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**Date** July 17, 2023

**RATIFICATION OF IOWA DEPARTMENT OF TRANSPORTATION (IDOT) STATE RECREATIONAL TRAILS (SRT) GRANT APPLICATION FOR \$500,000 FOR THE CENTRAL PLACE LEVEE PHASE I MULTIUSE RECREATIONAL TRAIL PROJECT**

WHEREAS, the City of Des Moines Parks and Recreation Department desires to connect the Principal Riverwalk in Downtown Des Moines to 2<sup>nd</sup> Avenue in north-central Des Moines as the Central Place Levee Phase I multiuse trail project (“Project”) to extend trail network service to multiple neighborhoods which currently have no direct access to the Central Iowa Trail Network, at a total pre-engineering design estimated cost of \$1,500,000; and

WHEREAS, the Parks and Recreation Department desires to seek Iowa Department of Transportation (IDOT) State Recreational Trails (SRT) funding in the amount of \$500,000 for financial assistance for the Project; and

WHEREAS, such grant application requires that the City Council provide certain endorsements by the City Council regarding match funding for and maintenance of the Project trail, as described below.

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

1. The above-described 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 funding in the amount of \$500,000 for the above-described Project is hereby approved.
3. In the event that the State Recreational Trail grant is awarded to the City, the City of Des Moines hereby endorses its intent to provide the match funds required for the above-described Project pursuant to the SRT grant application.
4. In the event that the State Recreational Trail grant is awarded to the City, the City of Des Moines further agrees to adequately maintain the Project trail for its intended public use for no less than the period of time required by such grant agreement.



**Roll Call Number**

**Agenda Item Number**

7

Date July 17, 2023

(Council Communication No. 23-337)

Moved by \_\_\_\_\_ to adopt.

Second by \_\_\_\_\_.

Attachment: SRT grant application.

APPROVED AS TO FORM:

/s/ Glenna K. Frank  
Glenna Frank  
Assistant City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
BOESEN				
GATTO				
SHEUMAKER				
MANDELBAUM				
VOSS				
WESTERGAARD				
TOTAL				
MOTION CARRIED			APPROVED	
_____ Mayor				

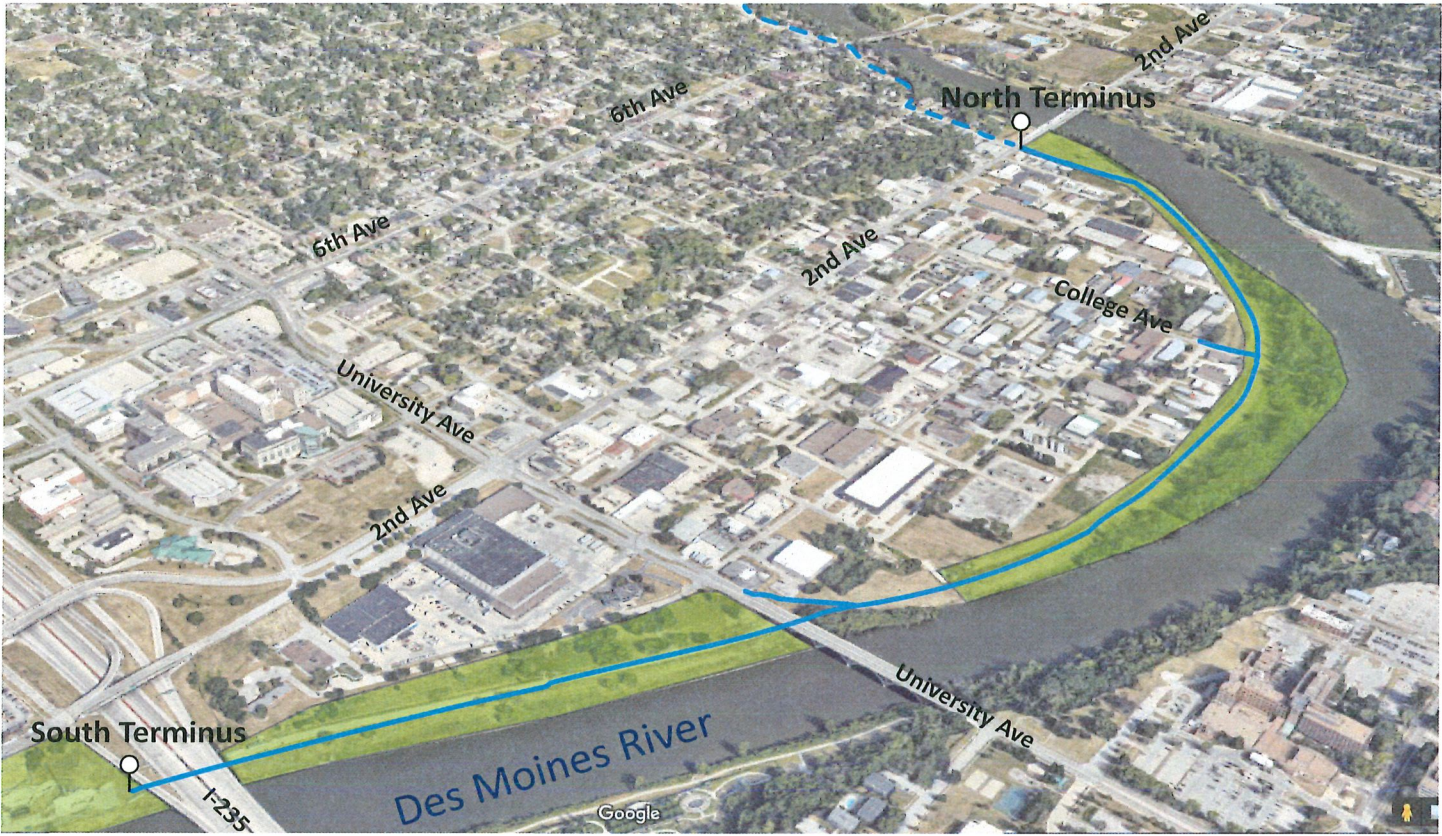
**CERTIFICATE**

I, Laura Baumgartner, 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.

\_\_\_\_\_ Acting City Clerk

# CENTRAL PLACE LEVEE TRAIL PHASE I PROJECT



— Central Place Levee Trail Phase 1      - - - Central Place Levee Trail Phase 2

APPLICATION FOR  
STATE RECREATIONAL TRAILS PROGRAM  
JULY, 1 2023





Form 240002 (06-20)

7

### 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 II

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

City: Des Moines State: Iowa ZIP Code: 50309

Phone Number: 515-248-6318 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: \_\_\_\_\_ E-mail: \_\_\_\_\_

#### Project Information

Project Title: Central Place Levee Trail Phase 1

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.)

This project includes constructing approximately 1.52 miles of 10-foot wide, 6-inch deep asphalt paved, multi-use trail section along the west bank of the Des Moines River. This section runs between Lauridsen Skatepark (821 W River Dr, Des Moines), and the intersection of Franklin Avenue and 2nd Avenue in north-central Des Moines (1901 2nd Ave, Des Moines), a known bicycle-pedestrian transportation barrier. The project includes approximately 800 linear feet of sidewalk for neighborhood tie-ins, a street crossing improvement, wayfinding and E911 safety signage, a trail use counter, and a rest stop.

If this project includes construction of a trail, what is the length of the trail in miles?: 1.52

If this project includes land acquisition, how many acres?: 0.056

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?

**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: \$0.00

Preliminary Design/Engineering Cost: \$0.00

Utility Relocation Cost: \$0.00

Construction Engineering Cost: \$0.00

Construction Cost: \$1,500,000.00

Other (please specify) \_\_\_\_\_

Total Cost \$1,500,000.00

SRT Program Funding Request: \$500,000.00

Applicant Match (25 percent minimum): \$500,000.00

	Applicant Match Source	Amount	Assured or Anticipated	Date Anticipated
1.	Capital Improvement Program	\$250,000.00	Assured	June 01, 2021
2.	City General Fund	\$250,000.00	Assured	July 01, 2023
3.	Private/Non-Profit Partners	\$5,000.00	Assured	January 01, 2021

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.

