The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning.

The results listed above provide only a snapshot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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**Iowa**

**REGIONAL RANKING >> MIDWEST #6**

**GOVERNOR:** Terry Branstad  
**DOT COMMISSIONER:** Paul Trombino III  
**BICYCLE/PEDESTRIAN COORDINATOR:** Milly Ortiz  
**STATE ADVOCACY GROUP:** Iowa Bicycle Coalition

### 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.**

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<thead>
<tr>
<th>CATEGORY SCORES</th>
<th>SCORING: 5 = HIGH 1 = LOW</th>
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<tr>
<td>2</td>
<td>LEGISLATION AND ENFORCEMENT</td>
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<td>EVALUATION AND PLANNING</td>
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### 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