



.....
Date June 28, 2021.....

APPROVAL OF IOWA DEPARTMENT OF TRANSPORTATION (IDOT) STATE RECREATIONAL TRAILS (SRT) FUNDING GRANT APPLICATION FOR RIVERVIEW CONNECTION TRAIL.

WHEREAS, the approximately a one-mile section of existing millings trail that connects Riverview Park to the Inter-Urban Trail Pedestrian Bridge is to be updated to the City’s current trail standards by providing a surface overlay; and

WHEREAS, the Parks and Recreation Department desires to submit an application to the Iowa Department of Transportation (IDOT) for a State Recreational Trails Program (SRT) grant in the amount of \$400,000 as reimbursement to the City to be applied towards the cost of updating such one-mile Trail section (Riverview Connection Trail Project or Project); and

WHEREAS, the Riverview Connection Trail Project includes a surface overlay, installation of an Urban PYRO Eco-Counter, bench pads for future benches, and removing invasive tree species; and

WHEREAS, the Project will include a new quarter mile trail spur that will connect the Riverview Connection Trail to Oak Park Avenue connecting the Oak Park/Highland Park Neighborhood to the Central Iowa Trails System; and

WHEREAS, the SRT grant application requires that the City Council provide certain endorsements of the City Council, including adequate maintenance of the Riverview Connection Trail Project improvements for 20 years and a guarantee that the Project be completed two years after award letter.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Des Moines, Iowa, that:

1. The above described Riverview Connection Trail Project is authorized and endorsed.
2. The grant application to be submitted by the Parks and Recreation Department to the Iowa Department of Transportation to seek State Recreational Trails Program (“SRT”) financial assistance in the amount of \$400,000 for the Project is hereby approved and the Parks and Recreation Department is authorized to make such application on behalf of the City of Des Moines. The Director of Parks and Recreation is hereby authorized to execute any necessary certification on behalf of the City for such SRT grant application.
3. The City acknowledges its intent to provide the match funds of 25% of the grant award amount required for the Project.

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Date June 28, 2021

4. The City affirms its intention to complete said Project within two years of the date of the City's acceptance of said IDOT SRT Grant award.

5. If such SRT grant is awarded to the City, the City agrees to adequately maintain the portion of the Riverview Connection Trail on which such SRT funding was used so that it will be made available for its intended use to members of the public for 20 years from the date of acceptance of such Project improvements.

(Council Communication No. 21-283)

Moved by _____ to adopt.

Attachment: State Recreational Trail Program grant application.

APPROVED AS TO FORM:

Ann DiDonato
 Ann DiDonato
 Assistant City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
BOESEN				
GATTO				
GRAY				
MANDELBAUM				
VOSS				
WESTERGAARD				
TOTAL				

MOTION CARRIED APPROVED

 Mayor

CERTIFICATE

I, P. Kay Cmelik, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

 City Clerk

RIVERVIEW TRAIL MILLINGS PROJECT



APPLICATION FOR
IOWA STATE RECREATIONAL TRAILS PROGRAM
JULY, 1 2021

PREPARED BY DEREK HANSEN, PARK PLANNER I





APPLICATION FORM FOR IOWA STATE RECREATIONAL TRAILS (SRT) PROGRAM FUNDS

General Information

Eligible Sponsor/
Applicant Agency: City of Des Moines Parks and Recreation Department

Contact Person
(Name and Title): Derek Hansen Park Planner I

Street Address and/
or P.O. Box Number: 400 Robert D. Ray Dr

City: City of Des Moines State: IA ZIP Code: 50309

Phone Number: 763-954-1358 E-mail: dwhansen@dmgov.org

If more than one Agency or Organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second Agency. (Attach an additional page if more than two agencies are involved.)

Applicant Agency: N/A

Contact Person
(Name and Title): N/A

Street Address and/
or P.O. Box number: N/A

City: N/A State: N/A ZIP Code: N/A

Phone Number: N/A E-mail: N/A

Project Information

Project Title: Riverview Connection Trail

Project Description (Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.)

The Riverview Connection Trail Project will be paving an existing 10-foot wide millings trail alignment. This project will include an HMA overlay to the existing millings trail, 6-foot turf mow breaks on both sides of the trail, the installation of a trail counter, rest/viewsheds areas with benches, a gate to prohibit vehicle access off Oak Park Avenue, and improved informational signage. The budget for this project is \$650,000.00 and is planned to be completed by the Spring of 2023. The City of Des Moines is requesting \$400,000.00 from the SRT Program for the construction of this trail project.

If this project includes construction of a trail, what is the length of the trail in miles?: 0.86

If this project includes land acquisition, how many acres?: 0.79

Will this project be open to the public?: Yes No

Do you intend to charge a fee to users?: Yes No If yes, how much will the fee be and how will the revenue be used?

N/A

Estimated Project Costs

Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.

Right of Way Acquisition Cost: \$20,000.00

Preliminary Design/Engineering Cost: \$21,500.50

Utility Relocation Cost: \$0.00

Construction Engineering Cost: \$21,500.50

Construction Cost: \$522,497.50

Other (please specify) Construction Inspections \$64,501.50

Total Cost \$650,000.00

SRT Program Funding Request: \$400,000.00

Applicant Match (25 percent minimum): \$250,000.00

	Applicant Match Source	Amount	Assured or Anticipated	Date Anticipated
1.	Capital Improvement Program	\$250,000.00	Assured	July 01, 2021
2.				
3.				

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions.

N/A

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions.

N/A

Estimated Project Development Schedule

Design	Start date	<u>June 01, 2021</u>	Completion date	<u>August 31, 2021</u>
Land acquisition	Start date	<u>July 01, 2021</u>	Completion date	<u>January 31, 2022</u>
Construction	Start date	<u>March 01, 2022</u>	Completion date	<u>June 30, 2023</u>

Has any part of this project been started? Yes No

If yes, please explain.

The Riverview Connection Trail has already begun the design phase and planning to start developing construction documentation this fall. The Parks Department has also begun the process of application for acquiring easements for the neighborhood connection.

