

State Transportation Plan Update

Iowa Transportation Commission
January 10, 2017



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Status Update

- Previous Commission updates: six presentations from January-November 2016
 - Overall approach to plan update and key changes
 - Ongoing public and stakeholder input
 - Development of vision and investment areas
 - Various elements of highway needs analysis
- Initial draft chapters are complete, being reviewed internally
- Preparation for start of public comment period in Feb.

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Highway needs analysis

- Multi-phase, iterative analysis:
 - Capacity (May workshop)
 - Mobility and safety (August workshop)
 - Freight (September workshop)
 - Condition (September workshop)
 - Operations (November workshop)
 - Bridges (November workshop)
- Improvement types will be presented both individually and in a comprehensive, corridor-level matrix

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Modal needs analysis

- SLRTP is a multi-modal document
- In addition to highway, the plan addresses:
 - Aviation
 - Bicycle and pedestrian
 - Public transit
 - Rail
 - Water
- Worked with appropriate modal office to identify these modal needs

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Aviation needs

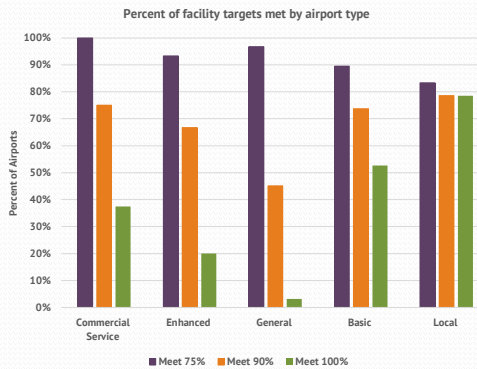
- Based on updated airport facilities and service analysis derived from 2010 Aviation System Plan
- Facility and service targets vary by airport role
 - Commercial service – 8
 - Enhanced service – 15
 - General service – 31
 - Basic service – 19
 - Local service – 42



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Aviation – facility targets

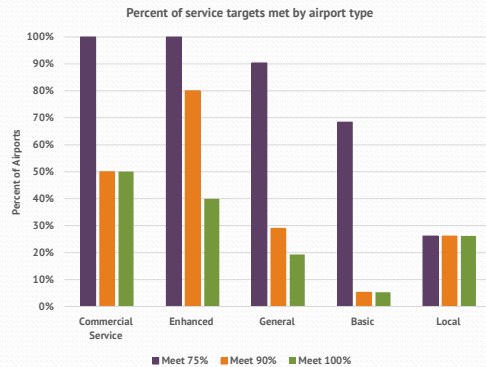
- Focused on physical infrastructure of the airport
- Examples:
 - Primary runway length and width
 - Runway lighting
 - Taxiway lighting
 - Covered aircraft storage
 - Terminal parking



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Aviation – service targets

- Focused on services necessary for typical users
- Examples:
 - Fuel type and hours of availability
 - Airport staffing
 - Availability of ground transportation
 - Snow removal
 - Features available to airport users, such as concessions and restrooms



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Bicycle and pedestrian needs

- On-road facilities needs
 - Based on rural and urban needs analysis from the Bicycle and Pedestrian Long-Range Plan under development
 - Ratings of good, moderate, or poor for bicycling determined based on factors such as roadway traffic, speed, and pavement width
 - Methodology originally developed by Wisconsin DOT, now used elsewhere as national guidance
- Trail facilities needs
 - Based on statewide trails vision originally developed as part of Trails 2000 planning effort

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Bicycle and pedestrian needs

