

STAFF REPORT

CITY OF AMES TRAIL SYSTEM

July 20, 2010

During a goal setting session on January 22, 2010, the City Council requested that staff hold a workshop no later than October 1, 2010 regarding the existing trail system and priorities, including the identification of needed easements, estimated construction costs, and connective links to trails systems outside of the City. This report will outline the process by which the planning and programming of trail projects occur throughout the community as well as an explanation of right-of-way acquisition and construction costs.

PROJECT SELECTION AND PRIORITIZATION

Trail projects are primarily identified during the public participation process of the Long Range Transportation Plan (LRTP) update that occurs every five years through the Ames Area Metropolitan Planning Organization (AAMPO). During this process the public is asked to first establish a vision for transportation for the community over the next 25 years; specifically addressing improvement to those modes that would use trails in addition to other motorized forms of travel such as vehicles and transit.

The next step is for the public to determine goals and objectives focused on trying to meet the community's vision. The final step is where specific projects are identified both by type of design and location in the community where the transportation need has been identified. During this final step a citizen can see a conceptual alignment and estimated cost for the project. At this point the projects are prioritized into three categories – short, mid, and long term projects – in order to meet the high priority needs first while fiscally constraining the funding that is programmed.

Short term projects, typically the next five fiscal years, are shown in the City of Ames Capital Improvement Plan (CIP). This process also receives public input, thereby refining the project prioritization before being ready for construction. Maps are attached showing existing trails as well as proposed projects that resulted from public input over the last year as part of the 2035 LRTP update currently underway.

RIGHT-OF-WAY AND EASEMENTS

In general, we begin the procedure for right-of-way acquisition in the year the project is programmed for construction. However, in some cases we are able to secure needed right-of-ways during subdivision platting or in conjunction with another City project.

The City follows the federal process for acquiring right-of-way needed for the trail, be it through easement or through acquisition of the property. Following the federal process

is crucial in order to keep the project eligible for federal funding now or into the future, whether it be through grants, transportation enhancement money, or any funds requiring this process.

The first step involves approaching the land owner about the project, at which point staff cannot discuss or offer any funds for the required right-of-way. This meeting is to first identify the potential impacts associated with the project and what needs or concerns the land owner may have. The intent of the meeting is to have the land owner allow the City to conduct an appraisal of the property to begin the Federal process. An appraisal must be conducted by a professional certified appraiser, who typically is a third party hired by the City for the project.

The appraiser then generates a written report showing the fair market value of the land identified for the project. The City is required by law to first offer the appraised value of the property as shown in the report. The land owner can choose to take or refuse that offer, or propose an alternative such as donation or other compensation. At that point the appraiser will enter in to negotiations with the land owner to come to an agreement for an easement or acquisition of the land. It is important to note that, if an agreement cannot be reached with the land owner, the City Council may not utilize eminent domain to secure that trail easement or right of way.

Currently, there are two future path locations outside of existing right-of-way with property rights already secured. Both are by easement. These are the path on the east side of the Union Pacific north line from Harrison Road to the north City limits, and the portion of the Skunk River Trail from SE 16th Street to Squaw Creek.

Other than these two examples, easements will need to be secured for all other trail facilities that do not run contiguous with an existing roadway.

CONSTRUCTION COSTS

Construction costs for each trail project are generated at the conceptual level as part of the funding section in the LRTP. These numbers are based upon regional average costs for projects that are then inflated over time depending on the time period in which the project is most likely to be built. Attached are draft estimate costs that coincide with the overall trail map.

Once projects are ready for inclusion in the CIP, the construction estimates are updated using recent bids received by the City for similar projects. At that time, staff will include any external funding source that has been secured for the project, such as grant money through the Iowa Department of Transportation trail programs.

The City's annual CIP typically includes \$250,000 in local option funding and \$86,000 in MPO Transportation Enhancement funding for each year's shared use path program.

SHARED USE PATH SYSTEM EXPANSION**PROJECT STATUS:** Cost Change

Location Change

City of Ames, Iowa
Capital Improvements Plan**DESCRIPTION/JUSTIFICATION**

This program provides for construction of shared use paths on street rights-of-way, adjacent to streets, and through greenbelts. The Transportation Plan identifies those paths that separate bicycle traffic from higher-speed automobile traffic. This program supports one of the City Council's priorities for the year, connecting our community.

COMMENTS

- 2010/11 Skunk River Trail Extension (East Lincoln Way to South River Valley Park) (\$750,000: Local Option Sales Tax, \$250,000; MPO/STP funds, \$86,000; and Recreational Trail Grant, \$414,000) – Map 6, location N-8
- 2011/12 Skunk River Trail Extension (Inis Grove Park to Bloomington Road) (\$330,000: Local Option Sales Tax, \$250,000; MPO/STP funds, \$80,000; – Map 2, location M-7
- 2012/13 South Dayton Avenue (South Gateway Development to East Lincoln Way) and Southeast 16th Street (at South Dayton Avenue) (\$330,000: Local Option Sales Tax, \$250,000; and MPO/STP funds, \$80,000) – Map 9, location Q-13
- 2013/14 Squaw Creek Trail (Skunk River to South Duff Avenue) (\$330,000: Local Option Sales Tax, \$250,000; and MPO/STP funds, \$80,000) – Map 6, location N-13
- 2014/15 Squaw Creek Trail (South Duff Avenue to South Grand Avenue) (\$330,000: Local Option Sales Tax, \$250,000; and MPO/STP, \$80,000) – Map 5, location M-12

Scheduling the Skunk River Trail Extension segments as proposed will allow the South Ames Business Group to assist in right-of-way connections to those segments and will build from the Southeast Entry Plan. The projects included in this program are subject to acquiring voluntary easements from property owners.

Cost and revenue changes are due to updated estimates. Location changes are due to the STIMULUS (ARRA) fund project completed in 2009.

Shared use path maintenance costs will increase due to new shared use path construction.

FISCAL YEAR PRIORITY		1	1	2	1	1
	TOTAL	2010/11	2011/12	2012/13	2013/14	2014/15
COST:						
Engineering	340,000	120,000	55,000	55,000	55,000	55,000
Construction	1,730,000	630,000	275,000	275,000	275,000	275,000
TOTAL	2,070,000	750,000	330,000	330,000	330,000	330,000
FINANCING:						
Local Option Sales Tax	1,250,000	250,000	250,000	250,000	250,000	250,000
MPO/STP Funds	406,000	86,000	80,000	80,000	80,000	80,000
Recreational Trail Grant	414,000	414,000				
TOTAL	2,070,000	750,000	330,000	330,000	330,000	330,000

PROGRAM – ACTIVITY:

Public Safety – Traffic

DEPARTMENT:

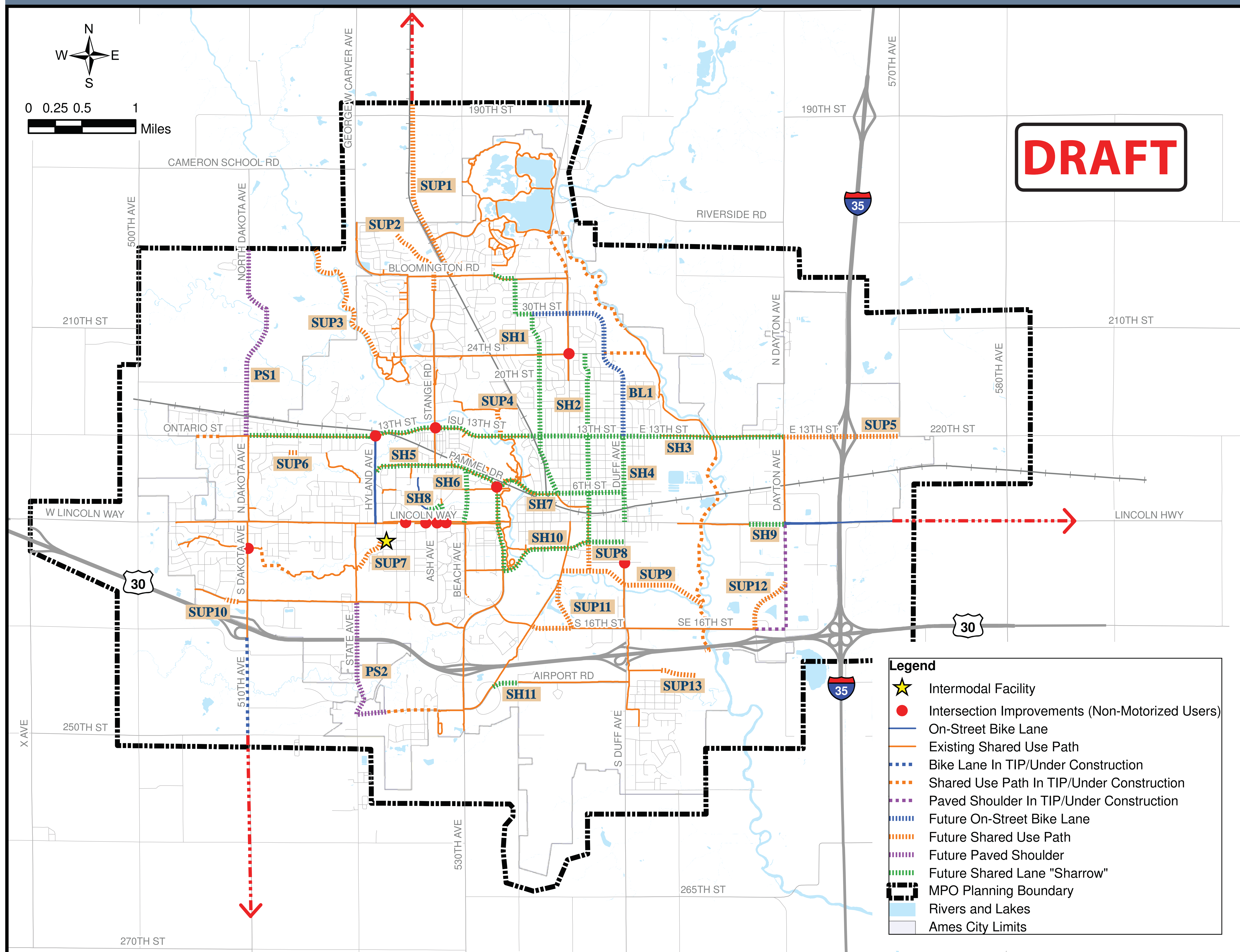
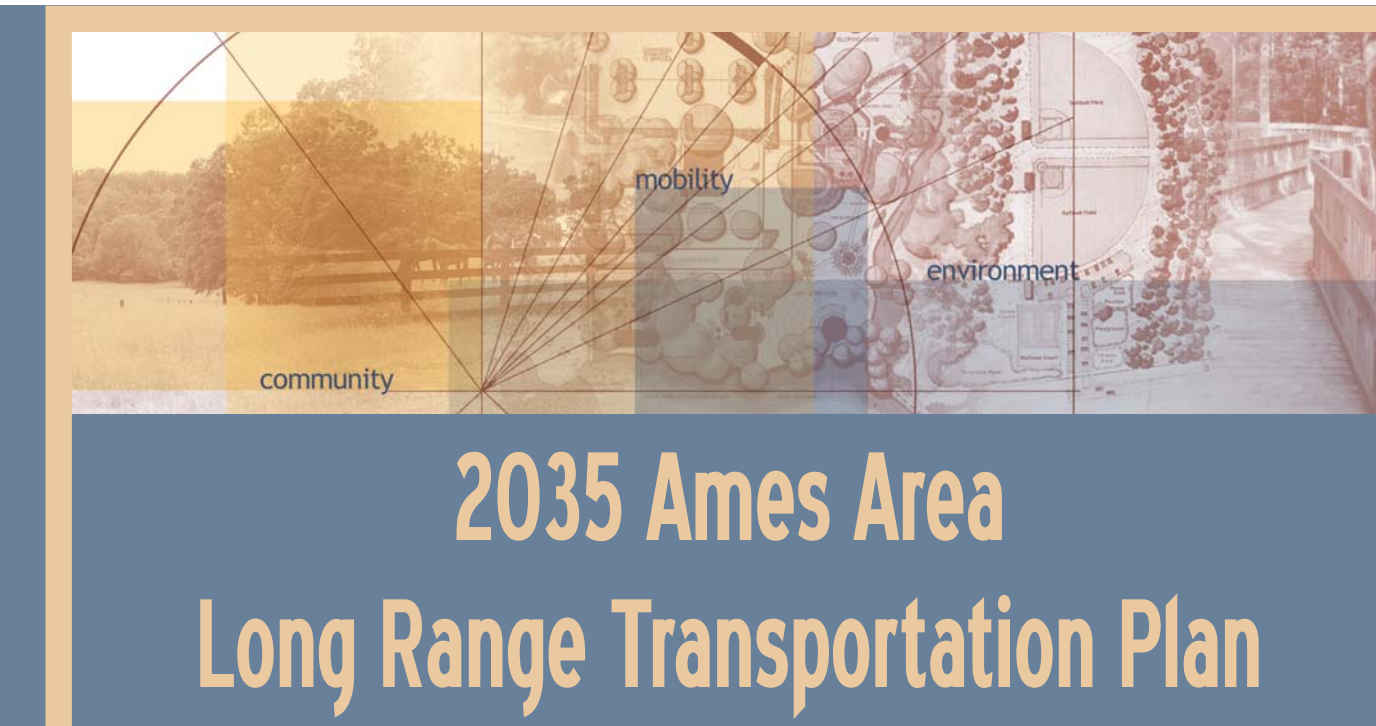
Public Works

ACCOUNT NO.