Project indicates \$500,000 in Iowa's Transportation Alternative Program (TAP) which is also known as Surface Transportation Block Grant (STBG)-set aside, as facilitated by the Des Moines Metropolitan Planning Organization (MPO). TAP requires a minimum 20% applicant match. Prior to bidding a grant agreement will be completed with the IowaDOT affirming City acceptance of all funding conditions.

## Estimated Project Development Schedule

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Design	Start date <u>November 01, 2021</u>	Completion date <u>June 30, 2022</u>
Land acquisition	Start date <u>July 01, 2022</u>	Completion date <u>November 30, 2023</u>
Construction	Start date <u>March 01, 2024</u>	Completion date <u>August 01, 2025</u>

Has any part of this project been started?  Yes  No  
If yes, please explain.

Design is on-going and is currently at 60% construction documentation. Concurrently, the project is going through the required permitting processes, including receiving a permit for construction within an IowaDOT corridor for I-235. Neither bidding or construction has been initiated.

## Documentation and Narrative Information

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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 Parks and Recreation Department



Signature

Derek Hansen, Park Planner II

Typed Name and Title



## PROJECT DESCRIPTION

## SECTION A

The Central Place Levee Trail Phase 1 project includes the new development of 1.52 miles of 10-foot-wide, 6-inch deep concrete or asphalt paved, multi-use trail along the west bank of the Des Moines River between the southern terminus Lauridsen Skatepark (821 W River Dr, Des Moines), and the northern terminus intersection of Franklin Avenue and 2nd Avenue in north-central Des Moines (1901 2nd Ave, Des Moines), a known bicycle-pedestrian transportation barrier. The project also includes approximately 800 linear feet of 8-foot-wide spur connections for neighborhood tie-ins and rest stops. The project is currently at the 60% engineering design progression as the alignment and real estate needs have been determined. Once sufficient funding is secured, bidding and construction can commence on schedule with the project timeline within this application. These improvements are slated for 2024 construction with a summer of 2025 targeted close out and opening to the public.

Much of the trail alignment follows a riverside roadway and an Army Corps of Engineers (USACE) regulated levee offering views of the Des Moines River Greenway, an active wildlife corridor containing a wooded floodplains and wetland area. Only a fragment of the referenced riverside roadway, West River Drive, remains today and it will be removed and replaced by the trail with this project providing a net reduction in paving. The City of Des Moines collaborated with USACE in 2008 to redesign this levee to include shaping for a future trail facility. As a levee trail, the depth of the paving profile and options for vegetative cover are constrained in order to protect the levee. Once completed, the Phase 1 project will provide an alternate flood-protected outdoor recreation and active transportation option when the Neal Smith National Recreation Trail, which is located on the east bank of the river, is flooded and unpassable.

This project is notable because the trail alignment will connect three unique and redeveloping regions of the city. On the south end, the project will tie into the landmark Principal Riverwalk and Downtown, a growing recreation node as represented by the Lauridsen Skatepark, the anticipated water trails / whitewater recreation corridor, and this project. Continuing further north, the scope of Phase 1 ties into the medium-density, multi-cultural River Bend Neighborhood which is in need of equity investment due to its higher levels of poverty, unemployment, and infrastructure deficiencies when compared to the rest of the city. When considered along with other local and regional improvement efforts, this project is expected to derive a variety of significant local and regional benefits which will be elaborated on in other areas of this application.

The trail will be designed and constructed to comply with ADA requirements, Iowa DOT design standards, and the Iowa SUDAS Manual ensuring accessibility for the widest array of users possible. The City has modernized multi-use trail design standards that will be used in the construction of this project to go beyond the general guidelines and focus on preservation of the trail for its full serviceable lifespan. Part of the City's design standards is to include a fog-seal applied to asphalt sections at the time of construction to provide a final seal coat to close up any micro-cracking and prevent water from penetrating the paving over time. On concrete sections where salt spray is expected, a concrete sealer and densifier will be applied to prevent salt-driven spalling. Trail shoulder clear zones will be maintained on each side of the multi-use trail. Beyond the clear zones, rural ditched drainage will be used to manage stormwater and reduce winter icing issues.

## 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 Central Place Levee Trail Phase 1 project touches the Cheatom Park and River Bend Neighborhoods. These neighborhoods, among others, are boxed in by bicycle-pedestrian transportation barriers with Interstate 235 to the south, the Des Moines River to the east and north, and the MLK Jr. Parkway / Keosauqua Way arterial roadway to the west. While both have neighborhood parks, neither have any multi-use trail facilities. This is a notable deficiency considering the local residential area and major employment and cultural hub in Downtown, just south of Interstate-235. The main north-south trail spine in the region, the Neal Smith National Recreation Trail (NRT) on the east of the river, also has deficiencies as it is closed up to 40% of a given year due to increasingly flash storms and associated flooding events. This local need or deficiency also aligns with city-wide opinions of parks and recreation services. In 2020 a resident survey was conducted to determine the needs and priorities for several municipal services. When asked about park and recreation emphasis and priorities over the next two years, residents indicated that increasing the number of multi-use trails, and using “green” practices, and increasing the availability of environmental/nature activities were among the top 10 priorities. This project speaks to 3 of those top 10 by offering non-motorized outdoor recreation and alternative transportation options on a multi-functional levee/trail facility with scenic views of nature along the Des Moines River Greenway.

To get a modern look at the service area demographics for this project we utilized the Trust for Public Land’s ParkServe tool. This tool leverages ESRI’s Walkable Street Network and 2022 Demographic Forecast Block Group data sets to identify 10-minute walk service areas and the demographics within them for parks or proposed projects. The population within this project’s 10-minute walk service area is 6,674 with a significant proportion having no prior trail system access. Among those with reported income, the breakdown is 20.6% low income (73% in city-wide walk service area), 7.2% medium income (72% city-wide), and 10.5% high income (75% city-wide). The project service area also has higher levels of ethnic diversity with 65.9% of residents served being non-white compared to 40.4% in the city-wide service area.

According to the Des Moines Metropolitan Planning Organization’s (MPO) Tomorrow Plan, this project resides within an Environmental Justice Area experiencing among the highest degrees of disadvantage in the entire metro. This designation is supported by the City’s classification of the region as an Urban Renewal Area and a Tax Incentive Financing District. Other disadvantages experienced by the River Bend Neighborhood include historic redlining, persistent poverty according to the US Department of Transportation, and a Low Life Expectancy rating in the 95-100 percentile according to the EPA’s EJ Screen tool. Investing here will provide the area’s first multi-use trail, thus facilitating low-cost outdoor recreation and transportation options for residents while also contributing to an environment that encourages reinvestment in local businesses and residential properties. This project will tie more of north-central Des Moines into the larger trail network, thus generating new users, new economic opportunities and improved livability in nearby neighborhoods.

The nexus of this project, the skatepark and the water trails project are expected to feed off each other creating synergy that will drive the local economy by encouraging local spending, investment and increased tourism. Short-term this project would provide engineering design work and 18 months of construction, fabrication, and construction material production jobs. Long-term, we would project additional seasonal maintenance staff, and additional staffing in the River Bend Business District.

**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.*

Due to its importance and history of support, this project is included in or contributes to more local and regional planning efforts than can be captured in the space provided. Below are descriptions of the project's alignment with IowaDOT's Iowa in Motion, and a small sampling of other planning documents.

#### 2022 IowaDOT's Iowa in Motion

Iowa DOT's Iowa in Motion, a Bicycle and Pedestrian Long-Range Plan states many goals that relate to this project. The number 1 goal of this plan is validation. The City of Des Moines honors alternative modes of transportation and offering a low-cost alternative to motorized vehicles. The Central Place Levee Trail follows the number 1 goal of the plan by offering the opportunity of alternative transportation to three neighborhoods that currently do not have that opportunity. Above all else, the project follows goals 2,3,4,6 and 7 that can be defined in this application from safety all the way to promoting healthy opportunities to underserved and highly disadvantaged communities within the City of Des Moines.

