Summary:

Technical Advisory Committee Meeting #2

February 22, 2018 | 11:30am-1:00pm
Ames Public Library

Attendees

- Damion Pregitzer – COA/Traffic Engineer
- McKinlee Ritter – COA/Public Works Management Analyst
- Kelly Diekmann – COA/Planning & Housing Director
- Barb Neal – CyRide/Assistant Director for Operations

- Trent Taglauer – Student member of ISU's Transportation Advisory Council
- Tracy Warner – COA/Municipal Engineer
- Cathy Brown – Iowa State University Campus Planner
- Adam Wood – Toole Design Group (consultant)

Meeting Summary

The purpose of this meeting was to review current national design standards, street classifications, and land use categories, as well as the competing principles of street access versus throughput. In addition, a proposed classification system for street design was reviewed. The system is based on five "place types" (activity center, mixed use, residential, large-scale commercial, and industrial) and transportation functions (e.g., access or throughput). The core of the system is a collection of nine "street types," each of which represents a different combination of place type and transportation function.

Discussion

Overall approach:
- The Complete Streets Plan will likely include a map for street types, but could in addition or alternatively include a selection matrix for future flexibility.
- The street type design may or may not precede the place type, if the street is to be rebuilt before the place type changes.

Place types:
- There aren't a lot of differences between the activity center and mixed-use place types as they are currently described.
  - Further refine to differentiate and potentially change the name of one or both (one way to differentiate is that activity centers aren't driven to by motorists as much as are mixed-use areas; activity centers have multiple destinations).
  - Even though there aren't a lot of existing mixed-use districts and neighborhood commercial nodes in Ames, planning categories need to exist for these future place types.
  - Considering Somerset Village as an activity center place type, instead of mixed-use.
  - Maybe change the name "mixed use" because the name implies that residential is part of this category, and some of the places that should fall in this category do not and likely will not have residential uses.
- Employees want to walk and bicycle in the industrial areas during breaks.
- Considering the ISU research park as a mixed-use place type, instead of industrial.

Street types:

- Neighborways: Why wouldn't we always build neighborways instead of neighborhood streets? Neighborways cost more, may have higher maintenance demands, and affect traffic circulation to some degree. They are primarily solutions for bike routes that are placed to avoid arterial streets.
- Neighborhood Connector: Change to have two through lanes, bike lanes, parking
- Thoroughfare: Change roadway configuration to show center turn lane and two through lanes. Continue sidepath on far side of intersection.
- Industrial: Alter the graphic to a 2-lane local street.

Other discussion points included:

- How will transit interact with on-street bikeways? There are varied solutions depending on the specific type of interaction. Like on S 3rd Street, it may entail ramps that bring the bike lane behind bus stops.
- Higher motor vehicle traffic and speeds requires more separation between motorists and bicyclists.

Next Steps

Proposed recommendations will be tweaked based on feedback from the CAC and TAC. Public involvement is planned to take place in April 2018, where feedback will be gathered on individual types of streets and on general impressions of the plan's progress. The Complete Streets Plan's anticipated adoption is in late summer 2018.