



## **MEETING AGENDA**

### **MPO Regional Trails & Bicycling Committee Tuesday, March 14, at 1:00PM**

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**Emma Harvat Hall - City Hall  
410 East Washington St  
Iowa City**

1. Call to order; recognize alternates; consider approval of minutes
2. Public discussion\*
3. Review Trail Counts for 2016 and Count Plan for 2017
4. Review preliminary Strava Data
5. Discuss Trail maps for 2017
6. Discuss opportunity to Expand Bike Education for School-Age Children
7. Solicitation of Transportation Planning Work Program items for FY2018
8. Updates on local trail/bike/pedestrian projects and activities from MPO entities
9. Other Business
10. Adjournment

\*Public input is permitted on any agenda item during discussion of the item.

Please indicate to Sarah Walz if you wish to comment.

To request any disability-related accommodations, please contact MPOJC staff at least 48 hours in advance at 319.356.5239 or email [Sarah-Walz@iowa-city.org](mailto:Sarah-Walz@iowa-city.org).

MINUTES  
MPO REGIONAL TRAILS AND BICYCLING COMMITTEE  
TUESDAY, OCTOBER 11, 2016  
NORTH RIDGE PAVILION, CORALVILLE

**PRELIMINARY**

MEMBERS PRESENT: Becky Soglin (for Janelle Rettig), Sherri Proud, Terry Dahms, Anne Duggan, Michelle Ribble, Dotti Maher (for Wally Heitman)

MEMBERS ABSENT: Wally Heitman, Michelle Ribble, Brian Loring, Juli Seydell Johson, Shelly Simpson

OTHERS PRESENT: Brock Grenis, Troy Carter, Larry Fitzpatrick

STAFF PRESENT: Sarah Walz, Emily Bothell, Darian Nagle-Gamm

1. CALL TO ORDER; RECOGNIZE ALTERNATES; CONSIDER APPROVAL OF MINUTES

Walz called the meeting to order at 1:00 PM.

Proud made a motion to approve the May 10, 2016 minutes with one change; Soglin seconded the motion. **The motion carried unanimously.**

2. PUBLIC DISCUSSION

None

3. UPDATE ON THE MPO LONG-RANGE TRANSPORTATION PLAN:

a) DISCUSS RESULTS OF THE YOUTH TRANSPORTATION SURVEY

Walz summarized the MPO's first-ever Youth Transportation survey, which received over 1,700 responses from elementary, junior high, and high school students. She noted that while it was not a random survey, and thus not statistically significant, some findings should prompt additional attention and study—those were noted in the attached memo. She mentioned that the reach of the elementary school study was limited—mostly those schools in a more suburban context.

Proud noted that a study for the Out-of-School Time Initiative of the United Way had similar findings regarding the difficulty children have in accessing after school activities. She recommended that the MPO Youth Survey results be shared with the United Way.

There was general interest for a follow-up study to reach more elementary schools. Carter stated that he has an ongoing relationship with half of ICCSD elementary schools to teach bicycle skills through the PE programs. He recommended contact with PE teachers and school nurses for future surveys.

There was general discussion regarding other educational and encouragement opportunities, including Coralville's sign campaign.

b) REVIEW BICYCLE AND PEDESTRIAN CHAPTER OF THE LONG-RANGE TRANSPORTATION PLAN

Nagle-Gamm described the new approach that the MPO was taking with the Future Forward 2045 Long-Range Transportation Plan and the information that would be covered in the plan. She reminded RTBC members that one of the central purposes of the plan is to identify and prioritize those transportation projects for which communities will seek Federal Funding and the goals that

strategies that MPO entities will adopt to ensure a transportation network that meets the needs of all users.

She reviewed an initial draft of the Bicycle and Pedestrian chapter, noting that the new emphasis of the FHWA was to make the plan more data driven and easier for the public to access and understand. For this reason, chapters will be short and much information will be communicated through info-graphics. Another goal of the plan reformat is to emphasize strategies as well as how to measure progress over time.

Nagle-Gamm referred the Choice section of the plan—a two page element that describes one of the nine principles that should guide transportation planning for the MPO. (The Choice section speaks directly to bicycle and pedestrian planning.) Each of these principles will be addressed by a series of strategies and performance measures. She noted how difficult it is to find good data to measure progress and that this is something staff is researching as this will allow the MPO to measure how successful these projects are in achieving its goals over time.

