



INRCOG
Iowa Northland Regional
Council of Governments

Safe Streets and Roads for All

*Downtown Comprehensive Safety Action Plan
Waterloo, Iowa*

February 2025





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Attachment A: East 1st Street and Sycamore Street Concept Plan

Attachment B: US-218 Underpass Concept Plan

Attachment C: West 9th Street at Washington Street (US-218) and West 11th Street at
Washington Street (US-218) Concept Plan

Attachment D: Implementation Matrix

Appendices

Appendix A: Steering Committee and Council Meeting Presentations

Appendix B: Public Involvement Process

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COUNCIL RESOLUTION PLACEHOLDER



Introduction

SAFE STREETS AND ROADS FOR ALL AND THE SAFE SYSTEM APPROACH

The 2021 Bipartisan Infrastructure Law (BIL) brought a renewed focus on safety for all users of the transportation system.

As part of the USDOT's National Roadway Safety Strategy released in January 2022, the Safe System Approach (SSA) was adopted as a guiding principle to advance roadway safety. As described by the FHWA, the SSA involves a paradigm shift to "improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives." Understanding this paradigm shift is the key to incorporating the SSA into local safety planning efforts.

Implementing this approach requires a deliberate change from the traditional ways we think about measuring and improving safety – moving from a reactive approach to a proactive one; focusing on countermeasures that reduce deaths and serious injuries; and using design interventions to reduce vehicle speeds rather than relying solely on education

and enforcement to encourage people to deliberately slow down. The paradigm shift illustration on this page shows the differences between the traditional and Safe System approaches.



Source: FHWA

One of the signature new grant programs contained in the BIL is the Safe Streets and Roads for All (SS4A) program, which is providing \$5 Billion in grant funds over five years for local agencies to conduct local road planning processes using the Safe System Approach. The Iowa Northland Regional Council of Governments (INRCOG) applied for and received a planning grant through the SS4A program to create a local road safety plan for the Downtown Waterloo area. INRCOG serves as the umbrella agency for the Black Hawk County Metropolitan Planning Organization.



The Safe System Approach aligns closely with Vision Zero efforts using the following principles:

Death and Serious Injuries are Unacceptable

People should be able to use the roads without fear of being injured or killed.

Humans Make Mistakes

People make mistakes that sometimes lead to crashes, but the roadway system and vehicles can be designed and operated so that crashes do not result in deaths or serious injuries.

Humans are Vulnerable

A human body has limits to how much energy and force it can withstand before it is injured. The roadway system should be human-centric and accommodate these limits.

Responsibility is Shared

Everyone involved in the transportation system has a part in making the system safe. The people who design, build, and maintain roads; everyone who travels on them; the people who design and build vehicles, bicycles and other devices that are used to navigate them; the people who make and enforce safety laws; and the people who respond to crashes when they occur; all have a role to play in the safety of the whole system.

Safety is Proactive

We need to identify the conditions that make crashes more likely to occur, and work towards preventing them before they happen.

Redundancy is Crucial

A safe transportation system requires the use of multiple safety features so that if one part of the system fails, the other parts still protect people.

For more information:

Vision Zero and the Safe System Approach: <https://highways.dot.gov/safety/zero-deaths>



Source: FHWA.



PLANNING STRUCTURE

A Steering Committee was established by INRCOG to oversee the safety planning process. This committee consisted of representatives from INRCOG, the City of Waterloo, Main Street Waterloo, Waterloo Complete Streets, Cedar Valley Bicycle Collective, the Waterloo Police Department, and the Black Hawk County Public Health Department. Members included:

- » Aldina Dautović - INRCOG
- » Bethany Fratzke – Black Hawk County
- » John Dornoff – City of Waterloo
- » Mohammad Elahi – City of Waterloo
- » Aric Schroeder – City of Waterloo
- » Tara Thomas-Gettman – City of Waterloo
- » Kyle Durant - INRCOG
- » Nick Fratzke - INRCOG
- » Jessica Rucker – Main Street Waterloo
- » Kathryn Gilbery – Black Hawk County Public Health/Cedar Valley Bicycle Collective
- » Curtis Young – Cedar Valley Bicycle Collective
- » Brock Weliver – City of Waterloo
- » Robert Duncan – Waterloo Police

Meetings were held with the full Steering Committee on May 23rd and October 30th, 2024. The project team also presented to the City of Waterloo City Council on December 16, 2024. The purpose of the meeting was to present the findings of the Comprehensive Safety Action Plan and solicit feedback.

Meeting presentations are included in Appendix A.



Evaluation of Crash Data

OVERVIEW OF CRASH DATA

Five-year crash data was analyzed as part of this project. There were 951 total crashes within the project area that occurred from January 1, 2019, through December 31, 2023. Figure 1 shows the locations of all reported crashes within the analysis period. Of the 951 total crashes, two crashes resulted in fatalities, and fourteen in serious injuries which are shown in Figure 2. Fifteen crashes involved a pedestrian of which one resulted in a fatality and three resulted in a serious injury. Twenty-one crashes that occurred involved a bicyclist of which one resulted in a fatality. A map of the crash locations involving a pedestrian or bicyclist can be seen in Figure 3.

Figure 1: Map of All Crashes from 2019 through 2023 within the Project Area

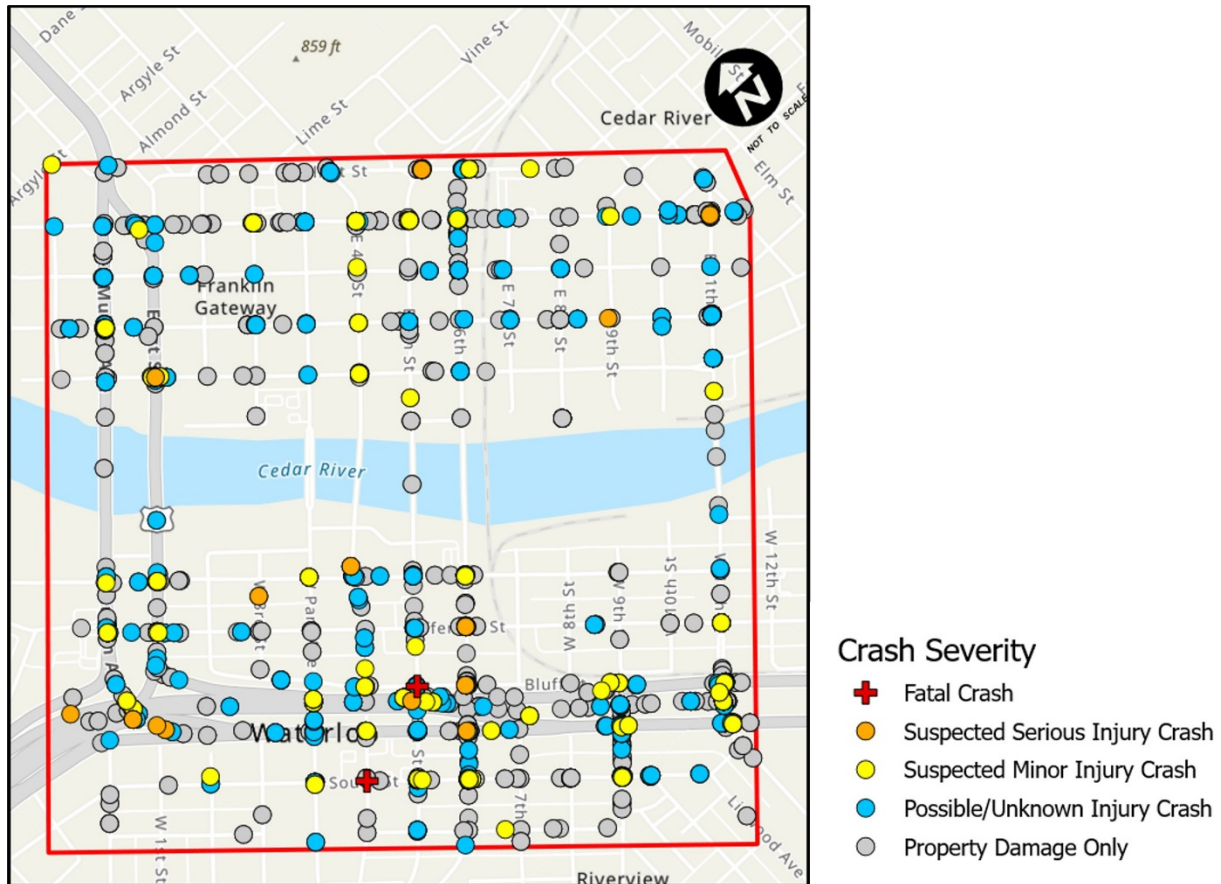




Figure 2: Map of Fatal and Serious Injury Crashes from 2019 through 2023 within the Project Area

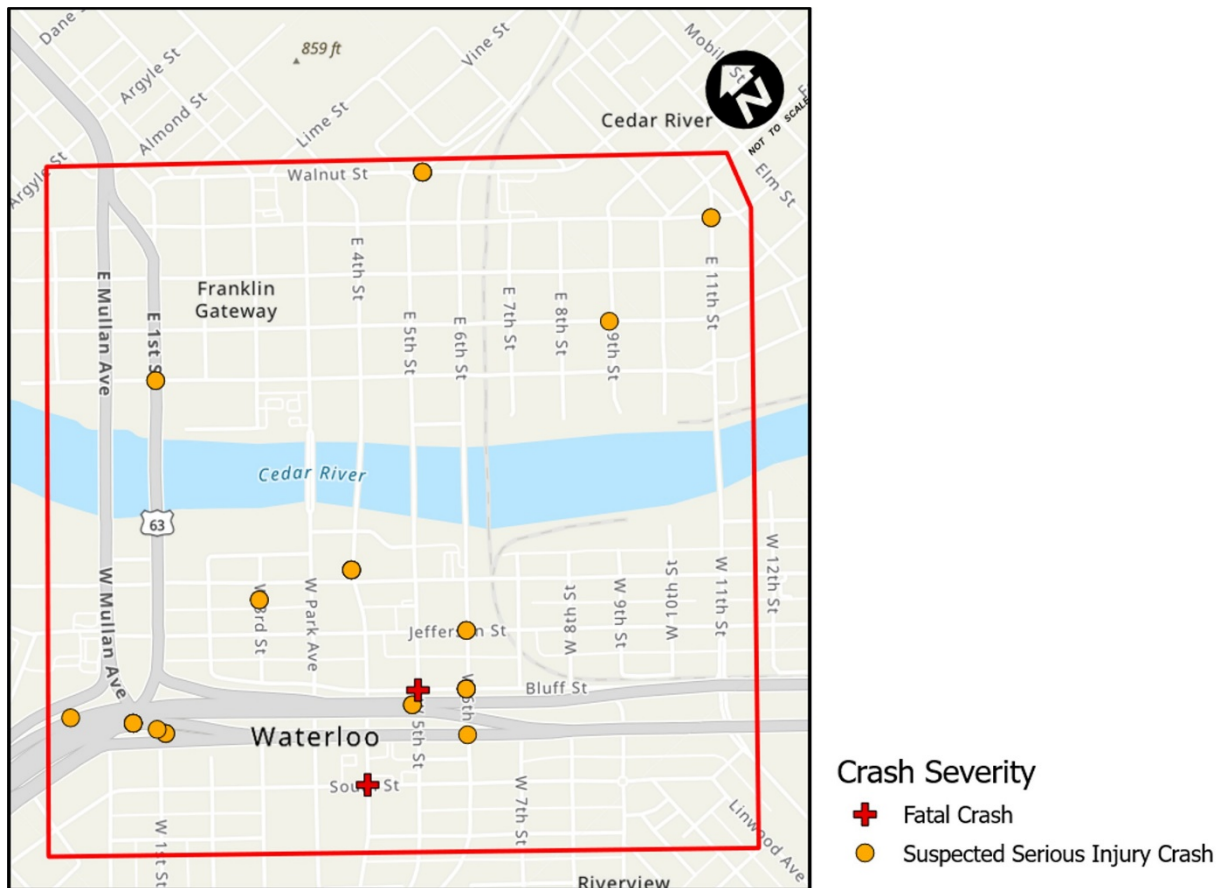
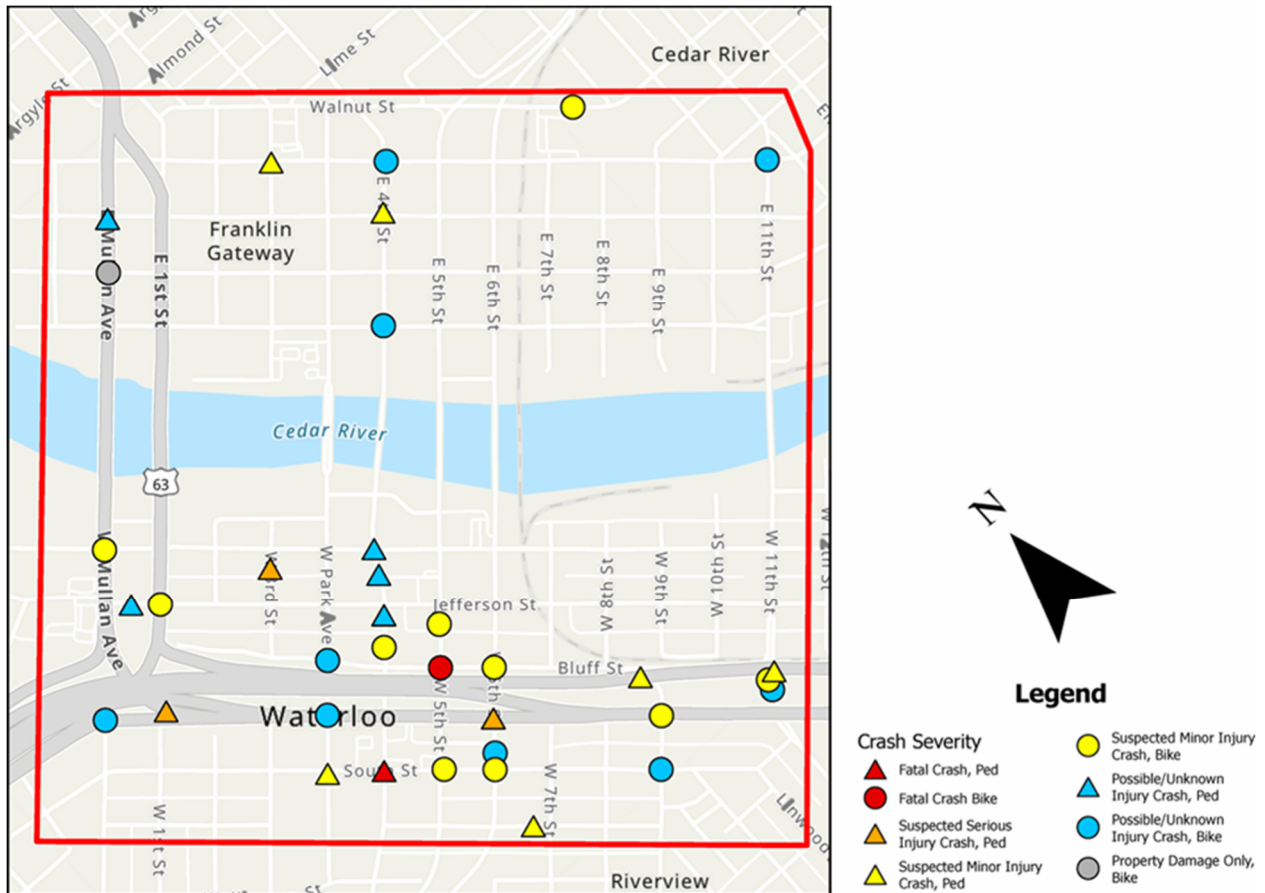


Figure 3: Map of Pedestrian / Bicyclist Involved Crashes from 2019 through 2023 Within the Project Area



CRASH ANALYSIS BY TIME PERIODS

Total crashes by year reveals a drop in crashes during the pandemic year of 2020, with crashes rising above pre-pandemic levels in 2021. The drop in crashes from 2021 through 2023 may be due to road and bridge closures in the area. Crashes are fairly evenly distributed throughout the year, with the highest number occurring in January, which may be expected due to winter weather events. Similarly, crashes are fairly evenly distributed throughout the week, with the lowest number of crashes occurring on Sundays, which is common in areas of high business concentration. The total number of crashes within the study area by year, month, and day of week can be seen in Figure 4, Figure 5, and Figure 6, respectively.



Figure 4: Total Crashes by Year (2019 – 2023)

Crashes Per Year

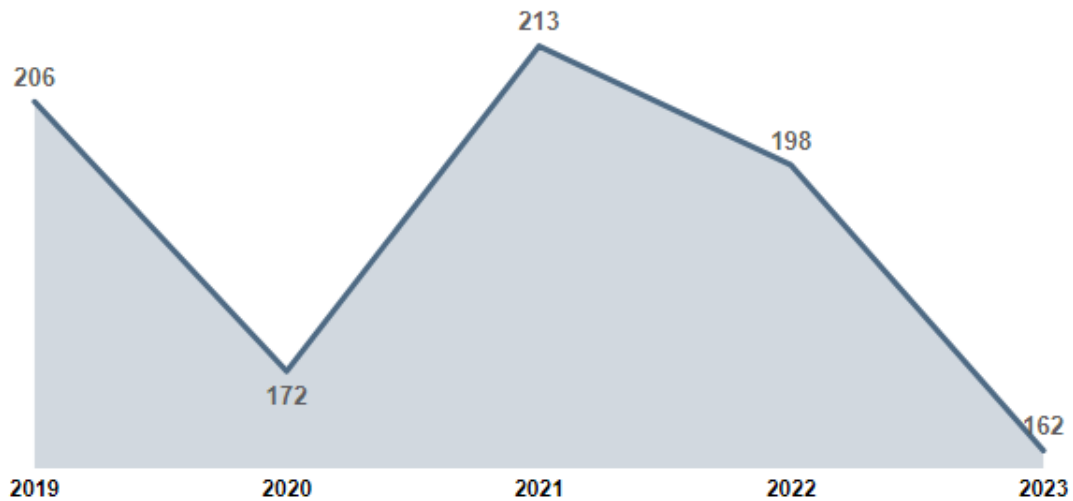


Figure 5: Total Crashes by Month (2019 – 2023)

Crashes by Month

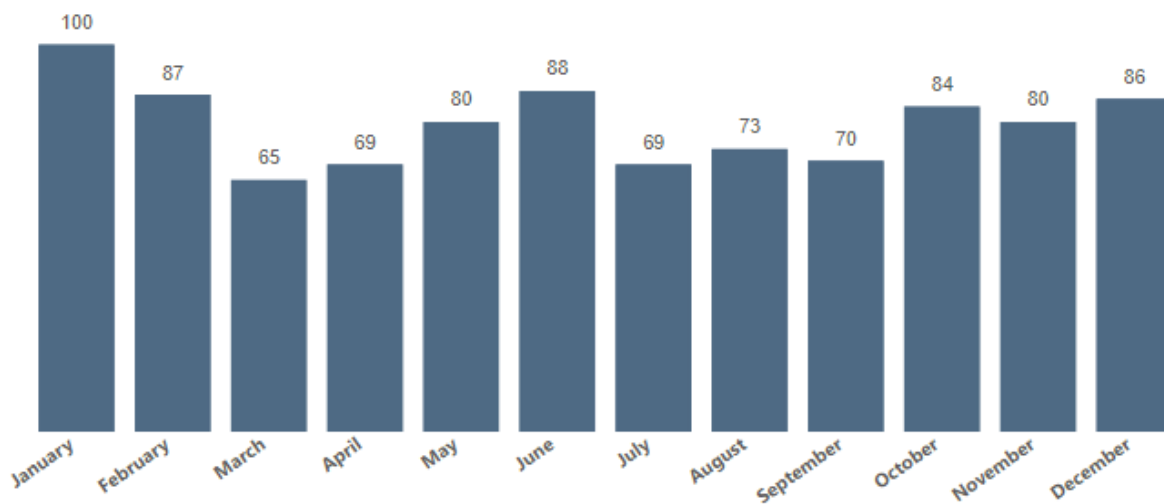
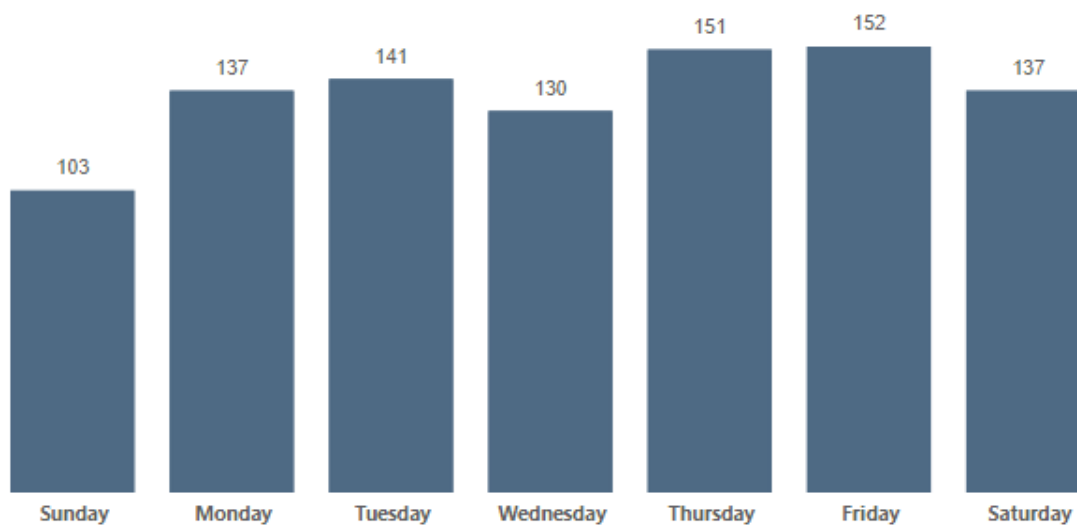




Figure 6: Total Crashes Within the Project Area by Day of Week (2019 – 2023)

Crashes by Day of Week



When analyzed by time of day, crash distribution is unusual in that it shows a peak between 2:00 pm and 6:00 pm, however when only fatal and serious injury crashes are considered the pattern becomes more regular with peaks in the morning between 8:00 am and 10:00 am, and in the afternoon between 4:00 pm and 6:00 pm. Total crashes within the project area by time of day and fatal and serious injury crashes within the project area by time of day can be seen in Figure 7 and Figure 8, respectively.



Figure 7: Total Crashes within Project Area by Time of Day (2019 – 2023)

Crashes by Time of Day

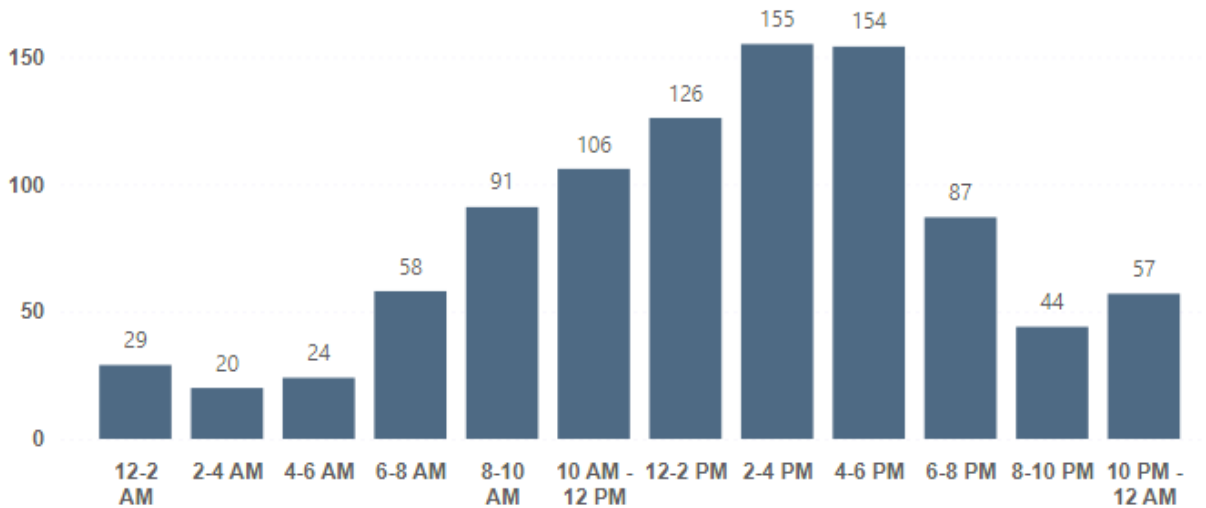
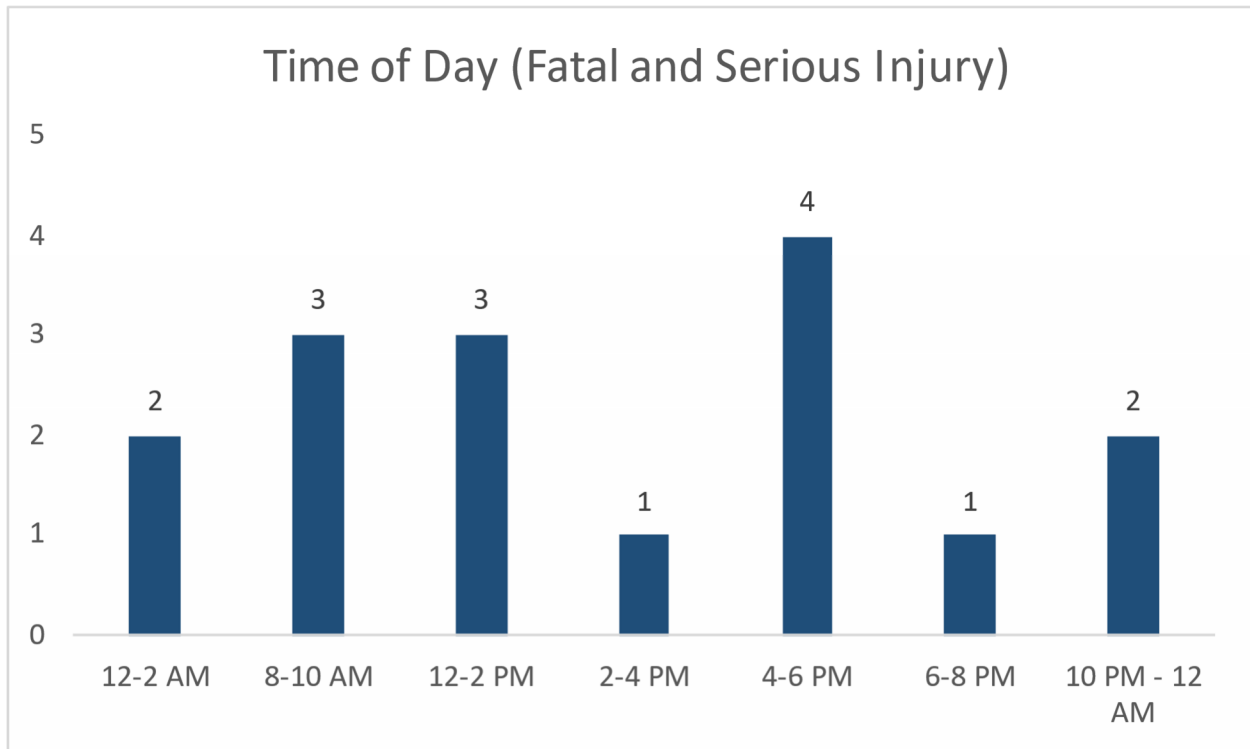


Figure 8: Fatal and Serious Injury Crashes within the Project Area by Time of Day (2019 – 2023)





CRASH ANALYSIS BY MAJOR CAUSE

“Ran Traffic Signal” is the most common major cause of crashes in the project area, however, together crashes coded as “Unknown” and “Other” are a considerable portion of crashes. Crashes at stop-controlled intersections (“Failure to Yield Right-of-Way from Stop Sign” and “Ran Stop Sign”) together make up the third most common major cause of crashes in the project area. “Ran Traffic Signal” is also the most common major cause of fatal and serious injury crashes, followed by “Exceeded Authorized Speed”. Two crashes in this category were reported as having no improper action, however the crash report narratives revealed that in one case, a bicyclist riding on the sidewalk entered the intersection while the pedestrian signal was red, and in the other case, a pedestrian walked in front of the vehicle from between two stopped trucks and was not in a crosswalk. Major cause of crash for all crashes within the project area and for fatal and serious injury crashes within the project area can be seen in Figure 9 and Figure 10, respectively.



Figure 9: Total Crashes within the Project Area by Major Cause (2019 – 2023)

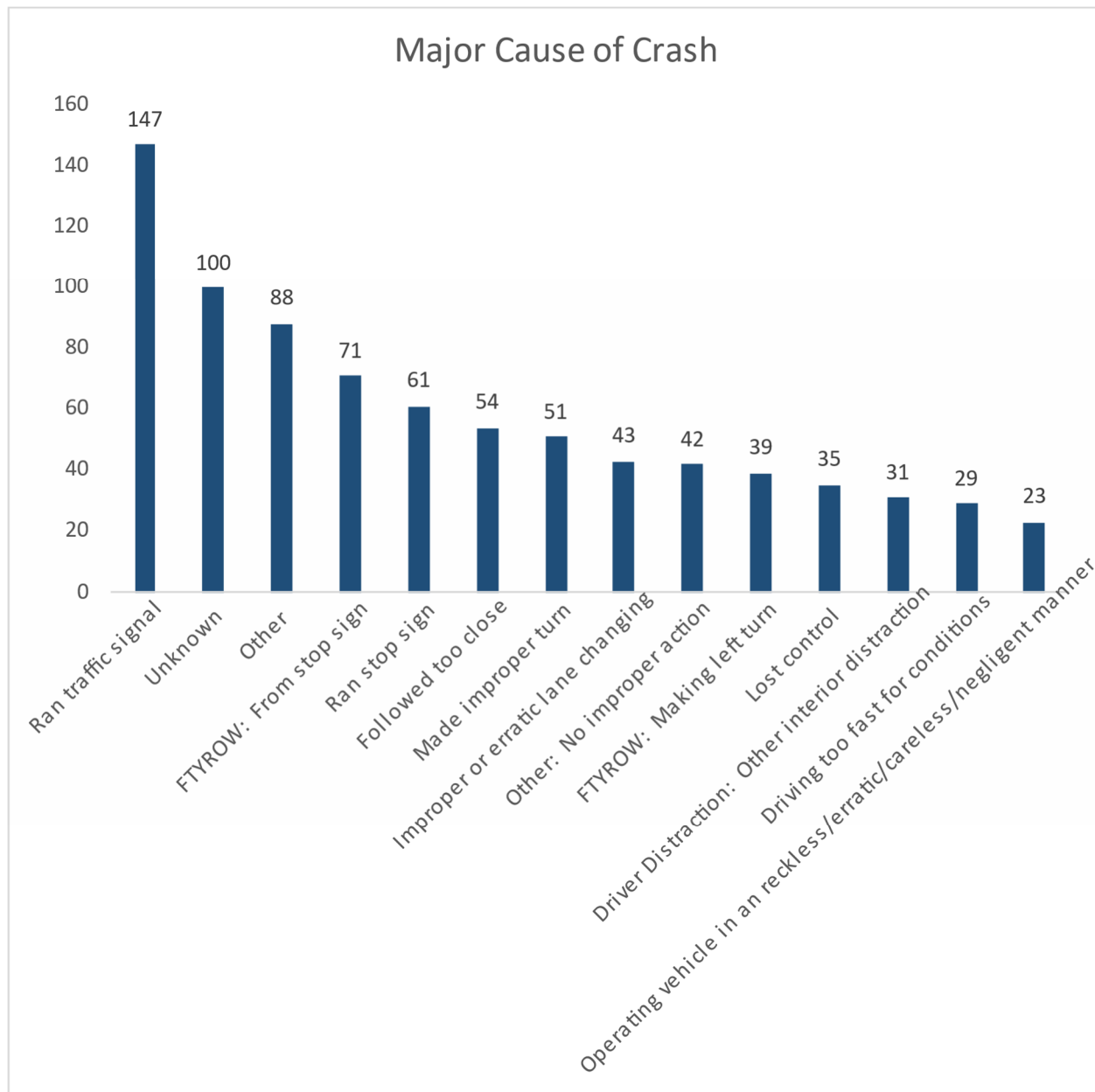
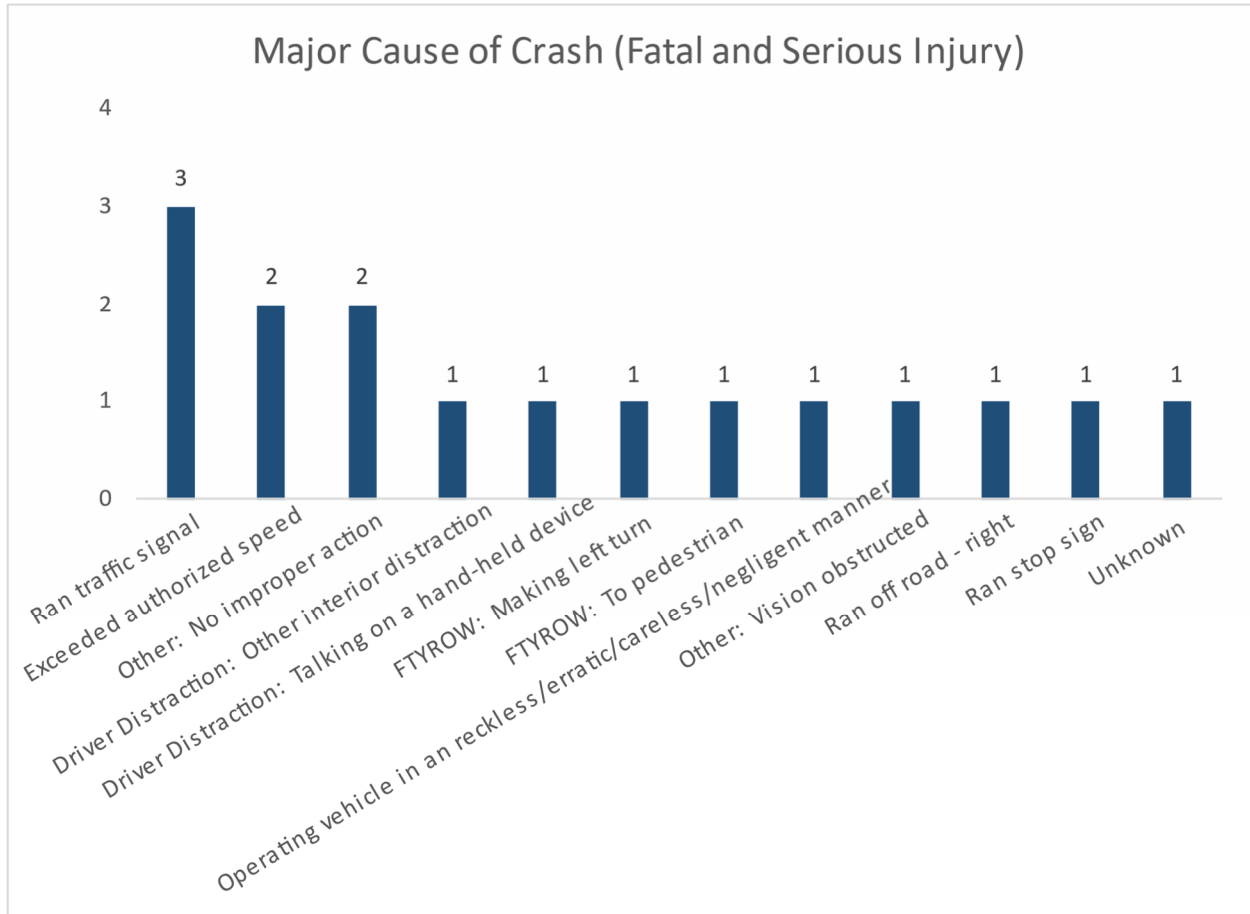




Figure 10: Fatal and Serious Injury Crashes within the Project Area by Major Cause (2019 – 2023)



CRASH ANALYSIS BY TYPE

The most common crash type in the project area was broadside crashes (38%). Rear-end (19%), same-direction sideswipe crashes (18%) and non-collision crashes (14%) make up the next three most common crash types. Non-collision crashes were the most common crash type to cause fatal or serious injuries, however all pedestrian- and bicyclist-involved crashes are coded as non-collision crashes, and account for both of the fatal crashes and three of the serious injury crashes. When these crashes are removed from the data, broadside and single-vehicle crashes account for the majority (8 out of 11) of serious injury crashes. Unsurprisingly, the majority of broadside crashes were caused by running a traffic signal (131 out of 357) with an additional 124 out of 357 caused by failure to yield at or running a stop sign. Crash type for all crashes within the project area, crash type for fatal and serious injury crashes within the project area, and major cause of crash for broadside crashes within the project area can be seen in Figure 11, Figure 12, and Figure 13, respectively.



