

AGENDA
SPECIAL MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS – CITY HALL
JANUARY 31, 2023

CALL TO ORDER: 6:00 p.m.

HEARINGS:

1. Hearing on Prairie View Industrial Center Water and Sanitary Sewer Connection Fee District
 - a. First passage of ordinance

CITY COUNCIL WORKSHOP:

2. Bicycle and Pedestrian Master Plan

DISPOSITION OF COMMUNICATIONS TO COUNCIL:

COUNCIL COMMENTS:

ADJOURNMENT:

Please note that this agenda may be changed up to 24 hours before the meeting time as provided by Section 21.4(2), *Code of Iowa*.

ITEM#: 1
DATE: 01-31-23
DEPT: PW

COUNCIL ACTION FORM

SUBJECT: PRAIRIE VIEW INDUSTRIAL CENTER CONNECTION DISTRICTS

BACKGROUND:

The Prairie View Utility Extension Project consists of the extension of water and sanitary sewer mains to the recently annexed area east of Interstate 35 (I-35). A water main and a gravity sewer main have been constructed from 4100 East Lincoln Way (just east of Country Landscapes) to Teller Ave (580th) and are being further extended to Potter Ave (590th) this winter. Also, a sanitary sewer force main has been installed from Freel Drive to Teller Ave and a sanitary sewer lift station has been constructed south of East Lincoln Way at 207 S Teller Ave.

In order to recover the local costs (portion of project not funded by federal monies) from this project, sewer and water connection fee districts are being established for new industrial development area, as directed by City Council in July 2018. **City Council confirmed this on December 13, 2022, when taking action to set a public hearing date of January 10, 2023, for establishment of water and sanitary sewer connection districts in the Prairie View Industrial area and directing the City Attorney to prepare ordinances to establish these districts to recover the City costs to install utilities as the properties are developed. City Council continued the public hearing until January 31, 2023, to provide adequate time to meet the notification requirements set forth in the Code of Iowa.**

Attached is the ordinance establishing the Prairie View Industrial Center Water and Sanitary Sewer Connection Fee District for consideration of adoption. **In accordance with this ordinance when a connection is made to this new infrastructure, the per acre connection fee charge will be \$3,438.87 for Sanitary Sewer and will increase by \$207 each succeeding year. For Water, the per acre connection fee will be \$990.66 and will increase by \$60 each year. For existing single family homes, the connection fees will be at the standard City rates which currently are \$30 per lineal foot of frontage for each Water and Sanitary Sewer connection using a typical lot frontage of 80 feet.**

ALTERNATIVES:

1. Approve first passage of an ordinance to amend Municipal Code of the City of Ames, Iowa, by enacting a new Chapter 28, Section 28.908 thereof, for the purpose of creating a water and sanitary sewer connection fee district as the Prairie View Industrial Center Connection District, and by enacting Appendix X setting forth the fees and map for said District, and repealing any and all ordinances or parts of ordinances in conflict to the extent of such conflict, and establishing the effective date.

2. Direct staff to amend the proposed ordinance.
3. Decide not to move ahead with establishing water and sanitary sewer connections fee districts in the Prairie View Industrial Center.

CITY MANAGER'S RECOMMENDED ACTION:

This ordinance will allow the City to recover local costs associated with the water main and trunk sewer extensions through the Prairie View Industrial area when a connection is made to the City's water and sewer infrastructure in this area. **Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1.**

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY ENACTING A NEW CHAPTER 28, SECTION 28.908 THEREOF, FOR THE PURPOSE OF CREATING A WATER AND SANITARY SEWER CONNECTION FEE DISTRICT IN THE PRAIRIE VIEW INDUSTRIAL CENTER CONNECTION DISTRICT; AND BY ENACTING APPENDIX X SETTING FORTH THE FEES AND MAP FOR SAID DISTRICT, AND REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting a new Chapter 28, Section 28.908 as follows:

“Sec. 28.908 PRAIRIE VIEW INDUSTRIAL CENTER WATER AND SANITARY SEWER CONNECTION FEE DISTRICT

(1) There is hereby established pursuant to Sec. 384.38(3) Code of Iowa, 2021, a water and sanitary sewer connection fee district shown on the map in Appendix “X” the legal descriptions for which are as follows:

Parcels 1, 3, 4, 6 and 10:

The Southwest Quarter lying South of the Chicago and Northwestern Railroad Right-of-way, and the West Quarter of the Southeast Quarter lying South of said railroad right-of-way, all in Section 4, Township 83 North, Range 23 West of the 5th P.M. in Story County, Iowa, EXCEPT highways, and EXCEPT the following:

Beginning at a point on the South line of said Section 4 which is 861 feet West of the South Quarter corner thereof: and run thence West along said South line 179 feet, thence North 197 feet, thence East 179 feet, and thence South 197 feet to the point of beginning; and

ALSO, EXCEPT: Beginning at a point on the South line of the Southwest Quarter of said Section 4, 609.9 feet East of the Southwest corner of said Section, thence North 0 ° 57' East 269 feet, thence South 88°37' East 264.3 feet to the South line of said Southwest Quarter, thence West 200.4 feet to the point of beginning; and commencing at the Southwest corner of said Section 4, thence East 609.9 feet, thence North 0°57' East 269 feet to the point of beginning, thence continuing North 0 ° 57' East 84.3 feet, thence South 88°26' East 193.2 feet, thence South 0°57' West 83.68 feet, thence North 88°37' West 193.2 feet to the point of beginning;

and ALSO, EXCEPT: Parcel A of the North Half of the Southwest Quarter and the Northwest Quarter of the Southeast Quarter, in Section 4, Township 83 North, Range 23 West of the 5th P.M. in Story County, Iowa. (Parcel A is about 24.86 acres, including 0.34 acres of highway right-of-way).

Parcels 2 and 8:

Parcel "A" located in the North Half of the Southwest Quarter and in the Northwest Quarter of the Southeast Quarter, all in Section 4, Township 83 North, Range 23 West of the 5th P.M., Story County, Iowa.

More particularly described as follows:

Commencing at the West ¼ Corner of said Section 4-83-23, Story County, Iowa; Thence S 0°31'37"E 270.81' along the west line of the Southwest Quarter of said Section 4 to the Point of Beginning; Thence, S85°53'23"E 3319.23' along the south right of way line of the Union Pacific Railroad as presently established, to a point located on the east line of the West Half of the Northwest Quarter of the Southeast Quarter of said Section 4; Thence S0°46'55"E 327.33' along said east line; Thence N85°53'23"W 3320.69' to the west line of the Southwest Quarter of said Section 4; Thence, N0°31'37"W 327.21' along said West line to the Point of Beginning, as shown on Plat of Survey recorded in Book 344 at Page 2. Parcel "A" contains 24.86 acres including 0.34 acres of presently established road right of way.

Parcel 5: Beginning at a point on the South Line of the Southwest Quarter of Section 4, Township 83 North, Range 23 West of the 5th P.M., Story County, Iowa. 609.9 feet east of the Southwest Corner of said Section 4, thence North 0 ° 57' east 353.3 feet, thence South 88 ° 37' east 193.2 feet, thence South 0 ° 57' West 83.68 feet, thence South 0 ° 37' East 264.3 feet, thence West 200.4 feet to the point of beginning.

Parcel 7: Beginning at a point on the South line of Section 4, Township 83 North, Range 23 West of the 5th PM, Story County, Iowa, a distance of 861 feet West of the South Quarter Corner of said Section 4, thence continuing West along said South line 179 feet, thence North 197 feet, thence East 179 feet, thence South 197 feet to the point of beginning.

Parcels 9, 11, 12, and 13:

All that part of the East three-fourths (E3/4) of the Southeast Quarter (SE ¼) of Section Four (4), Township Eighty-three (83) North, Range Twenty-three (23) West of the 5th P.M., Iowa, lying South of the right-of-way of the Chicago and Northwestern Railway, except the following: beginning on the East line of said Southeast Quarter SE¼) of Section Four (4) at a point in the South right-of-way line of the Chicago and Northwestern Railway, thence South 100.37 feet, thence North 85°03' West, 100 feet distant from and parallel to the said right-of-way line 1977.68 feet, thence North 100.37 feet to said right-of-way line, thence South 85°03' East along said South right-of-way line, 1977.68 feet to the point of beginning.

Parcel 14: Parcel "J" a part of the Southwest Quarter (SW¼) and of the South Half (S½) of the Northwest Quarter (NW¼) of Section Five (5), Township Eighty-three (83) North, Range Twenty-three (23) West of the 5th P.M., Ames, Story

County, Iowa, as shown on the Plat of Survey recorded on May 15, 2018. as Inst No. 18-04082. Slide 604. Page 6.

Parcel 15: Parcel "K" a part of the Southwest Quarter (SW 1/4) and of the South Half (S1/2) of the Northwest Quarter (NW1/4) of Section Five (5), Township Eighty-three (83) North, Range Twenty-three (23) West of the 5th P.M., Ames, Story County, Iowa, as shown on the Plat of Survey recorded on May 15, 2018, as Inst. No. 18-04082, Slide 604, Page 6.

Parcels 16 and 17:

The South Half (S1/2) of the Southwest Quarter (SW1/4) of Section Five (5), Township Eighty-three (83) North, Range Twenty-three (23) West of the 5th P.M., Ames, Story County, Iowa.

Parcels 18, 19, 20, and 22:

The Southeast Quarter (SE1/4) of Section Five (5), Township Eighty-three (83) North, Range Twenty-three (23) West of the 5th P.M., Iowa, lying South of the Chicago and Northwestern Railroad Company's right-of-way, subject to public highways, EXCEPT Commencing at a point on the South line of the Southeast Quarter of Section 5, Township 83 North, Range 23 West of the 5th P.M., Story County, Iowa, 883 Feet East of the Southwest Corner of said Southeast Quarter, thence East along said Section line 270 Feet, thence North 484 feet, thence West 270 Feet, thence South 484 feet to the point of beginning, subject to roads and easements of record AND the Southwest Quarter (SW1/4) of the Northeast Quarter (NE1/4) of Section Five (5), Township Eighty-three (83) North, Range Twenty-three (23) West of the 5th P.M., lying South of the Chicago and Northwestern Railroad Company's Right-of-Way.

Parcel 21: Commencing at a point on the South line of the Southeast Quarter (SE 1/4) of Section Five (5), Township Eighty-three (83) North, Range Twenty-three (23) West of the 5th P.M., Ames, Story County, Iowa, 883 feet East of the SW Corner of said SE 1/4; thence East along said Section line 270 feet; thence North 484 feet; thence West 270 feet; thence South 484 feet to the point of beginning.

Parcels 23 and 24:

The East Half (E1/2) of the Northeast Quarter (NE1/4) of Section Seven (7) Township Eighty-three (83) North, Range Twenty-three (23) West of the 5th P.M., Ames, Story County, Iowa.

Parcels 25 and 27:

The West One-half (W 1/2) of the Northwest Quarter (NW 1/4) of Section 8, Township 83 North, Range 23 West of the 5th P.M., Story County, Iowa; subject to easements of record.

Parcels 26 and 28:

The East Half (E1/2) of the Northwest Quarter (NW1/4) of Section Eight (8), Township Eighty-three (83) North, Range Twenty-three (23) West of the 5th P.M., Ames, Story County, Iowa.

Parcel 29: Beginning at the Northwest corner of the Northeast Quarter (NE¹/₄) of Section 8, Township 83 North, Range 23 West of the 5th P.M., Iowa, thence East along the North line of said Section 8, 464 Feet; thence South 470.9 Feet, thence West 461 Feet to the West line of said Northeast Quarter (NE¹/₄); thence North along the West line of said Northeast Quarter (NE¹/₄) 470.9 Feet to the point of beginning.

Parcels 30 and 33:

The West Half of the Northeast Quarter of Section 8, Township 83 North, Range 23 West of the 5th P.M. in Story County, Iowa, EXCEPT beginning at the Northwest corner of said Northeast Quarter, run thence East along the North line thereof 464.0 feet, thence South 470.9 feet, thence West 461.0 feet to the West line of said Northeast Quarter, thence North along said West line 470.9 feet to the point of beginning.

Parcels 31 and 34:

The East half (E¹/₂) of the Northeast quarter (NE¹/₄) of Section Eight, Township 83N, Range 23W of the Fifth (5th) P.M., Story County, Iowa, subject to any easements of record. EXCEPT Parcel "G" and Parcel "H."

Parcel 32: Parcels 'G' and 'H' in the Northeast Quarter of the Northeast Quarter (NE¹/₄ NE¹/₄) of Section 8, Township 83 North, Range 23 West, of the 5th P.M., Story County, Iowa, as shown on the "Plat of Survey" filed in the office of the Recorder of Story County, Iowa, on January 6, 2020, and recorded as Instrument No. 2020- 00146.

Parcel 35: The West 25 rods of the North 16 rods of the Northwest Quarter of the Northwest Quarter of Section 9, Township 83 North, Range 23, West of the 5th P.M., except the road area on the North and West sides, containing approximately 2.5 Acres, more or less. This being Parcel No. 10-09-100-105 in the Story County Treasurer's Office as of February 28, 2002.

Parcel 36: The West 25 rods of the South 16 rods of the North 32 rods of the Northwest Quarter of the Northwest Quarter of Section 9, Township 83 North, Range 23 West of the 5th P.M.

Parcels 37, 38, 39 and 40:

The Northwest Quarter (NW¹/₄) of Section Nine (9), Township Eighty-three (83) North, Range Twenty-three (23) West of the 5th P.M., Ames, Story County, Iowa, EXCEPT commencing at the NW Corner of Sec. 9-T83N-R23W of the 5th P.M., Ames, Story County, Iowa running thence East 25 rods, thence South 32 rods, thence West 25 rods, thence North 32 rods to the point of beginning and also except legally established highways.

Parcel 41: Parcel "C" in the NW 1/4 of the NE 1/4 of Section 9, Township 83 North, Range 23 West of the 5th PM, Story County, Iowa, as shown in the Plat of Survey filed in the Office of the Story County Recorder on May 16, 1994, in Book 12, Page 65.

Parcel 42, 43, and 44:

The West Half ($W\frac{1}{2}$) of the Northeast Quarter ($NE\frac{1}{4}$) and the Northwest quarter ($NW\frac{1}{4}$) of the Southeast Quarter ($SE\frac{1}{4}$) of Section 9, Township 83 North, Range 23 West of the 5th P.M., except Highway, and except

PARCEL "C" in the Northwest Quarter ($NW\frac{1}{4}$) of the Northeast Quarter ($NE\frac{1}{4}$) of Section 9, Township 83 North, Range 23 West of the 5th P.M., Story County, Iowa, as shown in the Plat of Survey filed in the office of the Story County Recorder on the 16th day of May 1994 and recorded in Book 12 at Page 65.

Parcel 45: The East 119.1 Feet of the South 199 Feet of the recorded Warranty Deed in Book 279, Page 79, in the Story County Recorder's Office, Story County, Iowa.

Parcel 46: The East Twelve (12) rods of the South Forty (40) rods of the Southeast Quarter ($SE\frac{1}{4}$) of the Southeast Quarter ($SE\frac{1}{4}$) of Section Six (6), Township 83 North, Range 23 West of the 5th P.M.

Parcel 47: The West Two (2) acres of the East Half ($E\frac{1}{2}$) of the Southeast Quarter ($SE\frac{1}{4}$) of the Southeast Quarter ($SE\frac{1}{4}$) of the Southeast Quarter ($SE\frac{1}{4}$) of Section Six (6), Township 83 North, Range 23 West of the 5th P.M., also described as the West Eight (8) rods of the East Twenty (20) rods of the South Forty (40) Rods of the Southeast Quarter ($SE\frac{1}{4}$) of the Southeast Quarter ($SE\frac{1}{4}$) of Section Six (6), Township 83 North, Range 23 West of the 5th P.M.

(2) The fee for connection of a property within the aforesaid district to the water or sanitary sewer utility shall be applied according to the acreage shown in Appendix X, as follows:

(a) The connection fee for sanitary sewer service for all parcels is \$3,438.87 per acre of property served by this connection including reasonable interest.

(b) The connection fee for water service is \$990.66 per acre of property served by this connection including reasonable interest.

(3) Annual increase in connection fees are as follows:

(a) For the purposes of accounting for the costs incurred by the City of Ames to finance improvements, the connection district fee shall increase on an annual basis.

(b) The fees shall increase annually at a rate of approximately six percent (6%) of the original connection fee for a period of at least ten (10) years.

(c) The annual increase in the connection district fees shall be based on six percent (6%) of the original connection fee of \$3,438.87 per acre for sanitary sewer connection and \$990.66 for water connection and will be rounded to an even dollar amount per year. Thus, the connection district fee will increase at a rate of \$203 per year for sanitary sewer connections and \$60 per year for water connections. Appendix "X" shows the tabulations of the connection district fees for each of the ten years beginning on the date of adoption of this ordinance, and increasing on July 1st for each year following, and ending on July 1, 2033.

(d) After July 1, 2033, the connection district fees will continue to increase at a rate of \$203 per year for sanitary sewer connections and \$60 per year for water connections, unless the connection fee annual increases are modified by the City of Ames.

(4) Exception for Parcel 32. The City-owned Parcel 32 (207 S Teller Avenue) is exempted from water and sewer connection fees because it provides the water and sewer infrastructure to serve the connection district area and no facilities will be constructed requiring water or sewer service.

(5) Limited exception for existing residential properties.

(a) Parcels 5, 25, 29, 35, 36, and 41, upon which are single- and multi-family residential uses, shall have a limited exemption from the connection fees of paragraphs 2 and 3 of this section, and in lieu thereof, each of the said parcels shall be subject to the standard connection fee to the existing residence as described in Appendix F of the Ames Municipal Code and regardless of actual frontage shall make a one-time connection using an 80-foot lineal width for the connection fee calculation.

(b) Unless for good cause shown and approved by the City Council waiving enforcement of the district connection fees, if a parcel described in subparagraph (a) is subdivided for other than existing residential uses, the owner shall be liable for and pay the connection fees of paragraphs 2 and 3 of this section.

(6) Subject only to the limited exception set forth above, for purposes of determining the amount and timing of fees due under paragraphs 2, 3, and 7 of this section, a “connection of a property” shall be deemed to include the individual parcel for which a service connection is requested and all other adjacent or contiguous parcels, or both, within the district that are under common ownership of one person or two or more related parties. As used herein, “related parties” has the same meaning as used in 26 U.S. Code section 267.

