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GOALS,
MEASURES, &
TARGETS

VISION

Our region has a well-coordinated multi-modal transportation system that leverages our unique attributes in order to ensure a high-quality of life and economic success.



MISSION

The MPO advances a safe, effective, fully integrated multi-modal transportation system that supports economic development, protects natural assets, and enhances overall quality of life



Goals

The high-level goals outlined in this chapter work as a system to direct Greater Des Moines toward a more vibrant transportation system. When realized, these goals will ensure the region continues to support a strong economy while protecting the environment. Fulfilling these goals also will enhance the great quality of life residents already enjoy in Greater Des Moines.

The current conditions analysis, measures, and targets associated with each goal were identified by the plan's steering committee and through public involvement. They will allow the region to understand the progress made in achieving our goals between now and 2050. These goals will not be achieved overnight. Rather, they will be achieved by continual, collaborative efforts in which all stakeholders take an active role.

The MPO identified four goals for Mobilizing Tomorrow. The MPO sought to maintain consistency with the goals identified in The Tomorrow Plan. The Tomorrow Plan's goals were as follows:

- Create a resilient regional economy.
- Improve the region's environmental health and access to the outdoors.
- Further the health and well-being of all residents in the region.
- Increase regional cooperation and efficiency at all levels.

The MPO also considered the ten planning factors, outlined by the US Code of Federal Regulations, that an MPO is required to consider in its transportation planning process. These planning factors include:

1. Support economic vitality.
2. Increase safety of the transportation system.
3. Increase the security of the transportation system.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment and promote conservation.
6. Enhance the integration and connectivity of the system across and between modes.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Finally, the MPO considered how the goals of Mobilizing Tomorrow complement and further the goals of other regional and statewide plans. These include the Iowa Department of Transportation's Transportation Asset Management Plan (TAMP), Strategic Highway Safety Plan (SHSP), and the Iowa State Freight Plan, as well as the Des Moines Area Regional Transit Authority's DART Forward Plan.

Figure 2.1 shows how the goals of Mobilizing Tomorrow align with other planning requirements and documents.

Mobilizing Tomorrow Goals

1. Manage and optimize transportation infrastructure and services.
2. Enhance multimodal transportation options.
3. Improve the region's environmental health.
4. Further the health, safety, and well-being of all residents in the region.

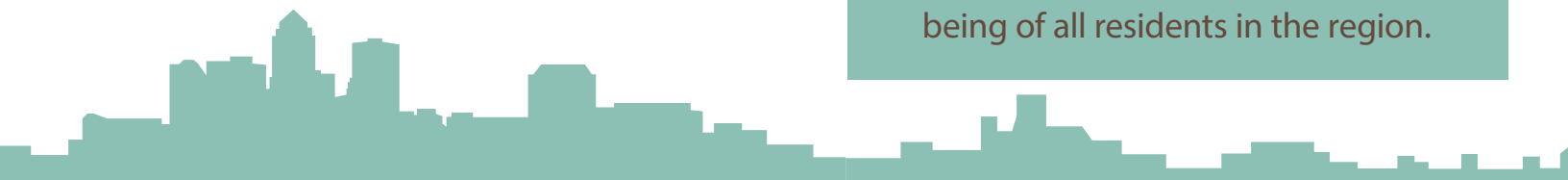


FIGURE 2.1: GOALS MATRIX

		Mobilizing Tomorrow Goals			
		Goal 1: Manage and optimize transportation infrastructure and services	Goal 2: Enhance multimodal transportation options	Goal 3: Improve the region's environmental health	Goal 4: Further the health, safety, and well-being of all residents in the region
Planning Factors	Support economic vitality.	●	●	●	●
	Increase safety of the transportation system.	●	●		●
	Increase the security of the transportation system.		●	●	
	Increase the accessibility and mobility of people and freight.	●	●	●	●
	Protect and enhance the environment and promote conservation		●		●
	Enhance the integration and connectivity of the system across and between modes.		●		
	Promote efficient system management and operations.			●	●
	Emphasize the preservation of the existing transportation system.			●	●
The Tomorrow Plan Goals	Create a resilient regional economy	●	●		●
	Improve the region's environmental health and access to the outdoors		●	●	●
	Further the health and well-being of all residents in the region.		●		●
	Increase regional cooperation and efficiency at all levels.	●	●		●
Transportation Asset Management Plan		●			●
Strategic Highway Safety Plan		●			●
Iowa State Freight Plan		●	●	●	●
Transit Asset Management Plan		●	●		●
Transit Safety Plan			●		●
DART's Long-Range Plan			●	●	

Measures and Targets

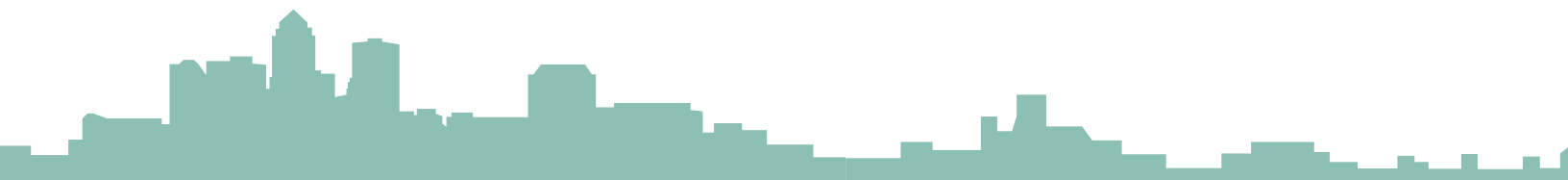
Federal guidelines require that long-range transportation plans be performance-based. That is, decisions on projects to implement and funding policies should be based on improving the performance of the transportation system. To accomplish this and aid in achieving the plans goals, the MPO relies on performance measures and targets to help guide its decision making.

Measures are quantifiable descriptions that help us understand how the transportation system is performing. For many measures there are specific figures, or targets, that have been set for future years. These targets represent the future conditions we hope to achieve for the various measures. Regularly analyzing the performance measure to see progress towards the targets helps to understand whether we are making progress towards the identified goals. In addition to providing an understanding of our current system and the future conditions we hope to achieve, many of these measures and targets are used to evaluate projects seeking federal funding allocated by the MPO. This helps to ensure a performance-based planning process in which there is a logical connection among goals, measures, and projects.

There are two types of performance measures and targets included in this plan. The first type are measures and targets required by the US DOT. Following the passage of MAP-21, the US DOT issued final rulemaking that requires states and MPOs to use a standardized set of measures and methodology to set targets related to those measures. Topics for which measures are required include safety (including fatalities, serious injuries, and the rates of each for both motorized and non-motorized travel), road and bridge condition, and system reliability including freight. Similar rulemaking also now requires that transit agencies set performance targets for their capital assets. Together these measures help ensure that states, MPOs, and transit agencies consider these issues. The standardized approach also allows for the US DOT to understand progress on these issues across the country. Additional information about the federally required measures is included in Appendix E.

In addition to complying with the federal requirements described above, MPOs are also allowed, and encouraged, to develop their own measures and targets to assist in the planning process. These MPO-derived measures constitute the second type of measures used in this plan. Many of these measures were included in the original 2014 Mobilizing Tomorrow plan, prior to the US DOT's performance measure rulemaking, and they have been carried forward in this plan. Where possible, measures used in the 2014 plan have been updated to be consistent with the federal requirements (see Appendix E for additional clarification on differences between the US DOT measures and MPO measures).

Throughout the remainder of this chapter, MPO measures and targets are shown for each goal. For each there is target set for five years from the plan's adoption as well as one for the plan's horizon year of 2050. The five-year goal is a new feature of the 2019 Mobilizing Tomorrow update. The shorter time horizon will help provide a more attainable target that still leads to progress toward the final 2050 measure, and it also will allow the MPO to easily understand progress made towards goals when the long-range transportation plan is again updated in five years. The MPO also will annually produce a report that compares the latest system data available to both the baseline and targets to understand progress made.



GOAL 1:

Manage and Optimize Transportation Infrastructure and Services

The Greater Des Moines region includes an extensive network of streets, bridges, bicycle facilities, and transit assets. Aging infrastructure and assets will be a critical challenge facing the region over the coming decades. Focusing investment on managing and optimizing our existing transportation systems will ensure that the region remains competitive. These investments should focus on keeping our roadways maintained to a high standard while optimizing our current systems using signal timing and other advances in technology to move people and goods more efficiently throughout the region.

The MPO will use the following measures and targets to evaluate how well the MPO is advancing Goal 1: Manage and Optimize Transportation Infrastructure and Services. For additional detail on how the performance measures and targets were selected see **Appendix E**.

FIGURE 2.2: GOAL 1 MEASURES AND TARGETS

MEASURE	CURRENT	5-YEAR TARGET	2050 TARGET
Bridge Condition			
% Bridges in Good Condition (all bridges)*	65.9	Maintain	85.0
% Bridges in Poor Condition (all bridges)*	4.5	Maintain	Maintain
% Bridge Deck Area in Good Condition (all bridges)	69.0	Maintain	85.0
% Bridge Deck Area in Poor Condition (all bridges)	4.6	Maintain	Maintain
Level of Service - Peak Hour			
% of person miles traveled on interstate that are reliable*	100	Maintain	95
% of person miles traveled on non-interstate NHS that are reliable*	66	Maintain	75
Freight Reliability			
Interstate Truck Travel Time Reliability Index*	1.28	Maintain	Maintain
Pavement Condition Index (PCI)			
% of Pavement on the Interstate in good Condition*	47.5	Maintain	65.0
% of Pavement on the Interstate in poor Condition*	0.9	Maintain	Maintain
% of Pavement on the non-interstate NHS in good Condition*	32.5	Maintain	60.0
% of Pavement on the non-interstate NHS in poor Condition*	22.4	Maintain	5.0
% of Pavement on local roads in poor Condition	8.0	Maintain	3.0
Average PCI of local roads	65.0	Maintain	80.0
CV/AV Readiness			
Number of Smart Corridors	0	0	5

Certain measures included in the chart do not have 2050 targets. These measures help give a clearer understanding of the current system without setting a goal for the future.

*Performance measures required by the Federal Highway Administration in 23 CFR 490.

FIGURE 2.2: GOAL 1 MEASURES AND TARGETS (CONTINUED)

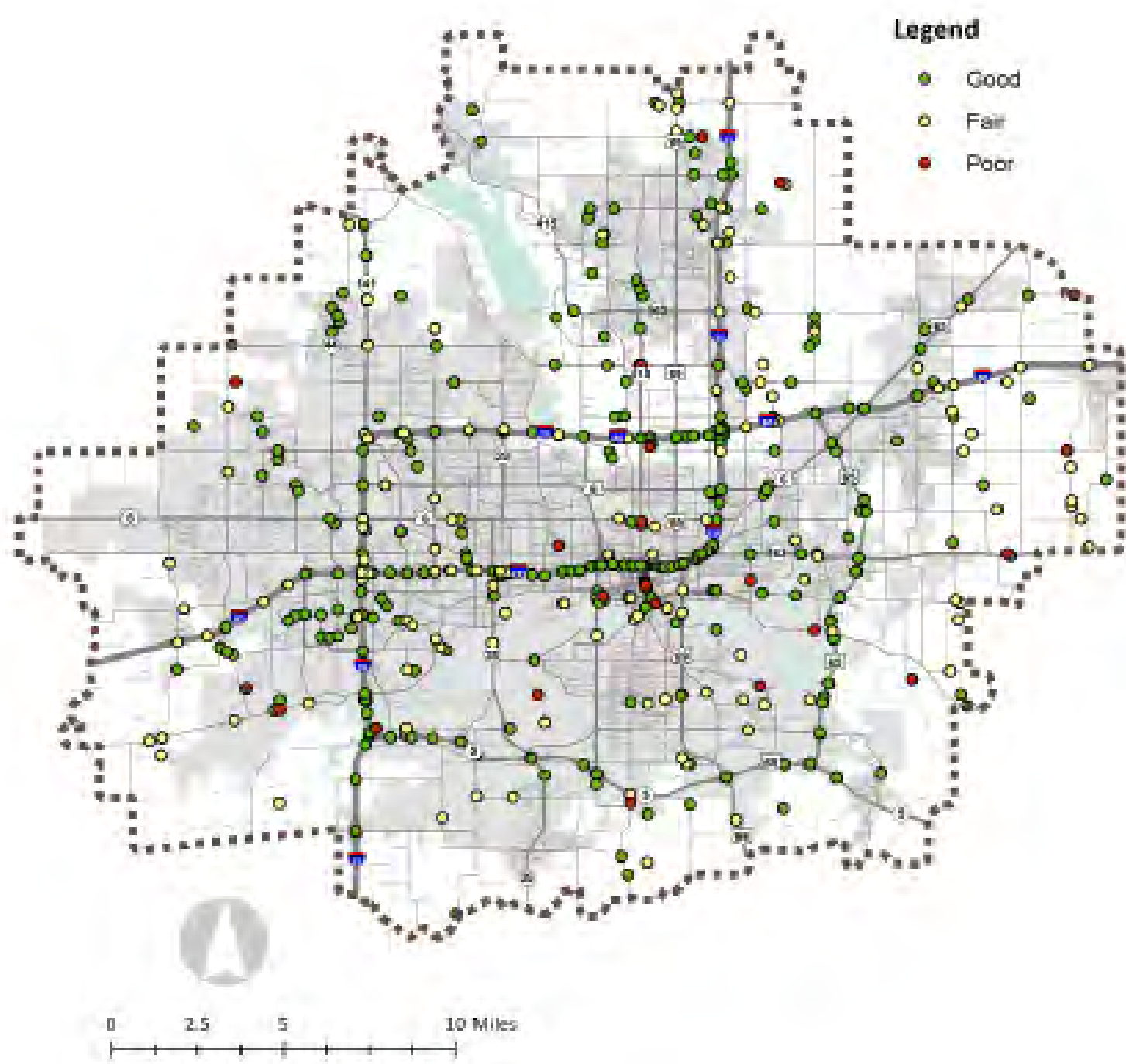
MEASURE	CURRENT	5-YEAR TARGET	2050 TARGET
Regional Trail System			
Number of Gaps	13	11	0
Miles of Gaps	54.0	45.0	0
% pavement in good condition	86.6	Maintain	90.0
% pavement in poor condition	3.0	Maintain	2.0