Figure 11: Total Crashes within the Project Area by Type of Crash (2019 – 2023)

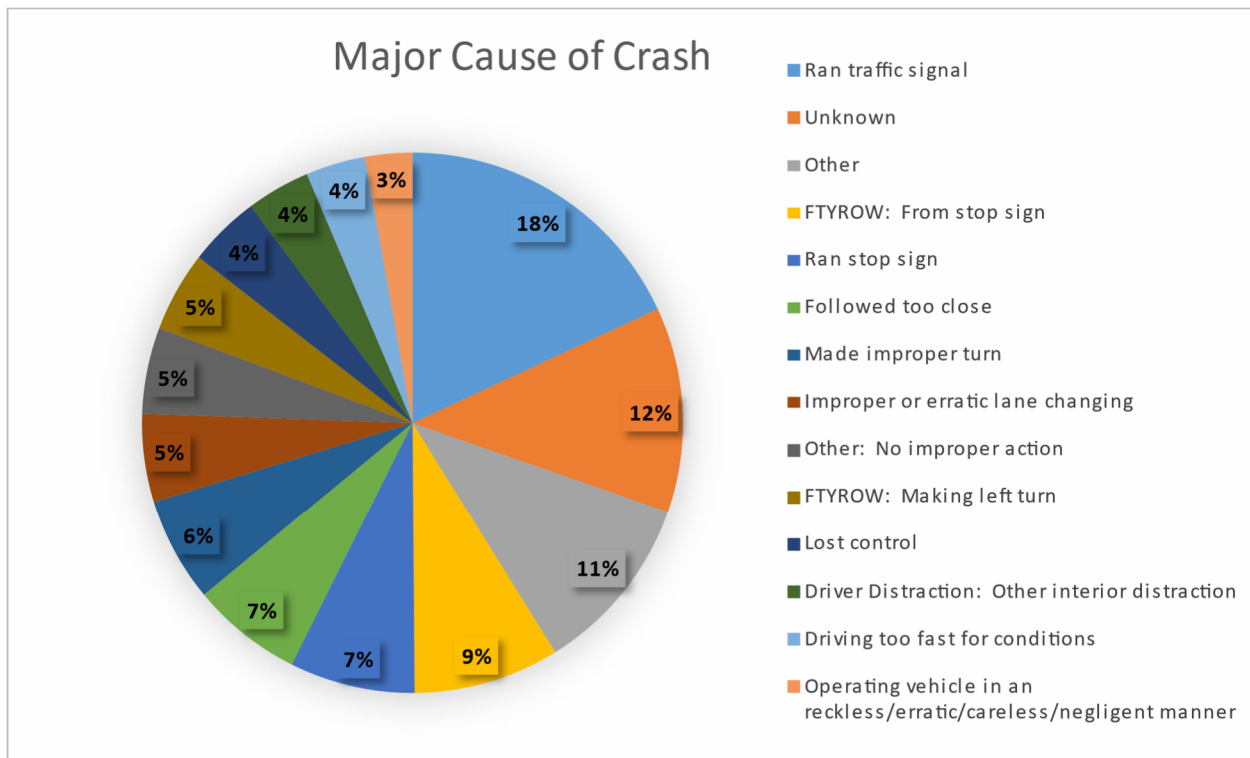




Figure 12: Fatal and Serious Injury Crashes within the Project Area by Type of Crash (2019 – 2023)

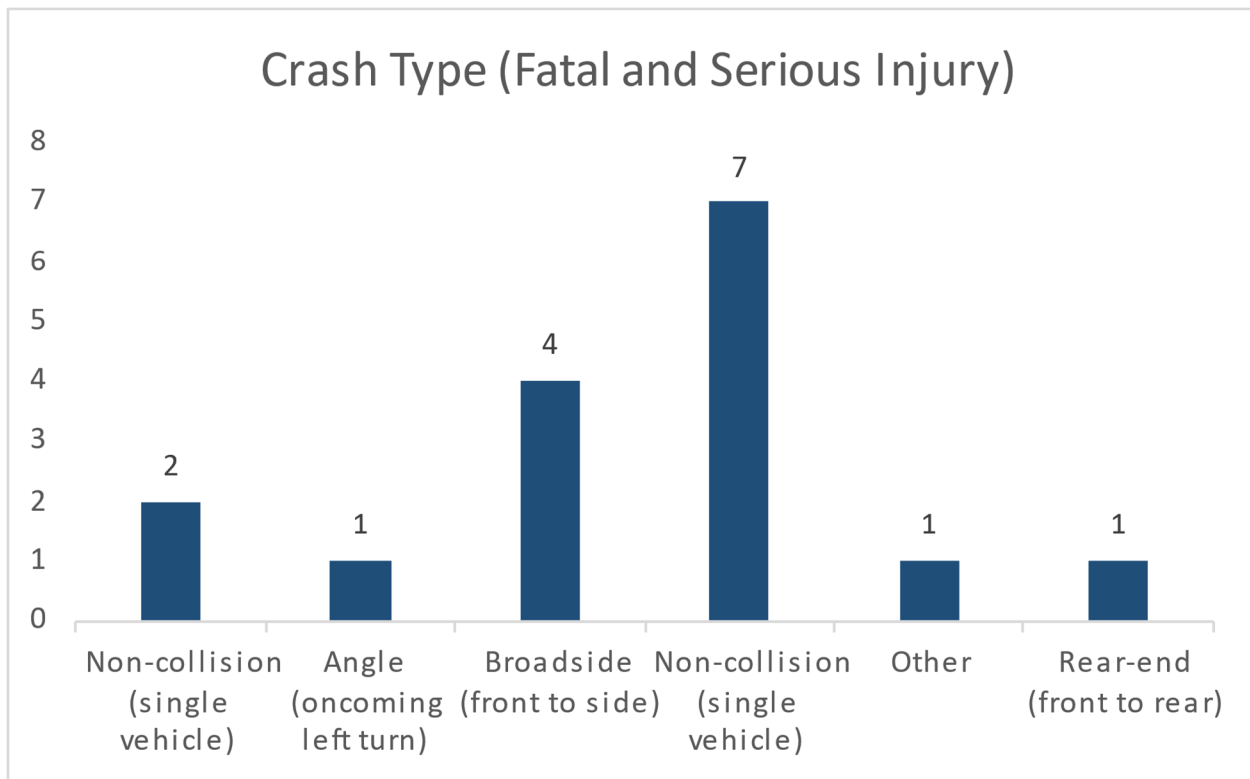
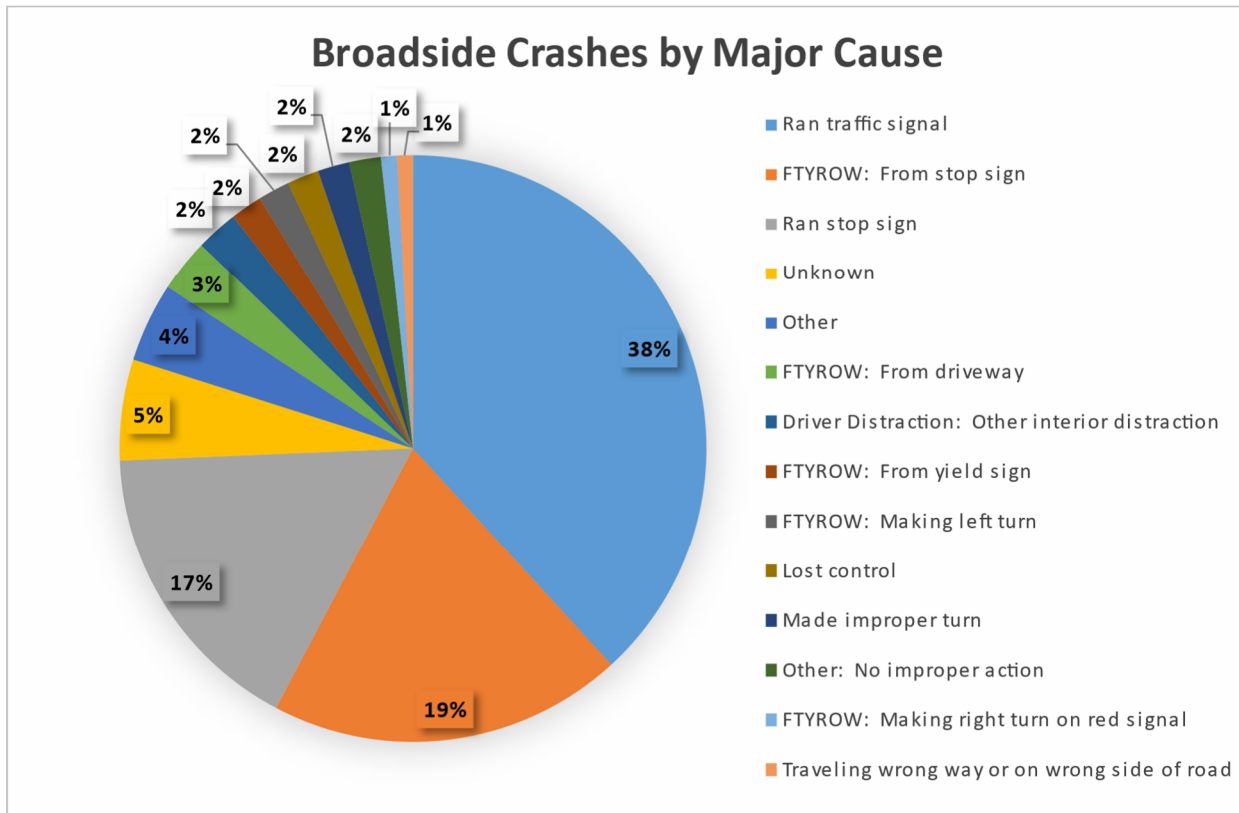




Figure 13: Broadside Crashes within the Project Area by Major Cause of Crash (2019 – 2023)



CRASH ANALYSIS BY LIGHTING CONDITIONS

The majority of total crashes occurred during daylight conditions. Most fatal and serious injury crashes occurred during daylight conditions but one of the two fatal crashes occurred during twilight and the other during daylight conditions. Total crashes by lighting conditions and fatal and serious injury crashes by lighting conditions can be seen in Figure 14 and Figure 15, respectively.



Figure 14: Total Crashes within the Project Area by Lighting Conditions (2019 – 2023)

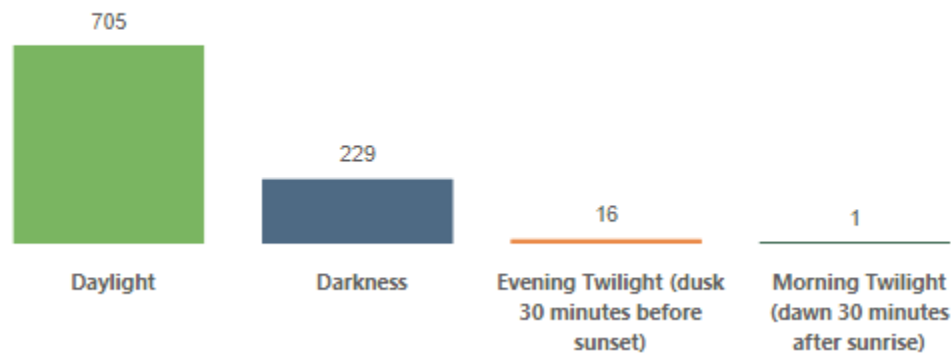
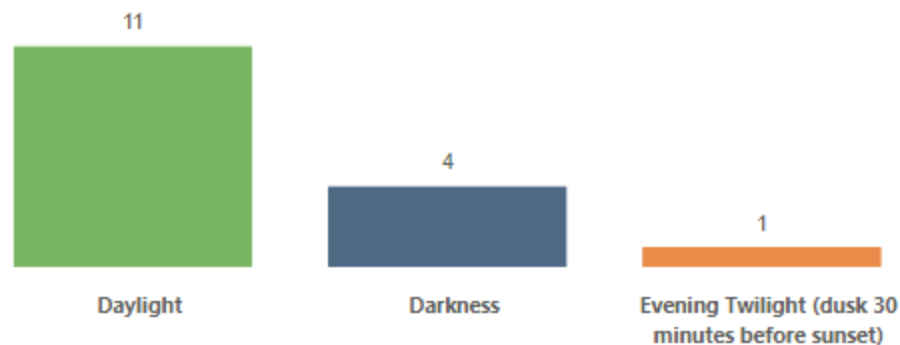


Figure 15: Fatal and Serious Injury Crashes within the Project Area by Lighting Conditions (2019 – 2023)



CRASH ANALYSIS BY WEATHER AND ROAD SURFACE CONDITIONS

Based on questions asked during the initial Steering Committee Meeting, additional crash analysis was performed regarding weather conditions. The majority of crashes occurred during clear weather (70%) with an additional 19% occurring during cloudy conditions. Similarly, the majority of crashes occurred on dry pavement (77%), with 22% (wet 11%, snow 6%, ice/frost 4% and slush 1%) occurring when the pavement was not dry. Likewise, the 14 of 16 fatal and serious injury crashes occurred during clear weather, and 77% on dry pavement. Total crashes by weather condition, total crashes by road surface conditions, fatal and serious crashes by weather condition, and fatal and serious crashes by road surface conditions can be seen in Figure 16, Figure 17,

Figure 18, and Figure 19, respectively.



Figure 16: Total Crashes within the Project Area by Weather Condition (2019 – 2023)

Crashes by Weather Condition

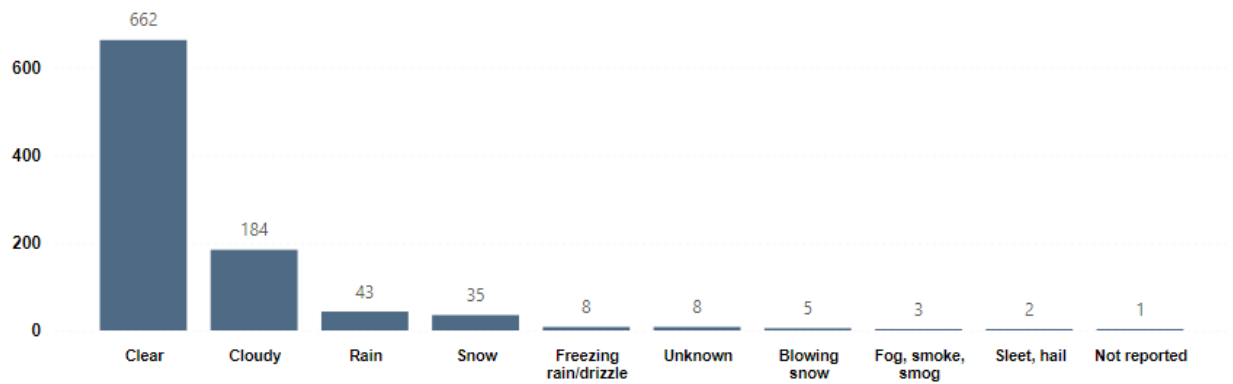


Figure 17: Total Crashes within the Project Area by Road Surface Condition (2019 – 2023)

Crashes by Road Surface Condition

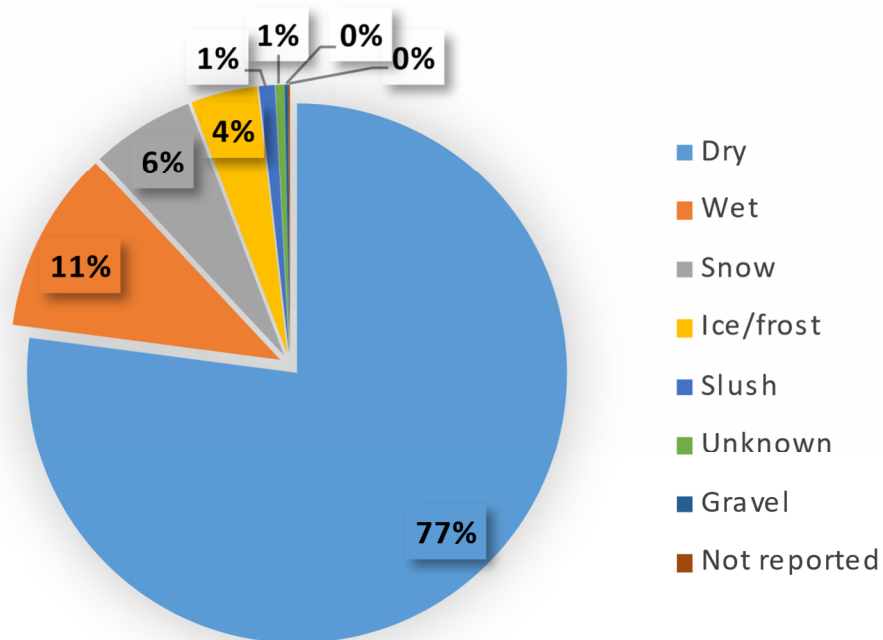




Figure 18: Fatal and Serious Injury Crashes within the Project Area by Weather Condition (2019 – 2023)

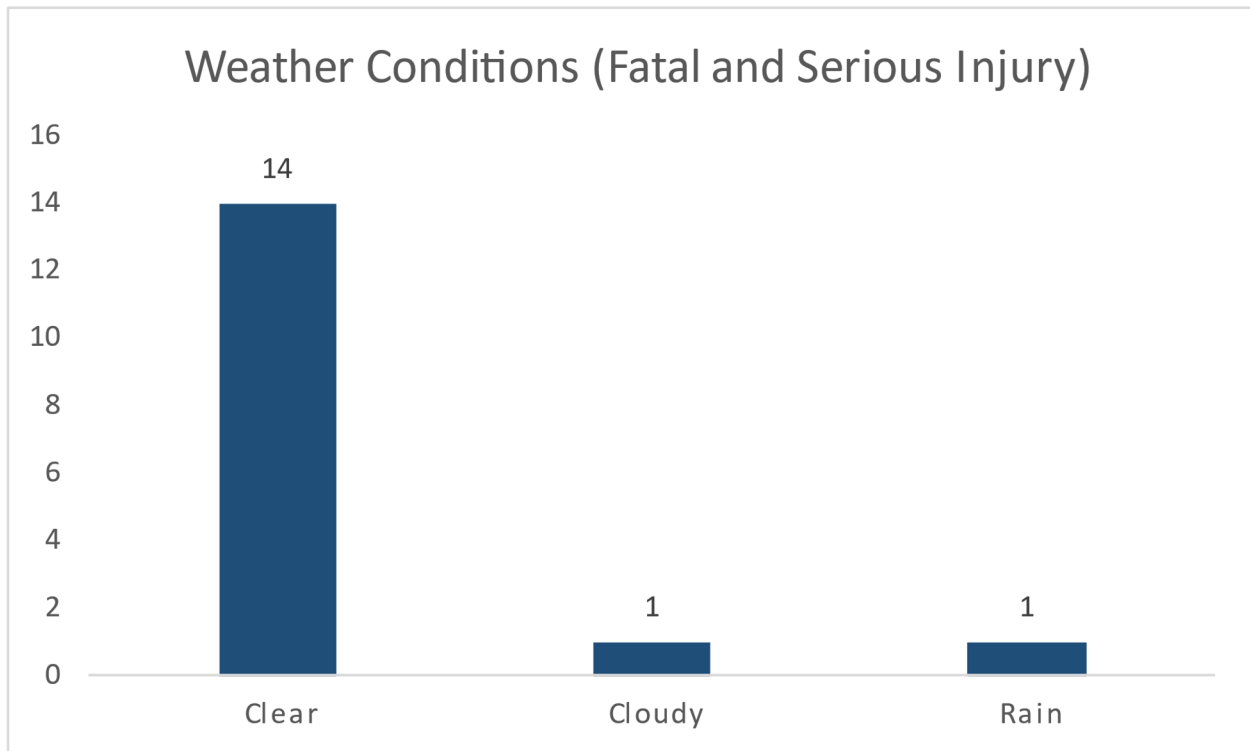
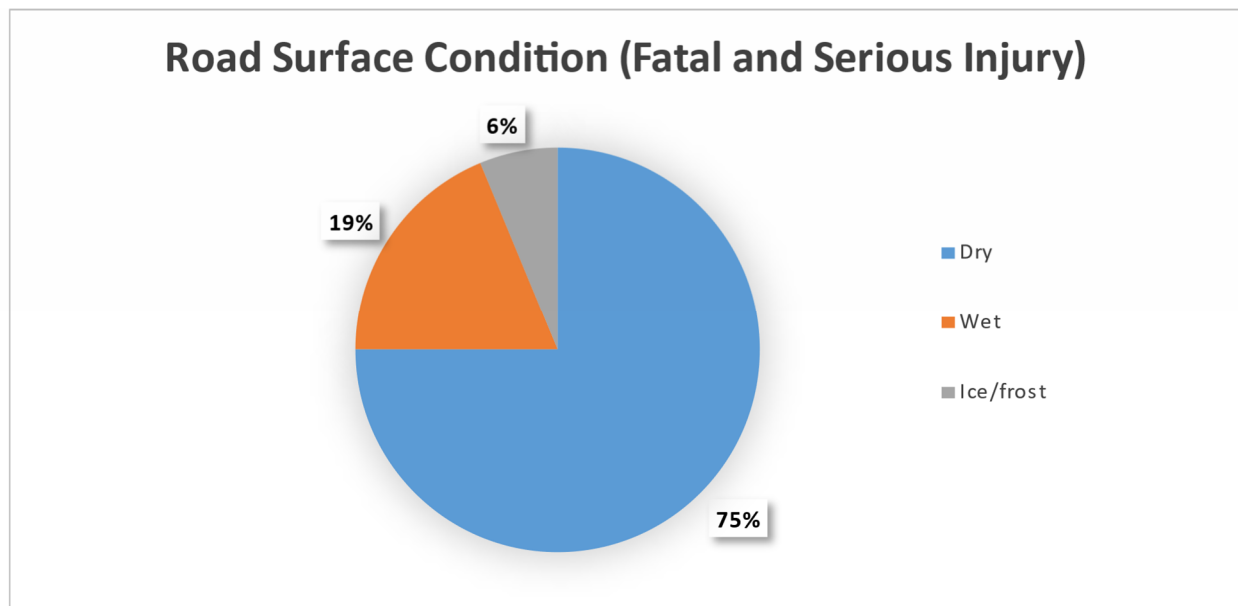


Figure 19: Fatal and Serious Injury Crashes within the Project Area by Road Surface Condition (2019 – 2023)





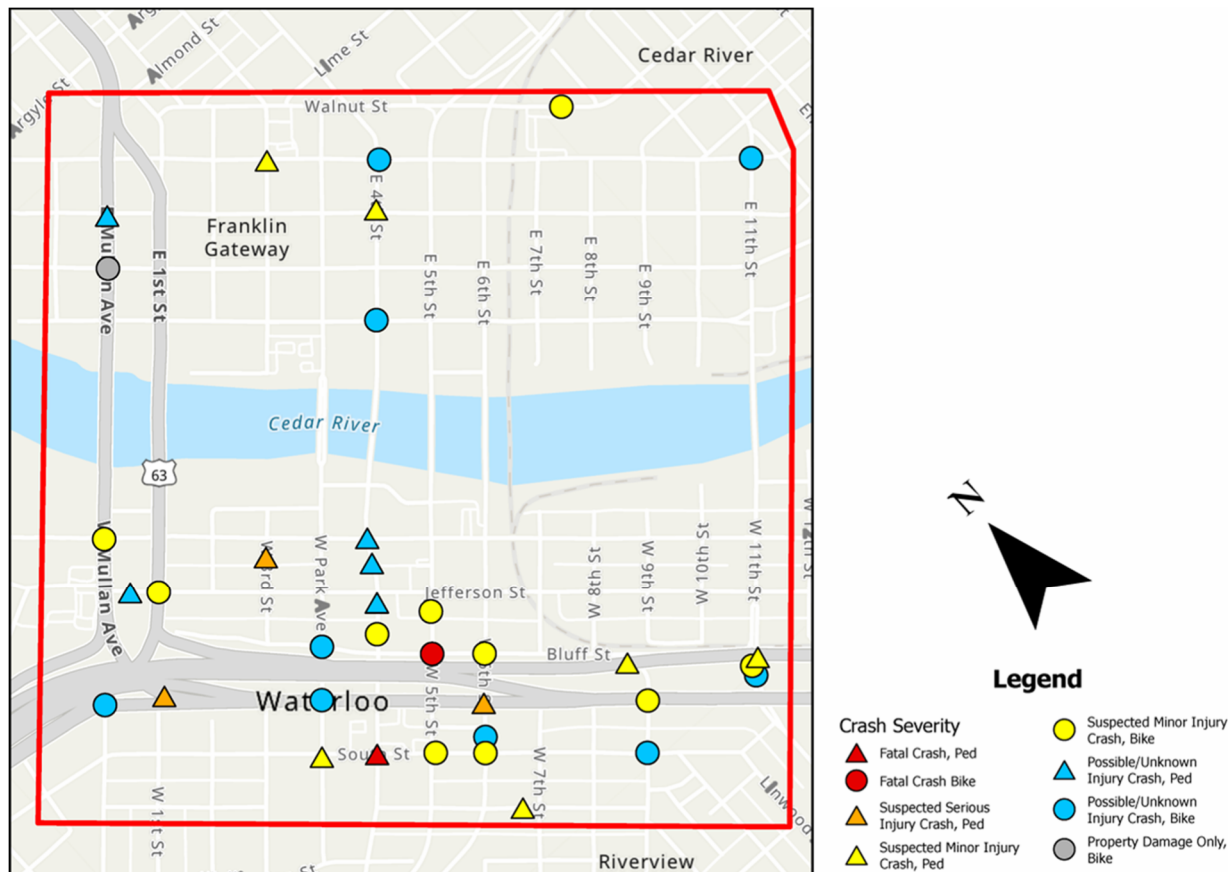
BICYCLE AND PEDESTRIAN CRASH ANALYSIS

There were 36 total crashes involving either a bicyclist or pedestrian in the project area that occurred from January 1, 2019 through December 31, 2023 including one fatal bicycle crash, one fatal pedestrian crash, and three pedestrians who were seriously injured. Figure 20 shows a map of the pedestrian and bicycle involved crashed within the project area. Crash data retrieved from the Iowa Crash Analysis Tool was missing non-motorist fields for the years 2019, 2020, and 2023. Redacted police report narratives were obtained for all pedestrian and bicycle-related crashes. Report narratives for were read and analyzed for coding discrepancies and to determine the crash type. Crash types from the Pedestrian and Bicyclist Crash Analysis Tool (PBCAT) were used to gain insight into the crashes.

Notable results from the analysis include the following:

- » 71% (15/21) of bicycle crashes occurred when the bicyclist was riding on the sidewalk
- » 52% (11/21) of bicycle crashes occurred when the bicyclist was riding against traffic
- » 48% (10/21) of bicycle crashes occurred when the bicyclist was riding both against traffic and on the sidewalk
- » 29% (6/21) of bicycle crashes occurred where the bicyclist was in a marked crosswalk.
- » 40% (6/15) of pedestrian crashes occurred where the pedestrian was in a marked crosswalk, all of which were by left-turning vehicles.
- » 33% (12/36) of all bicycle and pedestrian crashes occurred in marked crosswalks.

Figure 20: Pedestrian and Bicycle Crashes within the Project Area – Mapped (2019 – 2023)



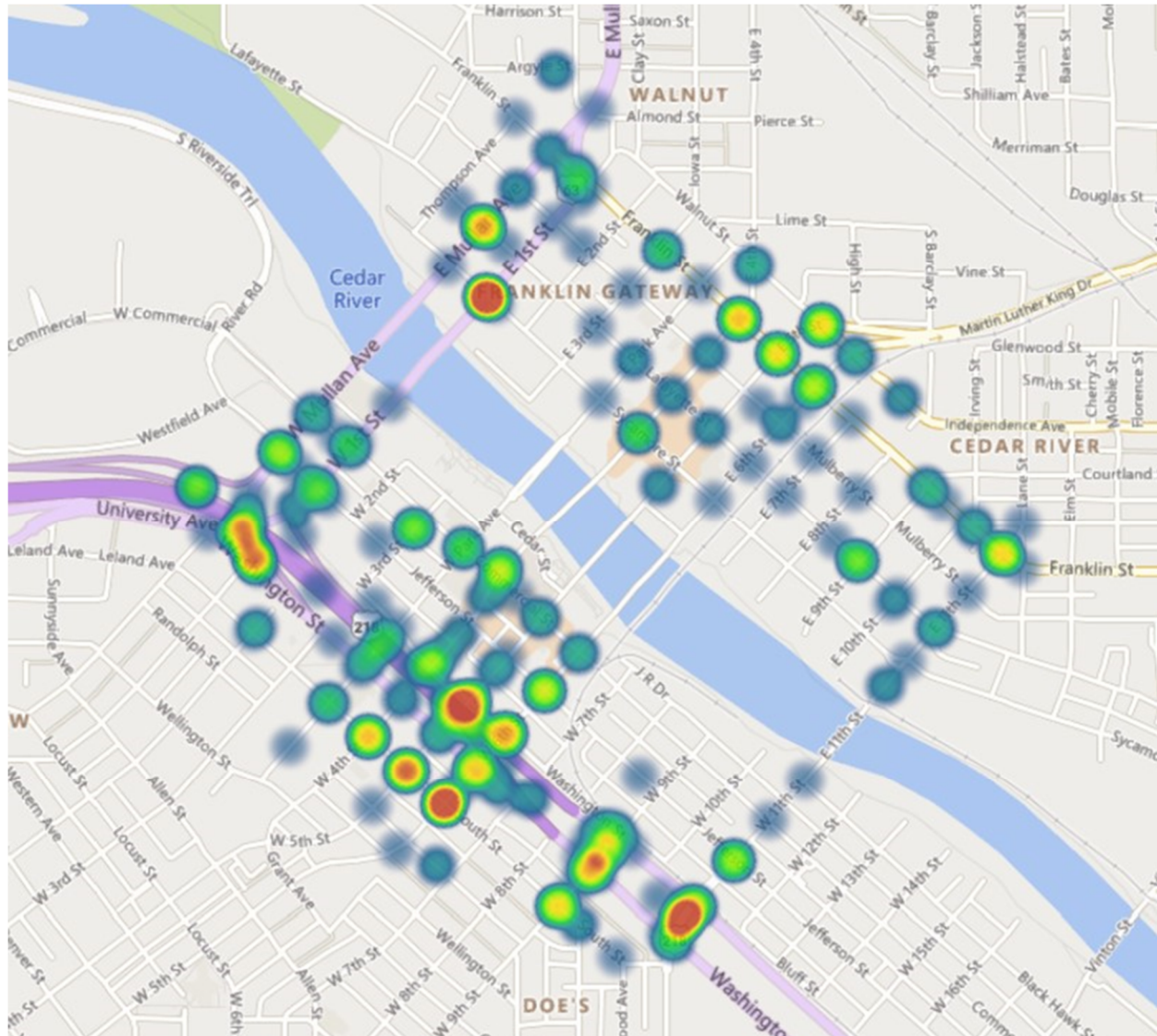
SEVERE AND FATAL INJURY CRASH ANALYSIS

There were 16 total fatal and severe crashes between 2019 and 2023 in the project area (see Figure 2). Of the two fatal crashes, one was of a bicycle rider, and one of a pedestrian. Redacted police report narratives were obtained for all fatal and serious injury crashes. Report narratives for were read and analyzed for coding discrepancies and to integrate data from bicycle and pedestrian fatal and serious injury crashes. The main crash type was Single Vehicle with 9 crashes, however 4 of these were with a non-motorist, and there were no other correlated factors. 44% (7/16) of fatal and serious injury crashes occurred at signalized intersections, however this is likely an artifact of exposure due to greater traffic volumes at signalized intersections.

WEIGHTED CRASH ANALYSIS

Consistent with the Safe System Approach, crash mitigation efforts should focus on fatal and serious injury crashes. With only 16 crashes in these categories, however, patterns and hot-spots cannot be determined with any degree of confidence. Including all crashes in the high-injury visualization, however, would risk overemphasizing locations with a high number of minor injury and property damage only crashes. In order to mitigate this concern, a heat map of

Figure 21: Weighted Crash Heat Map





Equity Evaluation

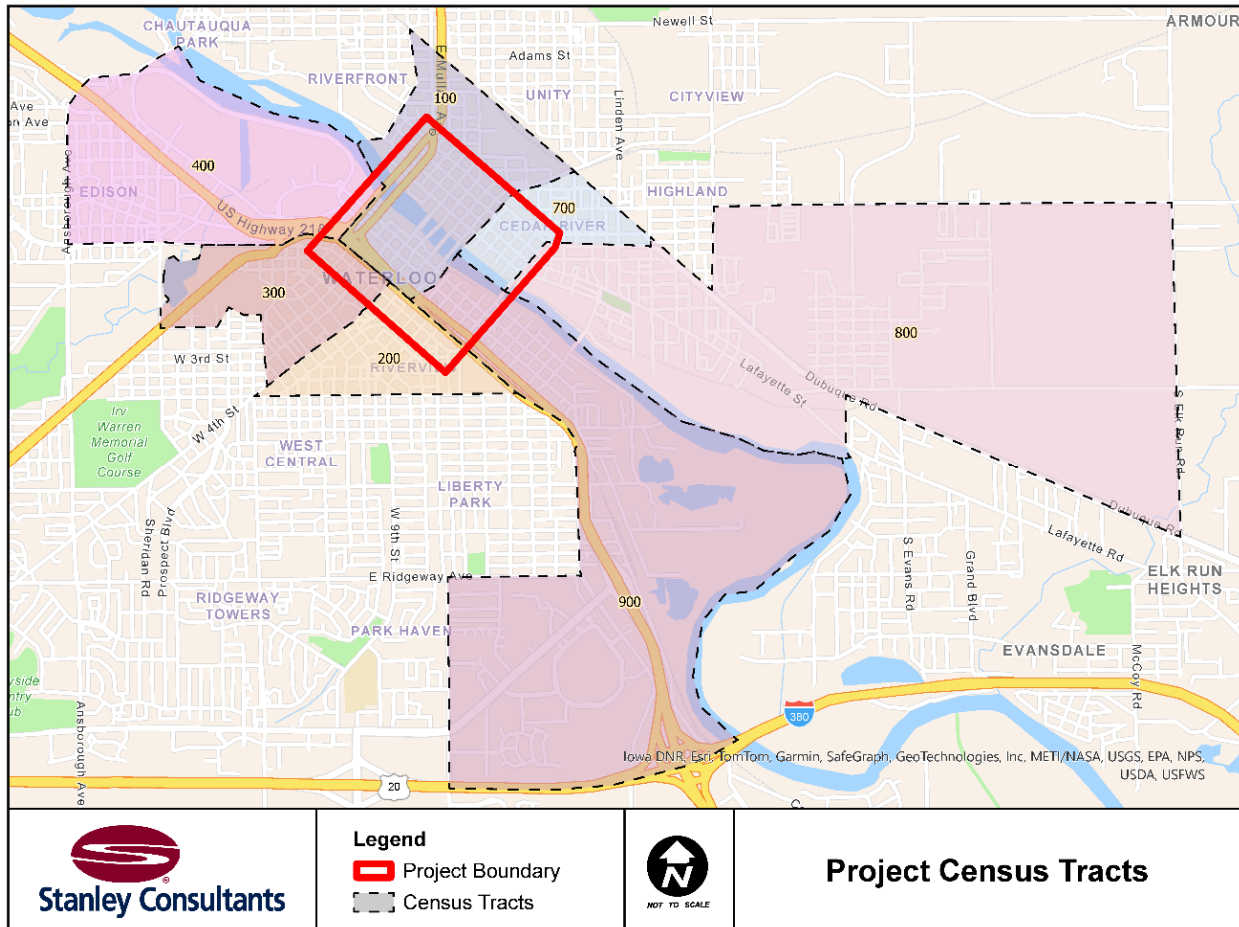
Consistent with the Safe System Approach, an equity analysis was performed using the USDOT Equitable Transportation Community (ETC) Explorer. The ETC Explorer is an interactive web tool that uses 2020 census data to explore the cumulative burden communities experience as a result of transportation underinvestment. The data includes the following five components: Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, Social Vulnerability, and Transportation Insecurity. Each of these components is comprised of subcomponents and indicators, with Transportation Insecurity subcomponents including measures of transportation access, transportation cost and transportation safety. Relative disadvantage is expressed as a percentile rank compared to the State of Iowa. A percentile rank of 65 or above is considered disadvantaged. Figure 22 shows that the City of Waterloo is disadvantaged only in the environmental burden component.

Figure 22: City of Waterloo Burden Evaluation

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N

The project area includes portions of seven different census tracts within the City of Waterloo: 100, 200, 300, 400, 700, 800, and 900. The census tracts are shown in Component percentiles and Transportation Insecurity subcomponent percentiles (as compared to the entire state) for each census tract within the project area were compared to each other, and to Waterloo as a whole.

Figure 23: Waterloo Census Tracts





The seven census tracts of interest are largely similar to each other in measures of disadvantages but show a pattern of considerably greater disadvantage than Waterloo as a whole. All seven are considered disadvantaged in both Environmental Burden and Social Vulnerability. Five out of seven are disadvantaged in Climate and Disaster Risk Burden. Three of the seven are disadvantaged in Health Vulnerability and similar numbers are seen for Transportation Insecurity. Further details on census tracts disadvantages are shown in Figure 24.

Figure 24: Waterloo Census Tract Disadvantages

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y			
200	Y	Y	N	Y	N			
300	Y	Y	Y	Y	Y			
400	Y	Y	N	Y	N			
700	Y	Y	Y	Y	N			
800	N	Y	N	Y	Y			
900	N	Y	N	Y	N			

Taking a deeper look into the Transportation Insecurity Sub-Components, we see that no census tracts in the project area are considered Transportation Access disadvantaged, while all are considered disadvantaged in Transportation Cost. The differences of the two are highlighted in Figure 25. It is worth noting, however, that while the federal data does not indicate that the tracts are disadvantaged in Transportation Access, public health representatives on the TAC reported that many clients indicate that access to transportation is a barrier to accessing healthcare.

Figure 25: Waterloo Census Tract Transportation Insecurities: Access and Cost

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	
200	Y	Y	N	Y	N	N	Y	
300	Y	Y	Y	Y	Y	N	Y	
400	Y	Y	N	Y	N	N	Y	
700	Y	Y	Y	Y	N	N	Y	
800	N	Y	N	Y	Y	N	Y	
900	N	Y	N	Y	N	N	Y	



The Transportation Safety sub-component is based off a single indicator: traffic fatalities per 100,000 people. As such, the measure doesn't paint a very robust picture of traffic safety in general and is unreliable at the tract level where a single fatality can raise the percentile rank significantly, making a formerly "safe" tract rise to the level of disadvantage. This is reflected in Figure 26, where no clear pattern emerges for this sub-component.

Figure 26: Waterloo Census Tract Transportation Insecurities: Safety

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N

The pattern of relative disadvantage represented in the seven census tracts that intersect with the project area – both compared to the state, as well as compared to the City of Waterloo – indicate that the project area was well chosen to address issues of transportation and general inequality. There is not enough distinction between the tracts, however, to indicate that improvements should be prioritized within the project area according to relative disadvantage.

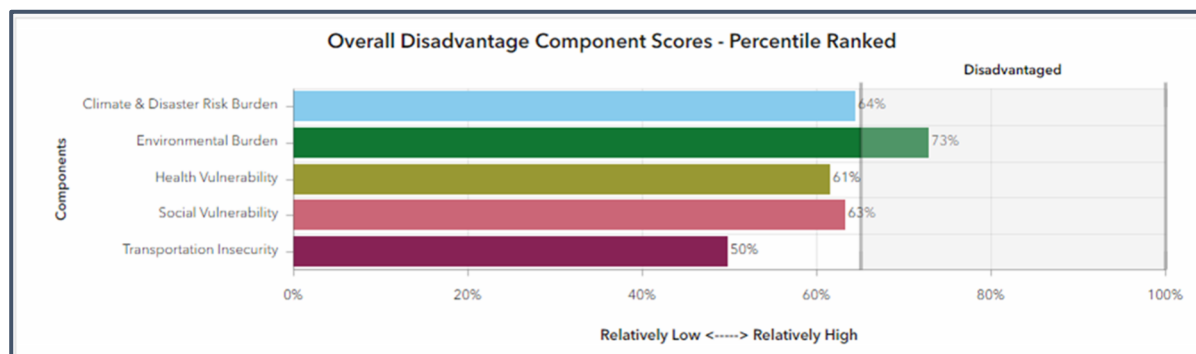
EQUITY ANALYSIS BY TRACT AS COMPARED TO THE CITY OF WATERLOO

City of Waterloo

As noted above, the City of Waterloo, as a whole, is considered disadvantaged only on the measure of Environmental Burden, with a percentile rank of 73. Other component scores are Climate and Disaster Risk at the 64th percentile, Social Vulnerability at the 63rd percentile, Health Vulnerability at the 61st percentile, and Transportation Insecurity at the 50th percentile. The disadvantage component scores for the City of Waterloo are shown in Figure 27.

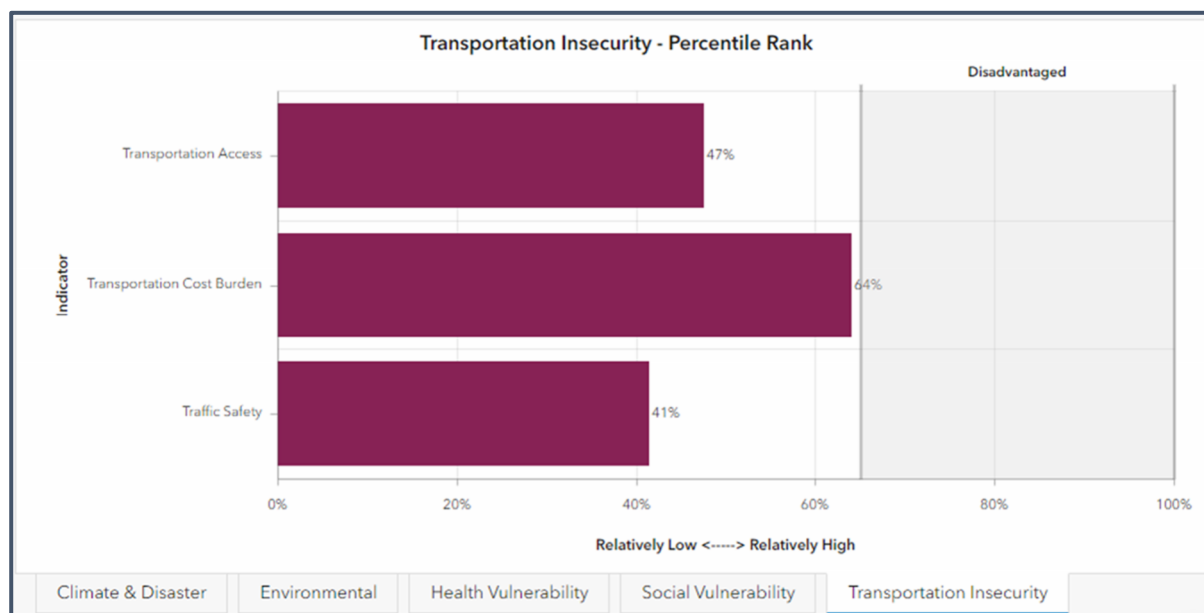


Figure 27: City of Waterloo Overall Disadvantage Component Scores – Percentile Rank



The highest percentile rank of the Transportation Insecurity sub-components is Transportation Cost Burden at the 64th percentile, followed by Transportation Access at the 47th percentile, and Traffic Safety at the 41st percentile. The transportation insecurity percentile rankings for the City of Waterloo can be seen in Figure 28.

Figure 28: City of Waterloo Transportation Insecurity – Percentile Rank



The seven census tracts located within the project area were analyzed. The analysis included the following:

- » Percentage of the project area included within the census tract
- » Percentage of project area road-miles included within the census tract
- » Percentage of total project crashes that occurred within the census tract
- » Total number of fatal and serious injury crashes that occurred within the census tract
- » Percentage of total project fatal and serious injury crashes that occurred within the census tract



A summary of each census tract analysis is shown below. Additionally, location maps and USDOT information graphics for each census tract are shown below in Figures 29 – 42.

