

Chapter 4

Infrastructure & Amenities

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Infrastructure & Amenities

4

JOHNSON COUNTY

[section 4.1]

PROFILE

Unlike traditional city government, Johnson County does not provide public water supply, sanitary sewer, and storm sewer. It is the responsibility of the homeowner and/or developer to ensure that properly permitted potable water and waste water systems are in place. Several private or cooperative utility providers have the ability to provide gas and electricity infrastructure, at cost to the developer or property owner, to development or building sites in the county. Landline telephone service, at the time of this plan publication, is readily available; however, fiber optic-based telecommunications services such as Internet and cable television infrastructure are not readily available in all parts of the rural areas.

The Johnson County Secondary Roads Department is responsible for maintaining the existing public transportation network. It is generally the responsibility of the development community to build and maintain a network of private roads that provide access to residential and commercial development that do not directly front onto a public road.

This chapter begins with an inventory of existing utilities, services, and infrastructure provided by municipal, Johnson County, and regional systems and private service providers. The latter half of this section focuses on the parks and trails that provide recreational amenities for residents and visitors alike.



PUBLIC & PRIVATE INFRASTRUCTURE

Access to potable water supply, wastewater, gas, and electricity is essential to siting any development and influences the pattern and pace of future development.

Given projected growth in population, housing, and jobs, Johnson County must consider how transportation infrastructure is provided and how potable water and wastewater services are permitted and regulated. This chapter's goals and strategies will directly impact economic development, land use, and sustainability.

Potable Water & Wastewater Treatment

Johnson County does not provide potable water and wastewater services. Residential, commercial, and industrial development in rural Johnson County is primarily served by potable water wells and private septic systems. In some cases, centralized septic systems are utilized to treat an entire subdivision of homes or a collection of businesses. Depending on scale of development, the Johnson County Public Health Department or the Iowa Department of Natural Resources is charged with ensuring the safety and viability of potable water and wastewater systems located in the unincorporated areas of Johnson County.

Electricity & Natural Gas Utility Services

Electricity and natural gas are provided to Johnson County by MidAmerican Energy Company, Alliant Energy/Interstate Power and Light Company, and a variety of Rural Electric Cooperatives (REC). The RECs include Linn County REC, Eastern Iowa REC, Farmers Electric Cooperative, and other RECs with small amounts of territory.

In April 2016, MidAmerican Energy announced a goal to provide 100% of their electricity via renewable energy sources, primarily wind. Alliant Energy has also committed itself to transforming its generation profile to meet future customer needs in a sustainable way. Alliant Energy and MidAmerican Energy are retiring traditional electrical power generation plants in favor of wind energy facilities. Locally, Farmers Electric Cooperative, an energy services provider in southwest Johnson County, installed a nearly 2-megawatt solar field by 2016 just south of the village of Frytown. The solar field produces enough energy to power more than 200 homes, making Farmers Electric Cooperative a leader in solar electricity generation in Iowa.

Telecommunications

Land-based telecommunication infrastructure is a private utility service available through multiple providers throughout Johnson County. According to Connect Iowa, a statewide initiative to advocate for improved broadband service, incorporated cities in Johnson County have access to 100 Mbps to 1 Gbps Internet speed capacities while the vast majority of the rural, unincorporated areas of Johnson County only have access to 25 Mbps land-based Internet service. Some parts of the county have access to land-based Internet service provisions up to 50 Mbps. Telecommunication capacity is a significant source of quality of life and economic viability for Johnson County, its residents, and business community. As of 2017, it is more viable for rural county residents to utilize satellite or cellular-based Internet service providers.

Co-working spaces could be a way to provide higher-speed telecommunications infrastructure to residents and businesses in the rural area.



TRANSPORTATION NETWORK

A well-planned and maintained transportation network provides access for people and goods to move freely throughout the county. Not only does a transportation network include highways and local roads, pedestrian and bike trails help provide mobility and connectivity, and reduce automobile dependence. Johnson County's strategic plan states support for rail and autonomous vehicles as new infrastructure and technology advance. Federal Functional Classifications include interstate, major and minor arterials, major and minor collectors, and local roads. For more information on these road classifications, see Appendix A.

