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Iowa Northland Regional
Council of Governments

The Future of Transportation, 2018-2045

Codie Leseman, Transportation Planner

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Developing Strong Local Government through Regional Cooperation

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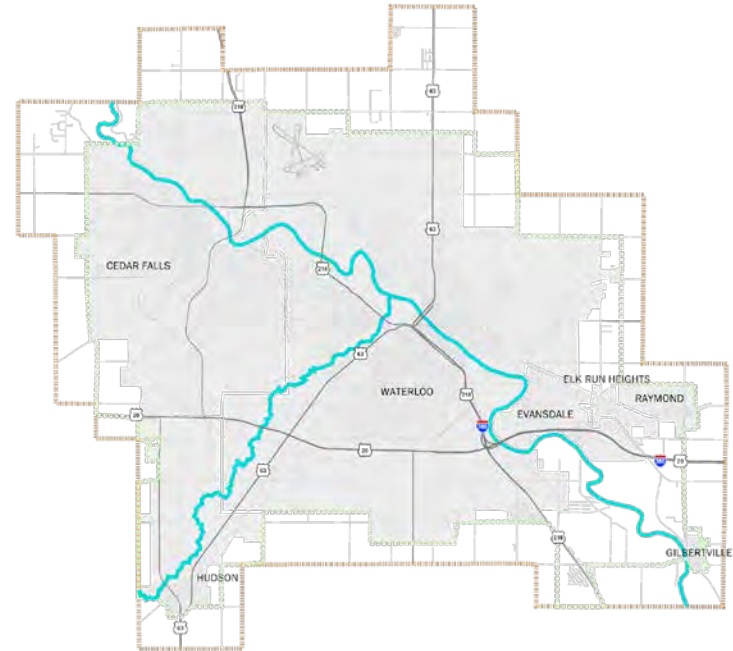
- Metropolitan Planning Organization (MPO)
- Transportation planning
 - Long-range planning
 - Bicycle/pedestrian
 - Transit
 - Freight



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National Household Travel Survey

- Survey of **1,221** households here in Waterloo, Cedar Falls, etc.
- Sent on ongoing basis from 2016-2017



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National Household Travel Survey



National Household Travel Survey

- 740,000,000 miles of travel
- 121,357 people age 5+
- 88,846 drivers
 - 10,950 miles per year on avg.
- 63,810 workers



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Walking and Bicycling

	Walking	Bicycling
Census data % of commuters	4.6%	0.5%
NHTS data % of all trips	6.8%	1.2%

- Aren't these percentages low?
- Who walks and bicycles anyway?
- Do we really need to care?

