

2015 Ranking

Key: Percent of total points available attained by state 80-100 60-80 20-40 0-20 Points out of 100 Scoring Criteria 2014 2015 2015 2014 Legislation & Evaluation & Policies & Infrastructure **Education &** STATE **Enforcement** & Funding **Planning** Rank **Points Points Programs** Encouragement Rank **Washington** 1 1 66.2 66.8 2 2 Minnesota 62.7 62.0 **Delaware** 3 4 54.8 55.7 Massachusetts 4 10 54.8 53.7 Utah 5 8 54.3 53.7 6 5 54.2 Oregon 55.2 7 Colorado 6 53.9 54.1 **California** 8 9 53.1 53.7 **Wisconsin** 9 3 52.2 56.9 Maryland 10 7 49.0 53.8 **New Jersey** 11 12 48.6 53.0 **Pennsylvania** 12 19 47.9 41.4 **Virginia** 13 18 47.2 41.5 Illinois 14 46.0 11 53.1 Maine 15 13 45.6 50.6 **Ohio** 45.3 16 16 45.1 **Vermont** 17 17 43.3 44.7 **Michigan** 18 14 42.8 50.1 Arizona 19 15 42.2 46.7 **Tennessee** 20 22 42.0 39.7 Idaho 21 20 41.7 41.1 **Connecticut** 22 21 41.4 40.0 **North Carolina** 23 39.5 23 39.1 **Florida** 24 28 38.7 35.3 25 Georgia 26 37.5 38.6 **Rhode Island** 26 27 36.1 38.5 **New Hampshire** 27 35.9 24 38.7 lowa 28 25 35.7 38.6 **New York** 29 29 35.4 33.9 **Texas** 30 35.2 31.0 33 Nevada 31 30 35.1 33.8 Mississippi 32 31 34.5 32.8 Louisiana 33 32 34.2 32.1 Missouri 34 34 34.0 30.0 **Wyoming** 35 36 31.7 28.2 30.8 **Arkansas** 36 38 27.1 Indiana 37 37 30.2 27.4 **South Dakota** 38 39 29.9 26.1 **North Dakota** 39 35 29.6 28.4 **New Mexico** 40 41 28.3 25.2 Alaska 41 43 26.9 24.5 **West Virginia** 42 44 25.8 24.0 Hawaii 43 40 24.4 26.0 **South Carolina** 44 47 24.0 22.0 **Oklahoma** 45 42 23.7 25.1 Montana 46 49 23.6 17.9 Nebraska 22.2 47 19.2 Kansas 48 46 19.1 22.2 **Kentucky** 49 48 18.3 19.1 Alabama 50 50 12.3 17.4



REPORT CARD

lowa

RANKING # 28

REGIONAL RANKING >> MIDWEST #6

GOVERNOR: Terry Branstad

DOT COMMISSIONER: Paul Trombino III

BICYCLE/PEDESTRIAN COORDINATOR: Milly Ortiz

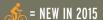
STATE ADVOCACY GROUP: Iowa Bicycle Coalition

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

- LEGISLATION AND ENFORCEMENT
- 3 **POLICIES AND PROGRAMS**
- 2 INFRASTRUCTURE AND FUNDING
- 3 **EDUCATION AND ENCOURAGEMENT**
- 1 **EVALUATION AND PLANNING**

TOP 10 SIGNS OF SUCCESS



1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

36 of 100

2014: 38 of 100

FEEDBACK

- Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.
- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely. Iowa is one of only 10 states to not have this type of law.
- Adopt a statewide bicycle plan that addresses each of the five "Es", has clear implementation actions, and performance measures to gauge success.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Update state traffic laws regarding bicyclists riding "as far right as practicable" to better inform bicyclists and the public where bicyclists can ride. Several states now specify that a bicyclist can ride explicitly in terms of the safety of the bicyclist and surrounding traffic. For instance, Colorado's law says that a bicyclists shall ride "far enough to the right as judged safe by the bicyclist to facilitate the movement of ... overtaking vehicles."
- Since arterial and collector roads are the backbone of every transportation network, it is essential to provide adequate bicycle facilities along these roads. Increase the percentage of state highway network that has paved shoulders or bike lanes greater or equal to 4 feet wide.
- Adopt a law allowing transportation agencies to post 20 mph or lower speed limits under certain circumstances.

