



**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Altoona	Date Submitted:	12/7/2017
Contact Person:	Scott Atzen	Phone Number:	515-967-5136
		Email Address:	satzen@altoona-iowa.com
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Facebook Trail Connection		
Termini Description:	NW 25th Street - NE 46th Street		
Estimated Project Cost:	\$1,900,000	STP Request:	\$950,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	50% local match		
Source of Additional Funds:	City of Altoona will provide the 50% match in FFY 2022.		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	\$72,500\$
Preliminary Engineering:	\$265,000
Construction Engineering:	\$199,095
Construction:	\$1,327,300
Other:	Construction easements \$38,850

Project Development Timeline:

Design & Planning:	2021
Land Acquisition:	2021
Utility Relocation:	NA
Preliminary Engineering:	2021
Construction Engineering:	2022
Construction:	2022
Other:	0

Does the project require land acquisition:	Yes
If yes, how many acres:	1.66

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Concrete
Trail width (feet): 10 feet
Pavement depth (inches): 6"

Sub-base material: compacted soil
Project length (miles): 1.15
Sub-base depth (inches): 12"

Is the Segment Located on an identified trail gap in the LRTP: No

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0
Bicycle lane width: 0
Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0
Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

At the December 4, 2017 City Council meeting, the Council approved resolution of support and committed to providing 50% matching funds for the project.

Describe the multipurpose aspects of the project.

The trail is a bike/pedestrian trail. It will be used for recreation, but also for commuters. The trail will connect the Chichaqua Valley Trail into Altoona near Facebook and the Shoppes of Prairie Crossing.

Describe the project's financial plan.

The City of Altoona will provide a 50% match for the project costs, budgeted through our CIP program, using general operating funds.

4. Project Need (Continued)

Describe the maintenance plans for this project.

Routine maintenance and repairs will be budgeted and taken care of through the Parks Department budget. Snow and debris removal and failure repair and replacement will also be performed by the Parks Department.

Describe the quality/significance of the site.

The trail will be constructed along roadways, but back of curb. The land is presently agricultural farm field and we will acquire the easements needed. The area of the project is north of Interstate 80 and will provide an important trail connection to a regional trail.

Please describe the need for the project.

The project will provide an important connection with Altoona and a regional trail. With Altoona being located on the NE fringe of the metro, we only have one current connection to a regional trail. And that connection is on our SW side into Pleasant Hill. This will provide a second regional connection, closer to Ankeny and Bondurant.

Describe the relationship to other regional plans/projects.

Again, this trail will connect to regional trails, the Chichaqua Valley Trail.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

Easements will be acquired from the three property owners. As these properties develop in the future, the trail will serve as their "sidewalk" along the street, thus saving them the extra expense of a separate sidewalk.

Explain any urgency with the implementation of the project.

Altoona only has one connection to a regional trail and this will provide a northern access.

Describe the impact to regional economic development and tourism.

The impact to regional economic development and tourism could be quite large. This trail will allow tourists, employees, and nearby residents to access The Shoppes of Prairie Crossing development, including the Outlet Mall, Bass Pro Shops, and other lodging and dining options. It provides access to nearby attractions such as Adventureland Amusement Park and Prairie Meadows Racetrack and Casino, and the Cinemark movie theater.



The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Additional information you would like to share:

Approximately one third of the trail is currently in unincorporated Polk County. It is our desire to work with the County prior to 2022 in hopes of cost sharing the trail construction and maintenance of this trail.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Ankeny	Date Submitted:	12/7/2017
Contact Person:	Paul Moritz, PE	Phone Number:	515-965-6420
		Email Address:	pmoritz@ankenyiowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title: High Trestle Trail Extension Project

Termini Description: SW Ordnance Road to SE Oralabor Road (Phases 1 and 2)

Estimated Project Cost:	\$2,760,000	STP Request:	\$800,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		

Total Funding Secured: \$600,000

Source of Additional Funds: \$100,000 STBG TAP Funding (FY 2020)
 \$200,000 REAP Funding
 \$200,000 Iowa DOT U-Step Funding
 \$100,000 Iowa DOT 3-R Funding

\$1,360,000 will be funded by the City of Ankeny - Capital Improvements Program (2018-2022)

Project previously applied for TAP funds:	Yes	Project TPMS Number:	35369
Project previously awarded TAP funds:	Yes		

Itemized Costs:

Land Acquisition:	\$600,000
Preliminary Engineering:	\$240,000
Construction Engineering:	\$120,000
Construction:	\$2,400,000
Other:	\$0

Project Development Timeline:

Design & Planning:	1/2016 through 7/2017
Land Acquisition:	Acquired in 2014
Utility Relocation:	4/2019 through 6/2021
Preliminary Engineering:	2/2018 - 12/2018, 12/2020 -
Construction Engineering:	4/2019 - 4/2020, 4/2021 - 4/2022
Construction:	4/2019 - 4/2020, 4/2021 - 4/2022
Other:	0

Does the project require land acquisition: No

If yes, how many acres: 0

Will the project be open to the public: Yes

Will a user fee be charged: No

If yes, how much: 0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Concrete
Trail width (feet): 10
Pavement depth (inches): 6

Sub-base material: Recompacted Granular Rail Bed
Project length (miles): 1.6
Sub-base depth (inches): 18

Is the Segment Located on an identified trail gap in the LRTP: Yes

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0
Bicycle lane width: 0
Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0
Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

The City of Ankeny is enthusiastically supportive of completing the High Trestle Tail Extension. The City of Ankeny regularly completes a citizen survey. These surveys have identified trail connections, both inner community and regional, as the #1 parks/recreation priority for residents. There is significant support for this project from other metro communities, organizations and Polk County as well. When planning for the previous phases of the High Trestle Trail, letters of support were obtained from the Uptown Ankeny Association, Ankeny Market Pavilion, Ankeny Park Board, Polk County Conservation, and the Iowa Natural Heritage Foundation. This vital regional trail connection is recognized by these and many other organizations.

Describe the multipurpose aspects of the project.

The High Trestle Trail is a multi-modal trail designed for bicycling, walking, jogging, roller blading, etc. These uses are prevalent year-round, as the City of Ankeny plows the trail in the winter. This project will extend the trail to the south and facilitate the expansion of these multi-modal uses. The trail connects to Ankeny's historic Uptown District which features numerous locally owned retail/dining establishments. A private sector effort led by the Rotary Club, Uptown Businesses and the Chamber of Commerce recently completed the Ankeny Market Pavilion (AMP) located in Uptown adjacent to the Trail. The new park facility includes two open-air pavilions, restroom, parking and ice rink. It serves as the venue for the Ankeny Farmer's Market, organized trail rides and related community events. This trailhead facility and pavilion is a tremendous amenity for trail users.

Describe the project's financial plan.

The City completed the most recent phase of the High Trestle Trail in 2014. This project extended the trail from First Street south past the AMP facility to SW Ordnance Rd. Well over 50% of the project costs for this phase was funded by Ankeny. Our intent is to complete the two remaining phases of the HTT again with substantial local funding. The project is included in the 2018-2022 Ankeny CIP as two phases with construction set for 2019 and 2021. The city has successfully obtained funding from the REAP program, TAP, and the Iowa DOT which will finance about 22% of the project costs. The City will need to fund the remaining majority of the project costs, offset with the assistance that this TAP funding will provide.

The local contribution to this project includes the value of the 2014 acquisition of the trail right-of-way (R/W). The R/W was acquired from the Union Pacific Railroad through a partnership of Ankeny, Polk County and Iowa Natural Heritage. The City expended \$600,000 to acquire the R/W.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The existing High Trestle Trail (HTT) within Ankeny has been maintained by the City using our Parks and Recreation staff. This proposed phase upon completion will also be maintained by our forces. This includes mowing, cleaning, patching, crack sealing, signage, snow removal and other maintenance activities. New regional trail signing is currently being installed along the trail by Ankeny forces. Ankeny recognizes the high significance of the HTT and provides a commensurate high level of maintenance and upkeep.

Describe the quality/significance of the site.

The project site is naturally tailored for a recreation trail, with construction occurring over the remaining section of abandoned rail bed that runs diagonally through the center Ankeny. The previous segments of the High Trestle Trail within Ankeny were constructed in the same way. Upon completion of this project, the HTT will connect to the Gay Lea Wilson Trail / Neal Smith Trail on the south side of SE Oralabor Road. This will connect these three popular regional trails, which will substantially enhance the regional opportunities for trail users within central Iowa. This significant connection of these trails will remove a critical missing link in the metro area / regional trail system.

Please describe the need for the project.

In 2007, Ankeny completed the Parks, Facilities and Recreation Comprehensive Plan and since that time the city has completed numerous citizen surveys. This public input repeatedly shows that residents rank trail connections as the #1 parks/recreation need in the community. Since the plan's completion, three regional trails have been developed within Ankeny: The High Trestle Trail, the Gay Lea Wilson Trail, and the Oralabor Gateway (Neal Smith Extension) Trail. The development of these trails has been driven by the popularity of using trails for recreation activities. Every trail plan in the metro, including the MPO's "Connect" Plan, emphasizes the importance of linking communities and regional attractions together via trails. Extending the HTT to connect with the other two regional trails strongly supports these plans. Visitors from throughout Iowa are using the High Trestle Trail, and extending it to link to the Gay Lea Wilson and Neal Smith trails will add significantly to its current appeal.

Describe the relationship to other regional plans/projects.

Extending the HTT trail south through Ankeny and connecting it to the Neal Smith and Gay Lea Wilson trails adds a critical link to the 550+ mile Central Iowa Trails System. This trail extension will close the gap between the three trail systems that exists today. This will connect the High Trestle Trail to Saylorville Lake via the Neal Smith Trail and to Des Moines via the Oralabor Gateway/Gay Lea Wilson Trail.

The High Trestle Trail is included in the MPO's "Connect" Plan and the MPO's Bicycle/Pedestrian Facilities Map. This documentation shows the High Trestle Trail extending south from its current terminus point (SW Ordinance Road) and linking with the Neal Smith and Gay Lea Wilson Trails (precisely the scope of this two-phase project).

The service area of the project is statewide in its overall scope as the High Trestle Trail has been given the "Level 1" designation by the MPO Bicycle-Pedestrian Roundtable and is a Level 1 trail in the "Connect" Plan. Visitors from throughout Iowa and beyond are visiting the High Trestle Trail. Linking the HTT to the Gay Lea Wilson and Neal Smith trails will greatly add to its current appeal.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

As previously explained, the right-of-way for the High Trestle Trail was recently acquired by the City of Ankeny through cooperative efforts of Polk County and the Iowa Natural Heritage Foundation. The City contributed \$600,000 of local funding to acquire rights to the right-of-way in 2014 without state or federal funding assistance. The City now holds the property as rail-banked so that no further acquisition efforts will be needed to construct this last segment of the trail.

Explain any urgency with the implementation of the project.

There is obvious strong momentum to connect the High Trestle Regional Trail to Des Moines and the Saylorville Lake facilities via the Gay Lea Wilson Regional Trail and the Neal Smith Regional Trail system. The HTT is already one of the most popular trails within the metro area, and providing this connection will expand the opportunities for trail use, especially for day trips and connectivity to Des Moines, Altoona, Pleasant Hill, Johnston, Saylorville Lake and beyond. Given the trailhead facilities and ample parking provided by the Ankeny Market Pavilion, opportunities for organized bike rides and other regional events will be greatly enhanced. From a safety aspect, completion of this project will provide safe crossings of two very busy state highway facilities (Hwy. 69 and Hwy. 160). Today, trail users must cross these facilities using at-grade crosswalks amid very heavy traffic volumes along a circuitous route.

Describe the impact to regional economic development and tourism.