- Rural accommodation/rating system

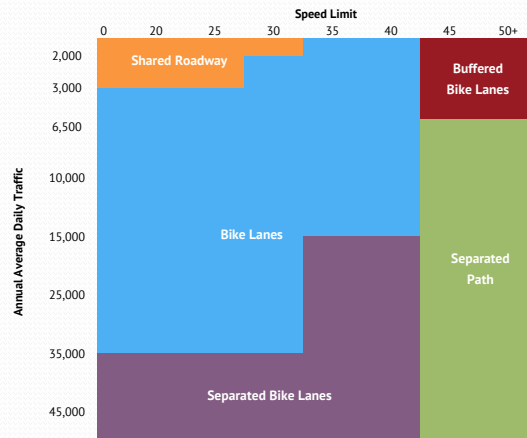
Annual Average Daily Traffic	Existing Paved Roadway Width					Any width (with adjacent path)
	≤22'	23' - 24'	25' - 28'	29' - 30' (may include 4' paved shoulders)	≥31' (may include 5-6' paved shoulders)	
Less than 1,000	Suitable as is	Suitable as is	Suitable as is	Suitable as is	Suitable as is	Suitable as is
1,000 to 1,500	3' paved shoulder on higher use corridors	3' paved shoulder on higher use corridors	3' paved shoulder (add or widen existing) on higher use corridors	Suitable as is	Suitable as is	Suitable as is
1,500 to 2,000	3' paved shoulder	3' paved shoulder	3' paved shoulder (add or widen existing)	Suitable as is	Suitable as is	Suitable as is
2,000 to 3,000	4' paved shoulder	4' paved shoulder	4' paved shoulder (add or widen existing)	4' paved shoulder (widen existing)	Suitable as is	Suitable as is
3,000 to 5,000	4' paved shoulder	4' paved shoulder	4' paved shoulder (add or widen existing)	4' paved shoulder (widen existing)	4' paved shoulder (widen existing)	Suitable as is
5,000 to 6,500	6' paved shoulder	6' paved shoulder	6' paved shoulder (add or widen existing)	6' paved shoulder (widen existing)	6' paved shoulder (widen existing)	Suitable as is
Over 6,500	10' paved shoulder	10' paved shoulder	10' paved shoulder (add or widen existing) or separate path	10' paved shoulder (add or widen existing) or separate path	10' paved shoulder (add or widen existing) or separate path	Suitable as is

■ Good ■ Moderate ■ Poor

Note: all recommended paved shoulder widths are exclusive of rumble strips.

Bicycle and pedestrian needs

- Urban accommodation/rating system



Bicycle and pedestrian needs

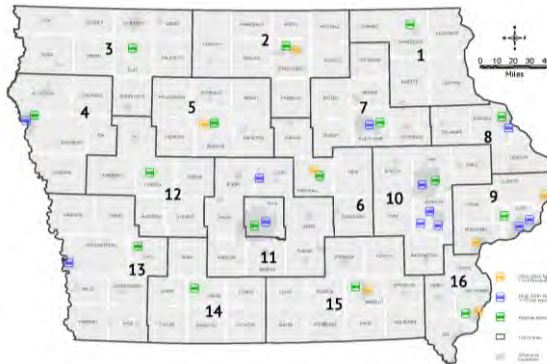
- Existing trails and statewide trails vision



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Public transit needs

- Based on updated service, fleet, and facilities analysis for Iowa's 35 public transit systems, last conducted for 2009 Passenger Transportation Funding Study



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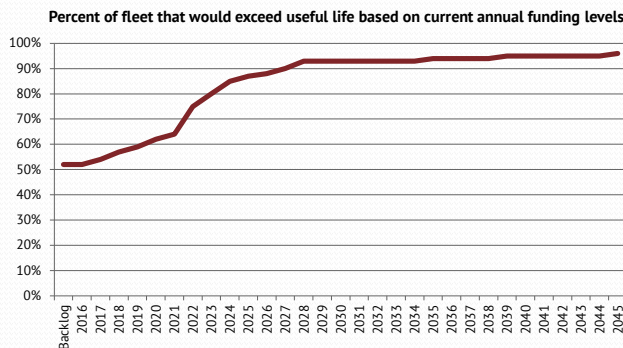
Public transit needs

- Service needs
 - 2009 study: Baseline demand is defined as the level of travel reflective of the needs of transit dependent lowans
 - These lowans needed to make 38,000 more trips per day than the system provided based on reported ridership
 - 2016 analysis: Statewide ridership has grown steadily, and is anticipated to continue to grow
 - Ridership is projected to increase 40 percent between 2015 and 2045, from 28.77 million trips in 2015 to 40.33 million trips in 2045

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Public transit needs

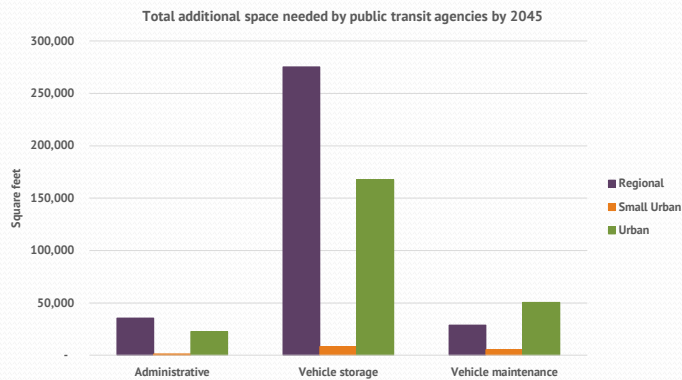
- Fleet needs
 - At current vehicle replacement funding levels, an estimated 96 percent of vehicles will exceed their useful life in 2045.