(7) The fee required by this section shall be paid to the City as required by section 384.38 of the Code of Iowa, prior to final plat or site plan approval, including all future phases, whichever event occurs first, which shall be deemed by the City to be a utility connection application as described in the Code of Iowa.

Section Two. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Three. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, 2023.

Renee Hall, City Clerk

John A. Haila, Mayor

Appendix X

SANITARY SEWER CONNECTION DISTRICT MAPS AND SCHEDULE OF FEES AND WATER
CONNECTION DISTRICT MAP AND SCHEDULE OF FEES

SANITARY SEWER CONNECTION DISTRICT SCHEDULE OF FEES

Prairie View Sanitary Sewer Connection District (All parcels)

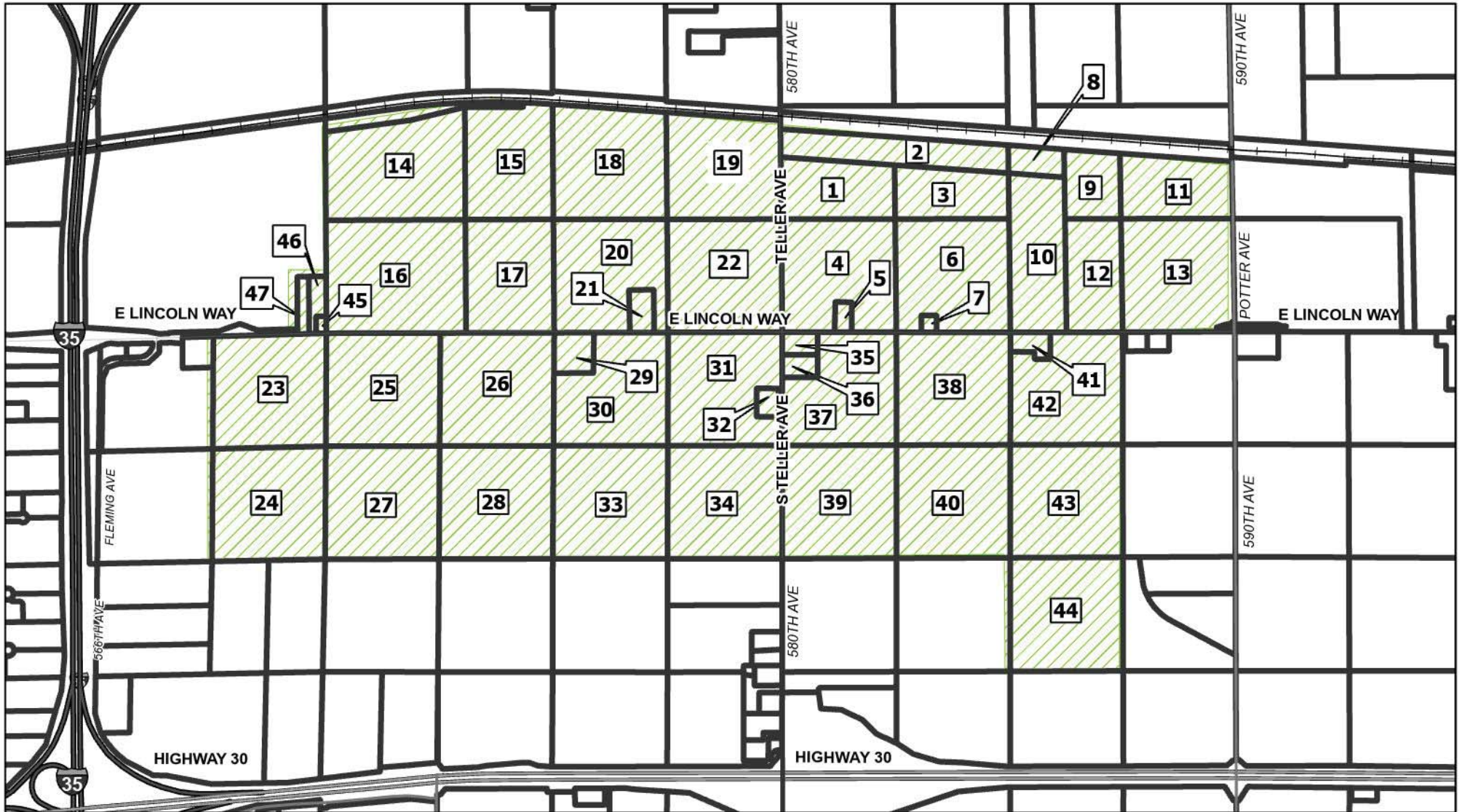
Effective Date	Connection Fee (\$/acre) Annual Increase equal to 6% of original connection fee
Adoption of Ordinance	\$3,438.87
July 1, 2023	\$3,646.00
July 1, 2024	\$3,853.00
July 1, 2025	\$4,060.00
July 1, 2026	\$4,267.00
July 1, 2027	\$4,474.00
July 1, 2028	\$4,681.00
July 1, 2029	\$4,888.00
July 1, 2030	\$5,095.00
July 1, 2031	\$5,302.00
July 1, 2032	\$5,509.00
July 1, 2033	\$5,716.00

WATER CONNECTION DISTRICT SCHEDULE OF FEES

Prairie View Water Connection District (All parcels)

Effective Date	Connection Fee (\$/acre) Annual Increase equal to 6% of original connection fee
Adoption of Ordinance	\$990.66
July 1, 2023	\$1,051.00
July 1, 2024	\$1,111.00
July 1, 2025	\$1,171.00
July 1, 2026	\$1,231.00
July 1, 2027	\$1,291.00
July 1, 2028	\$1,351.00
July 1, 2029	\$1,411.00
July 1, 2030	\$1,471.00
July 1, 2031	\$1,531.00
July 1, 2032	\$1,591.00
July 1, 2033	\$1,651.00

Prairie View Industrial Utility Connection District



ACREAGE COMPUTATION BY PARCEL

PARCEL	PARCEL ID	Acres
1	1004300130	19.59
2	1004300225	19.62
3	1004300230	16.57
4	1004300305	36.21
5	1004300375	1.34
6	1004300405	37.89
7	1004300450	0.6
8	1004400125	4.9
9	1004400130	11.76
10	1004400140	28.35
11	1004400250	20.71
12	1004400325	19.25
13	1004400405	37.42
14	1005300120	43.1
15	1005300225	31.32
16	1005300305	47.94
17	1005300405	29.04
18	1005400105	39.72
19	1005400205	35.47
20	1005400305	35.8
21	1005400375	2.69
22	1005400400	37.18
23	1007200200	37.38
24	1007200400	40
25	1008100100	38.6
26	1008100200	38.49
27	1008100300	40
28	1008100400	40
29	1008200105	4.65
30	1008200110	34.35
31	1008200205	35.77
32	1008200270	1.93*
33	1008200300	40
34	1008200400	38.64
35	1009100105	2.04
36	1009100110	2.04
37	1009100120	33.15
38	1009100200	38.49
39	1009100300	38.64
40	1009100400	40
41	1009200100	2.44
42	1009200120	35.56
43	1009200300	40
44	1009400100	40
45	1006400285	0.54
46	1006400280	2.23
47	1006400275	1.85

* Not included with connection fee calculations

To: Mayor and City Council
From: Damion Pregitzer, Traffic Engineer
Date: January 31, 2023
Subject: Workshop Update - Bicycle & Pedestrian Master Plan (Walk-Bike-Roll)

In Fall 2022, City Council requested at least three progress meetings with staff and Toole Design (the consultant team) to stay current on the development of the Bicycle and Pedestrian Master Plan. On January 31, 2023, staff will provide the second of those meetings in a workshop format. The purpose is to discuss the following:

- 1) Review the public input the team has received to date (no input will be taken at this meeting),
- 2) Provide a summary of existing network conditions, and
- 3) Discuss wayfinding concepts.

Toole Design has created a presentation with this information, which is attached to this memo. The presentation contains significant data, analysis, and other valuable information collected thus far during the project. During the workshop, Toole Design will review these data and analytical tools and how they will benefit the plan.

At the end of the workshop, staff will detail the schedule for the project moving forward. This will include the information to be released as we move ahead and how the team plans to further engage the public to develop a comprehensive plan for the future of walking and biking in Ames.



CITY OF
Ames™



Bicycle and Pedestrian Plan

CITY COUNCIL UPDATE
JANUARY 31, 2023

Agenda



Public Input to Date

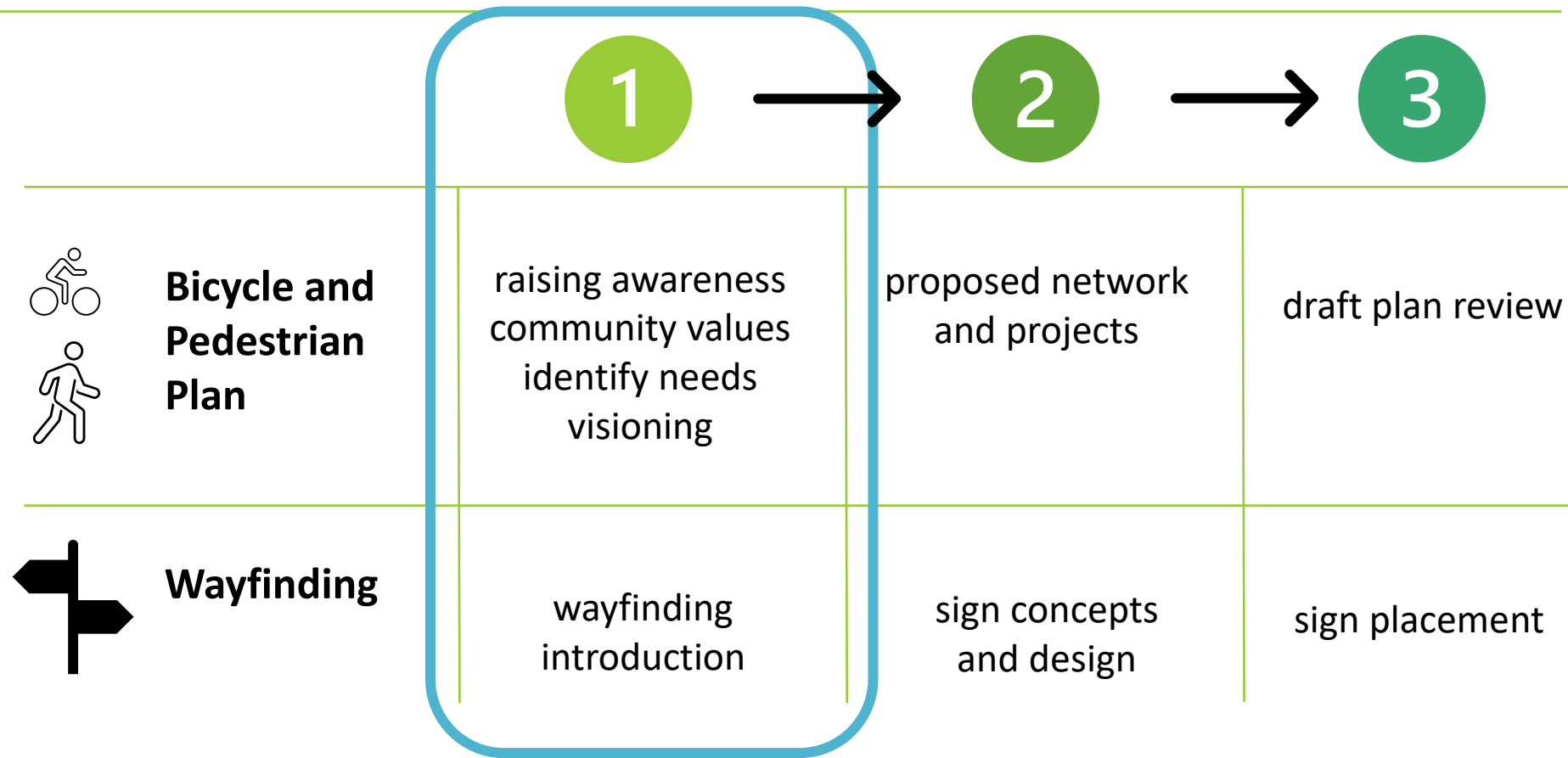


Existing Conditions

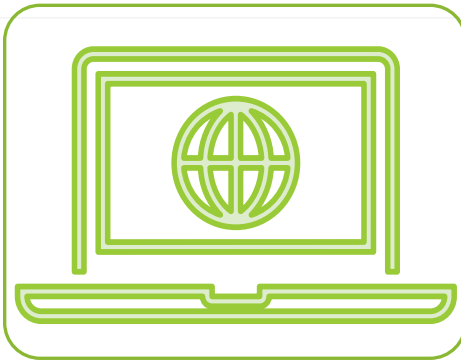


Wayfinding Concepts

Public Input – Three Phases



Phase 1 Virtual & Online Engagement



Project Website

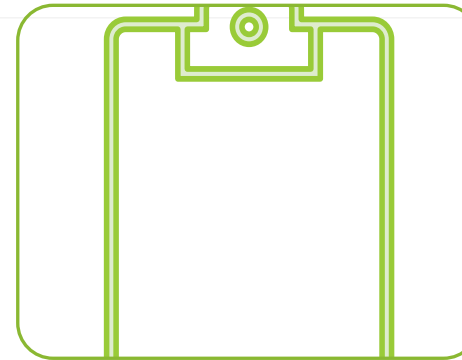
[www.cityofames.org/
walkbikeroll](http://www.cityofames.org/walkbikeroll)

Included:
 Project timeline
 Project background
 Participation opportunities
 (poll and survey)
 Communication resources
 (project newsletter, social
 media)



Kick-off Email

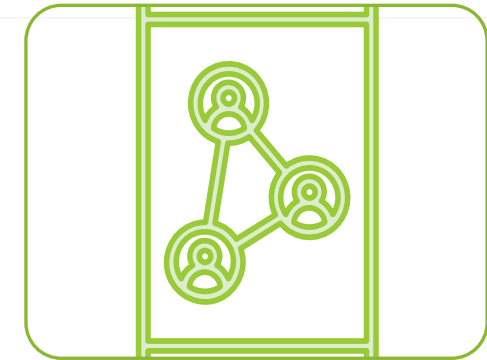
Included information on:
 Project timeline
 Project survey
 Social media
 website



Poll & Survey

Poll: Asked respondents to
 complete the sentence:
 "Walking, biking, and rolling
 in Ames should be..."

Survey: Asked about
 transportation habits,
 destinations for walking and
 biking, prioritizing walking
 and biking infrastructure.



Social Media

Posts included:
 Introduction to the project
 Link to survey

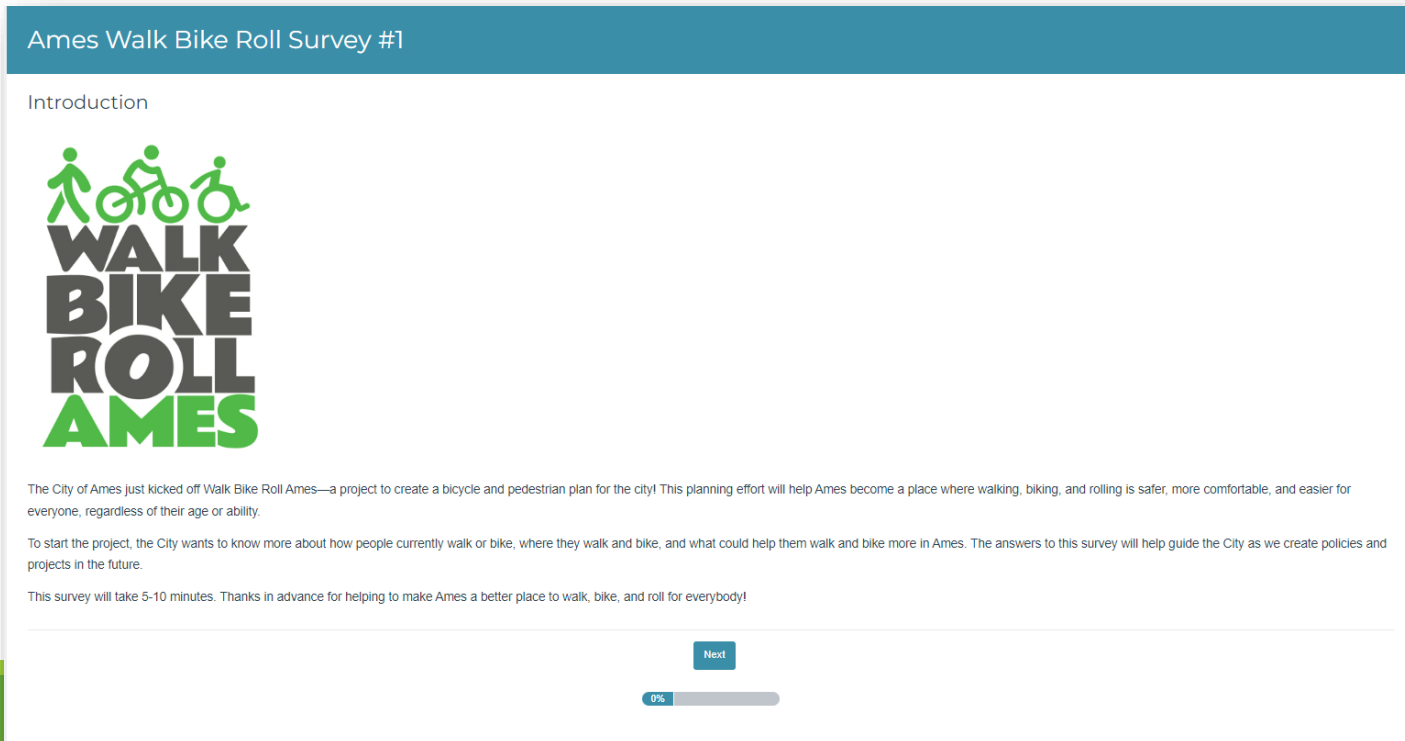


Online Poll: Walking, biking, and rolling in Ames should be...