According to the Iowa Department of Tourism, connecting trails and forming a "system" of regional trails that link communities and high profile destinations/attractions creates a major tourism draw and generates substantial economic impact. The High Trestle Trail Extension project represents the final critical link of the regional trails through Ankeny. Linking the High Trestle, Neal Smith, and Oralabor Gateway/Gay Lea Wilson trails will provide added connections to popular destinations such as Saylorville Lake and downtown Des Moines amenities. This regional trail connection will help to transform the Uptown Ankeny Business District, bringing more people to the historic area for shopping, dining, and entertainment. It will also support the Ankeny Market Pavilion facility. Overall, this project will help to foster tourism, support special events and promote central Iowa as a great place to live, work, and play.

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

Due to Ankeny's commitment to the HTT, a consultant was retained in 2016 to complete a conceptual design for this project. This study showed the need for two major scope additions for the sake of safety and systems preservation: an underpass at the Hwy. 69 crossing and an overpass at the Hwy. 160 crossing. The Iowa DOT subsequently verified the need for these two major facilities. Unfortunately, adding these to the project scope significantly increased the costs over previous estimates. These crossings are estimated at roughly \$1,000,000 each. In spite of this, Ankeny's commitment to completing this project has not waived, as the project included in our current CIP in two phases. Thank you for your consideration of this TAP award, will help make this crucial project a reality.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Bondurant	Date Submitted:	12/7/2017
Contact Person:	Marketa Oliver	Phone Number:	515.967.2418
		Email Address:	moliver@cityofbondurant.com
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	US65 Underpass		
Termini Description:	Grant Street to NE 70th Avenue		
Estimated Project Cost:	\$2,360,000	STP Request:	1,000,000 (\$500K per year for 2 years)
Seeking Funding in Multiple Years:	Yes	How Many Years:	3 Years
Total Request for Multiple Years:	\$1,500,000		
Total Funding Secured:	\$1,030,000		
Source of Additional Funds:	City: \$500,000 USTEP: \$200,000 SRTS: \$80,000 MPO: \$250,000		

Project previously applied for TAP funds:	Yes	Project TPMS Number:	SRTS-U-0747(609)-8u-77
Project previously awarded TAP funds:	Yes		

Itemized Costs:

Land Acquisition:	\$100,000
Preliminary Engineering:	\$110,000
Construction Engineering:	\$150,000
Construction:	\$2,000,000
Other:	\$0

Project Development Timeline:

Design & Planning:	underway
Land Acquisition:	Fall 2020
Utility Relocation:	Fall 2019
Preliminary Engineering:	April 2019
Construction Engineering:	Feb 2021 to Jan 2022
Construction:	Mar 2021 to Dec 2021
Other:	0

Does the project require land acquisition:	Yes
If yes, how many acres:	0.25

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Concrete
Trail width (feet): 10 feet
Pavement depth (inches): 6 inch

Sub-base material: Modified
Project length (miles): 0.2 miles
Sub-base depth (inches): 4 inches

Is the Segment Located on an identified trail gap in the LRTP: Yes

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0
Bicycle lane width: 0
Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0
Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

Local support for this project is widespread throughout Bondurant. The school district is excited at what this project means to the safe travel to and from the school campus west of Grant Street just north of US 65. However the support for underpass project does not stop at the corporate limits.

Just this year for other grant applications for this project, the City has garnered support for the project from:

- The City of Altoona
- Polk County Conservation
- Iowa Natural Heritage Foundation
- Bondurant Chamber of Commerce
- Iowa Heartland Resource Conservation
- The City of Pleasant Hill
- East Polk county Innovation Collaborative
- Bondurant Farrar Community School District
- Bondurant Development Inc.

Support letters are attached for the committees review.

Describe the multipurpose aspects of the project.

This underpass will serve all types of travelers; those using it for recreation, commuting, and kids traveling to school. Bondurant has become a significant hub for cycling with two regional trails passing through the community. To support these important trails and the visitors they draw, the City has built a modern Trailhead Depot and City Park Shelter to provide clean restrooms and sheltered rest areas. A bike repair station and water bottle filling station are also available at the Depot.

The Bondurant Development Inc. Arts and Recreation Subcommittee recently completed Porch Swings and Fireflies, which is a significant interactive public art project near the trail that will provide a gathering spot for visitors and increase interest along the trail.

An important local aspect of closing this gap is that households south of the city will be able to safely cross Highway 65 to reach schools, businesses and civic services. The increased safety will allow students to walk or cycle to the local schools. Adults will be encouraged to travel to businesses, services and events using a trail that is designed for safety and accessibility.

The GLWT includes scenic views of Four Mile Creek, Copper Creek Lake, Strasser Woods (a 40-acre State Preserve), and Sargent Park. The trail also connects with the Chichaqua Valley Trail where the public can experience a quiet retreat with a variety of wildlife and birds. This project will help close one the critical gaps in the metro.

Describe the project's financial plan.

Currently the City has 2 grants totaling \$330,000 and a statement from the district that they support a \$200,000 USTEP grant for the underpass. Additionally, the City Council has programmed \$500,000 into the CIP for this project.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The City of Bondurant has a significant amount of trails and parks within the City and maintains all of these facilities to a high standard. This additional trail and underpass has been planned and the City intends to maintain this area as this will be a high use area and highly visible to Bondurant citizens as well as area commuters and statewide travelers. The structure itself will be periodically inspected by the City's engineer and any repairs recommended for corrective actions included in the City's capital improvements plans.

Describe the quality/significance of the site.

This site connects two sides of Bondurant. The site will connect up to a growing residential area on the east and enable children to easily access safe crossing of a busy state highway, to attend the elementary school located just west of the future underpass. Additionally, it connects the residential side to the commercial amenities of a grocery and convenience store, as well as give them access to downtown Bondurant. No environmental concerns have been noted in this site to date.

Please describe the need for the project.

This location is critical due to the proximity to the new housing south of US 65 and the school campus located west of Grant St. on Garfield St. SW with two elementary schools and a middle school. This area includes community and civic spaces, businesses and places of worship representing different denominations. This trail is an important missing component of the Central Iowa Trails Network. The Gay Lea Wilson Trail, East (and thus this underpass) was envisioned in 1995 Central Iowa Recreational Trails Corridor Study. The Central Iowa Trails Loop was designated as one of the top five Trails of Statewide Significance in a 2000 Iowa DOT study and speaks to three goals listed in the 2006 Statewide Comprehensive Outdoor Recreation Plan, including close to home recreation opportunities, availability of outdoor recreation resources, and enhanced quality of outdoor recreation resources.

Completing this trail gap is important to recreational visitors throughout Iowa. The MPO began a Central Iowa Trail Count program in 2012, with 40 infrared counters to provide a consistent method for collecting trail user data. In 2014, each counter saw an average of 93 counts per day. In 2017, the Bondurant-CVT West trail saw nearly 116 counts per day. People using trails for recreation and commuting will increase as connections are completed between communities. Closing this gap between Bondurant and Altoona and completing the GLW Trail are significant justifications for funding this project.

Describe the relationship to other regional plans/projects.

The Underpass remains a high priority in the City of Bondurant Comprehensive Plan and in the Bondurant Park, Trail and Greenway Master Plan. This trail has also been designated as a Trail Gap by the MPO. It is part of the 2006 Statewide Comprehensive Outdoor Recreation Plan and 2030 Polk County Comprehensive Plan and is designated one of the five Trails of Significance by the Iowa Department of Transportation. The 100-plus mile Central Iowa Trail Loop will connect five existing shared-use paths: Heart of Iowa Nature Trail, Neal Smith Trail, Gay Lea Wilson Trail, Chichaqua Valley Trail, and the Iowa 330 Trail resulting in a continuous loop.

Additionally, The Iowa Trails 2000 Plan and the Iowa in Motion 2040 Plan support completion of this trail. Regionally, the trail segment that is made possible with this underpass project, is recognized as a Trail Gap by the MPO. This project will assist in developing the trail section will become part of the 35-mile loop connecting Bondurant, Altoona, Pleasant Hill, Des Moines, Ankeny, Berwick and rural Polk County. The GLWT connects with other significant regional trails including the High Trestle Trail, the Chichaqua Valley Trail and the Oralabor Gateway Trail in Ankeny.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

The majority of the project falls within the existing street right of ways or grounds owned by the City of Bondurant. The underpass itself falls within US 65 right of way. There is ground owned by the City adjacent to Grant Street for the Porch Swing and Fireflies area for connecting the trail on the north and ground owned by the City south of US 65 for the trail connection to NE 70th Avenue.

A small permanent and temporary easement will be needed on the north side to get the trail from the underpass back up to existing grade. The City has a good relationship with the owner and expects no problems in agreeing to terms for the needed land.

Explain any urgency with the implementation of the project.

As people continue to search for safe, non-motorized connections within communities, constructing this underpass and connecting the GLWT from north to south of US 65 has become a priority. According to the Iowa DOT, the increasing number of automobiles on the nation's roadways causes congestion, especially in urban areas, where non-motorized transportation modes are most viable. The closer and more accessible a trail is to local residences and destinations, the more likely it is that pedestrians and cyclists will choose to travel by bicycle or foot instead of driving.

Completing the US 65 Underpass and setting up for the completion of the GLWT will allow people to connect to existing shared-use paths: Heart of Iowa Nature Trail, Neal Smith Trail, Chichaqua Valley Trail, and the Iowa 330 Trail. Trail users will pass through endpoints in Des Moines, Altoona, Pleasant Hill, Ankeny, and Bondurant.

Describe the impact to regional economic development and tourism.

Trails have a positive economic impact and Bondurant has benefitted from being the gateway to the Chichaqua Valley Trail. Bondurant as a hub for the GLWT and the Chichaqua Valley Trail has already benefited from completed trail connections. Founder's Irish Pub in downtown Bondurant opened in 2012 because of the City's commitment to completing the CVT connections. Founder's Irish Pub in Bondurant and Yankee Clipper in Ankeny collaborate and co-host a Thursday bike night with food and drink encouraging people to support local businesses.

Reclaimed Rails Brewing Company thrives in downtown Bondurant and Box Car restaurant opened this fall. All of this sparks interest in other development in the area. The owners of Reclaimed stated Bondurant's increasing trail connections were a significant factor in the decision to locate in Bondurant. The Farmers Market operates across from the Trailhead Depot for the trail access for pedestrians. Other established businesses benefitting from trails include Brick Street Market and Café, Legacy Bank and Casey's General Store. The Arts and Recreation Committee holds significant public art projects near the trail.

Tourism is a viable economic development model for rural communities with amenities and assets to build upon. Research conducted by ISU in 2012, spending in park and trail recreational spending contributes more than \$2 billion of economic activity supporting 31,000 jobs in Iowa.

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

Thank you for your consideration. This is a worthy project that will benefit the entire region.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the [Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Polk County	Date Submitted:	12/6/2017
Contact Person:	Adam Fendrick	Phone Number:	515 323 5356
		Email Address:	adam.fendrick@polkcountyiowa.g
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Trail Connection between the High Trestle and Neal Smith Trails		
Termini Description:	NW 58th Avenue and the Neal Smith Trail at Big Creek State Park		
Estimated Project Cost:	\$1,892,000	STP Request:	\$500,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$700,000		
Source of Additional Funds:	Polk County Conservation has dedicated \$700,000 toward this trail connection in the 2021 and 2022 fiscal years		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	NA
Preliminary Engineering:	\$126,000
Construction Engineering:	\$95,000
Construction:	\$1,573,000
Other:	\$98,000

Project Development Timeline:

Design & Planning:	2020
Land Acquisition:	NA
Utility Relocation:	NA
Preliminary Engineering:	12/2017-06/2018
Construction Engineering:	06/2018 - 06/2022
Construction:	05/2021 -06/2022
Other:	0

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Concrete
Trail width (feet): 10 feet
Pavement depth (inches): 6 inches

Sub-base material: compacted earth
Project length (miles): 2.3 miles
Sub-base depth (inches): 12 inches

Is the Segment Located on an identified trail gap in the LRTP: Yes

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0
Bicycle lane width: 0
Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0
Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

This trail connection has been on the short list of desirable projects for years and most trail agencies have anticipated its completion. The need for trail facilities in the northern section of Polk County has been growing with each subdivision. The increased residential areas, recreational activity associated new trails, State and Federal parkland, and the recently completed High Trestle Trail have all contributed to increased bicycle and pedestrian use. This proposed linkage is supported by the managing agencies at Big Creek and the Saylorville Reservoir, the Cities of Ankeny and Des Moines, the High Trestle Trail Management Committee, and the Metropolitan Trails and Greenways Advisory Board. Polk County Conservation is committed to completing this project and will dedicate the necessary resources to do so.

