

**MEETING OF THE AMES AREA METROPOLITAN PLANNING  
ORGANIZATION (AAMPO) TRANSPORTATION POLICY COMMITTEE  
COUNCIL CHAMBERS - CITY HALL  
MARCH 31, 2015**

**NOTICE TO THE PUBLIC:** In consideration of all, if you have a cell phone, please turn it off or put it on silent ring.

**CALL TO ORDER:** 7:00 PM

**CONSENT AGENDA:** All items listed under the Consent Agenda will be enacted by one motion. There will be no separate discussion of these items unless a request is made prior to the time the AAMPO Transportation Policy Committee members vote on the motion.

1. Motion approving the Draft FY 2015 Transportation Planning Work Program and setting May 26, 2015 as the date of public hearing
2. Motion approving the Draft Amendment to the AAMPO 2015-2019 Final Passenger Transportation Plan and setting May 26, 2015, as the date of public hearing
3. Motion approving the Draft Amendment to FY 2015-2018 Transportation Improvement Program and setting April 28, 2015, as the date of public hearing
4. Motion approving appointment of John Joiner to SUDAS Board of Directors
5. Motion approving Annual Self-Certification for FY 2016

**PRESENTATION:**

6. Presentation of the Ames Mobility 2040 Long-Range Transportation Plan:
  - a. Motion approving vision statements and goals
  - b. Motion approving the list of project alternatives to be further analyzed by the consulting team
  - c. Direction to staff regarding inclusion of Complete Street Policy in the Long-Range Transportation Plan

**POLICY COMMITTEE COMMENTS:**

**ADJOURNMENT:**

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: DRAFT FY 2016 TRANSPORTATION PLANNING WORK PROGRAM**

**BACKGROUND:**

As a part of the federal regulations governing Metropolitan Planning Organizations, the Federal Highway Administration and the Federal Transit Administration provide planning funds to reimburse these agencies for transportation planning activities. The Iowa Department of Transportation administers this program.

The Transportation Planning Work Program (TPWP) includes several work elements to ensure an integrated transportation system. These elements include administrative tasks for transportation planning; programming and development for the Transportation Improvement Program; comprehensive transportation planning and in-depth technical analysis; enhanced transit planning for coordination, accessibility, and efficiency; public participation enhancement and incorporation into the transportation planning process; committee support, and maintenance and development of the Long Range Transportation Plan. Some expected products in the FY 2016 TPWP includes the completion of the Ames Mobility 2040 Long Range Transportation Plan, and concluding the Orange Route Alternative Analysis.

Updates for the FY 2016 TPWP include a modest restructuring of activities into the following list of activities:

- Task 1. Administration and Support
- Task 2. Transportation Improvement Program
- Task 3. Comprehensive Planning
- Task 4. Transit Planning
- Task 5. Special Studies
- Task 6. Long Range Transportation Planning

Committee support, public participation, and education are proposed to be included within task 1 under Administration and Support.

**ALTERNATIVES:**

1. Approve the Draft FY 2016 TPWP and set May 26, 2015 as the date for the public hearing.
2. Modify the Draft FY 2016 TPWP and set May 26, 2016 as the date for the public hearing.

**ADMINISTRATOR'S RECOMMENDATION:**

The AAMPO Transportation Technical Committee has developed and now recommends approval of this Draft FY 2016 TPWP. Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the Draft FY 2016 TPWP and setting May 26, 2015, as the date for the public hearing.

Ames Area MPO  
Transportation Planning  
Work Program  
[July 1, 2015 – June 30, 2016]

FY 2016



DRAFT

Adopted by the Ames Area MPO  
Transportation Policy Committee on  
May \_\_, 2015



The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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## Introduction

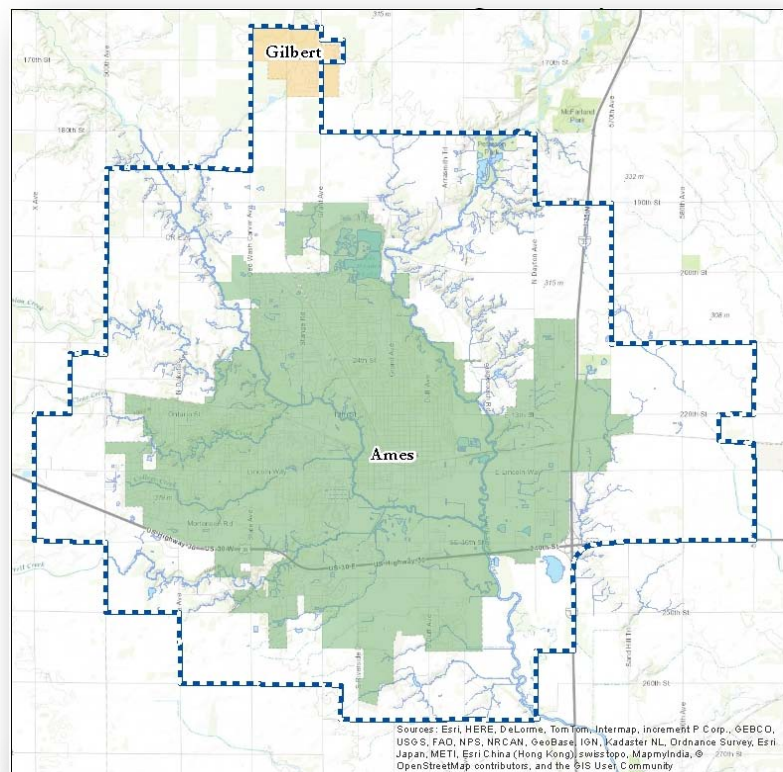
The Fiscal Year 2016 Transportation Planning Work Program (FY 2016 TPWP) is the work plan for the fiscal year beginning July 1, 2015 and ending June 30, 2016. The TPWP is a requirement of 23 CFR 1(E) part 450.308 for metropolitan planning organizations to develop a document identifying work proposed for the next one-year period by major activity and task. The document should be in enough detail to indicate who will perform the planning activity, the schedule for completing the activity, what products should result from each activity, funding for each activity as well as a total program budget.

## Area Background

The Ames Area MPO was official designated the MPO of the Ames urbanized are by the Governor of Iowa in March 2003. This designation was the result of the Ames urbanized area having a population of greater than 50,000 in the 2000 census. As a result of the 2010 Census, the urbanized areas of Ames and Gilbert were combined into one urbanized area, therefore requiring the Metropolitan Planning Area to be expanded to encompass this area in its entirety. The Ames Area MPO approved the current Metropolitan Planning Area boundary on November 13, 2012. The City of Gilbert and Iowa State University were added to the Transportation Policy Committee on March 26, 2013.

## Definition of Area

Ames is located in central Iowa and is served by I-35, U.S. Highway 30, and U.S. Highway 69. Surface transportation needs are met through over 248 centerline miles of streets. The community has a very progressive transit system, CyRide, which carries over six million bus passengers per year. While the majority of transit users have Iowa State University ties, CyRide serves the entire Ames community.



The Ames Area MPO area includes the Ames Municipal Airport, which serves general aviation needs for business, industry, and recreation users. On average 119 aircraft operations occur per day at the Ames Municipal Airport. Railroad Provides freight service to the area by dual east-west mainline tracks and a northern agricultural spur.

### Planning Priorities

The FY 2016 activity priority is the update of the Long Range Plan with a 2040 horizon year. Another major activity is the preparation of the Transportation Improvement Program, which is the annual prioritization and programming of Surface Transportation Program and Transportation Alternative Program projects. Challenges for the Ames Area include the lack of capital funding available for the major transit provider, CyRide; as well as cuts in funding for transit services. Demand on transportation services, including CyRide, are experiencing significant increases in use as student enrollment at Iowa State University continues to grow.

In general, the overall metropolitan planning goals for the Ames Area MPO are to:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

The following documents are developed, updated, or maintained on a periodic basis:

- Transportation Planning Work Program
- Transportation Improvement Program
- Public Participation Plan
- Long-Range Transportation Plan

- Passenger Transportation Plan: As part of an effort to coordinate and develop services with human service agencies and other transit agencies, a Passenger Transportation Plan has been developed, and is updated every five years. The Passenger Transportation Plan is developed in consultation with human service agencies and transportation providers in an effort to further this goal.

### **TPWP Development**

Transportation Planning Work Program is a living, working plan that is utilities throughout the year through the course of coordinating with other governmental and transportation agencies, technical committee members, and private citizens. This is accomplished through a continuing, cooperative, and comprehensive transportation planning process.

### **Public Process**

The FY2016 Transportation Planning Work Program was developed in cooperation with local and regional planning partners. The following meetings were hosted by the Ames Area MPO to solicit planning projects and review the work program:

- March 17, 2015 Transportation Technical Committee meeting
- March 31, 2015 Transportation Policy Committee meeting
- April 30, 2015 public open house
- May 26, 2015 Transportation Policy Committee public hearing

### **Private Sector Involvement**

The Ames Area MPO plans to hire a consultant to perform the following subtasks:

1. Alternative Analysis Study: Orange Route Study (Task 5.1)
2. Long Range Transportation Plan: Ames Mobility 2040 (Task 6)



## Organization

The City of Ames serves as the fiscal agent for the Ames Area MPO. The Ames Area MPO provides continuity of various transportation planning and improvement efforts throughout the Ames urban area. The Ames Area MPO consists primarily of two standing committees: The Transportation Policy Committee and the Transportation Technical Committee.

- **Transportation Policy Committee**

Voting membership on the Ames Area MPO Transportation Policy Committee is open to any county or city government located, wholly or partially, in the designated Metropolitan Planning Area. Currently the Ames Area MPO membership includes: City of Ames, City of Gilbert, Boone County, and Story County. The Iowa Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and Iowa State University serve as advisory, non-voting, representatives.

- **Transportation Technical Committee**

The Transportation Technical Committee consists of technical personnel from various agencies involved in transportation issues within the planning area. The Transportation Technical Committee formulates the procedural details of the Transportation Planning Work Program. The committee reviews and monitors the output of various MPO activities identified in the work program and makes recommendations to the policy committee. The committee is also responsible for assisting in developing the short and long-range transportation plans.

## Committee Representation

<b>Transportation Policy Committee Membership</b>		
<b>Representing</b>	<b>Name</b>	<b>Title</b>
City of Ames †	Ann Campbell	Mayor
City of Ames	Gloria Betcher	Council Member
City of Ames	Matthew Goodman	Council Member
City of Ames	Tim Gartin	Council Member
City of Ames	Peter Orazem	Council Member
City of Ames	Chris Nelson	Council Member
City of Ames	Amber Corrieri	Council Member
Boone County	Chet Hollingshead	Board of Supervisors
Story County	Wayne Clinton	Board of Supervisors
City of Gilbert	Jonathan Popp	Mayor
Iowa Dept. of Transportation ‡	Garrett Pedersen	District Trans. Planner
Federal Highway Administration ‡	Tracy Troutner	Iowa Division
Federal Transit Administration ‡	Mark Bechtel	Region 7
Iowa State University ‡	Cathy Brown	Campus Planning Assistant Director

† Chair      ‡ Advisory, Non-Voting Member

<b>Transportation Technical Committee Membership</b>		
<b>Representing</b>	<b>Name</b>	<b>Title</b>
City of Ames †	Tracy Warner	Municipal Engineer
City of Ames ††	Damion Pregitzer	Traffic Engineer
City of Ames	Justin Clausen	Operations Manager
City of Ames	Kelly Diekmann	Dir. Of Planning & Housing
City of Ames	Charlie Kuester	Planner
CyRide	Sheri Kyras	Transit Director
Iowa State University	Cathy Brown	Campus Planning Asst. Director
Boone County	Scott Kruse	County Engineer
Story County	Darren Moon	County Engineer
Ames Community School Dist.	Gerry Peters	Facilities Director
Ames Economic Development Commission	Drew Kamp	Government Relations Director
Iowa Dept. of Transportation ‡	Phil Mescher	District Trans. Planner
Federal Highway Administration ‡	Tracy Troutner	Iowa Division
Federal Transit Administration ‡	Mark Bechtel	Region 7

† Chair      †† Vice-Chair      ‡ Advisory, Non-Voting Member

## Work Elements

### Task 1 – Administration and Support

**Objective:** To initiate and properly manage the “3-C” planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations. This document may be amended by the Policy Board from time to time, as needed.

#### **Previous Work:**

- FY 2015 TPWP maintenance and budget monitoring
- FY 2016 TPWP development
- Self Certification
- Quarterly submittals for planning funding reimbursement
- Conducted Transportation Policy Committee meetings on: July 8, 2014; March 31, 2015; April 28, 2015; and May 26, 2015
- Conducted Transportation Technical Committee meetings on: March 17, 2015; April 14, 2015
- Conducted public meeting on April 30, 2015
- MPO presentation to Students for New Urbanism (ISU) group on February 26, 2015
- Published MPO related messages on social media
  - a. Facebook: [facebook.com/cityofames](https://www.facebook.com/cityofames)
  - b. Twitter: @cityofames
- Updated meeting agendas, minutes, and materials on the MPO website: [www.aampo.org](http://www.aampo.org)

**Description:** This task includes all administrative tasks which support activities of the MPO including the following: prepare and submit required documents to maintain the continuity and credibility of the planning process. Sponsor and conduct meetings and provide support to policy and technical committees. Prepare budgets, maintain financial records, and ensure monies are spent appropriately. Coordinate activities amount participating agencies and other public and private interests.

Purchase/lease supplies, computer equipment and other equipment necessary to carry out planning efforts. Maintain software and purchase necessary upgrades when beneficial to the MPO.

Task also includes conducting informational meetings, as well as public hearings, to obtain public input and feedback on ongoing activities. The

Public Participation Plan, along with other pertinent documents maintained and developed by the Ames Area MPO are posted online at [www.aampo.org](http://www.aampo.org). The Public Participation Plan will be evaluated for modifications to evolve with communication preferences as warranted.