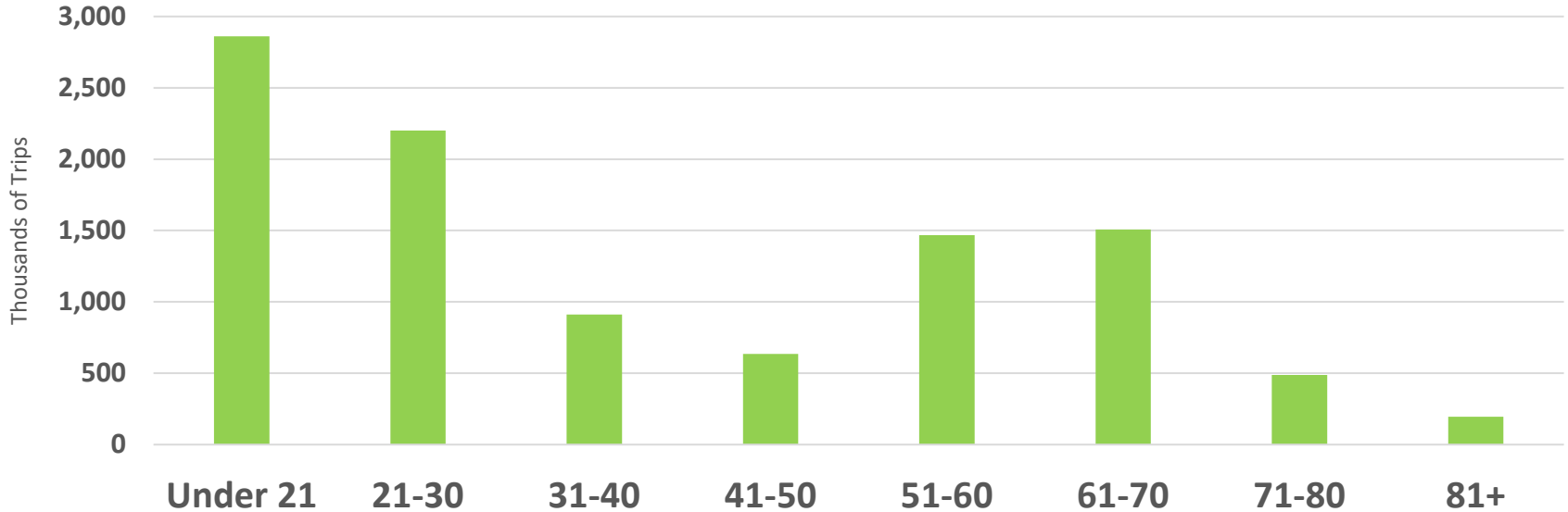


Walking

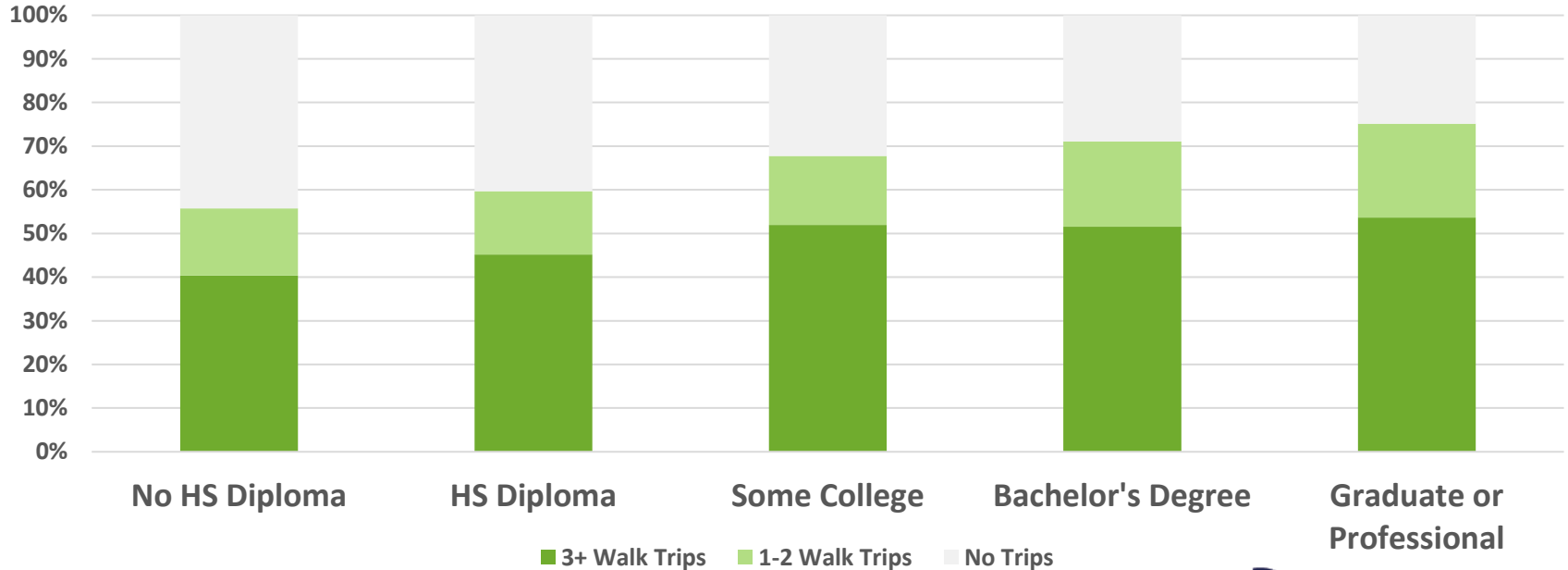


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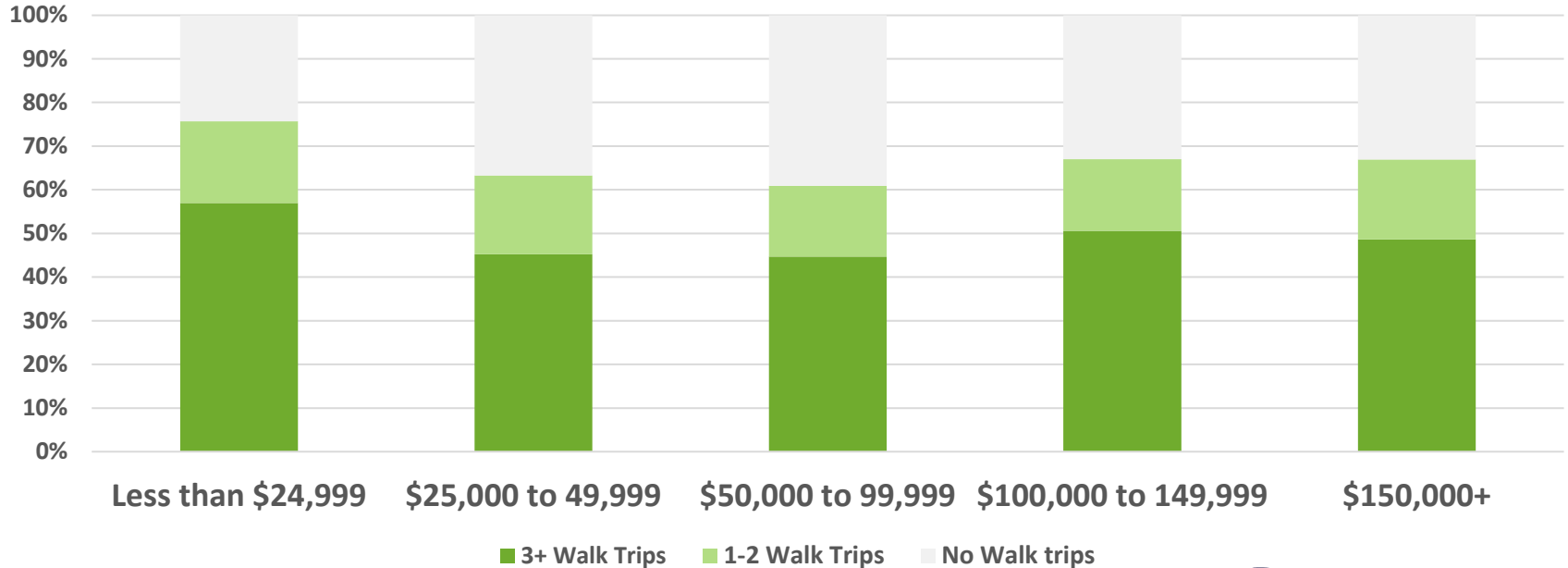
Walking trips, by age



Percent who walk, by education



Percent who walk, by income



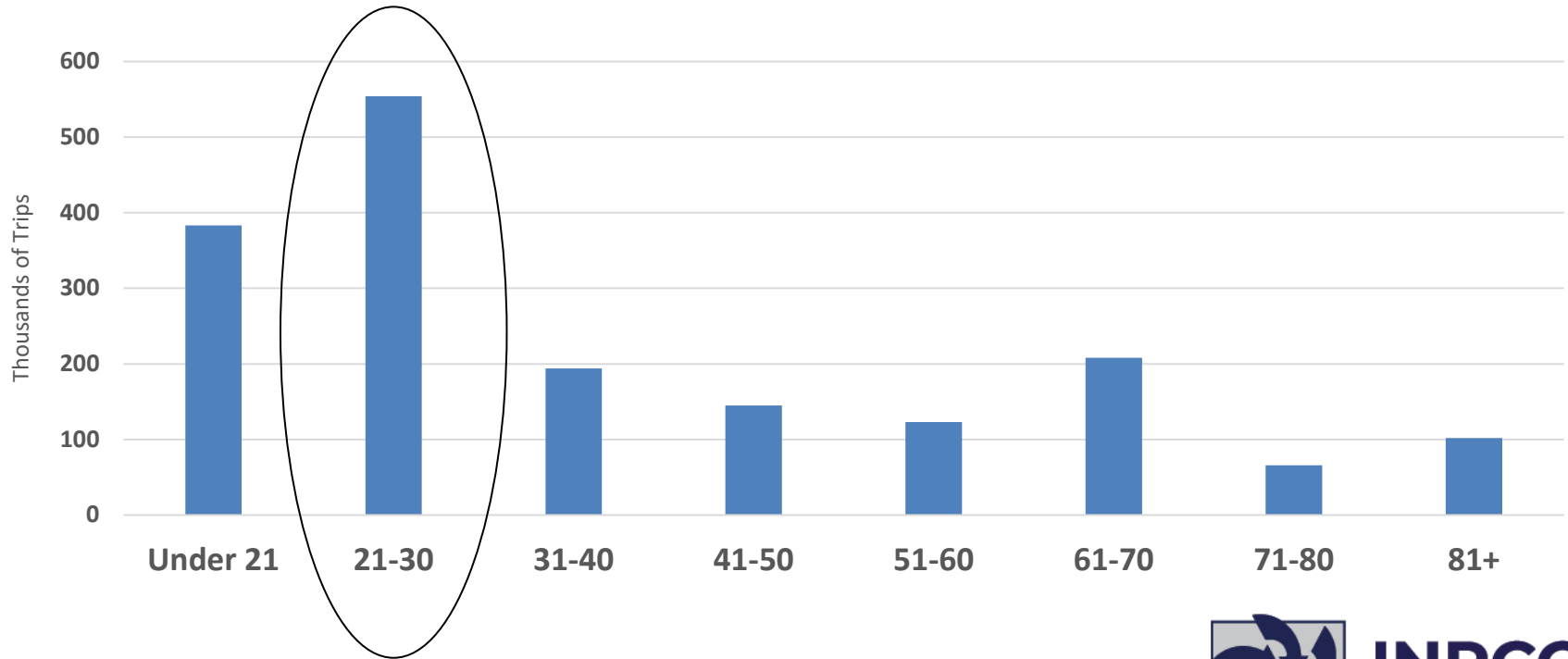
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Bicycling

