

Appendices



APPENDIX I – MPO POLICY BOARD & COMMITTEES

Policy Board (as of 11/9/2023)

Representing	Name	Title	MPO Membership
City of Cedar Falls	Rob Green	Mayor	Member (Vice-Chair)
	Gil Schultz	Councilperson	1 st Alternate
	Simon Harding	Councilperson, Mayor Pro Tem	2 nd Alternate
City of Elk Run Heights	Lisa Smock	Mayor	Member
	Heather Sallis	Councilperson	1st Alternate
			2nd Alternate
City of Evansdale	DeAnne Kobliska	Mayor	Member (Chair)
	Justin Smock	Councilperson, Mayor Pro Tem	1st Alternate
	Jeff Bergman	Councilperson	2nd Alternate
City of Gilbertville	Mark Thome	Mayor	Member
	Scott Becker	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Hudson	George Wessel	Mayor	Member
	Gail Bunz	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Raymond	Gary Vick	Mayor	Member
			1st Alternate
			2nd Alternate
City of Waterloo	Quentin Hart	Mayor	Member
	Noel Anderson	Com. Planning & Dev. Director	1st Alternate
	Aric Schroeder	City Planner	2nd Alternate
Black Hawk County	Daniel Trelka	Supervisor	Member
	Tavis Hall	Supervisor	1st Alternate
			2nd Alternate
MET Transit Board	Rosalyn Middleton	Board Member	Member
	Bob Seymour	Chair	1st Alternate
	Sharon Droste	Vice-Chair	2nd Alternate
Waterloo Regional Airport Board	Scott Voight	Chair	Member
	Keith Kaspari	Director of Aviation	1st Alternate
			2nd Alternate

Transportation Technical Committee (TTC) (as of 11/9/2023)

Representing	Name	Title	MPO Membership
City of Cedar Falls	David Wicke	City Engineer	Member
	Ben Claypool	Civil Engineer II	1 st Alternate
			2 nd Alternate
City of Elk Run Heights	Julie Eastman	City Clerk	Member
	Mark McChane	Councilperson	1st Alternate
			2nd Alternate
City of Evansdale	Chris Schares	Public Works Director	Member
			1st Alternate
			2nd Alternate
City of Gilbertville	Rob Werner	Public Works Director	Member
	Al Even	City Maintenance	1st Alternate
			2nd Alternate
City of Hudson	Chrissi Wiersma	City Administrator/City Clerk	Member
	Jake Hovey	Public Works Director	1st Alternate
			2nd Alternate
City of Raymond	Becky Pint	Councilperson	Member
			1st Alternate
			2nd Alternate
City of Waterloo	Jamie Knutson	City Engineer	Member
	Wayne Castle	Associate Engineer	1st Alternate
	Matt Schindel	Associate Engineer	2nd Alternate
Black Hawk County	Ryan Brennan	Assistant County Engineer	Member
			1st Alternate
			2nd Alternate
MET Transit	David Sturch	General Manager	Member
			1st Alternate
			2nd Alternate
Waterloo Regional Airport			Member
			1st Alternate
			2nd Alternate

Bicycle and Pedestrian Advisory Committee (BPAC) (as of 11/9/2023)

Representing	Name	Title	MPO Membership
City of Cedar Falls	Stephanie Sheetz	Director of Community Dev.	Member
	Chris Sevy	City Planner	1 st Alternate
			2 nd Alternate
City of Elk Run Heights	Julie Eastman	City Clerk	Member
	Mark McChane	Councilperson	1st Alternate
			2nd Alternate
City of Evansdale	Chris Schares	Public Works Director	Member
			1st Alternate
			2nd Alternate
City of Gilbertville	Rob Werner	Public Works Director	Member
	Al Even	City Maintenance	1st Alternate
			2nd Alternate
City of Hudson	Chrissi Wiersma	City Administrator/City Clerk	Member
	Jake Hovey	Public Works Director	1st Alternate
			2nd Alternate
City of Raymond	Becky Pint	Councilperson	Member
			1st Alternate
			2nd Alternate
City of Waterloo	Jamie Knutson	City Engineer	Member
	Wayne Castle	Associate Engineer	1st Alternate
	Matt Schindel	Associate Engineer	2nd Alternate
Black Hawk County	Cathy Nicholas	County Engineer	Member
			1st Alternate
			2nd Alternate
MET Transit	David Sturch	General Manager	Member
			1st Alternate
			2nd Alternate
George Wyth State Park	Lori Eberhard	Park Manager	Member
			1st Alternate
			2nd Alternate

APPENDIX II – ACRONYMS

3-C	Continuing, Cooperative, and Comprehensive
AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADAS	Advanced Driver Assistance Systems
ADT	American Discovery Trail
AIP	Airport Improvement Program
ALO	Waterloo Regional Airport
ATTAIN	Advanced Transportation Technologies and Innovative Mobility Deployment
BIL	Bipartisan Infrastructure Law
BPAC	Bicycle and Pedestrian Advisory Committee
CAT	Community Attraction and Tourism
CAV	Connected and Automated Vehicles
CE	Categorical Exclusion
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CPFM	Continuous Pavement Friction Measurement
CRFC	Critical Rural Freight Corridors
CRP	Carbon Reduction Program
CSAP	Comprehensive Safety Action Plan
CUFC	Critical Urban Freight Corridors
CVAST	Cedar Valley Association for Soft Trails
DI	Diversity Index
DMS	Dynamic Message Sign
DNR	Department of Natural Resources
DOT	Department of Transportation
EA	Environmental Assessment
ECP	Existing, Committed, and Planned
EIS	Environmental Impact Statement
EMA	Emergency Management Agency
EV	Electric Vehicle
EVRP	Electric Vehicle Readiness Plan
FAA	Federal Aviation Administration
FAC	Freight Advisory Council
FAF	Freight Analysis Framework
FBO	Fixed Base Operator
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FFC	Federal Functional Classification
FM	Farm to Market
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GDL	Graduated Driver's License
GTSB	Governors Traffic Safety Bureau
HFST	High Friction Surface Treatment
HPMS	Highway Performance Management System
HSIP	Highway Safety Improvement Program
ICAAP	Iowa Clean Air Attainment Program
ICAT	Iowa Crash Analysis Tool
ICE	Infrastructure Condition Evaluation
ICS	Incident Command System
IEDA	Iowa Economic Development Authority
IJA	Infrastructure Investment and Jobs Act
IMFN	Iowa Multimodal Freight Network

INRCOG	Iowa Northland Regional Council of Governments
InTrans	Institute for Transportation
IRI	International Roughness Index
IRVM	Integrated Roadside Vegetation Management
ISMS	Iowa Standardized Model Structure
iTRAM	Iowa Travel Analysis Model
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
LOS	Level of Service
LOST	Local Option Sales Tax
LOTTR	Level of Travel Time Reliability
LPI	Leading Pedestrian Interval
LRSP	Local Road Safety Plan
L RTP	Long-Range Transportation Plan
LTAP	Local Technical Assistance Program
MET	Metropolitan Transit Authority
MIPRC	Midwest Interstate Passenger Rail Commission
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NAICS	North American Industry Classification System
NEIA	Northeast Industrial Access
NEPA	National Environmental Policy Act
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NHTS	National Household Travel Survey
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
NM FN	National Multimodal Freight Network
NPDES	National Pollutant Discharge Elimination System
NRF	National Response Framework
PCI	Pavement Condition Index
PCR	Potential for Crash Reduction
PHFS	Primary Highway Freight System
PHMSA	Pipeline and Hazardous Materials Safety Administration
PTASP	Public Transportation Agency Safety Plan
PPP	Public Participation Plan
PRF	Primary Road Fund
PSC	Proven Safety Countermeasure
PTP	Passenger Transportation Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RAMS	Roadway Asset Management System
REAP	Resource Enhancement and Protection
RISE	Revitalize Iowa's Sound Economy
RRFB	Rectangular Rapid Flashing Beacons
RSA	Road Safety Audit
RTA	Regional Transportation Authority
RUTF	Road Use Tax Fund
SHSP	Strategic Highway Safety Plan
SLRTP	State Long Range Transportation Plan
SPR	State Planning and Research
SRTA	Safe Routes to School
SS4A	Safe Streets and Roads for All
STA	State Transit Assistance
STB	Surface Transportation Bureau
STBG	Surface Transportation Block Grant

STRACNET	Strategic Rail Corridor Network
STRAHNET	Strategic Highway Network
SUDAS	Statewide Urban Design and Specifications
TAC	Transit Advisory Committee
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TEAP	Traffic Engineering Assistance Program
TERM	Transit Economic Requirements Model
TIFF	Tax Increment Finance Funding
TIP	Transportation Improvement Program
TMC	Traffic Management Center
TPWP	Transportation Planning Work Program
TSIP	Traffic Safety Improvement Program
TTC	Transportation Technical Committee
TTTR	Truck Travel Time Reliability
TWLTL	Two-Way Left-Turn Lane
ULB	Useful Life Benchmark
UNI	University of Northern Iowa
USBR	United States Bike Route
VCAP	Value, Condition, and Performance
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VRM	Vehicle Revenue Miles
YOE	Year of Expenditure

APPENDIX III – 2022 PUBLIC INPUT SURVEY REPORT

This document presents the results of Round One and Round Two of the Public Input Survey that was conducted as part of the 2050 Long-Range Transportation Plan for the Black Hawk County Metropolitan Planning Organization (MPO). The MPO includes Waterloo, Cedar Falls, Elk Run Heights, Evansdale, Gilbertville, Hudson, and Raymond, and portions of unincorporated Black Hawk County.

The purpose of the survey was to help identify transportation challenges, needs, and priorities in the Black Hawk County MPO region. The survey was created and administered by MPO staff. Two rounds of the survey were conducted to gather additional responses. The questions and format of each survey were the same, but Round One utilized a random selection process while Round Two was open to the public.

Round One

A mailing list of 1,000 households in the MPO region was purchased through the mailing list consultant LeadsPlease. The geography was selected manually using all MPO cities. According to 2022 U.S. Census Bureau Estimates, there are 58,930 households in the region. The LeadsPlease database had 53,850 total available leads. The list of names and addresses was randomly generated.

The survey was administered through the mail via a postcard containing a QR-code leading to the survey. The survey consisted of 33 questions related to roads, bridges, transit, air travel, pedestrian and bicycle infrastructure, and road safety. Respondents also had the opportunity to pinpoint their greatest transportation challenge area on a map, answer open-ended questions, and provide additional written comments. Paper copies were provided as an option for residents without internet access. Round One was open from September 23rd to October 28th, 2022.



A total of 1,000 surveys were mailed to residents in the region; 26 surveys were returned, resulting in a 2.6 percent response rate. Staff noted the timing of the surveys coincided with the 2022 elections, which may have contributed to a low response rate due to an influx of media advertisements. To gather more responses, MPO staff conducted a second round of the survey for the public to participate.

Round Two

The second round was carried out through INRCOG’s various media platforms, including emailing lists, the INRCOG website, E-newsletter, and Facebook page. The timing of Round Two also coincided with the 2022 Mayor’s State of the City Address, detailed in Chapter 10, which MPO staff attended to further promote the survey as a public input opportunity. The survey had the exact same format and types of questions as Round One but had three times the response rate. Round Two was open from November 10th to December 9th, 2022. The results of both rounds are respectively labeled and shown below.

This document details the results for each question and a listing of written comments. On the following pages, “N/A” stands for no answer. This means either the individual surveyed did not write a response; or their response was incomplete, irrelevant, or a misinterpretation of the question asked. All written comments were included in this report except for comments such as “N/A” or “I do not know”.

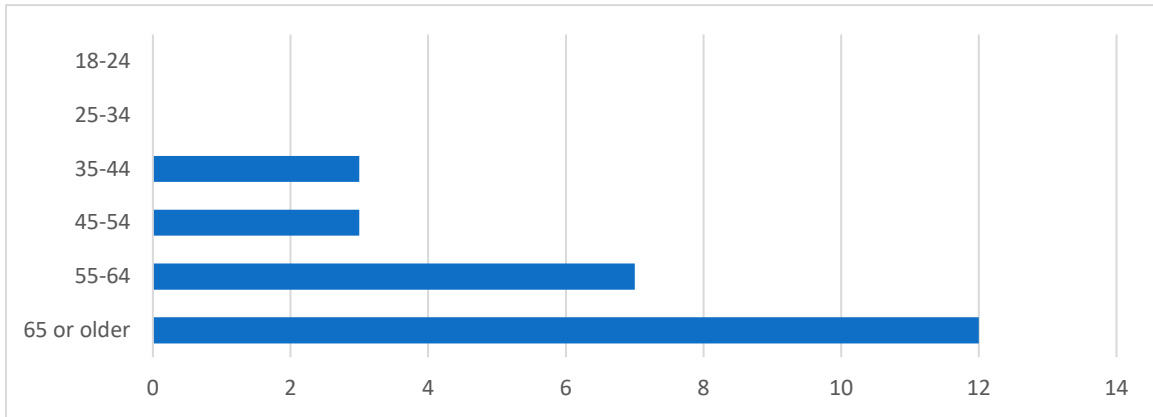
ROUND ONE: RANDOMLY GENERATED

1. Where do you live?

- Answered: 25
- Skipped: 0
- Cedar Falls (19)
- Waterloo (4)
- Hudson (2)

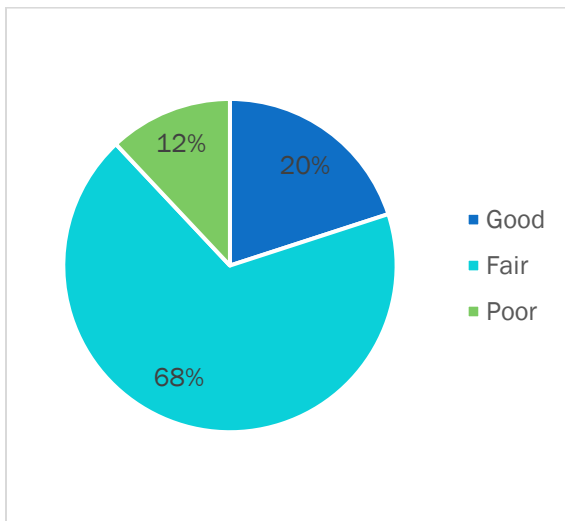
2. Which age group are you in?

- Answered: 25
- Skipped: 0



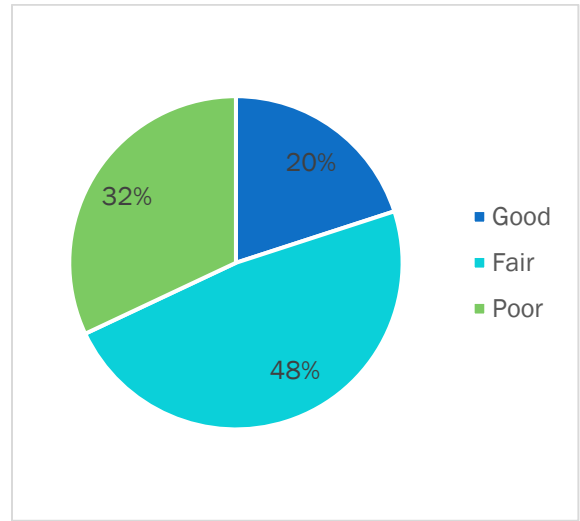
3. How would you rate the physical condition of our roads?

- Answered: 25
- Skipped: 0



4. How would you rate the physical condition of our bridges?

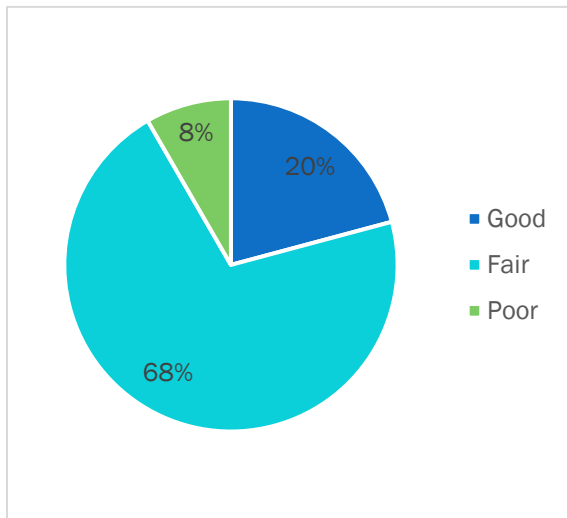
- Answered: 25
- Skipped: 0



- “It seems like the condition of the roads are getting traveled to a higher capacity yet not updated regularly. Connectivity is great!”
- “Increased capacity.”
- “I feel that the residential streets have been neglected as the roundabouts and other main roadways have been redone.”
- “Hudson road is my backyard. It is getting really worn out from 20 to Greenhill road.”
- “Fix potholes and bumps.”
- “Continue redoing residential roads in Cedar Falls. Rebuild bridges in poor condition in areas outside the metro area.”
- “Bridges and roads refreshed and repaired.”
- “Better maintenance.”
- “Add some overpasses at Greenhill Road and 218.”
- “Add more lanes, increase speed limits in some areas.”
- “*Re-surfacing NOT patching. *Use the beet juice derivative that Minnesota uses instead of SO MUCH SALT. The salt 'eats' the metal on the bridges, damages road surfaces & salt leeches into the waterways. *More use of an extra right hand turn lane at busy intersections. You have to sit and wait for people wanting to go straight, when you want to turn right. This backs up traffic unnecessarily when a right turn option should be made available. *Go from 2 to 4 lanes whenever possible/feasible.”

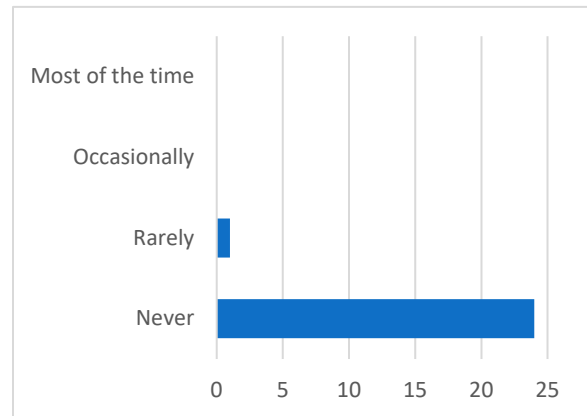
6. How would you rate our public transit?

