



## City Administrator & Staff Update

2023.09.29

- ☐ **Chamber Manufacturers Appreciation Luncheon:** October 6, 2023, 11am-1pm, Burlington Golf Club. Brochure attached. See email to RSVP.
- ☐ **Comp Plan:** *Tentative Date for work session – October 4<sup>th</sup>, 2023, at 5:15pm.*
- ☐ **League Legislative Values:** Please see the attached Iowa League 2024 Legislative Values adopted at the annual league conference.
- ☐ **LTC:** Mayor Teater and I met with LTC Dunlap from IAAAP. We discussed several items, including solar, economic development, VA, city interests, city infrastructure, and potential federal funding for projects.
- ☐ **IAAAP:** Reminder to hold the date with more info to come – October 26<sup>th</sup> for the IAAAP Project Impact Meeting.
- ☐ **Community Visioning:** Please see the attached 4 documents that were provided in advance of Thursday's Community Visioning public forum.
- ☐ **TIF:** The [Iowa Department of Management](#) is offering a day-long session covering urban renewal and TIF administration in cities at various locations around the state. Topics include urban renewal areas and TIF areas, managing TIF revenues and expenditures, and yearly reporting on urban renewal/TIF.
  - Choose a location and pre-register for this free event:
  - [Calmar | Corning | Riverside | Ankeny | Carroll](#)
- ☐ **Trails:** Iowa Trails Summit on Friday, October 6, 2023, in Marshalltown Iowa! The Iowa Trails Summit brings together trail builders, supporters, volunteers, advocates, and enthusiasts from across Iowa and beyond to delve into trail development topics ranging from corridor acquisition, engineering, and enhancements, to funding, maintenance, and marketing.
  - <https://www.iowatrailssummit.com/about>
- ☐ **ICMA/Vacation:** I will be leaving for the ICMA conference on Friday, returning Wednesday. Our vacation is planned for the week of October 23<sup>rd</sup>.

### IT (Newberry)

- ☐ This week, we have initiated our trial of DarkTrace to determine its suitability when budget considerations arise. At this juncture, I'm uncertain if it aligns with our needs, but I will keep you updated as I gather more information.

- ☐ I've received the installation files from the state for CrowdStrike. Initially, I planned to install it this week, but due to the events of last week, I find myself playing catch-up. Consequently, I've rescheduled the installation for next Monday. To begin, I'll select a few machines for the initial trial.
- ☐ Yesterday, I received the Dell computers that were ordered. Over the next few weeks, I'll be putting them into service. My plan is to start by replacing the two Patrol Computers and relocating one of the old machines to the evidence room. Subsequently, I'll proceed with replacing Tara's machine and conclude by setting up the two new machines at the fire department.
- ☐ Additionally, we need to review the budget for Office 365 accounts for the new Police Officers and Reserves, as well as the necessity to maintain the old building inspector's email account. This situation may require budget amendments by year-end, as we'll need to accommodate four additional accounts thus far (TBD). Furthermore, it's crucial to remember that we'll also need to purchase additional Barracuda licenses when we add new employees to the email system as well as knowbe4.
- ☐ If you have any further questions or concerns, please don't hesitate to reach out to me.

### **Police/Fire (Logan)**

- ☐ Worked with a company Vector Solutions, looking into a new schedule software. The software we use now is at the end of life, been using it since I was hired back in 1999.
- ☐ Looking at new software for the fire department reports. Emergency Reporting is going away, and looking at ESO the company that took over Emergency Reporting. I know several departments around the area that have gone with ESO and like it.
- ☐ Sgt Melssen and I will be in Chicago Monday night through Thursday next week for training.
- ☐ Public Works as been assisting out at the Fire Department training ground with getting some new gas line installed. The original copper that we used was cut and stolen last winter so we are replacing it with plastic pipe. We had to cut into the concrete pads that we have, and PW assisted with cutting and removing the piping.

### **Building (Crooks)**

This will be a short list as I've been out of the office this week.

- ☐ Late last week I received 2 new rental house applications. One I was able to schedule and complete the inspection and one I'll complete when I return.
- ☐ I have received / reviewed/ approved a commercial building permit application for an addition to a storage building. They are now reconsidering it and will possibly make it larger. I will review that request when I return.
- ☐ I met with representatives from SG Construction at SCC's Millennium Hall regarding finishing out a first-floor space for occupancy. This space was left unfinished during construction. They have submitted a permit application for an alteration.
- ☐ I'm waiting for additional information needed to complete the review for the two apartment buildings on Layne Dr.

- ☐ I am waiting to hear back from Skelly's tree service regarding the nuisance property on W. Mt. Pleasant St. Ben was going to go look at it and give me a price.

### **City Clerk (Fry)**

- ☐ PARADE PERMIT – Issued a permit for West Burlington Homecoming parade on Oct 12<sup>th</sup> at 5:00 p.m. (Route: Starting at the mall, east on Huston, South on Ramsey to the High School)
- ☐ POOL:
  - I talked to Jeff Housel at the school about using the Dippin Dots freezer during the school year to sell Dots for their concession. He was interested and I have contacted our distributor to get him the information for ordering.
- ☐ COMMUNITY VISIONING:
  - Public Presentation 5- 7 at The Homestead on Thursday, Sept. 28th
- ☐ IWORQS:
  - Mark and I have been meeting with iWorQ to learn the new software for Business Licensing and Permitting. iWorQ has a specific module that is made for Rental Permits, which will make tracking and doing inspections easier and more efficient to track. Currently, we have the Community Development Package that includes Licensing, Permit Management, Code Enforcement, and the Online Portal to allow residents to apply for and pay for permits online. The annual cost for this package is \$5,200. Adding the Rental Permits module would cost an additional \$1,500 per year. We are also adding 6 web forms, which means we will have a total of nine unique applications that we can customize for our various permit types, which allows us to gather unique information based on the type of permit (Example Building Permit, Sign Permit, Right-of-Way Permit, Business License, Taxi Service Permit, Burn Permits). The cost to create and maintain the web forms will be \$500 per year. TOTAL Software annual cost: \$7,200
- ☐ ELECTION – We will have an unopposed race for the Mayor's seat with Ron being the only candidate who turned in papers. We have four people running to fill three council seats. Andy, Kathy, Therese, and Ringo Covert will be on the ballot for City Council.
- ☐ UPCOMING MEETINGS:

- **COFFEE & CONVO –**  
Scheduled for Thursday,  
October 19<sup>th</sup> at the Mall. I  
will be out of town, so we  
probably need some  
council and staff to commit  
to being there.
- Iowa Employment  
Conference – Des Moines –  
October 18
- IMFOA – Des Moines – Oct  
19 & 20
- Katie attended her first  
Greater Burlington  
Leadership Class last week.  
Next class is Oct 18<sup>th</sup>. This will be one day a month for the next year.



### Finance (Moore)

Last week I attended the Iowa League of Cities conference and this week I have been getting information together for the upcoming visit from Cindy (TIF).