The MPO staff will participate in conferences, seminars, meetings, and other training opportunities to remain familiar with the latest regulations and techniques related to the transportation planning field as provided by the Federal Transit Administration, Federal Highway Administration, American Planning Association, Environmental Protection Agency, Iowa Department of Transportation, peer transportation planning organizations, and other agencies and professional organizations.

**Products:**

- FY 2016 Transportation Planning Work Program maintenance and budget monitoring
- FY 2017 Transportation Planning Work Program development
- Self Certification
- Planning funding reimbursement submittals
- Host public meeting during the development process of the FY 2017 Transportation Improvement Program and FY 2017 Transportation Planning Work Program and subsequent public meetings as needed.
- Maintain a website for the Ames Area MPO posting events and timely documents at [www.aampo.org](http://www.aampo.org)
- Host Transportation Policy Committee meetings and adopt plans and programs within appropriate timeframes
- Advertise MPO meetings in the Ames Tribune as appropriate
- Host Transportation Technical Committee meetings
- Partnering with local organizations and hosting additional coordination meetings related to regional transportation topics
- Maintain current contact information for committee representatives
- Participate in trainings offered through the Central Iowa Bicycle-Pedestrian Roundtable
- Participate in state sponsored trainings
- Participate in state and national conferences related to transportation planning

## Schedule

Task	Description (work product)	1 <sup>st</sup> Qtr (July – Sept.)	2 <sup>nd</sup> Qtr (Oct. – Dec.)	3 <sup>rd</sup> Qtr (Jan. – March)	4 <sup>th</sup> Qtr (April – June)
<b>Administration and Support</b>					
	FY 2016 TPWP maintenance and budget monitoring	X	X	X	X
	FY 2017 TPWP development			X	X
	Self Certification			X	
	Planning funding reimbursement submittals	X	X	X	X
	Public meeting for TIP and TPWP public review and comments				X
	Maintain and update the AAMPO webpage (www.aampo.org)	X	X	X	X
	Technical and Policy Committee meetings and minutes	X		X	X
	Bicycle roundtable coordination activities	X	X	X	X
	Distribute committee representative appointment forms		X		
	Training and education	X	X	X	X

## Work Element Summary

Activity	Responsible Agency	MPO Staff Hours	Federal Funds	Local Funds	Total
1. Administration	AAMPO	639	\$19,489	\$4,872	\$24,361

## Task 2 – Transportation Improvement Program

**Objective:** Develop and maintain a regional program of near-term projects that are consistent with the Ames Area MPO long range transportation plan.

### Previous Work:

- Maintained the FY 2015 – 2018 Transportation Improvement Program
- Development and adoption of the FY 2016 – 2019 Transportation Improvement Program

**Description:** The Federal Fiscal Year 2015 – 2018 Transportation Improvement Program (FFY 2015 – 2018 TIP) will be maintained and amended as necessary. The FFY 2016 – 2019 TIP for Surface Transportation Projects and Enhancement Projects will be developed. Coordination with the Iowa DOT Statewide Transportation Improvement Program (STIP) will also be undertaken.

### Products:

- Maintain the FY 2016 – 2019 Transportation Improvement Program through formal amendments or administrative modifications
- Development of the FY 2017 – 2020 Transportation Improvement Program

### Schedule

Task	Description (work product)	1 <sup>st</sup> Qtr (July – Sept.)	2 <sup>nd</sup> Qtr (Oct. – Dec.)	3 <sup>rd</sup> Qtr (Jan. – March)	4 <sup>th</sup> Qtr (April – June)
<b>Transportation Improvement Program</b>					
	FY 2016-2019 TIP maintenance and revisions as necessary	X	X	X	X
	FY 2017-2020 TIP development			X	X

### Work Element Summary

Activity	Responsible Agency	MPO Staff Hours	Federal Funds	Local Funds	Total
2. TIP	AAMPO	174	\$5,242	\$1,310	\$6,552

### Task 3 - Comprehensive Planning

**Objective:** Integrate transportation planning and land use planning for Ames Area MPO member jurisdictions.

**Previous Work:**

- Update Safe Routes to School map for Edwards Elementary School
- Attend the Central Iowa Bicycle-Pedestrian Roundtable
- Attend Midwest Transportation Model user Group quarterly meetings
- Participation with the Iowa Park and Ride System State Plan development
- Attend training opportunities provided by the American Planning Association

**Description:** Participate in regional activities which enhance the transportation network including data collection, collaboration with local transportation activities, technical assistance for member agencies, and other activities promoting a comprehensive approach.

**Products:**

- Update Safe Routes to School maps
- Participation in the Central Iowa Bicycle-Pedestrian Roundtable
- Participation in the Passenger Rail Advisory Group
- Participation in the Midwest Travel Model User Group
- Update the regional shared use path map
- Integrate multi-modal project (non-motorized) for improvement to LOS
- Maintain transportation network model
- Development of pavement management system
- Regional traffic count program
- Regional trail count program
- Traffic signal synchronization review
- Development of performance measures
- Analyze potential alternative funding sources
- Intersection and corridor improvement studies
- Maintain and update the Regional ITS Architecture as necessary

## Schedule

Task	Description (work product)	1 <sup>st</sup> Qtr (July – Sept.)	2 <sup>nd</sup> Qtr (Oct. – Dec.)	3 <sup>rd</sup> Qtr (Jan. – March)	4 <sup>th</sup> Qtr (April – June)
<b>Comprehensive Planning</b>					
	Update SRTS maps	X			
	Central Iowa Bicycle-Pedestrian Roundtable meetings	X	X	X	X
	Passenger Rail Advisory Group	X			X
	Midwest Travel Model User Group	X	X	X	X
	Shared Use Path map updates			X	
	Integrate multi-modal projects for improvement to LOS	X	X	X	X
	Maintain and update transportation network model	X	X	X	X
	Development of pavement management system	X	X	X	X
	City wide count program and traffic signalization review	X			X
	Regional Traffic Count Program	X	X	X	X
	Regional trail counts	X	X	X	X
	Traffic signalization review	X			X
	Performance measures tracking development	X	X	X	X
	Analyze potential alternative funding sources	X	X	X	X
	Intersection and corridor improvement study	X	X	X	X
	Maintain and update the Regional ITS Architecture	X	X	X	X

## Work Element Summary

Activity	Responsible Agency	MPO Staff Hours	Federal Funds	Local Funds	Total
3. Comprehensive Planning	AAMPO	890	\$25,572	\$6,643	\$33,215



## Task 4 - Transit Planning

**Objective:** Enhance a coordinated, accessible, and efficient transit system.

**Previous Work:**

- Ongoing planning activities
- Transportation Improvement Program and Transportation Planning Work Program transit element development
- Human service/transportation provider coordination/meetings and updates
- Update FY2015 Passenger Transportation Plan Update
- Triennial Review
- Equal Employment Opportunity (EEO) Program update
- Disadvantage Business Enterprise (DBE) Program update and reports
- Title VI Program Update
- Ames Alternative Analysis Study

**Description:** Planning efforts will reflect prioritization of the following areas:

- Incorporating safety and security in transit (transportation) planning
- Transit asset management planning
- Participation of transit operators in metropolitan and statewide planning
- Coordination of non-emergency human service transportation
- Planning for transit system management and operation to increase ridership
- Make transit capital investment decisions through effect system planning

This item involves transit planning issues related to land use and development issues, ridership surveys and analyses, plans to manage transit agency in accordance to the Federal Transit Administration guidelines, and the study of student and commuter service. Meetings will be held to facilitate the locally developed coordinated public transit/human-services transportation plan to improve transportation services for the low-income, aging and disabled populations within the community. Efforts will concentrate on improving operating efficiencies of current services and eliminating gaps where and when transportation is not available. The Transportation Planner may conduct various planning and ridership studies throughout the year.

**Products:**

- Various transit plans, administration and audits of the following programs requiring annual certifications by the transit agency:
  - a. Equal Employment Opportunity Program (EEO)
  - b. Title VI Program
  - c. Limited English Proficiency (LEP),
  - d. Disadvantaged Business Enterprise (DBE)
  - e. Transit Asset Management Plan
  - f. Safety/Security Plan
  - g. Federal Audits/Reviews
- Amend/update Ames Area MPO Passenger Transportation Plan (PTP)
- Capital/Financial planning to analyze fleet and facility needs for five-year period
- Corridor and facility expansion studies
- Bus stop amenities planning
- System-wide performance measures
- Administration of the Ames Alternative Analysis Study

**Schedule**

<b>Task</b>	<b>Description (work product)</b>	<b>1<sup>st</sup> Qtr (July – Sept.)</b>	<b>2<sup>nd</sup> Qtr (Oct. – Dec.)</b>	<b>3<sup>rd</sup> Qtr (Jan. – March)</b>	<b>4<sup>th</sup> Qtr (April – June)</b>
<b>Transit Planning</b>					
	Administration and audits of various transit plans: EEO, Title VI, LEP, DBE, Transit Asset Management Plan, Safety Plan	X	X	X	X
	Maintain and amend PTP			X	X
	Capital/Financial planning to analyze fleet and facility needs for 5 year period	X	X	X	X
	Corridor and facility expansion studies	X	X	X	X
	Bus stop amenities	X			X
	System-wide performance measures	X	X	X	X
	Administration of Ames Alternative Analysis Study	X	X		

**Work Element Summary**

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Activity	Responsible Agency	MPO Staff Hours	Federal Funds	Local Funds	Total
4. Transit Planning	AAMPO / CyRide	600	\$26,746	\$6,687	\$33,433

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## Task 5 - Special Studies

**Objective:** To further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants in support of existing or projected local needs.

### **Previous Work:**

- Alternatives Analysis Study elements including:
  - a. Existing Conditions
  - b. Data Collection/Rider Surveys
  - c. Origin-Destination Analysis
  - d. Osborn Corridor
  - e. Route Alternatives Development
  - f. Screening of Project Alternatives
  - g. Ridership Forecasting
  - h. Public Input meetings
  - i. Identification/Refinement of Preferred Alternative
  - j. Financial Assessment

### **Subtasks**

#### **5.1 Alternatives Analysis Study**

An Alternatives Analysis (AA) Study will be conducted of the Iowa State Center to Iowa State University campus corridor identified currently as the Orange Route. The Ames Transit Agency completed a smaller Transit Feasibility Study in June 2007 looking at seven corridors in the community that had either current transportation/growth issues or future identified growth. The study identified transportation options to resolve corridor problems of which the Orange Route is operating at near maximum capacity. It was determined through the Transit Feasibility Study that the Orange Route may qualify for Small New Starts funding to establish a Bus Rapid Transit corridor which would operate more like a light rail type system only using more cost-efficient buses. The AA study will analyze specific route options in more depth regarding transit-only corridors, provide detailed information on bus stop upgrades, and analyze route speed increases that could be realized with extended-green technology. This study will also analyze the financial capacity/needs of the Ames community to undertake a project such as Bus Rapid Transit. At the conclusion of the AA

Study, a locally preferred alternative – the “proposed action” – will be determined.

The Alternative Analysis study began in January 2013 and is expected to conclude in spring 2015 with a final report completed by fall 2015. The study has included data collection in the form of rider surveys, on/off boardings, gate access to ISU campus, class concentration, public input, etc. Public meetings occurred in the fall 2014 and spring 2015 when the majority of the students that utilize this route are living in Ames and attending university classes. The study and locally preferred alternatives will be finalized in spring 2015. The total budget is \$200,000 (\$160,000 federal) for the study but will cross fiscal years 2015 and 2016. The budget below assumes that remainder of the federal funds, approximately 58%, will be expended in FY2015.

#### **Products:**

- Complete Alternative Analysis Report

#### **Schedule**

Task	Description (work product)	1 <sup>st</sup> Qtr (July – Sept.)	2 <sup>nd</sup> Qtr (Oct. – Dec.)	3 <sup>rd</sup> Qtr (Jan. – March)	4 <sup>th</sup> Qtr (April – June)
<b>Alternative Analysis Study</b>					
	Alternative Analysis Study	X	X		

#### **Work Element Summary**

Activity	Responsible Agency	MPO Hours	Federal Funds	Local Funds	Total
5.1 Alternatives Analysis Study	*CyRide	-	\$93,056	\$23,264	\$116,320

\*Funds used for private sector involvement

## Task 6 - Long Range Transportation Planning

**Objective:** Provide framework for orderly, efficient growth of an integrated, multi-modal transportation network.

### **Previous Work:**

- Development of the 2010 base year travel demand model
- Development of the 2040 projection socioeconomic data and forecast travel demand model
- Host AmesMobility2040.com project website with up-to-date project information
- Public engagement activities including public meetings, focus group, project management team, and online forums hosted by MindMixer at [www.ImageineAmes.org](http://www.ImageineAmes.org)
- Major development of the existing conditions report and other elements of the plan document

**Description:** The 2040 Long Range Transportation Plan (titled: Ames Mobility 2040) is scheduled to be updated in October 2015. With the recent implementation of the Federal Surface Transportation bill, MAP-21, the plan will be developed to meet these requirements. Work activities that will be taking place for the update include evaluation of the Land Use Policy Plan (LUPP) for compliance, reviewing traffic impact studies for major site developments, alternative network development and analysis, updated transit analysis, origin-destination study for transit, update the transportation mode, public participation opportunities, and completion of the final report.

The Ames Mobility 2040 planning process began during FY 2014. The contract for the hired consultant for approved on January 28, 2014. The Ames Mobility 2040 plan is anticipation to be adopted by the Transportation Policy Committee during the summer/fall of 2015 to meet the October 2015 deadline.