Census Tract 100

- » 49% of project area
- » 50% of project road-miles
- » 52% of total crashes
- » 1 fatal crash (bicycle rider)
- » 10 serious injury crashes
- » 69% of fatal & serious injury crashes

Figure 29: Census Tract 100

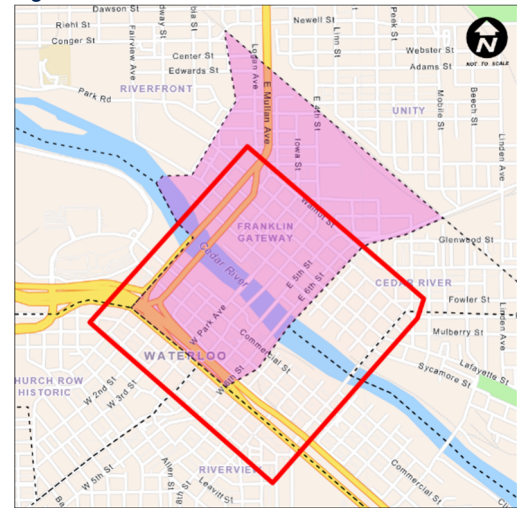
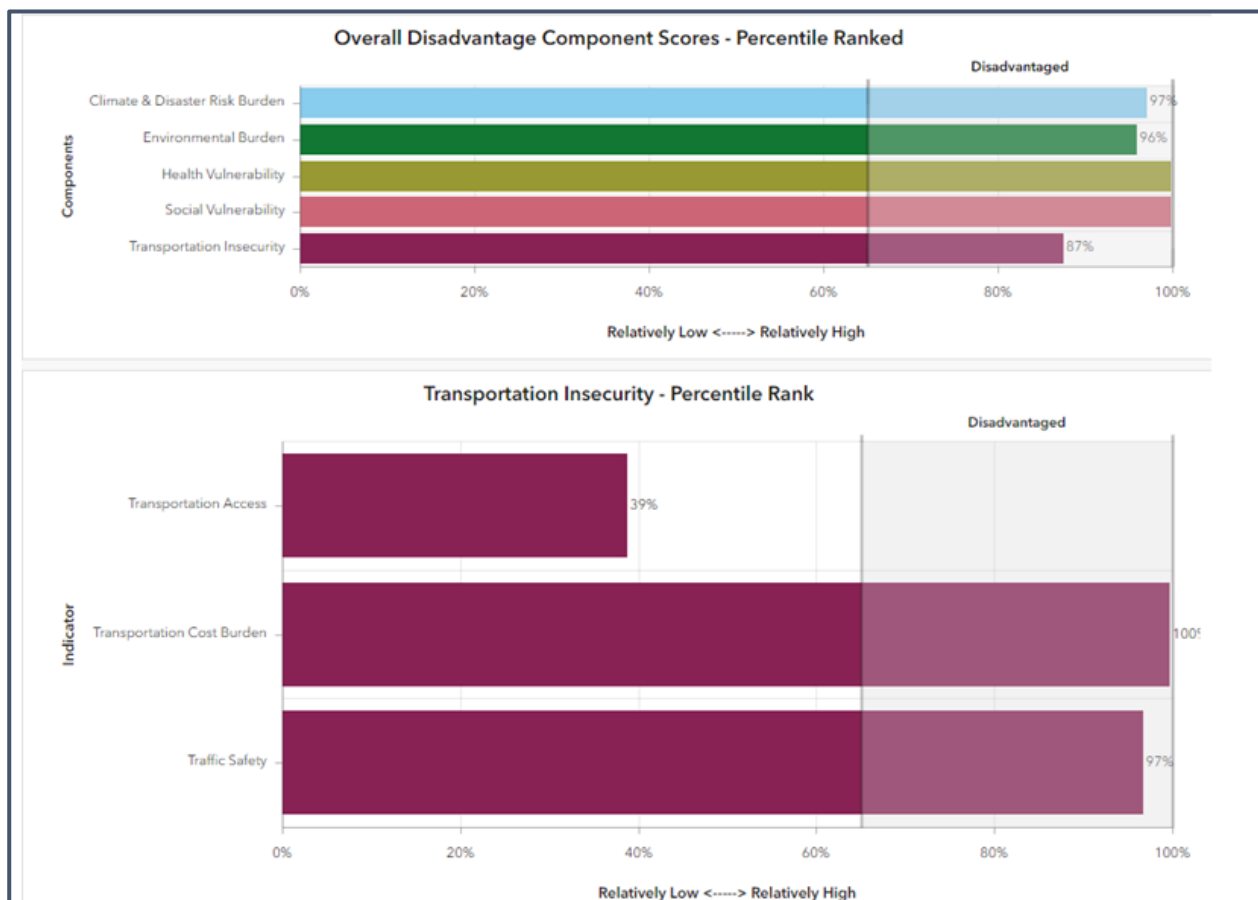


Figure 30: Census Tract 100 Overall Disadvantage Component Scores and Transportation Insecurity





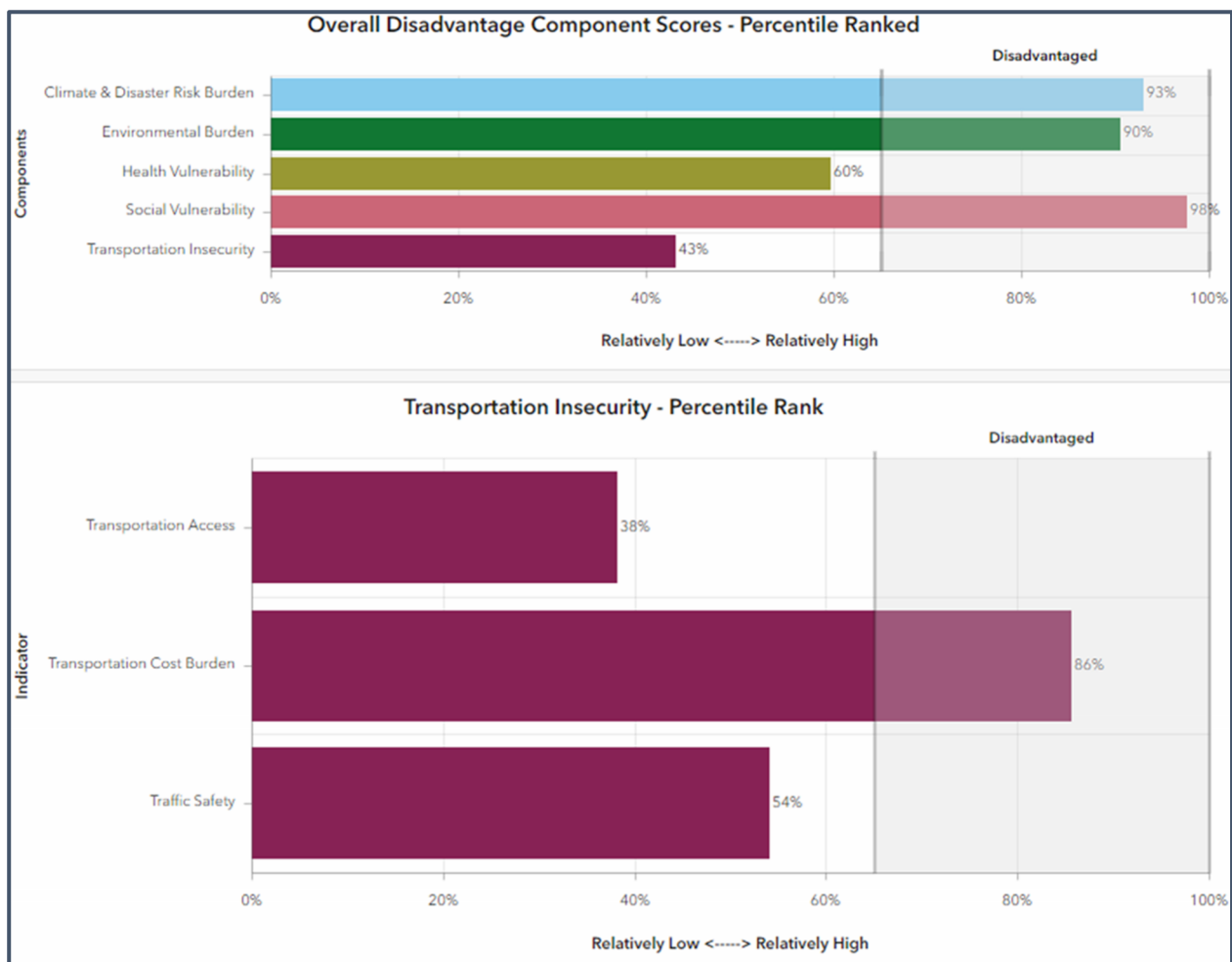
Census Tract 200

- » 10% of project area
- » 11% of project road-miles
- » 18% of total crashes
- » 0 fatal crashes
- » 1 serious injury crash
- » 6% of fatal & serious injury crashes

Figure 31: Census Tract 200



Figure 32: Census Tract 200 Overall Disadvantage Component Scores and Transportation Insecurity





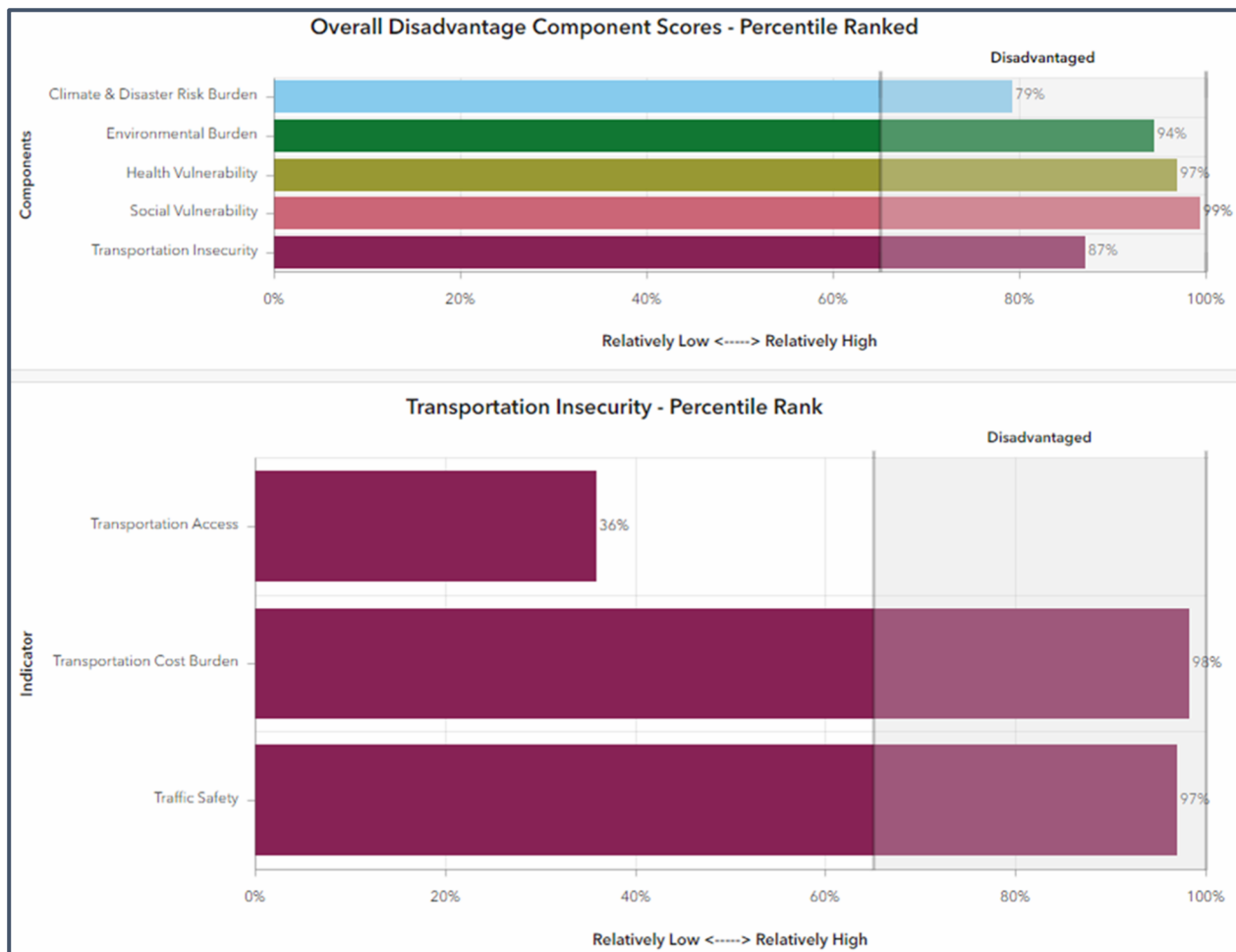
Census Tract 300

- » 7% of project area
- » 7% of project road-miles
- » 4% of total crashes
- » 1 fatal crash (pedestrian)
- » 0 serious injury crashes
- » 6% of fatal & serious injury crashes

Figure 33: Census Tract 300



Figure 34: Census Tract 300 Overall Disadvantage Component Scores and Transportation Insecurity



Census Tract 400

- » 4% of project area
- » 7% of project road-miles
- » 3% of total crashes
- » 0 fatal crashes
- » 1 serious injury crash
- » 6% of fatal & serious injury crashes

Figure 35: Census Tract 400

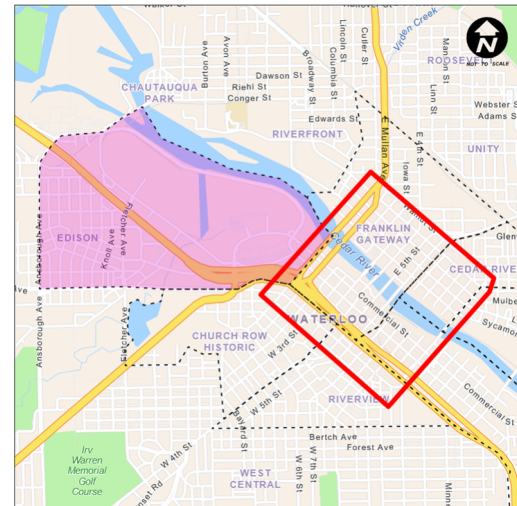
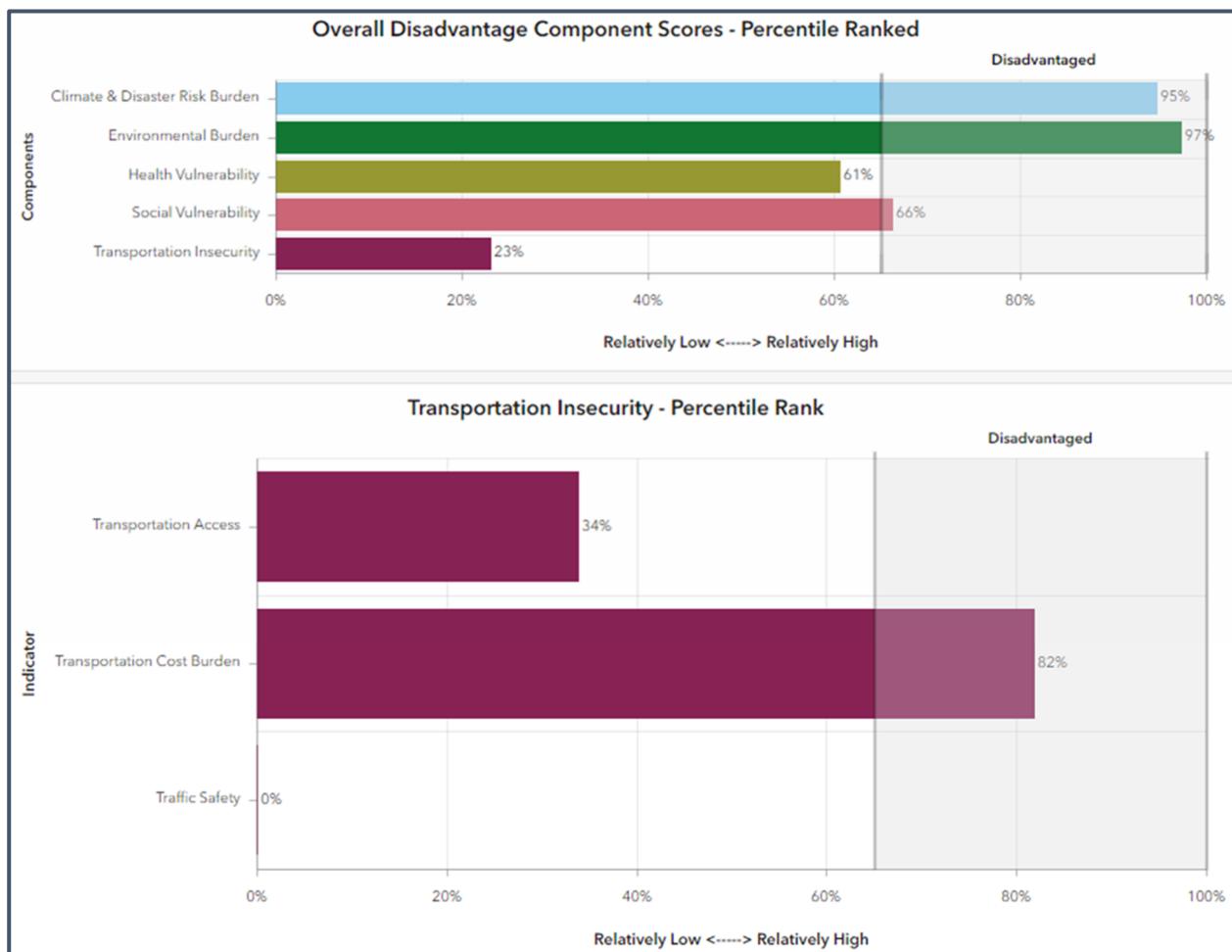


Figure 36: Census Tract 400 Overall Disadvantage Component Scores and Transportation Insecurity



Census Tract 700

- » 15% of project area
- » 14% of project road-miles
- » 9% of total crashes
- » 0 fatal crashes
- » 2 serious injury crashes
- » 13% of fatal & serious injury crashes

Figure 37: Census Tract 700

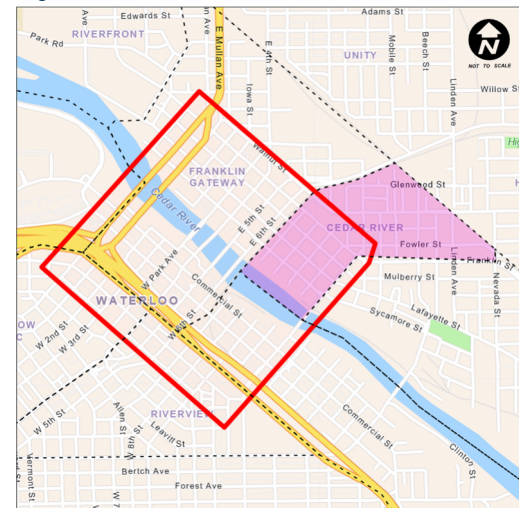
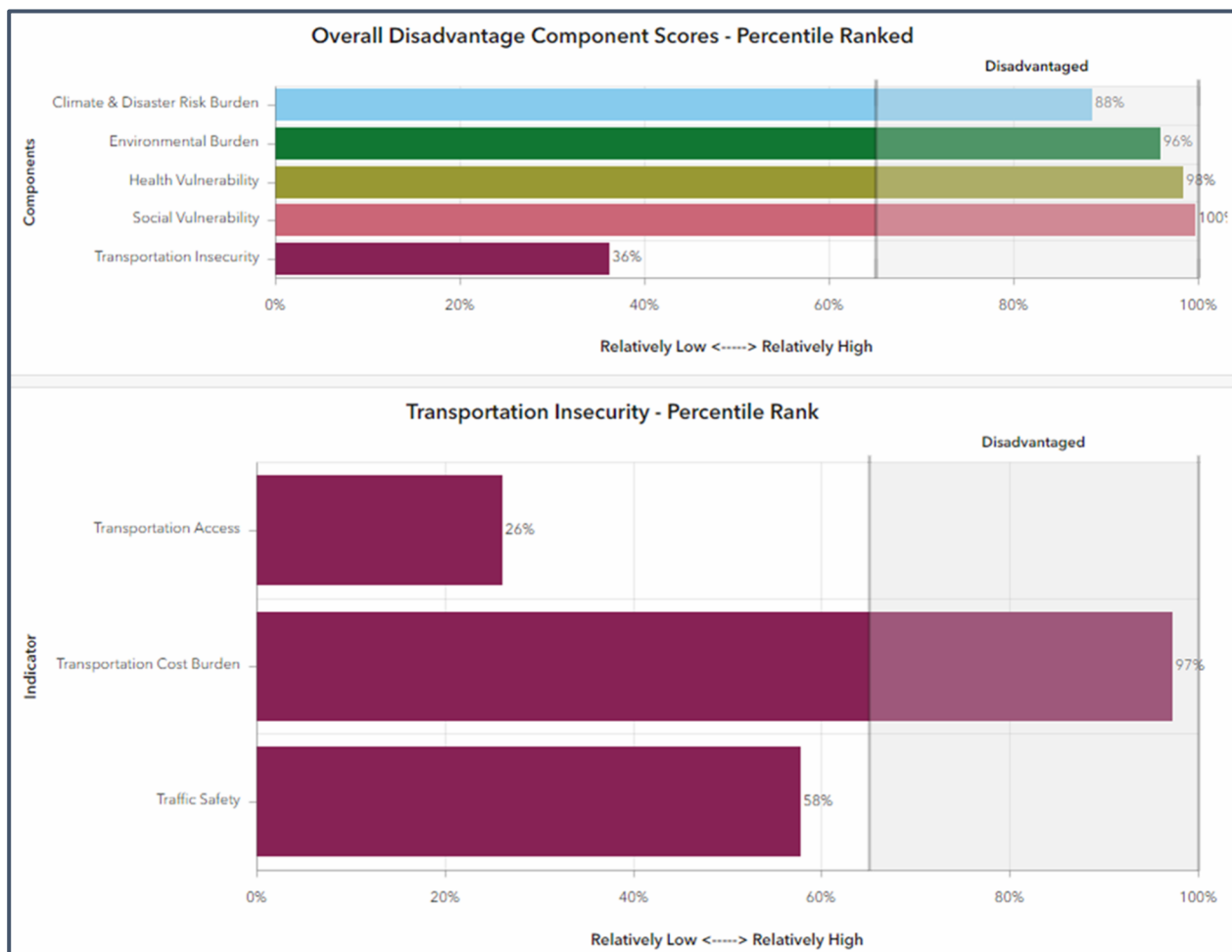


Figure 38: Census Tract 700 Overall Disadvantage Component Scores and Transportation Insecurity



Census Tract 800

- » 2% of project area
- » 1% of project road-miles
- » 1% of total crashes
- » 0 fatal crashes
- » 0 serious injuries
- » 0% of fatal & serious injury crashes

Figure 39: Census Tract 800

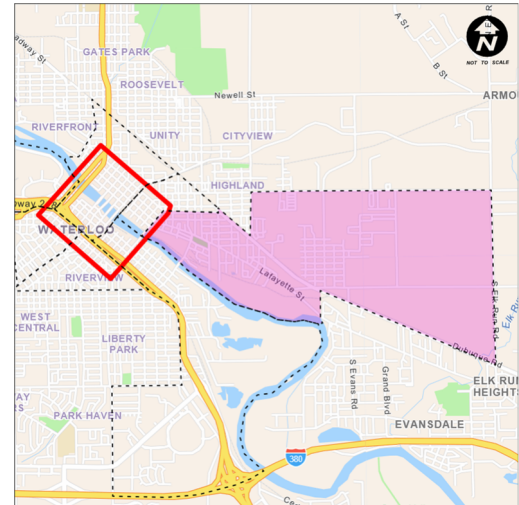
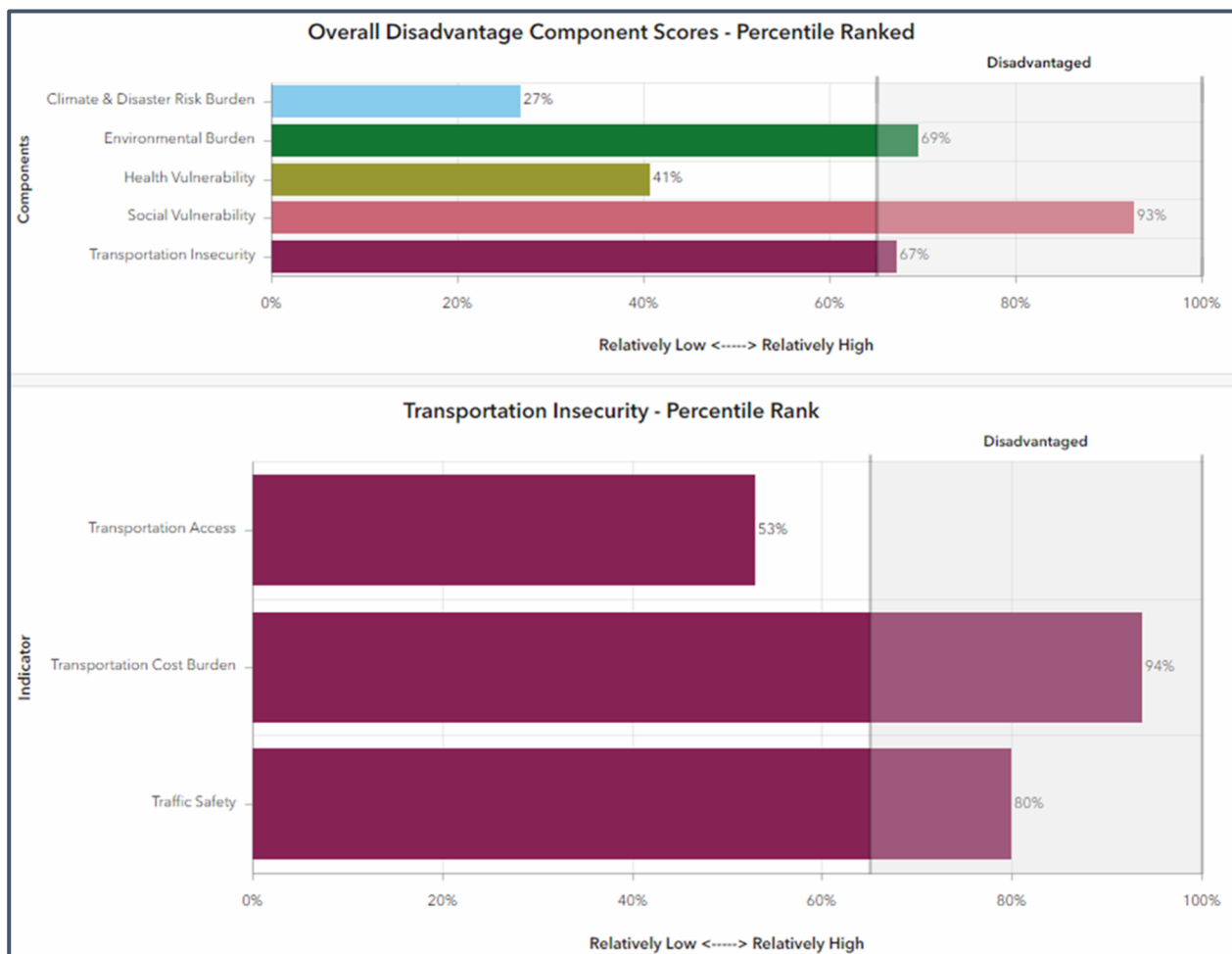


Figure 40: Census Tract 800 Overall Disadvantage Component Scores and Transportation Insecurity





Census Tract 900

- » 14% of project area
- » 12% of project road-miles
- » 13% of crashes
- » 0 fatal crashes
- » 0 serious injury crashes
- » 0% of fatal & serious injury crashes

Figure 41: Census Tract 900

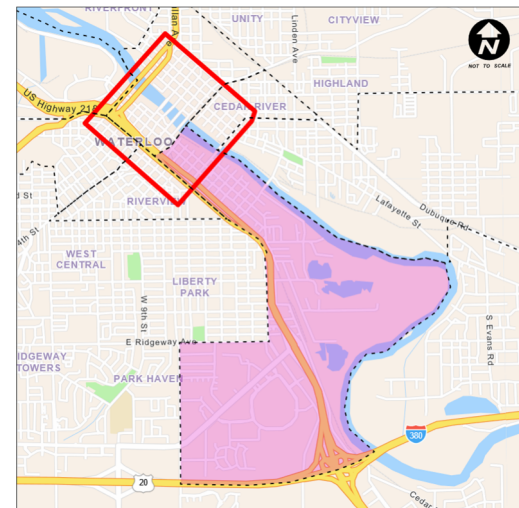
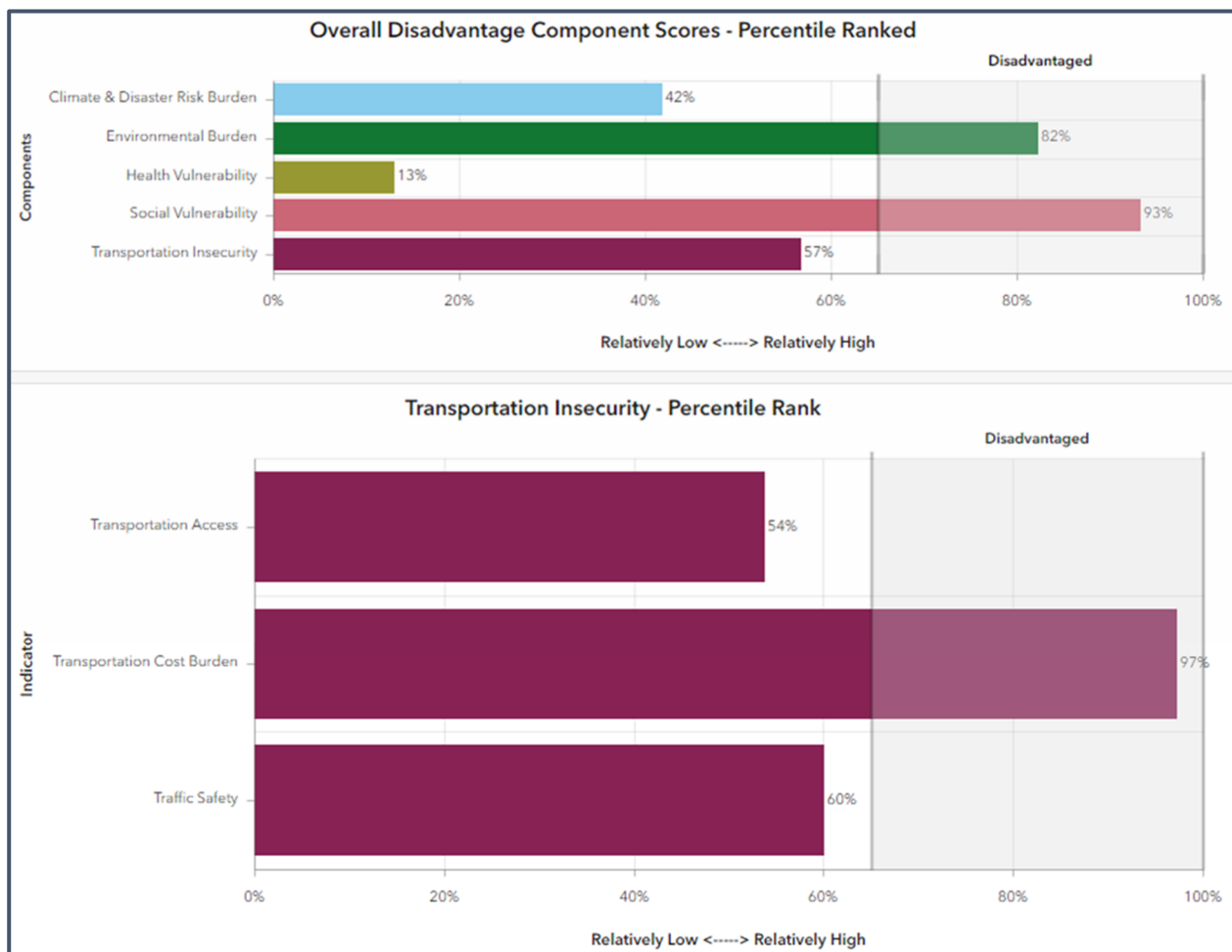


Figure 42: Census Tract 900 Overall Disadvantage Component Scores and Transportation Insecurity





Public Participation

OVERVIEW

Effective public involvement is crucial for shaping the future of Waterloo.

As stewards of the public trust in making our roads safer for all (SS4A), INRCOG was enlisted to solicit and consider public comment and participation in its formal planning process. The process included creating an oversight committee, developing and implementing a marketing strategy for public feedback, offering timely public notice, full access to information, and continued public involvement. For this, they chose to work with Stanley Consultants and McConville Consulting.

Educating the community about how the Black Hawk County MPO was awarded a Safe Streets and Roads for All (SS4A) safety grant was important. This grant program is part of a nationwide effort to prevent roadway injuries and fatalities by supporting the concept of “Vision Zero.”

The community-driven program is aimed at making a difference. Feedback was needed to shape the new plan’s success. Public input activities included:

- A public notice posted on the Black Hawk County MPO website.
- Two informational meetings were held for public input (one virtual and one in-person) asking for public feedback and to share their concerns/stories.
- Hard copies and posters promoting the virtual and in-person outreach events were posted at local businesses.
- News stories were run in the local newspaper and radio stations
- A survey was created in multiple languages to reach underserved populations (English, Spanish, Bosnian, Burmese, French, and Haitian Creole).
- A paid targeted digital advertising campaign ran in September to increase the number of survey participants
- The grant summary was presented to an oversight committee that included members from organizations such as Black Hawk County Public Health, City of Waterloo, Main Street Waterloo, Waterloo Complete Streets, Waterloo Fire Rescue and the Waterloo Police Department.
- A direct email outreach campaign to organizations representing stakeholder populations was conducted.
- An emailed request for public input was sent to the interested parties email list.
- Marketing and Public Engagement Outreach
 - Marketing materials were developed to help create awareness for the public outreach campaign (with links to the survey) including, but not limited to:



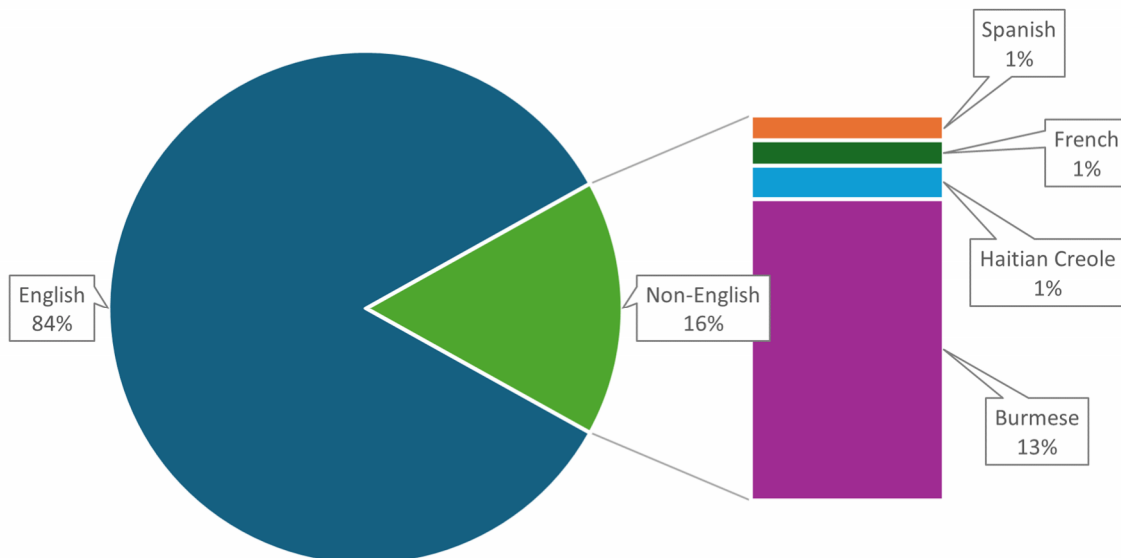
- Dedicated project webpage on the Black Hawk County MPO website
- QR Code for use in all marketing
- News Releases and FAQ
- Small and large posters
- Social media posts/ads/videos on a new Waterloo Safe Streets Facebook page
- Paid digital advertising
- Human interest stories/videos on the website ([link](#))
- Best Idea for Making our Streets Safer posters
- Business cards
- Flyers
- Email letters
- Hashtags dedicated to the campaign

Complete results of the public involvement process can be found in Appendix B.

SURVEY RESPONSE ASSESSMENT

Overall, 285 responses to the SS4A survey were received. 239 respondents filled out the English survey, 36 filled out the Burmese survey, four filled out the Haitian-Creole survey, and three responses were received each in French and Spanish. An overview of the languages of the received survey responses can be seen in Figure 43.

Figure 43: Survey Responses by Language

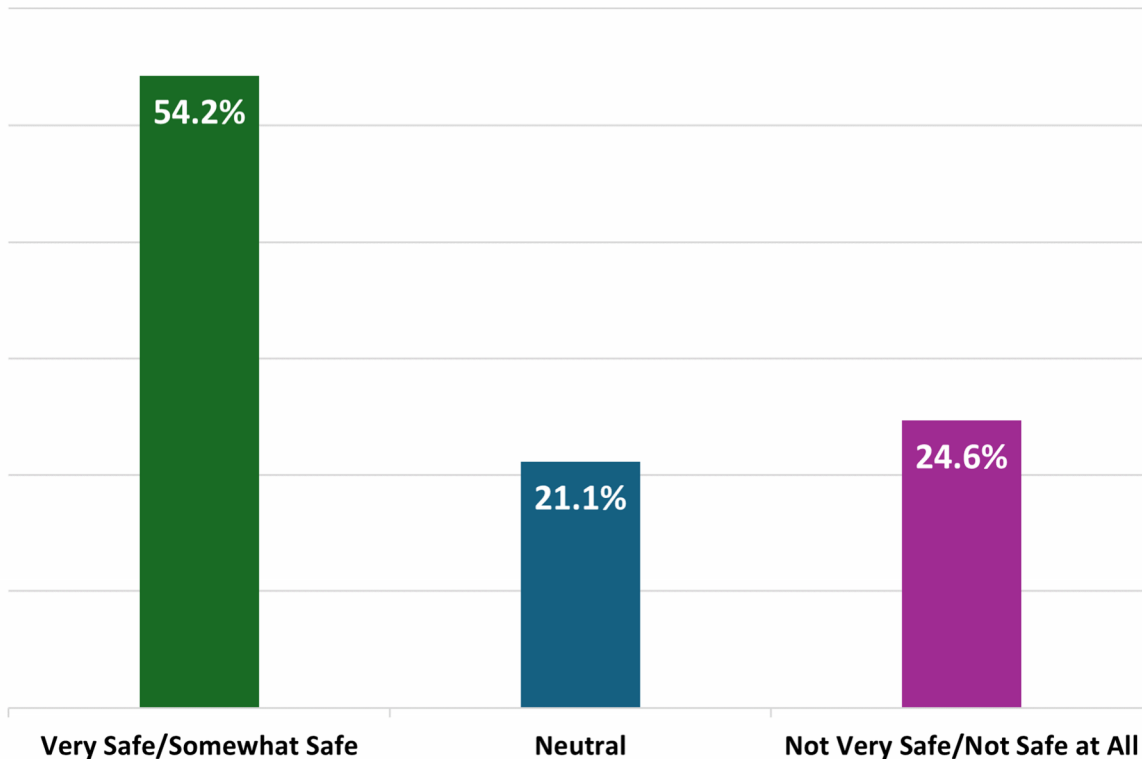


Due to the small number of Haitian-Creole, Spanish, and French responses, this analysis groups all non-English responses into a single category.



Overall, respondents feel relatively safe driving in downtown Waterloo, with 54.2% indicating that they felt “Very Safe” or “Somewhat Safe”, and only 24.6% indicating that they feel “Not Very Safe” or “Not Safe at All”. 21.1% indicated that they felt “Neutral” about their safety. A graph of survey responses regarding safety in downtown Waterloo can be found in Figure 44.

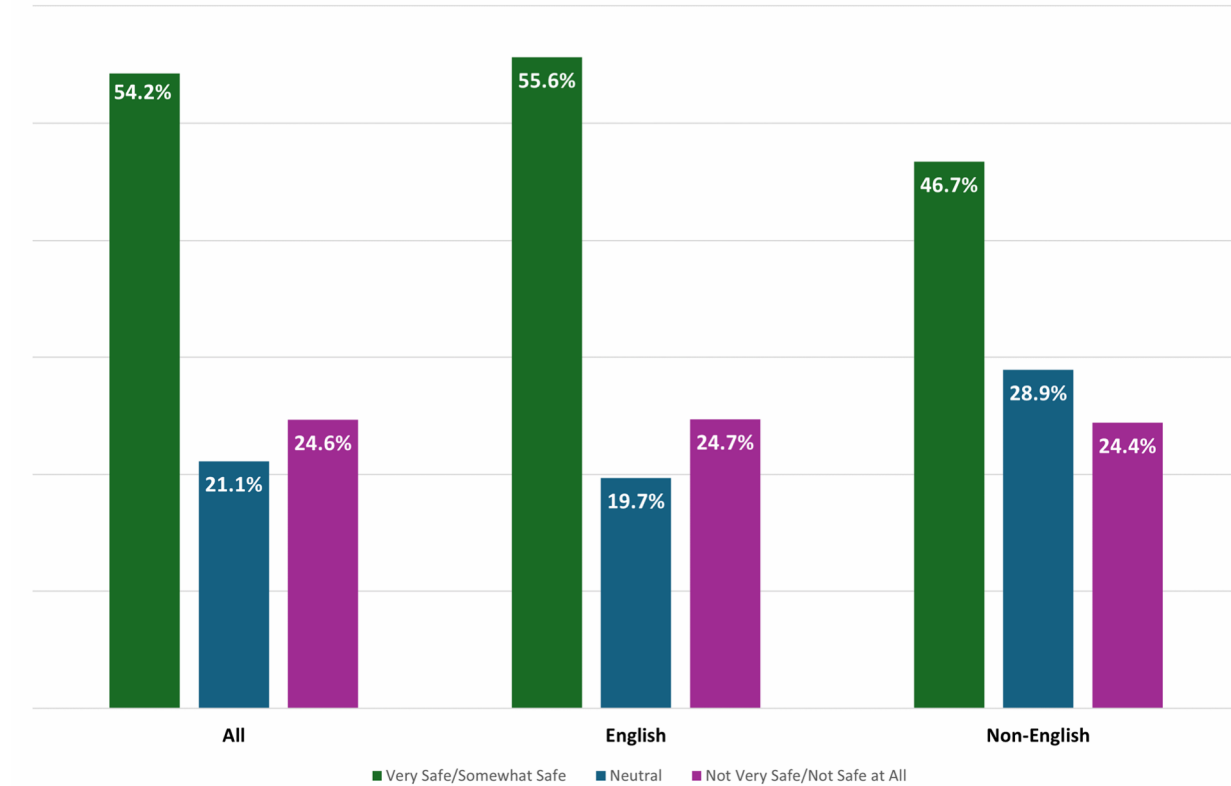
Figure 44: Percent of Respondents by How Safe They Feel Traveling in Downtown Waterloo



Some differences were noted between English and non-English responses, with only 46.7% of non-English respondents indicating that they feel “Very Safe” or “Somewhat Safe”, compared to 55.6% of similar responses from English surveys. Interestingly, the share of responses who feel “Not Very Safe” or “Not Safe at All” is similar in each group (24.7% for English responses, and 24.4% for non-English responses). A graph of survey responses regarding safety in downtown Waterloo broken down by language can be found in Figure 45.



