

# 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 individuals said that the lack of complete sidewalks along Church, Ann and State Street make it difficult to safely navigate this intersection.



Parents

Tama parents mentioned that a sidewalk along State Street would make it easier for children to safely reach the Tama Toledo Family Aquatic Center.

# COMMUNITY ENGAGEMENT RESPONSE

## “Heavy Traffic”



Steering Committee

The State 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”



Actives



Parents



Kids

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 State 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.

## “More Accessibility for Seniors”



Older Adults



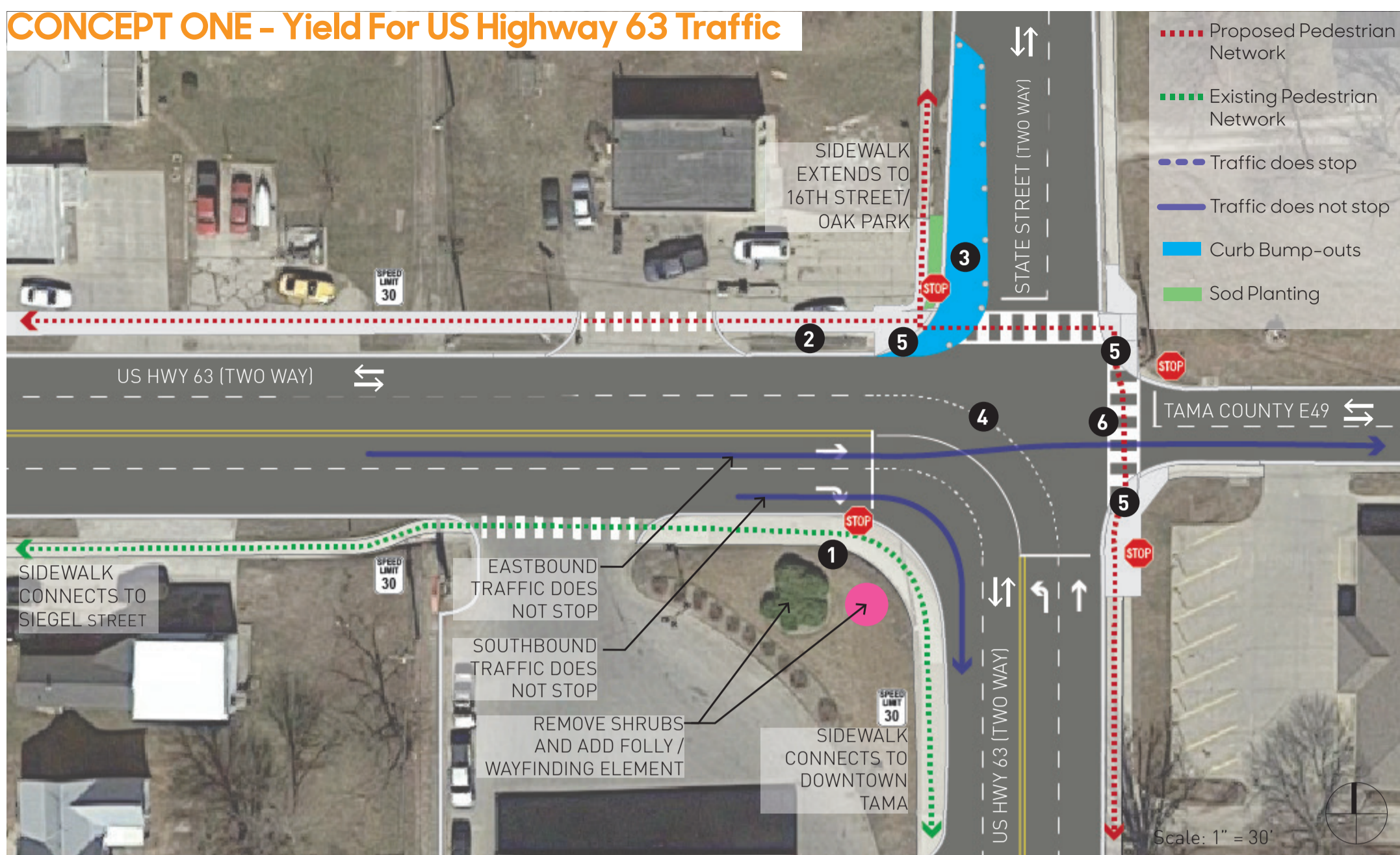
Mobility Challenged

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.



