Chapter 5
Bicycle and Pedestrian

Chapter 5 – Bicycle & Pedestrian

Bicycling and walking are vital, sustainable, and healthy modes of transportation that support improved quality of life, reduced greenhouse gas emissions, and enhanced community connectivity. The RTA recognizes the importance of investing in infrastructure and programs that support these transportation options and encourage their use as practical choices for daily commutes, recreation, and access to services. This chapter provides an analysis of existing infrastructure, plans for future investment, and strategies to enhance the safety, accessibility, and convenience of bicycling and walking within the region.

State Bicycle and Pedestrian Plan

In 2018, the Iowa DOT adopted the *Iowa Bicycle and Pedestrian Long-Range Plan* as the primary framework for guiding decision-making related to bicycle and pedestrian programs and infrastructure. This plan provides direction for regional, county, and city initiatives, promoting improved coordination and consistency across all levels of bicycle and pedestrian mobility statewide.

The Bicycle and Pedestrian Long-Range Plan has three key objectives:

1. Improve the policies and practices for the ongoing development of the Iowa bicycle and pedestrian system and program. Central to this objective is the development and adoption of a Complete Streets policy.
2. Expand the intercity and intracity bicycle network by providing guidance for the completion of national trail segments and establishing additional U.S. Bicycle Routes.
3. Facilitate implementation of the plan by including a funding toolbox, enhancing design guidelines used by Iowa DOT and local agencies, and making recommendations for program priorities.

The key concept highlighted in the document is the integration of safe bicycling and pedestrian accommodation into all transportation projects. This approach aligns with the Iowa DOT's multimodal mission by ensuring that bicycle and pedestrian needs are considered during the design and planning of new or improved transportation facilities, unless it can be clearly demonstrated that such accommodations are unnecessary. Historically, these considerations were only addressed when a specific need was identified or driven by external stakeholders. This plan brings Iowa DOT's policies in line with federal

Regional Stats

764
Miles of bikeway infrastructure

106
Miles of paved trail

72
Miles of granular or dirt trail

51
Miles of paved shoulder & bike lane

535
Miles of suggested on-road routes, signed routes, & share the road

73
Miles of planned paved trail & paved shoulder

regulations, which mandate the inclusion of bicycle and pedestrian accommodations in every transportation project involving new or improved infrastructure.

Although bicycle and pedestrian accommodations will be considered in all transportation projects, this does not guarantee their inclusion in every implemented project. There may be situations where accommodation is not practical or advisable for specific reasons. The *Iowa Bicycle and Pedestrian Long-Range Plan* provides guidance for Iowa DOT staff to identify and assess instances where implementing such accommodation would not be appropriate. The primary goal is to maintain a flexible approach that thoughtfully balances the needs of all transportation users.

www.iowadot.gov/iowainmotion/modal-plans/bicycle-pedestrian-plan

The Importance of Bicycle and Pedestrian Infrastructure

Road construction projects in the U.S. have primarily been planned to move automobiles and traffic through a corridor as quickly and efficiently as possible. This type of auto-centric planning typically leaves behind bicyclists and pedestrians as an afterthought, resulting in unfriendly, hazardous, and even deadly crossing points. Common issues include inefficient or aging infrastructure, a lack of ADA compliance, and a lack of protective barriers for vulnerable road users against busy traffic and high-speed limits.

www.smartgrowthamerica.org/dangerous-by-design/

A Nationwide Shift

Transportation and urban planning in the U.S. have undergone a drastic shift towards comprehensive multimodal planning in recent years. Policy approaches and tactics such as Vision Zero and Complete Streets provide a framework that encourages safe, accessible, and convenient access to our nation's roads for all modes of transportation. This shift has also been highlighted by the 2021 Bipartisan Infrastructure Bill, which includes various funding sources dedicated to projects that implement multimodal inclusion. As Complete Streets initiatives continue to spread nationwide, it is important to recognize that they are not limited to major cities. These approaches can be implemented on any road where several types of road users frequently interact.

Overview of Bicycle and Pedestrian Facilities

To effectively and efficiently meet the needs of all road users, it is essential to understand both the similarities and differences between various transportation groups and how they interact with the roadway. While motorized and non-motorized transportation modes share common goals—improving safety, reducing delays, and maximizing traffic flow—pedestrians and bicyclists have distinct needs and interact with the transportation system differently than motor vehicle drivers. Table 5.1 outlines how non-motorized users engage with each type of transportation facility.

Table 5.1: Bicycle and Pedestrian Facilities

Facility	Bicycles	Pedestrians	Example
Sidewalk (< 8 ft)	No	Yes	1st St E, Independence
Paved Trail (≥ 8 ft*)	Yes	Yes	Cedar River Pkwy Trail, Waverly
Paved Shoulders	Yes	Not recommended	Fairbank Amish Blvd, Buchanan County
Bike lane	Yes	No	N State St, Denver
Driving lane	Yes	No	Mather St, Clarksville

**The standard width for a paved trail is 10 feet*

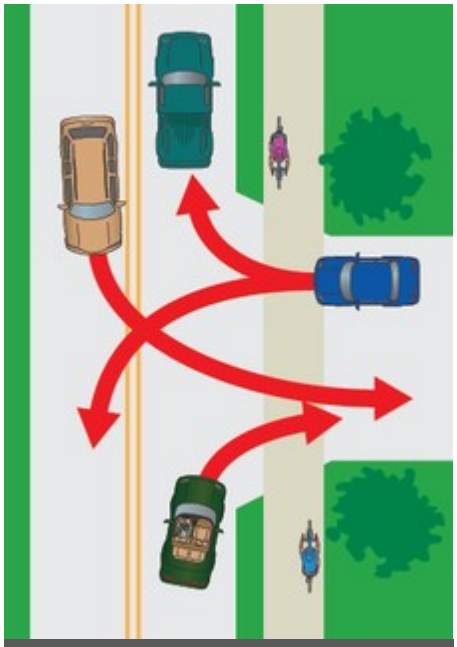
Which Facilities Work Best?

The decision of which facilities to include in a new construction or reconstruction project is determined by the respective jurisdiction. Sidewalks and paved trails accommodate pedestrian travel, while paved trails, bike lanes, paved shoulders, and driving lanes accommodate bicycle travel. However, not all facility types provide equal service for bicycles. While there are instances in which a paved trail is preferable to bike lanes, such as on roadways with high-speed limits or natural areas not situated alongside a roadway, these do not always meet a bicyclist's needs.

In more concentrated urban areas, a paved trail does not always serve as a connection point to another location, thus requiring on-road travel. Additionally, constructing a separate, paved trail into a new or existing project is costly and not a feasible alternative for every project. Since bicyclists and pedestrians are also roadway users, it is important to develop efficient connections for them just as we do for roadway users in vehicles. Furthermore, since pedestrians and bicyclists are the most vulnerable transportation group, it is crucial to plan for safety.

Roads with bike lanes provide the additional benefit of separating drivers and cyclists who typically operate at different speeds. This makes cyclists feel safer and can reduce delays for drivers. Cyclists also tend to face fewer delays on bike lanes than on paved trails, as they have priority at most intersections. The *Guide for the Development of Bicycle Facilities* by AASHTO lists fourteen conflicts associated with paved trails or "side paths," including the following:

- Bicyclists are often not seen by motorists turning left or right.
- Motorists may block crossings at intersections and driveways.
- Stop or yield signs along trails are ineffective.
- Fixed objects can constrain the usable width of a trail.



Sidewalk bicycling conflicts
Source: CyclingSavvy

Sidewalks should not be considered a bicycle facility. While it varies by state and local ordinance, some cities prohibit sidewalk cycling entirely or in key areas, such as in Waterloo's downtown area. In addition to the conflicts listed above, there are other disadvantages of bicycling on the sidewalk:

- Conflicts with pedestrians are more likely.
- Motorists may not expect bicyclists to appear suddenly at crossings and driveways.
- Uneven sidewalk pavement can make riding less comfortable and increase delays.

Although bicycling on sidewalks is permitted in many areas, sidewalks are not an effective solution for meeting the needs of bicycle transportation and should not replace dedicated bicycling facilities.

Bicyclists are permitted to ride in most driving lanes in the region just like motor vehicle traffic. The only exceptions are Interstate highways and highways with a posted minimum speed limit (e.g., US 218 from Janesville to Waterloo), where bicycling is prohibited. Although the law allows bicycling on most driving lanes, it can be hazardous for cyclists and often leads to frustration for drivers. When a bicyclist chooses a less direct route due to perceived safety concerns, it should be recognized as a delay.

Many local roads with low traffic volumes are inherently suitable for bicycling without requiring the addition of bike lanes or trails. These roads can be designated as *"shared lanes"* using signage such as *Share the Road*, *Bikes May Use Full Lane*, *Bike Route*, or shared lane markings (also known as *sharrows*). These signs not only assist bicyclists in identifying safer routes but also increase driver awareness of bicyclists sharing the road.

For pedestrians, the planning and implementation of suitable accommodation is more straightforward. Both sidewalks and trails provide equal accommodation for pedestrian movement; however, sidewalks narrower than five feet are not suitable for pedestrians walking side-by-side. Enhancements for pedestrian safety often involve site-specific solutions that shorten crossing distances, calm traffic, and create safe waiting areas at crossings. Several of these treatments are detailed in the following section.

Land use patterns are as important as transportation improvements in shaping the walking environment. Large block sizes, setbacks, and parking lots can increase walking distances and force pedestrians onto informal routes. Many businesses and civic buildings lack designated walkways, requiring pedestrians to navigate parking lots or grassy areas. Therefore, pedestrian planning should extend beyond just trails and sidewalks to address these factors.

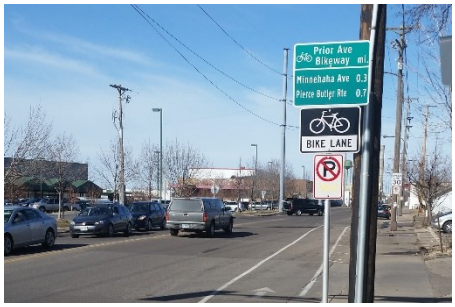
Site-Specific Bicycle and Pedestrian Treatments

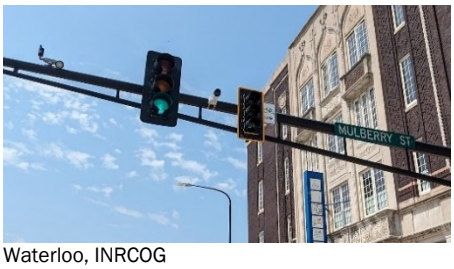
A variety of site-specific treatments can be used in addition to each of the five facilities described previously. Currently, these treatments are employed sparingly in the MPO area, and some do not currently exist at all.

Table 5.2 describes some of the most common treatments. This is only an overview and is not intended to serve as an exhaustive list of treatments. All treatments presented on the next pages are eligible for the Transportation Alternatives Program (TAP) and Surface Transportation Block Grant (STBG) funding.

Table 5.2: Site-Specific Bicycle and Pedestrian Treatments

 New York City, nacto.org	**Median refuge island** Facility type: Sidewalks and Trails Description: A protected space in the middle of a road crossing, typically designed as part of a median, that allows pedestrians and bicyclists to cross one direction of traffic at a time Benefits: Reduces time spent waiting for traffic and reduces exposure in the crosswalk
 Canada, Flickr user drdul	**Curb extensions (or bulb-outs)** Facility type: Sidewalks Description: Any lateral shift in the curb that narrows the width of the street Benefits: Improves visibility, reduces exposure in the crosswalk, and reduces travel speeds
 Waterloo, INRCOG	**Vertical speed control** Facility type: All Description: Raised pavement in driving lanes, including speed humps, speed tables, and speed cushions Benefits: Reduces travel speeds

 Atlanta, nacto.org	**Narrower driving lanes** Facility type: All Description: Driving lanes no greater than 11 feet wide, and parking lanes no greater than nine feet wide Benefits: Reduces travel speeds and reduces crossing distance
 Marion, INRCOG	**Pedestrian alleys** Facility type: N/A Description: An alley where vehicles are restricted, and installations are added to appeal to pedestrians Benefits: Eliminates conflicts with vehicles
 Des Moines, INRCOG	**Buffers and delineators** Facility type: Bike lanes Description: Additional separation between bike lanes and driving lanes by means of buffer markings and delineator posts Benefits: Reduces conflicts and improves perceived safety
 St Paul, INRCOG	**On-road wayfinding signs** Facility type: Bike lanes and driving lanes Description: Signage that directs bicyclists to local destinations via bike lanes and designated bike routes Benefits: Improves operations, reduces delay

 Tampa, Twitter	**Bike boxes** Facility type: Bike lanes and driving lanes Description: A designated area at signalized intersections for bicyclists to wait at the head of a traffic lane Benefits: Improves visibility, reduces conflicts, and reduces traffic delays
 San Luis Obispo, nacto.org	**Signal detection and actuation** Facility type: Bike lanes and driving lanes Description: A marked location for bicycle to actuate detection at signalized intersections Benefits: Improves traffic operations and reduces delay
 Waterloo, INRCOG	**Bicycle signals** Facility type: Bike lanes Description: A traffic control device for bicyclists to be used along with conventional signals Benefits: Improves traffic operations and reduces conflicts between bicyclists and other modes
 Portland, nacto.org	**Bike Boulevards** Facility type: Driving lanes Description: A street with low traffic volumes designed to prioritize bicycles and restrict through movements by vehicles Benefits: Reduces conflicts, maintains low travel speeds