- Answered: 24
- Skipped: 1



7. How often do you ride public transit?

- Answered: 25
- Skipped: 0



8. How could our public transit be improved? (E.g., availability, connectivity, efficiency, hours of operation, etc.)

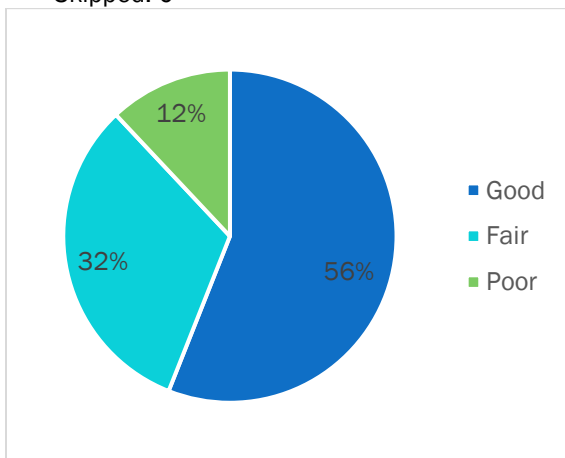
- Answered: 9
- Skipped: 16

Worded Responses:

- “Using smaller buses so it's cheaper to operate. Big buses drive around mostly empty. Buses are very important to have for people without a car, though.”
- “Transit to and from the airport, University and maybe some routes to the industrial park in Cedar Falls. Have a bike trail system that John Deere PEC and Engine Works.”
- “Not sure. I know with so many shopping areas out south of town, I wonder how accessible transit is to that area, the unity point /western home community, Uni campus, university avenue and downtown areas are to the most vulnerable who need those areas for health care, shopping, etc.”
- Include direct routes from residential facilities (men and women) for those not able to drive to get to bigger work such as Tyson, Bertch cabinets, foundries, Deeres, Hyvee, businesses over by cattle congress, omega cabinets, other larger businesses.”
- “I'm not sure I've ever seen the MET transportation here in Hudson”
- “As I don't typically ride the bus, I'm cautious providing my opinion addressing most of these issues. However, I've received feedback that the system is limited with staff currently - much like many other local businesses. I would love to see a successful public transit system.”
- “As far as I know, I would have to walk about 6 blocks to get to a bus. I think we should focus on driverless cars that can pick you up at your place.”
- “All of the examples would benefit our transit. A large problem is that most people don't know how to use it, the routes, or schedules. I have friends who didn't even know we have public transit. And with people who do know about it, many see it as an option that is only utilized by those who don't have a vehicle.”
- “*Provide more customer pickup stations. *Provide cover/shelter from the weather for inclement weather: Snow, rain, etc. People do not want to stand out in the rain/wind/snow. *Los Angeles uses some hydrogen cell buses-larger cities do too. Gov't grants are available to help with the cost of the hydrogen cell buses. *Better promotion of public service. Where can you find a schedule???? How easy is it to find out where/when to catch a bus??”

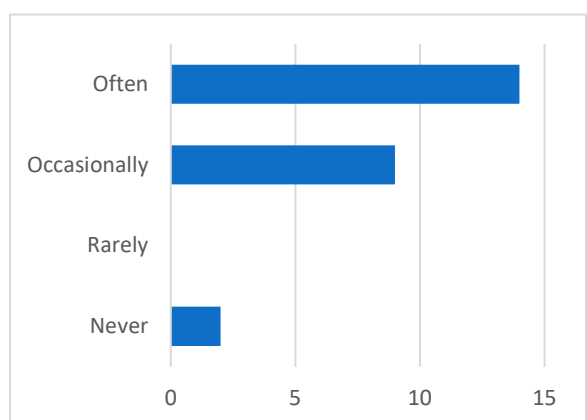
9. How would you rate our pedestrian infrastructure?

- Answered: 25
- Skipped: 0



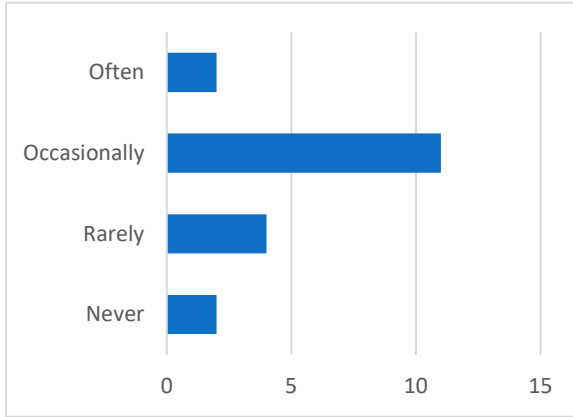
10. How often do you walk?

- Answered: 25
- Skipped: 0



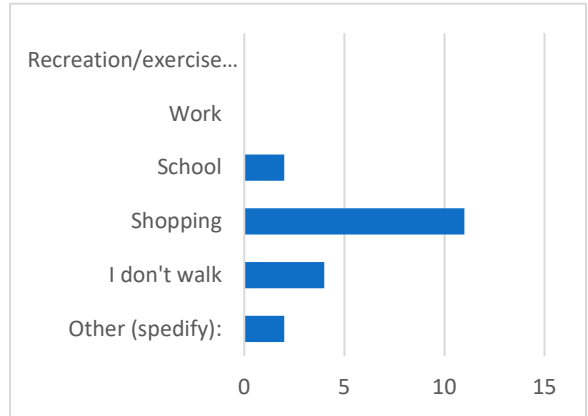
11. How often do you walk to a destination instead of taking a car or bus?

- Answered: 25
- Skipped: 0



12. Where do you walk to? Select all that apply.

- Answered: 25
- Skipped: 0

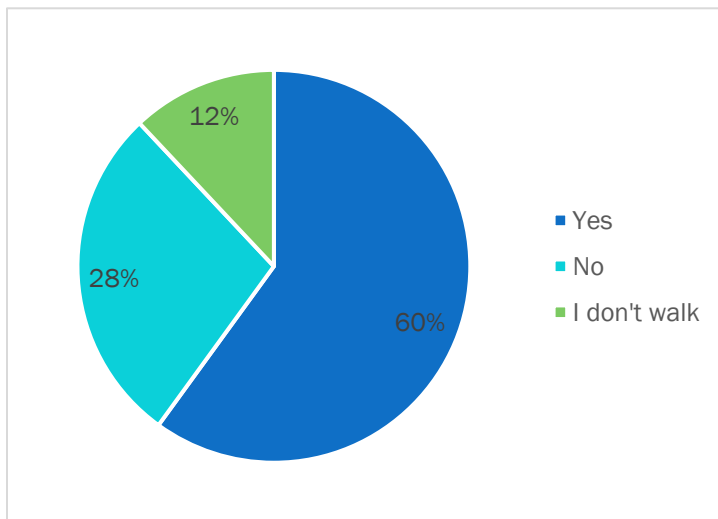


Other (specify):

- "Shopping mall at College Square. It's a great resource."
- "Our downtown."
- "Library, entertainment, pay bills."
- "Eating out, events."

13. Do you feel like you can safely walk to your preferred destination? (In terms of existing infrastructure, speed limits, protected intersections, lighting, etc.)

- Answered: 25
- Skipped: 0



14. If you responded no, explain your answer below.

- Answered: 11
- Skipped: 14

Worded Responses:

- “Would like a wide sidewalk on progress between Greenhill to university and more street lighting throughout the city in the neighborhoods, more city surveillance throughout the city neighborhood.”
- “There are no sidewalks in my area. Walking on the streets is neither pleasant nor safe.”
- “Some of the roads are broken up. No sidewalks to walk on. All the new trails are being built on the newer side of town and the older neighborhoods are being left behind.”
- “People are so CRAZY about hurrying in their cars. You literally take your life in your hands trying to cross some streets: EX: Hudson Road intersections, Univ. Ave intersections, the public just doesn't look out for people on foot. Or if they do, they don't yield or give a DARN. Its toooooo dangerous to walk anywhere that there is somewhat heavier traffic. ***Hey CF police: how about enforcing the cell phone usage laws?? Ridiculous amounts of usage while driving. Dangerous.”
- “Most of my destinations are farther than 2 miles.”
- “Lighting.”
- “In some areas there are no pedestrian crossings/sidewalks. At times you have to walk on the road or across lawns.”
- “I don't walk because there is nothing within walking distance of my house. However, the sidewalks I have been on do seem generally to be in good repair.”
- “But I do think some roads need a lower speed limit due to pedestrian traffic. As in University Avenue to Viking rd on Hudson rd should be reduced from 45mph to 35 mph. Due to increased housing development and human traffic on sidewalks.”
- “A small stretch of road on 12th street near the high school and cemetery would benefit from sidewalks.”
- “A good friend was crossing at a crosswalk downtown Waterloo a few years ago and was struck. Our downtown has far too many lanes of traffic on several streets. Slowing traffic by narrowing streets and turning current 1-ways back to 2-ways would be beneficial to pedestrians, cyclists, and businesses. Vibrant, walkable downtowns do not look like ours (current). Putting a speed limit on a multi-lane 1-way road (or any wide rd) is pointless. People go as fast as the road is built to accommodate.”

15. If there was one road you could improve for walking, which would it be? How would you improve it? (E.g., sidewalks, lighting, crosswalks, etc.)

- Answered: 21
- Skipped: 4

Worded Responses:

- “Wide sidewalk on progress between University and Greenhill. Also more lighting.”
- “What there is in Hudson is really nice.”
- “Washington Street. Ideally, removing and rerouting Highway 218 to go around the city would reconnect neighborhoods and downtown, as well as improve the quality of life for many citizens within at least a mile, due to the excess noise, light pollution, and dangerous conditions for pedestrians/cyclists. At the very least, enforcing the engine brake ordinance would help with noise. A crosswalk is needed at the end of the exits off of the highway, as traffic barely slows at the stoplights.”
- “University Avenue west of College Square.”
- “The problem is that many people who do walk don't use the available sidewalks and walk in the road instead.”
- “Streets leading to University Ave. Walking on University is great, but getting there is not.”
- “More lighted streets.”
- “Main St north of the river.”
- “Lightning.”
- “It has improved by HWY 63 from Logan to Franklin needs more accessible walking in some areas.”
- I'm gonna list ALL of them: Hudson Road, Univ. Ave, 1st Street (ALL IN CEDAR FALLS) College St., 18th “St., 12th St., Main St. Again: ALL IN CEDAR FALLS. Brighter lights for dusk/evening. MUCH BETTER marked crosswalks, AND cameras to record & fine motorists that do not yield to pedestrians. Catch the violators and

ticket them with a substantial fine for making it dangerous for those walking and those who violate pedestrian rights. If enough people get ticketed, the 'word' would get around.”

- “Hudson road sidewalks for walkers and bikers are very narrow.”
- “Hudson Road.”
- “Hudson rd from viking to university Ave Reduce speed limit, designate one side for pedestrian and bicycle traffic. One for pedestrian only or increase width of sidewalks to accommodate both.”
- “Green hill road by Kwik star. Needs pedestrian crossing lights.”
- “Grand Blvd - sidewalks and lighting.”
- “First street, Cedar Falls.”
- “Cedar Heights and Rainbow.”
- “A lot of improvement has been done recently to fix problem areas for walking (University Ave, etc) Can't think of a road that doesn't have a sidewalk now that is a main road.”
- “12th street. Also, the interchange at Hwy 58 and Viking Road has some curb cutouts indicating it may be friendly for bikes and pedestrians, but it's certainly not. It would be nice to connect them with consistent sidewalks along Ansborough. There's a stretch north of University with no sidewalks. Also, the west side of Hudson road between 4th and 1st streets and 18th and 12th could benefit from sidewalks.”

16. How could our pedestrian infrastructure be improved?

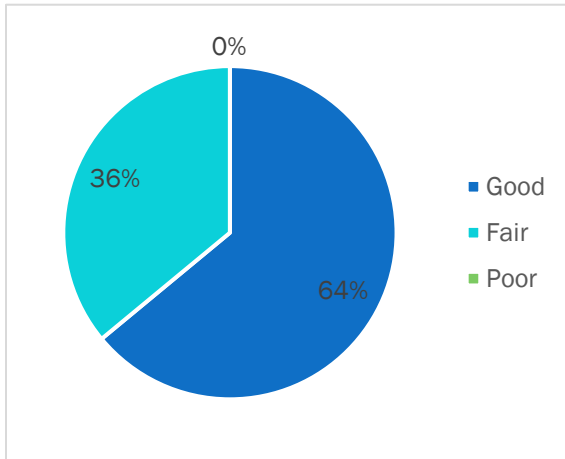
- Answered: 16
- Skipped: 9

Worded Responses:

- “Wider sidewalks.”
- “There are places where the bike trails just "end". Connections are critical. Also. trails through parks or less traveled areas are not conducive to walking alone.”
- “Seal off parts of town (like the Parkade in CF and College Hill district) and recreational areas so that motor vehicles are NOT ALLOWED IN THESE AREAS. Its just way too dangerous around here on foot if there are cars/trucks in the same areas. Motorists just don't seem to give a damn about people on foot. See the box just above. Same ideas.”
- “Pedestrian bridges near Franklin and e 11th, Franklin and E Mullan/e 1st, 11th and Washington (both north and south), San Maran and pennys, La Porte by San Marnan.”
- “No eBikes on sidewalks/walkways in the future.”
- “Narrowing roads, adding bump outs to wide intersections, other traffic calming implementation, but most importantly emphasizing pedestrian safety over automobile convenience. This would take a change in mindset with city/county department heads.”
- “More sidewalks.”
- “More light.”
- “More and wider sidewalks.”
- “Maintain areas such as Prairie Lakes not just patches.”
- “Louder beeps at the lights to indicate wait, walk, etc.”
- “Lightning and monitoring of breaks in the surfaces.”
- “Keep sidewalks in good shape.”
- “I'm pleased that there seems to have been some effort in constructing sidewalks along areas where they previously weren't available such as along Hudson Road between 8th street and 12th streets. I'm looking forward to more deficits being addressed.”
- “Corner of Rownd and Orchard in Cedar Falls isn't safe for pedestrians, bikes, or cars. We see near miss after near miss. People on Orchard either run the stop sign, or seem to think it is a four way stop and stop and then go even though people are coming on Rownd Street. Next to bus stop for Peet Junior High, kids have to cross there, kids walking to Orchard Hill School. There needs to be flashing stop signs on Orchard, painted crosswalk on street. “
- “Better walking trails and more accessibility.”

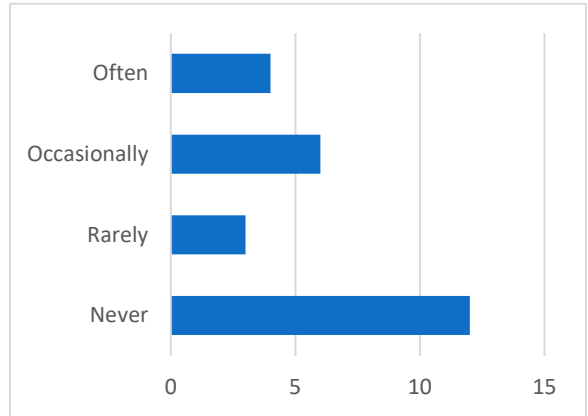
17. How would you rate our bicycle infrastructure? (E.g., trails, lanes, paths, sharrows, bike routes, etc.)

- Answered: 25
- Skipped: 0



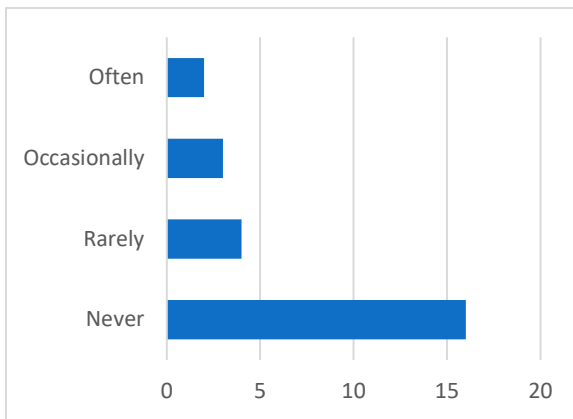
18. How often do you use bicycle infrastructure?

- Answered: 25
- Skipped: 0



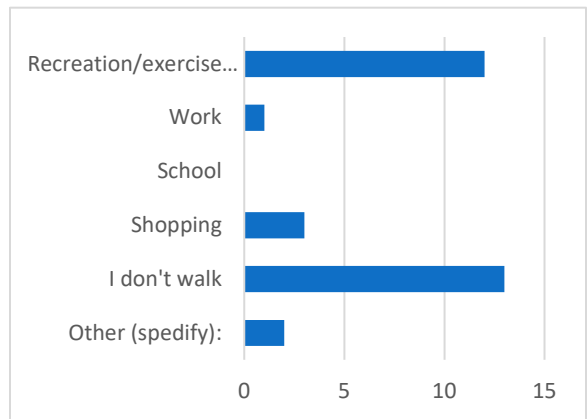
19. How often do you bike to a destination instead of taking a car or bus?

- Answered: 25
- Skipped: 0



20. Where do you bike to? Select all that apply.

- Answered: 25
- Skipped: 0

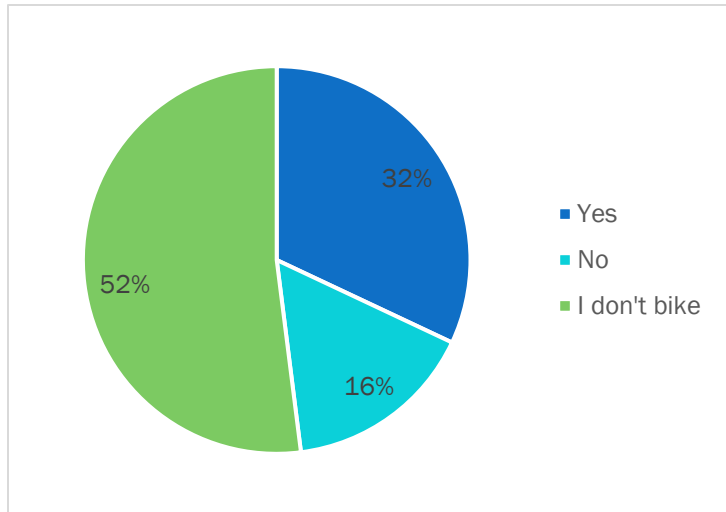


Other (specify):

- "Downtown for entertainment events."
- "Appointments, social gatherings, events, recycling, chores, errands."

21. Do you feel like you can safely bike to a destination instead of taking a car or bus? (In terms of existing infrastructure, speed limits, protected intersections, lighting, etc.)

- Answered: 25
- Skipped: 0



22. If you responded no, explain your answer below.

- Answered: 9
- Skipped: 16

Worded Responses:

- “The older neighborhoods are being left behind and do not always have decent sidewalks or bike trails to access other areas.”
- “Problem with knees does not allow for biking.”
- “I would have biked to work at John Deere PEC if there was a safer route not on the street.”
- “I think bikes should pay a fee to help maintain the bike trails.”
- “Hudson is too far to bike to that.”
- “Because of the way that our city/county has built infrastructure, the emphasis is always on cars. This affects how people driving view cyclists and pedestrians: in the way. Much of the cycling infrastructure is fine for recreational cycling, but if a person wants to get somewhere, there is generally no accommodation for that. A good example is Crossroads area. There are no sidewalks and no marked way to get there. We are experienced, so we take streets. But most would not feel safe.”
- “Again, motorists DO NOT GIVE A DARN to a person on foot, on a bike-anything but a car/truck/motorcycle.”
- “Again, most people I see on bicycles are in the road, or I should I say in the middle of the road. Bicyclists always cry "Share the Road!" but they don't reciprocate.”
- “12th Street between Hudson and Main Streets is a consistent concern. It's easy to gain speed heading east. Too often people at the cross street stop signs don't look for bicyclists and pull out - multiple near misses. Some drivers don't seem to appreciate sharing the road with bicyclists brushing by me nearly making contact as they pass. The painted bicycle lanes do nothing to deter this. A structured path allowing a safer transition from Hudson to Main would be lovely.”

23. If there was one road you could improve for bicycling, which would it be? How would you improve it? (E.g., bike lanes, reducing traffic speeds, lighting, etc.)

