

IOWA'S VULNERABLE ROAD USER SAFETY ASSESSMENT



APPENDIX A

Normalized Scoring by Risk Factor
and Category Bin



Appendix A

Urban Intersection Scoring Summary							
AADT	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0-700	40,407	45	0.0011	10	60	0.0015	10
701-1500	18,165	36	0.0020	10	39	0.0021	1
1501-3000	10,902	68	0.0062	8	21	0.0019	4
3,000<	16,125	372	0.0231	1	35	0.0022	1
Intersection Angle	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0-45	1,702	8	0.0047	4	2	0.0012	8
46-67	2,889	22	0.0076	1	1	0.0003	10
68-89	7,321	42	0.0057	3	7	0.0010	9
90	73,297	449	0.0061	3	143	0.0020	7
91<	390	0	0.0000	10	2	0.0051	1
Intersection Type	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
Roadway/roadway (not interchange related)	84,613	516	0.0061	9	153	0.0018	2
Roadway/roadway (interchange ramp terminal)	851	4	0.0047	9	2	0.0024	1
Roadway/bicycle path or trail	112	0	0.0000	10	0	0.0000	10
Roadway/railroad grade crossing	23	1	0.0435	1	0	0.0000	10

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Urban Intersection Scoring Summary							
Number of Lanes	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
1	164	0	0.0000	10	0	0.0000	10
2	77,261	246	0.0032	10	143	0.0019	1
3	2,912	70	0.0240	7	6	0.0021	1
4	4,590	161	0.0351	5	6	0.0013	4
5	672	44	0.0655	1	0	0.0000	10
Number of Legs	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
3	49,520	234	0.0047	10	73	0.0015	10
4	35,962	282	0.0078	9	79	0.0022	10
5	117	5	0.0427	1	3	0.0256	1
Maximum Speed Limit	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0-40	80,005	481	0.0060	8	131	0.0016	10
45-50	2,317	26	0.0112	1	12	0.0052	7
55-60	3,128	13	0.0042	10	10	0.0032	9
65+	149	1	0.0067	7	2	0.0134	1

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Urban Intersection Scoring Summary							
Traffic Control	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
Signalized (with ped signal)	1,877	115	0.0613	1	6	0.0032	1
Signalized (without ped signal)	681	21	0.0308	5	1	0.0015	5
All-way stop	3,351	15	0.0045	9	6	0.0018	4
Two-way stop	20,520	133	0.0065	9	48	0.0023	3
One-way stop	28,740	186	0.0065	9	47	0.0016	5
Yield sign	4,954	7	0.0014	10	12	0.0024	2
Railroad crossing, gates and flashing lights	11	0	0.0000	10	0	0.0000	10
Railroad crossing, flashing lights only	12	0	0.0000	10	0	0.0000	10
Railroad crossing, crossbucks only	10	0	0.0000	10	0	0.0000	10
Railroad crossing, stop-sign controlled	9	0	0.0000	10	0	0.0000	10
Uncontrolled	20,907	33	0.0016	10	22	0.0011	7
Not reported	4,069	4	0.0010	10	12	0.0029	1
Other	458	7	0.0153	8	1	0.0022	3

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Rural Intersection Scoring Summary							
AADT	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0-700	3,373	3	0.0009	8	9	0.0027	10
701-1500	1,961	0	0.0000	10	7	0.0036	8
1501-3000	1,554	2	0.0013	7	10	0.0064	1
3,000<	1,773	8	0.0045	1	11	0.0062	1
Intersection Angle	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0-45	867	2	0.0023	1	1	0.0005	10
90	5,545	0	0.0000	10	28	0.0050	1
46-67	758	2	0.0014	4	4	0.0053	1
68-89	1,411	9	0.0016	4	4	0.0028	5
91<	80	0	0.0000	10	0	0.0000	10
Intersection Type	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
Roadway/roadway (not interchange related)	7,712	11	0.0014	10	31	0.0040	4
Roadway/roadway (interchange ramp terminal)	933	1	0.0011	10	6	0.0064	1
Roadway/bicycle path or trail	14	1	0.0714	1	0	0.0000	10
Roadway/railroad grade crossing	2	0	0.0000	10	0	0.0000	10

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Rural Intersection Scoring Summary							
Number of Lanes	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
1	75	1	0.0133	1	0	0.0000	10
2	7,449	9	0.0012	9	30	0.0040	5
3	968	2	0.0021	9	7	0.0072	1
4	155	1	0.0065	6	0	0.0000	10
5	14	0	0.0000	10	0	0.0000	10
Number of Legs	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
3	5,229	8	0.0015	1	18	0.0034	4
4	3,419	5	0.0015	1	19	0.0056	1
5	13	0	0.0000	10	0	0.0000	10
Maximum Speed Limit	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0-40	1,052	3	0.0029	7	4	0.0038	4
45-50	309	3	0.0097	1	0	0.0000	10
55-60	6,951	7	0.0010	9	31	0.0045	3
65+	349	0	0.0000	10	2	0.0057	1

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Rural Intersection Scoring Summary							
Traffic Control	Intersection Quantity	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
Signalized (with ped signal)	18	0	0.0000	10	0	0.0000	10
Signalized (without ped signal)	33	0	0.0000	10	0	0.0000	10
All-way stop	202	0	0.0000	10	1	0.0050	1
Two-way stop	2,813	6	0.0021	1	13	0.0046	1
One-way stop	4,255	6	0.0014	4	21	0.0049	1
Yield sign	109	0	0.0000	10	0	0.0000	10
Railroad crossing, stop-sign controlled	1	0	0.0000	10	0	0.0000	10
Uncontrolled	1,158	1	0.0009	6	2	0.0017	7
Not reported	34	0	0.0000	10	0	0.0000	10
Other	38	0	0.0000	10	0	0.0000	10

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Urban Segment Scoring Summary							
AADT	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0-700	9,373	91	0.0097	10	45	0.0048	10
701-1500	2,919	75	0.0257	9	36	0.0123	8
1501-3000	1,554	71	0.0457	7	29	0.0187	7
3,000<	2,993	317	0.1059	1	123	0.0411	1
Median Type	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
None	15,591	482	0.0005	10	208	0.0133	7
hard surface without barrier (raised median)	383	48	0.1254	1	13	0.0340	1
grass surface without barrier	780	22	0.0282	8	12	0.0154	6
hard surface with barrier	16	0	0.0000	10	0	0.0000	10
grass surface with barrier	39	0	0.0000	10	0	0.0000	10
barrier	31	2	0.0639	5	0	0.0000	10
Number of Lanes	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0	1	0	0.0000	10	0	0.0000	10
1	287	3	0.0105	10	2	0.0070	10
2	15,531	359	0.0231	10	169	0.0109	9
3	476	53	0.1115	7	20	0.0421	6
4	472	118	0.2498	2	36	0.0762	2
5	68	21	0.3089	1	6	0.0882	1
6	4	0	0.0000	10	0	0.0000	10
7	0	0	0.0000	10	0	0.0000	10
9	0	0	0.0000	10	0	0.0000	10

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Urban Segment Scoring Summary							
Parking	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
None/Blank	1,167	30	0.0257	9	10	0.0086	8
No parking is posted	3,342	245	0.0733	6	100	0.0299	1
Parallel one side - no parking other side	3,068	83	0.0271	9	35	0.0114	7
Parallel one side - Diagonal Other Side	166	7	0.0421	8	1	0.0060	8
Parallel both sides	8,874	177	0.0199	9	84	0.0095	7
Diagonal one side - no parking other side	39	2	0.0508	8	1	0.0254	2
Diagonal both sides	140	9	0.0645	7	2	0.0143	6
Parallel or diagonal on one shoulder	4	0	0.0000	10	0	0.0000	10
Parallel or diagonal on both shoulders	34	0	0.0000	10	0	0.0000	10
Diagonal center parallel on sides	6	1	0.1805	1	0	0.0000	10
Shoulder Type	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
None/Blank	10,842	456	0.0421	6	189	0.0174	1
Earth	4,031	51	0.0127	9	19	0.0047	8
Gravel	1,275	15	0.0118	9	14	0.0110	5
Paved	309	18	0.0583	5	4	0.0129	4
Combo paved and earth	10	1	0.0988	1	0	0.0000	10
Combo paved and gravel	368	13	0.0353	7	7	0.0190	1
Combo paved and paved	4	0	0.0000	10	0	0.0000	10
Shoulder Rumble	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
No	16,677	549	0.0329	1	231	0.0139	1
Yes	162	5	0.0308	10	2	0.0123	10

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Urban Segment Scoring Summary							
Shoulder Width	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0	13,531	482	0.0356	1	199	0.0147	1
2-4	1,138	19	0.0167	10	6	0.0053	10
4+	2,171	53	0.0244	6	28	0.0129	2
Speed Limit	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0-40	14,903	499	0.0335	3	211	0.0142	1
45-50	814	31	0.0381	1	9	0.0111	5
55-60	990	22	0.0222	7	12	0.0121	4
65<	132	2	0.0151	10	1	0.0076	10

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Rural Segment Scoring Summary							
AADT	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0-700	13,791	21	0.0015	10	11	0.0008	10
701-1500	5,633	17	0.0030	10	20	0.0036	3
1501-3000	3,575	17	0.0048	8	12	0.0034	3
3,000<	3,712	38	0.0102	1	16	0.0043	1
Median Type	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
None	24,743	77	0.0031	10	55	0.0022	10
hard surface without barrier (raised median)	42	2	0.0477	5	0	0.0000	10
grass surface without barrier	1,906	13	0.0068	10	3	0.0016	10
hard surface with barrier	3	0	0.0000	10	0	0.0000	10
grass surface with barrier	5	0	0.0000	10	0	0.0000	10
barrier	11	1	0.0895	1	1	0.0895	1
Number of Lanes	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0	2	0	0.0000	10	0	0.0000	10
1	222	1	0.0045	10	0	0.0000	10
2	26,057	79	0.0030	10	58	0.0022	10
3	377	10	0.0266	6	0	0.0000	10
4	49	3	0.0618	1	0	0.0000	10
5	5	0	0.0000	10	1	0.2125	1
6	0	0	0.0000	10	0	0.0000	10

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Rural Segment Scoring Summary							
Parking	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
None/Blank	26,214	84	0.0032	9	54	0.0021	9
No parking is posted	404	9	0.0223	1	5	0.0124	1
Parallel one side - no parking other side	21	0	0.0000	10	0	0.0000	10
Parallel one side - Diagonal Other Side	0	0	0.0000	10	0	0.0000	10
Parallel both sides	68	0	0.0000	10	0	0.0000	10
Diagonal one side - no parking other side	1	0	0.0000	10	0	0.0000	10
Diagonal both sides	0	0	0.0000	10	0	0.0000	10
Parallel or diagonal on one shoulder	0	0	0.0000	10	0	0.0000	10
Parallel or diagonal on both shoulders	1	0	0.0000	10	0	0.0000	10
Shoulder Type	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
None/Blank	519	7	0.0135	1	1	0.0019	5
Earth	12,239	34	0.0028	9	20	0.0016	6
Gravel	9,438	25	0.0026	9	23	0.0024	4
Paved	565	8	0.0141	1	1	0.0018	6
Combo paved and earth	9	0	0.0000	10	0	0.0000	10
Combo paved and gravel	3,938	19	0.0048	7	14	0.0036	1
Combo paved and paved	2	0	0.0000	10	0	0.0000	10
Shoulder Rumble	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
No	24,826	84	0.0034	10	50	0.0020	10
Yes	1,885	9	0.0048	1	9	0.0048	1

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Rural Segment Scoring Summary							
Shoulder Width	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0	2,254	14	0.0062	1	1	0.0004	10
2-4	3,864	13	0.0034	10	9	0.0023	1
4+	20,593	66	0.0032	10	49	0.0024	1
Speed Limit	Segment Mileage	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate	Normalized Score	Fatalities and Serious Injuries	Rate	Normalized Score
0-40	1,348	11	0.0082	5	5	0.0037	1
45-50	859	11	0.0128	1	1	0.0012	10
55-60	23,243	64	0.0028	10	51	0.0022	6
65<	1,260	7	0.0056	8	2	0.0016	9

Appendix A

Demographics Scoring Summary							
Population Density	Sum of Population	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score	Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score
0-11.19	203,119	32	15.75	10	10	4.92	10
11.19-22.04	263,380	43	16.33	9	25	9.49	4
22.04-82.07	311,801	45	14.43	10	24	7.70	7
82.07-272.10	309,631	60	19.38	7	34	10.98	2
272.10-589.59	355,853	69	19.39	7	27	7.59	7
589.59-1,335.06	385,423	81	21.02	6	25	6.49	8
1,335.06-2,672.64	349,614	96	27.46	2	38	10.87	2
2,672.64-3,874.31	326,479	95	29.10	1	39	11.95	1
3,874.31-5,488.68	334,250	73	21.84	5	35	10.47	3
5,488.68-41,453.92	339,540	82	24.15	4	35	10.31	3

Percent of Population Over 64	Sum of Population	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score	Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score
0% - 7.4%	380,468	110	28.91	1	46	12.09	1
7.4% - 10.6%	363,852	82	22.54	5	39	10.72	2
10.6% - 13.1%	345,693	86	24.88	3	38	10.99	2
13.1% - 15.2%	323,828	69	21.31	6	30	9.26	5
15.2% - 17.2%	338,633	60	17.72	8	26	7.68	7
17.2% - 19.5%	316,496	66	20.85	6	32	10.11	3
19.5% - 21.8%	293,208	57	19.44	7	15	5.12	10
21.8% - 24.7%	294,879	42	14.24	10	29	9.83	4
24.7% - 29.6%	274,123	43	15.69	10	15	5.47	10
29.6% - 71.6%	247,910	61	24.61	3	22	8.87	5

Percent of Population Under 18	Sum of Population	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score	Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score
0% - 12.4%	261,141	95	36.38	1	39	14.93	1
12.4% - 16.1%	260,320	63	24.20	6	35	13.44	2
16.1% - 18.7%	283,525	68	23.98	7	20	7.05	10
18.7% - 20.7%	306,641	61	19.89	9	22	7.17	10
20.7% - 22.6%	310,916	50	16.08	10	30	9.65	7
22.6% - 24.5%	316,460	77	24.33	6	25	7.90	9
24.5% - 26.5%	334,384	60	17.94	10	33	9.87	7
26.5% - 28.8%	383,359	63	16.43	10	28	7.30	10
28.8% - 32.2%	363,011	73	20.11	9	33	9.09	8
32.2% - 59.6%	359,333	66	18.37	9	27	7.51	10

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Demographics Scoring Summary							
Percent of Households in Poverty	Sum of Population	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score	Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score
0% - 1.3%	338,253	56	16.56	10	18	5.32	10
1.3% - 3.4%	357,236	52	14.56	10	20	5.60	10
3.4% - 5.1%	325,682	58	17.81	10	26	7.98	8
5.1% - 6.8%	333,660	52	15.58	10	27	8.09	8
6.8% - 8.6%	306,888	63	20.53	9	30	9.78	7
8.6% - 10.5%	306,915	64	20.85	9	29	9.45	7
10.5% - 13.4%	308,570	49	15.88	10	27	8.75	8
13.4% - 17.6%	317,314	67	21.11	9	32	10.08	7
17.6% - 24.5%	297,016	75	25.25	7	33	11.11	6
24.5% - 84.7%	287,556	140	48.69	1	50	17.39	1
Percent of Households without a Vehicle	Sum of Population	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score	Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score
0% - 0.9%	931,648	142	15.24	10	65	6.98	9
0.9% - 1.9%	338,407	39	11.52	10	31	9.16	7
1.9% - 2.9%	323,237	54	16.71	9	13	4.02	10
2.9% - 4.2%	310,571	63	20.29	8	29	9.34	7
4.2% - 6.2%	328,768	65	19.77	8	27	8.21	8
6.2% - 9%	327,176	85	25.98	7	25	7.64	8
9% - 14.5%	320,576	82	25.58	7	40	12.48	5
14.5% - 91.8%	298,707	146	48.88	1	62	20.76	1
Percent of Population with a Disability	Sum of Population	Pedestrian			Bicyclist		
		Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score	Fatalities and Serious Injuries	Rate Per 100,000 People	Normalized Score
0% - 11%	343,242	61	17.77	9	31	9.03	8
11% - 15%	354,389	82	23.14	7	19	5.36	10
15% - 18.1%	352,595	55	15.60	10	25	7.09	9
18.1% - 20.6%	318,043	52	16.35	10	33	10.38	7
20.6% - 22.9%	320,703	60	18.71	9	32	9.98	7
22.9% - 25.4%	322,632	68	21.08	8	22	6.82	9
25.4% - 28.6%	313,359	70	22.34	7	27	8.62	8
28.6% - 32.5%	297,440	62	20.84	8	22	7.40	9
32.5% - 38.1%	291,258	73	25.06	6	33	11.33	6
38.1% - 69.9%	265,429	93	35.04	1	48	18.08	1

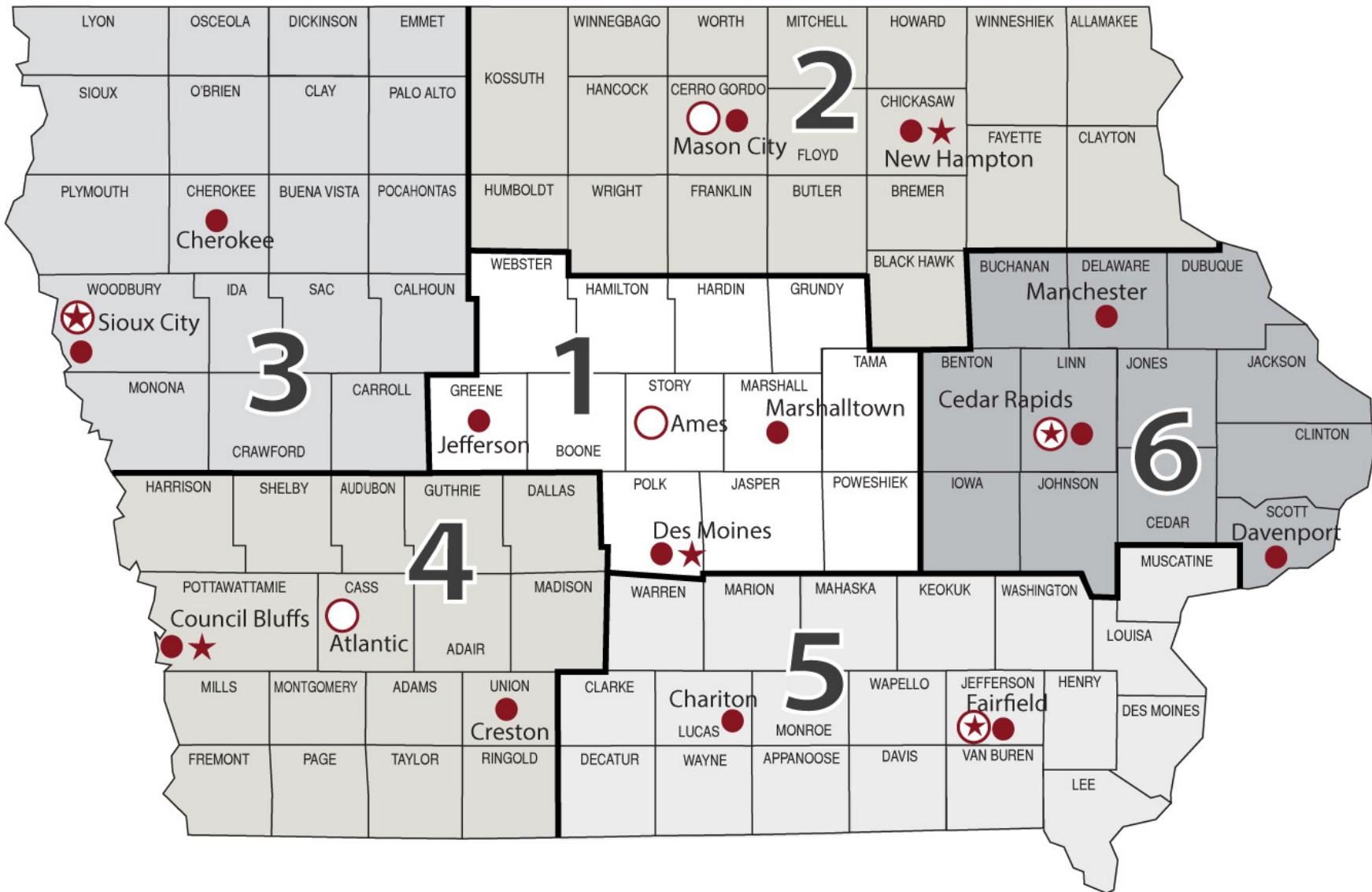
APPENDIX B

Results of Step 1 Screening by
DOT District



IOWA DOT DISTRICT MAP

○ Iowa DOT District Office ● Resident Construction Office ★ District Operations Manager Office



Appendix B

Iowa DOT District 1: Intersections - Bike - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	DMAMPO	N/A	Polk	Des Moines	9TH ST, N & 8TH PL, N	CENTER ST, E	41.591618	-93.629241	37.1	23.3	30.8
2	N/A	MIDAS	Webster	Fort Dodge	N 3RD ST	1ST AVE N	42.505149	-94.194359	48.6	11.7	31.5
3	N/A	MIDAS	Webster	Fort Dodge	S 7TH ST	4TH AVE S	42.500902	-94.18767	48.6	11.7	31.5
4	N/A	MIDAS	Webster	Fort Dodge	3RD AVE S	S 9TH ST	42.502262	-94.185385	48.6	11.7	31.5
5	N/A	MIDAS	Webster	Fort Dodge	S 3RD ST	1ST AVE S	42.503151	-94.193848	48.6	11.7	31.5
6	N/A	MIDAS	Webster	Fort Dodge	S 4TH ST	1ST AVE S	42.503339	-94.192482	48.6	11.7	31.5
7	N/A	MIDAS	Webster	Fort Dodge	IA 926/S 8TH ST	3RD AVE S	42.502074	-94.18673	48.6	11.7	31.5
8	N/A	MIDAS	Webster	Fort Dodge	IA 926/2ND AVE S	S 5TH ST	42.502532	-94.190886	48.6	11.7	31.5
9	N/A	MIDAS	Webster	Fort Dodge	S 3RD ST & N 3RD ST	CENTRAL AVE	42.504156	-94.194104	48.6	11.7	31.5
10	N/A	MIDAS	Webster	Fort Dodge	S 7TH ST	3RD AVE S	42.501909	-94.187928	48.6	11.7	31.5
11	N/A	MIDAS	Webster	Fort Dodge	2ND AVE S	S 9TH ST	42.503252	-94.185644	50.0	11.7	32.3
12	N/A	MIDAS	Webster	Fort Dodge	2ND AVE S	S 10TH ST	42.503438	-94.184287	50.0	11.7	32.3
13	N/A	MIDAS	Webster	Fort Dodge	3RD AVE S	S 10TH ST	42.502448	-94.184021	51.4	11.7	33.1
14	N/A	MIDAS	Webster	Fort Dodge	S 4TH ST & N 4TH ST	CENTRAL AVE	42.504335	-94.192742	51.4	11.7	33.1
15	DMAMPO	N/A	Polk	Des Moines	2ND AVE NW ENTRANCE LOOP &	SCHOOL ST	41.595211	-93.619805	41.4	23.3	33.1
16	N/A	MIDAS	Webster	Fort Dodge	N 4TH ST	CENTRAL AVE	42.504752	-94.192855	51.4	11.7	33.1
17	N/A	MIDAS	Webster	Fort Dodge	N 4TH ST	1ST AVE N	42.505343	-94.193015	51.4	11.7	33.1
18	N/A	CIRTPA	Jasper	Newton	N 2ND AVE W	W 3RD ST N	41.700463	-93.056153	48.6	16.7	33.8
19	N/A	CIRTPA	Jasper	Newton	N 2ND AVE E	E 2ND ST N	41.700484	-93.052329	48.6	16.7	33.8
20	N/A	CIRTPA	Jasper	Newton	N 2ND AVE E	E 3RD ST N	41.700494	-93.051068	48.6	16.7	33.8
21	N/A	CIRTPA	Jasper	Newton	N 2ND AVE E	E 4TH ST N	41.700499	-93.049802	48.6	16.7	33.8
22	N/A	CIRTPA	Jasper	Newton	N 3RD AVE E	E 2ND ST N	41.701436	-93.052341	48.6	16.7	33.8
23	N/A	CIRTPA	Jasper	Newton	N 3RD AVE E	E 3RD ST N	41.701439	-93.051087	48.6	16.7	33.8
24	N/A	CIRTPA	Jasper	Newton	N 4TH AVE W	W 3RD ST N	41.702366	-93.056174	48.6	16.7	33.8
25	N/A	CIRTPA	Jasper	Newton	N 4TH AVE E	E 2ND ST N	41.702385	-93.052329	48.6	16.7	33.8

Appendix B

Iowa DOT District 1: Intersections - Bike - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	MIDAS	Webster	N/A	CO RD D18/190TH ST	CO RD P63/SAMSON AVE	42.515598	-94.089904	42.9	28.3	36.2
2	N/A	MIDAS	Webster	N/A	US 169	US 20 N Ramp	42.446166	-94.184221	22.9	51.7	36.2
3	DMAMPO	N/A	Polk	N/A	NE 54TH AVE	NE 29TH ST	41.658477	-93.561046	32.9	41.7	36.9
4	N/A	Region 6	Poweshiek	N/A	385th Ave	Ferguson Rd	41.738887	-92.744549	47.1	26.7	37.7
5	N/A	Region 6	Poweshiek	N/A	385th Ave	20th St	41.738888	-92.746522	47.1	26.7	37.7
6	N/A	MIDAS	Webster	N/A	US 169	230th St	42.456021	-94.190012	27.1	51.7	38.5
7	DMAMPO	N/A	Polk	N/A	NE 62ND AVE	NE BERWICK DR	41.673071	-93.546545	37.1	41.7	39.2
8	N/A	CIRTPA	Story	N/A	US 30	S27/650th Ave	42.007868	-93.405778	32.9	46.7	39.2
9	N/A	CIRTPA	Story	N/A	Co Rd E41/LINCOLN HWY	Co Rd S27/650TH AVE	42.022586	-93.405682	32.9	46.7	39.2
10	N/A	Region 6	Tama	N/A	US 30/V 18	CO RD V18/HWY V18	41.964101	-92.382777	27.1	53.3	39.2
11	DMAMPO	N/A	Polk	N/A	NE 14TH ST	NE 50TH PL	41.652236	-93.600412	27.1	53.3	39.2
12	DMAMPO	N/A	Polk	N/A	NE 80TH ST	NE 25TH AVE	41.61662	-93.445085	37.1	43.3	40.0
13	N/A	NIACOG	Franklin/Hardin	N/A	IA 57/IOWA 57	Co Rd S55/SPRUCE AVE/R AVE	42.556741	-93.144583	32.9	48.3	40.0
14	N/A	MIDAS	Webster	N/A	US 169	Old Hwy 169	42.453595	-94.187834	31.4	51.7	40.8
15	N/A	MIDAS	Webster	N/A	US 169	Theater Rd	42.469655	-94.202608	31.4	51.7	40.8
16	N/A	MIDAS	Webster	N/A	US 169	21st Ave S	42.477871	-94.207503	31.4	51.7	40.8
17	AAMPO	N/A	Story	N/A	US 30 S Ramp	510TH AVE	42.007013	-93.678684	27.1	58.3	41.5
18	N/A	MIDAS	Webster	N/A	US- 20 NE Ramp	QUAIL AVE	42.452085	-94.122979	28.6	56.7	41.5
19	DMAMPO	N/A	Polk	N/A	NE 54TH AVE	NE 3RD ST	41.658586	-93.615145	32.9	53.3	42.3
20	DMAMPO	N/A	Polk	N/A	NE 17TH ST	NE 54TH AVE	41.658656	-93.592664	32.9	53.3	42.3
21	DMAMPO	N/A	Polk	N/A	NE 62ND AVE	NE BERWICK DR	41.673061	-93.548059	42.9	41.7	42.3
22	N/A	Region 6	Hardin	N/A	IA 175/IOWA 175	Co Rd S56/CO HWY S56	42.360762	-93.079278	32.9	55.0	43.1
23	DMAMPO	N/A	Polk	N/A	IA 28	Merle Hay Frontage Rd	41.649361	-93.697684	27.1	61.7	43.1
24	N/A	Region 6	Marshall	N/A	US 30	S70/Knapp Ave	42.008283	-93.039158	27.1	61.7	43.1
25	N/A	MIDAS	Webster	N/A	GYPSUM HOLLOW RD	PATTERSON FIELD RD	42.479426	-94.172193	37.1	50.0	43.1

Appendix B

Iowa DOT District 1: Intersections - Pedestrian - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	N/A	MIDAS	Webster	Fort Dodge	S 1ST ST & 1ST AVE S	MERIWEATHER DR	42.502699	-94.19688	22.9	11.7	17.7
2	N/A	MIDAS	Webster	Fort Dodge	S 4TH ST	CENTRAL AVE	42.503928	-94.192635	24.3	11.7	18.5
3	N/A	MIDAS	Webster	Fort Dodge	COMMERCE ST & S 5TH ST	4TH AVE S	42.500535	-94.190382	24.3	11.7	18.5
4	N/A	MIDAS	Webster	Fort Dodge	S 4TH ST	3RD AVE S	42.50134	-94.19196	24.3	11.7	18.5
5	N/A	MIDAS	Webster	Fort Dodge	S 4TH ST & N 4TH ST	CENTRAL AVE	42.504335	-94.192742	25.7	11.7	19.2
6	N/A	MIDAS	Webster	Fort Dodge	N 4TH ST	CENTRAL AVE	42.504752	-94.192855	25.7	11.7	19.2
7	N/A	MIDAS	Webster	Fort Dodge	N 1ST ST & S 1ST ST	CENTRAL AVE	42.503655	-94.19773	25.7	11.7	19.2
8	N/A	CIRTPA	Jasper	Newton	N 4TH AVE E	E 5TH ST N	41.702418	-93.048359	24.3	13.3	19.2
9	N/A	CIRTPA	Jasper	Newton	N 4TH AVE E	E 6TH ST N	41.70278	-93.047076	24.3	13.3	19.2
10	N/A	MIDAS	Webster	Fort Dodge	S 7TH ST	4TH AVE S	42.500902	-94.18767	27.1	11.7	20.0
11	N/A	MIDAS	Webster	Fort Dodge	3RD AVE S	S 9TH ST	42.502262	-94.185385	27.1	11.7	20.0
12	N/A	MIDAS	Webster	Fort Dodge	S 7TH ST	3RD AVE S	42.501909	-94.187928	27.1	11.7	20.0
13	N/A	MIDAS	Webster	Fort Dodge	3RD AVE S	S 10TH ST	42.502448	-94.184021	27.1	11.7	20.0
14	N/A	CIRTPA	Jasper	Newton	N 4TH AVE E	E 5TH ST N	41.70279	-93.048342	25.7	13.3	20.0
15	N/A	MIDAS	Webster	Fort Dodge	S 6TH ST	4TH AVE S	42.500726	-94.189003	27.1	11.7	20.0
16	N/A	MIDAS	Webster	Fort Dodge	S 5TH ST	3RD AVE S	42.501535	-94.190627	27.1	11.7	20.0
17	N/A	MIDAS	Webster	Fort Dodge	S 6TH ST	3RD AVE S	42.501726	-94.189265	27.1	11.7	20.0
18	N/A	CIRTPA	Jasper	Newton	N 2ND AVE E	E 5TH ST N	41.700505	-93.048382	25.7	13.3	20.0
19	N/A	MIDAS	Webster	Fort Dodge	S 4TH ST	COMMERCE ST	42.500825	-94.191813	27.1	11.7	20.0
20	N/A	CIRTPA	Jasper	Newton	N 3RD AVE E	E 5TH ST N	41.701458	-93.048383	27.1	13.3	20.8
21	N/A	CIRTPA	Jasper	Newton	N 6TH AVE E	E 7TH ST N	41.70423	-93.045929	27.1	13.3	20.8
22	N/A	MIDAS	Webster	Fort Dodge	3RD AVE S	S 12TH ST	42.503037	-94.182683	28.6	11.7	20.8
23	N/A	MIDAS	Webster	Fort Dodge	7TH ST SW & S 7TH ST	MERIWEATHER DR	42.49821	-94.187352	28.6	11.7	20.8
24	N/A	MIDAS	Webster	Fort Dodge	3RD AVE S	S 12TH ST	42.502626	-94.182681	28.6	11.7	20.8
25	N/A	CIRTPA	Jasper	Newton	N 4TH AVE E	E 3RD ST N	41.702395	-93.051102	28.6	13.3	21.5

Appendix B

Iowa DOT District 1: Intersections - Pedestrian - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	N/A	MIDAS	Webster	N/A	CO RD D22/PARKER DR	KELLOGG AVE	42.497885	-94.231551	34.3	46.7	40.0
2	N/A	Region 6	Poweshiek	N/A	385th Ave	20th St	41.738888	-92.746522	42.9	41.7	42.3
3	N/A	MIDAS	Webster	N/A	CO RD D18/190TH ST	CO RD P63/SAMSON AVE	42.515598	-94.089904	47.1	38.3	43.1
4	N/A	Region 6	Poweshiek	N/A	385th Ave	Ferguson Rd	41.738887	-92.744549	45.7	41.7	43.8
5	N/A	CIRTPA	Jasper	N/A	NEWTON CORRECTIONAL FAC	NEWTON CORRECTIONAL FAC	41.6241	-93.065093	37.1	53.3	44.6
6	AAMPO	N/A	Story	N/A	US 30 W	US 30 W TO DAKOTA AVE N	42.007116	-93.672887	55.7	33.3	45.4
7	DMAMPO	N/A	Polk	N/A	NW 54 AVE	NW BURR OAK DR	41.658331	-93.727788	38.6	55.0	46.2
8	DMAMPO	N/A	Polk	N/A	NE 80TH ST	NE 25TH AVE	41.61662	-93.445085	47.1	46.7	46.9
9	N/A	MIDAS	Webster	N/A	N EQUINE CAMP CENTER RD	N EQUINE CAMP RD	42.403739	-93.996269	37.1	58.3	46.9
10	N/A	MIDAS	Webster	N/A	19TH AVE S	S 11TH ST & S 12TH ST	42.479306	-94.181312	37.1	58.3	46.9
11	N/A	MIDAS	Webster	N/A	CO RD D20/XAVIER AVE	SIMPSON ST & 220TH ST	42.472072	-93.990592	38.6	58.3	47.7
12	AAMPO	N/A	Story	N/A	US 30 NW RAMP CURV	US 30	42.011214	-93.687466	55.7	40.0	48.5
13	N/A	MIDAS	Webster	N/A	S 15TH ST	22ND AVE S	42.475934	-94.177512	40.0	58.3	48.5
14	N/A	CIRTPA	Polk	N/A	Co Rd F4R/NW JESTER PARK DR	NW 114 ST	41.779131	-93.774693	15.7	86.7	48.5
15	DMAMPO	N/A	Polk	N/A	NE 58TH AVE	NE BERWICK DR	41.665718	-93.546033	45.7	53.3	49.2
16	DMAMPO	N/A	Polk	N/A	NE 57TH PL	NE BERWICK DR	41.66477	-93.545981	45.7	53.3	49.2
17	DMAMPO	N/A	Polk	N/A	NE 57TH AVE	NE BERWICK DR	41.663745	-93.54592	45.7	53.3	49.2
18	DMAMPO	N/A	Polk	N/A	NE 56TH PL	NE BERWICK DR	41.662751	-93.545852	45.7	53.3	49.2
19	N/A	CIRTPA	Jasper	N/A	NEWTON CORRECTIONAL FAC	NEWTON CORRECTIONAL FAC	41.620181	-93.063603	45.7	53.3	49.2
20	DMAMPO	N/A	Polk	N/A	US 6/HUBBELL AVE	SPEC CASE/NW RAMP	41.646817	-93.513482	38.6	61.7	49.2
21	DMAMPO	N/A	Polk	N/A	NE 51ST AVE	NE 12TH ST	41.653142	-93.603388	42.9	56.7	49.2
22	DMAMPO	N/A	Polk	N/A	NE 3RD ST	NE 57TH PL	41.664776	-93.615139	42.9	56.7	49.2
23	DMAMPO	N/A	Polk	N/A	Co Rd F46/NE 60 AVE	NE 10TH ST	41.669528	-93.605466	42.9	56.7	49.2
24	DMAMPO	N/A	Polk	N/A	NE 3RD ST	NE 56TH AVE	41.662494	-93.615138	42.9	56.7	49.2
25	DMAMPO	N/A	Polk	N/A	NE 3RD ST	NE 55TH AVE	41.660921	-93.615133	42.9	56.7	49.2