Figure 45: Percent of Respondents by How Safe They Feel Traveling in Downtown Waterloo – Categorized by Language of Response



Differences between English and non-English responses were also noted when asked what modes they use to travel in the area, with non-English respondents nearly three times more likely to drive a motorcycle/motor scooter or use a stand-up scooter, and over nine times more likely to ride the bus than English survey respondents. A comparison of travel modes that survey respondents use categorized by language can be seen in Figure 46.

Figure 46: Survey Responses About Travel Modes by Language

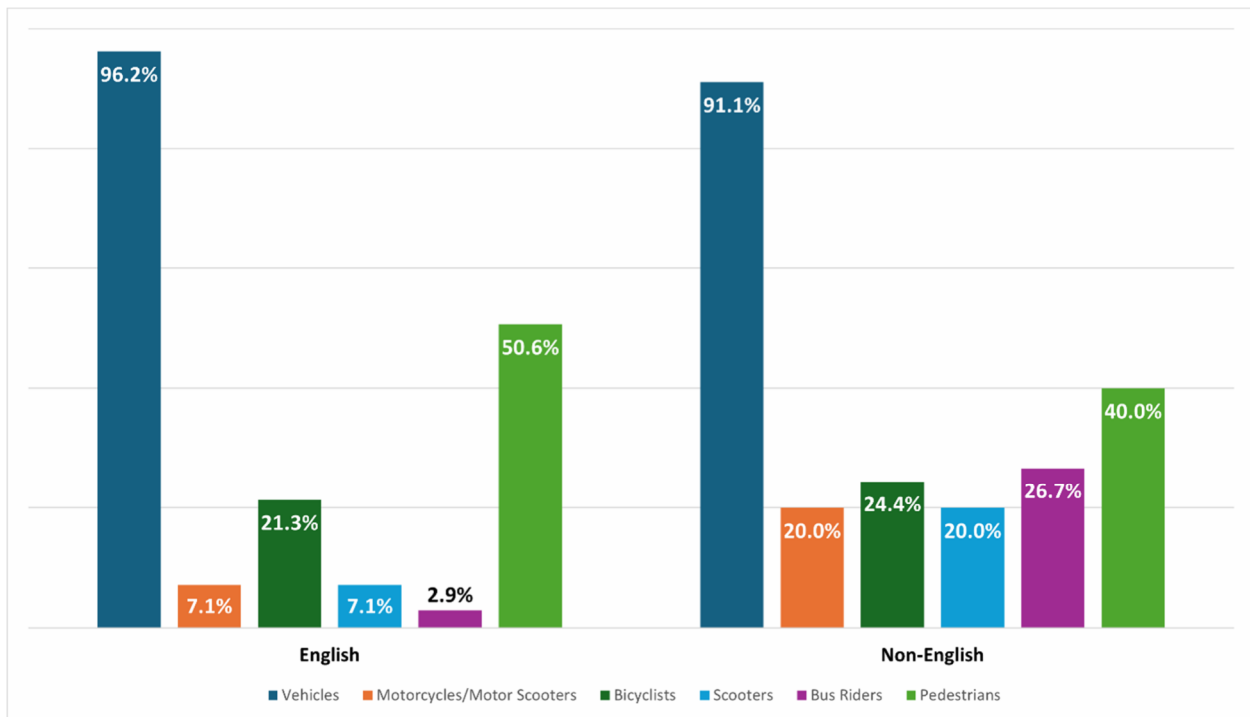
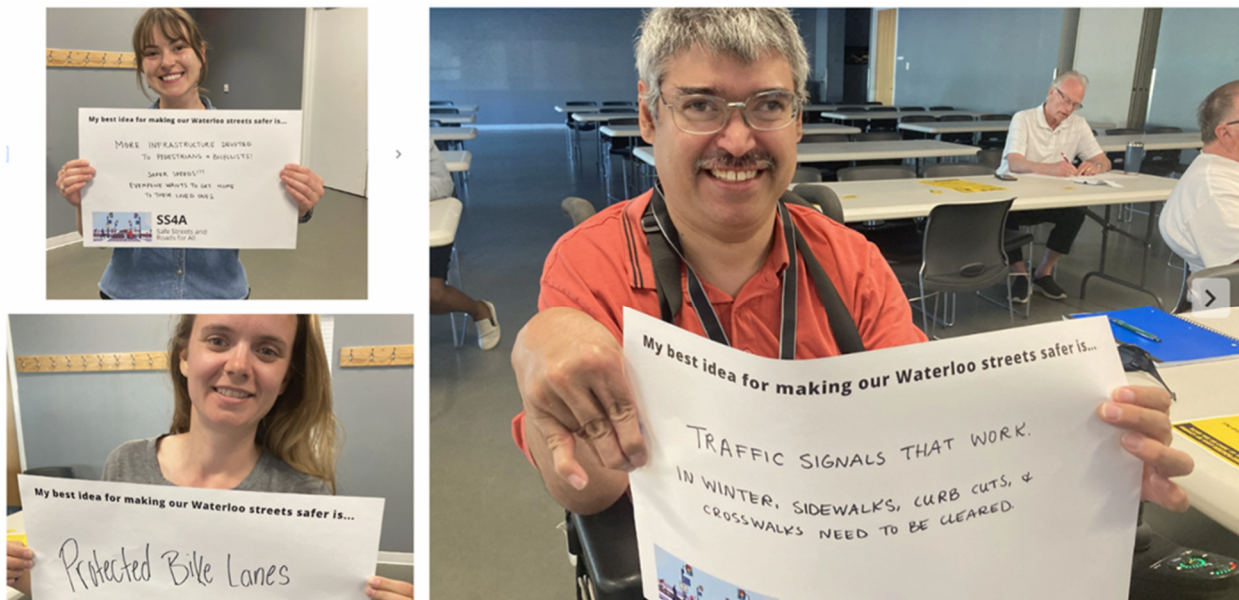


Figure 47: Traffic Safety Concerns at the Community Meeting

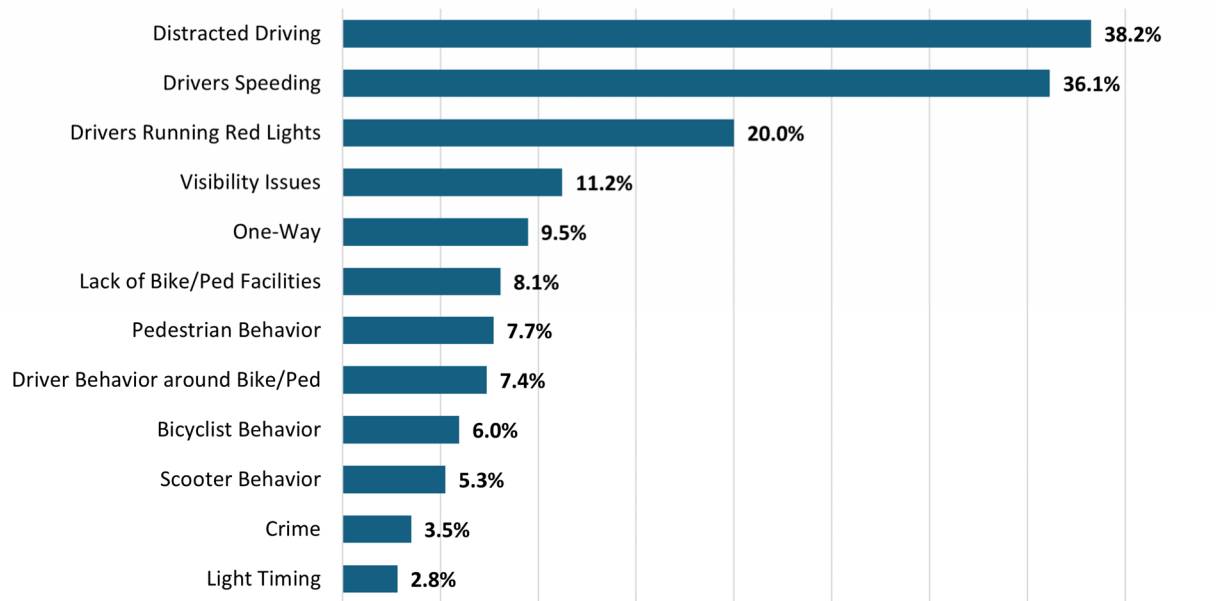


Overall, distracted driving (38.2% of responses), and speeding (36.1%) were the most commonly reported safety concerns, followed next by red-light running and visibility issues (20% and 11.2% respectively). While this question was presented as a free-form answer with no limit to the number of issues a respondent could list, these four issues were given as example



answers to the question, which may have increased the number of responses received that listed these issues. No other issues were noted by more than 10% of respondents, however confusion over the One-Way streets (9.5%) a lack of bicycle or pedestrian facilities (8.1%), pedestrian, bicyclist, and scooter-rider behavior (7.7%, 6.0%, and 5.3% respectively) and driver behavior around pedestrians and bicyclists (7.4%) were noted by many respondents. The frequency of concerns voiced by all respondents can be seen in Figure 48.

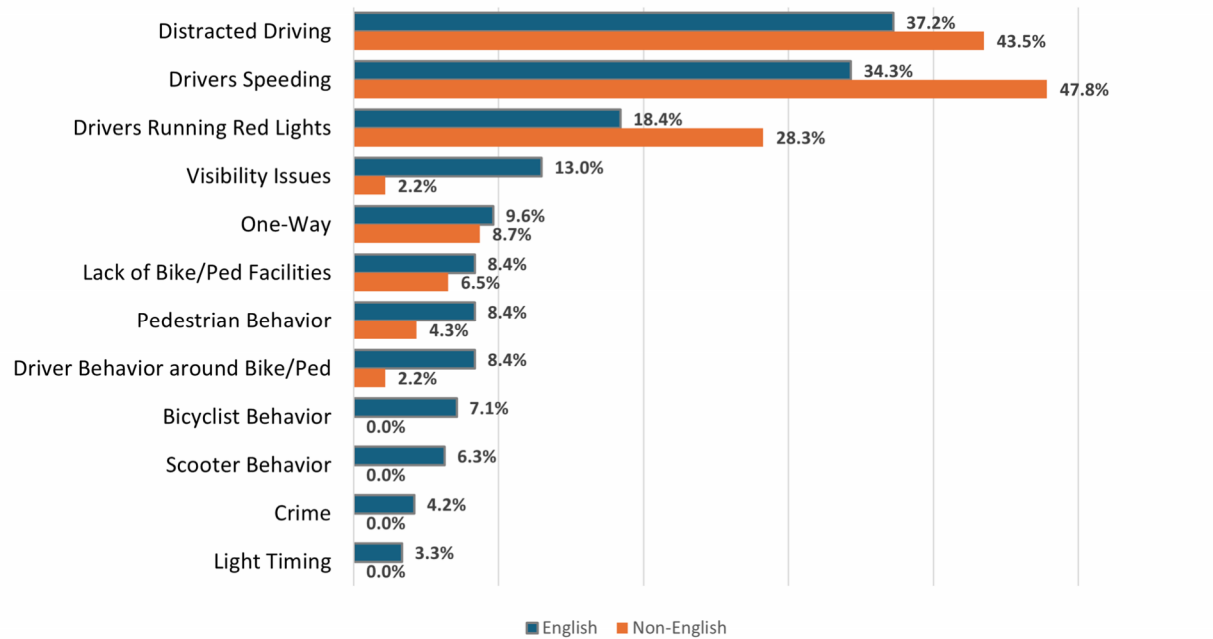
Figure 48: Traffic Safety Concerns from All Respondents



When English and non-English responses are compared, non-English respondents were more likely than English respondents to list speeding, distracted driving, and red-light running as concerns, and less likely to list any other issue. The frequency of concerns voiced by all respondents but broken down by language can be seen in Figure 49.



Figure 49: Traffic Safety Concerns by Survey Respondents by Language



Traffic safety related ideas were grouped into 15 categories and ranked with the idea coming up most often being an increase in police presence in the downtown area (suggested by 12.6% of respondents). Bicycle and pedestrian safety enhancements such as bike lanes, and enhancements to pedestrian crossings and sidewalks were also often suggested (10.5%, 9.5% and 7.4% respectively). 6.7% of respondents suggested installing more roundabouts, while only 2.5% suggested removing them. The top ideas for improving traffic safety within Waterloo are shown in Figure 50.

Figure 50: Traffic Safety Ideas by All Respondents

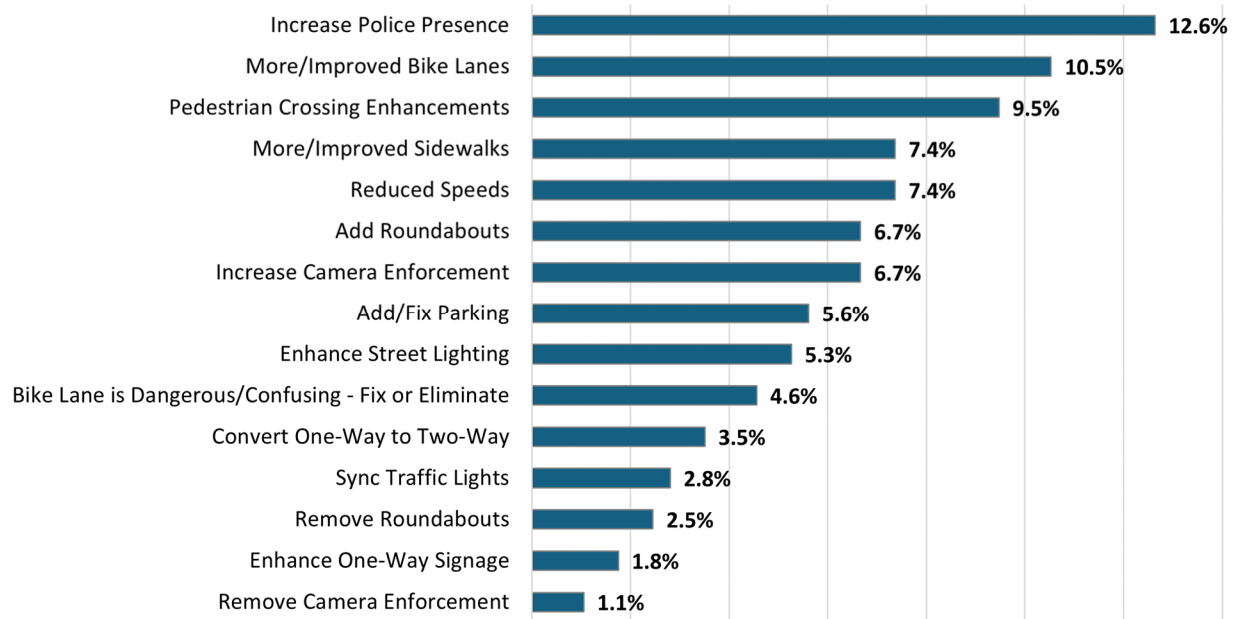


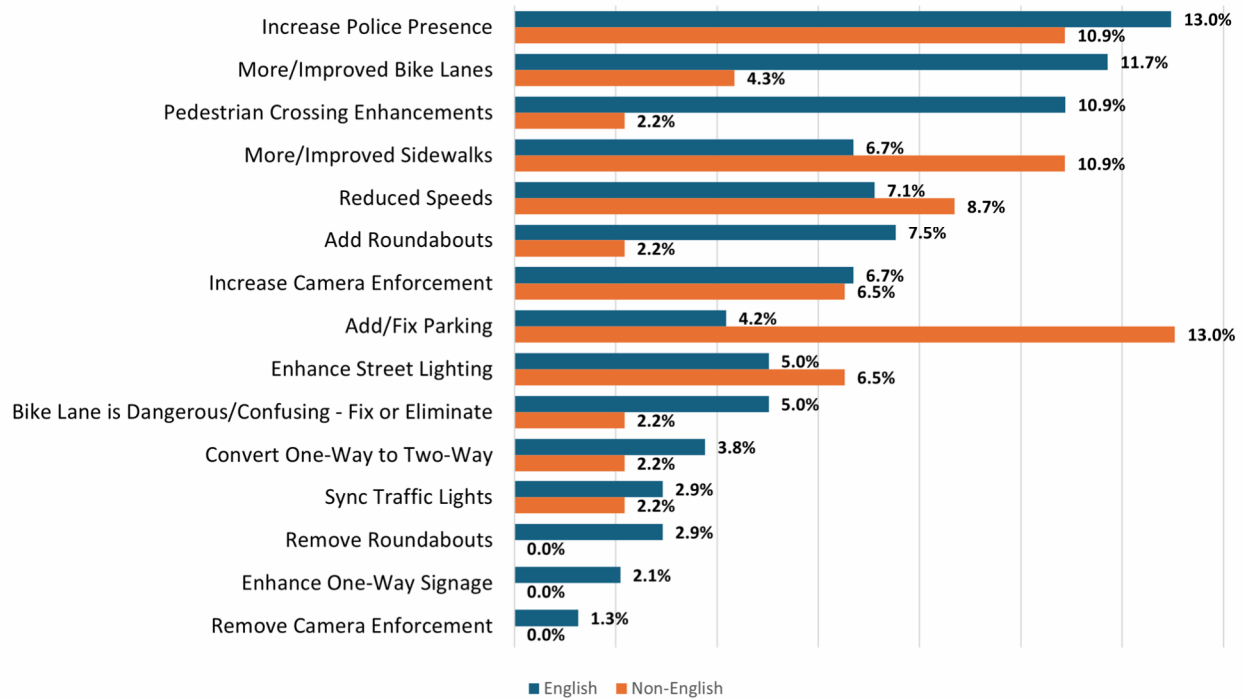
Figure 51: Traffic Safety Improvement Ideas at the Community Meeting





When English and non-English responses were compared, the most common suggestion on non-English surveys was to fix the parking (either by adding more parking or better delineation). Enhanced sidewalks were more commonly suggested by non-English survey respondents (10.9% versus 6.7% of English survey respondents). Increasing police presence was one of the most commonly suggested ideas for both English and non-English survey respondents (13.0% and 10.9% respectively). The top ideas for improving traffic safety within Waterloo broken down by language are shown in Figure 52.

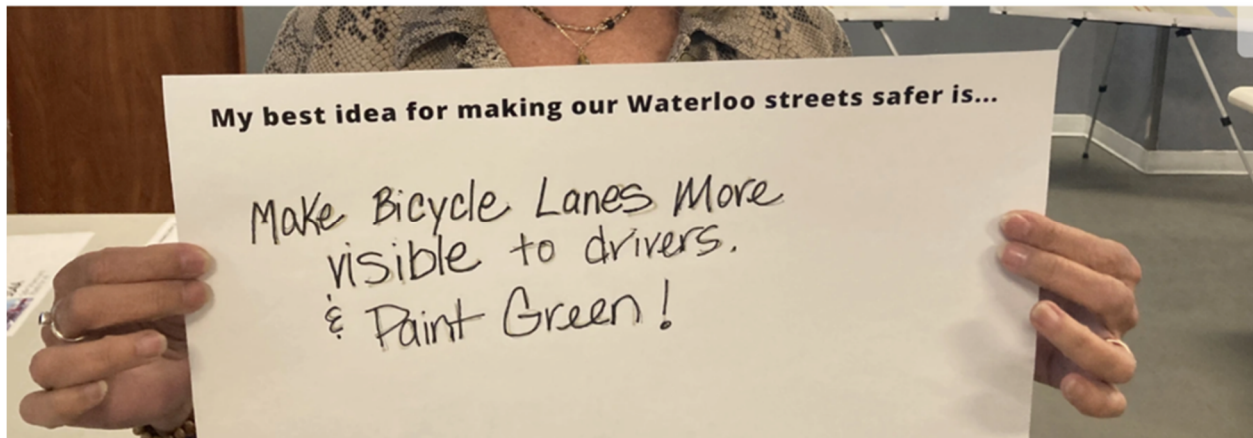
Figure 52: Traffic Safety Ideas by Survey Respondents by Language



While darkness or lack of street lighting wasn't mentioned in any responses to the traffic safety concerns question, 17 responses mention needing more street lighting in either the "Tell us your Ideas" or "Additional Comments" sections. Additionally, positive comments about roundabouts occurred nearly three times as often as negative comments.



Figure 53: Traffic Safety Improvement Ideas at the Community Meeting



LOCATION INFORMATION

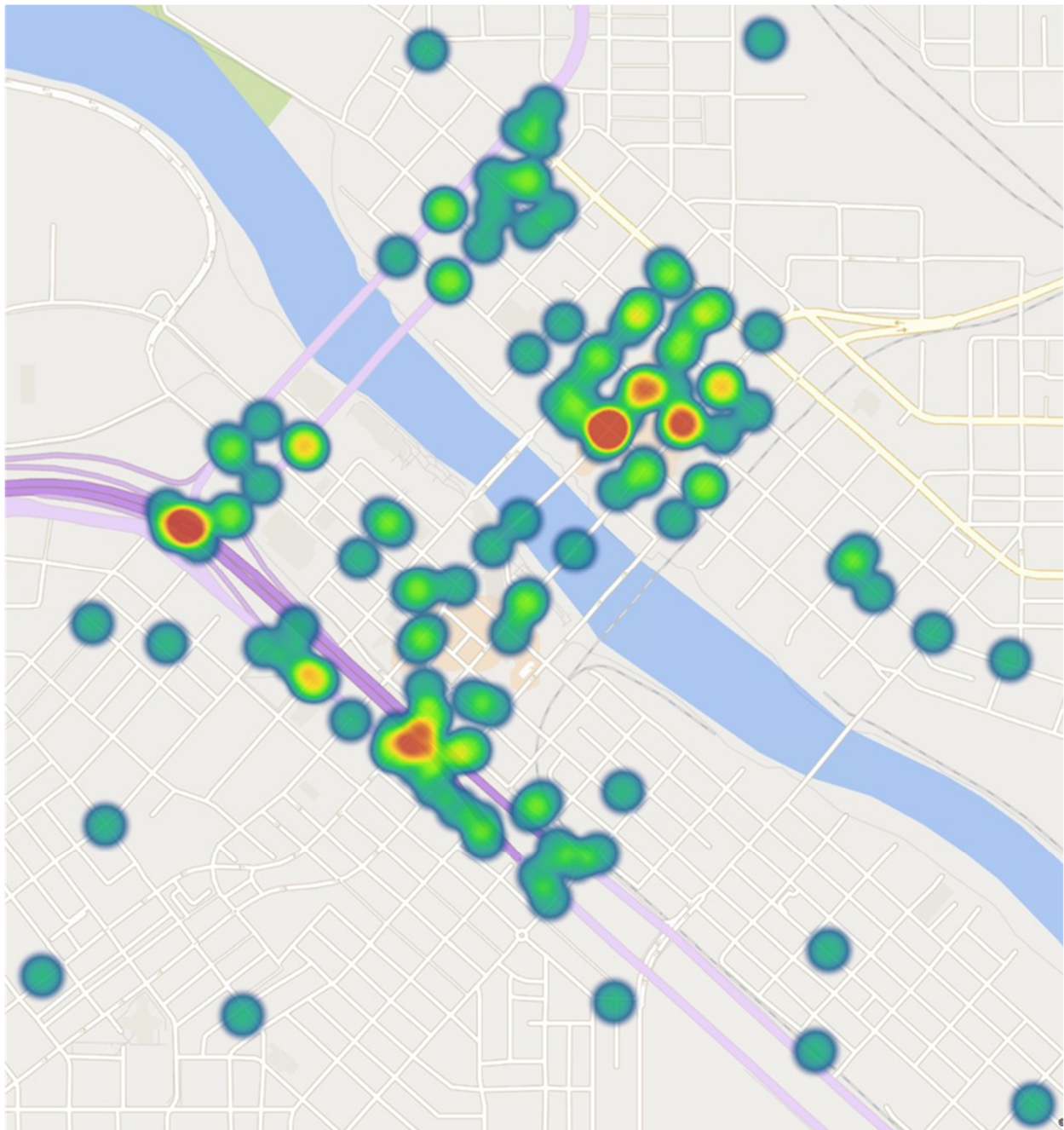
Survey respondents were given the opportunity to place a pin on a virtual map where they felt the most unsafe when walking, biking or driving. The top 8 locations chosen were:

1. 4th Street & Sycamore Street
2. 1st Street and University Avenue Underpass
3. US-218 & W 5th Street
4. Lafayette Street & E 5th Street
5. Lafayette Street & E 4th Street
6. Mulberry Street & E 5th Street
7. W Park Avenue & Washington Street
8. Commercial Street & 1st Street

A heat map of locations is shown in Figure 54.



Figure 54: Heat Map of Where Waterloo Residents Feel Most Unsafe



FACEBOOK PAGE COMMENTS

Eleven comments were received on the Waterloo Safe Streets Facebook page (www.facebook.com/profile.php?id=61564993457384) including two thankful/supportive comments, five generalized negative comments, one comment supportive of roundabouts (with



an offer to run a car wash to raise money for one), one negative comment about roundabouts, and one very reasonable question: “Will anything actually be done with this information?”

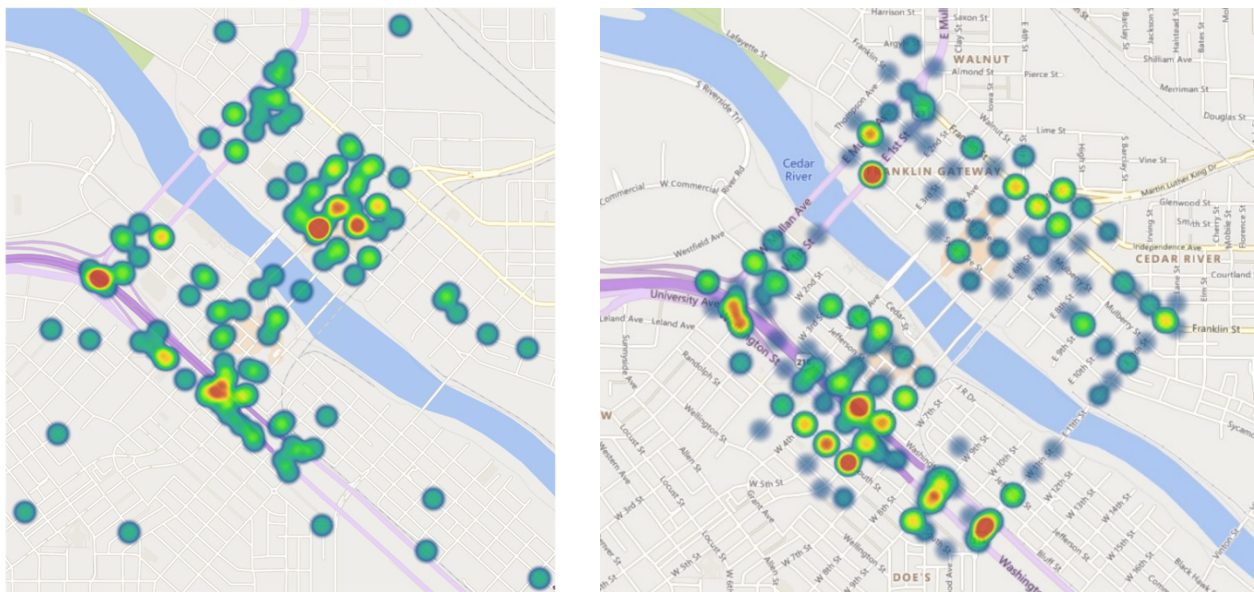
The information gathered during this process has been used to refine the prioritization of intersections/corridors for improvements in the project area. When two or more potential infrastructure or behavioral interventions were identified for similar problems, interventions that had more overall support expressed for them in the survey were prioritized when possible.

Priority Improvement Locations Selection Process

Final priority locations were selected by overlaying information gathered through the public involvement process, particularly the unsafe locations question, and the weighted high injury heatmap. Figure 55 shows the heatmap from the public questionnaire on the left, and the weighted high injury heatmap on the right.

The locations from the public questionnaire do not directly correspond to high-crash locations, however some overlap was noted. In particular, the second and third most often chosen locations (1st Street and University Avenue Underpass, and US-218 at W. 5th Street) are locations that correspond strongly to the weighted heat map. Interestingly, three locations clustered around the business district (4th Street at Sycamore Street, Lafayette Street at E 5th Street, and Lafayette Street at E 4th Street) were the first, third and fourth most often chosen locations (respectively), however these locations have no fatal or serious injury crashes and very few minor or suspected injury crashes. A comparison between the survey result heat map and the weighted crash heat map can be seen in Figure 55.

Figure 55: Survey Results Heat Map (Left) and Crash Analysis Heat Map (Right)



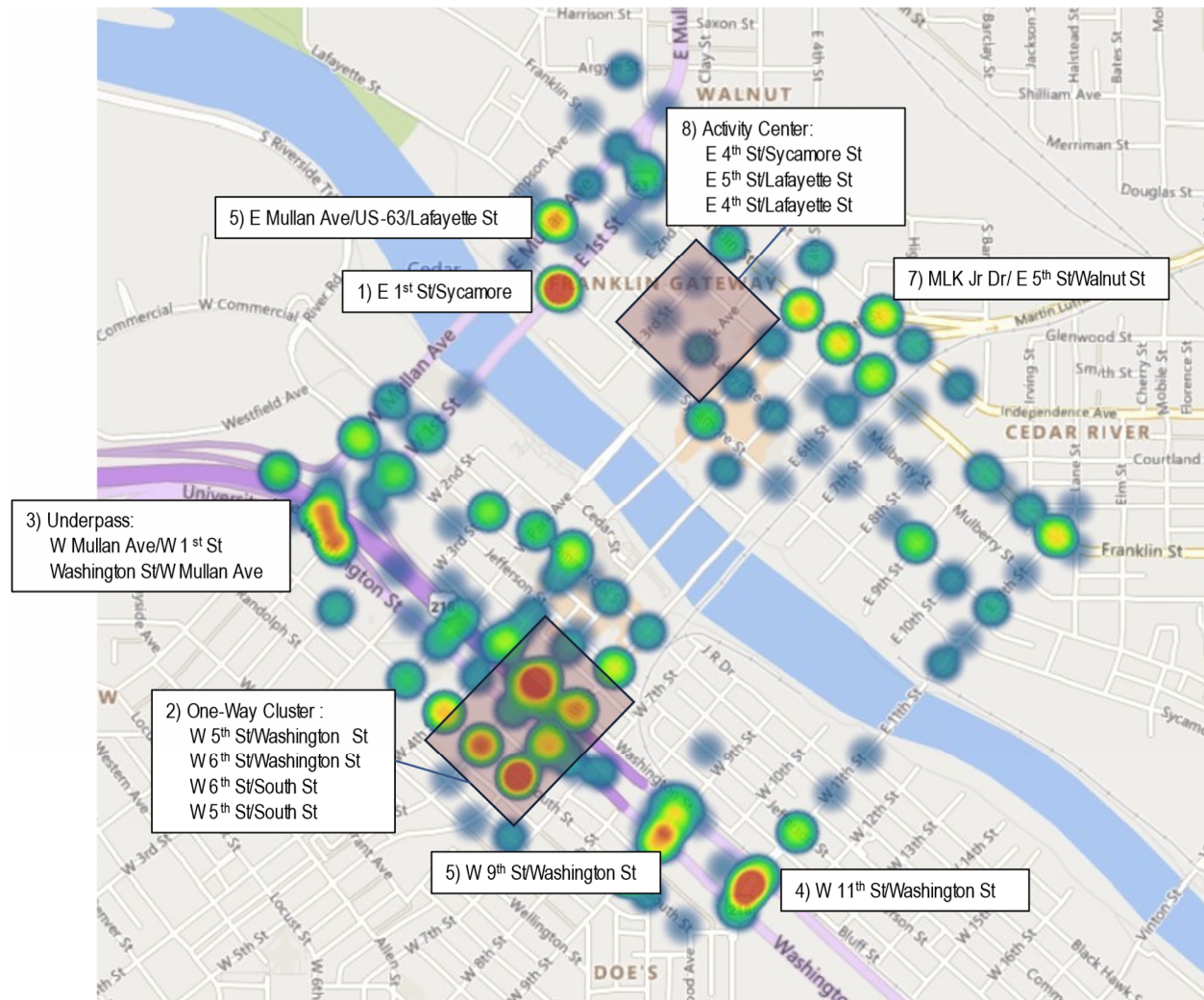
Based on this information, locations with similar roadway features and safety issues were grouped together, and eight preliminary priority locations, shown in Figure 56, were identified and presented to the steering committee. The preliminary priority locations presented to the steering committee are as follows:

- 1) East 1st Street (US-63 N) at Sycamore Avenue
- 2) One-Way Cluster, consisting of:
 - a. West 5th Street at Washington Street
 - b. West 6th Street at Washington Street
 - c. West 5th Street at South Street



- d. West 6th Street at South Street
- 3) Underpass, consisting of:
 - a. West Mullan Avenue (US-63 S) at West 1st Street
 - b. University Avenue at Washington Street
- 4) West 11th Street at Washington Street (US-218)
- 5) West 9th Street at Washington Street (US-218)
- 6) East Mullan Avenue (US-63 N) at Lafayette Street
- 7) Martin Luther King Jr. Drive / East 5th Street at Walnut Street
- 8) Activity Center, consisting of:
 - a. East 4th Street at Sycamore Street
 - b. East 5th Street at Lafayette Street
 - c. East 4th Street at Lafayette Street

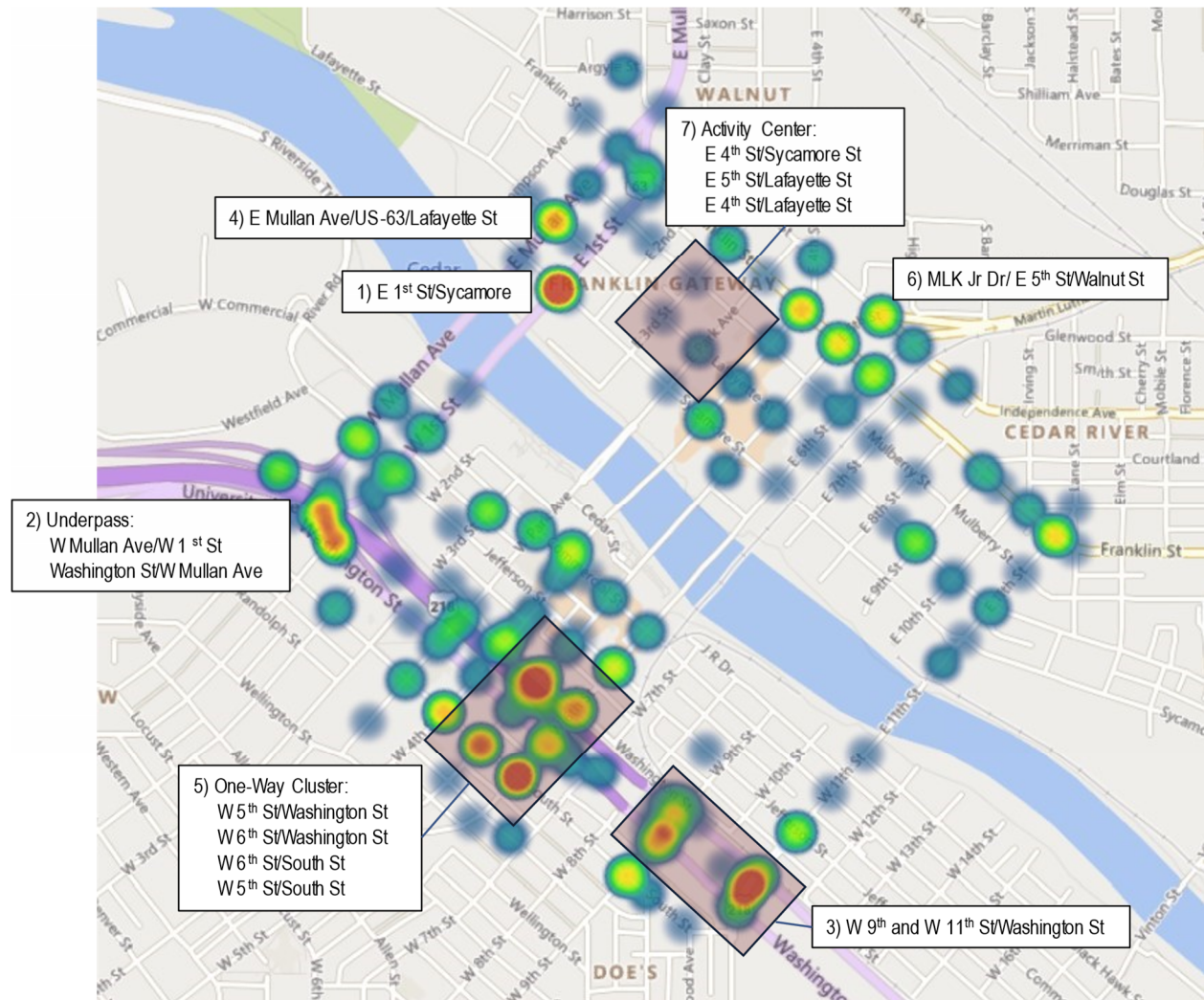
Figure 56: Heat Map of Preliminary Priority Locations



After discussing each location and based upon current traffic changes and other ongoing efforts affecting the Activity Center and the proposed one-way to two-way conversion of West 5th Street and West 6th Street, the committee finalized the following priority location list shown in Figure 57. Basic layout of recommendations and planning-level cost estimates are provided for the top three priority locations. The finalized priority locations are as follows:

- 1) East 1st Street (US-63 N) at Sycamore Street
- 2) East Mullan Avenue at University Avenue (US-218 Underpass)
- 3) West 9th Street and West 11th Street at Washington Street (grouped)
- 4) East Mullan Avenue (US-63 S) at Lafayette Street
- 5) One-Way Cluster
- 6) Martin Luther King Jr. Drive / East 5th Street at Walnut Street
- 7) Activity Center

Figure 57: Heat Map of Finalized Priority Locations





Recommendations

OVERALL

Throughout the study area, there were problems that were routinely identified at the intersections. The most common cause of crashes was due to drivers failing to follow proper traffic control, at both signalized and unsignalized intersections. This was also a consistent theme throughout the survey responses where residents of Waterloo commented on frequent red light and stop sign running. Due to the widespread prevalence of these issues, area wide recommendations are as follows:

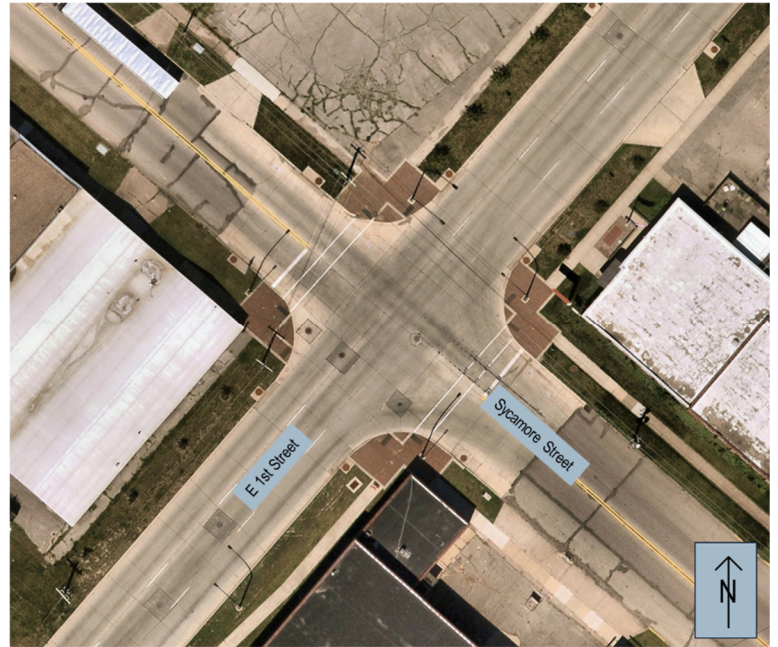
- » Conduct a road safety audit that evaluates intersections with an elevated number of crashes that are caused by red light running to determine common trends among the intersections.
 - Benefits of this include understanding why these intersections have a higher-than-average frequency of crashes occurring from red-light running and making improvements based on the findings.
 - If it is concluded that yellow clearance intervals contribute to red-light running, consider revising the city yellow clearance interval timing policy.
- » Install backplates with 1-to-3-inch yellow retroreflective border on all signal heads.
 - Benefits of this include increasing signal head visibility to drivers during all lighting conditions.
- » Evaluate all the stop signs for retroreflectivity and upgrade as needed. Install red retroreflective strips along existing sign posts with Stop (R1-1) signs.
 - Benefits of this include increasing stop sign visibility to drivers during all lighting conditions.
- » Perform a crash analysis for the entire city of Waterloo to determine if adding retroreflective markers to signal heads and sign posts would be beneficial city-wide, and if so, consider a design standard or policy change to incorporate such.

