

Appendix I

RTA Committees and Focus Groups

Policy Board

Rex Ackerman, Butler County Supervisor
Brian Buhrow, Mayor of Grundy Center
Sandi Carroll, Mayor of Janesville
Bill Cowell, Mayor of Fairbank
Bonita Davis, Mayor of Independence
Rod Diercks, Mayor of Denver
Steve Geerts, Chickasaw County Supervisor
Gary Gissel, Buchanan County Supervisor
Duane Hildebrandt, Bremer County Supervisor
Charles Infelt, Mayor of Waverly

Chris Luhring, City Clerk, Parkersburg
John Miller, Black Hawk County Supervisor
David Neil, Mayor of La Porte City
Mark Schildroth, Grundy County Supervisor
Mike Soppe, Mayor of Dike
Larry Young, Mayor of Shell Rock
Kevin Blanshan, INRCOG Executive Director (non-voting)
Andrea White, Iowa DOT (non-voting)

Technical Committee

Dan Bangasser, City of Grundy Center
Mike Cherry, City of Waverly
Larry Farley, City of Denver
Todd Fonkert, Bremer County
Mike Dryden, Ament, Inc.
Janice Johnson, City of Parkersburg
Brian Keierleber, Buchanan County
Lynn Kloberdanz, Black Hawk County
Gary Mauer, Grundy County
Christine Murley, City of Janesville
Cathy Nicholas, Black Hawk County

Zach Pierce, City of Dunkerton
John Riherd, Butler County
Dusten Rolando, Chickasaw County
Mike Tellinghuisen, City of Shell Rock
Jane Whittlesey, City of La Porte City
Al Roder, City of Independence
Krista Rostad, Iowa DOT
Kyle Durant, INRCOG
Codie Leseman, INRCOG
Brian Schoon, Regional Transit Commission

Transportation Alternatives Committee

Dan Cohen, Buchanan County Conservation
Bill Cowell, City of Fairbank
Vern Fish, Black Hawk County Conservation
Todd Fonkert, Bremer County
Frank Frederick, Bremer County Conservation
Janice Johnson, City of Parkersburg
Rebecca Kauten, IRVM
Brian Keierleber, Buchanan County
Jeff Kolb, Butler County Development
Cindy Lantow, City of Fredericksburg
Linda Laylin, Black Hawk County
Chris Luhring, City of Parkersburg
Gary Mauer, Grundy County
Glenda Miller, City of Allison

Mike Miner, Butler County Conservation
Brian Moore, Chickasaw County Conservation
Christine Murley, City of Janesville
Cathy Nicholas, Black Hawk County
Lisa Oberbroeckling, City of Sumner
Jay Ranard, City of Tripoli
John Riherd, Butler County
Tammy Robinson, New Hampton Economic Dev.
Dusten Rolando, Chickasaw County
Kristy Sawyer, City of Grundy Center
Candy Streed, Silos & Smokestacks
Jane Whittlesey, City of La Porte City
Kevin Williams, Grundy County Conservation

Appendix II

Public Input Meetings Attendance

Regional Bicycle Accommodation Plan Public Input Meetings

Thursday, October 1, 2015 – Fredericksburg City Hall – Focus: Chickasaw and Bremer Counties

Ron Lenth, Bremer ISU Extension
Bryan O’Day, City of Fredericksburg
Cindy Lantow, City of Fredericksburg
Meredith Borchardt, Trees Forever
Brenda Roberts, City of Nashua
Toni Hinrichs, Nashua Chamber of Commerce
Kyle Durant, INRCOG
Codie Leseman, INRCOG

John Anderson, Chickasaw Co. Board of Supervisors
Jerry Linder, FCDC
Brittany Bierle, New Hampton Tribune
Jason Speltz, Chickasaw Co. Tourism
Terry Hinrichs, Nashua Chamber of Commerce
Megan Swick, Lincoln Savings Bank, Nashua
Kevin Blanshan, INRCOG

