

2008 Public Input Survey

Black Hawk Metropolitan Planning Organization

June 6, 2008

An online survey was developed as part of the public involvement efforts for the Black Hawk Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan. The survey was written by MPO staff and approved by the MPO Policy Board.

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 15 to May 15, 2008.

Methods of informing the public of the survey included mass email distribution from INRCOG staff and the MPO, promotion at various meetings during the time of survey availability, a newspaper article, an article in INRCOG's newsletter, announcements on public access television in Waterloo and Cedar Falls, a link on the City of Cedar Falls' website, and through word of mouth. Paper surveys were also available at the INRCOG office; however, all surveys were submitted electronically.

The survey consisted of 18 transportation questions and 5 demographic questions. The majority of the questions were about specific transportation projects or issues. The majority of the questions also had an opportunity to submit written comments. Persons taking the survey were not required to answer all questions, however, there was at least a 95% response rate on all but five questions.

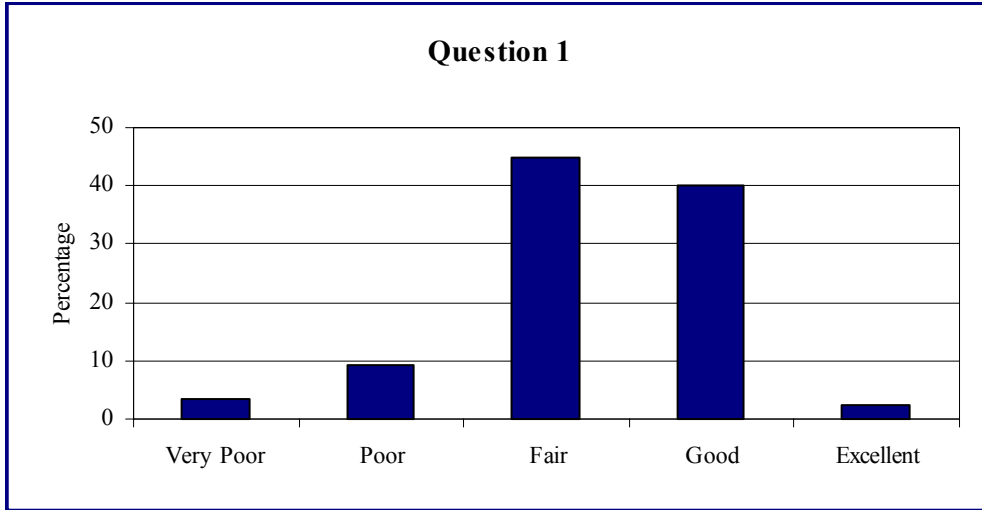
A total of 178 surveys were submitted. This document details the results for each question, including tables, graphs, and a listing of written comments. Written comments have been grouped by topic for each question. All written comments were included in this report, with the exception of comments such as "N/A" or "I don't know".

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. Another consideration is that one of the meetings where the survey was advertised was a presentation to John Deere employees, thus, there is likely a higher percentage of input from this group than would be expected from a random sample.

These results can help gauge the public's opinion on current and future projects in the metro area, as well as relevant transportation issues. The survey results will be distributed to and discussed by the MPO, and will be included as part of the 2035 Long Range Transportation Plan.



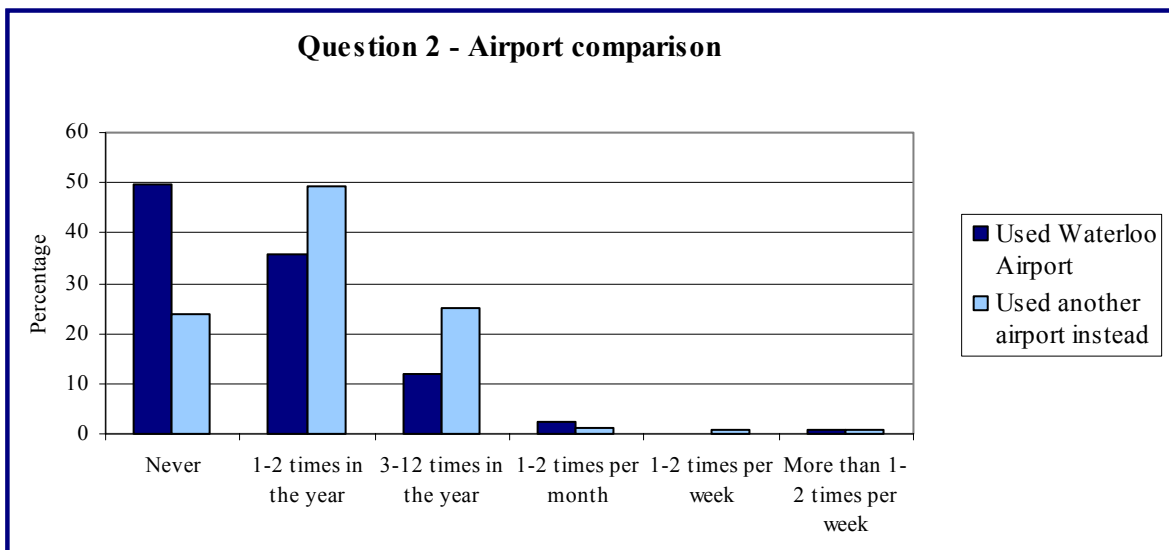
Question 1 How would you rate the current quality of the transportation system in the metro area?





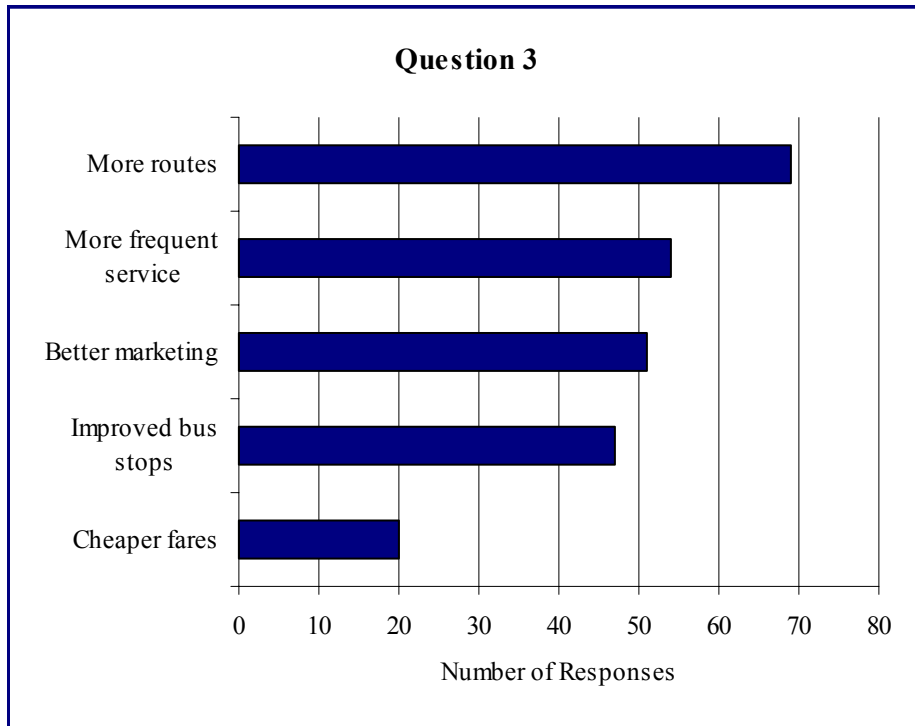
Question 2 During the past year, how often have you done the following?

	Never	1-2 times per year	3-12 times per year	1-2 times per month	1-2 times per week	More than 1-2 times per week
Used a MET Transit Bus	89.4%	4.4%	1.7%	1.1%	0.6%	2.8%
Used the Panther Shuttle	94.4%	2.2%	2.2%	0	0.6%	0.6%
Used Paratransit	97.2%	0	1.7%	1.1%	0	0
Shared a ride to/from work	44.4%	22.8%	18.3%	4.4%	4.4%	5.6%
Used the Waterloo Airport	49.7%	35.6%	11.9%	2.3%	0	0.6%
Used another airport instead of the Waterloo Airport	23.7%	49.2%	24.9%	1.1%	0.6%	0.6%
Used a metro area bike trail	13.5%	15.7%	29.8%	12.9%	10.1%	18.0%





Question 3 Is the transit system for the area (MET Transit) adequate? If not, what could be improved?



40 written comments. Grouped by: **Bus stops** **Schedule**
Route System **Specific Locations**
Image/Marketing **Other**

Bus stops

1. Snow removal at the bus bench locations
2. I don't use the bus stops that often.
3. First, the system is not marked - rarely are there benches with windbreaks, signage and it is not easy to tell when and if the bus might arrive or depart.
4. I do not know...the benches are ugly...

Schedule

1. I would love you ride the bus to work on a daily basis, however, the buses simply do not run long enough if you work a 8 to 9 hr day you will not have a ride home!
2. More frequent service, later service and weekend service would all be beneficial. Additionally, bike racks on buses would dramatically improve the reach of the system with no additional variable cost.
3. Run later at night so people could use the bus for going out to dinner or bars, until midnight would be good
4. I'd love to see the MET Service have a later final ride. For me, leaving UNI, 5:45 can seem early and I've heard the same from a colleague.

5. longer hours during the week and on Saturdays.
6. Later in the day for para transit and weekends for para transit for the elderly to get to and from doctor appointments easier or to church.
7. -it would be nice if the routes ran to at least 11pm -it would be nice to have Sunday service -it would be nice if the existing routes would be run every 30 minutes or if shorter routes within the existing routes could be developed so you would not have to allow yourself 2 to 3 hrs for a 30 minute appointment -it would be nice to have service to the airport area -it would be nice to have service to Deere PEC area
8. It would be nice if busses ran every 1/2 hour instead of every hour - more people would take the bus. I would like to see a route go from 1st and Main in Cedar Falls to the transit station without having to change busses
9. If it didn't take so long to bus from Waterloo to UNI, I'd take the bus two days a week.
10. I used public transportation almost exclusively when I lived in a city where it was easily accessible to and from any part of the city (every 10-15 minutes from 5:30am to 12:00 am) - and I never had to walk more than 3-4 blocks to catch a bus. It also needs to be cheap enough for people to see the benefits over increasing gas prices.
11. Time and money. Routes have to be fast, must be more economical than using car.

Route System

1. I have no idea what's available or where I could find out. I would like my kids to use it last summer to get to the CF pool/library/mall but it didn't seem easy enough.
2. Why do the buses only travel one direction, in a circle? If I wanted to get a mile north and I live on a bus line, in some cases I'd have to go all the way around the city before I even get to my stop. Seems like a giant waste of gas. Why not have lines travel in LINES instead, going back and forth on the route?
3. The current routes are antiquated.
4. Some areas don't seem to be covered by bus routes, southwest Waterloo,
5. Just too hard to make connections for getting to work and getting home

Specific Locations

1. The bus system is focused around transporting people to the downtown area. We need a system that is focussed on taking people to and from work, i.e. John Deere, CF Industrial Park, Waterloo Industrial Park(s) at the times when people are traveling to/from work.
2. Make more accessible for going to and from work (at Deere facilities).
3. Deliver and pick up at Deere facilities
4. I currently do not use this system because I live in the country. If there was a service closer to where I work, due to the increases in gas I would consider using this system.
5. La Porte City
6. More downtown shuttles would be nice. Routes from the Grout Museum / Phelps Youth Pavilion to the East side restaurants or Parks.
7. Tyson plant

Image/Marketing

1. I think the image of public transportation needs to change. It seems like people view public transportation as only a means for low income individuals to get around.
2. More work with employers to subsidize employee passes
3. MORE PROMOTION OF MET BUS ROUTES AS PART OF A "GREENER" AMERICA
4. As community members will be looking to alternative transportation to save on gas going to and from work - the hours and routes need to accommodate them. Not aware of any marketing in the area.
5. I think with the high cost of fuel, a major marketing and education push should be made to encourage folks to utilize the system.

- 6. routes, stop frequency, hours of operation are unknown. Do not believe that the bus would get me to work and does not pick up very close to home. Bus appearances are not tidy/clean
- 7. I don't know enough about the MET transit system to answer this question.

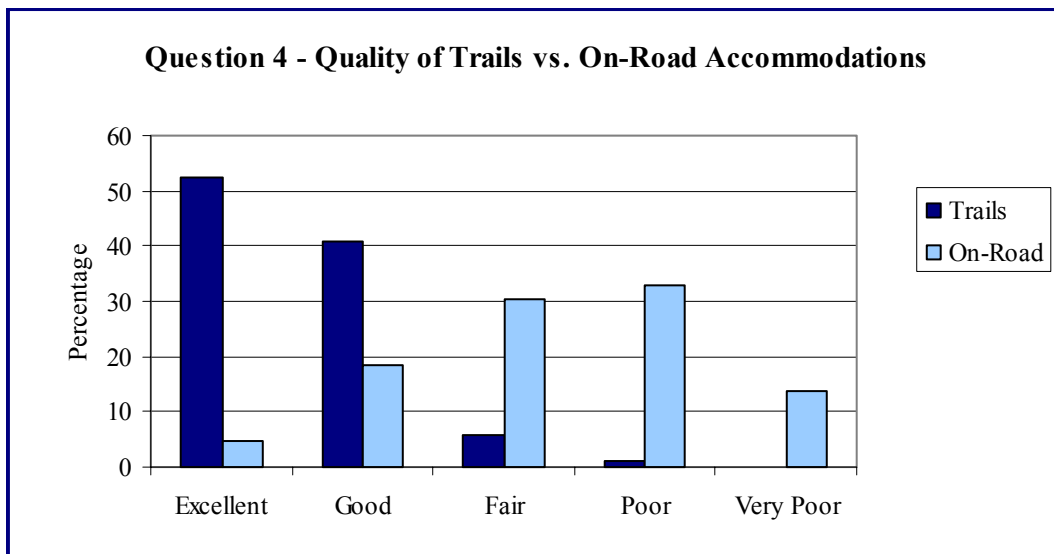
Other

- 1. Terminate the program altogether, and let individual people drive the free market to provide whatever transportation options are needed.
- 2. Ridership should increase as fuel prices continue to climb. Hang in there.
- 3. Clients have reported a positive experience when using the Paratransit service.
- 4. Transit doesn't offer me the flexibility afforded me by my own car
- 5. The metro area is too small to make a transit system efficient
- 6. I think it's adequate



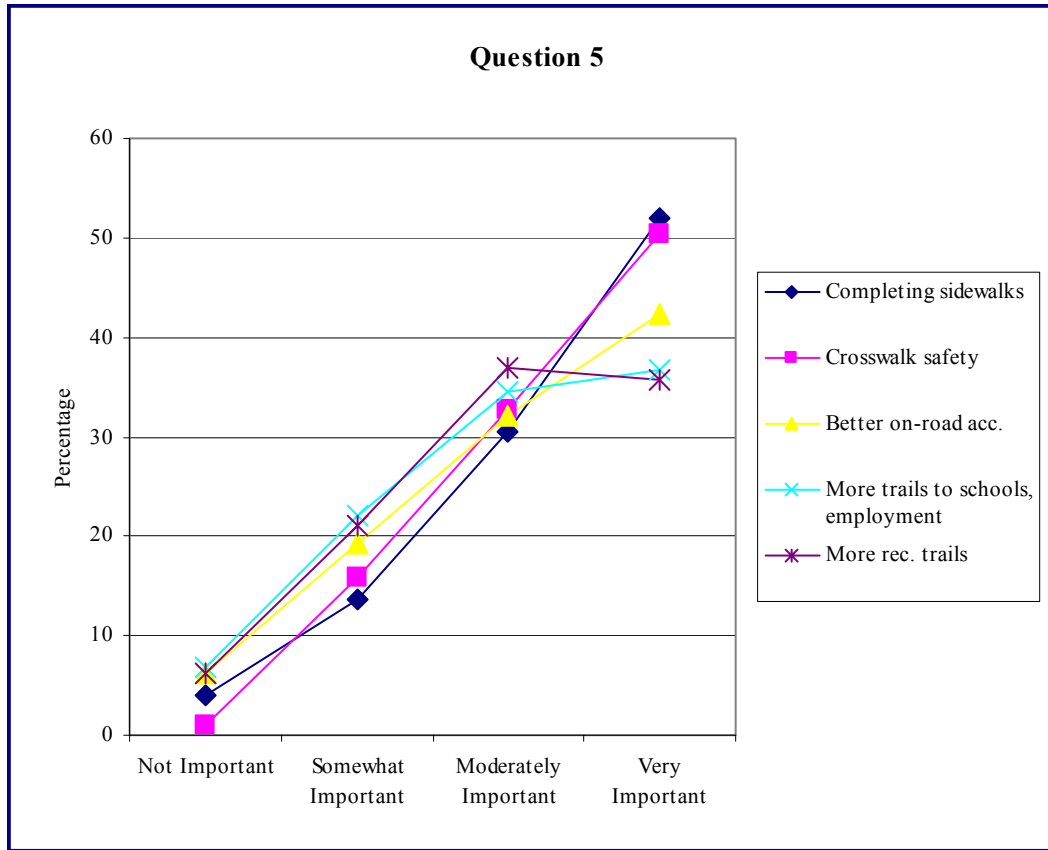
Question 4 How would you rate the quality of bicycle and pedestrian accommodations in the metro area?