It should be noted that any work performed on any road that falls within the Iowa Department of Transportation jurisdiction or at any intersection with at least one approach that is within the Iowa Department of Transportation jurisdiction will require coordination and approval of work from the agency.

EAST 1ST STREET (US-63 N) AT SYCAMORE STREET

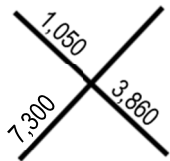
Safety Summary

- » Weight: 22
- » 29 Crashes – 23 daylight (79%)
- » 0 Fatalities
- » 1 Serious Injury
- » 28 Broadside Crashes
- » Major Causes
 - 18 Ran Stop Sign
 - 8 Failure to Yield Right of Way (FTYROW) From Stop Sign
- » 1 Survey Comment
 - The large amount of traffic coming down from the interstate at an elevated speed has caused issues with proper distances between cars and trying to beat red lights



Location Description

- » Classification: Other Principal Arterial (East 1st Street) / Collector (Sycamore Street)
- » Cross Section: 3-Lane One-Way (East 1st Street) / 2-Lane (Sycamore Street)
- » AADT:



- » Posted Speed Limit: 35 mph (East 1st Street) / Unposted (Sycamore Street)
- » Existing Facilities: Sidewalks in both directions, ADA ramps on all corners.

Narrative

Safety issues at the intersection of East 1st Street (US-63 N) and Sycamore Street were determined through the analysis of the intersection crash history, review of survey responses from community members, and observations from a field visit that occurred on Tuesday, November 5, 2024. Crash history from the most recent five years (2019 – 2023) shows that 90% of reported crashes were the result of vehicles running the stop sign or failing to yield the right of



way from the stop sign. Because 79% of the intersection crashes occurred during daylight hours, the crashes are not lighting related. There was one survey comment received about this intersection which mentioned high vehicle speeds traveling northbound along East 1st Street (US-63 N). Observations from the field visit include large turn radii and limited sight distances (less than 200 feet) from the eastbound and westbound approaches along Sycamore Street due to the buildings located in the southeast and southwest corners of the intersection. Based on *A Policy on Geometric Design of Highway and Streets* by the American Association of State Highway and Transportation Officials (AASHTO), the eastbound approach requires a minimum intersection sight distance of 390 feet and the westbound approach requires a minimum of 335 feet which is not met for either approach. The intersection, which currently operates as two-way stop-control, was previously signalized until the removal sometime between 2016 and 2019. Based on these observations, the intersection crash history is likely to originate from user noncompliance with the existing intersection traffic control, vehicles driving above the posted speed limit, and inadequate sight distances. Based on an average annual daily traffic (AADT) of 7,300 vehicles per day, East 1st Street (US-63 N) is overbuilt.

Recommended Projects/Strategies

The recommendations to mitigate existing deficiencies at the intersection are as follows:

- » Install curb bulb outs with flexible delineators along Sycamore Street to reduce lane widths to approximately 12 feet.
 - Benefits of this include reducing vehicle turning speeds and reducing pedestrian crossings distances, and improved sight distances.
- » Study the reduction of northbound East 1st Street (US-63 N) from three to two lanes.
 - Benefits of this include reducing conflicts between northbound through vehicles and westbound right-turning vehicles and reducing northbound vehicle speeds. The traffic lanes would be shifted to improve sight distance.
- » Install speed feedback signs for the northbound approach along East 1st Street (US-63 N) prior to the intersection with Sycamore Street.
 - Benefits of this include more compliance with the speed limit along East 1st Street (US-63 N).
- » Install high-visibility crosswalk and appropriate pedestrian crossing warning signs for the pedestrian crossing across the northern and southern legs of the intersection.
 - Benefits of this include improving visibility for the existing pedestrian crossing across East 1st Street (US-63 N).
- » Analyze the need for additional traffic control at the intersection by conducting a warrant analysis for a pedestrian hybrid beacon and a warrant analysis for a traffic signal at the intersection by following the guidelines in Chapter 4 of the MUTCD.
 - Benefits of this include providing pedestrians with a protected crossing phase. Additionally, it would reduce sight distance limitations for eastbound and westbound vehicles if a traffic signal is installed.



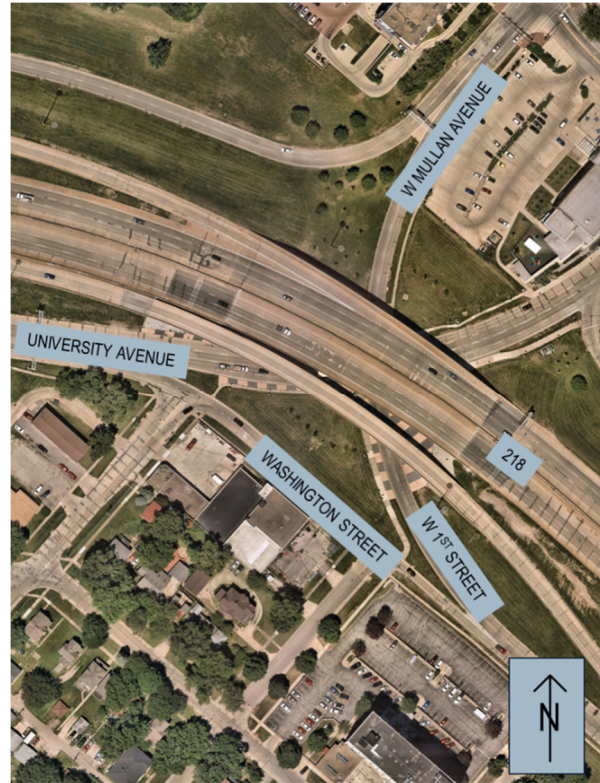
A concept drawing for proposed intersection improvements can be seen in Attachment A. **The planning level cost of these improvements is estimated at \$150,000 for engineering and construction without any traffic signalization. An additional \$500,000 should be included for designing and constructing a traffic signal.**

US-218 UNDERPASS

West Mullan Avenue at University Avenue
University Avenue at Washington Street

Safety Summary

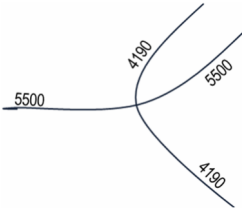
- » Weight: 13/13
- » 18 Crashes – 14 daylight (78%)
- » 0 Fatalities
- » 3 Serious Injuries
- » 5 Broadside Crashes / 5 Rear End
- » Major Causes
- » 5 Ran Traffic Signal
- » 9 Survey Comments
 - I see drivers running red lights through the US 63/West Mullan intersection every day.
 - Too many lanes coming together, crossing into other lanes
 - We regularly see vehicles travelling on W. Mullan Ave. who run the stop light where it crosses W. 1st St./University Avenue.
 - Drivers very often run the red lights under the overpass because the traffic lights change too quickly from yellow to red. I see people routinely run both sets of lights on my daily commute. Also, the warning caution lights for 63 northbound do not turn on until the red light is on. What is the point of even having them if that is all they do? The should turn on when the light is still green to warn drivers that the light is changing soon and to slow down.
 - Drivers routinely run red lights and speed through the intersection while traveling southbound on Mullan Ave where it intersects 1st street under hwy 218.
 - Roundabouts are dangerous
 - Complicated area to drive
 - Cars coming off highway
 - Very busy road and low visibility of the oncoming traffic
 - Intersection is dangerous. People are speeding, run the red light, change lanes without signaling, drive too close to vehicle in front of them and in general drive badly in that area.





Location Description

- » Classification: Other Principal Arterial (all)
- » Cross Section: 2-Lane One-Way (W. Mullan Avenue) / 4-Lane One-Way (University Avenue) / 2-Lane One-Way (Washington Street)
- » AADT:



- » Posted Speed Limit: 35 mph (all)
- » Existing Facilities: Sidewalks on both sides of University Avenue and east side of W. Mullan Avenue.

Narrative

Safety issues at the intersection of University Avenue and West Mullan Avenue were determined through the analysis of the intersection crash history, review of survey responses from community members, and observations from a field visit that occurred on Tuesday November 5, 2024. Crash history from the most recent five years (2019 – 2023) shows that 78% of the crashes occurred during daylight conditions and that 28% of crashes were the result of vehicles running red lights. Additionally, 17% of the crashes resulted in a suspected serious injury. There was a total of nine survey responses for this intersection with the primary issues highlighted being related to speeding, complicated intersection geometry, and red light running / possible signal timing issues. Field observations revealed poor lighting conditions at the underpass, visibility issues with the signal heads, and a low contrast between the roadway and sidewalk making it difficult for drivers to identify the edge of pavement. Since the sidewalk was recently reconstructed using federal funding, any new work done should be coordinated with the respective federal agencies to remain in compliance with previous funding requirements. Based on the analysis and observations, it appears that the intersection deficiencies are derived from poor visibility and confusing intersection geometry.

Recommended Projects/Strategies

The recommendations to mitigate existing deficiencies at the intersection are as follows:

- » Construct overhead traffic signal heads for the southbound approach of West Mullan Avenue.
 - Benefits of this include increased visibility for drivers and less confusing signal head configurations that could mitigate red light running.
- » Redesign the landscaping under the bridge, focusing on a high contrast between the roadway and sidewalks, to provide a better designation between the two areas.



- Benefits of this include increased visibility for drivers to help mitigate vehicles driving off the road onto the sidewalk and also contributing to the look of narrower streets which can help slow driving speeds.
- » Install additional under-bridge lighting to provide adequate light levels during both daytime and nighttime hours.
 - Benefits of this include increased visibility at the underpass and less drastic lighting shifts during daylight hours so drivers have an easier adjustment time.

A concept drawing for proposed intersection improvements can be seen in Attachment B. **The planning level cost of these improvements is estimated at \$600,000 for engineering and construction.**



WEST 9TH AND 11TH STREETS AT WASHINGTON STREET (US-218)

West 9th Street at Eastbound
Washington Street (US-218)

Safety Summary

- » Weight: 11
- » 24 Crashes – 15 daylight (62.5%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 8 Rear End / 6 Sideswipe / 4 Broadside
- » Major Causes
 - 9 Unknown or Other
 - 3 Made Improper Turn
 - 3 Followed Too Close
- » 1 Survey Comment
 - Too many people going in and leaving. Now there is the round a bout, it gets backed up. I sat on Washington while getting honked at and couldn't move.



West 9th Street at Westbound Washington Street (US-218)

- » Weight: 12
- » 20 Crashes – 13 daylight (65%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 7 Rear End / 5 Broadside
- » Major Causes
 - 9 Unknown or Other
 - 3 Ran Traffic Signal
- » 1 Survey Comment
 - Traffic on Washington going NW looks like it's running the red light to drivers entering the expressway from 9th Street.

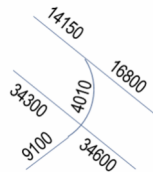
West 11th Street at Westbound Washington Street (US-218)

- » Weight: 10
- » 20 Crashes – 8 daylight (40%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 8 Rear End / 8 Broadside
- » Major Causes
 - 5 Ran Traffic Signal
 - 4 FTYROW
- » No Survey Comments

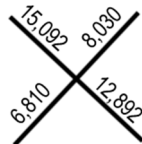


Location Description

- » Classification: Other Principal Arterial (Washington Street) / Minor Arterial (W. 11th Street) / Local (W. 9th Street)
- » Cross Section: 5-Lane One-Way (EB Washington Street) / 4-Lane One-Way (WB Washington Street) / 6-Lane Divided (West 11th Street) / 2-Lane (West 9th Street)
- » AADT:
 - West 9th Street and Washington Street (US-218)



- West 11th Street and Washington Street (US-218)



- » Posted Speed Limit: 45 mph (Washington Street) / 30 mph (West 9th Street) / 30 mph (West 11th Street)
- » Existing Facilities: Sidewalks on both sides of West 11th Street and on West 9th Street south of Washington Street

Narrative

The intersections of West 9th Street at Washington Street (US-218) and West 11th Street at Washington Street (US-218) were identified as priority intersections during the analysis process.



Subsequent discussion with the Steering Committee resulted in combining the areas into a single priority corridor. Safety issues were determined through the analysis of the intersection crash history, review of survey responses from community members, and observations from a field visit that occurred on Tuesday November 5, 2024. The three intersections have a combined total of 64 crashes over the most recent five years (2019 – 2023) with 56% of those crashes occurring during daylight conditions indicating the possibility of visibility issues during unlighted hours of the day. Survey comments reported potential red light running and backups from nearby intersections flowing into other intersections. Additionally, the Steering Committee indicated that there is a weaving issue with vehicles exiting from US-218 where Washington Street and US-218 merge. In the field, it was observed that the one-way roadway signs have some visibility issues. Additionally, it should be noted that the US-218 road network is overbuilt for the existing traffic volumes (12,900 to 17,150 vpd). Based on these observations, it appears that crashes are the result of confusing intersection geometries and wide roads with many lanes that can encourage in speeding. There are also multiple crashes at West 9th Street and eastbound Washington Street (US-218) that involve wrong-way drivers.

Recommended Projects/Strategies

The recommendations to mitigate existing deficiencies at the intersection are as follows:

- » Install lane reduction striping to remove the left-most lane from the eastbound exit of US-218 and to remove the right-most lane of the eastbound approach of Washington Street, reducing the total amount of eastbound lanes along Washington Street (US-218) from five to three at the intersection of West 9th Street.
 - Benefits of this include reducing vehicle speeds and reducing the amount of lane changes required for vehicles coming off of US-218 to get to the right-turn lane at the intersection with West 9th Street.
- » At the intersection of Washington Street (US-218) and West 9th Street, install lane directional pavement markings for all approaches, replace the existing overhead no left turns sign (R3-2) with an oversized no left turns sign (R3-2), install an advanced intersection lane control sign (R3-8 mod) showing a through lane and shared through / right-turn lane for the northbound approach of West 9th Street, and replace the existing circular green signal head to a green through arrow for the left-most signal head on the northbound approach of West 9th Street.
 - Benefits of this include improving visibility for directional requirements which can reduce wrong-way maneuvers.
- » At the intersection of Washington Street (US-218) and West 11th Street, convert the right-most westbound lane of Washington Street (US-218) from a shared through / right-turn lane to a channelized right-turn lane by install a concrete channelization island.
 - Benefits of this include reducing weaving conflicts that occur past the intersection and allow for the right-turn lane to be signalized. This would also remove stopped right-turning vehicles from the flow of traffic. Moderate queues can occur when the adjacent railroad crossing is active.



- » At the intersection of Washington Street (US-218) and West 11th Street, remove the southbound channelization island and decrease the turn radius.
 - Benefits of this include requiring right-turning vehicles to stop behind the railroad tracks so that they are not getting stopped on the tracks and reducing vehicle turning speeds.
- » Install pre-signals in advance of the at-grade railroad crossing on West 11th Street.
 - Benefits of this include better traffic signal visibility and greater compliance with vehicles stopping in advance of the railroad crossing.
- » Install lane reduction striping to remove the left-most lane from the westbound approach of Washington Street (US-218) for a lane drop between West 11th Street and West 9th Street.
 - Benefits of this include reducing weaving conflict.
- » At each intersection, remove existing Do Not Enter (R5-1) signs and replace with Wrong Way (R5-1a) signs (42" x 30"). Install new Do Not Enter (R5-1) signs (36" x 36") approximately 5 feet in front of the stop bar for the one-way approaches (if it is not feasible to install a sign in front of the stop bar, install as close as feasibly possible to do so. Install red retroreflective strips along existing and proposed sign posts.
 - Benefits of this include increasing visibility of one-way roadways.

A concept drawing for proposed intersection improvements can be seen in Attachment C. **The planning level cost of these improvements is estimated at \$1,300,000 for engineering and construction.**



EAST MULLAN AVENUE (US-63 S) AT LAFAYETTE STREET

Safety Summary

- » Weight: 11
- » 27 Total Crashes – 23 daylight (85%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 18 Broadside
- » 4 Angle (oncoming left)
- » Major Causes
 - 10 Ran Stop Sign
 - 11 FTYROW
- » 2 Survey Comments
 - Visibility at the Lafayette/63 intersection is not very good looking to the north
 - When leaving work on the North side of the Cedar River sometimes I travel on Lafayette Street to US 63 South. It is known as E Mullan Avenue. While travelling East on Lafayette Street we have a nice signal at E 1st Street (US 63 Northbound). It would be nice to consider a new signal at E. Mullan Avenue (US 63 Southbound) and Lafayette Street.



Location Description

- » Classification: Other Principal Arterial (E. Mullan Avenue) / Collector (Lafayette Street)
- » Cross Section: 3-Lane One-Way (E. Mullan Avenue) / 2-Lane Two-Way (Lafayette Street)
- » AADT:



- » Posted Speed Limit: 35 mph (E. Mullan Avenue) / Unposted (Lafayette Street)
- » Existing Facilities: Sidewalks and ADA ramps on all corners



Narrative

Safety issues at the intersection East Mullan Avenue (US-63 S) and Lafayette Street were determined through the analysis of the intersection crash history, review of survey responses from community members, and observations from a field visit that occurred on Tuesday November 5, 2024. Crash history from the most recent five years (2019 – 2023) shows that 85% of the crashes occurred during daylight conditions and that 78% of the crashes were the result of drivers running the stop signs or failing to yield the right of way at the intersection. The two survey respondents highlighted visibility issues and the desire for a traffic signal at the intersection. Field observations revealed that intersection sight distance for the eastbound and westbound approaches are insufficient. Based on AASHTO policy, the westbound approach requires a minimum sight distance of 390 feet and the eastbound approach requires a minimum sight distance of 335 feet; however, existing conditions provide approximate sight distances of 100 feet and 250 feet, respectively. Based on the analysis and observations, safety issues appear to originate from visibility deficiencies at the intersection.

Recommended Projects/Strategies

The recommendations to mitigate existing deficiencies at the intersection are as follows:

- » Remove the westbound left-turn lane along Lafayette Street and convert the existing through lane to a shared through / left-turn lane.
 - Benefits of this include improving visibility for vehicles at the westbound approach by reducing obstructions from vehicles in the adjacent lane.
- » Install curb bulb outs with flexible delineators along at the northeast corner of the intersection.
 - Benefits of this include reducing turning speeds and increasing intersection sight distance for westbound vehicles.
- » Install bike lanes along Lafayette Street.
 - Benefits of this include providing a dedicated space for other forms of transportation as well as reducing vehicle lane widths which can reduce speeding.
- » Conduct a lane reduction study and demonstration project along East Mullan Avenue (US-63 S).
 - Benefits of this include the potential to reduce the cross-section of East Mullan Avenue (US-63 S) which can reallocate space to other forms of transportation and reduce vehicle speeds throughout the area.

ONE-WAY CLUSTER

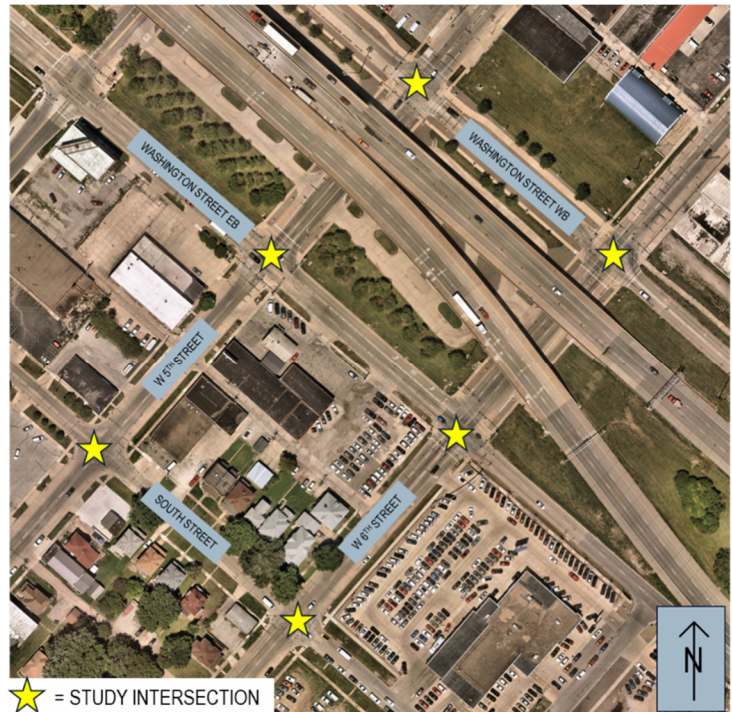
Safety Summary

- » 5 out of 6 intersections in top 15 on high-injury network
- » Weights: 19, 15, 13, 11, 9
- » 94 Total Crashes – 67 daylight (71%)
- » 1 Fatality
- » 2 Serious Injuries
- » 60 Broadside Crashes
- » Major Causes

- 22 Ran Traffic Signal
- 15 Ran Stop Sign
- 13 FTYROW From Stop Sign

» 14 Survey Comments

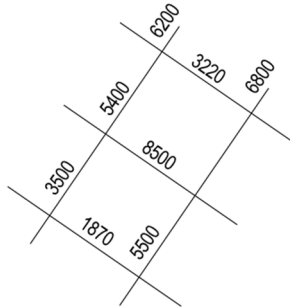
- wide, fast highway dividing the downtown, pedestrian push buttons don't work, drivers speed through this area with little regards to pedestrian or bicycle activity
- Have seen cars on Washington or 6th St not stop at the light and crash into other vehicles
- Right turning traffic Crossing signal that hasn't worked for some time
- People run red lights on 5th crossing Washington all the time - see it every day.
- I chose this area (between W 1st Street, Commercial Street, W 10th Street and South St) because that is where red lights are and more people are driving continuously throughout the day.
- I chose this area because I've seen most accidents happen here. I've also seen people blow past the stop sign near the sacred heart back parking lot because the stop sign was back by a tree.
- I mainly drive on this road and have seen lots of accidents
- All along Washington and 218 - busy traffic
- We need more parking spots and put stop signs to make it safer for all.
- Busy area with cars making it unsafe
- Accidents could happen due to tight parking space
- Drunk driving
- Mullan Ave, 1st Street, and Washington: cannot change lane fast enough when there's only one. Need extra lane
- I seen a lot of accidents in here





Location Description

- » Classification: Other Principal Arterial (Washington Street) / Minor Arterial (West 5th Street, West 6th Street) / Collector (South Street)
- » Cross Section: 2-Lane One-Way (Washington Street) / 3-Lane One-Way (West 5th Street) / 3-Lane One-Way (West 6th Street) 2-Lane (South Street)
- » AADT:



- » Posted Speed Limit: 45 mph (Washington Street) / 30 mph (West 6th Street) / 35 mph (25 mph through school zone - West 5th Street)
- » Existing Facilities: Sidewalks on both sides of West 6th Street and West 5th Street. Sidewalks on north side of WB Washington Street and south side of EB Washington Street.

Narrative

The six intersections within this cluster were grouped together due to similar intersection conditions and crash rates. Safety issues at the intersections were determined through the analysis of the intersection crash history, review of survey responses from community members, and observations from a field visit that occurred on Tuesday November 5, 2024. Crash history from the most recent five years (2019 – 2023) shows five out of six of the intersections are a part of the high injury network, 71% of crashes occurred during daylight conditions, and 53% of the crashes were the result of drivers failing to follow intersection traffic control. There was a total of fourteen survey responses for these intersections with a common theme of drivers failing to follow intersection traffic control, witnessing drivers speed and frequent crashes, traffic control devices not working properly, and a general feeling of being unsafe. Field observations revealed overbuilt intersections and sight distance issues. Based on the analysis and observations, it appears that many of the intersection deficiencies originate from drivers not following intersection traffic control, overbuilt roadways that can encourage speeding, and inadequate intersection sight distances.

Recommended Projects/Strategies

The City of Waterloo has identified plans to convert West 5th Street and West 6th Street from one-way to two-way segments. This conversion should mitigate many of the existing issues.



Because of this proposed project, quick build and lower cost measures were identified. The recommendation to mitigate existing deficiencies at the intersection are as follows:

- » Install curb bulb outs with flexible delineators along minor street approaches to reduce lane widths to approximately 12 feet (concept A in the figure).
 - Benefits of this include increased sight distances, reducing vehicle speeds and reducing the crossing distances for pedestrians.





MARTIN LUTHER KING JR. DRIVE / EAST 5TH STREET AND WALNUT STREET

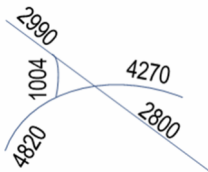
Safety Summary

- » Weight: 9
- » 7 Total Crashes – 5 daylight (71%)
- » 0 Fatalities
- » 1 Serious Injury
- » 3 Broadside / 2 Angle / 2 Head-On
- » Major Causes
 - 3 FTYROW
 - Making Left
- » No Survey Comments



Location Description

- » Classification: Minor Arterial (East 5th Street / MLK Jr. Drive) / Collector (Walnut Street)
- » Cross Section: 3-Lane One-Way (East 5th Street / MLK Jr. Drive) / 2-Lane (Walnut Street)
- » AADT:



- » Posted Speed Limit: 30 mph (East 5th Street / MLK Jr. Drive) / 30 mph (Walnut Street)
- » Existing Facilities: Sidewalks on both sides of Walnut Street and on East 5th Street south of MLK Jr. Drive.

Narrative

Safety issues at the intersection Martin Luther King Jr. Drive / East 5th Street and Walnut Street were determined through the analysis of the intersection crash history, review of survey responses from community members, and observations from a field visit that occurred on Tuesday November 5, 2024. Crash history from the most recent five years (2019 – 2023) shows 71% of crashes occurred during daylight conditions, 43% of crashes were the result of westbound left-turning vehicles failing to yield the right of way, and that 29% of crashes were a head-on collision. The large percentage of failure to yield right of way are likely caused from inadequate gaps to safely make the turn and the high percentage of head-on collisions is likely due to the confusing intersection geometry. No survey responses were received about this



intersection. Field observations revealed large curb radii that encourage high turning speeds. Additionally, the southeast corner of the intersection looks as if it was designed to be a channelized right turn despite not being able to make that maneuver due to Martin Luther King Jr. Drive / East 5th Avenue being a one-way roadway which can lead to confusion for drivers unfamiliar with the area. Based on the analysis and observations, it appears that the intersection deficiencies originate from confusing intersection geometry and existing signal phasing.

Recommended Projects/Strategies

The recommendations to mitigate existing deficiencies at the intersection are as follows:

- » Convert the signal to split phasing.
 - Benefits of this include removing left turn conflicts for westbound vehicles which is where almost half of the crashes have occurred.
- » Remove the large curb in the southeast corner of the intersection by installing a curb bulb out using armadillo delineators and relocating the west stop bar on Walnut Street approximately 100 feet west.
 - Benefits of this include removing some of the confusing geometry at the intersection and decreasing pedestrian crossing distances.



ACTIVITY CENTER

Safety Summary

- » Weight: N/A
- » 19 Total Crashes – 16 daylight (84%)
- » 0 Fatalities
- » 0 Serious Injuries
- » Major Causes
 - 6 Ran Traffic Signal
 - 6 Unknown or Other
- » 14 Survey Comments
 - E 4th Street/Sycamore Street
 - » Lots of red lights, stale yellow lights get blown through. Lots of jay walking, scooters on sidewalks. Make east 4th street from Sycamore to Mulberry a pedestrian only zone. Barriers put in place to move traffic, ability to have deliveries though
 - » Hi Restaurant and night life area
 - » I've seen people run red lights here and a car/ bicycle accident
 - » My spouse and I were nearly struck by a vehicle that didn't allow us to cross then they yelled an epithet at us. Very frightening. Definitely, more pronounced pedestrian walkway signage and brighter crosswalk paint.
 - » I see speeders here a lot, and people crossing the street in the middle of the street and not looking where they are walking.
 - » This intersection and the one in between Screaming Eagle and El Patron are the worst in my opinion for running lights
 - » There is a decent amount of pedestrian traffic (Present residents, attendees of the Beer Garden, people dining at restaurants or going to Cigar Store) and have heard 2 accidents that I can recall. Generally people waiting at the light to go NB or turning right. There isn't a great street to make a "ped mall" but could use one.
 - » There is is always traffic in this area, driving, walking and the scooters. People don't pay attention to others only what they are doing.





○ E 5th Street/Lafayette Street

- » I work near here, so see it every day. People run the red lights/ try to beat the yellow lights on the corner of E. 5th and Lafayette constantly! I see people driving the wrong way down the one way every day. Drivers ignore the crosswalk signals, so even if you as a pedestrian have a walk light, you end up waiting for cars to turn who don't care. Visibility coming out of the parking lots in the area is terrible, especially if there are larger vehicles parked. I think part of this is being so close to the court house, so you have a lot of people driving downtown who may not be familiar with the streets. On Tuesdays, it's when the people who were notified for jury duty are also downtown, and again if they don't normally come downtown they are unfamiliar with the area and the streets. Better crosswalks with some sort of signals to give the pedestrian a head start? (Maybe the light is green for pedestrians only, but stays red for vehicles?) Along with a no turn on red? Better lighting at night. More clearly marked "One Way" streets. I feel like E 4th Street is more safe, simply because there are more businesses there. The lighting is better, there are more people out walking, people seem to drive slower. Once you go even a block off 4th in any direction, it seems like the areas are "forgotten about". We also would like more lighting, and some of the other amenities that seem to get put into E. 4th St. If the whole "downtown" Waterloo area is affected, they need to make improvements in all the areas of downtown, not just one particular street
- » I see a lot of people walking across the street in non-crosswalk areas.
- » The speed on these one ways are not conducive to walking, biking or pedestrians of any sort. Turn 4th street into a ped mall Enhanced bike lanes Enhanced pedestrian zones and cross walk One way to 2 way conversions

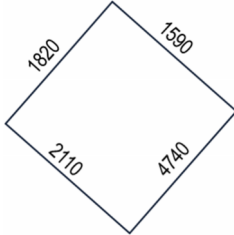
○ E 4th Street/Lafayette Street

- » All four of the concerns listed above seem to occur fairly regularly at the intersection of East 4th Street and Lafayette Street. This is, of course, one of the busiest commercial areas of downtown and those concerns and the intensity of commercial usage/activity at that corner make it feel less safe
- » I've been sitting at patron and have seen dozens of cars run the red light on 4th by Screaming Eagle.
- » The location on Lafayette St between Park St and 5th St is heavily used for deliveries which I understand are necessary but it causes issues with visibility trying to see around them on such a narrow street also the parking lots with all the angled street parking is full, very difficult to see if cars are coming either direction.



Location Description

- » Classification: Minor Arterial (East 5th Street) / Collector (East 4th Street / Sycamore Street / Lafayette Street)
- » Cross Section: 2-Lane One-Way (East 5th Street) / 2-Lane (East 4th Street / Sycamore Street / Lafayette Street)
- » AADT:



- » Posted Speed Limit: 30 mph (East 5th Street) / 25 mph (East 4th Street) / Unposted (Lafayette Street / Sycamore Street)
- » Existing Facilities: Sidewalks on both sides of all streets, and ADA ramps on all corners.

Narrative

The four intersections in the activity center were grouped together due to similarities in intersection geometries and the frequencies of survey responses about the general area. Safety issues at the intersections were determined through the analysis of the intersection crash history, review of survey responses from community members, and observations from a field visit that occurred on Tuesday November 5, 2024. Crash history from the most recent five years (2019 – 2023) shows that 84% of crashes occurred during daylight conditions and 32% were the result of drivers running red lights. There was a total of fourteen survey responses for the activity cluster with the general theme of the comments related to heavy pedestrian traffic, drivers failing to yield the right of way to pedestrians, vehicles speeding, and vehicles traveling the wrong way down one-way streets. Field observations noted heavy pedestrian volumes. Analysis and observations show that there does not seem to be many existing deficiencies in the area but that there is a community desire to improve pedestrian facilities within the area.

Recommended Projects/Strategies

Recommendations for improving the area are as follows:

- » Daylight the intersections by removing nearby obstructions such as on-street parking too close to the intersection.
 - Benefits of this include improving intersection visibility for both vehicles and pedestrians.
- » Install street lighting along East 5th Avenue.
 - Benefits of this include improving visibility during non-daylighted hours.



- » Conduct a pedestrian mall trial period by implementing temporary street closures for pedestrian-only days.
 - Benefits of this include having a trial period on how closing some of the streets to pedestrians would impact traffic conditions and nearby businesses as well as gauge an understanding of community feelings towards a permanent pedestrian mall.
- » Conduct a study and demonstration project converting the area into a Mini Superblock.
 - Benefits of Superblocks include increasing green space, reducing air pollution levels, reducing crashes and crash severity for all users, maintenance of existing parking. For more information see the following resources:
 - » [The potential of implementing superblocks for multifunctional street use in cities \(www.nature.com/articles/s41893-022-00855-2\)](https://www.nature.com/articles/s41893-022-00855-2)
 - » [Changing the urban design of cities for health: The superblock model \(doi.org/10.1016/j.envres.2024.118550\)](https://doi.org/10.1016/j.envres.2024.118550)
- » Increase police presence in the area.
 - Benefits of this include enforcement of traffic control, and an overall feeling of safety.



An implementation matrix for each focus-area has been developed. The implementation matrix highlights related safety issues, countermeasures, applicable safe system element(s), applicable safe system roadway design hierarchy, estimated time frame, estimated cost, and additional resources. The implementation matrix can be found in Attachment D.

PROGRESS AND TRANSPARENCY

During the implementation phase of any planning process, it is important to keep the public informed of any progress towards the goal. At a minimum, this should be accomplished by

- 1) publishing this report on a public website; and
 - 2) reporting yearly on recommendation implementation and fatal and serious injury reductions towards a goal of zero.
- » Work with the Steering Committee to establish a regular venue and schedule for public progress reporting.
 - Benefits of this include providing transparency to the public and creating a regular checkpoint to ensure progress is being made allowing for modification to the implementation plan if progress is not sufficient to reach the established reduction goal.



Attachment A

**East 1st Street (US-63 N) and Sycamore Street
Concept Plan**

E 1st Street and Sycamore Street

- » A: Install curb bulb outs with flexible delineators along Sycamore Street to reduce lane widths to approximately 12' to reduce pedestrian crossing distances and vehicle speeds. See example below.
- » B: Study the reduction of removing the right-most northbound lane of E 1st Street to reduce conflicts between northbound through vehicles and westbound right turning vehicles and to reduce northbound travel speeds. Install speed feedback signs
- » C: Add high-visibility crosswalks and warning signs for the crosswalks across E 1st Street





Attachment B

US-218 Underpass Concept Plan

US-218 Underpass



- » A: Construct overhead traffic signals for the southbound approach of W Mullan Avenue to increase visibility for drivers.
- » B: Redesign the landscaping under the bridge to provide a better designation between the roadway and sidewalk.
- » C: Install street lighting that is always on to increase visibility under the bridge.

US-218 Underpass

- » D: Reduce the number of lanes on University Avenue from 4 to 2 through the intersection to reduce travel speeds



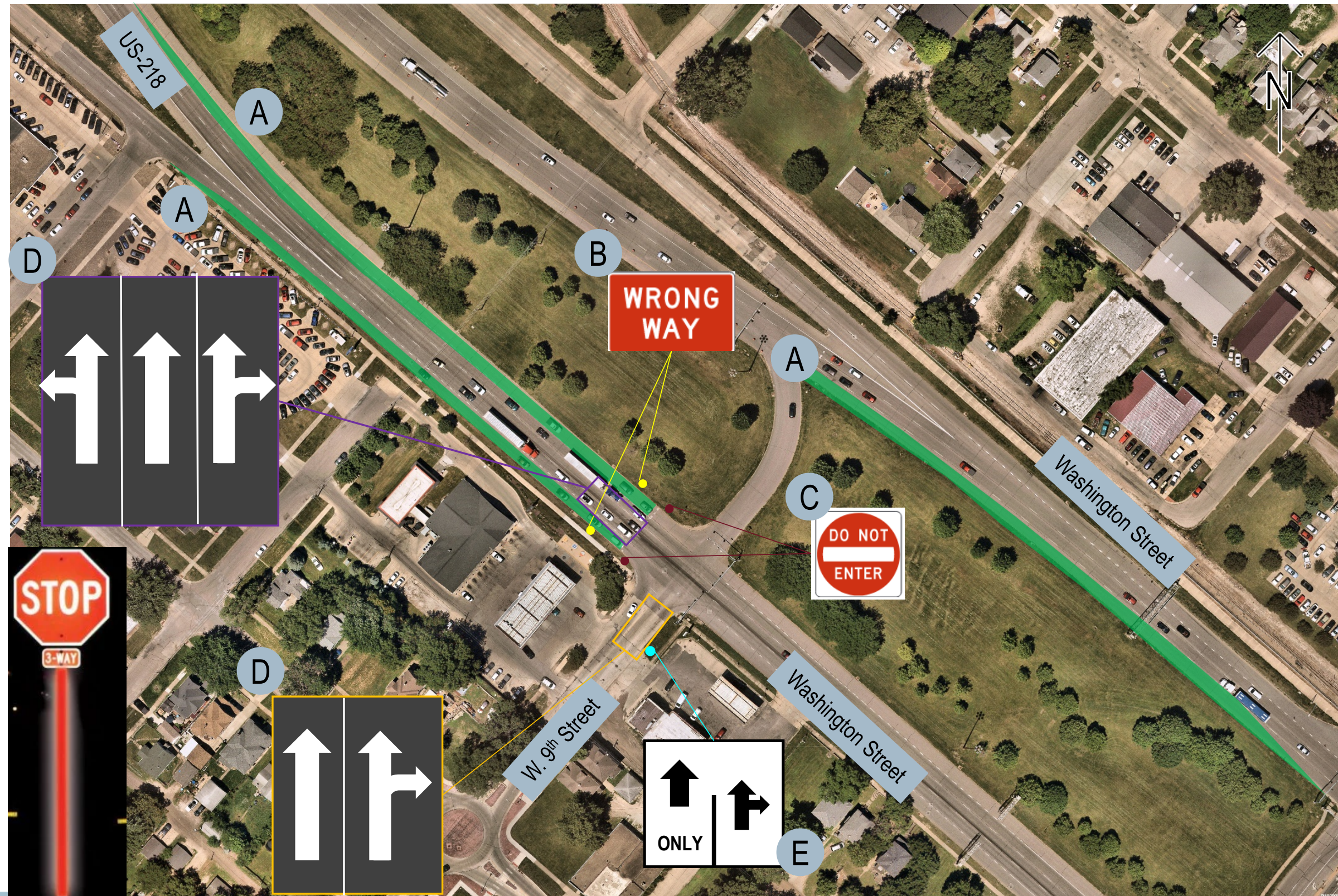


Attachment C

**West 9th Street at Washington Street (US-218) and
West 11th Street at Washington Street (US-218)
Concept Plan**

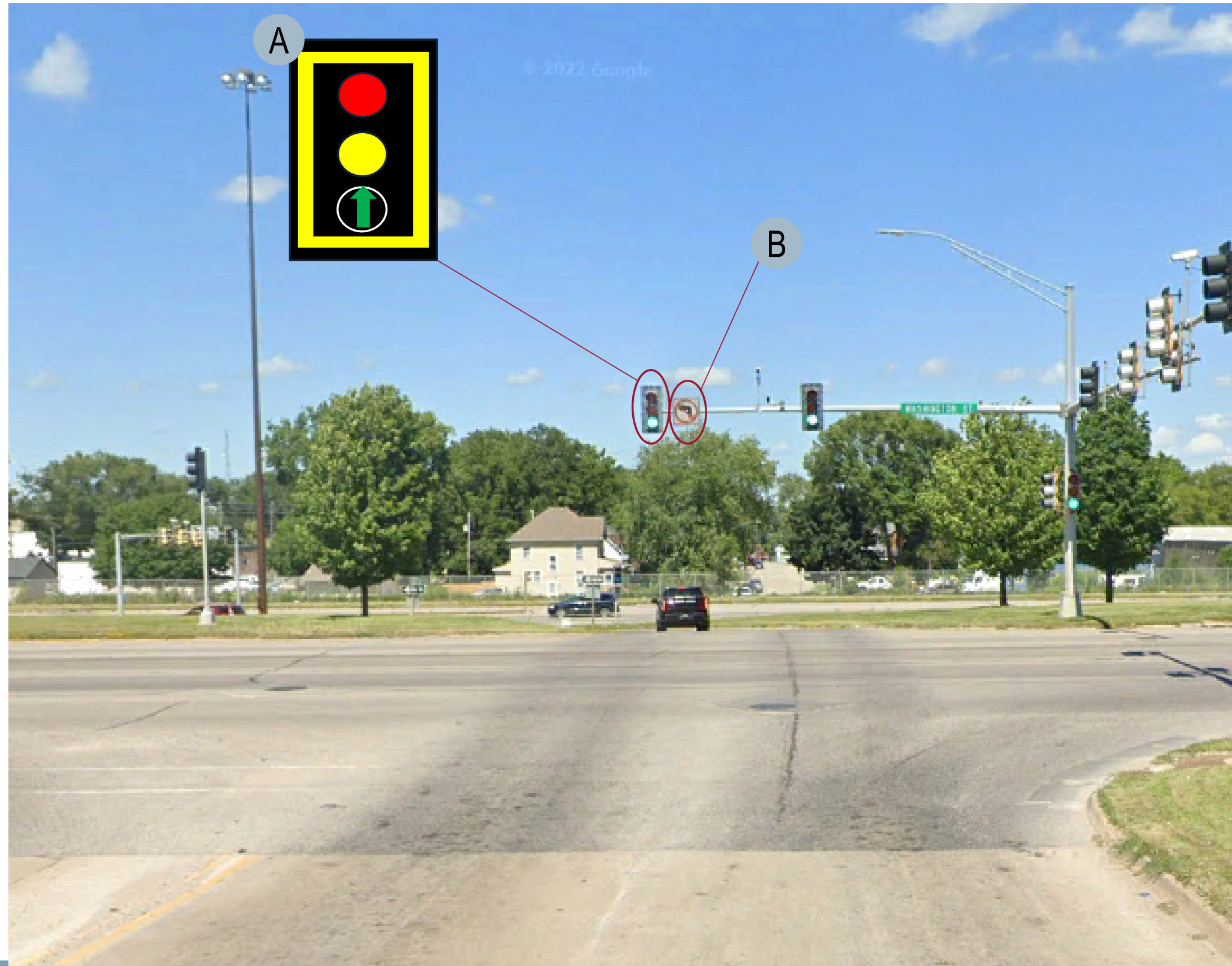
W 9th Street and Washington Street

- » A: Install lane reduction striping
- » B: Replace Do Not Enter signs with Wrong Way signs on existing sign post. Install red retroreflective border on sign post.
- » C: Install Do Not Enter signs with red retroreflective strips on sign posts approximately 30 feet east of existing ones.
- » D: Install directional pavement markings.
- » E: Install advanced lane control sign



W 9th Street and Washington Street (Northbound approach)

- » A: Replace green circular bulb with green arrow pointing straight through the intersection for the left-most signal head only
- » B: Remove existing no left turn arrow sign and replace with oversized no left turn sign



-
- W. 11th Street
- Washington Street
- A
- B
- C
- D
- DO NOT ENTER
- WRONG WAY
- The image shows an aerial view of a street intersection. Washington Street runs horizontally across the middle, and W. 11th Street runs vertically through the center. To the left of the intersection, there are several parking lots with cars and a building with a red roof. To the right, there is a large, light-colored building. A green triangular area is marked with 'A' at the intersection. A blue circular area is marked with 'B' on the east side of Washington Street. A red circular sign with a white horizontal bar and the text 'DO NOT ENTER' is marked with 'D' on the south side of W. 11th Street. A red rectangular sign with the text 'WRONG WAY' is marked with 'C' on the east side of Washington Street. Yellow lines connect the 'WRONG WAY' sign to two yellow dots on the east side of Washington Street. Red lines connect the 'DO NOT ENTER' sign to two red dots on the south side of W. 11th Street. A blue circular area is marked with 'E' on the north side of W. 11th Street.



