



Bicycle and Pedestrian Advisory Committee  
**Complete Streets Policy  
Implementation Update**

## OVERVIEW

- Purpose of the meeting
- Brief discussion of the Agenda
- Introductions
  - Your name
  - Who do you represent

**Agenda Item #2 - B/P Advisory Committee****Bicycle/Pedestrian Advisory Committee**

- Committee's Composition
  - Iowa DOT
  - The Iowa Department of Public Health
  - Practicing licensed engineers with expertise in multimodal transportation
  - Community planners with experience in complete streets
  - Iowa County Engineers Association
  - American Public Works Association
  - Metropolitan Planning Organization
  - Regional Planning Affiliation
  - American Association of Retired Persons
  - Organizations interested in the promotion of bicycling
  - Organizations interested in the promotion of walking
  - Organizations representing persons with disabilities
  - Automobile and/or trucking transport organizations
  - Other interested parties as determined by the Iowa DOT.

**Agenda Item #2 - B/P Advisory Committee**

# Bicycle/Pedestrian Advisory Committee

- Roles and Responsibilities
  - Provide education and advice to the Iowa DOT
  - Making recommendations on policies and procedures,
  - Assisting in updating design guidance,
  - Providing educational opportunities to stakeholders,
  - Establishing new measures to track success,
  - Preparing periodic reports

**Agenda Item #2 – B/P Advisory Committee**

# Bicycle/Pedestrian Advisory Committee

- Meetings schedule/frequency?
- Appointment of Chairperson?
- Term Limits?

**Agenda Item #3 Quick Plan Walk-through**

- **Chapter 1: INTRODUCTION AND CONTEXT**
  - Purpose of plan, jurisdiction and responsibility, context setting
- **Chapter 2: VISION AND GOALS**
  - Vision and goals, stakeholder and public involvement
- **Chapter 3: PROGRAM REVIEW AND RECOMMENDATIONS**
  - Agency and organization roles, program assessment, program recommendations
- **Chapter 4: INFRASTRUCTURE ANALYSIS AND RECOMMENDATIONS**
  - System assessment, bike/ped planning and design, facility selection

 Complete Streets Implementation Update**Agenda Item #3 Quick Plan Walk-through**

- **Chapter 5: STATEWIDE NETWORK RECOMMENDATIONS**
  - Trail network planning, management/maintenance, national trails and bike routes
- **Chapter 6: COMPLETE STREETS POLICY**
  - Application, exceptions, advisory committee, additional guidance
- **Chapter 7: FUNDING STRATEGY**
  - Available funding programs, funding strategy, recommendations
- **Chapter 8: IMPLEMENTATION**
  - Implementation actions, performance measurement

## Complete Streets Implementation Update

**Agenda Item #3 Quick Plan Walk-through**

- **Questions regarding Content and Application of Plan.**





 Complete Streets Policy Implementation Update**Agenda Item #4 Plan Implementation Actions****SHORT TERM ACTIONS**  
2-3 years

- Policy and Program oriented.
- Affect the greatest change.
- Require minimal investment.

**MIDDLE TERM ACTIONS**  
5-10 years

- More challenging to initiate.
- Dependent on the short-term actions groundwork.

**LONG TERM ACTIONS**  
10 years or more

Recommendations that necessitate additional planning and analysis prior to implementation.

## Complete Streets Policy Implementation Update

### Agenda Item # 4 Plan Implementation Actions\*

- Implement Complete Streets Policy
- Modify Project Scoping Process
- Modify Design Manual
- Modify Bridges and Structures Manual
- Develop training for stakeholders
- Develop methodology for B/P safety audits of high crash corridors
- Enhance law enforcement curriculum for bicycle safety-related training

## 2019-2028

Mid term Actions  
5-10 years

- Annually or biennially recalculate the On-Road BCR
- Explore options for increasing the amount of dedicated funding
- Work zones guidelines for B/P

## 2028 →

Long term Actions

- Implement plans for the USBR
- Continue to analyze crash data
- Continue to expand education and encouragement programs
- Update Plan every 10 years

## 2018-2020

Short term Actions  
2-3 years

**Agenda Item #5**

## Implementation Steps Update

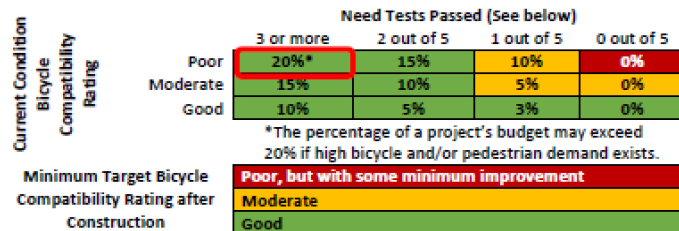
- Discussions with Office of Design
- Discussions with Office of Bridges and Structures
- FRT/SRT Grant Scoring
- Right of Way Permit
- Crash analysis
- CS Pilot Project – IA 48

COMPLETE STREETS RURAL NEEDS TEST CHECKLIST

ROUTE	DISTRICT	COUNTY	LOCATION	BICYCLE COMPATIBILITY RATING (BCR) <sup>1</sup>	PROJECT WORK	PROJECT LENGTH	PROJECT COST	RECOMMENDED FACILITY TYPE	ADDITIONAL COST	ADDITIONAL COST PERCENTAGE
IA 48	4	PAGE	FERGUSON RD AND IA 48(NORTH) MP 1.41 AND CONTINUING NORTH THROUGH ESSEX TO MP 7.31	POOR	3" CIP RECYCLE, 3" HMA RESURFACE 4' PAVED SHOULDERS	5.9 MILES	\$3,000,000	ADDITIONAL 2' PAVED SHOULDERS	\$273,000	9.1%