	Excellent	Good	Fair	Poor	Very Poor
Trail System	52.3%	40.8%	5.7%	1.1%	0
On-road Bicycle Accommodations	4.6%	18.4%	30.5%	32.8%	13.8%
Sidewalks	2.9%	34.1%	42.8%	16.2%	4.0%





Question 5 With regard to bicycle and pedestrian features, how important are the following to you?



46 written comments. Grouped by: Specific locations for accommodations
 On-road accommodations or commuting
 Education or safety-related
 Other

Specific locations for accommodations

1. The crossing at Highway 58 and Viking Road is impossible to cross on foot or by bicycle. That part of the bike trail needs to be re-routed.
2. Love the bike trails!!! Like to see wider shoulders or bike lanes in some areas. Intersection of Greenhill and 58 is downright scary to cross.
3. need path on Ridgeway between 63 and 58
4. Ridgeway Avenue needs sidewalks from Ansborough Ave to LaPorte Rd Sidewalks are also needed along San Marnan, Hammond, La Porte Rd in the Crossroads area. Many people walk and with snow have no choice but to walk on the icy road with cars.
5. I would really enjoy having a bike trail on Cedar Heights drive and Ridgeway Ave. It would save me a lot of gas to bike in to work at John Deere rather than drive less than 6 miles roundtrip.

6. Develop the Katoski Greenbelt trail system and provide feeder trails from residential neighborhoods. I would like to see a trail connecting the trail on the south side of the CVYSA Complex, along Ridgeway Ave. utilizing the existing wide sidewalk on the Black Hawk Creek Bridge and connect to the Ridgeway Ave. Trail and Hwy. 63 Trail. Create a Bike Trail along Cedar Heights Drive that connects the CVYSA, PEC and into Pinnacle Prairie. Develop a trail around Martin Lake. Develop a trail on top of the levee on the east side of East Lake.
7. Missing sidewalk segments along W 4th St between Kimball Ave and San Marnan should be completed. There are pedestrians along that route nearly every time I drive it. A path wide enough for runners would be ideal.
8. Specifically - W. 4th St and Ansborough Ave in Wlo need sidewalk or bike trail where currently there is neither.
9. You can be killed trying to walk or bike on University Ave. With so many shopping and entertainment venues there, sidewalks and bike paths would help A LOT.
10. I have a friend who rides his bike everywhere and I see him every Sunday on University Ave. It seems so dangerous since there's hardly any shoulder on University and there's so much gravel and sand on the shoulders.
11. Hudson Road in CF- 1st St. to 12th. Street, and also getting past the UNI dome could still use some help.
12. Develop bicycle path north to Waverly.
13. long range bike paths connecting local communities would be much enjoyed

On-road accommodations or commuting

1. The Waterloo system is very poor, as the trails consist of multiple, unconnected segments, many in areas that are not appealing. I am very interested in bicycle commuting, but until major roads such as Ridgeway, Sam Marnan and University Ave provide acceptable bicycle accommodations, this is really not possible.
2. On road bike accommodations are practically non-existent.
3. I often commute to work on bicycle from Waterloo to Cedar Falls. More on-road accommodations would be wonderful.
4. we have spent enough resources at the moment on recreational trails it is now time to spend resources on everyday accommodations so people can use their bikes to travel back and forth to work and the grocery store in an efficient and safe manner
5. Need on road signage and lanes for bikes. Also, need better (more and marked) cross walks. It would help if the police would issue citations to drivers that do not yield to pedestrians. This is 2008, not 1908!
6. The Trails system is excellent. We need to encourage more biking for "normal" transportation as opposed to recreational activity.
7. Increasing the opportunities for safe biking as a means of transportation and not just recreation is a vital component of a progressive community.
8. Better on-road, bike friendly facilities are desperately needed. The whole transportation system needs to be redeveloped with a particular emphasis on lane reduction in favor of bicycle and pedestrian accommodations (smart streets).
9. Many more people are utilizing bike systems for work transportation. For them to do this, it's important to have safe roads to do this on. The overall road condition in the city is very poor. There are huge pot hole all over Waterloo and Cedar Falls. It's important that these are fixed for individuals who want to rely on this form of transportation for work as it's not as easy for them to maneuver around the pot holes as it may be for cars.
10. I strongly support efforts to improve on-road bicycle accommodation. Bravo for taking on this initiative.

Education or safety related

1. The trail system should connect communities to every school, to help facilitate the safe routes to school policy.
2. I think that we need improved sidewalks or the installation of sidewalks on busy streets.
3. There are many dangerous intersections for bikers on the trails where cars "right turn on red" without even looking right to see if bikes are coming up on the trails. With the "right turn on red" option for cars it makes it difficult for bikes to cross, even with the green light or "walk" signal. Cars ignore bikes and think they have no rights.

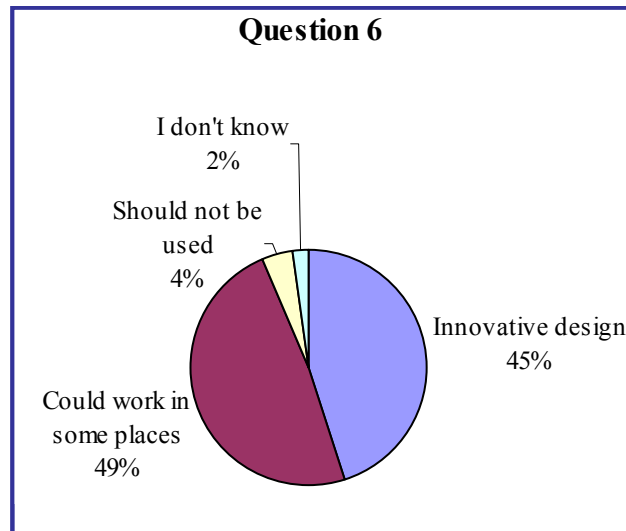
4. crosswalk safety is a very over looked component of traffic safety. Ped activated lites would help prevent ped vs vehicle crashes.
5. Improve where bike trails cross major roads and streets.
6. The side walk issue in this city is horrendous. Also the on-road accomodations for bikes on major streets is a joke. Law enforcement of bicyclers is non-existant.....I have lived in major cities and bicyclists are to follow the same traffic rules as motorists if they are on main streets.
7. I'm glad you included the last question. Are stop lights long enough for ALL individuals to cross safely, are there islands or medians where people can stop in the middle of wide or multi-lane streets? Are cross walks adequately marked?
8. I would just like the whole community to be tied together better through bike trails and on road paths so that we can get to all areas of the city safely.
9. I ride my bicycle in fear every time I ride on the streets and roads. I do not feel I am offered the same right to the road as the law allows by drivers of many motorized vehicles. I have motorized vehicles pass me at what I feel are unsafe speeds and distance, sometimes within inches of me in the same lane as me. During the spring, summer and fall I use the trails almost daily. The lack of snow and ice removal during the winter makes the trails almost impossible to use in the winter. Snow and ice are supposed to be removed roads and sidewalks in town but for some reason Trails seem to be exempt from this ordinance. The lack of snow removal on sidewalks and trails and the complete lack of sidewalks in some places make walking in the winter months impossible with walking in the street using the same space as motorized vehicles. Trails are a nice recreational enhancement for the area but at current or foreseeable future numbers they offer very limited possibilities for actual bicycle transportation. On street bike lanes and aggressive road sharing education and laws are needed.
10. Restroom areas are infrequent. Traffic education as far as hand signals for turning that educate the general driving public should be encouraged... bill board or community ad on weather channel/Zap-to-it programming channel ad.
11. More advertising, marketing, or general public education of the bicycle and pedestrian trails would be very helpful.
12. You've done a great job developing the trail system. I wish I used it more. My responses are more about reducing the chances I'll run over pedestrians and bikers.
13. Why do bikers ride on the road in places where there is a perfectly good bike path? Ex. W 12th street!

Other

1. They're OK but I'd LOVE to see more expansion!
2. Cedar Falls seems to be quite good, but the trails are more limited and not as nice in Waterloo. For example, Prairie Lakes Park is wonderful, but there's nothing remotely like this in Waterloo to use. Areas along the Waterfront in Waterloo seem unsafe and not very accessible.
3. All new developements, including commercial and industrial, should require sidewalks on both sides of the road.
4. Bicylce and pedestrian features need to be part of every new road project to promote health, environment, and community image.
5. Provision for pedestrians is poor particularly to cross major roadways and in shopping areas. Path system should be integrated with new development - not as an afterthought.
6. I would like to be able to put my bike on the bus and ride the bus one way and take my bike home. I have heard that routes 6 & 7 will have that next month - I can't wait - that is the route I take
7. As the population begins to age and the public becomes more "green", we need to make sure we have adequate alternative to driving automobiles.
8. Keep up the good work - trails have made us the envy of the state - just keep working on the connections
9. We have an great trail system to offer. We should keep improving it.
10. It is one reason WHY I live here!!!!!!!!!!!!



Question 6 What is your opinion of roundabouts?



35 written comments. Grouped by: Favorable
Unsure or unfavorable
Viking and Cedar Heights roundabout
Education
Independence Ave/Raymond Rd roundabout

Favorable

1. Roundabouts should be used if they are the best choice for an intersection.
2. Replace all 4-way stops with roundabouts!
3. Greatest inovation since sliced bread.
4. They have proven useful in a number of other communities/cities.
5. I'm enjoying the novelty. Haven't been around them enough to make big conclusions.
6. I think once people get the hang of them they are good.
7. I think they are unique and bring character to the community. I think most would say they're easy to use.
8. I don't know the long-term cost/benefit of roundabouts to other intersection alternatives, but I like not having to always stop and not having to pay for stop-lights etc. If roundabouts are a cost-effective planning solution, then let's use more of them.
9. Roundabouts are used everywhere in Europe. They are easy to use and save electricity (no light) and improve traffic flow (no stopping, yield only)).
10. Roundabouts are everywhere in Europe and keep the traffic flowing, even when two major roads intersect (the roundabout just gets bigger with dedicated right/straight/left turn lanes entering the roundabout). They also reduce the chance of coming to a complete stop, which increases (albeit somewhat) fuel-efficiency. It only requires a more vigilant, defensive nature of driving.
11. Having used roundabouts in Europe I know how efficient and safe they are. We should use them in all new construction.

12. Did this well when I lived in Detroit.

13. They had them where I lived in Chicago and they were fine. They greatly deter people from racing through an intersection.

14. Roundabouts work. The City I am from has a population of only 24,000, and they already have 4 of them, all of which are at the busiest intersections in the city, including one in front of the hospital and one right next to the high school. It seems like people in Iowa don't know too much about them, or they just don't want to see them, but they do work well to facilitate the flow of traffic in a safe manner.

15. Just look at the benefits - lower fuel consumption, lower dwell times, fewer major accidents, better driving experience, beauty -- this needs to be forced because CV ignorance normally prevails (case in point - Airline Blvd and Broadway, argh!

16. I would like to see them retrofitted on many controlled intersections including 12th and Main in CF.

Unsure or unfavorable

1. They take up an awful lot of space

2. Very costly

3. They are a waste of space, probably cost more, and are confusing to some drivers.

4. Roundabouts are great, but, selection depends on a lot of factors. Accident history of current roundabout, speed of intersecting streets, pedestrian traffic, bicycle traffic, debris collection (motorcycle safety concern).

5. Given the light traffic volume prevalent at many area intersections, a conventional intersection with a Yield sign on the lesser street would be most efficient and effective.

6. Roundabouts work well in many situations; however, they need to be considered on a case by case basis.

7. Coming from New Jersey, where jug handles and roundabouts abound, I think these are pretty confusing for older adults and cause lots of accidents.

Viking and Cedar Heights roundabout

1. Roundabouts are a fine alternative but need to be implemented better than the one at Viking and Cedar Heights. Spacing between roads isn't sufficient for people to judge if a car is exiting or continuing around.

2. I really like it and live nearby but it seems like a lot of people are confused. Should inner/outer lanes be designated? Coming from Walmart it might be helpful to have lines that mark the different lanes so that people on the outside know that they need to turn off immediately.

3. The snow clearing of the new roundabout could use more attention. Otherwise I have no issues.

4. Roundabouts are not the problem and work well in Europe where users are used to them. Drivers are the problem on Viking Road. I was hoping to see bike trails along with the Viking Road improvements.

5. I love the roundabout by Cedar Heights/Viking Road.

Education

1. Public education is an issue for this subject as well. Many people do not know which vehicle is supposed to yield to the other and they are a potential threat to other motorists.

2. I like roundabouts, but it seems that a LOT of people don't understand how to use them.

3. I have used them in Germany and they were much more efficient than stop lights even at very busy intersections. People just need to understand the proper use of them. Some people treat them as a 4 way stop sign rather than just yielding if needed.

4. I love roundabouts! What I hate are people who don't understand roundabout etiquette, so perhaps some public service announcements are in order if this design is going to be used more in our area.

5. How to drive through a roundabout must be added to driver training if we are going to add more. People in Iowa are new to them and don't know how to use them. They are innovative and at the same time, old, I have seen them work with fabulous success in Europe, but all designs should be considered and the best one put into place.

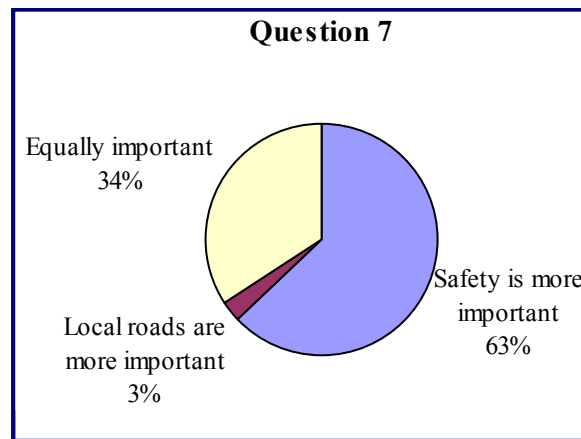
6. An educational campaign would be beneficial to make users more comfortable.