#### PlanDSM | MoveDSM | LiveDSM

Following a 19-month process involving extensive public outreach to all areas of the community, the City of Des Moines released their new comprehensive plan, PlanDSM, in 2016. This project meets 4 of 7 goals identified in the PlanDSM for our department by expanding service levels, contributing to increased connectivity in transportation and recreation networks, and providing greater access to the Des Moines River Greenway. The city's new comprehensive transportation plan, MoveDSM was adopted in 2018. That plan identifies this project as a component of the CORE TRAIL NETWORK. At a broad level, MoveDSM seeks to develop a complete multi-modal transportation network for pedestrians, bicycles, transit, and automobiles. This project directly contributes to that broader goal. Lastly, LiveDSM is the Parks & Recreation Department's 2018 long-range plan. This project will help to fulfill high-level goals of the plan by expanding trail and park access within a 10-minute walk of all residents and making equity-driven investments. The public input process used to develop the plan indicated that connecting trails is still a top priority for our residents.

#### The 2014 River Bend Neighborhood Plan

The River Bend Neighborhood Plan calls for the Central Place Levee Trail project and demonstrates a need for investment in the area due to higher levels of poverty and unemployment and lower levels of household income when compared to the city-wide average. Investing here will build upon recent infrastructure investments in the area to provide low-cost transportation and recreation options for residents while also contributing to an environment that encourages reinvestment in local businesses and residential properties.

**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.*

Given its location between residential areas and the Downtown business and cultural hub and amidst a developing recreation destination corridor, this project will accommodate a wide array of compatible

outdoor recreation and transportation functions or uses. We expect it will be used by or for commuters, skatepark users, dog park users, fitness users, recreational users, school events, special events such as 5k races, and more. This project will increase close-to-home accessibility for thousands of local residents by providing greater interconnectivity between existing facilities and assets. Tying into Des Moines' 68-mile and Central Iowa's 600-mile multi-use trail networks provides the connection needed to promote and normalize active transportation and outdoor recreation, and the number of significant natural, cultural, historical, and recreational areas and facilities that are accessible from the local and regional trail networks is truly hard to capture in the narrative space allowed. This project will also tie into the local street and sidewalk network at multiple locations ensuring ease of navigability and a sense of security.

The entire project corridor is a developing recreation node within the larger parks and recreation network offering multiple desired outdoor recreation locations not previously offered on a grand scale. The Lauridsen Skatepark, which abuts the Phase 1 trail corridor, is the largest public skatepark in the nation and further connects to Downtown Des Moines. This trail project also shares a corridor and overarching goals with the ICON Water Trails project, a \$125 million-dollar regional effort which includes the activation of a 5-mile stretch of the Des Moines River by mitigating multiple dams and developing neighborhood access points to the water trails at Birdland Park & Mariana and Prospect Park.

In the vicinity of this project's northern terminus, there is an existing trail connection across the 2nd Ave Bridge which connects to Birdland Park & Marina and the Neal Smith Trail, and the implementation of a signalized crossing is planned at 2nd Ave connecting this project to the future phase which continues west and north. The city adopted a \$54.4 million dollar master plan for Birdland Park which includes large open space, new STEM style spray ground, destination nature playscape, an ice-skating ribbon and pond which doubles as a roller rink in the summertime, educational opportunities for native plants and wildlife, and much more. This project will provide greater accessibility to the soon to be improved Birdland Park. Connecting to the Neal Smith Trail would also provide improved access to Birdland Sports Park which will also be seeing some much-needed improvements in 2025 and has some existing recreation opportunities currently only accessible by car for the neighborhoods within the project corridor. The anticipated improvements include 7 new tennis courts and 2 full size basketball courts. The park also has a brand new large mini-pitch system, existing bank of junior tennis courts, and an aquatic facility including an Olympic size pool with diving boards, water slide, and shallow pool area.

**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.*

The most significant attributes of this trail connection are its centralized location within the Central Iowa Trail Network and its adjacency to Downtown and other recreational assets, thus providing connectivity to many significant areas and facilities.

The alignment primarily follows a levee which was improved by the Army Corps of Engineers in 2010. The City worked with them at that time to enable a future trail facility. By building on a flood control

embankment we can be certain that wildlife and sensitive natural resources will not be further impacted by construction of the trail facility. Once implemented, the route will offer views of greater Des Moines River Greenway, an active wildlife corridor and the Central Place Open Space which contains wooded floodplains and a wetland area. Placement atop the levee also provides a flood resilient facility providing constant connectivity for committed bicycle commuters.

Due to most of the corridor being on top of existing levee or existing roadway, the site is relatively flat. The project will follow the Iowa SUDAS Manual and Iowa DOT design standards, but will include some design exceptions as needed due to site constraints. In terms of design, the most challenging portions of the project corridor are the connections to University Avenue, College Avenue, and 2nd Avenue. All three of these connections have significant elevation change as they transition off the levee resulting in a steeper vertical alignment to provide access to the trail.

**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.*

This project is part of a larger transformational effort to make major equity investments in this area of the city. From 2020 to approximately 2026 the City of Des Moines and ICON Water Trails group plan on implementing over \$50 million in infrastructure investments within a ½-mile buffer of this project. When combined with the Urban Renewal Area and Tax Incentive Financing designations, we expect these major infrastructure and recreation investments to dramatically revitalize this region.

That investment total is represented by the King Irving & River Bend Sewer Separation projects (\$17.6 million), 6th Ave Streetscape (\$7.4 million), Reconstruction of 2nd Ave (\$12 million), ICON Water Trails at Birdland and Prospect Parks (\$3 million), 2nd Ave Bridge Rehabilitation (\$6.5 million), Central Place Levee Trail Phase 1 (\$1.5 million), and Central Place Levee Trail Phase 2 (\$2.5 million). With good planning in place, each entity can confidently investigate opportunities for these projects to work together in order to reduce waste and the overall construction disturbance timeline for the region.

**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 Central Place Levee Trail Phase 1 project has a unique opportunity to provide scenic and accessible views of the Des Moines River Greenway and will accommodate rest areas with benches and adjacent paved areas for wheelchairs, strollers, and mobility devices. While not a special facility, providing opportunities to cross heavily trafficked roadways such as University Avenue and Interstate-235 via a grade separated facility is a significant benefit to those with mobility issues.

The City has adopted ordinances defining allowable electric-assisted devices that are equivalent to 1 horse power or less to be allowable on multi-use trails in the City. This further accommodates mobility impaired and less able-bodied residents and visitors accessing the City's trail system and natural areas providing accessible scenic views and natural corridors within the urban setting.

## PROGRAM SCORING CRITERIA

## SECTION B

**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 requested grant funding would fulfill the project's funding needs, thus enabling the current schedule to be maintained and the project to be completed within two years. If full funding is not received via a State Recreation Trails (SRT) grant, the City would pursue Federal Recreation Trails (FRT) grant to backfill any remaining funding shortfall.

Construction documentation is currently underway and the City has already received and reviewed a 60% design submittal. Given this project will develop trail on a levee, no-rise modeling and reporting was completed confirming no impact to flood elevation. Preliminary designs have been submitted to the US Army Corps of Engineering (USACE) and the Iowa DOT (IDOT). IDOT comments have already been received and are being addressed, and USACE review is currently underway.

Real estate processes have also been initiated. The project is on track to receive a permit from IDOT to underpass the I-235 corridor, and a small easement from a private landowner is also needed for the connection to University Ave. Multiple meetings with the private landowner have occurred. They are agreeable to voluntarily providing an easement for the project and a plat of survey has already been developed for final easement acquisition negotiations.

Lastly, a Phase 1 archeological investigation will need to be completed on the private land being acquired for the project. That investigation is currently being scheduled and is anticipated to be complete by late summer 2023.

If SRT and or FRT funding is offered in 2023, grant agreement(s) would be anticipated late in the year and bidding would immediately following completion of the agreements to enable construction to commence in early 2024 and be completed and open to the public no later than the summer of 2025.

**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.*

Local funding for the Central Place Levee Trail Phase 1 project includes \$500,000 in G.O Bonds and City General Funds. The City's contribution represents 33.3% of the overall project funding. The City's SRT grant funding request matches the City's contribution representing 33.3% of the overall project funding.

The Friends of Des Moines Parks, a non-profit 503c company, have also pledged \$5,000 to the project representing 0.003% of the overall project funding.