Documentation and Narrative Information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

- A. A narrative **PROJECT DESCRIPTION**. Provide a clear description of the concept of the proposed project that is no more than 1 page in length. Include such information as project termini, existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.
- B. Narrative responses to the **PROGRAM SCORING CRITERIA**. Please address each of the items below. Include the question in bold as listed below before each response. Limit the total length of all eight (8) responses to five (5) pages. Again, please remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project in these responses.
- 1. Define the need for the project in terms of the population to be served and existing trails in the area. (25 points)** Provide information to address why the project is needed. For example, does the project complete an extension of an existing trail to a destination, fill a gap of a key trail segment, provide access to an unserved area or population, etc.?
 - 2. Describe the compatibility with local, area-wide, regional or statewide plans. (15 points)** Discuss whether the project is included in and/or consistent with local, area, regional, or statewide trail, recreation, or transportation plans.
 - 3. Describe the benefits of multiple uses and recreational opportunities. (20 points)** Address how the trail may be used by multiple user groups such as pedestrians, bikers, motorized uses, etc. particularly if this trail will address an un-met need in the area for any particular user groups.
 - 4. Define the quality of the site. (25 points)** Discuss any safety, environmental, or design considerations or issues and how your project will address these challenges. Keep in mind ALL projects will be expected to meet state and federal requirements including ADA compliance. See Chapter 12 of the Iowa DOT Design Manual <https://iowadot.gov/design/design-manual> for assistance on designing pedestrian and bicycle facilities.
 - 5. Describe the economic benefits to the local area. (10 points)** Discuss how the project will assist the economic conditions of the area by increasing the quality of life, retaining businesses/residents, attracting business/residents, attracting day tourists, and overnight visitors.
 - 6. Describe any special facilities for disabled users. (5 points)** The project will be required to be ADA compliant. Beyond ADA compliance, are there any additional features that will provide improved access points or parking for disabled users?
 - 7. Project "shovel readiness." (25 points)** Awarded projects will be expected to be complete within two (2) years. Discuss how this schedule will be met such as steps already completed, funds fully secured, experience completing similar projects on-schedule, etc.
 - 8. Local funding for the project. (5 points)** Funding sources were identified on page 2 of the application form. Points are awarded for requesting LESS than the maximum request of 75% of total project costs and demonstrating that all project funds (less the request) needed to complete the project are secured. Please discuss any additional information related to the availability of non-SRT funds.

- C. A **DETAILED MAP** identifying the location of the project. The project scope should be clear and the map may also include other important information referred to in the narrative such as important transportation linkages, clearly marked completed or future project phases, etc. More than one map may be submitted if the scope of the project is such that the desired detail is not feasible to be included on just one map. If the map is unclear, incomplete, or reviewers can't understand the map, your application will likely not score well. **Limit map sizes to no larger than 8.5-by-11-inches.**
- D. A **SKETCH PLAN** of the project, including cross section for bicycle or pedestrian facilities. If the cross section of your facility varies across the project (width, number of lanes, etc.) include a cross section for each situation and identify its location. (Required for construction projects only.)
- E. **DIGITAL PHOTOGRAPHS (limit to five)** that will help to explain the existing site conditions of the proposed facility. It is not necessary to include photographs of all aspects or the entire route of a project. Photos submitted should be representative of the project as a whole or should support any particularly compelling or complex description included in the narrative provided in item A above.
- F. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line-item type estimate or formal engineer's opinion of probable cost. However, it must accomplish two objectives: 1) it must show the method by which the cost estimate was prepared; and 2) it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A.
- G. An estimated **TIME SCHEDULE** for the total project development. Projects will be required to be completed within two years of funds being awarded to the project. Upon award and execution of a project funding agreement, projects that fail to make satisfactory progress may be terminated by the Iowa Department of Transportation.
- H. An **OFFICIAL ENDORSEMENT** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the match funds required for the project. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.
- J. A **NARRATIVE** discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance. As part of this narrative, also describe local and regional planning efforts related to the project, including whether it is listed in a long-range plan. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.
- K. A **LETTER OF SUPPORT** from the Iowa DOT's district office if the project will include construction within Iowa DOT right of way.
- L. A completed **MINORITY IMPACT STATEMENT**.


The award of State Recreational Trails program funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials for this project shall not involve direct or indirect interest, prohibited by Iowa Code 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

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 the participating local authority. I understand that the attached **official endorsement(s)** binds the participating authority 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 DOT is required prior to the authorization of funds.

Representing the City of Des Moines



Signature

Derek Hansen Park Planner 1

Typed Name and Title

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APPENDICES

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PROJECT DESCRIPTION

SECTION A

A narrative PROJECT DESCRIPTION. Provide a clear description of the concept of the proposed project that is no more than 1 page in length. Include such information as project termini, existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.

The East to West Trail segment is 0.71 miles in length of recycled asphalt millings plus the Oak Park Avenue spur being a 0.15 miles dirt path. This gives a total of 0.86 miles. The paving subject to a hot mix asphalt paving is currently a 15-foot wide trail section between the western termini, the Inter-Urban Trail pedestrian bridge, and the eastern termini, Riverview Park, in the City of Des Moines. The existing trail surface is asphalt and ballast as remnants from the old railroad line that went past today's Riverview Park and followed the Inter-Urban Trail corridor. The granular trail also connects to the Highland Park/Oak Park neighborhood via a dirt path running north and south to connect to Oak Park Avenue and 16th Street. The trail spur to Oak Park Ave and 16th Street will pass through 3 properties that are not owned by the City. The department will be acquiring a 30' easement along all properties to adequately cover the space needed to construct and build the trail spur to the neighborhood connection point. This will total to 0.79 acres of land needing an easement for the trail spur alignment.

The trail corridor is situated at the ridge line of the upland riparian zone of the Des Moines River in a secluded and underdeveloped area of the City south of Euclid Avenue/HWY 6. The area offers beautiful viewsheds that are common attributes of old rail road corridors overlooking the Des Moines River floodplain woodland below. Due to the seclusion of this area, illegal dumping has been prevalent to the area, and the paving of this trail segment will increase foot traffic, thus deterring that behavior.

This project aims to improve this connection by applying an asphalt paving to bring this segment up to the department's current multi-use trail standards and improve accessibility and safety of the existing corridor. This project will include paving a trail spur to Oak Park Avenue which will provide paved ADA compliant access to the Central Iowa Trails network to the Highland Park/Oak Park Neighborhood. This upland trail has been a highly desired improvement item for current trail users as the Neal Smith Trail is prone to frequent flooding. This Connection would provide multi-trail users a safe alternate connection for the Neal smith Trail when that segment floods as well as providing the neighborhood connection to increase the value and availability for recreation and alternative transportation to the surrounding community.

This project is to include an URBAN-PYRO Eco-Counter to maintain use and help facilitate future trail needs and funding for the surrounding parks and trails. The counter provides important and accurate information that is vital to understanding our trail system. This will also allow the City to understand how certain events such as rainy days, Riverview Concerts, marathons, and more can affect trail usage.

This project will also be updating informational signage about the trail and will provide modernized E911 signage for emergency situations and day to day use. The E911 signage will help identify this trail as a City of Des Moines trail and provide important information such as the name of trail, mileage, United States National Grid (USNG) number, and City Jurisdiction to help facilitate multi-use trail users in Iowa.

PROGRAM SCORING CRITERIA

SECTION B

1. Define the need for the project in terms of the population to be served and existing trails in the area. (25 points) Provide information to address why the project is needed. For example, does the project complete an extension of an existing trail to a destination, fill a gap of a key trail segment, provide access to an unserved area or population, etc.?

The Riverview Connection Trail has been long sought-after improvement from trail users who use the Neal Smith Trail as an upland connection during flood events. This connection would directly connect the Inter-Urban Trail, Trestle to Trestle Trail, and the Neal Smith Trail to Riverview Park.