### **Products:**

- Final Ames Mobility 2040 LRTP document
- Maintain and amend the 2035 Long Range Transportation Plan as necessary
- Maintain and amend the Ames Mobility 2040 plan as necessary

**Schedule**

<b>Task</b>	<b>Description (work product)</b>	<b>1<sup>st</sup> Qtr (July – Sept.)</b>	<b>2<sup>nd</sup> Qtr (Oct. – Dec.)</b>	<b>3<sup>rd</sup> Qtr (Jan. – March)</b>	<b>4<sup>th</sup> Qtr (April – June)</b>
<b>Long Range Transportation Plan</b>					
	Maintenance of the 2035 LRTP	X			
	Development of the Ames Mobility 2040 LRTP update	X	X		
	Adoption of Ames Mobility 2040 LRTP	X	X		
	Maintain the Ames Mobility 2040 LRTP		X	X	X

**Work Element Summary**

<b>Activity</b>	<b>Responsible Agency</b>	<b>MPO Staff Hours</b>	<b>Federal Funds</b>	<b>Local Funds</b>	<b>Total</b>
6 LRTP Update	AAMPO	557	\$16,969	\$4,242	\$21,211
		Private sector involvement	\$109,680	\$27,420	\$137,100
<b>6 TOTALS</b>			<b>\$126,649</b>	<b>\$31,622</b>	<b>\$158,311</b>

## FY 2016 Budget and Funding Sources

### Budget Summary

Activity/Work Element	Total Cost	Total Local Match	Federal Funds							
			Total Federal Amount	FTA 5305 New	FTA 5305 C/O	FHWA STP New	FHWA STP C/O	FHWA PL New	FHWA PL C/O	FTA 5339
1 - Admin	\$ 24,361	\$ 4,872	\$ 19,489	\$ -	\$ -	\$ -	\$ 15,216	\$ -	\$ 4,273	\$ -
2 - TIP	\$ 6,552	\$ 1,310	\$ 5,242	\$ -	\$ -	\$ -	\$ 4,092	\$ -	\$ 1,149	\$ -
3 - Comp	\$ 33,215	\$ 6,643	\$ 26,572	\$ -	\$ -	\$ -	\$ 20,747	\$ -	\$ 5,826	\$ -
4 - Transit	\$ 33,433	\$ 6,687	\$ 26,746	\$ -	\$ -	\$ -	\$ 20,883	\$ -	\$ 5,864	\$ -
5 - Special	\$ 116,320	\$ 23,264	\$ 93,056	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 93,056
6 - LRTP	\$ 158,311	\$ 31,662	\$ 126,649	\$ -	\$ -	\$ -	\$ 98,883	\$ -	\$ 27,766	\$ -
<b>Total</b>	<b>\$ 372,192</b>	<b>\$ 74,438</b>	<b>\$ 297,754</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 159,821</b>	<b>\$ -</b>	<b>\$ 44,877</b>	

	FTA 5305 New	FTA 5305 C/O	FHWA STP New	FHWA STP C/O	FHWA PL New	FHWA PL C/O	FTA 5339	TOTAL
Federal Funds Unobligated	\$ 31,561	\$ -	\$ -	\$ 25,179	\$ 89,537	\$ -	\$ -	<b>\$ 146,277</b>



**Resolution Approving**

**FY 2016 Transportation Planning Work Program**

**Replace with signed exhibit**

## Revisions to the Transportation Planning Work Program

Changes to the work program may happen due to unexpected staff demands or requests of the Policy Committee. Revisions to the TPWP require sign off by the United States Department of Transportation or Iowa Department of Transportation and approval is provided in writing.

### Procedures

All work program changes require prior written Federal approval, unless waived by the awarding agency. The following table denotes the approving agency for various changes to work programs.

Revision type	Approving Agency
<p><b>DOT is working with FHWA and FTA to update the table and it will be provided to the MPO prior to final TPWP development.</b></p>	

All necessary TPWP approvals are required to be in place prior to the commencement of activity, purchasing of equipment, or request for reimbursement. As it relates to procurement of equipment and services, there should be no notification of aware, signed contract, placement of an order, or agreement with a contractor prior to receiving the necessary approval.

All revision requests from the Ames Area MPO will be submitted electronically to the Iowa Department of Transportation Office of Systems Planning. Four hard copies of the revision shall also be sent to Systems Planning, which will be forwarded to the DOT District, Federal Highway Administration, and Federal Transit Administration for review and necessary approvals.

Revision requests shall, at a minimum, include:

- A resolution or meeting minutes showing the approval of the revision.
- Budget summary table with changes highlights and noted.
- Modified section(s) of the work elements with changes highlighted and noted.

Notification of the approval will be provided by the approving agency in writing.

#### **FHWA/FTA Revision Approval**

Where the Federal Highway Administration and/or the Federal Transit Administration is the designated approving agency, written approval by FHWA/FTA is required prior to commencement of activity, purchasing of equipment, or request for reimbursement.

#### **Iowa DOT Office of Systems Planning Revision Approval**

Where the Iowa Department of Transportation Office of Systems Planning is the designated approving agency, written approval by the Iowa DOT is required prior to commencement of activity, purchasing of equipment, or request for reimbursement.

#### **Ames Area MPO Revision Approval**

Where the Ames Area Metropolitan Planning Organization is the designated approving agency, revisions shall be approved by the Transportation Policy Committee.

**Cost Allocation Plan**

**Replace with signed exhibit**

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Procurement and Consultant Selection Certification

**Replace with signed exhibit**

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: AMENDMENT TO THE AMES AREA MPO 2015–2019 FINAL PASSENGER TRANSPORTATION PLAN**

**BACKGROUND:**

The federal government requires a locally-coordinated planning process for transportation issues between human/health service agencies and transportation providers. States and metropolitan planning organizations in turn, have been charged to carry out this process and as a result are required to develop a Passenger Transportation Plan (PTP). This plan provides needs-based justification for identifying passenger transportation priorities and/or strategies.

CyRide provides this coordination on the AAMPO's behalf and works with both the Story County Human Service Council and the Transportation Collaboration groups. The PTP must be updated, at a minimum, every five years. The AAMPO last approved their PTP in March 2014 and is required to submit their next full PTP to the Iowa Department of Transportation (Iowa DOT) in 2019. For the interim, there must be documentation of at least two coordination meetings submitted to the Iowa DOT annually by July 31 of which the AAMPO exceeds this requirement.

Projects funded with Enhanced Mobility for Seniors and Individuals with Disabilities (5310) formula funding must specifically be identified within the PTP in order to receive this funding. Currently, the PTP identifies two projects for utilization of 5310 funding: (1) CyRide's ADA Dial-A-Ride service for its operation and (2) Bus Stop Improvements (bus shelter improvements). Any additional projects benefiting seniors or individuals with disabilities to be funded with 5310 funding requires an amendment to the PTP.

**PTP Amendment**

Recently, local transportation providers, CyRide and HIRTA, have identified another project type to be funded with Enhanced Mobility for Seniors and Individuals with Disabilities (5310) funding. This project was previously identified in the PTP to be funded through another funding source but has not materialized. This project inclusion has been added on the attached pages of the PTP highlighted in yellow.

	FY2015 - FY2019		
	<u>Qty</u>	<u>Federal (85%)</u>	<u>Total</u>
Replace/Expand Light-duty buses (Dial-A-Ride)	2	\$153,000	\$180,000

CyRide currently leases a light-duty bus (#7640) to HIRTA to operate its Dial-A-Ride service. This bus is currently 7 years old, well past its useful life of 4 years, and in need of replacement. If this project is approved into the PTP, CyRide would work to purchase this replacement in FY2016. It is important to note this amendment would not diminish any funding currently budgeted within the Ames CIP for Dial-A-Ride service or bus stop improvements.

In addition, it is estimated that a second bus, either for replacement or expansion for growth issues, will likely need to be purchased before the next required PTP full plan is completed in 2019. Therefore, this amendment identifies 5310 funding for the purchase of two buses through 2019. Other than this specific project, no additional changes have been made to the PTP.

The project was reviewed with the Story County Human Service Council as well as the Transportation Collaboration and was recommended to the Ames Area MPO to be amended into the PTP. The Ames Area MPO Technical Committee reviewed this amendment request at their March 17, 2015, meeting and has recommended it to the MPO Policy Committee for formal approval. However, the PTP amendment does require public input prior to formal approval by the AAMPO Policy Committee, which will occur in April.

### **Timeline**

Amendments can be submitted at any time, if deemed necessary, before the next required PTP is due. The PTP amendment is following the schedule below:

- March 17, 2015 – MPO Technical Meeting (draft PTP review)
- March 31, 2015 – MPO Policy Meeting (draft PTP review)
- April 30, 2015 – Public Meeting (opportunity for comment)
- May 26, 2015 – MPO Policy Meeting (final PTP approval)

The AAMPO staff is providing an initial review of the PTP amendment and requesting comments and/or suggested modifications from the AAMPO Transportation Policy Committee prior to the public input meeting in April. The amended plan, along with any suggested modifications from the public and/or policy committee, will come back before the committee at their May 26, 2015, meeting for formal approval of the plan.

### **ALTERNATIVES:**

1. Review the amendment to the AAMPO 2015 – 2019 Final PTP, and set May 26, 2015, as the date for the public hearing.
2. Review and modify the amendment to the AAMPO 2015 – 2019 Final PTP and set May 26, 2015, as the date for the public hearing.

**ADMINISTRATOR'S RECOMMENDATION:**

The AAMPO Transportation Technical Committee reviewed and now recommends approval of this amendment to the AAMPO 2015 – 2019 Final PTP. Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby reviewing the amendment to the Ames Area MPO 2015 – 2019 Final PTP and setting May 26, 2015, as the date for the public hearing.



# Ames Area MPO 2015 - 2019 Final Passenger Transportation Plan

March 2014

May 2015 (Amendment)



Prepared By:

## CyRide's General Assessment –

**Service Demand:** In general, the demand for public transit within the Ames community is at an all-time high. Residents are demanding additional service routes, additional frequency on existing routes, and later evening service along corridors. The impact of CyRide's services are described in the table below in the amount of unlinked (one-way rides) ridership on CyRide. CyRide has increased ridership by 41.2% since FY2006 and served the most passengers ever in FY2013 with 5.89 million rides. Due to additional students at Iowa State in 2013-2014, CyRide anticipates ridership to be another record breaker at 6.6-6.8 million rides for FY2014. Iowa State is also expecting enrollment to increase again next year up to 35,000 students. With each additional student attending the university, CyRide can anticipate 170 rides per student for the year.

	<b>CyRide Fixed Route (ALL Services; including Dial-A-Ride)</b>			
Annual Numbers	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
# Riders (unlinked)	5,337,115	5,447,289	5,759,883	5,892,786
# Elderly Rides	65,148	65,412	69,825	71,628
# Disabled Rides	48,511	38,923	41,549	42,459
# Revenue Hours	110,167	113,182	113,025	113,909
# Revenue Miles	1,152,680	1,185,088	1,184,183	1,189,906
# Days Provided	362	362	359	359
Operating Costs	\$7,144,448	\$7,563,828	\$7,877,589	\$8,288,226
FTA (5307 & STA)	\$1,574,500	\$1,688,593	\$1,732,711	\$1,703,047
State	\$448,180	\$497,650	\$613,684	\$606,634

The highest demand is primarily along high residential housing or apartments within the Ames community into campus. The past few years have centered around where developers are going to build housing and how best to serve that area of the community with transit. Within the next year or two, housing has or will be built near S. 16<sup>th</sup>, Frederickson Court, Mortensen Road, and State St.

**Staff:** CyRide has maintained same management since 2006. CyRide did hire a Transit Planner in 2006 to help with the additional planning requirements due to the City of Ames becoming a metropolitan planning organization after exceeding 50,000 in population. However, positions within CyRide's maintenance division have not changed since 2006 when CyRide operated 49 buses. CyRide now has an overall fleet of 91 vehicles (buses, administrative vehicles, trucks). With the additional work, a larger and more varied fleet (hybrid and articulated buses) as well as the technology that is now required to maintain these vehicles, the job of maintaining CyRide's fleet has become more challenging. The transit industry uses a "rules of thumb" methodology to determine appropriate maintenance staffing levels within a transit agency. These are illustrated below along with CyRide's metric for each.

<b>Rule of Thumb</b>	<b>Industry Standard</b>	<b>CyRide Actual</b>
Miles of Service	1 mechanic/120,000 miles	1 mechanic/253,504 miles
Buses Per Mechanic	1 mechanic/7.62 buses	1 mechanic/15.9 buses
Buses Per Lane Worker	1 lane worker/17.92 buses	1 lane worker/41.5 buses

In January 2014, CyRide's board approved two additional lane workers, two additional mechanics and a summer trainer to help support this level of buses to be maintained and drivers to be trained in order to sustain this ridership level.

**Fleet:** CyRide's fleet is overall pretty young due to the influx of bus purchases since in the past six years. CyRide has been extremely successful in attaining national discretionary grants to support the purchase of bus replacement/expansion. CyRide is expecting another delivery of new buses in 2015 which will be the last of new buses for the foreseeable future.

However, CyRide is currently operating a 3 bus spare ratio to serve its passengers and is anticipating another ridership record for FY2015 after FY2014 reaches 6.6 – 6.8 million. CyRide plans to keep any bus that is purchased to replace old buses within the fleet until the enrollment at Iowa State levels off. To help anticipate additional ridership for next fall, the transit board approved for CyRide to solicit 5 used buses from hopefully warm weather transit agencies that are disposing vehicles throughout the nation. CyRide leases one vehicle to its ADA subcontractor to operate its Dial-A-Ride service. This vehicle will be 7 years old in FY2015 and past its useful life of 4 years. Systematic replacement of this vehicle within this fleet is needed every 4-8 years. In addition, another vehicle may be warranted if capacity issues arise on the Dial-A-Ride service. CyRide monitors Dial-A-Ride ridership to ensure enough vehicles are available to transport DAR passengers.

**Facility:** CyRide just completed an expansion to its facility allowing inside storage for an additional 11 buses. The original facility was built in 1983 on its current site. Since that time, there have been numerous expansions via piecemeal as federal funding is available. Remaining work on the current expansion includes finalizing the flood wall/berm, electric work within the storage facility and landscaping which will occur during the spring. Once construction is finalized, CyRide will still have four to six buses parked outside and are trying to procure an additional 5 used buses due to ridership demand that will increase that even more. Therefore, over the next year, CyRide will be undergoing discussions with the board to determine if additional resources should be invested on the current property or if a second location should be selected for future expansion.

