



## **MEETING AGENDA**

**MPO Regional Trails & Bicycling Committee  
Tuesday, January 15, at 1:00 PM**

---  
**North Ridge Pavilion  
2250 Holiday Road  
Coralville**

1. Call to order; recognize alternates; consider approval of minutes
2. Public discussion\*
3. Review progress on goals included in the 2009 Metro Bike Plan
4. Discuss Update to the 2009 Metro Bicycle Plan
  - a. Review preliminary results of the online bicycle surveys
  - b. Review of current policies within communities:
    - i. Bicycle parking requirements for multi-family and commercial uses
    - ii. Bicycle ordinances in MPO communities
  - c. Review of bicycle routes, roadway widths, and connectivity in the metro
5. Other Business
6. Adjournment

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

Please indicate to Sarah Walz if you wish to comment.

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

MINUTES  
MPO REGIONAL TRAILS AND BICYCLING COMMITTEE  
TUESDAY, OCTOBER 9<sup>th</sup>, 2018  
CITY HALL, UNIVERSITY HEIGHTS

DRAFT

MEMBERS PRESENT: Louise From (University Heights), Becky Soglin (Johnson County), Shelly Simpson (North Liberty), Bob Oppliger (Bicyclists of Iowa City), Jay Geisen (University of Iowa), Sherri Proud (Coralville), Doug Boldt (Tiffin)

OTHERS PRESENT: Brad Freidhof (Johnson County)

STAFF PRESENT: Sarah Walz, Emily Bothell, Frank Waisath

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

Walz called the meeting to order at 1:00 P.M.

There was one alternate; Jay Geisen served as an alterante for Michelle Ribble (University of Iowa).

Motion to approve meeting minutes was made by Simpson; From seconded. **The motion carried unanimously.**

2. Public Discussion

Oppliger stated that he was nominated to the Board of Directors for the League of American Bicyclists.

3. Discuss Update to the 2009 Metro Bicycle Plan

Walz informed the group that staff is moving forward with the Metro Bicycle Master Plan. The previous plan was adopted in 2009, and a number of the major goals included in the previous plan have been implemented since its adoption: a system of wayfinding signage has been installed, and most of the off-street trails identified have been built or extended. Additionally, the MPOJC, Iowa City, and Coralville have all adopted complete streets policies. Scoring criteria for MPO road funding has also been changed to favor road projects that include bike and pedestrian infrastructure, including sidepaths (wide sidewalks). A number of MPO communities and the County have received Bike Friendly designations from the League of American Bicyclists.

Iowa City adopted its own bicycle master plan in 2017 and the University of Iowa is currently working on a bikeway plan. University Heights included bicycle facilities in their community visioning process, which will bring facilities to Melrose Avenue.

The Metro Bicycle Plan will focus mainly on North Liberty and Coralville and the connectivity between the new metro bicycle plan and existing bicycle master plans.

Walz also stressed the opportunity to look for policies and programs that match up or are complementary to each other so that there is consistency across jurisdictional boundaries. Staff will meet with member entities to discuss individual needs.

Freidhof questioned the linkages between metro and county trails. He stated that Johnson County is on track to have bike lanes on the Herbert Hoover Highway bridge and questioned how that trail may be connected to existing trails.

Soglin asked whether having public input meetings in January and February and would provide opportunity for adequate feedback given that the weather would be a factor for bicyclists. She suggested providing copies of drafts and other information on line so that people have easy access to the various stages of the plan.

Proud indicated that Coralville wanted to move forward with the plan on an aggressive timeline to adopt by summer.

Oppliger suggested methods to reach low-income and non-English speaking groups.

A few suggestions were made for wording changes on the survey.

#### 4. Review Annual Trail Counts

Walz informed the group that trail counts are beginning to show trends as there are 10 years of data for some locations. Ridership on most trails, especially regional trails, are growing over time.

Bothell added that member entities should contact staff with requests for 2019 counts.

Johnson County and Coralville have also purchased trail counters and plan to start counting trails in addition to the MPO counts.

#### 5. Updates on local trail/bike/pedestrian projects and activities from MPO entities

Simpson informed the group that trail construction along Highway 965 is ongoing. Trails within Penn Meadows park are being paved. Trail connectivity and wide sidewalk projects are occurring throughout North Liberty.

Soglin informed the group that through the wellness program, the board of supervisors will be informed about a potential application for Bike Friendly Community status.

Oppliger informed the group that he has been working on encouraging businesses to apply for Bike Friendly Business status. Applications are accepted three times per year.

Freidhof noted that the county is constructing around \$5 million worth of hard surface trails. The trail along Herbert Hoover Highway from 7 Sisters Road to Ely Road is paved. This was phase two of the project. Phase one exiting Solon is underway. Concrete work for Herbert Hoover Highway should be done this year and phase three will go out for bidding in January. Phase three goes from Polk Avenue to Ely Road. Construction of the Mehaffey Bridge Road trail is moving slowly due to poor soil quality. Previous plans included a retaining wall along the road that is now cost prohibitive due to poor soil quality. The new plan includes paving the trail within 5-feet of the road for 300-400 feet. Land acquisition for the Clear Creek Trail from Tiffin to Kent Park is complete and engineering will begin soon.

Geisen informed the group that the University of Iowa is currently working on their bicycle master plan. The plan is being created internally and will include an emphasis on identifying major routes, bicycle parking locations, and reduced pedestrian and cyclist conflict.

Oppliger asked about the status of the bike share program in Iowa City.

Geisen and Walz responded that several vendors have presented products but a decision has not been made. The system will likely be dockless.

Proud informed the group that the Clear Creek Trail is awaiting paving. Due to the \$50 million advancement grant, paving under the I-80/I-380 interchange may not occur until after project completion. The trail along the west side of Highway 965 from Oakdale Boulevard to Forevergreen Road is nearing completion.

From informed the group that the Swisher Tract in University Heights has been purchased by the city. The tract is about 11.5 acres and potential for a trail has been discussed.

Walz notified the group that paving on Dodge Street and Governor Street is underway and both will include on-street bike lanes. At the intersection of Governor Street and Brown Street, there will be a bike boulevard that connects to North Dodge Street. Intersection improvements at Myrtle Avenue and Riverside Drive will include a pedestrian refuge island for people crossing Riverside Drive. Four to three lane conversions on Mormon Trek Boulevard and Clinton Street are underway.

Brad Friedhof asked about the tunnel under the Iowa Interstate Railroad on Riverside.

Walz noted that progress had been delayed by a lawsuit but that construction was planned for 2019.

6. Other Business

None.

7. Adjournment

Meeting Adjourned 2:00 PM.

Motion to adjourn was made by Proud. **The motion carried unanimously.**

Date: January 9, 2019

To: Regional Trails and Bicycle Committee

From: Sarah Walz, Assistant Transportation Planner

Re: January 15<sup>th</sup> Agenda Items

Item # 3: Review progress on goals and objectives included in the 2009 Metropolitan Bicycle Master Plan

The Metropolitan Bicycle Master Plan includes a set of system-wide recommendations for the entire metro as well as goals specific to each individual community/entity. What follows is a list of the recommendations included in the plan along with a summary of progress that has been made. Although Iowa City adopted its own Bicycle Master Plan in 2017, I have included some of their contributions to system wide goals as appropriate.

### **System-wide Recommendations**

#### **Engineering:**

*Install on-street accommodations.*

Five types of on-street facilities were identified under this recommendation: shared lane markings (sharrows), bike lanes, wide curb lanes, striped shoulders, and traffic calming.

- Bike lanes were recommended in Iowa City and University Heights. To date, approximately 5 miles of bike lanes have been installed in Iowa City with an additional 5 miles anticipated to be constructed in 2019. No bike lanes have been installed in University Heights but bike lanes are proposed as part of a project on Melrose Avenue.
- Because most streets in Coralville and North Liberty are not wide enough to accommodate a 5-foot bike lane, sharrows were recommended along several main bicycle routes. Sharrows are now installed on Holiday Road, 10<sup>th</sup> and 12<sup>th</sup> Avenues, and 5<sup>th</sup> Street in Coralville. Striped shoulders exist on a number of county roadways and paved shoulders are now standard on county road projects.

#### **Education:**

*Facilitate bicycle safety through: 1. Public service announcements targeted at young adults; 2) Driver's license education classes; and 3) elementary school education classes.*

- Information on sharing the road and safe passing of bicycles is included in the Iowa DOT's Driver Manual.
- The ICCSD includes bicycle safety in its PE curriculum and most elementary schools host a bike rodeo in the spring. Some elementary schools are teaching children to ride bicycles in PE classes.
- Youth bicycle programs are offered through the parks and recreation divisions of North Liberty, Coralville, and Iowa City as well as by the Neighborhood Centers of Johnson County and the Iowa City Bicycle Library.
- A number of bicycle shops and the Iowa City Bicycle Library offer adult classes or events aimed at encouraging adults to ride.
- Johnson County offers a range of bicycle education classes for adults throughout the year.

- Iowa City's Cable Channel 4 is now producing "Bike Shorts" a bicycle education video series. The 60-second videos are shared on social media and cover topics ranging from trail etiquette, to hand signals, to how drivers can safely pass a bicyclist on the road.

#### **Encouragement:**

*Implement a coordinated way-finding system on trails and roadways across the urbanized area to assist route-finding.*

- A metro-wide system of wayfinding signs was designed and installed along the bicycle network. The signs feature major destinations and distances. As development and redevelopment occur and destinations, such as new schools and parks or trails are extended, new signs will need to be added.
- On and off-street bike facilities along with primary and secondary bicycle routes are shown on the MPO's metro area trails map and are marked with Share the Road Signs.

#### **Enforcement:**

*Implement and publicize bike light enforcement program during the fall and offer discount bike lights to encourage safety.*

- The plan calls for enforcement of rules of the road and headlight and reflector requirements for bicyclists, especially during the fall when days are shorter and students are returning to campus. The MPO and member entities were encouraged to explore grant opportunities to offer discounted bike lights to qualifying residents. While blinking lights were distributed in the past, this promotion has been discontinued. Through the plan update process the RTBC should determine how best to revive this effort.

#### **Evaluation:**

*Achieve platinum "Bicycle Friendly Community" designation from the League of American Bicyclists.*

- In order to receive outside evaluation, each community was encouraged to pursue a Bicycle Friendly Community designation. To date, Iowa City (silver), University Heights (bronze), and Coralville (bronze) have earned Bicycle Friendly Community designations. Johnson County's downtown campus (gold) has earned a Bicycle Friendly Business designation and Iowa City's downtown campus (silver).

### **Community Recommendations**

#### **Coralville:**

##### *Completed goals:*

- Adopted a complete street policy.
- Bicycle lockers and covered bicycle parking are offered at Coralville's multi-modal facility at the Iowa River Landing.
- Bike Week/Month are promoted with a city proclamation and activities.
- Constructed a trail (wide sidewalk) adjacent to 1<sup>st</sup> Avenue north and south of Interstate 80.
- Constructed Clear Creek Trail connection between Coralville and Tiffin (final segment to be completed after the I-380 interchange project).
- Street sweeping and trail sweeping occur seasonally or as needed.

##### *Incomplete or continuing goals:*

- Adopt a bicycle ordinance that requires installation of bike racks for commercial and multi-family development.
- Consider locating pedestrian/bicyclist push buttons on sidewalks where cyclists can access them without dismounting.

### **North Liberty, Tiffin, and University Heights:**

- University Heights and North Liberty promote Bike Week/Month with city proclamations and activities.
- Constructed North Dubuque Street Trail (wide sidewalk) within North Liberty.
- Constructed Cherry Street Trail (wide sidewalk)

#### *Incomplete or continuing goals:*

- Adopt a complete streets policy.
- Adopt a bicycle ordinance that requires installation of bike racks for commercial and multi-family development.
- Consider locating pedestrian/bicyclist push buttons on sidewalks where cyclists can access them without dismounting.

### **Johnson County:**

#### *Completed goals:*

- Paved shoulders included on all new road projects.
- Bike Week/Month is promoted with a proclamation and activities.
- Sugar Bottom, Reservoir Dam, and Hills loops are signed with wayfinding—destination and distances.
- Bicycle parking is installed at all public buildings within the urbanized area.
- Constructed the North Dubuque Street Trail from West Overlook to North Liberty city limits.
- Constructed paved shoulders from North Liberty to Solon to the Johnson/Linn county line.
- Phased trails sections from North Liberty to Sugar Bottom Recreation Area, Sugar Bottom to Solon, and from Solon city limits to link with Ely Trail are being completed.
- Trail connection between Tiffin and Kent Park is programmed.