- Answered: 18
- Skipped: 7

Worded Responses:

- “With the new cedar falls high school, 27th street will need wide bike lanes adjacent.”
- “University, I avoid this road when I bike.”
- “University Avenue west of College Square.”
- “Not just ONE ROAD, all roads that allow bikes. All the above: EX–bike lanes , reducing traffic speed [HA!!! what a joke statement that is!!] REDUCE SPEEDS?? !! YOU CAN'T BE SERIOUS.”
- “More lighting.”
- “Main Street.”
- “Hudson Road. Wider sidewalks for walkers and bikers.”
- “Hudson rd wider sidewalks. More larger signage to inform cyclists that there are laws governing intersections. And cross buttons that work .”
- “First street, Cedar Falls.”
- “Even along Shaulis Rd, where there is a lovely bike trail, I see more bicyclists in the road than on the bike trail. I rarely see anyone biking in downtown, even after the bike lanes were established. 1
- “Crossing University Avenue at Rownd Street on a bike feels unsafe due to turning traffic and incline of street.”
- “Cedar Heights south of Green Hill Rd.”
- “Cedar Heights and Rainbow Drive. Bike Lanes/Bike Paths/Sidewalks.”
- Bike trail from Greenhill down Cedar Heights, down Deere road, connect to Viking rd, and bike trail down ridgeway.”
- “Bicycles should stay off public highways and on bike trails.”
- “Besides 12th street, I'd say the intersection of Hwy 58 and Viking as well as Hwy 58 and Ridgeway. Avoiding these intersections is best. The trails heading south beyond McElroy are confusing as well.”
- “4th Street Waterloo. Bike lanes all the way. That would be the ideal street for a bike lane. It would benefit so many people and businesses.”

24. How could our bicycle infrastructure be improved?

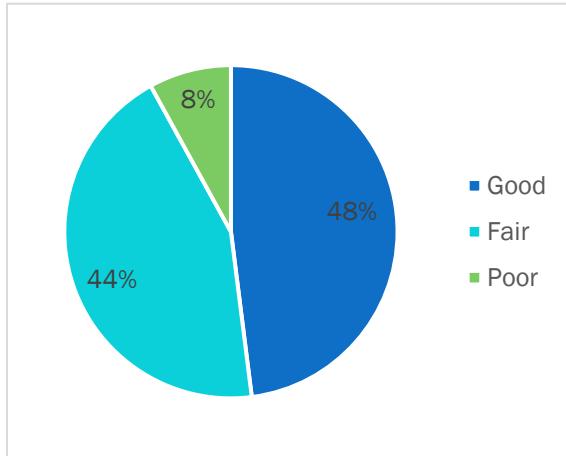
- Answered: 12
- Skipped: 13

Worded Responses:

- “When first street was reconstructed they did not continue the bike trail to downtown. This was a mistake and should be corrected if you really want connectivity. Union road bike trail is a nice addition but it, too, should be connected in a better fashion. “
- “We see little kids riding to Orchard Hill School on Rownd Street in the bike lane who would be safer riding on the sidewalk. Drivers speeding, lots of traffic, cars parked in bike lane, etc.”
- “The bridges along the seargent road path are scheduled for repair. More reserve money for repairs so trails and paths aren't out of service for long periods of time.”
- “Share the road is a good theory, but more dedicated bike lanes would be so much more safe for everyone.”
- “Seal off access to bike areas from vehicle traffic. I will not bike around here. I don't want to get hit.”
- “More trails.”
- “More lighting and security cameras on trials.”
- “It could go to places people actually go.”
- “I absolutely enjoy the bike paths. There are a few bugaboos en route. Again, a route from Hudson to Main avoiding local traffic would be beneficial. Ansborough could benefit from more sidewalks to allow connecting trails.”
- “Get bicycles off main roads. They are dangerous.”
- “For Hudson it's good.”
- “Careful monitoring of breaks or unsafe areas.”

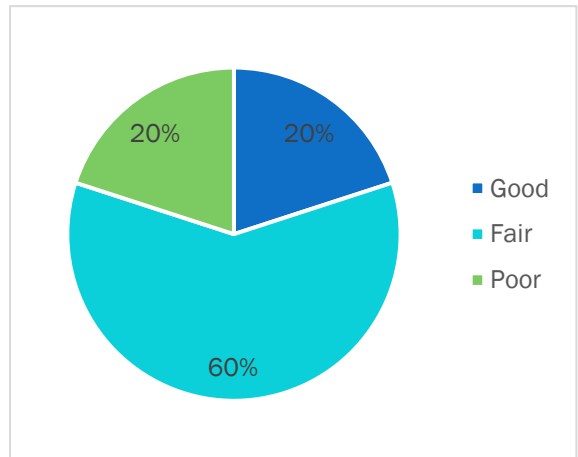
25. How would you rate the overall safety of our streets?

- Answered: 25
- Skipped: 0



26. “Complete Streets” serve ALL road users by providing options for cars, transit, bicyclists, and pedestrians alike. An example is shown below. How do our streets rate based on this concept?

- Answered: 25
- Skipped: 0



27. If there was one road you could improve to serve ALL road users, which would it be? How would you improve it?

- Answered: 22
- Skipped: 3

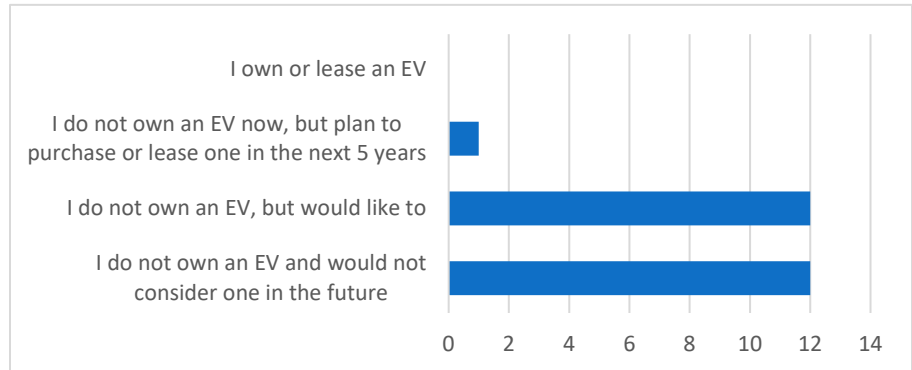
Worded Responses:

- “Washington Street. Turn it into a complete street and move the highway to the edge of town, where it belongs. Or Logan Ave.”
- “Unsure if it's been beneficial where it's applied. It doesn't seem to change the mindset of drivers that may not appreciate bicycles sharing the road.”
- “The best way to improve multi use roads is to crack down on speeding, running of red lights/stop signs/yield signs, and mostly bust people on their cell phones while driving.”
- Streets are too busy with all that going on. Too many roundabouts don't need them at every intersection.”
- “Safety first. Hard to put bicyclists and pedestrians on same road with vehicles.”
- “Roads that "share" with bicycles vary. There does not seem to be consistency. This poses danger to bicycles.”
- “None - too dangerous.”
- “Main Street or Hudson road.”
- “Main Street.”
- “Main st. Wider sidewalks so bikes can be on the sidewalks too, Like trails are. The roads not safe for bikes. The road by pineccale Prairie, people driving down the wrong way! These one way roads are badly marked and have to much landscaping to be safe. I've almost been hit several times by wrong way driver!”
- “LaPorte Road in Waterloo needs to be redone for cars, not safe right now for pedestrians and bikes.”
- “I think the bike lanes should be on both sides of the road. Making the road wider on one side and calling it a bike lane is ridiculous. It should be smaller and on both sides with marks. The road should be even for cars on both sides. What we have on 12th street is not useful for bikes and cars.”

- “I really dislike and am uncomfortable with the center turning lane. More separate bike lanes.”
- “Hwy 63.”
- “Hwy 57, keep bicyclists off public highways to avoid accidents, most of them ignore traffic laws.”
- “Hudson Road and the intersection with Greenhill—for all users. Make allowance for a right turn when there is a red light. There is a sign along Hudson, on the east side of the road stating "Thru traffic in the inside lane". Another joke. Those that want to continue north on Hudson Rd. stay frozen in the outside lane and make NO ALLOWANCE for someone that wants to turn right (east) onto Greenhill. What a bottle neck this creates. The city REALLY missed the chance.”
- “Hudson rd cedar falls, widen sidewalks, reduce speed limit.”
- “Hawthorne.”
- “Grand Blvd.”
- “Franklin/broadway/Dubuque roads.”
- “Cedar Heights to Rainbow Drive.”
- “Broadway Ave. from Donald/Logan to George Wyth. A lot of Allen Employees live in CF and there is no safe way to jog/bike from CF to the Logan area.”

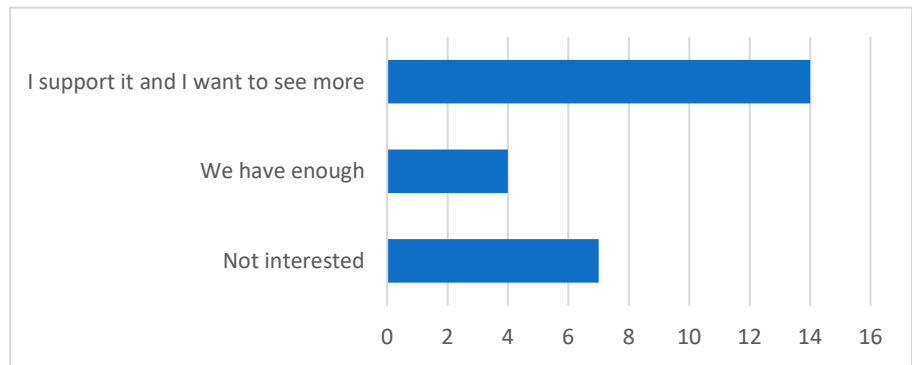
28. Which of the following applies to you about Electric Vehicles (EVs)?

- Answered: 25
- Skipped: 0



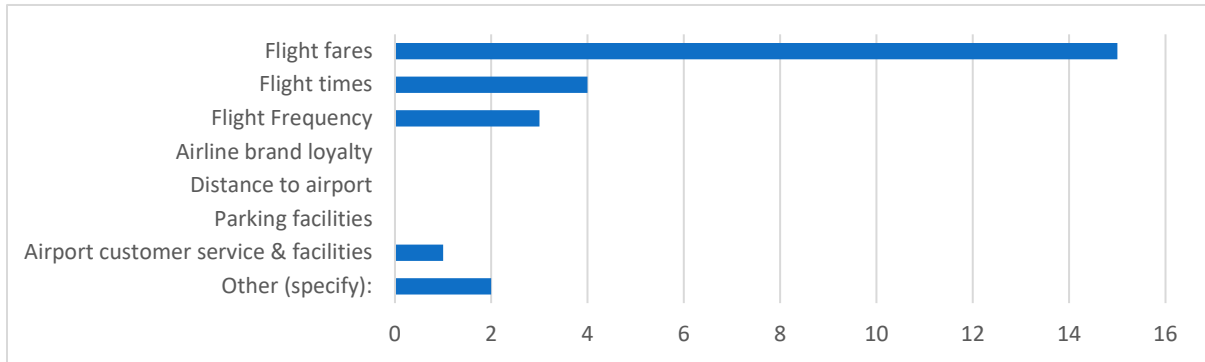
29. What role do you want Iowa to have in electric vehicle infrastructure?

- Answered: 25
- Skipped: 0



30. When deciding whether to fly from Waterloo Regional Airport or a different airport, which of the following is the biggest factor that influences your decision?

- Answered: 25
- Skipped: 0



Other (specify):

- “No one reason – might be the rates; might be the flight times; might be the airline brand; depends on where/what I am going.”
- “Destination and connection flights.”

31. What is your biggest transportation challenge in the Black Hawk County MPO area?

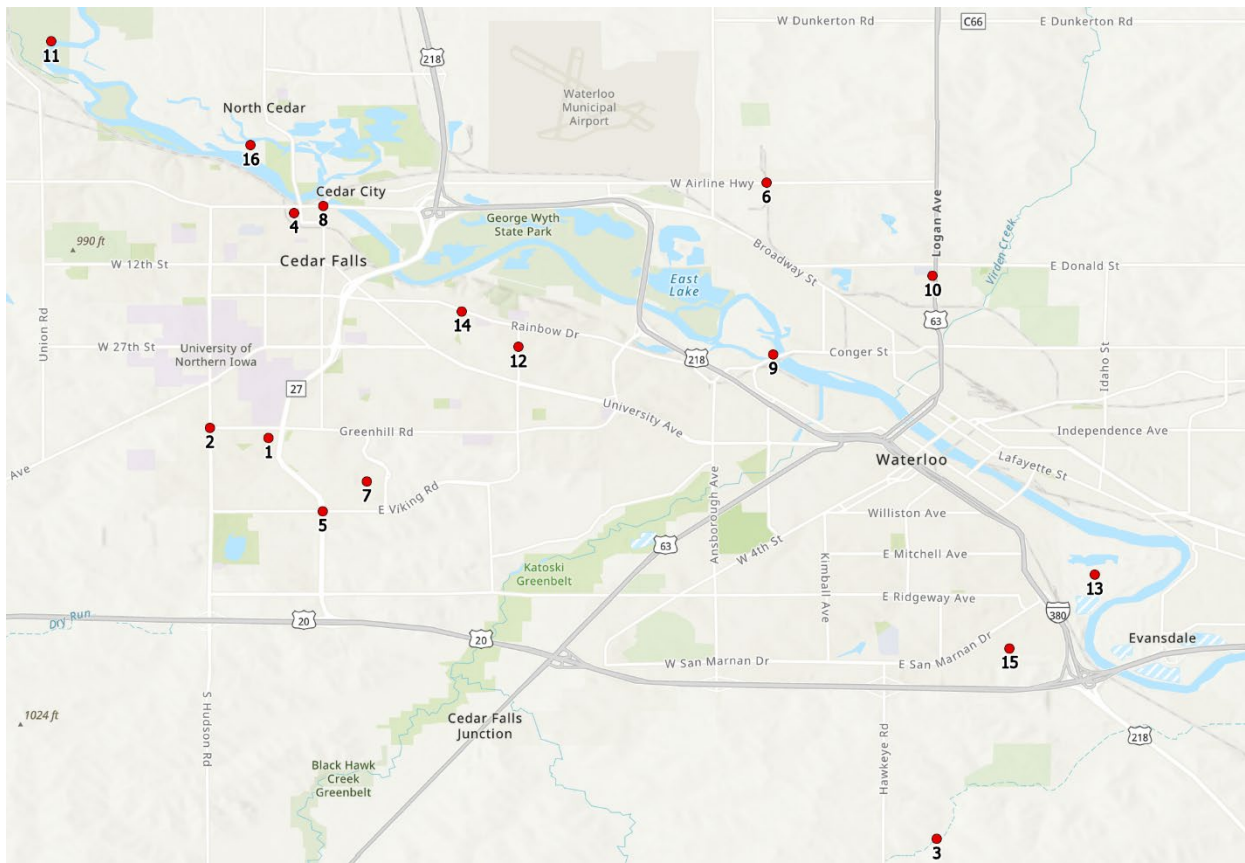
- Answered: 24
- Skipped: 1

Worded Responses:

- “We should try to get a second tenant airline at Waterloo Airport as AA does a poor job.”
- “Too many uncontrolled intersections.”
- “The bad roads. I feel like my vehicles take an unnecessary beating because of the poor road surfaces - potholes, humps (like on Donald St west of Allen Hospital for instance), really rough railroad crossings - especially by Alter's on Airline Hwy.”
- “Roundabouts for me when driving. EV's are out of the question with cost and then charging right now - no real challenges. Be alert, be safe. Drive when the time is the best (not too busy). Keep from putting too much traffic in too small a space. We drive only.”
- “Potholes.”
- “Potholes throughout the MPO.”
- “People speeding through roundabouts speed is posted at fifteen mph and most drivers go through At an estimated speed of 30 to 40 mph, change lanes in the roundabouts, change lanes to salom through when they are speeding. Need more center turning lane.”
- “Not sure other than how safe are the bridges.”
- “Not enough Waterloo flights.”
- “No competitive price to depart from Waterloo. Not enough flights and the price is not competitive with Cedar Rapids or Des Moines.”
- “Lack of rail or more frequent air service to the Cedar Valley.”
- “Keeping the roads maintained in good condition.”
- “I would love to have more flights to more destinations. Not a single hub. Not everyone want to fly through or to Chicago. And you don't want to be grounded if your single flight of the day is cancelled. (Which happens often.)”
- “I personally have no transportation challenges in BH county.”

- “I don’t feel challenged, but if the cycling infrastructure and public transit were better, it would increase our quality of life. We have been riding on unfriendly streets for a long time, but others who haven’t, would/do find it very intimidating.”
- “I do not have problems. I'm healthy, can walk or drive to needed destinations. When doing construction to improve, try to NOT cut off all routes out of a specific neighborhood.”
- “Hmm... the EV questions seem to be approached with bias. How unfortunate and disappointing. I think somewhere between the desire to own an EV vehicle and complete dismissal may be a large share of the population optimistic that some of the current "bugs" in the EV system may improve. The vehicles are expensive, battery replacement is expensive and the vehicles aren't as readily available or "handy" for long trips.”
- “Guess I missed something. What is MPO? Waterloo has 'red light runner/speeding cameras'. CONGRATULATIONS!! Cedar Falls needs the same cameras. Red light/stop light running violation is epidemic here in CF. Speeding is common place. Why post speed limits? Most don't give a darn. People cut in front of you, cut you off, no turn signals.”
- “Getting around all the current construction zones.”
- “Finding safe travel from Cedar Heights/Rainbow to a bike trail.”
- “C57 and Highway 63 need to be elevated like 218 and C57 because it is a dangerous intersection.”
- “Bumpy roads.”
- “Biking or walking to the Walmart area of stores.”
- “Airport is way too limited in flights.”

32. Are there any other transportation problem areas in the Black Hawk County MPO area related to roads, bridges, bicycle and pedestrian facilities, or safety? Use the map to pinpoint a specific location and explain your answer below.



Worded Responses:

1. "Need overpass here."
2. "No allowance for right hand turn to go east. (there is one left hand turn option to go west on Greenhill, but not for a right hand turn.)"
3. "Fix bridge over sink creek on Hammond so people can get to Hawkeye driving building from orange road instead of having to drive to Washburn."
4. "The speed limit on Hwy 57 between the Thunder Ridge area and downtown is too low, appears often to just be a speed trap."
5. "Viking Road and 58 intersection is new, but is very confusing. It's hard to tell from markings what lane goes where and what to do."
6. "Railroad crossing."
7. "Lack of sidewalks."
8. "Turning traffic at the intersection of Main St. and 1St causes issues during busy times."
9. "Too many rail crossings in the city."
10. "Again, accessing Allen via bike or walking, while improved, still needs work."
11. "Union Road heading north from 1st street: Windy road, narrow shoulders, speeding drivers - often leaving the clubhouse after drinking. I say a prayer every time I drive this route. I say many prayers and light a candle when I know my kids will be traveling this road at night."
12. "There are no sidewalks or bike paths for people riding bikes to get safely to an actual bike path"
13. "Safety of our older bridges."
14. "Sidewalk has big bump that I tripped on."
15. "There are no accommodations for pedestrians or cyclists in this area. Also, people come into town and stay at a hotel out there and are forced to use a car."
16. "Cottage Row to Franklin St bridge. Bike (walking) too close to road to be safe."