#### **HIRTA General Assessment –**

HIRTA's service assessment would be conducted within CIRPTA's PTP for the region since HIRTA's service coverage is all of the counties surrounding Polk County.

## **STATUS OF PREVIOUSLY RECOMMENDED PRIORITIES AND STRATEGIES**

The Human Service Council (HSC) members had opportunity to review the status of previously recommended projects, listed above, at their October 27, 2013 meeting of which was also dispersed via e-mail. An overview of the PTP requirement was shared for those new to HSC. A summary spreadsheet of previously recommended projects from the 2014 PTP was shared with the group and the status of whether they were on-going, pending or not started which can be viewed on the following pages. At that time, yellow highlighted projects were approved, on-going or would be implemented. Bold projects were partially funded for a portion of the full project. Pending projects were highlighted in grey. Projects in white were not approved for grant funding and therefore not implemented, not requested or delayed. Justification to the community for each project follows the table thereafter. Comments were requested from the group and received. The update was also shared via e-mail out to human/health service agencies representatives not able to attend the meeting.

To summarize, Ames was extremely successful within the past year receiving grant funding to implement several transportation services and purchase buses. Major highlights include:

- CyRide NEXT BUS real-time prediction software began January 31, 2013
- Two CyRide articulated buses were delivered on February 28, 2013 (Clean Fuels Grant)
- Six CyRide large buses were ordered in December 2014 (Last State of Good Repair under SAFETEA- LU. Future State of Good Repair grants under MAP-21 are designated for rail improvements.)
- CyRide Subcontracted ADA Dial-A-Ride Services Continuation
- CyRide Facility Expansion Significantly Completed January 2014: 1) Expansion bus storage for 11 more buses, 2) flood barrier enhancements (flood gate/wall/berm) two feet above the 500-year floodplain, 3) Increase ceiling height to allow hybrids to operate throughout entire facility and lastly 4) Rehabilitation of wash/fuel bay. Remainder to complete includes flood wall/berm, inside finish work and landscaping.

## IV – PRIORITIES AND STRATEGIES

The following are passenger transportation priorities and strategies for the next five years, as recommended by the Story County Human Service Council at their January 23, 2014 meeting **and as amended at their January 22, 2015 meeting**. These are projects that could secure grant funding over the next five year period. Please note, that any Enhanced Mobility for Seniors and individuals with Disabilities projects (Section 5310 funding) must be specifically included in the PTP. All other strategies/projects funded by other means are encouraged to include in the PTP but are not required. This process ensures a cooperative effort between human service agencies and transportation providers to focus on transportation services to achieve the best possible transportation service for the community focusing on the elderly and disabled populations.

The PTP committee, made up of transportation providers and human/health service agencies, provided consensus to forward the following priorities and strategies forward and recommends this plan to the Ames Area Metropolitan Planning Organization for formal approval. The AAMPO must review and approve the projects and overall PTP plan **as amended** for submittal to the Iowa Department of Transportation.

1. **Dial-A-Ride Service (Section 5310):** This need was identified as a base need for the community for those individuals that cannot ride the fixed-route system but can rather ride CyRide’s Dial-A-Ride door-to-door service operated under subcontract currently to Heart of Iowa Regional Transit Agency (HIRTA). CyRide is mandated by the federal government as part of the American’s With Disabilities Act (ADA), to provide this complementary fixed-route service for person’s with a disability. This demand response service operates the same hours and days as the CyRide’s fixed-route transit system. More demand will be warranted from the community in future years. Enhanced Mobility for Seniors and individuals with Disabilities funding (Section 5310 funds) can be utilized by transit agencies to subcontract out their ADA service however; they cannot provide the service themselves and receive the funding. Therefore, it is more economical to subcontract and coordinate with another provider. **Approximate annual funding = (\$237,500 total; \$190,000 federal)**

	<b>Dial-A-Ride (HIRTA)</b>			
	Provides door-to-door ADA service within the Ames city limits.			
<b>Annual Numbers</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>
# Revenue Hours	2,551	2,503	2,665	3,204
# Revenue Miles	30,498	31,122	34,108	35,445
# Days Provided/Yr.	362	362	359	359
<b># Riders (unlinked)</b>	<b>9,745</b>	<b>9,101</b>	<b>10,853</b>	<b>9,468</b>
# Elderly Rides				
# Disabled Rides	9,745	9,101	10,853	9,468
<b>Operating Costs</b>	<b>\$136,856</b>	<b>\$142,717</b>	<b>\$162,094</b>	<b>\$144,023</b>

2. **Transit Amenities/Bus Stop Improvements (Section 5310):** Improving the accessibility of CyRide’s bus stops as well as CyRide’s image is of importance to CyRide and their Board of Trustees. Shelters have be prioritized within a bus stop plan for the community to be funded from this identified funding in the next few years as long as funding is available to improve accessibility. These improvements also include lighting within the bus stop improvement as only a few bus stops currently have lighting within the shelter. Many passengers result to lighting up the schedule display within the shelter in the evening hours with their cell phone or a street light. Future shelters would incorporate lighting.

In addition, real-time schedule information has been a request within the Ames community for many years. This technology was implemented in February 2013 with LED digital signage at certain major transfer points on Iowa State University campus. Additional LED signage for real-time bus information can be incorporated into CyRide’s system making it easier for seniors and the disabled know when their Next bus will be arriving. CyRide intends to place these signs at major transfer locations. **Approximate annual funding = (\$50,000 total; \$40,000 federal)**

3. **Small Light-Duty Bus Replacement/Expansion (Section 5310):** CyRide's complementary Americans with Disabilities Act (ADA) service called Dial-A-Ride, is a door-to-door service serving individuals with a disability within the City of Ames. Passengers eligible for Paratransit service as defined by the (ADA) can ride this service. This service requires small light-duty accessible vehicles to operate door-to-door within the City of Ames. The useful life of these vehicles is four years as recommended by the Federal Transit Administration. CyRide currently leases one light-duty vehicle to its ADA contractor to help operate this service. The remaining vehicles are provided by the contractor directly as they also operate the regional public transit service for Story County. CyRide needs to systematically replace this vehicle leased to its contractor at a minimum of four years and maximum of every eight years.

Additionally, this funding may be utilized to purchase expansion vehicles as needed for its ADA service as ridership for Dial-A-Ride increases. Specifically, CyRide cannot deny Dial-A-Ride passengers a ride due to vehicle capacity issues. CyRide must ensure a ride to its passengers within a two hour window (one hour before/after requested pickup/drop off) of the passengers' request. As of FY2013, Dial-A-Ride ridership has remained fairly stable. However, this may change as more and more disabled individuals turn to Dial-A-Ride for that "guaranteed ride" within the two-hour window. Section 5310 funds can be utilized by transit agencies to purchase replacement and/or expansion buses to operate its ADA service. Expansion vehicles may be necessary within this next five-year period as demand increases and CyRide would need to respond and provide additional vehicles if required. CyRide estimates up to two light-duty buses being purchased for either replacement/expansion within the PTP between FY2015 – FY2019 with the cost identified below. **Approximate funding per bus = (\$90,000 total; \$76,500 federal) OR Approximate maximum funding 2015-2019 = (\$180,000 total; \$153,000)**

The remaining projects/strategies on the following page are not required to be coordinated through the PTP but have been expressed as needs within previous meetings over the years or throughout the past year:

Previous needs were shared with the Human Service Council at their October 24, 2013 meeting and were requested to provide additional needs and possible strategies within the next few months. This information was also shared at the UWSC's Transportation Collaboration Committee. **The additional or refined needs and strategies/projects are identified in red on the following pages and were shared with the group in subsequent meetings and/or via e-mail. Those strategies that have been implemented or partially implemented are identified in blue.** Please note that no additional core needs were defined but only possible strategies/projects were added to meet those core needs. The needs were accumulated from the public through public meetings and/or through communications with transportation providers and human service agency representatives. Note that these possible strategies have not all been recommended but if federal/state/local funding became available for the specific project – it could be recommended into the program rather easily as it's already defined as a need.

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: AMENDMENT TO THE FY 2015 – 2018 TRANSPORTATION  
IMPROVEMENT PROGRAM**

**BACKGROUND:**

The amendment to the Fiscal Year 2015-2018 Transportation Improvement Program (TIP) includes the addition of a new project for FY 2015. This project, by the Department of Transportation, is for guardrail on Interstate 35 from U.S. 30 to County Road E15 with a total project cost of \$2,769,000. On March 10, 2015, the Iowa Transportation Commission approved this project along with others across the State of Iowa as a direct result of new funding made available by Senate File 257. (No MPO or local funding is required for this project). This legislation included the 10 cent increase adjustment on the excise tax imposed on each gallon of motor fuel.

Adding a new project to the TIP constitutes an amendment to the program. Amendments are presented to the Transportation Policy Committee and a public comment period is opened, which will last until the next Transportation Policy Committee. The scheduled initial presentation and opening of public comment is anticipated for March 31, 2015. The subsequent Transportation Policy Committee meeting is scheduled for April 28, 2015, for final adoption and inclusion into the FY 2015–2018 TIP.

**ALTERNATIVES:**

1. Review the amendment to the FY 2015–2018 TIP to add guardrail on Interstate 35 from U.S. 30 to County Road E15, open the public comment period, and set April 28, 2015, as the date for the public hearing.
2. Review and modify the amendment to the FY 2015–2018 Transportation Improvement Program to add guardrail on Interstate 35 from U.S. 30 to County Road E15, open the public comment period, and set April 28, 2015, as the date for the public hearing.

**ADMINISTRATOR'S RECOMMENDATION:**

The AAMPO Transportation Technical Committee has reviewed and now recommends approval of this FY 2015–2018 Transportation Improvement Program to add the project: Guardrail on Interstate 35 from U.S. 30 to County Road E15. Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby reviewing the amendment to the FY 2015–2018

Transportation Improvement Program to add the project: Guardrail on Interstate 35 from U.S. 30 to County Road E15, open the public comment period, and set April 28, 2015, as the date for the public hearing.

TPMS Sponsor Appr. Status	Project # Location Funding Program	Length FHWA# S.T.R		Pgm'd Amounts in 1000's				Total	STIP#
				FY15	FY16	FY17	FY18		
<b>HSIP - Highway Safety Improvement Program</b>									
Story - 85									
32331	<b>IHSIPX-035)--08-85</b>	0	Project Total	2,769	0	0	0	2,769	
DOT-D01-MPO22	On I-35, from US30 to Co Rd E15	--	Federal Aid	2,492	0	0	0	2,492	
Submitted	Guardrail	--	Regional FA	0	0	0	0	0	--



**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: STATEWIDE URBAN DESIGN AND SPECIFICATIONS (SUDAS)  
BOARD OF DIRECTORS REPRESENTATIVE APPOINTMENT**

**BACKGROUND:**

The AAMPO is allocated one member on the Statewide Urban Design and Specifications (SUDAS) Board of Directors, as is each Metropolitan Planning Organization (MPO) in the state. A total of 37 members make up the Board of Directors. It is required that the individual serving on the board must be a registered professional engineer in Iowa. The City of Ames Public Works Director has served as the AAMPO representative on the Board of Directors since the inception of SUDAS in June of 2004.

**ALTERNATIVES:**

1. Approve the appointment of the City of Ames Public Works Director John Joiner as the AAMPO representative to the SUDAS Board of Directors.
2. Appoint another staff representative to the SUDAS Board of Directors.

**ADMINISTRATOR'S RECOMMENDATION:**

The City of Ames Public Works Director has served as the Ames Area MPO appointed representative to the SUDAS Boards of Directors since SUDAS was established and incorporated in 2004.

It is recommended by the Administrator that the AAMPO Transportation Policy Committee adopt Alternative No. 1, thereby approving the appointment of the City of Ames Public Works Director John Joiner as the AAMPO representative to the SUDAS Board of Directors.

**AMES AREA METROPOLITAN PLANNING ORGRANIZATION (AAMPO)  
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: AAMPO ANNUAL SELF-CERTIFICATION FOR FY 2016**

**BACKGROUND:**

Pursuant to federal regulations, each Metropolitan Planning Organization (MPO) must self-certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements. In the last AAMPO process review by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), a joint report was issued finding that the transportation planning activities of AAMPO are being carried out in accordance with federal regulations, policies, and procedures.

**ALTERNATIVES:**

1. Certify that the AAMPO transportation planning process is being conducted in accordance with all applicable requirements.
2. Reject the certification.

**ADMINISTRATOR'S RECOMMENDATION:**

It is the recommendation of the Administrator that the AAMPO Transportation Policy Committee adopt Alternative No. 1, thereby certifying that the AAMPO transportation planning process is being conducted in accordance with all applicable requirements.

**AMES AREA METROPOLITAN PLANNING ORGANIZATION  
ANNUAL SELF-CERTIFICATION**

In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION and the Ames Area Metropolitan Planning Organization for the Ames, Iowa urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and USDOT implementing regulation;
- (8) Older Americans Act, as amended (42 U.S.C. 6101);
- (9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

For AAMPO:

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Ann Campbell, Chair  
Transportation Policy Committee

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Date

## Staff Report

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (MPO): 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)**

March 31, 2015

**PURPOSE OF THIS FIRST MEETING**

This will be the first of five meetings of the MPO that will lead to the approval of a Long Range Transportation Plan. This first meeting is intended to:

- 1) Familiarize the MPO members with federal and state requirements as it relates to the establishment of a long range transportation plan;
- 2) Explain how the MPO is developing a vision and goals to support the federal and state requirements;
- 3) Examine the citizen input process utilized to date in developing the Plan;
- 4) Review the draft vision and goal statements and approve the list as presented, or with some modifications;
- 5) Look at and approve the proposed project alternatives that are being recommended for evaluation by the consultant, or with some modifications; and
- 6) Consider the Complete Streets concept and determine interest in including this policy in the Transportation Plan.

