



PEER EXCHANGE

FEDERAL FUNCTIONAL CLASSIFICATION (FFC) CHANGES / COMMUNITY ENGAGEMENT & COMPLETE STREETS

September 26th, 2018
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FEDERAL FUNCTIONAL CLASSIFICATION CHANGES (FFC) CHANGES

- ❖ How happens when a local government wishes to make changes to their FFC maps?
- ❖ What is the RPA or MPO's role in the FFC change process?

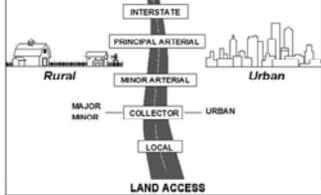


BACKGROUND — WHAT IS FFC?

- ❖ A system of classifying roadways based on their function in handling daily traffic patterns
- ❖ A hierarchy of importance, based on the number of motorists served, and how a roadway interacts with other roadways

How Do Roads Function

TRAVEL MOBILITY

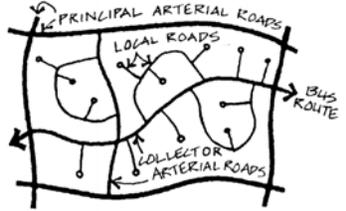


LAND ACCESS



BACKGROUND — WHAT IS FFC?

- ❖ Used is to determine which roads are eligible for Federal-aid, when repairs or upgrades are necessary
- ❖ Everything above a Local Road is eligible for Federal-Aid





THE BURLINGTON / WEST BURLINGTON CASE

- ❖ City of West Burlington was looking ahead to future road projects, while a construction project was in progress for an arterial, Broadway Street
- ❖ The City noticed that another segment of that same road was still classified as a Local Road
- ❖ Reached out to SEIRPC, inquiring about how to get the roadway status changed



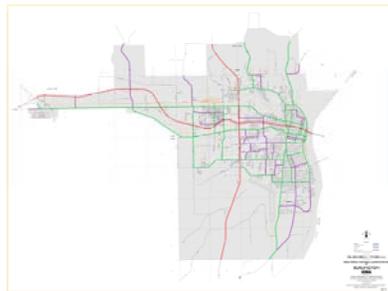
THE BURLINGTON / WEST BURLINGTON CASE

- ❖ Through discussions with City staff, we realized that another roadway, perpendicular to Broadway, was also still classified as a Local Road (Division Street)



THE BURLINGTON / WEST BURLINGTON CASE

- ❖ Traffic volumes for these segments of Broadway and Division were both between 4,000 and 5,000 vehicles per day (2014 AADT)
- ❖ These were, by far, the highest AADT counts for Local Roads in the Burlington Urban Area



SO WHAT'S GOING ON HERE?

- ❖ Why are these roads not classified as Arterial or Collector, if traffic volumes indicate that they clearly function like one?



ANSWER: RECENT DEVELOPMENT PATTERNS

- ❖ Division Street didn't extend this far west until the 1990s/early 2000s
- ❖ Major traffic generators in this area all developed in past 25 years
- ❖ The function of the road system evolved over time



SO WHO INITIATES AN FFC CHANGE?

- ❖ Local governments do!
- ❖ Iowa DOT does not automatically change FFC status if an existing arterial/collector gets realigned
- ❖ Local entities (cities, counties, RPAs/MPOs) have the responsibility to request or propose changes



GETTING THE PROCESS STARTED

- ❖ SEIRPC initiated the process by contacting DOT staff and making a general request for changes.
- ❖ DOT staff provided guidance on how the process works
- ❖ SEIRPC submitted a specific set of proposed changes, with justification for why they should occur, along with relevant data like AADT and segment mileage lengths
- ❖ DOT reviewed the requested changes and informed SEIRPC which changes would and would not be allowed

IMPORTANT CAVEAT – CAN'T HAVE TOO MANY

- ❖ Each County and Urban Area has a limit for how many miles of roadway can be eligible for Federal Funding
- ❖ 35% of all roadway segments for Urban Areas, 37% for Counties