According to the 2017-2019 National Bike/Pedestrian count, this area of multi-use trails serves an average of 281,797 trail users annually. The updates to amenities and the paving of this trail will help improve the trail network service of the two populations above by facilitating alternative transportation and outdoor recreational opportunities to the multi-use trail user communities.

According to *The Trust for Public Land's Park Score* this segment of the trail will help continue to serve a total population of 1,726 residents which 77% are low-moderate income within a 10min walking area. The community can only access the trail network by Euclid Avenue or McHenry Park. This project would create a new close to home connection to the Central Iowa Trails network and help promote better access to active transportation options and outdoor recreation for the neighborhood.

This section of trail will also serve many, many more trail tourists and will serve regional residents visiting the Riverview Park concert and event venue which opened in 2021. Riverview Park is the City's newest premier park and with the 6,000-capacity limit Rivera Stage concert venue and the City's largest, most inclusive playground. The park will surely attract many residents and visitors. This additional access point from Riverview Park to the Inter-Urban Trail creates an opportunity for park visitors access the natural area via active transportation alternatives and to explore the trail system beyond the boundaries of Riverview Park. Having multiple ways of accessing the park promotes the idea of active exploration, living, and discovery of the natural areas in the surrounding area.

The Riverview Connection Trail is a great resource for active modes of transportation for the surrounding communities and trail networks. Bicycling has widely been adopted as a very attainable and affordable mode of transportation for all Iowans. The Trail connects to the Neal Smith Trail which serves as a viable bicycle commuting option which captures riders between Downtown and all the way to Big Creek State Park. The trail also connects to the Inter-Urban Trail and the Trestle to Trestle Trail. The trails play an important role in transporting trail users on the north-west side of the Des Moines River. Both trails will benefit by this project because the trail will be offering an alternative flood route extension to transport trail users around trail closures due to prone flood segments of trails like the Neal Smith. Many residents and City members see this as filling the gap to connecting these major trails directly to the Riverview, one of the City's destination Parks.

2. Describe the compatibility with local, area-wide, regional or statewide plans. (15 points) Discuss whether the project is included in and/or consistent with local, area, regional, or statewide trail, recreation, or transportation plans.

The Riverview Connection Trail Project follows internal department plans and plans set out by others:

- Iowa DOT Statewide Bicycle and Pedestrian Long-Range Plan
 - The City of Des Moines fully supports the Iowa DOT Statewide Bicycle-Pedestrian Master Plan and follows many of their recommendations and goals in our own local plans and the development/implementation of current and future trail segments in the city.
 - The city follows the guidelines for safety and access standards set by SUDAS and the Iowa DOT
 - Safety and inclusive access are our primary concern and that comes through our thoughtful design and long-term care for our trail system
 - This project will build upon the *State Transportation Plan, Iowa in Motion 2045* which identifies comprehensive transportation objectives as well as specific needs and recommendations for non-motorized transportation.
- Outdoor Recreation in Iowa Plan (2018-2023 SCORP)
 - The Riverview Connection Trail plays an important role in following the SCORP plan priorities one, two, and three by developing and implementing new ADA accessible paving for a key trail corridor segment for all Iowans. By having facility details available online and hard copy trail maps creates a unique experience with the City of Des Moines natural areas and Parks.
 - Available information online on the City of Des Moines Website and free trail maps.
 - Benefiting all Iowans by meeting modern safety standards on the trail.
 - Continuing to improve access to our natural resources and advertising local and statewide involvement with the project.
 - Continuing to add and improve close-to-home access points to generate more and longer active transportation and recreation outings.
 - Following Iowa's number one recreational activity, walking, by providing completion of a 2 mile loop.
- 2018 Move DSM- Transportation for Everyone, City of Des Moines 25-year Transportation Master Plan
 - 16th Street is marked as a secondary biking network corridor as well as Oak Park Avenue
 - Accessibility in this area is low for trail use
 - Improved intersections at Euclid Avenue and 16th street will further provide access if the Riverview Connection Trail is paved
- LiveDSM - Parks and Recreation Department Comprehensive Plan
 - Establish open space and outdoor recreation for all residence within a 10-minute walk
 - Equitable access to support ADA accessibility by paving hard surfaces
 - Innovation of trail system by providing alternate routes that are flood resilience
 - Parks are the heart of the community and by providing access to McHenry and Riverview Park via the trails, the department connects more communities to these crucial amenities.

3. Describe the benefits of multiple uses and recreational opportunities. (20 points) Address how the trail may be used by multiple user groups such as pedestrians, bikers, motorized uses, etc. particularly if this trail will address an un-met need in the area for any particular user groups.

The transformation of the millings trail to a paved multi-use trail will be open to non-motorized users to ensure the safety of all trail users such as bicyclists, walkers, joggers, birdwatchers, nature lovers, in-line skaters, and more. There are no fees or special equipment required for use of the trail; the trail is open to everyone regardless of race, economic status, age, or ability.

The Oak Park/Highland Park Neighborhood is a particular user group. They have very little in terms of accessing the Central Iowa Trails network as the neighborhood is bottle necked into two access points one being McHenry Park and the other being Euclid Avenue/HWY 6. This trail segment introduces a completed trail loop promoting outdoor recreational activities to occur in the area. Modest lengthen trail loops provide an attainable introduction to outdoor recreation and active transportation alternatives due to the loop providing an achievable fixed measurement of distance for new trail users to try and gain confidence. The loop also provides the neighborhood an amenity that can help support fundraising for the neighborhood.

Des Moines' multi-use trails are frequently used for running races, bicycling events, fundraising walks, school P.E. classes and field trips, biathlons, and triathlons. With overlaying of the Riverview Connection Trail will enhance these activities and ensure that it is available in the future for such special events. For example, the annual 20-kilometer Dam to Dam running race from Saylorville Dam to the Center Street Dam in downtown Des attracting nearly 8,000 participants. The Riverview Connection Trail could act as an additional or alternative route for large events like Dam to Dam to help support the many trails within our system and provide alterations to keep participants coming back to large events using the City's Trail system. Many people come from out-of-town to attend these special events and spend money at hotels, restaurants, local stores and gas stations.

Local residents and near by schools like North High School will be ecstatic to know a paved trail loop is available for safe alternative transportation efforts for off-street walking and classroom use. This trail connection and the adjoining 260 acres of greenway provides a hands-on environment experience and class room for all ages.

The trail connection will create the much-needed access point to the Polk County building for concert goers to find parking for Riverview events. Due to the concert venues location, parking is a major concern when larger events take place and this connection to the Inter-Urban Trail and Trestle to Trestle Trail allows concert goers to use the Polk County Building Parking lot while promoting active transportation alternatives because of the distance between the parking lot and the venue.