Appendix B

Iowa DOT District 2: Intersections - Bike - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	NIACOG	Cerro Gordo	Mason City	US 65	3RD ST NE	43.154536	-93.199432	45.7	25.0	36.2
2	N/A	NIACOG	Cerro Gordo	Mason City	E STATE ST	PENNSYLVANIA AVE	43.15182	-93.197823	45.7	25.0	36.2
3	N/A	NIACOG	Kossuth	Algona	DIAGONAL ST	E COMMERCIAL ST & N ROAN ST	43.075682	-94.220432	40.0	31.7	36.2
4	INRCOG	N/A	Black Hawk	Waterloo	RICKER ST	LINN ST	42.514209	-92.331173	47.1	23.3	36.2
5	N/A	NIACOG	Cerro Gordo	Mason City	US 65	2ND ST NE	43.153627	-93.199425	45.7	25.0	36.2
6	INRCOG	N/A	Black Hawk	Waterloo	MULBERRY ST	E 4TH ST	42.49982	-92.33408	45.7	26.7	36.9
7	INRCOG	N/A	Black Hawk	Waterloo	W 6TH ST	JEFFERSON ST	42.492947	-92.338569	45.7	26.7	36.9
8	INRCOG	N/A	Black Hawk	Waterloo	E 6TH ST	SYCAMORE ST	42.496884	-92.333858	45.7	26.7	36.9
9	INRCOG	N/A	Black Hawk	Waterloo	E 6TH ST	LAFAYETTE ST	42.49766	-92.332922	45.7	26.7	36.9
10	INRCOG	N/A	Black Hawk	Waterloo	E 6TH ST	MULBERRY ST	42.498432	-92.33199	45.7	26.7	36.9
11	INRCOG	N/A	Black Hawk	Waterloo	E 5TH ST	MULBERRY ST	42.499122	-92.333029	45.7	26.7	36.9
12	INRCOG	N/A	Black Hawk	Waterloo	MARTIN LUTHER KING JR DR	S BARCLAY ST	42.500198	-92.327771	45.7	26.7	36.9
13	INRCOG	N/A	Black Hawk	Waterloo	JEFFERSON ST	W 4TH ST	42.49433	-92.340691	45.7	26.7	36.9
14	INRCOG	N/A	Black Hawk	Waterloo	SYCAMORE ST	E 4TH ST	42.498256	-92.335959	45.7	26.7	36.9
15	INRCOG	N/A	Black Hawk	Waterloo	CHARLES ST	LINN ST	42.517217	-92.331157	48.6	23.3	36.9
16	INRCOG	N/A	Black Hawk	Waterloo	W 5TH ST	WASHINGTON ST	42.492735	-92.340704	45.7	26.7	36.9
17	INRCOG	N/A	Black Hawk	Waterloo	W 5TH ST	JEFFERSON ST	42.493643	-92.339637	45.7	26.7	36.9
18	INRCOG	N/A	Black Hawk	Waterloo	E 5TH ST	SYCAMORE ST	42.497575	-92.334894	45.7	26.7	36.9
19	INRCOG	N/A	Black Hawk	Waterloo	E 5TH ST	LAFAYETTE ST	42.49835	-92.333961	45.7	26.7	36.9
20	INRCOG	N/A	Black Hawk	Waterloo	OLIVER ST	LINN ST	42.516199	-92.331163	48.6	23.3	36.9
21	N/A	NIACOG	Cerro Gordo	Mason City	2ND ST NE	N GEORGIA AVE	43.153649	-93.196229	47.1	25.0	36.9
22	INRCOG	N/A	Black Hawk	Waterloo	WASHINGTON ST	W 4TH ST	42.493443	-92.34175	45.7	26.7	36.9
23	N/A	NIACOG	Cerro Gordo	Mason City	E STATE ST	CONNECTICUT AVE	43.151827	-93.194625	48.6	25.0	37.7
24	N/A	NIACOG	Cerro Gordo	Mason City	1ST ST NE	N CONNECTICUT AVE	43.152733	-93.194624	48.6	25.0	37.7
25	N/A	NIACOG	Cerro Gordo	Mason City	1ST ST SE	S CONNECTICUT AVE	43.150916	-93.194616	48.6	25.0	37.7

Appendix B

Iowa DOT District 2: Intersections - Bike - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	INRCOG	N/A	Black Hawk	N/A	C66	V25	42.570644	-92.376993	32.9	35.0	33.8
2	N/A	NIACOG	Floyd	N/A	Co Rd T64/SHADOW AVE	ROTARY PARK RD	43.086773	-92.672528	37.1	38.3	37.7
3	N/A	NIACOG	Floyd	N/A	Co Rd B28/140TH ST	Co Rd T64/UNDERWOOD AVE	43.155688	-92.633962	32.9	46.7	39.2
4	N/A	NIACOG	Floyd	N/A	Co Rd B33/155TH ST	Co Rd T66/UNDERWOOD AVE	43.133888	-92.633611	32.9	46.7	39.2
5	N/A	NIACOG	Cerro Gordo	N/A	IOWA-35	300th st	43.198758	-93.351541	28.6	53.3	40.0
6	N/A	INRTA	Black Hawk	N/A	IA 281	C57/Cedar	42.613404	-92.160431	32.9	51.7	41.5
7	N/A	INRTA	Black Hawk	N/A	IA 281	Canfield Rd	42.497604	-92.160359	32.9	51.7	41.5
8	N/A	INRTA	Black Hawk	N/A	D22	V51	42.468506	-92.159486	32.9	51.7	41.5
9	N/A	NIACOG	Floyd	N/A	Co Rd B33/155TH ST	Co Rd T64/SHADOW AVE	43.134277	-92.672556	37.1	46.7	41.5
10	N/A	NIACOG	Cerro Gordo	N/A	SOUTHSHORE DR	POWERS AVE	43.115557	-93.413308	37.1	48.3	42.3
11	N/A	NIACOG	Cerro Gordo	N/A	Co Rd B20/GROUSE AVE/300TH ST	Co Rd S28	43.198703	-93.378951	32.9	53.3	42.3
12	N/A	NIACOG	Cerro Gordo	N/A	Co Rd B20/310TH ST	Co Rd S18/EAGLE AVE	43.213319	-93.418505	32.9	53.3	42.3
13	N/A	NIACOG	Cerro Gordo	N/A	Co Rd B20/310TH ST	Co Rd S14/BALSAM AVE	43.213301	-93.478057	32.9	53.3	42.3
14	N/A	INRTA	Black Hawk	N/A	US 63	C57/W & E Cedar-Wapsi Rd	42.614226	-92.337707	27.1	61.7	43.1
15	N/A	UERPC	Fayette	N/A	US 18	V68/W Ave	42.964846	-92.042521	27.1	61.7	43.1
16	N/A	UERPC	Fayette	N/A	US 18	W14/Rose Rd	42.96479	-91.952846	27.1	61.7	43.1
17	N/A	NIACOG	Kossuth	N/A	US 169	300 ST	43.197602	-94.236823	27.1	61.7	43.1
18	N/A	NIACOG	Kossuth	N/A	US 169	330 ST	43.240938	-94.226462	27.1	61.7	43.1
19	INRCOG	N/A	Black Hawk	N/A	US 63	E & W Mt VerNon Rd	42.585043	-92.337206	27.1	61.7	43.1
20	INRCOG	N/A	Black Hawk	N/A	US 63	C66/Dunkerton Rd	42.570481	-92.3374	27.1	61.7	43.1
21	N/A	INRTA	Bremer	N/A	IOWA 3 HWY	US 63 E ramp	42.714514	-92.335381	22.9	66.7	43.1
22	N/A	INRTA	Bremer	N/A	IOWA 3 HWY	US 63 W ramp	42.714524	-92.339128	22.9	66.7	43.1
23	N/A	INRTA	Chickasaw	N/A	US 18/200TH	KENWOOD AVE	43.067148	-92.337802	27.1	63.3	43.8
24	N/A	UERPC	Fayette	N/A	IA 150/P AVE/100TH ST	CO RD C33	42.773616	-91.902223	27.1	63.3	43.8
25	N/A	UERPC	Fayette	N/A	IA 150/K AVE	KLOCK RD	42.828595	-91.8053	31.4	58.3	43.8

Appendix B

Iowa DOT District 2: Intersections - Pedestrian - Urban

Iowa DOT District 2: Intersections - Pedestrian - Urban											
Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	INRCOG	N/A	Black Hawk	Waterloo	W 3RD ST	WASHINGTON ST	42.495015	-92.343757	25.7	21.7	23.8
2	N/A	NIACOG	Cerro Gordo	Mason City	2ND ST NE	N GEORGIA AVE	43.153649	-93.196229	25.7	23.3	24.6
3	INRCOG	N/A	Black Hawk	Waterloo	ALMOND ST	CLAY ST	42.504696	-92.33597	27.1	21.7	24.6
4	INRCOG	N/A	Black Hawk	Waterloo	ALMOND ST	IOWA ST	42.504682	-92.334366	27.1	21.7	24.6
5	N/A	NIACOG	Cerro Gordo	Mason City	3rd ST NE	N CONNECTICUT AVE	43.154571	-93.19466	25.7	23.3	24.6
6	N/A	NIACOG	Cerro Gordo	Mason City	3rd ST NE	N MASSACHUSETTS AVE	43.154582	-93.193713	25.7	23.3	24.6
7	N/A	NIACOG	Cerro Gordo	Mason City	2nd ST NE	N MASSACHUSETTS AVE	43.153636	-93.193708	25.7	23.3	24.6
8	INRCOG	N/A	Black Hawk	Waterloo	WALNUT ST	PINE ST	42.503607	-92.335637	27.1	21.7	24.6
9	INRCOG	N/A	Black Hawk	Waterloo	E ARGYLE ST	IOWA ST	42.505717	-92.334371	27.1	21.7	24.6
10	INRCOG	N/A	Black Hawk	Waterloo	VINE ST	HIGH ST	42.501541	-92.329977	28.6	21.7	25.4
11	N/A	NIACOG	Cerro Gordo	Mason City	US 65	S DELAWARE AVE	43.149302	-93.199448	27.1	23.3	25.4
12	INRCOG	N/A	Black Hawk	Waterloo	VINE ST	LANE ST	42.501508	-92.325247	28.6	21.7	25.4
13	INRCOG	N/A	Black Hawk	Waterloo	PINE ST	E 4TH ST	42.503634	-92.332756	28.6	21.7	25.4
14	INRCOG	N/A	Black Hawk	Waterloo	ALMOND ST	E 4TH ST	42.504664	-92.332759	28.6	21.7	25.4
15	INRCOG	N/A	Black Hawk	Waterloo	E ARGYLE ST	E 4TH ST	42.505694	-92.332762	28.6	21.7	25.4
16	INRCOG	N/A	Black Hawk	Waterloo	W 3RD ST	CEDAR ST	42.496987	-92.341374	28.6	21.7	25.4
17	INRCOG	N/A	Black Hawk	Waterloo	WALNUT ST	E 2ND ST	42.503455	-92.335409	28.6	21.7	25.4
18	N/A	NIACOG	Cerro Gordo	Mason City	2ND ST SE	S GEORGIA AVE	43.149996	-93.196186	27.1	23.3	25.4
19	N/A	NIACOG	Cerro Gordo	Mason City	4th ST NW	N COMMERCIAL AVE	43.155429	-93.200292	27.1	23.3	25.4
20	N/A	NIACOG	Cerro Gordo	Mason City	3rd ST NE	N GEORGIA AVE	43.154561	-93.19623	27.1	23.3	25.4
21	INRCOG	N/A	Black Hawk	Waterloo	PINE ST	IOWA ST	42.503657	-92.334365	30.0	21.7	26.2
22	N/A	NIACOG	Cerro Gordo	Mason City	2ND ST NE	N CONNECTICUT AVE	43.153634	-93.194635	28.6	23.3	26.2
23	N/A	NIACOG	Cerro Gordo	Mason City	E STATE ST	ROCK GLN	43.151837	-93.193091	28.6	23.3	26.2
24	N/A	NIACOG	Cerro Gordo	Mason City	2nd ST NE	N COMMERCIAL AVE	43.153625	-93.200228	28.6	23.3	26.2
25	N/A	NIACOG	Cerro Gordo	Mason City	1ST ST NE	N GEORGIA AVE	43.15273	-93.196226	30.0	23.3	26.9

Appendix B

Iowa DOT District 2: Intersections - Pedestrian - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	N/A	NIACOG	Floyd	N/A	ROTARY PARK RD	KELLOGG AVE	43.086728	-92.682448	45.7	33.3	40.0
2	N/A	NIACOG	Floyd	N/A	Co Rd T64/SHADOW AVE	ROTARY PARK RD	43.086773	-92.672528	47.1	33.3	40.8
3	N/A	NIACOG	Cerro Gordo	N/A	CRANE ST	SOUTH SHORE ACCESS	43.117305	-93.418194	31.4	68.3	48.5
4	N/A	NIACOG	Cerro Gordo	N/A	242ND ST	BLACK LOCUST AVE	43.115708	-93.472108	31.4	68.3	48.5
5	N/A	NIACOG	Mitchell	N/A	Co Rd T38/LANCER AVE	GOLF COURSE RD	43.26074	-92.811043	34.3	65.0	48.5
6	N/A	NIACOG	Floyd	N/A	Co Rd B33/155TH ST	Co Rd T64/SHADOW AVE	43.134277	-92.672556	47.1	51.7	49.2
7	N/A	MIDAS	Humboldt	N/A	IA 3	Sheldon Ave	42.731846	-94.26168	38.6	61.7	49.2
8	N/A	NIACOG	Winnebago	N/A	Co Rd A42/360TH ST	Co Rd R34/90TH AVE	43.284451	-93.793222	34.3	66.7	49.2
9	N/A	NIACOG	Winnebago	N/A	Co Rd A42/360 ST	Co Rd R20/30TH AVE	43.284021	-93.911869	34.3	66.7	49.2
10	N/A	UERPC	Fayette	N/A	Co Rd W19/OUTER RD	18TH ST/OUTER RD	42.653462	-91.898874	38.6	61.7	49.2
11	N/A	NIACOG	Hancock	N/A	SIOUX AVE & FRONT ST	W CARDINAL ST	43.087692	-93.606556	45.7	53.3	49.2
12	INRCOG	N/A	Black Hawk	N/A	C66	V25	42.570644	-92.376993	51.4	50.0	50.8
13	N/A	NIACOG	Floyd	N/A	Co Rd T66/UNDERWOOD AVE	Co Rd B35/180TH ST & Co Rd B37	43.097596	-92.633632	50.0	51.7	50.8
14	N/A	NIACOG	Mitchell	N/A	Co Rd T38/LANCER AVE	340TH ST	43.258248	-92.811292	38.6	65.0	50.8
15	N/A	NIACOG	Worth	N/A	A38	CO RD A38/40TH ST & TULIP LN	43.371645	-93.119106	37.1	66.7	50.8
16	N/A	NIACOG	Hancock	N/A	SIOUX AVE	215	43.07797	-93.606562	37.1	66.7	50.8
17	N/A	NIACOG	Floyd	N/A	Co Rd B28/140TH ST	Co Rd T64/UNDERWOOD AVE	43.155688	-92.633962	51.4	51.7	51.5
18	N/A	NIACOG	Floyd	N/A	Co Rd B33/155TH ST	UNDERWOOD AVE & Co Rd T66	43.133888	-92.633611	51.4	51.7	51.5
19	N/A	INRTA	Bremer	N/A	US 218 N	IA 27 N TO 210TH ST, W	42.738919	-92.533583	55.7	46.7	51.5
20	N/A	INRTA	Bremer	N/A	US 218 S	210TH ST, E TO IA 27 S	42.739447	-92.533959	55.7	46.7	51.5
21	N/A	UERPC	Fayette	N/A	I AVE	IVY RD	42.878928	-91.765702	40.0	65.0	51.5
22	N/A	UERPC	Allamakee	N/A	X52	Great River Rd	43.301243	-91.148028	41.4	63.3	51.5
23	N/A	UERPC	Clayton	N/A	X56	Mississippi Rd	42.828179	-91.108861	34.3	73.3	52.3
24	N/A	UERPC	Allamakee	N/A	X52	Power Plant Rd	43.333545	-91.170795	42.9	63.3	52.3
25	N/A	NIACOG	Cerro Gordo	N/A	27TH AVE S	28th AVE S	43.111324	-93.390403	31.4	76.7	52.3

Appendix B

Iowa DOT District 3: Intersections - Bike - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	SIMPCO	N/A	Woodbury	Sioux City	8TH ST	PIERCE ST	42.49851	-96.404957	45.7	25.0	36.2
2	SIMPCO	N/A	Woodbury	Sioux City	11TH ST	PIERCE ST	42.501809	-96.405001	45.7	25.0	36.2
3	SIMPCO	N/A	Woodbury	Sioux City	7TH ST	PIERCE ST	42.497423	-96.404947	45.7	25.0	36.2
4	SIMPCO	N/A	Woodbury	Sioux City	7TH ST	8TH ST & PEARL ST	42.498483	-96.407921	48.6	25.0	37.7
5	SIMPCO	N/A	Woodbury	Sioux City	9TH ST	DOUGLAS ST	42.499615	-96.406479	48.6	25.0	37.7
6	SIMPCO	N/A	Woodbury	Sioux City	10TH ST	PEARL ST	42.500709	-96.407941	48.6	25.0	37.7
7	SIMPCO	N/A	Woodbury	Sioux City	6TH ST	WATER ST	42.496313	-96.409389	48.6	25.0	37.7
8	SIMPCO	N/A	Woodbury	Sioux City	9TH ST	PIERCE ST	42.499622	-96.40497	48.6	25.0	37.7
9	SIMPCO	N/A	Woodbury	Sioux City	10TH ST	PIERCE ST	42.500719	-96.404988	48.6	25.0	37.7
10	SIMPCO	N/A	Woodbury	Sioux City	7TH ST	PEARL ST	42.497417	-96.407901	48.6	25.0	37.7
11	SIMPCO	N/A	Woodbury	Sioux City	5TH ST	WATER ST	42.495224	-96.409369	48.6	25.0	37.7
12	SIMPCO	N/A	Woodbury	Sioux City	8TH ST	DOUGLAS ST	42.498512	-96.406477	48.6	25.0	37.7
13	SIMPCO	N/A	Woodbury	Sioux City	W 7TH ST	PERRY ST	42.499051	-96.409748	50.0	25.0	38.5
14	SIMPCO	N/A	Woodbury	Sioux City	W 3RD ST	HAMILTON BLVD	42.499295	-96.421233	45.7	30.0	38.5
15	SIMPCO	N/A	Woodbury	Sioux City	10TH ST	DOUGLAS ST	42.500717	-96.406469	50.0	25.0	38.5
16	N/A	SRTPA	Plymouth	Le Mars	12TH ST SW	HOLTON DR	42.780013	-96.18613	41.4	36.7	39.2
17	SIMPCO	N/A	Woodbury	Sioux City	6TH ST	PEARL ST	42.496333	-96.407882	51.4	25.0	39.2
18	SIMPCO	N/A	Woodbury	Sioux City	18TH ST	PIERCE ST	42.50915	-96.40508	45.7	31.7	39.2
19	SIMPCO	N/A	Woodbury	Sioux City	18TH ST	JACKSON ST	42.509132	-96.402145	45.7	31.7	39.2
20	SIMPCO	N/A	Woodbury	Sioux City	DOUGLAS ST	6TH ST	42.496337	-96.406433	51.4	25.0	39.2
21	SIMPCO	N/A	Woodbury	Sioux City	W 4TH ST	PERRY ST	42.496356	-96.412088	51.4	25.0	39.2
22	SIMPCO	N/A	Woodbury	Sioux City	14TH ST	DOUGLAS ST	42.505024	-96.406538	45.7	31.7	39.2
23	N/A	SRTPA	Plymouth	Le Mars	US 75 N	US 75 TO 200TH	42.759443	-96.20911	41.4	36.7	39.2
24	N/A	SRTPA	Plymouth	Le Mars	US 75 N	200TH ST TO US 75 N	42.76851	-96.209084	41.4	36.7	39.2
25	N/A	SRTPA	Plymouth	Le Mars	US 75 S	US 75 S TO 200TH ST E	42.768481	-96.209452	41.4	36.7	39.2

Appendix B

Iowa DOT District 3: Intersections - Bike - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	NWIPDC	Clay	N/A	Co Rd M50/240 AVE	340 ST	43.156207	-95.11142	32.9	40.0	36.2
2	N/A	SRTPA	Plymouth	N/A	IA 3/IOWA 3	KEYSTONE AVE	42.793011	-96.2132	37.1	36.7	36.9
3	N/A	NWIPDC	Emmet	N/A	IA 9/Iowa 9	CO RD N25/360th AVE	43.415053	-94.875434	37.1	38.3	37.7
4	N/A	NWIPDC	Dickinson	N/A	IA 86/Iowa 86	175th ST	43.392964	-95.180371	37.1	40.0	38.5
5	N/A	NWIPDC	Dickinson	N/A	IA 86/Iowa 86	168th ST	43.40378	-95.180705	37.1	40.0	38.5
6	N/A	NWIPDC	Obrien	N/A	IA 60 NW RAMP	MCKINLEY AVE	43.161487	-95.861344	28.6	50.0	38.5
7	N/A	NWIPDC	Obrien	N/A	IA 60 SE RAMP	MCKINLEY AVE	43.159832	-95.861351	28.6	50.0	38.5
8	N/A	NWIPDC	Clay	N/A	US 18	M50/240th Ave	43.126211	-95.112593	38.6	40.0	39.2
9	N/A	NWIPDC	Dickinson	N/A	US 71	170th St/41st St	43.400229	-95.128583	27.1	53.3	39.2
10	N/A	NWIPDC	Lyon	N/A	IA 182/Iowa 182	CO RD A26/180th ST	43.389852	-96.428821	27.1	53.3	39.2
11	SIMPCO	N/A	Woodbury	N/A	US 20/US 75	IA 12	42.475488	-96.326057	32.9	46.7	39.2
12	N/A	SRTPA	Cherokee	N/A	US 59	IA 3	42.772284	-95.554007	27.1	55.0	40.0
13	N/A	NWIPDC	Dickinson	N/A	IA 9	310th Ave	43.430503	-94.973911	27.1	55.0	40.0
14	N/A	Region XII	Crawford	N/A	US 30	N 36th St	42.018148	-95.318942	31.4	50.0	40.0
15	N/A	Region XII	Crawford	N/A	US 30	Opportunity Dr	42.015647	-95.325095	31.4	50.0	40.0
16	N/A	Region XII	Crawford	N/A	US 30	35th St	42.017301	-95.321013	31.4	50.0	40.0
17	N/A	Region XII	Crawford	N/A	US 30	Airport St	41.998803	-95.380993	32.9	50.0	40.8
18	N/A	NWIPDC	Buena Vista	N/A	600TH ST	120TH AVE	42.647392	-95.171393	32.9	51.7	41.5
19	N/A	NWIPDC	Dickinson	N/A	IA 9	210th Ave	43.430423	-95.170544	27.1	58.3	41.5
20	N/A	NWIPDC	Clay	N/A	330 ST	230 AVE	43.169181	-95.131893	42.9	40.0	41.5
21	SIMPCO	N/A	Plymouth	N/A	US 75	Co RD C70 & Main St	42.5768	-96.316016	27.1	58.3	41.5
22	N/A	NWIPDC	Dickinson	N/A	US 71	38TH ST	43.403874	-95.127196	31.4	53.3	41.5
23	N/A	NWIPDC	Dickinson	N/A	US 71	36TH ST	43.406485	-95.126974	31.4	53.3	41.5
24	N/A	NWIPDC	Clay	N/A	US 71/IA 10	500th St.	42.924341	-95.161249	27.1	61.7	43.1
25	N/A	NWIPDC	Clay	N/A	US 71	B53/440th St.	43.01033	-95.161563	27.1	61.7	43.1

Appendix B

Iowa DOT District 3: Intersections - Pedestrian - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	SIMPCO	N/A	Woodbury	Sioux City	W 5TH ST	OTOE ST	42.501405	-96.420106	24.3	31.7	27.7
2	SIMPCO	N/A	Woodbury	Sioux City	W 5TH ST	MAIN ST	42.499598	-96.416344	24.3	31.7	27.7
3	N/A	Region XII	Crawford	Denison	1ST AVE N	AVE B	42.017823	-95.358386	22.9	33.3	27.7
4	SIMPCO	N/A	Woodbury	Sioux City	W 3RD ST	MAIN ST	42.49791	-96.417798	25.7	31.7	28.5
5	SIMPCO	N/A	Woodbury	Sioux City	W 3RD ST	SIOUX ST	42.497292	-96.416508	25.7	31.7	28.5
6	SIMPCO	N/A	Woodbury	Sioux City	W 6TH ST	SIOUX ST	42.499895	-96.41427	25.7	31.7	28.5
7	SIMPCO	N/A	Woodbury	Sioux City	W 5TH ST	MARKET ST	42.498402	-96.413851	25.7	31.7	28.5
8	N/A	NWIPDC	Emmet	Estherville	WESTWOOD DR	WESTWOOD DR	43.401232	-94.85123	14.3	45.0	28.5
9	N/A	NWIPDC	Emmet	Estherville	OAK HILL RD	FRIAR TUCK CIR	43.396194	-94.859363	14.3	45.0	28.5
10	N/A	Region XII	Crawford	Denison	3RD AVE S	S 10TH ST	42.013433	-95.359769	24.3	33.3	28.5
11	N/A	Region XII	Crawford	Denison	1ST AVE S	S 10TH ST	42.015604	-95.35981	24.3	33.3	28.5
12	N/A	Region XII	Crawford	Denison	1ST AVE N	N 9TH ST	42.017479	-95.361213	24.3	33.3	28.5
13	SIMPCO	N/A	Woodbury	Sioux City	KATERI WAY	NATALIA WAY	42.452587	-96.355481	14.3	45.0	28.5
14	SIMPCO	N/A	Woodbury	Sioux City	W 5TH ST	BLUFF ST	42.497789	-96.412595	27.1	31.7	29.2
15	SIMPCO	N/A	Woodbury	Sioux City	W 6TH ST	MARKET ST	42.499299	-96.413037	27.1	31.7	29.2
16	SIMPCO	N/A	Woodbury	Sioux City	W 5TH ST	OMAHA ST	42.500812	-96.418827	27.1	31.7	29.2
17	SIMPCO	N/A	Woodbury	Sioux City	W 5TH ST	COOK ST	42.500214	-96.417587	27.1	31.7	29.2
18	SIMPCO	N/A	Woodbury	Sioux City	W 6TH ST	BLUFF ST	42.49871	-96.41179	27.1	31.7	29.2
19	N/A	Region XII	Crawford	Denison	BROADWAY	S 8TH ST	42.016757	-95.363085	25.7	33.3	29.2
20	N/A	Region XII	Crawford	Denison	1ST AVE N	COURT ST	42.017832	-95.357475	25.7	33.3	29.2
21	N/A	Region XII	Crawford	Denison	2ND AVE N	N 12TH ST	42.018492	-95.356619	25.7	33.3	29.2
22	N/A	Region XII	Crawford	Denison	CENTER ST	AVE C	42.01734	-95.356095	25.7	33.3	29.2
23	N/A	Region XII	Crawford	Denison	2ND AVE S	S 9TH ST	42.01453	-95.361255	25.7	33.3	29.2
24	N/A	Region XII	Crawford	Denison	1ST AVE S	S 9TH ST	42.015607	-95.361275	25.7	33.3	29.2
25	N/A	Region XII	Crawford	Denison	2ND AVE N	N 9TH ST & AVE A	42.018599	-95.361187	25.7	33.3	29.2

Appendix B

Iowa DOT District 3: Intersections - Pedestrian - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	N/A	NWIPDC	Emmet	N/A	175 ST	176 ST	43.392032	-94.869416	31.4	45.0	37.7
2	N/A	NWIPDC	Emmet	N/A	175 ST	FORT DEFIANCE	43.394704	-94.872899	40.0	45.0	42.3
3	N/A	NWIPDC	Dickinson	N/A	210TH AVE	215TH AVE & 151ST ST	43.428607	-95.170584	34.3	53.3	43.1
4	N/A	NWIPDC	Emmet	N/A	Co Rd A22/360 AVE/170 ST	Co Rd N25	43.403158	-94.876497	42.9	45.0	43.8
5	N/A	NWIPDC	Emmet	N/A	Co Rd A22/360 AVE/170 ST	Co Rd N25	43.399533	-94.876482	42.9	45.0	43.8
6	N/A	NWIPDC	Dickinson	N/A	WASHINGTON BLVD	PERCIVAL DR & 155TH ST	43.422087	-95.178231	37.1	53.3	44.6
7	N/A	NWIPDC	Clay	N/A	330 ST	230 AVE	43.169181	-95.131893	47.1	43.3	45.4
8	N/A	NWIPDC	Emmet	N/A	Co Rd A22/170 ST	365TH AVE	43.403352	-94.867452	45.7	45.0	45.4
9	N/A	SRTPA	Cherokee	N/A	US 59	IA 3	42.772284	-95.554007	38.6	55.0	46.2
10	N/A	NWIPDC	O'Brien	N/A	IA 60 SE RAMP	NEST AVE	43.16396	-95.821966	34.3	60.0	46.2
11	N/A	NWIPDC	Clay	N/A	Co Rd M50/240 AVE	340 ST	43.156207	-95.11142	51.4	43.3	47.7
12	N/A	NWIPDC	Dickinson	N/A	215TH AVE	155TH ST	43.421878	-95.160586	42.9	53.3	47.7
13	N/A	NWIPDC	O'Brien	N/A	IA 60 NW RAMP	NEST AVE	43.166643	-95.821988	37.1	60.0	47.7
14	N/A	NWIPDC	Dickinson	N/A	WILSON BLVD	WAR EAGLE BLVD	43.426308	-95.176023	42.9	53.3	47.7
15	N/A	NWIPDC	Emmet	N/A	175 ST	175 ST	43.391322	-94.866967	50.0	45.0	47.7
16	N/A	NWIPDC	O'Brien	N/A	IA 60 NW RAMP	MCKINLEY AVE	43.161487	-95.861344	38.6	60.0	48.5
17	N/A	NWIPDC	O'Brien	N/A	IA 60 SE RAMP	MCKINLEY AVE	43.159832	-95.861351	38.6	60.0	48.5
18	N/A	NWIPDC	Dickinson	N/A	Co Rd M49/240TH AVE	237TH AVE	43.4978	-95.119254	34.3	65.0	48.5
19	N/A	SRTPA	Woodbury	N/A	Co Rd D54/DEER RUN TRL	Co Rd K64/MOVILLE BLACK TOP	42.341686	-96.077814	25.7	75.0	48.5
20	N/A	NWIPDC	Dickinson	N/A	LINCOLN BLVD	WAR EAGLE BLVD	43.42687	-95.175762	45.7	53.3	49.2
21	N/A	NWIPDC	Dickinson	N/A	IA 86/Iowa 86	175th ST	43.392964	-95.180371	47.1	53.3	50.0
22	N/A	NWIPDC	Dickinson	N/A	IA 86/Iowa 86	168th ST	43.40378	-95.180705	47.1	53.3	50.0
23	N/A	Region XII	Crawford	N/A	Airport St	Airport St	41.999115	-95.377762	37.1	65.0	50.0
24	N/A	NWIPDC	Dickinson	N/A	240TH AVE	178TH ST	43.388956	-95.112454	37.1	65.0	50.0
25	N/A	NWIPDC	Dickinson	N/A	IA 9	219th Ave	43.428772	-95.152105	37.1	65.0	50.0

Appendix B

Iowa DOT District 4: Intersections - Bike - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	MAPA	N/A	Pottawattamie	Council Bluffs	I- 80 SW Ramp	KANESVILLE BLVD	41.279911	-95.786049	35.7	21.7	29.2
2	MAPA	N/A	Pottawattamie	Council Bluffs	IA 192/S 6TH ST	5TH AVE	41.257009	-95.85302	45.7	20.0	33.8
3	MAPA	N/A	Pottawattamie	Council Bluffs	IA 192/S 6TH ST	WILLOW AVE	41.2587	-95.852716	45.7	20.0	33.8
4	MAPA	N/A	Pottawattamie	Council Bluffs	IA 192/S 7TH ST	WILLOW AVE	41.258962	-95.854386	45.7	20.0	33.8
5	MAPA	N/A	Pottawattamie	Council Bluffs	IA 192/S 7TH ST	5TH AVE	41.257021	-95.854736	45.7	20.0	33.8
6	MAPA	N/A	Pottawattamie	Council Bluffs	COLLEGE RD	VALLEY VIEW DR	41.268683	-95.803684	45.7	21.7	34.6
7	MAPA	N/A	Pottawattamie	Council Bluffs	Ave A	N 36TH ST & I- 29 ramp	41.262794	-95.904709	38.6	30.0	34.6
8	MAPA	N/A	Pottawattamie	Council Bluffs	MCPHERSON AVE	VALLEY VIEW DR	41.260636	-95.805261	45.7	21.7	34.6
9	MAPA	N/A	Pottawattamie	Council Bluffs	WILLOW AVE	PEARL ST	41.258433	-95.851032	48.6	20.0	35.4
10	MAPA	N/A	Pottawattamie	Council Bluffs	WILLOW AVE	S MAIN ST	41.258332	-95.850402	48.6	20.0	35.4
11	MAPA	N/A	Pottawattamie	Council Bluffs	IA 192/S EXPRESSWAY/S 6TH ST	6TH AVE	41.256097	-95.853019	48.6	20.0	35.4
12	MAPA	N/A	Pottawattamie	Council Bluffs	IA 192/S 7TH ST	6TH AVE	41.256106	-95.854754	48.6	20.0	35.4
13	MAPA	N/A	Pottawattamie	Council Bluffs	5TH AVE	S 4TH ST	41.256947	-95.84977	48.6	20.0	35.4
14	MAPA	N/A	Pottawattamie	Council Bluffs	8th AVE	S 8TH ST	41.254291	-95.85608	48.6	20.0	35.4
15	MAPA	N/A	Pottawattamie	Council Bluffs	6TH AVE	PEARL ST & S MAIN ST	41.256085	-95.851281	48.6	20.0	35.4
16	MAPA	N/A	Pottawattamie	Council Bluffs	7TH AVE	S 8TH ST	41.255209	-95.856068	48.6	20.0	35.4
17	MAPA	N/A	Pottawattamie	Council Bluffs	6TH AVE	S 8TH ST	41.256121	-95.856055	48.6	20.0	35.4
18	MAPA	N/A	Pottawattamie	Council Bluffs	WORTH ST	S 4TH ST	41.254432	-95.850443	48.6	20.0	35.4
19	MAPA	N/A	Pottawattamie	Council Bluffs	STORY ST	S 4TH ST	41.255664	-95.850109	48.6	20.0	35.4
20	MAPA	N/A	Pottawattamie	Council Bluffs	US 6/KANESVILLE BLVD	IA 192/ 7TH ST & BROADWAY	41.261839	-95.853575	37.1	35.0	36.2
21	MAPA	N/A	Pottawattamie	Council Bluffs	WILLOW AVE	S 4TH ST	41.258176	-95.84943	50.0	20.0	36.2
22	MAPA	N/A	Pottawattamie	Council Bluffs	5th AVE	S 8TH ST	41.257028	-95.85605	50.0	20.0	36.2
23	MAPA	N/A	Pottawattamie	Council Bluffs	5th AVE	PEARL ST	41.257004	-95.85126	50.0	20.0	36.2
24	MAPA	N/A	Pottawattamie	Council Bluffs	NDIAN HILLS RD	COLLEGE RD	41.269416	-95.810103	48.6	21.7	36.2
25	MAPA	N/A	Pottawattamie	Council Bluffs	S MAIN ST	S 6TH ST	41.254279	-95.853016	51.4	20.0	36.9