Traffic Volumes

The Iowa Department of Transportation provides traffic data for Johnson County every 3–4 years. The 2014 data are represented as the average annual daily traffic (AADT) count or, more simply, the average number of vehicles that might use that road on any given day, shown in Map 1. Some of the highlights are provided below:

- **I-80/I-380:** 57,770 trips on I-380 north of I-80 corridor. This figure drops to 25,300 just south of the I-80/I-380 interchange with a majority of the traffic heading east (57,500) rather than west (35,800) on I-80.
- **Dubuque Street (North of Iowa City):** 6,900 trips per day decreases to 4,560 north of Rustic Ridge Road as it enters North Liberty. As North Liberty continues to be one of the fastest-growing cities in Iowa, and with the addition of the new Liberty High School, traffic on Dubuque Street will increase.
- **Prairie du Chien Road:** 2,420 trips per day quickly declines to 1,470 north of Linder Road and then 980 north of the Newport Road intersection. Prairie du Chien Road provides access to a large growth area and much residentially zoned ground.
- **Newport Road:** 1,050 trips per day from Prairie du Chien Road, then decreases to 990 trips per day at the intersection with Sugar Bottom Road. The southern part of Newport Road serves as primary access to a residential growth area, and the northern part of the road provides access to Iowa Highway 1.
- **Iowa Highway 1 (North):** 10,200 to Newport Road, decreases to 8,800 through Solon and 5,600 north of town. Solon is a growing community with many residents working in the metro area.
- **Iowa Highway 1 (South):** Traffic peaks at 23,100 trips from South Riverside Drive in Iowa City west to the Highway 218 on-ramp, where traffic drops to 7,600 trips per day and 5,100 south through the unincorporated areas to the county boundary. This highway is a major gateway to Iowa City and also serves as a primary collector for several villages and farm-to-market roads.
- **Sandy Beach Road:** 2,350 trips at the northern most point, decreases to 1,810 past Mohawk Road and down to 290 where it turns east at Lake Manor Road (1,070 trips). Sandy Beach Road is the primary collector of established residential areas that are north of the Coralville Reservoir/Iowa River and south of Shueyville.



- **US Highway 6 (West):** A total of 4,550 trips are counted west of Tiffin with a decline to 3,460 beyond the Augusta Avenue/Upper Old Highway Road intersection north of Oxford. Traffic is expected to increase on this road with new development in Tiffin.
- **US Highway 6 (East):** The section of road southeast of Iowa City sees 5,900 trips from the Iowa City corporate boundary heading east, declines to 3,560 trips at the Utah Avenue intersection, and then increases to 4,160 trips further east from the intersection with American Legion Road to the county border.

Road Performance Standards

Road Performance Standards guide decisions on roads that are at or near peak traffic levels. Limits to development ensure that new development will not overload the road system. The Johnson County Unified Development Ordinance includes Road Performance Standards. The standards provide guidelines based on the type of public road that would provide access to a proposed subdivision: dirt, gravel, oiled chip seal, or paved concrete. The North Corridor has many oiled chip sealed roads and has been the primary location for rural residential development from 2002 to 2017. Due to relatively high AADT counts in this more densely developed area, the Road Performance Standards regulation plays a role in slowing the creation of more residential lots in much of what is recognized as a current growth area. As of November 2017, the Road Performance Standards read as follows:

Subdivisions shall not be approved on oiled ship seal roads with a projected traffic volume greater than two thousand (2,000) vehicles per day, unless improvement of said road is scheduled within the next two years of the adopted Johnson County Five Year Road Improvement Plan.

Johnson County Unified Code, Chapter 8:1.23(E)(12)(c)(i)

Subdivisions shall not be approved on gravel roads with a projected traffic volume greater than three hundred (300) vehicles per day, unless improvement of said road is scheduled within the next two years of the adopted Johnson County Five Year Road Improvement Plan.

Johnson County Unified Code, Chapter 8:1.23(E)(12)(b)(i)

As of November 2017, in order to calculate a road's projected traffic count, the Road Performance Standards consider existing road count, projected traffic from platted and vacant lots, and projected traffic from zoned and developable property.

Once an oiled chip sealed road has a projected traffic volume greater than 2,000 vehicles per day or a gravel road traffic volume is greater than 300 projected vehicles per day then no new buildable lots will be approved "unless improvement of said road is scheduled within the next two years of the adopted Johnson County Five Year Road Improvement Plan."



ALTERNATIVE TRANSPORTATION OPTIONS

Public Transit

Johnson County provides a paratransit ride service through its SEATS department. Senior citizens, people with disabilities, and others who may otherwise find it difficult to conduct daily transactions are offered these services. SEATS transit vehicles regularly transport people to healthcare appointments, grocery stores, and other destinations, providing clients with a necessary and reassuring degree of freedom.