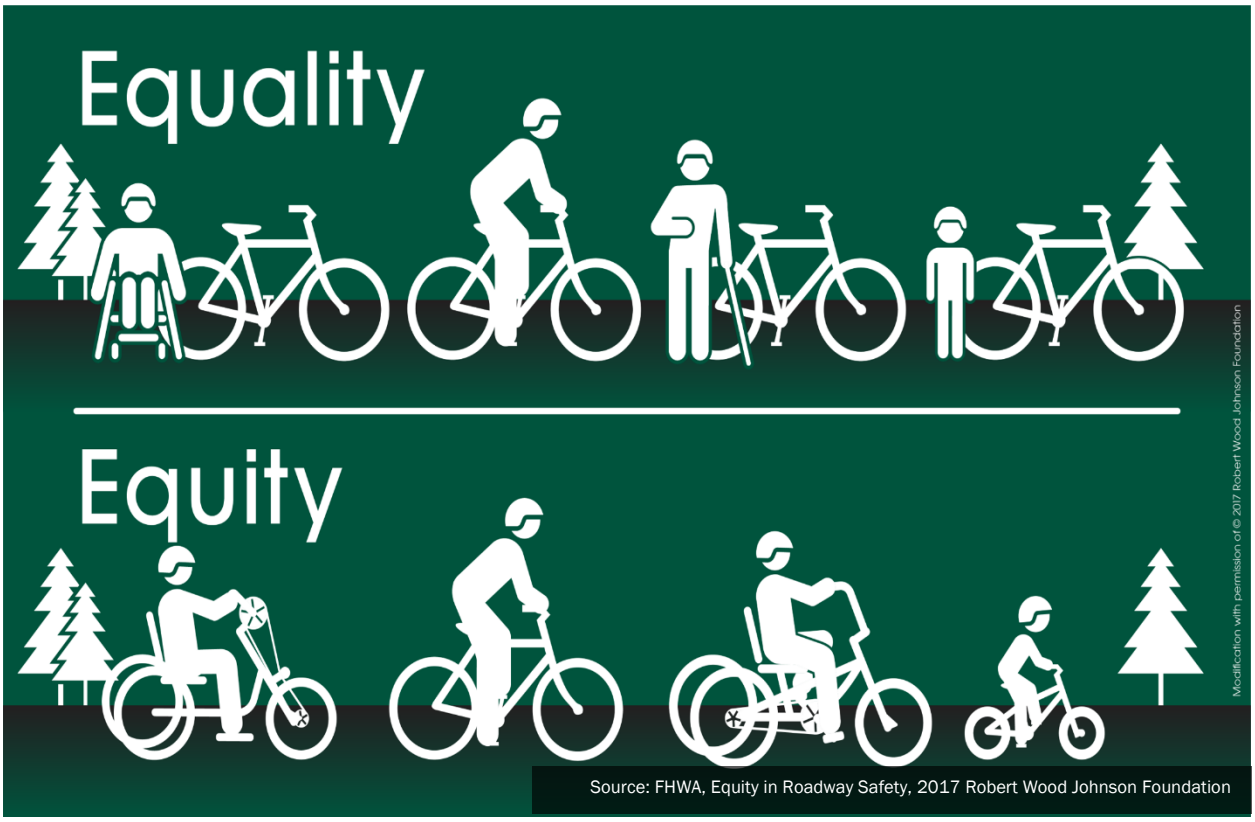
National Guidance

U.S. Law

Planning for bicycles and pedestrians is United States law. Section 217 in Title 23 of the U.S. Code addresses bicycle transportation and pedestrian walkways. Subsection (g) relates to planning and design:

(1) In general—
Bicyclists and pedestrians **shall** be considered in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with sections 134 and 135, respectively. Bicycle transportation facilities and pedestrian walkways **shall** be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.

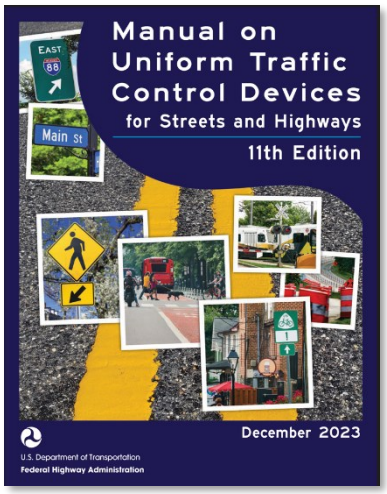
(2) Safety considerations—
Transportation plans and projects **shall** provide consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations **shall** include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings.



Source: FHWA, Equity in Roadway Safety, 2017 Robert Wood Johnson Foundation

In 2010, the United States Department of Transportation (DOT) issued a *Policy Statement* emphasizing the importance of incorporating safe and convenient walking and bicycling facilities into transportation projects. The statement highlights the responsibility of all transportation agencies to enhance opportunities for walking and bicycling and integrate these modes into their systems. Recognizing the wide-ranging benefits—health, safety, environmental, transportation, and quality of life—DOT encourages agencies to exceed minimum design standards to create accessible, safe, and sustainable walking and bicycling networks. Key recommendations from the DOT Policy Statement include:

- Considering walking and bicycling as equals with other transportation modes
- Ensuring that there are transportation choices for people of all ages and abilities, especially children
- Going beyond minimum design standards
- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges
- Collecting data on walking and biking trips
- Setting mode share targets for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared-use paths
- Improving non-motorized facilities during maintenance projects



The Federal Highway Administration (FHWA), a division of the DOT, oversees the *Manual on Uniform Traffic Control Devices (MUTCD)*, which plays a key role in the design of bicycle facilities. The MUTCD establishes the standards for traffic signs, signals, and pavement markings across the United States. The most recent update to the MUTCD occurred in 2023, replacing the previous version adopted in 2009.

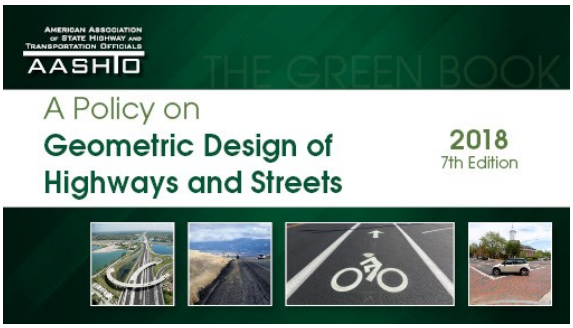
The 2023 update to the MUTCD introduces several important changes and clarifications to support safer and more efficient transportation systems, particularly for bicyclists and pedestrians. Some of the most notable updates include:

1. **Enhanced Bicycle and Pedestrian Safety Standards**
    - New guidance and standards for designing safer intersections and crossings for bicyclists and pedestrians.
    - Updated requirements for bike lanes, shared-use paths, and advanced stop bar treatments to improve visibility and access.
2. **Improved Wayfinding and Signage**
    - Clearer standards for trail and bicycle route signage to enhance navigation and connectivity.
    - Recommendations for consistent and visible wayfinding signs that promote awareness and safety for all users.
3. **Incorporation of New Infrastructure Types**
    - Expanded design guidance for protected bike lanes, cycle tracks, and other infrastructure types that improve safety for bicyclists.
    - Adjusted pavement marking standards to better delineate bicycle facilities and their interaction with other traffic.
4. **Focus on Multi-Modal Transportation**
    - Strengthened emphasis on integrating pedestrian and bicycle facilities into multi-modal transportation planning.
    - Updated requirements that ensure accessibility and connectivity for all users, regardless of age or ability.
5. **Data Collection and Performance Metrics**
    - New recommendations for agencies to monitor walking and bicycling activity through data collection to track usage trends and infrastructure effectiveness.

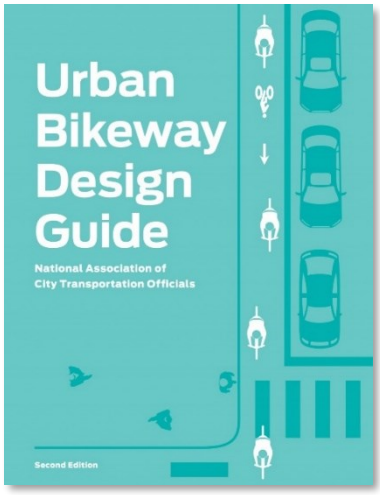
These updates align with FHWA's mission to promote safe, efficient, and equitable access for all transportation users, while supporting the evolving needs of communities, environmental goals, and multi-modal transportation networks.

National Standards

Beyond federal policy, organizations like AASHTO shape bicycle and pedestrian planning. As a standards-setting body for U.S. highways and streets, AASHTO's guidance influences design and construction. Though independent, its standards hold significant weight, with FHWA adopting many through formal rulemaking for the National Highway System.



A key resource from AASHTO is the *Green Book*, officially titled *A Policy on Geometric Design of Highways and Streets*. The latest edition, the 7th Edition, emphasizes greater flexibility, multimodal approaches, and performance-based design principles compared to previous versions. In addition to the *Green Book*, AASHTO publishes the *Guide for the Development of Bicycle Facilities* and the *Guide for the Planning, Design, and Operations of Pedestrian Facilities*, both of which provide detailed guidance for creating safe and efficient active transportation infrastructure.

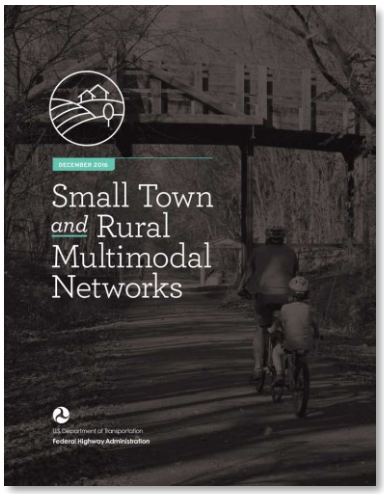


The National Association of City Transportation Officials (NACTO) is an organization of 96 major North American cities and transit agencies dedicated to exchanging ideas, insights, and practices to address national transportation challenges. Its mission is to build cities that prioritize people by offering safe, sustainable, accessible, and equitable transportation options that enhance economic vitality and quality of life.

NACTO's *Urban Bikeway Design Guide* provides cities with best practices for protected bike lanes, intersection treatments, bicycle signals, and traffic calming, promoting cycling as a viable transportation mode. Many recommendations have been integrated into FHWA's bikeway design guidance, reinforcing NACTO's national influence.

Similarly, the *Urban Street Design Guide* emphasizes safe, multimodal streets through context-sensitive design, complete streets, and converting car-dominated roads into vibrant public spaces. It offers guidance on street geometry, intersections, and pedestrian and transit accommodations, shaping urban mobility and livability.

https://nacto.org/publication/urban-bikeway-design-guide/



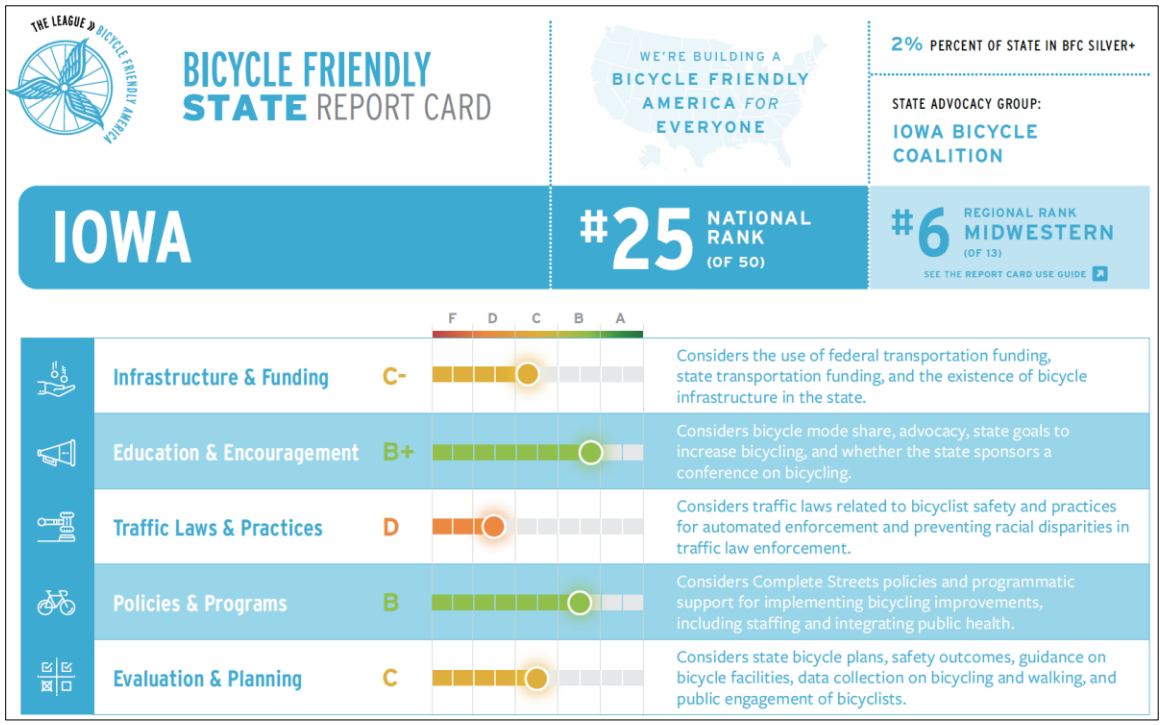
Another important resource is the *Small Town and Rural Design Guide*, which was created by AASHTO in partnership with other transportation agencies. This guide provides specialized guidance for designing and implementing bicycle and pedestrian infrastructure in rural and small-town settings, addressing the unique challenges and opportunities in these areas. It offers practical solutions that account for lower traffic volumes, varied land use patterns, and community needs. The *Small Town and Rural Design Guide* is valuable for ensuring that rural communities can support safe, multimodal transportation options while maintaining cost-effective design practices.

