

Staff Report

**CITY COUNCIL GOALS, OBJECTIVES AND TASKS
TO CONNECT OUR PARK TRAIL/BIKE PATH SYSTEM**

January 10, 2017

BACKGROUND:

A number of goals have been established by City Council for 2016-2017. One of the objectives under the goal to “Encourage Healthy Lifestyles” involves several tasks regarding the trail system. This report provides the information requested under that objective.

Task 1: Provide a summary of federal, state, and private funding sources available for trail construction projects.

The US DOT has created a summary of federal funding opportunities, which is included as Attachment 1. In addition, the State of Iowa has the State Recreational Trails Program. Any private funding would be on a project specific basis and would likely involve providing some type of in-kind labor for construction.

Task 2: Provide a map of the existing park/greenbelt trail system that identifies gaps in the system.

A map of the existing bicycle facilities, trails, and path network is provided as Attachment 2. This map also shows locations of proposed facility improvements from the draft 2017 - 2022 Capital Improvement Plan (CIP). A table summarizing these improvements is included as Attachment 3. This was developed with City Council’s directive in mind to average at least \$1.2M in bicycle facility improvements in each year of the CIP. It should be noted that these projects are in the current staff developmental version of the CIP and have not yet been analyzed in the context of the broader proposed CIP or the overall status of the revenue funds.

Task 3(A): Utilizing the Long Range Transportation Plan (LRTP), present a plan in five-year increments to complete the connections.

The LRTP was approved in October 2015 and includes projects through 2040. The plan groups projects into short (2020-2024), mid (2025-2029), and long term (2030-2040) categories. For the purpose of this task, these projects have been allocated into five-year increments, as summarized in Attachment 4 and illustrated as maps in Attachment 5. The years of 2015-2019 are considered “committed” and are more accurately shown on a local implementation level in the CIP, as noted above. The LRTP can be considered a living document as it is required to be updated and approved every five years, the next update being in 2020. This is done through a two-year process of public engagement and project evaluation.

***Task 3(B):** Identify trail segments that could be constructed with volunteer labor and develop a process to solicit proposals for volunteer trail construction.*

The shared use paths and on-street facilities are larger scale projects that are typically constructed with heavy equipment and must follow state bidding laws. This task would mainly relate to smaller walking paths within the park system that might typically consist of wood chips or light granular material.

Within the park system, there are several parks that contain aggregate trails where volunteers can and are being utilized to enhance the trail user's experience. The park along with the type of trail surface is listed below:

PARK	TRAIL SURFACE TYPE
Ada Hayden Heritage Park (Upland Trail)	Asphalt millings
Adams Greenway	Dirt, wood chips
Brookside Park (Audubon Trail)	Dirt
Christofferson Park	Crushed stone
Dog Park (Trail to Billy Sunday's Grave)	Gravel
East River Valley Park	Dirt, grass
Inis Grove Park (north of Shagbark shelter)	Dirt, wood chips
Munn Woods	Dirt, wood chips, boardwalk
Oakland Access (Oakland Ave. to McCarthy Lee Park)	Concrete millings

There are some trails, mainly along stream banks, that are in need of rerouting due to erosion. Some of these have been taken care of (Munn Woods) and some have not (East River Valley, Brookside Park). In addition, tree limbs and brush encroach on some trails making it more difficult to use. In areas where trails meander, the understory vegetation can cause sight line issues if it is overgrown. These situations may result in safety concerns and are corrected as needed.

With all of the aforementioned trails, maintenance and enhancements are accomplished through park staff and volunteers. The Friends of Emma McCarthy Lee and Munn Woods, Boy Scouts, and Iowa State University groups are the main source of volunteers. The current process for securing volunteers occurs in several ways.

- An individual or group contacts the City looking for volunteer opportunities.
- Staff contacts individuals or groups that have volunteered in the past.
- Staff contacts user groups and Friends Groups to help with a task geared to the specific interests of the group.

To educate residents about volunteer opportunities and increase the pool of volunteers, staff will be creating a volunteer page on the City's website, including a write-up in the Parks and Recreation Facilities and Program Guides, putting information in newsletters (e.g. City Side, Neighborhood Newsletter), as well as, using social media. This would be in addition to what is currently being done and should result in a diversified approach to secure volunteers.

Pedestrian and Bicycle Funding Opportunities

U.S. Department of Transportation Transit, Highway, and Safety Funds

Revised August 12, 2016

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.															
	Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds														
Activity or Project Type	TIGER	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTTP
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan								\$	\$	\$		\$			\$
Bicycle plans			\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)								\$	\$SRTS		\$		\$*		
Bicycle helmets (safety promotion)								\$	\$SRTS		\$				
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Bicycle parking	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers at transit hubs	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)					\$ 1 per State			\$	\$SRTS		\$				
Crosswalks (new or retrofit)	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)			\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	\$			\$*	\$	\$	\$	\$		\$				\$

Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.															
	Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds														
Activity or Project Type	TIGER	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Pedestrian plans			\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	\$				\$	\$	\$	\$						\$
Road Safety Assessment for pedestrians and bicyclists						\$		\$	\$			\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety								\$SRTS	\$SRTS		\$	\$*	\$*	\$*	
Safety education positions								\$SRTS	\$SRTS		\$		\$*		
Safety enforcement (including police patrols)								\$SRTS	\$SRTS		\$		\$*	\$*	
Safety program technical assessment (for peds/bicyclists)								\$SRTS	\$SRTS		\$	\$*	\$		
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Shared use paths / transportation trails	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Signed pedestrian or bicycle routes	\$	\$	\$	\$	\$		\$	\$	\$		\$				\$
Spot improvement programs	\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	\$	\$			\$	\$	\$	\$		\$				\$
Trail bridges	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment								\$RTP	\$RTP	\$					
Trail/highway intersections	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see guidance)	~\$*	~\$*						\$*	\$*	\$*					\$
Training					\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws								\$SRTS	\$SRTS		\$			\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973

[TIGER](#): Transportation Investment Generating Economic Recovery Discretionary Grant program

[TIFIA](#): Transportation Infrastructure Finance and Innovation Act (loans)

[FTA](#): Federal Transit Administration Capital Funds

[ATI](#): Associated Transit Improvement (1% set-aside of FTA)

[CMAQ](#): Congestion Mitigation and Air Quality Improvement Program

[HSIP](#): Highway Safety Improvement Program

[NHPP](#): National Highway Performance Program

[STBG](#): Surface Transportation Block Grant Program

[TA](#): Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)

[RTP](#): Recreational Trails Program

[SRTS](#): Safe Routes to School Program / Activities

[PLAN](#): Statewide Planning and Research (SPR) or Metropolitan Planning funds

NHTSA [402](#): State and Community Highway Safety Grant Program

NHTSA [405](#): National Priority Safety Programs (Nonmotorized safety)

[FLTP](#): Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Program-specific notes

Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. For example:

- TIGER: Subject to annual appropriations.
- TIFIA: Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.
- FTA/ATI: Project funded with FTA transit funds must provide access to transit. See [Bikes and Transit](#) and the FTA Final Policy Statement on the [Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law](#).
 - Bicycle infrastructure plans and projects funded with FTA funds must be within a 3 mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
 - Pedestrian infrastructure plans and projects funded with FTA funds must be within a ½ mile radius of a transit stop or station, or if further than ½ mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
 - FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.
- CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.
- HSIP projects must be consistent with a State's [Strategic Highway Safety Plan](#) and either (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem.
- NHPP projects must benefit National Highway System (NHS) corridors.
- STBG and TA Set-Aside: Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 8th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.
- SRTS: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.
- Planning funds must be used for planning purposes, for example:
 - Maps: System maps and GIS;
 - Safety education and awareness: for transportation safety planning;
 - Safety program technical assessment: for transportation safety planning;
 - Training: bicycle and pedestrian system planning training.
- Federal Lands and Tribal Transportation Programs (FLTTP) projects must provide access to or within Federal or tribal lands:
 - Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
 - Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
 - Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- NHTSA 402 project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>
- NHTSA 405 funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>

