



simpco

Remsen, IA



2018-2019 Active Transportation Plan

Acknowledgements & Contributors

Thank you to the following elected officials, staff and community partners that participated in the development of the 2018-2019 Remsen Active Transportation Plan. Thank you to the Remsen Active Transportation Committee for conducting the assessment and attending committee meetings to inform this Active Transportation Plan.

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INTRODUCTION

Remsen Active Transportation Plan Purpose

The purpose of the Remsen Active Transportation Plan is to promote active transportation modes and accessibility of sidewalks and trails through infrastructure improvements, enforcement, safety education, and incentives to encourage active transportation. Active transportation is any self-propelled, human-powered mode of transportation, such as walking, bicycling, roller-blading or skating, or cross-country skiing. Accessibility to sidewalks and trails references the improvement of infrastructure to accommodate wheel chairs, walkers, strollers or other human-powered wheeled devices. The plan also aims to: Connect Remsen neighborhoods, improve pedestrian and bicycle safety, and increase levels of physical activity for community members.

Remsen Active Transportation Plan Purpose Statements

1. Promote active transportation modes and accessibility of sidewalks and trails
2. Connect Remsen neighborhoods
3. Improve pedestrian and bicycle safety
4. Increase levels of physical activity for community members

Iowa Smart Planning - Transportation

In 2010, Iowa’s legislation passed the Iowa Smart Planning Act that encourages communities incorporate ten smart planning principles when drafting a comprehensive plan. One of the ten (10) smart planning principles is Transportation Diversity. The principles are intended to produce greater economic opportunity, enhance environmental integrity, improve public health outcomes, and safeguard a community’s quality of life. The Iowa Smart Planning document states the following in regard to transportation: Objectives, policies, and programs to guide the future development of a safe, convenient, efficient, and economical transportation system. Plans for such a transportation system may be coordinated with state and regional transportation plans and take into consideration the need for diverse modes of transportation, accessibility, improved air quality, and interconnectivity of the various modes of transportation.

Remsen Comprehensive Plan - Transportation

To reinforce the purpose of this Active Transportation plan the transportation chapter of the Remsen 2017 Comprehensive Plan includes information about Remsen existing transportation infrastructure and services and a list of relevant transportation goals and objectives for the future. The Comprehensive Plan includes a sidewalk and trail map with existing and proposed sidewalks, trails and paths featured in this plan.

Remsen community survey results in the plan showed support for sidewalks and trails in Remsen. Approximately 87% of Remsen community survey participants stated that sidewalks, trails, and bike paths are very important or important. Additionally, an estimated 80% of survey respondents stated that they were very supportive, supportive or somewhat supportive of sidewalks in Remsen.

The City may consider the relevant goal and strategies, featured right, that were adopted in the Remsen Comprehensive Plan when planning active transportation improvements.

Remsen Comprehensive Plan Relevant Transportation Goal and Strategies

Goal T2: Promote and enhance sidewalk and trails and other transportation infrastructure to serve all users
T2.1 Develop a connected, well-maintained sidewalk and trail network. Adopt and implement Sidewalk and Trail Master Plan
T2.2 Provide and maintain pedestrian facilities such as crossing signs, crosswalk improvements, lighting, flower pots in downtown, and others to encourage walking
T2.3 Consider regional trail connections
T2.4 Periodically review sidewalk and trail ordinance and amend as needed. Enforce sidewalk ordinance and address maintenance issues including snow removal
T2.6 Promote ADA accessibility compliance in sidewalk, path, and trail construction.

Plan Process and Methods

The City of Remsen and Siouxland Interstate Metropolitan Planning Council (SIMPCO) partnered to develop the Remsen Active Transportation Plan. The Active Transportation Committee held many meetings from August 2018 to March 2019 as shown in the process schedule below.

2018-2019 Active Transportation Plan Process Timeline	Date
Introduction meeting – Review process, establish committee	August 8, 2018 City Hall
Committee Meeting – Review purpose, plan field assessment, review student/parent surveys	Sep 12, 2018 4:30 pm, City Hall
Conduct Parent and Student surveys	Sep – Oct 2018
Committee Meeting – Gather assessments - condition of the streets, sidewalks, review student/parent survey results, review draft plan introduction	Oct 9, 2018 5:00 pm, City Hall
Committee Meeting - Review field assessment and draft plan – Identify priority infrastructure projects	Nov 13, 2018 5:00 pm, City Hall
Committee Meeting - Review draft plan, discuss priority projects	December 11, 2018 4:30 pm, City Hall
Committee Meeting - Review draft plan, discuss priority projects	January 8, 2019 4:30 pm, City Hall
Committee Meeting - Review draft plan, coordinate public meeting	Feb 5, 2019 4:30 pm, City Hall
City Council Meeting - Review final plan draft	Feb 13, 2019 5:30 pm, City Hall
Public Open House - Review final plan draft	Mar 13, 2019 6:30 pm, City Hall
Committee Meeting - Review and develop final plan	May 1, 2019 5:00 pm, City Hall
City Council Meeting - Adopt final plan	Mar 8, 2019 5:30 pm, City Hall

Field Assessment

As part of the Active Transportation Plan process, the Committee conducted a walking, biking, and accessibility assessment in October 2018. The results of the field assessment are in the existing conditions section of this plan. The assessment helped the Remsen Active Transportation Committee to: 1) Identify the safe walking and biking routes in Remsen, 2) Record safety improvements that are needed, and 3) Prioritize possible infrastructure improvements.

Safe Routes to School (SRTS) Surveys

The Committee also assessed Safe Routes To School (SRTS). SRTS is a national movement to make it safe, convenient and fun for children to walk or bike to school. The Committee circulated an online parent survey and schools administered a student survey in September and October 2018. The surveys gathered parent opinions and information about students walking or biking to school and safe routes to school programs. Results of the surveys are in the existing conditions section of this plan.

Public Open House

The Committee hosted a public open house on March 13, 2019, to gather public opinion of the proposed active transportation recommendations and draft plan. Meeting publication was circulated in February including notification on the City's website, facebook page, and newspaper. SIMPCO presented the final draft plan and recommendations. Attendees were given the opportunity to comment on the plan recommendations. Approximately 35 community members attended the open house meeting.

Active Transportation Best Practices

Active Transportation

According to the the US Department of Transportation, almost one in four adults in the United States report that they do not engage in any physical activity outside of their jobs. Sedentary lifestyles are an important reason that two of every three adults in the United States are overweight or obese.

Communities and their partners can create opportunities for people to exercise for recreation and to build physical activity into their daily routine. Improvements can be adopted by communities and agencies to support active transportation and health. Investing in public transportation and bicycle and pedestrian facilities creates opportunities for people to exercise. This helps reduce obesity and the risks for developing costly chronic conditions such as diabetes and cardiovascular disease.

Website: <https://www.transportation.gov/mission/health/active-transportation>

Support active transportation by:

1. Reducing distances between key destinations
2. Providing and improving bicycle and pedestrian facilities
3. Improving public transportation services
4. Supporting projects that enhance mixed-use neighborhoods (i.e. Destinations are within walking distance of one another)

Complete Streets Policies

Complete Streets accommodate all users including: cyclists, pedestrians, and public transportation riders, along with motor vehicles. The National Complete Streets Coalition states, "Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments." Website: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

Safe Routes to School (SRTS)

SRTS is a national movement to make it safe, convenient and fun for children to walk or bike to school. When routes are safe, students can get the regular exercise they need for good health by walking or biking to school. Studies have shown that physically active kids and adults have improved mood and concentration. Website: <https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs>
<https://www.saferoutespartnership.org/safe-routes-school/101/6-Es>

US Centers for Disease Control and Prevention Recommended Strategies

- Encourage Safe Routes to School programs
- Construct a connected network of multi-use trails
- Accommodate all roadway users with comprehensive street design such as "complete streets"
- Separate motor-vehicle traffic from non-motorized traffic with physical barriers, such as the construction of bicycle boulevards
- Prioritize infrastructure improvements near transit stops and public transportation stations
- Provide safe and convenient bicycle and pedestrian connections to public parks and recreation areas
- Promote safe roadway crossing through use of small block sizes, pedestrian refuge islands, cross-walks
- Provide streetscape amenities such as benches, landscaping, lighting, and public art.
- Encourage way-finding with signs, maps, and landscape cues
- Encourage bicycle parking at workplaces and transit stops
- Encourage the development of street-level shopping and restaurants along pedestrian-bicycle routes
- Educate bicyclists and pedestrians on state and local laws, as well as on safe practices

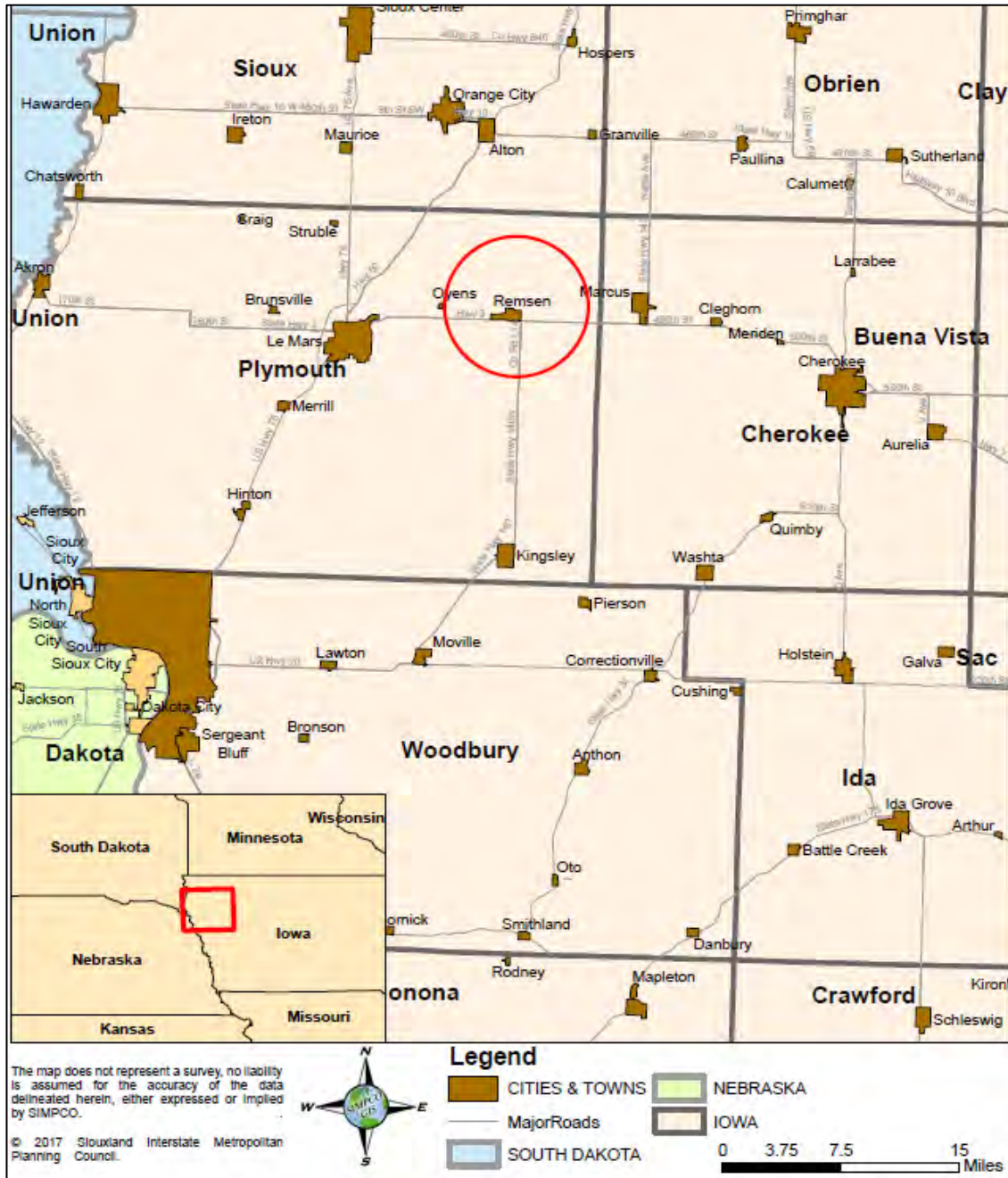
Website: https://www.cdc.gov/healthyplaces/transportation/promote_strategy.htm

EXISTING CONDITIONS

This section includes Remsen location, street network, existing active transportation infrastructure (i.e. sidewalk and trails), community partners, existing recreational programs and facilities, field assessment results and Safe Routes to School (SRTS) parent and student survey results.

Remsen Location

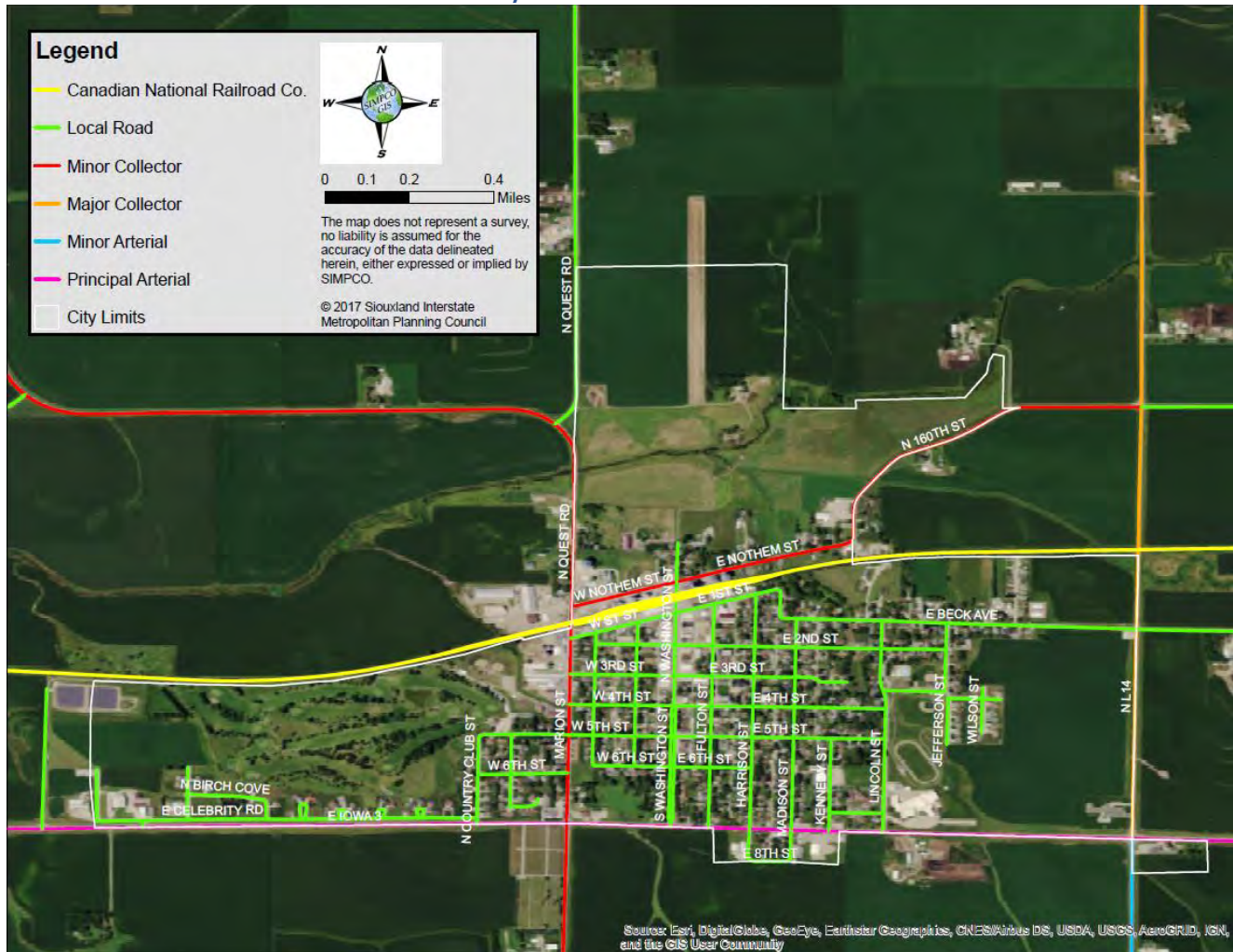
The City of Remsen is located in Plymouth County, at the north-western part of the State of Iowa. Remsen is approximately 37 miles from Sioux City, IA and directly east of Le Mars, the County seat. Highway 3 and Highway 140 intersect just east of the city. Remsen may consider connections to proposed regional trails.



Streets

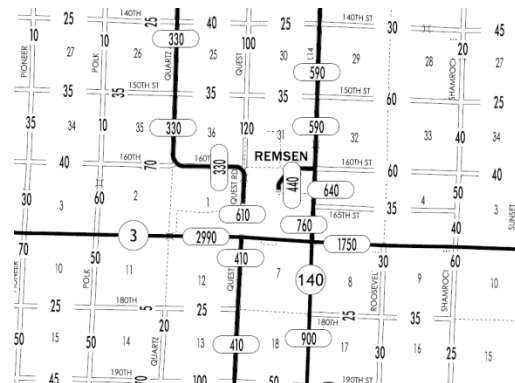
Remsen's street network is made up of local roads, collectors and one arterial. The major principal arterial that connects Remsen to surrounding communities is Hwy 3. Highway 3 runs east-west along the southern border of the City of Remsen and is the main transportation route connecting Remsen to Le Mars to the west and Marcus to the east. Quest road (County L12) is the minor collector street that runs north-south through Remsen. Washington Street is the Main Street local road that runs through Remsen's historic downtown. The map below illustrates Remsen's street network and classification.

