Iowa

REGIONAL RANKING ➔ MIDWEST #5

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

CATEGORY SCORES

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>SCORING: 5 = HIGH 1 = LOW</th>
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<tbody>
<tr>
<td>LEGISLATION AND ENFORCEMENT</td>
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<td>POLICIES AND PROGRAMS</td>
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<tr>
<td>INFRASTRUCTURE AND FUNDING</td>
<td>1</td>
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<tr>
<td>EDUCATION AND ENCOURAGEMENT</td>
<td>4</td>
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<td>EVALUATION AND PLANNING</td>
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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 Nicole Wynands at (202)-822-1333 or nicole@bikeleague.org.

RANKING # 21

TOP TIP

Utilize all MAP-21 funding programs - including TAP, HSIP, CMAQ, STP, and Section 402 - to include biking and walking in all transportation projects.

FEEDBACK

• Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
• Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
• Adopt a law prohibiting a motorist from opening an automobile’s door unless the motorist is able to do so safely.
• Adopt a statewide, all-ages cell phone ban to combat distracted driving and increase safety for everyone.
• Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets/Bike Accommodation Policy compliance.
• Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
• The state is spending a low amount of federal funding on bicyclists and pedestrians. Adopt federal funding project rating criteria that incentivize bicycle projects and accommodations.
• Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
• Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.
• Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.