

2012 Public Input Survey

Iowa Northland Regional Transportation Authority

May 16, 2012

An online survey was developed as part of the public involvement efforts for the Iowa Northland Regional Transportation Authority (RTA) 2040 Long Range Transportation Plan. The RTA includes Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties, excluding the Waterloo-Cedar Falls metropolitan area. The survey was written by RTA staff with input from the RTA Policy Board and Technical Committee.

The survey was conducted through the website www.surveymonkey.com. The website enabled the creation of the survey questions and choices, the creation of a link for users to click to access the survey, and analysis of results. The survey was accessible through a link on the Iowa Northland Regional Council of Governments (INRCOG) website (www.inrcog.org). This link was posted from April 2 to April 30, 2012.

Methods of informing the public of the survey included mass email distribution from INRCOG staff and the RTA, promotion at various meetings during the time of survey availability, the INRCOG newsletter, and a press release that went to all INRCOG media contacts in the region. Paper surveys were also available at the INRCOG office.

The survey consisted of 12 transportation questions and 7 demographic questions. In addition to a couple open-ended questions, there were also several opportunities to submit written comments. A total of 194 surveys were submitted. This document details the results for each question, including tables, graphs, and a listing of written comments. All written comments were included in this report, with the exception of comments such as "N/A" or "I don't know".

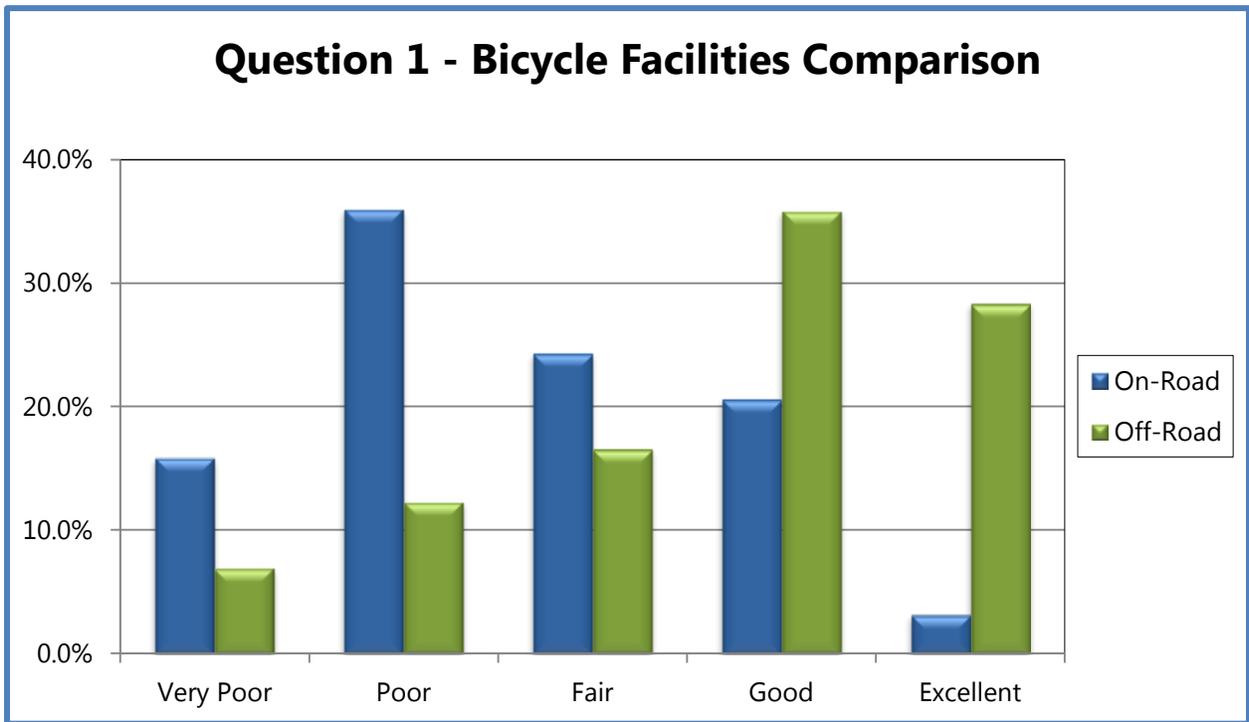
While the RTA does not conduct transportation planning for the Waterloo-Cedar Falls metropolitan area, it does cover the entire surrounding area. The RTA also works in tandem with the Black Hawk County Metropolitan Area Transportation Policy Board, which conducts transportation planning for the metropolitan area. Due to the interdependent relationship between these two areas, as well as the impracticality of trying to exclude metropolitan area results from the survey, residents who live or work in the metropolitan area were also encouraged to take the survey. Results shown in this report are for all survey responses. Written comments have been grouped by county, which helps identify any themes particular to that area.

While valuable for gaining insight into the public's view on transportation issues, there are several considerations to keep in mind with regard to the survey results. First, the survey is not considered statistically valid, as it was not a random sample of the population. It was considered too expensive to achieve this. Also, there was no way to ensure that a person did not take the survey multiple times. However, review of the survey results did not show any patterns suggesting that this occurred. These results can help gauge the public's opinion on the current status and future needs of the transportation system in the region, as well as other relevant transportation issues. The survey results will be distributed to and discussed by the RTA, and will be included as part of the 2040 Long Range Transportation Plan.

Question 1

How would you rate the current quality of the following aspects of the transportation system in your home city or county?

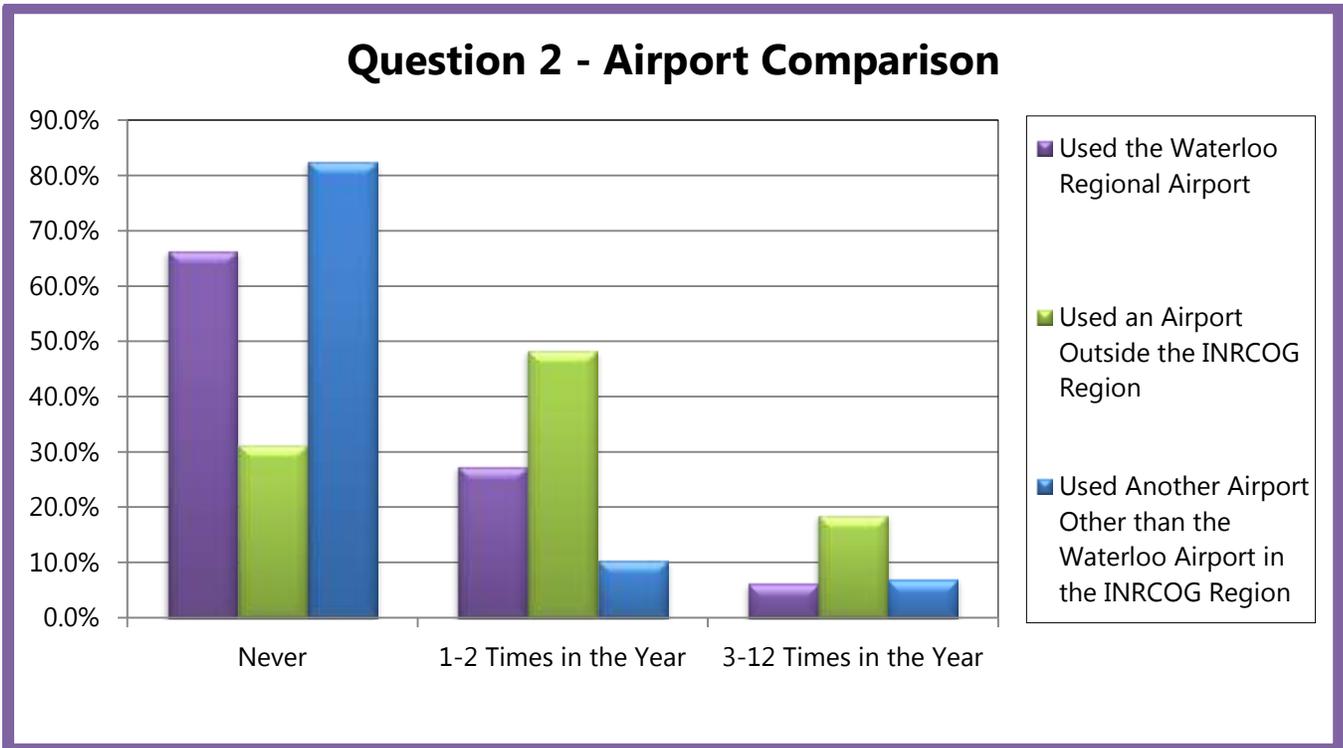
	Very Poor	Poor	Fair	Good	Excellent
Roads and streets	2.1%	22.5%	44.0%	31.4%	0.0%
Signs and signals	1.6%	3.7%	31.6%	60.5%	2.6%
Pedestrian facilities	4.2%	16.8%	35.3%	38.4%	5.3%
On-road bicycle facilities	16.0%	36.4%	24.6%	20.9%	3.2%
Off-road bicycle facilities	7.0%	12.3%	16.6%	35.8%	28.3%
Transit	24.7%	25.8%	28.7%	19.7%	1.1%



Question 2

During the past year, how often did you do the following?

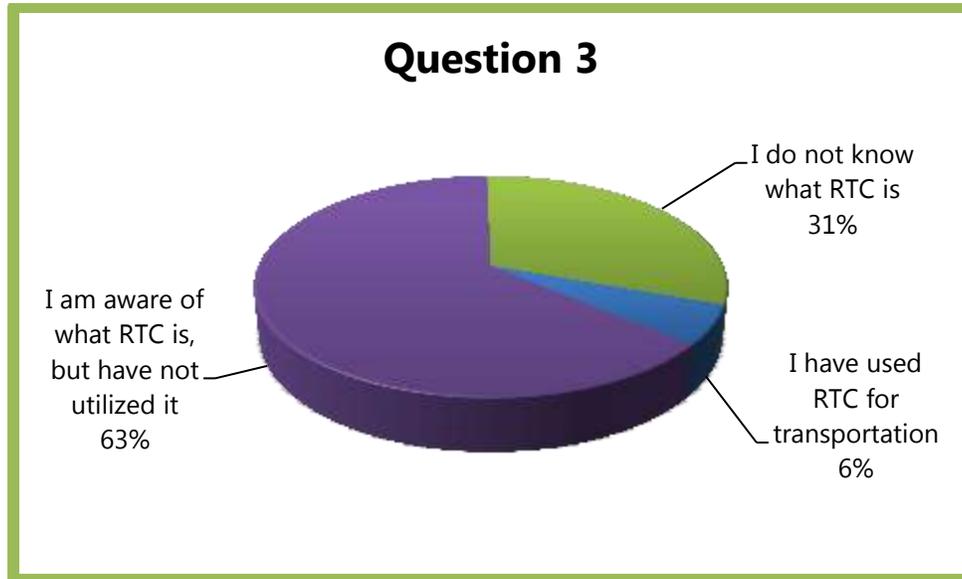
	Never	1 or 2 times in the year	3 to 12 times in the year	2 or 3 times per month	1 or 2 times per week	More than 1 or 2 times per week
Shared a ride to/from work	60.5%	18.4%	12.1%	2.6%	1.6%	5.3%
Walked or biked to/from work	71.8%	4.8%	5.9%	1.6%	4.3%	11.7%
Rode a RTC Bus	94.2%	2.6%	1.6%	0.5%	0.5%	0.5%
Used a city-to-city bus	95.3%	3.7%	1.1%	0.0%	0.0%	0.0%
Used the Waterloo Regional Airport	66.8%	27.4%	6.3%	0.0%	0.0%	0.0%
Used another airport other than the Waterloo Regional Airport in the INRCOG Region	82.5%	10.9%	7.1%	0.0%	0.0%	0.0%
Used an airport outside the INRCOG Region	31.4%	48.9%	18.6%	0.5%	1.1%	0.0%
Rode Amtrak	93.7%	4.2%	2.1%	0.0%	0.0%	0.0%
Rode a bike on a city street or county road	34.7%	12.6%	22.1%	13.2%	8.9%	8.9%
Used a bicycle/pedestrian trail	24.7%	16.8%	21.1%	16.3%	12.1%	8.9%



Question

3

What is your awareness level of the Regional Transit Commission (RTC)?



Question

4

What type of passenger transportation improvements via any mode (vanpool, bus, rail, or air) would you like to see?

There were 102 written comments. Common themes in the comments included cost, pedestrian facilities, marketing, schedule, availability, shuttle/vanpool, and air/rail/bus.

Black Hawk County

1. Vanpool
2. Air, Rail and Bus
3. We need transportation improvements that would include evening or over night hours. The majority of our industries here run all three shifts. We also need a system or a least one route that would go to the out limits of the city.
4. bus
5. bus
6. Shuttle service to Eastern Iowa Airport in Cedar Rapids
7. Better bus, intercity/state rail service and better air travel
8. More city bus service, running after hours and on Sundays. For most riders, transit is their only mode of transportation, including to and from work, groceries, medical appointments, etc.
9. The bus system could be improved by offering longer hours and increased routes. If I had to choose, I would say the longer hours would be most beneficial. I am familiar with several instances of people being unable to take jobs, go grocery shopping, get to appointments, etc. because of the restricted times the buses are available. Perhaps a vanpool could address this issue? I am not familiar with such a program.