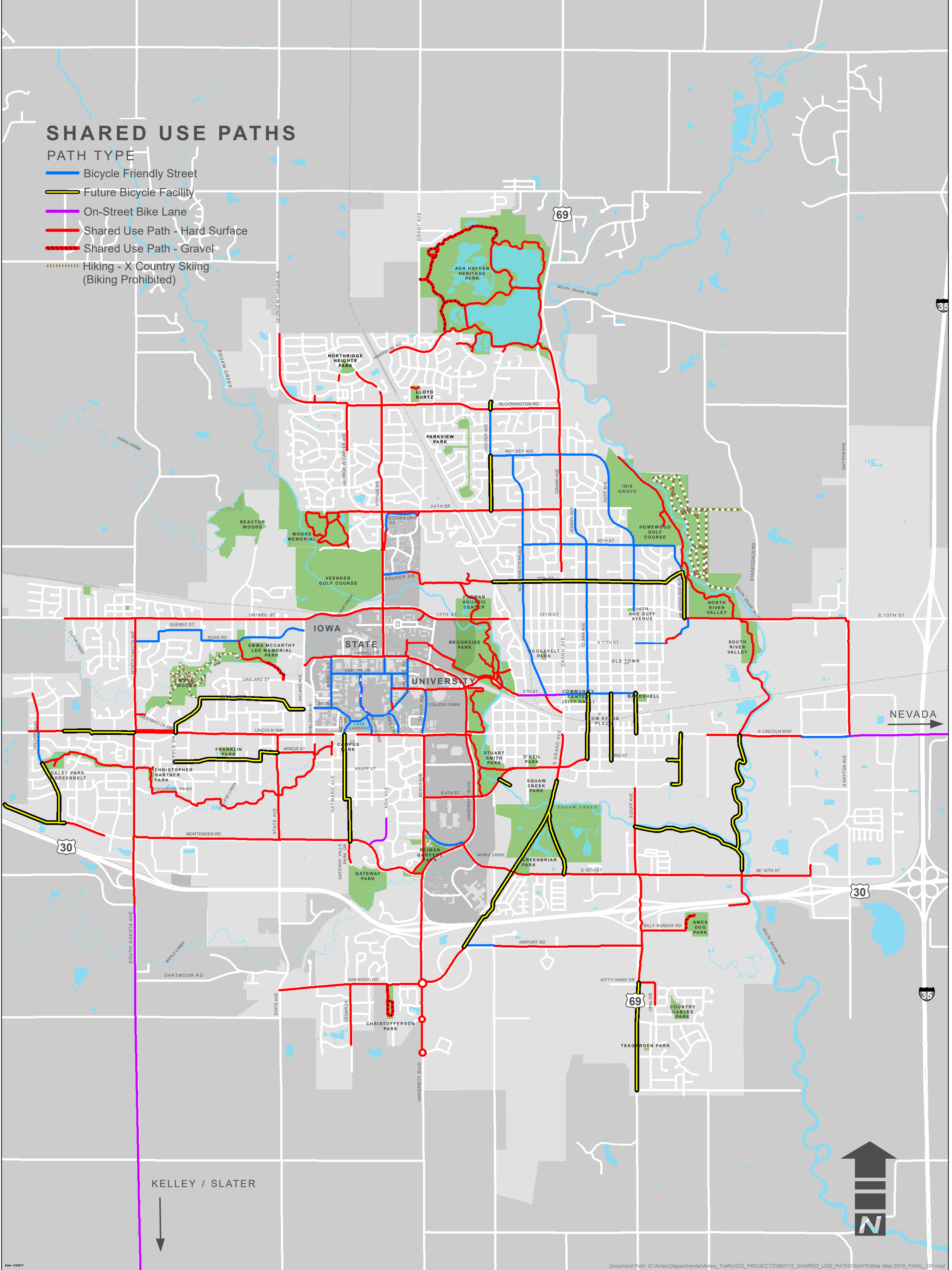
Cross-cutting notes

- FHWA Bicycle and Pedestrian Guidance: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/
- **Applicability of 23 U.S.C. 217(i) for Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, sections 133(b)(6) and 133(h) list "recreational trails projects" as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and section 217(i) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.
- There may be occasional DOT or agency incentive grants for specific research or technical assistance purposes.
- Aspects of many DOT initiatives may be eligible as individual projects. For example, activities above may benefit Ladders of Opportunity; safe, comfortable, interconnected networks; environmental justice; equity; etc.

SHARED USE PATHS

PATH TYPE

- Bicycle Friendly Street
- Future Bicycle Facility
- On-Street Bike Lane
- Shared Use Path - Hard Surface
- Shared Use Path - Gravel
- Hiking - X Country Skiing
(Biking Prohibited)





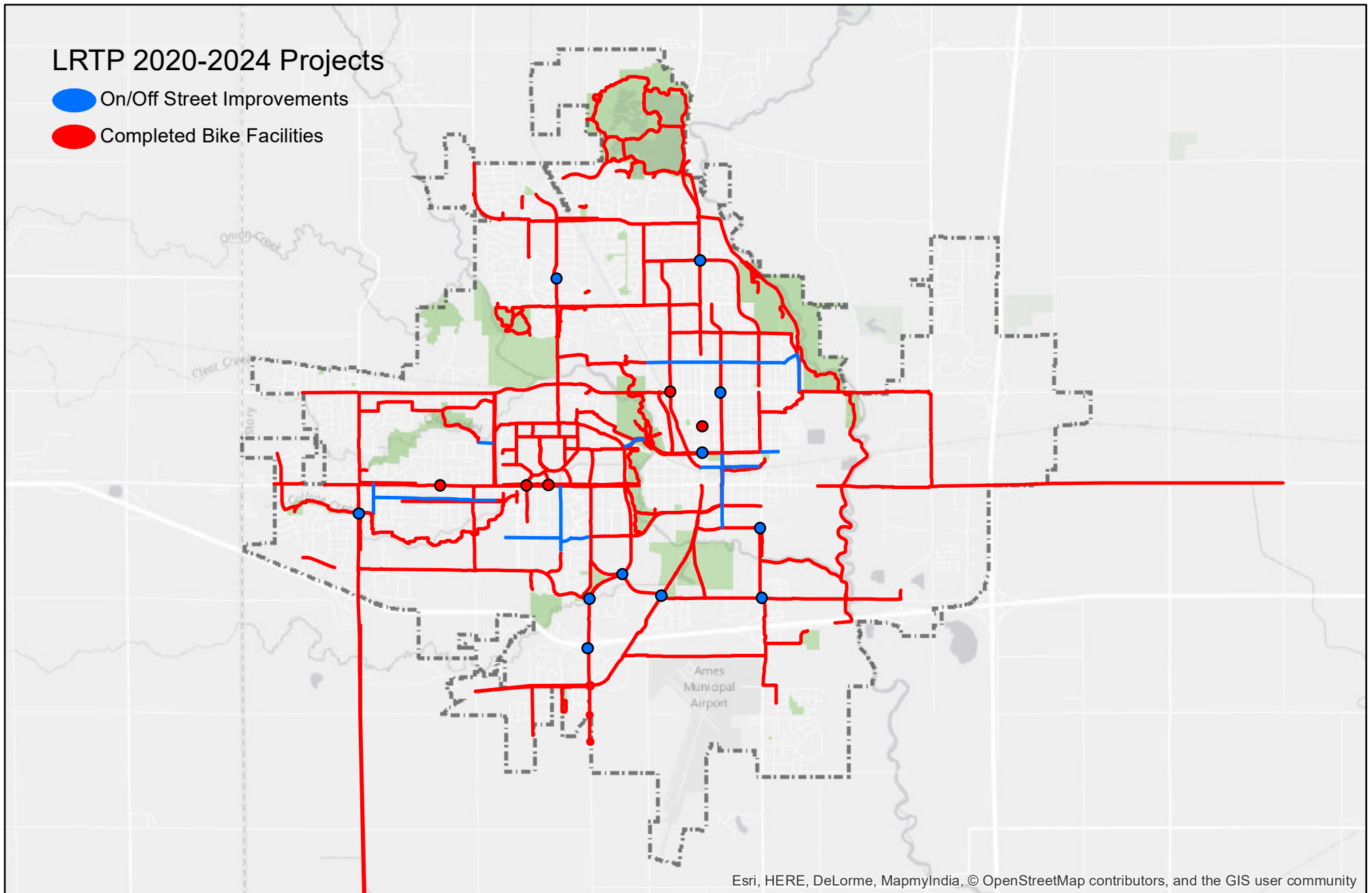
CITY OF AMES		2017-2022 CIP: BIKE FACILITIES FUNDING					
Plan Year: 2017		FUND TOTALS BY FISCAL YEARS					
Project Description		2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	5 YR PROG Total
