

## 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>								
<b>Highway Safety</b>								
<b>Safety Performance Measure Rule</b>								
<b>Highway Safety Improvement Program (HSIP) Rule</b>								
<b>Highway Safety Program Grants Rule *</b> <small>* Interim Final Rule issued by NHTSA in January 2013.</small>								
<b>Highway Conditions</b>								
<b>Pavement and Bridge Performance Measure Rule</b>								
<b>Asset Management Plan Rule</b>								
<b>Congestion/System Performance</b>								
<b>System Performance Measure Rule</b>								
<b>Transit Performance</b>								
<b>Transit Asset Management Rule</b>								
<b>National Transit Safety Program Rule</b>								
<b>Transit Agency Safety Plan Rule</b>								

Anticipated 2015  
Final Rule Publication

Indicates the comment period

## REQUIREMENTS FOR STATE DOTS

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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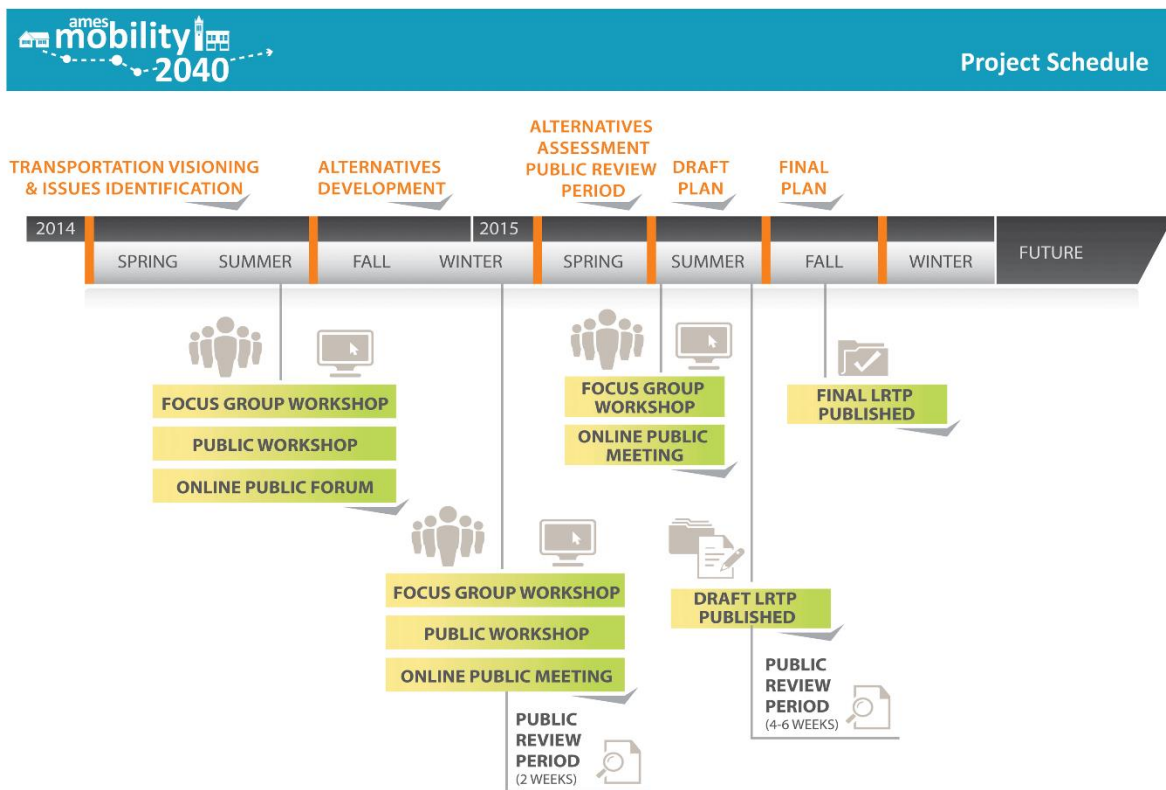
MPOs will have to go through a more simplified process of establishing performance targets and a reduced reporting process. As illustrated in the table above after the State DOTs establish their targets for the national goals and they will have to report on these targets on a two-year and four-year reporting 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 Raised			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