While there are limited transit options for rural areas, Iowa City, Coralville, and the University of Iowa Campus provide fairly extensive bus service in the metro area.

In addition, as noted above, the County is interested in the feasibility of local/regional rail.

Bicycle Commuters

Johnson County has been proactive in planning and constructing bicycle amenities, an effort that has helped translate into more than 18,000 bicycle commuters within the county (2015 ACS). Here are several improvements for bicycle commuting:

- 2012 Johnson County Bicycling and Multi-Use Trails Plan produced by Metropolitan Planning Organization of Johnson County (MPOJC).
- In 2008, by a 61% vote, voters approved the county Conservation Bond Fund to support the investment of \$20 million over 20 years for conservation, recreation, and trails.
- Johnson County Board of Supervisors budgets hundreds of thousands of dollars annually for trail maintenance and construction.
- Efforts are regularly made to provide paved shoulders and other bicycle accommodations on newly improved road infrastructure.
- Installation of bike route signs to destinations including the Coralville Reservoir, Sugar Bottom Recreation Area, City of Hills, Scott Church Park, and Sutliff Bridge.

These accomplishments demonstrate the County's past and ongoing support for bicycling not only as a recreational amenity, but as a practical mode of transportation.

OTHER STUDIES

I-380 Planning Study

The Iowa DOT is studying the Interstate 380 corridor from North Liberty to U.S. Highway 30 in Cedar Rapids. The purpose of the planning study is to determine whether the current infrastructure will meet the demands over the next 30 years and to identify the potential improvements necessary in the foreseeable future. The study will evaluate the safety, capacity, infrastructure, and other topics regarding I-380. The I-380 Planning Study process occurred simultaneously to this plan, and was anticipated to be completed by spring 2018.



Future Forward: 2045 Long-Range Transportation Plan

The Metropolitan Planning Organization of Johnson County (MPOJC) is the planning organization for the urbanized area, which, under the guidance of a public policy board, provides leadership, expertise, and services to member communities and agencies in Johnson County.

Federal legislation requires any urbanized area with a population over 50,000 to have a planning organization such as MPOJC to ensure that existing and future expenditures of federal funding for transportation projects and programs are based on the continuing, cooperative, and comprehensive (“3-C”) planning process.

MPOJC adopted in 2017 its long-range transportation plan, a requirement for securing state and federal funding for transportation projects. The Future Forward 2045 Long-Range Transportation Plan will help guide metropolitan area decision making regarding transportation improvements and investments extending 25 years into the future. The plan considers all modes of transportation — car, truck, freight, public transit, pedestrian, and bicycle — and makes specific recommendations for transportation projects and funding sources.

The Future Forward 2045 Plan was developed with an emphasis on nine guiding principles, an increased focus on multimodal and active transportation, and the development of performance measures to better assess how the transportation network is performing now and in the future.