Shared Used Path Maintenance (LOST)		\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
Shared Use Path System Expansion (LOST/MPO)		\$715,000	\$400,000	\$1,141,000	\$620,000	\$680,800	\$3,556,800
Multi-Modal Roadway Improvements (RUT)		\$190,000	\$198,000			\$340,000	\$728,000
S. Duff Ave Improv- Shared Use Path to Ken Maril Rd (LOST)		\$376,000					\$376,000
Concrete Pav. Improv- S. Kellogg On-Street Bike (RUT)						\$80,000	\$80,000
Collector Street- Hoover Ave On-Street Bike Trtmnt (RUT)					\$80,000		\$80,000
Collector Street- Hoover Ave- On- Street Bike Trmnt (RUT)					\$20,000		\$20,000
Collector Street- Woodland St Project- On-Street Bike (RUT)						\$160,000	\$160,000
Campustown Public Improv- On-Street Bike Fac. (GOB)				\$120,000			\$120,000
Cherry Ave Ext- Off- Street Shared Use Path (FED/GOB)					\$250,000		\$250,000
Grand Ave. Ext - Off street Shared Use Path (MPO/GOB)			\$775,000				\$775,000
Bridge Rehabilitation Program (GOB)						\$650,000	\$650,000
CIP Year Totals:		\$1,406,000	\$1,498,000	\$1,386,000	\$1,095,000	\$2,035,800	\$7,420,800
COUNCIL DIRECTED FUNDING GOAL (PER YEAR)		\$1,200,000					
AVERAGE PROGRAM FUNDING LEVEL (5 YR PROGRAM)		\$1,484,160					

