



Toole
Design
Group



SNYDER & ASSOCIATES
Engineers and Planners



IOWA
DOT






Iowa DOT

Bicycle and Pedestrian Long-Range Plan

December 5, 2017

Purpose of the Plan





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The Bicycle and Pedestrian Plan will:


- serve as the **primary guide for Iowa DOT** decision-making regarding **bicycle and pedestrian programs and facilities**;
- help achieve a **better level of coordination** within the Iowa DOT;
- and **provide continuity for all levels** of bicycle and pedestrian mobility through **regional, county, and city** plans and programs.

All three objectives were identified by stakeholders as significant needs.





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Advisory Committees



- Two advisory committees were active throughout the development of this plan and helped determine and shape the plan's goals and policy direction.
- Each committee met six times over the course of the development of this plan in order to review analysis findings, policy recommendations, and priorities.



What was accomplished?



- Stakeholder & Public Participation
- Existing Conditions Assessment
- Bicycle & Pedestrian Facility Recommendations
 - Performance Measures
- Funding & Implementation Strategies
- Draft Plan Development



Stakeholder & Public Participation



- PAC and TAC Meetings
- Six sets of meetings:
 - District Staff
 - MPO and RPA Staff
 - Public Open House
 - Interviews
- Pedestrian Focus Group



Existing Conditions Analysis



Context

- Demographics
- Percentage of Users
- Road System
- Traffic Volumes
- Miles of Multi-Use Trails

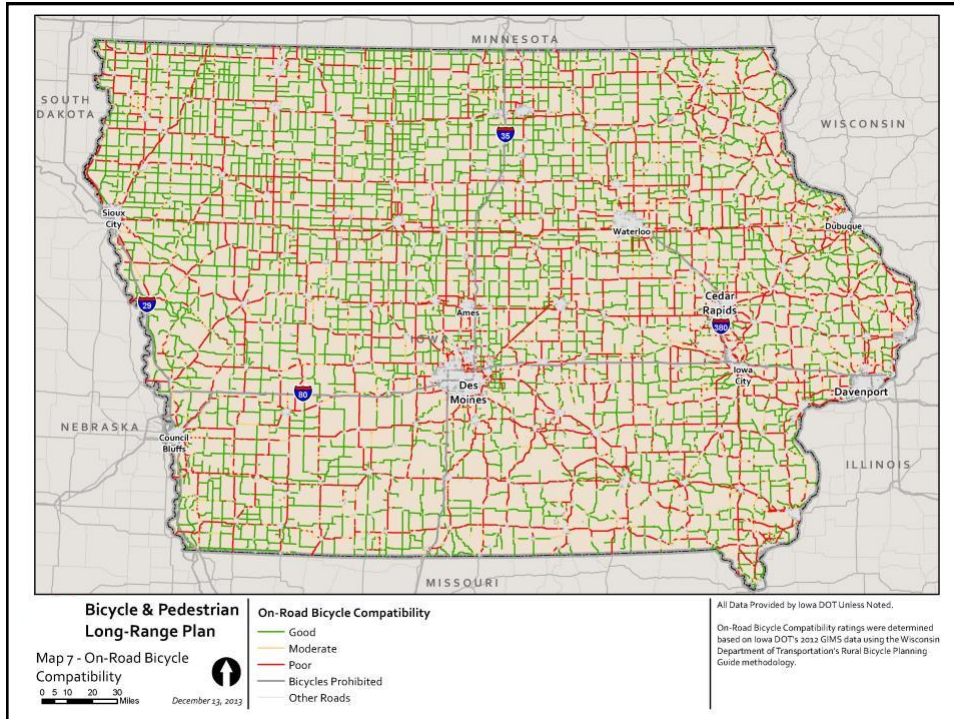
Crash Analysis

- Bicycle and Pedestrian Crashes
- Crash severity
- Age of the rider
- Urban vs. Rural Crashes
- Road Type
- Seasonal Effect

On-Road Bicycle Compatibility

- Designed for rural road context
- Estimates probability of conflict
- Primary factors are:
 - Pavement width
 - Traffic volume
 - Percent of heavy truck traffic
 - Passing restrictions





Facility Selection Matrix



Tool to help planners and engineers determine appropriate types of accommodations for any given context.

Facility types include: **multi-use trails and sidepaths, paved shoulders, shared lanes, bicycle lanes, bicycle boulevards, sidewalks**

The facility selection matrix provides several pieces of critical information:

- **Description** – Summary of what the facility type is and how it should be applied.
- **Users** – Whether the facility type accommodates bicyclists, pedestrians, or both.
- **Context** – Whether the facility type is appropriate in urban settings, urban periphery, or rural areas.
- **Posted Speed Limit** – The speed limit with which the facility type is compatible.
- **Motor Vehicle Traffic Volume** – The traffic volume (in average Annual Daily Trips or ADT) with which the facility type is compatible.
- **Other Considerations** – Further information regarding the appropriateness of each facility type.

Complete Streets Policy

Source: National Complete Streets, Smart Growth America



- Allows **all users** (pedestrians, bicyclists, transit, motorists, people of all ages and abilities) to travel in a **safe** and **welcoming** way.
- Is **adoptable throughout** the agency.
- Directs the use of the **latest and best** design standards.
- Specifies any **exceptions** and allows **flexibility** in balancing users needs.
- Has clear guidance for when **accommodations** may be **omitted**.



From

To

Accommodations will be considered if there is a need (Warranted)

Accommodations will be considered unless there is absence of need (Not warranted)



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What's Next?



- **Ongoing:** Internal discussions regarding accommodation policy and paved shoulders
- **November:** Commission workshop discussion (need and use of plan)
- **Tentative Schedule:**
 - **January:** Additional meetings with Policy and Technical Committees
 - **January – March:** Commission workshop discussion (accommodations and impacts of plan), Draft Plan out for 45-day public comment and final Plan preparation
 - **March-April:** Plan completion and Commission presentation



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Implementation of Plan



- Modify **Design Criteria Worksheets** and **Typical Roadway Sections** to address including urban and rural accommodations.
- Modify **Design Decision Documentation** to include reasoning for exception.
- Include DOT bike/ped representative on **project scoping team**.
- Modify/clarify **Paved Shoulder Policy**.
- Workshops with Iowa DOT offices and Districts
- **5-year Program** Implications



Questions?

