

Staff Report

**2025/26 ASPHALT STREET PAVEMENT IMPROVEMENTS - SIDEWALK INFILL ALONG  
DELAWARE AVENUE**

April 28, 2026

**BACKGROUND:**

This annual Capital Improvement Plan (CIP) program utilizes rehabilitation and reconstruction techniques to improve existing Asphalt streets. These pavement improvements will restore structural integrity, serviceability, and rideability. Targeted streets are experiencing accelerated deterioration, and timely intervention will extend their service life. The 2025/26 program locations include Hillcrest Avenue, Ellis Street, Kentucky Avenue, Illinois Avenue, Indiana Avenue, Oklahoma Drive and Delaware Avenue.

The City has contracted with HR Green to complete the design for this project. HR Green and City staff are preparing plans consistent with the Complete Streets Plan. **City Council has directed staff to implement the Complete Streets Plan, including sidewalk infill on at least one side of the street, as part of all CIP street reconstruction projects. All streets included in this project meet the Complete Streets Plan through sidewalk connectivity on one or both sides, except for Delaware Avenue.**

On Delaware Avenue, from Ontario Street to North Dakota Avenue, the west side of the street has sidewalk connectivity along its length except for four properties. The east side has sidewalk connectivity along its length except for ten properties, two of which are City of Ames properties.

HR Green and City staff have developed a preliminary design for sidewalk infill along the west side of Delaware Avenue, beginning approximately 150 feet north of Dover Drive and extending to Chelsea Court. This option impacts the fewest number of properties, is the most cost-effective, and satisfies the Complete Streets Plan requirements. This option would also require trimming one tree branch on a single property to meet overhead sidewalk clearance requirements.

**Staff held a public meeting and contacted the four affected property owners regarding the proposed sidewalk infill. One property owner approved the sidewalk installation, while three property owners declined. The most common concerns expressed were the long-term maintenance responsibilities associated with the sidewalk, including snow removal and potential future trip hazards.**

One resident suggested an alternative that involved installing sidewalk on the east side of Delaware Avenue from North Dakota Avenue to Dover Drive. This option would impact two private properties and one City of Ames property. In addition, the two properties north of Dover

Drive still require sidewalk infill, and both property owners have declined sidewalk installation.

Residents who attended the public meeting expressed support for completing the sidewalk infill to improve pedestrian connectivity. Residents noted that, due to the missing sidewalk segments from North Dakota Avenue to approximately 150 feet north of Dover Drive, pedestrians currently walk within the street to travel through the neighborhood. Completing the sidewalk network would provide a safer and more accessible route for residents, pedestrians, and other users traveling along Delaware Avenue.

## **OPTIONS:**

### **OPTION NO. 1: No Sidewalk Infill**

City Council could waive the requirements to infill sidewalk on one side of the street as per the City's Complete Street Plan. This would leave all existing sidewalk in place and not include any connectivity improvements along Delaware Avenue. **In this option, no additional sidewalk infill would occur and no additional project cost would be incurred.**

### **OPTION NO. 2: West Side Sidewalk Infill**

This option would include the infill of sidewalk along the west side of Delaware Avenue, beginning approximately 150 feet north of Dover Drive and extending to Chelsea Court. This option impacts the fewest number of properties, is the most cost-effective sidewalk solution, and satisfies the Complete Streets Plan requirement. This is the option that was presented during the public meeting with the neighborhood. **This option does require sidewalk infill on three properties that have indicated to staff they are not in favor of sidewalk installation adjacent their properties. This option's estimated project cost is \$19,000, and the City would cover the entire cost of the sidewalk installation (no property owners are expected to pay for the installation of the sidewalk).**

### **OPTION NO. 3: Hybrid East and West Side Sidewalk Infill**

In this option, the sidewalk infill would begin on the east side of Delaware Avenue on City of Ames property and extend to Dover Drive. The sidewalk then would cross Delaware Avenue and continue north on the west side of Delaware Avenue. **While this option avoids one non-consenting property, it still requires infill on two properties that have indicated to staff that they are not in favor of the sidewalk installation adjacent to their property.** This option would provide additional connectivity but impacts fewer properties and carries a slightly higher cost than the west side option. **This option's estimated project cost is \$21,000, and the City would cover the entire cost of the sidewalk installation (no property owners are expected to pay for the installation of the sidewalk).**

### **OPTION NO. 4: East Side Sidewalk Infill**

Council could direct staff to include infill of the sidewalk along the east side of Delaware Avenue. **Staff has not approached the properties on the east side of Delaware that would require sidewalk infill in this option to ascertain their approval of sidewalk adjacent to their properties.** This would require infill along 10 properties (two of which are City of Ames properties) as compared to four on the west side. Staff would need time to reach out to these properties to gain feedback and could possibly have more non-consenting properties. **This option also has the highest project cost estimated at \$78,000, and the City would cover the entire cost of the sidewalk installation (no property owners are expected to pay for the installation of the sidewalk).**

## **STAFF COMMENTS:**

The City Council has the authority to direct sidewalk infill within the public right of way. All options being considered are within the right of way and do not require any property acquisition. Staff is seeking direction regarding which sidewalk infill option should be utilized when finalizing the design of the project. Following the public feedback regarding the planned infill option, several adjacent property owners expressed concern about the sidewalk infill. Council has several options it can chose to move forward that align with the Complete Streets Plan. Alternatively, Council can direct staff to no longer consider the sidewalk infill along Delaware.

In accordance with the Complete Streets Plan staff had prepared preliminary design plans in alignment with Option No. 2, which presented the most cost effective, least impactful sidewalk infill option. This option represents the best technical solution to providing sidewalk connectivity along Delaware Avenue and is what was presented to the neighborhood during the public meeting.

While Option No. 3 does include a route that avoids one non-consenting property, it still requires sidewalk infill adjacent to two other non-consenting properties. This option will also require additional maintenance considerations for the City to maintain the sidewalk in a remote location where no City staff are present on a daily basis. Additionally, this option includes a sidewalk crossing Delaware Avenue at an intersection that is not stop controlled at Dover Drive. The traffic volumes along Delaware Avenue are significantly higher than Dover Drive, which may make crossing Delaware Avenue much more challenging at this location.

Option No. 4 has not been fully explored with adjacent property owner outreach and would require additional time to obtain that information. Additionally this option has the greatest project cost at nearly four times the expense of Options No. 2 and 3. Should Council desire to explore Option No. 4 it should direct staff to reach out to impacted properties to ascertain their willingness to accept the sidewalk infill.

## **ATTACHMENT(S):**

[Infill of sidewalk - Option 2.pdf](#)

[Infill of sidewalk - Option 3.pdf](#)

[Infill of sidewalk - Option 4.pdf](#)