https://ruraldesignguide.com/

The League of American Bicyclists

For many years, national advances in bicycle planning have progressed faster than in Iowa. In 2011, Iowa was ranked the 6th most bicycle-friendly state by The League of American Bicyclists. By 2017, the state's ranking had fallen to 30th. However, in 2022, Iowa showed improvement, ranking 25th nationally and 6th among Midwestern states. These rankings are part of The League of American Bicyclists' 2022 report, *State Leadership for Safer Streets*, which includes state-by-state report cards on bicycle-friendliness. The rankings evaluate factors such as infrastructure, education, traffic laws and practices, policies, and planning.

www.bikeleague.org/bfa/states/state-report-cards/



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	0.41% of commuters biking to work	23/50
Safety	5.8 fatalities per 10K bike commuters	17/50
Spending	$3.47 per capita FHWA spending on biking and walking	17/50

BICYCLE FRIENDLY STATES REPORT

WE'RE BUILDING A BICYCLE FRIENDLY AMERICA *FOR* EVERYONE

2022 RANKING

F D C B A

Key: Category Rank among all 50 states

RANK	STATE	NUMBER OF BICYCLE FRIENDLY ACTIONS*	INTRASTRUCTURE & FUNDING	EDUCATION & ENCOURAGEMENT	TRAFFIC LAWS & PRACTICES	POLICIES & PROGRAMS	EVALUATION & PLANNING
1	MASSACHUSETTS	4	A	A	D	A	A-
2	OREGON	5	B+	A	A	A-	A
3	WASHINGTON	5	C	A	A	B+	A
4	CALIFORNIA	5	B-	B	A	A	A
5	MINNESOTA	5	A	A	C-	A	B
6	COLORADO	4	B-	B	A-	A	B-
7	VIRGINIA	4	B	C-	A	B	B+
8	FLORIDA	5	A-	A	B	A	B
9	DELAWARE	4	A-	C+	B-	B-	C
10	UTAH	4	C+	B	C+	B	A-
11	MICHIGAN	4	A-	A-	C+	B+	B-
12	PENNSYLVANIA	5	B	C	B	B-	C+
13	NEW YORK	2	A-	A-	F+	B+	B+
14	MARYLAND	5	A-	B	A-	A	A
15	ILLINOIS	5	D	C	A	C-	D
16	NEW JERSEY	4	B	B	B+	B	A
17	OHIO	4	C	B	B-	C	B
18	NORTH CAROLINA	4	B+	C	C+	B	B
19	TENNESSEE	5	B+	B+	B	C+	C+
20	CONNECTICUT	5	B	C+	B	B+	B+
21	RHODE ISLAND	3	B-	B-	B+	B	B
22	INDIANA	4	B	B-	B	B+	B
23	VERMONT	4	B-	B	C-	D+	D-
24	GEORGIA	3	D+	D+	B-	C-	F
25	IOWA	3	C-	B+	D	B	C
26	MAINE	3	C-	C	C-	C	F+
27	HAWAII	3	C+	C	C	B-	B
28	WEST VIRGINIA	3	B-	C	C	C	C+
29	WISCONSIN	2	D-	B	C+	D-	C+
30	KANSAS	1	C+	C+	B-	D	B-
31	ARIZONA	2	C+	C+	B	C	D+
32	TEXAS	1	C	C+	D-	B+	B-
33	LOUISIANA	2	C-	D	B+	C+	D
34	NEVADA	4	B+	F+	B	C-	F
35	NEW MEXICO	4	D	C	D	C+	B-
36	NEW HAMPSHIRE	1	F+	C-	D+	D+	C+
37	KENTUCKY	4	B+	D-	C-	B-	B-
38	NORTH DAKOTA	2	D-	B+	C+	C-	C-
39	ARKANSAS	3	C	D+	C	F+	D
40	IDAHO	2	C-	C	F	D-	C-
41	ALASKA	1	D-	B-	F	F	C-
42	MONTANA	1	B	B	F+	D	C
43	SOUTH CAROLINA	2	F	D	D-	C	C
44	ALABAMA	2	C-	F+	B-	C	D
45	MISSOURI	2	C+	D	D	D-	D
46	SOUTH DAKOTA	1	C+	D	C+	F+	C-
47	OKLAHOMA	1	D+	D+	D+	D	C+
48	MISSISSIPPI	2	D+	F	C	C+	F
49	NEBRASKA	2	F+	F	B	C-	D+
50	WYOMING	3	F	B+	C	F	C

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* Bicycle Friendly Actions include a Complete Streets policy, a safe passing law, a statewide bike plan, spending 2% or more of federal transportation money on biking and walking, and a bicycle safety emphasis area.

LEARN MORE AT BIKELEAGUE.ORG/STATES

State Guidance

Iowa Bicycle and Pedestrian Long-Range Plan

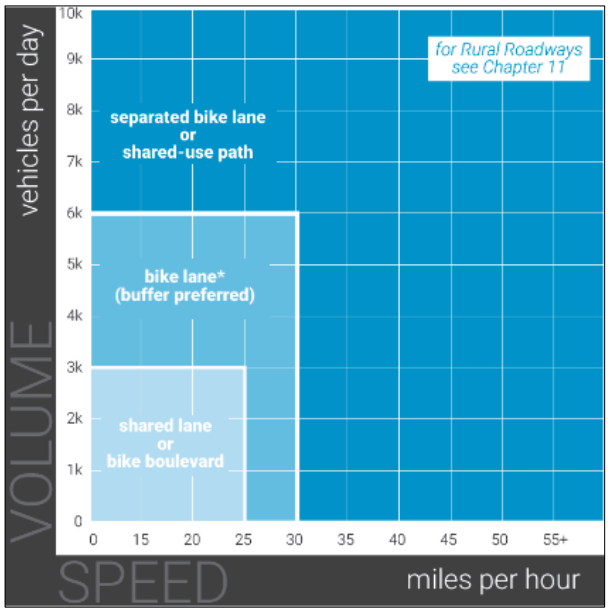
The Iowa DOT adopted the *Iowa Bicycle and Pedestrian Long-Range Plan* in 2018, incorporating a statewide Complete Streets policy for all Iowa DOT projects. This policy requires considering bicycle and pedestrian accommodations in the design and scope of transportation projects involving new or improved facilities unless costs are excessively disproportionate to the need or likely use, or if evidence shows no future demand based on factors like land use, user volumes, population density, and crash data.

To align with national best practices, the Iowa DOT updated its *Design Manual* and *Bridge Design Manual*, focusing on on-road bicycle and pedestrian infrastructure. These updates are coordinated with the *Statewide Urban Design and Specifications (SUDAS) Manual*.

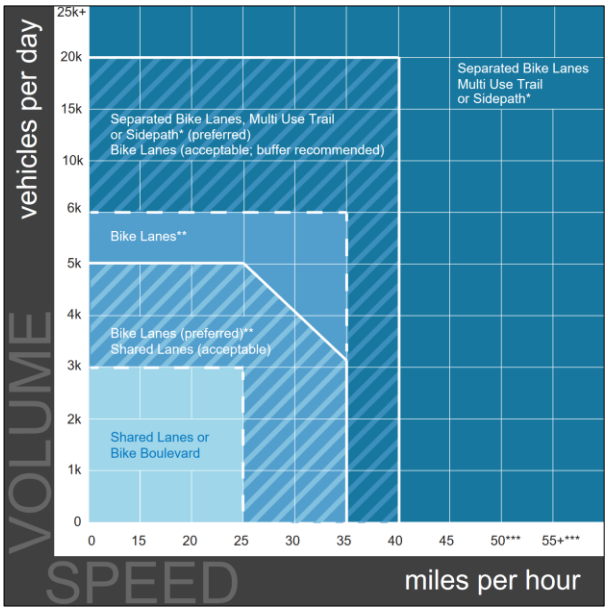
The plan provides design parameters for pedestrian facilities such as sidewalks, trails, curb ramps, crosswalks, refuge islands, and signals, and for bicycle infrastructure, including trails, paved shoulders, bike lanes, separated bike lanes, bike boulevards, shared lanes, wayfinding, and intersection treatments. It also includes urban and rural facility selection matrices (Figure 5.1), outlining preferred and acceptable options based on traffic volumes and speeds to ensure context-appropriate infrastructure.

Figure 5.1: Urban Bikeway Facility Selection Matrices

AASHTO (2018)



Iowa DOT (2018)



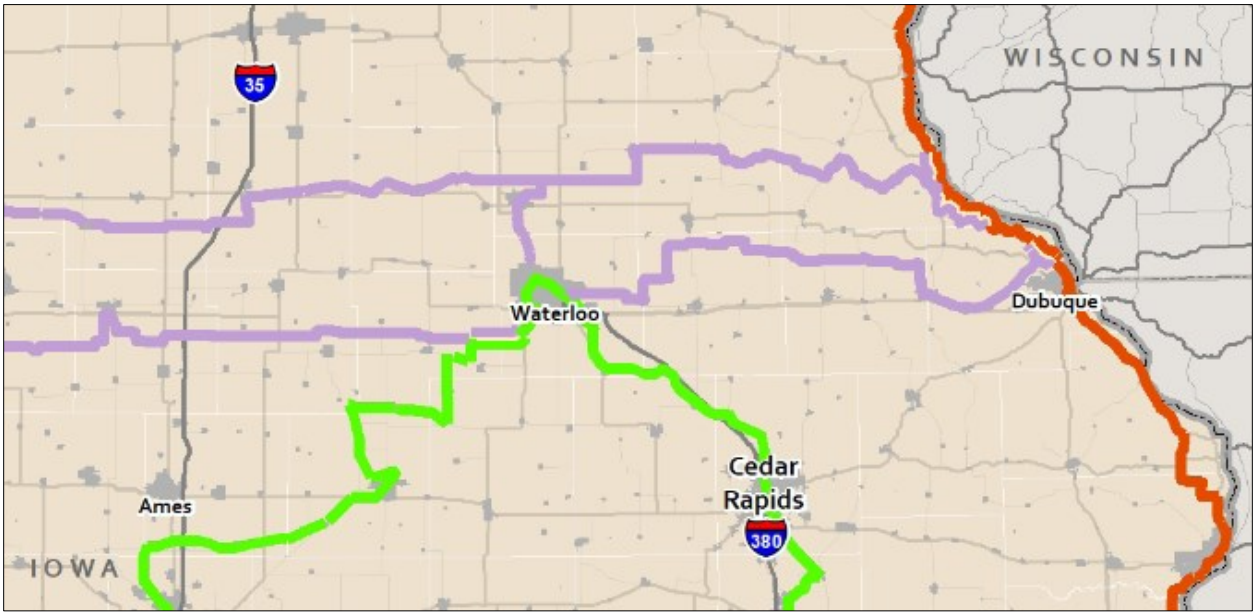
The plan also includes a table summarizing the context characteristics of common facility types, offering a detailed overview of key attributes for primary bicycle and pedestrian facilities used in Iowa. This table, located on page 96 of the document, provides additional guidance to support facility selection.

Statewide trails of significance to the region include the Cedar Valley Nature Trail extending to Cedar Rapids, a trail connecting northward to Waverly, a trail heading east toward Dubuque, and a network of trails to the south and west leading to the Des Moines metropolitan area.

Figure 5.2: Statewide Trails Vision near the RTA Region

The proposed United States Bike Routes (USBR) system includes USBR 36, a planned cross-country route from New York to Oregon with segments in Pennsylvania and Indiana. Two alignments are under consideration: the southern route, which passes through the MPO area, has 90% of on-road rural roads rated “good” for bicycling compared to 75% for the northern route but includes 35 additional miles. Figure 5.3 shows the proposed USBR 36 alignments in purple and the American Discovery Trail in green.

Figure 5.3: Proposed alignments for US Bike Route 36



Iowa Law Regarding E-Bikes
Iowa enacted new law on January 1, 2022 that defines the rules around electric assist bicycles (Motor Vehicles and Law of the Road §321.235B).

Summary:

- Iowa has three classes of low-speed electric bicycles (321.1, subsection 36A):
    - Class 1: E-Bikes equipped with a pedal-assist motor which stops when the bike reaches 20 mph.
    - Class 2: E-Bikes equipped with a motor that may be used exclusively to propel the bicycle and stop when the bike reaches the speed of 20 mph.
    - Class 3: E-Bikes equipped with a motor that aids only when the rider is pedaling and stops when the rider stops pedaling or when the bicycle reaches the speed of 28 mph.
- Class 3 E-Bikes are limited to **20 MPH** on bike lanes and trails.
- Persons under the age of 16 cannot operate a Class 3 E-Bike

Read a comprehensive overview about E-Bikes, the different types, how they operate, and more at "E-Bikes in Iowa: A Guide for Electric-Assist Bicycles" by the Iowa Bicycle Coalition at https://www.iowabicyclecoalition.org/guides/download-e-bikes-in-iowa/.

Statewide Urban Design and Specifications (SUDAS)
The SUDAS Manual serves as a comprehensive resource for the design and implementation of bicycle and pedestrian infrastructure across Iowa. It offers detailed technical guidance to ensure the development of safe, accessible, and context-sensitive facilities. The manual includes best practices for both on-road and off-road infrastructure, addressing a wide range of features such as bike lanes, shared-use paths, sidewalks, and intersection treatments. By incorporating national standards and adapting them to local conditions, the SUDAS Manual helps planners and engineers create cohesive, multimodal transportation networks that support active transportation while enhancing overall safety and usability.