Appendix B

Iowa DOT District 4: Intersections - Bike - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	MAPA	N/A	Pottawattamie	N/A	IA 92	Virginia Hills Rd	41.231882	-95.807301	27.1	36.7	31.5
2	MAPA	N/A	Pottawattamie	N/A	IA 92	Somerset Ave	41.233035	-95.799204	27.1	36.7	31.5
3	MAPA	N/A	Pottawattamie	N/A	IA 92	Concord Loop	41.232932	-95.794643	32.9	36.7	34.6
4	MAPA	N/A	Pottawattamie	N/A	STATE ORCHARD RD	GREENVIEW RD	41.23961	-95.790239	37.1	36.7	36.9
5	MAPA	N/A	Pottawattamie	N/A	Co Rd L43/GREENVIEW RD	DAYAN DR	41.239965	-95.765632	37.1	36.7	36.9
6	MAPA	N/A	Pottawattamie	N/A	Co Rd L35/WABASH AVE	DISCOVERY CIR	41.21622	-95.811376	37.1	36.7	36.9
7	N/A	SWIPCO	Page	N/A	IA 2/IOWA 2	ANNA CROSE HWY	40.742816	-95.351225	31.4	45.0	37.7
8	MAPA	N/A	Pottawattamie	N/A	Co Rd L35/WABASH AVE	OVERLAND TRL	41.211986	-95.79896	38.6	36.7	37.7
9	MAPA	N/A	Pottawattamie	N/A	IA 92/Omaha Bridge Rd	Valley View Dr	41.22914	-95.818106	40.0	36.7	38.5
10	MAPA	N/A	Pottawattamie	N/A	Co Rd L43/GREENVIEW RD	220TH ST	41.239962	-95.765551	42.9	36.7	40.0
11	MAPA	N/A	Pottawattamie	N/A	VIRGINIA HILLS RD	VALLEY VIEW DR & CONCORD LOOP	41.228547	-95.818096	47.1	36.7	42.3
12	MAPA	N/A	Pottawattamie	N/A	CONCORD LOOP	CARDINAL LN	41.225432	-95.799799	47.1	36.7	42.3
13	N/A	MAPA	Mills	N/A	US 34	Co Rd H34/380th St	41.030844	-95.460754	27.1	61.7	43.1
14	N/A	CIRTPA	Dallas	N/A	Co Rd F60/OLD HWY 6	Co Rd P58/K AVE	41.600462	-94.085975	37.1	51.7	43.8
15	N/A	MAPA	Shelby	N/A	IA 44	M16	41.645908	-95.422591	32.9	56.7	43.8
16	N/A	SWIPCO	Cass	N/A	IA 83/Marne Rd	Co Rd G30/Highland Rd/Broadway St	41.41126	-95.033831	37.1	53.3	44.6
17	N/A	SWIPCO	Fremont	N/A	US 59	IA 2	40.742613	-95.385334	27.1	65.0	44.6
18	N/A	ATURA	Taylor	N/A	IA 2	N44/Lake Rd./Pearl St.	40.675405	-94.706822	32.9	58.3	44.6
19	N/A	SWIPCO	Cass	N/A	IA 83/Marne Rd	Front St	41.409624	-95.032244	37.1	53.3	44.6
20	N/A	SWIPCO	Cass	N/A	US 71/630th St	IA 92/Tucson Rd	41.230866	-94.986774	27.1	66.7	45.4
21	N/A	SWIPCO	Cass	N/A	US 71/630th St.	IA 92/Richland Rd.	41.259019	-94.985013	27.1	66.7	45.4
22	N/A	ATURA	Adair	N/A	NE RAMP	WHITE POLE RD	41.495625	-94.66167	32.9	60.0	45.4
23	N/A	Region XII	Audubon	N/A	US 71	F32/190th St.	41.731311	-94.937389	40.0	51.7	45.4
24	N/A	MAPA	Harrison	N/A	US 30	Fremont Ave	41.550922	-95.994823	32.9	60.0	45.4
25	N/A	Region XII	Guthrie	N/A	IA 25	F65/White Pole Rd./Pecan Ave.	41.518247	-94.452852	27.1	66.7	45.4

Appendix B

Iowa DOT District 4: Intersections - Pedestrian - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	MAPA	N/A	Pottawattamie	Council Bluffs	S MAIN ST	S 6TH ST	41.254279	-95.853016	25.7	18.3	22.3
2	MAPA	N/A	Pottawattamie	Council Bluffs	IA 192/S 7TH ST	7TH AVE	41.255199	-95.854758	25.7	18.3	22.3
3	MAPA	N/A	Pottawattamie	Council Bluffs	COLLEGE RD	IOWA WESTERN CC AREA XIII	41.269216	-95.79876	25.7	18.3	22.3
4	MAPA	N/A	Pottawattamie	Council Bluffs	8TH AVE	S 7TH ST	41.254283	-95.854759	25.7	18.3	22.3
5	MAPA	N/A	Pottawattamie	Council Bluffs	IA 192/S EXPRESSWAY	7TH AVE & S 6TH ST	41.25518	-95.853007	28.6	18.3	23.8
6	MAPA	N/A	Pottawattamie	Council Bluffs	SHERWOOD DR	COUNCIL BLUFFS OMS	41.277826	-95.811883	28.6	18.3	23.8
7	MAPA	N/A	Pottawattamie	Council Bluffs	COLLEGE RD	IOWA WESTERN CC AREA XIII	41.277385	-95.794127	31.4	18.3	25.4
8	N/A	ATURA	Union	N/A	ADAMS ST & E ADAMS ST	INDUSTRIAL PKWY	41.056985	-94.346781	22.9	28.3	25.4
9	N/A	ATURA	Union	Creston	W UNION ST	S PINE ST & E UNION ST	41.056105	-94.361489	24.3	28.3	26.2
10	N/A	ATURA	Union	Creston	W MILLS ST	N DIVISION ST	41.059216	-94.366263	24.3	28.3	26.2
11	N/A	ATURA	Union	Creston	W MILLS ST	N DIVISION ST	41.059671	-94.366261	24.3	28.3	26.2
12	N/A	ATURA	Union	Creston	W MILLS ST	NORTH ST	41.059206	-94.366991	24.3	28.3	26.2
13	N/A	ATURA	Union	Creston	W UNION ST	S MAPLE ST	41.056099	-94.362688	25.7	28.3	26.9
14	N/A	ATURA	Union	Creston	S WALNUT ST	E UNION ST	41.056109	-94.36026	25.7	28.3	26.9
15	N/A	ATURA	Union	Creston	E HOWARD ST	N POPLAR ST	41.060901	-94.355555	25.7	28.3	26.9
16	N/A	ATURA	Union	Creston	E HOWARD ST	N MULBERRY ST	41.060908	-94.354336	25.7	28.3	26.9
17	N/A	ATURA	Union	Creston	W MONTGOMERY ST	N DIVISION ST	41.058526	-94.366264	25.7	28.3	26.9
18	N/A	ATURA	Union	Creston	W CLARK ST	S PINE ST & E CLARK ST	41.054954	-94.361483	25.7	28.3	26.9
19	N/A	ATURA	Union	Creston	NEW YORK AVE	W JEFFERSON ST	41.056455	-94.367465	25.7	28.3	26.9
20	N/A	ATURA	Union	Creston	E MILLS ST	N BIRCH ST	41.059677	-94.359068	25.7	28.3	26.9
21	N/A	ATURA	Union	Creston	W MILLS ST	S SYCAMORE ST	41.059198	-94.368166	27.1	28.3	27.7
22	N/A	ATURA	Union	Creston	E MILLS ST	N WALNUT ST	41.059674	-94.360263	27.1	28.3	27.7
23	MAPA	N/A	Pottawattamie	Council Bluffs	7TH AVE	PEARL ST & S MAIN ST	41.255251	-95.851241	35.7	18.3	27.7
24	N/A	ATURA	Union	Creston	S WALNUT ST	E CLARK ST	41.05496	-94.360255	27.1	28.3	27.7
25	N/A	ATURA	Union	Creston	W HOWARD ST	NORTH ST	41.061025	-94.366995	27.1	28.3	27.7

Appendix B

Iowa DOT District 4: Intersections - Pedestrian - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	MAPA	N/A	Pottawattamie	N/A	CONCORD LOOP	CARDINAL LN	41.225432	-95.799799	34.3	36.7	35.4
2	MAPA	N/A	Pottawattamie	N/A	IA 92/IOWA 92	VIRGINIA HILLS RD	41.231515	-95.807162	37.1	36.7	36.9
3	MAPA	N/A	Pottawattamie	N/A	CARDINAL LN	OVERLAND TRL	41.225419	-95.798378	40.0	36.7	38.5
4	N/A	MAPA	Harrison	N/A	US 30 E TO I 29 N	US 30 W TO I 29 N	41.550522	-95.915764	37.1	45.0	40.8
5	MAPA	N/A	Pottawattamie	N/A	VIRGINIA HILLS RD	VALLEY VIEW DR & CONCORD LOOP	41.228547	-95.818096	45.7	36.7	41.5
6	MAPA	N/A	Pottawattamie	N/A	KNOLLWOOD DR	GREENVIEW RD	41.239995	-95.767121	54.3	36.7	46.2
7	MAPA	N/A	Pottawattamie	N/A	Co Rd L35/WABASH AVE	DISCOVERY CIR	41.21622	-95.811376	55.7	36.7	46.9
8	N/A	CIRTPA	Dallas	N/A	WILLIS AVE & PERRY ACCESS WMA	I CT	41.838094	-94.125938	38.6	56.7	46.9
9	MAPA	N/A	Pottawattamie	N/A	STATE ORCHARD RD	GREENVIEW RD	41.23961	-95.790239	58.6	36.7	48.5
10	MAPA	N/A	Pottawattamie	N/A	Co Rd L43/GREENVIEW RD	DAYAN DR	41.239965	-95.765632	58.6	36.7	48.5
11	MAPA	N/A	Pottawattamie	N/A	IA 92/Omaha Bridge Rd	Valley View Dr	41.22914	-95.818106	58.6	36.7	48.5
12	MAPA	N/A	Pottawattamie	N/A	Co Rd L43/GREENVIEW RD	220TH ST	41.239962	-95.765551	58.6	36.7	48.5
13	MAPA	N/A	Pottawattamie	N/A	IA 92	Somerset Ave	41.233035	-95.799204	60.0	36.7	49.2
14	MAPA	N/A	Pottawattamie	N/A	IA 92	Concord Loop	41.232932	-95.794643	60.0	36.7	49.2
15	MAPA	N/A	Pottawattamie	N/A	Co Rd L35/WABASH AVE	OVERLAND TRL	41.211986	-95.79896	60.0	36.7	49.2
16	N/A	SWIPCO	Cass	N/A	Co Rd N16/OLIVE ST	635TH ST	41.417777	-95.003311	47.1	51.7	49.2
17	N/A	CIRTPA	Dallas	N/A	WILLIS AVE	IDAHO CT	41.838324	-94.124284	42.9	56.7	49.2
18	N/A	CIRTPA	Dallas	N/A	US 169/N AVE	FAIRGROUNDS RD	41.628837	-94.018788	31.4	71.7	50.0
19	N/A	ATURA	Ringgold	N/A	Co Rd J20/CO HWY J20 & 130TH ST	Co Rd P64/290TH AVE	40.854545	-94.110769	37.1	65.0	50.0
20	N/A	SWIPCO	Page	N/A	IA 2/IOWA 2	ANNA CROSE HWY	40.742816	-95.351225	47.1	55.0	50.8
21	N/A	MAPA	Pottawattamie	N/A	IOWA 191	I 80-NE RAMP	41.499724	-95.598463	25.7	80.0	50.8
22	N/A	MAPA	Harrison	N/A	US 30 W	US 30 W TO I 29 N	41.550103	-95.913542	57.1	45.0	51.5
23	N/A	CIRTPA	Adair	N/A	ADAIR-MADISON AVE	I 80-NE RAMP CURV	41.494633	-94.241576	37.1	70.0	52.3
24	N/A	ATURA	Adair	N/A	IA 92	Orange Ave	41.301795	-94.433919	47.1	60.0	53.1
25	N/A	CIRTPA	Dallas	N/A	Co Rd F51/280TH ST	M DR	41.625885	-94.04338	37.1	71.7	53.1

Appendix B

Iowa DOT District 5: Intersections - Bike - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	Area 15	Wapello	Ottumwa	IA 149/KITTERMAN AVE/WAPELLO ST	W 4TH ST	41.022224	-92.414283	34.3	35.0	34.6
2	N/A	SEIRPC	Des Moines	Burlington	MARKET ST	FLINT HILLS DR	40.810569	-91.13709	40.0	28.3	34.6
3	N/A	BSRC	Muscatine	Muscatine	IA 92/MISSISSIPPI DR	CEDAR ST	41.421642	-91.042707	45.7	26.7	36.9
4	N/A	CVTPA	Lucas	Chariton	ILION AVE	N 6TH ST	41.025375	-93.302	48.6	25.0	37.7
5	N/A	CVTPA	Lucas	Chariton	IA 14/N 7th ST	Orchard AVE	41.020585	-93.303444	48.6	25.0	37.7
6	N/A	Area 15	Wapello	Ottumwa	IA 149/IOWA 149	W 5TH ST & N WAPELLO ST	41.023309	-92.413189	40.0	35.0	37.7
7	N/A	SEIRPC	Des Moines	Burlington	US 34 SE RAMP	US 34	40.817784	-91.135446	45.7	28.3	37.7
8	N/A	Area 15	Wapello	Ottumwa	US 34	COOK AVE	41.013115	-92.419667	42.9	31.7	37.7
9	N/A	SEIRPC	Lee	Keokuk	13TH ST S	JOHNSON ST	40.40142	-91.390947	48.6	26.7	38.5
10	N/A	BSRC	Muscatine	Muscatine	W 3RD ST	CHERRY ST	41.417866	-91.053951	48.6	26.7	38.5
11	N/A	SEIRPC	Lee	Keokuk	US 136/MAIN ST	2ND ST S & 2ND ST N	40.393407	-91.380846	45.7	30.0	38.5
12	N/A	SEIRPC	Lee	Keokuk	16TH ST S	ELM ST	40.396751	-91.404937	48.6	26.7	38.5
13	N/A	SEIRPC	Lee	Keokuk	14TH ST S	CEDAR ST	40.397178	-91.400004	48.6	26.7	38.5
14	N/A	SEIRPC	Lee	Keokuk	14TH ST S	JOHNSON ST	40.402217	-91.391782	48.6	26.7	38.5
15	N/A	Area 15	Mahaska	Oskaloosa	HIGH AVE W	S L ST & N L ST	41.2953	-92.659199	48.6	26.7	38.5
16	N/A	Area 15	Mahaska	Oskaloosa	HIGH AVE W	S H ST & N H ST	41.295305	-92.654497	48.6	26.7	38.5
17	N/A	Area 15	Wapello	Ottumwa	IOWA 149 RAMP	IOWA WAPELLO ST	41.021819	-92.414863	41.4	35.0	38.5
18	N/A	SEIRPC	Lee	Keokuk	12TH ST S	DES MOINES ST	40.398121	-91.394248	48.6	26.7	38.5
19	N/A	SEIRPC	Lee	Keokuk	12TH ST S	BANK ST	40.399377	-91.392179	48.6	26.7	38.5
20	N/A	SEIRPC	Lee	Keokuk	12TH ST S	EXCHANGE ST	40.400005	-91.391168	48.6	26.7	38.5
21	N/A	SEIRPC	Lee	Keokuk	13TH ST S	BANK ST	40.400165	-91.393009	48.6	26.7	38.5
22	N/A	SEIRPC	Lee	Keokuk	12TH ST S	TIMEA ST	40.398747	-91.393212	48.6	26.7	38.5
23	N/A	SEIRPC	Lee	Keokuk	14TH ST S	DES MOINES ST	40.399705	-91.395889	48.6	26.7	38.5
24	N/A	SEIRPC	Lee	Keokuk	15TH ST S	EXCHANGE ST	40.402376	-91.393611	48.6	26.7	38.5
25	N/A	SEIRPC	Lee	Keokuk	12TH ST S	JOHNSON ST	40.40064	-91.39012	48.6	26.7	38.5

Appendix B

Iowa DOT District 5: Intersections - Bike - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	CVTPA	Lucas	N/A	US 34	472ND LN	41.004031	-93.280255	32.9	25.0	29.2
2	N/A	Area 15	Wapello	N/A	US 34	Albia Rd	41.013347	-92.46764	31.4	31.7	31.5
3	N/A	CVTPA	Lucas	N/A	US 34	Red Haw State Park	41.003872	-93.278358	37.1	25.0	31.5
4	N/A	SEIRPC	Des Moines	N/A	US 61	60th St	40.767706	-91.151632	27.1	41.7	33.8
5	N/A	Area 15	Wapello	N/A	WILDWOOD DR	VENTURE DR	41.016315	-92.448031	37.1	31.7	34.6
6	N/A	Area 15	Wapello	N/A	US 63	43RD ST	40.947196	-92.406865	31.4	41.7	36.2
7	N/A	Area 15	Wapello	N/A	EDDYVILLE RD	MINERVA AVE	41.041551	-92.44186	37.1	36.7	36.9
8	N/A	SEIRPC	Lee	N/A	REVE CT	AVE O	40.624528	-91.395543	27.1	48.3	36.9
9	N/A	SEIRPC	Lee	N/A	US 61 NE RAMP	US IOWA 2	40.627366	-91.400258	28.6	48.3	37.7
10	N/A	Area 15	Wapello	N/A	US 63 NW RAMP	DAHLONEGA RD	41.050801	-92.374602	22.9	55.0	37.7
11	N/A	CIRTPA	Marion	N/A	IA 5	G71	41.218878	-92.966945	31.4	46.7	38.5
12	N/A	Area 15	Jefferson	N/A	IA 904/W BURLINGTON AVE	Co Rd H33/BROOKVILLE/32ND ST	41.006333	-92.001709	27.1	51.7	38.5
13	N/A	CIRTPA	Marion	N/A	IA 5	IA 5/IA 92	41.354442	-93.26191	27.1	53.3	39.2
14	N/A	Area 15	Keokuk	N/A	IA 21/BARNES ST/IOWA 21	Co Rd G29/170TH ST	41.408826	-92.354728	32.9	46.7	39.2
15	N/A	Area 15	Wapello	N/A	US 34	Wildwood Dr	41.018097	-92.448057	45.7	31.7	39.2
16	N/A	Area 15	Wapello	N/A	US 63	LITTLE SOAP RD	40.906345	-92.409715	37.1	41.7	39.2
17	N/A	Area 15	Wapello	N/A	HWY 958	RIVER RD	40.979442	-92.409674	37.1	41.7	39.2
18	N/A	CVTPA	Appanoose	N/A	IA 5	W Terra Vis	40.751561	-92.862858	37.1	43.3	40.0
19	N/A	SEIRPC	Lee	N/A	IOWA 92	US 61 SW RAMP	40.625415	-91.397289	32.9	48.3	40.0
20	N/A	Area 15	Jefferson	N/A	US-34 NE RAMP	OSAGE AVE	41.000369	-91.913169	22.9	60.0	40.0
21	N/A	Area 15	Wapello	N/A	US-34 NW RAMP	US-34	41.014674	-92.377893	28.6	53.3	40.0
22	N/A	Area 15	Wapello	N/A	US 63	HWY 958 & 55TH ST	40.965356	-92.404636	40.0	41.7	40.8
23	N/A	CVTPA	Lucas	N/A	US 34	Co Rd H34/Court Ave	41.014067	-93.331741	37.1	45.0	40.8
24	N/A	CIRTPA	Marion	N/A	IA 5/IOWA 5	188TH AVE	41.225911	-92.989753	37.1	46.7	41.5
25	N/A	Area 15	Jefferson	N/A	Co Rd H33/BROOKVILLE RD	GRIMES AVE & W GRIMES AVE	41.009991	-92.001675	38.6	45.0	41.5

Appendix B

Iowa DOT District 5: Intersections - Pedestrian - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	N/A	SEIRPC	Des Moines	Burlington	VINEYARD ST	KENILWORTH CT	40.821024	-91.132469	24.3	21.7	23.1
2	N/A	SEIRPC	Lee	Keokuk	WATER ST	BANK ST	40.390195	-91.382604	24.3	21.7	23.1
3	N/A	SEIRPC	Lee	Keokuk	2ND ST S	CARROLL ST	40.389091	-91.388184	24.3	21.7	23.1
4	N/A	SEIRPC	Lee	Keokuk	3RD ST S	RIDGE ST	40.389167	-91.38995	24.3	21.7	23.1
5	N/A	SEIRPC	Lee	Keokuk	3RD ST S	CARROLL ST	40.389766	-91.388904	24.3	21.7	23.1
6	N/A	SEIRPC	Des Moines	Burlington	LUCAS ST	BELMONT CT	40.818547	-91.136371	24.3	21.7	23.1
7	N/A	SEIRPC	Des Moines	Burlington	LUCAS ST	MELROSE CT	40.818547	-91.135053	24.3	21.7	23.1
8	N/A	SEIRPC	Des Moines	Burlington	VINEYARD ST	MELROSE CT	40.820996	-91.135063	24.3	21.7	23.1
9	N/A	SEIRPC	Des Moines	Burlington	VINEYARD ST	ARGYLE CT	40.82098	-91.133774	24.3	21.7	23.1
10	N/A	SEIRPC	Des Moines	Burlington	VINEYARD ST	HAYES ST	40.821171	-91.131211	24.3	21.7	23.1
11	N/A	SEIRPC	Des Moines	Burlington	VINEYARD ST	SHIELDS ST	40.821173	-91.130001	24.3	21.7	23.1
12	N/A	SEIRPC	Des Moines	Burlington	VINEYARD ST	EMMETT ST	40.821173	-91.128815	24.3	21.7	23.1
13	N/A	SEIRPC	Lee	Keokuk	1ST ST S	BANK ST	40.390732	-91.383179	24.3	21.7	23.1
14	N/A	SEIRPC	Lee	Keokuk	1ST ST S	JOHNSON ST	40.391971	-91.381099	24.3	21.7	23.1
15	N/A	SEIRPC	Des Moines	Burlington	SYLVANIA DR	W ROOSEVELT FRONTAGE	40.821657	-91.141677	25.7	21.7	23.8
16	N/A	SEIRPC	Des Moines	Burlington	W ROOSEVELT FRONTAGE	W ROOSEVELT FRONTAGE	40.823068	-91.14174	25.7	21.7	23.8
17	N/A	SEIRPC	Des Moines	Burlington	KIRKWOOD ST	COTTONWOOD CT	40.819769	-91.137654	25.7	21.7	23.8
18	N/A	SEIRPC	Des Moines	Burlington	VINEYARD ST	BELMONT CT	40.820999	-91.136357	25.7	21.7	23.8
19	N/A	SEIRPC	Lee	Keokuk	5TH ST S	CARROLL ST	40.391358	-91.390564	25.7	21.7	23.8
20	N/A	SEIRPC	Lee	Keokuk	3RD ST S	EXCHANGE ST	40.392884	-91.383743	25.7	21.7	23.8
21	N/A	SEIRPC	Des Moines	Burlington	VINEYARD ST	GRATTON ST	40.821173	-91.127593	25.7	21.7	23.8
22	N/A	SEIRPC	Lee	Keokuk	3RD ST S	DES MOINES ST	40.391021	-91.386848	25.7	21.7	23.8
23	N/A	SEIRPC	Lee	Keokuk	2ND ST S	PALEAN ST	40.389601	-91.387085	27.1	21.7	24.6
24	N/A	SEIRPC	Lee	Keokuk	6TH ST S	BANK ST	40.394644	-91.387267	27.1	21.7	24.6
25	N/A	SEIRPC	Lee	Keokuk	6TH ST S	EXCHANGE ST	40.395282	-91.38623	27.1	21.7	24.6

Appendix B

Iowa DOT District 5: Intersections - Pedestrian - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	N/A	Area 15	Wapello	N/A	US 63	LITTLE SOAP RD	40.906345	-92.409715	38.6	41.7	40.0
2	N/A	Area 15	Wapello	N/A	HWY 958	65TH ST	40.978788	-92.409673	42.9	41.7	42.3
3	N/A	CVTPA	Appanoose	N/A	ST JOSEPHS DR	500TH ST	40.754343	-92.858198	45.7	41.7	43.8
4	N/A	Area 15	Wapello	N/A	Co Rd J12/RIVER RD	118TH AVE	40.971265	-92.383237	45.7	41.7	43.8
5	N/A	CVTPA	Appanoose	N/A	ROCK VALLEY RD	ST JOSEPHS DR & SHAMROCK LN	40.747047	-92.858157	45.7	41.7	43.8
6	N/A	Area 15	Wapello	N/A	US 34	Albia Rd	41.013347	-92.46764	47.1	41.7	44.6
7	N/A	Area 15	Wapello	N/A	US 34	Wildwood Dr	41.018097	-92.448057	47.1	41.7	44.6
8	N/A	Area 15	Wapello	N/A	HWY 958	RIVER RD	40.979442	-92.409674	47.1	41.7	44.6
9	N/A	SEIRPC	Des Moines	N/A	Co Rd H38/MEDIAPOLIS RD	Co Rd X99/DMC 99	41.019102	-91.045033	34.3	56.7	44.6
10	N/A	CVTPA	Lucas	N/A	US 34	472ND LN	41.004031	-93.280255	47.1	43.3	45.4
11	N/A	Area 15	Jefferson	N/A	US-34 NE RAMP	OSAGE AVE	41.000369	-91.913169	38.6	55.0	46.2
12	N/A	SEIRPC	Lee	N/A	BLUFF RD	265 AVE & CLEARVIEW HEIGHTS DR	40.629176	-91.401453	42.9	50.0	46.2
13	N/A	SEIRPC	Lee	N/A	LOCAL	220 ST & 217 ST & 280 AVE	40.638796	-91.37311	42.9	50.0	46.2
14	N/A	Area 15	Wapello	N/A	US 63 NW RAMP	DAHLONEGA RD	41.050801	-92.374602	38.6	56.7	46.9
15	N/A	SEIRPC	Lee	N/A	LOCAL	255 AVE & 274 ST	40.560261	-91.425563	34.3	61.7	46.9
16	N/A	BSRC	Muscatine	N/A	IA 22/IOWA 22	PINE RIDGE CT	41.440327	-91.015489	40.0	55.0	46.9
17	N/A	SEIRPC	Lee	N/A	LOCAL	RIVER HILLS DR & 280 AVE	40.636453	-91.372821	45.7	50.0	47.7
18	N/A	Area 15	Jefferson	N/A	Co Rd H43/LIBERTYVILLE RD	KINGWOOD CT	40.985211	-91.984574	40.0	56.7	47.7
19	N/A	Area 15	Wapello	N/A	WILDWOOD DR	VENTURE DR	41.016315	-92.448031	55.7	41.7	49.2
20	N/A	Area 15	Wapello	N/A	US 63	43RD ST	40.947196	-92.406865	55.7	41.7	49.2
21	N/A	Area 15	Wapello	N/A	EDDYVILLE RD	MINERVA AVE	41.041551	-92.44186	50.0	48.3	49.2
22	N/A	CVTPA	Appanoose	N/A	IA 5	W Terra Vis	40.751561	-92.862858	55.7	41.7	49.2
23	N/A	Area 15	Wapello	N/A	US 63	HWY 958 & 55TH ST	40.965356	-92.404636	55.7	41.7	49.2
24	N/A	SEIRPC	Des Moines	N/A	Co Rd X99/DMC 99	MEEKERS LANDING RD	40.98702	-91.031662	42.9	56.7	49.2
25	N/A	CVTPA	Lucas	N/A	US 34	Red Haw State Park	41.003872	-93.278358	55.7	43.3	50.0

Appendix B

Iowa DOT District 6: Intersections - Bike - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	MPOJC	N/A	Johnson	Iowa City	MELROSE AVE	HAWKINS DR	41.656888	-91.549967	45.7	21.7	34.6
2	MPOJC	N/A	Johnson	Iowa City	IA 1/DODGE ST	E MARKET ST	41.663523	-91.525736	45.7	23.3	35.4
3	MPOJC	N/A	Johnson	Iowa City	IA 1/DODGE ST	E JEFFERSON ST	41.662408	-91.525751	45.7	23.3	35.4
4	MPOJC	N/A	Johnson	Iowa City	E MARKET ST	N GILBERT ST	41.663561	-91.530116	45.7	23.3	35.4
5	DMATS	N/A	Dubuque	Dubuque	GARFIELD AVE & E 20th ST	RHOMBERG AVE & ELM ST	42.512269	-90.666432	32.9	38.3	35.4
6	MPOJC	N/A	Johnson	Iowa City	MCLEAN ST	FERSON AVE	41.669484	-91.544538	47.1	21.7	35.4
7	BSRC	N/A	Scott	Davenport	E 3RD ST	IOWA ST	41.522419	-90.56968	45.7	25.0	36.2
8	BSRC	N/A	Scott	Davenport	BROWN ST	W 2ND ST	41.521299	-90.584453	41.4	30.0	36.2
9	MPOJC	N/A	Johnson	Iowa City	RIVER ST	LEXINGTON AVE	41.667591	-91.54841	48.6	21.7	36.2
10	MPOJC	N/A	Johnson	Iowa City	RIVER ST	HUTCHINSON AVE	41.667588	-91.547135	48.6	21.7	36.2
11	MPOJC	N/A	Johnson	Iowa City	RIVER ST	MAGOWAN AVE	41.667588	-91.545849	48.6	21.7	36.2
12	BSRC	N/A	Scott	Davenport	US 61	W 4TH ST & E 4TH ST	41.523518	-90.574056	45.7	25.0	36.2
13	MPOJC	N/A	Johnson	Iowa City	MELROSE AVE	MELROSE CT	41.656855	-91.54674	48.6	21.7	36.2
14	MPOJC	N/A	Johnson	Iowa City	ELLIOT DR	HAWKINS DR	41.662126	-91.554394	50.0	21.7	36.9
15	MPOJC	N/A	Johnson	Iowa City	E JEFFERSON ST	VAN BUREN ST	41.662433	-91.528681	48.6	23.3	36.9
16	MPOJC	N/A	Johnson	Iowa City	E JEFFERSON ST	JOHNSON ST	41.662422	-91.527205	48.6	23.3	36.9
17	BSRC	N/A	Scott	Davenport	W 3RD ST	MARQUETTE ST	41.522354	-90.590881	45.7	26.7	36.9
18	MPOJC	N/A	Johnson	Iowa City	E MARKET ST	N LINN ST	41.663561	-91.53159	48.6	23.3	36.9
19	MPOJC	N/A	Johnson	Iowa City	E MARKET ST	JOHNSON ST	41.663537	-91.527206	48.6	23.3	36.9
20	MPOJC	N/A	Johnson	Iowa City	IOWA AVE	S VAN BUREN ST	41.661237	-91.528679	48.6	23.3	36.9
21	MPOJC	N/A	Johnson	Iowa City	IOWA AVE	JOHNSON ST	41.661226	-91.527203	48.6	23.3	36.9
22	BSRC	N/A	Scott	Davenport	W 3RD ST	FILLMORE ST	41.522337	-90.594326	45.7	26.7	36.9
23	BSRC	N/A	Scott	Davenport	W 4TH ST	FILLMORE ST	41.523449	-90.594315	45.7	26.7	36.9
24	BSRC	N/A	Scott	Davenport	W 4TH ST	MARQUETTE ST	41.523469	-90.590885	45.7	26.7	36.9
25	MPOJC	N/A	Johnson	Iowa City	UNIVERSITY OF IOWA	NEWTON RD & ELLIOT DR	41.664036	-91.553379	51.4	21.7	37.7

Appendix B

Iowa DOT District 6: Intersections - Bike - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	ECIA	Jackson	N/A	IA 64/HWY 64	33 ST	42.062413	-90.692293	31.4	46.7	38.5
2	N/A	ECICOG	Johnson	N/A	US 6	Black Hawk Ave	41.745961	-91.803104	32.9	46.7	39.2
3	N/A	ECIA	Jackson	N/A	Co Rd Y53/200 AVE	GENERAC DR	42.039146	-90.665288	37.1	41.7	39.2
4	N/A	INRTA	Buchanan	N/A	US-20 NE RAMP	BENSON-SHADY GROVE AVE	42.450844	-92.055551	28.6	55.0	40.8
5	N/A	INRTA	Buchanan	N/A	US-20 SE RAMP	BENSON-SHADY GROVE AVE	42.447387	-92.055565	28.6	55.0	40.8
6	BSRC	N/A	Scott	N/A	F55	Jersey Ridge Rd	41.611215	-90.539537	37.1	45.0	40.8
7	N/A	INRTA	Buchanan	N/A	I-380 NW RAMP	330TH ST	42.311998	-91.979058	28.6	55.0	40.8
8	N/A	INRTA	Buchanan	N/A	IA 281/FAIRBANK RD/102ND ST	BLACKHAWK-BUCHANAN AVE	42.638327	-92.081703	32.9	51.7	41.5
9	N/A	ECICOG	Cedar	N/A	I-80 SW RAMP	US-6	41.635246	-91.035687	28.6	56.7	41.5
10	N/A	ECIA	Delaware	N/A	IA 13	310th St.	42.339941	-91.480481	27.1	58.3	41.5
11	N/A	ECIA	Delaware	N/A	IA 13	Co Rd D42/275th St	42.390903	-91.480803	27.1	58.3	41.5
12	N/A	ECICOG	Johnson	N/A	US 6	UPPER OLD HWY 6 RD	41.746544	-91.804016	37.1	46.7	41.5
13	N/A	ECICOG	Johnson	N/A	US 6	LOWER OLD HWY 6 RD	41.731317	-91.764456	37.1	46.7	41.5
14	N/A	ECICOG	Johnson	N/A	US 6	ECHO AVE	41.721898	-91.740062	37.1	46.7	41.5
15	N/A	ECIA	Jackson	N/A	IA 64/HWY 64	37 ST	42.06535	-90.690078	37.1	46.7	41.5
16	BSRC	N/A	Scott	N/A	F55	Utica Ridge Rd	41.61151	-90.502446	38.6	45.0	41.5
17	N/A	ECICOG	Johnson	N/A	US 6	ECHO AVE	41.722042	-91.740393	37.1	46.7	41.5
18	N/A	ECICOG	Johnson	N/A	US 6	EAGLE AVE	41.727665	-91.754696	38.6	46.7	42.3
19	MPOJC	N/A	Johnson	N/A	US 6	SIOUX AVE	41.628313	-91.482799	31.4	55.0	42.3
20	N/A	ECICOG	Cedar	N/A	Co Rd F44/290TH	Co Rd X40/GARFIELD AVE	41.670622	-91.24957	32.9	55.0	43.1
21	N/A	ECICOG	Benton	N/A	I-380 NW RAMP	IA-150	42.243598	-91.890888	22.9	66.7	43.1
22	N/A	ECICOG	Iowa	N/A	IA 149/M Ave.	F67/335th St.	41.517728	-92.065052	27.1	61.7	43.1
23	N/A	ECICOG	Johnson	N/A	US 6	TAFT AVE & OSAGE ST	41.613281	-91.464052	32.9	55.0	43.1
24	N/A	ECICOG	Jones	N/A	IA 38	190th St.	42.208641	-91.142381	45.7	40.0	43.1
25	BSRC	N/A	Scott	N/A	Brady St	Holden Dr	41.612743	-90.567392	41.4	45.0	43.1

Appendix B

Iowa DOT District 6: Intersections - Pedestrian - Urban

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	MPOJC	N/A	Johnson	Iowa City	DILL ST	RIDER ST & BLACK SPRINGS CIR	41.666608	-91.554519	14.3	23.3	18.5
2	MPOJC	N/A	Johnson	Iowa City	BAYARD ST	LEXINGTON AVE	41.665693	-91.548401	24.3	23.3	23.8
3	MPOJC	N/A	Johnson	Iowa City	RIDER ST	BAYARD ST & WOOLF AVE	41.665766	-91.549748	24.3	23.3	23.8
4	MPOJC	N/A	Johnson	Iowa City	RIVER ST	MULLIN AVE	41.668965	-91.553794	24.3	23.3	23.8
5	MPOJC	N/A	Johnson	Iowa City	MCLEAN ST	MAGOWAN AVE	41.669484	-91.545836	24.3	23.3	23.8
6	MPOJC	N/A	Johnson	Iowa City	BAYARD ST	FERSON AVE	41.665692	-91.544585	24.3	23.3	23.8
7	MPOJC	N/A	Johnson	Iowa City	DILL ST	BLACK SPRINGS CIR	41.666596	-91.554903	24.3	23.3	23.8
8	MPOJC	N/A	Johnson	Iowa City	RIDER ST	LEE ST	41.665994	-91.55175	24.3	23.3	23.8
9	MPOJC	N/A	Johnson	Iowa City	RICHARDS ST	FERSON AVE	41.666961	-91.544572	24.3	23.3	23.8
10	MPOJC	N/A	Johnson	Iowa City	ROWLAND CT	BAYARD ST & LUSK AVE	41.665682	-91.54778	24.3	23.3	23.8
11	MPOJC	N/A	Johnson	Iowa City	RIVER ST	BLACKHAWK RD	41.668566	-91.552994	24.3	23.3	23.8
12	MPOJC	N/A	Johnson	Iowa City	HIGHWOOD ST	BLACKHAWK RD	41.66968	-91.55218	24.3	23.3	23.8
13	MPOJC	N/A	Johnson	Iowa City	MCLEAN ST	FERSON AVE	41.669484	-91.544538	25.7	23.3	24.6
14	MPOJC	N/A	Johnson	Iowa City	MCLEAN ST	LEXINGTON AVE	41.669469	-91.548398	25.7	23.3	24.6
15	MPOJC	N/A	Johnson	Iowa City	RIDER ST	BAYARD ST & WOOLF AVE	41.665691	-91.549749	25.7	23.3	24.6
16	MPOJC	N/A	Johnson	Iowa City	GALWAY CT	GALWAY DR	41.656356	-91.588272	14.3	36.7	24.6
17	BSRC	N/A	Scott	Davenport	W 58TH ST	GAINE ST	41.580053	-90.581599	24.3	25.0	24.6
18	BSRC	N/A	Scott	Davenport	W 61ST ST	RIPLEY ST	41.582387	-90.579205	24.3	25.0	24.6
19	BSRC	N/A	Scott	Davenport	N MEADOWS CT	GREENFIELD CT	41.577521	-90.583195	24.3	25.0	24.6
20	BSRC	N/A	Scott	Davenport	W 4 1/2 ST	TAYLOR ST	41.524096	-90.59248	24.3	25.0	24.6
21	BSRC	N/A	Scott	Davenport	BEIDERBECKE DR	WARREN ST	41.517562	-90.586462	24.3	25.0	24.6
22	MPOJC	N/A	Johnson	Iowa City	RIDER ST	TEETERS CT	41.666164	-91.553221	25.7	23.3	24.6
23	MPOJC	N/A	Johnson	Iowa City	JACQUE ST	SHANNON DR	41.64722	-91.580771	14.3	36.7	24.6
24	MPOJC	N/A	Johnson	Iowa City	RIVER ST	LEE ST	41.667761	-91.551337	25.7	23.3	24.6
25	MPOJC	N/A	Johnson	Iowa City	OTTO ST	WOOLF AVE	41.667008	-91.549726	25.7	23.3	24.6