Remsen Street Classification Map



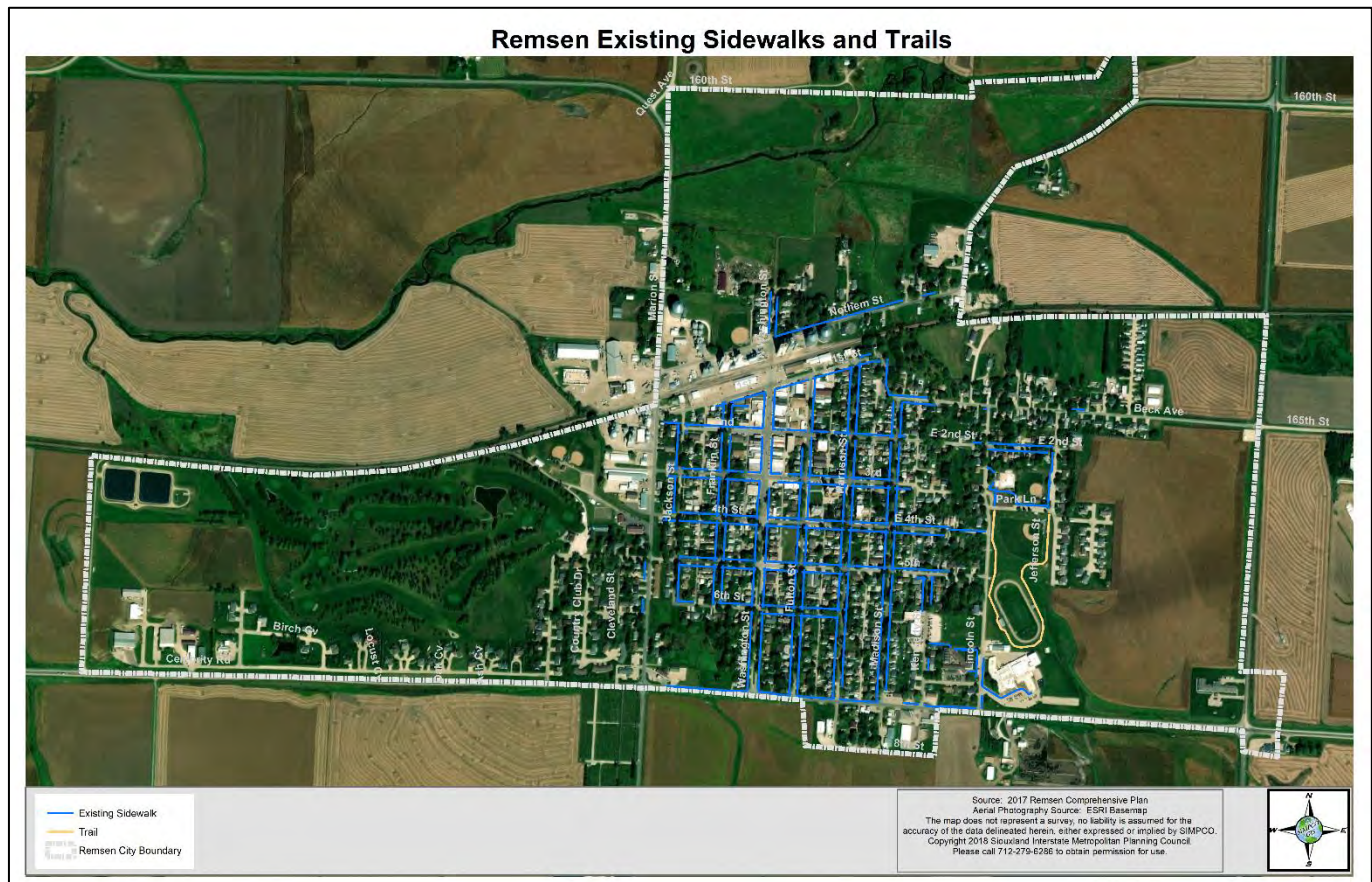
Average Annual Daily Traffic

The suitability assessment that was conducted as part of this Active Transportation Plan included scoring of the road system based on the road Average Annual Daily Traffic (AADT). As shown in the map, all Remsen roads are less than 8,000 AADT which is the threshold for AADT in the assessment. Source: Iowa DOT AADT Plymouth County Revised 03/2017 at www.iowadot.gov/maps.



Existing Sidewalks and Trails

The Sidewalk and Trail map below was drafted for the 2017 Remsen Comprehensive Plan. For reference, the map shows existing sidewalks and trails. Sidewalk and trail information was gathered from available aerial photography and street data. A more detailed sidewalk assessment was conducted as part of this plan and the results of the 2018 field assessment are within this Existing Conditions chapter.

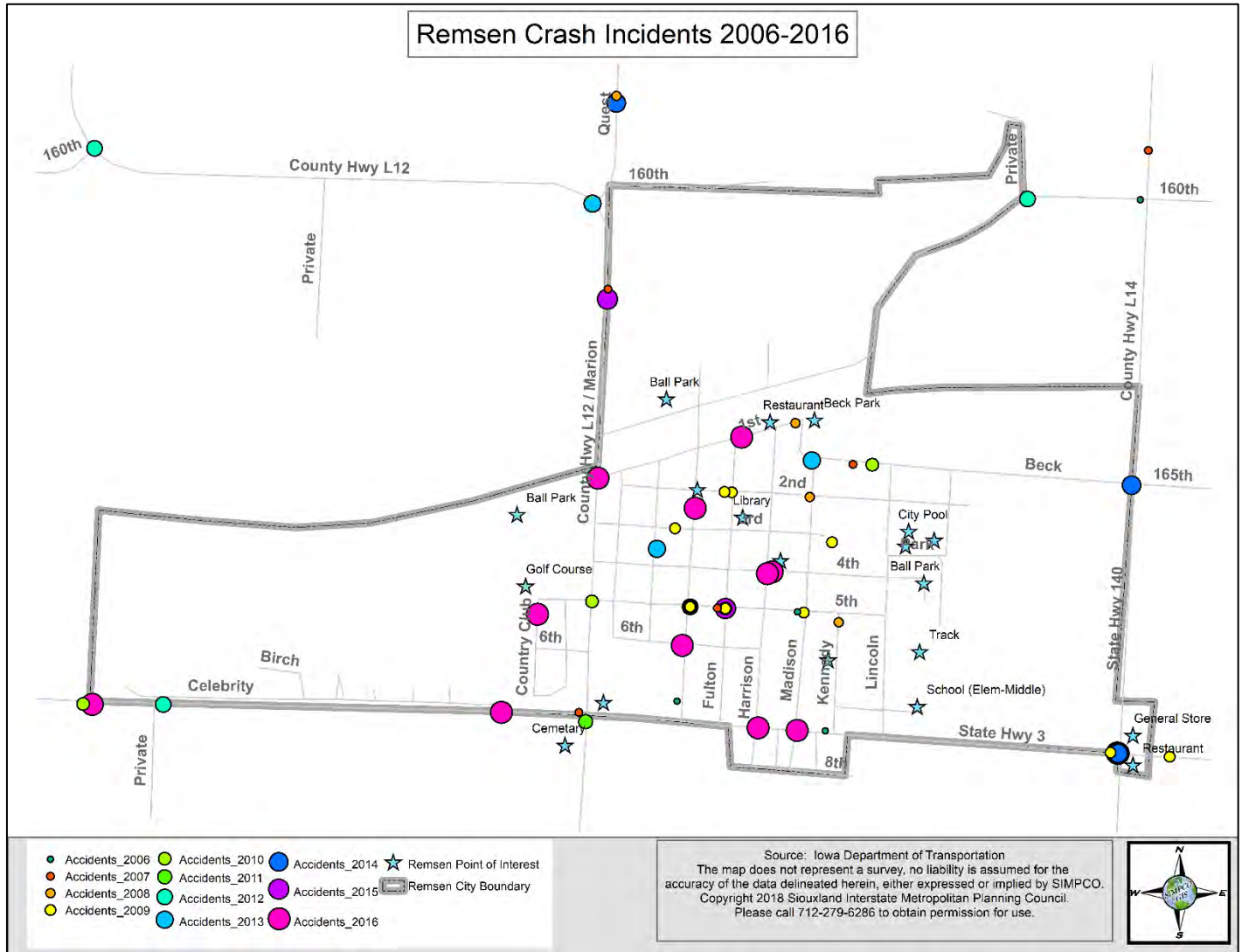


Remsen City Code Sidewalks

Remsen Municipal Code Chapter 136 includes sidewalk regulations. The purpose of the ordinance is “to enhance safe passage by citizens on sidewalks, to place the responsibility for the maintenance, repair, replacement, or reconstruction of sidewalks upon the abutting property owner and to minimize the liability of the City.” Nineteen sections within the chapter outline the property owner’s responsibility for maintenance of sidewalks and sidewalk standards. The full text of Remsen Municipal Code Chapter 136 Sidewalk Regulations can be found in Appendix A.

Remsen Crash Data

The following crash data was gathered in consideration of active transportation in Remsen and improving safety for pedestrians and bikers. According to the Iowa Department of Transportation (DOT), Remsen had approximately 45 crashes reported from 2006-2016. The map below shows crash incident locations from 2006-2016. Each year is delineated with various colors and sizes to illustrate overlapping accident locations. More recent information is available online at Iowa Department of Transportation (DOT) website crash analysis tool.



Remsen Police reported that one incident and injury occurred in 2018 involving a bicycle and vehicle accident. Police also stated that several pedestrians have called and reported near-miss vehicle strikes in Remsen in recent years. The crashes and reports provide areas for improved active transportation infrastructure and provide support for improved safety.

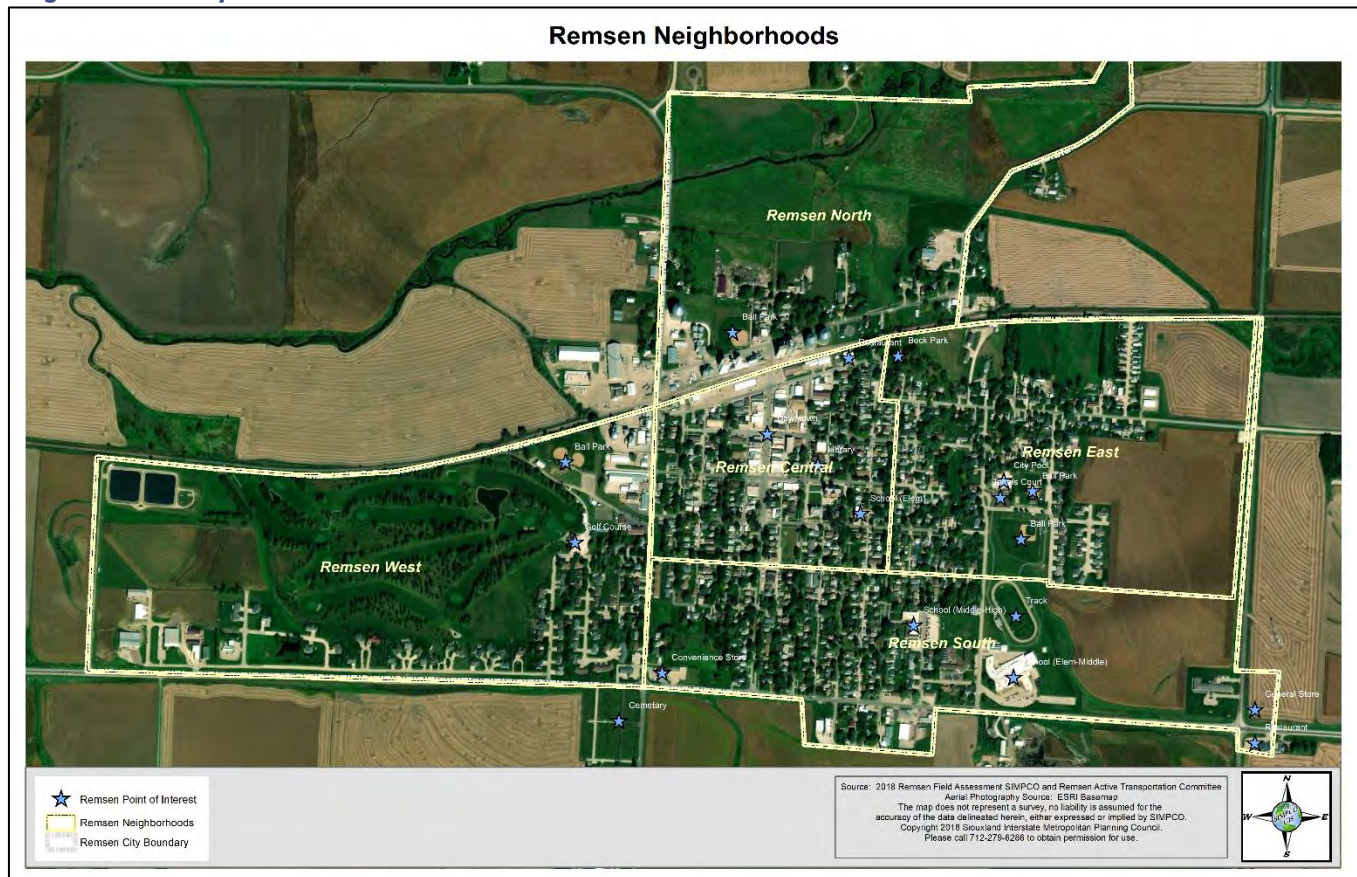
Remsen Neighborhoods and Points of Interest

In consideration of connecting neighborhoods and destinations in Remsen, the City may review the following list and map of existing parks, recreational facilities and service facilities. The map below highlights the City's parks, facilities, schools and points of interest to consider in connecting the active transportation network in Remsen.

Remsen Parks, Schools and Facilities

- Remsen schools
- Beck Park
- Municipal Swimming Pool
- Sunrise Park
- Remsen Golf Course
- Heritage Museum
- Library
- Police Dept
- Fire Station
- Baseball and Softball – East Field, West Field, Niggeling Field, Sunrise Softball Field, Thelen Baseball
- Cemetary
- Restaurants
- Convenience Stores

Neighborhood Map



Remsen Active Transportation Partners

The following existing groups and committees may partner in active transportation initiatives in Remsen.

1. Remsen City Council and Active Transportation Committee
2. Remsen St. Mary's Schools
3. Remsen Public Schools (Marcus-Meriden-Cleghorn-Remsen Union)
4. Remsen Police and Fire
5. Remsen Golf Course Board
6. Remsen Youth & Recreation Board - Youth sports: basketball, baseball, softball, and football.
7. Remsen Community Action Club
8. Remsen Health Clinics
9. Remsen VFW Legion
10. Remsen Lions
11. Plymouth County Peace Officer's Association
12. Mid-Sioux Opportunity, Inc.
13. SIMPCO (Siouxland Interstate Metropolitan Planning Council)

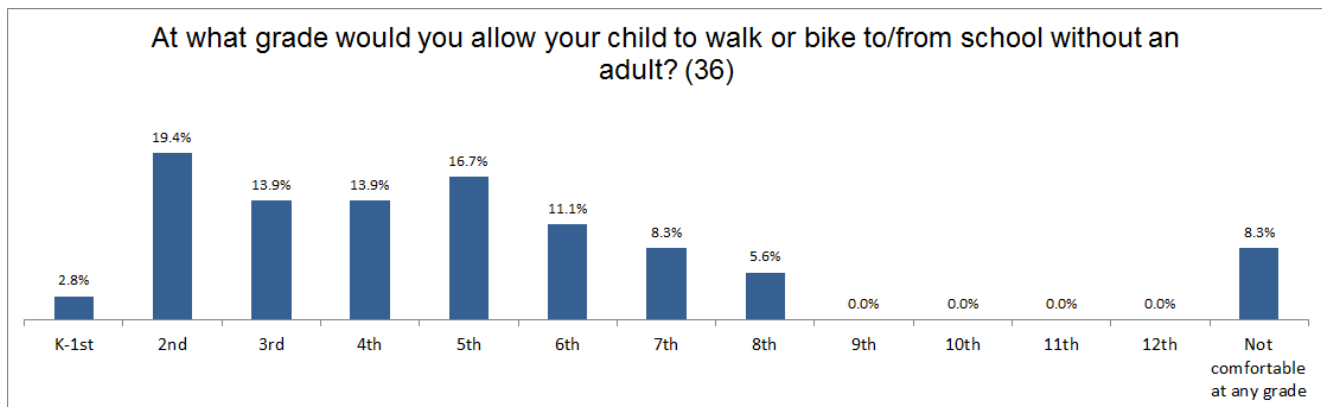
Remsen School Survey Results

As part of the Active Transportation Plan the Committee assessed Safe Routes To School (SRTS). SRTS is a national movement to make it safe, convenient and fun for children to walk or bike to school. The Committee circulated an online parent survey and schools administered a student survey in September and October 2018. The surveys gathered parent opinions and information about students walking or biking to school and safe routes to school programs.

All three school buildings in Remsen were included and considered in the parent and student surveys. Remsen has a public school and a private school including: Marcus-Meriden-Cleghorn-Remsen Union (MMCRU) School District, and Remsen St. Mary's School. Three school buildings exist in Remsen including: MMCRU Elementary - Middle School (Grades PK-8) and St. Mary's serves students PK-12 in two school buildings including Elementary (Grades PK-4) and Middle-High (Grades 5-12).

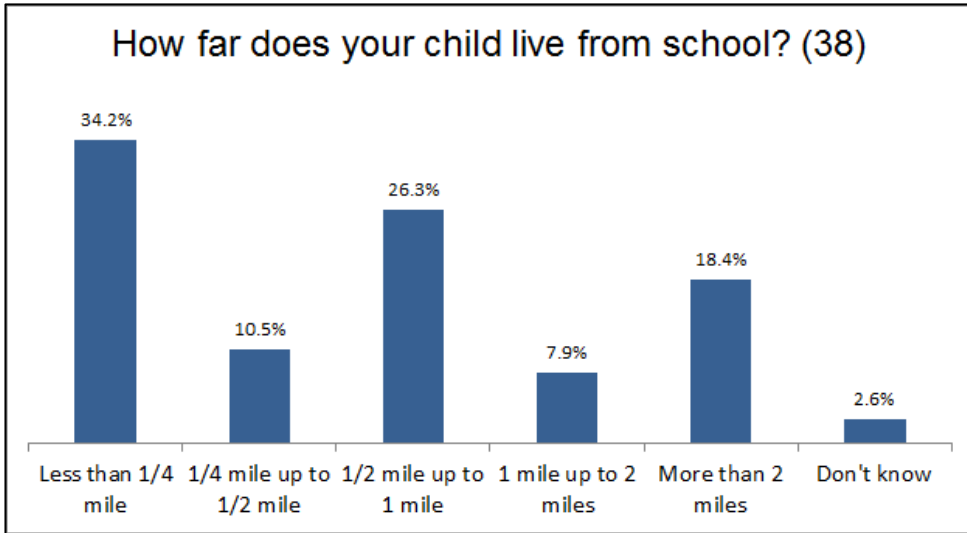
Parent Survey Results

The parent survey questions and paper survey was provided by the US Department of Transportation. The online survey included the same questions and was administered by SIMPCO. The online parent survey was open from August 14 – September 28, 2018. Parents of grades K-8 received notice of the parent survey and the press release invited all parents to participate. Thirty-eight (38) parents answered the online survey. The following results were gathered from the online parent survey with the questions on the top of each graph and the number of responses in parenthesis after the question. Demographic information gathered in the survey is available at City Hall.