Friday, October 2, 2015 – Waverly City Hall – Focus: Waverly to Shell Rock/Janesville

Bob Hubbell, City of Janesville
John Riherd, Butler County
Larry Young, City of Shell Rock
Ed Wilbert, City of Shell Rock
Steve Main, Waverly Trail Committee
Chris Neuendorf, City of Waverly
Sara Kofron, Bremer County
Mike Cherry, City of Waverly
Kevin Blanshan, INRCOG

Mike Miner, Butler Co. Conservation
Ron Lenth, Bremer ISU Extension
Dewey Hildebrandt, Bremer Co. Board of Supervisors
Anelia Dimitrova, Waverly Newspaper
Duane Harms, Shell Rock Development
Todd Fonkert, Bremer County
Ed Brown, City of Waverly
Kyle Durant, INRCOG
Codie Leseman, INRCOG

Wednesday, October 7, 2015 – Jesup City Hall – Focus: Buchanan and Black Hawk Counties

Al Roder, City of Independence
Kyle Durant, INRCOG
Codie Leseman, INRCOG

Brian Keierleber, Buchanan County
Kevin Blanshan, INRCOG

Friday, October 9, 2015 – Parkersburg Civic Center – Focus: Butler and Grundy Counties

John Riherd, Butler County
Kyle Durant, INRCOG

Jan Johnson, Parkersburg Economic Development
Codie Leseman, INRCOG

2040 Long Range Transportation Plan Public Input Meetings

Monday, November 16, 2015 – The Lodge, Wilder Park, Allison

Steve Martin, Butler County Conservation
Kyle Durant, INRCOG

Janis Cramer, City of Allison
Codie Leseman, INRCOG

Tuesday, November 17, 2015 – Community Center, Tripoli

DeAnn Lahmann, City of Tripoli
Codie Leseman, INRCOG

Kyle Durant, INRCOG

Wednesday, November 17, 2015 – Falcon Civic Center, Independence

Jon Holland, City of Independence
Fred Smock, Buch. Co. Four Seasons Trails Assoc.
Kyle Durant, INRCOG