Independence Ave/Raymond Rd roundabout

I.The intersection of Independence Ave and Raymond Rd should not be turned into a roundabout. It should just be a four way stop or stop light especially when there is barley any traffic from east to west!!! A stop light or two stop signs would have been way more cost efficient and faster than shutting down that intersection for 6 months. Decisions like this should be left to a popular vote not a select few.



Question 7 The Iowa DOT is proposing to implement interchanges on U.S. 218, at roads C-57 and C-50. Access from other roads crossing U.S. 218 between Cedar Falls and Waverly would be restricted if the interchanges are implemented. The reason for this proposal is the high speed of the corridor and the number of crashes that have occurred at intersections. **What do you think about this? Should this proposal be implemented? Why or why not?**



40 written comments. Grouped by: **Yes**
Yes – conditional
No
Enforcement issue

Yes

1. yes
2. yes
3. Yes.
4. Yes, because of the safety aspect.
5. Yes, for safety reasons.

6. YES- IT IS THE SAFEST ALTERNATIVE

7. Yes. These interchanges are too dangerous.
8. yes, it would make the intersections safer and easier to navigate
9. Yes, Safety is key; elimination of hazardous crossings should be implemented.
10. Yes, to benefit the many that travel thru the area.
11. this roadway is used more as an expressway and therefore access should be limited for safety and efficiency
12. Yes, the drivers are speeding on 218, which makes it difficult to cross the road.
13. Yes it should be implemented. I drive this route and it is dangerous to cross 218 at these intersections.
14. Absolutely. The amount of traffic on these roads requires better flow at this intersection than currently available. There needs to be provisions for crossing below or above 218 at the other roads to facilitate highway crossing.
15. Crossing 218 at Janesville is an accident waiting to happen. An interchange here would be a great asset
16. Implementing at-grade intersections at any 4-lane high speed road is irresponsible.
17. We use C-57 almost daily. At certain times of the day we wait several minutes to enter 218. An intersection like at Lone Tree Rd. would be good.
18. So you would close access from the other roads? I think that's a good idea.
19. Yes. At grade intersections and fast moving traffic make for a major safety issue that needs to be addressed.
20. At the high prices of auto fuel, preference should be given to major roads at the expense of cross traffic timeliness.
21. I travel these road frequently and they are vey dangerous. Something needs to be done.
22. Yes, because of the high rates of speed on the highway, which could lead to additional accidents with cars trying to cross the highway or get up to speed coming from the local roads.
Although I rarely travel those sideroads, I think that safety of those exisint crossings is definitely an issue.
23. Safety of the traveling public should be the top priority when evaluating projects.

Yes – conditional

1. Not sure where these interchanges are but ease of driving should not be more important than life.
2. I am not familiar with these particular interchanges, but the stop signs in the middle of the highway can be frightening.
3. If it will decrease the number of accidents along 218, sure.
4. Teh number of commuters is great on 218 between waterloo and waverly and decreasing the number of serious accidents or deaths is a priority in my opinion.
5. The access needs to be considered; however, if it a limited number of vehicles that are imapcted, the safety issue needs top consideration.
6. An interchange makes sense, but it would have to be implemented correctly for the neighboring farms/houses to not be limited in travelling.
7. The only reason I didn't mark safety above the local crossings is because I feel for the people that live out there.....adding miles to their road access is not good, but would be worth the sacrifice if the interchanges were more safe.
8. C-50 is the one that causes problems. Overall, I think IDOT missed the boat by not making the entire local corridor an access-controlled freeway. A traffic light on an Interstate Highway for Hawthorne Street in Waterloo, Iowa? Ridiculous!
9. It was intended to be part of the interstate - Avenue of the Saints, was it not? I think that if it is going to be an interstate, then access should be limited.

10. I think the only place there is a problem is at Janesville because of the corners...We need the Avenue of the Saint to be 70 mph thus interchanges are needed...

No

1. No. The high cost of the interchanges is unjustified by the low traffic volume on US-218. Improved lighting and intersection warning signs would likely yield much of the safety benefit at a much lower cost.
2. No. Closing down those intersections will slow traffic flow. Either decrease speed limits, provide better lighting, or have patrolmen cite people for unsafe driving habits.
3. No it should not be implemented due to the lack of funding. It's an unnecessary change that would cost tax payers more money. Let's maintain our roads before adding to them. Fix what's broke!!!! People who are worried about safety are already driving responsibly and don't need fancy new roadways to save lives.
4. We need to stop changing the roads just because people refuse to use good judgment when they drive!

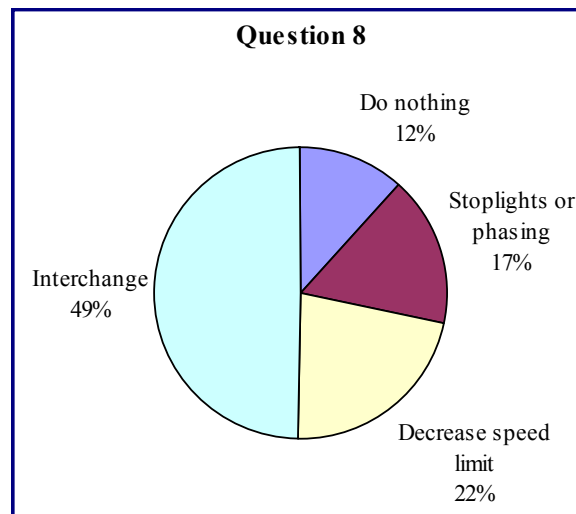
Enforcement issue

1. Traffic should be policed for speed first. Ramps should be utilized rather than the at grade intersections that are there now. These county roads offer access for a large number of people and c_57 and c-50 should be safe
2. dedicated enforcement would go a long ways to lowering traffic speeds at high risk intersections. Thousands for corridor enforcement rather than millions for one interchange.
3. How about having Police do their jobs and enforce speed limits along this stretch of road?



Question 8

There has been increasing development in south Cedar Falls along Iowa 58. A particular concern is the intersection of Iowa 58 and Viking Road (next to Blain's Farm and Fleet and Super Wal-mart). What should be done at this intersection to ensure that neither traffic nor safety issues worsen?



50 written comments. Grouped by:

- Engineering-related**
- Bicycle/Pedestrian concerns**
- Planning/Development**
- Other**

Engineering-related

1. Longer turning lanes
2. Extend right-turn lanes north and south on Highway 58, so through-traffic can maintain safety and speed
3. NOT more stop lights, but perhaps more phasing. Or warning signs/lights notifying drivers of the upcoming traffic lights.
4. I wanted to pick the option of decreasing speed limits too but I could only pick one answer. I would like to see Iowa 58 down to 40 mph and Viking Road down to 35 mph.
5. I believe that a combination of the suggestions would improve the intersection. A reduced speed with longer green arrows would help so people are not trying to get turn when there is too little time and high speeds of cars to cause a serious accident.
6. Put in a larger roundabout that requires all drivers to adjust their speed coming into the intersection (a jog in the roads would be sufficient).
7. As with most intersections in the area, traffic flow through the intersection would be less restricted if left turn arrows followed green lights, rather than preceding them. Giving the motorist the option to turn left during the green light when oncoming traffic permits, then giving a left turn arrow afterward to guarantee an opportunity to turn, maximizes everybody's opportunity to pass through the intersection quickly and safely. Of course, all light timing intervals should be driven by sensors so they can adjust for traffic volume.
8. It would be helpful to add more flashing light signs that warn motorists of a red signal at the traffic light ahead, especially in bad weather.
9. Although, I appreciate the higher speed it may be too fast for the intersections or an interchange might be an option.
10. I think also decreasing the speed limit would work for safety, but if this path is taken, a speed camera should be set up to ticket those who violate the speed limit.
11. Open South Main to thru traffic so vehicles leaving the Walmart / new Target area can access Greenhill or University via a route other than Hwy 58.
12. To decrease the traffic on Hwy. 58, upgrade the 218 corridor through Waterloo and make that the designated route for the Avenue of the Saints. The City of Waterloo reserved room for future interchanges. The cost to upgrade to 3 interchanges in Waterloo will be less than the 1 in Cedar Falls.
13. Ultimately I think we should work towards eliminating all stops for Hwy 27 thru-traffic.
14. They may have waited too long to be able to fix the problem without a major bypass. Development in the area has consumed all the land that should have been acquired for the needed interchange as part of the original construction. Again: A traffic light on the 'Avenue of the Saints' for Greenhill Road in Cedar Falls, Iowa? Ridiculous!
15. I don't know. Alternatives need to be considered. Perhaps more than one turning lane into the commercial areas and a place where through traffic can continue on without having to wait so much.

Bicycle/Pedestrian concerns

1. There needs to be provisions for walking & bike trails crossing Viking road to prevent this interchange from impeding access by non motorized vehicles to the south side of town.
2. Do something for bikers, PLEASE. It is nearly impossible to safely make it through that intersection on a bike
3. A pedestrian / bicycle bridge would be a wonderful thing. It can be very scary crossing there.

4. I am not sure what should be done exactly, but I can tell you from experience that something needs to be done to create safety for bicyclists and pedestrians. When motorists get green arrows to turn right and there is a go for bicyclists and pedestrians, the motorists are looking for other motorists and not the bicyclists or pedestrians, personal experience.
5. Would advise using a bike path tunnel similar to that of waht UNI uses to cross under University ava and Hudson by the Dome.
6. Need to have better crossing for the trail that runs along Iowa 58 at that intersection too.
7. My biggest concern is bike crossing. Car transportation is good and I see no reason for change. Car drivers seem more concerned about when they get to the stores than non-motorized traffic.
8. The roads themselves are fine for motorized traffic. The problem is there needs to be a cross-over for non-motorized traffic so that bicyclists can cross over/under the road without crossing motorized traffic, as motorists never give proper right-of-way to bikers. Another possible solution is to have a dedicated biker greenlight where all motorized traffic has to stop for one cycle while bikers (and non-motorized traffic) has a "green light".
9. Not sure a full grade separation is the answer. The bike trail is of utmost concern; that should have an overpass. Consider adding no right turn on red on 58. The traffic will only get worse with more development.
10. Has anyone considered a pedestrian overpass? It would be costly, but not as costly as an overpass for the roads.
11. How about a European model of a pedestrian and bike crossing under the current intersection. Kind of like a roundabout for bikes and pedestrians below grade.

Planning/Development

1. The City of Cedar Falls, and the development they have allowed, are the sole cause of this issue. They receive all the benefit (property taxes, local option tax, employment, etc) of the development and therefore should bear the whole cost of any improvements that need to be made.
2. Correcting a poor design with more stoplights adds a second poor design to the original. CF has pushed development to this intersection. It needs to address the problems caused by this development.
3. Add more stoplights too. If there is an interchange, the developers should be part of the solution for funding. We have a free ride mentality here about development.
4. Do not let any more development happen before there is a safe intersection. This area has traffic going too fast for the number of businesses that are there
5. This area is a joke. The City of Cedar Falls should be held liable for any more people dying on this stretch of road. Slow people down! Plus the median (wires) is unsafe for motorists.
6. This is going to get worse and worse. They should have planned for more room before putting in the Target. Eventually I see Avenue of the Saints going through Waterloo since they already have the land and it can route through without all the goofy stop lights...
7. Awful planning in the first place created the problem.
8. Design roads before the city allows development. This was a self-inflicted problem by CF.
9. The whole system south of town is broken. Any costs should be passed on to the businesses operating South of town which are benefiting from improvements. It is typical sprawl that was not very well thought out.
10. In the future, an interchange might be necessary - so plan for it! don't let businesses build so close to the intersection

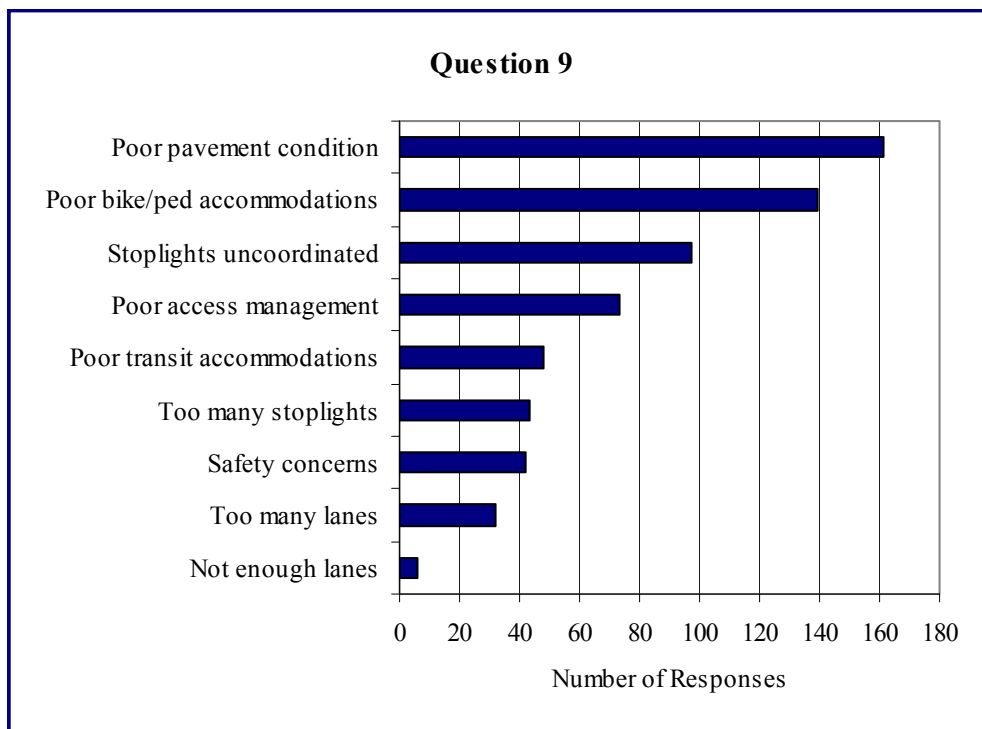
Other

1. When coming from Minnesota, the first three traffic lights on US Hwy 27 in Iowa are in Cedar Falls. This is what I call, "The Green Mile", after the movie (Death Row) and Greenhill Road area due to number of fatal accidents. As a motorcyclist, the wire-barrier really bothers me. Looks like a torture instrument in case of accident. Please install concrete barriers like the those crossing the Cedar River.

2. You can't legislate or continue to spend more money. Many drivers aren't paying attention to their driving - that is the problem. The cable barrier on Hwy 58 was a waste of money. I know a lot of people died, but it doesn't stop drunk drivers, distracted drivers or runners with headphones from running into traffic without looking.
3. I have not been in that area for a while. Once all of the construction is complete and the cones are down, the area should be safer.
4. i agree there is a safety issue there but i dont know what the solution is.
5. Not sure what to do. Whatever you do I think it should be on a trial bases to see what works.
6. The stoplights on that stretch of highway are an embarassment to our community.
7. I do not have an opinion regarding this question. I have not experienced any problems in this area personally.
8. Option D is way too expensive
9. if the area continues to expand, I dont' think adding an over ramp will necessarily help. It might back up traffic under the bridge. Also, bridges are not excellent in the winter.
10. This will be very important to the long-term usage of this road and the safety of residents of the area.
11. Due to the traffic volumes and light phasing, it is difficult or impossible to access Viking Road
12. The interchange is fine. It would help if you could go east out of Walmart and brake up the traffic a little bit.
13. The intersection is dangerous, especially for bikers and walkers. I think that the interchange is the best option. I don't feel people would follow the new speed limits. Too many stoplights just gets to be obnoxious.
14. I don't understand why there is such a problem w/ this intersection. If anything is to blame it's idiot drivers not paying attention. I've never had a problem there.