Iowa SUDAS
STATEWIDE URBAN DESIGN AND SPECIFICATIONS

https://iowasudas.org/

Existing Facilities

The region offers a diverse network of bicyclist and pedestrian facilities, including 106 miles of paved trails, 14 miles of granular trails, and 50 miles of paved shoulders. Many trails follow former railroad corridors, such as the regionally and statewide significant Rolling Prairie Trail and Cedar Valley Nature Trail. Most trails are built to a minimum width of ten feet, aligning with current standards for new trail construction. Given that granular trails can be less accommodating, the RTA supports hard surfacing these trails when funding is available.

Map 5.1 displays the existing regional bicycle network. To explore an interactive map of the Cedar Valley Trail Network, visit www.bhcmpo.org/rta-interactive-maps/.

American Discovery Trail

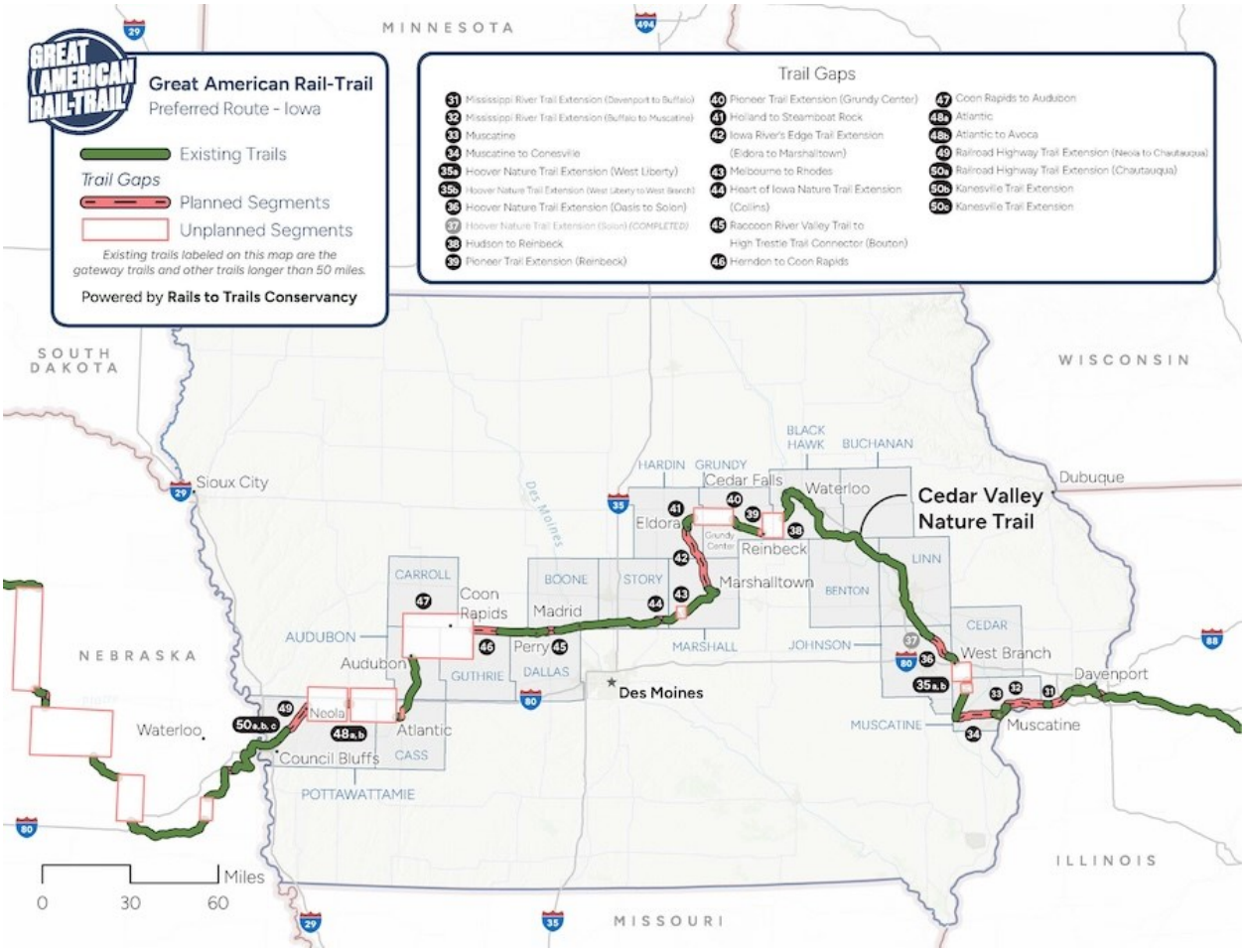
The American Discovery Trail (ADT) is a designated east-west bicycle route spanning from the East Coast to California. Established in the 1990s, the trail was created to promote awareness of backpacking and trails while protecting natural and cultural resources. The ADT follows a mix of paved trails and roadways, splitting into a Northern and Southern Route between Ohio and Colorado. The Iowa Northland Region lies along the Northern Route, with George Wyth State Park in Waterloo marking the northernmost point of the entire trail nationwide.

Within the region, the ADT incorporates several key trails, including the Cedar Valley Nature Trail, Evansdale Nature Trail, portions of the Cedar Valley Lakes and South Riverside Trails, the Cedar Prairie Trail, the Sergeant Road Trail, the Pioneer Trail, and part of the Comet Trail. Outside of these designated trails, the route follows existing roadways. Map 5.2 illustrates the official ADT alignment through the region. To explore the full American Discovery Trail route in Iowa, visit the Interactive Cedar Valley Trails map at www.bhcmpo.org/rta-interactive-maps/.

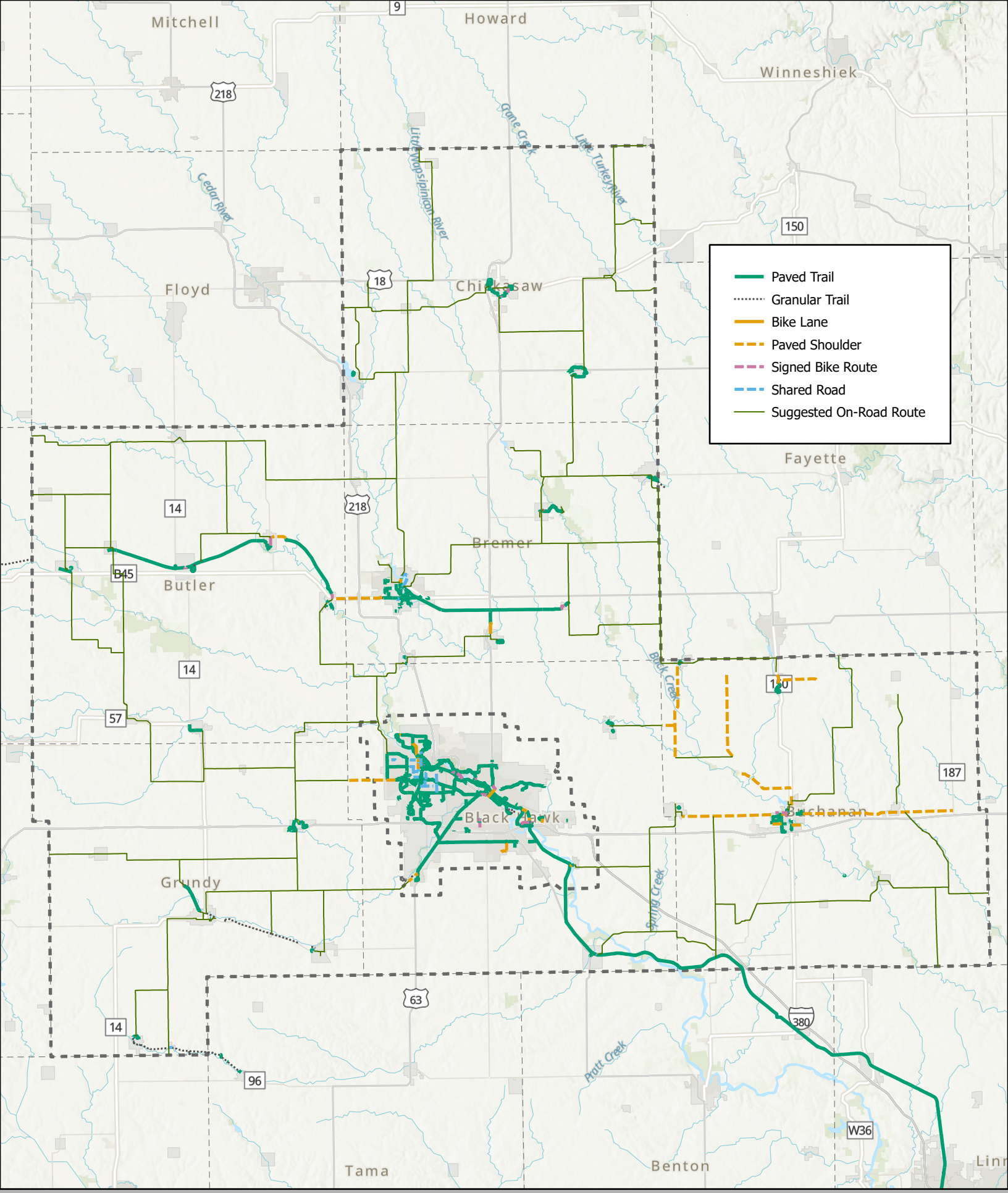
www.discoverytrail.org/

Great American Rail-Trail

The Great American Rail-Trail, a project led by the Rails-to-Trails Conservancy, aims to become the first fully bikeable, cross-country trail that is completely separated from vehicle traffic. Once completed, this 3,700-mile route will connect Washington, D.C., to Washington State, linking over 125 existing rail-trails, greenways, and multi-use paths. In the Iowa Northland Region, the designated route passes through Brandon, La Porte City, Evansdale, Waterloo, Cedar Falls, Hudson, Reinbeck, Morrison, Grundy Center, and Holland. Map 5.3 illustrates the trail alignment as of 2025, highlighting existing gaps in the network.

