



DES MOINES AREA MPO

Transportation Technical Committee Meeting

September 1, 2022



APPROVAL OF AGENDA

September 1, 2022 Agenda

1. Call to Order
2. VOTE: Approval of Agenda
3. VOTE: Approval of Meeting Minutes
4. REPORT and VOTE: FY 2024 Iowa Clean Air Attainment Program Applications
5. REPORT: Model Ordinance Regulating Bicycles and Personal Transportation Devices
6. REPORT: 2019 Greenhouse Gas Emissions Inventory Update
7. REPORT: Proposed Greenhouse Gas Emissions Performance Measure
8. REPORT: Upcoming Events
9. Other Non-Action Items of Interest to the Committee
10. Next Meeting Date – October 6, 2022 – 9:30 a.m.
11. Adjournment

APPROVAL OF MEETING MINUTES

IOWA CLEAN AIR ATTAINMENT PROGRAM PRE-APPLICATIONS

Iowa Clean Air Attainment Program

- Altoona – ITS Master Plan - \$76,000
- DART – Route #17 Extension to Bondurant - \$52,400
- DART – Outreach and Education Campaign – \$40,000
- Urbandale – 100th Street Signal Coordination - \$100,000
- West Des Moines – Traffic System Vehicle Detection Improvement - \$432,000

Iowa Clean Air Attainment Program



- ICAAP Schedule
 - September 2022 – Recommendation presented to Policy Committee and resolutions are forwarded to project sponsors
 - October 1, 2022 – Project sponsor submit their applications to the DOT

MODEL ORDINANCE REGULATING BICYCLES AND PERSONAL TRANSPORTATION DEVICES

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- Developed by Central Iowa Bicycle and Pedestrian Roundtable
 - Final draft, report, and supplemental materials completed with the special help of Mindy Moore, AICP, Senior Transportation Planner at HDR, and Jeff Wiggins, AICP, Transportation Planner at City of Des Moines Engineering Department
- Generic so that communities may use it as a guide/starting point for reviewing and updating their current bicycle and PTD ordinance
- Consistent with the *Code of Iowa* and offers additional regulations to address historical points of conflict between vehicular and non-vehicular road users to clarify “gray areas”
- Furthers all 4 goals in *Mobilizing Tomorrow*



Model Ordinance Regulating Bicycles and Personal Transportation Devices

- **Why a model ordinance?**
 - Regulates, educates, and coordinates
 - Solution to transportation improvements that does not require construction or funding
- **Why now?**
 - Long-term Bike-Ped RT goal
 - InterConnect Plan development
 - Safe Streets and Roads for All application
- **Why bicycles and personal transportation devices?**
 - Multimodal transportation system
 - Jurisdictions ready to address new/popularized device types

Model Ordinance Regulating Bicycles and Personal Transportation Devices



BICYCLE FRIENDLY STATE REPORT CARD

WE'RE BUILDING A
BICYCLE FRIENDLY
AMERICA FOR
EVERYONE

2% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
IOWA BICYCLE
COALITION

IOWA

#25 NATIONAL
RANK
(OF 50)

#6 REGIONAL RANK
MIDWESTERN
(OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding	C-					Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement	B+					Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices	D					Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs	B					Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning	C					Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

“Bicycling is more than a practical, cost-effective solution to many municipal challenges. It’s an opportunity to make your community a vibrant destination for residents and visitors — a place where people don’t just live and work, but thrive.”

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- Timeline:

NOV	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
Model ordinance discussed at Bike-Ped RT	Bike-Ped RT agreed to draft a model ordinance with MPO member communities	Two working meetings held to start model ordinance draft	Model ordinance draft discussed at the Traffic Management Advisory Committee (TMAC) meeting	Local law enforcement offices contacted to review draft model ordinance	Suggestions from MPO member communities incorporated into model ordinance draft by Bike-Ped RT	Inductive loop inquiry sent to all MPO member community engineering/public works departments	Model ordinance draft reviewed by MPO legal counsel	Model ordinance draft approved by Bike-Ped RT and recommended to MPO Boards

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- Ordinance Chapters:

1. Purpose
2. Definitions
3. Scope of Regulations
4. Traffic Code Applies
5. Motor Vehicle Operations
6. Actions Against Bicycles and Personal Transportation Devices
7. Responsible Riding
8. Place of Riding
9. Parking
10. Equipment Requirements

**** Pedicabs and bike/scooter-share programs are not addressed in this model ordinance.***

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- Primary Components:
 - Change lanes to pass
 - 3-feet lateral passing distance
 - Right arm right turn signal
 - Door zone protection
 - Far to the right exemptions
 - “Dead red” light allowance
 - Fixed brake definition
 - Light “fix-it” ticket
 - Yield to bikes in crosswalks
 - Improved bicycle lane operations
 - E-bike definition

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Model Ordinance Regulating Bicycles and Personal Transportation Devices

- A few words about the *Code of Iowa*...
 - Local authorities can create and enforce regulations not currently specified in Iowa Code if they are consistent and not in conflict or contrary to current law. (321.235, 321.236)
 - A bicycle is not defined as a vehicle, but a bicyclist is subject to the same rights and duties as a driver. (321.1, 321.234, 2012 AG letter)
 - Drivers are required to pass vehicles to the left at a safe distance and shall not return to the right side of the roadway until safely clear of the overtaken vehicle. Drivers cannot steer unreasonably close to or toward a bicyclist. (321.299, 321.281)
 - However, the Iowa DOT instructs drivers to completely change lanes when passing a bicycle.
 - Vehicles must stop at red lights until a signal to proceed is shown. Pedestrians shall not enter the roadway unless they can safely cross without interfering with any vehicular traffic. (321.257)

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- **Change Lane to Pass.** (Ch#.05[2], pg. 9)

“The driver of a motor vehicle overtaking a person riding a bicycle, electric scooter, or personal transportation device, proceeding in the same direction in the same lane on a roadway or street shall pass to the left of the rider of the device in an adjacent travel lane or on the opposite side of the roadway or street and shall not again drive to the right side of the roadway or street until safely clear of the overtaken rider and device.”

- Justification: **SAFETY & CLARITY**

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- **Lateral Passing Distance.** (Ch#.05[3], pg. 9)

“The driver of a motor vehicle overtaking a bicycle, electric scooter, or personal transportation device that is traveling on a paved shoulder or in a bicycle lane, shall give at least three feet of lateral passing distance between the outside of the vehicle and the rider and device.”

- Justification: **SAFETY & CLARITY**

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- **Dead red-light allowance.** (Ch#.04[6], pg. 9)

“If a person riding a bicycle, electric scooter, or personal transportation device has stopped pursuant to the directions of a traffic control device and has a reasonable belief that the traffic control device or signal is unresponsive or not detecting their presence, thus rendering the person stranded, the person may proceed through the intersection, provided that:

- a. There is no other vehicle approaching or entering the same intersection from a different roadway, or from the same roadway approaching or entering the intersection from the opposite direction;
- b. The person proceeds exercising due care through the intersection with consideration for all other applicable rules of the road; and
- c. One complete cycle of the traffic-control device or signal, or 90 seconds, has passed.

- Justification: **SAFETY & EFFICIENCY**

Model Ordinance Regulating Bicycles and Personal Transportation Devices

- Next steps:
 - Discuss ordinance with Executive and Policy Committees.
 - Discuss ordinance with Metro Advisory Council (MAC).
 - Incorporate additional feedback.
 - Vote for approval of model ordinance in October.
 - Share model ordinance with local jurisdictions for consideration.*
 - Develop educational campaign for jurisdictions that adopt the ordinance.*

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Any additional questions?

2019 GREENHOUSE GAS EMISSIONS INVENTORY UPDATE

2019 Greenhouse Gas Emissions Inventory Update

- Bulk of emissions data has arrived and is processed
- What's prepared today?
 - Library: dmampo.org/metroghgs
 - Metro transportation GHG emissions
 - Community-wide GHG emissions*
- What's coming next?
 - Continued work with data partners
 - Further analysis & full reports
 - Transportation & community-wides
 - Cumulative regional