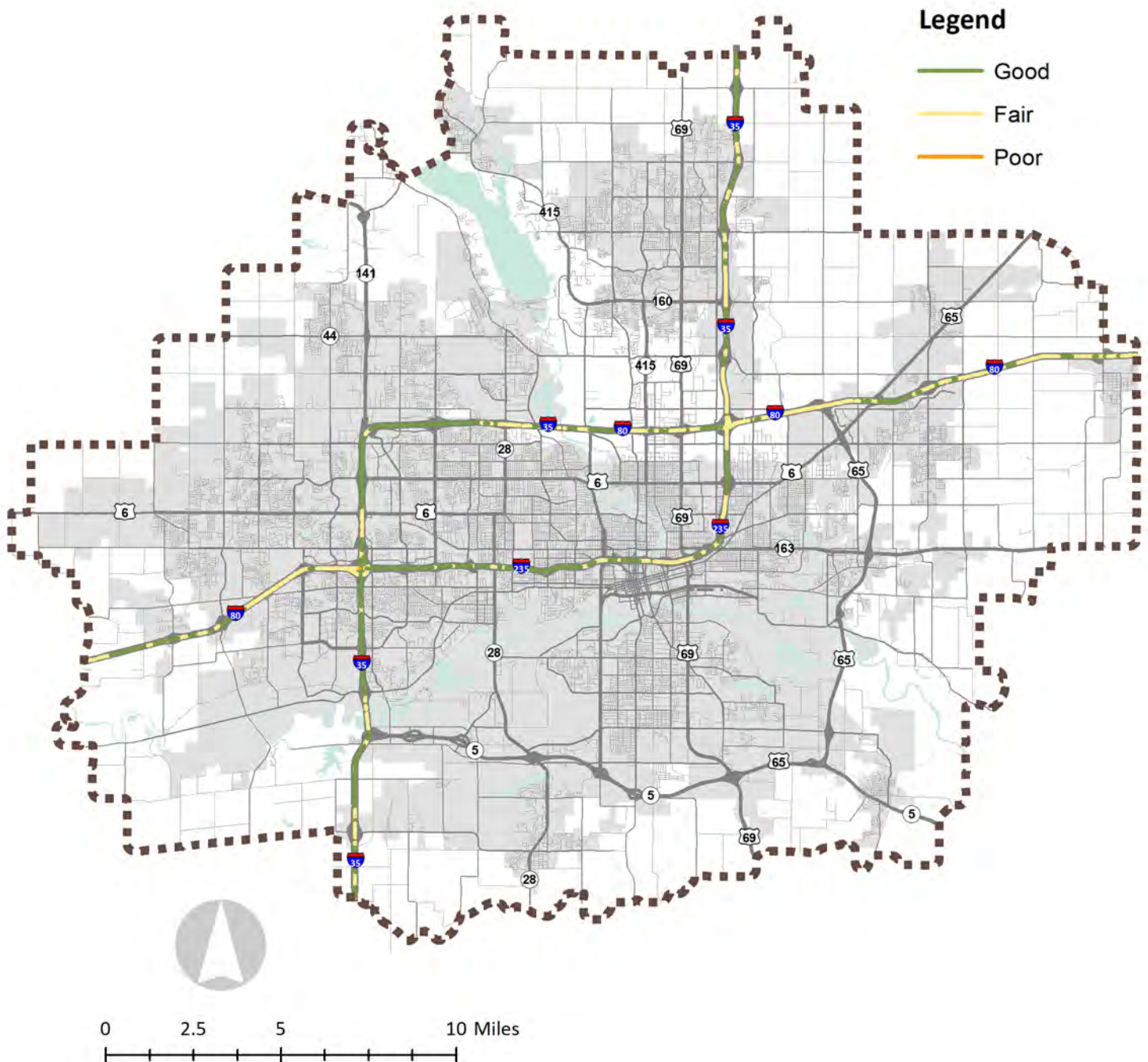
Certain measures included in the chart do not have 2050 targets. These measures help give a clearer understanding of the current system without setting a goal for the future.

FIGURE 2.3: TRANSIT PERFORMANCE TARGETS

CATEGORY	CLASS	PERFORMANCE TARGET
Rolling Stock	35' to 60' Heavy-Duty Buses	10% of fleet exceeds ULB of 13 years
	30' to 34' Heavy-Duty Buses	10% of fleet exceeds ULB of 11 years
	27' to 31' Medium-Duty Buses	10% of fleet exceeds ULB of 8 years
	25' Light-Duty Buses	10% of fleet exceeds ULB of 5 years
	Vans	10% of fleet exceeds ULB of 5 years
Equipment	Support Vehicles- Trucks, Autos, Vans, & SUV's	10% of fleet exceeds ULB of 7 years
Facilities	Administration & Passenger Facility- DCS	10% of facility rated under 3.0 on TERM Scale
	Maintenance & Operations Facility- DW	10% of facility rated under 3.0 on TERM Scale
	Parking Facility- N/A at this time	10% of facility rated under 3.0 on TERM Scale