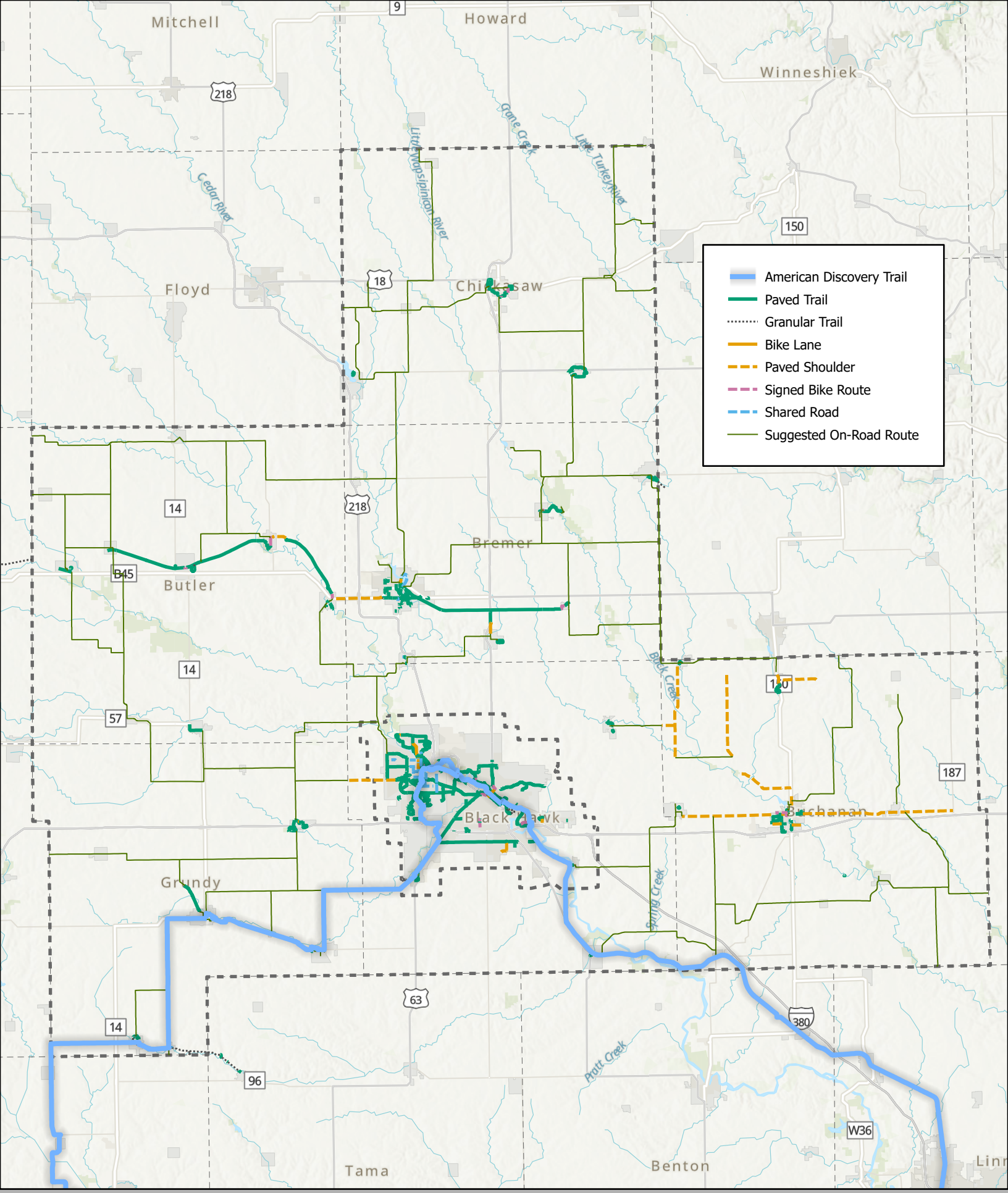


www.railstotrails.org/site/greatamericanrailtrail/



Map 5.1
Existing Bicycle Facilities

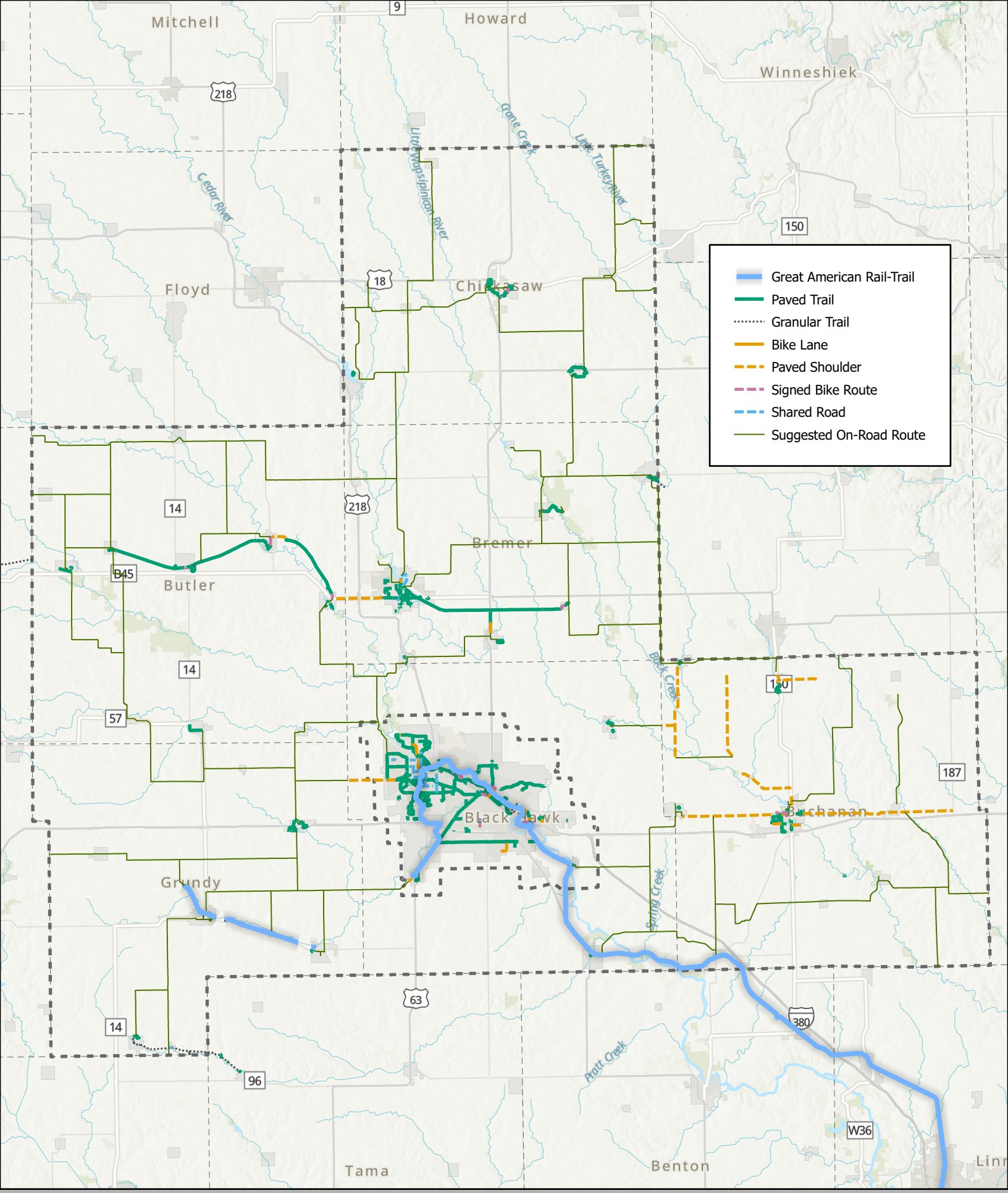
INRCOG
Iowa Northland Regional Council of Governments



Map 5.2

American Discovery Trail

INRCOG
Iowa Northland Regional Council of Governments



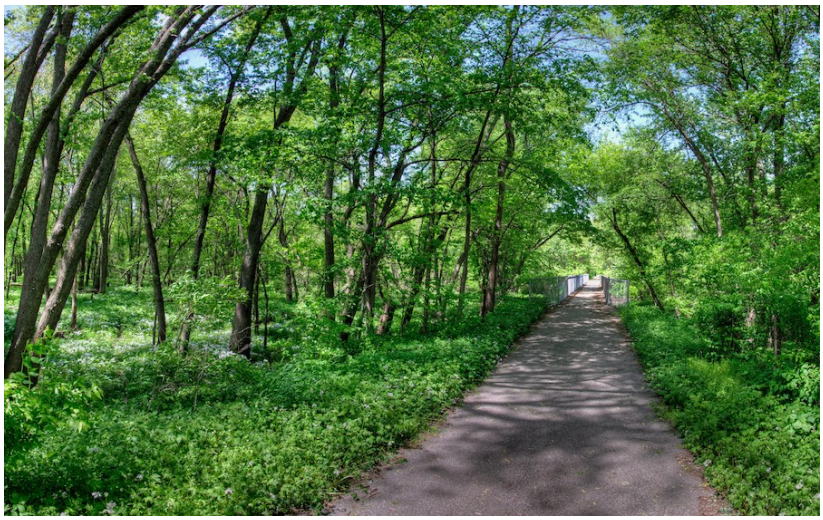
Map 5.3
Great American Rail-Trail

INRCOG
Iowa Northland Regional Council of Governments

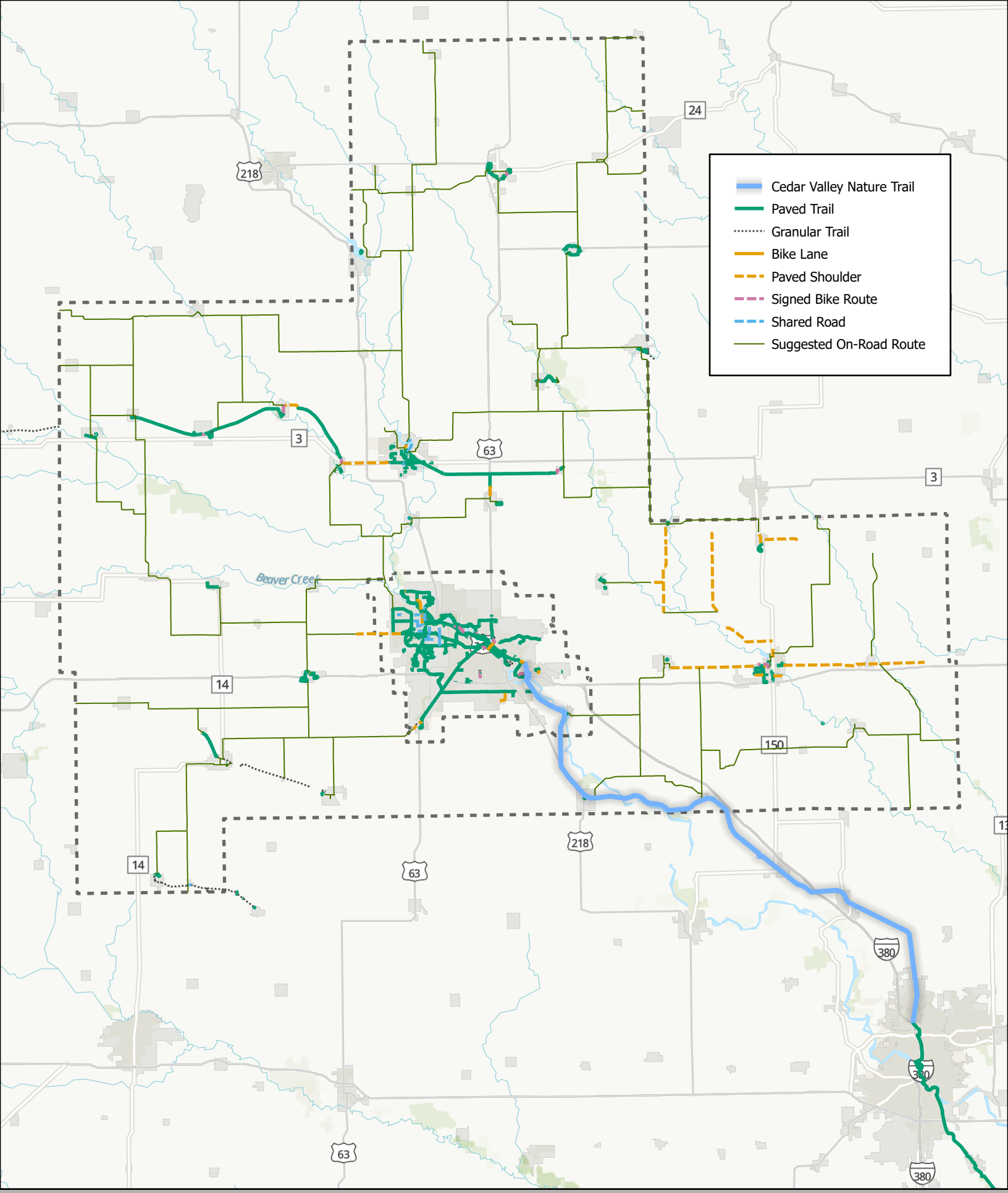
Cedar Valley Nature Trail

Designated as part of the American Discovery Trail in the 1990s, the Cedar Valley Nature Trail (CVNT) represents the first rail-to-trail conversion in the state of Iowa. Opened in 1982, the trail connects the Waterloo/Cedar Falls and Cedar Rapids metropolitan areas, passing through wetlands, forested land, and prairies along the way. The original alignment was from Evansdale south to Hiawatha, covering a total distance of 52 miles. In the region, the trail features two large bridges over the Cedar River, and a concrete arch bridge over Lime Creek in Brandon.

As of 2024, the entire Cedar Valley Nature Trail is now fully paved, marking a major milestone in regional trail development and unlocking significant tourism and economic opportunities. This achievement was made possible in part by a $3.5 million Destination Iowa grant awarded in 2022 to Black Hawk County Conservation and Linn County Conservation. The grant funded the paving of the final 16 miles of limestone and dirt trail, bringing to fruition a vision more than 40 years in the making.



Now fully paved, the Cedar Valley Nature Trail enhances accessibility and connectivity between two major metropolitan areas, offering a premier recreational corridor for cyclists, runners, and outdoor enthusiasts. Users can now continue south all the way to Solon by connecting to the Hoover Trail and other regional trails, further expanding travel opportunities. The trail passes through multiple communities, providing them with increased tourism potential and new economic development opportunities. Restaurants, breweries, bike shops, and other local businesses stand to benefit from the influx of visitors drawn to the fully paved trail, while events such as cycling races and nature excursions can further bolster local economies. The completed trail also strengthens regional efforts to promote active transportation, healthy lifestyles, and outdoor recreation, solidifying its role as a vital asset for both residents and visitors.