10. Rail and air
11. Improved financial accessibility for people that don't qualify for low income programs, but have jobs that still make it difficult to make ends meet. (For those that "fall between the cracks".)
12. The taxi service in black hawk county is deplorable. Most are run on private owned vehicles with no regulations or quality of vehicles. Would like to see a light rail service to provide mass transportation at a reasonable cost. If we provide pleasant alternatives to our cars people would seek alternate transportation.
13. Cheaper airfare.
14. Transportation for elderly people from small towns, to Waterloo/Cedar Falls for Doctor appointments and shopping. Possible commuter train or bus from small towns to Waterloo/Cedar Falls, with several drop off points in the Metro Areas
15. Bike lanes on city streets.
16. Bus, rail
17. I would like to see more frequent service of Waterloo metropolitan transit authority buses. I would also really like Amtrak service to Chicago & California.
18. Rail would be great, but probably useful only for longer travel to single destinations such as Chicago. While the other mode are important, I think a realistic and critical improvement is better engineering of existing roadways as they are improved. Case in point - University Ave. Let's have roadways that are appropriate for the true capacity requirements -- not overbuilt, 5-lane wide roadways. Better design could give us more efficient and more pleasing travel.
19. Better University Ave. in Cedar Falls and Waterloo. The road is both bad and dangerous. I am personally opposed to having round abouts on this road.
20. More encouragement of bus.
21. Rail to be come more affordable, easier to access, and faster.
22. Trains to other places would be wonderful (e.g. Minneapolis, Chicago)
23. More local bus routes. Local rail service! Nearest place to get Amtrak is 3 hours away. Trains from NE Iowa to Minneapolis/Chicago would be awesome.
24. Commuter rail line to chicago's union station
25. Expanded bus service for those with second shift jobs, etc.
26. Bring United back to the Waterloo Airport
27. I would like to see the bus system utilized more to reduce vehicle use; and encourage more walking in the community (to/from bus stops). In order to achieve the latter, we need to address sidewalk infrastructure and perceived personal safety issues (neighborhood level security, bus transfer locations). I would like to see direct rail options to/from Chicago; and I am disappointed that all air travel will go through O'Hare International. I liked flying Delta and have a nice routine going through Mpls. In the future I will consider all of my options before flying out of Waterloo.
28. bicycle infrastructure improvements/network
29. Rail or bus to the Cedar Rapids airport
30. Our population density is so low that public transportation would likely be so costly as to be impractical
31. railroad passenger service east and west closer than Fort Madison
32. More public transportation: buses, and trains!!!! Fast trains! This is 21st century, yet this country (state) lives some centuries ago! Far behind other civilized countries in the world! A shame!
33. People with disabilities and elderly as well as all people with very low incomes need better transportation in order to get to shopping centers and medical appointments. They also need better service in order to have a social life beyond the work day scheduling. With the recent events surrounding the NE Iowa Center for Independent Living, there is greater pressure than ever for people with disabilities as they attempt to travel within the city. This was already a very restrictive process for these people. Somehow, there needs to be expanded transit options for people of low income which includes many elderly and most people with disabilities. At this time, these people are restricted from having a normal social life as well as being restricted in other usual transportation needs that we, the abled, take for granted.
34. Long term, Intra & interstate freight rail should be the first priority of region, state, nation. Next, I would like to see light rail from Cedar Falls to Waterloo in place of one lane of University Avenue. I would like to see small parking lots along the route (8-10 cars) so people can get on/off conveniently. I would like to see smaller buses or vans to run area routes from this main line and to change according to needs of the riders. In the immediate

future I would like to have bus service west of the UNIDome to Cedar Falls Mobile Home Village.
(Patricia Godwin)

35. Better (local) bus lines. Better roads!
36. I would love to see a smaller loop route in Cedar Falls for the downtown area, university, and nearby residential areas. The current one-hour loop provides access to many locations but is very impractical for regular transportation. While I can get to work in 10 minutes, I must ride the entire loop for 50 minutes to get home.
37. Railroad to any of the following cities would be excellent improvements. Des Moines, Iowa City, Minneapolis, Chicago
38. On road bicycle accommodation. Complete streets. Better intersections (i.e. round-a-bouts and traffic calming measures)
39. #1: Improved air service and more choices of air carriers, departure times and destinations #2: Intercity passenger rail service
40. Possibly more awareness of bus routes or vanpools that would be utilized from Hudson to Waterloo/Cedar Falls.
41. more bus routes
42. rail service from Waterloo to Des Moines
43. Air: I believe commercial flights to the Waterloo Regional airport should cease and be replaced with regularly scheduled bus/limo service to the Eastern Iowa airport. City Bus: I believe the current large buses should be replaced with smaller buses, better sized to the usage. City Traffic Signals: I believe many signals in Waterloo could be switched to flashing red and yellow after 7 pm and during mid morning and mid afternoon. Too many times I have been part of a block of traffic stopped at a red light with no traffic on the crossing street. The red light was tripped by a car which turned right and left the intersection before the light turned.
44. City Bus
45. More frequent MET bus service. More frequent air service at Waterloo. Passenger rail from Waterloo to Chicago or at least IC to Chicago.
46. Better transportation through Waterloo, get rid of the stop signs on 380. Train transportation to Chicago
47. Rail and Bus. More frequent bus stops and more buses more often
48. Rail service between here and larger cities.
49. a commuter bus that would get me from my house in Waterloo to my job at UNI in 30 minutes. The current bus commute is one hour.
50. Improved affordable access to transportation for those people who do not have cars.
51. Smaller, newer, more comfortable para-transit (wheelchair).
52. More than two flights per day. like to at least one per day to MSP.
53. More passenger trains.
54. Continued encouragement of fares at Waterloo Airport that make it worth using vs. driving to CR or Des Moines.
55. Better busing hours and plus shuttle buses too and from parking too down town venues and back.
56. Better airline connections, especially to Minneapolis.
57. trolley in downtown Waterloo to parking areas. on-road bike lanes.
58. Additional times available for all transportation systems.
59. Closer rail service would be great or some kind of regular bus service (like Iowa City has) to Chicago. Air is obviously a problem - I have to go to Florida for work next week - I searched for flights and, though I must travel to Des Moines, I'm flying for \$292.00. The flight to Florida is nonstop. To fly from Waterloo (or Cedar Rapids) would have been nearly \$300.00 more.
60. More flights from Waterloo More competitive flight prices
61. Expanded hours for bus system.
62. The transit system is not set up very well for people that are traveling with small children. The routes times are spaced too far apart for someone that is dropping a child off for childcare and then going back home or getting to their job/school.
63. I would like sidewalks to be mandatory in residential neighborhoods in Waterloo (like the Prospect Blvd. area). I would also like expanded bus service. Finally, I would like high speed trains from Waterloo to Omaha and Chicago.
64. Would like to see some sort of rail option from Waterloo area to Chicago.
65. Affordable transportation to individuals after the bus stops running
66. Metro bus is a great service, but won't work for me due to the distance from my home, and it does not run late enough in the day. One possibility is to run the Metro bus from downtown areas late at night on Friday and

Saturday, to promote downtown activities and reduce OWI incidents. With air, more choices at better prices. Easier said than done.

67. More bus routes to big cities, such as Minneapolis, Kansas City, etc., from Waterloo. Want a passenger train to come here!
68. Better bus service Better airline rates and times of travel
69. regional connection to rail would be nice.

Bremer County

1. a lot of us here in waverly have jobs in waterloo, some of us have to depend on a cab ride the cab fare is \$40.00 one way, so some of us is paying \$80.00 per day just for transportation, i only make \$10.00 an hour so im not making enough to pay my other bills, i just wish they had some public transportation system thats cheaper
2. Not enough experience to comment.
3. Just keeping up the condition of the roads would be good. Amtrak more accessible in this area would be GREAT too
4. INRCOG eliminate the RTC.
5. Cheaper flights from Waterloo to Chicago
6. I am a Senior citizen, so far, able to drive myself, so haven't had the opportunity to use the RTC etc. but have heard good comments on it.
7. Air
8. I would love to see a walking trail around the county owned pond, north of Plainfield. It would be used by LOTS of people daily!
9. Competitively priced airfare at Waterloo airport, with fewer flight cancellations due to maintenance, flight crew availability, etc.
10. Don't use it.

Buchanan County

1. Adequate for Aurora, but need to be sustained/maintained in county.
2. More in town transit.
3. Pedestrian and biking transportation options with safety in mind. Airlines not overbooking.
4. Easily accessible and affordable transportation to and from Waterloo, especially Covenant Medical Center & Allen Hospital.
5. An economical one, historically the mass transit modes are highly subsidized.
6. in town and out of town to provide transportation to low income
7. low cost rec. bike trail Oelwein to the South East Bus/vans need to be made available for use/rent by nonprofit organization/clubs/private schools.
8. rail
9. Customized rides for shopping and work
10. More intra-city bus links to Interstate highway bus connections where riders could catch megabuses at the Interstate for travel to major cities like Chicago, Denver, Minneapolis, St Louis which each should provide air service to major hubs and also provide bus services to major attractions within their states. This would be much faster than the interstate and intrastate routes currently in use in that it would provide practical connections to most or all destinations in all states neighboring Iowa with entire trips often being time competitive with any existing rail or air service and at a cost only a fraction of the cost of airline or rail travel. I have found air travel to be beyond my means as I am retired and the cost of auto travel is too high for one or two passengers. The Interstate stops could be at major truck stops where restaurant services would also be available as well as car rental services and reasonably priced hotels.

Butler County

1. More marketing of the RTC
2. Transportation for outer county people. With the governor closing offices locally, it is even more important that people have reliable, regular transportation to social services and medical care.
3. bus or vanpool from Waverly to Waterloo/Cf or Independence to Waterloo/CF
4. Reasonable air fares. Easier connection to Amtrack.

5. Text that you want to catch a certain bus at a certain location and get a text back 5 minutes out.

Chickasaw County

1. a regional transit system that would allow people in rural areas to access the Waterloo/Cedar Falls area for Arts, Sports and other entertainment.
2. increase in availability of public transportation
3. more transportation for the medical needy residents
4. Small town of 3,500 - wouldn't be feasible
5. Our town is too small to support much more than RTC for transportation.
6. We only have 2 miles of walking/bike trails in New Hampton. It would only make sense if we tried to hook up to some of the surrounding towns.
7. Rail would be nice for commute to/From Waterloo Cedar Falls
8. Work two mile from home and use my vehicles to contact customer for business call
9. I'm not even sure there is a bus connection (Grayhound, Hawkeye Stages) here in New Hampton anymore. If there is such a connection, it should be posted as to where you can board the bus.
10. Passenger rail connections to Minneapolis, Chicago, St. Louis Currently we have no public transportation nearby whether bus or rail
11. Transportation for people to receive needed healthcare services

Grundy County

1. SHUTTLE BUS
2. I would like to see more "slow lanes" added to areas of congestion along Highway 14 throughout Grundy County. This corridor is heavily traveled by farm equipment, grain trucks, and other slow-moving vehicles. Allowing these heavy-duty vehicles spots for them to move over to the right so that faster, lighter vehicles can move beyond them would likely increase traffic flow.
3. senior citizens or persons without drivers licenses are very restricted when it comes to grocery shopping, medical care, and similar events. There is no local bus or van program to offer rides to local care or shopping - and no way for them to get to Waterloo unless there happens to be a family member living near by. The post office was moved to the edge of town from its central location and there is no sidewalk access. To get to the post office you have to drive, walk on the highway part of the way or cut through neighbor's lawns. Transportation in town is non-existent.
4. vanpool and small bus
5. I would like to see a simplified electronic schedule of public transportation options posted online in a single centralized location. I feel this would make the system more accessible to first-time users.
6. Transportation services for Reinbeck residents (particularly elderly and disabled) is virtually nonexistent and at best impractical. My disabled son had to move to Waterloo for lack of transportation services. Our church provides rides for one dialysis patient due to lack of available, and affordable services. We get by, but I would never recommend anyone retiring here where a change in health might take away independent transportation. A regular route, 1) multiple times a day including early morning and evening 2) affordable providing service to Waterloo of met system is critically needed. We have a fine medical facility in Grundy Center, but again a regular route, multiple times a day and affordable is a critical need,

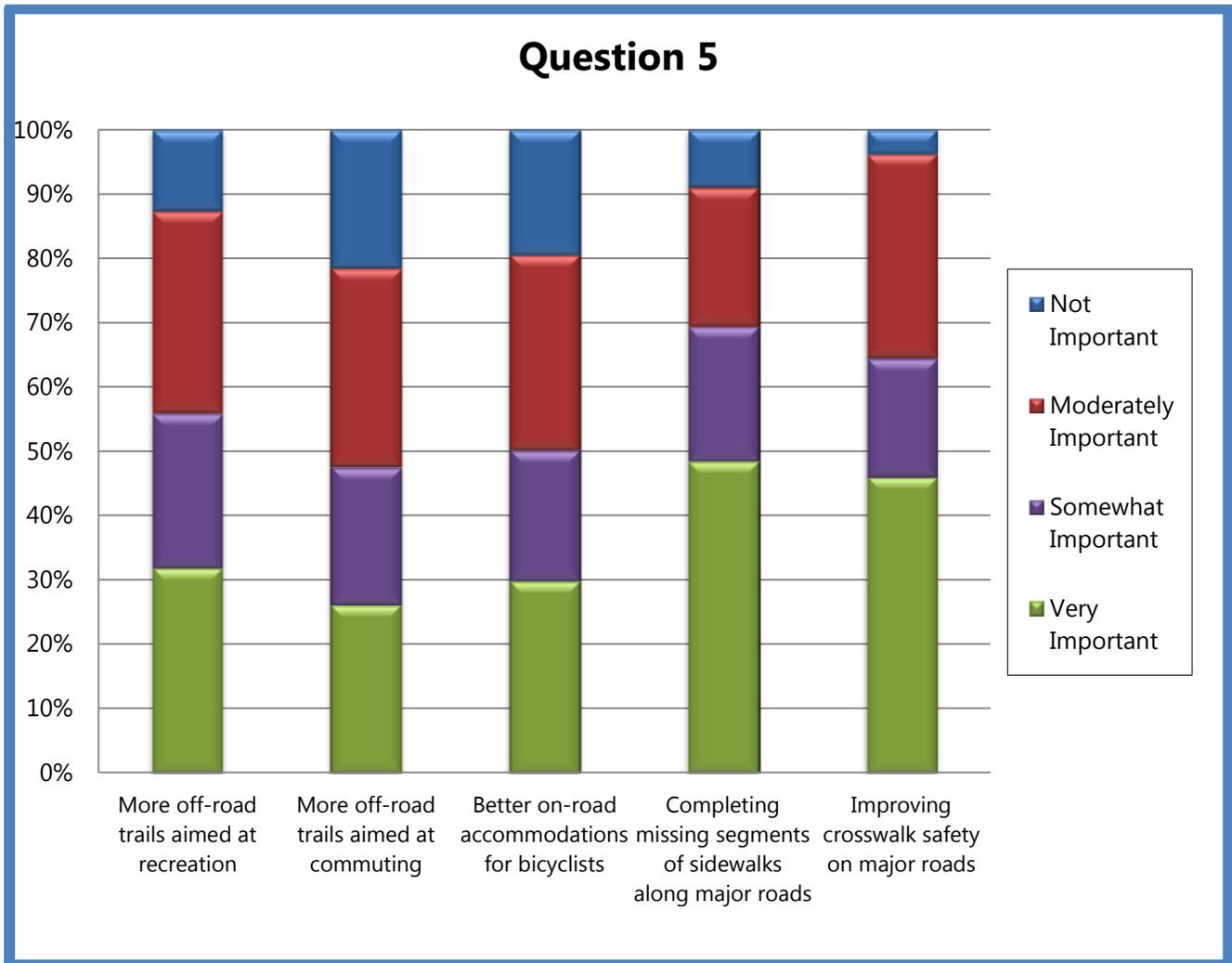
Other Counties

1. Howard: In the short term: Complete the expansion of US 63 to a 4 lane divided highway all the way to the Minnesota border. I would like to see more winter maintenance on county road B22 thru Chickasaw county. That road is always drifted over during the early morning hours. There are many trees and brush that need to be cleared in the ditches of Chickasaw B22 also. Long term: Exit/entrance ramps with an overpasses at the Cedar-Wapsi road on HWY 218 and Dunkerton road of HWY 63 would improve the safety of the area and reduce accidents. Furthermore, traffic on Cedar-Wapsi road should be forced to go over HWY 63 without any entrance/exit ramps instead of crossing it. There is a high amount of traffic that must cross HWY 63. Those wishing to get onto HWY63 would be able to use exit/entrance ramps at Dunkerton road or the City of Denver. In fact, perhaps every road crossing HWY 63 between HWY 3 and Waterloo should be an overpass only, if it is not already an exit/entrance.

Question 5

With regard to bicycle and pedestrian features, how important are the following to you?