Online survey summary

- Open from November 1st to December 2nd, 2023
- Received 393 completed responses
- Advertised through the City website, social media, and e-blasts
- Results on following slides



Ames Walk Bike Roll Survey #1

Introduction



The City of Ames just kicked off Walk Bike Roll Ames—a project to create a bicycle and pedestrian plan for the city! This planning effort will help Ames become a place where walking, biking, and rolling is safer, more comfortable, and easier for everyone, regardless of their age or ability.

To start the project, the City wants to know more about how people currently walk or bike, where they walk and bike, and what could help them walk and bike more in Ames. The answers to this survey will help guide the City as we create policies and projects in the future.

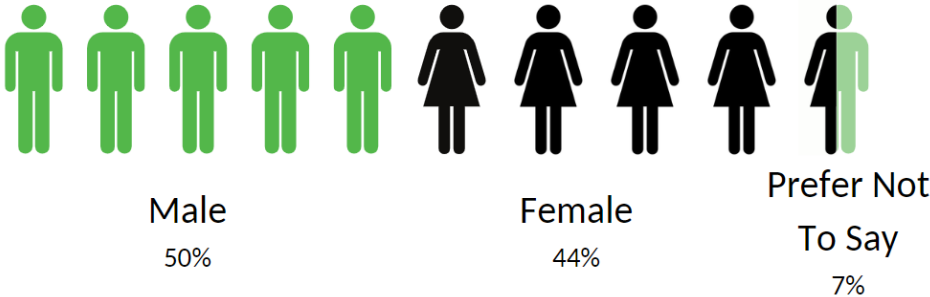
This survey will take 5-10 minutes. Thanks in advance for helping to make Ames a better place to walk, bike, and roll for everybody!

Next

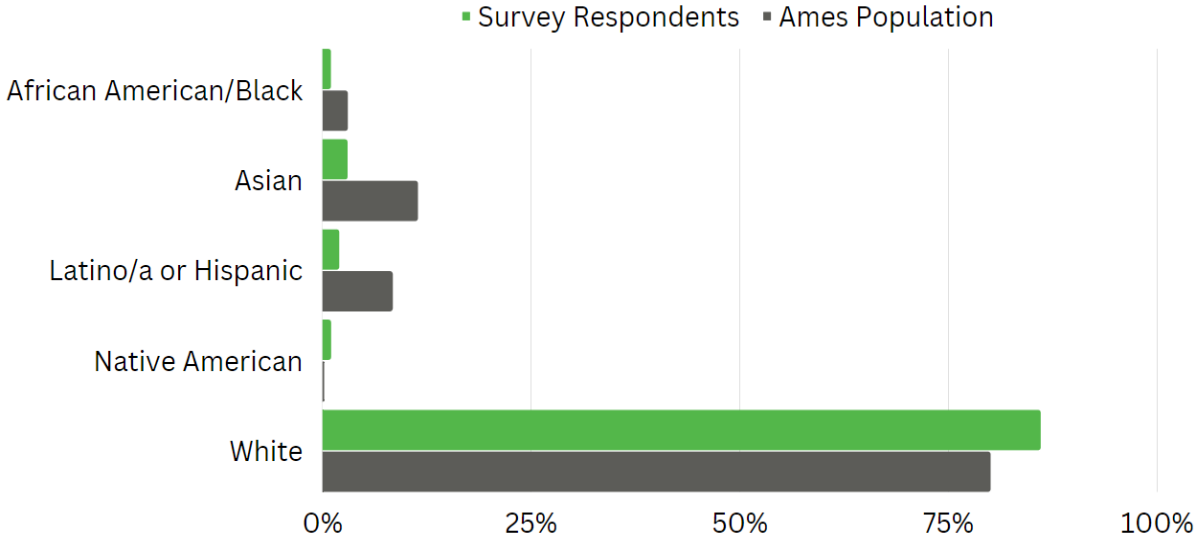
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Survey respondent demographics

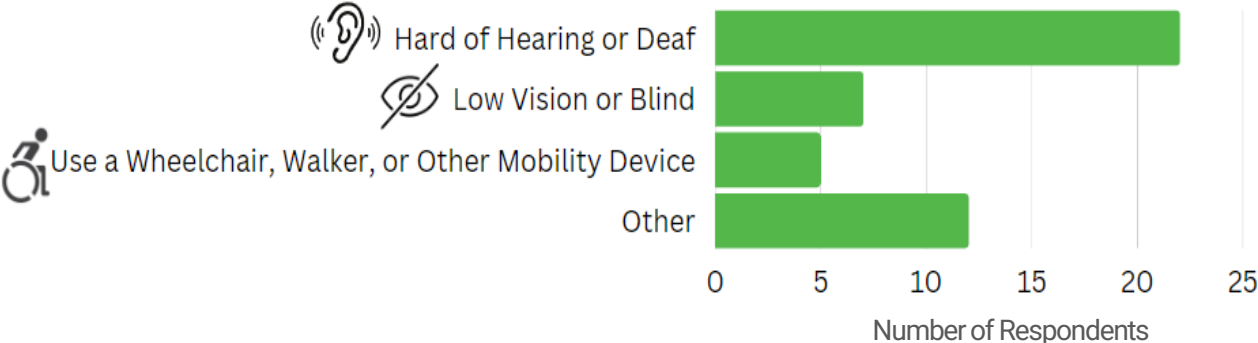
Gender



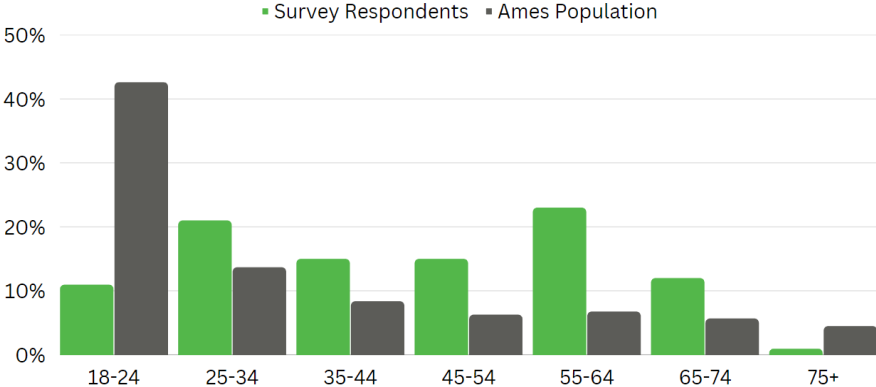
Race & Ethnicity



Ability



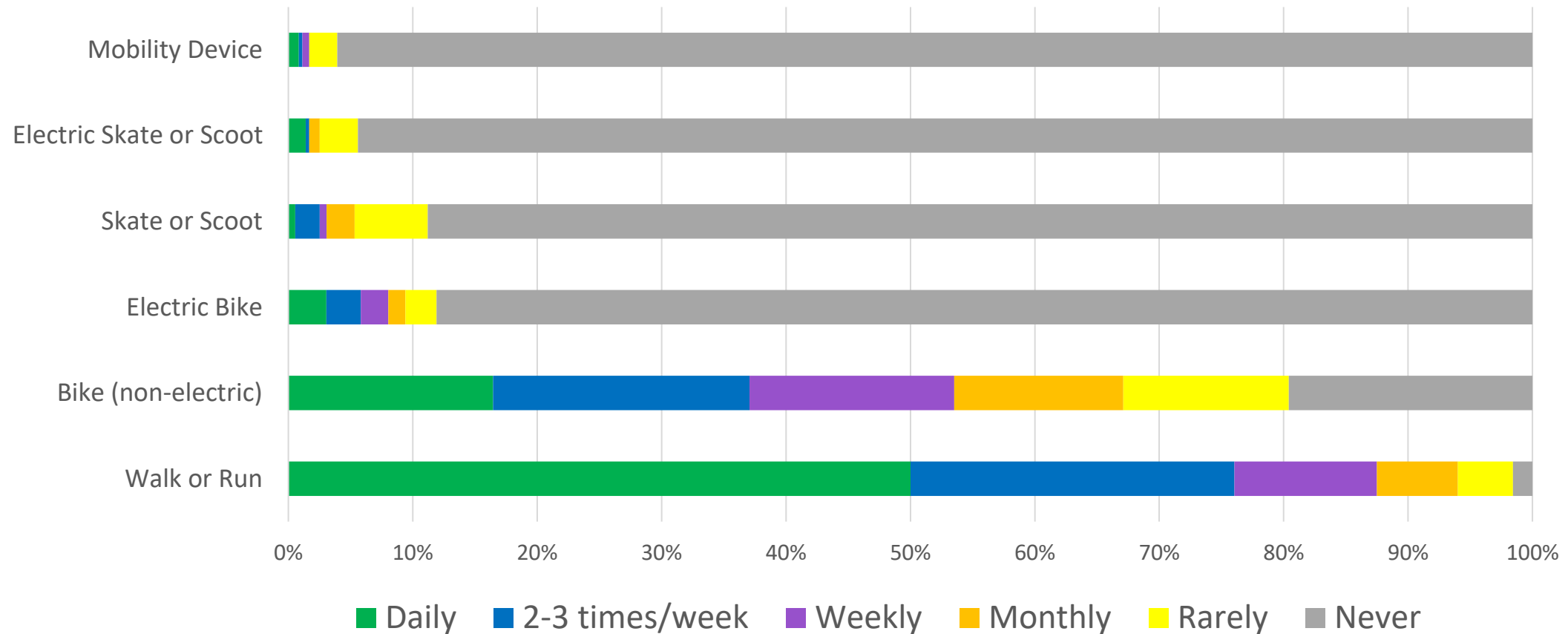
Age

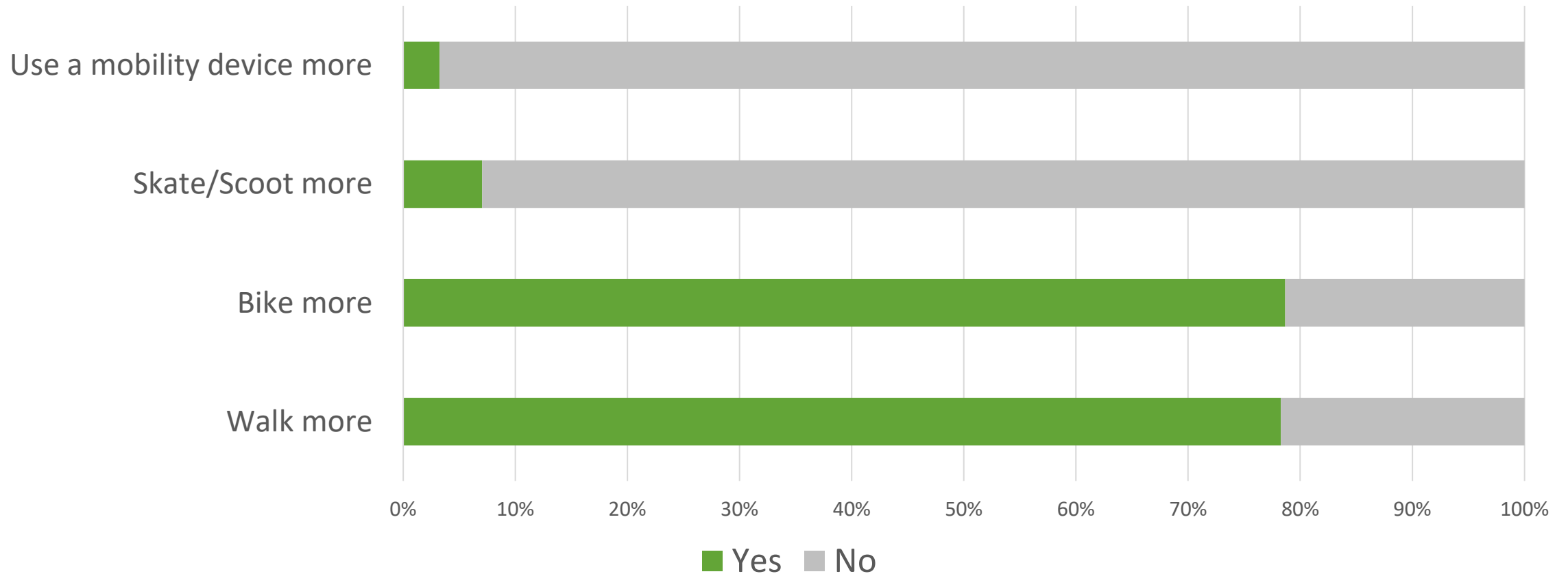


Survey respondent's relationship with Ames



How often respondents use each mode





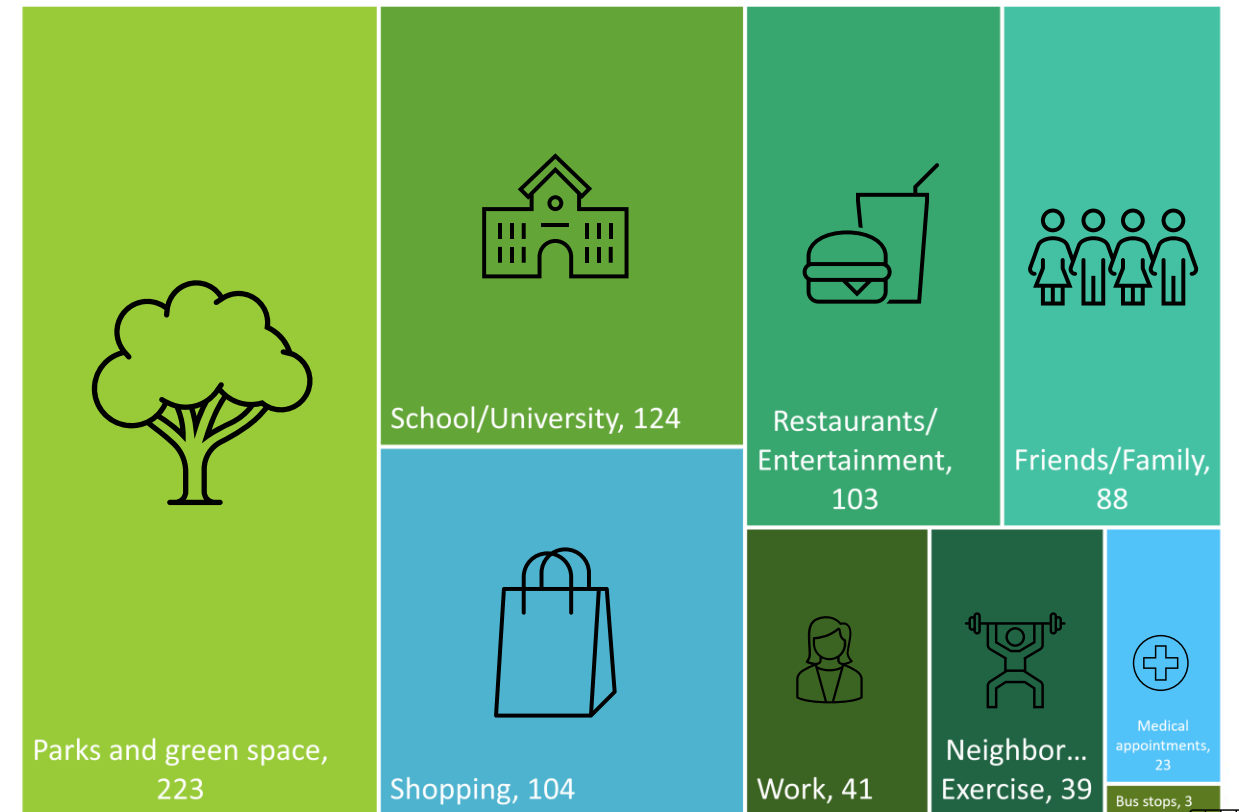
What survey respondents would like to do more

Where survey respondents are going

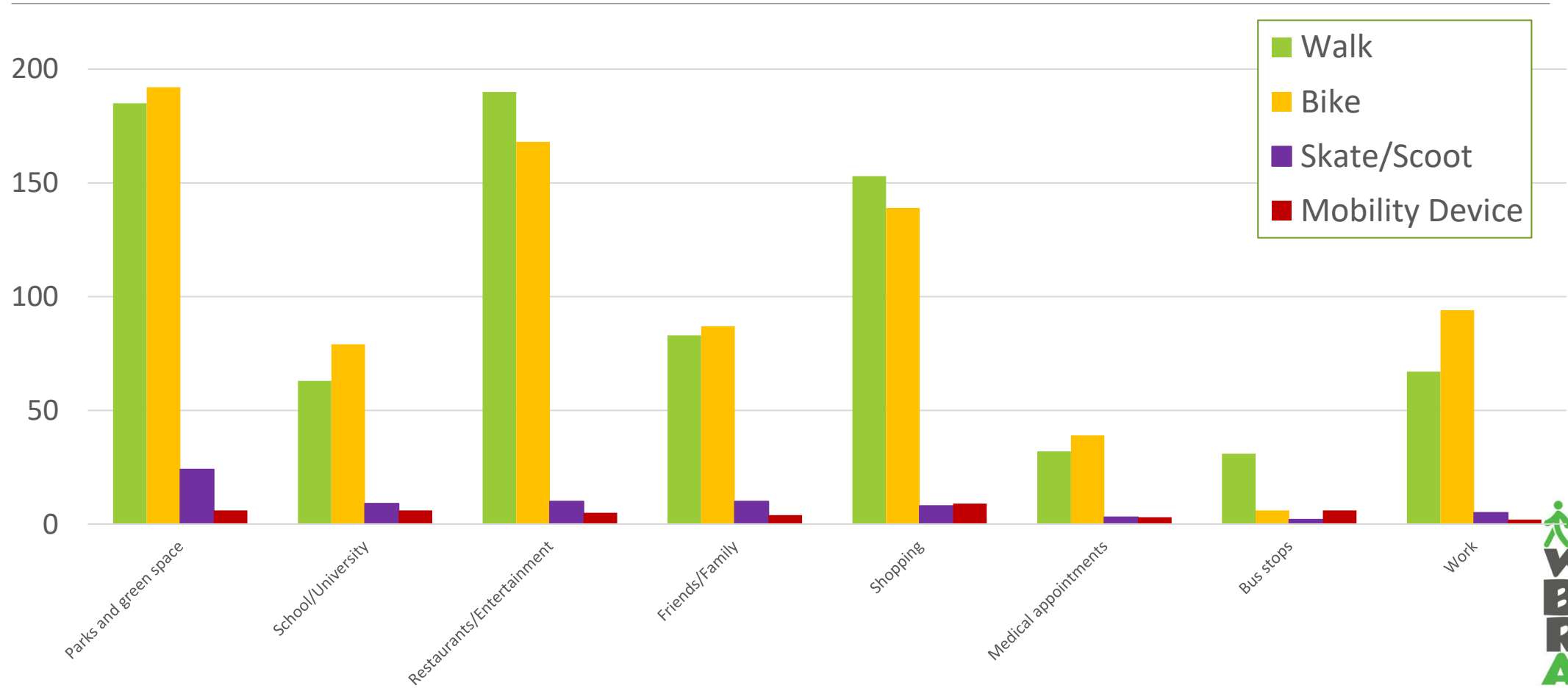
Top Walking Destinations

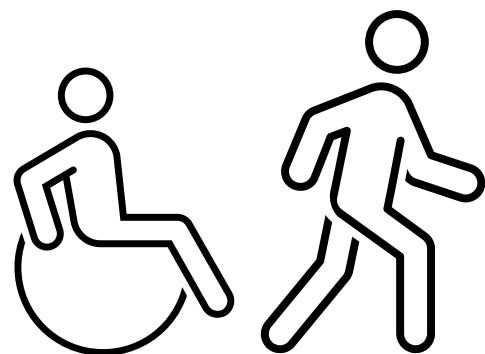
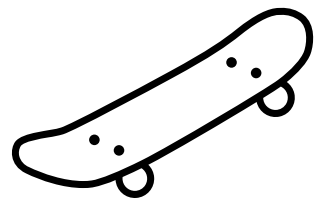