For long-range trail users, trail commuters, and tourists this connection is sought after due to the frequent flooding of the Neal Smith Trail. This alternative route located out of the floodway continue access form the northern trails of the City and connects them to Downtown Des Moines without frequent flooding being a concern. Continued access and expansion of the trail network for all year-round use expands promotion of reliable active transportation alternatives. The paving of a new trail acts as a point of interest on its own and offers a new area for all user groups to explore and discover the natural areas Des Moines and Iowa has to offer

4. Define the quality of the site. (25 points) Discuss any safety, environmental, or design considerations or issues and how your project will address these challenges. Keep in mind ALL projects will be expected to meet state and federal requirements including ADA compliance. See Chapter 12 of the Iowa DOT Design Manual <https://iowadot.gov/design/design-manual> for assistance on designing pedestrian and bicycle facilities.

As a former rail corridor, the impact to the surrounding environment will be minimal. Erosion control and tree protection measures will be used during construction. Due to the relatively flat grad of the site that was use for railroad track, paving this corridor is heavily sought after by Parks and Recreation as

they are easy to transform into highly accessible and usable trail corridors. The multi-use trail benefits a variety of users by passing by a scenic wooded area and bringing them closer to Iowa's natural resources of the upland riparian zone of the Des Moines River. The Riverview Connection Trail follows the formed upland ridge of the riparian pathway of the Des Moines River, leading people into and connecting them with this environment rich with natural resources.

Improving the trail corridor will help protect the surrounding area from further development by promoting and converting the open meadows area to a greenway and trail corridor. By paving this section of trail, the City has more incentive to preserve and protect some of the area for open space and promote the natural areas in Des Moines. City staff will be able to better manage the riparian zone with improved access along the trail corridor to manage invasive species removals and keeping the area clean and free of debris. This in return will help protect this area from development around the upland meadows and trail corridor. Protecting spaces like this one from further development promotes outdoor recreation and provides outdoor amenities for the surrounding neighborhoods.

The trail corridor connects to Oak Park Avenue and 16th Street via a dirt path that will need a prepared subbase and minimal grading to achieve a multi-use trail to current SUDAS standards and ADA compliance. The alignment will have a gate the street intersection to deter unauthorized motorized vehicle use of the trail.

Lastly, City staff have recognized this area to be heavily prone to illegal dumping. City staff believe in efforts to improve the trail and corridor there will be increased trail use that will reduce and potentially eliminate the issue of illegal dumping in the area while improving natural resources maintenance access.

5. Describe the economic benefits to the local area. (10 points) Discuss how the project will assist the economic conditions of the area by increasing the quality of life, retaining businesses/residents, attracting business/residents, attracting day tourists, and overnight visitors.

In addition to facilitating trips to Riverview Park, the Riverview Connection Trail draws visitors into Riverview Park and connects them to the Neal Smith Trail, the Inter-Urban Trail, and the nearby Trestle to Trestle Trail and Polk County Mountain Biking Trails. The attraction of visitors to Des Moines trails and parks impacts the economy as visitors utilize overnight accommodations, restaurants, gas stations, and special points of interest and entertainment. In the vicinity of the Riverview Park area, restaurants and bars have self-located along trails to attract cyclists and other trail users to their establishments like Captain Roy's. By improving accessibility for all user groups more opportunities for economic development will follow.

The Riverview Connection Trail Project to enhance the corridor to a multi-use trail segment will facilitate better access to the anticipated and upcoming Water Trail Projects, the Birdland Park and Marina Improvements, and others alike. The City expects to see a large increase in the number of users of the surrounding area after these projects have been completed.

6. Describe any special facilities for disabled users. (5 points) The project will be required to be ADA compliant. Beyond ADA compliance, are there any additional features that will provide improved access points or parking for disabled users?

The proposed multi-use trail, like all of the City's paved trails, will be constructed in compliance with the Americans with Disabilities Act (ADA) and Iowa Statewide Urban Design and Specifications (SUDAS)

standards to enable use by all persons regardless of age, ability, or economic status. The current bumpy trail surface makes bicycling the corridor difficult for individuals. Those with mobility impairment have no access to this trail corridor due to current conditions.

Another benefit of ADA-compliant multi-use trail is that they create an easier path for people with duty or care or companion animals, pavement makes traversing easier for elderly users, parents to push strollers or cyclists to pull child trailers, and therefore create a family-friendly activity for all family user groups.

7. Project "shovel readiness." (25 points) Awarded projects will be expected to be complete within two (2) years. Discuss how this schedule will be met such as steps already completed, funds fully secured, experience completing similar projects on-schedule, etc.

The Riverview Connection Trail project has already begun the design phase and will likely continue on through the year into engineering services. Most if not all design work is intended to be finished by the end of this summer. Construction will be planned to start and be completed within 2 years if the City secures SRT funding by being one of the awarded applicants for this year's application in July.

The City of Des Moines has a lot of experience to trail projects like this one and offers decades of experience and knowledge learning of how to build trail effectively and efficiently to sustain a long life span for the trail corridor.

The Parks & Recreation and Engineering Departments have a vast knowledge of trail construction from fully fledge trail paving with sub-grade preparation, trail corridor build outs, rehabilitation & asphalt overlay projects, and asphalt pavement projects. The City has constructed with a variety of site conditions included complex site design for floodways and developing thoughtful trail design to follow standards set by the Iowa DOT. City staff are dedicated to delivering a final end product from the project that is both desirable and easy to maintain, this project will be no different.

