community planning
Bicycle - Pedestrian - Public Transit

2019 Iowa Governor’s Conference on Public Health
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Tillikum Crossing, Portland, Oregon
Today’s Agenda

1. **Bicycle & Pedestrian**
   - Long Range Plan
   - Who can I talk to?

2. **Public Transit**
   - Making the Connection

3. **Complete Streets**
   - Who benefits?
   - Safety and Smart Planning
Iowa Bicycle and Pedestrian Plan
Purpose of the Plan

• Serve as the primary guide for Iowa DOT decision-making regarding bicycle and pedestrian programs and facilities.

• Help achieve improved project-level coordination within the Iowa DOT.

• Provide consistency and mobility for bicycle and pedestrian users statewide.
Iowa Bike Maps

www.iowadot.gov/iowabikes/bikemap/home.aspx

www.iowadot.gov/iowabikes/transportation-map-for-bicyclists
I have a Planning Question about...

- **Systems Planning Grant Team**
  - Is my project eligible for funding?
  - My project was funded by the RPA, how do I start project development?

- **Systems Planning Team**
  - Are paved shoulders appropriate for my road? What signage should I add?
  - I have a complicated situation, how can I safely accommodate users?

- **Iowa DOT District Staff**
  - Can I place a trail in DOT right-of-way?
  - Will the DOT pay for a needed curb ramp along their right-of-way?
making the connection

How do I get there from here?
PUBLIC TRANSIT IN IOWA
by the numbers

- 35 Public Transit systems, covering all 99 counties
- Fiscal Year 2016 Ridership was over 27.8 Million
  - 24.7 Million rides provided by urban systems
  - 3.1 Million rides provided by regional systems
- 1,600+ public transit vehicles in operation
- Funding sources include local funds, passenger revenue, State Transit Assistance, and the Federal Transit Administration
3 types of public transit

- **Fixed Route:** set routes, stops, and time points. No advance reservations necessary. Open to the general public, including persons with disabilities.

- **Demand Response:**
  - Ride reservations typically made 24 hours in advance. Standing reservations available.
  - Bus picks the passenger up at their location and taking to their desired destination.
  - Service is available to the general public, including persons with disabilities.
• **ADA Complementary Paratransit** is provided by the 19 urban transit agencies in, at a minimum, ¾-mile around a fixed route
• Passengers must apply, meeting ADA qualifications in order to ride
• Ride reservations are arranged by the rider at least one day prior for a desired trip
• Bus picks the passenger up at their location, taking them to the desired destination
• Fares for this origin-destination services may be no more than double the regular fixed route fare
MOBILITY MANAGEMENT:
making the connection

http://www.iowadot.gov/iowamobilitymanagement
Complete Streets

Streets that are designed and operated to enable **safe access for all users**, whether walking, bicycling, driving or riding transit. People of all ages and abilities are able to safely move along and across streets in a community, regardless of how they are traveling.
Complete Streets Are For:

- Kids walking to school
- Bus riders hoping for a dry place to wait for the bus
- Those without a car who still have places to be
- The elderly needing enough time to cross the street
- Commuter whose car breaks down, but still needs to get to work
- The community that wants to be family-friendly
- The man in a wheelchair looking for accessible sidewalks
- The city that wants its residents to be able to age in place
- Those who wish to save money on their commute
- Older adults who can no longer drive a car
- Parents walking with their children to the park

EVERYONE, EVERY DAY, no matter who you are or how you travel
Street Design Affects Behavior
You Get What You Build For
You Get What You Build For
We need a bridge across the river

....even if we don’t see people swimming.
If you need a sign to tell people to slow down....

....you designed the street wrong.
2015 Traffic Safety Index by AAA

- **1 in 3** Americans have had a friend or relative seriously injured or killed in a crash
- **Almost 90%** of drivers admit to engaging in at least one risky behavior while driving within the past month
- **45%** of drivers say they have driven 10mph over the speed limit on a residential street in the past month
Why Speed Matters

Hit by a vehicle traveling at

SPEED 20 MPH
9 out of 10 pedestrians survive

SPEED 30 MPH
5 out of 10 pedestrians survive

SPEED 40 MPH
1 out of 10 pedestrians survive
Incomplete Streets
Obesity* Trends Among U.S. Adults
1985

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Prevailing Pattern of Past 70 Years
What Do We Prioritize?

Nationally, there are 60 storefront crashes a day with 4,000 injuries and 500 deaths per year.

Additional 1,800 road departures that did not strike a building.
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Forgiving Design

Traditional two-way street
Forgiving Design

Widen travel lanes
Forgiving Design

Widen shoulders
Forgiving Design

Remove possible obstructions
Put People First
Frisco, CO—Population 2,782
More Than Just Bike Lanes and Sidewalks
Complete Streets Might Be:

- Raised crosswalks
- Speed cushions
- Traffic diverters
- On-street parking
- Bicycle facilities
- Street trees
- Road diets
- Sidewalks
GROUP ACTIVITY!

- 20 MINUTE GROUP ACTIVITY
- At your table, use the map provided
- Using ideas from today’s session, what road improvements would you make?
- Get creative! Draw on the maps!

- What policy might you enact?
- What data do you need?

- Small group report out
- Real world examples