

Comments:		
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1	4/25/2010 20:21	As a person who frequently rides my bike to work, school, and play, I am very much in favor of the city moving forth to develop trails. These trails will provide much needed safety from vehicle traffic. I hope that you will place an emphasis on the development of these trails on the southwest/northwest quadrant of the city also. I thank you and commend you on "thinking green".
2	4/25/2010 20:34	Connecting the various trails and residential neighborhoods in Cedar Rapids needs to be a serious priority. Recreational opportunities in this town almost all involve getting in your car and driving somewhere. A connected trail system could help change that and make Cedar Rapids a much more livable city for current residents and a much more attractive city for potential residents. This would be money well spent.
3	4/25/2010 22:47	I think it is a fantastic idea. Cedar Rapids needs to see this thru and set an example for communities everywhere.
4	4/26/2010 2:29	I generally think the 1-5 yr and 5-10 plans are good and the goal of getting connectivity to the CRT, etc. are good goals. I do think there are some missed opportunities that would help connectivity and should be relatively low cost: 1) Continuing a wide sidewalk and/or wide shoulder along E. Robins Rd from Robins, past C Ave NE to Alburnett Rd and 29th St. in Marion would create a "Linn-Mar Trail" that might promote the use of bicycling to LM High School, Novak MS, etc., and help out the many walkers and runners in the area. 2) An initial step toward the "F Avenue Trail" could be taken by installing pedestrian/cyclist signal controls at Collins Rd and F-Ave. Right now, a bicyclist crossing Collins Rd. has to wait for a car to come up to trip the light. Improving the surface and drainage along F Ave from Collins Rd. to Old Marion Rd. would make this stretch safer and more pleasant to cycle on. I find that F Avenue is currently the only good route to get to Rockwell Collins (and parts north) from the south. Council St. could be improved too as an alternative. 3) A well-maintained sharerow along Oakland/Old-Marion Rd and Center Point Rd. would benefit commuters and recreational cyclists. 4) A wider shoulder on East Post Rd. would make things better for both cyclists and motorists. 5) It seems like 1st Ave W. (west of where it splits from Williams Blvd) would be a good place for a sharerow to connect all the schools along there with Stoney Point.
5	4/26/2010 15:29	Although dirt (off road) singletrack trails are realtively inexpensive, I think they should be included in the City's master plan... http://en.wikipedia.org/wiki/Singletrack http://www.youtube.com/watch?v=bemJBwKGRJ8 Thank you. Please contact me for any additional information.
6	4/26/2010 18:12	As a member of the City Council of Fairfax I would like to see the current trail system expanded out to Fairfax. We currently have a trail project in the works that would cross over the Prairie Creek bridge and allow us top link the older part of town with the new developments. Shane Wicks at Hall and Hall would have the exact info. In the future it could be expanded to the Amana Colonies, which is a great area for tourism.
7	4/26/2010 18:20	When describing cities like Madison, Wisconsin, folks are most often heard referring to the wonderful system of trails throughout the city. Cedar Rapids becoming known as a city of trails will both enhance existing citizens' quality of life and will draw people and good employers here. Keep up the good work.
8	4/26/2010 18:58	love the idea of MORE trails, they will attract more families and keep more people here, plus it's "GREEN" I would bike more if I could stay off some of the roads, as some people are not very bike friendly.... Keep up the good work
9	4/27/2010 1:06	I was wondering if there is any plan to connect the city of Fairfax to the trail via Beverly Rd. We have a great deal of interest in making this happen. What is the next step we need to take as a city to see something like this in the 5-10 year plan?
10	4/27/2010 1:26	Looking over your plans for the next 10 years, I am amazed at how wonderful it will be for everyone to have access to these trails. I am a resident in Fairfax & am involved in helping our town improve. I have heard SO many people in our area say how it is a pain to drive to where a great trail is & at the end of the day, they'd love to just ride their bike into their driveway, instead of loading the bikes back up & head home. I see the plan to expand the trail to Fairfax is in the 10+ year plan. I appreciate it is in the plan, but I can guarantee it will be GREATLY used the sooner it gets here. On our Planning & Zoning Committee and City Council, there are discussions for our town to unite "New Fairfax" with "Old Fairfax". This can't come soon enough either. Please keep our town in your plan & if the possibility arises for it to move up on the plans, our town would be SO grateful. We are a town full of excitement & we can't wait till we can hop on our trails and head into Cedar Rapids. Thank you for your time.
11	4/27/2010 1:29	If you ever need to prioritize between connectivity and the quality of the trails, please focus on the former. As a cyclist, I would appreciate the fact that there are more designated routes for bikes, rather than the quality of those routes. Thank you.