Question 9

A study is being started to look at University Avenue from Iowa 58 in Cedar Falls to U.S. 63 in Waterloo. The goal of the study is to evaluate traffic and access throughout the corridor, while taking land use, bike/pedestrian accommodations, transit accommodations, and aesthetics into consideration. The outcome will be recommended alternatives for the future of University Avenue. (Note that there is not currently funding for work on University Avenue; the recommendations of the study will guide projects along University when and if funding is available.) What do you feel are the biggest issues for University Avenue? (Check all that apply)



37 written comments. Grouped by:

- Specific engineering/planning suggestions
- Bicycle/Pedestrian
- Lanes
- Maintenance
- Multiple topics
- Other

Specific engineering/planning suggestions

1. Adding dedicated turn lanes would be an improvement.
2. Maybe more frontage roads so people aren't pulling on and off everywhere. Or maybe specific turn lanes...
3. Waterloo traffic lights are better coordinated than are those in Cedar Falls
4. The stop lights in Cedar Falls from the Holiday Inn to Mains Street are kind of a pain for commuting between Waterloo and CF. But University Ave. is meant more to accommodate commerce than through traffic which it does just fine.
5. Synchronized stop lights or a reduction in stop lights is warranted. Evidence from hybrid vehicles shows a ~10% reduction in fuel used through recovery. If stop lights are synchronized, we can all enjoy the savings and the additional dollars in the local economy. Needed urgently on US63 from Highway 20 to the north border of Waterloo as well as San Marnin, Ansborough, University and others.
6. There needs to be an educational initiative on the proper use of frontage roads in this area. If they were being utilized correctly, the congestion on University Ave. would be decreased. Otherwise, sell the frontage road for commercial development and get property taxes off that space!
7. The pavement is TERRIBLE...but aside from that, I believe access to businesses along stretches of University is too difficult to allow the corridor to remain vibrant. I would like to see the median's completely pulled out from Waterloo Road to Greenhill Road. The medians that are in place need to be either kept up with grass and even flowers, or paved over. This is the main "impression maker" for our community and it looks awful and gives a very negative impression.
8. University Avenue is no longer included as a highway. We need to remove the median and install a middle turning lane. We could reduce the number of lanes if needed to provide for a nice 10 ft. bike/walking trail. This will make the corridor more friendly and bring some businesses back to University Avenue.
9. Don't even consider removing the medians, at least twice each work day making a left turn is a true adventure. Use more left turn only signals. Tearing out the medians for a "SUCIDE LANE" shows how much the "MIGHTY DOLLAR" is looked for over safety.
10. Too much disparity in speed. Because of poor pavement condition, many people will drive 10-15 mph below the speed limit while others still drive their normal 5-10 mph over the speed limit. I think the 45 mph limit is proper for the road, except possibly Main Street to McClain Drive should be posted at 35MPH because of College Square. Better pavement surface should keep traffic moving more smoothly.
11. On the west end of University ave, events on the UNI campus have a major impact at congestion reaching far past Main St. Additional lane down the current median which changes directions might be helpful in moving high volumn traffic either in or out of the venue.

Bicycle/Pedestrian

1. It is currently very unsafe to cycle on University Ave. Accomodations are needed.
2. Bicycle access is severely lacking. Signs on Greenhill trail and bike lanes on roads could direct bike traffic to areas of interest and make it more user friendly to bike to areas along University Ave.
3. Are there sidewalks east of 58? I cannot recall there being any.
4. There is a complete lack of design for non-mortorized transportation.

Lanes

1. I've never seen a situation where 3 lanes are required to handle the amount of traffic.
2. Since that road no longer carries a major highway, 4 lanes would be enough. Give us sidewalks and bikelanes.
3. The Waterloo end functions well where there are frontage roads, except for pedestrian accomodations, but beyond Progress, it should be reconfigured to 5-lane with frontage roads between Progress & Rownd and back to 6-lane WITH frontage roads from Rownd to Waterloo Road. Needs to have better ped accomodations throughout.

Maintenance

1. Bumps in the road apparently caused a dump truck spilled a lot of sand last summer near the hwy 58 exit, which made it nearly impassable by motorcycle. I almost went down when the car in front passed over the sand revealing it with no chance for me to avoid "riding on the beach".
2. Find the money and fix it! It is one of the most used avenues in the metro area and it is getting to the point where it is dangerous to cars because of the bumpiness, and potholes.
3. The flow of the traffic on this road is fine the way it is. The road just need to be resurfaced. That is the only "alternative" needed here.
4. The pavement is in terrible condition. That should be addressed as soon as possible before more people ruin their cars.

Multiple topics

1. 1) The outside lanes are full of large potholes. I will only drive in the center lane. 2) The timing of stoplights is poor. If you hit the first light, you will hit almost all succeeding ones all the way to Waterloo. 3) Having uncontrolled access road intersections 20 feet from University Avenue is an accident waiting to happen. Drivers currently turn off of University Avenue and immediately brake and yield to oncoming traffic in order to turn and get on an access road. This backs up traffic onto University Avenue.
2. Bus stops not marked. Speed is too fast, only need 2 lanes. Need to add vegetation and landscaping - the Ave looks like xxxx. We need to take pride in our community.
3. University is a mess. Lots of cracks, potholes. I feel like the lanes are pretty narrow, and it can be nerve-racking driving. I feel bad for those that use the bus stops, and they're usually disabled people. I don't feel they are very protected at all.
4. pavement condition is very poor, bike paths would be appreciated
5. The connections to access roads near College Square on both sides of University are confusing and dangerous. I think traffic runs well, but the condition is very poor and I wouldn't think about riding a bike or walking down University Ave.
6. The road condition on all of University Avenue is terrible. It is a highly utilized road and the road condition not only has damaged vehicles, but also is a safety hazzard. Secondly, access management to frontage roads should be addressed. The access is not well designed and will become an increasing issue as development increases. Thirdly, Bicycle and pedestrian accommodations is inconsistant along Univeristy. Some part have trails and sidewalks and then others do not. The areas that do a very convenient and also promote safety to pedestrians from on coming traffic.
7. crashes on this road aren't any more of a concern than anyplace else. If people stop at red and slow on yellow. the lanes are not utilized anymore

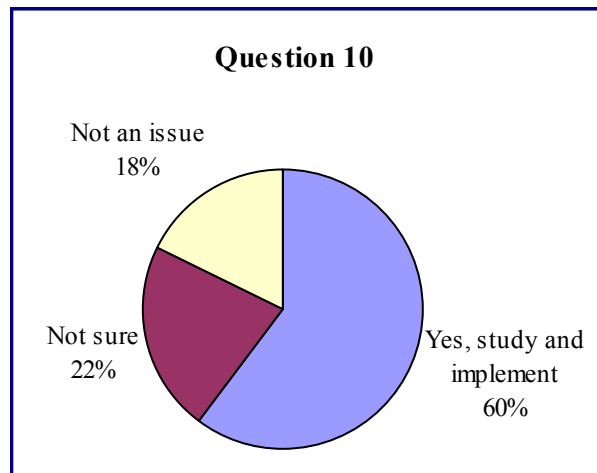
Other

1. It is a good idea to study University Avenue before additional funds are wasted on an overlay project similar to last year. This also presents a good opportunity to look at all modes of transportation, not just cars and trucks.
2. This is an opportunity to rethink how this corridor is redeveloped. Take the opportunity to change it from a low density, suburban development to higher density, transit and pedestrian friendly corridor.
3. I think traffic engineers are better qualified to answer this question than the public is.
4. University avenue is a mess of problems and I try to avoid using it as much as possible
5. University is a joke. Every two years we slap 2 inches of asphalt on top and watch it buckle 3 months later. Its the single biggest roadway embarrassment in the Cedar Valley. Access is terrible, you have to stop every three blocks, it tears your car apart, and "you can't get there from here!"
6. Frontage roads connections to the branch roads off of UA are too close, hard to go from UA to frontage road if intersection is blocked.
7. It is awfully ugly - needs landscape features.
8. Needs enhanced landscaping



Question 10

There has been discussion for some time about implementing a "northeast industrial access" around Waterloo - a route for trucks going to/from the northeast industrial area of Waterloo, as well as trucks passing through the metro area - to utilize rather than U.S. 218 or other routes through downtown Waterloo. Is this an issue that should be studied and potentially acted on?



23 written comments. Grouped by: Yes or study then decide
Specific suggestions
Other

Yes or study then decide

1. Most definitely!
2. YES!!!! Trucks create A LOT of issues.
3. Conduct the study first, and then consider looking for funding for the project if the study warrants the improvement.
4. A truck route/bypass should be investigated and then decided upon whether or not it is worth the cost and headache of building.
5. Study, but no hurry for implementation.

Specific suggestions

1. It should be studied, but I live in the NEI area and I just don't want something to come off of Plaza drive by the truck stops, it really should be before the truck stops like close to where 20 intersects with 380, create a bypass going north and west from there, past the industrial area and then drivers can come back to it if they need to, but also go around the area if they don't need to stop. The congestion around the truck stops is currently too much and additional traffic should not be routed through that area. A bypass means to bypass like around Omaha, it is miles before the cities.

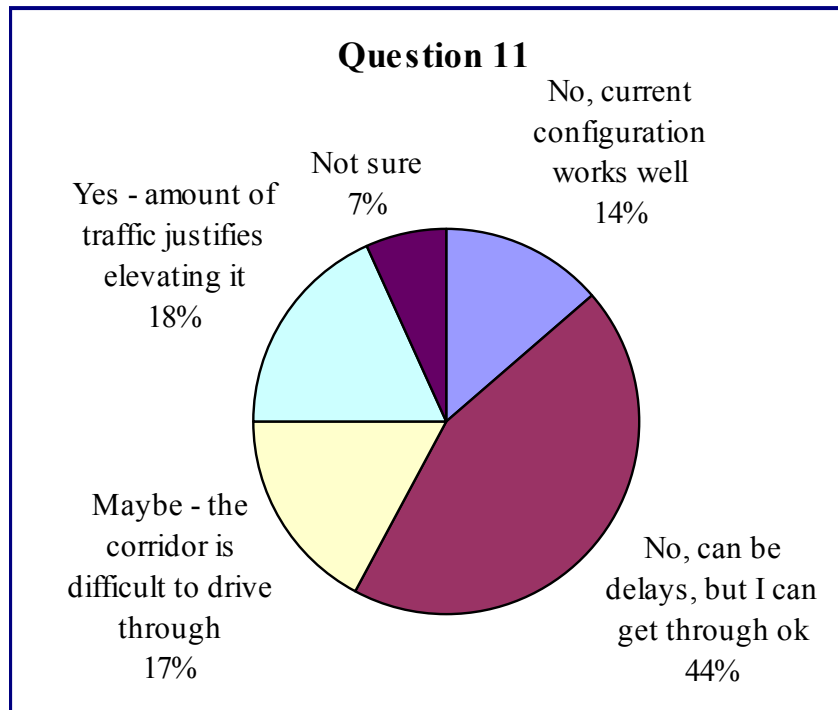
2. Eliminating most of the stoplights along the highways through town and coordinating the timing of the remaining lights would greatly improve traffic flow.
3. We need to get Highway 63 through town first in a freeway fashion if at all possible. Then we need to get highway through downtown Waterloo fully overhead so that it becomes the through freeway, then the northeast industrial access makes 100% sense.
4. I think people just need patience. Start giving tickets to the violators--speeders etc. Regardless of how many trucks are on the road, the majority of drivers are still going to drag race from stop light to stop light. It's no wonder this country uses so much fuel.
5. Funding for a fully access controled highway bypass is not realistic. Consideration should be given to making significant improvements to existing roads that function as a bypass, including Elk Run Rd as well as Dunkerton Rd and C57.
6. Why not eliminate the at grade intersections between Cross roads and 9th street. Plenty of room to put in an overhead/raised 4 lane hiway to eliminate the traffic lights thru town. The "northeast Industrial access" road designs could also be incorporated with the new designs for the C50 & C57 intersections. Use the C50 or C57 corridor for mating the bypass to both Hiways 63 & 218.
7. The cost of implement a project of this magnitude would far outweigh the benefits received. if a study must be done, looking at improving capacity on the existing system should be the top priority.

Other

1. Truck traffic through downtown is not the issue. Truck traffic on C57 & C50 and their interchanges with 63 & 218 needs improved as it is apparent these roads were not intended to handle this quantity of traffic.
2. Waterloo created an Industrial Park with out providing highway access. CF has highway access. The results speak for themselves.
3. The Hwy 218 downtown corridor should not have been made at-grade, nor any place along 218/18. I-380 should have continued from Waterloo to I-35 by Mason City with appropriate interstate access ramps, similar to Cedar Rapids/Iowa City.
4. I agree with the City's emphasis on downtown first.
5. The IDOT should never have allowed the US 218 corridor to split Waterloo and require at-grade intersections with traffic lights. The metro area would be much better served with a proper access-controlled bypass. I'm sure John Deere would like the northeast concept better, but it seems like the larger industrial developments are occurring in SW Cedar Falls.
6. It will only get worse when or if they build the coal plant
7. Trucks going through town is not only dangerous for traffic flow but also contributes (I feel) to the degradation of the pavement through town.
8. This keeps through traffic off of the city streets. Then the city streets can be made more user friendly. Bike and pedestrian routes could be better integrated. Could reenergize the neighborhoods.
9. The Northeast Bypass would do to Logan Ave, what moving 218 from University Ave did, removed the trucks. But of course first we need the grandeois new Logan Ave, with its leaky underpass.
10. The only truck traffic that is a problem are the hog trucks going to Tyson. They should be required to go AROUND downtown. No one wants to have that smell downtown, especially at lunchtime....
11. Although truck traffic is an issue, it seems that the other issues mentioned (especially University Ave.) are more important.



Question 11 U.S. 218 through downtown Waterloo is currently an at-grade facility, meaning it has several stoplights at intersections with cross-streets. To eliminate the lights, it would likely be necessary to elevate this portion of U.S. 218 and install interchanges, which would cost millions of dollars. Do you feel the amount of traffic and stoplight intersections on U.S. 218 merit the investment needed to elevate it?



33 written comments. Grouped by:

- Elevate/Change**
- Specific concerns**
- No/Unfavorable**
- Elevate or develop bypass or upgrade IA 58**
- Other**

Elevate/Change

1. The original design was to elevate the highway before the intersection with Mitchel Avenue and that is the design that should have been built and we need to work toward making that a reality.
2. It should have been done originally!
3. This was a horrible mistake from the get-go.
4. Yes, I think this should be studied and evaluate the upgraded 218's impact on Hwy. 58. What impact does this upgrade have on the traffic numbers on IA Hwy. 58?
5. If your talking about the stop light at 9th street, it needs to go. It is the most rediculous design I have ever seen!!