L RTP Term	5-Year Term	Project ID	Description	Planning-Level Cost Estimate (2015 Dollars)	Potential Sponsoring Jurisdiction(s)	Implementation Comments	Year of Expenditure Cost Estimate	Forecasted Funding Source	Program Total
Short	2020-2024	ON 15	Clark / Walnut Bicycle Treatment, South 3rd to 6th Street	\$90,000	City of Ames	Sharrows through downtown - no room for bike lanes. South of Main requires conversion to 3-lane from 4-lane. Clark Avenue reconstruction slated for 2016 between Lincoln Way and Main.	\$114,200	City of Ames / TAP	\$2,968,900
Short	2020-2024	ON 23	6th St Bicycle Treatment between campus and downtown bike lanes	\$20,800	City of Ames	Key connection between campus and downtown.	\$26,400	City of Ames / TAP	
Short	2020-2024	ON 24	N 16th St Bicycle Treatment, connects trail south of High School to Skunk River trail by Meadowlane Ave. Continues along Meadowlane to connect to East 13th St trail.	\$157,300	City of Ames	Includes improved cycling / pedestrian enhancements at Grand / 16th (CR24). Potential sharrow or bike boulevard corridor.	\$199,600	City of Ames / TAP	
Short	2020-2024	ON 25	S Walnut Bike Boulevard, S 5th to S 3rd	\$10,000	City of Ames	Narrow pavement width (28') makes the current cross-section very tight for bike lanes even without on-street parking.	\$12,700	City of Ames / TAP	
Short	2020-2024	ON 28	Main St Sharrows or Back-in-Angle Parking, Grand Ave to Duff	\$26,300	City of Ames	Public-suggested back-in-angle parking to supplement sharrows for this corridor. Similar costs for signing / striping.	\$33,400	City of Ames / TAP	
Short	2020-2024	ON 30	Ash Ave Sharrows, current bike lane end to Lincoln Way	\$28,900	City of Ames	Target for short-term while ON 16 implementation plan is developed.	\$36,700	City of Ames / TAP	
Short	2020-2024	ON 32	6th St Sharrows east of Duff	\$8,700	City of Ames	Connection from east neighborhoods into downtown.	\$11,000	City of Ames / TAP	
Short	2020-2024	ON 33	Cessna St Bike Boulevard	\$13,100	City of Ames	East-west connection between north-south routes south of Campus.	\$16,600	City of Ames / TAP	
Short	2020-2024	ON 34	Oakland St between Trail and Hyland Ave	\$6,800	City of Ames	Key connection between existing shared-use paths and ISU campus access.	\$8,600	City of Ames / TAP	
Short	2020-2024	OFF 5	Trail connection between Beedle Mortensen and Campustown south of Lincoln Way Intermodal Facility	\$440,000	City of Ames	Important bike connection. Project OFF 5 is similar to combination of OFF 3 and ON 19.	\$558,400	City of Ames / TAP	
Short	2020-2024	OFF 19	Grand Ave Side Path between Lincoln Way and 6th Street	\$497,400	City of Ames	Segmented at 6th Street for implementation reasons.	\$631,300	City of Ames / TAP	
Short	2020-2024	CR 1	Intersection of University / Mortensen - Improve visibility / safety at Mortensen	\$145,000	City of Ames	Look at Leading Pedestrian Interval signal treatment for bike / pedestrian safety at intersection.	\$184,000	City of Ames / TAP	
Short	2020-2024	CR 2	Intersection of University / S 16th St - Consider median crossing or pedestrian refuge	\$50,000	City of Ames		\$63,500	City of Ames / TAP	
Short	2020-2024	CR 5	Intersection of Grand / 6th St - Improve crossing visibility of Grand	\$100,000	City of Ames		\$126,900	City of Ames / TAP	
Short	2020-2024	CR 13	Intersection of 13th St/ Clark Ave- Improve crossing visibility	\$145,000	City of Ames	Added per public comments	\$184,000	City of Ames / TAP	
Short	2020-2024	CR 15	S 16th midblock trail crossing near Vet Med - High visibility treatment for trail cross - over	\$50,000	City of Ames		\$63,500	City of Ames / TAP	
Short	2020-2024	CR 16	South Dakota midblock trail crossing north of Clemons - Improve crossing visibility	\$50,000	City of Ames		\$63,500	City of Ames / TAP	
Short	2020-2024	CR 18	Stange at Somerset - Midblock crossing improvements for visibility / consider crossing signal	\$50,000	City of Ames		\$63,500	City of Ames / TAP	
Short	2020-2024	CR 3	Intersection of Duff / S 16th St - Improve crossing visibility, median refuge	\$150,000	City of Ames / Iowa DOT (NHS)	Part of roadway project 44A.	\$190,400	City of Ames / HSIP	
Short	2020-2024	CR 4	Intersection of Duff / S 5th - Improve crossing visibility of Duff and 5th	\$100,000	City of Ames / Iowa DOT (NHS)	Part of roadway project 44A.	\$126,900	City of Ames / HSIP	
Short	2020-2024	CR 7	Intersection of Grand / 30th St - Crossing Visibility / Signal improvements	\$100,000	City of Ames / Iowa DOT (NHS)		\$126,900	City of Ames / TAP	
Short	2020-2024	CR 9	Intersection of US 30 / University South Ramp - Crossing Visibility / Signal improvements	\$100,000	City of Ames / Iowa DOT (NHS)		\$126,900	City of Ames / TAP	
Short	2025-2029	CR 10	Intersection of US 30 / University North Ramp - Crossing Visibility / Signal improvements	\$100,000	City of Ames / Iowa DOT (NHS)		\$150,300	City of Ames / TAP	
Short	2025-2029	CR 24	Intersection of Grand / (N) 16th St - Cycling Enhancements to support 16th Street Bike Route	\$145,000	City of Ames / Iowa DOT (NHS)	Consider impacts to Grand traffic flow, CyRide bus operations and coordination during project implementation.	\$218,000	City of Ames / TAP	
Short	2025-2029	ON 22	On-Street connection across Campus between Beach/Lincoln Way and Pammel/Stange	\$85,600	ISU	University facility - not in MPO jurisdiction. However, part of a key regional connection. No defined corridor - work with University to identify route.	\$128,700	ISU / City of Ames / TAP	