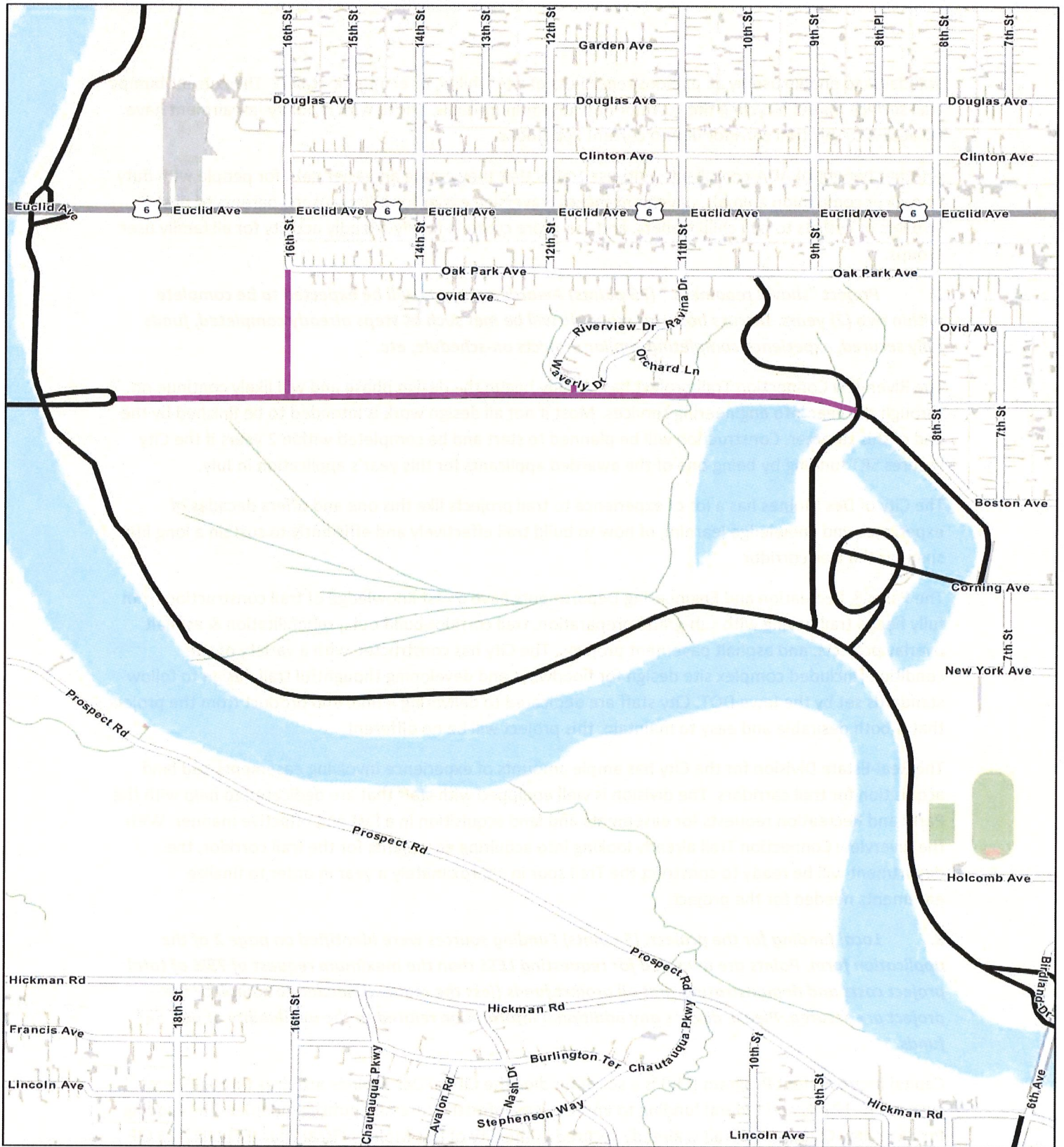
The Real-Estate Division for the City has ample amounts of experience involving easements and land acquisition for trail corridors. The division is well equipped with staff that are dedicated to help with the Parks and Recreation requests for easements and land acquisition in a fast and effective manner. With the Riverview Connection Trail already looking into acquiring easements for the trail corridor, the department will be ready to construct the Trail spur in approximately a year in order to finalize easements needed for the project.

8. Local funding for the project. (5 points) Funding sources were identified on page 2 of the application form. Points are awarded for requesting LESS than the maximum request of 75% of total project costs and demonstrating that all project funds (less the request) needed to complete the project are secured. Please discuss any additional information related to the availability of non-SRT funds.



Capital Improvement Program (CIP) is a set of funding the City of Des Moines acquires through items such as city bonds and federal funding to improve city infrastructure and public amenities. The funding for Riverview Connection Trail is already secured in the City of Des Moines Fiscal Year (FY) 2022-23 CIP Multi-Use Trail. CIP and a full funding award would constitute a 38.5% match for SRT Funding if awarded fully.

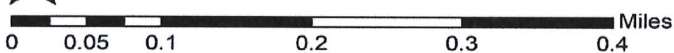
Riverview Trail Connection Project

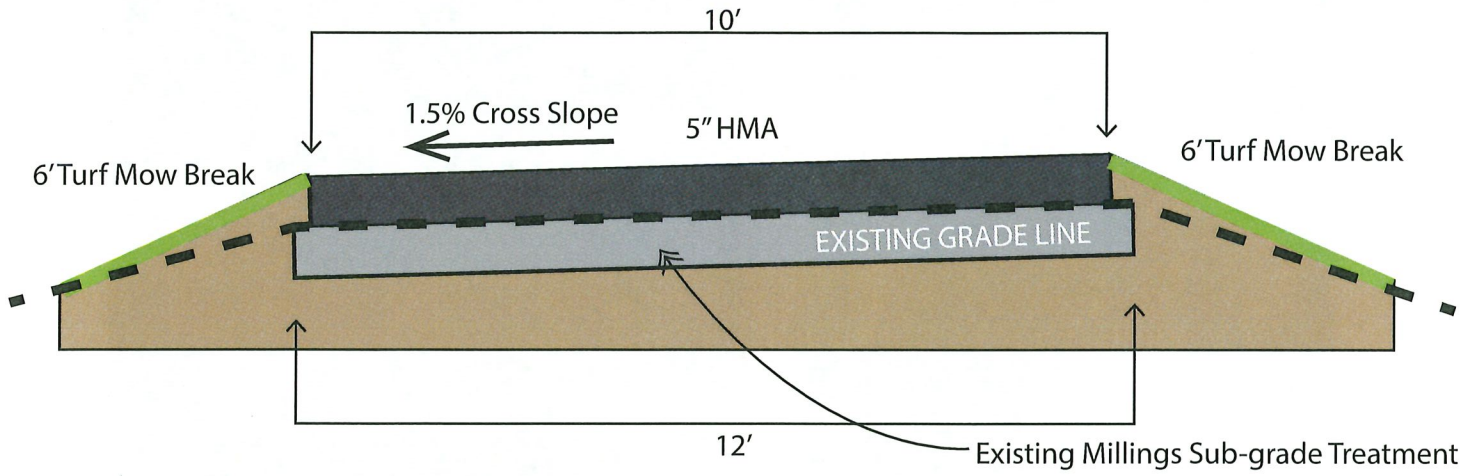
SECTION C.

