

Appendices



APPENDIX I – RTA COMMITTEES

Policy Board

Linda Laylin, Black Hawk County	Dave Beenblossom, City of Janesville
Duane Hildebrandt, Bremer County	David Neil, City of La Porte City
Gary Gissel, Buchanan County	Bobby Schwickerath, City of New Hampton
Greg Barnett, Butler County	Perry Bernard, City of Parkersburg
Steve Geerts, Chickasaw County	Larry Young, City of Shell Rock
Mark Schildroth, Grundy County	Adam Hoffman, City of Waverly
Rod Diercks, City of Denver	Kevin Blanshan, INRCOG (non-voting)
Mike Soppe, City of Dike	Zac Bitting, Iowa DOT (non-voting)
Mike Harter, City of Fairbank	Darla Hugaboom, FHWA Iowa Division (non-voting)
Alan Kiewiet, City of Grundy Center	Eva Steinman, FTA Region 7 (non-voting)
Bonita Davis, City of Independence	

Technical Committee

Ryan Brennan, Black Hawk County	Christine Murley, City of Janesville
Cathy Nicholas, Black Hawk County	Jane Whittlesey, City of La Porte City
Landon Moore, Bremer County	John Ott, City of Nashua
Brian Keierleber, Buchanan County	Chris Luhning, City of Parkersburg
John Riherd, Butler County	Mike Tellinghuisen, City of Shell Rock
Dusten Rolando, Chickasaw County	Mike Cherry, City of Waverly
Gary Mauer, Chickasaw County	Ben Kvigne, Regional Transit Commission
Larry Farley, City of Denver	Krista Billhorn, Iowa DOT
Sheila Steffen, City of Dunkerton	Kevin Blanshan, INRCOG
Dan Bangasser, City of Grundy Center	Kyle Durant, INRCOG
Lisa Baych, City of Hazleton	Codie Leseman, INRCOG
Al Roder, City of Independence	

TAP Committee

Ryan Brennan, Black Hawk County	Kristy Sawyer, City of Grundy Center
Cathy Nicholas, Black Hawk County	Jane Whittlesey, City of La Porte City
Landon Moore, Bremer County	Karen Clemens, City of New Hampton
Brian Keierleber, Buchanan County	Chris Luhning, City of Parkersburg
John Riherd, Butler County	Julie Wilkerson, City of Reinbeck
Dusten Rolando, Chickasaw County	Lisa Oberbroeckling, City of Sumner
Gary Mauer, Grundy County	Garret Riordan, City of Waverly
Mike Hendrickson, Black Hawk County Conservation	Jeff Kolb, Butler/Grundy County Development
Cherrie Northrup, Black Hawk County Conservation	Megan Baltes, New Hampton Economic Development
Andrew Hockenson, Bremer County Conservation	Candy Streed, Silos & Smokestacks
Dan Cohen, Buchanan County Conservation	Lind Laylin, Cedar Valley Growth Fund
Mike Miner, Butler County Conservation	Krista Billhorn, Iowa DOT
Brian Moore, Chickasaw County Conservation	Kevin Blanshan, INRCOG
Kevin Williams, Grundy County Conservation	Kyle Durant, INRCOG
Glenda Miller, City of Allison	Codie Leseman, INRCOG
Brittany Fuller, City of Fairbank	

Transit Advisory Committee

Lorie Glover, Black Hawk County Emergency Management	Janna Diehl, NEI3A
Lisa Sesterhenn, Black Hawk County Health Department	Valerie Schwager, North Star Community Services
Jan Heidemann, Bremer County CPC	Susan Backes, Pillars
Jennifer Becker, Butler County Public Health	Becky Schmitz, The Arc of Cedar Valley
Sheila Baird, Cedar Valley United Way	John Lord, The Larrabee Center
Sheila Kobliska, Chickasaw County CPC	Jose Luis San Miguel, University of Northern Iowa
Kaye Englin, Community Foundation of Northeast Iowa	James Hoelscher, University of Northern Iowa
Kerri White, Comprehensive Systems Inc.	Rick Newlon, UnityPoint Health
Mike Regan, Country View	Amber Hunt, West Village Center
Velda Phillips, Friendship Village Retirement Community	Amy Landers, Women's Center for Change
Steve Tisue, Goodwill Industries of Northeast Iowa	Liz Williams, Butler County
Todd Rickert, Grundy County CPC	Julie Wilkerson, City of Reinbeck
Dusky Steele, House of Hope	Aric Schroeder, City of Waterloo
Debra Hodges-Harmon, IowaWORKS	Pat Harper, Public
Megan Jensen, IowaWORKS	Long Kammeyer, Public
Kyle Clabby-Kane, IowaWORKS	Jeremy Johnson-Miller, Iowa DOT
Cheri Dargan, League of Women Voters of Black Hawk-Bremer Co.	Krista Billhorn, Iowa DOT
David Sturch, MET Transit	Kyle Durant, INRCOG
Martin Wissenberg, My Riders Club	Codie Leseman, INRCOG

APPENDIX II – ACRONYMS

3-C	Continuing, Cooperative, and Comprehensive
5-E's	Engineering, Education, Enforcement, Encouragement, and Evaluation
AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	American's with Disabilities Act
AIP	Airport Improvement Program
ARRA	American Recovery Reinvestment Act
AT	Automated Transportation
CAT	Community Attraction and Tourism
CAV	Connected and Automated Vehicles
CE	Categorical Exclusion
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Improvement
CVNT	Cedar Valley Nature Trail
CWA	Clean Water Act
DEMO	Demonstration Funding
DMS	Dynamic Message Sign
DOT	Department of Transportation
DNR	Department of Natural Resources
EA	Environmental Assessment
EIS	Environmental Impact Statement
EMA	Emergency Management Agency
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation
FBO	Fixed Base Operator
FEMA	Federal Emergency Management Agency
FFC	Federal Functional Classification
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FM	Farm to Market
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FTYROW	Failure to Yield the Right of Way
FY	Fiscal Year
GDL	Graduated Driver's License
GTSB	Governor's Traffic Safety Bureau
HMP	Hazard Mitigation Plan
HSIP	Highway Safety Improvement Program
ICAAP	Iowa Clean Air Attainment Program
ICAT	Iowa Crash Analysis Tool
ICE	Infrastructure Condition Evaluation
ICE-OPS	Infrastructure Condition Evaluation – Operations
ICS	Incident Command System
INRCOG	Iowa Northland Regional Council of Governments
InTrans	Institute for Transportation
IRI	International Roughness Index
ISTEA	Intermodal Surface Transportation Efficiency Act
iTRAM	Iowa Travel Analysis Model
ITS	Intelligent Transportation System
LOST	Local Option Sales Tax
LOTTR	Level of Travel Time Reliability
LPI	Leading Pedestrian Interval
LRSP	Local Road Safety Plan

