



# Iowa Bicycle and Pedestrian Long Range Plan

# Why proceed with developing a bicycle and pedestrian plan?



- Iowa DOT has an obligation to consider bicycle and pedestrian accommodations with all of our projects.
  - 23 CFR 217: "Bicycle transportation and pedestrian walkways shall be considered..."
  - Iowa DOT is a department of mobility for all users: 1 in 10 trips in Iowa made by means other than personal vehicle (National Household Travel Survey)
- Implementation of state long-range transportation plan, Iowa In Motion 2045





# Purpose of the Plan



The Bicycle and Pedestrian Plan will:

- serve as the **primary guide for Iowa DOT** decision-making regarding **bicycle and pedestrian programs and facilities;**
- help achieve **better project-level coordination** within the Iowa DOT;
- and **provide continuity for all levels** of bicycle and pedestrian mobility across **regional and local** plans and programs.



All three objectives were identified by stakeholders as significant needs.

# Scope of the Plan



- Stakeholder Input & Public Participation
- Existing Conditions Assessment
- Bicycle & Pedestrian Facility Recommendations
- Funding & Implementation Strategies





# Advisory Committees



- Two advisory committees (technical and policy) were active throughout plan development and helped define the plan's goals and policy direction.
- Each committee has met 7 times over the course of plan development to review analysis findings, policy recommendations, and priorities.



# Stakeholder Input & Public Participation



- Technical and Policy Advisory Committee meetings
- 6 sets of meetings with:
  - DOT District staff
  - MPO and RPA staff
  - Public
- Pedestrian Focus Group



# Existing Conditions Analysis



## Context

- Demographics
- Percentage of users
- Road system
- Traffic volumes
- Miles of multi-use trails

## Crash Analysis

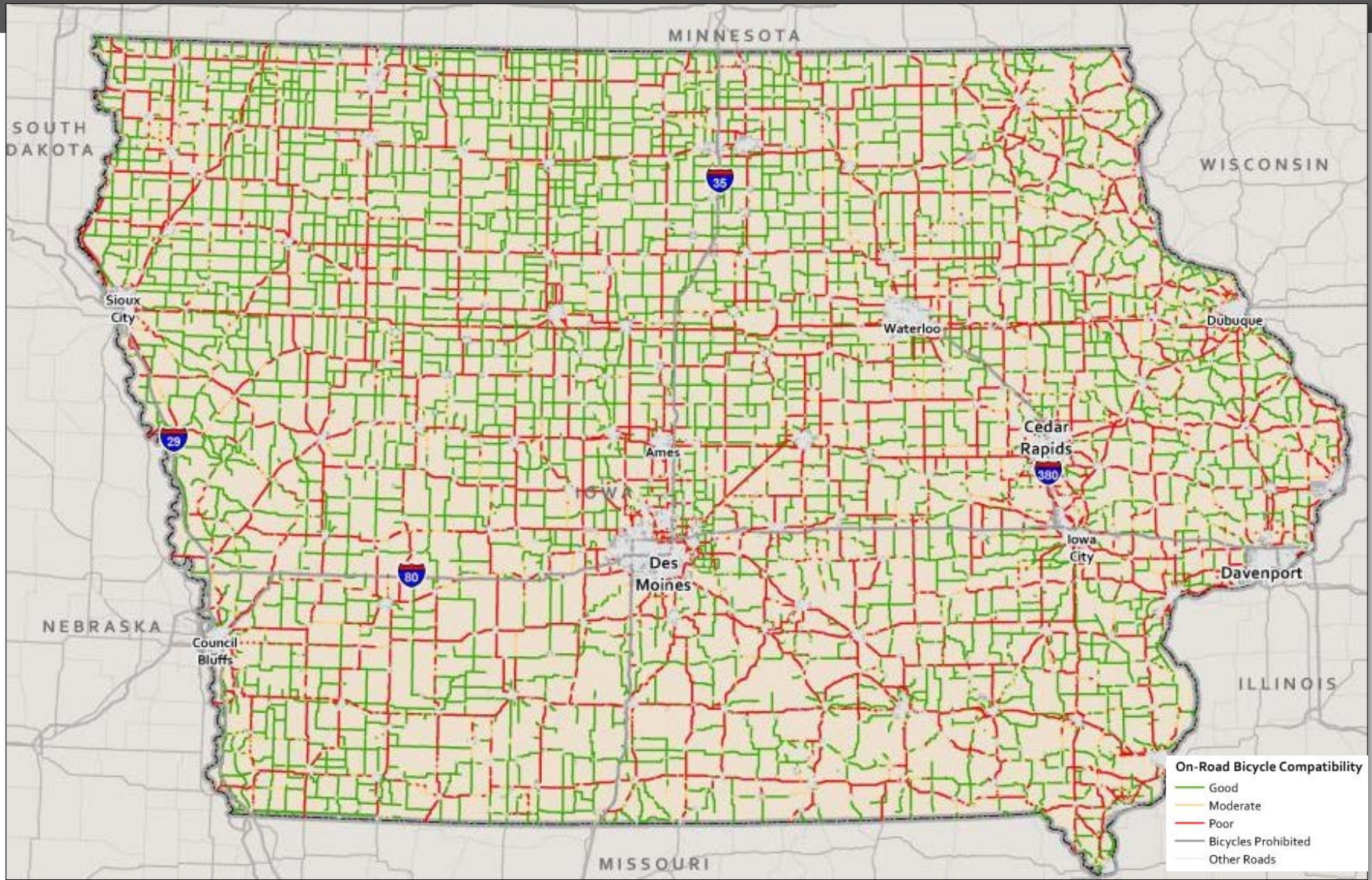
- Bicycle and pedestrian crashes
- Crash severity
- Age of the rider
- Urban vs. rural crashes
- Road type
- Seasonal effect

