

**COUNCIL ACTION FORM**

**SUBJECT: SHARED USE PATH SYSTEM EXPANSION (BLOOMINGTON TO ADA HAYDEN)**

**BACKGROUND:**

This program provides for construction of shared use paths on right-of-way adjacent to streets and through greenbelts. **This specific project is for construction of a shared use path from Bloomington Road to Ada Hayden.** A map of the proposed location is shown in Attachment A.

**The original concept location was to have the shared use path on the west side of US 69 between the back of curb and the existing guard rail. As the project was being developed, the Iowa DOT provided direction that the proposed trail could not be located in the intended location. The path would need to be located west of the guard rail on Dawes Drive and to accommodate this, Dawes would need to be shifted west in the existing right of way and the shared use path would be required to be adjacent to the east of Dawes Drive. The cost impacts to the project made this fiscally challenging by increasing the project cost by \$193,000.** The intent was to have the project bid over the winter of 2016/17 with construction in summer/fall of 2017. A diagram of the shift of Dawes Drive is also shown in Attachment A.

Staff had previously met with area residents regarding the original alignment and received some resistance to locating the path behind existing houses to the east, even though it would be in the Iowa DOT right of way. Residents also expressed concerns over the current safety of cyclists and pedestrians that utilize Dawes Drive for access to Ada Hayden because there is no sidewalk along Dawes Drive. Concerns were expressed, as well, due to the amount of trees that would be removed to construct the project as these provide a buffer from US 69.

Staff then took a step back and reconsidered the path in the context of the upcoming 2016/17 Concrete Pavement Improvements project on Dawes Drive to determine if there were any opportunities to coordinate both projects. The consultant determined that there is adequate space within the right of way to accommodate the installation of a separated/protected shared use path along the west side of Dawes Drive and that initial cost estimates look favorable for the installation.

Staff met on March 28, 2017 at Northwood School to discuss the upcoming roadway project and to receive feedback on the option of installing an on-street, separate shared use path facility. Note that staff had previously met with area residents regarding the original path alignment and received some resistance to locating the path behind existing houses along US 69. Upon notification of the meeting, several residents adjacent to the project submitted a petition in support of the newly proposed on-street

separated/protected option and during the meeting an area resident requested a show of hands in support or against the project. The vast majority of those in attendance were in support of the new on-street separated/protected option. (See Attachment – Public Feedback)

However, concerns were expressed regarding the current slope of Dawes Drive and how it would be too steep for cyclists and pedestrians. Staff investigated the concern and the slope of Dawes Drive is on the range of 5%, which meets acceptable slope criteria for ADA pedestrian facilities. In contrast, the proposed original path alignment along US 69 is 11.75% for just over 500 feet. This slope would require a design exception which has been approved through the DOT. Another concern is whether people would use the path, in its original alignment, in lieu of using the street for access. Staff commented that there is no guarantee that the original path alignment would be used as cyclists and pedestrians are not restricted from using Dawes Drive.

The on-street separated/protected option would require, based on initial cost estimates, the local match funds from the original 07/08 project to be utilized, however the federal funds from the 07/08 project could be returned to the MPO for use on other project.

**Staff is seeking direction from the City Council regarding the preferred design concept. Once a concept is accepted by the Council, staff will begin design of the project.**

#### **ALTERNATIVES:**

1. Construct this segment of the Skunk River Trail with an on-street separated/protected shared use path facility along with the 2016/17 Concrete Pavement Improvements Project (Dawes Drive) by utilizing funding from the existing local match of the 07/08 Shared Use Path System Expansion (Bloomington to Ada Hayden) and forego the alignment along US 69 (off-street).
2. Construct the 2016/17 Concrete Pavement Improvements Project (Dawes Drive) with **no** on-street separated/protected shared use path facility **AND** construct the shared use path as originally planned in the 07/08 Shared Use Path System Expansion (Bloomington to Ada Hayden).

#### **MANAGER'S RECOMMENDED ACTION:**

The budget for the original off-street project included \$320,000 from MPO Enhancement (Transportation Alternative) Funds and a local match of \$224,000. If Alternative #1 is pursued, it is estimated that the on-street path could be constructed requiring only the local match amount. Because of a lower project cost and support by the majority of area residents, it is the recommendation of the City Manager that the City Council support Alternative #1 and approve the on-street separated/protected shared use path. The savings in MPO funding that will be realized with this change in path alignment will be redirected to the other path needs.



# Attachment A



Preferred Alignment

Original Alignment

Geographic Information System (GIS) Product Disclaimer: City of Ames GIS map data does not replace or modify land surveys, deeds, and/or other legal instruments defining land ownership & land use nor does it replace field surveys of utilities or other features contained in the data. All features represented in this product should be field verified. This Product is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the User.