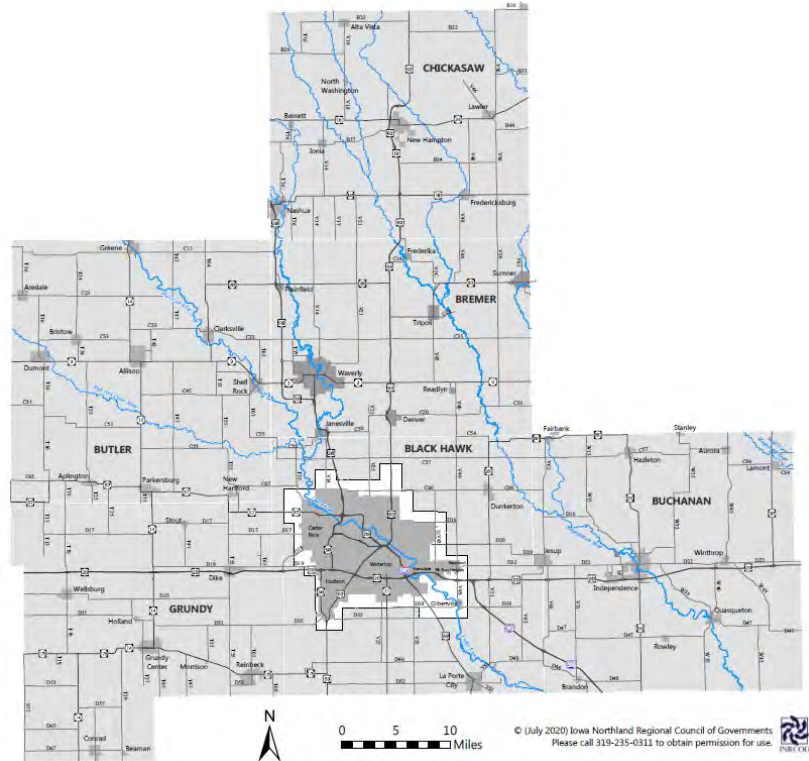
L RTP	Long-Range Transportation Plan
LTAP	Local Technical Assistance Program
MAP-21	Moving Ahead for Progress in the 21 st Century
MCO	Managed Care Organization
MET	Metropolitan Transit Authority
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NEPA	National Environmental Policy Act
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
NPDES	National Pollutant Discharge Elimination System
NRF	National Response Framework
NTSB	National Transportation Safety Board
PCI	Pavement Condition Index
PEL	Planning and Environmental Linkage
PHB	Pedestrian Hybrid Beacon
PPP	Public Participation Plan
PRF	Primary Road Fund
PTP	Passenger Transportation Plan
REAP	Resource Enhancement and Protection
RISE	Revitalize Iowa's Sound Economy
RPA	Regional Planning Affiliation
RTA	Regional Transportation Authority
RTC	Regional Transit Commission
RUTF	Road Use Tax Fund
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
SICL	Safety Improvement Candidate Location
SPR	State Planning and Research
SRTS	Safe Routes to School
STA	State Transit Assistance
STBG	Surface Transportation Block Grant
SUDAS	Statewide Urban Design and Specifications
SWCD	Soil and Water Conservation District
TAC	Transit Advisory Committee
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TEA-21	Transportation Equity Act for the 21 st Century
TEAP	Traffic Engineering Assistance Program
TIFF	Tax Increment Finance Funding
TIP	Transportation Improvement Program
TMC	Traffic Management Center
TPWP	Transportation Planning Work Program
TSIP	Traffic Safety Improvement Program
TSMO	Transportation System Management and Operations
TTTR	Truck Travel Time Reliability
TWLTL	Two-Way Left-Turn Lane
ULB	Useful Life Benchmark
USBR	United States Bike Route
VCAP	Value, Condition, and Performance
VMT	Vehicle Miles Traveled
WMA	Watershed Management Authority

APPENDIX III – PUBLIC INPUT SURVEY REPORT

This document presents the results of the Public Input Survey that was conducted as part of the 2045 Long-Range Transportation Plan for the Iowa Northland Regional Transportation Authority (RTA). The RTA includes Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties, excluding the Waterloo-Cedar Falls metropolitan area.

The purpose of this survey was to help identify transportation challenges and needs in the RTA six-county region. The survey was created and administered by INRCOG staff on behalf of the RTA.

A mailing list of 1,000 households in the region (outside of the Black Hawk County MPO area) was purchased through the mailing list consultant LeadsPlease. The geography was selected manually using Bremer, Buchanan, Butler, Chickasaw, and Grundy County boundaries, and ZIP codes 50651 and 50626 to capture residents in La Porte City, Dunkerton, and rural Black Hawk County outside of the MPO area. According to U.S. Census Bureau 2018 American Community Survey Five-year Estimates, there are 36,258 households in the region. The LeadsPlease database had 37,581 total available leads. The list of names and addresses was randomly generated.

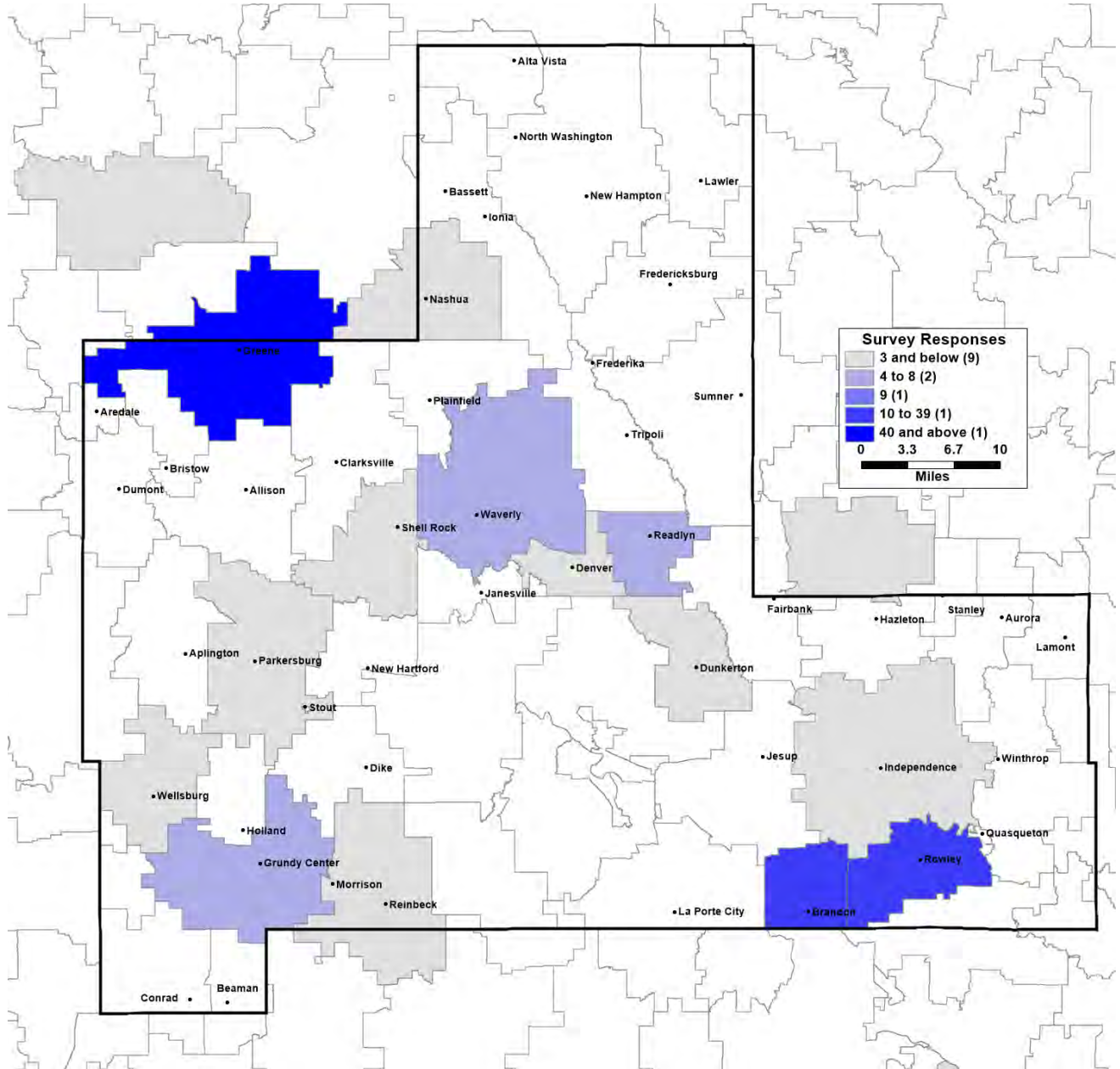


The survey was administered through the mail. The survey packet included a cover letter, survey form, and prepaid postage return envelope. On the back of the survey form was a map of the six-county Iowa Northland Region. In an effort to increase response rates, an online version of the survey was made available through www.surveymonkey.com. A link to the survey was provided in the cover letter. A copy of the survey packet can be found at the end of this report. The survey was open from September 10, 2020 to September 30, 2020. The survey consisted of five transportation questions with several opportunities for written comments, and three demographic questions.

A total of 1,000 surveys were mailed to residents in the region; 118 surveys were returned, resulting in a 11.8 percent response rate. Results are reliable to within +/- 9.01 percent at a 95 percent confidence level or +/- 7.56 percent at a 90 percent confidence level.