#### *Incomplete or continuing goals:*

- Consider adopting a complete streets policy in areas contiguous to the urbanized areas.

### **MPO:**

#### *Completed goals:*

- Analyze peak hour counts for bicycle commuting on-street. Counting bicyclists and pedestrians is now a routine part of all intersection counts.
- Most MPO communities provide links through their website or phone app to report spot maintenance along trails and sidewalks. Reports can also be entered through the MPO's website and are referred to the appropriate community.
- Annual trail counts are recorded at key locations.
- The MPO helps to coordinate the promotion of Bike Week/Month events with Think Bicycles of Johnson County.

#### *Activities that have been discontinued:*

- Review the Metro Bicycle Master Plan annually to track progress toward the goals and recommendations in the plan. Transportation planning staff are currently designing a method for reporting on progress for Iowa City's Bicycle Master Plan. This could be adapted to measure progress for the Metro Bicycle Plan.
- Distribute articles in local newspapers and newsletters regarding bicycle related events.
- Provide educational materials on the MPO website, including local resources and services.
- Create an online trip maker/map that enables residents to enter their address and destination to identify a safe route to their destination. This is now available through various online tools such as Google mapping.

- Publish a bicycle commuter guide illustrating sheltered racks, bike lockers, and public shower facilities. This map was being published, but due to low usage has been discontinued.
- Create Share the Road public service announcements for broadcast on local radio and TV. Iowa City's Cable Channel 4 has created a series of short videos "Bicycle Shorts" focusing on bicycle safety. The series includes a video on how to safely pass a bicycle. You can view this and other videos at <https://www.icgov.org/project/iowa-city-bicycle-master-plan>. The Bike Shorts series can be shared or used by other communities and could be used as the foundation of a larger Share the Road campaign.





**Date:** January 9, 2019

**To:** Regional Trails and Bicycling Committee

**From:** Emily Bothell; Sr. Transportation Engineering Planner

**Re:** January 15<sup>th</sup> Agenda Items

Item #4a: Review of preliminary results of the online bicycle surveys

As discussed at the October 9<sup>th</sup>, 2018 Regional Trails and Bicycling Committee meeting, MPO staff created online surveys to gather input from the public to inform the Metro Bicycle Plan opening workshops to be held early February 2019. Attached are the preliminary results of the online bicycle surveys.

#### **Youth Bicycle Survey**

Students were surveyed from three area schools, including: North Central Junior High, Northwest Junior High, and Clear Creek Amana High School. Students were asked a variety of questions pertaining to different aspects of bicycle use. Areas of interest included familiarity and comfort with bicycling, interest in extracurricular bicycling activities, and general knowledge of bicycle safety. A total of 435 students responded to the survey in November 2018. Approximately 66% of respondents attend Northwest Junior High, 25% attend Clear Creek Amana High School and 9% attend North Central Junior High.

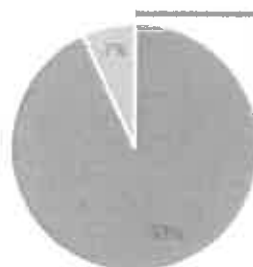
#### **Metro Bicycle Survey**

The metro bicycle survey was available November 13, 2018 through December 20, 2018. The intent of the survey was to gather initial input from the public regarding bicycling habits and behaviors as well as preferred facilities and programs in the communities of Coralville, North Liberty, Tiffin, and University Heights as well as portions of unincorporated Johnson County. A total of 469 responses were received with approximately 179 responses being from residents living in Iowa City and who also selected Iowa City as their most frequented destination.

Staff will discuss these results in more detail at the meeting on January 15<sup>th</sup>.

## Bicycle Use

Do you know how to ride a bike?

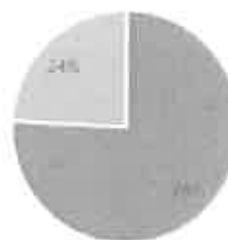


435 total responses

■ Yes ■ No

Of the respondents that do not know how to ride a bike, 10% would be interested in learning at school.

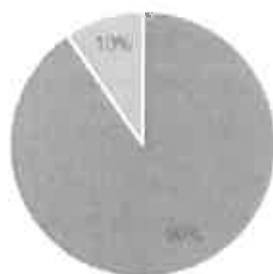
Do you know where the nearest bicycle trail is in your neighborhood?



405 total responses

■ Yes ■ No

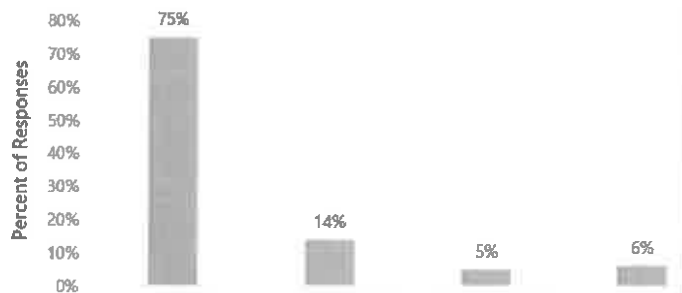
Do you have a bike of your own?



405 total responses

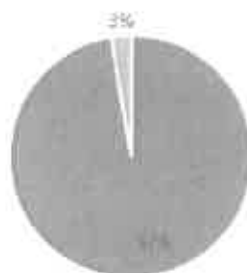
■ Yes ■ No

How often do you ride a bike to school?



405 total responses

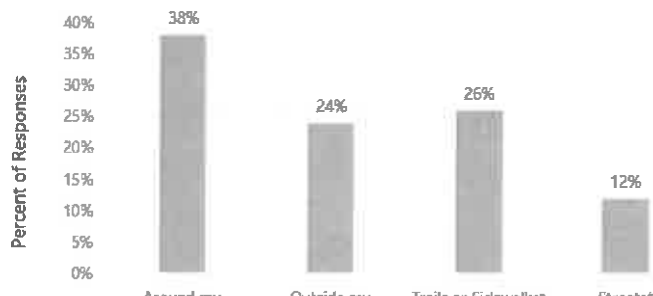
Do you have a secure place to store a bike at home?



403 total responses

■ Yes ■ No

Where else do you ride your bike?



934 total responses

## Bike Safety

Where do you feel comfortable/safe riding a bike?



928 total responses

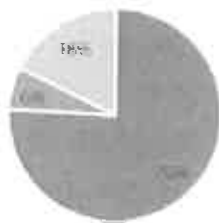
Do you know how to use hand signals to indicate when you are going to turn or stop riding?



404 total responses

■ Yes ■ No

Do your parents think it is safe for you to ride a bike without adult supervision?

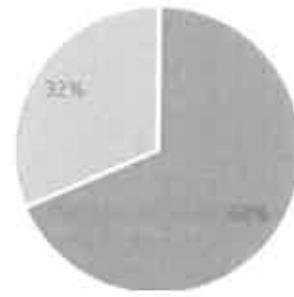


405 total responses

■ Yes ■ No ■ Not Sure

## School Programs

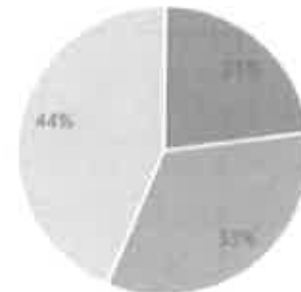
Would you be interested in a program that would allow you to earn a free or low cost bicycle?



Responses were drawn from those who do not own bicycles, 38 responses or approximately 12 students.

■ Yes ■ No

Would you be interested in a class or club that offered group bicycle rides or taught skills like mountain biking or basic bicycle repair?



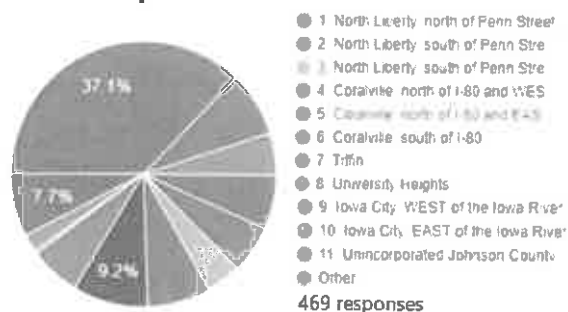
402 total responses

■ Yes ■ No ■ Maybe

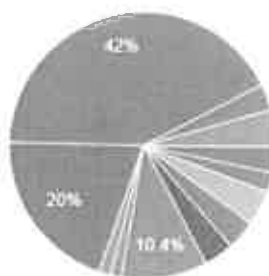
## Metro Bicycle Survey Results

The following charts summarize where all respondents live, where their frequent destination is located and their age.

### Where Respondents Live



### Destinations



### Age of Respondents

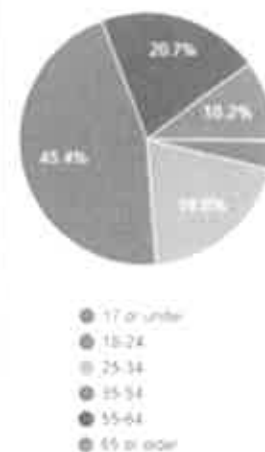


Table 1: Where Respondents Live

Location	1	2	3	4	5	6	7	8	9	10	11	12
Number	31	27	20	36	43	29	2	10	36	174	37	24
Percent	6.6%	5.8%	4.3%	7.7%	9.2%	6.2%	0.4%	2.1%	7.7%	37.1%	7.9%	5.1%

Table 2: Frequent Destinations

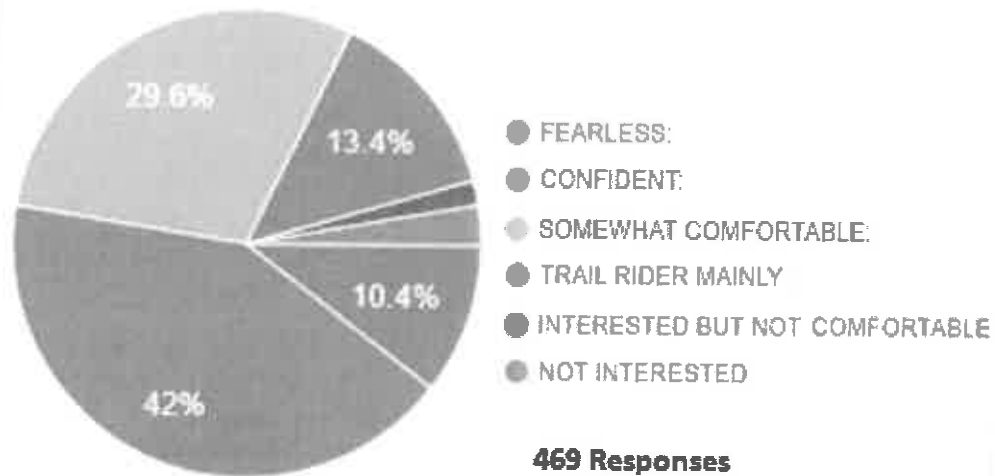
Location	1	2	3	4	5	6	7	8	9	10	11	12
Number	15	11	20	17	17	49	6	7	94	197	15	21
Percent	3.2%	2.3%	4.3%	3.6%	3.6%	10.4%	1.3%	1.5%	20%	42%	3.2%	4.5%

The following charts summarize respondents bicycle use, comfort level, and interest in bicycling programs. These results do not include the responses received from residents who live in Iowa City who also identified Iowa City as their most frequented destination.