# Central Place Levee Trail Route & Neighborhood Spurs





Phase 1 Northern Terminus: 1901 2nd Avenue, Des Moines, IA 50314

Phase 1 Southern Terminus: 821 W River Dr, Des Moines, IA 50309





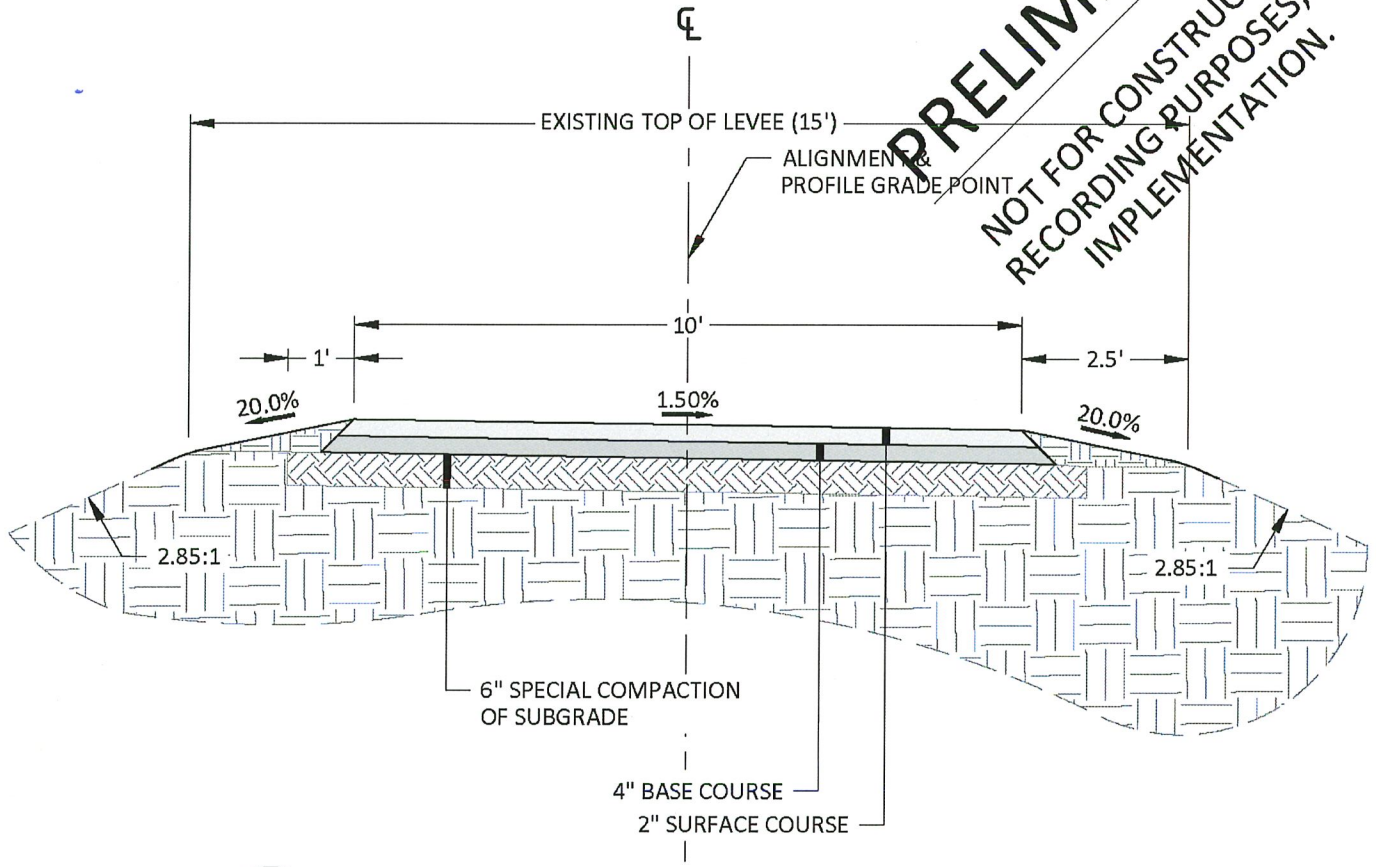
### Trail Section Legend

-  Levee Section
-  Off-Levee Section
-  Adjacent Roadway Section
-  Trail Connection Section





**PRELIMINARY**  
 NOT FOR CONSTRUCTION,  
 RECORDING PURPOSES, OR  
 IMPLEMENTATION.



3  
 B.01  
 NTS

TRAIL TYPICAL SECTION ON LEVEE (DRAIN EAST)  
 STA 33+00 - 81+00

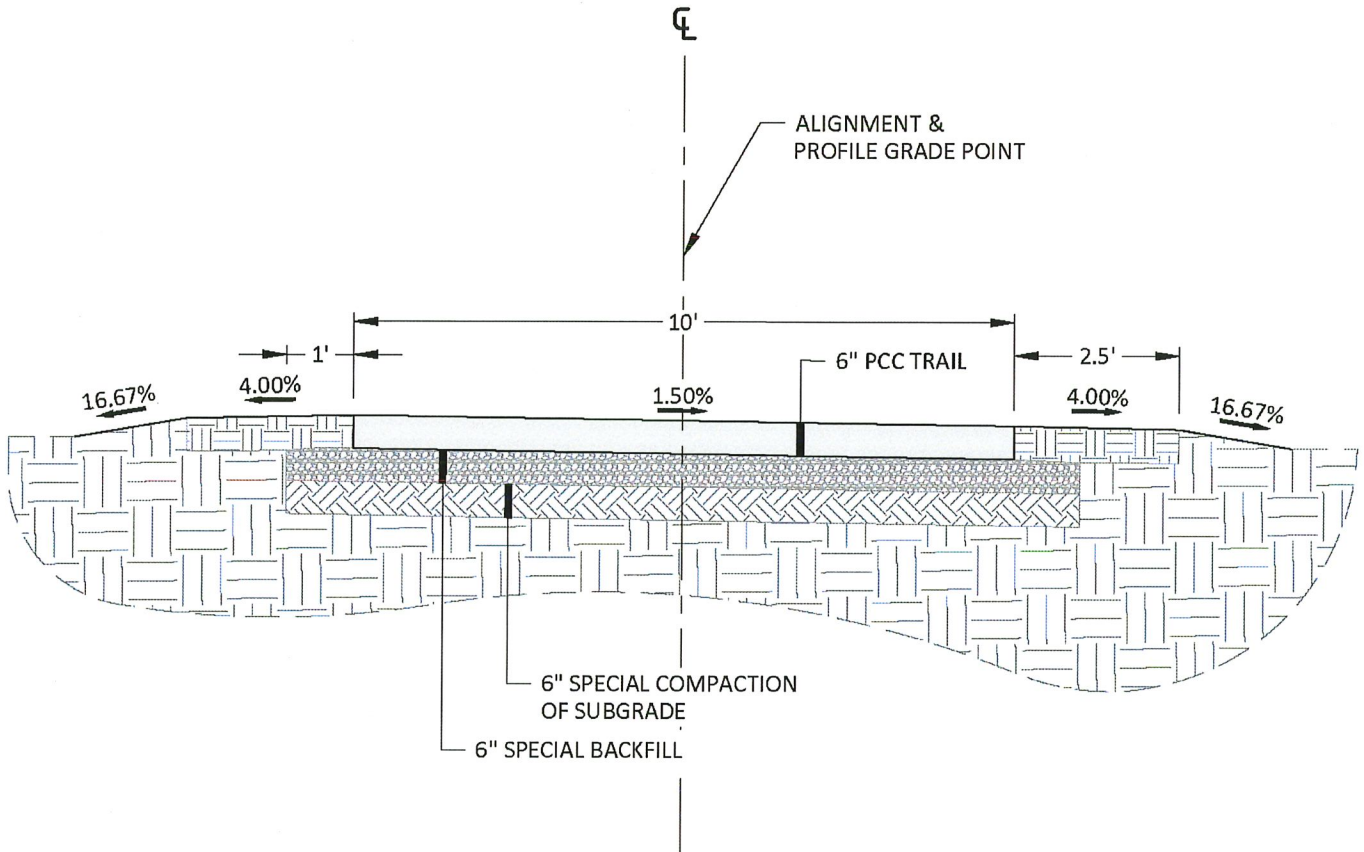
NOTES:

- EXCESS HMA EDGE NOT TO EXCEED 1:1
- USE CSS 1-H FOG SEAL ON SURFACE COURSE



Trail Section Legend

- █ Levee Section
- █ Off-Levee Section
- █ Adjacent Roadway Section
- █ Trail Connection Section