Appendix B

Iowa DOT District 6: Intersections - Pedestrian - Rural

Rank	MPO	RPA	County	City	Road One	Road Two	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	DMATS	N/A	Dubuque	N/A	MINES OF SPAIN RD	MONUMENT DR	42.468724	-90.652124	28.6	61.7	43.8
2	CMPO	N/A	Linn	N/A	OTIS RD	44TH ST SE	41.95748	-91.599129	34.3	58.3	45.4
3	CMPO	N/A	Linn	N/A	ROSE ST	ABBOT AVE	41.974016	-91.572122	34.3	58.3	45.4
4	N/A	ECIA	Jackson	N/A	Co Rd Y53/200 AVE	GENERAC DR	42.039146	-90.665288	47.1	45.0	46.2
5	N/A	ECICOG	Johnson	N/A	W 38 N	I 80 W TO BLACK HAWK AVE N	41.689402	-91.80373	34.3	60.0	46.2
6	N/A	ECICOG	Johnson	N/A	W 38 N	BLACK HAWK AVE VS TO I 80 W	41.689141	-91.803753	35.7	60.0	46.9
7	N/A	ECICOG	Johnson	N/A	Co Rd F62/500TH ST	Co Rd W62/SHARON CENTER RD	41.569152	-91.661257	25.7	71.7	46.9
8	MPOJC	N/A	Johnson	N/A	CORALVILLE RESERVOIR	CORALVILLE RESERVOIR	41.728591	-91.535494	18.6	80.0	46.9
9	N/A	ECIA	Jackson	N/A	IA 64/HWY 64	37 ST	42.06535	-90.690078	47.1	48.3	47.7
10	N/A	ECICOG	Jones	N/A	SHAW RD	S LINN ST	42.102497	-91.275752	34.3	63.3	47.7
11	N/A	ECICOG	Johnson	N/A	US 6	LOWER OLD HWY 6 RD	41.731317	-91.764456	38.6	60.0	48.5
12	N/A	ECICOG	Johnson	N/A	US 6	ECHO AVE	41.721898	-91.740062	38.6	60.0	48.5
13	N/A	ECICOG	Johnson	N/A	US 6	ECHO AVE	41.722042	-91.740393	38.6	60.0	48.5
14	N/A	ECICOG	Jones	N/A	CO HOME RD E-23	CIRCULAR DR & 190 AVE	42.138507	-91.248916	50.0	48.3	49.2
15	N/A	ECICOG	Iowa	N/A	47th Ave	48th Ave	41.797261	-91.865139	28.6	73.3	49.2
16	CMPO	N/A	Linn	N/A	Co Rd E44/SQUAW RIDGE RD	ABBOTS FORD RD	42.000294	-91.56563	42.9	58.3	50.0
17	CMPO	N/A	Linn	N/A	PARK VIEW AVE	ROSE ST	41.975582	-91.572055	42.9	58.3	50.0
18	N/A	ECICOG	Johnson	N/A	US 6	Black Hawk Ave	41.745961	-91.803104	42.9	60.0	50.8
19	BSRC	N/A	Scott	N/A	Brady St	Holden Dr	41.612743	-90.567392	45.7	56.7	50.8
20	N/A	INRTA	Buchanan	N/A	I-380 NW RAMP	IA-150	42.312038	-91.976137	34.3	70.0	50.8
21	BSRC	N/A	Scott	N/A	Brady St	214 St	41.616311	-90.564238	45.7	56.7	50.8
22	N/A	BSRC	Scott	N/A	190 Ave	Douglas Way	41.696988	-90.529407	45.7	56.7	50.8
23	CMPO	N/A	Linn	N/A	W BERRY RD	OAK DR	41.972928	-91.580326	44.3	58.3	50.8
24	N/A	ECICOG	Jones	N/A	Co Rd X31/CO RD X-31	158 ST & 220 AVE	42.161584	-91.306508	15.7	91.7	50.8
25	BSRC	N/A	Scott	N/A	IA 130/NEW LIBERTY RD	210 ST	41.611101	-90.63689	47.1	56.7	51.5

Appendix B

Iowa DOT District 1: Segments - Bike - Urban

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (Kenyon Rd)	42.498786	-94.186649	16.3	11.7	14.3
2	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (Kenyon Rd)	42.499298	-94.186309	16.3	11.7	14.3
3	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	2nd Ave S	42.502969	-94.187576	18.8	11.7	15.7
4	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	2nd Ave S	42.502797	-94.188846	18.8	11.7	15.7
5	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	2nd Ave S	42.503446	-94.184157	18.8	11.7	15.7
6	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (S 8th St)	42.500497	-94.186402	18.8	11.7	15.7
7	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (2nd Ave S)	42.502312	-94.19234	18.8	11.7	15.7
8	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	2nd Ave S	42.50315	-94.186305	18.8	11.7	15.7
9	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (Kenyon Rd)	42.497845	-94.187147	20	11.7	16.4
10	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (S 6th St)	42.502525	-94.190893	20	11.7	16.4
11	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (S 6th St)	42.502506	-94.191102	20	11.7	16.4
12	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 20 BUS (E Kenyon Rd)	42.500967	-94.182797	20	11.7	16.4
13	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 20 BUS (E Kenyon Rd)	42.499762	-94.185634	20	11.7	16.4
14	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 20 BUS (E Kenyon Rd)	42.500522	-94.183696	20	11.7	16.4
15	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 20 BUS (E Kenyon Rd)	42.500989	-94.182648	20	11.7	16.4
16	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	Martin Luther King Jr Pkwy	41.587623	-93.644613	11.3	25	17.1
17	AAMPO	N/A	Story	Ames	City or Municipal Agency	Lincoln Way	42.022866	-93.620853	11.3	26.7	17.9
18	AAMPO	N/A	Story	Ames	State Highway Agency	Lincoln Way	42.022874	-93.620308	11.3	26.7	17.9
19	AAMPO	N/A	Story	Ames	State Highway Agency	Lincoln Way	42.02293	-93.619624	11.3	26.7	17.9
20	DMAMPO	N/A	Polk	Des Moines	State Highway Agency	US 6 (Douglas Ave)	41.627767	-93.652437	11.3	28.3	18.6
21	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (Kenyon Rd)	42.495914	-94.188161	25	11.7	19.3
22	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	W Martin Luther King Jr Pkwy	41.582348	-93.618751	11.3	30	19.3
23	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	Keosauqua Way	41.59532	-93.63522	16.3	23.3	19.3
24	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	Keosauqua Way	41.592071	-93.631035	16.3	23.3	19.3
25	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	Keosauqua Way	41.595477	-93.635376	16.3	23.3	19.3

Appendix B

Iowa DOT District 1: Segments - Bike - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	AAMPO	N/A	Story	N/A	County Highway Agency	South Dakota Ave	42.011405	-93.678747	43.8	38.3	41.4
2	AAMPO	N/A	Story	N/A	County Highway Agency	South Dakota Ave	42.010224	-93.678761	43.8	38.3	41.4
3	AAMPO	N/A	Story	N/A	County Highway Agency	South Dakota Ave	42.012085	-93.678659	43.8	40	42.1
4	N/A	CIRTPA	Jasper	N/A	County Highway Agency	Iowa Speedway Dr	41.684135	-92.999907	36.3	51.7	42.9
5	AAMPO	N/A	Story	N/A	State Highway Agency	US 69 (N Hwy 69)	41.973045	-93.610051	32.5	58.3	43.6
6	AAMPO	N/A	Story	N/A	State Highway Agency	US 69 (N Hwy 69)	41.978882	-93.610127	32.5	58.3	43.6
7	AAMPO	N/A	Story	N/A	City or Municipal Agency	Mortensen Rd	42.01223	-93.681301	48.8	38.3	44.3
8	AAMPO	N/A	Story	N/A	City or Municipal Agency	Mortensen Rd	42.012138	-93.680321	48.8	38.3	44.3
9	N/A	CIRTPA	Jasper	N/A	State Highway Agency	US 6 (Grand Army of the Republic Hwy)	41.699414	-93.009428	38.8	51.7	44.3
10	N/A	CIRTPA	Jasper	N/A	State Highway Agency	US 6 (Grand Army of the Republic Hwy)	41.699578	-93.008656	38.8	51.7	44.3
11	AAMPO	N/A	Story	N/A	City or Municipal Agency	Mortensen Rd	42.012112	-93.6794	48.8	40	45
12	AAMPO	N/A	Story	N/A	City or Municipal Agency	Mortensen Rd	42.012164	-93.680663	48.8	40	45
13	AAMPO	N/A	Story	N/A	State Highway Agency	US 30	42.007448	-93.674857	57.5	30	45.7
14	AAMPO	N/A	Story	N/A	State Highway Agency	US 30	42.007233	-93.673735	57.5	30	45.7
15	AAMPO	N/A	Story	N/A	State Highway Agency	US 69 (N Hwy 69)	41.972082	-93.610037	32.5	63.3	45.7
16	AAMPO	N/A	Story	N/A	State Highway Agency	US 69 (N Hwy 69)	41.976201	-93.610085	32.5	63.3	45.7
17	AAMPO	N/A	Story	N/A	State Highway Agency	US 30	42.007145	-93.673159	57.5	33.3	47.1
18	AAMPO	N/A	Story	N/A	State Highway Agency	US 30	42.006966	-93.669619	57.5	33.3	47.1
19	AAMPO	N/A	Story	N/A	State Highway Agency	US 30	42.007095	-93.672763	57.5	33.3	47.1
20	AAMPO	N/A	Story	N/A	County Highway Agency	South Dakota Ave	42.008657	-93.678601	60	30	47.1
21	N/A	Region 6	Poweshiek	N/A	County Highway Agency	1st Ave	41.738879	-92.740799	62.5	26.7	47.1
22	AAMPO	N/A	Story	N/A	State Highway Agency	US 69 (N Hwy 69)	42.063985	-93.622814	50	45	47.9
23	AAMPO	N/A	Story	N/A	State Highway Agency	US 69 (N Hwy 69)	42.069094	-93.622709	50	45	47.9
24	AAMPO	N/A	Story	N/A	State Highway Agency	US 69 (N Hwy 69)	42.072339	-93.621826	50	45	47.9
25	AAMPO	N/A	Story	N/A	State Highway Agency	US 69 (N Hwy 69)	42.068434	-93.622882	50	45	47.9

Appendix B

Iowa DOT District 1: Segments - Pedestrian - Urban

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (Kenyon Rd)	42.498786	-94.186649	32.5	11.7	23.6
2	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (Kenyon Rd)	42.499298	-94.186309	32.5	11.7	23.6
3	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (Kenyon Rd)	42.495914	-94.188161	33.8	11.7	24.3
4	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (Kenyon Rd)	42.497845	-94.187147	36.3	11.7	25.7
5	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (S 6th St)	42.502525	-94.190893	36.3	11.7	25.7
6	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (S 6th St)	42.502506	-94.191102	36.3	11.7	25.7
7	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 20 BUS (E Kenyon Rd)	42.500967	-94.182797	36.3	11.7	25.7
8	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 20 BUS (E Kenyon Rd)	42.499762	-94.185634	36.3	11.7	25.7
9	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 20 BUS (E Kenyon Rd)	42.500522	-94.183696	36.3	11.7	25.7
10	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 20 BUS (E Kenyon Rd)	42.500989	-94.182648	36.3	11.7	25.7
11	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	2nd Ave S	42.502969	-94.187576	37.5	11.7	26.4
12	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	2nd Ave S	42.502797	-94.188846	37.5	11.7	26.4
13	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	2nd Ave S	42.503446	-94.184157	37.5	11.7	26.4
14	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (S 8th St)	42.500497	-94.186402	37.5	11.7	26.4
15	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (2nd Ave S)	42.502312	-94.19234	37.5	11.7	26.4
16	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	2nd Ave S	42.50315	-94.186305	37.5	11.7	26.4
17	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	W Martin Luther King Jr Pkwy	41.582348	-93.618751	26.3	28.3	27.1
18	DMAMPO	N/A	Polk	Des Moines	State Highway Agency	US 6 (Douglas Ave)	41.627767	-93.652437	26.3	30	27.9
19	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	Keosauqua Way	41.59532	-93.63522	32.5	21.7	27.9
20	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	Keosauqua Way	41.592071	-93.631035	32.5	21.7	27.9
21	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	Keosauqua Way	41.595477	-93.635376	32.5	21.7	27.9
22	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	Keosauqua Way	41.595869	-93.635743	32.5	21.7	27.9
23	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	Keosauqua Way	41.591608	-93.630232	32.5	21.7	27.9
24	N/A	MIDAS	Webster	Fort Dodge	City or Municipal Agency	US 169 BUS (S 8th St)	42.499696	-94.186178	41.3	11.7	28.6
25	DMAMPO	N/A	Polk	Des Moines	City or Municipal Agency	Martin Luther King Jr Pkwy	41.587433	-93.644827	23.8	36.7	29.3

Appendix B

Iowa DOT District 1: Segments - Pedestrian - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	DMAMPO	N/A	Polk	N/A	City or Municipal Agency	SE Corporate Woods Dr	41.680534	-93.581263	37.5	53.3	44.3
2	AAMPO	N/A	Story	N/A	City or Municipal Agency	Mortensen Rd	42.01223	-93.681301	48.8	40	45
3	AAMPO	N/A	Story	N/A	City or Municipal Agency	Mortensen Rd	42.012138	-93.680321	48.8	40	45
4	DMAMPO	N/A	Polk	N/A	City or Municipal Agency	Valley W Dr	41.599636	-93.751842	37.5	58.3	46.4
5	DMAMPO	N/A	Polk	N/A	State Highway Agency	US 69 (E 14th St)	41.63714	-93.600436	27.5	71.7	46.4
6	DMAMPO	N/A	Polk	N/A	State Highway Agency	US 69 (E 14th St)	41.637316	-93.600583	27.5	71.7	46.4
7	DMAMPO	N/A	Polk	N/A	City or Municipal Agency	86th St	41.65679	-93.7365	42.5	55	47.9
8	DMAMPO	N/A	Polk	N/A	State Highway Agency	US 69 (E 14th St)	41.699361	-93.600677	32.5	68.3	47.9
9	DMAMPO	N/A	Polk	N/A	City or Municipal Agency	Merle Hay Rd	41.652903	-93.697812	37.5	65	49.3
10	DMAMPO	N/A	Polk	N/A	State Highway Agency	Merle Hay Rd	41.652369	-93.697511	37.5	65	49.3
11	DMAMPO	N/A	Polk	N/A	State Highway Agency	US 69 (E 14th St)	41.636793	-93.600437	32.5	71.7	49.3
12	N/A	CIRTPA	Jasper	N/A	State Highway Agency	US 6 (Grand Army of the Republic Hwy)	41.69916	-93.075266	37.5	65	49.3
13	DMAMPO	N/A	Polk	N/A	State Highway Agency	US 69 (E 14th St)	41.638212	-93.600569	32.5	71.7	49.3
14	DMAMPO	N/A	Polk	N/A	State Highway Agency	US 69 (E 14th St)	41.638036	-93.600448	32.5	71.7	49.3
15	DMAMPO	N/A	Polk	N/A	State Highway Agency	US 69 (E 14th St)	41.64364	-93.600428	32.5	71.7	49.3
16	AAMPO	N/A	Story	N/A	City or Municipal Agency	Mortensen Rd	42.012112	-93.6794	48.8	51.7	50
17	AAMPO	N/A	Story	N/A	City or Municipal Agency	Mortensen Rd	42.012164	-93.680663	48.8	51.7	50
18	DMAMPO	N/A	Polk	N/A	City or Municipal Agency	Douglas Ave	41.629467	-93.70257	37.5	66.7	50
19	DMAMPO	N/A	Polk	N/A	City or Municipal Agency	University Ave	41.600425	-93.736213	37.5	66.7	50
20	DMAMPO	N/A	Polk	N/A	City or Municipal Agency	22nd St	41.600419	-93.736103	37.5	66.7	50
21	DMAMPO	N/A	Polk	N/A	City or Municipal Agency	University Ave	41.600416	-93.736071	37.5	66.7	50
22	DMAMPO	N/A	Polk	N/A	City or Municipal Agency	University Ave	41.600366	-93.718568	37.5	66.7	50
23	N/A	Region 6	Marshall	N/A	State Highway Agency	IA 14 (N 3rd Ave)	42.065819	-92.908253	32.5	73.3	50
24	AAMPO	N/A	Story	N/A	State Highway Agency	US 69 (Grand Ave)	42.075001	-93.621105	43.8	60	50.7
25	DMAMPO	N/A	Polk	N/A	City or Municipal Agency	86th St	41.614599	-93.736556	42.5	61.7	50.7

Appendix B

Iowa DOT District 2: Segments - Bike - Urban

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (Logan Ave)	42.519711	-92.337562	16.3	23.3	19.3
2	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (Logan Ave)	42.518075	-92.337496	16.3	23.3	19.3
3	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (E Mullan Ave)	42.513415	-92.336606	16.3	23.3	19.3
4	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (E Mullan Ave)	42.516405	-92.337444	16.3	23.3	19.3
5	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (E Mullan Ave)	42.513881	-92.336767	16.3	23.3	19.3
6	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	Commercial St	42.498262	-92.344515	17.5	26.7	21.4
7	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	Conger St	42.513147	-92.337219	20	23.3	21.4
8	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	US 63 (E Mullan Ave)	42.513198	-92.336681	20	23.3	21.4
9	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (E Mullan Ave)	42.513408	-92.336759	20	23.3	21.4
10	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (E Mullan Ave)	42.515504	-92.337053	20	23.3	21.4
11	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (Logan Ave)	42.516703	-92.337493	20	23.3	21.4
12	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (E Mullan Ave)	42.513714	-92.336604	20	23.3	21.4
13	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (Logan Ave)	42.517769	-92.337496	20	23.3	21.4
14	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (Logan Ave)	42.52007	-92.337639	20	23.3	21.4
15	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (Logan Ave)	42.516997	-92.337498	20	23.3	21.4
16	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (Logan Ave)	42.51867	-92.337494	20	23.3	21.4
17	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W 6th St	42.494929	-92.336181	18.8	26.7	22.1
18	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W Park Ave	42.494093	-92.342888	18.8	26.7	22.1
19	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	Franklin St	42.499012	-92.330749	18.8	26.7	22.1
20	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	Martin Luther King Jr Dr	42.500866	-92.324885	18.8	26.7	22.1
21	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63	42.496448	-92.34656	18.8	26.7	22.1
22	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (W 1st St)	42.497346	-92.344722	18.8	26.7	22.1
23	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	La Porte Rd	42.468543	-92.321906	16.3	30	22.1
24	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	La Porte Rd	42.46917	-92.32242	16.3	30	22.1
25	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	E San Marnan Dr	42.467387	-92.320836	16.3	30	22.1

Appendix B

Iowa DOT District 2: Segments - Bike - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	NIACOG	Cerro Gordo	N/A	State Highway Agency	US 18 (255th St)	43.128459	-93.487632	38.8	50	43.6
2	N/A	NIACOG	Kossuth	N/A	State Highway Agency	US 18 (220th St)	43.082842	-94.252724	38.8	56.7	46.4
3	INRCOG	N/A	Black Hawk	N/A	State Highway Agency	US 218 (La Porte Rd)	42.421143	-92.276416	32.5	70	48.6
4	INRCOG	N/A	Black Hawk	N/A	State Highway Agency	US 218	42.53756	-92.415864	60	35	49.3
5	INRCOG	N/A	Black Hawk	N/A	State Highway Agency	US 218	42.537792	-92.417619	60	35	49.3
6	N/A	INRTA	Bremer	N/A	State Highway Agency	US 218 (Ave of the Saints)	42.818298	-92.534866	60	35	49.3
7	N/A	NIACOG	Cerro Gordo	N/A	State Highway Agency	US 18 (255th St)	43.13943	-93.422595	48.8	50	49.3
8	N/A	INRTA	Bremer	N/A	County Highway Agency	US 218 BUS (35th St NW)	42.74348	-92.514903	56.3	40	49.3
9	N/A	INRTA	Bremer	N/A	City or Municipal Agency	US 218 BUS (35th St NW)	42.736706	-92.512522	56.3	40	49.3
10	N/A	NIACOG	Cerro Gordo	N/A	State Highway Agency	US 18 (255th St)	43.127824	-93.492676	48.8	50	49.3
11	N/A	NIACOG	Cerro Gordo	N/A	State Highway Agency	US 18 (255th St)	43.137725	-93.431247	48.8	50	49.3
12	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.149222	-92.732326	51.3	46.7	49.3
13	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.156562	-92.732321	51.3	46.7	49.3
14	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.168524	-92.732336	51.3	46.7	49.3
15	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.177926	-92.732286	51.3	46.7	49.3
16	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.180805	-92.73225	51.3	46.7	49.3
17	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.18341	-92.732219	51.3	46.7	49.3
18	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.184502	-92.73221	51.3	46.7	49.3
19	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.185458	-92.732211	51.3	46.7	49.3
20	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.188363	-92.732203	51.3	46.7	49.3
21	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.190438	-92.7322	51.3	46.7	49.3
22	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.192233	-92.732216	51.3	46.7	49.3
23	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.193566	-92.732231	51.3	46.7	49.3
24	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.196414	-92.732274	51.3	46.7	49.3
25	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 218	43.205531	-92.732332	51.3	46.7	49.3

Appendix B

Iowa DOT District 2: Segments - Pedestrian - Urban											
Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	Commercial St	42.498262	-92.344515	36.3	21.7	30
2	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (E Mullan Ave)	42.504813	-92.337231	36.3	21.7	30
3	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	E 1st St	42.504745	-92.337311	36.3	21.7	30
4	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W 6th St	42.494929	-92.336181	37.5	21.7	30.7
5	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W Park Ave	42.494093	-92.342888	37.5	21.7	30.7
6	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	Franklin St	42.499012	-92.330749	37.5	21.7	30.7
7	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	Martin Luther King Jr Dr	42.500866	-92.324885	37.5	21.7	30.7
8	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63	42.496448	-92.34656	37.5	21.7	30.7
9	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (W 1st St)	42.497346	-92.344722	37.5	21.7	30.7
10	INRCOG	N/A	Black Hawk	Cedar Falls	City or Municipal Agency	Greenhill Rd	42.498805	-92.452158	23.8	43.3	32.1
11	INRCOG	N/A	Black Hawk	Cedar Falls	City or Municipal Agency	IA 58 (Ave of the Saints)	42.498801	-92.452677	23.8	43.3	32.1
12	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W Park Ave	42.497355	-92.339028	41.3	21.7	32.9
13	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W Park Ave	42.495455	-92.341304	41.3	21.7	32.9
14	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W Park Ave	42.49647	-92.340105	41.3	21.7	32.9
15	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W Park Ave	42.494639	-92.342243	41.3	21.7	32.9
16	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W Park Ave	42.498076	-92.338117	41.3	21.7	32.9
17	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	Jefferson St	42.495636	-92.342691	41.3	21.7	32.9
18	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	Commercial St	42.496214	-92.341351	41.3	21.7	32.9
19	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W Park Ave	42.496093	-92.340556	41.3	21.7	32.9
20	INRCOG	N/A	Black Hawk	Waterloo	City or Municipal Agency	W 5th St	42.494702	-92.338362	41.3	21.7	32.9
21	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (Logan Ave)	42.519711	-92.337562	32.5	35	33.6
22	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (Logan Ave)	42.518075	-92.337496	32.5	35	33.6
23	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (E Mullan Ave)	42.513415	-92.336606	32.5	35	33.6
24	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (E Mullan Ave)	42.516405	-92.337444	32.5	35	33.6
25	INRCOG	N/A	Black Hawk	Waterloo	State Highway Agency	US 63 (E Mullan Ave)	42.513881	-92.336767	32.5	35	33.6

Appendix B

Iowa DOT District 2: Segments - Pedestrian - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	INRCOG	N/A	Black Hawk	N/A	City or Municipal Agency	University Ave	42.506129	-92.408223	43.8	50	46.4
2	INRCOG	N/A	Black Hawk	N/A	City or Municipal Agency	University Ave	42.506108	-92.408805	38.8	63.3	49.3
3	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 18 (5th Ave)	43.067361	-92.653086	43.8	60	50.7
4	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 18 (200th Ave)	43.067343	-92.651363	43.8	60	50.7
5	INRCOG	N/A	Black Hawk	N/A	State Highway Agency	US 218	42.53756	-92.415864	52.5	50	51.4
6	N/A	UERPC	Winneshek	N/A	City or Municipal Agency	5th St	43.308551	-91.775843	71.3	36.7	56.4
7	INRCOG	N/A	Black Hawk	N/A	State Highway Agency	US 218	42.537792	-92.417619	63.8	50	57.9
8	N/A	NIACOG	Kossuth	N/A	State Highway Agency	US 18 (220th St)	43.082834	-94.249125	43.8	76.7	57.9
9	N/A	NIACOG	Mitchell	N/A	State Highway Agency	US 218 (N 7th St)	43.292949	-92.81114	57.5	61.7	59.3
10	N/A	NIACOG	Mitchell	N/A	State Highway Agency	US 218 (N 7th St)	43.295041	-92.811127	57.5	61.7	59.3
11	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 18 (200th Ave)	43.067352	-92.652231	43.8	80	59.3
12	N/A	NIACOG	Franklin	N/A	State Highway Agency	IA 3	42.741762	-93.222593	53.8	70	60.7
13	INRCOG	N/A	Black Hawk	N/A	City or Municipal Agency	University Ave	42.505901	-92.408779	60	63.3	61.4
14	N/A	INRTA	Bremer	N/A	State Highway Agency	US 218 (Ave of the Saints)	42.818298	-92.534866	83.8	33.3	62.1
15	N/A	NIACOG	Floyd	N/A	County Highway Agency	Shadow Ave	43.086152	-92.672522	83.8	33.3	62.1
16	INRCOG	N/A	Black Hawk	N/A	City or Municipal Agency	Sunray Dr	42.507399	-92.407066	71.3	50	62.1
17	INRCOG	N/A	Black Hawk	N/A	City or Municipal Agency	Cadillac Dr	42.510053	-92.408784	71.3	50	62.1
18	N/A	UERPC	Clayton	N/A	State Highway Agency	US 18	43.043963	-91.176184	43.8	86.7	62.1
19	N/A	UERPC	Clayton	N/A	State Highway Agency	US 18	43.043998	-91.175492	43.8	86.7	62.1
20	N/A	NIACOG	Cerro Gordo	N/A	State Highway Agency	US 18 (255th St)	43.128459	-93.487632	57.5	70	62.9
21	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 18 (200th Ave)	43.067336	-92.650784	65	60	62.9
22	N/A	NIACOG	Floyd	N/A	State Highway Agency	US 18 (200th Ave)	43.067277	-92.646925	65	60	62.9
23	N/A	INRTA	Bremer	N/A	State Highway Agency	US 218 (Ave of the Saints)	42.740351	-92.53403	76.3	46.7	63.6
24	N/A	INRTA	Bremer	N/A	State Highway Agency	US 218 (Ave of the Saints)	42.739256	-92.533937	76.3	46.7	63.6
25	N/A	INRTA	Bremer	N/A	State Highway Agency	US 218 (Ave of the Saints)	42.739207	-92.533601	76.3	46.7	63.6

Appendix B

Iowa DOT District 3: Segments - Bike - Urban

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Wesley Pkwy	42.495746	-96.410687	17.5	25	20.7
2	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Wesley Pkwy	42.494545	-96.41075	18.8	25	21.4
3	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.499997	-96.420608	16.3	30	22.1
4	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.499561	-96.421156	16.3	30	22.1
5	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.500655	-96.420193	16.3	30	22.1
6	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.505943	-96.416701	10	41.7	23.6
7	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Wesley Pkwy	42.49216	-96.412698	11.3	40	23.6
8	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.505945	-96.416569	10	41.7	23.6
9	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.064004	-94.859333	18.8	30	23.6
10	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.063998	-94.86067	18.8	30	23.6
11	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.06412	-94.861447	18.8	30	23.6
12	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.064523	-94.863022	18.8	30	23.6
13	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.064066	-94.861224	18.8	30	23.6
14	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.064415	-94.862596	18.8	30	23.6
15	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.063995	-94.860034	18.8	30	23.6
16	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.065301	-94.866089	18.8	30	23.6
17	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.064852	-94.864318	18.8	30	23.6
18	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.065038	-94.865041	18.8	30	23.6
19	N/A	Region XI	Crawford	Denison	State Highway Agency	US 30 (Lincoln Hwy)	42.012386	-95.358256	18.8	30	23.6
20	N/A	Region XI	Crawford	Denison	State Highway Agency	US 30 (Lincoln Hwy)	42.012369	-95.355279	18.8	30	23.6
21	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.066381	-94.870133	18.8	30	23.6
22	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.065879	-94.868287	18.8	30	23.6
23	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.066181	-94.869398	18.8	30	23.6
24	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.067329	-94.872828	18.8	30	23.6
25	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Wesley Pkwy	42.4968	-96.410827	23.8	25	24.3

Appendix B

Iowa DOT District 3: Segments - Bike - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	NWIPDC	Clay	N/A	State Highway Agency	US 18 (11th St SE)	43.125056	-95.12231	45	40	42.9
2	N/A	NWIPDC	Clay	N/A	State Highway Agency	US 18 (11th St SE)	43.124958	-95.121462	45	40	42.9
3	N/A	SRTPA	Plymouth	N/A	State Highway Agency	IA 3 (180th St)	42.793014	-96.213674	51.3	36.7	45
4	N/A	SRTPA	Plymouth	N/A	State Highway Agency	IA 3 (180th St)	42.793058	-96.215119	51.3	36.7	45
5	N/A	SRTPA	Plymouth	N/A	State Highway Agency	IA 3 (180th St)	42.793112	-96.217036	51.3	36.7	45
6	N/A	SRTPA	Plymouth	N/A	State Highway Agency	IA 3 (180th St)	42.792975	-96.211709	51.3	36.7	45
7	N/A	SRTPA	Plymouth	N/A	State Highway Agency	US 75	42.79117	-96.204935	52.5	36.7	45.7
8	N/A	SRTPA	Plymouth	N/A	State Highway Agency	US 75	42.787814	-96.206293	52.5	36.7	45.7
9	N/A	SRTPA	Plymouth	N/A	State Highway Agency	US 75	42.791202	-96.205287	52.5	36.7	45.7
10	N/A	SRTPA	Plymouth	N/A	State Highway Agency	US 75	42.78853	-96.206386	52.5	36.7	45.7
11	N/A	SRTPA	Plymouth	N/A	State Highway Agency	US 75	42.779602	-96.208789	52.5	36.7	45.7
12	N/A	SRTPA	Plymouth	N/A	State Highway Agency	US 75	42.77914	-96.208545	52.5	36.7	45.7
13	N/A	SRTPA	Plymouth	N/A	State Highway Agency	US 75	42.789063	-96.205779	52.5	36.7	45.7
14	N/A	SRTPA	Woodbury	N/A	State Highway Agency	US 20	42.482084	-95.772173	37.5	58.3	46.4
15	N/A	NWIPDC	Sioux	N/A	State Highway Agency	IA 10 (Birch Ave)	43.018525	-96.488888	46.3	46.7	46.4
16	N/A	NWIPDC	Emmet	N/A	State Highway Agency	IA 9	43.406806	-94.861646	53.8	38.3	47.1
17	N/A	NWIPDC	Emmet	N/A	State Highway Agency	IA 9	43.406412	-94.861049	53.8	38.3	47.1
18	N/A	NWIPDC	Emmet	N/A	State Highway Agency	IA 9	43.406806	-94.861646	53.8	38.3	47.1
19	N/A	NWIPDC	Emmet	N/A	State Highway Agency	IA 9	43.409162	-94.865241	53.8	38.3	47.1
20	N/A	NWIPDC	Emmet	N/A	State Highway Agency	IA 9	43.407367	-94.862501	53.8	38.3	47.1
21	N/A	Region XI	Crawford	N/A	State Highway Agency	US 59 (220th St)	42.171411	-95.439399	57.5	35	47.9
22	N/A	SRTPA	Woodbury	N/A	State Highway Agency	US 20	42.481974	-95.76684	41.3	58.3	48.6
23	N/A	SRTPA	Woodbury	N/A	State Highway Agency	US 20	42.481972	-95.766837	41.3	58.3	48.6
24	N/A	SRTPA	Woodbury	N/A	State Highway Agency	US 20	42.482063	-95.768856	41.3	58.3	48.6
25	N/A	NWIPDC	Clay	N/A	State Highway Agency	US 18	43.126208	-95.112567	55	40	48.6

Appendix B

Iowa DOT District 3: Segments - Pedestrian - Urban

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.499997	-96.420608	32.5	31.7	32.1
2	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.499561	-96.421156	32.5	31.7	32.1
3	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.500655	-96.420193	32.5	31.7	32.1
4	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.505943	-96.416701	25	46.7	34.3
5	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.505945	-96.416569	25	46.7	34.3
6	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.499509	-96.421037	36.3	31.7	34.3
7	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.500055	-96.420728	36.3	31.7	34.3
8	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.502233	-96.419055	36.3	31.7	34.3
9	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.499289	-96.42139	36.3	31.7	34.3
10	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Hamilton Blvd	42.500597	-96.420075	36.3	31.7	34.3
11	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Wesley Pkwy	42.495746	-96.410687	36.3	33.3	35
12	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Wesley Pkwy	42.494545	-96.41075	37.5	33.3	35.7
13	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	Wesley Pkwy	42.49216	-96.412698	26.3	48.3	35.7
14	N/A	Region XI	Crawford	Denison	State Highway Agency	US 30 (Lincoln Hwy)	42.012386	-95.358256	37.5	33.3	35.7
15	N/A	Region XI	Crawford	Denison	State Highway Agency	US 30 (Lincoln Hwy)	42.012369	-95.355279	37.5	33.3	35.7
16	SIMPCO	N/A	Woodbury	Sioux City	State Highway Agency	US 77 (Wesley Pkwy)	42.490823	-96.413126	25	53.3	37.1
17	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.070488	-94.876502	36.3	40	37.9
18	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.071	-94.876922	36.3	40	37.9
19	N/A	Region XI	Carroll	Carroll	State Highway Agency	US 30 (Lincoln Hwy)	42.070602	-94.876596	36.3	40	37.9
20	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	W 7th St	42.499639	-96.410979	41.3	33.3	37.9
21	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	W 7th St	42.499339	-96.410353	41.3	33.3	37.9
22	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	W 7th St	42.498764	-96.409165	41.3	33.3	37.9
23	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	6th St	42.496432	-96.394203	37.5	38.3	37.9
24	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	6th St	42.496449	-96.393308	37.5	38.3	37.9
25	SIMPCO	N/A	Woodbury	Sioux City	City or Municipal Agency	6th St	42.496463	-96.392337	37.5	38.3	37.9

