

Transportation

“You have got to connect your land use decisions with transportation decisions.”

- Tim Kaine, former governor of Virginia

The Transportation chapter summarizes the transportation system and the goals and policies related to it.

Transportation is more than just cars – it includes bicycles, pedestrians, transit, rail and more.

Marshalltown is a city that has changed dramatically since its founding, and is undergoing profound changes today. How the community chooses to respond to those changes will be the measure of its success as a 21st Century city.

Guiding Principles:

Marshalltown will focus on:

- Maintaining a safe, efficient roadway system
- Extending roadways according to the Plan as needed
- Connecting all roadways in a network where possible versus dead-end streets
- Bike and pedestrian connections to allow and encourage healthy, active living



Roadway System

The roadway system represents a primary section of the plan and seeks to identify issues and opportunities for improvement and enhancement. A key piece of this is the functional classification network.

The functional classification network creates a hierarchy of roads for an orderly transfer of traffic from local residences and businesses to the highway system. Existing roads and functional classifications are depicted on the attached map and explained below.

Major Arterial: these roadways are the highest classification and focus on mobility. Major Arterials are intended to be used for longer trips from one area or region to another, access is tightly controlled, and typically have access to only Minor Arterials and Collectors. Highway 30 is the only Major Arterial in Marshalltown.

Minor Arterial: these roadways focus on mobility, but allow more access. These routes provide travel across a region as well as to and from principal arterials. Minor arterials provide a somewhat lower level of mobility than provided by principal arterials and should not penetrate identifiable neighborhoods. They may, however, provide slightly greater access to abutting properties than a principal arterial.

Major and Minor Collectors: these roadways provide balance between mobility and access. Their principal function is to carry short trip lengths and to serve adjacent land. Residences and businesses often have direct access to these roads. Collectors also take traffic from local road to the higher order roadways and provide travel for short trips.

Local Streets: these roads focus on direct access for residences and businesses. Local roads serve short trips and connect collectors and other local roads in most cases.

The current transportation network plan – based largely on the 1995 Plan – is attached, as is the future roadway network for this 2012 Plan. Both indicate truck routes as well. The new future plan is virtually identical to the current plan with the following exceptions and modifications:

- On the east edge of the City the extension of East Nevada Street to Quarry Road is no longer planned, due to the imminent development of a new power plant in that area. This also impacts the proposed extension of Shady Oaks Road as a north-south link south of East Main Street.
- Marion Street between 3rd Avenue North and 18th Avenue North is shown as a minor arterial on the current plan. This is replaced by Riverside Street as the minor arterial (one block north of Marion) on the new future plan.
- In SW Marshalltown the extension of Merle Hibbs Road directly to 233rd Street at Campbell Drive is shown on the new future plan, versus the current plan that extended Southridge Road to the east and connected Merle Hibbs Road into South 12th Street.