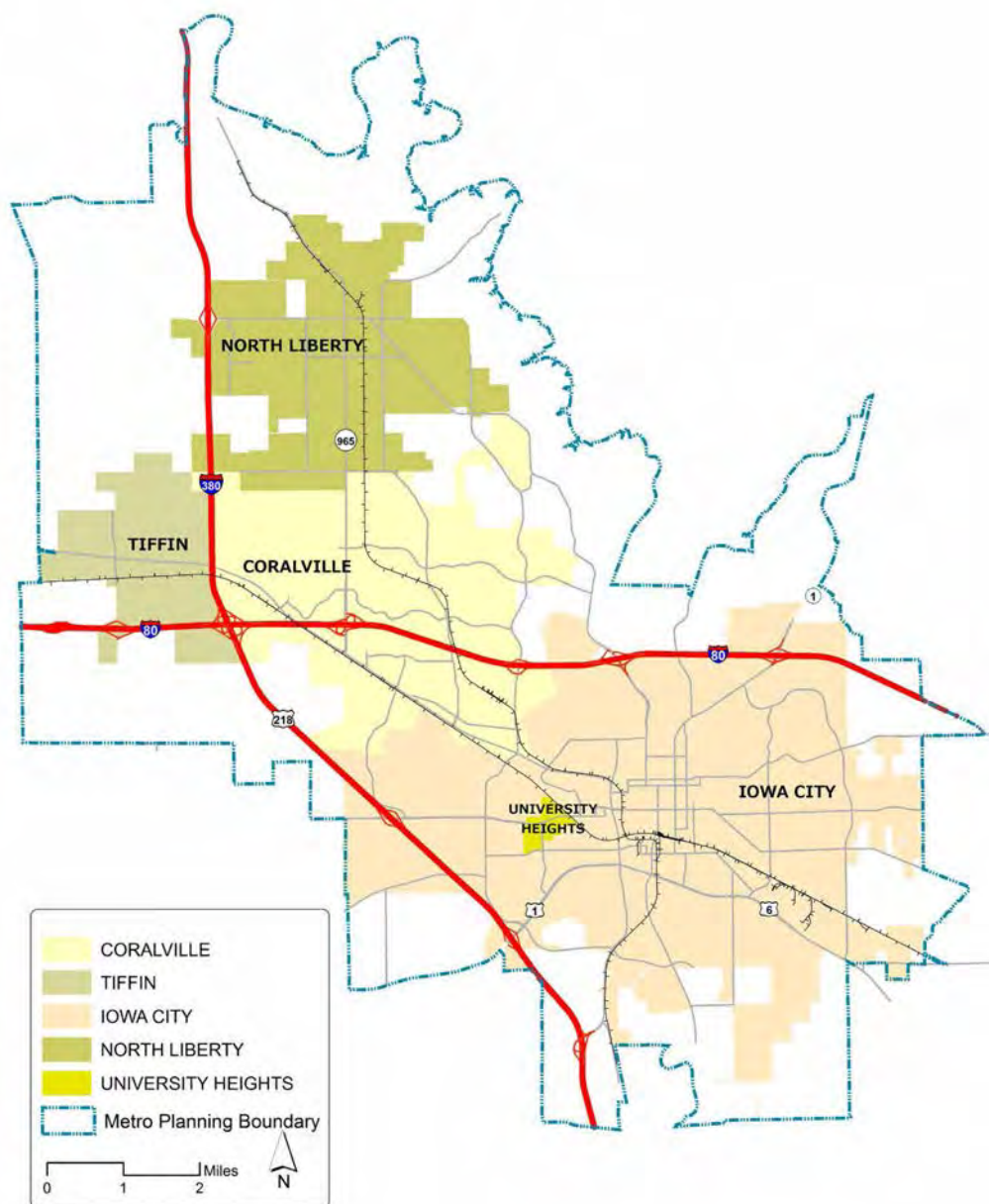
The guiding principles include:

- **Economic opportunity:** support growth, innovation, job creation, and productivity
- **Environment:** preserve and protect our natural resources, including land, water, and air quality
- **Quality of life:** enhance livability and create vibrant and appealing places that serve residents throughout their lives
- **System preservation:** maintain in good and reliable condition
- **Efficiency:** build a well-connected network and coordinate land use patterns to reduce travel demand, miles traveled, and fossil fuel consumption
- **Choice:** offer multimodal transportation options that are affordable and accessible
- **Safety:** design and maintain to enhance the safety and security of all users
- **Health:** invite and enhance healthy and active lifestyles
- **Equity:** provide access and opportunity for all people and neighborhoods

While this plan impacts a majority of Johnson County residents, only the unincorporated areas of Johnson County that are adjacent to the metro area are included within MPOJC’s service area. These federal funding dollars focus on the improvements of the interstate and highway systems within the urbanized areas of Johnson County (Figure 8). As a result, most of unincorporated Johnson County is ineligible for this funding.



Figure 8. Metropolitan Planning Organization of Johnson County: Service Area



Source: *Future Forward 2045 Long-Range Transportation Plan (2017)*



PARKS, RECREATION & TRAILS

Quality-of-life amenities such as parks, recreation areas, and trails are a vital part of what attracts people to Johnson County. These amenities play a role in economic development as more firms are looking to locate in areas where their employees want to live, work, and play. This section highlights some of the significant park and recreational attractions located throughout Johnson County.

Parks & Recreation Areas

Johnson County has a wide variety of recreation and conservation areas for residents and visitors to experience. Details can be found in Appendix A.