**FEDERAL REQUIREMENTS & NATIONAL GOALS**

The basic required elements of a Long Range Transportation Plan are specified in various sections of US Code. Those sections begin with a policy statement – “It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes...”

Additional requirements are outlined in the legislation that funds national highways, highway safety, and public transportation programs. The current transportation funding bill is called the Moving Ahead for Progress in the 21st Century Act (MAP-21), and was signed into law July 6, 2012. The major focus of this new legislation is on establishing a national performance based transportation system. On the Federal Highway Administration's (FHWA) website for Transportation Performance Management (TPM) they provide the following guidance on how national goals were designated:

“The cornerstone of MAP-21's highway program transformation is the transition to a performance and outcome-based program. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. The FHWA TPM team is working collectively with State and Local agencies across the country to achieve the national goals established by MAP-21 regardless of resource limitations.”

FHWA goes on to define the national goals:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

FHWA is currently taking each national goal area and developing specific performance measure criteria that will allow State DOTs and MPOs to establish performance targets for their jurisdictions. To date, only the performance measures for the goal of Safety has been officially issued by FHWA. That is to make significant improvements to safety by reducing; 1) Frequency of Fatal Crashes, 2) Fatality Crash Rate, 3) Frequency of Major Injury Crashes, and 4) Major Injury Crash Rate. It should be noted that for each national goal area FHWA has created a collaborative process with the State DOTs and MPOs to develop the performance criteria. FHWA has scheduled trainings and provides a comment period prior to any final rule making on these performance measure.

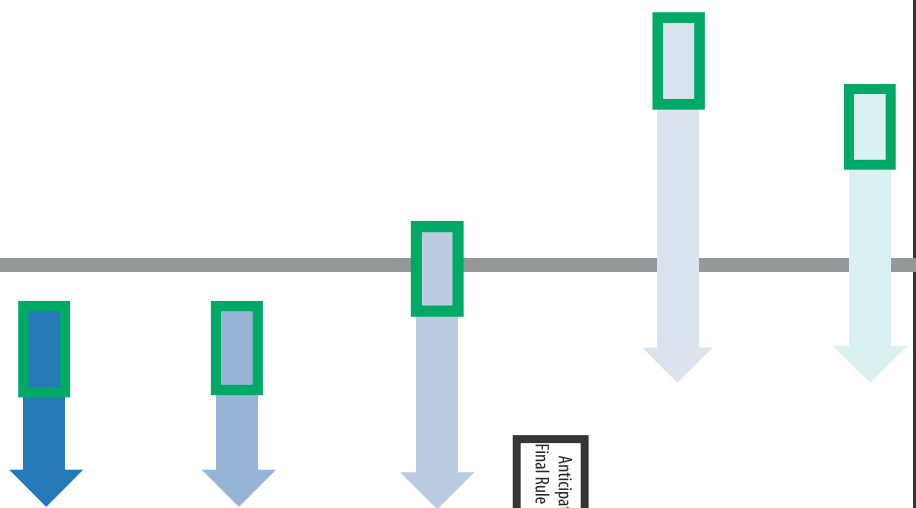
The schedule for the development of performance measures from FHWA is provided on the following page:

**USDOT Implementation of MAP-21 Performance Provisions:  
Ten Interrelated Rules**

		2014				2015			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Planning</b>									
<b>Metropolitan and Statewide Planning Rule</b>									
<ul style="list-style-type: none"> <li>Establish a performance-based planning process at metropolitan and state level.</li> <li>Define coordination in the selection of targets, linking planning and programming to performance targets.</li> </ul>									
<b>Highway Safety</b>									
<b>Safety Performance Measure Rule</b>									
<ul style="list-style-type: none"> <li>Propose and define fatalities and serious injuries measures along with target establishment, progress assessment and reporting requirements.</li> <li>Discuss the implementation of MAP-21 performance requirements.</li> </ul>									
<b>Highway Safety Improvement Program (HSIP) Rule</b>									
<ul style="list-style-type: none"> <li>Integration of performance measures, targets, and reporting requirements into the HSIP.</li> <li>Strategic Highway Safety Plan updates.</li> </ul>									
<b>Highway Safety Program Grants Rule *</b>									
<ul style="list-style-type: none"> <li>State target establishment and reporting requirements.</li> <li>Highway safety plan content, reporting requirements, and approval.</li> </ul>									
<b>Highway Conditions</b>									
<b>Pavement and Bridge Performance Measure Rule</b>									
<ul style="list-style-type: none"> <li>Propose and define pavement and bridge condition measures, along with minimum condition standards, target establishment, progress assessment and reporting requirements.</li> </ul>									
<b>Asset Management Plan Rule</b>									
<ul style="list-style-type: none"> <li>Contents and development process for asset management plan.</li> <li>Minimum standards for pavement and bridge management systems.</li> </ul>									
<b>Congestion/System Performance</b>									
<b>System Performance Measure Rule</b>									
<ul style="list-style-type: none"> <li>Define performance of the interstate system, non-interstate national highway system, and freight movement on the interstate system.</li> <li>Finalize interpretation of scope of CMAQ performance requirements, including congestion and on-road mobile source emissions.</li> <li>Summarize MAP-21 highway performance measure rules</li> </ul>									
<b>Transit Performance</b>									
<b>Transit Asset Management Rule</b>									
<ul style="list-style-type: none"> <li>Define state of good repair and establish state of good repair performance measures</li> <li>Require transit providers to set targets and report on progress</li> <li>Transit asset management plans</li> </ul>									
<b>National Transit Safety Program Rule</b>									
<ul style="list-style-type: none"> <li>Define transit safety criteria and standards</li> <li>Include definition of state of good repair</li> </ul>									
<b>Transit Agency Safety Plan Rule</b>									
<ul style="list-style-type: none"> <li>Transit safety plan content and reporting requirements</li> <li>Target setting requirements for transit agencies and States</li> </ul>									

Anticipated 2015  
Final Rule Publication

 Indicates the comment period



<b>REQUIREMENTS FOR STATE DOTS</b>
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It will be the main responsibility of each State DOT to implement the national programs following the goals establish. These programs will contain a wide range of highway, bridge, and public transportation projects. National programs include; 1) National Highway Performance Program (NHPP), 2) Highway Safety Improvement Program (HSIP), 3) Congestion Mitigation and Air Quality Improvement Program (CMAQ), and 4) Freight Movement. Below is the performance requirements for the highway program to illustrate what the US DOT is asking each State DOT to implement for each program. Important elements that require the coordination with MPOs have being highlighted:

Performance Element	Performance Requirements for NHPP
Performance Measures	<ul style="list-style-type: none"> <li>• Not later than 18 months after date of enactment USDOT, in consultation with State DOTs, MPOs, and other stakeholders will promulgate a rulemaking that establishes measures.</li> <li>• Provide not less than 90 days to comment on regulation.</li> <li>• Take into consideration any comments.</li> <li>• Limit performance measures to those described under 23USC150(c).</li> <li>• For purposes of carrying out National Highway Performance Program USDOT will establish Measures for States to use to assess:               <ul style="list-style-type: none"> <li>○ Condition of Pavements                   <ul style="list-style-type: none"> <li>• Interstate System</li> <li>• National Highway System (excluding the Interstate)</li> </ul> </li> <li>○ Condition of Bridges                   <ul style="list-style-type: none"> <li>• National Highway System</li> </ul> </li> <li>○ Performance of:                   <ul style="list-style-type: none"> <li>• Interstate System</li> <li>• National Highway System (excluding the Interstate)</li> </ul> </li> </ul> </li> <li>• USDOT will establish the data elements that are necessary to collect and maintain standardized data to carry out a performance-based approach</li> </ul>
Performance Targets	<ul style="list-style-type: none"> <li>• States must coordinate, to the maximum extent practical with relevant MPOs in selecting a target to ensure for consistency</li> <li>• MPOs must coordinate, to the maximum extent practical, with the relevant State/s in selecting a target to ensure consistency</li> <li>• Coordination required with public transportation providers.</li> <li>• States and MPOs must integrate other performance plans into the performance-based process</li> </ul>
Performance Plans	<ul style="list-style-type: none"> <li>• Asset Management Plan               <ul style="list-style-type: none"> <li>○ Risk-based asset management plan</li> <li>○ States encouraged to include all infrastructure assets within the right-of-way</li> <li>○ Plan Contents                   <ul style="list-style-type: none"> <li>• pavement and bridge inventory and conditions on the NHS,</li> <li>• objectives and measures,</li> </ul> </li> </ul> </li> </ul>



Performance Element	Performance Requirements for NHPP
	<ul style="list-style-type: none"> <li>• performance gap identification,</li> <li>• lifecycle cost and risk management analysis,</li> <li>• a financial plan, and</li> <li>• investment strategies</li> <li>○ USDOT, in consultation with State DOTs, will establish the process to develop the plan through a rulemaking no later than 18 months after 10/1/2012</li> <li>○ States must have a plan developed consistent with the process by the 2nd fiscal year, otherwise federal share for NHPP will be reduced to 65%</li> <li>○ Process certification <ul style="list-style-type: none"> <li>• USDOT 90 days review period to determine certification</li> <li>• States have 90 days to cure deficiencies if not certified</li> <li>• Recertification required every 4 years</li> </ul> </li> <li>• Management Systems <ul style="list-style-type: none"> <li>○ USDOT will establish minimum standards for States to use in developing and operating: <ul style="list-style-type: none"> <li>• Bridge management systems</li> <li>• Pavement management systems</li> </ul> </li> <li>○ Minimum standards established through a rulemaking <ul style="list-style-type: none"> <li>• Minimum 90 day comment period</li> <li>• USDOT will promulgate a rulemaking not later than 18 months after date of enactment</li> </ul> </li> </ul> </li> </ul>
<b>Target Achievement</b>	<ul style="list-style-type: none"> <li>• <b>"A State that does not achieve or make significant progress toward achieving the targets... for 2 consecutive reports"</b> <ul style="list-style-type: none"> <li>○ <b>Document in 23USC150(e) report actions the State will take to improve their ability to achieve the target</b></li> </ul> </li> </ul>
Special Performance Rules	<ul style="list-style-type: none"> <li>• Interstate Pavement Condition <ul style="list-style-type: none"> <li>○ Minimum condition level established by USDOT through rulemaking</li> <li>○ Condition falls below threshold set by USDOT for 2 consecutive reports then: <ul style="list-style-type: none"> <li>• NHPP funding set aside to address Interstate pavement</li> <li>• STP funds transferred to NHPP to address Interstate pavement conditions</li> <li>• This obligation requirement stays in effect until the minimum thresholds can be met (checked annually)</li> </ul> </li> </ul> </li> <li>• National Highway System Bridge Condition <ul style="list-style-type: none"> <li>○ Greater than 10% of total deck area of bridges on the NHS are located on bridges classified as structurally deficient for 3 consecutive years then: <ul style="list-style-type: none"> <li>• NHPP funding set aside to address bridge conditions on the NHS</li> <li>• This obligation requirement remains in place until minimum condition requirement is met (checked annually)</li> </ul> </li> </ul> </li> </ul>

Performance Element	Performance Requirements for NHPP
Performance Reporting	<ul style="list-style-type: none"> <li>• State Report on Performance Progress <ul style="list-style-type: none"> <li>○ Required initially by October 1, 2016 and every 2 years thereafter</li> <li>○ Report includes: <ul style="list-style-type: none"> <li>• Condition and performance of NHS</li> <li>• Effectiveness of investment strategy for the NHS</li> <li>• Progress in achieving all State performance targets</li> </ul> </li> </ul> </li> <li>• Metropolitan System Performance Report <ul style="list-style-type: none"> <li>○ Required in transportation plan every 4 or 5 years</li> <li>○ Report includes: <ul style="list-style-type: none"> <li>• Evaluate condition and performance of transportation system</li> <li>• Progress achieved in meeting performance targets in comparison with the performance in previous reports</li> <li>• Evaluation of how preferred scenario has improved conditions and performance, where applicable</li> <li>• Evaluation of how local policies and investments have impacted costs necessary to achieve performance targets, where applicable</li> </ul> </li> </ul> </li> <li>• Statewide Transportation Plan <ul style="list-style-type: none"> <li>○ No required frequency</li> <li>○ Optional report on system performance</li> </ul> </li> </ul>

The Iowa DOT holds quarterly meetings with all MPOs within the state, and for the last year and a half the Iowa DOT have held discussions related to this guidance. The feedback given from the MPOs is intended to help the Iowa DOT set realistic and achievable performance targets. Communication will continue with the Iowa DOT staff as FHWA provides additional guidance on upcoming performance measure development.