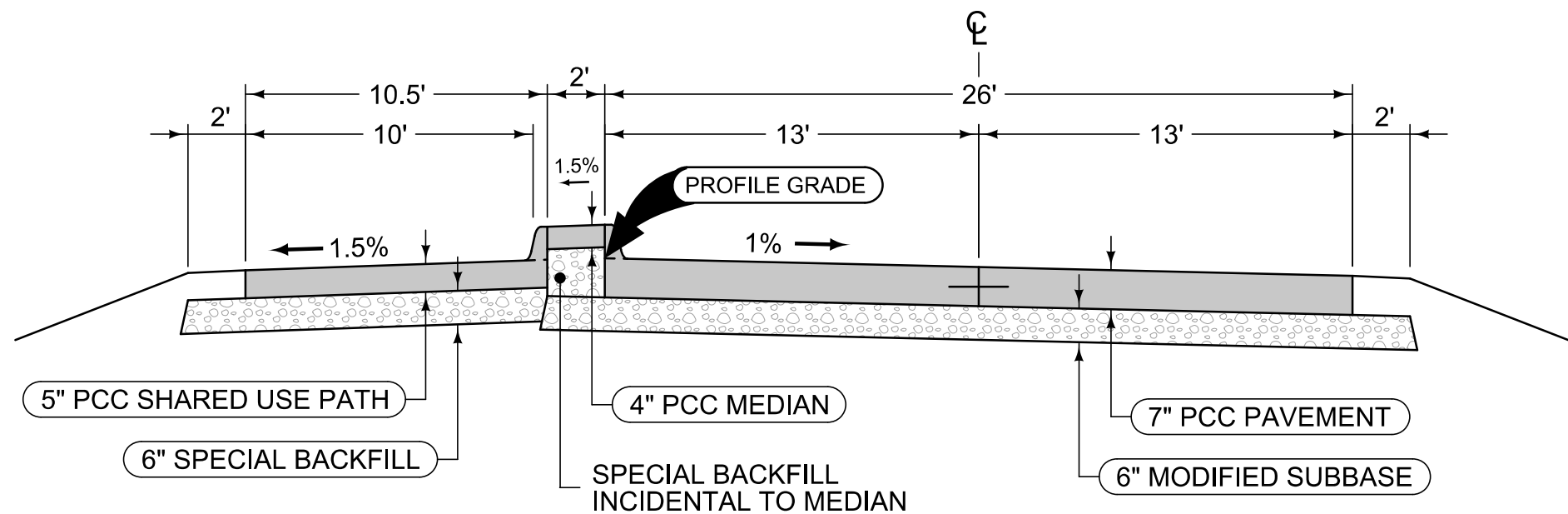


07/08 Shared Use Path  
Potential Locations

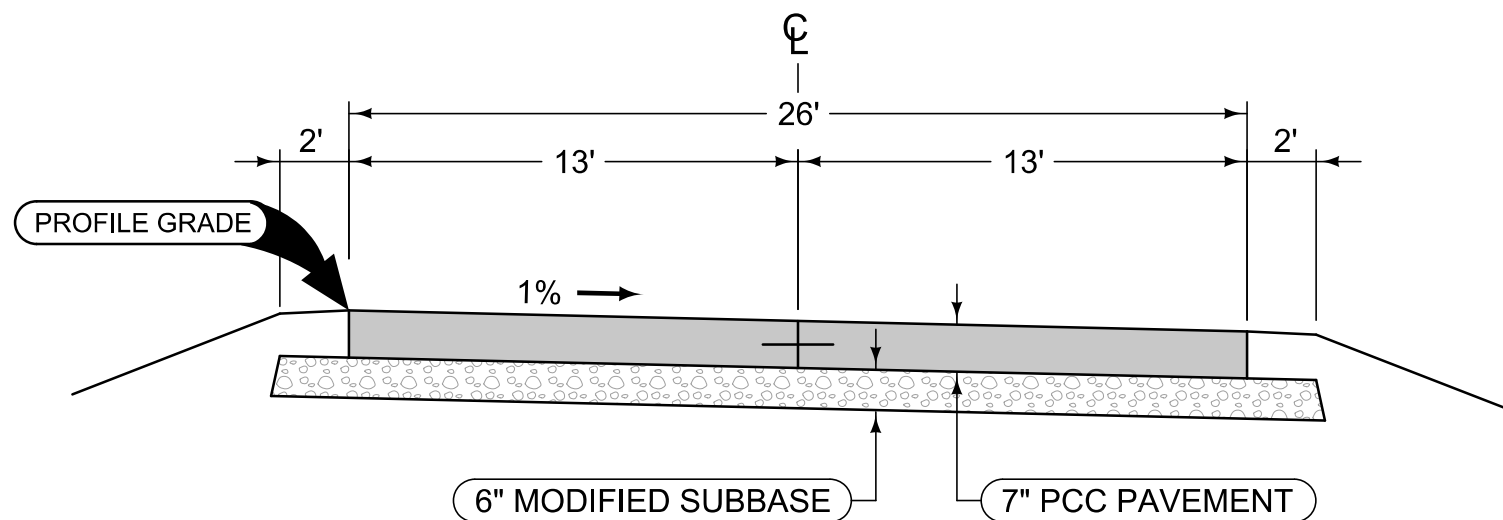


Scale: 1 in = 300 ft  
Date: 5/4/2017



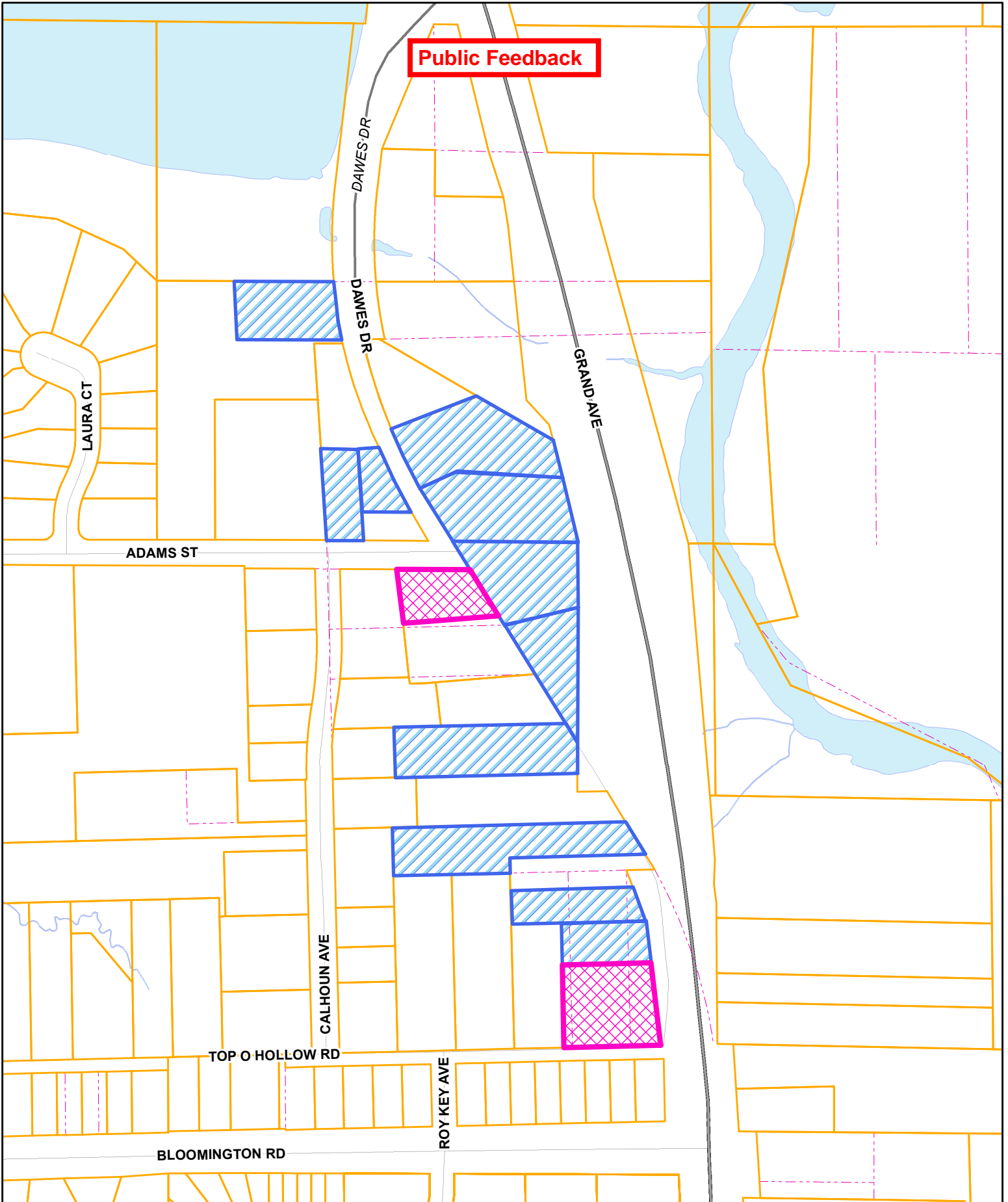


**DAWES DRIVE TYPICAL SECTION  
PROPOSED PAVEMENT  
STA. 10+38.35 TO STA. 30+44.67**



**DAWES DRIVE TYPICAL SECTION  
PROPOSED PAVEMENT  
STA. 30+44.67 TO STA. 33+12.00**



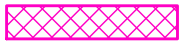


**Public Feedback**

2007/08 Shared Use Path System Expansion & 2016/17 Concrete Pavement Improvements (Dawes Dr.)



Prefer Adjacent Trail (New Alignment)



Prefer Separate Trail (Old Alignment)



1 inch = 300 feet

Date: Tuesday, May 02, 2017