# State St + US 63

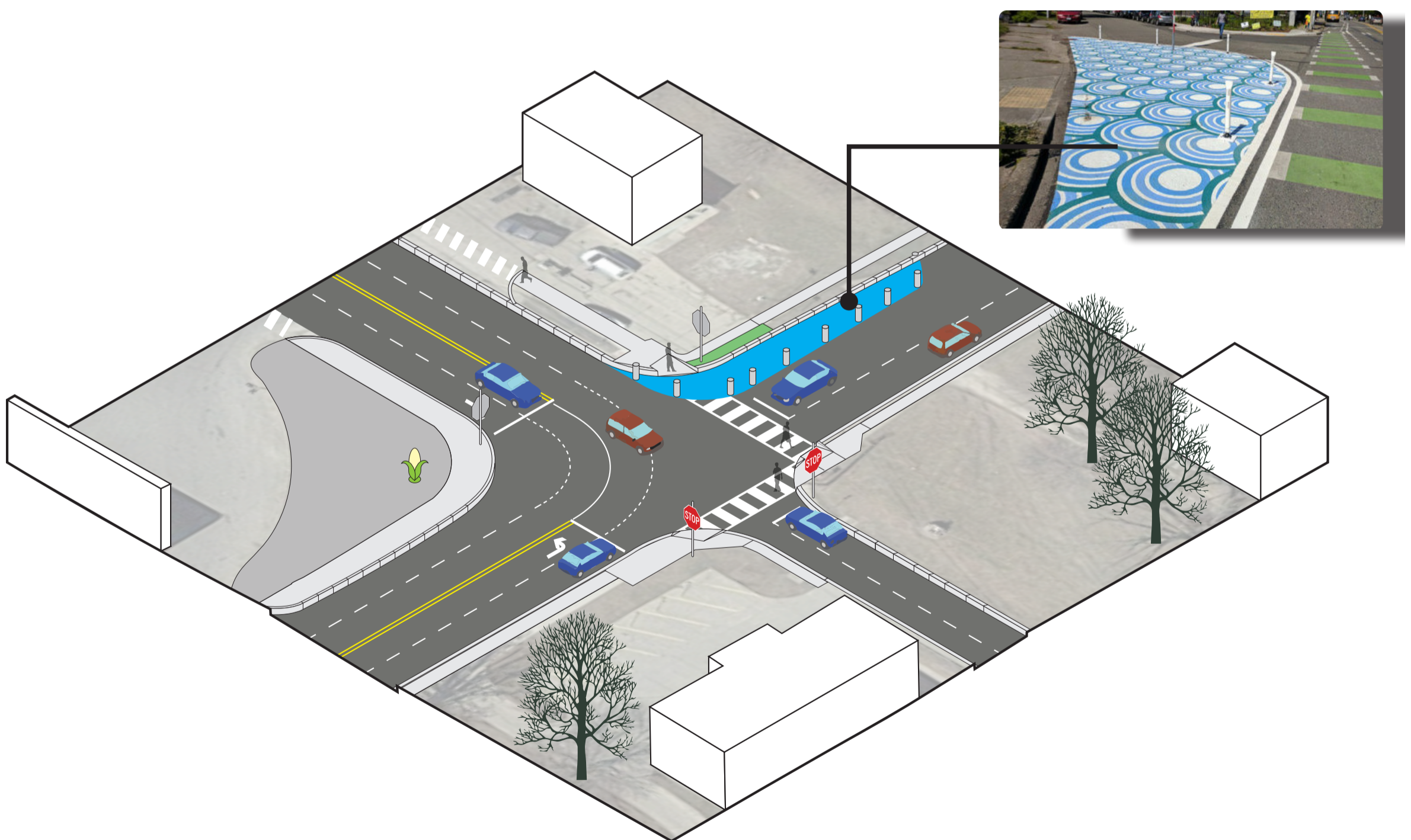
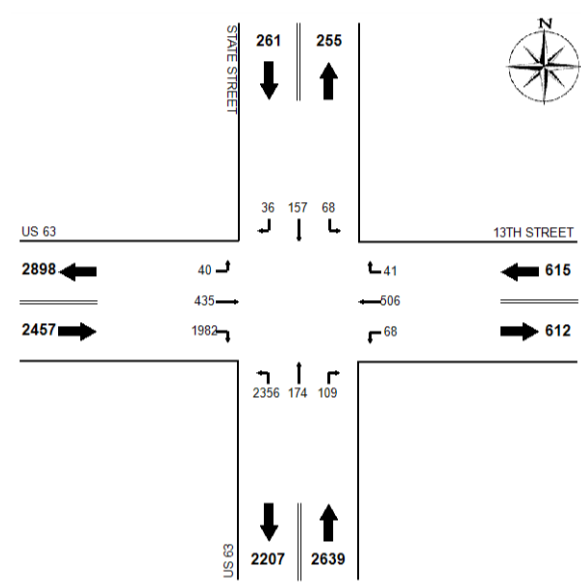
# CONCEPT ONE - Yield For US Highway 63 Traffic



## LEGEND:

- 1 Flashing Yield Sign - Slightly slows down US Highway 63 traffic, making drivers aware of potential pedestrians while not requiring a stop to continue onto Highway 63.
- 2 New Sidewalk - 6' wide (minimum) concrete sidewalk connection.
- 3 Curb Bump-outs - painted area on the existing street that shortens the distance pedestrians have to walk while crossing the street, increasing safety. Limit business to one curb cut on 63.
- 4 Lane Markings - Painted lane markings to guide turning movements.
- 5 ADA Curb Ramp - Curb ramp with ADA detectable warnings.
- 6 Crosswalk - Ladder style, white crosswalk no less than 5' wide.