Short	2025-2029	CR 17	Stange at Bruner Dr Midblock - Improve crossing visibility / consider crossing signal	\$50,000	ISU		\$75,200	ISU / City of Ames / TAP	
Short	2025-2029	ON 21	On-Street connection north of Lincoln Way between North Dakota and Iowa State Campus	\$124,300	ISU / City of Ames	Sharrows are potential treatment on this corridor.	\$186,900	ISU / City of Ames / TAP	
Mid	2025-2029	OFF 1	West Lincoln Way Sidepath to MPO Boundary	Funding From Roadway Project	Boone County / City of Ames / Iowa DOT (NHS)	Side path construction would be part of roadway project 32B.	Funding From Roadway Project		
Mid	2025-2029	ON 1	Ontario On-Street Bike Treatment, North Dakota to Stange	\$189,000	City of Ames	Bike lanes or Sharrows. Bike Lanes likely require removal of one-side of on-street parking. Public involvement process during implementation is key. Same project as Roadway Project 28B.	\$284,200	City of Ames / TAP	
Mid	2025-2029	ON 11	S 3rd St-S 4th St Widen for Bike Lanes, Grand to Duff	\$555,000	City of Ames	Bike lanes or sharrows. Consider widening road to add bike lanes to maintain existing travel lanes for special events. Identify opportunities to address bus stop / bike lane conflicts. Eliminated potential on-street connection between Beach and Grand due to existing trail. Cost reflects widening to incorporate. Pavement reconstruction slated for 2016-17.	\$834,400	City of Ames / TAP	
Mid	2025-2029	ON 29	Kellogg Sharrows, S 3rd to 6th St	\$68,300	City of Ames	Connection between committed 6th St project downtown and ON 11.	\$102,700	City of Ames / TAP	
Mid	2025-2029	ON 31	Beach Ave Sharrows, Mortensen to Lincoln Way	\$50,500	City of Ames	Similar corridor as ON 30. Consider Orange Route / Bike interactions during implementation.	\$75,900	City of Ames / TAP	
Mid	2025-2029	ON 20	Sharrows Along Wilder, Mortensen to Lincoln Way	\$34,700	City of Ames	Sharrows are likely treatment on this corridor.	\$52,200	City of Ames / TAP	
Mid	2025-2029	OFF 20	Grand Ave Side Path between 6th and 17th Street	\$375,000	City of Ames	Segment from 6th to 17th may need easements.	\$563,800	City of Ames / TAP	
Mid	2025-2029	OFF 23	On-Street Bike connection north of Hoover Ave from Bloomington to Ada Hayden	\$10,000	City of Ames	Early alternative was sidepath; modified to on-street sharrow application.	\$15,000	City of Ames / TAP	
Mid	2025-2029	OFF 30	Skunk River - South Duff Trail Connection along Billy Sunday Rd.	\$110,000	City of Ames	Extend existing trail along Billy Sunday.	\$165,400	City of Ames / TAP	
Mid	2025-2029	CR 8	Intersection of Stange / 13th St - Improvements for trail crossing visibility	\$145,000	City of Ames	Implement with Roadway Widening	\$218,000	City of Ames / TAP	
Mid	2025-2029	CR 12	Intersection of Hyland / Ontario - Improvements for crossing visibility and safety	\$145,000	City of Ames	Implement at same time as Ontario On-Street Bike Treatment (ON 1)	\$218,000	City of Ames / TAP	
Mid	2030-2034	ON 8	Lincoln Way Bike Lanes, University Dr to Grand Ave	\$113,970	City of Ames / Iowa DOT (NHS)	Modify roadway to 1 through lane each way plus center left-turn lane to accommodate bike lanes. Vehicle capacity likely OK through 2040; somewhat higher speeds east of River. Consider buffer between bikes and traffic. Detailed study required before implementation. Project should happen after Grand Ave. extension to S 16th.	\$203,000	City of Ames / TAP	\$3,288,700
Mid	2030-2034	ON 9	Lincoln Way Bike Lanes, Grand Ave to Duff Ave	\$75,980	City of Ames / Iowa DOT (NHS)		\$135,300	City of Ames / TAP / NHPP	
Mid	2030-2034	ON 10	Lincoln Way Bike Lanes, Duff Ave to Dayton	\$189,950	City of Ames / Iowa DOT (NHS)		\$338,300	City of Ames / TAP	
Mid	2030-2034	CR 6	Intersection of Lincoln Way / Clark - Improve crossing visibility	\$100,000	City of Ames / Iowa DOT (NHS)	Implement at same time as roadway project 19A - roadway conversion project.	\$178,100	City of Ames / NHPP / TAP	
Mid	2030-2034	CR 21	Intersection of Grand / Bloomington Rd - Crossing Visibility / Signal improvements	\$100,000	City of Ames / Iowa DOT (NHS)		\$178,100	City of Ames / TAP	
Mid	2030-2034	OFF 41	Sidepath along S 500th Ave Project between Lincoln Way and Mortenson Extension	Funding From Roadway Project	City of Ames / Story County	Side path construction would be part of roadway project 2.	Funding From Roadway Project		
Mid	2030-2034	OFF 31	Hyland-Hayward South Campus Trail Connection	\$407,500	ISU / City of Ames	Connects Campus and 16th Street / Mortensen trail.	\$725,800	ISU / City of Ames / TAP	
Long	2030-2034	OFF 40	Sidepath with Grand Avenue Roadway Extension between S 16th Street and Airport Road	Funding From Roadway Project	City of Ames	Sidepath limits and construction consistent with roadway project 21.	Funding From Roadway Project		
Long	2030-2034	ON 14	20th St Bike Lanes, Ames High to Grand	\$100,000	City of Ames	Likely requires removal of one side of on-street parking. Public involvement process during implementation is key.	\$178,100	City of Ames / TAP	
Long	2030-2034	ON 16	Welch On-Street Bike Treatment, Mortensen to Union Drive	\$62,300	City of Ames	Implementation by Towers could occur with roadway reconstruction - current cross-section is quite narrow. Pending Campustown pilot project (2017-18) will complete two blocks south of Lincoln Way.	\$111,000	City of Ames / TAP	