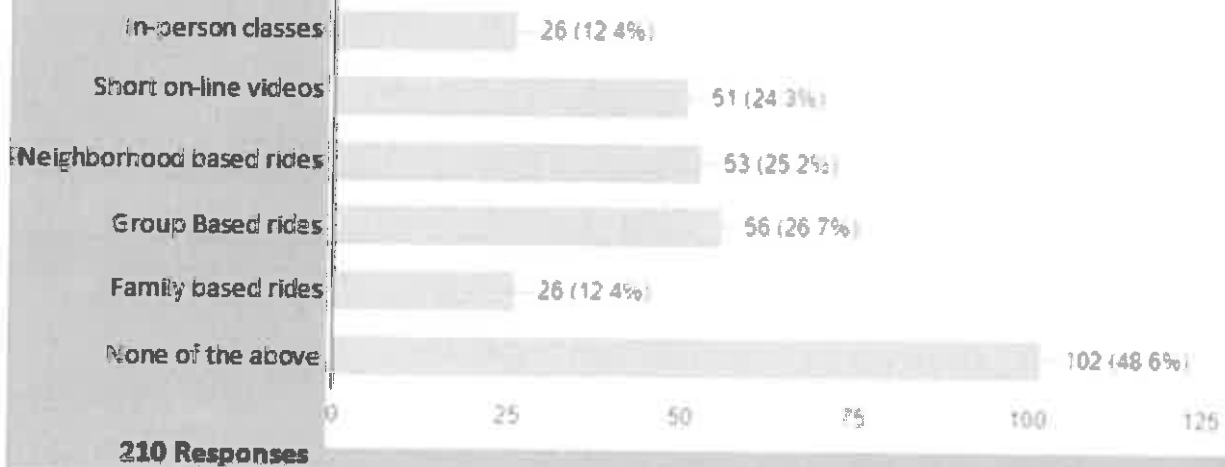
### Bicycle Use—How often respondents ride their bike for the following purposes



### Bicycle Comfort Level



### Interest in Bicycling Programs





Metropolitan Planning Organization of Johnson County

Date: January 9, 2019  
To: MPO Regional Trails and Bicycle Committee  
From: Sarah Walz; Assistant Transportation Planner  
Re: January 15<sup>th</sup> Agenda Items

**Item# 4.b.i Bicycle parking requirements for multi-family and commercial uses**

One of the goals of the 2009 Metro Bicycle Master Plan was to adopt minimum bicycle parking requirements for all commercial and multi-family development. Bicycle parking is an essential element for promoting bicycling as a legitimate form of transportation. The lack of convenient and secure bicycle parking is a significant obstacle for bicyclists and makes it difficult for people to choose bike trips over car trips. Bicycle parking is also good for business, providing a substitute for automobile parking in high-demand areas and an option for employees who might otherwise occupy spaces needed by customers. The provision of appropriate bicycle parking also helps to ensure an orderly environment where bicycles do not block pedestrian passage or inhibit property maintenance, such as snow removal or mowing.

Iowa City remains the only MPO community to adopt minimum bicycle parking requirements as part of its development code. Iowa City will be revising its bicycle parking standards in order to better differentiate long-term and short-term bicycle parking.

In all cases bicycle parking should be provided on a hard, paved surface with adequate space so that locked bikes do not block pedestrian passage. Bike racks should provide support to parked bicycles and enable the use of u-shaped locks.

The Association of Pedestrian and Bicycle Professionals (APBP) publishes two very helpful guides for bicycle parking. I have attached their sample policy for the minimum parking requirements along with the guide for selecting and installing bicycle parking. MPO staff are available to assist any community that with drafting bicycle parking policies.

## Chapter 3 | Policies, Requirements and Codes

Bicycle parking policies, requirements and codes should be based on best practices and a city's bicycling potential. The following sample policies were developed with a survey of best practices in the United States and Canada, a review of academic research, and based on professional experience. Requirements are discussed in units of measurement and rates of required parking.

APBP recommends that bicycle parking policies and codes:

- Specify number of bicycle spaces by land use.
- Require long-term parking for all workplaces, transit stations and multi-unit residential.
- Require adequate short-term parking for other land uses.
- Provide site planning requirements.
- Provide rack and locker design requirements.

A definition of the following words is offered at the end of this chapter: code, policy, regulation, and requirement. See Appendix B for a sample methodology for programming bicycle parking quantities for a building or cluster of buildings.

### UNIT OF MEASUREMENT

To identify the rates of bicycle parking, cities can use several different units of measurement including a percentage of auto parking, unit count, proportion of building square footage, and building occupancy. Because most American cities have followed policies that increase the overall supply of car parking, simple policies linking bicycle parking requirements to automobile parking requirements have been reasonably effective in many cases. However, bicycle parking requirements based on auto parking can pose problems. Auto demand and parking rates are not necessarily an indicator of bicycle parking need and the relationship between the two is not clearly understood. Looking to the future, if a city adopts automobile parking maximums or reduces parking requirements in an attempt to encourage other modes of transport, the amount of bicycle parking is also reduced, which is counterintuitive to the goal of promoting other modes, particularly bicycling.

Rates of bicycle parking based directly on unit count, the proportion of building square footage, and building occupancy are better indicators of demand. Additionally, these units of measurement are commonly used during plan check and can therefore be easily integrated into the planning process.

### SAMPLE RATES OF PARKING

Rates of bicycle parking should meet current demand at a minimum, and should also meet goals for future mode share. The following policies are based on best practices in North America. The requirements are appropriate for cities with a current bicycle commute mode share between one and five percent.



Recommended policies are based on the following factors:

1. North American best practices
2. Bicycle mode share goal of five percent (commute trips)
3. U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) credit levels for alternative transportation
4. Bicycle ownership rates

In most cases, the following requirements meet the U.S. Green Building Council's LEED standards for one credit towards alternative transportation. LEED is a program designed to act as a sustainability measurement for building design and construction.

**The following rates are minimums.** Cities with bicycle commute mode shares above five percent should consider higher rates of parking, provided later in this section.

Some additional considerations:

- Additional bicycle parking could be used as a condition of approval for projects requiring a conditional use permit.
- Consider developing bicycle parking plans for neighborhood commercial districts to meet need in the public right of way.
- Review rates in conjunction with bicycle master plan updates or at least every five years.
- Square feet can be measured in gross square feet, net square feet, or whatever measure of square feet the local planning department uses.
- Whether required or not, developers, owners and managers of privately owned commercial properties can benefit financially by providing convenient and secure bicycle parking for tenants, employees and customers.

## SAMPLE BASIC PARKING REQUIREMENTS

The following bicycle parking requirements are suitable for use in a variety of community sizes in North America with varying levels of bicycle use.

### Residential

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Single Family Dwelling	No spaces required.	No spaces required.
Multifamily Dwelling		
a) With private garage for each unit*	No spaces required.	0.05 spaces for each bedroom. Minimum is 2 spaces.
b) Without private garage for each unit	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.05 spaces for each bedroom. Minimum is 2 spaces.
c) Senior Housing	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.05 spaces for each bedroom. Minimum is 2 spaces.

\* A private locked storage unit may be considered as a private garage if a bicycle can fit into it.





**Civic: Cultural/Recreational**

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Non-assembly cultural (library, government buildings, etc.)	1 space for each 10 employees. Minimum requirement is 2 spaces.	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.
Assembly (Church, theaters, stadiums, parks, beaches, etc.)	1 space for each 20 employees. Minimum requirement is 2 spaces.	Spaces for 2% of maximum expected daily attendance.
Health care/hospitals	1 space for each 20 employees or one space for each 70,000 s.f. of floor area, whichever is greater. Minimum is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum is 2 spaces.
<b>Education</b>		
a) Public, parochial, and private day-care centers for 15 or more children	1 space for each 20 employees. Minimum is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
b) Public parochial, and private nursery schools, kindergartens, and elementary schools (1-3)	1 space for each 10 employees. Minimum requirement is 2 spaces.	1 space for each 20 students of planned capacity. Minimum requirement is 2 spaces.
c) Public parochial, and elementary (4-6), junior high and high schools	1 space for each 10 employees plus 1 space for each 20 students of planned capacity. Minimum requirement is 2 spaces.	1 space for each 20 students of planned capacity. Minimum requirement is 2 spaces.
d) Colleges and universities	1 space for each 10 employees plus 1 space for each 10 students of planned capacity, or 1 space for each 20,000 s.f. of floor area, whichever is greater.	1 space for each 10 students of planned capacity. Minimum requirement is 2 spaces.
Rail/bus terminals and stations/airports	Spaces for 5% of projected a.m. peak period daily ridership.	Spaces for 1.5% of a.m. peak period daily ridership.

## Commercial

Commercial Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
<b>Retail</b>		
General food sales or groceries	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 2,000 s.f. of floor area. Minimum requirement is 2 spaces.
General retail	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 5,000 s.f. of floor area. Minimum requirement is 2 spaces.
<b>Office</b>		
	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces.
<b>Auto Related</b>		
Automotive sales, rental, and delivery Automotive servicing Automotive repair and cleaning	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces.
Off-street parking lots and garages available to the general public either without charge or on a fee basis	1 space for each 20 automobile spaces. Minimum requirement is 2 spaces. Unattended surface parking lots excepted.	Minimum of 6 spaces or 1 per 20 auto spaces. Unattended surface parking lots excepted.

## Industrial/Manufacturing

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Manufacturing and production	1 space for each 15,000 s.f. of floor area. Minimum requirement is 2 spaces.	Number of spaces to be prescribed by the Director of City Planning. Consider minimum of 2 spaces at each public building entrance.

## SAMPLE BICYCLE PARKING REQUIREMENTS – URBANIZED OR HIGH MODE SHARE AREAS

The following bicycle parking requirements have been scaled to reflect the increased bicycle parking requirements of communities which are densely developed, more urbanized, or which have higher levels of bicycle use.

### Residential

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Single family dwelling	No spaces required.	No spaces required.
Multifamily dwelling		
a) With private garage for each unit*	No spaces required.	0.10 spaces for each bedroom. Minimum is 2 spaces.
b) Without private garage for each unit	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.10 spaces for each bedroom. Minimum is 2 spaces.
c) Senior Housing	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.10 spaces for each bedroom. Minimum is 2 spaces.

\* A private locked storage unit may be considered as a private garage if a bicycle can fit into it.

## Civic: Cultural/Recreational

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Non-assembly cultural (library, government buildings, etc.)	1.5 spaces for each 10 employees. Minimum requirement is 2 spaces.	1 space for each 8,000 s.f. of floor area. Minimum requirement is 2 spaces.
Assembly (church, theaters, stadiums, parks, beaches, etc.)	1.5 spaces for each 20 employees. Minimum requirement is 2 spaces.	Spaces for 5% of maximum expected daily attendance.
Health care/hospitals	1.5 spaces for each 20 employees or one space for each 50,000 s.f. of floor area, whichever is greater. Minimum is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum is 2 spaces.
<b>Education</b>		
a) Public, parochial, and private day-care centers for 15 or more children	1.5 spaces for each 20 employees. Minimum is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
b) Public parochial, and private nursery schools, kindergartens, and elementary schools (1-3)	1.5 spaces for each 10 employees. Minimum requirement is 2 spaces.	1.5 spaces for each 20 students of planned capacity. Minimum requirement is 2 spaces.
c) Public parochial, and elementary (4-6), junior high and high schools	1.5 spaces for each 10 employees plus 1.5 spaces for each 20 students of planned capacity. Minimum requirement is 2 spaces.	1.5 spaces for each 20 students of planned capacity. Minimum requirement is 2 spaces.
d) Colleges and universities	1.5 spaces for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space for each 20,000 s.f. of floor area, whichever is greater.	1 space for each 10 students of planned capacity. Minimum requirement is 2 spaces.
Rail/bus terminals and stations/ airports	Spaces for 7% of projected a.m. peak period daily ridership.	Spaces for 2% of a.m. peak period daily ridership.

## Commercial

Commercial Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
<b>Retail</b>		
General food sales or groceries	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 2,000 s.f. of floor area. Minimum requirement is 2 spaces.
General retail	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 5,000 s.f. of floor area. Minimum requirement is 2 spaces.
<b>Office</b>	1.5 spaces for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces.
<b>Auto Related</b>		
Automotive sales, rental, and delivery	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces.
Automotive servicing		
Automotive repair and cleaning		
Off-street parking lots and garages available to the general public either without charge or on a fee basis	1 space for each 20 automobile spaces. Minimum requirement is 2 spaces. Unattended surface parking lots excepted.	Minimum of 6 spaces or 1 per 10 auto spaces. Unattended surface parking lots excepted.

## Industrial/Manufacturing

Type of Activity	Long-Term Bicycle Parking Requirement	Short-Term Bicycle Parking Requirement
Manufacturing and production	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	Number of spaces to be prescribed by the Director of City Planning. Consider minimum of 2 spaces at each public building entrance.

### DEFINITIONS

**Policy<sup>1</sup>:** A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory; a general direction that a governmental agency sets to follow in order to meet its goals and objectives before undertaking an action program [Source: *A Glossary of Zoning, Development, and Planning Terms*, American Planning Association, Planning Advisory Service Report Number 491/492]. Policies are the core principles which requirements, regulations and codes are designed to enforce.