FIGURE 2.4: 2017 BRIDGE CONDITION





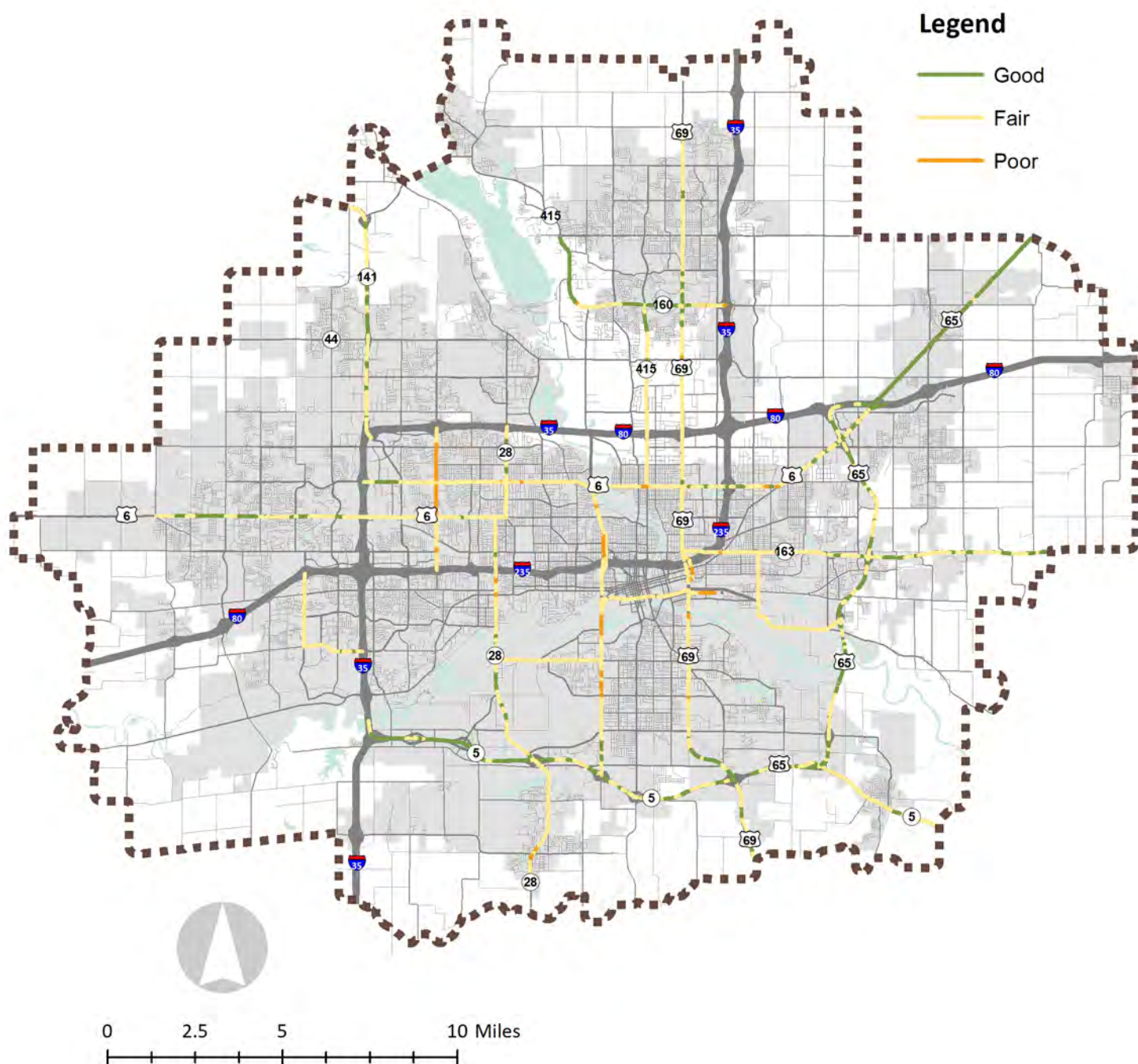


FIGURE 2.7: 2017 LOCAL SYSTEM PAVEMENT CONDITION

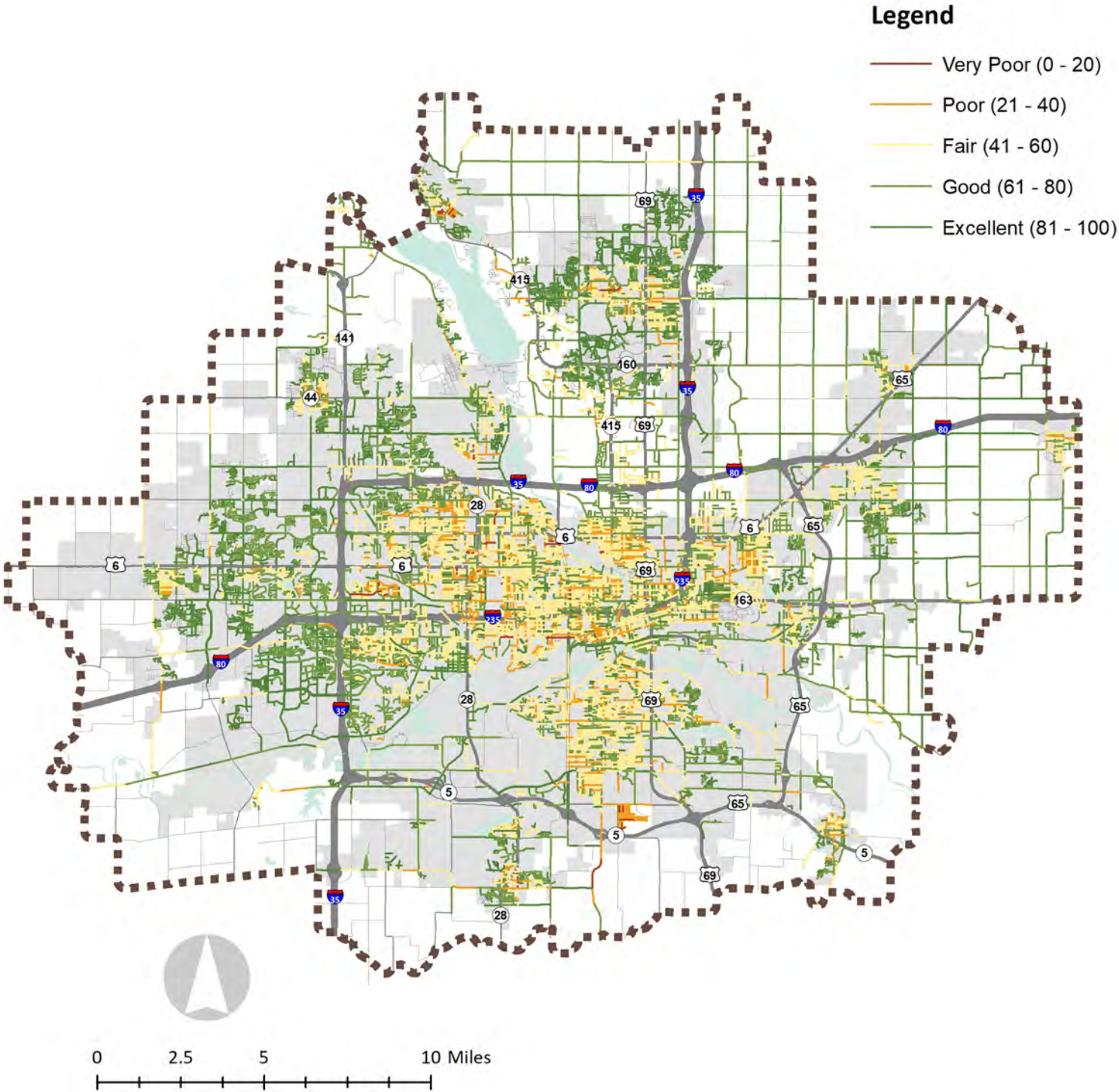


FIGURE 2.8: 2017 INTERSTATE TRAVEL TIME RELIABILITY

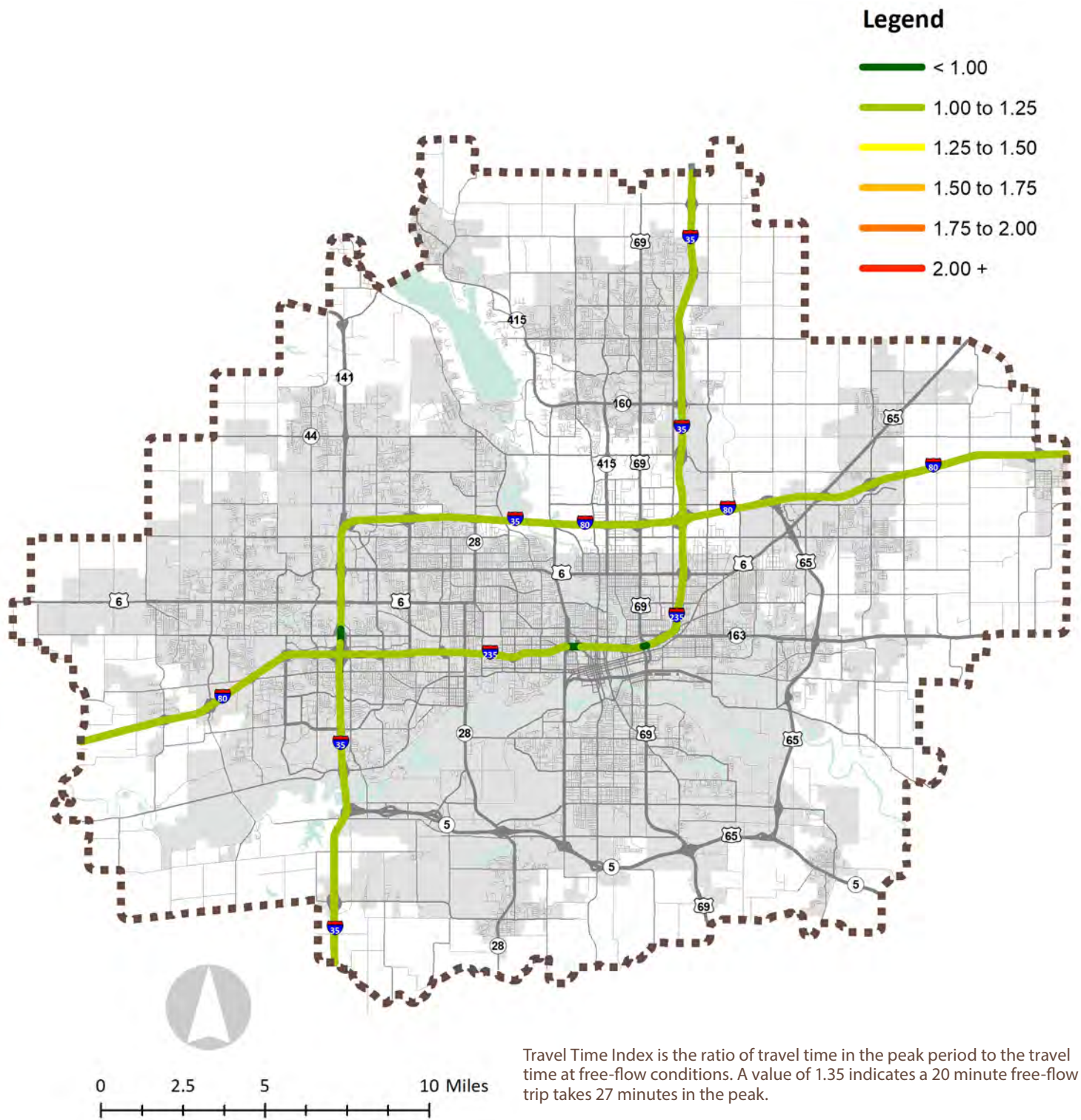


FIGURE 2.9: 2017 NON-INTERSTATE TRAVEL TIME RELIABILITY

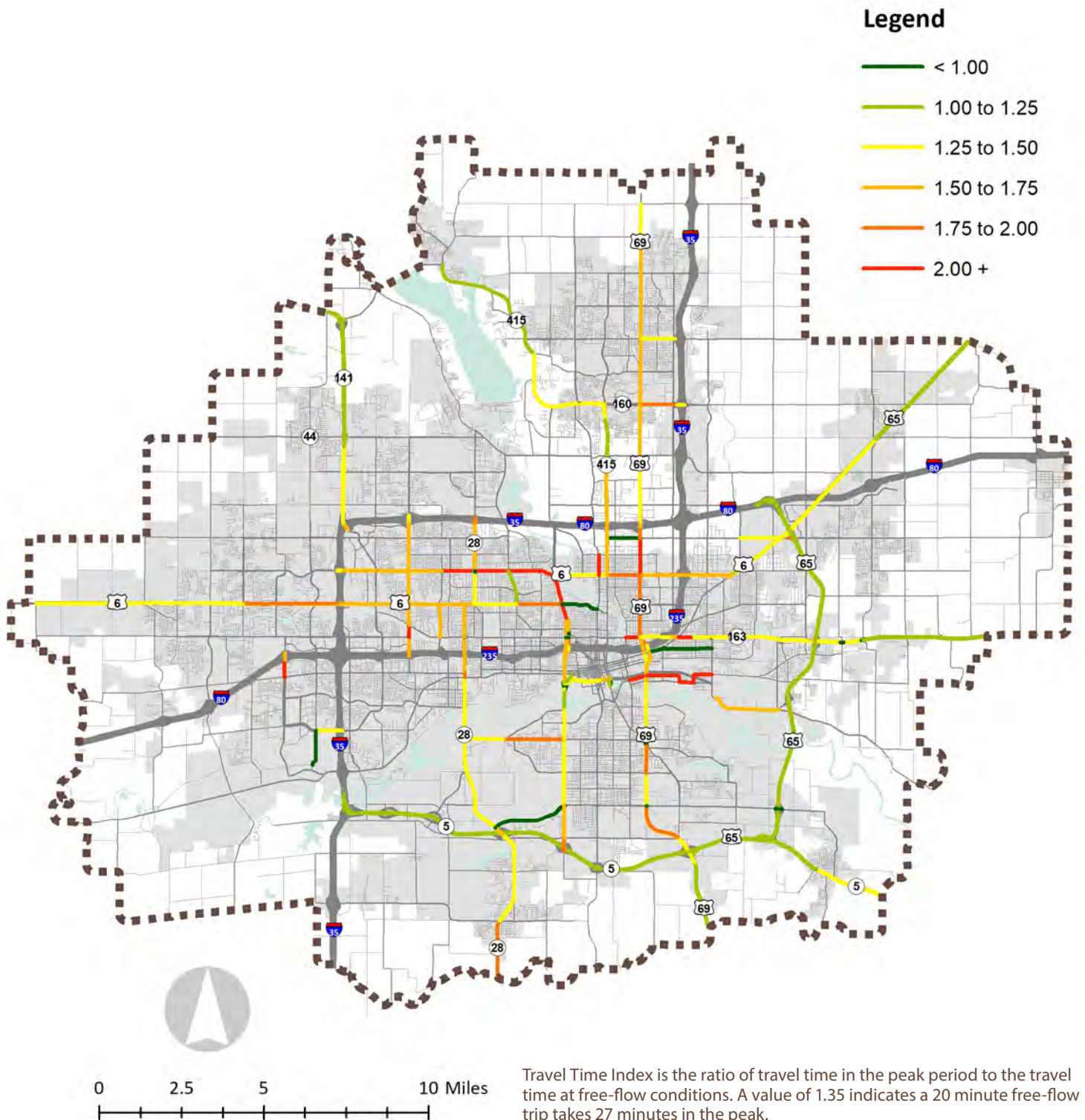


FIGURE 2.10: 2017 TRUCK TRAVEL TIME RELIABILITY

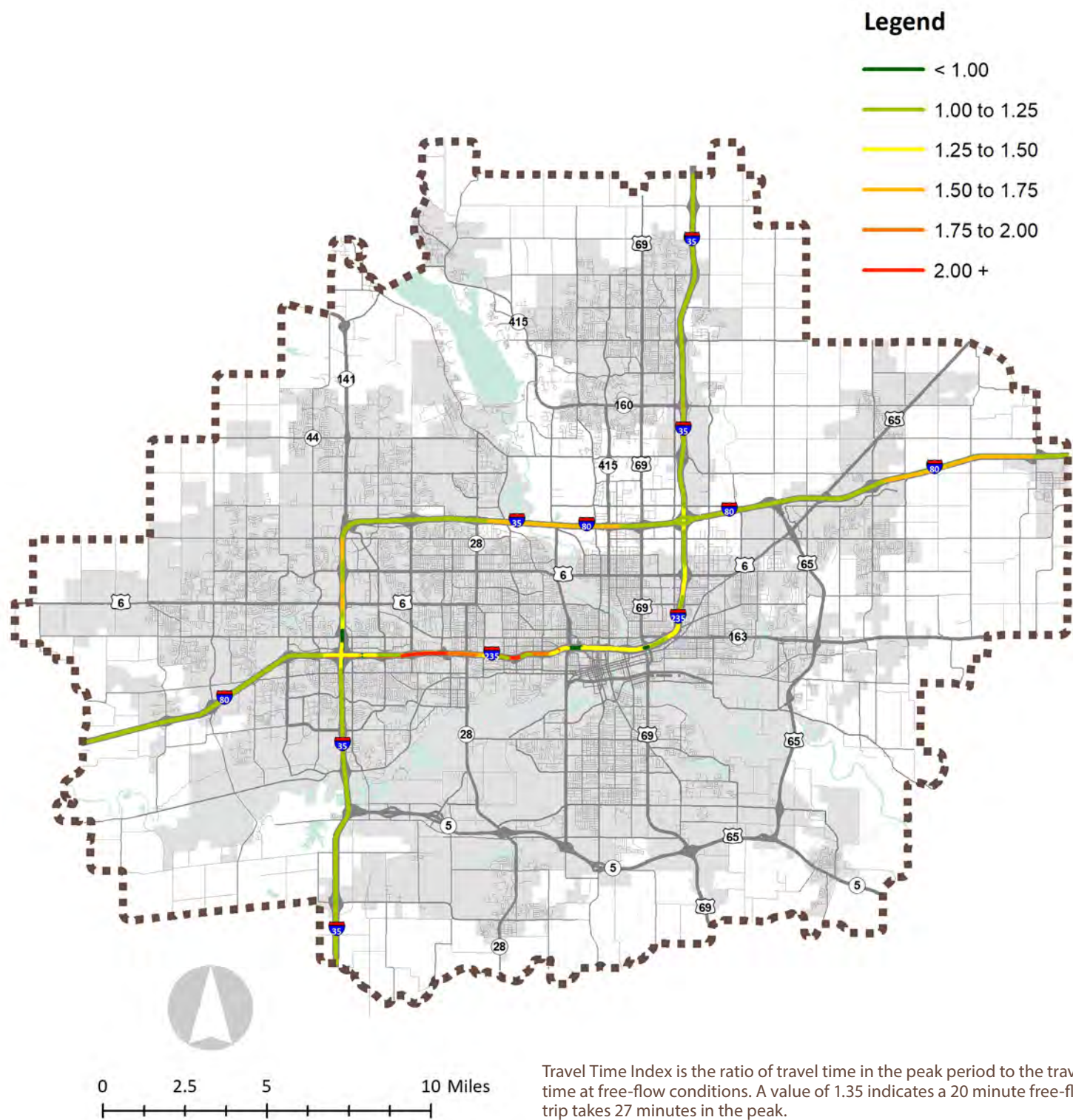
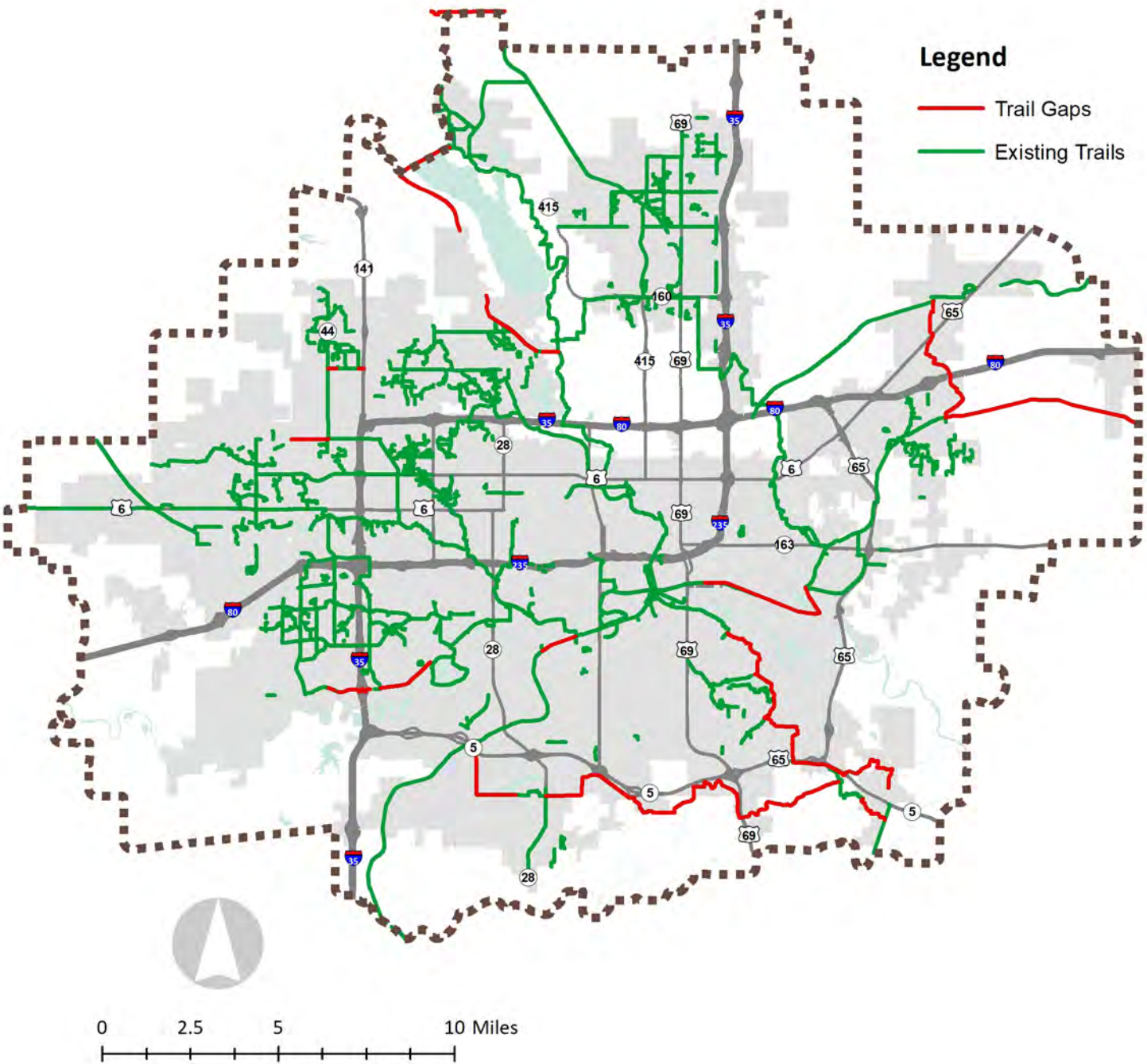
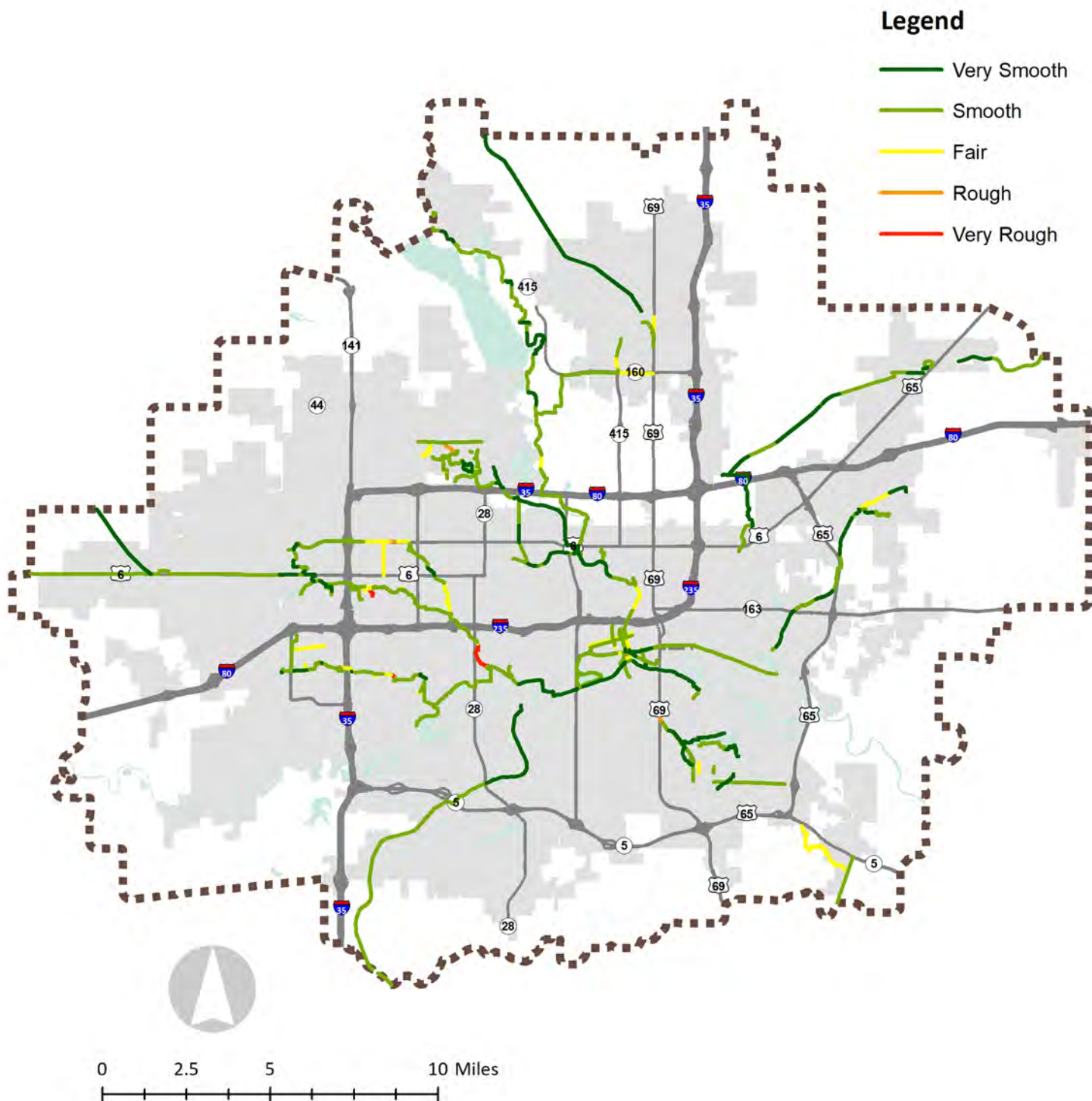


FIGURE 2.11: 2018 TRAIL GAPS





Spotlight Issue

Problem Statement:

A lack of affordable places to both live and make a living – including the combined cost of housing and transportation – is one of the reasons why 35 out of every 100 Central Iowans live in poverty.