	Not Important	Somewhat Important	Moderately Important	Very Important
More off-road trails aimed at recreation	12.6%	24.6%	31.4%	31.9%
More off-road trails aimed at commuting	21.5%	22.0%	30.9%	26.2%
Better on-road accommodations for bicyclists	19.4%	20.4%	30.4%	29.8%
Completing missing segments of sidewalks along major roads	8.9%	21.1%	21.6%	48.4%
Improving crosswalk safety on major roads	3.7%	18.5%	31.7%	46.0%



There were 69 written comments. Common themes in the comments included specific locations for accommodations, safety/education/law, on-road accommodations, and unfavorable.

Black Hawk County

1. Sidewalks throughout all neighborhoods in Cedar Falls, enforce shoveling laws in Cedar Falls, traffic slowing for busier intersections with pedestrian traffic (within UNI commuting area).
2. Lack of sidewalks is a major issue in Waterloo/Cedar Falls.
3. It seems a MUST to have sidewalks to our schools (K-12 & University) and we still have places without that making it really hard for people to safely get to and from. Parents don't feel it's safe for their kids to walk. Some streets labeled with bike lanes have lanes that are unusable due to terrible conditions of the road which puts you at serious risk of blow outs, weaving out of the lane, crashes etc. and is a waste if not really usable. A lane can't just be labeled 'bike lane' for the sake of calling it that so you can claim how many miles you have labeled.
4. We have a fair amount in Black Hawk
5. Love the trails we have, use them almost everyday. They are incredible and would love easier access to them from residential areas, even if it means making bike lanes and such on residential roads.
6. There are several dangerous intersections across busy streets where the walk lights do not last long enough to cross, or that vehicles do not obey the signs. Some of the intersections are not well-lit at night, which creates additional hazards. A car brushed against a friend while she was crossing Hudson Rd. She was crossing at with the sign; it was dark.
7. Bicycles are vehicles and need to obey rules of the road. Accommodations for bicycles on roads should only be installed if they are licensed and pay at least part of those costs.
8. Signs are needed at crosswalks informing that the law requires cars to stop for pedestrians at crosswalks & the law needs to be enforced - cars rarely stop for pedestrians in crosswalks. The bicycle sharrows are useless when placed on narrow streets with on-street parking. There is not enough room, for example, on Seerle, when cars are parked for bicycles. Cars drive dangerously close to bikes to pass. We need more dedicated bike lanes.
9. - The trend seems to be placement of bike and pedestrian trails along major roadways and highways. I suspect this is due to the nature of DOT funding and the extra ROW space needed to include trails. However, these often make some of the most unpleasant biking and pedestrian experiences. And some of the most unsafe, as we currently see with Highway 58 and Viking Road and Greenhill Road intersections. Whenever possible, let's keep our trails along our greenways and along more secondary routes. How about "trail mitigation" like we have wetland mitigation? If a trail doesn't work along a highway, let's be sure to add the same mileage elsewhere. - Also as the number of bicyclists grows, the practicality of sidewalks for both bicycles and pedestrian decreases. Really not fun for bikers nor walkers. Instead, add more shared roadways. - Keep neighborhoods walkable. - Enhance shared roadways and add complete streets so that biking is an option not just for recreational destinations, but also to/from service and commercial areas and areas of employment.
10. If you are very slow you can not cross some street in WTL/CF area because they are too wide and the time to short.
11. I had to learn that in Cedar Falls, pedestrian crosswalks do not mean that within the crosswalk, pedestrians have the right of way, even when the crosswalk is marked by pedestrian signs (as in some other cities). Apparently, it only means that "this might be a good place to cross the street - it has good visibility for you to successfully defer to any cars within sight." There are ways to make drivers more thoughtful of peds and bikers, and change the culture to respect and appreciation of those who are not behind a wheel (instead of viewing them as an impediment to freedom of the road...)
12. University Ave. should be redone to be much more bike/pedestrian friendly. The entire area should, as is possible, be planned for better pedestrian, bike, and public transit. see http://www.slate.com/articles/life/walking/2012/04/walking_in_america_what_scientists_know_about_how_pedestrians_really_behave.html
13. We are lucky to have good bike and pedestrian trails in the community. Would like to see improved sidewalk accessibility for pedestrian use and safety.
14. I am very interested in learning about the opportunities for University Avenue.
15. On road bike lanes are unsafe.

16. Don't really apply to we the retired crowd.
17. Side-paths -- bike trails adjacent to a road -- are less safe, more expensive, and less efficient for bicyclists than on-road accommodations. Put trails where there aren't roads; make the existing road network a better bicycling network, too.
18. Several high density areas in Cedar Falls currently lack sidewalks or reasonable accommodations for bicycles -- such as Hudson Rd. 8th Street is a major pedestrian thoroughfare that goes right by the high school, but it does not have a sidewalk.
19. I love the bike trails in the area. There seems to be an excellent system of recreational paths which are fairly good ways to commute. The bike paths, in particular the ones that traverse George Wyth Park are in some cases more direct routes from city to city, than the streets. Trails that follow the river in Waterloo also seem to be direct and convenient ways to get downtown. I have noticed that there are very few sidewalks in residential areas, perhaps especially in Waterloo.
20. We need a complete streets framework and better connections to between origin and destination points.
21. We have an excellent system. Overall I prefer off-road accommodations for all uses.
22. I use my bike for recreational purposes only. It's 11 miles from my home to work.
23. Please use road use funds for roads. If bicycle transportation is a need, please create a use tax on bicycle/trails.
24. More sidewalks and increased signage to protect pedestrians at busy areas.
25. I think it is wonderful that we have the bike trails, bus routes etc. I'm retired and older so I prefer walking at my farm. So many of these don't apply for me but it doesn't mean they are not important. It is essential that we have these facilities for the health of all citizens and I'm all for them.
26. Too many already in the area
27. Curb cuts need to be consistently the right grade. Many are too steep or narrow.
28. Pave the Cedar Valley Nature Trail from McFarlane Park to Brandon.
29. Trails are phenomenal!
30. Accommodations for bicycles are nice, but, I have yet to see more than a handful of bicyclists follow the rules of the road - almost to a rider - they run red lights, pull up next to cars or between cars in parking lanes, flip back and forth from traffic lanes to sidewalks. I fear that bicycle lanes will make the riders more fearless than they already are. I decided last summer to count the number of bike riders I saw obey traffic laws - it was a total of 2. Pretty bad - they need to be cited for breaking the traffic laws until they learn that sharing the road has its responsibilities.
31. Completing sidewalks is important to me.
32. Require sidewalks or trails in all developments, with no exceptions. For instance, Bank Iowa on Kimball was built without sidewalk. All other developments (such as Greenbelt Centre, Country Club Business Park, VGM, NE Industrial Park, etc. should have walk on both sides of the street.
33. Want dedicated bicycle lanes or signage about bicycles sharing the road in the street -- too many people ride on the sidewalks.
34. Overall maintenance on sidewalks could improve.

Bremer County

1. Anything that can be done to keep the bicycles off the roads!!
2. Open them to ATVs/Snowmobiles. Seems like a waste in the winter. By the way....why do we license ATVs in Iowa? You don't allow them to be ridden anywhere. There are other means of recreation besides bicycles.
3. I believe there should be a bike trail linking Waverly with Janesville. If there was a trail to Janesville I would commute by bicycle to Waterloo sometimes. I do believe the bike system in Waverly is a great asset and has some room for improvement.
4. No but do wish those using the trails would stay on them and not ride on the road. For instance coming and going out of Denver.
5. we are addressing this via Community Visioning Program.....needs for a bike trail and new and/or improved sidewalks
6. Need to change the thinking of how to construct a transportation system. Need to emphasize pedestrian systems.
7. Waverly has no bike lanes, the roads are rough and narrow, and sidewalks are sporadic and in poor repair.
8. Bike trails are great, but probably is not a true means of commuting for me.

Buchanan County

1. Continue to grow.
2. Pedestrians need more time to cross the street at cross walks without cars trying to run them over
3. We need to focus more heavily on this option to increase healthy behaviors. These two areas seem to be the last that is thought about instead of the first. New housing additions should contain sidewalks.
4. Our family would love bike travels. Currently we go to the Cedar Rapids or Waterloo areas to explore their bike trails.
5. Bikes are toys/recreational Americans don't use bikes for commuting. A dollar spent is a dollar wasted. In particular, stop PAVING 6-8ft wide paths. Stop blowing hundreds thousands of dollars on bike only bridges (Waterloo/Cedar River, multiple in Des Moines over I235). Cost is apparently no object when matching Fed grant \$. Not a dime of road use gas tax to bike facilities. It spend \$ should come from general fund.
6. Like to see more trail system with more support from the state to help communities
7. I notice that even when there is a wide shoulder many bicycles still choose to ride on the edge of the car lane. I know cars drivers need to respect bicyclists but I think the respect for car traffic should also be practiced by bicyclists. I would like to separate trails for bicyclists and not allow them on highways. I am sure this is too costly however.
8. say too much money being spent.

Butler County

1. I have had to follow slow bikes on city streets in Waterloo and Cedar Falls when a bike trail was running along that street. That is what makes people angry with bikers. A lot of money is taken from road repair funds to construct trails and then some of the bikers don't use them anyway.
2. I think that on bike trails, users should be made to pay a license fee for the use of the trail, and be required to show the license on the bicycle. The money gained from these licenses should be then put toward future trail development and maintenance of existing trails, rather than funding these trails with general road use tax money, which should go to it's rightful place, road and bridge construction and maintenance!
3. Connecting major and minor urban areas via bicycle/pedestrian methods should be a priority
4. I have a daughter that lives in fort Collins, Co and thier bicycle/pedestrian accommodations are so much better there than here; it would not take much to be more economically green to do this here.

Chickasaw County

1. When city streets and roads, (Potholes and such) are being overlooked in favor of putting money into bike trails, it is a little disheartening to people.
2. Chickasaw county needs a bike trail to link the communities together
3. West Milwaukee St. in New Hampton has zero sidewalks yet is very commercially developed. Huge safety issue for peds and bikes.
4. On road accommodations for bicyclists should be barred. It is dangerous and someone is going to get badly hurt or killed.
5. more interconnecting trails are needed
6. Chickasaw County is lacking in this department!
7. New Hampton does not offer sidewalks or bike trails/walking trails to many of the businesses located on the outskirts of town, such as Pamida, restaurants, McDonalds and the Industrial Park, just examples. I see people trying to ride or walk to work or to a businesses in these area's and with the 4 lane highway it's difficult for them to do this, very unsafe. I think we are to promote health and saving on driving your vehicle but New Hampton is a poor example and doesn't have anything to offer in this respect. We have a walking/bike trail out by the Chickasaw Wellness Center but it's a small trail and doesn't give you any distance especially to ride a bike on. I believe it's 2 to 3 miles max. Several towns offer bike trails that hook up to other towns and you get a distance of several mile rides. Then when you are trying to get to the Chickasaw Wellnes trail or back to the Wellness Center on the trail you may not be able to get back because there is a set of railroad tracks that go across and the train seems to park there for hours and even over night so you aren't able to get back unless you crawl thru the train, which many people do unless you have a bicycle you can't. It's very dangerous and something needs to be done about this. People crawl thru the train and if the train starts going or another train comes along which happens quite frequently it will be a terrible accident. New Hampton needs bike

8. I would really like more trails for walking/biking. It would be really nice to connect the Waterloo/Waverly bike train to New Hampton so I could take a long range bike ride on a paved area.
9. New Hampton has many missing sidewalk segments where pedestrians must walk in the street with traffic.
10. I am very opposed to using road use tax money that is derived from fees for automobiles and trucks and gas tax to build paths for bicycles.

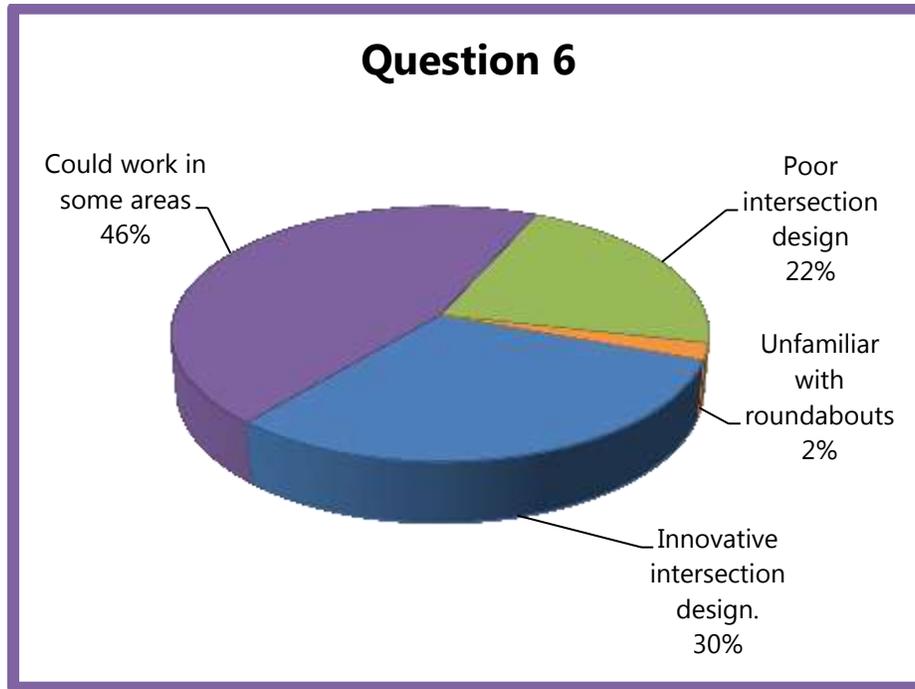
Grundy County

1. In Grundy center, it would be nice if the trail that lead from Holland would link directly to the one that leads to Reinbeck. Unfortunately you must still ride/walk on hwy 175 outside of Grundy center to get to the trail that leads to Reinbeck.
2. Sidewalks do not exist on all blocks for kids walking to school. Sidewalks do not exist for walking to the grocery store or post office. Sidewalks are not safe to walk on because of the bike traffic.

Other Counties

1. Howard: Children walking to George Washington Carver academy need to be forced to walk on sidewalks. I recommend installing permanent barriers to prevent kids from crossing HWY 63. Pedestrian bridges could be installed at George Washington Carver academy and Parker Ave.
2. Linn: Bicycle lanes on busy roads would be great since there aren't always sidewalks.
3. Tama: I think the metro shopping areas need better pedestrian access. Both of these areas look like a frightening place to be a pedestrian.

What is your opinion of roundabouts?



There were 43 written comments. Common themes in the comments included favorable, unsure, unfavorable, education, and University Avenue.

Black Hawk County

1. Roundabouts should not be a concern for INRTA.
2. The roundabout placed on west Ridgeway is excellent.
3. Bad idea for University Ave.
4. I believe roundabouts are hazzardous, period. I also find it telling that the United Kingdom, that had roundabouts for decades, replaced them with stoplights. This was about the time that Cedar Falls was introducing roundabouts.
5. I think they would be a bad idea on University Ave.,or any high traffic intersections.
6. Not real crazy about roundabouts. Can be more of a hazard especially if one doesn't know where he's going.
7. Awful in areas such as University avenue where out of town people need to navigate.
8. On some road and some places they are good but the more traffic there is to the less they work in my opinion.
9. I like roundabouts, but they need to have very clear signage, both at the intersection itself, as well as in advance of the intersection. This is particularly important when there are multiple lanes feeding into a roundabout and each lane may be designated for particular "exits" from the roundabout. Provide signage away from the intersection to allow people enough time to switch to the appropriate lane.
10. Please don't put roundabouts on University Avenue in Cedar Falls and Waterloo. that would be disastrous.
11. Once you understand the roundabout, it works pretty well. The initial time someone approaches a roundabout it can be confusing. I always keep that perspective when I enter a roundabout because I never know if the other

people know what they are doing! For example, recently I encountered a newer roundabout west of Hwy 58 on Ridgeway (Cedar Falls). I ended up going north rather than my preferred west because I was trying to follow the directions and drive the roundabout at the same time.

