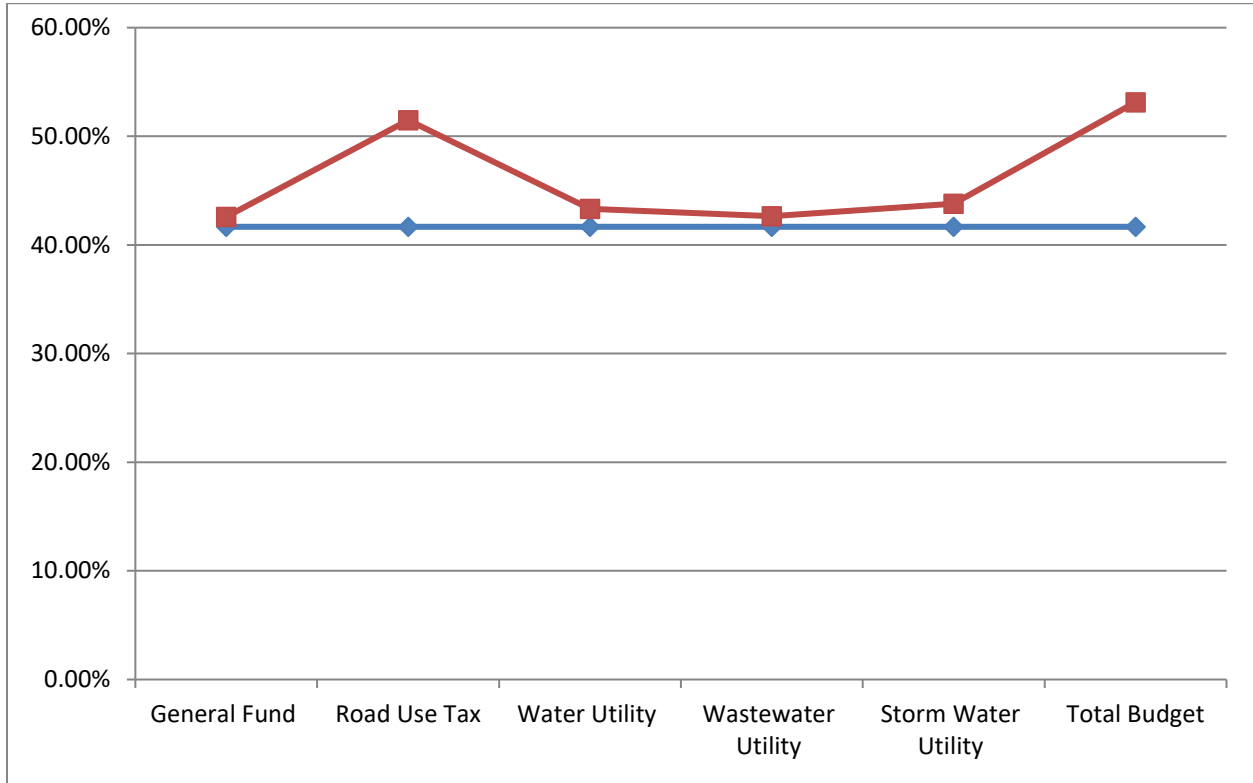
November 30, 2019

City staff are pleased to submit the unaudited monthly financial report for the month of November 2019. At the end of the month, the City was 41.67% through the budget year. Total revenues received for the month were \$2,926,460.09. Total expenditures for the month were \$4,331,652.4. The total cash balance at the end of the month was \$18,542,829.72.

The red line indicates the percentage where the budget area is and blue line is the percentage of the budget year. Any particular area falling approximately 10% below or above the percentage of the budget year will be explained below.