12	4/27/2010 13:53	Attended last night's open house. Additional comments: 1) Prefer to see some low-cost immediate impact improvements, rather than the big majority of trails requiring major reconstruction of infrastructure. For example, re-striping Johnson Avenue to replace four narrow travel lanes with 3-lane roadway that provides center left-turn lane and wide shared-use through lanes. 2) There is a great deal of work to be done with matching up trail types with specific locations. A useful deliverable would be a matrix (or flow chart) that tied street characteristics (weekday traffic volume, on-stret parking, posted speed,...) with compatible trail types.
13	4/27/2010 15:35	Hello: I am a resident of CR area for 30+ years, a regular Trail user, and a bicycle enthusiast for weekend or weeklong rides. I have been a ride organizer, a participant and over the years, I have seen all kinds of trail users, good and bad... I am happy to see a conscious effort to make CR Metro area a 'bike-friendly' town. Here are some comments and suggestions (no particular order): 1) Need to make a better alternative to cross 1ST Ave in downtown area. Over the years, that portion of trail has seen increase usage by families, kids in buggers, etc. Existing Crossing is dangerous for cars and bikers, because of 'slow' bikers or 'unfamiliar' drivers. 2) We need bike lanes along roads. Prime example is 76th street by Kirkwood, south of Aegon Campus. ELY residents, Hoover Housing and new Housing development on 'C' Street to go to Kirkwood, Aegon, and Prairie Schools can potentially use that section. That section of road is not really a 'road' with proper base, just gravel base with asphalt! As population density increases in that quadrant, we need to provide 'commuter' alternatives besides 'cars'. 3) Are there any thoughts to have bike trails/bike lanes towards Westdale mall, Beverly Park in that area? Are those included in 33Ave extension to 6th St. SW, I380? 4) Make side by side bike-riding, especially in heavily used trail sections illegal or subject to fines. I do not know how we can enforce that but 'helmet' law has been accepted so far. Thanks for the opportunity.

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14	4/28/2010 11:27	Hat's off to Cedar Rapids with their movement forward on improving transportation for all modes, especially pedestrians and bicyclists. I would like to see interconnectivity continue between Marion & Cedar Rapids. CeMar is going to be a great connection. It will become a reality as both Cedar Rapids and Marion work together. There is a small section of Chicago RR property to the north of Blairs Ferry Road from Marion city limits to IBEW property which would be a great addition to trails. IMAGINE8 All Trails Lead To Marion committee are working towards clearing their railroad property to the western city limits. This will provide safe access to those who commute to work by foot or bike and also remove car traffic from already congested Blairs Ferry Road. Why because as our region remains committed to providing safe routes for all, more people will consider this means of transportation. Cedar Rapids consider purchasing this RR property which is a small section to provide yet another artery for eco friendly commuters. Kudo's to improved signage and markings on roads in the plans also.
15	4/29/2010 0:57	I am a Marion resident who works at Rockwell Collins in Cedar Rapids. I, along with a few others attempt to bike commute to Rockwell Collins from Marion but have great difficulty due to the lack of a safe route. I would like to comment on the proposed plans for bike trails. One major omission is a segment that should be a top priority. That is the old Railroad right of way between Lindale Drive and C Ave. Currently there is no good route for bicycle commuters between Marion and Cedar Rapids. The only viable route is Marion's 8th Ave to Lindale Drive, to Blairs Ferry Rd. This is a very dangerous route due to heavy traffic. Marion plans to develop the railroad right of way from Hwy 13 to central Marion. There has been discussion of developing the same railroad right of way West over to C Ave, but between Lindale Drive and C Ave the city boundary changes to Cedar Rapids. Marion owns the right of way up to the Cedar Rapids boundary. Since this would be a primary commuting route for Bike commuters and the ground is already compacted (due to the railroad tracks) the development of this area would be very economical once Cedar Rapids obtains the right of way from C Ave to the Marion boundary (part of that right of way has recently been developed by Walgreen and IBEW). If this route is not put as a top priority, the ability to provide a safe commuting route between Marion and North Cedar Rapids may forever be lost. I believe this needs to be addressed and this corridor be added as top priority in the trails plans.
16	4/29/2010 4:54	Hello, I live in Fairfax and I am on the Parks committee. We are passionate about the Cedar Rapids trail connecting through Fairfax, Walford. and Amana. We share a common bridge challenge as we need to cross Prairie Creek. We very much want the trail to come along Cemetery Road through Fairfax. Connecting these towns by the trail system fits perfectly with your goal "...to connect neighborhoods" as stated on the home page. Please keep this in mind as you work on the master plan. Our fair city is seriously looking at the design and cost of the bridge understanding the importance to bring our towns together.
17	4/30/2010 10:23	I'd like to see the railroad right-of-way into downtown Marion turned into a biking trail to allow people who live in Marion to commute by bike to Rockwell Collins.