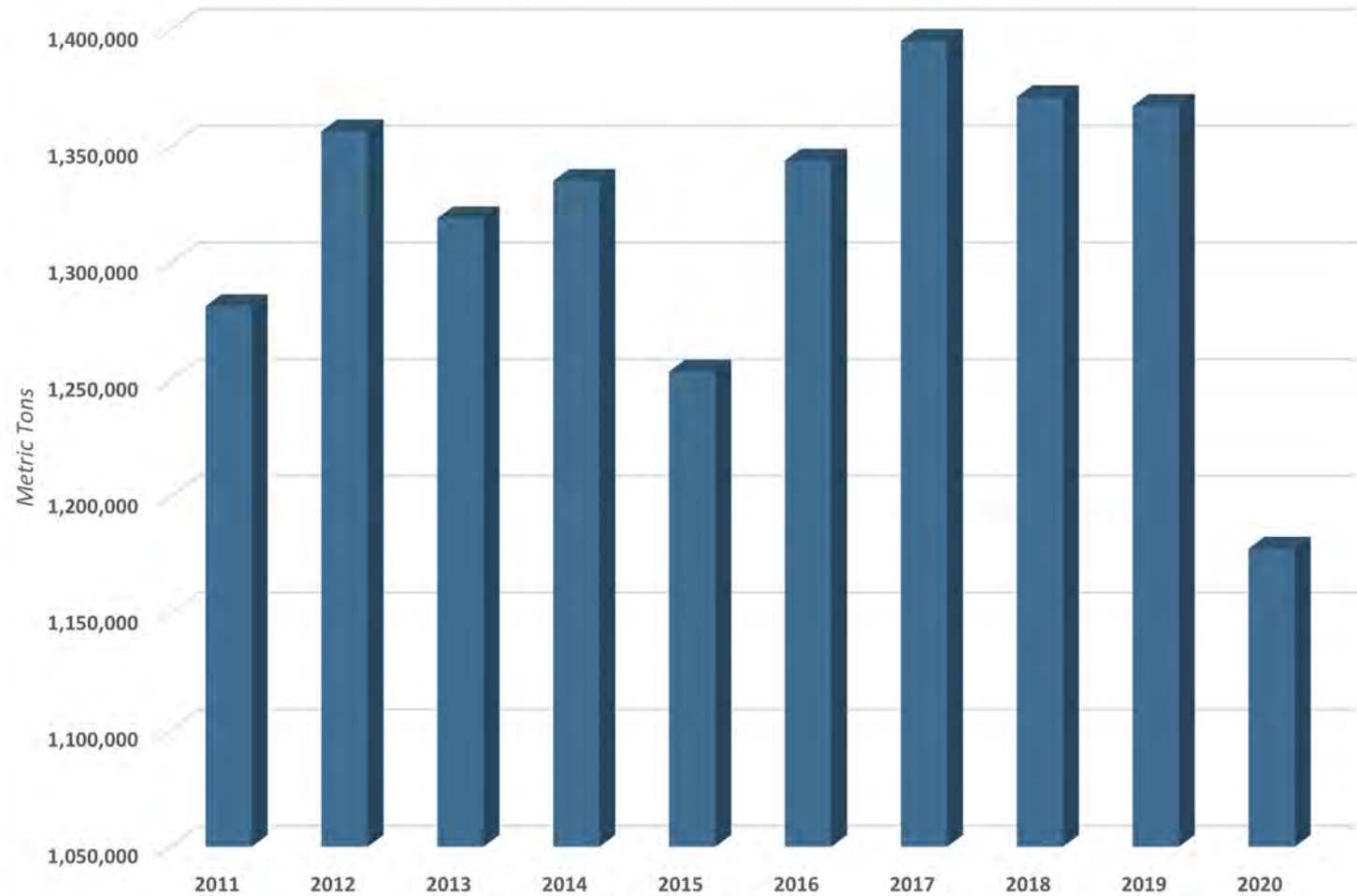
Local Governments
for Sustainability

MEMBER

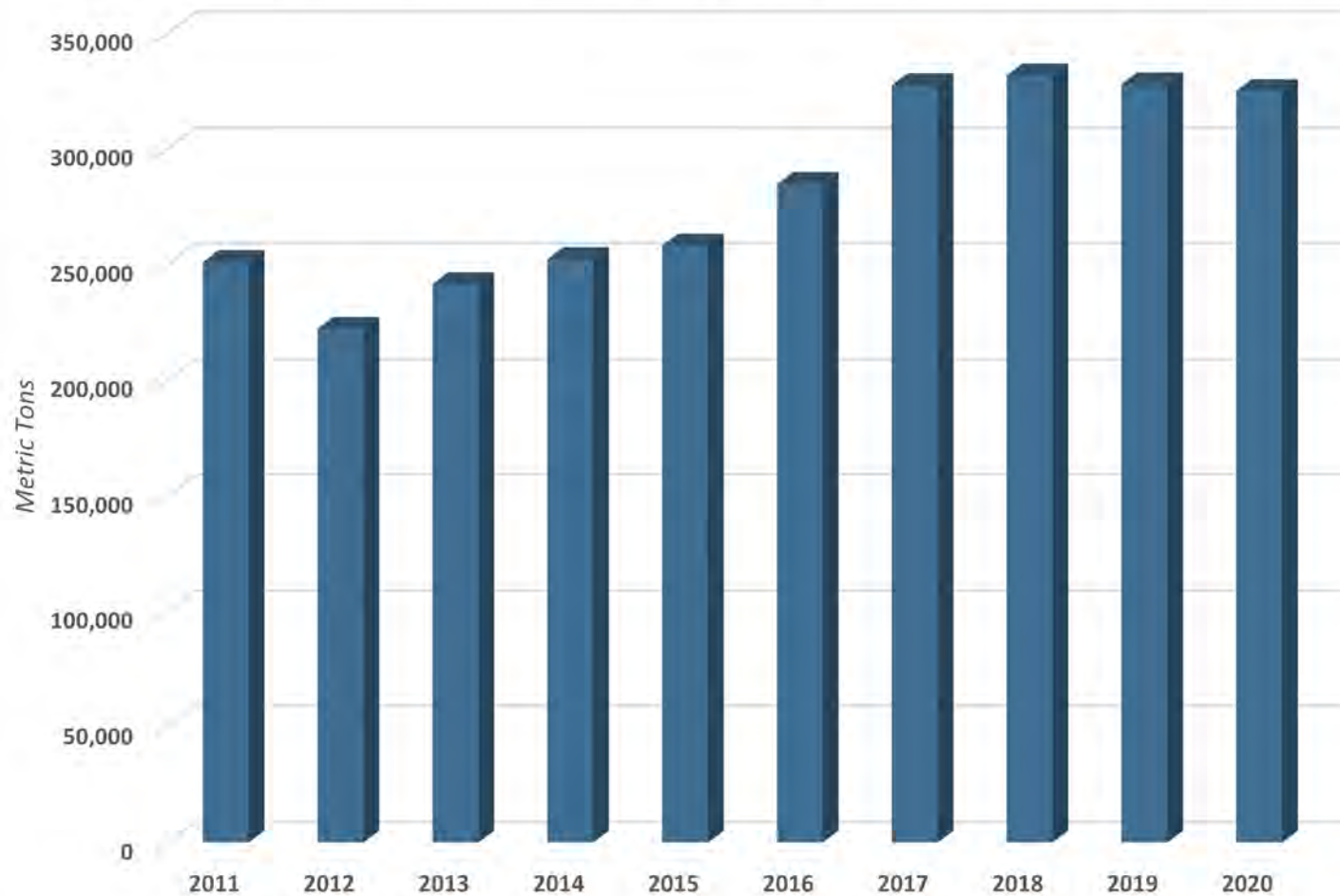
The logo for ClearPath, featuring the word "ClearPath" in a large, bold, sans-serif font. "Clear" is in a teal color and "Path" is in a dark blue color. To the right of the text is a large yellow circle.