Soglin asked about using term “choice” whether there might be a better term as for many users a mode of transportation may be their only option and not a choice.

Grenis asked whether there would be a performance measure for recreational riding vs. commuting. Nagle-Gamm said there is not good data for that, however the MPO does use its own annual trail counts to get some measure of how trail sections are being used over time.

#### 4. DISCUSSION OF SCORING CRITERIA FOR SURFACE TRANSPORTATION BLOCK GRANT AND TRANSPORTATION ALTERNATIVES PROGRAM FUNDS ALLOCATED BY MPOJC

Nagle-Gamm explained the changing names (and acronyms) for the federal road and alternative transportation funding coordinated by the MPO. The Surface Transportation Program (STP), funds for which have traditionally gone to road projects, is now called the Surface Transportation Block Grant (STBG) program. The Transportation Alternative Program (TAP), which has traditionally provided funds for trail and trail-related projects, is now called the STBG Set-Aside. MPOJC does not anticipate decreases in funding for trail projects under the new funding system.

She described the two sets of scoring criteria that the MPO uses: one for choosing which projects to put in the long-range plan (any project that will get federal funding needs to be in the plan); and, the second which chooses which projects will receive funding and how much. Projects that are scored to be included in the plan are often only at the conceptual stage—they have not been designed or fleshed out in detail. Projects being scored for actual funding are designed and many details are clearly presented. So it makes sense to have two separate scoring systems. However, the Policy Board would like the two scoring systems to align more closely, taking into account those “guiding principles” that were used to screen projects for the long-range plan, such as system preservation, ADA non-compliance, and congestion reduction. The direction from the Technical Advisory Committee and the Policy Board are to use the long-range plan scoring criteria as the basis for the scoring criteria for funding projects.

Carter asked for clarification as to whether this would mean trail projects would be scored against road projects. Nagle-Gamm answered that, while both types of projects would be scored using the LRTP principles, they would NOT be scored against each other.

Ribble indicated that she would be in favor of using the LRTP scoring criteria as a basis for the funding criteria and indicated preference for including a criterion that gives points for an increasing amounts of matching funds.

#### 5. UPDATES ON LOCAL TRAIL/BIKE/PEDESTRAIN PROJECTS AND ACTIVITIES FROM MPO ENTITIES

Duggan announced that there would be a morning event to unveil Iowa City's new bicycle parklet on Friday, October 14. The parklet is being installed on Dubuque Street just east of the Washington Street intersection. Duggan also spoke briefly about the Bike!Bike! 2016 event she recently attended in Detroit. She was able to participate in number of fun community rides, including an Open Streets event that attracts thousands of riders.

Ribble announced that the University would be adding new bike fix-it stations and new locations in addition to covered parking near the UI hospital.

Proud spoke about the planning taking place for the extension of the Clear Creek Trail. There is interest in finding a way to keep the future trail section open during the construction of the new I80|380 interchange but there are safety considerations.

Dahms noted how the MPO surveys had shown how comfortable people are riding on wide sidewalks and therefore he believes communities need to ensure a network of these facilities.

Soglin said that the County would be applying for Bicycle Friendly Business status.

Walz said that the RFP had closed for the new Bike Share and that the University and Iowa City would be working together to identify top firms and interview them soon. She also mentioned that Iowa City had completed its interviews of firms for its bicycle master plan and that the planning process should provide examples and other MPO communities can benefit from.

6. OTHER

None

ADJOURNMENT

Soglin moved for adjournment. **The motion carried unanimously.**

The meeting adjourned at 2:10 PM.



Date: March 10, 2017

To: MPO Regional Trails and Bicycle Committee

From: Karl Mueller, MPOJC Transportation Planning Intern

Re: March 14 Agenda Items

**Item #3 Review Trail Counts for 2016 and Count Plan for 2017 [REVISED]**

Between May and October, MPOJC interns collected data on bicycle and pedestrian usage along the regional trail system. Data was collected using an infrared device that counts both bicycles and pedestrians but cannot differentiate between the two. In all, we collected data at 17 locations in 2016: 9 in Iowa City, 4 in Coralville, 3 in North Liberty, and 1 in Johnson County. The count locations are based on requests from MPO entities and include a broad sample of count information (see attached tables and map).