**Requirement:** Something needed or necessary; a demand [Webster's Dictionary]. While some general requirements may be advisory in nature, they can be used more specifically by local agencies to enforce policy with regard to a particular project. In this case they would become mandatory.

**Code<sup>2</sup>:** Collection of laws [Webster's Dictionary]. As with other development requirements, codes governing bicycle parking are usually legislated by the local body of elected officials from a city, town or county. Codes contain regulations which are applied generally to enforce policy.

**Regulation<sup>3</sup>:** A rule or order prescribed for managing government [Source: *A Glossary of Zoning, Development, and Planning Terms*, American Planning Association, Planning Advisory Service Report Number 491/492]. Regulations are specific, legislated elements of a code, utilized to enforce policy.

<sup>1</sup> Advisory    <sup>2</sup> Mandatory    <sup>3</sup> Mandatory

ESSENTIALS OF

# BIKE PARKING

Selecting and installing bicycle parking that works



*apbp*

Association of Pedestrian  
and Bicycle Professionals

Expertise for Active  
Transportation

## Essentials of Bike Parking

Revised 11/2015, Schaumburg, IL 2015

© 2015 by Association of Pedestrian and  
Bicycle Professionals (APBP)



This work is licensed under the Creative Commons Attribution-NonCommercial 4.0 International License. You may freely share, reproduce, excerpt, and build upon this work—provided that your work is not commercial and that you acknowledge the source.

### Acknowledgments

Lead author: Nathan Brident

Contributors: Eric Anderson, Victor Carlsby, Ryan DeJee, Jennifer Douglas, Wyatt, Sarah Fialorzi, Elise Galloway, Dan Jaber, David Louthachuk, Hannah Muddox, Brian Patterson, Cara Seidenman



Alta Planning & Design donated the expertise in the design and illustration of this guide. Contact: [info@alta-planning.com](mailto:info@alta-planning.com)

Cover image: High Quality Photo Standard Highway Signs, 2009 Edition, <http://www.fhwa.dot.gov/signs/milestones.php>

Bicycle parking manufacturers and distributors do not use APBP's logo or any APBP-related endorsement by APBP without its prior written permission from APBP.

APBP is an organization of people who plan, design, and advocate for walkable and bicycle-friendly places.

Association of Pedestrian  
and Bicycle Professionals

919.944.1110 [info@apbp.org](mailto:info@apbp.org)  
[www.apbp.org](http://www.apbp.org)



## TABLE OF CONTENTS

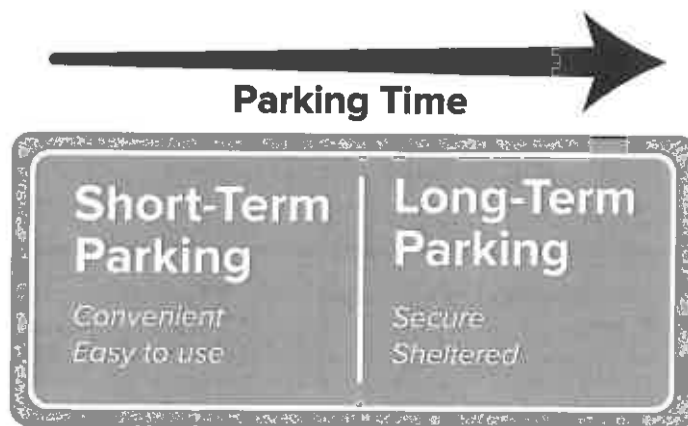
- 01 INTRODUCTION**
- 02 SHORT-TERM PARKING**
  - Site planning
  - Bike corrals
- 03 LONG-TERM PARKING**
  - Site planning
  - Special considerations for long-term parking
- 04 INSTALLATION**
  - Installation surface
  - Installation fasteners
  - Installation techniques
- 05 BICYCLE RACK SELECTION**
  - Performance criteria for bike parking racks
  - Rack styles
  - Rack materials and coatings
- 10 PLACEMENT**

## INTRODUCTION

Among the necessary supports for bicycle transportation, bike parking stands out for being both vital and easy. Still, it requires some attention to get it right. Bike parking may go unused if it's not more appealing to users than the nearest sign post. A minor mistake in installation can make a quality rack unusable. The variety of bicycle sizes, shapes, and attachments continues to increase, and good bike parking should accommodate all types.

The Association of Pedestrian and Bicycle Professionals (APBP) prepared this guide for people planning to purchase or install bike parking fixtures on a limited scale. It is a brief overview of APBP's comprehensive *Bicycle Parking Guidelines* handbook, available at [www.apbp.org](http://www.apbp.org).

This guide divides bike parking into short-term and long-term installations. These two kinds of parking serve different needs, and the starting point for most bike parking projects is recognizing whether the installation should serve short-term users, long-term users, or both. If users will typically be parking for two hours or longer, they are likely to value security and shelter above the convenience and ease that should characterize short-term parking.





# SHORT-TERM PARKING

---

Effective bike parking for short-term users depends on two main factors:

- 1) proximity to the destination and
- 2) ease of use.

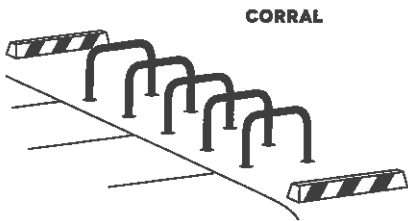
Short-term parking is designed to meet the needs of people visiting businesses and institutions, and others with similar needs—typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory.



**INVERTED U**



**POST & RING**



**CORRAL**

## SITE PLANNING

### Location

Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.

### Security

All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.

### Quantity

Many jurisdictions have ordinances governing bike parking quantity. APBP's full *Bicycle Parking Guidelines* offers complete recommendations for the amount and type of parking required in various contexts. In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

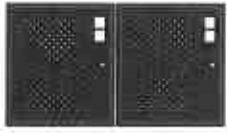
## BIKE CORRALS

Some cities with limited sidewalk space and strong bicycle activity place bike parking in on-street "bike corrals" located in the street area adjacent to the curb. Bike corrals can sometimes make use of on-street areas that are unsuitable for auto parking. When replacing a single auto parking space, a corral can generally fit 8 to 12 bicycles. APBP's full *Bicycle Parking Guidelines* provides details about designing and siting bike corrals. ➡ [apbp.org](https://apbp.org)

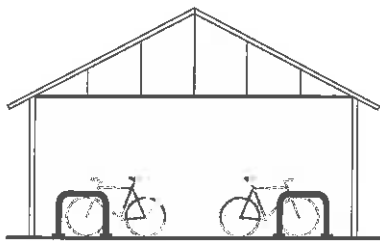
# LONG-TERM PARKING

Users of long-term parking generally place high value on security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs. These users typically park either at home or at a routine destination such as a workplace. They often leave their bicycles unmonitored for a period of several hours or longer, so they require security and weather protection that let them park without unreasonable concern for loss or damage.

Long-term parking can take a variety of forms, including a room within a residential building or workplace, a secure enclosure within a parking garage, or a cluster of bike lockers at a transit center. Some long-term parking is open to the public—such as a staffed secure enclosure at a transit hub—and some of it is on private property with access limited to employees, residents, or other defined user groups.



**BIKE LOCKERS**



**SHELTERED SECURE ENCLOSURE**

## SITE PLANNING

### Location

Appropriate locations for long-term parking vary with context. Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility. Signage may be needed for first-time users.

### Security

Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures). Options for access control include user-supplied locks, keys, smart cards, and other technologies.

### Quantity

Refer to local ordinances or the comprehensive APBP *Bicycle Parking Guidelines* to determine the amount and type of parking required for various contexts.

## SPECIAL CONSIDERATIONS FOR LONG-TERM PARKING

In many ways, short-term and long-term parking function similarly and are served by the same guidelines. Some exceptions are noted below.

### Density

The competition of uses for high-security and sheltered locations creates particular pressure on long-term parking to fit more bicycles in less space. When parking needs cannot be met with standard racks and spacing recommended in this guide, consider rack systems designed to increase parking density. See the high-density racks table on page 7. Note that increasing density without careful attention to user needs can create parking that excludes people because of age, ability, or bicycle type. This may result in people parking bicycles in other less desirable places or choosing not to bike at all.

### Bicycle design variety

Long-term parking facilities should anticipate the presence of a variety of bicycles and accessories, including—depending on context—recumbents, trailers, children's bikes, long-tails, and others. To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36" of in-line clearance.

### Performance criteria

The bike rack criteria in the next section apply to racks used in any installation, regardless of its purpose. Long-term installations often use lockers and group enclosures not discussed in this guide. Such equipment raises additional considerations that are discussed in detail in APBP's full *Bicycle Parking Guidelines*. ➔ [apbp.org](https://apbp.org)

# INSTALLATION

---

*Selecting an appropriate installation surface and technique is key to creating bicycle parking that remains secure and attractive over time.*

## INSTALLATION SURFACE

A sturdy concrete pad is an ideal surface for installing bicycle parking. Other surfaces often encountered include asphalt, pavers, and soft surfaces such as earth or mulch. These surfaces can accommodate in-ground mounting or freestanding bike racks such as inverted-U racks mounted to rails. See APBP's *Bicycle Parking Guidelines* for details. ➡ [apbp.org](https://apbp.org)

## INSTALLATION FASTENERS

When installing racks on existing concrete, consider the location and select appropriate fasteners. Drill any holes at least three inches from concrete edges or joints. Some locations benefit from security fasteners such as concrete spikes or tamper-resistant nuts on wedge anchors. Asphalt is too soft to hold wedge and spike anchors designed for use in concrete. Installing bike parking on asphalt typically requires freestanding racks and anchor techniques specific to asphalt.

---

### FASTENERS

#### CONCRETE SPIKE



Installs quickly in concrete with a hammer. Tamper-resistant. Removal may damage concrete and/or rack.

#### CONCRETE WEDGE ANCHOR



Allows for rack removal as needed. Not tamper-resistant, but can accommodate security nuts (below).

#### SECURITY NUTS



Use with concrete wedge anchors. Security nuts prevent removal with common hand tools.

## INSTALLATION TECHNIQUES

When installing racks on existing concrete, choose those with a surface-mount flange and install with a hammer drill according to the specifications of the mounting hardware selected. When pouring a new concrete pad, consider bike parking fixtures designed to be embedded in the concrete. Because replacing or modifying an embedded rack is complicated and costly, this installation technique requires particular attention to location, spacing, rack quantity, and material.



# BICYCLE RACK SELECTION

## PERFORMANCE CRITERIA FOR BIKE PARKING RACKS

*These criteria apply to any rack for short- or long-term use.*

CRITERIA	DETAILS
<b>Supports bike upright without putting stress on wheels</b>	The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
<b>Accommodates a variety of bicycles and attachments</b>	The racks recommended on page 6 ("racks for all applications") serve nearly all common bike styles and attachments—if installed with proper clearances (see placement section). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
<b>Allows locking of frame and at least one wheel with a U-lock</b>	A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
<b>Provides security and longevity features appropriate for the intended location</b>	Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. Rack finish must be appropriate to the location (see materials and coatings section).
<b>Rack use is intuitive</b>	First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

## RACK STYLES

The majority of manufactured bike racks fall into one of the categories on pages 6-8. Within a given style, there is wide variation among specific racks, resulting in inconsistent usability and durability. APBP recommends testing a rack before committing broadly to it.

### RACKS FOR ALL APPLICATIONS

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

#### INVERTED U

also called  
staple, loop



Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.

#### POST & RING



Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

#### WHEELWELL- SECURE



Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g. campus); accommodates fewer bicycle types and attachments than the two styles above.

*This guide analyzes the most common styles of bike racks, but it is not exhaustive. Use the performance criteria on page 5 to evaluate rack styles not mentioned. Custom and artistic racks can contribute to site identity and appearance, but take care that such racks don't emphasize appearance over function or durability.*

## HIGH-DENSITY RACKS

These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations.

High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes that are not compatible with two-tier or vertical racks.

### STAGGERED WHEELWELL-SECURE



Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.

### VERTICAL



Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.

### TWO-TIER



Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.

## RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

**WAVE**

also called undulating  
or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

**SCHOOLYARD**

also called  
comb, grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

**COATHANGER**

This style has a top bar that limits the types of bikes it can accommodate.

**WHEELWELL**

Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

**BOLLARD**

This style typically does not appropriately support a bike's frame at two separate locations.

