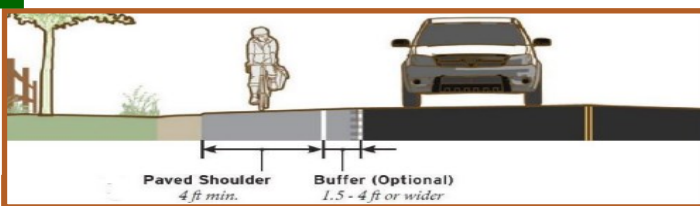


# City of Maquoketa Traffic Safety Action Plan

# MAQUOKETA



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## Acknowledgements

### To Residents, Visitors, & Prospective Families of Maquoketa:

The City of Maquoketa set out to create a valid, specific, and effective Traffic Safety Action Plan for the benefit of all concerned. The objective is to further enhance the community profile of Maquoketa as a high-quality place to live and grow. Roadway safety is important for all forms of transportation including those outside of a vehicle. For various personal reasons, multi-modal transportation may be the only form of transportation available to our neighbors.

The City has an obligation and duty to preserve roadway safety for all which is why it is important for our City Staff and external partners to evaluate roadway safety dynamics frequently and accurately. This document sets out a specific analysis on Traffic Safety and plots project proposals by way of a multi-layered map and explains our decision-making criteria through the assistance of an [Eisenhower Decision Matrix](#). The outcome of this project will result in sharpened public works directives to improve traffic safety for, but not limited to: children walking to school, families walking to parks, elderly traveling to the convenience store on the sidewalk, and resolving intersection and roadway concerns that have remained unaddressed. We wish to thank all who have participated in this effort.

### City Council:

Mayor:	Mayor Tom Messerli
1 <sup>st</sup> Ward:	Councilman Dan Holm
2 <sup>nd</sup> Ward:	Councilman Cory Simonson
3 <sup>rd</sup> Ward:	Councilwoman Caroline Ehlinger
4 <sup>th</sup> Ward:	Councilman Richard Rickerl
5 <sup>th</sup> Ward:	Councilman Mark Lyon
At-Large:	Councilman Joshua Collister
At-Large:	Councilman Kevin Kuhlman

### Traffic Safety Action Plan Task Force:

Councilman Cory Simonson, Public Safety Commission Chair  
Councilman Kevin Kuhlman  
Councilman Richard Rickerl  
Paul Hahle, Community Volunteer  
Katie Pauls, Community Volunteer

### Focus Groups & Community Respondents:

Rotary Club  
Optimist Club  
Micronesia-Islander Community  
River Village I & II  
Briggs Elementary  
Maquoketa Community Middle School  
Maquoketa Community School District Board  
Kiwanis Club  
Citizens of Maquoketa

**Date:** June 2, 2023

**To:** Tom Messerli, Mayor  
City of Maquoketa City Council  
City of Maquoketa Traffic Safety Action Plan Task Force

**From:** Joshua Boldt, City Manager

**RE:** Traffic Safety Action Plan Executive Summary

The intention of this document is to gather quantitative and qualitative information for the purpose of plotting the City's strategic Traffic Safety Action Plan around the desires of the community stakeholders. The City of Maquoketa has an obligation to ensure services are met for residents and visitors. Roadway safety, including those who choose to do so by multi-modal means or are required to, is a vital service delivery mission for the City.

The City is already in possession of a [10-Year Street Improvement Plan](#). This was adopted by the City Council on March 20, 2023. However, the City's 10-Year Street Improvement Plan is focused around evaluating roadways by each score on the Pavement Condition Index (PCI). At the request of Staff and City Council, the City's contracted consultant, WHKS, provided traffic count detail in an effort to help guide local decision making to improve streets. For simplicity, WHKS helped the City Council understand improvements by three needs categories: sealcoating, rehabilitation (i.e. mill & fill), & reconstruction.

This groundbreaking analysis paves a new path for decision makers at a very high level. The immediate result was the City Council awarding a service contract in the amount of \$316,168 for the mill & fill of street priority groups 1 & 2 in June 2023. This action largely places the City Council one year ahead of schedule for re-establishing a sound street replacement program.

Despite this progressive action, the 10-Year Street Improvement Plan does not assess all users in a Master document due to its focus on the PCI and maximizing City resources in an economical and efficient manner. The key difference from the 10-Year Street Improvement Plan and the Traffic Safety Action Plan is to sharply distinguish what actions need to be taken by City Staff for the benefit of all roadway users, not just vehicles, and plot these safety concerns into map data. This example is well-served by the instance of a young child walking to elementary school safely, a group of friends riding bikes to the local park, or any other person for any reason utilizing an alternative mode of transportation in order to go purchase groceries.

These higher-risk group examples are able to tell what they "feel" about safety in the City when considering their routes. The City has at its disposal the ability to deeply analyze [Iowa Department of Transportation crash data](#). By pairing qualitative and quantitative data, the City's next set of actions can be closely tied to the needs and wants of the community based on analytics.

This document starts by explaining the City of Maquoketa's profile and also further explains why a Traffic Safety Plan is a necessary tool in City planning. Next, a review of the City's present state is provided. Staff research is offered. The research steps and methods are intentional for a community of 6,128. Once methodology is comprehended and the reader discovers the City took significant efforts to reach out to unique demographic sets in the community.



The document's data set is teased into commonalities which are then assigned a project code. These project codes are analyzed by safety concern, length of time for execution, estimated cost, and how they address social equity. These project codes are placed into a substantial Eisenhower Decision Matrix (page 77). The analysis provides for a preliminary cost opinion when applicable. However, the analysis does not provide for an in-depth professional engineer's cost opinion. To maximize this Traffic Safety Action Plan, Staff recommends seeking the services of a professional engineering firm to more accurately plan for and gauge a cost opinion for the purpose of construction engineering and inspection of actual construction.

Many of the discoveries in this process are not unique to the Traffic Safety Action Plan Task Force. The points of significant injury accidents are at intersections and roadways with high volume crossings. These include Main & Summit Street, Main & Pleasant Street, Main & Platt Street, E Grove Street, N Walnut Street, intersections along Quarry Street and Locust Street. Focusing safety improvements around these directional, high volume arterial roads and intersections was an outcome of this process.

Part of this Traffic Safety analysis' intent was to deeply evaluate the City of Maquoketa's census block groups from the 2020 Census. The City utilized the contract services of a professional consultant, [Lovely City](#), to make several discoveries about our City and subsequent census block groups.

An important example, which is covered in detail later, occurs on Quarry and Apple Streets. Quarry is a major East-West arterial and an RPA eligible roadway. It connects Arcade Street, Briggs Elementary, North side of downtown Maquoketa, Little Bear Park, 1<sup>st</sup> Ward Park, and the County Fairgrounds. The route also travels through Maquoketa's Qualified Census Tract (QCT), which is anything within City limits on the East side of Main Street. Quarry's importance as a vehicle roadway is clear. The recommendation provided by this analysis and supported by Lovely City is to separate out vehicles from

multi-mode transportation routes. The clear and obvious solution to this East-West connection would be a significant sidewalk expansion on Apple Street which is one block North of Quarry Street. Apple Street still connects Briggs Elementary, Little Bear Park, 1<sup>st</sup> Ward Park, Burlingame Park, and the County Fairgrounds. Apple Street due to its encouragement of alternative transportation should have one side of street parking only to encourage visibility for both drivers and alternative roadway users. The theory behind this proposal is supported in Safe Routes to Schools, the [City of Maquoketa Park Board Master Plan](#) (adopted in 2023) object to connect parks by trail or wider sidewalks, and encouraging investment in traditionally under-invested segments of the City.

The executive summary is not intended to be a substantial conclusion. There is a dedicated section in this plan that is meant for project prioritization. The Quarry and Apple Street proposal is used as one example.

As previously stated, the Eisenhower Decision Matrix is deployed in this analysis. The point of this matrix, in any application context, is to focus on items that are both important and urgent/time sensitive. Therefore, the Traffic Safety Action Plan placed all items, except those in the low urgency & low severity category into a realistic action plan.

City Staff and City Council will progressively work toward implementing each of these project priorities over the next 48 months. An example performance management system of implementing the plan is ensuring at least 50% of project goals are implemented by June 2025 and 90% are implemented by the end of June 2027. It is important to Staff, community leadership, and the vision of Maquoketa to realize these safety solutions and promote the City as a high-quality public services environment.

Sincerely,

Joshua Boldt, City Manager

**Section 1:**  
**Statement of Purpose & Roadway Safety Goals**



### **City of Maquoketa Vision Statement**

*Our vision for the City of Maquoketa is to provide a high-quality public services environment for residents, businesses, and visitors. We are committed to ensuring that Maquoketa remains a desirable place to live, work, and visit for generations to come.*

### **City of Maquoketa Mission Statement**

*Our mission is to create a welcoming and inclusive community in the City of Maquoketa by providing exceptional services that promote positive engagement for all stakeholders. We strive to enhance the quality of life for our residents, visitors, and businesses by fostering an environment of growth, opportunity, and prosperity. Through collaboration and innovation, we aim to build a vibrant and sustainable city that embodies our shared values of community, integrity, and mutual respect.*

The City of Maquoketa City Council and Mayor Tom Messerli set two distinct and meaningful Council Resolutions in May 2023 to supplement the City's 10-Year Street Improvement Plan.

First, on Resolution 2023-54 (Appendix A-1; [Page 4 of Agenda](#)), the City Council approved with unanimous support recognizing the need for a City of Maquoketa Traffic Safety Action Plan and publicly committing the City to the successful pursuit of zero roadway fatalities and a significant decline of serious injury accidents with a target completion date of June 30, 2027.

The intention of this goal setting is intentional for the City of Maquoketa. The need to protect citizens in the City of Maquoketa is increasingly a challenge in the age where smartphones are widely available inside a motor vehicle and have the capacity to significantly capture the attention of everyone inside a vehicle cabin. This poses a significant threat to alternative roadway users and other vehicles. Thankfully, the City of Maquoketa's fatality accident count remains at zero with the exception of Highway 61 which is a four lane, interstate style bypass, where very high speed contributes to fatality risk. For the purpose of this analysis, City Staff feels we have and will continue to be within our stated goal of zero roadway fatalities. Therefore, focusing our research around near-miss accidents, serious injury, and injury result accidents is critical to better understand.

With these preliminary focus objectives, City Council set out to establish a monitoring group of this Traffic Safety Action Plan and the results that will follow for years to come.

On Resolution 2023-55 (Appendix A-2; [Page 5 of Agenda](#)), the City Council approved with unanimous support enlisting the Public Safety Committee and two resident volunteers, Paul Hahle and Katie Pauls, to form the **City of Maquoketa Traffic Safety Action Plan Task Force** to oversee a comprehensive study of high-risk traffic accident locations, monitor plan development, draft a formal Traffic Safety Action Plan recommendation to the City Council of the City of Maquoketa, implement the plan and monitor results on behalf of the City of Maquoketa.

Thus, the Traffic Safety Action Plan Task Force was formed and faithfully committed to overseeing the success of a Traffic Safety analysis, performance management, and approval of plan updates until at least the objective goal date of June 30, 2027 through annual review and status meetings. The agenda & minutes from these meetings are included as Appendix 6.

### Why Are Traffic Safety Action Plans Important for Cities?

Traffic safety is a critical issue for cities worldwide, and it is essential to have a well-designed and implemented traffic safety action plan. Such a plan provides an overarching framework for reducing accidents, injuries, and fatalities on the roads. The importance of traffic safety action plans cannot be overstated as they are necessary to ensure the safety of all road users, including pedestrians, bicyclists, and motorists.

One of the primary reasons why traffic safety action plans is vital for the City is it helps identify the most significant safety risks on the roads. By analyzing crash data and identifying areas with high crash rates, the City can prioritize resources and implement targeted interventions to reduce the number of accidents. These interventions can include engineering changes, such as improved road design or the installation of traffic calming measures, as well as education and outreach efforts aimed at increasing awareness and promoting safe driving behaviors.

Another crucial aspect of traffic safety action plans is that they help to create a culture of safety within the community. When cities prioritize traffic safety and make it a core value, it sends a clear message to residents that their safety is a top priority. This can help to shift attitudes towards traffic safety, making it a shared responsibility among all road users. By promoting a culture of safety, cities can reduce the number of accidents caused by reckless driving or dangerous behaviors.

Moreover, a traffic safety action plans is essential for the City to meet their transportation goals set forth in the Complete Street Policy (page 69). Safety is a critical component of a well-functioning transportation system, and cities that prioritize safety are more likely to achieve their goals for mobility, accessibility, and sustainability. For example, reducing the number of accidents can lead to increased use of active transportation options, such as biking and walking.

Finally, a traffic safety action plans is crucial for the City to meet its legal obligations. The City is required to comply with national or regional traffic safety regulations, such as those set by National Highway Traffic Safety Administration, Federal Highway, or Iowa Department of Transportation (IDOT). Failure to comply with these regulations can result in legal liability, fines, or other penalties.

By identifying safety risks, creating a culture of safety, meeting transportation goals, and meeting legal obligations, the traffic safety action plan will help to ensure the safety of all road users. Cities that prioritize traffic safety will be able to achieve their transportation goals while also improving the quality of life for residents.

#### Traffic Safety Action Plan Core Goals:

The primary objectives of a traffic safety action plan are to reduce the number of accidents, injuries, and fatalities on the roads and to create a safer and more sustainable transportation system. To achieve these objectives, traffic safety action plans typically include a range of specific goals and strategies, which can vary depending on Maquoketa's specific needs and challenges.

1. Identify and prioritize high-risk areas: One of the first steps in developing a traffic safety action plan is to identify areas where accidents are most likely to occur. This will involve analyzing crash data from IDOT to identify intersections or stretches of road with high crash rates. Once these areas have been identified, the plan can prioritize interventions, such as infrastructure improvements or increased enforcement, to reduce the risk of accidents.

2. Improve road design and infrastructure: Many traffic safety action plans include strategies for improving road design and infrastructure to make roads safer for all users. This might involve adding pedestrian crossings, bike lanes, or traffic calming measures to reduce speed and increase visibility.
3. Increase public awareness and education: Another key objective of many traffic safety action plans is to increase public awareness of safe driving practices and promote education campaigns to encourage safe behavior on the roads. This might involve initiatives such as driver education programs, public service announcements, or social media campaigns.
4. Strengthen enforcement: Traffic safety action plans may also include strategies to strengthen enforcement of traffic laws, such as increasing the number of police officers on the roads in a more targeted manner based on the signals of this plan.
5. Monitor progress and evaluate effectiveness: Finally, traffic safety action plans typically include mechanisms to monitor progress and evaluate the effectiveness of interventions. This might involve regular data collection and analysis, as well as ongoing evaluation of specific interventions to determine their impact on reducing accidents or conducting a follow up survey. This is discussed in greater detail on page 74.

Later in this analysis, action items are coded into different quadrants of an Eisenhower Decision Matrix. Part of the decision and time execution criteria for projects should be defined by specific short- or long-term markers. For this analysis, we use only 0-24 months & 24-48 months respectively assuming 48 months brings the Traffic Safety Action Plan to the goal date of June 30, 2027. Therefore, the Traffic Safety Action Plan must be able to identify what sorts of projects could be accomplished in 0-24 months (indicating both a high urgency & high severity) and other projects in 24-48 months.

#### 0-24 Months:

1. Conduct a comprehensive road safety audit through IDOT data: A road safety audit involves a comprehensive review of a particular road or intersection to identify potential hazards and suggest solutions. Conducting a road safety audit is an effective initiative to quickly identify and address potential safety issues in local roadways. (Completed)
2. Target police presence and enforcement: Targeting police presence and enforcement can be an effective way to deter dangerous driving behaviors and reduce the number of accidents. This can include targeted enforcement campaigns to crack down on speeding, distracted driving, and other high-risk behaviors at data points with high-frequency incidents. This will be discovered using IDOT data. (In-progress)
3. Implement traffic calming measures: Traffic calming measures are physical interventions designed to reduce vehicle speeds and improve safety for pedestrians and cyclists. Measures such as speed

humps or flashing signals can be effective in reducing the number and severity of accidents on local roads. (Significant progress achieved/in-progress as of April 2024)

4. Improve pedestrian and cyclist infrastructure: Providing dedicated infrastructure for pedestrians and cyclists, such as bike lanes and sidewalks, can improve safety for vulnerable road users and those who are at risk according to Maquoketa's census block group study (page 57).
5. Adding new infrastructure or improving existing infrastructure in key locations can be an effective initiative in the short-term.
6. Launch education campaigns: Education campaigns can help to raise awareness of safe driving practices and encourage drivers to be more cautious on the roads. These campaigns can be launched through various mediums such as social media, public service announcements, and community events.

24-48 Months:

1. Redesign high-risk intersections: Redesigning high-risk intersections can significantly reduce the number of accidents and improve safety for all road users. Intersection redesign may involve establishing new right-of-way, traffic calming measures, or traffic signals to improve traffic flow and safety. (Significant progress achieved/in-progress as of April 2024)
2. Market RTA public transportation options: Providing safe and reliable public transportation options can encourage people to use alternative modes of transportation and reduce the number of vehicles on the road. This can reduce traffic congestion and the number of accidents involving cars, trucks, and buses. The already present RTA is an effective public transportation tool available to Maquoketa. (In-progress)
3. Introduce road safety education programs in schools: Road safety education programs can instill safe driving practices in the younger generation, which can help to reduce the number of accidents in the long term. Schools can provide road safety education to students through dedicated programs or as part of the regular curriculum in driver's education. An example program would be an invitation for the City's School Resource Officer to speak to problematic or vulnerable roadway locations and intersections in the community.
4. Promote sustainable transportation modes: Promoting sustainable transportation modes such as walking, cycling, and public transportation can help to reduce the number of cars on the road and improve safety for all road users. Initiatives such as sidewalk expansion, pedestrian-friendly streets, and construction of new ADA compliant sidewalk to street approaches can encourage people to adopt sustainable transportation modes. (In-progress)

The purpose behind these goals should be validated and tested with the use of focus groups and public engagement. The following process was followed:

1. **Solicit public feedback:** The first step was to solicit feedback from the community on traffic safety issues. This can be done through public meetings, surveys, and online platforms. The City ensured that the feedback collection process was inclusive and accessible to all members of the community. City of Maquoketa City Manager, Joshua Boldt, met with Rotary Club, Optimist Club, Micronesian-Islander Community, River Village I & II, Briggs Elementary, Maquoketa Community Middle School, Kiwanis Club, and surveyed citizens of Maquoketa through the use of a Utility Billing insert. 133 total respondents were reached and recorded.
2. **Analyze the feedback data:** Once the feedback data was collected, it was analyzed to identify patterns and trends. The City paid particular attention to feedback related to high-risk areas, such as intersections and school zones. Commonalities were identified.
3. **Prioritize feedback data:** The feedback data was prioritized based on the severity of the issues raised and the level of community concern. The City focused on addressing the most pressing issues first and this is done through the Eisenhower Decision Matrix.
4. **Develop action items:** The feedback data developed specific action items that address the issues raised by the community. The action items should be measurable, achievable, and time-bound (0-24 months; 24-48 months).
5. **Share the plan with the community:** The City should share the traffic safety action plan with the community to ensure transparency and accountability. The plan includes a timeline for implementation and is posted to the City's official website.
6. **Monitor progress and adjust the plan:** The Traffic Safety Action Plan Task Force should regularly monitor progress on the implementation of the plan and adjust it as necessary based on new feedback data or changes in community needs.

**Section 2:**  
**Community Profile**

The City of Maquoketa is the County seat of Jackson County with a population of 6,128 as of the 2020 Census. Maquoketa is rich in history and culture, is surrounded by scenic natural beauty, and is home to a strong arts community. The community's identity is intertwined in these qualities and is enhanced by the close-knit, small town feel.

### History & Population

The history of Maquoketa has been well preserved in a number of beautiful homes and structures. Much of this page is borrowed from the [Maquoketa Chamber of Commerce website](#).

The city itself hosts nearly 40 sites listed on the National Register of Historic Places. In addition to the Maquoketa River, the community boasts many recreational facilities including Maquoketa Caves State Park, Prairie Creek Recreation Area, Hurstville Interpretive Center, and Horseshoe Pond County Park. Cultural facilities include the Maquoketa Art Experience, the Ohnward Fine Arts Center, and the Old City Hall Gallery.

Maquoketa is historically an agricultural town, but light industry and distribution facilities are also important to the regional economy. As the county seat, many workers are employed in administrative and healthcare jobs that serve the surrounding region.

Maquoketa has a rich history as the commercial and cultural center of the surrounding area. The area's first European settler, J.E. Goodenow, arrived in 1838 and established a village that he called Springfield. In 1850 a city was platted and recorded under the name Maquoketa. The City of Maquoketa was officially incorporated as a city by special act of the Iowa State Legislature in 1857.

Prior to European settlement the area was home to Sauk and Fox Native American tribes. The name of the city was derived from the native word "Makwok-eteg" which roughly translates to "there are bears."

Maquoketa was established as the county seat of Jackson County in 1873. Prior to that, the county seat was located in Andrew. In the early days of the city, growth was spurred by the extension of railroads to Maquoketa in 1873.



*Downtown Maquoketa, 1914*



The city experienced generally steady population growth through 1970, when the population leveled off at about 6,000. The 2000 census population of 6,112 increased slightly to 6,141 in 2010. As previously stated, the population is 6,128 as of 2020.

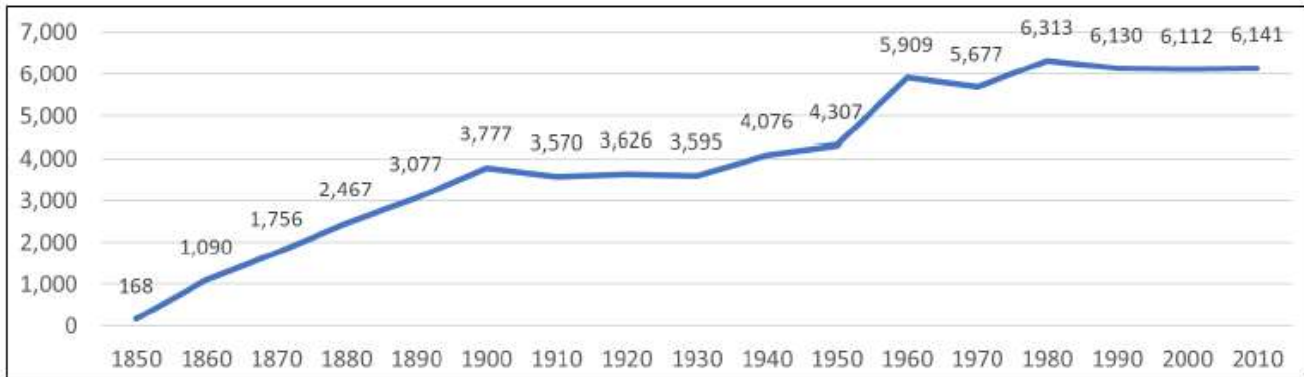


Figure 1. Maquoketa Historical Population

\*Source: City of Maquoketa 2040 Comprehensive Plan

**Demographics:**

According to the US Census Quickfacts of 2020, Maquoketa had the following significant data points on demographics:

Race and Hispanic Origin	
White alone, percent	92.7%
Black or African American alone, percent (a)	1.9%
American Indian and Alaska Native alone, percent (a)	0.0%
Asian alone, percent (a)	0.3%
Native Hawaiian and Other Pacific Islander alone, percent (a)	1.8%
Two or More Races, percent	2.8%
Hispanic or Latino, percent (b)	1.7%

Housing	
Housing units, July 1, 2021, (V2021)	X
Owner-occupied housing unit rate, 2016-2020	75.2%
Median value of owner-occupied housing units, 2016-2020	\$91,100
Median selected monthly owner costs -with a mortgage, 2016-2020	\$985
Median selected monthly owner costs -without a mortgage, 2016-2020	\$359
Median gross rent, 2016-2020	\$569

Education	
<b>i</b> High school graduate or higher, percent of persons age 25 years+, 2016-2020	95.4%
<b>i</b> Bachelor's degree or higher, percent of persons age 25 years+, 2016-2020	14.7%

Income & Poverty	
<b>i</b> Median household income (in 2020 dollars), 2016-2020	\$48,164
<b>i</b> Per capita income in past 12 months (in 2020 dollars), 2016-2020	\$25,710
<b>i</b> Persons in poverty, percent	<b>Δ</b> 21.6%

The unemployment rate for Jackson County according to the Federal Reserve is 3.0% as of August 2022. To compare, the United States unemployment rate in August 2022 was 3.7%.

These tables and information sets are presented for educational purposes only, not to derive meaning out of the data for any particular purpose.

**Industry:**

The City of Maquoketa is on the map for several reasons. First, the Limestone Kilns, located North of Maquoketa on Business 61, should be explored as the main cause for the economic boom of Maquoketa and Jackson County dating back to 1870 and the Industrial Revolution.



The following is best presented by [MyCountyParks](#):

In 1870, Alfred Hurst came to the area, having heard of the limestone formations along the banks of the Maquoketa River. He then found what he considered the best quality limestone rock to produce the whitest, purest, and most adhesive lime in the marketplace. He constructed a small pot kiln and started producing

powder lime. He then erected the first draw kiln in 1871, with the other 3 following soon after. In the 1st year, production reached 100 barrels a week, with a total of 3200 barrels for the year. At the company's peak, the kilns would produce 8000 barrels of lime a day!

The process used to make lime, then an essential building material, was uncomplicated. But in the days of hand labor and horses it was nonetheless quite an undertaking. The process started in the limestone rock quarry. The men would get the rock into a manageable size so that it could be loaded into mule or horse-drawn rail carts and hauled to the kilns. The limestone was then unloaded into the top of the kiln where a fire was burning. The fires burned at 900 degrees Celsius (1650 F). They kept the fire burning around the clock - 24 hours a day 7 days a week – for most of the year. Workers were well compensated for their hard work. In 1899 many workers earned \$1.35 a day and rent was only \$3 a month.

When cold weather approached, the fires could not stay hot enough to burn the limestone. Thus, the kilns were not operated in the winter months, but the men were kept busy all winter sawing cord wood to feed the hungry fires, as well as making barrels and feeding cattle. The kilns used upwards of 100 cords of wood a day, requiring almost 8000 cords of wood a year for each kiln. Lots of land was needed to provide the wood for the kilns. In 1878, A. Hurst & Company owned 240 acres of land; eventually at the company's peak, 3,000 acres of land were owned.

When heated, limestone breaks down into a powder. At the base of the kiln was a cooling shed where the lime was removed from the kiln. After the lime had cooled, workers then packed the lime powder into barrels. The lime was then shipped to a building site where it would then be mixed with sand and water to create mortar, a material used for buildings before cement and concrete.

A. Hurst & Company ranked as the largest operation of its kind west of Chicago and boasted of having produced the purest white lime in the nation.

The Clinton Engines Museum was the next storied chapter of an industrious boom in Maquoketa. In 1950, Don Thomas moved his Clinton Machine Company from Clinton, Michigan to Maquoketa, Iowa where they quickly became a world leader in small engine manufacturing.



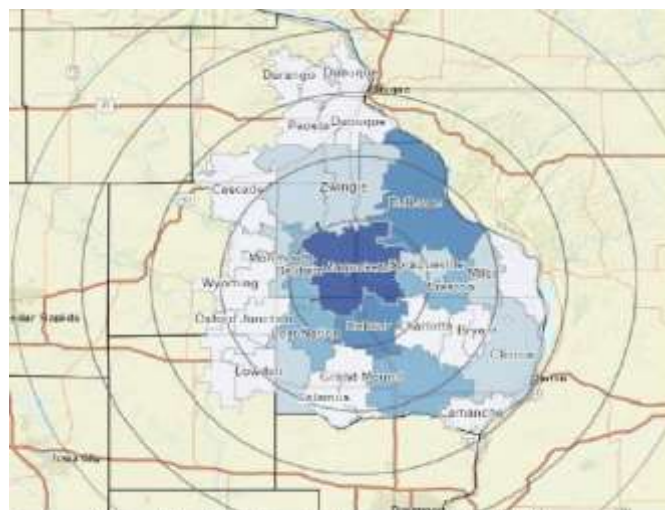
The 12-acre site yielded over 18 million engines, making the company the 10th largest employer in Iowa, drawing workers from over 33 different communities in three states. It was the first time that farmers here worked in a factory, farming around their shift, thus changing the socio-economic status of the entire area. Clinton Engines were used around the world on many hundreds of different machines. They were extremely innovative, many of their ideas becoming industry standards. The Administration Building, on the National Register of Historic Places, is the only building still standing and is now the home of the Clinton Engines Museum, and one of Iowa’s Great Places.

Today, the actual Clinton Engines manufacturing site and railroad spur are gone. However, a dedicated museum managed by the Jackson County Historical Society is available to review and honor the significance of Clinton Engines Company on Maquoketa. At one point, Clinton Engines was the backbone behind a strong point in Maquoketa’s history. Around 2000, the site closed production and the City took ownership of the land out of necessity.

Fast forward to 2023, the City’s largest employers & industrial producers include:

- Family Dollar Distribution
- Jackson County Regional Health Center
- Maquoketa Community School District
- Husco
- Walmart
- City of Maquoketa
- Dynamic Tube
- Sonac

The potential laborshed for Maquoketa’s immediate & commutable distance to employment is approximately a population of 78,541.



Source: Maquoketa, IA Laborshed Area Analysis, 2018

An additional analysis put forth by CBRE used a radii-based methodology and determined available population sets within a set distance from Maquoketa (10, 25, and 35 miles) for the purposes of better understanding Senior Housing potential:

SELECTED NEIGHBORHOOD DEMOGRAPHICS			
Proposed Seniors Housing Maquoketa, Iowa	10 Miles	25 Miles	35 Miles
Population			
2026 Total Population	11,043	55,160	270,575
2021 Total Population	11,118	54,994	268,454
2010 Total Population	11,071	53,361	261,014
2000 Total Population	11,287	54,017	252,603

Though Maquoketa’s population is 6,128, the City is home to a strong business and retail economy due to its distant location from larger metro Iowa Cities such as Dubuque, Davenport, and Clinton. Many rural shoppers travel to Maquoketa to do light shopping. This information is shared because it portrays a better understanding of traffic potential within the City of Maquoketa.

## **Section 3:**

### **Present State Analysis**

Existing Roadway & Safety Concern Conditions

The City of Maquoketa is responsible maintaining approximately 35 miles of roadway. Local residents have raised extensive concern over roadway health and the City Council responded by organizing a [10-Year Street Improvement Plan](#) in 2023. These concerns are further identified in this analysis by responses correlating roadway condition to actual traffic safety in the City.

Most Street Plans follow the Pavement Condition Index (PCI), City of Maquoketa included. This a pavement health scale based on the following:

Pavement Condition	PCI Range Value
Excellent	81 – 100
Good	61 – 80
Fair	41 – 60
Poor	21 – 40
Very Poor	0 – 20

The continued disinvestment in Maquoketa’s local streets have created a larger set of issues. The longer street maintenance is delayed or forgotten, maintenance turns to full reconstruction and reconstruction means significantly more resources are needed to correct a roadway. According to the [10-Year Street Improvement Plan](#), in 2019, the City’s aggregate PCI health as determined by Iowa DOT was organized with disappointing results:

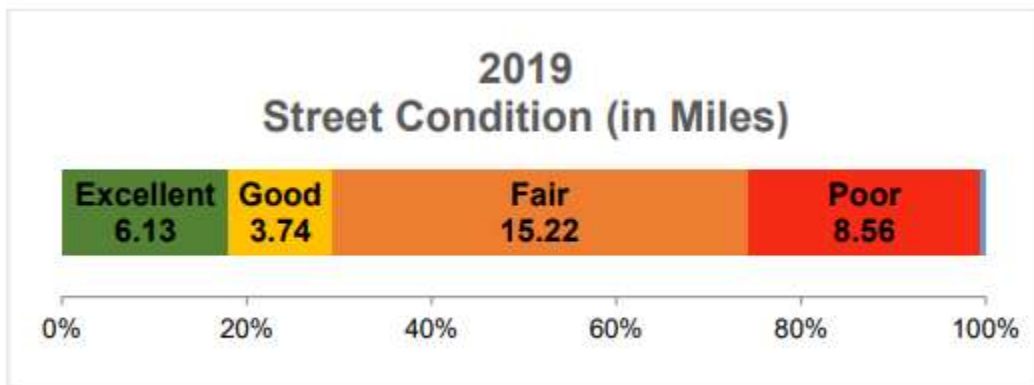


Figure 3 - City of Maquoketa - PCI Values by Mile (2019)

This means 23.78 out of 35 miles are in fair to poor condition (67.94%) in 2019 and likely continued to degrade up to 2023.

