



UNIVERSITY HEIGHTS, IA

TOTAL POPULATION

1051

POPULATION DENSITY

4042.3

TOTAL AREA (sq. miles)

0.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	University Heights
High Speed Roads with Bike Facilities	47%	NO ROADS >35 MPH
Total Bicycle Network Mileage to Total Road Network Mileage	51%	21%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	14%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 89K	NO STAFF

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	2 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2 / 10

KEY OUTCOMES

	Average Silver	University Heights
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	10.4%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	0
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	0



KEY STEPS TO SILVER

- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States. Implementing NACTO designs on Melrose Avenue and Sunset Street could create high capacity, high comfort, and highly safe bicycle routes that match the reported high number of people who bike in University Heights. The particular type of design, such as a separated bike lane, raised cycletrack, or separated path depends upon the particular characteristics of each road.
- » Policies and practices relating to bicycle parking could be improved. It would be valuable to study current bicycle parking and future bicycle parking needs. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips. Development ordinances should ensure that high quality bicycle parking is provided at student housing or similar developments that are likely to generate a high volume of bicycle trips.



- » Work with the University of Iowa to understand where the University and community can work together to create conditions that support bicycling. Collaborations between universities and communities often include bike share, student projects based on bicycle-related data, bicycle parking, and the development of safe routes from community centers to the university. This type of collaboration could be particularly useful to University Heights because it is a small community and may otherwise not have access to some expensive bicycle-related investments.
- » Improve wayfinding to guide people along bicycle routes by identifying the distance and time to destinations on signage.
- » Ensure that your Complete Streets policy is followed for all projects. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.