

Executive Summary



Iowa Bicycle and Pedestrian Plan

Walking and bicycling are proven ways to improve the quality of life for Iowa's citizens, providing an essential option for people to get to work, school, and other destinations. This Plan serves as the primary guide for Iowa DOT decision-making regarding bicycle and pedestrian programs and facilities. It also has applicability for regional, county, and city plans and programs, helping to achieve a better level of statewide coordination and continuity for all levels of bicycle and pedestrian mobility.

Vision	Goals	Benefits of Walking and Bicycling
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The state, including all citizens and all governmental agencies, will adopt walking and bicycling as valid forms of transportation. This requires changing the mindset that bicycling and walking are only recreational activities and encouraging more people to engage in these activities.

- Valid
- Safe
- Coordinated
- Connected
- Funded
- Well-Designed
- Healthy

Health and Fitness

Moderate, daily physical activity, such as bicycling or walking, has long been recognized as an essential ingredient of a healthy lifestyle.

Safety

Increased presence of bicycle and pedestrian infrastructure improves bicycling and walking comfort and safety.

Economic

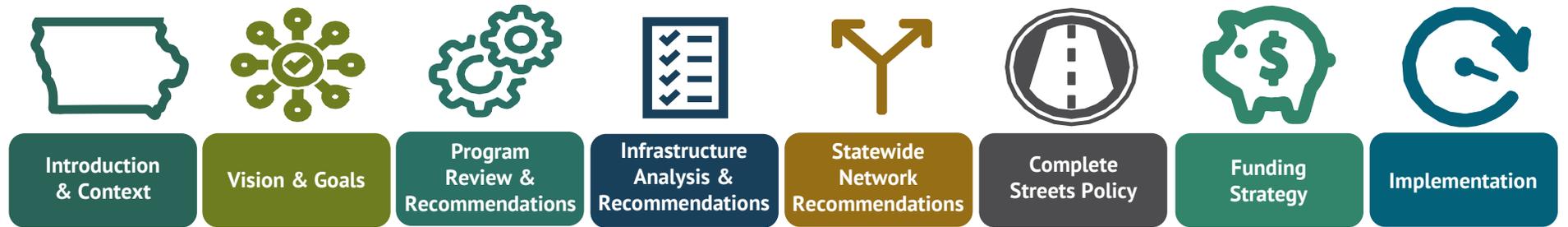
Bicycling and walking encourage and support economic development and tourism across the state.

Environmental

Bicycling and walking contribute to reduced air pollution and help Iowa maintain its national air quality attainment status.

Iowa's Bicycle and Pedestrian Network

- Over **2,970 miles** of multi-use trail facilities
- 51 trails** that are 10 miles or longer
- 5** proposed United State Bicycle Routes

Needs and Opportunities

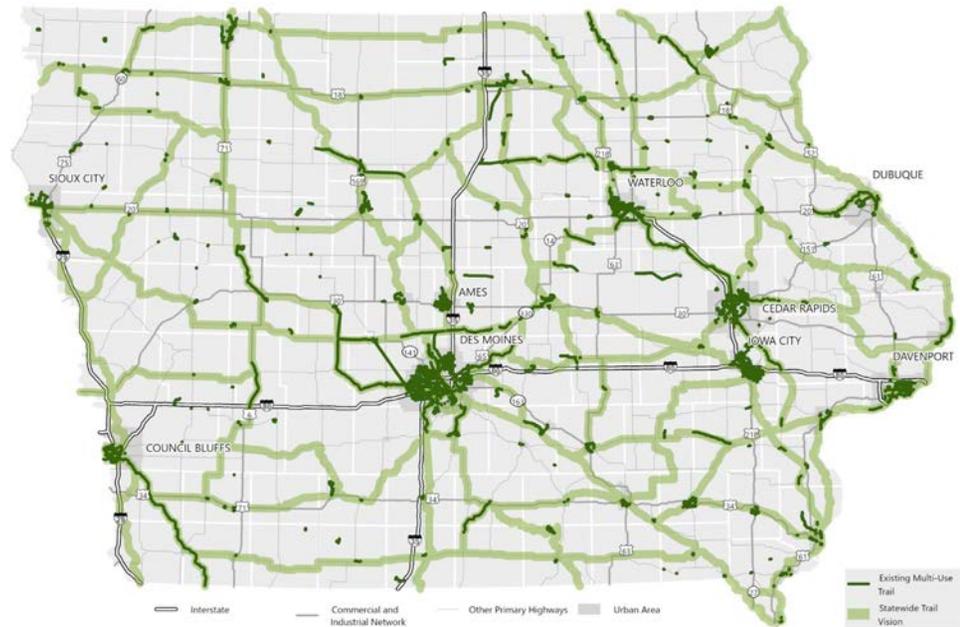
Identified by stakeholder input, staff experience, and an analysis of practices and policies in Iowa. Seven key issues stand out as the major needs of bicycling and walking for today and tomorrow.