I would like to update you with some important upcoming dates:

- October 9<sup>th</sup> - I will be going to Riverside for a day-long training from the Iowa Department of Management covering Urban Renewal, TIF administration, managing TIF revenues and expenditures, and yearly reporting on Urban Renewal/TIF.
- October 10<sup>th</sup> & 11<sup>th</sup> – Cindy Kendell is coming to work with me one-on-one to understand the TIF/Urban Renewal process better.
- October 18<sup>th</sup> – October 20<sup>th</sup> – I will be attending the fall IMFOA conference in Des Moines. On Wednesday, October 18<sup>th</sup> I will be attending a special session given by Ted Nelson with the Iowa Department of Management, during which he will be highlighting the changes to the upcoming city budgeting processes and property tax calculations.
- October 18<sup>th</sup> – Sarah Bohnsack will do a presentation on the FY 2022-2023 audit during the council meeting. I will be calling in to answer any questions due to being in Des Moines.

### Public Works (Brissey)

- Water lab-
- Sewer lab
- Lift station rounds.
- Parks and Broadway trash and recycling
- Pool maintenance
- Locates.

- ☐ Service trucks and Squad cars
- ☐ Sign maintenance
- ☐ Hauling brush
- ☐ Mowing parks, city, properties, and medians.
- ☐ Trimming trees
- ☐ Backhoe and dump truck training for new higher
- ☐ Park cleanup and maintenance and pool maintenance.
- ☐ Working on storm water plan.
- ☐ Replacing fire hydrant.
- ☐ Working on side walks
- ☐ Loins club has been working on picnic tables at Pat Cline Park.
- ☐ Wood chips are finished at Pat Cline Park.
- ☐ Started working on budget in spare time ha.
- ☐ Doing some work at fire training grounds in between jobs.
- ☐ Melville Sidewalk project is underway near the church on both sides of the road.  
 Meeting with the homeowner to the South. Not interested in sidewalks on property.  
 Church is ok taking up a portion of the parking stalls on the West side of Melville (city property but understand homeowner's issue and desire to add sidewalks. We are going to try and paint sidewalks (bolder rectangle design) on the area in front of the curb and add parallel parking and if that doesn't work, we will add a 4-foot sidewalk from back of curb out four feet plus the parallel parking. We are regarding the parking lot and cleaning the area up on the East side as we install sidewalks. UPDATE: We will likely go with a temporary option for now. The property owner indicated that he intends to sell the lot (not what we understood to be the case) and we may be able to address the entire area, add curb and gutter and a sidewalk in the ROW. Of course, that would be subject to the owner selling the property. Be nice to have another home in this location. Parking is rarely used, and church doesn't object. (Gregg)



# An Invitation to Participate

...in Designing Your Community



The City of West Burlington is participating in the 2023 Community Visioning Program. The goal of this project is to develop a landscape plan that will graphically illustrate the vision of West Burlington. **You are invited to see the Final Design Concepts that have been created this summer.**

We are excited to work with THE HOMESTEAD 1839 to sponsor this public event. Please join us on Thursday, September 28<sup>th</sup> from 5:00 – 7:00 p.m. at THE HOMESTEAD 1839, 701 W. Agency Rd., West Burlington. This is your opportunity to discuss the proposed projects with local committee members, the design team, and Trees Forever staff.

THE HOMESTEAD 1839 will be giving tours of the property, sharing some history behind the homestead and how they are working to transform the farmland, create educational opportunities, and give back to the community.

## ***Please join us...***

What: Presentation of Visioning Final Concepts  
When: Thursday, Sept. 28, 2023, from 5:00 – 7:00 p.m.  
Where: THE HOMESTEAD 1839