LRTP Term	5-Year Term	Project ID	Description	Planning-Level Cost Estimate (2015 Dollars)	Potential Sponsoring Jurisdiction(s)	Implementation Comments	Year of Expenditure Cost Estimate	Forecasted Funding Source	Program Total
Long	2030-2034	ON 26	20th Street Sharrows, Grand to Duff	\$25,100	City of Ames	Connect between ON 14 and committed bike facility on North Duff.	\$44,700	City of Ames / TAP	
Long	2030-2034	OFF 13	Vet med - University Trail Connection to Airport Rd	\$631,000	City of Ames	Sensitive research area - cannot put trail through parts of Vet Med. Coordinate alignment with ISU.	\$1,123,800	City of Ames / ISU / TAP	
Long	2035-2040	OFF 27	South Dayton Side Path between S 16th St and Lincoln Way	\$545,800	City of Ames	Connects existing trail segments.	\$1,191,300	City of Ames / TAP	
Long	2035-2040	CR 19	Intersection of Dayton / S 16th - Improve visibility for crossing	\$100,000	City of Ames		\$218,300	City of Ames / TAP	
Long	2035-2040	CR 14	Intersection of 20th / Grand - Crossing / Signal Improvements	\$145,000	City of Ames / Iowa DOT (NHS)	Added to complement ON 14; implemented as part of that roadway conversion bike lane project.	\$316,500	City of Ames / TAP	
Long	2035-2040	OFF 21	Recreational Trail Adjacent to Veenker Golf Course and Reactor Woods	\$572,000	ISU	Crosses future bridge at Blankenburg Drive / Veenker	\$1,248,500	ISU / City of Ames / TAP	
Long	2035-2040	OFF 9	Zumwalt Station to Oakwood Trail	\$490,900	Story County / City of Ames	Provides connection between bike lanes along S Dakota and Research Park area, along with OFF 11 and OFF 15.	\$1,071,400	City of Ames / TAP	
Long	2035-2040	OFF 16	Research Park / University Blvd Trail connection to Heart of Iowa trail (beyond MPO Boundary)	\$542,000	Story County / City of Ames	Based on Research Park Phasing. Desire is to tie OFF 16 into Heart of Iowa trail beyond MPO boundary, consistent with Story County plan. Alignment uncertain; might use abandoned rail line.	\$1,183,000	Story County / City of Ames / TAP	
Long	2035-2040	OFF 17	S Duff Side Path or Improved Shoulders for Bikes between Ken Maril and Airport Rd	Funding From Roadway Project	Story County / City of Ames	Sidepath limits and construction consistent with roadway project 22.	Funding From Roadway Project		\$5,229,000