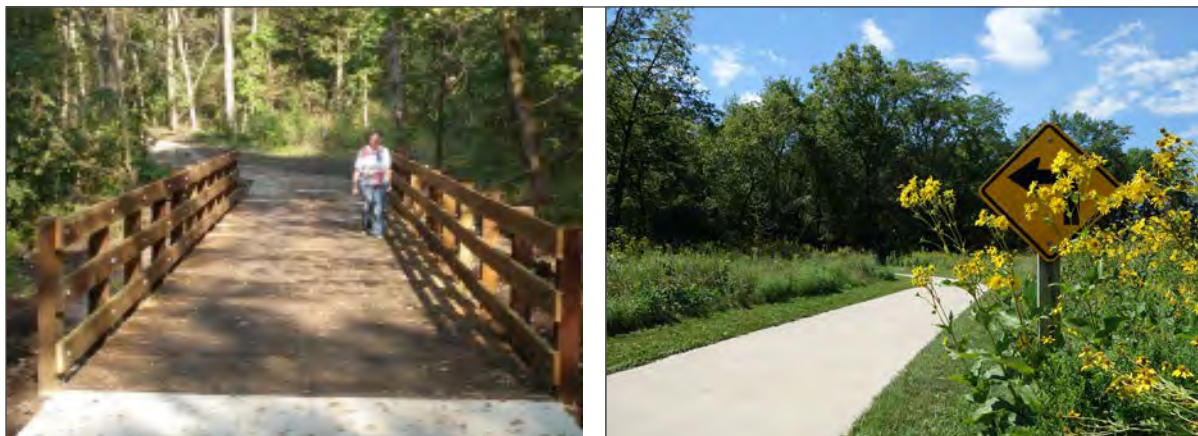
- **Johnson County Conservation:** F.W. Kent Park, Cedar River Crossing, Frytown Conservation Area, Ciha Fen Preserve, Clear Creek Area, Hills Access, River Junction Access, Walker Park, Sutliff Access, Pechman Creek Delta, Solon Prairie, Scott Church Park
- **Iowa DNR:** Lake Macbride State Park, Williams Prairie State Preserve
- **US Army Corps:** Macbride Nature Recreation Area, Coralville Lake and Reservoir

Wildlife Management Areas

In addition to great county and state parks, Johnson County has six wildlife management areas. Wildlife management areas provide basic public use facilities such as parking lots and boat ramps. Portions of these areas may be designated as refuge. Certain uses are restricted that may interfere with management goals and objectives. Major areas include Hawkeye (13,708 acres), Redbird Farms (464 acres), and Jerry Quinlan wildlife management area (118 acres).

Bicycle & Pedestrian Facilities

Johnson County is fortunate to have a very robust system of bicycle and pedestrian facilities including widened sidewalks and shoulders, and off-road shared-use paths. Currently there are just under 146 miles of off-road paths throughout Johnson County with an additional 82 miles of widened sidewalks, 41 miles of paved shoulder, and 9.7 miles of designated bike lanes.



LEFT: Clear Creek Trail offers several miles for county residents and visitors to enjoy by foot or bike.
RIGHT: Clear Creek Trail west of Tiffin. (Source: Johnson County Conservation)



[section 4.2]

PRIORITIES: INFRASTRUCTURE & AMENITIES

Priorities were determined based on public input, feedback from the Board of Supervisors, and input from the Comprehensive Plan Committee (CPC). A full summary of input is included in Appendix B contained in Volume 2 of this plan.

Provision of Infrastructure & Utilities

Potable water and waste water systems are site specific. Energy and telecommunication utilities are provided by private companies or cooperatives, not the County. Johnson County's role is to assure these services can be made available before approving a development application, and are done so per county and state law for public health, safety and welfare.

Road Performance Standards

The current Road Performance Standards have been both successful and problematic. They have ensured that existing road conditions are considered before allowing additional development and subsequent traffic, but the standards in place at the time of this Comprehensive Plan adoption may have restricted development in recognized growth areas.

Updating the standards to better reflect current state and federal traffic design and safety guidelines can help balance growth demands with the necessity of maintaining safety on rural roads. Reviewing traffic patterns within areas designated for non-agricultural uses on the Future Land Use Map areas may help the Board of Supervisors prioritize future road projects.

Trails to the Future

Trails are a high priority for many Johnson County residents. Not only do trails provide a quality-of-life amenity, trails also create better connectivity among rural subdivisions and provide another means of transportation for a growing group of people who choose to commute via bicycle. On the other hand, there are some residents who do not see the value in expanding the rural trail network and would rather see those funds invested in other road improvements. In fact, no money that can legally be spent on roads is diverted to trails. Johnson County budgets the maximum allowed for road and bridge improvements.