**SPIRAL**

Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

**SWING ARM  
SECURED**

These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

## RACK MATERIALS & COATINGS

*Most bicycle parking racks are made of carbon steel or stainless steel. Carbon steel requires a surface coating to resist rust while appropriate grades of stainless steel need no coating. Not all materials and coatings with the same name perform equally. Square tubing provides a security advantage as round tubing can be cut quietly with a hand-held pipe cutter. Before purchasing racks, talk to suppliers about your particular conditions and choose a material and coating that suit your needs. The following are common choices, depending on local considerations and preferences.*

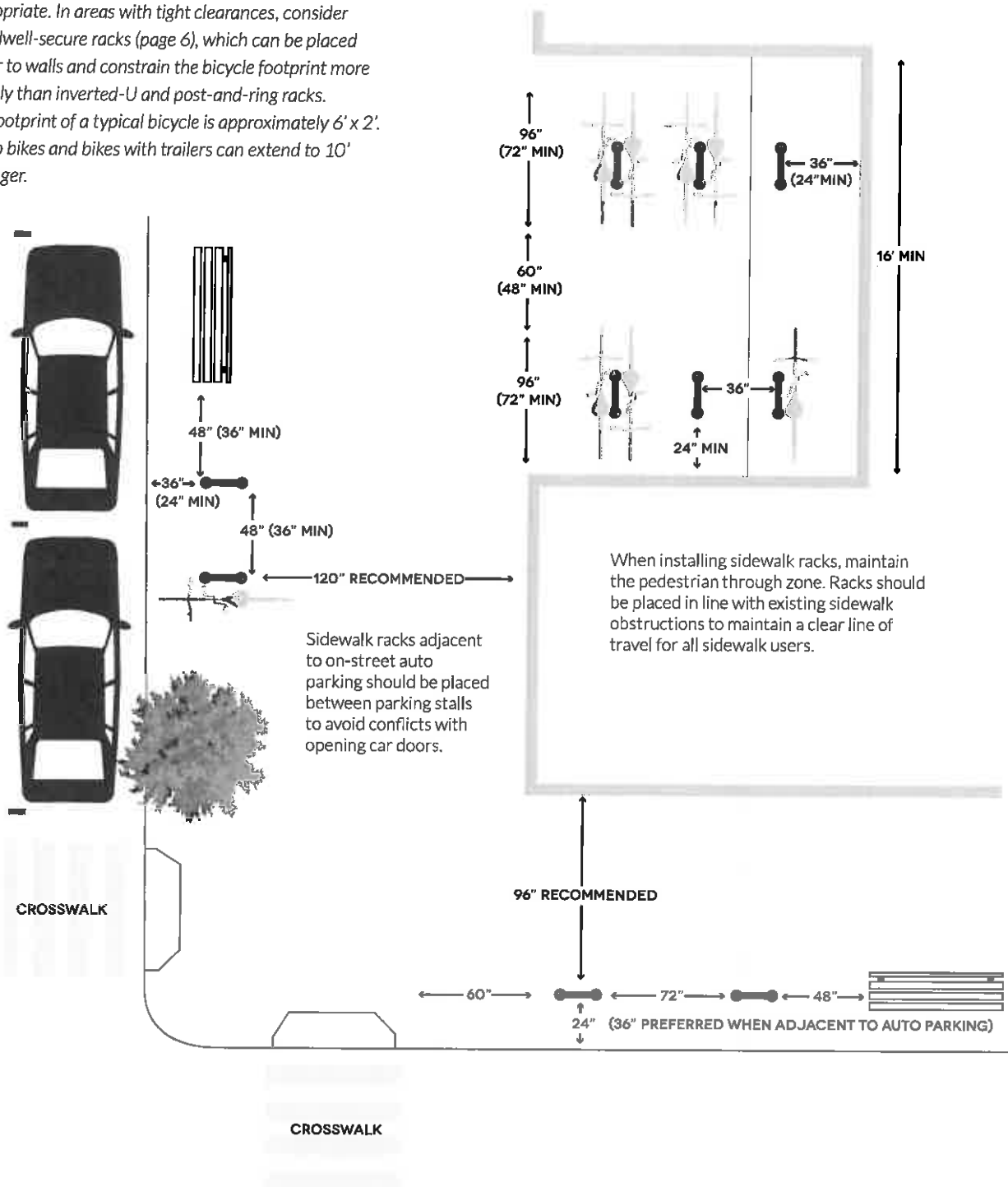
RACK MATERIAL – COATING	RELATIVE PURCHASE COST	DURABILITY	CAUTIONS
<b>Carbon steel - galvanized</b>	Usually lowest	Highly durable and low-maintenance; touch-up, if required, is easy and blends seamlessly	Utilitarian appearance; can be slightly rough to the touch
<b>Carbon steel - powder coat* (TGIC or similar)</b>	Generally marginally higher than galvanized	Poor durability	Requires ongoing maintenance; generally not durable enough for long service exposed to weather; not durable enough for large-scale public installations
<b>Carbon steel - thermoplastic</b>	Intermediate	Good durability	Appearance degrades over time with scratches and wear; not as durable as galvanized or stainless
<b>Stainless steel - no coating needed, but may be machined for appearance</b>	Highest	Low-maintenance and highest durability; most resistant to cutting	Can be a target for theft because of salvage value; maintaining appearance can be difficult in some locations

*\* When applied to carbon steel, TGIC powder coat should be applied over a zinc-rich primer or galvanization to prevent the spread of rust beneath the surface or at nicks in the finish.*



# PLACEMENT

The following minimum spacing requirements apply to some common installations of fixtures like inverted-U or post-and-ring racks that park one bicycle roughly centered on each side of the rack. Recommended clearances are given first, with minimums in parentheses where appropriate. In areas with tight clearances, consider wheelwell-secure racks (page 6), which can be placed closer to walls and constrain the bicycle footprint more reliably than inverted-U and post-and-ring racks. The footprint of a typical bicycle is approximately 6' x 2'. Cargo bikes and bikes with trailers can extend to 10' or longer.





Metropolitan Planning Organization of Johnson County

Date: January 9, 2019

To: MPO Regional Trails and Bicycle Committee

From: Sarah Walz; Assistant Transportation Planner

Re: January 15<sup>th</sup> Agenda Items

Item# 4bii: Review of bicycle ordinances in MPO communities

One of the “5 E’s” of a Bicycle Friendly Community is Enforcement. Bicycle ordinances provide a legal foundation for accommodating bicyclists and other active modes of transportation. Staff has reviewed bicycle ordinance language from all five MPOJC communities to identify any inconsistencies as well as opportunities for changes. The code language from Coralville, Iowa City, North Liberty, Tiffin, and University Heights is attached along with model ordinance language provided by the Iowa Bicycle Coalition.

Since bicyclists move freely across our municipal boundaires, a key consideration should be ensuring that basic safety and operation laws do not contradict each other. Communities may wish to consider updates or changes to address some of these differences.

**1. The definition of “bicycle” adopted by the State of Iowa addresses E-bicycles (electric assist bicycles).**

c. “Bicycle” means either of the following:

(1) A device having two wheels and having at least one saddle or seat for the use of a rider which is propelled by human power.

(2) A device having two or three wheels with fully operable pedals and an electric motor of less than seven hundred fifty watts (one horsepower), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden, is less than twenty miles per hour.

*Code of Iowa Section 321.1(40)(c)*

Iowa City will initiate a “bike share” in 2019 and electric assist bicycles (e-bikes) will make up a portion of the fleet. Anecdotally, we are seeing more e-bikes operating on metro streets and trails as the technology extends the travel range for bicyclists. Currently none of our MPO communities include a definition for e-bikes in their ordinance. As part of its code update, Iowa City will add a similar definition for e-bicycles. However, Iowa City will distinguish e-bikes from human-powered bicycles in order to prohibit their use in certain areas, such as on sidewalks. I will keep you updated on approved changes to Iowa City’s code.

**2. Riding on Roadways:** All MPO communities treat bicyclists similar to drivers of motor vehicles. Bicyclists are subject to all traffic laws, signs, and signals, etc., “except those which, by their very nature, can have no application.” All MPO communities prohibit “riding double” (more than one person on a single bike) and have restrictions on towing and carrying parcels or other items that interfere with a bicyclists ability to steer.

### *Inconsistencies between communities:*

- In Coralville and North Liberty, bicyclists are prohibited from riding in the street if a path is provided: "Whenever a usable path for bicyclists has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway."

#### ***Municipal Code Section 76.05***

- Two Abreast: All MPO communities allow bicyclists to ride up to two abreast within the traffic lane with exception of University Heights, where riding single file is required.

### **3. Sidewalks, Paths, and Multi-Use Trails**

Riding on sidewalks is permitted in all MPO communities, except in specific areas such as the central business or commercial districts. In all cases bicyclists are required to yield the right-of-way to pedestrians on the sidewalk and to signal before overtaking pedestrians.

"Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing."

#### ***Code of Iowa Section 321.236 [10]***

There are no regulations specific to multi-use trails, where bicyclists share space with pedestrians. The same rules that apply on sidewalks should apply on multi-use trails—bicyclists should yield to pedestrians and signal their intent to pass.

The speed with which some bicyclists ride on trails and sidepaths has become a common concern. Moreover, the introduction of electric assist bicycles may contribute to this concern. The codes for Coralville, North Liberty, and Tiffin all include the following general provision: "No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions." It may be useful to address speed specifically for shared-use facilities.

The RTBC may want to further explore ways to encourage responsible bicycling behavior on multi-use trails or other facilities. This includes keeping to the right, speed, and yielding the right-of-way to pedestrians or slower moving riders.

### **4. Parking**

In all MPO communities bicyclists are prohibited from parking bicycles in such a way as to obstruct pedestrian or motor vehicle traffic. In Iowa City and University Heights the code states: "Any bicycle within one block or three hundred feet (300') of a bicycle rack must be parked in such rack. Any bicycle parked on public property in a commercial district shall not be attached to poles, parking meters (except parking meters equipped with a bicycle rack, signs, trees, trash receptacles, street hardware or any other permanent structure." With the introduction of a dockless bike share program, Iowa City will be reassessing its ordinance with regard to where bicycles may be parked.

**5. Lamps and Reflectors.** All MPO communities require a front headlight that is visible for operating a bike between dusk and dawn (nighttime). All allow a headlamp to be worn by the bicyclist or mounted on the bike. All require reflective materials on the rear of the bike. Coralville, North Liberty, and Tiffin specify a red light may be used in lieu of reflectors for visibility from the rear; Iowa City and University Heights do not provide this substitution and require only reflectors visible at a distance of 300 feet from the rear.

**6. Other/Misc.**

North Liberty's code specifies that "No person riding a bicycle shall follow closer than 500 feet of a rescue vehicle, as defined by Iowa Code Section 321-1, that has emergency lights or a siren activated, and shall not stop, park, or leave a bicycle within 500 feet of a rescue vehicle stopped in response to an emergency."

**Coralville Bicycle Ordinance****CHAPTER 76  
BICYCLE REGULATIONS**

<u>76.01</u>	Scope of Regulations	<u>76.08</u>	Carrying Articles
<u>76.02</u>	Traffic Code Applies	<u>76.09</u>	Riding on Sidewalks
<u>76.03</u>	Double Riding Restricted	<u>76.10</u>	Towing
<u>76.04</u>	Two Abreast Limit	<u>76.11</u>	Improper Riding
<u>76.05</u>	Bicycle Paths	<u>76.12</u>	Parking
<u>76.06</u>	Speed	<u>76.13</u>	Equipment Requirements
<u>76.07</u>	Emerging from Alley or Driveway	<u>76.14</u>	Special Penalty

**76.01 SCOPE OF REGULATIONS.**

These regulations shall apply whenever a bicycle is operated upon any street or upon any public path set aside for the exclusive use of bicycles, subject to those exceptions stated herein.

*(Code of Iowa, Sec. 321.236 [10])*

**76.02 TRAFFIC CODE APPLIES.**

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of the State declaring rules of the road applicable to vehicles or by the traffic code of the City applicable to the driver of a vehicle, except as to those provisions which by their nature can have no application.

Whenever such person dismounts from a bicycle the person shall be subject to all regulations applicable to pedestrians.

*(Code of Iowa, Sec. 321.234)*

**76.03 DOUBLE RIDING RESTRICTED.**

A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto. No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

*(Code of Iowa, Sec. 321.234 [3 and 4])*

**76.04 TWO ABREAST LIMIT.**

Persons riding bicycles upon a roadway shall not ride more than two (2) abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. All bicycles ridden on the roadway shall be kept to the right and shall be operated as near as practicable to the right-hand edge of the roadway.