There were a few locations that we were unable to fit into the 2016 count that interns will include in the 2017 count. We have attached a table showing year over year counts. Bear in mind that a number of factors influence annual counts—weather, adjacent trail or road construction or closures, additional trail access points, etc. The year over year count table also shows the proposed count locations for 2017 (column highlighted in orange) and 2018 (column highlighted in green). RTBC reviewed a 3-year proposed schedule last year, but the schedule is not set in stone. We will make changes to the schedule to meet your needs.

**IOWA CITY**

Location	Daily average	Weekday average	Weekend average	% Change from last count	Dates
Highway 6 (near K Mart)	74	72	78	-20%	9/18 to 9/25
Iowa River Corridor Trail (at Taft Spdwy.)	705	798	519	288%	5/3 to 5/10
Iowa River Corridor Trail (near I-80 tunnel)	159	149	261	56%	5/17 to 5/24
Iowa River Corridor Trail (near Napoleon Park)	262	199	417	63%	6/7 to 6/14
North Dodge ped bridge	70	72	66	-38%	8/2 to 8/9
Ped bridge from Peninsula to Iowa River Power House	161	156	171	-35%	5/24 to 5/31
Iowa River Corridor Trail (trail to I-80 Ped Bridge)	80	56	127	New Location	5/10 to 5/17
Highway 1 (at Sunset)	47	46	50	New Location	8/9 to 8/16
Court Hill Trail (east of Scott Blvd)	81	76	107	New Location	9/12 to 9/18

## CORALVILLE

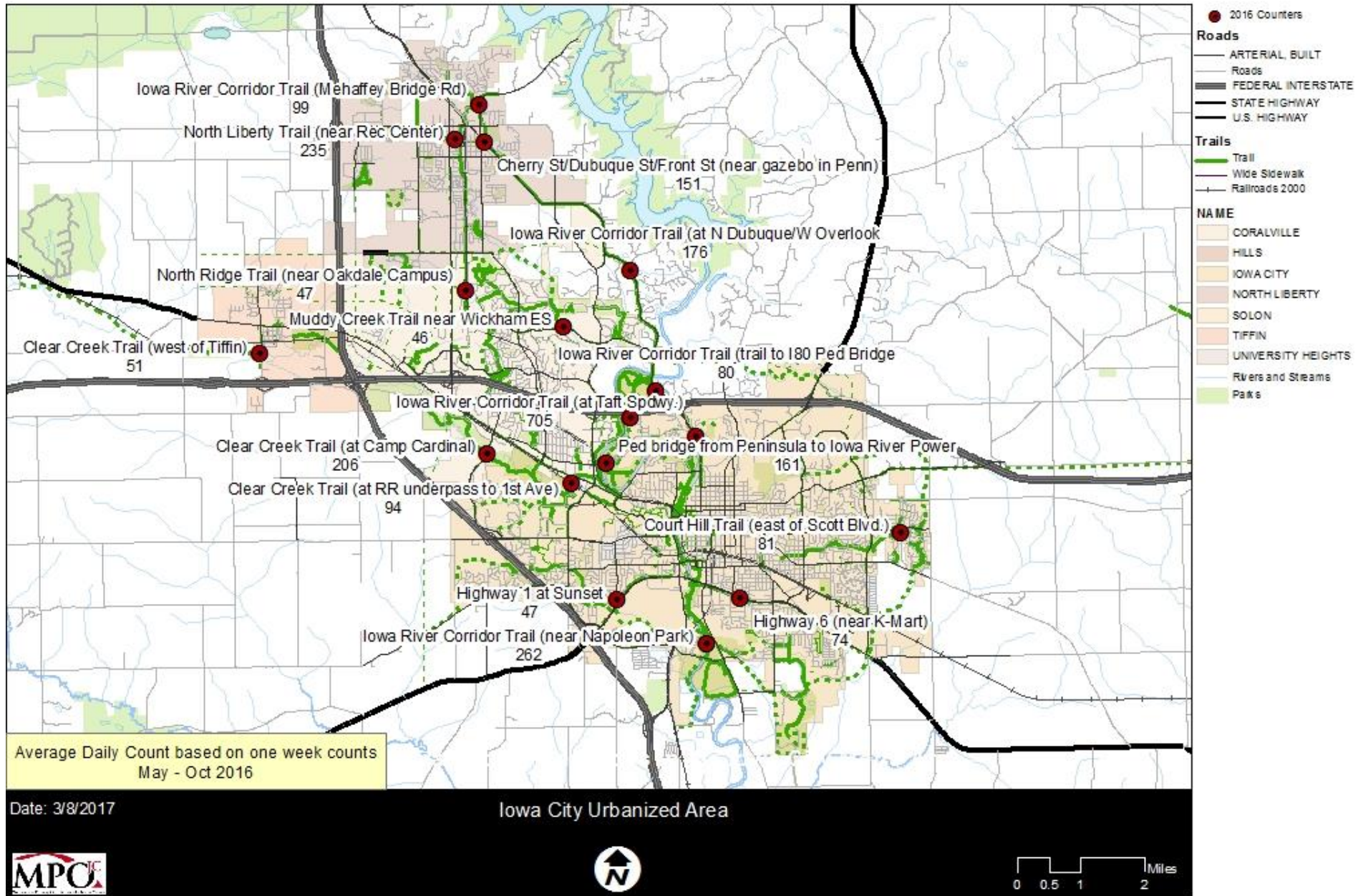
Location	Daily average	Weekday average	Weekend average	% Change from last count	Dates
Clear Creek Trail (at Camp Cardinal)	206	225	166	23%	7/12 to 7/19
North Ridge Trail (near Oakdale Campus)	47	46	50	-79%	8/9 to 8/16
Clear Creek Trail (at RR underpass to 1st Ave)	94	101	76	New Location	5/31 to 6/7
Muddy Creek Trail (near Wickham Elementary)	46	43	61	New Location	9/25 to 10/2