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CITY OF MARSHALLTOWN

TRANSPORTATION NETWORK

ROADWAYS

EXISTING ROADWAYS

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector

PROPOSED ROADWAYS

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector

OTHER SYSTEMS

- BIKE PATH EXISTING
- BIKE PATH PROPOSED
- TRUCK ROUTE
- FRONTAGE ROAD
- FRONTAGE ROAD EXISTING

FIGURE 4-1





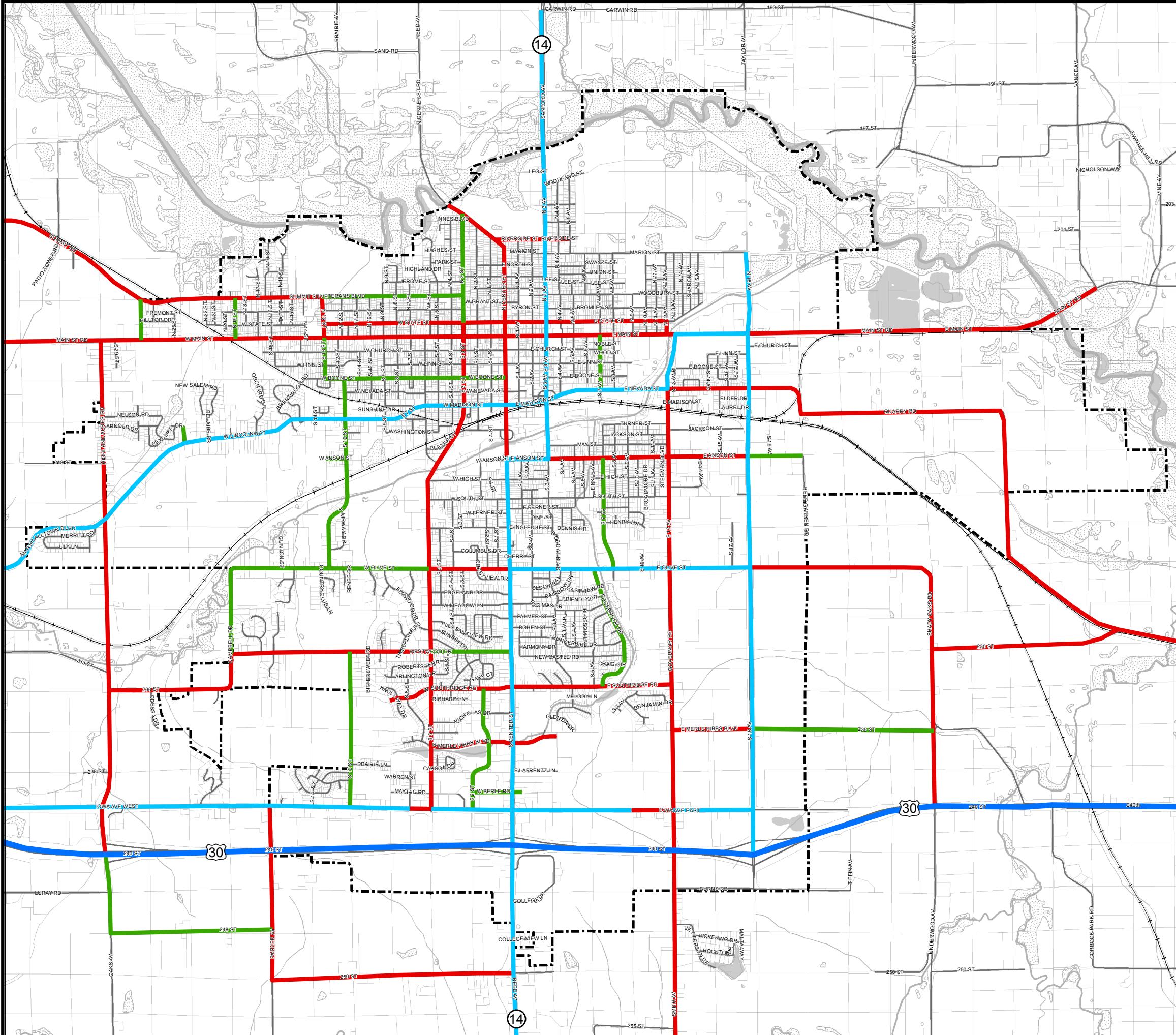
Existing Roadway Classifications

2012 Comprehensive Plan



0.6 Miles

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street
- Railroad
- City Limit
- Land Parcel Line
- Open Water
- NWI Wetland