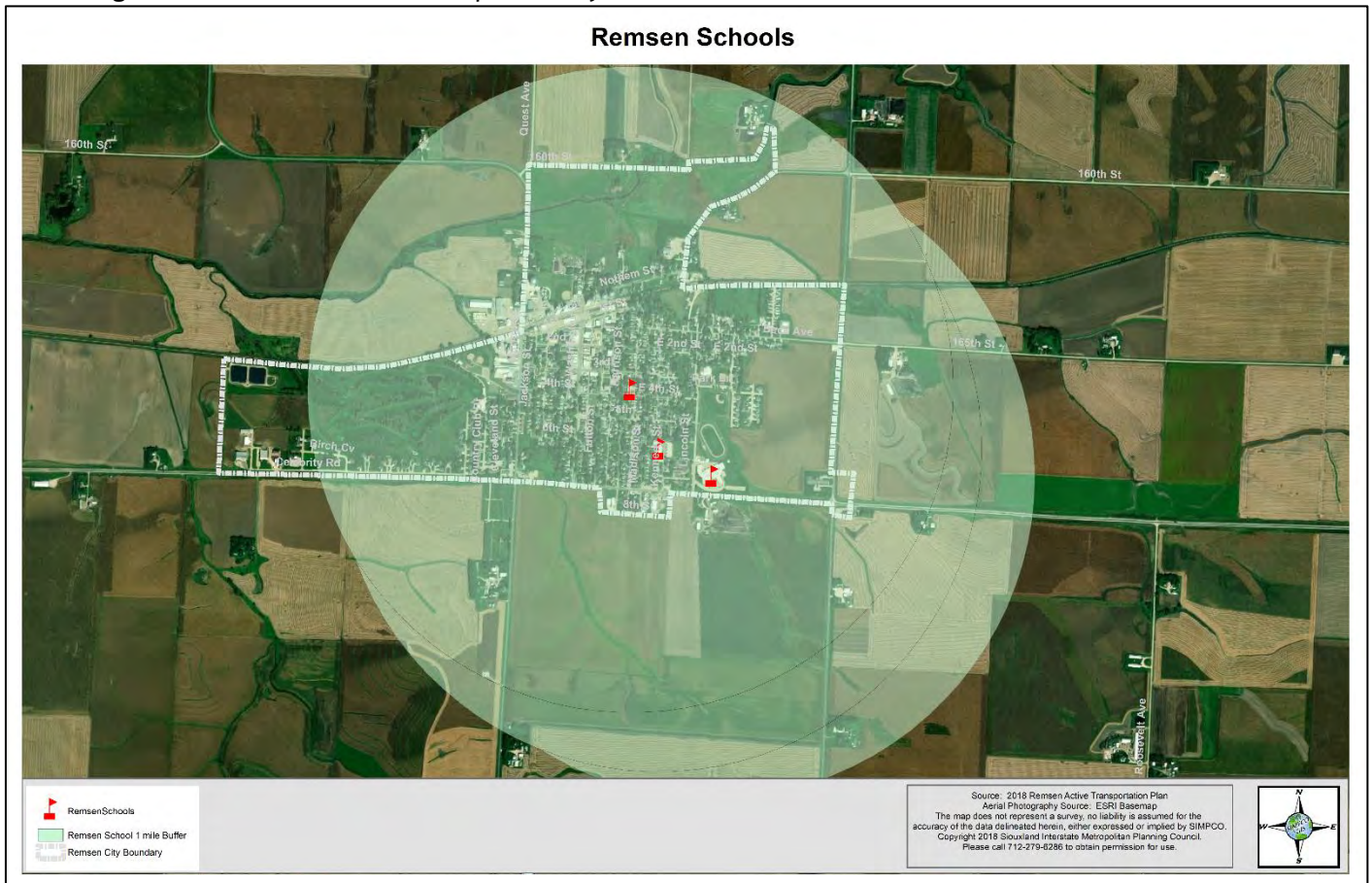


Remsen Parent Survey

The City of Remsen is approximately 1.9 miles from east to west boundaries and approximately 1 mile from north to south boundaries. The question in regard to distance from school can assist with the percentage of students that live within a reasonable distance to walk or bike to school. The results show that approximately 70% of survey respondents live within 1 mile of school.

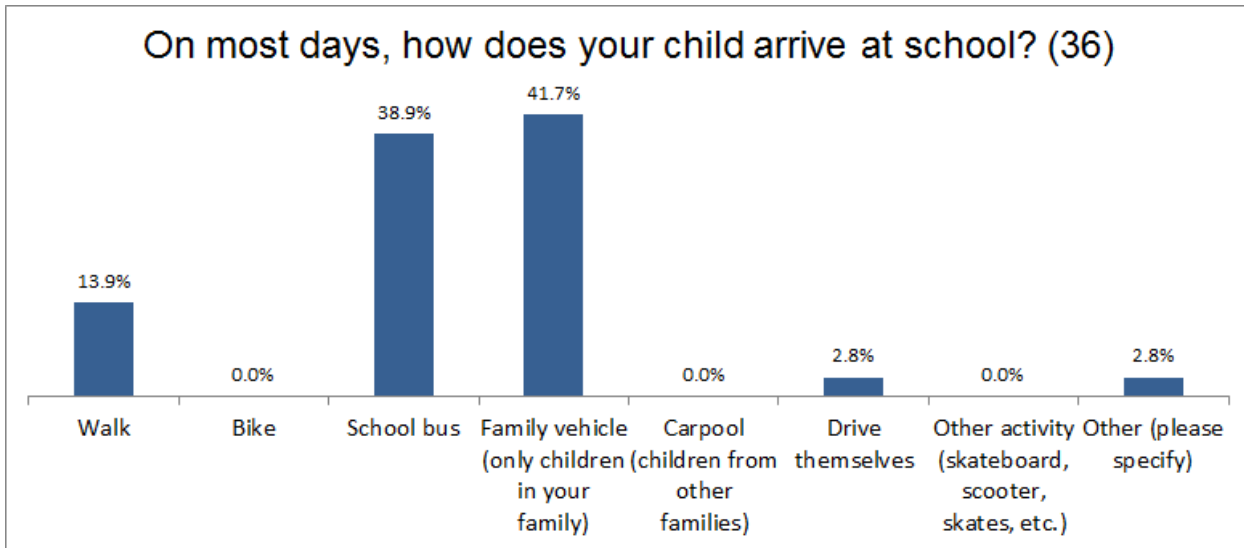


The map below shows a 1 mile buffer from each of the three school buildings in Remsen to assist with visualizing the area that students could potentially walk or bike to school.

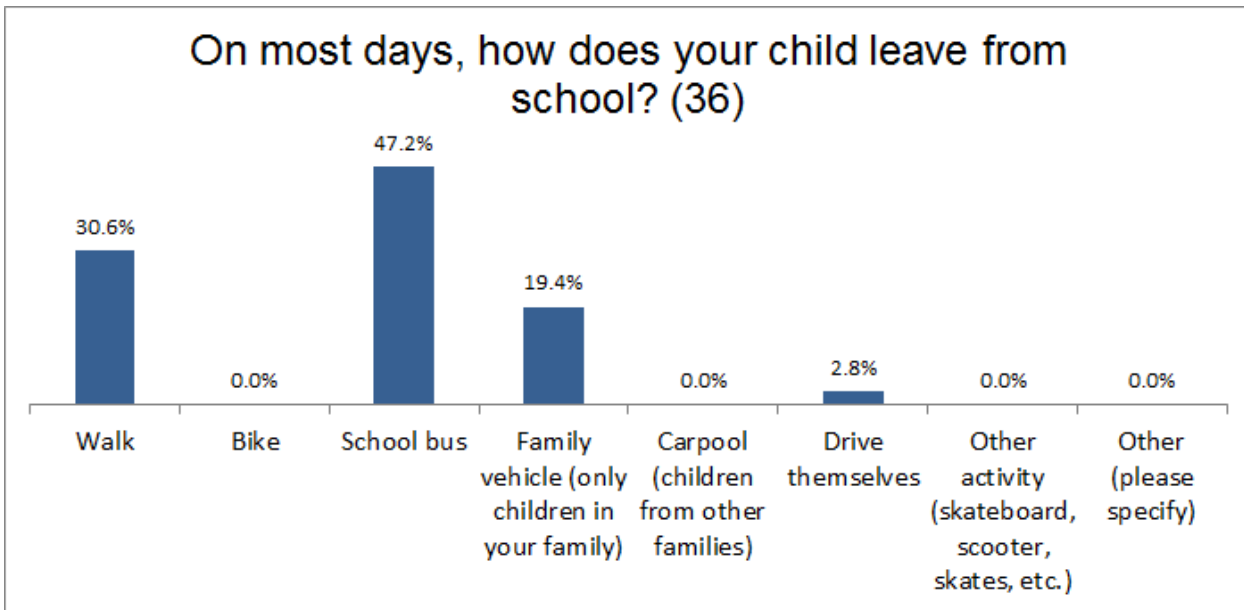


Remsen Parent Survey

The Remsen parent survey results below show that nearly 14% of respondents currently walk to school. In comparison to the 70% of respondents that live within 1 mile of school, there is opportunity for approximately 55% increase in active transportation to school.



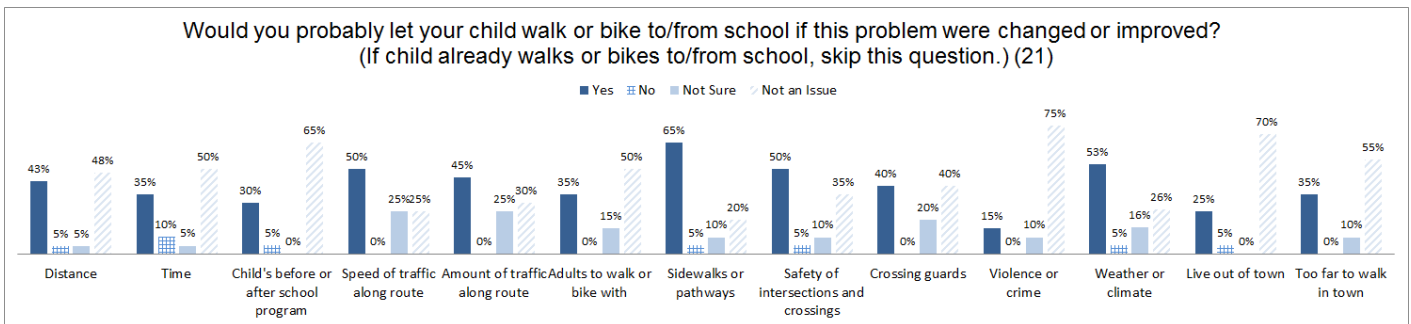
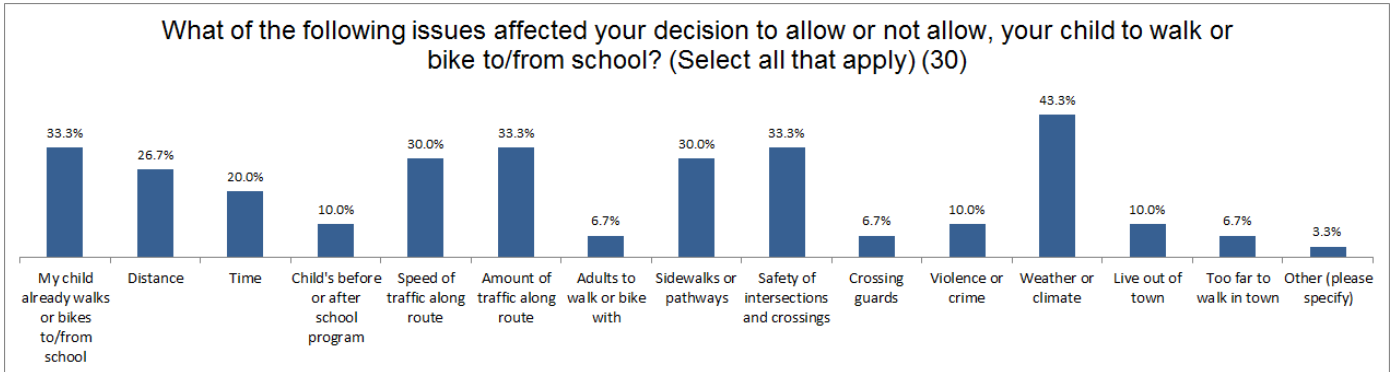
The Remsen parent survey results below show that 30% of respondents currently walk home from school. In comparison to the 70% of respondents that live within 1 mile of school, there is opportunity for approximately 40% increase in active transportation from school.



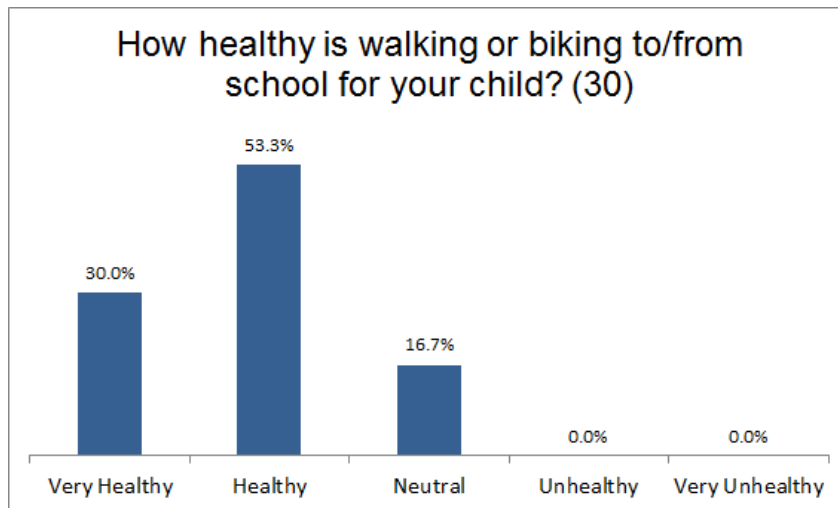
Remsen Parent Survey

According to the Remsen parent survey results below, over 50% of parents would probably allow their child to walk or bike if the following improvements or changes were made:

1. Speed of traffic along the route
2. Sidewalks or pathways were improved
3. Safety of intersections and crossings were improved



According to the Remsen parent survey results, over 80% of parents perceive that walking or biking to school is very healthy or healthy.



Remsen Parent Survey Comments:

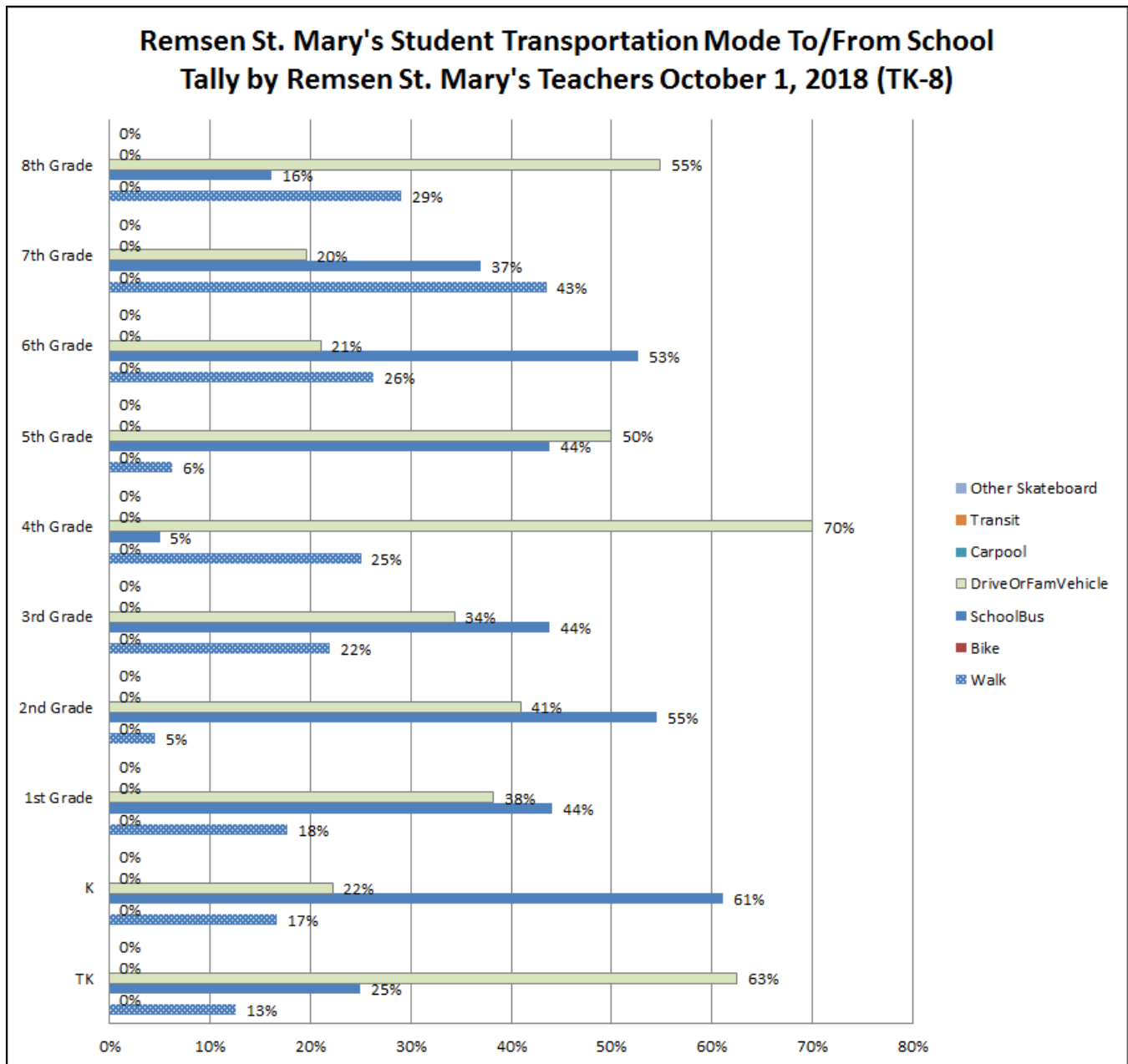
- Do have problems with buses being overloaded and not safe due to a lot of kids on the bus
- There are currently no sidewalks on celebrity road
- We definitely need a good walking/biking trail to connect the east and west sides of town

Student Survey Results

Grades K-8 at both schools were included in the student survey. For two days of one week, teachers asked students how they got to school that day and how they got home the previous day. Students raised their hands for each mode (walk, bike, car, etc) of travel and the teacher recorded the counts. The in-class tally sheets were collected and the cumulative results are below.