320-7505-429

030-7505-429

Bicycle/Pedestrian Projects Map



Bicycle/Pedestrian Projects

- BL1 On-Street Bike Lane On Duff Ave - 30th St / Northwestern Ave to 13th St / Duff Ave
- SUP1 Shared Use Path Along Union Pacific Railroad - North of Bloomington Road
- SUP2 Shared Use Path Along Stange Rd - Dalton St to North of Bloomington Road
- SUP3 Shared Use Path Along Squaw Creek - North of Moore Memorial Park
- SUP4 Shared Use Path Connection to High School - North of 13th St to Existing East/West Shared Use Path
- SUP5 Shared Use Path Along E 13th St - Dayton Ave to 570th Ave
- SUP6 Shared Use Path at Ross Rd - Mesa Verde Pl to Garfield Ave
- SUP7 Shared Use Path to Proposed Intermodal Facility - East of State Ave
- SUP8 Shared Use Path Along Walnut St - S 3rd St to Squaw Creek
- SUP9 Shared Use Path Along Squaw Creek - Proposed Grand Ave Extension to Skunk River
- SUP10 Shared Use Path Along Mortensen Rd - West of South Dakota
- SUP11 Shared Use Path Along S 16th Ave and Proposed Grand Ave Extension - East of Apple Ave
- SUP12 Shared Use Path Along S Dayton Ave - SE 16th Ave to S Dayton Pl
- SUP13 Shared Use Path to Recreational Park - East of Duff Ave
- PS1 Paved Shoulder on N Dakota Ave - North of Ontario St
- PS2 Paved Shoulder on State Ave and Oakwood Rd - South of Mortensen Rd
- SH1 Sharrow on Hoover Ave and Northwestern Ave - Bloomington Rd to 6th St
- SH2 Sharrow on Clark Ave - 24th St to S 3rd St
- SH3 Sharrow on 13th St - N Dakota Ave to Dayton Ave
- SH4 Sharrow on Duff Ave - 13th St to Lincoln Way
- SH5 Sharrow on Pammel Dr / University Blvd - Hyland Ave to S 4th St
- SH6 Sharrow on Beach Rd / Osborn Dr - University Blvd to Lincoln Way
- SH7 Sharrow on 6th St - University Blvd to Duff Ave
- SH8 Sharrow on Union Drive - Morrill Dr to Lincoln Way
- SH9 Sharrow on Lincoln Way - Freer Dr to Dayton Ave
- SH10 Sharrow on S 4th St / S 3rd St - University Blvd to Duff Ave
- SH11 Sharrow on Airport Rd - N Loop Dr to S Riverside Dr
- II Intersection Improvements for Non-Motorized Users

Strategies

- Wayfinding / Route System
- Bicycle Signal Detection

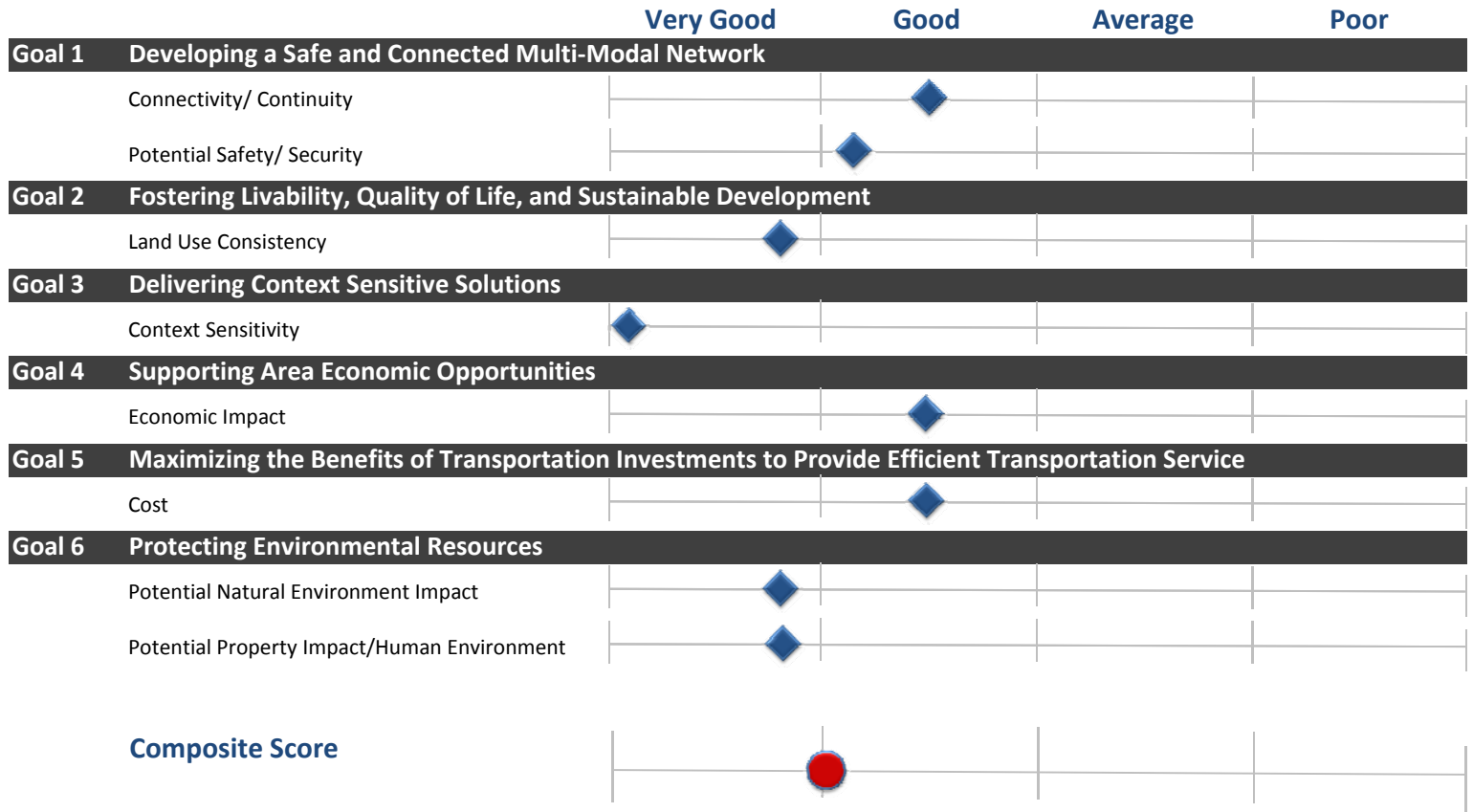
DRAFT SCORECARD

Project Number

BL1

Project Name

On-Street Bike Lane On Duff Ave - 30th St / Northwestern Ave to 13th St / Duff Ave