18	4/30/2010 13:12	Edgewood Road SW. is shown to end at 33rd Ave. This only connects 2 businesses to the trail system, Target and Wal-Mart. It misses all of the developed businesses like Texas Roadhouse, Carmike Movie Theater, Panera Bread, Wendy's, and Mercy Doctors office that are across the street from the mall. If this isn't considered a Primary network it definitely needs to be marked as a secondary network all the way from 33rd to Wilson. especially since Wilson was not identified as a priority part of the next 10 year plan. There is good access and plenty of space in the existing ROW for trails on Edgewood Rd from 33rd to Wilson. F Ave segment shows a straight line basically from Rockwell Collins Main Plant (32nd St) to Collins Road. That line currently goes through about 3 blocks of developed property (garages, fences, and sheds). Unless the golf course is going to give up some land, I doubt people will tear down garages for a bike trail. It may be better to follow: F Ave North from RC Main Plant 38th St East to E Ave E Ave North to 42nd St. 42nd St West to F Ave. Then continue on F Ave. North to Collins. This is the route that I take. Plus it gives good access and exposure to the school kids to see bike riders. The other option is to shift the whole trail over to E Ave from 32nd st to 42nd St which is still easily accessible from Rockwell, doesn't have too much traffic, and goes by the front doors of the school on 37th St.. I believe this is already the same as the city bus route in that area.
19	4/30/2010 14:45	The mountain bike trails are in good condition, but need to be expanded. It would be nice to have more distance on the trails. The Kennedy Mountain bike club likes to ride the trails at Beverly, but it tends to be very crowded and not very different. The bike path is in poor condition and needs better surface, and longer paved distances.
20	4/30/2010 20:57	I live in marion, however, I work and do most of my shopping in Cedar Rapids. One thing I have noticed since I moved here, is the lack of trails connecting the various parts of the Cedar Rapids metro area. Especially lacking are any safe methods of getting from Marion to any part of Cedar Rapids. Blairs Ferry road and Boyson road do not have adequate sidewalks or enough room on the road for a bike lane. I like to ride the Cedar Valley Nature trail, but the only way to get there is to drive or ride along the side of the busy street or through the Lindale/Rockwell parking lots. A trail (or series of trails) connecting the different areas of CR would be a great asset to living in this area. Thanks for your time,
21	4/30/2010 22:59	I think there should be more trails around for mountain biking and such, also a bike park for those who dont like to ride the dirt trails or like to ride both like me. somewhere like under the interstate so you can do it when it rains.
22	5/1/2010 0:50	I would love to see more mountain bike trails or land dedicated to use for off-road biking, they would be cheaper to create, the maintenance is done by local riders and provide health and entertainment for the community. Obviously bike lanes or paved trails on some of the busier roads like Edgewood or Blairsferry would be ideal as well so we could use bikes to get around town...
23	5/1/2010 15:44	Hi, my name is Benedikt Schermuly and I am attending Kennedy High School in Cedar Rapids for this year. I am 17 years old and from Germany, so I was really glad that the mountain bike club of Kennedy has the opportunity to use the trails. It is a big opportunity for all students to go biking in Cedar Rapids, it is something that keeps your mind fresh after an exhausted day of school and homework. Sometimes going for a ride is just relaxing. But there are not so many locations to go biking in Cedar Rapids, especially in the winter time. Many people miss going biking because it is so cold outside. So I would suggest that a decent biking park, maybe under the highway 380 near Quaker Oats, will bring a lot of new excitement and fun for the youth of Cedar Rapids in the winter time.
24	5/2/2010 5:44	Hey, I'm Jonathan Jenkins. I'm part of ChaingGang at Kennedy High School with Ken Barker and am also a regular rider at Beverly on my own. I've been riding for years. I really do love our trail system! but...i would like to see it expand. The XC take on everything is very, VERY well done and is a blast to ride, but what about a bike park? I would suggest expanding and putting in some more trails, but i would really like to see some kind of bike park. The area right under the interstate bridge would be absolutely perfect for this. It'd be mostly safe from all the environmental hazards mother nature brings us and would add a real kick to the reputation of Beverly Park, ICORR, and the Cedar Rapids Parks & Recreation Dept! Ride safe!

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25	5/2/2010 18:51	I do a lot of bicycling, and cycle to work when the weather permits. At this time, I'm working at Rockwell Collins' Main Plant on 35th Street. My preferred way to work is to cross Collins Road at F Avenue. Last week I waited at that intersection for 6 minutes before a truck came along and tripped the light. If Cedar Rapids is serious about being a bicycle friendly city, they need to do something about these intersections so cyclist can cross safely. If I cross when the north bound cars are crossing Collins Road it barely gives me time to cross - last year I was almost hit by a car when the east/west light turned green. Please do something about this light.