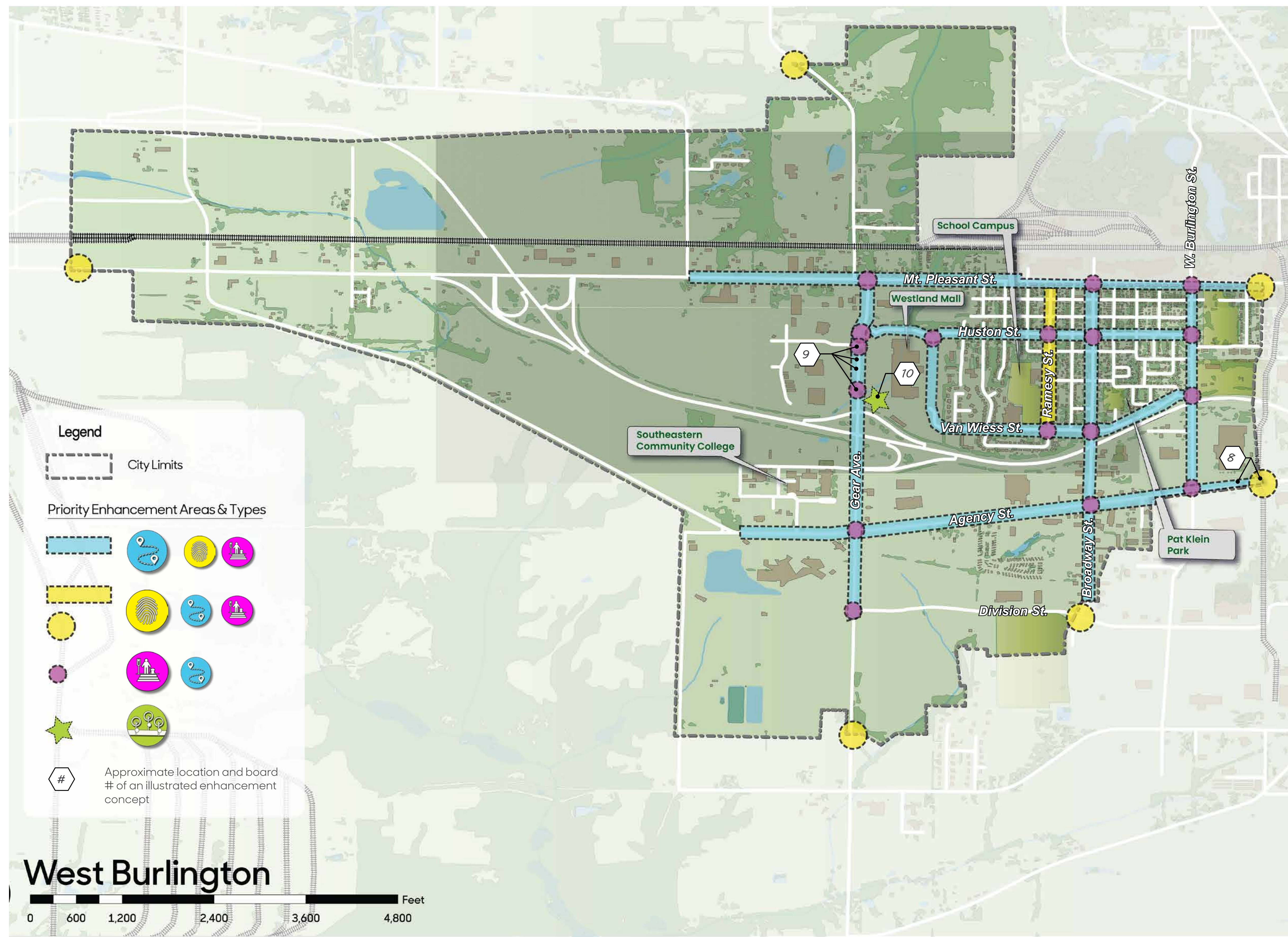
701 W. Agency Rd.  
West Burlington, IA

*\*Refreshments will be provided.*



IOWA STATE UNIVERSITY  
Extension and Outreach





Concept master plan

# West Burlington

## Concept Plan

### Flenker Land Architects Consultants, LLC

LA: Meg Flenker, PLA, CPESC, CPSWQ

Interns: Mikky Ojha, Trevor Smith

Iowa State University | Trees Forever | Iowa Department of Transportation

## Concept Plan

The concept master plan shows the proposed location for various enhancements ("projects") that are showcased in the visions illustrated on the following boards. These concepts represent potential design solutions to various challenges and desires related to West Burlington's transportation system that residents identified throughout the visioning process. The icons shown on the plan represents the enhancements that provide solutions to meet one or more of each specific value/theme detailed on Board 6 with the same icon. This plan and the enhancements illustrated in this set of boards identify opportunities for effective placemaking.

### Placemaking

Perhaps one of the best definitions of placemaking is from Wikipedia: "Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that improve urban vitality and promote people's health, happiness, and well-being... Good placemaking makes use of underutilized space to enhance the urban experience at the pedestrian scale to build habits of locals."

### What, Where, and Why?

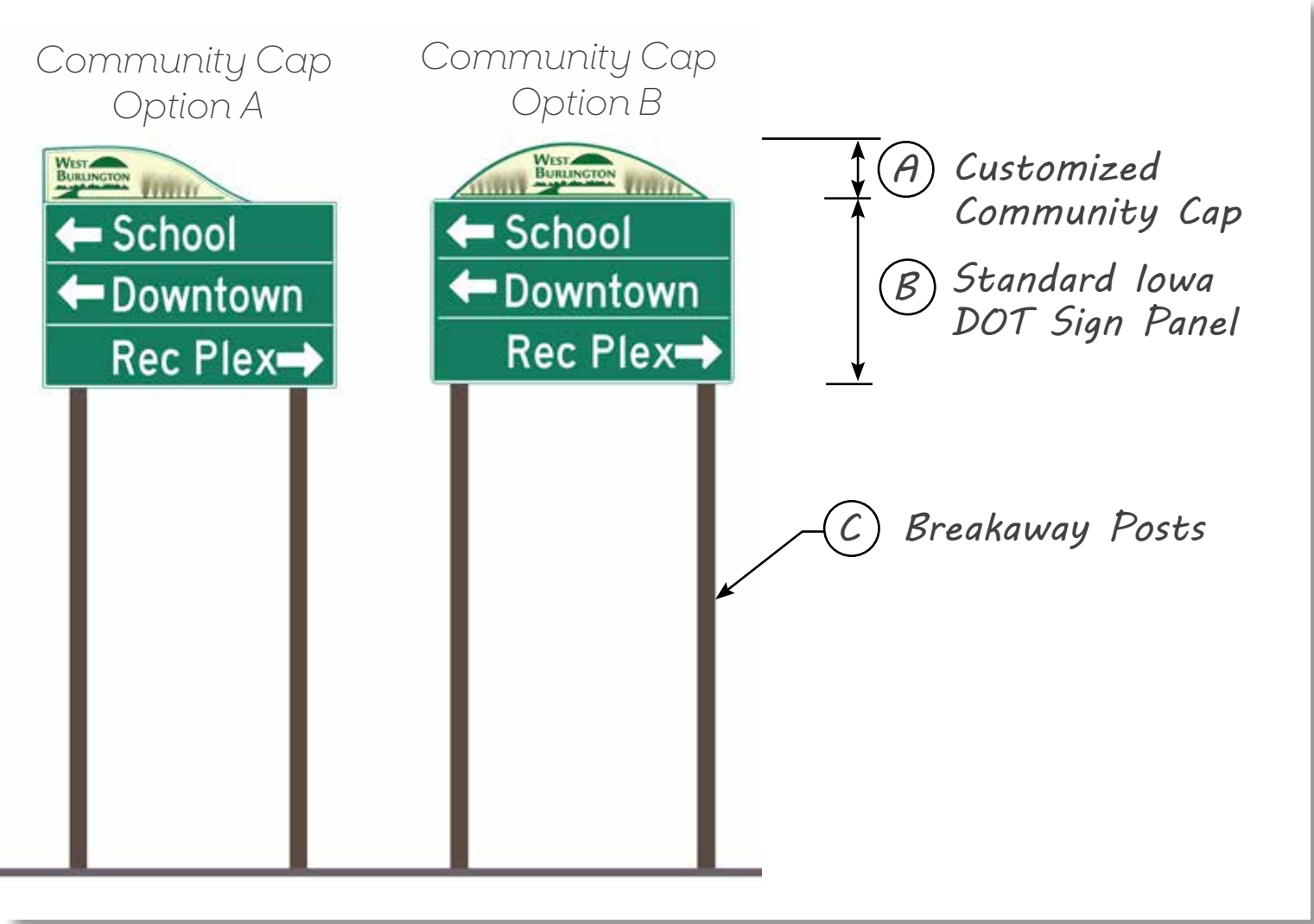
As can be seen on the concept plan and in the concepts that follow, a project designed to address one concern has the potential to improve and/or solve other issues. As an example, enhancements that improve connectivity and accessibility can aid in strengthening community identity and improving safety and traffic control.

Adopting and utilizing a "complete streets" approach to planning, designing, building, operating, and maintaining streets enables safe access for all user types, including pedestrians, bicyclists, and motorists of all ages and abilities. The visions shown on the following boards were created following the complete streets methodology as part of placemaking efforts.