Key Considerations

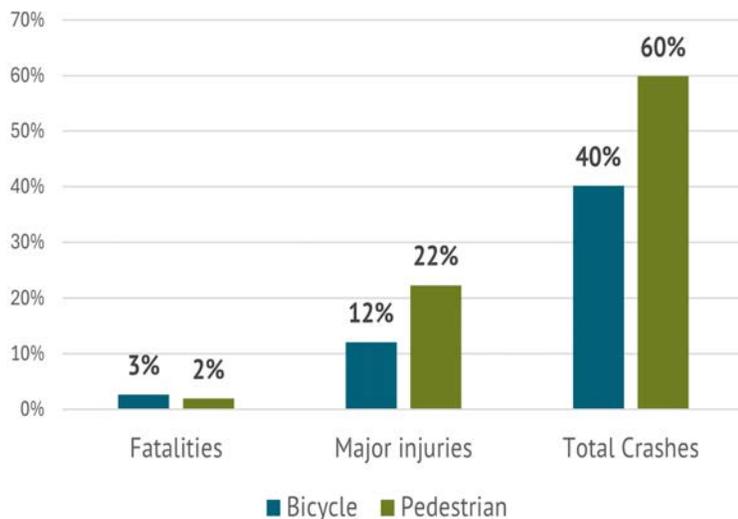


1. Policies and Practices
2. Interagency Coordination
3. Network Planning
4. Safety and Law Enforcement
5. Education and Encouragement
6. Project Scoping and Design
7. Funding

Statewide Trails Vision



Bicycle and Pedestrian Crashes



The “5 E’s” of Bicycling and Pedestrian Transportation



Education: Teaching all transportation users how to safely interact



Encouragement: Activities focused on increasing biking and walking



Enforcement: Enforce the rules of the road for all users



Engineering: Planning, design, and prioritization of infrastructure



Evaluation: Planning efforts to quantify the impacts of the other “E’s”

Implementation Actions

Implementation Actions set forth a comprehensive implementation approach that includes engineering, education, enforcement, encouragement, and evaluation actions to be initiated and completed over several years.

Short-term

- Encourage modifications to SUDAS* to uniformly comply with the latest version of national standards and best practices.
- Hold accessibility workshops designed to train local officials, agency staff, and professional engineers.
- Designate one licensed engineer in the Iowa DOT Central Office to provide technical assistance facility design.
- Enhance law enforcement curriculum for bicycle safety-related training.
- Support safety and skills training courses annually for adults and youth.
- Develop clear and consistent criteria to prioritize funding for stand-alone bicycle and pedestrian projects.
- Develop and implement a Bicycle Awareness and Traffic Safety public relations campaign.
- Identify the primary urban and rural crash types occurring in Iowa and develop strategies for reducing crashes.
- Review road project prioritization criteria to consider the project's potential benefits to bicycling and walking.
- Apply for US Bicycle Route Designation for USBR 36, 40, 44, 51, and 55.
- Encourage and work with cities, counties, and MPOs/RPAs across the state to adopt Complete Streets policies.
- Explore options for increasing the amount of dedicated funding allocated to bicycle and pedestrian projects and programs.
- Identify barriers and gaps in the state highway system for bicycling and walking.
- Develop and implement statewide maintenance and work zone guidelines to address bicyclist and pedestrian needs.
- Work with transit agencies across the state to provide bike racks on all compatible buses.
- Develop encouragement programs and events to get more people walking and bicycling.
- Recommend a safe passing law that requires drivers to change lanes when passing another vehicle
- Recommend a vulnerable road user law.
- Develop a bicycle and pedestrian count program.



Ongoing

- Continue implementation of the Complete Streets Policy.
- Develop Complete Streets training for Iowa DOT staff as well as interested local and regional staff.
- Support MPOs and RPAs in the development and adoption of bicycle and pedestrian plans.
- Continually revisit driver's education curriculum.
- Annually or biennially recalculate the On-Road Bicycle Compatibility Rating for all rural and metro area periphery paved.

Long-term

- Continue to implement current plans for the US Bicycle Route and National Trails systems.
- Continue to implement the Statewide Trails Vision plan.
- Encourage every unit of government in Iowa that has jurisdiction of streets and roads to adopt a Complete Streets policy to accommodate bicyclists and pedestrians across the state.
- Continue to identify barriers and gaps in the state highway system for bicycling and walking.
- Continue to analyze crash data and develop strategies for increasing road safety for all users.
- Continue to expand education and encouragement programs.