REQUIREMENTS FOR MPOs
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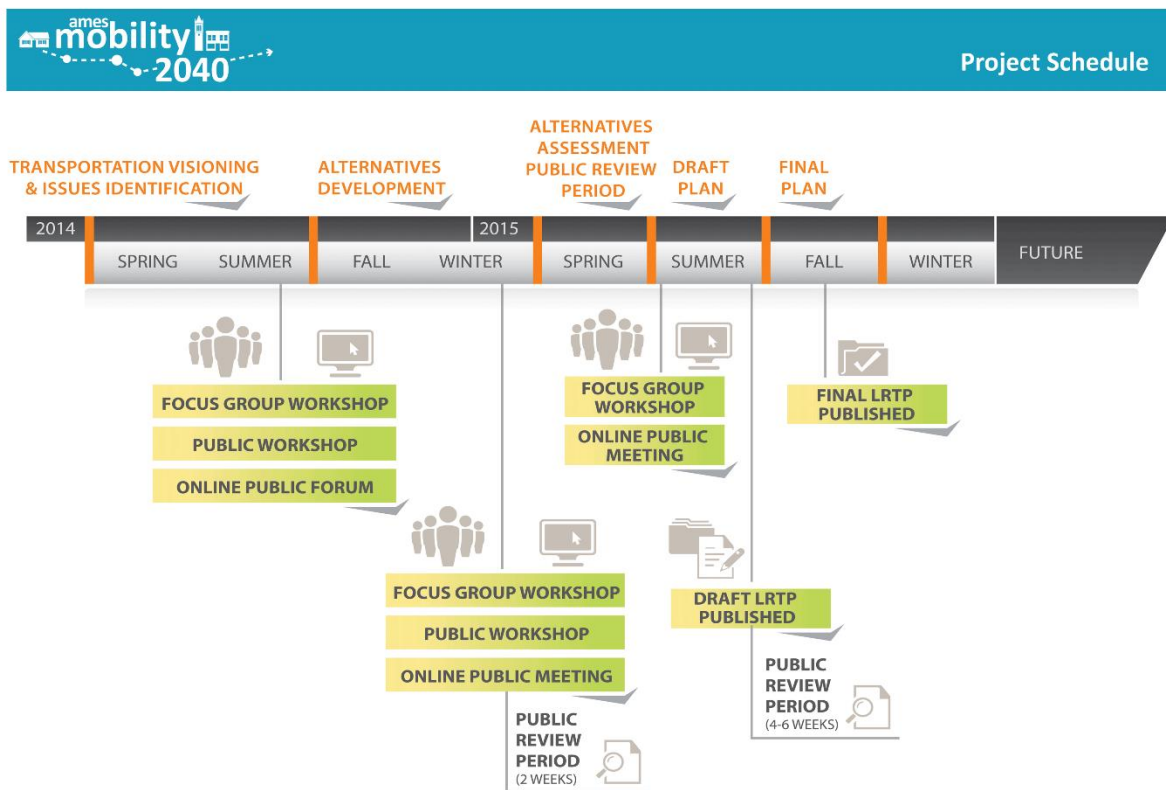
MPOs will have to go through a more simplified process of establishing performance targets and a reduced reporting process. As illustrated in the table above after the State DOTs establish their targets for the national goals and they will have to report on these targets on a two-year and four-year reporting cycle. Whereas, MPOs will have to option to either; 1) establish their own standalone performance targets, or 2) establish a policy to select projects that support the statewide targets. Iowa DOT staff has recommended at the MPO quarterly meetings that, especially for the smaller metro areas, that MPOs take option 2. MPOs can also conduct their required reporting during the update of the LRTP, so for the Ames Area MPO it would be every 5 years.

FHWA has stated in recent web-based training that as part of their oversight under MAP-21 that they will evaluate target achievement first at the two-year reporting step if there has been significant progress made toward achieving the targets. If the agency is

significantly below that target FHWA will make suggestions at the two-year point on how the agency can adjust their budgeting and programming in order to take corrective action that can be reflected in the four-year report. Conversely, if an agency is significantly over-achieving their targets FHWA will provide feedback for the agency to adopt a new higher target. If after two reporting periods FHWA determines that significant progress has not been made, they can place mandates on the Federal funding that agency receives. This is why the Iowa DOT has recommended that MPOs not set their own targets as it will be much harder for one region to have enough resources to take corrective action required by FHWA.

**2040 LRTP DEVELOPMENT PROCESS**

The process to update the 2040 Ames Area MPO Long Range Transportation Plan began in January of 2014 by hiring HDR Inc. of Omaha, Nebraska. After that point MPO staff started two parallel tracks; 1) to work with the Iowa DOT office of Systems Planning to update and calibrate the Ames Area MPO transportation model, and 2) to work with HDR to schedule and facilitate the extensive public outreach and information gathering process. The public involvement steps as part of the overall project schedule has been provided below:



To date the project team has completed the “Transportation Visioning & Issues Identification” workshop and the “Alternatives Development” workshop. These represent

two major milestones for the project. During each workshop phase there is a multifaceted approach to gathering input for the plan by way of a Focus Group, a general public, and an online work session. It should also be noted that in October of 2014 around the time of the first workshop staff also issued a regional transportation survey that was based upon a random sample of the Ames regional population. The purpose of this survey is not only to have a statistically valid representation of the state of transportation in our region, but also to provide a tool to trend those conditions from one plan update to the next.

## **TRANSPORTATION VISIONING AND ISSUE IDENTIFICATION WORKSHOP**

The “Transportation Visioning and Issue Identification” workshop was held on September 30, 2014 at the Schemen Building. It is the intent of this phase to start the discussion at a very high level to establish universal themes that can be used to guide ongoing plan development. The product of this phase of the plan is to generate draft vision themes and goals.

### **Draft Vision Themes:**

- Active and Connected across all Modes of Travel
- Safe
- Environmentally Aware [Natural & Built]
- Forward Thinking and Innovative
- Provides Efficient Personal Mobility [Equability between modes]

Once the draft themes are approved they will be reworked into one comprehensive vision statement for the overall plan. The correct way to read the themes is to place the phrase “We want transportation that is ...” in front each one. Then staff works through the themes with stakeholders to determine the qualities that are associated with each. For example, Safe transportation is achieved through providing good connectivity with traffic that is efficiently and orderly moving through an area or intersection. In order to provide these things each transportation project needs to have goals that are in line with the vision. The draft goals have been provided below:

### **Draft Goals:**

- Provide a connected transportation system that promotes time and energy efficiency and reliable mobility options for all modes.
- Provide a safe transportation system.
- Consider and mitigate the impacts of the transportation system on the natural and built environment.
- Provide an accessible transportation system that fits within the context of its surroundings and preserves the community character.
- Provide a transportation system that supports the regional economy and efficiently moves people and goods.
- Maintain transportation infrastructure in a state-of-good-repair.

From these goals HDR and staff will develop performance measures that will be used to evaluate and prioritize projects. It should be noted that the performance measures of the 2040 LRTP will include all those specified by the MAP-21 process described earlier in this report. However, it will also add those measures that may not be covered under the national goals, but have local significance.

<b>ALTERNATIVES WORKSHOP</b>	<b>DEVELOPMENT</b>
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The Alternative Development Workshop was held on March 11, 2015 in the large conference space at the Ames Public Library. The intent of this workshop is to take the draft vision themes and draft goals and begin to think about what project specific solutions could be applied to various areas and for various modes. This process happens without concern given to cost, which is done so as to not exclude non-traditional or creative project ideas. Staff also applies their technical expertise and HDR's national experience to add to the list of potential solutions. The process eventually yields a large list of potential projects that is commonly referred to as the "Universe of Alternatives". (See draft list under **Attachment A**)

HDR is currently working on further developing the Universe of Alternatives for evaluation, at which point the projects can be ranked based upon how much benefit they provide to the transportation system. The next steps that will happen over the summer months is staff will provide HDR finance information to estimate and forecast revenues over the 25 years of the LRTP. Ultimately this will be used to determine which projects, based upon their performance, will be able to be funded (in-plan) and which ones cannot be funded (illustrative). Future project milestones and meeting dates have been provided below under "next steps".

<b>GREENBELT SYSTEM</b>	<b>TRAIL</b>
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As the Policy Committee considers the policies and goals of the LRTP, an example of goals by an MPO member community that could be administered by the plan would be the goal of the City of Ames to grow a robust greenbelt trail system (See **Attachment B**). Initiatives such as a greenbelt trail system can provide non-motorized connections not only throughout the Ames corporate limits, but out into all sections of the MPO planning area. Illustrated by the map the proposed new segments of greenbelt trail can make connections between existing trails and locations in Ames, in Story/Boone County (parks & trails), and in Gilbert, to name a few.

The greenbelt trail system is also being developed in coordination with staff from Story County Conservation, and in broader terms, with the Central Iowa Trails system in coordination with the Des Moines Area MPO and Central Iowa Regional Transportation Planning Alliance (CIRTPA). Greenbelt projects are included in the plan so that they are eligible for Federal dollars, however it is important to note that the plan does not

obligate funding from anyone community. Ultimately trail projects can be prioritized and implemented by each jurisdiction in coordination with the MPO using a range of Federal, State, and Local funding sources.

### **POLICY ACTION DESIRED FROM MPO MEMBERS AT THIS MEETING**

In order to proceed with the development of the Long Range Transportation Plan, the staff would like specific action regarding the following three issues:

- 1) A motion approving vision statements and goals, either the current list as proposed, or a different list with modifications if desired,
- 2) A motion approving the list of project alternatives to be further analyzed by the consulting team, either the current list as proposed, or different list with modifications if desired, and
- 3) If desired, a motion instructing the consultant to include in the Long Range Transportation Plan a Complete Street Policy.

### **NEXT STEPS**

It is currently envisioned that there will be, at least, the following four additional meetings that will lead to the approval of the Long Range Transportation Plan:

- Meeting II is planned for May 2015. This meeting will be devoted to a review and approval of the consultants' recommended criteria for evaluating the list of proposed project alternatives.
- Meeting III is planned for June-July, 2015. At this meeting, a prioritization of projects will be identified by the consultant divided into short-term and long-term categories.
- Meeting IV is planned for August, 2015. The draft plan will be introduced by the consultant at this meeting for final review and comment by the MPO members.
- Meeting V is planned for September, 2015. The MPO members will be asked to approve the final Long Range Transportation Plan document at this meeting.

## Attachment A

**Table 1. Bicycle and Pedestrian Issues Collected at Traditional Workshops**

ID	Issue Type	Meeting Where Raised			Specific Comments from Public Meeting	Specific Comments from Focus Group	Specific Comments from Project Management Team
		Public Meeting	Focus Group	Project Management Team			
1	Desired Connection	YES	YES	YES			
2	Desired Connection	YES	YES				
3	Desired Connection	YES			Many riders use this road		
4	Desired Connection	YES			Many riders use this road		
5	Desired Connection	YES	YES		Need to get to McFarland Park	Paved connection	
6	Desired Connection	YES	YES	YES			2015 TIP
7	Desired Connection	YES	YES	YES			2015/2016 Construction
8	Desired Connection	YES	YES	YES			Construction anticipated in 2-3 years.
9	Desired Connection	YES	YES				
10	Desired Connection	YES		YES			
11	Desired Connection	YES		YES	Connect to Heart of Iowa Trail		
12	Desired Connection	YES		YES			
13	Desired Connection	YES					
14	Desired Connection			YES			
15	Desired Connection	YES					
16	Desired Connection	YES			Good candidate for Quiet Street or Cycletrack		
17	Desired Connection	YES					
18	Desired Connection	YES					
19	Desired Connection	YES		YES		Need multiuse path on both sides	
20	Pave Trail	YES	YES				
21	Safety Concern	YES	YES		Too many driveways cross paths. Need bike lanes	Too many driveways. Need Bike Lanes	
22	Safety Concern	YES	YES		Need bike lanes	Need shared use path/sidewalk on both sides	
23	Desired Connection	YES			Need bike lanes		
24	Safety Concern	YES			Rebuild		
25	Desired Connection	YES			Need bike lanes		
26	Safety Concern	YES			Need bike lanes		
27	Safety Concern	YES			Need bike lanes. Congestion. Little infrastructure for cyclists		
28	Safety Concern	YES			Congested. Difficult to access by bike. Safety Concern. Bike Lanes?		
29	Desired Connection	YES			Need bike lanes		
30	Safety Concern	YES			Confusing. Better Signage, improved bike infrastructure.		
31	Safety Concern	YES			Sharrows. Crossing/Signage		
32	Safety Concern	YES		YES	Too congested for bikes		Bikes/Crossings conflicts
33	Safety Concern	YES			Too many driveways cross path		
34	Safety Concern	YES			Road narrows across bridge so gap in bike lanes. better signage		

**Table 1. Bicycle and Pedestrian Issues Collected at Traditional Workshops**

ID	Issue Type	Meeting Where Raised			Specific Comments from Public Meeting	Specific Comments from Focus Group	Specific Comments from Project Management Team
		Public Meeting	Focus Group	Project Management Team			
35	Safety Concern	YES	YES		Improve Maintenance. Consider Bike Lanes	Need path on both sides	
36	Desired Connection		YES				
37	Safety Concern		YES			Need bike lane	
38	Desired Connection		YES	YES		Connection Needed - ISU / YMCA	bikes
39	Desired Connection	YES	YES		used for long distance riding. Pave shoulders		
40	Desired Connection	YES	YES		used for long distance riding. Pave shoulders	bike route	
41	Desired Connection	YES	YES		used for long distance riding. Pave shoulders		
42	Safety Concern		YES			No sidewalk or unsafe sidewalk	
43	Desired Connection		YES				
44	Safety Concern		YES			Pedestrian Safety	
45	Safety Concern		YES			Pedestrian Safety	
46	Safety Concern		YES			Pedestrian Safety	
47	Desired Connection		YES			Gap	
48	Safety Concern		YES			Not Friendly	
49	Desired Connection		YES	YES		Extend to DMACC	
50	Safety Concern		YES			Sidewalk gap	
51	Desired Connection		YES			Extend path	
52	Safety Concern			YES			Narrow Sidewalk
53	Desired Connection			YES			
54	Desired Connection			YES			
55	Desired Connection		YES	YES			
56	Desired Connection			YES			Development driven
57	Desired Connection			YES			Gap
58	Desired Connection			YES			
59	Desired Connection			YES			
60	Safety Concern	YES	YES	YES	High congestion. Make Bus/Bike/Ped only	Make Pedestrian Mall, move fire department	Bikes
61	Area Bike Safety Concern	YES		YES	Opportunity to Improve Campustown Bike Safety and bike/pedestrian/transitway		Campustown has multimodal conflicts - provide solutions
62	Area Bike Safety Concern			YES			Bike Conflicts
63	Desired Connection	Yes					
64	Pave Trail	YES					
65	Desired Connection	YES					
66	Desired Connection	YES					