*(Code of Iowa, Sec. 321.236 [10])*

**76.05 BICYCLE PATHS.**

Whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.

*(Code of Iowa, Sec. 321.236 [10])*

**76.06 SPEED.**

No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.

*(Code of Iowa, Sec. 321.236 [10])*

**76.07 EMERGING FROM ALLEY OR DRIVEWAY.**

The operator of a bicycle emerging from an alley, driveway or building shall, upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on said sidewalk or sidewalk area, and upon entering the roadway shall yield the right-of-way to all vehicles approaching on said roadway.

*(Code of Iowa, Sec. 321.236 [10])*

**76.08 CARRYING ARTICLES.**

No person operating a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand upon the handle bars.

*(Code of Iowa, Sec. 321.236 [10])*

**76.09 RIDING ON SIDEWALKS.**

The following shall apply to riding bicycles on sidewalks:

1. Business District. No person shall ride a bicycle upon a sidewalk within the Business District, as defined in Section 60.02(1) of this Code of Ordinances, unless the sidewalk is eight feet or greater in width.

*(Code of Iowa, Sec. 321.236 [10])*

2. Other Locations. When signs are erected on any sidewalk or roadway prohibiting the riding of bicycles thereon by any person, no person shall disobey the signs.

*(Code of Iowa, Sec. 321.236 [10])*

3. Yield Right-of-way. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing.

*(Code of Iowa, Sec. 321.236 [10])*

**76.10 TOWING.**

It is unlawful for any person riding a bicycle to be towed or to tow any other vehicle upon the streets of the City unless the vehicle is manufactured for such use.

← speed

**§76.11 IMPROPER RIDING.**

No person shall ride a bicycle in an irregular or reckless manner such as zigzagging, stunting, speeding or otherwise so as to disregard the safety of the operator or others.

**§76.12 PARKING.**

No person shall park a bicycle upon a street other than upon the roadway against the curb or upon the sidewalk in a rack to support the bicycle or against a building or at the curb, in such a manner as to afford the least obstruction to pedestrian traffic.

*(Code of Iowa, Sec. 321.236 [10])*

**§76.13 EQUIPMENT REQUIREMENTS.**

Every person riding a bicycle shall be responsible for providing and using equipment as provided herein:

1. **Lamps Required.** Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least three hundred (300) feet to the front and with a lamp on the rear exhibiting a red light visible from a distance of three hundred (300) feet to the rear except that a red reflector on the rear, of a type which shall be visible from all distances from fifty (50) feet to three hundred (300) feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, may be used in lieu of a rear light.

*(Code of Iowa, Sec. 321.397)*

2. **Brakes Required.** Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement.

*(Code of Iowa, Sec. 321.236 [10])*

**§76.14 SPECIAL PENALTY.**

Any person violating the provisions of this chapter may, in lieu of the scheduled fine for bicyclists or standard penalty provided for violations of the Code of Ordinances, allow the person's bicycle to be impounded by the City for not less than five (5) days for the first offense, ten (10) days for a second offense and thirty (30) days for a third offense.

**Disclaimer:**

This Code of Ordinances and/or any other documents that appear on this site may not reflect the most current legislation adopted by the Municipality. American Legal Publishing Corporation provides these documents for informational purposes only. These documents should not be relied upon as the definitive authority for local legislation. Additionally, the formatting and pagination of the posted documents varies from the formatting and pagination of the official copy. The official printed copy of a Code of Ordinances should be consulted prior to any action being taken.

For further information regarding the official version of any of this Code of Ordinances or other documents posted on this site, please contact the Municipality directly or contact American Legal Publishing toll-free at 800-445-5588.

© 2018 American Legal Publishing Corporation  
[techsupport@amlegal.com](mailto:techsupport@amlegal.com)  
1.800.445.5588.

	<b>North Liberty Bicycle Ordinance</b>	

---

**CHAPTER 76**  
**BICYCLE REGULATIONS**

---

76.01 Scope of Regulations

76.02 Traffic Code Applies

76.03 Double Riding Restricted

76.04 Two Abreast Limit

76.05 Speed

76.06 Emerging from Alley or Driveway

76.07 Carrying Articles

76.08 Riding on Sidewalks

76.09 Towing

76.10 Improper Riding

76.11 Parking

76.12 Equipment Requirements

**76.01 SCOPE OF REGULATIONS.**

These regulations shall apply whenever a bicycle is operated upon any street or upon any public path set aside for the exclusive use of bicycles, subject to those exceptions stated herein.

*(Code of Iowa, Sec. 321.236[10])*

**76.02 TRAFFIC CODE APPLIES.**

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of the State declaring rules of the road applicable to vehicles or by the traffic code of the City applicable to the driver of a vehicle, except as to those provisions which by their nature can have no application. Whenever such person dismounts from a bicycle the person shall be subject to all regulations applicable to pedestrians.

*(Code of Iowa, Sec. 321.234)*

**76.03 DOUBLE RIDING RESTRICTED.**

A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto. No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

*(Code of Iowa, Sec. 321.234[3 and 4])*

**76.04 TWO ABREAST LIMIT.**

Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. All bicycles ridden on the roadway shall be kept to the right and shall be operated as near as practicable to the right-hand edge of the roadway.



*(Code of Iowa, Sec. 321.236[10])*

**§76.05 SPEED.**

No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.

*(Code of Iowa, Sec. 321.236[10])*

**§76.06 EMERGING FROM ALLEY OR DRIVEWAY.**

The operator of a bicycle emerging from an alley, driveway or building shall, upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on said sidewalk or sidewalk area, and upon entering the roadway shall yield the right-of-way to all vehicles approaching on said roadway.

*(Code of Iowa, Sec. 321.236[10])*

**§76.07 CARRYING ARTICLES.**

No person operating a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand upon the handlebars.

*(Code of Iowa, Sec. 321.236[10])*

**§76.08 RIDING ON SIDEWALKS.**

The following shall apply to riding bicycles on sidewalks:

1. Bicycles may be operated upon the public sidewalks in a careful and prudent manner, except where signs are erected prohibiting riding on designated sidewalks. Every person lawfully operating a bicycle upon a public sidewalk shall yield the right-of-way when approaching a pedestrian and shall give an audible signal before overtaking and passing.

2. Other Locations. When signs are erected on any sidewalk or roadway prohibiting the riding of bicycles thereon by any person, no person shall disobey the signs.

*(Code of Iowa, Sec. 321.236[10])*

3. Yield Right-of-Way. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing.

*(Code of Iowa, Sec. 321.236[10])*

**§76.09 TOWING.**

It is unlawful for any person riding a bicycle to be towed or to tow any other vehicle upon the streets of the City unless the vehicle is manufactured for such use.

**§76.10 IMPROPER RIDING.**

1. No person shall ride a bicycle in an irregular or reckless manner such as zigzagging, stunting, speeding, or otherwise so as to disregard the safety of the operator or others.

2. No person riding upon any bicycle on a street, sidewalk, highway, park road or multi-use trail shall attach a bicycle or himself or herself to any moving vehicle by tow rope, hand grip or otherwise.

3. No person riding a bicycle shall follow closer than 500 feet of a rescue vehicle, as defined by Iowa Code Section 321.1, that has emergency lights or a siren activated, and shall not stop, park, or leave a bicycle within 500 feet of a rescue vehicle stopped in response to an emergency.

#### **§76.11 PARKING.**

No person shall park a bicycle upon a street other than upon the roadway against the curb or upon the sidewalk in a rack to support the bicycle or against a building or at the curb, in such a manner as to afford the least obstruction to pedestrian traffic.

*(Code of Iowa, Sec. 321.236[10])*

#### **§76.12 EQUIPMENT REQUIREMENTS.**

1. **Lamps Required.** Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least three hundred (300) feet to the front and with a lamp on the rear exhibiting a red light visible from a distance of 300 feet to the rear except that a red reflector on the rear, of a type which shall be visible from all distances from fifty (50) feet to 300 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, may be used in lieu of a rear light. Equivalent equipment such as headlamps and red light attachments to the arm or leg may be used in lieu of a lamp on the front and a red light on the rear of the bicycle. A peace officer riding a bicycle is not required to use either front or rear lamps if duty so requires.

*(Code of Iowa, Sec. 321.397)*

2. **Brakes Required.** Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement.

*(Code of Iowa, Sec. 321.236[10])*

*(Ch. 76 - Ord. 13-13 - Nov. 13 Supp.)*

#### **Disclaimer:**

This Code of Ordinances and/or any other documents that appear on this site may not reflect the most current legislation adopted by the Municipality. American Legal Publishing Corporation provides these documents for informational purposes only. These documents should not be relied upon as the definitive authority for local legislation. Additionally, the formatting and pagination of the posted documents varies from the formatting and pagination of the official copy. The official printed copy of a Code of Ordinances should be consulted prior to any action being taken.

For further information regarding the official version of any of this Code of Ordinances or other documents posted on this site, please contact the Municipality directly or contact American Legal Publishing toll-free at 800-445-5588.

© 2018 American Legal Publishing Corporation  
[techsupport@amlegal.com](mailto:techsupport@amlegal.com)  
 1.800.445.5588.

# **Tiffin Bicycle Ordinance**

## **CHAPTER 76**

### **BICYCLE REGULATIONS**

**76.01** Scope of Regulations  
**76.02** Traffic Code Applies  
**76.03** Double Riding Restricted  
**76.04** Two Abreast Limit  
**76.05** Bicycle Paths  
**76.06** Speed  
**76.07** Emerging from Alley or Driveway

**76.08** Carrying Articles  
**76.09** Riding on Sidewalks  
**76.10** Towing  
**76.11** Improper Riding  
**76.12** Parking  
**76.13** Equipment Requirements  
**76.14** Special Penalty

**76.01 SCOPE OF REGULATIONS.** These regulations shall apply whenever a bicycle is operated upon any street or upon any public path set aside for the exclusive use of bicycles, subject to those exceptions stated herein.

*(Code of Iowa, Sec. 321.236[10])*

**76.02 TRAFFIC CODE APPLIES.** Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of the State declaring rules of the road applicable to vehicles or by the traffic code of the City applicable to the driver of a vehicle, except as to those provisions which by their nature can have no application. Whenever such person dismounts from a bicycle the person shall be subject to all regulations applicable to pedestrians.

*(Code of Iowa, Sec. 321.234)*

**76.03 DOUBLE RIDING RESTRICTED.** A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto. No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

*(Code of Iowa, Sec. 321.234[3 and 4])*

**76.04 TWO ABREAST LIMIT.** Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. All bicycles ridden on the roadway shall be kept to the right and shall be operated as near as practicable to the right-hand edge of the roadway.

*(Code of Iowa, Sec. 321.236[10])*

**76.05 BICYCLE PATHS.** Whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.

*(Code of Iowa, Sec. 321.236[10])*

**76.06 SPEED.** No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.

*(Code of Iowa, Sec. 321.236[10])*

**76.07 EMERGING FROM ALLEY OR DRIVEWAY.** The operator of a bicycle emerging from an alley, driveway or building shall, upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on said sidewalk or sidewalk area, and upon entering the roadway shall yield the right-of-way to all vehicles approaching on said roadway.

*(Code of Iowa, Sec. 321.236[10])*

**76.08 CARRYING ARTICLES.** No person operating a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand upon the handlebars.

*(Code of Iowa, Sec. 321.236[10])*

**76.09 RIDING ON SIDEWALKS.** The following shall apply to riding bicycles on sidewalks:

1. **Business District.** No person shall ride a bicycle upon a sidewalk within the Business District, as defined in Section 60.02(1) of this Code of Ordinances.

*(Code of Iowa, Sec. 321.236[10])*

2. **Other Locations.** When signs are erected on any sidewalk or roadway prohibiting the riding of bicycles thereon by any person, no person shall disobey the signs.

*(Code of Iowa, Sec. 321.236[10])*

3. **Yield Right-of-Way.** Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing.

*(Code of Iowa, Sec. 321.236[10])*

**76.10 TOWING.** It is unlawful for any person riding a bicycle to be towed or to tow any other vehicle upon the streets of the City unless the vehicle is manufactured for such use.