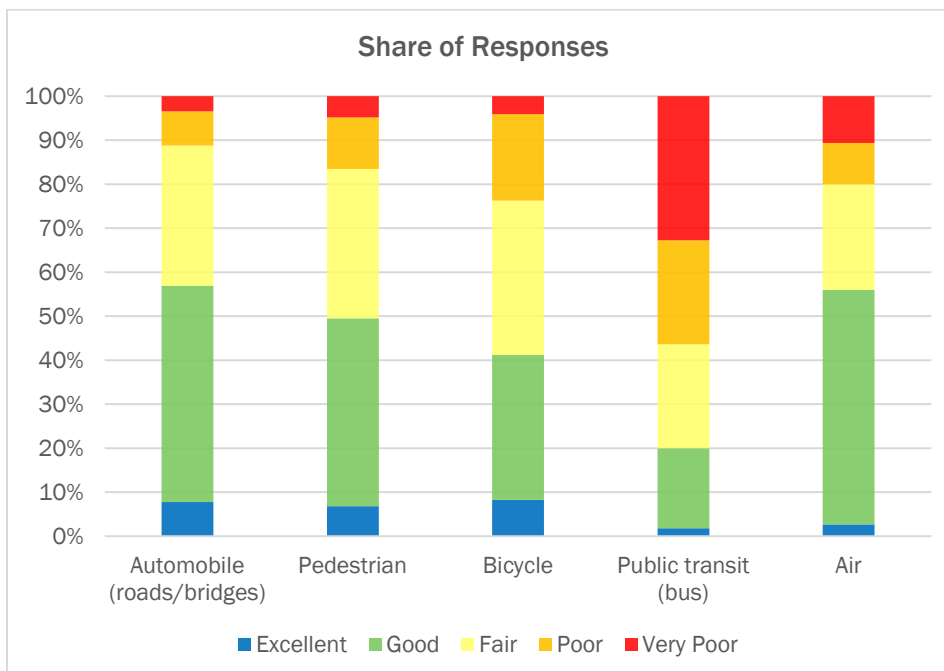
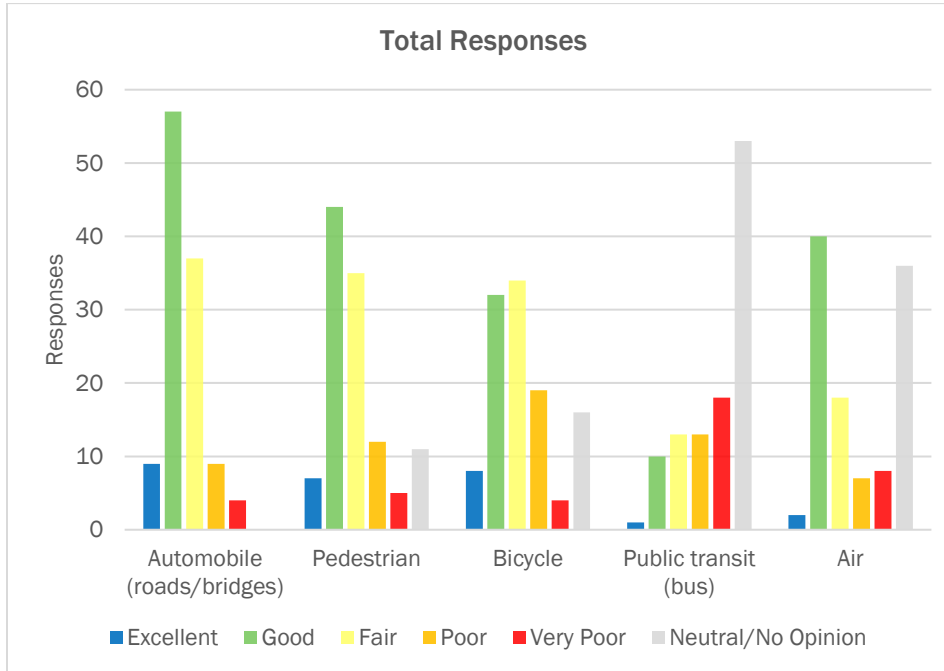
This document details the results for each question and a listing of written comments. All written comments were included in this report with the exception of comments such as “N/A” or “I do not know”.

Completed Surveys by Home ZIP Code



1. How would you rate the infrastructure for the following transportation modes?

- Answered: 117
- Skipped: 1
- Total responses: 562



OF ALL SURVEY
RESPONDENTS...

55.9

Rated roads &
bridges as
Excellent or Good

43.2%

Rated pedestrian
infrastructure as
Excellent or Good

33.9%

Rated bicycle
infrastructure as
Excellent or Good

OF THE
RESPONSES...

56.4%

Rated public
transit (bus) as
Poor or Very Poor

56.0%

Rated air as
Excellent or Good

Additional Comments:

- Answered: 23
- Skipped: 95

Road & Bridge Maintenance (4)

- I think most of our state roads get repaired in a timely fashion with exception of Hwy 63.
- Several bridges in our area have been replaced in the last 3-4 years, so as much improved!
- Some bridges are 100 years old! Need replaced.
- The roads in Buchanan County are good; however, the streets in Brandon are poor.

Bicycle & Pedestrian Infrastructure (11)

- Bicycle – County has share the road signs on blacktops with no shoulders – very dangerous
- Bicycle users should use bike trails instead of busy roads
- I do not bike any longer – but I believe that bikers should stay on the many trails that we tax payers have paid for!
- I live in small town, sidewalks are not good for walking or bicycling.
- Need more bikes/pedestrian paths outside of Waterloo/Cedar Falls.
- Our sidewalks are in terrible shape & our trails have limited access
- Pedestrian safety risks everywhere
- Sidewalks can be sporadic forcing use of road.
- Small town cities also need to improve pedestrian and bike access.
- Unless you have access to a bike trail, bicycle transportation is getting to be more dangerous
- We live in the country. When I am in town, I feel like bicycles need not be on the highway, main streets.

Public Transit (Bus) (9)

- Don't have public transit
- I've never taken a bus around the area
- Little to no bus service here.
- I live in a small town – so no bus service or bicycle trails
- Living in a rural area, there is little access for public transportation.
- No public transit in my town or nearby
- Public transit – none
- We have no bus or air in our area.
- We have no kind of public transportation available in small town America.

Air Service (2)

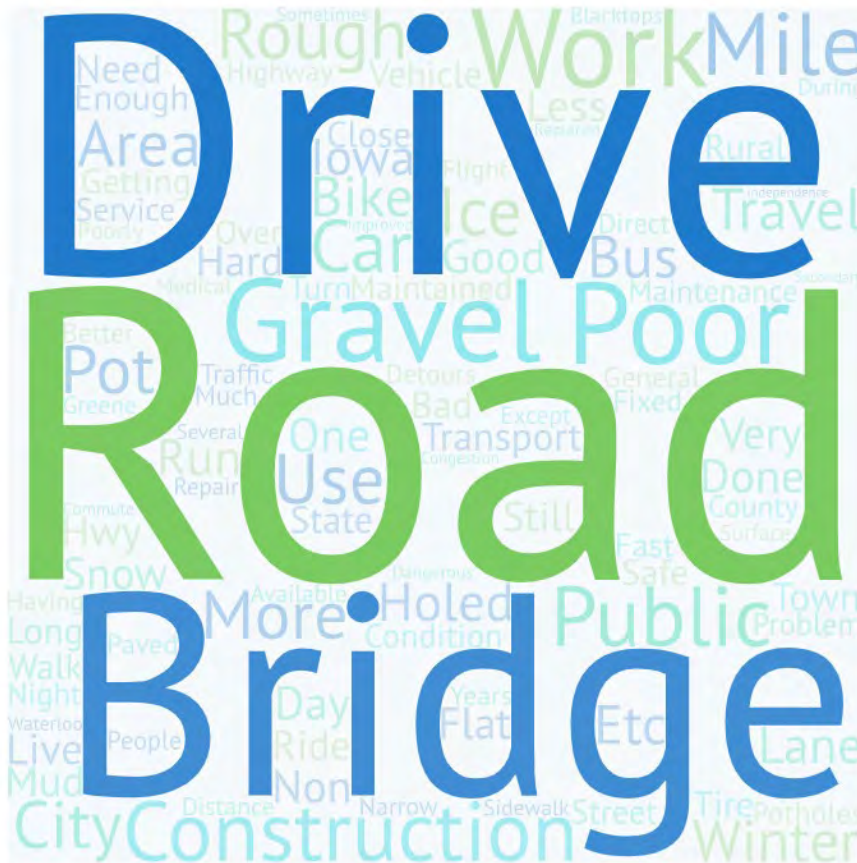
- Waterloo airport needs more than 2 flights to Chicago daily.
- Waterloo airport is good, only flown in or out once.

