



Bettendorf, IA



Award: Bronze | Spring 2023

Award History:

Bronze since 2015; Previously Honorable Mention in 2014.

The 5 Es Category Scores	Bettendorf	Max Score this round
Engineering	32%	53%
Education	29%	56%
Encouragement	31%	68%
Evaluation & Planning	26%	42%
Equity & Accessibility	8%	37%

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for Bettendorf's subcategory points earned within each Category.

Key Outcomes

Overall Commuter Ridership: 0.1%

Male Commuter Ridership: 0.1%

Female Commuter Ridership: 0%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: 1%

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 2

Annual Average Bicyclist Fatalities in last 5 years: 0.4

(Crashes and Fatalities both reported by applicant)

Bettendorf's BFA Program Stats

of Local Bicycle Friendly Businesses: **1**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **0**

Iowa's Bicycle Friendly State Ranking: **#25**

Community Profile

Population: 39,102

Area: 21.3 square miles

Population Density: 1836 people/square mile

Land Classification:

Mixed Suburban/Urban/Rural

Poverty Rate: 6.5%*

Median Household Income: \$42,343*

Percent of the Population that Speaks a

Language Other Than English at Home: 7.7%*

Percent with Disability: 9.5%*

Percent of Households with No Vehicle Available: 2.2%*

*Source: https://data.census.gov/profile/Bettendorf_city_iowa?g=160XX00US1906355

Bettendorf's Bike Links

Bike Network Map, if available:

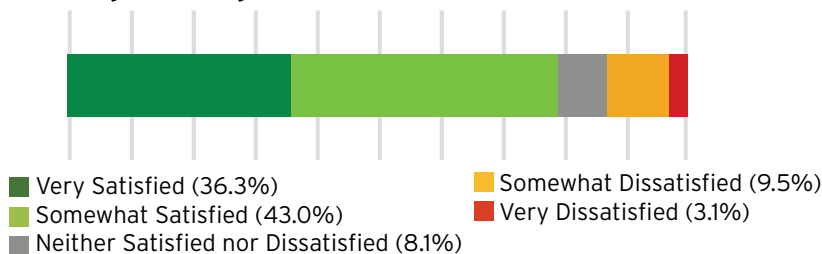
https://www.bettendorf.org/departments/parks__recreation/parks__trails/bettendorf_trails_committee_.php

Bike Plan, if available:

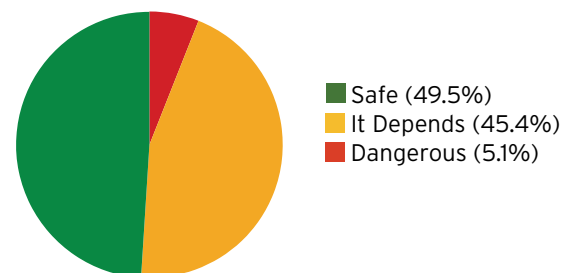
<https://cms8.revize.com/revize/bettendorfia/Community%20Development/Planning%20Division/Plans/2013-trails-plan-indexed.pdf>

Spring 2023 BFC Public Survey Response Summary for Bettendorf, IA

How satisfied are you with how this community is designed for making bike riding safe? (n = 581)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 568)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 581)

1. More bike paths (41.0%)
2. More bike lanes (9.5%)
3. Increase education for drivers (8.3%)

About this Report Card

The following scores are based on the online application submitted by Bettendorf in the Spring 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Spring 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Bettendorf earned 32% of the points available in the Engineering Category. Below is the breakdown of points that Bettendorf earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Engineering Subcategories	Bettendorf's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	12 / 41 pts
	End-of-Trip Facilities	10 / 44 pts
	Bicycle Network	43 / 128 pts
	Network Maintenance	17 / 32 pts
	Bicycle Access to Public Transportation	5 / 23 pts
	Bike Sharing	0 / 21 pts
	Other Bicycle-Related Amenities	1 / 6 pts
	Regional Coordination	13 / 23 pts
Engineering Bonus Points	4 / 10 pts	

EDUCATION	<i>Bettendorf earned 29% of the points available in the Education Category. Below is the breakdown of points that Bettendorf earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Education Subcategories	Bettendorf's Subcategory Points in Education
	Youth Bicycle Education	21 / 69 pts
	Adult Bicycle Education	15 / 47 pts
	Motorist Education	12 / 28 pts
	Bicycle Safety Education Resources	3 / 16 pts
	Inclusive Education	2 / 26 pts
Education Bonus Points	3 / 7 pts	

ENCOURAGEMENT	<i>Bettendorf earned 31% of the points available in the Encouragement Category. Below is the breakdown of points that Bettendorf earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Encouragement Subcategories	Bettendorf's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	4 / 17 pts
	Route-Finding Support	4 / 10 pts
	Bicycle Culture and Promotion	36 / 91 pts
	Access To Bicycle Equipment and Repair Services	6 / 35 pts
	Reducing Work-Related/Fleet VMT	0 / 11 pts
	Encouragement Bonus Points	2 / 7 pts

EVALUATION & PLANNING	<i>Bettendorf earned 26% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Bettendorf earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Bettendorf's Subcategory Points in Evaluation & Planning
	Staffing And Committees	17 / 40 pts
	Public Engagement for Bicycle Planning	10 / 35 pts
	Planning, Funding, And Implementation	7 / 46 pts
	Evaluating The Bicycle Network	5 / 24 pts
	Evaluating Ridership	6 / 20 pts
	Evaluating & Improving Safety Outcomes	8 / 42 pts
Evaluation & Planning Bonus Points	1 / 7 pts	

EQUITY & ACCESSIBILITY	<i>Bettendorf earned 8% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Bettendorf earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Bettendorf's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	4 / 24 pts
	Equity Data Collection & Goals	0 / 12 pts
	Equity & Accessibility Policies & Plans	0 / 31 pts
	Equity & Accessibility in Engineering	4 / 44 pts
	Equity & Accessibility in Education	0 / 52 pts
	Equity & Accessibility in Encouragement	8 / 42 pts
	Equity & Accessibility in Evaluation & Planning	5 / 58 pts
Equity & Accessibility Bonus Points	2 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Bettendorf's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways.
- » Develop a city-level design manual that meets current NACTO standards or adopt the NACTO Urban Bike-way Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Continue to increase the amount of high quality bicycle parking throughout the community, and work to upgrade the quality of existing bike parking. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near popular destinations, bus stops, and urban activity centers. (See appb.org/bicycle-parking-solutions).
- » Shorten response time from city staff to complaints for surface repair of potholes on bike trails from one month or longer to a much swifter response by the city within a week of a complaint.
- » Consider launching a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations. Expand the work between QC Adaptive Sports and the Trails Committee to offer adaptive cycle bike share through the City.
- » Expand and improve existing in-school bike safety education to include an on-bike component to help children and teens of all ages become safer and more confident riders. Provide a fleet of bikes in schools to ensure that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household, including adaptive cycles for children and youth with disabilities.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the IA area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Work with other communities across Iowa to advocate for statewide policies that would improve safety for bicyclists and other vulnerable roadway users, including a 3' passing law and distracted driving legislation.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Begin the process of creating a new Bicycle Master Plan or updating your 2013 Bike Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement. Ensure the new plan includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Sp23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:**
<https://bikeleague.org/take-action/policy-advocacy/federal-policy/federal-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:**
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>