6. We need to continue towards making the Avenue of the Saints stop-free through the metro area and somehow improve access to downtown Waterloo at the same time.
7. Reason being is that we will never get 58 elevated and we can not have 3 stoplights on our freeway. Waterloo option will be much cheaper.
8. It would seem that if 218 is the primary roadway "through" Waterloo, something should be done to make it easier for "guests" to travel through this area and to reflect a positive experience in doing so.

Specific concerns

1. Please reconfigure the W 9th Street/218 North intersection to make W 9th traffic use it as an on ramp and eliminate the light on 218 N.
2. I don't believe the entire highway needs to be elevated. The growth of this highway will likely continue and the issue will grow. However, the biggest concern I have is the Greenhill intersection turning east or west from the highway. During the 4-6 hours, it is nearly impossible to safely cross the highway at a green light if another vehicle is across the intersection in the turn lane. Traffic speed is fine, green arrows should be utilized for a longer period of time or an exit ramp should be installed with a tunnel under the highway (Greenhill under 58)
3. Most times of the day, traffic along this part of US-218 is relatively light, and the current arrangement is adequate. During rush hour it can get very congested. Altering the timing of the stoplights during these peak periods so they are biased toward increased flow along US-218 could improve the situation at little cost.
4. This slight improvement in saving time does not equate to millions of dollars. Better side road access to turn around on 218 would be much better.
5. Here again if red lights were enforced traffic would be safer. The lights are well synchronized and if you plan ahead and use the correct exit it is easy to navigate. Traffic is slowed for a few blocks but with the lights like they are it works well.
6. If the stoplights were in harmony with each other, traffic could move through the corridor a little easier.
7. The only problem I see is Where the left lanes keep ending and drivers have to get to the right if they don't want to go downtown (heading south along 218... by the Grout - 4th, 6th....)
8. my only concern with 218 through downtown is how confusing it is! Many new to our area don't know when to get off - or how to get back on - please study signage!

No/Unfavorable

1. This investment would be a complete waste of money.
2. It's a shoddy situation, but the cost to fix it is not worth the taxes required.
3. This should have been done in the first place, but changing now would require too much expense better directed to other projects.
4. Stop lights are fine, they slow people down once in a while.

Elevate U.S. 218 or develop bypass or upgrade IA 58

1. Either 218 or highway 58 are part of the Avenue of the Saints. The one that is should have elevated interchanges and off ramps. It will then be the default truck route through or around the metro area
2. Either this or route truck traffic around the Northeast.
3. Turn the current corridor over to the city as surface traffic- AFTER constructing a Northeast or Southwest bypass around the metro area.
4. Either Hwy. 58 through Cedar Falls or 218 through Waterloo need to eliminate the stop lights...probably both, but that would be extremely cost prohibitive, I understand.
5. A by-pass around the metro area would eliminate a lot of the 218 through traffic.
6. Implement a northeast industrial access around Waterloo. This would address some of the issues created by the at-grade facility.

7. Concerning the Ave of the Saints, Waterloo and Hanibal, Mo are the only cities between St Louis and St Paul, that impeded the flow of traffic on the "Ave" by having stop lights. Either correct it thru town or make the improvements with the Northeast arterial.

8. Here again the Northeast Bypass would take the trucks off this stretch of stop signs

Other

1. it hasn't been problematic for me personally, however I know and have heard a lot of people complain about the highway "dipping down" through town. It seems like a good move especially thinking toward the future, but I would be concerned about the cost/benefit analysis.

2. This is very tough. When looking at "millions" of dollars, it's hard to say weather it's worth it or not. I do feel there are way too many stoplights for this being such a heavy traveled "interstate". I'm on the fence w/ this concern, but it is a concern/issue.

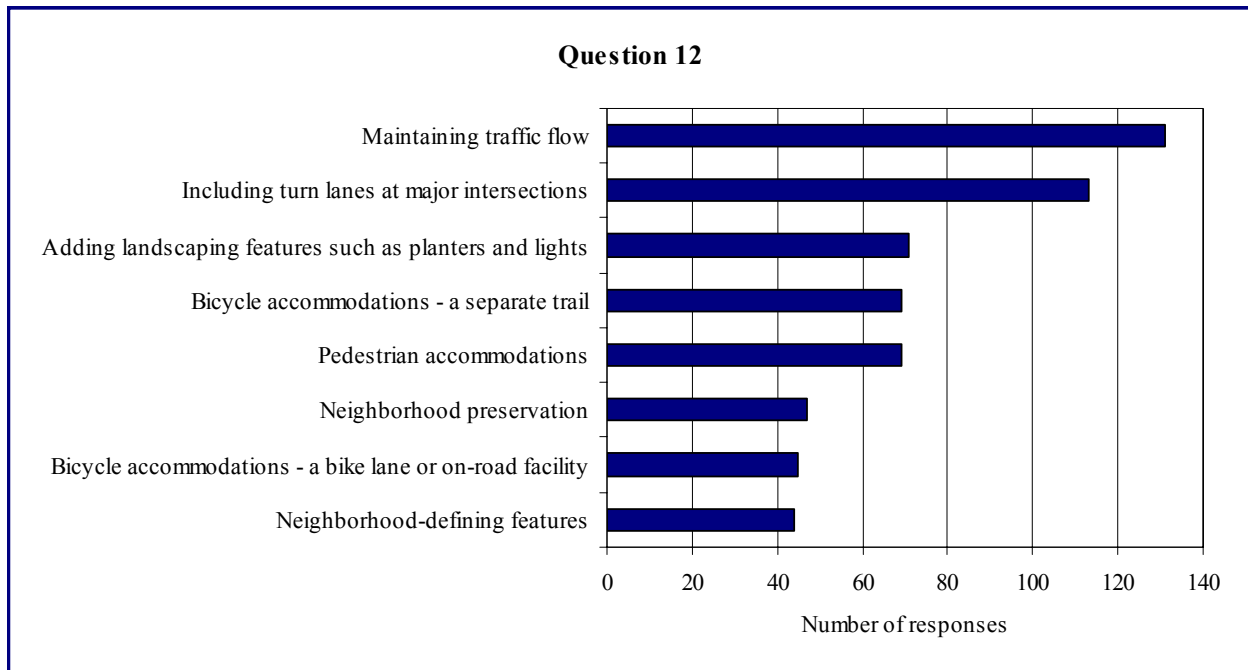
3. rerouting of heavy truck traffic will greatly help in reducing traffic from this area.

4. If traffic counts significantly increase in future years, this may need to be more seriously considered.

5. Bad planning, again.



Question 12 U.S. 63 is currently being reconstructed from U.S. 218 to Donald Street. The project has been divided into stages, most of which are in the Environmental Assessment and design phases. Which of the following are important to you regarding U.S. 63? (Check all that apply)



17 written comments. Grouped by: **Neighborhood**
Aesthetics
Bicycle/Pedestrian
Other

Neighborhood

1. It is important to base development on the needs of the people who have to live there, not cars.
2. Thru traffic on 63 should be routed around town leaving the in town route as a collector artery. This would reduce the heavy truck traffic thru that part of town. With reduced truck traffic, the Neighborhood would be a better, possibly able to rebuild.
3. Pleeze, what neighborhood is left.

Aesthetics

1. Waterloo on 63 needs a major facelift. Then again, Waterloo north of the river needs work, period.
2. The area can only improve!
3. Let's make it beautiful and functional
4. Much of this area could use a face lift. I think the area north of Donald Street would have potential if the areas between Donald Street and 218 were to improve.
5. All of this would be nice! Especially to give the East side of town a nice look.

Bicycle/Pedestrian

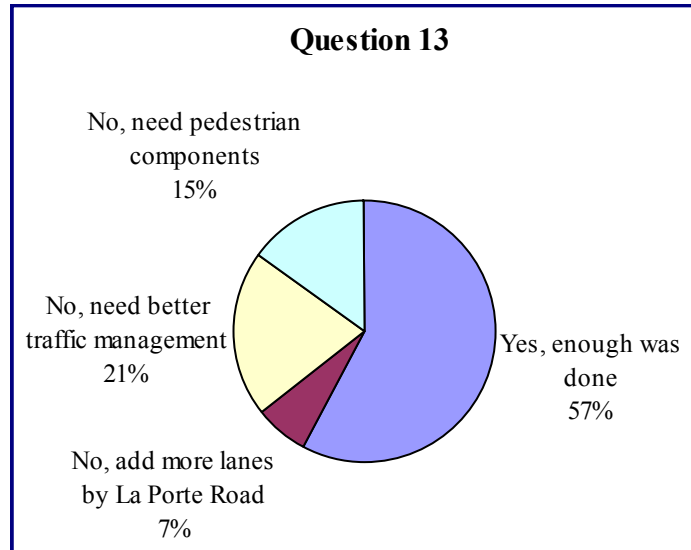
1. With the price of gas continuing to rise we always need to take advantage of opportunities to make it easier/safer for people to use bikes and walk.
2. Bike trail would be nice, but does not have to follow 63.
3. Adding a bike lane would not provide for safe pedestrian accommodations.

Other

1. Waterloo could learn a lot from looking at the alternatives that other cities use, such as expressways. To me, Greenhill Rd is a great example of an expressway. Waterloo and cedar Falls could use more of this type of design and highway 63 is a good place to start along with your alternate truck route. Also the railroad underpass is really beginning to cause me concern about safety with the condition that the road is in.
2. Again, this road - especially in downtown Waterloo - is very confusing. It needs to be improved - but please also consider better signage
3. Avoiding unnecessary expense and doing a good job rebuilding the road.
4. Something done about the continous road problem at the Canadian Railway overpass.
5. Roundabouts should help traffic flow.
6. Can we make this are a little less hap-hazard? I've lived here 6-years and can never figure out what lane to be in.



Question 13 The City of Waterloo previously added some right-in, right-out ramps along San Marnan Drive, added right turn lanes, and lengthened left turn lanes. Was enough done for the traffic on San Marnan?



21 written comments. Grouped by: **Bicycle/Pedestrian**
Specific suggestions
Other

Bicycle/Pedestrian

1. San Marnon needs bicyclem and pedestrian accomodations, as it can only be accessed by car at present. The whole area is a deathtrap for pedestriians and cyclists.
2. Bicycle accomodations.
3. The traffic isn't bad around San Marnan, but it would be great to have al bike path or sidewalk connecting the surrounding communities to the Mall & Shopping areas between 218 & Kimball.
4. Another poor area to ride a bike; I would recommend bike lanes along with the pedestrian components.
5. Great improvement, but there could be more improvement for non-motorized users.

Specific suggestions

1. Improve the number of lanes from La Porte road through Hammond Avenue, especially the intersection of Hammond ave, to much traffic congestion and the intersection is too small on the north side of Hammond ave.
2. There are too many, poorly timed, stop lights.
3. There is still something weird about La Porte Road from Ridgeway to San Marnan. I'm always ending up on the wrong street and can't tell whether to take 380 or La Porte Rd to reach the business I'm looking for. It's probably me.
4. The multiple left-turn lanes are a worry to me, although for the most part drivers seem to pay proper attention. I think the City of Waterloo has done such a poor job of controlling traffic development into the area for so many years that it is ofically hopeless. The Ansborough Interchange has relieved a lot of pressure in the Highway 21 area, so they can still do good things.

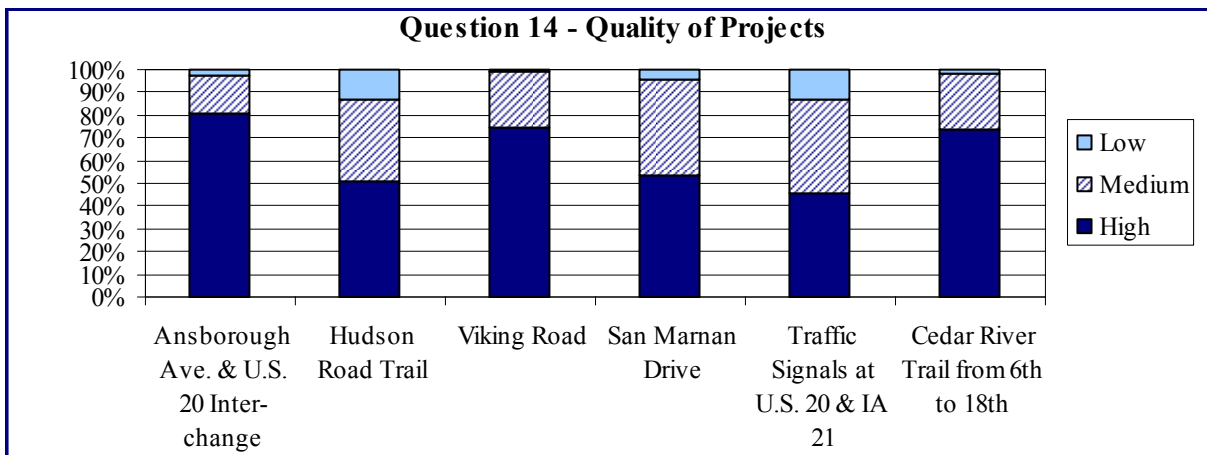
5. Many millions in dollars of intersection improvements are necessary due to heavy congestion. Current accommodations are adequate when faced with the alternative of spending higher amounts.
6. However, the improvements made are noticeable and make a big difference. I could only mark one answer, but I also feel that the traffic needs further management due to congestion.
7. Enough was done for now. There may be some congestion at peak times, but overall the corridor works efficiently. If significant development continues in the future, and traffic counts significantly increase, this may need to be evaluated.
8. It's not really that congested. It seems a bit better, however people still cut through Target and Old K-mart parking lots to bypass this area.
9. The intersection by the fire department needs to be revised to improve turning and intersection clearing. The access to Burger King is too close to the intersection and narrowing lanes has potential for rear end collisions.

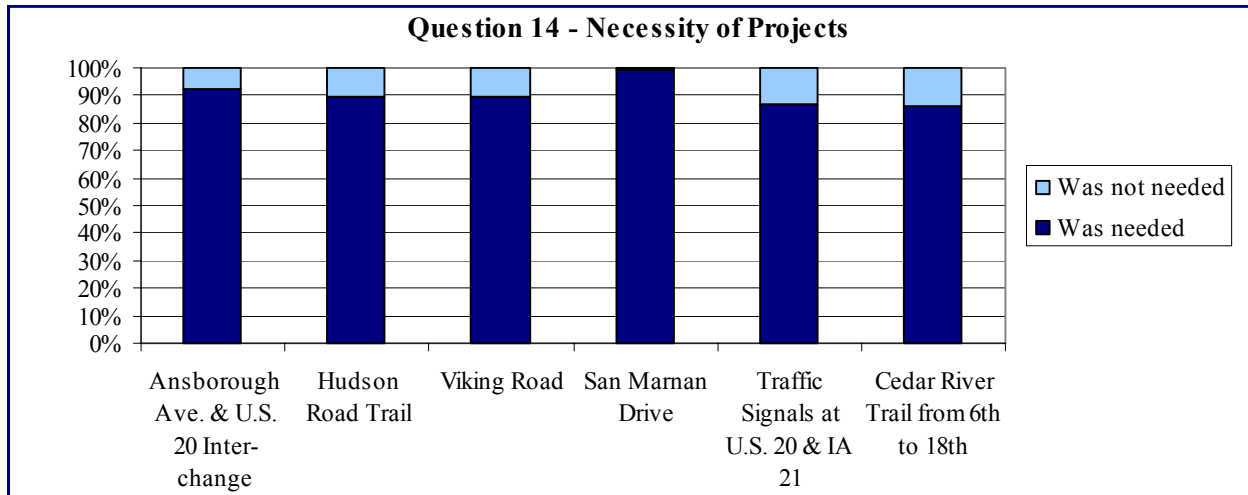
Other

1. I love the right turn lane! People just need to find out where they are going before they leave the house. If they are in the wrong lane now, it's their own fault for not paying attention.
2. Maybe people should take alternate routes if it's too busy.
3. This area of town was very poorly planned to accommodate anything but vehicles. I think it is too late to try to fix.
4. Right-in, right-out ramps are great
5. For now - further development will require additional measures
6. As this area gets more stores etc this is going to become a bigger issue.
7. This is critical.