Describe the multipurpose aspects of the project.

In addition to the creation of a 30 mile trail loop, this project will provide additional access to the length of the High Trestle, Neal Smith, Oralabor, and Chichaqua Valley Trails enabling users to use a safe ADA accessible trail-connector that eliminates the need for an on-road connection that is challenging and dangerous for citizens with a mobility impairment.

Describe the project's financial plan.

Polk County Conservation is committed to building this trail connection. The trail will be constructed within County owned ROW and as such there are no acquisition costs involved. PCC has dedicated \$700,000 toward the construction, the Corps of Engineers has made a verbal commitment to assist with the trail and signage within the federally owned portion although they cannot commit funding for a fiscal year that has not been funded. They are willing to help should their budget allow. The timeframe envisioned for this project allows PCC to seek the additional funding necessary through grants and donations to complete the project by the end of 2020.

4. Project Need (Continued)

Describe the maintenance plans for this project.

Polk County Conservation maintains nearly 50 miles of paved trail at high standard. PCC crews will inspect and maintain the new trail connector to the same high standards.

Describe the quality/significance of the site.

The route from east to west is mostly adjacent to cropland and not particularly scenic except at the western end within Big Creek Park. The real significance of the trail is the location in a rapidly developing part of the county. The area where the connector is located was recently annexed by Polk City and the land south and west is slated for development. This is one of the few routes available for a trail link. It is the last unpaved section of the American Discovery Trail route in Polk County. Establishing the trail corridor prior to development is exceedingly important. Retrofitting a trail into a built environment is difficult, costly, and sometimes impossible.

Please describe the need for the project.

The High Trestle Trail is a very popular trail, as is the Neal Smith. High user numbers on each indicate that when the link is completed a substantial number of users from both trails and anticipated new users will use this link. The High Trestle Trail has 40-50,000 to the east and the Neal Smith has a 60,000 user count. The 100,000 + users per year on these two trails will surely increase with the completion of the link, taking advantage of increased recreational, economic, and health benefits. As the Metro continues to expand northward the need for non-motorized transportation options will increase dramatically. The time to properly construct a new trail corridor is prior to the area becoming congested and options restricted.

Describe the relationship to other regional plans/projects.

As previously mentioned, this is a link forming a 30 mile loop utilizing the Neal Smith, Oralabor, and High Trestle Trails. It also lends utility to other regional trails and paves the last unpaved section of the American Discovery Trail in Polk County.

It is identified as a gap on the MPO Bicycle Pedestrian map. The proposed connector pertains to the Connect Plan's objective 2: "Eliminate gaps in existing bicycle and pedestrian system" and the Tomorrow Plan's Goal 2: "Improve the regions Environmental Health and Access to the Outdoors".

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

All of the new trail will be on County owned land except the far western portion at the junction to the Neal Smith Trail. That short section is within Big Creek State Park which is owned by the Federal government.

Explain any urgency with the implementation of the project.

As previously stated development of this trail section and establishment of that "trail corridor" is best done prior to development. If a trail is present the corridor can be preserved and has priority over other uses.

Describe the impact to regional economic development and tourism.

This project will link one of the areas oldest trails to one of the newest. Every new trail brings a surge of economic activity to the area where it is built and increases land values. The response of the to the Neal Smith trail many years ago and more recently to the High Trestle Trail has shown they bring trail users to communities and attractions all along their lengths. Connecting the two trails will bring an influx of users to Polk City and Ankeny as well as adding value to any new residential or commercial development close to the combined trail system.



The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

No

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

0

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	12/8/2017
Contact Person:	Colby Fangman	Phone Number:	515-248-6357
		Email Address:	cjfangman@dmgov.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Carlisle Trail Connection		
Termini Description:	Easter Lake Spine Trail at E. Army Post Road to Des Moines municipal boundary at SE 38th Street		
Estimated Project Cost:	\$2,500,000	STP Request:	\$600,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	\$800,000		
Total Funding Secured:	\$800,000		
Source of Additional Funds:	\$800,000 in Capital Improvements Program FY 2022 CIP - \$600,000 FY 2023 CIP - \$200,000		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	\$200,000
Preliminary Engineering:	\$75,000
Construction Engineering:	\$250,000
Construction:	\$1,725,000
Other:	Inspection & Project Management: \$250,000

Project Development Timeline:

Design & Planning:	10/2019 - 10/2021
Land Acquisition:	01/2021 - 10/2021
Utility Relocation:	TBD
Preliminary Engineering:	01/2019 - 10/2019
Construction Engineering:	02/2022 - 12/2022
Construction:	02/2022 - 12/2022
Other:	Project Close Out: 12/2022 - 08/2023

Does the project require land acquisition:	Yes
If yes, how many acres:	4.8 ac (Assuming 7,000' LF @ 30' width)

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Asphalt
Trail width (feet): 10 Feet
Pavement depth (inches): 6 Inches (Iowa SUDAS)

Sub-base material: Crushed Aggregate, Modified as Necessary
Project length (miles): 2-2.5 Miles
Sub-base depth (inches): 4 Inches (Iowa SUDAS)

Is the Segment Located on an identified trail gap in the LRTP: Yes

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0
Bicycle lane width: 0
Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0
Proposed street trees: 0
Variety of trees planted: 0
Spacing of trees (feet): 0
Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

The proposed Carlisle Trail Connection garners strong support from citizens of the region and an array of government entities as well. Representatives of citizen groups such as the Easter Lake Area Neighborhood Association and the Trails and Greenways Advisory Committee have demonstrated their approval of the project by providing letters of support. In 2015 the City of Des Moines conducted a "Community Interest and Opinion Survey" to determine citizen's needs and priorities for parks and recreation programs and facilities. This survey showed that city-managed trails were overwhelmingly used, needed, supported, and highly-requested. When asked about park and recreation needs, 73% of responding households chose walking and biking trails as their number one need out of 27 options. When projected to the entire city population, 73% would equate to approximately 150,000 residents. When asked what facility was the most important to the household, walking and biking trails retained the number one spot out of 27 options with 43% of respondents ranking trails in the top four facilities, more than twice the next highest option.

Several governmental entities outside of the City of Des Moines have also demonstrated their support for the project. Polk County Conservation, the City of Carlisle, Warren County Conservation, District 33 Representative Brian Meyer and District 17 Senator Tony Bisignano have all provided letters of support and encourage funding this trail link with TAP grants.

Describe the multipurpose aspects of the project.

Given its peri-urban context and positioning in the Central Iowa Trail Network, the proposed Carlisle Connection will serve commuters and recreational users as well. Once completed, the connection will create viable bicycle commuting and DART Bike & Ride options between Downtown and the City of Carlisle, which is approximately 10 miles away, a reasonable bicycle commuting distance. Beyond transportation alternatives, the connection will offer various leisure and fitness opportunities. The trail will be for non-motorized uses only, ensuring the safety of bicyclists, skaters, runners, and walkers. Des Moines' trails are used for running races, fundraising walks, organized bicycling rides, school P.E. classes, and tri-athalons. Completing the Carlisle Connection will afford these opportunities to the southeast side of the metropolitan area as well. The trail will be constructed in compliance with the Americans with Disabilities Act and the Iowa SUDAS Manual to ensure that the facility will be accessible by the widest array of users possible.

Constructing trails also provides the city a multitude of less obvious benefits to include citizens saving on health and medical costs, increased property values, increased tourism expenditures and additional tax receipts from special events held on the trail facility. These aspects can accumulate to improve quality of life in the region, and they will become even more impactful as resident populations grow in Easter Lake area.

Describe the project's financial plan.

With funding in place for Phase 2 of the Des Moines River Trail, the Carlisle Trail Connection has become the City's highest priority trail gap as identified by the MPO. The City of Des Moines has committed \$800,000 dollars of Capital Improvement Project (CIP) funding over two years (FY2022 & FY2023) which would fund 32% of the total project cost. We are seeking the same funding through TAP grant dollars – 32% of the total project cost over two years (FY2022 & FY2023). Based upon our experiences with financial planning for the Des Moines River Trail, we anticipate the remaining 36% will become available through a combination of funding from the Iowa Department of Natural Resource's Resource Enhancement and Protection Program, the Iowa Department of Transportation's State Recreation Trails Program and / or additional grant funding yet to be identified.

Furthermore, the City of Des Moines is fully aware that planning, designing and building this trail are just the preliminary costs. To ensure the longevity of our trail facilities, the City budgets and staffs for on-going high levels of maintenance for our entire trail system.

FY 2022 CIP - \$600,000 (CDM)
FY 2022 TAP - \$600,000 (MPO)
FY 19 REAP - \$300,000 (IDNR)
FY 19 SRT - \$300,000 (IDOT)
FY 2023 CIP - \$200,000 (CDM)
FY 2023 TAP - \$200,000 (MPO)
TBD Grants - \$300,000

4. Project Need (Continued)

Describe the maintenance plans for this project.

Trail maintenance is a top priority of the City of Des Moines Park and Recreation Department, and considering the number of users that benefit from the trails system, on-going maintenance will continue to be a top priority.

The City currently maintains approximately 63 miles of multi-use recreation trails. Maintenance activities are carried out in a regular rotation throughout the entire year by staff dedicated to these tasks, including but not limited to: removing trash and debris; plowing snow in the winter; mowing in the spring, summer and autumn; trimming trees and brush; removing invasive species within the trail corridors; sweeping the trail as necessary throughout all seasons; repairing or replacing any deficient trail surface materials; checking and replacing lighting; and checking and replacing signage.

Beyond day-to-day use and standard seasonal tasks, extreme weather events often have a significant impact on the trail system. To ensure resiliency, we budget and staff for the results of high winds, flooding, snow and ice. As the trail system has grown, our department has also learned to plan, design and construct projects in a way which minimizes the effects of such events on the trails.

Describe the quality/significance of the site.

The most significant attribute of this connection is its context within the Central Iowa Trail Network. With funding in place to complete the Des Moines River Trail to Easter Lake, the Carlisle Connection is the last large segment required to connect the Summerset National Recreation Trail to the Neal Smith National Recreation Trail which extends to Saylorville and beyond. A person traveling along the entire route would experience the best our region has to offer with parks, river greenbelts, urban destinations, blossoming residential areas and picturesque views of Iowa's agricultural landscape.

The landscape condition explicitly within the corridor of the Carlisle Trail Connection is currently dominated by agricultural uses amidst variable topography, but the MPO's population change mapping predicts significant residential infill in the following decades. Establishing this arterial trail connection prior to residential infill will allow neighborhood connections to be planned and constructed in a more logical manner.

The final alignment will be sensitive to potential environmental impacts and will responsibly reduce impacts that flooding could have on both regular maintenance and larger efforts caused by extreme weather events. Wetlands, significant trees and other high-value habitats, as identified in the MPO Natural Areas Map, are to be preserved to the greatest degree possible and will contribute to the trail use experience.

Please describe the need for the project.

The Carlisle Trail Connection fills a known gap identified in the Des Moines Area MPO's Long Range Transportation Plan, Mobilizing Tomorrow. The project will advance the Carlisle Connection as far as possible within the City's municipal boundary, leaving just one mile to fully complete the connection to Carlisle. The need to complete this connection is threefold.