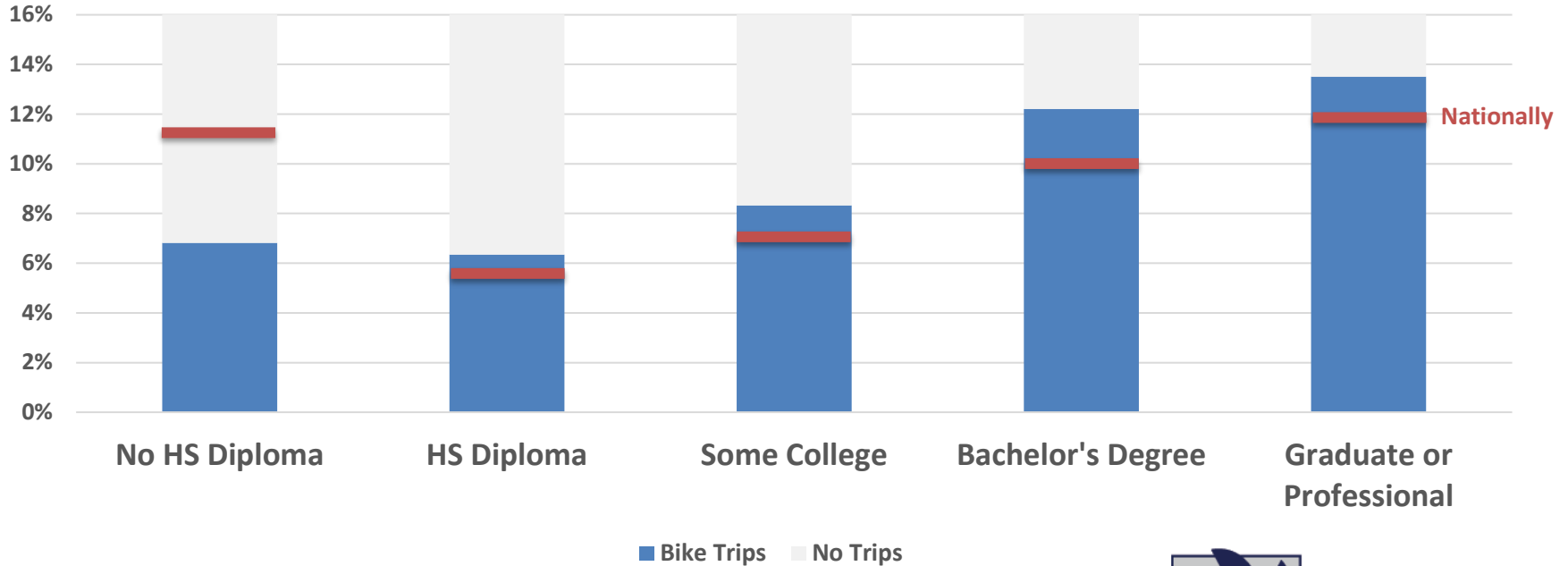


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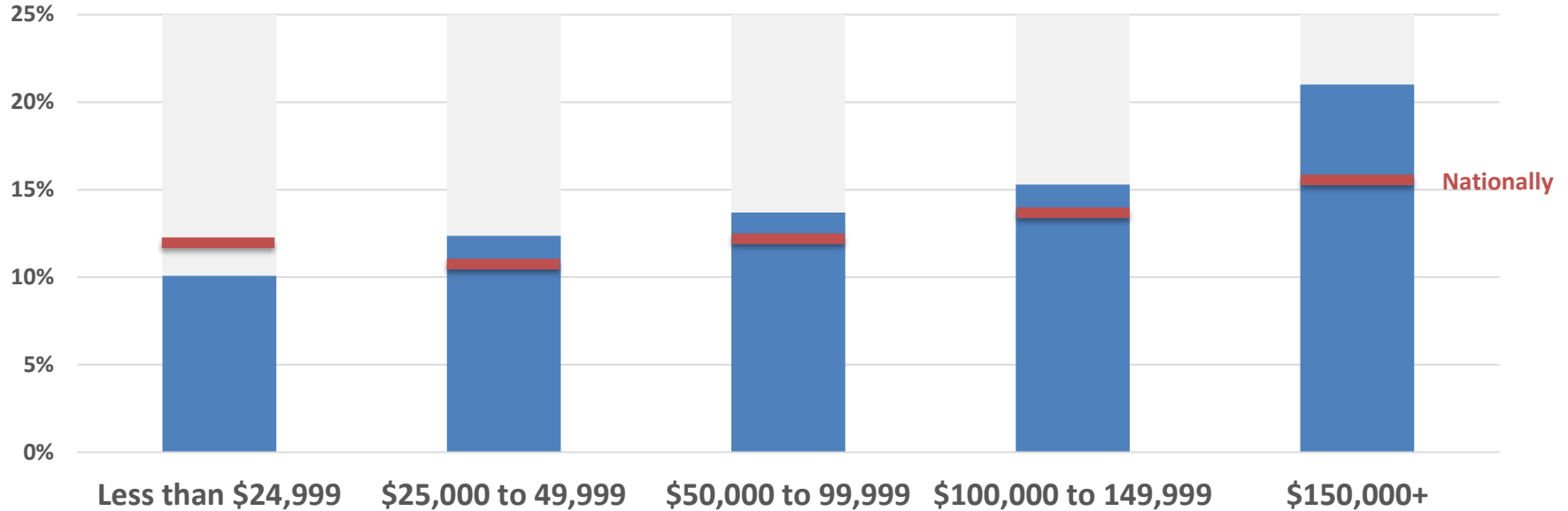
Bicycle trips, by age