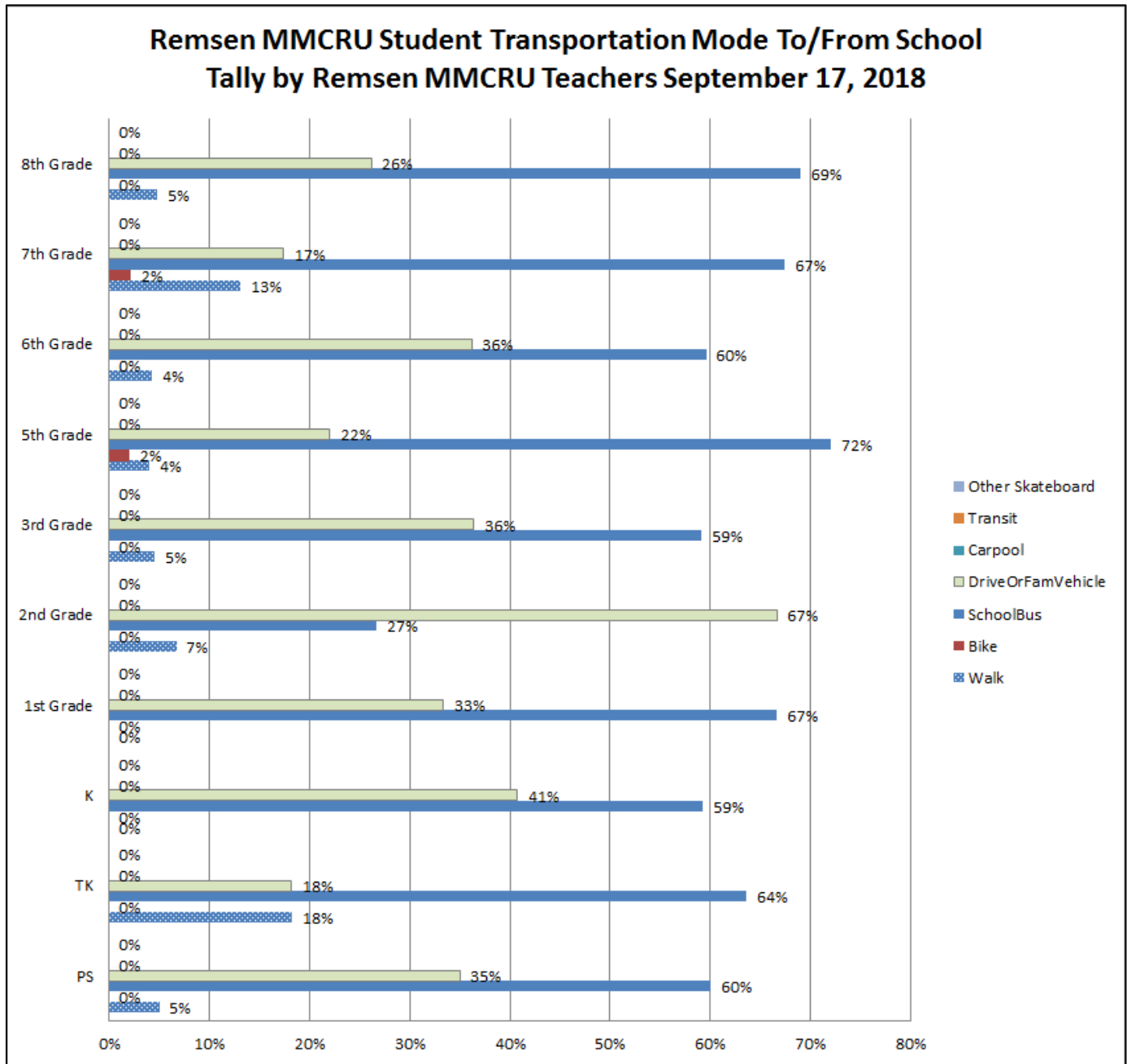
Remsen St. Mary's Student Survey-Tally Results

The student survey tally form was provided by the US Department of Transportation. On October 1st, Remsen St. Mary's teachers surveyed and observed students, grades TK through 8th, and recorded the mode of travel (walk, bike, car, etc) on tally sheets. Ten (10) student tally sheets were gathered from St. Mary's teachers (Grades TK-8) The following results were gathered and summarized from the student survey tally's. Percentages were calculated based on the total number of students in each grade in every class, for every day of the survey. The average number of students, of all grades, that walk is 20% and 0% that bicycle.



Remsen MCCRU Student Survey-Tally Results

The student survey tally form was provided by the US Department of Transportation. On September 17th, Remsen MCCRU teachers surveyed and observed students, grades PS through 8th, with the exception of 4th grade. Eighteen (18) tally sheets were gathered from MCCRU teachers (PS-8th with exception of 4th). The following results were gathered and summarized from the student survey tally's. Percentages were calculated based on the total number of students in each grade in every class, for every day of the survey. The average number of students, of all grades, that walk is 6% and 0% that bicycle.



Remsen Field Assessment 2018 Results

As part of the Active Transportation Plan process, the Committee conducted a walking, biking, and accessibility assessment in October 2018. SIMPCO developed the field assessment worksheet and assigned route numbers to each road segment and proposed path in Remsen. Committee members and SIMPCO observed the conditions of each road segment and recorded observations on the assessment worksheet. One hundred and forty-seven (147) segments are analyzed in the following assessment results and Appendix C. The assessment helped the Remsen Active Transportation Committee to: 1) Identify the safe walking and biking routes in Remsen, 2) Record safety improvements that are needed, and 3) Prioritize possible infrastructure improvements.

Field Assessment Methods

An assessment worksheet was utilized to record data for every road and proposed route in Remsen. The two-page assessment form listed several walking, biking, and accessibility indicators that can measure the suitability and safety of the identified route or segment. Numeric scores were attached to each indicator with identified segment scores ranging from 0-66 with zero being the best as shown in the numeric score key below. The full two-page field assessment worksheet can be viewed in Appendix B. Two reporting methods were used to illustrate the field assessment results including: Numeric scores and Sidewalk status. Each reporting method is described on the following pages with corresponding maps and tables found in the Appendix. The indicators that were assessed and recorded on the worksheet are listed in the table below.

Field Assessment Road and Sidewalk Indicators

Marked bike lane	Rough RR Crossing	Traffic Signal	Severe cracks
On-Street parking	Storm Drain Grate	Auditory crossing signal	Bench or other seating
Paved Shoulder	Transit shelter	Visual countdown #sec	Trash receptacles
Frequent Curves	Street lights	Vacant Buildings	Ped wayfinding signs
Numerous Driveways	Trees/Shaded areas	Industrial Land Use	Flower pots/lamp flags
Numerous Intersections	Noisy	Green Space	Detectable Warning
Severe Grades	People loitering-harass	Crosswalks	Cross slopes
Presence of Curb	Litter-Graffiti	Crosswalk sign	Sidewalk condition
Street condition	Sidewalk width	Buffer width	Sidewalk material



Field Assessment Numeric Scores

When comparing the segment scores, any segments with a score greater than zero could use active transportation improvements to create the ideal, safe, accessible walking and biking route. The highest score is the least suitable for a safe, enjoyable walking or biking experience. The highest score is also the least accessible for persons with disabilities, children, and strollers.

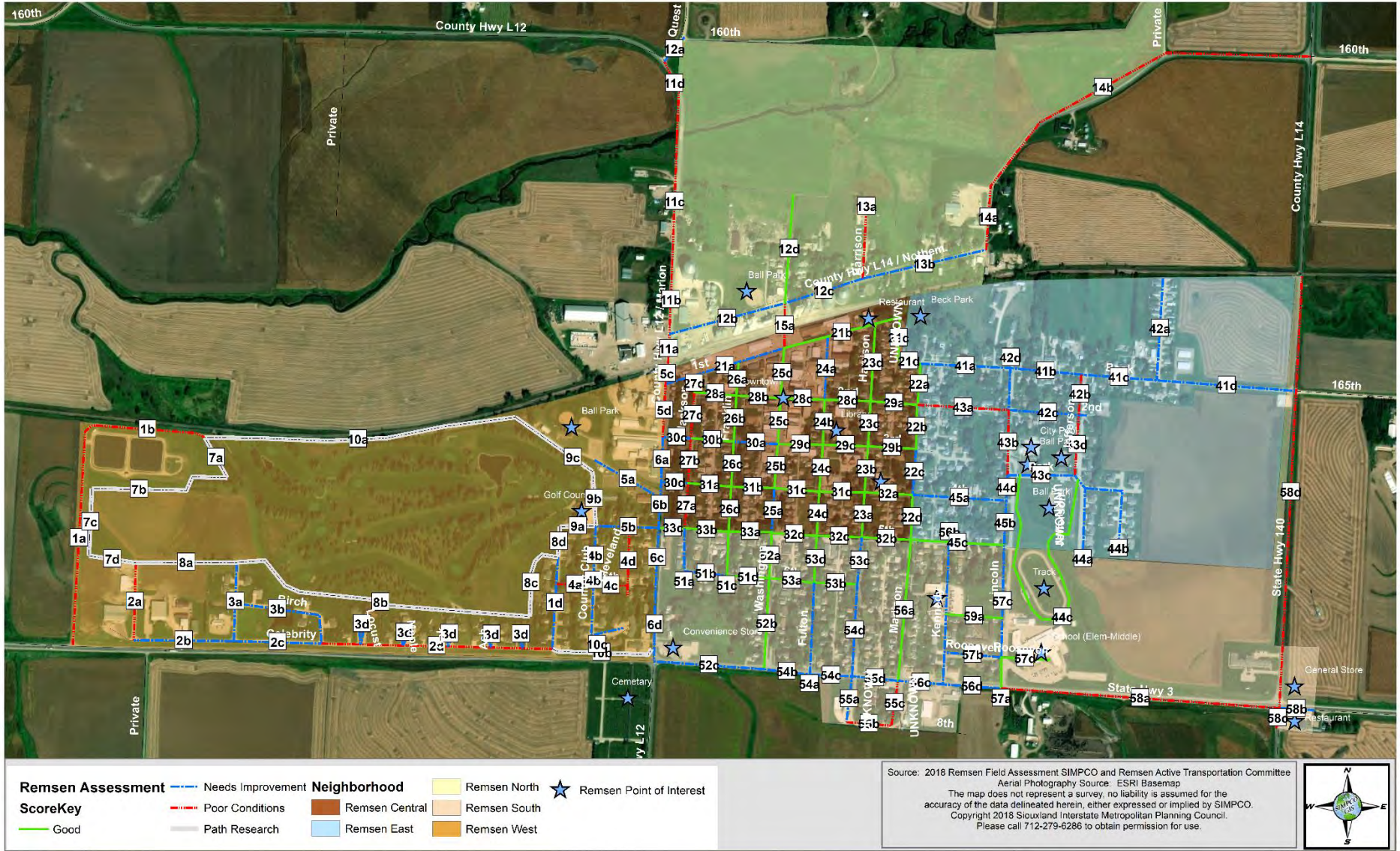
The highest scores are also the segments that are the greatest need for active transportation improvements. However, the highest score in Remsen may not necessarily be the best place to begin active transportation improvements. When prioritizing active transportation projects, consideration could also be given to achievement of the City's goals, the connecting segments, priority destination connections, and forecasted use.

In the numeric results map on the following page, each assessment route is labeled with the following color code: Green = Good, Blue = Needs Improvement, Red = Poor Conditions, Grey = Path Research. The path research category was created to view possible future active transportation routes in Remsen and study the feasibility of the routes with no paved street present. The numeric results table can be found in Appendix C.

Remsen Field Assessment Score Key	
Zero (0)	Best: Most accessible, safe, enjoyable walking and biking experience
1-22	Good: Accessible, safe, enjoyable walking and biking experience
23-44	Needs Improvement: Somewhat accessible, safe, and enjoyable walking and biking experience
45-66	Poor Conditions: Inaccessible, un-safe, not enjoyable walking and biking experience
	Path Research: No paved street present



Remsen 2018 Walk-Bike Assessment Results



Field Assessment Sidewalk Status

The two-page field assessment worksheet included six categories to identify the sidewalk status on each road segment. The six sidewalk status categories, listed below, were used to create a second map and table of assessment results found on the next page and Appendix. Two additional categories were added including: Existing trail and path research. The path research category was created to view possible future active transportation routes in Remsen and study the feasibility of the routes with no paved street present.

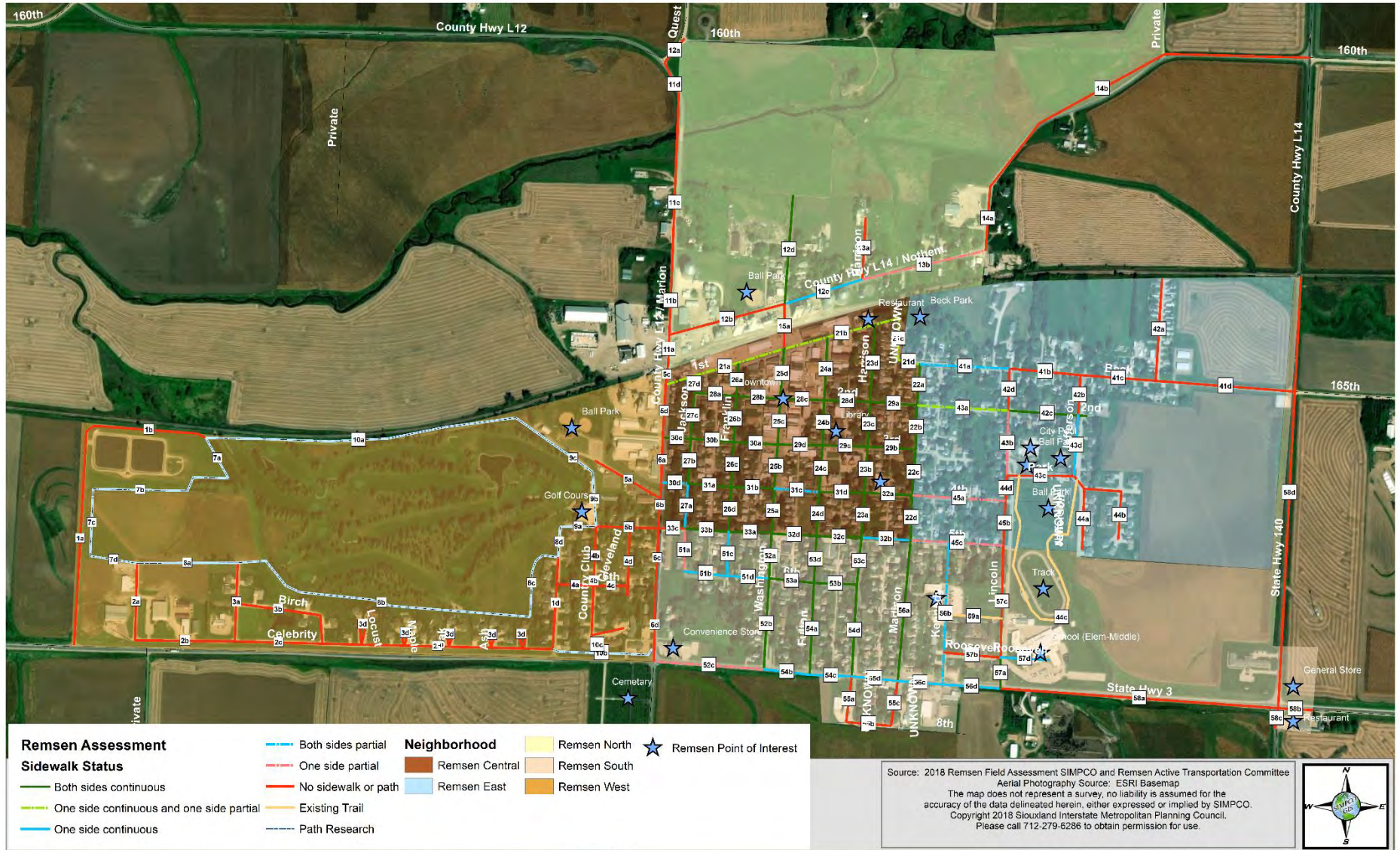
Field Assessment Sidewalk Status Categories

	Both sides continuous
	One side continuous and one side partial
	One side continuous
	Both sides partial
	One side partial
	No sidewalk or path
	Existing trail
	Path research

The status table also features select sidewalk indicators, chosen by the Committee to further inform analysis of the sidewalk inventory and assist with prioritization. The selected indicators include the following: street lights, trees/shaded areas, numerous driveways, and industrial land use. Each indicator was listed on the field assessment worksheet with a 'Yes/No' record. The selected indicator records are included in the status table in Appendix C.

Assessment Select Active Transportation Indicators	
Street lights	
Trees/ Shaded Areas	
Numerous driveways	
Industrial land use	

Remsen 2018 Walk-Bike Assessment Results



REMSEN ACTIVE TRANSPORTATION RECOMMENDATIONS

The following recommendations are based on the data provided in this plan including the plan purpose, existing conditions and best practices. Sources that were referenced include: US Department of Transportation active transportation recommendations, Complete Streets policies, and National Safe Routes to School Partnership.