2  
B.01  
NTS

TRAIL TYPICAL SECTION (OFF OF LEVEE)  
STA 14+00 - 33+00

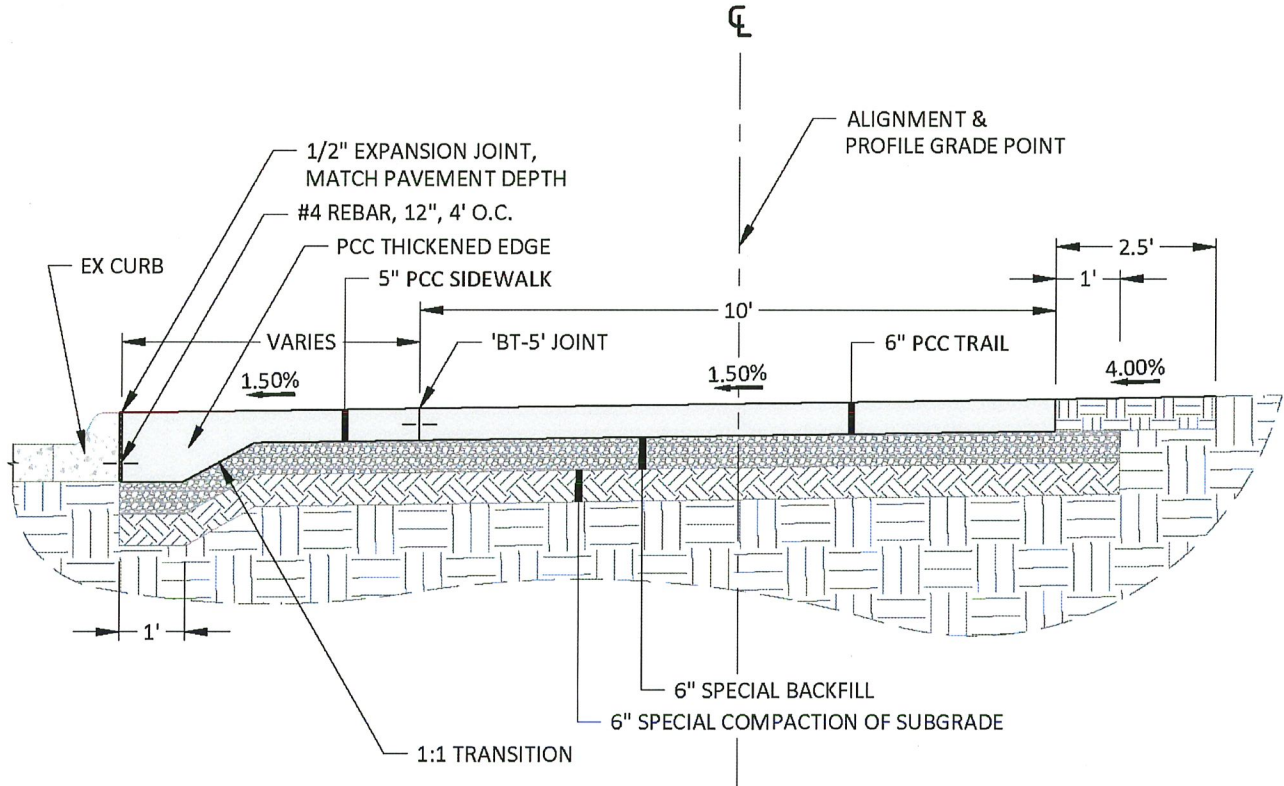
NOTES:

- EXCESS HMA EDGE NOT TO EXCEED 1:1
- USE CSS 1-H FOG SEAL ON SURFACE COURSE
- DO NOT EXCEED 1:6 (16.67%) GRADE ON SHOULDERS OFF OF LEVEE



Trail Section Legend

- █ Levee Section
- █ Off-Levee Section
- █ Adjacent Roadway Section
- █ Trail Connection Section



1  
B.01  
NTS

**TRAIL TYPICAL SECTION (ALONG PARKING LOT ACCESS)**  
STA 10+00 - 14+00

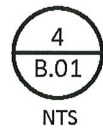
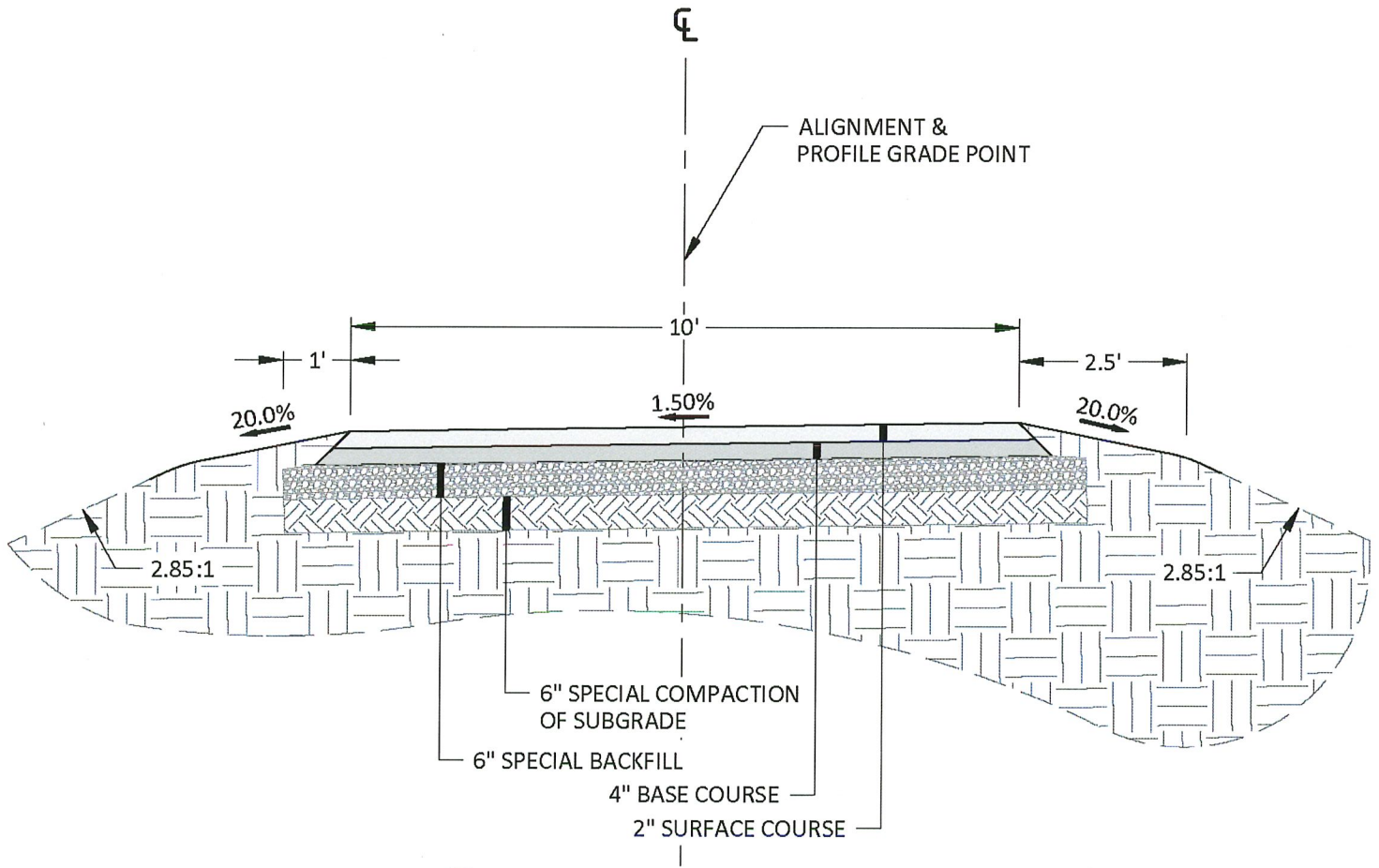
NOTES:

- USE CSS 1-H FOG SEAL ON EXISTING HMA SEGMENT ALONG SKATEPARK



**Trail Section Legend**

- Levee Section
- Off-Levee Section
- Adjacent Roadway Section
- Trail Connection Section



