



IOWA CITY, IA

TOTAL POPULATION

74,398

TOTAL AREA (sq. miles)

25.28

POPULATION DENSITY

1

OF LOCAL BICYCLE FRIENDLY BUSINESSES **5**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Iowa City
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	27%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	13%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	IRREGULARLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 36K	1 PER 149K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.2 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5.5 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.6 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.1 /10

KEY OUTCOMES

	Average Gold	Iowa City
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.2%	3.7%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	291	189
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.6	0.0



KEY STEPS TO GOLD



» Iowa City Community School District has agreed to make the several commendable changes to incorporate bicycle safety education in their curriculum. This includes teaching all 2nd graders to ride a bike, providing comprehensive bike safety education for 5th graders, and providing educational programming in junior high and high schools, aimed at making biking a lifetime activity as these students learn to drive. Each of these programs is an exciting development and we look forward to hear more about progress on these efforts!

» Your application indicated that there are local or school policies restricting youth from riding to school. These restrictions can create significant barriers to bicycling for families and youth. Consider whether there are engineering solutions to improve the safety of your bike network around schools so that these restrictions can be

removed. Schools and their surrounding neighborhoods should be particularly safe and convenient for biking and walking.

» Iowa City has a limited on-street bicycle network. Based on the data provided it is unlikely that it provides a low-stress experience suitable for people of all ages and abilities. Ensure that your current bike plan is implemented for continual improvement with the goal of creating a safe and comfortable bicycle network for people of all ages and abilities.

» Increase the amount of city staff time spent on improving conditions for people who bike and walk, and encourage your Bicycle & Pedestrian Advisory Committee (BPAC) to meet more frequently. The BPAC should offer a systematic method for ongoing citizen input into the development of important policies, plans, and projects.