Project Construction Cost

\$69,000

Project Ranking

High

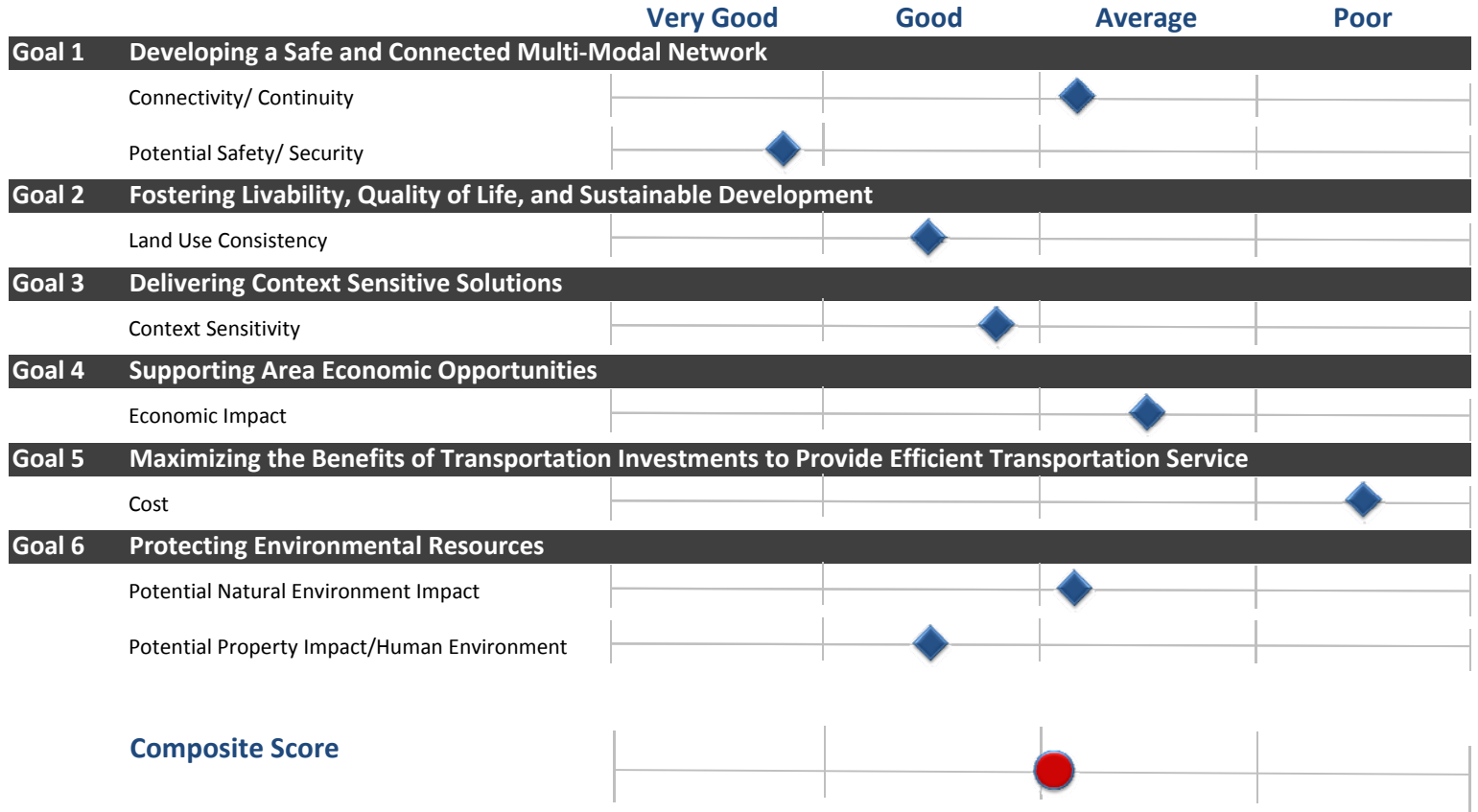
DRAFT SCORECARD

Project Number

SUP1

Project Name

Shared Use Path Along Union Pacific Railroad - North of Bloomington Road



Project Construction Cost

\$717,000

Project Ranking

Low

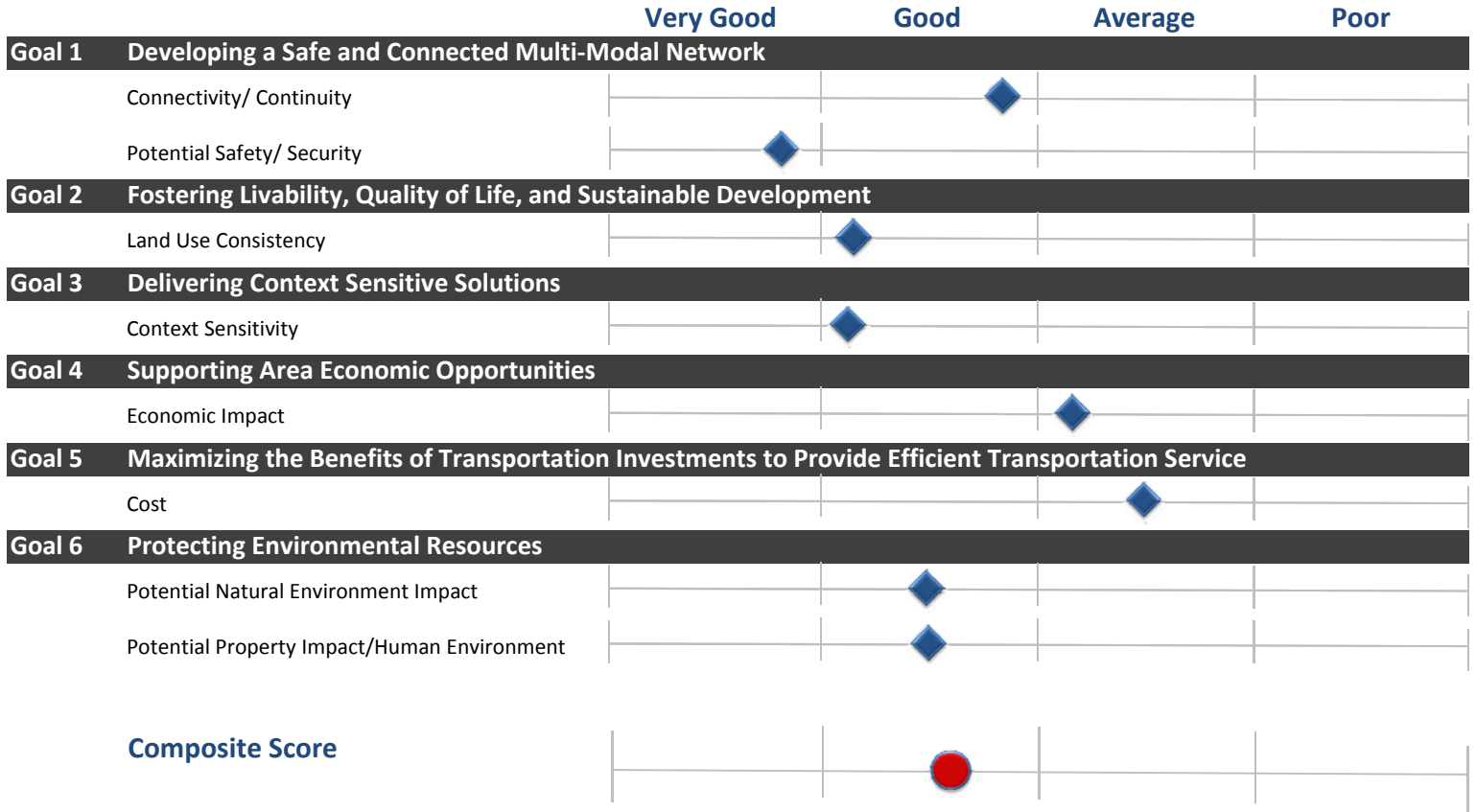
DRAFT SCORECARD

Project Number

SUP2

Project Name

Shared Use Path Along Stange Rd - Dalton St to North of Bloomington Road



Project Construction Cost

\$287,000

Project Ranking

Medium

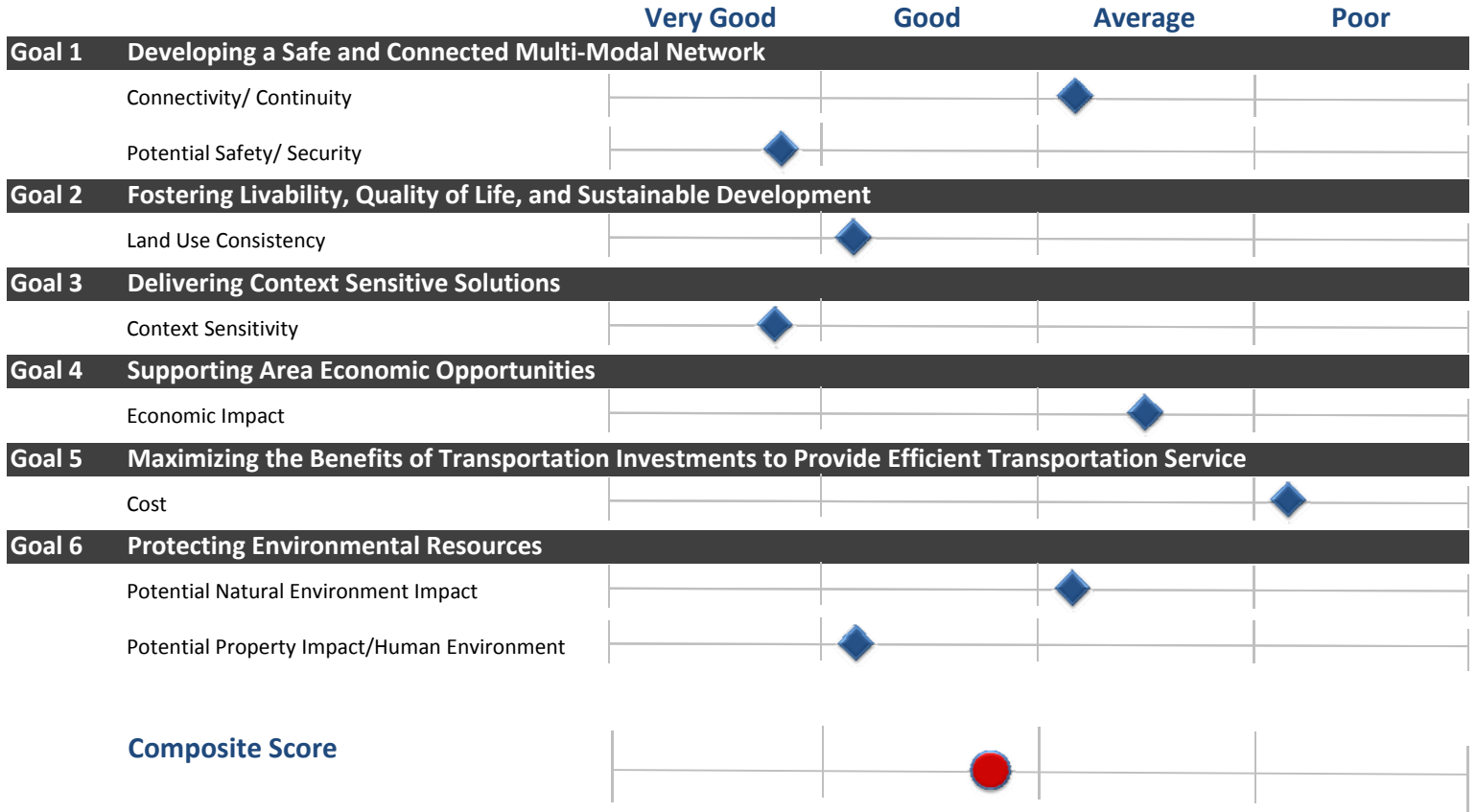
DRAFT SCORECARD

Project Number

SUP3

Project Name

Shared Use Path Along Squaw Creek - North of Moore Memorial Park



Project Construction Cost

\$582,000

Project Ranking

Low

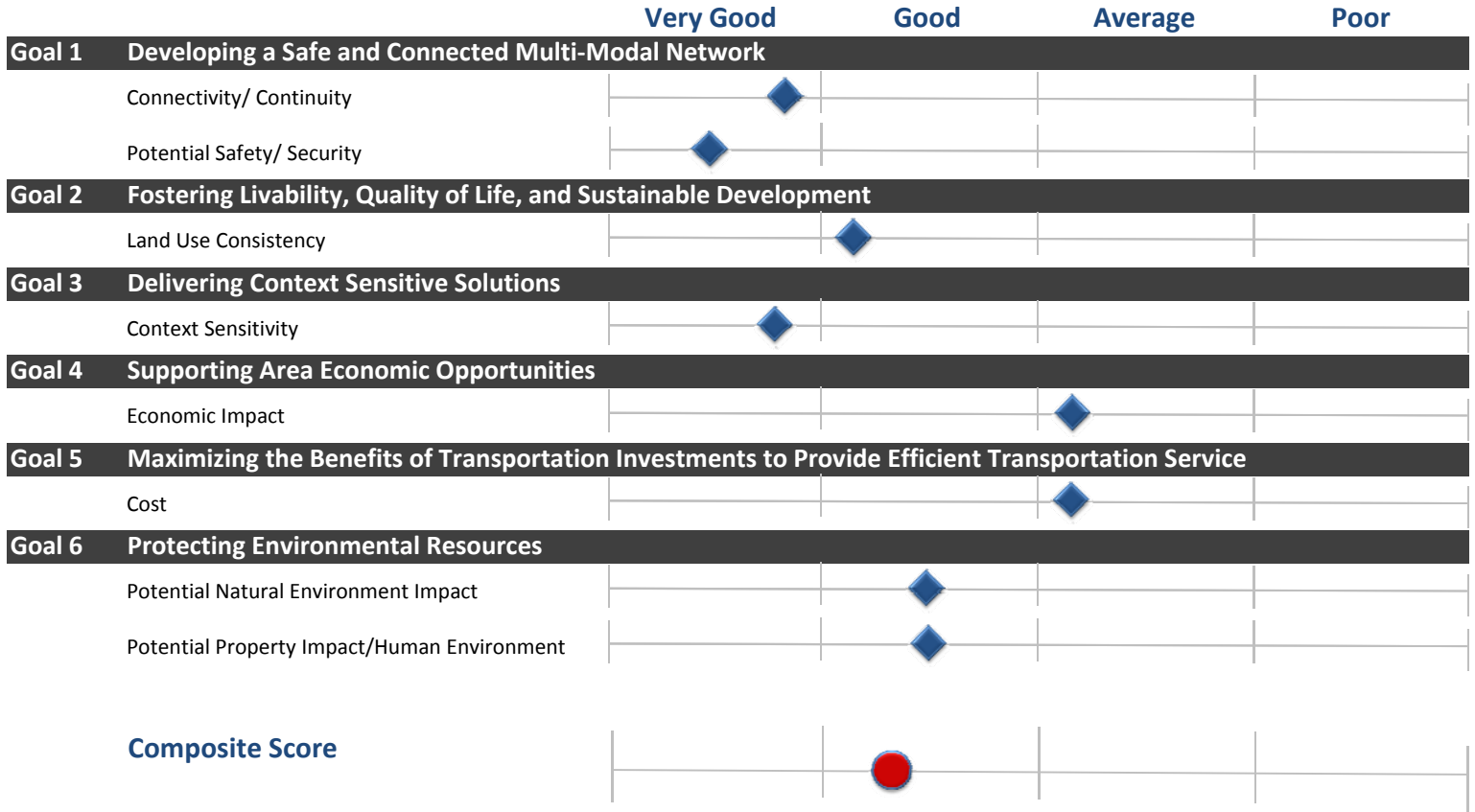
DRAFT SCORECARD

Project Number

SUP4

Project Name

Shared Use Path Connection to High School - North of 13th St to Existing East/West Shared Use Path



