



# BICYCLE FRIENDLY STATE REPORT CARD



2% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:  
**IOWA BICYCLE COALITION**

# IOWA

**#25** NATIONAL RANK (OF 50)

**#6** REGIONAL RANK MIDWESTERN (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	<b>Infrastructure &amp; Funding</b>						Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	<b>Education &amp; Encouragement</b>						Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	<b>Traffic Laws &amp; Practices</b>						Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	<b>Policies &amp; Programs</b>						Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	<b>Evaluation &amp; Planning</b>						Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for Iowa, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Iowa.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. Over the last two decades most states have adopted a safe passing law to protect people biking. Iowa is one of 11 states that has not.

Spend at least 2% of federal transportation funds on biking and walking improvements.

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 eight states that has not adopted this type of law to reduce "dooring."

Iowa has a recently adopted Complete Streets policy, which ensures that improvements for bicyclists are made during resurfacing, restoration and rehabilitation projects. This is often the most cost-effective time to make improvements.

In 2020 the Adventure Cycling Association found that Iowa was one of 18 states that failed to meet minimum rumble strip standards. The League is excited to congratulate the Iowa DOT for adopting rumble strip standards and creating a prioritization process for rumble strips and shoulders in its Complete Streets process. This is a great improvement and we hope other states learn from it as well.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes-New/Updated
Safe Passing Law (3ft+)	No
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	No
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership <b>0.41% of commuters</b> biking to work	23/50
Safety <b>5.8 fatalities</b> per 10K bike commuters	17/50
Spending <b>\$3.47 per capita</b> FHWA spending on biking and walking	17/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:  
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](https://bikeleague.org/states) or contact Ken McLeod at (202) 822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).