Attachment D

Implementation Matrix

Location	Safety Issue	Countermeasures for Consideration	Safe System Element	Safe System Roadway Design Hierarchy	Time Frame	Cost	Additional Resources
Area-wide	Red light Running	Install backplates with retroreflective borders on all traffic signals.	Safer Roads	Tier 4: Increase Attentiveness and Awareness	Short	Low	FHWA Proven Safety Countermeasures
	Red light Running	Confirm yellow clearance intervals and all-red timings are MUTCD compliant - adjust as needed.	Safer Roads	Tier 1: Remove Severe Conflicts & Tier 3: Manage Conflicts in Time	Short	Low	FHWA Proven Safety Countermeasures
	Stop sign Running	Install red retroreflective strips on sign posts with existing Stop (R1-1) signs.	Safer Roads	Tier 4	Short	Low	MUTCD
	Stop sign running / failing to yield right of way	Install curb bulb outs with flexible delineators .	Safer Speeds, Safer Roads	Tier 2: Reduce Vehicle Speeds	Short	Low	FHWA Traffic Calming Measures
East 1 st Street at Sycamore Street	Speeding along East 1 st Street	Reduce southbound from three lanes to two lanes.	Safer Speeds, Safer Roads	Tier 2	Short	Low	FHWA Proven Safety Countermeasures
	Speeding along East 1 st Street	Install speed feedback signs for the southbound approach along East 1 st Street.	Safer Speeds, Safer Roads	Tier 2, Tier 4	Short	Low	MUTCD
	Inadequate pedestrian facilities	Install high-visibility crosswalk across the northern leg of the intersection accompanies by pedestrian signage.	Safer Roads	Tier 4	Short	Low	FHWA Proven Safety Countermeasures
	Red light Running	Redesign the southbound approach traffic signals.	Safer Roads	Tier 3, Tier 4	Long	High	MUTCD
West Mullan Avenue at University Avenue (US-218 Underpass)	Inadequate pedestrian facilities / vehicles running off roadway	Redesign the landscaping under the bridge with higher contrast between the roadway and sidewalk.	Safer Roads	Tier 3, Tier 4	Long	High	-
	low visibility	Install street lights at the underpass that remain on at all times.	Safer Roads	Tier 4	Medium	Medium	FHWA Proven Safety Countermeasures
	Weaving conflicts at the US-218 and Washington Street merge and vehicle speeding	Remove the outter most lanes of both US-218 and Washington Street before the merge to reduce the cross section from five to three lanes.	Safer Speeds, Safer Roads	Tier 2	Short	Low	FHWA Proven Safety Countermeasures
West 9 th Street at Washington Street & West 11 th Street at Washington Street	Vehicles traveling wrong direction on one-way roads	Install lane directional pavement markings for all approaches at the intersection of Washington Street at West 9 th Steet.	Safer Roads	Tier 4	Short	Low	MUTCD
	Vehicles traveling wrong direction on one-way roads	For the northbound approach of West 9 th Street at Washington Street, replace existing overhead no left turns (R3-2) with an oversized R3-2 sign, install an advanced intersection lane control sign (R3-8 mod) to show a through lane and shared through / right-turn lane, and replace the existing circular green signal head over the through lane with a green arrow signal head pointing through the intersection.	Safer Roads	Tier 4	Short	Low	MUTCD
	Vehicles traveling wrong direction on one-way roads	At each intersection, remove existing Do Not Enter (R5-1) signs and replace with Wrong Way (R5-1a) signs (42" x 30") on existing sign post. Install new Do Not Enter (R5-1) signs (36" x 36") approximately 5 ft in front of the stop bar. Install red retroreflective strips along exiting and proposed sign posts.	Safer Roads	Tier 4	Short	Low	MUTCD
	Weaving conflicts and railroad conflicts	For the westbound approach of Washington Street at West 11 th Street, install a concrete channelization island in the right turn lane to convert it from a shared through / right-turn lane to a dedicated right-turn lane.	Safer Speeds, Safer Roads	Tier 3, Tier 4	Medium	Medium	-
	Vehicle compliance with traffic signal indications and stopped location	For the westbound approach of Washington Street at West 11th Street, install pre-signals for the traffic signal in advance of the railroad equipment.	Safer Roads	Tier 1	Medium	Medium	MUTCD
	Vehicle / Railroad conflict	For the southbound approach of West 11 th Street at Washington Street remove the concrete channelization island for the right turn lane and reduce the curb radius.	Safer Speeds, Safer Roads	Tier 3, Tier 4	Medium	Medium	-
	Weaving conflicts along Washington Street (westbound)	Install lane reduction striping to remove the left-most lane along the westbound approach of Washington Street between West 11 th Street and West 9 th Street.	Safer Speeds, Safer Roads	Tier 2	Short	Low	FHWA Proven Safety Countermeasures

Location	Safety Issue	Countermeasures for Consideration	Safe System Element	Safe System Roadway Design Hierarchy	Time Frame	Cost	Additional Resources
East Mullan Avenue (US-63) at Lafayette Street	Inadequate intersection sight distance	Remove the existing westbound left-turn lane along Lafayette and convert the existing through lane to a shared through / left-turn lane.	Safer Roads	Tier 3	Short	Low	-
	Inadequate intersection sight distance / Vehicle speeds	Install curb bulb outs with flexible delineators in the northeast corner of the intersection.	Safer Speeds, Safer Roads	Tier 2	Short	Low	FHWA Traffic Calming Measures
	Vehicle speeds / Lack of dedicated bike facilities	Install bike lanes on Lafayette Street.	Safer Speeds, Safer Roads	Tier 1, Tier 2	Short - Medium	Low - Medium	FHWA Proven Safety Countermeasures
	Vehicle speeds	Conduct a lane reduction study and demonstration project.	Safer Speeds, Safer Roads	Tier 1, Tier 2, Tier 3, Tier 4	Long	High	FHWA Proven Safety Countermeasures
One-Way Cluster	Inadequate intersection sight distance / Vehicle speeds	Install curb bulb outs with flexible delineators along the minor street approaches to reduce lane widths to approximately 12 feet.	Safer Speeds, Safer Roads	Tier 2	Short	Low	FHWA Traffic Calming Measures
Martin Luther King Jr. Drive / East 5 th Street at Walnut Street	westbound left turning vehicles not yielding right of way	Convert the signal into split phasing.	Safer Roads	Tier 1, Tier 3	Medium	Medium	-
	Vehicles traveling wrong direction on one-way roads	Remove the large curb in the southeast corner of the intersection by installing a curb bulb out using armadillo delineators and relocation the westbound stop bar on Walnut Street approximately 100 feet west.	Safer Speeds, Safer Roads	Tier 1, Tier 2, Tier 4	Short	Low	FHWA Traffic Calming Measures
Activity Center	Pedestrian visibility at crosswalks	Daylight intersections by removing sight obstructions such as nearby on-street parking.	Safer Speeds, Safer Roads	Tier2, Tier 4	Short	Low	FHWA Traffic Calming Measures
	Perception of non-safety	Install additional street lighting along East 5 th Avenue.	Safer Roads	Tier 4	Medium	Medium	FHWA Proven Safety Countermeasures
	Improvement of pedestrian facilities	Conduct a pedestrian mall trial period by implementing temporary street closures for pedestrian only days.	Safer Roads	Tier 1, Tier 3	Medium	Low	-
	Perception of non-safety	Increase police presence within the area.	Safer Road Users, Safer Roads	-	Short	Low	-
	Improvement of pedestrian facilities	Apply for additional planning / demonstration grant to conduct more detailed studies in the area.	Safer Speeds, Safer Roads	Tier 1, Tier 2, Tier 3, Tier 4	Medium	Medium	-



Appendix A

Steering Committee and Council Meeting Presentations

Safe Streets and Roads for All

INRCOG / City of Waterloo

Steering Committee Kickoff Meeting
May 23, 2024

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1

Introductions

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SS4A and the Safe System Approach

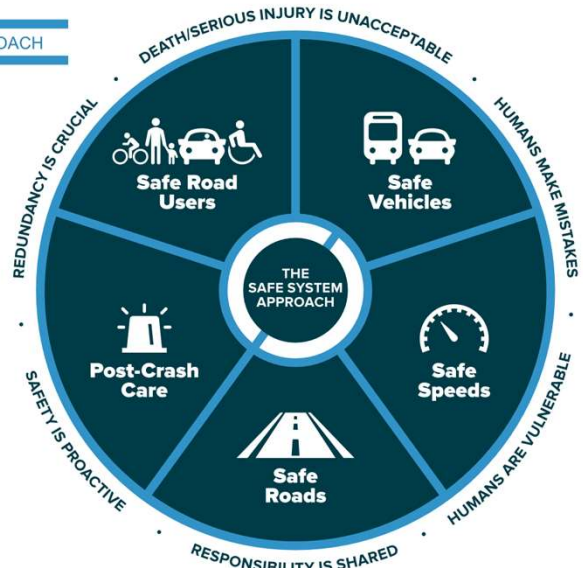
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3

THE SAFE SYSTEM APPROACH

Zero is our goal. A Safe System is how we get there.



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4

THE SAFE SYSTEM APPROACH

Zero is our goal. A Safe System is how we get there.

PARADIGM SHIFT



Traditional approach	Safe System approach
Prevent crashes	Prevent death and serious injuries
Improve human behavior	Design for human mistakes/limitations
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

5

What would you do with \$10M?

Fatality: \$12.5M
 Serious Injury: \$1.2M
 Minor Injury: \$234K
 Unknown/Suspected Injury: \$112K
 No Injury: \$5K

Treatment #1 will prevent 55 Minor Injuries

Benefit/Cost Ratio:

$$55 \times 234,000 / 10,000,000 = 1.29$$

Treatment #2 will prevent one Fatality

Benefit/Cost Ratio:

$$1 \times 12,500,000 / 10,000,000 = 1.25$$

6

SAFE SYSTEMS PYRAMID



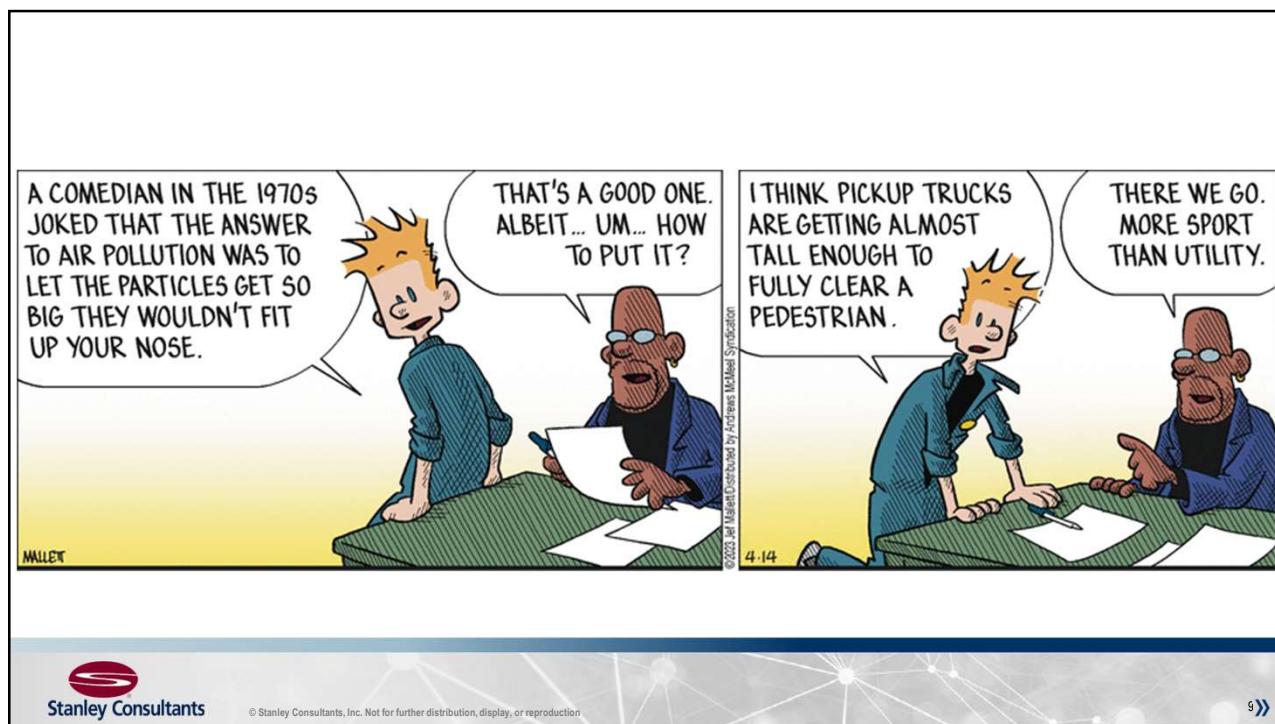
Ederer, D. J., Panik, R. T., Botchwey, N., & Watkins, K. (2023). The Safe Systems Pyramid: A new framework for traffic safety. *Transportation Research Interdisciplinary Perspectives*, 21, 100905. doi:10.1016/j.trip.2023.100905

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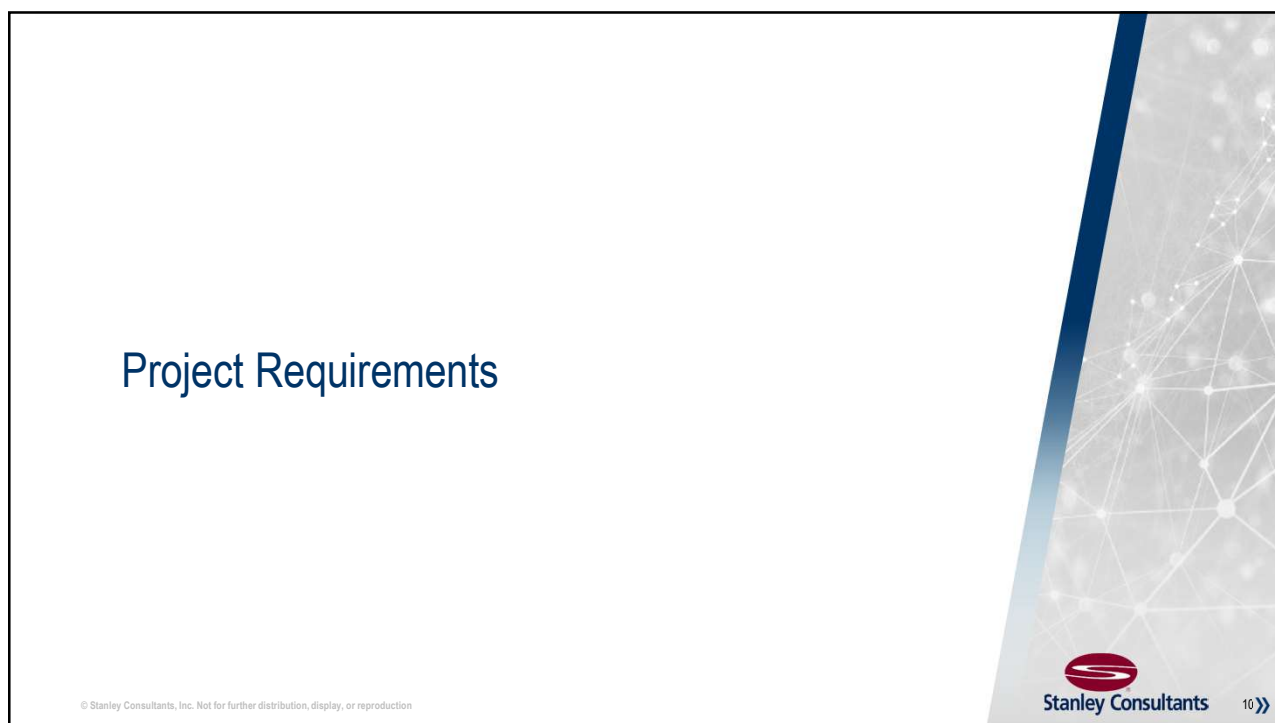
Safe System Roadway Design Hierarchy



8



9



10

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4 | A

Safe Streets and Roads for All Action Plan Components



Leadership Commitment and Goal Setting

- Official public commitment to an eventual goal of zero
 - Target date for achieving zero, or
 - Target date for an ambitious percentage reduction + eventual goal of zero

11

S | S
4 | A

Safe Streets and Roads for All Action Plan Components



Planning Structure

- Committee charged with oversight of
 - Action Plan Development
 - Implementation
 - Monitoring

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Safe Streets and Roads for All Action Plan Components



Safety Analysis

- Existing conditions and historical trends
- Systemic and specific safety needs
- Includes all roadways
- High-Injury Network

Safe Streets and Roads for All Action Plan Components

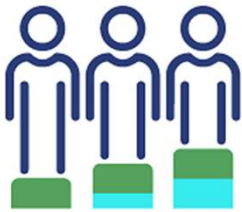


Engagement and Collaboration

- Robust Engagement
 - Public, relevant stakeholders, private sector, community groups
- Feedback incorporated into the Action Plan
- Aligned with other plans and processes



Safe Streets and Roads for All Action Plan Components



Equity Considerations

- Inclusive and representative process
- Identify underserved communities
- Analysis includes:
 - Population characteristics
 - Initial equity impacts of proposed projects/strategies

15



Safe Streets and Roads for All Action Plan Components



Policy and Process Changes

- Assessment of current policies, plans, guidelines and/or standards
 - Goal – improve how these prioritize safety
 - Action Plan discusses implementation of revised or new policies

16

S | S
4 | A

Safe Streets and Roads for All Action Plan Components



Strategy and Project Selections

- Comprehensive set of projects and strategies
 - Shaped by data, best practices, stakeholder input, equity
- Focus on a Safe System Approach
- Time ranges for implementation
- Infrastructure, behavioral, and/or operational safety



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4 | A

Safe Streets and Roads for All Action Plan Components



Progress and Transparency

- Measure progress over time after plan adoption
- Ensure ongoing transparency
 - Minimum:
 - annual reporting on progress
 - Public posting of the Action Plan online



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Crash Data Overview

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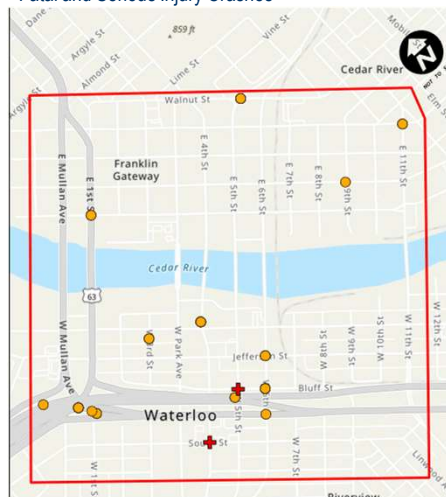
19

Crash Maps

All Crashes



Fatal and Serious Injury Crashes

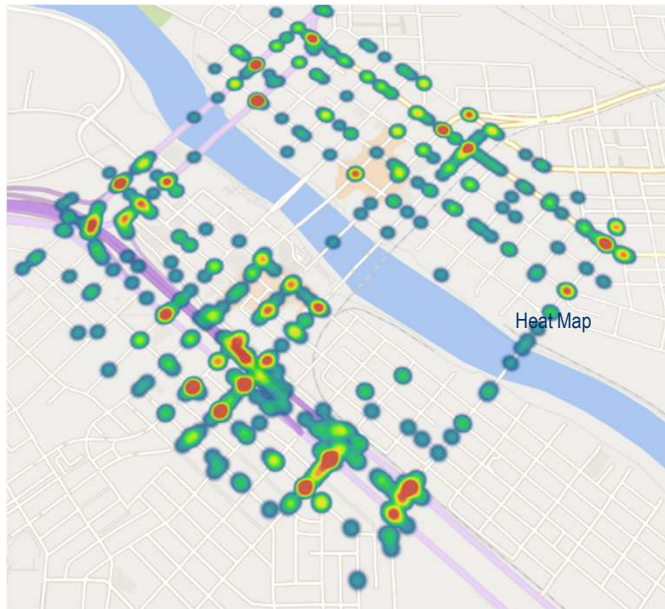


Crash Severity

- ✚ Fatal Crash
- Suspected Serious Injury Crash
- Suspected Minor Injury Crash
- Possible/Unknown Injury Crash
- Property Damage Only

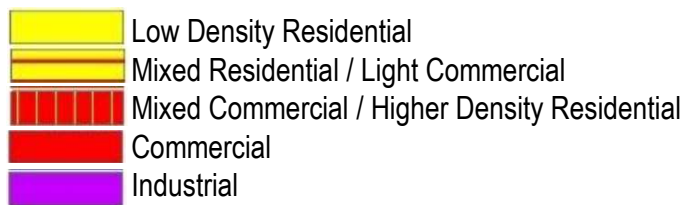
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Crash Heat Map



21

Project Area – Land Use



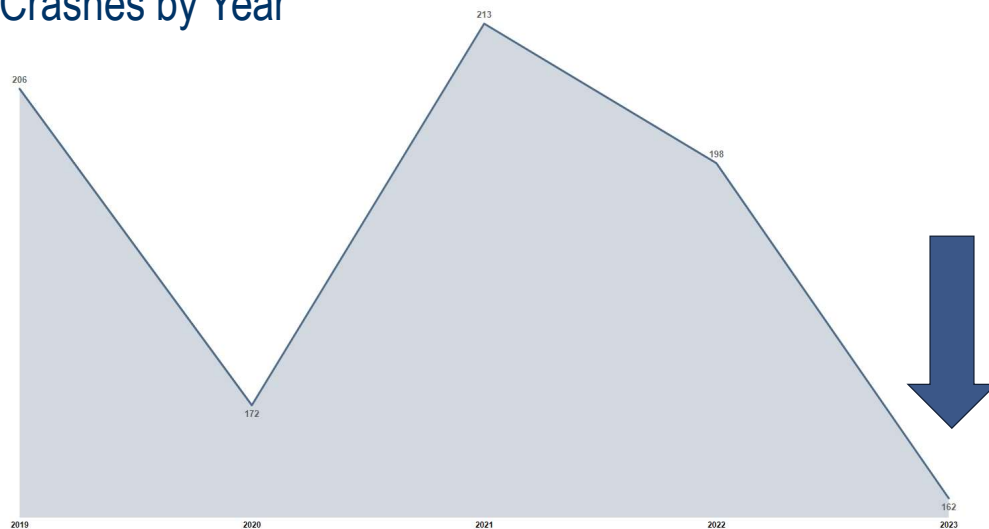
22

Crash Summary 2019-2023

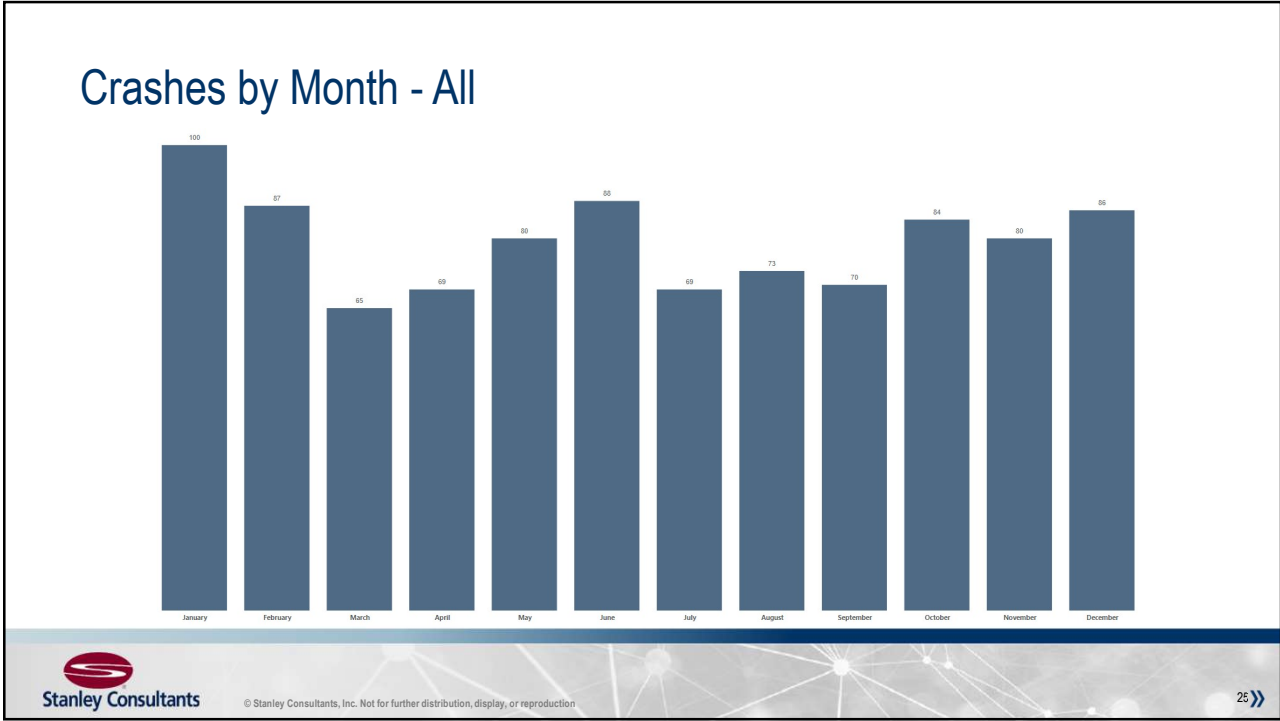
- 951 Crashes
- 2 Fatal Crashes
- 14 Serious Injury Crashes
- 21 Involved a Person on a Bike (1 Fatal, 0 Serious Injury)
- 15 Involved a Person Walking (1 Fatal, 3 Serious Injury)

23

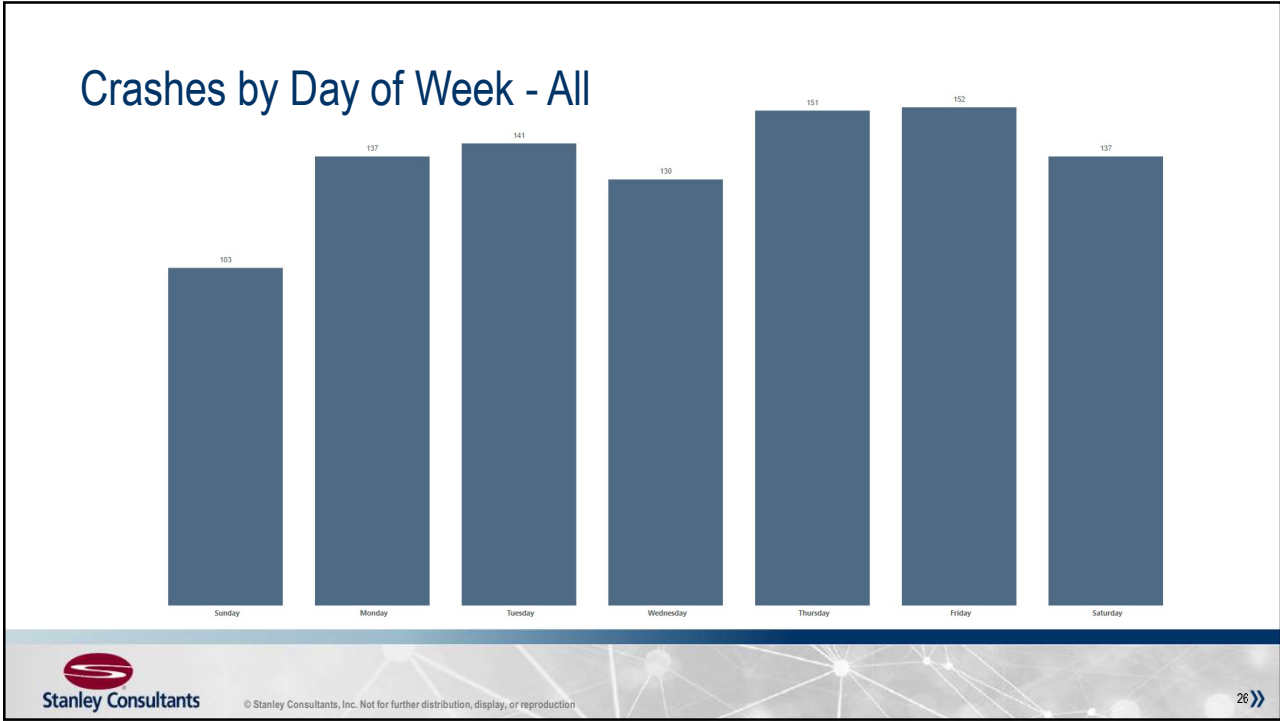
Total Crashes by Year



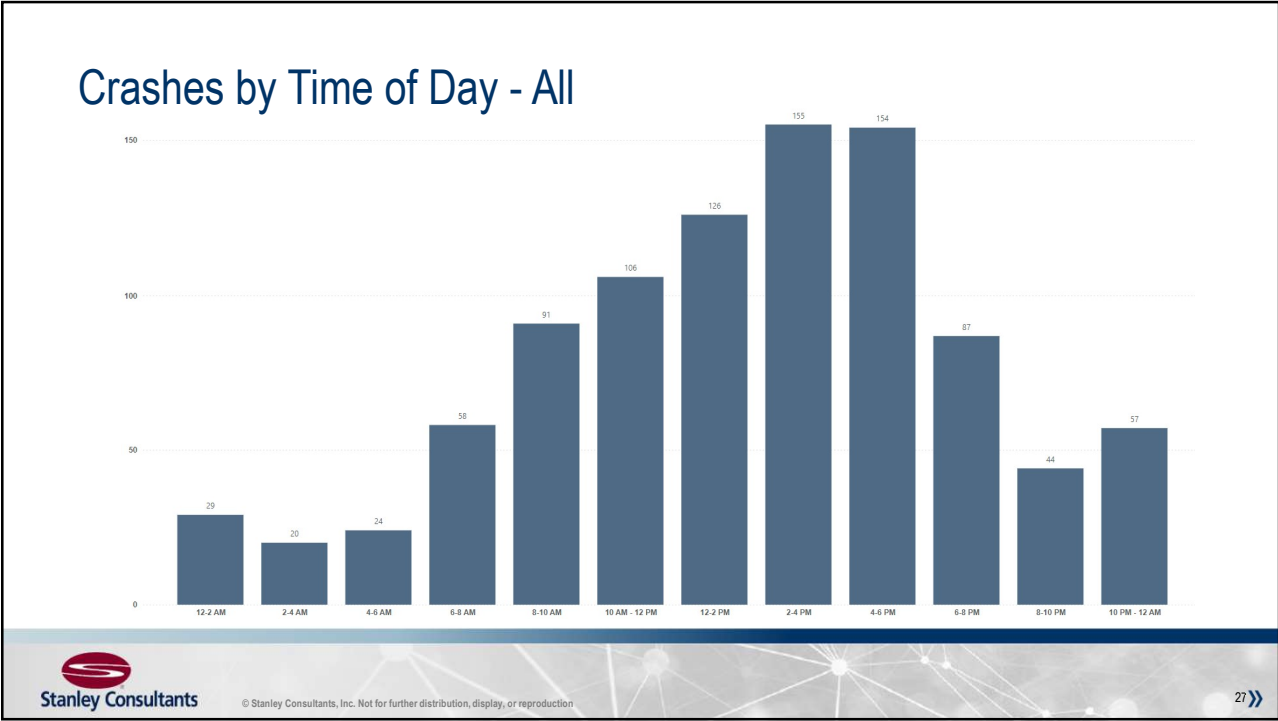
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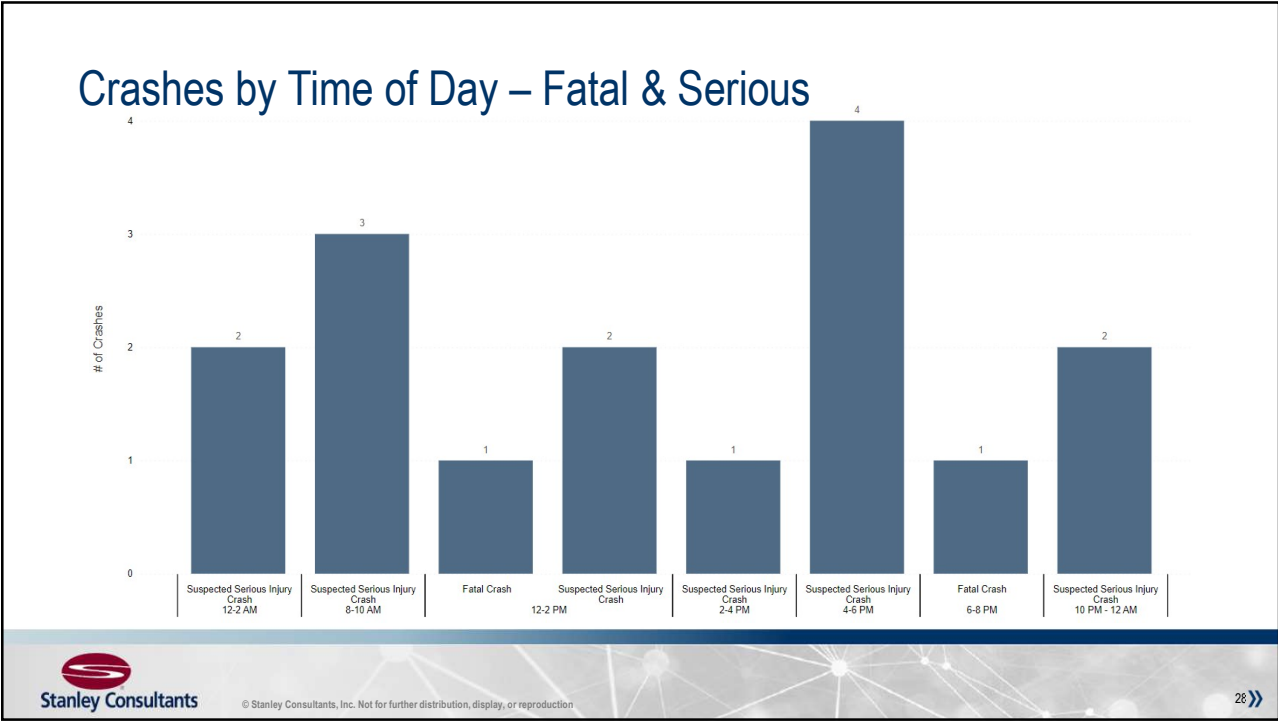
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26

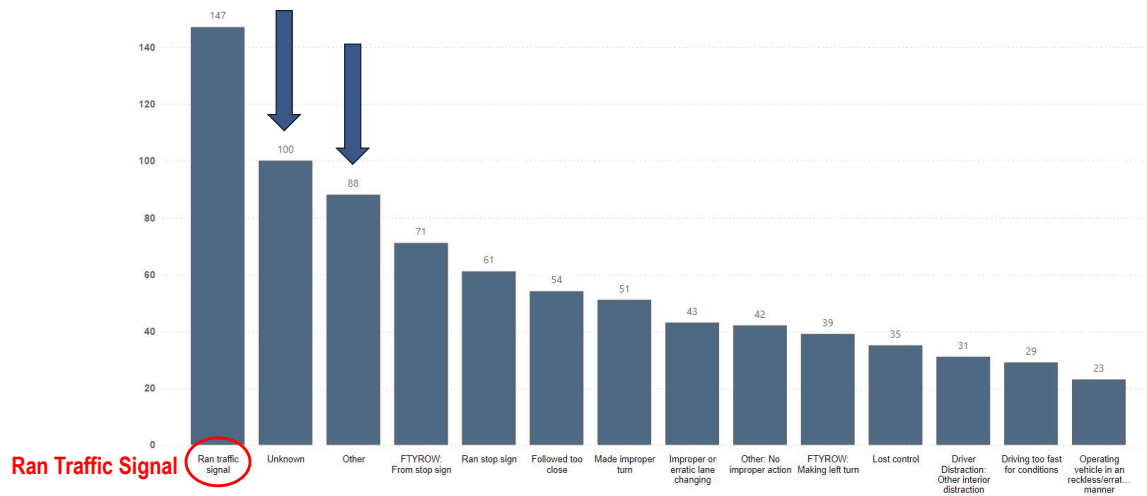


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Top 14 Major Causes - All



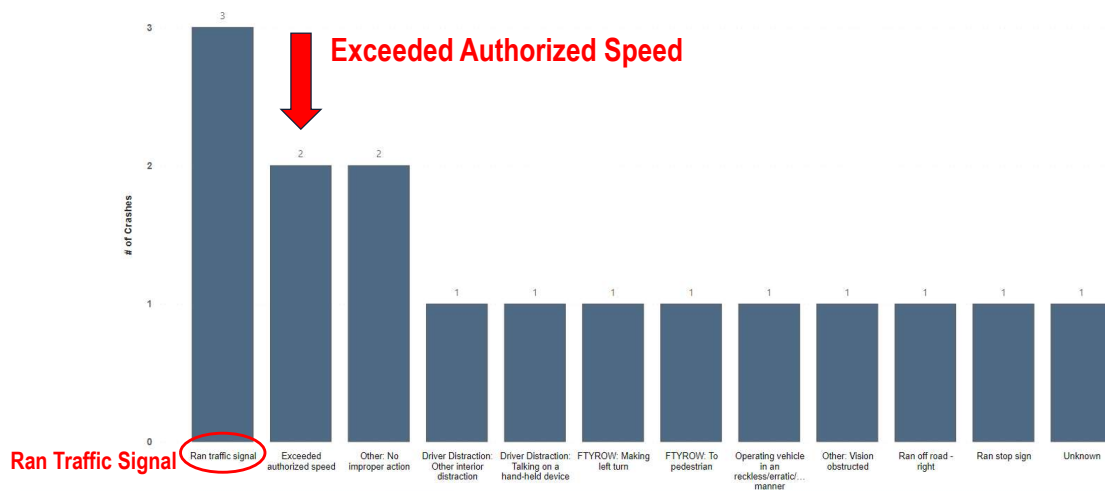
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Top 14 Major Causes – Fatal & Serious