Top Biking Destinations



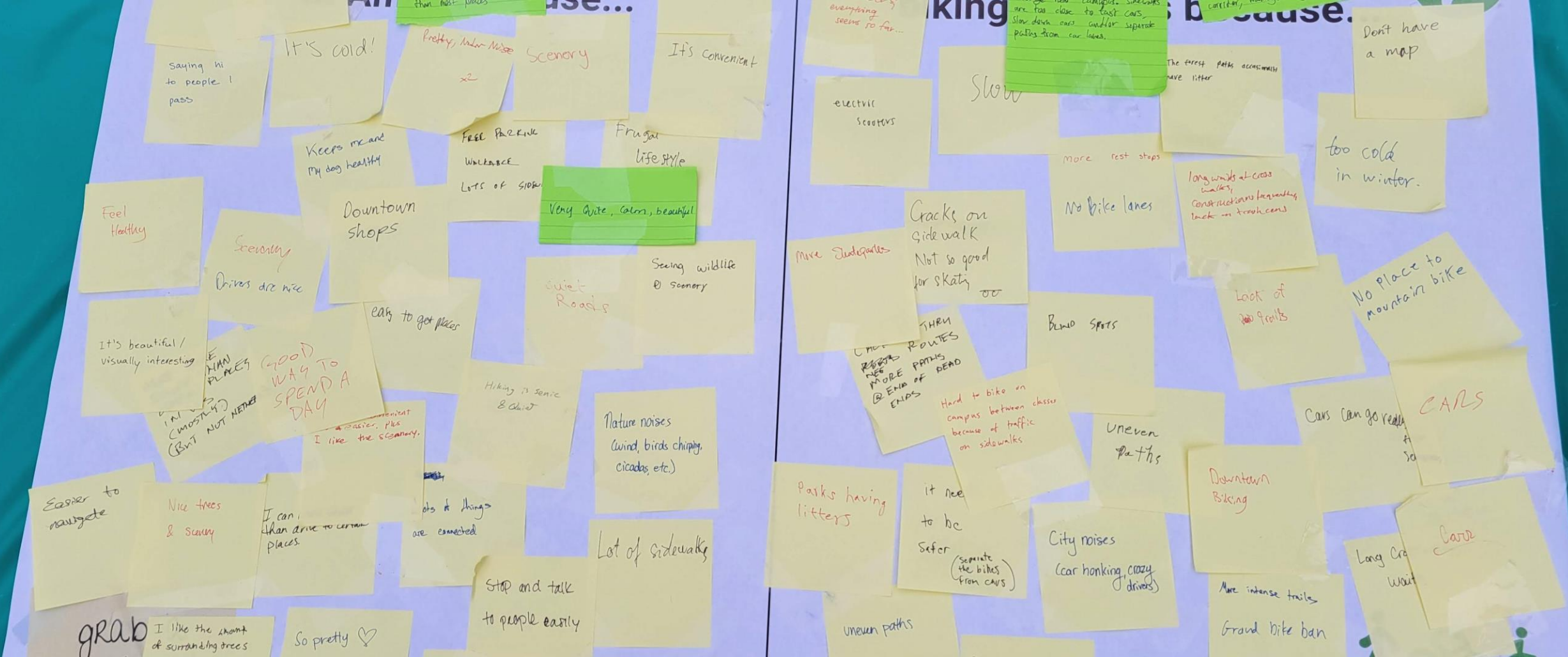
How survey participants would like to get to various destinations (if they could)





What respondents think are the most important thing to improve/expand in Ames

1. More places to bike (167 respondents)
2. Safer places to cross the street (155 respondents)
3. More places to walk/use a mobility device (51 respondents)
4. More places to skate or scoot (4 respondents)



Phase 1 In-Person Engagement

Event Summary

- Staffed a booth at Iowa State's Sustainability Fair on October 25th, 2023
- ~40 people stopped by the table
- ~90% of participants were students, remaining were ISU faculty or community members
- Asked students about the following:
 - What walking and biking in Ames should be like
 - What they like and don't like about walking and biking in Ames



ISU Event Feedback

I like walking and biking in Ames because...



Exercise

Convenient

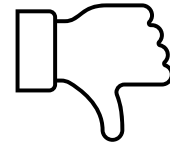
Inexpensive

Paths

Scenery, parks and nature

Plenty of sidewalks

I don't like walking and biking in Ames because...



Cold/weather

Uneven paths and sidewalks

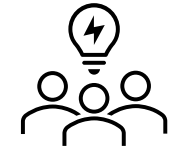
Cars (speed, crossings, safety)

No bikeshare/rental

Lack of paths and bike lanes

Theft/bike parking

Walking and biking in Ames should be...



Enjoyable

Convenient

Comfortable

Green, beautiful, and scenic

Safe



Community Advisory Committee (CAC)

- December: Vision and Goals Survey
- ~February to April: Three virtual meetings over a 6- to 8-week period:
 - Finalize Vision and Goals
 - Existing conditions overview
 - Facility types / toolkit
 - Network recommendations
 - Wayfinding
 - Prioritization



Vision & Goals: Who Bikes in Ames?

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



**LOW STRESS
TOLERANCE**

**HIGH STRESS
TOLERANCE**

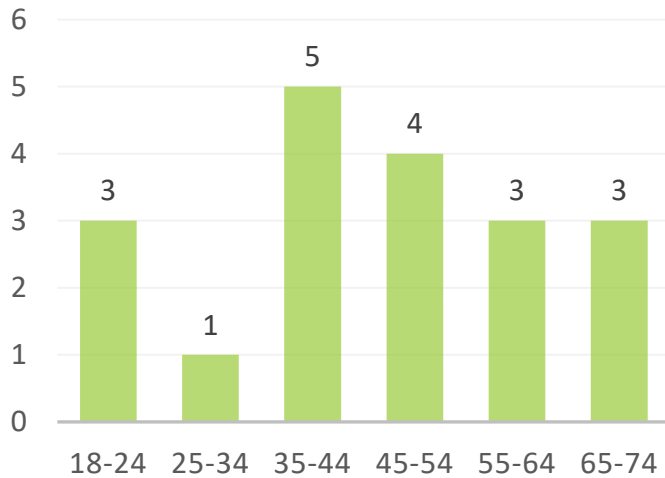
- Age
- Gender identity
- Race, ethnicity, skin tone
- Physical ability (disabilities and level of fitness)
- Biking to work versus a long recreational ride
- Temporary student versus long-term resident
- Pulling a trailer or riding a cargo bike
- Biking alone or with kids
- Time of day (lighting, rush hour, etc.)

Vision and Goals Survey Overview – who took the survey?

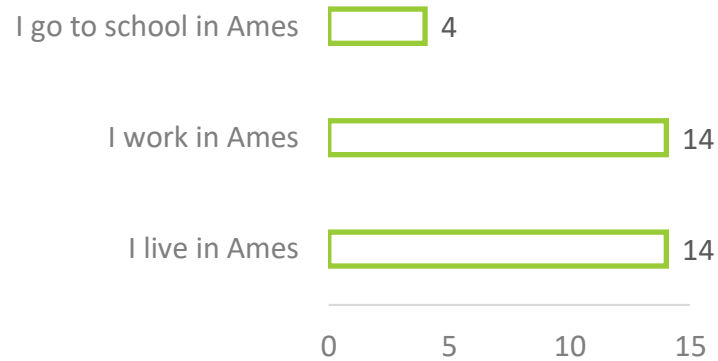
What committee are you on?



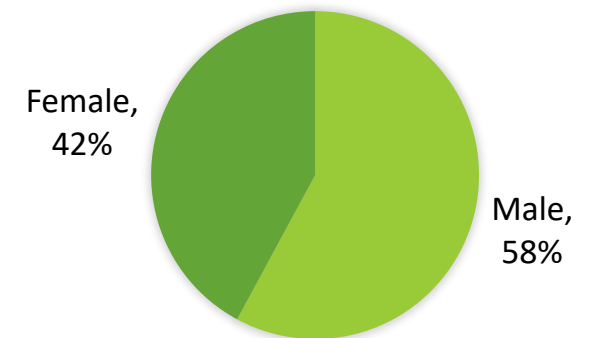
What is your age?



What is your relation to Ames?



What gender do you identify with?



Draft Vision Statement Reactions

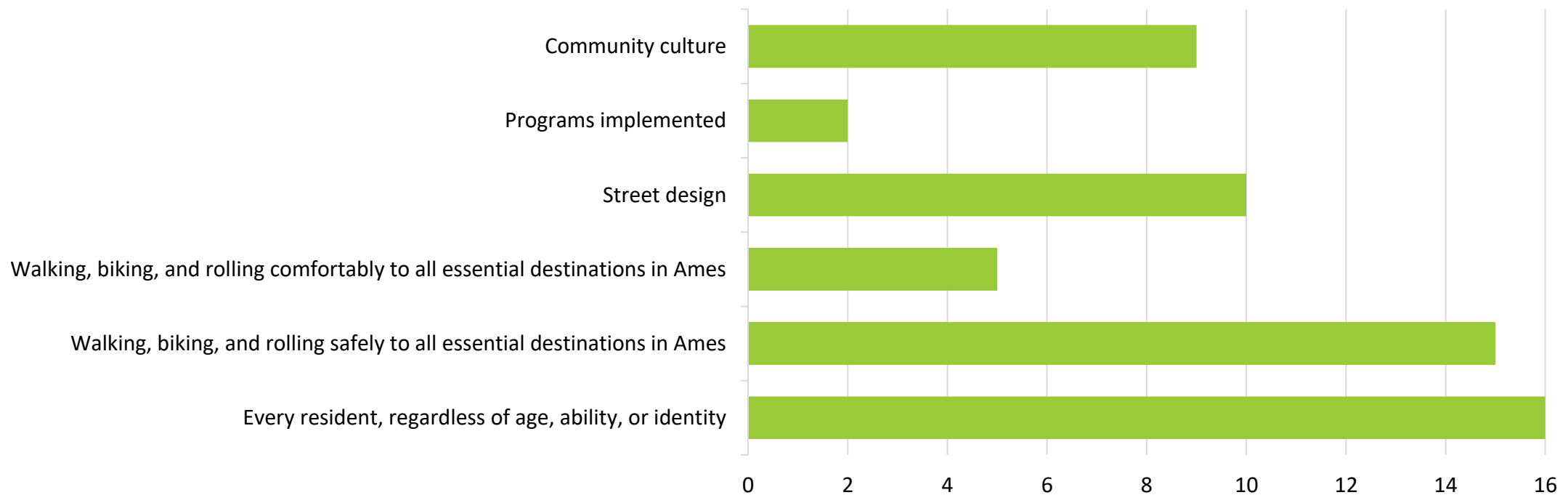
Draft Vision: *Walking, biking, and rolling is important to the Ames community, and we envision the day when every person—regardless of age, ability, or identity—can walk, bike, and roll safely and comfortably to all their essential destinations in Ames. Streets will be designed, programs will be implemented, and the community will foster a culture to support walking, biking, and rolling for all.*

Respondents liked	Respondents didn't like
It describes how the community will be changed if the plan is successful.	Can be more inclusive. Economic Status, Race/Color.
It is an inclusive statement both for users and city activities.	Don't like the phrase of "we envision a day"
I like the inclusive statement.	Including all ages and all ability levels makes this meaningless. Right away we have to carve out exceptions
I like that it encompasses "every person" and that design and programs will focus on a culture of supporting this vision for all.	Too wordy - unessential words should be removed. Location and weather should be added to age, ability, and identity. Why only a street focus? Add trail, park, and sidewalk design to streets.
	The second sentence feels more like an objective.
	I don't think it explains why biking is important to Ames.
	Needs specificity about Ames that differentiates it from other municipalities.
	Housing proximity to desirable locations is important too.
	I think the statement is a tad too long.
	Not realistic/doable.

Important Parts of Vision

Draft Vision: *Walking, biking, and rolling is important to the Ames community, and we envision the day when every person—regardless of age, ability, or identity—can walk, bike, and roll safely and comfortably to all their essential destinations in Ames. Streets will be designed, programs will be implemented, and the community will foster a culture to support walking, biking, and rolling for all.*

What three parts of the vision statement do you think are the most important?



Revised Vision Statement

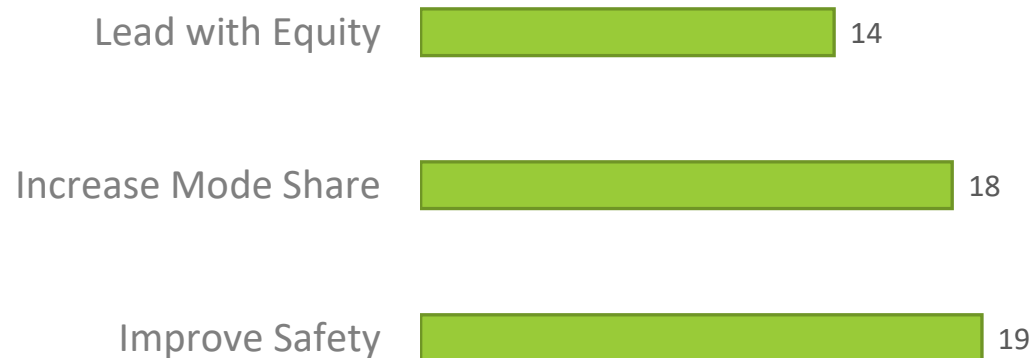
- **Draft:** *Walking, biking, and rolling is important to the Ames community, and we envision the day when every person—regardless of age, ability, or identity—can walk, bike, and roll safely and comfortably to all their essential destinations in Ames. Streets will be designed, programs will be implemented, and the community will foster a culture to support walking, biking, and rolling for all.*
- **Revised:** *Ames is a place where walking, biking, and rolling is safe, comfortable, enjoyable, convenient, and available to everyone—regardless of age, ability, identity, race, or economic status.*





Goal setting

- 1) Leading with equity
- 2) Increasing mode share (e.g., increasing the percentage of trips in Ames completed by walking, biking, or rolling)
- 3) Improving safety

Do you think these categories of goals should be included in Walk Bike Roll Ames?

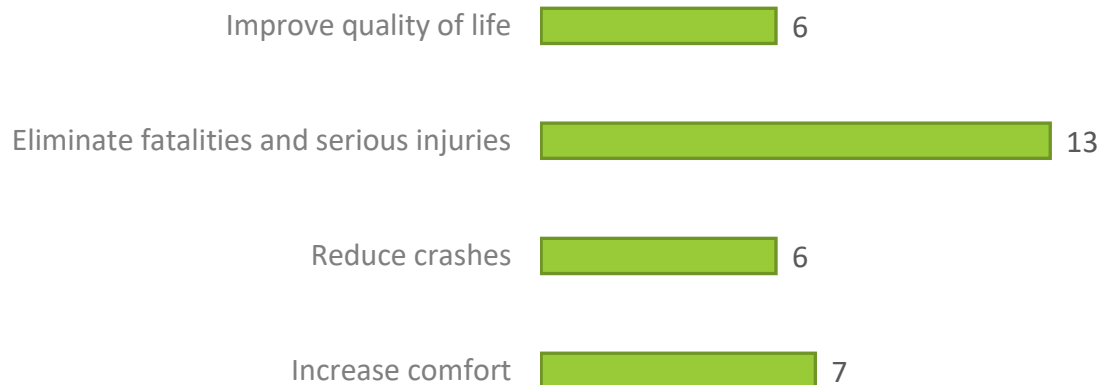


Other goal categories suggested by respondents:

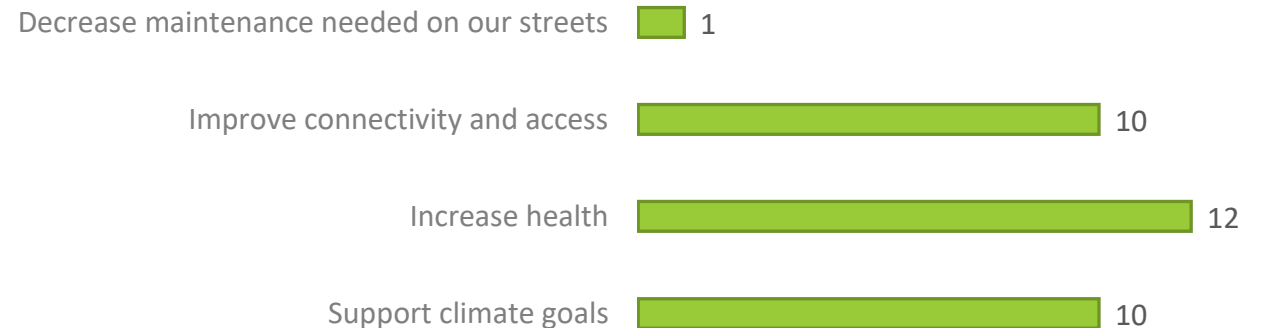
	Use accessibility rather than equity
	Cleaner environment
	Better public health
	Improve commuting
	Increase connectivity
	Reduce available per-capita parking spaces

Reasons for improving safety and mode shift

Which **two** of the following do you think are the most important reasons for improving safety in Ames?