1. Many of the trails in SE Des Moines are contained within Easter Lake Park or Ewing Park, therefore the region is somewhat fragmented. The Des Moines River Trail and Ackelson Trail address this issue to the north, but the Carlisle Connection is a much-needed segment to continue this progress to the southeast.
2. Per population and employment growth maps created by the MPO, the southeast region is poised for extensive population growth, but limited employment growth. This connection needs to be in place prior to significant residential infill to allow neighborhood connections to be planned and constructed in a more logical manner while also offering immediate transportation alternatives.
3. This trail gap inhibits the potential for a symbiotic relationship between the businesses in Des Moines, Carlisle and Indianola, and thus represents opportunity costs. The distance between the Downtown and Carlisle is conducive for commuting, leisure shopping and dining, while the distance from the Downtown to Indianola would be attractive to those looking for a full day recreational trail experience.

Describe the relationship to other regional plans/projects.

The Mobilizing Tomorrow plan clearly shows the Carlisle Connection on the regional trail gap map in Chapter 4. This chapter also states that identified trail gaps should be TAP funding priorities as targeted projects which will help to achieve the plan's performance targets.

The CONNECT plan also clearly identifies the Carlisle Connection as a planned facility. The installation of this missing link will help to fulfill objectives outlined in the goal for chapters System, Pedestrian, Bikeway, Trail and Implementation.

From the Preamble to the Guiding Principles, the Carlisle Connection will help achieve the vision outlined in The Tomorrow Plan. Its completion supports: Goal 1 - Create a resilient regional economy, by contributing to multimodal access in the region and encouraging economic growth and retention via tourism and recreational spending; Goal 2 - Improve the Region's Environmental Health and Access to the Outdoors, by providing close-to-home opportunities for outdoor recreation; and Goal 3 - Further the Health and Well-Being of All Residents in the Region, by offering transportation alternatives and healthful recreational opportunities.

A shared-use path from Des Moines to Carlisle is explicitly recommended in the Des Moines Bicycle and Pedestrian Master Plan (2011) which was adopted by City Council. The master plan presents a twenty-year vision of a fully-developed bicycle system throughout the city serving area youth, commuters, residents and visitors.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

Land acquisition for this trail segment has not yet begun. In addition to the City of Des Moines and State of Iowa, there are three to five property owners that may be involved, depending upon the final alignment of the trail. The trail route shapefile submitted for this application consists of 30.28% public land and 69.72% private land. The City will work with potentially impacted property owners throughout the design phase to identify the best trail alignment for all parties and to finalize land acquisitions or easements as necessary. Our in-house Real Estate Division and Legal Department are skilled and well-versed in this process as they have gone through it many times for other trail projects.

Identifying willing partners and conserving productive agricultural land will both be important considerations in determining the final alignment. Our timeline and budget accounts for the resources required to secure the right-of-way for this trail facility.

Explain any urgency with the implementation of the project.

Completely filling the Des Moines to Carlisle gap would connect the Summerset National Recreation Trail with the Neal Smith National Recreation Trail, thus offering trail connectivity from the SE corner of the metropolitan area to the NW corner and beyond. There are strong trail network connections throughout the western half of the metro, but the southeast is clearly fragmented. Funding this project, which is supported by citizen groups and neighboring governmental organizations, will ensure steady progress continues in connecting the underserved southeast region.

It is urgent that Des Moines secures funding for this connection to prevent a long, multi-year pause in continuing the region's progress. Phase 3 of the Ackelson Trail at Easter Lake was completed this year, and construction of the Des Moines River Trail Phase 2 is slated to begin in 2019. Best-case scenario, this leaves a 2-3-year time gap before additional progress is made in completing the connection to Carlisle via this project. Failing to secure sufficient external funding will extend this waiting period.

Considering the southeast region's projected population growth, but limited employment growth, it is urgent that alternative transportation options be in place prior to significant residential infill. An established, arterial trail route would allow neighborhood connections to be planned and constructed in a more logical manner while offering immediate transportation alternatives and recreation options.

Describe the impact to regional economic development and tourism.

Once complete, the Carlisle Connection will tie the SE metropolitan area into the larger Central Iowa Trail Network, thus generating new users, economic opportunities and improving the livability of developing neighborhoods. The distance between the Downtown and Carlisle is conducive to commuting, leisure shopping and dining trips, while the distance from the Downtown to Indianola would be attractive to those looking for a full day trail experience.

A 2013 study on the Economic Impacts of Parks & Recreation in Des Moines stated that the total projected economic impact of Des Moines, IA trails was just over \$15 million and produced 214 jobs. The study further explained that much of the spending was in the lodging, restaurant/bar and transportation/gas categories. The same study indicated that the direct use value of Des Moines' residential trails as being over \$435,000. Lastly, the study showed significant health benefits; it estimated that in total, Des Moines Park & Recreation users are to save \$19,472,194 in overall healthcare costs.

A 2012 study on the Economic and Health Benefits of Bicycling in Iowa found that across the state, the economic impact of commuter cyclist is \$51,965,317 in direct and indirect spending and \$13,266,020 in healthcare cost savings. The same study found that the economic impact of recreational cyclist is \$364,864,202 in direct and indirect spending and \$73,942,511 in healthcare cost savings. This route will serve both use types.

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Yes

Additional information you would like to share:

A project description and route map was submitted to DART (Carl Saxon) for review on 12/04/2017.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the [Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	12/8/2017
Contact Person:	Larry Edris	Phone Number:	515-248-6355
		Email Address:	Lfedris@dmgov.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Raccoon River Trail		
Termini Description:	SW 5th Street Bridge to Gray's Station development at approximately SW 14th Street		
Estimated Project Cost:	\$550,000	STP Request:	\$300,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$250,000		
Source of Additional Funds:	City of Des Moines Capital Improvements Program (CIP) Funding		
	FY 2021 CIP - \$50,000		
	FY 2022 CIP - \$200,000		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	\$0
Preliminary Engineering:	\$10,000
Construction Engineering:	\$30,000
Construction:	\$230,000
Other:	\$30,000 - Project management and inspection

Project Development Timeline:

Design & Planning:	10/2020 - 10/2021
Land Acquisition:	N/A
Utility Relocation:	N/A
Preliminary Engineering:	10/2021 - 04/2022
Construction Engineering:	04/2022 - 12/2022
Construction:	04/2022 - 12/2022
Other:	Project Close Out: 12/2022 - 04/2023

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Asphalt
Trail width (feet): 10 Feet
Pavement depth (inches): 6 inches (Iowa SUDAS)

Sub-base material: Compacted Clay (Levee)
Project length (miles): .75 Miles (4,000 Feet)
Sub-base depth (inches): N/A

Is the Segment Located on an identified trail gap in the LRTP: No

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0
Bicycle lane width: 0
Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0
Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

Strong support for the Raccoon River Trail comes from government leadership, citizens and the business community. Polk County Conservation, the Downtown Neighborhood Association, Hubbell Realty Company, District 17 Senator Tony Bisignano, and District 34 Representative Bruce Hunter have all provided letters of support and encourage funding this trail. In addition, our Park and Recreation Board, via the Chair of its Trails and Greenways Committee, has also submitted a letter of support.

Further, the City of Des Moines conducted a "Community Interest and Opinion Survey" in 2015 to determine the need and priorities for parks and recreation programs and facilities. Survey results showed that trails were overwhelmingly the highest used, needed, supported, and requested park and recreation facilities in the City of Des Moines. When asked about their park and recreation needs, 73% of respondent households chose walking and biking trails as their number one need out of 27 different options. When asked what facility was the most important to the household, walking and biking trails retained the number one spot out of 27 options with 43% of respondents ranking trails in the top four facilities, more than twice the next highest.

Finally, future residents of Gray's Station, which is projected to be up to 5,000 people, are certain to support the construction of this trail connection.

Describe the multipurpose aspects of the project.

The Raccoon River Trail will offer various recreational, fitness and transportation opportunities to metro-area residents and visitors. The trail is for non-motorized uses only, ensuring the safety of bicyclists, in-line skaters, runners, and walkers. Additionally, the benefits that the new trail will bring to local and regional citizens are broad, encompassing health, wellness, recreation, economics and beyond.

Des Moines' trails have been used for running races, fundraising walks, organized bicycling rides, school P.E. classes, biathalons, and triathalons. Completion of the Raccoon River Trail will help to provide these opportunities to the popular downtown area as well.

Trails are also being used increasingly as an alternative form of transportation as more of them are linked together into a cohesive system that includes a developing on-street bicycle facility network, allowing residents to make use of trails to commute to work, shopping, or other daily needs.

This trail, like all of the City's paved trails, will be constructed in compliance with the Americans with Disabilities Act, which enables use by persons with disabilities. Another benefit of ADA-compliant trails is that they create an easier path for parents to push strollers or cyclists to pull child trailers, and therefore create a family-friendly activity. There is no fee or special equipment required for use of the trail; they are open everyone regardless of economic status, age, or disability.

Describe the project's financial plan.

The City of Des Moines has committed \$250,000 dollars of Capital Improvement Project (CIP) funding over two years (FY2021 and FY2022) which funds more than 45% of the total project cost. We are seeking additional funding through TAP grant dollars – just under 55% of the project cost over one year (FY2022).

It is also a reality that the overall City budget has gone through challenging years with many projects not able to move forward in a timely manner without grant assistance. Projects in which grant dollars are available are given priority over those without grant or private assistance. Grants such as this are an absolute necessity if we are to continue to complete trail projects.

Additionally, the City is fully aware that planning, designing and building this trail are just the preliminary costs. We budget and staff for an on-going high level of maintenance for our entire trail system, which will include the Raccoon River Trail once this missing link is complete.

4. Project Need (Continued)

Describe the maintenance plans for this project.

Trail maintenance is a top priority of the City of Des Moines Park and Recreation Department. And, considering the number of users who benefit from the trail system, on-going maintenance will continue to be a top priority.

The City currently maintains approximately 63 miles of multi-use recreation trails. Maintenance activities are completed in a regular rotation throughout the entire year by staff dedicated to these tasks, including but not limited to: removing trash and debris; plowing snow in the winter; mowing in the spring, summer and autumn; trimming trees and brush; removing invasive species within the trail corridors; sweeping the trail as necessary throughout all seasons; repairing or replacing any deficient trail surface materials; checking and replacing lighting; and checking and replacing signage.

Beyond day-to-day use and standard seasonal tasks, extreme weather events often have an effect on the trail system. We budget and staff for the results of high winds, flooding, snow and ice. We have also learned as the trail system has grown to plan, design and construct to minimize effects of such events on the trails and are already taking this into consideration for the Raccoon River Trail alignment.

Describe the quality/significance of the site.

Gray's Station is a new 75-acre mixed-use urban neighborhood that will prioritize pedestrians and cyclists over cars and aims to mesh natural areas with dense walkable housing, thus making this trail an ideal connector. Thoughtful environmental design is one of the primary goals of the development which will feature two main parks linked by a series of greenways, an internal network of trails, and a string of wetlands and ponds to filter storm water before it flows into the river. The wetlands will function like park space with areas for bird watching and fishing and will provide an opportunity for people to learn about water quality and wildlife.

The Raccoon River Trail will be constructed along the Raccoon River greenbelt, which offers scenic views of both the Raccoon River and of Gray's Lake Park, a 167 acre park with a 1.9 mile trail encircling the 100 acre lake. Wetlands, significant trees and other high-value habitat will be preserved to contribute to the overall trail experience. A person traveling along the entire route would experience some of the best our region has to offer with parks, river greenbelts, urban destinations, blossoming residential areas and picturesque views of Gray's Lake Park, the Raccoon River, and Des Moines Water Works Park.

Portions of this route have been impacted by human activity, including camping and dumping. It is anticipated that the trail development will help to clean up the site and bring more positive elements to the area.

Please describe the need for the project.