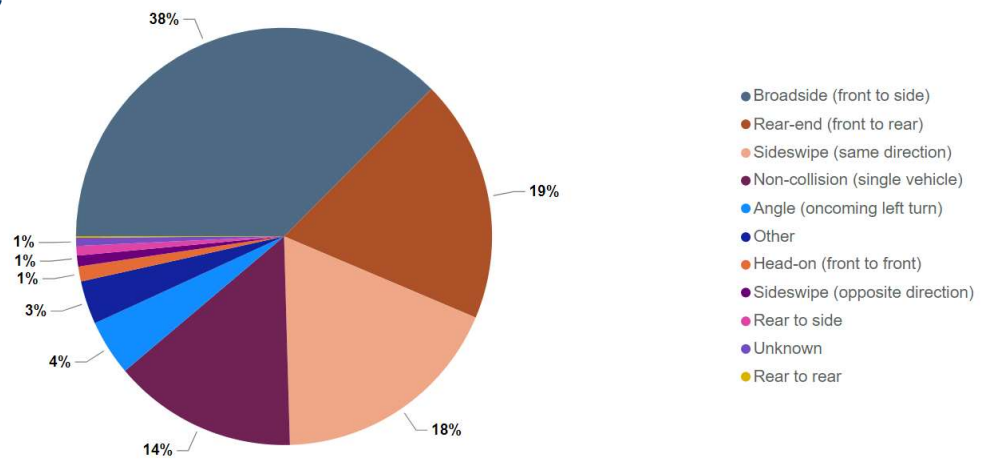
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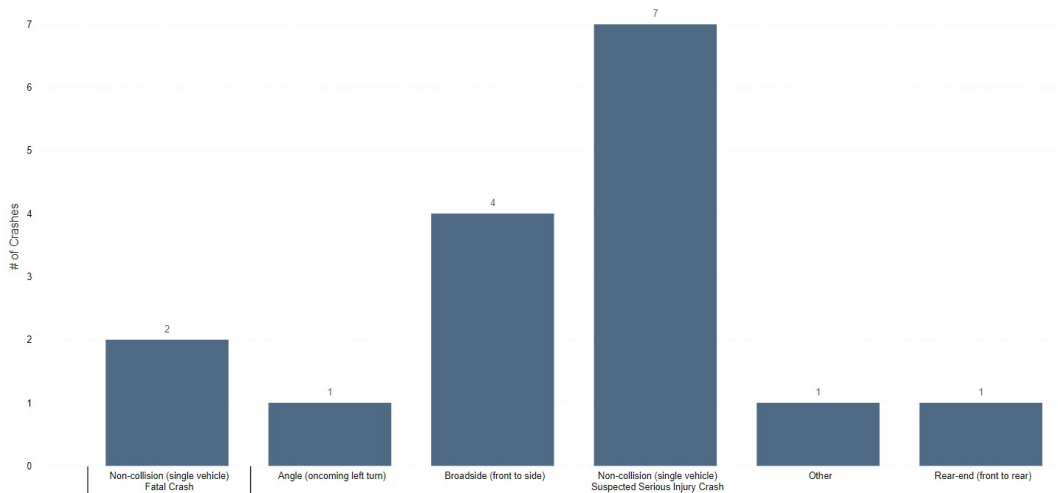
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Crash Type



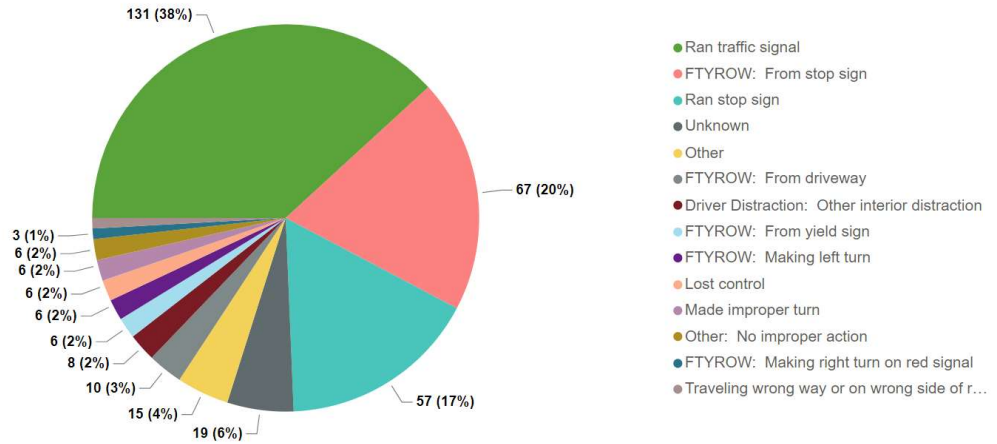
31

Crash Type by Severity – Fatal & Serious



32

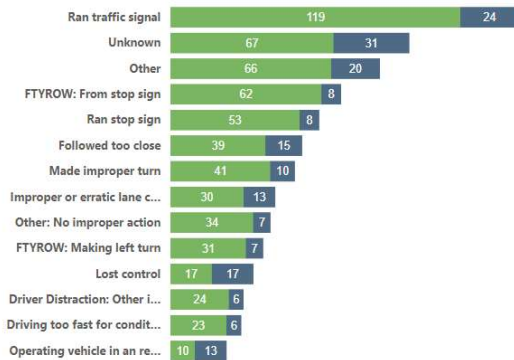
Broadside Crashes



33

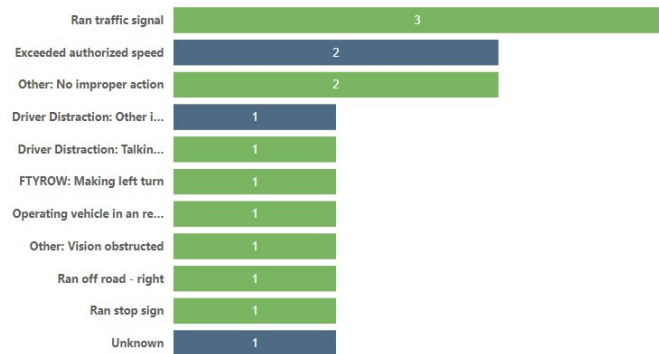
Crash Type Day/Night

● Daylight ● Darkness



All Severities

● Daylight ● Darkness

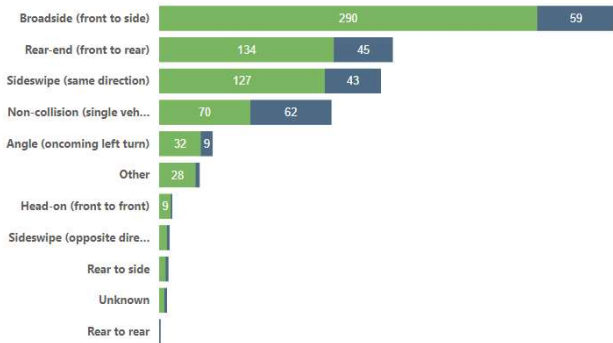


Fatal & Serious Injuries

34

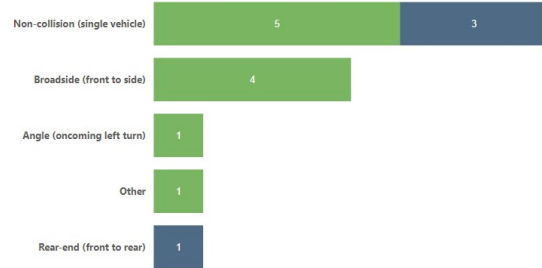
Major Cause by Day/Night

● Daylight ● Darkness



All Severities

● Daylight ● Darkness



Fatal & Serious Injuries



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Equity Data Overview

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Equitable Transportation Community (ETC) Explorer

Tract	Components				
	Climate	Env	Health	Social	Trans
Waterloo					
100					
200					
300					
400					
700					
800					
900					



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ETC Explorer

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo								
100								
200								
300								
400								
700								
800								
900								



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ETC Explorer – City of Waterloo

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100								
200								
300								
400								
700								
800								
900								

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ETC Explorer Tract Comparison

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y			
200	Y	Y	N	Y	N			
300	Y	Y	Y	Y	Y			
400	Y	Y	N	Y	N			
700	Y	Y	Y	Y	N			
800	N	Y	N	Y	Y			
900	N	Y	N	Y	N			

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ETC Explorer Tract Comparison

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y			
200	Y	Y	N	Y	N			
300	Y	Y	Y	Y	Y			
400	Y	Y	N	Y	N			
700	Y	Y	Y	Y	N			
800	N	Y	N	Y	Y			
900	N	Y	N	Y	N			

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ETC Explorer Tract Comparison

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N		
200	Y	Y	N	Y	N	N		
300	Y	Y	Y	Y	Y	N		
400	Y	Y	N	Y	N	N		
700	Y	Y	Y	Y	N	N		
800	N	Y	N	Y	Y	N		
900	N	Y	N	Y	N	N		

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ETC Explorer Tract Comparison

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	
200	Y	Y	N	Y	N	N	Y	
300	Y	Y	Y	Y	Y	N	Y	
400	Y	Y	N	Y	N	N	Y	
700	Y	Y	Y	Y	N	N	Y	
800	N	Y	N	Y	Y	N	Y	
900	N	Y	N	Y	N	N	Y	

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ETC Explorer Tract Comparison

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	
200	Y	Y	N	Y	N	N	Y	
300	Y	Y	Y	Y	Y	N	Y	
400	Y	Y	N	Y	N	N	Y	
700	Y	Y	Y	Y	N	N	Y	
800	N	Y	N	Y	Y	N	Y	
900	N	Y	N	Y	N	N	Y	

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ETC Explorer Tract Comparison

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N

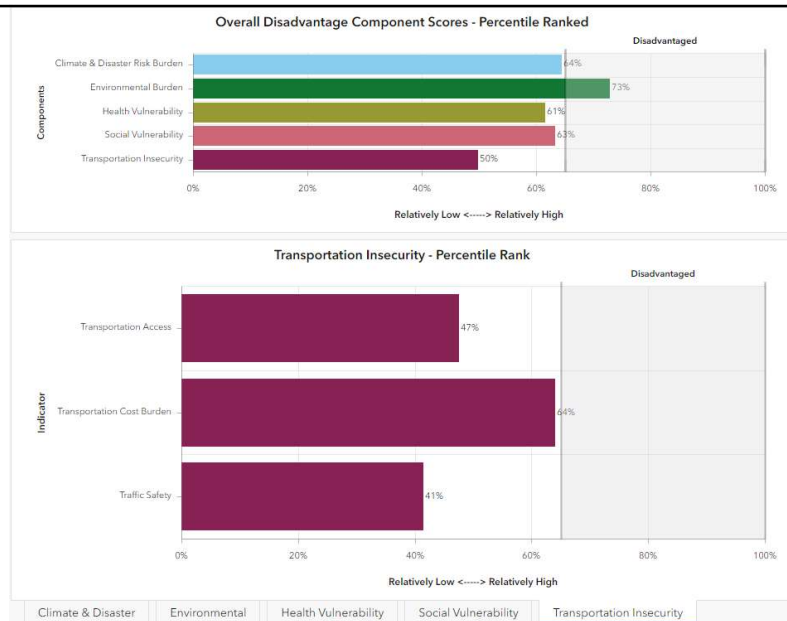
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ETC Explorer Tract Comparison

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N

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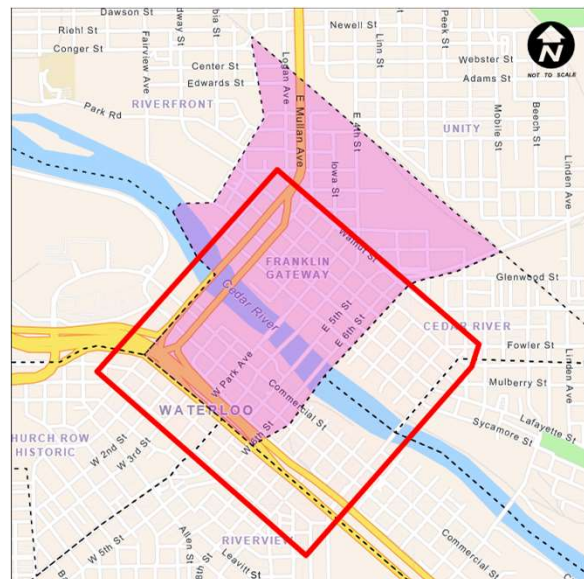
Waterloo ETC Results



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Census Tract 100

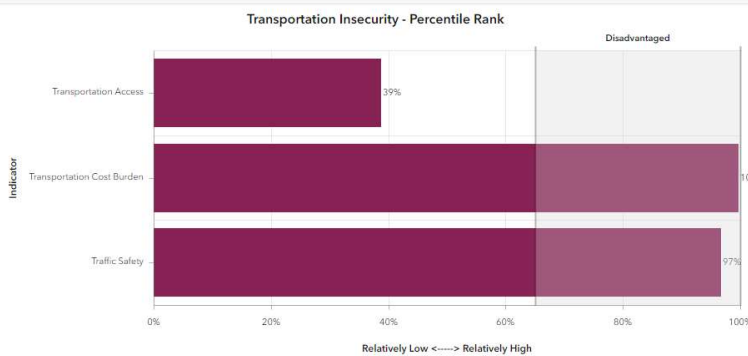
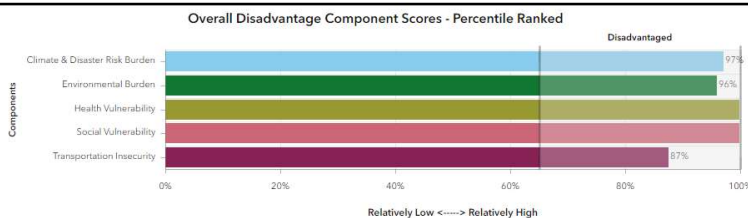
- 49% of project area
- 50% of project road-miles
- 52% of total crashes
- 1 fatal crash (bicycle rider)
- 10 serious injury crashes
- 69% of fatal & serious injury crashes



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Census Tract 100 ETC Results

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N



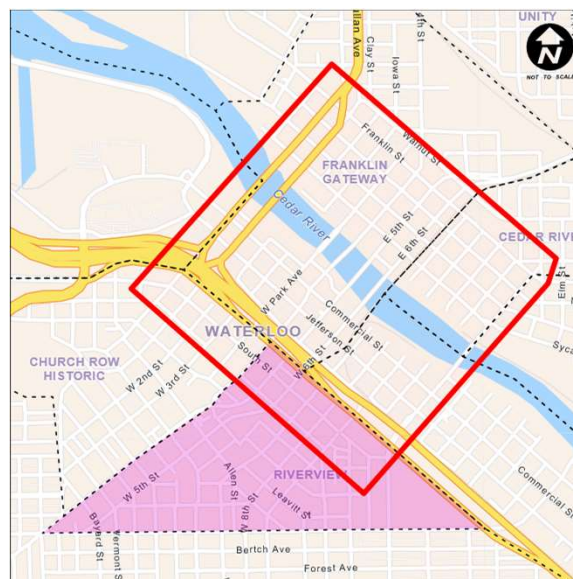
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Census Tract 200

- 10% of project area
- 11% of project road-miles
- 18% of total crashes
- 0 fatal crashes
- 1 serious injury crash
- 6% of fatal & serious injury crashes



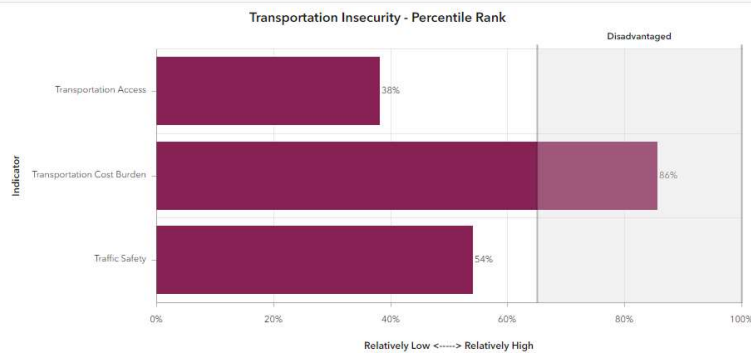
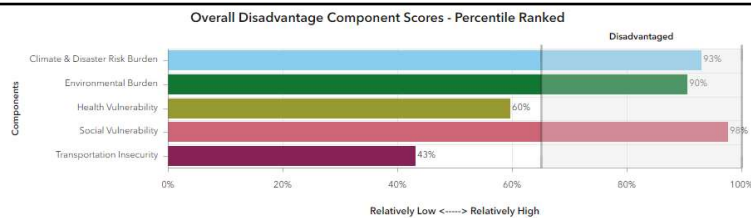
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Census Tract 200 ETC Results

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N

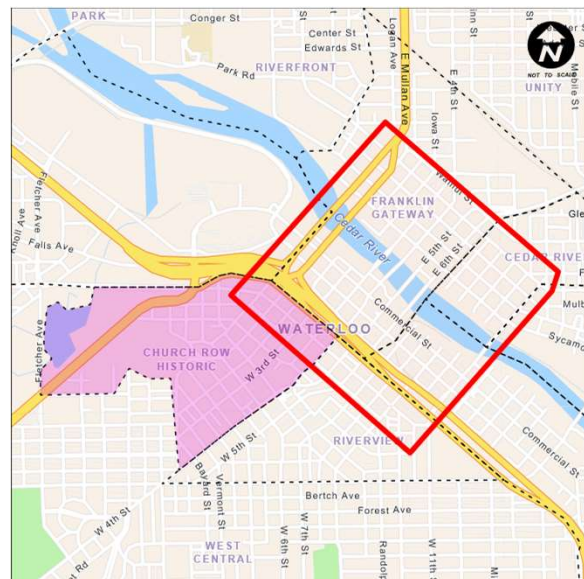


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Census Tract 300

- 7% of project area
- 7% of project road-miles
- 4% of total crashes
- 1 fatal crash (pedestrian)
- 0 serious injury crashes
- 6% of fatal & serious injury crashes

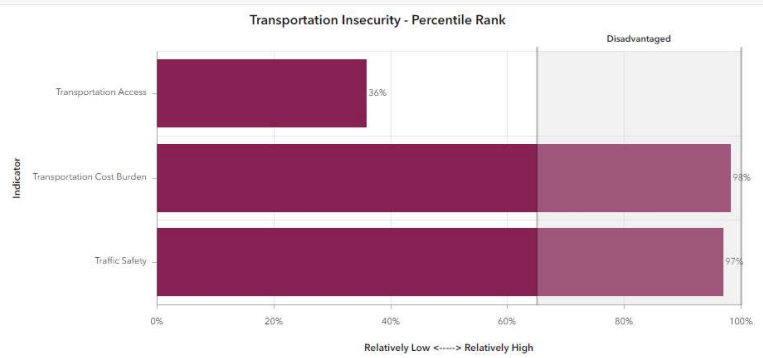
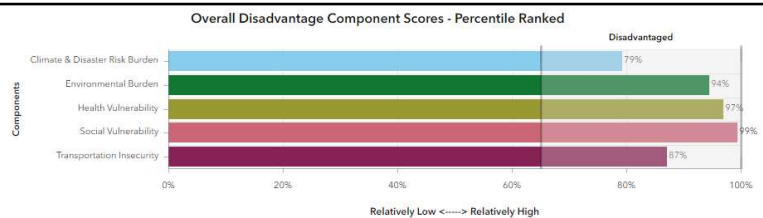


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Census Tract 300 ETC Results

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N



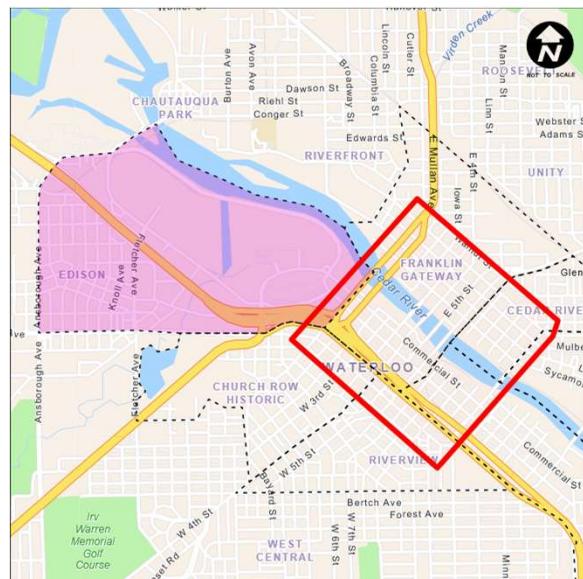
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Census Tract 400

- 4% of project area
- 7% of project road-miles
- 3% of total crashes
- 0 fatal crashes
- 1 serious injury crash
- 6% of fatal & serious injury crashes



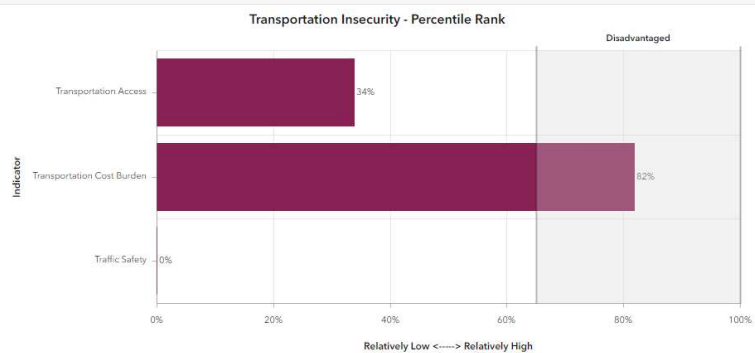
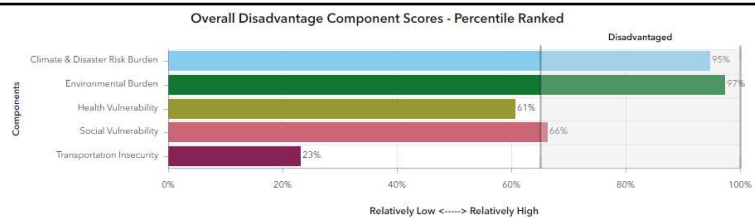
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Census Tract 400 ETC Results

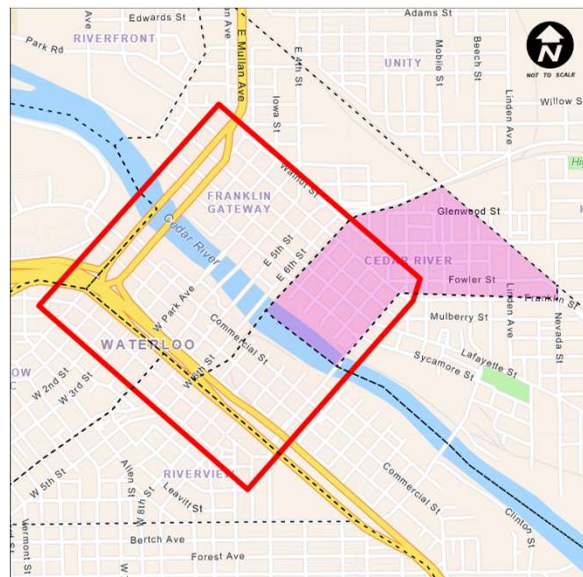
Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N



55

Census Tract 700

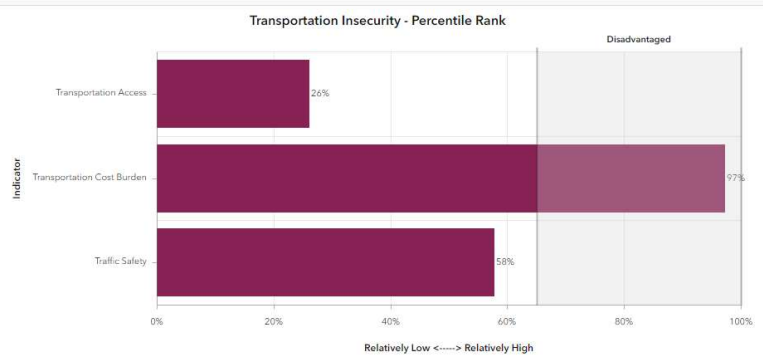
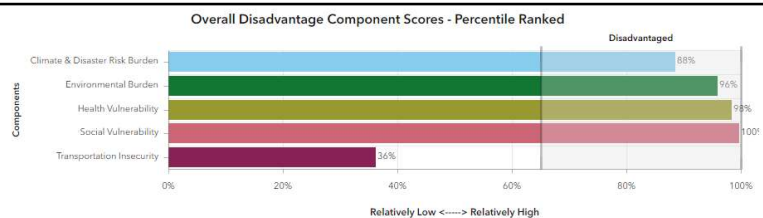
- 15% of project area
- 14% of project road-miles
- 9% of total crashes
- 0 fatal crashes
- 2 serious injury crashes
- 13% of fatal & serious injury crashes



56

Census Tract 700 ETC Results

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N



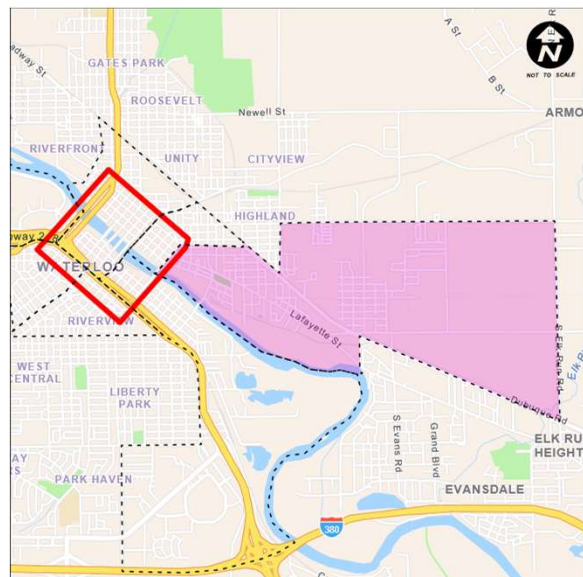
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Census Tract 800

- 2% of project area
- 1% of project road-miles
- 1% of total crashes
- 0 fatal crashes
- 0 serious injuries
- 0% of fatal & serious injury crashes



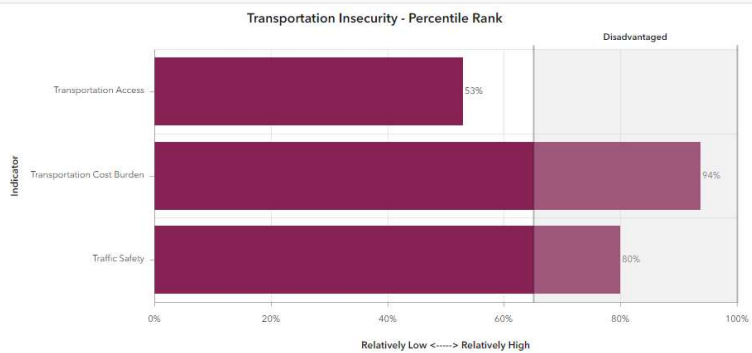
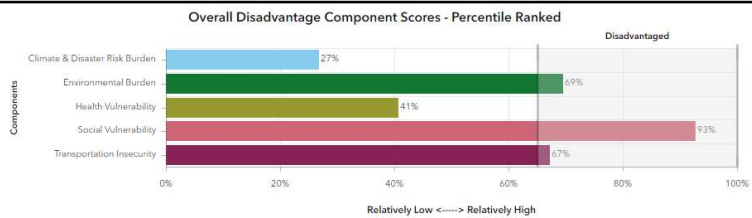
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Census Tract 800 ETC Results

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N



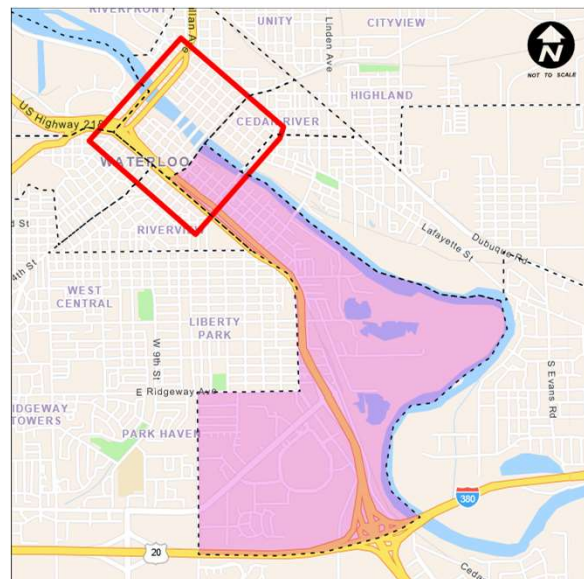
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Census Tract 900

- 14% of project area
- 12% of project road-miles
- 13% of crashes
- 0 fatal crashes
- 0 serious injury crashes
- 0% of fatal & serious injury crashes



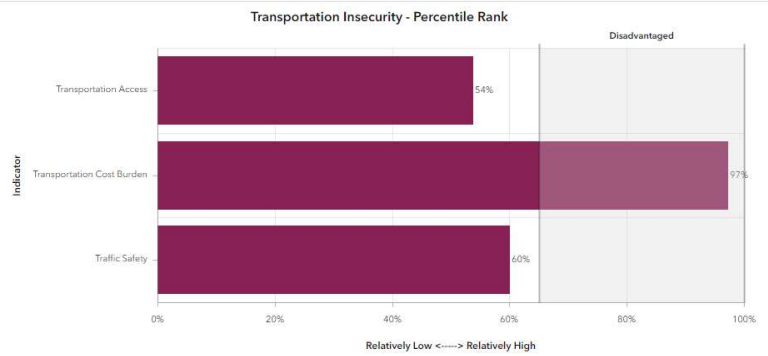
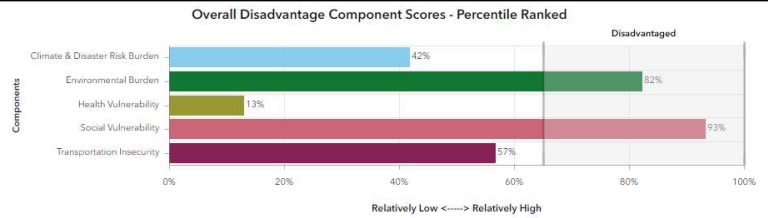
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Census Tract 900 ETC Results

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N

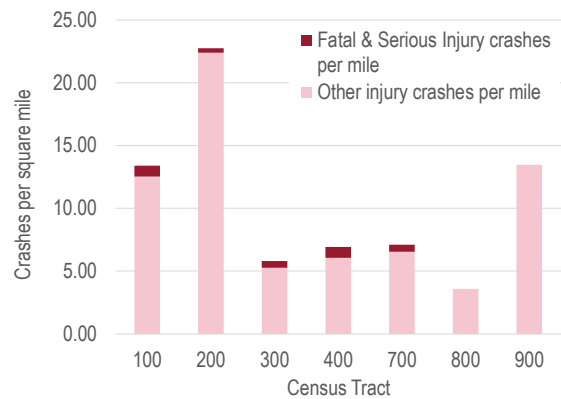
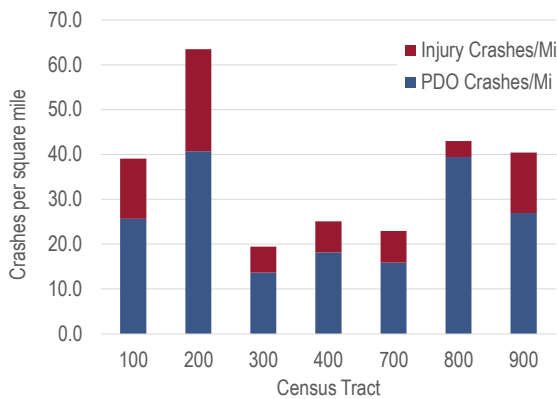


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Crashes per mile of roadway



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Public Engagement

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Project Schedule

NTP	April 2024
Kickoff Meeting, Project Work Plan & Schedule	May 2024
Data Collection & Review	May to June 2024
Safety & Equity Analysis and Narrative	June to September 2024
Public Participation	May to August 2024
Draft CSAP	October 2024
Comment Resolution	November 2024
Final CSAP	December 2024

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Open Discussion and Next Steps

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Safe Streets and Roads for All

INRCOG / City of Waterloo

Steering Committee Meeting 2

October 30, 2024

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1

Introductions

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2

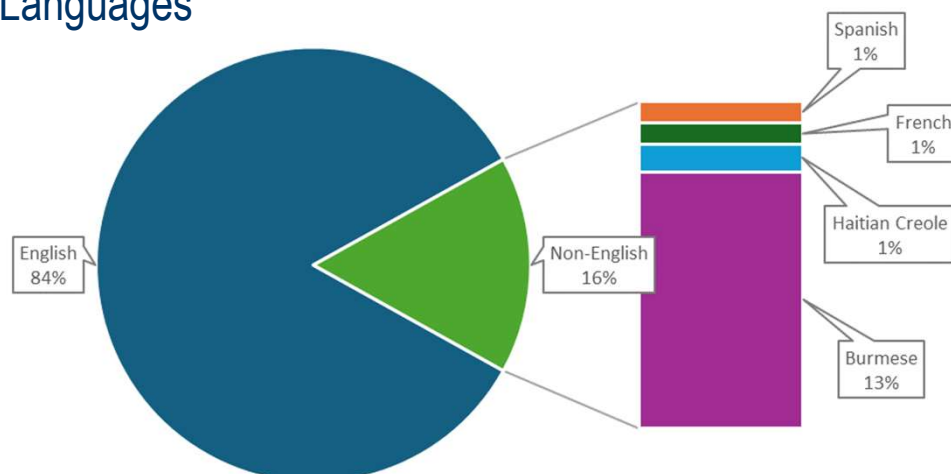
Survey Results

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3

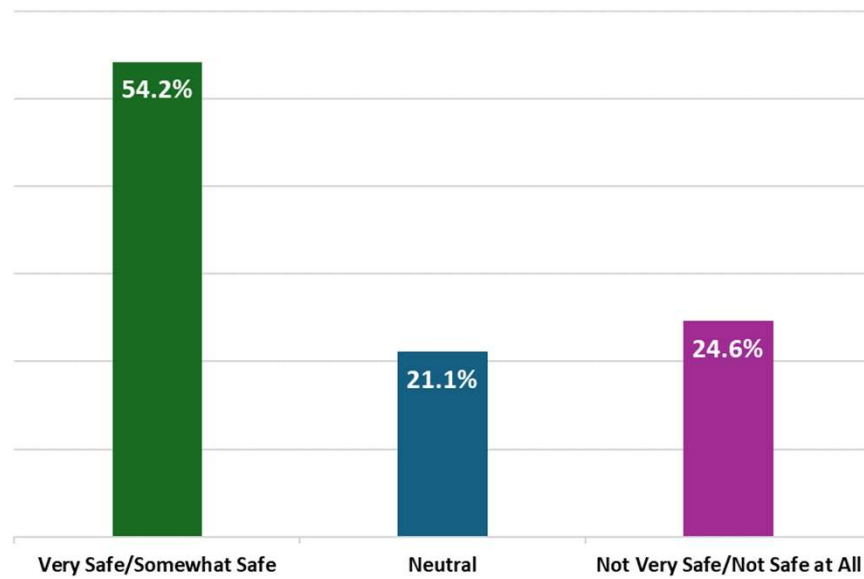
Response Languages

285 Responses
239 English
46 Non-English



4

How Safe do you Feel?

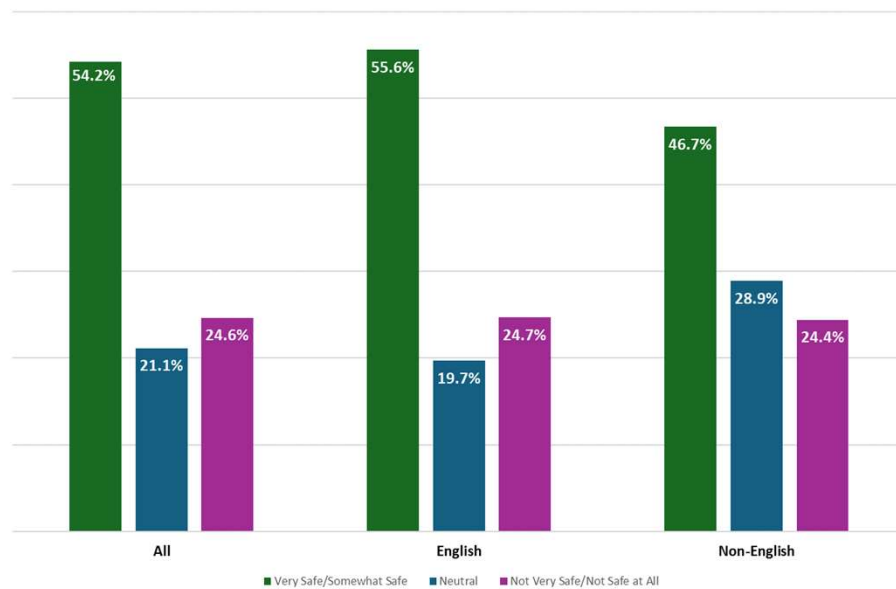


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How Safe do you Feel?