In Section 4, focus groups and survey respondents mightily describe concerning roadways that due to their condition present a safety risk to all roadway users. This wasn’t the sole focus of public engagement but multiple focused roadways were identified as having a true concern for safety. These include W Quarry St, E Maple St, N Walnut St, W Locust St, and E Grove St. Interestingly, most of these were consistent with the priority groups as outlined by the 10-Year Street Improvement Plan as detailed on the next page:

Priority Group #	Project ID #	Project Street	From	To	Length (ft)	Width (ft)	Surface Area (Sq. Yds)	Rehabilitation		Reconstruction	
								Est. Cost Mill and Fill	Est. Cost Street Only (Lower Bound)	Est. Cost Street + Utilities (Upper Bound)	
1	8	S 2nd St	Platt St	W Maple St	1075	35	4181				
1	9	W Maple St	5th St	S 2nd St	900	35	3500	\$ 175,000	\$ 899,000	\$ 1,440,800	
1	1	Arcade St	W Platt St	W Grove St	1675	31	5769	\$ 289,000			
1	2	W Grove St	Arcade St	N 5th St	1200	35	4667	\$ 234,000			
2	21	E Grove St	N Main St	N Otto St	1000	35	3889		\$ 837,000	\$ 1,341,000	
2	5	North Otto St	E Platt St	E Grove St	1650	28	5133	\$ 257,000			
2	6	South Otto St	E Platt St	E Pleasant	550	24	1467	\$ 74,000			
3	32	Okeeta Dr & Swift Cir	Myatt Dr	Country Club Dr	725	32	2578	\$ 129,000			
3	24	County Club Dr	724 Country Club Dr	714 Country Club Dr	480	32	1707	\$ 86,000			
3	33	E Summit	S Main	Jacobsen Dr	5050	32	17956	\$ 898,000			
3	34	Jacobsen Dr	E Summit St	Platt St	1250	35	4861	\$ 244,000			
4	22	E Grove St	N Otto St	Walnut St	1280	35	4978		\$ 1,071,000	\$ 1,716,120	
4	26	Creslane St	W Platt St	German St	440	30	1467	\$ 74,000			
4	27	German St	McKinsey Dr	Creslane St	725	30	2417	\$ 121,000			
5	23	E Grove St	Walnut St	Cardinal Dr	1500	26	4333		\$ 932,000	\$ 1,688,000	
5	25	Farnland/Battles Dr	Access Lane	Access Lane	2000	32	7111	\$ 366,000			
TBD	7	North Olive St	E Quarry St	E Grove St	1025	35	3986	\$ 200,000			
TBD	4	W Quarry St	N 5th St	N 2nd St	975	28	3033	\$ 152,000			
TBD	3	W Quarry St	Arcade St	N 5th St	1225	28	3811	\$ 191,000			
TBD	10	E Maple St	Main St	Clark St	1675	35	6514	\$ 326,000			
TBD	11	S 5th St	W Pleasant St	W Summit St	2150	35	8361	\$ 419,000			
TBD	12	W Locust	Vermont St	S 4th St	1125	35	4375	\$ 219,000			
TBD	13	W Locust	S 4th St	Main St	975	35	3792	\$ 190,000			
TBD	14	E Locust	Main St	S Clark St	1675	35	6514	\$ 326,000			
TBD	15	N Jones St	W Platt St	N. Cul-de-sac	1925	35	7486	\$ 375,000			
TBD	16	S Niagara St	W Summit St	W Monroe St	1725	35	6708	\$ 336,000			
TBD	17	W Jefferson St	S 5th St	S 2nd St	950	35	3694	\$ 185,000			
TBD	18	N 5th St	W Grove St	W Apple St	500	35	1944	\$ 98,000			
TBD	19	N 5th St	W Quarry St	W Platt St	650	35	2528	\$ 127,000			
TBD	20	Emma St	N Vermont St	N 5th St	800	30	2667	\$ 134,000			
TBD	28	Longview Dr	Niles St	South 425'	425	32	1511	\$ 76,000			
TBD	29	Grant St	Niles St	South 425'	425	32	1511	\$ 76,000			
TBD	30	Niles St	Longview Dr	Grant St	525	32	1867	\$ 94,000			
TBD	31	Melrose Dr	Niles St	W Summit St	300	35	1167	\$ 59,000			
<b>Total</b>					<b>7,668</b>	<b>miles</b>		<b>\$ 6,520,000</b>	<b>\$ 3,739,000</b>	<b>\$ 6,185,920</b>	



Local roadway conditions coupled with a widespread lack of effective signage and road painting have caused the community to be frustrated with their local management of public streets. An example is just below where the Middle School is photographed next to Main/Locust intersection. The intersection itself is travelled often by children on bicycles with little knowledge of road safety. There is no effective paint or safety device despite high Main Street daily traffic volume.



Another prime example is the Main/Summit intersection where multiple sight, space, signage, structural, and paint issues are present.





Figure 4. Truck movements observed at Main Street and Summit Street intersection

The work ahead of the Public Works Department and City will be complex and challenging give the present state of the community. However, with effective planning the City can take many corrective steps to improve road safety for all. These initial progressions are occurring but can be further supported.

#### Geospatial Crash Data & Contributing Factor Analysis

For this section, the analysis focuses on expanding the general description of poor conditions on City streets noted in the previous section. The main purpose is to narrow quantitative data into a geospatial custom map for the City of Maquoketa to pin injury related accidents on to historical “hotspots”.

This is first identified by using Iowa Department of Transportation publicly available [crash map data](#) and narrowing the data pool to injury & fatal accidents (to segregate severity) within City jurisdiction in year 2020, 2021, 2022, and 2023 year to date.

The City of Maquoketa does not observe an actual fatality in City jurisdiction. However, one fatality accident is in the data set on Highway 61 and it is shown on the quick report on the next set of pages. The first map is a combined quick report. The next set of pages is a zoom image of the City’s jurisdiction in quadrants to obtain a better view of crash data and cause determinations.



Iowa Crash Analysis Tool  
Quick Report  
2020-2023

<b>Crash Severity</b>	<b>40</b>
Fatal Crash	3
Suspected Serious Injury Crash	2
Suspected Minor Injury Crash	11
Possible/Unknown Injury Crash	24
Property Damage Only	0

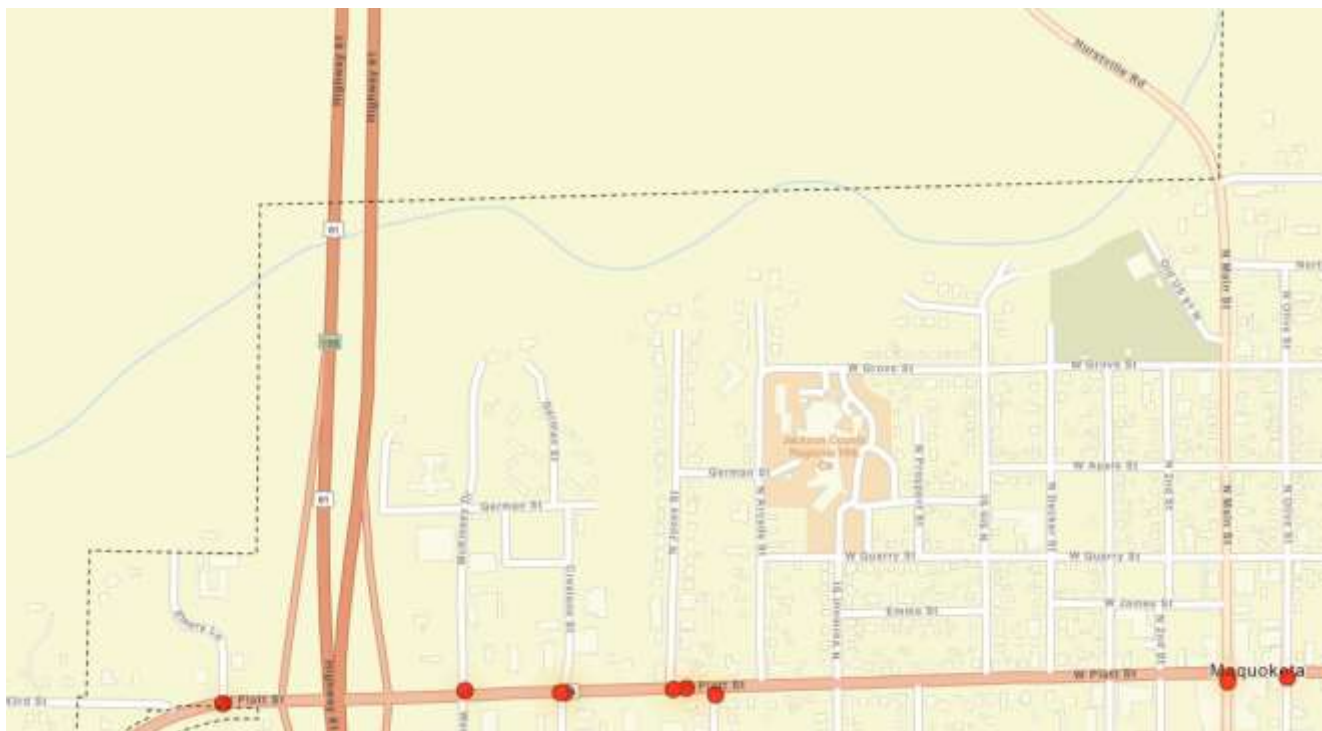
<b>Injury Status Summary</b>	<b>52</b>
Fatalities	3
Suspected serious/incapacitating	4
Suspected minor/non-incapacitating	14
Possible (complaint of pain/injury)	29
Unknown	2

<b>Property/Vehicles/Occupants</b>	
Property Damage Total (dollars):	355,206.00
Average (per crash dollars):	8,880.15
Total Vehicles:	64.00
Average (per crash):	1.60
Total Occupants:	107.00
Average (per crash):	2.68

<b>Average Severity</b>	
Fatalities/Fatal Crash:	1.00
Fatalities/Crash:	0.08
Injuries/Crash:	1.18
Major Injuries/Crash:	0.10
Minor Injuries/Crash:	0.35
Possible/Unknown Injuries/Crash:	0.73



Northwest Quadrant:



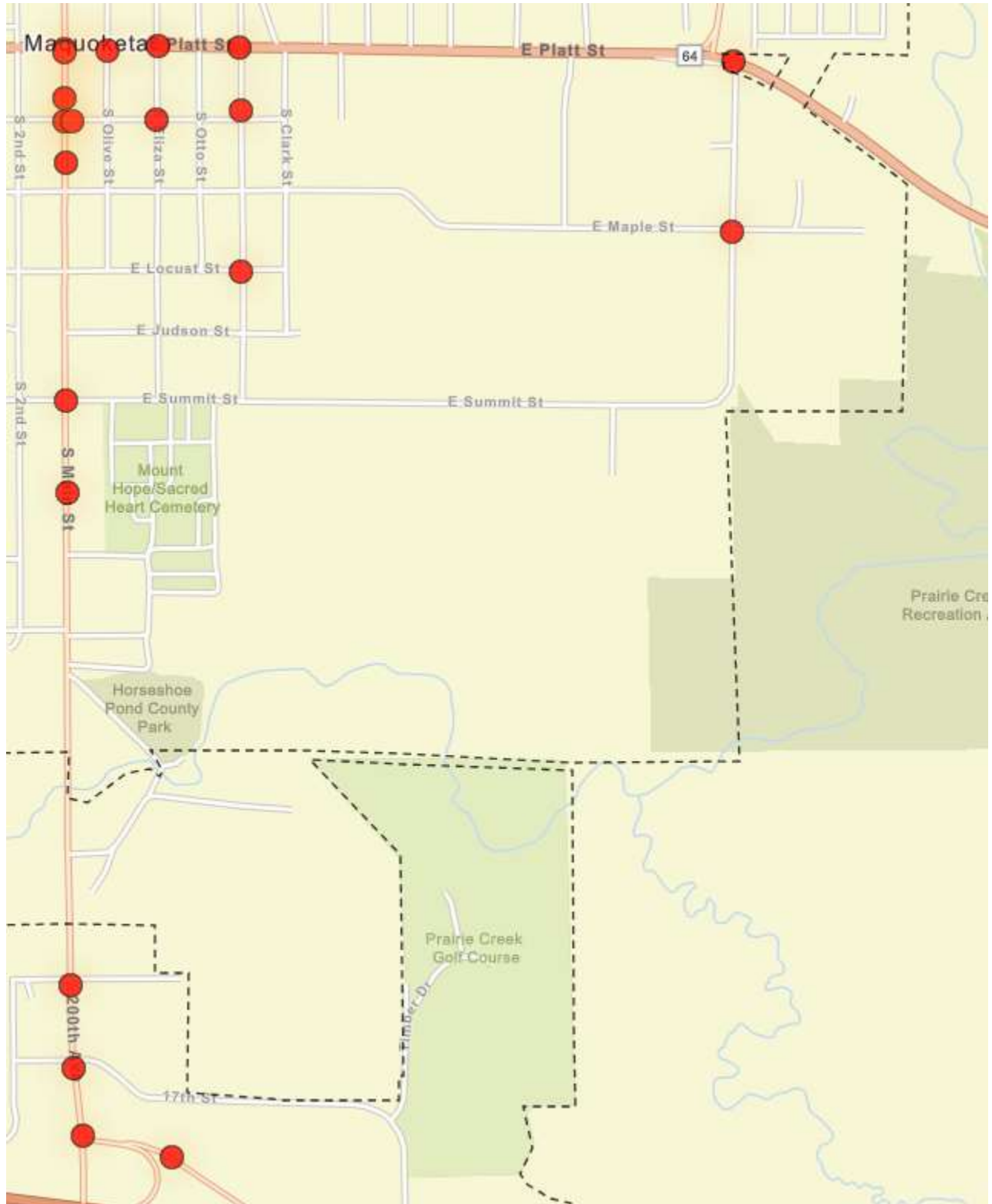
Northeast Quadrant:



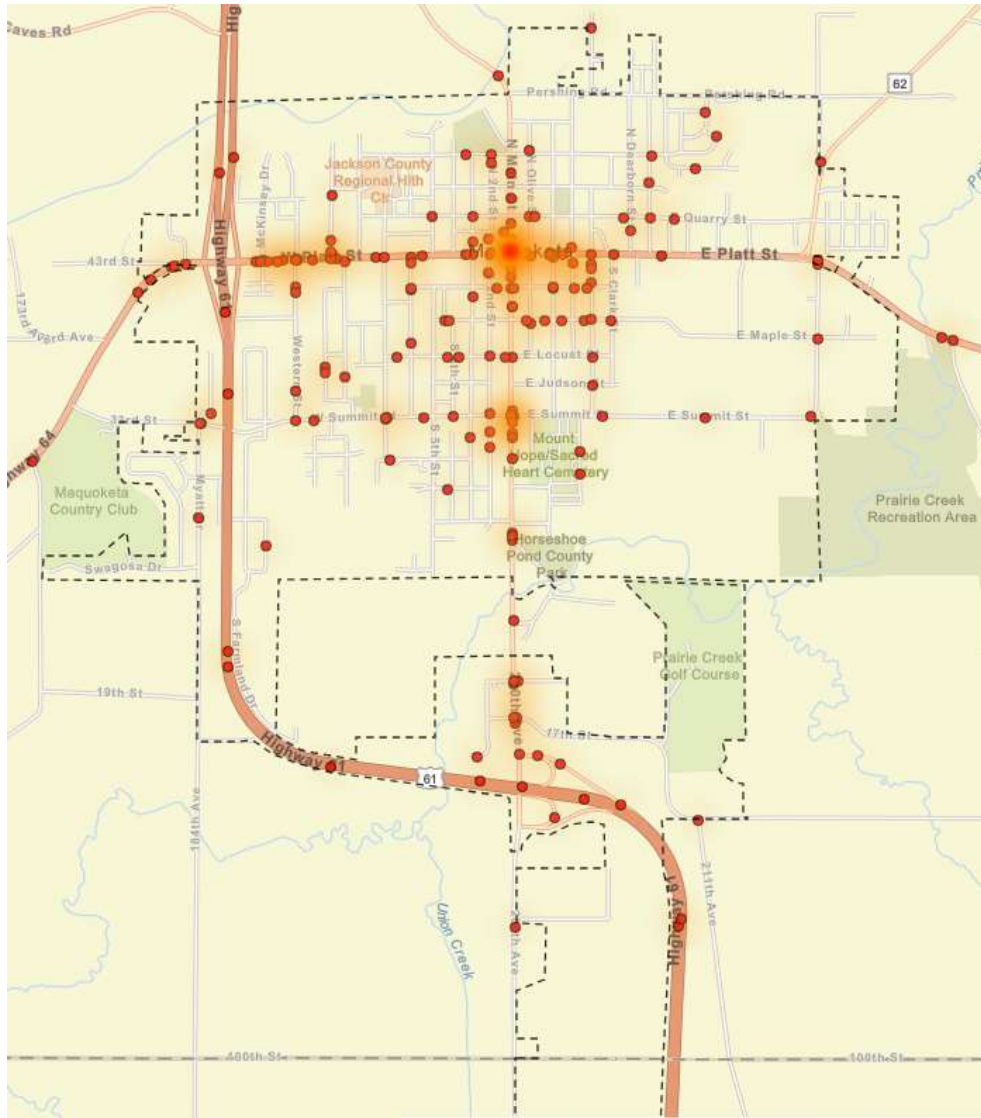
Southwest Quadrant:



Southeast Quadrant:



The focus of this analysis isn't to identify property damage but when crash map data accounts for property damage motor-vehicle accidents in addition to the same variables, a larger data set can be observed with significant trends. A small heat-map layer is also added:



When considering property damage motor vehicle accidents, it's clearer that traffic crash data is observed in high-traffic volume areas. These general areas include downtown Maquoketa, both shopping districts near Highway 61, Main/Summit intersection, and the Western/Summit intersection.

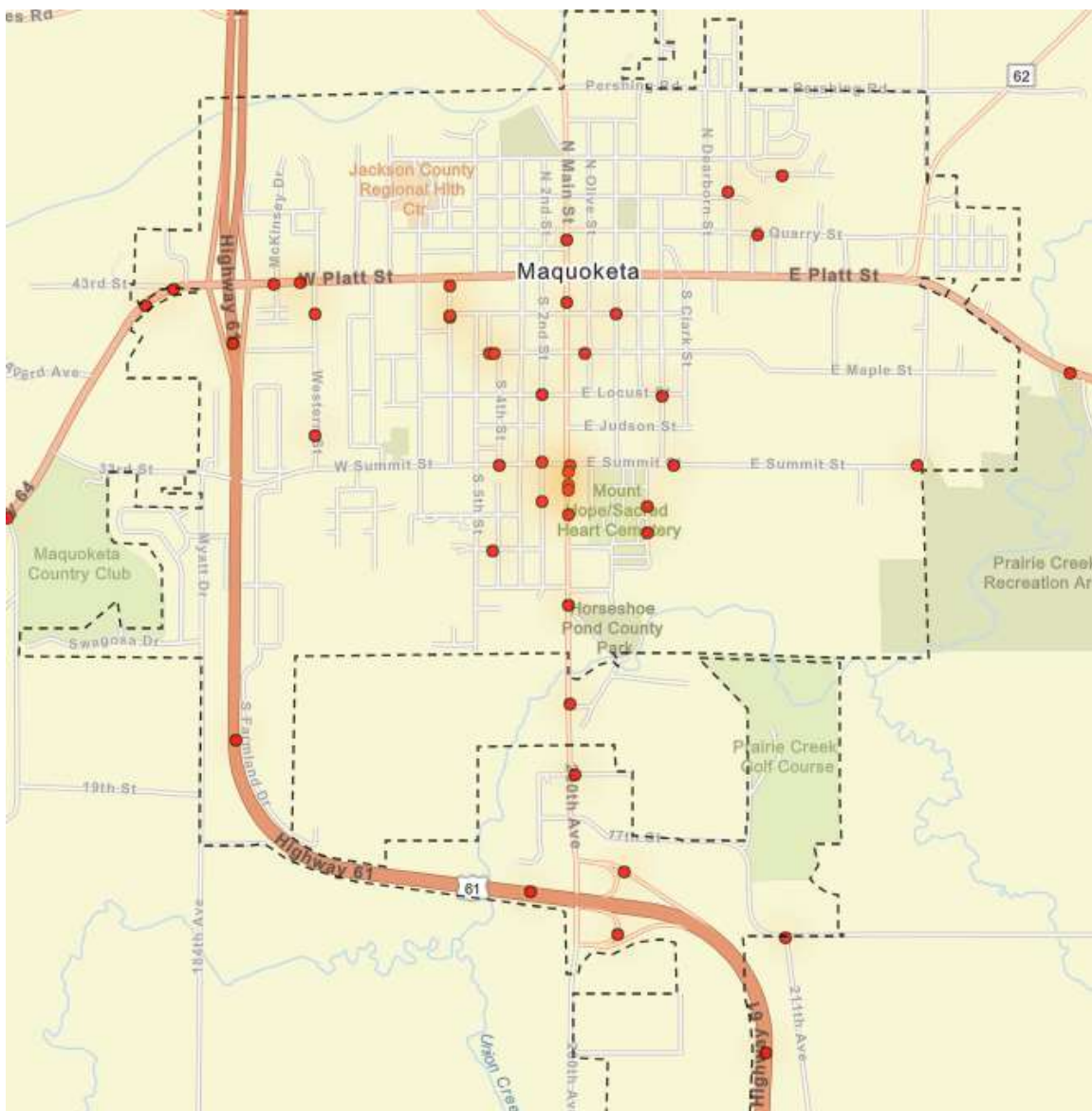
A surprising revelation of this presentation is the amount of crash points along:

- 100 – 400 E Maple St
- 100 – 500 N Walnut St
- 100 – 700 W Locust St
- 100 – 500 S Matteson St

The analysis cannot tease out a measurable positive correlation between property damage accident location and likelihood of a personal injury accident but a hypothesis can be argued that any moving motor vehicle accident can produce elevated severe injury risk for a person at the same location.

The Iowa DOT’s crash map data tool also allows for the extraction of accident causes. The previous maps do not segregate cause intentionally. The next series of maps classify injury accidents by the following causes: speed related, stop sign violation, and traffic signal violation. Another series of maps is provided that detail crash type, meaning rear-end vehicle accident, sideswipe, etc. This can offer clues as to how traffic is behaving at certain location points in the City.

Speed Related:



A cluster heat map is centered in the area of Main/Summit intersection.



Stop Sign Violation:



Main/Summit intersection is again a strong observation under Stop Sign Violation cause of crash. This was expected due to the intersection volume.

Traffic Signal Violation:



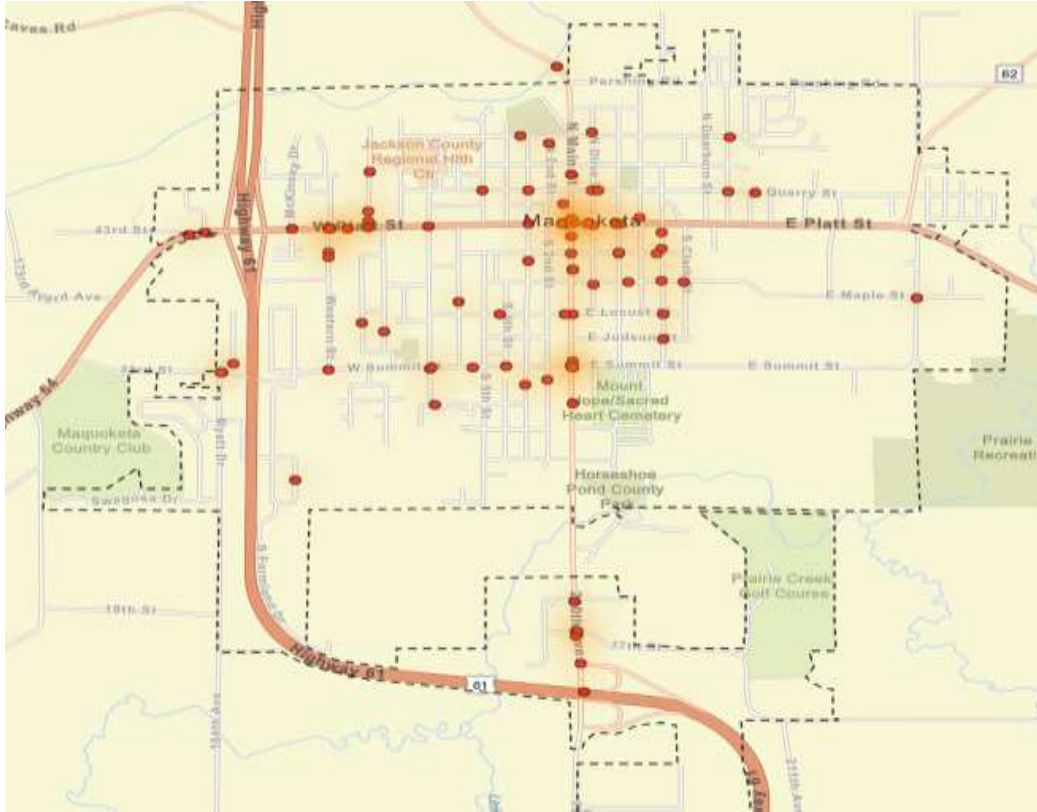
Consistent with many public engagement traffic safety complaints, the West Platt Street intersections with Traffic Signals have nearly all traffic signal violation crash points. Complaints in the public engagement session describe the lights changing too quickly. This is likely due to the old Jackson County hospital site in the Northwest sector of town and ambulance services needing to reach the former facility efficiently. A timing modification is needed.

Rear-End Collision:



The expected collision types of rear-end were expected at major four-way stops and traffic signals since congestion is prevalent. That is effectively portrayed here. Heat maps again indicate shopping corridors, Main/Summit intersection, and downtown Maquoketa as areas of concern.

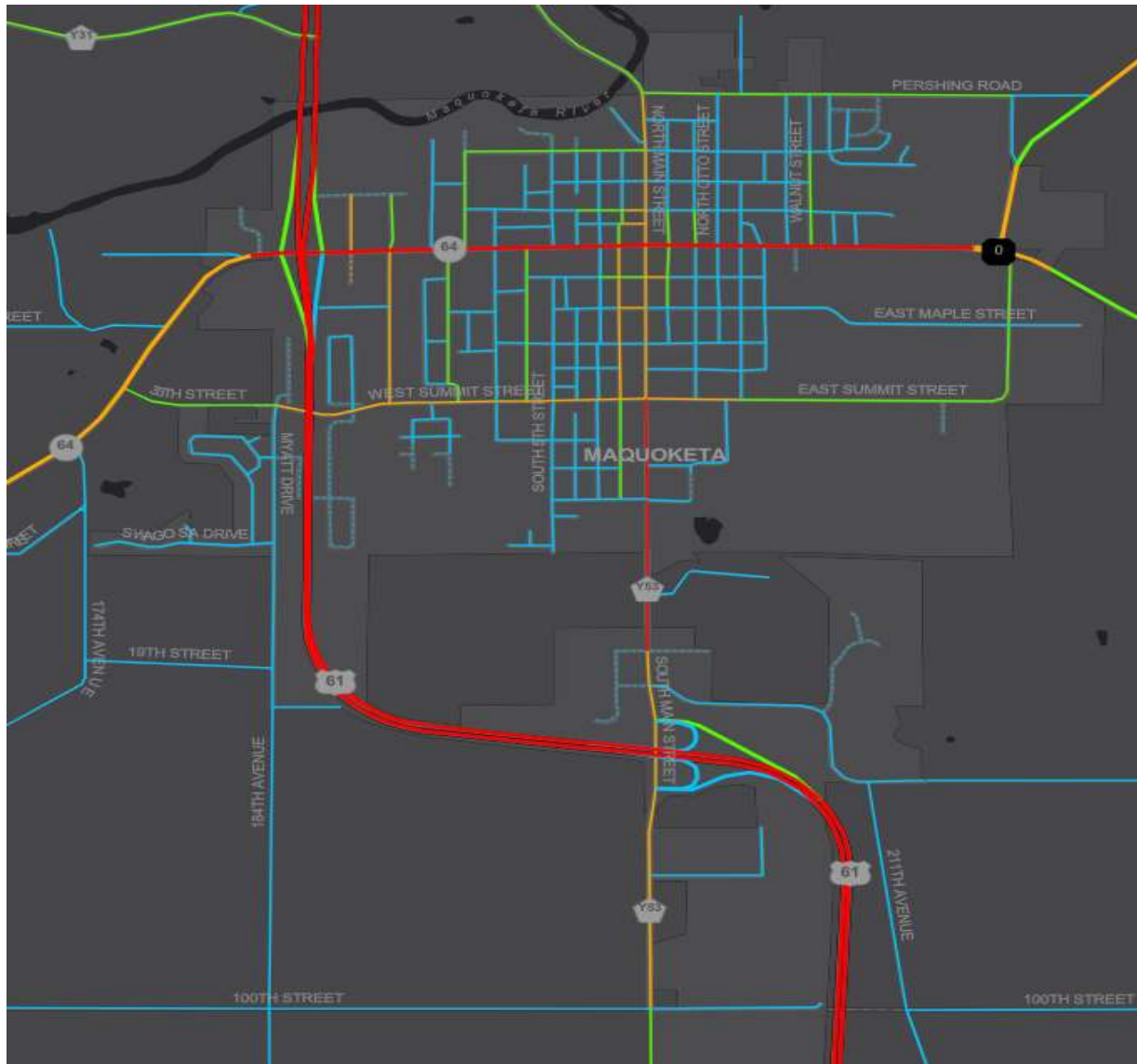
Sideswipe Collisions (Angle, Side, & Turning):



A surprising amount of sideswipe collisions are observed on 100 – 500 S Matteson St as well as 100 – 500 E Maple St. The soft heat map shading support the concern. The image below is a close-up:



The second portion of this crash analysis is to identify Annual Average Daily Traffic (AADT) volume estimations as provided by [Iowa DOT AADT systems](#). We start by viewing the City jurisdiction from a high-level daily traffic count:



It is expected to observe large amounts of crash data clusters on routes and intersections with high AADT. This is observed in the shopping district corridors of Main St, Platt St (HWY 64), and major intersections along Summit St such as Vermont and Main.

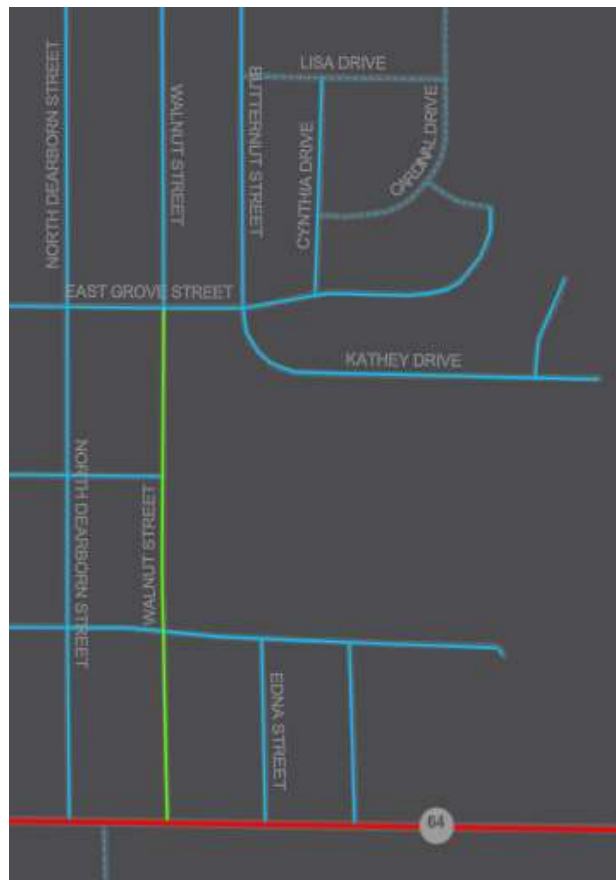
To further reinforce our crash data concerns with 100 – 400 E Maple St, 100 – 500 N Walnut St, 100 – 700 W Locust St, and 100 – 500 S Matteson St we take a closer look at the AADT maps:

#### 100 – 400 E Maple St



The blue line indicates a daily estimate amount of 0-999 vehicles. This infers at 100 – 400 E Maple St there is a high likelihood of traffic safety risk at this location when considering traffic crash data including property damage accidents.

#### 100 – 500 N Walnut St



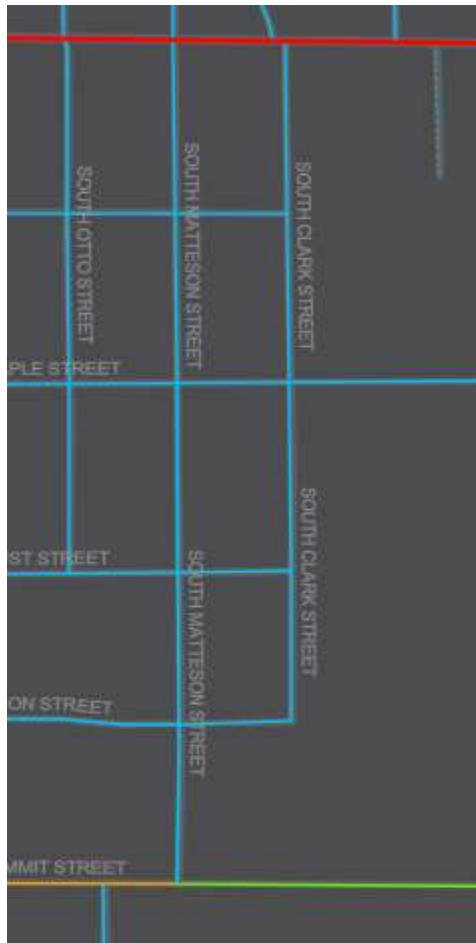
N Walnut St estimated daily traffic count is 1000-1999. This is slightly higher. This is due to Walnut St connecting Maquoketa's Northeast residential neighborhoods to the major arterial Highway 64 (Platt Street) to the South. Crash data indicates traffic safety risk from East Grove St to Platt St.

100 – 700 W Locust St



Similar to E Maple St, W Locust St has an estimated count of 0 – 999 vehicles. The same observations of traffic safety risks are present given actual crash data. What amplifies concern on this route is the amount of Middle School traffic which is located at S Main St & Locust St. The roadway consistently sees alternative forms of transportation and is a great candidate for safety improvement.

100 – 500 S Matteson St

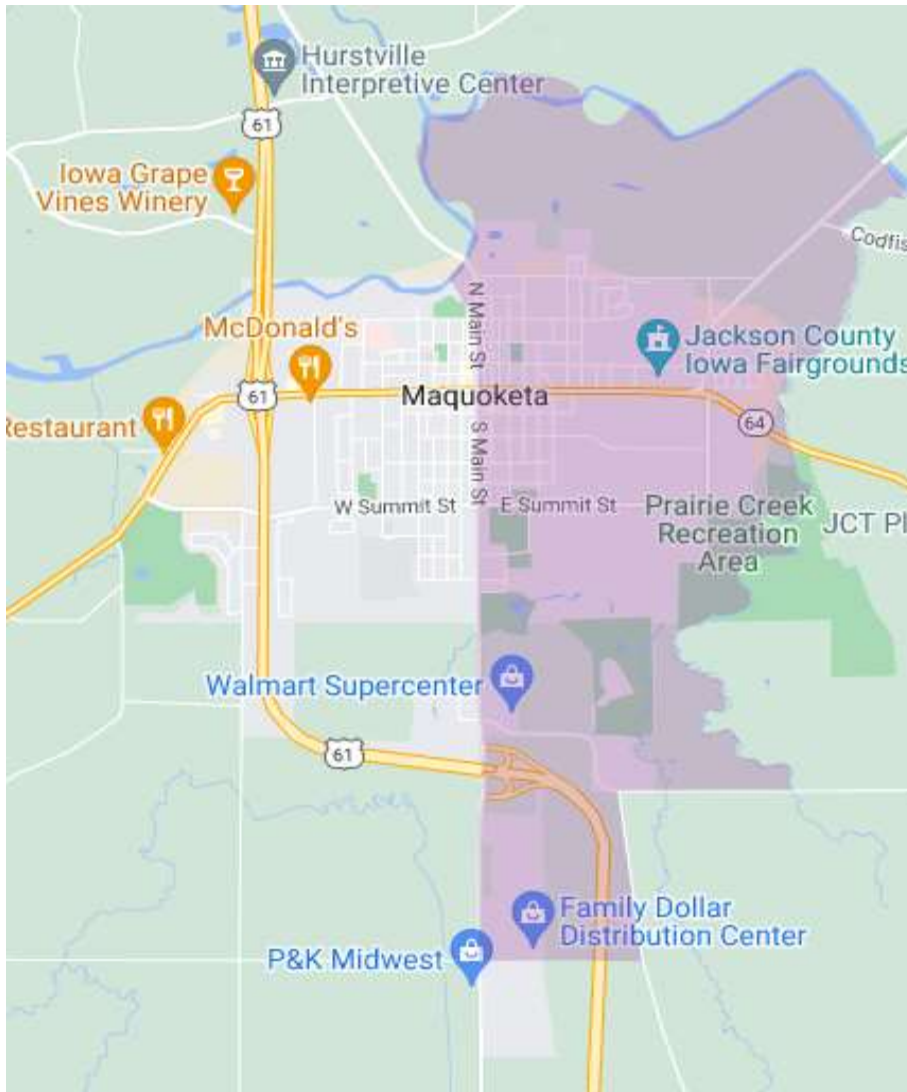


South Matteson St has an estimated daily traffic count of 0-999 vehicles. S Matteson St is a major connector for Platt Street traffic to reach the Maquoketa Area YMCA located at Matteson St/Summit St intersection. A secondary major attraction is the Maquoketa Schools Sports Stadium located at the West side of the Matteson/Summit intersection. The daily traffic count of 0-999 is surprising and according to the crash data maps, there is an elevated risk of traffic safety given the low traffic estimations.