26	5/3/2010 13:48	I recently started biking for personal recreation and plan to commute to work at Rockwell Collins from the SW side on occasion. I would not feel safe doing this without the trail system we currently have in place. I am considering a move to the east side of town. I now keep in mind the access to trails when considering a new location. Regarding the portion of the CN railroad right-of-way east of C Avenue behind Blairs Ferry that is within the CR city limits. From my understanding, this is one of the most dangerous areas to ride enroute to work here. I believe it would be beneficial to include this acquisition in your future plans. It is important for all Cedar Rapiidians to have a safe way to commute to work along with the ability to enjoy recreational biking.
27	5/3/2010 14:34	The trail plan looks very comprehensive. As a bike commuter, my biggest problem in CR is that many of the traffic lights are "triggered" by cars, and at certain key intersections, this means either running a red light or waiting until a car comes along to get a green light. I assume traffic control at the intersections along the trail routes will take bikes into consideration. I see that C Avenue is a "trail" route in my neighborhood. I am wondering how this will work due to high traffic volume--hope that it means widening the sidewalks and putting up signs to make it a mixed bike/pedestrian area--there isn't room on C to paint a bike lane on the side. Overall, the plan is very exciting. Can't wait to use the Dry Creek trail (and as a neighboring property owner to the trail, I know that people who abut trails aren't always fond of them, but I say "bring it on.") Also note a trail by Mount Mercy College. Hope that goes in soon, will give another mode of transportation and recreation to a transient residential population and, I hope, persuade them to make CR home.
28	5/3/2010 15:04	The plan currently does not include the portion of the CN railroad right-of-way east of C Avenue behind Blairs Ferry that is within the CR city limits. The addition of this portion could be a key link into the city of Marion.
29	5/3/2010 15:24	I am a Marion resident who works at Rockwell Collins in Cedar Rapids. I, along with a few others attempt to bike commute to Rockwell Collins from Marion but have great difficulty due to the lack of a safe route. I would like to comment on the proposed plans for bike trails. One major omission is a segment that should be a top priority. That is the old Railroad right of way between Lindale Drive and C Ave. Currently there is no good route for bicycle commuters between Marion and Cedar Rapids. The only viable route is Marion's 8th Ave to Lindale Drive, to Blairs Ferry Rd. This is a very dangerous route due to heavy traffic. Marion plans to develop the railroad right of way from Hwy 13 to central Marion. There has been discussion of developing the same railroad right of way West over to C Ave, but between Lindale Drive and C Ave the city boundary changes to Cedar Rapids. Marion owns the right of way up to the Cedar Rapids boundary. Since this would be a primary commuting route for Bike commuters and the ground is already compacted (due to the railroad tracks) the development of this area would be very economical once Cedar Rapids obtains the right of way from C Ave to the Marion boundary (part of that right of way has recently been developed by Walgreen and IBEW). If this route is not put as a top priority, the ability to provide a safe commuting route between Marion and North Cedar Rapids may forever be lost. I believe this needs to be addressed and this corridor be added as top priority in the trails plans.
30	5/3/2010 15:25	I would love to see more trails in the Cedar Rapids/Marion/Hiawathia areas. I currently work at Mount Mercy College and would be very interested in riding my bike to work but unfortunately there are not trails or safe routes that I feel comfortable riding on to get to work. In addition, I would love to ride trails on the weekends with my kids but don't because I don't have safe route to get over to Cedar Valley trail or other major trail and then ride with them and don't have means to load bikes in vehicle to drive to trails.
31	5/4/2010 4:35	Hello! It pleases me to hear that the city is interested in learning about the benefits of a comprehensive trail system. I've lived in the Cedar Rapids area most of my life and have seen some great progress for human powered transportation including multi-use trail systems, bike lanes, and bike racks on the city buses. I believe that we still have a lot of work to do. A great example is Edgewood Rd. A major road that connects the NE to the NW side is dangerous for cyclists, but there is no other reasonable route to the NW side of town from the NE. It sure would be convenient to have wider lanes or some practical option for bicycle travel on Edgewood near the Cedar River and Ellis Blvd. The alternative route is riding downtown and crossing the river before traveling back toward Edgewood. I found out about this opportunity to input my comments from a local group of off-road cyclists (LAMBA) who are interested in expanding the trail system to include some dirt trails. I urge you to hear their comments and suggestions and value their input. LAMBA has organized a group of dedicated enthusiasts who completely overhauled an abandoned park called Beverly. Until LAMBA formed a few years back the park was often used to abandon junk and was frequented by the police due to the frequent presence of undesirable individuals and illegal activities. Within a very short period of time LAMBA organized, cleaned masses of junk and garbage from the park and formed a beautiful trail system. Many of the residents nearby report that LAMBA drove out the undesirable individuals that previously frequented the area and it is not a much better place area. As you continue to develop the vision of our future trails system, I urge you to remember that a comprehensive trail system is just that, comprehensive. It does not just consist of one type of trail, but offers a variety of options for both recreation and practical, safe travel. I personally love the idea of accenting paved trails with "single track" style dirt trails and can think of many unused/underused areas that would be great locations for some inexpensive dirt trails. Think about how you could work with LAMBA to develop trails in areas that are currently attracting undesirable people. Trails in these areas really could contribute to cleaning them up? Before I sign off, I'll tell you a little about myself. I consider myself an avid cyclist, but not elite. I prefer to commute to work, but have not done so frequently since my newest child was born. I'll be back at it again soon. I am the CEO of a small local company and we encourage our employees to commute. I am personally pleased that the trail system in Cedar Rapids is evolving and feel that it is our responsibility to create a vision of the future that offers options for safe travel anywhere in the city as well as expanding the recreational opportunities as one step to help retain and attract young talent to Cedar Rapids businesses. Thanks for considering my opinion. Please feel free to call with any questions or concerns.