Urban Area	PAG		Minor Arterial	Collector	Local	Total	PAG miles >10% Limit	Minor Arterial/PAG Miles > 25 % Limit	Collector Miles >10% Limit	Classified Miles > 35% Limit	% Miles Classified	NHS
	Interstate	OPA										
ALCOHA		7.39	6.90	5.77	39.99	60.13	1.36	-0.66	-0.25	-0.62	33.5%	7.39
AMES	2.32	19.77	31.90	20.13	163.56	263.78	-4.25	-11.04	-0.25	-12.49	26.4%	22.13
ANAMOSA		3.77	4.35	2.67	28.72	39.51	-0.18	-1.76	-1.28	-3.44	27.3%	3.77
ATLANTIC		8.29	7.11	5.95	43.89	65.05	1.79	-0.86	-0.56	-1.41	32.8%	8.29
BOONE		3.50	24.96	11.85	60.35	120.65	-6.57	-1.71	-0.21	-1.63	33.4%	3.50
DUBLINGTON		17.09	43.44	23.34	132.33	256.98	-0.01	1.27	3.24	7.51	30.5%	13.25
CARRROLL		5.95	10.07	8.18	51.48	76.69	-1.71	-2.23	0.53	-1.75	32.8%	5.95
CEDAR RAPIDS	19.26	78.33	156.68	151.99	882.04	1,268.31	-31.24	-67.80	23.16	-44.64	31.5%	97.90

- ❖ Exceptions are allowed for these thresholds, but adding new segments as Collectors or Arterials requires negotiation, if this results in the threshold being exceeded
- ❖ In this case, if some roads will be upgraded, other roads should be downgraded

DOWNGRADING FFC – POLITICS ENTERS THE EQUATION

- ❖ Downgrading a road from Arterial or Collector status to Local Road can be a highly controversial decision for local officials.
- ❖ Criticism for making some roads newly ineligible for Federal Funding
- ❖ Should be very careful in choosing which roads should be downgraded – each should have a very clear version for doing so



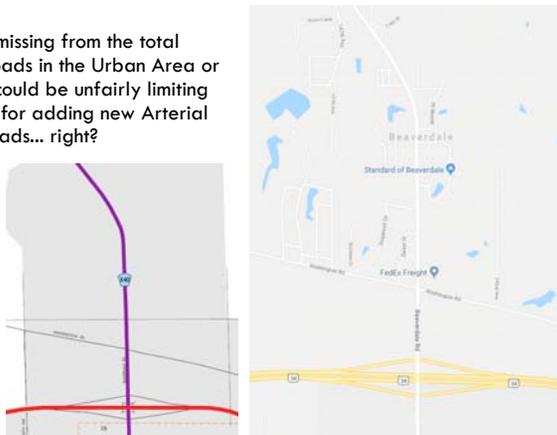
THE BURLINGTON / WEST BURLINGTON CASE

- ❖ 35% threshold applies to the Burlington Urban Area, which encompasses Burlington, West Burlington, and some surrounding unincorporated areas.
- ❖ SEIRPC met with Burlington and West Burlington staff to select which roads were most appropriate for downgrading.
- ❖ Two instances where parallel Collector/Arterial roads are only one block apart – redundant.



WHAT IF THERE ARE MISSING ROADS?

- ❖ If roads are missing from the total inventory of roads in the Urban Area or County, these could be unfairly limiting their potential for adding new Arterial or Collector roads... right?



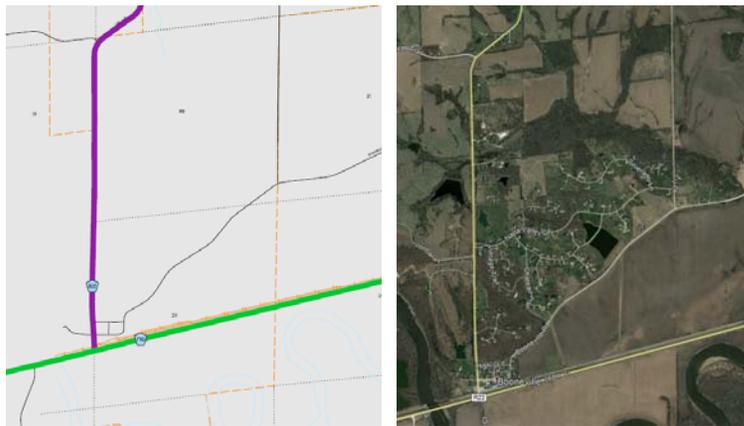
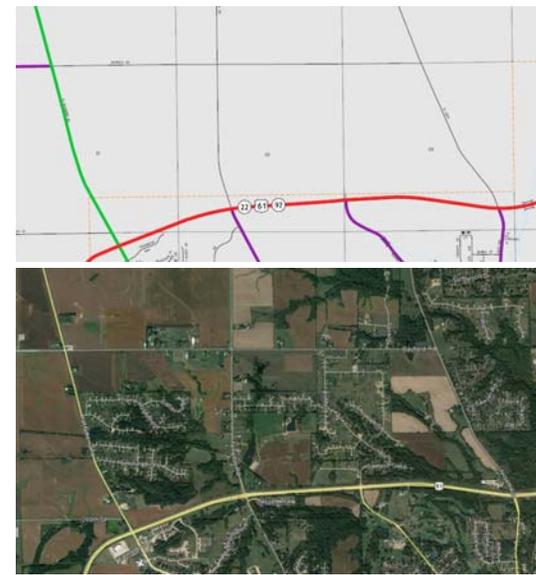
NOT SO FAST...ARE THESE ROADS PRIVATELY MAINTAINED?