Revenues

The following chart demonstrates the condition of the City's budgeted revenues as of November 30, 2019:

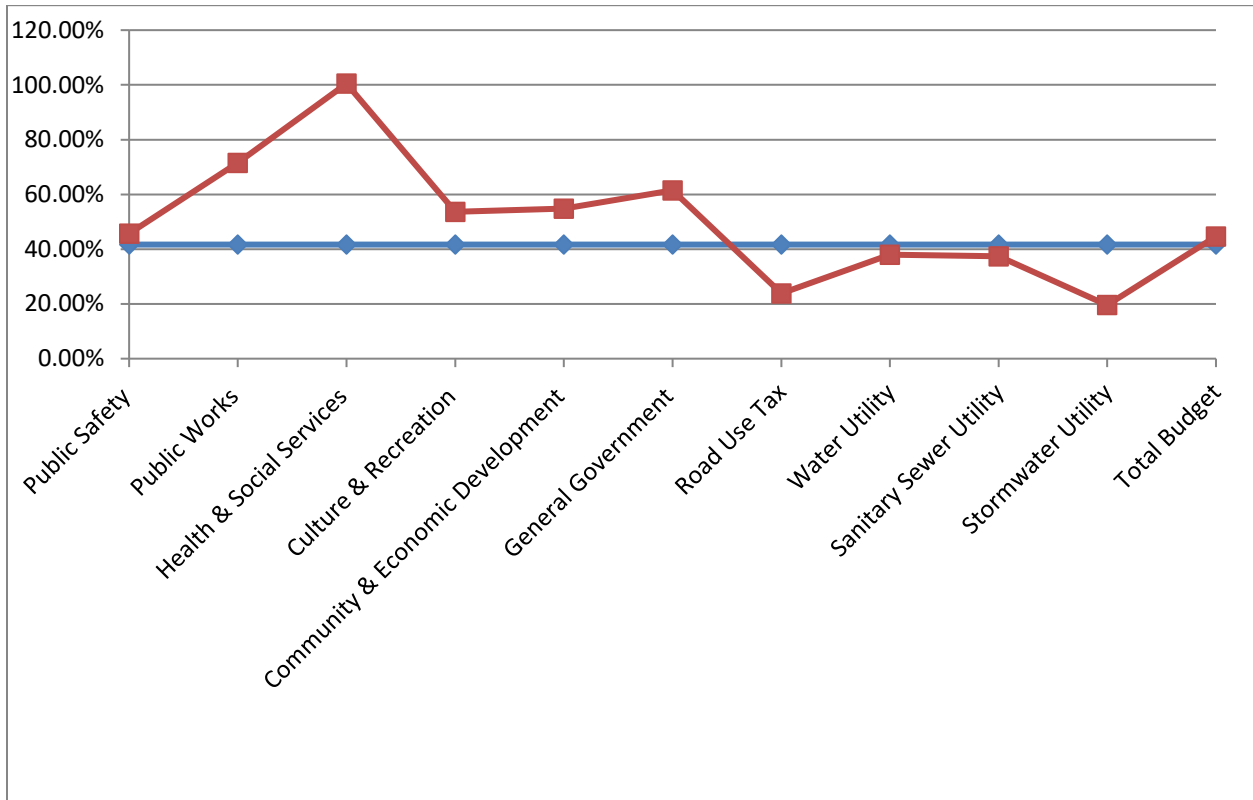


- This chart represents the historical view at the end of the month.
- The General Fund is right on the budget projection at 42.59%. The first installment of property taxes, the primary funding source in this fund, was received in October.
- Utility revenues are all on track.
- Overall revenues are above the percentage of the fiscal year complete principally due to bond proceeds being received in September.

Overall revenues for the fiscal year are \$26,562,309.78, 53.13% of the budgeted amount.

Expenditures

The following chart demonstrates the condition of the City's budgeted expenditures as of November 30, 2019:



- Public Safety, Culture and Recreation and General Government are all higher than expected due to fund balance allocation transfers from FY 18. These offsets will be remedied with an upcoming amendment.
- Public Works is higher than expected due to additional trash and recycling expenses.
- Social Service grants were paid out in August resulting in full spend of this budget.
- A bond refunding payment was made in September of over \$3 million.

Year to date total expenditures are \$22,588,530.40 or 44.70% of the projected budget amounts. This amount is right on par for the portion of the fiscal year completed.