Gray's Station will feature more than 1,100 housing units and is projected to bring 3,000 to 5,000 new residents to the area. It will feature two commercial districts and a mix of apartments, condos, townhouses, and single-family homes which will provide housing and jobs for a wide range of age groups with a wide range of incomes. With one of the main goals being walkability, the development will feature a network of protected bike lanes and trail which will form a grid through-out the neighborhood.

The Raccoon River Trail will serve as a primary connection from this new neighborhood to downtown Des Moines and to the existing 550-mile Central Iowa Trail System. It will take the estimated 3,000 to 5,000 residents of Gray's Station to Principal Park, Brenton Skating Plaza, the Greater Des Moines Botanical Gardens, and the Principal Riverwalk. In addition, it will connect residents to regional destinations such as Gray's Lake Park, Waterworks Park, Raccoon River Park, James W. Cownie Soccer Park, James W. Cownie Baseball Park, Easter Lake Park, and Saylorville Lake.

In September 2017, the City participated for the eighth time in the National Bicycle and Pedestrian Documentation Project. The survey showed that the number one reason people choose to use a particular route is because it is accessible or nearby; therefore, the people most directly impacted by the completion of this trail are the residents and visitors of Gray's Station.

Describe the relationship to other regional plans/projects.

Several local and regional plans refer to the need for trails in the community. The Raccoon River Trail helps to achieve the vision outlined in Mobilizing Tomorrow by supporting Goal 1 – Enhance multimodal transportation options and Goal 4 – Further the health, safety, and well-being of all residents in the region.

From the Preamble to the Guiding Principles, the Raccoon River Trail will help achieve the vision outlined in The Tomorrow Plan. Its completion supports: Goal 1 - Create a resilient regional economy, by contributing to multimodal access throughout the region and encouraging growth and retention of existing companies; Goal 2 - Improve the Region's Environmental Health and Access to the Outdoors; and Goal 3 - Further the health and well-being of all residents in the region.

Des Moines Bicycle and Pedestrian Master Plan (2011) was adopted by City Council as an element of the City's overall 2020 Community Character Plan and presents a twenty-year vision of a fully-developed bicycle system throughout the city, serving residents, commuters, children, and visitors. The bicycle and trail network will connect neighborhoods, schools, public facilities, business districts, and environmental features. The Raccoon River Trail supports the plan by meeting Goal 2 – Increase the number of people bicycling for transportation and recreation and Goal 5 – Improve the health and physical fitness of the City of Des Moines residents.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

All of the property for the trail corridor is currently owned by the City of Des Moines.

Explain any urgency with the implementation of the project.

The first phase of the development of Gray's Station, which includes clearing, grading, demolition of existing structures, and environmental remediation on the property is currently underway. The construction of the initial housing units at the north end of the site is anticipated to begin in the spring of 2018. The first tenants are anticipated to start moving in as early as the spring of 2019. Construction of the internal trail system will begin with the initial housing units and will be completed as future phases are constructed.

The levee on which the trail will be built is planned to be raised as part of the Des Moines Flood Mitigation Program which is a multi-year project to raise the levees along both the Raccoon and Des Moines Rivers. The section of levee on which the Raccoon River Trail will sit is part of Phase B and is scheduled to be completed by the fall of 2020.

To minimize costs and to ensure that the Raccoon River Trail is in place before the Gray's Station's internal trail system is completed, planning for the new trail should begin as soon as the levee is completed in the fall of 2020 with construction of the trail starting as soon as the funding is in place in 2022. This will ensure that the residents of Gray's Station are immediately connected to both the downtown and to the Central Iowa Trail System which is key to the success of the neighborhood.

Describe the impact to regional economic development and tourism.

Expanding and completing trail connections within the City attracts visitors to the metro area to recreate on the extensive trail system. This current system effectively connects the downtown area with suburban and rural areas to the north, west, and southwest. These tourists positively impact the local economy as they rent hotel rooms, eat at local restaurants, and visit points of interest and entertainment. Local businesses and attractions have and will continue to see new economic opportunities as more trails are developed and users stop at nearby establishments. The Raccoon River Trail is needed to bring these same benefits to the residents of the new Gray's Station development.

Additionally, Des Moines' trails are frequently used for running races, bicycling events, fundraising walks, school P.E. classes and field trips, biathlons, and triathlons. Installation of the Raccoon River Trail will enhance these activities. Many people come from out-of-town to attend these special events and spend money at hotels, restaurants, local stores and gas stations. The Des Moines Escape Triathlon, with nearly 3,000 athletes and 25,000 spectators, is estimated to have a \$4.5 million impact on the local economy.

A 2013 study conducted by the University of Northern Iowa on the Economic Impacts of Parks & Recreation in Des Moines stated that the total projected economic impact of Des Moines, IA trails was just over \$15 million and produced 214 jobs.

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Yes

Additional information you would like to share:

Project description, project information, and project map submitted to Carl Saxon with DART on Monday, December 4th.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the [Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Des Moines	Date Submitted:	12/1/2017
Contact Person:	Kyle Larson	Phone Number:	515-283-4164
		Email Address:	knlarson@dmgov.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	6th Avenue Streetscape - Phase 2		
Termini Description:	College Avenue to University Avenue		
Estimated Project Cost:	\$2,400,000	STP Request:	\$500,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	2 Years
Total Request for Multiple Years:	\$800,000		
Total Funding Secured:	\$650,000		
Source of Additional Funds:	\$300,000 - Transportation Alternatives Program FY2020 \$350,000 - Private Funding Raised by 6th Avenue Corridor		

Project previously applied for TAP funds:	Yes	Project TPMS Number:	35374
Project previously awarded TAP funds:	Yes		

Itemized Costs:

Land Acquisition:	\$0
Preliminary Engineering:	\$200,000
Construction Engineering:	\$200,000
Construction:	\$2,000,000
Other:	\$0

Project Development Timeline:

Design & Planning:	4/2010-1/2019
Land Acquisition:	N/A
Utility Relocation:	5/2019-5/2020
Preliminary Engineering:	1/2019-12/2019
Construction Engineering:	1/2020-12/2020
Construction:	3/2021-11/2021
Other:	0

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: Streetscape

Trail/Shared-Use Path Design Elements

Pavement Material: 0 Pavement depth (inches): 0

Trail width (feet): 0

Sub-base material: 0 Sub-base depth (inches): 0

Project length (miles): 0

Is the Segment Located on an identified trail gap in the LRTP: 0

On-Street Facility Design Elements

Type of bicycle lane: 0 Bicycle lane width: 0

Project length (miles): 0

Existing bicycle signals: 0 Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: No Proposed street trees: Yes

Variety of trees planted: Mix of ornamental understory and overstory trees in appropriate varieties to compliment the corridor and landscape design.

Spacing of trees (feet): Generally 30' or less

Additional landscaping: The project will include relatively low maintenance, native landscaping. The landscaping will primarily be located in the rain gardens and bioretention areas. The perennial landscape materials will be carefully selected to ensure that they support the green infrastructure system but also are salt tolerant.

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? Yes

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
The project will include curb cut rain garden and bioretention areas to capture and infiltrate up to moderate rainfall amounts. These areas will include appropriate native landscape plantings. Heavier rainfall amounts will be allowed to flow through the rain garden and bypass into a storm sewer drain.

Does the project use traffic calming measures? Yes

Describe how the project uses traffic calming measures?
6th Avenue currently functions as a 5 lane roadway, including 4 travel lanes and a shared center turn lane. The streetscape project proposes to reduce the number of lanes from 5 to 3, to include two travel lanes and a shared center turn lane. In addition, bump outs will be located at intersections to further improve pedestrian safety. Dedicated parking will also be present along the curb that along with the bump outs will introduce side friction to further calm traffic and slow speeds.



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

The project has brought together a number of local partners to support the project. These partners include the 6th Avenue Corridor, Inc., Mercy Hospital, The Wellmark Foundation, Bankers Trust, Prairie Meadows, DMAACC, the River Bend and Cheatom Park Neighborhood Associations, the Iowa Great Places Program, Polk County, and the City of Des Moines. These entities worked together to develop the streetscape master plans and continue to work together to fundraise for the project.

Describe the multipurpose aspects of the project.

The project will include a 14' shared use path on the west side of the roadway to be used by bicyclists and pedestrians. The project will also incorporate DART bus stops and shelters. The proposed project supports DART Forward 2035 Plan, The Tomorrow Plan, PlanDSM, as well as the City of Des Moines' effort to have more complete streets throughout the City. The 6th Avenue Corridor is a vital link that connects downtown with the Des Moines River, the Neal Smith Trail, and other parks and greenways along the Des Moines River.

Describe the project's financial plan.

The City of Des Moines continues to commit \$1 million annually in the City's Capital Improvement Program (CIP) for streetscape projects. A portion of these funds will be made available for this project. If awarded in full, the FFY22 STP TAP grant would be the second and final request for Phase 2 of this project and secure the full two-year request of \$800,000 for this important project.

4. Project Need (Continued)

Describe the maintenance plans for this project.

A Self-Supported Municipal Improvement District (SSMID) will be created to fund the operation and maintenance of the project.

Describe the quality/significance of the site.

6th Avenue is a designated Iowa Main Street District. The corridor was also recently designated as an Iowa Great Place and received a community challenge grant to go toward the first phase of the project. In addition, 6th Avenue was selected by the EPA to participate in the Greening America's Capitals (GAC) Program. The EPA's GAC program provided technical assistance to create a sustainable vision for the project that incorporates green infrastructure and other sustainable design solutions.

Please describe the need for the project.

The existing sidewalk conditions are a serious concern. The sidewalks are as narrow as 3 feet in several locations along the corridor. There are instances where street sign poles and utility poles are located in the middle of the narrow sidewalk. These poor pedestrian conditions are the result of the roadway that has been expanded multiple times throughout the years within the limited right-of-way. The project will correct these issues and address the safety concerns that represent a critical need for this neighborhood and corridor.

Describe the relationship to other regional plans/projects.

The project closely relates to both The Tomorrow Plan, PlanDSM, and the DART Forward 2035 Plan. This project supports the implementation of The Tomorrow Plan and PlanDSM by investing in Nodes and Corridors and helping to create resilient neighborhoods. The project supports the transit needs of the region with 6th Avenue being one of the busiest DART routes out of downtown and serving north Des Moines.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

The project will be constructed within the existing right-of-way.

Explain any urgency with the implementation of the project.

The project carries a great deal of momentum following a successful fundraising campaign for Phase 1, which included receiving the Iowa Great Places designation and challenge grant award. The project continues to raise both public and private funds. The continued success of this ongoing fundraising campaign will rely on a mix of public and private grants and donations.

Describe the impact to regional economic development and tourism.

The project looks to build upon the revitalization efforts ongoing along 6th Avenue and within the River Bend Neighborhood. The area serves as a primary employment center with major employers Mercy Hospital and DMACC. The project will help to better connect and link the neighborhood to these important resources, as well as downtown. Several private redevelopment projects have moved forward or have been planned for the corridor since the streetscape project has been proposed. Additionally, vacant commercial retail spaces have been filled with the announcement of the streetscape plans. Additional redevelopment projects are also in the works for the next 1-2 years.