Joe Olsen, BCLFG
Janet Buls, NEISA

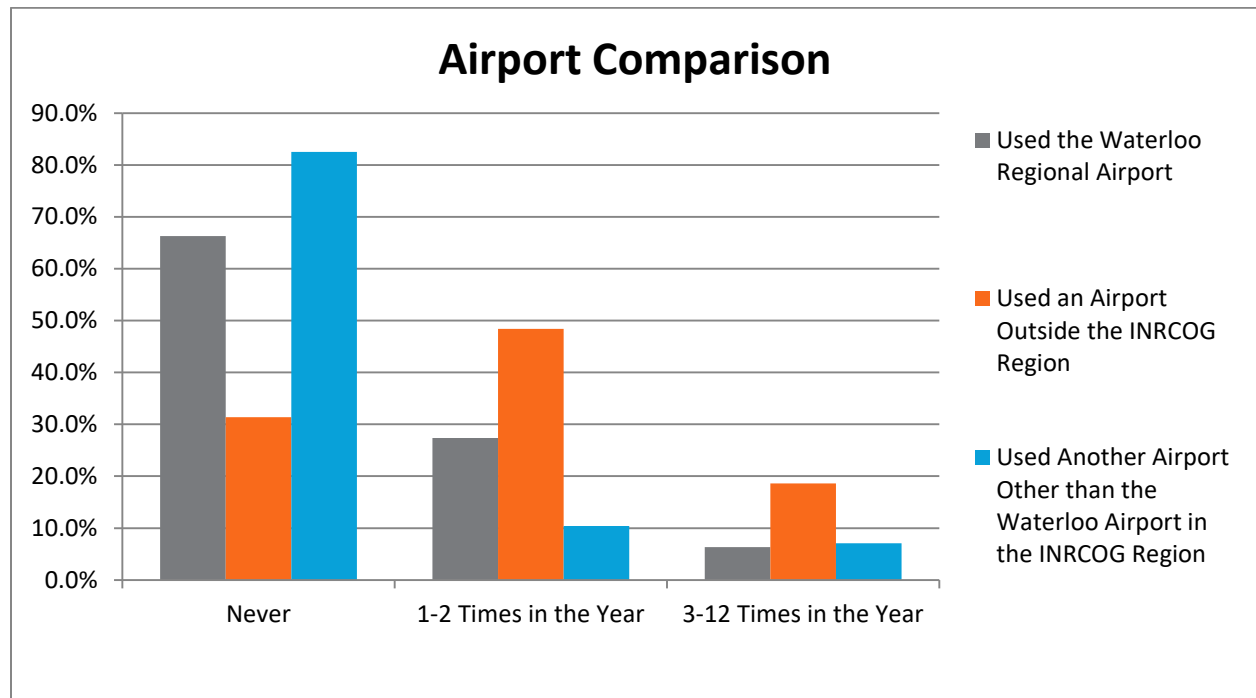
Appendix III

2013 Public Input Survey Summary

Survey results have been summarized here; full survey results, including all comments, can be viewed in the *Iowa Northland Regional Transportation Authority 2012 Public Input Survey* report available at <http://inrcog.org/pdf/RTA-Survey.pdf>.