## NORTH LIBERTY

Location	Daily average	Weekday average	Weekend average	% Change from last count	Dates
North Liberty Trail (near Rec Center)	235	227	253	15%	7/27 to 8/2
Iowa River Corridor Trail (Mehaffey Bridge near South Slope)	99	91	113	New Location	6/28 to 7/5
Cherry St/Dubuque St/Front St (near gazebo in Penn Meadows)	151	161	127	New Location	7/19 to 7/26

## JOHNSON COUNTY

Location	Daily average	Weekday average	Weekend average	% Change from last count	Dates
Iowa River Corridor Trail (at N Dubuque/W Overlook Rd.)	176	193	138	147%	6/14 to 6/28



**TRAIL COUNT LOCATIONS year over year**

<b>id</b>	<b>Location</b>	<b>Jurisdiction</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>IOWA RIVER TRAIL</b>													
16	Iowa River Corridor Trail (at Trueblood Park)	Iowa City						286		326		X	
19	Iowa River Corridor Trail (near Napoleon Park)	Iowa City		84	116	112	142		161		262	X	X
	Iowa River Corridor Trail (between dam and Myrtle)	Iowa City											
17	Iowa River Corridor Trail (near City Park entrance)	Iowa City		218	270	214	130		207	336		X	
15	Iowa River Corridor Trail (at Taft Spdwy.)	Iowa City			186	224	105		765	182	705	X	X
	Iowa River Corridor Trail (trail to I80 Ped Bridge)	Iowa City									X		
18	Iowa River Corridor Trail (near I-80 tunnel)	Iowa City			41	97	52			102	X	X	X
20	Iowa River Corridor Trail (near Waterworks Park)	Iowa City		120	174	198			69	59		X	
28	Iowa River Corridor Trail (at N Dubuque/W Overlook Rd.)	County			118	118			97	71	176	X	
30	Iowa River Corridor Trail (near Juniper Street)	North Liberty						90					
31	Iowa River Corridor Trail (Penn Elem)	North Liberty						266		844			
	Iowa River Corridor Trail (just nw of new high school)	North Liberty					X count in the fall after school starts						
	Iowa River Corridor Trail (Mehaffey Bridge rd near Southslope)	North Liberty									99		
	Iowa River Corridor Trail at CRANDIC Park	Iowa City	231										
22	Ped bridge from Peninsula to Iowa River Power	Iowa City			195	144				247	161	X	X
5	Iowa River Corridor Trail (behind Iowa River Power)	Coralville								46			
6	Iowa River Landing (south of Marriott)	Coralville						53		71		X	
	Cherry St/Dubuque St/ Front St near gazebo in Penn Meadows	North Liberty						95			151		
<b>CLEAR CREEK TRAIL</b>													
	Clear Creek Trail at RR underpass to 1st Ave	Coralville		186							94	X	X
11	Clear Creek Trail (near University soccer fields)	Iowa City		135	182	117							
2	Clear Creek Trail (at Camp Cardinal)	Coralville	302						127	168	206	X	X
3	Clear Creek Trail (near Comfort Suites)	Coralville		133	129	104				46		X	
	Clear Creek Trail east of Hwy 218	Tiffin											
	Clear Creek north spur south of Hwy 6	Coralville											
	Clear Creek Trail west of Tiffin	Tiffin									51		
13	Finkbine Trail between Hawkins and Mormon Trek	Iowa City			301	386						X	
<b>NORTH RIDGE/ NORTH LIBERTY</b>													