### Stakeholder Analysis & High-Risk Users

In this section, Staff turned toward measuring where high-risk roadway users are concentrated in the City of Maquoketa. This was discovered through local knowledge and having an acute connection to persons of risk, diversity, and disadvantaged economic status.

First, [approximately 50% of the City of Maquoketa is in a registered Qualified Census Tract \(QCT\) & Opportunity Zone](#). This portrayed by map imaging below. The area covers all property within City jurisdiction East of Main St.

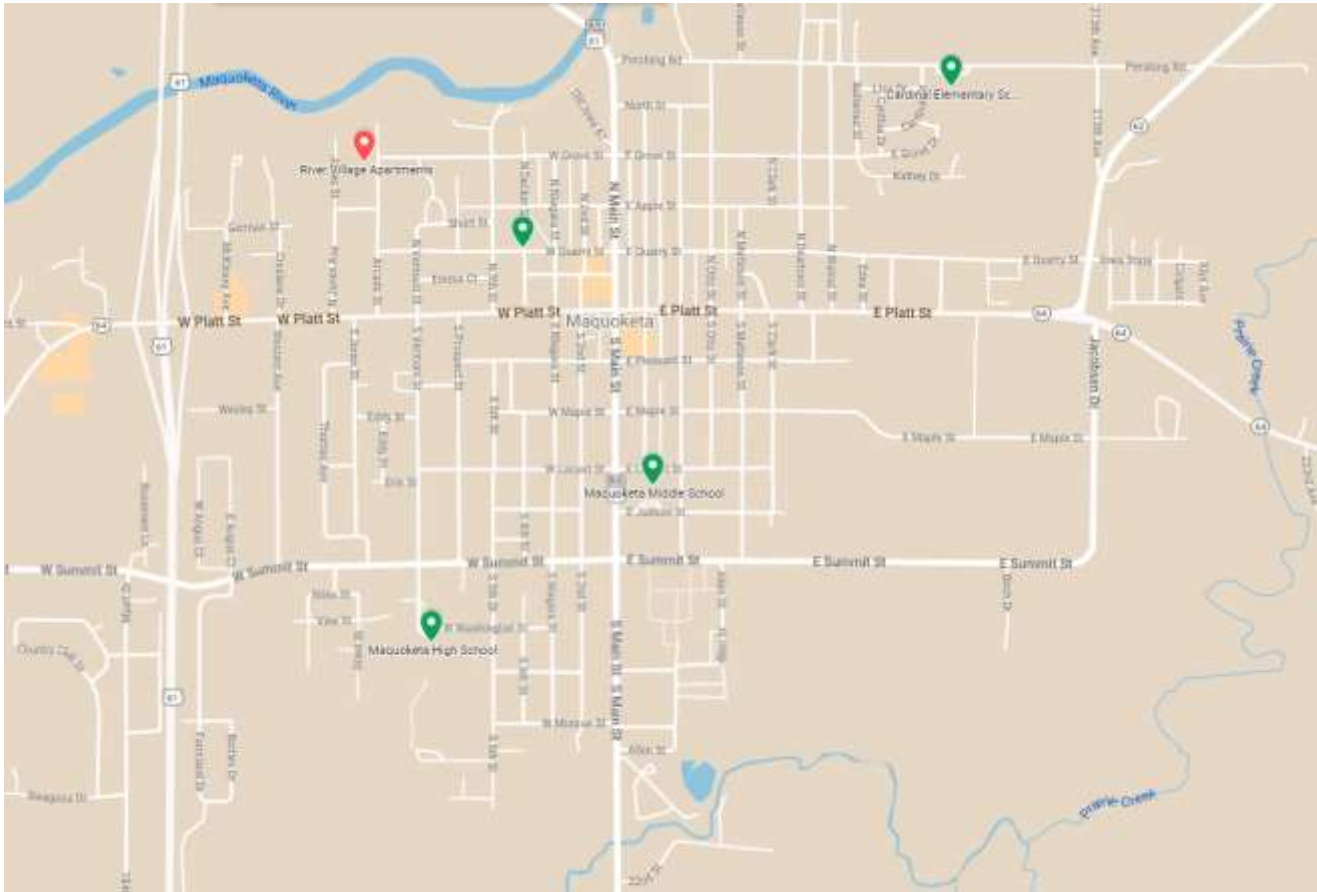




Part of this analysis' objectives is to encourage investment in areas suffering from continued disinvestment. QCTs attempt to encourage investment. As such, the economic profile to meet the requirements to become a QCT are challenging yet Maquoketa continues to be recognized. The City's vision is to create exceptional service for all stakeholders. The City must do their part to invest in the QCT.

Second and most important, at-risk roadway users are residents of River Village I & II as well as all traveling school aged children. Much of the feedback data in the public engagement section focuses on the comments derived from in-person focus groups of the River Village complexes, Briggs Elementary, and the Middle School. These three user groups are placed on the below City map below.

It is especially noteworthy that as of the last update to this plan (April 2024), the School District has officially decided to close Cardinal Elementary in order to execute an ambitious Briggs Elementary consolidation and expansion. This is a generational Capital Project for Maquoketa and will greatly impact road and transportation safety for parents and children alike.



For the senior citizens of River Village (highlighted in the magenta button on the previous page), many use personal devices to help with personal transport, meaning walkers or motorized chairs. Just one bad fall on a marginally unacceptable sidewalk can pose a risk to life-altering injuries. The residents of the complex typically do not own a vehicle. This is supported by the samples later observed in the focus groups. For these

reasons, the River Village complex should be considered a special at-risk user of the public right of ways. A widened sidewalk and deep assessment of area sidewalk conditions would benefit River Village.

School age children pose a general risk to safety due to unpredictable child behavior along commonly travelled school walking routes. School areas are often considered more dangerous due to:

1. **High Pedestrian Activity:** Schools attract a large number of students, parents, and school staff, leading to increased pedestrian activity in the area. With children crossing roads, walking to and from school, or playing near the premises, there is a higher risk of accidents involving vehicles.
2. **Lack of Experience:** Many students are young and have limited experience and knowledge about traffic rules and road safety. They may not understand the potential dangers or how to properly navigate traffic situations, making them more susceptible to accidents.
3. **Congestion and Limited Visibility:** During peak school hours, traffic congestion around school areas is common. The high volume of vehicles, combined with pedestrians crossing the road, can lead to reduced visibility and increased chances of accidents.
4. **Distracted Driving:** Drivers may become distracted by various factors, such as texting, talking on the phone, or adjusting in-car entertainment systems. When passing through school zones, distractions can pose a significant threat to the safety of pedestrians.
5. **Inadequate Infrastructure:** Some school areas may have inadequate infrastructure to accommodate the flow of traffic and ensure pedestrian safety. Insufficient crossing facilities, absence of sidewalks, or poorly designed road layouts can contribute to a higher risk of accidents.

To address these concerns, the City should implement safety measures in school zones, such as reduced speed limits, marked crosswalks, and increased enforcement to enhance the safety of pedestrians and minimize the potential risks associated with traffic in these areas.

These high-risk areas are the City's main point of concern when considering specific safety needs of high-risk roadway users.

To conclude the present state analysis, a method of quantitative review was applied to traffic data volume, actual injury/fatality accidents, and causes of accidents were reviewed and placed on a City map. All of this information was deducted from Iowa DOT. The variables included data from 2020-2023 and injury/fatality accidents to ensure severity is accurately captured. The analysis uncovered multiple surprises including the concerns along: 100 – 400 E Maple St, 100 – 500 N Walnut St, 100 – 700 W Locust St, 100 – 500 S Matteson St.

## **Section 4:**

# **Public Engagement**

Incorporating public feedback data is a critical component of a representative strategic plan. For the City of Maquoketa, the entire East side of Main Street within City limits is a registered Qualified Census Tract (QCT) and this has several impacts for the analysis.

A qualified census tract is a census tract designated by the U.S. Department of Housing and Urban Development (HUD) as having high levels of poverty and/or low levels of homeownership. To be designated as a qualified census tract, the tract must meet one of the following criteria:

1. Poverty rate of at least 25%: The tract has a poverty rate of at least 25%, as measured by the U.S. Census Bureau's American Community Survey.
2. Median family income less than 60% of the area median: The tract has a median family income that is less than 60% of the area median income, as determined by HUD.
3. Limited investment: The tract is located in an area where there has been limited investment in residential or commercial development over the past 10 years.

Qualified census tracts are identified by HUD every ten years based on the most recent data from the U.S. Census Bureau. These tracts are eligible for certain federal programs and incentives that aim to encourage investment and economic development in these high-need areas.

Professional City Staff is at high-risk of not fully understanding what may be at stake for families or individuals who cannot simply afford individual transportation means. Marginalized rural Iowa is prevalent in some areas of the City and the City's QCT recognizes some of the challenges the community faces as the City attempts to progress forward overall. These groups may experience disparities in access to resources and opportunities, including healthcare, education, and transportation. It is important to recognize the unique experiences and needs of marginalized populations in rural Iowa to address systemic inequalities and work towards creating more equitable communities.

While City Staff may know some statistics, Staff may never actually feel or fully empathize with some of the circumstances forced on certain portions of the population making valid public feedback data especially important to a representative process in the analysis.

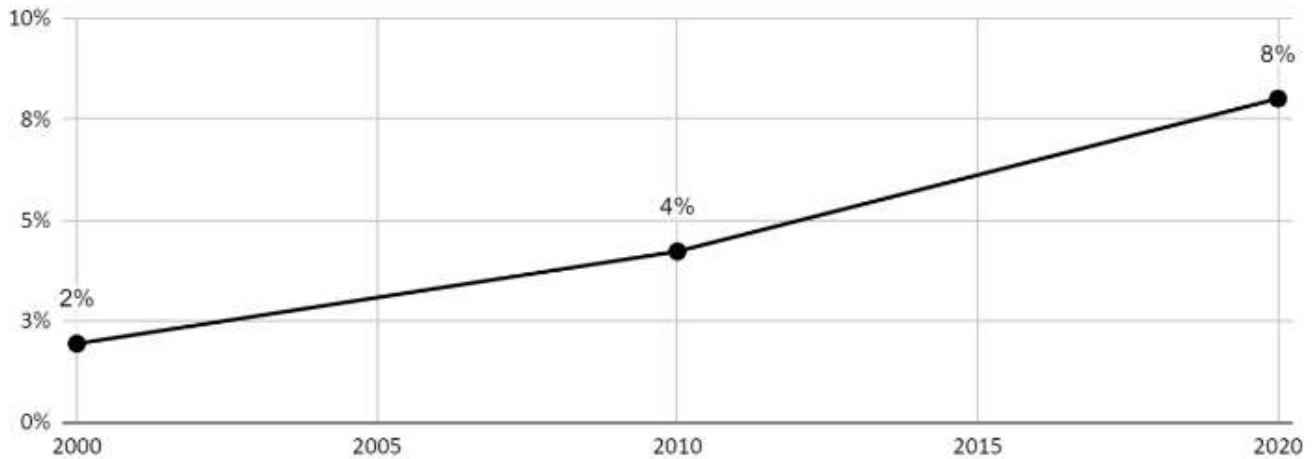
#### Lovely City 2020 Census Demographic Study

In April 2023, City Staff was connected to [Lovely City](#) by WHKS for the purpose of extending the City's 10-Year Street Improvement plan research into a census block analysis that could more accurately tell the demographic story of Maquoketa, IA. Lovely City is a contract consultant that in this case conducted custom Census research. This ties into the Traffic Safety Action Plan for several reasons.

At the onset of Lovely City's research, the City requested data trends on the following points: block group mapping of population, race, ethnicity, age distribution, poverty, disability status, and vehicle availability.

The Census reports that Maquoketa’s minority population share continues to double every 10 years.

Figure 1.4a Maquoketa Minority Population 2000-2020



This analysis will dive further into the social equity necessities in Section 5. This is presented now to demonstrate that the minority makeup of Maquoketa will continue to exponentially grow and possibly up to 16% by the 2030 Census. Considering diverse perspectives will be important to understanding all aspects of community traffic concerns.

Having this is in mind, the Micronesian-Islander Community was recruited to help build perspective on local traffic concerns, as well as Briggs Elementary Lighthouse Leadership Team, Maquoketa Middle School Lighthouse Team, and River Village I & II which is a high-density senior living center with emphasis on independent living.

Traditional community leadership groups were also recruited for focus groups and a community utility billing survey was also mailed to willing residents who wish to incorporate feedback data into the plan (See Appendix A-3).

In total, 133 participants were reached to incorporate public data into the plan. We break down preliminary results from each organized effort and attempt to tease out concerns.

Micronesian-Islander Community

Of the City’s 6,128 population, approximately 300-400 are of Micronesian-Islander descent. The Micronesian Community has found strong footing in Maquoketa and certainly have a comfortable mass to recognize a sense of belonging. The community leadership is centered around family and various forms of religion but overall the community is united in their respective background and emphasis on family functions.

The Micronesian Community was very excited to help this analysis. 4 community leaders were able to help relay several concerns regarding traffic safety and better help City Administration understand where the

Micronesian culture is located in the City of Maquoketa, as well as what City assets the Micronesian Community utilizes. It's important to note that since 1990, the Micronesian Community has doubled in size every 5-7 years, according to a respondent. Most of the current Micronesian Community lives in available apartment complexes and some branch out into home ownership which is a family's highest goal. The Micronesian Community feels comfortable in their ability to belong in Maquoketa and many work high-quality, high-paying manufacturing jobs or professional positions in the Dubuque and Quad Cities region.

The Micronesian Community has an emphasis on owning vehicles because they feel it is an important symbol of freedom and success. It is not uncommon to see a large Micronesian family own 3-4 vehicles. The community typically drives and does not favor active transportation. Typically, Micronesian Elementary Students are dropped off by vehicle to respective schools and once children reach Middle School age, they walk. No children walk to Cardinal Elementary which is on the Northeast edge of the City's jurisdiction. The most frequented park in the City for the community is 5<sup>th</sup> Ward park and Grove Street Ballfields to practice softball. Health and advanced education are high values for the community.

When asked which roadways and intersections are the most dangerous in the City, the consensus response was: Vermont/Summit and Main/Summit. It is their belief that the position of the High School (600 W Washington) and Middle School (200 E Locust) contribute to the congestion and risk at these intersections. A secondary but important variable in the traffic risk for vehicles and pedestrians alike is time. Clearly during school beginning and ending, the risk is high.

When asked if they or anyone in the community has experienced any "near miss" accidents, the consensus answer was that Platt Street (HWY 64) is a dangerous highway due to its vehicle traffic volume. The community does not feel comfortable having kids travel alone across Platt Street. Platt Street is finishing a full roadway reconstruction in 2023 and this includes a new 8-foot pedestrian sidewalk along the South side. This improvement is seeing great use and is well received; however, this doesn't resolve a parent's confidence their child will respect pedestrian crossing signals.

When asked about satisfaction with pedestrian and bicycle connectivity in the City the Micronesian leaders relayed they do not feel satisfied. The consensus was that more organized connectivity needs to occur. Their best example was there are very little efforts to signal bike routes, safety lanes, or connect City parks to one another.

When asked if there was a particular roadway that because of its present condition presented a safety risk to all roadway users, the consensus answer was W Quarry Street. This is because of the very poor condition of the street and the street traveling on the South edge of Briggs Elementary and due to erratic (but fun) child behavior, this may pose a real threat to vehicles and kids.

In conclusion, this feedback identifies multiple potential project codes: Main/Summit intersection improvement = Project Code 1 (PC); Vermont/Summit = PC2; School Zone Signals/Warning signage = PC3; Bicycle Route Signage = PC4; Bicycle Lanes = PC5; Park Connectivity = PC6; Safe Routes to School = PC7; W Quarry Street Unsafe Roadway Condition = PC8.

For this section and the rest of the analysis, the PC codes are listed on Appendix A-4.

### River Village I & II

River Village I & II are senior citizen living centers and also designated for a person with a disability. The location of both facilities is the intersection of Arcade Street and Grove Street. The City hosted two different focus group sessions due to varying abilities of participation at each building.

At River Village I, 6 residents were able to participate. 5 out of 6 were senior citizens. Only 2 out of 6 (33%) actually owned a vehicle. Most of the River Village communities travel South on Arcade Street to reach the shopping corridor on West Platt Street. Most will walk but occasionally residents will receive a ride from a friend or the RTA.

When asked if the group has had any near miss accidents, the consensus was that the intersections along Platt Street all presented risk due to speed and distracted driving. This message was from those who actually owned vehicles. The group was complimentary of Platt Street's reconstruction and new 8-foot sidewalk.

When asked how safe the group felt driving around bicyclist or pedestrians, the group turned their answer into a number of generalized sidewalk condition complaints. The City of Maquoketa enforces sidewalk repairs on homeowners and will abate instances where unsatisfactory response is received by the City. City Code identifies sidewalks at a width of 4 feet or less shall be maintained by the homeowner. For senior citizens or a person requiring assisting transportation such as a wheelchair, walker, or powered cart, even a half-inch crack or raise in a sidewalk can present a real threat to short and long-term health. Just one fall can change someone's life. The groups at River Village continued to describe problem sidewalks along W Quarry Street to the downtown district and Arcade Street to the sidewalks along Platt Street. In most instances, River Village I & II have more confidence traveling in the street than on a sidewalk which is certainly not a desired outcome.

River Village I also believes speed is a contributing factor to traffic accidents and risk in their immediate neighborhood. There is no stop sign from Arcade/Grove intersection to Arcade/Platt, which is approximately 1,680 feet. Vehicles are able to build up significant speed given the City's 25 MPH speed limit. This causes an issue at the actual stop sign of Arcade/Grove intersection where vehicles frequently don't come to a complete stop. The consensus was the area close to River Village need speed bumps, stop line paint, curb paint, and a flashing red stop sign. It's not uncommon for residents of River Village I & II to travel across Arcade Street to visit friends in another building. Most do not feel comfortable with vehicles on the street.

River Village II was also an effective focus group with 5 people. Similar to River Village I, 2 out of 5 (40%) attendees owned a vehicle. The group immediately offered positive comments about Platt Street reconstruction and the 8-foot sidewalk.

When asked which roadways and intersections are the most dangerous in the City, the consensus of this group was the intersection of Main/Summit (PC1). The vehicle drivers of the group felt Platt Street was dangerous due to speed and distracted driving. The drivers said they intentionally will travel to stop lights in order to safely enter on to Platt Street.

When asked how safe the group felt walking, biking, or driving in the City, the consensus was that safety depended on time of the day. During school day beginning and let out, the residents felt unsafe due to pedestrian traffic and high-school aged erratic driving. Similar to River Village I, the group shared negative comments about sidewalk conditions on Arcade, Grove, and Quarry Street.

The group stated they felt they had a qualified opinion on vehicle and multi-modal safety in the City because they travel the City frequently by walking or other alternative form of transport. When asked about their satisfaction with trail or connective systems in the City the group requested the City highly consider more reliable sidewalk or trail systems similar to the 8-foot wide sidewalk along Platt Street (PC5; PC6; PC7; PC9).

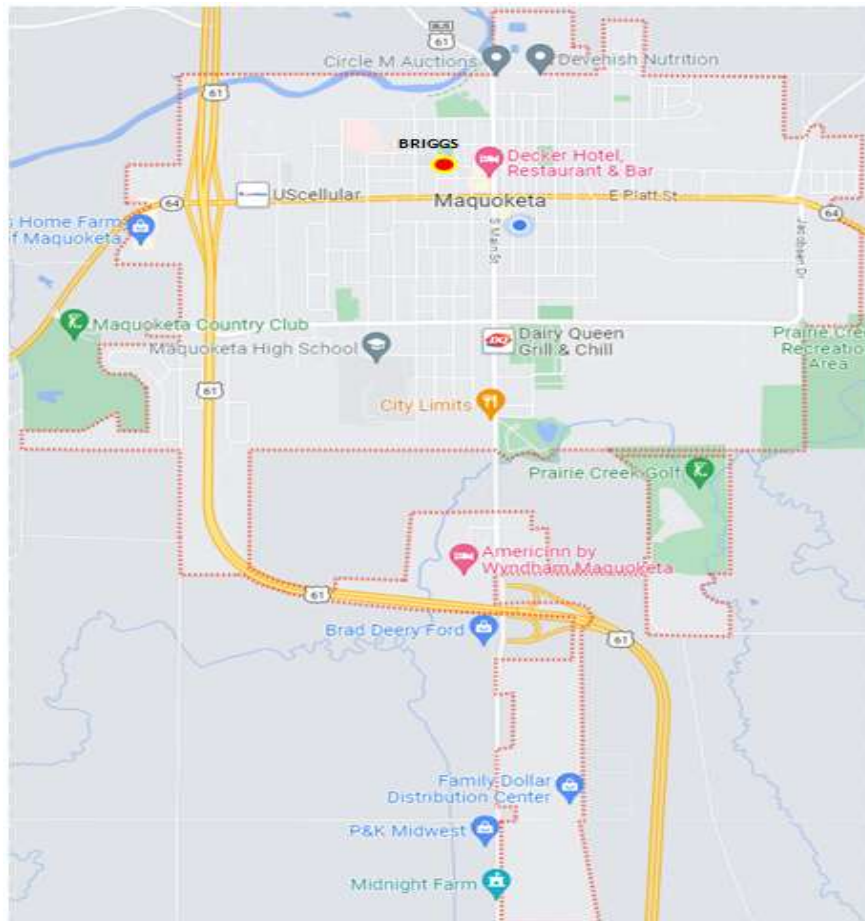
The group agreed to River Village I comments on the stop sign at Arcade/Grove needing enhancement.

In conclusion, this feedback identifies: Sidewalk Improvements = PC9; Speed Bumps = PC10; Stop Line Paint = PC11; Curb No Parking Yellow Paint = PC12; Flashing Stop Signs = PC13.

### Briggs Elementary

Briggs Elementary is one of two elementary schools for the Maquoketa Community School District. It is in Census Block Group 1 of Tract 9505. This is an important group of children because they are the ones that would typically walk or bike to school. The School Administration was able to arrange a meeting with the elementary school's student leadership team known as the Lighthouse Team. Class groups ranged from 3 – 5<sup>th</sup> grade and 11 school aged children were present along with 3 adult administrators.

Location of Briggs relative to the City's jurisdiction limits:





The children were full of joy during their last week of school before the summer. Most stated they were interested in a new game trend called Ga Ga Ball. The group said they visit 1<sup>st</sup> Ward Park and Little Bear Park frequently throughout the summer and they had several park related suggestions.

When asked how they felt about school related signage in the area, most felt vehicles were a concern on Quarry Street and there was a 4-way stop at Quarry/N Niagara that could be improved. This was later supported by an administrator who said a child was actually hit on their bicycle by a vehicle several years ago. She did not recall who was at fault or what the other circumstances were. The instance speaks to the density and concern of children mixing with motor vehicles in the area (PC3; PC7; PC8; PC10; PC11; PC12; PC13).

When asked what roadways or intersections were the most dangerous in the City, the group consensus was the Main/Summit intersection (PC1).

As previously mentioned on page 40, the School District has officially decided to close Cardinal Elementary and expand the Briggs Elementary site in a major moment for Maquoketa's history. This is sure to bring more safety concerns for increases in vehicle and pedestrian traffic. This problem is a major subject of the Traffic Safety Action Plan and deserves careful consideration along W Quarry, N Niagara, and N 5<sup>th</sup> St to accommodate all modes of traffic for school related transportation.

When asked about how often the children walk or bike around town the answer was not often due to parental confidence in their children's safety or perhaps trust to be responsible around traffic. This speaks to the overall feeling citizens not feeling comfortable letting their children roam about due to safety. School travel typically has a bus drop off or the kids have a designated/parent approved route to school. The children were kind enough to provide a great photo:



### Maquoketa Community Middle School

The Maquoketa Middle School provided 6 Lighthouse Leadership Team members. The group stated their families typically own 2 or more vehicles. They advised their respective parents typically drive them around town.

When asked what roadways or intersections were the most dangerous in the City, they all agreed Main/Summit intersection is dangerous (PC1). This was no surprise since the Middle School is located at the following location and very close to the Main/Summit intersection.

Another development as of April 2024, due to the School District's decision to consolidate all elementary schools into Briggs, is that 5<sup>th</sup> Grade (presently at Briggs) will move into the Maquoketa Middle School thus increasing multi-modal traffic into this facility. This will put extra strain into the transportation infrastructure around the Middle School. Thus, a larger improvement of Locust Street's condition is due up to and including safe and expanded sidewalks for pedestrians as well as increasing roadway safety for vehicles.



### Maquoketa Community School District Board

The Maquoketa Community School District Board was also consulted as a focus group for this project. The Board is a set of elected stewards to represent School Business and have expert opinion on the concerns they observe around Maquoketa and the schools they serve. 9 people were present including the elected 5-person Board.

When asked about which roadways or intersections they felt were the most dangerous for schools the immediate answers were Summit/Vermont intersection and Main/Summit intersection (PC1). The School Board also stated Locust/Main intersection, immediately next to the Middle School, was very dangerous because of sight, speed, signage, paint, and child behavior issues around the times of school beginning and let out. The same was said for Judson/Main intersection but more volume is on Locust St. The Board also stated they have continuous concerns over Quarry/Niagara intersection. This was consistent with the Briggs Elementary interview. School Board Member, Greg Bopes, cited an example of the East rising sun's position having a blinding effect on drivers of Quarry Street and this can present an added danger on Quarry Street.

When asked if the Board knew of or personally were involved in any “near miss” accidents the School Board stated they have observed several “near misses” at Locust/Main St. All Middle School aged children walking or biking to Middle School will do so on Locust Street. Whether children are on phones, listening to headphones, or riding bicycles without due respect to motor vehicles it presents a real danger in this area. School Board member, Terry Creegan, also provided a concern at Quarry/Otto intersection which is on the Southeast corner of 1<sup>st</sup> Ward park. Because of the 2-way stop, Quarry St traffic is able to build speed back up next to an important park in the Northeast sector of the City. Mr. Creegan felt this was inappropriate for a park that has no fencing or other barrier protecting citizens from vehicle traffic.

When the School Board was asked about their satisfaction with the quality and availability of sidewalks, bike lanes, other multi-modal infrastructure in the City, the School Board President, Michael Hayward, responded candidly and sharply, “*there is no connectivity.*” This has been a big concern for the schools for decades.

The session dug deeper into what warning signage the School Board observes in other communities that they feel would be a substantial safety addition in Maquoketa. The School Board (especially at Quarry/Niagara and Locust/Main) would like to see enhanced School Zone warning signs that flash and are next to a very clear painting of a crosswalk. Many of these devices are offered in a solar powered version and programmable around certain times.

Some additional comments from the School Board were to have the Maquoketa Public Works Department to continue their efforts on cutting out potholes.

In conclusion, this feedback reinforces much of the signage, paint, and traffic safety related concerns on Quarry Street and Main Street.

Connectivity issues are prevalent and highly desired by the School District. City Staff asked the School Board if they felt improving W Quarry Street’s road condition to resolve motor vehicle safety was a worthy cause along with the addition of a new enhanced sidewalk on Apple Street to resolve much of the connectivity concerns and the answer was extremely supportive. Separating out vehicles from multi-modal transport, especially youth, will increase the City’s safety tremendously. Apple Street is an ideal route since it connects Briggs Elementary, Little Bear Park, 1<sup>st</sup> Ward Park, Burlingame Park, and the County Fairgrounds. Park connectivity and transport safety was also a high-concern of the City of Maquoketa Parks Board. Staff asked the Board which North-South roadways would also be ideal for connectivity and the answer was Vermont and Matteson Streets. Vermont Street connects to the High School on the Southwest side of the City. Matteson Street is an excellent North-South route with ample space for multi-modal improvement. It connects to the Maquoketa Sports Stadium and Maquoketa AREA YMCA on Summit Street.

### Rotary Club

Kiwanis, Rotary, and Optimist Clubs were interviewed due to their community stewardship and mission to improve the City in a non-biased manner. Staff believed each of these groups would be excellent sources of information to build a qualified report. 15 individuals were interviewed at the Rotary Club meeting.

When asked what which roadways or intersections they felt were the most dangerous in the community the consensus was Main/Summit intersection (PC1). The group also advised the light timing at Vermont/Platt Street needs to be lengthened. They believe this light changes quickly giving cars little time to observe light

changeover. It was likely set this way due to the former location of Jackson County Regional Hospital, which is approximately two blocks from this location. Regarding the Main/Summit intersection, a respondent advised her mother was struck by a turning semi-trailer at this location and the intersection simply isn't large enough to be a safe 4-way stop especially for a typical semi-trailer turn. When asked if anyone in the group experienced any "near miss" accidents the group had several answers. Platt Street & S Jones St which is attributable to traffic volume and speed. Light length issues on West Platt have resulted in several near misses due to the quick change.

One particular answer was especially interesting because it called out Eddy Place/Eddy Street which is the location of Sacred Heart Daycare, Elementary, and Middle School. The congestion of school traffic in a comparably tight neighborhood cause Sacred Heart staff to park close to intersections blocking driver views and typically children are walking around the area without regard to motor vehicle traffic. This raises enough concern to the particular resident that they drive South from their residence on Eddy Place to avoid the area. At the very least, this needs to be resolved through more effective signage and curb paint indicating no parking to improve driver lines of sight.

Rotary Club members typically own 2 or more vehicles and most frequently use personal vehicles for transport.

When asked if there were streets, specifically due to their present condition, contributed to road safety several varying answers were provided but it did match some consistencies already identified in this analysis. First, W Quarry St was called out as being in very poor condition and it being a special concern because of the location of Briggs Elementary.

E Maple Street was also mentioned as being unsafe because heavy truck traffic bounces around the roadway due to the condition. E Maple Street is a City connector to the Maquoketa Industrial Loop where many factory style jobs are. There is no bike lane or sidewalk to travel on once 600 E Maple Street and further East is reached until Jacobsen Drive. The addition of a safe roadway and sidewalk would be beneficial for motor vehicles traveling to site for work, delivery, or even those who need to get to work other than by vehicle.



South 5<sup>th</sup> Street and E Grove Street were also called out as very poor streets that because of their conditions, pose a danger to motor vehicle traffic.

When asked about how satisfied the group was with the quality and availability of sidewalks, bike lanes, and other multi-modal infrastructure the Rotary Club turned their attention to several Americans with Disability Act (ADA) concerns on street curb cuts. These specifically were near 415 N Main St and the intersection of Vermont/Erie.



In conclusion, this feedback identified: Light Changeover Timing (PC14); Sacred Heart/Eddy Place/Eddy Street Improvements (PC15); E Maple St Mill & Fill – Sidewalk (PC16); ADA Street-Curb Approach Improvements (PC17).

### Kiwanis Club

18 Rotarians were present for a focus group on City traffic safety. Similar to other focus sessions, the Kiwanis Rotary Club presented several consistent safety concerns.

When asked about what roadways or intersections were the most dangerous in the City, the Kiwanis Club mentioned 5<sup>th</sup> Street/Platt intersection due to a line of sight risk, Myatt Drive due to no separation of pedestrians on the roadway, and the intersection of Western/Summit due to it being a 2-way stop and the speed of vehicles as they enter City jurisdiction.

When asked about recent “near-miss” accidents, the group gave a couple instances of Main/Summit intersection where clearly the main concern was oversized semi-trailer turning. The intersection is too tight for safe truck travel and several members reported having significant concerns with semi-trailers getting stuck in the turn unless traffic backed up. The group also Quarry/Olive intersection had a near miss accident due to line of sight issues on the roadway. Internally, Staff has received complaints over parking spaces too close to the Quarry intersections in the Central Business District.

Most members felt the community does not respect bicycle traffic and bike route signage is poor in the City. The group also advised the alley on the East side of Main Street in the Central Business District should also be one-way travel due to parking congestion in the alley behind buildings. The Kiwanis Club stated residents

near Country Club and Swagosa Drive also have multiple near-miss accidents with young children that come out of private property on golf carts. The concern was the children do not know the rules of the road when around an actual vehicle.

When asked about their satisfaction with quality and availability of sidewalks, bike lanes, and other pedestrian infrastructure, one member stated simply that the connectivity in the City “sucks”. The group was complimentary of the new 8-foot sidewalk on Platt Street but otherwise believed there were many unaccomplished goals for connectivity.

In conclusion, this feedback identified: alley one-way revision (PC18).

### Optimist Club

12 Optimist Club members were available for a focus group session on City traffic safety.

When asked about what roadways or intersections were the most dangerous in the community, the Optimist Club stated the Main/Summit intersection was the most concerning. They classified the concern as a spacing issue for turns. Multiple other intersections were called out as having cars parked too close to intersection causing a line of sight risk: Wesley/Western, Vermont/Quarry, and Olive/Quarry. Each of these should be further assessed for curb paint indicating no parking.

The club was asked how safe they feel driving around pedestrians and bicyclists in the City. The Club stated they generally feel good except for the area around the Maquoketa Middle School. This is time dependent. There is poor warning signage overall and children tend to ride their bicycles erratically.