Which **two** of the following do you think are the most important reasons for wanting to switch vehicles trips to walking, biking, and rolling trips in Ames?



Importance of Equity

We asked: In your own words, why do you think it's important to focus on equity for Walk Bike Roll Ames?

We heard:

- We are a diverse community and growing.
- Equity is a large part of broader community-based conversations and helps bring everyone along
- A major role of government is social, economic, and environmental equity, justice, and inclusion to fill gaps in society and overlap for deeper and wider impact.
- The City's transportation system should serve all who contribute to its funding, which is all residents regardless of their circumstances.
- It strengthens and improves the whole community.
- Access to a vehicle can be challenging to several populations.
- It is important because these groups have been historically underserved.
- By addressing the needs of the underserved first, it has the joint effect of leveling up those who are disadvantaged, while in many cases making things easier and better for other user groups as well.
- Underserved populations are often the most affected by this issue and have transportation challenges

Revised Goals

- **Safe and Comfortable** – Plan, design, and operate streets, sidewalks, bikeways, crossings, and paths to prioritize safety with the ultimate goal of eliminating fatalities.
- **Connected and Easy** – Create connections throughout Ames and to surrounding areas that are easy and intuitive to use, encouraging and enabling more people to walk, bike, and roll.
- **Healthy and Sustainable** – Get more people walking, biking, rolling, and using future zero-carbon forms of personal mobility to improve health and to provide easy alternatives to driving.
- **Equitable and Accessible**– Invest equitably and design infrastructure that is easy to use regardless of one’s age or physical ability. Augment infrastructure with programs that encourage and empower everyone to choose active transportation.



Agenda



Public Input to Date



Existing Conditions



Wayfinding Concepts

Existing Conditions Elements



Plan and Policy
Review



Network
Evaluation



State of Active
Transportation
Report



Plans & Policies



DECEMBER 11, 2021

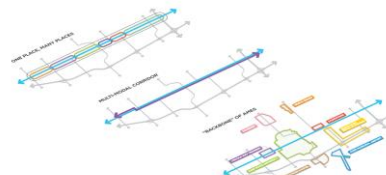


Forward 2045 Metropolitan Transportation Plan

Ames Area Metropolitan
Planning Organization



OCTOBER 27, 2020



CITY OF AMES LINCOLN CORRIDOR PLAN

JANUARY 2018

LINCOLN WAY MULTIMODAL CROSSING DATA COLLECTION AND ANALYSIS

PHASE 2 – RECOMMENDATIONS SUMMARY

PREPARED FOR:
IOWA STATE UNIVERSITY
CITY OF AMES

FEBRUARY 2018



COMPLETE STREETS PLAN

Key Themes

- Multimodal vision
- Safety and comfort of all users
- Expanding transportation choice
- Identifying priorities for investment
- Design with best practices
 - *(sidewalk and bikeway design guidance already adopted)*
- Crossing/intersection safety
- Connectivity (across community and with ISU)



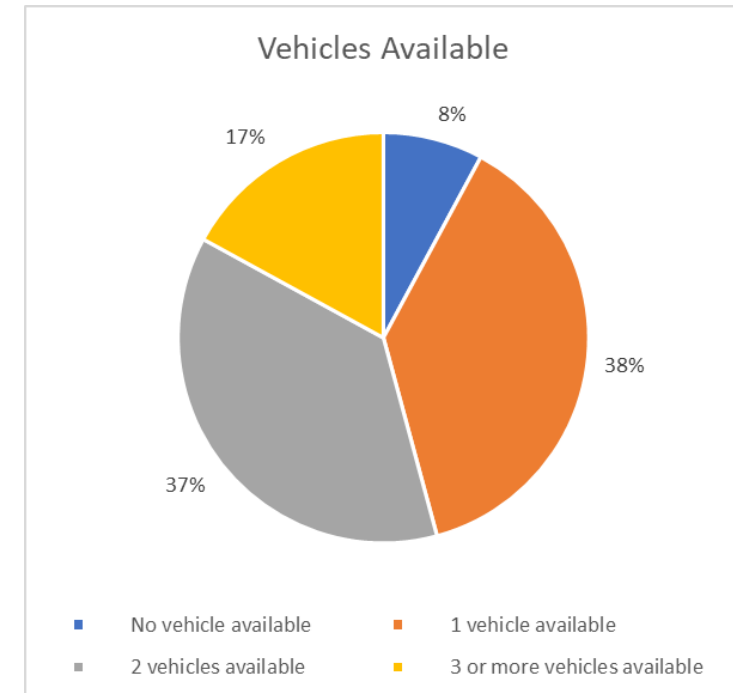
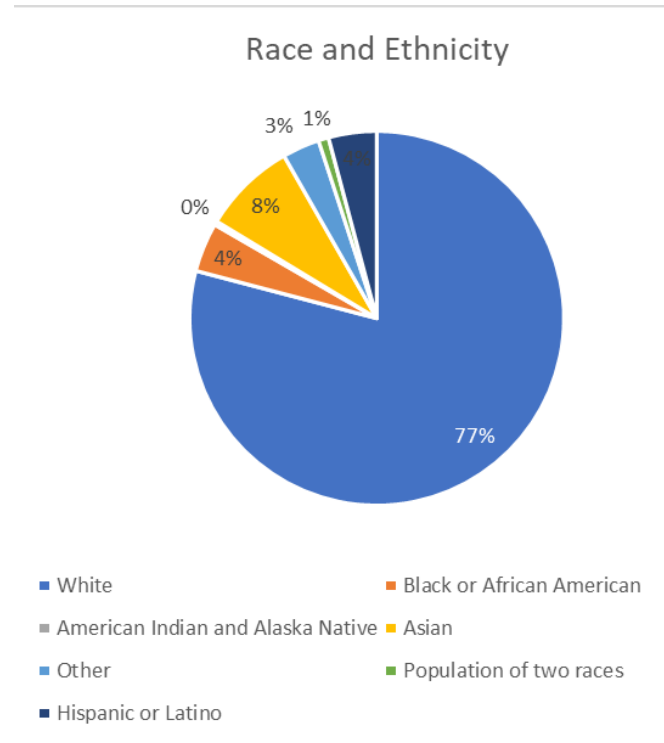
Code Review – Chapter 4: Bikeways

Current Language	Potential Issue or Concern
<p>Sec. 4.8. RIDING ON ROADWAYS, SIDEWALKS, BICYCLE PATHS.</p> <p>1. Ride as near to the right-hand side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction</p> <p>2. Shall not ride more than two (2) abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Single file when traffic is heavy.</p> <p>3. Persons riding bicycles, tricycles or unicycles upon a bicycle path not affixed to a roadway shall yield the right-of-way to all vehicular traffic traveling on the public roadways which intersect with the bicycle path.</p>	<p>1) “as near to the right as practicable” can be hazardous</p> <p>3) yield to all vehicular traffic may be in conflict with state law</p>
<p>Sec. 4.9. SPEED, OPERATION TO BE REASONABLE AND PRUDENT.</p> <p>No person shall operate a bicycle, tricycle or unicycle at a speed greater than, or in a manner other than is reasonable and prudent under the conditions then existing.</p>	
<p>Sec. 4.12. CARRYING ARTICLES.</p> <p>No person operating a bicycle, tricycle or unicycle shall carry any package, bundle, or article which prevents the rider from keeping at least one hand upon the handlebars.</p>	
<p>Sec. 4.13. RIDING ON SIDEWALKS.</p> <p>It is unlawful for any person to operate a bicycle, tricycle, or unicycle upon any sidewalk on the following streets: Main Street from Duff Avenue to Clark Avenue. Lincoln Way on the south side thereof from Stanton Avenue to Hayward Avenue. Hayward Avenue on the east side thereof from Lincoln Way to Hunt Street. Welch Avenue from Lincoln Way to Knapp Street.</p>	<p>May need to be updated e.g., if sidepaths are provided</p>
<p>Sec. 4.15. BICYCLES PROHIBITED ON GRAND AVENUE.</p> <p>The riding of bicycles, tricycles or unicycles on the roadway of Grand Avenue in the City of Ames, Iowa, is prohibited.</p>	<p>Needs to be revisited, especially with new extension of Grand Ave.</p>
<p>Sec. 4.18. PENALTIES FOR OFFENSES PERTAINING TO BICYCLES.</p> <p>1. A violation of any provision of Chapter 4, Bicycles, shall be a municipal infraction punishable by a penalty of \$50.00 for a person’s first violation thereof, and a penalty of \$100.00 for each repeat violation.</p> <p>2. Alternatively, a violation of Chapter 4 can be charged by a peace officer of the City as a simple misdemeanor.</p>	<p>This carries potential equity concerns, especially since vulnerable populations may be more likely to need to carry items and ride on sidewalks along busy streets.</p>



Demographics

Income in the past 12 months	
Less than \$10,000	12.6%
\$10,000 to \$14,999	5.3%
\$15,000 to \$24,999	8.4%
\$25,000 to \$34,999	7.6%
\$35,000 to \$49,999	13.4%
\$50,000 to \$74,999	21.9%
\$75,000 to \$99,999	7.2%
\$100,000 to \$149,999	14.1%
\$150,000 to \$199,999	4.2%
\$200,000 or more	5.2%
Median income (dollars)	\$ 52,005.00



- 2.8% of people bike to work, 8.7% walk, 9.1% use transit
- CyRide served 35,000-40,000 passengers daily pre-pandemic
- ISU enrollment (2022): 29,969 students (>25,000 are undergraduates)



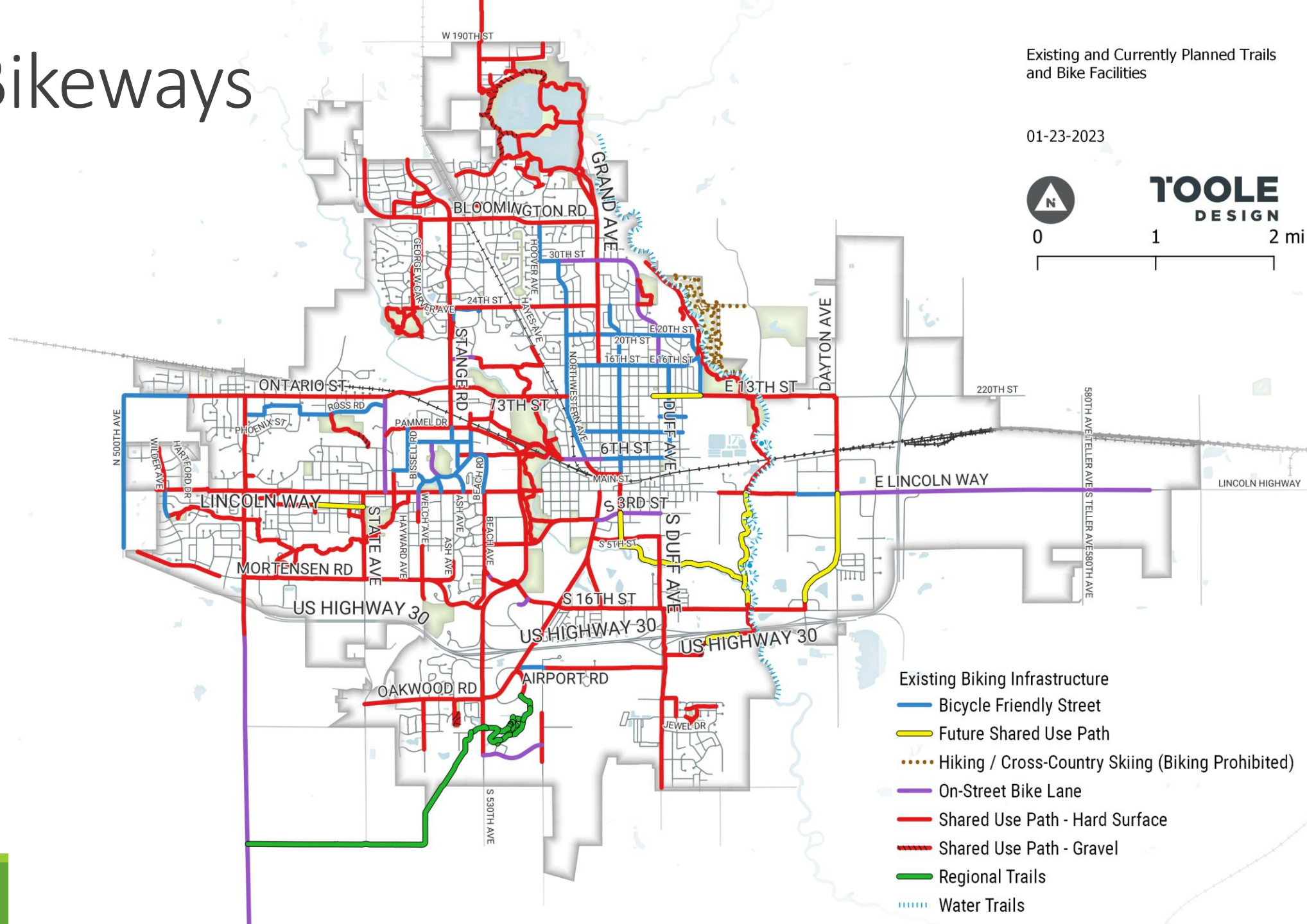
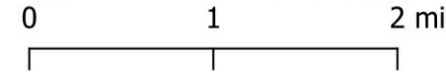
Existing Bikeways

Existing and Currently Planned Trails and Bike Facilities

01-23-2023



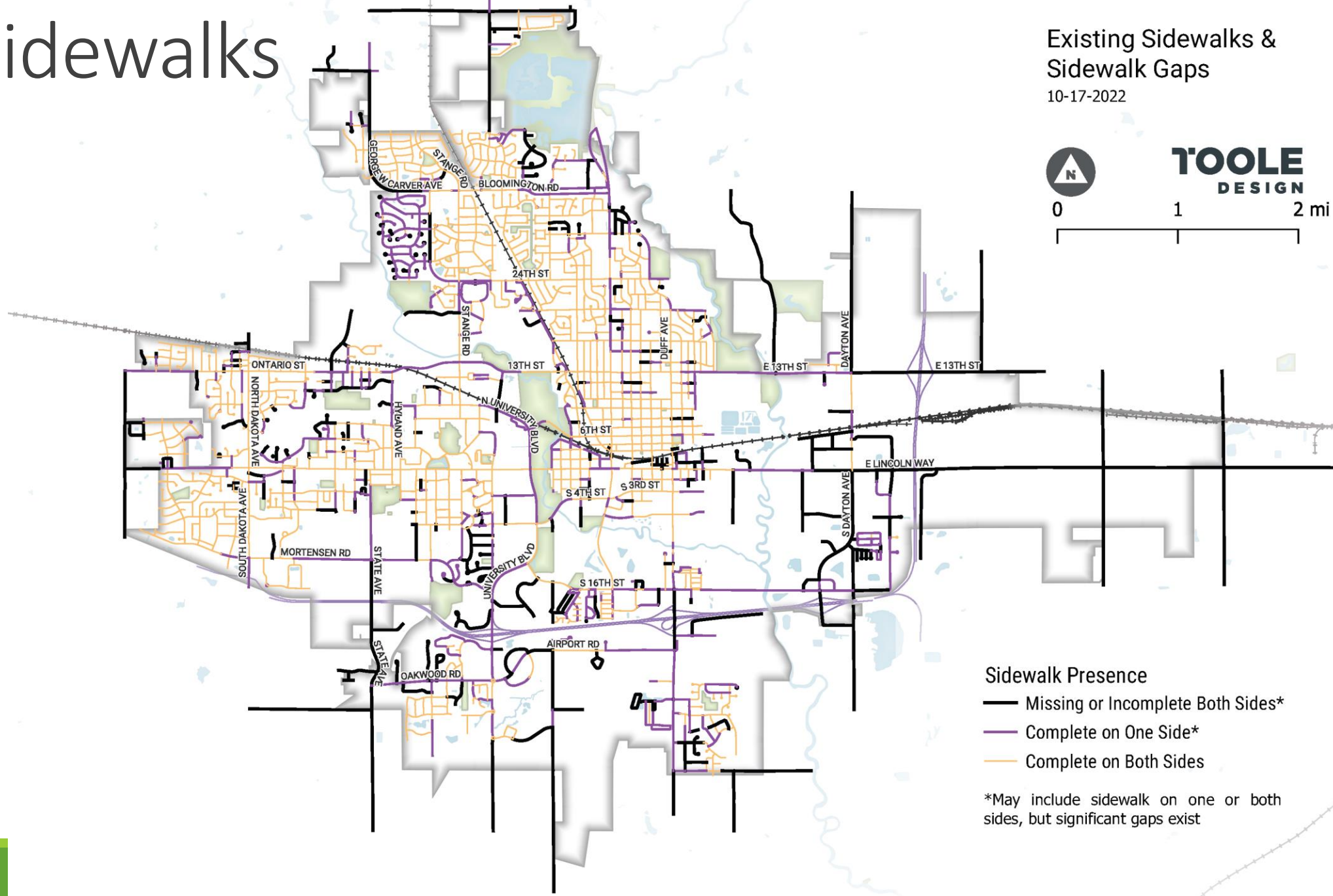
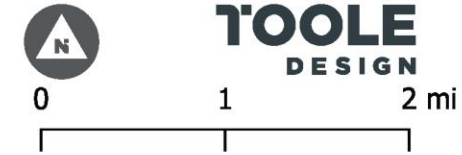
TOOLE
DESIGN



- Existing Biking Infrastructure
- Bicycle Friendly Street
- Future Shared Use Path
- Hiking / Cross-Country Skiing (Biking Prohibited)
- On-Street Bike Lane
- Shared Use Path - Hard Surface
- Shared Use Path - Gravel
- Regional Trails
- Water Trails