**TYPICAL TRAIL CONNECTION**

- STA 100+00 - 103+54.45
- STA 200+00 - 203+19.75
- STA 81+00 - 84+26.22

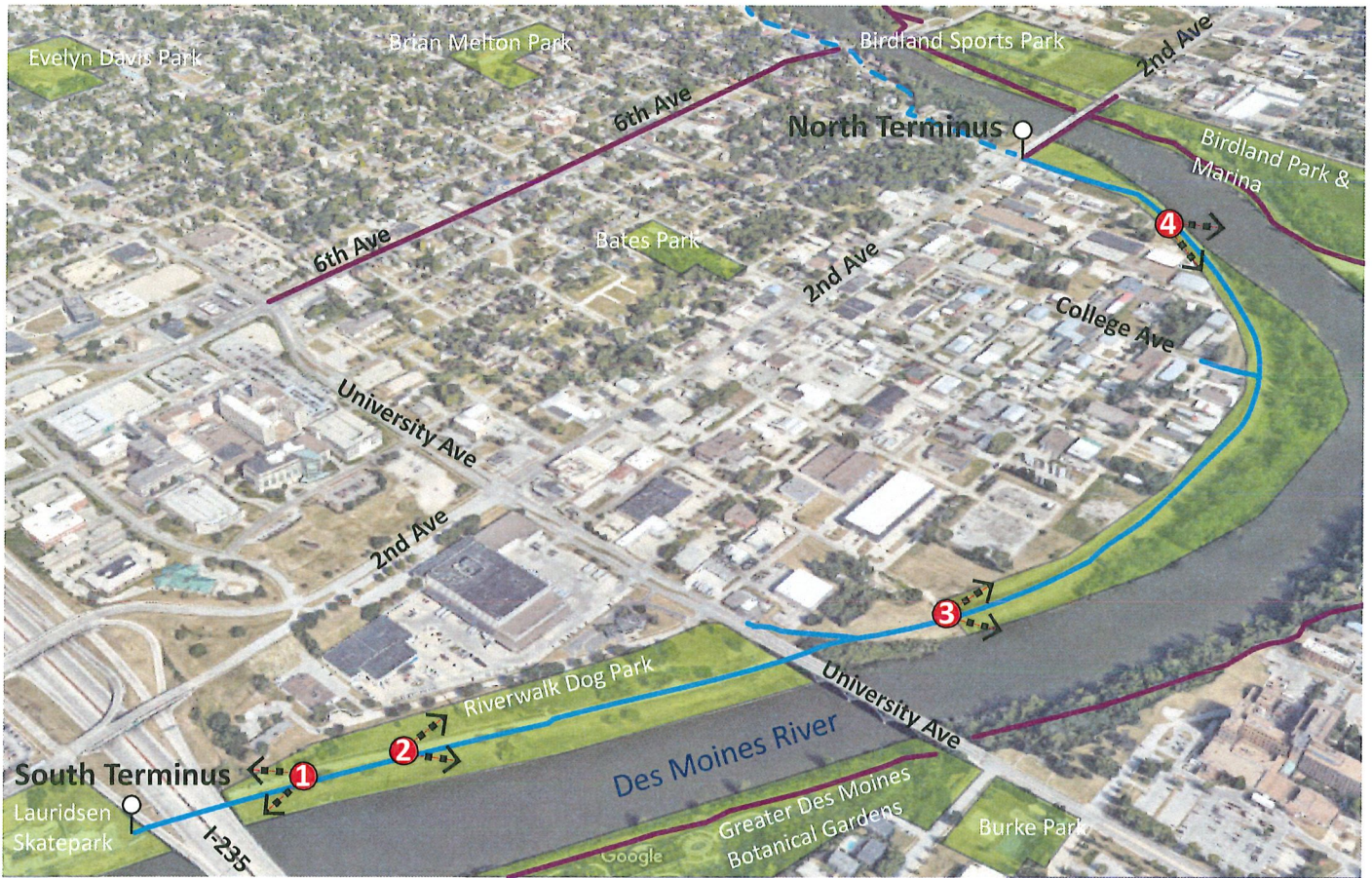
**NOTES:**

- EXCESS HMA EDGE NOT TO EXCEED 1:1
- USE CSS 1-H FOG SEAL ON SURFACE COURSE



**Trail Section Legend**

- █ Levee Section
- █ Off-Levee Section
- █ Adjacent Roadway Section
- █ Trail Connection Section



**LEGEND**

-  Central Place Levee Trail Phase 1
-  Central Place Levee Trail Phase 2
-  Off-Street Bike Facility
-  Park or Open Space
-  Digital Photo Location



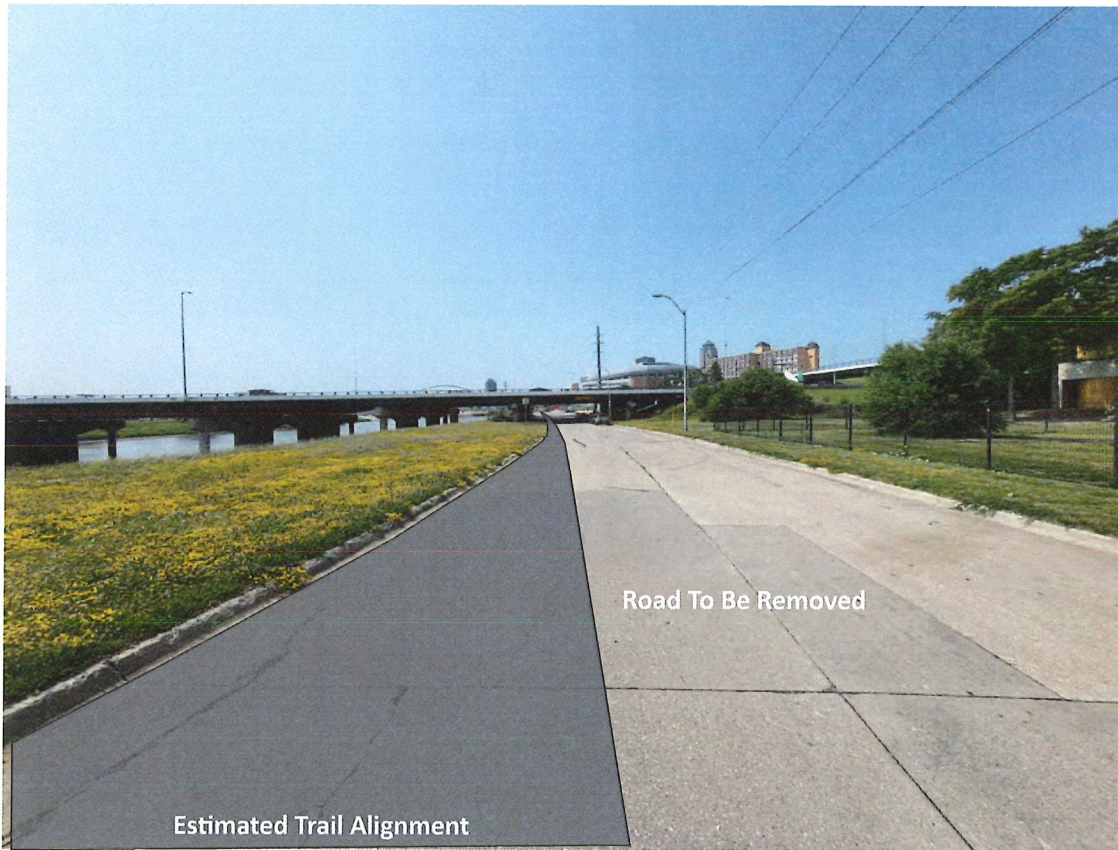
**Photo 1:** Looks South Toward South Terminus @ Lauridsen Skatepark