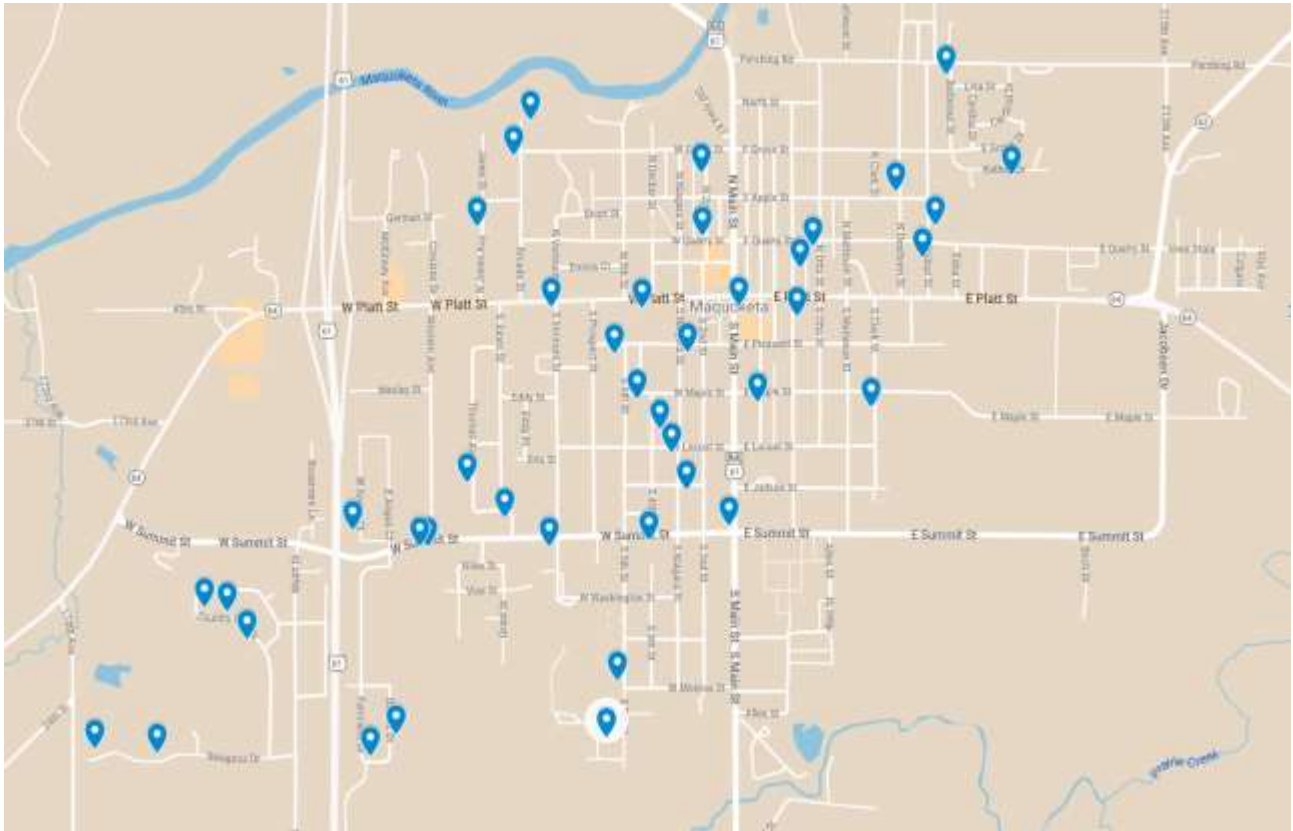
Both of these focus group indicators are consistent with other concerns in the City. A new item presented by Optimist Club was concern over street lighting during the night, or lack thereof. In approximately 2010, the City contracted a lighting upgrade with the assistance of a grant that turned lights in the City into LEDs. The LED fixtures angles more downward than horizontal thus causing sight issues at night. The internal policy of the City is to have a street light every 300 feet. No specific roads or intersections were mentioned as part of this complaint. There are around 600 street lights in the City of Maquoketa. A new, more widespread reflection fixture may solve this issue.

In conclusion, this feedback identified: Street Lighting Reflection Improvements (PC19).

### Citizen Surveys of Maquoketa

To further distribute the feedback sample size for this analysis, City Staff included a survey sheet in the monthly Utility Bill. The survey is found on Appendix A-3. It also listed a URL code that allowed residents to participate by online submission. Overall, 44 participants provided help in better understanding where the City’s Traffic Safety risk is. Two respondents declined to provide home address. Based on the request of listing one’s home address, here is a geo-spatial visual of respondents’ homes:

Respondent Map on Next Page



For this section, Staff combed through the respondents’ submissions to identify reinforcement of already stated concerns or identify new safety risks. All surveys and focus group notes are provided in Appendix A-6 for review.

For the purpose of this section and assessing Project Code progress through the Traffic Safety Action Plan, the following descriptors are used for a project code if action has been taken by the City:

- Completed:** The project code was objectively resolved with substantial improvement.
- Significant Progress:** The project code has an attainable plan, City motion, funding agreement in place, or is actively mid-improvement for the subject project code.
- In progress:** The subject project code is continually made a priority by the City in order to improve safety conditions.
- No update:** The project code has no current action that would resolve the safety concern. This is noted on all lists as any item that has no update offered.

Commonalities from focus group data:

Main/Summit intersection improvement =	PC1 (April 2024 – Significant Progress)
Vermont/Summit =	PC2
School Zone Signals/Warning signage =	PC3
Bicycle Lanes =	PC5
Safe Routes to School =	PC7
W Quarry Street Unsafe Roadway Condition =	PC8
Curb No Parking Yellow Paint =	PC12 (April 2024 – Significant Progress)
E Maple St Mill & Fill – Sidewalk =	PC16 (April 2024 – Significant Progress)
Alley One-Way Revision =	PC18
Street Lighting Reflection Improvements =	PC19

New safety risk project codes:

Overweight truck traffic enforcement =	PC20
Allen Street Potholes =	PC21
E Grove Street Unsafe Roadway Condition =	PC22
Removal of extra turn lane on Western/Summit =	PC23
Speed Control Signage (W Summit & Pershing) =	PC24 (April 2024 – Significant Progress)

Answers were widespread and interesting which was to be expected. One respondent advised local road conditions are horrible and contribute to accident risk. The survey respondents generally wanted more police enforcement of existing traffic violations. This grouping provided some valuable new identifications such as focusing on the Western/Summit intersection and removing an extra turn lane if the traffic volume isn't supportive of the extra lane. Because of speed and line of sight issues in an extra turn lane, this example was valuable.

Question seven asked: Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

The mean response was 2.78

Question eight asked: Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

The mean response was 2.90

The ranked responses of these two questions yielded inconclusive results. A plausible explanation is that most homes in the community have two or more vehicles to their household. The Southeast sector of the City (Ward 3) did not respond to the survey as well as other areas of the City. Despite this, significant complaints were offered on the condition of E Maple St and the availability of a sidewalk for safety purposes and also commuting to factory work.



This concludes our analysis of all survey and focus group data.

Identification of Safety Concern - Commonalities

This is a mirrored presentation to what is offered on Appendix 4. It is presented here as a compilation on what has been communicated by way of focus group, surveying, and quantitative analysis.

**Project Codes**

Main/Summit intersection improvement =	PC1 (April 2024 – Significant Progress)
Vermont/Summit intersection improvement =	PC2
School Zone Signals/Warning signage =	PC3
Bicycle Route Signage =	PC4
Bicycle Lanes =	PC5
Park Connectivity =	PC6
Safe Routes to School =	PC7
W Quarry Street Unsafe Roadway Condition =	PC8
Sidewalk Improvements =	PC9
Speed Bumps =	PC10
Stop Line Paint =	PC11 (April 2024 – Significant Progress)
Curb No Parking Yellow Paint =	PC12 (April 2024 – Significant Progress)
Flashing Stop Signs =	PC13
W Platt St Light Changeover Timing =	PC14 (April 2024 – Significant progress)
Sacred Heart/Eddy Place/Eddy Street Improvements =	PC15
E Maple St Mill & Fill – Sidewalk =	PC16 (April 2024 – Significant Progress)
ADA Street-Curb Approach Improvements =	PC17 (April 2024 – In progress)
Downtown Alley One-Way Revision =	PC18
Street Lighting Reflection Improvements =	PC19
Overweight truck traffic enforcement =	PC20
Allen Street Potholes =	PC21
E Grove Street Unsafe Roadway Condition =	PC22
Removal of extra turn lane on Western/Summit =	PC23
Speed Control Signage (W Summit & Pershing) =	PC24 (April 2024 – Significant Progress)
100 – 400 E Maple St Stop Sign Installation =	PC25
100 – 500 N Walnut St Unsafe Roadway =	PC26 (April 2024 – Significant Progress)
100 – 700 W Locust St Unsafe Roadway/Pedestrians =	PC27
100 – 500 S Matteson St Sidewalk Widening =	PC28

The following are also added as a result of Addendum 1 (April 2024 Update):

100 – 500 E Locust St Unsafe Roadway, Sidewalk Widening, & ADA Improvements =	PC29
Maquoketa Middle School Pedestrian Loop =	PC30
100 – 300 N 5 <sup>th</sup> St Unsafe Roadway & Widening =	PC31
100 – 300 S 2 <sup>nd</sup> St Unsafe Roadway, Sidewalk Widening, & ADA Improvements =	PC32
100 – 300 N Niagara St Unsafe Roadway, Sidewalk Widening, & ADA Improvements =	PC33

**Section 5:**

**Weighting Project Data in**

**Consideration of Social Equity Data**

### Weighing Community Risk through Census Block Groups

Ensuring equity and representative processes are essential to creating a comprehensive and effective traffic safety action plan. Here are some ways the City can consider equity and representative processes in the traffic safety action plan:

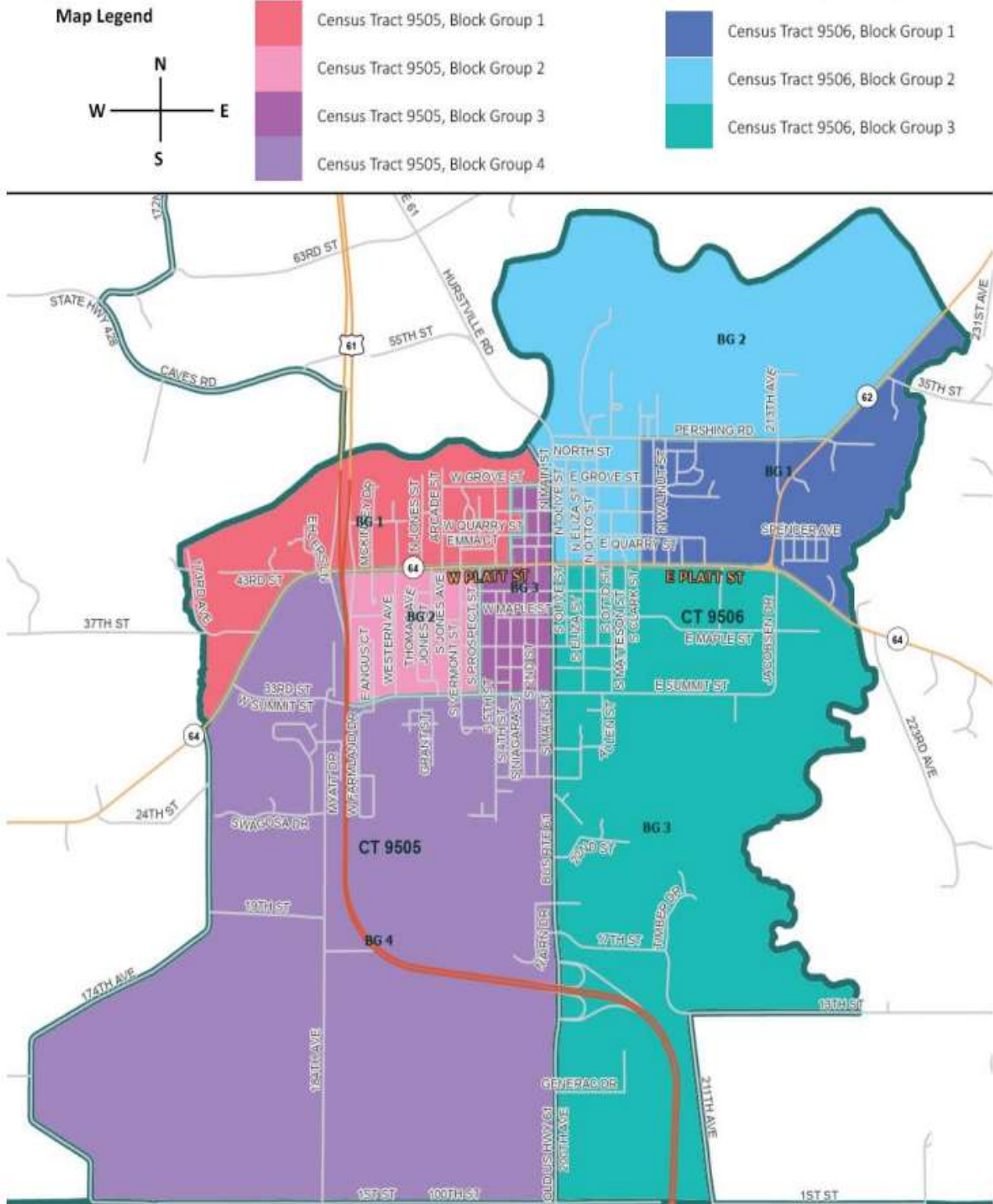
1. Engage with marginalized communities: Marginalized communities are often disproportionately affected by traffic accidents. To ensure that the traffic safety action plan addresses their needs, the City should engage with these communities and provide them with opportunities to provide feedback and input. (completed)
2. Conduct equity assessments: Conducting equity assessments can help to identify any disparities in traffic safety outcomes across different communities. This can help the City to prioritize resources and interventions to address the needs of the most vulnerable communities. (subject of this section)
3. Ensure equitable access to transportation infrastructure: Access to transportation infrastructure is a key determinant of traffic safety outcomes. The City should ensure that transportation infrastructure, such as bike lanes and crosswalks, are distributed equitably across different communities.
4. Use data-driven decision-making: Data-driven decision-making can help the City to identify the most pressing traffic safety issues and prioritize interventions that will have the greatest impact on reducing traffic accidents. By using disaggregated data, the City can ensure that the traffic safety action plan addresses the needs of all communities, regardless of race, ethnicity, or socioeconomic status. (completed)

By considering equity and representative processes in the traffic safety action plan, the City of Maquoketa can ensure that the plan addresses the needs of all communities and reduces disparities in traffic safety outcomes. By engaging with marginalized communities, conducting equity assessments, ensuring equitable access to transportation infrastructure, and using data-driven decision-making, the City can create a more equitable and just transportation system for all road users.

To accurately uncover where the City's equity-based risk is more prevalent, the analysis turns back to the Lovely City Demographic analysis to describe each census block.

We begin first by reviewing the full City of Maquoketa Census Block map on the next page. All statistical information is publicly available through the [US Census website](#). The following sections utilize information provided in the demographic report owned by the City of Maquoketa.

**Figure 1.1 Maquoketa, Iowa Census Tract and Block Group Map**



A deeper breakdown community housing and transportation costs (H&T) are provided on Appendix A-5.

A breakdown of each census block group reviews population, race, ethnicity, age distribution, poverty, disability status, and vehicle availability. These are critical measurements in the community to understand how the City can include equity-based information into planning processes. By focusing on equity for at-risk groups, the City can propose impactful improvements to significant stakeholders that would have incredible safety improvements on their transportation routes.

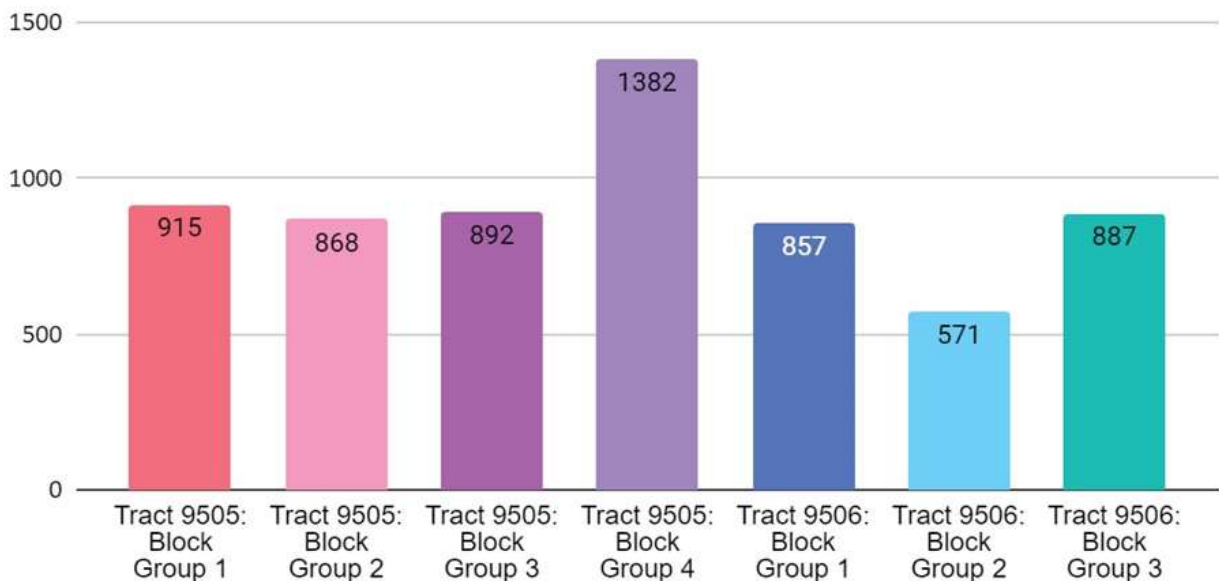
Population:

The City of Maquoketa municipal population is approximately 6,128 with populations of the block groups listed below totaling 6,372 (US Census Bureau, 2020).

Between 2010 and 2020, the state of Iowa grew at a rate of 4.7%, from 3,046,355 to 3,190,369 (US Census Bureau, 2020). The city of Maquoketa saw a decrease in population of -0.2% during the same period with a change from 6,141 to 6,128 (US Census Bureau, 2020). During the same time period, minority residents increased from 274 to 510, an increase of 86.13%; white residents decreased from 6,104 to 5,753, a change of -5.75%.

The population is not evenly distributed. Tract 9505, Block Group 4 makes up 21.7% of the total population; Tract 9506, Block Group 2 makes up 9%; and the five other block groups each make up an additional 13-14% of the population.

Figure 1.3 Maquoketa 2020 Population Distribution by Block Group



Race:

Census data considers race and Hispanic origin to be two distinct concepts. Hispanic or Latino is defined as an ethnicity; as such, Hispanic/Latino data are provided separately from the race distribution. Maquoketa’s minority population increased between the 2000, 2010 and 2020 census. In the 2010 census, Maquoketa’s non-white population made up just 4.22% of its total population and in the 2020 census non-white residents made up 8.00% of the total population.

Figure 1.4b provides a summary of the minority groups present in Maquoketa and their proportion of the total minority population in the community. Hawaiian or Pacific Islanders make up the greatest share of minorities in the community, representing 37.25%. The second most populous minority group in Maquoketa is residents of two or more races, 34.71%.

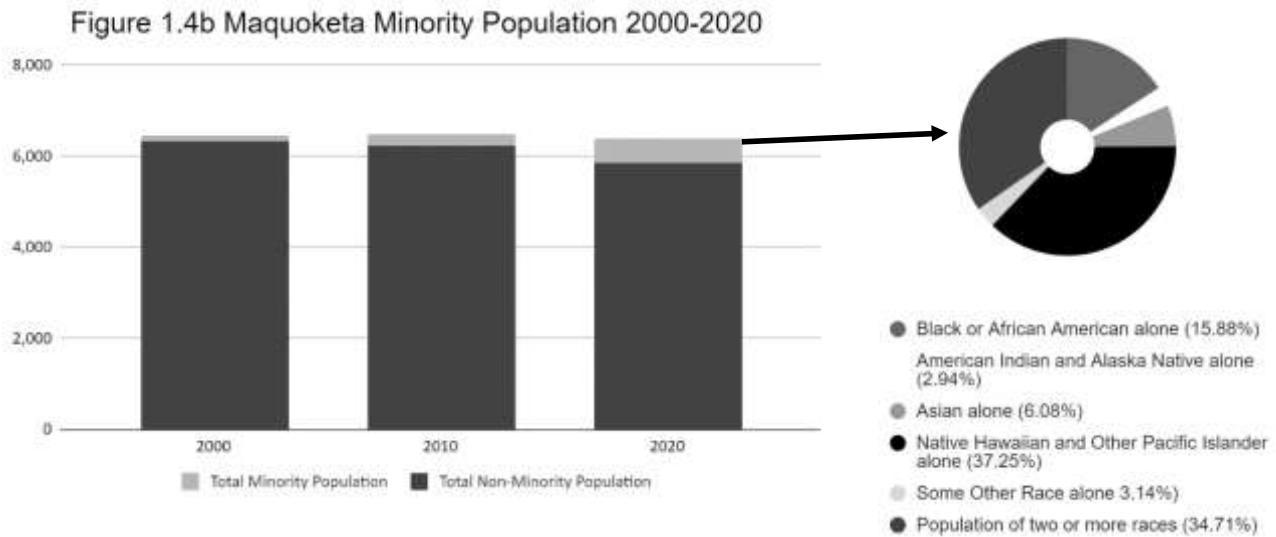


Figure 1.5 shows the 2020 minority population distribution among the block groups. Maquoketa’s minority population is disproportionately located in Tract 9505, Block Group 2 and Tract 9506, Block Group 3. This is a change from 2010 when minority populations were disproportionately distributed in Tract 9506, Block Groups 1 and 3. Minority residents make up 10.8% of Tract 9505, Block Group 2; these residents constitute 18.4% of the total minority population. Minority residents make up 11.8% of Tract 9506, Block Group 3; these residents constitute 20.59% of the total minority population. These areas combined make up 28% of the Maquoketa population but are home to 38% of its minority residents.

Figure 1.5 Chart on the Next Page

Figure 1.5 Maquoketa Minority Population Distribution

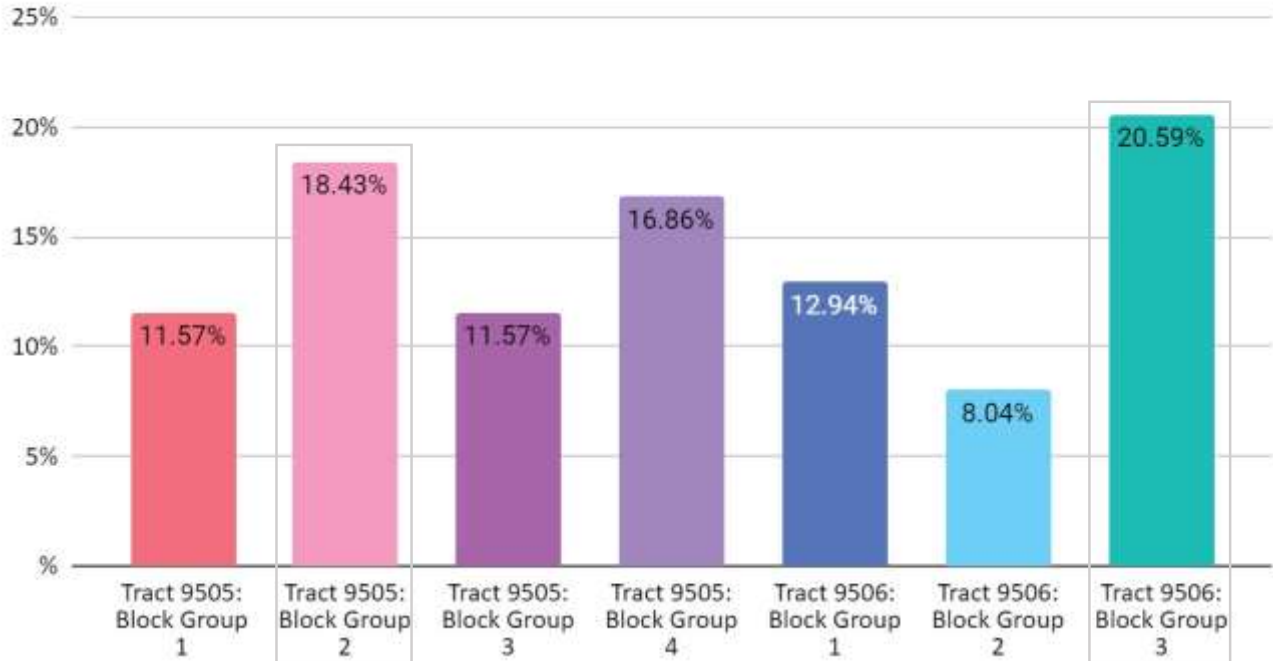


Figure 1.6 shows the minority populations present in Tract 9505, Block Group 2. This block group is home to the largest number of Hawaiian or other Pacific Islanders in the community. This is consistent with the information provided by the Micronesian Community focus group who advised a very high concentration of their community resides in the apartment complex located at Western Ave/Wesley St.

Figure 1.6 Census Tract 9505, Block Group 2 Population by Race

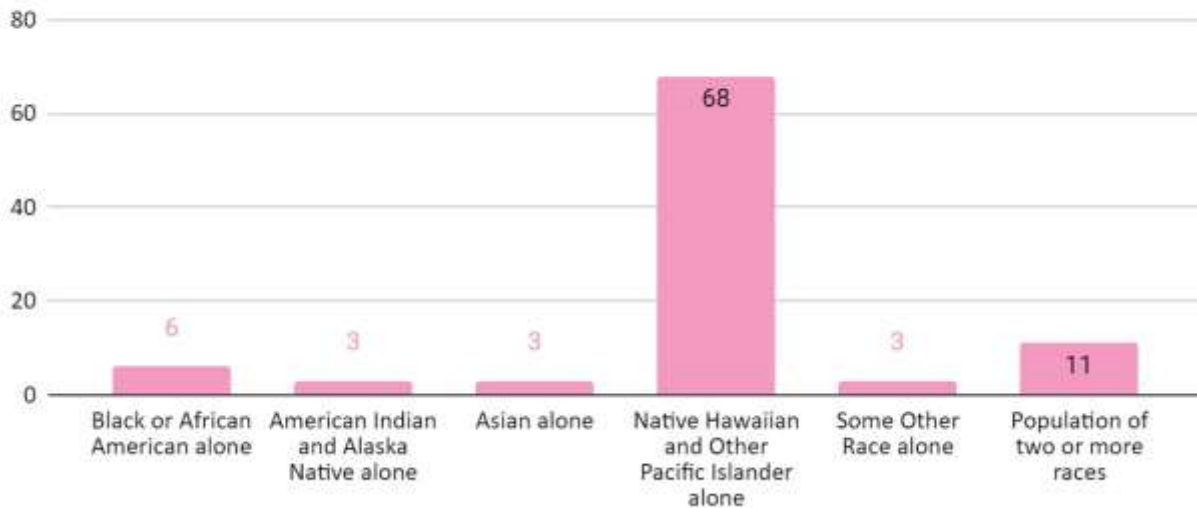
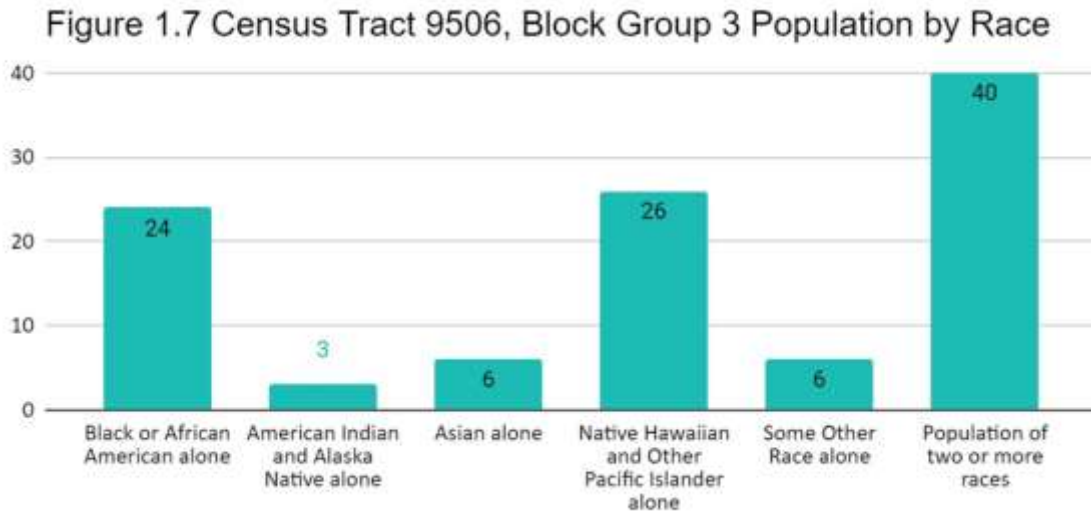


Figure 1.7 shows the minority populations present in Tract 9506, Block Group 3. This block group is home to the largest number of Black or African American alone and mixed-race residents. This block group is also home to the second highest number of Hawaiian or other Pacific Islanders. The City’s Black or African American alone population has a high concentration of residency in the Hurst Hotel and Hurst Cottages located at 227 S Main St & 202 S Olive St respectively.



Maquoketa’s Hispanic/Latino population decreased slightly between the 2010 and 2020 census. In the 2010 census, Maquoketa’s Hispanic/Latino population made up just 1.73% of its total population and in the 2020 census Hispanic/Latino residents made up 1.71% of the total population. Figure 1.8 shows the Hispanic/Latino population among the block groups. Maquoketa’s Hispanic/Latino population is disproportionately located in Tract 9505, Block Group 3 and Tract 9506, Block Group 2.

**Figure 1.8 Maquoketa Hispanic/Latino Population by Block Group**

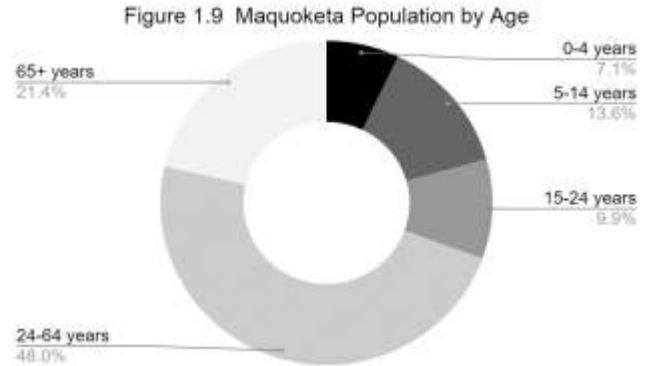




Age:

The age analysis for Maquoketa is based on the American Community Survey 5-year estimates. These estimates provide a different population distribution than what is provided in the race analysis above. In these estimates Tract 9505, Block Group 4 is home to over a quarter of all Maquoketa residents. This change in the overall population distribution impacts the point at which a block group shows a disproportionate share of a specific age group.

Maquoketa has a relatively young population with more residents under age 5 (7.1%) and 0-14 (20.7%) than the United States (5.7% and 18.24%, respectively). Maquoketa has residents 65 years and older making up 21.4% of its population which is also higher than the United States (16.8%). This means that the working age portion of the population is smaller than the United States.



Residents Over 65 Years of Age

Residents over 65 are not evenly geographically distributed. Figure 1.10 shows that residents over 65 years of age are disproportionately located in Tract 9505, Block Group 2. This block group makes up 13% of the population but is home to 25% of the residents over 65 years old. While Block Group 4 appears to have a large over 65 population, it is the most populous block group and does not have a disproportionate share of senior residents.

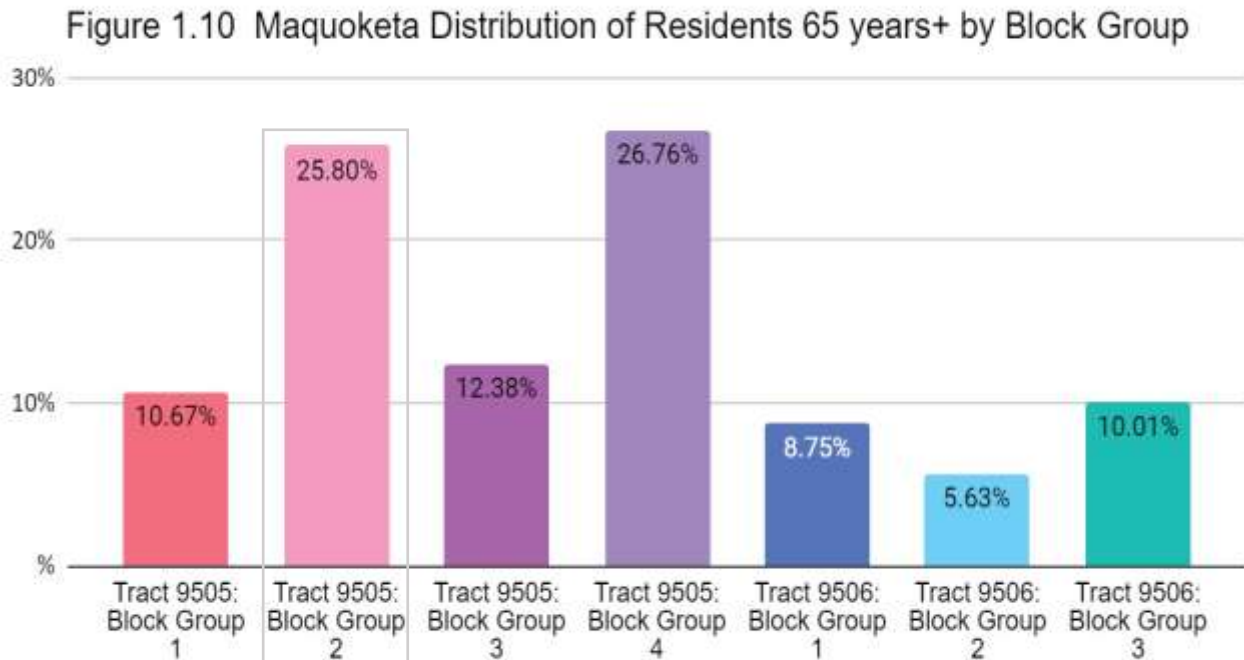
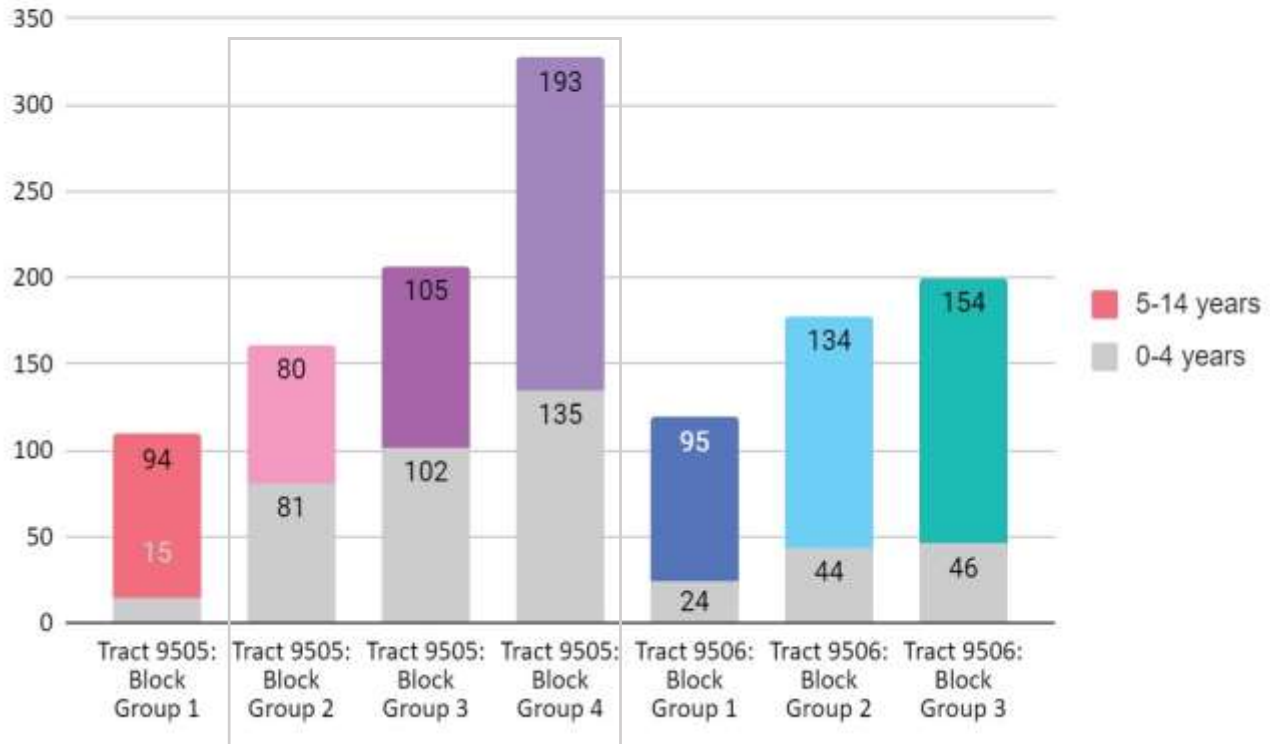


Figure 1.10 is best explained by the high concentration of senior residents at River Village I & II which were interviewed as a focus group for this analysis. In addition, Maquoketa Care Center and Clover Ridge Place are located in Census Block Group 2. Maquoketa Care and Clover Ridge require vehicle access and typically these senior residents need more managed care. River Village I & II is located at the intersection of Arcade/Grove St and focus on independent living. This is significant quality of life and equity consideration in prioritization of improvements.

