

COMMUNITY FEEDBACK



Steering Committee

The Tama Steering Committee has asked to prioritize safer connections for pedestrians crossing US Highway 63.



Hispanic Residents

Hispanic residents of Tama were interviewed and cited the unsafe pedestrian connections along Highway 63, which makes accessing schools and essentials such as groceries difficult.



Active Adults

Active Tama adults also asked for a pedestrian overpass to make access to Oak Park from the South Tama Rec Trail easier and safer.

COMMUNITY ENGAGEMENT RESPONSE

"Heavy Traffic"



Steering Committee

The 17th Street and Highway 63 intersection were identified by community members as a danger to cross on the Tama and Toledo Matrix due to vehicular speeding and lack of crosswalks, but also because the US Highway 63 trucking route travels through this crossing. The two concepts address this issue differently, and Concept One prioritizes pedestrian safety over truck traffic while Concept Two satisfies both conditions but will require more money for implementation.

"Safer Routes to Schools"



Parents

According to the priorities of Tama and Toledo, Better Pedestrian Connections and Safer Routes to Schools were both in the top three of both communities surveyed Transportation Enhancement Issues. Both concepts create safer connections for pedestrians by either slowing down traffic or providing an accessible pedestrian overpass over Highway 63, allowing traffic to move unimpeded.



Kids



Older Adults

The Tama Priorities also identified lack of access for seniors and the mobility challenged as a Transportation Enhancement Issue, and both concepts for 17th Street and US Highway 63 address this issue by providing ADA curb ramps with detectable warning strips at the end of all proposed crosswalks. Concept One includes an accessible ramp next to the existing concrete stairs, allowing all students to use the sidewalk to Tama County schools. The pedestrian overpass in Concept Two is also ADA accessible, allowing for mobility challenged students and pedestrians to safely cross US Highway 63.