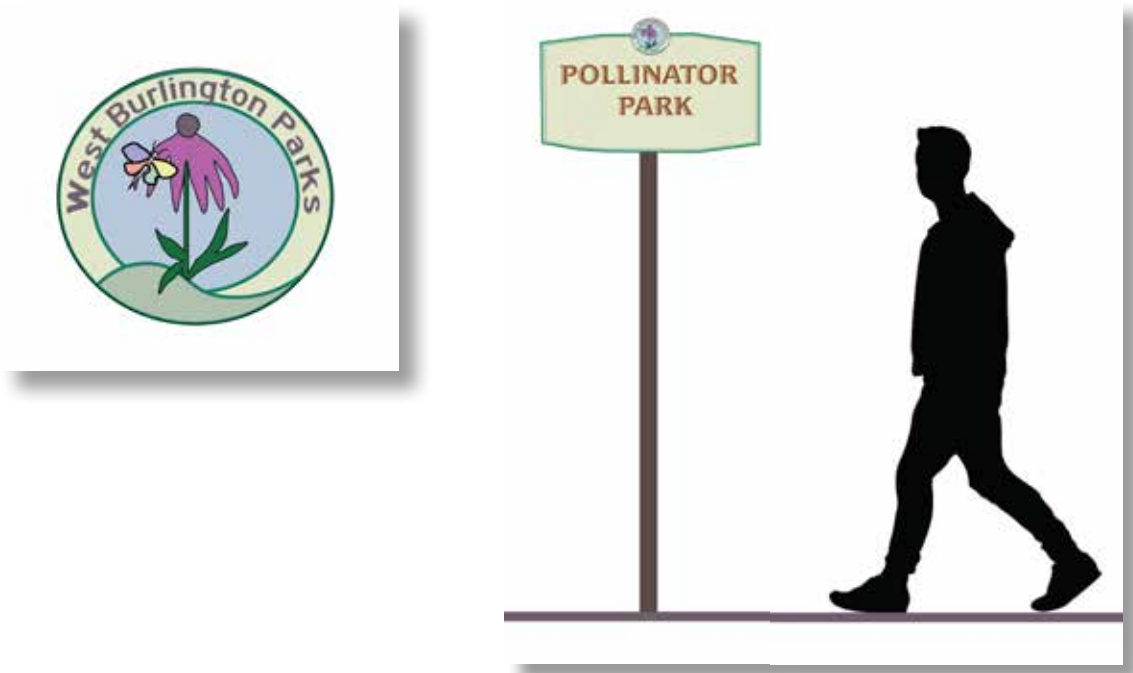
# Community Identity & Entryways

Entryways are a visitors first impression of a community. The entrance sign is an integral part of the entryway, as it identifies the community to passersby and clearly defines the city's boundaries. An effective entryway sign is clear and concise so that it can be quickly and easily read by motorists who have minimal reading and comprehension time.

To enhance community identity, it is important that the city logo is incorporated and that the sign utilizes colors and materials taken from a designated palette of colors and hardscape and landscape materials that are replicated elsewhere in public areas within the community – this applies to site amenities as well. The replication of color, material, and style is critical to create a unified, aesthetic appearance and enhance community branding efforts.



Proposed way-finding signage with community cap



A new proposed logo to be incorporated into park identity & park interpretive signage reflects West Burlington's pre-development prairie heritage through the use of graphics and colors

# West Burlington Community Identity & Entryways



Proposed entryway sign concept style 1



Proposed entryway sign concept style 2



Proposed entryway sign concept style 3

## Signage Elements

### Way-finding Signage With Community Cap

- Color of sign panel (B) Iowa DOT(DOT) standard green.
- Community cap (A): Both options shown incorporate the city's existing logo and prairie grass like that used on the entryway signage; the background color is cream with a DOT green colored border
- Sign posts (C): IDOT-compliant metal breakaway posts, color to match light posts.

### Entryway Signage

- Sign Style 1: sign materials include natural colored tumbled field stone and limestone; grasses, logo and WB constructed of metal – all backlit for nighttime viewing
- Sign Style 2: sign materials include brick and limestone; grass, logo constructed of metal – all backlit for nighttime viewing
- Style 3: sign materials include brick and limestone with engraved colored border around limestone; grass; logo constructed of metal and backlit for nighttime viewing



Proposed entryway concept A: Illustration incorporates proposed entryway signage style 1



Proposed entryway concept B: Illustration incorporates proposed entryway signage style 2



Proposed entryway concept C: Illustration incorporates proposed entryway signage style 3



Existing entryway photo: Photo taken from Agency St. looking northwesterly toward the existing entryway signage and westerly along Agency St. on the east side of town just to the west side of the railroad

## Community Entryway Concept Elements

- Decorative Lighting : enhances aesthetics and nighttime pedestrian safety and use, assists in traffic calming, reinforces branding efforts, and serves as an element of way-finding when placed along main corridor routes; bronze/brown color integrates with signage color palette
- Street Trees: provide needed shade to pedestrians, improve streetscape aesthetics, assist in traffic calming, and direct/screen views
- Community Branded Way-Finding Signage: provides guidance to important destinations within the community, enhances community identity
- ADA-Compliant Sidewalk Along Agency St. Corridor: enhances pedestrian safety and accessibility
- Entryway Signage Landscaping: simple landscaping in mass to accent and not distract from the sign; low maintenance, native plant material; mowing edge and mulch bed to minimize maintenance
- Ornamental Grass Group Plantings: assist in carrying out grass element of signage, improve streetscape aesthetics while being low maintenance, create more visual interest for both the pedestrian and motorists, and assist in traffic calming
- Landscaped Seating Area "Pods": provide seating along long stretches of walking routes, enhance user comfort, and integrate landscaping into the corridor
- New Entryway Signage: defines boundaries of community and forms first impression to visitors

## Flenker Land Architects Consultants,LLC

LA: Meg Flenker, PLA, CPESC, CPSWQ

Interns: Mikky Ojha, Trevor Smith

Iowa State University | Trees Forever | Iowa Department of Transportation



## Accessibility & Safety

In the focus groups and the survey, as well as at the design workshop, residents consistently cited the same major transportation-related concerns and desired enhancements.

Concerns focused on pedestrian accessibility and safety, from the lack of curb ramps and existing sidewalks that are too narrow and/or in disrepair throughout the community, to the lack of ADA-compliant sidewalks, safe pedestrian crossings, lighting, and shade trees along the main corridors. Desired enhancements include ADA-compliant sidewalks, pedestrian lighting, trees, benches, safe road crossings and separated recreational trails.

### Gear Avenue

The Gear Avenue corridor concept shown below addresses all of the residents' concerns and desired enhancements by incorporating "Complete Street" principals. Complete streets are designed to meet the needs of all users, regardless of their age and ability, or whether they walk, bike, drive, or take public transportation.

Three options are shown for the location of a crosswalk on Gear Ave.: Option 1 provides the least amount of motorist/pedestrian interaction with a pedestrian island and crossing at the narrowest location, Option 2 is located at a traffic light controlled intersection, and Option 3 proposes a pedestrian-activated flashing warning light - none of the options will impact the existing vehicular traffic flow.

### Gear Avenue Corridor Plan Notes

- 1 Street trees enhance streetscape aesthetics, provide shade, reduce heat-island effects, assist with water and air quality, and direct views, their vertical structure and spacing can also help with traffic calming.
- 2 Widened and ADA-compliant sidewalks and designated crosswalks enhance streetscape aesthetics, improve pedestrian accessibility, increase safety, strengthen connectivity to commercial businesses along Gear Avenue, and reinforce the importance of the corridor. Decorative crosswalks create a unified appearance when the hardscape materials and colors replicate those found in the entryway signage.
- 3 Raised roadway median on each side of crosswalk minimizes pedestrian and motorist interactions, increasing safety and user comfort. The median can be planted with short, salt-tolerant plants or surfaced with decorative pavement.
- 4 Landscaped seating area "pods" adjacent to the sidewalk (on pavement) provide accessible seating along walking routes, enhance user comfort, and incorporate landscape into the corridor to improve the streetscape aesthetics. The use of native plantings or hardy ornamentals and mowing edges will minimize maintenance.