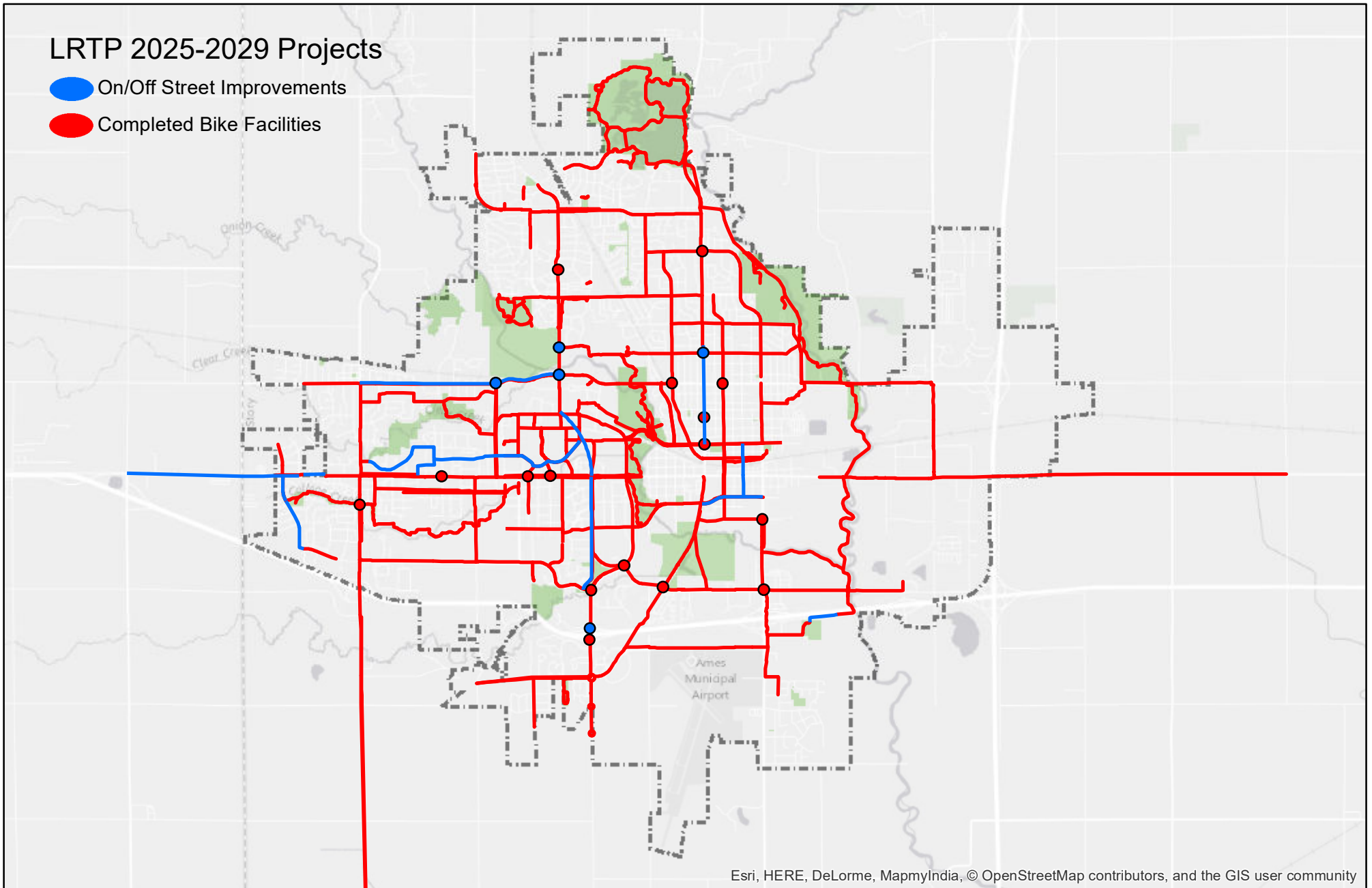
L RTP 2020-2024 Projects

-  On/Off Street Improvements
-  Completed Bike Facilities





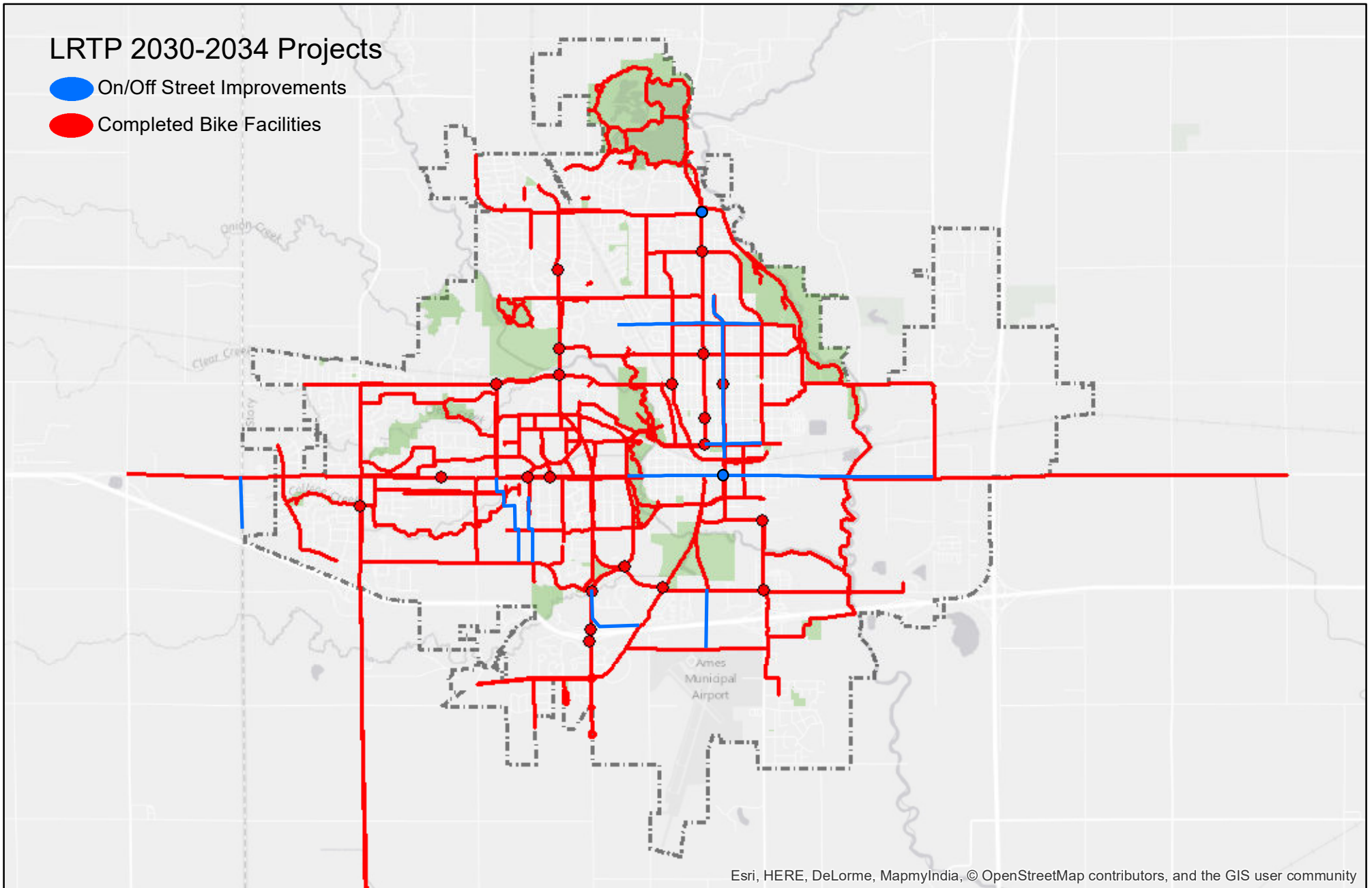
LRTP 2025-2029 Projects

-  On/Off Street Improvements
-  Completed Bike Facilities





L RTP 2030-2034 Projects

-  On/Off Street Improvements
-  Completed Bike Facilities



L RTP 2035-2040 Projects

-  On/Off Street Improvements
-  Completed Bike Facilities

