

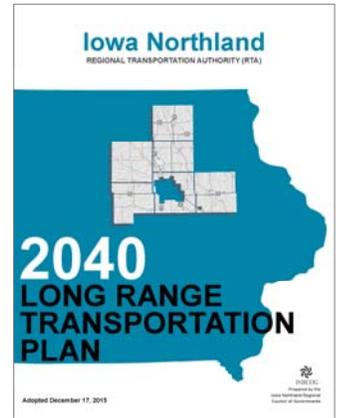
2040 LONG RANGE TRANSPORTATION PLAN EXECUTIVE SUMMARY



INRCOG
Iowa Northland
Regional Council
Of Governments

Purpose of the 2040 LRTP

The purpose of the Long Range Transportation Plan (LRTP) is to document the present state of transportation infrastructure in the Iowa Northland Region across all modes, and to chart a course for the maintenance and improvement of each mode based on anticipated needs and revenues. The LRTP has been prepared in response to requirements from the Iowa Department of Transportation to conduct continuing, cooperative, and comprehensive transportation planning processes. This LRTP has a 25-year horizon, balancing transportation investments through the year 2040.



Roads and Bridges

The road network of the Iowa Northland Region consists of 6,077 centerline miles of which 77 percent are not eligible for federal aid funding. The condition of the road network is critical to the operating efficiency of the system. Pavement Condition Index data was available for the evaluation of 821 centerline miles of paved secondary roads in the region. 34 percent of centerline miles evaluated had a rating of *fair, poor, or very poor*.

There are 1,700 bridges within the region. The structural condition of these bridges has been assessed using a sufficiency rating formula that indicates a bridge's sufficiency to remain in service. Based on the rating, a bridge is classified as sound, eligible for rehabilitation, or eligible for replacement. 207 bridges in the region qualify for federal replacement funds, and 333 bridges qualify for federal rehabilitation funding.

6,077
Miles of roads

1,700
Bridges

4.6 percent
Miles of road in sub-standard condition

15.6 percent
Bridges classified as structurally deficient

Jakway Park Bridge, Buchanan County



Document Components

- Region Overview
- Roads and Bridges
- Public Transit
- Non-motorized
- Multimodal Freight
- Safety and Security
- Environmental Review
- Financial Analysis
- Public Involvement

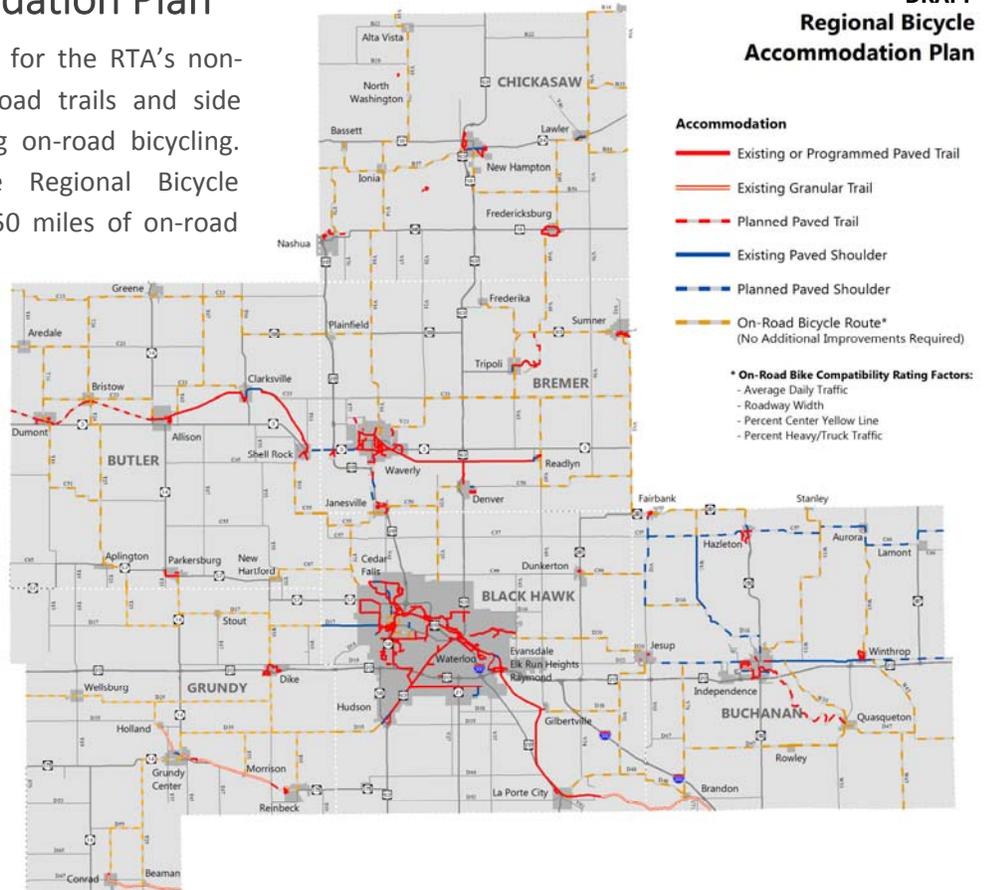
Regional Bicycle Accommodation Plan

The 2040 LRTP represents a major shift for the RTA’s non-motorized focus, from developing off-road trails and side paths, to encouraging and incorporating on-road bicycling. This has been encompassed in the Regional Bicycle Accommodation Plan which identifies 550 miles of on-road bicycle routes, 60 miles of planned paved shoulders, and 87 miles of planned trails. The RTA’s Regional Bicycle Accommodation Plan is a vision and has been created with the understanding that the type of accommodation (if any) to be provided will be the decision of each jurisdiction.

Financial Analysis

The primary finding of the 2040 Long Range Transportation Plan is that the needs of the transportation system in the region far surpass the resources available to address them. For example, twenty percent of the region’s bridges are considered structurally deficient or functionally obsolete; one third of the secondary roadway pavement has insufficient pavement conditions; \$32 million in non-motorized transportation needs have been recognized;

seventy percent of the Regional Transit Commission’s bus fleet is beyond its useful life. Funding for these transportation improvements is projected to increase slightly over the life of this plan. However, construction costs are expected to increase at a higher rate, thus resulting in significant funding deficiencies.



Existing and Planned Mileage of Bicycle Accommodations

	Existing Miles	Planned Miles	Total
On-Road Bicycle Routes*	N/A	550.0	550.0
Paved Shoulders	23.3	60.1	83.4
Paved Off-Road Trails	71.8	87.0	158.8
Granular Off-Road Trails	32.1	0	32.1
Total	127.2	697.1	824.3

*On-Road Bicycle Routes do not require additional infrastructure improvements.

**Planned off-road trail miles include 6.1 miles of trails programmed for funding in FY 2016-2019

Bicycle Accommodation Plan Public Input Meeting, Waverly



Bicycle Accommodation Plan Public Input Meeting, Fredericksburg