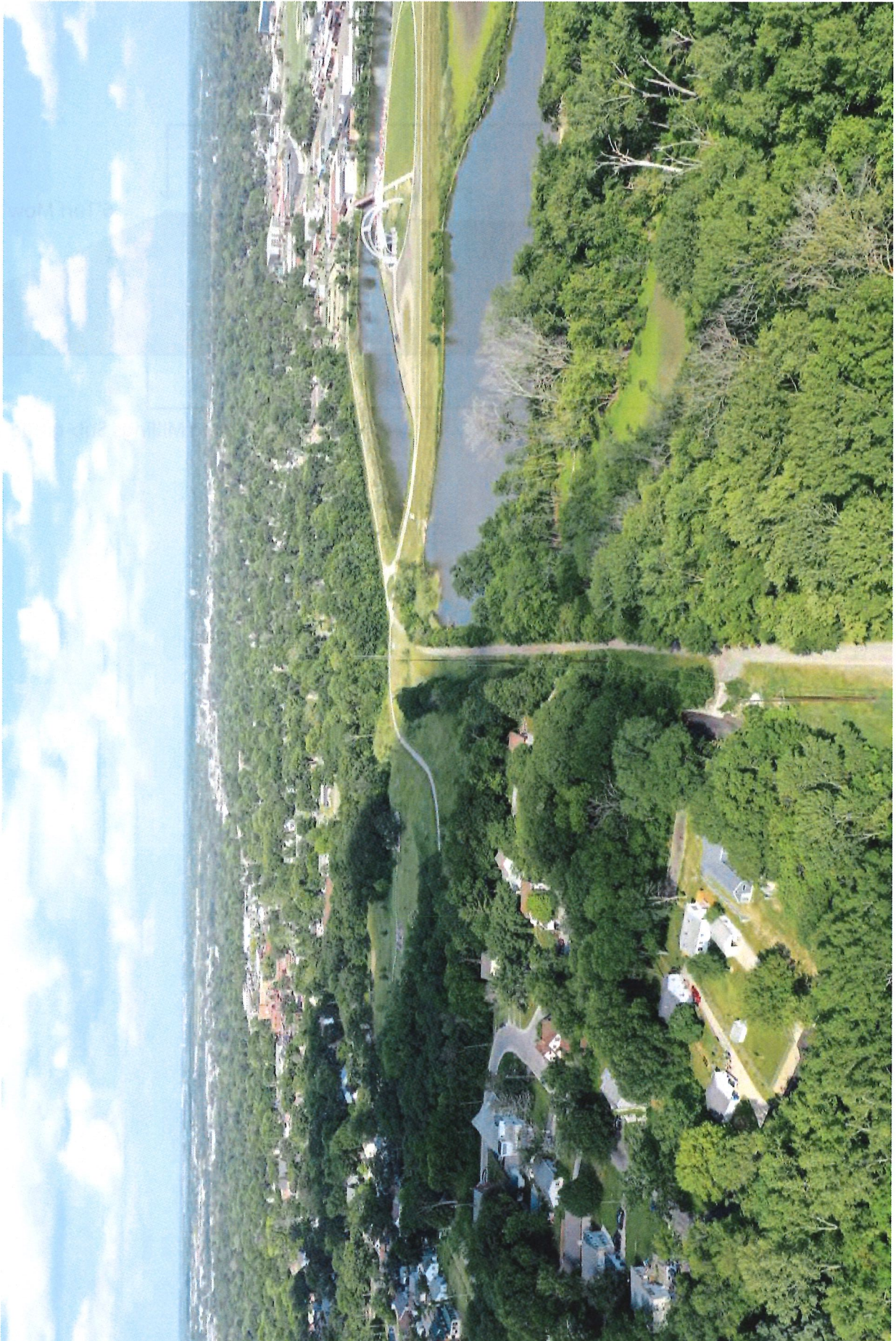


Legend

-  Riverview Connection Trail
-  Paved Trail, Existing















PRELIMINARY ESTIMATE

PARKS AND RECREATION DEPARTMENT
CITY OF DES MOINES, IA.

Date: 06/22/21

RIVERVIEW CONNECTION TRAIL PROJECT FROM INTER-URBAN PEDESTRIAN BRIDGE TO RIVERVIEW PARK

NO.	DESCRIPTION	UNIT	ESTIMATED UNITS	UNIT PRICE	TOTAL AMOUNT	SRT Funding		CIP Match %
1	Full Depth Reclamation of Trail Millings	SY	4394	\$15.00	\$65,910.00	SRT Funding	\$65,000.00	1.38%
2	6" HMA Trail	TON	1750	\$110.00	\$192,500.00	SRT Funding	\$192,500.00	0.00%
3	Grading	CY	340	\$50.00	\$17,000.00	SRT Funding	\$17,000.00	0.00%
4	Excavation, Class 10	CY	1,500	\$30.00	\$45,000.00	SRT Funding	\$40,000.00	11.11%
5	Reclaim #4 for shouldering	CY	1,500	\$30.00	\$45,000.00	SRT Funding	\$40,000.00	11.11%
6	Fog Seal application	GAL	1,600	\$6.00	\$9,600.00	SRT Funding	\$4,500.00	53.13%
7	Erosion Control	LS	1	\$10,000.00	\$10,000.00	SRT Funding	\$6,000.00	40.00%
8	Hydroseeding	AC	3	\$5,000.00	\$15,000.00	SRT Funding	\$10,000.00	33.33%
9	Vehicle Barrier Gate	LS	1	\$10,000.00	\$10,000.00	SRT Funding	\$5,000.00	50.00%
10	Right of Way Acquisition Cost	LS	1	\$20,000.00	\$20,000.00	SRT Funding	\$20,000.00	0.00%
11	PYRO-Eco Counter	LS	1	\$5,000.00	\$5,000.00		\$0.00	100.00%
12	Preliminary Design/Engineering Cost (10%)	LS	1	\$43,001.00	\$43,001.00		\$0.00	100.00%
13	Inspection Costs (15%)	LS	1	\$64,501.50	\$64,501.50		\$0.00	100.00%
9	Mobilization (15%)	LS	1	\$64,501.50	\$64,501.50		\$0.00	100.00%
10	Contingencies (10%)	LS	1	\$42,986.00	\$42,986.00		\$0.00	100.00%
TOTAL CONSTRUCTION COST					\$650,000.00	SRT Total	\$400,000.00	

