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## IMPLEMENTATION

Implementing the Long Range Transportation Plan is crucial part of the planning process. RPA 8 communities can implement the plan investing in projects and implementing the policies included in the plan. Plan implementation also involves certain standard routine tasks that can be considered on two levels: project-related implementation, and concept-related implementation. These tasks are as necessary as fulfilling the goals and objectives and constructing transportation projects. Projects selected to receive capital funds through the Transportation Improvement Program (TIP) must be aligned with the goals and objectives of the LRTP. Projects funded with TIP money will address the project related implementation. Tasks that are generated to address concept related implementation will help staff in developing Transportation Planning Work program (TPWP).

The recommendations of each element of the 2040 RPA 8 LRTP listed below will help in generating tasks that can help in project related and concept related implementation. Implementation of these recommendations will be contingent upon a wide range of external factors, including but not limited to: funding availability, socio-economic trends, emergent technologies, political decisions, and environmental impacts.

## RECOMMENDATIONS

### ROADWAY AND BRIDGES

- Operation and maintenance of roads and bridges is a priority
- Apply context-sensitive design to reduce community impacts
- Promote street connectivity.
- Continue to partner with IA DOT to construct projects identified in the LRTP to meet current and future travel demand.
- Continue to partner with IA DOT in the early development of environmental documents for projects identified in the LRTP.

### BICYCLE AND PEDESTRIAN

- Provide paved shoulders on roads with moderate to high traffic volumes and speeds.
- Continue to expand the regional trails network
- Continue the regional trail system
- Improve pedestrian safety
- Improve On-Street Bicycle Safety

- Expand bicycle route system to connect with surrounding counties,
- Cooperate with local partners (counties, cities and surrounding towns) to expand the use of shared use paths throughout the system.

### **TRANSIT - RTA**

- Explore coordination opportunities between the Jule and RTA.
- Encourage employers to utilize current public transit systems.
- Provide services on an on call basis.
- Collaboration with human service agencies, dialysis, and Medicaid brokers.
- Expand hours to include late afternoons, evenings, weekends and holidays for all three counties.
- Recruitment and retention of drivers.
- Expand Travel Training Program.
- Transportation from Dubuque to Peosta.
- Expand Mobility Management services.

### **TRANSIT – CLINTON MTA**

- Running later on weekdays and Saturday
- Sunday service
- Service to Royal Pines
- 2nd and 3rd shift service
- Service to Camanche and Fulton
- Service to riverfront and west side
- Service to marina and hotels

### **SAFETY AND SECURITY**

- Sidewalk improvements
- Traffic calming efforts
- Speed reduction initiatives
- Pedestrian and bicycle crossing improvements
- On street/off street bicycle and pedestrian facilities
- Secure bike parking
- Traffic diversion programs around schools
- Educational programs in and around school systems

- Develop a strategic communication plan integrating the FHWA's Toward Zero Deaths initiative.
- Deliver safety messages to multimedia networks (television, radio, newspaper, social media).
- Involve parents in driver education courses.
- Require more behind-the wheel instruction time.
- Require a diversity of driving conditions (all weather conditions, daytime and nighttime, all road surfaces).
- Support additional officer hours on roadways.
- Increase special enforcement campaigns.
- Use dynamic message signs to convey safety messages.
- Equip law enforcement with state-of-the-art technology for compliance.
- Promote technologies to gather commercial vehicle information.
- Expand law enforcement training to effectively identify impaired drivers.
- Launch a drowsy driving program within the Iowa DOT's Office of Motor Vehicle Enforcement.
- Centerline rumble strips
- Shoulder/edgeline rumble strips
- Curve delineation
- Shoulder treatments
- Cable barrier rail
- Urban
  - o Innovative intersection designs
  - o Traffic signal modifications
- Rural
  - o Intersection lighting
  - o Stop controls
- Work with the MDST group to carry out safety strategies.
- Engage professionals across disciplines and systems to participate and create a unified message.
- Support primary seat belt legislation for all positions.
- Support inclusion of distracted driving as a primary offense.
- Support increased penalties for impaired driving violations.
- Expand statewide electronic crash reporting through Traffic and Criminal

Software (TraCS).

- Develop a Web portal to increase safety data availability.
- Support creation of a web based analytical tool.

## **FREIGHT**

- Update 2040 Region 8 Long Range Transportation Plan with recommendations from Eight County Freight Study.
- Form an active freight committee with public and private sector members.
- Implement short and long range recommendations provide in Eight County Freight Plan
- Closely coordinate area roadway planning with freight objectives, including access and mobility in the context of other community planning objectives.

## **ENVIRONMENTAL**

- Coordinate with resource agencies throughout the development of transportation plans and documents.
- Minimize impacts to environmental resources and minority and low-income populations through systems-level.
- Work with statewide partners to support and develop a statewide data system.

## **FINANCIAL**

- Continue to monitor transportation funding needs.
- Identify shortfalls in funding sources and strategies to fill gaps.
- Seek alternatives and innovative ways to fund transportation improvements.
- Support efforts to increase federal and state revenue for transportation projects in the area.
- Continue to support local funding programs sufficient to obtain state and federal
- full-funding grant for planned projects.

## **CONCLUSION**

By investing in transportation projects that support the objectives of this LRTP, the RPA 8 region would offer residents additional means to travel within and beyond their neighborhoods by embracing options to walk, bike, ride, and drive. The infrastructure investment decisions made by RPA 8 will further strengthen our existing communities. Transportation infrastructure enhancements for all modes of travel will have a positive impact on quality of life and the character of our communities within RPA 8. The RPA 8 LRTP must be updated at least every 5 years. However, a completed freight plan will prompt an amendment to the LRTP in 2018.