12. Roundabouts are great; easy to negotiate, safer than controlled intersections. They should be used more often.
13. Absolutely, positively NO roundabouts on University Avenue. This is a very bad idea!
14. I like roundabouts. I would be happy to see more roundabouts in the Cedar Valley. They seem efficient and perhaps especially useful in this area, where many roads do not intersect at 90 degree angles. The intersection at River Road, Conger, Ansborough, and Westfield is a spot where I think improvements could be made. The double left turns, with only one light directing two lanes seems illogical unless a driver is familiar with that particular intersection.
15. Public needs more training on how to use roundabouts. Lots of confusion.
16. I love them--most of the time you can ease right in without coming to a stop. Saves gas, time and patience!
17. I would like to see more use of roundabouts.
18. Big roundabouts are very good easy to use, the cheap ones done in Iowa have to added value, and only cause more confusion.
19. I have found that several drivers are unaware of how to uses a roundabout, therefore this can pose a dangerous situation for all others.
20. Not real sure what the correct usage is. They are all over in Europe and probably are useful.
21. I think we are adjusting to them and it sure beats stop lights and stop signs.
22. I don't mind using roundabouts, but I know that some people find them very confusing. They do seem to be an expensive alternative.
23. People simply don't know how to drive on them.
24. Until you get used to them they are difficult to manuever around in them.
25. I have experienced roundabouts in other parts of the country as a way to keep traffic moving in the city at busy intersections. I don't think they work in the country and the signage for the couple we have in Black Hawk County is confusing even for me when I know what it means. Consequently, they are in stupid locations. Putting them on University Avenue is an even bigger joke. The current traffic moves just fine as long as attention is made to keeping the lights in sync.
26. May be challenging in very high traffic areas, such as near schools at let-out times, or at certain times on major road like University Ave.

Bremer County

1. Roundabouts are EXTREMELY confusing for a HIGH number of drivers and VERY difficult for semis to maneuver!!!
2. Really....Roundabouts? Not sure who's brilliant idea these were to start putting in the area, but I don't like them, nor have I met anyone who does. I've even heard the idea of putting one on Hudson/University...that would really help the traffic leaving large events from the UNI-Dome and McCleod. If you didn't pick up on it, that was meant to be sarcastic.
3. I think they can cause more accidents because you never know what the other person is going to do!
4. still scarey when you are on the inside and someone comes in from the outside
5. More behavior and philosophy modification needed.
6. Roundabouts make traffic move faster with fewer stops and resulting better gas mileage.
7. I think there could be situations, but probably limited.

Buchanan County

1. They are very costly. There may be other options that would slow traffic without the cost that would be greener, also.
2. It seems like a waste of time and resources to put a round about it where there is already a functional intersection.
3. They save lives, fatal accidents are reduced by 89%.
4. Idiotic Euro nonsensical fad. IDOT goldplated fad.
5. I hate them with a passion especially in icy winter conditions.

Butler County

1. Area specific, definitely. I am not a fan of the one size fits all approach. If it makes sense, then design it that way. Public Safety is what should drive the design, not a one design approach for every intersection.
2. Having grown up with traffic circles, I know of their value. Iowans could use some education on how to utilize them safely.
3. Hammond & Ridgeway

Chickasaw County

1. I travel to the UK and Europe regularly - they are used everywhere - we should be building and design more of of them.
2. we have to been to places [Green Valley,Az;Grand Rapids,Mn] where roundabouts have replaced "regular" intersections and have been extremely effective and apparently welol accepted by local residents.
3. I have found many don't understand the concept which makes it dangerouts and frustrating.
4. I've seen and used them in Minnesota. It's a fad and a mistake.

Grundy County

1. not a likely option in small towns in Grundy County
2. I and people I know do not feel safe in round abouts. IN spite of the supposed safety improvements there are too many opportunities for vehicles entering and leaving roundabouts to get tangled up. They take up way too uch room. I avoid them like the plague.

Other Counties

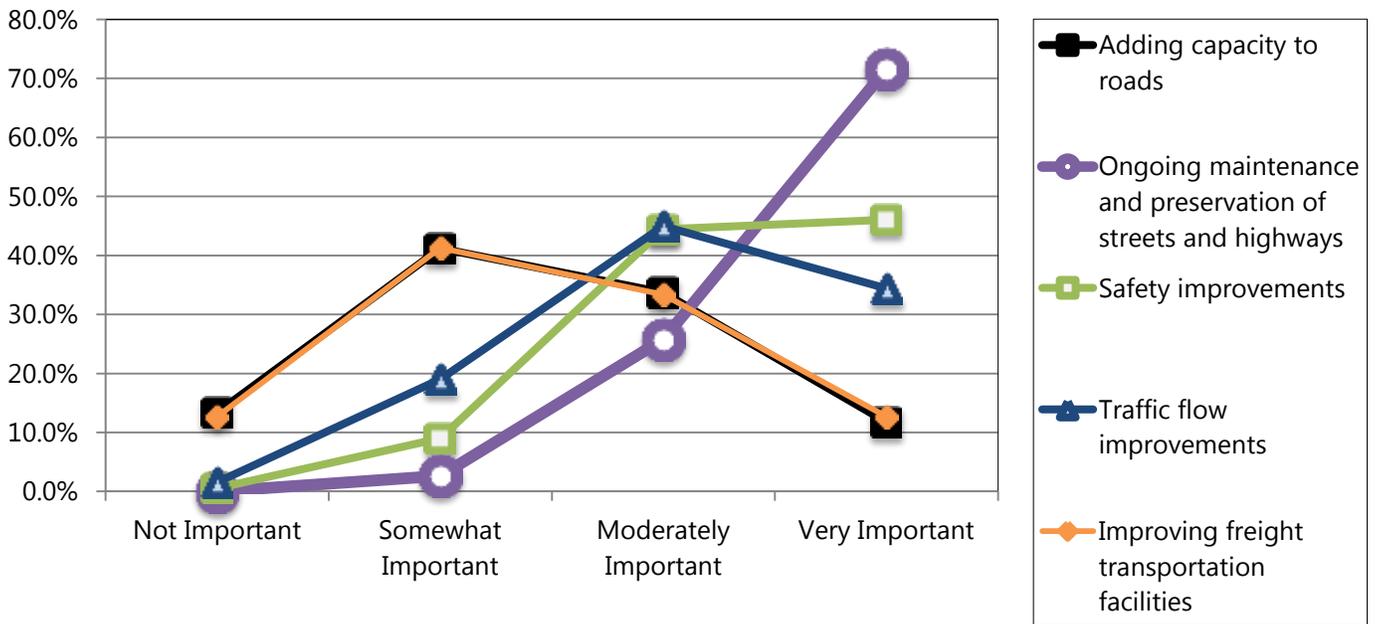
1. Howard: There are three keys to roundabouts. 1.) EDUCATION. The public needs to be educated about how to use a roundabout. Correct usage of turn signals is very important. Lane selection in multi-lane roundabouts is just as important. 2.) SIZING. The size needs to accomodate all vehicles that use the road. Truck traffic will be forced to other roads if the roundabouts are not sized big enough for them to safely enter and exit the roundabout. 3) PLACEMENT. The view of oncoming traffic in all directions is very important to judge if it is safe to enter the roundabout or not.
2. Tama: They seem to use alot of right of way land. I don't know how well they would work in the college square/university avenue corridor. Perhaps with good directional signs the University Avenue roundabouts could function.

Question 7

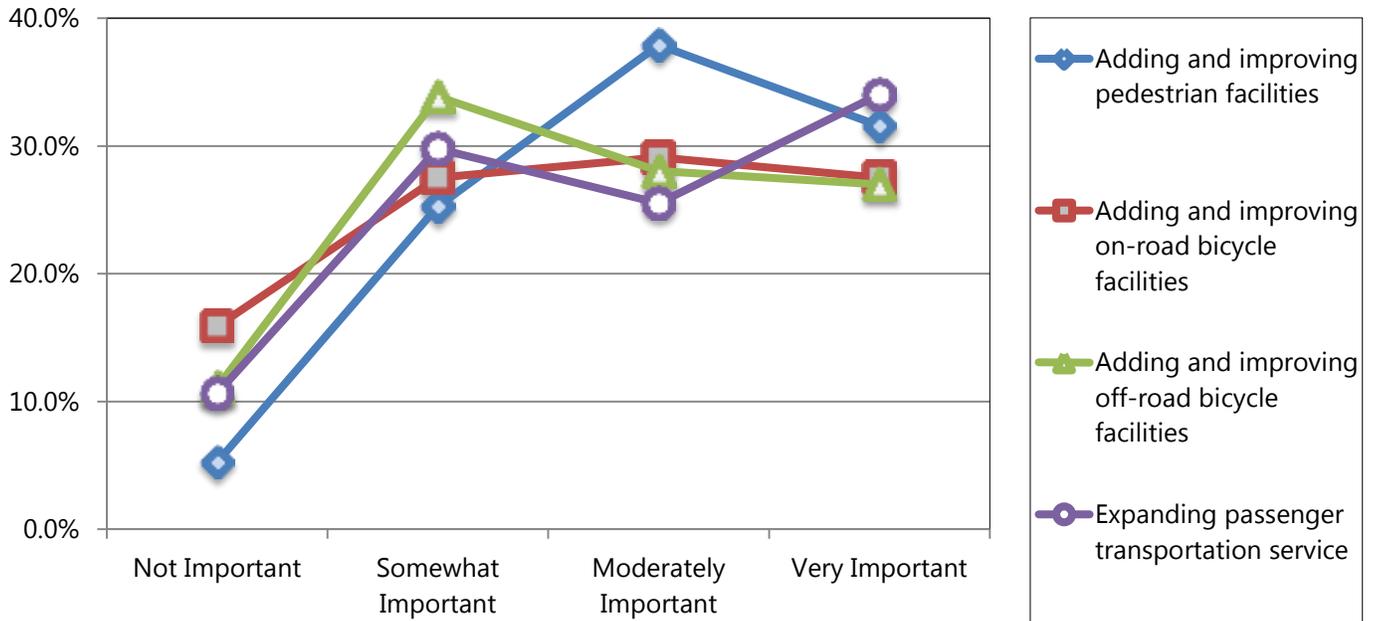
The Long Range Transportation Plan will provide a guide for transportation decisions at the regional level for the next 25-30 years. How important are the following planning areas for this document?

	Not Important	Somewhat Important	Moderately Important	Very Important
Adding capacity to roads	13.4%	41.2%	33.7%	11.8%
Ongoing maintenance and preservation of streets and highways	0.0%	3.2%	26.3%	71.6%
Safety improvements	0.5%	9.0%	44.4%	46.0%
Traffic flow improvements	1.6%	19.0%	45.0%	34.4%
Adding and improving pedestrian facilities	5.3%	25.8%	37.9%	31.6%
Adding and improving on-road bicycle facilities	15.9%	27.5%	29.1%	27.5%
Adding and improving off-road bicycle facilities	11.1%	33.9%	28.0%	27.0%
Expanding passenger transportation service	10.6%	30.3%	25.5%	34.0%
Improving freight transportation facilities	12.7%	41.3%	33.3%	12.7%

Question 7 - Roadway Comparison



Question 7 - Non-Motorized/Passenger Transportation Comparison



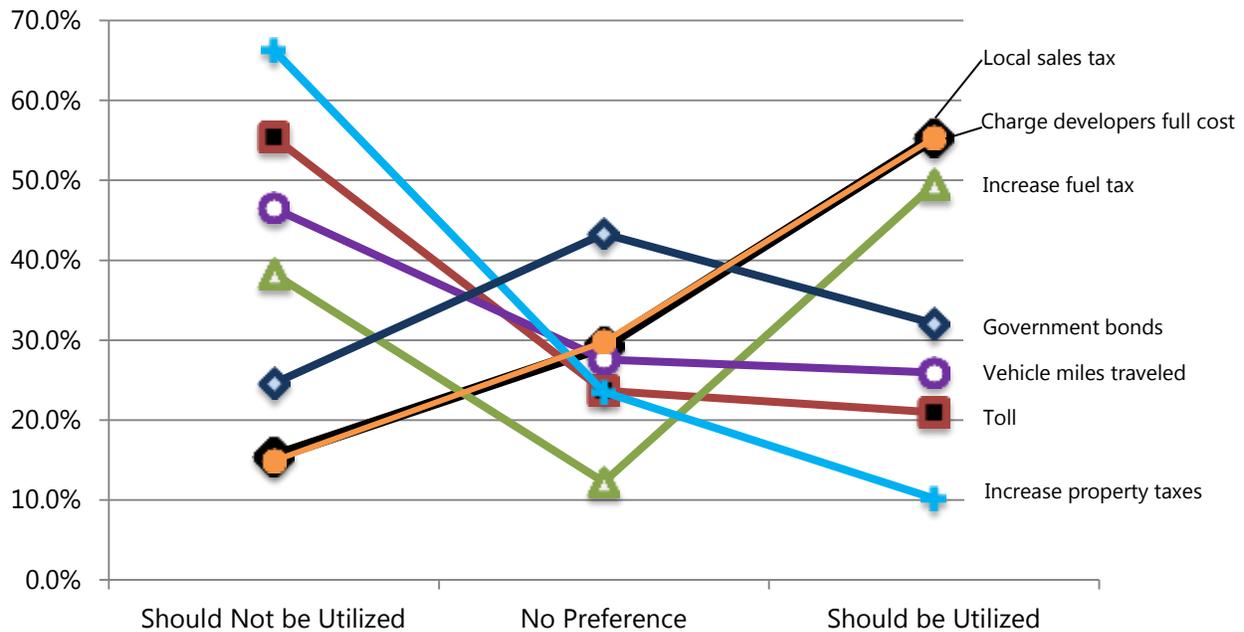
Question

8

Project prioritization is often necessary in transportation planning due to limited funds. What are your opinions on the following potential funding sources?

	Should Not be Utilized	No Preference	Should be Utilized
Use a local sales tax	15.4%	29.3%	55.3%
Fund the maintenance of particular roads with a use fee (toll)	55.4%	23.7%	21.0%
Increase the fuel tax	38.3%	12.2%	49.5%
Develop a fee based on vehicle miles traveled	46.5%	27.6%	25.9%
Increase property taxes	66.3%	23.5%	10.2%
Charge developers the full cost of needed transportation improvements in new developments	14.9%	29.8%	55.3%
Government bonds (borrowing)	24.6%	43.3%	32.1%

Question 8



There were 29 written comments. Common themes in the comments included fuel tax and development/registration fees.