PREPARED BY: D. Hansen

ESTIMATED TOTAL PROJECT COST **\$650,000.00**

20

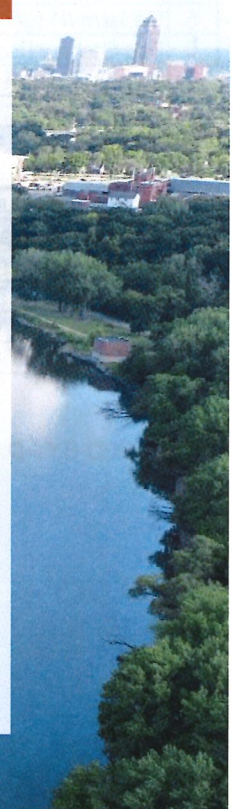
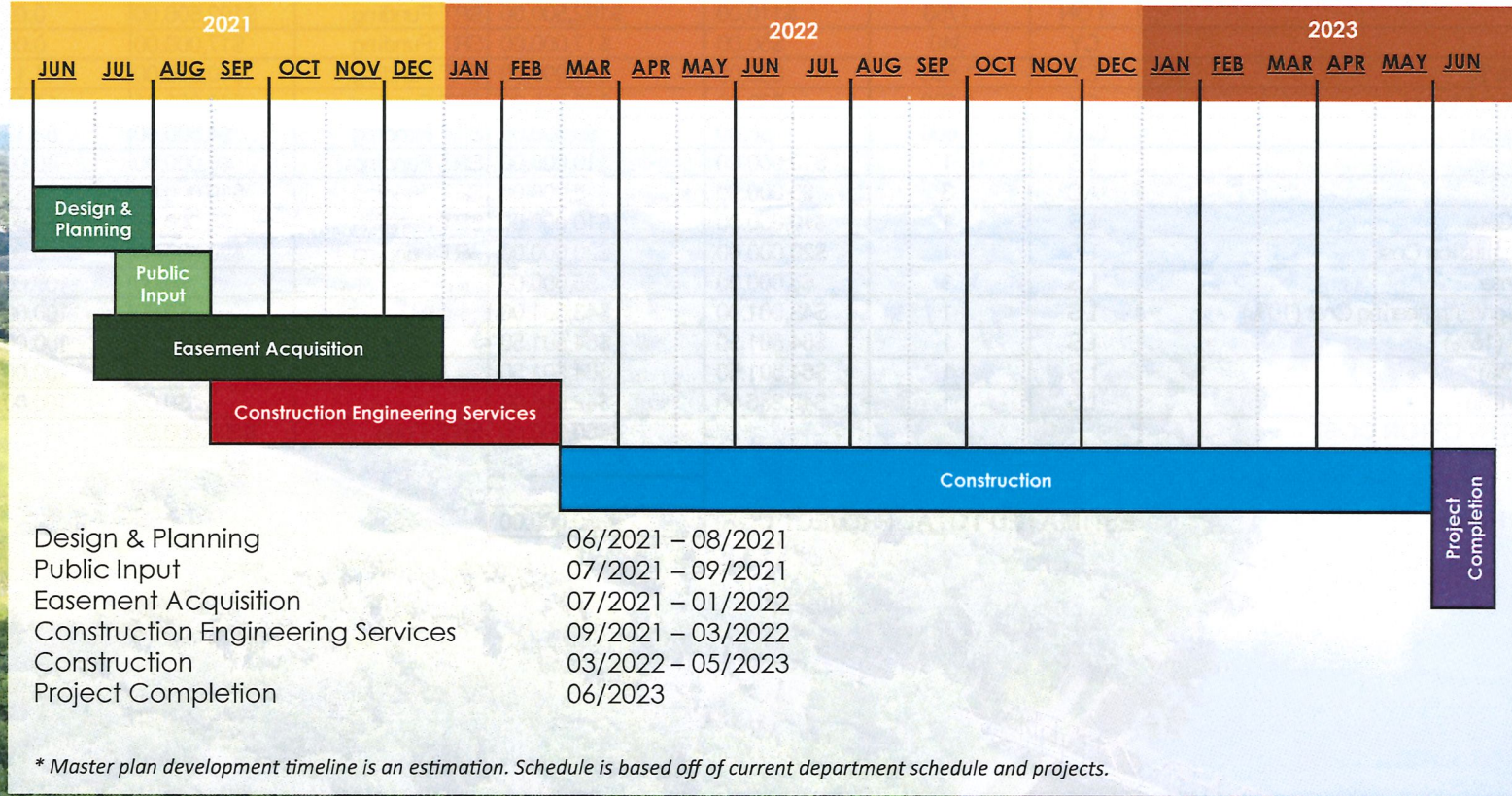
RIVERVIEW - ITEMIZED BREAKDOWN

SECTION F.

Proposed Project Timeline



DMPARKS.ORG



PLACE HOLDER

NARRATIVE

SECTION J

A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance. As part of this narrative, also describe local and regional planning efforts related to the project, including whether it is listed in a long-range plan. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.

The section of trail that is being subjected to an asphalt overlay has long been overdue for updates as it is an important trail connection for the residents of Des Moines. The Oak Park/Highland Park Neighborhood Association has been long awaiting this trail to be updated to our trail standards to provide better access to Riverview Park, Inter-Urban Trail, and the Neal Smith Trail south of Euclid Avenue. Due to the high amount of illegal dumping that happens around this corridor, the neighborhood also believes the updated trail will help bring more foot traffic to the area and reduce the amount of illegal dumping that happens at this location.

The Parks Area Foundation (PAF) supports community growth of Oak Park, Highland Park, and Union Park neighborhoods by support improvement project like revitalization and education. However, the foundation has reached beyond just community improvements to focus on creating outdoor recreation hubs that create safe and active transportation alternatives that connect parks to the historic neighborhood districts they represent. The Parks Area Foundation has fully supported the paving of the millings trail to connect Riverview Park and the Central Iowa Trails network to the Oak/Highland Park Neighborhoods via the trail spur connection to Oak Park Avenue and 16th Street.

Invest DSM is a group of specific individuals who look into investments and economic growth around the City of Des Moines. The small group of individuals works with neighborhoods to revitalize and offer grant opportunities for home owners to update and furnish households. Invest DSM is fully supportive of the Riverview Connection Project due to Oak Park/Highland Park neighborhood being a key special investment district that the association is looking into for future economic growth and development.

The Trails and Greenways (TAG) Committee is an resident advisory board committee to address the City of Des Moines and Polk County Conservation trail related issues and comment on trail projects. The TAG committee fully supports the paving of this section of trail. The Trail segment has been a section talked about for some time within the committee to help serve the trail users in this area and provide an alternative route around the frequently flooded Neal Smith Trail section.

Along with the community investment groups this project follows Live DSM is the Parks and Recreation Department's comprehensive plan that focuses on the Parks and Recreation's goals as a department at the city-wide level of planning for future parks and trails. This plan details out our five goals that all correlate with this project by investing into our communities and meeting our number one priority of connecting our residence to our parks and trail systems. This project, like all other trail projects, follows the guidelines and principles of the department's comprehensive plan by focusing on the main goals of the comprehensive plan and implementing strategies to improve our outdoor recreational facilities for all Iowans.

NARRATIVE

SECTION J

Move DSM is the city-wide comprehensive transportation plan that lays out future goals for the city's transportation options. Biking is a crucial and important transportation alternative to help reduce car usage on roads and offers a cheaper and more affordable alternative mode of transportation for our residence. This project will be following the guidelines of the city's comprehensive transportation plan because many trail users are commuters to work. Biking offers a very affordable and attainable mode of transportation that the city highlights as a source for continuing to expand and improve the city's trail system. This project would connect to 16th Street and Oak Park Avenue. Both streets are marked as secondary access points for biking and the Riverview Connection Trail Project would enhance both streets and further connected the Highland Park/Oak Park Neighborhood to the bike network system. This neighborhood is also stated to have very little to no access to the Des Moines trail network.

The project also follows the Iowa DOT's Bicycle and pedestrian Long-Range Plan lays out the visions and goals that represent the many local plans that Des Moines follows. The Riverview Connection Trail aims at creating a transportation alternative to those who live north of downtown Des Moines around Riverview Park and the Neal Smith Trail. This project will continue to connect a large portion of residences that live south of Euclid Avenue/highway 6. With plans for a new trail spur as a connection point for the neighborhood, this project plays a vital role to helping the trail spur come to fruition to improve connections to the neighborhood. This project will act as the economic catalyst for the neighborhood and future City of Des Moines projects in the area.

The State Transportation Plan, Iowa in motion 2045 identifies comprehensive transportation objectives as well as specific needs and recommendations for non-motorized transportation. The City of Des Moines also follows this plan for guidelines and recommendations for recreation trail uses. This project will also follow these guidelines to stay consistent with other trail sections in the Metropolitan Planning Organization (MPO)s trail system.

The Riverview Connection Trail will not be constructed in any Iowa DOT ROW. The City of Des Moines did not reach out to the district office for a Letter of Support for this reason.



Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique positive impact on minority persons.

Describe the positive impact expected from this project.

Indicate which groups are impacted.