Existing Sidewalks & Gaps

Existing Sidewalks &
Sidewalk Gaps
10-17-2022



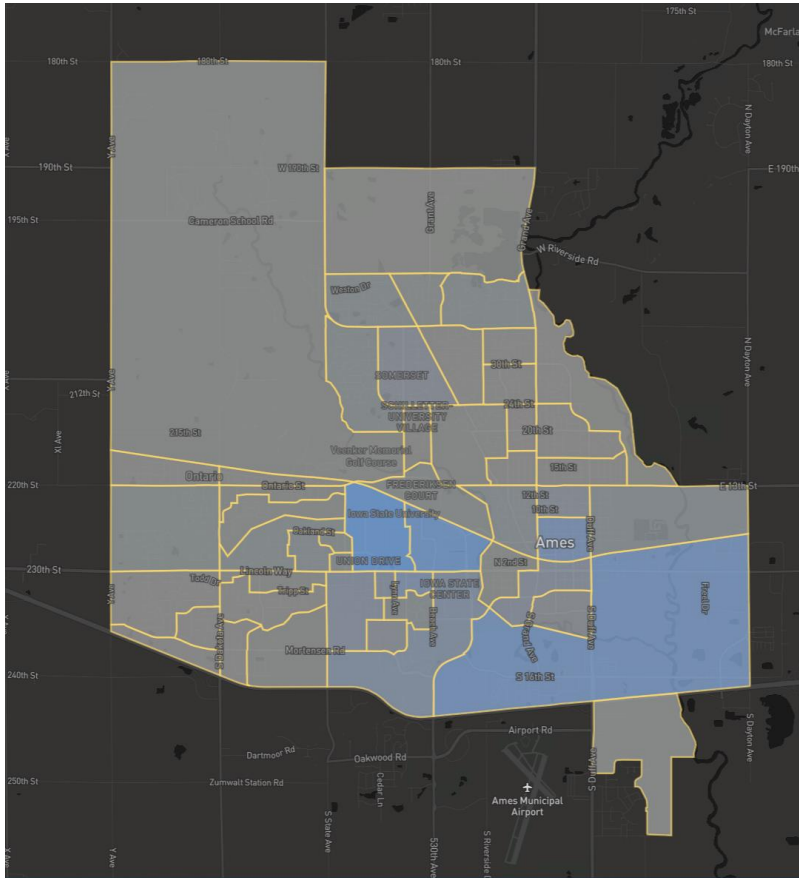
Sidewalk Presence

- Missing or Incomplete Both Sides*
- Complete on One Side*
- Complete on Both Sides

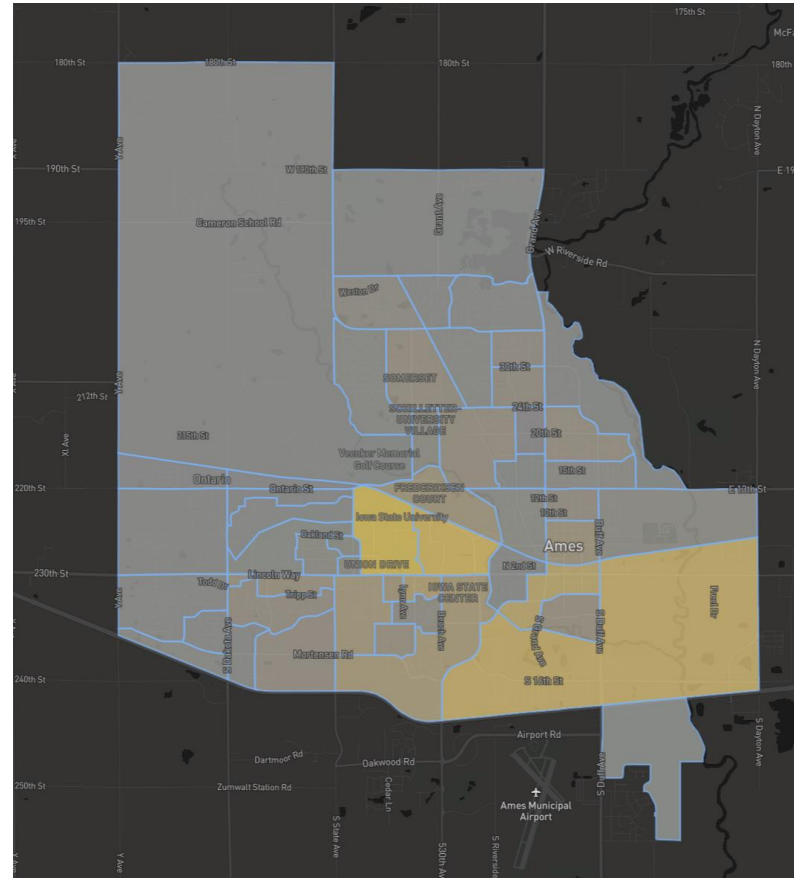
*May include sidewalk on one or both sides, but significant gaps exist

Activity: StreetLight

BIKING TRIP ORIGINS



BIKING TRIP DESTINATIONS

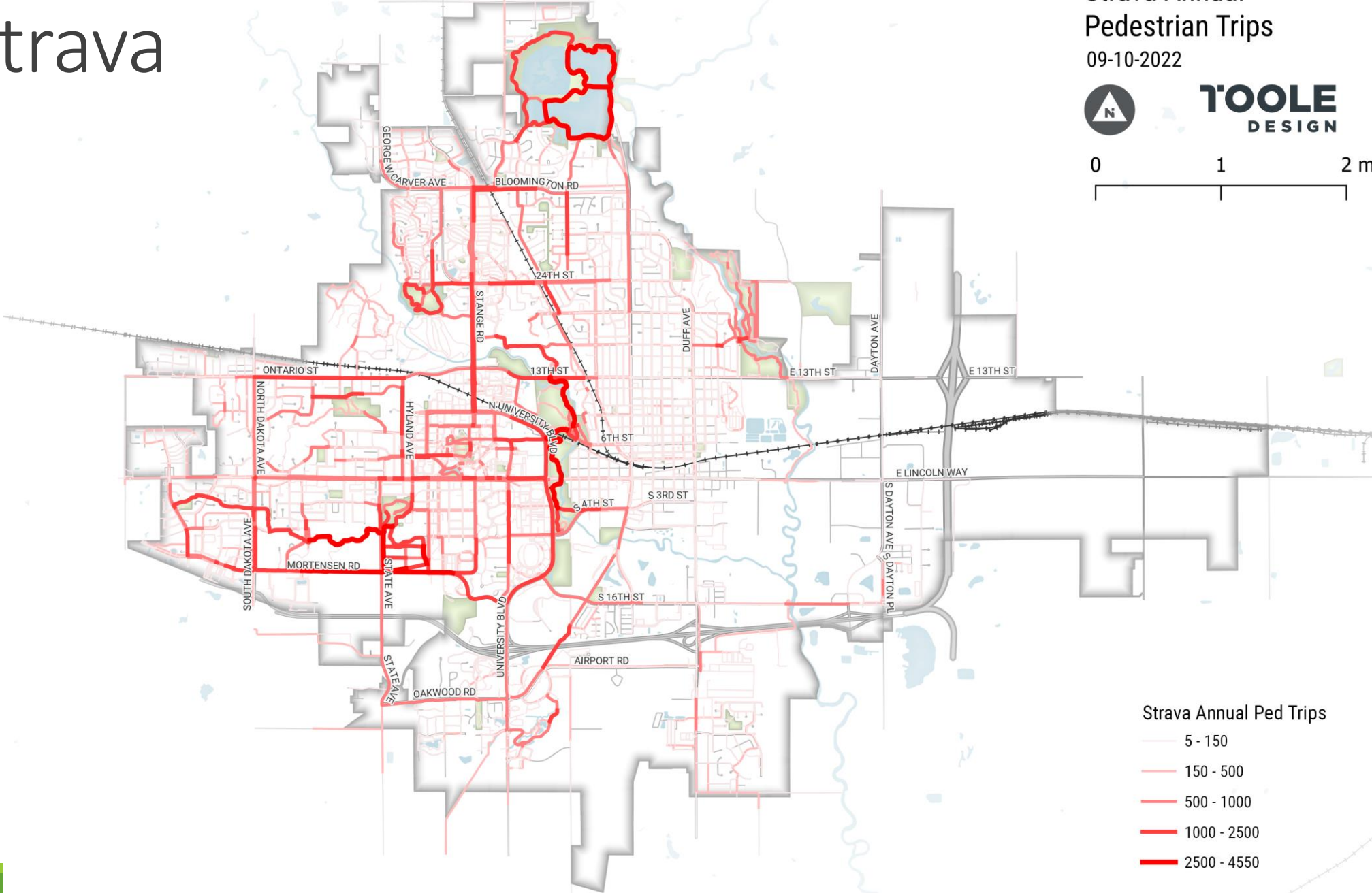
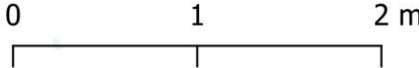


Activity: Strava

Strava Annual
Pedestrian Trips
09-10-2022



TOOLE
DESIGN



- Strava Annual Ped Trips
- 5 - 150
 - 150 - 500
 - 500 - 1000
 - 1000 - 2500
 - 2500 - 4550

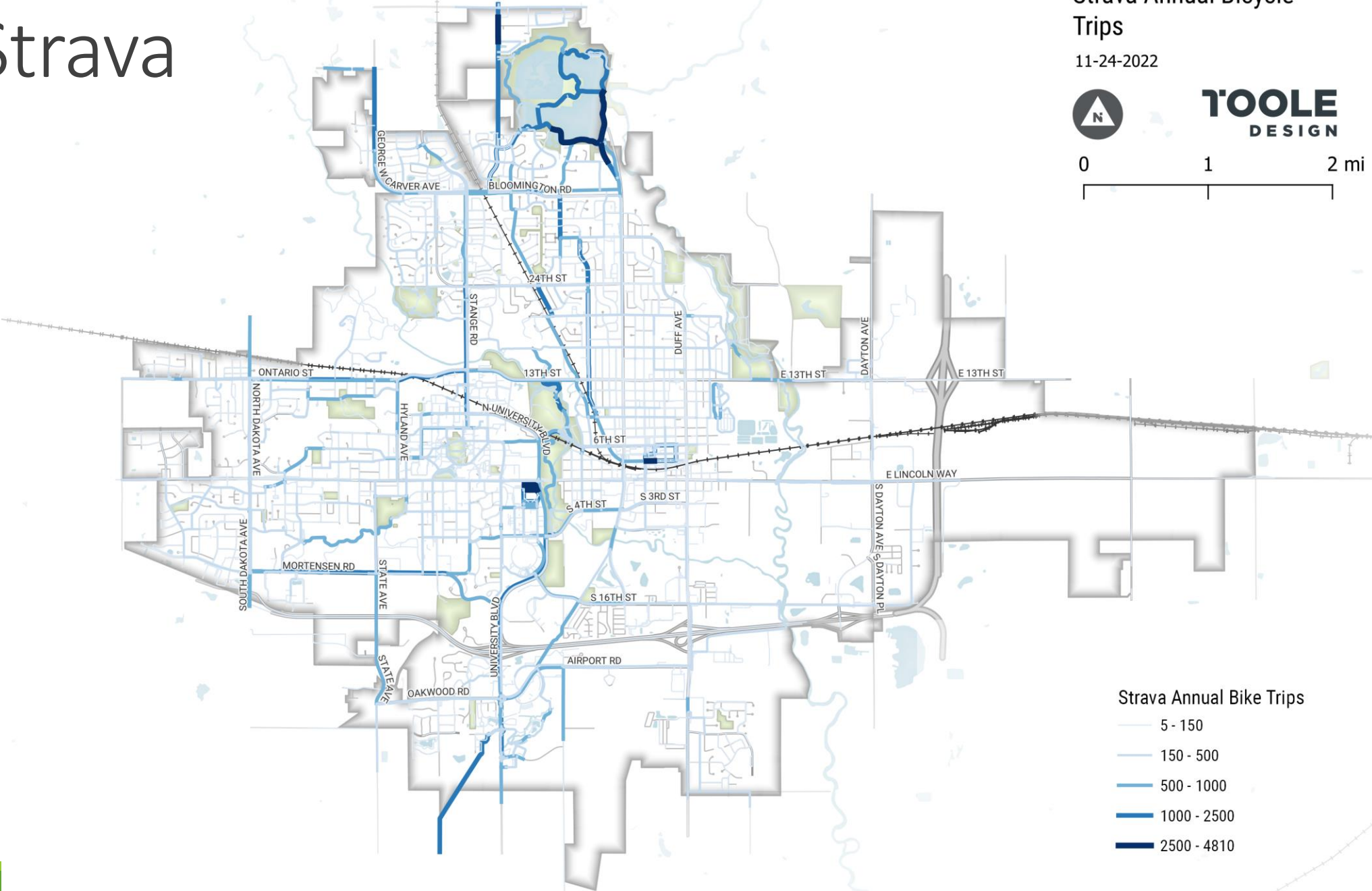
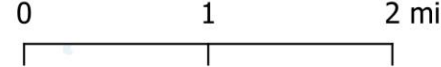
Activity: Strava

Strava Annual Bicycle Trips

11-24-2022



TOOLE
DESIGN



Strava Annual Bike Trips

- 5 - 150
- 150 - 500
- 500 - 1000
- 1000 - 2500
- 2500 - 4810

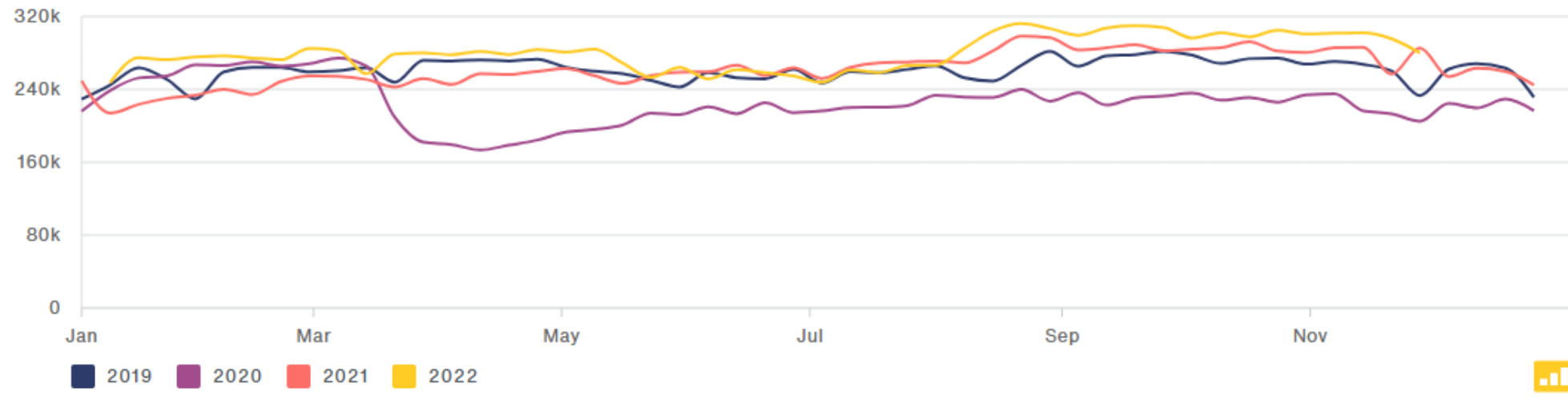
Trips Taken in Ames (weekday)

Ames, IA

Total Trips

Trips in this geography, typical weekday

2019 to 2022

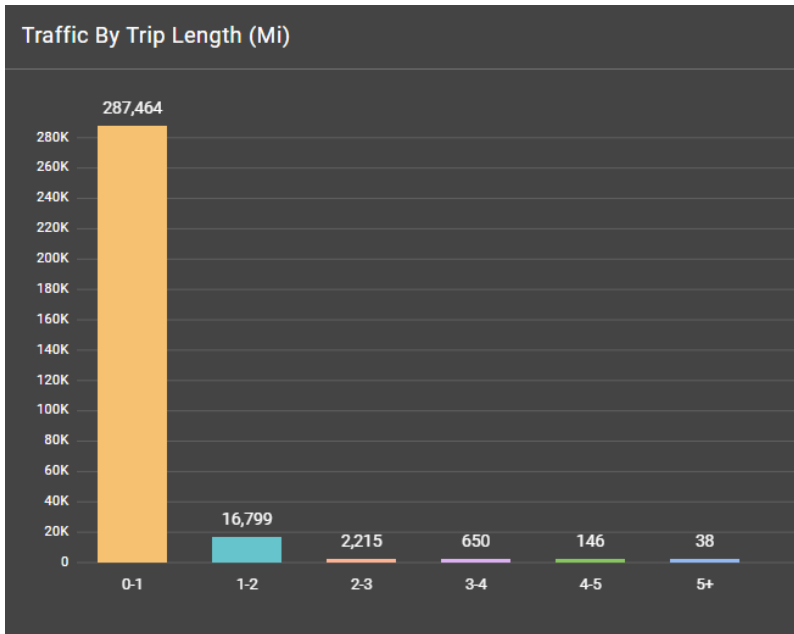


Source: **Replica** (activity-based travel model)

