

U.S. 30 Planning and Environmental Linkages Study: Transportation and Economy

ACEC + Iowa DOT + FHWA Iowa Transportation Conference

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September 28, 2022



Agenda


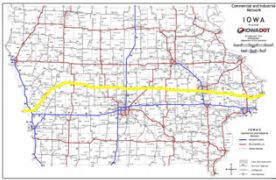
- Study Background
- Goals and Objectives
- Study Approach
 - Enhanced Stakeholder and Public Engagement
 - Reliability & Mobility
 - Economic Growth & Highway Expansion
- Questions



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Study Background

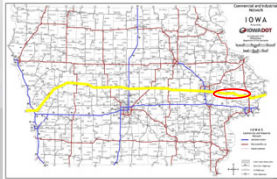
- Existing US 30
 - Primary Highway
 - Commercial and Industrial Network
 - Old Lincoln Highway
 - Scenic Byway
- 1 of 5 Priority Target Corridors in Statewide Transportation System Plan



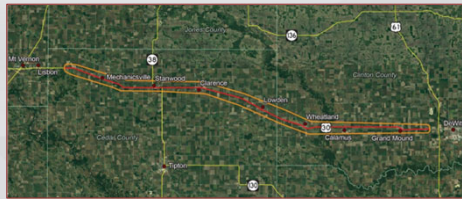
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Study Background

- This Study
 - Two-Lane rural highway corridor
 - 40 miles in length
- Aging Infrastructure and Candidate for Improvement in Iowa DOT LRTP
- Public Interest in Corridor Improvement – US 30 Coalition
- Study Initiated in 2018
- Vision Document in 2019



Study Background



US 30 PEL Study Goals and Objectives

- Goals:
 - Identify the number of travel lanes needed and develop a range of possible US 30 improvements that align with future corridor needs
 - Provide recommendations on whether bypasses should be used
 - Prioritize needs and possible improvement projects



US 30 PEL Study Goals and Objectives

- Objectives:
 - Encourage public involvement and stakeholder input throughout the process
 - Evaluate safety, mobility and infrastructure conditions
 - Establish a vision for the US 30 corridor



Study Approach

- Traditional Study Approach:
 - Existing Conditions
 - Crash History
 - Level-of-Service
 - Public Involvement Meetings
- "Non-Traditional" Study Approach:
 - Enhanced Stakeholder/Public Outreach and Messaging
 - Reliable Travel Time
 - Economic Growth via Highway Expansion
 - Tailored Topical Study Areas



Enhanced Stakeholder and Public Engagement

- Small Group Meetings Early and Throughout the Study
- Listening and Study What is Important
 - Safety
 - Cost and ROW Impact
 - Reliable Travel Time
 - Economic Growth via Highway Expansion
- Public Involvement Meetings
 - Focus on Consistent Messaging
 - Tell the Story and Give Perspective
 - Public Led to Eventual Recommendations



Stakeholder Group	Meeting Date	Stakeholder Group	Meeting Date
City of Grand Mound	August 13, 2018	City of Manchester, Stearns, and Cassia	August 16, 2018
US 30 Coalition of Iowa and April 4, 2018	August 14, 2018	East Central Interagency Association (ECIA)	August 17, 2018
Clinton County	August 16, 2018	Cedar County and City of Loden	August 17, 2018
City of Centrie	August 16, 2018	City of Lodon	September 6, 2018
East Central Iowa Council of Governments (ECOCOG)	August 16, 2018	Prairie Rivers of Iowa	July 10, 2019



Reliability and Mobility

- Small Group Meetings and PIM #1 Input
 - "Travel along existing US 30 is unreliable due to slow-moving vehicles and farm equipment, disruptions created by the UP Railroad, and increased traffic"
 - "Some traffic that 'belongs' on US 30 diverts to I-80 because US 30 is unreliable, and navigation systems such as Google Maps direct traffic to I-80 instead of US 30"
- INRIX Speed and Travel Time Data Across the Corridor