Project Construction Cost

\$115,000

Project Ranking

Medium

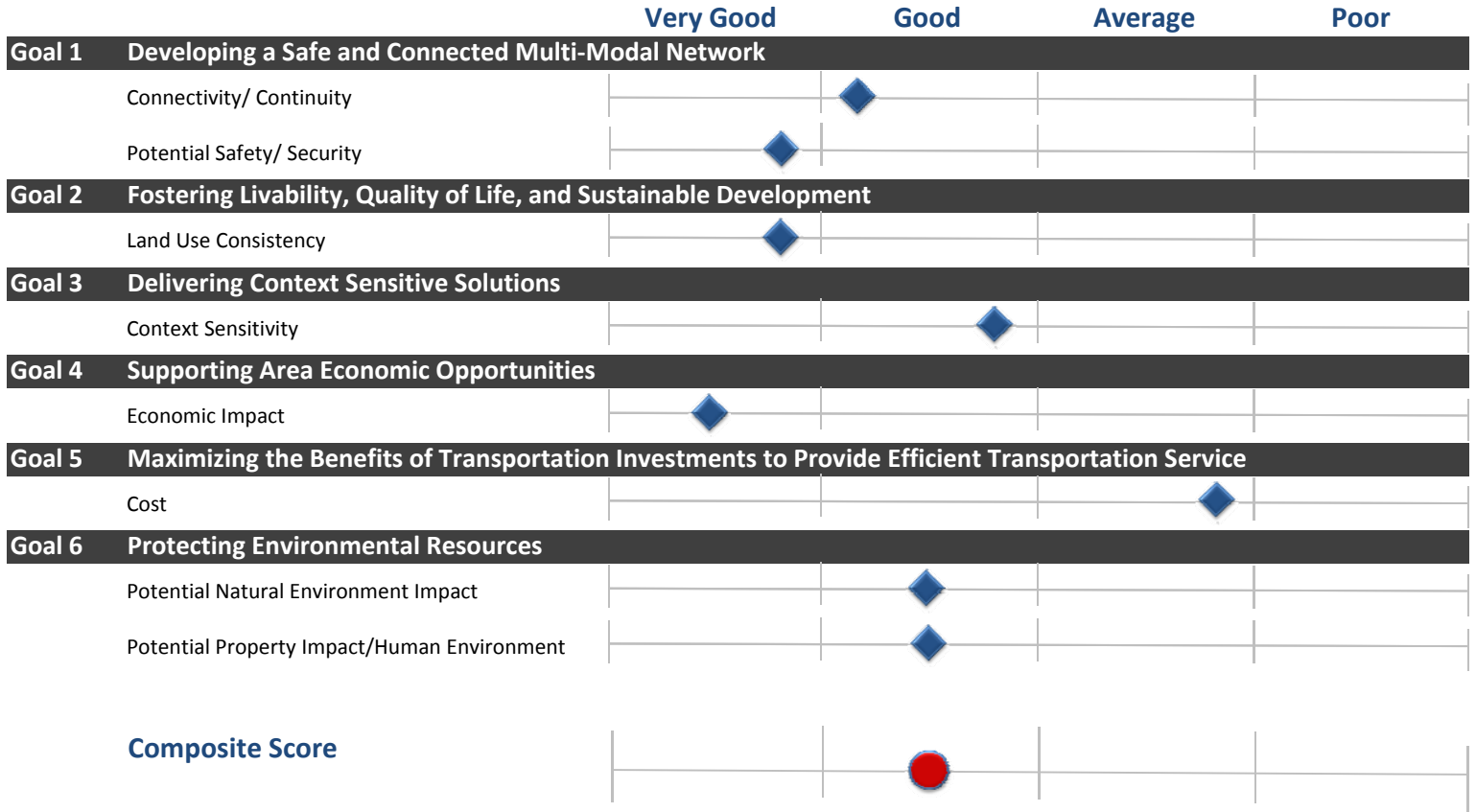
DRAFT SCORECARD

Project Number

SUP5

Project Name

Shared Use Path Along E 13th St - Dayton Ave to 570th Ave



Project Construction Cost

\$456,000

Project Ranking

Medium

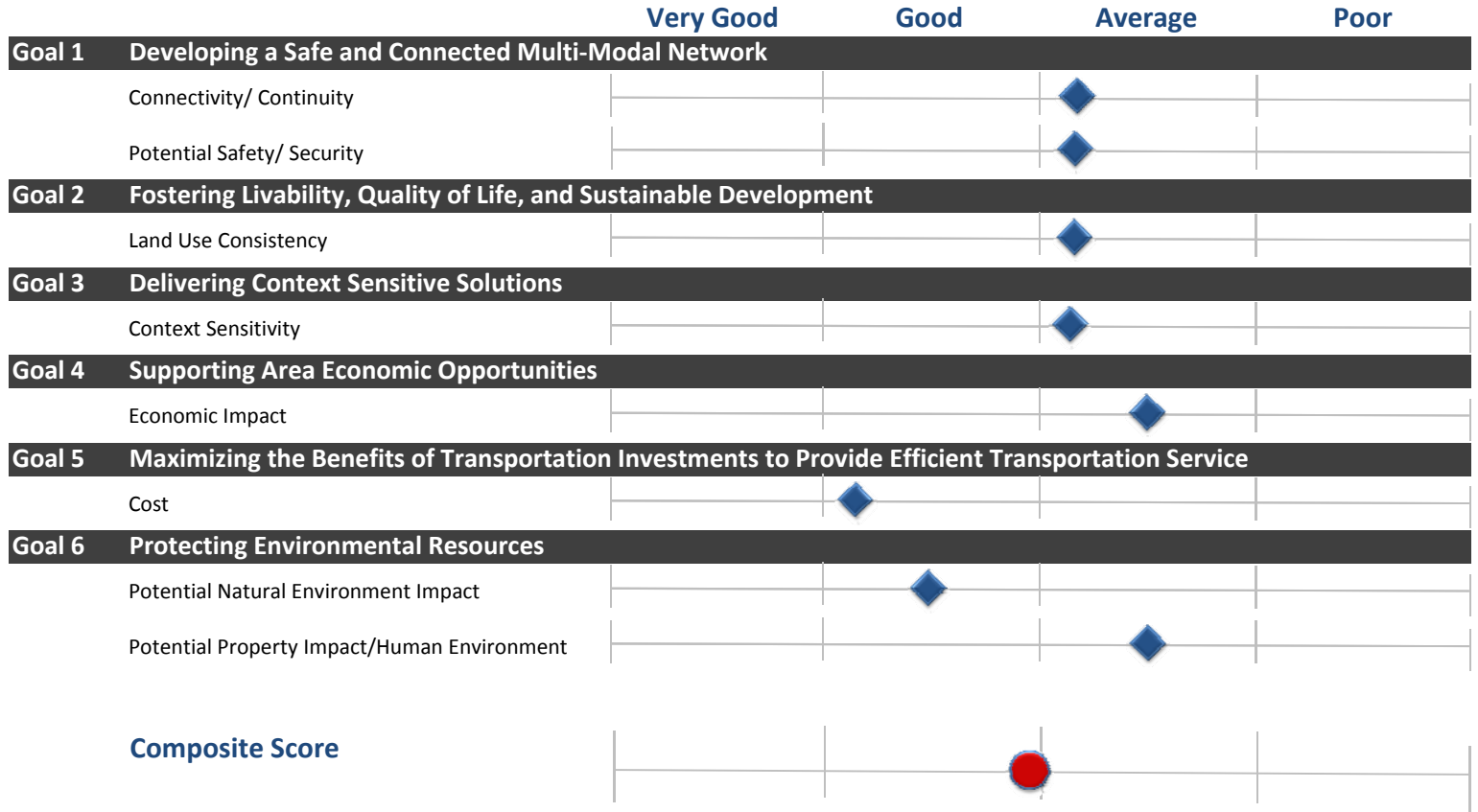
DRAFT SCORECARD

Project Number

SUP6

Project Name

Shared Use Path at Ross Rd - Mesa Verde PI to Garfield Ave



Project Construction Cost

\$47,000

Project Ranking

Low

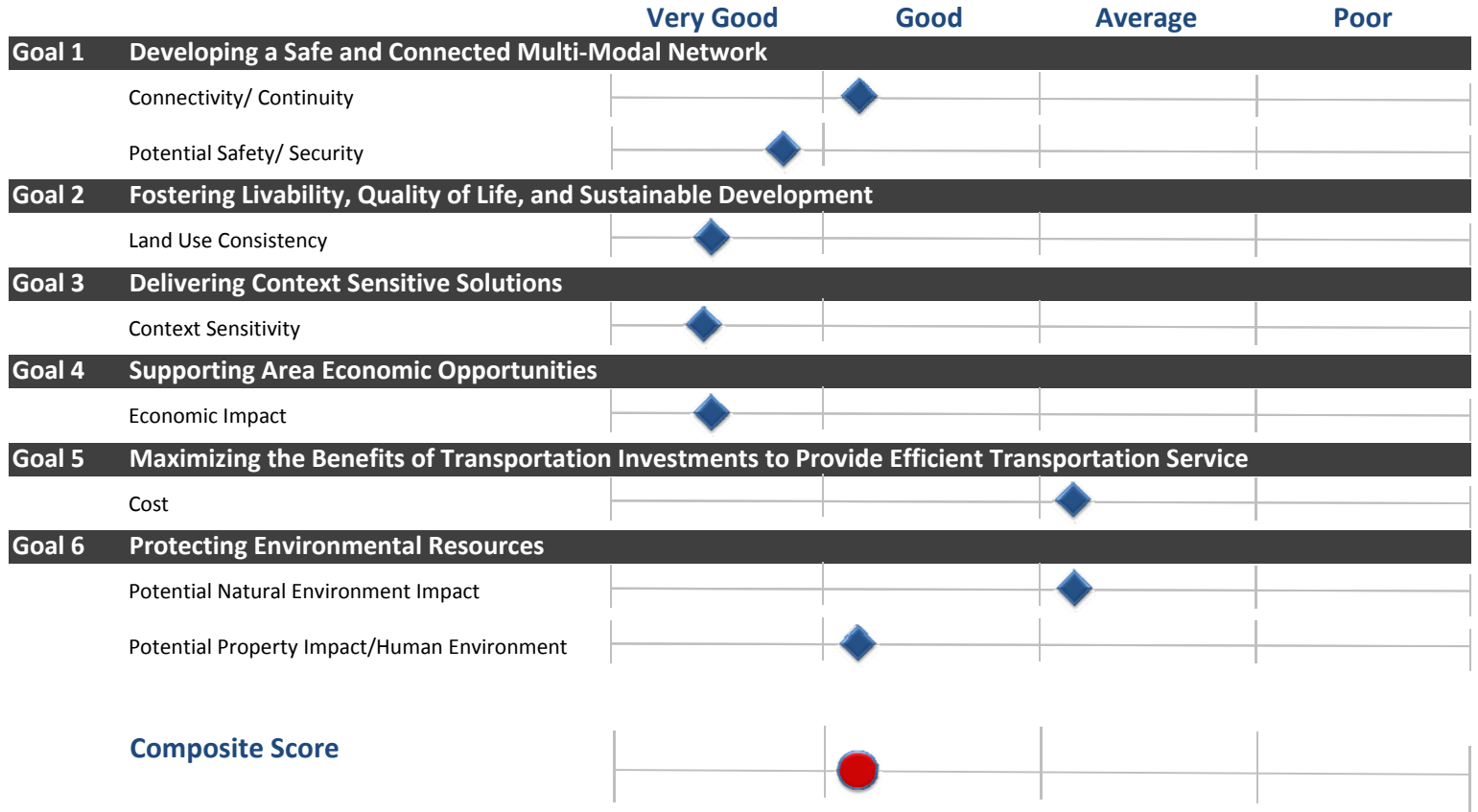
DRAFT SCORECARD

Project Number

SUP7

Project Name

Shared Use Path to Proposed Intermodal Facility - East of State Ave



Project Construction Cost

\$166,000

Project Ranking

High

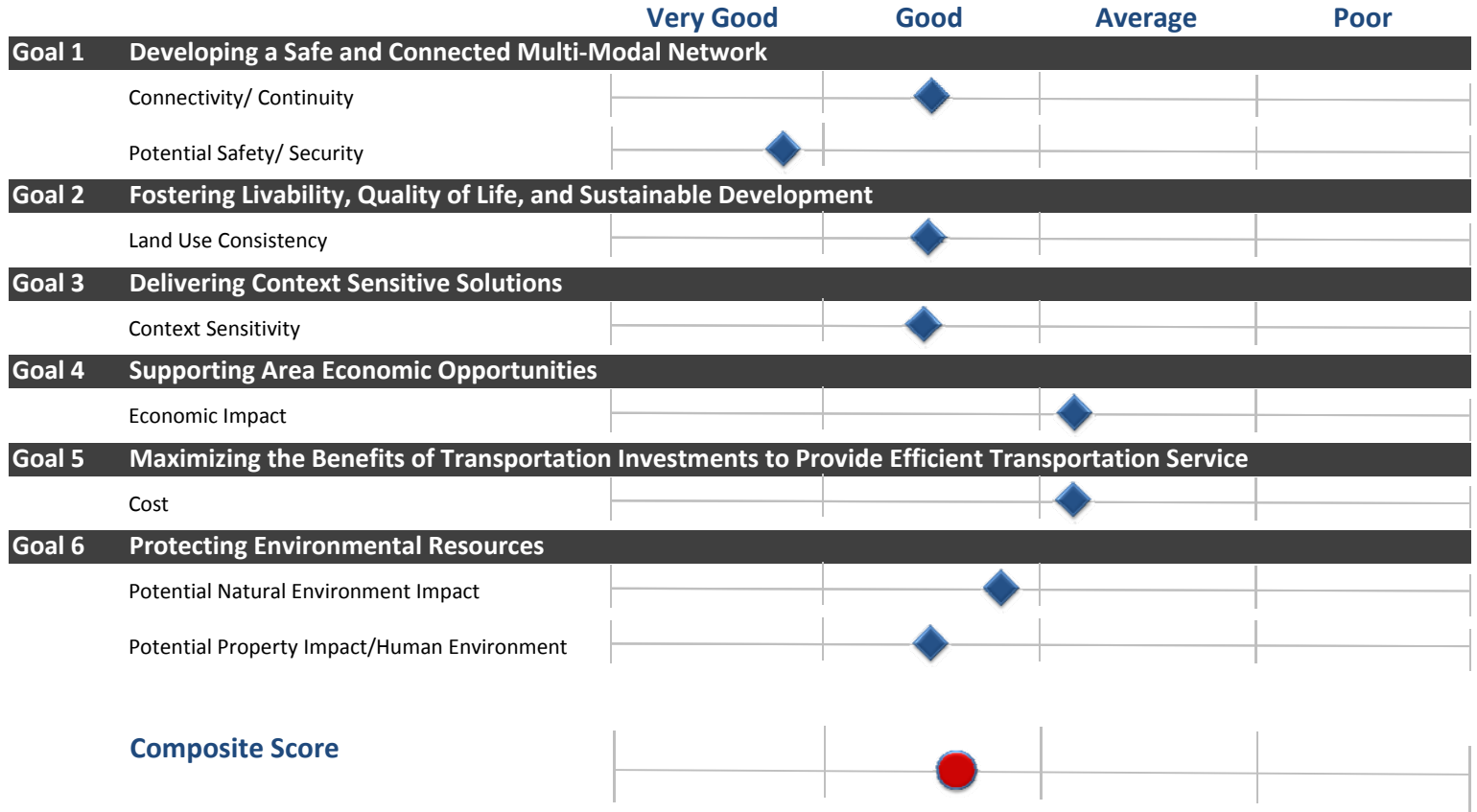
DRAFT SCORECARD

Project Number

SUP8

Project Name

Shared Use Path Along Walnut St - S 3rd St to Squaw Creek



Project Construction Cost

\$114,000

Project Ranking

Medium

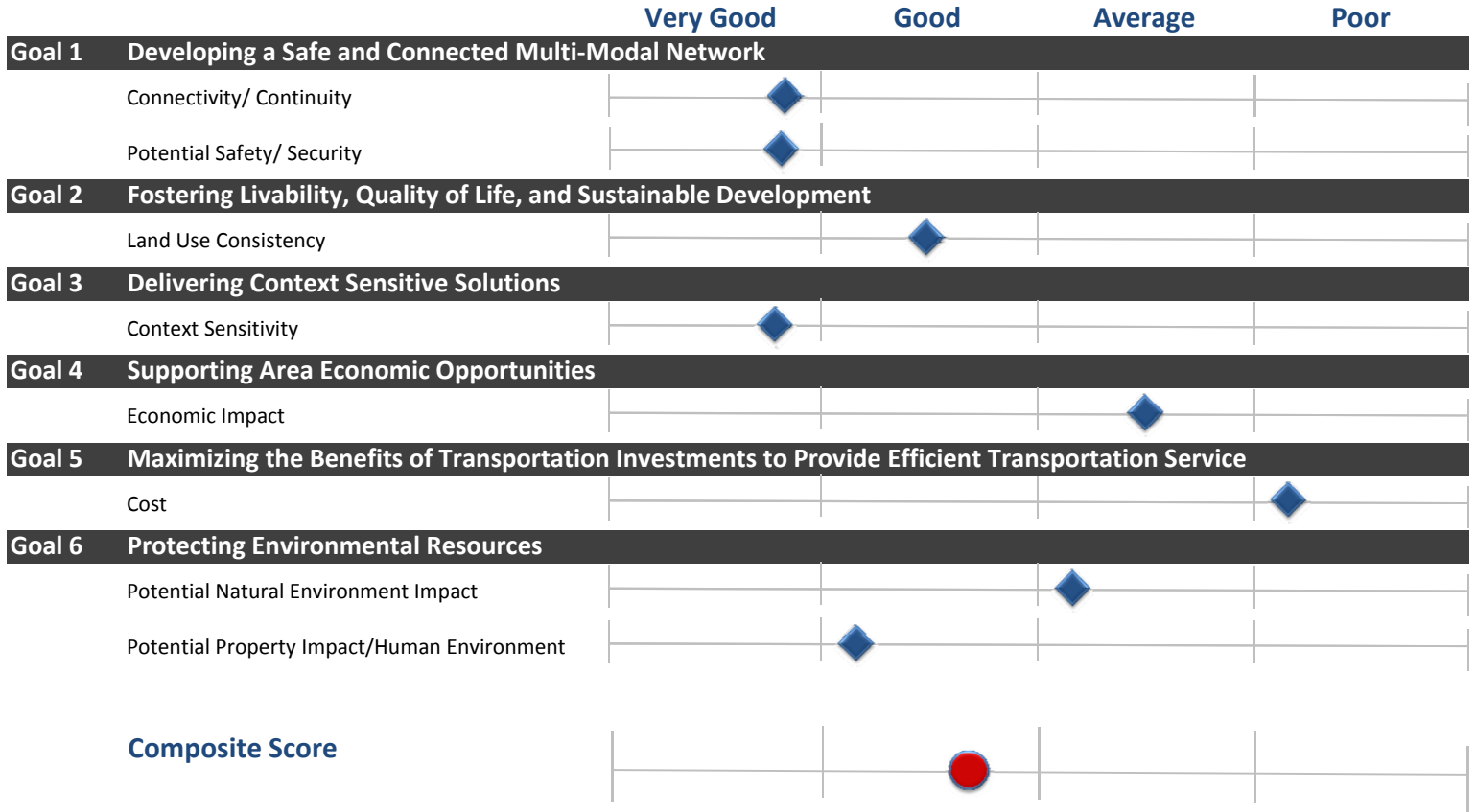
DRAFT SCORECARD

Project Number

SUP9

Project Name

Shared Use Path Along Squaw Creek - Proposed Grand Ave Extension to Skunk River



Project Construction Cost

\$592,000

Project Ranking

Medium










DRAFT SCORECARD

Project Number

SUP10

Project Name

Shared Use Path Along Mortensen Rd - West of South Dakota

		Very Good	Good	Average	Poor
Goal 1	Developing a Safe and Connected Multi-Modal Network				
	Connectivity/ Continuity				
	Potential Safety/ Security				
Goal 2	Fostering Livability, Quality of Life, and Sustainable Development				
	Land Use Consistency				
Goal 3	Delivering Context Sensitive Solutions				
	Context Sensitivity				
Goal 4	Supporting Area Economic Opportunities				
	Economic Impact				
Goal 5	Maximizing the Benefits of Transportation Investments to Provide Efficient Transportation Service				
	Cost				
Goal 6	Protecting Environmental Resources				
	Potential Natural Environment Impact				
	Potential Property Impact/Human Environment				
	Composite Score				

Project Construction Cost

\$54,000

Project Ranking

Medium

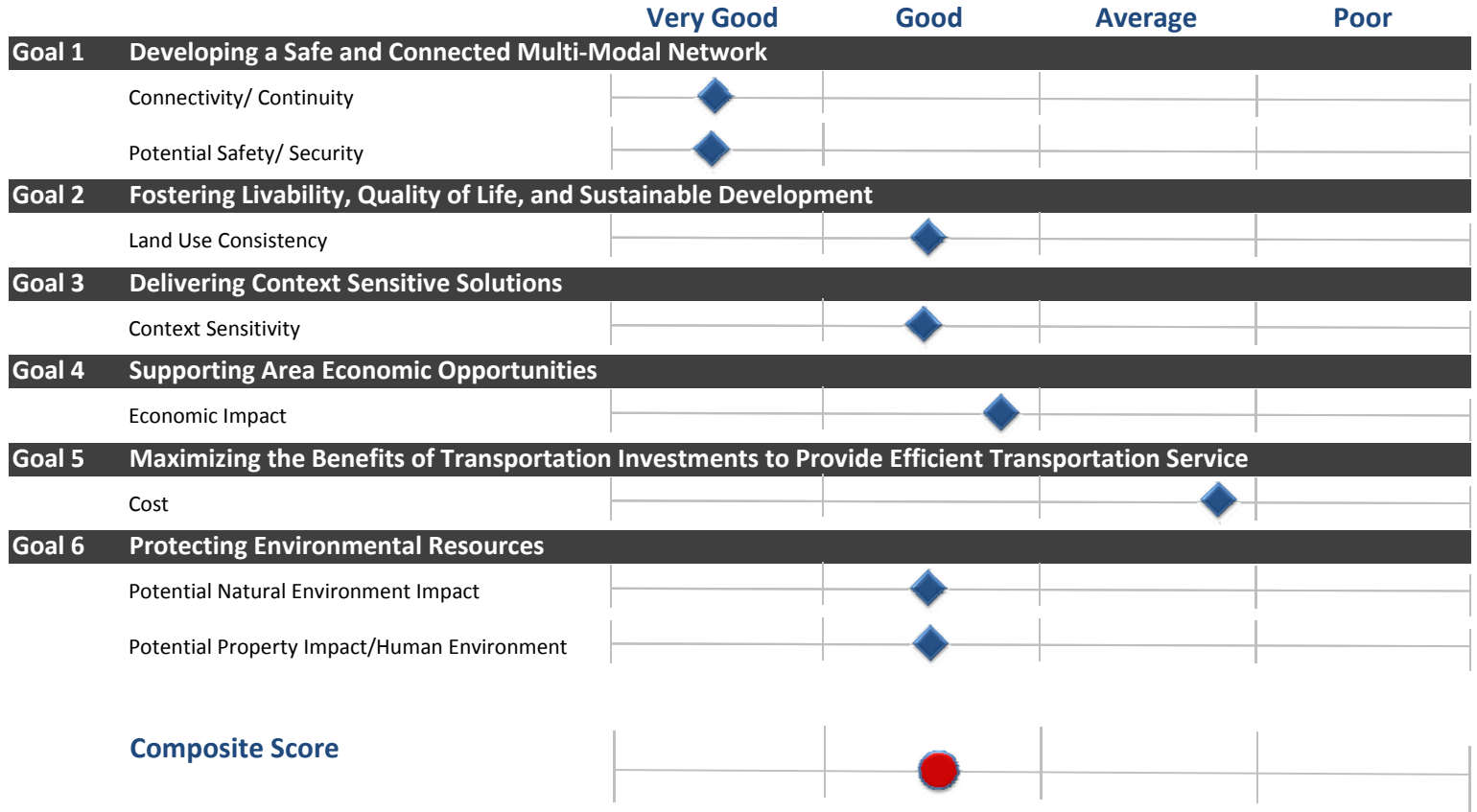
DRAFT SCORECARD

Project Number

SUP11

Project Name

Shared Use Path Along S 16th Ave and Proposed Grand Ave Extension - East of Apple Ave