33. Any additional comments?

- Answered: 6
- Skipped: 19

Worded Responses:

- "Would like stop signs at all intersections on progress between university and greenhill. Nice to have bike trail to down Hess rd to mall area to Hawkeye cc, 218. More bike trails in general (wider paths)."
- "We need to involve business to build out the electric vehicle charging infrastructure. Change the laws and get the utilities and any restrictions removed!"
- "University Avenue is SO much better now for pedestrians, bikes, and bus riders."
- "Thanks for asking."
- "Thank you for giving people an opportunity to give feedback and input."
- "I mentioned this above: But Cedar Falls needs to put in red light violation cameras, speeding violation cameras-like Waterloo & Cedar Rapids. It would make driving safer, reduce accidents and generate a LOT of \$\$\$ for the city. I'm most concerned about the reckless/chance takers that run red lights, race down the roads probably 10-20+ MPH over the speed limit. Hudson Rd is 45 MPH, but south of University Ave---hold on to your butt! Hwy 58 south of Greenhill- same thing. Race track."

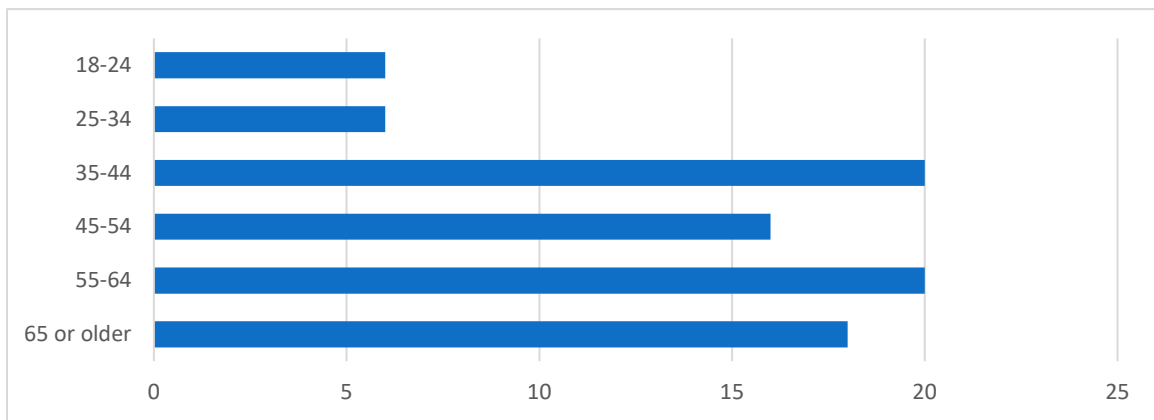
ROUND TWO: PUBLIC

1. Where do you live?

- Answered: 86
- Skipped: 0
- Waterloo (46)
- Cedar Falls (17)
- Raymond (10)
- Elk Run Heights (3)
- Evansdale (3)
- Hudson (2)
- Gilbertville (1)
- Rural Black Hawk County (2)
- Other (2)

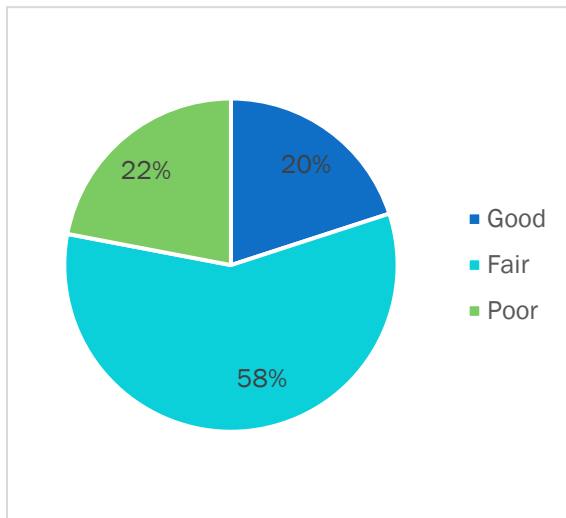
2. Which age group are you in?

- Answered: 86
- Skipped: 0



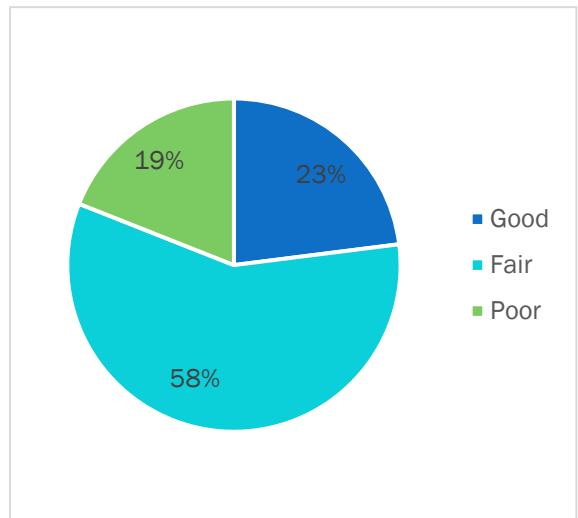
3. How would you rate the physical condition of our roads?

- Answered: 86
- Skipped: 0



4. How would you rate the physical condition of our bridges?

- Answered: 86
- Skipped: 0



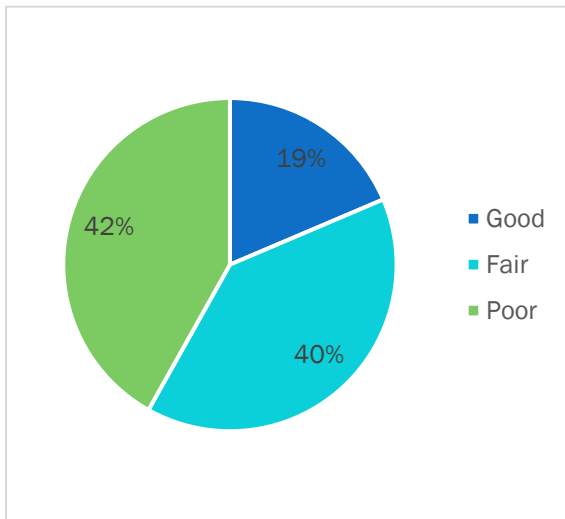
- “Repainted lines more often would help.”
- “Rehabilitation is needed on several of Evansdale's roads as well as Waterloo.”
- “Regular maintenance is to be done to prevent the road from getting worst.”
- “Quicker turn around with road construction.”
- “Potholes need to be taken care of, some roads need entirely new surfaces. Bridges need to be updated to prevent catastrophic failure.”
- “Potholes don't seem to be filled. Downtown bike trails are a bumpy embarrassment.”
- “Our roads and bridges could be improved by repairing or rebuilding failing city streets and thoroughfares with consideration for bicycle and pedestrian accommodations. Roundabouts should be considered where appropriate to improve safety and traffic flow.”
- “One bridge on Hammond Avenue has been closed for 5 years.”
- “Needing repair.”
- “More pedestrian access and walkways, more public transportation.”
- “More complete streets. Take 4 lane roads down to 2 and add bike lanes and pedestrian lanes.”
- “More bike lanes.”
- “Monthly maintenance on roads, fill potholes.”
- “Many roads and bridges aging out. Continuing to develop outward instead of focusing on existing infrastructure makes it difficult to maintain what we already have.”
- “Many in town roads are in poor state of repair, with lots of potholes. The temporary patches being used seem to work for days rather than months. There is progress being made but there is a lot of catching up to do. I am not an engineer. The quality of a bridge isn't really something you can tell just by driving over it, so I would defer conversation about our bridges to experts not opinions.”
- “Lots of patched wholes in the roads that have been there for years. They just keep coming back. Downtown Waterloo should be a priority. Glad for the Ridgeway Ave new road!!!”
- “Keep semis on the roads they are allowed to use...and off the city of Raymond roads.”
- “Improve pavement conditions and in some cases, lane configuration such as at Plaza Drive.”
- “If you would do preventive maintenance, you'd save money. “
- “I think many of our roads and streets within urban areas are overbuilt. I realize several of these are overseen by the state, but I would like to see the behemoth US 218 through Waterloo removed and become a boulevard. The is an extreme example of a road dividing a community in more ways than physical.”
- “I keep reading and hearing about assessments of our Iowa bridges reporting they are failing, lacking or inadequate. I don't have any specific suggestions other than to start replacing the worst ones like Park Ave and 11th St. in Waterloo. Surely there is a hierarchy in the reports of which ones are the worst.”
- “Highway 58/27 to Hwy 20 intersection; Move away from a stoplight at Greenhill and 58/27. (by pass would be best- people drive to fast and too close to work for a traffic circle to work well here).”
- “Highway 57 from Highway 20 north is deteriorating to the point you can see chunks being kicked up from tires.”
- “Forget bike lanes and fix the roads! They don't need to be pretty just safe!”
- “Focus on building good roads and stop holding up protects for sidewalks that go no where and no one uses.”
- “Fix potholes”
- “Fill potholes.”
- “Fill in potholes/ damaged asphalt/cement. 4 way stops should be changed to roundabouts if possible or traffic lights. Traffic lights should have sensors rather than timer.”
- “Fewer potholes. Use of eco-materials such as Glassphalt or recycled shingles within the asphalt mixes.”
- “Discontinue allowing the ag and construction overload proclamations by Iowa governor!!!!!! 1
- “Connectivity. Some highways have limited access points which makes it hard to get into and out of neighborhoods.”
- “Connect south-central & north-central Waterloo (Hwy 21 to the Hwy 63 & 218 interchange). Prioritize Ridgeway, Greenhill, Broadway, Ansborough/Conger, Mullan/Logan, & W 9th (or Hammond) as dominate through-ways. Connect Shaulis to Hudson Rd. Stop tiny fixes that make major and side

streets so bumpy!!! Increase efficiency in road repair. Contract labor that includes overnights so we don't end up in construction for 3 years at a time! Bike lanes don't make sense. Expand your snow-removal fleet!"

- "Conditions, rennovate the potholes downtown near the police department and East High."
- "Conditions are my main issue and not everyone travels the same routes. county roads in my opinion are in good shape, old HWY 20 (dubuque rd) is not great."
- "Conditions."
- "Common sense. You engineers need to acually drive on the roads work on."
- "Clean the streets and gutters. A lot glass on 3rd street and accident prone intersections."
- "By fixing the bridges and resurfacing roads ."
- "Bumps and cracks and holes, you know where they are."
- "Better street connectivity within neighborhoods and to arterial street network - makes walking and biking easier and reduces the miles we have to travel to get to destinations."
- "Basically the condition needs improvement."
- "At the intersection of Hammond and Ridgeway in Waterloo please consider stop lights. I've witnessed too many people blow through those stop signs and traffic backs up there. More bridges or tunnels around rail roads along and near 218. 3x I've waited 30+ minutes while the train stops then backs up then pulls forward then stops again. Often I'm trapped between cars and can't back out to find alternate routes. Not sure if this is your department but PLEASE MORE STREET LIGHTS. My street is so dark."
- "All of our roads need to be paved or new black top."
- "All good except when they're closed for repair. Fortunately we have a lot of bridges in downtown Waterloo that it's not a huge issue."
- "A larger tax base so there are ample resources to maintain the roads and bridges."
- "218 is going to need some work out by teh airport soon. South (east) bound lanes by Broadway exit are pretty rough. Also probably relocated Highway 20 in Cedar Falls - presume that's the next let to do."
- "Some roads are in decent- great condition, while there are others in quite a poor condition. Some roads, including the 218 interstate, are heavily cracked, bumpy, and textured in ways that a road should not be. I am originally not from this area and was surprised to see just how rough the interstate here is, as well as many of heavily trafficked roads here. The intersection of 18th and Main in Cedar Falls, has a naturally occurring raise, resembling a speed bump that shouldn't be there."

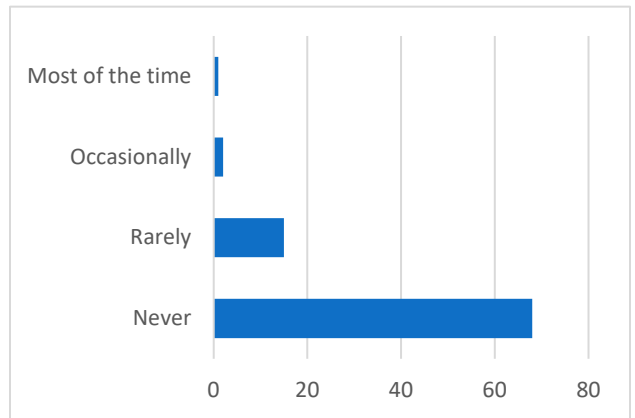
6. How would you rate our public transit?

- Answered: 86
- Skipped: 0



7. How often do you ride public transit?

- Answered: 86
- Skipped: 0



8. How could our public transit be improved? (E.g., availability, connectivity, efficiency, hours of operation, etc.)

- Answered: 52
- Skipped: 34

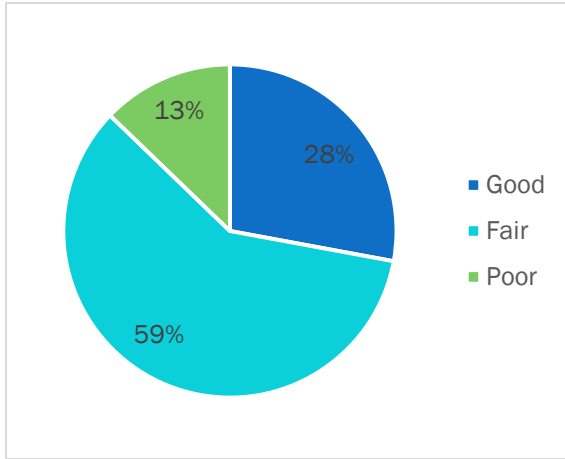
Worded Responses:

- “Connectivity.” (x3)
- “To be practical for a commuter they need to reach bus stops at a greater frequency. I understand this is a chicken and egg issue where ridership levels don't justify greater frequency, though ridership may not ever get up there unless frequency is high enough for a good amount of time for people to change their commuting paradigm. The City and Metro need to coordinate efforts to create more meaningful nodes where frequent bus stops are better justified by greater intensity development.”
- “They don't service my home area but there's not a need either.”
- “There needs to be bus routes to Tyson's. Tyson's hires many disadvantaged people who have no transportation. It's hard to get to and from Tysons to keep those jobs.”
- “Since I don't use it, it's hard for me to say, but I would imagine the hours that it's available need to be expanded, and perhaps smaller buses so they were more efficient-I doubt they are ever full.”
- “Seems to run fairly regular. Patrons need a better way to find out the routes in the city and which busses go where. Where do you even find the routes and bus stop sites? Online? Newspaper? Can brochures be left at area businesses?”
- “Public Transit is not hitting the populations of highest need such as low income housing complexes in Evansdale and Waterloo. How is low income person supposed to get home from work before transportation stops at 6pm?”
- “Public transit is needed to ensure all people can get to work and to appts.”
- “Provide reliable transportation with routes that serve the majority of the citizens.”
- “Pick up locations could be added. There are no routes to Raymond so it's really not viable for me to use public transit.”
- “Our residents would really like to have access to the MET system. Adding a couple strategic stops to Evansdale and Elk Run Heights would be a huge benefit to our communities.”
- “New buses, preferably electric. Better shelters. Anything to destigmatize public transit and make it both more pleasant for captive riders and more enticing to choice riders, This might increase ridership and make it possible to offer more routes, more frequently. I'm looking forward to the new routes since my return trip from work would be much faster. Also, train drivers to be less draconian about where to stand at bus stops (often poorly marked) or whether to drop people off between stops.”
- “Need public incentives to help promote more public transit.”
- “Need a loop system for workers and better connectivity, hours of operations, efficiency, etc.”
- “More! I never take public transport because it is not efficient and too limited.”
- “more signage along the routes to know when and where the bus stops more frequent pick up times.”
- “More routes, more stops.”
- “More routes that connect with destinations or connectivity. Redo the routes so they are shorter or greater efficiency from the riders' point of view.”
- “more riders are needed in order to justify more routes and more frequent runs.”
- “More busses, more visible stops, more routes that connect neighborhoods and destinations.”
- “Modernize and maintain! Our buses look old and dirty. Our bus stops - the few we have - look old and dirty. More bus stops with clearly marked schedules and routes that include centralized locations in residential areas. And again, MODERNIZE THE LOOK! We look like we're operating straight out of 1987. Aesthetic means a lot more than you might think.”
- “Marketing? public outreach? i rode in grade school coming from a very small town. it was confusing and intimidating.”
- “Make the scheduling of paratransit available online.”
- “Longer hours of operation to Hawkeye CC.”
- “It would have been nice to have a route to John Deere PEC/Engine Works when the snow was super deep.”

- “It does not work for me to get to work. I better off getting a bike to get to work.”
- “I understand the challenges to having public transportation in a community without the density to fully support options. I have live two other similar sized MPOs where one community only operated on a call a bus system. I think MET does a decent job considering the challenges it faces.”
- “I know it's a chicken and egg thing - need more riders to afford more connectivity/hours versus need more hours/connectivity to get more riders. I've seen smaller buses running and that seems like a good efficiency.”
- “I haven't utilized our public transit system so I feel inadequate to respond with the available options but in downtown Cedar Falls there needs to be better parking for events. I know there's discussion about a parking ramp but maybe for large events you can offer free parking at the UNI dome then shuttle people to downtown with public trans vehicles leaving every half hour or hour.”
- “I have never used public transit. The above is not applicable to me.”
- “I feel the routes and times are not efficient for employment opportunities for our residents.”
- “I don't use it enough to tell. I do believe that the number of stops between Wloo, CF and UNI has gone down since a few years ago.”
- “I am lucky enough to ride my bike.”
- “Hudson has NO form of transportation.”
- “How well does MET serve the UNI campus? I recall a route was dropped many years ago.”
- “Hours of operation. Need to run later at night for those who work at night.”
- “Get Trams/light rail.”
- “From what I hear, it takes a long time to get places using busses. There should be benches and enclosed areas (with trash cans) at bus stops, specifically in church row neighborhood.”
- “Frequency and hours of operation.”
- “Everything: increases to availability, connectivity, efficiency, hours, number of routes/buses. I've never taken public transit simply because it won't get me where I need to go at a time I need to go.”
- “Efficiency. I have looked into taking public transit to work before in order to reduce my gas emissions, but the bus would take me 1 hour and 45 minutes to get to my office. It takes 15 minutes when I drive. That huge time difference is much too big for me to reasonably take the bus.”
- “Efficiency.”
- “Consider use of electric busses where feasible.”
- “Better routes to underserved communities; better scheduling options with connectivity to areas where workers without individual transportation can get to and from work during peak shift changes hours.”
- “Availability, lower wait times between buses, better promotion of the service.”
- “Availability in terms of routes.”
- “All of the above; buses do not serve those who most need it. Needs overhaul.”
- “A comprehensive transit study needs to be done to identify needs, efficiencies, etc. The large transit vehicles currently used, seem to be a way to spend funds versus actually meeting the needs of the MPO.”
- “1) Go to locations that are actually needed, tyson, theme park, downtown wl and cf, john deere locations, UNI 2) Go at times that would, actually help people right now, the buses do not actually help the people that need to use the bus. 3) Cover the bus stops. We have a lot of ice and snow, COVER them so people are more inclined to use them.”