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

Yes

Additional information you would like to share:

6th Avenue currently functions as a 5 lane roadway, including 4 travel lanes and a shared center turn lane. The streetscape project proposes to reduce the number of lanes from 5 to 3, to include two travel lanes and a shared center turn lane. In addition, bump outs will be located at intersections to further improve pedestrian safety. Dedicated parking will also be present along the east side curb line that along with the bump outs will introduce side friction to further calm traffic and slow speeds.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

[Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Mitchellville	Date Submitted:	11/14/2017
Contact Person:	Mark Arentsen/Tammi Dillavou	Phone Number:	515-967-2935
		Email Address:	mark.arentsen@mitchellville.org, t tammi.dillavou@mitchellville.or
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Mitchellville Regional Trail Connector, Segment 1		
Termini Description:	6th St. NW/NE between Vine Ave. NE and Cotton Ave. NW		
Estimated Project Cost:	\$500,000	STP Request:	\$400,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	-0-		
Source of Additional Funds:	The City will be investigating multiple non-federal funding sources. The City has the ability to use City funds as the \$100,000 match if necessary.		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	-0-
Preliminary Engineering:	\$40,000
Construction Engineering:	\$10,000
Construction:	\$450,000
Other:	\$0

Project Development Timeline:

Design & Planning:	7/2018 - 7/2019
Land Acquisition:	NA
Utility Relocation:	8/2019- 8/2020
Preliminary Engineering:	9/2020 - 9/2021
Construction Engineering:	10/2021 - 10/2022
Construction:	10/2021 - 10/2022
Other:	0

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: Safe Routes to School

Trail/Shared-Use Path Design Elements

Pavement Material: 0 Pavement depth (inches): 0
Trail width (feet): 0

Sub-base material: 0 Sub-base depth (inches): 0
Project length (miles): 0

Is the Segment Located on an identified trail gap in the LRTP: 0

On-Street Facility Design Elements

Type of bicycle lane: 0 Bicycle lane width: 0
Project length (miles): 0
Existing bicycle signals: 0 Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0 Proposed street trees: 0

Variety of trees planted: 0
Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

Mitchellville is completing a new Comprehensive Plan. Adoption of the new Plan is anticipated in January/February 2018. A recent Facebook survey of residents regarding trail construction/connections resulted in 30 responses. At the October 26, 2017 Candidate Forum, all candidates for elective office stated their support for construction of a trail system in Mitchellville to serve local residents and also connect to existing and planned trails in eastern Polk County and western Jasper County. The City has also started the process of developing a Trail Plan for Mitchellville. Selection of a planning consultant for this work is expected in November or December, 2017. Plan completion and adoption is anticipated in spring, 2018. The proposed Plan will be forwarded to State and area trails officials for review and comment prior to adoption.

Describe the multipurpose aspects of the project.

The proposed trail location will serve several purposes.

1. It will provide a safe bicycle/pedestrian route to the elementary school from the new housing area in the northeast portion of town.
2. It will be one segment of a larger future project connecting downtown Mitchellville to the Chichaqua Valley Trail approximately four miles north of Mitchellville.
3. It will be one segment of an "in-town" trail loop in Mitchellville which will provide safe bicycle/pedestrian connections from all portions of the community to the City park, City ballfield complex, Library, downtown business area and elementary school.

Describe the project's financial plan.

The City will begin fund raising for this project as soon as MPO award of TAP funds is announced. The City will also begin the process of selecting a Project Engineer. The Engineer will begin project design work as soon as the selection process is completed. Non-federal funds will pay for the design work. The City will continue its fundraising activities until the required local match is obtained. If the required match is not obtained from other sources, the City will obligate its own funds for the match no later than September, 2021.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The City will assume all maintenance responsibilities and provide all required trail maintenance activities using either its own public works employees or by contracting with a private sector business or the Polk County Conservation Department. City funds will pay for all maintenance functions.

Describe the quality/significance of the site.

As described above, this trail location is expected to become part of the downtown Mitchellville connection to the Chichaqua Valley Trail as well as becoming a portion of an in-town trail loop. A portion of this trail section will also connect to the proposed trail between Mitchellville and Prairie City. This new trail will ultimately connect to the Neil Smith Wildlife Refuge. This trail, then, serves three different functions.

Please describe the need for the project.

There is a significant need for this trail. Mitchellville has no trail components at this time. Residents wanting walking or bicycling opportunities are forced to use the somewhat disjointed sidewalk system or drive out of town to the nearest trailhead. There is significant support for installing a trail system in Mitchellville. Development of a trail system received significant support in the recent City Council candidate forum.

Describe the relationship to other regional plans/projects.

Mitchellville hopes to become a part of regional and state trail plans. As stated above, the City has begun working a Trail Plan for Mitchellville. Plan adoption is expected in spring, 2018. Upon adoption, the Plan will be forwarded to the MPO. MPO and State trails officials will be asked to acknowledge the Plan and revise State and regional trail plans to account for Mitchellville area trails. Mitchellville may request that certain trail segments be designated as Trail Gaps by the MPO.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

The trail segment referenced in this application is entirely on existing road ROW. No need is anticipated for additional ROW.

Explain any urgency with the implementation of the project.

Mitchellville anticipates new residential growth in the northeast area of town beginning in 2018. Owners of these new homes will appreciate the opportunity for their children to walk or bike to school on a designated trail. A portion of the roadway where this trail will be located currently has deep roadside ditches and no road shoulder area making pedestrian or bike travel very dangerous. Since this trail section is not scheduled for construction until 2022, there will likely be many new homes in place by that time.

Describe the impact to regional economic development and tourism.

This trail is a portion of the connection between the Chichaqua Valley Trail and the proposed Mitchellville - Prairie City Trail. The proposed connection passes through downtown Mitchellville. This will be an asset to both trail users and Mitchellville businesses. The City expects to commission an economic impact study to quantify the benefits to both trail users and the local economy.

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

No

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

A Resolution of Support from the Mitchellville City Council will be provided prior to the December 8 application due date.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the [Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Urbandale	Date Submitted:	12/7/2017
Contact Person:	David McKay, Director of Engineering	Phone Number:	(515) 278-3950
		Email Address:	dmckay@urbandale.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Douglas Avene Trail Project		
Termini Description:	North Walnut Creek to 100th Street		
Estimated Project Cost:	\$2,420,000	STP Request:	\$605,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$1,815,000		
Source of Additional Funds:	FY 2022 - General Obligation Bonds - Capital Improvement Program		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	None
Preliminary Engineering:	\$200,000
Construction Engineering:	Provided by City
Construction:	\$2,220,000
Other:	None

Project Development Timeline:

Design & Planning:	1/2020 to 7/2021
Land Acquisition:	None
Utility Relocation:	3/2021 to 12/2021
Preliminary Engineering:	1/2020 to 12/2021
Construction Engineering:	1/2022 to 12/2022
Construction:	1/2022 to 12/2022
Other:	N/A

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Concrete
Trail width (feet): 10 feet

Pavement depth (inches): 5 inches

Sub-base material: Earth
Project length (miles): 3,800 feet

Sub-base depth (inches): 12 inches of Moisture and Density

Is the Segment Located on an identified trail gap in the LRTP: Yes

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0

Bicycle lane width: 0

Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0

Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

In 2011, the Urbandale City Council hired Shive Hattery to create the Douglas Avenue Beautification Master Plan. This study area included Douglas Avenue from our east corporate boundary (approximately 64th Street) to 121st Street. Many stakeholder group meetings were held to get the public's input. On November 11, 2011, this master plan was presented to the City Council and accepted. The master plan included pedestrian and trail access through the corridor along with beautification of the corridor. This project has been in our Capital Improvements Program since 2011 and certain parts of the plan have been completed.

Describe the multipurpose aspects of the project.

Currently, the north side of Douglas Avenue from North Walnut Creek includes areas of 4 foot sidewalk and eight foot trail. The sidewalk and trail are currently in very poor condition and in need of repair. On the south side of Douglas Avenue there is no sidewalk or trail. This project would urbanize this section of Douglas Avenue by filling the rural ditches, storm sewer the area, curb and gutter the street and install a 5 foot sidewalk on the south side of Douglas Avenue and install a new 10 foot trail on the north side of Douglas Avenue. The trail on the north side of Douglas Avenue is a missing link between two very important regional trails. To the east, this trail connects under Douglas Avenue, 86th Street and Hickman Road into Windsor Heights and Des Moines, connecting to downtown Des Moines. The trail to the west connects to the 100th Street trail, which connects to the south to Clive, to the west to Clive and to the north to Grimes.

Describe the project's financial plan.

The funding of the urbanization, beautification and adding the trail to Douglas Avenue has been in the City's Capital Improvements Program since 2011. Current plan is for this project to be constructed in 2022.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The City of Urbandale has a pavement management program for all of the trails in Urbandale. The City currently funds \$200,000 per year to do trail maintenance in the Capital Improvements Program.

Describe the quality/significance of the site.

This project will be constructed in the right-of-way of Douglas Avenue.

Please describe the need for the project.

This is a regional connection between multiple trail systems. To the east, this trail connects under Douglas Avenue, 86th Street and Hickman Road into Windsor Heights and Des Moines, connecting to downtown Des Moines. The trail to the west connects to the 100th Street trail, which connects to the south to Clive, to the west to Clive and to the north to Grimes.

Describe the relationship to other regional plans/projects.

This project would tie trail systems in Urbandale to trails in Windsor Heights, Des Moines, Clive and Grimes.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

No new right-of-way is needed.

Explain any urgency with the implementation of the project.

The current 4 foot sidewalk and trail are in poor condition and need to be repaired. The major need for this project is to get the trail systems tied together on something over than a four foot sidewalk.

Describe the impact to regional economic development and tourism.

The project's primary tourism impact would relate to recreational use of the regional trail system. It would have some value from an economic development standpoint by providing viable alternative transportation to employment centers in Urbandale and a park and ride facility. It would logically be very similar to other urban/suburban trails in these respects.



The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

0

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Waukee	Date Submitted:	12/8/2017
Contact Person:	Brad Deets	Phone Number:	515-978-7899
		Email Address:	bdeets@waukee.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Kettlestone Greenbelt Trail System Phase I		
Termini Description:	SE Parkview Crossing to Grand Prairie Parkway		
Estimated Project Cost:	\$500,000	STP Request:	\$200,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$300,000		
Source of Additional Funds:	Funding for the remaining portion of the project would be secured through our local capital improvement program for fiscal year 2022.		

Project previously applied for TAP funds:	Yes	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	\$0
Preliminary Engineering:	\$20,000
Construction Engineering:	\$30,000
Construction:	\$425,000
Other:	\$25,000

Project Development Timeline:

Design & Planning:	Complete
Land Acquisition:	Complete
Utility Relocation:	N/A
Preliminary Engineering:	7/2019 - 12/2019
Construction Engineering:	7/2021 - 2/2022
Construction:	4/2022 - 8/2022
Other:	0

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Concrete
Trail width (feet): 10 feet
Pavement depth (inches): 6 inch

Sub-base material: granular
Project length (miles): Approximately 3/4 of a mile
Sub-base depth (inches): 2 inch

Is the Segment Located on an identified trail gap in the LRTP: No

On-Street Facility Design Elements

Type of bicycle lane: 0
Project length (miles): 0
Existing bicycle signals: 0
Bicycle lane width: 0
Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0
Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

The City of Waukee has invested over a \$1 million dollars in planning for the overall Kettlestone Corridor Development. A key piece of the planning aspects of the development was a central greenbelt corridor that would function for regional storm water management but also as an amenity for the developments within Kettlestone and Waukee as a whole. During the public input sessions throughout the planning process, the greenbelt corridor was always identified as one of the top priorities within the plan as a means of providing something unique and special to the development corridor and the overall City. The City has already invested in acquiring the property for the regional detention ponds and the amenities around the ponds are the next phase in the development of the Corridor.

Describe the multipurpose aspects of the project.

The proposed trail improvements will be multi-purpose for both pedestrians and bicyclists. As a part of the street infrastructure within the development, the City to date has installed four underpasses below the arterial corridors for safe passage of pedestrians and bicyclists. The proposed trail improvements as a part of this phase will connect to one of the proposed underpass locations. Another aspect of this project relates to access to the pond of which the trail would be constructed along. Today, there a number of people that are fishing out of this pond and there is no safe path or walkway to allow them access. The proposed trail improvements will allow for better access and safer passage to the pond for those that choose to recreate in it.

Describe the project's financial plan.

The City has an established urban renewal plan and TIF district for the Kettlestone Development. Funding for the City portion of the project would be provided either from the tax increment financing that is generated from the development within Kettlestone or through general obligation bonds.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The City of Waukeee already maintains the property in terms of mowing. Upon completion of the trail improvements, the Parks Department would take over maintenance of them. The City currently has a policy where all trails are cleared in the winter after all public buildings and parking lots owned and maintained by the City have been completed.