Appendix B

Iowa DOT District 3: Segments - Pedestrian - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 20 BUS	42.47563	-96.329065	32.5	56.7	42.9
2	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 20 BUS	42.475628	-96.328989	32.5	56.7	42.9
3	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 77 (Wesley Pkwy)	42.488024	-96.413638	42.5	48.3	45
4	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 77 (Wesley Pkwy)	42.487673	-96.413666	42.5	48.3	45
5	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 20 BUS	42.475608	-96.328169	37.5	56.7	45.7
6	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 20 BUS	42.475484	-96.328246	37.5	56.7	45.7
7	N/A	SRTPA	Cherokee	N/A	State Highway Agency	US 59 (S 2nd St)	42.734925	-95.55207	21.3	83.3	47.9
8	N/A	SRTPA	Ida	N/A	State Highway Agency	US 59	42.34503	-95.458649	38.8	61.7	48.6
9	SIMPCO	N/A	Woodbury	N/A	City or Municipal Agency	1st St	42.400818	-96.36923	42.5	58.3	49.3
10	N/A	NWIPDC	Clay	N/A	State Highway Agency	US 18 (11th St SE)	43.125056	-95.12231	55	43.3	50
11	N/A	NWIPDC	Clay	N/A	State Highway Agency	US 18 (11th St SE)	43.124958	-95.121462	55	43.3	50
12	N/A	SRTPA	Cherokee	N/A	State Highway Agency	US 59	42.771233	-95.553899	48.8	55	51.4
13	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 20 BUS	42.475388	-96.325513	47.5	56.7	51.4
14	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 20 BUS	42.475446	-96.32714	47.5	56.7	51.4
15	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 20 BUS	42.475573	-96.326765	47.5	56.7	51.4
16	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 20 BUS	42.475546	-96.325715	47.5	56.7	51.4
17	N/A	SRTPA	Cherokee	N/A	State Highway Agency	US 59 (N 2nd St)	42.766876	-95.552975	32.5	78.3	52.1
18	N/A	SRTPA	Cherokee	N/A	State Highway Agency	US 59 (S 2nd St)	42.734535	-95.552106	32.5	83.3	54.3
19	N/A	SRTPA	Cherokee	N/A	State Highway Agency	US 59 (N 2nd St)	42.769692	-95.5537	53.8	55	54.3
20	N/A	SRTPA	Cherokee	N/A	State Highway Agency	US 59 (N 2nd St)	42.769949	-95.553719	53.8	55	54.3
21	N/A	MIDAS	Pocahontas	N/A	State Highway Agency	IA 3 (E Elm Ave)	42.732611	-94.6593	32.5	83.3	54.3
22	N/A	Region XI	Crawford	N/A	State Highway Agency	US 59 (220th St)	42.171411	-95.439399	71.3	33.3	55
23	SIMPCO	N/A	Woodbury	N/A	State Highway Agency	US 20 BUS	42.475354	-96.324557	53.8	56.7	55
24	N/A	NWIPDC	Clay	N/A	State Highway Agency	US 18 (360th St)	43.126208	-95.112567	65	43.3	55.7
25	N/A	NWIPDC	Clay	N/A	State Highway Agency	US 18 (360th St)	43.125888	-95.113642	65	43.3	55.7

Appendix B

Iowa DOT District 4: Segments - Bike - Urban

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279302	-95.811774	16.3	21.7	18.6
2	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	IA 192 (S Expressway St)	41.253776	-95.853985	21.3	20	20.7
3	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279367	-95.80763	21.3	21.7	21.4
4	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279262	-95.815907	21.3	21.7	21.4
5	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279293	-95.812567	21.3	21.7	21.4
6	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279279	-95.813869	21.3	21.7	21.4
7	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279187	-95.818338	21.3	21.7	21.4
8	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279358	-95.808297	21.3	21.7	21.4
9	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	5th Ave	41.257008	-95.85387	23.8	20	22.1
10	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	5th Ave	41.257014	-95.854727	23.8	20	22.1
11	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	6th Ave	41.256115	-95.853011	23.8	20	22.1
12	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	IA 192 (W Broadway)	41.261806	-95.856743	16.3	31.7	22.9
13	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	IA 192 (S Expressway St)	41.253489	-95.853984	25	20	22.9
14	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	IA 192 (S Expressway St)	41.25349	-95.853851	25	20	22.9
15	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	IA 192 (W Broadway)	41.261809	-95.85604	16.3	31.7	22.9
16	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	IA 192 (S Expressway St)	41.25371	-95.853844	25	20	22.9
17	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	IA 192 (S Expressway St)	41.253671	-95.853983	25	20	22.9
18	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	W Broadway	41.261897	-95.904496	17.5	30	22.9
19	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	IA 192 (W Broadway)	41.2619	-95.857276	16.3	31.7	22.9
20	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279287	-95.813103	25	21.7	23.6
21	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279037	-95.819132	25	21.7	23.6
22	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.27927	-95.814839	25	21.7	23.6
23	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279309	-95.811133	25	21.7	23.6
24	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279239	-95.817802	25	21.7	23.6
25	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279257	-95.816513	25	21.7	23.6

Appendix B

Iowa DOT District 4: Segments - Bike - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	SWIPCO	Page	N/A	State Highway Agency	IA 2 (210th St)	40.742257	-95.061351	38.8	36.7	37.9
2	N/A	SWIPCO	Page	N/A	State Highway Agency	IA 2 (210th St)	40.742351	-95.078566	48.8	36.7	43.6
3	N/A	SWIPCO	Page	N/A	State Highway Agency	IA 2 (210th St)	40.742313	-95.0766	48.8	36.7	43.6
4	N/A	SWIPCO	Page	N/A	State Highway Agency	IA 2 (210th St)	40.742341	-95.07745	48.8	36.7	43.6
5	N/A	SWIPCO	Page	N/A	State Highway Agency	IA 2 (210th St)	40.742319	-95.067244	48.8	36.7	43.6
6	N/A	SWIPCO	Page	N/A	State Highway Agency	IA 2 (210th St)	40.742267	-95.062651	48.8	36.7	43.6
7	N/A	SWIPCO	Page	N/A	State Highway Agency	IA 2 (210th St)	40.742351	-95.079627	48.8	36.7	43.6
8	N/A	SWIPCO	Page	N/A	State Highway Agency	IA 2 (210th St)	40.742305	-95.071308	48.8	36.7	43.6
9	N/A	SWIPCO	Page	N/A	State Highway Agency	IA 2 (210th St)	40.742323	-95.067563	48.8	36.7	43.6
10	N/A	SWIPCO	Fremont	N/A	State Highway Agency	US 59 (Fremont St)	40.760227	-95.385082	47.5	43.3	45.7
11	N/A	SWIPCO	Fremont	N/A	State Highway Agency	US 59 (Fremont St)	40.758655	-95.38509	47.5	43.3	45.7
12	N/A	SWIPCO	Fremont	N/A	State Highway Agency	US 59 (Fremont St)	40.760857	-95.385084	47.5	43.3	45.7
13	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.229056	-95.818159	55	36.7	47.1
14	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	US 6 (Grand Army of the Republic Hwy)	41.289953	-95.670252	48.8	48.3	48.6
15	N/A	ATURA	Adair	N/A	State Highway Agency	IA 92 (240th St)	41.301939	-94.448516	35	68.3	49.3
16	N/A	CIRTPA	Dallas	N/A	State Highway Agency	IA 144 (J ave)	41.863128	-94.106132	41.3	60	49.3
17	MAPA	N/A	Pottawattamie	N/A	County Highway Agency	Wabash Ave	41.21121	-95.795582	60	36.7	50
18	MAPA	N/A	Pottawattamie	N/A	County Highway Agency	Wabash Ave	41.21191	-95.798698	60	36.7	50
19	MAPA	N/A	Pottawattamie	N/A	County Highway Agency	Wabash Ave	41.212212	-95.799729	60	36.7	50
20	MAPA	N/A	Pottawattamie	N/A	County Highway Agency	Wabash Ave	41.213772	-95.80447	60	36.7	50
21	MAPA	N/A	Pottawattamie	N/A	County Highway Agency	Wabash Ave	41.215044	-95.808306	60	36.7	50
22	MAPA	N/A	Pottawattamie	N/A	County Highway Agency	Wabash Ave	41.216266	-95.811507	60	36.7	50
23	MAPA	N/A	Pottawattamie	N/A	County Highway Agency	Wabash Ave	41.216898	-95.813143	60	36.7	50
24	MAPA	N/A	Pottawattamie	N/A	County Highway Agency	Valley View Dr	41.229153	-95.818099	60	36.7	50
25	N/A	SWIPCO	Page	N/A	State Highway Agency	IA 2 (210th St)	40.742257	-95.061183	38.8	66.7	50.7

Appendix B

Iowa DOT District 4: Segments - Pedestrian - Urban											
Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279302	-95.811774	23.8	18.3	21.4
2	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279367	-95.80763	30	18.3	25
3	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279262	-95.815907	30	18.3	25
4	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279293	-95.812567	30	18.3	25
5	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279279	-95.813869	30	18.3	25
6	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279187	-95.818338	30	18.3	25
7	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279358	-95.808297	30	18.3	25
8	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279287	-95.813103	33.8	18.3	27.1
9	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279037	-95.819132	33.8	18.3	27.1
10	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.27927	-95.814839	33.8	18.3	27.1
11	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279309	-95.811133	33.8	18.3	27.1
12	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279239	-95.817802	33.8	18.3	27.1
13	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279257	-95.816513	33.8	18.3	27.1
14	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	E Kanesville Blvd	41.279332	-95.810125	40	18.3	30.7
15	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	IA 192 (S Expressway St)	41.253489	-95.853984	41.3	18.3	31.4
16	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	IA 192 (S Expressway St)	41.25349	-95.853851	41.3	18.3	31.4
17	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	IA 192 (S Expressway St)	41.25371	-95.853844	41.3	18.3	31.4
18	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	IA 192 (S Expressway St)	41.253671	-95.853983	41.3	18.3	31.4
19	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	Valley View Dr	41.26063	-95.805253	41.3	18.3	31.4
20	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	Valley View Dr	41.268451	-95.803693	41.3	18.3	31.4
21	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	Valley View Dr	41.260853	-95.805294	41.3	18.3	31.4
22	MAPA	N/A	Pottawattamie	Council Bluffs	State Highway Agency	IA 192 (S Expressway St)	41.253776	-95.853985	42.5	18.3	32.1
23	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	IA 192 (W Broadway)	41.2618	-95.857842	32.5	31.7	32.1
24	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	IA 192 (W Broadway)	41.261851	-95.865801	32.5	31.7	32.1
25	MAPA	N/A	Pottawattamie	Council Bluffs	City or Municipal Agency	IA 192 (W Broadway)	41.261936	-95.865831	32.5	31.7	32.1

Appendix B

Iowa DOT District 4: Segments - Pedestrian - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	MAPA	N/A	Pottawattamie	N/A	County Highway Agency	Wabash Ave	41.217615	-95.814729	48.8	36.7	43.6
2	MAPA	N/A	Pottawattamie	N/A	County Highway Agency	Wabash Ave	41.217925	-95.815204	48.8	36.7	43.6
3	N/A	SWIPCO	Fremont	N/A	State Highway Agency	US 59 (Fremont St)	40.768768	-95.385012	37.5	53.3	44.3
4	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	Valley View Dr	41.229056	-95.818159	51.3	36.7	45
5	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.231536	-95.808435	53.8	36.7	46.4
6	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 165 (Abbott Dr)	41.279369	-95.912962	43.8	56.7	49.3
7	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.230494	-95.812683	58.8	36.7	49.3
8	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.232033	-95.806413	58.8	36.7	49.3
9	N/A	SWIPCO	Montgomery	N/A	State Highway Agency	IA 48 (N Broadway St)	41.024998	-95.232872	37.5	66.7	50
10	N/A	SWIPCO	Montgomery	N/A	State Highway Agency	IA 48 (N Broadway St)	41.025666	-95.232903	37.5	66.7	50
11	DMAMPO	N/A	Dallas	N/A	City or Municipal Agency	University Ave	41.600502	-93.814238	38.8	65	50
12	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.233002	-95.800752	63.8	36.7	52.1
13	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.231967	-95.807161	63.8	36.7	52.1
14	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.233084	-95.799238	63.8	36.7	52.1
15	N/A	SWIPCO	Cass	N/A	State Highway Agency	US 71 (White Pole Rd)	41.403809	-94.97455	53.8	51.7	52.9
16	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	US 71 (White Pole Rd)	41.229156	-95.817767	66.3	36.7	53.6
17	DMAMPO	N/A	Dallas	N/A	City or Municipal Agency	156th St	41.621817	-93.833632	43.8	66.7	53.6
18	DMAMPO	N/A	Dallas	N/A	City or Municipal Agency	University Ave	41.600489	-93.81533	38.8	73.3	53.6
19	DMAMPO	N/A	Dallas	N/A	City or Municipal Agency	Jordan Creek Pkwy	41.600191	-93.808804	43.8	68.3	54.3
20	N/A	SWIPCO	Montgomery	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.025665	-95.25056	46.3	66.7	55
21	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.232995	-95.799663	68.8	36.7	55
22	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.23234	-95.805651	68.8	36.7	55
23	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.233015	-95.802143	68.8	36.7	55
24	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.232773	-95.80316	68.8	36.7	55
25	MAPA	N/A	Pottawattamie	N/A	State Highway Agency	IA 92	41.229372	-95.816929	68.8	36.7	55

Appendix B

Iowa DOT District 5: Segments - Bike - Urban

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	Mount Pleasant St	40.825916	-91.141329	11.3	28.3	18.6
2	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	Mount Pleasant St	40.825903	-91.141036	11.3	28.3	18.6
3	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	E Agency St	40.814864	-91.140886	11.3	28.3	18.6
4	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	Mount Pleasant St	40.82583	-91.141778	11.3	28.3	18.6
5	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.816625	-91.141347	11.3	28.3	18.6
6	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.817553	-91.141481	11.3	28.3	18.6
7	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.817148	-91.141485	11.3	28.3	18.6
8	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.817135	-91.141485	11.3	28.3	18.6
9	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.817114	-91.141485	11.3	28.3	18.6
10	N/A	BSRC	Muscatine	Muscatine	City or Municipal Agency	US 61 BUS (E Mississippi Dr)	41.42159	-91.042653	16.3	26.7	20.7
11	N/A	BSRC	Muscatine	Muscatine	City or Municipal Agency	US 61 BUS (E Mississippi Dr)	41.42088	-91.043902	16.3	26.7	20.7
12	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	E Agency St	40.814822	-91.13934	16.3	28.3	21.4
13	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.81557	-91.141498	16.3	28.3	21.4
14	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.815031	-91.141519	16.3	28.3	21.4
15	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.820018	-91.141471	16.3	28.3	21.4
16	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.826418	-91.141299	16.3	28.3	21.4
17	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.824078	-91.141311	16.3	28.3	21.4
18	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.824801	-91.141419	16.3	28.3	21.4
19	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.826913	-91.141434	16.3	28.3	21.4
20	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.822452	-91.141316	16.3	28.3	21.4
21	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.818047	-91.141345	16.3	28.3	21.4
22	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.823179	-91.141458	16.3	28.3	21.4
23	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.819294	-91.14134	16.3	28.3	21.4
24	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.826281	-91.141423	16.3	28.3	21.4
25	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.825023	-91.141303	16.3	28.3	21.4

Appendix B

Iowa DOT District 5: Segments - Bike - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	N/A	Area 15	Wapello	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.015443	-92.458418	38.8	31.7	35.7
2	N/A	CVTPA	Lucas	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.003864	-93.278351	48.8	25	38.6
3	N/A	CVTPA	Lucas	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.003154	-93.272502	48.8	25	38.6
4	N/A	CVTPA	Lucas	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.003351	-93.27324	48.8	25	38.6
5	N/A	CVTPA	Lucas	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.003445	-93.273795	48.8	25	38.6
6	N/A	CVTPA	Lucas	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.003677	-93.276163	48.8	25	38.6
7	N/A	CVTPA	Lucas	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.003854	-93.278212	48.8	25	38.6
8	N/A	CVTPA	Lucas	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.004117	-93.281579	48.8	25	38.6
9	N/A	CVTPA	Lucas	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.003992	-93.279964	48.8	25	38.6
10	N/A	Area 15	Wapello	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.014291	-92.463315	48.8	31.7	41.4
11	N/A	Area 15	Wapello	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.012581	-92.471139	48.8	31.7	41.4
12	N/A	Area 15	Wapello	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.01288	-92.469739	48.8	31.7	41.4
13	N/A	Area 15	Wapello	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.01335	-92.467586	48.8	31.7	41.4
14	N/A	Area 15	Wapello	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.013183	-92.468347	48.8	31.7	41.4
15	N/A	Area 15	Wapello	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.012382	-92.472048	48.8	31.7	41.4
16	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.774567	-91.14961	42.5	41.7	42.1
17	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.783374	-91.145027	42.5	41.7	42.1
18	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.778668	-91.147474	42.5	41.7	42.1
19	N/A	Area 15	Wapello	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.017999	-92.448716	50	31.7	42.1
20	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.769271	-91.15143	42.5	41.7	42.1
21	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.771699	-91.150988	42.5	41.7	42.1
22	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.777271	-91.148199	42.5	41.7	42.1
23	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.782676	-91.145386	42.5	41.7	42.1
24	N/A	SEIRPC	Lee	N/A	State Highway Agency	US 61 (Blues Hwy)	40.577938	-91.42626	42.5	45	43.6
25	N/A	SEIRPC	Lee	N/A	State Highway Agency	US 61 (Blues Hwy)	40.578975	-91.426094	42.5	45	43.6

Appendix B

Iowa DOT District 5: Segments - Pedestrian - Urban											
Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	Mount Pleasant St	40.825916	-91.141329	26.3	21.7	24.3
2	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	Mount Pleasant St	40.825903	-91.141036	26.3	21.7	24.3
3	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	Mount Pleasant St	40.82583	-91.141778	26.3	21.7	24.3
4	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.817553	-91.141481	26.3	21.7	24.3
5	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.820018	-91.141471	32.5	21.7	27.9
6	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.826418	-91.141299	32.5	21.7	27.9
7	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.824078	-91.141311	32.5	21.7	27.9
8	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.824801	-91.141419	32.5	21.7	27.9
9	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.826913	-91.141434	32.5	21.7	27.9
10	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.822452	-91.141316	32.5	21.7	27.9
11	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.818047	-91.141345	32.5	21.7	27.9
12	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.823179	-91.141458	32.5	21.7	27.9
13	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.819294	-91.14134	32.5	21.7	27.9
14	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.826281	-91.141423	32.5	21.7	27.9
15	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.825023	-91.141303	32.5	21.7	27.9
16	N/A	SEIRPC	Lee	Keokuk	State Highway Agency	US 136	40.393216	-91.38056	32.5	21.7	27.9
17	N/A	SEIRPC	Lee	Keokuk	State Highway Agency	US 136	40.393197	-91.380701	32.5	21.7	27.9
18	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	E Agency St	40.814864	-91.140886	26.3	33.3	29.3
19	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.816625	-91.141347	26.3	33.3	29.3
20	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.817148	-91.141485	26.3	33.3	29.3
21	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.817135	-91.141485	26.3	33.3	29.3
22	N/A	SEIRPC	Des Moines	Burlington	State Highway Agency	US 61 (Blues Hwy)	40.817114	-91.141485	26.3	33.3	29.3
23	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	Mount Pleasant St	40.825897	-91.142459	36.3	21.7	30
24	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	Mount Pleasant St	40.825927	-91.141945	36.3	21.7	30
25	N/A	SEIRPC	Des Moines	Burlington	City or Municipal Agency	Mount Pleasant St	40.825919	-91.141389	36.3	21.7	30

Appendix B

Iowa DOT District 5: Segments - Pedestrian - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	N/A	Area 15	Jefferson	N/A	County Highway Agency	US 34 BUS (W Burlington Ave)	41.006373	-91.991128	32.5	48.3	39.3
2	N/A	Area 15	Jefferson	N/A	County Highway Agency	US 34 BUS (W Burlington Ave)	41.006349	-91.994839	32.5	48.3	39.3
3	N/A	Area 15	Jefferson	N/A	County Highway Agency	US 34 BUS (W Burlington Ave)	41.006361	-91.992339	32.5	48.3	39.3
4	N/A	Area 15	Jefferson	N/A	County Highway Agency	US 34 BUS (W Burlington Ave)	41.00638	-91.990124	32.5	48.3	39.3
5	N/A	Area 15	Jefferson	N/A	County Highway Agency	US 34 BUS (W Burlington Ave)	41.006351	-91.993595	32.5	56.7	42.9
6	N/A	SEIRPC	Henry	N/A	County Highway Agency	US 34 BUS (W Washington St)	40.966762	-91.570472	32.5	66.7	47.1
7	N/A	SEIRPC	Henry	N/A	County Highway Agency	US 34 BUS (W Washington St)	40.966573	-91.566879	32.5	66.7	47.1
8	N/A	CVTPA	Appanoose	N/A	State Highway Agency	IA 2	40.737279	-92.891788	37.5	61.7	47.9
9	N/A	SEIRPC	Lee	N/A	County Highway Agency	Bluff Rd	40.637314	-91.349699	48.8	50	49.3
10	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.771699	-91.150988	55	43.3	50
11	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.777271	-91.148199	55	43.3	50
12	N/A	SEIRPC	Lee	N/A	County Highway Agency	US 61 BUS	40.638389	-91.298183	32.5	76.7	51.4
13	N/A	SEIRPC	Lee	N/A	County Highway Agency	US 61 BUS	40.639064	-91.298197	32.5	76.7	51.4
14	N/A	SEIRPC	Lee	N/A	County Highway Agency	US 61 BUS	40.639585	-91.298232	32.5	76.7	51.4
15	N/A	SEIRPC	Lee	N/A	County Highway Agency	US 61 BUS	40.63994	-91.298211	32.5	76.7	51.4
16	N/A	SEIRPC	Lee	N/A	County Highway Agency	US 61 BUS	40.641016	-91.29781	32.5	76.7	51.4
17	N/A	SEIRPC	Lee	N/A	County Highway Agency	US 61 BUS	40.641234	-91.297662	32.5	76.7	51.4
18	N/A	SEIRPC	Lee	N/A	County Highway Agency	US 61 BUS	40.641415	-91.297538	32.5	76.7	51.4
19	N/A	SEIRPC	Lee	N/A	County Highway Agency	US 61 BUS	40.64155	-91.297446	32.5	76.7	51.4
20	N/A	SEIRPC	Des Moines	N/A	City or Municipal Agency	E Agency Rd	40.814548	-91.14691	37.5	71.7	52.1
21	N/A	Area 15	Wapello	N/A	State Highway Agency	US 34 (34th Infantry Division Hwy)	41.012168	-92.385936	47.5	58.3	52.1
22	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.774567	-91.14961	60	43.3	52.9
23	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.783374	-91.145027	60	43.3	52.9
24	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.778668	-91.147474	60	43.3	52.9
25	N/A	SEIRPC	Des Moines	N/A	State Highway Agency	US 61 (Blues Hwy)	40.769271	-91.15143	60	43.3	52.9

Appendix B

Iowa DOT District 6: Segments - Bike - Urban

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	MPOJC	N/A	Johnson	Coralville	City or Municipal Agency	1st Ave	41.66874	-91.565946	11.3	21.7	15.7
2	MPOJC	N/A	Johnson	Coralville	City or Municipal Agency	1st Ave	41.668995	-91.565716	11.3	21.7	15.7
3	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	W Burlington St	41.658136	-91.541903	11.3	21.7	15.7
4	MPOJC	N/A	Johnson	Coralville	City or Municipal Agency	1st Ave	41.668458	-91.566328	16.3	21.7	18.6
5	MPOJC	N/A	Johnson	Iowa City	City or Municipal Agency	S Grand Ave	41.657975	-91.545978	16.3	21.7	18.6
6	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	W Burlington St	41.657976	-91.541911	16.3	21.7	18.6
7	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.666054	-91.558565	16.3	21.7	18.6
8	MPOJC	N/A	Johnson	Coralville	State Highway Agency	US 6 (2nd St)	41.668742	-91.565137	16.3	21.7	18.6
9	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.665774	-91.557726	16.3	21.7	18.6
10	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.658058	-91.541965	16.3	21.7	18.6
11	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.661582	-91.542202	16.3	21.7	18.6
12	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.661649	-91.542028	16.3	21.7	18.6
13	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.666263	-91.559085	16.3	21.7	18.6
14	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.666301	-91.559119	16.3	21.7	18.6
15	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.660578	-91.542051	16.3	21.7	18.6
16	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.658432	-91.542033	16.3	21.7	18.6
17	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.661028	-91.542233	16.3	21.7	18.6
18	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.665693	-91.556882	16.3	21.7	18.6
19	MPOJC	N/A	Johnson	Iowa City	City or Municipal Agency	Grand Ave	41.658044	-91.542185	17.5	21.7	19.3
20	MPOJC	N/A	Johnson	Coralville	State Highway Agency	US 6 (2nd St)	41.668069	-91.563425	17.5	21.7	19.3
21	MPOJC	N/A	Johnson	Iowa City	Other State Agency	Hawkins Dr	41.6656	-91.558524	18.8	21.7	20
22	MPOJC	N/A	Johnson	Iowa City	Other State Agency	Hawkins Dr	41.660396	-91.550348	18.8	21.7	20
23	MPOJC	N/A	Johnson	Iowa City	Other State Agency	Hawkins Dr	41.664216	-91.559267	18.8	21.7	20
24	MPOJC	N/A	Johnson	Iowa City	Other State Agency	US 6 (Hiawatha Pioneer Trl)	41.665901	-91.558059	18.8	21.7	20
25	MPOJC	N/A	Johnson	Iowa City	Other State Agency	Hawkins Dr	41.659424	-91.549922	18.8	21.7	20

Appendix B

Iowa DOT District 6: Segments - Bike - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Bike)	Census Score (Bike)	Total Score (Bike)
1	MPOJC	N/A	Johnson	N/A	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.666499	-91.559591	48.8	21.7	37.1
2	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	1st Ave	41.66733	-91.568399	60	21.7	43.6
3	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	1st Ave	41.667453	-91.568379	60	21.7	43.6
4	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	Melrose Ave	41.65689	-91.552216	60	21.7	43.6
5	N/A	ECICOG	Jones	N/A	City or Municipal Agency	US 151 BUS (N Main St)	42.241163	-91.182762	50	40	45.7
6	N/A	ECICOG	Jones	N/A	City or Municipal Agency	US 151 BUS (N Main St)	42.243005	-91.180694	50	40	45.7
7	N/A	ECIA	Jackson	N/A	State Highway Agency	IA 64 (E Platt St)	42.068911	-90.647088	50	41.7	46.4
8	N/A	ECIA	Jackson	N/A	State Highway Agency	IA 64 (E Platt St)	42.068888	-90.64692	50	41.7	46.4
9	N/A	ECIA	Jackson	N/A	State Highway Agency	IA 64 (E Platt St)	42.068908	-90.647075	50	41.7	46.4
10	N/A	ECICOG	Jones	N/A	State Highway Agency	US 151	42.234951	-91.169777	52.5	40	47.1
11	N/A	ECICOG	Jones	N/A	State Highway Agency	US 151	42.236383	-91.169635	52.5	40	47.1
12	N/A	ECICOG	Jones	N/A	State Highway Agency	US 151	42.235745	-91.169502	52.5	40	47.1
13	N/A	ECICOG	Jones	N/A	State Highway Agency	US 151	42.208823	-91.177911	52.5	40	47.1
14	N/A	ECICOG	Jones	N/A	State Highway Agency	US 151	42.236933	-91.16906	52.5	40	47.1
15	N/A	ECICOG	Jones	N/A	State Highway Agency	US 151	42.245559	-91.164841	52.5	40	47.1
16	N/A	ECICOG	Jones	N/A	State Highway Agency	US 151	42.241702	-91.166736	52.5	40	47.1
17	N/A	ECICOG	Jones	N/A	State Highway Agency	US 151	42.20874	-91.177332	52.5	40	47.1
18	N/A	ECICOG	Jones	N/A	State Highway Agency	US 151	42.241215	-91.167373	52.5	40	47.1
19	N/A	ECICOG	Jones	N/A	State Highway Agency	US 151	42.208742	-91.17815	52.5	40	47.1
20	MPOJC	N/A	Johnson	N/A	County Highway Agency	1st Ave	41.696466	-91.564087	50	45	47.9
21	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	1st Ave	41.699065	-91.562782	50	45	47.9
22	MPOJC	N/A	Johnson	N/A	County Highway Agency	1st Ave	41.696911	-91.56389	50	45	47.9
23	MPOJC	N/A	Johnson	N/A	County Highway Agency	1st Ave	41.697555	-91.563562	50	45	47.9
24	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	1st Ave	41.696041	-91.564417	50	45	47.9
25	N/A	ECICOG	Johnson	N/A	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.74666	-91.804191	48.8	46.7	47.9

Appendix B

Iowa DOT District 6: Segments - Pedestrian - Urban											
Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	MPOJC	N/A	Johnson	Coralville	City or Municipal Agency	1st Ave	41.66874	-91.565946	26.3	23.3	25
2	MPOJC	N/A	Johnson	Coralville	City or Municipal Agency	1st Ave	41.668995	-91.565716	26.3	23.3	25
3	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	W Burlington St	41.658136	-91.541903	26.3	23.3	25
4	MPOJC	N/A	Johnson	Iowa City	City or Municipal Agency	Grand Ave	41.658044	-91.542185	28.8	23.3	26.4
5	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	W Burlington St	41.658114	-91.54135	31.3	23.3	27.9
6	MPOJC	N/A	Johnson	Coralville	City or Municipal Agency	1st Ave	41.669048	-91.565675	25	31.7	27.9
7	MPOJC	N/A	Johnson	Coralville	City or Municipal Agency	1st Ave	41.669337	-91.565486	25	31.7	27.9
8	MPOJC	N/A	Johnson	Coralville	City or Municipal Agency	1st Ave	41.668458	-91.566328	32.5	23.3	28.6
9	MPOJC	N/A	Johnson	Iowa City	City or Municipal Agency	S Grand Ave	41.657975	-91.545978	32.5	23.3	28.6
10	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	W Burlington St	41.657976	-91.541911	32.5	23.3	28.6
11	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.666054	-91.558565	32.5	23.3	28.6
12	MPOJC	N/A	Johnson	Coralville	State Highway Agency	US 6 (2nd St)	41.668742	-91.565137	32.5	23.3	28.6
13	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.665774	-91.557726	32.5	23.3	28.6
14	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.658058	-91.541965	32.5	23.3	28.6
15	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.661582	-91.542202	32.5	23.3	28.6
16	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.661649	-91.542028	32.5	23.3	28.6
17	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.666263	-91.559085	32.5	23.3	28.6
18	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.666301	-91.559119	32.5	23.3	28.6
19	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.660578	-91.542051	32.5	23.3	28.6
20	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.658432	-91.542033	32.5	23.3	28.6
21	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.661028	-91.542233	32.5	23.3	28.6
22	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.665693	-91.556882	32.5	23.3	28.6
23	MPOJC	N/A	Johnson	Coralville	City or Municipal Agency	US 6 (2nd St)	41.669019	-91.565698	26.3	31.7	28.6
24	MPOJC	N/A	Johnson	Coralville	City or Municipal Agency	1st Ave	41.670023	-91.565455	26.3	31.7	28.6
25	MPOJC	N/A	Johnson	Iowa City	State Highway Agency	W Burlington St	41.658085	-91.540523	31.3	25	28.6

Appendix B

Iowa DOT District 6: Segments - Pedestrian - Rural

Rank	MPO	RPA	County	City	Owner	Route	Latitude	Longitude	Facility Score (Ped)	Census Score (Ped)	Total Score (Ped)
1	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	Melrose Ave	41.65689	-91.552216	43.8	23.3	35
2	MPOJC	N/A	Johnson	N/A	State Highway Agency	US 6 (Hiawatha Pioneer Trl)	41.666499	-91.559591	48.8	23.3	37.9
3	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	1st Ave	41.66733	-91.568399	48.8	23.3	37.9
4	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	1st Ave	41.667453	-91.568379	48.8	23.3	37.9
5	BSRC	N/A	Scott	N/A	City or Municipal Agency	Kimberly Rd	41.548557	-90.522401	37.5	43.3	40
6	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	Prairie Du Chien Rd	41.682879	-91.521761	48.8	41.7	45.7
7	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	Prairie Du Chien Rd	41.684468	-91.523012	48.8	41.7	45.7
8	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	Prairie Du Chien Rd	41.684792	-91.523266	48.8	41.7	45.7
9	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	Prairie Du Chien Rd	41.686021	-91.524073	48.8	41.7	45.7
10	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	1st Ave	41.667249	-91.568656	48.8	41.7	45.7
11	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	1st Ave	41.667373	-91.568522	48.8	43.3	46.4
12	BSRC	N/A	Scott	N/A	State Highway Agency	US 67 (East River Dr)	41.529795	-90.542635	32.5	65	46.4
13	BSRC	N/A	Scott	N/A	City or Municipal Agency	Kimberly Rd	41.547525	-90.522381	37.5	60	47.1
14	BSRC	N/A	Scott	N/A	City or Municipal Agency	Kimberly Rd	41.541485	-90.522506	37.5	63.3	48.6
15	BSRC	N/A	Scott	N/A	City or Municipal Agency	Kimberly Rd	41.548343	-90.522384	37.5	63.3	48.6
16	BSRC	N/A	Scott	N/A	State Highway Agency	US 67 (East River Dr)	41.527909	-90.53653	32.5	73.3	50
17	MPOJC	N/A	Johnson	N/A	County Highway Agency	E Oakdale Blvd	41.700121	-91.550455	48.8	53.3	50.7
18	MPOJC	N/A	Johnson	N/A	City or Municipal Agency	Melrose Ave	41.656898	-91.552796	43.8	61.7	51.4
19	BSRC	N/A	Scott	N/A	County Highway Agency	210th St	41.611032	-90.570305	47.5	56.7	51.4
20	BSRC	N/A	Scott	N/A	County Highway Agency	210th St	41.611036	-90.569236	47.5	56.7	51.4
21	BSRC	N/A	Scott	N/A	County Highway Agency	210th St	41.611019	-90.558802	47.5	56.7	51.4
22	BSRC	N/A	Scott	N/A	County Highway Agency	210th St	41.611069	-90.565322	47.5	56.7	51.4
23	BSRC	N/A	Scott	N/A	County Highway Agency	210th St	41.611069	-90.56547	47.5	56.7	51.4
24	BSRC	N/A	Scott	N/A	County Highway Agency	210th St	41.611049	-90.562832	47.5	56.7	51.4
25	BSRC	N/A	Scott	N/A	State Highway Agency	US 6 (Grand Army of the Republic Hwy)	41.554955	-90.522798	60	43.3	52.9

APPENDIX C

Engagement PowerPoint





Vulnerable Road User Safety Assessment

August 23, 2023



Agenda

Welcome and Introductions

What is a VRU Safety Assessment?

VRU Safety Performance

Approach

Potential Project Types and Strategies

Next Steps



Welcome and Introductions

Project Team



Larry Grant
Jan Laaser-Webb
Sam Sturtz

Kimley»»Horn

Consultant Team

Tracy Lehman
Morgan Nelson
Molly O'Brien



Use the chat function to
introduce yourselves

First and Last Name

Agency/Affiliation



What is a VRU Safety Assessment?

Overview

- New requirement from the Bipartisan Infrastructure Law
- Must be approved by the governor or designee



Due: November 15, 2023

“All states are required to develop a Vulnerable Road User Safety Assessment as part of their Highway Safety Improvement Program (HSIP) in accordance with 23 U.S.C. 148(1).”



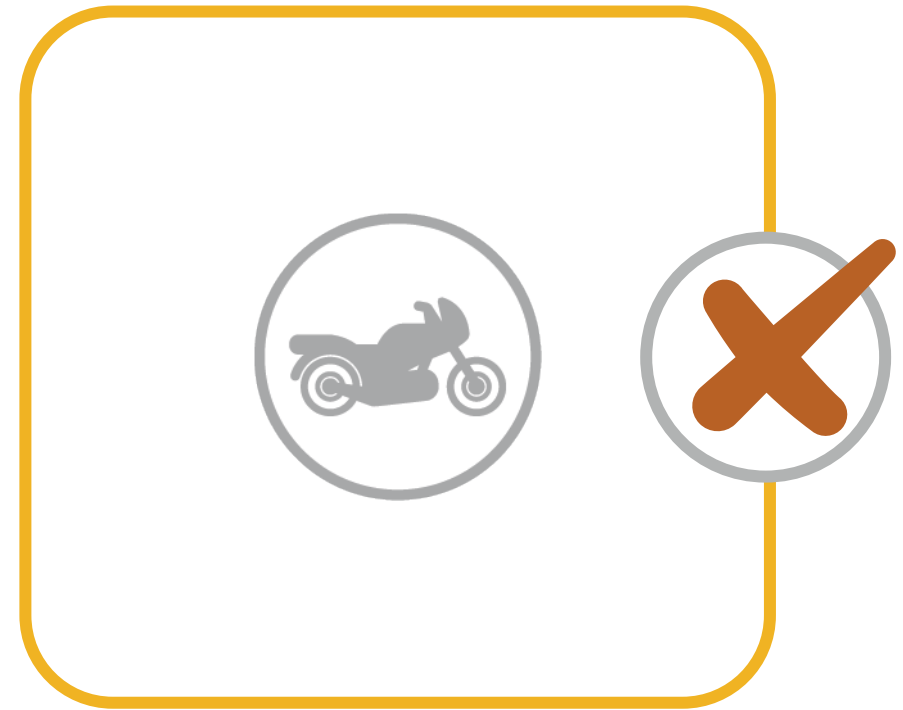
Goal of VRU Safety Assessment?