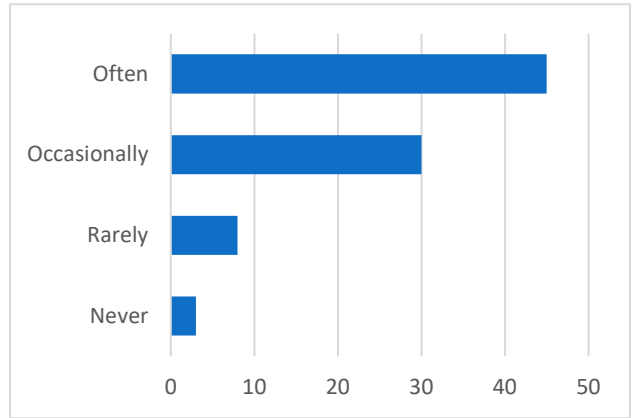
9. How would you rate our pedestrian infrastructure?

- Answered: 86
- Skipped: 0



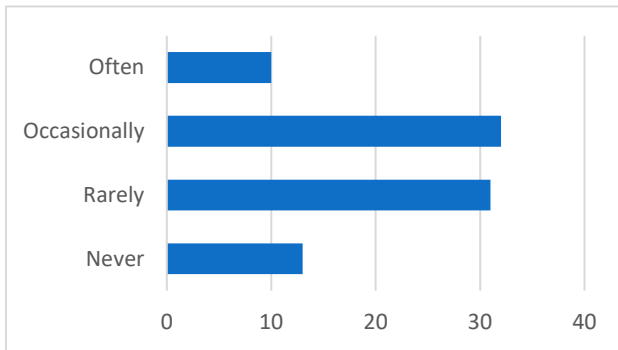
10. How often do you walk?

- Answered: 86
- Skipped: 0



11. How often do you walk to a destination instead of taking a car or bus?

- Answered: 86
- Skipped: 0

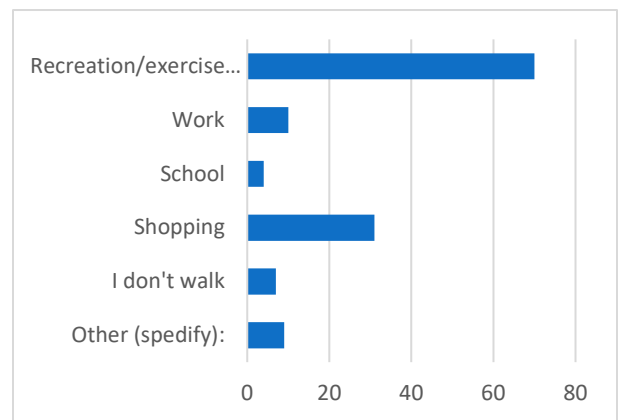


12. Where do you walk to? Select all that apply.

- Answered: 86
- Skipped: 0

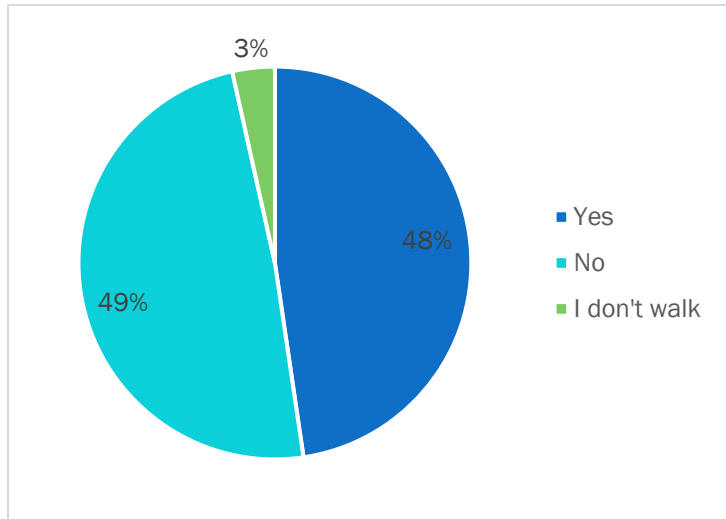
Other (specify):

- "When I'm out for an evening, festivals downtown tourism."
- "When attending fireworks or a downtown event."
- "To transact business."
- "Relatives, friends, visits."
- "Post office, coffee shop, gas station store."
- "Post office"
- "For services, such as doctor and auto services."
- "Downtown events and entertainment business."
- "Bars and recreational events. Also, I don't necessarily walk "to" places. I just walk for leisure."



13. Do you feel like you can safely walk to your preferred destination? (In terms of existing infrastructure, speed limits, protected intersections, lighting, etc.)

- Answered: 86
- Skipped: 0



14. If you responded no, explain your answer below.

- Answered: 42
- Skipped: 44

Worded Responses:

- “Would like to walk from 6 corners area to Ansborough HyVee, but few sidewalks in the area. No sidewalks on W 4th or Ridgeway Ave.”
- “Within Hudson is good waking. But to Waterloo/Cedar Falls nothing.”
- “Where walking has been made a priority, such as walking/biking trails, the safety is excellent. My neighborhood (Greenbrier) isn't connected to the bike trails and doesn't have sidewalks. So it isn't safe, convenient, or easy. I do still walk to recreation areas from home. Mostly I walk from work to shopping/visits or I DRIVE to a recreation area and then walk. Downtown waterloo and cedar falls are good for walking too.”
- “Where I live we only have a few sidewalks. They only go so far before they cut off.”
- “Town is still built to move autos as fast as possible. Crossing the southboudn 218 access road downtown is pretty scary.”
- “There is a shortage of safe sidewalks on busy streets- W 4th. Ridgeway, etc.”
- “There are many gaps in the sidewalk system. Sidewalks are generally well maintained but there are areas where I have to walk in the street due to gaps.”
- “There are many areas where there are no sidewalks which hampers seniors, children, and others without individual transportation to get to the areas needed for daily existence.”
- “The street lights are sparse, especially in certain areas. There are too many people shooting at each other. Sidewalks are in poor condition.”
- “The sidewalks are terrible. Trees in the curbstrip grow unattended. Their roots lift and break the concrete. Residents are not held responsible to maintain accessibility so foliage often creates overgrowth. Many sidewalks are too narrow for two people to walk.”
- “The sidewalk has gaps between my house and me preferred destination. The street is very busy, and even though I could walk in the grass alongside the street, I feel like I am trespassing in someone's yard.”
- “The path does not have any tree cover.”
- “The lighting in church row neighborhood is terrible. There are light fixtures but they don't work- maybe burned out bulbs? I don't walk once the sun sets.”
- “The lighting at nighttime events is good. The crossings at intersections don't get repainted as quickly as lane markings on the street. I definitely criss at the designated corners and inside the crossing/walking lane.”
- “The crosswalk light does not work when the button is pushed, I have to take my chances across three-lane traffic if I want to get to my destination.”
- “Specifically in the San Marnan/Crossroads area, there are few sidewalks/crosswalks. Heavy traffic adds to the challenge of walking in that area.”

- “Some of my usual walking routes are safe but some aren't. I can't safely walk along Ridgeway from Kimball to Ansborough. The route through the Prospect neighborhood is pretty but long and confusing.”
- “Some of my routes are safe. Others are not because of lack of sidewalks or poorly maintained sidewalks.”
- “Sidewalks maintained by city are never cleared of snow.”
- “Sidewalks in poor condition. City too spread out. Downtown 4th street pretty good.. No sidewalks in Audubon Park & on Trent Lane.”
- “San Marnan Dr and Crossroads area has very little support for walkers.”
- “Roads are too narrow and if widened it would be easier and safer to walk.”
- “Pedestrians need to be prioritized over cars and roads. many destinations within Blackhawk are "walkable", but I do not feel able to walk to these places because the pedestrian walkways are inefficient and unsafe compared to driving.”
- “Not enough sidewalks along arterials between neighborhoods and destinations.”
- “No sidewalk or safe shoulders to walk on.”
- “No sidewalk and deep ditch.”
- “My neighborhood has limited sidewalks.”
- “Missing sidewalks in many critical areas make it difficult and unsafe to walk. Some areas with good public sidewalk lack private walks to make safe connections from the public sidewalk to businesses (like through the parking lot of a business).”
- “Many sidewalks are in bad shape or non-existent in some neighborhoods and you have to walk in the street. There needs to be a bike trail/sidewalk on Ridgeway!”
- “Many residential Streets were developed without sidewalks which does not encourage walking in neighborhoods. All new developments should be required to have sidewalks ; older neighborhoods should be evaluated with attempts to construct sidewalks to provide walkable neighborhoods. “
- “Many residential streets are lacking enough lighting in the evening.”
- “Intersections can be hard to cross, unsure where sidewalks are.”
- “In Raymond where I live there are no sidewalks and people like to speed all the time down our road.”
- “In most neighborhoods, there are so few sidewalks, so people have to walk in the street. More infill is needed.”
- “If I leave my house at night it is incredibly dark. There are too few street lights in my neighborhood (Lafayette Park).”
- “I feel that our sidewalks are not well connected, additionally, it does not feel safe to walk on the sidewalk, especially in the evening, We Need wider sidewalks and also need more pedestrian-scale lighting, which enhances pathways.”
- “I do not feel safe walking along certain roads as the speed limits are too fast, and not enough lighting during dawn and dusk times. I also feel like there could be better pedestrian crossings as well, that make cars yield.”
- “Homeless people living near a trail often walk. 63 Fletcher area. I have seen them doing drugs. They leave garbage Broken glass on the trail. I take a big dog for protection.”
- “Gaps need to be filled in.”
- “Even areas with pedestrian crosswalks and timers are intimidating. BHC road projects always prioritize drivers. Our efforts are lacking in trying to become more of a walkable community. As a result, drivers are not used to looking out for pedestrians. Myself and most people I know have almost been hit as a pedestrian in BHC.”
- “Been attacked while walking to work.”
- “Along Hudson Road, sidewalks on both sides would be wonderful so you don't have to cross to stay on the walking/biking trail. Some parts of Cedar Falls have sidewalks to nowhere or none at all. Many intersections are not protected for walkers and cars often drive too fast.”

15. If there was one road you could improve for walking, which would it be? How would you improve it? (E.g., sidewalks, lighting, crosswalks, etc.)

- Answered: 79
- Skipped: 7

Worded Responses:

- “West Donald Street.”
- “West 4th. Add sidewalks or bike path.”
- “West 4th street near Byrnes park and golf needs consistent sidewalks.”
- “West 4th needs a side walk from Sheridan to Ansbrough.”
- Washington St in Waterloo is a major road with little pedestrian safety. If this road could have better pedestrian access I believe it would make it easier to walk to destinations within Waterloo.”
- “W 4th st waterloo. This is a main thoroughfare and there are barely any sidewalks or bike lanes all the way down to Shaulis.”
- “W. 9th st. Lighting could be improved.”
- “There is a supposedly a broken crosswalk sign near the Grout Museum District. Due to construction of the museum, we are to park under that bridge and use that crosswalk to get to work. According to many, it needs to be fixed. We have many students as well, and this could potentially be a danger if it is not resolved.”
- “The sidewalks on W 2nd St in Cedar Falls. This is a dominate walking path to and from Main Street for a lot of people because it's adjacent to 1st St and run the full length along those businesses (Music Station, 4 Queens, Papa Johns, McDonald's, etc and into the downtown district.”
- “The corners and street crossings around 5th and 6th streets downtown. Add painted lines and pedestrian crossing signs.”
- “The area around Washington Park in Waterloo needs more lighting and safer crossing options for Park Avenue and Washington Street.”
- “Side walks to Lafayette Rd. in Raymond.”
- “See above. Also it's a little intimidating walking some recreational trails with speeding swarms of bicyclists sometimes. I'd prefer dedicated walking or running trails. Also the trail by the Cattle Congress along the dike should be widened.”
- “San Marnin Drive, around the heavy shopping area. Adding pedestrian/bicycling paths to make it safer for walkers/bikers to get around to the shopping areas would be a huge improvement. For folks that live nearby who walk to get groceries and such, it would make it much safer for them. I breaks my heart seeing someone with a stroller have to cross the San Marnin and Flammang intersection and then push the stroller on the grass just to get to Walmart for groceries.”
- “San Marnan/Crossroads area.”
- “San Marnan, near the mall and shopping areas.”
- “San Marnan needs sidewalks and crosswalks and trails.”
- “Ridgway avenue with sidewalks.”
- “Ridgway-sidewalk, better lights.”
- “Ridgway. Sidewalks from Kimball to Ansbrough and probably other locations as well. Crosswalks at retail locations (such as across from the medical park) that are an inconvenient distance from the nearest intersection.”
- “Ridgway from Ansbrough to Kimball needs sidewalks.”
- “Ridgway Avenue. Add sidewalks.”
- “Ridgway Avenue in waterloo. Sidewalks (or trails) on both sides with crossings and pedestrian signals where appropriate.”
- “Ridgway Avenue from Kimball to West 4th - sidewalks/bike trail would be fantastic.”
- “Ridgway.”
- “Progress.”
- “Please improve pedestrian access along shopping corridors of E San Marnan Dr to Walmart, Aldi, Hyvee, etc. Car is king in Waterloo. People who do not have cars should at least be able to access key

locations like grocery stores by foot. I often see people walking along the grass, hurrying along the (unsafe) intersections.”

- “Pedestrian crossing signals along 1st in Cedar Falls, between the hill and sun direction it's hard to see people trying to cross and the traffic flow alternates directions so there I've seen people get" stuck " in the middle turn lane.”
- “Over the downtown Waterloo bridges.”
- “More sidewalks.”
- “More lighting and sidewalks, increased safety measures such as boxes along walking routes with a button that can be pushed in emergencies.”
- “Many of the sidewalks in older districts of Cedar Falls, and also neighborhoods built around the 1950s with few or no sidewalks.”
- “Lighting on walk / Bike path.”
- “LaPorte Road Waterloo.”
- “Laporte Road corridor needs sidewalks and crosswalks.”
- “Lafayette through Evansdale from Evans to McCoy road needs to have clearly defined walking/biking paths.”
- “Lafayette Road..widen it.”
- “Lafayette Road in Raymond - add sidewalks. It's incredibly dangerous right now.”
- “Lafayette Road.”
- “Lafayette Rd in Raymond. Wider with decent shoulder to walk on.”
- “Lafayette.”
- “La Port Rd.”
- “Kimball Avenue needs connected sidewalks.”
- “Kimball Avenue from San Marnan Drive to 6 Corners. Continued improvement of the pedestrian infrastructure.”
- “Kimball ave. Add trail connections from shaulis to Orange road.”
- “Kimball Ave and crossing near Ivan Hoe.”
- “Independence Ave from Century Ave to Skyview Rd. 4th Street from Ansborough Ave to Sheridan.”
- “I'm not sure we have quite a few.”
- “I would like to see Laffeyete Rd. In Evansdale get actual sidewalks the whole stretch, included in this would be some distance away from the road as currently, you walk on the shoulder of the road. Improved crossing safety would be nice in the school zone near Bungler. Lighting would be useful for those walking around dawn and dusk.”
- “I feel in the San Marnan area there could be more crosswalks and sidewalks to make that area easier to walk.”
- “I feel I'm being subjective because it is where I live but Rhey St. in Waterloo.”
- “Hudson Road - Put roundabouts with walking areas in some intersections instead of so many stop lights (W. 8th St.); continue the sidewalk on the east side of Hudson beyond 19th Street (I think there are plans for this?). Continue sidewalk on west side of street from W. 12th to where sidewalk begins again.”
- “Hammond, adding sidewalks.”
- “Hammond we need more sidewalks on that busy of a street.”
- “Greenbush Dr. add sidewalks.”
- “Franklin Street between 11th Street and Evansdale.”
- “Feel safe throughout. I would like to see dedicated bike paths if possible between Hudson road and Main Street in cedar falls.”
- “Connectivity along Ansborough by Olympic and San Marnan to trails, Kwik Star, etc.”
- “Cedar Heights Drive between Pleasant Drive and University Avenue.”
- “Cedar Heights Drive.”
- “Can I have two ? :) W 4th Street from Ansborough Avenue to Kimball Avenue and Ridgeway Avenue from W 4th Street to Kimball Avenue. A good start would be to include sidewalk in both corridors, with appropriate lighting and crosswalks!”
- “Both sides of green hill and Hudson.”

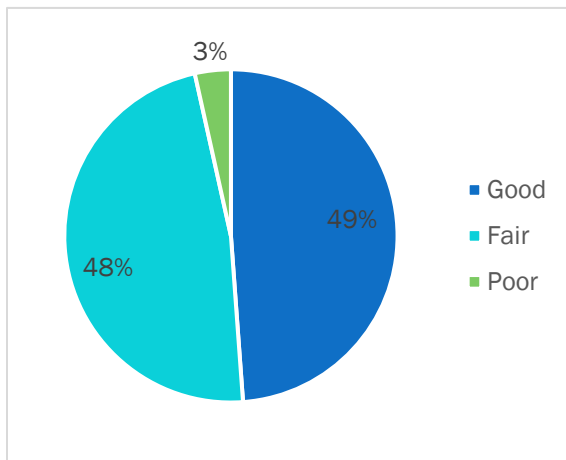
rules don't apply." Talk with the residents of the areas impacted. They live, work, and exist in these areas; most of the officials making the rules, don't."

- "There are many gaps in the sidewalk system. Sidewalks are generally well maintained but there are areas where I have to walk in the street due to gaps"
- "The sidewalks are terrible. Trees in the curbstrip grow unattended. Their roots lift and break the concrete. Residents are not held responsible to maintain accessibility so foliage often creates overgrowth. Many sidewalks are too narrow for two people to walk. Many prime pedestrian locations lack sidewalks altogether, notably ones that run along major streets!"
- "Some areas could use better lighting."
- "Sidewalks are missing in many mid-20th century neighborhoods, particularly in commercial areas. There needs to be better connectivity between residential and commercial areas."
- "Several trails that were built in 80's, 90's, and 2000 and up need to be rehabilitated. Evidence of cracking and weeds growing up through the trail system."
- "Safety is a big issue too - adding cameras, etc. to reduce any crime and deter crime."
- "Provide or add wider sidewalks."
- "Provide a sidewalk for each street, even just one side would be great. W. 7th/8th near high school don't have sidewalks. Might encourage walkers??"
- "Organize volunteers, community service workers or street departments to drive the paths annually and prune the overgrowth for visibility and accessibility. "
- "Once the Park Avenue bridge is done, what about making East Fourth a ped mall from Mulberry-Sycamore? It's pretty congested for cars in there anyway. Keep the parking on Sycamore and Lafayette, maybe do angle parking Mulberry by Lincoln Park. That stretch of East Fourth is closed anyway during Irish Fest."
- "No suggestions except more street lights."
- "Need more pedestrian scale lighting and make sidewalks wider to accommodate at least two people side by side."
More tree cover."
- "More street trees and parkway space between traffic lanes and sidewalks - makes more pleasant, safe, and comfortable to walk. Better connectivity of streets (smaller blocks) makes for more direct routes to destinations making it more feasible to walk."
- "More sidewalks. Prospect Blvd needs a sidewalk to Ridgeway."
- "More sidewalks, especially along busy roads. Pedestrian bridges over busy at-grade rail crossings if putting the rail lines below grade isn't an option."
- "More sidewalks in neighborhoods by Kittrell elementary."
- "More sidewalks and adequate lighting."
- "More sidewalk infill is needed."
- "Making sure roads are large enough for bike lanes and sidewalks."
- "Make walking a safer option for high-traffic shopping areas, ESPECIALLY for those disadvantaged individuals who do not have a car. For many of the areas, that means installing a footpath, like what was done on university ave, because there isn't a sidewalk at all, or if there is on it hasn't been kept well and it's difficult to push a stroller across it."
- "Make sure they are wide enough for at least walk side by side comfortable."
- "Make me feel Safer."
- "Lighting, security cameras."
- "Just Ridgeway, really."
- "Just More!!"
- "Infill projects."
- "Increased sidewalks, ensure crosswalk buttons work."
- "Increase connectivity such as sidewalk/bike trail on Ridgeway and south to Hoover/LH."
- "In small town raymond there are no sidewalks on lafayette or road that goes through center of town from highway to store and coffee shop. that would be a great addition. I heard something about sidewalks being added but lost track of where it ended up."
- "Implement sidewalk repair programs in smaller communities."