Remsen Active Transportation Plan Purpose Statements

1. Promote active transportation infrastructure and accessibility of sidewalks and trails
2. Connect Remsen neighborhoods
3. Improve pedestrian and bicycle safety
4. Increase levels of physical activity for community members

Recommendation 1: Improve Active Transportation Infrastructure

Prioritize and make physical improvements to the transportation infrastructure to connect neighborhoods and points of interest (i.e. Downtown, community facilities, schools). Improvements are intended to enhance access and safety for travel by walking and bicycling and minimize conflicts with motorized traffic.

1. Construct a connected network of multi-use trails, sidewalks, crosswalks, bike lanes. Provide safe and convenient bicycle and pedestrian connections between neighborhoods and points of interest (i.e. schools, parks, downtown).
2. Accommodate all roadway users (pedestrians, bicyclists, persons with disabilities and strollers) with comprehensive street design through subdivision ordinance or form based code.
3. Separate motor-vehicle traffic from non-motorized traffic with physical barriers, such as the construction of boulevards, buffers, bollards
4. Promote safe roadway crossing through use of small block sizes, pedestrian refuge islands, cross-walks, and traffic calming measures
5. Provide streetscape amenities such as benches, flower pots, landscaping, lighting, and public art.
6. Encourage way-finding with signs, maps, and landscape cues
7. Encourage bicycle parking at schools, community facilities, workplaces and transit stops
8. Encourage mixed-use, compact development and street-level shopping and restaurants along pedestrian-bicycle routes
9. Prioritize infrastructure improvements near transit stops and public transportation stations
10. Improve active transportation infrastructure with consideration of the following examples: Sidewalks, bike lanes, bike racks, crosswalks, advance warning signage, traffic calming measures (curb extensions, speed bumps, raised intersections), route signage, speed indicator signs, portable stop signs, one-way traffic flow, pedestrian crossing signage, sidewalk and trail widening, pedestrian way-finding, benches, street lights, street beautification (i.e. flower pots, public art, planting trees, green space), ADA compliant improvements

Remsen Possible Priority Active Transportation Infrastructure Projects

To implement Recommendation 1: Improve Active Transportation Infrastructure, the committee reviewed the field assessment results to identify priority projects. The following segments require further research of right-of-way availability, engineering feasibility, and cost. Priority projects are meant to: 1) continue partial sidewalks to complete the continuous network, 2) construct sidewalks on one or both sides of the street, or 3) research possible new paths or trails to complete the continuous network.

Project Priority Criteria

The active transportation priority projects listed in the table and shown in the map on the next pages were identified with the following 6 criteria. Each criteria was selected from the information in this plan including the 2018 field assessment, plan purpose and existing conditions.

- 1) **Sidewalk Status:** 2018 field assessment results of sidewalk status show the segment as: ‘No sidewalk or path’, or ‘Both sides partial’, or ‘One side partial’, or ‘Path research’;
- 2) **Connections:** The segment is a crucial link to connect Remsen neighborhoods, and residential areas with points of interest;
- 3) **Select Active Transportation Indicators:** The segment shows positive select active transportation indicators including street lights, trees/shaded areas and/or does not have negative active transportation indicators including numerous driveways and industrial land use.
- 4) **Safety:** Safety of segment and walkability/bikability assessment score
- 5) **Affected Population:** The number of potential pedestrians or bicyclists using the segment was calculated with 2014 Plymouth County parcel data of residential assessed property to determine the number of households in each neighborhood multiplied by the US Census 2010 average household size (2.6).

Remsen Estimated Affected Neighborhood Populations		
Neighborhood	Estimated Households	Potential Pedestrians or Bicyclists
West	101	263
North	43	112
East	168	437
Central	178	463
South	186	484
<i>Remsen Total</i>	<i>684</i>	<i>1,778</i>

- 6) **Feasibility and Cost:** The City may choose select segments for more comparison research and engineering including: Right-of-way availability, engineering feasibility, and cost estimates.



Remsen Possible Priority Active Transportation Infrastructure Projects Table

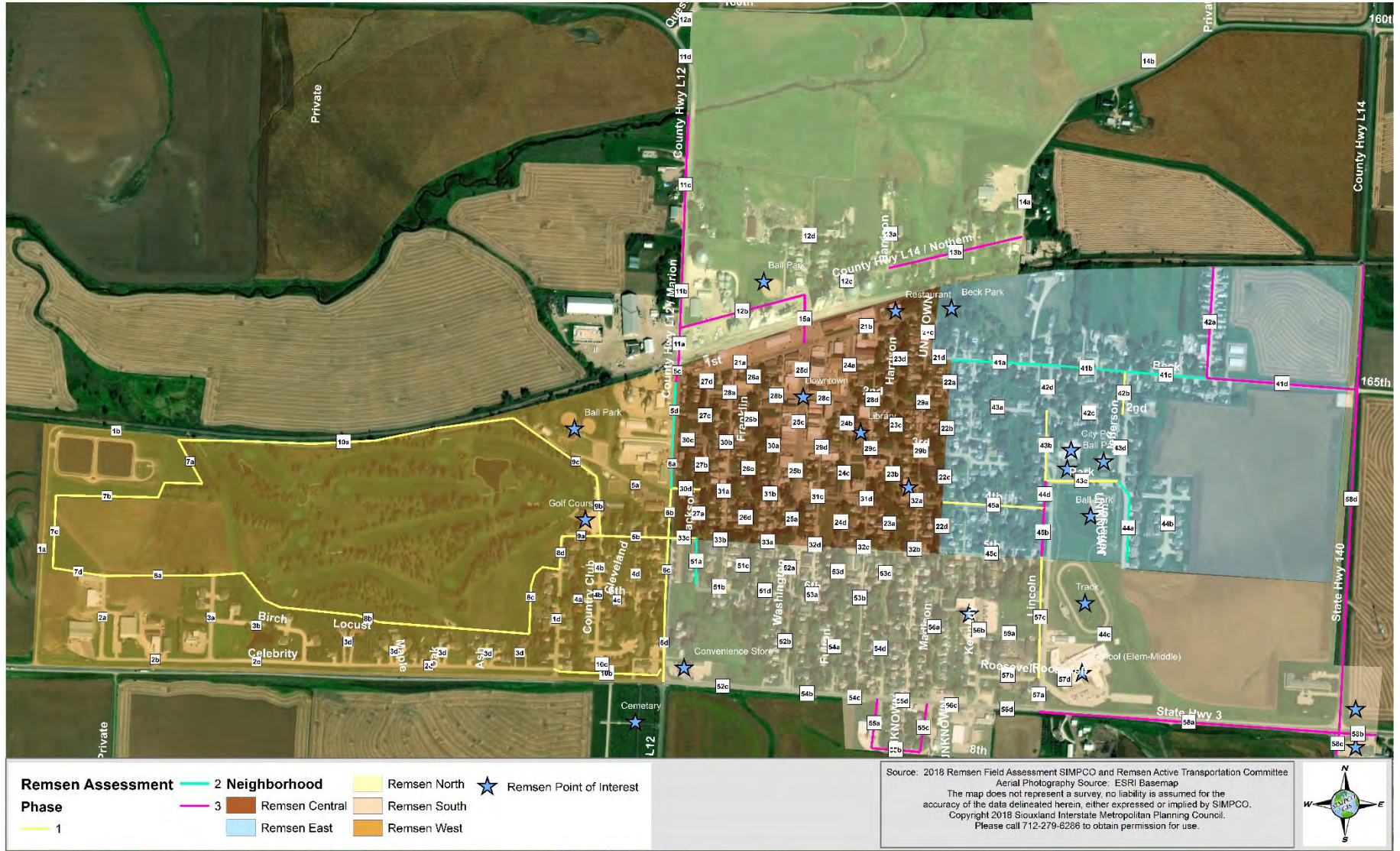
Remsen Priority Active Transportation Infrastructure Projects									
#	Phase #	Segment #	Description	Sidewalk status	Connections	Select Active Transp. Indicators Present on Segment	Score	Affected Population (Total)	Feasibility and Cost
1	1	5b	5th S from Cleveland to Marion	No sidewalk or path	Connecting central and west neighborhoods and res. to downtown and schools	Street lights, Trees/shaded areas, Numerous Driveways	42	Central = 463 West – 263 (726)	
2	1	6b	Marion St from 4 th to 5th	No sidewalk or path	Connecting central and west neighborhoods and res. to convenience store	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	42	Central = 463 West – 263 (726)	Storm sewer drain issue
3	1	6c	Marion 5th/ 6th	No sidewalk or path	Connecting central and west neighborhoods and res. to convenience store	Street lights, Numerous Driveways	43	Central = 463 West – 263 (726)	
4	1	6d	Marion 6th/ Hwy 3	No sidewalk or path	Connecting central and west neighborhoods and res. to convenience store	Street lights, Numerous Driveways	44	Central = 463 West – 263 (726)	
5	1	7a	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
6	1	7b	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
7	1	7c	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
8	1	7d	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
9	1	8a	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
10	1	8b	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
11	1	8c	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
12	1	8d	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
13	1	9a	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	

Remsen Priority Active Transportation Infrastructure Projects									
#	Phase #	Segment #	Description	Sidewalk status	Connections	Select Active Transp. Indicators Present on Segment	Score	Affected Population (Total)	Feasibility and Cost
14	1	9b	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
15	1	9c	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
16	1	10a	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
17	1	10b	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
18	1	10c	Golf Course Trail	Path Research	Community recreational opportunity and connecting west to central	Based on original 3c – none, possible trees/shaded areas	Na	Central = 463 West – 263 (726) Total City = 1,663	
19	1	30d	4th St Marion to Jackson	Both sides partial	Connecting central and west neighborhoods and res. to convenience store	Trees/shaded areas, Numerous Driveways	25	Central = 463 West – 263 (726)	
20	1	33c	5th St Jackson to Marion	No sidewalk or path	Connecting central and west neighborhoods and res. to convenience store	Street lights, Trees/shaded areas, Numerous Driveways	44	Central = 463 West – 263 (726)	Culvert may prevent sidewalk
21	1	42b	Jefferson St Beck to E 2nd	No sidewalk or path	Connecting east and south neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights, Trees/shaded areas, Numerous Driveways	45	East = 437 South = 484 (921)	
22	1	43b	Lincoln, 2nd/3rd	One side partial	Connecting east and south neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights, Trees/shaded areas, Numerous Driveways	42	East = 437 South = 484 (921)	
23	1	43c	Park Ln Lincoln to Jefferson	No sidewalk or path	Connecting east and central neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights, Numerous Driveways	45	East = 437 South = 484 (921)	
24	1	45a	E 4 th , Lincoln/Madison	One side continuous, one partial	Connecting east and central neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights, Numerous Driveways	24	East = 437 Central = 463 (900)	
25	1	45c	E 5 th , Madison/Lincoln	One side partial	Connecting east, central and south neighborhoods and res. to City pool & ball park, to schools and to downtown	Street lights, Trees/shaded areas, Numerous Driveways	22	East = 437 South = 484 Central = 463 (1,384)	
26	1	57c	Lincoln, Roosevelt/5th	No sidewalk or path	Connecting east, central and south neighborhoods and res. to City pool & ball park, to schools and to downtown	Street lights, Trees/shaded areas	40	East = 437 South = 484 Central = 463 (1,384)	
27	2	5d	Marion St from 1st to 3rd	No sidewalk or path	Connecting central and west neighborhoods and res. to downtown and schools	Street lights, Trees/shaded areas, Industrial	46	Central = 463 West – 263 (726)	

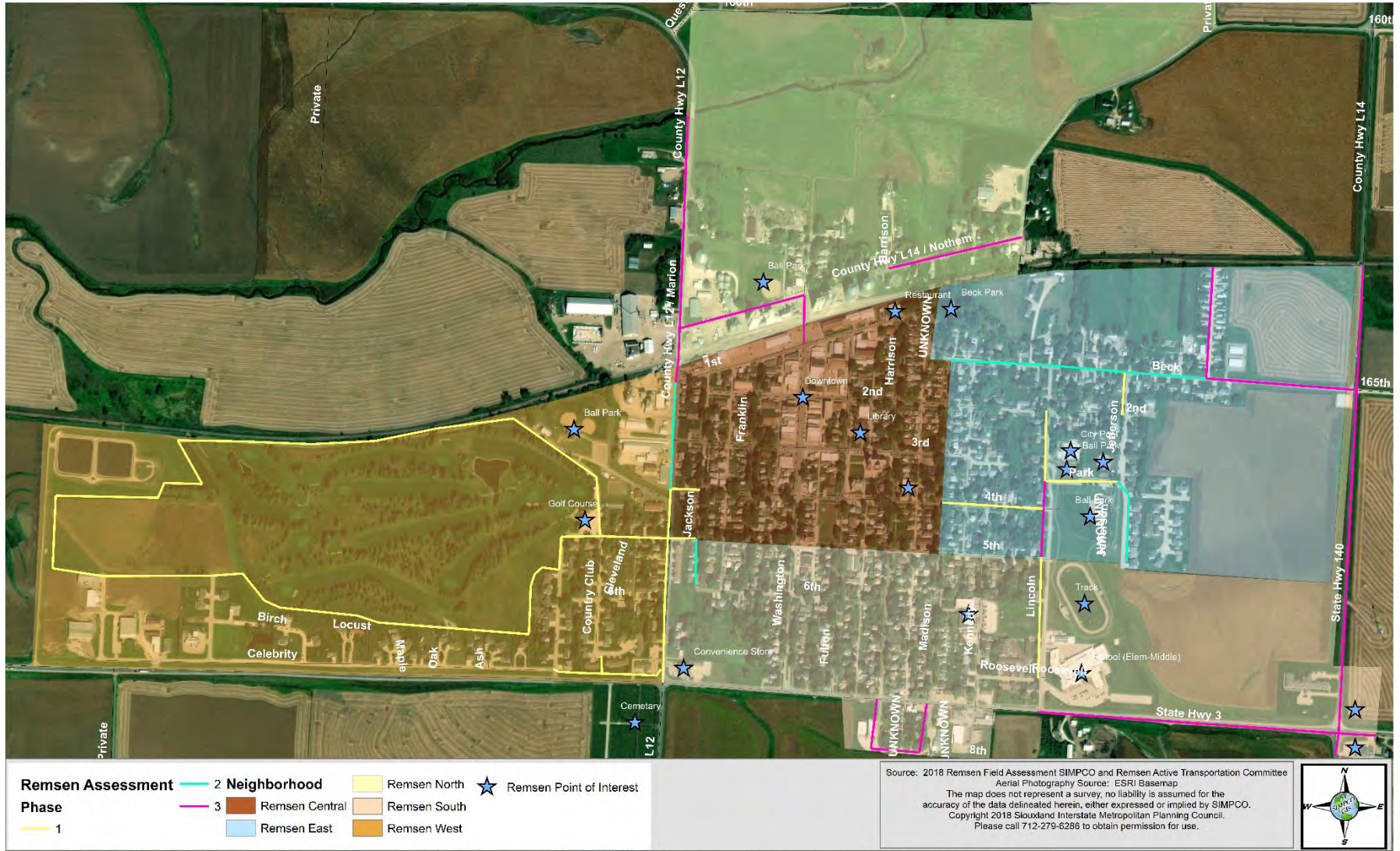
Remsen Priority Active Transportation Infrastructure Projects									
#	Phase #	Segment #	Description	Sidewalk status	Connections	Select Active Transp. Indicators Present on Segment	Score	Affected Population (Total)	Feasibility and Cost
28	2	6a	Marion St 3rd to 4th	No sidewalk or path	Connecting central and west neighborhoods and res. to downtown and schools	Street lights, Numerous driveways	44	Central = 463 West = 263 (726)	
29	2	41a	Beck Ave Madison to Lincoln	Both sides partial	Connecting east and central neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights, Trees/shaded areas, Numerous Driveways	25	East = 437 Central = 463 (900)	
30	2	41b	Beck Ave Lincoln to Jefferson	No sidewalk or path	Connecting east and central neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights, Trees/shaded areas, Numerous Driveways	29	East = 437 Central = 463 (900)	
31	2	41c	Beck Ave Jefferson to Unnamed residential st	No sidewalk or path	Connecting east and central neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights, Trees/shaded areas, Numerous Driveways	42	East = 437 Central = 463 (900)	
32	2	44a	East residential development 2	No sidewalk or path	Connecting east and central neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights, Numerous Driveways	41	East = 437 Central = 463 (900)	
33	2	44b	East residential development Jefferson St	No sidewalk or path	Connecting east and central neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights, Numerous Driveways, Industrial	43	East = 437 Central = 463 (900)	
34	2	51a	Jackson St 5th to 6th	One side partial	Connecting south and central	Street lights, Trees/shaded areas, Numerous Driveways	26	Central = 463 South = 484	
35	3	1d	Country Club Dr, 5th St / Celebrity	No sidewalk or path	Connecting central and west neighborhoods and res. to downtown and schools	Street lights, Numerous driveways	44	Central = 463 West = 263 (726)	
36	3	2d	Celebrity, Birch cove/ Country Club	No sidewalk or path	Connecting central and west neighborhoods and res. to downtown and schools	Street lights, Trees/shaded areas, Numerous Driveways	46	Central = 463 West = 263 (726)	
37	3	4a	6th St, Cleveland/ Country Club	No sidewalk or path	Connecting central and west neighborhoods and res. to downtown and schools	Street lights, Numerous driveways	45	Central = 463 West = 263 (726)	
38	3	4b	Cleveland S, 5th St to Cleveland Ct (4d is an alley)	No sidewalk or path	Connecting central and west neighborhoods and res. to downtown and schools	Street lights, Numerous driveways	44	Central = 463 West = 263 (726)	
39	3	5c	Marion St from railroad to 1st	No sidewalk or path	Connecting central and west neighborhoods	Street lights, Numerous Driveways, Industrial	45	Central = 463 West = 263 (726)	
40	3	11a	Marion St by railroad	No sidewalk or path	Connecting north and central neighborhoods across railroad	Street lights, Numerous Driveways, Industrial	47	Central = 463 North = 112 (575)	
41	3	11b	Marion St by elevator	No sidewalk or path	Connecting north and central neighborhoods across railroad	Street lights, Numerous Driveways, Industrial	45	Central = 463 North = 112 (575)	
42	3	11c	Marion St elevator to creek	No sidewalk or path	Connecting north and central neighborhoods across railroad	Street lights, Numerous Driveways, Industrial	46	Central = 463 North = 112 (575)	