Residents aged 0-14 are proportionately distributed, however there is a disproportionate distribution of children under 5 years of age. In Tract 9505, Block Groups 2,3 and 4 all contain a disproportionate number of children under 5 years old. In these block groups the children under 5 make up half of the children aged 0-14 years.

Figure 1.11 Maquoketa Youth Population by Block Group



Poverty:

The poverty analysis for Maquoketa is based on the American Community Survey 5-year estimates. These estimates provide a different population distribution than what is provided in the previous section as this is based on distribution of families, not individuals. In these estimates Tract 9505, Block Group 4 is home to over a quarter of all Maquoketa residents (27.6%). This change in the overall population distribution impacts the point at which a block group shows a disproportionate share of families in poverty.

The percentage of families in Maquoketa living in poverty in the last 12 months is 12.5%. Families living in poverty are disproportionately located in Tract 9506, Block Groups 2 and 3. These block groups make up just 18.9% of families but are home to 41% of the families in poverty. Tract 9505, Block Group 4 is also home to many families in poverty, however, because it is the most populous block group, the percentage of families in poverty is 15.5%, not far from the Maquoketa average of 12.5%. 28% of families living in Tract 9506, Block Group 2 are living in poverty and 26.4% of families living in Tract 9506, Block Group 3 are living in poverty.

Figure 1.12 Maquoketa Families Living in Poverty in the Past 12 Months

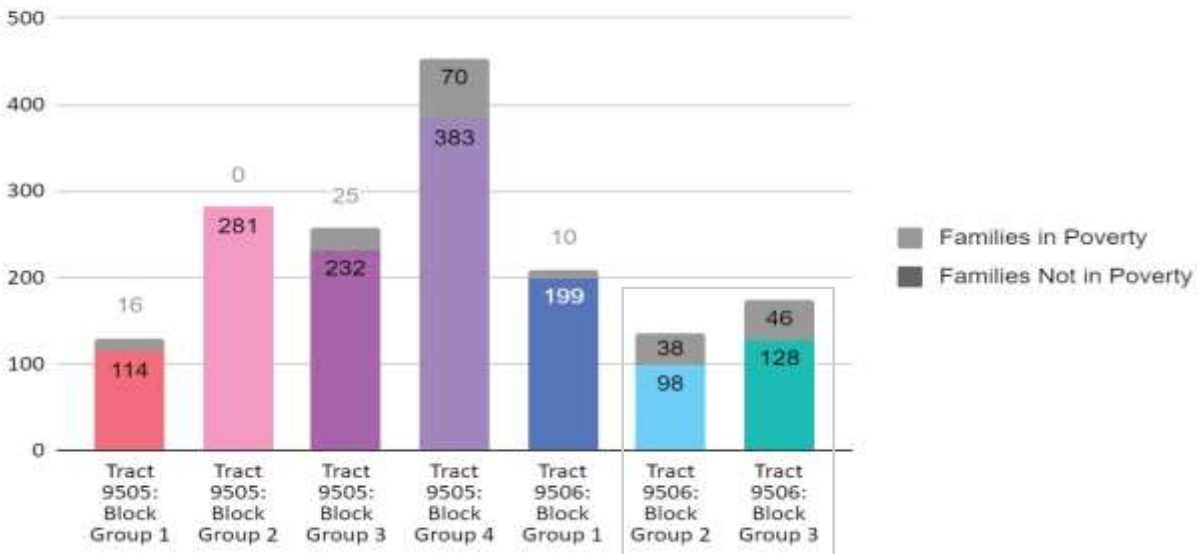


Figure 1.12 supports the concerns identified by the designation of the City’s entire East side (split by Main St) as a Qualified Census Tract and Opportunity Zone. Census Block Groups 2 & 3 make up most of the QCT. Improvement prioritizations as a result of this analysis should focus heavily on projects inside the QCT since one can reasonably conclude that families living in poverty are more likely to be at risk for owning less vehicles than those in Census Block Group 4 as an example.

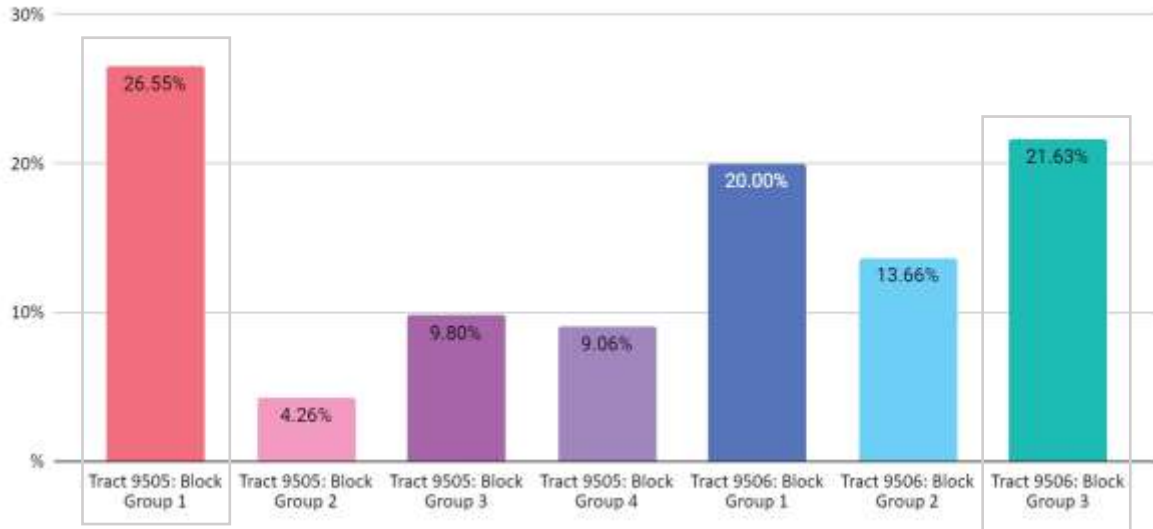
Disability:

The percentage of households in Maquoketa with one or more working-aged members with a disability is 14.3%. Households with a working-aged member with a disability are disproportionately located in Tract 9505, Block Group 1 and Tract 9506, Block Groups 1 and 3. These block groups make up 40% of households and are home to 61.3% of the households with a working-aged member with a disability.

The information is consistent with the identification of River Village complexes, Maquoketa Care Center, and Clover Ridge Place located in Census Block 1. Hurst Hotel and Hurst Cottages are located in Census Block Group 3. Hurst Cottages are slab level studio living units and many members with a disability reside in Hurst Cottages.

Figure 1.13 on next page

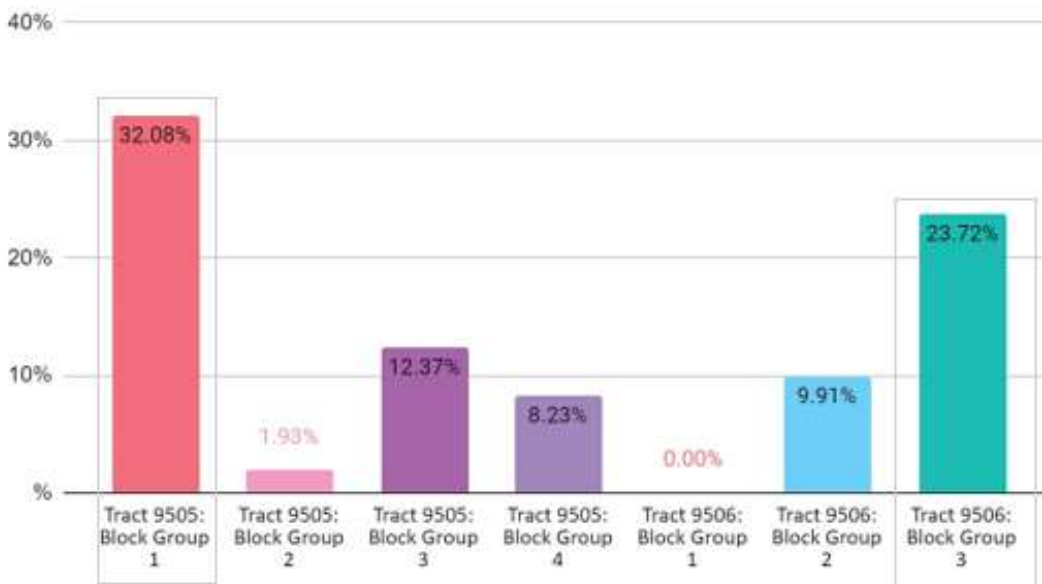
Figure 1.13 Maquoketa Percentage of Households with One or More Members with a Disability



Vehicle Access:

The vehicle availability analysis for Maquoketa is based on the American Community Survey 5-year estimates. Similar to the disability analysis, these estimates are provided at the household level. Figure 1.14 displays the percentage of households, by block group, with no access to a vehicle. Residents in Tract 9505, Block Group 2 and Tract 9506, Block Group 3 are most likely to rely on biking, walking, or carpooling as 32.08% and 23.72% of households in these areas have no vehicle available. Similar to Disability, Census Block Group 1 and 3 have a skewed concentration due to the population sets residing at the River Village complexes, Maquoketa Care Center, Clover Ridge Place, Hurst Hotel, and Hurst Cottages.

Figure 1.14 Maquoketa Households with No Vehicle Available



### Balancing Economy, Effectiveness, Efficiency, and Social Equity

This analysis will shortly begin a project prioritization phase that forms the identified projects into an Eisenhower Decision Matrix. We've taken a sharp look at social equity considerations relative to the qualitative and quantitative feedback data derived from the surveys, focus groups, and crash map data provided by the Iowa Department of Transportation.

One of the more extraordinary scholars of public administration is Kristen Norman-Major. Kristen Norman-Major is coined with creating the concept of making public policy and project decisions around the 4 E's Model. A practical definition of each is offered in the context of this analysis, how it can be applied into the Traffic Safety Action Plan, and eventually incorporated into the

1. Economy – takes into consideration the social and environmental dimensions of economic activities and promotes growth opportunity for all members of the City. The incorporation of public improvements of traffic safety can have a positive growth effect on disadvantaged neighborhoods and census block groups. Privately the addition of safe transportation will encourage investment and help bring growth to challenged communities. Traffic Safety projects in the Qualified Census Tract would certainly meet the test of economy.
2. Effectiveness: executing the right actions to address the objective. In this analysis, effective project codes were identified by surveys, focus groups, and quantitative analysis by using IDOT crash map data. This step ensure the correct projects are executed to increase traffic safety in the City.
3. Efficiency – maximization of available resources in order to meet the objective. In this analysis, we exclude the City's financial capacity within the Road Use Tax fund. However, Road Use Tax fund should be considered since the City's main funding source for traffic safety initiatives will ultimately be financed out of the Road Use Tax fund. Road Use Tax fund comes from a mix of State revenue share sources such as gasoline tax and registration fees. Project prioritization should include financial efficiencies as part of the decision-making matrix.
4. Social Equity – promotion of public investment in traditionally uninvested areas of the City or addressing specific safety measures to equalize community members' ability to enjoy a high quality of life and safe transportation experience in the City. This analysis identified at-risk census block groups and populations that should weight in project selection for Traffic Safety.

## **Section 6:**

# **City of Maquoketa Policy & Program Evaluation**

Pursuit of a Complete Streets Policy

On the recommendation of Lovely City, the City of Maquoketa identifies the desire and need to begin planning for a Complete Street Policy for the addition of new streets, neighborhoods, and major rehabilitations of current streets.

This was presented to City Council of the City of Maquoketa on the evening of June 5<sup>th</sup>, 2023. The City Council unanimously voted for and adopted the following Complete Streets Policy on Resolution 2023-70 and is meant to serve all roadway users in future developmental projects:

RESOLUTION NO. 2023-70

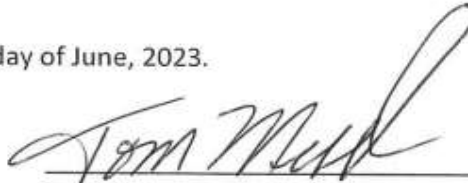
RESOLUTION ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the City Council of the City of Maquoketa seeks to increase roadway functionality for all users including vehicles, pedestrians and bicyclists; and,

WHEREAS, this non-binding policy is meant to serve as a developmental guide for private developers, future neighborhoods and City reconstruction project.

NOW, THEREFORE, Be It Resolved, the City Council of the City of Maquoketa does hereby adopt a Complete Streets Policy.

PASSED AND APPROVED this 5<sup>th</sup> day of June, 2023.

  
Tom Messerli, Mayor

ATTEST:

  
Joshua Boldt, City Manager

CERTIFICATION

I, Joshua Boldt, City Manager, do hereby certify the above is a true and correct copy of Resolution No. 2023-70 which was passed by the Maquoketa City Council this 5<sup>th</sup> day of June, 2023.

  
Joshua Boldt, City Manager

**City of Maquoketa Complete Streets Policy**  
**June 5, 2023**

1. GOALS:

- A. To support the City’s Vision statement:

*Our vision for the City of Maquoketa is to provide a high-quality public services environment for residents, businesses, and visitors. We are committed to ensuring that Maquoketa remains a desirable place to live, work, and visit for generations to come.*

- B. To support the City’s Mission statement:

*Our mission is to create a welcoming and inclusive community in the City of Maquoketa by providing exceptional services that promote positive engagement for all stakeholders. We strive to enhance the quality of life for our residents, visitors, and businesses by fostering an environment of growth, opportunity, and prosperity. Through collaboration and innovation, we aim to build a vibrant and sustainable city that embodies our shared values of community, integrity, and mutual respect.*

- C. To be implemented with generally accepted roadway design standards, the Complete Streets Policy is intended to give guidance and direction to residents, developers, designers, and managers of PUBLIC STREETS right-of-way for accommodating an interconnected, multi-modal transportation network for all users and uses of the public travel spaces with the goal of developing connectivity between each transportation mode within the PUBLIC RIGHT-OF-WAY. The expectation is to incorporate the principles of complete streets as a matter of course in future design and construction.

2. DEFINITIONS:

- A. **COMPLETE STREET:** a street which accommodates convenient and safe use by everyone, regardless of age, ability or mode of travel.

- B. **CONTEXT SENSITIVE DESIGN SOLUTION:** a design which balances safety, mobility and transportation needs, while preserving scenic, aesthetic, historical, environmental, neighborhood and community values and characteristics.

- C. **STREET:** The street is considered to be the subgrade, base, pavement, grading, storm sewer, and subdrains. (i.e., All of the elements required to build, operate, and maintain the street.)

- D. **NEWLY CONSTRUCTED STREET:** a street constructed where one has not previously existed.

- E. **RECONSTRUCTED STREET:** a street constructed where one has previously existed. Any existing street which has rehabilitation done to it, which is estimated at 50% or higher of the cost of NEWLY CONSTRUCTED STREET (excluding utilities except storm sewer or subdrains), shall also be considered a RECONSTRUCTED STREET for the purposes of this policy.



- F. PUBLIC STREET: a roadway owned and maintained by the City of Maquoketa, providing frontage for parcel(s) of property as set forth in the City Zoning regulations.
- G. PUBLIC RIGHT-OF-WAY: City-owned property designated as right-of-way, which contains items such as roadway, utilities, sidewalks, etc.
- H. PRIVATE STREET: a privately owned and maintained roadway established by final platting or otherwise established as approved by the City of Maquoketa, providing frontage for parcel(s) of property as set forth in the City Zoning regulations.
- I. PUBLIC FRONTAGE ROAD: a roadway located with portions of PUBLIC STREET right of-way, frontage road reservation easement or adjoining other streets, which have access control.
- J. STREET MAINTENANCE: rehabilitation of a street, which generally restores the functionality of the existing street components (either primarily as a street project or in conjunction with underground public utility construction), without significantly altering or adding to those components, and which is estimated at less than 50% of the cost of a NEWLY CONSTRUCTED STREET with those same components. Utility construction (except storm sewer or subdrains) is excluded from this cost calculation.
- K. PARKWAY: The non-driveway area of public right-of-way between the back of curb or edge of roadway and the right-of-way line.

### 3. POLICY STATEMENT:

Each City Department that performs physical improvements in the right-of-way (streets, sidewalks, landscaping, public utilities, etc.), and Private Developers that build infrastructure (streets, public utilities, etc.) for dedication to the City, shall perform such work in compliance with this policy, documenting their analysis and decisions. Streets within the City of Maquoketa shall be designed, maintained and operated as COMPLETE STREETS per this policy to enable safe, comfortable and convenient access for all users regardless of age or ability, including but not limited to motorists (automobiles, trucks, buses, and emergency vehicles), pedestrians, bicyclists, those with disabilities, and public/private utilities. A COMPLETE STREET shall serve as part of a comprehensive, integrated and connected multi-modal street network within the City of Maquoketa.

### 4. APPLICABILITY:

This Complete Streets Policy and associated project documentation applies to all PUBLIC STREETS or infrastructure solely owned by the City of Maquoketa, with the following clarifications:

- A. NEWLY CONSTRUCTED STREETS and RECONSTRUCTED STREETS either built by the City or by a developer for City ownership – applies in all zonings/land use.
- B. STREET MAINTENANCE Projects - whereas all NEWLY CONSTRUCTED STREETS and RECONSTRUCTED STREETS shall be considered for multi-modal transportation elements, it is not expected for maintenance and rehabilitation projects to change geometric features and functional elements to upgrade to multi-modal transportation elements, although items that fit within the existing geometrics should be considered (e.g. re-striping, signage upgrades, sidewalks, etc.)

C. PRIVATE STREETS – sidewalk is required; otherwise PRIVATE STREETS are exempt from this policy.

D. Co-Jurisdictional streets - COMPLETE STREETS shall be considered in conjunction with the other jurisdiction’s policies or practices.

E. PUBLIC FRONTAGE ROADS - may be used as an alternative location for COMPLETE STREETS application in lieu of the main road it adjoins. If the main road has multimodal elements, the PUBLIC FRONTAGE ROAD may be exempt from this policy.

F. PUBLIC UTILITY PROJECTS – Public utilities (Water, Sanitary Sewer, Storm Sewer, Fiber Communications, and any other public utilities) shall comply with this policy. Privately owned utilities are exempt. For public utility projects:

i. In Pavement – See STREET MAINTENANCE projects guidance in this section.

ii. In PARKWAYS – This policy applies as follows:

1. Project Designed for Open Trench Construction:

a. If 33% or more of the parkway is disturbed, the public utility project shall consider complete streets elements as part of the design without regard to the right-of-way line (e.g., grading beyond the right-of-way line onto private property may be required).

b. If less than 33% of the parkway is disturbed, the public utility project should consider complete streets elements as part of the design.

2. Project Designed for Trenchless Construction (Boring, jacking, pipe bursting, etc. Excludes non-destructive pipe lining):

a. If trenchless construction is cheaper than open trench construction, the public utility project should consider complete streets elements as part of the design.

b. If trenchless construction is more expensive than open trench construction, the public utility project shall consider complete streets elements as part of the design without regard to the right-of-way line (e.g., grading beyond the right-of-way line onto private property may be required).

c. In Driveways – Regardless of construction method, all driveways crossed by the public utility project shall be considered for complete streets design, in particular reconstruction of the driveway to include a sidewalk, as part of the design without regard to the right-of-way line (e.g., grading beyond the right-of-way line onto private property may be required).

5. EXCEPTIONS:

Exceptions to this policy will be per policy adopted by City Council, or in the absence thereof, considered on a case-by-case basis by the City of Maquoketa City Council.

6. PERFORMANCE MEASURES:

A. The City shall report future development performance measures to assess and evaluate the effectiveness of the implementation of this policy. Before and after performance measure data shall be obtained on a network basis for comparison purposes. Examples of performance measures could include, but not be limited to Safety, Transportation Mode Split, Vehicle Travel, Storm Water Management, Water Quality, Retail Sales, Resident Satisfaction, etc. Each Department shall identify and collect performance data on the complete streets elements they build.

7. IMPLEMENTATION:

A. COMPLETE STREETS are generally accomplished through adding the following to the vehicular portion of a roadway or PUBLIC RIGHT-OF-WAY: sidewalks, side paths, bike lanes, shared use lanes (sharrows), bus stops, public spaces, improved wayfinding signage, utility corridors, etc. The COMPLETE STREET shall incorporate one or more of these as reasonably applicable.

B. Each project undertaken by the City of Maquoketa that is a NEWLY CONSTRUCTED STREET, RECONSTRUCTED STREET, or STREET MAINTENANCE within the PUBLIC RIGHT-OF-WAY should document its compliance with this policy.

8. DESIGN CRITERIA AND CONTEXT SENSITIVE DESIGN:

A. Each street and right-of-way design should be practically undertaken to complement the neighborhood in which it exists, (i.e. a CONTEXT SENSITIVE DESIGN SOLUTION), while complying with the latest accepted practices and guidelines, and federal and state laws.

**END**

###

City of Maquoketa 10-Year Street Improvement Plan

The City of Maquoketa contracted WHKS, as previously mentioned, to complete an independent analysis for a [10-Year Street Improvement plan](#) for the City. The primary belief was that an engineer and consultant's opinion of priority steps would be valuable to the Citizens of Maquoketa due to the unbiased, professional, and data-based opinion of WHKS. WHKS was awarded a professional service contract on Resolution 2022-122 in the amount of \$19,700.

Due to the length of the report, Staff excludes it from full inclusion into the Traffic Safety Action Plan. It can be found at the above hyperlink. Much of the high-priority projects are due to roadway condition and safety issues however the report does not go to great length to discuss why the chosen priorities actually create a roadway quality and safety issue. The Traffic Safety Action Plan does make that step and takes a

stronger equity analysis and qualitative data analysis. Please review the plan to learn more about the City's accepted 10-Year Street Plan.

### Traffic Safety Action Plan Performance Assessment & Outcome Reporting

The City Council of the City of Maquoketa has made the Traffic Safety Action Plan Task Force responsible for the monitoring and continuing assessment of Traffic Safety improvements as charted by this strategic plan. This was on Resolution 2023-55.

The primary question is by what valid means will the Traffic Safety Action Plan be evaluated as the target goal date of June 30, 2027 approaches.

First, Staff offers the utility bill citizen survey question mean measurement that can be reinitiated at the 50% (June 30, 2025) and 100% mark (June 30, 2027). This is specifically for the following to questions which carried the following results:

Question 7: Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

**June 2023 Mean: 2.78**

Question 8: Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

**June 2023 Mean: 2.90**

The hypothesis and performance measurement centers around the theory that with the improvement of safety features (roadway, signage, painting, and dedicated sidewalk improvements) community members will realize a noticeable and significant improvement in their satisfaction of multi-modal infrastructure and due to those improvements will be more likely to use those public assets.

Second, a comprehensive review of the Iowa Department of Transportation Crash Data can be executed at the June 30, 2025 and June 30, 2027 dates. The same statistical variables shall narrow the data pool to injury & fatal accidents (to segregate severity) within City jurisdiction in 3-year increments. Please recall the combine report for 2020, 2021, 2022, and 2023 (YTD) **yielded .10 major injuries per crash and .35 minor injuries per crash. As an example, this means if you are in a motor-vehicle accident, you have a 10% likelihood of major injury which often can be life-altering. This is problematic and needs to be reduced.**

Third, the Traffic Safety Action Plan Task Force shall advocate for and require compliance with the Complete Streets Policy. This assessment is in progress currently and is measure by developmental additions to roadway that answer to transportation abilities for all roadway users. The City currently is in a developmental agreement with BSM2 Development for the addition of 30 single-family residential homes near the intersection of Western Ave/Summit. By City of Maquoketa standards, 30 parcel development is significant. The newly poured concrete street, Forrest Drive, is near completion as of June 2023 and requires sidewalk additions as parcels are built. All sidewalk right-of-way meets ADA requirements and this is one instance immediately that follows the intent of the Complete Streets Policy adopted on June 5, 2023.

Another potential, but likely development, is the addition of a 48-unit Senior living townhome complex at the intersection of Nairn Dr/David St. This project is coded “Portrait of Maquoketa” and feature mostly 1-bedroom units with a mix of 2-bedroom availability. The private development will work with the City to finish a site architecture program that encourages safe transportation of senior residents so they can easily move to the high-quality sidewalks of Nairn Dr and David St. Grocery, Gas, Banking, and Walmart are in the immediate area making this an attractive location of choice for senior residents.

Measurements or outcome data for compliance with the Complete Streets Policy can be recorded as time progresses. Staff posits Forrest Dr, Portrait of Maquoketa, and Platt Street Reconstruction all successfully reached the goals of the Complete Streets Policy.

Fourth, the last and most basic outcome measurement is simply acknowledging the project code completion rate of the Traffic Safety Action Plan against time. For instance, by June 2025, 50% of the project codes cited in this plan should be complete. A reasonable goal for the plan is to have 90% of the project codes complete by June 2027.

Periodic and bi-annual review by the Traffic Safety Action Plan Task Force should be recorded to document successes and challenges with the Traffic Safety Action Plan. If shortcomings are realized, the Traffic Safety Action Plan Task Force shall implement a policy recommendation to the City Council of Maquoketa to improve plan implementation processes.

## **Section 7:**

# **Strategic Implementation of the Traffic Safety Action Plan**

Eisenhower Model & Program Prioritization

The following Eisenhower Decision Making Model is based on the identified project codes. The model does not account for an engineer’s cost opinion but some cost recommendations are offered based on the analysis in the City of Maquoketa 10-Year Street Improvement Plan (delivered March 2023), generally accepted sidewalk construction costs, known paint costs, and known signage costs to the Public Works Department of the City of Maquoketa.

A worthwhile next step in this analysis or at project execution phase would be to contract professional engineer to give a full cost-opinion on the construction of significant projects.

We start first by recalling the projects. Next, we break each of the codes out into the model based on urgency (0-24 months or 24-48 months) as well as importance (i.e. severity of the problem). The next section will focus on giving placement justification of project in consideration of project variables such as social equity. The model on the next page is meant to address projects in the 0-24-month time bounds first and address the remaining projects in 24-48 months. Items not in the high urgency, high severity quadrant should not be disregarded.

Main/Summit intersection improvement =	PC1 (April 2024 – Significant Progress)
Vermont/Summit intersection improvement =	PC2
School Zone Signals/Warning signage =	PC3
Bicycle Route Signage =	PC4
Bicycle Lanes =	PC5
Park Connectivity =	PC6
Safe Routes to School =	PC7
W Quarry Street Unsafe Roadway Condition =	PC8
Sidewalk Improvements =	PC9
Speed Bumps =	PC10
Stop Line Paint =	PC11 (April 2024 – Significant Progress)
Curb No Parking Yellow Paint =	PC12 (April 2024 – Significant Progress)
Flashing Stop Signs =	PC13
W Platt St Light Changeover Timing =	PC14 (April 2024 – Significant progress)
Sacred Heart/Eddy Place/Eddy Street Improvements =	PC15
E Maple St Mill & Fill – Sidewalk =	PC16 (April 2024 – Significant Progress)
ADA Street-Curb Approach Improvements =	PC17 (April 2024 – In progress)
Downtown Alley One-Way Revision =	PC18
Street Lighting Reflection Improvements =	PC19
Overweight truck traffic enforcement =	PC20
Allen Street Potholes =	PC21
E Grove Street Unsafe Roadway Condition =	PC22
Removal of extra turn lane on Western/Summit =	PC23
Speed Control Signage (W Summit & Pershing) =	PC24 (April 2024 – Significant Progress)
100 – 400 E Maple St Stop Sign Installation =	PC25
100 – 500 N Walnut St Unsafe Roadway =	PC26 (April 2024 – Significant Progress)
100 – 700 W Locust St Unsafe Roadway/Pedestrians =	PC27
100 – 500 S Matteson St Sidewalk Widening =	PC28

The following are also added as a result of Addendum 1 (April 2024 Update):

100 – 500 E Locust St Unsafe Roadway, Sidewalk Widening, & ADA Improvements =	PC29
Maquoketa Middle School Pedestrian Loop =	PC30
100 – 300 N 5 <sup>th</sup> St Unsafe Roadway & Widening =	PC31
100 – 300 S 2 <sup>nd</sup> St Unsafe Roadway, Sidewalk Widening, & ADA Improvements =	PC32
100 – 300 N Niagara St Unsafe Roadway, Sidewalk Widening, & ADA Improvements =	PC33

Updated table on the following page.





Implementation Item Analysis: Safety Concern, Time, Cost, & Equity

The following information is again derived from the engineer cost opinion from the [10-Year Street Improvement Plan](#) (Page 26), active and generally accepted knowledge of the City of Maquoketa Public Works Department for the installation and construction of sidewalk, signage, and paint. The cost information is given as economical and efficiency guide. Each code is assessed relative to their effectiveness in improving traffic safety and meeting the equalization objectives for social equity the Traffic Safety Action Plan attempts to plan for.

Main/Summit intersection improvement = PC1

This project was far and away the highest concern for all stakeholders. The surveys, focus groups, and crash data analysis all confirmed it. The intersection lacks paint and space that encourages oversized traffic to make safe turns. The intersection presents a significant problem but deserves significant response. As of this writing, an engineering analysis is in progress to study right of way and potential solutions to creating a safe intersection based on the Iowa DOT’s safety analysis in 2017. For these reasons, this project was placed in the high urgency, high severity quadrant.

- April 2024 Update (Significant Progress) – The City is very please to announce the most concerning intersection in the City was awarded a funding agreement by the Iowa Department of Transportation (IDOT) in the amount of \$290,000 for the purpose of a complete intersection reconstruction. This will allow for far better turning angles, sight angle improvements for vehicle traffic, give pedestrians dedicated paths, new paint, new storm drainage, and overall increase intersection square footage. Completion in expected in the Fall of 2025.

Vermont/Summit intersection improvement = PC2

This project was mostly brought up by citizen surveys and school related stakeholders. The Maquoketa High School is located approximately 500 feet South of the intersection. The intersection is relatively safe with the exception of school being let out or when high-school aged drivers are commuting to school. The intersection is a current 4-way stop with the East-West stop signs being flash featured. The intersection improvement is not in a census block zone that would give further cause to need improvement in terms of social equity and limited safety improvements can actually be made to the intersection besides paint stop lines. For these reasons, the project was placed into the low urgency, low severity quadrant.

School Zone Signals/Warning signage = PC3

This project’s focus is centered around the area of:

- W Quarry St – Briggs Elementary
- W Summit St – High School
- S Main St – Middle School

Each of these areas featured qualitative data responses that portrayed clear vehicle and multi-modal safety concerns related to school aged children behavior. While the City does have basic school zone warning signs in these locations, certainly motor vehicle traffic can be greatly enhanced by the addition of having flashing

school zone warning signs at these locations. The estimate of a solar powered, flashing, time-based school zone warning sign is \$2,000 per sign. This project code proposes 4 signs at each subject location at a total estimate of \$24,000. All Maquoketa residents send their children to the schools and thus improving the transportation safety of vehicles and multi-modal residents would be very valuable in terms of creating safety programs that address social equity and reduce the likelihood of motor vehicle accidents. The Maquoketa School Board’s opinion of this project was very high. For these reasons, this project was placed in the high urgency, high severity quadrant.

Bicycle Route Signage = PC4

Active transportation is not prevalent in the City of Maquoketa and not well utilized. While the City does have bicycle routes such as Pleasant St and Main St, they are not well marked or signed. The placement of bike route signage is economical for the City and can have high value for resident who utilize marked routes and avoid vehicle traffic. Completing this signage project is not difficult and can be accomplished within 0-24 months. For these reasons, this project was placed in the high urgency, low severity quadrant.

Bicycle Lanes = PC5

Similar to the above project, active transportation via bicycle is not well utilized however that may change with the addition of new route painting and even possibly adding routes or dedicated lanes. For the purposes of this exercise and section, we determine this project is meant to repaint existing markings on City roadways. The economical cost of doing so encourages the City to act on this request of the citizens but it does not present a severe safety threat. For these reasons, this project was placed in the high urgency, low severity quadrant.

Park Connectivity = PC6

The [Parks Board Master Plan](#) also identifies connectivity as an issue. Connectivity can be resolved in a variety of different projects in the City. The immediate connectivity and safety related proposal for transporting City residents from one destination to the next is on E & W Apple Street. This ties into the next project as well. Apple St is a light use vehicle route that essentially connects Briggs Elementary, Little Bear Park, 1<sup>st</sup> Ward Park, Burlingame Park, and the County Fairgrounds. This is the most logical transportation addition to the City to encourage multi-modal travel in a safe and trusting manner. The project is nearly all in the Qualified Census Tract and breaks into the at-risk census block groups of 2 and 3 where significant poverty and disability risks are prevalent. The desired outcome is an 8-foot wide sidewalk on the North side of Apple Street and possibly restricting one side of the road parking only for vehicles to increase visibility for drivers. An engineering analysis is recommended for this project. For these reasons, the project was placed into the high urgency, high severity quadrant.

Safe Routes to School = PC7

In combination with the above project, safe routes to school is a special objective of the Traffic Safety Action Plan. The intention behind this is to encourage multi-modal travel separate from vehicle traffic. The Briggs Elementary focus group clearly acknowledges vehicle-playground-child safety concerns and in one instance there was in fact a vehicle vs. child collision. If this project and objective can be tied to park connectivity and the already very poor condition of W Quarry St, the City could stand to make large safety improvements for all roadway users. The strongly affected stakeholders in this project are all Maquoketa families served by Briggs Elementary, the School Board, and residents of River Village I & II who are at risk senior citizens

who travel on Quarry to move toward the downtown district of Maquoketa. A deeper engineering analysis is recommended to determine best practices for safe routes to school focusing on Briggs Elementary as the center point of route making. For these reasons, the project was placed into the high urgency, high severity quadrant.