- ❖ Only roads that are part of the County or City street system are included in the road inventory for Counties and Urban Areas.
- ❖ Private roads in rural residential subdivisions don't count, if maintenance is not the County's responsibility.



CONSEQUENCES OF SPRAWL DEVELOPMENT PATTERNS

- ❖ Widespread development of residential subdivisions outside city limits
- ❖ All these private streets are functioning like residential streets in city neighborhoods
- ❖ Meanwhile, cities develop outward and build new streets, designed as collectors and arterials, to serve high traffic uses (hospitals, industrial parks, etc.)
- ❖ Mismatch – not enough local roads being created for the 35% FFC threshold to be met, when wanting to officially classify a new collector or arterial



THE BURLINGTON / WEST BURLINGTON CASE

- ❖ One other issue was discovered in the process, as noted by Burlington staff
- ❖ A roadway that serves as a major connection point between residential neighborhoods and the Case/New Holland manufacturing plant
- ❖ AADT of over 3,000 vehicles per day
- ❖ Seems to be a glaring omission, but this road has existed for many years



THE EXPLANATION – NOT ALL ROADS MEET FEDERAL STANDARDS

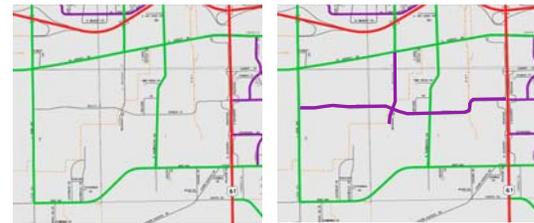
- ❖ DOT rejected proposal to upgrade Des Moines Avenue/9th Street segment
- ❖ Road does not meet minimum height clearance, as it passes under a tight, arched overpass (needed for descending a very steep hill)



WRAPPING IT UP



- ❖ SEIRPC assisted in providing background materials and preparing a resolution for the City Councils at Burlington and West Burlington
- ❖ DOT reviewed the draft resolution prior to signing
- ❖ Signed resolution and list of changes (with explanations) submitted to DOT
- ❖ DOT submitted final recommendation to FHWA for the FFC changes



FFC CHANGES – RECOMMENDATIONS FOR RPAS, MPOS

- ❖ Conduct a periodic review/evaluation of the FFC maps (every few years), to see if any noticeable discrepancies exist
- ❖ Ask city and county representatives if they'd like to see any changes made to their maps, and/or suggest that they periodically review the maps
- ❖ Mention FFC to city/county rep's whenever a major road realignment occurs



COMPLETE STREETS

- ❖ What are complete streets?
- ❖ What is the RPA or MPO's role in promoting Complete Streets Initiatives?
- ❖ How to Build Interest & Better Inform Stakeholders About Complete Streets?

SEIRPC AND IOWA DEPARTMENT OF PUBLIC HEALTH (IDPH) PARTNERSHIP

SEIRPC and the Iowa Department of Public Health started a partnership in early 2018 to assist cities and counties in Southeast Iowa with **education and implementation of Complete Streets**.