Remsen Priority Active Transportation Infrastructure Projects									
#	Phase #	Segment #	Description	Sidewalk status	Connections	Select Active Transp. Indicators Present on Segment	Score	Affected Population (Total)	Feasibility and Cost
43	3	12b	Northern St Marion to Washington	No sidewalk or path	Connecting north and central neighborhoods across railroad	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	44	Central = 463 North = 112 (575)	
44	3	13b	Northern St Harrison to end	One side partial	Connecting north and central neighborhoods across railroad	Street lights, Numerous Driveways, Industrial	26	Central = 463 North = 112 (575)	
45	3	15a	Washington, Nothem/1 st	No sidewalk or path	Connecting north and central neighborhoods across railroad	Numerous Driveways, Industrial	48	Central = 463 North = 112 (575)	
46	3	41d	Beck Ave Unnamed res st to Cnty L14 Hwy 140	No sidewalk or path	Connecting east and central neighborhoods, res. to City pool & ball park, to schools and to downtown	Industrial	44	East = 437 Central = 463 (900)	
47	3	42a	Unnamed res st north of Beck Ave near Hwy 140	No sidewalk or path	Connecting east and central neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights, Numerous Driveways,	43	East = 437 Central = 463 (900)	
48	3	44d	Lincoln, Park to E 4th	No sidewalk or path	Connecting east and central and south neighborhoods, res. to City pool & ball park, to schools and to downtown	Street lights?, Numerous Driveways	43	East = 437 South = 484 Central = 463 (1,384)	Trail runs parallel
49	3	45b	Lincoln, 4th/5th	No sidewalk or path	Connecting east, central and south neighborhoods and res. to City pool & ball park, to schools and to downtown	Street lights, Numerous Driveways	44	East = 437 South = 484 Central = 463 (1,384)	Trail runs parallel
50	3	55a	Harrison St Hwy 3 to 8th	No sidewalk or path	Connecting south and central	Numerous Driveways	43	Central = 463 South = 484	
51	3	55b	8th St Harrison to Madison	No sidewalk or path	Connecting south and central	Numerous Driveways	46	Central = 463 South = 484	
52	3	55c	Madison St 8th to Hwy 3	No sidewalk or path	Connecting south and central	Numerous Driveways, Industrial	45	Central = 463 South = 484	
53	3	57b	Roosevelt, Kennedy/Lincoln	No sidewalk or path	Connecting east, central and south neighborhoods and res. to City pool & ball park, to schools and to downtown	Street lights, Trees/shaded areas, Numerous Driveways	41	East = 437 South = 484 Central = 463 (1,384)	
54	3	58a	Hwy 3 Lincoln to Hwy 140	No sidewalk or path	Connecting City to general store	Street lights	46	Total City = 1,663	
55	3	58d	Hwy 140 from Hwy 3 to rail City Boundary	No sidewalk or path	Connecting City to general store	Street lights, Numerous Driveways	45	Total City = 1,663	

Remsen 2018 Draft Active Transportation Priority Improvements



Remsen 2018 Draft Active Transportation Priority Improvements



Recommendation 2: Implement Active Transportation Programs

Educate the community about the benefits of increased levels of walking/biking and the skills needed to ensure their safety. Educate bicyclists and pedestrians on state and local laws, as well as on safe practices. Encourage active transportation and accessibility in the community.

1. Educate the community about the benefits of active transportation improvements and initiatives with consideration of the following examples: Bike/walk to work and school days, Walk or Bike across America, guest speakers, walking education programs, bicycle and pedestrian in classroom education, bike rodeos, safe routes for kids/parents. Parent education activities at registration, conferences, newsletter, website, poster contest, presentation by HS students to Elementary School students, youth led marketing campaign, newsletters, newspaper, Public Service Announcement (PSAs), emails, posters, fliers, Walking School Bus (WSB), Walk/Roll Punch Card Contests, Mileage Club, Bike Rodeo, walking field trip.

Recommendation 3: Enforce and Update Relevant Ordinances

Increase driver awareness of pedestrians and bicyclists and ensure community members follow traffic rules while walking, biking, or driving. Typically partner with Law enforcement to address concerns.

1. Enforce the City's existing sidewalk ordinance Chapter 136
2. Review and revise existing sidewalk ordinance as needed
3. Enforce the active transportation initiatives with consideration of the following examples: enforce traffic rules, school safety zone enforcement, neighborhood watch, Law enforcement presence, Keep Kids Alive – Drive 25, photo enforcement, speed indicator signs, portable stop signs, pedestrian crossing signage, Catch 'Em in the Act Reward Program (crosswalks, sidewalks, bike signals, helmets).

Recommendation 4: Evaluation

Evaluation is necessary to assess progress in implementing the plan, progress toward the completion of each element and progress in the achievement of the overall goals and objectives.

1. Evaluate the progress of active transportation initiatives with consideration of the following examples: Field assessment, Parent Surveys, Student Tally Forms, before and after program observations, crossing guard/safety patrol observations, traffic violations.

Example Implementation

Education and Encouragement Activity		Aug 2018	Sept 2018	Oct 2018	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019
Punch Card Contest	Plan										
Lead:	IMPLEMENT										
Bike/Walk to School Days	PLAN										
Lead:	IMPLEMENT										
Safety Patrol	PLAN										
Lead: National Honor Society	IMPLEMENT										
Parent Surveys	PLAN	X									
Lead:	IMPLEMENT		X	X							
Student Surveys	PLAN	X									
Lead:	IMPLEMENT		X	X							

Appendix A Remsen Municipal Code Chapter 136 Sidewalk Regulations

CHAPTER 136

SIDEWALK REGULATIONS

136.01 Purpose	136.11 Interference with Sidewalk Improvements
136.02 Definitions	136.12 Awnings
136.03 Removal of Snow, Ice, and Accumulations	136.13 Encroaching Steps
136.04 Property Owner's Responsibility for Maintenance	136.14 Openings and Enclosures
136.05 City May Order Repairs	136.15 Fires or Fuel on Sidewalks
136.06 Sidewalk Construction Ordered	136.16 Defacing
136.07 Permit Required	136.17 Debris on Sidewalks
136.08 Sidewalk Standards	136.18 Merchandise Display
136.09 Barricades and Warning Lights	136.19 Sales Stands
136.10 Failure to Repair or Barricade	

136.01 PURPOSE. The purpose of this chapter is to enhance safe passage by citizens on sidewalks, to place the responsibility for the maintenance, repair, replacement, or reconstruction of sidewalks upon the abutting property owner and to minimize the liability of the City.

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

1. "Broom finish" means a sidewalk finish that is made by sweeping the sidewalk when it is hardening.
2. "Defective sidewalk" means any public sidewalk exhibiting one or more of the following characteristics:
 - A. Vertical separations equal to three-fourths inch or more.
 - B. Horizontal separations equal to one inch or more.
 - C. Holes or depressions equal to three-fourths inch or more and at least four inches in diameter.
 - D. Spalling over 50 percent of a single square of the sidewalk with one or more depressions equal to one-half inch or more.
 - E. Spalling over less than 50 percent of a single square of the sidewalk with one or more depressions equal to three-fourths inch or more.
 - F. A single square of sidewalk cracked in such a manner that no part thereof has a piece greater than one square foot.
 - G. A sidewalk with any part thereof missing to the full depth.
 - H. A change from the design or construction grade equal to or greater than three-fourths inch per foot.
3. "Established grade" means that grade established by the City for the particular area in which a sidewalk is to be constructed.
4. "One-course construction" means that the full thickness of the concrete is placed at one time, using the same mixture throughout.
5. "Owner" means the person owning the fee title to property abutting any sidewalk and includes any contract purchaser for purposes of notification required herein. For all other purposes, "owner" includes the lessee, if any.

6. "Portland cement" means any type of cement except bituminous cement.
7. "Sidewalk" means all permanent public walks in business, residential or suburban areas.
8. "Sidewalk improvements" means the construction, reconstruction, repair, replacement, or removal, of a public sidewalk and/or the excavating, filling or depositing of material in the public right-of-way in connection therewith.
9. "Wood float finish" means a sidewalk finish that is made by smoothing the surface of the sidewalk with a wooden trowel.

136.03 REMOVAL OF SNOW, ICE, AND ACCUMULATIONS. The abutting property owner shall remove snow, ice, and accumulations promptly from sidewalks. If a property owner does not remove snow, ice, or accumulations within 24 hours, the City may do so and assess the costs against the property owner for collection in the same manner as a property tax. The abutting property owner may be liable for damages caused by failure to remove snow, ice, and accumulations promptly from the sidewalk.

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

136.04 PROPERTY OWNER'S RESPONSIBILITY FOR MAINTENANCE. The abutting property owner shall repair, replace, or reconstruct, or cause to be repaired, replaced, or reconstructed, all broken or defective sidewalks and maintain in a safe and hazard-free condition any sidewalk outside the lot and property lines and inside the curb lines or, in the absence of a curb, any sidewalk between the property line and that portion of the public street used or improved for vehicular purposes. The abutting property owner may be liable for damages caused by failure to maintain the sidewalk. In the event of sidewalk replacement, the following shall apply:

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

1. Existing sidewalks that are removed shall be replaced by the property owner within 30 days of the removal.
2. If the property owner does not replace the sidewalk, the City shall give notice to the property owner by certified mail to replace same within 30 days.
3. If the property owner does not replace said sidewalk after notice, the City may replace and assess the property owner for the costs of replacing the sidewalk.

136.05 CITY MAY ORDER REPAIRS. If the abutting property owner does not maintain sidewalks as required, the Council may serve notice on such owner, by certified mail, requiring the owner to repair, replace or reconstruct sidewalks within a reasonable time and if such action is not completed within the time stated in the notice, the Council may require the work to be done and assess the costs against the abutting property for collection in the same manner as a property tax.

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

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

(Code of Iowa, Sec. 384.38)

136.07 PERMIT REQUIRED. No person shall remove, reconstruct, or install a sidewalk unless such person has obtained a permit from the City and has agreed in writing that said removal, reconstruction, or installation will comply with all ordinances and requirements of the City for such work.

136.08 SIDEWALK STANDARDS. Sidewalks repaired, replaced, or constructed under the provisions of this chapter shall be of the following construction and meet the following standards:

1. Cement. Portland cement shall be the only cement used in the construction and repair of sidewalks.
2. Construction. Sidewalks shall be of one-course construction.
3. Sidewalk Base. Concrete may be placed directly on compact and well-drained soil. Where soil is not well drained, a three-inch sub-base of compact, clean, coarse gravel or sand shall be laid. The adequacy of the soil drainage is to be determined by the City.
4. Sidewalk Bed. The sidewalk bed shall be so graded that the constructed sidewalk will be at established grade.
5. Length, Width and Depth. Length, width and depth requirements are as follows:
 - A. Residential sidewalks shall be at least four feet wide and four inches thick, and each section shall be no more than four feet in length.
 - B. Business District sidewalks shall extend from the property line to the curb. Each section shall be four inches thick and no more than six feet in length.
 - C. Driveway areas shall be not less than six inches in thickness.
6. Location. Residential sidewalks shall be located with the inner edge (edge nearest the abutting private property) 1½ feet from the property line, unless the Council establishes a different distance due to special circumstances.
7. Grade. Curb tops shall be on level with the centerline of the street, which is the established grade.
8. Elevations. The street edge of a sidewalk shall be at an elevation even with the curb at the curb or not less than one-half inch above the curb for each foot between the curb and the sidewalk.
9. Slope. All sidewalks shall slope one-fourth inch per foot toward the curb.
10. Finish. All sidewalks shall be finished with a broom finish or wood float finish.
11. Curb Ramps and Sloped Areas for Persons with Disabilities. If a street, road, or highway is newly built or reconstructed, a curb ramp or sloped area shall be constructed or installed at each intersection of the street, road, or highway with a sidewalk or path. If a sidewalk or path is newly built or reconstructed, a curb ramp or sloped area shall be constructed or installed at each intersection of the sidewalk or path with a street, highway, or road. Curb ramps and sloped areas that are required pursuant to this subsection shall be constructed or installed in compliance with applicable federal requirements adopted in accordance with the Federal Americans with Disabilities Act, including (but not limited to) the guidelines issued by the Federal Architectural and Transportation Barriers Compliance Board.

(Code of Iowa, Sec. 216C.9)

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

(Code of Iowa, Sec. 716.1)

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

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

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

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

Appendix B Field Assessment Worksheet

Walking and Bicycling Suitability Assessment Worksheet

Data Collector Name:			Date:				
ROAD DESCRIPTION: Fill-in road information under each sub-heading, for each segment. Circle (Y)es or (N)o for each road factor listed below.							
Segment ID	Road Name	Boundary Streets	Road Segment Length Road/Lane Width	(AADT) <8,000 = 0 8,000-14,999 = 1 15,000-24,999 = 2 25,000 or more = 3	# of Thru Lanes <3 = 0 3-4 = 1 5-8 = 2	Pavement Condition Good Paved= 0 Poor Paved= 1 Good Gravel= 2 Poor Gravel= 3	Posted Speed (mph) <30 = 0 30-44 = 1 45 or more = 2
ROAD FACTOR Segment ID ____	ROAD FACTOR Segment ID ____	ROAD FACTOR Segment ID ____	ROAD FACTOR Segment ID ____	ROAD FACTOR Segment ID ____	ROAD FACTOR Segment ID ____	ROAD FACTOR Segment ID ____	ROAD FACTOR Segment ID ____
Marked bike lane (Y/N)	Marked bike lane (Y/N)	Marked bike lane (Y/N)	Marked bike lane (Y/N)	Marked bike lane (Y/N)	Marked bike lane (Y/N)	Marked bike lane (Y/N)	Marked bike lane (Y/N)
On-Street parking (Y/N)	On-Street parking (Y/N)	On-Street parking (Y/N)	On-Street parking (Y/N)	On-Street parking (Y/N)	On-Street parking (Y/N)	On-Street parking (Y/N)	On-Street parking (Y/N)
Paved Shoulder (Y/N)	Paved Shoulder (Y/N)	Paved Shoulder (Y/N)	Paved Shoulder (Y/N)	Paved Shoulder (Y/N)	Paved Shoulder (Y/N)	Paved Shoulder (Y/N)	Paved Shoulder (Y/N)
Frequent Curves (Y/N)	Frequent Curves (Y/N)	Frequent Curves (Y/N)	Frequent Curves (Y/N)	Frequent Curves (Y/N)	Frequent Curves (Y/N)	Frequent Curves (Y/N)	Frequent Curves (Y/N)
Numerous Driveways (Y/N)	Numerous Driveways (Y/N)	Numerous Driveways (Y/N)	Numerous Driveways (Y/N)	Numerous Driveways (Y/N)	Numerous Driveways (Y/N)	Numerous Driveways (Y/N)	Numerous Driveways (Y/N)
Numerous Intersections (Y/N)	Numerous Intersections (Y/N)	Numerous Intersections (Y/N)	Numerous Intersections (Y/N)	Numerous Intersections (Y/N)	Numerous Intersections (Y/N)	Numerous Intersections (Y/N)	Numerous Intersections (Y/N)
Severe Grades (Y/N)	Severe Grades (Y/N)	Severe Grades (Y/N)	Severe Grades (Y/N)	Severe Grades (Y/N)	Severe Grades (Y/N)	Severe Grades (Y/N)	Severe Grades (Y/N)
Presence of Curb (Y/N)	Presence of Curb (Y/N)	Presence of Curb (Y/N)	Presence of Curb (Y/N)	Presence of Curb (Y/N)	Presence of Curb (Y/N)	Presence of Curb (Y/N)	Presence of Curb (Y/N)
Rough RR Crossing (Y/N)	Rough RR Crossing (Y/N)	Rough RR Crossing (Y/N)	Rough RR Crossing (Y/N)	Rough RR Crossing (Y/N)	Rough RR Crossing (Y/N)	Rough RR Crossing (Y/N)	Rough RR Crossing (Y/N)
Storm Drain Grate (Y/N)	Storm Drain Grate (Y/N)	Storm Drain Grate (Y/N)	Storm Drain Grate (Y/N)	Storm Drain Grate (Y/N)	Storm Drain Grate (Y/N)	Storm Drain Grate (Y/N)	Storm Drain Grate (Y/N)
Transit shelter (Y/N)	Transit shelter (Y/N)	Transit shelter (Y/N)	Transit shelter (Y/N)	Transit shelter (Y/N)	Transit shelter (Y/N)	Transit shelter (Y/N)	Transit shelter (Y/N)
Street lights (Y/N)	Street lights (Y/N)	Street lights (Y/N)	Street lights (Y/N)	Street lights (Y/N)	Street lights (Y/N)	Street lights (Y/N)	Street lights (Y/N)
Trees/Shaded areas (Y/N)	Trees/Shaded areas (Y/N)	Trees/Shaded areas (Y/N)	Trees/Shaded areas (Y/N)	Trees/Shaded areas (Y/N)	Trees/Shaded areas (Y/N)	Trees/Shaded areas (Y/N)	Trees/Shaded areas (Y/N)
Noisy (Y/N)	Noisy (Y/N)	Noisy (Y/N)	Noisy (Y/N)	Noisy (Y/N)	Noisy (Y/N)	Noisy (Y/N)	Noisy (Y/N)
People loitering-harass (Y/N)	People loitering-harass (Y/N)	People loitering-harass (Y/N)	People loitering-harass (Y/N)	People loitering-harass (Y/N)	People loitering-harass (Y/N)	People loitering-harass (Y/N)	People loitering-harass (Y/N)
Litter-Graffiti (Y/N)	Litter-Graffiti (Y/N)	Litter-Graffiti (Y/N)	Litter-Graffiti (Y/N)	Litter-Graffiti (Y/N)	Litter-Graffiti (Y/N)	Litter-Graffiti (Y/N)	Litter-Graffiti (Y/N)
Traffic Signal (Y/N)	Traffic Signal (Y/N)	Traffic Signal (Y/N)	Traffic Signal (Y/N)	Traffic Signal (Y/N)	Traffic Signal (Y/N)	Traffic Signal (Y/N)	Traffic Signal (Y/N)
Auditory crossing signal (Y/N)	Auditory crossing signal (Y/N)	Auditory crossing signal (Y/N)	Auditory crossing signal (Y/N)	Auditory crossing signal (Y/N)	Auditory crossing signal (Y/N)	Auditory crossing signal (Y/N)	Auditory crossing signal (Y/N)
Visual countdown #sec (Y/N)	Visual countdown #sec (Y/N)	Visual countdown #sec (Y/N)	Visual countdown #sec (Y/N)	Visual countdown #sec (Y/N)	Visual countdown #sec (Y/N)	Visual countdown #sec (Y/N)	Visual countdown #sec (Y/N)
Vacant Buildings (Y/N)	Vacant Buildings (Y/N)	Vacant Buildings (Y/N)	Vacant Buildings (Y/N)	Vacant Buildings (Y/N)	Vacant Buildings (Y/N)	Vacant Buildings (Y/N)	Vacant Buildings (Y/N)
Industrial Land Use (Y/N)	Industrial Land Use (Y/N)	Industrial Land Use (Y/N)	Industrial Land Use (Y/N)	Industrial Land Use (Y/N)	Industrial Land Use (Y/N)	Industrial Land Use (Y/N)	Industrial Land Use (Y/N)
Green Space (Y/N)	Green Space (Y/N)	Green Space (Y/N)	Green Space (Y/N)	Green Space (Y/N)	Green Space (Y/N)	Green Space (Y/N)	Green Space (Y/N)