Black Hawk County

1. I think sidewalks are so important for our community, I would support any funding mechanism available.
2. Eliminate taxes on hybrid vehicles. Stop building more roads and focus on improving existing roadways.
3. Make better use of the money you already are given. I can't tell you how many times I've see guys -not just standing around- but totally goofing off at road construction project. Playing with the machinery spinning it around and sitting around smoking -any yes- even drinking beer. What is up with that? What contractors are you using that pour cement roads and within 5 years they need serious repair and replacing? Seems like the work that gets done these days is sometimes poor, sloppy and overpriced.
4. County road departments and IDOT should conduct an independent audit for internal cost savings and increased efficiency as a source for these improvements.
5. If a city is going to create bicycle lanes on all streets then Increase property taxes would make sense. If highways are to be widened and such, then increase property taxes do not make sense, but increase in gas taxes does. These questions are very dependent on what would be done and where and for who.
6. Maybe charge developers partial cost, not full cost, of needed transportation improvements.
7. Increase fuel tax should only be an option IF the increase is earmarked for roads and nothing else.
8. What ever works to get it done best. I think that we need to work on helping drivers in smaller car be safer from some 18 wheelers.
9. Develop in the city instead of putting everything outside of time.

10. Long Range Plans - Hwy 58 does not have adequate capacity at signals. With all of the growth in south Cedar Falls, turn lanes are congested at certain times of the days. Is there any opportunity to build ramps at Viking Road? Funding - the fee based on miles option seems problematic. How would you monitor this? I do not feel we have the infrastructure for a toll based system; unless we are thinking of something along the major corridor divided Hwys on a state-wide basis. I love my IPASS for when I travel to/from Chicago. One thing not presented as an option, perhaps, is the annual vehicle registration fee. If the pick up drivers are still getting the "bargain" rate it is time to end it (I know this requires legislation); and additional fees for some of the high end (luxury) vehicle purchases/leases should be considered.
11. Develop incentives for car-pooling, bike commuting, use of public transportation.
12. This is a far more complex issue that the set of responses allows. It is clear that this is a public responsibility and should be paid for by the public. Public includes both the general public and those who use the streets and roads in the conduct of business. The latter group should have some higher cost since this is part of their free market activities and can wrap the cost into the "cost of doing business."
13. If there is still a tax break on pick-ups, discontinue that unless it is for farm use. Tax break for electric and/or flexfuel vehicles is a good idea. (even though I am poor and will probably never be able to afford one.)
14. We should right-size roads, create a distributed network rather than funneling.
15. Roads should be funded by those who use them. Commercial funding should fully cover the increased damage caused by large, heavy trucks.
16. If new bike trails are to be built a few suggestions: Sell naming rights to trails: MidAmerican Cedar Valley Trail. Ask for donations for improved trails, create a website to collection donations from everyone who wants to give. Require a license for bikes to be on roads >30 mph. Require a license to operate bikes on roads >30 mph. (or to travel a nominal distance, say >1 mile).
17. Use traffic cameras and use all revenue from fines to fund road and traffic improvements.
18. Local sales tax should continue to be used for reconstruction, and avoid its use for new construction.

Bremer County

1. Hey genius....a fee based on miles traveled? That's call the gas tax.
2. There should be an interchange at 218 and C57 and all the other roads between C57 and the new interchange in Janesville should be closed on 218.
3. No, just think gas is high enough now.
4. Me must get on with maintaining the roads we already have. Time is running out and our roads are in serious condition.
5. Grants on energy efficiency and reducing pollution.

Buchanan County

1. INCREASE Gas Tax!
2. IDOT collects more than enough \$. They waste it on overhead and goldplated projects. Very obvious that cost is no object. \$900000 to pave shoulders of old Hi20 West of Winthrop. \$700-900k for roundabouts. A 6th grader could do better.
3. Work within your means. As the economy grows so grow the taxes and funds available. Don't tax the population out of existence.

Butler County

1. The gas tax has not been raised since 1989. I would like to ask those against a gas tax increase, how they would like to be earning wages that were paid in 1989 but have to pay current prices for products and services.
2. To begin with, I am a firm believer that the farming community should begin to pay road use tax for ALL OF THEIR EQUIPMENT, as most of the "farms" in Iowa are incorporated as a business, not just a family farm. In other words, everyone else pays to use the roads, the farmers should as well, for all of their equipment. In most cases, they are the ones getting the most benefit from having a good Farm to Market route, and they are also the ones who damage the roads from their use. This is a must in my opinion! Local Option tax should only be used for community type projects, where the major beneficiary is that community. If citizens of a County are taxed as a whole, that money should be spent ONLY for projects outside of each Corporations city limits. Too much money is being spent on PET projects, like I-235 for example. It drained the well for way to long. That is a great example

of where a local option tax should be used. Toll roads only punish those who use a particular road, and the money from a toll would be "stretched" to other roads, even though it would not supposed to be that way. It always happens! Stay away from property tax increases! That is by far the most unfair way to produce money for roads, and taxing people for personal property needs to be cut, not increased! Developers should be made to pay the cost of new developments. This cost will be passed on to the buyers, who should pay more for living in an area with new roads and infrastructure, simple as that. Government bonds should be a last resort, we need good roads, but we also need to stop the borrowing! When will people start to realize that!

3. Please increase the gas tax.

Chickasaw County

1. Get rid of the gravel on the shoulders of Iowa roads. It is the cause of many cracked windshields and other vehicular damages.
2. It is important to continue RISE grant funds. It is important when recruiting new industry to the state and our communities.
3. I feel that a \$75.00 license fee for trucks or whatever it is now, should be increased to the regular license fee for other vehicles. I feel that the farmers should pay the regular vehicle license fee's and not be charged such a small amount for their trucks. This would increase revenue by a large amount for the state if trucks were charged the same fee as other's.
4. High traffic areas need to keep in good repair and use the money available from fuel tax to complete those projects.
5. What happened to the funds the State was getting from the casinos and were to be used to provide better roads and education???

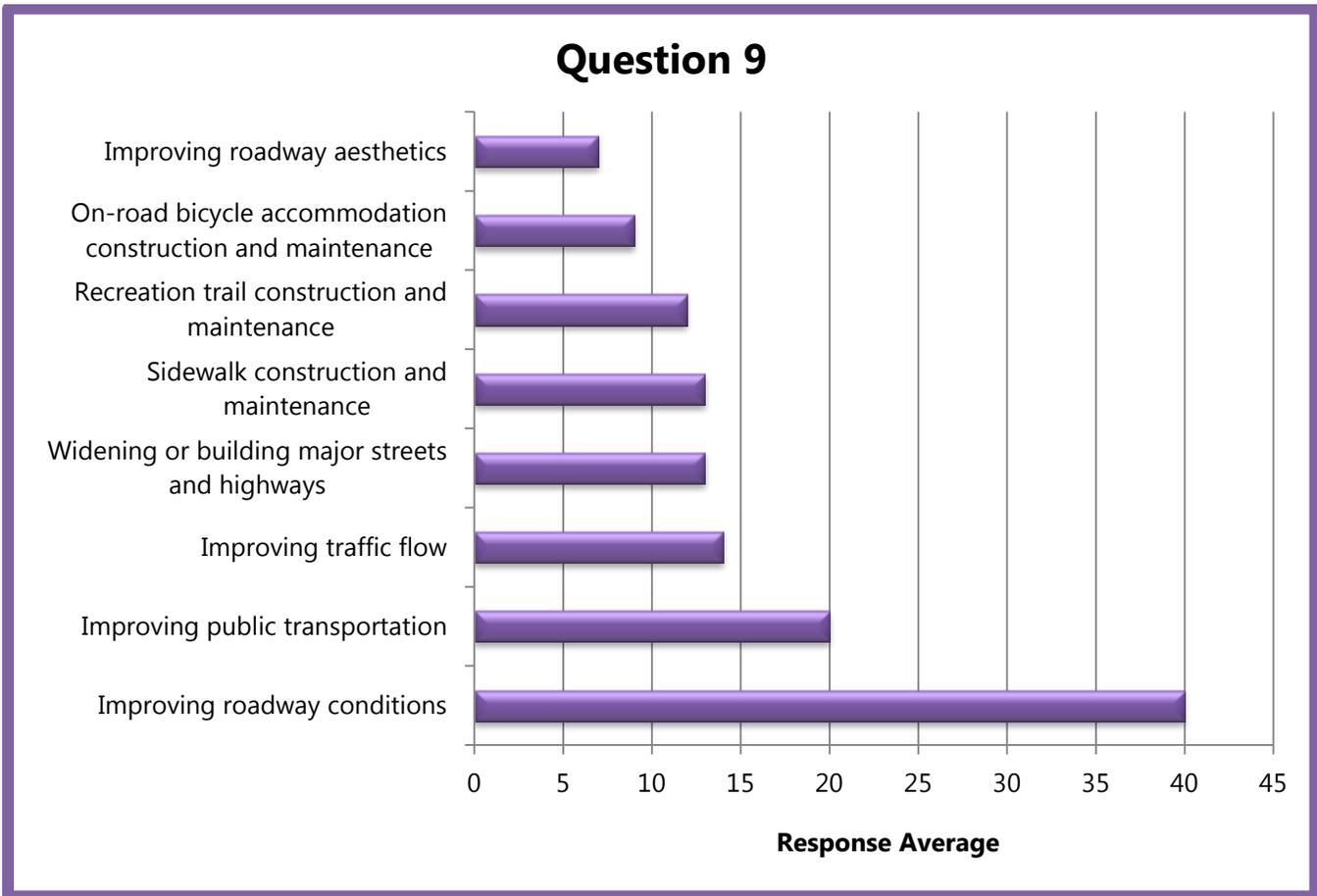
Other Counties

1. Howard: One or the other. Fuel tax or property tax, not both. Don't tax us into debt. Those that purchase fuel are obviously using roadways. A majority of property tax collected is on farmland. A large percentage of farmland is rented. Thus the landowner does not utilize the roadways. Perhaps the landowner is an absentee landowner that doesn't use the local roadways. If a tax must be considered, use the tax that equates to road use...fuel. Furthermore property tax is primarily aimed at farmers, yet farmers are a minority population. Thus they are paying more than their fair share of the tax to support an urban populations use of transportation.
2. Tama: If Iowa ever makes the interstates toll roads Indiana is a better system than Illinois. You take a ticket before you enter the road and don't have to stop and pay until the exit ramp or the state border. The Illinois system of toll booths that actually stop all the traffic on the interstate to collect tolls is annoying.
<https://www.getizoom.com/rates/docs/trmap.pdf>

Question 9

If you had \$100 to spend on transportation, how would you distribute it among these project types?

	Response Average (\$)	Response Total (\$)
Improving roadway conditions	40.42	7,033
Improving roadway aesthetics	6.84	834
Improving traffic flow	13.79	1,903
Widening or building major streets and highways	13.35	1,669
Improving public transportation	19.71	2,740
Sidewalk construction and maintenance	12.99	1,831
Recreation trail construction and maintenance	11.60	1,636
On-road bicycle accommodation construction and maintenance	9.43	1,254



What three things do you like most about the existing transportation system?

There were 126 written comments. Common themes in the comments included trails/bike lanes, conditions, U.S. 218, U.S. 63, and connectivity/capacity.

Black Hawk County

1. Roads are generally in good condition, repaired quickly after the winter season. (People who have not lived in other areas of the country will not appreciate the quality of the roads and quickness of repairs in Iowa.)
2. Hard surface roads. Alternative methods of transportation - bike, walk, bike, bus, car, taxi. No traffic jams.
3. We already have a terrific bike trail system in the area which we use several times a week. It would be great to have even more trails that connect to area towns since after several years of use a person can get a little bored with the same trails- but it would be nice to see the funding for that come from other sources since we already have a lot of trail.
4. room for improvement
5. the only thing that i like is that we do have access to public transportation
6. no roundabouts.
7. Trails
8. The bike trails.
9. Timeliness and availability of public transit; Road repairs; recreation trails
10. The roundabouts that are existing The bike trails that we have
11. Fairly direct and easy to navigate. Cost is reasonable to maintain. Expansion is possible if needed.
12. paved roads
13. 380 Interstate link to Interstate 80 Highway 20- 4 lanes Highway 63 widening process
14. Bike trails. Little automobile congestion Drivers seem to be well educated about the rules of the road compared to other areas.
15. 1) nice bike trails, but most are not great for transportation purposes - very good for recreation. There is nothing else I like at all about the existing transportation system - it is appallingly bad.
16. Trail system Relatively good area connectivity Ease of access to Waterloo and Cedar Rapids airports
17. It leaves space for most people. However, it has too many large and heavy vehicles in amongst cars. Put more freight on trains.
18. Adequate roadways for traffic flow, stoplights and stop signs in appropriate locations, trail system
19. Organized very well. Sidewalks and bike trails are great.
20. Bike trails, no heavy traffic,
21. I like that bike racks have been added to buses. Roads, generally, are in good condition. Lack of traffic.
22. Bus system. Lack of congestion and off road trails
23. Traffic flow, ease of getting places
24. The recreational trail system. Relative ease of getting places quickly in the Cedar Valley.
25. 1. That it creates jobs. 2. There are many ways to fix a problem that has occurred with a road, many different ways of thinking to differently solve the problem.
26. Convenient access Bike racks added to transit buses Sidewalk infrastructure is improving
27. 1 - variety 2 - tightly connected 3 - cities work well together
28. the freeway systems (US 218, US 20 and US 58)
29. Little congestion
30. 1. Low traffic volumes 2. C.F. bike-friendly streets 3. Recreational trails
31. a. adequate system of roadways b. existence of recreational trails c. existence of alternative modes of transportation for those wanting or needing them
32. Relatively direct, safe and accessible

33. Fair amount of access points to recreation trails. Like that there are not many 4 or 5 lane highways. That there are yield signs, instead of stop signs in some places.
34. Clay St bike lane is well-designed and provides convenient north-south access. Recreational trails are beautifully designed. Traffic flows well through Cedar Falls' main core.
35. The bike trails are above average.
36. The few roundabouts. Bike lanes. Traffic calmers.
37. Low congestion. Bikeway system. Generally good connectivity.
38. Road width/size. Attention to road maintenance. Trail system.
39. 1. it gets me from point a to point b. 2. 3.
40. Connectivity of the network. The off-road trail system is expanding. Iowa DOT's commitment to regional/local participation through the RPA and MPO process.
41. bus drivers. freeways. smooth roads.
42. it's fairly easy to get around if you're just patient, most potholes are filled each year, there is a good trail system for off-street recreation.
43. Excellent trails system. Improved street maintenance with local option sales tax. Increased use of roundabouts.
44. limited one ways. Strategic stop lights.
45. Availability of public transit.
46. 1)Highway 20 being interstate quality through Black Hawk Buchanan counties. 2)rail for freight (need more usage), most green way to transport freight. 3)380 access to 80/points to the south.
47. 1. Good access into and out of the region in multiple directions. 2. Trail system. 3. Waterloo using sales tax dollars for street maintenance and improvements.
48. Good roads between Waterloo/Cedar Falls- ability to get from one to the other without going through either city.
49. For personal car traffic it works really well. Fast, efficient. I like the local one cent option tax for roads. Our county engineers do a great job.
50. 380/218 through Waterloo, Highway 20 south of Waterloo, and the improvement of highway 63. All of these help to move traffic into/through Waterloo, alleviating traffic on side streets and other major roads.
51. We have several major highways providing connections to other major cities. Highway 63 is being upgraded. Excellent trail system!!
52. Bike trails - paved.
53. 1. Easy airport to get in and out of. 2. Access to freeways. 3. Bike Trails.
54. Expansion of highways to four lanes, the landscaping of the highways, and the maintenance of the highways.
55. Easy to get around. Good bicycle trails. Not a lot of traffic.
56. 1) usable, not crowded. 2) connectivity (other than 63 through town). 3) generally maintained reasonably well.
57. Access and maintenance of roadways and off road bicycle trails.
58. 1. Lots of options. 2. You can get from one side of the metro area to other in less than 30 minutes. 3. Plenty of parking.
59. highway accessibility in and out of Waterloo. Trail system.
60. Ease in using. Cost effectiveness. Fact that it is available.
61. Easy to follow - pretty straight forward in getting places. Signage, for the most part is good. For the most part, attractive.
62. Using the local option tax to improve streets.
63. great bike trails. good movement of traffic. good road conditions.
64. -Uncongested. -Good access across region. -Metro trail system.
65. That there is a public transportation system for people to use when they don't have their own transportation. Upkeep on the aesthetics of the roadways seems to be done on a regular basis. There are recreation trails for people to utilize.
66. Plenty of room on highways. Big enough streets. New roundabouts in Waterloo/CF.
67. affordable transportation after the bus quits running. better sidewalks and crosswalks. better road conditions.
68. Grid of four lane roads from Interstate substitution projects, improvements to roads through local option sales tax, expansion of bike trail system.
69. Great trail system. Buses are generally available to those who need it most. Downtown Waterloo is becoming very walkable.
70. Lack of traffic congestion. Ease of getting around.