**Photo 2:** Looks North Toward University Avenue Bridge

**Photo 3:** Looks North Toward Des Moines River Bend Open Space

**Photo 4:** Looks East Toward Des Moines River at Birdland Park & Marina

**1** Photo 1: Looks South Toward South Terminus @ Lauridsen Skatepark



**2** Photo 2: Looks North Toward University Avenue Bridge



**3** Photo 3: Looks North Toward Des Moines River Bend Open Space

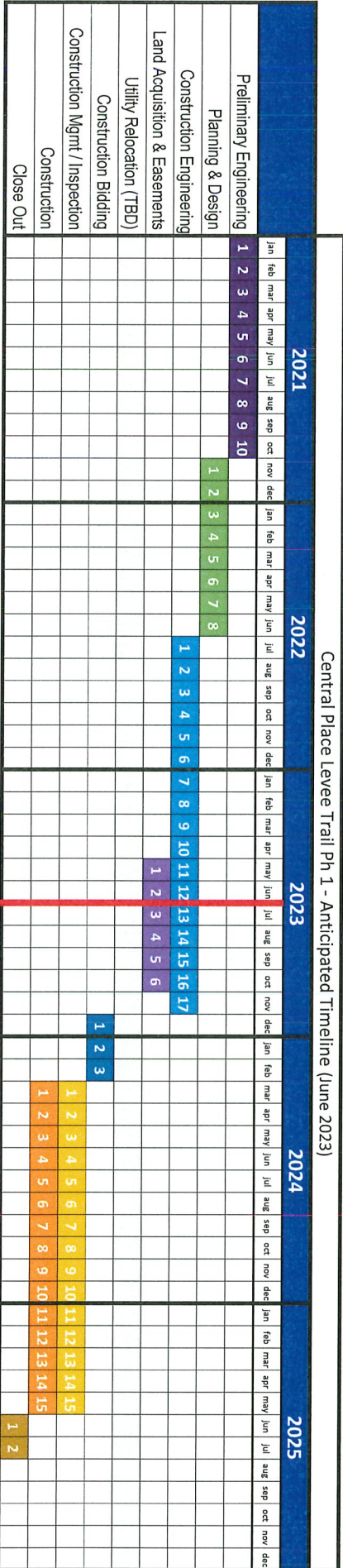


**4** Photo 4: Looks East Toward Des Moines River at Birdland Park & Marina









July 1, 2023

*Application will be going to City Council July 17, 2023. The Grant Administrator, Scott Flagg, has agreed to hold the City's application pending council approval, but the application was submitted by July 1, 2023*

*Due to the City Council Schedule and amount of Council Requests, this was the only session date that could work with the grant's timeline.*

## NARRATIVE

## SECTION J

The earliest engagement and public participation process that triggered this project dates back to early 2006 when the City of Des Moines first applied to be recognized as a Bicycle Friendly Community (BFC). That effort resulted in BFC staff meeting with and advising the City's Trails and Greenways Advisory Committee (TAG) on how to improve. The TAG committee subsequently identified this project as an important future connection. TAG is a resident-populated committee made up of outdoor recreation and natural resources advocates appointed to represent 8 different government jurisdictions in the metro area, and they hold bimonthly meetings open to the public. In addition to the regional TAG representation's recommendation, a local desire for greater trail connectivity was identified during community planning efforts which included extensive public engagement.

River Bend Neighborhood will be the main service area by the Central Place Levee Trail Phase 1, and the Neighborhood's 2014 community plan called for the Traffic & Transportation and Parks & Recreation Departments to collaborate to improve bicycle and pedestrian safety and cited paving the Des Moines River levee. Letters of support from State Senator Janet Petersen (District 18) and State Representative Ako Abdul-Samad (District 35) also reflect broad support from their constituencies.

As indicated in their support letter, the Polk County Conservation Board is also very supportive of the project. They recognize the value of the recreation node created by this trail, the Lauridsen Skatepark, and the Central Iowa Water Trails project. The city, county, and private Central Iowa Water Trails Incubator group understand that each project is intrinsically linked to the other's success, so thoughtful collaboration has been critical in facilitating a relatively aggressive implementation timeline.

The Friends of Des Moines Parks is a local nonprofit 501c3 organization with a mission to preserve, protect, improve, and promote the use of Des Moines' parks, greenways, and recreational programs for the benefit of all neighborhoods, residents, and visitors. They have helped promote the project and made a \$5,000 pledge to the project with funding being made available when construction commences. The Street Collective, another local nonprofit, also supports the project as indicated in their attached support letter.

There have been multiple public meetings in early 2023 where the Central Place Levee Trail was discussed and received broad support. On January 11, 2023, a public meeting focused on a traffic study conducted to support the Central Place Levee Trail was held at North High School in north-central Des Moines. There was strong attendance, ample excitement for the trail, and the trail project received no criticism. On March 7, 2023, a public meeting focused on Skatepark Improvements, Dog Park Impacts, and the Central Place Levee Trail was held at Bolton & Menk Inc. offices in Downtown Des Moines. That meeting also boasted strong attendance. There was excitement for the trail project, but a very small number of attendees did not want the trail to replace the last fragment of West River Drive because it is used for parking.

In addition to the above, this project has been identified and included in a number of other planning efforts, all of which included multiple modes and opportunities for the public to provide input. Due to its importance and history of support, this project is included in or contributes to more local and regional planning efforts than can be captured in the space provided.



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June 15, 2023

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

RE: Central Place Levee Trail Phase I Project

Dear Mr. Hansen,

The Department is excited to provide this letter in support of your application to the 2023 State Recreation Trail Grant program for the Central Place Levee Trail Phase I Project. As Proposed, the trail corridor would extend into the Right of Way of Interstate Highway 235. The trail segment would be inside the Iowa Department of Transportation (IDOT) right of way.

Our Agency is an active participant in promoting safe, affordable transportation choices including walking and bicycling. The Central Place Levee Trail Phase I Project is a tremendous opportunity to build on collaborative efforts between departments to support creative placemaking that will enhance the walkability and bike ability of communities. The proposed project is identified as a crucial trail segment for the Central Iowa Trails plan as both an equitably project and would be the second trail segment that runs north and south within the City of Des Moines.

The trail will utilize a portion of Iowa DOT right-of-way under I-235 and a work on right-of-way permit will be required for this project.

The Iowa Department of Transportation fully supports the Des Moines proposal for the State Recreational Trails Program.

Sincerely,

Andy Loonan  
District 1 Planner



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.

- [x] 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.

Central Place Levee Trail Phase 1 Project is expected to have unique impact on minority persons. There will be a unique positive impact to blacks, latinos, and asians due to service area demographics for the project compared to broader Des Moines population which is predominately white. Aslo, a unique positive impact to persons with mobility impairments by providing grade separated crossings of major active transportation barriers such as I-235 and Unversity Ave.

Indicate which groups are impacted.

- [ ] Women [x] Persons with a disability [x] Blacks [x] Latinos [x] 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.

# 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.

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 II

### 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.

# CENTRAL PLACE LEVEE TRAIL PHASE I PROJECT

## APPENDIX

### LETTERS OF SUPPORT

- A. River Bend Neighborhood Association
- B. District 18 Senate, State of Iowa
- C. District 35 State Representative, Iowa
- D. Polk County conservation Board
- E. Street Collective
- F. Friends of Des Moines Parks
- G. Trails and Greenways Committee



December 2, 2019

ATTN: Colby Fangman, Park Planner  
Des Moines Parks and Recreation Dept.  
1551 E. Martin Luther King Jr. Pkwy  
Des Moines, IA 50317

Dear Grant Review Committee:

I am writing you on behalf of the River Bend Neighborhood Association. Our neighborhood association enthusiastically supports the Des Moines Parks and Recreation Department's grant proposal to construct the first phase of the Central Place Levee Trail along the eastern limits of our neighborhood. We were delighted to hear of the city's interest in pursuing this project as we have been waiting for improved access the regional trail network for many years. The effort also ties well into our neighborhood being identified as an Urban Renewal Area by the city's Economic Development Department.

Improved bicycle and pedestrian safety are called for in our 2014 River Bend Neighborhood Plan. We feel that this project would bring much more than just improved safety to the neighborhood. It would offer close-to-home options for outdoor recreation while also supporting those that bike or walk to school and or work. The increased connectivity would support our residents in engaging other parts of the city while also encouraging others to experience our historic, multicultural neighborhood.

Thank you for taking the time to consider our support of this great project!

Sincerely,

A handwritten signature in blue ink that reads "Jon Royal".