**Table 1. Bicycle and Pedestrian Issues Collected at Traditional Workshops**

ID	Issue Type	Meeting Where Raised			Specific Comments from Public Meeting	Specific Comments from Focus Group	Specific Comments from Project Management Team
		Public Meeting	Focus Group	Project Management Team			
67	Safety Concern				Fast autos - safety concern for bikers		
68	Improved Bike / Ped Desired Connections						
69	Improved Bike / Ped Desired Connections	YES			Improved connections, including Mortenson crossing (pedestrian signal?)		
70	Improved Bike / Ped Desired Connections	YES			Elementary School needs better bike facilities		
71	Desired Connection	YES	YES		Connect to Trail	Need bike lanes to get cross-town	
72	Desired Connection	YES			Fix Stairs		
73	Improved Bike / Ped Desired Connections	YES					
74	Desired Connection	YES	YES		More Infrastructure Connectivity	Extend Lane Markings to City Hall	
75	Desired Connection	YES			Pave Existing Trail		
76	Safety Concern	YES			Bikes on shoulders / sign / mark pavement for bike usage		
77	Desired Connection	YES			path connection		
78	Desired Connection	YES			Future extension?		
79	Desired Connection	YES					
80	Safety Concern	YES			Sharp Corners		
81	Safety Concern	YES			Lighting		
82	Desired Connection						
83	Desired Connection		YES			Connect	
84	Safety Concern		YES			Sidewalk only on one side	
85	Desired Connection		YES			Possible trail connection along railroad?	
86	Desired Connection		YES			Possible trail along power lines	
87	Desired Connection			YES			Extend when road is extended
88	Desired Connection			YES			Trail with Grand Ave extension
89	Desired Connection			YES			
90	Desired Connection			YES			Gap
91	Safety Concern	YES			30 Ramps Difficult to Cross for Bikes / Pedestrians		
92	Desired Connection		Yes			Connect ISU Research Center to Orange Route	
93	Safety Concern	YES			Bad Intersection		
94	Safety Concern	YES			Trail Crosses Hwy Ramp		
95	Safety Concern	YES			Cars unaware of Ped/Bike		
96	Safety Concern	YES			Trail Crosses Hwy Ramp		

**Table 1. Bicycle and Pedestrian Issues Collected at Traditional Workshops**

ID	Issue Type	Meeting Where Raised			Specific Comments from Public Meeting	Specific Comments from Focus Group	Specific Comments from Project Management Team
		Public Meeting	Focus Group	Project Management Team			
97	Safety Concern	YES	YES		Bike Safety	Improved for cars, difficult for bikes / pedestrians	
98	Signal Issue	YES			Longer cross time desired		
99	Signal Issue	YES			Need radar detection for bikes		
100	Signal Issue	YES			Need radar detection for bikes		
101	Signal Issue	YES			Need radar detection for bikes		
102	Safety Concern	YES			Terrible bike intersection		
103	Safety Concern	YES			Terrible bike intersection		
104	Safety Concern	YES			Terrible bike intersection		
105	Safety Concern		YES			Pedestrian safety concerns	
106	Signal Issue		YES			Skips Ped Turns	
107	Safety Concern		YES			Narrow under bridge for Ped	
108	Safety Concern		YES			Safety concern. Can't see Pedestrians.	
109	Safety Concern		YES			Safety concern. Can't see Pedestrians.	
110	Safety Concern		YES			Cars don't stop for pedestrians	
111	Safety Concern		YES			Cars don't stop for pedestrians	
112	Safety Concern		YES			Need crosswalk. Grade separated.	
113	Safety Concern		YES			No Crosswalk. Pedestrian safety concern.	
114	Safety Concern		YES			No Crosswalk. Pedestrian safety concern.	
115	Signal Issue		YES			Need Signals for Bike/Ped	
116	Signal Issue		YES			Need Signals for Bike/Ped	
117	Safety Concern		YES			No crosswalk for path	
118	Safety Concern		YES			Need to slow traffic for pedestrians	
119	Safety Concern			YES			Sidewalk
120	Safety Concern			YES			Bike/Car/Bus Conflicts
121	Safety Concern	YES			Motorists do not yield to pedestrians / bikes. Signal improvement?		
122	Safety Concern	YES					
123	Safety Concern	YES			Difficult to turn left on Mortensen Trail		

**Table 2. Transit Issues Collected at Traditional Workshops**

ID	Issue Type	Meeting Where Raised			Specific Comments from Public Meeting	Specific Comments from Focus Group	Specific Comments from Project Management Team
		Public Meeting	Focus Group	Project Management Team			
1	Desired New Route	YES	YES	YES	Suggested BRT Route	New express route	New route
2	Desired Connection	YES	YES		Bus to Gilbert. After school service?	Commuter busing like DSM and Ankeny	
3	Desired Connection	YES	YES	YES	Bus to Nevada		Bus to Nevada
4	Desired Connection	YES		YES	Bus to Boone		
5	Desired Connection	YES	YES	YES	Bus to Des Moines		
6	More Service Desired	YES	YES		Food Desert access to Hy-Vee	Food Desert access to Hy-Vee	
7	Desired New Route	YES			Suggested BRT Route		
8	Desired Connection		YES				
9	Desired Connection						
10	More Service Desired	YES	YES		Service to hotels	service to DMACC	
11	More Service Desired	YES	YES	YES			Desire more service
12	More Service Desired	YES					
13	More Service Desired	YES			#3 to S. 16th Street		
14	More Service Desired	YES			Future service improvement to research park		
15	More Service Desired	YES	YES	YES		New Residential Service Gap	New Bus
16	More Service Desired	YES					
17	Congested Area	YES	YES			Too many buses on campus	
18	Transit Barrier			YES			
19	Desired Connection		YES	YES		Access new residential areas	
20	Transit Barrier	YES			No sidewalk for waiting riders		
21	Transit Barrier		YES	YES		No sidewalk for stops	No sidewalk for stops
22	Students Flow to/from ISU		YES			Need to get students from housing to ISU	
23	Desired Connection			YES			Transit Hub
24	Desired Connection		Yes			Construct Transitway	
25	More Service		YES			Hours of Operation	
26	Desired Connection		YES			Connect to Hunziker Sports Complex	
27	Transit Barrier	YES			No sidewalk for transit access		
28	Transit Barrier	YES			Create Bus Turnaround - get station closer to shopping		
29	Safety			YES			Cannot make turn with traffic
30	Safety			YES			Cannot turn
31	Multimodal Station			YES			Make higher traffic use (Multimodal station)

Table 3. Roadway / Traffic Issues Collected at Traditional Workshops

ID	Issue Type	Meeting Where Raised			Specific Comments from Public Meeting	Specific Comments from Focus Group	Specific Comments from Project Management Team
		Public Meeting	Focus Group				
1	Desired Connection	YES			Possible Connection		
2	Desired Connection	YES			Connect		
3	Other Concern	YES			Eliminate Private Vehicles Driving / Parking on Central Campus		
3	Other Concern	YES			Eliminate Private Vehicles Driving / Parking on Central Campus		
4	Congestion	YES		YES			Capacity Increase 3-4 Total Lanes
5	Congestion	YES					
6	Congestion	YES	YES	YES	Congested. Access Concerns	Turning Either Way is Difficult. Remove TWLTL for access management	Safety/Confusion
7	Safety Concern	YES	YES			Turning Either Way is Difficult.	
8	Safety Concern		YES			Turning Either Way is Difficult.	
9	Safety Concern	YES		YES	Congested		Safety/Confusion on Duff through interchange area
10	Safety Concern	YES			Congested south of Airport Rd		
11	Desired Connection	YES		YES	Connect		
13	Desired Connection	YES		YES	Connect		
14	Other Concern	YES			Flooding		
15	Other Concern	YES			Flooding		
16	Other Concern	YES			Flooding		
17	Other Concern	YES			Flooding		
18	Desired Connection	YES		Yes	Connect Stange to Grant		
19	Desired Connection	YES		YES	Connect and Pave		New Road
20	Pave Roadway	YES		YES			New Road
21	Pave Roadway	YES	YES	YES			
22	Future Construction	YES	YES	YES	Pave	Pave	2015 Construction - Pave Roadway
23	Safety Concern	YES			Difficult for through Traffic		
24	Desired Connection	YES			New Arterial Bypass Route Needed		
25	Safety Concern		YES	YES		Turning onto Dakota is Difficult	Left Turn lane used for passing
26	Safety Concern		YES			Wide road - illegal passing	
27	Safety Concern		YES			High School cut-through street	
28	Congestion		YES			High School Traffic	
29	Congestion		YES			High School Traffic	
30	Congestion		YES			High Traffic	
31	Congestion		YES			Future Traffic Increase with ISU Research Park	
32	Congestion		YES			Widen to 4 Lanes	
33	Railroad Conflicts	YES	YES		Overpass desired. Provide Main St access to 5th St.	Railroad makes traffic back up	
34	Desired Connection		YES			Hwy 30 access from State Ave	
35	Desired Connection		YES			I-35 access from Lincoln Way	
36	Safety Concern		YES			One lane each way. Kid/parent traffic every day.	

**Table 3. Roadway / Traffic Issues Collected at Traditional Workshops**

ID	Issue Type	Meeting Where Raise			Specific Comments from Public Meeting	Specific Comments from Focus Group	Specific Comments from Project Management Team
		Public Meeting	Focus Group				
37	Congestion		YES			High Traffic from ISU. 2 lane with turn lanes.	
38	Safety Concern			YES			Confusing Lanes
39	Future Construction			YES			2015 Construction
40	Desired Connection			YES			
42	Desired Connection			YES			Connection in current retail area
43	Safety Concern			YES			
44	Desired Connection			YES			New Road to Cameron School Rd
45	Desired Connection			YES			Interchange Improvements
46	Future Construction			YES			New Interchange Flyover (2017/18)
47	Other Concern		YES			Truck traffic between the mines and I-35	
48	Desired Connection			YES			
49	Desired Connection			YES			option to Oakwood Rd connection
50	Pave Roadway						
51	Safety Concern		YES			No turn lanes, high access	
53	Desired Connection	YES			Parallel Route to Duff for retail backage		
54	Desired Connection	YES		YES	Connect with underpass/Overpass at Hwy 30		
55	Congestion	YES	YES		Roundabout Suggested	FG-"Merge Left" causes all to speed up. Switch to "Zipper Merge"	
56	Congestion	YES		YES	Roundabout Suggested		Lanes
58	Safety Concern	YES	YES		Turning traffic	"Merge Left" NB to Lincolnway causes speed up. Switch to "Zipper Merge"	
59	Other Concern	YES	YES		Concern that local intersections are not controlled	Concern that local intersections are not controlled.	
60	Congestion	YES	YES	YES	Roundabout Suggested	Signal?	Roundabout
61	Safety Concern	YES			Roundabout Suggested		
62	Safety Concern	YES			Multimodal Safety Concerns		
63	Safety Concern	YES	YES	YES	Difficult Bike Crossing	Need Roundabout. High AM traffic. Transit Concern for Roundabout	2015 TIP - Roundabout
64	Congestion	YES	YES	YES	Left Turn Congestion		
65	Congestion	YES	YES	YES		Left Turns	Left Turns
66	Other Concern	YES			Bad Detection		
67	Congestion	YES	YES	YES	Need EBLT Signal. Split phasing is slow.	Congestion makes people drive less	Congestion
68	Congestion	YES		YES	Need SB RT Lane and Suggested a Roundabout. Split phasing is slow.		
69	Congestion	YES	YES		No Turn Arrows for N & S	Turning	

Table 3. Roadway / Traffic Issues Collected at Traditional Workshops

ID	Issue Type	Meeting Where Raised			Specific Comments from Public Meeting	Specific Comments from Focus Group	Specific Comments from Project Management Team
		Public Meeting	Focus Group				
71	Safety Concern		YES			"Merge Left" causes all to speed up. Switch to "Zipper Merge"	
72	Safety Concern		YES			Turning onto N.Dakota is Difficult	
73	Other Concern		YES				
74	Safety Concern		YES			Turning traffic on Lincolnway along campus impacts traffic flow / safety	
74	Safety Concern		YES			Turning traffic on Lincolnway along campus impacts traffic flow / safety	
75	Congestion		YES			Queuing	
76	Congestion		YES	YES			NBL Blocks Traffic/Queues
77	Safety Concern		YES			To wide for Ped/Bike	
78	Safety Concern			YES			WBLT
79	2015 Construction			YES			2015 TIP - Roundabout at Research Park
80	Congestion		YES			Special Event Traffic Signals for US 30 / University	
80	Congestion		YES			Special Event Traffic Signals for US 30 / University	
82	Congestion			YES			
83	Safety Concern			YES			Turning Capacity at Vet Medicine
83	Safety Concern			YES			Turning Capacity at Vet Medicine
85	Safety Concern			YES			Extend SB Left Turn Lane
86	Safety Concern			YES			Add RT Lane
87	Safety Concern		YES	YES		Left turns between Duff and University Drive stop traffic	Left Turns
88	Congestion		YES	YES	Slow light due to split phases	No Turn Lane	Left Turns
89	Congestion			YES			
90	Congestion			YES			
92	Other Concern		YES				
93	Other Concern			YES			Is there historic significance for underpass?
94	Other Concern	YES			Light changes takes long time		