Describe the quality/significance of the site.

The proposed site is a main focus of the overall Kettlestone greenbelt plan. The includes an approximately 5 1/2 acre pond which is the largest of the four ponds constructed within Kettlestone to date. When the pond was originally designed, it was designed with the intention that a trail would accompany the pond in the future. With the planning and infrastructure improvements in the area, the site is ideal for greenbelt trail development. The proposed site is also situated adjacent to existing development which provides easy access to the proposed improvements.

Please describe the need for the project.

Approximately 300 homes exist directly to the west of the proposed trail project. Today, there are many people that are utilizing the pond for fishing and there is no safe access to the pond or around the pond causing concern related to liability issues and emergency access. The proposed project is a big component of the overall greenbelt development intended for the Kettlestone area.

Describe the relationship to other regional plans/projects.

The proposed project is consistent with The Tomorrow Plan's Goal 3 of Furthering the Health and Well-Being of All Residents in the Region.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

The City already owns the property where the trail is proposed. A couple of temporary construction easements will be necessary as a part of the construction of the improvements.

Explain any urgency with the implementation of the project.

The City continues to see development interest in the immediate area as a part of the Kettlestone Master Plan. The proposed project is a large component of the overall greenbelt trail system. The timing of the federal funding fits in well with development plans adjacent to the greenbelt area. Because of the existing pond, there is a sense of urgency to have a path around the pond for both liability and emergency concerns.

Describe the impact to regional economic development and tourism.

The proposed Kettlestone Development is an approximately 1200 acre development plan that includes a mixture of residential, commercial and office uses. The greenbelt trail system is an integral component of the overall development and when fully implemented creates a significant amenity to the surrounding residential and commercial developments. The proposed trail project will also have direct connection to the Raccoon River Valley Trail System throughout Dallas County via a trail connection currently under construction along Alice's Road/Grand Prairie Parkway.

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

0

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

Signature

Date

Typed Name and Title

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	West Des Moines	Date Submitted:	12/8/2017
Contact Person:	David Sadler	Phone Number:	(515) 222-3456
		Email Address:	david.sadler@wdm.iowa.gov
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	Sugar Creek Greenway Trail - Phase 1		
Termini Description:	95th Street at Woodland Hills Park to the new bridge at Stagecoach Drive		
Estimated Project Cost:	\$825,000	STP Request:	\$525,000
Seeking Funding in Multiple Years:	Yes	How Many Years:	+4 Years
Total Request for Multiple Years:	\$2,000,000		
Total Funding Secured:	\$300,000		
Source of Additional Funds:	<p>\$300,000 available in current WDM CIP Budget under Woodland Hills Greenway in FY 2018. This greenway connected to Sugar Creek in Woodland Hills area. Staff authorized to use this funding as match funds for this grant.</p>		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	\$0
Preliminary Engineering:	\$78,000
Construction Engineering:	\$30,000
Construction:	\$715,000
Other:	\$2,000

Project Development Timeline:

Design & Planning:	7/2019 - 12/2019
Land Acquisition:	10/2019 - 12/2019
Utility Relocation:	3/2020 - 6/2020
Preliminary Engineering:	7/2020 - 12/2020
Construction Engineering:	1/2021 - 5/2021
Construction:	7/2021 - 10/2021

Does the project require land acquisition:	No
If yes, how many acres:	0

Other:	sooner if TAP funds were to become available due to other projects being unexpectedly
Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: Trail/Shared-Use Path

Trail/Shared-Use Path Design Elements

Pavement Material: Asphalt
Trail width (feet): 12'

Pavement depth (inches): 4"

Sub-base material: Compacted rock base
Project length (miles): 1/2 mile

Sub-base depth (inches): 4"

Is the Segment Located on an identified trail gap in the LRTP: No

On-Street Facility Design Elements

Type of bicycle lane: 0

Bicycle lane width: 0

Project length (miles): 0

Existing bicycle signals: 0

Proposed bicycle signals: 0

Streetscape Design Elements

Existing street trees: 0

Proposed street trees: 0

Variety of trees planted: 0

Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

Public support for this trail was formally documented in a 2015 needs assessment prepared by The Trust for Public Land and funded through donations. The survey showed that 82% of WDM residents supported the Sugar Creek Greenway Trail project. In a 2016 citizen's survey, walking and biking trails in the City and access to desired destinations via the bike and trail system are two of the top three parks and recreation services that WDM residents think are most important to emphasize over the next two years. The citizen's survey is conducted for the City by ETC Institute on a bi-annual basis. There has been a strong support and commitment over the last 25 years by both the Parks and Recreation Advisory Board and City Council towards the development of trails in West Des Moines. There are currently over 65 miles of trail in WDM. In addition to allocating millions of dollars to fund new trail construction, the City of West Des Moines also supports on-going maintenance of trails through an annual trail renovation program. It is the philosophy of the Parks and Recreation Department to not construct new trail facilities at the expense of existing trails. Over \$2 million has been spent on trail maintenance over the last 10 years with \$275,000 budgeted in FY 17-18 alone.

Describe the multipurpose aspects of the project.

The facilities to be constructed include approximately 1/2 mile of hard-surfaced bike/pedestrian trail, two pedestrian bridge crossings (one over Sugar Creek, one over a tributary into Sugar Creek), and a grade-separated crossing under Stagecoach Drive. The main section of the trail along the west side of Sugar Creek will be 12 foot wide the expected high number of users as a regional trail. The trail connecting to the east to Woodland Hills Park and Greenway will be 10 foot in width. The trail will connect to an existing 4 foot sidewalk on the south side of Stagecoach Drive which will provide access to the trail until the next phase of the trail project is constructed north of Stagecoach Drive. The trail will have 2 foot wide shoulders and be constructed to accommodate emergency and maintenance vehicles. The bridges will be designed with an aesthetic appeal, and engineered to carry vehicle loads. The trail will provide for a wide variety of bike/pedestrian users, and ultimately serve as a commuter route connecting residents in the western suburbs to several active employment areas in West Des Moines. In addition, this trail will also provide for a safe routes to school for large numbers of area children making their way to the local Woodland Hills Elementary School.

Describe the project's financial plan.

An OPINION OF PROBABLE PROJECT COSTS was prepared by Snyder & Associates. The total project cost is estimated to be \$824,900 (rounded to \$825,000). The City is requesting STBG TAP grant funding for a portion of the associated cost at \$525,000 (Approximately 63%). The City agrees to cover the remaining \$300,000 utilizing General Obligation Bond funds currently budgeted in the City's Capital Improvement Program.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The City of West Des Moines has an extensive trail inspection and repair program. All trails, associated ramps and bridges are inspected annually, and funding for necessary repairs are placed in the city's annual capital improvement (CIP) budget. Any necessary repairs are placed on an annual repair cycle, unless they are included as part of an urgent repair which would be addressed immediately. Trails in West Des Moines are extensively used all year long, and therefore are cleared/plowed of snow. Maintenance staff also typically mows a minimum of one mower width (6') on both sides of the trail. Any bank stabilization of the Sugar Creek would also be included as part of the project design and construction. As noted above, the City supports on-going maintenance with over \$2 million spent on trail maintenance over the last 10 years with \$275,000 budgeted in FY 17-18 alone.

Describe the quality/significance of the site.

One end of the proposed project will connect to existing Woodland Hills Park and an existing trail located within Woodland Hills Greenway that runs on the south side of the park. The park and existing trail serve the Woodland Hills development with over 400 single family homes; a Waukee School District elementary school; and the Edgewater Retirement Community with over 230 residents. The King's Landing subdivision currently being developed on the west side of the project contains over 200 single family lots that are currently under construction. Several other residential subdivisions are in the planning stages. The developer of King's Landing realized the benefit of the greenway and the proposed trail project to their development and has worked closely with the City to provide the greenway property needed for the trail. An agreement is in place, and the developer will transfer the greenway property by fee title to the City as part of the City's parkland dedication requirements. The amount being transferred significantly exceeds that required by ordinance. The project area is part of the existing and proposed Sugar Creek Greenway system that runs north-south through the City of West Des Moines – from Interstate 80 on the north to the Raccoon River on the south. The greenway provides a valuable natural resource in a highly developing area. A variety of native woodland and prairie areas will offer a high level of interest and educational opportunities to all users.

Please describe the need for the project.

The project lies within one of the most impacted sections of the Sugar Creek with impacts from a Wastewater Reclamation Authority (WRA) sewer project and upstream development. Vegetation on the west side of the creek was mostly cleared by the WRA. The City is currently working with the WRA to mitigate some of these impacts on the corridor, with a major project planned to take place in early 2018. This project will use best management practices to stabilize and reshape the streambanks within the project area and to revegetate with native plantings. In 2008, the City conducted a natural resource inventory to prepare the "Sugar Creek Greenway Master Plan". The plan clearly found and detailed the need for careful planning and management of this natural corridor to provide a variety of long term benefits including flood control, water quality enhancement, public recreation, public health & fitness, land use organization & buffers, increased property values, and decreased costs related to storm sewer infrastructure. According to the Master Plan, a primary goal is to preserve, maintain and reestablish where needed Sugar Creek's natural resources and associated wildlife assets. West Des Moines remains one of the fastest growing cities in the state with a population of more than 64,000 residents, and daytime population over 134,000 people. With this growth comes a high demand for quality of life amenities such as trails, and this would provide critical access to the western region.

Describe the relationship to other regional plans/projects.

CONNECT (Central Iowa Bicycle and Pedestrian Transportation Action Plan 2020) – this directs programs, projects, and policies on pedestrian and bicycle transportation in the metro area and depicts this trail on the Proposed Bikeway Network on page 3. The Tomorrow Plan - this trail contributes to goals 1, 2, and 3 by creating a resilient economy through multimodal access in the region, encouraging growth, improvement of environmental health, adding access to the outdoors, and furthering the health and well-being of residents. Outdoor Recreation in Iowa Plan (SCORP) (2013) - this trail aligns with priorities of this plan and their specific Goals. As per Priority 1/Goal 1, this trail promotes economic growth and quality of life in proximity of the route and encourages entrepreneurial trail-related business. Iowa in Motion (Planning Ahead 2040) – this trail will support intermodalism described in Chapter 4, as a Level 2 trail of regional significance, and facilitates connections with Level 1 trails including the American Discovery Trail. Iowa Trails Plan – this plan notes the ultimate goal to connect communities, parks, natural resources, shopping, employment, and other amenities with a complete, multimodal, accessible trail system. This trail will contribute to achieving this goal. Mobilizing Tomorrow - page 97 in chapter 4 shows this trail and how it will make connections with other existing and planned trails throughout WDM and the surrounding communities.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

The proposed trail will be located entirely on property owned by the City in fee title or within an easement owned by the City. Due to the timing of the Kings Landing development to the west of the project area, the greenway corridor has not been officially transferred to the City at this time. However, a Parkland Dedication Agreement has been formalized, agreed upon and executed by the developer. The greenway parcel, 'Outlot B' of Kings Landing Plat 2, consisting of 12.5 acres, will be conveyed to the City at final platting for this development which is scheduled for sometime in January 2018.

Explain any urgency with the implementation of the project.

Sugar Creek has been negatively impacted by years of agricultural uses and high amounts of cropland runoff. This corridor size has been decreased by infringement of crop land, and the creek has significant erosion issues. In addition, the area is now staged for increased negative impacts fueled by rapid development. This greenway contains a major trunk sewer line providing sanitary sewer for several western suburbs. The sewer owned/managed by the Wastewater Reclamation Authority (WRA), extends to their treatment plant on the east side of Des Moines. Several portions are threatened due to increased velocities of Sugar Creek. The City is working closely with the WRA to protect this infrastructure, and to also accommodate the trail. The WRA is currently working on plans for a large streambank restoration and sewer line protection project anticipated for 2018. The City would match these efforts with the development of the trail, and the trail would also provide maintenance access for the WRA. This segment of trail is also necessary to start building the western segment of the City's Marathon Loop. The City has been constructing portions of this loop trail system over the years, and as the city grows there is an opportunity to complete the remaining portions of the 26.2 mile loop. Completion of the Marathon Loop trail is much easier done prior to the infill of development, and will also create much needed connections with regional trails and surrounding communities.