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%

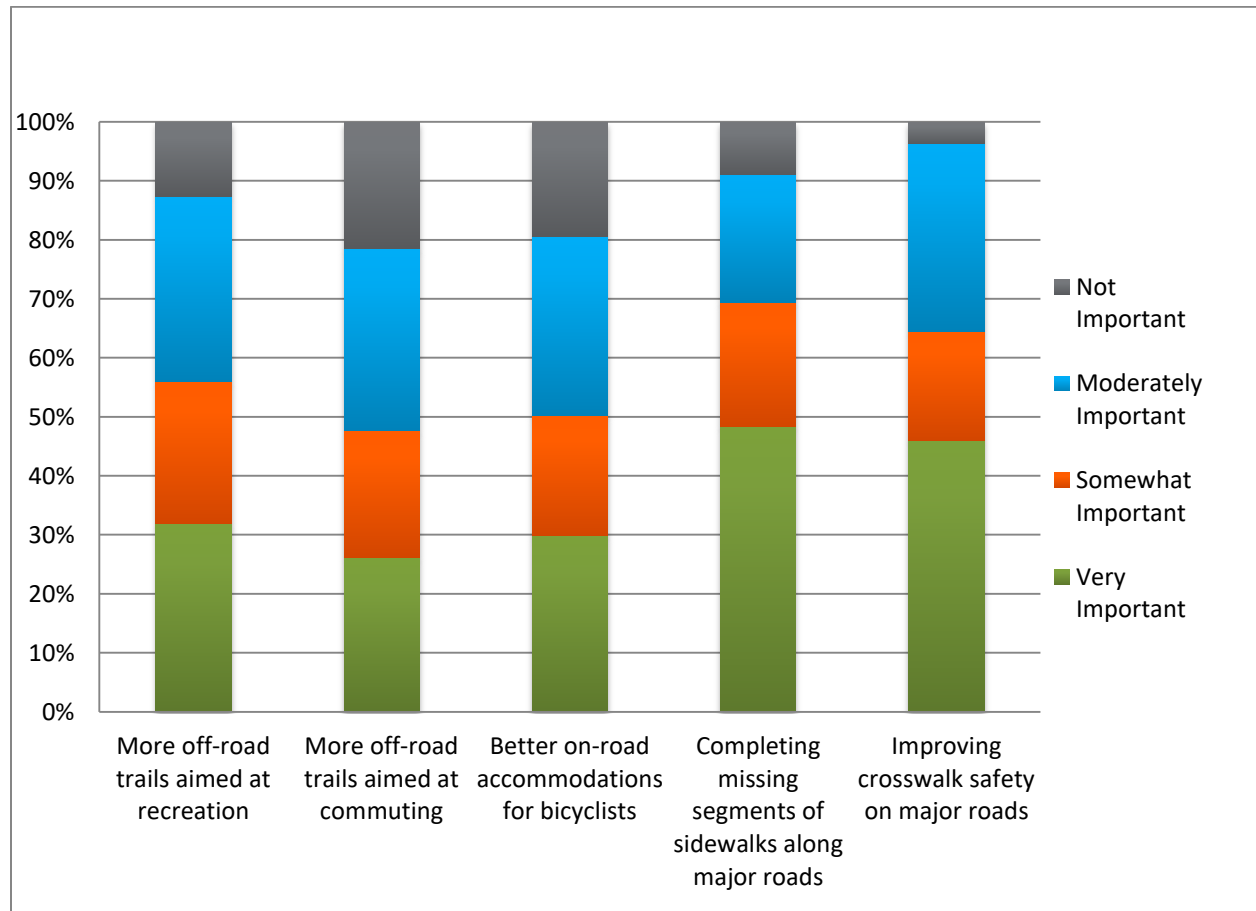


What is your awareness level of the Regional Transit Commission (RTC)?

I am aware of what RTC is, but have not utilized it	63%
I do not know what RTC is	31%
I have used RTC for transportation	6%

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%



What is your opinion of roundabouts?

Could work in some areas	46%
Innovative intersection design	30%
Poor intersection design	22%
Unfamiliar with roundabouts	2%

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?

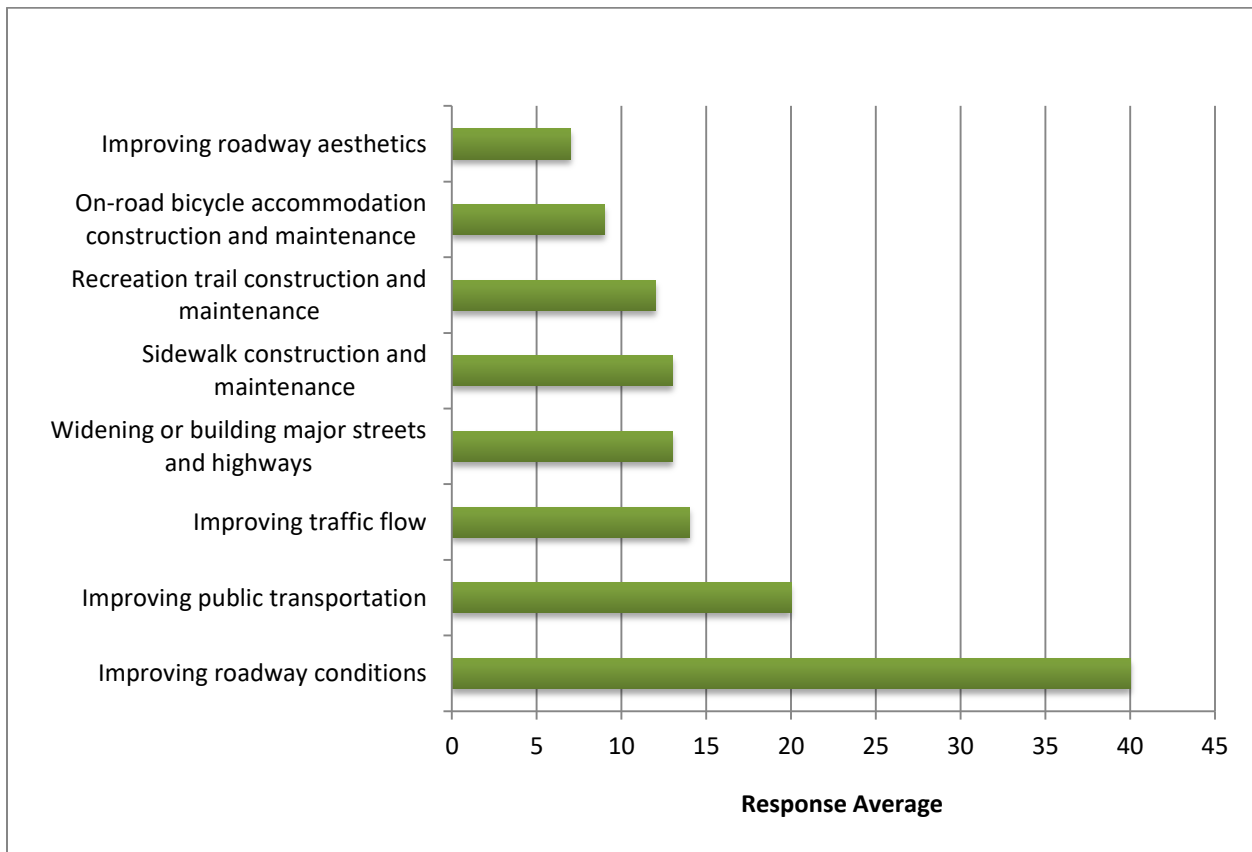
	Not Important	Somewhat Important	Moderately Important	Very Important
Adding capacity to roads	13.4%	41.2%	33.7%	11.8%
Ongoing maintenance and preservation of streets and highways	0.0%	3.2%	26.3%	71.6%
Safety improvements	0.5%	9.0%	44.4%	46.0%
Traffic flow improvements	1.6%	19.0%	45.0%	34.4%
Adding and 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%