Other (1)

- Railroads/Interurban/Public – ABSOLUTELY TERRIBLE!

2. What is the number one transportation problem in your life?

- Answered: 89
- Skipped: 29



Road & Bridge Maintenance (34)

- Bridges
- Bumpy roads
- County gravel roads poorly maintained turn to mud after rain in winter leave 4"-6" of snow on roads to turn to slush or ice
- Crappy gravel roads why can't we seal coat some of the more traveled ones. Like Wisconsin does. Or at least better maintenance.
- Embargo bridges.
- Gravel road
- Gravel roads. Generally well maintained by Buchanan Co. Road Dept – but sometimes they are overwhelmed.
- Hard surface gravel roads like MN.
- HWY 3 should be resurfaced like was done on HWY 14. Some of 13 was done, but it needs to be finished. The bridge on C13 in Greene over the Dry Run needs to be fixed.

**OF ALL SURVEY
RESPONDENTS...**

28.8%

**Commented on
road & bridge
maintenance**

9.3%

Reported a safety issue (road, railroad crossing, bike & ped)

7.6%

Indicated there is no public transportation in their area

5.9%

**Commented on
bicycle &
pedestrian
infrastructure**

4.2%

Mentioned the ability to drive and/or access to medical appointments

- I have a 50 mile, each way, commute to work in Waterloo. While county roads and state highways are generally in good condition, more work could be done on bridges and access, particularly on non paved roads.
- I have to drive on gravel 3-4 miles to get to paved roads. Worst problems are winter DRIFTING and pot-holed ruts.
- In our area roads & bridges are being repaired quite often
- Large impassable mud holes in spring
- Maintaining road in country
- Maintenance of roads after/during winter events (ice or snow)
- Not a problem, but a challenge - live on a gravel road; majority of my travel is on county hard surface roads - some travel on state highways and/or interstate roads. All are different surface finishes & maintained differently to varying degrees, county by county.
- Poor bridge conditions, potholes in streets
- Poor roads – Gravel roads that are not properly maintained in winter.
- Poor roads & bridges
- Poorly maintained roads
- Pot holes
- Potholes, snow and ice on city streets
- Road work and rough roads.
- Roads and bridges. State Highway 150 from Independence to Vinton.
- Roads closed – at least they are fixing roads.
- Roads that are in less than fair to poor conditions. Potholes, rough roads
- Roads with pot holes or bad pavement that make for a rough ride and do damage to tires and vehicles.
- Rough roads
- Rough roads & bridges. Potholes
- Rough roads, I travel 300+ miles/day in the eastern 1/3 of Iowa and roads in general are in bad shape. Concrete seems to be worse than blacktops.
- Rough secondary roads
- Rural gravel roads get sloppy fast when wet poor snow removal
- Several bridges in our area have been replaced in the last 3-4 years, so are much improved!
- Winter driving. Plows not keeping roads cleaned, delay in getting road plowed. Primary and secondary roads.

Road & Bridge Construction (5)

- Construction
- Construction detours
- Delays for road construction. Detours for bridge construction.
- Road construction
- Road construction and detours

Public Transit (Bus) (10)

- Being in rural Iowa, we basically have no public transportation.
- Distance to my Hospital 35 miles. I can still drive but when my health is poor the 35 miles is difficult. Possibly could use a transfer van service.
- I am blind – not enough drivers to transport people like me. Not reasonable in costs with what we have available. Uber – private companies.
- Lack of public transportation

- No bus or taxi available to get to doctor, grocery store, etc. We are a town of mostly old people and there is little help for us except for friends who can still drive and that is getting less and less too.
- No bus service. I would like to have bus service available for trips to Iowa City, for example – I do not drive long distances
- No public transit
- Public transport, need for non-auto transportation
- There is no system in Greene Iowa 50636-9430. No public trans system.
- We do not have public transportation in our area.

Safety (11)

- Bicycles on public roads. They won't stay in lanes and have a tendency to act as though I'm at their mercy
- Bikes on county blacktops
- Failure of drivers to obey rules, esp. stop signs
- Inattentive drivers on narrow roadways
- I think our area has done a good job with the exception of Hwy 63. Widening of the roadways with shoulder improvements have made roads much safer.
- Many of the roads are very narrow and have no shoulder to pull over in case of a flat tire or car problems. I think the snowmobile routes are dangerous at night. It looks like a car is coming. Very confusing!
- Railroad crossings
- SPEED! State Senator wants to raise interstate limit. Speed KILLS. Even on local roads they go too fast and at night will not dim their lights.
- The amount of traffic on Highway 150 and how dangerous the surface of the road is.
- Safe intersections
- The gravels can be dangerous – Tall corn too close to intersections blocking view.

Bicycle & Pedestrian Infrastructure (7)

- I'm currently handicapped recovering from knee replacement, can't drive and use a scooter. The scooter can only use curbs that are flat. Sometimes I have to back up until I can find a flat one or use the street if the sidewalk ends.
- Living in rural Iowa, day to day work commute is very easy. Would appreciate better safe walking pathways to connect community. (Grundy Center)
- More bike/pedestrian paths outside of WCF – it's hard for me to not run on blacktops to get high mileage runs in.
- Not having enough bike paths to ride on. I would rather not ride my bike on the road.
- Safe sidewalks to walk on that are in good repair
- Terrible sidewalk conditions, no infrastructure for bikes
- Few walking trails in all areas of Independence. Liberty/Trotter Trail is the exception.

Access to Medical/Ability to Drive (5)

- As long as my health allows me to drive I am fine. If I can't drive, getting to medical and other facilities would be a problem. I have no relatives close enough to call upon.
- Getting to Mason City for medical
- I am an elderly woman living in a very small town! – 1000 people. I still drive around town & to appointments out of town.
- If I was single it would be travel to and from surgery.
- My doctor told me not to drive anymore. As long as my husband can drive, I'm okay

Air Service (4)

- Air transportation to more cities – even offering more in the summer would be helpful for visitors & vacations
- Distance to a major airport
- Few direct flights to East & West Coast. Allegiant is the only airline offering a direct flight to Sanford/Orlando Florida. No direct flights to NE coast (Maine).
- Having to drive 85 miles to an airport that has a non-stop ability to travel to DFW

Vehicle Maintenance (3)

- Driving on roads in poor condition. It is hard on the car.
- Pot holes & poor roads causing suspension wear & tear
- Rust = the use of winter deicers are rotting my vehicles

Freight/Farm Equipment (3)

- Old bridges – too narrow for modern machinery!
- Rural bridges for marketing crops
- The number of trucks on 2 lane highways.

Congestion/Capacity (3)

- Congestion of traffic during work hours
- Not enough lanes for travel
- Traffic congestion

Other (10)

- 3 lane conversions from 4 lane
- Commutes between Cedar Rapids, Iowa City, IA
- Driving to Waterloo or Mason City
- Finding High Current Charging for my ALL ELECTRIC VEHICLES
- Getting older
- Having enough money (that I worked for & did not receive) to own my own car & go to most of my doctor's appointments by myself etc. - I haven't been able to work for several years etc. which wouldn't amount to a hill of beans.
- If you can't drive a car the problem isn't good
- Night driving
- Single home with one vehicle
- We live on a dead end road

- Answered: 99
- Skipped: 19

[illegible]

- Automobile roads in good repair
- Bridges need to be repaired
- Bridge & road repair – funds as well as workers to do the job
- Bridge repair, replacement
- Bridges
- Bridges and roads
- Continue to upgrade surfaces & fill potholes and rough areas. Hard surface gravel/rural roads like MN
- Continued maintenance & repair of roads.
- Cost of maintaining roads & bridges
- Cost of maintaining rural roads with less gas usage, heavier weight and lower population
- Crumbling infrastructure
- Crumbling roads, unsafe bridges