- “I think a marketing campaign would be good. Also a reminder to use the cross walks vs crossing the roads midway for everyone's safety.”
- “Have the city pay for city wide sidewalks.”
- “Have more of it.”
- “For Raymond, the pedestrian infrastructure is sufficient.”
- “Fix walk buttons on Washington Street that are broken so unable to push.”
- “Due to lack of sidewalks many people walk on street or on grass (e.g., kimball).”
- “Create longer walk signals across Franklin Street.”
- “Continue to work towards a connected pedestrian network, which includes sidewalk infill and sidewalk accommodation with new roadway construction or reconstruction.”
- “Connecting more bike paths.”
- “Connect ALL neighborhoods to the trail system, not just the rich or new ones.”
- “Build more sidewalks. Require commercial development to have better pedestrian connections from street to the door of the business.”
- “Better painted lines and pedestrian crossing signs.”
- “Better maintained and more extensive sidewalks, clearly marked cross walks, drivers more tolerant of walkers.”
- “Better connectivity and lighting between the metro areas main walkways!”
- “Adding sidewalks and ADA intersections.”
- “Add sidewalks.”
- “More connected trails!!”

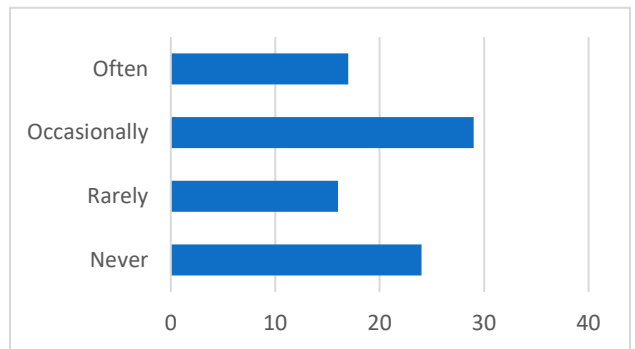
17. How would you rate our bicycle infrastructure? (E.g., trails, lanes, paths, sharrows, bike routes, etc.)

- Answered: 86
- Skipped: 0



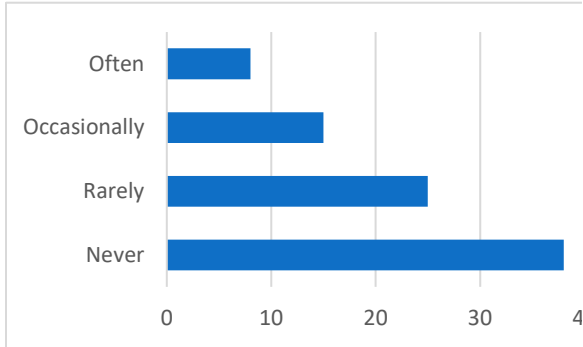
18. How often do you use bicycle infrastructure?

- Answered: 86
- Skipped: 0



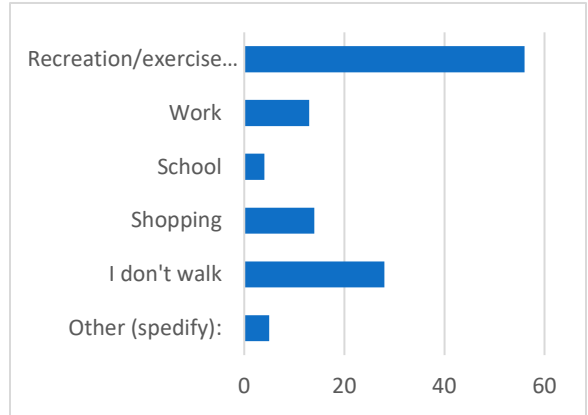
19. How often do you bike to a destination instead of taking a car or bus?

- Answered: 86
- Skipped: 0



20. Where do you bike to? Select all that apply.

- Answered: 86
- Skipped: 0

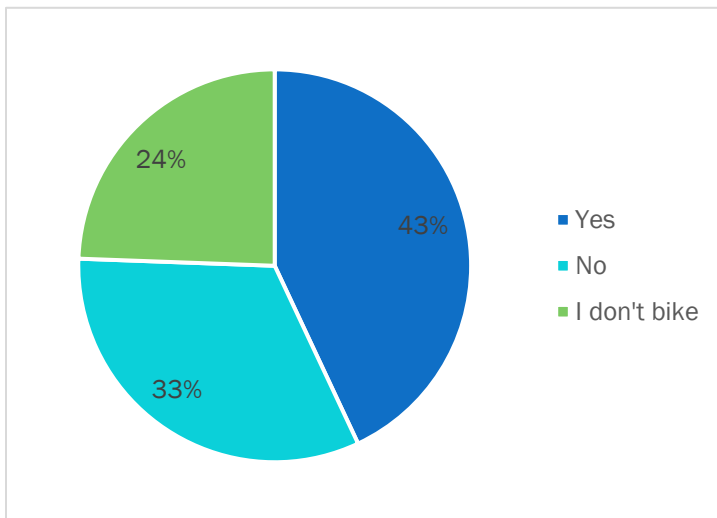


Other (specify):

- "To and from entertainment venues, downtown areas and festivals."
- "Restaurants in downtown Cedar Falls and Waterloo."
- "Restaurants."
- "Downtown events."
- "Business destinations."

21. Do you feel like you can safely bike to a destination instead of taking a car or bus? (In terms of existing infrastructure, speed limits, protected intersections, lighting, etc.)

- Answered: 86
- Skipped: 0



22. If you responded no, explain your answer below.

- Answered: 31
- Skipped: 55

Worded Responses:

- “The older neighborhoods are being left behind and do not always have decent sidewalks or bike trails to access other areas.”
- “We use bike trails.but roads are too busy and narrow to bike to the trails.”
- “We need to shift our focus away from trails and more towards adequate and well designed on-road bicycle accommodations. Consider a complete streets approach when funding projects through the MPO.”
- “Usually take a car to the areas needed for existence. If more accessibility becomes available, maybe, biking would be a viable option.”
- “Too many downtown intersections feel unsafe. They may well be safe, but they are intimidating.”
- “The Bike Network is not fully marked nor is it connected to neighborhoods and destinations.”
- “Southbound 218 access road crosswalk downtown is intimidating if you're on bike or on foot.”
- “Not in Raymond. No bike trails.”
- “Not enough bike lanes.”
- “No due to my previous answer to the previous question: at night it's too dark. “
- “No bike trail on Ridgeway, and a pedestrian bridge over Hwy 63 around 3rd St. would be excellent.”
- “Most streets do not have bike lanes and most drivers ignore people on bicycles.”
- “Most of the main arteries through Waterloo are not bike friendly. The trails are very good but limited on where they go.”
- “More light crossings at roundabout roads.”
- “Lots of progress has been made but we don't have enough bike lanes and the ones we have in downtown Waterloo need to be re-paved.”
- “I've worked out a route from my home to work that's reasonably safe, though it goes a bit out of my way. I take 7th St north to downtown rather than Kimball or Baltimore.”
- “It really depends on where I am going. There are wonderful recreational trails in the area but could use more on-road bike accommodations in some areas.”
- “Intersection of W. 12th & Hudson Rd is not safe at the northeast corner where a retaining wall was built that blocks drivers from easily looking north to see if there are bikers/walkers waiting to cross. Drivers often turn right w/ or without a green light without looking north. Intersection at W. 18th & Hudson is not safe because if you want to stay on the trail you have to cross the intersection. Again, drivers from W. 18th turning north often do not notice walkers/bikers.”
- “I live a 10-15 minute drive from basic groceries and shopping or 30 minute bike ride which is a bit more time and effort and not practical.”
- “I find it unsafe to bike on roads in Waterloo. Cars don't want to share road with bicyclists.”
- “I don't bicycle anymore. But I'd appreciate more control of keeping bicycles and scooters off of downtown sidewalks. I have almost been hit three times coming out of shops. Thank goodness for friends stopping me in time.”
- “I am happy to see work occurring to repair bridges on hwy 63 Seargent road trails.”
- “I actually feel the answer is yes AND no. Some routes are great, but biking on the street (even a narrow) can be chancy. The solution is to change driver attitudes.”
- “Here on the east side of Waterloo we don't have many bike trails. Especially out by Donald and highway 63, going north or east.”
- “Great trails, but not all easy to access from residential neighborhoods. Not safe riding on most busy streets.”
- “Getting to a trail can be problematic. Trails are often closed near downtown.”
- “Getting out of my neighborhood to the trail system is very stressful. The proper thing is to bike on the road but many drivers are too distracted so I feel safer on the sidewalks. With the two/sometimes three bridges out in downtown Waterloo, I did not bike as much as I did in downtown this summer as I wasn't able to access the river trail to make my trips more efficient and safe.”

- “Clean up the glass. I have lost 3 tires this year. Also rapid repair on trails. Sergeant trail bridges being out for 2 years is not good.”
- “Biking to work at John Deere PEC on Cedar Heights is hazardous.”
- “Bike lanes fragmented.”
- “Again, Greenbrier is not connected to the trails. The roads between are high traffic, poor condition, and not safe. So I don't walk or bike from home to anywhere. I drive to George Wyth, UNI, or another park and then walk or bike from there. I *wish* I could bike from home. I wish the kids in my neighborhood could walk or bike safely to school, Kwik Trip, or the park like I did when I was little in the Hamond area of Waterloo.”
- “Bike lanes in Waterloo are confusing. Would never ride the bike lanes in Cedar Falls.”

23. If there was one road you could improve for bicycling, which would it be? How would you improve it? (E.g., bike lanes, reducing traffic speeds, lighting, etc.)

- Answered: 67
- Skipped: 19

Worded Responses:

- “West Fourth by Byrnes.”
- “West Donald Street and/or Broadway.”
- “West 4th Street with bike lanes.”
- “Waterloo Road; bike lanes.”
- “W. Gilbert Drive. Very busy street. It would be nice to widen sidewalk so both pedestrians and bikers could enjoy.”
- “Viking Rd. in Cedar Falls near WalMart/Target. The crossing for bicyclists is not safe. Yellow lights flash but drivers don't stop for yellow lights. I would recommend a signaled crosswalk w/ a stop light at that site. I imagine drivers would hate it, but that place for bikers and walkers is dangerous.”
- “University Ave, Viking 58 and 58 and greenhill.”
- “University Ave was on my list but it has been done.”
- “The Park street bike trail is a huge embarrassment. Bumpy, with manhole and other hazards.”
- “The bike lanes that switch places with turn lanes in downtown Waterloo are confusing and dangerous!”
- “San Marnan/Crossroad area.”
- “San Marnan.”
- “Roads and paths are sufficient for bike use by all ages.”
- “Ridgeway needs connected sidewalks.”
- “Ridgeway from Kimball to West 4th.”
- “Ridgeway Avenue with off-street accommodations. Do not mix vehicles and bikes on this road.”
- “Ridgeway Ave. Add a protected bike lane all the way through the city.”
- “Ridgeway Ave. A wide bike path along the side going all the way up Ridgeway would be a huge improvement! For many people who bike to work, it will create a more direct path to get there and also keep them off of the 4 lane road. When it's early in the morning and dark out, this will massively improve safety for those people who want to bike to work.”
- “Ridgeway Ave.”
- “Rainbow Drive needs to be wider.”
- “Quit wasting money on bike lanes and bike traffic lights downtown Waterloo. I travel downtown several times a day and they are never used.”
- “Protected bike lanes, slower traffic, but mostly a better driver ethic.”
- “Park Street near Washington. The bike lane moves across traffic and parking is on middle of street target than by curb where bike lane is (near experience waterloo).”
- “Park Avenue has designated bike lanes, but they are in terrible shape--barely decent for a car. Rebuilding Park Avenue would help.”
- “Old hwy 20.”
- “More bike lanes on MAIN throughfares.”

- “Make it OBVIOUS that bicycles are not allowed on downtown Waterloo sidewalks and that bicyclists need to obey the traffic laws and rules of the road.”
- “Make 20th Street a bike boulevard between trailhead and College Hill.”
- “Main street - bike lanes, signage, lighting, intersection improvement. “
- “Lighting.”
- “LaPorte, adding bike lanes.”
- “Laporte Road Corridor needs bike lanes or trails.”
- “LaPorte Road.”
- “Lafayette Road..widen or put on sidewalks.”
- “Lafayette Road - needs bike lanes.”
- “Lafayette rd. Raymond to Elk Run.”
- “Lafayette Rd in Evansdale and Elk Run Heights.”
- “Kimball Avenue.”
- “Kimball ave.”
- “Increased traffic speeds.”
- “I'd add bike lanes to 4th St.”
- “I am a believer in the fact that bicycles should be reserved for bicycling areas, and low traffic areas. However, many use their bike in high traffic areas. I suppose light up signs or something very distinctive like a genuine unavoidable bike lane, to allow bicyclists to safely pass-through traffic could be helpful. In truth, I am bothered by treating a bicycle equal to a vehicle and wish that scenario was avoidable entirely.”
- “Having bicycles ride in their lane and not in the road and fine them if they do not stop in a controlled intersection.”
- “Greenhill Road.”
- “Focus on-road bicycle accommodation in the downtown areas.”
- “Fletcher, the bridge between the dikes is a choke point.”
- “Fletcher Ave.”
- “Fix roads.”
- “Finish Shaulis Rd. connection.”
- “East Donald. I would try and widen the road, bike lanes, lighting, etc. “
- “Dubuque Road.”
- “Downtown Waterloo and keeping bicycles off of the sidewalks.”
- “City streets.”
- “Center St in Cedar Falls north to Janseville add a paved bike lane.”
- “Bike Lanes 4th and 5th Streets to go in and out of downtown Waterloo into neighborhoods and connect to greenbelt trails.”
- “Better lighting and lower speeds.”
- “As well as pedestrian access, improve bicycle access along E San Marnan to grocery stores so people who don't or can't drive can bike to key destinations. Could also incorporate into key Ridgeway corridors. Improve access, incorporate lanes where possible, decrease speeds to make bicyclists feel safer.”
- “Any of the roads that run east to west in downtown Waterloo to have bike lanes with signs. Independence to Jefferson Street, your choice.”
- “Any.”
- “Ansborough avenue needs wider and longer bike path.”
- “Ansborough.” (2)
- “All.”
- “Airline Hwy Bike path.”
- “Additional bike lanes, improved lighting.”
- “Add a bike lane to Hammond Ave. so that bikers could get places quicker.”
- “3rd/hey 63.”
- “1st St in CF - Sidewalks aren't ideal for biking, no bike lane either.”

24. How could our bicycle infrastructure be improved?

- Answered: 42
- Skipped: 44

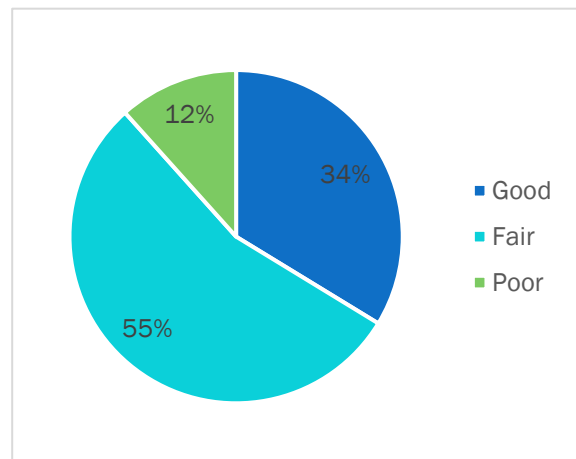
Worded Responses:

- “Where the trails are, they are awesome. This is a shining star of our community but there are still parts of the community not connected. I wish all had equal access.”
- “Talk with the population who bike and take their input seriously.”
- “Take out all asphalt and put in concrete. Put more trees, most areas you ride in complete sun.”
- “Seems like bicycles are favored over pedestrians, probably because bicyclists are more organized and lobby the cities more. Bicyclists interests aren't always pedestrians' interests and there's just as much if not more risk from a pedestrian being hit by a bicycle. The city of Waterloo also could be little more vigilant keeping sidewalks and crosswalks passable in winter. Some folks don't shovel or thaw their walks at all. And sidewalk curb cuts need to be shoveled after plows go through.”
- “Rehabilitation of current infrastructure and adding infrastructure for connectivity.”
- “Pruning the trails of overgrowth and weeds encroaching on the paths”
- “Provide more commuting infrastructure. Recreationally there are a great many options, but commuting options are limited.”
- “Program funds for new construction and required maintenance of existing bikeways.”
- “More tunnels so bikes could avoid dangerous intersections. Bike paths between neighborhoods and grocery stores.”
- “More trees along South 63 bike path.”
- “More trails and paths just for walking/biking.”
- “More loops.”
- “More funding for expansions of trail networks into neighborhoods, either designated trails or on-street accommodations.”
- “More education. More bike parking outside of buildings. More bike lanes on streets near the trail systems.”
- “More busy streets could use dedicated bike lanes.”
- “More bike trails.”
- “More bike trails for recreation.”
- “More bike routes markings on roadways or signage.”
- “More Bike Lanes, better marking of the designated network, remove the flashing lights and install better crossing infrastructure especially on West 1st Street, University Ave, Viking Rd, Center St, Main St, Hudson Rd”
- “More bike lanes (reduce width of travel lanes). Reduce vehicle lane widths to accommodate bike lanes, when reasonable to do so. 11-foot travel lanes are appropriate.”
- Lots of progress has been made and I hope the bike lanes to be smooth and better marked and extended.”
- “Lighting.”
- “Less sharrows, more bike lanes or multi-use trails.”
- “It's fine for the number of people who actually bike in Raymond.”
- “Increase the number of bike lanes.”
- “Increase connectivity.”
- “I don't think sharrows are very effective. Helping drivers and bikers understand them could be beneficial. While infrastructure is important, educating drivers is also important.”
- “Get ride of the bike lanes on park. They are confusing. Either a straight lane or non. I have been clipped using the lane or people park in the lane. They need to be re done correctly.”
- “Get rid of those stupid bike lanes in downtown waterloo.”
- “Follow the plan.”
- “Fix the bike lanes and the bike bridges along highway 63.”
- “Don't do any more stupid stuff like Park Avenue.”
- “Continued connectivity whenever possible. Appreciate the new trail on union road. Keep it going!”