**TRAIL COUNT LOCATIONS year over year**

<b>id</b>	<b>Location</b>	<b>Jurisdiction</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
10	North Ridge Trail (near I-80 Tunnel)	Coralville			288	171				232		X	
7	North Ridge Trail (at Holiday Rd, west of Parkway Dr)	Coralville								190			
8	North Ridge Trail (at Holiday Rd., east of Park Ridge Dr.)	Coralville								83			
9	North Ridge Trail (near Oakdale Campus)	Coralville	133	203	119	205				221	47		X
33	North Liberty Trail (at Forevergreen Rd.)	North Liberty	171	156	142	105		91	215			X	
37	North Liberty Trail (near Rec Center)	North Liberty		363	181	185		281	205		235		X
36	North Liberty Trail (near Penn St.)	North Liberty						57	62				
35	North Liberty Trail (near Centro)	North Liberty						19	99				
	North Liberty Trail (at Penn Meadows Park)	North Liberty							157				
<b>COURT HILL</b>													
12	Court Hill Trail (near/east of 1st Ave.)	Iowa City			255	299			157	397		X	
	Courthill Trail (east of Scott Blvd.)	Iowa City									81		X
<b>HIGHWAY 1 and HIGHWAY 6</b>													
	Highway 1 at Sunset	Iowa City									47		X
40	Highway 1 (at Hawk Ridge)	Iowa City								122		X	
39	Highway 6 (East of Keokuk)	Iowa City								114		X	
14	Highway 6 near K Mart	Iowa City		148	116	119	132		92		74		X
4	Highway 6 near Chilis in Coralville (wide sidewalk)	Coralville				30				19			
<b>SYCAMORE GREENWAY</b>													
24	Sycamore Greenway (near Grant Wood Elem.)	Iowa City	142	141	186		177	237	128		X		X
29	Sycamore Greenway (near Soccer Park Rd./Lehman)	Iowa City					131			45		X	
	Sycamore Greenway at Soccer Park entrance gate	Iowa City		47	82			39					
	Sycamore Street wide sidewalk north of Alexander	Iowa City									X		
<b>WILLOW CREEK</b>													
26	Willow Creek Trail (at Willow Creek Park)	Iowa City	368	296	250	237			120			X	
27	Willow Creek Trail (near West High/Mormon Trek)	Iowa City	93	128	165	219			137		X		X
<b>OTHER MISC</b>													
21	North Dodge ped bridge	Iowa City							112		X		X
25	Weatherby Park Loop (near park entrance)	Iowa City				82	110			90			
1	Auburn Hills Trail	Coralville			112	147				123			
	Muddy Creek Trail near Wickham Elementary										46		

**TRAIL COUNT LOCATIONS year over year**

<b>id</b>	<b>Location</b>	<b>Jurisdiction</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
38	Roberts Ferry Rd (north of Highway 6)	Tiffin											
	One University Place wide sidewalk	University Heights									X		
	Mormon Trek north of Melrose wide sidewalk	Iowa City											
	North Dodge Street wide sidewalk	Iowa City											
	Normandy Drive and Rocky Shore	Iowa City											
	Rocky Shore near 1st Ave	Iowa City											
	6th Street near new development	Coralville									X		
	Oakdale Blvd wide sidewalk	Coralville											
23	Scott Blvd wide sidewalk	Iowa City		104	64	122	112		90				