Bremer County

1. the taxis are too expensive to go to Waterloo from Waverly
2. Roads we have go where they need to go. Snow removal is done well. Signage is adequate.
3. 4-lane highways; clear signage; road conditions.
4. Everything is connected by a road, except connecting Waverly South with Waverly East. We don't have bumper to bumper traffic - (therefore no need to widen roads) Having an airport close by.
5. 1) The laughs we get from the DOT's latest safety ideas on 218. 2) The indifference of the DOT to a real solution to the issues on 218. 3) Signage along Highway 20.
6. I like the ease of driving from Waverly to Cedar Falls on Hwy 218, The condition of most roads in my county are in pretty good shape. That Iowa is willing to invest in bike trails.
7. 1. Highway 63 is finally being widened to four-lanes and opening soon in Bremer County as well as being rebuilt in Waterloo 2. The newly rebuilt Highway 18 is very nice! 3. I-380 is being repaired
8. I think it's OK, just wish the economy would improve.
9. roads are designed to move traffic quickly and safely state tries to keep pace with their condition
10. The flow and easy access. The new updates such as roundabouts.
11. We have an adequate road system that is in very bad repair.
12. Positive progress toward a more bike/ped friendly systems. Overall influence of safety Alternative better construction design methods.
13. 1. pretty good highways 2. Main roads are in good condition 3. traffic flow is improved (but more is needed.)
14. good roads with some 4-lane roads. management traffic bike trails are usable
15. The off road bike trails are awesome. The four lanes on highway 63. The lack of stop lights in Butler county.

Buchanan County

1. It works
2. Interstates connecting large cities. Upkeep of main highways and interstates. Adequate paved roads to travel between smaller communities.
3. The county is easy to navigate.
4. redundancy
5. Good network New North South 4lane
6. Signage, controlled intersections, turn lanes.
7. It works It isn't displacing current residence and tax base We have all we can maintain now.
8. The present system barely exists in rural Iowa
9. Overall quality of construction and planning for automobiles and trucks

Butler County

1. Good snow and ice control. Keep centerline and edgeline paint in good condition Roadway signs with regulation, information, and directions
2. most roads are smooth and safe
3. Capacity
4. I like the fact that you are looking for input from us, the people who design and plan the roads and bridges we travel on. I like the fact that we have a great system in place, but I know that we need to do a better job maintaining our existing system. Less money needs to be spent on "new" projects, we need to maintain what we have!
5. Minimal congestion; scenic off-road trails; innovative construction methods (Buchanan County bridges)
6. city buses in Waterloo/Cedar Falls area, 218 freeway, limited outer county transportation
7. the current upkeep is good; I feel most places are safe to drive;
8. 1. How clean you keep the highways (snow removal, etc.) 2. Large signs placed above lanes for directions 3. Cameras to catch speeders
9. convenient - roads exist to everywhere moderately safe airline service nearby
10. The trail system Improved sidewalks along major routes. Flow of traffic down major routes

Chickasaw County

1. the expansion of freeways Upgrades to state blacktop roads
2. public transportation is available, even though it is very limited expanding of major highway into 4 lane most sidewalks in our county are maintained pretty well
3. Four lanes helps speed of getting from area of the state to the other.
4. Seems pretty adequate and extensive.
5. road network 4-lane major highways high efficiency rail transport
6. Hwy. 63 will finally be four laned. The Avenue of the Saints.
7. Extension of the 4 lane highway, Roads are being improved,
8. We have access to most any where we want to go with good roads
9. I'm glad to see Hwy 63 being turned into 4 lanes between Waterloo & New Hampton, but wish we could get it extended to the Minnesota boarder.
10. Fairly well maintained Ongoing highway improvement Relatively modern
11. Traffic is usually light. We can't wait for Hwy 63 to be done! Bike trails are really nice.

Grundy County

1. Blackhawk Co. trails! bus service safety minded decisions
2. Simplicity and use of gravel on most secondary roads
3. 4 Lane traveling improves the flow of traffic wider shoulders Off road bicycle accommodation makes bicycling safer
4. General ease of transportation throughout the county
5. 1. Good traffic flow 2. There is somewhat of an effort to provide recreational trails 3. Most neighborhoods have sidewalks
6. Hard surface low traffic excellent ice and snow control
7. 1) Many country (gravel/dirt) roads to allow access to farm houses, fields, and facilities 2) Focus on recreation trails as a means to promote outdoor/conservation awareness 3) Good traffic flow
8. Most roads are safe Paved county roads at regular intervals

Other Counties

1. Howard: 1. Direct routes 2. Good signage 3. Adequate public transportation for the population density
2. Polk: Bus system for the disabled
3. Tama: Overall our road transportation system seems to be well maintained.

What do you think will be the three largest transportation challenges that this area will face in the next 25 years?

There were 139 written comments. Common themes in the comments included funding, maintenance/conditions, and cost.

Black Hawk County

1. Deteriorating roadways. Cost of repair. Cost of gas.
2. Maintenance of current roads and if urban sprawl continues the need for new roads.
3. public transportation access road conditions (continual improvement) clusters of over development and clusters of neglect
4. road conditions
5. the rising price of gas. I think we will get back to more neighborhood grocery stores and restaurants.
6. Decreasing population for funding. Aging population Road conditions
7. cost
8. Public Transportation. We probably need to plan on how to move a lot of people at one time in expensively and effeciently
9. Bridges; public transportation; fuel taxes
10. The cost of gasoline and families needing an alternate means of transportation Using the monies allocated for roads and road repair to the project they were intended Keeping transporation routes coming through Black Hawk County
11. Being more ecofriendly. Keeping our roads in good condition. Updating public transportation to the needs to the community.
12. Repair and maintenance with less funding. Increased traffic. Choice between urban expansion and rural preservation.
13. road deterioration growth no money
14. road & bridge repair public transportaton from small surrounding towns to metro areas upgrading rail transportation
15. repairing roads on a timely basis. Finish up major highway plans.
16. Deteriorating roads
17. Since there will be no gasoline, new roads will be unnecessary. More public transportation and light rail will be needed.
18. The anti-tax sentiment of most of the population (and many in the state and federal govt) will make it hard to fund projects. The refusal of Iowas to drive less and walk/bike or take public transit makes them unwilling to see improvements in these areas as important and worth funding.
19. Maintaining and paying for aging infrastructure! Accommodating mixed use areas -- industrial, manufacturing, commercial and residential uses
20. Getting people safely around town on road with people that don't stop at stop sign or stop lights. The need to have everyone take care of each other. Getting better ways to travel than just place and cars. Help us have more things that are safe for all and move people safely and cheaply from place to place.
21. Providing mass transit, improving sidewalks and alternate-transportation paths, funding challenges.
22. How to create alternatives to automobile travel that are affordable, attractive, and convenient so that the cost of individual auto usage can be let to rise.
23. 1. Failing infrastructure—the roads in town are awful. 2. Accommodating traffic flow issues—more lanes are needed in some places 3. Doing changes in a timely manner—It takes WAY too long to see any progress around here.
24. cost of upkeep of roads,
25. Aging infrastructure. High gas prices. Development sprawl - stores moving out of downtown, especially in Cedar Falls.

26. It needs a rail line to Chicago in order to continue to be the economic power it is. Also aging roadways with terrible pavement
27. Transportation for those lacking access to cars or drivers licenses including disabled people, low-income people and senior citizens.
28. roads crumbling in Cedar Falls
29. 1. Highway 58 will be an issue with the new construction going into that area, though I know there will be plans to work on this, I wonder if it will be enough to deal with congestion. 2. Snow Removal in the winter seems to become worse and worse as the years go past, which causes more accidents and headaches. 3. Getting people to utilize the public transit systems that are in place, before we run out funding for them.
30. Dealing with public perception that bigger is not always better when proposing traffic flow options Infrastructure maintenance Adequate funding to make timely improvements to the infrastructure
31. 1 - increasing fuel prices increase need for public transit and non-motorized options 2 - maintenance costs of roads with low to medium ADTs 3 - educating public about carpooling, public transit, bike commuting, etc
32. Viking Rd and US 58 intersection upgrade 1st Street repair in Cedar Falls University Ave. renovation
33. Safety, Maintenance, new construction
34. 1. Aging and distracted drivers. 2. Non-viability of Waterloo Airport 3. Inadequate funding for maintenance/reconstruction.
35. a. better transportation services for people who are low income (disabled and elderly) b. passenger rail transit as well as for goods c. improved highways, roads, and streets (deterioration is serious)
36. Maintenance: Bridges & road beds. Stop paving over the best farmland in the world for more housing developments! They add more roads to maintain and clear of snow. Increased pollution from petrochemicals Increased cost of fuel
37. Public transportation - people fighting to get rid of it. Bad roads. Sidewalk maintenance.
38. Maintaining the overbuilt infrastructure Repairing shortcomings of the interstate substitution Humanizing streets
39. Highway funding shortfall. Air service. Maintenance of existing system.
40. Funding for maintenance (roads and bridges) Maintaining coordinated approach to transportation planning Air and rail service maintenance
41. Upkeep of existing roads
42. 1.reconstruction 2.intersections 3.traffic flow
43. Funding Freight Safety
44. Where will the money come from? Commuting increase? Bus ride too expensive to use.
45. maintenance/ repair
46. available, affordable public transportation (bus, train), rerouting current highways away from congested areas, convincing the public to buy smaller cars and use public transport as much as possible
47. Maintaining all our roads and streets with funds available. Increased use of public transportation as gas prices continue to rise. The local angst that will result when the last commercial carrier pulls out of the airport.
48. Maintenance, maintenance, maintenance
49. Funding Gas Tax keeping pace with funding needed for roads and transit.
50. Dealing with urban/suburban areas built for cars without cheap fuel. How are our suburban areas reconstructed to increase density that sustains viable and useful public transportation, biking as a means of transportation and walk-ability.
51. 1) interstate through Waterloo and north. 2) Rail passenger train to Chicago (hub of rail network). As gas prices continue to increase, other options besides just traditional car options need to be addressed. 3) Taxation based on usage. Toll Roads could be an answer for interstate traffic. I am not a proponent of GPS tracking because that information will ultimately be used by others, for purposes not legal. See cell phone tracking today.
52. PUBLIC TRANSPORTATION. NOT RELIABLE OR CONSISTENT
53. 1. Transportation flow is a challenge in parts of the metro, such as University Ave 2. Air transportation. We need more options! 3. Keeping roads maintained.
54. Downtown traffic parking Event parking downtown
55. Maintaining county roads. Transporting aging boomers- walking and riding buses. Developing an entirely new system of transportation that uses neither roads or rails.
56. The cost of maintaining roads, people using more public transportation, and the price of fuel.
57. Public transportation aging roadways and bridges changes in demographics

58. Costs due to the deplorable road conditions.
59. Need to get rid of traffic signals on 218 through Waterloo and 58 through Cedar Falls. Should have been raised to begin with. East and north bypass Westside downtown Waterloo parking crisis
60. Financing the maintenance, financing the infrastructure, up grading the bridges.
61. Freight transportation Maintaining existing facilities Meeting the transportation needs of changing population
62. 1) funding 2) need to maintain - deterioration needs to be addressed 3) gas tax issues
63. Parking and road conditions
64. Maintenance, maintenance and maintenance.
65. 1. Urban sprawl 2. long term maintenance 3. consistant funding stream
66. public transportation parking in downtown Waterloo on-road bike trails
67. Gas prices will drive the use of public transportation up which may cause crowding on present vehicles. People will want rides at times not available right now. There will be more older people in the State.
68. Maintenance of current roadways. Using brain instead of heart to make decisions on traffic patterns - don't try to please everyone. Money
69. Maintaining roadways Keeping the airport Improving major thoroughfares
70. capacity signal timings
71. -Lack of funding -Deteriorating condition of roads -Dealing with heavy freight
72. Funding for projects. If gas prices continue to rise, the amount of people that will begin to depend on public transportation. If gas prices continue to rise the amount of people that will need to use bicycle lanes and city sidewalks to get where they need to go.
73. More need for transportation between large cities.
74. Repair and rehab on aging roads and bridges; crumbling underground infrastruture that will require major pavement r & r; lack of funding.
75. Getting a passenger train to come here. Finding a balance between business growth and making places walkable. Seeing more and more bicycles sharing the road and dealing with motorists who aren't aware of bicyclists' rights.
76. Upkeep on existing roadways Need to keep pace with expansion
77. Maintaining good working roads and bridges.

Bremer County

1. Maintaining the roads we have in drivable condition. Maintaining bridges. Doing road surface overlays in a timely fashion.
2. Safety; flow of traffic; cost.
3. money
4. Redoing all the gravel roads that are falling apart due to lack of grading, cheap soft rock and fines being put on for years gravel being bladed off to the sides of the roads instead of being left on top.
5. Everyone is talking about the cost of gas and how it is impacting their budget. At the same time, MET decides to reduce service and pass on the opportunity to expand service to get new riders. Seems like a really good idea when gas costs keep rising would be to try to capture the Waverly market coming into Waterloo/Cedar Falls. We keep talking about "green" initiatives in the state, then don't put our money where our mouth is. Public Trasportation is a great value, but we are in Iowa....most people haven't ever been on anything other than a school bus. We have to make it attractive to use public transportation, for that we have to put money into it. Look at the traffic on 218....can't tell me lots of people aren't going to the same place, or close. Why put more money into roads? Make it attractive to take a bus to reduce fossil fuel use and affordable.
6. Money to maintain the existing roads we have. The amount of heavy truck traffic on roads such as Hwy 218 and the avenue of the saints High in the City of Waverly
7. 1. Continued maintenance on federal and state highways and county roads (including Bridges) 2. Increased traffic flow 3. Adding more bike trails or off-set bike lanes to highways.
8. price of gasoline, wages and insurance for vehicles and drivers
9. Bridge conditions and need to update/replace those deteriorating--#1 Dam replacements on Mississippi and Missouri Rivers and modernization for barge traffic--#2 Increasing road stress from grain semis----mixed blessing
10. Amount of traffic flow through 218 is more than they expect. The increasing number of people refusing to follow the traffic signals.