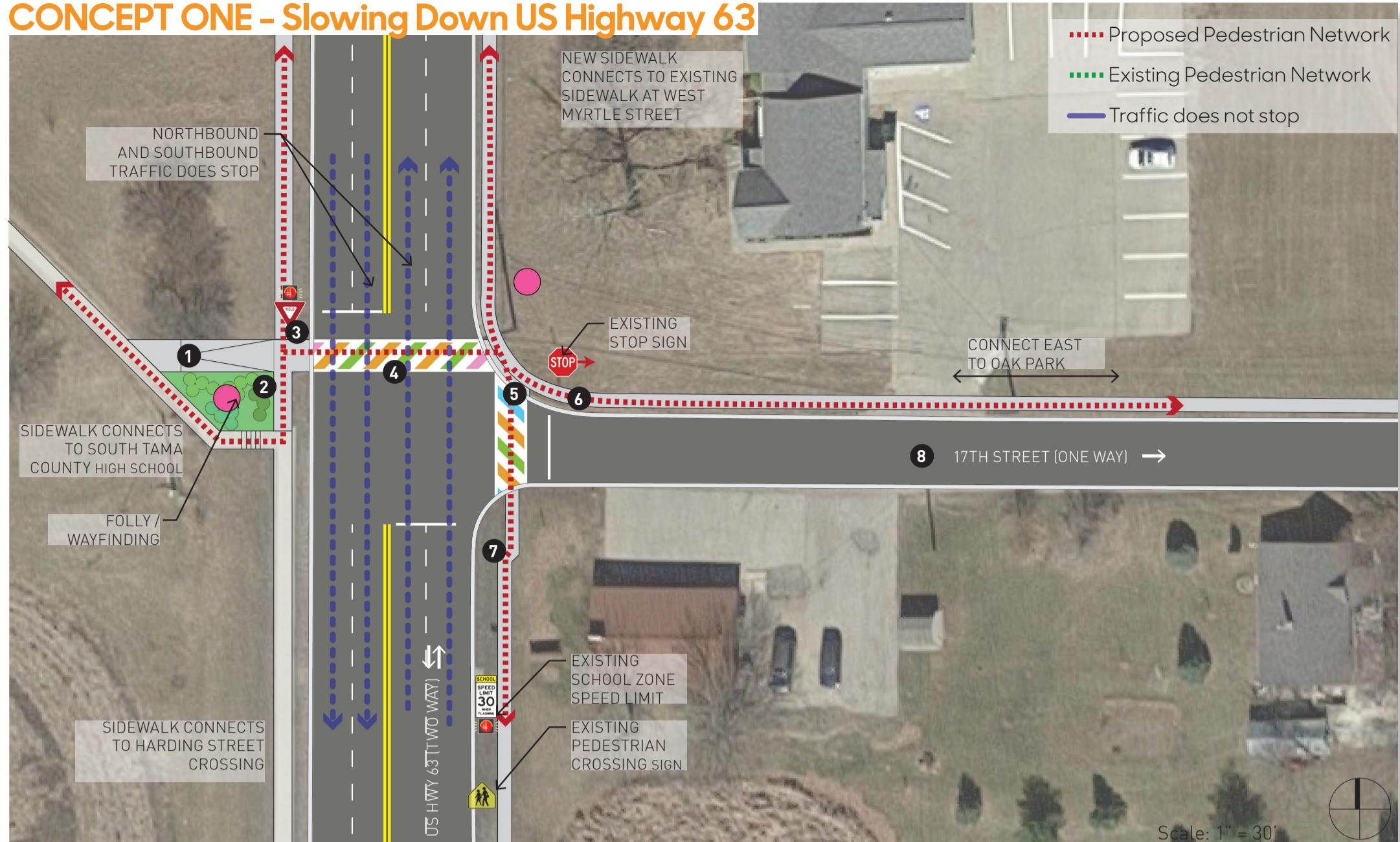


Mobility Challenged

Tama + Toledo