Describe the impact to regional economic development and tourism.

Economic benefits of this trail include increased traffic flow from local, regional, and national visitors. Property values will increase, transportation costs will go down, and trail users will support local businesses such as the sporting good stores, restaurants, and convenience stores in the area. Increasing and finishing major trail connections attracts more visitors to the area and encourages them to lead active lives on Central Iowa's extensive trail system. The current trail system connects the lively Jordan Creek business area with adjacent suburban and rural areas. Visitors and tourists positively impact the local economy when they eat at local restaurants, visit many points of interest, and seek out entertainment. As more trails are developed local businesses and points of interest will continue to see economic growth and new opportunities as visitor numbers increase. The Sugar Creek Greenway Trail is needed to bring these same benefits to southwestern part of West Des Moines as it continues to develop. West Des Moines trails are also frequently used for running races, bicycling events, fundraising walks, elementary school classes and field trips, biathlons, and triathlons. This trail will allow more space for these activities and make the Sugar Creek Greenway Trail a key component for such special events. Many people travel from out-of-town to attend events like these and will support local hotels, restaurants, local stores, and gas stations.

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Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

Yes

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

Upon Notice of Award - Press release will be distributed with details of the project along with the description of the STBG TAP program. Release to include "This trail project was heavily funded and supported with grant by the STBG TAP" will be distributed to all news media. During Project Implementation - Local press will be updated regarding site development and be encouraged to provide coverage to citizens. Using social media outlets and the city website, photos will be shared to document progress throughout construction. Upon Project Completion - Dedication announcement for official opening of the trail, and announce the role of the STBG TAP program in this phase. Posted signs to be placed in public areas along the completed trail section.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the attached FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, and to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the

[Signature box]

Signature

[Date box]

Date

[Typed Name and Title box]

Typed Name and Title

[Date box]

Date





**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION
FEDERAL FISCAL YEAR 2020**

1. Contact Information

Primary Sponsor:	Windsor Heights	Date Submitted:	10/12/2017
Contact Person:	Elizabeth A. Hansen	Phone Number:	5152793662
		Email Address:	ehansen@windsorheights.org
Secondary Sponsor:	0	Phone Number:	
		Email Address:	

2. Project Description

Project Title:	University Avenue		
Termini Description:	University Avenue 63rd to 73rd Street		
Estimated Project Cost:	\$5,400,000	STP Request:	\$2,669,000
Seeking Funding in Multiple Years:	No	How Many Years:	0
Total Request for Multiple Years:	\$0		
Total Funding Secured:	\$2,731,000		
Source of Additional Funds:	Tax Increment Financing – Including in Urban Renewal Plan in the amount of \$2,550,000		
	State Transportation Funds in the amount of \$231,000		
	Total: \$2,731,000		

Project previously applied for TAP funds:	No	Project TPMS Number:	0
Project previously awarded TAP funds:	No		

Itemized Costs:

Land Acquisition:	\$0
Preliminary Engineering:	\$432,000
Construction Engineering:	\$648,000
Construction:	\$4,320,000
Other:	\$0

Project Development Timeline:

Design & Planning:	7/2017-10/2018
Land Acquisition:	NA
Utility Relocation:	NA
Preliminary Engineering:	7/2017-4/2018
Construction Engineering:	3/2019-11/2020
Construction:	5/2019-11/2020
Other:	0

Does the project require land acquisition:	No
If yes, how many acres:	0

Will the project be open to the public:	Yes
Will a user fee be charged:	No
If yes, how much:	0

3. Project Type

Project Type: On-Street Bicycle Facility

Trail/Shared-Use Path Design Elements

Pavement Material: 0 Pavement depth (inches): 0
Trail width (feet): 0

Sub-base material: 0 Sub-base depth (inches): 0
Project length (miles): 0

Is the Segment Located on an identified trail gap in the LRTP: 0

On-Street Facility Design Elements

Type of bicycle lane: Buffered/protected bicycle lane Bicycle lane width: 6-10
Project length (miles): 1
Existing bicycle signals: No Proposed bicycle signals: Yes

Streetscape Design Elements

Existing street trees: 0 Proposed street trees: 0

Variety of trees planted: 0
Spacing of trees (feet): 0

Additional landscaping: 0

3. Project Type (Continued)

Does the project use green infrastructure to manage 1 1/4 inches of rainfall? 0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?
0

Does the project use traffic calming measures? 0

Describe how the project uses traffic calming measures?
0



Environmental Design Elements

Does the project use green infrastructure to manage 1 1/4 inches of rainfall?

0

Describe how the project uses green infrastructure to manage 1 1/4 inches of rainfall?

0

4. Project Need

Describe the local support for the project.

The City has created a Complete Street Advisor Committee and three stakeholder task forces, which includes fifty-one (51) resident owners, engineers, neighboring cities, a representative from the Metropolitan Planning Organization, AARP, DART, Bicycle Coalition, utility companies, large property owners and business managers, and staff. There is an abundance of public input process built into the planning stages to gather support and feedback. The City already voted to commit more than 50% of the funding needed for a full redesign of the corridor.

Describe the multipurpose aspects of the project.

Proposed improvements consist of reducing the vehicle lanes along with creating a continuous left turn lane, bike lanes, possible parking areas and improving intersections to provide safer passageway for pedestrians, bicyclists and possible infrastructure for electric cars. The proposed improvements will increase the safety for all who travel and improve intersection operations throughout the corridor. Vehicle travel speeds will be reduced and the turn lane will reduce idling delays, therefore reducing traffic-related pollutants, such as carbon monoxide and other emissions. Also, the turning lane can better accommodate traffic and allow passing traffic to continue on its route, instead of backing up and causing traffic congestion. The project will also look at the existing bus traffic to determine if any improvements can be made to improve efficiency.

Describe the project's financial plan.

Over 50% of the project costs have been committed by the City of Windsor Heights. The City is seeking grants to fund the balance of the project. If full funding is unable to be secured, the City may have to construct in phases or downsize the overall project.

4. Project Need (Continued)

Describe the maintenance plans for this project.

The City of Windsor Heights is committed to accepting and maintaining these improvements.

Describe the quality/significance of the site.

University Avenue is a mixed use commercial, residential, recreational and commuter street spanning the entire City from east to west and is a regionally significant roadway. The existing roadway includes 4 driving lanes (2 in each direction) with left turn lanes at select intersections (63rd Street, 66th Street, 70th Street and 73rd Street) and continuous left turn lane between 70th Street and 73rd Street. University Avenue has an average daily traffic (ADT) of 13,575.

Sidewalk exist along both sides of the roadway. Adjacent land uses are mixed between residential and commercial. Roadways to the south and north of the corridor are primarily residential with more commercial at the west end of the corridor. The current design of University Avenue between 63rd and 73rd Streets cater to the needs and safety of motorists, which in turn can create a dangerous and unfriendly atmosphere for pedestrians. With the expansive roadway width, pedestrians have voiced concerns about the safety of crossing the street a designated intersections. The roadway width discourages some pedestrians from crossing due to feeling unsafe when doing so. The existing roadway does not provide for an alternate mode of transportation. The main use is vehicular traffic. The DART (Des Moines Area Regional Transit Authority) route on University Avenue has one of the highest rider rates for the entire DART system. There are multiple stops along the corridor.

Please describe the need for the project.

Today, as the costs of transportation increase and environmental issues are being magnified by the commuter lifestyle of numerous Americans; communities, especially within our urban areas, must begin to redesign neighborhoods in order to promote sustainable, livable areas with alternative modes of transportation. Windsor Heights wishes to promote safe and walkable streets where pedestrians and bicyclists feel comfortable, safe, and welcome, and where the scale of the neighborhood responds to the individual, not the automobile.

Windsor Heights has begun creating a Town Center; a higher density development area, which leads to connecting pedestrians and neighborhood cores by creating neighborhoods that expand outside of residents' walking zone comfort. The current design of University Avenue between 63rd and 73rd Streets cater to the needs and safety of motorists, which in turn can create a dangerous and unfriendly atmosphere for pedestrians. As commercial redevelopment within the area increases, the increase of vehicle and pedestrian traffic will cause an added strain to the traffic within this area. Redevelop is scheduled to occur as early as this coming spring.

Describe the relationship to other regional plans/projects.

Proposed improvements consist of Complete Streets design concepts that are consistent with the Tomorrow Plan and will reduce the vehicle lanes along with creating a continuous left turn lane, addition of bike lanes, and improving intersections to provide safer passageway for pedestrians, and possible infrastructure for electric cars. This Complete Street concept is in line with regional plans for the University Avenue Corridor and the completion of a more multi-modal friendly corridor through Windsor Heights and the City of Des Moines.

The project also is consistent with the MPO Trails plans providing pedestrian and bike linkages to local and regional trail systems including the Clive Greenbelt Trail and planned bicycle facilities in Des Moines along Cumming Parkway. The proposed improvements will increase the safety for all who travel and improve intersection operations throughout the corridor. Also, the turning lane can better accommodate traffic and allow passing traffic to continue on its route, instead of backing up and causing traffic congestion. The project will also look at the existing bus traffic to determine if any improvements can be made to improve efficiency and safety.

4. Project Need (Continued)

If applicable, please describe the status of the facility right-of-way.

No land acquisition or easements are required. The city owns the right-of-way.

Explain any urgency with the implementation of the project.

The City of Windsor Heights's top priority is to implement a community supported and technically sound project during street rehabilitation that will incorporate complete streets design principles, establish a brand/identity for the corridor, incorporate new and continuous landscaping, street furnishings, art, and new lighting that will enhance overall aesthetic of the corridor and provide a safe, attractive environment all while connecting the University corridor with adjacent community corridor visions.

Describe the impact to regional economic development and tourism.

Windsor Heights is progressively finding ways to enhance the Town Center; to connect pedestrians and neighborhood cores. As commercial redevelopment within the area increases, the increase of vehicle and pedestrian traffic will cause an added strain to the traffic within this area. Redevelop is scheduled to occur as early as this coming spring.

By designing the corridor to Complete Streets policy, it will promote other forms of transportation. The addition of bike lanes will encourage bicycle users to commute to their destination or commute to bus stops. Intersection improvements will provide a safer environment for pedestrians when crossing the roadway. Making the corridor pedestrian friendly and inviting, will help our economy.

It is the overall goal that, by designing to standards that promote walkable and multi-modal communities, dependence on the automobile will begin to decrease and, in the process, provide numerous benefits to the social, environmental, and economic characteristics of Windsor Heights.

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin, according to Title VI of the Civil Rights Act of 1974. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from the Des Moines Area Metropolitan Planning Organization.

Agree

To the best of my knowledge all information included in this application is true and accurate, including the commitment of all design features, physical and financial resources. This application has been duly authorized by participating local authority(s). I understand the FORMAL RESOLUTION binds the participating local governments to provide the required matching funds, design features according to those listed in the application and to assume responsibility for adequate maintenance of any new or improved facilities. I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Yes

A GIS shapefile has been sent to the MPO:
A city resolution has been emailed to the MPO:

No

If proposed project is on an existing or future DART transit line, has a letter of review from DART been emailed to the MPO

No

Additional information you would like to share:

A resolution from the City approving the application and a letter of review from DART will be forthcoming.

Certification

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Representing the [Redacted]

[Redacted]

Signature

[Redacted]

Date

[Redacted]

Typed Name and Title

[Redacted]

Date