Connectivity

Public safety is the utmost concern of Johnson County, and connectivity issues such as long dead end roads with no secondary outlet pose a challenge to public safety providers. While this is a problem across Johnson County's rural road system, the areas north of the metro have the most issues. Currently, there are no requirements for rural subdivision development regarding connectivity for roads, sidewalks, or trails. This is in part due to the geographical impediments present in these areas including the Coralville Reservoir, steep slopes, and the preservation of sensitive areas.



[section 4.3]

GOALS, STRATEGIES & ACTION STEPS: INFRASTRUCTURE & AMENITIES

All goals, strategies, and action steps were developed based on the priorities discussed above and the information collected through the public input process, input from the Comprehensive Plan Committee (CPC), and feedback from the Board of Supervisors. To see a summary of input (including survey results) regarding Infrastructure and Amenities, please see Appendix B contained in Volume 2 of this plan.

DEFINITION: Below are definitions of each term and how they will be used in the Implementation Plan section of the comprehensive plan.

- **Goal:** A desired outcome based on the values of the public and elected officials.
- **Strategy:** The approach you take to achieve a goal.
- **Action Step:** The specific steps you take to achieve a strategy.

FORMAT: Each goal (e.g. INF 1) is presented with corresponding strategies (e.g. Strategy 1, Strategy 2) and action steps (e.g. Action 1, Action 2).

INFRASTRUCTURE & AMENITIES 1 – This is an example of a Goal’s formatting.

Strategy 1 – This is an example of a Strategy’s formatting.

Action 1 – This is an example of an Action Step’s formatting.

Action 2 – This is an example of an Action Step’s formatting.

Action 3 – This is an example of an Action Step’s formatting.

INFRASTRUCTURE & AMENITIES 1 – Develop well-connected recreational parks, public open/natural spaces, and trails throughout the county.

Strategy 1 – Improve connectivity between subdivisions, open space, and destinations that generate traffic.

Action 1 – Identify and map opportunities to create greater connectivity between existing developments.

Action 2 – Support local and regional trail plans.

Action 3 – Continue to serve on and work with existing area and regional trails committees.

Action 4 – Facilitate improvements recommended by water trail plans.

INFRASTRUCTURE & AMENITIES 2 – Utilize existing infrastructure and adopt green infrastructure practices.

Strategy 1 – Coordinate development policies with road improvement and maintenance plans.

Action 1 – Have planning staff participate in the annual review of the Johnson County Secondary Roads Five-Year Plan.



Action 2 – Review and update the existing Road Performance Standards to consider factors such as safety, volume, speed, traffic type, and other national standards.

Action 3 – Identify and consider projects to optimize the use of existing public infrastructure.

Strategy 2 – Encourage the use of green infrastructure.

Action 1 – Identify opportunities to use green infrastructure instead of traditional practices.

Action 2 – Explore potential incentives such as density bonuses.



WHAT IS GREEN INFRASTRUCTURE? Green infrastructure utilizes natural vegetation to capture, store, and infiltrate stormwater runoff such as bioswales (large water collector), rain gardens (small water collector), and green roofs pictured above. It provides a range of critical functions and ecosystem services to communities, such as wildlife habitat, stormwater management, and recreational opportunities.*

Strategy 3 – Coordinate with regional transportation investments and long-range transportation plans.

Action 1 – Actively participate in local and regional planning activities.

INFRASTRUCTURE & AMENITIES 3 – Make transportation, land use, and infrastructure decisions that encourage a reduction in auto-dependent travel.

Strategy 1 – Promote safe use of the county's public road network by all users.

Action 1 – Identify best management practices for rural road systems.

Action 2 – Consider complete street features as appropriate for higher density areas.

Action 3 – Provide appropriate multimodal signage on highways and other major roads with extended shoulders.

**Photo credits (from left to right):*

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https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs144p2_029251.pdf

**Strategy 2 – Support development that will reduce vehicle miles traveled.**

- Action 1 – Require connectivity plans for new subdivisions, showing intended connections to the existing and planned trail and road network.
- Action 2 – Update the subdivision regulations to require connectivity plans and limit the creation of cul-de-sac and dead-end roads unless impractical.
- Action 3 – Add requirements for sidewalks and trail connectivity to the subdivision regulations.

