Bicycle Facilities in Iowa City

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Bicycle Facilities in Iowa City

- Background
- Planning
- Existing Facilities
- Planned/Future Facilities
- Challenges
- Looking Ahead
Bike Friendly Community

• All local law enforcement have bike patrol
• Iowa City Awarded *Silver* Designation
• University Heights Awarded *Bronze* Designation
Iowa Commuting Rates by Mode

- 79% drive alone
- 4% walk
- 11% carpool
- 1.0% public trans.
- 0.4% bicycle

Source: U.S. Census, 2000
## Commuting mode

### 2006-2010 American Community Survey 5-Year Estimates

<table>
<thead>
<tr>
<th>Mode</th>
<th>Coralville</th>
<th>Iowa City</th>
<th>Tiffin</th>
<th>University Heights</th>
<th>North Liberty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuting to Work</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Workers (16 &amp; over)</td>
<td>9,638</td>
<td>36,912</td>
<td>1,125</td>
<td>630</td>
<td>7,593</td>
</tr>
<tr>
<td>Car, truck, or van (alone)</td>
<td>6,870</td>
<td>21,708</td>
<td>983</td>
<td>278</td>
<td>6,230</td>
</tr>
<tr>
<td>Car, truck, or van (carpool)</td>
<td>1,164</td>
<td>3,537</td>
<td>97</td>
<td>66</td>
<td>851</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>727</td>
<td>3,271</td>
<td>10</td>
<td>29</td>
<td>89</td>
</tr>
<tr>
<td>Bicycle</td>
<td>100</td>
<td>1,503</td>
<td>0</td>
<td>62</td>
<td>0</td>
</tr>
<tr>
<td>Walked</td>
<td>257</td>
<td>5,395</td>
<td>6</td>
<td>181</td>
<td>115</td>
</tr>
<tr>
<td>Other Means</td>
<td>36</td>
<td>114</td>
<td>0</td>
<td>3</td>
<td>11</td>
</tr>
<tr>
<td>Worked at Home</td>
<td>399</td>
<td>1,114</td>
<td>21</td>
<td>7</td>
<td>220</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>29</td>
<td>186</td>
<td>8</td>
<td>4</td>
<td>77</td>
</tr>
<tr>
<td>Taxi</td>
<td>56</td>
<td>84</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
Why bike?

• Residents bike for multiple reasons:
  – Health
  – Convenience
  – Stress relief
  – Save money – gas, parking, maintenance
  – Environment
  – Sustainability

• Blue Zones
  – Healthy lifestyle
Bicycle Facilities

• Trails
• Shared-use/multi-use paths
• “Complete” streets
  – Travel lane
  – Wide sidewalks
  – Sharrows
  – Bike lanes
Bicycle Facility Planning

• Adopted document
• Input from MPO, municipalities, County, public, etc.

• Considerations
  • Access
  • Connectivity
  • Coordination with other communities
  • Opportunities
Bicycle Facility Planning

• Opportunities
  • Trails/shared-use paths
  • On-street facilities
  • Wide sidewalks
  • Others

• Dynamic Process
Travel Lanes
Wide Sidewalks
Sharrows
Bike Lanes
Public Bike Parking

Bike Locker

Bike-n-Ride by Bus
Recent Projects

• I-80 pedestrian bridge
• Butler Bridge
• Highway 1 trail
Future Bicycle Facilities

- Trails
- Shared-use paths
- Wide lanes
- Sharrows
- Bike lanes
- Road diets
- Bike boulevards?
Opposing Vehicles
In Blind Spots

Mormon Trek Blvd
First Ave
Madison St
Clinton St
Gilbert St
Bike Boulevards

Photo by Steven Vance on Flickr

Photo by B.I.K.A.S. (Bicycle Infrastructure Knowledge Activism and Safety)
Planned Projects

- Iowa City Gateway Project
- Burlington St/Madison St intersection improvements
- Burlington Street median improvements
- Burlington St/Clinton St int. improvements
- 1st Avenue Grade Separation Project
Challenges

• Planning
  • Fluid, priorities change
• Bicycle community
  • No clear vision
• ROW constraints
  • Limited width and existing obstacles
• Property acquisition
  • During development or after
• Existing pavement width
  • Travel lanes, bike lanes, etc.
Challenges (cont.)

- Maintenance
  - Pavement markings
  - Snow removal
- Tying new projects into existing infrastructure
- Costs
Looking Forward

- Funding
- Public involvement
  - Increased participation
  - Priorities
  - Opportunities
- Coordination
  - Public
  - Planning and zoning
  - Engineering and maintenance
  - Others
Looking Forward (cont.)

- Complete Streets
  - Accommodating users
  - Mode choice
- Blue Zones
  - Definitions
  - Users
  - Standards
Questions?

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