W Quarry Street Unsafe Roadway Condition = PC8

The W Quarry Street roadway condition was identified by the surveys and focus groups as a primary area of safety concern due to the school traffic near Briggs, it's narrow 28-foot width, and consensus the route is well traveled by motorists connecting Briggs Elementary, Little Bear Park, North end of downtown Maquoketa, 1<sup>st</sup> Ward Park, and the County Fairgrounds. The route itself was a localized detour while the major reconstruction of Platt Street (HWY 64) occurred which caused pavement degradation. The River Village complexes tend to utilize side routes to travel to downtown by a means other than a vehicle and often W Quarry Street is part of this transportation solution. Due to distrust in sidewalks, the senior citizens of River Village frequently travel on the actual road where they are less likely to trip or be caught on a sidewalk defect. A solution is needed for this route and a full roadway rehabilitation is the likely solution to a safety problem that's been widely identified by the community. For these reasons, the project was placed in the high urgency, high severity quadrant.

Sidewalk Improvements = PC9

Sidewalk complaints are frequent in the City of Maquoketa. The City itself receives complaints and identifies what are believe to be the worst sidewalks in the City. The City notifies private property owners of the improvement order if the private owners is neglectful in making sure a sidewalk is defect free. If there is neglect and non-compliance, the City will complete the improvement and abate the true cost to the owners' property tax bill. This is routine practice. However, this doesn't mean there is high compliance with the sidewalk condition requirement as set by City Code. There are significant stakeholder risks at River Village I & II that we understand could very well have a life-altering fall due to only a 1-inch raise in a sidewalk. It is therefore import to ensure we a focus on transportation opportunities for residents and communities who are challenged such as River Village community members where vehicle ownership is in minimal. Most residents at the complexes travel South to Platt Street to conduct their shopping activities. Therefore, a substantial safety improvement could be the installation of an 8-foot wide sidewalk on the East side of Arcade Street from Grove St to Platt St, a distance of 1,630 feet. We also recommend finding a solution to sidewalk improvements from Arcade St to Main St, a distance of 2,477 feet. The total for both specific improvements combined is \$256,687. There is no ADA compliant sidewalk at the Grove Street ballfields and no actual sidewalk from N 5<sup>th</sup> St to Main St. For River Village travelers going to Main St, it is again common to see senior residents on motorized chairs in the street. For these reasons, we rank sidewalk improvements high urgency, high severity.

Speed Bumps = PC10

According to focus groups and survey results, there were specific speed complaints on Main St, W Summit St, and Pershing Rd. These locations have high average annual daily traffic numbers. Setting speed bumps into these locations is impractical but there could be other signage solutions which are addressed later. Speed bumps to do not necessarily address at risk populations in the census block groups. For these reasons, this project was ranked low urgency, low severity.

Stop Line Paint =

PC11

This project is a cost efficient and effective measure to keep vehicles in certain position on the roadway. The approximate cost of roadway paint is \$200 per gallon. This efficient means of improving roadway safety is nothing new. The City of Maquoketa lacks in the ability to substantially improve roadway markings. Installation of paint is a universal improvement for stakeholders and it can be done efficiently. For these reasons, the project is ranked high urgency, high severity.

- April 2024 Update (Significant Progress) – The Traffic Safety Action Plan Task Force committed City Management and the Public Works Department to arrange for bi-annual painting of key roadways and intersections in the City. This was previously an annual Public Works activity in August typically before Schools went back into session. As of the January 2024 Traffic Safety Action Plan Task Force meeting, this order went into effect with the first application in May 2024.

Curbs No Parking Yellow Paint =

PC12

Multiple survey respondent and focus group answers spoke to concerns of driver sight angles at various locations. Two very fine examples were given in first the public alley exit Northbound next to the East side of Maquoketa State Bank and the area of Sacred Heart Schools. In both locations, workers and visitors pack on to the street for parking and congest the paths of travel for vehicles thus risking driver sight ability at these locations. In both instances and others across the community, approximately \$2,500 can be efficiently spent paint curbs yellow in compliance with the City Code to restrict parking within 15 feet of an intersection. For these reasons, the project is ranked in the high urgency, high severity quadrant.

- April 2024 Update (Significant Progress) – Similar to PC11 above, the Traffic Safety Action Plan Task Force and City Management committed to painting and protecting intersection sight angles for drivers in problematic locations. Notably, the congested area of Eddy St & Eddy Pl where Sacred Heart Elementary and Daycare is located contains many space and sight angle concerns. In late 2023, the Public Works Department yellow curb painted the intersection and installed “No Parking Here to Corner” signs. The adjacent and permanent residents of this area provided very positive City feedback.

Flashing Stop Signs =

PC13

The City owns 8 solar powered flashing stop signs. Though expensive, they are well received by the public. They serve the same purpose of a regular stop sign and there is low immediacy in the transition from stop sign to flashing stop sign. River Village I & II is a primary complainant on this project code due to the intersection of Arcade/Grove Street. Residents of River Village are separated by a 3-way stop that often is disrespected by drivers. Residents of River Village often are overly careful with street crossing due to the active concerns related to stop sign abuse at Arcade/Grove St. Along with police enforcement, residents of River Village feel flashing stop signs would help the problem. For these reasons, the project was placed in the low urgency, high severity quadrant.

W Platt St Light Changeover Timing =

PC14

This project should not actually cost the City any contractual money but only labor hours. The light changeover concerns identified in the W Platt St lights are clear in IDOT crash map data. The theory behind the quick changeover time is due to the location of the old Jackson County Hospital site. The City’s Public

Works Department can dedicate an individual to resetting these traffic lights to the typical 3 second transition periods. Due to simplicity and high return on investment, Staff recommends ranking this project in the high urgency, high severity category.

- April 2024 Update (Significant Progress) – The City’s Highway 64 (Platt St) complete reconstruction is substantially complete as of April 2024. Vermont St & W Platt St has been identified as an area of continued light changeover concern, meaning the speed of the change is too quick in the opinion of many survey respondents. The true cause for this is the former Jackson County hospital is two blocks North of this location. After total completion of the Platt Street Reconstruction, IDOT is turning over management of the intersection lights to the City. At such time, the Public Works Department will receive the intersection light manual and will be able to change the traffic light changeover to the typical 3 seconds observed in most intersections.

Sacred Heart/Eddy Place/Eddy Street Improvements = PC15

Sacred Heart Schools is a private, catholic school that serves as a daycare – middle school education. At the South end of Sacred Heart, the entrances face Eddy Place and Eddy Street. There are no extra safety measures in place. Drivers and pedestrians are trusted to be responsible. The primary complaint related to this area is that the congestion causes significant sight issues and the roadway on Eddy Place and Eddy Street is poor with a PCI ranking less than 45 on a 100-point scale as identified by the City’s 10-Year Street Improvement Plan. The uneasy roadway in combination with a number of school related safety concerns give cause to a substantial improvement at the site to encourage safe travel or drop off. For these reasons, the subject project scored high urgency, low severity. It was placed into this quadrant but certainly an easy argument could be made given safety severity. The problem was not as well cited by survey and focus groups.

E Maple St Mill & Fill – Sidewalk = PC16

From 800 E Maple Street moving East on Maple Street, the roadway is ranked fair according to the pavement index. However, many community members and City staff feel this is one of the most degraded roadways in the City. The route has major employers along the roadway. These include Dynamic Tube, Eberhart Farms, Sonac, and ultimately the route links up to Jacobsen Drive’s industrial loop trail. At the 800 block of E Maple St, the sidewalk ends encouraging all E Maple multi-modal traffic to share the ineffective roadway with heavy truck traffic and normal vehicles. The roadway looks directly East & West posing a sight visibility risk for drives due to sunset, sunrise. The route is in the Qualified Census Tract. The route’s safety is a concern according to focus groups and survey respondents who desire to utilize active transportation but cannot. There are no significant crash map points related to 800 E Maple St but there is a qualitative concern for the safety of the roadway when considering all roadway users. For these reasons, the project was placed in the low urgency, high severity quadrant.

An estimate of \$178,932. This is built on the assumption of a mill & fill rehabilitation construction bid of 2.5 inches deep by a qualified contractor in April 2023 as well as the addition of a permanent sidewalk extending from 800 E Maple to Jacobsen Dr.

- April 2024 Update (Significant Progress) – The degradation of E Maple St was too aggressive for the City Council to wait any further for the hope of external funding assistance. In February 2024, the E Maple St corridor was competitively bid and an award was given to rehabilitate the roadway.

Heavy truck traffic and personal vehicle continued to call out this area as a major concern. It was a primary objective of the City Council to resolve this roadway for safety purpose. Completion of this item is expected in July 2024. Please note, sidewalk expansion was not included as part of this project code at the time of Council award in February 2024.

ADA Street-Curb Approach Improvements = PC17

Americans with Disability Act compliance in the City of Maquoketa can be improved. At a cost of approximately \$5,000 per street corner for ramps, the City is in a position for curb-street ramp improvements that would go very far with at risk census block groups 1 and 3, which are high concentrations of community members with a disability. This is in the needs category, not a want for the City of Maquoketa and therefore a greater engineering analysis should be conducted in the City of Maquoketa to identify ADA ramp compliance. For these reasons, this project was placed in the high urgency, high severity category.

- April 2024 (In Progress) – The City routinely budgets for ADA improvements. This is an ongoing activity. In the Fall of 2023, the City competitively bid and awarded a construction contract for the reconstruction of the Erie St and S Vermont St approaches. The reconstruction and grade caused the City to also invest in new retaining walls to make the improvement possible. This particular job is complete and the City expects the same activity to occur in 2024.

Downtown Alley One-Way Revision = PC18

The subject project is in the downtown business district in between Platt St and Quarry St. There is a tight alley that runs parallel to Main St. The location is in a Qualified Census Tract and would certainly help organize congested downtown Maquoketa traffic. Restricting the alley was a safety concern raised by the Kiwanis Club focus group. Simple signage can be offered at this location to prevent two-way traffic and the City Council would have to revise Ordinance. However, this is not a severe problem based on the amount of feedback received. There is little crash map data to support the severity. For these reasons, Staff ranked the project high urgency, low severity.

Street Lighting Reflection Improvements = PC19

The City of Maquoketa transitioned to LED street lighting fixtures approximately a decade prior to this report in order to control electrical costs. The project was very large and supported by grants. The current fixtures do not reflect as well as hoped by the community. Most lighting complaints are within the City’s 300-foot distance standard indicating the lighting head has poor reflection compared to prior fixtures. This is a night traffic safety issue and one that is occasionally mentioned as research was conducted. The City has approximately 600 street lights. The cost per head fixture is \$200 each. The expected project cost without contractual profit and contingency is \$120,000. The fiscal efficiency and immediacy of the safety concern lags in comparison with other projects. Therefore, the project was ranked in the low urgency, low severity quadrant.

Overweight truck traffic enforcement = PC20

Overweight vehicle police enforcement was a key signal in the research process. This does not cost the City extra resources other than labor hours. Multiple stakeholders from different geographical locations provided various forms of semi-trailer sized vehicle complaints that frequently use roadways outside of the truck route designated map. The most frequent location was 100 – 400 E Maple St as heavy truck traffic seeks to turn

on to Maple from Main St. Based on the universal stakeholder feedback and fiscal efficiency of the safety measure, the project was placed in the high urgency, high severity category. The City of Maquoketa on June 5, 2023 finalized an Administrative Citation Ordinance that will allow line level Police Officers to issue Administrative Fines to overweight violators who use unauthorized travel routes.

Allen Street Potholes = PC21

One specific survey respondent cited Allen Street Potholes as an item of safety concern because vehicle could bottom out on the size of potholes. This same complaint was offered by a City of Maquoketa Council Member. This item didn't retrieve great attention across stakeholders but appeared to be a severe safety concern with little urgency, likely due to the low number of average annual daily traffic.

E Grove Street Unsafe Roadway Condition = PC22

This project is in the Qualified Census Tract and is in census block 1 and 2 where high concentrations of poverty and disability are significant. Additionally, multiple survey respondents cited the roadway as unsafe due to its actual condition. The road is ranked very high in the City's 10-Year Street Improvement plan as a clear need for improvement based on pavement condition and the noticeable trend of underground utility main breaks. WHKS estimated a full reconstruction cost \$1,908,000 for E Grove St and up to \$3,057,120 if all underground utility piping is replaced. These are daunting financial figures but clearly respondents have concern about the health and safety of the roadway and therefore the users in the census blocks. For these reasons, staff categorized the project as low urgency, high severity.

Removal of extra turn lane on Western/Summit = PC23

One survey respondent had a clear, simple, and effective traffic safety measure that could reduce injury risk at Western Ave/Summit St intersection. In the Western Ave turn lane there are two different turning lanes causing a sight issue with competing vehicles at the stop sign. The simple, low cost suggestion was to eliminate the extra turning lane and make the vehicles follow each other to the stop sign one by one. Speed complaints via survey and focus group are clear on W Summit Street. Therefore, this simple alteration reduces the risk of creating a 35 MPH angled collision. Due to the economical nature of this suggestion, staff placed it in the high urgency, high severity quadrant.

Speed Control Signage (W Summit, N Main, & Pershing) = PC24

Again, multiple respondents cited speed as a primary safety concern for the City. The Citywide speed limit is 25 MPH unless otherwise posted. Major routes such as W Summit area near Western Avenue, N Main, and Pershing Road are often recalled as the most problematic locations. Surveys and in-person focus groups identified speed in these areas as unresolved safety concerns. N Main & Pershing are in the City's Qualified Census Tract and serve at-risk community members. Speed can be reduced by a variety of means: policing, speed bumps, traffic calming barriers, speed limit reduction, automated enforcement, and radar speed limit signs. Staff recommendation is to consider 4 radar-based speed limit signs at a cost of \$3,000 each (\$12,000) total and place them into the entry points of the community to reduce exterior speed coming into the City. W Summit St may benefit from an extra sign. The project was placed into the low urgency, high severity quadrant.

- April 2024 Update (Significant Progress) – Police Chief Brendan Zeimet in the Fall of 2023 worked directly with TrafficLogix to produce 4 radar-based speed zone signs in the City of Maquoketa speed



violation hotspots. This was discussed and approved at the October 4, 2023 Public Safety Committee meeting and referred to Council where it was later approved. As of April 2024, the signs are working very well and have been complimented by the public. The location installs are W Summit St, S Main St, N Main St, and Pershing Road. Coincidentally, the State of Iowa contacted City officials in the Winter of 2024 to place three additional radar-based signs on HWY 64 and HWY 62 at the entry points into the City. This will occur at no cost to the City. In short, the City will be well covered in radar signs.

100 – 400 E Maple St Stop Sign Installation = PC25

The next four projects were a result of discoveries from the Iowa DOT crash map data where observable traffic accident risk is identified. First, the area of 100 – 400 E Maple St should be subject to an additional stop sign. Ideally, this could be placed at S Matteson. Survey respondents cite speed consistently as a safety issue. The addition of a stop sign may also discourage overweight vehicle drivers from utilizing the street as a truck route. This particular area is in the City’s QCT and next to the Hurst Hotel and Hurst Cottages which feature a high concentration of community members with a disability and the City’s highest concentration of African American alone population. The simple cost of a 4-way stop sign at S Matteson/E Maple will cost the City of Maquoketa \$700. The fiscal efficiency is an advantage. For these reasons, the project was placed in the high urgency, high severity quadrant.

100 – 500 N Walnut St Unsafe Roadway = PC26

Another surprise to staff is the crash data at 100 – 500 N Walnut St. The City’s 10-Year Street Plan identifies this roadway as fair, meaning a PCI of 45-60. The subject roadway is located in census block group 1 but is very close to group 2. Both block groups are in the City’s Qualified Census Tract. The roadway is a clear North-South arterial route for the neighborhoods to reach Platt St. Due to the crash map data signals and special weight in social equity based on at-risk census block group information, staff scored this roadway improvement as high urgency, high severity. A roadway mill & fill improvement would certainly rehabilitate the roadway and produce a safe street for these communities. The cost estimate according to WHKS’ analysis is \$464,000 from Pershing Rd to Platt St.

- April 2024 Update (Significant Progress) – Similar to PC16, the City Council grew weary of the conditions on N Walnut St and considered the need to rehabilitate the roadway without external funding assistance. In the same bid offer as E Maple St, N Walnut St was also competitively bid and awarded a Council contract for a complete rehabilitation to address roadway safety. Completion is expected in July 2024.

100 – 700 W Locust St Unsafe Roadway/Pedestrians = PC27

This particular project is connected to multiple project objectives such as safe route to school initiatives. W Locust St is a well-traveled West-East arterial serving neighborhoods seeking to get to Main Street and/or the Middle School. School aged community member multi-modal traffic is frequent along this major route. The roadway is thankfully 35 feet in width. The City’s 10-Year Street Improvement plan identifies all of W Locust St as a project priority. Due to the high-volume of pedestrian/bicycle travel and already present width, the City should consider a dedicated bicycle/pedestrian lane on the roadway. A larger multi-modal engineering evaluation should be made of this project. WHKS did provide an estimate of \$409,000 for rehabilitation alone. W Locust St was subject to significant degradation as Platt Street reconstruction occurred. Many vehicles used this roadway as a detour eventually causing the condition to bounce vehicles

thus elevating the safety concern. For these reasons, City Staff placed this project into high urgency, high severity.

100 – 500 S Matteson St Sidewalk Widening = PC28

This project is considered due to the placement of the Maquoketa Area YMCA and School Athletic Complex which is located at S Matteson/Summit St. Matteson has ample width but congestion is frequent during events. This project consideration was raised due to Iowa DOT crash map data. The likely explanation is that accidents occurred during events. The inclusion of wider sidewalk on S Matteson would help build trust in census block group 3 that multi-modal travel is safe en-route to school and YMCA events.

The desired widening could be similar to the 8-foot wide sidewalk on Platt St. The project proposal suggests a sidewalk expansion from Summit St to Platt St where active transportation users can link up to the improved infrastructure on Platt Street. This particular project didn't gather any natural attention from survey respondents or focus groups despite the identifications made by Iowa DOT crash map data. For these reasons, the project was placed in the low urgency, low severity quadrant. The cost estimate for an 8-foot sidewalk from Summit to Platt St is \$235,000.

100 – 500 E Locust St Unsafe Roadway, Sidewalk Widening, & ADA Improvements = PC29

This is an additional item based on the School District's utilization of the Maquoketa Middle School more broadly. As previously mentioned, the downstream effects of this if left unaddressed only create further congestion and safety issues for multi-modal traffic. Similar to PC27, PC29 aims to resolves an unsafe roadway for vehicle traffic, widen a sidewalk for a more user-friendly path, and reconstruct any ADA ramp-street connections as needed. For these reasons, the project was placed in the high urgency, high severity quadrant.

Maquoketa Middle School Pedestrian Loop = PC30

This new item is recommended in order to move pedestrian students from the Middle School structure to the Locust St path as efficiently as possible and away from roadway risks. Due to this being low urgency to was placed into a less urgent category recommendation.

100 – 300 N 5<sup>th</sup> St Unsafe Roadway & Widening = PC31

This new item was given special consideration by the Traffic Safety Action Plan Task Force and suggested by the Maquoketa Community School District. Due to the overflow that will be created by Briggs Elementary Expansion, an advanced traffic study will call for the widening of N 5<sup>th</sup> St and request to address the unstable road condition which is critical for long vehicles, such as a School bus, to safely move through the traffic area in a dense City block. N 5<sup>th</sup> St has a pavement rating of "Poor" in the City's 2023 10-Year Street Improvement Plan. The 100 block of N 5<sup>th</sup> St has received Council complaint of being in very poor condition causing a large vehicle to be tossed. Clearly, the City doesn't want child pedestrian traffic to be at risk due to poor road and spacing conditions. For these reasons, the project was placed in the high urgency, high severity quadrant.

100 – 300 S 2<sup>nd</sup> St Unsafe Roadway, Sidewalk Widening, & ADA Improvements = PC32

This new item is an infrastructural reconstruction from the Locust St (PC27 & PC29) to Platt St where a brand new and widened sidewalk exists for the purpose of safely transporting pedestrians and other multi-modal users throughout the City. This PC would effectively transport users from the Locust St corridor to a safe transition point to Briggs Elementary. 100 - 200 S 2<sup>nd</sup> St is the very first item of concern for the City's 2023 10-Year Street Improvement Plan and still remains unaddressed today due to business and City Library traffic along this short stretch, this also means the immediate area would benefit highly from reconstruction in order to accommodate bustling foot traffic. For these reasons, the project was placed in the high urgency, high severity quadrant.

100 – 300 N Niagara St Unsafe Roadway, Sidewalk Widening, & ADA Improvements = PC33

This new item builds off PC32 and assumes S 2<sup>nd</sup> St traffic move one block West along Platt St to N Niagara St where multi-modal traffic can utilize a signalized traffic light to safely cross Platt Street and into the corridors of Briggs Elementary, Little Bear Park, and the planned Apple Street connector trail. N Niagara St has poor sidewalk, roadway spacing, and roadway conditions. The Street itself is rated "Poor" by the City's 2023 10-year Street Improvement Plan. Due to poor conditions, these also create ADA and mobility challenges for at-risk users. Resolution of the 100 – 300 N Niagara St corridor would create a safe link to the Platt Street improvements already completed. For these reasons, the project was placed in the high urgency, high severity quadrant

**This concludes the analysis' thoughtful justification of each project in consideration of social equity as provided by the demographic studies of each census block group as well as attempting to weigh economical benefits, effectiveness, and efficiencies in each public project proposal.**

### Multi-Layer Mapping

The final objective of this analysis is to map major rehabilitation initiatives based on the project codes. We attempt to do so on the following page. Custom Google Maps were created to place these projects on to a map for reference.

To avoid mapping congestion, please refer to Iowa DOT crash map data separate from the project proposals map. The map does not include minor improvements such as paint or addition of signage.

**GREEN LINES** indicates a sidewalk expansion proposal/park connectivity/safe routes to school. This assumes ADA compliance for at-risk community members. The map intentionally creates community links in order to transport at-risk community members and disadvantaged census block groups to the rest of the City.

**ORANGE LINES** indicates a major roadway rehabilitation based on safety data provided by focus groups, surveys, and or Iowa DOT crash map data.

**PARKS** are labeled by a brown hiker button.

**SCHOOLS** are labeled by a blue button.

**MAIN/SUMMIT** is labeled by a highlight yellow star button.

**RIVER VILLAGE** is labeled by a purple button.

Updated graphic on the next page.



**Section 8:**

**Addendum 1**

**Briggs Elementary Consolidation & April 2024 Updates**

Addendum 1 provides a generalized update of the City of Maquoketa’s Traffic Safety variables as of April 2024. Every plan adapts with time and development, this strategic document is no different. Therefore, we examine the City’s own progress as well as a major contributing factor that will produce more Project Codes based on concerns of the Maquoketa Community School District and providing for a safe transportation infrastructure.

Briggs Elementary Consolidation & Expansion

The Maquoketa Community School District, mostly due to long-term, slow, and stable enrollment declines, has made the generational decision to close Cardinal Elementary and consolidate all resources into Briggs Elementary School. This means all Elementary staff and supports will be at this location as well as twice the amount of present traffic congestion at the Briggs Elementary site. This grand decision was not an easy one, but one that had to be made by the School District Board with major Capital Improvement needs at Cardinal Elementary and firm signs of slowing enrollment, which is not uncommon in rural America.

The School District has openly and collaboratively planned this effort with the help of it’s own leadership staff, educators, and public guests. An example of this can be found by clicking [here](#) which discusses the concept plans for a \$16,500,000 expansion. Said plans have called for an examination of traffic flow and safety on W Quarry St and N 5<sup>th</sup> St. The same plans also reference 5<sup>th</sup> grade moving to the Maquoketa Middle School at Locust St & Main St. This will further increase traffic along the Locust St route and generate new driving adjustments from the public.

Considering these advanced plans from the School District, City Staff and Traffic Safety Action Plan Task Force recommend the addition of the following project codes:

- 100 – 500 E Locust St Unsafe Roadway, Sidewalk Widening, & ADA Improvements = PC29
- Maquoketa Middle School Pedestrian Loop = PC30
- 100 – 300 N 5<sup>th</sup> St Unsafe Roadway & Widening = PC31
- 100 – 300 S 2<sup>nd</sup> St Unsafe Roadway, Sidewalk Widening, & ADA Improvements = PC32
- 100 – 300 N Niagara St Unsafe Roadway, Sidewalk Widening, & ADA Improvements = PC33
  
- 100 – 500 E Locust St Unsafe Roadway, Sidewalk Widening, & ADA Improvements = PC29

This is an additional item based on the School District’s utilization of the Maquoketa Middle School more broadly. As previously mentioned, the downstream effects of this if left unaddressed only create further congestion and safety issues for multi-modal traffic. Similar to PC27, PC29 aims to resolves an unsafe roadway for vehicle traffic, widen a sidewalk for a more user-friendly path, and reconstruct any ADA ramp-street connections as needed. For these reasons, the project was placed in the high urgency, high severity quadrant.

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This new item is recommended in order to move pedestrian students from the Middle School structure to the Locust St path as efficiently as possible and away from roadway risks. Due to this being low urgency to was placed into a less urgent category recommendation.

100 – 300 N 5<sup>th</sup> St Unsafe Roadway & Widening = PC31

This new item was given special consideration by the Traffic Safety Action Plan Task Force and suggested by the Maquoketa Community School District. Due to the overflow that will be created by Briggs Elementary Expansion, an advanced traffic study will call for the widening of N 5<sup>th</sup> St and request to address the unstable road condition which is critical for long vehicles, such as a School bus, to safely move through the traffic area in a dense City block. N 5<sup>th</sup> St has a pavement rating of “Poor” in the City’s 2023 10-Year Street Improvement Plan. The 100 block of N 5<sup>th</sup> St has received Council complaint of being in very poor condition causing a large vehicle to be tossed. Clearly, the City doesn’t want child pedestrian traffic to be at risk due to poor road and spacing conditions. For these reasons, the project was placed in the high urgency, high severity quadrant.

100 – 300 S 2<sup>nd</sup> St Unsafe Roadway, Sidewalk Widening, & ADA Improvements = PC32

This new item is an infrastructural reconstruction from the Locust St (PC27 & PC29) to Platt St where a brand new and widened sidewalk exists for the purpose of safely transporting pedestrians and other multi-modal users throughout the City. This PC would effectively transport users from the Locust St corridor to a safe transition point to Briggs Elementary. 100 - 200 S 2<sup>nd</sup> St is the very first item of concern for the City’s 2023 10-Year Street Improvement Plan and still remains unaddressed today due to business and City Library traffic along this short stretch, this also means the immediate area would benefit highly from reconstruction in order to accommodate bustling foot traffic. For these reasons, the project was placed in the high urgency, high severity quadrant.

100 – 300 N Niagara St Unsafe Roadway, Sidewalk Widening, & ADA Improvements = PC33

This new item builds off PC32 and assumes S 2<sup>nd</sup> St traffic move one block West along Platt St to N Niagara St where multi-modal traffic can utilize a signalized traffic light to safely cross Platt Street and into the corridors of Briggs Elementary, Little Bear Park, and the planned Apple Street connector trail. N Niagara St has poor sidewalk, roadway spacing, and roadway conditions. The Street itself is rated “Poor” by the City’s 2023 10-year Street Improvement Plan. Due to poor conditions, these also create ADA and mobility challenges for at-risk users. Resolution of the 100 – 300 N Niagara St corridor would create a safe link to the Platt Street improvements already completed. For these reasons, the project was placed in the high urgency, high severity quadrant



April 2024 Updates

Throughout this document, City Staff has applied updates as of April 2024. The most featured and exciting change is the actual funding agreement for the Main St & Summit St intersection which is the most shared concern among all parties in the development of this plan. Several ancillary but important objectives and project codes are in the Significant Progress stage with plans to reach actual completion in Summer of 2024. It is an exciting time for Maquoketa and our Traffic Safety Action Plan Task Force continues to manage and monitor the vision of this document.

**Section 9:**  
**Appendices**

**Appendix**

**A-1**

Resolution 2023 - 54

Resolution recognizing the need for a City of Maquoketa Traffic Safety Action Plan and publicly committing the City to the successful pursuit of zero roadway fatalities and a significant decline of serious injury accidents with a target completion date of June 30, 2027

**WHEREAS**, the City Council of the City of Maquoketa, Iowa, recognizes the need for safe traffic conditions and the need for a Traffic Safety Action Plan for motorists and other multi-modal traffic; and,

**WHEREAS**, the City Council of the City of Maquoketa, Iowa, believes it is in the best interest of the City of Maquoketa to publicly commit to the successful pursuit of zero fatality accidents and or a significant decline in serious injury accidents by the target date of June 30, 2027; and,

**WHEREAS**, the City Council of the City of Maquoketa, Iowa, recognizes a City of Maquoketa Traffic Safety Action Plan will serve as a capital improvement guide for the City Council and enhance the well-being of residents and visitors.

**NOW THEREFORE, BE IT RESOLVED**, that the City Council of the City of Maquoketa, Iowa, formally recognizes the need for a Traffic Safety Action Plan and publicly commits to zero roadway fatalities and a significant decline of serious injury accidents with a target completion date of June 30, 2027 and authorizes the Mayor of the City of Maquoketa to sign the Resolution.

Adopted this Resolution is adopted by Maquoketa City Council (body) on 5/02/23 (date).

  
Name & Title

**ATTEST:**

  
Name & Title

**CERTIFICATION**

I, Joshua Boldt, do hereby certify the above is a true and correct copy of Resolution No. 2023-54 which was passed by the City Council (body) on 05/02/23 (date).

  
Name & Title

A-2

Resolution 2023 - 55

Resolution enlisting the Public Safety Committee and two resident volunteers, Paul Hahle and Katie Pauls, to form the City of Maquoketa Traffic Safety Action Plan Task Force to oversee a comprehensive study of high-risk traffic accident locations, monitor plan development, draft a formal Traffic Safety Action Plan recommendation to the City Council of the City of Maquoketa, implement the plan and monitor results on behalf of the City of Maquoketa

**WHEREAS**, the City Council of the City of Maquoketa, Iowa, recognizes the need for stewardship of the City of Maquoketa Traffic Safety Action Plan to monitor plan development, implementation, and measure outcomes; and,

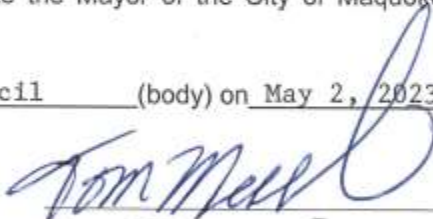
**WHEREAS**, the City Council of the City of Maquoketa, Iowa, believes the Public Works Committee of the City Council and two community resident volunteers, Paul Hahle and Katie Pauls, are suited to lead and be charged with the formation of the City of Maquoketa Traffic Safety Action Plan Task Force; and,

**WHEREAS**, the City Council of the City of Maquoketa, Iowa, acknowledges the City of Maquoketa Traffic Safety Action Plan Task Force shall draft a substantial traffic-risk report to include high-risk and consistently dangerous roadways and intersections in the City of Maquoketa; and,

**WHEREAS**, the City Council of the City of Maquoketa, Iowa, shall deliver the final Traffic Safety Action Plan on or about the City Council meeting of June 19, 2023.

**NOW THEREFORE, BE IT RESOLVED**, that the City Council of the City of Maquoketa, Iowa, enlists the Public Works Committee and two community resident volunteers, Paul Hahle and Katie Pauls, to form the Traffic Safety Action Plan Task Force and authorize the Mayor of the City of Maquoketa to sign the Resolution.

Adopted this Resolution is adopted by City Council (body) on May 2, 2023 (date).

  
Name & Title

ATTEST:

  
Name & Title

**CERTIFICATION**

I, Joshua Boldt, do hereby certify the above is a true and correct copy of Resolution No. 2023-55 which was passed by the City Council (body) on May 2, 2023 (date).

  
Name & Title

**A-3**

**City of Maquoketa Traffic Safety Action Plan Community Survey**

The purpose of this brief survey is to collect information from the community on where vehicles, pedestrians, bicyclists, etc. may be at risk while traveling in our City. The objective is to compile responses and use the information to determine where enhanced safety needs are necessary in the City. This for example could lead to financial assistance for safe routes to schools, park connectivity, and addressing unsafe road conditions or intersections.

Instructions: Please visit <https://www.surveymonkey.com/r/KMTDDL> or fill out this form and drop off at City Hall Monday – Friday 8 AM – 4 PM. Data collection ends on June 1. You are welcome to also place this response in the City mail drop box located at 201 E Pleasant St.

1. What is your home address?
2. How many vehicles does your household own?
3. In your opinion, what are the most dangerous intersections or roadways in the City?
4. Have you experienced any “near miss” accidents in the last three years? If so, where?
5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?
6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?
7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times
8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased
9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?
10. Do you have any other suggestions or comments about traffic safety in the City?

