

Urbandale - Douglas Avenue Beautification at I-35/80

<i>Primary Sponsor</i>	Urbandale
<i>Project Title</i>	Douglas Avenue Beautification at I-35/80
<i>Termini Description (i.e. Park Avenue to 19th Street)</i>	111th Street to 121st Street and including the Interchange
<i>Total Estimated Project Cost</i>	\$800,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$500,000
<i>Source of additional funds and local match?</i>	\$300,000 from Urbandale Funds
<i>Is this project seeking funding over multiple years?</i>	No
<i>Has your agency previously applied for STP funds for this project?</i>	Yes
<i>Has this project previously been awarded STP funds?</i>	No
<i>The Federal Highway Administration requires STP funds to be used towards regionally significant projects. Please describe how this project fulfills this requirement.</i>	This project offers an urban feel and a welcoming gateway to the traveling public on I-35/80. By showcasing what Urbandale and the Greater Des Moines Area has to offer, this project recruits travelers, businesses, and residents to central Iowa.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	This project is part of a larger plan to urbanize and improve the Douglas Avenue corridor.
<i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i>	Work will soon be underway to convert Douglas Avenue east of this project to an urban cross-section.
<i>Project Type</i>	Streetscape
<i>Additional information you would like to share:</i>	Resolution is scheduled for consideration at the next City Council meeting on February 3, 2015. It is expected to pass without opposition. We will submit a copy of the passed resolution to the MPO. Project is not on a DART line.

URBANDALE - Douglas Avenue Beautification at I-35/80		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
Transportation Infrastructure and Services are Well-managed and Optimize		40	16
1	Project improves or maintains an existing route or intersection - see Map	+	4
2	Project addresses major maintenance including deficient or obsolete bridge, pavement in poor or very poor condition or state of good repair for buses - see Map	+	-
3	Project is on a corridor with existing congestion (LOS E or F in peak hours) - see Map	+	-
4	Project is on a corridor with future congestion (LOS E or F during peak hours by 2020 based on the MPO's Travel Demand Model) - see Map	+	4
5	Project design includes one or more of the following congestion management strategies:		-
	a. Improvements to access management	+	4
	b. ITS/Signalization improvements	+	-
	c. Improvements to turning movements	+	-
	d. Improves parallel facility/contributes to alternative routing	+	-
6	Route addresses designated freight impediment - see Map	+	-
7	Project on a roadway with traffic volumes exceeding 10,000 AADT - see Map	+	4
Enhance Multimodal Transportation Options		20	6
8	Project is on an existing or planned transit route - see Map	+	-
9	If project is on a transit route, the project includes design elements such as bus shelters, benches, pullouts, pedestrian connection from transit stop to sidewalk	+	-
10	Project includes an addition to or improvement of the bicycle network	+	4
11	Project enhances multi-modal opportunities within or along a designated node/corridor as defined in The Tomorrow Plan - see Map	+	-
12	Project improves pedestrian access and facilities	+	2
Improve the Region's Environmental Health		20	8
13	Project increases the number of street tree plantings or other landscaping.	+	-
14	Project avoids a critical natural resource: wetland, floodplain, known endangered species site, stream, or park/trail - see Map	+	4
15	Project avoids a natural resource of concern: habitat, hydric soils or contaminated site - see Map	+	4
16	Project is using permeable paving, vegetation or other green streets techniques to manage 1 ¼ inches of the average rainfall.	+	-
17	Project decreases energy consumption (idle reduction, electric vehicle infrastructure, etc.)	+	-
Further the health, safety, and well-being of all residents in the region.		20	0
18	Project is located in a high-crash area as defined by CMAT and the project incorporates traffic calming solutions - see Map	+	-
19	Project has traffic calming solutions to reduce modal conflict	+	-
20	Project is entirely or partially located within a social justice area - see Map	+	-
21	Project enhances multimodal transportation to/from a social justice area	+	-
22	Project promotes safe routes to schools (within 1/2 mile radius of a school with multi-modal elements - see Map)	+	-
TOTAL POINTS		100	30
STP Request		\$500,000	