- Identify areas of higher risk for bicyclist and pedestrian crashes
- Provide insight on areas of necessary infrastructure improvements on Iowa roads
- Furthering the objective of achieving zero fatalities on the nation's roads

What is a VRU?

The definition of “vulnerable road user” is provided in 23 U.S.C. 148(a)(15) as “a nonmotorist.”



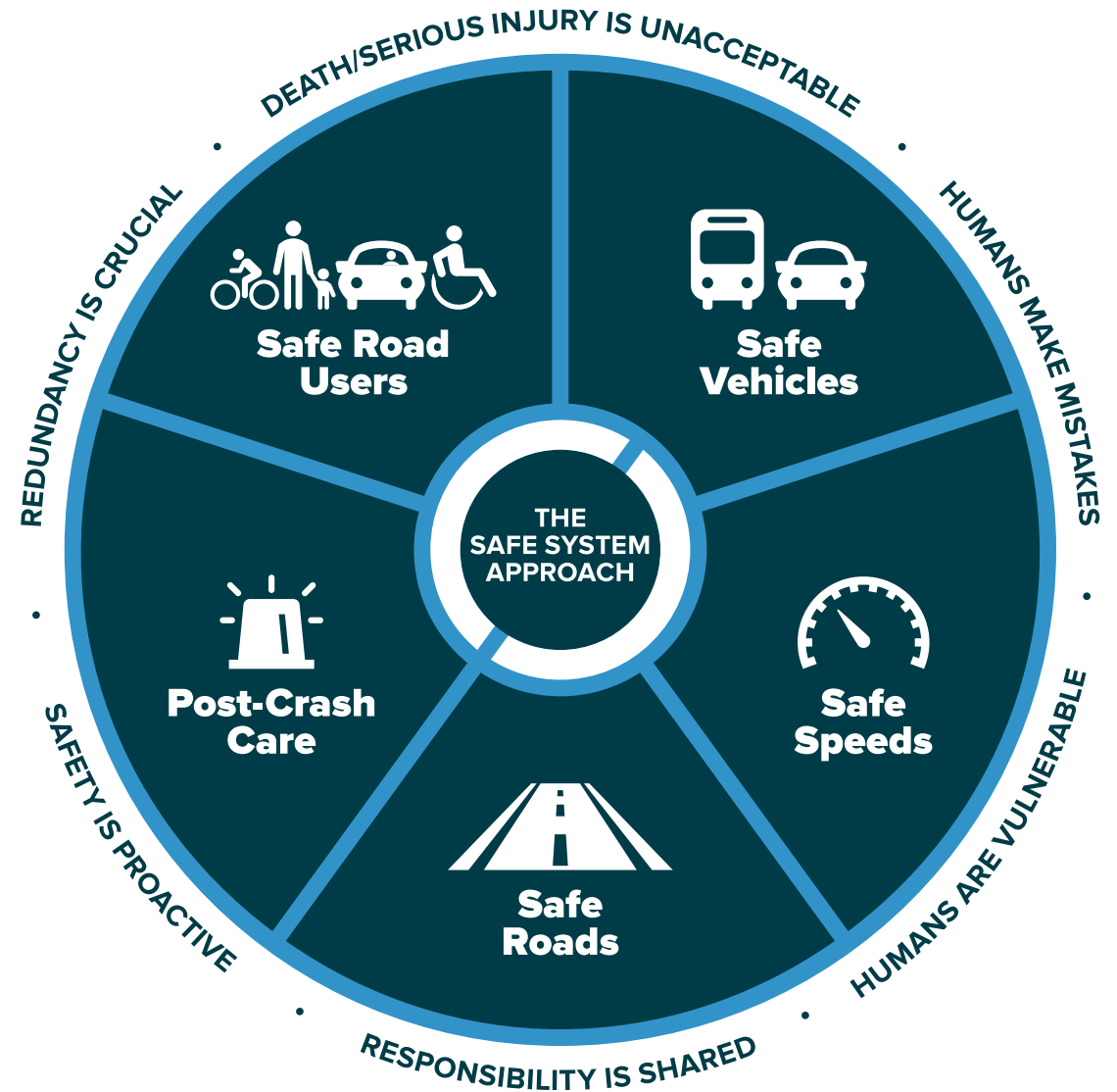
Safe System Approach



SAFE SYSTEM

APPROACH

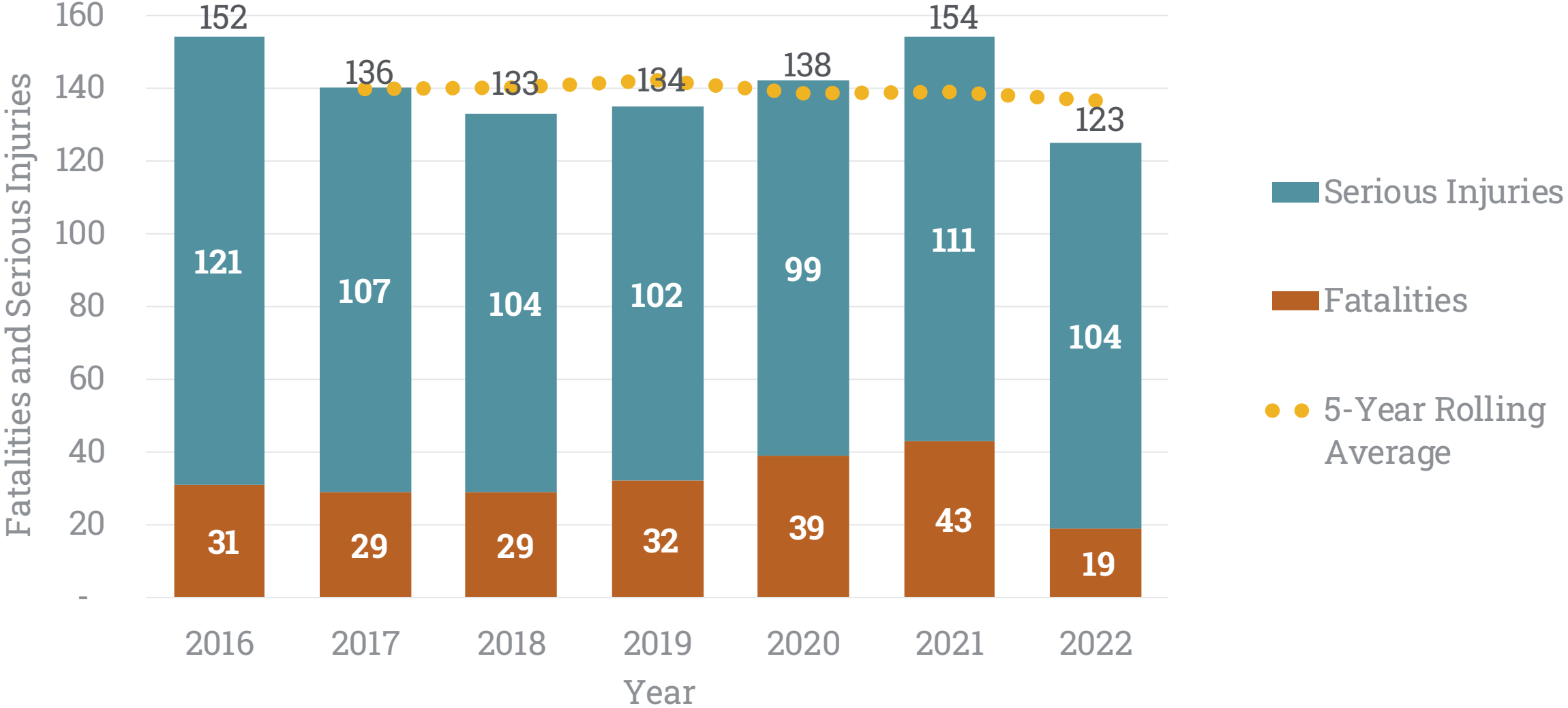
Zero is our goal. A Safe System is how we get there.





VRU Safety Performance

VRU Fatalities and Serious Injuries



VRU Fatalities and Serious Injuries by User Type



64%
Pedestrian



2%
Skater, personal
conveyance, wheelchair

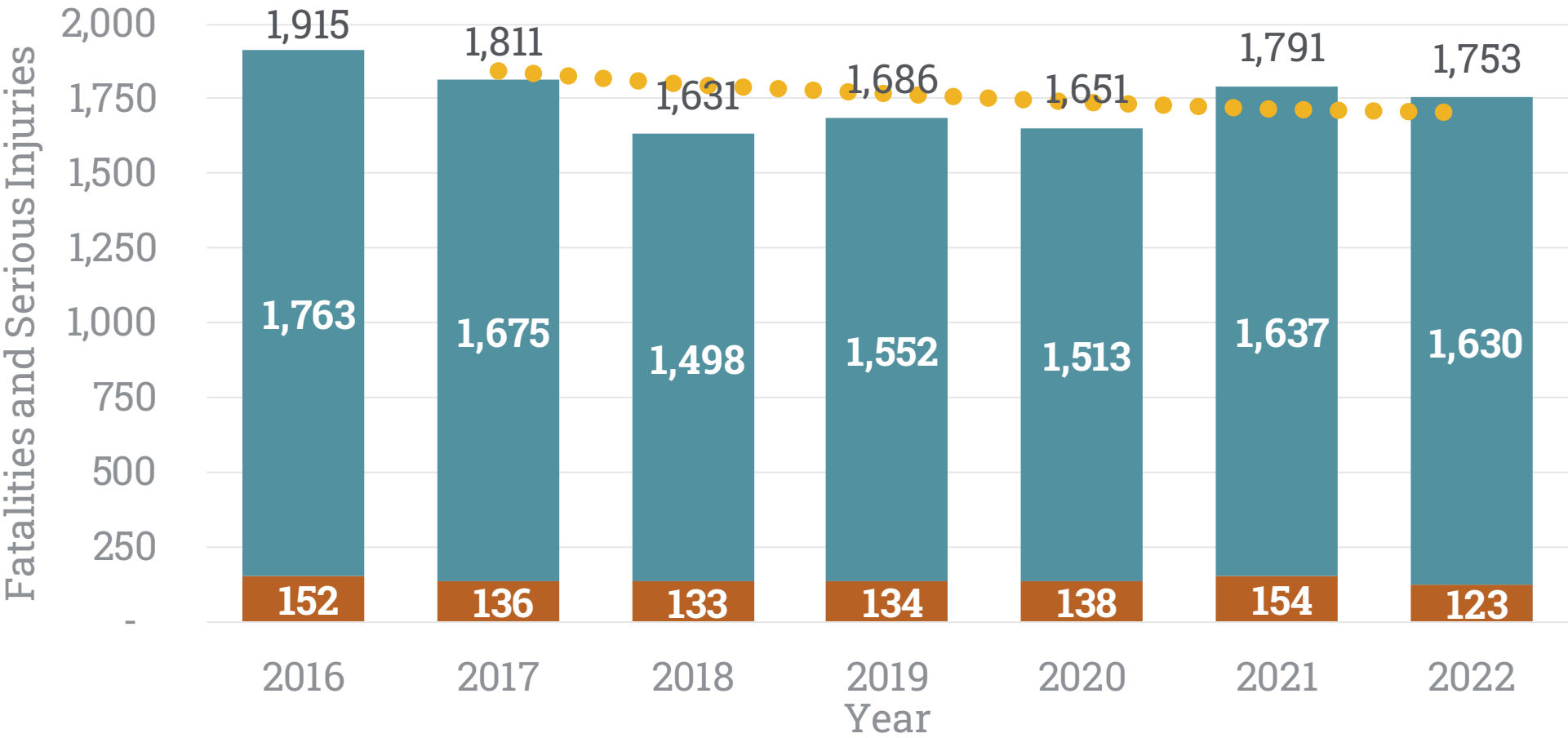


30%
Bicyclist



4%
Other or Unknown

Fatalities and Serious Injuries All Road Users



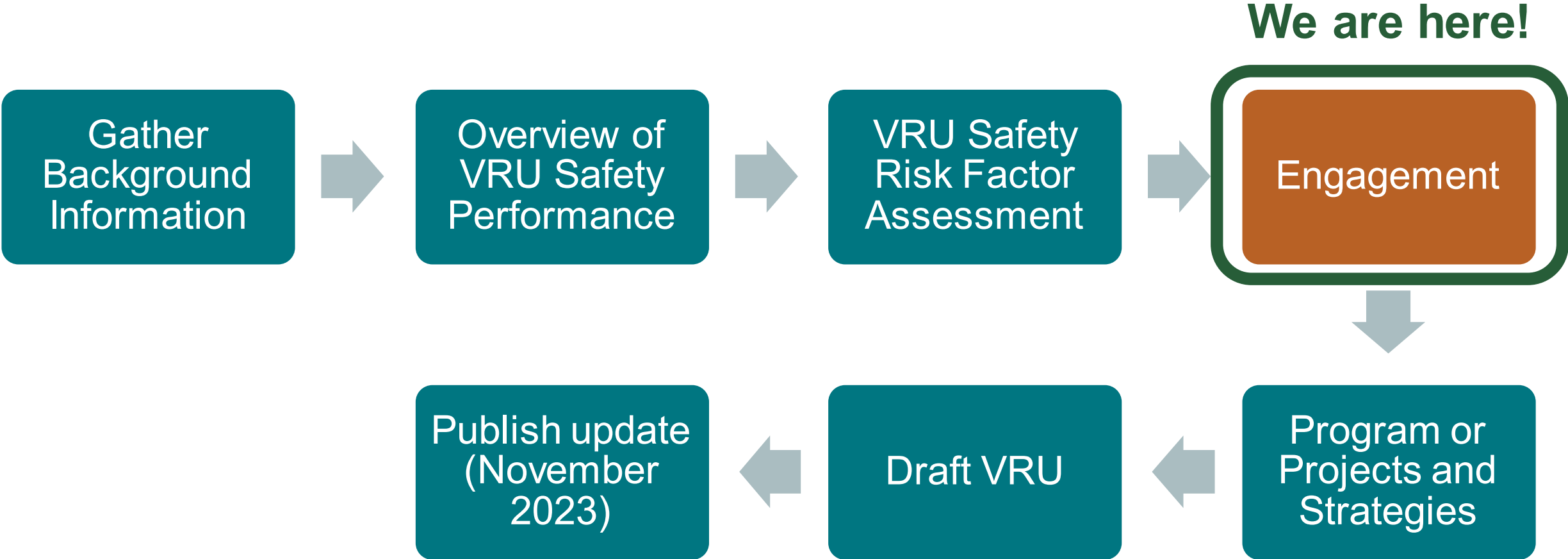
~8%
of all fatalities and serious injuries in Iowa are VRUs

- Other Road Users
- Vulnerable Road Users
- 5-Year Rolling Average



Approach

Development Process




Risk Factor Assessment

- Builds off previous *Statewide Bicycle Pedestrian Systemic Safety Analysis 2020*
- Utilizes 7 years of crash data (January 1, 2016 through December 31, 2022)
- Adds equity data analysis
- Identifies strategies to address safety risks for VRU
- Develops high-level recommendations for 16 locations



Engagement



- Metropolitan Planning Organization/ Regional Planning Affiliation: **June 21, 2023**
- Bicycle and Pedestrian Advisory Committee: **Today!**
- Strategic Highway Safety Plan (SHSP) Advisory Team: **August 31, 2023**
- Input for draft document: **End of October/early November** 



Potential Project Types and Strategies

Rural Context

1. What do you see as the barriers to biking for non-recreational trips (such as trips to work or trips for groceries)? What would make non-recreational trips easier?
2. What do you see as the barriers to walking or rolling for non-recreational trips? What would make these trips easier?
3. What innovative bike or pedestrian infrastructure have you seen in other locations that you think would be appropriate for Iowa?
4. What driver behaviors do you perceive have the most impact on the safety of VRUs?
5. What role can law enforcement play in making a safer environment for VRUs?
6. What areas do you think VRUs need education on? What areas do you think drivers need education on with respect to VRUs?

Urban Context

1. What do you see as the barriers to biking for non-recreational trips (such as trips to work or trips for groceries)? What would make non-recreational trips easier?
2. What do you see as the barriers to walking or rolling for non-recreational trips? What would make these trips easier?
3. What innovative bike or pedestrian infrastructure have you seen in other locations that you think would be appropriate for Iowa?
4. What driver behaviors do you perceive have the most impact on the safety of VRUs?
5. What role can law enforcement play in making a safer environment for VRUs?
6. What areas do you think VRUs need education on? What areas do you think drivers need education on with respect to VRUs?

Funding Opportunities

- Funding is available via application to Iowa DOT's Highway Safety Improvement Program-Local (HSIP-Local) and Traffic Safety Improvement Program (TSIP)
 - Rectangular Rapid Flashing Beacon (RRFB)
 - Speed feedback sign
 - Leading Pedestrian Interval (LPI)
 - Painted crosswalk
- VRU Safety Assessment document will include a list of high-risk locations that can be used to support funding requests and planning for VRU improvement projects in the future.



Discretionary Grants



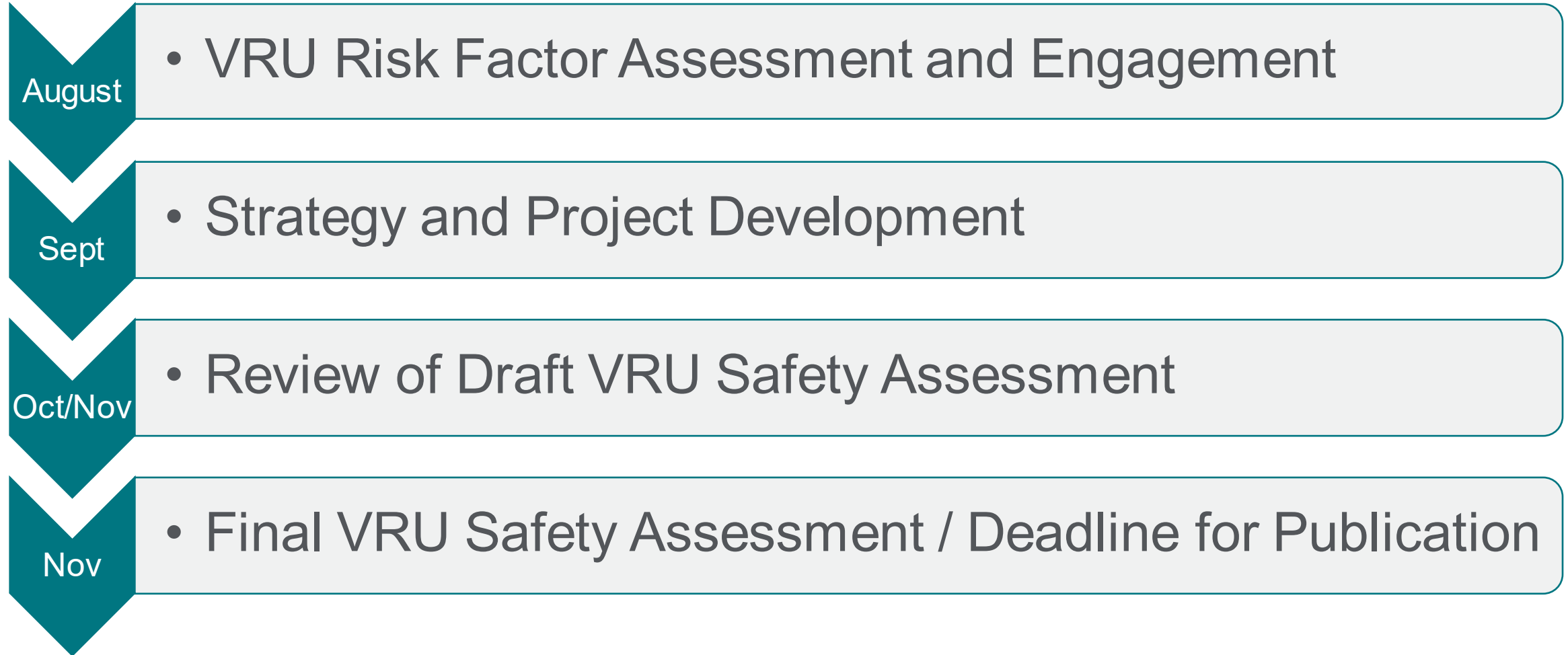
- Safe Streets for All (SS4A)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- If meets appropriate criteria:
 - Reconnecting Communities and Neighborhoods (RCN)
 - Railroad Crossing Elimination (RCE)
 - Consolidated Rail Infrastructure and Safety Improvements (CRISI)
 - Strengthening Mobility and Revolutionizing Transportation (SMART)

**List is not all-inclusive*



Next Steps

Next Steps



Feedback and Questions

Contact

Larry Grant

State Safety Planner

Larry.grant@iowadot.us

515-233-7828

APPENDIX D

Meeting Summaries



Iowa's Vulnerable Road User (VRU) Safety Assessment

MEETING SUMMARY

Subject: Iowa's Vulnerable Road User (VRU) Safety Assessment
Stakeholder Group: Bicycle and Pedestrian Advisory Committee
Date: Wednesday, August 23, 2023
Time: 10:00 AM – 12:00 PM

1 Attendees

1. Milly Ortiz, Iowa DOT
2. Larry Grant, Iowa DOT
3. Jan Laaser-Webb, Iowa DOT
4. Sam Sturtz, Iowa DOT
5. Nicole Oneyear, FHWA Safety Specialist
6. Kimball Olson, Iowa DOT Bridges and Structures Bureau
7. Krista Billhorn, Iowa DOT District 2, Mason City
8. Hector Torres-Cacho, Iowa DOT District 5
9. Daniel Harness, Iowa DOT Design Bureau
10. Pedro Leanos, Iowa DOT
11. Orest Lechnowsky, Iowa DOT
12. Jessica Flatt, Iowa DNR
13. Bryan Schmid, Bi-State Regional Commission
14. Sheri Krohn, Governor's Traffic Safety Bureau
15. Sarah Walz, MPO of Johnson County and City of Iowa City
16. Lisa Hein, Iowa Natural Heritage Foundation
17. John Peterson, Peterson Planning Strategies and AARP
Iowa Lead Volunteer for Livable Communities
18. Sarah Taylor Watts, Iowa Health and Human Services
19. Mark Wyatt, Iowa Bicycle Coalition
20. Tracy Lehman, Kimley-Horn (Consultant Team)
21. Morgan Nelson, Kimley-Horn (Consultant Team)

2 Presentation

The following topics were included in the presentation.

- 2.1 Welcome and Introductions
- 2.2 What is a VRU Safety Assessment?



Iowa's Vulnerable Road User (VRU) Safety Assessment

- 2.3 VRU Safety Performance
- 2.4 Approach
- 2.5 Potential Project Type and Strategies
- 2.6 Next Steps
- 2.7 Feedback and Questions

3 Discussion of Potential Project Type and Strategies

3.1 Rural Context

3.1.1 What do you see as the barriers to biking for non-recreational trips (such as trips to work or trips for groceries)? What would make non-recreational trips easier?

- Lack of bicycle infrastructure in areas of employment and retail areas.
- Infrastructure that excludes bicycles and has gaps in the bicycle infrastructure. There is not a true bicycle system in place.
- Turning motorists failing to yield to bicyclists before they turn.
- Paths on one side of the roadway when access is needed on the other side of the roadway. It is worse when the path switches from side to side and is not consistently on one side of the roadway.
- Intersections with crosswalks on two legs of the intersection and not all four legs.
- Delivery vehicles that use the bicycle lanes as parking areas to make deliveries.
- High speeds of vehicles and lack of separate bicycle facilities.
- Lack of education that all users can be on the roadways.
- In rural areas as well as urban areas, there are not ped/bike facilities to get to commercial locations. In order to access them, the bicyclist likely has to interact with high speeds of motorists and has to cross high-speed roadways.
- Multi-lane roads with higher than 35 mph roadways are where the most severe incidents occur.
- Speeds of vehicles and lack of separate facilities to get there.
- This is not just a public view issue; some rural public officials feel that as well which makes it difficult to expand and connect rural facilities. Some public officials would like to exclude bicycle infrastructure to avoid any issues as they see it.
- Roads designed for cars, not VRUs.

Iowa's Vulnerable Road User (VRU) Safety Assessment

- There are not places to park bikes safely/securely at commercial facilities.
- There is a lack of understanding of what pedestrian crossing signage means.
- Wide car lane widths that encourage fast speeds.

3.1.2 What do you see as the barriers to walking or rolling for non-recreational trips? What would make these trips easier?

- If there was more intent to close the gaps in the system that would help.
- Lack of political will to fix the problem, cities need to enforce sidewalk ordinances which is a political issue. For example, in one city an official was voted out of office because they enforced the sidewalk policy.
- Property owners are told that the City is putting in the sidewalk, and then the property owner has to maintain it and remove snow from it. The alternative would be that the taxes are higher, and the government has to pay for maintenance and snow removal.
- The law that requires the property owner to maintain the sidewalk within the locals ROW. The city could assess the property owner, for repairs, but they do not really have the ability to recapture the money. Sometimes enforcement only occurs if there is a complaint filed, and then the city will do an assessment for the property owner.
- Maintenance of sidewalk causes friction. Snow removal is an annual maintenance that is not always feasible by the property owner.
- It is a political will thing; the city is not fixing the sidewalk in front of someone's house unless it is by block or part of a larger project. In most cities, the resident is supposed to remove snow in 24 hours, but this is not enforced.
- Challenging the way the law is written and the way that it is enforced. Often only enforced if someone complains. So sometimes, the cities do not do an assessment, they just try to make the repairs here or there.
- If there was someone who would vocally support needing to accommodate non-recreational trips, that would be really helpful.

3.1.3 What innovative bike or pedestrian infrastructure have you seen in other locations that you think would be appropriate for Iowa?

- Sidewalk infill infrastructure fund as a state appropriation. Dream – State recreational trail fund would be replaced with a sidewalk infrastructure program. Communities apply for funds to fix the sidewalk gaps. Urban is the ten growth areas, all other area is rural including rural cities.
- Would like to have a state fund to remove the sidewalk gaps.
- May not need anything innovative, just do what we know to be the safest and best infrastructure.

3.1.4 What driver behaviors do you perceive have the most impact on the safety of VRUs?

- Distracted driving and speed.

Iowa's Vulnerable Road User (VRU) Safety Assessment

- Not yielding, turning in front of pedestrians or bicyclists.
- Natural tendency for the motorist to automatically cross through the crossing area to be able to turn more efficiently (due to lack of paint, etc.). 9 times out of 10 the motorist is not going to look and will pull into the bicyclist area. For example, making a RTOR would automatically pull into the crosswalk or bike area, even if marked as a crosswalk.
- This is similar to motorcyclists.
- Can be worse on warm weather days when not expecting motorcycles in winter.

3.1.5 What role can law enforcement play in making a safer environment for VRUs?

- Why does law enforcement ignore VRUs? In particular, for not yielding to a pedestrian in a crosswalk?
- Law enforcement likely would not enforce VRUs violating the law either, so it goes both ways. Difficult to give someone a ticket on their bike.
- Perception of trying to fill a quota vs. targeting a specific type of law. Receive funding to do these types of projects. If law enforcement stopped everyone for every infraction in front of them, then they would not move anywhere.
- Important to address the bias that VRUs are ignoring the law. Since infrastructure does not often include bikes/peds and often excludes them. We have to understand that they are navigating that system. Most bikes/peds have a driver's license but they are navigating a system that is not built for them.
- How does automated enforcement fit into all of this? Can automated enforcement be used to look at motorists? Law was all over the board, from eliminating automated enforcement to allowing it (can't be on interstate, because can't be federal roads) and saying the income has to be shared. The technology is there, but it all goes back to the legislators and what they are wanting to do.
- Not sure what the DOT can do, one thing that might be helpful is some guidance for local government. Sometimes localities are inspired to have the enforcement as a revenue tool. But if the goal is to make the people safer, then some guidance on what would make it safer for locals. In the rural towns, does not make it safer necessarily, because only see it where people are entering or leaving the town. Rather than where the people would be. If there could be some guidance that would be helpful.
- Automated speed enforcement and the DOT. As a safety engineer, personally agree with the use of speed safety cameras. With the DOT hat, how do we make this a safety tool and not a revenue generator?
- In February FHWA put out a guide for speed cameras:
<https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed%20Safety%20Camera%20Program%20Planning%20and%20Operations%20Guide%202023.pdf>
- Strawberry Point has a speed camera that does automatic enforcement.

Iowa's Vulnerable Road User (VRU) Safety Assessment

- Would like to see local PD interact with the community on safety education – helmet safety and fitting, etc.
- Automated enforcement in construction zones.
- Starting a new program that people don't realize they are entering a small town, so putting up speed feedback signage. Would like to put up a sign before the speed feedback sign that does the speed limit step down, and let people know they need to slow down. The program does not include a speed safety camera.
- Window tint: have seen an increase in it, have a lot of IL plates in Iowa City. Saw some proposals to allow for more window tinting. Should this be enforced by not allowing cars to be sold off a new or used car lot with more window tinting than currently allowed? New and used cars already usually have only the maximum allowed for the driver's side, front, and side window. How would anyone know where the driver is looking if the tint is increased?
- In the 1990s there were medical exemptions allowed and those people were upset.

3.1.6 What areas do you think VRUs need education on? What areas do you think drivers need education on with respect to VRUs?

- New education campaigns are coming out, ideas are welcome.
- Graphics are more effective than words.
- Safe passing. Even if do not have a safe passing law, educating people on the safest way to pass could be helpful.
- NHTSA – National Highway Safety Administration.
- When you see promos from other countries, they get more to the point and not beat around the bush on things. How far can we go?
- Farm vehicles experience the issue with safe passing as well. Should show how frightening it can be. Bicyclists or pedestrians are also slow-moving. At one point everyone is a VRU. For example, a person walking to get their mail, kids waiting for the bus, the Amish, etc.
- Reminds of the old smoking commercials. Really impactful/educational and drove home the point.
- Only concern would be not scaring people away from walking or biking.
- This is important because people are afraid to walk in town.
- Walking in your town where there are sidewalks and slower speeds, their risk is lower. The data should show us this as well. Help people to understand their real risks.
- Question about what works? We know infrastructure works. However, some studies have shown that education may not be as impactful; however, education aimed at children could be really helpful.

Iowa's Vulnerable Road User (VRU) Safety Assessment

- Could potentially use footage from cameras on buses to show what the children experience. There was a crash shown at the Jordan Creek Mall that was there for a while to show what the car looked like. There was some feedback that people did not like it.
- PSA's can be just as informative. You don't necessarily have to scare people. Some behaviors just need to be a reminder – the need to stop behind the school bus, how to pass a bicyclist or farm implement, etc.
- At the state fair they brought the car that was in a crash in NE Iowa. Controversial on what and when to show so the viewer understands.

3.2 Urban Context

3.2.1 What do you see as the barriers to biking for non-recreational trips (such as trips to work or trips for groceries)? What would make non-recreational trips easier?

- Bicycle parking is an issue that creates a barrier for biking. Some locations provide parking that is not adequate. It is old and mangled (crushed by a car) but it is still there.
- The last 100 feet. How to get from the public ROW to the destination via the parking lot?
- Inadequate lighting.
- Large intersections: Might as well cross a river, 4 lanes of traffic, and there may not be a location to cross at a signal. Not sure what you are going to run into. A lot of people will just avoid and not use that route.
- Zoning and parking reform in general are a hindrance to ped/bikes.
- On a 4-lane roadway with turn lanes and a small 2-foot median, if a pedestrian only makes it halfway across then it is challenging. We need better design for large intersections and roundabouts (RABs). Need better guidance on the design and signage for these. And needs to be part of an education campaign, both motorist education and VRU education for how to navigate.
- DOT is working on some videos for RAB and a few other types they should be out this fall.
- Roundabout design, a lot of users do not take the correct path through the intersection. We create some of these challenges in design.
- Residential developments are designed for vehicle travel. Distances to commercial areas are long and challenging to navigate.
- Car drivers hardly see bicyclists and pedestrians using the system, so they don't know how to react.
- It would be nice to pay attention to slow speed. People go through RABs quickly and if they think they have the ROW they can move through quickly. If education can address this to slow speeds, then that would be helpful.

Iowa's Vulnerable Road User (VRU) Safety Assessment

3.2.2 What do you see as the barriers to walking or rolling for non-recreational trips? What would make these trips easier?

- Lack of understanding of the pedestrian signage. When do the cars stop?
- Struggle with and have been talking about for a long time, both drivers and pedestrians do not understand crossing signage. Different states use signage differently. In other states, drivers are to stop for a pedestrian waiting to enter the crosswalk and so people not from Iowa may just wait thinking people will stop for them to enter the crosswalk.
- When new to the cities, it can be challenging for drivers to navigate in areas with bike lanes/areas with new paint, etc.
- Iowa law is to Yield for pedestrians as opposed to Stop for Pedestrians. Has this ever come up for legislation? Should this be something that the state should pursue?
- Have seen discussions about this on social media. For some folks, the motorist won't yield to pedestrians until they are on the road. They would not yield when the pedestrian is on the curb ramp waiting to cross.
- Turning vehicles.

3.2.3 What innovative bike or pedestrian infrastructure have you seen in other locations that you think would be appropriate for Iowa?

- Roundabout design
- Same as previously discussed/shared for the rural context.

3.2.4 What driver behaviors do you perceive have the most impact on the safety of VRUs?

- Turning vehicles.
- Same as previously discussed/shared for the rural context.

3.2.5 What role can law enforcement play in making a safer environment for VRUs?

- Urban vs. rural is likely different. Rural is often county sheriff and maybe a small local person. Urban areas are able to have local police.
- More consistency among the jurisdictions. It seems that the enforcement from different cities is doing things differently. Should have metro area type of enforcement for a more unified approach for the metro areas.
- This would be a huge challenge since different departments view certain things differently for their priorities.
- In Iowa City – What has been most helpful has been having open lines of communication between law enforcement and the engineering/planning staff so that they are able to take a multiprong approach to solving concerns. Nice to know when they witness things that could possibly be addressed through engineering.

Iowa's Vulnerable Road User (VRU) Safety Assessment

3.2.6 What areas do you think VRUs need education on? What areas do you think drivers need education on with respect to VRUs?

- Same as previously discussed/shared in rural context.

4 Other Discussion Items

- HSIP \$5M a year, for low- and medium-cost programs
- TSIP for single location (<\$500k per project)
- GTSB has a funding opportunity open for VRU projects. The application process is open until September 15th. Applications are wide open. The hope is that someone could review the countermeasures that work for pedestrians and bicyclists. Can include multiple things including engineering, enforcement, and education with the hope that law enforcement would be included.
- Contact Sheri Krohn with questions regarding GTSB's current funding opportunity for vulnerable road users. The application is open until September 15th. 515-725-6128 or krohn@dps.state.ia.us
- Please reach out to Larry Grant with any additional thoughts
- Does construction planning (at the state or local levels) include a review of impacts to VRUs? At high-speed facilities without a bike lane would not be reviewed, this would be done on projects.
- Safety at bike parking facilities? Lighting, not in the back of the building. Visibility. Often in a secluded area where you are more likely to have the bike damaged. People tend to provide this security.
- Modeling the bicycle-friendly program from Fort Collins, Colorado where they give this away for free. The program they have is a video. This is an opportunity that we have to train.

Iowa's Vulnerable Road User (VRU) Safety Assessment

MEETING SUMMARY

Subject: Iowa's Vulnerable Road User (VRU) Safety Assessment
Stakeholder Group: Strategic Highway Safety Plan (SHSP) Advisory Team
Date: Thursday, August 31, 2023
Time: 10:00 AM – 11:00 AM

1 Attendees

1. Larry Grant, Iowa DOT
2. Jan Laaser-webb, Iowa DOT
3. Sam Sturtz, Iowa DOT - Systems Planning
4. Nicole Oneyear, FHWA Iowa Division
5. Allison Meiners, Iowa Motor Truck Association
6. Andrea Henry, Iowa DOT Strategic Communications
7. Andrew Lewis
8. Andrews Nathan
9. Benjamin Hucker, Iowa DOT - Maintenance Bureau
10. Cara Hamann, University of Iowa Injury Prevention Research Center
11. Colleen Powell, GTSB Media and Communications
12. David Lorenzen
13. Dennis Kleen, Iowa DOT Motor Vehicle Division Crashes and Convictions
14. Don McGlaughlin, Heartland Express VP Risk Management
15. Gary Merrill, Iowa HHS Bureau of Emergency Medical and Trauma Services
16. Hossein Naraghi, Iowa DOT Traffic and Safety
17. Jenny Butcher
18. Jim Boerner, MAPA
19. Joanne Tinker, Iowa Governor's Traffic Safety Bureau - Program Evaluator and State Traffic Records Coordinator
20. Josh Halterman, TraCS and MACH Program Manager
21. Julie Johnson, Iowa DOT – MVD
22. Kelli Huser, Iowa DOT - Motor Vehicle Division Policy and Compliance
23. Laura Roeder-Grubb, Criminal and Juvenile Justice Planning
24. Michael Kober
25. Michelle Reyes, University of Iowa Driving Safety Research Institute
26. Milly Ortiz, Iowa DOT - Systems Planning
27. Neal Hawkins
28. Nicole Moore, Iowa DOT
29. Paul Geilenfeldt, Marshall County Engineer
30. Renee Jerman

Iowa's Vulnerable Road User (VRU) Safety Assessment

31. Robert Eichkorn, NHTSA
32. Sam Hiscocks, Iowa DOT - Systems Planning
33. Sean Litteral, FHWA
34. Shirley McGuire, FMCSA Division Administrator
35. Skylar Knickerbocker, Iowa State University
36. Steve Gent, Traffic and Safety
37. Steve Stonehocker, Iowa DOT - MVD Records Manager
38. Terry Smith, Iowa HHS - BEMTS EMS data manager
39. Tom Bruun, Iowa State Patrol
40. Troy Bailey, Iowa State Patrol
41. Vania Boyd, Iowa DOT - Driver Education & Motorcycle Rider Education
42. Zach Hans, InTrans – ISU
43. Ben Blair, Kimley-Horn (Consultant Team)
44. Morgan Nelson, Kimley-Horn (Consultant Team)
45. Tracy Lehman, Kimley-Horn (Consultant Team)

2 Presentation

The following topics were included in the presentation.