A-4

**Project Codes**

Main/Summit intersection improvement =	PC1
Vermont/Summit intersection improvement =	PC2
School Zone Signals/Warning signage =	PC3
Bicycle Route Signage =	PC4
Bicycle Lanes =	PC5
Park Connectivity =	PC6
Safe Routes to School =	PC7
W Quarry Street Unsafe Roadway Condition =	PC8
Sidewalk Improvements =	PC9
Speed Bumps =	PC10
Stop Line Paint =	PC11
Curb No Parking Yellow Paint =	PC12
Flashing Stop Signs =	PC13
W Platt St Light Changeover Timing =	PC14
Sacred Heart/Eddy Place/Eddy Street Improvements =	PC15
E Maple St Mill & Fill – Sidewalk =	PC16
ADA Street-Curb Approach Improvements =	PC17
Downtown Alley One-Way Revision =	PC18
Street Lighting Reflection Improvements =	PC19
Overweight truck traffic enforcement =	PC20
Allen Street Potholes =	PC21
E Grove Street Unsafe Roadway Condition =	PC22
Removal of extra turn lane on Western/Summit =	PC23
Speed Control Signage (W Summit & Pershing) =	PC24
100 – 400 E Maple St Stop Sign Installation =	PC25
100 – 400 N Walnut St Unsafe Roadway =	PC26
100 – 700 W Locust St Unsafe Roadway/Pedestrians =	PC27
100 – 500 S Matteson St Sidewalk Widening =	PC28

The following are also added as a result of Addendum 1 (April 2024 Update):

100 – 500 E Locust St Unsafe Roadway, Sidewalk Widening, & ADA Improvements =	PC29
Maquoketa Middle School Pedestrian Loop =	PC30
100 – 300 N 5 <sup>th</sup> St Unsafe Roadway & Widening =	PC31
100 – 300 S 2 <sup>nd</sup> St Unsafe Roadway, Sidewalk Widening, & ADA Improvements =	PC32
100 – 300 N Niagara St Unsafe Roadway, Sidewalk Widening, & ADA Improvements =	PC33

A-5

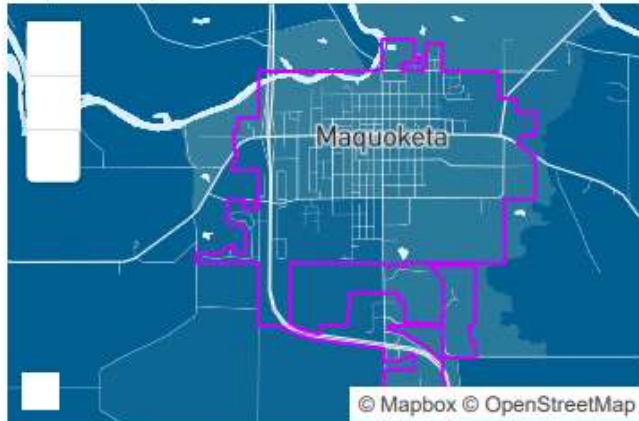


Municipality: Maquoketa, IA

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. [Location Matters](#). Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

*The statistics below are modeled for the Regional Typical Household. Income: \$55,967 Commuters: 1.06 Household Size: 2.32 ()*

Map of Transportation Costs % Income



Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

Percent of location efficient neighborhoods

Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index

Job Access  
2.7

Low access to jobs

AllTransit Performance Score  
0

Car-dependent with very limited or no access to public transportation

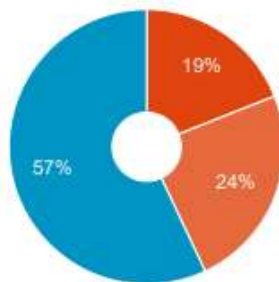
Compact Neighborhood  
5.2

Moderate density and walkable

Average Housing + Transportation Costs % Income

Factoring in both housing and transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



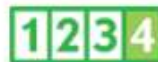
\$13,504

Annual Transportation Costs



1.80

Autos Per Household



18,308

Average Household VMT

0%

Transit Ridership % of Workers

9

Annual Transit Trips

7.22 Tonnes

Annual Greenhouse Gas per Household



## H+T Metrics

Affordability		Demographics	
Housing + Transportation Costs % Income:	43%	Block Groups:	4
Housing Costs % Income:	19%	Households:	1,515
Transportation Costs % Income:	24%	Population:	3,404
Household Transportation Model Outputs		Environmental Characteristics	
Autos per Household:	1.80	Residential Density 2010:	2.76 HHs/Res. Acre
Annual Vehicle Miles Traveled per Household :	18,308	Gross Household Density:	0.53 HH/Acre
Transit Ridership % of Workers:	0%	Regional Household Intensity:	2,900 HH/mile <sup>2</sup>
Annual Transportation Cost:	\$13,504	Percent Single Family Detached Households:	71%
Annual Auto Ownership Cost:	\$10,742	Employment Access Index:	3,514 Jobs/mi <sup>2</sup>
Annual VMT Cost:	\$2,754	Employment Mix Index (0-100):	84
Annual Transit Cost:	\$7	Transit Connectivity Index (0-100):	0
Annual Transit Trips:	9	Transit Access Shed:	0 km <sup>2</sup>
Housing Costs		Jobs Accessible in 30 Minute Transit Ride:	0
Average Monthly Housing Cost:	\$875	Available Transit Trips per Week:	0
Median Selected Monthly Owner Costs:	\$994	Average Block Perimeter:	1,510 Meters
Median Gross Monthly Rent:	\$566	Average Block Size :	21 Acres
Percent Owner Occupied Housing Units:	76%	Intersection Density:	56 /mi <sup>2</sup>
Percent Renter Occupied Housing Unit:	24%		
Greenhouse Gas from Household Auto Use			
Annual GHG per Household:	7.22 Tonnes		
Annual GHG per Acre:	7.45 Tonnes		



**A-6:**

**Traffic Safety Action Plan Task Force**

**Meeting Agenda & Minutes**

**PUBLIC SAFETY COMMITTEE  
AGENDA  
Maquoketa City Hall  
Wednesday, January 3<sup>th</sup>, 2024 at 4:30 PM**

Go to: [www.zoom.com](http://www.zoom.com)  
Meeting ID: 979 6546 7174  
Audio only: dial 312 626 6799, enter meeting ID

- 1. Call to order**
- 2. Roll call**
- 3. Approval of Agenda**
- 4. Approve Public Safety Commission Meeting of October 4<sup>th</sup>, 2023 Minutes**
- 5. Public Participation**
- 6. Traffic Safety Action Plan Task Force & Programmatic Update**

City Manager Summary: Since the adoption of the Traffic Safety Action Plan in June 2023, the City has made great strides toward addressing critical components of the plan. The full plan is available by [clicking here](#) (see page 55 & 56) as a full reminder of its content and objectives.

The intention of this section is to offer a short progress update.

First, the City did apply for a substantial roadway safety and improvements grant through the SS4A program. The City unfortunately wasn't awarded. City Staff is signing up for a feedback session from reviewers to hopefully bolster our application in the following year.

Even without the assistance of this potential SS4A grant, the City has finished addressing or is in progress on the following project codes (PC):

PC1 – Main/Summit Intersection – The City did apply for TSIP intersection safety grant in 2023 and did get awarded \$290,000 from IDOT to reconstruct this intersection. This is a big win for the City out of this plan. Expect a 2025-2026 construction.

PC8 – W Quarry Roadway Condition – Not in FY24-25 but in FY25-26, the City will execute the reconstruction of W Quarry St in accordance with our 10-Year Street Plan. By the time of bidding, the City and School should have an advanced handle on the planning of Briggs' potential expansion.

PC11 – Stop Line Paint – Paint, or lack of retouching twice per year, has long been an under-investment in this City. After this plan was executed, Main St was repainted as well as school area intersections. The intersection of Main/Summit was repainted as a safeguard for traffic. One survey respondent specifically cited Jacobsen/Maple as needing stop line paint. This was added as well. The goal of Public Works is to conduct painting twice per year from this point and it would advantageous City Staff to gather some feedback on additional problem areas requiring paint.

PC12 – Yellow Paint for Curbs/No Parking Indicators – Specific to the area of Sacred Heart schools, the intersections were posted no parking according to City Code and curbs were painted yellow. City Staff even received a compliment from an area resident that it increases vehicle sight angles during school hours and thus improves safety.

PC16 – E Maple St Reconstruction – The City is bidding this project in January with the expectation of a 2024 construction.

PC24 – Radar Speed Sign Protection on W Summit & Pershing – The City installed 4 of these signs during the week of December 26, 2023. They still need calibrated before going live and they will be a valuable addition.

Committee feedback requested.

**7. Discussion on recommending 28E agreement with Jackson County for unpaid parking ticket collections**

City Manager Summary: No further update at this time. Chief Zeimet is utilizing a light duty worker to better produce a substantial proposal for committee consideration at our next meeting scheduled for March 6<sup>th</sup>, 2024.

No action suggested.

**8. Landlord-Tenant Background Form Update**

City Manager Summary: In September 2023, the City was notified the background check service utilized by the City was being acquired by a 3<sup>rd</sup> party company. The new company required interested parties to sign on to a problematic terms agreement in the opinion of City Staff.

At that time, Maquoketa wasn't the only one concerned about these issues and Dubuque was also weighing their options. After further examination of the Mandatory Background Checks Code in our Rental Ordinance, the City made the determination to self-produce a form for Landlords to utilize and have Chief complete free of charge. Doing so wouldn't create a liability complication with an outside business if the business was sued for any reason. This form went live in late September/early October and has since been utilized

by multiple landlords. Chief Zeimet is able to retrieve this information in approximately 5-10 minutes and is certainly not meant to be any sort of change to the rental ordinance. No code changes occurred and this was an administrative process change in order to meet the intent of the City Council in their ordinance.

[The form is available in person and posted to our website.](#)

No action suggested.

**9. Police Chief report**

- **General business**

**10. Other Business**

**11. Adjourn**

**Next Meeting: March 6<sup>th</sup>, 2024 4:30 PM**

MINUTES  
PUBLIC SAFETY COMMITTEE  
Wednesday, January 3rd, 4:30 p.m.  
Council Chambers

Simonson called the meeting to order at 3:43 p.m.

Present: Cory Simonson, Dick Rickerl, Kevin Kuhlman  
Others Present: Brendan Zeimet, Josh Boldt, Frank Ellenz and Jan Ketelsen

Motion by Kuhlman, seconded by Rickerl to approve the agenda. Motion Carried 3-0

Motion by Rickerl, seconded by Kuhlman to approve minutes from October 4, 2023 Public Safety meeting. Motion Carried 3-0

Boldt opened discussion about the Traffic Safety Action Plan. The City was awarded a \$290,000 grant for the intersection of Main and Summit.

Boldt explained that Quarry St. is gathering more attention but is looking to wait another year before working on it. Will need to talk with the school to see what they have planned. It is possible to expand the curbs out.

Cory questioned for a temporary fix if can post no parking signs along street.

Frank informed there are no parking signs along the street for the north side.

Zeimet explained there are yellow curbs by the old hospital as an indication.

Boldt opened discussion on stop line paint. It is the goal of Public Works to paint stop lines twice a year where paint is worn down. Focus on particular areas and Road Use Funds could be used for paint where specifically needed.

Simonson stated there are several areas in town where painting twice a year would be great. Gave the example of the City parking lot where the handicap locations are somewhat blue. Cross walks and no parking would for sure need to be clearly painted.

Rickerl included around the schools.

Ellenz mentioned there are main lines that would not need to be painted twice a year especially at Selco Inc. cost of \$9389.60.

Simonson agreed, but mentioned it would be good to paint around the library and downtown twice a year.

Kuhlman stated that Main St. and Platt St. should be on a schedule already. He explained around schools and pedestrian walks would be good for twice a year. He also explained the time of year matters. To try painting early in spring once the salt is gone on the streets.

Ellenz explained the crosswalks are done in August just before school starts.

Simonson stated worth a try to do earlier in year.

Boldt reported on the yellow paint for curbs/no parking indicators specific to Sacred Heart Schools. The public works crew painted curbs yellow and posted no parking signs.

Boldt opened discussion on E. Maple St. reconstruction. The safety concern of heavy trucks driving along Maple St. This will be included in the bids to City Council in March.

Simonson stated already receiving many comments about the signs posted.

Boldt explained they are extending quotes to Pershing Road from Otto St. to Main St. to expand by 4 feet due to the sale barn being sold and will be bringing in cattle.

Boldt opened discussion on the radar speed signs.

Simonson stated the radar speed sign didn't register when traveling with another car, but at a different time when it was just him it alerted him. Hopes that this slows everyone down.

Zeimet explained that they are waiting for the onboarding that comes with the signs. Currently, all the signs are set the same. Adjustments will be made in the next month and a half after they check the sign data. These are a one-direction sign.

Kuhlman discussed concerns of visibility at the intersection of Olive St. and Platt St. He suggested the only option would be to take out more parking along there, but not sure, that's what you would want to do with the business right there.

Zeimet mentioned there hasn't been any accidents there. People are being very cautious.

Simonson stated that it's a site issue and is bad from the north and south side. Eliminating parking along there will also lead to other problems.

Boldt opened discussion on 28E agreement with Jackson County for unpaid parking ticket collections.

Zeimet explained waiting to hear back from Board of Supervisors to get confirmation they still want to move forward with agreement. Supervisors also want to check with the Treasurer's Office to make sure that everything would be good with them and not create more work. It would be the same type of agreement and City attorney would draft it to say what is needed.

Boldt opened discussion on landlord-tenant background form. He explained chief was notified the company they used in the past was sold to a third party. The new company required interested parties to sign a new terms agreement. This agreement would clear the company of any liability and place it all on the user. Zeimet had concerns and researched with other Cities on what they do. Zeimet, Boldt, and Koranda reviewed the ordinance and determined it would be okay to handle in house. A form was created for the background checks. Zeimet processed a few this fall. This form doesn't have a fee. Just wanted to make sure everyone was aware of the change in process, but nothing else changed. Boldt will attend the landlord meeting in February to address any issues.

Kuhlman questioned if the form had to be used or if the landlord could just call in with the information. It is preferred the form is used.

Zeimet explained about his research from other towns. The City of Dubuque is one of the only other towns that offers this type of search for landlords. The City of Dubuque has the renters sign off on the form acknowledging a background check is being done. This form helps because the person signed off to a background check and acknowledged it is being done. It also helps with keeping the requests

uniformed verses many different types of requests emails, post-its, etc. If the landlord meets the requirements of getting a report of activity from Iowa Courts online and the Iowa Sex Offender registry website then they don't need to fill out this form with the police department.

Simonson stated its protection for the City and shouldn't be any question.

Zeimet presented the Chief's report. Zeimet stated there isn't anything new to report. Everything is still doing well. He is working on the yearly report.

There was no other business discussed.

Motion by Simonson, seconded by Kuhlman adjourning at 4:58 p.m. All ayes.

**PUBLIC SAFETY COMMITTEE  
AGENDA  
Maquoketa City Hall  
LOCATION: MMEU BOARD ROOM  
Wednesday, April 17<sup>th</sup>, 2024 at 4:30 PM**

Go to: [www.zoom.com](http://www.zoom.com)  
Meeting ID: 979 6546 7174  
Audio only: dial 312 626 6799, enter meeting ID

1. **Call to order**
2. **Roll call**
3. **Approval of Agenda**
4. **Approve Public Safety Committee Meeting of March 6<sup>th</sup>, 2024 Minutes**
5. **Public Participation**
6. **Traffic Safety Action Plan Task Force Discussion and Possible Motion to Recommend April 2024 Update to the Traffic Safety Action Plan**

City Manager Summary: City Staff and the Traffic Safety Action Plan Task Force previously discussed the outcomes and progress of the City's Traffic Safety Action Plan. Several updates were previously provided in the January 3, 2024 meeting including the bi-annual painting goals of the Public Works Department, purchasing of radar-based speed signs, and the IDOT grant award for the complete reconstruction of the most problematic intersection in the community: Main & Summit Street. In short, the City has made great progress without external assistance.

The goal of this discussion is to formally adopt and memorialize all progress and changes in the Traffic Safety Action Plan. Attached to this agenda distribution is a full copy of the amended Plan proposal which includes several additional concerns mostly due to the School District's imminent consolidation into Briggs Elementary.

Committee Support is recommended.

7. **Discussion and Possible Motion Identifying Goals and Restrictions on Golf Cart Ordinance**

City Manager Summary: Based on City Council direction, this item serves as a starting point for developing City of Maquoketa Ordinance pertaining to Golf Cart use in the City. City Staff is seeking guidance from the Committee reference equipment needs,



registration, fee structure (if any) for the purpose of locally managing registrations, and possibly what roadways are restricted from Golf Cart use. These are simple examples only but may serve as a primer for discussion.

Committee direction requested.

**8. Other Business**

**9. Adjourn**

**Next Meeting: May 1<sup>st</sup>, 2024 4:30 PM**

MINUTES

PUBLIC SAFETY COMMITTEE

Wednesday April 17, 4:30 p.m.

MMEU Conference Room

Kuhlman called the meeting to order at 4:37 p.m.

Present: Dick Rickerl, Kevin Kuhlman Cory Simonson entered at 4:43 p.m.

Others Present: Josh Boldt, Frank Ellenz, Tom Messerli, Paul Hahle and Jan Ketelsen

Motion by Rickerl, seconded by Kuhlman to approve the agenda.

Motion Carried 2-0

Motion by Rickerl, seconded by Kuhlman to approve minutes from March 6, 2024 Public Safety meeting.

Motion Carried 2-0

Boldt opened discussion with the Traffic Safety Action Plan Task Force with a little background and history of the submitted SS4A grant. The grant administrators recommended to categorize and focus on particular areas. It currently reads too much like a roadway maintenance plan. The updates are due by April 30, 2024. The areas recommended to think about include safe routes to schools, and widening of sidewalks and streets. If awarded an SS4A grant, outside help from federal funds will cover 80% of the costs, and the City will need to cover the remainder in a local match. Boldt and the Traffic Safety Action Plan Task Force discussed how to connect the south side of the city to the Briggs corridor and the proposed Apple Street connector trail. The clear option was using S. 2<sup>nd</sup> St. as a pedestrian connector and then recommend N Niagara to serve as a connector due to the traffic light in place.

The expansion of Briggs Elementary will add 40 – 50 additional parent vehicles traveling on W. Quarry.

Kuhlman stated he uses Quarry St. continuously and something definitely needs to be done to fix and widen W. Quarry Street.

Boldt added, one plan for bus traffic is to have the buses exit using Quarry St. another is to enter on 5<sup>th</sup> and out Apple. There is a lot to decide and further studies are needed on the school districts part.

Boldt explained about the need to widen Locust Street including ADA ramps from the 700 West Block to the 500 East block. If the City were to complete this project without the grant, it would cost in the range of \$300,000 - \$400,000.

Ellenz questioned if it would be a street maintenance project.

Boldt explained it would be described as a safety issue. The improvement of the Locust Street corridor to South 2<sup>nd</sup> would safely transport pedestrians, including school children to the middle school. The City is consulting with WHKS and presenting an engineers estimate on all works.

The purchase of speed signs is another item mentioned in the report along with the street painting beginning in May. The Council awarded a bid for a complete rehabilitation to address roadway safety on Walnut and E. Maple as already outlined in the Traffic Safety Action Plan.

Kuhlman stated his concern of where will the money come from. He also stated, it will be worth the money and that Quarry Street needs to be done. The schools gives these projects momentum.

Ellenz questioned if the cost includes stormwater. Boldt stated yes for W. Quarry.

Boldt explained it's for safety. Boldt gave an example if the grant will cover \$3 million, then the City will need to pay \$600,000 in local cost.

Kuhlman stated the City needs good roads for transportation.

Motion by Kuhlman, seconded by Rickerl to recommend council approval of the April 2024 update to the Traffic Safety Action Plan. Motion Carried 3-0

Boldt discussed identifying goals and restrictions on a golf cart ordinance. Boldt asked everyone about thoughts to start the process. He suggested to read through the copies of ordinances from other cities to see what they would like to include.

Hahle questioned why this was coming up as a topic.

Boldt explained in 2022 the Council put this topic away. He then proceeded to explain that in the codification of the ordinances, a golf cart ordinance was mistakenly added. The Council didn't approve a golf cart ordinance. This information was brought forward to the council to rescind because it shouldn't be in there. It was suggested to start from the bottom to build a golf cart ordinance.

Rickerl stated he talked with neighbors about a golf card ordinance and there was 0% support. He noted the letter read at council was the only one he knew in favor of the ordinance.

Simonson stated he doesn't like it, but would probably actually only effect 4 -5 neighborhoods. He suggested having a completed ordinance in place would help to regulate the golf carts.

Rickerl questioned about the flow of traffic and the safety of golf carts on the roads. Stated the golf carts should be outlawed on Main and Platt.

It was also questioned about the people who drive lawn mowers on the streets.

Kuhlman mentioned when golf carts were brought up before, his was the deciding vote and it was a no. The calls he is currently receiving have been concerns about the Walmart remodel and residents who want the golf carts. There are enough residents to change his vote to yes, in favor of having a golf cart ordinance. He also mentioned, there are people already driving the golf carts, so let's regulate it.

Messerli mentioned, this ordinance will be a lot like the chicken ordinance. There will be a lot of talk about it initially, but then it will quiet down.

Simonson stated the golf cart ordinance should restrict usage on high traffic areas. He suggested to see what other cities like DeWitt and Anamosa use and to create a map of the roads acceptable for golf carts.

Hahle mentioned the people driving lawn mowers are not trying to be a part of traffic.

Kuhlman mentioned there are other slow moving vehicles on the roads like mopeds.

Boldt commented that we don't want the police tied up with golf cart speed tests and for the UTV ordinance the City follows the state guidelines.

Kuhlman stated that permit stickers would need to be mandatory. Golf carts are not allowed out at night and the reflection from the stickers would make it easier for the police to notice them. He would also want golf carts outlawed on Main and Platt.

Simonson also stated to restrict Main and Platt St. The golf carts should drive close the curb so people could go around them. Stated to reach out to other cities to see what is working from them. Stated there will be a big push in the beginning but will settle down later, similar to the chicken ordinance. He doesn't think it will be as big of a problem. The driver's will need a valid driver's license.

Boldt added the driver should also be reminded that DWI's apply to golf carts too.

Rickerl stated he will go through the ordinances and mark items that will fit and those that don't fit. One comment was made about the insurance at 300,000 was too high, thought it was more realistic at 100,000.

This topic will be discussed again at the next meeting.

Rickerl brought up about his neighbor sitting on his porch watching the traffic fly by as they going up and down the street. Would like a 4-way stop sign between Vermont and Main.

Simonson stated a stop sign isn't going to slow the drivers down. It would be better to have the police out covering it. The flashing stop signs slow people down.

Kuhlman stated the flashing stop signs are a great reminder.

Rickerl stated he would also like the yield sign removed along 5<sup>th</sup> Street and Locust. It's the only yield sign along the street, but would like it gone.

There was no other business discussed.

Motion by Kuhlman, seconded by Simonson adjourning at 5:10 p.m. All ayes.

RESOLUTION NO. 2024-52

RESOLUTION AMENDING TRAFFIC SAFETY ACTION PLAN

WHEREAS, the City Council of the City of Maquoketa adopted a Traffic Safety Action Plan by Resolution No. 2023-75 on June 19, 2023; and,

WHEREAS, City staff, Public Safety Committee and Traffic Safety Action Plan Task Force met on April 17<sup>th</sup> outlining additional transportation safety risks.

NOW, THEREFORE, Be It Resolved, the City Council of the City of Maquoketa does hereby approve amending the Traffic Safety Action Plan.

PASSED AND APPROVED this 22<sup>nd</sup> day of April, 2024.

  
Tom Messerli, Mayor

ATTEST:

  
Joshua Boldt, City Manager

CERTIFICATION

I, Joshua Boldt, City Manager, do hereby certify the above is a true and correct copy of Resolution No. 2024-52 which was passed by the Maquoketa City Council this 22<sup>nd</sup> day of April, 2024.

  
Joshua Boldt, City Manager

**A-7:**

**Focus Groups & Survey Respondents**

05/23/13 @ 7 pm, 4 people

Survey Questions: "First time the city has ever reached out for organized feedback." "First family moved here in 1990." "Population doubles every 5-7 years."

\*Survey Monkey

\*Utility Billing - Due out May 25

"Healthcare + education" very important to the community 2025 housing event

For both - response due date of June 1

1. What is your home address? (Imperial Apts) Most rent houses, Western Ave Apts, Rosemere -> really love 5th Ward
2. How many vehicles does your household own? 2 and up typically, Culture of community in car to job/school
3. In your opinion, what are the most dangerous intersections or roadways in the City? Vermont/Summit, Mah/Summit, time maximizes issue
4. Have you experienced any "near miss" accidents in the last three years? If so, where? in family + daycare: Little Shepherd
5. How safe do you feel when walking, biking, or driving in the City? Good, but not the kids ADA sidewalks: Feel good where do kids ride Bikes to: 5th Ward/1st Ward
6. How safe do you feel driving around bicyclists or individuals walking/running? Advocate to keep away from Platt/Main areas
7. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?
8. Have you or someone you know been involved in a traffic accident in the City? If so, can you describe the circumstances? Nothing many deer
9. How frequently do you use different modes of transportation in the City (e.g., walking, biking, driving, public transportation)? people drive
10. How satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? "could really use more blue routes"

1/2 enough cultural extra

Worthy park connectivity ball park connectivity

school drop off at early age, middle school walkers community doesn't allow kids to walk to Cardinal, Bliss' is different as soon as 7, 8, 9 years old

11. What measures do you think the City should take to improve vehicle traffic or multi-modal safety (e.g., installing traffic signals, reducing speed limits, improving crosswalks, improving sidewalk-street approaches)?

12. How important do you think it is for the City to prioritize traffic safety in its budget and planning processes?

13. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City? *Quarry very bad, Edna has a terrible pothole*

14. Do you have any other suggestions or comments about traffic safety in the City?



River Village | 05/18/2023  
6 people

Survey Questions:

\*Survey Monkey

\*Utility Billing – Due out May 25

For both – response due date of June 1

1. What is your home address?

2. How many vehicles does your household own?

2/6 present own vehicles  
most walk

"street lights"

Garman St → no lights

3. In your opinion, what are the most dangerous intersections or roadways in the City?

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

Platt/Niagara St

5. How safe do you feel when walking, biking, or driving in the City?

6. How safe do you feel driving around bicyclists or individuals walking/running?

A lot of sidewalk complaints

7. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Speed bumps need in this area

8. Have you or someone you know been involved in a traffic accident in the City? If so, can you describe the circumstances?

9. How frequently do you use different modes of transportation in the City (e.g., walking, biking, driving, public transportation)?

Most of the time walk.

10. How satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City?

\* Sidewalk conditions very bad,  
would rather be on street

Chad Miller property  
complaint

\* Broke thumb falling, tripped

Many motorized assistance @ this location

\* Sidewalks not wide enough, really like Platt

11. What measures do you think the City should take to improve vehicle traffic or multi-modal safety (e.g., installing traffic signals, reducing speed limits, improving crosswalks, improving sidewalk-street approaches)?

*Sidewalks are very bad causing traffic to be on street*

12. How important do you think it is for the City to prioritize traffic safety in its budget and planning processes?

13. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

*Quarry area by Biggs*

14. Do you have any other suggestions or comments about traffic safety in the City?

*Lighting Issues*

05/19/23 5 people River Village 2

**Survey Questions:**

\*Survey Monkey

\*Utility Billing – Due out May 25

For both – response due date of June 1

1. What is your home address?

River Village 2

2. How many vehicles does your household own?

2/5 own a vehicle

Jobs at Platt

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Main/Summit

→ really impressive  
Platt intersection

4. Have you experienced any “near miss” accidents in the last three years? If so, where?

Platt St pullouts, intentionally go to lights, really like the flashing stop signs

5. How safe do you feel when walking, biking, or driving in the City?

Safety depends on the day, volume is bad at school times

6. How safe do you feel driving around bicyclists or individuals walking/running?

“No sidewalks on Apple St”? Sidewalks bad on Arcade/Grave

7. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

phone distractions

8. Have you or someone you know been involved in a traffic accident in the City? If so, can you describe the circumstances?

N/A

9. How frequently do you use different modes of transportation in the City (e.g., walking, biking, driving, public transportation)?

Very frequent

10. How satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City?

Would like to see more reliable, maintained trail systems

11. What measures do you think the City should take to improve vehicle traffic or multi-modal safety (e.g., installing traffic signals, reducing speed limits, improving crosswalks, improving sidewalk-street approaches)?

*Flashing lights, better enforcement*

12. How important do you think it is for the City to prioritize traffic safety in its budget and planning processes?

13. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

*Arcade/Platt, S Niagara St South of Summit*

14. Do you have any other suggestions or comments about traffic safety in the City?

05/05/23 11 people 3-5th grade right here

little bear + 1st wheel visited most

Survey Questions:

\*Survey Monkey

\*Utility Billing – Due out May 25

- not bus to elementary school  
- Not a good stop sign compliance

For both – response due date of June 1

1. What is your home address?

2. How many vehicles does your household own?

2 or more

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Main/Summit - every intersection

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

Main/Summit, Quarry/Niagara

5. How safe do you feel when walking, biking, or driving in the City?

6. How safe do you feel driving around bicyclists or individuals walking/running?

7. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

8. Have you or someone you know been involved in a traffic accident in the City? If so, can you describe the circumstances?

Quarry/Niagara hill was actually hit on a bike,

9. How frequently do you use different modes of transportation in the City (e.g., walking, biking, driving, public transportation)?

Not often, parent trust issue

10. How satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City?

Bad sidewalks @ bus barn

11. What measures do you think the City should take to improve vehicle traffic or multi-modal safety (e.g., installing traffic signals, reducing speed limits, improving crosswalks, improving sidewalk-street approaches)?
12. How important do you think it is for the City to prioritize traffic safety in its budget and planning processes?
13. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?
14. Do you have any other suggestions or comments about traffic safety in the City?

-Kearsarge pond not an attraction

05/25/23

Lighthouse Middle School

6

people

**Survey Questions:**

\*Survey Monkey

\*Utility Billing – Due out May 25

For both – response due date of June 1

1. What is your home address?

2. How many vehicles does your household own?

2 or more

3. In your opinion, what are the most dangerous intersections or roadways in the City?

4 way stop at Main/Summit

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

5. How safe do you feel when walking, biking, or driving in the City?

6. How safe do you feel driving around bicyclists or individuals walking/running?

Don't feel safe, get driven around town

7. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Distracted driving

8. Have you or someone you know been involved in a traffic accident in the City? If so, can you describe the circumstances?

Yes, Brad Deery alley accident w/ pedestrian on sidewalk

9. How frequently do you use different modes of transportation in the City (e.g., walking, biking, driving, public transportation)?

10. How satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City?

Not satisfied, unsafe

11. What measures do you think the City should take to improve vehicle traffic or multi-modal safety (e.g., installing traffic signals, reducing speed limits, improving crosswalks, improving sidewalk-street approaches)?
12. How important do you think it is for the City to prioritize traffic safety in its budget and planning processes?
13. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?
14. Do you have any other suggestions or comments about traffic safety in the City?

Sidewalk trail on Jackson to Yuma  
~~the~~ School lot out is dangerous  
Waughline visual issue  
S Niagara bad sidewalk  
Bikans flip off steps



09/13/23 School Board 9 present

Survey Questions:

\*Survey Monkey

\*Utility Billing – Due out May 25

For both – response due date of June 1

1. What is your home address?

2. How many vehicles does your household own?

3. In your opinion, what are the most dangerous intersections or roadways in the City?  
*School area "Summit/Vermont" untrained drivers leaving "Main/Summit"*

4. Have you experienced any "near miss" accidents in the last three years? If so, where?  
*School related "Quarry/Wingara" School Zone "Locust/Main" "Main/Judson" School lot onto "Locust + Main", Quarry/Otto, Speed on Pershing, lane availability*

5. How safe do you feel when walking, biking, or driving in the City?

6. How safe do you feel driving around bicyclists or individuals walking/running?

7. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

8. Have you or someone you know been involved in a traffic accident in the City? If so, can you describe the circumstances?

9. How frequently do you use different modes of transportation in the City (e.g., walking, biking, driving, public transportation)?

10. How satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City?  
*School related*

\* There is no connectivity  
Cordinal not connected at all

Board Appreciation Month

- School related*
11. What measures do you think the City should take to improve vehicle traffic or multi-modal safety (e.g., installing traffic signals, reducing speed limits, improving crosswalks, improving sidewalk-street approaches)?

*Locust + Jackson push button flashes on Main*

12. How important do you think it is for the City to prioritize traffic safety in its budget and planning processes?

- School related*
13. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

*Pershing to Devonish, lane width issues, Jackson to Football downhill*

- School related*
14. Do you have any other suggestions or comments about traffic safety in the City?

*\* matheron great for driving, Eliza more steps better for walking.*

05/24/23 15 people, 12 pm Rotary

Survey Questions:

\*Survey Monkey

\*Utility Billing – Due out May 25

For both – response due date of June 1

1. What is your home address?
2. How many vehicles does your household own?
3. In your opinion, what are the most dangerous intersections or roadways in the City?

Butter issues w/ Main/Platt, timing of lights @ Vermont/Platt, Summit/Main  
 Jacobson/Platt  
 2nd/62  
 Platt/S Jones, Eddy Pl + Eddy St, E End of Dunham Ct, Light length @  
 painting-signing lighting at ~~Platt~~ Platt/Western

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

5. How safe do you feel when walking, biking, or driving in the City?

No opinion.

6. How safe do you feel driving around bicyclists or individuals walking/running?

7. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Bumpy - E Maple, E Grove, Quarry, S 5th

8. Have you or someone you know been involved in a traffic accident in the City? If so, can you describe the circumstances?

9. How frequently do you use different modes of transportation in the City (e.g., walking, biking, driving, public transportation)?

10. How satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City?

More  
 of S Main type of trail

ALA: N Main by Waugh Ave, Vermont/Erie

11. What measures do you think the City should take to improve vehicle traffic or multi-modal safety (e.g., installing traffic signals, reducing speed limits, improving crosswalks, improving sidewalk-street approaches)?
12. How important do you think it is for the City to prioritize traffic safety in its budget and planning processes?
13. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?
14. Do you have any other suggestions or comments about traffic safety in the City?

Outrac potholes

05/11/23 18 people Kioan's Club

Survey Questions:

\*Survey Monkey

\*Utility Billing – Due out May 25

For both – response due date of June 1

1. ~~What is your home address?~~

2. ~~How many vehicles does your household own?~~

3. In your opinion, what are the most dangerous intersections or roadways in the City?

SM/Platt (bushes), Myatt (no pedestrian safety), Western/Summit,

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

Semi turning (main/platt) left turn, Main/Summit, Quarry/Olive (sight issues)

5. ~~How safe do you feel when walking, biking, or driving in the City?~~

6. How safe do you feel driving around bicyclists or individuals walking/running?

"Not much of respect for bicyclists" / poor signage

7. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Maple → poor signage placement, 2nd St (25+), Niagara, Country Club/Swasara road conditions, golf cart misser

8. ~~Have you or someone you know been involved in a traffic accident in the City? If so, can you describe the circumstances?~~

9. How frequently do you use different modes of transportation in the City (e.g., walking, biking, driving, public transportation)?

10. How satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City?

→ "Sucks", Platt is good, old N Main trail highly desired

↳ neighborhood specific → Swasara/Country Club

→ Parking limit issues

Fears on Summit

Hay @  
ISB possible  
one way

11. What measures do you think the City should take to improve vehicle traffic or multi-modal safety (e.g., installing traffic signals, reducing speed limits, improving crosswalks, improving sidewalk-street approaches)?
  
12. How important do you think it is for the City to prioritize traffic safety in its budget and planning processes?
  
13. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?
  
14. Do you have any other suggestions or comments about traffic safety in the City?

05/24/23 12 people @ 7 - Optima

Survey Questions:

\*Survey Monkey

\*Utility Billing – Due out May 25

For both – response due date of June 1

1. What is your home address?

2. How many vehicles does your household own?

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Southwest intersection Summit/Main → "spacy", Summit/Western stop sign desired

Wesley/Western  
Car pulled too  
close @ intersection  
Vermont/Quarry  
Oliver/Quarry

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

Main stop and stop signs

5. How safe do you feel when walking, biking, or driving in the City?

Sidewalk bed, Monroe-Jefferson-Alton roadway  
N5th + W Quarry

6. How safe do you feel driving around bicyclists or individuals walking/running?

Middle School issues for kids on Olton

7. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Risk w/ people on road that need to be  
there, motorized carts, speed mentored, road width  
issues

8. Have you or someone you know been involved in a traffic accident in the City? If so, can you describe the circumstances?

No.

9. How frequently do you use different modes of transportation in the City (e.g., walking, biking, driving, public transportation)?

10. How satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City?

11. What measures do you think the City should take to improve vehicle traffic or multi-modal safety (e.g., installing traffic signals, reducing speed limits, improving crosswalks, improving sidewalk-street approaches)? *Street lights not covering well all over town.*
12. How important do you think it is for the City to prioritize traffic safety in its budget and planning processes?
13. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?
14. Do you have any other suggestions or comments about traffic safety in the City?