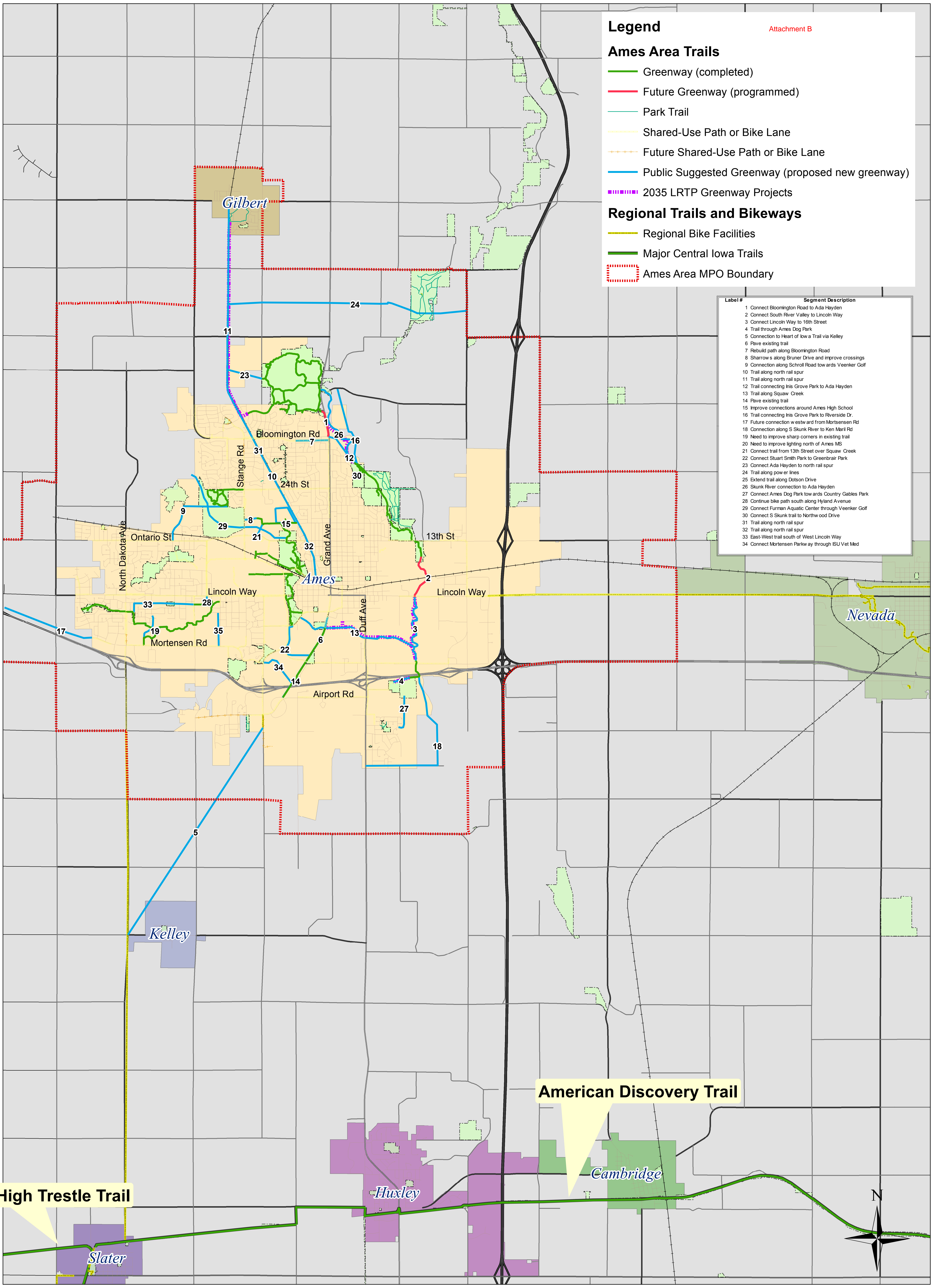
#### Ames Area Trails

- 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 Greenbrair 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



High Trestle Trail

American Discovery Trail

0 1.25 2.5 5 Miles