Percent who bicycle, by education



Percent who bicycle, by income



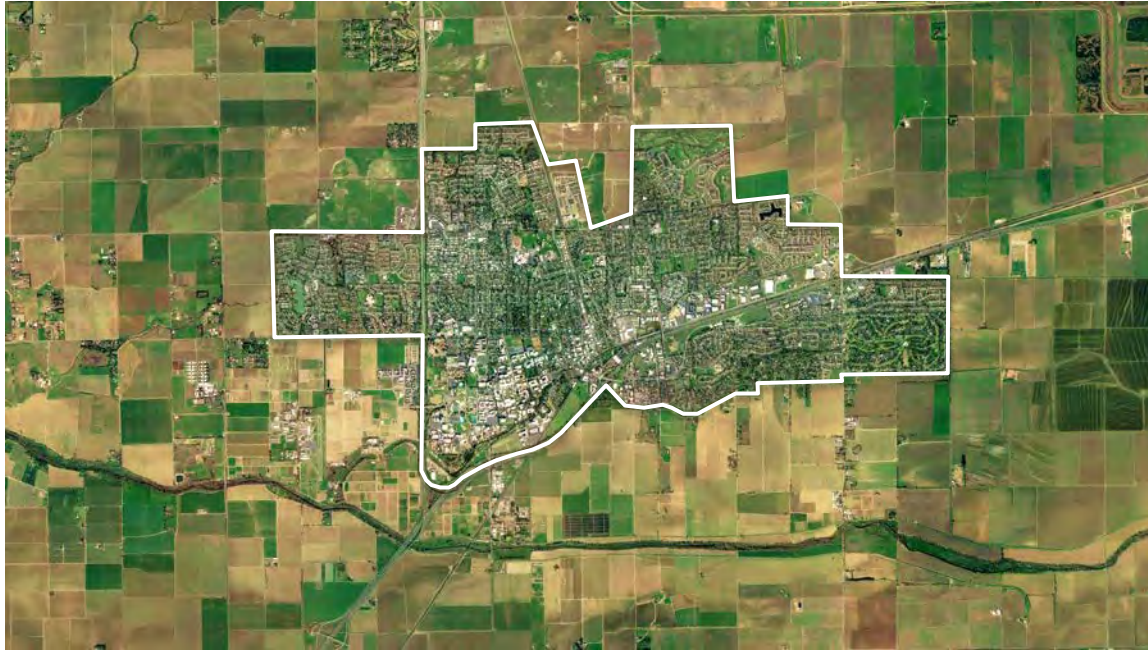
Talent Attraction and Retention

- 48% of employers express workforce is a limiting factor to growing
- 62% of employers recruit from outside the Cedar Valley

Greater Cedar Valley Alliance and Chamber
2018 Annual Report



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Can anybody name this city?

Hint: It's agricultural, but it's not in Iowa



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Example

- Davis, CA
 - Population 68,986
 - Median age is 25.6
 - 73.3% have bachelor's degree or higher
 - **21.1% of commuters bicycle**



“Why can’t they just use the trails?”



