

# Windsor Heights - University Avenue Multi-Purpose Transportation Improvements

<i>Primary Sponsor</i>	Windsor Heights
<i>Project Title</i>	University Avenue multi-purpose transportation improvements
<i>Termini Description ( i.e. Park Avenue to 19th Street)</i>	73rd Street to 63rd Street
<i>Total Estimated Project Cost</i>	\$800,000
<i>Federal Fiscal Year 2019 STP Request</i>	\$320,000
<i>Total Funding Secured</i>	\$160,000
<i>Source of additional funds and local match?</i>	TIF fund- FY 2016 General fund- FY 2016
<i>Is this project seeking funding over multiple years?</i>	Yes
<i>How many consecutive years will funding be requested?</i>	2 Years
<i>What is the total anticipated STP funding request over the multiple years?</i>	\$640,000
<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>	As the Des Moines metro becomes more and more pedestrian and bike friendly, Windsor Heights is eager to supplement and enhance the past and on-going regionalized efforts. The proposed improvements to accommodate persons choosing alternative modes of transportation along University Avenue is a significant piece to that effort. The project includes an overlay from 69th Street to 73rd Street on University Avenue with the installation of a shared-use path along University from 73rd Street to 63rd Street. Finally, widening the south sidewalk down the stretch of University Avenue in Windsor Heights will complete the improvements.
<i>Describe how this project impacts other city/county goals, plans, and projects.</i>	The proposed project would meet goals as laid out in the Tomorrow Plan and Mobilizing Tomorrow Plan to promote the health and well-being of all residents. The On-Street Bikeway Feasibility Study recently completed by the MPO and IEDA had a significant impact on determining the feasibility and options the city had to implement the facility. The City hopes to work with Des Moines and Clive to continue implementing the on-street facility to complete the stretch along University. The on-street bike facility would help connect bikers to the Walnut Creek Trail in Windsor Heights which is part of the regional trail system.

<p><i>Describe any work previously completed (or underway) that this project complements or is recommended in other planning studies/construction projects</i></p>	<p>The recommendation of adding an on-street bikeway facility along University Avenue in Windsor Heights was recommended in the On-Street Bikeway Feasibility Study.</p>
<p><i>Project Type</i></p>	<p>Overlay/mill-and-overlay/diamond grind, Bicycle facility</p>

WINDSOR HEIGHTS - University Avenue Multipurpose Transportation Improvements		SCORE	
EVALUATION CRITERIA		Points Possible	Points Awarded
<i>Transportation Infrastructure and Services are Well-managed and Optimize</i>		40	12
1	Project improves or maintains an existing route or intersection - <a href="#">see Map</a>	+	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 - <a href="#">see Map</a>	+	4
3	Project is on a corridor with existing congestion (LOS E or F in peak hours) - <a href="#">see Map</a>	+	-
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) - <a href="#">see Map</a>	+	-
5	Project design includes one or more of the following congestion management strategies:		-
	a. Improvements to access management	+	-
	b. ITS/Signalization improvements	+	-
	c. Improvements to turning movements	+	-
	d. Improves parallel facility/contributes to alternative routing	+	-
6	Route addresses designated freight impediment - <a href="#">see Map</a>	+	-
7	Project on a roadway with traffic volumes exceeding 10,000 AADT - <a href="#">see Map</a>	+	4
<i>Enhance Multimodal Transportation Options</i>		20	12
8	Project is on an existing or planned transit route - <a href="#">see Map</a>	+	4
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 - <a href="#">see Map</a>	+	-
12	Project improves pedestrian access and facilities	+	4
<i>Improve the Region's Environmental Health</i>		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 - <a href="#">see Map</a>	+	4
15	Project avoids a natural resource of concern: habitat, hydric soils or contaminated site - <a href="#">see Map</a>	+	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.)	+	-
<i>Further the health, safety, and well-being of all residents in the region.</i>		20	12
18	Project is located in a high-crash area as defined by CMAT and the project incorporates traffic calming solutions - <a href="#">see Map</a>	+	4
19	Project has traffic calming solutions to reduce modal conflict	+	4
20	Project is entirely or partially located within a social justice area - <a href="#">see Map</a>	+	-
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 - <a href="#">see Map</a> )	+	4
<b>TOTAL POINTS</b>		<b>100</b>	<b>44</b>
<b>STP Request</b>		<b>\$320,000</b>	

