

Cedar Rapids Comprehensive Trails Plan		Comments Received at 4/26 Open House									
<b>Comments:</b>											
<b>Answer Options</b>	<b>Response Count</b>										
	33										
<i>answered question</i>	33										
<i>skipped question</i>	0										
<b>Number</b>	<b>Response Text</b>										
1	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.										
2	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.										
3	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.										
4	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.										
5	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.										
6	Who likes dirt? <a href="http://www.dirtragemag.com/print/article.php?ID=1209">http://www.dirtragemag.com/print/article.php?ID=1209</a> 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.										
7	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.										
8	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!										
9	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.										
10	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.										
11	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.										
12	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.										
13	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!										
14	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!										
15	An excellent plan. Go for it! Good luck!										

Number	Response Text
16	<p>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. &amp; 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.</p>
17	<p>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 &amp; Fox trail remains part of the plan). Nice signage examples. Good for the City.</p>
18	<p>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.</p>
19	<p>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.</p>
20	<p>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.</p>
21	<p>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.</p>
22	<p>Let's make it happen!</p>
23	<p>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!</p>
24	<p>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.</p>
25	<p>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.</p>
26	<p>We really like the 1-5 and 5-10 year plans as they are drawn up.</p>
27	<p>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.</p>
28	<p>I am primarily interested in commuting. Edgewood Rd seems to me to be the singularly 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.</p>
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30	<p>Thank you for the great plan!!</p>
31	<p>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 &amp; 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).</p>
32	<p>1. Why are we not tying the urban fishery with the Sac &amp; 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.</p>
33	<p>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.</p>