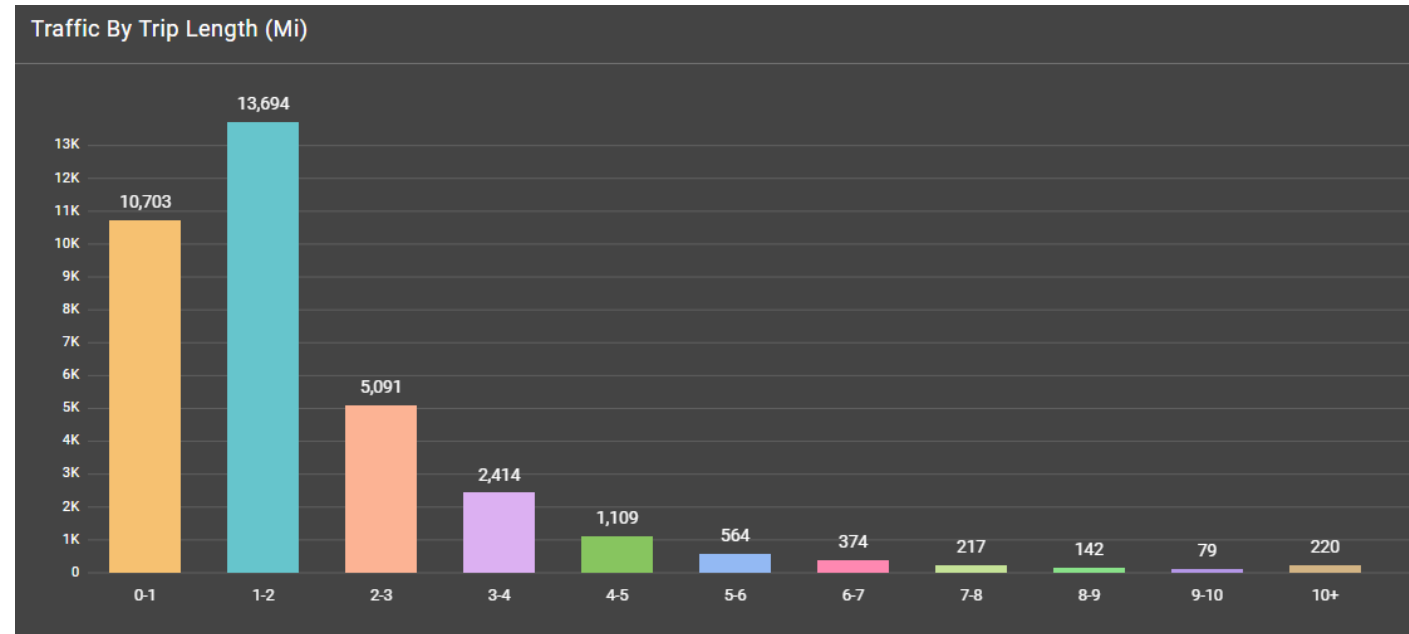


Walking and Biking Trips by Length

WALKING



BIKING



Source: **StreetLight**

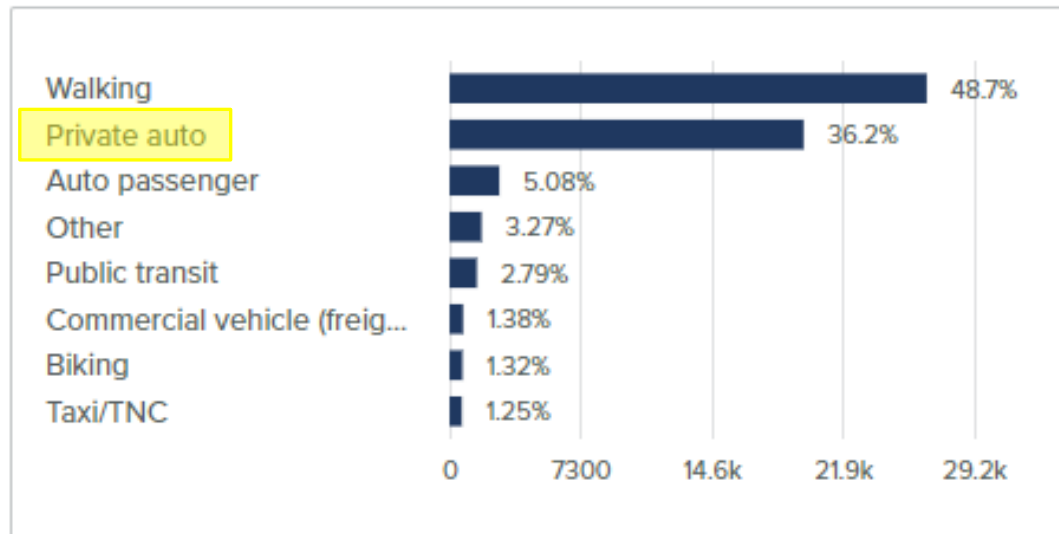


Trip Potential (All trips)

- Typical Thursday in Fall 2021: **228,000** total trips by Ames residents (all modes)
- Nearly **21%** of those trips were under a mile.

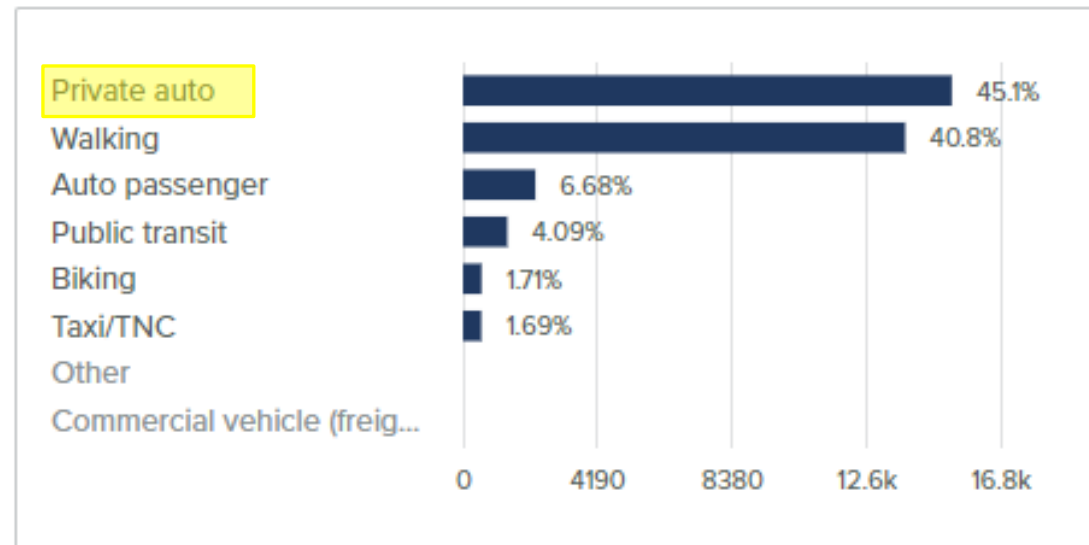
Trips under 1 mile

Primary Mode



Trips between 0.25 and 1 mile

Primary Mode



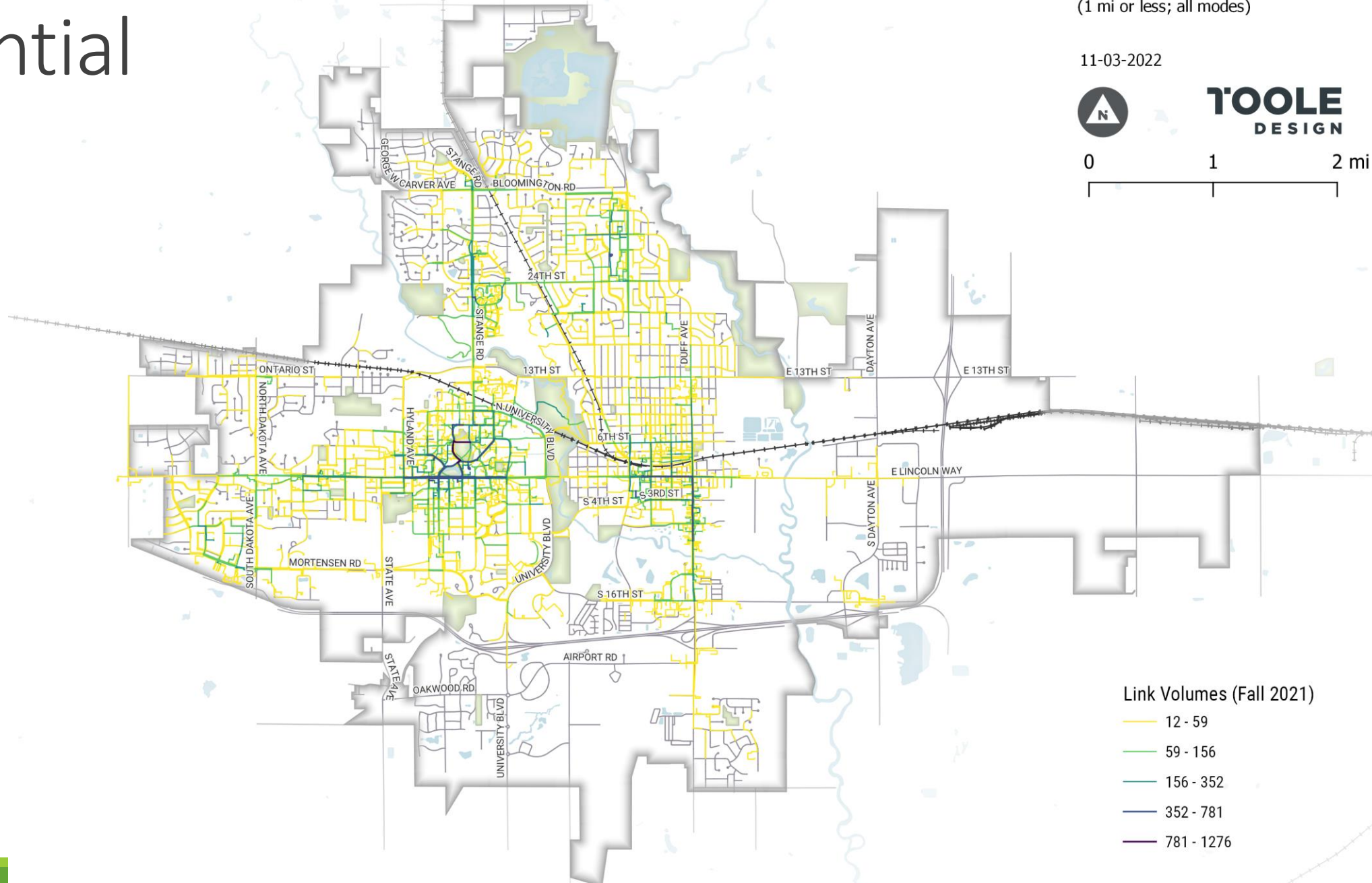
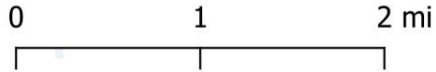
Trip Potential

Replica Short Trip Volumes
(1 mi or less; all modes)

11-03-2022



TOOLE
DESIGN

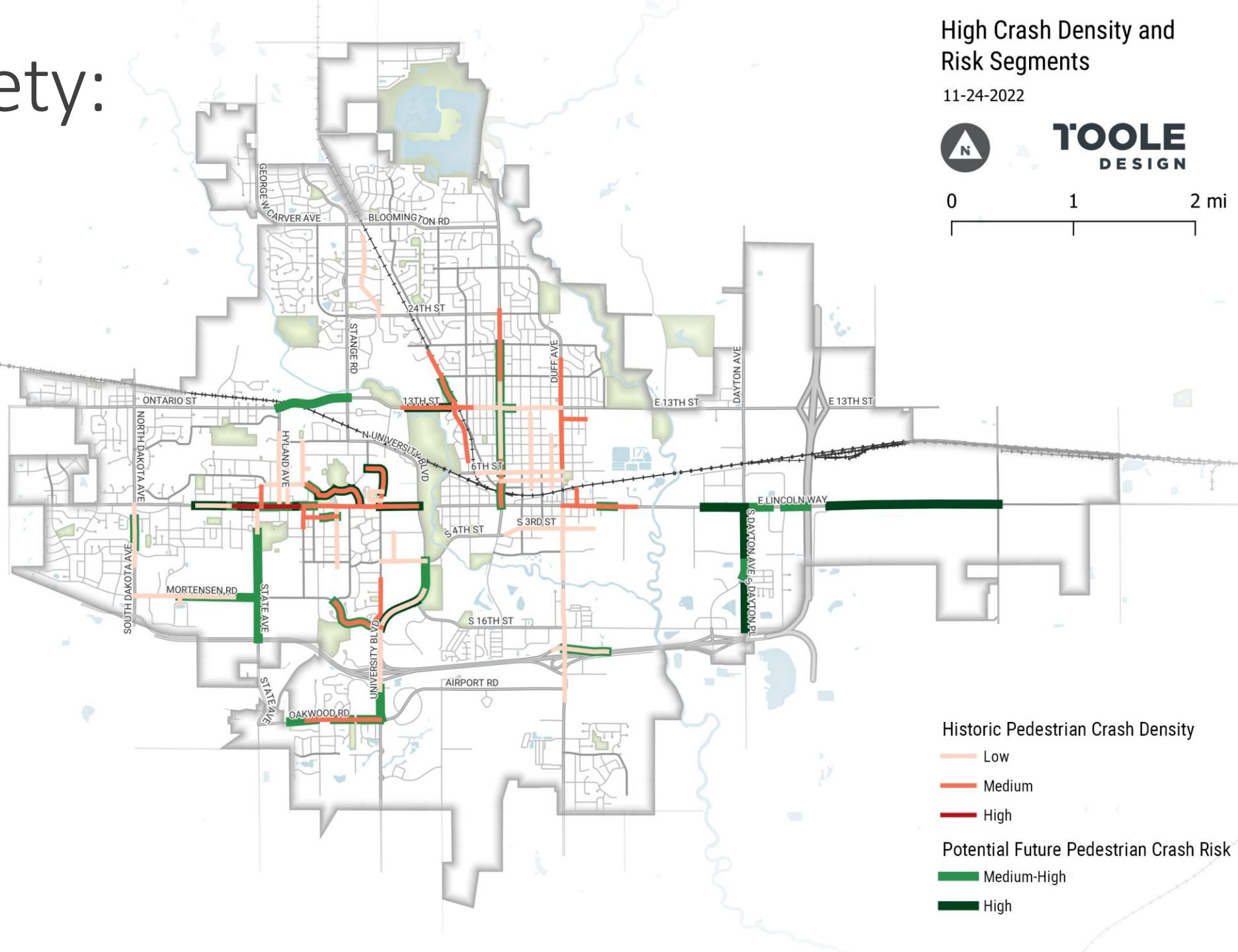


Link Volumes (Fall 2021)

- 12 - 59
- 59 - 156
- 156 - 352
- 352 - 781
- 781 - 1276

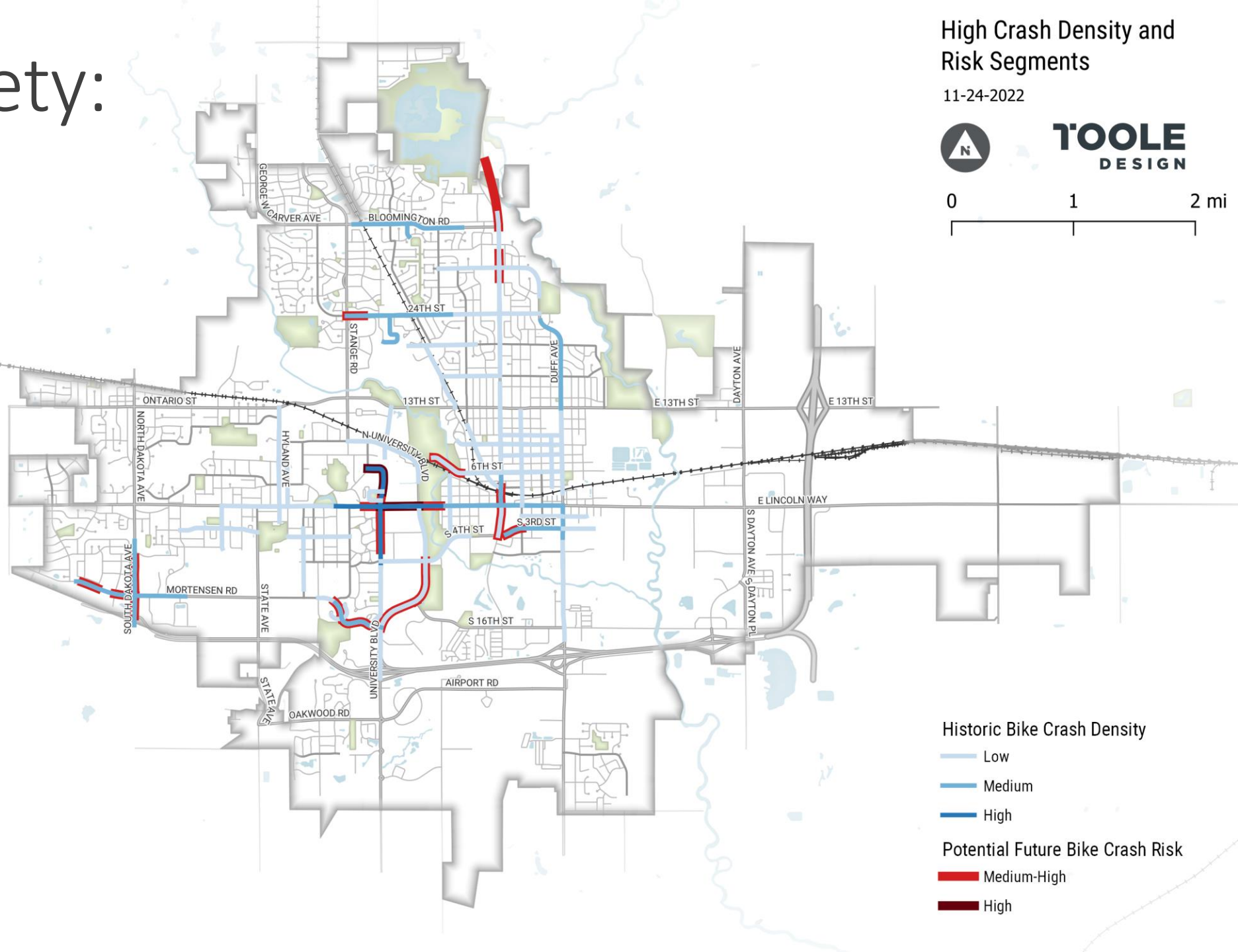
Systemic Safety: Pedestrian

- **Historic (actual crashes):**
 - Density of crashes along the street network
 - Influenced by amount of walking/biking activity
- **Potential Future:**
 - Predictive model based on roadway characteristics
 - NOT influenced by activity levels



Systemic Safety: Bicyclist

- **Historic (actual crashes):**
 - Density of crashes along the street network
 - Influenced by amount of walking/biking activity
- **Potential Future:**
 - Predictive model based on roadway characteristics
 - NOT influenced by activity levels