11. Maintaining existing roadways,
12. Funding
13. Repairing and maintaining our current road system.
14. Condition of bridges. Attitude adjustment- wide streets, no shoulders, parking on both sides. \$\$\$
15. 1. Road and bridge maintenance 2. The intersection of 58 and Viking road in Cedar Falls is already excessively busy and will get worse. 3. 4th street SW in Waverly between Bremer Ave and McDonalds will need to be widened with extra lanes.
16. handling more cars Cost of fuel for cars and so this may impact the # of cars deterioration of existing roads, especially due to overweight trucks and farm vehicles.
17. Decrease in fuel consumption reducing the income from gas taxes.

Buchanan County

1. FUNDING - Funding - Funding
2. Maintenance of existing system. Incorporating pedestrian/biker friendly options. Transporting the growing population of elderly.
3. Deteriorating roads (like Old Hwy 20). A more focused attention on accessible green spaces for recreational use like bike/running/walking paths.
4. lack of funding
5. funding
6. Maintaining secondary Hi and city streets Living with \$(gal gas if Obama is re-elected = no gas sales = fuel tax \$ Lacl of local Rail terminals and inadequate raillines
7. Upkeep of existing roads do to increasing cost
8. Funding IMPORTANT projects.
9. maintenance
10. Cost of getting to stores and work
11. Providing better transportation for seniors in metro and rural areas

Butler County

1. infrastructure
2. maintaining local roads, funding, "urban" vs "rural" in iowa
3. Declining funds due to loss in population. Declining need for high capacity roads. Signage and striping for aging population
4. Spending money wisely. There are too many politicians that are getting what they want for projects, rather than what this state NEEDS for projects. That is the MAJOR problem. There are those whose jobs are to determine what needs to be done, let them do it! Keep politics out of transportation planning!
5. Funding shortages; opposition to changes (roundabouts); declining rural populations resulting in less investments in transportation systems (paved to gravel roads, rural bridges); maintenance associated with more costly transportation methods (cable barriers on interstates, aging aesthetic features)...sorry, that was 4 challenges
6. cost of gas, roads getting worse, more vehicles on the road.
7. bicycle safety on black top roads;
8. 1. Four lane to Minnesota border on Highway 63 2. Expand Highway 218 from 4 lanes to 6 lanes thru Waverly 3. C57 intersection and Highway 218
9. maintenance of current structures accommodating increased traffic increasing public transportation options
10. Building a northeast bypass from Exit 68 on 380 to US 63 and on to US 218. Congestion and traffic flow around College Square. Congestion and traffic flow around Crossroads especially Flammang Drive and San Marnan

Chickasaw County

1. Money Money Money
2. funding funding funding
3. money for repairs
4. Funding, Funding, Funding, Raise the gas tax!!!!
5. not much interest in public transportation in rural areas.

6. How to pay for all the maintenance that will be needed How to prioritize what gets done first How do we keep Des Moines from getting all of the funding and then nothing is left
7. funding transport authority representation funding
8. Maintaining the roads that we have. The state's portion of Hwy. 18 that runs into New Hampton is in terrible shape. The quick fix of pot holes is not working!!
9. Traffic flow - create more direct routes to popular destinations, increased bicycle traffic, transportation costs
10. Keep roads and bridges in the needed repair to handle the traffic and loads that are taking place in today transportation. This includes all roads.
11. Increased volume of highway and street traffic Need for increased public transportation outside of metro areas Impaired and distracted drivers causing crashes and deaths
12. Transportation for the aging population.

Grundy County

1. expanding mass transit as gas prices increase
2. Maintaining roads that are in areas of declining use/population Shifting demographics requiring new/larger roads Repairing/replacing old bridges
3. Resurfacing roads with less money Maintenance fuel price
4. Maintenance of existing roads
5. 1. Maintaining low priority county highways 2. Improving recreational trails 3. keeping the roadways from being harmed by farm equipment.
6. road maintenance, providing transportation/access to Sr Citizens, sidewalk maintenance
7. Public Transportation Bike Trails walking trails and sidewalks
8. 1) Maintaining appropriate traffic flow without damaging important conservation areas 2) Maintaining country roads (gravel/dirt) in the presence of increased traffic from large trucks to and from hog confinements (managing ruts) 3) Increasing emphasis on sustainable transportation to reduce our dependence on foreign oil
9. maintenance migration out for lack of public transport decreased government funding

Other Counties

1. Howard: 1. Deteriorating bridges 2. Deteriorating primary and secondary roads (national, state, and county paved roads) 3. Deteriorating secondary (county gravel roads) due to lack of maintenance and increased traffic
2. Linn: Traffic, safety
3. Tama: Increasing truck traffic will continue to cause our major roadways to deteriorate quickly.



Are there any particular transportation issues you would like to see addressed?

There were 119 written comments. The following list gives roads mentioned (for any reason) more than once.

<u>Road</u>	<u>Number of comments</u>
University Avenue	19
U.S. 63	17
U.S. 218	16
U.S. 20	11
C-57 (Cedar Wapsi Road)	11
IA 24 - New Hampton	8
U.S. 18 (North Linn Avenue) - New Hampton	8
Ridgeway Avenue	7
Hudson Road	5
IA 14	4
IA 58	3
IA 150	3
Kimball Avenue	3
Ansborough Avenue	3
18th Street - Cedar Falls	3
Hammond Avenue	2
Viking Road	2
V-21	2
I-380	2
4th Street SW - Waverly	2
IA 175	2

Black Hawk County

1. Vans could run 24 hours to Tyson, John Deere & CF Industrial Park to accommodate workers who don't drive.
2. Let's not spend huge sums of money for outlandish safety (or other) projects like foot bridges that cost millions of dollars. Let figure out how to spend the funds in the most economical way.
3. Waterloo streets are sorely neglected bridges need attention
4. University Ave to include Waterloo and Cedar Falls is in terrible condition
5. Leverage road by the airport is in terrible condition.
6. 218 between Hwy 20 and 1st St. in Waterloo - the lights are an issue.
7. Ridgeway between Ansborough and Prospect Blvd. in Waterloo is awfully narrow for a 4 lane road. It should either go to less lanes or be widened. It is dangerous. Generally, all roads are in bad condition and need to be resurfaced in the area.

8. West 11th Street in Cedar Falls is much too narrow for two-way traffic when school is in session. Parking is allowed on one side of the street, making it dangerous and often impossible for two vehicles to pass. Hudson Rd. by UNI is dangerous, particularly at night, as is University Ave, particularly at Univ. and Ansborough.
9. University Avenue in Waterloo is terrible needs something to be done. The interstate system through Waterloo should be elevated through the whole town. It doesn't make sense to have all those stop lights through town. Highway 63 South near John Deere needs to be reworked. University Avenue traveling west is a mess people from out of the area cannot figure out how to get through town.
10. West 9th St. in Waterloo, Iowa is in desperate need of repavement (near Covenant hospital). It is highly used because of the hospital and the Catholic high school.
11. The County seems to be fixing and repaving roads at a higher rate than the State. Most if not all State highways are in terrible shape, 218, 63, 21, etc... all of them are horrible to drive on. Why can a smaller entity like the County find a way to take care of their roads and the State can't. The Cedar Wapsi/218 interchange needs to happen. Too much speed and traffic volume through there.
12. I would like to see rail or inter city bus transportation on a frequent schedule, to decrease the use of automobiles as the main mode of transportation.
13. The median cable barriers are fantastic. Lifesavers and not too aesthetically displeasing. Urban and inter-urban bus transportation will become increasingly important as fuel supplies dwindle. Don't bank on the ethanol falsehood or electric (actually low efficiency coal fueled) cars.
14. The WMTA buses run on schedule, but there are very few of them and limited routes - our public transit system is horribly inadequate for a community of this size. Our alleged on-road bike accommodations are a joke - you can't just pretend you have bike friendly streets by putting up a few signs - it is actually dangerous to ride on these roads because most of them are too narrow to accommodate cars, bikes and parked cars - eliminate parking and create dedicated bike lanes. Currently there is no place that bikers are not liable to be side-swiped by cars or killed by someone opening the door of a parked car. Add a separate bike line with divider where possible on higher speed roads (for example, on University Ave., when it is redone). Bicycles need some protection - many local drivers are angered by the very presence of cyclists on the streets and drive aggressively close. Also, we need more driver education on the rights of bicyclists to use the roads- most think bikes have no right to be on the road.
15. I've address most above. A couple other issues to consider - add noise from elevated roadways and particular surfaces. Regarding question about specific modes or project types -- In some ways, yes, focus on particular modes -- But always in the context -- difference areas likely will need a combined treatment of modes -- probably needs a systems approach.
16. In Iowa all the roads don't need to go to or thru Des Moines. Also making speed cameras and traffic cameras illegal only encourage jerks to take the roads as if it belongs to them. Also every house in Iowa does not need a hard surface road in front of it. I am tired of all the money going to DM or farm to market roads. Other of us live in Iowa also we need safe and good roads also.
17. Cedar Falls has been stingy with sidewalks. Where they exist, they are often on only one side of the street. Sidewalks are a key to making neighborhoods livable: they encourage socialization, physical activity, and save money on transportation and environmental costs. This is particularly a problem on traffic heavy streets such as W 18th.
18. Cedar Heights Drive between University and Greenhill is shameful borderline dangerous with all the uneven dips and bumps. Rownd is incredibly bumpy between Rainbow and University. University Ave itself is horrible, it could use another lane and the entire thing needs resurfaced. It's awful to drive on it. My general comment is this: Often I drive certain routes to avoid the bumpy/cracked/destroyed streets. Even if it means going out of my way. Some streets are so bad I am fearful the rough ride is too much for my child. It's a huge source of stress and contention for me. As a side note about the bike/walking paths/trails, they are wonderful and useful and I love them...That being said, most people in town own a car and drive it everyday, so our roads take so much wear and tear. I'm sure a high percentage of people use the bike paths a lot too, but not everyday. Yet I feel I continuously, see new trails/paths/sidewalks going in before I see roads getting their pot holes filled. For me the priority is the road maintenance.
19. Dangerous where bike trail crosses major roads.
20. We need a sidewalk or bike path along Center Street north of downtown Cedar Falls.
21. You need to focus more on commuter railways. University avenue needs to be overhauled completely.
22. More emphasis on safety in project selection.

23. Main and 18th streets in Cedar Falls - why can't we have directional signals, similar to what has been installed at Waterloo Rd and 18th/Rainbow; and Main and 12th streets? Four - way stop sign at Walnut and 12th street (Cedar Falls). Signal at Hudson and 8th streets (Cedar Falls) Do something with 1st street between Main and Hudson (Cedar Falls). Sidewalk(s) are needed on 18th street between College and Hudson. There was a plan (several years ago) to enhance the sidewalk structure on 18th, connecting to Hudson Rd; as well as the neighborhoods north of 18th street.
24. university ave. educating public about carpooling, public transit, bike commuting, etc,
25. Viking Rd and US 58 intersection upgrade 1st Street repair in Cedar Falls University Ave. renovation
26. It's stupid to leave the dangerous C-58/218 intersection unimproved while building a largely un-needed intersection just to the north
27. Waterloo has no on-road bicycle accommodations, nor any plan to create them. Consequently, residents on the southwest side of town have no convenient bike-friendly routes to ride downtown or connect with the recreational trail system. Bicyclists contribute a huge amount to the success of Cedar Falls' Main Street district (just look at the # of bikes in Main St. bike racks on a weekday evening or weekend morning and afternoon). W'Loo's downtown district is only a block off the Riverwalk bike trails, but there's no way for a bike to access those Riverwalk trails except from the Cedar Valley Lakes Trail, and no convenient downtown trailheads with parking. W'Loo bikers from the southwest side (which is most of them) have no bike-friendly routes to the Riverwalk trails, so they load bikes on cars and drive to a trailhead upriver and bike a loop to Cedar Falls, or take the Sgt. Road and Cedar Prairie Trails to Cedar Falls. .
28. Our main street in Cedar Falls / Waterloo: University Avenue is a disgrace! It has holes in it, it's made of three colors that disturb your eyes you while driving... it's a third world road!
29. Highways road, and street deterioration needs to be addressed immediately for safety's sake if nothing else. The need for meeting the needs of elderly and disabled persons and their need to move about freely in this community is as great a concern as are the deteriorating highways, roads, and streets. Most people are unaware of the needs of the elderly and disabled compared with their own daily use of the roadways.
30. Same thing I listed above: Light rail in Cedar Falls/Waterloo; NO roundabouts on University Avenue; lighter weight and smaller buses that can go to areas that are not currently served (i.e. Cedar Falls Mobile Home Village) Do not put traffic lights at Hammond and Ridgeway in Waterloo.
31. Focus on road conditions
32. There is one parking garage in downtown waterloo that has low celings, tight corners, and a dirty deteriorating paint job. Parking for the Playhouse, Waterloo Center for the Arts and Young arena should be addressed. Good signs and re-landscaped lots would help make things more efficient. Parking meters could be employed to encourage people who can, to park in free lots or ramps which are further away.
33. Reduce lanes on Main St., Waterloo Rd., 18th St., add bicycle lanes Hudson and University Ave. need improvements - modern intersections, more efficient flow, humanizing for pedestrian and bicycle use.
34. Traffic signalization and timing University Avenue maintenance Highway 14 in Grundy/Butler Counties (Highway 20 North to City of Parkersburg)
35. Hwy 63 south from Hwy 20 to Hudson is very bumpy and needs some attention. Also East Eldora road from Hudson to Shaulis Rd has quite a few bumps that should be addressed.
36. D35 about .75 miles west of hudson - bad patch job - been a bad spot for years. attempt to fix last year made it better, but not by much.
37. reconstruction of Hwy South 63, University Ave in Waterloo/Cedar Falls
38. The US Highway 218 Corrdior from Cedar Falls to Waverly needs to be fully access controlled for safety purposes. IA Highway 150 through Independence requires attention.
39. A roundabout at the intersection of Kimball and Ridgeway, or a traffic light, would be good.
40. We have too many traffic signals and too many protected left turns. I'm seeing more and more cars ignore red lights when there is no traffic at the intersection, therefore no reason to be stopped. Traffic signals should be switched to flashing red and yellow when traffic is light. This will prevent unnecessary idling and save time and gas.
41. University Ave is a mess and should be fixed and maintained with three lanes each side with a turning lane in the middle. NO ROUNDABOUTS on University Ave. The roundabout is ok on side roads where one lane traffic from each direction is frequent but not constant. Fix traffice lights so that traffic flows rather than stop and start at every light.

