Iowa Bicycle and Pedestrian Long Range Plan
Why proceed with developing a bicycle and pedestrian plan?

• Iowa DOT has an obligation to consider bicycle and pedestrian accommodations with all of our projects.
  • 23 CFR 217: “Bicycle transportation and pedestrian walkways shall be considered...”
  • Iowa DOT is a department of mobility for all users: 1 in 10 trips in Iowa made by means other than personal vehicle (National Household Travel Survey)
• Implementation of state long-range transportation plan, Iowa In Motion 2045
Purpose of the Plan

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 **better project-level coordination** within the Iowa DOT;

• and **provide continuity for all levels** of bicycle and pedestrian mobility across **regional and local** plans and programs.

All three objectives were identified by stakeholders as significant needs.
Scope of the Plan

- Stakeholder Input & Public Participation
- Existing Conditions Assessment
- Bicycle & Pedestrian Facility Recommendations
- Funding & Implementation Strategies
Advisory Committees

• Two advisory committees (technical and policy) were active throughout plan development and helped define the plan’s goals and policy direction.

• Each committee has met 7 times over the course of plan development to review analysis findings, policy recommendations, and priorities.
Stakeholder Input & Public Participation

- Technical and Policy Advisory Committee meetings
- 6 sets of meetings with:
  - DOT District staff
  - MPO and RPA staff
  - Public
- 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
On-Road Bicycle Compatibility
Complete Streets Policy
Source: National Complete Streets, Smart Growth America

- Allows **all users** (pedestrians, bicyclists, transit users, 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.
- Provides clear guidance for when **accommodations** may be **omitted**.

**From**

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

**To**

Accommodations will be **considered unless** there is Absence of Need (Not warranted)
Complete Streets Policy

**EXCEPTIONS** Bicycle or pedestrian accommodations shall not be required if:

- Bicycle or pedestrian use is prohibited on the transportation facility;
- The transportation facility has a posted minimum speed limit;
- The provision of the accommodations would be unsafe;
- ROW acquisition would be necessary for the purpose of providing the accommodations;
- The project scope is limited to maintenance activity; or
- The provision of the accommodations is limited by the Code of Iowa or Iowa DOT Administrative Rules.

**NEEDS TESTS** Accommodations will be considered unless no need exists.

- Considering accommodations should not require justification.
- To exclude accommodations, the absence of future need should be demonstrated during the project scoping process.
Complete Streets Policy

**COST**

What will be the cost?

**Rural impact:**
- Evaluation of FY17 3R projects
- 19 of 56 projects fell under purview of draft policy as resurfacing/reconstruction
- 11 of 19 projects would have been financially impacted (average cost increase of 7 percent)

**Urban impact:**
- Typical costs expected to be much less
- Predominantly painted shared lanes/bike lanes

**Policy Protections:**
- Requires biennial examination of fiscal impact
- Cost exception thresholds can be adjusted in the future (currently based on FHWA guidance)
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, bike lanes, bike boulevards, sidewalks**

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 speeds with which the facility type is compatible.
- **Motor Vehicle Traffic Volume** – The traffic volumes with which the facility type is compatible.
- **Other Considerations** – Further information regarding the appropriateness of each facility type.
Facility Selection Matrix

**Figure 1: Rural Facility Selection Matrix**

- **Multi Use Trail or Sidepath (preferred)**
- **6 ft to 10 ft Paved Shoulders (acceptable)**

<table>
<thead>
<tr>
<th>Paved Shoulders</th>
<th>Preferred Paved Shoulder Width</th>
<th>Acceptable Paved Shoulder Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Year Average Daily Trip (ADT) Thresholds</td>
<td>10 ft</td>
<td>6 ft</td>
</tr>
<tr>
<td>ADT &gt; 5,000</td>
<td>6 ft</td>
<td>5 ft**</td>
</tr>
<tr>
<td>2,000 – 5,000 ADT</td>
<td>4 ft**</td>
<td>4 ft**</td>
</tr>
<tr>
<td>1,000 – 2,000 ADT</td>
<td>4 ft**</td>
<td>3 ft**</td>
</tr>
<tr>
<td>1,500 – 2,000 ADT</td>
<td>3 ft**</td>
<td>2 ft**</td>
</tr>
<tr>
<td>On roadways approaching urban areas</td>
<td>10 ft</td>
<td>(refer to acceptable width based on ADT)</td>
</tr>
</tbody>
</table>

**Figure 2: Urban Facility Selection Matrix**

- **Separated Bike Lanes, Multi Use Trail or Sidepath* (preferred)**
- **Bike Lanes (acceptable; buffer recommended)**

**Legend:**
- Shared Lanes or Bike Boulevard
- Shared Lanes (acceptable)
- Bike Lanes (preferred)**
- Separated Bike Lanes Multi Use Trail or Sidepath*
What’s next?

• **July - August**: Draft Plan out for 45-day public comment

• **September**: Final Plan preparation

• **October**: Commission presentation of public input and final Plan

• Plan implementation
Plan Implementation

- Modify **Design Criteria Worksheets** and **Typical Roadway Sections** to address urban and rural accommodations

- Modify **Design Decision Documentation** to include reasoning for exception

- Include bike/ped representative in **project scoping process**

- Modify/clarify **Paved Shoulder Policy**

- Workshops with Iowa DOT offices and Districts