

State Transportation Plan Update

MPO/RPA Quarterly Meeting
March 23, 2016



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Status Update

- Four Internal Steering Committee meetings
- Three Action Plan Focus Group meetings
- Commission presentation in January
- Presentation on emerging transportation trends, including autonomous and connected vehicles, in February
- Public input through online tool in February
- Ongoing development of base document chapters
- Ongoing technical analysis for action plan

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Internal Steering Committee

- September – plan overview, major changes, timeline
- October – visioning discussion
- December – review of draft vision structure explanatory text
- February – progress updates; emerging transportation trends

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Action Plan Focus Group

- November – needs, parameters, and how to define strategies and improvements for the action plan
- January – overview of defining improvements across modes, and draft concept for highway improvement identification process
- March – began discussions of financial component and technical analysis for identifying highway improvements

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Visioning

- Initial internal visioning and public input based on three main questions
 - How does your vision for the transportation system in 2045 differ from what exists today?
 - What investment areas need to be considered in the system vision?
 - Within these investment areas, what strategies and improvements should be considered?

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Vision and Action Plan

- Draft structure
 - A broad **vision statement** that encapsulates the overall vision for Iowa's future transportation system
 - Overarching **investment areas** within which actions will be defined to implement the system vision
 - Specific **strategies** that will be utilized by the department that fit within one or more of the investment areas
 - Where appropriate, specific **improvements** the department feels are necessary to help achieve the overall system vision

Vision

Investment Areas

Strategies

Improvements

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Vision and Action Plan

- Draft investment areas were provided for public input
 - Modification through **right-sizing the system**
 - Stewardship through **maintaining a state of good repair**
 - Transformation through **increasing mobility and travel choices**
 - Optimization through **improving operational efficiency and resiliency**
- Ultimately, each strategy and improvement that is identified should relate back to one or more investment areas and the overall vision

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Defining Strategies and Improvements

- Still narrowing in on format and specificity
 - Strategies likely similar to draft State Freight Plan strategies
 - Improvements likely identified at corridor level
- Many existing plans and tools will be utilized to help define components of the action plan

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Defining Strategies and Improvements

	Aviation		Bicycle/ Pedestrian		Highway		Public Transit		Rail		Waterway	
	Str	Imp	Str	Imp	Str	Imp	Str	Imp	Str	Imp	Str	Imp
Aviation System Plan	X	X										
Bicycle/Pedestrian Plan			X	X	X	X						
Bridge Management System					X	X						
Freight Plan	X	X			X	X			X	X	X	X
Infrastructure Condition and Evaluation (ICE) tool						X						
Interstate Corridor Plan					X	X						
Iowa Statewide Traffic Analysis Model (ITRAM)						X						
Park and Ride System Plan					X	X	X	X				
Passenger Transportation Funding Study							X	X				
Pavement Management System					X	X						
PEL studies					X	X						
Public Transit Management System (PTMS)							X	X				
Rail Plan									X	X		
Strategic Highway Safety Plan (SHSP)					X							
Transportation Asset Management Plan (TAMP)					X							
Transportation Systems Management and Operations (TSMO) Plan					X	X						

Str = Strategies Imp = Improvements

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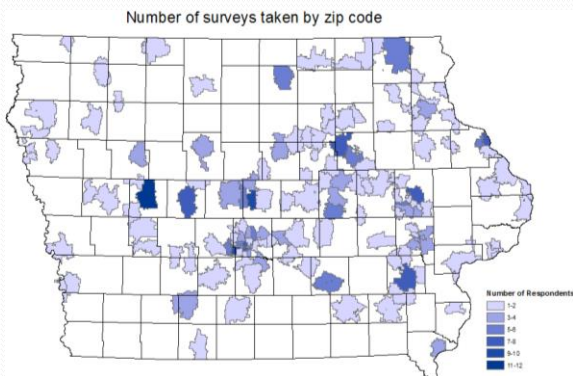
Defining Strategies and Improvements

- Most **strategies** will come from existing plans and organically through discussion and plan development
- Process for identifying **improvements**, particularly highway improvements, will be more complex
 - Preliminary analysis underway to identify corridor-level needs for mobility/safety, operations, freight, significant condition, and capacity improvements

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Public Input Summary

- 520 visitors with data (twice the number of respondents to the 2012 plan survey)
- Good geographic distribution of responses across the state – Highest number from an individual zip code was 12 responses.



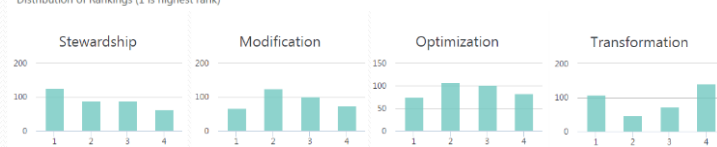
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Public Input Summary

- Respondents ranked four key investment areas
 - *Stewardship/Maintaining a State of Good Repair* was clearly ranked as the highest priority among the investment areas
 - *Modification/Right-Sizing the System* and *Optimization/Improving System Efficiency and Resiliency* were almost equally ranked as the second and third priorities
 - *Transformation/Increasing Mobility and Travel Choices* was ranked as the fourth priority overall; however, it had nearly as many people ranking it as their number one priority as did *Stewardship*

Overall Rank	Item Name	Average Position
1	Stewardship	2.24
2	Modification	2.49
3	Optimization	2.53
4	Transformation	2.66
Total		

Distribution of Rankings (1 is highest rank)



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Public Input Summary

- Out of 20 strategies across the four investment categories, the following three were the highest rated, with an average rating of greater than four out of five stars:
 - *Ensure the system size and service level is appropriate and consider modifications to assets where appropriate*
 - *Apply targeted safety improvements to reduce the likelihood of crashes*
 - *Use strategic route planning for freight corridors and ensure there is appropriate infrastructure for increased freight traffic*

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Next Steps

- Continue refinement of vision
- Continue work on base chapters
- Continue analysis for identifying highway improvements
- Work with modal areas to identify modal strategies and improvements
- Tentative plans for second round of public input in August on more refined strategies
- External stakeholder input (MPO/RPA) on more refined vision/strategies

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