Areas without trails



Flooding

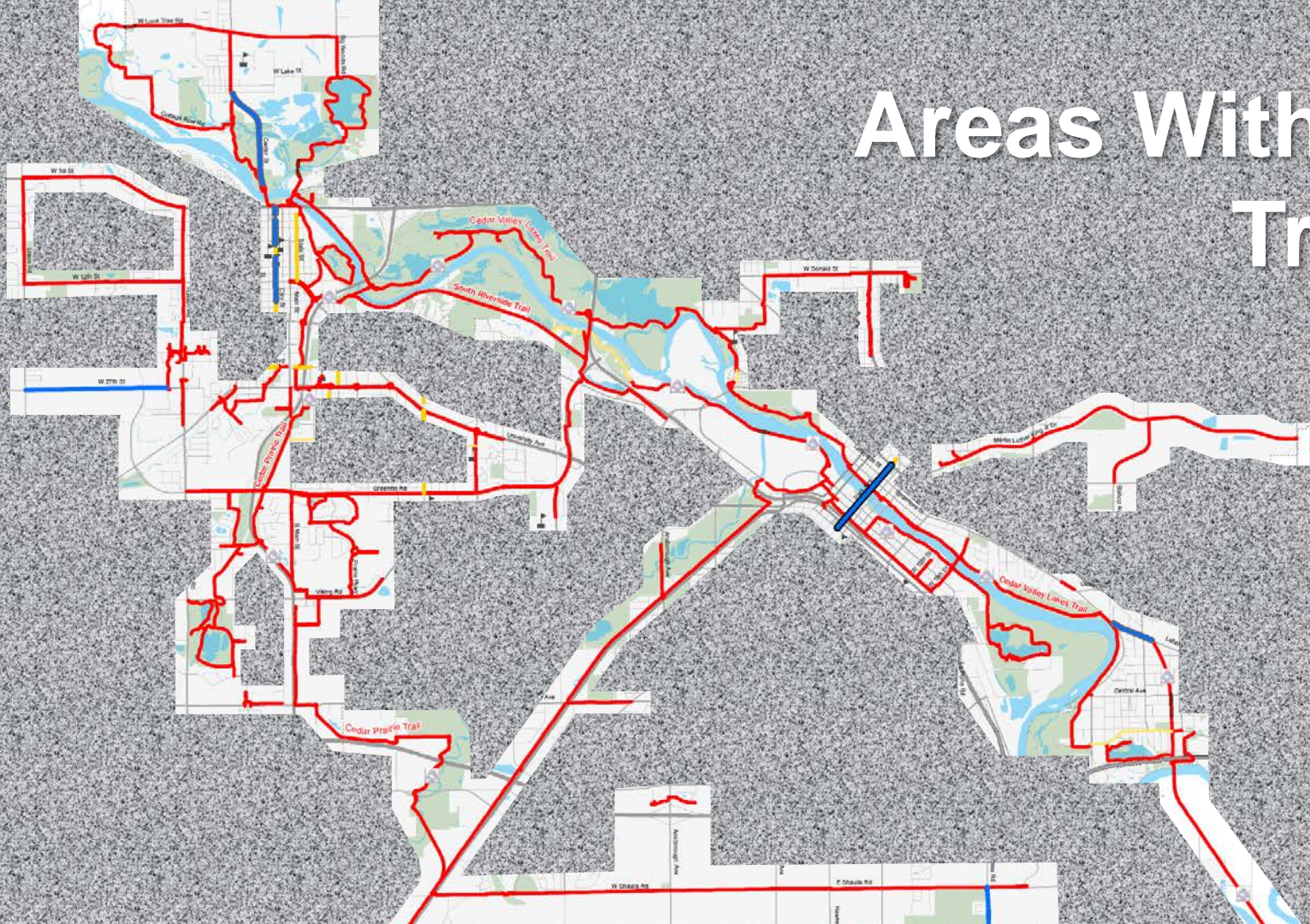


Side path conflicts



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Areas Without Trails

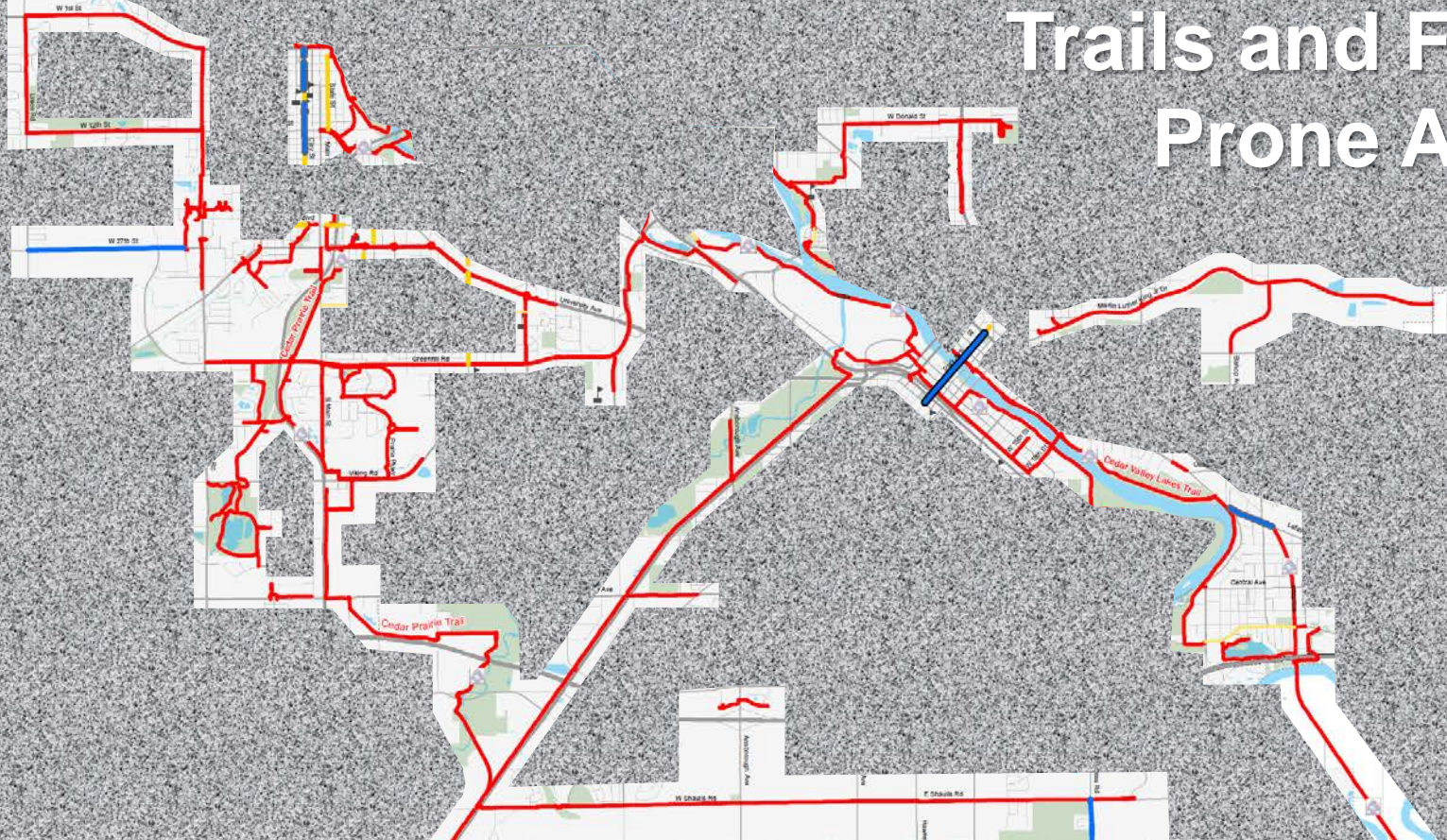


Flooding



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Areas Without Trails and Flood Prone Areas



Bicycle transportation planning



“So when you go to the grocery store, you never wonder whether you can get there.”

– Jennifer Boldry,
PeopleForBikes



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Side path conflicts



- Trails / side paths are good where there are few intersections and driveways
- Bicyclists are less visible to turning vehicles
- Vehicles encroaching at crossings can cause delays
- Conflicts with pedestrians





Bike lanes

- Suitable on roads 35mph or less
- Bicyclists operate with traffic
- Cross traffic must yield
- Generally faster
- Better visibility
- More likely to be clear in winter