32	5/4/2010 16:08	trails must connect parks and outdoor recreation areas. Ideally there would be trails along all creeks in town, similar to desmoines. I also encourage off road paths to be along next to trails to get a little more into nature, similar to the section near Mc Cloud's Run. Don't forget about Beverly Park and all the good work the volunteer crews are doing out there. Still there must be a way to get into Marion, currently I have to cut through parking lots from 34th street all the way to Collins and then negotiate that mess, I know they are working on it, make sure it is cycling friendly, as with all new construction/reconstruction of roads. I lived in DesMoines for only one summer and I can tell you the biking community is strong, almost everyone I met rode the wonderful trail system they had.
33	5/4/2010 17:04	The trails I use most, and the trails I would love more of are single-track dirt trails built for mountain biking. Mountain biking is a growing sport in Iowa and has a large group of loyal advocates. The Linn Area Mountain Biking Association (LAMBA) has set up a set of trails at Beverly park that are top-notch, and can compete with any trail system in Iowa with regards to the quality. Other parks such as Sugar Bottom and the trail system in Decorah are larger, but for the space LAMBA members have to work with, Beverly park is among the best. Beverly park is very well maintained by volunteer work. More dirt trails!
34	5/4/2010 17:06	Please, please, please incorporate more trails for off road cycling. Squaw creek, Palisades, Thomas Park, there must be some options available to allow maintainbike access.

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35	5/4/2010 17:43	I have raced bmx for 11 years, have a national title, over 8 state championships, and love to ride my bike at Beverly Park in Cedar Rapids. The Lamba group does a great job grooming the trails. However for BMX and Mountain Biking there are no trails locally that have any jumps so when we go to compete at other locations, we don't have that skill. A jump track or pump track would be a great addition to Beverly or under an interstate section so we can ride through the winter season. I also ride at Sugar Bottom to train for my racing. Thanks.
36	5/4/2010 23:47	I really like the idea of the CEMAR trail running near Mount Mercy. I would love increased opportunities to bike to work, and our students, especially those without cars, would benefit from a trail system that connects Cedar Rapids and Marion better.
37	5/5/2010 15:32	yes! more singletrack trails are needed in cedar rapids...
38	5/5/2010 19:29	It is impractical to plan on putting a trail across the Cedar along Edgewood until bridge is replaced. Collins Road Trail from 380 to Edgewood should have much higher priority.
39	5/5/2010 19:31	1. We'll need to upgrade the street surfaces if we add bike lanes. Right now our streets are a mess. 2. Generally I like the master plan. This would make Cedar Rapids-Marion-Hiawatha a bike-friendly community. 3. I support using trails to get to destinations: Schools, shopping, work, entertainment, recreation. 4. I hope we'll connect to trails going to Mt. Vernon, Fairfax, Palo, Center Point, North Liberty and Anamosa.
40	5/5/2010 19:33	1-5 year phase should include connector trail "F Avenue N.E." to encourage financial contribution by Rockwell (would connect their two campus's together). Collins Road trail should be 1-5 year phase, also to encourage private donations. Cemar is very important to core.
41	5/5/2010 19:37	Collins Road Segment: Sharrow along Collins Road still leaves extremely poor pedestrian access to Lindale Mall area. 1-5 year plan seems to have chosen good priorities, especially making Edgewood Road river crossing safer for cyclists and pedestrians. I am disappointed to see Prairie Creek trail and trail through Shaffer Park (Glass Road Trail) outside of 10 year plan. Van Vechten Park segment would have easier slopes if it went up the valley.
42	5/5/2010 20:07	To me, trails are linear parks connecting a variety of community destination points. Suggestions - + Trail connecting Cedar Lake to Seminole Valley Park/Ushers Village as a trail head. It would provide a nature experience along the river as well as family/fitness opportunities. + Seek grants for strategic lighting for safety area. + Incorporate local garden clubs for volunteer strategic flowers/plantings and offer donor-park bench opportunities (in addition to city benches) at various viewing vantage points. + Provide bike racks at trail head locations. + Collaborate with Policy Dept in providing "free" bikes (Green Bay does 2,000 painted lime-green to track their use) that could have computer-locator chips. This resource could come from unclaimed lost/stolen bikes and possible repairs done by volunteer groups.