Iowa Department of Public Health
Protecting and Improving the Health of Iowans



DESCRIPTION OF SERVICES

Services to provide to cities and counties in Southeast Iowa (under the contract)

- ✓ 1. Provide education to SEIRPC cities and counties on complete streets
- ✓ 2. Collaborate with local health departments
- ✓ 3. Strategic communications targeting stakeholders and the public
- ▶ 4. Provide technical assistance to cities and counties pursuing complete streets
- ▶ 5. Get one of the member cities/ counties to adopt complete streets policy

BONUS

WHAT ARE COMPLETE STREETS?

A *Complete Street* is a street that is accessible for all users of the transportation system including pedestrians, bicyclists, transit users, and motorists of all ages and abilities.

Complete Streets are streets for everyone, no matter who they are or how they travel!



SEIRPC'S TAKE ON COMPLETE STREETS

- ❖ Organized a Conference named 'Active Transportation for Healthier Communities' in Burlington, IA
- ❖ Partnership with Des Moines County Living Well
- ❖ Invited city and regional planners, community leaders, elected officials, public works professionals, engineers, health professional, and active transportation advocates
- ❖ Free to all



OBJECTIVES OF THE CONFERENCE

- ❖ Latest active transportation strategies and best practices from midwestern communities
- ❖ Roadway design
 - ❖ types of separation
 - ❖ treatments at intersections and transitions between bikeway types, bike signals etc.
- ❖ Understand why your community would want Complete Streets?
- ❖ Walking audit
 - To understand transportation needs
 - Build support for Complete Streets



SELECTING OUR SPEAKERS



- health ❖ Sarah Taylor Watts, Physical Activity Coordinator, Iowa Department of Public Health
- technical ❖ Shaun Lopez-Murphy, Project Planner, Toole Design Group
- Pilot ❖ Andrew Fangman, City Planner, City of Muscatine
- projects ❖ Brian Willham, Principal Traffic Engineer, City of Des Moines
- Walking ❖ Heather Schady, Senior Transportation Planner, Active Transportation Alliance, Chicago
- audit



PARTNERSHIPS AND PROMOTION

Active Transportation
FOR HEALTHIER
COMMUNITIES



- ❖ Endorsements
 - ❖ American Planning Association
 - ❖ Healthiest State Initiative



PARTNERSHIPS AND PROMOTION

- ❖ Flyer
- ❖ Direct invitation emails
- ❖ Press Release – local newspaper
- ❖ Social media

Active Transportation
FOR HEALTHIER
COMMUNITIES

April 26, 9:30AM to 3:30PM

Center for Business (CBIZ) at River Park Place
610 N. 4th St. Suite 220 / Burlington, IA 52601

INFORMATION:

❖ Presentation topics and activities include: the connection between urban planning and public health, an introduction to active transportation, an overview of technical design for active transportation projects, success stories from Midwestern organizations, and a walking audit/street design activity. 9:30AM to 10:00AM will be for networking.

TO REGISTER:

❖ Visit <https://attheeventbrite.com> (Program and lunch are offered free of charge)

City and Regional Planners, Elected Officials, Public Works, Engineers, Health Professionals, and Active Transportation Advocates are encouraged to attend! Lunch will be provided.

Eventbrite IS YOUR FRIEND!



WHO ATTENDED THE CONFERENCE?

- ❖ 30 attendees
- ❖ Consultants
- ❖ MPO
- ❖ Public Health
- ❖ City officials
- ❖ County officials



FEEDBACK FROM ATTENDEES



Active Transportation FOR HEALTHIER COMMUNITIES

1. On a scale of 1 to 10, how would you rate your overall learning experience at the conference?
B - very good.
2. What was the most useful session to you and why?
Kevin Thompson / Technical Design
3. How are the topics covered today applicable to your city/ region's future plans to incorporate active transportation?
Examples from other communities - photos & projects
Lots of good ideas to consider for upcoming projects
4. What can we do to improve future conferences/ workshops on active transportation? (Ideas for other relevant topics, duration of the conference etc.)
- Implementing these ideas in existing residential settings that are built out already
- Great variety of speakers.

