

# Appendix





## Appendix

This plan was adopted in 2018 and serves as the primary guide for the Iowa DOT's decision-making regarding bicycle and pedestrian programs and facilities (sidewalks, trails, bike lanes, paved shoulders, etc.).

The plan implementation section recommended updating the plan in 5 to 10 years. The Iowa DOT and the Iowa Bicycle and Pedestrian Advisory Committee completed an administrative modification to this plan in 2025. Updates/changes from the 2018 document are listed in this appendix.

## Chapter 1: Introduction and Context

### Section 1.4 Iowa's Population

- Iowa population statistics (2020)
- Figure 1.1 2020 rural vs urban population
- Figure 1.2 Total population for Iowa's largest cities (50,000 or more)
- Figure 1.3 2020 population by sex and age

### Section 1.5 Biking and Walking Today

- Figure 1.4 Sources of estimating bicycle and pedestrian trips

## Chapter 3: Program Review and Recommendations

### Section: 3.1 Agency and Organization Roles

- Figure 3.1: Iowa DOT Districts and Locations of MPOs and RPAs

### Section: 3.2 Bicycle Friendly State Program

- Figure 3.2: Bicycle Friendly States historic rankings for Iowa
- Table 3.1: Report card rankings (2024)
- Table 3.2: 2024 Bicycle friendly actions

## Chapter 4: Infrastructure and Analysis Recommendations

### Section 4.2 On-road Bicycle Compatibility Rating

- Table 4.1: Generalized bicycling conditions for rural roadways (removed)
- Figure 4.5 On-road bicycle compatibility rating
- Figure 4.6: Miles of primary rural highways (excluding Interstate highways) by on-road bicycle compatibility rating
- Figure 4.7: Miles of primary rural highways (excluding Interstate highways) by on-road bicycle compatibility rating, by Iowa DOT District
- Figure 4.8: Miles of primary rural highways (excluding Interstate highways) in the periphery of MPOs (up to two miles outside of their boundaries) by on-road bicycle compatibility rating

### Section 4.3 Crash Analysis

- Bicycle crashes (2019-2023)
- Figure 4.9 Bicyclist crashes and fatalities by age
- Figure 4.10 Rural versus urban bicycle crashes
- Figure 4.11: Bicycle crashes by road type
- Figure 4.12 Pedestrian crashes and fatalities by age
- Figure 4.13 Rural versus urban pedestrian crashes
- Figure 4.14: Pedestrian crashes by road type

## Chapter 5: Statewide Network Recommendations

### Section 5.5 National Trails and US Bicycle Routes

- Figure 5.6: The United States Bicycle Route System National Corridor Plan

## Chapter 6: Complete Streets

### Section 6.1 Complete Streets Policy language

- 3.4 Set terms for Complete Streets Advisory Committee

### Section 6.3 System-wide Cost Impact Analysis

- Section Deleted

## Chapter 8: Implementation

### Section 8.1 Implementation Actions

- Added Completed and Ongoing Actions

### Section 8.2 Completed Implementation Actions

- Table 8.1 Completed Implementation Actions

### Section 8.3 Ongoing Implementation Actions

- Table 8.2 Ongoing Implementation Actions

### Section 8.4 Short-Term Implementation Actions

- Table 8.3 Short-Term Implementation Actions

### Section 8.7 Performance Measures (Outcomes)

- Pedestrian Performance Measures
- Bicycle Performance Measures
- Child Performance Measures