Summary:

Families that spend more than 30 percent of their household income on housing are consider cost burdend. Families without an affordable place to live often enter in to a vicious cycle of poverty, making it all but impossible to build a better life. Housing is only part of the equation of affordable places to live; transportation can often make or break a low- and moderate-income budget. It is imperative that the region spends the resources necessary to maintain the quality of our existing system. Well maintained roadways create less wear and tear on vehicles saving residents money on vehicle maintenance. These savings can help offset housing costs. Less focus on roadway expansion could free up resources that could go toward programs that incentivize affordable housing and transportation options.

Oftentimes, affordable housing is not located near jobs – requiring people to find transportation to reach their employers. This can present low-income households with a series of difficult choices. What if they live near a bus line, but it doesn't operate at the times they need it? Do they get a private vehicle, even if it consumes an oversized portion of their income, meaning they have fewer resources for other needs? Do they find a more expensive place to live that is closer to their employer?

Initiatives: OportUnity, DART Forward 2035, Housing Tomorrow

Key Leaders: United Way, DART, Polk County Housing Trust Fund, Central Iowa Housing Trust Fund

Transportation Connections:

One of the keys to reducing the cycle of poverty in Central Iowa is developing a transportation network that is both affordable and accessible to all age groups. That means developing a network of corridors that connect job centers; are located near affordable housing; are accessible by people on foot, on bikes, or in wheelchairs; and where public transit operates frequently for long spans of the day. A cost-effective method of transportation is crucial to get people from home to school or work and back so they can earn enough money to get out of poverty.

Action Items:

- Encourage developments in the region to include a percentage of affordable units;
- Identify areas close to job centers with transit access and incentivize affordable housing near these locations;
- Require the Funding Subcommittee to consider affordable housing needs when awarding annual Surface Transportation Block Grant funds; and,
- Focus more of the regional transportation dollars on a fix-it-first mentality.

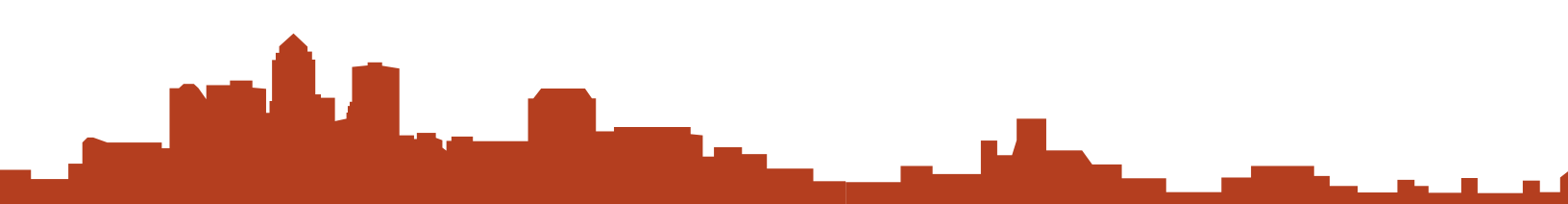


FIGURE 2.13: HOUSING UNIT GROWTH BY JURISDICTION 2020-2050

	TOTAL GROWTH 2020-2050	PERCENT OF TOTAL GROWTH
Altoona	5,509	4.8%
Ankeny	22,878	19.8%
Bondurant	4,640	4.0%
Carlisle	595	0.5%
Clive	3,260	2.8%
Des Moines	13,663	11.8%
Grimes	3,959	3.4%
Johnston	9,642	8.3%
Mitchellville	18	0.0%
Norwalk	3,319	2.9%
Pleasant Hill	3,847	3.3%
Polk City	1,222	1.1%
Urbandale	12,319	10.6%
Waukee	10,470	9.0%
West Des Moines	17,469	15.1%
Windsor Heights	70	0.1%
Dallas County	-	0.0%
Polk County	2,883	2.5%
Warren County	-	0.0%
Total	115,763	100%

Affordable Housing Distribution

Figure 2.12 shows the total number of housing units that are projected for each of the MPO's member governments from 2020-2050 (see **Appendix C** for more details on the growth scenario methodology). Based on a 2019 Study by Capital Crossroads, it was extrapolated that approximately 25 percent of new housing units need to be affordable to meet demand. **Figure 2.13** shows that the region will need to add over 28,000 affordable units by 2050 to meet affordable housing demand. It is important from a transportation perspective that affordable housing is distributed evenly throughout the region and near employment centers. When affordable housing is concentrated in the region it can make it difficult for low income residents to access jobs. This is especially true when service sector jobs are in areas of the region that do not have an adequate number of affordable housing units. When the supply of affordable units are not in close proximity to employment centers, this creates a scenario where jobs are only accessible by automobile which can contribute to peak hour congestion issues.

FIGURE 2.14: AFFORDABLE HOUSING UNITS 2020-2050

	TOTAL GROWTH 2020-2050
Total Housing Unit Growth	115,763
Percentage of Affordable Housing Needed	25%
Total Number of Affordable Units	28,941

Figure 2.14 breaks down the share of affordable units each member government needs to build over the next 30 years. Each community's share was determined by taking their percentage of total housing unit growth from 2020 to 2050 and applying this same percentage to the total amount of affordable units needed during that time frame. This would distribute affordable housing though the region at a rate proportional to the amount of expected growth in each community.

FIGURE 2.15: PROJECTED NUMBER OF AFFORDABLE UNITS 2020-2050

	PERCENT OF TOTAL GROWTH	AFFORDABLE UNITS
Altoona	4.8%	1,377
Ankeny	19.8%	5,720
Bondurant	4.0%	1,160
Carlisle	0.5%	149
Clive	2.8%	815
Des Moines	11.8%	3,416
Grimes	3.4%	990
Johnston	8.3%	2,411
Mitchellville	0.0%	5
Norwalk	2.9%	830
Pleasant Hill	3.3%	962
Polk City	1.1%	306
Urbandale	10.6%	3,080
Waukee	9.0%	2,618
West Des Moines	15.1%	4,367
Windsor Heights	0.1%	18
Dallas County	0.0%	-
Polk County	2.5%	721
Warren County	0.0%	-
Total	100%	28,941

GOAL 2:

Enhance Multimodal Transportation Options

The natural and historical reaction to growth trends is toward the expansion of roadway capacity. Like The Tomorrow Plan, Mobilizing Tomorrow envisions shifting from that historical model due to changing demographics, travel patterns, and rates of car ownership. This goal supports a greater mix of transportation choices, including a robust transit network, an active carpool culture, and land use and design that support walkability. To shift this perspective, Mobilizing Tomorrow lays out bold targets for the year 2050.

The MPO will use the following measures and targets to evaluate how well the MPO is advancing Goal 2: Enhance Multimodal Transportation Options:

FIGURE 2.16: GOAL 2 MEASURES AND TARGETS

MEASURE	CURRENT	5-YEAR TARGET	2050 TARGET
Bicycle System On-Street			
Miles of On-Street Facilities	39.18	118	400
Miles of Protected Bicycle Lanes	0	5	25
Mode Choice/Split (%) - Work Trips			
Single Occupancy Vehicles	77	72	50
Carpool	19	21	25
Transit	1	2	15
Walk/Bike/Other	3	5	10
Mode Chice/Split (%) - All Trips			
Single Occupancy Vehicles	42	38	26
Carpool	46	47	54
Transit	1	2	5
Walk/Bike/Other	11	13	15
Transit			
Total Ridership	4,400,000	5,500,000	8,800,000

Certain measures included in the chart do not have 2050 targets. These measures help give a clearer understanding of the current system without setting a goal for the future.