- 2.1 Welcome and Introductions
- 2.2 What is a VRU Safety Assessment?
- 2.3 VRU Safety Performance
- 2.4 Approach
- 2.5 Potential Project Type and Strategies
- 2.6 Next Steps
- 2.7 Feedback and Questions

3 Discussion of Potential Project Type and Strategies

- 3.1 Rural and/or Urban Context
 - 3.1.1 What do you see as the barriers to biking for non-recreational trips (such as trips to work or trips for groceries)? What would make non-recreational trips easier?
 - Depending on where you are located, there is not sufficient lighting for bicycles.
 - Wider sidewalks are needed especially for locations that are not a trail.

Iowa's Vulnerable Road User (VRU) Safety Assessment

- Even though there is a bike lane, vehicles are not always aware of bikes.
- Traffic speeds are a problem, and we need more traffic calming. In areas where there are more bicyclists, there are lower speeds typically.
- There are much slower vehicle speeds in other nations like the Netherlands where cars are not prioritized like they are in the United States. They have the ability to address speed.
- There is a larger culture issue of prioritizing vehicles over other roadway users.
- Some of the trail systems have good consistency but there is a lack of consistency in how to access trails from in town.
- There is inconsistency on which roads do or do not have bike lanes in towns. Bicyclists are not sure where they should be riding and often end up on the sidewalks which are narrow and have many conflict points. It would be helpful to have consistency within communities.
- There was an AASHTO article recently that shared about somewhere that had 911 callboxes more available along the roadway to address how quickly EMS can respond to incidents involving VRUs. The idea is to install trail markers (not call boxes necessarily) so injured persons can more accurately say where they are. When trails cross roadways it isn't always clearly marked what the crossroads are for the biker/runner if there was a crash. Link to the article: <https://www.wfaa.com/article/news/local/signage-medics-find-injured-gateway-park-fort-worth-trails-biking/287-14420e75-819c-4bab-b78d-cf212b627ee9>
- When bikes are used for commuting, crossing larger arterial roadways is a barrier. Underpasses for bikes are phenomenal.
- Business access to main roadways impacts bikes in the bike lanes. Bikes are not being seen and bikes have been hit at conflicts between the bike facility and the business access points.
- Vehicle drivers do not always pay attention to bikers.

3.1.2 What do you see as the barriers to walking or rolling for non-recreational trips? What would make these trips easier?

- For pedestrians, there are a lot of locations without sidewalks. Literal gaps in the sidewalk network even in urban areas. For example, an individual lives in-town in Iowa City and the road they live on does not have a sidewalk.
- We fail in community planning/updates. It is not practical to walk between locations as towns continue to grow. As developments grow outside of town, people are not able to really walk to downtown locations from their homes due to the distance and lack of infrastructure. They can walk in the neighborhoods but not outside of them.
- Walking is not practical everywhere because developers are finding cheaper land and developing where they are able to without the consideration of creating walkable environments.
- In residential areas, we rely on property owners to maintain the sidewalks including snow removal.

Iowa's Vulnerable Road User (VRU) Safety Assessment

3.1.3 What innovative bike or pedestrian infrastructure have you seen in other locations that you think would be appropriate for Iowa?

- Green pavement markings have been used in cities like Seattle and Toronto to denote bicycle infrastructure. Bollard poles are used for physical separation at potential conflict sites.
- Rumble strips between the bicycle lane and the travel lane add comfort for bicyclists. Bicyclists enjoy riding on the right side of the rumble strips as they feel they don't get buzzed as much when cycling in this environment. This has been seen on county roads with an 18-inch asphalt shoulder, rumble strips, and only a 12" shoulder where a bike can ride.
- For pedestrian messaging, GTSB leans heavily on "share the road" but this is not well defined. In CO they define it as giving bicycles 3ft which is the state law.
- 30 or so states have a 3-foot passing law. People argue that they are not sure what 3 feet is though.
- Safely Passing Bicyclists Chart - <https://www.ncsl.org/transportation/safely-passing-bicyclists-chart>
- Sufficient width bike lanes on most of their major roads in Sarasota, Florida.
- Adequately wide, well-stripped bike lanes in a consistent fashion is something we do not have enough of.
- Where possible and economical, grade alternatives separating VRUs from motor vehicles.
- What type of information has been shared about passing bicyclists? Several times things have been introduced into the legislation about passing vehicles and have tried to add information about also passing a bike like any other vehicle. This was introduced but not passed.
- Could Iowa potentially have signage even if this is not a bill/law?
- Inconsistency with signage. If could put up state law, yield to pedestrians everywhere. This would be more beneficial than having an arrow. Consistency would be helpful on where these could/should be placed.
- Some people feel that signs can be overused (similar to a deer crossing sign). Can't use these everywhere, must be used only in areas where there is a large concentration of cyclists.
- It seems like there are a lot of mechanisms used for pedestrian crossings. Sometimes it is a hawk signal, sometimes it is a "regular" traffic signal, and sometimes it is a blinking pedestrian crossing sign or a non-blinking pedestrian sign. There is also the school pedestrian sign. As transportation professionals, I think we understand what they mean, but I feel like that's a lot of differences for a citizen to have to know what they mean. Too many options are not always a good solution. It is not standard anymore.
- Nebraska uses leading pedestrian intervals in signal timing, and it has been successful.
- Seattle and VDOT have center line hardening to make more of a 90-degree left turn and make vehicles have to look more closely. This would be a good treatment to apply.

Iowa's Vulnerable Road User (VRU) Safety Assessment

- Should consider electric bikes and scooters, where do they belong? Or how should we be accommodating them? They go a lot faster than a pedestrian.
- Example of while running on a trail being passed very closely by elderly e-bike riders going very quickly on trails. Perhaps we could ask these riders to travel a set maximum speed and go around corners slower.
- [321.235B.pdf \(iowa.gov\)](#) Low-speed electric bicycles – Class 1, 2, and 3 are classified as a bike. These should not exceed 20 mph on a path. Bike shops are not able to sell Class 4 bikes. Class 3 can go up to 28 mph, but they are not supposed to travel this fast on trails.
- Other Power-Driven Mobility Devices
- Vehicles assume that they have the ROW and do not even look for pedestrians.
- Drivers are not just entitled to have the ROW, they also get to drive at whatever speed they want while using their devices.
- Too bad we cannot have photo enforcement of FYROW to non-motorists at intersections.
- It is not safe because of the driver's sense that the vehicle always has the ROW. Vehicles don't see pedestrians because they are not looking for pedestrians or are distracted.
- Distraction and speeding
- Inconsistencies with the signage, signage doesn't say that vehicles need to yield even though there are signs and flashing lights. State that state law is to yield to pedestrians in crosswalks.
- Inconsistency in where the pedestrian crossings are placed along the roadways.
- A university in Texas did a survey (I believe we in DOT promoted it on social media) asking if people understand the pedestrian crossing signs: [Looking Out for Pedestrians – Texas A&M Transportation Institute \(tamu.edu\)](#)
- The only other comment I was preparing to add would be the use of barriers to separate VRUs from motor vehicles where possible. It seems that an increase in the use of such barriers/dividers could separate the different types of traffic by eliminating or reducing the unsafe human factors that we know are out of our control.

3.1.4 What driver behaviors do you perceive have the most impact on the safety of VRUs?

- Drivers are not actively looking for pedestrians or bicyclists, therefore they are often unaware of potential conflicts when they occur. Drivers are instead focused only on themselves and their own actions.
- Driver's lack of knowledge of signage meanings or inconsistencies in signage lead to driver confusion on what they are approaching or what they are supposed to be made aware of.

Iowa's Vulnerable Road User (VRU) Safety Assessment

3.1.5 What role can law enforcement play in making a safer environment for VRUs?

- Most of the time law enforcement is in a reactive mode to follow up on a citation. We need to look at our education piece to change driver behavior for the better.
- We need to start being more proactive with our partners and sending messages about pedestrian safety. Start young by reforming the driver's education program. Use the social media campaigns.
- How much bicycle and pedestrian education is included in the law enforcement training?
- A hands-free law would be great so that drivers will focus on their driving.
- Unfortunately, there are too many drivers who will only be motivated to better behavior through enforcement.

3.1.6 What areas do you think VRUs need education on? What areas do you think drivers need education on with respect to VRUs?

- Make all drivers take an online drivers test at every driver's license renewal. This would at least refresh their memory with the current laws.
- Probably all road users could use education on how to navigate bike lanes and advanced stop boxes.
- For VRUs, we need to educate them on where to be and how to use the infrastructure. For example, we have seen pedestrians walking with traffic instead of against traffic. Similarly, for bicyclists, there is a lack of knowledge regarding the infrastructure network, where they should be operating, and the connectivity of the network.
- There are too many bicyclists riding at night without lights on their bicycles.
- There has been scary behavior observed when people are trying to help other people in the ROW. For example, stopping to help a car on the side of the road and crossing travel lanes at high speeds to do so. People are trying to help others but are putting themselves at risk. Another example is a group of young adults who stopped 5 lanes of traffic on I-80 in Coralville to chase a goose off the highway.
- How far should a PSA go before it crosses the line of being too much? GTSB did a study regarding messaging to test what kinds of messaging is most effective. The DOT did some messaging testing as well. From the driver's behavior perspective, the message to protect those you love was well received.
- Support for strong education to the public that highways are unsafe places to be.

Iowa's Vulnerable Road User (VRU) Safety Assessment

4 Other Discussion Items

- Link to Iowa DOT daily traffic fatality count - <https://www.iowadot.gov/mvd/stats/daily.pdf>
- Funding availability - Discretionary grants
- Data from Iowa and Nebraska about to release RFQ for complete streets corridors. Going to share what Iowa did for their VRU Safety Assessment
- Look at both CRU assessment and SHIP at the same time to get input – meeting toward end of October for discussion.
- Please provide any additional input to Larry Grant – larry.grant@iowadot.us

APPENDIX E

Step 2 Screening: Potential Countermeasures for Consideration



Project Profile

Urban Location 1: Kenyon Road and South 8th Street
Iowa's VRU Safety Assessment

County: Webster
City: Fort Dodge

Potential Countermeasures

Signalized Intersections

- Upgrade existing pedestrian signal heads and push buttons for the north leg and install pedestrian signal heads and push buttons on the east and west legs of the Kenyon Rd at S 8th St intersection. Upgrade existing pedestrian signal heads and push buttons for all other signalized intersections.
- Realign the westbound channelized right-turn lane to slow turning speed and increase pedestrian visibility at the Kenyon Rd at S 8th St intersection.
- Consider providing leading pedestrian intervals (LPIs) for all crossings.

All Intersections

- Stripe high-visibility crosswalks for all legs of all intersections within the identified segments and intersections.
- Provide ADA-compliant curb ramps and crossings.
- Consider pedestrian crosswalk to cross S 8th St at either 3rd Ave or 4th Ave to reach school east of intersection.

Segments

- Widen sidepath over bridge to create a bi-directional shared use path facility using excess lane width from roadway.
- Provide guidance signage to route pedestrians and bicyclists to use the adjacent trail that begins on the southeast end of the intersection at Kenyon Rd and S 8th St.
- Close gap in bicycle network by widening the existing sidewalk on the north side of Kenyon Rd from S 8th St to S 15th St to connect the existing side path to the bike lanes on S 12th St.
- Close gap in bicycle network by providing bike lanes on S 8th St from Kenyon Rd to 2nd Ave S to connect the existing side path to the bike lanes on 2nd Ave S. Consider 4-to 3-lane conversion for this segment.

School Considerations

- Install enhanced school zone signage along Kenyon Rd and S 12th St.
- Stripe high-visibility crosswalks across the east and south legs of the northern intersection of S 12th St at 4th Ave S.
- Install a Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid-Flashing Beacon (RRFB) at the existing pedestrian crossing on S 12th St at 4th Ave S.

Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/Segment	Mainline	Minor Road/Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Segment	Kenyon Rd	S 12th St	Avenue C	Bike	1	16.3	11.7	14.3
					Pedestrian	1	32.5	11.7	23.6
2	Segment	S 8th St	4th Ave S	Kenyon Rd	Bike	2	18.8	11.7	15.7
					Pedestrian	N/A	37.5	11.7	26.4
3	Intersection	IA 926	3rd Ave S	N/A	Bike	1	48.6	11.7	31.5
					Pedestrian	N/A	40.0	11.7	26.9
4	Intersection	IA 926	4th Ave S	N/A	Bike	2	52.9	11.7	33.8
					Pedestrian	N/A	47.1	11.7	30.8

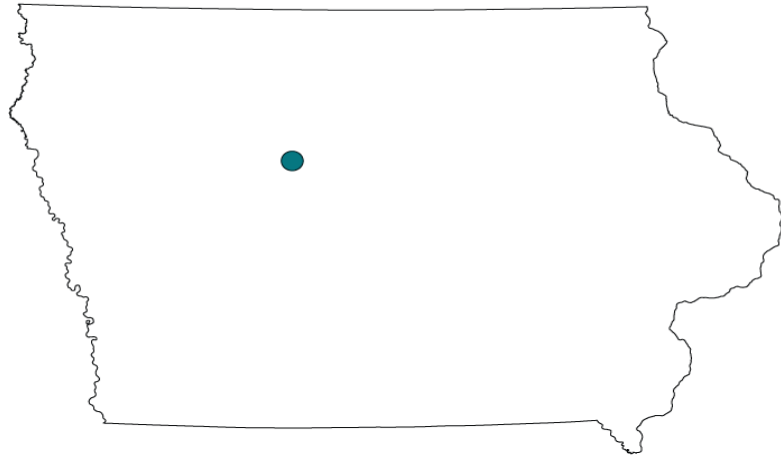
Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	Good	2,800 ft	No	Yes	Yes	Yes	Yes	Yes	4-lane median divided roadway, designated bike route with side path over bridge, several nearby parks	Top ranked segment in urban bike category, several bike trip generators with little to no infrastructure for bikes
2	Excellent	1,000 ft	No	Yes	Yes	Yes	Yes	No	4-lane undivided roadway, several nearby parks	2nd ranked segment in urban bike, has two high risk intersections on or near segment and intersects top ranked urban bike segment
3	Excellent	TWSC int, nearest signal 700 ft N	No	No	Yes	Yes	Yes	No	-	Top ranked intersection along a high risk segment, unsignalized intersection with trail and park access just south
4	Excellent	TWSC int, nearest signal 550 ft S	No	No	Yes	Yes	Yes	No	-	2nd ranked intersection adjacent to top ranked with same location and access details

Project Location

Urban Location 1: Kenyon Road and South 8th Street
Iowa's VRU Safety Assessment

Latitude 42.49897
Longitude -94.186597



Project Profile

Urban Location 2: East Kanesville Boulevard
Iowa's VRU Safety Assessment

County: Pottawattamie
City: Council Bluffs

Potential Countermeasures

Signalized Intersections

1. Stripe high-visibility crosswalks for all legs of the E Kanesville Blvd at Sherwood Dr intersection.
2. Stripe a high-visibility crosswalk across the north leg of the E Kanesville Blvd at McKenzie Ave intersection.
3. Consider providing leading pedestrian intervals (LPIs) for all signalized pedestrian crossings.
4. Tighten right-turn radii at all signalized intersections to smallest practical based on design vehicle to slow turning speed and increase pedestrian visibility.
5. Realign the southbound channelized right-turn lane to slow turning speed and increase pedestrian visibility at the E Kanesville Blvd and Railroad Ave intersection.
6. Install pedestrian crossing with high visibility striping and LPI for the west leg of the intersection at E Kanesville Blvd and Railroad Ave.

Segment

7. Stripe high-visibility crosswalks across the east and west legs of unsignalized intersections along Sherwood Dr south of E Kanesville Blvd.
8. Extend sidewalk on the east and west sides of Sherwood Dr south from E Kanesville Blvd to Little John Cir to provide a connection to the apartment complex.
9. Close gap in sidewalk network by providing a sidewalk or side path along the north and south sides of E Kanesville Blvd from west of McKenzie Ave to Simms Ave (north side) and College Rd (south side). Stripe high-visibility crosswalks across unsignalized approaches.

Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/Segment	Mainline	Minor Road/Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Segment	E Kanesville Blvd	Hillsdale Dr	Railroad Hwy	Bike	5	16.3	21.7	18.6
					Pedestrian	1	23.8	18.3	21.4
2	Intersection	US 6/Kanesville Blvd	Sherwood Dr	N/A	Bike	N/A	54.3	21.7	39.2
					Pedestrian	5	52.9	18.3	36.9

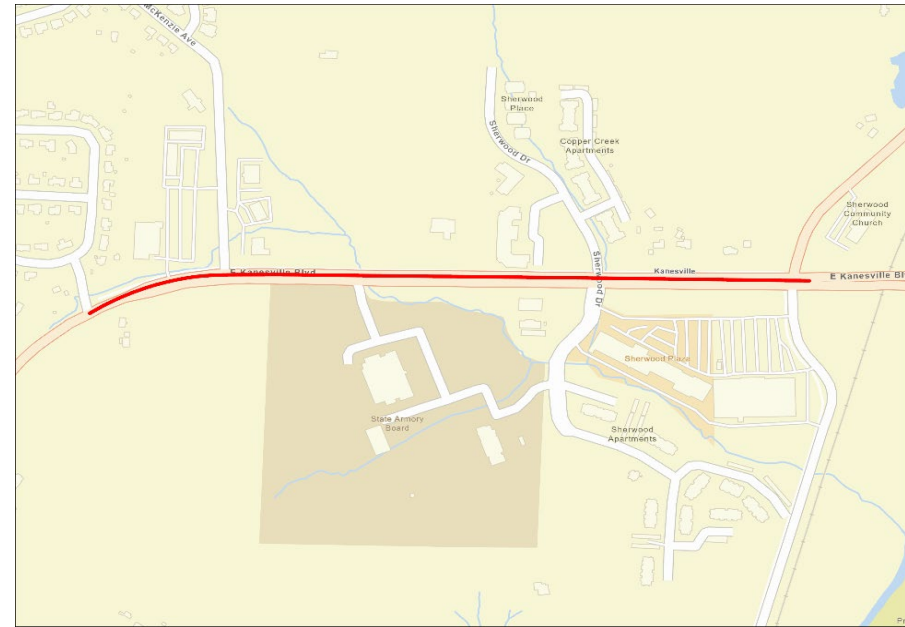
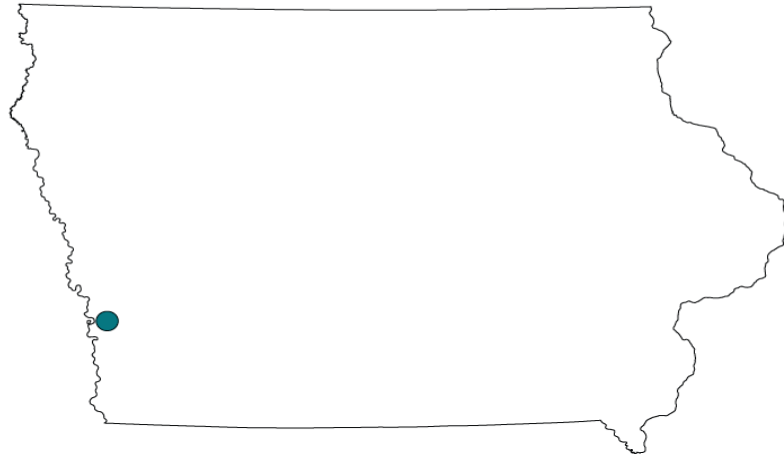
Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	Good	900 ft	Yes	Yes	No	No	Yes	No	4-lane median divided roadway, Iowa Western Comm College SW of segment, sidewalk only on north side of segment, crosswalk striping extremely faded or nonexistent	Top ranked segment in urban ped category, Western Iowa Community college immediately southwest of segment, crosswalk striping at intersections non-existent or extremely faded
2	Good	Signalized Int	Y	Y	N	N	Y	N	4-lane median divided roadway, Iowa Western Comm College SE of segment, sidewalk only on south leg ends after 75 ft, crosswalk striping nonexistent	Segment identified

Project Location

Urban Location 2: East Kanesville Boulevard
Iowa's VRU Safety Assessment

Latitude 41.27931
Longitude -95.812397



Project Profile

Urban Location 3: South 6th Street and South 7th Street at Willow Avenue Block
Iowa's VRU Safety Assessment

County: Pottawattamie
City: Council Bluffs

Potential Countermeasures

Signalized Intersections

1. Install bike boxes and bicycle crossing markings at all signalized intersections.
2. Consider installing a combined bicycle lane/turn lane on the east leg of the intersection of S 6th St at Willow Ave.
3. Consider providing Leading Pedestrian Intervals (LPIs) for all crossings.

IA 192 at 6th Ave

4. Install high-visibility crosswalks across all legs of the intersection.

All

5. Provide ADA-compliant curb ramps at all intersections and install curb extensions for all intersections where on-street parking is provided.
6. Consider buffered bike lanes in this area with termini to be determined; Iowa Bicycle and Pedestrian Long Range Plan recommends this treatment for these AADT values.

Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/Segment	Mainline	Minor Road/Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Intersection	S 6th St	5th Ave	N/A	Bike	2	45.7	20.0	33.8
					Pedestrian	N/A	55.7	18.3	38.5
2	Intersection	S 6th St	Willow Ave	N/A	Bike	2	45.7	20.0	33.8
					Pedestrian	N/A	55.7	18.3	38.5
3	Intersection	S 7th St	Willow Ave	N/A	Bike	2	45.7	20.0	33.8
					Pedestrian	N/A	55.7	18.3	38.5
4	Intersection	S 7th St	5th Ave	N/A	Bike	2	45.7	20.0	33.8
					Pedestrian	N/A	55.7	18.3	38.5

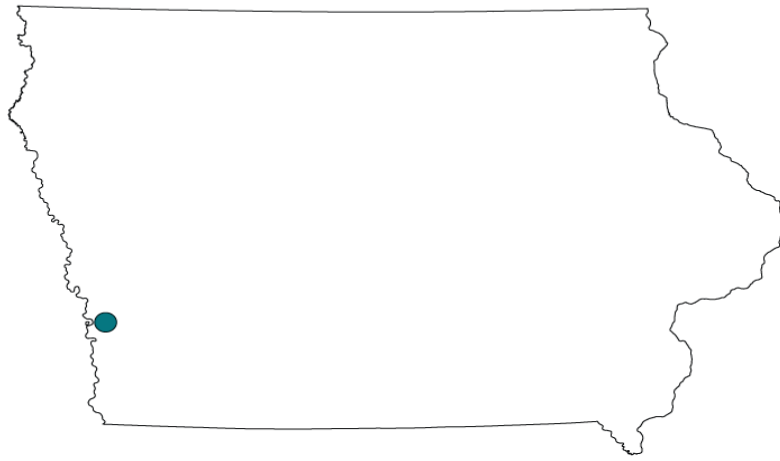
Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	Excellent	Signalized Int	No	Yes	Yes	No	Yes	No	IA 192 (S 6th St) is one way traffic traveling N, street parking on 3 of 4 intersection legs	2nd ranked intersection in category with several bike/ped trip attractors nearby (Elementary school, park, transit), and adjacent intersections also high risk
2	Excellent	Signalized Int	No	Yes	Yes	No	Yes	No	IA 192 (S 6th St) is one way traffic traveling N, street parking on 3 of 4 intersection legs	2nd ranked intersection in category with several bike/ped trip attractors nearby (Elementary school, park, transit), and adjacent intersections also high risk
3	Excellent	Signalized Int	Yes	Yes	Yes	No	Yes	No	IA 192 (S 7th St) is one way traffic traveling S, street parking on 2 of 4 intersection legs	2nd ranked intersection in category with several bike/ped trip attractors nearby (Elementary school, park, transit), and adjacent intersections also high risk
4	Excellent	Signalized Int	No	Yes	Yes	No	Yes	No	IA 192 (S 7th St) is one way traffic traveling S, street parking on 2 of 4 intersection legs	2nd ranked intersection in category with several bike/ped trip attractors nearby (Elementary school, park, transit), and adjacent intersections also high risk

Project Location

Urban Location 3: South 6th Street and South 7th Street at Willow Avenue Block
Iowa's VRU Safety Assessment

Latitude 41.25701
Longitude -95.85302



Project Profile

Urban Location 4: US 61 at Brown Street and Marquette Street
Iowa's VRU Safety Assessment

County: Scott
City: Davenport

Potential Countermeasures

US 61 at Brown St

1. Stripe high-visibility crosswalks across the north and east legs of W River Dr at Brown Street.
2. Install no pedestrian crossing signage on the west leg and consider providing crosswalk signage for the crosswalk on the east leg of W Drive Dr.
3. Extend the raised median and shift the crosswalk/ADA ramps in the median to create a pedestrian refuge area on the east leg.
4. Install ADA-compliant curb ramps on the southeast quadrant of W River Dr.

US 61 at Marquette St

5. Stripe high-visibility crosswalks across all legs of the intersection.
6. Install ADA-compliant curb ramps on the north quadrant and construct sidewalk along Marquette St between US 61 and 6th St to complete the pedestrian network.
7. Relocate pedestrian push buttons on the NE, NW, and SW quadrants adjacent to existing/proposed curb ramps and upgrade pedestrian indications to countdown indications.
8. Consider providing leading pedestrian intervals (LPIs) for all crossings.

Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/Segment	Mainline	Minor Road/Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Intersection	US 61	Brown St	N/A	Bike	N/A	64.3	26.7	46.9
					Pedestrian	5	47.1	25.0	36.9
2	Intersection	US 61	Marquette St	N/A	Bike	N/A	57.1	26.7	43.1
					Pedestrian	5	47.1	25.0	36.9

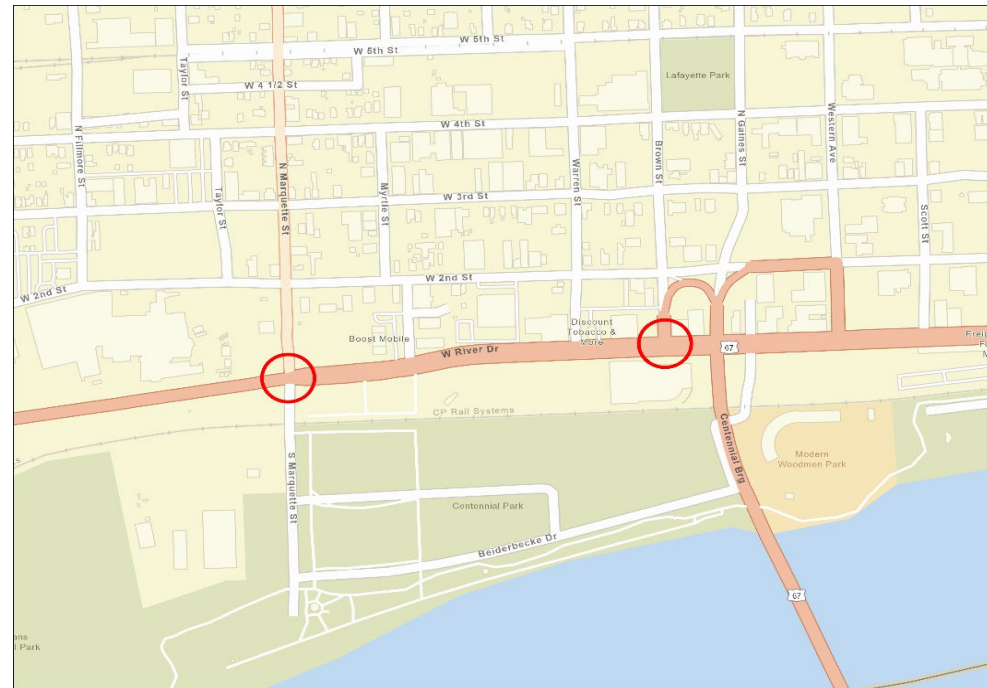
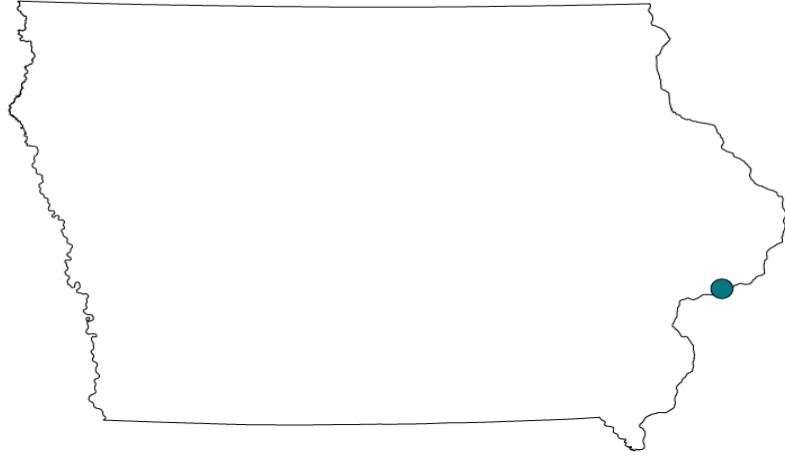
Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	Good	350 ft	Y	N	Y	Y	Y	N	Several parks and recreation facilities just south of intersection, no crosswalks but pedestrian refuge island present, sidewalk on north leg in bad condition	0
2	Poor	Signalized Int	Y	N	Y	Y	Y	N	Sidewalk only on south side of east leg, no crosswalk striping, recreation area just south of intersection	-

Project Location

Urban Location 4: US 61 at Brown Street and Marquette Street
Iowa's VRU Safety Assessment

Latitude 41.52018
Longitude -90.584496



Project Profile

Urban Location 5: US 61
Iowa's VRU Safety Assessment

County: Des Moines
City: Burlington

Potential Countermeasures

US 61 at Agency St, Kirkwood St, and Mt Pleasant St

1. Install high-visibility crosswalks across all legs of intersections and install pedestrian signal heads and push buttons on all legs.
2. Provide ADA-compliant curb ramps at all intersections.
3. Consider providing leading pedestrian intervals (LPIs) for all crossings.

Segment

4. Install sidewalks on the east and west sides of US 61 from Agency St to Mt. Pleasant St with striped crosswalks across minor street and driveway intersections and ADA-compliant curb ramps where necessary.
5. Consider installing sidewalks along minor streets at Kirkwood St, Winegard Dr, and N Roosevelt Ave extending to nearby hotels at each location.

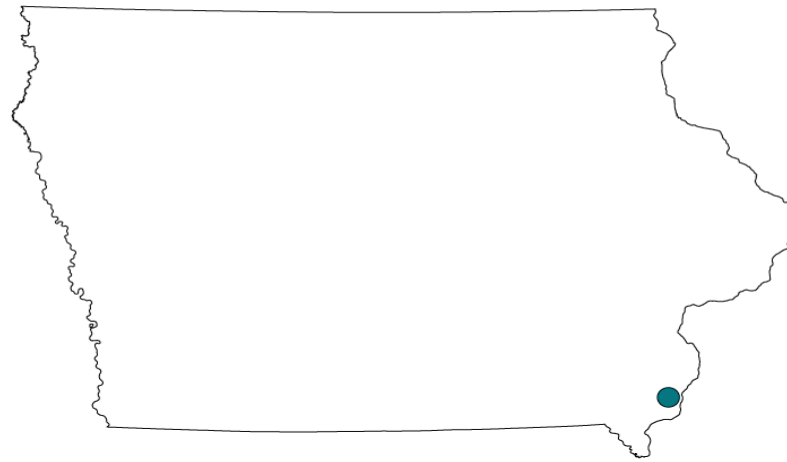
Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/ Segment	Mainline	Minor Road/ Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Segment	US 61	Mount Pleasant St	Agency St	Bike	N/A	16.3	28.3	21.4
					Pedestrian	5	32.5	21.7	27.9

Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/ Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	Poor	2,800 ft	Yes	Yes	Yes	No	Yes	No	4-lane median divided roadway, very little pedestrian infrastructure existing, no safe place to cross US 61, roadway approaches and crosses over interstate	No pedestrian infrastructure present, multiple hotels/resorts nearby with entertainment venues within walking distance, high risk intersection along segment



Project Profile

Urban Location 6: US 6
Iowa's VRU Safety Assessment

County: Johnson
City: Iowa City

Potential Countermeasures

US 6 from 1st Ave to Newton Rd

1. Add a two-stage turn queue box and cycle track intersection approach at the intersection of US 6 with Rocky Shore Dr. Add No Pedestrian Crossing signs for the north and east legs.
2. Provide bike and pedestrian wayfinding signage to the continuation of the side path and trail facilities, directing bikes and pedestrians away from the roadway and onto the proper facility.
3. Install a high-visibility crosswalk at the intersection of US 6 and 1st Ave.
4. Consider Leading Pedestrian Intervals (LPIs) at signalized intersections along the segment.
5. Provide ADA-compliant curb ramps at all intersections.

US 6 from Newton Rd to South of W Burlington St/ Iowa River rc Trail

6. Consider providing wayfinding signage to grade-separated pedestrian crossing facilities.
7. Add sharrows on the west leg eastbound approach of US 6 at W Iowa Ave for bike travel. Consider painting a green bike lane through the intersection.
8. Make US 6 at Grand Ave a protected intersection for bikes (improve connectivity of Iowa River rc Trail at this location).
9. Consider removal of the bike lane and replacing it with share the road signage and sharrows on the eastbound approach of W Burlington St to eliminate the need for cyclists to merge at the intersection. Other alternatives to be explored after bike traffic volume is investigated at this location to determine demand.
10. Widen bike path from just north of Grand Ave to Iowa River rc Trail re-entry to add separation from roadway.

IA 1 at S Capitol St

11. Implement LPIs at the intersection and consider implementing no turn on red restrictions in lieu of turning vehicles yield to pedestrians.

IA 1 from Van Buren St to Muscatine Ave

12. Consider a 4- to 3-lane conversion segment-wide to calm traffic and provide better separation between roadway, pedestrian facilities, and bike facilities (side path and/or trail currently exist on much of the segment or along alternate routes, may not apply).

Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/Segment	Mainline	Minor Road/Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Segment	US 6	1st Ave	Newton Rd	Bike	5	16.3	21.7	18.6
					Pedestrian	8	32.5	23.3	28.6
2	Segment	US 6	Newton Rd	South of W Burlington St (Iowa River rc Trail)	Bike	5	16.3	21.7	18.6
					Pedestrian	N/A	32.5	23.3	28.6
3	Intersection	IA 1/W Burlington St	Front St	N/A	Bike	N/A	82.9	28.3	57.7
					Pedestrian	1	35.7	25.0	30.8
4	Intersection	IA 1/W Burlington St	S Capitol St	N/A	Bike	N/A	58.6	28.3	44.6
					Pedestrian	5	47.1	25.0	36.9

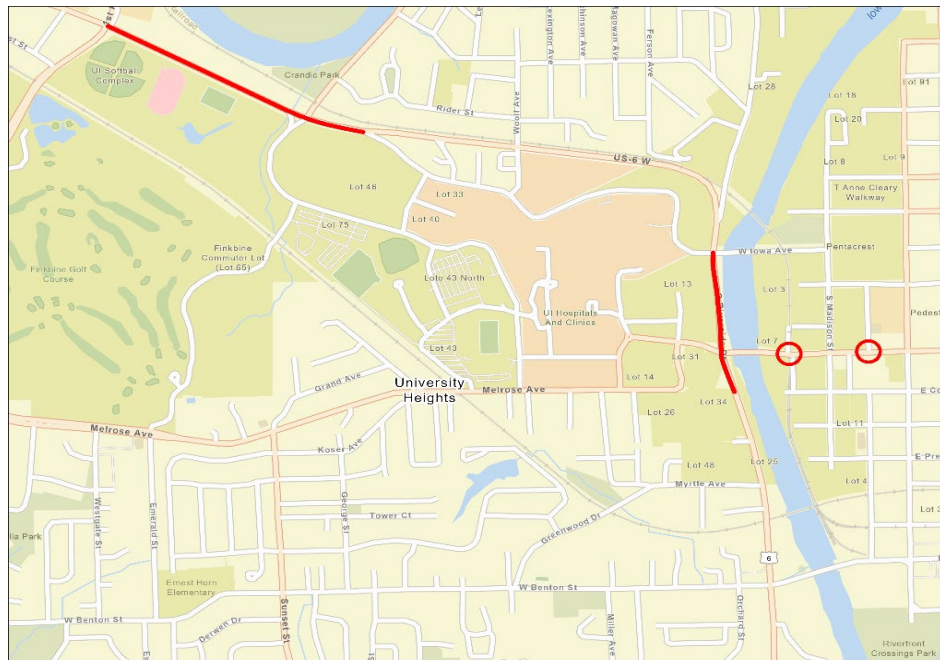
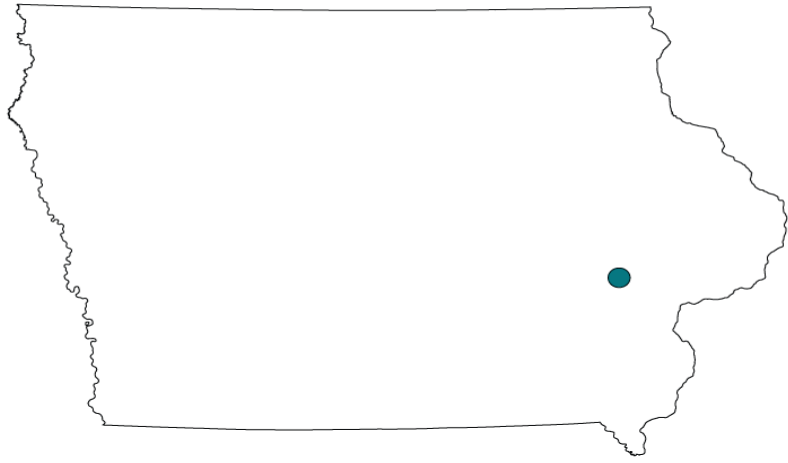
Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	Good	2,500 ft	Yes	Yes	Yes	Yes	Yes	Yes	4-lane mixed divided roadway, several bike routes intersecting, elementary school just north	University of Iowa directly southwest of segment, all bike trip generators present
2	Good	1,000 ft	Yes	Yes	No	Yes	Yes	Yes	4-lane undivided roadway, Iowa River Trail borders roadway but no good way for bikes to cross Grand Ave to continue on shared use path	Adjacent segment of US 6 already identified, Iowa River rc Trail has gap on this segment with no lane or alternative for bike traffic using the trail
3	Excellent	400 ft	Y	Y	N	Y	Y	Y	Sidewalks in good condition, railroad crossing at intersection, no crosswalk striping on minor legs, major street crossing 400 ft east	-
4	Excellent	Signalized Int	Y	Y	N	Y	Y	Y	Sidewalks well connected and in good condition, striped crosswalks	-

Project Location
Urban Location 6: US 6
Iowa's VRU Safety Assessment

Latitude
41.66565

Longitude
-91.55716



Project Profile

Urban Location 7: US 6 at East 5th Street
Iowa's VRU Safety Assessment

County: Jasper
City: Newton

Potential Countermeasures

Intersection

1. Stripe high-visibility crosswalks across all legs of the intersections of US 6 with E 7th St, and E 5th St. Consider for adjacent intersections along US 6.
2. Provide ADA-compliant curb ramps at all intersections.

School Considerations

3. Install a Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid-Flashing Beacon (RRFB) across US 6 at E 7th St to enhance the visibility of pedestrians crossing US 6 to/from Emerson Hough Elementary School. Use TWLTL between the E 7th St approaches to implement a pedestrian refuge island. Consider a "Z" crossing to connect sidewalks.
4. Install enhanced school zone signage on E 7th St, E 8th St, N 6th Ave, and N 4th Ave.
5. Stripe high-visibility crosswalks across all legs of the intersections or E 7th St and E 8th St with N 6th Ave and N 4th Ave.
6. Consider installing a Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid-Flashing Beacon (RRFB) across US 6 at E 4th St to enhance the visibility of pedestrians crossing US 6 to/from Newton High School.

Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/ Segment	Mainline	Minor Road/ Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Intersection	US 6	E 5th St	N/A	Bike	2	48.6	16.7	33.8
					Pedestrian	N/A	44.3	13.3	30.0

Step 2: Final Desktop Screening

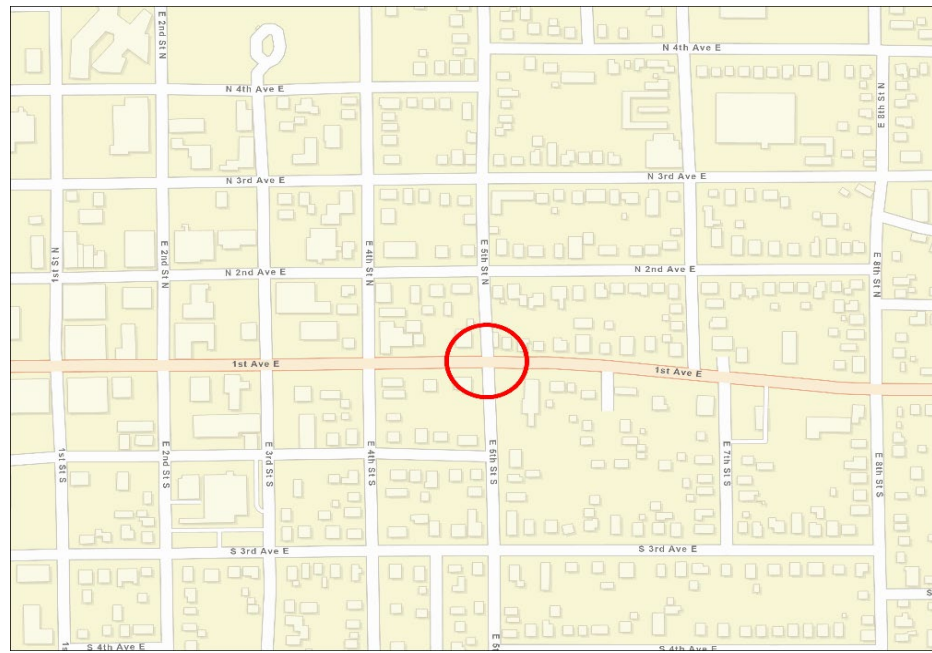
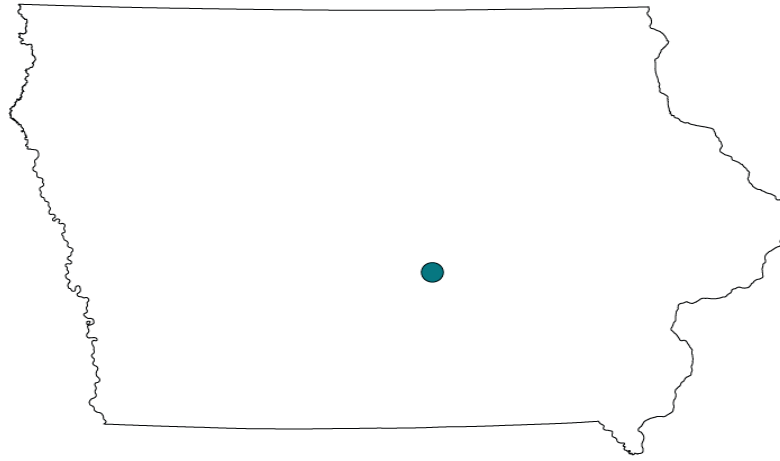
No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/ Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	Good	TWSC, nearest signal 400 ft W	Yes	Yes	Yes	No	No	No	Poor lane delineation and pavement condition on 5th St, school and park nearby	Bike trip generators present with no safe crossing nearby

Project Location

Urban Location 7: US 6 at East 5th Street
Iowa's VRU Safety Assessment

Latitude
41.69958

Longitude
-93.04835



Project Profile

Rural Location 1: US 34
Iowa's VRU Safety Assessment

County: Lucas
Nearest City: Chariton

Potential Countermeasures

1. Install D11-1 Bike Route signage on both sides of US 34.
2. Widen the paved shoulder to provide at least 6 ft of width from the edge of the rumble strips to the edge of the pavement.
3. Redesign rumble strips with a gap pattern to better accommodate cyclists.
4. Consider removal of the passing zone along US 34.

Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/Segment	Mainline	Minor Road/Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Segment	US 34	Albia Rd	Lake Ellis Culvert	Bike	3	48.8	25.0	38.6
					Pedestrian	N/A	72.5	43.3	60.0
2	Intersection	US 34	472nd Ln	N/A	Bike	1	32.9	25.0	29.2
					Pedestrian	N/A	47.1	43.3	45.4
3	Intersection	US 34	Red Haw State Park	N/A	Bike	2	37.1	25.0	31.5
					Pedestrian	N/A	55.7	43.3	50.0

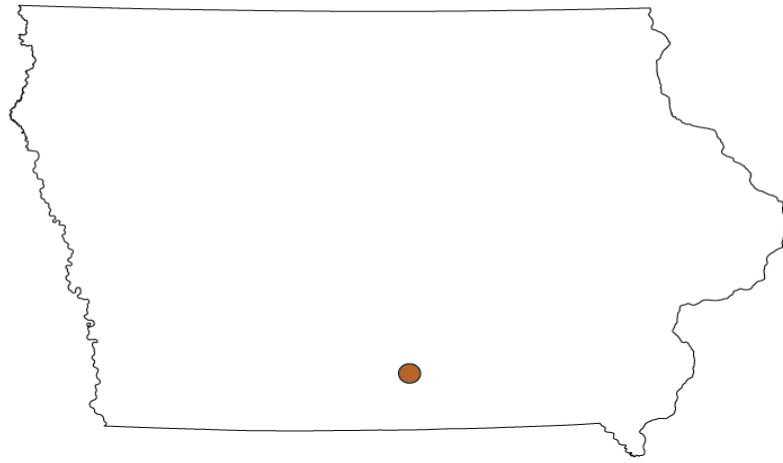
Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators					Notes	Selection Reasoning	
			Convenience/Liquor Stores	Schools	Parks	Trail	Transit Stops			Bike Route
1	None	No signals within 1 mile	No	No	Yes	Yes	No	Yes	2-lane undivided roadway, designated a bike route with a paved shoulder, Red Haw State Park immediately south	Designated bike route by DOT, Red Haw State Park access along segment
2	None	TWSC int, no signal within 0.5 mile	No	No	Yes	Yes	No	Yes	472nd Ln is essentially a driveway, US 34 is designated a bike route by Iowa DOT with a paved shoulder, Red Haw State Park entrance 500 ft away	Bike route designated by DOT with access to state park and trails, also along high risk segment
3	None	TWSC int, no signal within 0.5 mile	No	No	Yes	Yes	No	Yes	US 34 is designated a bike route by Iowa DOT with a paved shoulder, Red Haw State Park immediately south of intersection	Bike route designated by DOT with access to state park and trails, also along high risk segment

Project Location

Rural Location 1: US 34
Iowa's VRU Safety Assessment

Latitude 41.00366
Longitude -93.27602



Project Profile

Rural Location 2: IA 92 at Valley View Drive
Iowa's VRU Safety Assessment

County: Pottawattamie
Nearest City: Council Bluffs

Potential Countermeasures

Signalized Intersections

- Upgrade and/or install pedestrian signal heads and push buttons at the signalized intersections of IA 92 with Valley View Dr and Eastern Hills Dr.
- Install high-visibility crosswalks for all legs of the signalized intersections of IA 92 with Valley View Dr and Eastern Hills Dr.
- Provide ADA-compliant curb ramps and crossings at all intersections.
- Consider providing leading pedestrian intervals (LPIs) for all pedestrian crossings at the signalized intersections of IA 92 with Valley View Dr and Eastern Hills Dr.
- Tighten right-turn radii to smallest practical based on design vehicle to slow turning speed and increase pedestrian visibility at the IA 92 at Valley View Dr intersection.
- Adjust trail to provide a connection to the proposed pedestrian accommodations at the IA 92 at Valley View Dr intersection to enhance the visibility of pedestrians. Consider installing curb with right-turn radius improvements.

Segment

- Install enhanced school zone signage along IA 92.
- Install multi-use trail or sidepath on the north side of IA 92 from Somerset Ave to Eastern Hills Dr.
- Install sidepath on the west side of Eastern Hills Dr south from State Orchard Rd to IA 92 to connect the existing sidepath to the proposed multi-use trail/sidepath along IA 92.
- Install striped crosswalk across the north leg of the intersections of IA 92 with Pine Terrace Ave and Somerset Ave.

Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/Segment	Mainline	Minor Road/Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Segment	IA 92	Valley View Dr	Somerset Ave	Bike	N/A	55.0	36.7	47.1
					Pedestrian	2	51.3	36.7	45.0
2	Intersection	IA 92	Valley View Dr	N/A	Bike	N/A	40.0	36.7	38.5
					Pedestrian	1	51.4	36.7	44.6
3	Intersection	IA 92	Pine Terrace Dr	N/A	Bike	2	27.1	36.7	31.5
					Pedestrian	1	51.4	36.7	44.6
4	Intersection	IA 92	Somerset Ave	N/A	Bike	2	27.1	36.7	31.5
					Pedestrian	4	62.9	36.7	50.8

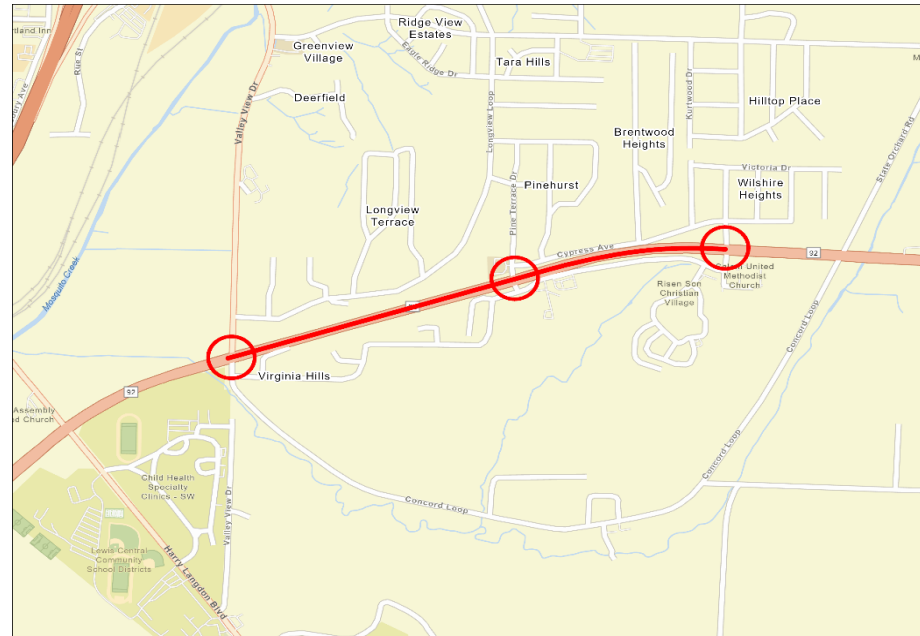
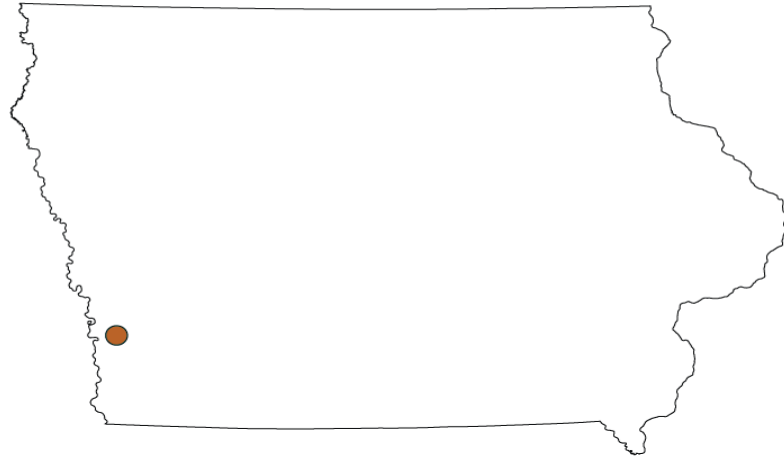
Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	None	1 mile	Yes	Yes	Yes	Yes	No	Yes	4-lane median divided roadway, Iowa School for the Deaf and Lewis Central Middle School and high school immediately SW, Wabash Trace Nature Trail 0.25 mile S, shared use path on Valley View Dr	High residential area with middle school and high school immediately southwest of segment, no existing sidewalk or pedestrian infrastructure
2	Poor	Signalized	Y	Y	Y	Y	N	Y	Iowa School for the Deaf and Lewis Central Middle School and high school immediately SW of intersection, Wabash Trace Nature Trail 0.25 mile S, shared use path on Valley View Dr	High residential area with middle school and high school just southwest of intersection, segment identified as high risk as well
3	None	TWSC int, nearest signal 0.5 mile W	No	Yes	No	No	No	No	Not a designated bike route, but paved shoulder present. Paved shoulder at intersection narrows with right turn lane	High residential area with middle school and high school just west of intersection, segment identified as high risk as well
4	None	TWSC int, nearest signal 1200 ft E	No	No	No	No	No	No	Not a designated bike route, but paved shoulder present, retirement community just south of intersection	Adjacent intersection as well as segment identified as high risk

Project Location

Rural Location 2: IA 92 at Valley View Drive
Iowa's VRU Safety Assessment

Latitude 41.23126
Longitude -95.80961



Project Profile

Rural Location 3: US 67
Iowa's VRU Safety Assessment

County: Scott
Nearest City: Davenport

Potential Countermeasures

US 67 at McClellan Blvd

1. Stripe high-visibility crosswalks and yield to pedestrian signage across McClellan Blvd and River St.
2. Tighten right-turn radii to the smallest practical based on the design vehicle to slow turning speed and increase pedestrian visibility. Shorten pedestrian crossing width across McClellan Blvd by extending the existing median with a raised curb/median and/or striping.
3. Consider closing the River St approach to the intersection and reconfiguring the intersection geometry with tighter right-turn radii. Connect the sidewalk on the north side of E River Dr to the sidewalk on the west side of McClellan Blvd as part of the reconfiguration.

US 67 at Mound St

4. Add high-visibility striping across all legs of the intersection to clearly delineate the crosswalks.
5. Verify appropriate pedestrian signal heads and push buttons are provided and install where missing.
6. Extend/provide sidewalk along Mound St south of the intersection, across the railroad tracks, and connect to the Riverfront Trail access.

Segment

7. Stripe high-visibility crosswalks across all minor-street approaches to US 67 for the length of the segment.
8. Consider purchasing ROW within Lindsay Park to provide a path connection along the north side of East River Dr between McClellan Blvd/River St and Mound St. Currently no buffer is provided between the sidewalk and the roadway.
9. Consider a 4- to 3-lane conversion for the segment.
10. Consider the feasibility of providing a pedestrian/bicycle connection over US 67 to provide access to the Riverfront Trail between 12th St and Mound Street.

Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/ Segment	Mainline	Minor Road/ Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Segment	US 67	Mound St	Greenwood Ave	Bike	N/A	71.3	56.7	65.0
					Pedestrian	3	32.5	65.0	46.4

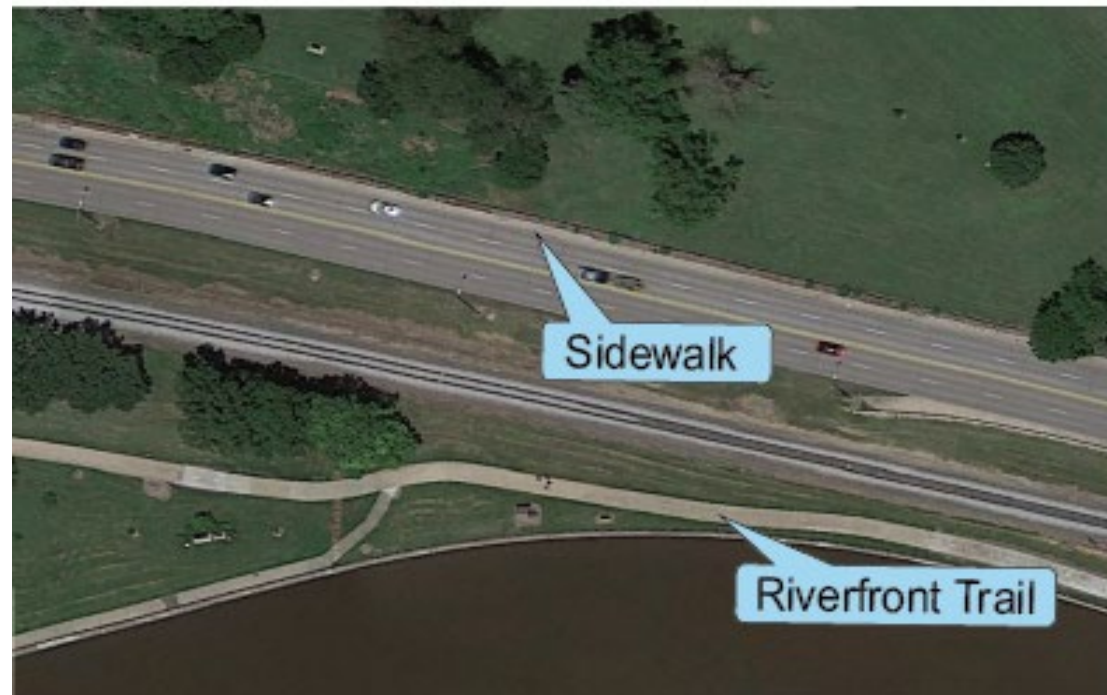
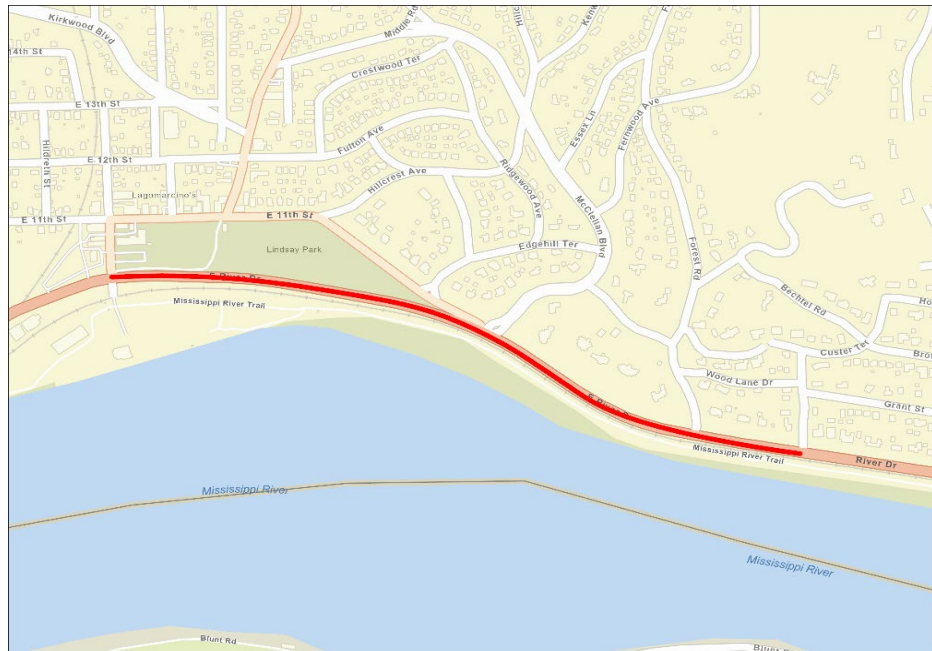
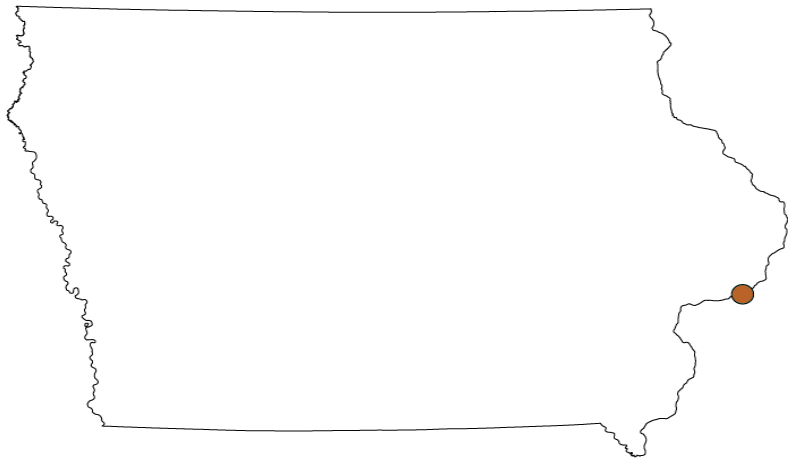
Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/ Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	Good	+1 mile	No	Yes	Yes	Yes	Yes	Yes	4-lane undivided roadway, preschool just west, Lindsay Park on north side of roadway, riverfront trail runs parallel, sidewalk along north side of road with no buffer	Several pedestrian trip generators, intersection of US 67 and McClellan Blvd very poor striping and signage

Project Location

Rural Location 3: US 67
Iowa's VRU Safety Assessment

Latitude 41.52986
Longitude -90.54268



Project Profile

Rural Location 4: US 61
Iowa's VRU Safety Assessment

County: Muscatine
Nearest City: Muscatine

Potential Countermeasures

1. Widen paved shoulder to provide a minimum of 6 ft of width from the edge of rumble strips to the edge of the pavement (10 ft preferred) from G14 to IA 38.
2. Consider additional shoulder widening along US 61 as feasible.
3. Redesign rumble strips with a gap pattern to better accommodate cyclists.
4. Investigate possibility of extending Old US 61 Frontage Rd or connecting to other roads parallel to US 61 to create an alternate route with lower speeds that better accommodate cyclists.

Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/ Segment	Mainline	Minor Road/ Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Segment	US 61	Savannah Ave	Old US 61 Frontage Rd	Bike	6	38.8	53.3	45.0
					Pedestrian	N/A	62.5	55.0	59.3

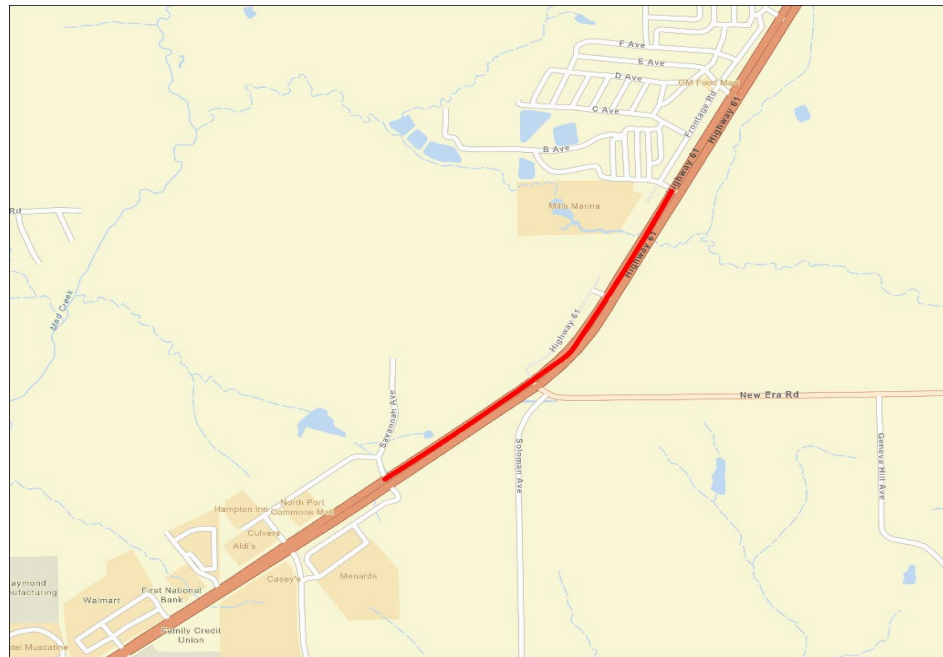
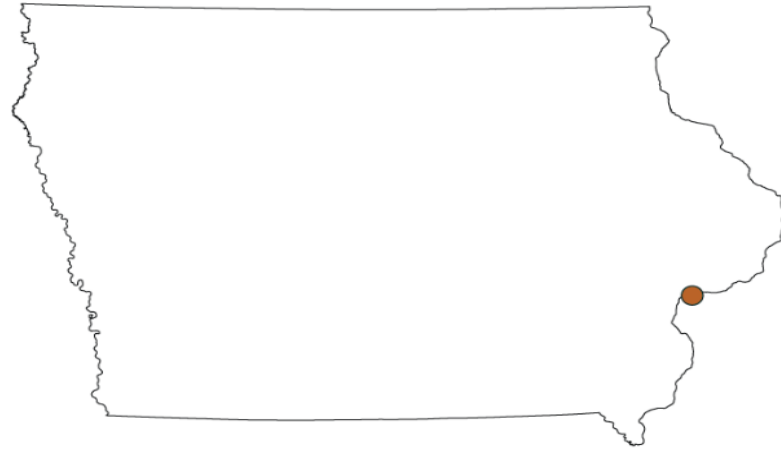
Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/ Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	None	0.5 mile	Yes	No	No	No	Yes	No	4-lane median divided roadway with paved shoulder, trailer park immediately north of segment, possible transit stop at trailer park	Trailer park access to Muscatine, wide paved shoulder available for bike traffic

Project Location

Rural Location 4: US 61
Iowa's VRU Safety Assessment

Latitude 41.46571
Longitude -91.00579



Project Profile

Rural Location 5: US 69
Iowa's VRU Safety Assessment

County: Polk
Nearest City: Ankeny

Potential Countermeasures

1. Install Rectangular Rapid Flashing Beacon and high-visibility crosswalk to cross US 69 at SW Springfield Dr/SE 33rd St with pedestrian refuge island.
2. Install high-visibility crosswalk striping to cross minor streets along segment.
3. Extend existing median to create pedestrian refuge island on west leg of intersection of US 69 and SW 30th St for 2-stage crossing.
4. Update existing crosswalks at intersection of US 69 and SW Oralabor Rd with high-visibility striping. Consider installing LPIs at intersection as well.
5. Close sidewalk gap on east side of US 69 between Great Southern Bank and SE 30th St.
6. Extend sidewalk on both sides of US 69 south to NE 72nd Ave.

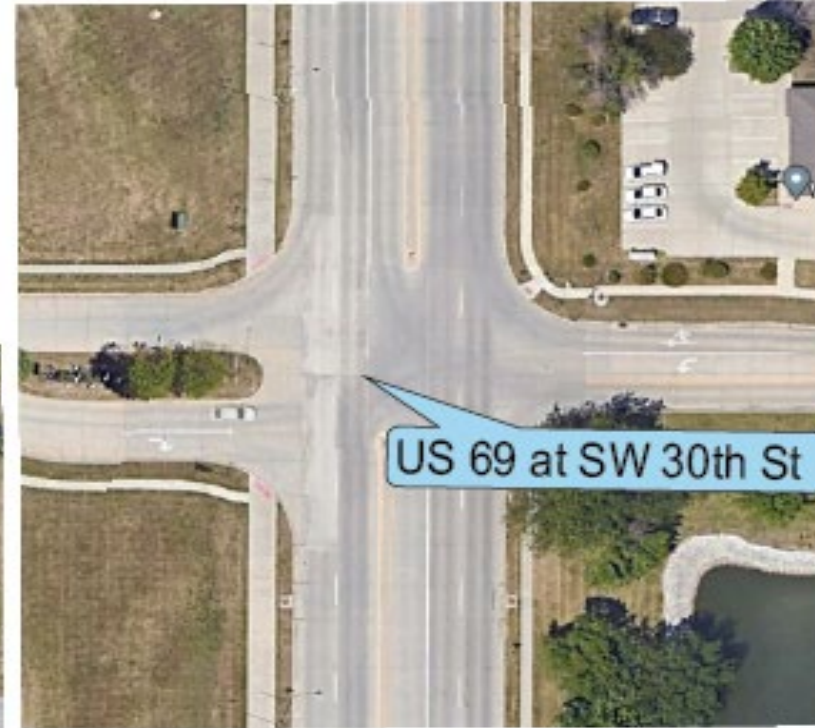
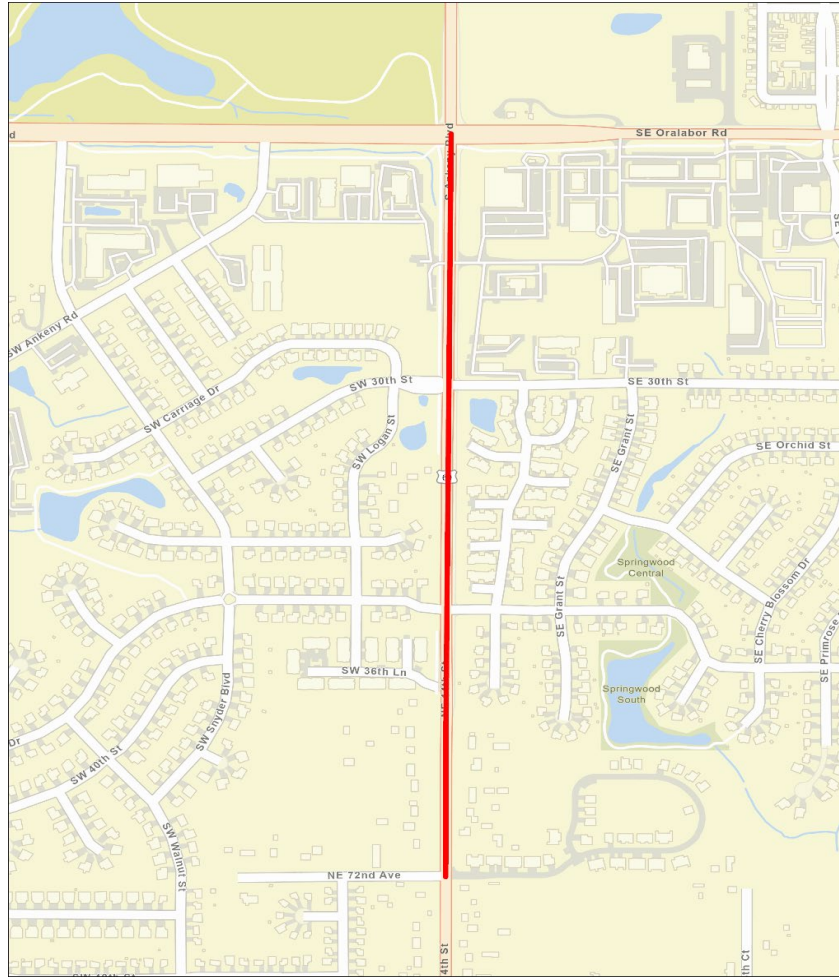
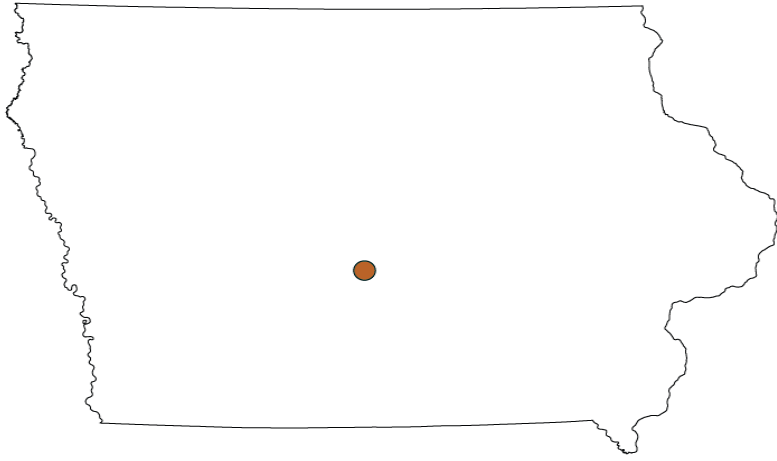
Project Scoring

Step 1: Initial GIS-Based Screening

No.	Intersection/ Segment	Mainline	Minor Road/ Start of Segment	End of Segment	Category	Rank	Facility Score	Census Score	Total Score
1	Segment	US 69	SW Oralabor Rd	NE 72nd Ave	Bike	N/A	71.3	65.0	68.6
					Pedestrian	7	32.5	75.0	50.7

Step 2: Final Desktop Screening

No.	Sidewalk Connectivity	Max Distance Between Ped Crossings	Nearby Pedestrian/Bike Trip Generators						Notes	Selection Reasoning
			Convenience/ Liquor Stores	Schools	Parks	Trail	Transit Stops	Bike Route		
1	Poor	1 mile	Yes	Yes	Yes	Yes	No	Yes	4-lane median divided roadway, Des Moines Area Community College immediately north, very heavy residential area, designated bike route on north end of segment with shared-use trail path	Dense residential area with large gap in safe crossing location and pedestrian trip generators requiring crossing of US 69





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