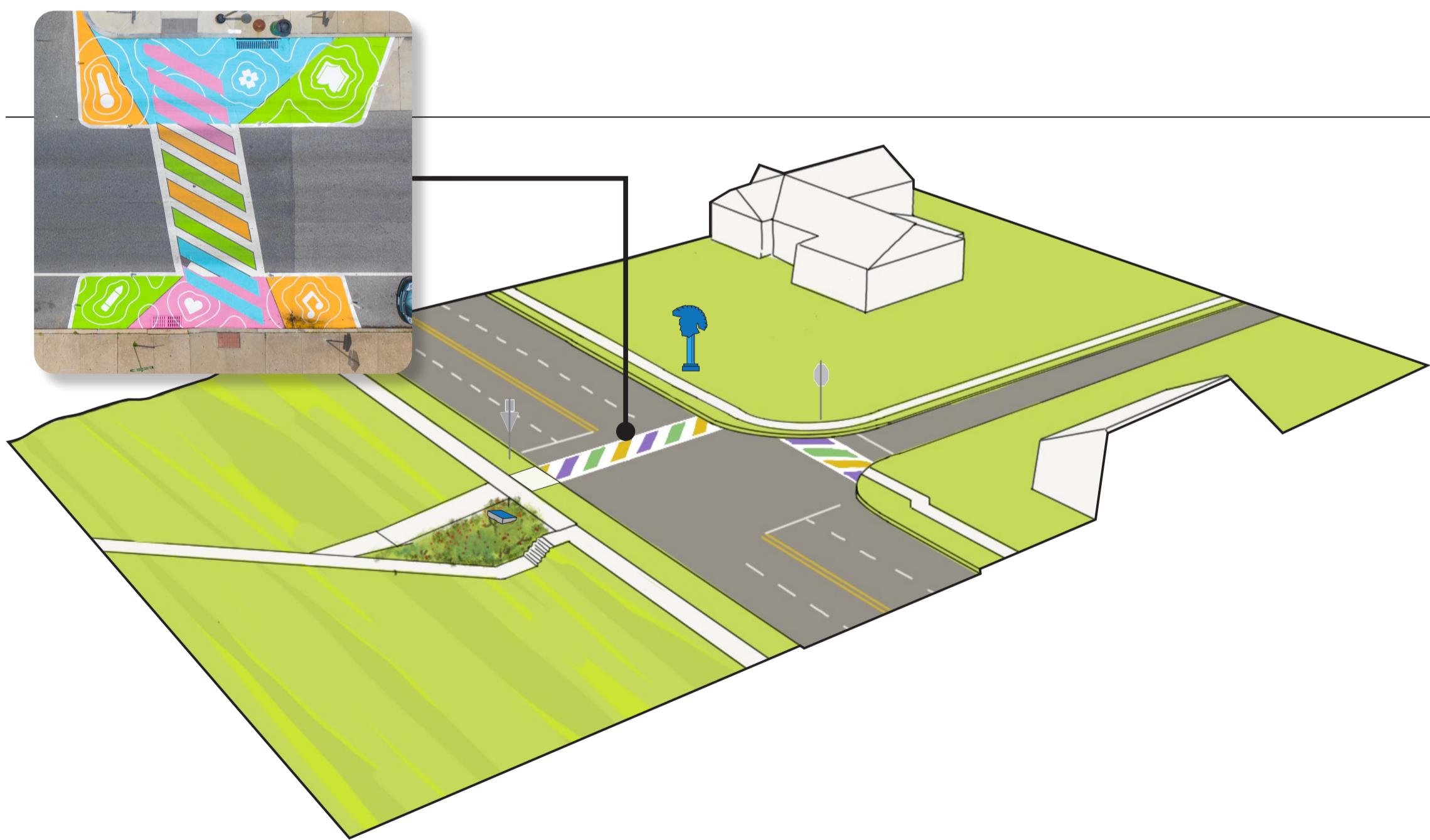
17th St + US 63

CONCEPT ONE - Slowing Down US Highway 63



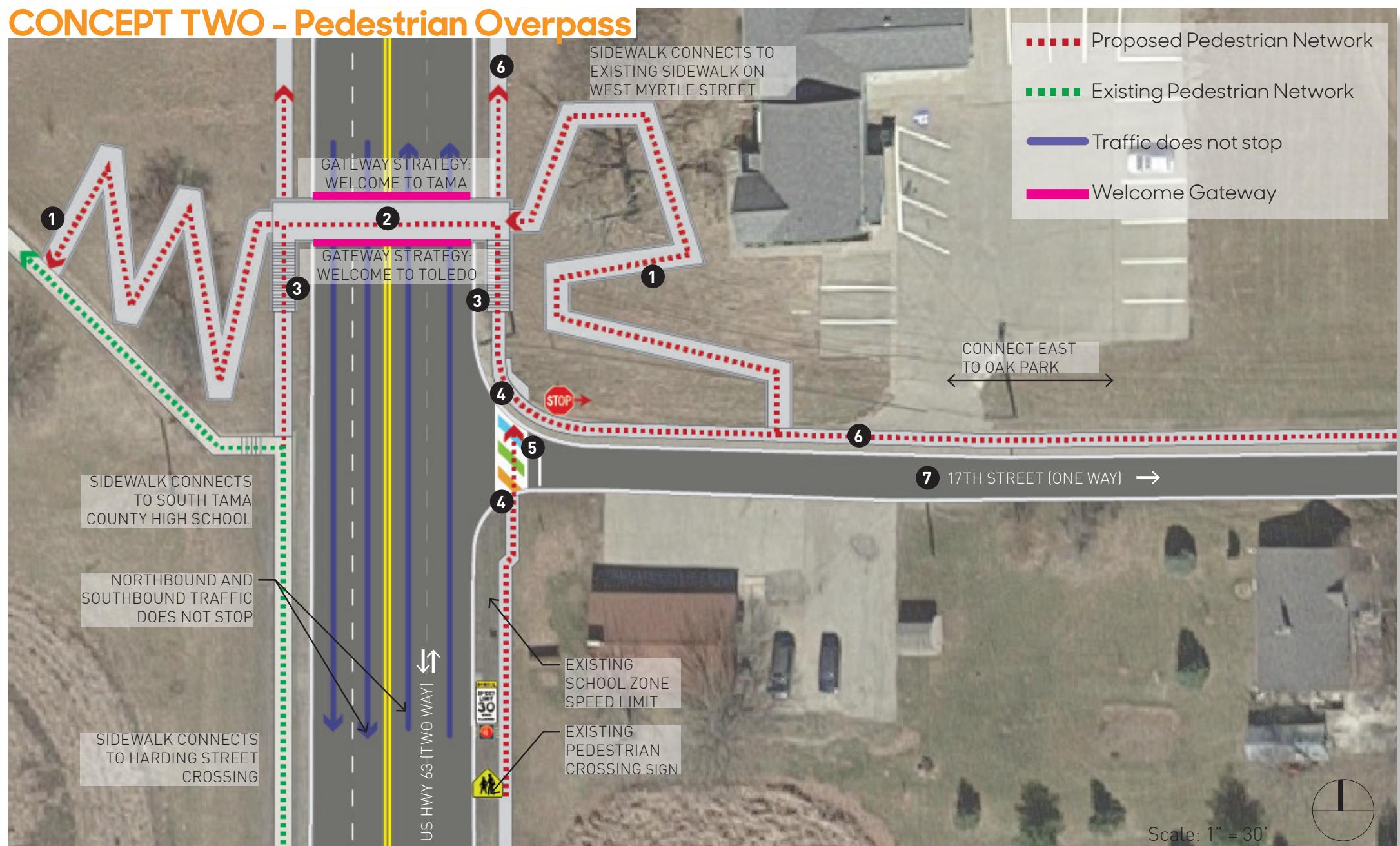
LEGEND:

