

Summary:

Open House #1

November 2, 2017 | 4:30-6:30pm
Ames Public Library PEO Room

Overview

The first Open House for the Complete Streets Plan was held on November 2, 2017, and provided an opportunity for the City and the consultant team to communicate the goals of the project and seek input on key priorities and issues. Approximately 20 people attended the first open house, including staff and students from Iowa State University, members of the Ames Bicycle Coalition, and high school students. In total, 57 comments were received and 198 sticker dots were placed to indicate street design preferences.

In addition to four interactive activities (described on the following pages), a variety of informational exhibits were placed around the room, including:

1. **Complete Streets Plan Overview** – a description of Complete Streets principles, elements of the plan, and the plan's process and timeline
2. **The Complete Streets Process** – a flowchart describing the basing three-step process of defining context, determining goals and objectives, and making design decisions
3. **The Many Roles of Streets** – a perspective graphic of an intersection pointing out the various elements and functions of streets
4. **Examples of Complete Streets** – photos and brief descriptions of different types of streets that qualify as Complete Streets
5. **Factors Affecting Street Design** – a description of how common factors/challenges affect street design



Activity: How Should Complete Streets Perform?

Input at this station was solicited by the prompt, “How Should Complete Streets Perform?” People wrote their responses on sticky notes, which they placed under four categories. The four categories are listed below, along with the key themes of comments under each category.

- **The street I live on should...**
 - Have traffic calming and not be a cut-through/shortcut. Incorporate low speeds, all-way stops, and narrower roadways. Enforce speed limits and evaluate speeds on a regular basis.
 - Have sidewalks on both sides of the street that are wider and have ADA curb cuts in good repair.
 - Be designed as multi-modal facilities, be safe and accessible to most modes of transportation, and not place the most vulnerable users in direct danger.
 - Have bike lanes, potentially with parking on only one side to provide adequate space for bike lanes.
 - Have turn lanes, transit, and bike racks (in urban residential areas).
 - Be well-lit and have trees.
- **Streets I commute on should...**
 - Be and feel safe and reliable, with safe intersections, low/appropriate speed limits, adequate lighting, and good pavement. Provide safety for the most vulnerable users (children).
 - Take all modes of commuting into account and provide for the diversity of transportation needs in the community. Make it easy to bike, walk or ride the bus and create obvious routes for non-car based commuters. Have wide sidewalks and consider children’s commutes to school.
 - Be clearly connected to employers and other commuting routes every 1 to 2 miles, feel purposeful, and be relatively direct (not winding).
 - Have clarity and defined space for each mode via pavement allocation and signage.
- **Streets I hang out on should...**
 - Be pleasant and enjoyable and get its identity from local stores and restaurants.
 - Be walkable, with buffers/separation from motor vehicles, wide ADA-compliant sidewalks, and raised crosswalks.
 - Have useable outdoor space with good aesthetics, providing green space, benches, bike parking, stormwater management, and public Wi-Fi.
 - Be well-lit, clearly navigable, and useful for people walking, biking, and taking transit, including people with disabilities.
 - Have less motor vehicle traffic and slower traffic, with reduced speeds and traffic calming.
 - Be safe and easy to cross and move along, with short crossing distances.
- **Streets near schools should...**
 - Have safe routes to schools that are well marked and accessible with dedicated bike paths, wide sidewalks, clearly marked and highly-visible crosswalks, and enhanced traffic controls so families can be comfortable with kids biking and walking to school.
 - Have crossing guards present at crosswalks and law enforcement to ensure safety.
 - Prioritize people walking and biking over other modes through infrastructure and right-of-way, including blind, deaf, and other people with disabilities.
 - Have traffic calming including 20 mile per hour speed limits, speed humps, and raised crosswalks.