- “Continue to provide routes for bicycles in neighborhoods.”
- “Continue efforts to safely accommodate bicycling on-road, while maintaining the trail network.”
- “Connectivity.”
- “Clear the trails of snow in the winter.”
- “Bike or walking area along the road. Longer stoplight to cross the road walking or by bike.”
- “Bicycle lanes in downtown Waterloo.”
- “Adding more distance between the car lanes and the bike lane.”
- “A dedicated bike lane/path in shopping areas. What you did along University Ave was so really fantastic! I would love to see a similar setup for San Marnin and Ridgeway.”
- “*Our bicycle trail network is GREAT. Our on-road bicycle network is very poor. Since we prioritize cars and speed, many people do not feel safe biking on the road. Separate bike trails are great, but not possible everywhere (space and \$\$\$). Bicycle infrastructure can be improved by creating on street connections (waterloo and cf downtown) through bike lanes, signed sharrows, and reduced speeds which will naturally lead to more bicyclist awareness.”

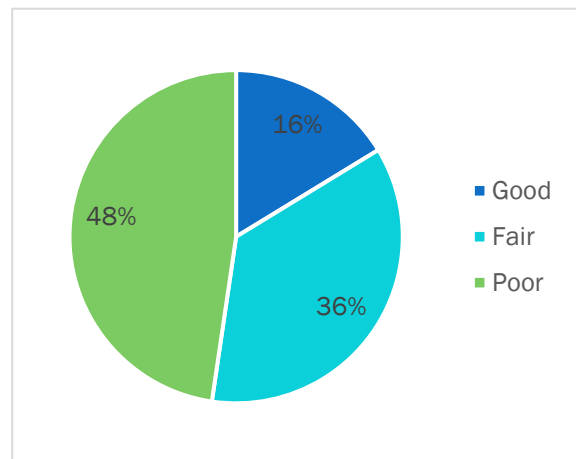
25. How would you rate the overall safety of our streets?

- Answered: 86
- Skipped: 0



26. “Complete Streets” serve ALL road users by providing options for cars, transit, bicyclists, and pedestrians alike. An example is shown below. How do our streets rate based on this concept?

- Answered: 86
- Skipped: 0



**27. If there was one road you could improve to serve ALL road users, which would it be?
How would you improve it?**

- Answered: 73
- Skipped: 13

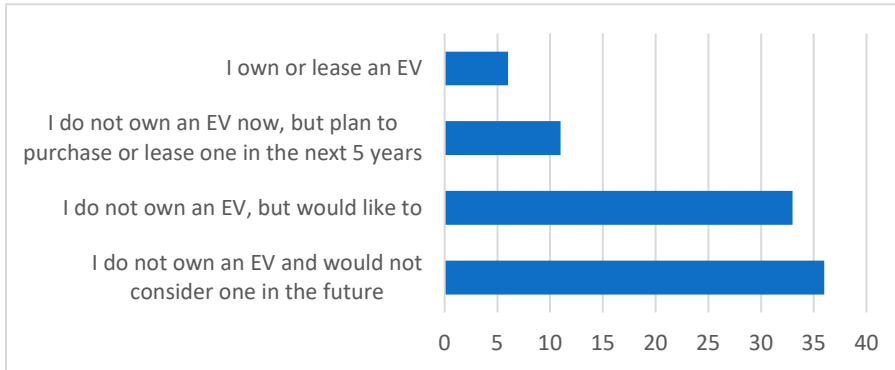
Worded Responses:

- "Ridgeway Avenue." (6)
- "Ridgeway Avenue. Sidewalks, crossings, bus stops, lighting."
- "Ridgeway avenue in waterloo. Add trails and sidewalks for pedestrians and bikers to move along the corridor."
- "Ridgeway Avenue in Waterloo from W 4th/Ansborough Avenue to Kimball Avenue. Reduce the lanes to three and provide bike lanes, sidewalks and roundabouts. Secondly, :) Shaulis Road from Ansborough Avenue to Hess Road is a good candidate for a roundabout corridor, before it gets built out. This would provide a much safer traffic corridor."
- "Ridgeway Avenue in Waterloo."
- "Ridgeway avenue could be widened with designated lanes."
- "Ridgeway Ave. If Ridgeway could operate like University Ave, that would be amazing."
- "Ridgeway Ave especially around Klmball-Ridge and West High."
- "Waterloo Road." (2)
- "San Marnan." (2)
- "Wherever people gather/popular corridors. CF downtown, Waterloo E San Marnan shopping plazas."
- "We're making progress... slowly. Main street is being redone as a complete street, and as other streets reach their due date for reconstruction I think they will also be complete streets."
- "Waterloo Rd and the how - Bike Lanes and better intersection treatment."
- "Washington Street in downtown Waterloo. Not pedestrian friendly at all. With "complete streets," pedestrians can be hit by a bike just stepping off a curb. Not all bicyclists follow rules. Despite traffic cameras all over town it seems like folks drive 10-plus MPH over the speed limit all the time. Also some roundabout education/etiquette may be in order as more roundabouts are built in Waterloo. Lot of folks speed through roundabouts instead of slowing; others treat it like an all-way stop."
- "Washington st."
- "W. Gilbert Dr. adding bike/pedestrian lane east of Elk Run Creek. San Marnan Dr. in Waterloo needs to be rehabilitated and possibly adding a bike lane."
- "University Ave."
- "The streets around 5th and 6th downtown. Better lane markings and crossing signs."
- "The roads in Raymond are sufficient. Focus on the life span of existing roads."
- "The picture on the right is excellent. Ridgeway and San Marnan should be updated to this model."
- "The complete streets idea on Park Lane in Waterloo is not a concept the general public is adapting to very well. I hate parking away from the curb because my children are exiting the vehicle in a bike path or traffic path."
- "S. Main St., University Ave."
- "Rainbow Drive." (2)
- "Park lane is to confusing with the bike lane."
- "Park Avenue and 4th Street. Smoother surfaces, better lights."
- "Park Ave."
- "Old hwy 20."
- "My first thought is Main Street but that will be happening next year. Waterloo Road in Cedar Falls."
- "Mullan/Logan."
- "Maybe Viking Road?."
- "LaPorte Road. Add area for walking and bikes."
- "Laporte Road. Add bike lanes or trails and sidewalks/crosswalks."
- "LaPorte Road."
- "Lafayette Road."

- “Lafayette Rd from Williston to Gilbertville Rd.”
- “Lafayette.”
- “La Porte Road/San Maran in Waterloo.”
- “Kimball Ave, 4th Street, Ridgeway Ave.”
- “Kimball ave.”
- “I would say Laffeyette Rd, as it does take you from Waterloo, into Raymond. It is a major artery with many businesses, houses and neighborhoods present on the road. By adding better sidewalks, bike lanes, center turn lanes, and appropriate lighting for all forms of transit would help improve the road. Another thing would be improved crossing on Laffeyete, Waterloo has done a fair job on that, however the suburbs are lacking on that front.”
- “I would not know where to begin.”
- “I would feel safer if bike lanes were off the main road or combined with sidewalk.”
- “I think they are getting better. We still have some work to do.”
- “Hudson Road.”
- “Hammond Ave. I would add a bike lane and a continuous sidewalk on this busy street.”
- “Hammond.”
- “Franklin Street, make it 3 lanes with a turn lane and bike lanes. Make the walk signals to cross longer.”
- “East San Marnan. More crosswalks and bike lanes.”
- “Downtown Waterloo. There has been some work there but could use more.”
- “Downtown Waterloo.” (2)
- “Complete streets NEEDS to be giving updates to the city far more often. Citizens do NOT know what is going on with our streets. With REGUALR updates people could see the good happening.”
- “Broadway.”
- “Bike trails need maintenance, main roads and main streets need smoothed out often.”
- “Any road that serves as a bus route needs to have the walking accommodations also so once people get off the bus they can finish getting where they are going without being left to wait in grass spots. need sidewalks, crosswalks, signals, benches, lights, trash cans.”
- “All. Get rid of bike lanes. Make roads wider. Center turn lanes. Have sidewalks.”
- “Airline Hwy.”
- “6 corners. It’s so confusing.”
- “4th/5th Street.”
- “4th Street.” (2)
- “4th St, since it's heavily used and spans much of the City. I'd add continuous bike lanes and a pedestrian bridge at the rail crossing - or better yet put the rail below grade. If the neighborhood and East High population were more white, the obstacles would not have seemed insurmountable, and they would've found the will to improve that crossing decades ago.”
- “1st St in Cedar Falls.” (2)
- “South Street in Waterloo has a lot of issues. It is a heavily trafficked side street, with little space to get through. The intersection at 9th and South Street, could arguably use a traffic light. It is incredibly stressful nearing that intersection. I see lots of road rage, stress and hecticness at that specific intersection on a daily basis.”

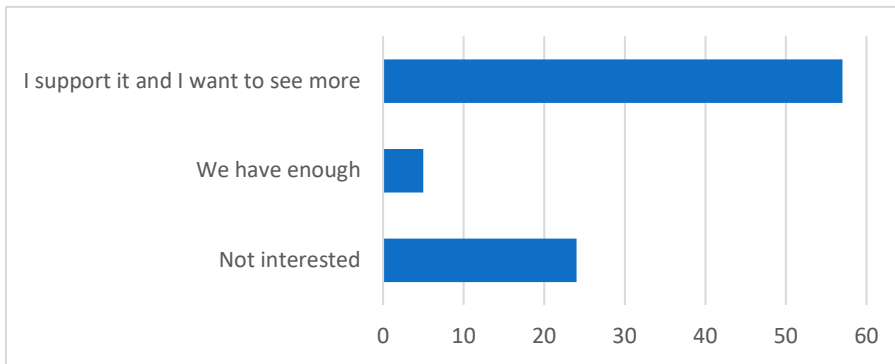
28. Which of the following applies to you about Electric Vehicles (EVs)?

- Answered: 86
- Skipped: 0



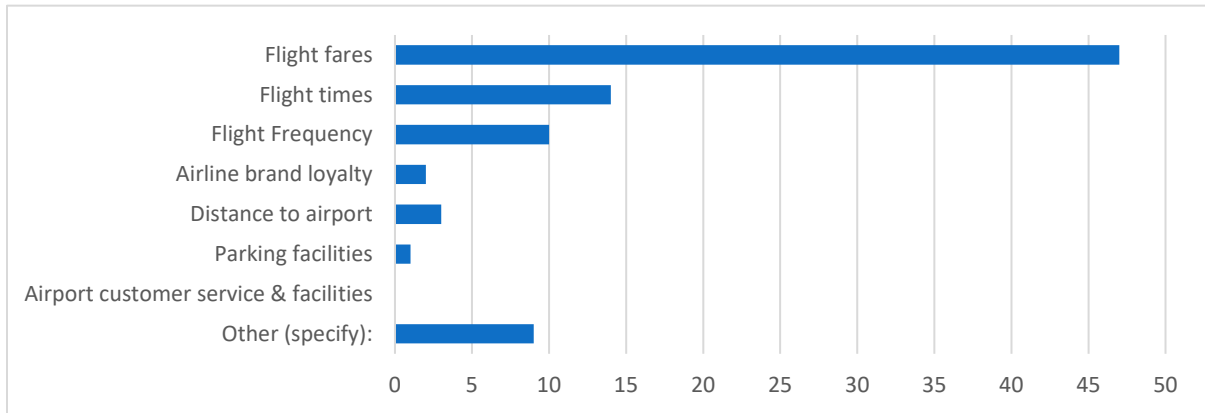
29. What role do you want Iowa to have in electric vehicle infrastructure?

- Answered: 86
- Skipped: 0



30. When deciding whether to fly from Waterloo Regional Airport or a different airport, which of the following is the biggest factor that influences your decision?

- Answered: 86
- Skipped: 0



Other (specify):

- “No nonstop.”
- “I like direct flights.”
- “Flight options – direct flights to other airports than Chicago.”
- “Direct flights.”
- “Destination.”
- “Cost AND is the flight actually going to happen. So many times the Waterloo flight is canceled and then the last minute they want me to drive to Cedar Rapids, that isn’t always an option.”
- “Convenience of connections to other destinations.”
- “Connection delays or failures at Chicago O’Hare are a problem when flying from Waterloo.”
- “As of current, I have no experience flying- but if I did, it would likely come down to cost and convenience fares.”

31. What is your biggest transportation challenge in the Black Hawk County MPO area?

- Answered: 77
- Skipped: 9

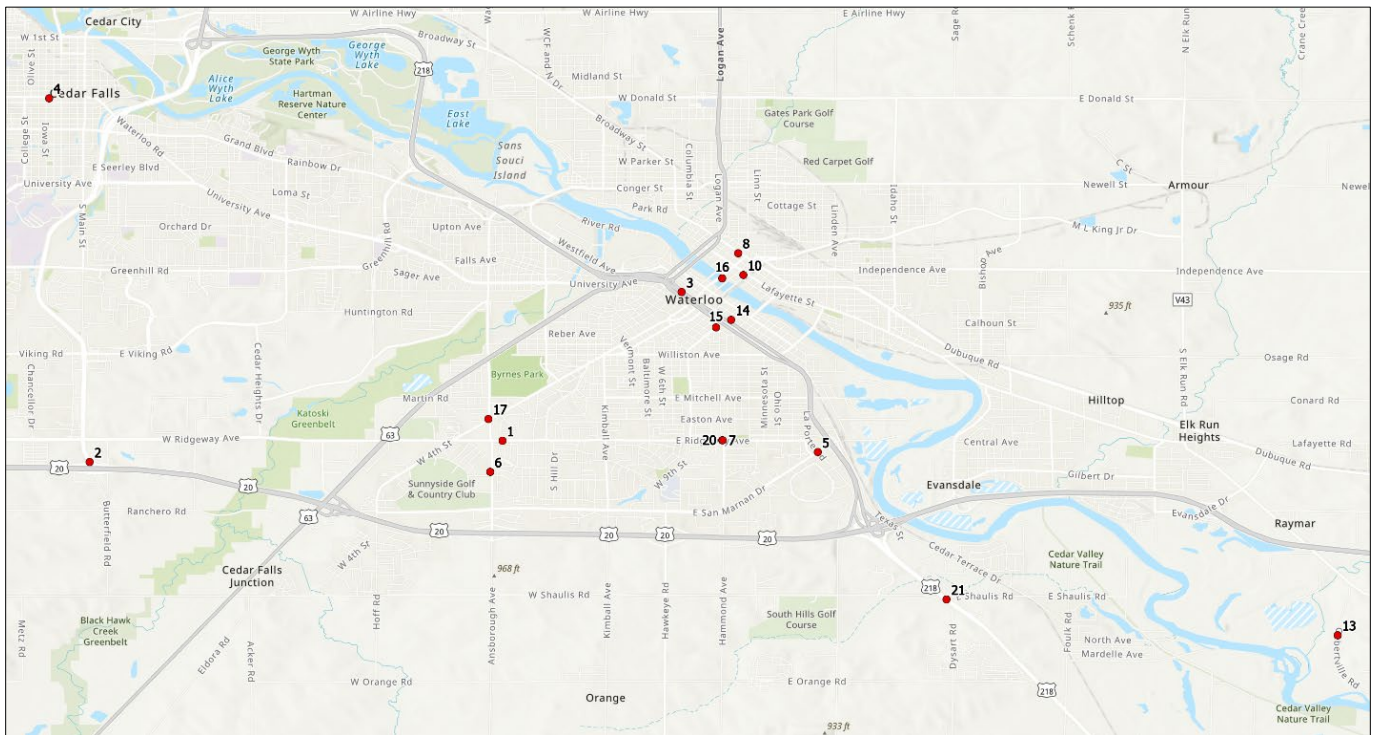
Worded Responses:

- “Road conditions.” (2)
- “Potholes!” (2)
- “Would really appreciate if Waterloo airport could provide more flights, more destinations and more reasonable prices.”
- “Winter driving in commercial areas.”
- “We need to be good stewards of scarce resources and not reconstruct roads that do not warrant reconstruction or increased capacity. Focus on "right sizing" our roads and consider all modes of transportation early in the design phase!”
- “Waterloo lacks a decent airport due to lack of flights and hubs. One airline to one location is not an effective route. Close Waterloo and concentrate on Eastern Iowa Airport.”
- “Walking/biking across Waterloo.”
- “Walking.”
- “W. Gilbert Dr. in Evansdale needs pedestrian trail from Elk Run Creek bridge to Mc Coy. San Marnan needs rehabilitation.”

- “Transportation in suburbs of Waterloo and Cedar Falls.”
- “Transportation for the older citizens to Waterloo/Cedar Falls who don't or can't drive.”
- “Trains and congestion. I have lived here my whole life and it's only in the past couple of years that I feel like we have started to have “rush hours.” And when a train is thrown in the mix we get backed up often for long periods of time and people get overwhelmed and make poor driving decisions. I've witnessed people running through red lights on 218, briefly driving down the wrong way to get around a stopped train, semis not having enough space to turn due to backed up traffic, etc.”
- “Timing of some of the traffic signals could be better.”
- “The lack of trains from this area to major metropolitan areas like Chicago and Minneapolis.”
- “The all-way stop at Ridgeway and Hammond is challenging. A roundabout would be great here.”
- “The airport doesn't have enough flights and those flights are canceled on a whim.”
- “That everyone feels they have to use a car or vehicle to get around.”
- “Speeding and people driving bigger and bigger vehicles which tear up our roads and block vision for other drivers as well as those within the vehicle.”
- “Sometimes the timing of the stop lights are off coming through downtown.”
- “Sidewalks and bike lanes and are not well connected. Snow removal needs to be given more attention... if I decide to bike or walk to work or shopping, I need that year round.”
- “Seems to be maintaining the roads we have, especially downtown Waterloo.”
- “Safely biking to shopping areas.”
- “Safe walking trails.”
- “Rough roads.”
- “Roads not being safe for bicyclists.”
- “Road conditions .”
- “Public Transportation options.”
- “Public transportation is very inadequate and non-existent in most neighborhoods.”
- “Providing service to those who need it.”
- “Potholes.”
- “Potholes, rough roads.”
- “Poor road conditions.” (2)
- “People not understanding 4 way stops.”
- “People hanging out in the left lane of the highway at slower speeds.”
- “Pedestrians and bikers going and coming to work along Airline Hwy.”
- “One way streets and stop lights that are not on sensors (left turn on red only should be flashing yellow).”
- “Once the Cedar Falls High School is open what happens to Hudson road when both UNI and CFHS are having large events at the same time? Are there sidewalks or trails along 23rd street.”
- “Never-Ending Road Construction.”
- “Need additional flights to other cities.”
- “My biggest challenge is driving over 50 miles a day through the Metro area going from one side to the other. Allowing bus services or complete road routes from Cedar Falls, to Raymond would be beneficial to the future of the Community.”
- “Mass transit accessibility and scheduling.”
- “Maintenance of existing transportation infrastructure.”
- “Limited bus service. Improvements might require raising fares for the first time in 20 years or so, which would mean working with social service agencies to distribute bus passes to people who need them. Employers like Best Western, HyVee, McDonalds etc. should also step up and help employees with bus fare.”
- “LaPorte Road.”
- “Lack of public transportation.”
- “Lack of good public transit.”
- “Lack of flights. I always fly out of Cedar Rapids or Minneapolis.”
- “Lack of connectivity with dead-end streets. “
- “Keeping up with all of the changes and different needs.”