## On-Road Bicycle Compatibility

- Designed for rural road context
- Estimates probability of conflict
- Primary factors are:
  - Pavement width
  - Traffic volume
  - Percent of heavy truck traffic
  - Passing restrictions



# On-Road Bicycle Compatibility





# Complete Streets Policy

Source: National Complete Streets, Smart Growth America



- Allows **all users** (pedestrians, bicyclists, transit users, motorists, people of all ages and abilities) to travel in a **safe** and **welcoming** way.
- Is **adoptable throughout** the agency.
- Directs the use of the **latest and best** design standards.
- Specifies any **exceptions** and allows **flexibility** in balancing users needs.
- Provides clear guidance for when **accommodations** may be **omitted**.



From

Accommodations will be considered if there is a need (Warranted)

To

Accommodations will be considered unless there is Absence of Need (Not warranted)

# Complete Streets Policy



## EXCEPTIONS

**Bicycle or pedestrian accommodations shall not be required if:**

- Bicycle or pedestrian use is prohibited on the transportation facility;
- The transportation facility has a posted minimum speed limit;
- The provision of the accommodations would be unsafe;
- ROW acquisition would be necessary for the purpose of providing the accommodations;
- The project scope is limited to maintenance activity; or
- The provision of the accommodations is limited by the Code of Iowa or Iowa DOT Administrative Rules.

## NEEDS TESTS

**Accommodations will be considered unless no need exists.**

- Considering accommodations should not require justification.
- To exclude accommodations, the absence of future need should be demonstrated during the project scoping process.



## COST

### What will be the cost?

- **Rural impact:**
  - Evaluation of FY17 3R projects
  - 19 of 56 projects fell under purview of draft policy as resurfacing/reconstruction
  - 11 of 19 projects would have been financially impacted (average cost increase of 7 percent)
- **Urban impact:**
  - Typical costs expected to be much less
  - Predominantly painted shared lanes/bike lanes
- **Policy Protections:**
  - Requires biennial examination of fiscal impact
  - Cost exception thresholds can be adjusted in the future (currently based on FHWA guidance)

# Facility Selection Matrix



Tool to help planners and engineers determine appropriate types of accommodations for any given context.

Facility types include: **multi-use trails and sidepaths, paved shoulders, shared lanes, bike lanes, bike boulevards, sidewalks**

Facility selection matrix provides several pieces of critical information:

- **Description** – Summary of what the facility type is and how it should be applied.
- **Users** – Whether the facility type accommodates bicyclists, pedestrians, or both.
- **Context** – Whether the facility type is appropriate in urban settings, urban periphery, or rural areas.
- **Posted Speed Limit** – The speeds with which the facility type is compatible.
- **Motor Vehicle Traffic Volume** – The traffic volumes with which the facility type is compatible.
- **Other Considerations** – Further information regarding the appropriateness of each facility type.