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Public transit needs

- Facility needs
 - Based on survey of transit agencies in fall 2016



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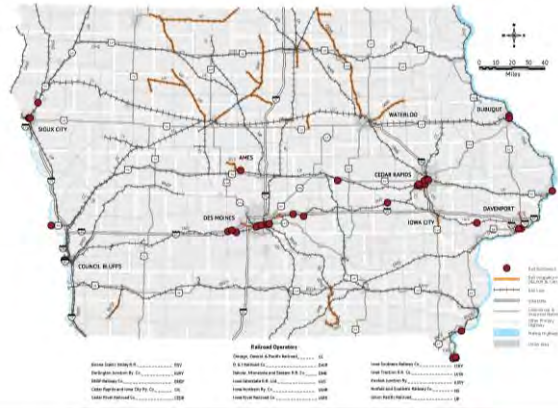
Rail needs

- Based on the freight rail and passenger rail project needs identified in the 2016 State Rail Plan
- Potential short-term and long-term projects are identified and prioritized. Projects are aimed at:
 - Increasing the operational efficiency of Iowa's railroads
 - Enhancing rail access and expanding or constructing multimodal facilities for handling freight more economically and efficiently
 - Enhancing safety at crossings
 - Upgrading existing passenger rail stations
 - The potential for expanding intercity passenger rail services

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Rail needs

- Specific issues – rail bottlenecks and rail lines unable to handle industry-standard 286,000 pound rail car weights



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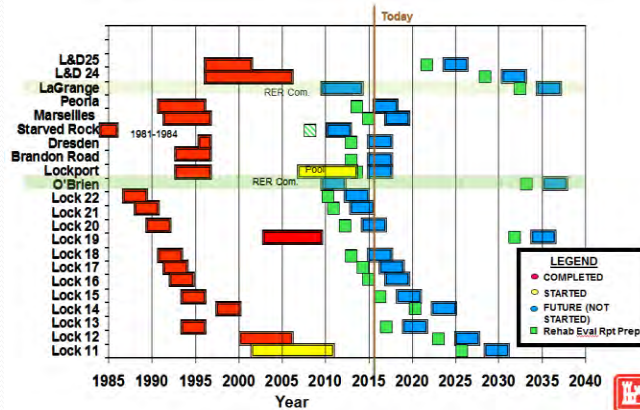
Water needs

- Based on inland waterway needs identified in consultation with US Army Corps of Engineers (USACE) for the 2016 State Freight Plan
- Status of the three types of navigation projects in the USACE Rock Island District:
 - **Operations and maintenance (O&M):** Currently funded at 35 to 40 percent of what is needed each year, which has led to nearly \$1 billion of unfunded maintenance requirements.
 - **Major rehabilitation:** Currently, 14 major rehabilitation projects are behind schedule across the 20 lock and dams that fall within the Rock Island District.
 - **Improvements (small- and large-scale):** The authorization for improvements is the Navigation and Ecosystem Sustainment Program (NESP), which was authorized in 2007. No construction funds have been appropriated to date.

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Water needs

- Schedule of major rehabilitations on the Upper Mississippi River, Rock Island District



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Public comment period

- 45-day comment period planned for late Feb to early April
- Full draft document will be posted online
- Availability of plan and public comment period will be advertised (press releases, social media)
- Comments will be accepted through multiple means
- Public meeting will be held in central Iowa
- Final comment period will supplement earlier public/stakeholder input efforts

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Next steps

- Conduct final reviews with internal committees
- Finalize draft plan for public review
- Open 45-day comment period and address comments
- Present draft plan and summary of public comments at April Transportation Commission workshop
- Final editing
- Present final plan for action at May Transportation Commission business meeting

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Contact

Plan update webpage: www.iowadot.gov/iowainmotion

Draft chapters are available online

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