Shared lanes



- Low-traffic roads that are fine as-is
- No bike lanes or trail needed

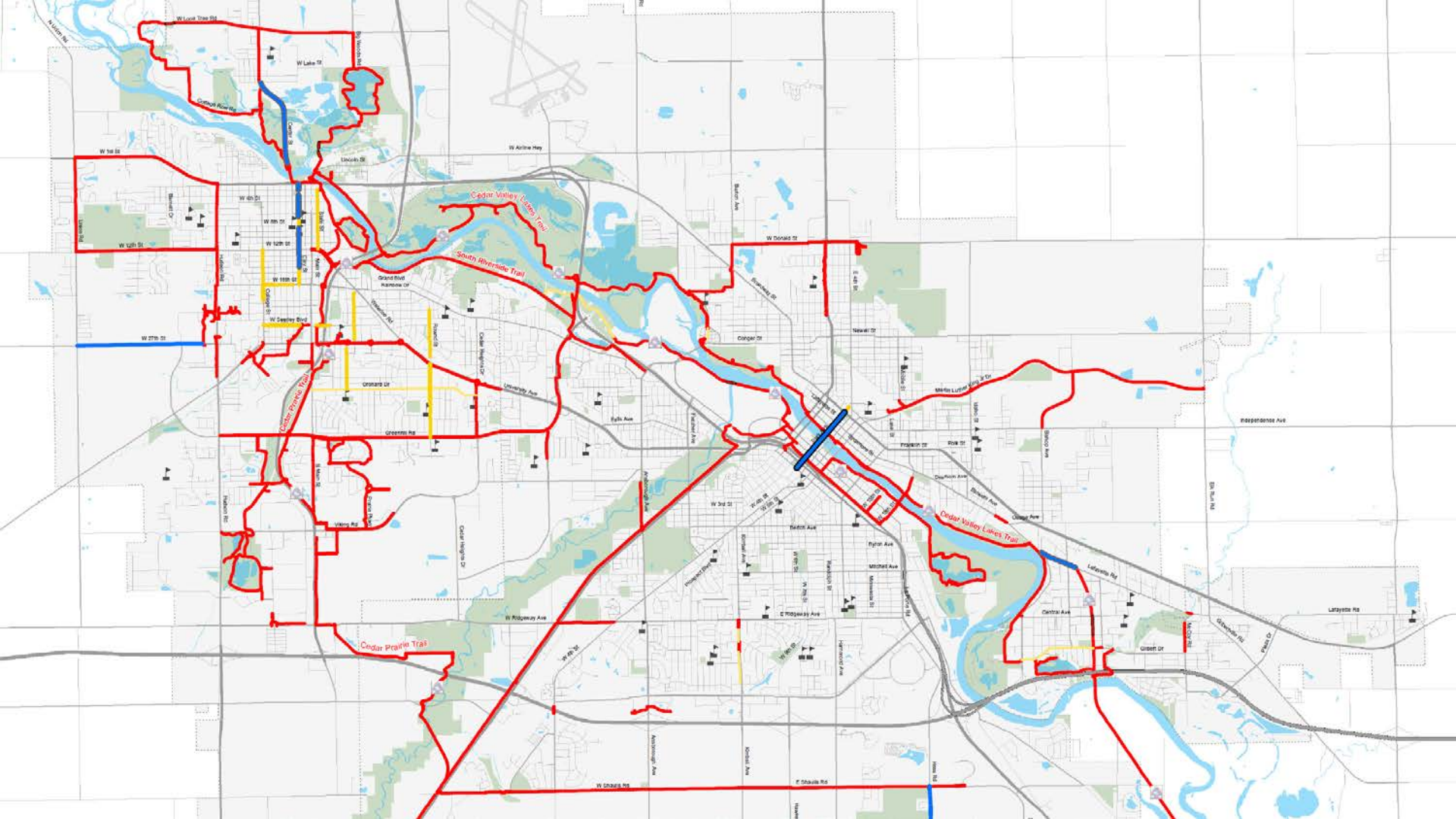


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Uphill climbing lanes

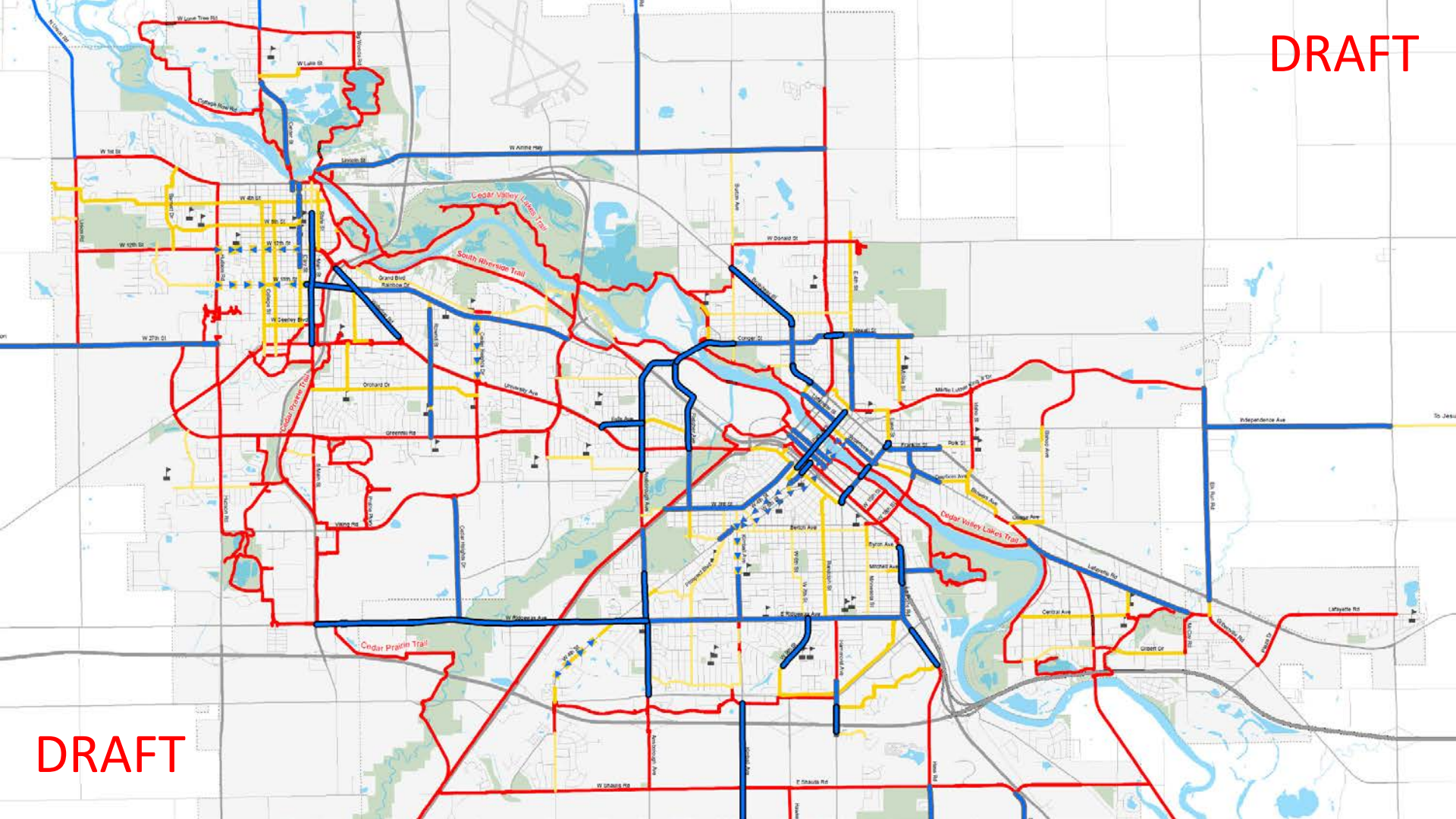
- Ideal where there is limited width
- Downhill bicyclists share the lane