43.2%

11.9%

9.3%

Mentioned the ability to drive and/or access to medical appointments

5.9%

**Indicated
challenges with
freight, semi
traffic, or farm
equipment**

- Failing infrastructure and bridges and tax payer burden
- Finding the funds to replace bridges and roads.
- Gravel road
- I think maintaining what we have will be our biggest challenge.
- I think ice and snow is a constant problem that we will face. All areas should use new technologies in managing them as they become available. If there were way to stop snow from blowing over road ways, we should do that. Would trees, bushes or long grass work?
- Improving infrastructure – ability to pay for it without raising taxes
- Infrastructure
- Infrastructure improvements
- Just keeping the roads that we have now up to date. Not adding any more roads. Also the bridges need up dating!!
- Keeping our roads & bridges in good shape with an increased travel in the future
- Keeping roads up.
- Keeping the roads we have in good shape
- Keeping up with replacing infrastructure – particularly aging bridges and road repair.
- Keeping up with road deterioration & damage
- Maintaining bridges & roads
- Maintaining current roads
- Maintaining decent roads
- Maintaining gravel roads
- Maintaining roads so they are not full of holes and bumps.
- Maintaining rural roads
- Maintaining rural roads & bridges
- More vehicles out on the highways making roads that are heavily traveled deteriorate more quickly
- Poor roads
- Poor, town streets (small towns)
- Repair on roadways, destroying highways
- Replace & maintain roads & interstates.
- Replace bridges and repairing roads for trucks.
- Road maintenance as our population keeps growing & the number of cars on roads increases.
- Road surfaces
- Road surfaces – bridges better surfaced
- Roads & bridges that need repair
- Roads and bridges. State Highway 150 from Independence to Vinton.
- Rust – bridges made of steel, rusting out
- Keeping roads repaired
- To improve and maintain these better (roads)
- Upkeep of existing roads in Buchanan County.
- Upkeep of highways, bridges, and urban streets.
- Upkeep of secondary roads & bridges
- Weather damage to roads & bridges – extremes of frost & heat will do damages.

Public Transit (Bus and Rail) (14)

- Affordable para-transit
- Get some public trans system (if need be) in Butler County (if there is any population left here!) in Greene Iowa or Northern Butler Co. All of Butler Co. [if (its still here)]
- Highspeed rail to bigger cities
- Larger concern is for public transportation for the poor and elderly, access to essential services. As more and more healthcare and support service move to regional centers in larger cities, its difficult for in need to travel – i.e. the closest social security offices to where I live are either in Mason City or Waterloo – a 40-50 mile drive. Many health care services are similar.
- Mass transit – we need cars etc. with less pollution & gets more miles/gallon. Get more people to use mass transportation.
- No bus or taxi available to get to doctor, grocery store, etc. We are a town of mostly old people and there is little help for us except for friends who can still drive and that is getting less and less too.
- NO public accessible transportation as the population ages!
- Public transit
- Public transit
- Public transportation
- Public transportation
- Public transportation for elders
- Small towns being connected to bigger towns for shopping, appts., etc.
- Transportation for elderly and disabled as rural population ages and their needs are not available in their small communities

Access to Medical/Ability to Drive (11)

- As one ages, getting to appointments and stores for personal needs.
- Distance to my hospital. I can still drive but when my health is poor the 35 miles is difficult. I would be forced to move to a location closer to Primary Care as the challenge of driving will be more difficult.
- Eye sight, other physical challenges
- For small town elderly ones transportation challenge is getting to out-of-town appointments when you should no longer drive. In our town there is a local woman who is willing to drive people to appointments after family members help.
- Getting to a bigger town for purchases, dr. appointments
- Getting to doctor appointments
- Getting to Dr. appointments
- Getting to Mason City for medical
- If I can't drive anymore – getting transportation when living in the country
- Not sure but could be ability to drive personal vehicles
- Our aging population needing transportation to appointments

Freight/Semi Traffic/Farm Equipment (7)

- Big truck traffic
- Large & heavy loads
- No R.R.
- Oversized trucks
- Road conditions to support all the semi-traffic
- The number of trucks on 2 lane highways
- There are more larger vehicles and many roads have potholes & no shoulders

Technology (6)

- Accommodating less dependence on fossil fuels – infrastructure that supports electric or other alt fuels in cars & public transportation
- Banning Fossil Fueled VEHICLES from public roads. Electric Recharging Infrastructure. Planning for PAVS (Personal Air Vehicles - People carrying QUADROTORS). In less than 70 years we will need sub-orbital and orbital launch facilities for PSCS (personal space craft!)
- Electric charging stations, self-driving cars
- Needing electric charging stations. We need more green cars on the road to save the environment.
- Replacing gas powered vehicles with electric cars.
- Staying current with technology and auto driving

Bicycle & Pedestrian Infrastructure (5)

- Bike trails are needed for the safety of our cyclists. We have to drive to the bike trails – should be available in all towns.
- Bike transportation
- Providing additional bike routes in rural areas
- Providing trails for walking & biking
- Will need more bike paths/lanes

Congestion (5)

- Adequate lanes on highways
- Congestion
- Continued congestion due to additional population
- Highway congestion
- Over crowded

Safety (2)

- Make roads safe and comfortable for vehicles. We have spent enough money on recreational uses and are forgetting the majority of the tax dollars come from vehicles and gas taxes.
- Safe intersections

Air Service (2)

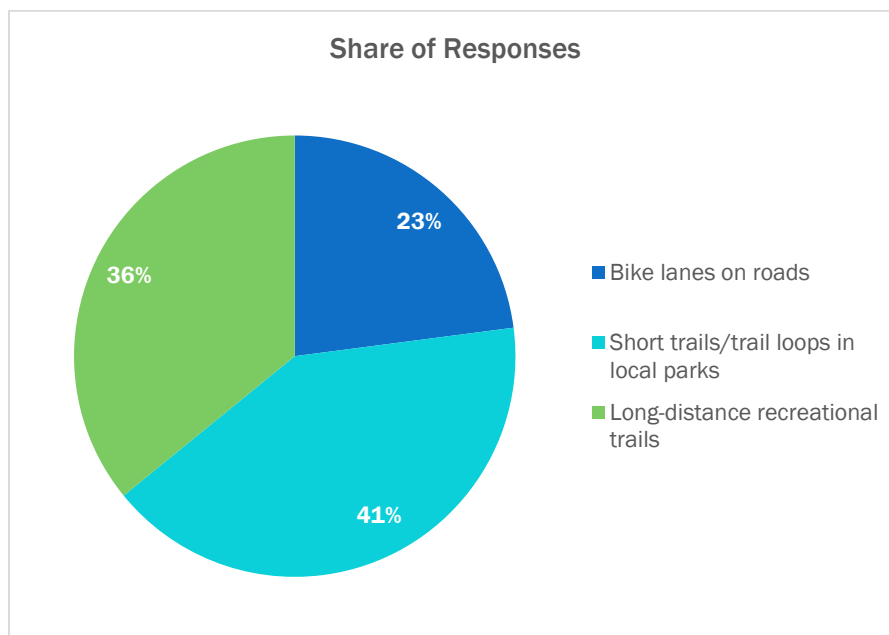
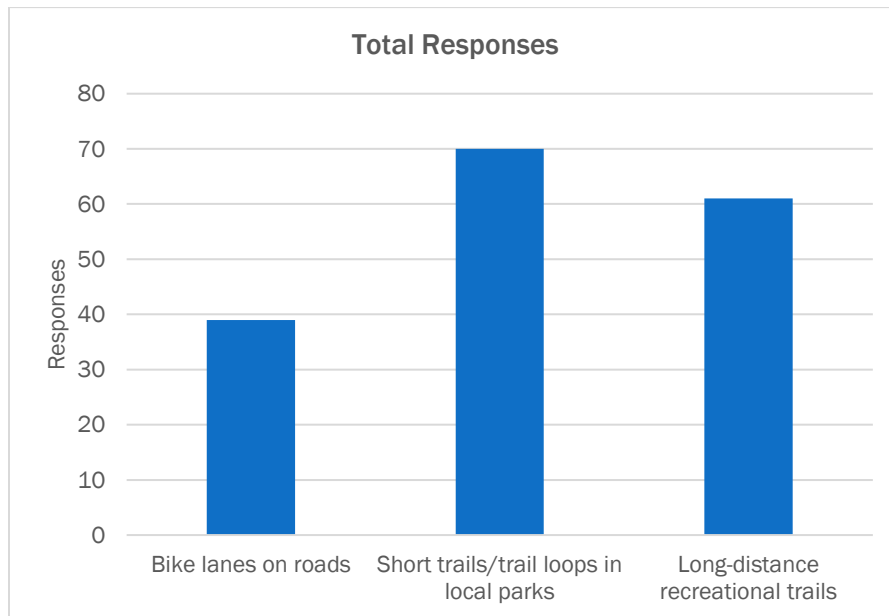
- Airline fees
- Hopefully we will keep our air service in Waterloo & Mason City – only 40 miles away

Other (10)

- Affordability
- For me (if things don't financially improve) and physical problems they will stay the same & get much worse & they are bad now. I hardly have enough money to even exist as does several of us older ones - one in particular who has 3 x's my income & she doesn't know what she is going to do either. Low income housing just isn't workable for some of us for several reasons.
- Getting my license
- People drive fast now and it will be worse, especially if you are older
- Price of fuel & gas
- Probably construction
- Probably travel on 380 through Cedar Rapids
- Probably trip to grave. I'm 88 years old now.
- RAGBRAI and the month prior to it. As rash rides get more & more popular. Also you looking at 2045 when you'll leave this job ASAP
- Rude drivers, lots of drivers, poor drivers.