- “Iowa 58 and Greenhill Road. The traffic on IA 58 is high speed. I think an interchange would help make this intersection safer someday.”
- “Integrating all users.”
- “I’m not sure I have any big or major challenges.”
- “I would like to take more public transit but the efficiency and frequency of buses is not conducive with how quickly I need to get places.”
- “I wish that the elevated highway that runs along the south edge of downtown Waterloo did not have traffic lights. I also wish it wasn’t elevated.”
- “I realize we will always be auto-oriented, but we have opportunity to expand our walkability and create walkable corridors. How can we revitalize downtown Waterloo? How can we make transit work efficiently for those who need it? How can we make the necessary connections by bike/foot for those who don’t have a car? How can we focus on what we do have (empty space at Crossroads!) and make something out of that instead of developing further outward? This will make people want to stay and live here.”
- “I find this area heavily overpopulated in traffic. The number of vehicles on the road at the same time is stressful. I have also noticed that some of the stoplights change incredibly fast- in turn influencing people to speed a bit quickly to make it to the other end, before missing their chance at making through. Visitors of the area are unfamiliar with this behavior, and I believe it creates an odd dynamic. Slow driving visitors who are unfamiliar with the territory vs. quick paced citizens.”
- “Hydrogen fuel cell cars are the future. Ears are not viable and are bad for the earth. Especially with CFU coal plant.”
- “Getting side streets plowed in a timely manner.”
- “Funding.”
- “Frustration over traffic signals in Waterloo that seem unnecessary or should be adaptive so there is less wait time.”
- “Frequent construction that takes all summer.”
- “Flying.”
- “Finding a safe ride home after a night of drinking, more cabs/taxis and or ubers.”
- “Drives not “seeing” walkers and bikers and not understanding walkers/bikers can use the streets as well as cars.”
- “Describing navigation to tourists and other visitors. Are there multiple names for some roads? Such as Mullen, 1st, Sergeant road hwy 63. Washington, 218, avenue of the saints.”
- “Currently that the crosswalk sign near my job doesn’t work.”
- “Connectivity.”
- “Condition of the roads in Waterloo especially during winter. The potholes get worse and cause greater damage to our car. The Waterloo Street Department does not have the capabilities to plow every street within 24 hours of a snowstorm ending, and my employees suffer from not being able to drive on unplowed roads.”
- “Can’t easily walk from my neighborhood to the existing trails without taking streets.”
- “Bus service for low income people .”
- “Bike connectivity, more direct flights out of airport to more cities, not enough public transport options.”
- “Being able to get around without a car.”
- “Bad drivers.”
- “218 through downtown Waterloo. Too many lights.”

32. Are there any other transportation problem areas in the Black Hawk County MPO area related to roads, bridges, bicycle and pedestrian facilities, or safety? Use the map to pinpoint a specific location and explain your answer below.



Worded Responses:

1. "Too narrow. Needs sidewalk, bike lane and lighting.
2. "Hwy 58/27 to Hwy 20
3. "The limited access highway is a needless divide to the community. This road was designed for a different era when the industrial uses around John Deere needed the capacity. the US 63 and US 218 is overbuilt and ruins the quality of life for those in the
4. "The mass transit accessibility is the key to vibrancy, especially in an industrial and university area.
5. "There is no safe way for people coming from these hotels to get to restaurants or shopping without getting into their vehicle.
6. "Little to no pedestrian or bike accommodations in this area.
7. "The all-way stop at Ridgeway and Hammond is challenging. A roundabout would be great here.
8. "Franklin St. is horrible to drive on. Needs to be totally reconstructed.
9. "More bike trails and sidewalks
10. "Waterloo downtown in general. How can we revitalize our downtown for the people who live here, visit here, work here?
11. "I believe that when the new high school opens in Cedar Falls that the capacity of the roundabout at University and Greenhill Road will be inadequate for the amount of traffic it will bear. And the roundabout in front of Wells Fargo/Burger King on Universi
12. "Please more street lights. This summer my house and my neighbors house was broken into a month apart. Our street is incredibly dark and since the break ins my sense of security after 30 years living in Waterloo has dwindled.
13. This road does not have enough speed limit signs posted and the speed limit is too high. The road also needs widened to accommodate walkers/runners.
14. "218/380 at Mitchell Avenue. Where the Washington Street south/east bound service road connects with the highway at about West Ninth Street. 218/63/University Avenue interchange downtown:

Where 63 north merges onto 218-Washington service road south. Terrible sigh distance from traffic merging from down the hill off 63 north onto 218 south."

15. "This is an incredibly busy intersection. I truly believe a stoplight here, would change the dynamic wonderfully. It is stressful just making your way up to the crossing for all transportation types but trying to cross this intersection or turn here is just miserable. Please consider taking a look at this intersection."
16. "Downtown Waterloo needs more bike lanes and patrolled to keep them off of sidewalks."
17. "4th street is a mess"
18. "No pedestrian bridges to cross roads at Crossroads"
19. "Our downtown area needs a lot of work. Especially for bicycles. The on on Park is a death trap."
20. "I've addressed it in my previous answers, but I just wanted to add the 4th St/rail crossing for the record to the map. Also, the intersection of Ridgeway and Hammond is a hot mess. It could use either a stoplight or a roundabout."
21. "Lat: 42.442378 Lon: -92.298941. I think this intersection will be an increasing problem for accidents. The Shaulis Road Trail will also be crossing from East to West in the future. I think trying to avoid pedestrian vs motorist crashes are important."

33. Any additional comments?

- Answered: 16
- Skipped: 70

Worded Responses:

- "The bicycle lights downtown Waterloo are awesome! Please expand on that!"
- "Thanks for the well constructed survey."
- "Thanks for the opportunity to provide input."
- "Thanks for asking."
- "Thanks for asking!"
- "Thank you for this survey for people who live outside of Waterloo."
- "Thank you for the opportunity to comment!"
- "Thank you."
- "Slow traffic down. Be very cautious about any changes on Main Street from University to Sixth in Cedar Falls. Losing lanes could cause traffic backups. Plenty of room for bikes on parallel streets. Not necessarily a fan of roundabouts, but one at Sixth and Main in CF at the south end of the Parkade might work."
- "More attention to needs of persons with disabilities."
- "I would like to know how much was spent on the Ridgeway study and why nothing was done to improve it. They just completed an overlay and didn't improve anything."
- "I LOVE the work that was done on University Avenue. If we can take that spirit and apply it to Ridgeway, I think you would see a lot more people biking to work and people would be much safer."
- "I hope we can see some improvement soon. Thank you."
- "Government should NOT be involved in electric car infrastructure. Leave it up to commercial ventures."
- "Get normal common sense people in the planning phases not just people with "degree's"."
- "As previously mentioned, talk with the persons who are, presently, and, in the future, be affected by the decision made. Be cognizant of their needs, not your wants, in the final decision making process and to do this...talk with them!"



Opportunities for **Public Input** on the
2050 Update to the Black Hawk County MPO

Long-Range Transportation Plan (LRTP)

Tuesday, September 19th

12:00-1:30 p.m.

INRCOG Center

229 E Park Ave, Waterloo

Thursday, September 21st

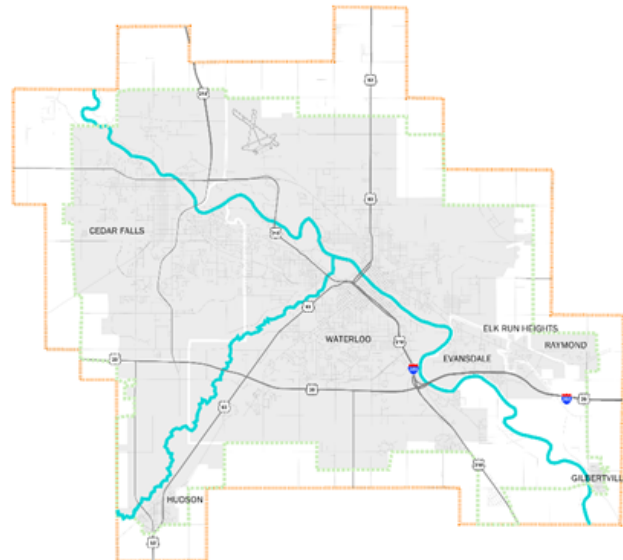
3:30-5:00 p.m.

Virtual Meeting

www.microsoft.com/en-us/microsoft-teams/join-a-meeting

Meeting ID: 244 553 423 402

Passcode: cFRd5k



The LRTP documents the present state of transportation patterns and infrastructure across all modes and provides a plan for the maintenance and improvement of each mode based on anticipated needs and revenues.

Visit www.bhcmpo.org/lrtp to view the Draft Chapters

Comments or questions can be directed to Kyle Durant, Transportation Planner II
kdurant@inrcog.org or (319) 235-0311

Las reuniones públicas se discuten en este folleto son las necesidades actuales y futuras del sistema de transporte en el ámbito de las condiciones de Black Hawk County. Llame (319) 235-0311 si usted tiene preguntas acerca de estas reuniones.



Please post this flyer in a public area



NEWS RELEASE

DATE: August 28, 2023

RE: Black Hawk County Metropolitan Planning Organization (MPO)
Draft 2050 Long-Range Transportation Plan

CONTACT: Nick Fratzke, Director of Transportation
nfratzke@inrcog.org
(319) 235-0311

The MPO will hold public input sessions on the draft 2050 Long-Range Transportation Plan (LRTP). The purpose of the LRTP is to document the present state of transportation patterns and infrastructure in the Black Hawk County metropolitan area across all modes, and to provide a plan for the maintenance and improvement of each mode based on anticipated needs and revenues. The MPO includes the cities of Cedar Falls, Elk Run Heights, Gilbertville, Hudson, Raymond, and Waterloo, and parts of unincorporated Black Hawk County. Draft chapters are available at www.bhcmpto.org/lrtp.

An in person public input session will be held September 19th from 12:00-1:30 p.m. at the INRCOG Center, and a virtual public input session September 21st from 3:30-5:00 p.m. using the meeting link and ID below. The sessions will be in an open house format with no formal presentation.

Comments will be accepted until the MPO holds a public hearing and considers adoption of a final version on Thursday, November 9th at 10:00 a.m. at INRCOG. Comments and questions can be directed to Kyle Durant, Transportation Planner II: kdurant@inrcog.org.

www.microsoft.com/en-us/microsoft-teams/join-a-meeting

Meeting ID: 244 553 423 402
Passcode: cFRd5k

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229 E Park Avenue | Waterloo Iowa 50703 | P (319) 235-0311 | F (319) 235-2891 | www.inrcog.org

Long Range Transportation Plan Public Input Sessions

The Black Hawk County MPO is organizing meetings for the public to share their thoughts about the draft 2050 Long-Range Transportation Plan (LRTP). This Plan focuses on the current transportation situation and infrastructure for the metro area covering all types of transportation. It aims to create a strategy for maintaining and enhancing each mode of transportation, considering future requirements, and funding. You can find the draft sections of the plan at [here](#).

An in-person public input session will be held September 19th from 12:00-1:30 p.m. at the INRCOG Center, and a virtual public input session on September 21st from 3:30-5:00 p.m. using the meeting link and ID below. The sessions will be in an open house format with no formal presentation.

Comments will be accepted until the MPO holds a public hearing and considers adoption of a final version on Thursday, November 9th at 10:00 a.m. at INRCOG. Comments and questions can be directed to [Kyle Durant](#).

Link to Virtual Public Input Session:


www.microsoft.com/en-us/microsoft-teams/join-a-meeting

Meeting ID: 244 553 423 402

Passcode: cFRd5k



← ↻ 🔒 https://bhcmppo.org/lrtp/ 🔍 ⌂ 🌐 📄 🗑️ ⋮



INRCOG
Iowa Northland Regional Council of Governments

BLACK HAWK COUNTY MPO

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The Iowa Northland Regional Council of Governments is an association of local governments that is committed to identifying, securing, and coordinating local, regional, and federal government projects and programs for the enhancement of our region and member communities.

Required Plans and Programs

Long-Range Transportation Plan (LRTP)	Transportation Planning Work Program (TPWP)	Transportation Improvement Program (TIP)	Passenger Transportation Plan (PTP)	Public Participation Plan (PPP)
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Upcoming: Public Input Opportunity

Please join us in person September 19th from 12:00-1:30 p.m. at the INRCOG Center, or virtually September 21st from 3:30-5:00 p.m. to share your thoughts on the draft Long-Range Transportation Plan (LRTP). Draft chapters of the plan can be found below.

Comments will be accepted until the MPO Policy Board holds a public hearing to consider adoption of the final Plan at the November 9th, 2023 meeting at 10:00 a.m.

<https://www.microsoft.com/en-us/microsoft-teams/join-a-meeting>

Meeting ID: 244 553 423 402

Passcode: cFRd5k

← ↻ 🔒 https://bhcmpo.org/lrtp/ 🔍 A 📄 ☆ 🟢 ⚙️ | 📄 📄 📄 📄 ⋮

Have Your Say: Review the Draft Long-Range Transportation Plan (LRTP) Today!

We're excited to announce that the draft LRTP is now available for public comment. This crucial document outlines the future of our metropolitan transportation infrastructure, addressing issues like sustainability, accessibility, and efficiency. Your input matters, and we encourage everyone to review the plan and share their thoughts.

Comments will be accepted until the MPO Policy Board holds a public hearing to consider adoption of the final Plan at the November 9th, 2023 meeting at 10:00 a.m.

Click the buttons below to view individual draft chapters.

1 – Overview	2 – MPO Profile
3 – Roads & Bridges	4 – Passenger Transport
5 – Bicycle & Pedestrian	6 – Freight
7 – Safety & Security	8 – Environmental Review
9 – Financial Analysis	10 – Public Involvement
Appendix I – Policy Board and Committees	
Appendix II – Acronyms	
Appendix III – 2022 Public Input Survey	
Full Draft Long-Range Transportation Plan	

*** Proof of Publication ***

State of Iowa
Black Hawk County

Iowa Northland Regional Council of Governments

229 EAST PARK AVENUE
WATERLOO IA 50703

ORDER NUMBER 230547

The undersigned, being duly sworn, on oath, do depose and say that I am an authorized employee of the Waterloo Cedar Falls Courier, that The Waterloo Cedar Falls Courier is a weekly newspaper regularly published and printed in the English language in the City of Waterloo, Black Hawk County, Iowa, and has a general circulation in the said city and county; and that I personally know that the notice, a true copy of which is hereto affixed, was published in the Waterloo Cedar Falls Courier on the following days, to-wit:

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Black Hawk County Metropolitan Area Transportation Policy Board (MPO) will hold a public hearing at the INRCOG Center, 229 E. Park Ave., Waterloo, Iowa, on Thursday, November 9, 2023 at 10:00 a.m.

The purpose of this hearing is to solicit public comment on the final MPO 2050 Long-Range Transportation Plan (LRTP). The purpose of the LRTP is to document the present state of transportation patterns and infrastructure in the Black Hawk County metropolitan area across all modes, and to provide a plan for the maintenance and improvement of each mode based on anticipated needs and revenues. The MPO includes the cities of Cedar Falls, Elk Run Heights, Evansdale, Gilbertville, Hudson, Raymond, and Waterloo, and parts of unincorporated Black Hawk County. The document can be viewed at the INRCOG office or at www.bhcmmpo.org/lrtp.

It is your privilege to attend this hearing to express your views concerning the LRTP, or you may submit your written comments to the Iowa Northland Regional Council of Governments, 229 E. Park Ave., Waterloo, Iowa 50703, through the time and date of the hearing as specified above. Following the hearing, the MPO will consider all oral and written comments before adopting the final LRTP.

For additional information, you may contact Kyle Durant at (319) 235-0311 between 8:00 a.m. and 3:30 p.m. weekdays or at kdurant@inrcog.org.

Section: Legals


Category: 950 Legal Notice

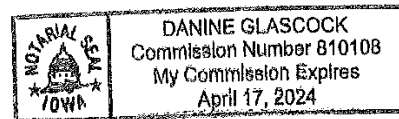
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That the issues of said paper containing said notice were duly circulated in the regular manner.






Notary Public in and for Said County

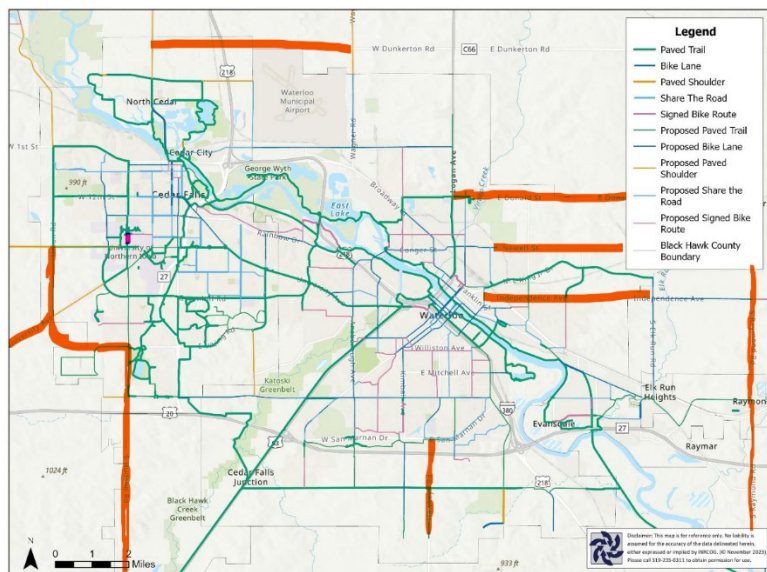
Public Comments

Gotta say, the plan is in great shape. Really appreciate the opportunity to provide feedback. I am offering remarks from a pedestrian/bicyclist lens. These are my views, but are likely consistent with Cedar Valley Cyclists (serving on its board).

Table 5.1 - as a runner, paved shoulders and bike lanes are certainly safer than all the tripping hazards on a sidewalk. It might be worth a footnote that runners can use these facilities (but by opposing traffic).

Map 5.2

- **PINK** - Hudson Rd needs trail continuity (preferably not alternating on opposite sides of the street - which causes unnecessary bike/vehicle conflicts).
- **ORANGE** - sections of Dunkerton Rd (CF), Union (CF) University Ave (CF), Hudson Rd (CF) East Donald (ALO), Newell (ALO), and Independence Ave (ALO) deserve paved shoulders.
- On the rural segments, it might be helpful to include recent studies that show paved shoulders cost less over the useful life of the road than soft shoulders that require annual maintenance. It is a travesty that secondary roads are being reconstructed without paved shoulders (Union Rd north of 1st Street). Even if it isn't a full bike lane, a partial shoulder is a life-saver.



I think that's it. I really love the planning efforts (beyond bikes and peds!) to improve our transportation systems for safety, efficiency, aesthetics and economic vibrancy.