



# UNIVERSITY HEIGHTS, IA

TOTAL POPULATION

1,006

POPULATION DENSITY

3869

TOTAL AREA (sq. miles)

0.26

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	University Heights
High Speed Roads with Bike Facilities	35%	N/A - NO HIGH SPEED ROADS
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	21%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	NO
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS IRREGULARLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES BUT NO FUNDING
Bike Program Staff to Population	1 PER 78K	1 PER 10K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	1.7 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	2.9 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	2.5 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3.7 /10

## KEY OUTCOMES

	Average Silver	University Heights
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.7%	10.98%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	537	DATA NOT COLLECTED
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	6.3	0



## KEY STEPS TO SILVER



» Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines. Many of University Heights' low-speed roads may make suitable bicycle routes with high quality wayfinding and targeted treatments at intersections.

» Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle

lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets policy and process to ensure better compliance.

» Develop a design manual for bike facilities that meets current national standards or adopt the FHWA's Small Town and Rural Multimodal Network Guide or NACTO's Urban Bikeway Design Guide. This will make it easier for town staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other similar communities throughout the United States.

» Continue to increase the amount of high quality bicycle parking throughout the community, and to upgrade the

KEY STEPS CONTINUED ON PAGE 2...



# UNIVERSITY HEIGHTS, IA

*Fall 2021*

## KEY STEPS TO **SILVER** CONTINUED

quality of existing bike parking to meet APBP standards. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. (See [www.apbp.org/bicycle-parking-solutions](http://www.apbp.org/bicycle-parking-solutions)).

- » Improve in-school bicycle safety education for students by incorporating more on-bicycle learning opportunities. Providing bicycles in schools ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » Encourage your Bicycle & Pedestrian Advisory Committee (BPAC) to meet more regularly, as a way to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.

- » Expanding the staff time focused on bicycling-related projects and programs would help in scaling up your BFC efforts, including Safe Routes to School responsibilities.
- » Establish a dedicated annual budget for implementation of the Metro Area Bicycle Master Plan, in addition to funding for ongoing bicycle programming and infrastructure.
- » Work with area hospitals and emergency responders to collect and track bike crash data. Collecting data is an important step to addressing bike safety. Data about crashes should be used to identify where projects can resolve or mitigate safety issues.

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### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: [https://bikeleague.org/sites/default/files/Guide\\_to\\_the\\_Bicycle\\_Friendly\\_Community\\_Report\\_Card.pdf](https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf)
- » Resources for Building a Bicycle Friendly Community: [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » About the BFC Application Process: <https://bikeleague.org/content/about-bfc-application-process>
- » The Five E's: <https://bikeleague.org/5-es>
- » Tips for Current and Aspiring BFCs: <https://bikeleague.org/BFC-tips>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