FIGURE 2.17: ON-STREET BICYCLE FACILITIES

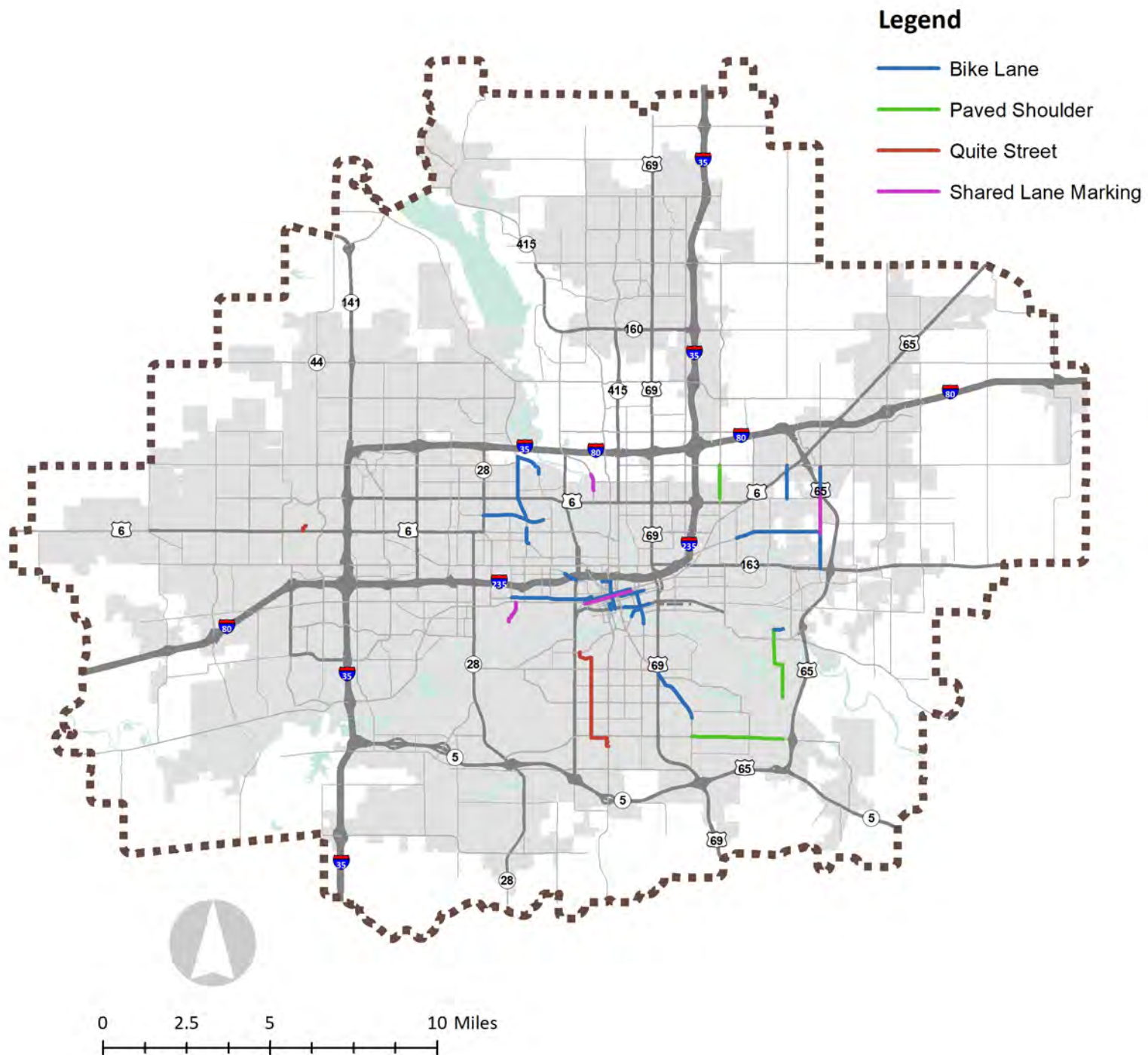


FIGURE 2.18: MODE CHOICE PERCENT - WORK TRIPS

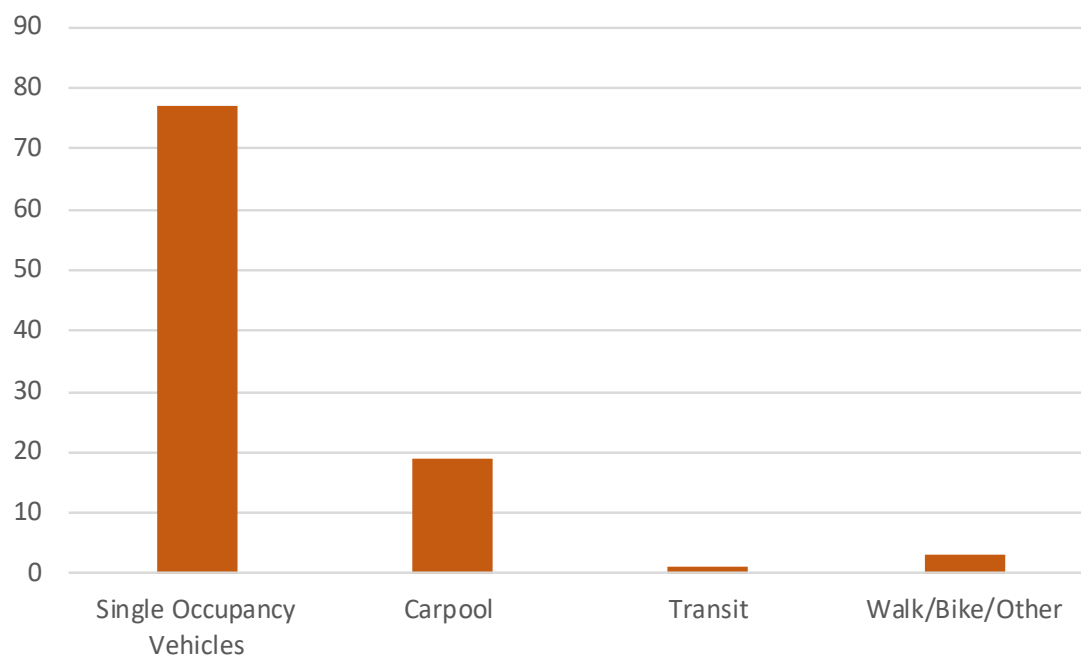


FIGURE 2.19: MODE CHOICE PERCENT - ALL TRIPS

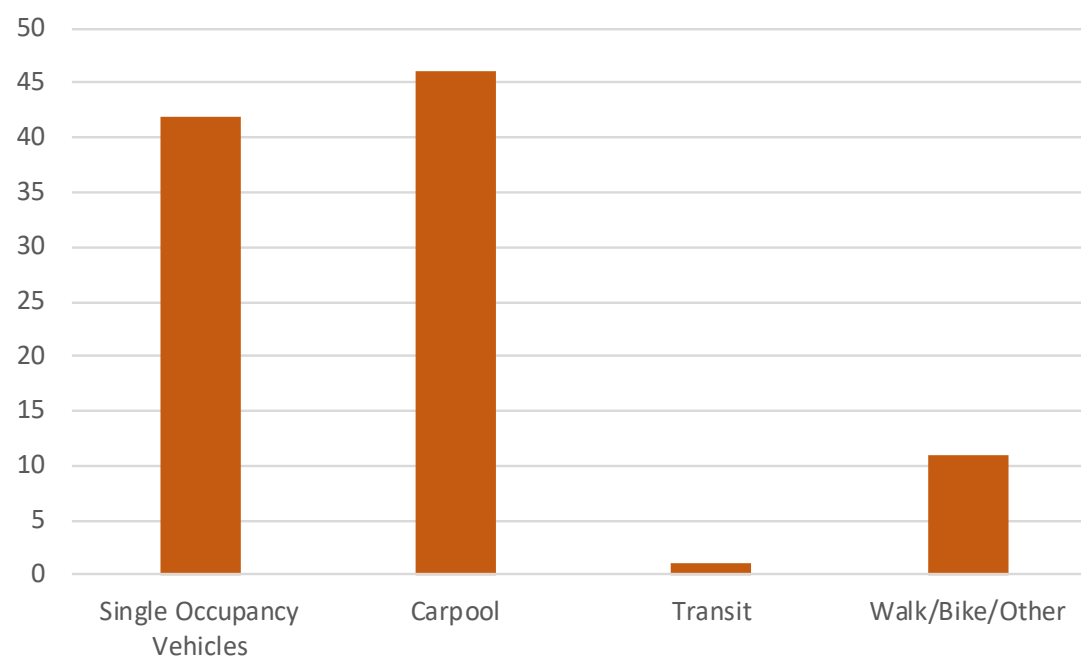
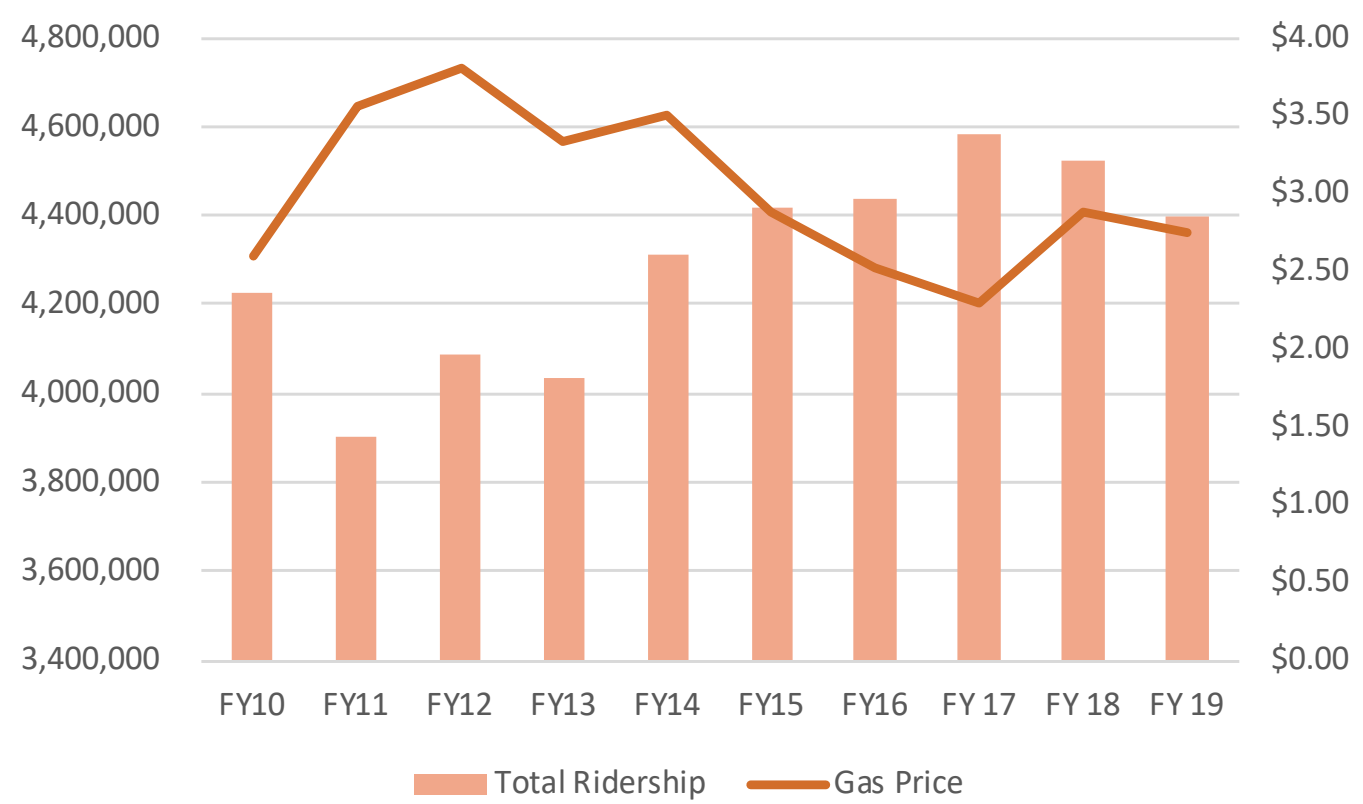


FIGURE 2.20:DART RIDERSHIP 2009-2019



Spotlight Issue

Problem Statement:

With an aging population, many areas are unable to meet evolving needs.

Summary:

People outlive their ability to drive by an average of 7-10 years. Central Iowa has a rapidly aging population that already experiences transportation barriers to independent living. Providing walking and transit options to these populations is crucial for them to age in place and remain connected to their community. Des Moines joined the Age-Friendly Initiative in 2012 at the behest of Des Moines University, Aging Resources of Central Iowa, and AARP Iowa. Age-Friendly places are measured against criteria for infrastructure, social capital, communications, health services, and community supports.

Initiatives: Age-Friendly Greater Des Moines

Key Leaders: AARP, Des Moines University, Broadlawns, Aging Resources of Central Iowa

Transportation Connections:

Central Iowa, like much of Iowa, is rapidly aging and must adapt to meet evolving needs. Transportation is a crucial component of this and the Age-Friendly Initiative. Safe, appropriate transportation options keep aging residents connected and independent with their surrounding community. As needs change, so too must the transportation system.

For aging populations, trips are less centered on commuting purposes. Medical appointments, volunteering, and connecting to family and friends are key trips and may not follow established routes. Universal design principles, integrated mobility options, and collaborative services are crucial for eliminating transportation barriers and remaining a welcoming region for all ages.

Action Items:

- Support the continued study of the Connect Downtown Plan and it's recommended projects in downtown Des Moines;
- Work with communities to fully implement new Complete Streets Policies; and,
- Support ongoing metro efforts to redesign critical areas such as University Avenue, Douglas Avenue, Market District, and other projects.

GOAL 3:

Improve the Region's Environmental Health

Creating and maintaining natural resource corridors, natural stormwater management systems, urban forest canopies, and parks embody the concept of natural stewardship. Good land stewardship ensures long-term environmental and economic health, and its effects improve the mental and physical well-being of people.

A green infrastructure network gives people access to nature, recreation, quiet, and views. Trees and other green infrastructure mitigate the negative environmental and economic impacts of natural disasters, extreme weather events, and poorly designed developments. Ultimately, green systems make communities more resilient and help to attract people and employers. The transportation system can play a significant role in how Greater Des Moines residents experience the natural environment.

The MPO will use the following measures and targets to evaluate how well the MPO is advancing Goal 3: Improve the Region's Environmental Health:

FIGURE 2.21: GOAL 3 MEASURES AND TARGETS

MEASURE	CURRENT	5-YEAR TARGET	2050 TARGET
Environmental Impacts			
Wetlands (% of total acres)	0.1	Maintain	Maintain
Floodplains (% of total acres)	15.8	Maintain	12.8
Woodlands (% of total acres)	0.3	Maintain	Maintain
Farmland (% of total acres)	1.3	Maintain	1.0
Person Miles Traveled			
% of non-SOV travel (all trips)	58	60	70

Certain measures included in the chart do not have 2050 targets. These measures help give a clearer understanding of the current system without setting a goal for the future.

FIGURE 2.22: EXISTING WETLANDS

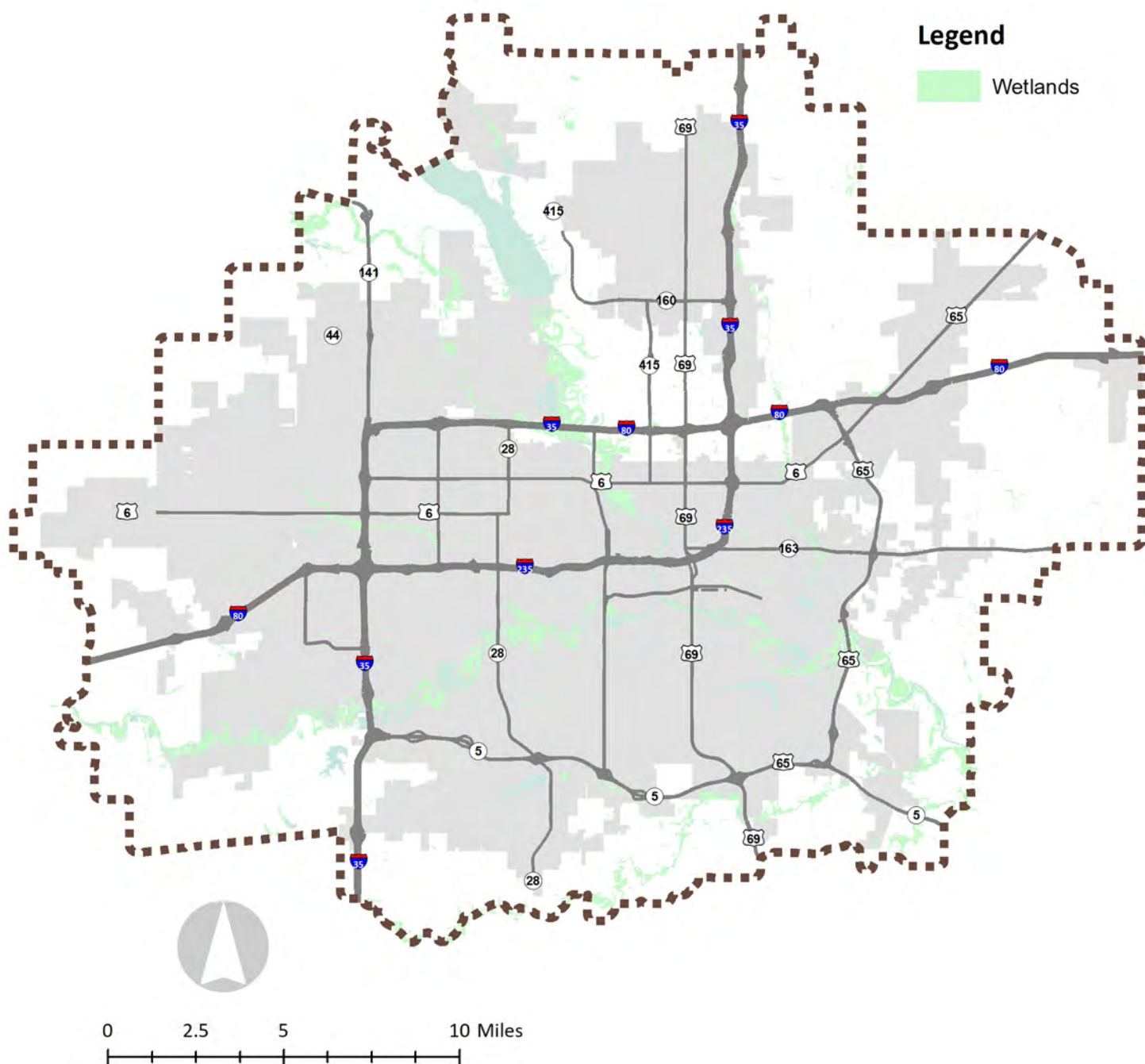


FIGURE 2.23: FLOODPLAINS (500 YEAR)