43	5/5/2010 20:12	Who likes dirt? http://www.dirtragem.com/print/article.php?ID=1209 An ideal urban situation would be to use bike paths and bike lanes to connect small pieces of singletrack across several parks, allowing a rider to safely and efficiently ride from home, across town, and to and through half-a-dozen parks. An evening of riding could easily yield several miles of pavè combined with several miles of dirt, all without the aid of the internal combustion engine.
44	5/5/2010 20:13	Good plan, even nicer if schedule can be excellerated. Looking forward to CR becoming bicycle friendly. We need to work on motorist attitudes as well.
45	5/5/2010 20:16	It's really exciting to see plans in the works for making the city bike/pedestrian friendly! That's my biggest complaint about C.R.- the necessity of driving, having a car, because it's very difficult to use a bike to commute anywhere. It also is scary to ride on the road currently, but you mostly have to because the sidewalks are curbed. Having a trail, sidewalk or bike lane all around town, feeling secure in setting out for a destination because you know you'll easily be able to make it there, would be such a great feeling! Being able to commute and get exercise and save money on gas, save resources, would be awesome! Do this soon!
46	5/5/2010 20:18	1-5, 5-10, 10-2040 construction options are well developed and realistic. One suggestion would be to find a way in the 1-5 year cycle to connect the North section of the Dry Run Creek and Boyson Road Trail with CVNT-know this takes Hiawatha cooperation, but would improve Marion loop tremendously. Hopefully wide sidewalks, sharrow and other options can expedite more trail connections in the 1-5 year time frame.
47	5/5/2010 20:21	1. CEMAR Trail has a bypass up to and around First Ave. A tunnel under the filled in bridge would be nice. I know this is an expensive solution. But what is the dollar amount and issues with this? It would be possible to raise the funds externally if the details were published or explained. 2. Identify on your map if the plan is to pave or use crushed rock. Such as Sac & Fox Trail or CEMAR.
48	5/5/2010 20:26	I support building as much trail as we can afford. We do need to start connecting trails. I think the CEMAR will be huge as far as connectivity. I want to see the trails separated from the road as much as possible. If I get hit by a car when I'm on my bike, I'll be the loser. I'd like to see a trail on 2nd & 3rd Ave but if the Medical Building blocks off 2nd Ave you can forget about that one. When they build Hwy 100 around town and Tower Terrace Road they need to put 10 ft wide trails on at least one side.
49	5/5/2010 20:27	Our CR Plan needs to recognize that it is a part of County wide CONNECTED trails system and therefore needs to (lightly) show how this plan MESHES with the rest of Linn County.
50	5/5/2010 20:29	The 1-5 year plan I like the plan and feel it's reaching Ely and CR Point destinations. That will make a good section, for a day long ride or bladers, runners will have a longer area or segment, Ely and Ct Pt would be black top, so that's great. 5-10 year plan-I like the Bever Ave segment-the best of the trails planned for 5-10 year. It fits with LCTA planning as well. Good job!
51	5/5/2010 20:30	I like what I see- creating loops makes a lot of sense where possible. The CEMAR and Dry Creek loop is a big priority. Coordination with Marion and Linn County to connect to Squaw Creek as a hub also makes sense. JUST DO IT!
52	5/5/2010 20:31	An excellent plan. Go for it! Good luck!

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53	5/5/2010 20:35	1. Edgewood bridge will take longer than 1-5 years. The bridge needs replacing. 2. Isn't Edgewood Road going to be elevated at Ellis? Hwy 100 should be in the 5-10 year plan minimally. It should connect Center Point Rd and Edgewood to connect Aegon with Robbins, Hiawatha and Marion and the N.E. & N.W. side of town. Forty-Second Street is not an option to make up for no trail at Hwy 100, 42nd St is in poor condition, (has been for several years), there's on street parking, and passes two schools. Coming and going on 42nd St to Aegon is very high traffic. Is the County going to pay to connect Stoney Point to O Ave? Need to connect Dry Creek Trail and CV Trail (Hiawatha). Very good connect Kirkwood College. It will encourage bicycle use to go to school, it will be safe and help ease the parking problem at Kirkwood.
54	5/5/2010 20:36	I think the plan looks good. Any trails that you can separate from cars would be something I would use more. I hope that the trail/bridge over the Cedar River (by the Sac & Fox trail remains part of the plan). Nice signage examples. Good for the City.
55	5/5/2010 20:38	I would like to see more crossing over Hwy 13. There are already several safe ways to get south of Hwy 30, but getting east of Hwy 13 is difficult at best. I like the overall plan and I think it does a good job laying a strong groundwork and progressing toward true connectivity.