4. Which of the following improvements would you support? (check all that apply)

- Answered: 94
- Skipped: 24
- Total responses: 170



**OF ALL SURVEY
RESPONDENTS...**

79.7%

**Support at least
one improvement**

21.2%

**Support all three
improvements**

59.3%

**Support short
trails/trail loops
in local parks**

51.7%

**Support long-
distance
recreational trails**

33.1%

**Support bike
lanes on roads**

5. Please describe any other transportation challenges or concerns.

- Answered: 48
- Skipped: 70



Bicycle & Pedestrian Infrastructure (10)

- I do enjoy the local bike paths but wish every town had some kind of bike path.
- Need a county bike trail / walking trail in Northern Butler County
- Need more access for bikes
- No sidewalk or safe shoulder paths on 6th Ave SW from Bland Avenue to Walmart in Independence. I have to walk facing the traffic for safety.
- Regarding bike lanes on roads, absolutely not. We have many bike trails that should be used – not bikes in roads.
- There is a lack of long-distance trails not on public roads.
- Trails are great, but very costly
- We are rural Iowa. We do not need luxurious transport as in big cities. Main roads to larger metropolis is needed as this is where majority works. Towns are coded to keep sidewalks up for walking & roads in town not to busy for bike riding. Save the money for needs.

OF THE RESPONSES...

20.8%

**Commented on
bicycle &
pedestrian
infrastructure**

20.8%

**Commented on
road & bridge
maintenance**

16.7%

Commented on safety

14.6%

Commented on
public transit
(bus)

- We enjoy Cedar Valley trails system
- We have plenty of hiking & biking trails

Road & Bridge Maintenance (10)

- Bridge repair for large farm machines
- Did I say bridges?
- Dusty gravel roads
- Fix the roads – Too bad of shape
- Getting snow removal done in the Winter, sometimes they don't get out after a snow and wait until work starts at 7 am. By that time the snow is packed on the roads from cars and truck travel and they stay slippery for days. Then they sand and make a mess. If they would get out right away, problem solved.
- Improve rural gravel roads to hard surface
- Provide enough tax money to help repair & resurface roads/streets in the cities and rural.
- Substandard secondary roads and streets
- Winter roads, build up of caked on snow & ice.
- With Iowa's climate roads & bridges are tough to keep perfect.

Public Transit (Bus) (7)

- For elderly person without family or others to take them to events or shopping, this would improve the quality of life immensely.
- Handicap people need help. Small town buses.
- I only was scheduled for one ride to a doctor's appointment & the driver supposedly came 2 hours early & arrived at the wrong address. I heard from a nurse that they had gotten the wrong address for others here at another location parked on opposite side of an apartment building & an older gentlemen in didn't get to his appointment on time because of it also & had to go through another colonoscopy prep. Here we have people who give rides now, but those who live here & volunteer to drive people to their appointments are getting older themselves & short on finances. Those other drivers don't know how to read & go to the right street with a similar address or follow the directions of their computer ap. My brother tried his for my place and it took way down to the end of my street for my address and it was wrong.
- No public transit system in Butler County (there maybe no need for it)
- No public transportation in our area
- Rural areas need access to transport for elderly.
- Would be nice to have a bus to take older citizens to Waverly, Waterloo, or Mason City.

Access to Medical/Ability to Drive (3)

- Getting to kidney dialysis, chemo, etc.
- It's difficult for elderly residents to get to appointments in Cedar Rapids and Waterloo.
- Some older people who can't drive will be forced to move into nursing homes to live

Safety (8)

- Add continuous rumble strips between traffic going opposite directions. It's nice that there are strips @ outside (right) of lane but would be more meaningful to call attention when crossing center lines.
- Bike lanes on main roads are very dangerous & makes travel by automobile even more difficult.
- Bike safety on roads. I have a friend that last summer was biking on the road, far right and wearing a bright safety vest and a truck did not move over & hit her with this mirror breaking several ribs. Cars do not move over.

- Bikes on the road
- I think bike lanes on most roads – especially in Iowa would be dangerous for the bicyclist and a motorist.
- I think the current trend of bike trails is a dangerous choice for a very few that utilize them, and takes away road funds that are needed for general road repairs that are in need currently.
- Safety
- TOO dangerous! Leave bikes off hwy's

Road & Bridge Construction (2)

- Blocking off excessive miles in work on highways - 380 gets 7 miles blocked off to 1 lane and work gets done on less than 1 mile at a time
- I would like to see the road built between Hwy 175 & 20 at the Black Hawk Grundy Co. line

Speed (2)

- Speed. Why is everyone in a hurry to die.
- The speed limit should be better enforced.

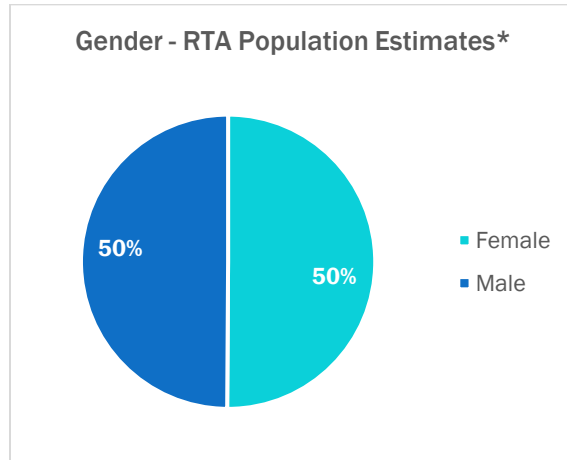
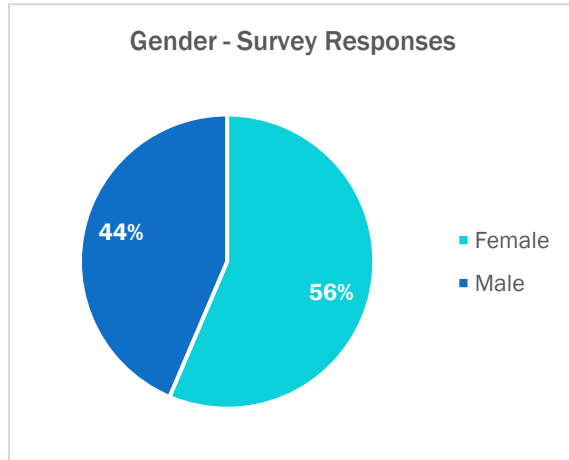
Technology (1)

- Acute lack of recharging stations for all EVs cars, motorcycles, boats and aircraft especially at national, state, county and city governmental office buildings. We need grass-roots support to perfect and implement the wireless transmission of electricity of the kind developed and championed by Nikola Tesla. We need to add a \$1000 per fossil fueled vehicle with the money used to build a wireless charging system along the lines of Nikola Tesla's work. A separation of roadways with large overland (16 wheeled) vehicles not allowed on public roads but having their own roadways! In support of long-distance recreational trails, short trails/trail loops in local parks, and bike lanes on roads if they incorporated recharging stations for electric bicycles, motorcycles and other non fossil fueled devices.