FEEDBACK FROM ATTENDEES



- ❖ More walking tours
- ❖ Bike tour
- ❖ Have people use wheelchair to navigate

Active Transportation FOR HEALTHIER COMMUNITIES

1. On a scale of 1 to 10, how would you rate your overall learning experience at the conference?
9
2. What was the most useful session to you and why?
1-1:30 Success & Lessons w/ New Bicycle Friendly Facilities
I appreciated learning all the steps & processes that is going through to just approve a pilot project. Having communication tools to use people to involve
We are in process of updating of Master Plan as well as working to
draw our safe routes involves and this conference reinforced ideas, concepts,
and being motivated to keep pushing forward.
3. How are the topics covered today applicable to your city/ region's future plans to incorporate active transportation?
4. What can we do to improve future conferences/ workshops on active transportation? (Ideas for other relevant topics, duration of the conference etc.)
How to form partnerships, develop & change public opinion.
How to have hands-on project to involve planners, engineers, advocate to understand one another.

WALKING AUDIT WAS A HIT!



4. What can we do to improve future conferences/ workshops on active transportation? (Ideas for other relevant topics, duration of the conference etc.)
more walking tours!
4. What can we do to improve future conferences/ workshops on active transportation? (Ideas for other relevant topics, duration of the conference etc.)
More Displays/ Mock up Applicable to our Area

PUBLIC RESPONSE  <http://www.thehawkeye.com/news/20180427/transit-conference-hints-at-downtown-burlington-traffic-changes>

Transit conference hints at downtown Burlington traffic changes 



MOST POPULAR

- Nearly 4 years later, public learns details of fatal police shooting
Sep 17 at 9:02 AM
- Officer Hill: Reaction to scene at Steele home 'reasonable at the time'
Sep 18 at 6:40 AM
- Shooting victim ID'd
Sep 14 at 6:12 PM
- Lake Goode restoration project coming along ahead of schedule

PUBLIC RESPONSE

Facebook comments

These city people are frigin nuts..... Spend the money where it's needed most. Fix our already deteriorated city streets other than your cash cow Roosevelt & agency (and yes, they do need improvements). You will not be making people walk more, you will just be passing them off. Use common sense and intelligence for once.

Like Reply 20w

1 Reply

if they want more space for a bike lane, then they shouldn't allow parking along main street. The parking spaces are terrible along that road, which the cars stick out too far into traffic. The city should build more parking lots and not allow parking along the street. Especially one that is a truck route. Although the city doesn't care about truck routes anyway.

Like Reply 20w

Yikes! 3 lanes on main and mt Pleasant sounds awful. I don't drive these streets every day, but the one thing I love about this town is the lack of traffic (former Chicago suburbs resident). However the bike lanes would be nice, as well as more green space downtown. Cascade is never getting fixed folks, the city simply can't afford it, might as well forget about it. However Mt Pleasant st bridge needs redone ASAP!



CONNECTION WITH OTHER CITY OF BURLINGTON PLANNING EFFORTS

- EPA Greening America's Communities – street redesign with stormwater infrastructure - June 2018
 - Main Street
 - Washington Street
- Transportation Investment Generation Economic Recovery (TIGER) - \$17 million from DOT
 - Main Street
 - Jefferson Street
 - Washington Street
 - Riverfront Improvements

CONNECTION WITH OTHER CITY OF BURLINGTON PLANNING EFFORTS

- Narrowing Main Street (4 to 3 lane conversion) with angled/ parallel parking and bike lanes
- Incorporating crosswalks for pedestrians at intersections
- Curb extensions with street furniture/ stormwater planters



Design Changes:

- Center stormwater median becomes a center turn lane of pervious paving material
- Neighborhood monument at intersection
- Extend design option through Washington Street and Jefferson Street intersections

CONNECTION WITH OTHER CITY OF BURLINGTON PLANNING EFFORTS

- ❖ Creating public space on Washington St. to highlight Snake Alley



BUILDING INTEREST AND BETTER INFORMING STAKEHOLDERS ABOUT COMPLETE STREETS INITIATIVE

- ❖ Des Moines County Living Well and SEIRPC partnership
- ❖ Better Block, Burlington and Complete Streets Initiative – 2013
- ❖ Main Street Block – Division to Elm St.



BUILDING INTEREST AND BETTER INFORMING STAKEHOLDERS ABOUT COMPLETE STREETS INITIATIVE

- ❖ Continued funding from IDPH next year?
- ❖ Pop-up demonstration on Main Street



TAKEAWAY

- ❖ Don't be scared to take on the opportunity
- ❖ If you are willing to work with your local community and find partnerships, they will work with you!
- ❖ Educate your community on the concept and benefits of Complete Streets
- ❖ Don't give up – be prepared for both negative and positive feedback



THANK YOU FOR YOUR TIME!

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