**Table 4. Bicycle and Pedestrian Issues Collected Online**

ID	Issue Type	Internet Source		Specific Comments from Website Map Comment Tool	Specific Comments from Mind Mixer
		Website Map Comment Tool	Mind Mixer		
1	Desired Connection	YES	YES	Need to connect trail all along Skunk River to Ada Hayden	Continuous path along the Skunk River
2	Desired Connection	YES	YES	Need to extend trail north to Ada Hayden	Continuous path along the Skunk River
3	Desired Connection	YES		Need bicycle lane to encourage corridor from West St through campus to 6th Street	
4	Desired Connection	YES		City could develop bike/ped path to allow residential to south access to athletic fields	
5	Safety Concern	YES		Should along E side cuts off abruptly	
6	Safety Concern	YES		Lincoln Way is unsafe for pedestrians	
7	Safety Concern	YES	YES	Need for bicycle lanes on Ontario	Remove parking on north side of Ontario St for bike lanes
8	Safety Concern	YES	YES	Need for sidewalks leading to E.M. Lee Park	No sidewalks. Hazard for walkers/runners/pet owners
9	Safety Concern	YES		Need sidewalks on both sides of street	
10	Safety Concern	YES		South Duff corridor dangerous for pedestrians	
11	Desired Connection		YES		Quiet Streets
12	Desired Connection		YES		It would be nice if Northwestern had a bike lane
13	Safety Concern		YES		Very Dangerous because bike lane ends
14	Desired Connection		YES		Pave Zumwalt Station Rd & add bike lanes
15	Desired Connection		YES		Add bike lanes
16	Desired Connection		YES		Pave and Add bike lanes
17	Pave Trail		YES		Pave Trail
18	Desired Connection		YES		Connect Bikers to Boone
19	Desired Connection		YES		Connect Bikers to Gilbert: Pave
20	Desired Connection		YES		Connect Bikers to Nevada
21	Desired Connection		YES		Connect Bikers to Slater, Cambridge, Huxley
22	Desired Connection		YES		Connect Bikers to Story City
23	Safety Concern		YES		Oakwood Rd is treacherous for walkers/runners
24	Desired Connection		YES		Create Bike/Ped Trail for Duff Access
25	Desired Connection		YES		No safe place for people to ride from S. 16th to Lincoln
26	Safety Concern		YES		Breaks in sidewalk on Summit Ave
27	Safety Concern		YES		No Sidewalk on North side of Road leading to water park
28	Safety Concern	YES		Unsafe intersection for pedestrians and Bikers	
29	Safety Concern	YES		Need for safe pedestrian crossing	
30	Safety Concern	YES		Need for crosswalks	
31	Signage Issue	YES		Need to name bicycle path	
32	Safety Concern	YES		Large intersection with little to no safety zones for peds	
33	Signal Issue	YES		Poor response by traffic light, esp to bikes, east - west	
34	Safety Concern	YES	YES	Hazardous intersection for bikes	I do not feel safe bicycling at most intersections
35	Safety Concern	YES		Another poor intersection for bikes and peds	
36	Safety Concern	YES		High hazard intersection for bikes/peds/cars	
37	Safety Concern	YES		Need pedestrian bridge across Lincoln Way	
38	Safety Concern	YES		Need pedestrian bridge across University	
39	Safety Concern	YES		Need pedestrian bridge across Lincoln Way	
40	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	

**Table 4. Bicycle and Pedestrian Issues Collected Online**

ID	Issue Type	Internet Source		Specific Comments from Website Map Comment Tool	Specific Comments from Mind Mixer
		Website Map Comment Tool	Mind Mixer		
41	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
42	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
43	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
44	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
45	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
46	Signal Issue	YES		Intermittent Flashing Light Pedestrian Crosswalk	
47	Signal Issue	YES		Intermittent Flashing Light Pedestrian Crossing	
48	Signal Issue	YES		Intermittent Flashing Light Pedestrian Crossing	
49	Safety Concern	YES	YES	Unsafe intersection for pedestrians	I do not feel safe bicycling at most intersections
50	Safety Concern	YES		Unsafe intersection for pedestrians	
51	Safety Concern	YES		Unsafe pedestrian crossing	
52	Signage Issue	YES		Need sign for new bicycle trail that leads to campus	
53	Safety Concern	YES		Crosswalk should be better labeled, fast traffic cannot see paint	
54	Signage Issue	YES		Hyland bike lane/sharrows need to be extended	
55	Safety Concern	YES		Major Bike Crossing Location	
56	Safety Concern	YES		Right turn traffic endangers peds and bikes	
57	Safety Concern	YES		Heavy use intersection with history of ped and bike collisions	
58	Safety Concern	YES		Another bad intersection for peds/bikes	
59	Safety Concern	YES		Need pedestrian bridge across Lincoln Way	
60	Safety Concern	YES		Need pedestrian bridge across Lincoln Way	
61	Safety Concern	YES		Need pedestrian bridge or tunnel across Lincoln Way	
62	Safety Concern	YES		Need pedestrian bridge across Lincoln Way	
63	Safety Concern	YES		Need pedestrian bridge across University	
64	Safety Concern	YES		Need pedestrian bridge across University	
65	Safety Concern	YES		Need pedestrian bridge across University (connect w/ pre-existing trails)	
66	Safety Concern	YES		Need pedestrian bridge across Duff	
67	Signal Issue	YES		Intermittent Flashing Pedestrian Signs	
68	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
69	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
70	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
71	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
72	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	



**Table 4. Bicycle and Pedestrian Issues Collected Online**

ID	Issue Type	Internet Source		Specific Comments from Website Map Comment Tool	Specific Comments from Mind Mixer
		Website Map Comment Tool	Mind Mixer		
73	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
74	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
75	Signal Issue	YES		Button Controlled Intermittent Flashing Lights at Pedestrian Crossings (See MG Hospital)	
76	Signal Issue		YES		Installation of Radar Bike Sensors at More Traffic Lights
77	Safety Concern		YES		Difficult to cross on bike
78	Signal Issue		YES		Light changes quickly making it difficult to cross
79	Safety Concern		YES		Cars don't stop for pedestrians. Seen pregnant women dodging cars.

**Table 5. Transit Issues Collected Online**

ID	Issue Type	Internet Source		Specific Comments from Website Map Comment Tool	Specific Comments from Mind Mixer
		Website Map Comment Tool	Mind Mixer		
1	Desired New Route	YES	YES	Suggested BRT Route	Suggested BRT Route
2	Desired Connection		YES		Bus to Des Moines and Ankeny
3	More Service Desired		YES		Extend CyRide 3 Blue on S. Duff
4	Desired Modern Transit Center	YES		Modern Transit Center on 30th St to replace Mall Bus Stop	
5	Desired Modern Transit Center	YES		Modern Transit Center on Burnett to replace City Hall Bus Stop.	
6	Desired Modern Transit Center	YES		Modern Transit Center on Stange for Routes 1A, 2, 3, 6 & 21.	
7	Desired Modern Transit Center	YES		Modern Transit Center on Osborn for Routes 4, 7 & 23.	
8	Desired Modern Transit Center	YES		Modern Transit Center for Routes 1A, 2, 3, 6, 7 & 21.	
9	Desired Modern Transit Center	YES		Modern Transit Center for Routes 1 and 22.	

**Table 6. Roadway / Traffic Issues Collected Online**

ID	Issue Type	Internet Source		Specific Comments from Website Map Comment Tool	Specific Comments from Mind Mixer
		Website Map Comment Tool	Mind Mixer		
1	Other Concern	YES		Convert Main St to back in diagonal parking	
2	Other Concern	YES		Proposed 35 MPH zone	
3	Desired Connection		YES		Grand Extension
4	Congestion		YES		Long Back ups, especially on game day
5	Congestion		YES		Too much traffic. Need to expand to 2 lanes
6	Congestion		YES		Frontage roads needed on south Duff Avenue
7	Congestion		YES		Right Lane must merge left, causing congestion and safety issues
8	Congestion		YES		SB Traffic frequently backs up during rush hr and end/start classes
9	Other Concern		YES		Grand Ave improvements near North Grand Mall: Pavement
10	Railroad Conflict		YES		Grade separate Duff and the Railroad
11	Future Growth Area	YES		Anticipate population growth in this area and the transp. problems that will result.	
12	Desired ISU Connection	YES		Engineering Campus: Better Connection to Research Park	
13	Desired ISU Connection	YES		Research Park: Need Better Connection to Engineering Campus	
14	Congestion	YES		Need for roundabout to ease heavy 8AM traffic	
15	Safety Concern	YES		Need sign for cars to zipper merge	
16	Signal Issue	YES		Poor responsiveness by traffic light, north-south	
17	Congestion	YES	YES	13th and Grand - no turning lanes	Traffic Gets backed up as much as two blocks E/W
18	Congestion		YES		Roundabout to prevent bottleneck on Mortensen Rd
19	Congestion		YES		Roundabout to prevent bottleneck on Mortensen Rd
20	Congestion		YES		Add turn lane and change the stop light at S. 16th & Duff
21	Congestion		YES		South 5th and Duff Ave is nightmare. Add turn lanes
22	Signal Issue		YES		Need efficient vehicle movement - RTOR arrows.
23	Signal Issue		YES		Need efficient vehicle movement - RTOR arrows.
24	Signal Issue		YES		Need efficient vehicle movement - RTOR arrows.

**Legend**

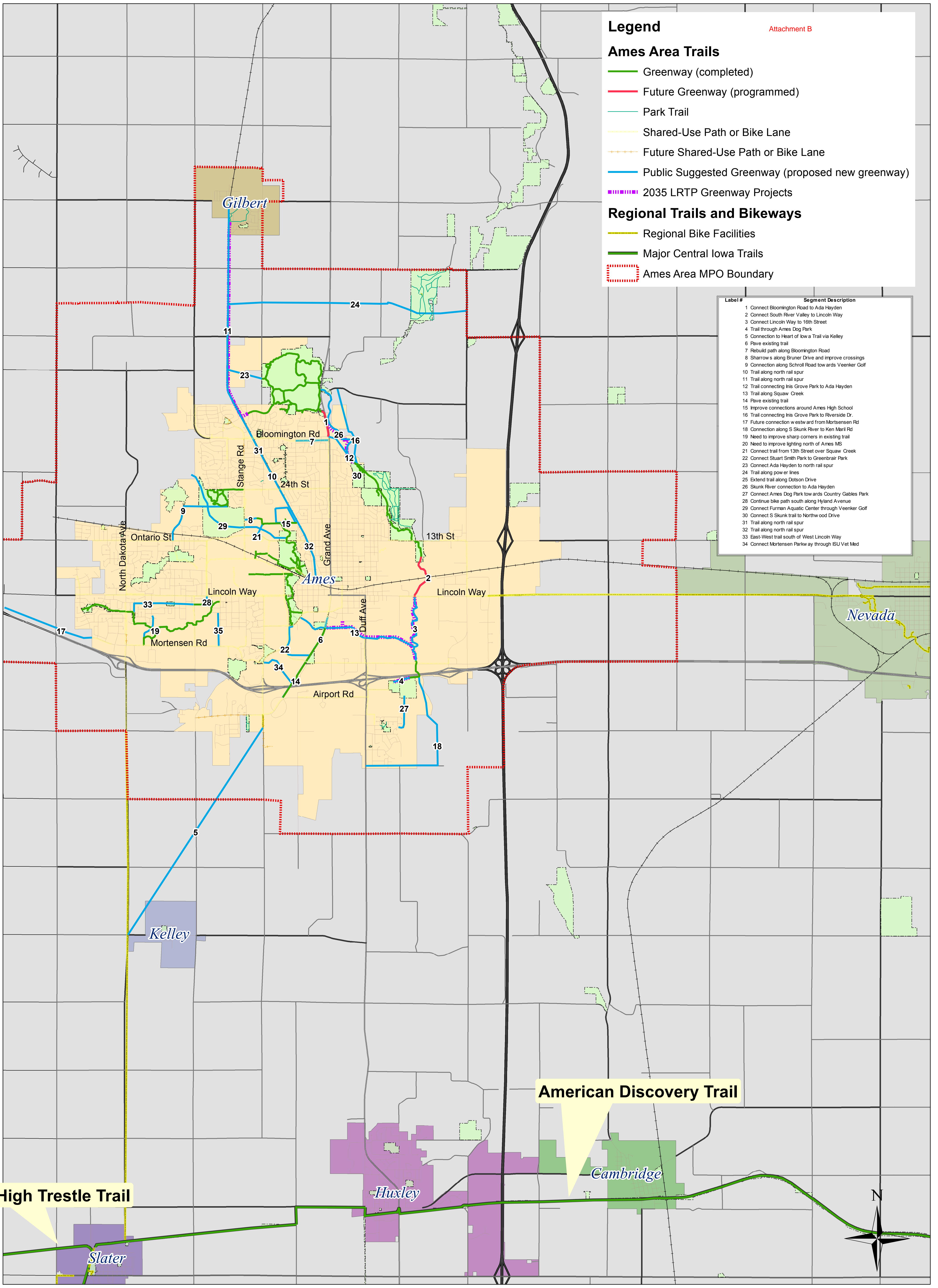
**Ames Area Trails**

- Greenway (completed)
- Future Greenway (programmed)
- Park Trail
- Shared-Use Path or Bike Lane
- Future Shared-Use Path or Bike Lane
- Public Suggested Greenway (proposed new greenway)
- 2035 LRTP Greenway Projects

**Regional Trails and Bikeways**

- Regional Bike Facilities
- Major Central Iowa Trails
- Ames Area MPO Boundary

Label #	Segment Description
1	Connect Bloomington Road to Ada Hayden
2	Connect South River Valley to Lincoln Way
3	Connect Lincoln Way to 16th Street
4	Trail through Ames Dog Park
5	Connection to Heart of Iowa Trail via Kelley
6	Pave existing trail
7	Rebuild path along Bloomington Road
8	Sharrows along Bruner Drive and improve crossings
9	Connection along Schroll Road towards Veenker Golf
10	Trail along north rail spur
11	Trail along north rail spur
12	Trail connecting Inis Grove Park to Riverside Dr.
13	Trail along Squaw Creek
14	Pave existing trail
15	Improve connections around Ames High School
16	Trail connecting Inis Grove Park to Riverside Dr.
17	Future connection westward from Mortensen Rd
18	Connection along S Skunk River to Ken Maril Rd
19	Need to improve sharp corners in existing trail
20	Need to improve lighting north of Ames MS
21	Connect trail from 13th Street over Squaw Creek
22	Connect Stuart Smith Park to Greenbriar Park
23	Connect Ada Hayden to north rail spur
24	Trail along power lines
25	Extend trail along Dotson Drive
26	Skunk River connection to Ada Hayden
27	Connect Ames Dog Park towards Country Gables Park
28	Continue bike path south along Hyland Avenue
29	Connect Furman Aquatic Center through Veenker Golf
30	Connect S Skunk trail to Northwood Drive
31	Trail along north rail spur
32	Trail along north rail spur
33	East-West trail south of West Lincoln Way
34	Connect Mortensen Parkway through ISU Vet Med
35	



**High Trestle Trail**

**American Discovery Trail**

0 1.25 2.5 5 Miles

