



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
Arterial Streets with Bike Lanes	45%	NO ROADS >35 MPH
Total Bicycle Network Mileage to Total Road Network Mileage	30%	21%
Public Education Outreach	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	43%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	ACTIVE	YES
Active Bicycle Advisory Committee	ACTIVE	QUARTERLY
Bicycle-Friendly Laws & Ordinances	SOME	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 70K	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 daily bicyclists</i>	3.5%	10.4%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	0
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	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 propose and 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 would 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. 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 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.