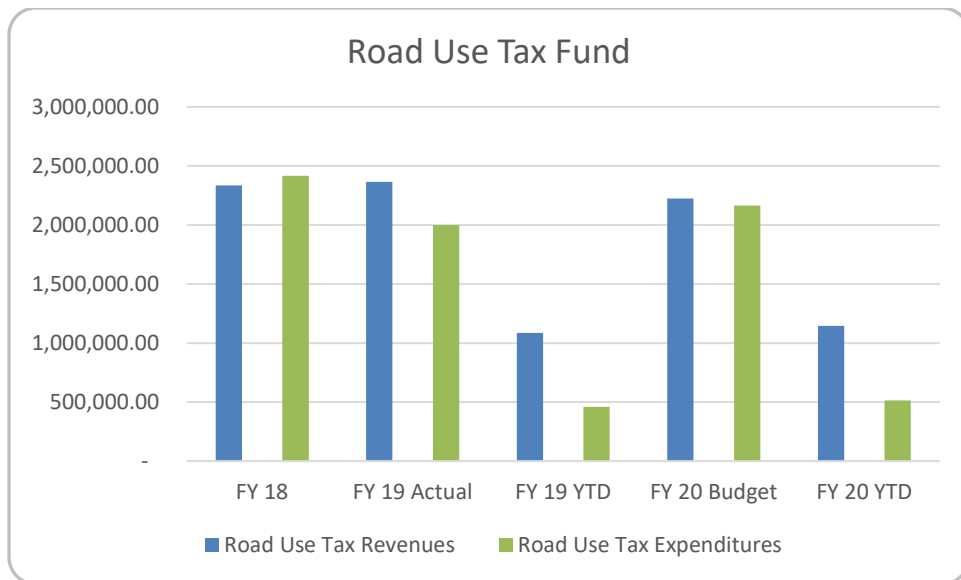
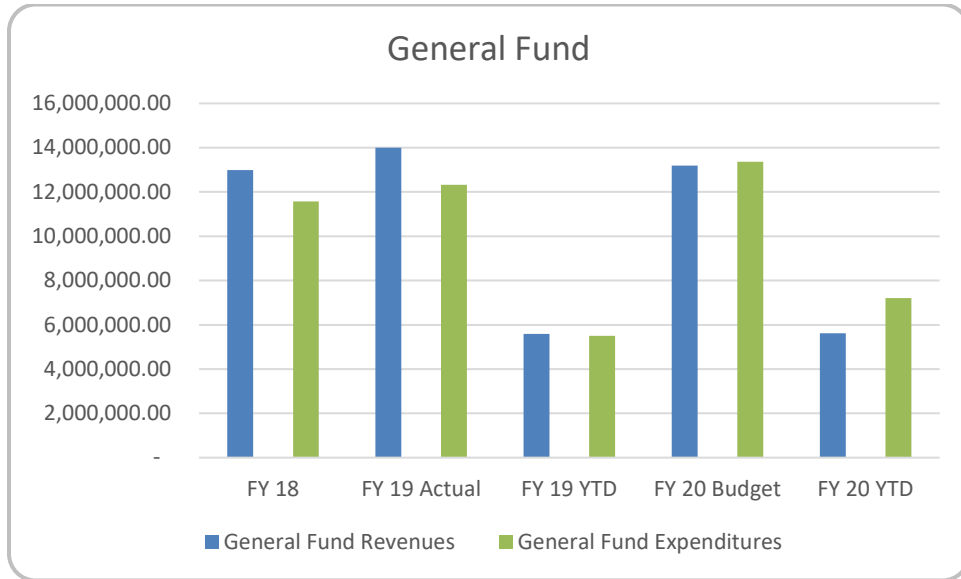
Treasurer's Report

Following is the Treasurer's Report for November. The General Fund Balance is comprised of more than just the 010 General Fund. For accounting purposes of the budget and reporting, other funds such as Hotel/Motel Tax, Library Capital, Fire Capital and others are incorporated into the General total. The General Fund for operating expenses has a fund balance of \$ 5,922,481.87. The other funds in the total shown here are obligated to specific departments or types of activities. The other funds are separated out to keep those funds obligated for future specific types of expenditures.