**Date:** March 9, 2017  
**To:** MPOJC Regional Trails and Bicycle Committee  
**From:** Emily Bothell, Assistant Transportation Planner  
**Re:** March 14 Agenda Item

#### **Item 4: Review preliminary Strava data**

##### **Introduction**

The MPO recently purchased *Strava Metro's* suite of data services. Strava is a website and mobile app used to track cycling activities using a smartphone or GPS device. The data set can help determine where popular cycling routes exist and gain an understanding of their relative level of use by time of day, which is useful for planning purposes. The suite of data services includes ridership data collected over a 24-month period from July 2015 to June 2017.

##### **Background**

*Strava* users track their rides with the *Strava* app on a smartphone or with a GPS device. Whether for commuting to/from work, recreation, or other purposes; these users record their speed, route, and other useful information. The data then is structured for compatibility with geographical information systems (GIS) environments and aggregated to a linear street map. The data is then available in the form of GIS shapefiles.

We've begun to analyze the *Strava* data to better understand general cycling routes to evaluate differences between commuter and recreation routes. I have included two examples of maps created with the data set to give you an understanding of the ways in which we can utilize the data:

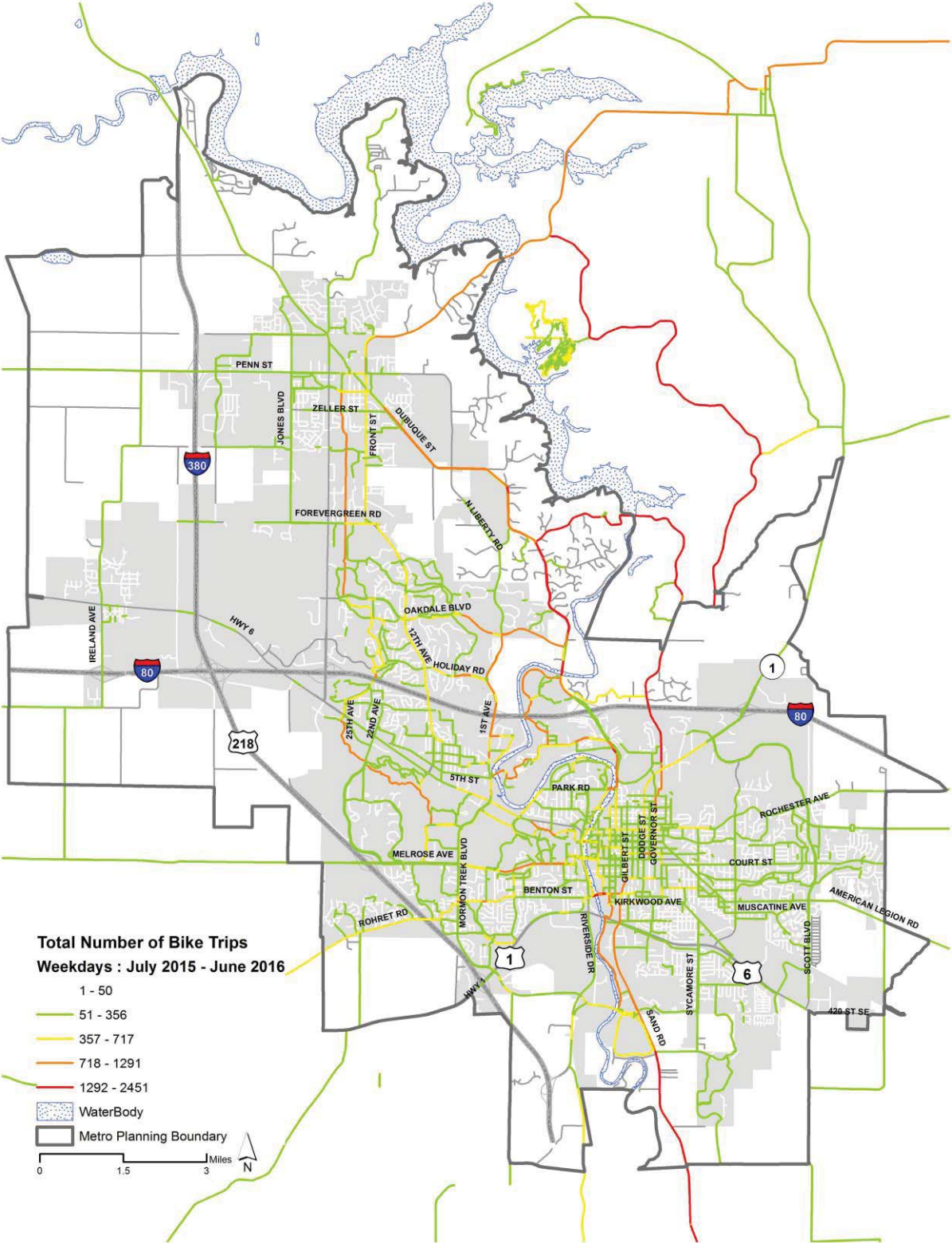
- A. Total number *weekday* bike trips from July 2015 – June 2016.
- B. Total number of *weekend* bike trips from July 2015 – June 2016.