INFRASTRUCTURE & AMENITIES 4 – Support environmental, cultural, and historic elements in the planning and design of future infrastructure.**Strategy 1 – Protect and raise awareness of environmental amenities and character of the county.**

- Action 1 – Develop an ordinance that balances scenic road features, safety requirements, and Secondary Road plans.
- Action 2 – Establish criteria to identify environmental, cultural, and historic elements.
- Action 3 – Work with the Iowa Department of Transportation to develop watershed educational standards including roadway signage.

INFRASTRUCTURE & AMENITIES 5 – Support amenities that enhance livability and quality of life.**Strategy 1 – Support the Johnson County Conservation Strategic Plan.**

- Action 1 – Consider revisions to align zoning ordinance and other County policies.

Strategy 2 – Promote livability initiatives across all Johnson County departments.

- Action 1 – Encourage livability initiatives within all administrative activities across all Johnson County departments.

Strategy 3 – Support appropriate special events and activities across Johnson County.

- Action 1 – Establish new or promote existing central events calendar.
- Action 2 – Consider grant incentives and programs that support and develop events or activities that benefit the county.

Strategy 4 – Consider improvements to communication infrastructure and access to technology in coordination with economic development goals.**Strategy 5 – Become a leader in food system infrastructure.**

- Action 1 – Develop and adopt a countywide food system plan.
- Action 2 – Explore options to utilize existing infrastructure and build new infrastructure that supports the local food system (e.g. food hub, distribution centers, etc.).



IMPLEMENTATION: INFRASTRUCTURE & AMENITIES

IMPLEMENTATION TABLE

The implementation table presents the strategies and action steps developed for each of the plan elements: Sustainability, Local Economy, Infrastructure and Amenities, and Land Use. There are three components in each table: Strategy/Action Step, Timeframe, and Collaborating Partners.

Goals, Strategies & Action Steps

The goals, strategies, and action steps presented are the same as those presented earlier in this chapter under “Priorities and Goals.”

Timeframe

An approximate timeframe to complete each action step was determined by staff evaluation. This evaluation considered existing or future funding capacity, expertise and technical capacity of existing staff, and the potential for acquiring additional expertise or technical capacity. The assigned timeframes are estimates; it may take less or more time for any given action step to be completed. Here are the four timeframes:

- Ongoing: Existing strategies that are on a regular cycle or will continue
- Short-term: < 2 years
- Mid-term: 2 to 5 years
- Long-term: > 5 years

Collaborating Partners

Implementation of the plan strategies involves the actions and decisions of entities other than county government. The success of the comprehensive plan’s vision is dependent on the County’s ability to identify these partners, reach out, and maintain ongoing communication and coordination. The implementation tables identify suggested collaborating partners; additional organizations may be identified over time and partners that are not listed are not excluded from future collaboration. For policy and ordinance development, there will be ample opportunity for input through public hearings and meetings.

The following key works for all implementation tables; some abbreviations may not appear in every chapter:

- | | |
|---|--|
| • BOS: Johnson County Board of Supervisors | • I-DOT: Iowa Department of Transportation |
| • CSD: Community School Districts | • IT: Johnson County Information Technology |
| • CVB: Iowa City/Coralville Convention & Visitors Bureau | • MPOJC: Metropolitan Planning Organization of Johnson County |
| • ECICOG: East Central Iowa Council of Governments | • NRCS: Natural Resources Conservation Service |
| • EMA: Johnson County Emergency Management Agency | • PDS: Johnson County Planning, Development & Sustainability |
| • FEMA: Federal Emergency Management Agency | • SEATS: Johnson County SEATS Paratransit |
| • FSA: Farm Service Agency | • SWCD: Johnson County Soil & Water Conservation District |
| • ICAD: Iowa City Area Development Group | • WMA: Watershed Management Authorities |
| • IDNR: Iowa Department of Natural Resources | |