**76.11 IMPROPER RIDING.** No person shall ride a bicycle in an irregular or reckless manner such as zigzagging, stunting, speeding, or otherwise so as to disregard the safety of the operator or others.

**76.12 PARKING.** No person shall park a bicycle upon a street other than upon the roadway against the curb or upon the sidewalk in a rack to support the bicycle or against a building or at the curb, in such a manner as to afford the least obstruction to pedestrian traffic.

*(Code of Iowa, Sec. 321.236[10])*

**76.13 EQUIPMENT REQUIREMENTS.** Every person riding a bicycle shall be responsible for providing and using equipment as provided herein:

1. **Lamps Required.** Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least three hundred (300) feet to the front and with a lamp on the rear exhibiting a red light visible from a distance of 300 feet to the rear except that a red reflector on the rear, of a type which shall be visible from all distances from fifty (50) feet to 300 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, may be used in lieu of a rear light.

*(Code of Iowa, Sec. 321.397)*

2. **Brakes Required.** Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement.

*(Code of Iowa, Sec. 321.236[10])*

**76.14 SPECIAL PENALTY.** Any person violating the provisions of this chapter may, in lieu of the scheduled fine for bicyclists or standard penalty provided for violations of the Code

of Ordinances, allow the person's bicycle to be impounded by the City for not less than five (5) days for the first offense, ten (10) days for a second offense and thirty (30) days for a third offense.

## **University Heights Bicycle Ordinance**

3. The City Council may reduce or increase speed restrictions set forth in this Section where such greater or lesser speed is reasonable and safe under the conditions presented. Signs shall be posted to give notice of such speed restrictions.
- B. Control of Vehicle; Reduced Speed: A person operating a motor vehicle shall have the vehicle under control at all times and shall reduce the speed to a reasonable proper rate:
1. When approaching and passing a person walking in the traveled portion of the public highway.
  2. When approaching and passing an animal being led, ridden or driven upon a public highway.
  3. When approaching and traversing a crossing or intersection of public highways or a bridge, sharp turn, curve or steep descent in a public highway.
  4. When approaching and passing an emergency warning device displayed in accordance with rules adopted under the Code of Iowa, as amended, or an emergency vehicle displaying a revolving or flashing light.
  5. When approaching and passing a slow-moving vehicle displaying a reflective device as provided by the Code of Iowa, as amended.
  6. When approaching and passing through a sign-posted construction or maintenance zone upon the public highway.

### **Section 8 - BICYCLES.**

#### **1. Operation of Bicycles.**

##### **A. Observation of Traffic Rules:**

1. All persons riding bicycles upon any street or sidewalk within the City shall obey all traffic ordinances and rules as to traffic lights and highway and street stop signs and shall be required to signal any change of direction or course of travel in the same manner as such signals are required under the law governing the use of motor vehicles and shall not turn to the right or

left in traffic except at regular intersections of streets, alleys or driveways.

2. All persons riding bicycles upon any street, sidewalk or bike lane within the City shall observe all ordinances and rules as to traffic limits and shall make full and complete stops at official stop signs.
3. In addition, all persons riding bicycles shall be subject to the provisions of ordinances applicable to the driver of a motor vehicle, except as to those provisions which, by their very nature, can have no application.

B. Method of Riding:

1. A bicycle rider shall not ride other than astride a permanent and regular bicycle seat.
2. No rider of a bicycle intended for one person shall carry a second person on any part of the bicycle, except infants may be carried when a suitable and proper seat is provided.
3. No person riding a bicycle shall carry any package, bundle or article which would prevent the rider from keeping both hands on the handlebars.

C. Riding on Roadways: Persons riding bicycles on the roadway shall ride single file, and every person riding a bicycle on the roadway shall ride as near to the right-hand side of the roadway as practicable, except for turning movements or where bike lanes so designate.

D. Careful Riding: No person shall ride or propel a bicycle upon any sidewalk or roadway except in a prudent and careful manner.

E. Riding on Sidewalk:

1. The Traffic Engineer is authorized to erect signs on any sidewalk or roadway prohibiting the riding of bicycles thereon. No person shall drive or ride a bicycle in violation of any signs thus erected.
2. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right of way

to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.

- F. Riding on Bikeways: No person shall ride or operate a bicycle within a bicycle lane or path in any direction except that permitted by vehicular traffic traveling on the same side of the roadway, provided bicycles may proceed either way along a lane or path where arrows or signs designate two-way bicycle traffic.

**2. Lights and Reflectors Required.**

- A. Reflectors Required: All bicycles shall be equipped with reflective surfaces visible at three hundred feet (300') from the rear when viewed in front of lawful lower beams of head lamps on a motor vehicle. Reflective materials may be mounted on each side of each pedal.
- B. Headlights Required at Night: All bicycles used during the hours from sunset to sunrise shall display or their drivers shall wear a lamp on the front part of the bicycle, and the lamp shall emit a white light visible from a distance of at least five hundred feet (500') from the front of the bicycle.

**3. Vehicles in Bicycle Lanes and Bicycle Parking Areas.**

- A. No person shall drive or park a motor vehicle in a designated bicycle path or lane.
- B. The Traffic Engineer is hereby authorized to erect signs permitting motor vehicles to be parked in a designated bicycle lane or bicycle path during specific times and days. When such signs are present, motor vehicle parking shall be permitted only during those times specifically stated on the signs.

**4. Parking Violations.**

**A. Impoundment of Bicycles:**

- 1. On finding a bicycle unattended at a place where the bicycle constitutes an obstruction to vehicle or pedestrian traffic or constitutes an imminent threat to the health, safety or welfare of the public or is in violation of an existing parking ordinance, the Police Department or any officer, agent or employee of the City so designated may



remove or cause the removal of such bicycle to a place designated by the Chief of Police for the storage of impounded bicycles.

2. Upon impoundment of such bicycle, the City shall notify the last known owner of such impoundment by first class mail. At the time of impoundment, the City may cause to be filed a citation pursuant to State law upon the owner or driver of such bicycle at the time of impoundment. The owner or driver may reclaim such bicycle upon presentation of proof of ownership or by a notarized declaration of ownership and by accepting such citation and signing a promise to appear and payment of any accrued fees and charges. Such fees and charges shall be set by resolution.
3. If impoundment requires the destruction of a chain, padlock or other security device, agents or employees designated to enforce the parking ordinances of the City or any peace officer are hereby authorized to destroy such security devices.

B. Owner Prima Facie Responsible for Parking Violations:

1. If any bicycle is found stopped, standing or parked in any manner in violation of this Ordinance and the identity of the driver cannot be determined, the owner shall be held prima facie responsible for such violation.
2. In the event the City is unable to ascertain the owner, or the owner does not claim the bicycle within three (3) calendar months from the date of impoundment, the City shall cause such bicycle to be sold at a public auction. Notice of such disposition shall be published pursuant to State law governing abandoned vehicles.

**Section 9 - TOWING AND IMPOUNDMENT PROCEDURES.**

1. **Towing and Impoundment of Abandoned Vehicles; Notices.**

**Iowa City Bicycle Ordinance****Chapter 8  
BICYCLES****9-8-1: OPERATION OF BICYCLES:****9-8-2: PARKING BICYCLES:****9-8-3: LIGHTS AND REFLECTORS REQUIRED:****9-8-4: VEHICLES IN BICYCLE LANES AND BICYCLE PARKING AREAS:****9-8-5: UNLAWFUL LICENSE APPLICATION, POSSESSION OR TRANSFER:****9-8-6: PARKING VIOLATIONS:****9-8-1: OPERATION OF BICYCLES<sup>1</sup>:****A. Observation Of Traffic Rules:**

1. All persons riding bicycles upon any street or sidewalk within the city shall obey all traffic ordinances and rules as to traffic lights and highway and street stop signs and shall be required to signal any change of direction or course of travel in the same manner as such signals are required under the law governing the use of motor vehicles and shall not turn to the right or left in traffic except at regular intersections of streets, alleys or driveways. (1978 Code §23-66; amd. 1994 Code)
2. All persons riding bicycles upon any street, sidewalk or bike lane within the city shall observe all ordinances and rules as to traffic limits and shall make full and complete stops at official stop signs.
3. In addition, all persons riding bicycles shall be subject to the provisions of ordinances applicable to the driver of a motor vehicle, except as to those provisions which, by their very nature, can have no application. (1978 Code §23-66)

**B. Method Of Riding:**

1. A bicycle rider shall not ride other than astride a permanent and regular bicycle seat.
2. No rider of a bicycle intended for one person shall carry a second person on any part of the bicycle, except infants may be carried when a suitable and proper seat is provided.
3. No person riding a bicycle shall carry any package, bundle or article which would prevent the rider from keeping both hands on the handlebars. (1978 Code §23-68)

**C. Riding On Roadways:** Persons riding bicycles on the roadway shall not ride more than two (2) abreast and, on laned roadways, shall ride within a single lane. No bicyclist shall ride so as to impede the normal and reasonable movement of traffic. (Ord. 15-4635, 8-18-2015)

**D. Careful Riding:** No person shall ride or propel a bicycle upon any sidewalk or roadway except in a prudent and careful manner. (1978 Code §23-69)

E. Riding On Sidewalk: *other facilities shared with pedestrians*

1. No person shall ride a bicycle upon a sidewalk in the central downtown business district. The central downtown business district is the area bounded by and including Capitol Street to the west, Burlington Street to the south, Gilbert Street to the east, and Jefferson Street to the north. (Ord. 97-3788, 6-3-1997)

2. Whenever any person is riding a bicycle upon a sidewalk, *path or multi-use trail* such person shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian. (1978 Code §23-64; amd. Ord. 97-3765, 1-14-1997)

*operate at a speed - . . .*

F. Riding On Bikeways: No person shall ride or operate a bicycle within a bicycle lane or path in any direction except that permitted by vehicular traffic traveling on the same side of the roadway, provided bicycles may proceed either way along a lane or path where arrows or signs designate two-way bicycle traffic. (1978 Code §23-70)

*Ride to right, reasonable speed, yield*

## 9-8-2: PARKING BICYCLES:

Regardless of any other provision of this title, no person shall park a bicycle on a street or alley in such a manner as to obstruct pedestrian or motor vehicle travel. Any bicycle within one block or three hundred feet (300') of a bicycle rack must be parked in such a rack. Any bicycle parked on public property in a commercial district shall not be attached to poles, parking meters, except parking meters equipped with a bicycle rack, signs, trees, trash receptacles, street hardware or any other permanent structure. (Ord. 96-3710, 1-23-1996)

## 9-8-3: LIGHTS AND REFLECTORS REQUIRED:

A. Reflectors Required: All bicycles shall be equipped with reflective surfaces visible at three hundred feet (300') from the rear when viewed in front of lawful lower beams of headlamps on a motor vehicle. Reflective materials may be mounted on each side of each pedal.