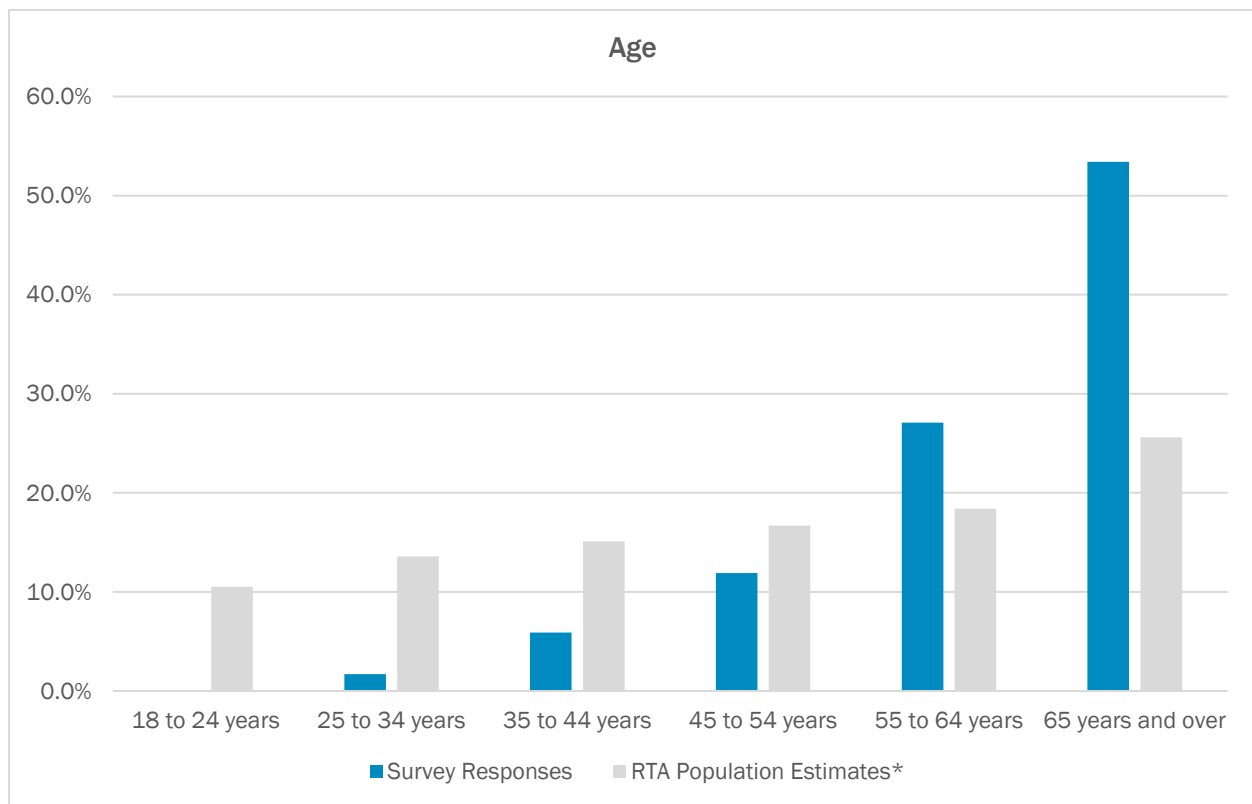
Other (7)

- Air travel – getting to an airport that provides reasonable rates
- Devaluation of my cars, due to use
- Increase in rude, careless distracted or aggressive (road rage) drivers on our roads.
- Make drivers ed more available. See too many drivers not using blinkers & driving poorly. I no longer go into Waterloo unless needed due to idiot drivers.
- Everywhere you want to go is in a big city, where traffic is terrible
- There are no ambulance any closer than 9 miles. Also the current service only staffs one crew 24/7. They should staff 2 full time 24 hr. crews. They should not need to rely on one crew & volunteers which are becoming scarce. This endangers the entire area. EMS Services should be mandatory in all communities in Buchanan County and all areas of Iowa. Tax dollars support Fire Dept.'s only. They are supposed to support ambulance services but many don't. Tax dollars to fire should be mandated to split with EMS services.
- Want UTV trails

Demographics



- Answered: 117
- Skipped: 1



- Answered: 118
- Skipped: 0

*Data Source: U.S. Census Bureau, 2018 American Community Survey 5-year Estimates



INRCOG

Iowa Northland Regional
Council of Governments

September 25, 2020

Survey ID «Survey_Code»

«First» «Last»
«Address1» «Address2»
«City», «State» «ZIP»

Hello,

Your household has been selected at random to participate in a **brief survey** to help identify transportation challenges and needs in the Iowa Northland Regional Transportation Authority (RTA) six-county region. Your input will provide useful information for our 2045 Long-Range Transportation Plan.

The following survey will require approximately 10 minutes to complete. Your participation is voluntary, and answers will remain anonymous. If you choose to participate, please return the survey in the enclosed prepaid postage envelope. You may also complete the survey by visiting <https://www.surveymonkey.com/r/N5QC25T>.

If you have any questions regarding the survey or the 2045 Long-Range Transportation Plan, please feel free to contact me at kdurant@inrcog.org or (319) 235-0311.

Thank you for your time and input!

Sincerely,

Kyle Durant
Transportation Planner II

INRCOG | PARTNERS FOR PROGRESS

Developing Strong Local Government through Regional Cooperation

2045 Long-Range Transportation Survey

1. How would you rate the infrastructure for the following transportation modes?

	Excellent	Good	Fair	Poor	Very Poor	Neutral/ No Opinion
Automobile (roads/bridges)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transit (bus)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

2. What is the number one transportation problem in your life? Please describe.

3. What will be the biggest transportation challenge in the next 25 years?

4. Which of the following improvements would you support? (check all that apply)

- ☐ Long-distance recreational trails
☐ Short trails/trail loops in local parks
☐ Bike lanes on roads

5. Please describe any other transportation challenges or concerns.

6. What is your home ZIP code? _____

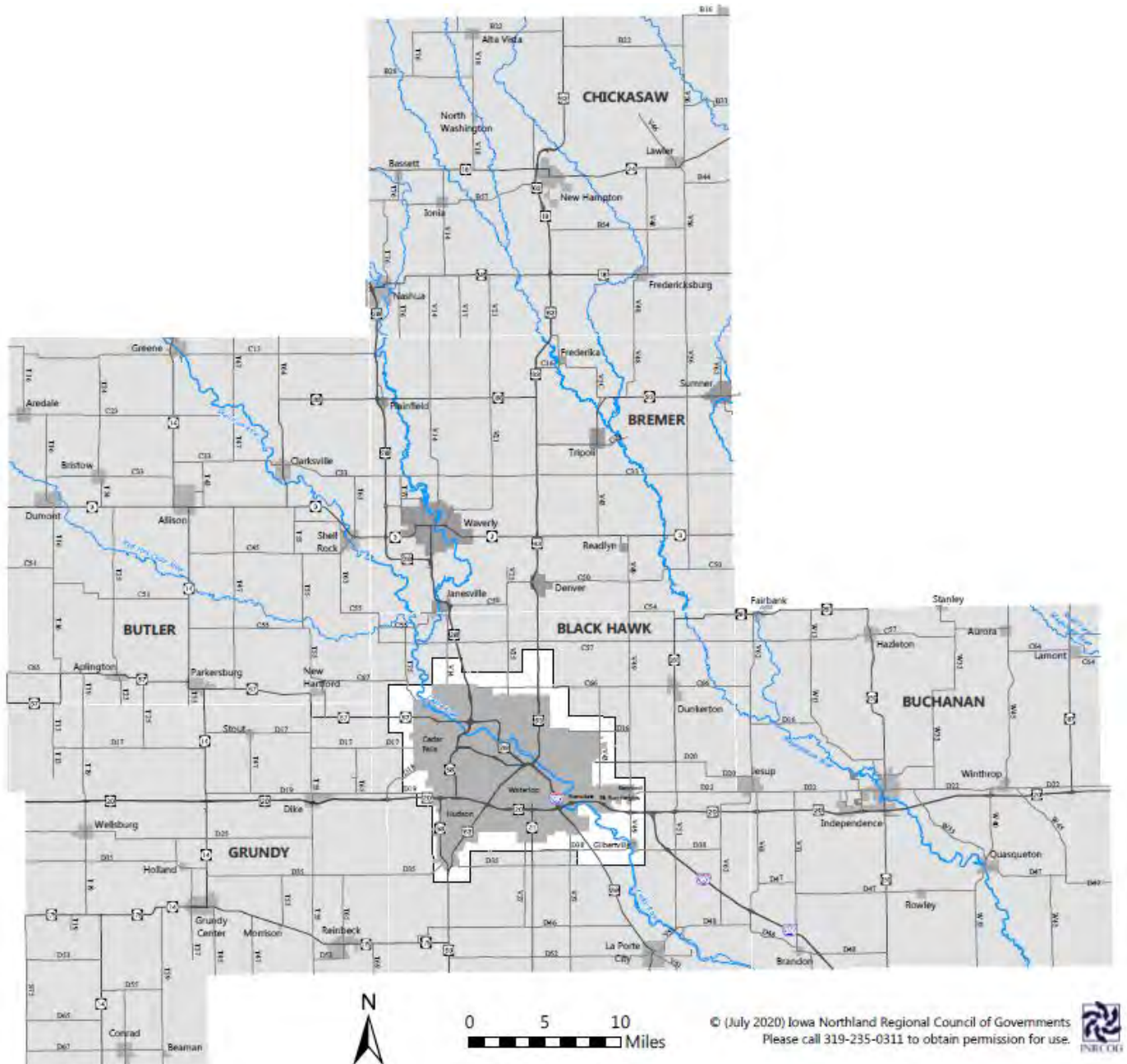
7. What is your gender?