##### **Conclusion**

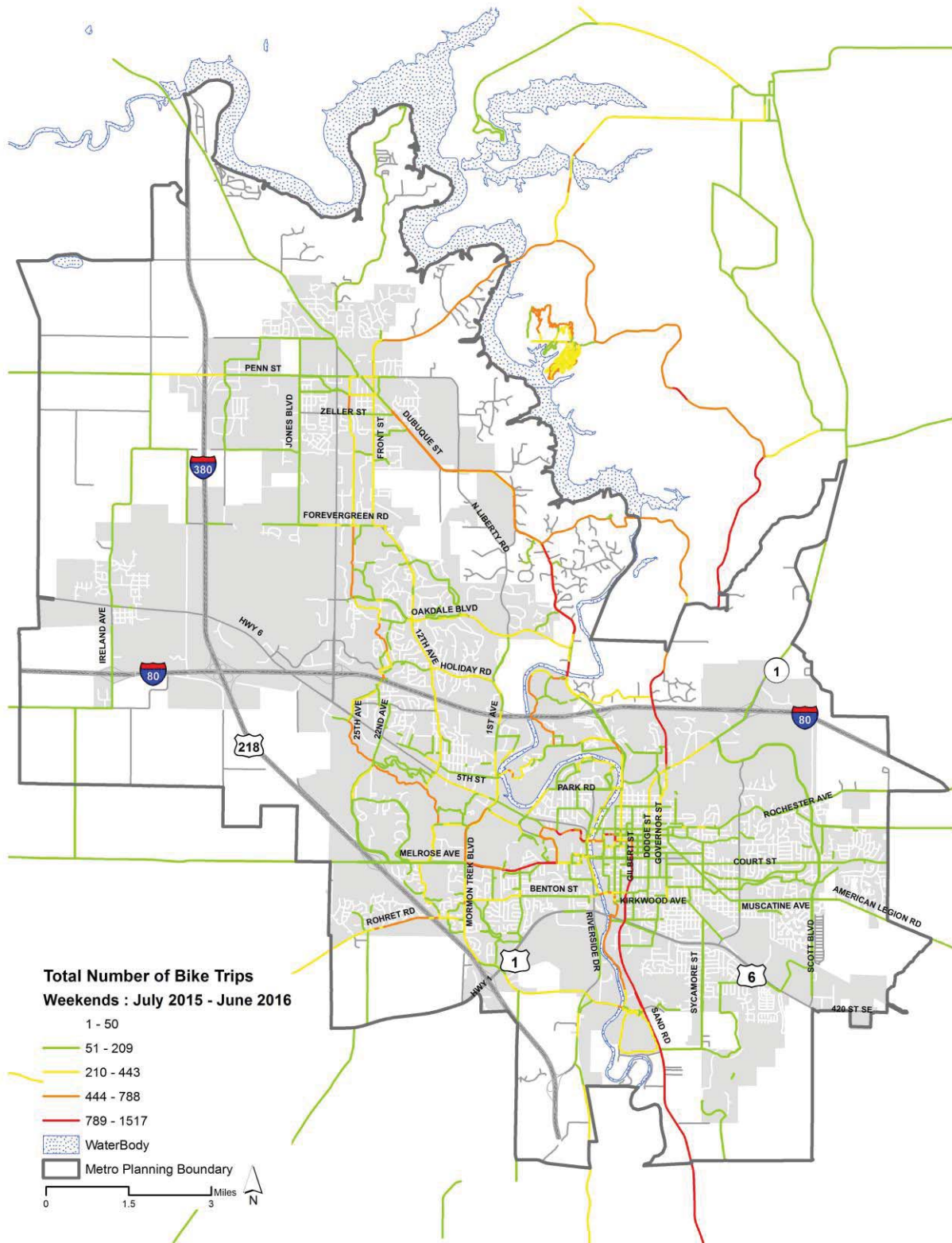
As there are many permutations and combinations of ways to make *Strava Metro* data useful for planning in the metro area, we'll continue to analyze the data over the course of the year.