September 8, 2011



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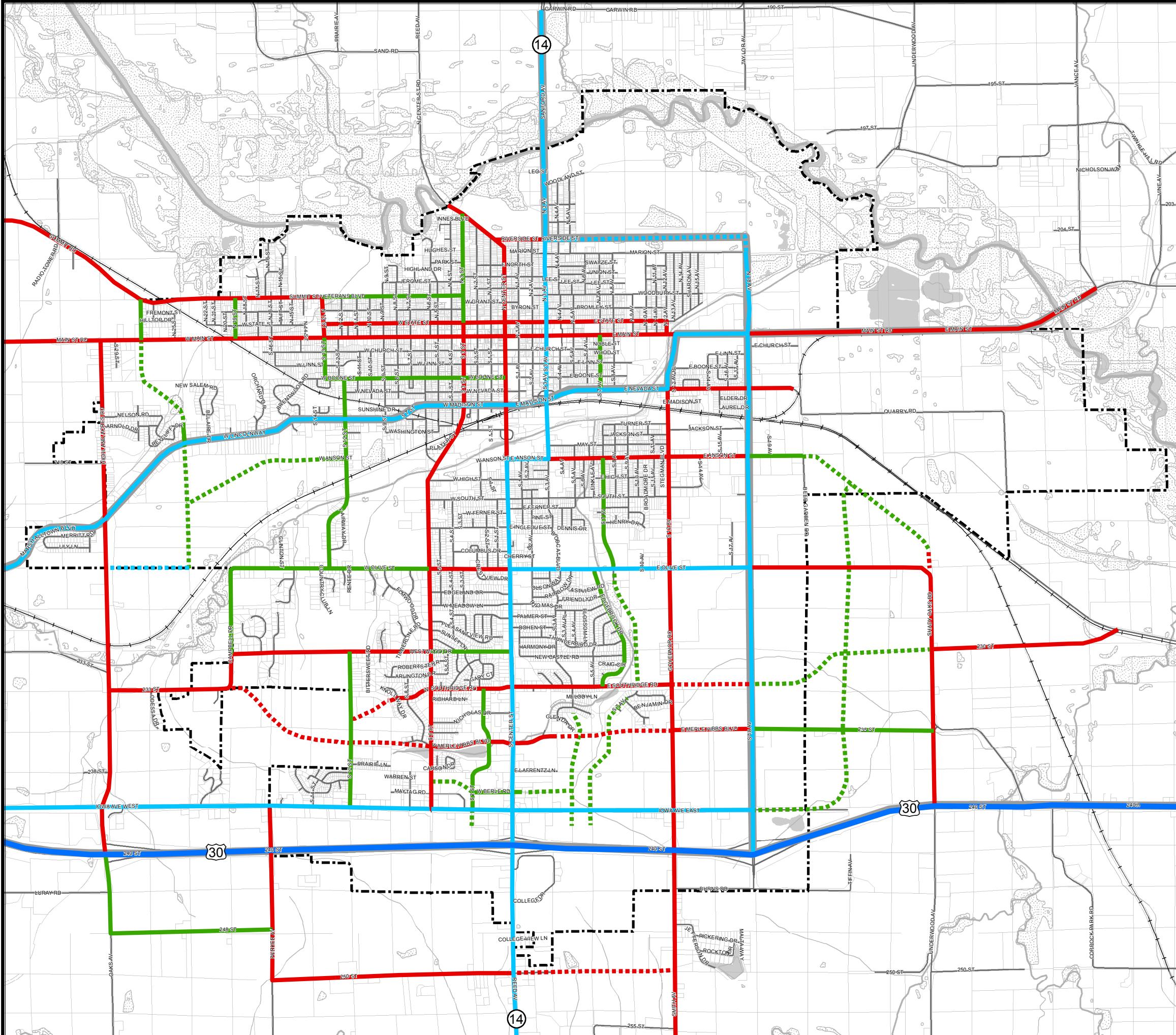
Transportation Network Plan

2012 Comprehensive Plan



0.6 Miles

- Existing Major Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Minor Collector
- Proposed Minor Arterial
- Proposed Major Collector
- Proposed Minor Collector
- Truck Routes
- Local Street
- Railroad
- City Limit
- Land Parcel Line
- Open Water
- NWI Wetland



October 29, 2012



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Goals

Goals and policies were developed, based on the Background Report, discussions of community issues, and the consultant's suggestions.

The goals and policies were reviewed and discussed by the Steering Committee and Plan and

Zoning Commission, and approved by the City Council. The full set of goals and policies is attached to this Plan as Appendix B, and the goals pertaining to Transportation are included below. The "word cloud" above is a representation of the words used in the Transportation goals and policies – the larger the word, the more often it appears.

Immediate

Immediate Goal 1: Promote optimal health for all Marshalltown residents and advance ways to improve health and well-being for the entire community.

Rationale: An overall focus and mission of this Comprehensive Plan is to improve the life and health of the community and to look for ways to incorporate healthy, active living into Marshalltown's goals, policies and programs. In all the goals and policies of the Comprehensive Plan, the City will seek ways to foster this goal.

Immediate Goal 3: Promote diversity in transportation consistent with Iowa Smart Planning Principles and coordinate with Marshalltown land use planning.

Rationale: Understanding the impact of land use on transportation systems is an important element to supporting growth and development without compromising public health and safety.