56	5/5/2010 20:39	It is obvious that a lot of thought has gone into this vision. Much of it seems to have taken and adopted input from cyclist. Keep up the good work. At this time I don't have anything to add.
57	5/5/2010 20:40	I like what I'm seeing so far. Please continue to focus on providing access by bicycle to all parts of the city. Also, please continue to work with the disabled community to provide access for them.
58	5/5/2010 20:50	I would like to see some consideration for converting the railbed that branches off the north/south line next to I-380 and runs east to Marion (line is north of Collins Rd and south of Blairs Ferry and proceeds to Marion). I believe this railbed is dormant. This would be a good connector to Marion from the existing trail, and passes near a local bike shop.
59	5/5/2010 20:51	Let's make it happen!
60	5/5/2010 20:52	Believe Mayor Corbett is on the right trail when advocating spending corridor MPO money (all of it) for a few (5) years is good idea. Let's build the three phases of priority trails!
61	5/5/2010 20:54	Thank you for the opportunity for input. The old right of way parallel to and south of Cottage Grove has an erosion problem where a high fill goes over an old culvert. If we wait 10 years or even 5 years to address the issue we won't have a trail. There is no sidewalk on Cottage Grove and the hill is too steep- the primary trail should be the right of way-not the street old rail.
62	5/5/2010 20:56	1. Lets all get behind Mayor Corbet's proposal on funding. 2. Would like to see new highway shoulders more bike friendly. Bad example is 151 CR to Amana. Rumble strip leaves narrow path for bikes.
63	5/5/2010 20:57	We really like the 1-5 and 5-10 year plans as they are drawn up.
64	5/5/2010 21:00	We the citizens need to be told the truth and when changes are made the effective property owners should get a registered letter when their property in front will be effected, not found out by chance. Example- Council Street N.E. - 2 families facing council where trail will be. Our concern -speed bikers, skateboarding at speed, go carts and whatever else will be allowed on trail. Like car license there should be a manual and a test. I would like to see stop and yield signs so I can get out of my driveway. Another comment is about the underpass bridge on Council St NE- it is unsafe for anyone using this water level on DRy Creek, rocks, slippery in winter time- we couldn't even get up to reach the other side so we ended up crossing above Council St NE. Please address this for safety reasons. Thank you.
65	5/5/2010 21:02	I am primarily interested in commuting. Edgewood Rd seems to me to be the singlularly most-evident gap in any plan-be it recreational or commuter based. Please give the Edgewood Rd project #1 priority. Without this the whole NW side of the City is subdivided into two equally inaccessible zones.
66	5/5/2010 21:02	Thank you for the great plan!!
67	5/5/2010 21:05	Trails need to serve joggers/runners. Provide 1-2' strip of unpaved (but quality) surface on each side. Use Wilson Ave for its entire length (Rockford & 16th Ave do not connect). Prioritize installation of continuous sidewalk on at least one side of every street with collector or minor arterial status. Several trail segments are paved with trail type that includes on-street parking-most of these are not conducive to on-street parking (Wiley, 33rd, etc). Otis Road shows wrong segment type.
68	5/5/2010 21:06	1. Why are we not tying the urban fishery with the Sac & Fox? Early in the plan- but not later...City owns all the land in between. 2. Overall I like the plan direction, we just need to get started and do it!! 3. Kirkwood connector is not shown as it is today.
69	5/5/2010 22:32	I believe the existing trails plan should also include the now-abandoned railroad right of way that runs approximately parallel to Blairs Ferry Road east of C Avenue. This would make an almost ideal bicycling route from Marion to the Rockwell Collins C Avenue campus. At present, Marion residents who work at this large employer have very limited options for safe bicycling. It is my understanding that the city of Marion is looking to develop this into a trail for the portion that lies inside Marion city limits. I think the City of Cedar Rapids needs to do the same for the (much shorter) portion that lies inside the Cedar Rapids city limits.
70	5/6/2010 15:18	I would like to see this area become more "activity friendly". More activities allows for more opportunities for people be active and healthier. There are many communities around the world that have miles and miles of connected paths for people to walk, jog, inline skate, bike, etc. I look around our community and see narrow sidewalks, no sidewalks at all, sidewalks that end, bike lanes that end, etc. Even as an adult it is unsafe for me to walk, jog, or bike to most anywhere in this town. In the summer it is a little easier to stay on the grass if the sidewalk ends, but where do I go in the winter? There is no path except the street. Has anyone tried going from one end of Collins Rd to the other or Blairsferry Rd for that matter? You can't, there is NOT ONE continuous path, bike lane or sidewalk. Please help people become more health, use less petroleum, and be able to enjoy some of the beautiful scenery of our community by planning for more Trails and Paths.
71	5/6/2010 21:16	Please strongly consider providing a trail on the railroad right of way extending from C Ave NE to downtown Marion. Thank you!