- 1** ADA Ramp - Ramp for access to existing sidewalk to South Tama County High School
- 2** Planting Space
- 3** Blinking Yield Sign - Push button stop sign could be implemented instead of yield sign
- 4** Crosswalk
- 5** ADA Curb Ramp - Curb ramp with ADA detectable warnings.
- 6** New Sidewalk - 6' min. sidewalk connects north to Toledo and the Business District.
- 7** Push-Button Stop Sign - Stop sign that lights up when button underneath is pressed, signaling traffic to stop.
- 8** Roadway Configuration -Provide sidewalk on North side of 17th Street to Oak Park, convert street to one-way.

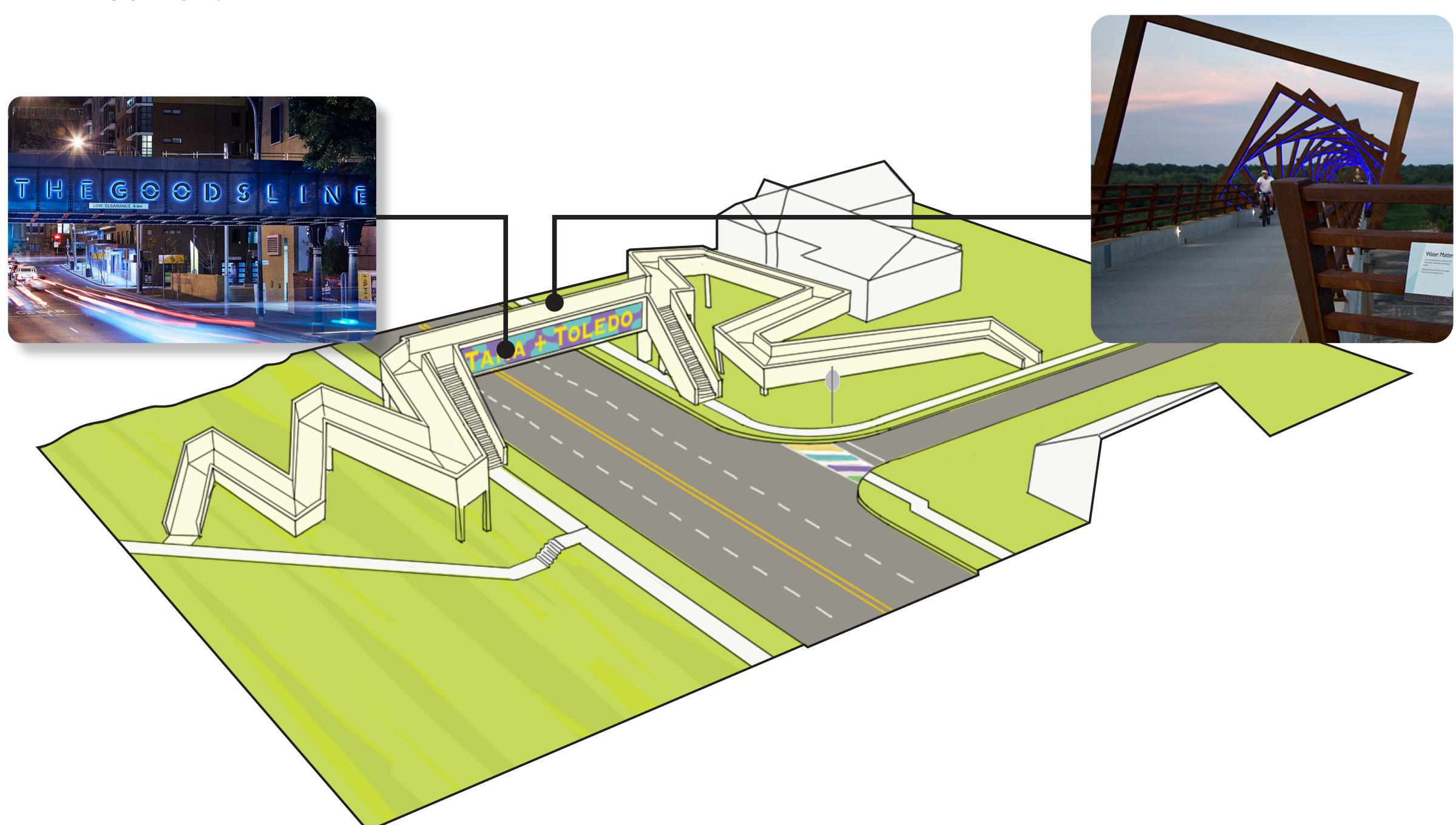


site design group

LA: Cassandra Rice, PLA, ASLA, Hana Ishikawa, AIA
 Landscape Designer: Richard Meagher
 Intern: Paul Hsu

CONCEPT TWO - Pedestrian Overpass**LEGEND:**

- ① ADA Accessible Ramp for pedestrian overpass
- ② Pedestrian Overpass – overhead bridge connection with gateway signage opportunity for both communities
- ③ Stairs for pedestrian overpass
- ④ ADA Curb Ramp – Curb ramp with ADA detectable warnings.
- ⑤ Crosswalk
- ⑥ New Sidewalk – 6' wide (minimum) concrete sidewalk connection.
- ⑦ Convert 17th Street into a one-way street and provide sidewalk on the north side of the street that connects to Oak Park.



17th Street + US Highway 63 Intersection

Overview

Community members identified the 17th Street and US Highway 63 intersection as another threat to pedestrian safety, citing its location along Highway 63 as a source of speeding and truck traffic near where students are crossing the street to get to school. Seventeenth Street also connects to Oak Park, a key community destination, but there are no sidewalks on either side of this street. To address this and provide pedestrian access to Oak Park, both concepts propose a road diet along 17th Street, narrowing the street down to a one way heading east and proposing a sidewalk that connects to Oak Park. The sidewalk network is also extended on both concepts to connect to an existing dead-end sidewalk at Myrtle Street, giving students coming from the neighboring community of Toledo a safe way to school. However, this intersection also faces the issues associated with the Highway 63 truck route, and Tama city officials feel strongly that traffic along this route should not be brought to a stop. The design team proposed two different strategies for prioritizing pedestrian safety, allowing the this community to decide on how to address these issues.