## IDOT TURNING/ADT INFO:



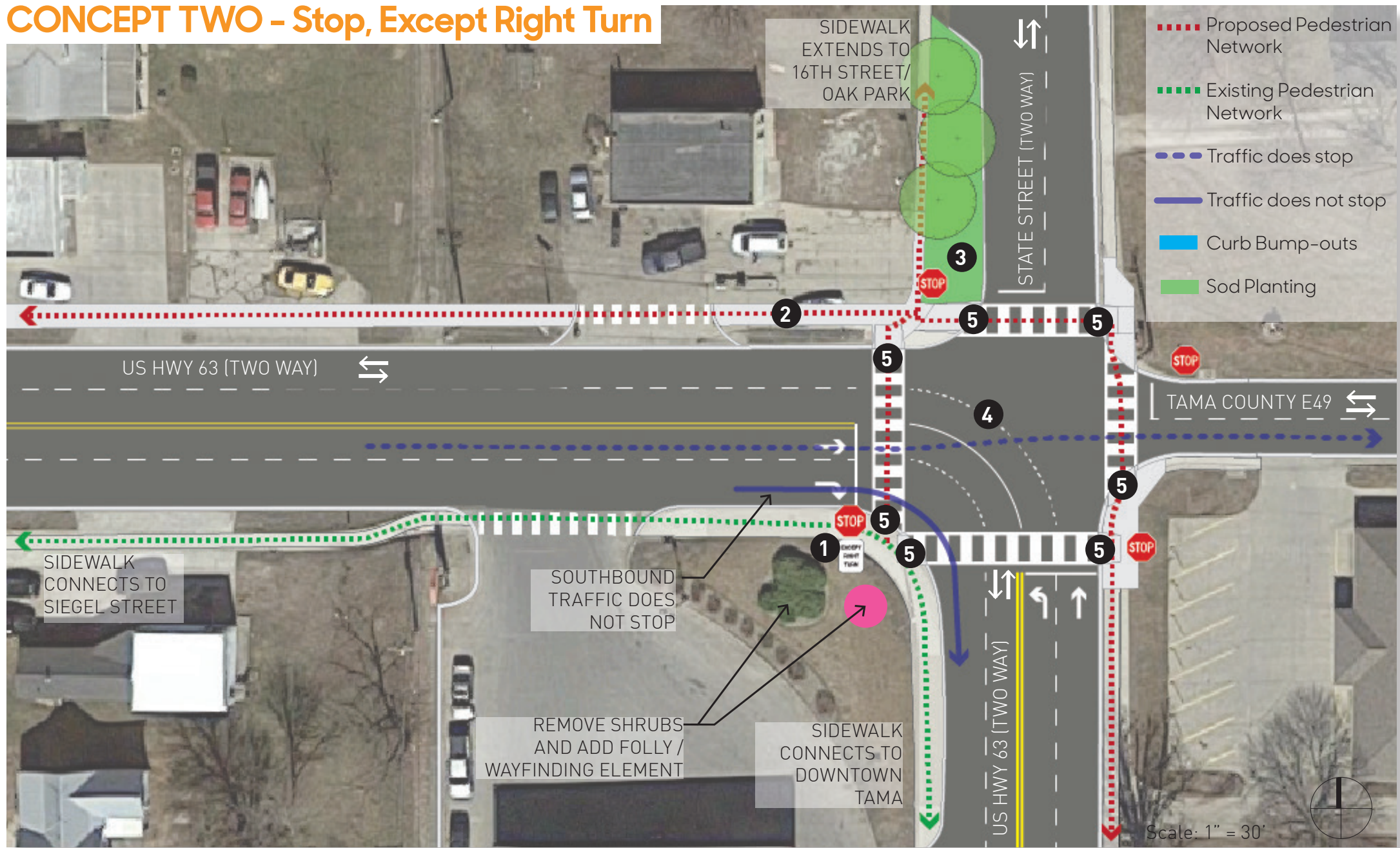
## site design group

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

Landscape Designer: Richard Meagher

Intern: Paul Hsu

**CONCEPT TWO - Stop, Except Right Turn**



**LEGEND:**

- 1 Stop, Except Right Turn Sign - Eastbound traffic stops while southbound right turns do not stop.
- 2 New Sidewalk - 6' wide (minimum) concrete sidewalk connection.
- 3 Curb Extensions/Parklet - permanent curb extensions on the existing street that shortens the distance pedestrians have to walk while crossing the street, increasing safety. Opportunity for parklet or a resting spot
- 4 Lane Markings - Painted lane markings to guide turning movements.
- 5 ADA Curb Ramp - Space perpendicular ramp on both sides with detectable warnings.
- 6 Crosswalk

**IDOT TURNING/ADT INFO:**