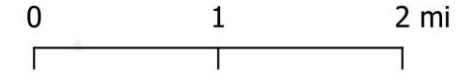


High Crash Density and Risk Segments

11-24-2022

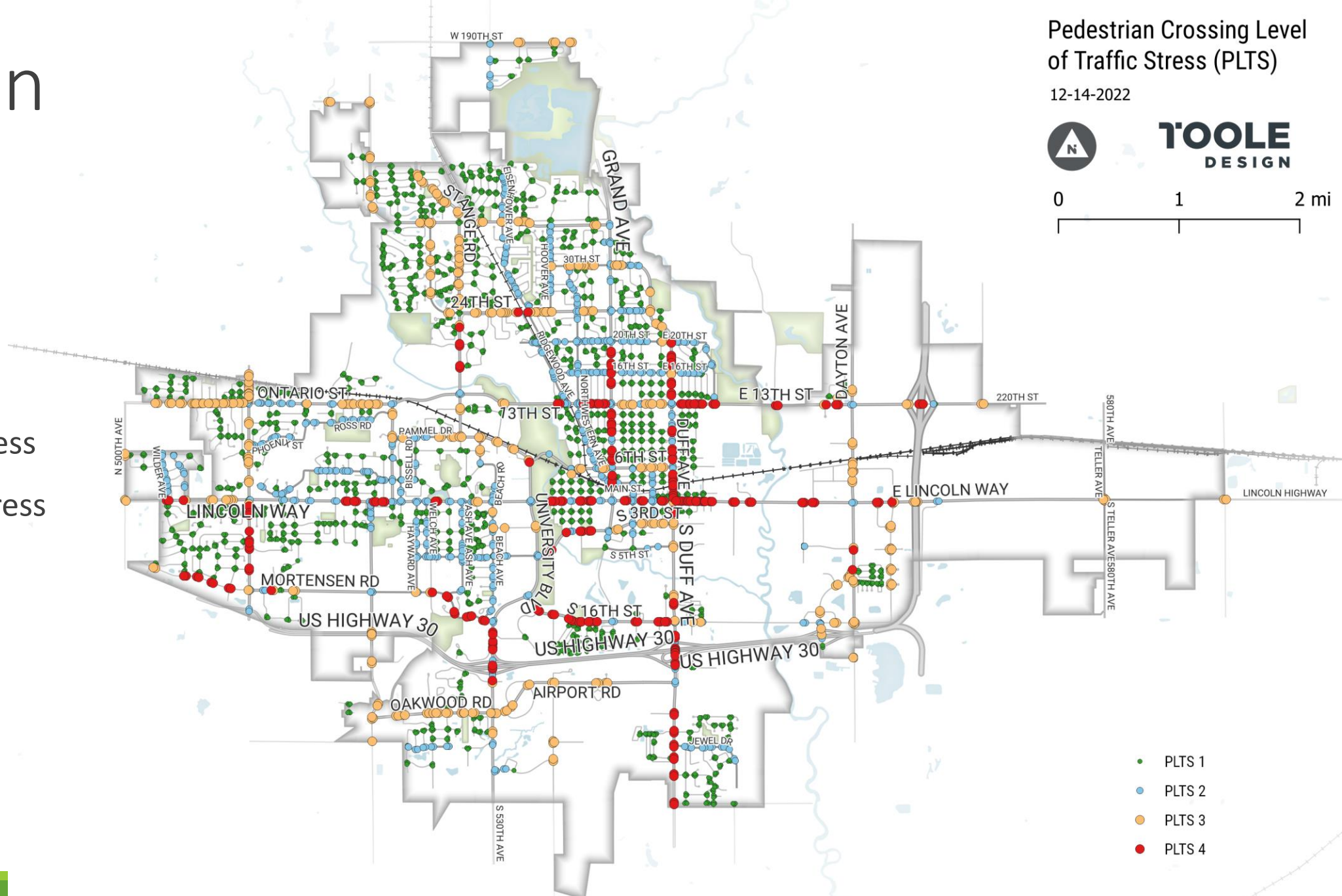


TOOLE
DESIGN



Pedestrian Crossing Stress

- PLTS 1/2: lower stress
- PLTS 3/4: higher stress

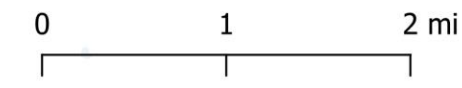


Pedestrian Crossing Level of Traffic Stress (PLTS)

12-14-2022



TOOLE
DESIGN

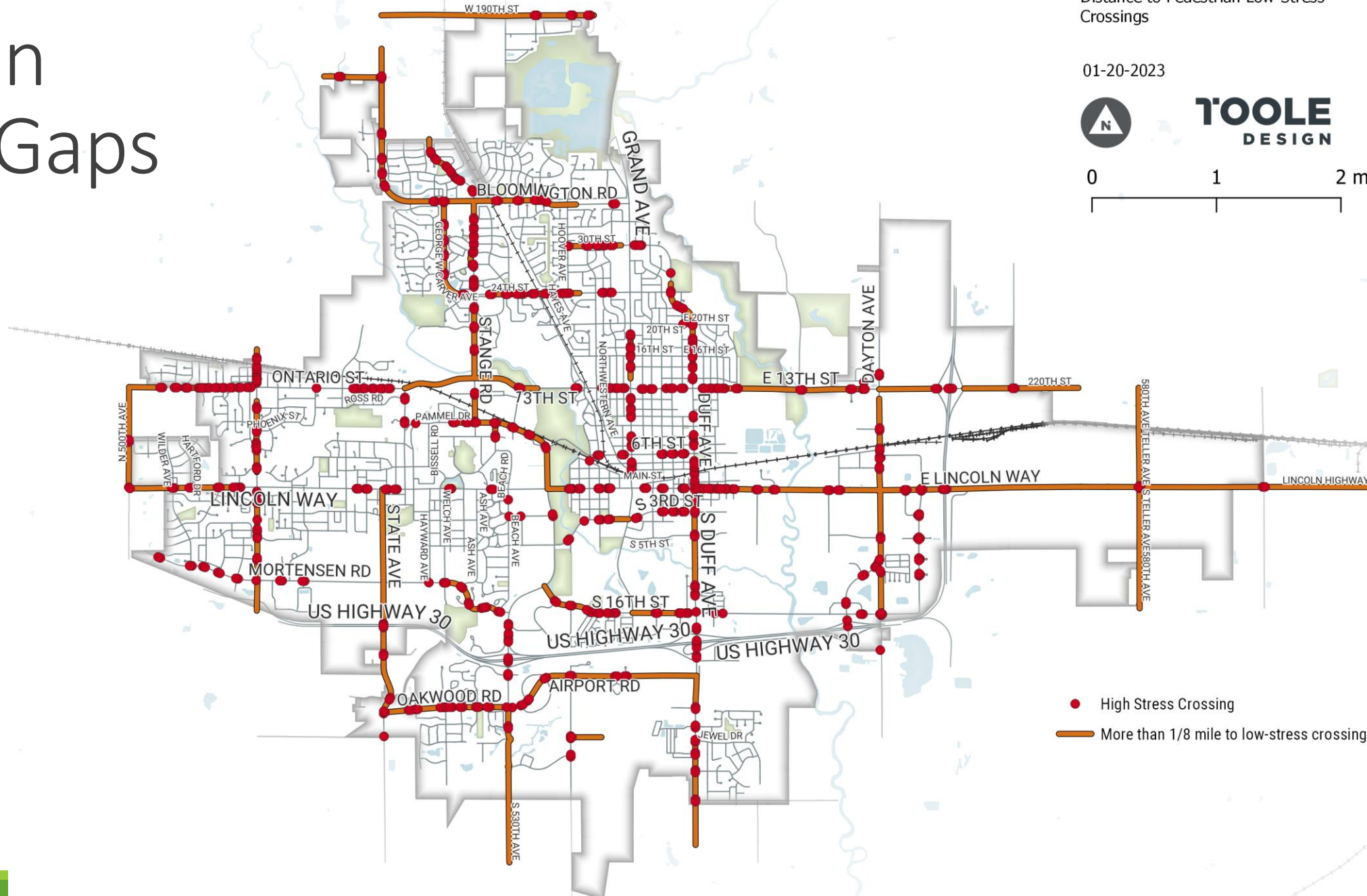
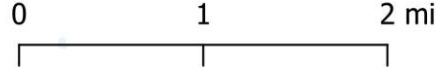


- PLTS 1
- PLTS 2
- PLTS 3
- PLTS 4

Pedestrian Crossing Gaps

Distance to Pedestrian Low-Stress Crossings

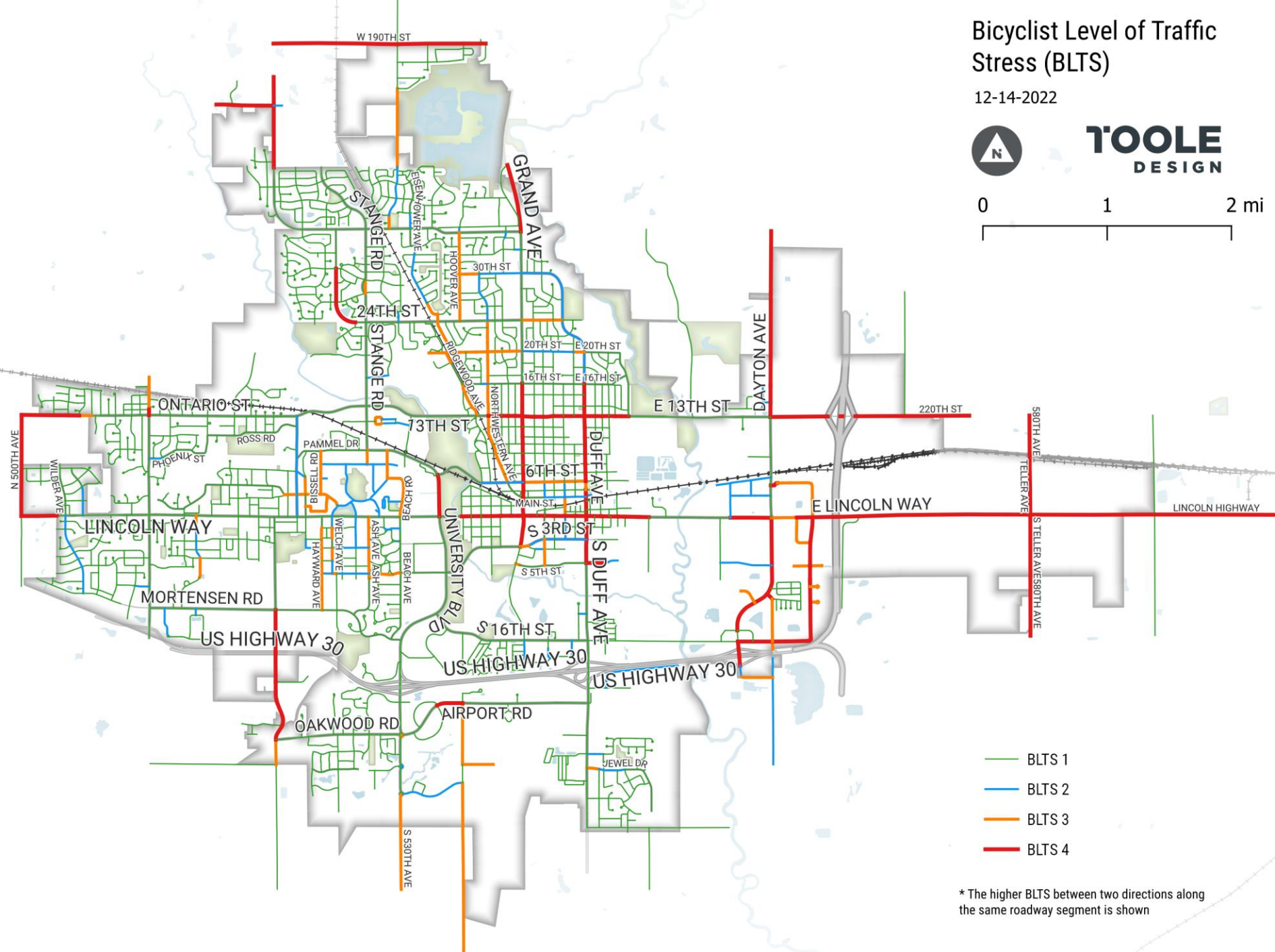
01-20-2023



- High Stress Crossing
- More than 1/8 mile to low-stress crossing

Bike Traffic Stress

- BLTS 1/2: lower stress
- BLTS 3/4: higher stress

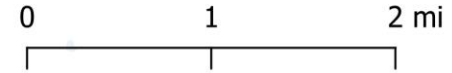


Bicyclist Level of Traffic Stress (BLTS)

12-14-2022



TOOLE
DESIGN



- BLTS 1
- BLTS 2
- BLTS 3
- BLTS 4

* The higher BLTS between two directions along the same roadway segment is shown

Agenda



Public Input to Date



Existing Conditions

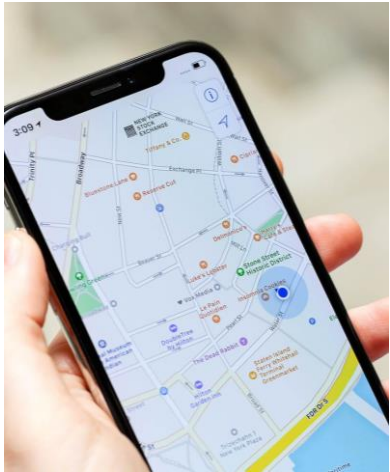


Wayfinding Concepts

Wayfinding Usually Involves 5 Steps:

Planning

How do I get there?



Orientation

This looks like the way



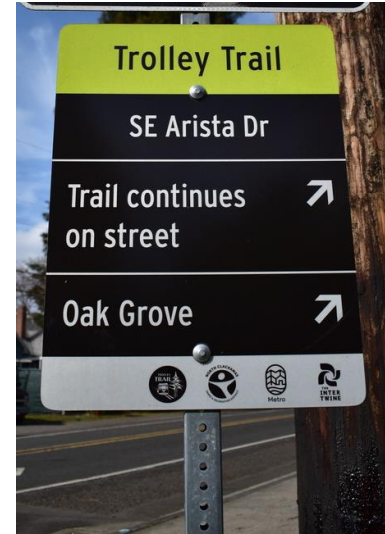
Decision Making

Do I turn here?



Confirmation

Am I still on the right route?



Destination Recognition

I'm here!



Focus for This Project

Orientation

This looks like the way



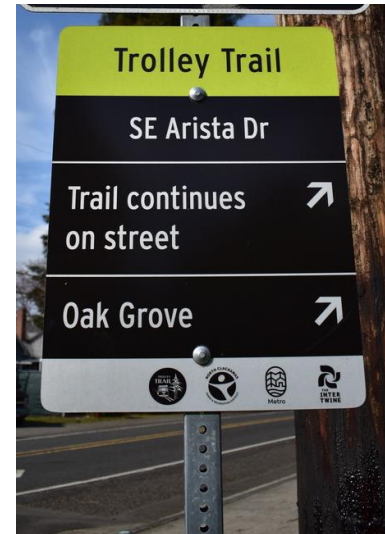
Decision Making

Do I turn here?



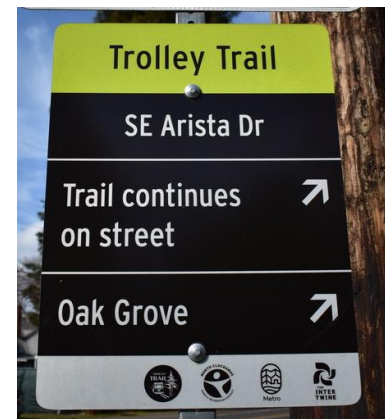
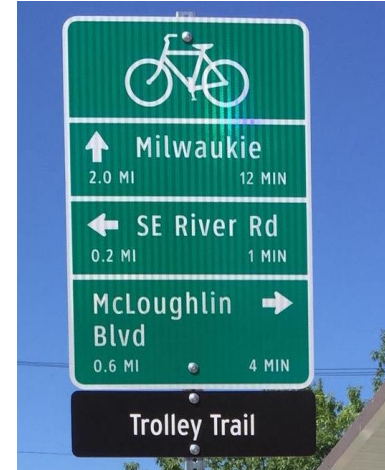
Confirmation

Am I still on the right route?



Wayfinding Best Practices

- Keep it Simple
- Be Consistent
- Design for the Inexperienced User
- Be Inclusive
- Make Connections



Discovery: Existing Branding, Signs, & Needs

Leadership Ames 2016 Report

- Merry Rankin, Kelsey Bolte Carper, David Haila, Brian Schwartze

Recommendations:

- Make it easier to find trail maps online
- Increase branding and naming of Ames Trails
- Add trails to Google Maps and Iowa by Trail Mobile App
- Add wayfinding signs with maps along trails



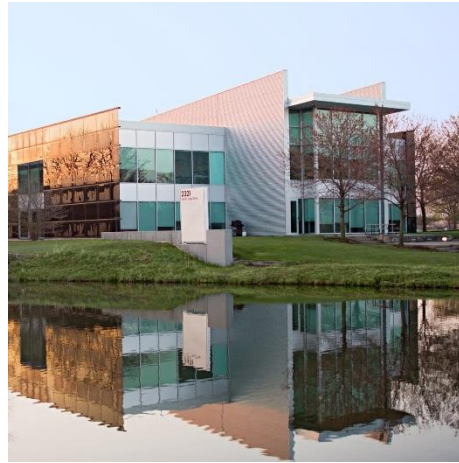
Sign Example from survey



Sign Example from survey

Discovery: Existing Branding, Signs, & Needs

Ames Brand: Smart, Innovative, Colorful



ISU brand



Prairie, Limestone, Timeless



DRAFT

CONCEPT 1: Prairie and Limestone Palette



Trailhead Map

Directional
Path Signs

Street Name/
Path Name

Directional
On-Street Bike Wayfinding Signs



DRAFT

CONCEPT 2: Greens and Grays and Ames "fold"



DRAFT

CONCEPT 3:
Color-by-route

IN DEVELOPMENT



Trailhead Map

Directional

Street Name/
Path Name

Directional

Path Signs

On-Street Bike Wayfinding Signs



Winter 2023

Bike and Pedestrian Network Development

Wayfinding Route Identification

Fall 2022

Existing Conditions

Wayfinding Sign Design

Summer 2022

Vision and Goal Setting

Wayfinding Branding

Summer / Fall 2023

Draft and Final Plan

Wayfinding Sign Plans

Spring 2023

Implementation Strategy

Wayfinding Design Finalization