1. Concept One: Yield for Highway 63

The first concept attempts to stop both north and southbound traffic along Highway 63 using a push-button stop sign for northbound traffic that students can use to signal drivers to a stop while they are crossing 17th Street. A blinking yield sign cautions southbound drivers, slowing down traffic to a stop when there are pedestrians actively trying to cross the street. An ADA ramp is also provided, connecting the proposed crosswalk along Highway 63 to the existing sidewalk which currently only has concrete stairs to navigate the grade change, preventing ADA access to both schools. The ADA ramp also provides the opportunity for a small planting space and identity signage location.

2. Concept Two: Stop Except for Right Turn

Tama city officials felt that it would not be in the city's best interest to bring Highway 63 truck traffic to a stop, and were interested in exploring the idea of a pedestrian overpass to accomplish both goals of keeping pedestrians safe and allowing the truck route to continue unobstructed. The overpass creates a potential location for identity signage as well, and murals could be placed on either side, greeting drivers going to both Tama and Toledo depending on which direction they are driving. Both sides of the overpass are also ADA accessible, creating a unique structure that leaves an impression on both visitors to either town as well as commuters just driving along Highway 63.

Design Expertise Recommended

Projects may require help beyond the capability of the Tama Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a Landscape Architect and a Civil Engineer.

17TH STREET AND US 63**TAMA-TOLEDO JOINT PROJECTS**

ITEMS
Site Prep and Demolition
8' Concrete Trail (SF)
B6-12 Concrete Curb
Pavement Painting
6'-wide Crosswalk Striping
ADA Curb Ramp
ADA Access Ramp
Signage - Stop Sign
Signage - Yield Sign
Wayfinding Signage
Turf Seed
Landscape Enhacements
Pedestrian Overpass
TOTAL

CONCEPT 1			
QTY	UNIT	COST	TOTAL
1	ALLOW	\$ 25,000	\$25,000
4500	SF	\$ 8	\$36,000
40	SF	\$ 30	\$1,200
	SF	\$ 28	
1	ALLOW	\$ 5,000	\$5,000
3	EA	\$ 1,000	\$3,000
1	ALLOW	\$ 10,000	\$10,000
1	EA	\$ 500	\$500
1	EA	\$ 500	\$500
1	ALLOW	\$ 2,000	\$2,000
250	SF	\$ 3	\$750
1	ALLOW	\$ 1,000	\$1,000
	SF	\$ 250	
			\$84,950

INDIRECT COSTS
GENERAL CONDITIONS AND SUPERVISION
PERMITS, INSURANCE AND BONDS
OVERHEAD AND PROFIT
DESIGN AND ESTIMATION CONTINGENCY
ESCALATION CONTINGENCY
DESIGNERS FEE (15%)
OWNER'S CONSTRUCTION CONTINGENCY (5%)
TOTAL INDIRECT COSTS:
GRAND TOTAL COSTS:

\$3,398
\$850
\$2,549
\$12,743
\$1,699
\$12,743
\$4,248
\$38,228
\$123,178

NOTES:

1. The unit pricing in the above opinion of probable costs represents in part, both historical average contractor price ranges from similarly sized projects of similar scope along with our opinion of costs for unique or custom items as compiled by site design group, ltd. (*site*) and our subconsultants base don our experience. Therfore, our opinion of probable costs should not be interpreted as a representation of what to expect during a contractor bid process but simply as our opinion of costs based on our experience on similar projects and scope. Our opinion of probable costs are based on the work scope of this project and all associated finishes and components at the time of the execution of this document. Our opinion of probable costs may fluctuate further than factored above if the work scope increases or decreases, material choices are modified, the project is phased or if the project is delayed based on the assumed schedule at the time of execution of this document.

2. Contractors General Conditions may include, but are not limited to, items such as project management, trucking and deliveries, toilets, dumpsters, final cleaning and document reproduction.

3. All "Landscape" scope on-structure opinion of probable costs are limited to components above waterproofing.

4. This opinion of probable costs is based on information and the accuracy of that information available at the time of the execution of this document.

EXCLUSIONS:

1. All site and subconsultant fees, Permitting and/or Expediting Fees, All Removals and/or Demolition of Existing