ClearPath

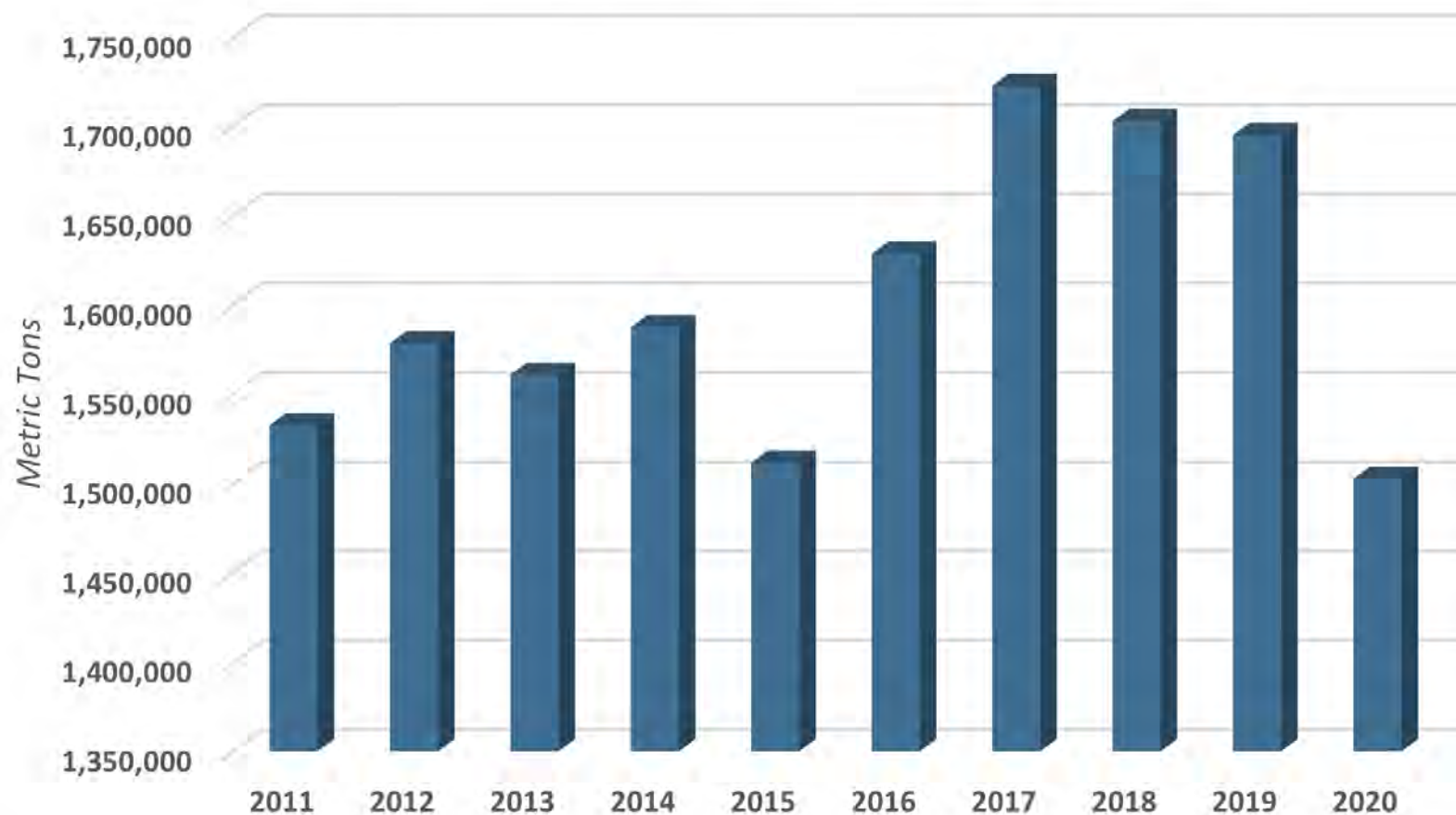
DMAMPO Transportation Inventory from Gasoline (CO2e) Emissions



DMAMPO Transportation Inventory from Diesel (CO₂e) Emissions



DMAMPO Transportation Inventory (CO2e) Emissions



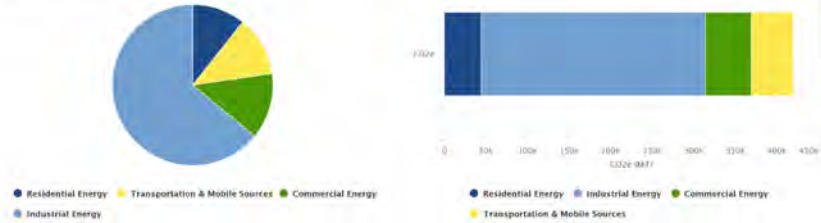
Member community data:

dmampo.org/metroghgs

More to come!