I will give a demonstration to show the potential uses of the spatial data at your March 14<sup>th</sup> meeting.

# A. Total number of bike trips: Weekdays



## B.Total number of bike trips: Weekends





Date: March 14, 2016

To: MPO Regional Trails and Bicycle Committee

From: Sarah Walz, Assistant Transportation Planner

Re: March 14 Agenda Items

**Item #5: Discuss Trails Map—updates**

Last year the RTBC updated the Metro Area Trails Map to a slightly smaller size. The size change significantly reduced the cost of printing the map, which allowed us to print more maps. Last year's print run was 15,000, up from 10,000 the previous year.

We plan to keep the format the same this year, adding any new trails sections that will be completed by May. We will also add locations of bike fix-it stations on the metro bikeway side of the map and K-12 school locations. We are proud to feature the recent designation of Coralville as a Bike Friendly Community, joining Iowa City, University Heights, and the University of Iowa. The map should be to the printer by the end of March, with new maps printed by May. We plan to print 15,000 maps again this year.

We would like the RTBC to give some thought to additional changes that we may incorporate into the 2018 map—a year from now. We have received some suggestions that a commuter-type map may be more useful. This would mean eliminating the county-wide side of the map, in favor of showing detailed insets of areas such as the Iowa City's near downtown neighborhood, routes through the University's central campus, the Oakdale Campus area, as well as areas in the County such as north of Mehaffey Bridge to Solon or Tiffin to Kent Park as those trails are extended. For bicyclists interested in riding county roads, there is already a county road map and navigating roads may be easier with online mapping apps, which many long-distance recreational riders are already using. This agenda item is meant to prompt discussion; we would not make decisions to incorporate such a major format change until 2018.

**Item #6: Discuss Opportunity to Expand Bike Education for School Age Children**

Creating a culture of safe bicycling among children is an important step toward increasing bicycle usage among adults. With this in mind, there has been some public discussion about how to expand bicycle education for children both through the schools and parks and recreation programs.

One of the principal obstacles to teaching bicycling is the lack of available bikes. Many children who need instruction for learning to ride a bike or to bike safely may not own a bike or are not able to transport their bike to school- or recreation-based classes.

We would like to explore a possible collaboration between MPO communities and the School District to acquire 10-20 bicycles along with a trailer for transporting bikes to schools and to local recreation programs. While there are many details that would need to be worked out (e.g. ownership, bike repair, transporting the trailer and reserving use of the bikes), MPO staff is willing to work on a plan with interested community partners (including potential support from bicycle retailers or non-profits). This discussion is meant to measure the level of interest among our MPO communities for pursuing such a partnership.

### **Item #7: FY2018 Transportation Planning Work Program**

This is an opportunity for members to identify projects to be added to the MPOJC *Transportation Planning Work Program*, which outlines the primary work items for staff. The following items are projects in our current fiscal year plan, which we hope to complete by July:

- Inventory of trail directional signs to ensure all trails are posted with appropriate directional and distance signs.
- Inventory of bike racks in key locations. This will include the Downtown Iowa City and other key public areas such as schools, recreation centers, etc.

If you have any other suggestions for special projects you would like MPOJC staff to work on during 2017-2018, please email me at [Sarah-Walz@iowa-city.org](mailto:Sarah-Walz@iowa-city.org).