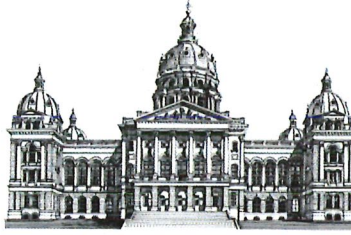
Jon Royal

President, River Bend Neighborhood Association

Des Moines, Iowa



JANET PETERSEN  
SENATE DEMOCRATIC LEADER  
*Eighteenth District*  
Statehouse: (515) 281-3901  
janet.petersen@legis.iowa.gov



## The Senate

State of Iowa  
*Eighty-eighth General Assembly*  
STATEHOUSE  
Des Moines, Iowa 50319

May 29, 2020

Benjamin R. Page  
Parks and Recreation Director  
City of Des Moines Parks and Recreation Department  
1551 E. Martin Luther King Jr. Parkway  
Des Moines, IA 50317

RE: Central Place Levee Trail Project

Dear Mr. Page:

On behalf of Senate District 18, which includes the northwestern region of Des Moines, I strongly support the funding and construction of the Central Place Levee Trail.

As a member of the Senate's Commerce Committee and an advocate for children and families, I recognize the enormous economic, social, and environmental value of a robust recreational trail network. The southeast portion of my district, including the River Bend Neighborhood and others, has been underserved, and has yet to experience the benefits trail connections bring to an area.

The City of Des Moines has identified the River Bend Neighborhood as an Urban Renewal Area to encourage development and or redevelopment. This trail project is a perfect example of an improvement that can build symbiotic relationships

with other business and infrastructure investments to create safe, livable communities where all residents have the opportunity to succeed.

It is my pleasure to express strong support of the City of Des Moines' application for funding of the Central Place Levee Trail project. Its completion will directly benefit the people I represent and will contribute to the greater good of the State of Iowa.

Sincerely,

A handwritten signature in black ink that reads "Janet Petersen". The signature is written in a cursive style with a large, stylized initial "J".

Janet Petersen  
Senate Democratic Leader

April 10, 2020

Benjamin R. Page  
Parks and Recreation Director  
City of Des Moines Parks and Recreation Department  
1551 E. Martin Luther King Jr. Parkway  
Des Moines, IA 50317

RE: Central Place Levee Trail Project

Dear Mr. Page:

I appreciate the chance to express my strong support for the funding and construction of the Central Place Levee Trail project which would tie significant portions of the district I represent into to the larger central Iowa trails system.

I proudly represent District 35, which includes the north-central portion of our great Capitol city and will be home to this important recreational trail link. As a member of the House of Representatives' Education and Human Resources Committees, I know firsthand the value of safe routes to schools and the many physical and mental health benefits that are provided by close-to-home outdoor recreation opportunities. As Des Moines continues to grow citizens, business owners, and visitors will all benefit from the completion of this critical link to a well deserving, underserved region of the city.

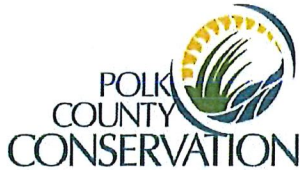
Additionally, as a Des Moines native and resident, I know how dedicated the City is to the thoughtful planning, careful design, proper construction and high-quality maintenance of its trail system. The Central Place Levee Trail is supported by multiple planning efforts in the region, and I believe it is a smart investment for our State.

In short, I am genuinely excited to see the positive results this completed trail will bring to District 35 and beyond. I offer my full support to the realization of the Central Place Levee Trail.

Sincerely,



Ako Abdul-Samad  
Iowa State Representative, District 35



December 3, 2019

TAP Grant Review Committee  
Des Moines MPO  
420 Watson Powell, Jr., Way Suite 200  
Des Moines, IA 50309

Dear Review Committee,

The Polk County Conservation Board has supported and partnered with many local communities to develop miles of high quality recreational trails throughout the years. Polk County Conservation is now faced with a new challenge, to take a leading role in the Lauridsen Skate Park and The Greater Des Moines Water Trails.

The Lauridsen Skate Park located at the southern terminus of the proposed Levee Trail Phase I, will be the largest skatepark in the country. Expected to bring in people from around the country for regional competitions, the trail and skatepark will be paramount to each other's success. The same rings true for the future water trails for the Des Moines River. The proposed trail will do more than connect people from point A to B; it will become an expansion of the Principal Riverwalk. A place where people will gather to watch kayakers challenging the whitewater course and a place where children will be able to interact with the river in new ways. All this within the excitement and vibrancy the downtown atmosphere offers.

I am pleased to offer the full support of the Polk County Conservation Board for the City of Des Moines Central Place Levee Trail application. It will be a great benefit for both agencies, but most importantly, for the residents and tourists to Des Moines.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard Leopold", is written over a light blue circular stamp.

Richard Leopold  
Director

# STREET collective

E.

May 8, 2020

Dear Grant Review Committee:

The Street Collective would like to express their full support of the Central Place Levee Trail Phase 1 project. This project will meet regional and local goals and aligns closely with our mission and values championing a safe, comfortable, and convenient network for people to walk and bike.

Central Iowa has an incredible foundation of high-quality trails that are incredibly unique. However, this system does not serve all people equally. The Central Place Levee Trail will fill significant gaps that will connect lower income neighborhoods to the trail system, providing accessibility, health, and transportation benefits to areas of need.

The Collective also values projects that work in concert with other efforts. The Central Place Levee Trail has carefully planned its work in partnership with long-term, transformative initiatives such as the Greater Des Moines Water Trails plan and the Lauridsen Skate Park. The impact of this project is amplified by these other collaborative efforts and will result in exponential benefits.

With these thoughts, the Street Collective strongly endorses the Central Place Levee Trail Phase 1 project for funding. It hits on several regional priorities and, most importantly, benefits areas in central Iowa that have great need of access to the health, social, and quality of life benefits provided by a high-quality trail.

Sincerely,



Jeremy Lewis,  
Executive Director



May 1, 2020

ATTN: Ben Page, Director  
Des Moines Parks and Recreation Dept.  
1551 E. Martin Luther King Jr. Pkwy  
Des Moines, IA 50317

Dear Grant Review Committee:

I am writing you on behalf of the Friends of Des Moines Parks. First established by a group of citizens as The Des Moines Park and Recreation Foundation in 1993, the Friends of Des Moines Parks is a nonprofit 501c3 organization with a mission to preserve, protect, improve, and promote the use of Des Moines' parks, greenways, and recreational programs for the benefit of all neighborhoods, residents, and visitors.

Our group fully supports the Des Moines Parks and Recreation Department's grant proposal to construct the first phase of the Central Place Levee Trail along the Ding Darling (Des Moines River) Greenway. This project is located in an area that is currently trail-poor and is in dire need of equity-building investments. This project is a great fit for this urban area as it is a key access element tied to other recreation improvements.

In addition to our overall support of the project, our group pledges a \$5,000 cash donation to the project with \$2500 being made available in 2023 and another \$2500 in 2024. Our Executive Committee is also interested in continuing to fund raise for additional site amenities as the construction phase approaches. We are very pleased to partner with the city on this project as it will provide safe, close-to-home access to a variety of outdoor recreation opportunities in an area with significant needs.

We appreciate your time in considering this wonderful project and our support it!

Sincerely,

Sarah Lohmeier  
Executive Director, Friends of Des Moines Parks  
1551 E. Martin Luther King Jr. Pkwy  
Des Moines, Iowa 50317

December 2, 2019

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

**RE: Central Place Levee 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.

As the Chair of the TAG Committee I fully support the City of Des Moines' application for funding for the Central Place Levee Trail project. The Neal Smith Trail, a Level 1 trail serving this area of the city, is regularly impacted by increasingly frequent flood regimes. An alternate levee protected trail facility is needed to address this gap during flood events. Therefore, I recommend that this project be treated as a Level 1 trail gap.

In addition to addressing the flood related gap, this project will connect neighborhoods with limited trail access into the greater trail network providing access to Downtown, the Lauridsen Skatepark which is currently under construction, a future anticipated Central Iowa Water Trails whitewater project site, and more.

As the Chair of the Trails and Greenways Advisory Committee, I enthusiastically support the completion of the Central Place Levee Trail which will improve quality of life for area residents and visitors.

Sincerely,



Jim Bollard

Chair, Trails and Greenways Advisory Committee