Project Construction Cost

\$368,000

Project Ranking

Medium

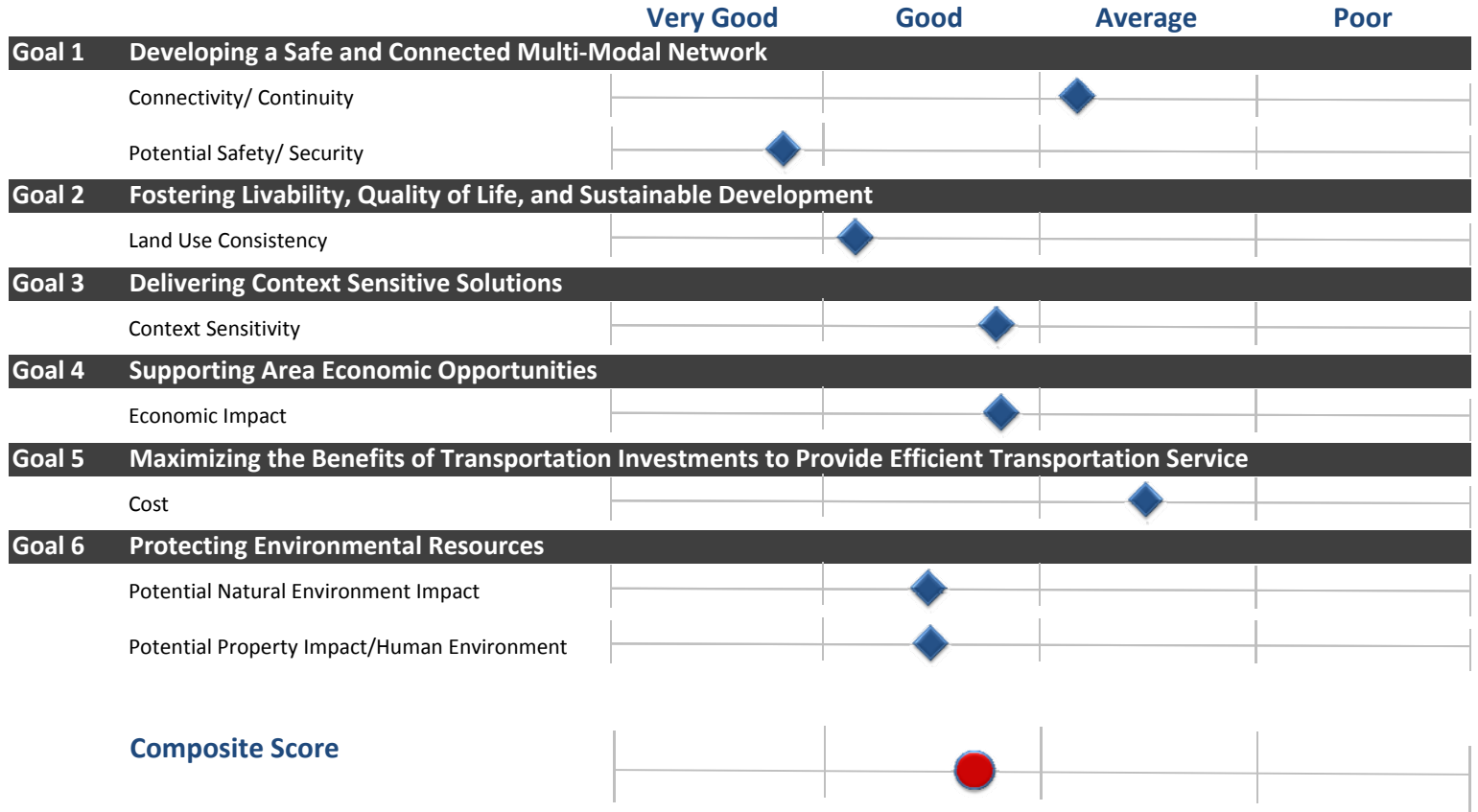
DRAFT SCORECARD

Project Number

SUP12

Project Name

Shared Use Path Along S Dayton Ave - SE 16th Ave to S Dayton Pl



Project Construction Cost

\$240,000

Project Ranking

Low

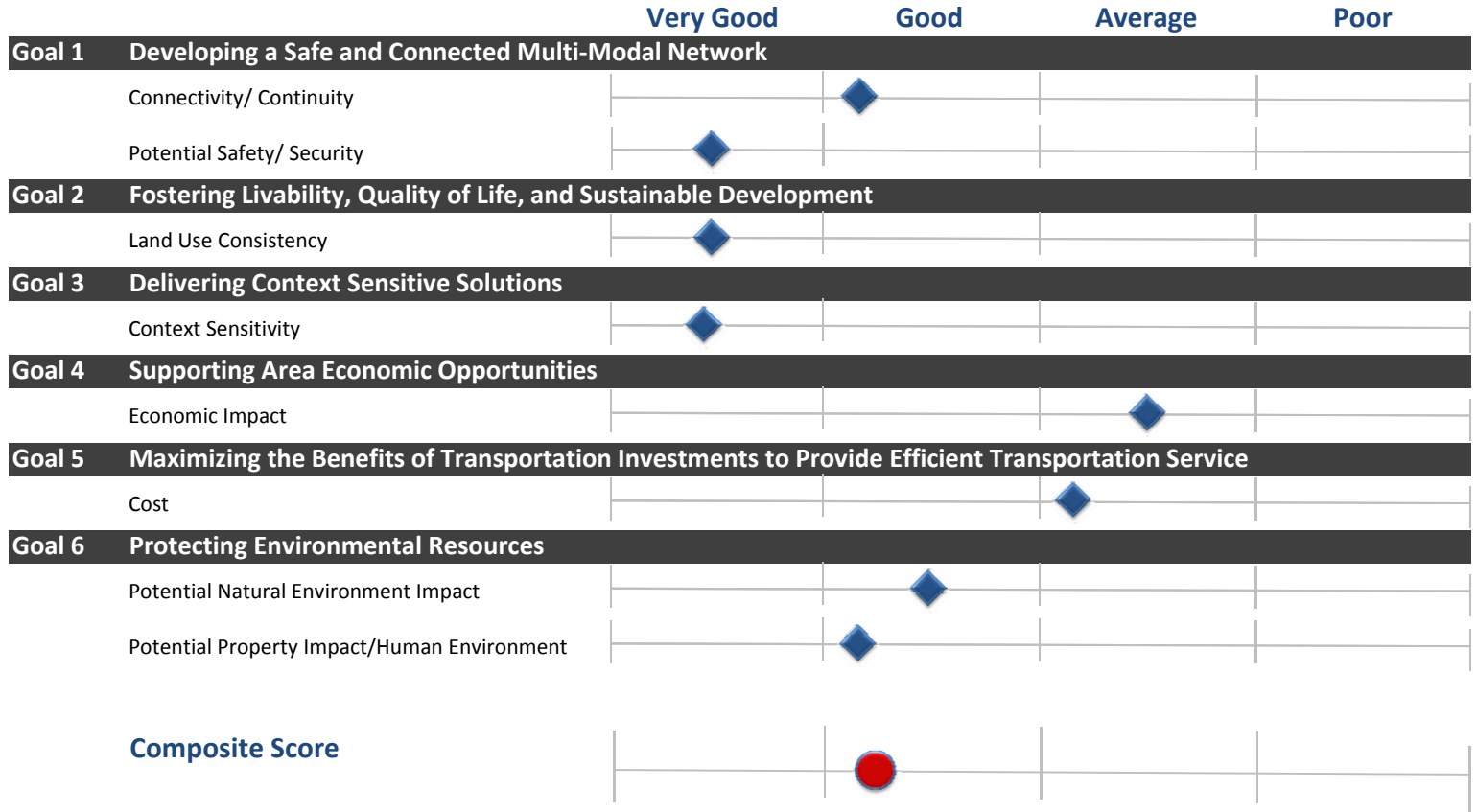
DRAFT SCORECARD

Project Number

SUP13

Project Name

Shared Use Path to Recreational Park - East of Duff Ave



Project Construction Cost

\$163,000

Project Ranking

High

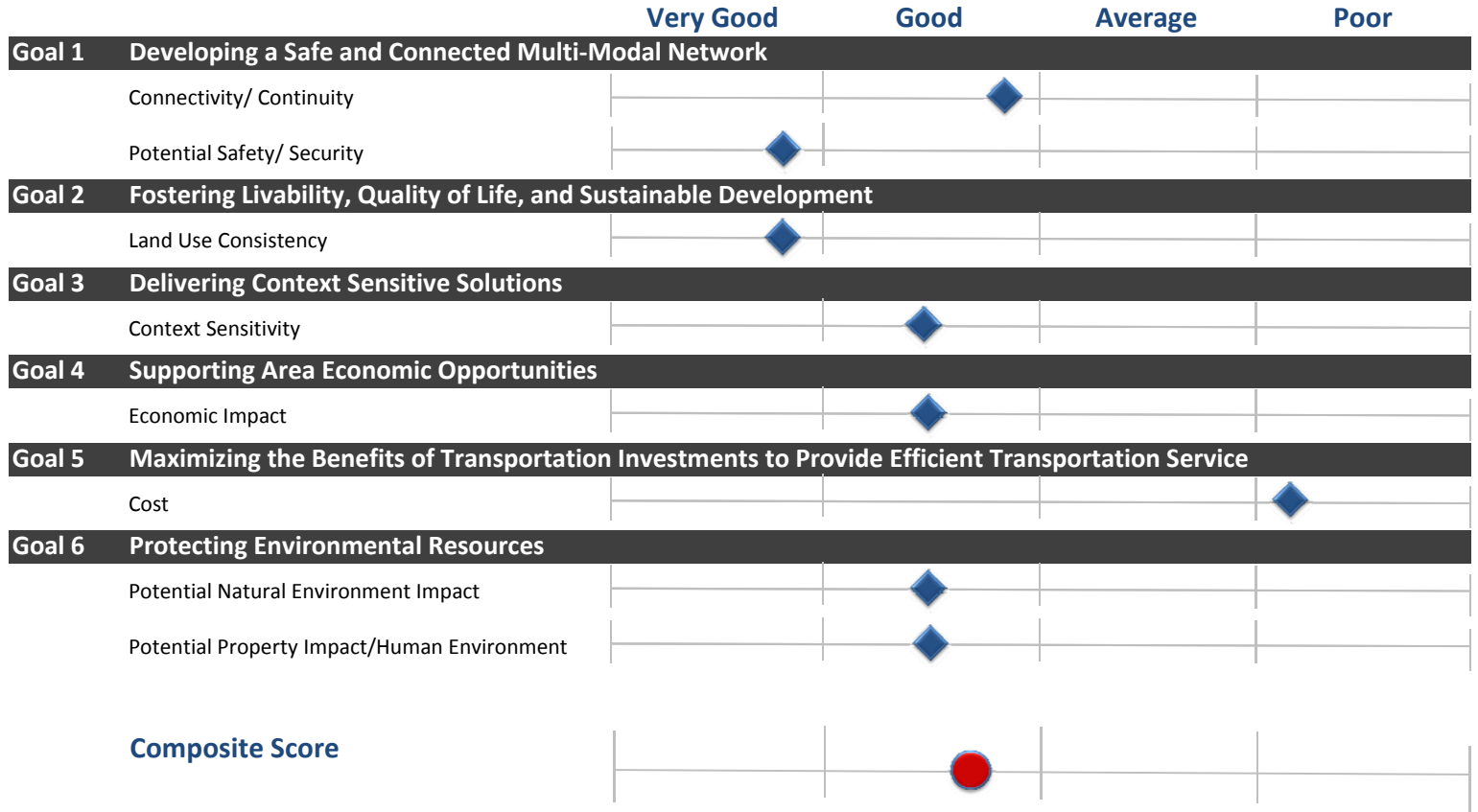
DRAFT SCORECARD

Project Number

PS1

Project Name

Paved Shoulder on N Dakota Ave - North of Ontario St



Project Construction Cost

\$695,000

Project Ranking

Medium

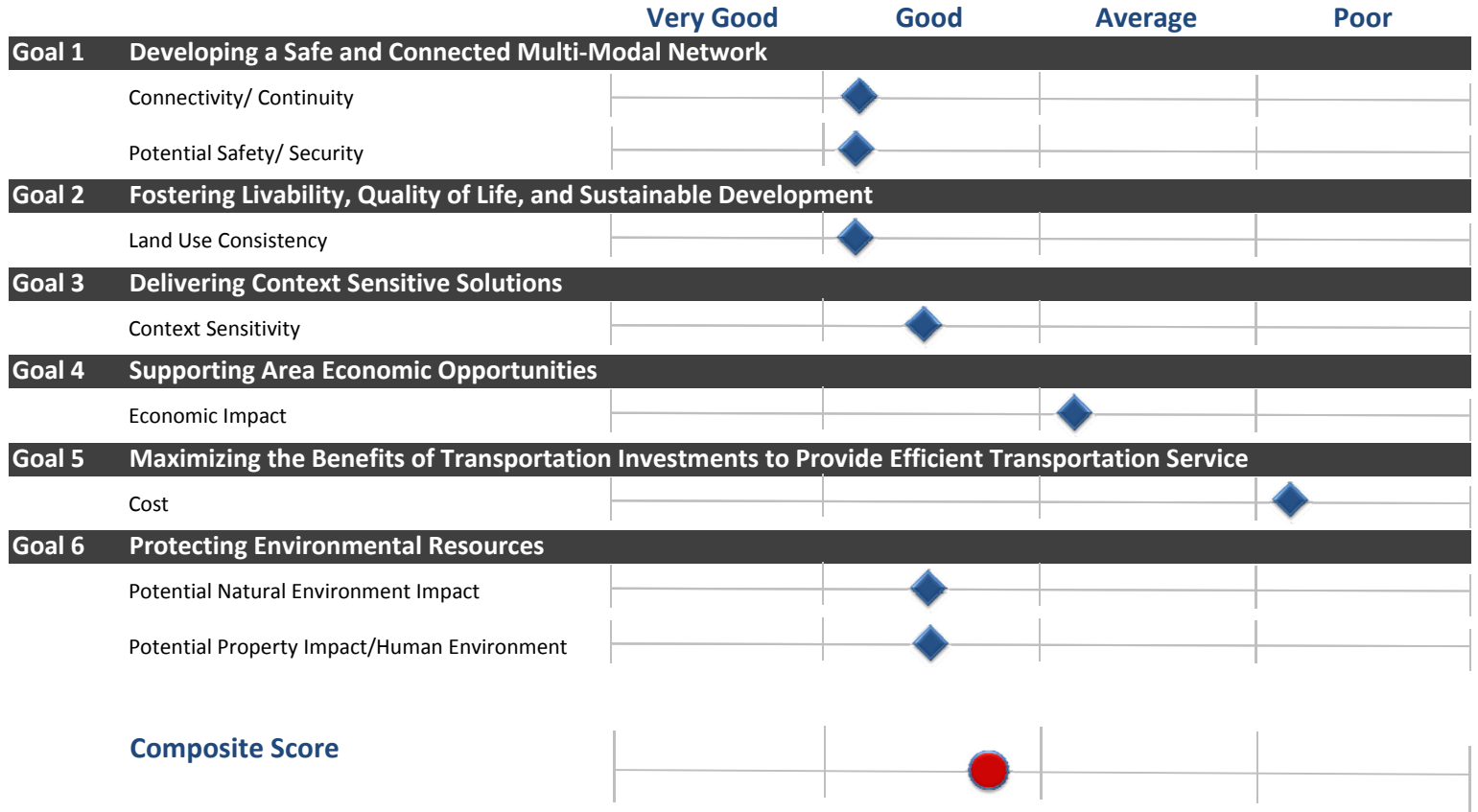
DRAFT SCORECARD

Project Number

PS2

Project Name

Paved Shoulder on State Ave and Oakwood Rd - South of Mortensen Rd



Project Construction Cost

\$503,000

Project Ranking

Low

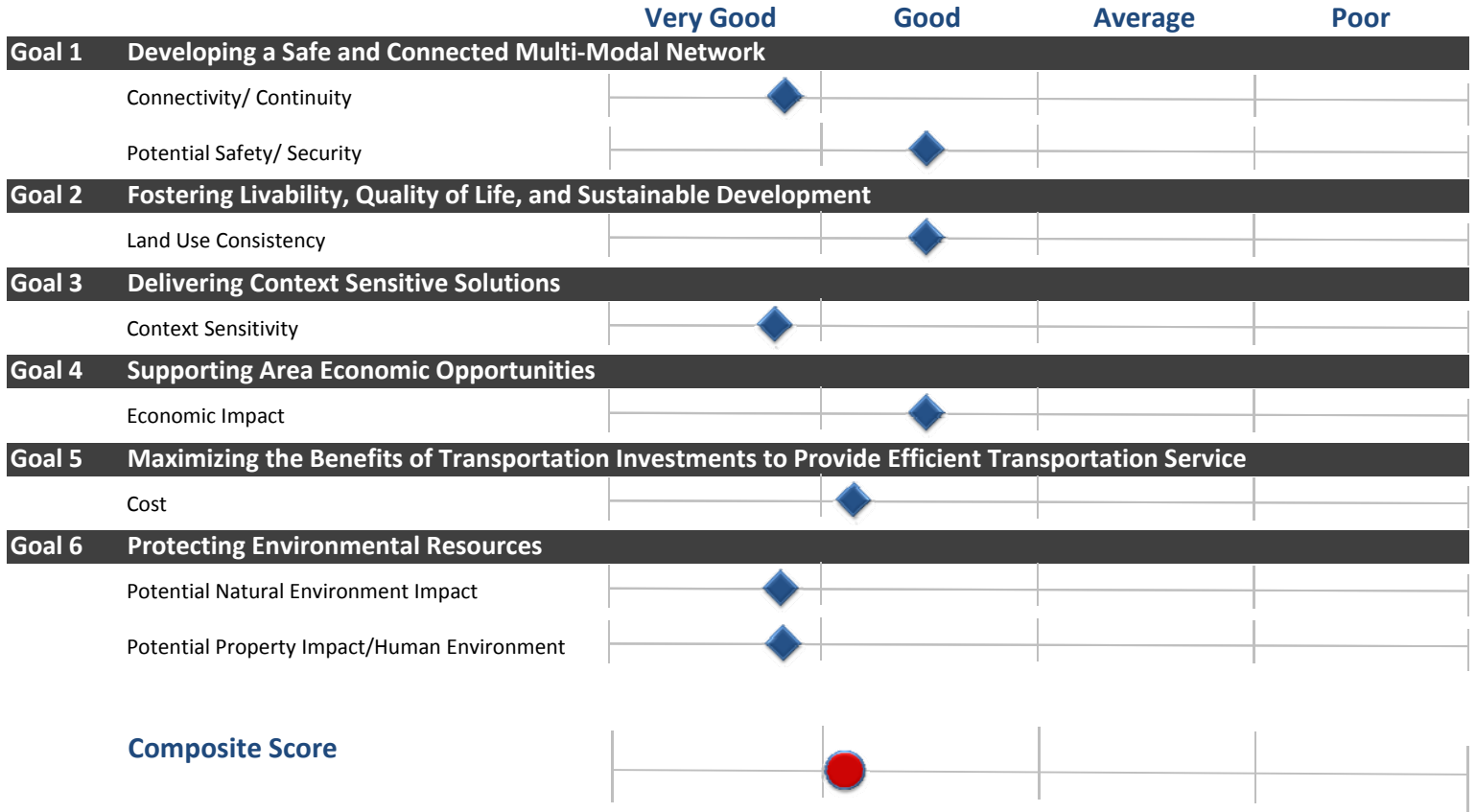
DRAFT SCORECARD

Project Number

SH1

Project Name