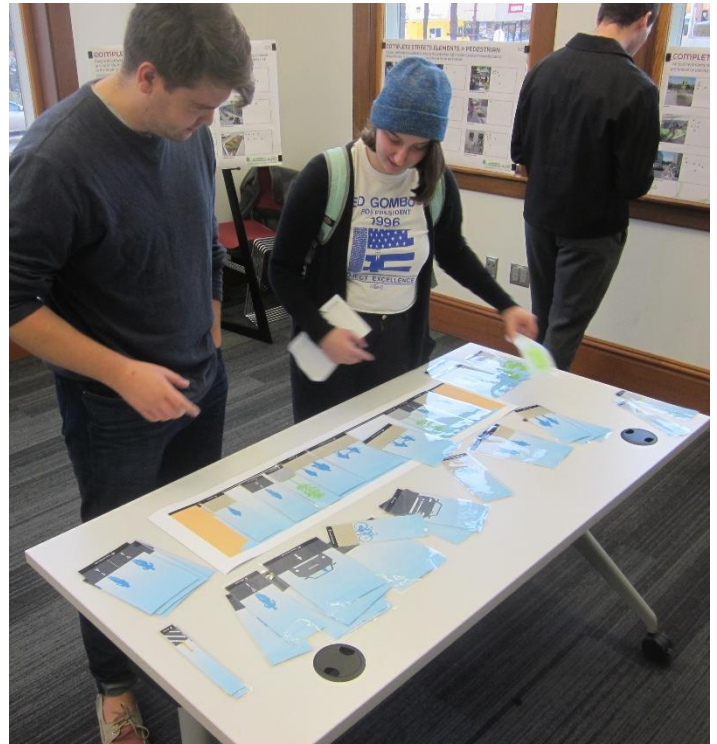
Activity: Complete Streets Elements

This station included four exhibits showing photos of many different types of elements and treatments and that could be used on Complete Streets. These elements were categorized on four exhibits (pedestrian, bicycle, transit, and multimodal) and people were asked to indicate their preferences using sticker dots. Each participant received 12 sticker dots, which they could place however they wish. The results are shown below.

Pedestrian		Bicycle		Transit		Multimodal	
Sidewalk Cafes and Street Furniture	11	Buffered Bike Lane	14	Transit Wayfinding	13	Traffic Circle	9
Mid-block Crossing with Refuge Island	11	Bike Box	10	Bicycle-Bus Shared Lane	9	Stormwater Infiltration	9
Pedestrian Countdown Signal	10	Standard Bike Lane	7	Real Time Transit Information	8	Lane Diet	8
High Visibility Crosswalks	8	Separated Bike Lane	7	Transit Stop with Bike Lane Bypass	5	Roundabouts	6
Raised Intersection	7	Traffic Diverter on Bicycle Boulevard	5	Transit Shelter	3	Enhanced Street Lighting	3
Sidewalk Buffers	4	Sidepath	5	Crosswalk at Bus Stop	3	Driveway Consolidation	3
Wider Sidewalk	3	Sharrow (Shared Lane Marking)	3	Curb Extension at Bus Stop	2	Medians	2
Pedestrian Hybrid Beacon (HAWK Signal)	3	Left Turn Box	1	Bikeway Access to Transit	2	Road Diet / Reconfiguration	1
Rapid Flashing Beacon	1	Bicycle Traffic Signal	1	Bike Rack on Bus	0	Speed Humps	1

Activity: Explore Street Design

This activity allows people to explore street design by placing various street elements—such as travel lanes, bike lanes, sidewalks, medians and buffers—on one of two example right-of-ways (62 feet wide and 100 feet wide). Photos of the streets participants “designed” are shown below. Many of the designs demonstrate an attempt to include bicycling and walking modes, as well as street trees and sidewalk furnishings like sidewalk cafes or bike racks.



Activity: Top Priority for the Complete Streets Plan

At the last activity station, people were asked to describe their top priority for the Complete Streets Plan. The responses are shown below:

- Complete cross-town bike commuter routes that are safe from motor vehicle traffic.
- Connectivity, legibility, and usability of streets.
- Keep as many green living things as possible.
- Being able to run and not feel scared at crosswalks.
- Campustown.
- Campustown bike lanes.
- Complete Accessibility (ADA).
- Equal access for all to get where they need to go safely and have fun!
- Ames should embark on a campaign to encourage and support peoples use of transit.
- Education and outreach – better communicate changes in streets and transportation design so users are respectful and responsible.

Summary of Key Themes

Based on input at each activity station and conversations with participants, four key themes resulted from the open house:

1. Increase comfort and safety—especially for pedestrians—along sidewalks, at intersections, and in crosswalks by providing separation from motor vehicle traffic and encouraging lower speeds through traffic calming.
2. Shift modal priorities to create streets that are fully multimodal and appropriately serve people walking, biking, and using transit.
3. Increase connectivity and access across the city with interconnected street corridors that provide clearly legible and continuous routes for all modes.
4. Foster a sense of place along streets by way of walkable environments, sidewalk cafes, and green infrastructure.

Comment Cards

Participants were given the option to write additional comments on a comment card. Only one comment card was returned. The themes on this comment card align with the key themes resulting from the various activities and specifically include:

- Defining major routes that are complete and easy to navigate.
- Consistent maintenance practices, quick response to maintenance issues, and short term interim solutions for gaps in bike routes.
- Consistent follow-through of the CS Plan, communicating/educating about the process, and including innovative design options.
- Collecting data on safety and effectiveness of design solutions to better inform future design decisions.
- Including a process for determining mode priority on each street.
- The importance of enforcement of speed limits, yielding, etc. for drivers and bicyclists.