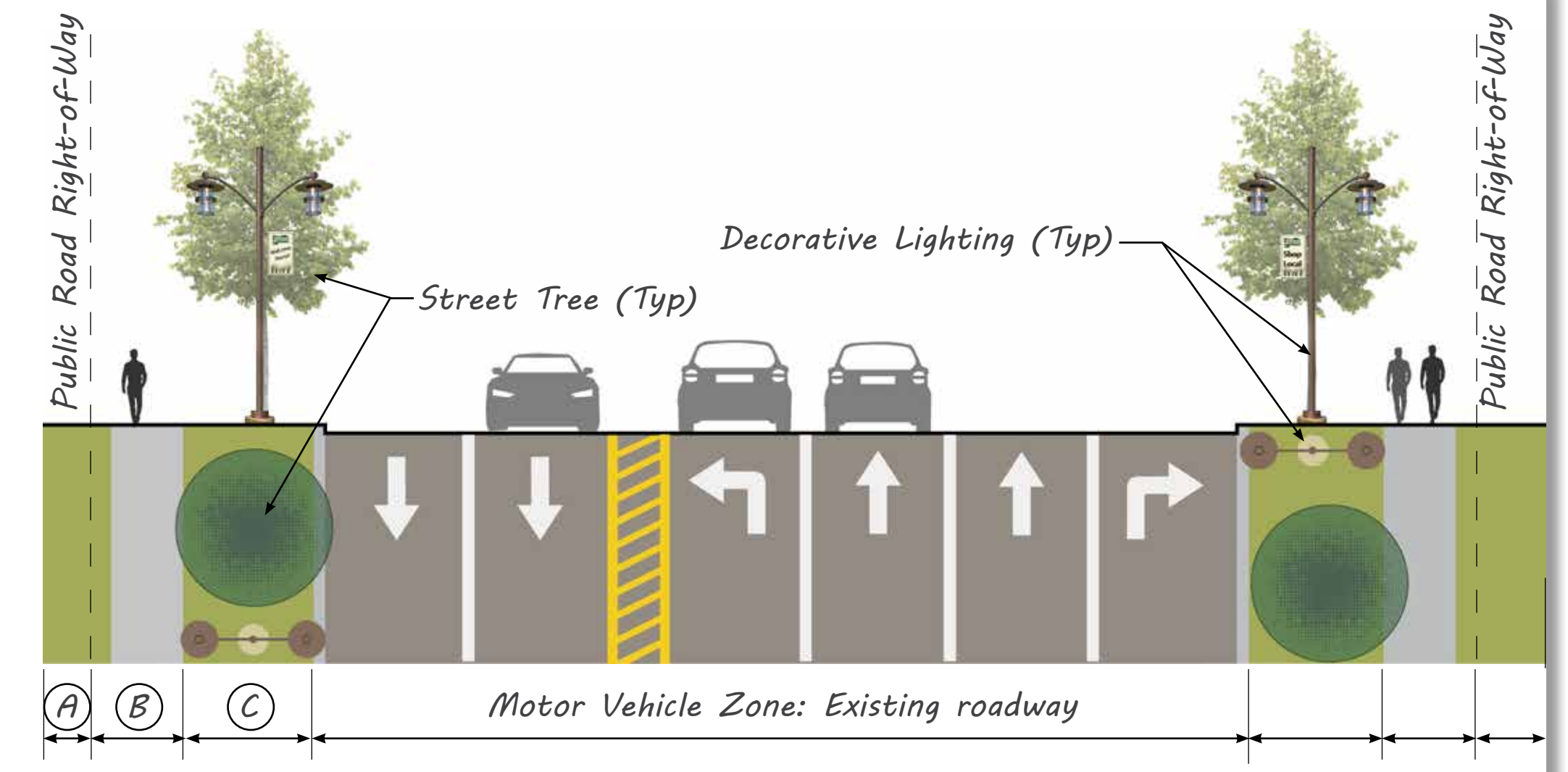
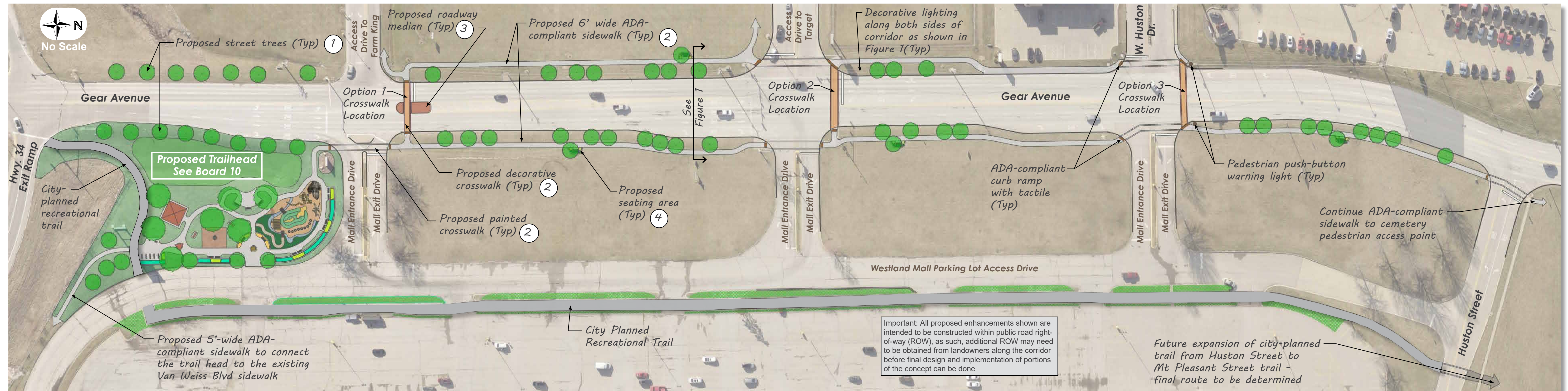


Figure 1: Proposed typical section for Gear Avenue

### Typical Section Notes

- (A) Commercial Zone
- (B) Pedestrian Zone: Width varies from 6' wide for sidewalk to 15' wide in seating areas
- (C) Green Zone: Width varies (recommend 10' - 15' wide); location of decorative street lighting, street trees, traffic control signs, way-finding signs, and utilities



Proposed concept plan for Gear Avenue from Hwy. 34 to Huston Street

# West Burlington

## Accessibility & Safety

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# Traffic Calming

"A variety of definitions are commonly used in the traffic calming field and although the exact wording may differ, the essence remains; traffic calming reduces automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling."