# Facility Selection Matrix



Figure 1: Rural Facility Selection Matrix

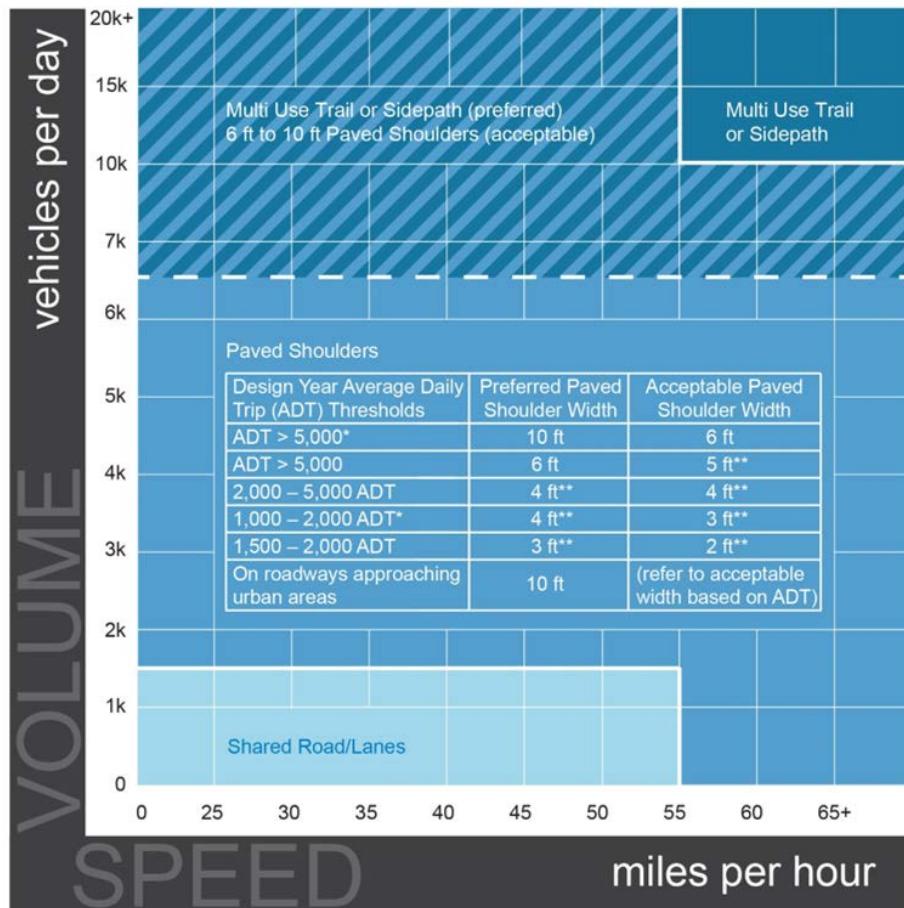
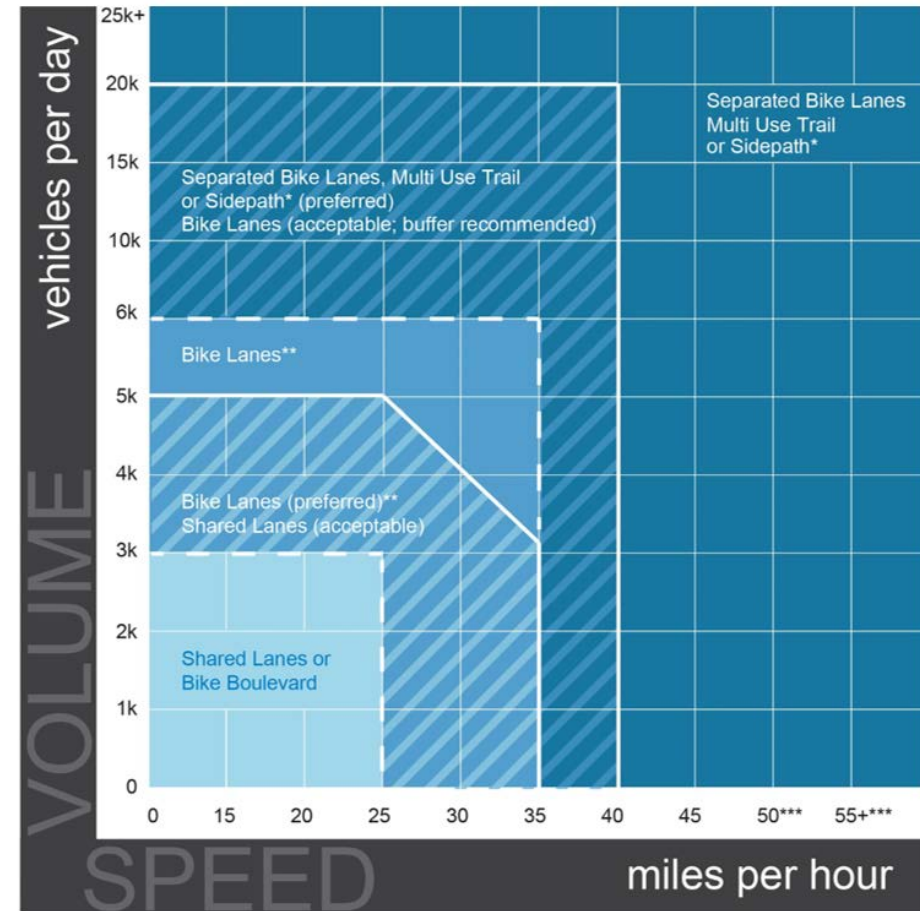


Figure 2: Urban Facility Selection Matrix



# What's next?



- **July - August:** Draft Plan out for 45-day public comment
- **September:** Final Plan preparation
- **October:** Commission presentation of public input and final Plan
- Plan implementation





# Plan Implementation



- Modify **Design Criteria Worksheets** and **Typical Roadway Sections** to address urban and rural accommodations
- Modify **Design Decision Documentation** to include reasoning for exception
- Include bike/ped representative in **project scoping process**
- Modify/clarify **Paved Shoulder Policy**
- Workshops with Iowa DOT offices and Districts