- ☐ Female
☐ Male

8. What is your age?

- ☐ 18 to 24 years ☐ 45 to 54 years
☐ 25 to 34 years ☐ 55 to 64 years
☐ 35 to 44 years ☐ 65 years and over

RTA Six-County Region



APPENDIX IV – PUBLIC COMMENTS & SUPPORTING INFORMATION



IOWA DEPARTMENT OF NATURAL RESOURCES

GOVERNOR KIM REYNOLDS

LT. GOVERNOR ADAM GREGG

DIRECTOR KAYLA LYON

November 9, 2020

KYLE DURANT
INRCOG
229 E PARK AVENUE
WATERLOO, IA 50703

RE: Environmental Review of Natural Resources
Draft LRTP for the Iowa Northland RTA

Dear Mr. Durant:

Thank you for inviting Department comment on the impact of this long range transportation plan. The Department has records of the state-listed plant and animal species in the counties within the plan provided for review. Department records and data are not the result of thorough field surveys. If listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required.

In general, these species are associated with several habitats, including heavily wooded stream corridors, small remnant prairies, and wetlands. Avoidance of these kinds of habitats will avoid impacts with these species.

As you consider potential projects, the Department invites you to review county level Natural Areas Inventory (NAI) data to identify plant and animal species records. NAI data are available on the DNR's interactive website:

<https://www.iowadnr.gov/conservation/iowas-wildlife/threatened-and-endangered>.

Because NAI data are not comprehensive field surveys, the DNR also recommends that you determine if suitable habitat for the listed species occurs within your project area. This information should be provided for DNR review when requesting additional comments. In addition to the above mentioned information regarding suitable habitat, please provide a GIS shapefile of the project boundary, including proposed routes, with the request for review. The shapefile must be projected in NAD 83, UTM Zone 15N. Environmental review requests can be submitted through the DNR's PERMT tool here: <https://programs.iowadnr.gov/permt/Application/ERRequestForm>

Projects occurring on, above, or under state-owned lands and/or waters require a sovereign lands construction permit from the DNR in advance of work. State-owned lands and waters under the jurisdiction of the DNR include: Meandered Sovereign Lakes, Meandered Sovereign Rivers, State Forests, Wildlife Management Areas, State Parks, and State Preserves. Statewide GIS information about public conservation lands and Bird Conservation Areas is available on the DNR's website at <http://www.igsb.uiowa.edu/webapps/nrgislibx/> under Administrative and Political Boundaries and Biologic and Ecologic headings, respectively. More information regarding the Sovereign Lands

502 EAST 9th STREET / DES MOINES, IOWA 50319-0034
PHONE 515-725-8200 FAX 515-725-8201 www.iowadnr.gov

Construction Permit Program is available on the DNR's website
<http://www.iowadnr.gov/InsideDNR/RegulatoryLand/SovereignLandsPermits.aspx>.

The Department is available for additional review of potential impact of this project once a specific route has been identified. Please refer to tracking number 2020-1548ER-01 when requesting additional review.

If you have any questions about this letter or require further information, please contact me at (515) 725-8464.

Sincerely,



Seth Moore
Environmental Specialist
Conservation and Recreation Division

- I could not find mention of roadside vegetation in the Environmental Review section. Native roadside vegetation provides many environmental benefits such as improved erosion control, habitat for pollinators and birds, and improved competition against invasive plant species. Many counties in Iowa have a county roadside vegetation program to manage secondary roads in an integrated manner that incorporates native plants. See tallgrassprairiecenter.org/roadsides for more information.
- There are trail counters on the Cedar Valley Nature Trail that are owned by Black Hawk County Conservation. They have been collecting data since 2018.

MailChimp Email

Iowa Northland Regional Transportation Authority 2045 Long-Range Transportation Plan (LRTP)

Opportunity for Public Input



RTA Draft 2045 Long-Range Transportation Plan (LRTP)

The Iowa Northland Regional Transportation Authority (RTA) will be holding **virtual public input sessions** on the draft 2045 Long-Range Transportation Plan (LRTP). The document examines the current transportation networks – roads and bridges, bicycle, pedestrian, transit, air, and rail – and assesses their adequacy for the future. Draft chapters are available at www.inrcog.org/trans.html.

The **virtual public input sessions** can be accessed by visiting <https://global.gotomeeting.com/join/534660245> OR by dialing +1 (224) 501-3412, access code 534-660-245 during the the following dates and times:

- Monday, November 16, 12:00 Noon - 1:00 p.m.
- Tuesday, November 17, 12:00 Noon - 1:00 p.m.
- Wednesday, November 18, 12:00 Noon - 1:00 p.m.

Staff will be available to answer questions via web conference and phone. The sessions will be open house format with no formal presentation.

Comments will be accepted on the draft LRTP until the RTA holds a public hearing and considers adoption of a final version on Thursday, December 17 at 1:00 p.m. at INRCOG.

Comments can be submitted by any of the following methods:

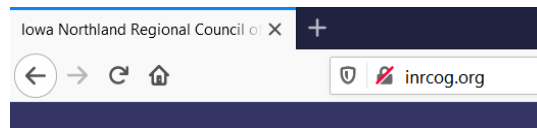
 [Online comment form](#)

 E-mail to [Kyle Durant](#), Transportation Planner II

 Phone @ (319) 235-0311 ext. 139

INRCOG public input meetings are open to all individuals. Any persons with a special need requiring a reasonable accommodation to participate must contact INRCOG at (319) 235-0311 at least two (2) business days prior to the meeting.

INRCOG Website



Opportunity for Public Input - INRTA 2045 Long-Range Transportation Plan ^(11/12/20)

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NOTICE OF PUBLIC HEARING

Notice is hereby given that the Iowa Northland Regional Transportation Authority (RTA) will hold a public hearing at the INRCOG Center, 229 E. Park Ave., Waterloo, Iowa, on Thursday, December 17, 2020 at 1:00 p.m.

The purpose of this hearing is to solicit public comments on the final version of the 2045 Long-Range Transportation Plan (LRTP). The goal of the LRTP is to document the present state of transportation infrastructure in the Iowa Northland Region across all modes, and to chart a course for the maintenance and improvement of each mode based on anticipated needs and revenues. This Plan has a horizon year of 2045. The LRTP has been prepared in response to requirements from the Iowa Department of Transportation to conduct continuing, cooperative, and comprehensive transportation planning processes. Copies of the LRTP are available at the INRCOG office or can be viewed at www.inrcog.org/trans.htm.

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

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

Published in:

The Waterloo-Cedar Falls Courier – November 27, 2020

The Bremer County Independent – December 1, 2020

The Independence Bulletin Journal – November 28, 2020

The Butler County Tribune – December 3, 2020

The New Hampton Tribune – December 1, 2020

The Grundy Register – December 3, 2020