

COMMUNITY FEEDBACK



Steering Committee

The Tama Steering Committee has asked to prioritize safer connections for both bikers and pedestrians crossing US Highway 63.



Mobility Challenged

Mobility-challenged people in Tama said that dense trees and berms impede sign lines at the Harding Street and E49 intersection.

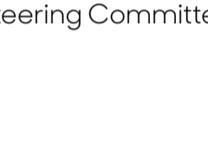


Parents/Kids

Tama parents wished for safer routes to Tama County schools, and the Harding Street + US Highway 63 intersection is a high traffic pedestrian route for students of all ages.

COMMUNITY ENGAGEMENT RESPONSE

"Heavy Traffic"



Steering Committee

The Harding Street and Highway 63 intersection were identified by community members as a danger to cross on the Tama Matrix due to vehicular speeding and lack of crosswalks, but also because the US Highway 63 trucking route travels through this crossing. The goal of both concepts is to slow down truck traffic without stopping it, addressing the concerns of Tama officials that IDOT would re-route this traffic through another town.

"Better Pedestrian Connections"



Active Adults

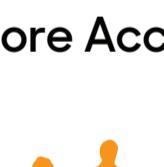
According to the Tama Priorities, residents felt that better pedestrian connections was the third most important Transportation Enhancement Issue. Both concepts provide safe crossing across both streets by providing crosswalks, slowing traffic, and shortening the distance for pedestrians to cross. The proposed sidewalks along US

Highway 63 and Harding Street will help to provide a more complete pedestrian network, satisfying the priorities identified by Tama community members including

Better Pedestrian Connections and Better Neighborhood Streetscapes.



Parents



Kids

"More Accessibility for Seniors"



Older Adults

The Tama Priorities also identified lack of access for seniors and the mobility challenged as a Transportation Enhancement Issue, and both concepts for State Street and US Highway 63 address this issue by providing ADA curb ramps with detectable warning strips at the end

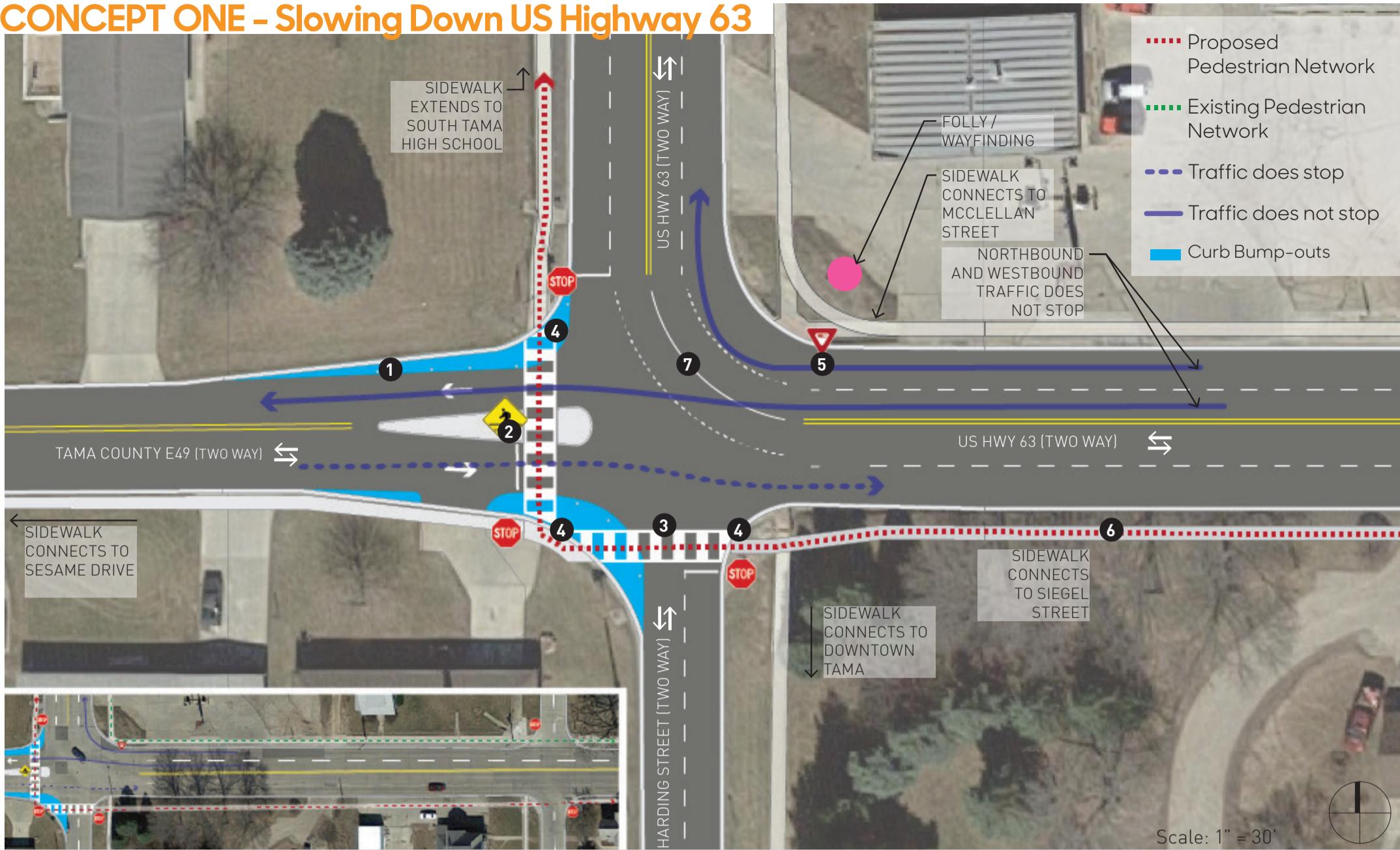
of all proposed crosswalks. Yield and stop signs are also proposed to slow incoming traffic and make drivers more aware of potential pedestrian presence, creating a safer