Prepared by Nicole Peterson, SIMPCO 9/21/2018 1 of 2

Walking and Bicycling Suitability Assessment Worksheet

SIDEWALK - TRAIL DESCRIPTION: Read each score and determine which best describes segment; fill-in score under each sub-heading. Circle (Y)es or (N)o.							
Segment ID	Sidewalk/Path Both sides continuous = 0 One side continuous and one side partial = 1 One side continuous = 2 Both sides partial = 3 One side partial = 4 None = 33 (STOP ASSESSMENT HERE)	Sidewalk Material Asphalt = 0 Concrete = 0 Brick = 1 Sand/Dirt = 2 Gravel = 3 Woodchip = 3	Sidewalk Surface Condition Good = 0 Fair = 1 Poor = 4 <small>*Write-in problem areas below cracks >2" lip >3"</small>	Sidewalk Width 8' or more = -1 5'-7' 11" = 0 4'-4' 11" = 1 <4' = 2	Buffer Width (Between road & sidewalk) 4' or > = 0 <4' = 0.25 None=0.50	Curb Ramps All = 0 Some = 2 None = 4	Adequate Lighting Plenty = 0 Some = 0.50 None = 1
SIDEWALK FACTOR Segment ID ____	SIDEWALK FACTOR Segment ID ____	SIDEWALK FACTOR Segment ID ____	SIDEWALK FACTOR Segment ID ____	SIDEWALK FACTOR Segment ID ____	SIDEWALK FACTOR Segment ID ____	SIDEWALK FACTOR Segment ID ____	SIDEWALK FACTOR Segment ID ____
Crosswalks (Y/N)	Crosswalks (Y/N)	Crosswalks (Y/N)	Crosswalks (Y/N)	Crosswalks (Y/N)	Crosswalks (Y/N)	Crosswalks (Y/N)	Crosswalks (Y/N)
Crosswalk sign (Y/N)	Crosswalk sign (Y/N)	Crosswalk sign (Y/N)	Crosswalk sign (Y/N)	Crosswalk sign (Y/N)	Crosswalk sign (Y/N)	Crosswalk sign (Y/N)	Crosswalk sign (Y/N)
Severe cracks (Y/N)	Severe cracks (Y/N)	Severe cracks (Y/N)	Severe cracks (Y/N)	Severe cracks (Y/N)	Severe cracks (Y/N)	Severe cracks (Y/N)	Severe cracks (Y/N)
Bench or other seating (Y/N)	Bench or other seating (Y/N)	Bench or other seating (Y/N)	Bench or other seating (Y/N)	Bench or other seating (Y/N)	Bench or other seating (Y/N)	Bench or other seating (Y/N)	Bench or other seating (Y/N)
Trash receptacles (Y/N)	Trash receptacles (Y/N)	Trash receptacles (Y/N)	Trash receptacles (Y/N)	Trash receptacles (Y/N)	Trash receptacles (Y/N)	Trash receptacles (Y/N)	Trash receptacles (Y/N)
Ped wayfinding signs (Y/N)	Ped wayfinding signs (Y/N)	Ped wayfinding signs (Y/N)	Ped wayfinding signs (Y/N)	Ped wayfinding signs (Y/N)	Ped wayfinding signs (Y/N)	Ped wayfinding signs (Y/N)	Ped wayfinding signs (Y/N)
Flower pots/lamp flags (Y/N)	Flower pots/lamp flags (Y/N)	Flower pots/lamp flags (Y/N)	Flower pots/lamp flags (Y/N)	Flower pots/lamp flags (Y/N)	Flower pots/lamp flags (Y/N)	Flower pots/lamp flags (Y/N)	Flower pots/lamp flags (Y/N)
Definitions: Curb Ramp is approach to sidewalk from street. Detectable Warning is built-in bumps on the curb ramp to warn vision impaired that the street is near. Cross Slopes are driveways or approaches from the street to buildings that intersect and cross over the sidewalk.							
Curb Ramp Factors	Curb Ramp Factors	Curb Ramp Factors	Curb Ramp Factors	Curb Ramp Factors	Curb Ramp Factors	Curb Ramp Factors	Curb Ramp Factors
Slopes < 8.3% or 4.7 degree (Y/N)	Slopes < 8.3% or 4.7 degree (Y/N)	Slopes < 8.3% or 4.7 degree (Y/N)	Slopes < 8.3% or 4.7 degree (Y/N)	Slopes < 8.3% or 4.7 degree (Y/N)	Slopes < 8.3% or 4.7 degree (Y/N)	Slopes < 8.3% or 4.7 degree (Y/N)	Slopes < 8.3% or 4.7 degree (Y/N)
Detectable Warning (Y/N)	Detectable Warning (Y/N)	Detectable Warning (Y/N)	Detectable Warning (Y/N)	Detectable Warning (Y/N)	Detectable Warning (Y/N)	Detectable Warning (Y/N)	Detectable Warning (Y/N)
Cross slopes < 2% or 1.1 degree (Y/N)	Cross slopes < 2% or 1.1 degree (Y/N)	Cross slopes < 2% or 1.1 degree (Y/N)	Cross slopes < 2% or 1.1 degree (Y/N)	Cross slopes < 2% or 1.1 degree (Y/N)	Cross slopes < 2% or 1.1 degree (Y/N)	Cross slopes < 2% or 1.1 degree (Y/N)	Cross slopes < 2% or 1.1 degree (Y/N)
Notes (State the Segment #: Describe problem spots or opportunities for added improvements such as shady spots for benches, etc. Circle on map):							

Appendix C Field Assessment Results Table

Remsen Active Transportation Plan 2018 Assessment Results								
#	Road Segment ID	Neighborhood	Road Name	Boundary Streets	Status	Selected Indicators Listed if present on segment: Street lights, Trees/shaded areas, Numerous driveways, Industrial land use	Numeric Score	Numeric Score Key
#	Key ---->	Both sides continuous			One side partial		1-22 = Good 23-44 = Needs Improvement 45-66 = Poor	
		One side continuous and one side partial			No sidewalk or path			
		One side continuous			Existing trail			
		Both sides partial			Path research			
1	1a	West	West Border Gravel Rd	Hwy 3	no sidewalk or path	Industrial land use	48	Poor
2	1b	West	North Lagoon Rd	Lagoon/Golf Course	no sidewalk or path	Trees/Shaded areas	46	Poor
3	1d	West	Country Club Dr	5th St / Celebrity	no sidewalk or path	Street lights, Numerous driveways, Industrial land	44	Needs Improvement
4	2a	West	Garfield	Celebrity Rd	no sidewalk or path	Street lights, Numerous driveways, Industrial land	46	Poor
5	2b	West	Celebrity	Garfield / Carter	no sidewalk or path	Street lights, Numerous driveways, Industrial land	46	Poor
6	2c	West	Celebrity	Carter/ Birch cove	no sidewalk or path	Street lights, Trees/shaded areas	42	Needs Improvement
7	2d	West	Celebrity	Birch cove/ Country Club	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	46	Poor
8	3a	West	Carter	Celebrity Rd/dead end	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	44	Needs Improvement
9	3b	West	Birch Cove	Carter/ Celebrity	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	44	Needs Improvement
10	3d	West	Lowst Cove, Maple Cove, Oak Cove, Ash Cove	Celebrity	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	44	Needs Improvement
11	4a	West	6th St	Cleveland/ Country Club	no sidewalk or path	Street lights, Numerous driveways	45	Poor
12	4b	West	Cleveland St	5th St/ Cleveland Ct	no sidewalk or path	Street lights, Numerous driveways	44	Needs Improvement
13	4c	West	6th St	Cleveland / Marion	no sidewalk or path	Street lights, Numerous driveways	46	Poor
14	4d	West	Alley	6th St/5th St	no sidewalk or path	None	48	Poor
15	5a	West	NA Ballfield Area	N/A to Marion	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	44	Needs Improvement
16	5b	West	5th St	Cleveland to Marion	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	42	Needs Improvement
17	5c	West	Marion	RR track to 1st St	no sidewalk or path	Street lights, Numerous Driveways, Industrial	45	Poor

Remsen Active Transportation Plan 2018 Assessment Results								
	Road Segment ID	Neighborhood	Road Name	Boundary Streets	Status	Selected Indicators Listed if present on segment: Street lights, Trees/shaded areas, Numerous driveways, Industrial land use	Numeric Score	Numeric Score Key
#	Key ---->	Both sides continuous			One side partial		1-22 = Good 23-44 = Needs Improvement 45-66 = Poor	
		One side continuous and one side partial			No sidewalk or path			
		One side continuous			Existing trail			
		Both sides partial			Path research			
18	5d	West	Marion	1st St to 3rd St	no sidewalk or path	Street lights, Numerous Driveways, Industrial	46	Poor
19	6a	West	Marion St	3rd St. / 4th Mid Spking	no sidewalk or path	Street lights, Numerous Driveways	44	Needs Improvement
20	6b	West	Marion St	Mid Spking 4th/ 5th	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	42	Needs Improvement
21	6c	West	Marion	5th/ 6th	no sidewalk or path	Street lights, Numerous Driveways	43	Needs Improvement
22	6d	West	Marion	6th/ Hwy 3	no sidewalk or path	Street lights, Numerous Driveways	44	Needs Improvement
23	7a	West	Path Research	NA	Path Research			
24	7b	West	Path Research	NA	Path Research			
25	7c	West	Path Research	NA	Path Research			
26	7d	West	Path Research	NA	Path Research			
27	8a	West	Path Research	NA	Path Research			
28	8b	West	Path Research	NA	Path Research			
29	8c	West	Path Research	NA	Path Research			
30	8d	West	Path Research	NA	Path Research			
31	9a	West	Path Research	NA	Path Research			
32	9b	West	Path Research	NA	Path Research			
33	9c	West	Path Research	NA	Path Research			
34	11a	North	Marion	RR to Nothem	no sidewalk or path	Street lights, Numerous Driveways, Industrial	47	Poor
35	11b	North	Marion	Nothem to driveway	no sidewalk or path	Street lights, Numerous Driveways, Industrial	45	Poor
36	11c	North	Marion	driveway to creek	no sidewalk or path	Street lights, Numerous Driveways, Industrial	46	Poor

Remsen Active Transportation Plan 2018 Assessment Results								
#	Road Segment ID	Neighborhood	Road Name	Boundary Streets	Status	Selected Indicators Listed if present on segment: Street lights, Trees/shaded areas, Numerous driveways, Industrial land use	Numeric Score	Numeric Score Key
#	Key ---->	Both sides continuous			One side partial		1-22 = Good 23-44 = Needs Improvement 45-66 = Poor	
		One side continuous and one side partial			No sidewalk or path			
		One side continuous			Existing trail			
		Both sides partial			Path research			
37	11d	North	Marion	creek to Quest	no sidewalk or path	None	45	Poor
38	12a	North	Quest (in City?)	Marion/ 160th	no sidewalk or path	None	44	Needs Improvement
39	12b	North	Nothem	Marion/ Ball Park/Wash	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	44	Needs Improvement
40	12c	North	Nothem	Ballpark/ Washington to Harrison	one side continuous	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	25	Needs Improvement
41	12d	North	Washington	Nothem/deadend	both sides continuous	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	21	Good
42	13a	North	Harrison	Nothem/dead end	no sidewalk or path	Trees/shaded areas, Industrial	47	Poor
43	13b	North	Nothem	Harrison/ end	one side partial	Street lights, Trees/shaded areas, Industrial	26	Needs Improvement
44	14a	North	160th St	Nothem/ edge of Arens	no sidewalk or path	Street lights, Numerous Driveways, Industrial	47	Poor
45	14b	North	160th St	Arens Trucking/ L14	no sidewalk or path	None	45	Poor
46	15a	North	Washington	Nothem/ 1st	no sidewalk or path	Numerous Driveways, Industrial	48	Poor
47	21a	Central	1st Street	Marion/Washington	one side continuous and one side partial, fair	Street lights, Numerous Driveways, Industrial	27	Needs Improvement
48	21b	Central	1st Street	Washington/Beck Park	one side continuous and one side partial, fair	Street lights, Trees/shaded areas, Numerous Driveways	22	Good
49	21c	Central	Madison Ave	1st/Beck Ave	one side continuous and one side partial, good	Street lights, Trees/shaded areas, Numerous Driveways	20	Good

Remsen Active Transportation Plan 2018 Assessment Results								
#	Road Segment ID	Neighborhood	Road Name	Boundary Streets	Status	Selected Indicators Listed if present on segment: Street lights, Trees/shaded areas, Numerous driveways, Industrial land use	Numeric Score	Numeric Score Key
#	Key ---->	Both sides continuous			One side partial		1-22 = Good 23-44 = Needs Improvement 45-66 = Poor	
		One side continuous and one side partial			No sidewalk or path			
		One side continuous			Existing trail			
		Both sides partial			Path research			
50	21d	Central	Beck Ave	Madison W/Madison E	one side continuous and one side partial, good	Trees/shaded areas, Numerous Driveways, Industrial	15	Good
51	22a	Central	Madison St	Beck/2nd	both sides continuous, fair	Trees/shaded areas, Numerous Driveways	20	Good
52	22b	Central	Madison St	2nd/3rd	both sides continuous, fair	Street lights, Trees/shaded areas, Numerous Driveways	22	Good
53	22c	Central	Madison St	3rd/4th	both sides continuous, fair	Street lights	23	
54	22d	Central	Madison St	4th/5th	both sides continuous, fair	Street lights, Trees/shaded areas, Numerous Driveways	20	Good
55	23a	Central	Harrison St	4th/5th	both sides continuous, poor	Street lights, Trees/shaded areas, Numerous Driveways	20	Good
56	23b	Central	Harrison St	3rd/4th	both sides continuous, fair	Street lights, Trees/shaded areas, Numerous Driveways	18	Good
57	23c	Central	Harrison St	2nd/3rd	both sides continuous, fair	Street lights, Trees/shaded areas, Numerous Driveways	18	Good
58	23d	Central	Harrison St	1st/2nd	both sides continuous, fair	Trees/shaded areas, Numerous Driveways	18	Good
59	24a	Central	Fulton	1st/2nd	both sides continuous, fair	Trees/shaded areas, Numerous Driveways, Industrial	26	Needs Improvement
60	24b	Central	Fulton	2nd/3rd	both sides continuous, fair	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	20	Good
61	24c	Central	Fulton	3rd/4th	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	19	Good
62	24d	Central	Fulton	4th/5th	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	16	Good
63	25a	Central	Washington St	4th/5th	both sides continuous, fair	Street lights, Numerous Driveways, Industrial	24	Needs Improvement

Remsen Active Transportation Plan 2018 Assessment Results								
#	Road Segment ID	Neighborhood	Road Name	Boundary Streets	Status	Selected Indicators Listed if present on segment: Street lights, Trees/shaded areas, Numerous driveways, Industrial land use	Numeric Score	Numeric Score Key
#	Key ---->	Both sides continuous			One side partial		1-22 = Good 23-44 = Needs Improvement 45-66 = Poor	
		One side continuous and one side partial			No sidewalk or path			
		One side continuous			Existing trail			
		Both sides partial			Path research			
64	25b	Central	Washington St	3rd/4th	both sides continuous, good	Street lights, Numerous Driveways	19	Good
65	25c	Central	Washington St	2nd/3rd	both sides continuous, good	Street lights, Numerous Driveways	19	Good
66	25d	Central	Washington St	1st/2nd	both sides continuous, good	Street lights, Numerous Driveways	19	Good
67	26a	Central	Franklin St	1st/2nd	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	19	Good
68	26b	Central	Franklin St	2nd/3rd	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	19	Good
69	26c	Central	Franklin St	3rd/4th	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	19	Good
70	26d	Central	Franklin St	4th/5th	both sides continuous, good	Trees/shaded areas, Numerous Driveways	16	Good
71	27a	Central	Jackson St	4th/5th	one side continuous	Trees/shaded areas, Numerous Driveways	20	Good
72	27b	Central	Jackson St	3rd/4th	both sides continuous	Street lights, Trees/shaded areas, Numerous Driveways	20	Good
73	27c	Central	Jackson St	2nd/3rd	both sides continuous	Street lights, Trees/shaded areas, Numerous Driveways	18	Good
74	27d	Central	Jackson St	1st/2nd	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	43	Needs Improvement
75	28a	Central	2nd St	Jackson/Franklin	both sides continuous, fair	Street lights, Trees/shaded areas, Numerous Driveways	17	Good
76	28b	Central	2nd St	Franklin/Washington	both sides continuous, good	None	18	Good
77	28c	Central	2nd St	Washington/Fulton	both sides continuous, good	Street lights	18	Good
78	28d	Central	2nd St	Fulton/Harrison	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	19	Good