# #1

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, May 24, 2023 2:45:15 PM  
**Last Modified:** Wednesday, May 24, 2023 2:52:43 PM  
**Time Spent:** 00:07:28  
**IP Address:** 192.110.201.25

Page 1

## Q1

What is your home address?

402 S Niagara St

## Q2

How many vehicles does your household own?

2

## Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

Main & Summit

## Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

Yes. Main & Pleasant.

## Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

Reasonably safe.

## Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

distracted driving

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

I frequently walk or bike to work.

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

Not satisfied.

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Quarry Street is in very poor condition as well as the road by Clinton Engines.

**Q10**

**Respondent skipped this question**

Do you have any other suggestions or comments about traffic safety in the City?

## #2

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, May 30, 2023 10:21:29 AM  
**Last Modified:** Tuesday, May 30, 2023 10:29:38 AM  
**Time Spent:** 00:08:08  
**IP Address:** 173.215.33.236

Page 1

### Q1

What is your home address?

209 W Pleasant St

### Q2

How many vehicles does your household own?

2

### Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

turning east onto Summit St from Western Ave. turning west onto Quarry from Olive and south onto Main from the MSB parking lot (because I have to be halfway into the street to be able to see oncoming traffic due to parked cars)

### Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

no

### Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

I haven't seen bicyclists or pedestrians with unsafe behavior in Maquoketa.

### Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Driver education around 4-way stops.

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3=walking, 1=biking, 4=driving, public transportation (in theory, probably 3, but we don't have any!)

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

4

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

turning east onto Summit St from Western Ave. turning west onto Quarry from Olive and south onto Main from the MSB parking lot (because I have to be halfway into the street to be able to see oncoming traffic due to parked cars)

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

It's better than it was!

### #3

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, May 30, 2023 10:33:05 AM  
**Last Modified:** Tuesday, May 30, 2023 10:38:13 AM  
**Time Spent:** 00:05:07  
**IP Address:** 198.203.175.175

Page 1

#### Q1

What is your home address?

304 S Olive St

#### Q2

How many vehicles does your household own?

3

#### Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

The intersection of S Eliza and E Summit. The pillars at the football stadium make it so you have to pull out very far into the road to be able to see oncoming traffic. Turning off of Olive St onto Platt there are many cars parked on the side of the road making it hard to see oncoming traffic

#### Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

Bottom of our hill - S Olive and E Maple. Many people do not stop at the stop sign on maple. Traffic going down Olive is not required to stop. I see many almost accidents.

#### Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

None

**Q6**

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Road conditions - swerving to miss pot holes (especially on Pershing in front of Cardinal) And people not obeying stop signs

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

2

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

3

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Refer to #2 and #4

**Q10**

**Respondent skipped this question**

Do you have any other suggestions or comments about traffic safety in the City?

## #4

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, May 30, 2023 11:24:28 AM  
**Last Modified:** Tuesday, May 30, 2023 11:29:25 AM  
**Time Spent:** 00:04:57  
**IP Address:** 50.81.24.12

Page 1

### Q1

What is your home address?

1015 Kathey Dr

### Q2

How many vehicles does your household own?

2

### Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

Walnut st & grove st intersection. Grove st & main st intersection. Kathey Dr - narrow road & speeding.

### Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

Yes. At the two intersections as mentioned above.

### Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

Pretty comfortable.

### Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Poor road conditions, distracted driving, speeding

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

4

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

2

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Grove street - poor road conditions. Walnut st - speeding.

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

Widen sidewalks, ensure homeowners are clearing their sidewalks and maintaining them. Speed enforcement on residential roads.



# #5

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, May 30, 2023 2:43:12 PM  
**Last Modified:** Tuesday, May 30, 2023 2:48:26 PM  
**Time Spent:** 00:05:13  
**IP Address:** 216.51.165.52

Page 1

## Q1

What is your home address?

701 W. Summit St.

## Q2

How many vehicles does your household own?

3

## Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

Thank you so much for leaving the stop sign at Summit and Vermont. It greatly helps with the high school traffic!

## Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

No

## Q5

Respondent skipped this question

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

## Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Distracted Driving

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

5

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

No, but the section of road on Vermont near the school admin building is in very poor condition and needs to be resurfaced. Thank you for removing our sidewalk to nowhere!

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

Summit Street still has a lot of semi traffic. It never really ceased from the Platt Street project last year.

## #6

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, May 30, 2023 3:19:05 PM  
**Last Modified:** Tuesday, May 30, 2023 3:29:21 PM  
**Time Spent:** 00:10:15  
**IP Address:** 174.22.122.183

Page 1

### Q1

What is your home address?

302 N 2nd St

### Q2

How many vehicles does your household own?

3

### Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

Pershing Rd and Hwy 62

### Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

Summit and Main before the stop signs were put up. Twice someone pulled out in front of me but did not actually hit them

### Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

I feel comfortable

### Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

distracted driving

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

5

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

3

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Pershing Rd by water plant-too narrow for the vehicles driving both ways

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

I have noticed that some do rolling stops at the 4 way stop off Summit and Main. Maybe have stoplights put in instead

#7

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, May 30, 2023 4:08:36 PM  
**Last Modified:** Tuesday, May 30, 2023 4:23:14 PM  
**Time Spent:** 00:14:38  
**IP Address:** 173.28.87.229

Page 1

**Q1**

What is your home address?

403 W Summit St.

**Q2**

How many vehicles does your household own?

2

**Q3**

In your opinion, what are the most dangerous intersections or roadways in the City?

Fifth St and Summit St

**Q4**

Have you experienced any "near miss" accidents in the last three years? If so, where?

Fifth St and Summit St. When busy, lots to keep track of. Another 4 way stop would slow the traffic down!

**Q5**

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

When watching traffic, lots forget to look for pedestrians on Summit St and Main St

**Q6**

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Speeding is #1, and poor driving skills.

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

5

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

3 Need more dedicated bike lanes. If the pedestrian trail on E Summit isn't resurfaced soon, it will be unusable.

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Would suggest lighted crosswalk at Main and Summit. Pedestrian/bike approaches, flashing lights activated.

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

Noise ordinance on excessively loud vehicles. Difficult to enforce, but the decibel rating on Summit is off the charts many times. Wish I had a solution.

#8

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, May 30, 2023 4:47:11 PM  
**Last Modified:** Tuesday, May 30, 2023 4:54:14 PM  
**Time Spent:** 00:07:02  
**IP Address:** 173.28.86.150

Page 1

**Q1**

What is your home address?

524 S Main

**Q2**

How many vehicles does your household own?

4

**Q3**

In your opinion, what are the most dangerous intersections or roadways in the City?

Corner Main & Summit - Corner Platt and North Jones

**Q4**

Have you experienced any "near miss" accidents in the last three years? If so, where?

Yes at corner Main & Summit

**Q5**

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

Bicyclists are a concern Due to utilizing roadways. Runners usually use sidewalks if available

**Q6**

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Road conditions as our roads are horrible and distracted driving.

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

1

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

2

**Q9**

**Respondent skipped this question**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

If room, I think round-about s keep traffic moving but not good for bikes and foot traffic.



#9

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, May 30, 2023 7:16:21 PM  
**Last Modified:** Tuesday, May 30, 2023 7:19:54 PM  
**Time Spent:** 00:03:33  
**IP Address:** 165.225.59.51

Page 1

**Q1**

What is your home address?

1812 SWAGOSA DRIVE

**Q2**

How many vehicles does your household own?

1

**Q3**

In your opinion, what are the most dangerous intersections or roadways in the City?

HURSTVILLE LIME KILNS/HWY 61 INTERSECTION, HWY 61 AND CAVES ROAD TURNOFF

**Q4**

Have you experienced any "near miss" accidents in the last three years? If so, where?

JONES/PLATT INTERSECTION (THIS MORNING)

**Q5**

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

NEED A BIKE/WALK LANE

**Q6**

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

ALL OF THE ABOVE

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

NEED MORE BIKE AND WALKING TRAILS AND/OR LANES

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

POTHLES FOR BIKERS- VARIOUS LOCATIONS

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

N/A

# #10

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, May 30, 2023 7:21:26 PM  
**Last Modified:** Tuesday, May 30, 2023 7:24:21 PM  
**Time Spent:** 00:02:54  
**IP Address:** 73.94.178.109

Page 1

## Q1

What is your home address?

102 S. Vermont St

## Q2

How many vehicles does your household own?

0

## Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

Platt & Vermont, drivers speed up after light turns yellow

## Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

no

## Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

Feel safe

## Q6

Respondent skipped this question

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

5

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

4

**Q9**

**Respondent skipped this question**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

Enforce areas restricting skate boarding & bicycles

# #11

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, May 30, 2023 9:30:04 PM  
**Last Modified:** Tuesday, May 30, 2023 9:47:40 PM  
**Time Spent:** 00:17:36  
**IP Address:** 216.51.165.177

Page 1

## Q1

What is your home address?

1003 w Summit

## Q2

How many vehicles does your household own?

2

## Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

Jacobson dr and platt

## Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

Yes, nearly gotten plowed over by turning semis on main st and summit, and main and platt. Must be careful about that, semis don't care, they're coming whether drivers are prepared or not!

## Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

Main st near new bridge. It's better with new pedestrian path, but still dangerous, especially at night

## Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Speeding, distracted drivers

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

Walking-3, driving- 5, biking-1

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

3- would like to see more biking and walking paths- something like Dewitt has at Westwood park

**Q9**

Respondent skipped this question

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

When the city has to tear up a street for whatever reason, fill it more quickly. Often take 3-4 weeks to fill these holes.

# #12

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, May 31, 2023 6:17:16 AM  
**Last Modified:** Wednesday, May 31, 2023 6:25:41 AM  
**Time Spent:** 00:08:25  
**IP Address:** 104.201.103.242

Page 1

## Q1

What is your home address?

816 country club dr

## Q2

How many vehicles does your household own?

4

## Q3

Respondent skipped this question

In your opinion, what are the most dangerous intersections or roadways in the City?

## Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

summit and farmland

## Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

very comfortable driving around, very unsafe walking along Myatt dr. It is the only way to walk out of our neighborhood and has no sidewalks or crosswalks to get over the bridge

## Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

distracted driving (cell phone use)

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

2

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

area of country club dr and swagosa. There are children driving around in golf carts on the roads that are not safe

**Q10**

**Respondent skipped this question**

Do you have any other suggestions or comments about traffic safety in the City?



#13

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, May 31, 2023 10:07:30 AM  
**Last Modified:** Wednesday, May 31, 2023 10:11:17 AM  
**Time Spent:** 00:03:47  
**IP Address:** 174.22.117.55

Page 1

**Q1**

What is your home address?

801 Country Club Drive, Maquoketa, IA 52060

**Q2**

How many vehicles does your household own?

3

**Q3**

In your opinion, what are the most dangerous intersections or roadways in the City?

Summit and Main, Main and Platt

**Q4**

Have you experienced any "near miss" accidents in the last three years? If so, where?

No

**Q5**

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

Myatt Drive

**Q6**

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

all of the above

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

2

**Q9**

**Respondent skipped this question**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

Sidewalk/bike path needed along Myatt Drive from Summit to Country Club Drive, lots of walkers and young kids heading into town on foot or bikes

# #14

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, May 31, 2023 2:04:36 PM  
**Last Modified:** Wednesday, May 31, 2023 2:07:17 PM  
**Time Spent:** 00:02:40  
**IP Address:** 50.81.25.17

Page 1

## Q1

What is your home address?

595 N. Arcade St.

## Q2

How many vehicles does your household own?

1

## Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

Main and Summit St., Western and Summit St.

## Q4

Respondent skipped this question

Have you experienced any "near miss" accidents in the last three years? If so, where?

## Q5

Respondent skipped this question

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

## Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

All listed above

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

1

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

2

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Main and Summit

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

No

# #15

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, May 31, 2023 2:17:12 PM  
**Last Modified:** Wednesday, May 31, 2023 2:40:27 PM  
**Time Spent:** 00:23:14  
**IP Address:** 173.28.87.210

Page 1

## Q1

What is your home address?

512 Butternut St.

## Q2

How many vehicles does your household own?

2

## Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

Industrial and Platt. Butternut and Pershing due to blind spot on hill. And Platt and Jones by scooters

## Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

Platt and Jones

## Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

Any street that doesn't have a sidewalk or a bike lane. My fiance and I ride bikes or walk our dogs and cars get too close especially on Pershing

## Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Distracted drivers, either rushing or not watching the road

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

2

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Pershing no sidewalk past the school and no bike lane at all

**Q10**

**Respondent skipped this question**

Do you have any other suggestions or comments about traffic safety in the City?

# #16

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Wednesday, May 31, 2023 6:49:32 PM  
**Last Modified:** Wednesday, May 31, 2023 7:07:30 PM  
**Time Spent:** 00:17:58  
**IP Address:** 50.81.25.203

Page 1

## Q1

What is your home address?

205 West Judson St.

## Q2

How many vehicles does your household own?

1

## Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

West Summit and Western Ave. East Summit and Jacobsen Dr at Prairie Creek. East Maple St. Out by the factories there are no sidewalks.

## Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

Yes

## Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

Pretty much unsafe throughout the whole town. We don't have any bike lanes!

## Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Distracted driving and poor road condition!

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

5

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

1

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

East Summit and Jacobsen Dr at Prairie Creek.

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

Almost every sidewalk in this town need fixed in someway or another.



#17

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, June 01, 2023 7:21:44 AM  
**Last Modified:** Thursday, June 01, 2023 7:26:48 AM  
**Time Spent:** 00:05:03  
**IP Address:** 216.51.165.51

Page 1

**Q1**

What is your home address?

412 Thomas Ave

**Q2**

How many vehicles does your household own?

2

**Q3**

In your opinion, what are the most dangerous intersections or roadways in the City?

The (T) intersection of South Jones and Thomas Ave. Jones N/S does not have any signage and Thomas East bound has a yield sign.

**Q4**

Have you experienced any "near miss" accidents in the last three years? If so, where?

Jones and Thomas intersection/T.

**Q5**

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

yes I feel comfortable.

**Q6**

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

distracted driving

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

2

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

3

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

no

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

no

# #18

**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, June 01, 2023 7:29:06 AM  
**Last Modified:** Thursday, June 01, 2023 7:33:02 AM  
**Time Spent:** 00:03:56  
**IP Address:** 65.125.109.5

Page 1

## Q1

What is your home address?

313 South Fourth Street

## Q2

How many vehicles does your household own?

2

## Q3

In your opinion, what are the most dangerous intersections or roadways in the City?

too new to town to have an opinion

## Q4

Have you experienced any "near miss" accidents in the last three years? If so, where?

I have not

## Q5

How comfortable do you feel driving around bicyclists or individuals walking/running? What locations, if any, do you feel pedestrians or bicyclists are unsafe?

comfortable

## Q6

What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

cell phones

**Q7**

Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

**Q8**

Rank how satisfied you are with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

4

**Q9**

Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

too new to know

**Q10**

Do you have any other suggestions or comments about traffic safety in the City?

So far, as a new inhabitant, Maquoketa seems safe to me.

## City of Maquoketa Traffic Safety Action Plan Community Survey

The purpose of this brief survey is to collect information from the community on where vehicles, pedestrians, bicyclists, etc. may be at risk while traveling in our City. The objective is to compile responses and use the information to determine where enhanced safety needs are necessary in the City. This for example could lead to financial assistance for safe routes to schools, park connectivity, and addressing unsafe road conditions or intersections.

Instructions: Please visit <https://www.surveymonkey.com/r/KMTDDL> or fill out this form and drop off at City Hall Monday – Friday 8 AM – 4 PM. Data collection ends on June 1. You are welcome to also place this response in the City mail drop box located at 201 E Pleasant St.

1. What is your home address?

205 N. Walnut St.

2. How many vehicles does your household own?

3

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Walnut + Quarry - people don't look to stop or gun through after  
Platt + Olive - same as above

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

Platt + Olive on <sup>occasional</sup> multiple for people not stopping & looking at phone  
Walnut + Quarry →

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

When they use the middle turn lane to ride in down Platt.

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Distracted Driving & Speeding

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

2

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

3

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Not that I can think of

10. Do you have any other suggestions or comments about traffic safety in the City?

Not at this time unless you want to put speed humps down Walnut 😊 People think its a drag/race strip.

## City of Maquoketa Traffic Safety Action Plan Community Survey

The purpose of this brief survey is to collect information from the community on where vehicles, pedestrians, bicyclists, etc. may be at risk while traveling in our City. The objective is to compile responses and use the information to determine where enhanced safety needs are necessary in the City. This for example could lead to financial assistance for safe routes to schools, park connectivity, and addressing unsafe road conditions or intersections.

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1. What is your home address?

433 Thomas Ave

2. How many vehicles does your household own?

3

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Thomas and Jones in front of my house!  
Pershing Road in front of Cardinal to N Main

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

MANY

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Speeding

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

3

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

S Jones and Thomas

10. Do you have any other suggestions or comments about traffic safety in the City?

Speed Control on Pershing

## City of Maquoketa Traffic Safety Action Plan Community Survey

The purpose of this brief survey is to collect information from the community on where vehicles, pedestrians, bicyclists, etc. may be at risk while traveling in our City. The objective is to compile responses and use the information to determine where enhanced safety needs are necessary in the City. This for example could lead to financial assistance for safe routes to schools, park connectivity, and addressing unsafe road conditions or intersections.

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1. What is your home address?
2. How many vehicles does your household own? 3
3. In your opinion, what are the most dangerous intersections or roadways in the City?  
Western Ave + Summit St      Fifth St & Summit St
4. Have you experienced any "near miss" accidents in the last three years? If so, where?
5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?
6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?  
Distracted driving is a major concern of mine, along with speeding
7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times  
Driving and walking are our main forms of transportation
8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased  
Availability of sidewalks is quite good in the city, and while there have been many improvements in the quality of sidewalks much improvement is still needed
9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?  
Removal of the stop signs on Summit Street at Western Avenue was a mistake, effectively raising the speed of traffic on Summit by 5-10 MPH.
10. Do you have any other suggestions or comments about traffic safety in the City?  
I was disappointed to not see W. Summit included in the city's 5 year street improvement plan, especially after using it as a main detour on the Platt St. improvement project.

## City of Maquoketa Traffic Safety Action Plan Community Survey

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Instructions: Please visit <https://www.surveymonkey.com/r/KMTDDL> or fill out this form and drop off at City Hall Monday – Friday 8 AM – 4 PM. Data collection ends on June 1. You are welcome to also place this response in the City mail drop box located at 201 E Pleasant St.

1. What is your home address?

2. How many vehicles does your household own?

3. In your opinion, what are the most dangerous intersections or roadways in the City?

*N Decker & Platt*

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

*not safe at all*

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

*visual blocks on intersection*

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

*walking 3 Bike 3 driving 4 suck 3*

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

*3*

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

*North Matheron sidewalks  
NO sidewalks by golf course*

10. Do you have any other suggestions or comments about traffic safety in the City?

*I should be able to ride N-S  
E-W on a bike path*



## City of Maquoketa Traffic Safety Action Plan Community Survey

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1. What is your home address?

814 SOUTH 5TH STREET

2. How many vehicles does your household own?

2 Vehicles that we drive

3. In your opinion, what are the most dangerous intersections or roadways in the City?

intersection of Monroe and South 5th Street

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

800 BLOCK OF SOUTH 5TH STREET

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe? MAIN AND FLATT STREET

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

SPEEDING

Distracted driving because of cell phones

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation) 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

1

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very

pleased

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City? YES, THE 800 BLOCK OF SOUTH 5TH STREET WITH PARKING ON BOTH SIDES OF STREET WHICH ALLOWS ONLY 1 LANE OF TRAFFIC

10. Do you have any other suggestions or comments about traffic safety in the City?

No

## City of Maquoketa Traffic Safety Action Plan Community Survey

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1. What is your home address? *1003 Battles Dr.*
2. How many vehicles does your household own? *4*
3. In your opinion, what are the most dangerous intersections or roadways in the City?  
*Main + Summit - Many people don't know the rules of 4 way stop (who's turn it is), or roll through it.  
Platt + Western Ave - someone on Platt St. runs that light almost every time*
4. Have you experienced any "near miss" accidents in the last three years? If so, where? *it changes!  
Yes Main + Summit -*
5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe? *South Main sidewalk on east side is unsafe because it is directly next to the street curb. There should be an upright marker/divider/reflector between the street and walk area from Bullocks to Walmart.*
6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)? *Stop sign/stop/traffic signal/fail to yield violations.  
More police enforcement needed.*
7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times *2 - rarely  
Remove the extra turn lane at Western Ave. intersection with Summit. It is not safe, IF 2 vehicles are there one cannot see past the other! It's not busy enough to need it.*
8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased *1 - Very frustrated - Sidewalks system is a mess, people are are still allowed to skip installing sidewalks. None of the sidewalks get inspected. Many are left broken (area NE of football field) and uneven.*
9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City? *Great to have an established year by year plan to improve city streets!*
10. Do you have any other suggestions or comments about traffic safety in the City?  
*Assign a person or group to inspect/evaluate every intersection in the city to meet line of sight standards. (and enforce them by requiring changes). Many intersections have the view blocked by bushes, walls, fences, signs or parking situations,*

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1. What is your home address?

402 W Arcade St  
Apt 217

2. How many vehicles does your household own?

0

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Arcade and Grove Arcade and Platt

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

N/A

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

N/A

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

falling on cell phone not stopping at all stop signs being in too much of a hurry

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Arcade St and Grove

10. Do you have any other suggestions or comments about traffic safety in the City?

Every city council member needs to meet with their constituents for <sup>at least</sup> ~~an~~ <sup>once a</sup> ~~month~~ <sup>year</sup> ~~at least~~ <sup>at least</sup> a few hours check on the sections to catch violators and give hefty fines

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1. What is your home address?

407 W. Maple St.

2. How many vehicles does your household own?

2

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Platt and Main

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

Yes Quarry and Otto streets

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

no comment

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

speeding and distracted driving

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Grove & Arcade St.

10. Do you have any other suggestions or comments about traffic safety in the City?

5/31/23

City of Maquoketa Traffic Safety Action Plan Community Survey

5/31/23  
Today's plan  
was a large

The purpose of this brief survey is to collect information from the community on where vehicles, pedestrians, bicyclists, motor etc. may be at risk while traveling in our City. The objective is to compile responses and use the information to determine where enhanced safety needs are necessary in the City. This for example could lead to financial assistance for safe routes to schools, park connectivity, and addressing unsafe road conditions or intersections.

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Car accident  
wester Summit

1. What is your home address?

1001 West Summit

2. How many vehicles does your household own?

1 Car

3 Bicycles ne/Grandsons use.

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Western & Summit Speed limit is 25 mph  
Trucks/Tramies/Cars Speed by 35/45/yes 50

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

I have a daughter in a wheelchair, we've tried crossing the street western & Summit (NOT SO GOOD)

need the stop sign  
Backup at Corner

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

wester Summit / Walnut Street they go 35/40 mph  
Tramies/Trucks & Cars.

Wester  
Summit  
Thank

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Speeding, Cell phones, poor road crossing, poor Road Cond.

You  
Believe  
or  
NOT

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

4 - Driving  
4 - walking  
3 - Biking

People  
have said  
"I wish they'd  
put it  
Back  
up!"

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

2 1

Please make a Walk/wide/Bike trail in Maquoketa (Like Bellevue Dubuque)  
wheelchair accessible please

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Crowe Street / Walnut Street / Western & Summit

10. Do you have any other suggestions or comments about traffic safety in the City?

Please put Back up Stop Sign western & Summit  
need a stop sign middle of Walnut.  
need a stop sign on Matteson & Maple  
Is Residential Speed 25 mph? (By all houses?)

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1. What is your home address? *1009 W Farmland Dr.*
2. How many vehicles does your household own? *2*
3. In your opinion, what are the most dangerous intersections or roadways in the City?  
*Western + Summit  
Summit + Vermont*
4. Have you experienced any "near miss" accidents in the last three years? If so, where?  
*yes - Several listed above*
5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe? *safe if they hear you but most are wearing earbuds.*
6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?
7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times
8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased  
*Don't need sidewalks as everyone walks + jogs in the streets.*
9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?
10. Do you have any other suggestions or comments about traffic safety in the City?

*Patrol the Summit st. overpass more. Cars come over it extremely fast.*

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1. What is your home address? 413 W. PLEASANT ST
2. How many vehicles does your household own? 3
3. In your opinion, what are the most dangerous intersections or roadways in the City?  
Not sure ?
4. Have you experienced any "near miss" accidents in the last three years? If so, where?  
NO
5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?  
Downtown + Feel Skateboarders + bike riders have No respect for Pedestrians or Vehicle.
6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?  
Distracted Driving + Speeding -  
Vehicles speed down W. Pleasant all the time.
7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times  
Walking 3, biking 3, Driving 5 public - 1
8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased  
Sidewalks + bike lanes have made big improvement over last 5 yrs. think can still improve but doing well (4)
9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?
10. Do you have any other suggestions or comments about traffic safety in the City?

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1. What is your home address?

306 S. CLARK STREET

2. How many vehicles does your household own?

1

3. In your opinion, what are the most dangerous intersections or roadways in the City?

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

Allen Street by cemetery full of drop offs & potholes  
CLARK STREET

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

POOR ROAD CONDITIONS

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

LACK OF SIDEWALKS in some spots they just end

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

S. CLARK from Platt to YMCA

10. Do you have any other suggestions or comments about traffic safety in the City?

the Bridge being redone over to Walmart is great!  
Good Job!



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1. What is your home address?

512 W. Angus Ct.

2. How many vehicles does your household own?

one

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Summit & Broman Corner - 4 Way & Main St.

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

West Quarry St

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

North West Lot, Brad Deery park their trucks overhang sidewalk - Can't see walking children or cars from the West. (not always room to turn clear)

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

people on cell phones, or drugs.

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

10. Do you have any other suggestions or comments about traffic safety in the City?

I feel a light would help at Summit & Main St. a lot of traffic is going to Wal-mart - heading South. Some people don't honor the first to your right, or come to a complete stop.

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1. What is your home address? *112 N. Walnut*
2. How many vehicles does your household own? *1*
3. In your opinion, what are the most dangerous intersections or roadways in the City?
4. Have you experienced any "near miss" accidents in the last three years? If so, where?  
*No*
5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?  
*OK*
6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?  
*No ideas*
7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times
8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased
9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?
10. Do you have any other suggestions or comments about traffic safety in the City? *Not at this time*

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1. What is your home address?

807 Country Club Dr

2. How many vehicles does your household own?

1

3. In your opinion, what are the most dangerous intersections or roadways in the City?

S Main + Summit

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

Yes, the above

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Speeding

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

2

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

3

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

Intersection of Myatt Dr + Country Club Dr

10. Do you have any other suggestions or comments about traffic safety in the City?

due to large tree

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1. What is your home address?

410 2nd S

2. How many vehicles does your household own?

3

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Summit / Main

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

yes Summit & Main

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

Main St & Pleasant St

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

speeding and not paying attention

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

5

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

10. Do you have any other suggestions or comments about traffic safety in the City?

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1. What is your home address? 302 N. DEARBORN
2. How many vehicles does your household own? THREE
3. In your opinion, what are the most dangerous intersections or roadways in the City? Summit & Main  
Semi's do not have enough room to turn - Saw someone's truck  
almost get hit by a semi (Not wide enough)
4. Have you experienced any "near miss" accidents in the last three years? If so, where? Yes - Summit & Main - Dearborn & Apple.
5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe? People run stop signs all over town  
Nothing is done about it.
6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)? SPEEDING, RUNNING STOP SIGNS, PEOPLE ON CELL PHONES.
7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times
8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased
9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City? Summit & Main
10. Do you have any other suggestions or comments about traffic safety in the City?

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1. What is your home address?

311 East Quarry St.

2. How many vehicles does your household own?

2

3. In your opinion, what are the most dangerous intersections or roadways in the City?

alley east of WAD, St. Bank - especially when long pickups park in last spot - east quarry st when 4 wheelers or motorcycles speed and get away with it

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

at least 3 times with vehicles leaving alley east of WAD, St. Bank (see cars + motorcycles ignoring stop signs, Summit + Western had some close)

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

Quarry St. + Summit streets

need them

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Speeding + construction sites not marked or enforced

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

2 rarely

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

need marked bike lanes - keep up with filling potholes and road cracks on main streets

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

my place alleys meet main streets also need to trim trees back to allow better vision on my street

10. Do you have any other suggestions or comments about traffic safety in the City?

Remove dead/dying trees ASAP - may need more stop signs at busy intersections - near new housing areas.

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1. What is your home address? 109 N ELIZA
2. How many vehicles does your household own? 1
3. In your opinion, what are the most dangerous intersections or roadways in the City?  
ALL 4 WAYS
4. Have you experienced any "near miss" accidents in the last three years? If so, where? YES  
WEST 61 EXITS
5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?  
WALKING AND RIDING IN MIDDLE OF STREET
6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?  
SPEEDING
7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times  
3
8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased  
3
9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City? ALL WITH A STOP SIGN
10. Do you have any other suggestions or comments about traffic safety in the City?  
PICKUPS AND CYCLES WITH LITTLE OR NO MUFFLER

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1. What is your home address?

1407 W. PLATT ST.

2. How many vehicles does your household own? 3

3. In your opinion, what are the most dangerous intersections or roadways in the City? CORNER OF MAIN ST AND SUMMIT; BEFORE THE 4 WAY STOP SIGNS WERE PUT IN.

4. Have you experienced any "near miss" accidents in the last three years? If so, where? WESTERN AND SUMMIT

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe? EAST MAPLE ST. SIDEWALKS DON'T GO ALL THE WAY FROM JORDENSEN TO CLARK ST.

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)? I DRIVE EAST MAPLE ST ALOT AND IT IS PRETTY ROUGH;

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

1

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased 2

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

10. Do you have any other suggestions or comments about traffic safety in the City?



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I recieved this 5/31/23

1. What is your home address?
2. How many vehicles does your household own? 2
3. In your opinion, what are the most dangerous intersections or roadways in the City?  
Main + Platt
4. Have you experienced any "near miss" accidents in the last three years? If so, where?  
Main + Platt
5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?  
Main + Platt
6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?
7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times
8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased
9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?  
Wesleren + Platt
10. Do you have any other suggestions or comments about traffic safety in the City?

## City of Maquoketa Traffic Safety Action Plan

1. What is your home address?  
Farm north of town and apartments over the business near SE corner of Main & Platt
2. How many vehicles does your household own?  
Not including farm vehicles: 3
3. In your opinion, what are the most dangerous intersections or roadways in the City?  
Anywhere near the "decorative" stone structures, e.g., benches on Main St. ,  
stone/brick posts along Platt St.
4. Have you experienced any "near miss" accidents in the last three years? If so, where?  
Yes, the end of the N/S alley just east of Main by the Ohnward building. Was nearly  
hit by a police car. Neither of us could see the other. If either of us had not been  
driving below the speed limit, we would have collided.
5. How comfortable do you feel driving around bicyclists or individuals walking/running?  
What locations, if any, do you feel pedestrians or bicyclists are unsafe?  
East of town on 64
6. What factors do you think contribute to traffic accidents in the City (e.g., speeding,  
distracted driving, poor road conditions)?  
The city has stone structures too near the roads that don't "break away." They may  
look pretty, but they are a death trap waiting to happen. Again.
7. Rank how frequently you use alternative modes of transportation in the City (e.g.,  
walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4  
= Most often 5 = At all times  
walk within 3 blocks, drive more than 3 blocks; about half and half
8. Rank how satisfied you are with the quality and availability of sidewalks, bike lanes,  
and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not  
Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased  
4 satisfied
9. Is there a particular street, set of streets, or an intersection you feel that because of the  
current condition contributes to safety concerns in the City?  
Both ends of the N/S alley just east of Main between Platt and Quarry. No visibility  
to the east: at the north end one or two parking slots need to be removed, at the south  
end, new slots coming right up to the mouth of the alley need to be removed from the  
plans and not be painted in.
10. Do you have any other suggestions or comments about traffic safety in the City?  
In the event of a power outage, never, ever again set the downtown street lights to  
signal green for east-west traffic and yellow for north-south traffic.

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1. What is your home address?

105 Celia Dr.

2. How many vehicles does your household own?

1

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Main/Summit; Western/Summit

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

No

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe? *I am concerned where there are no bicycle lanes or sidewalks.*

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)? *Speeding, distracted driving, icy streets in winter*

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

2

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City? *Main/Summit - narrow turning space*

10. Do you have any other suggestions or comments about traffic safety in the City?

*Allowing cars to park too close to corners can make it difficult to see other vehicles. It's especially hard with large trucks - pickups.*

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1. What is your home address?

1704 Swagosa Dr

2. How many vehicles does your household own? 3

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Summit & main

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

myatt & county club (trees in way)

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe? summit after overpass

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)? all of the above mostly distracted driving & speeding

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

4

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

3 but getting better ☺

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City? see ? #4

10. Do you have any other suggestions or comments about traffic safety in the City?

love the signs by the H.S. to slow traffic down on summit  
\* around the school.

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1. What is your home address?

107 S Eliza St

2. How many vehicles does your household own?

2

3. In your opinion, what are the most dangerous intersections or roadways in the City?

—

4. Have you experienced any “near miss” accidents in the last three years? If so, where?

No

5. How safe do you feel driving around bicyclists or individuals walking/<sup>(yes)</sup>running? In what locations do you feel pedestrians or bicyclists are unsafe?

E Maple St. due to no sidewalk, therefore they are on the road

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Summit St. is really rough & a highly traveled road

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

3

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

3 - It varies at different parts of town

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

—

10. Do you have any other suggestions or comments about traffic safety in the City?

—

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1. What is your home address?

206 N. Jones Ave

2. How many vehicles does your household own?

2

3. In your opinion, what are the most dangerous intersections or roadways in the City?

Summit and Main

4. Have you experienced any "near miss" accidents in the last three years? If so, where?

5. How safe do you feel driving around bicyclists or individuals walking/running? In what locations do you feel pedestrians or bicyclists are unsafe?

in the surrounding gravel roads

6. What factors do you think contribute to traffic accidents in the City (e.g., speeding, distracted driving, poor road conditions)?

Everyone is in a hurry!

7. Rank how frequently you use alternative modes of transportation in the City (e.g., walking, biking, driving, public transportation)? 1 = Never 2 = Rarely 3 = Occasionally 4 = Most often 5 = At all times

1

8. Rank how satisfied are you with the quality and availability of sidewalks, bike lanes, and other pedestrian and bicycle infrastructure in the City? 1 = Very frustrated 2 = Not Satisfied 3 = Indifferent 4 = Satisfied 5 = Very pleased

2

9. Is there a particular street, set of streets, or an intersection you feel that because of the current condition contributes to safety concerns in the City?

10. Do you have any other suggestions or comments about traffic safety in the City?

Our street is posted with weight limits but that has not stopped heavy equipment and semi's to use it as a thruway!  
no one cares to enforce speed limits on our streets