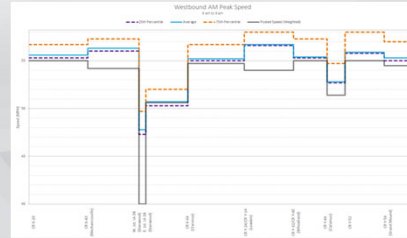
CURRENT SPEED AND TRAVEL TIME DATA FOR
FULL STUDY CORRIDOR
West of Monticello to East of Grand Island

Weekday Time Period	Current Speed		Reference Speed	
	Speed (mph)	Time (minutes)	Speed (mph)	Time (minutes)
Full Day: 12 AM - 11 PM	54.2	47.5	54.8	47.5
Daytime: 7 AM - 6 PM	54.4	47.4	54.8	47.5
Overnight: 10 PM - 6 AM	54.1	47.7	54.3	47.6
Morning Commuter: 7 AM - 9 AM	54.6	47.3	54.6	47.3
Afternoon Commuter: 4 PM - 6 PM	54.7	47.2	54.7	47.3

Note - The values above include driving through communities with reduced speed limits. Accounting for the reduced posted speed limit sections, data suggests that current travel speeds are at or above the posted speed limits for the corridor.



Reliability and Mobility



Highway Expansion & Economic Growth

- US 30 Coalition of Iowa:
 - 4 LANES = ECONOMIC GROWTH
- Local Communities
 - "Will a bypass open more areas for development?"
 - "A bypass will kill our existing small-town businesses."
 - "How much farmland is lost with bypasses?"
- What does economic growth mean and how is it measured?



Highway Expansion & Economic Growth

- Literature Review
 - Overall – mixed results but no specific linkage between highway expansion and economic growth
 - Lots of caveats and economics multi-faceted
- Dr. David Forkenbrock – Iowa University's Public Policy Institute
 - Growth that does occur is not new but rather displaced
 - Investing in expansion for sole purpose of generating economic growth likely not to provide return on investment



Highway Expansion & Economic Growth

- Identify Prior Highway Expansion Case Study Corridors in Iowa
- Identify Existing Two-Lane Highway Corridors for Comparison
- Before and After Study of Possible Economic Growth Indicators
 - Population
 - Labor Force
 - Employment & Income by Industry
 - Income (per capita & median household incomes)
 - Property tax revenues
 - Sales tax revenues
 - Construction permits

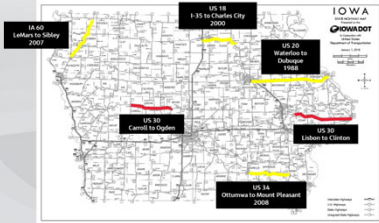


Highway Expansion & Economic Growth

- Case Study Corridors
 - Four 2-lane to 4-lane corridors
 - Corridor population
 - Proximity to larger urban areas
 - Connection to other four lane highways
 - Corridor length
 - Statewide distribution and variable time of highway expansion
 - Two rural 2-lane highways for base comparison



Highway Expansion & Economic Growth



Highway Expansion & Economic Growth

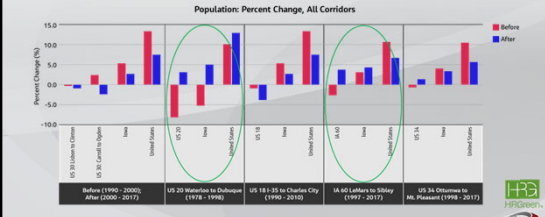
Proposed Methodology:

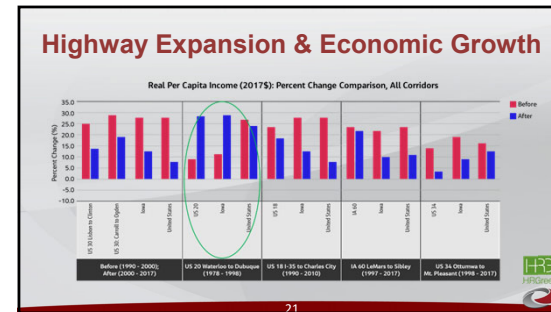
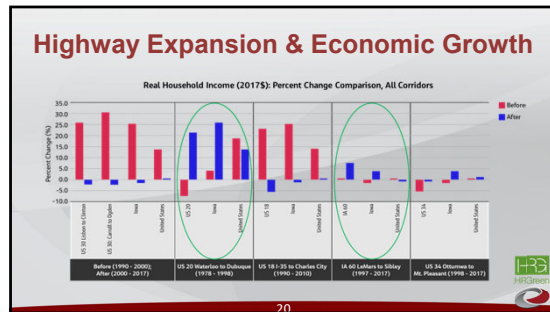
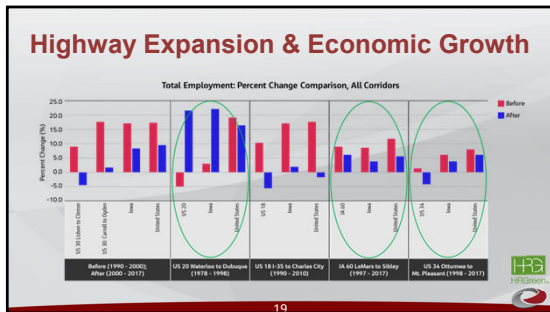
- For the 4 expanded corridors:
- Compare trend in economic data before & after expansion
- For the existing 2-lane corridors (Base Case):
- Compare the trend in economic data over a longer period
- Compare corridor data to corresponding State and US data

	Proposed	Actual
Expanded Corridors (2-Lane to 4-Lane)	5 years min; 15 years max	10 years before expansion; 10 years after expansion
Existing 2-Lane Corridors	10 years min; 30 years max	1990-2017 with 2000 as pivot point



Highway Expansion & Economic Growth





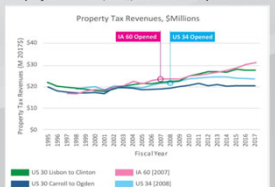
Highway Expansion & Economic Growth

Real Property Values (2017): All Corridors, Except US 20 and US 18



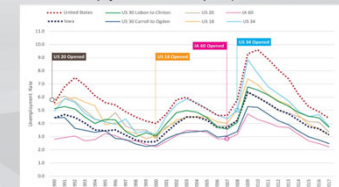
Highway Expansion & Economic Growth

Real Property Tax Revenues (2017): All Corridors Except US 20 and US 18



Highway Expansion & Economic Growth

Unemployment Rates: Trend Comparison, All Corridors



Highway Expansion & Economic Growth

- Study Findings and Conclusions:
 - Changes in economic indicators variable across corridors
 - Some possible growth – (US 20, IA 60)
 - Some possible decline – (US 34, US 18)
 - Local trends overperforming State or National trends was not the norm
 - Positive change after expansion showed positive change prior to expansion (IA 60)
 - Conditions at the State and National level appear more influential to trends at the corridor level.



Highway Expansion & Economic Growth

- Lessons Learned
 - Old data - need time and resources
 - Data trends at the state and national level appear to be more influential than those at a local level
 - Certified Site Selector criteria and understanding
 - What at the local level drove growth and set trends prior to expansion?
 - Passionate topic



Highway Expansion & Economic Growth

- Results & Value
 - Means of presenting data to Iowa DOT Leadership and Commissioners & PEL documentation
 - Graphics tell the story
 - Careful to distinguish highway expansion and overall transportation
 - Stakeholders
 - General Public – data interesting or not much comment
 - US 30 Coalition – we missed the boat and are wrong



Questions?

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Possible Roadway Options for Rural Areas