Question 14 This Plan will be utilized to guide the use of federal funding for transportation improvements in the metro area. The following improvements have occurred in the past 5 years, and have been partially funded with federal funds. What is your opinion of these improvements?





30 written comments. Grouped by:

- U.S. 20 & IA 21 stoplights**
- Ansborough Ave. & U.S. 20 interchange**
- San Marnan Drive**
- Viking Road**
- Hudson Road Trail**
- Cedar River Trail from 6th to 18th**
- Multiple projects**
- Other**

U.S. 20 & IA 21 stoplights

1. Hwy 20 and Hwy 21 was working well with the four-way stop signs.
2. There was no need for the northermost stoplight at the Hwy 21/Hyw 20 intersection.
3. Traffic Signals at 20-21 intersection - concept was ilconcieved from the start and the traffic signals made it MUCH worse. I avoid this area if at all possible.
4. I'm not sure if these stoplights were already addressed above, as I didn't recognize them, but the stoplight by the off-ramps by Lowe's I think is the dumbest stoplight ever. The I for the CF traffic exiting (20 East) was needed, but the other I was totally unnecessary I think, as that turn is managable w/o a stoplight in my opinion.

Ansborough Ave. & U.S. 20 interchange

1. 20 & Ansborough involves future growth and is not currently a high value addition but will pay off in future planning.

San Marnan Drive

1. San Marnan's NEW concrete was already full of pot holes this spring. Is there no warranty on work by these contractors? This takes several years to happen on new highways.

Viking Road

1. Why was Viking Road 4 lane into a Roundabout with 2 lane roads exits? Should Cedar Hts. be 4 lane? Should Deere Road be 4 Lane? Will something be done to the Viking/58 intersection?

Hudson Road Trail

1. Hudson Road trail from 12th St. to University seems incomplete - there is no place to ride or walk on the east side of the Dome/Wellness Center.
2. Hudson road trail was a nice addition, but without a safe bike lane where do I ride after that?

3. Having the Hudson Road trail have to cross Hudson Road was poor design.

Cedar River Trail from 6th to 18th

1. Seems as though portions of the trail along the Cedar River from 6th to 18th are frequently under water.
2. Downtown Waterloo needs better access trails from existing trails.
3. The trail along Cedar River was a genius idea. (I really admired Dubuque when they did that) I hope our whole downtown looks like that some day.
4. Although the trail from 6th to 18th was not needed, it is a benefit to the downtown area.

Multiple projects

1. Ansborough interchange will facilitate continued growth in the area. Hudson road trail needs to stick to one side and extend north to 57. The Viking road update is good in the middle but pedestrian crossings are not sufficient at either end.
2. Wasn't there an interchange already established on 20 and Hawkeye Rd? I'm not sure why the 20 interchange at Ansborough was needed; to save two light stops? I wish the Hudson Road trail/sidewalk was on a consistent side of the road. I am familiar with the trail in Waterloo, but I haven't used it much because I have heard that downtown Waterloo is not that safe. It also needs better landscaping to make it more of an appealing ride.
3. Hudson Rd. trail: more work needed 23rd to 27th Streets past the UNI Dome, and how about improving 1st to 12th? Viking Road: a good project- people will start to realize the benefits of that project soon. Cedar River bike trail: I hope that with all the River Renaissance work being done, pedestrian and bicycle traffic will return to downtown.
4. bicycle access downtown is great. light on 20 was very needed. I had been at that exit for a long time trying to get in to town due to the speed of traffic on 21
5. Sight-distance to the south from W-bound off-ramp at Ansborough is poor. The changes at Hwy 21 (Hawkeye Rd) and Orange Rd were needed, but are LOW quality. At the very least, the lane markings should be made with tape or repainted very frequently.
6. Viking and Hwy 58 is beyond fixing and would be throwing good money after bad. City of Cedar Falls knows this. It is going to cause the Avenue of the Saints to follow route through Downtown Waterloo.
7. Viking road could be two lanes with on-road accommodations for bikes with sidewalk detached. Hudson should be all on-road. The off-road paths are worse than before for bikes. It requires multiple crossing for poor bike flow.

Other

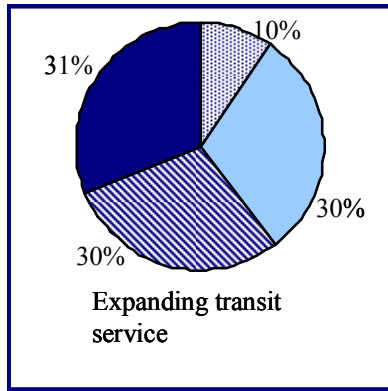
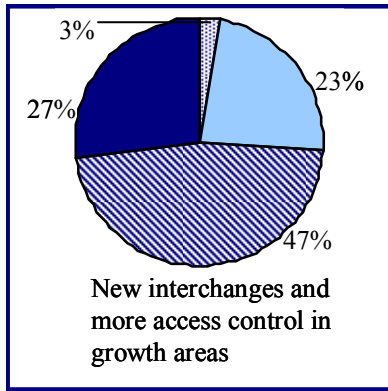
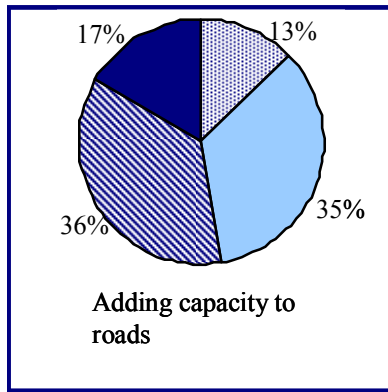
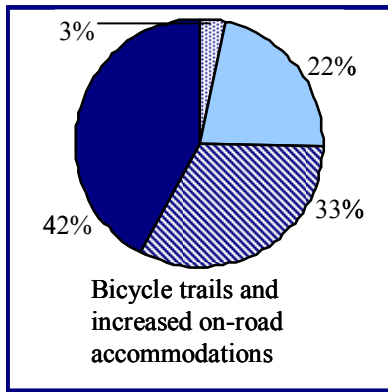
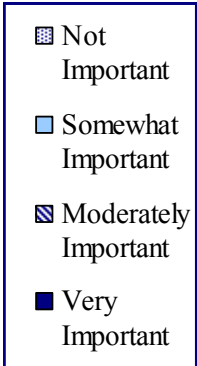
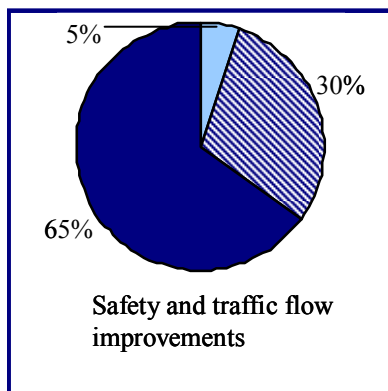
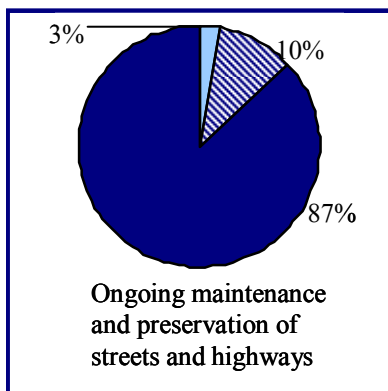
1. Now that the trail system is large built-out, the focus should be on trails that connect centers of employment and commerce. This is so that they can be used for transportation instead of just being a "pretty" place to ride on a weekend.
2. I find it amazing that we spent millions on the 4th street overpass to save a little gas uet the Greenhill/58 intersection has remained nearly unchanged after several deaths. How many need to die before we change roads that kill as opposed to those that save time and fuel?
3. Are there patrols that watch the trails? This area at dusk could be a dangerous area. During the informational meeting it was said that lamp posts etc were going to be added. Without patrols monitoring the area, I feel that this will be a waste. There will be vandalism.
4. For trails conservation efforts need to be implemented. Permeable pavement, runoff control, etc.. Call Rebecca Kauten, Watershed co-ordinator for more info.
5. I love bike trails, but we don't need any more until the pot holes and poor road surfaces are address/repaired.
6. I believe that trails and bicycle routes while adding value to the area are of lesser of importance than maintaining existing roads.
7. When will the river trail be finished?

8. I only moved back to this area 2 years ago. Much of this construction occurred during the 10 years when I lived elsewhere.

9. more trails along the Cedar River would attract more people to downtown Waterloo.

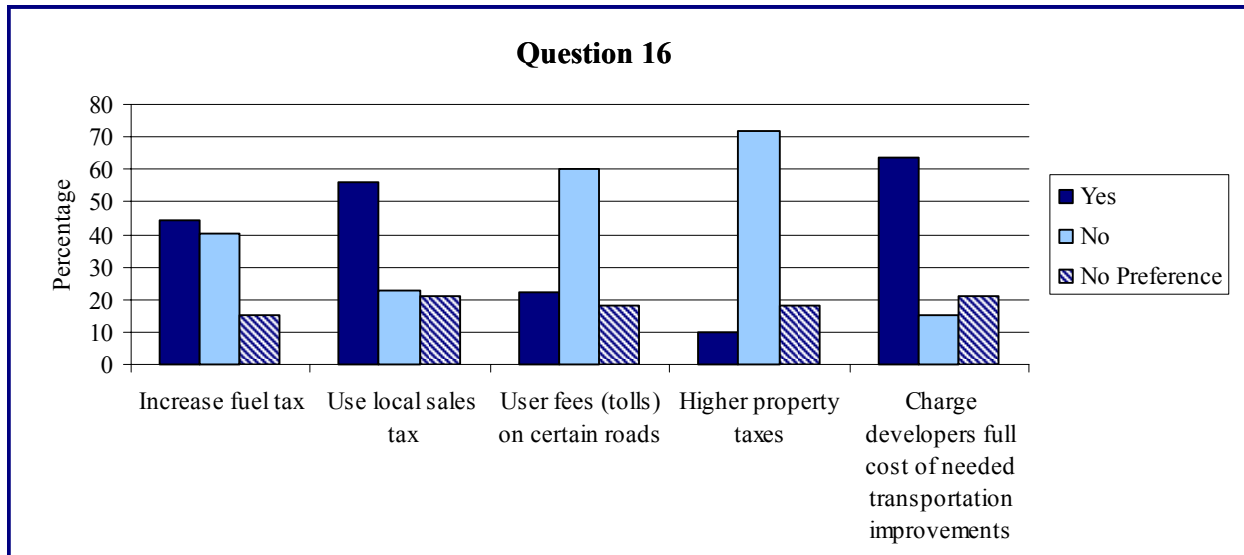


Question 15 The Long Range Transportation Plan will guide transportation decisions at the metro level for the next 25-30 years. How important are the following planning areas for this document?





Question 16 Funding available for transportation improvements is often less than what is needed. What are your feelings on the following potential funding sources? Do you have any other comments on funding for transportation improvements?



22 written comments. Grouped by: Based on usage
Development/Planning related
Other

Based on usage

1. Funding sources should reflect of people who use the transportation infrastructure. I.E. - Those who use the most fuel are obviously using the most infrastructure (both by mileage usage and weight carried), and those adding developments increase the traffic in their area.
2. Motor vehicle transportation facilities should be fully funded by motor vehicle users, not homeowners or shoppers.
3. Charge pickups the same registration fee as cars
4. We need farmers in the state to pay their fair share. They hardly pay any property tax but ruin our roads with over weight tractors and trucks.
5. Users of the roads and those benefiting from them should pay. Sprawl should come at a cost to those promoting and benefiting from it.

Development/Planning related

1. Please don't discourage developers that are trying to make Waterloo a better (nicer) place to live by making them pay for transportation improvements.
2. Waterloo needs to promote in-fill of the central city rather than additional development on the outskirts.
3. Look into cutting budgets elsewhere and reallocate resources. Also, the development associated with some of these areas will result in increased tax revenue on a use-basis, rather than increasing tax rates.

4. Again, we have a mentality that any growth is needed and more than welcome. We don't even charge developers a fee for sidewalks, bikelanes and parks/open space. Even though the charge is transferred to the buyer, new development fees should be part of doing business here. We need to quit acting like desperate needy people, and require investment in our community from the developers.

5. Developers should definitely be charged for the improvements. If the roads are not there the development shouldn't be there. We are expanding in to too many corn fields and then expecting the roads to be made. We need to make sure traffic flow works before the development.

Other

1. Property taxes are WAY TOO HIGH already and gas prices have gone through the roof. Are there other options besides these??

2. I-Pass

3. Someone MUST have an idea how to build roads that hold up in our climate. They sure don't work around here! Repair and maintenance cost more than building new. Focus on maintenance-free (relatively) roads and trails.

4. Wasn't there an additional 1 percent added for local tax several years ago? I remember it being added but do not remember it being taken away. I did suggest sales tax, however RESULTS should be seen if this were to happen.

5. Prioritize, and live within your means.

6. If you raise the fuel tax, you better make more work places accessible with bikes. Tolls make no sense, where are we? Illinois? Cedar Valley property taxes are not as high as most metro areas.

7. Hopefully with a new U.S. President coming in, the Congress will finally be able to pass a Transportation Department budget that actually increases funding for the state DOTs. Although additional sales taxes are unpopular and hard to legislate, an extra couple of cents per gallon of gas is the closest to a 'per-use' tax for highway improvements.

8. I hesitate to raise taxes or anything else that will put a burden on the already struggling citizens.

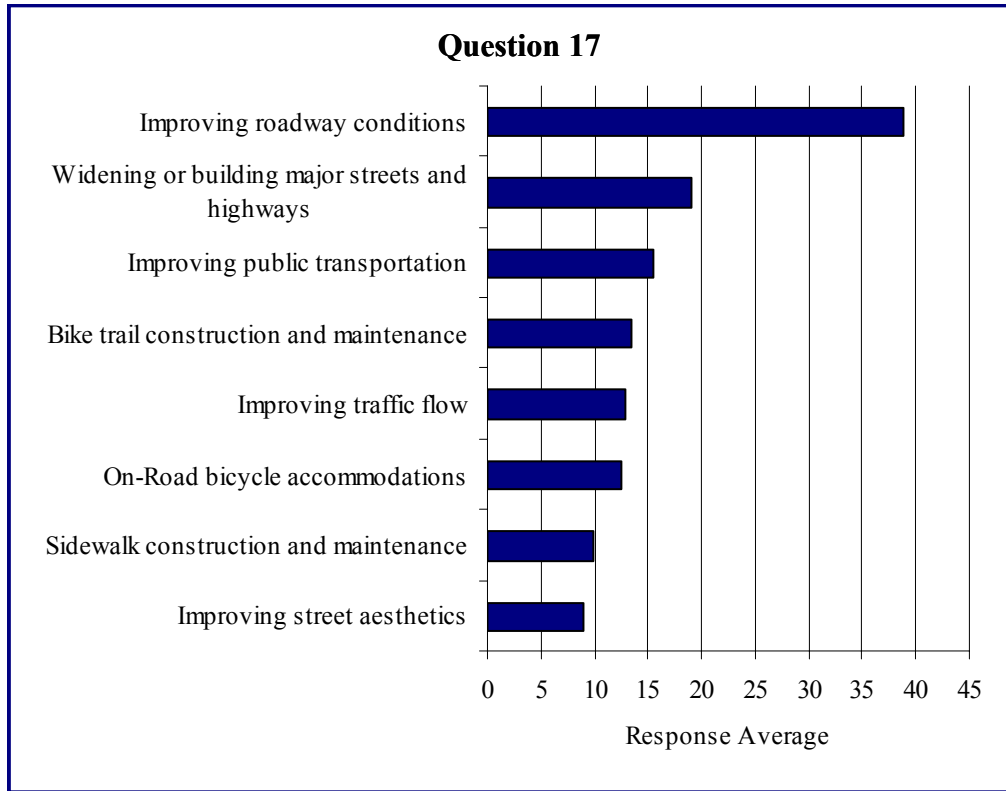
9. Our wonderful GOV Culver just signed legislation to raise vehicle registrations to help cover these expenses. I am assuming this is already on top of what's in the budget. Learn to operate within that budget. Make repairs and then improvements if there is any left over.