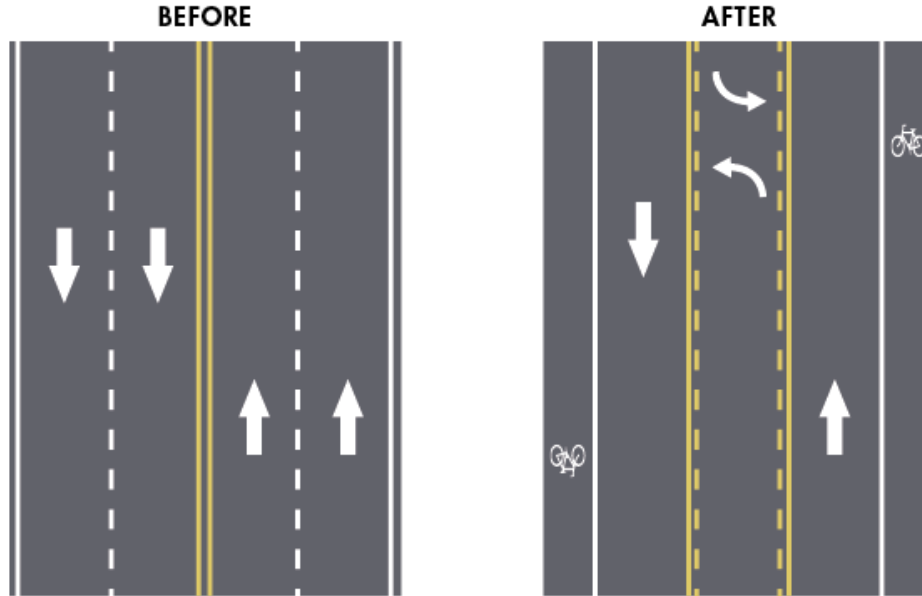


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Lane reconfigurations

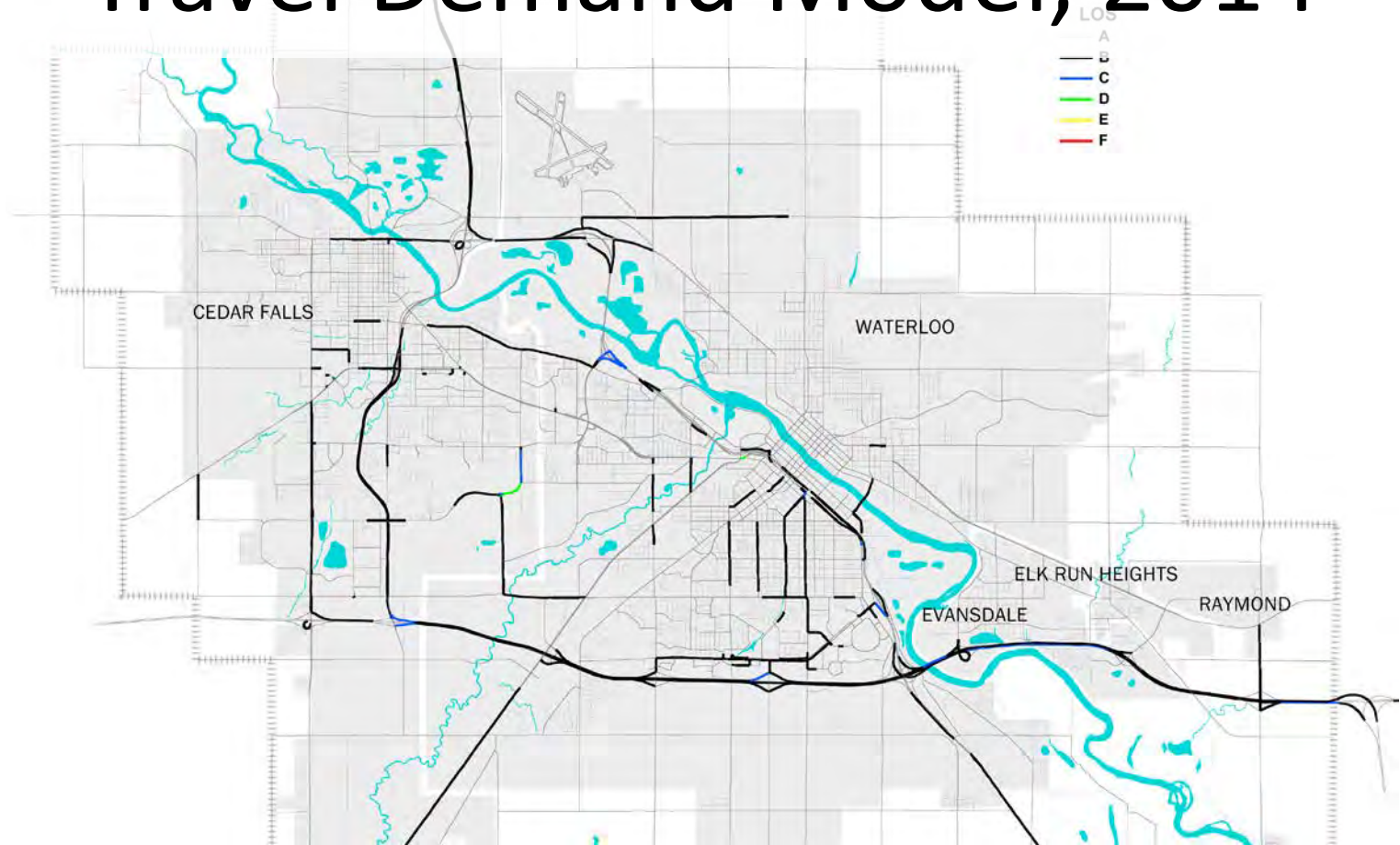


But, what about traffic?!