Altoona, IA

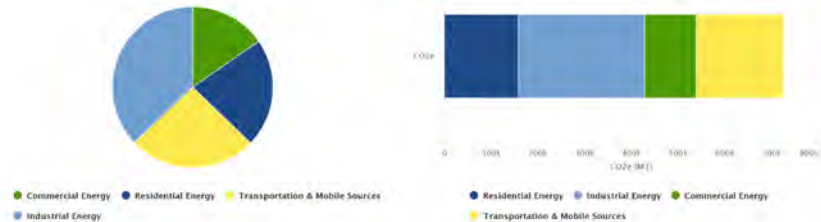
CO₂e By Category



City of Altoona - 2019		
Sector	CO ₂ Emissions (MT)	% of CO ₂ Emissions
Transportation & Mobile Sources	50,434	12.01%
Commercial Energy	55,668	13.26%
Industrial Energy	268,937	64.05%
Residential Energy	44,863	10.68%
Total	419,902	100.00%

Ankeny, IA

CO₂e By Category



City of Ankeny - 2019		
Sector	CO ₂ Emissions (MT)	% of CO ₂ Emissions
Transportation & Mobile Sources	186,371	25.67%
Commercial Energy	111,442	15.35%
Industrial Energy	269,509	37.13%
Residential Energy	158,581	21.85%
Total	725,903	100.00%

PROPOSED GREENHOUSE GAS EMISSIONS PERFORMANCE MEASURE

Proposed Greenhouse Gas Emissions Performance Measure

In July, the US DOT released a notice of proposed rulemaking (NPRM) for a greenhouse gas national performance measure for state DOTs and MPOs

- Proposed GHG PM seeks declining CO₂ emissions on the Interstates and National Highway System (NHS) roads (Base Year 2021)
- Should align with national goals of 50% reduction by 2030 and net-zero by 2050

MPOs can either

1. Support their state DOT's declining four-year targets
2. Establish their own regional declining four-year targets

No penalties for MPOs for not meeting targets or not making significant progress

Proposed Greenhouse Gas Emissions Performance Measure

Performance Measure Calculations Summary

- % CO2 Reduction from ReportingYear to BaseYear2021
 - $\text{CO2 Emissions} = (\text{Fuel Consumed}) \times (\text{CO2/Gallon Emission Factor}) \times (\text{Proportion of VMT on NHS})$

Iowa DOT is currently working with AASHTO to review and encourages MPOs to review and comment as well

Public comment period ends October 13, 2022

UPCOMING EVENTS

Don't Miss Early Bird Discount Ending July 15!

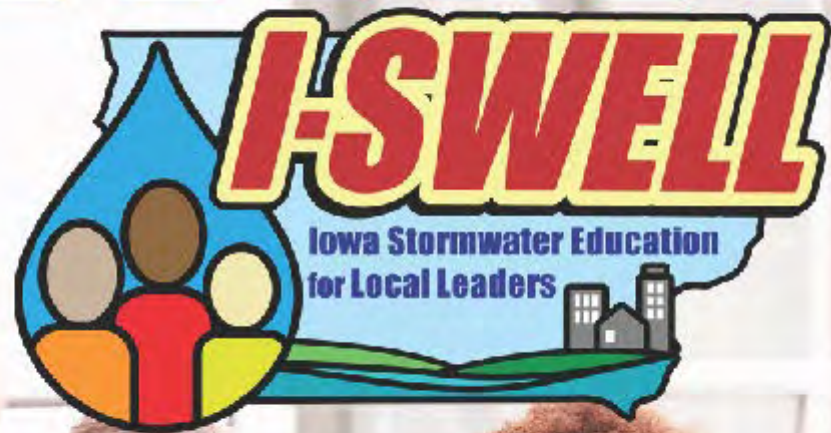


www.iowastormwater.org/events/conference

CONFERENCE PROGRAM & AGENDA

2022 IOWA STORMWATER CONFERENCE

FFA Enrichment Center | Ankeny, Iowa | September 15-16, 2022



This **FREE** training is designed for busy elected officials & community leaders. In 1.5 hours, we will identify the link between land use & water resource protection and help you be better prepared to address stormwater issues and opportunities in your community. The event kicks off the annual IStorm Conference. [Join us at the conference!](#)