10. Tolls are a bad idea. I challenge that they are politically corrupt. Tolls are proposed as a temporary funding source for a single project. Then once the city has this cash flow they never give it up and it always increases to cover any array of projects. The original intent is often lost. Tolls add complexity, cause congestion and are counterproductive to good traffic flow.

11. Funding issues will be a no win situation. Given the rising costs of fuel, effort needs to be made to provide improved public transit corridors, schedules and maybe park and ride locations. Bike Paths that go between public areas and business districts are needed. We need to look at improving all modes of transportation not just vehicular means.

12. The difficult question! I don't imagine that tolls are appropriate in this size of a community, however the fuel tax is like a user fee that makes more sense.

Question 17 If you had \$100 to spend on transportation, how would you distribute it among these project types? You can allocate your money to whichever categories you prefer, but the total should equal \$100.



Question 18 What should be done to improve the transportation system in the metro area? For example, are there specific roads where the surface condition is poor or more lanes should be added? Are there places where too many traffic crashes are occurring and safety improvements should be considered? Do you have any other comments on the transportation system of the Black Hawk Metropolitan Area? Any and all thoughts are welcome.

*Comments are not grouped, other than comments mentioning University Ave. being listed first, followed by comments mentioning Ridgeway Ave. The following list gives streets mentioned (for any reason) more than once.

<u>Road</u>	<u>Number of comments</u>
University Avenue	31
Ridgeway Avenue	23
Highway 63	10
Transit comments	9
Hammond Avenue	8
Highway 58	8
Main Street (CF)	6
Ansborough Avenue	5
Greenhill Road	5
Kimball Avenue	5
San Marnan Drive	5
Viking Road	4
Hudson Road	3
Shaulis Road	3
W. 9 th Street (Wat)	3
I st Street (CF)	2
Cedar Heights Drive	2

1. University Ave--rough and holes and Ridgeway Ave--too many potholes and rough surfaces
2. 1) The access road off University Avenue by Napa Auto Parts, Dairy Queen etc. is atrocious. It is an absolute washboard. I will not drive down that road. 2) As you are driving Northwest on Jefferson Street towards Hwy. 63, a green turn arrow should be an option at the intersection of Jefferson Street and Hwy. 63 in Waterloo (by Happy Chef and Burger King). If you are on Jefferson Street trying to take a left turn onto Hwy. 63/University Avenue, it is very difficult to turn left especially after work when all of the John Deere employees are exiting the John Deere facility. At times, there are literally dozens of cars leaving that facility in a non-stop stream.
3. Titus drive & University Avenue by Platt's
4. Crossroads area is too congested. Retiming lights at University Ave. and Main Street in Cedar Falls.
5. The condition of the asphalt and paved surfaces is terrible on many major roads and streets such as University Avenue.
6. University Avenue at Main Street in Cedar Falls is an intersection to be avoided just because of the surface condition. Improved bike accommodations around town will make bicycles a viable option for transportation for the future, but as things are now, it is too dangerous and too far a distance to travel by bicycle, other than for recreational purposes. With anticipated gas prices, we would do well to promote other forms of transportation to work, etc., and bicycle use could not only help with gas consumption but also improve the health of many of us in the Cedar Valley.
7. University Ave in Cedar Falls needs resurfacing from Main to Campus. 27th Street speed limit should be increased to 35mph at the UNI Dome. 1st Street in Cedar Falls needs pot holes fixed.
8. lights to coordinate University Ave. road conditions need to improve
9. Bike lanes on University, Main St, Cedar Heights, Waterloo Road, Hudson Road, Center Street, Ridgeway, Ansborough and Conger.
10. What is up with University Avenue in Cedar Falls? It seems like the project is unfinished but I haven't seen anyone working on it in a long time.
11. University Avenue between Hudson & Main Street is bad. Newell St between Idaho and N Elk Run Rd needs work. Kimball Ave between Ridgeway and W. 4th St could be improved. Ridgeway Ave between Kimball & Ansborough is rough and dangerously narrow.

12. A bicycle lane and/or sidewalk should be added to University Ave and Main Street Cedar Falls. Maybe a little better quality road repair could be done to last a few more years instead of paying for low quality road repair that requires repairs every spring...

13. Hudson Road and University Avenue in Cedar Falls seem to be in particularly bad condition in some areas.

14. There are currently not enough bicycle accommodations for travel between Waterloo and Cedar Falls. Bicycle travel should be supported on University Ave and Ridgeway Ave to allow for easier bicycle travel.

15. University ave is a mess

16. University Avenue is obviously HORRIBLE and needs repairing and better methods to reduce potholes. Make a bike path that connects Greenhill to Ridgeway along Cedar Heights Road. Also make a bike path along Ridgeway to connect the 63/Sergeant Rd and 27/58 bike paths! I thought that such a move would have been obvious! I'm surprised neither of those two roads have bikepaths/sidewalks! A lot of the roads are well-maintained and wide enough for most traffic. Bring on more bike paths to save fuel and break a sweat!

17. 1st Street in Cedar Falls- Main St. to Hudson Road will need serious work in the next few years. Kimball Ave. between San Marnan and Ridgeway is getting to be a miserable place to drive- a good candidate for 5-lane pavement? The portion of University Ave. between Hudson Road and Main Street in C.F. should probably be included in the study mentioned in question #9.

18. The biggest concern I have is people running red lights. University ave. could be made 2 lane each way and add bike and pedestrian safety. Traffic flow by crossroads is much improved. The area near casino Shaulis road should be looked at. Ridgeway and Hammond is tricky at times but I don't think the NIMBYs will allow a light. Hammond and San Marnan at the access road is still a concern.

19. The intersection of University Ave. and Main street in CF is terrible! Traffic is heavy, this green light stays for only a flash when travelling north and there is always lots of congestion there! Especially when Nazareth Lutheran Church is busy!

20. University Ave and HWY 63 are two of the biggest concerns that come to mind. They are to be avoided in their current state. They are neither safe nor pleasant.

21. University Avenue needs, at the very minimum, resurfacing. It was a mistake to close State Street in Cedar Falls. Traffic on Main has increased to a point where it is becoming unsafe to be a pedestrian.

22. University from main street to hudson road needs fixed. Fix all of the county bridges. Synchronize lighting system everywhere. We need a better public transportation system. Decrease speed limit on hwy 58. Re do median on highway 58. Imagine if a motorcyclist hits that median. The person would be cut in half!

23. Cycling and pedestrian access/safety is needed on University especially near Main St. in Cedar Falls.

24. This winter was terrible and now all of the roads need a lot of work. University Ave. is probably the most visible road to citizens and visitors to our community and it looks and functions very poorly. The potholes from College St. to Rownd are almost undrivable and unsafe. Hwy 63 is also a gateway to our cities and is in terrible condition. We need to be a better manager of first (and second) impressions for our community. We can't grow our tax base to fix the roads if we can't attract or keep people here. Bad roads are indicative of a community that doesn't care...we aren't that type of community. We also need to beautify the roadways we have. Spray some weed killer on the grass medians; keep them mowed; plant some flowers. These are positive image makers for our residents and guests. Think of towns you have gone to with beautiful landscaping and well-kempt public access ways...They make you feel better. Utilitarian or crumbling areas have the opposite effect. Viking Rd. and Hwy. 58 also needs to be a focus. I am afraid that the city acted too fast to land a department store and didn't weigh the long-term ramifications of not being able to improve that intersection. How will we be able to move a 150,000 SF store when it is determined that an overpass is needed / warranted? More money. Our children will be paying for the sins of their fathers on that one.

25. 58 and Viking is a ticking time bomb, especially with added development in that area. University Ave is pathetic. Ridgeway from Kimball to Ansborough needs to be repaved and widened, not resurfaced. Kimball/Ridgeway intersection needs better light timing- can opposite lanes go at the same time

26. The surface condition on Logan Ave/Highway 63 (up & down) between Sycamore all the way to Donald Street is horrible!!! I wish I had another route home because I feel like I am going to damage my vehicle. University Avenue poor conditions from the corner of Falls (Hardee's corner) until you reach the University. I know we had

a bad winter but, I travel the above streets frequently and I am not satisfied with the band aid work that is done year round.

27. * Widen the roads on Ansborough Ave, they are so narrow. * University Ave is terrible. I can't think of anymore specifics now. Thanks for sending out this survey, I hope you get some good feedback.

28. Thoughts of a light rail system should be entertained. Possible starting project could be the a portion of the length of University Ave in the median. Downtown Waterloo to UNI would be help hundreds of people who work at and around UNI get to and from work. Ridgeway ave could be improved as a E/W arterial from Waterloo to Hudson Rd. More lanes, better surface and better traffic flow

29. University Ave condition is poor Areas of LaPorte Rd & San Marnan condition is poor Uncoordinated stoplights - esp. on University Ave Need MUCH longer turning lanes near Super Wal Mart/Blaines in CF

30. 1st street in CF should have one more lane added to each side. University Avenue and about every street in Waterloo is in TERRIBLE condition due to all the potholes.

31. I'm really concerned with University Ave. This is the main drag of our community and it is in horrible condition. I'm embarassed about how outsiders see the metro area based on that road alone. I wish that preference would be given to fixing it on the basis of recruiting new businesses and peopel to move to the area. The Cedar Valley is blossoming, but University Ave is far behind.

32. Ridgeway Ave., Waterloo. Improve route from downtown Cedar Falls to south Waterloo

33. 1. All of Ridgeway needs surface condition repaired (West HS to Prospect Blvd especially). 2. Put in sidewalk on Prospect Blvd. north of Ridgeway. It is the prettiest street in town and should be enjoyed by walkers safely walking on the sidewalk. Put a winding sidewalk in the center section...

34. Change how we look at transportation. Stop building what we know will not hold up. West Ridgeway from Kimball through the greenbelt needs work to accomodate bike traffic (too dangerous as is).

35. Kimbal and Ridgeway - turning lanes and improve surface. Mitchell Ave, improve siface. Ridgeway from Hammond to Kimbal, improve surface E. Donald Street, from Hwy 63 to county section, improve surface

36. Ridgeway from Ansborough to San Marnan needs to be improved. Wider and resurfaced. Need sidewalks for pedestrians and bike riders along this road.

37. Kimball Ave is congested and slow. More lanes needed from 6 corners to Ridgeway. Left turn lanes into St Ed's/Mitchell/St Ed's parking lot would help. Timing lights south of Ridgeway to make Kimball more free flowing may help. Pedestrian crossing on Ansborough and Olympic with sidewalk/trail along Olympic would be a benefit. Need ped crossings along Ansborough at other locations - Meadow Lane, Ridgemont? (Cedar Valley Church), and Devonshire. Need sidewalk along Rachael to Lou Henry.

38. POT HOLES ARE HORRIBLE ON WILLISTON AND HAMMOND. RIDGEWAY HAS POOR ROAD SURFACE BUT ALSO NEEDS TO BE WIDENED.

39. Rideway Ave from Ansborough to West High is too narrow and beat up for 4 lanes. A 3 lane road with one wide lane going each way and a center turn only lane would work well there, with turn signal lights at major intersections.

40. This winter was hard on the City streets. I drive Ridgeway often and it is in bad shape. Even if the surface was repaired, it is narrow for 4 lanes. I also drive Hammond regularaly and it is in rough shape. Many of the local streets need repair or overlays, but I realize this winter was a bad one for damage to street surfaces. I am not a fan of the speed humps that have been installed on Olympic or Ivanhoe. They may be effective in slowing the traffic, but they are also a real pain to manuever over.

41. Ridgeway Ave from Kimball to Ansborough needs to be widened and resurfaced. Hammond and Ridgeway intersection needs a stop light. Intersection of Hammond and San Marnan needs resurfacing. Winghaven from paved area to Teton is in desparate condition and needs to be paved. Not fit to drive on. The road plowing maintenance of our side streets was pathetic this winter. We should not have to drive in 8- 12 inch ruts on side streets.

42. I believe that W 9th Street from Hwy 218 to Ridgeway Avenue needs to be made wider and have better intersections. Along with resurfacing, it is a nightmare with ambulance traffic meeting you on that road.

43. Progress is being made to reconstruct and resurface many of the problem roads in Waterloo, including E 4th St and Ridgeway Ave being redone this summer. I think a major problem that most citizens have is with the huge potholes that are created each year. When the City goes to patch them, they don't do a very good job, as the asphalt just crumbles out of the potholes within a few days. Maybe they could use some sort of machine that actually compresses the asphalt and smoothes it out instead of just shoveling it into the hole, slapping it with the shovel, and then driving away. That way the patch can stay intact and provide a smoother driving surface.
44. Crossroads/Isle area needs an overall plan for traffic and access. South Cedar Falls needs a comprehensive look at traffic and roads before more development closes the door further. Highway 58 should be studied to see if the 3 signals can be eliminated. Add bikeways to neighborhoods that are not yet connected. Waterloo industrial area should be studied to see what is needed, with the continuing expansion of this area.
45. The area needs to consider viable (frequent, quick) intercity travel options. The one that first comes to mind is extend passenger rail service to Chicago from the current planned terminus in Dubuque to Waterloo. Additionally, planning should begin for a high speed passenger rail line from St Louis to IC, CR, Waterloo, Rochester and Minneapolis.
46. All intersections with Highway 58 in Cedar Falls seem dangerous. Too many crashes, dangerous for bikers and walkers, etc. Surface conditions (potholes) are bad everywhere this year!! As an avid biker and sometimes walker it is really difficult to cross some intersections, even when I seemingly have the right of way. Pushing the cross-walk buttons is futile as cars still turn right on red and almost mow you down. I have no solutions, short of putting railroad crossing gates that come down and prevent them from turning!!! I really don't think most motorists know that bikers have the same rights as they do. Maybe some type of PROMINANT article in the Courier would help. A friend of mine submitted a very good article to the Ames paper outlining the do's and don'ts of sharing the roads and trails.
47. There are many intersection where lanes disappear in a confusing and unexpected fashion. Examples are Ansborough Ave near Black Hawk Road, and Ansborough Ave south of San Marnan. Lanes are dropped from the left side and added to the right in a confusing manner. Improvements to always maintain existing traffic, and to always drop the lh lanes and full traffic to the rh lane could be made easily and cheaply. There are far too many protected LH turn traffic lights. This leads to very slow cycles, and a lot of wasted time and fuel at these intersections. Roads need to be planned in advance, and published. Zoning and access roads need to be considered, and development help to a master plan that is comprehensive and prepared in advance.
48. Metro penny tax for road repairs has been a blessing. Need better access to trail system from south Waterloo neighborhoods. Met Transit usage is a "Catch 22" --- poor ridership because of limited routes and accommodations, but hard to justify major improvements if ridership is low. Maybe high gas prices are the spur needed to increase usage and justify improvements.
49. Additional transportation services are badly needed. We have a huge number of people in Black Hawk County who need transportation assistance but cannot always afford it. Some "free or no cost" program aimed at low income persons should be developed.
50. Waterloo should be held accountable for the infrastructure to the northeast industry area, Dubuque road should be maintained to North Elk Run road and that road should be maintained by Waterloo. Waterloo city officials are big on adding business in the area, but they don't want to be responsible for the infrastructure costs for that improvement. The county gave it to Waterloo and then they gave it to the little communities around it. That is not fair, the majority of the traffic flow is due to the industry area.
51. Entrance/Exit from The Meadows addition in off Hudson Road needs work. Visibility to traffic heading south is difficult, especially in winter with snow piled high too close to the intersection. Downward slope on Erik Road heading east to Hudson Road intersection seems to build up enough ice that one may slide out into the oncoming traffic. The dogleg in Erik Road in the same area causes traffic problems with folks parking on street. Traffic entering the neighborhood always crosses the centerline of Erik trying to "drive the apex". Greenhill Village has a nice entrance that could work well in place of this dogleg. We need SPEED BUMPS on Erik Road heading down toward the Ironwood intersection and after as drivers drive or coast above the posted speed limit. Pheasant Lane has them and they seem to work. Build an intersection west of Prairie Lakes Church to enter the Meadows, so it is not a dead end neighborhood with a poorly designed entrance.
52. Road surface conditions are the worst I have seen them since I returned to the area in 2000. As they improve the roads I feel many could be widened and bike lanes put in. Also bus stop access could be improved.