crossing environment.

Tama

Harding St + US 63

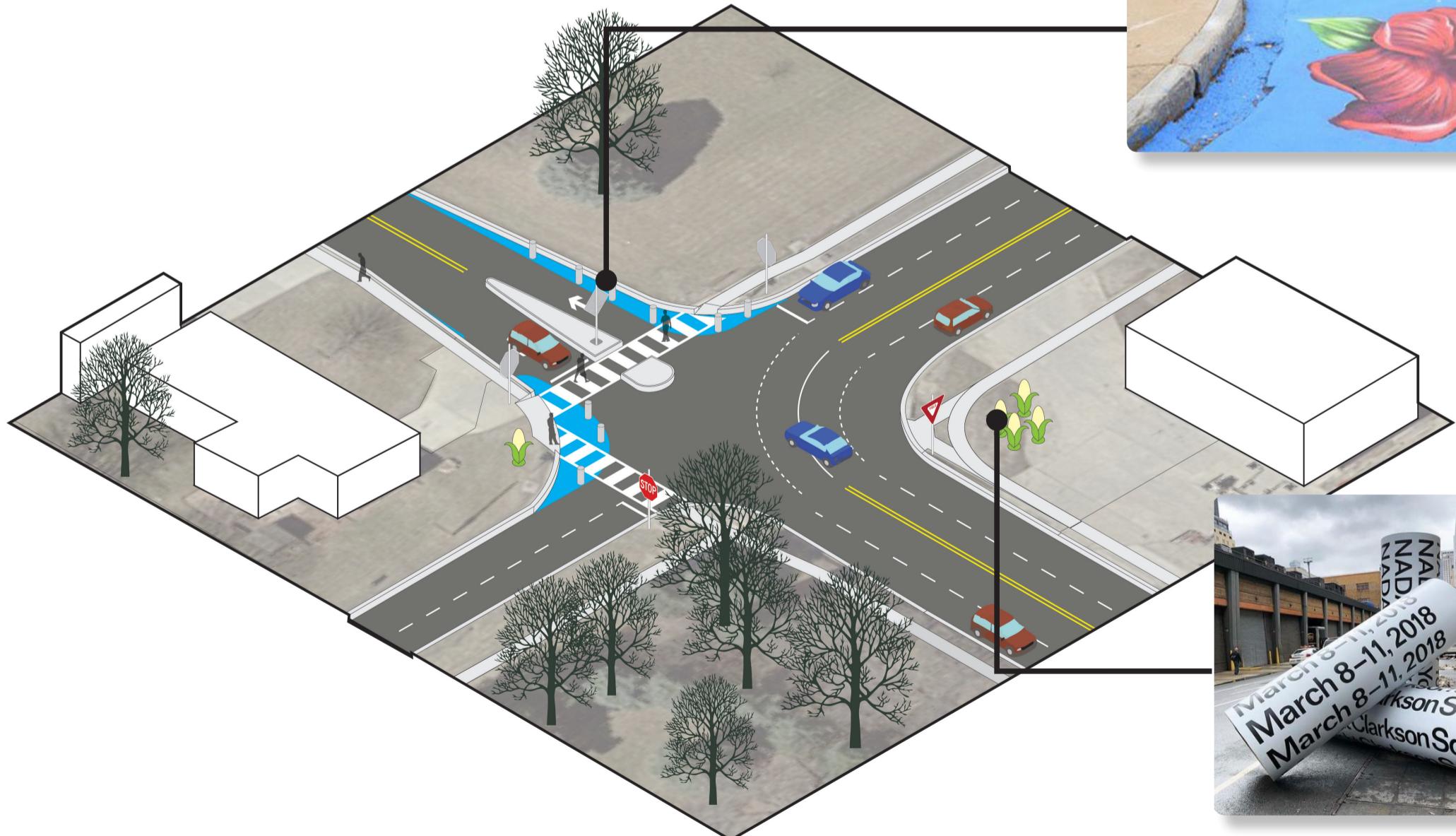
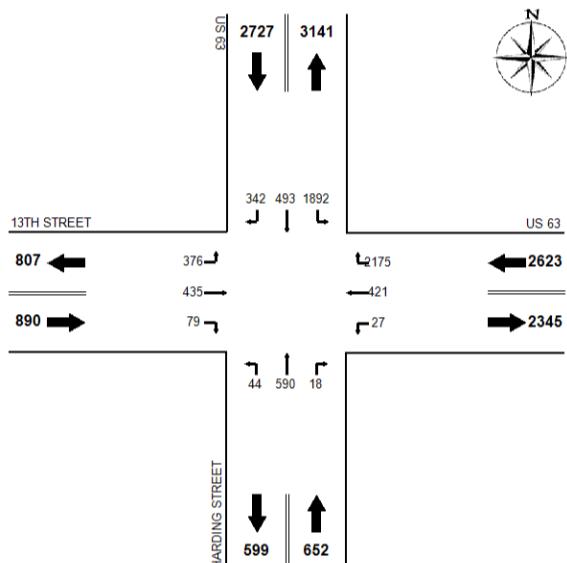
CONCEPT ONE - Slowing Down US Highway 63