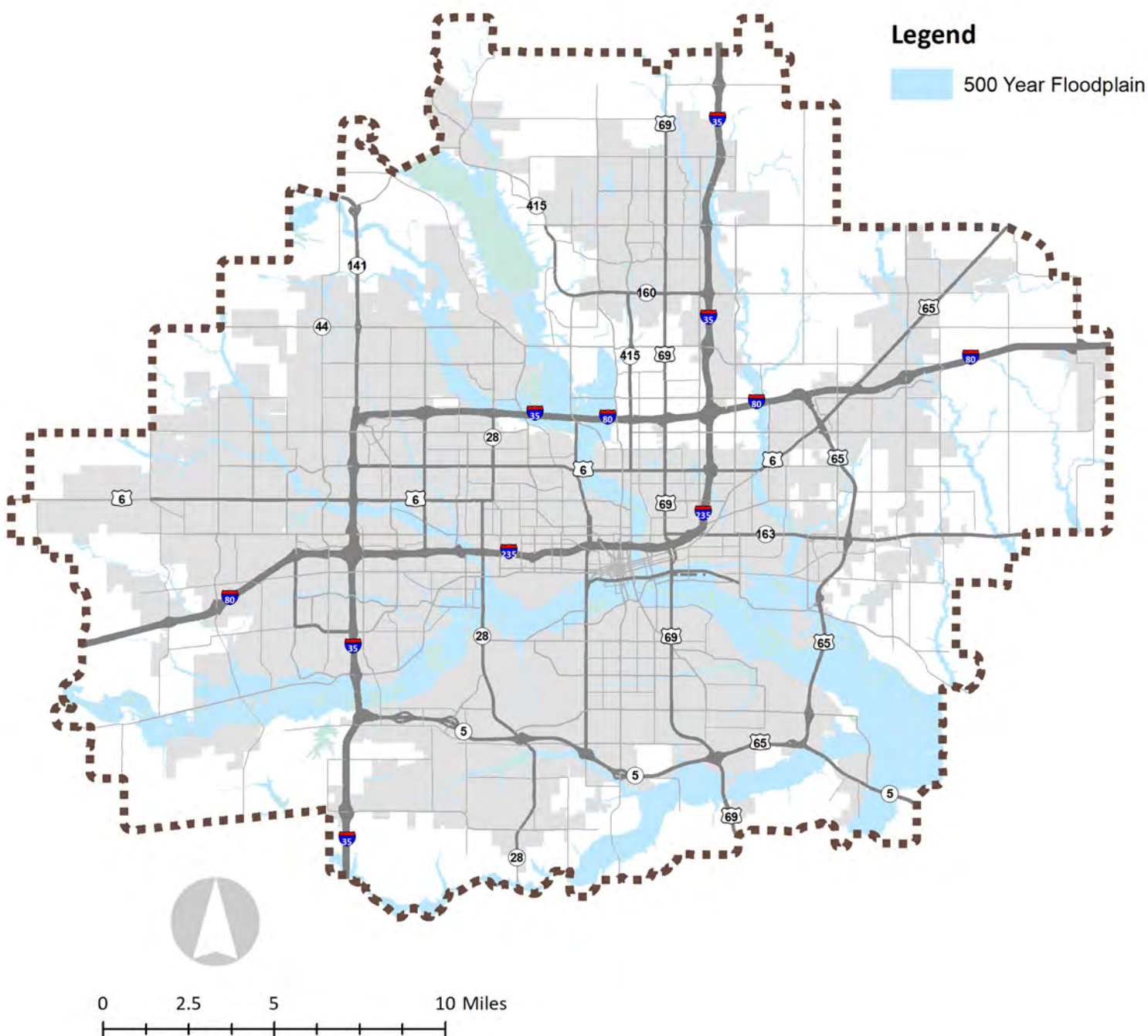


FIGURE 2.24: WOODLANDS

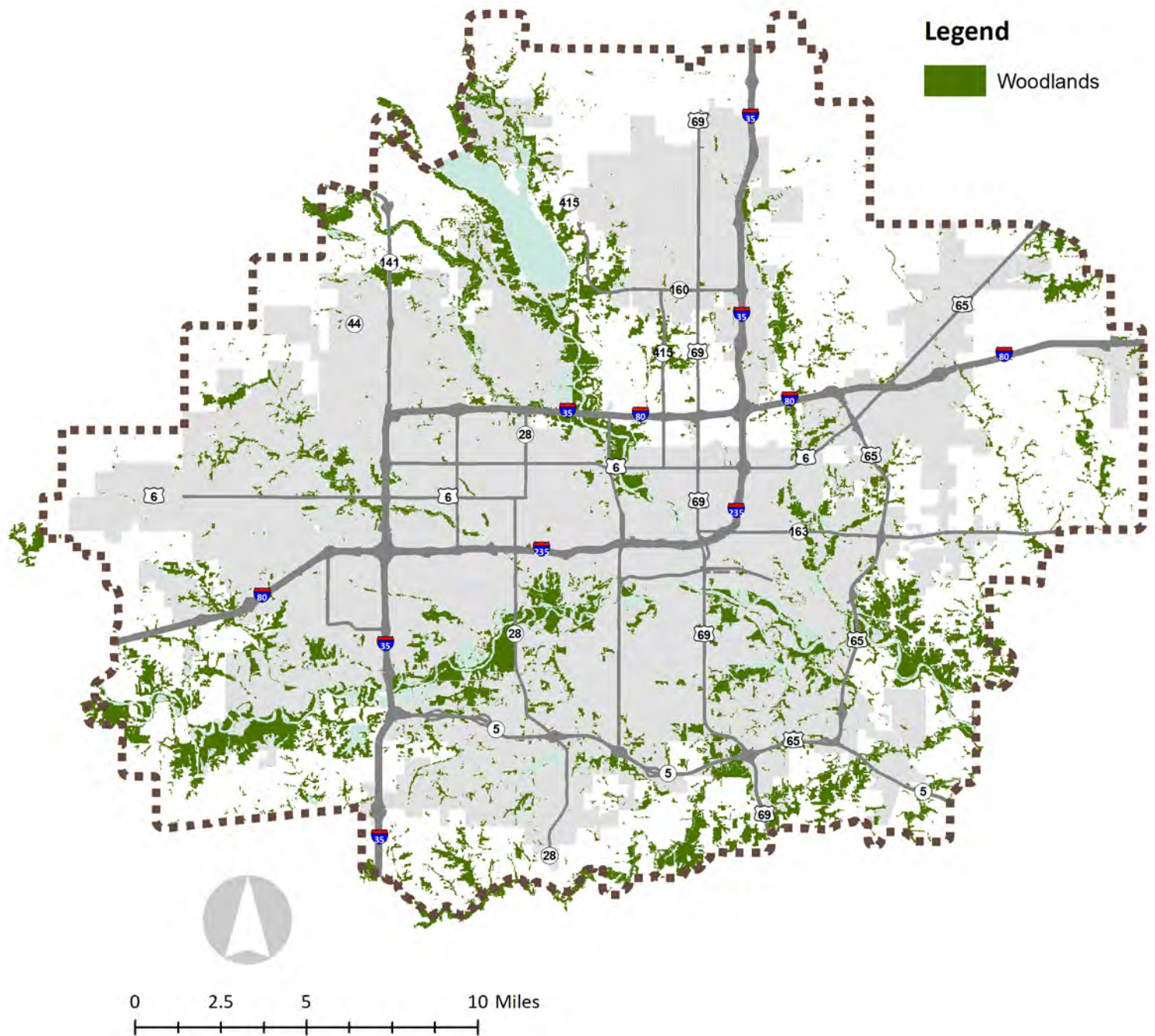
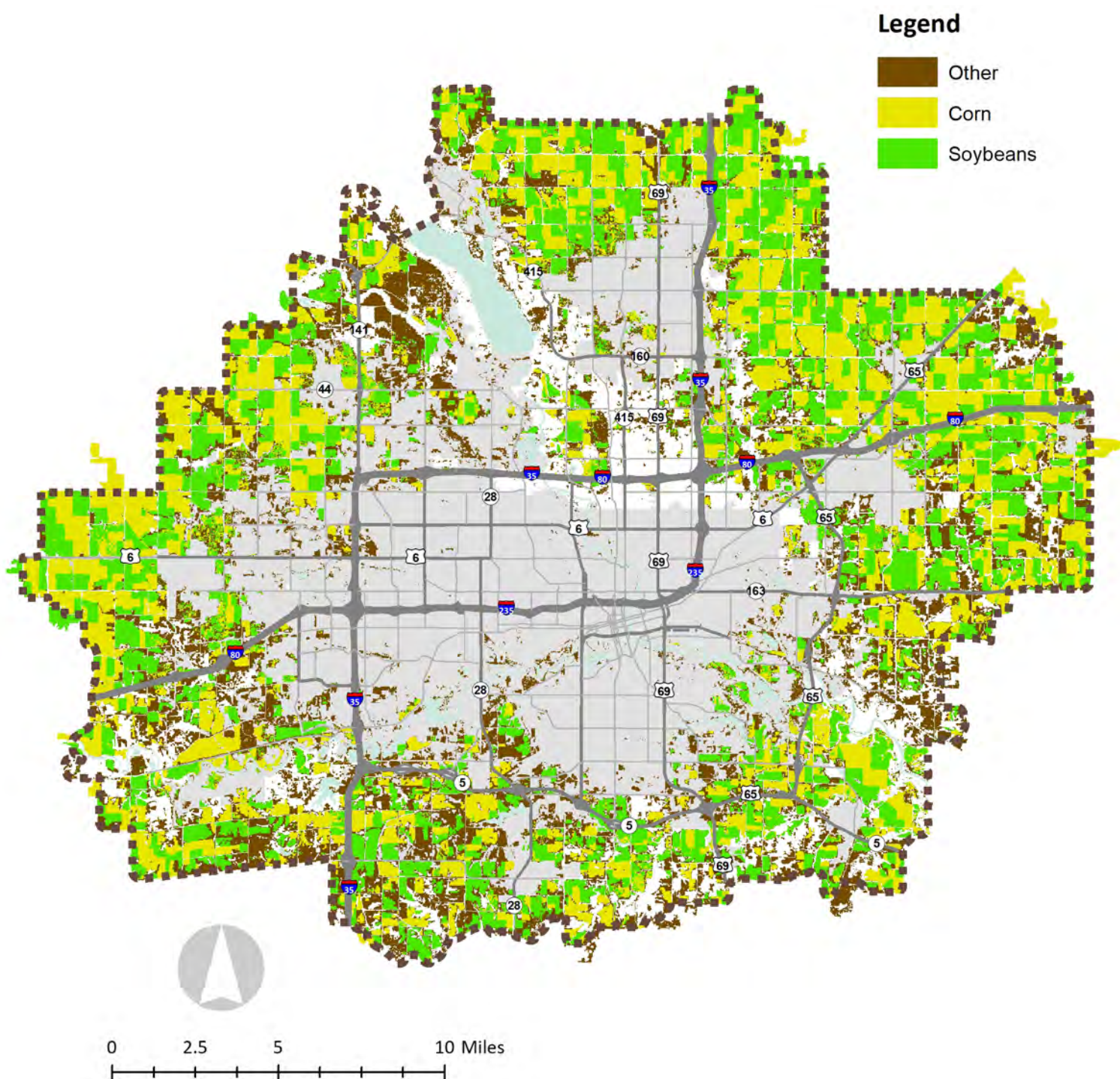


FIGURE 2.25: FARMLAND



Spotlight Issue

Problem Statement:

Storms are becoming more intense due to changing weather patterns, impermeable surfaces are increasing due to region-wide growth, and our current infrastructure practices cannot fully manage stormwater during these events.

Summary of Issue:

For decades cities and counties have been managing stormwater primarily through grey infrastructure such as storm sewers. Traditional development and landscaping designs cause rainfall to flow off roofs, sidewalks, driveways, and compacted lawns. Water flows into the street, down the storm drain and through the storm sewer to the nearest stream, river or lake. Along the way, it picks up pollutants that degrade water quality.

Stormwater runoff can contain nitrogen and phosphorus pollutants from fertilizers, pet and yard waste, fossil fuel and other chemicals. Because stormwater typically flows over hard surfaces directly into a water body or storm drain, there is no opportunity for soil and plants or a water treatment facility to filter out pollutants. Urban and suburban areas produce much more stormwater runoff due to the high amount of paved and hard surfaces.

Flash flooding hazards are also exacerbated by stormwater management issues. When water cannot naturally infiltrate through soils and cannot flow directly into stormwater systems due to already reaching maximum capacity water begins to pool and cause flash flooding.

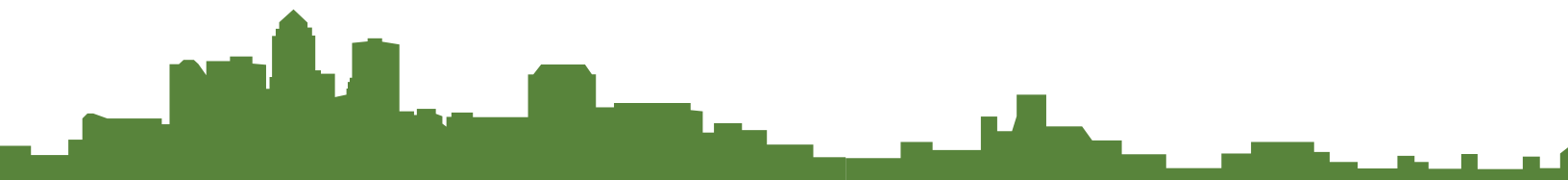
Ongoing Projects (Orgs/Leaders):

- Capital Crossroads/DMACC Local Governance Collaborative – Stormwater Initiative
- Polk Soil and Water Conservation District & ISWEP – Rainscaping Iowa & Rain Campaign
- Metro Watershed Management Authorities – Watershed Management Plans & Actions
- Iowa Economic Development Authority – Green Streets Initiative

Connections to Transportation:

Cities are defined by water. Waterways define city edges and boundaries, shape growth and development, and provide essential resources for human populations and the built environment. However, development patterns have too often removed water from urban places, channeling stormwater out of the human environment and therefore restricting natural functions and ecosystem services at great economic expense.

Transportation related infrastructure – roads, parking lots, sidewalk – make up a significant percent of the impervious surfaces in the region. Many of these locations are under public ownership, thereby offering a unique opportunity to incorporate street elements that will not only protect the environment but can improve community health and prosperity.



Action Items/Transportation Solutions:

- Develop regional stormwater ordinance framework.
- Increase prevalence of green infrastructure installations throughout the Greater Des Moines metropolitan region.



GOAL 4:

Further the Health, Safety, and Well-Being of All Residents in the Region

One of Greater Des Moines' key competitive advantages is its high quality of life. The region is consistently recognized for its affordability, access to the outdoors, and family-friendly atmosphere. However, this way of life is being challenged by impediments to multiple systems, including the area's car-centered transportation system and decreasing levels of physical activity. For residents, regardless of age or disability, to be able to truly enjoy the high quality of life for which Greater Des Moines is known, health and well-being, in all senses of those terms, need to be actively promoted throughout the region.