42. Stop building parking ramps and invest those funds in public transit. There are just too many vehicles on the road. If investments were made into expanding public transit in our area vehicle usage could be drastically reduced.
43. Frequent and reliable transportation alternatives to the car that enables convenient inter- and intracity movement.
44. Besides having a true interstate connection from 380 to 35, the signage on 20/380 is very lacking. The green "Waterloo 20 miles" need to be the used to be, and include the next 3 towns. Should be "Independence 7 Jesup 17 Waterloo 32"
45. Is it possible to have a trolley system down town between the centers of activity - east/west sides?
46. think up a cool use for the Falls Ave bridge over Black Hawk Creek.
47. It seems that there is an issue of transportation in outlying areas. For example, I know that some people in the Hazelton/Oelwein area work in Waterloo, but transportation is an issue. Maybe having a light rail service between Waterloo and outlying communities would be beneficial. I'm not aware of any bus service, either, that services that area.
48. New roads/resurfaced and wheelchair access.
49. 1. Need to make 58 raised without lighted intersections 2. Need massive work on downtown parking for all the cultural/sports venues that are now concentrated in an area without adequate parking for peak periods. 3. Northeast bypass
50. Sidewalks in heavy traffic areas need to be a priority.
51. Hwy 63 around Young Arena is a disaster (pavement condition) University Avenue is a disaster (pavement) Viking Rd and 58 is a disaster (bicycle crossing)
52. 1) CF University Ave around mall 2) Hudson Road from 20 to UNI (congested during athletic events with few options) 3) Scheduled maintenance/replacement must be a major part of the plan - not just new roads 4) On road bike routes are not important/priority 5) road maintenance is more important than trails - maintain existing trails and encourage more use
53. University from 63 to Cedar Falls needs redone and way to many accidents on Hwy 63 and Mullon st.at Commercial and Jefferson cross streets also at the criss cross under Hwy 380 & 63 .
54. Rebuild Highway 63 North sooner rather than later.
55. C57/218 needs a ramp c57/63 same thing
56. public transportation parking in downtown Waterloo on-road bike trails
57. Not sure this is a transportation issue - but more blame needs to be placed on stupid drivers than always assuming it is the transportation design that is to blame for accidents. I don't like at grade intersections either, but, if people would drive like human beings instead of idiots, most of those accidents would not happen (roadway between Cedar Falls - Waverly). Personally, I think those accidents are caused not only by poor drivers but the up and down speed limits - they give those trying to cross a false sense of safety. The speed should be 60 mph with only limited access points. So people have to drive a bit farther - big deal. Also, poor planning in cities - for example Cedar Falls and the way they build up retail areas without taking into consideration the traffic flow, amount of traffic generated.
58. University Ave improvements synchronize lights on University Ave in Cedar Falls
59. Kimball Avenue needs a center turn lane and better signal timings. Get rid of frontage roads along Kimball and San Marnan Bridge replacement funding needs to be improved
60. The width of Ridgeway Ave. between Ansborough and Kimball Ave. is too narrow for 4 lanes of traffic.
61. Sidewalks in the Prospect Blvd. neighborhood in Waterloo. Timing the lights along Ridgeway Ave in Waterloo (and on other highly traveled roads like University between CF and W'loo) so if you drive the speed limit you can hit all green lights!!
62. Extend Katoski south across Greenbelt to Highway 63/20; NE Bypass from Donald and Elk Run to Highway 63; include bike trails or walks in all projects, especially new private construction.
63. Sidewalks are incomplete in many parts of the city. This should really be a priority if possible.
64. Ridgeway Ave. is in bad repair
65. State Highway 63 is in very poor condition between Grinnell and Waterloo.

Bremer County

1. Repair/replace highway 93. On all roads fill ruts, pot holes faster. Don't procrastinate when holes appear along road centers and where sections or road join. Reallocate manpower to maintain the surfaces of the roads we have. We have a large number of roads that are suffering from poor or no real maintenance for years at a time. When cracks are "filled and sealed" with tar and rock, fill the things to the level of the road surface.
2. Improvement of surface on 4th Street (218 Business) and Bremer Avenue in Waverly.
3. C33 in Bremer County is very rough.
4. A railroad crossing just north of Waverly on a paved road has no cross bars or flashing lights! A road to a school south of Readlyn is in absolutely HORRIBLE condition A road leading north out of Sumner is in HORRIBLE condition In the little settlement of Bremer (C-33/V21 Ivory Ave) there is a dangerous intersection due to buildings on the Northeast and Southwest corners making visibility very dangerous there.
5. Highway 218 and Co Rd C57 needs to be addressed.
6. Needs to be an interchange at Highway 218 and C57, too many accidents and too many deaths. County road C33 between Bremer and Hwy 63 is in very poor condition, need new asphalt. Highway 3 east of highway 63 is in bad shape as well. Would like to see a bike lane added to highway 3 between Waverly and Shell Rock to connect existing bike trails.
7. 1. C-28 heading east out of Tripoli to Sweets Marsh is in extremely poor condition and needs to be rebuilt. (The Wapsipincion River overflow bridge is also in bad shape and needs replacing). 2. V-43 from Tripoli to Highway 3 is in poor condition - needs to be rebuilt with either asphalt or concrete. 3. C-33 from Highway 63 to Bremer (V-21) is in poor condition - needs to be rebuilt with either asphalt or concrete. 4. V5C from Highway 93 through Frederika to Highway 63 is in bad condition - needs to be rebuilt with either asphalt or concrete. - Also, maybe rebuild the curves so they aren't as sharp? 5. Highway 93 from Highway 63 to Highway 150 in Fayette (through Tripoli and Sumner) is in bad shape - needs to be rebuilt with either asphalt or concrete. 6. Highway 3 from Highway 63 to Highway 150 Junction north of Oelwein is in poor condition - needs to be rebuilt with either asphalt or concrete. 7. An interchange is needed at Highway 218 and C-57 South of Janesville
8. They are working on Hwy 3 now at 63 and 3 and traffic is a mess. They also have C50 closed. People just don't know where to go. They are in a hurry. Don't stop for stop signs on the country roads that they choose to take instead of detour designation. when they put signs up at the end of my driveway I had to tell them how "dumb" it was to put a sign up on the South side of my drive - they blocked out my vision of oncoming traffic (it's 4 lane out here), took a while but they finally put it on the north side! Then I had to "argue" about them not putting gravel on the side of the pavement, in front of my place there is no cement like there is every place else (but about 3 places in this area) and so when the semis go past they make the gravel fly from the pavement and it leaves about a 2" height between the pavement and gravel, not good for tires and traffic in the area because if they slip off the pavement and steer to get back on they can flip the rig or go down a huge embankment. Some days it's pretty good out there now.
9. The crossing in Janesville is being fixed but was a horrible area and accidents occurred often. The road 218 old waverly road going north into Cedar Falls is a great road to take but the intersection in Cedar Falls at 1st street (hwy 57 ?) is not the best. Also that road going west is not the best if you want to turn into CVS or other roads along the way.
10. Highway 188 between Clarksville and Plainfield is TERRIBLE!!! You can't hardly drive on it it's in such poor condition!
11. Highway 93 surface conditions are very bad. We need to put more emphasis on our rural areas and stop spending the majority of your road funds on the Des Moines area. Let's start focusing on our smaller rural cities as an asset to the State.
12. trail from CF-Janesville to Waverly Trail from Waverly to Shell Rock
13. 4th street SW in Waverly between Bremer Ave and McDonalds will need to be widened with extra lanes. 4th St NW in Waverly is very rough and needs reconstruction. Construction of an interchange at US 218 and C57 needs to be accelerated.
14. Keep major highways up to date for better traffic flow.

Buchanan County

1. Hwy 150 N from 14th St NE to the railroad tracks in Independence should be decreased in speed to increase safety. Transportation system should include means to help the public move naturally, i.e. sidewalks or bike trails.
2. Old Hwy 20 between Independence and Jesup. My husband and I ride motorcycles and we avoid that stretch as much as possible because it is so bumpy.
3. RAISE THE FUEL TAXES AND FIX THEM
4. lack of/no public transportation available
5. HI 3 Waverly to Dubuque Toll booths vicinity of Indian Casino on HI30. If takes less than 5 min to transit the reservation no charge. Otherwise \$10/car
6. Bypasses around Dubuque, Independence Financing road construction Amtrack
7. In the City of Raymond, the main intersection on Dubuque Road (by The Bar) is very dangerous. I think stop lights are needed, or perhaps a round about, to control the traffic because drivers try to rush through instead of waiting their turn.
8. Playing with the currant highways such as the rediculous change at Janesville is a hugh money drain and not a solution. The highway 63 widening project has been an ongoing project for years. Lets get it finished.
9. Re-creating a rail system is a total waste of time and money. The cost of parking for commuters. Public resistance to light rail even in Des Moines would just not work because Iowans think of their cars as horses. They don't want to be relegated to schedules nor wait outside in the weather to board a bus. I did that in Des Moines for six years and loved it but there were some cold days and rainy days that most commuters don't have the intelligence to deal with. They (non-riders) also don't like to have to be close to others of a lower class than themselves. Sure, as Americans, we all think of each other as equals but that is not how it really works out. I enjoyed the variety of folks on the bus. In Chicago I took the train and bus to where I worked for a couple of years while my wife drove to where she worked which was not compatible with the hub and spoke pattern of the rail system. Cost, Comfort, Convenience and Speed are the key consideration to all transportation systems. Everyone decides for themselves how they want to get to their destination. The auto wins hands down for 90% of the population traveling less than 100 miles.

Butler County

1. Hwy. 14 from hwy. 20, north to Parkersburg is in poor condition and needs an overlay. The intersection of D17 and T55 in Grundy county has a poor site distance to the north. The state has a safety improvement fund that could be used to lower the grade to the north. This should have been done before Grundy shouldered and paved T55 a few years ago.
2. maintenance of county and city signage and striping.
3. All of my comments above are important issues to me. Especially the road use tax for farmers equipment.
4. The expanding use of water trails should continue to be encourages. Coordinating transportation needs with new rural developments (residential and industrial) and innovative cost-sharing.
5. 218 by Janesville is terribly dangerous, 218 just north of cf is bad, too.
6. Hwy 218 is dangerous at the intersection of C57.
7. The volume of traffic coming and going from Waverly and other northern cities to the metro Waterloo-Cedar Falls area. The four lane is packed now....the passing lane is packed with vehicles and no longer a passing lane....it needs to be expanded to 6 lanes to accommodate present traffic and future expansion in those towns (Waverly, Shell Rock....etc)
8. I use the #218/Cedar-Wapsie Road intersection every day. It is dicey. I live on several miles of gravel in SW Bremer Co. Badger, and Bluebird especially, can be quagmires in the spring. Please recommend increasing the gasoline tax so we can make needed upgrades on surfaces and structures. I do not want a local repeat of what happened in St. Paul recently.
9. Hammond & Ridgeway (which includes the problem of turning off Flammang onto Hammond).

Chickasaw County

1. many roads in our county need some attention the continued expansion of hwy 63
2. Definitely need to produce more funding!!!! Raising the gas tax 10 cents would cost an average driving person about only \$400 a year. Just over a dollar a day to get better roads is worth it.

3. In New Hampton, Linn Avenue (Hwy 24) is a major route yet too narrow for the 4 lanes.
4. Old 63 now North Linn is in need of Repair. All the grain trucks servicing the ethanol plant on Hwy 24 that come from the north use this road. It has really deteriorated since those trucks have had to use that instead of the truck route.
5. Hiway 24 in town in New Hampton is falling apart
6. NorthLinn Ave. [hwy 24] in New hampton is in terrible condition, especially now since an ethenol plant is just five miles east of town. No. Linn needs to be completely rebuilt.
7. Maintaining the roads that we have. The state's protion of Hwy. 18 that runs into New Hampton is in terrible shape. The quick fix of pot holes is not working!! We should continue to work with Minnesota and get the four lane to continue to Rochester. The Avenue of the Saints is nice, but truck drivers still take the shortest route and that is thru Rochester.
8. Cedar Wapsi Road intersection with 218
9. In New Hampton I see the road from main street (Hwy 24 connection) to Highway 18 has a lot of traffic from trucks to cars. That stretch of road has several pot holes and that were filled, but appears to me that it needs a lot more attention as the road will go down hill fast.
10. Hwy 18 between Charles City and New Hampton needs GREAT improvement and there are poor conditions also on Hwy 18 that runs into Hwy 24 on Main Street in New Hampton
11. Highway 63 southbound at the Cedar-Wapsi Road badly needs a right-turn lane to the west (towards 218). Several times I've been almost rear-ended when making a right turn from US 63 to Cedar-Wapsi Road (County Rd C-57), even after signaling well in advance. Apparently the Iowa DOT is blind to this need.
12. In New Hampton Hwy 18 (aka North Linn) that connects to Hwy 24 is in very poor condition. Just filling the pot holes is not improving the condition. The road needs to be redone.
13. New Hampton - Poor road conditions of Hwy. 18 (North Linn) that runs into town and connects with Hwy. 24.
14. Highway 20 from the Grundy County Line to Highway 14 is very dangerous in icing conditions. The DOT should admit the mistake they made with that surface and fix the road before more people are injured or killed.

Grundy County

1. I don't understand how you can conduct long range transportation planning without considering Waterloo and Cedar Falls as a whole region. I understand that they must have their own planning being done but any resources and decisions must be made as a region that includes the metro area.
2. Hwy 20 East from Jct of 14 to Blackhawk line HAS BEEN AND WILL CONTINUE to be a Major problem in the winter due to the surface conditions by the result of the grooves in the road. Hwy 14 South of 175 and North of Hwy 20 needs to be resurface ASAP.....rattles your vehicle off the road due to the heavy truck traffic over the years.
3. I think the area should work towards connecting itself to the cedar falls waterloo area through a network of recreational trails to help promote locas buisness and showcase our communities.
4. county roads are deteriorating, no bus or van system in rural small towns to get Srs and others with disabilities to Dr, shopping, etc.
5. I would like to see some type of public transportation for elderly and others to be able to get to the metro areas.
6. I would like to see increased maintenance on gravel roads near hog confinements. Near my home, there is a road with two-foot-deep ruts after it rains due to the truck traffic to and from the site. I know this is a problem in other parts of the county, as well - I've even bottomed out my car in these ruts!
7. The repairs to 175 several years ago should be a lesson about not trying to pave only the driving parts of the lane. It provides an uneven and dangerous road surface. 60 between hudson and waterloo is at times almost impassable. I refuse to use it most of the time. the Blackhawk county portion of hwy 20 is very poorly maintained in the winter. If the crew on the grundy county stretch can keep their part in respectable condition, why can't blackhawk?

Other Counties

1. Tama: The Park Avenue Bridge in Waterloo looks frightening. You can see the river through the holes in the curb. Speed and Red light cameras really make the roadways much more civilized. If you travel I235 in Des Moines the traffic is calm (because they have speed cameras). On I80 in Des Moines the traffic is much more erratic (because there are no speed cameras). Red light running bothers me much more than speeding though.

Demographics