- U.S. Department of Transportation Federal Highway Administration

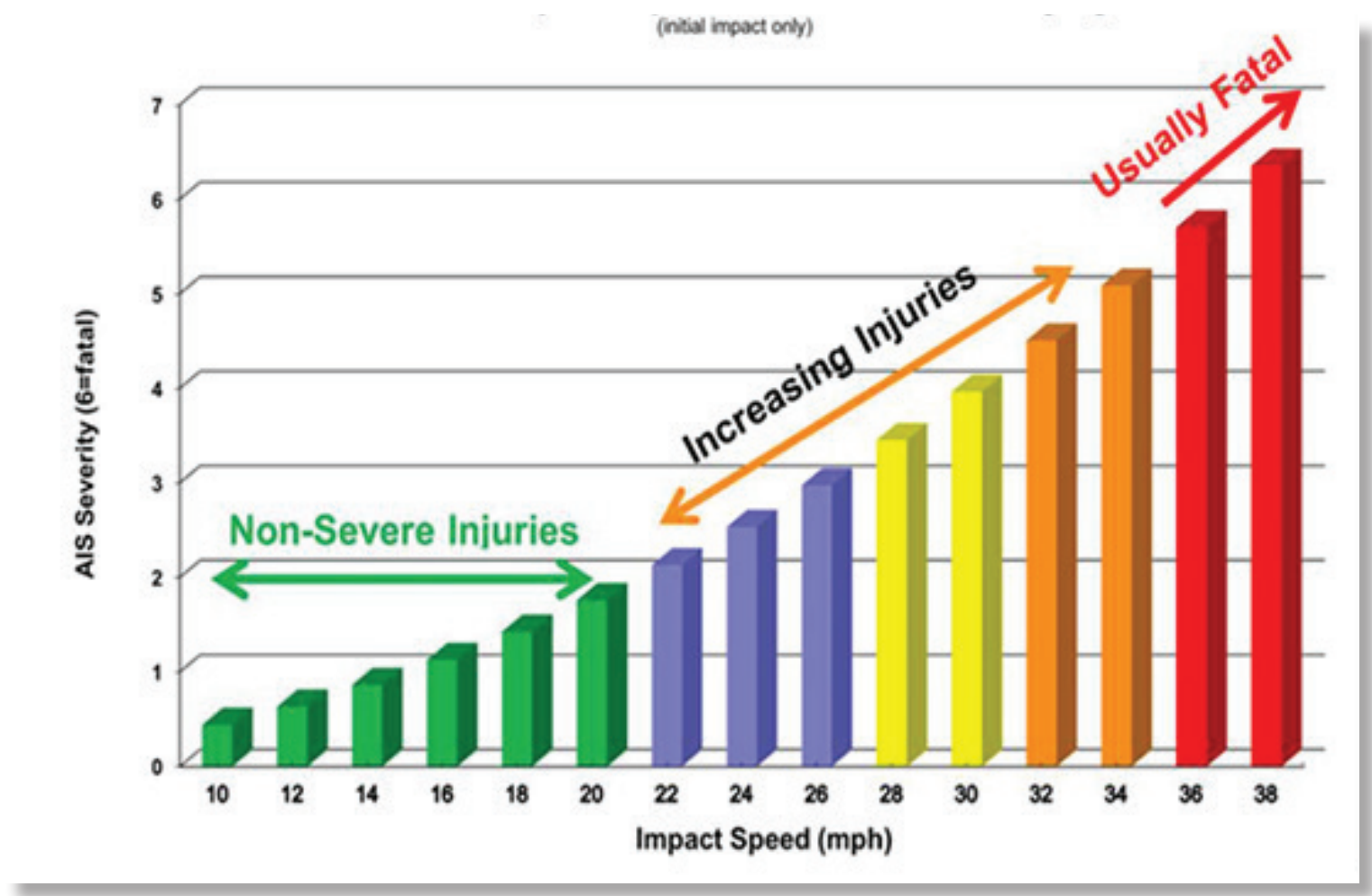


Figure A: Speed/Pedestrian Injury Severity Correlation; Source: US DOT FHA - C.E. "Rick" Chellman

Traffic calming is an integral component of complete streets, contributing to safety, improved quality of life and creating a sense of place in a community. There are numerous design tools available for calming traffic in urban areas like West Burlington, whether it is along a primary corridor like Gear Ave., or along a residential street.

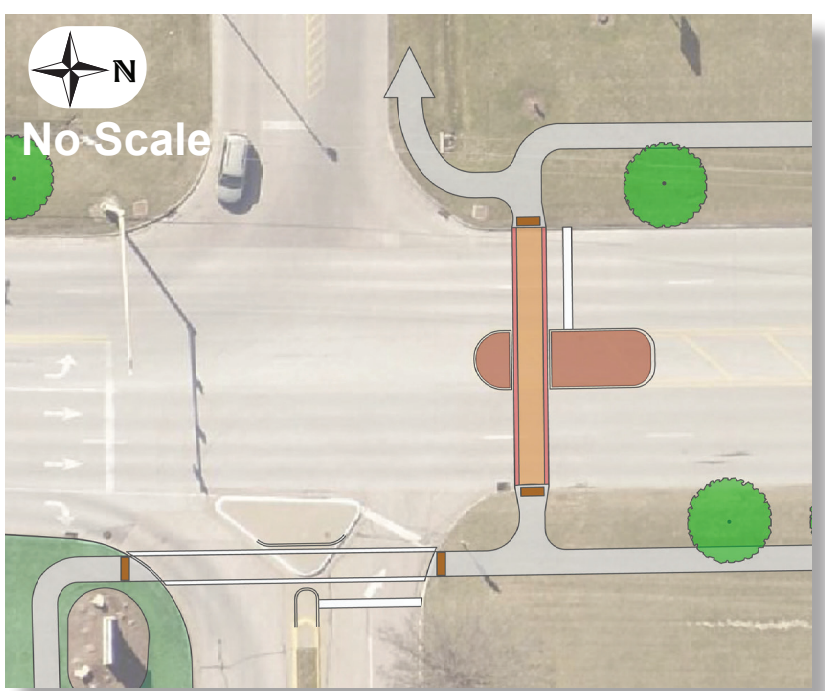
This board illustrates various types of traffic calming treatments that are shown in the concepts, and/or if not, are still applicable to various locations within West Burlington. Some of these approaches will require little to no major modifications to the roadways, and some may require more extensive modifications that are more appropriate for new construction or street reconstruction/rehabilitation.

It is the intent that all of the pedestrian crossings support a safe walkable environment.