Sharrow on Hoover Ave and Northwestern Ave - Bloomington Rd to 6th St



Project Construction Cost

\$45,000

Project Ranking

High

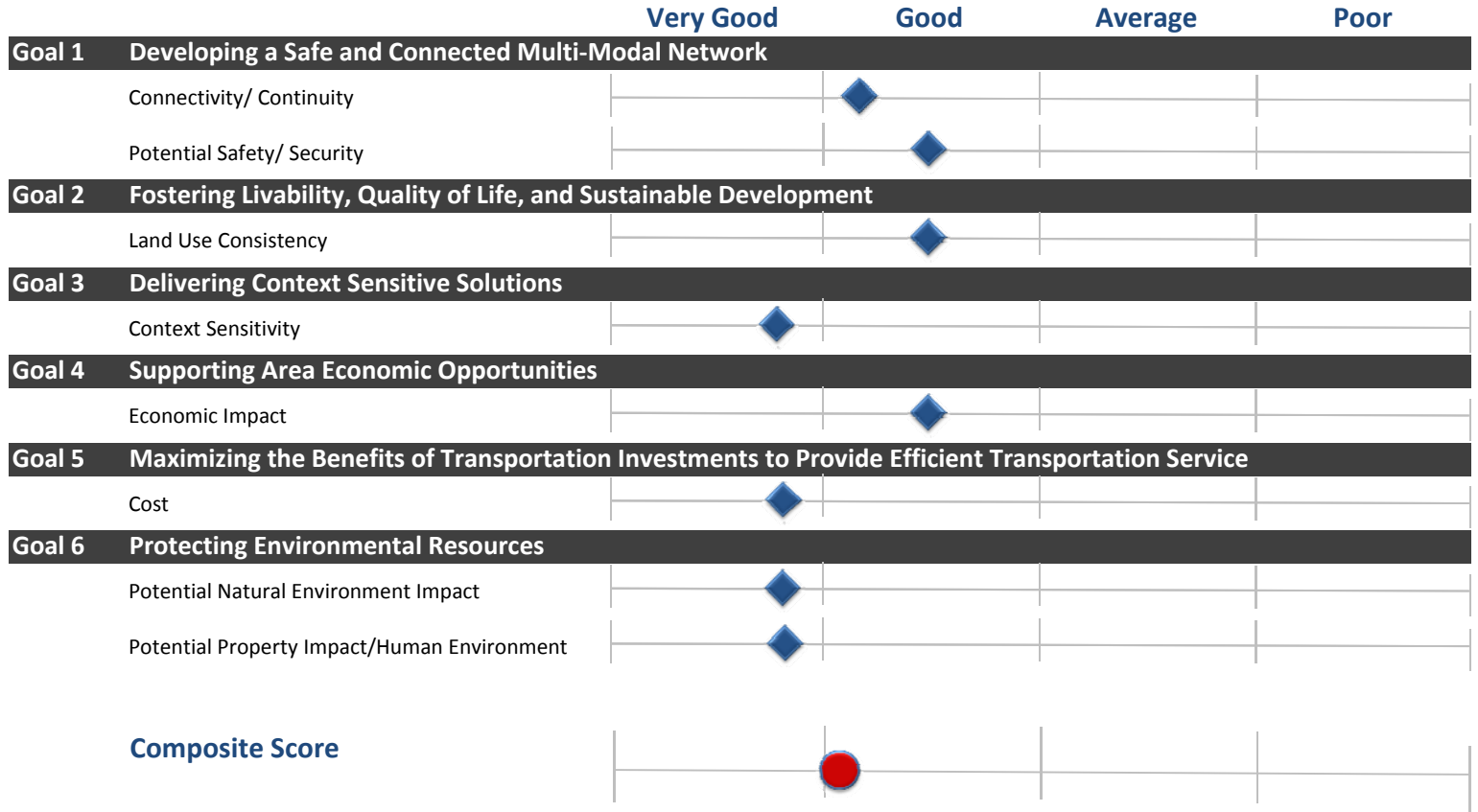
DRAFT SCORECARD

Project Number

SH2

Project Name

Sharrow on Clark Ave - 24th St to S 3rd St



Project Construction Cost

\$32,000

Project Ranking

High

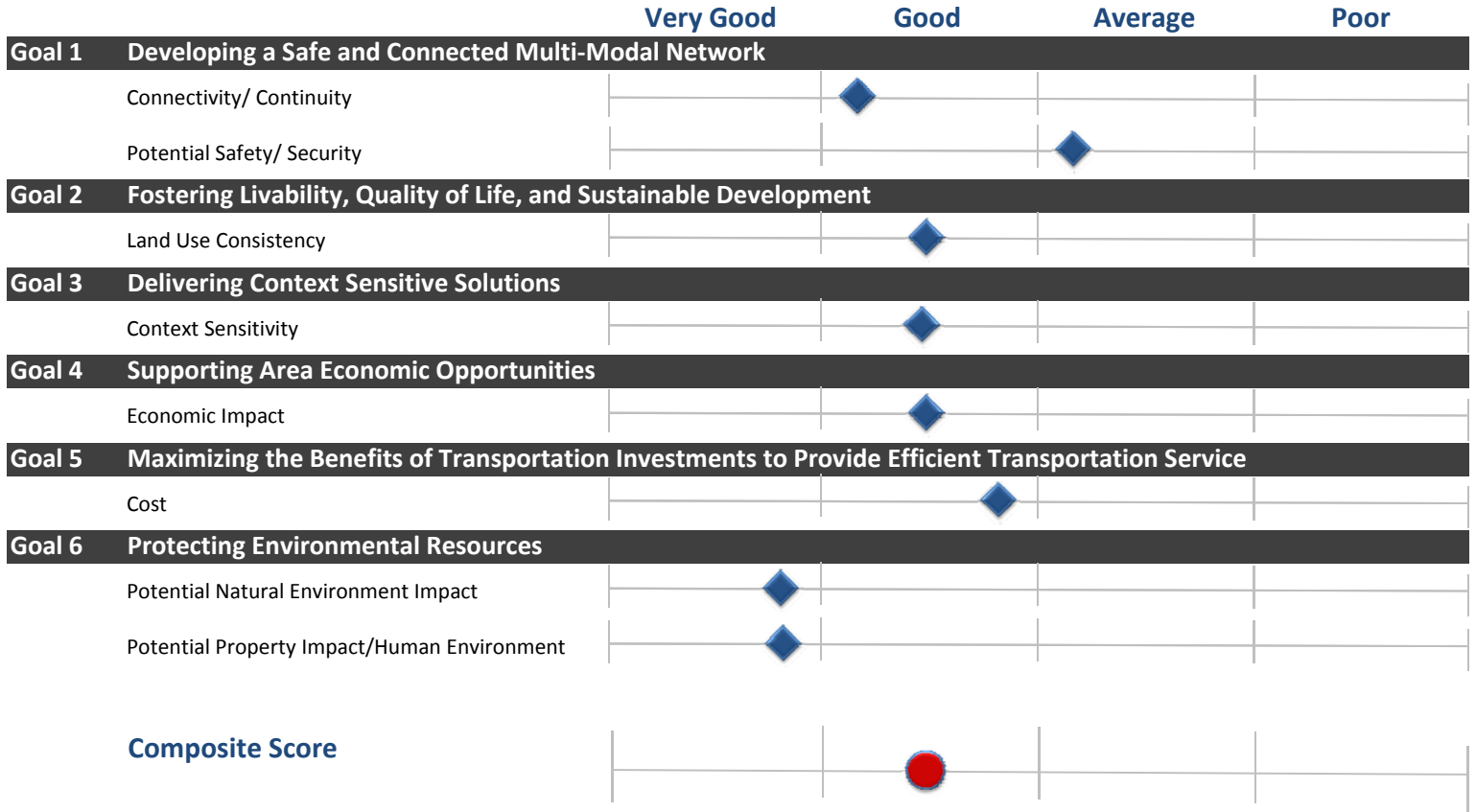
DRAFT SCORECARD

Project Number

SH3

Project Name

Sharrow on 13th St - N Dakota Ave to Dayton Ave



Project Construction Cost

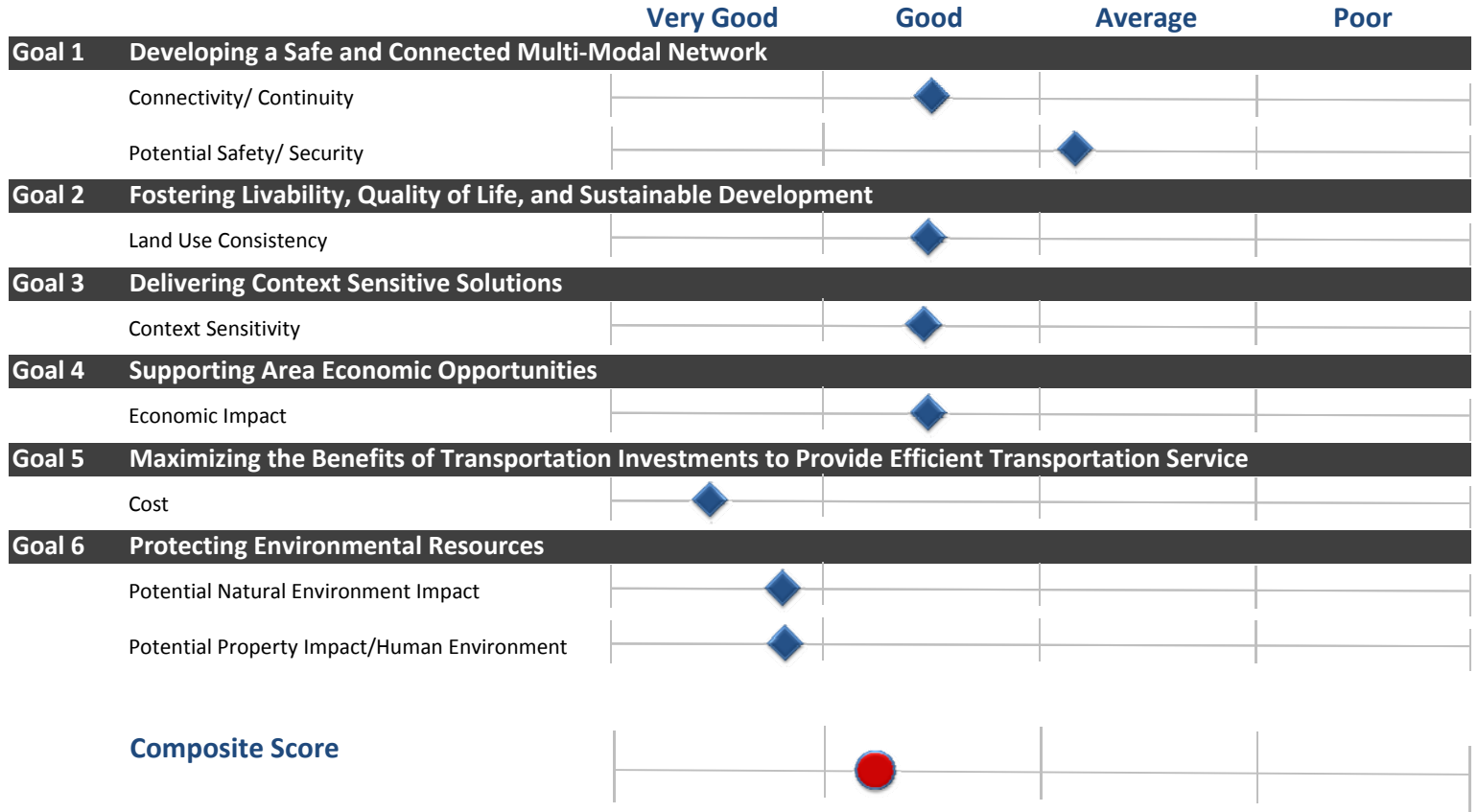
\$91,000

Project Ranking

Medium

DRAFT SCORECARD

Project Number SH4
Project Name Sharrow on Duff Ave - 13th St to Lincoln Way



Project Construction Cost \$15,000

Project Ranking High

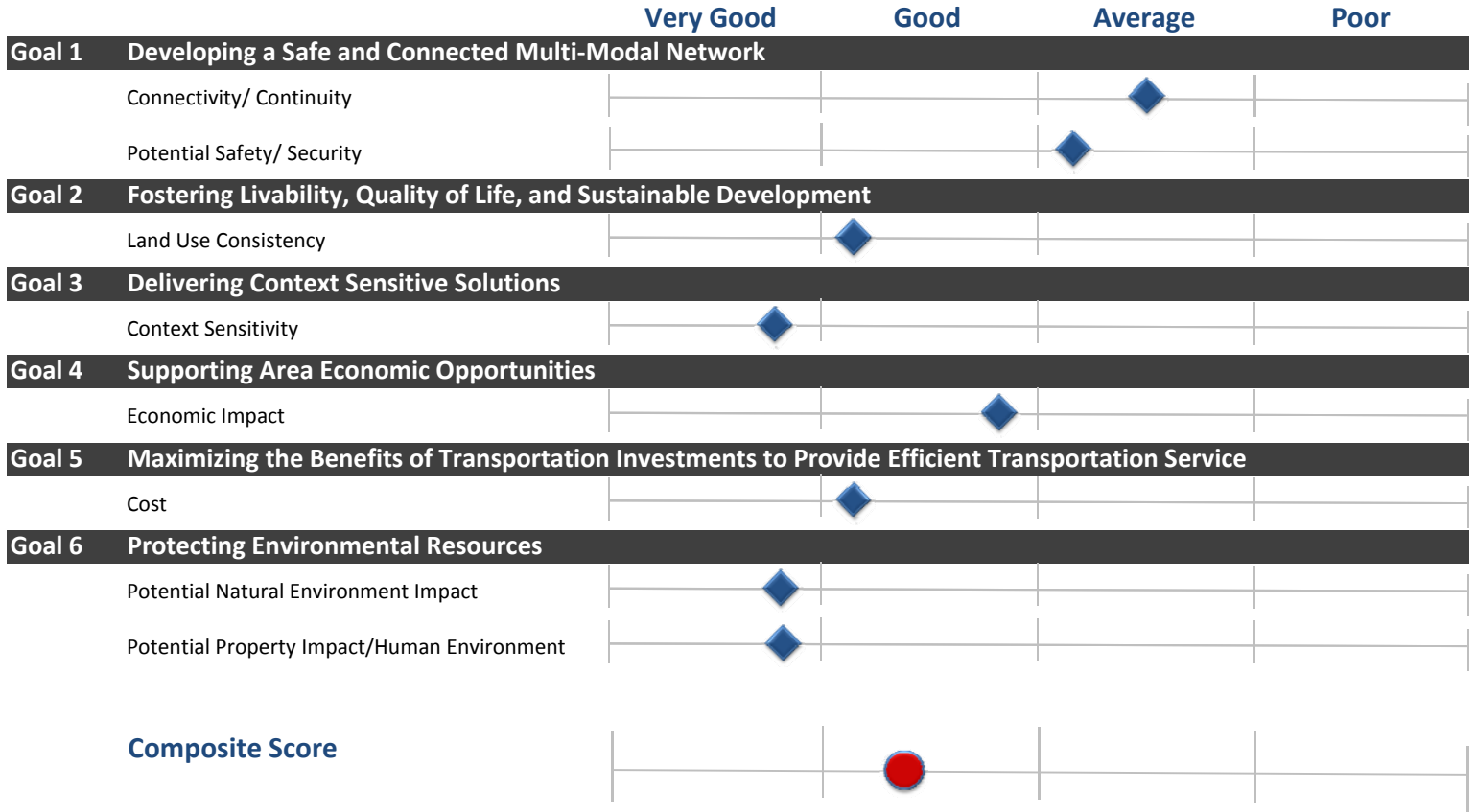
DRAFT SCORECARD

Project Number

SH5

Project Name

Sharrow on Pammel Dr / University Blvd - Hyland Ave to S 4th St



Project Construction Cost

\$37,000

Project Ranking

Medium

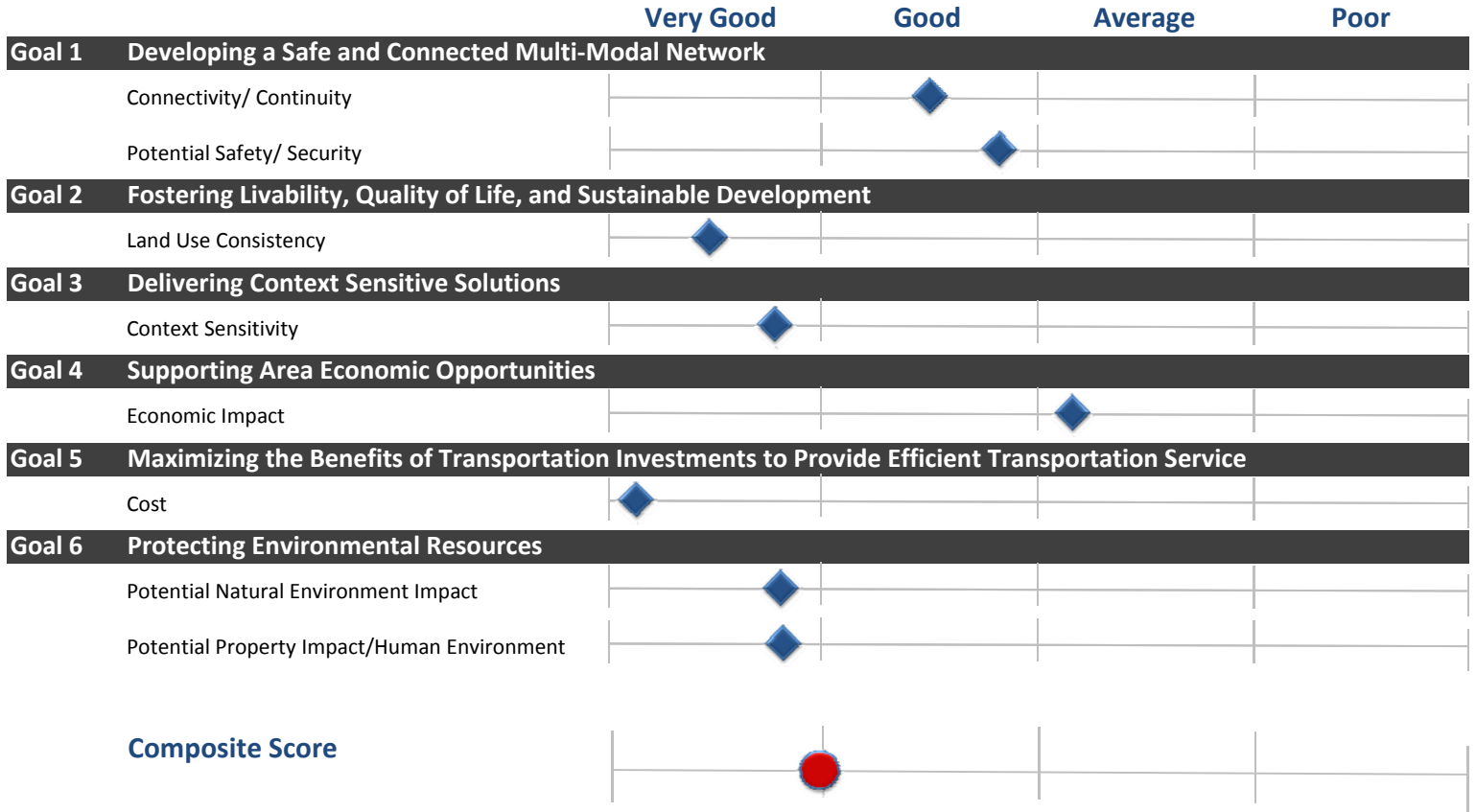
DRAFT SCORECARD

Project Number

SH6

Project Name

Sharrow on Beach Rd / Osborn Dr - University Blvd to Lincoln Way