LEGEND:

- ① Painted Curb Bump Out / Curb Extension – painted area with flexible delineators that both physically and visually narrows the roadway, creating safer pedestrian crossings. Enhances visibility and reduces speeds of approaching vehicles.
- ② Pedestrian Crossing Sign – Provides advance notice of areas of high pedestrian activity so drivers can be prepared to slow or stop.
- ③ Crosswalk – Ladder style, white crosswalk no less than 5' wide.
- ④ ADA Curb Ramp – ADA ramp on both sides with detectable warnings.
- ⑤ Yield Sign
- ⑥ New Sidewalk – 6' wide (minimum) concrete sidewalk connection.
- ⑦ Lane Markings – Painted lane markings to guide turning movements.

IDOT TURNING/ADT INFO:



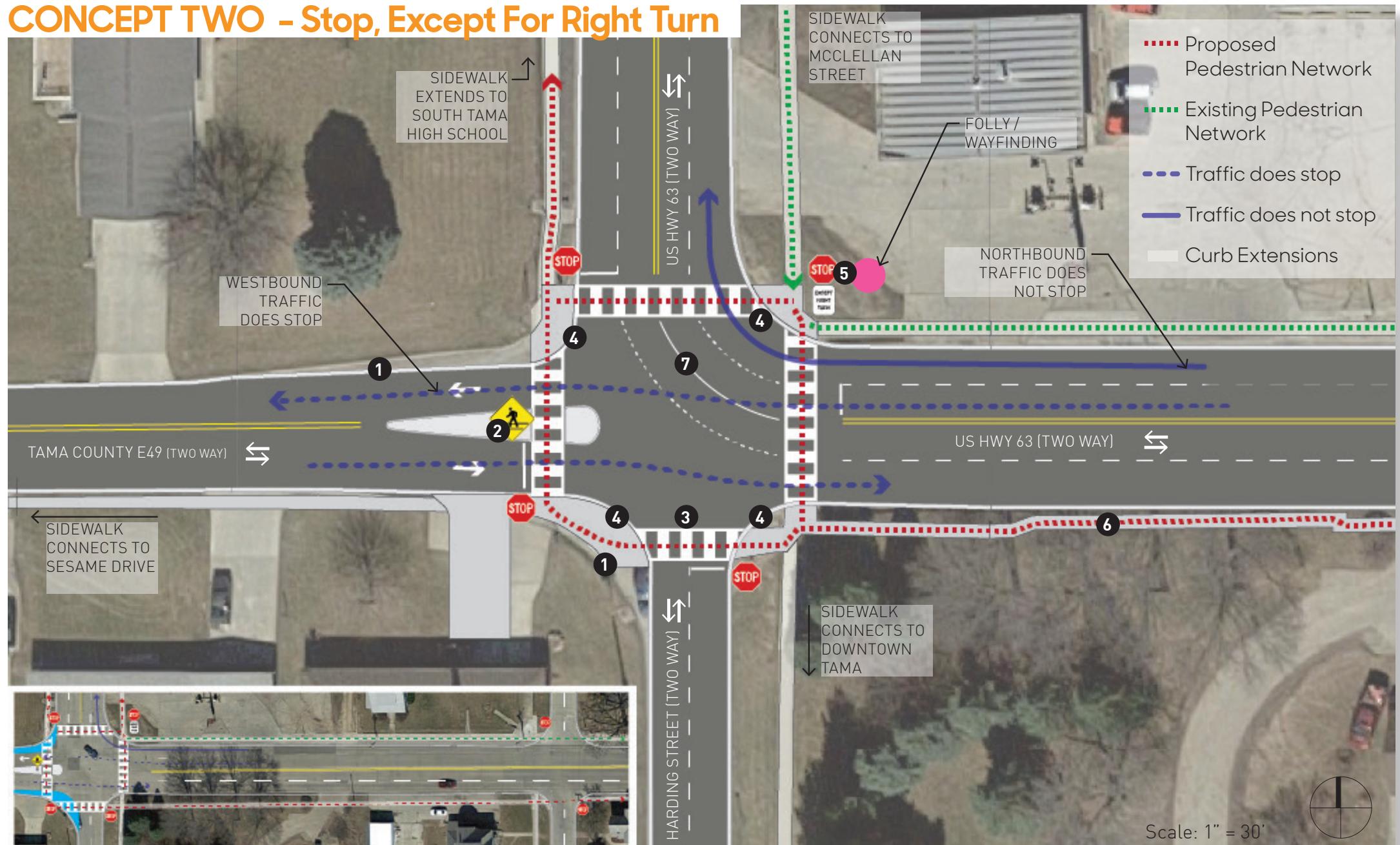
site design group

LA: Cassandra Rice, PLA, ASLA, Hana Ishikawa, AIA

Landscape Designer: Richard Meagher

Intern: Paul Hsu

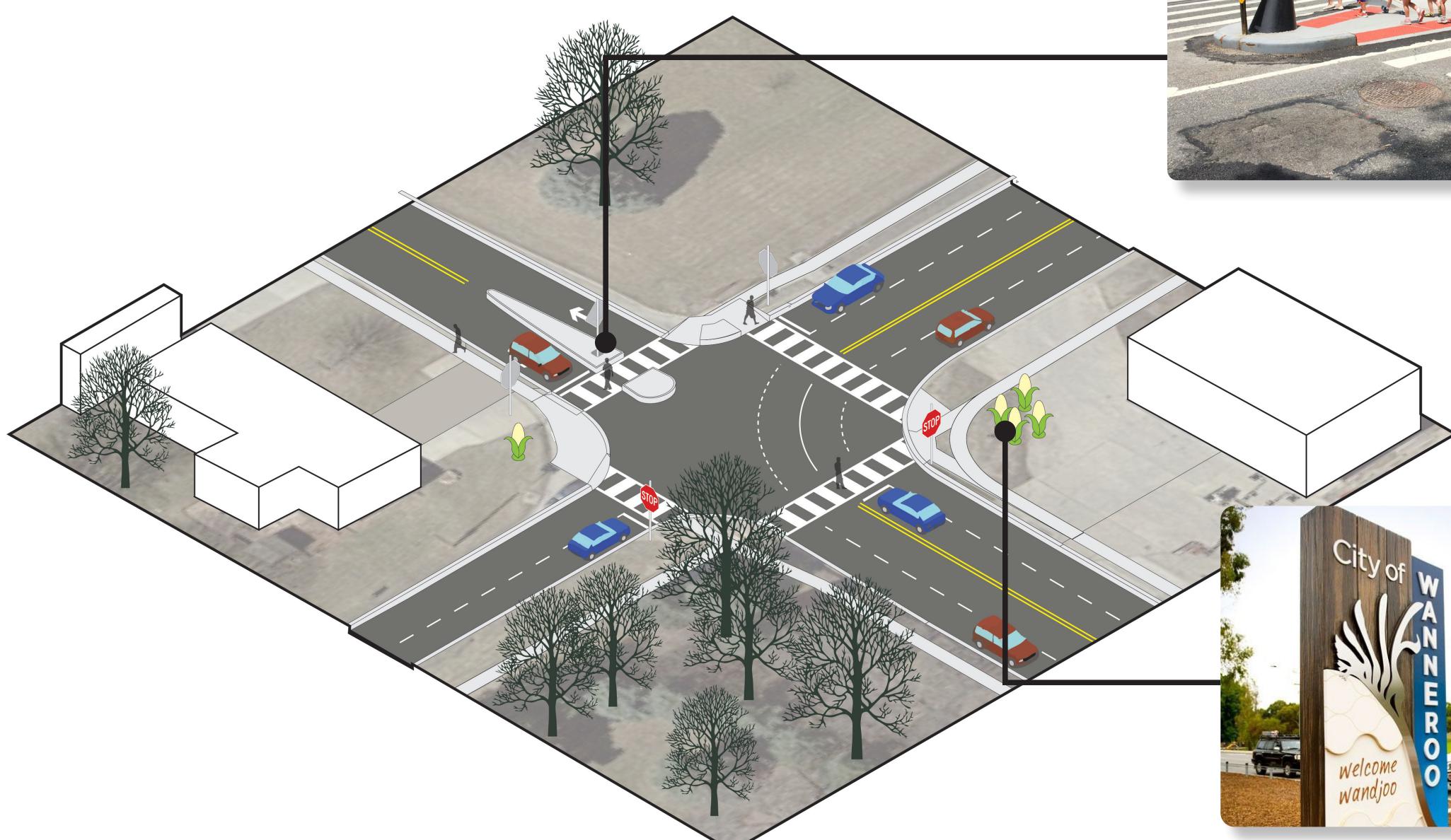
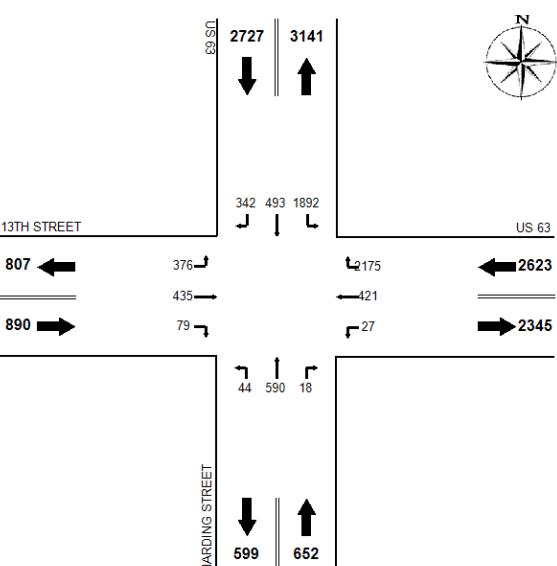
CONCEPT TWO - Stop, Except For Right Turn



LEGEND:

- ① Constructed Curb Bump Out / Curb Extension – painted area with flexible delineators that both physically and visually narrows the roadway, creating safer pedestrian crossings. Enhances visibility and reduces speeds of approaching vehicles.
- ② Pedestrian Crossing Sign – Provides advance notice of areas of high pedestrian activity so drivers can be prepared to slow or stop.
- ③ Crosswalk – Ladder style, white crosswalk no less than 6' wide.
- ④ ADA Curb Ramp – ADA ramp on both sides with detectable warnings.
- ⑤ Stop, Except Right Turns Sign
- ⑥ New Sidewalk – 6' wide (minimum) concrete sidewalk connection.
- ⑦ Lane Markings – Painted lane markings to guide turning movements.

IDOT TURNING/ADT INFO:



Iowa's Living Roadways
community
VISIONING