- 7:30-7:45 AM Reconnecting Iowans to Water**
(Hannah Innman, Great Outdoors Foundation & Maggie McClelland, ICON)
- 7:45-8:00 AM Stormwater Basics for Community Leaders**
(Aaron Gwinnup, EOR)
- 8:00-8:15 AM Stormwater Ordinance Lessons Learned**
(Rudy Koester, City of Waukee)
- 8:15-8:30 AM Crafting a Stormwater Master Plan**
(Patrick Beane, City of Des Moines)
- 8:30-8:45 AM A New Funding Approach: Batch & Build**
(John Swanson, Polk County)
- 8:45-9:00 AM Q&A**

**September
15, 2022**

**FFA
Enrichment
Center**

Ankeny, IA

Certificates
provided
for PDHs



FHWA Carbon Reduction Program (CRP) Webinars

The CRP provides \$6.4 billion in formula funding to states and metropolitan areas over the next five years for projects designed to reduce carbon dioxide emissions from on-road highway sources. During the webinars, staff from the FHWA Office of Natural Environment will provide information about the new program and answer questions from participants.

September 15, 2022 from 2:00 m. to 3:00 p.m. Eastern. Register at
https://usdot.zoomgov.com/webinar/register/WN__Z4Ags4VS1elf6jCKpEujg

September 21, 2022 from 11:00 a.m. to 12:00 m. Eastern. Register at
https://usdot.zoomgov.com/webinar/register/WN_CI4Dp7ANRT26306--IlpAA

WED ^{SEP} 28

THU ^{SEP} 29

2022 IOWA WATER CONFERENCE: OUR WATERSHED MOMENT, BUILDING COMMUNITIES FOR CONSERVATION

Dubuque, Iowa

REGISTER

Is Your Community EV Ready?

MPO MEMBER WORKSHOP: Electric Vehicle Readiness 101

There are many pieces to puzzle together when preparing a community for electric vehicles — regulations, ordinances, fleets, stations, safety — and it's not always obvious where to begin.

If this sounds familiar, this workshop is for you! Participants will come away with a better understanding of “EV readiness” and more prepared to take advantage of the influx of federal funding coming available for EV projects.

This workshop is ideal for staff members and policy makers from MPO member communities, as well as MPO subcommittee and roundtable members.

1 P.M. — TUESDAY, OCTOBER 4

Des Moines Area MPO Office
420 Watson Powell Jr. Way, Suite 200
Des Moines, IA 50309

A virtual option is available upon request. For more information or to request a link, please reach out to MPO staff at info@dmampo.org.



Hosted by:



Electrification
Coalition



CAPITAL CROSSROADS
A VISION FORWARD

IOWA CLEAN CITIES COALITION

IOWA
economic development

Annual APA Iowa Conference



APA Iowa Chapter

2022 Annual Conference | Ottumwa | Oct 12-14

Make little plans to reach high hopes!

- iowa.planning.org/conferences-and-meetings/chapter-conference/
- Bridge View Center, Ottumwa





GROWING SUSTAINABLE COMMUNITIES CONFERENCE

OCTOBER 17-18, 2022

SPONSORED BY



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OTHER ITEMS OF INTEREST

Iowa SUDAS Updates

- **Proposed changes in:**

- 5C-1: Geometric Design Tables
- 5C-2: Geometric Design Elements
- 5M-1: Complete Streets
- Chapter 12: **Pedestrian** and Bicycle Facilities
- 12A-1: General Sidewalk Requirements
- 12A-5: Pedestrian Safety Measures and Crossings
- 12B-1: Selecting Bicycle Facilities
- 12B-2: Shared Use Path Design
- 12B-3: On-Street Bicycle Facilities
- 13A-3: Traffic Signal Features
- 13A-4: Traffic Signal Design Considerations



**Next District 1 meeting:
Wednesday, October 19th from
10 a.m. – 1 p.m. at Snyder &
Associates in Ankeny**

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