Project Construction Cost

\$9,000

Project Ranking

High

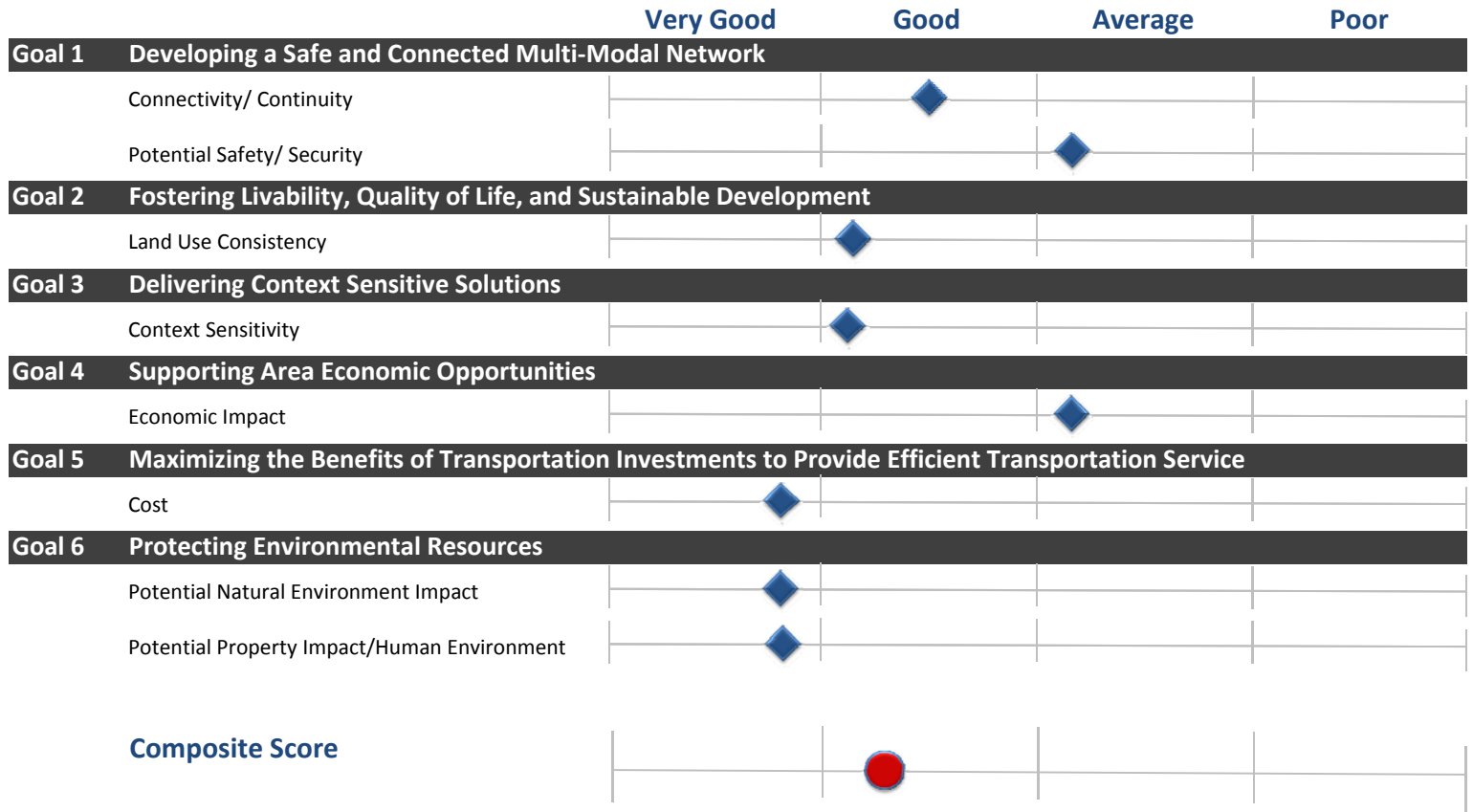
DRAFT SCORECARD

Project Number

SH7

Project Name

Sharrow on 6th St - University Blvd to Duff Ave



Project Construction Cost

\$23,000

Project Ranking

Medium

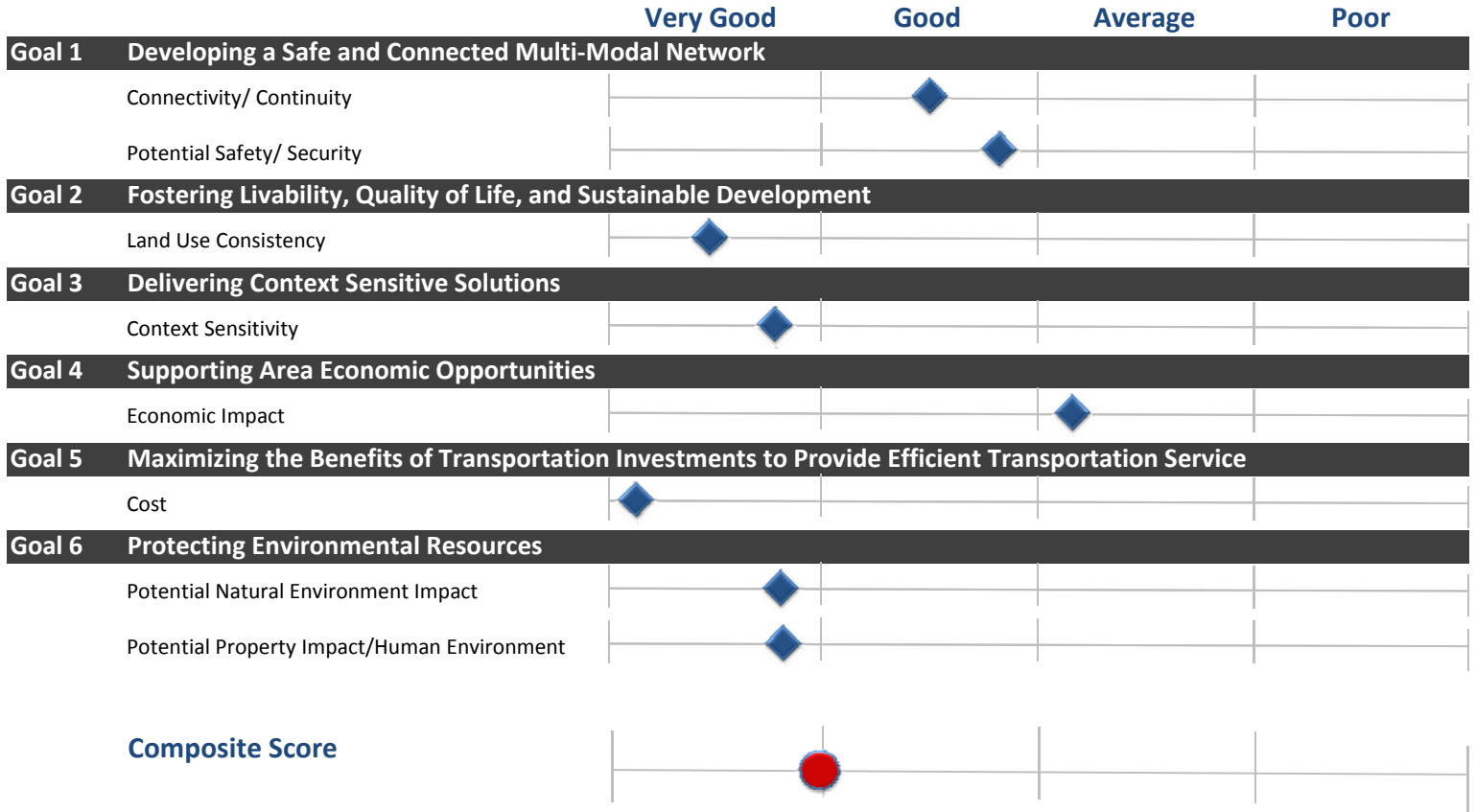
DRAFT SCORECARD

Project Number

SH8

Project Name

Sharrow on Union Drive - Morrill Dr to Lincoln Way



Project Construction Cost

\$6,000

Project Ranking

High

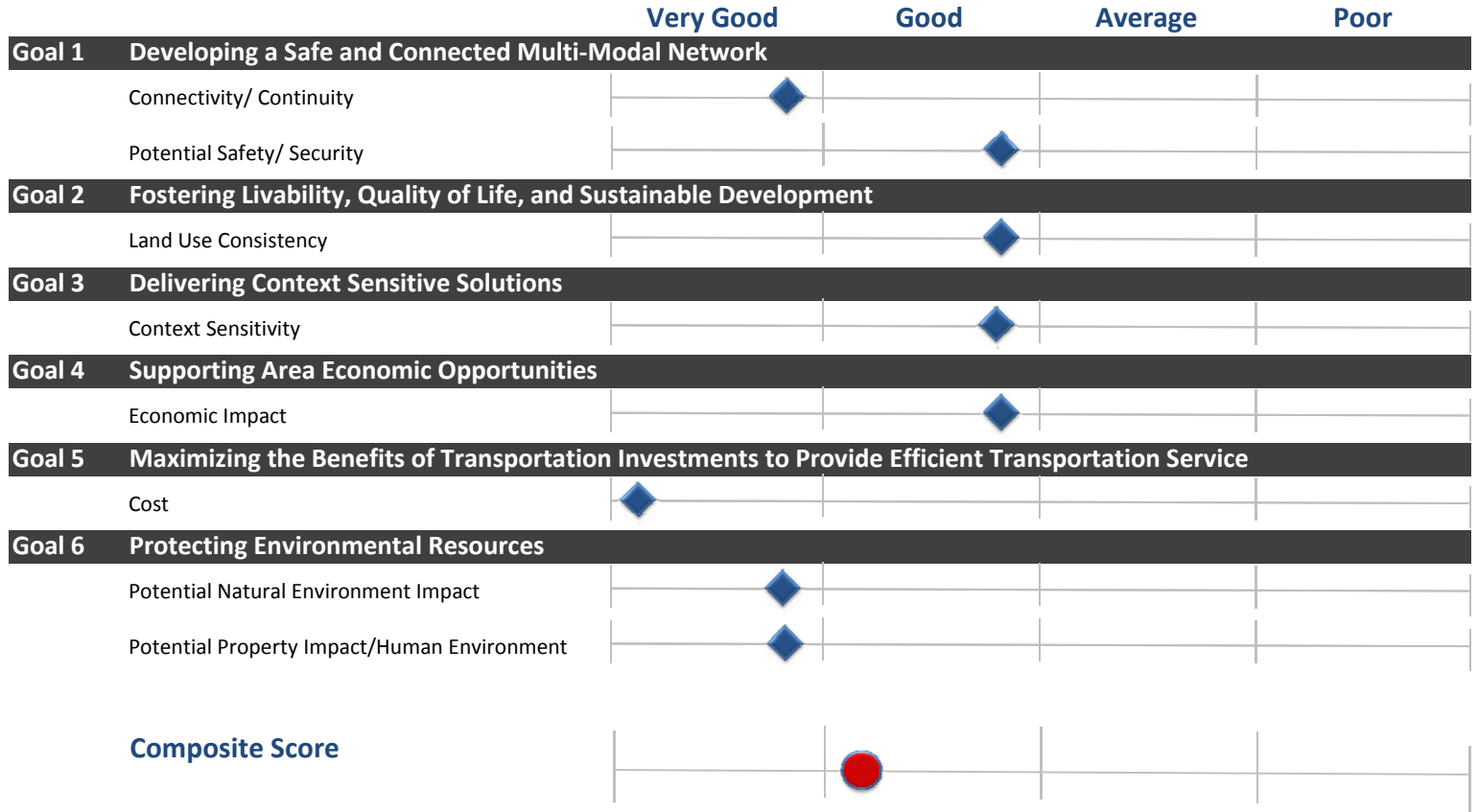
DRAFT SCORECARD

Project Number

SH9

Project Name

Sharrow on Lincoln Way - Freel Dr to Dayton Ave



Project Construction Cost

\$6,000

Project Ranking

High

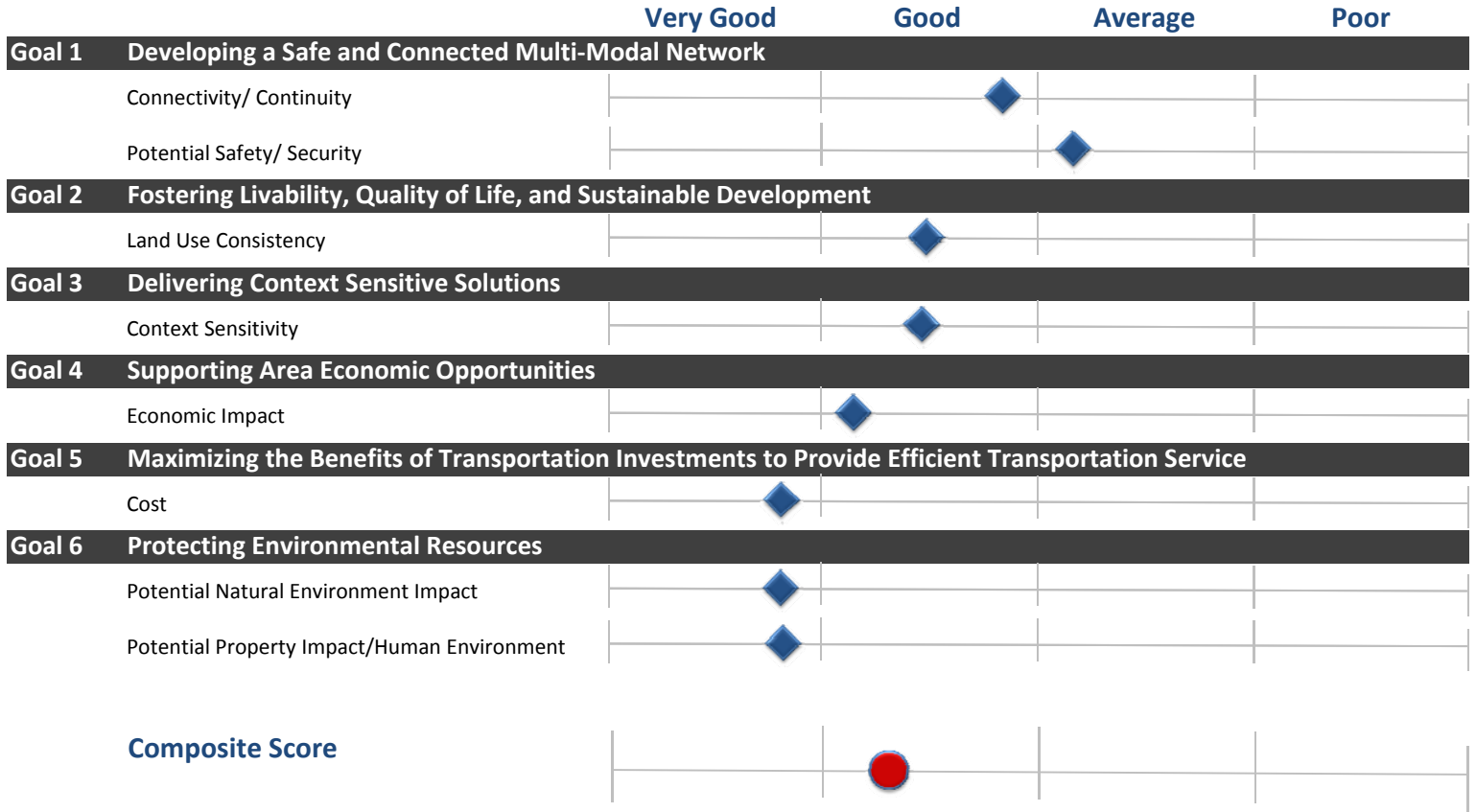
DRAFT SCORECARD

Project Number

SH10

Project Name

Sharrow on S 4th St / S 3rd St - University Blvd to Duff Ave



Project Construction Cost

\$22,000

Project Ranking

Medium

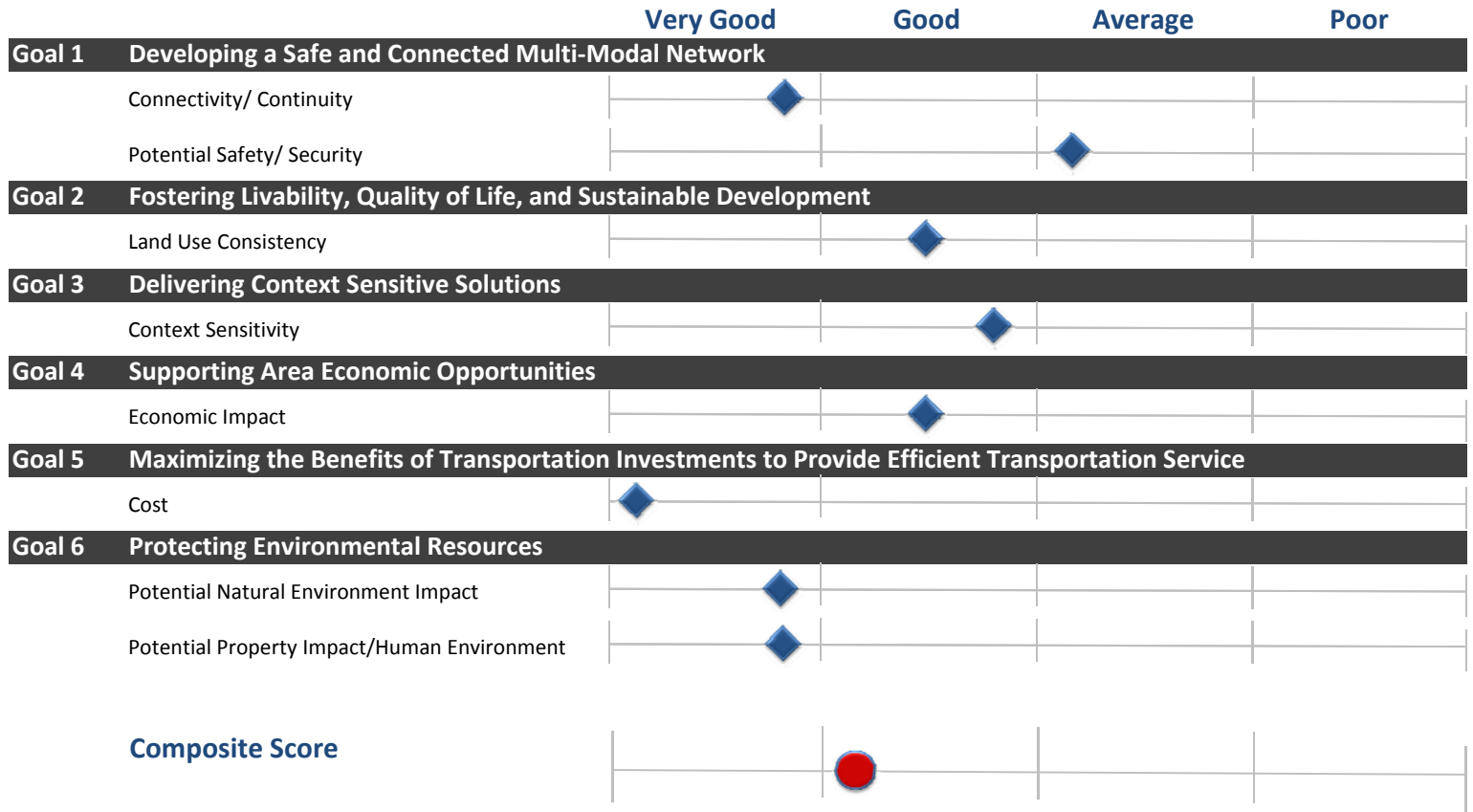
DRAFT SCORECARD

Project Number

SH11

Project Name

Sharrow on Airport Rd - N Loop Dr to S Riverside Dr