Map 5.4

Cedar Valley Nature Trail

INRCOG
Iowa Northland Regional Council of Governments

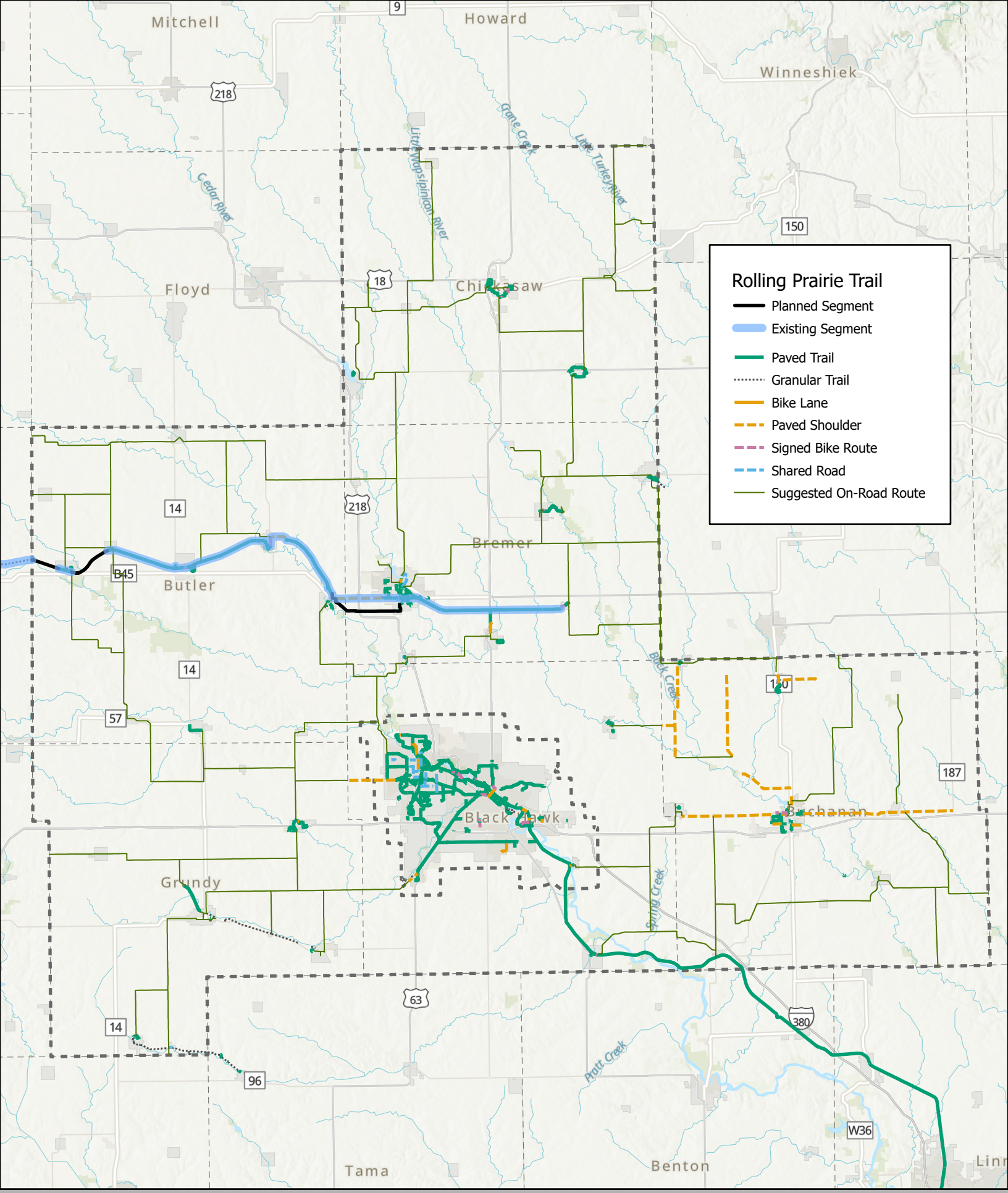
Rolling Prairie Trail

The Rolling Prairie Trail, with existing segments in Bremer, Butler, and Franklin Counties, offers a vital recreational and transportation route within the region. Currently, the trail is fully connected from Readlyn to Bristow, though the alignment from Waverly to Shell Rock utilizes paved shoulders along busy Iowa 3. The goal is to close the remaining gaps between Bristow and Dumont, and Dumont to the Franklin County line, using the former rail bed corridor. Challenges include replacing several former rail bridges, such as a large bridge over the West Fork Cedar River east of Dumont. The Grundy County Conservation Board has a Transportation Alternatives Set-Aside project scheduled in FY 2026 to pave the segment from Dumont west to the Franklin County line, addressing one of the final gaps.

The gap between Waverly and Shell Rock presents additional challenges, as the former rail bed no longer exists. To overcome this, Butler and Bremer counties are exploring options for a separated trail along 240th Street as part of a road paving project, though the project is currently unfunded. Additionally, a proposed pedestrian underpass in Shell Rock, located underneath IA 3 to the east of Public Road, could provide a safe and convenient crossing for trail users. This underpass project was identified as a safety need and high priority during the Shell Rock Community Visioning process in 2022. Once completed, the trail will enhance connectivity and provide a safe, dedicated route for cyclists and pedestrians traveling east to west across the region.

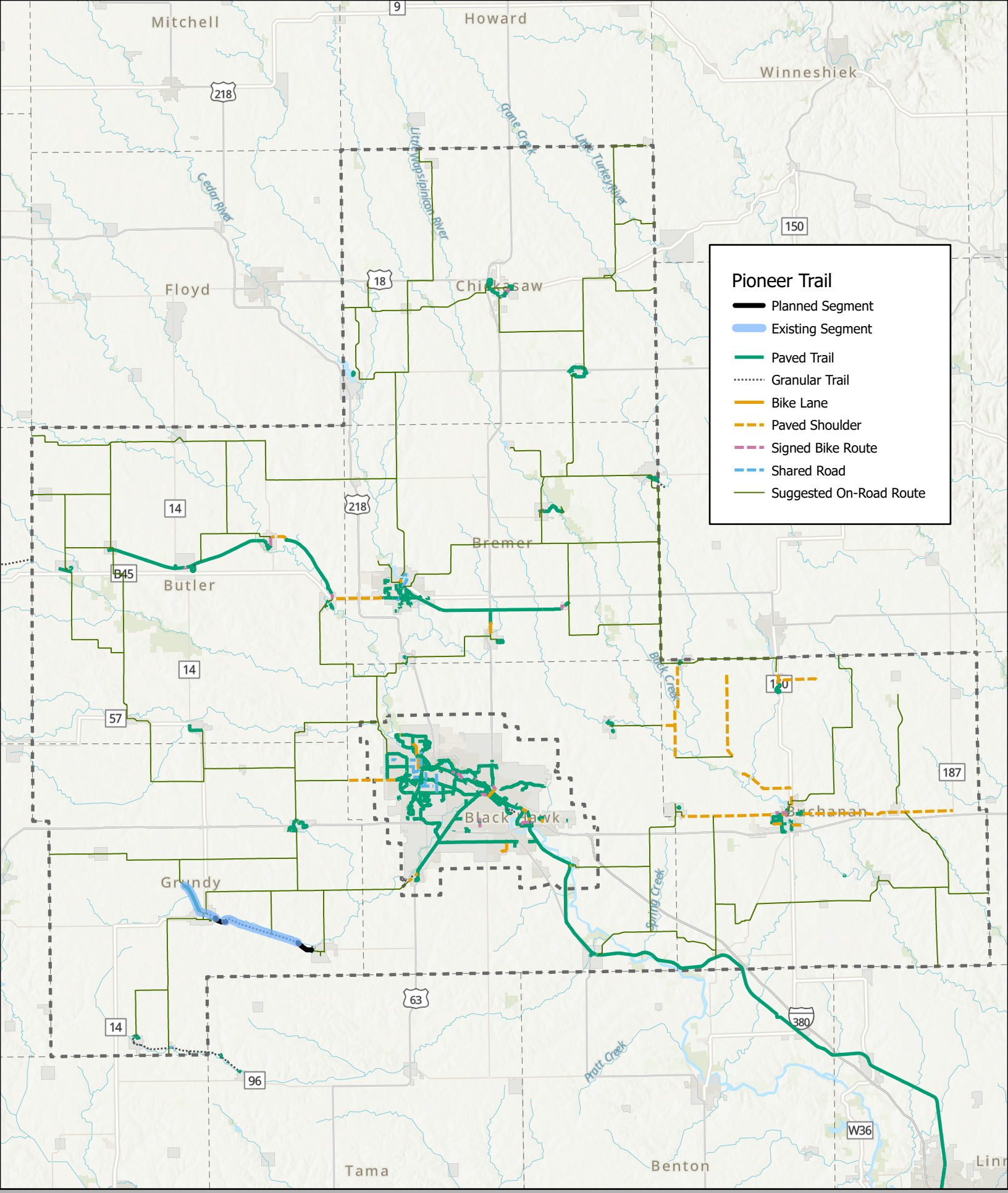
Pioneer Trail

The Pioneer Trail in Grundy County is a scenic 12-mile pathway that connects the communities of Reinbeck, Morrison, Grundy Center, and Holland. Following a former rail corridor, this trail offers a picturesque route for cyclists, runners, and nature enthusiasts, passing through rural landscapes, farmland, and wooded areas. It provides a peaceful experience while also serving as part of the larger regional network of trails in central Iowa, supporting the growing trend of active transportation and outdoor recreation. Although the trail is primarily rural, it provides valuable connectivity for both residents and visitors, linking small towns and enhancing regional mobility. The trail is paved from Grundy Center to Holland, with the remainder of the route surfaced with limestone or dirt. The trail currently has two gaps where the former rail bed is no longer intact. A 1.3-mile gap west of Reinbeck is scheduled for construction in 2026, leaving just one remaining gap of less than a mile east of Grundy Center. Once these gaps are filled, the long-awaited vision of a fully connected Pioneer Trail will be realized. Grundy County Conservation aims to eventually pave the entire trail from Reinbeck to Holland after the completion of these gap projects. Efforts to improve and expand the trail continue as local leaders work to develop infrastructure and connect the trail to broader regional networks.



Map 5.5
Rolling Prairie Trail

INRCOG
Iowa Northland Regional Council of Governments



Map 5.6
Pioneer Trail

INRCOG
Iowa Northland Regional Council of Governments

Comet Trail

The Comet Trail in Grundy County extends east from Conrad to Beaman, where it connects with the Wolf Creek Trail, allowing users to continue east to Gladbrook (see Map 5.7). Together, these trails span approximately 10 miles. The Comet Trail also provides access to the Wolf Creek Recreation Area east of Beaman via a dirt and granular trail system. This 93-acre multi-use greenspace features a 72-foot suspension bridge over Wolf Creek, multiple creek crossings, and abundant wildlife, including whitetail deer, ring-necked pheasants, and various songbirds.

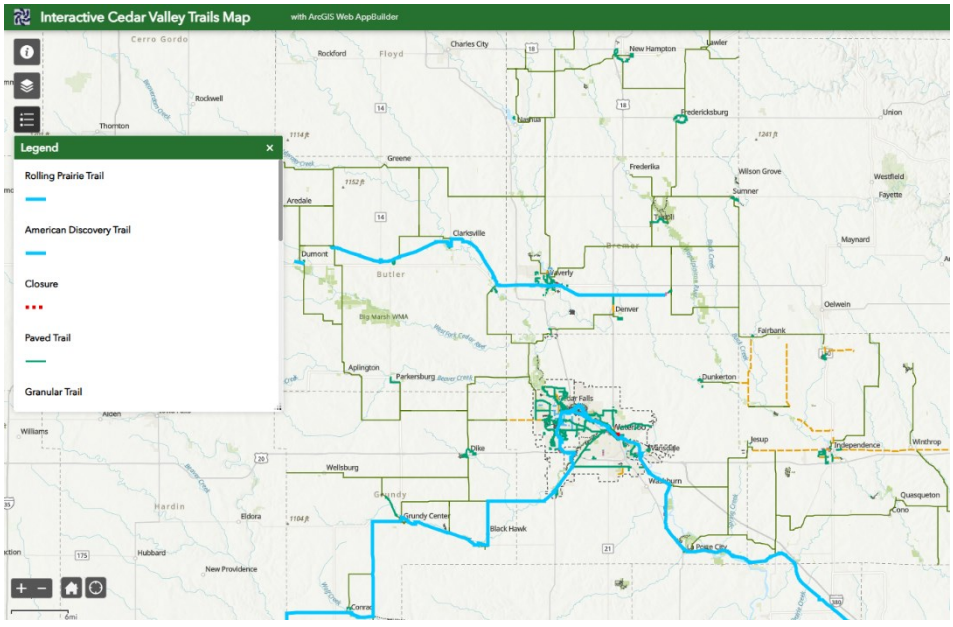

Wolf Creek Recreation Area

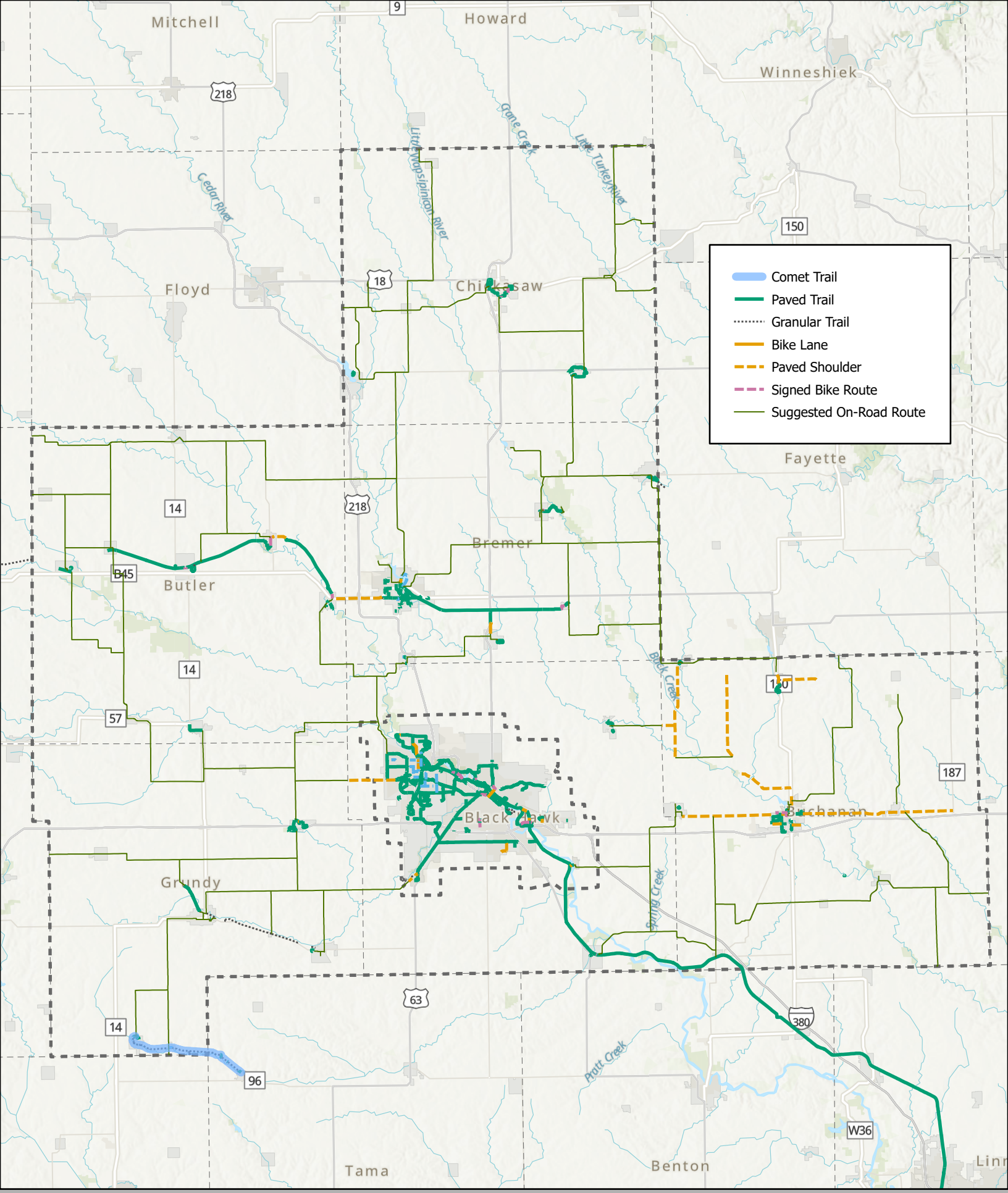
Current and Ongoing Projects

Interactive Cedar Valley Trails Map

INRCOG staff regularly update the Cedar Valley Trail and Recreation paper guide, which details the extensive trail system in the Black Hawk County metropolitan area. In response to requests from local nonprofit organizations, INRCOG launched the Interactive Cedar Valley Trails Map in May 2022 to provide an online, interactive version of the guide. This digital resource is frequently updated to incorporate new features and improvements. The paper guide and the interactive map utilize a color-blind-friendly color scheme for accessibility.