INF 1 – Develop well-connected recreational parks, public open/natural spaces, and trails throughout the county.		
STRATEGY/ACTION STEP	TIMEFRAME	COLLABORATING PARTNERS
Strategy 1 – Improve connectivity between subdivisions, open space, and destinations that generate traffic.		
Action 1 – Identify and map opportunities to create greater connectivity between existing developments.	Mid-term	PDS, MPOJC, Secondary Roads
Action 2 – Support local and regional trail plans.	Ongoing	PDS, MPOJC, ECICOG, Secondary Roads, Conservation
Action 3 – Continue to serve on and work with existing area and regional trails committees.	Ongoing	PDS, MPOJC, ECICOG, Secondary Roads, Conservation
Action 4 – Facilitate improvements recommended by water trail plans.	Ongoing	BOS, PDS, Conservation, IDNR, local paddling groups, Iowa Water Trails Assoc.
INF 2 – Utilize existing infrastructure and adopt green infrastructure practices.		
STRATEGY/ACTION STEP	TIMEFRAME	COLLABORATING PARTNERS
Strategy 1 – Coordinate development policies with road improvement and maintenance plans.		
Action 1 – Have planning staff participate in the annual review of the Johnson County Secondary Roads Five-Year Plan.	Short-term	PDS
Action 2 – Review and update the existing Road Performance Standards to consider factors such as safety, volume, speed, traffic type, and other national standards.	Ongoing	PDS, Secondary Roads
Action 3 – Identify and consider projects to optimize the use of existing public infrastructure.	Short-term	PDS, Secondary Roads
Strategy 2 – Encourage the use of green infrastructure.		
Action 1 – Identify opportunities to use green infrastructure instead of traditional practices.	Long-term	PDS, Secondary Roads
Action 2 – Explore potential incentives such as density bonuses.	Short-term	PDS
Strategy 3 – Coordinate with regional transportation investments and long-range transportation plans.		
Action 1 – Actively participate in local and regional planning activities.	Ongoing	PDS, cities, MPOJC, ECICOG



INF 3 – Make transportation, land use, and infrastructure decisions that encourage a reduction in auto-dependent travel.		
STRATEGY/ACTION STEP	TIMEFRAME	COLLABORATING PARTNERS
Strategy 1 – Promote safe use of the county’s public road network by all users.		
Action 1 – Identify best management practices for rural road systems.	Mid-term	Secondary Roads
Action 2 – Consider complete street features as appropriate for higher density areas.	Short-term	Secondary Roads
Action 3 – Provide appropriate multimodal signage on highways and other major roads with extended shoulders.	Mid-term	Secondary Roads
Strategy 2 – Support development that will reduce vehicle miles traveled.		
Action 1 – Require connectivity plans for new subdivisions, showing intended connections to the existing and planned trail and road network.	Short-term	PDS, Secondary Roads
Action 2 – Update the subdivision regulations to require connectivity plans and limit the creation of cul-de-sac and dead-end roads unless impractical.	Short-term	PDS
Action 3 – Add requirements for sidewalks and trail connectivity to the subdivision regulations.	Short-term	PDS
INF 4 – Support environmental, cultural, and historic elements in the planning and design of future infrastructure.		
STRATEGY/ACTION STEP	TIMEFRAME	COLLABORATING PARTNERS
Strategy 1 – Protect and raise awareness of environmental amenities and character of the county.		
Action 1 – Develop an ordinance that balances scenic road features, safety requirements, and Secondary Road plans.	Long-term	BOS, PDS, Secondary Roads
Action 2 – Establish criteria to identify environmental, cultural, and historic elements.	Long-term	PDS, Conservation, NRCS, State Archaeologist
Action 3 – Work with the Iowa Department of Transportation to develop watershed educational standards including roadway signage.	Long-term	PDS, Secondary Roads, I-DOT



INF 5 –Support amenities that enhance livability and quality of life.		
STRATEGY/ACTION STEP	TIMEFRAME	COLLABORATING PARTNERS
Strategy 1 – Support the Johnson County Conservation Strategic Plan.		
Action 1 – Consider revisions to align zoning ordinance and other County policies.	Short-term	BOS, PDS, Conservation
Strategy 2 – Promote livability initiatives across all Johnson County departments.		
Action 1 – Encourage livability initiatives within all administrative activities across all Johnson County departments.	Ongoing	BOS
Strategy 3 – Support appropriate special events and activities across Johnson County.		
Action 1 – Establish new or promote existing central events calendar.	Ongoing	BOS, IT
Action 2 – Consider grant incentives and programs that support and develop events or activities that benefit the county.	Long-term	BOS
Strategy 4 – Consider improvements to communication infrastructure and access to technology in coordination with economic development goals.		
Strategy 5 – Become a leader in food system infrastructure.		
Action 1 – Develop and adopt a countywide food system plan.	Short-term	BOS, PDS, Food Policy Council
Action 2 – Explore options to utilize existing infrastructure and build new infrastructure that supports the local food system (e.g. food hub, distribution centers, etc.).	Ongoing	BOS, PDS, Food Policy Council, ICAD