Project Construction Cost

\$5,000

Project Ranking

High

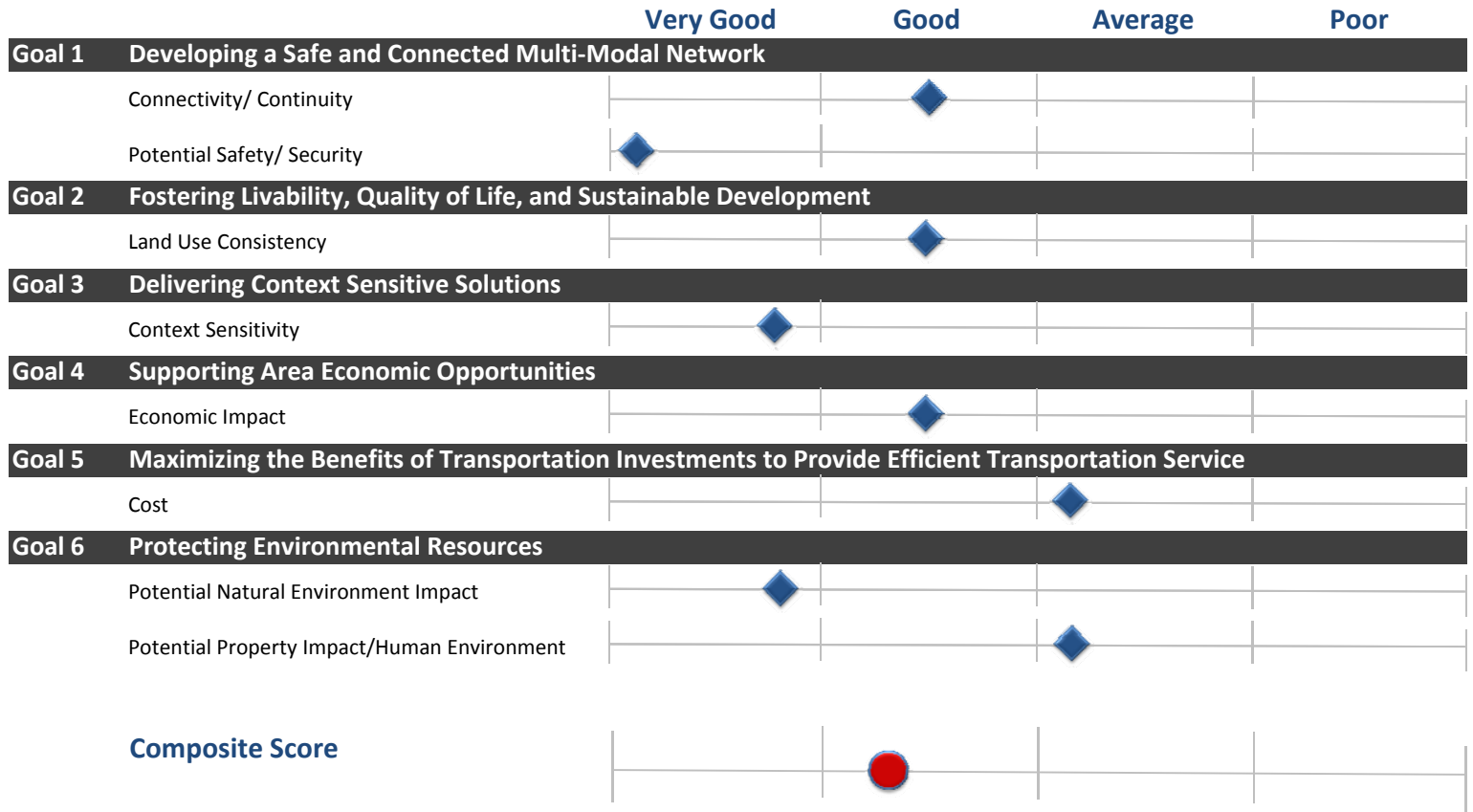
DRAFT SCORECARD

Project Number

II

Project Name

Intersection Improvements for Non-Motorized Users



Project Construction Cost

\$100,000

Project Ranking

Medium

2035 Long Range Transportation Plan (Draft) **Bike/Pedestrian Projects**

<u>Project Name</u>	<u>Estimated Cost</u>
On-Street Bike Lanes	
BL1	\$ 69,000
Total	\$ 69,000
Shared-Use Paths	
SUP1	\$ 717,000
SUP2	\$ 287,000
SUP3	\$ 582,000
SUP4	\$ 115,000
SUP5	\$ 456,000
SUP6	\$ 47,000
SUP7	\$ 166,000
SUP8	\$ 114,000
SUP9	\$ 592,000
SUP10	\$ 54,000
SUP11	\$ 368,000
SUP12	\$ 240,000
SUP13	\$ 163,000
Total	\$ 3,901,000
Paved Shoulder	
PS1	\$ 695,000
PS2	\$ 503,000
Total	\$ 1,198,000
Sharrow Pavement Markings	
SH1	\$ 45,000
SH2	\$ 32,000
SH3	\$ 91,000
SH4	\$ 15,000
SH5	\$ 37,000
SH6	\$ 9,000
SH7	\$ 23,000
SH8	\$ 6,000
SH9	\$ 6,000
SH10	\$ 22,000
SH11	\$ 5,000
Total	\$ 291,000
Intersection Improvements Bike Peds	
II	\$ 100,000
Total	\$ 100,000
Grand Total (Over next 25 yrs)	\$ 5,559,000