B. Headlights Required At Night: All bicycles used during the hours from sunset to sunrise shall display or their drivers shall wear a lamp on the front part of the bicycle, and the lamp shall emit a white light visible from a distance of at least five hundred feet (500') from the front of the bicycle. (1978 Code §23-62)

## 9-8-4: VEHICLES IN BICYCLE LANES AND BICYCLE PARKING AREAS:

A. No person shall drive a motor vehicle in a bicycle path, lane or parking area or park any motor vehicles in such a path, lane or parking area. Motorized bicycles, motor bicycles and mopeds are prohibited

from parking in bicycle parking areas, except as otherwise allowed pursuant to subsection B of this section. (Ord. 11-4440, 8-2-2011, eff. 1-1-2012)

- B. The city manager, or designee, is hereby authorized to install signs permitting motor vehicles to be parked in a designated bicycle lane, bicycle path or parking area during specific times and days. When such signs are present, motor vehicle parking shall be permitted only during those times specifically stated on the signs. (1978 Code §23-71; amd. 1994 Code; Ord. 97-3765, 1-14-1997)

#### **9-8-5: UNLAWFUL LICENSE APPLICATION, POSSESSION OR TRANSFER:**

Any person who knowingly makes any false statement of a material fact, either in the application for a city bicycle license or in the transfer of same, or who intends to procure or pass title to a bicycle which the person knows or has reason to believe has been stolen or who receives or transfers possession which the person knows or has reason to believe has been stolen shall be deemed guilty of a simple misdemeanor. (1978 Code §23-74; amd. 1994 Code)

#### **9-8-6: PARKING VIOLATIONS:**

##### **A. Impoundment Of Bicycles:**

1. On finding a bicycle is: a) abandoned; b) inoperable; or c) unattended at a place where the bicycle constitutes an obstruction to vehicle or pedestrian traffic or constitutes an imminent threat to the health, safety or welfare of the public or is in violation of an existing parking ordinance, the police department or any officer, agent or employee of the city so designated may remove or cause the removal of such bicycle to a place designated by the chief of police for the storage of impounded bicycles. (Ord. 15-4635, 8-18-2015)
2. Upon impoundment of such bicycle, the city shall notify the last known owner of such impoundment by first class mail. At the time of impoundment, the city may cause to be filed a citation pursuant to state law upon the owner or driver of such bicycle at the time of impoundment. The owner or driver may reclaim such bicycle upon presentation of proof of ownership or by a notarized declaration of ownership and by accepting such citation and signing a promise to appear and payment of any accrued fees and charges. Such fees and charges shall be set by resolution.
3. If impoundment requires the destruction of a chain, padlock or other security device, agents or employees designated to enforce the parking ordinances of the city or any peace officer are hereby authorized to destroy such security devices. (1978 Code §23-72; amd. 1994 Code)

##### **B. Owner Prima Facie Responsible For Parking Violations:**

1. If any bicycle is found stopped, standing, parked, or abandoned in any manner in violation of this title and the identity of the driver cannot be determined, the owner shall be held prima facie responsible for such violation. (Ord. 01-3992, 12-11-2001)

2. In the event the city is unable to ascertain the owner, or the owner does not claim the bicycle within three (3) calendar months from the date of impoundment, the city shall, except as noted below, cause such bicycle to be sold at a public auction. Notice of such disposition shall be published pursuant to state law governing abandoned vehicles. In lieu of selling said bicycle at public auction, the city may donate it to: a) a nonprofit organization or entity which serves low income/disadvantaged youth or families in Johnson County, Iowa, for use by members of the population served; b) a low income/disadvantaged youth; or c) a homeless individual who has no other means of transportation. (Ord. 17-4697, 3-7-2017)
3. Proceeds from sales and impoundment fees shall be used to defray the costs of bicycle registration and bicycle facilities. (1978 Code §23-73)

**Footnotes** - Click any footnote link to go back to its reference.

Footnote 1: See subsection 10-5-3A of this code, bicycles in city plaza.

## **Model Ordinance**

The following model ordinance has been developed by the Iowa Bicycle Coalition as a template to update city bicycle ordinances.

Among the changes in this ordinance:

1. Change lanes to pass bikes
2. Right arm right turn signal
3. Door zone protection
4. Far the the right exemptions
5. Dead red light allowance
6. Fixed brake defintion
7. Light fix-it ticket
8. Yield to bikes in crosswalks
9. Improved bicycle lane operations
10. Better e-bike definition

### **MODEL BICYCLE ORDINANCE**

#### **DRAFT**

#### **Sec. 1. Definitions.**

(a) "bicycle" means either of the following:

(1) A device having up to four wheels and having at least one saddle or seat for the use of a rider which is propelled by human power.

(2) A device having up to four wheels with fully operable pedals and an electric motor of less than 750 watts.

(b) "multi-use trail" means a way or place for the use and travel of bicycles, pedestrians, or other authorized conveyances, the use of which is controlled by the city, designated by the multi-use recreational trail maps, as approved by resolution by the city council, and no multi-use trail shall be considered as a street or highway.

#### **Sec. 2. Applicability of motor vehicle laws.**

Every person operating a bicycle upon the city streets, highways, park roads, or multi-use trails shall be subject to this chapter and other city traffic ordinances and the state statutes applicable to the drivers of motor vehicles, except as to special regulations in

this chapter and except as to those provisions of ordinances and statutes which by their nature can have no application or those provisions for which specific exceptions have been set forth regarding police bicycles.

### **Sec. 3. Alteration of serial frame number.**

It shall be unlawful for any person to willfully or maliciously remove, destroy, mutilate or alter the manufacturer's serial frame number of any bicycle.

### **Sec. 4. Sirens and whistles prohibited.**

A bicycle shall not be equipped with and a person shall not use a bicycle with any siren or whistle. This section shall not apply to bicycles ridden by peace officers in the line of duty.

### **Sec. 5. Lamps and reflectors.**

(a) Every bicycle ridden at any time from sunset to sunrise and at such other times when conditions such as fog, snow, sleet, or rain provide insufficient lighting to render clearly discernible persons and vehicles on the highway at a distance of three hundred feet ahead shall be equipped with a lamp on the front exhibiting a white light visible from a distance of at least three hundred feet to the front.

(b) Every bicycle ridden at any time from sunset to sunrise and at such other times when conditions such as fog, snow, sleet, or rain provide insufficient lighting to render clearly discernible persons and vehicles on the highway at a distance of three hundred feet ahead shall be equipped with a lamp on the rear exhibiting a red light visible from a distance of three hundred feet to the rear; except that a red reflector may be used in lieu of a rear light.

(c) Equivalent equipment such as headlamps and red light attachments to the head, back, arm, or leg may be used in lieu of a lamp on the front and a red light on the rear of the bicycle.

(d) A citation issued for failure to have a front or rear lamp on a bicycle or on a bicycle rider as required shall first provide for a seventy-two-hour period within which the person charged with the violation shall replace or repair the lamp. If the person complies with the directive to replace or repair the headlamp or rear lamp within the allotted time period, the citation shall be expunged. If the person fails to comply within the allotted time period, the citation shall be processed in the same manner as other citations.

(e) A peace officer riding a police bicycle is not required to use either front or rear lamps if duty so requires.

**Sec. 6. Stopping**

Every bicycle used upon the city streets, sidewalks, highways, park roads or multi-use trails shall be able to come to a complete stop within a safe distance.

**Sec. 7. Obedience to signals.**

(a) Every person operating a bicycle shall obey the directions of official traffic signals, signs and other control devices applicable to other vehicles, unless otherwise directed by a police officer, and shall obey direction signs relative to turns permitted, unless such person dismounts from the bicycle, when he or she shall then obey the regulations applicable to pedestrians.

(b) If a bicyclist has stopped pursuant to the directions of a traffic control device and has a reasonable belief that the traffic control device or signal is inoperative, the bicyclist may disregard or disobey the instructions of the traffic-control device or signal and proceed through the intersection, provided that:

(1) There is no other vehicle approaching or entering the same intersection from a different highway, or from the same highway approaching or entering the intersection from the opposite direction; and

(2) The bicyclist cautiously proceeds through the intersection with reasonable care and consideration for all other applicable rules of the road.

**Sec. 8. Control of bicycle.**

The operator of a bicycle upon a street, sidewalk, highway, park road or multi-use trail shall keep the bicycle under control at all times.

**Sec. 9. Place of riding.**

(a) Any person operating a bicycle upon a roadway shall ride on the right half of the roadway or right lane of a roadway with one or more marked lanes for traffic traveling in the same direction except under any of the following situations:

(1) When riding alongside or overtaking and passing another bicycle vehicle proceeding in the same direction.

(2) When preparing for a left turn at an intersection or into a private road or driveway.



(3) When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right half of the roadway.

(4) A facility that would allow bicycle traffic on the left side of the roadway.

(5) When traveling straight through an intersection that has a dedicated right turn only lane.

(6) When a street has parallel parked cars that when doors are opened could create a collision with the person riding a bicycle.

(7) When an advanced stop line (bike box) allows for bicyclists to filter to the front of a traffic sign or signal and turn.

(b) Any person operating a bicycle upon a roadway which carries traffic in one direction only and has two or more marked traffic lanes, may ride on the left traffic lanes.

(c) A bicyclist may ride against the flow of traffic in a bike lane which is designed for counterflow bicycle traffic.

(d) This section does not apply to the use of a bicycle in a parade or special event authorized by the city.

#### **Sec 10. Bicycle lanes.**

(a) Whenever a bicycle lane has been established on a roadway, any person operating a bicycle upon the roadway moving in the same direction may ride within the bicycle lane.

(b) Any person operating a bicycle within a bicycle lane may move out of the lane when overtaking and passing another bicycle, vehicle, or pedestrian within the lane or about to enter the lane if such overtaking and passing cannot be done safely within the lane.

(c) No person operating a bicycle shall leave a bicycle lane until the movement can be made with reasonable safety and then only after giving an appropriate signal.

(d) No person shall drive a motor vehicle in a bicycle lane established on a roadway except as follows:

(1) To park where parking is permitted.

(2) To enter or leave the roadway.

(3) To prepare for a turn within a safe distance from the intersection.

#### **Sec. 11. Operation on sidewalk.**

Bicycles may be operated upon the public sidewalks in a careful and prudent manner except where signs are erected to prohibiting riding on the sidewalk. Every person lawfully operating a bicycle upon a public sidewalk, shall yield the right-of-way when approaching a pedestrian and shall give an audible signal before overtaking and passing.

#### **Sec. 12. Clinging to other vehicles.**

No person riding upon any bicycle on a street, sidewalk, highway, park road or multi-use trail shall attach the bicycle or himself or herself to any moving motor vehicle by tow rope, hand grip or otherwise.

#### **Sec. 13. Parking.**

No person shall park a bicycle on a sidewalk so that there is not an adequate path for pedestrian traffic. Any bicycle parked on public property in a commercial district shall not be attached to trees.

#### **Sec. 14. Signaling turns.**

All signals are given in the following manner:

- (a) Left turn – Left hand and arm extended horizontally to left.
- (b) Right turn – Left hand and arm extended upward to the left or right hand and arm extended horizontally to right.
- (c) Stop or decrease of speed – Left hand and arm extended downward.

#### **Sec. 15. Motorists change lanes to pass bicyclists.**

(a) The driver of a motor vehicle overtaking a person riding a bicycle proceeding in the same direction on a roadway shall pass to the left of the bicycle in an adjacent travel lane or on the opposite side of the roadway and shall not again drive to the right side of the roadway until safely clear of the overtaken bicycle.

(b) The driver of a motor vehicle overtaking a bicycle which is traveling on a paved shoulder or in a lane designated for the travel of bicycles shall give at least three feet of lateral passing distance between the outside of the vehicle and the bicyclist.

**Sec. 16. Opening doors into moving traffic.**

No person shall open any door of a motor vehicle located on a street, highway, or park road without first taking precaution to ensure that this action does not interfere with the movement of traffic or endanger any other person or vehicle. In addition, no person shall leave open any door of a motor vehicle located on a highway for a period of time longer than necessary to load or unload passengers.

**Sec. 17. Yield to persons in crosswalks.**

The driver of a vehicle shall yield the right-of-way to a pedestrian or bicyclist crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection or multi-use trail crossing.

**Sec. 18. Penalties.**

TBD by city



Iowa Bicycle Coalition P.O.  
Box 5562 Coralville, IA  
52241



bikeinfo@iowabicyclecoalit  
ion.org



515.309.2867





Metropolitan Planning Organization of Johnson County

Date: January 9, 2018

To: MPO Regional Trails and Bicycle Committee

From: Frank Waisath, Assistant Transportation Planner

Re: January 15<sup>th</sup> Agenda Items

Item #4c: Review of bicycle routes, roadway widths, and connectivity in the metro

Since the adoption of the previous Metro Bike Master Plan in 2009, progress has been made in expanding the bicycle network throughout individual communities and across the Metro area. While there are many additional opportunities for riding on multi-use paths, there is still a need for increased connectivity within individual communities and throughout the metro area, including appropriate, low stress on-street bicycle facilities.

As noted in the 2009 plan existing conditions (such as pavement width & configuration), provide very limited potential for on-street bicycle facilities facilities in certain areas. As a part of the update process for the Metro Bike Master Plan, staff has identified locations with potential for on-street bicycle facilities based on the following criteria: street width (30' or wider) and number of lanes (less than 4). Roadways that meet these criteria should be considered for treatment to possibly be used as part of the larger bicycle network. Some potential candidates for bike lanes include Camp Cardinal Blvd and 22<sup>nd</sup> Ave in Coralville; W Zeller St, W Cherry St, N Front St, and Penn St in North Liberty; and Deerview Ave, W Goldfinch Dr, and Croell Ave in Tiffin.

Given the limited opportunity for on-street facilities, the major challenge of the updated bike plan will be identifying way to maximize awareness and use of the trail and sidepath (wide sidewalk) system in Coralville , North Liberty, and Tiffin.



Existing Bicycle Facilities and  
Streets with Potential for On-Street Bicycle Facilities