# West Burlington Accessibility & Safety

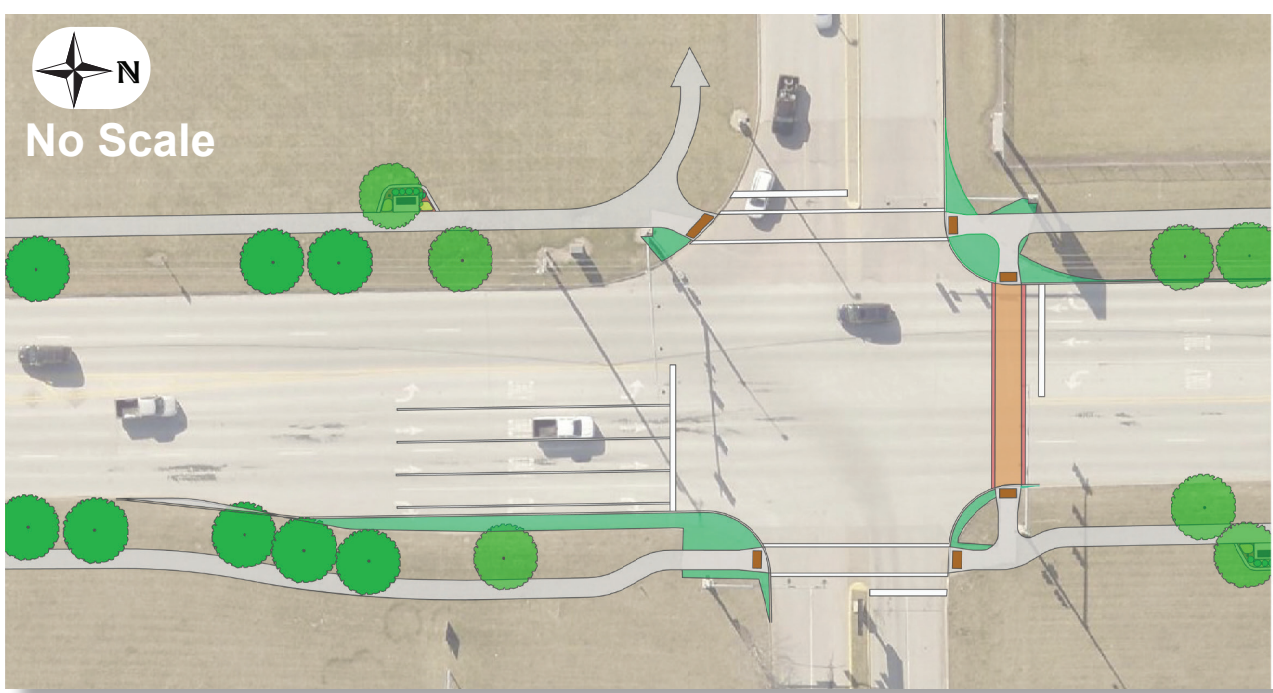
## Gear Avenue Crosswalks

Following are thumbnails drawings of the three options proposed for potential crosswalks on Gear Ave..



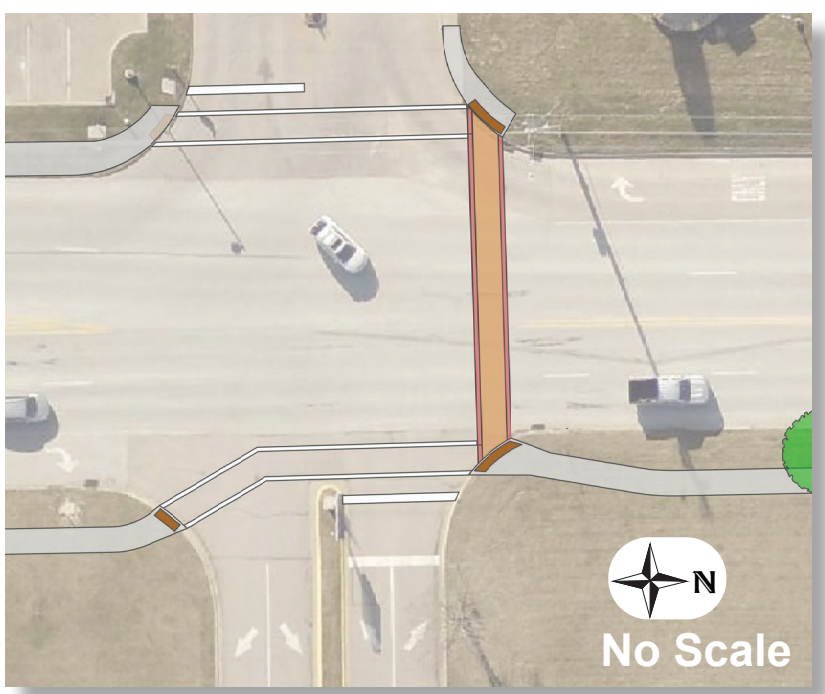
Option 1 Gear Ave. Crossing

**Option 1:** Having the least amount of pedestrian/ motorist interaction, this crosswalk is supported by the vertical traffic calming measure of a raised median with a crosswalk cut-through which slows traffic and increases pedestrian safety by providing a center refuge to wait at.



Option 2 Gear Ave. Crossing

**Option 2:** Located at a traffic light controlled intersection, this option utilizes two traffic calming techniques to support the crosswalk: 1) road diet (lane narrowing) which reduces speeds and minimize accidents by making drivers more cognizant of traffic and other users, and, 2) radii reduction which decreases vehicle turning speeds and the pedestrian crossing distances. The radius on the southwest corner of the intersection is not reduced to allow delivery semis to have access to Target from the south.



Option 3 Gear Ave. Crossing

**Option 3:** This option consists of supporting the crosswalk with pedestrian-activated signals to alert approaching vehicles on Gear Ave. of pedestrian use.



Figure B: Raised median with crosswalk cut-through (aka refuge island); Source: highways.dot.gov



Figure C: Curb Extension (also referred to as bulb-out or bump-out); Photo credit: Dylan Passmore



Figure D: Raised intersection; Photo source: space4cyclingbne.com



Figure E: Raised crosswalk; Photo source: sfbetterstreets.org

## TRAFFIC CALMING EXAMPLES

### Raised Median (Figure B)

This is a street width reduction traffic calming measure. A raised curb median is installed in the center of the road where it was otherwise marked for no traffic; the walkway cuts through the median, maintaining ADA-compliant accessibility

- Creates shorter crossings for pedestrians
- Provides a safe, protected waiting area in the middle of the four-lane road for pedestrians who can't make the full crossing in one attempt
- Provides a space to integrate plantings or decorative pavement into the streetscape to enhance the aesthetics

### Curb Extension (Figure C)

This is also a street width reduction traffic calming measure. Curb extensions extend the pedestrian zone farther out into the roadway (staying out of the travel-way) for the purpose of narrowing the road visually and physically.