Remsen Active Transportation Plan 2018 Assessment Results								
	Road Segment ID	Neighborhood	Road Name	Boundary Streets	Status	Selected Indicators Listed if present on segment: Street lights, Trees/shaded areas, Numerous driveways, Industrial land use	Numeric Score	Numeric Score Key
#	Key ---->	Both sides continuous			One side partial		1-22 = Good 23-44 = Needs Improvement 45-66 = Poor	
		One side continuous and one side partial			No sidewalk or path			
		One side continuous			Existing trail			
		Both sides partial			Path research			
79	29a	Central	2nd	Harrison/Madison	both sides continuous, good	Street lights, Trees/shaded areas	19	Good
80	29b	Central	3rd St	Madison/Harrison	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	18	Good
81	29c	Central	3rd St	Harrison/Fulton	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	18	Good
82	29d	Central	3rd St	Fulton/Washington	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	20	Good
83	30a	Central	3rd St	Washington/Franklin	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	23	Needs Improvement
84	30b	Central	3rd St	Franklin/Jackson	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	19	Good
85	30c	Central	3rd St	Jackson/Marion	both sides continuous, good	Trees/shaded areas, Numerous Driveways	23	Needs Improvement
86	30d	Central	4th St	Marion/Jackson	both sides partial	Trees/shaded areas, Numerous Driveways	25	Needs Improvement
87	31a	Central	4th St	Jackson/Franklin	both sides partial	Street lights, Trees/shaded areas, Numerous Driveways	20	Good
88	31b	Central	4th St	Franklin/Washington	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	17	Good
89	31c	Central	4th St	Washington/Fulton	both sides partial	Street lights, Trees/shaded areas, Numerous Driveways	21	Needs Improvement
90	31d	Central	4th St	Fulton/Harrison	both sides partial	Street lights, Trees/shaded areas, Numerous Driveways	21	Good
91	32a	Central	4th St	Harrison/Madison	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	19	Good
92	32b	Central	5th St	Madison/Harrison	one side continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	22	Good

Remsen Active Transportation Plan 2018 Assessment Results								
#	Road Segment ID	Neighborhood	Road Name	Boundary Streets	Status	Selected Indicators Listed if present on segment: Street lights, Trees/shaded areas, Numerous driveways, Industrial land use	Numeric Score	Numeric Score Key
#	Key ---->	Both sides continuous			One side partial		1-22 = Good 23-44 = Needs Improvement 45-66 = Poor	
		One side continuous and one side partial			No sidewalk or path			
		One side continuous			Existing trail			
		Both sides partial			Path research			
93	32c	Central	5th St	Harrison/Fulton	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	20	Good
94	32d	Central	5th St	Fulton/Washington	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	20	Good
95	33a	Central	5th St	Washington/Franklin	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	19	Good
96	33b	Central	5th St	Franklin/Jackson	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	20	Good
97	33c	Central	5th St	Jackson/Marion	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	44	Needs Improvement
98	41a	East	Beck Ave	Madison/Lincoln	both sides partial	Street lights, Trees/shaded areas, Numerous Driveways	25	Needs Improvement
99	41b	East	Beck Ave	Jefferson/Lincoln	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	29	Needs Improvement
100	41c	East	Beck Ave	Jefferson/Un-named	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	42	Needs Improvement
101	41d	East	Beck Ave	Un-named/L-14	no sidewalk or path	Industrial	44	Needs Improvement
102	42a	East	Un-named residential	Beck	no sidewalk or path	Street lights, Numerous Driveways	43	Needs Improvement
103	42b	East	Jefferson	Beck/2nd	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways, Industrial	45	Poor
104	42c	East	E 2nd	Jefferson/Lincoln	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	25	Needs Improvement
105	42d	East	Lincoln	Beck/E 2nd	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	45	Poor
106	43a	East	E 2nd	Lincoln/Madison	one side continuous and one side partial	Street lights, Trees/shaded areas, Numerous Driveways	42	Needs Improvement
107	43b	East	Lincoln	2nd/3rd	one side partial, good condition	Street lights, Trees/shaded areas, Numerous Driveways	42	Needs Improvement

Remsen Active Transportation Plan 2018 Assessment Results								
	Road Segment ID	Neighborhood	Road Name	Boundary Streets	Status	Selected Indicators Listed if present on segment: Street lights, Trees/shaded areas, Numerous driveways, Industrial land use	Numeric Score	Numeric Score Key
#	Key ---->	Both sides continuous			One side partial		1-22 = Good 23-44 = Needs Improvement 45-66 = Poor	
		One side continuous and one side partial			No sidewalk or path			
		One side continuous			Existing trail			
		Both sides partial			Path research			
108	43c	East	3rd	Lincoln/Jefferson	no sidewalk or path	Street lights	45	Poor
109	43d	East	Jefferson	2nd/3rd	one side continuous	Street lights, Numerous Driveways	42	Needs Improvement
110	44a	East	Jefferson	E 3rd	no sidewalk or path	Street lights, Numerous Driveways	41	Needs Improvement
111	44b	East	Wilson	E 3rd	no sidewalk or path	Street lights, Numerous Driveways, Industrial	43	Needs Improvement
112	44c	East	Walking path/ track trail	trail around track	track trail	Street lights, Trees/shaded areas	6	Good
113	44d	East	Lincoln	E 4th	no sidewalk or path	Street lights, Numerous Driveways	43	Needs Improvement
114	45a	East	E 4th	Lincoln/ Madison	one side partial, good condition	Street lights, Numerous Driveways	24	Needs Improvement
115	45b	East	Lincoln	4th/5th	no sidewalk or path	Street lights, Numerous Driveways	44	Needs Improvement
116	45c	East	E 5th	Madison/Lincoln	one side partial, good condition	Street lights, Trees/shaded areas, Numerous Driveways	22	Good
117	51a	South	Jackson	5th/6th	one side partial, good condition	Street lights, Trees/shaded areas, Numerous Driveways	26	Needs Improvement
118	51b	South	6th	Jackson/Franklin	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	40	Needs Improvement
119	51c	South	Franklin	5th/6th	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	21	Good
120	51d	South	6th	Franklin/Washington	one side continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	21	Good
121	52a	South	Washington	5th/6th	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	17	Good
122	52b	South	Washington	6th/Hwy 3	both sides continuous, good	Street lights, Trees/shaded areas	15	Good

Remsen Active Transportation Plan 2018 Assessment Results								
#	Road Segment ID	Neighborhood	Road Name	Boundary Streets	Status	Selected Indicators Listed if present on segment: Street lights, Trees/shaded areas, Numerous driveways, Industrial land use	Numeric Score	Numeric Score Key
#	Key ---->	Both sides continuous			One side partial		1-22 = Good 23-44 = Needs Improvement 45-66 = Poor	
		One side continuous and one side partial			No sidewalk or path			
		One side continuous			Existing trail			
		Both sides partial			Path research			
123	52c	South	Hwy 3	Marion/Washington	one side partial, good condition	Street lights, Trees/shaded areas	25	Needs Improvement
124	53a	South	6th	Washington/Fulton	both sides continuous, good	Street lights, Trees/shaded areas	18	Good
125	53b	South	6th	Fulton/Harrison	both sides continuous, good	Street lights, Trees/shaded areas	20	Good
126	53c	South	Fulton	6th/Washington	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	24	Needs Improvement
127	53d	South	Fulton	6th/Hwy3	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	16	Good
128	54a	South	Harrison	5th/6th	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	25	Needs Improvement
129	54b	South	Harrison	6th/Hwy3	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	23	Needs Improvement
130	54c	South	Hwy 3	Washington/Fulton	one side continuous, good	Street lights, Trees/shaded areas	25	Needs Improvement
131	54d	South	Hwy 3	Fulton/Harrison	one side continuous, good	Street lights, Trees/shaded areas	25	Needs Improvement
132	55a	South	Harrison	Hwy 3/8th	no sidewalk or path	Numerous Driveways	43	Improvement
133	55b	South	8th	Harrison/Madison	no sidewalk or path	Numerous Driveways	46	Poor
134	55c	South	Madison	Hwy 3/8th	no sidewalk or path	Numerous Driveways, Industrial	45	Poor
135	55d	South	Hwy 3	Harrison/Madison	one side continuous, good	Street lights	30	Needs
136	56a	South	Madison	Hwy 3/5th	both sides continuous, good	Street lights, Trees/shaded areas, Numerous Driveways	20	Good
137	56b	South	Kennedy	Hwy 3/5th	both sides partial, good	Street lights, Trees/shaded areas, Numerous Driveways	26	Needs Improvement
138	56c	South	Hwy 3	Madison/Kennedy	one side continuous, good	Street lights, Numerous Driveways, Industrial	35	Needs Improvement

Remsen Active Transportation Plan 2018 Assessment Results								
	Road Segment ID	Neighborhood	Road Name	Boundary Streets	Status	Selected Indicators Listed if present on segment: Street lights, Trees/shaded areas, Numerous driveways, Industrial land use	Numeric Score	Numeric Score Key
#	Key ---->	Both sides continuous			One side partial		1-22 = Good 23-44 = Needs Improvement 45-66 = Poor	
		One side continuous and one side partial			No sidewalk or path			
		One side continuous			Existing trail			
		Both sides partial			Path research			
139	56d	South	Hwy 3	Kennedy/Lincoln	one side continuous, good	Street lights, Numerous Driveways, Industrial	27	Needs Improvement
140	57a	South	Lincoln	Hwy 3/Roosevelt	both sides continuous, good	Street lights, Trees/shaded areas	19	Needs Improvement
141	57b	South	Roosevelt	Kennedy/Lincoln	no sidewalk or path	Street lights, Trees/shaded areas, Numerous Driveways	41	Needs Improvement
142	57c	South	Lincoln	Roosevelt/5th	no sidewalk or path	Street lights, Trees/shaded areas	40	Needs Improvement
143	57d	South	School pking to front door	School parking to front door	one side continuous, good	Street lights	21	Good
144	58a	South	Hwy 3	Lincoln/Hwy 140	no sidewalk or path	Street lights	46	Poor
145	58b	South	Hwy 3	Hwy 140/Restaurant	no sidewalk or path	None	47	Poor
146	58c	South	Hwy 140	Hwy 140/Restaurant	no sidewalk or path	Street lights	44	Needs Improvement
147	58d	South	Hwy 140	Hwy 3/Railroad City Bndry	no sidewalk or path	Street lights, Numerous Driveways	45	Poor

Appendix D Trail Research

In consideration of the path research and trail on the Remsen Golf Course, the Committee reviewed examples and documentation. The following recommended best practices were gathered from an Alta Planning and Design study dated July 2005 titled TRAILS AND GOLF COURSES: Best Practices on Design and Management Summary Report. The study also features example fencing types, trail intersection configurations, signage, trail closures, monitoring, maintenance plan and related links.

Recommended Best Practices (Pages 8-17)

1. Land Ownership – (Page 9) Any new public access in the form of a trail or bikeway would need to be secured by an easement or right-of-way on privately owned or controlled land.
2. Design (Pages 10-13)
 - i. Choosing Trail Alignments - In most cases, it will be preferable to remain on the perimeter of a golf course, as far removed from fairways, tees, and clubhouse as possible. The best alignment would be one that crosses no cart path or fairway, and can be set back against the property line for its entire length. This rule would remain even in cases where homes are located on the golf course. Trails have been developed in front of private golf course homes in Palm Springs with no apparent impact on property values. However, it is reasonable to expect that unless high fences protect golf course homes, adjacent trails may be strongly resisted.
 - ii. Sharing Trails with Golf Carts –(Page 11) Trails that bisect a golf course but manage to meet the criteria described above will still need to address golf cart circulation. Golf carts and trails typically cannot be one and the same facility. Golf cart paths are not built wide enough to allow for carts to pass pedestrians and bicyclists, and neither user will be expecting the other on the narrow surface. In some cases, a wider pathway (at least 12 feet wide) with delineation can be shared between golf carts and trail users, separated by a striped line. In most cases, it is preferable to keep the facilities separate, even if they are parallel with each other. Where a trail crosses a golf cart, typical Yield and Stop sign controls will be needed, along with signs posted stating ‘Golf Carts Only’ where needed.
3. Safety, Security and Liability (Pages 13-17)
 - i. Design: In order to maximum safety and function for users, and to minimize liability exposure for the project developer/operators, the trail design should meet all mandatory and advisory standards as identified by the local agency, State DOT, and other relevant agencies and documents.
 - ii. Maintenance Costs
 - a. Provide an adequate pavement structural section to support maintenance vehicles
 - b. Minimize the extent of retaining walls and slope disruption
 - c. Provide adequate access to the path to prevent trespassing
 - d. Provide adequate fencing where needed
 - iii. Trail use regulations (Page 14) Below are samples of trail regulations to be adopted and enforced by the trail manager:
 - a. Hours of use; 6am – 9pm.
 - b. Motor vehicles, other than power assisted wheelchairs, are prohibited
 - c. No loitering; no vandalism; no dumping (civil statutes)
 - d. Keep to the right except when passing
 - e. Yield to on-coming traffic when passing
 - f. Bicycles always yield to pedestrians, and maintenance vehicles
 - g. Give a vocal warning when passing
 - h. Pets must always be on short leashes
 - i. Travel no more than two abreast
 - j. Alcoholic beverages are not permitted on the Bikeway (civil statute)
 - k. 20 mph speed limit
 - iv. Security and Public Safety (Page 16) If properly designed and managed, the golf course trail will offer provide a reasonable level of safety and security. Studies by the Rails-to-Trails Conservancy indicate that crime and other problems on bike paths generally is the same as the adjoining communities. These studies have also shown that the best and most effective method of enhancing safety and security is to design a functional facility that is well used by the general public.
 - v. Patrols and Enforcement, Emergency Response and Access, Trespassing Reduction (Page 17): summary:
 - a. The golf course will be posted “No Trespassing” to keep trail users out of restricted areas. Appropriate fencing that discourages scaling by potential trespassers will be provided as needed. No Trespassing signs will be posted with maximum fines supported by local ordinance.
 - b. The Trail Manager will provide local fire and police departments with a map of the system, along with access points and keys/combinations to gates/bollards.

c. *The local agencies will enforce rules of the road and other standard recreational guidelines.*

Appendix E Funding Sources

The following list of possible funding sources was gathered in January 2019.

1. SIMPCO RPA TAP - Siouxland Regional Transportation Planning Association (SRTPA) Transportation Alternative Program (TAP) – Eligible project activities for Iowa’s TAP funding includes a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and community improvements such as historic preservation, vegetation management, and some environmental mitigation related to stormwater and habitat connectivity. Each year approximately \$93,000 is available in TAP funding for communities and organizations located in Woodbury, Plymouth, Cherokee, Ida and Monona Counties. For more information on the TAP program and to download the application, visit the Iowa DOT website. Applications due to SIMPCO by February 22. <http://simpco.org/divisions/transportation-planning/transportation-improvement-programs/>
2. Iowa DNR - Land and Water Conservation Fund (LWCF) – Federally funded program that provides 50% matching funds for outdoor recreation area development and acquisition. For more information, click here. Applications due by March 15. <https://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Land-Water-Conservation-Fund>
3. Iowa Community Attraction and Tourism Grant – The Enhance Iowa/ Community Attraction and Tourism (CAT) program assist communities in the development and creation of multiple purpose attraction or tourism facilities. CAT awards can help position a community to take advantage of economic development opportunities in tourism and strengthen a community’s competitiveness as a place to work and live. For more information, click here. Applications due April 16. <https://www.iowaeconomicdevelopment.com/EnhanceIowa>
4. Iowa West - Tourism, recreation, and entertainment capital projects. For more information, click here. Applications due April 16. <http://www.iowawestfoundation.org/>
5. Iowa State Recreational Trails (SRT) Program – This program allows states to allocate grants for trails and trail-related projects. For more information, click here. Applications due by July 1. https://iowadot.gov/systems_planning/grant-programs/federal-and-state-recreational-trails
6. The Community Foundation of Greater Plymouth County – The Foundation of Greater Plymouth County was formed in 2005 to coordinate and provide philanthropic support for community betterment projects in Plymouth County. The CFGPC is an affiliate of the Iowa Community Affiliate Network, a collaboration of the Community Foundation of Greater Des Moines and the Iowa Area Development Group Community Foundation. Each year the Foundation makes grant awards to worthwhile projects located in the county that are identified through this community grant application process. For more information, click here. Applications due August 15. <https://www.desmoinesfoundation.org/affiliates/plymouth-county>
7. People for Bikes Community Grant Program – Funding provided for projects with a focus on bicycling, active transportation, or community development. For more information, click here. Letter of interest due by October 19. <https://peopleforbikes.org/apply-now/>
8. Community Change Grant – \$1,500.00 in community stipends for projects related to creating healthy, active, and engaged places to live, work and play. Funded projects will increase walking and benefits of walkability in communities, work to grow the walking movement by engaging people and organizations new to the efforts, and take steps towards creating a culture of inclusive health. For more information, click here. Applications due by November 2. <https://americawalks.org/applications-open-for-2018-community-change-grants/>
9. Safe Routes to Parks Program – The Safe Routes to Parks Activating Communities program provides tailored technical assistance for communities to develop action plans, and awards \$12,500 to each community to begin implementation of those plans. The action plans will be based upon the Safe Routes to Parks Action Framework, developed in 2017 through the collaborative efforts of the Safe Routes to School National Partnership and the National Recreation and Parks Association. For more information, click here. Applications are due by December 10. <https://www.saferouteshpartnership.org/healthy-communities/saferoutestoparks/2019> (Action Framework attached - pg 4)
10. GoFundMe – Community Crowdsourcing is a growing method communities are using to fund-raise dollars for community projects. Platforms such as GoFundMe allow engaged residents and community supporters to help fund projects. The fundraiser campaign is shared through social media.
11. Pedestrian Curb Ramp Construction – Assist cities in complying with the American with Disabilities Act (ADA) on primary roads in Iowa cities. Improvements must involve a municipal extension of a primary road. Curb ramps must meet ADA standards. <https://iowadot.gov/accessiblesidewalks>
12. City of Remsen LMI funding