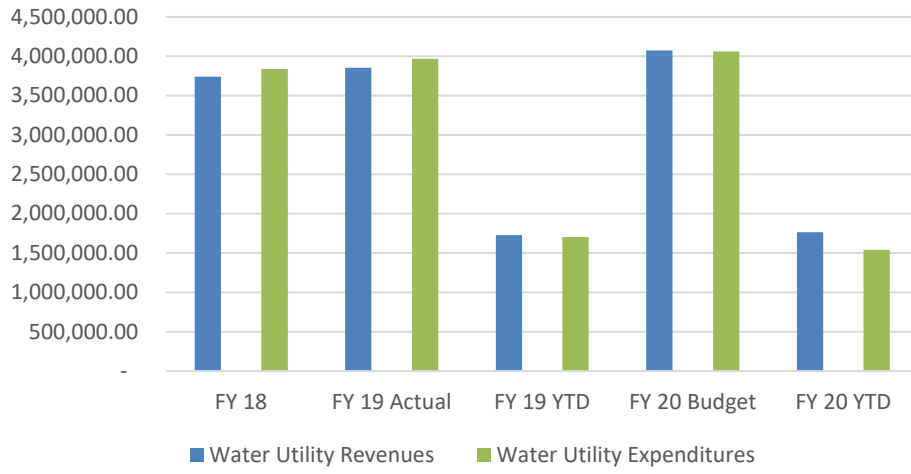
CITY OF NORTH LIBERTY				
TREASURER'S REPORT				
November 30, 2019				
FUNDS	BALANCE FORWARD	REVENUE	EXPENSE	BALANCE ENDING
	11/01/2019			11/30/2019
GENERAL	10,778,206.90	716,155.32	1,954,708.99	9,539,653.23
SPECIAL REVENUE	6,283,988.44	1,013,326.54	99,145.52	7,198,169.46
DEBT SERVICE	1,033,412.51	88,470.42	375,605.60	746,277.33
CAPITAL PROJECTS	-8,975,360.00	287.87	887,800.04	-9,862,872.17
WATER ENTERPRISE	4,473,563.70	462,576.29	552,838.00	4,383,301.99
WASTEWATER ENTERPRISE	6,173,729.30	618,740.06	447,609.63	6,344,859.73
STORM WATER ENTERPRISE	190,284.34	17,478.53	14,322.72	193,440.15
TOTAL	19,957,825.19	2,917,035.03	4,332,030.50	18,542,829.72

Summary Charts

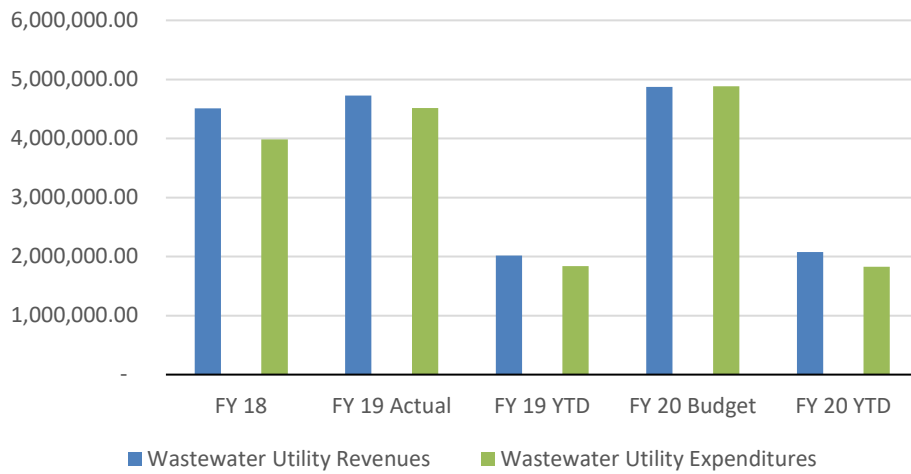
Following are comparison charts of revenues and expenditures for the past two fiscal years, this fiscal year's budget and this fiscal year to date.