- Creates shorter crossings for pedestrians
- Protects vehicles parked along a street when there is on-street parking; and prevents parking too close to intersection
- Tightens intersection curb radii to encourage lower turning speeds
- Increases the overall visibility of pedestrians
- Serves as a visual cue to motorists that they are entering an area of slower traffic speeds
- Visually and physically narrows roadway to slow down traffic
- Provides space to incorporate plantings into the streetscape and/or storm-water management and water quality treatments

### Raised Intersection (Figure D)

This traffic calming measure is considered to be a vertical deflection. A raised intersection is flush with the sidewalk and road (lane) approaches to intersection are gradually sloped; intersection corners are protected with bollards to keep motorists from crossing into pedestrian space

- Tightens intersection curb radii to encourage lower turning speeds
- Increases the overall visibility of pedestrians which helps reinforce slow speeds and encourage users to yield to pedestrians at the crosswalk
- Serves as visual and physical cue to slow down

### Raised Crosswalk (Figure E)

This traffic calming measure is also considered to be a vertical deflection and essentially functions as the same as a raised intersection except that it only spans the width of the crosswalk - the top elevated portion is generally 12' wide and centered on the crosswalk marking.

**Flenker Land Architects Consultants, LLC**  
LA: Meg Flenker, PLA, CPESC, CPSWQ  
Interns: Mikky Ojha, Trevor Smith  
Iowa State University | Trees Forever | Iowa Department of Transportation



Tailhead

The city's newly acquired property on the northeast quadrant of the intersection of Highway 34 and Gear Avenue was deemed by the steering committee to be the perfect place for a trail head. The site has access to ample parking, it is easily accessible to visitors, and the Gear Ave. trail extension that is scheduled to be constructed in 2024 will run through the site, allowing for ease of connectivity.

Trail Head Notes and Major Elements

- **Landscape buffer plantings:** buffer plantings with ornamental grasses and shrubs define the outer edge of the trailhead and provide users with a soft visual barrier from the adjacent vehicular uses
- **Trees:** Trees provide many environmental benefits and increase user comfort while contributing to the overall aesthetics; ornamental trees align the east side of the trailhead to create an inviting entryway and sense of place
- **Native prairie:** planting native prairie on the steep and low portions of the roadway ditch will reduce mowing maintenance and provide a number of environmental benefits that include: improving storm-water quality, reducing storm-water runoff, and providing pollinator habitat . Adding interpretive signage along the prairie edge allows for users to conduct a self-guided tour and learn about the prairie and other associated topics. The selection of plant species for the prairie would entail incorporating species that are less weedy and maintain a shorter height which is more conducive to the urban setting.
- **Nature-themed play ground:** natural play area constructed to reflect a natural environment that physically and mentally challenges youth and fosters their imagination for creative play (see photo 1); a sidewalk defines the playground boundary
- **Nature-themed shade structure:** shade structure with perforated roof provides dappled shade, enhancing the comfort of playground users (see photo 3) and integrates well with the playground theme
- **Site amenities:** site amenities (see photos 5 - 11) enhance user comfort and when their placement and design are well thought out they improve usability; the color, materials, and style of site amenities should be coordinated/complimentary in order to create a unified appearance that contributes to the overall aesthetics  
Note: Selection of commercial grade materials is important for safety, longevity, and reduced maintenance; placement of amenities on paved surfaces reduces maintenance, and when directly adjacent (connected) to a sidewalk, increases accessibility



Proposed concept plan for trail head in northeast quadrant of Gear Avenue and Highway 34 exit ramp



1 Nature themed playground



2 Bike themed sculpture



3 Nature themed shade structure



4 Inclusive multi-user-multi-direction swing



5 Small shelter with a few picnic tables



6 Bench swing to match color and style of benches



7 Water station



8 Informational kiosk



9 Covered individual picnic table



10 Contemporary styled bike racks



11 Site amenities from same style family & in matching colors

West Burlington Trailhead

Flenker Land Architects Consultants,LLC  
LA: Meg Flenker, PLA, CPESC, CPSWQ  
Interns: Mikky Ojha, Trevor Smith  
Iowa State University | Trees Forever | Iowa Department of Transportation



*Join West Burlington  
City Officials For*

# COFFEE & CONVERSATION

No agenda or speeches - just a chance to meet some of your local city officials. Share your thoughts, ideas, and ask questions about your community while enjoying a fresh cup of coffee!

**OCTOBER 19, 2023**

8:00 AM - 10:00 AM

WESTLAND MALL  
FOOD COURT

550 S. Gear Ave.  
West Burlington, IA





## LEGISLATIVE 2024 VALUES

**Values:** The Legislative Values below were adopted for the 90th General Assembly, which encompasses both the 2023 and 2024 Legislative Sessions. These Values have been reviewed by the Legislative Policy Committee and adopted by the League Executive Board. They will be revisited again in the summer/fall of 2024.

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### **Local Control**

Residents benefit from Home Rule: the Constitutional right to make local decisions at the local level - closest to those affected and tailored to fit unique conditions, needs, and concerns.

### **Financial Stability**

Cities need financial stability to provide predictability and transparency for residents. This requires that the State maintain its commitment to hold cities harmless for state policies, not pass unfunded mandates, and ensure that local governments have diversified revenue options.

### **Economic Development**

The Iowa League of Cities, in partnership with the State of Iowa, supports the use of various tools and funding to promote quality of life, community vitality, economic development, and to address housing needs. Maintaining the flexibility of economic development tools is essential to cities of all sizes.

### **Infrastructure**

Cities of all sizes require the resources to meet infrastructure, technology, and human needs necessary to transport, connect, and thrive.

### **Public Safety**

Safety is essential to the health, stability, and vitality of Iowa. Cities must have the human and economic resources, tools, and technology to provide public safety services for their communities.

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## LEGISLATIVE POLICY COMMITTEE MEMBERS

Brett Barker Mayor   Nevada	Connie Boesen Council Member   Des Moines
Tom Cope Council Member   Johnston	Pete De Kock Assistant City Manager   Clive
Julie DeMeulenaere Council Member   Atkins	Mark Elcock City Attorney   Osceola
Geoffrey Fruin City Manager   Iowa City	Travis Goedken City Administrator   Decorah
Laurie Goodrich Council Member   Coralville	Quentin Hart Mayor   Waterloo
John Haila Mayor   Ames	David Jones City Manager   Ankeny
Sam Kooiker City Administrator   Cherokee	John Lund City Administrator   Atlantic
Scott Maddason Mayor   Clinton	Dawn Meyer City Administrator/Clerk   Manning
Scott Naumann Council Member   Bettendorf	Luke Nelson City Administrator   Norwalk
Cole O'Donnell City Administrator   Keokuk	Marketa Oliver City Administrator   Bondurant
Scott Peterson City Administrator   Jefferson	Mike Pogge-Weaver City Administrator   Johnston
Laura Roussell Council Member   Dubuque	Corrin Spiegel City Administrator   Davenport
Ashley Vanorny, President-elect, Chair Council Member   Cedar Rapids	Tim Vick City Manager   Manchester
Brian Wagner City Manager   Tipton	Ryan Waller City Manager   Marion
Matt Walsh Mayor   Council Bluffs	Scott Wynja City Manager   Sioux Center