

Iowa Bicycle and Pedestrian Advisory Committee  
Tuesday, October 17, 2023  
9:00 A.M. – 11:30 A.M.  
Hybrid Meeting

Meeting notes

**Meeting Logistics and Welcome**

Mark Wyatt (Chair) discussed the agenda and meeting logistics.  
New member Luke Hoffman was introduced.

**Public Right of Way Accessible Guidelines (PROWAG)**

David Carney, Statewide Urban Design and Specifications (SUDAS) Executive Director shared how the SUDAS manual is unique to Iowa. He also shared information about the SUDAS organization [About SUDAS | Iowa Statewide Urban Design and Specifications \(iowasudas.org\)](https://www.iowasudas.org).

David Carney mentioned the United States Access Board issued the Final Rule on Accessibility Guidelines for pedestrian facilities in the public right-of-way. These rules provide minimum guidelines for accessibility of pedestrian facilities in the public right-of-way. The rules went into effect on September 7, 2023.

The Rules must now be adopted by the US Department of Transportation, Federal Highway Administration, and the US Department of Justice to determine implementation. It is estimated this will not occur until April or May 2024, at the earliest.

Some of the adopted PROWAG key accessible features are:

- It revises the guidance for accessible cross slopes from 2% to 1:48 or 2.1% to align with guidance in the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA).
- It clarifies the placement of detectable warning surfaces. For example, detectable warning surfaces are now required (rather than recommended) at all driveways with stop or yield signs.
- It better defines what constitutes an alteration of the public right-of-way that would trigger a need to upgrade in compliance with this guidance.
- It provides additional clarity regarding the grading of crosswalks at different intersection types (e.g., signalized, stop/yield controlled, and uncontrolled.)
  - Instead of referencing sections of the Manual on Uniform Traffic Control Devices (MUTCD), the adopted PROWAG provides guidance on pedestrian signal phasing timing, push buttons, locator tones, and audible messages at signals and RRFBs directly in the text.
- It provides additional clarity regarding the design of alternative pedestrian access routes during construction.

- Requires proximity actuated audible warnings or other non-visual means at the decision points.
- It modifies requirements for pedestrian crossings at multilane roundabouts to provide additional flexibility.
  - Instead of requiring a traffic signal, the modified guidance provides several options, including a traffic signal, pedestrian hybrid beacon, rectangular rapid flashing beacon, and/or raised crosswalk.

David Carney described the SUDAS Updating Process:

1. Subject is raised by a user or research project (or in this case a new Federal regulation).
2. Item is sent to a technical committee for review, comment, and a recommendation (Current Step)
3. Discussion and action at each Regional Committee meeting followed by a recommendation being forwarded to the Board.
4. Board of Directors votes on recommendation.

SUDAS is currently working with Iowa DOT staff to review and to incorporate PROWAG into their Design Manuals. (Chapter 12)

### **Bicycle and Pedestrian Plan Update**

Milly Ortiz recapped the April 2023 BPAC meeting and Iowa DOT's recommendation to do a soft update to revise or clarify certain sections versus a full update of the plan. Those sections are:

- Mode share data, (Chapter 1, pages 12-13)
- Bicycle Compatibility Rating, (Chapter 4, pages 64-68)
- Facility selection matrices, (Chapter 4, pages 94-97)
- Complete Streets Policy, (Chapter 6)
- Implementation action monitoring, (Chapter 8)

Two sections were discussed at this meeting: Bicycle Compatibility Rating and Implementation Actions.

#### 1. Bicycle Compatibility Rating

Sam Sturtz shared the Systemic Safety Analysis which was developed after the Plan was adopted in December 2018. The underlying approach to this analysis is a systemic one in which locations are identified based on a high risk of crashes as opposed to a traditional analysis which typically focuses on a high frequency or rate of crashes. The systemic approach is best when crash occurrences are few and when exposure of the mode is limited or unknown at specific locations.

The Iowa DOT will use the Systemic Safety Analysis instead of the Bicycle Compatibility Rating to evaluate projects against the Complete Streets Policy Needs Test. This approach provides a more comprehensive method for safety planning and implementation that supplements and complements traditional site analysis.

You will be able to find the Systemic Safety Analysis at:

- Story Map [Systemic Bicycle and Pedestrian Safety Analysis \(arcgis.com\)](#)

- Technical Memo [Statewide Bicycle and Pedestrian Systemic Safety Analysis 2020 \(iowadot.gov\)](#)

Suggestions/questions from the Committee:

- The Iowa DOT to identify the worst of the worst or prioritize these locations.
- Efforts the Iowa DOT could do to control speed if we continue struggling to get more paved shoulders; seems like an opportunity that is low cost and potentially high impact.

## 2. Implementation action monitoring

Milly Ortiz explained that the Iowa DOT is reviewing the status of all 35 actions (short, middle, long term) from the last plan. The status was classified as: Not Started, Underway/Active, Underway/Inactive, Ongoing, Modified, Obsolete, Unknown, and Completed.