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

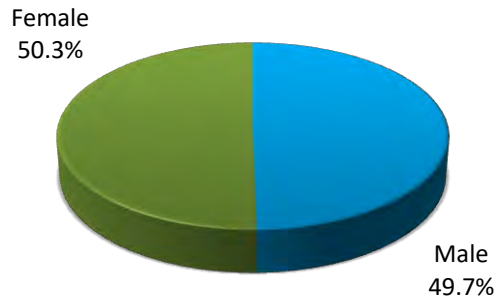
	Should Not be Utilized	No Preference	Should be Utilized
Use a local sales tax	15.4%	29.3%	55.3%
Fund the maintenance of particular roads with a use fee (toll)	55.4%	23.7%	21.0%
Increase the fuel tax	38.3%	12.2%	49.5%
Develop a fee based on vehicle miles traveled	46.5%	27.6%	25.9%
Increase property taxes	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%

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

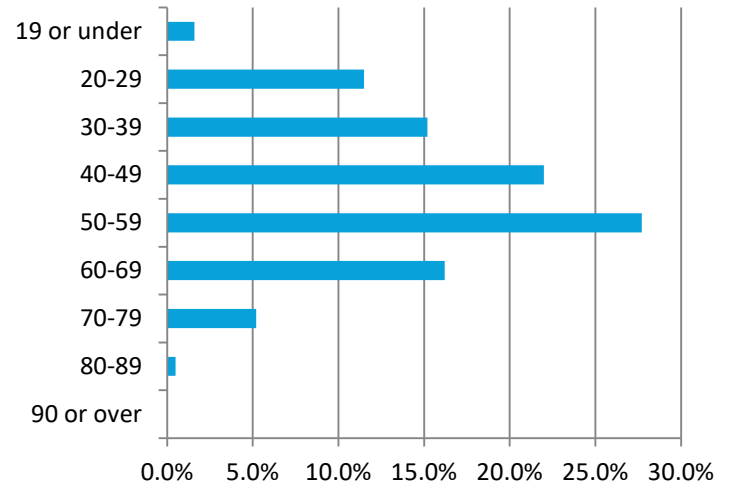
	Response Average (\$)	Response Total (\$)
Improving roadway conditions	40.42	7,033
Improving roadway aesthetics	6.84	834
Improving traffic flow	13.79	1,903
Widening or building major streets and highways	13.35	1,669
Improving public transportation	19.71	2,740
Sidewalk construction and maintenance	12.99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