Comments:		
Answer Options	Response Count	
	80	
Number	Response Date	Response Text
72	5/6/2010 21:23	<p>Cedar Rapids greatly needs development of safe bike trails or multi-use recreational trails. One clear need is the now-abandoned railroad right of way running east from C Avenue into downtown Marion. There are very limited options for biking safely from Marion to the Rockwell Collins C Avenue campus. Developing this right-of-way into a biking trail would likely have a significant impact on the amount of bicycle commuting happening in the Cedar Rapids / Marion area.</p> <p>Much more planning needs to occur to make bike trails more utilitarian and functional, and not just merely recreational. But I would still take recreational any day!</p>
73	5/6/2010 21:47	<p>Towards making our community more bicycle-friendly, I'm writing to urge you to consider establishing a bike path from the Rockwell Collins C Ave Complex to Marion. Many employees of Rockwell Collins live in Marion, and there really isn't a bicycle-friendly route for them to commute to work by bike. The company is encouraging all employees to get more exercise, and biking to work would be a great way to meet that goal. There is an abandoned railroad right-of-way that would be perfect for this! It is north of and parallels BlairsFerry Rd between C Ave and 7th Ave Marion, and then continues south of 7th Ave in Marion to downtown. Abandoned railroad right-of-ways are great for bike paths. By establishing this bike path, we can help to relieve traffic congestion on BlairsFerry and 7th Ave in Marion, which can be very bad, especially during the commute.</p> <p>That same railroad right of way continues west, and could be connected to the bike path that parallels I-80 along McLeod Run, if you wanted to extend it further.</p>
74	5/6/2010 22:13	Please strongly consider developing a trail on the railroad right-of-way extending from C Ave NE to downtown Marion. Thank you.
75	5/7/2010 1:26	We enjoy biking and think a trail on the abandoned railroad from C Ave NE, CR, to downtown Marion would be a definite plus for people in the area as it could also meet up with the Boyson to Hanna Park trail in Marion. Thanks for your consideration.
76	5/7/2010 1:33	<p>It is very important for any city to accommodate for those who would rather go from place to place via methods of transportation other than motorized vehicles.</p> <p>Walking and bicycling, two popular forms of local transportation, are excellent alternatives to using a car. Many bicyclists are capable of getting from place to place fairly quickly; choosing to bike adds a relatively small amount of time to a journey otherwise conducted by car. Other advantages to bicycling are also worth noting; bicycles are far smaller and nimbler than cars--thus being capable of avoiding accidents more quickly--and thereby are a safer alternative. Biking also allows for exercise to be merged with transportation, promoting a healthier lifestyle without significantly altering one's schedule. Walking or running, meanwhile, are also beneficial alternatives; both qualify as quality exercise, with running being the healthiest form of transportation above almost all others. Moreover, going from place to place on foot can be even safer than riding a bike; if an emergency arises, one may dodge out of danger's way, and will not be weighed down by large equipment (e.g. a bike or a car) that must be taken with them at all times.</p> <p>These are very significant alternatives to simply driving a car, and they must be taken into consideration. Biking and walking trails laid out in a comprehensive, efficient manner would connect more people to their destinations more directly; because bicyclists and traveling pedestrians would also be protected from motor traffic, trails would make these beneficial alternatives infinitely more viable and even attractive for citizens. The implementation of the proposed system of trails would promote healthier lifestyles, by protecting citizens from traffic as they choose exercise as a practical, positive, and safe method of transportation.</p>
77	5/7/2010 12:21	I've recently learned that the trail plan does not currently include the development of the now-abandoned railroad right of way, running east from C Avenue into downtown Marion. There are very limited options for biking safely from Marion to the Rockwell Collins C Avenue campus. Developing this right-of-way into a biking trail would likely have a significant impact on the amount of bicycle commuting happening in the Cedar Rapids / Marion area.
78	5/7/2010 12:48	I would like to see a bike path from Marion to the Cedar Valley Trail. I believe a safe Trail that would connect Marion and Cedar Rapids would increase the number of people willing to bike. This would get a lot of support from the Marion community. This in turn increases the support for the whole biking community. As of now if I want to ride the CV trail I need to haul my bike over. So I do not ride so much. Also if there was a trail linking Marion and Cedar Rapids., I would have a good way of getting down town CR. I also think that paving the Cedar Valley Trail is commendable. How ever acquiring new trails should be a higher priority. The more time goes by is it not harder to get access these abandoned Rails after they have been released back?
79	5/7/2010 13:03	I would love to see a bike trail from Marion connecting up to the Cedar Rapids trail.
80	5/7/2010 13:12	As a Marion resident and an employee of Rockwell, I'd put 2 thumbs up for a trail to be made on the old railroad track from C Ave to downtown Marion. There are so few ways to get around in Marion, let alone, ways to get to work.