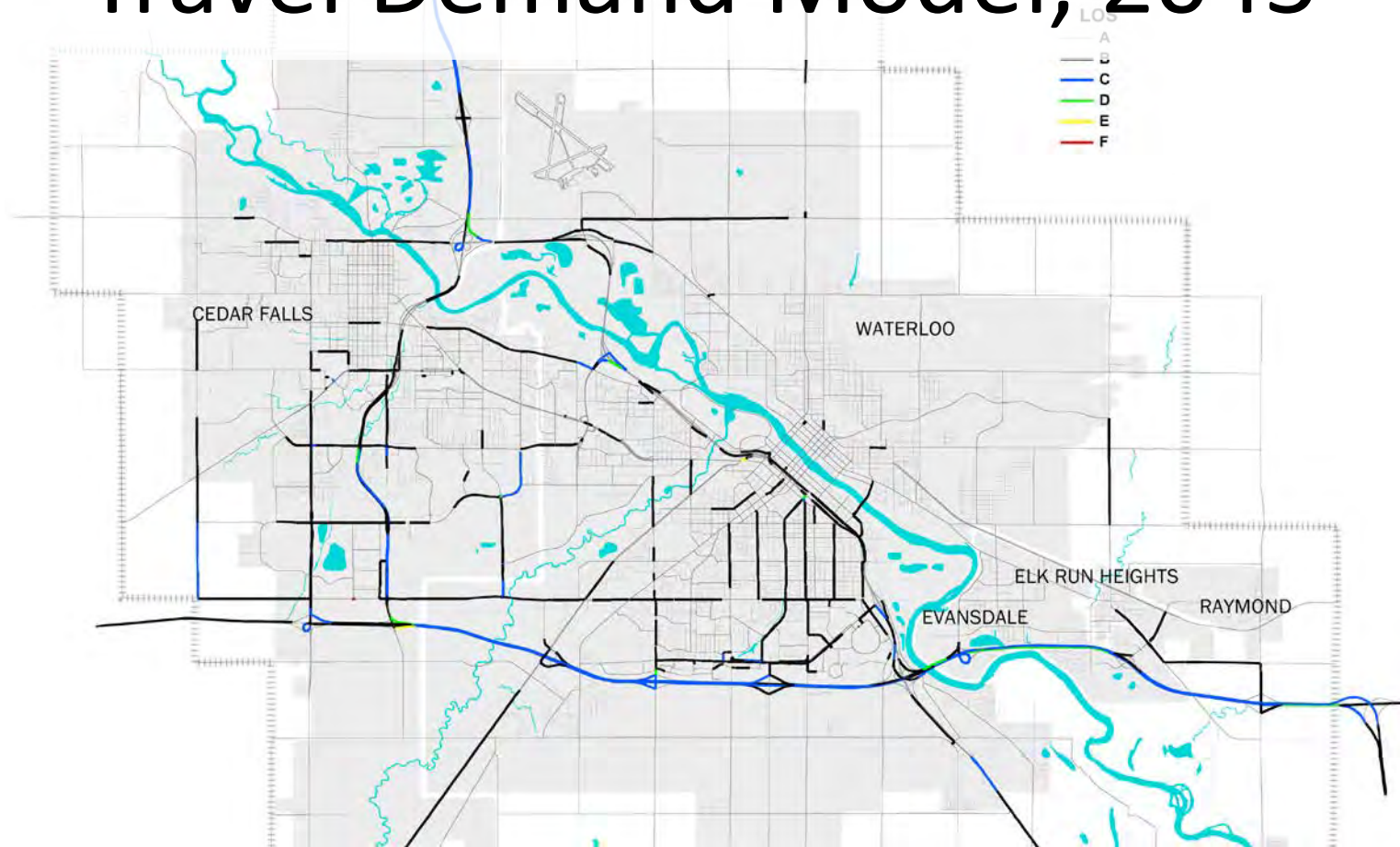


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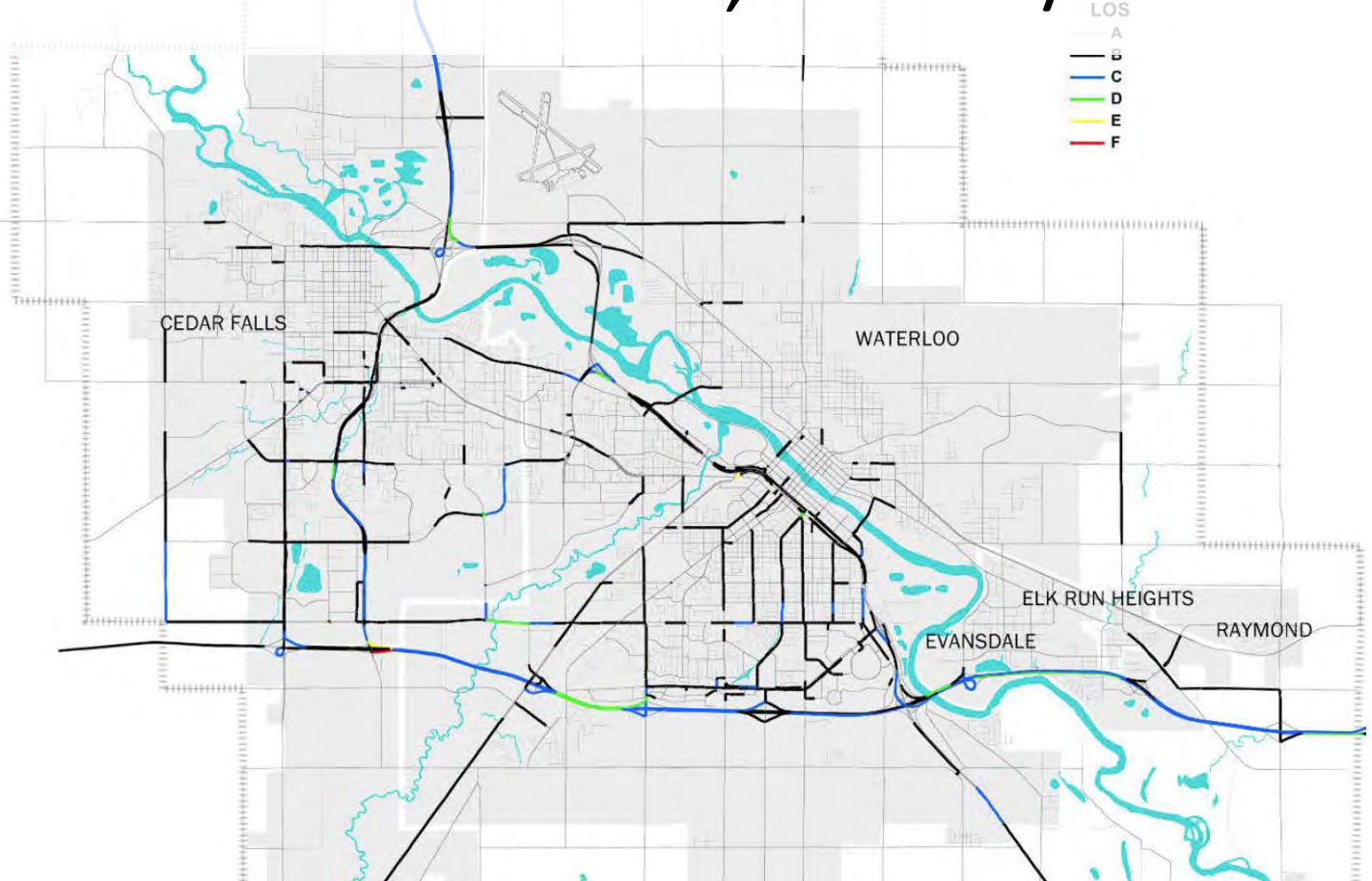
Travel Demand Model, 2014



Travel Demand Model, 2045



Travel Demand Model, 2045 w/ Bike Lanes



Travel Demand Model

	Congested VHT
2014 Base	79,298
2045 Planned	102,810
2045 Planned with Bike Lanes	103,549

- By 2045, congested vehicle hours are projected to increase by 30%.
- A full buildout of the Bikeway Plan would increase this by less than 1%.



Potential future improvements

- Green bike boxes
- Bicycle signalization
- Bike boulevards
- Protected intersections





Green bike box

Potential future improvements



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Bicycle signalization

Potential future improvements



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Bicycle boulevards

Potential future improvements



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Protected intersections

Potential future improvements



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