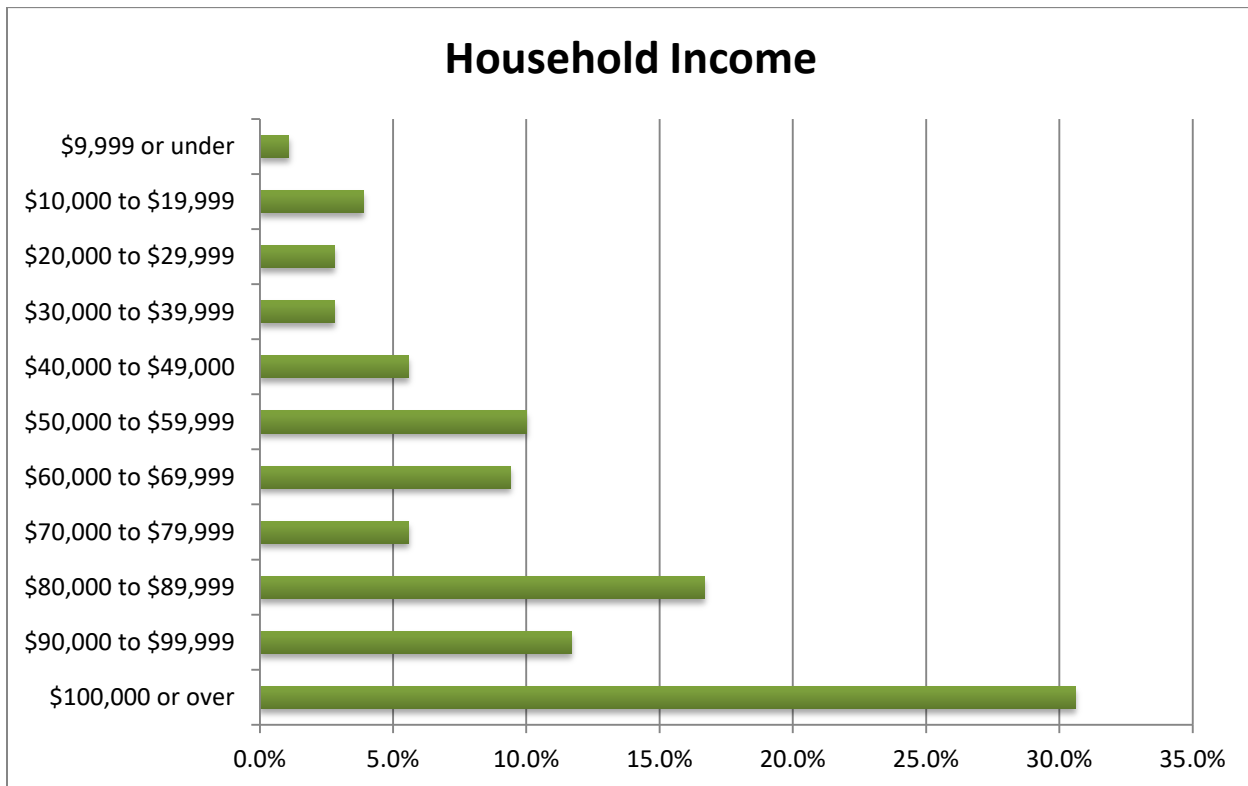
Gender



Age



Household Income



Appendix IV

Public Input Comments

Friday, September 25, 2015

I will be working during the times of the Public Input sessions, as will many of my cycling friends. I have also been on the Waverly Leisure Services Commission for many years and have been involved in discussions on bike trail extensions and cyclist safety.

We have talked about ways to connect Waverly to Shell Rock, and there are not a lot of options with the highway that cutting through. The addition of a bike lane next to HWY 3 may be an option, if it's far enough away from the road. Many communities have done a nice job of locating trails next to busy roads with a little green space in between. (Cedar Falls, Iowa City, North Liberty) The trail from HWY 63 to Denver is a little scary, with 65mph traffic moving past you and the trail has loose gravel from the shoulder making it dangerous in some places.