The MPO will use the following measures and targets to evaluate how well the MPO is advancing Goal 4: Further the Health, Safety, and Well-Being of All Residents in the Region:

FIGURE 2.26: GOAL 4 MEASURES AND TARGETS

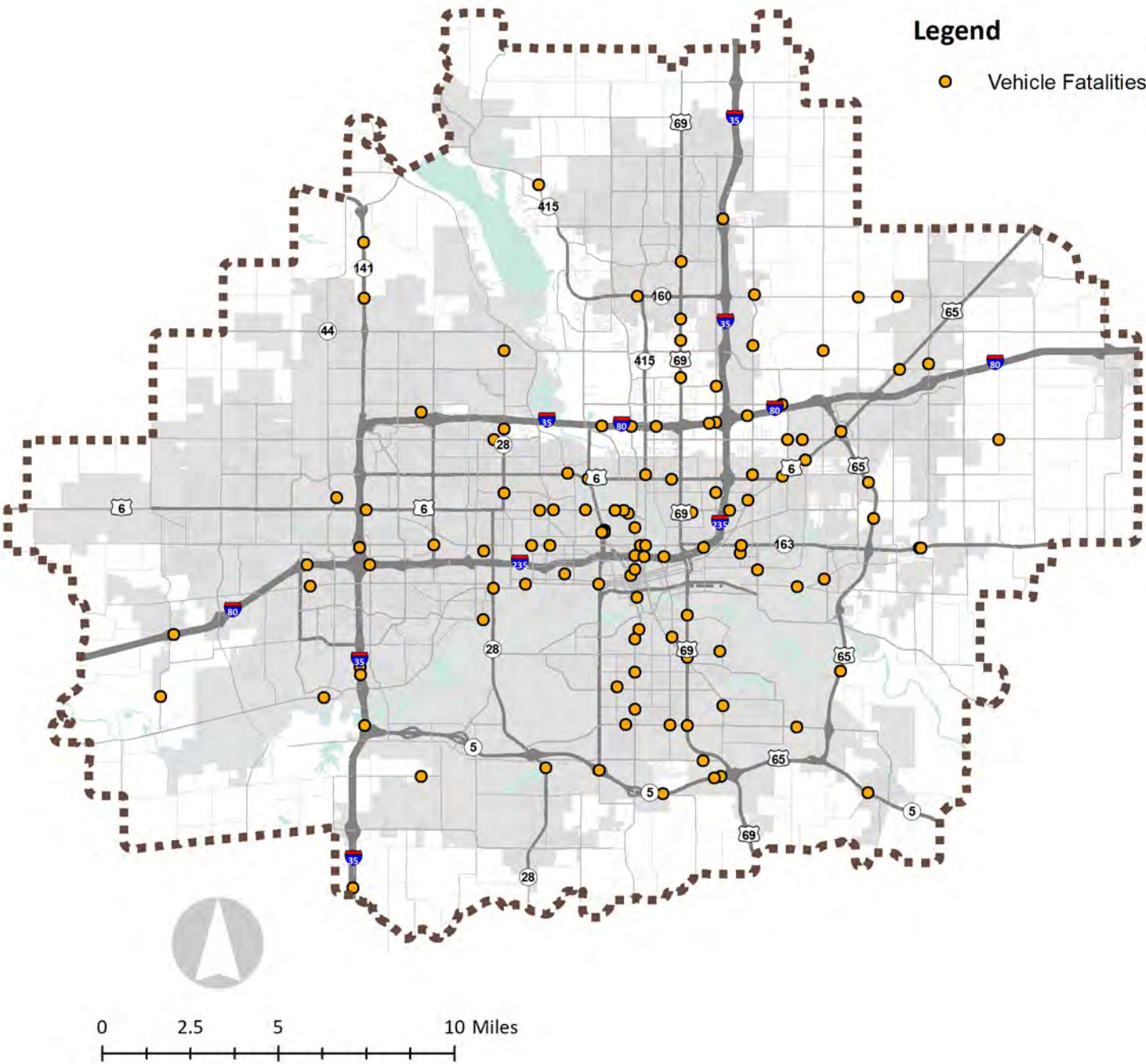
MEASURE	CURRENT	5-YEAR TARGET	2050 TARGET
Crash Data (5-Year Average)			
Number of fatalities*	26.0	23.7	2.3
Fatality per 100 million VMT*	0.558	0.460	0.046
Number of serious injuries*	185.0	150.9	15.1
Serious injuries per 100 million VMT*	3.967	2.927	0.293
Number of non-motorized fatalities and serious injuries*	23.8	22.5	0
Transportation and Housing			
Housing/Transportation Affordability Index (% of income spent on housing)**	45	43	38
Access to Necessities			
Multimodal Job Access (% housing units within 1/4 mile)	65.5	Increase	Increase
Multimodal Access to Medical Facilities (% of housing units within 1/4 mile)	22.2	Increase	Increase
Multimodal Access to Food (% of housing units within 1/4 mile)	11.7	Increase	Increase
Access to parks (% of housing units within 1/4 mile)	37.8	Increase	Increase

Certain measures included in the chart do not have 2050 targets. These measures help give a clearer understanding of the current system without setting a goal for the future.

*Performance measures required by the Federal Highway Administration in 23 CFR 490.

**The H+T Index measures the percent of household income spent on housing and transportation. The benchmark is set at no more than 45 percent of household income to be considered affordable.

FIGURE 2.27: VEHICLE FATALITIES, 2013-2017



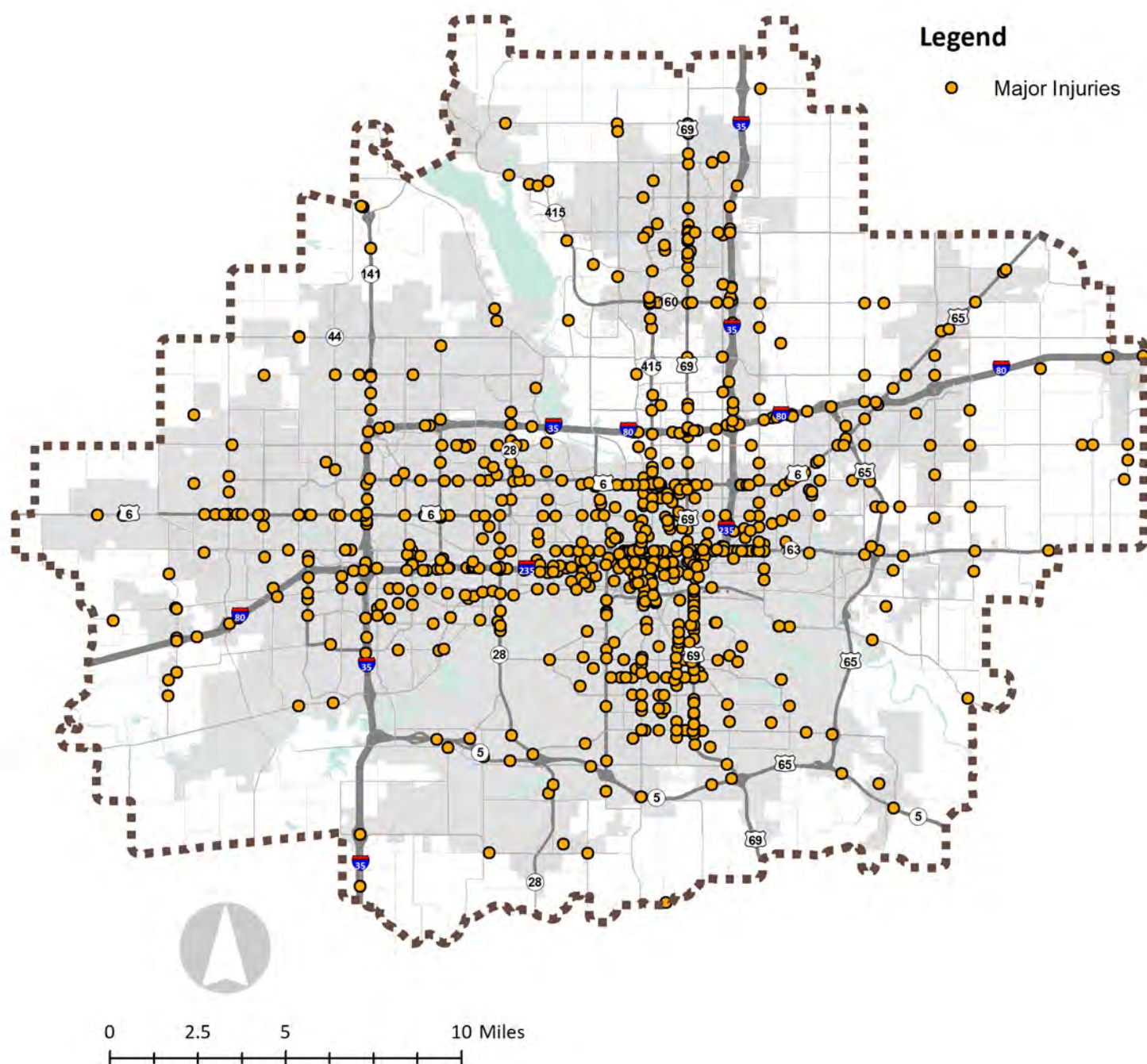
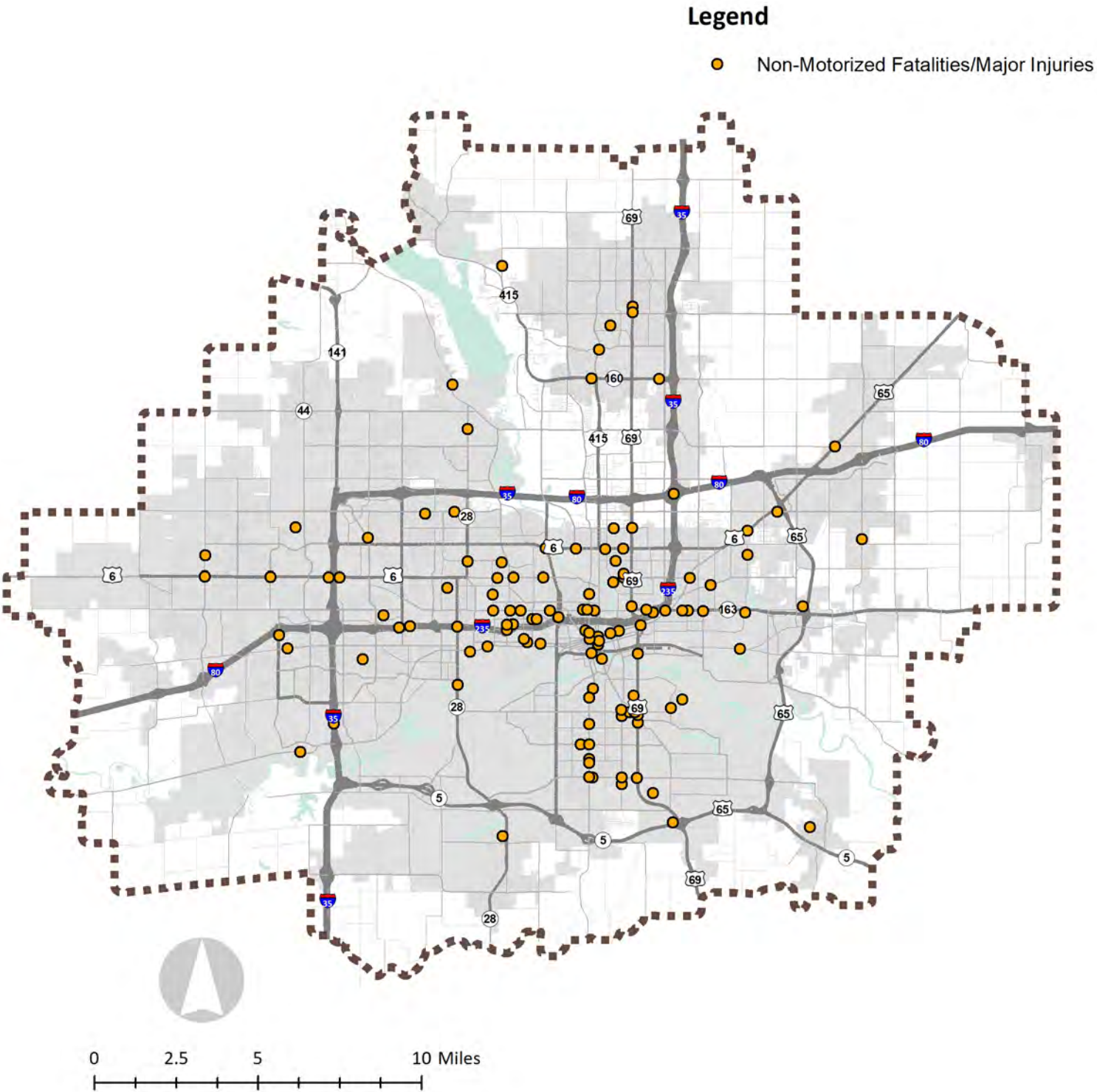


FIGURE 2.29: NON-MOTORIZED FATALITIES AND SERIOUS INJURIES, 2013-2017



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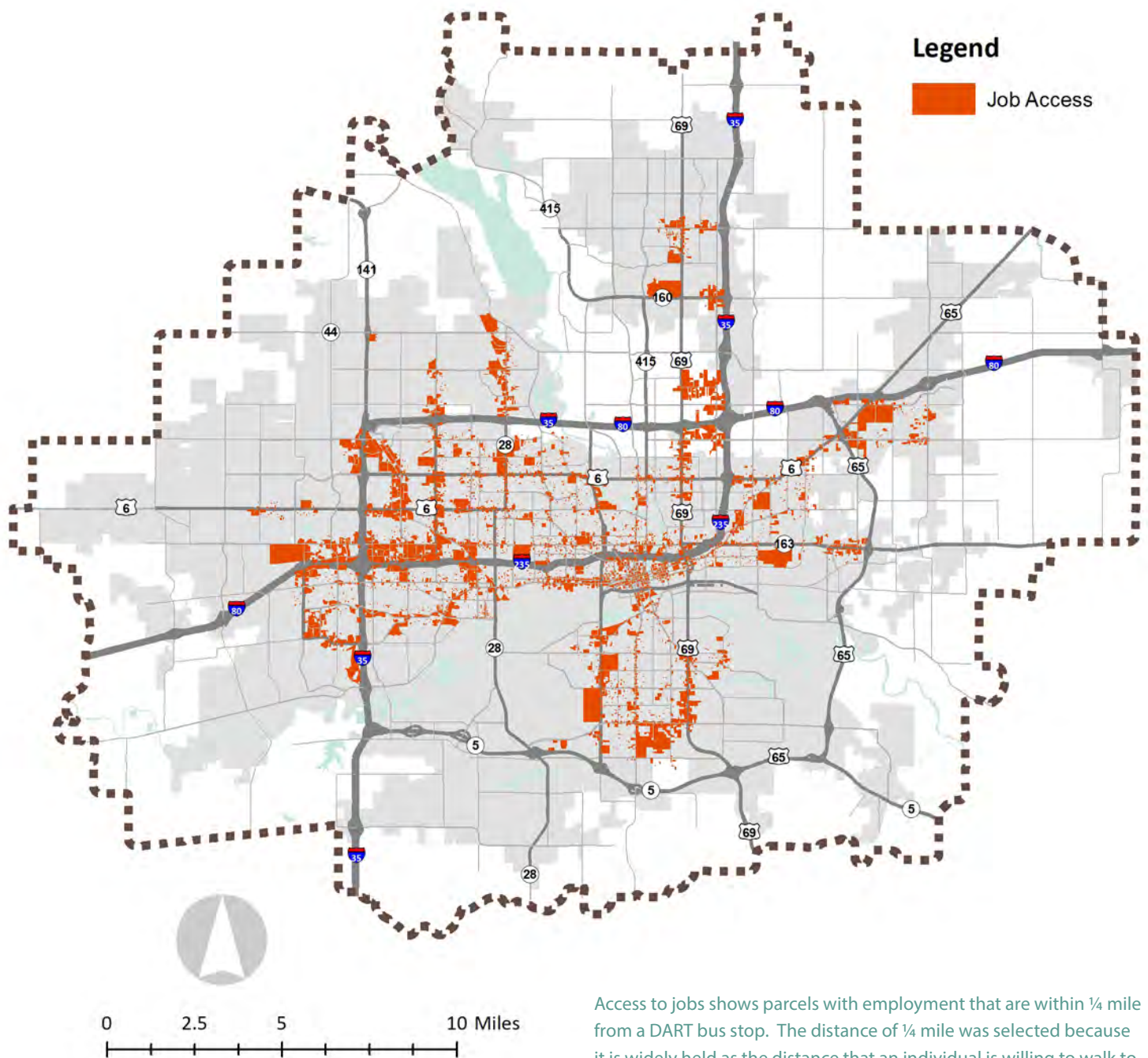


