

COUNCIL ACTION FORM

SUBJECT: 2007/08 SHARED USE PATH SYSTEM EXPANSION (BLOOMINGTON TO ADA HAYDEN) & 2016/17 CONCRETE PAVEMENT IMPROVEMENTS (DAWES DRIVE)

BACKGROUND:

The original concept location was to have the path on the west side of US Hwy 69. Through coordination with the Iowa DOT, it was determined that Dawes drive would need to be shifted to the west to create room between Dawes Drive and the existing guardrail for the path. The added cost of shifting Dawes Drive, along with feedback from area residents, staff considered other alternatives that could be incorporated with the 2016/17 Concrete Pavement Improvements, which is planned along Dawes Drive.

In working with WHKS design engineers for Dawes Drive, it was determined that there is adequate space within the Dawes Drive right of way to accommodate the separated/protected shared use path. This alternative was presented for feedback at a public information meeting on March 28, 2017. The majority of area residents were in favor of installing the path along Dawes Drive in an effort to reduce the number of pedestrians and bicyclists that currently travel in the road.

This information was presented to City Council at its May 9, 2017, meeting. At that meeting, City Council had concerns regarding the long term success of the Skunk River Trail if it were installed alongside Dawes Drive due to the driveways and Adams St. intersection. City Council then asked staff to explore additional alternatives to address the concerns.

Update:

Following the May 9, 2017 City Council meeting, WHKS met with the Iowa DOT to explore any additional alternatives for the section along the existing US 69 guardrail. Due to safety and snow operations, the DOT would prefer that the shared use path be installed to the west of (outside) the existing guardrail. This decision then required the shared use path to extend north from Bloomington Road along the east side of Dawes Drive through the extents of the existing guardrail where a few design alternatives can be explored for the connection into Ada Hayden.

Design Alternative A: Construct Two Shared Use Paths

This alternative would extend the shared use path along the east side of Dawes Drive north from Bloomington Road through the extents of the existing guardrail. The path would then cross Dawes Drive and continue along the west side to Ada Hayden. This

would allow for the extension of the Skunk River Trail along US Hwy 69, as well as the path adjacent Dawes Drive, as shown on Attachment A.

With this alternative, the Shared Use Path along US Hwy 69 is anticipated to be within the original shared use path budget. However, due to the road shift being included with the Dawes Drive project, it is anticipated that the 2016/17 Concrete Street Pavement Improvements project would require an additional \$100,000 from unobligated bonds.

This option requires minimal changes to both sets of design plans and the 2016/17 Concrete Pavement Improvements could be bid in the fall while the 2007/08 Shared Use Path System Expansion could be bid in the winter. Construction for both projects would be completed in 2018.

For winter maintenance, both shared use paths would be plowed by City crews. However, the windrow of snow left in private drives would need to be cleared by the individual property owners.

Design Alternative B: Construct Skunk River Trail and Sidewalk Options for Dawes Drive

This alternative would extend the shared use path along the east side of Dawes Drive north from Bloomington Road through the extents of the existing guardrail. The path would then continue north along US Hwy 69 along the originally planned Skunk River Trail alignment. This alternative would then include the potential for the installation of a sidewalk along Dawes Drive by several different means:

- 1) Include the sidewalk with the project at this time using additional unobligated bonds in the estimated amount of \$50,000; or
- 2) Install and finance as a future property owner assessment project; or
- 3) Program the project in a future CIP with City funding.

With this option, the shared use path along US Hwy 69 (Skunk River Trail) is anticipated to be within original budget due to the road shift being included with the Dawes Drive Project, which is also anticipated to be completed within budget. This option requires minimal changes to both sets of design plans and the 2016/17 Concrete Pavement Improvements could be bid in the fall while the 2007/08 Shared Use Path System Expansion could be bid in the winter. Construction for both projects would be completed in 2018.

For winter maintenance, the shared use path would be plowed by City crews and the sidewalk would be cleared by the property owners.

Design Alternative C: Construct Skunk River Trail and No Sidewalk Options for Dawes Drive

This alternative would be the same as Alternative B above; however, no grading or paving for the sidewalk would occur with either project. For winter maintenance, the shared use path would be plowed by City crews.

Design Alternative D: Construct Shared Use Path Along Dawes Drive Only

This alternative would extend the shared use path along the east side of Dawes Drive north from Bloomington Road through the extents of the existing guardrail. The path would then cross Dawes Drive and continue along the west side of Dawes Drive to Ada Hayden. This would allow for the construction of the path adjacent Dawes Drive, as shown on Attachment D.

With this alternative, the Shared Use Path along US Hwy 69 (Skunk River Trail) could be reprogrammed in the CIP at a later date. Construction of Dawes Drive would be completed in 2018. This is the alternative that was originally proposed at the May 9, 2017 Council meeting.

For winter maintenance, the shared use path would be plowed by City crews. However, the windrow of snow left in private drives would need to be cleared by the individual property owners.

ALTERNATIVES:

1. a. Direct staff to proceed with Design Alternative A, as described above.
b. Allocate an additional \$100,000 from unobligated G.O. Bond funds toward this project.
2. Direct staff to proceed with one of the other Design Alternatives, as described above.
3. Direct staff to not proceed with these projects.

CITY MANAGER'S RECOMMENDED ACTION:

Input from the neighborhood, Ames Bicycle Coalition, and the community has shown that this will be a heavily used area by many types of users including walkers, families walking with strollers, dog walkers, recreational bicyclists, and avid cyclists. Constructing both shared use path facilities would help separate recreational users from more avid cyclists, thus increasing safety for all who are using the transportation system. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

It should be emphasized that under the recommended alternative, the City will be responsible for plowing both shared use paths. The path along Dawes crosses several driveways, therefore this snow plowing will block these drives. The residents must understand that it will be their responsibility to clear their driveways each time the path and/or street has been plowed.

ATTACHMENT A



DAWES DRIVE TRAIL
DESIGN ALT **A**

ATTACHMENT B



DAWES DRIVE TRAIL
DESIGN ALT **B**

ATTACHMENT C



DAWES DRIVE TRAIL
DESIGN ALT C

ATTACHMENT D



DAWES DRIVE TRAIL
DESIGN ALT D

Attachment E



Potential Dawes Drive Shared Use Path/Sidewalk

Potential Skunk River Trail US Hwy 69 Alignment