I was in the DOT session with the 218 over pass improvements. There was talk at that time of a trail parallel to a side access road from Janesville to Waverly. That would be a nice addition if it is not attached to the road as a wide shoulder. A wide sidewalk like trail with some separation from the road and the bikes/pedestrians would be the safest option. We would still need to do some additional work in Waverly to bring a trail connection out to that location. I would assume it would connect with the new trail near Babcock woods on the south east side of town.

Thanks for making Iowa a great place to live!

Tuesday, September 29, 2015

Someone recently passed along a sheet of information regarding upcoming meetings on bike trail possibilities throughout Butler and local counties. This seems to be very timely as I was just speaking to my group about this at our last meeting. I'm the president of the Greene Jaycees chapter ... we are very active in giving back to our community and host our local town celebration each summer. Greene is located in northern Butler County.

The railroad going through our community is fortunately still operating and I can find no old highways or roads that would allow our town to hook up to another. I've learned that it may be possible to expand our state highway ditch to provide a bike lane between Greene and Allison (about an 11 mile stretch) but only when the road is be repaved. Unfortunately, this was just done within the last five years. I can't find a way to hook up Greene to other towns (was especially interested in trying to get to Allison or Clarksville so we could hook to their existing bike trails).

So, my next thought process is revolving around private land and a shorter loop bike trail that will take residents out of town and on a 3 to 5 mile loop back into Greene. I'm hoping you can provide some guidance ... especially regarding how to approach land owners about the possibility of a land easement.

I'd appreciate any expertise you can provide.

Comment Form

Iowa Northland Regional Bicycle Accommodation Plan

The *Iowa Northland Regional Bicycle Accommodation Plan* seeks to improve the quality of life for residents and visitors by expanding the bicycle transportation system. A proposed bicycle network, including on- and off-road accommodations, will help connect cyclists to each of the cities in Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties.

Your input is needed to help develop recommendations to include in this visionary plan. You can also complete the comment form online at www.surveymonkey.com/r/RTAbikeplan

Where are the majority of cyclists riding to and from in your community? Waverly
Rail Trail

What are the routes most used or preferred by cyclists in your community?
Existing bike trails, streets & side walks, county roads

What obstacles are preventing people from riding to and from your community?
Absence of bikeable routes between Waverly & Shell rock & Janesville to North

What facility improvements would benefit cyclists the most?
paved routes as far away from highways as is safer

Additional comments?


Please complete this form and return to INRCOG by **October 30, 2015**. This sheet can be folded and mailed (see instructions on reverse side). Comments may also be directed to Kyle Durant at INRCOG, via fax at (319) 235-2891, phone at (319) 235-0311, or email at kdurant@inrcog.org.

The following information is optional:

Name _____ Zip Code _____

Please contact me regarding these comments: Yes No

If you checked yes, please provide a method for contacting you (address, email address, and/or phone number)



INRCOG
Iowa Northland Regional Council of Governments

#1



COMPLETE

Collector: Web Link 1 (Web Link)

Started: Wednesday, October 21, 2015 5:45:45 AM

Last Modified: Wednesday, October 21, 2015 5:52:07 AM

Time Spent: 00:06:21

IP Address: 208.81.194.67

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Q1: Where are the majority of cyclists riding to and from in your community?

A little to work, but mostly around town for pleasure and exercise on trails where they exist, roads and sidewalks where trails do not exist.

Q2: What are the routes most used or preferred by cyclists in your community?

The unofficial routes are mostly directed to the county roads for a bike ride.

Q3: What obstacles are preventing people from riding to and from your community?

We have no connecting trails to our community. Cyclists will take county roads to get and from our community and to connect to existing trails outside our community.

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Q4: What facility improvements would benefit cyclists the most?

A trail around our community, creating more trails, connecting the limited trails we have in our community, all would be improvements benefiting the cyclist.

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Q5: Additional comments?

The questions of accommodating cyclists, creating a better bicycling environment in our community has been a project for 15 or maybe 20-years. We need them for the quality of life of our town!!!