In 2023, the map was expanded to cover all bikeway facilities within INRCOG's six-county region. It now displays more than 235 miles of paved trails, along with granular and dirt trails, on-road bicycle infrastructure, and key points of interest such as local bike shops and bird-watching locations, the latter developed in collaboration with the Prairie Rapids Audubon Society. New layers have been added to highlight statewide and regionally significant trails, including the American Discovery Trail, Cedar Valley Nature Trail, Rolling Prairie Trail, and Pioneer Trail. The Interactive Cedar Valley Trails Map continues to serve as a vital tool for promoting active transportation, outdoor recreation, and connectivity across the region. Visit the map at https://arcg.is/yvGn.





Comet Trail
Paved Trail
Granular Trail
Bike Lane
Paved Shoulder
Signed Bike Route
Suggested On-Road Route

Map 5.7
Comet Trail

INRCOG
Iowa Northland Regional Council of Governments

Interactive Trail Map QR Code Decals

After developing the interactive trail map, INRCOG staff, with funding from the Cedar Valley Trails Partnership, created QR code decals. These decals were installed on over 170 wayfinding signs across Waterloo, Cedar Falls, Evansdale, Hudson, Black Hawk County, and George Wyth State Park, in collaboration with local jurisdictions. Scanning the QR-code with a smartphone directs users to the interactive map, showcasing the various amenities and recreational opportunities along the trail system. The map also includes a locator feature to help users find their position on the trail. The decals were distributed and installed in the summer and fall of 2023.

Interactive Trail Map Business Cards

Following the success of the Interactive Cedar Valley Trails Map, INRCOG staff launched a marketing initiative to spread awareness of the tool and its capabilities. One of the key strategies was the creation of two-sided business cards featuring QR codes that link to both the Interactive Trails Map and the Interactive Water Trails Map for Black Hawk County. These business cards offer a convenient and effective way to share valuable resources with the public, making it easy for people to access trail information and plan their outdoor activities. The cards have become an essential tool for promoting active transportation and outdoor recreation throughout the region. This effort has helped broaden the map's visibility, ensuring more residents and visitors can take advantage of the region's trails and recreational opportunities.

Rolling Prairie Trail Guide, Butler County

In 2022, the Butler-Grundy Development Alliance reached out to RTA staff with a request to design a vibrant and engaging map of the Rolling Prairie Trail in Butler County for inclusion in their *User's Guide & Map*. The goal was to create a visually appealing and easy-to-read resource that would enhance the experience for trail users. The resulting map features a fun, colorful design with clearly marked icons highlighting key points of interest and essential amenities along the trail. These include designated parking areas, restrooms, camping sites, bicycle repair stations, and various food and drink options. By providing this detailed and user-friendly guide, the Butler-Grundy Development Alliance aims to promote the trail as a premier recreational asset, attracting both residents and visitors while supporting local businesses along the route.

www.butlergrundy.com/outdoor-recreation/parks-trails

Cedar Valley Nature Trail Maintenance

The Cedar Valley Nature Trail is now fully paved from Evansdale to Cedar Rapids, fulfilling a decades-long vision of a continuous, hard-surfaced trail corridor. Completing this rail-to-trail project has been a longstanding priority for Black Hawk County Conservation. With this milestone achieved, the focus has now shifted to the strategic maintenance of existing trail infrastructure, particularly aging bridges and deteriorating pavement.

Black Hawk County Conservation owns and maintains the northern portion of the trail in Black Hawk and Buchanan Counties, while Linn County Conservation owns and maintains the trail in Benton and Linn Counties.

The trail features 18 bridges, many of which date back to the corridor's former railroad era. To date, Black Hawk County Conservation has repaired or replaced 9 bridges, including the longest structures spanning the Cedar River and Wolf Creek. However, 9 bridges still require some level of repair or replacement to ensure the long-term safety and usability of the trail. Additionally, approximately 13 miles of pavement are in need of resurfacing or full reconstruction.

To address these challenges, Black Hawk County Conservation continues to actively pursue funding opportunities to support necessary repairs and improvements. Additionally, an endowment fund has been established to assist with trail maintenance costs, ensuring the Cedar Valley Nature Trail remains a premier recreational and transportation asset for years to come.

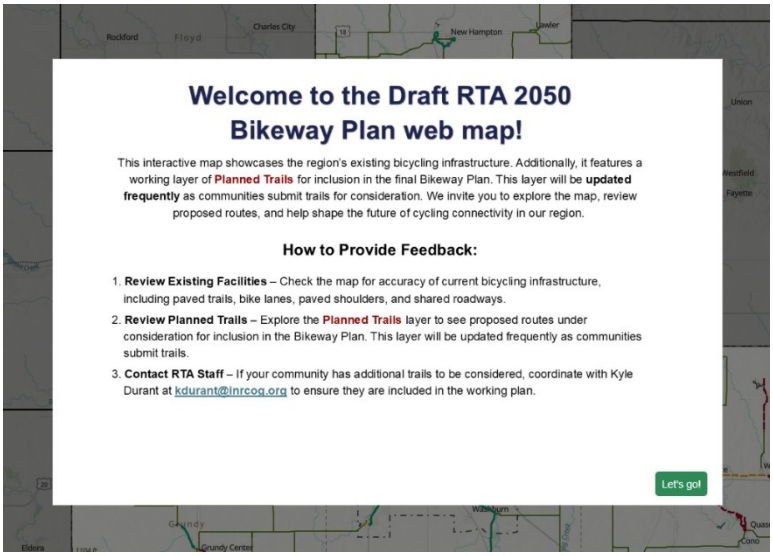
Short-Term Bikeway Projects

able 5.3 outlines the programmed projects in the region for federal fiscal years 2026 to 2029, specifically those funded through federal TASA/TAP funds. State and locally funded projects are not included. The table highlights the constraints of this funding source, which is limited to $360,000 annually. Due to these funding limitations, the program has historically supported only one or two new projects per year.

Table 5.3: Bicycle and Pedestrian Projects, FY 2026-2029

Fiscal Year	Jurisdiction	Project	Termini	Cost Estimate ($)	TASA/TAP Funds ($)
2026	Butler County Conservation	Rolling Prairie Trail Extension	Dumont to the Franklin Co. Line	634,617	484,500
2026	City of Denver	Brandt Park Trail Loop	Trail loop in Brandt Park w/ sidewalk connection to bike lanes on State St	431,000	344,800
2026	Buchanan County	Taylors Ford Trail Bridge Rehab	Historic bridge rehab over the Wapsipinicon River	450,000	343,616
2027	City of Independence	Enterprise Drive Trail Phase II	IA 150 west to 6th Ave SW	258,501	206,801

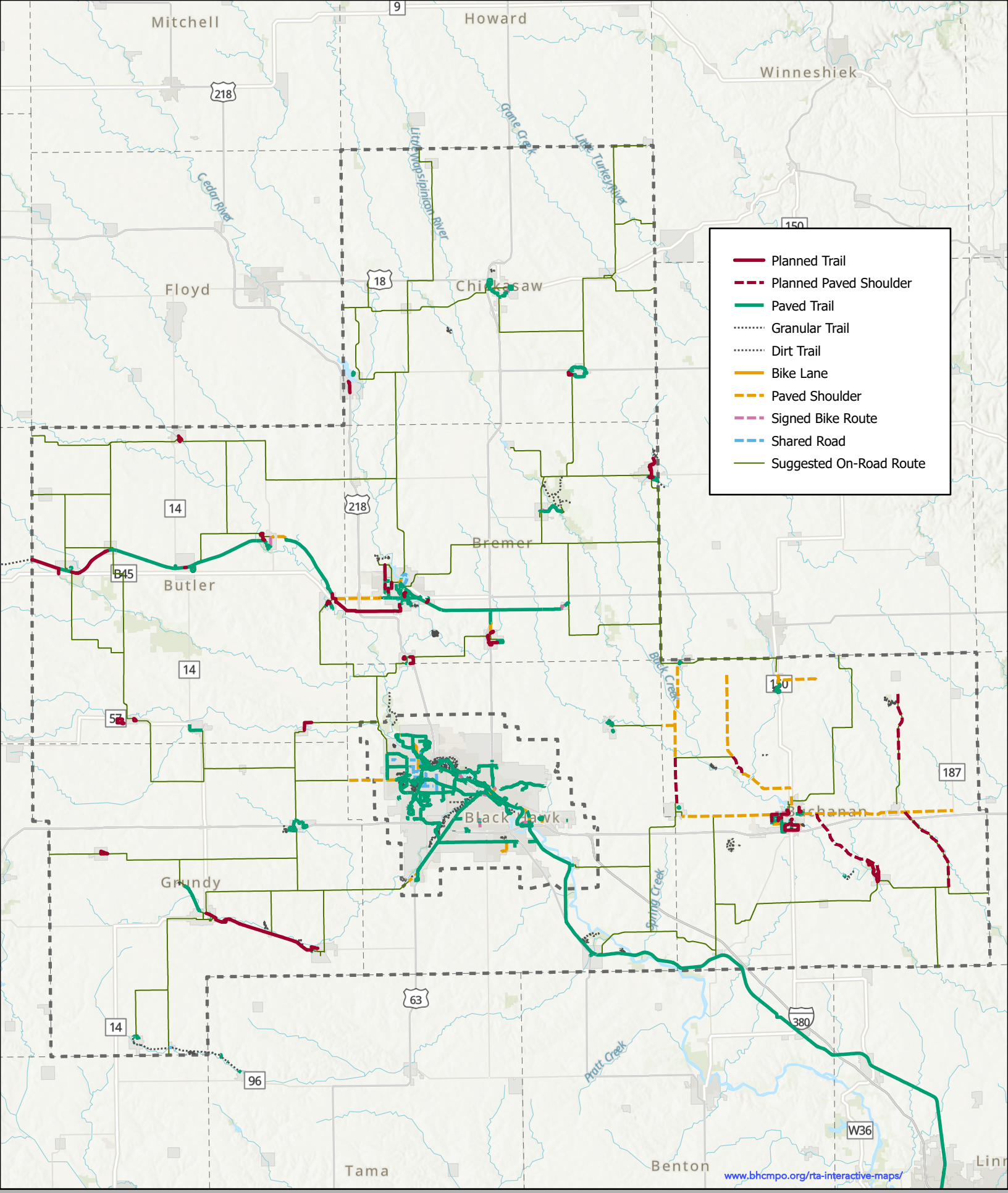
2050 RTA Bikeway Plan



The RTA Bikeway Plan is a key component of the 2050 LRTP, serving as a strategic framework to enhance and expand the biking infrastructure across the six-county region. The vision of the plan is to create a **safe**, **connected**, and **accessible bikeway network** that supports both recreational and commuter cycling while promoting active transportation as a viable mobility option. To ensure the plan reflects the most up-to-date and relevant information, RTA staff actively sought input from jurisdictions, engaging cities and county conservation boards in the planning process. An interactive map was developed to display existing biking infrastructure alongside a working layer of planned trails, allowing stakeholders to review, verify, and propose updates. Local officials, parks and recreation staff, public works departments, and community coalitions were invited to participate, providing valuable feedback on existing facilities and proposed bikeway improvements. Through this collaborative approach, the 2050 RTA Bikeway Plan aims to create a more comprehensive and connected biking network that aligns with the needs and priorities of communities across the region.