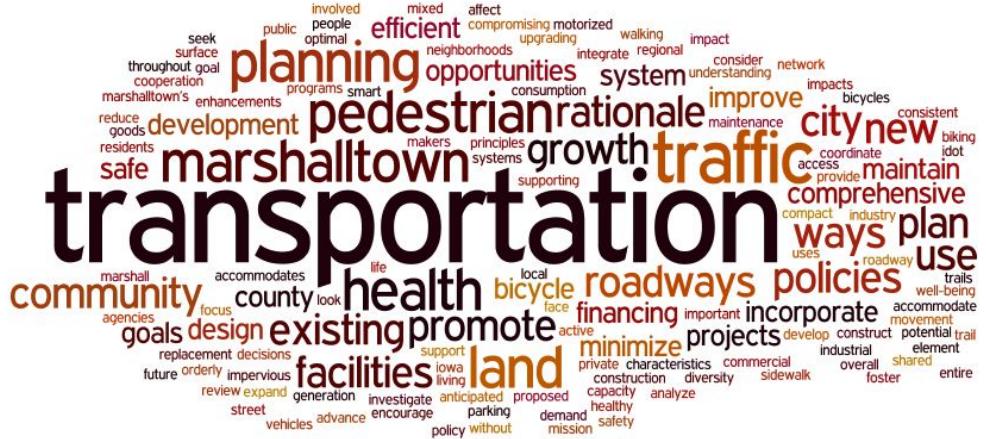
Policy 1: Analyze the traffic generation characteristics of proposed land uses to incorporate the capacity of local, county, and regional roadways.

Policy 2: Consider the impacts to neighborhoods when planning new or upgrading existing roadways.

Policy 3: Support transportation projects that maintain the compact, orderly development of the City.

Policy 4: Encourage shared parking facilities or access for commercial, industrial and mixed use projects to reduce impervious surface, minimize land consumption and minimize traffic.

Policy 5: Expand opportunities for safe pedestrian and bicycle traffic.



Transportation

Goal 1: Develop and maintain a transportation and pedestrian system that accommodates the safe and efficient movement of people and goods by motorized vehicles, bicycles, or walking.

Rationale: Because Marshalltown has the potential for new growth, policy makers will face decisions that will affect the existing and future transportation facilities.

Policy 1: Plan for, design, and construct roadways to accommodate existing traffic demand and anticipated traffic growth.

Policy 2: Integrate pedestrian and bicycle trails into the design of roadway facilities throughout the community.

Policy 3: Promote cooperation between the City, Marshall County, IDOT, private industry and other agencies involved in transportation planning, to provide the most efficient transportation system for Marshalltown.

Policy 4: Review financing policies for street, sidewalk, and trail construction, replacement and maintenance.

Policy 5: Investigate new financing opportunities for pedestrian and biking enhancements to the transportation network.

Transit

Marshalltown Municipal Transit (MMT) provides fixed-route and demand/response public transportation. The fixed route service includes regular routes and seasonal routes, both of which are illustrated on the attached maps.

Regular Fixed-route Service. Service begins at 7:10 a.m., and ends at 6:00 p.m., Monday - Friday. MMT has five routes that cover most of the city: Red, Orange, Blue, Purple and Green. Bus ridership has stayed relatively constant in the last few years. As businesses have expanded on Iowa Avenue in the southwest corner of the city there have been discussions about extending the Purple line to serve Menard's and Tyson in that area.

The regular routes run year-round and the seasonal routes run during the school year – late August to early June. The seasonal routes serve mainly school children who live outside the regular school bus route areas and run only in the morning and afternoon.

Disabled and Elderly Persons. Accessibility for disabled and elderly persons is available. All buses are equipped with a ramp or lift for wheelchairs and mobility devices.

Paratransit Service. Paratransit Service provides curb-to-curb service for those individuals unable to access the regular fixed route. Paratransit is a cooperative service of MMT and Region 6 Planning Commission through the Peoplerides program.

Premium Paratransit Service. Premium Paratransit Service provides door-to-door service. Premium service is priced somewhat higher than regular Paratransit Service.

Applications for ADA services, Paratransit services, or Personal Assistant are available on the MMT Resources webpage and the Region 6 Planning Commission website.

Pedestrian and Bicycle System

The pedestrian and bicycle system, consisting of trails, sidewalks, and other amenities that provide for pedestrians, bicycles, and other non-motorized travel are discussed and mapped in the Parks, Trails & Open Space chapter. As an important part of the overall transportation system, and contributing to the health and well-being of the Marshalltown community, the pedestrian and bicycle system should be maintained and extended wherever possible.

