



IOWA BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) Hybrid Meeting

Wednesday, October 15, 2025; 9:00 AM to 11:30 AM
Iowa DOT, Loess Hills Conference Room, Virtual Option

Welcome and Introductions

John Peterson started the meeting with welcome and introductions.

State Legislative Session Preview

Luke Hoffman shared the Iowa Bicycle Coalition's legislative agenda for 2026. These involve a safe passing law, more education on hands free distracted driving, distracted driving, and crosswalk protections. Luke also mentioned regulations on e-bikes and e-scooters.

A lengthy discussion followed on how to regulate e-bikes and e-scooters' speeds on trails and sidewalks. Ride Illinois has created guidance for municipalities on how to educate elected officials, municipal staff, law enforcement, planners, advocates, and the public on the important distinction between legal e-bikes and e-motos: [Guidance for Municipalities - Ride Illinois - Ride Illinois](#)

A group of law enforcement executives in the Des Moines metro area are pursuing measures to introduce a bill to regulate e-scooters and e-bikes.

Additional resources:

[E-Scooter and Micromobility Safety Webinar Series: Part 1- Research, Tools, and Guidance](#)
[E-Scooter and Micromobility Safety Webinar Series: Part 2- Agency Case Studies](#)

Iowa Bicycle and Pedestrian Plan (BPP)

Plan Implementation updates

Sam Hiscocks presented the completed, ongoing, short-term, and long-term actions in [Chapter 8: Implementation of the BPP](#). Some of those actions are:

- Implement the Complete Streets Policy (CSP)
- Incorporate bike/ped in the Strategic Highway Safety Plan
- Develop bike/ped safety audit methodology
- Modify the Bridge Design Manual and Design Manual to comply with national bike/ped standards
- Modify Iowa DOT project scoping process in accordance with CSP
- Develop CSP training for Iowa DOT and local staff
- Support MPOs and RPAs with bike/ped plans
- Continually revisit driver's education curriculum
- Regularly recalculate the On-Road Bicycle Compatibility Rating

Other short-term actions underway are:

- Revisiting Complete Streets Policy
- Develop a bicycle and pedestrian count program
- Future administrative modifications that will include Complete Streets Policy changes, bicycle and pedestrian facility sections, and Iowa DOT system objectives

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"MAKING LIVES BETTER THROUGH TRANSPORTATION"

Complete Streets Policy

Sam Hiscocks shared efforts are underway to reevaluate the policy and exploring opportunities for enhancement. Also, efforts include reevaluating the needs tests (process, rating system, and score card) and considering other tools to make the evaluation more automated. Once we have a clear plan, we will bring back to the BPAC.

Bicycle and pedestrian facility selection

Milly Ortiz mentioned the BPP's bicycle and pedestrian facility selection will be updated using the 2024 AASHTO Guide for the Development of Bicycle Facilities (Bike Guide). She shared the comparison of the 2012 and 2024 AASHTO Bike Guides design range criteria. The 2024 design ranges make clear which values provide for both for safety and comfort.

- 2012 Bike Guide: Preferred, Acceptable, Minimum
- 2024 Bike Guide: Practical Minimum, Minimum Range, Recommended Range, Maximum Range, Practical Maximum.

Milly shared the Pedestrian and Bicycle Information Center (PBIC) webinar series. PBIC is funded by the Federal Highway Administration to support activities such as research, development, technology transfer, and providing technical assistance on topics related to pedestrian and bicycle safety and infrastructure. It is housed at UNC Highway Safety Research Center in Chapel Hill, NC.

PBIC's AASHTO Bike Guide Webinar Series:

- [AASHTO Bike Guide Webinar Series, Part 1: Evolution of Bicycle Infrastructure and the AASHTO Bike Guide](#)
- [AASHTO Bike Guide Webinar Series, Part 2: Design Principles of High-Comfort Bikeways](#)
- [AASHTO Bike Guide Webinar Series, Part 3: Additional Advances in Bicycling Design](#)

Iowa DOT Systems Objectives

Sam Hiscocks mentioned the DOT is looking at how to incorporate the Iowa DOT system objectives – safety, sustainability, accessibility, and flow (mobility) in our next BPP administrative modification.

Economic and Health Impacts of Cycling and Trails Study

Luke Hoffman shared the methodology and findings from a comprehensive economic impact analysis of cycling for each of the 99 counties in Iowa. The study quantifies the economic contributions of cycling in terms of spending, employment, and earnings across the state.

Luke will send county data over when requested and will publish the executive summary.

Iowa Bicycle and Iowa Trails Summits, and Iowa Bike Expo

Luke Hoffman shared information regarding the success of the Summits and the variety of topics and informative presentations.

The Iowa Bike Expo will take place at Iowa Events Center in Des Moines on January 24, 2026. The IBC Board is looking for new floor plan options that would make the event more interactive.

BPAC's Organization

John Peterson and Luke Hoffman will continue as Co-Chairs of the BPAC. Their new term ends October 2028.

Roundtable Announcements/Updates

Iowa Bicycle Map

Sam Hiscocks mentioned Iowa DOT will facilitate an Iowa Bicycle Map exercise at the Iowa Bicycle Expo to ask attendees to provide input for the next bicycle map.

Bicycle and Pedestrian Count Program

Sam Hiscocks mentioned working with planning agencies and the Iowa DOT Traffic Collection and Analysis Team to develop a bicycle and pedestrian count program. We are currently defining benchmark and surface condition locations to count on a regular basis that will be representative of statewide trail use trends and Indicators of trail use regionally and statewide. He also mentioned the possibility of creating a dashboard and adding counts from others in the state.

Iowa Crash Data

Larry Grant shared with the group the bicycle injuries as of October 10, 2025. Larry said that while bicycle fatalities are down from last year, the total bicycle crashes have increased. Data is available at: [Safety Dashboards | Department of Transportation](#)

The group mentioned it would be interesting to see the changes in overall crashes as the result of distracted driving law implementation.

Meeting adjourned at 11:30 PM.