53. Sidewalk/rec trail should be put in through UNI property to connect the area between the Dome parking lot to 22nd street. Union road between 18th street and Ulrich park would be greatly appreciated as many mountain bikers ride on the road with traffic exceeding 60mph regularly. Would like to see a survey on alternative transportation such as electric golf cars and electric scooters. What is the city's stance on NEV (neighborhood electric vehicles) usage? Many homes in CF have no side walk in front of their home. Forces walkers/runners and people with strollers to enter the street. Why is it allowed for some residents to not have sidewalks? Sidewalk between Prestige dricleaners and Fairway in CF should be completed. Sidewalk between residential area (CF fairway) should connect with downtown CF. Again, some sidewalks but not all properties have them. Why? The residents should be forced to provide these.
54. Highway 58 appears to be a death trap. It is a little concerning when one drives down the road and count over 15 white crosses in a 2 mile span. Safety should be looked at in this area.
55. At most intersections with a stop light in the area, traffic flow through the intersection would be less restricted if left turn arrows followed green lights, rather than preceding them. Giving the motorist the option to turn left during the green light when oncoming traffic permits, then giving a left turn arrow afterward to guarantee an opportunity to turn, maximizes everybody's opportunity to pass through the intersection quickly and safely. Of course, all light timing intervals should be driven by sensors so they can adjust for traffic volume.
56. The winter was certainly hard on the roads. Avoiding potholds has been a difficult challenge. :)
57. This is a loaded question based on where you live. I feel that the 2-way stop on 12th street in Cedar falls between Main and Hudson is a dangerous blind intersection due to the hill and should be made a 4-way stop. I would also like to see the bike trails and businesses work to make places more accessible to bike traffic including commuting.
58. ALL of the streets are in poor condition, thanks to this past winter. But most of the work seems to be happening on areas that don't need it. Let's get the roads fixed. Resurface them correctly and then worry about expanding and modifying things.
59. Create More Stop Options and destination options. Put more buses out. I live in Cedar Falls and go to school in Waterloo. The problem is that the bus only comes a few times a day to hawkeye and back to cedar Falls. Also riders should have the option of stopping where ever they need to stop. The bus could simply pull into the nearest neighborhood or street after the rider has pulled the stop cord.
60. Improve 63 on north end and have easier access to 20/380
61. The transportation system needs to start focusing on environmentally friendly everyday needs transportation; increase bus service, carpool lanes, moped and bike lanes.
62. A paved shoulder or bike path along Cedar Heights road in Cedar Falls would enable many John Deere employees to safely commute to work. Currently the options are undesirable for cyclists commuting from certain areas of Cedar Falls (option 1 - cross 4 major intersections (greenhill & 58, Viking Road & 58, and Ridgeway twice) to enter Gate 3, or travel by road - katowski or Cedar Heights).
63. Lets make this a community that when you drive into it, you noticed how nice thing look, the road is blended into the natural vegetation. Get rid of the mow all mentality.
64. I think that Viking Road should be extended west and curve north in to Union Road. This would provide a very nice connection from north east Cedar Falls to the Viking Road retail area. I think this extension is better than the Greenhill Road extension. The Greenhill Road Extension's north / south piece seems too close to Hudson Road with no possibility for a continued extension north. Other improvements can be done to the UNI campus to improve access to their facilities. If anything, Greenhill Road should be extended straight west with a possibility for a north / south road connecting UNI.
65. Very poor road quality W.9th St Waterloo. Not enough sidewalks. Too many blocks with only partial sidewalks.
66. This may not be the space for this comment but I see no other. On the following page I am asked how many vehicles are owned by people that live in my household. Is this a question of how many (Motorized) vehicles are owned? Or how many (motorized or non-motorized vehicles) are owned?
67. The \$30 I put down for the first category in the above question is mostly for Hwy 27 interchanges. Work towards not adding more miles of city streets to maintain and instead use transportation dollars as much as possible to improve the inner city and older neighborhoods.

68. Hammond and W. 9th street surface is an embarrassment to this community. Waterloo seems more concerned putting money in side streets and not into the local streets that carry the most traffic. On road bicycle lanes on local streets make some sense. However, they should not be included on streets where traffic is high, causing conflicts between bicycles and automobiles.

69. 22nd & Walnut Cedar Falls

70. get the pot holes filled and the roads would be better.

71. Take Avenue of the Saints through Waterloo overhead and fix highway 63 so that it goes north through town efficiently. The intersection of Hammond and San Marnan needs to be reconstructed. We need Shaulis to connect to the west from Hwy 21 to Hwy 63. We Greenhill to connect to the west side of the Dome for better access. Thanks for all your work to make our community a better place that is poised to grow...

72. I think Fould Rd which is owned by Black Hawk County should be paved and should have railroad cross bars. The intersection of Shaulis and Cedar Terrace should also have cross bars. These are two very dangerous crossing especially when someone died last year. There was talk of putting the railroad cross bars up, but that never happened. I was very glad to take this survey. I am hoping you will listen to the general public who travel these roads on a daily basis.

73. Old Hwy 20 across the whole county needs to be improved and maintained. Hwy 297 between Gilbertville and Raymond needs to be improved and maintained.

74. Iowa DOT is doing a very poor job of maintaining Highway 63, particularly north of Franklin. They will need to at least resurface the highway, in order for it to last until reconstruction begins.

75. I think that our public transit system should be given a high priority. It is lacking in hours of operation and areas of service. If a person is employed at Tyson's, Furgesons, Omega or Bertch Cabinets, the Casino, and MANY other areas.....they have to have a vehicle or depend on someone else. Better transportation opens the door to better opportunities for the people who need those opportunities. Wake up people.....it's not rocket science. Public transportations allows people to get "on the road" to becoming self-sufficient.

76. Better air transportation service is needed, including more flights and cheaper prices. They claim that the prices are comparable to flying out of other nearby airport, but this is not true. I have always found it to be cheaper to fly elsewhere, even factoring in additional drive time. On road bike accommodations should only be considered if off road accommodations are not feasible or not needed. If you have a on road bike accommodation only, you are not providing a safe environment for the walking pedestrians. Roundabouts are a very effective and efficient intersection design that has been used for decades elsewhere, and needs to be more widely implemented here.

77. It's tough because all of the topics are important but I do believe that as fuel cost increases public transit does need to become more of a priority. The trail system is wonderful but we have to be careful not to overdue it there to the detriment of other areas. There also needs to be move to provide public transit to the north east industrial area of Waterloo (Tysons).

78. Highway 63 south from near highway 20 through Hudson needs significant improvement to widen and eliminate the frost heaves and seam discontinuities. This is a serious maintenance issue compared to other roadways.

79. Good questions. The Waterloo/Cedar Falls area could benefit from some logistical improvements to the roadways. Signage should be improved entering the area on Hwy 20 from the West.

80. Many of the roads need repair due to the amount of pot holes. I see a lot of times people out just filling the holes and an hour later it is laying all over the road and none of it is left in the hole. What a waste. I would like to see roads being more watched by police as many people drive at high speeds putting other individuals at risk.

81. 55 MPH Speed limits on Hwy 63 Between Donald St. and the cemetery are a bit too high.. (45 maybe..)

82. Too much urban sprawl. We need to better redevelop older inner city areas eliminating the need for expanding our pavement webs. The number of issues between transportation planning, city planning, land use issues and zoning creates a somewhat disjointed system. good luck.

83. Overall, transportation system is dreadful. Stop lights are the apparent solution to every problem. Planning has been terrible. There should be a target travel time goal between key destinations - traffic design should serve this goal. I don't travel to Waterloo unless absolutely necessary to avoid the migraine headache. The CV's

transportation systems are mostly ugly, require much to improve aesthetics and overall driving experience. Expect the decent trail system, practical bicycling is a dangerous option.

84.MET will be receiving bicycle racks for their buses -- this should be continued and advertised.More should be done to market the trails to youth and to incorporate into afterschool programs. Are there bicycle lending opportunities? Bike, ride and park -- the system that some colleges use. Is this viable?What could be done to promote health and fitness using city sidewalks as walk paths? Cheap and inexpensive.Traffic lights need to be synchronized in the entire metro area.Better and more consistent signage on local streets, such as Grout Museum, schools, stadiums.Is someone working on landscaping plan for downtown streets? We need this!La Porte Road needs to be "adopted" by someone to re-landscape. Didn't Jr. League to this years ago? Greenhill Road in Waterloo is an excellent example of good design and landscaping!More effort needs to be directed to consistent litter pick up along city streets.

85. Areas around shopping centers are a mess. I realize these are difficult and expensive to fix, but I am concerned people from out of town will avoid the areas to the detriment of our retailers. Serious planning should be done.

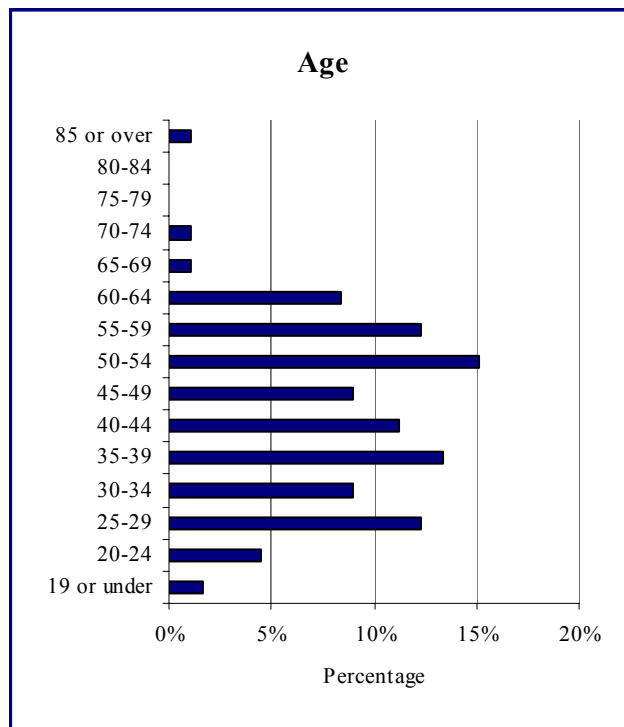
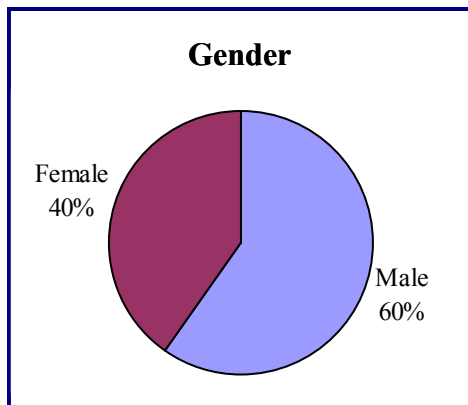
86. Us 63 (Logan Ave) is in deplorable shape.

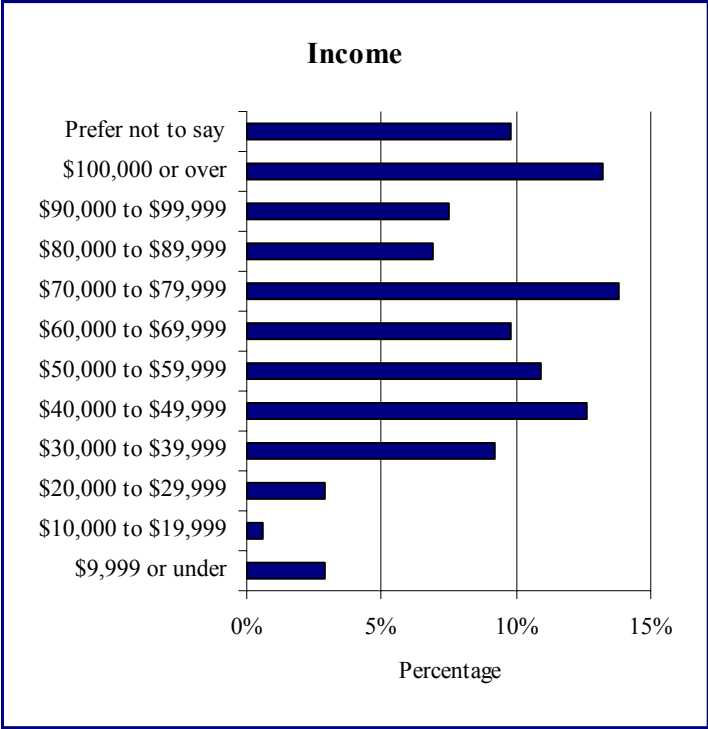
87. Differentiate the Cedar Valley with walkable and bike friendly streets. This requires major zoning changes as well in order to have more livable communities. The vehicle has long dominated the discussion at the expense of general quality of life of the residents. I applaud INRCOG for thinking differently.

88. When will the Janesville Area 218 be at grade separation?

89. Potholes!!! Signage!! Trails!

Demographics





	Live	Work
Cedar Falls	32%	28%
Elk Run Heights	1%	0
Evansdale	1%	0
Gilbertville	3%	2%
Hudson	1%	1%
Raymond	3%	0
Waterloo	46%	52%
Unincorporated Black Hawk County	4%	2%
Dunkerton	1%	2%
Janesville	1%	3%
La Porte City	2%	2%
Outside of Black Hawk County	7%	3%
I work at home		5%

	1	2	3	4	5	6
Number of people in household	16%	44%	10%	20%	7%	3%
Number of vehicles in household	15%	51%	26%	6%	2%	1%