The planned bikeway network is outlined in Map 5.8, highlighting several key projects aimed at closing gaps and improving trail infrastructure. Notable projects include paving the remaining granular portions of the Pioneer Trail, completing the gaps in the Rolling Prairie Trail by paving between Bristow and Dumont, and extending the trail from Dumont to the Franklin County line (programmed for construction in 2026). Additional efforts include paving the Rolling Prairie Trail along 240th Street from Waverly to Shell Rock and constructing 25 miles of paved shoulders in Buchanan County to enhance bicycle safety along key corridors.

www.bhcmpo.org/rta-interactive-maps/



Map 5.8
2050 Bikeway Plan

INRCOG
Iowa Northland Regional Council of Governments

Other Non-Motorized Projects


Clarksville Library summer bike safety clinic

Safe Routes to School

Safe Routes to School (SRTS) is a nationwide effort to promote children safely walking and bicycling to school through engineering, education, enforcement, encouragement, and evaluation (5-E's). SRTS projects are eligible under the Transportation Alternatives Set-Aside Program (TASA/TAP). INRCOG has been awarded Statewide TAP funding in multiple years to fund a staff person to coordinate a regional Safe Routes to School initiative in partnership with the Iowa Bicycle Coalition and Upper Explorerland Regional Planning Commission in Decorah. The goal of the program is to increase the number of students walking and bicycling to school with the goal of improving the overall health and well-being of the region's youth. To date, INRCOG has done the following:

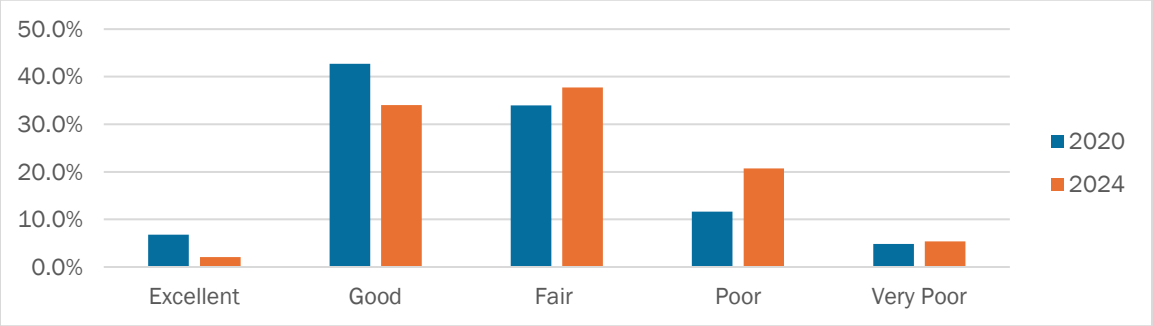
- Supported Safe Routes related education and encouragement programs at 38 elementary and middle schools for 22 districts in INRCOG's six-county region.
- Supported 28 community organizations and 8 daycares in hosting their own bike rodeos and safety events.
- Received grants from several area community foundations to distribute over 1,800 new bike helmets to those in need.
- Collaborated with schools and caregivers to start Walking School Bus programs encouraging physical activity and safety for over 75 students and continue to advocate to form new groups.
- Worked with four schools to host Walk, Bike, and Roll to School Day events, encouraging all students to rethink their daily commute options.
- Overall outreach to 11,320 youth and 1,682 adult "roll" models in the region.
- Continuously attend area community wellness coalitions that emphasize increasing physical activity, bike skills, and traffic safety awareness.
- Provide input for the development of statewide resources, curriculum, and guides.

Although no dedicated federal funding exists for Safe Routes to School infrastructure and planning projects, INRCOG remains committed to supporting and expanding these initiatives by maintaining the Safe Routes to School Coordinator position.

2024 Public Input Survey

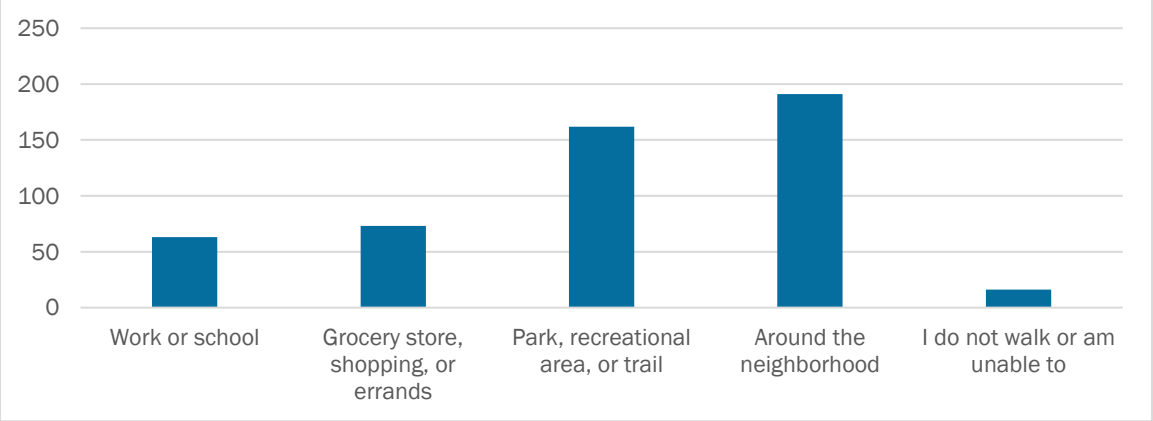
In September 2024, RTA staff conducted two online surveys designed to gather feedback from residents across the six-county region. The subsequent details provided here highlight survey responses that hold significance within the context of this chapter.

Figure 5.4: How would you rate our pedestrian infrastructure?



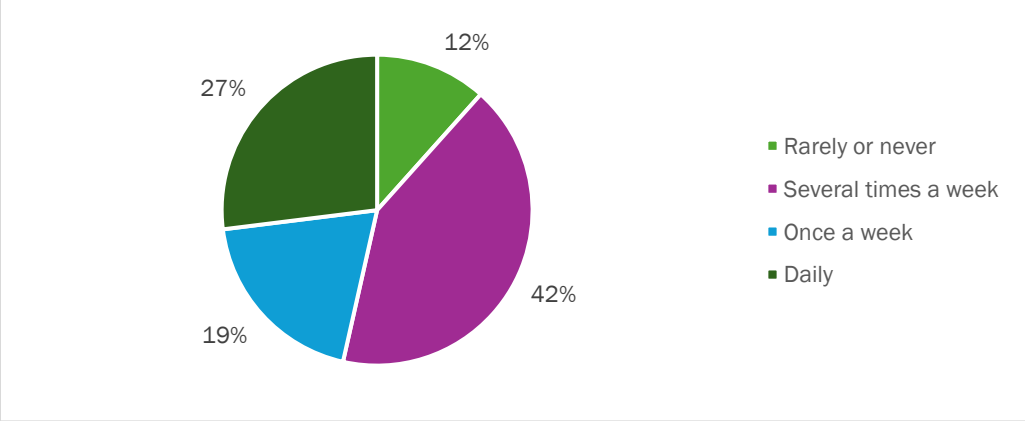
Answered: 241 Skipped: 0

Figure 5.5: Where do you walk to? Select all that apply.



Answered: 241 Skipped: 0

Figure 5.6: How often do you walk?



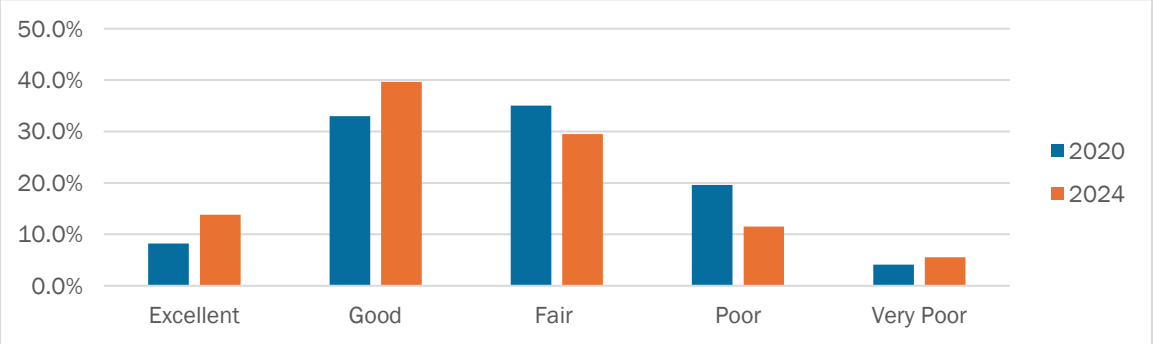
Answered: 241 Skipped: 0

Which road(s) would you improve for walking, and how would you do it?

The responses regarding road improvements for walking focus primarily on the need for better sidewalks, crosswalks, and lighting across various towns. Key points include:

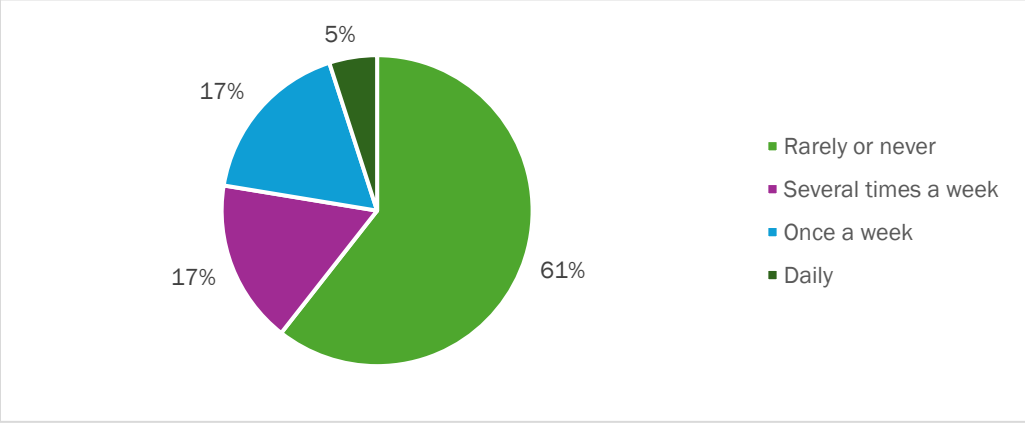
A. **Sidewalk Additions and Repairs**: Many towns, especially New Hampton, are noted for inconsistent or missing sidewalks. Specific streets, such as Hamilton St., Milwaukee St., and others, are frequently mentioned for needing sidewalks to enhance safety, especially around schools and high-traffic areas.
B. **Crosswalks and Pedestrian Safety**: There are numerous calls for improved crosswalks, especially on busy streets like West Main St., Milwaukee St., and around schools. Some respondents suggest installing flashing lights or crosswalk signals to increase visibility and safety.
C. **Trail Expansion and Connectivity**: Expanding and connecting walking trails, such as around parks and connecting neighborhoods, is a recurring suggestion. Trails like the Tribe Trail in New Hampton and proposed trail connections in Buchanan County are seen as positive additions.
D. **Lighting Improvements**: Respondents stress the need for better street lighting, particularly for walking at night or in poorly lit areas.
E. **Sidewalk and Crosswalk Maintenance**: Many responses highlight the poor condition of existing sidewalks and crosswalks, urging towns to repair uneven surfaces, clear debris, and maintain accessibility.
F. **Traffic Calming and Signage**: Reducing speeding, adding stop signs, and improving signage around schools and pedestrian-heavy areas are common themes to enhance pedestrian safety.

Figure 5.7: How would you rate our bicycle infrastructure?



Answered: 241 Skipped: 0

Figure 5.8: How often do you bike?



Answered: 241 Skipped: 0

Figure 5.9: Where do you bike to? Select all that apply.

Answered: 241 Skipped: 0

Which road(s) would you improve for biking, and how would you do it?

The responses gathered highlight a community-wide commitment to improving biking conditions, emphasizing the need for better infrastructure, maintenance, and safety measures to promote cycling as a viable mode of transportation. Key points include:

A. **Infrastructure Improvements**: Many respondents emphasized the need for more bike lanes and dedicated bike trails to keep cyclists safe from traffic. Specific roads like Hamilton St, East Washington, and 4th and 5th Streets were mentioned as needing bike lanes. Additionally, shared road options and wider shoulders on roads were suggested to improve connectivity between existing trails.
B. **Trail Maintenance**: The condition of trails, such as the Waverly Rail Trail and Cedar Valley Nature Trail, was highlighted, with calls for repaving and maintenance to address issues like cracks and overgrown vegetation. Respondents also requested better signage indicating bike lanes and paved shoulders to enhance awareness and safety.
C. **Community Connectivity**: Suggestions included connecting bike paths to retail areas and schools to promote biking for daily errands, rather than just for recreation. Some responses pointed out that improving access to bike trails could help encourage more people to bike instead of relying on roads for transportation.
D. **Safety Concerns**: Respondents noted the dangers of riding on busy roads without proper infrastructure, citing accidents and visibility issues. There were also calls for reduced speed limits near schools and community areas to improve safety for cyclists, ensuring a more secure environment for biking.
E. **Additional Features**: Lighting improvements, particularly around newer trails, were mentioned to enhance safety during nighttime use. Some respondents suggested bike safety classes to educate riders about traffic laws and safety practices, promoting responsible cycling habits within the community.
F. **Specific Recommendations**: A mix of suggestions for specific roads included adding bike lanes on Union Rd, Ansborough St, and S Linn Ave. Proposals for enhancing the Cedar Valley Nature Trail and linking trails to broader regional networks were frequently mentioned, indicating a strong desire for interconnected biking routes.

What is the number one transportation problem in your life?

Some respondents emphasized the need for improved biking and walking infrastructure, including more trails and safer sidewalks.

Are there any other transportation problem areas in the area related to roads, bridges, bicycle and pedestrian facilities, or safety?

Additional transportation problem areas that were identified relating to bicycle and pedestrian facilities include the following:

A. **Pedestrian and Bicycle Safety**: There is a lack of sidewalks in Jesup and along Union Rd leading to a new high school. A bridge is needed over Linn Ave in New Hampton for safe pedestrian and bicycle crossings on a new trail. Bikers face safety risks on Union Rd and Cedar Wapsi Rd due to narrow, shoulder-less roads. Bike trails, such as from Austinville to Parkersburg and along Hudson Rd at Hwy 20, also lack proper crossing lights and are in poor condition.
B. **Intersection and Crossing Safety**: There are calls for better crosswalks, stop signs, and other safety measures around schools to protect pedestrians.

Any additional comments?

Sidewalks, Bike Lanes, and Safety: Many residents are concerned about unfinished sidewalks, the absence of bike lanes, and the need for safer walking and biking routes, especially around schools. Specific requests include sidewalks in Aplington and improved safety measures in New Hampton, such as making streets one-way during school hours. Railroad crossing safety is also a concern in rural areas with limited visibility and lack of crossbars.