FIGURE 2.32: MULTI-MODAL MEDICAL ACCESS

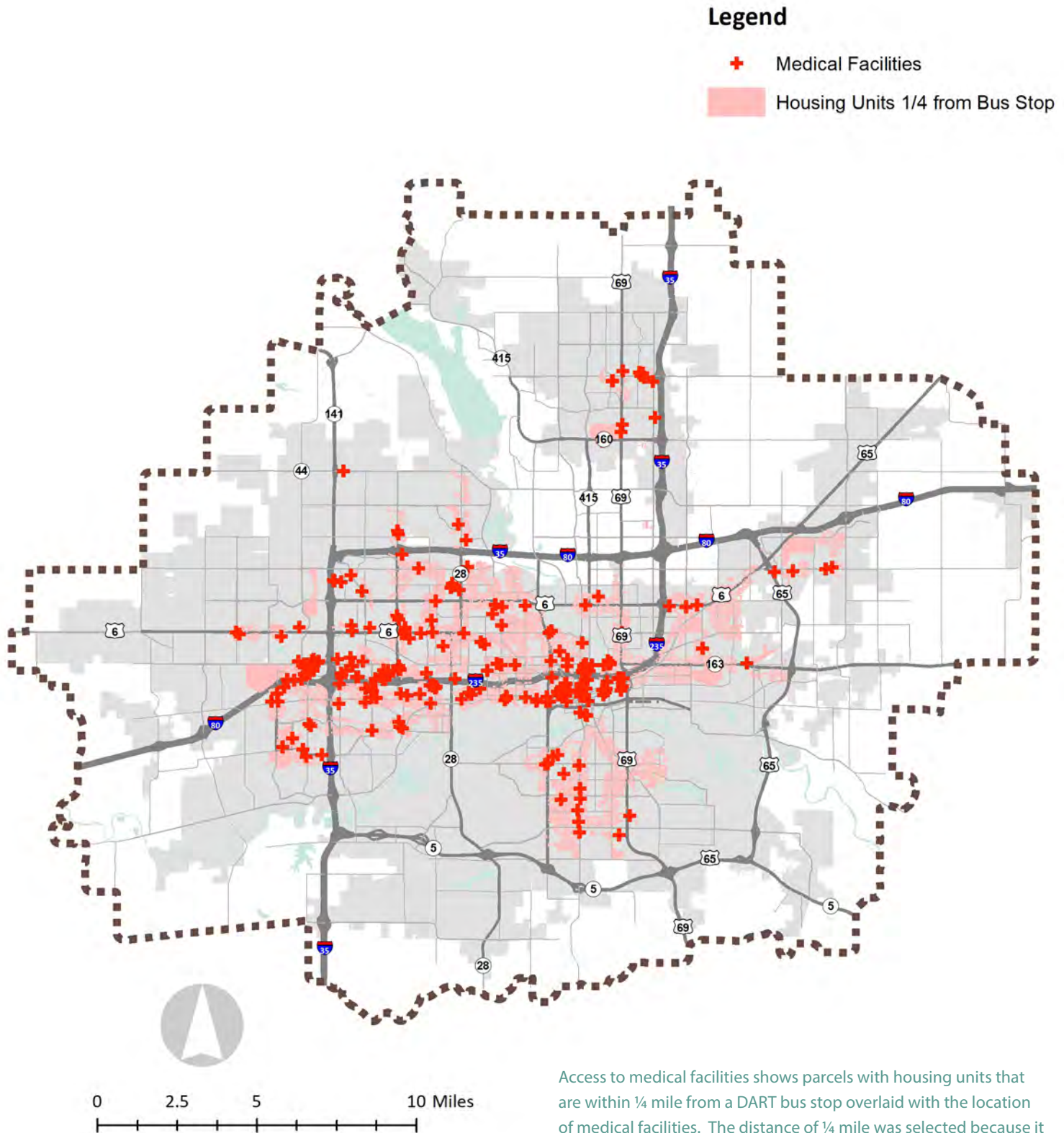
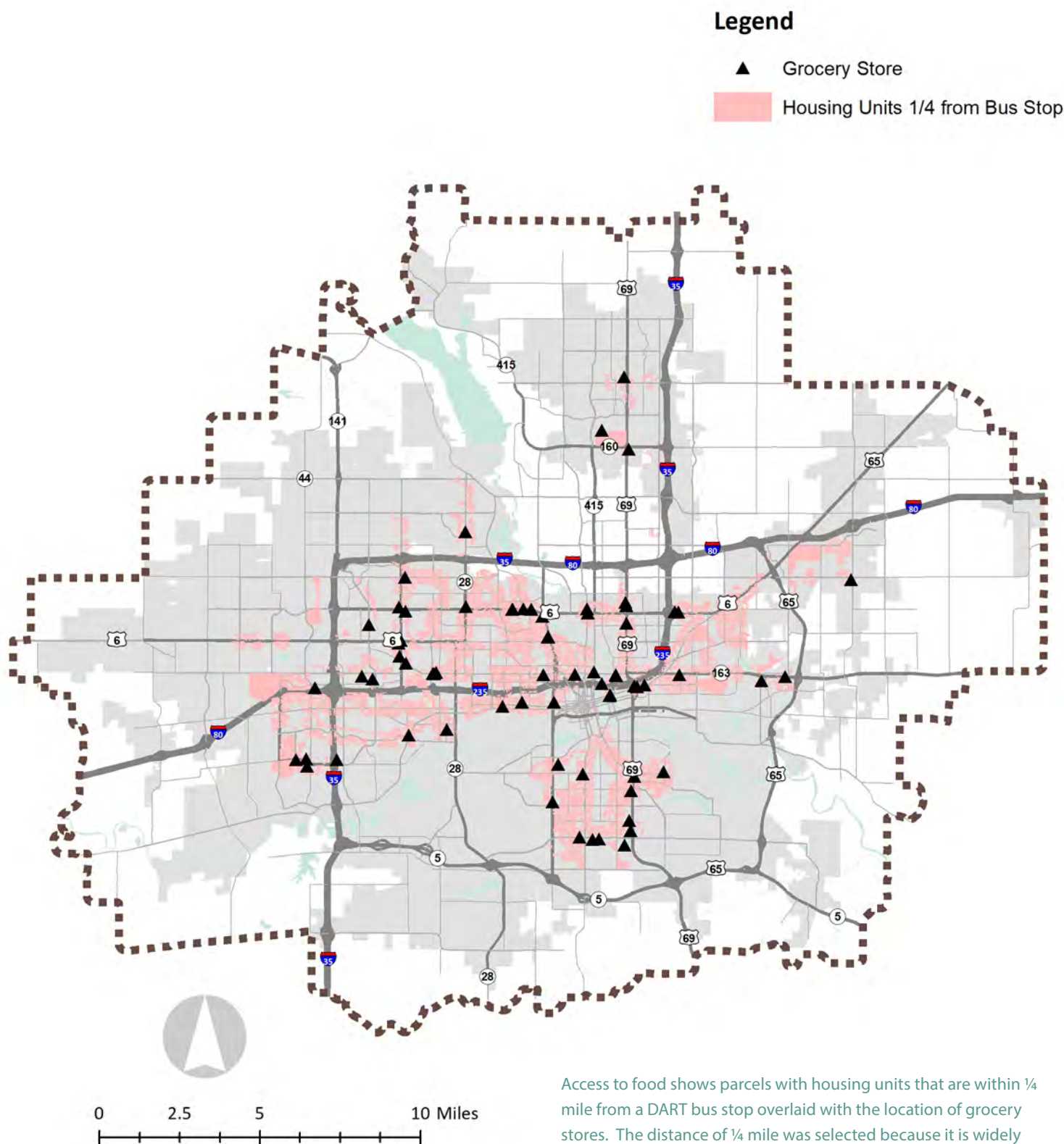
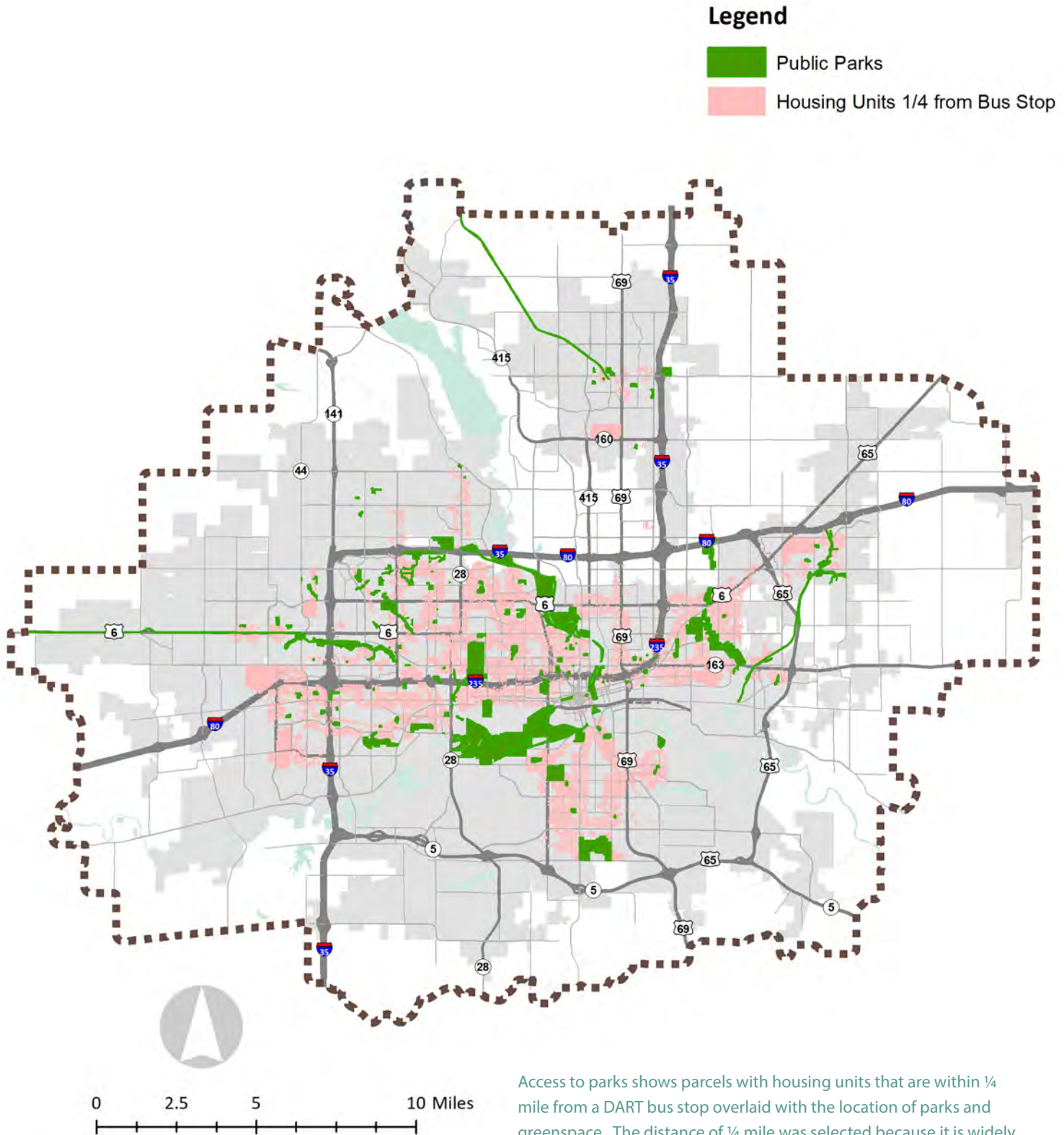


FIGURE 2.33: MULTI-MODAL FOOD ACCESS



Access to food shows parcels with housing units that are within 1/4 mile from a DART bus stop overlaid with the location of grocery stores. The distance of 1/4 mile was selected because it is widely held as the distance that an individual is willing to walk to reach a destination.

FIGURE 2.34: MULTI-MODAL PARK ACCESS



Spotlight Issue

Problem Statement:

Feeding America estimates that more than 55,000 people in Polk County identify as food insecure. One in five children go hungry every day, as do one in eight adults.

Summary of Issue:

While Polk County and the Greater Des Moines region are rich in resources and enjoy a high quality of life, there are people in the community who go without food every day.

As a result, the health, safety, and well-being are significantly compromised for the thousands of residents facing hunger in the region. Their health declines. Their performance at work or school declines. And their self-worth is compromised.

A coalition of organizations in 2015 kicked off a campaign to end hunger in Polk County. The Polk County Board of Supervisors and the Polk County Health Department, together with more than 100 human service nonprofits, joined forces on the Partnership for a Hunger-Free Polk County.

Initiatives: Partnership for a Hunger-Free Polk County

Key Leaders: Polk County Board of Supervisors, Polk County Health Department, Food Bank of Iowa, Des Moines Area Religious Council.

Connections to Transportation:

Many factors contribute to the hunger crisis in our backyard. One significant issue is transportation. Several organizations help to feed people in the Greater Des Moines region, from food pantries and soup kitchens, to shelters and schools. And they are supported through individual donors, churches, nonprofits, and regional and state-wide food banks.

But even when food is available, not everyone can access it. This is where the transportation system can be part of the problem – or part of the solution. Transportation is part of the problem if people have limited options for accessing food. For example, a household without a car will have limited access to food if there aren't other options like public transit, bike-friendly streets, or sidewalks that connect them to food resources.

To be part of the solution, the regional transportation system needs to provide multiple modes of transportation that are readily useable by all segments of the population, whether they are 8 or 80, whether they are able bodied or require a mobility device, whether they can afford a car or not.

Action Items/Transportation Solutions:

- Increase transit and paratransit options for healthy food access;
- Increase farm-to-table transportation linkages;
- Protect regional agriculture hinterland through land use practices; and,
- Protect public health by reducing agriculture-food-transportation related emissions.