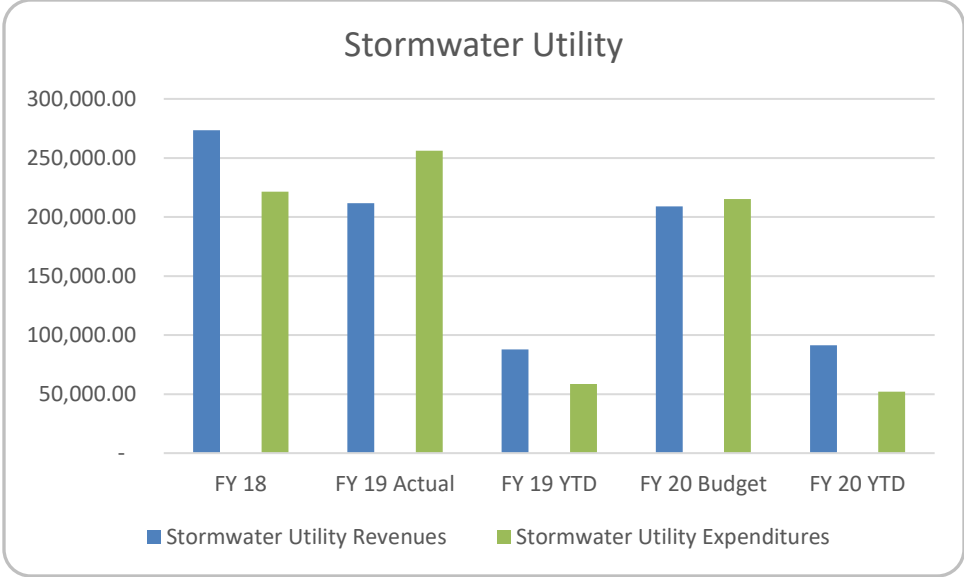


Water Utility



Wastewater Utility





If you have questions regarding this document or would like additional information, please contact Tracey Mulcahey.

North Liberty Community Library Board of Trustee Meeting
City Council Chambers, 1 Quail Creek Drive, North Liberty
December 16, 2019

Meeting called to Order @ 6:30 pm.

Present: Jessica Beck, Laura Hefley, Scott Clemons, Mike Healy, Heidi Wood, Chris Mangrich

Library Director: Jennie Garner

1. Addition/Changes to Agenda: None.
2. Public Comment: None
3. Approval of Minutes: Approved
4. Staff Introductions: Jennifer Jordebek - Assistant Library Director

Jennifer reported on her many duties as assistant Library Director, From scheduling wk. hours and rotation management, making outlook calendars, assigning color coding for staff on these calendars. Additionally, giving us an overview with her successful Stork Storytime Program and it's amazing growth. Increased listening of podcasts and rebranding of the program.

5. Directors Report:

1. Budget: Salaries & total libraries service are on par.

2. Friends: Cookie Walk sales of \$1000 in 3 hours reported.

Friends are working on ideas for fund raisers for 2020.

3. Considering cameras for the Teen Lounge.

4. Getting bids on ongoing flooring concerns of the trouble spot in the library.

5. Jennie reported on continued staff training, with the community center and within the library itself.

Also reporting on the Library Place Training, she attended in New York and our library being the first in the state to be a designation. Plans, timelines and fund raisers are in the early stages.

6. Student AIM cards were distributed to about 15,00 local students.

7. Finally, the library is considering early access, expanded hours & elimination of fines, and translations of the community survey into multiple languages.

6. New Business: None.

7. Old Business: None.

8. Policy Review: Library Access for Sex Offenders Against Minors Policy:

Reviewed, checked for verbiage and passed.

9. Adjourned @ 7:10 pm. Next meeting: January 20, 2020