Luke Hoffman, John Peterson, Zach James, and Sarah Taylor-Watts volunteered to assist with revisiting the responsibility, next steps, and timeline for each action.

### **GIS Bicycle Facilities Data Structure and Schema Update**

An MPO/RPA subcommittee has been working on assisting the Iowa DOT on the structure of the bicycle facilities database. The subcommittee shared GIS database structures from their agencies, taking into account:

- Which fields do we have that we need to keep?
- Which fields do we have that we don't need?
- Which fields don't we have that we do need?

The subcommittee will also create a glossary with the facility type definitions and parameters. Milly Ortiz will share the document with the MPOs/RPAs for review and comments. It will also be presented to the BPAC.

Milly Ortiz mentioned two current uses for the bicycle facility database: Iowa Bicycle Map/Interactive Bike Map and Complete Streets Policy Needs Tests.

Suggestions/questions from the Committee:

- To use the Year\_Constructed and Year\_Reconstructed fields to develop a timeline for maintenance to help make the case for future bike/ped funding.

MPO/RPA Subcommittee

<u>Metropolitan Planning Organization</u>	<u>Regional Planning Affiliation</u>
Corridor MPO - Cedar Rapids	RPA 1 – UEPRC – Decorah
INRCOG - Waterloo	RPA 3 – NWIPDC, Spencer
DMAMPO – Des Moines MPO	RPA 10 – ECICOG, Cedar Rapids
ECIA – Dubuque MPO	RPA 13 – SWIPCO, Atlantic
MAPA – Omaha/Council Bluffs	

## **State Legislative Session Preview**

Mark Wyatt and Luke Hoffman shared the Iowa Bicycle Coalition's legislative emphasis areas for 2024 session.

Mark Wyatt mentioned some of the same emphasis areas from previous years:

- Distracted driving legislation.
- Enhanced penalties for Actions against Bicyclists.
- Cross walk protections bill where the driver of a vehicle is required to yield the right-of-way to a person riding a bicycle crossing the roadway within any marked crosswalk, or within any unmarked crosswalk at an intersection, in the same manner required when yielding to pedestrians where traffic-control signals are not in place or in operation.
- Efforts to increase Rebuild Iowa Infrastructure Fund (RIIF) for State Recreational Trail funding. It has remained \$2M-\$2.5M for a long time.

Luke Hoffman reiterated eliminating distractive driving legislation and increasing the RIIF funding. Luke also mentioned:

- Change lanes to pass bill to require the driver of a vehicle overtaking a person riding a bicycle proceeding in the same direction on a roadway to pass to the left of the bicycle in an adjacent travel lane or on the opposite side of the roadway and prohibits the driver from returning to the right side of the roadway until safely clear of the overtaken bicycle.
- Other priorities will be Investments in completing rails to trails projects.
  - Tourism, economic development, talent attraction/retention.
- Iowa's Water and Land Legacy efforts from the Iowa Natural Heritage Foundation Trust fund for bike trails, water trails, and land conservancy.

## **BPAC's Organization**

Luke Hoffman and John Peterson volunteered to co-chair the BPAC for 2024-2025 two-year term.

## **Roundtable Announcements/Updates**

- John Pederson shared AARP completes regular interviews and "decade dinners" with stakeholders (50+); trails are always mentioned and connection opportunities.
- John also shared [AARP Bike Audit Tool Kit](#).
- Bryan Schmid mentioned the Quad Cities participated in the Illinois Tour of the Great American Rail Trail. [Illinois Tour of the Great American Rail-Trail | Rails-to-Trails Conservancy \(railstotrails.org\)](#)
- Luke Hoffman mentioned the Great American Rail- and the trail gaps in Iowa [The Great American Rail-Trail \(railstotrails.org\)](#)
- State Recreational Trail projects approved by the Iowa Transportation Commission on October 10, 2023. For additional questions contact Scott Flagg, Federal and State Recreational Trails manager.

Raccoon River Valley Trail to High Trestle Trail Connector Phase VI	Dallas County Conservation Board	\$675,000
Red Rock Prairie Trail: Prairie City to Mitchellville	Jasper County Conservation Board	\$499,800
Fontana Park Learning and Discovery Trail	Buchanan County Conservation Board	\$238,534
Hoover Trail Bridge #2	Cedar County Conservation Board	\$130,000
Copper Creek Mountain Bike Park	Polk County Conservation Board	\$400,000
Little River Scenic Pathway Phase 2	Decatur County Conservation Board	\$346,913
Ballpark to Ballpark Trail Phase 2	Shelby County	\$462,868
	Total	<u>\$2,753,115</u>

- Monacle Magazine interviewed the Iowa Natural Heritage Foundation about High Trestle Trail. [About | Monocle](#)
- Iowa Trails Summit 2023 in Marshalltown was a success. [Iowa Trails Summit – Iowa Trails Summit](#)