COST EXCEPTION NEEDS TESTS

The following need tests may be electively performed to attempt to achieve a lower cost exception threshold for a project. If these tests are not performed, the cost exception threshold defaults to twenty percent.			TEST PASSES	COMMENTS
1	A BIKEWAY ALONG THE PROJECT IS INCLUDED IN A BICYCLE OR PEDESTRIAN PLAN	CITY <input type="checkbox"/> COUNTY <input type="checkbox"/> REGIONAL <input type="checkbox"/> STATE <input type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Golden Hills RC&D is working with the National Parks Service on a Master Plan for Page County. Their Hard Surface Trail Master Plan Map, which identifies this corridor as a "Priority One" route, is on Page County Board of Supervisors' December 4, 2018 Agenda for adoption.
2	THE PROJECT CREATES A CONNECTION BETWEEN TWO OR MORE EXISTING, PROGRAMMED, OR PLANNED BIKEWAYS OR TRAILS (unless a more desirable route or trail exists nearby within 1 to 2 miles)	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	IA 48 is considered "Priority One" route in Golden Hills RC&D's Hard Surface Trail Master Plan Map. Their Hard Surface Trail Master Plan Map is on Page County Board of Supervisors' December 2018 Agenda for adoption. Project would create a connection to the railbanked BSNF from Shenandoah to Farragut.
3	THE PROJECT IS NEAR A CITY (within 1 mile of corporate limits for cities < 5,000 pop., within 2 miles of corporate limits for cities 5,000 to 15,000 pop., and within 3 miles of corporate limits for cities > 15,000 pop.)	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	Connects Shenandoah with Essex.
4	THERE ARE EMPLOYMENT CENTERS, PARKS, SCHOOLS, RESIDENTIAL AREAS, OR OTHER DESTINATIONS WITHIN 0.5 MILES OF THE PROJECT	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	Click or tap here to enter text.
5	THE PROJECT IS PART OF AN OFFICIAL OR RECOGNIZED BIKE ROUTE USED REGULARLY BY A GROUP OF BICYCLISTS, OR THERE IS PROBABILITY THAT 25 OR MORE BICYCLISTS PER DAY <sup>2,3</sup>	BIKE ROUTE <input checked="" type="checkbox"/> BICYCLISTS <input checked="" type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	Members of Shenandoah's bicycle club "Shenanigans" regularly use the route for training rides. Probability of 12.5 bicyclists (2,410 AADT*0.05% 2011-2015 ACS) or 24 bicyclists (2410*1% 2017 NHTS)
<b>TESTS PASSED</b>			<b>3 OUT OF 5</b>	



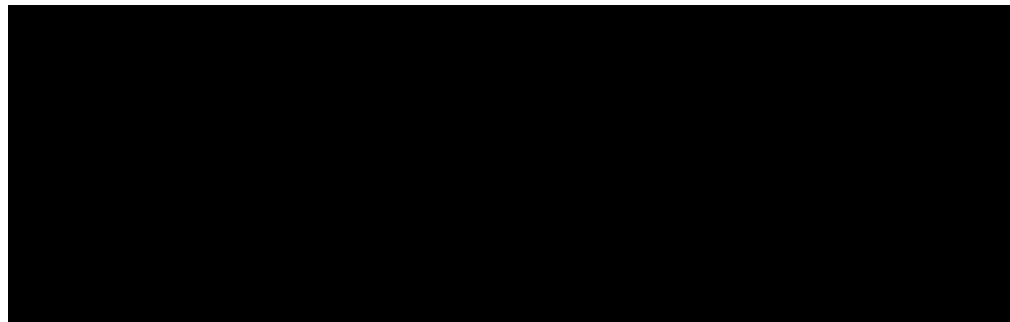
**SUMMARY**

- Bicycle Compatibility Rating <sup>1</sup>: Poor
- 3 out of 5 needs tests were passed. (This could change to 5 out of 5 if Page County Board of Supervisors adopts Golden Hills RC&D's Hard Surface Trail Master Plan Map on 12/4/18.)
- Resulting cost exception threshold is 20%.
- Additional bicycle accommodations (paved shoulders) represent 9.1% of the total cost of the project.
- For additional Complete Streets Policy Exceptions, check Chapter 6, Section 2.2 of the Iowa Bicycle and Pedestrian Long-Range Plan.

**DISTRICT REMARKS:**

Cost Exception Needs Test performed by Office of Systems Planning on November 29, 2018.  
 1 Bicycle Compatibility Rating (BCR) considers average daily traffic volume, roadway width, percent yellow center line, and percent truck traffic. Based on these factors, roadway segments are rated "good," "moderate," or "poor."  
 2 American Community Survey (ACS) accounts for journey to work trips.  
 3 National Highway Travel Survey (NHTS) accounts for all trips.

Complete Streets Implementation Update



## Workshop Development

- Discussions of workshop(s) format and content.
  - Targeted stakeholders
  - Format and agenda
  - Training content
  - Committee volunteers to review content