- Women, Persons with a disability, Blacks, Latinos, Asians, Pacific Islanders, American Indians, Alaskan Native Americans, Other

- The proposed grant project programs or policies could have a disproportionate or unique negative impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

PROJECT-MINORITY IMPACT STATEMENT

SECTION L.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

The Riverview Connection Trail Project is not expected to have a disproportionate or unique impact on minority persons. Minorities are among the many trail users who will benefit from the HMA overlay, but the trail will not attract any additional minority persons because of the way it is designed or constructed. Similarly, it will not in any way be designed or constructed to disproportionately limit the use of the facility by minority persons.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Derek Hansen

Title Park Planner I

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

June 16, 2021

ATTN: Derek Hansen, Park Planner I
City of Des Moines Parks and Recreation Department
1551 E. Martin Luther King Jr. Parkway
Des Moines, IA 50317

RE: Riverview Connection Trail

Dear Grant Review Committee:

I serve as Chair of the Trails and Greenways (TAG) Advisory Committee, a citizen sub-committee of the Des Moines Park and Recreation Board and the Polk County Conservation Board. The committee consists of 10 members appointed by Des Moines and Polk County, and additional representation from the cities of Ankeny, Johnston, Pleasant Hill, Polk City, Urbandale and West Des Moines.

On June 16th, 2021 the TAG committee voted unanimously to support the funding application for the Riverview Connection Trail project. The Riverview Connection Trail plays a vital role in connecting Oak Park/Highland Park Neighborhoods to the Central Iowa Trail's Greenways and adds an important trail connection for the neighborhood to the Neal Smith Trail, a level 1 trail corridor. The trail will also create a connection that has been asked for several years now and could be used during high water events when the Neal Smith Trail is closed. Therefore, I recommend that this project be supported for funding to support the paving of the Riverview Connection Trail project, a vital trail connection within the City.

As the Chair of the Trails and Greenways Advisory Committee, I as well as the committee enthusiastically support the completion of the Riverview Connection Trail project which will improve quality of life for area residents and visitors.

Sincerely,



Jim Ballard

Chair, Trails and Greenways Advisory Committee



June 16, 2021

Mr. Derek Hansen, Park Planner
Des Moines Parks and Recreation Department
1551 E. Martin Luther King Jr. Parkway
Des Moines, IA 50309

RE: Riverview Connection Trail Project

Dear Mr. Hansen,

Invest DSM is excited to provide this letter in support of your grant application for the Riverview Connection Trail Project. As proposed, the trail connection has been waiting to be fully paved with an asphalt overlay to connect the Oak Park/ Highland Park neighborhood to Riverview Park and the Inter-Urban Trail. Updating the trail corridor will help boost the economic benefits to the surrounding neighborhoods.

Our agency is an active participant in promoting incredible opportunities for Des Moines residents. We are currently working to strengthen and revitalize the Oak Park/Highland Park Special Investment District, and one of the outcomes we are working towards is enhanced connectivity to the trail system. The Riverview Connection Trail Project is a tremendous opportunity to build on collaborative efforts between our agency and the Parks and Recreation Department for the City of Des Moines to support creative placemaking that will enhance the walkability and bike-ability of these communities. The proposed project is a crucial trail segment providing safe passage through the Neal Smith Corridor during flood events and provides a safe connection to Riverview Park by connecting to the Oak Park/Highland Park area as an important trail segment that acts as the gateway to the Des Moines' Trail Greenways for the neighborhood. As we work to improve the conditions of the real estate on the adjacent blocks, this trail segment will be an important amenity to attract new buyers to live in Oak Park/Highland Park, and retain the existing homeowners.

Invest DSM fully supports the Des Moines proposal for the Riverview Connection Trail Project grant application.

Sincerely,

A handwritten signature in black ink that reads "Amber Lynch". The signature is written in a cursive, flowing style.

Amber Lynch, AICP
Executive Director



June 14, 2021

Ben Page, Director

City of Des Moines Parks and Recreation Department

1551 E. Martin Luther King Jr. Pkwy

Des Moines, IA 50317

Dear Grant Review Committee:

As the President of the Parks Area Foundation (PAF) I want to make you aware of our support of the Riverview Trail Connection project. The PAF was incorporated as an Iowa non-profit corporation in 1998. We are a private foundation that succeeded the Highland Park Revitalization Committee formed by the City of Des Moines. We represent the **Highland Park, Oak Park, and Union Park** neighborhoods. We at the PAF focus on community improvement projects with a strong emphasis on education and history of the three neighborhoods that make up the PAF.

Our goals have expanded beyond the revitalization and education of about the history of our neighborhoods. Our expanded mission is to create a safe, exciting outdoor recreational hub in a historic setting that has a regional draw for the arts and various events to enhance the quality of life in Des Moines.

We have recently completed one of the largest projects the PAF has been involved in since our founding. The new 4 acre and outdoor event stage at Riverview Park is well on its way to becoming a regional draw as an outdoor event center. The new concert stage and park will become an important economic driver for our historic part of Des Moines. During our grand opening event at Riverview this past month we began to see the fruits of our 6 years of labor. This new revenue stream will elevate our efforts as we continue to pursue our goals for the parks area.

We are interested in continuing to develop the much-needed infrastructure that will support the future of Riverview Park. The paving of this trail corridor will provide access to the park and public events at the stage. The more access between our neighborhoods and the regional trail system encourages our residents to explore more and more of the city in a sustainable way.

We look forward to a new and improved public access to our new gem in Riverview Park by the paving of the Riverview Trail Connection.

Sincerely,

Tanner Faaborg

President, Parks Area Foundation

PO Box 3323 Des Moines, IA 50316

(515) 441-0463 tannerbrigsfaaborg@gmail.com

May 12, 2020

City of Des Moines Parks and Recreation Department
1551, E M.L.K Jr Pkwy,
Des Moines, IA 50309



RE: Riverview Connection Trail

Dear Derek Hansen,

I am writing to express the Highland Park/Oak Park Neighborhood Association's strong support for funding the long-awaited paving of the Riverview Connection Trail. This important segment would directly improve the service to our growing neighborhood by paving this segment of trail, and it is a vital component for connecting our neighborhood to the Central Iowa Trails Network, which in turn will provide a multitude of benefits for the citizens and visitors alike.

The question about when the trail would be getting paved is one I hear often, and we are thrilled to see some movement into the paving of this segment. The neighborhood is excited to hear about the many initiatives and improvements under way and are very much supportive acquiring necessary funding to make the trail a reality.

This project is a key step in updating a crucial trail segment that would provide connectivity to adjacent parks like Riverview Park, trails like the Neal Smith and Inter-Urban, communities, and natural attractions as well as an additional means of transportation for our neighborhood.

The Highland Park/Oak Park Neighborhood Association strongly supports the City of Des Moines Parks and Recreation Department's application for funding of the Riverview Connection Trail.

Sincerely,

A handwritten signature in blue ink that reads "Ashley Kennebeck". The signature is written in a cursive, flowing style.

Ashley Kennebeck
President, Highland Park/Oak Park Neighborhood Association