

# Summary:

## Community Advisory Committee Meeting #1

November 2, 2017 | 3:00-4:00pm

Ames Public Library PEO Room

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### Attendees

- Damion Pregitzer – COA/Traffic Engineer
- McKinlee Ritter – COA/Public Works Management Analyst
- Sheri Kyras – CyRide
- Justin Dodge – Hunziker/Developer
- Steve Libbey – Ames Bicycle Coalition
- Karin Chitty – Campustown Action Association/Director
- Cindy Hicks – Main Street Cultural District/Director
- Gail Johnston – Healthiest Ames/School Representative
- Adam Wood – Toole Design Group (consultant)

### Meeting Summary

The purpose of this meeting was to introduce members of the Community Advisory Committee (CAC) to each other, to the team of City staff and consultants working on the project, and to the project's scope of work. In addition, this meeting was an opportunity to get initial input on the key street-related issues and objectives that the Complete Streets Plan should address. The consultant gave a brief presentation about the Complete Streets Plan, which focused on the following topics:

- Why Complete Streets?
- What Complete Streets Are and Aren't
- Complete Streets Program
- Complete Streets Plan Elements
- Project Timeline

### Discussion

Members of the CAC were asked to identify examples of what is working well. The general consensus was that several streets in Ames already function well for multimodal travel and that recent bike lane, lighting, pedestrian signals (with leading pedestrian intervals), traffic signal bike detection have improved the experience for people biking and walking.

When asked what is not working so well, members of the CAC identified the minimal supply of bike parking, quality/condition of sidewalks along arterials, bottlenecks on bridges, and sidewalk gaps (including at city parks, the city golf course, and the airport) as issues. The CyRide representative specifically mentioned that some of the recent pedestrian improvements have slowed buses in some areas. The development community representative made the point that in areas of new growth, developers build the streets based on City requirements and sometimes the requirements are costly or seem unnecessary.

The consultant discussed the probability that tradeoffs will need to be made in most street design projects due to right-of-way, budgetary, or other constraints. The CAC was asked what considerations they think should determine how tradeoffs are made. Responses focused on the need to identify priorities for different types of streets and different contexts, with different modes having priority in different settings. Similarly, the need to balance pedestrian safety and

driver convenience was discussed, with a similar context-based approach recommended by the CAC. One consideration expressed is that any changes to arterials that might divert traffic through neighborhoods or other lower-traffic streets should be avoided.

Finally, there was discussion on the street project delivery process—specifically how stakeholders are engaged. While organizations such as the Ames Bicycle Coalition and CyRide are typically involved in street projects, there is room for improving this process in terms of how information is communicated. In general, neighborhoods are not well organized to provide input on street projects.

## Next Steps

Over the next few months, City staff will review the draft Complete Streets policy and eventually present the policy to City Council for consideration. The consultant will begin assessing the street design and project scoping process, propose performance measures, classify Ames' streets based on characteristics and context, and develop street typologies.

The next meeting of the CAC is intended to occur in February 2018 in order to review and comment on materials developed over the next few months.