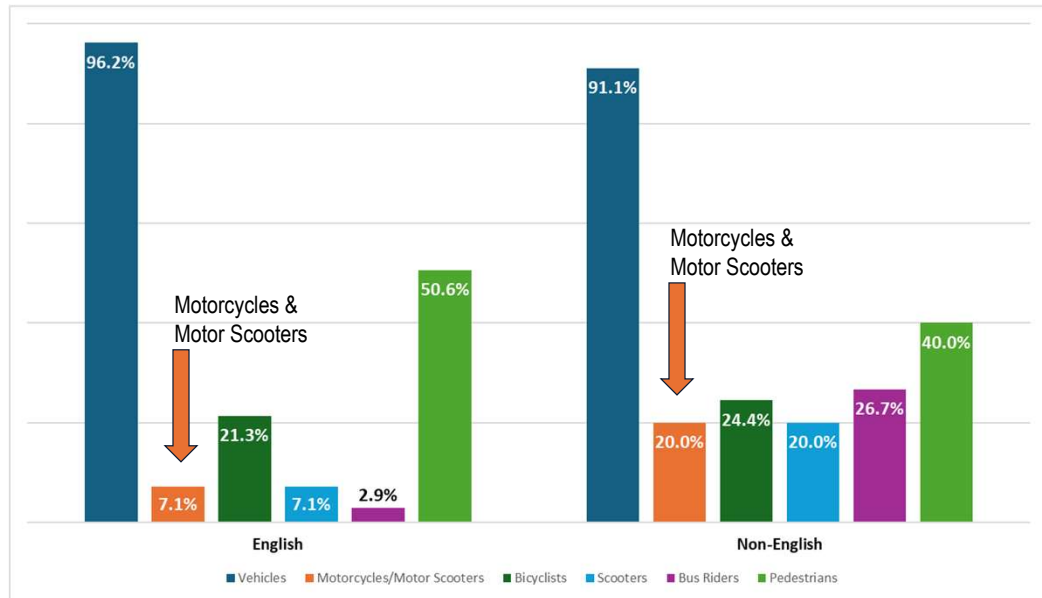


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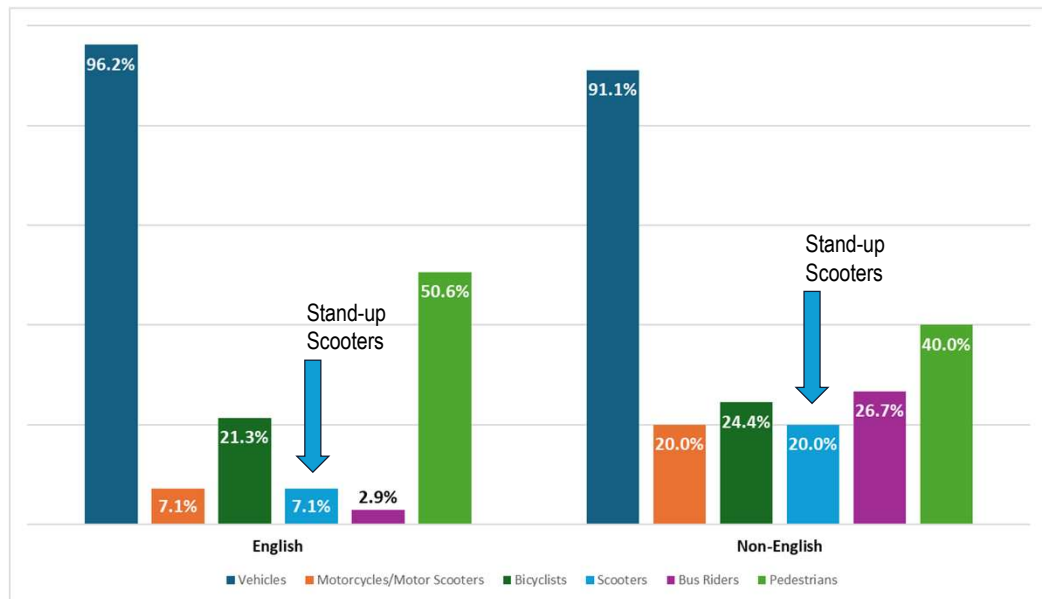
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Mode Split



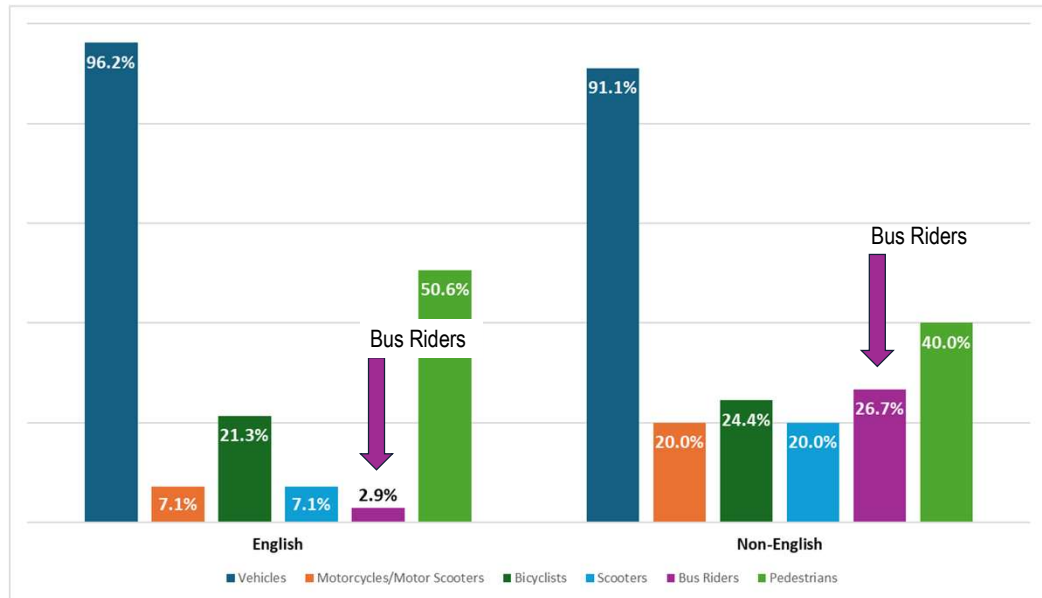
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Mode Split

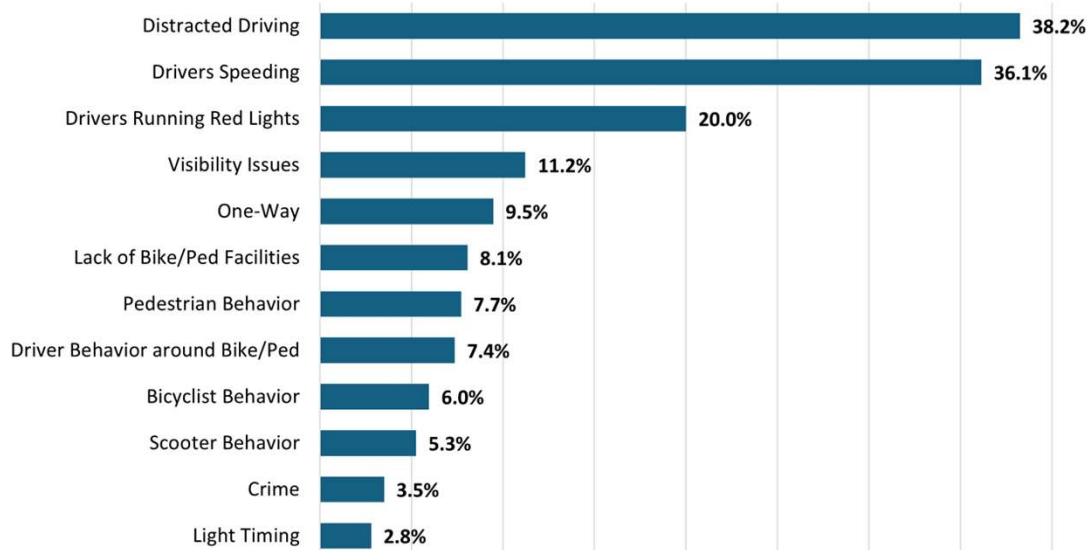


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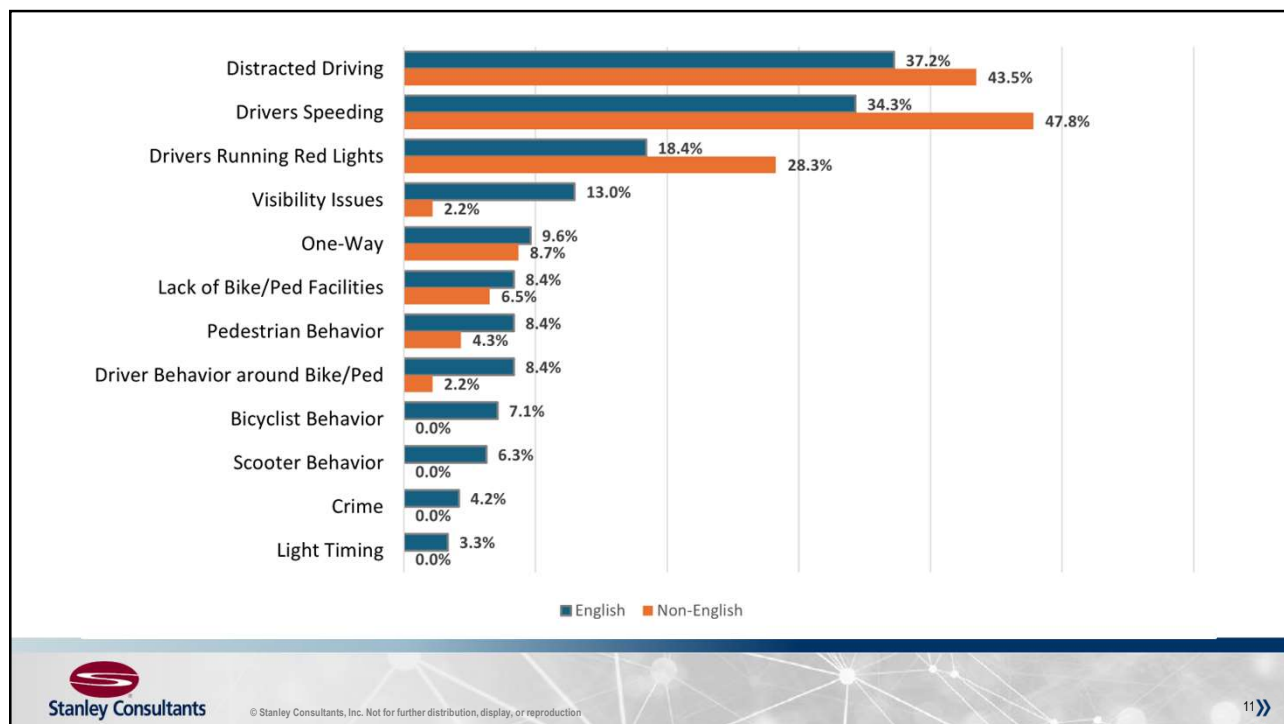
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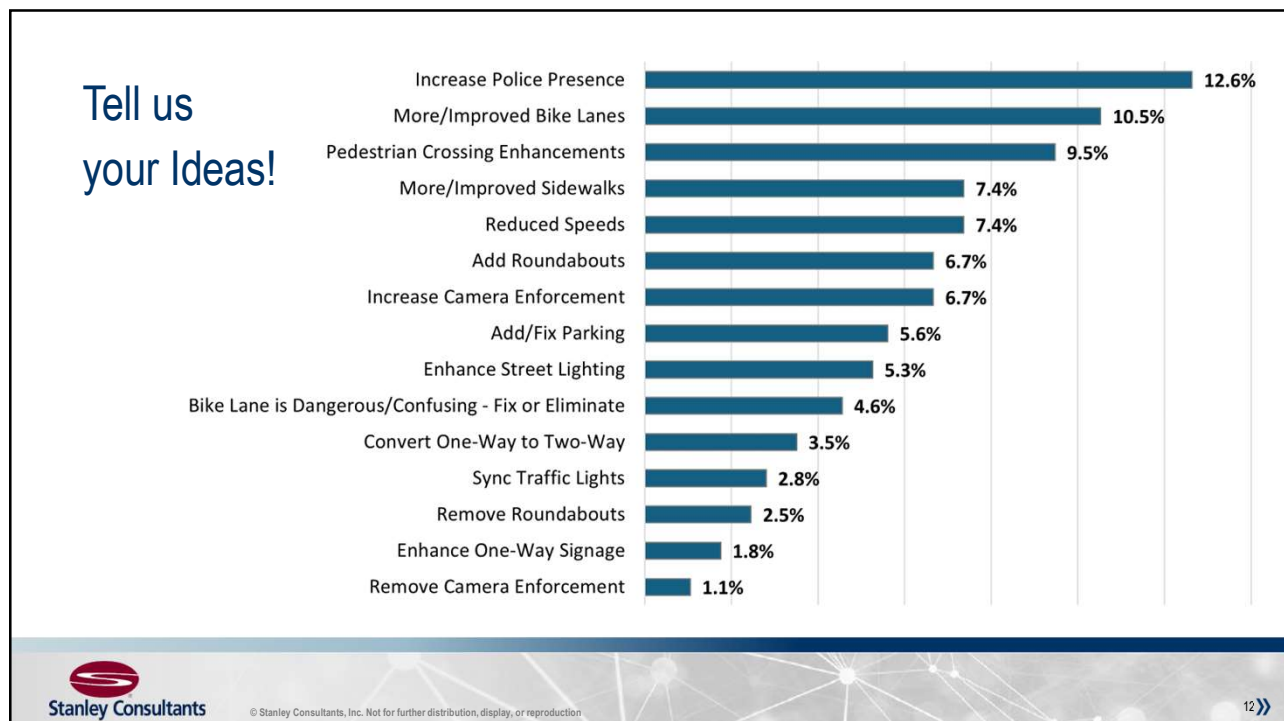
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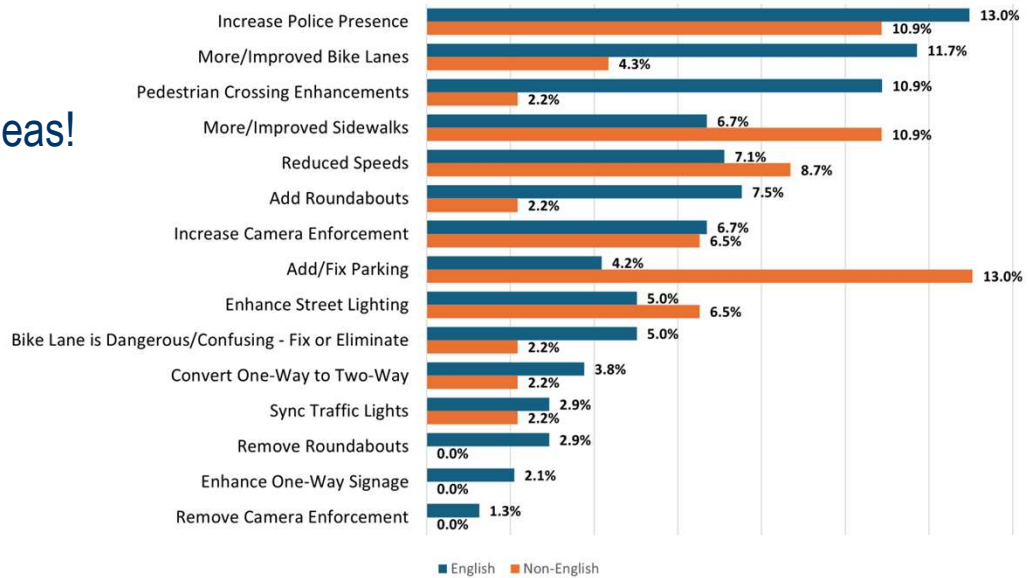


11



12

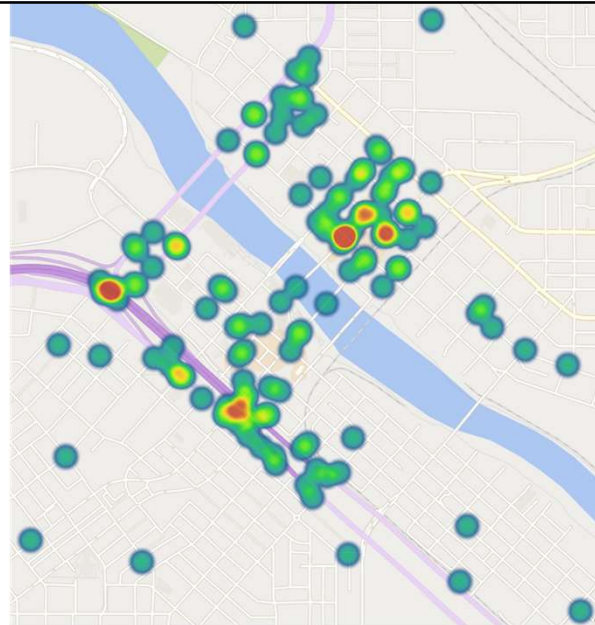
Tell us your Ideas!



13

Where feels unsafe?

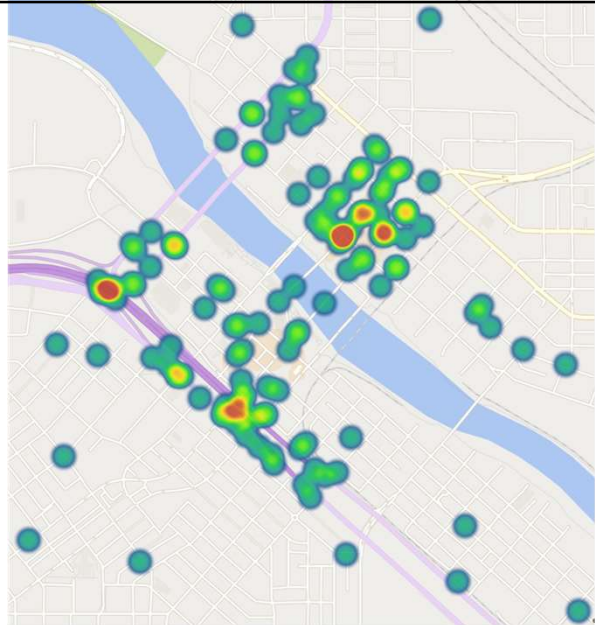
1. 4th Street & Sycamore Street
2. 1st Street and University Underpass
3. Highway 218 & W 5th Street
4. Lafayette Street & E 5th Street
5. Lafayette Street & E 4th Street
6. Mulberry Street & E 5th Street
7. W Park Avenue & Washington Street
8. Commercial Street & 1st Street



14

Where feels unsafe?

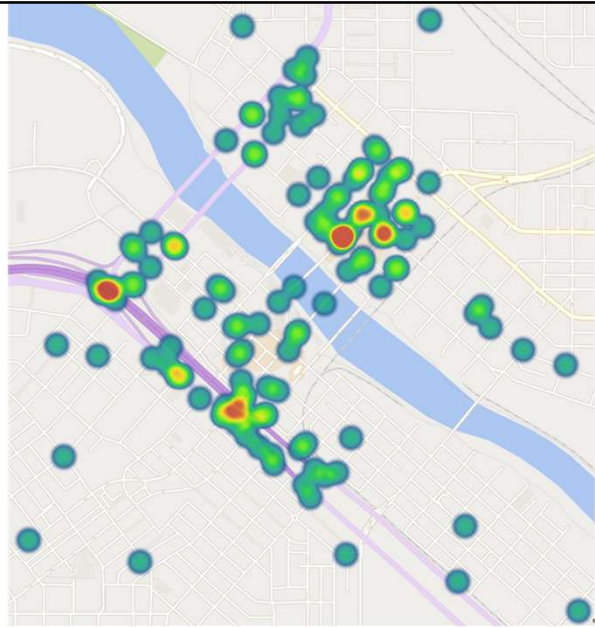
1. 4th Street & Sycamore Street
2. 1st Street and University Underpass
3. Highway 218 & W 5th Street
4. Lafayette Street & E 5th Street
5. Lafayette Street & E 4th Street
6. Mulberry Street & E 5th Street
7. W Park Avenue & Washington Street
8. Commercial Street & 1st Street



15

Where feels unsafe?

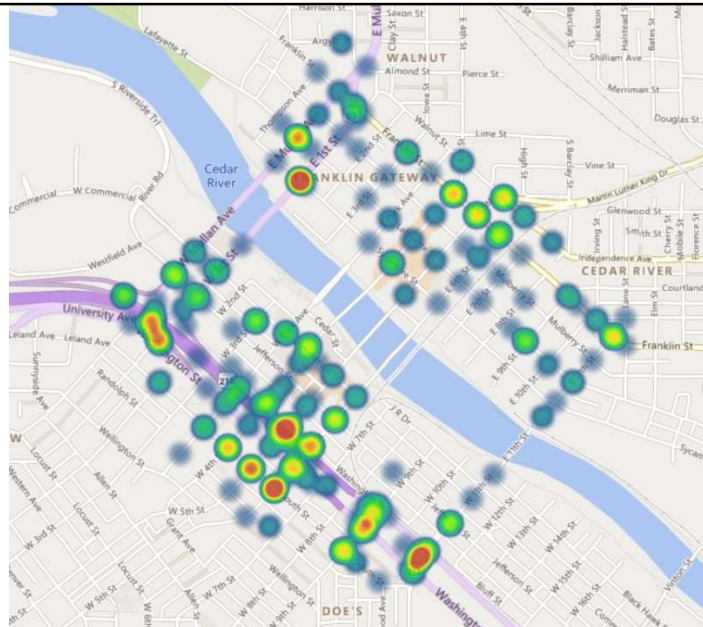
1. 4th Street & Sycamore Street
2. 1st Street and University Underpass
3. Highway 218 & W 5th Street
4. Lafayette Street & E 5th Street
5. Lafayette Street & E 4th Street
6. Mulberry Street & E 5th Street
7. W Park Avenue & Washington Street
8. Commercial Street & 1st Street



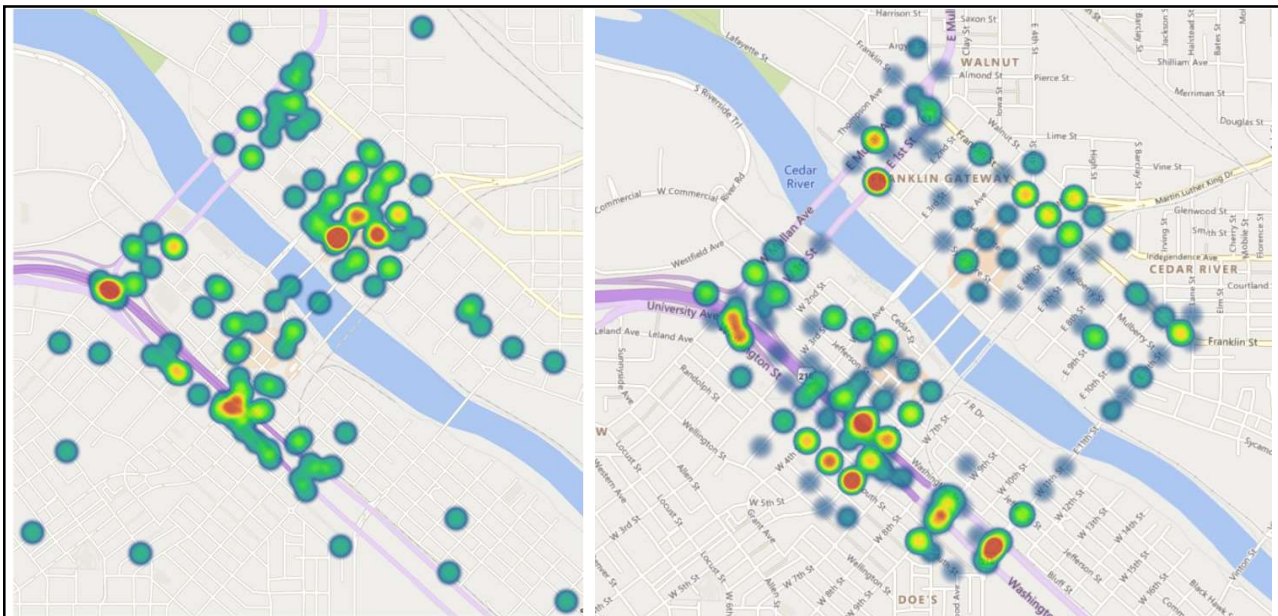
16

Weighted Crash Heat Map

K=10
A=6
B=2
C=1

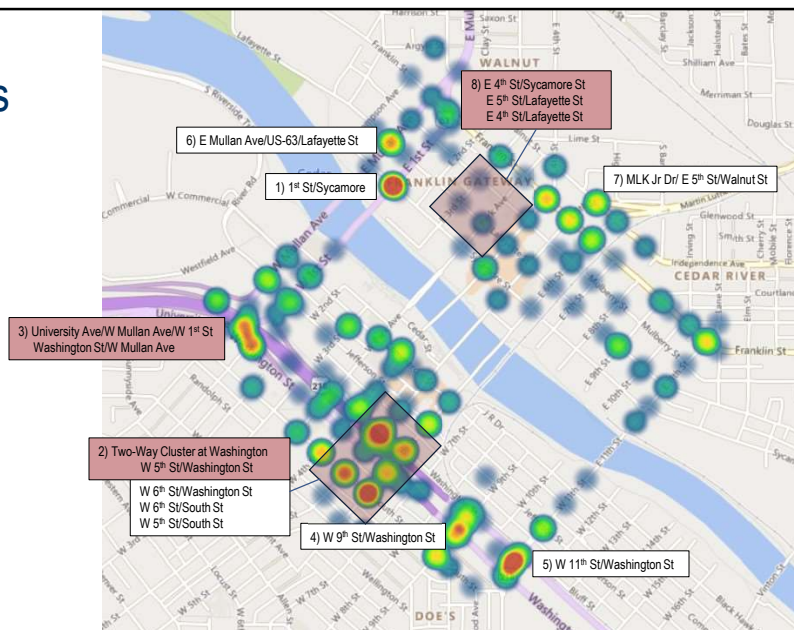


17



18

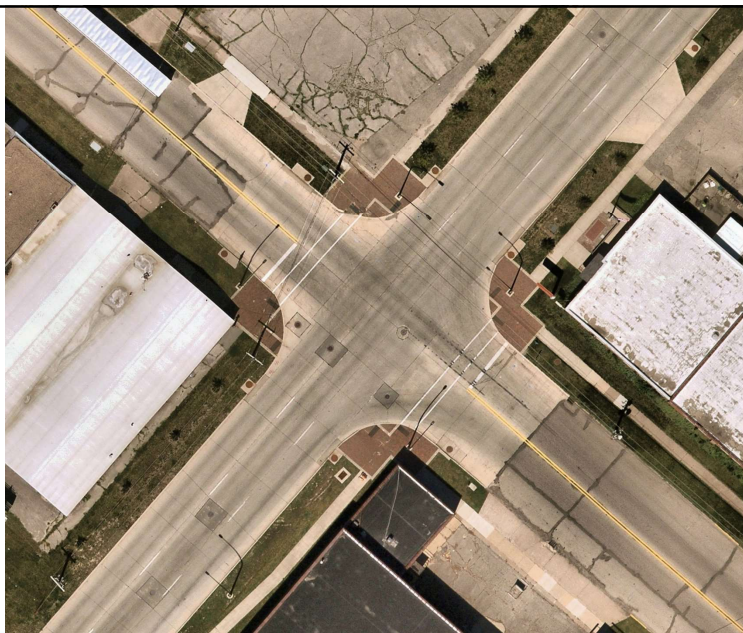
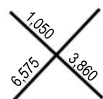
Selected Locations



19

E 1st Street and Sycamore Street

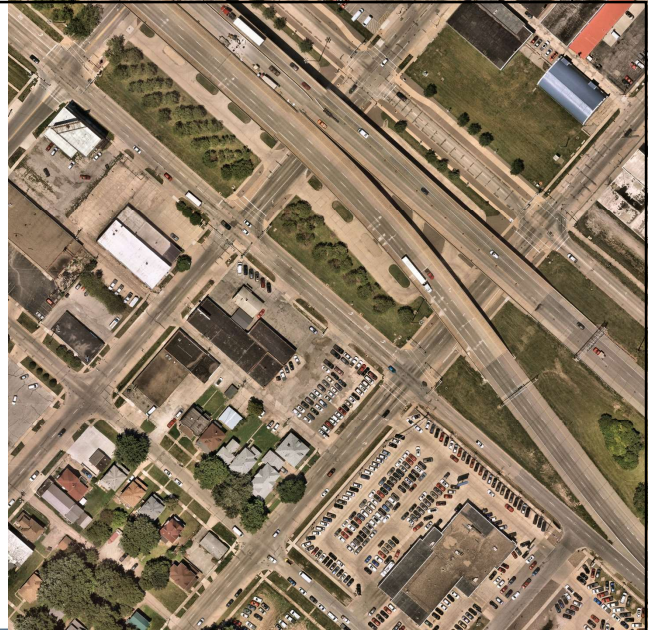
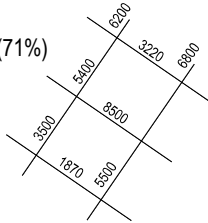
- » Weight: 22
- » 29 Crashes – 23 daylight (79%)
- » 0 Fatalities
- » 1 Serious Injury
- » 28 Broadside Crashes
- » Major Causes
 - » 18 Ran Stop Sign
 - » 8 FTYROW From Stop Sign
- » 1 Survey Comment



20

Two-Way Cluster

- » 5 out of 6 intersections in top 15
- » Weights: 19, 15, 13, 11, 9
- » 94 Total Crashes – 67 daylight (71%)
- » 1 Fatality
- » 2 Serious Injuries
- » 60 Broadside Crashes
- » Major Causes
 - » 22 Ran Traffic Signal
 - » 15 Ran Stop Sign
 - » 13 FTYROW From Stop Sign
- » 14 Survey Comments



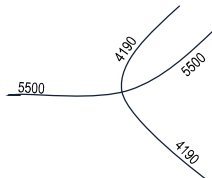
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218 Underpass

- » Weight: 13/13
- » 18 Crashes – 14 daylight (78%)
- » 0 Fatalities
- » 3 Serious Injuries
- » 5 Broadside Crashes / 5 Rear End
- » Major Causes
 - » 5 Ran Traffic Signal
- » 9 Survey Comments



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218 Underpass

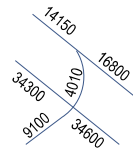


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W 9th Street and Washington Street



EB

- » Weight: 11
- » 24 Crashes – 15 daylight (62.5%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 8 Rear End / 6 Sideswipe / 4 Broadside
- » Major Causes
 - » 9 Unknown or Other
 - » 3 Made Improper Turn
 - » 3 Followed Too Close
- » 1 Survey Comment

WB

- » Weight: 12
- » 20 Crashes – 13 daylight (65%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 7 Rear End / 5 Broadside
- » Major Causes
 - » 9 Unknown or Other
 - » 3 Ran Traffic Signal
- » 1 Survey Comment



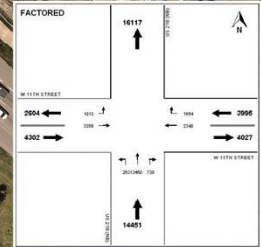
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W 11th Street and WB Washington Street

- » Weight: 10
- » 20 Crashes – 8 daylight (40%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 8 Rear End / 8 Broadside
- » Major Causes
 - » 5 Ran Traffic Signal
 - » 4 FTYROW
- » No Survey Comments



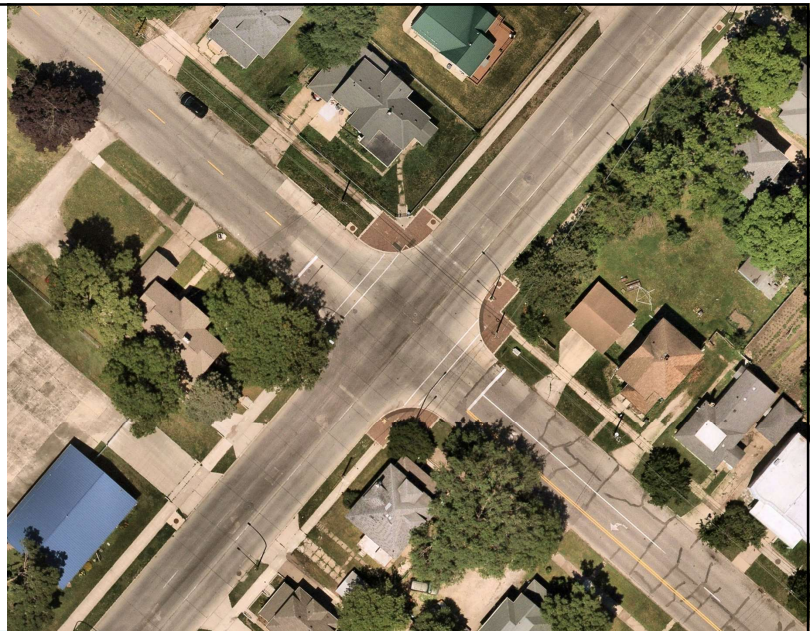
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E Mullan Avenue/ US-63/ Lafayette Street

- » Weight: 11
- » 27 Total Crashes – 23 daylight (85%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 18 Broadside
- » 4 Angle (oncoming left)
- » Major Causes
 - » 10 Ran Stop Sign
 - » 11 FTYROW
- » 2 Survey Comments



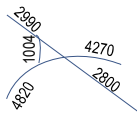
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Martin Luther King Jr Drive/E 5th Street/Walnut Street

- » Weight: 9
- » 7 Total Crashes – 5 daylight (71%)
- » 0 Fatalities
- » 1 Serious Injury
- » 3 Broadside / 2 Angle / 2 Head-On
- » Major Causes
 - » 3 FTYROW Making Left
- » No Survey Comments



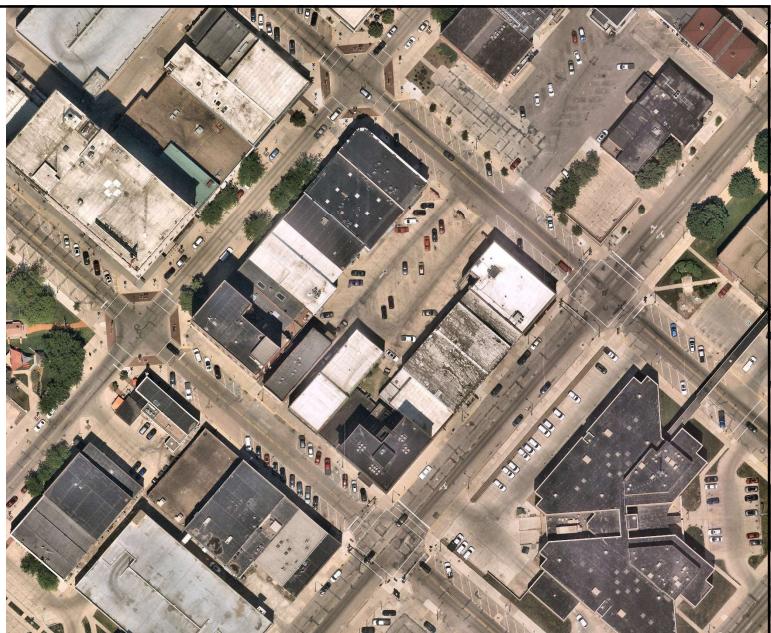
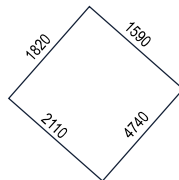
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Activity Center

- » Weight: N/A
- » 19 Total Crashes – 16 daylight (84%)
- » 0 Fatalities
- » 0 Serious Injuries
- » Major Causes
 - » 6 Ran Traffic Signal
 - » 6 Unknown or Other
- » 14 Survey Comments



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Concept Plans

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E 1st Street and Sycamore Street Recommendations

- » A: Install curb bulb outs with flexible delineators along Sycamore Street to reduce lane widths to approximately 12' to reduce pedestrian crossing distances and vehicle speeds. See example below.
- » B: Consider removing the right-most northbound lane of E 1st Street to reduce conflicts between northbound through vehicles and westbound right turning vehicles and to reduce northbound travel speeds. Install speed feedback signs
- » C: Add high-visibility crosswalks and warning signs for the crosswalks across E 1st Street



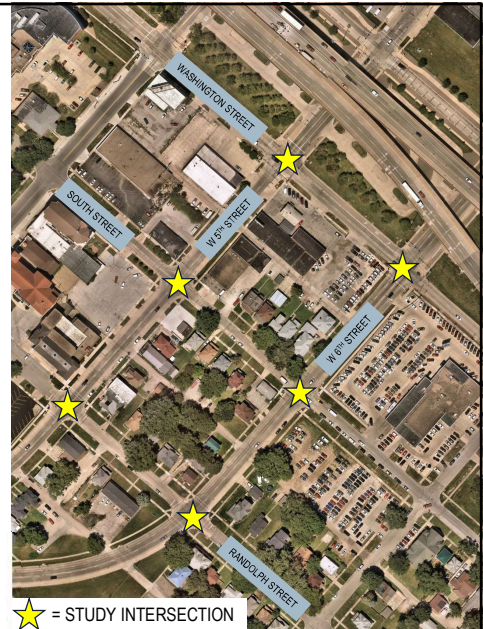
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Two-Way Cluster Recommendations

- » The two-way conversion of W 5th Street and W 6th Street should be implemented.
- » Short term improvements are recommended along the minor approaches while construction is pending completion.



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Two-Way Cluster Recommendations

- » A: Install curb bulb outs with flexible delineators along minor approach to reduce lane widths to approximately 12' to reduce pedestrian crossing distances and vehicle speeds. See example below.



32

218 Underpass



- » A: Consider redesigning the traffic signals for the southbound approach of W Mullan Avenue to include overhead signal heads to increase visibility for drivers.
- » B: Redesign the landscaping under the bridge to provide a better designation between the roadway and sidewalk.
- » C: Install street lighting that is always on to increase visibility under the bridge.

33

218 Underpass

- » D: Reduce the number of lanes on University Avenue from 4 to 2 through the intersection to reduce travel speeds



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Systemic Recommendations and Potential Demonstration Projects

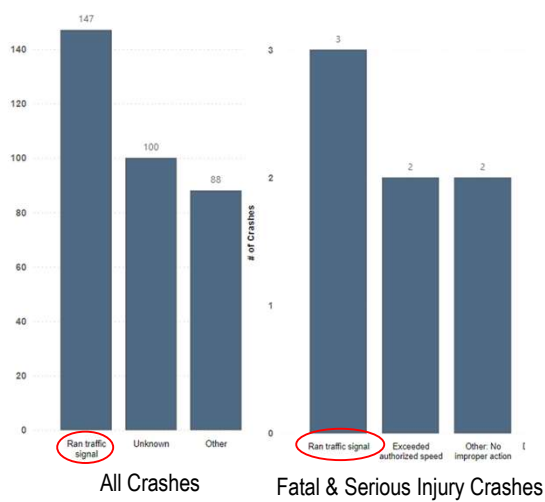
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Systemic Recommendation



- » Problem: Traffic Signal Running
 - » Most common major cause of all crashes
 - » Most common major cause of Fatal and Serious Injury Crashes
- » Recommendations:
 - » Install retroreflective backplates
 - » Check/adjust alignment and visibility from travel lanes
 - » Check/adjust clearance intervals



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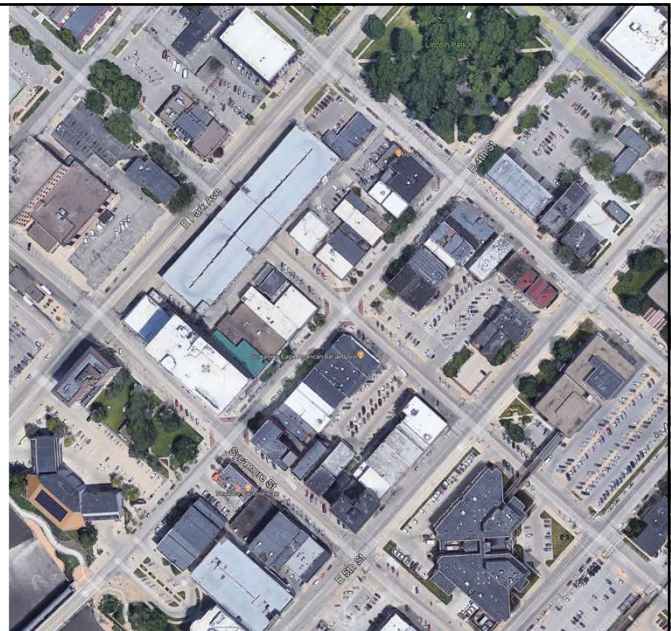
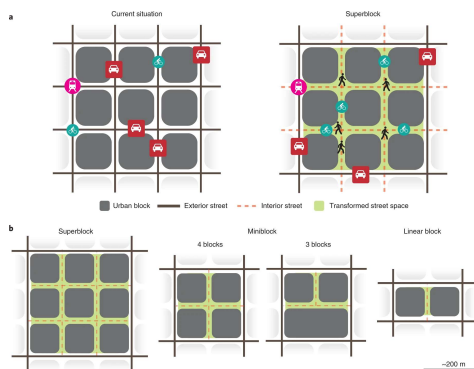
US 63 Study/Demonstration Project

- » Study US 63 from Almond St to 218 Underpass
 - » Reduce to two lanes
 - » Add protected bike lanes
 - » Use bulb-outs to slow traffic at specific intersections
- » Demonstration project (late spring to early fall)



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Mini Superblock Study/Demonstration Project



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Open Discussion and Next Steps



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Safe Streets and Roads for All

INRCOG / City of Waterloo

City Council Working Session
December 16, 2024

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1

Introductions

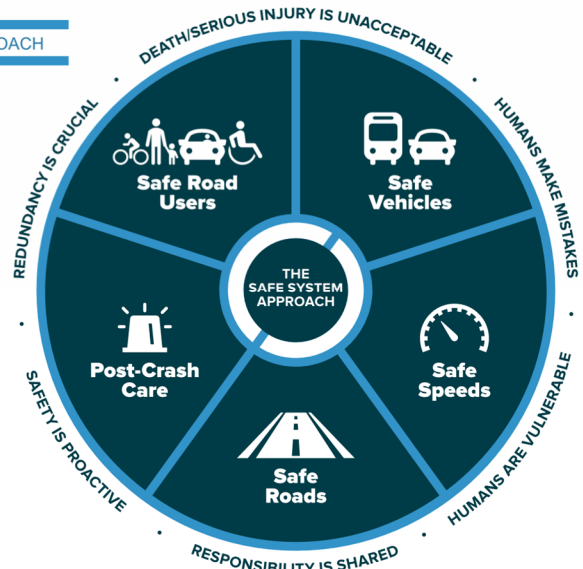
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2



THE SAFE SYSTEM APPROACH

Zero is our goal. A Safe System is how we get there.



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3



THE SAFE SYSTEM APPROACH

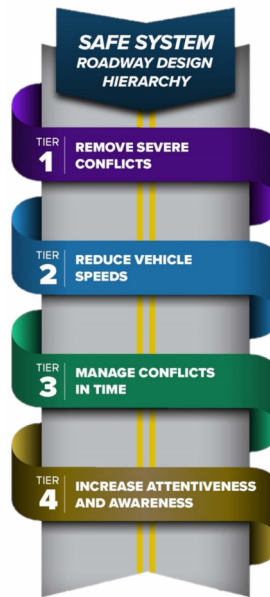
Zero is our goal. A Safe System is how we get there.



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4

Safe System Roadway Design Hierarchy



5

Project Requirements

6

S	S
4	A

Safe Streets and Roads for All Action Plan Components



Leadership Commitment and Goal Setting

- Official public commitment to an eventual goal of zero
 - Target date for achieving zero, or
 - Target date for an ambitious percentage reduction + eventual goal of zero

7

S	S
4	A

Safe Streets and Roads for All Action Plan Components



Planning Structure

- Committee charged with oversight of
 - Action Plan Development
 - Implementation
 - Monitoring

8

S | S
4 | A

Safe Streets and Roads for All Action Plan Components



Safety Analysis

- Existing conditions and historical trends
- Systemic and specific safety needs
- Includes all roadways
- High-Injury Network

S | S
4 | A

Safe Streets and Roads for All Action Plan Components



Engagement and Collaboration

- Robust Engagement
 - Public, relevant stakeholders, private sector, community groups
- Feedback incorporated into the Action Plan
- Aligned with other plans and processes



Safe Streets and Roads for All Action Plan Components



Equity Considerations

- Inclusive and representative process
- Identify underserved communities
- Analysis includes:
 - Population characteristics
 - Initial equity impacts of proposed projects/strategies

11



Safe Streets and Roads for All Action Plan Components



Policy and Process Changes

- Assessment of current policies, plans, guidelines and/or standards
 - Goal – improve how these prioritize safety
 - Action Plan discusses implementation of revised or new policies

12

S | S
4 | A

Safe Streets and Roads for All Action Plan Components



Strategy and Project Selections

- Comprehensive set of projects and strategies
 - Shaped by data, best practices, stakeholder input, equity
- Focus on a Safe System Approach
- Time ranges for implementation
- Infrastructure, behavioral, and/or operational safety

13

S | S
4 | A

Safe Streets and Roads for All Action Plan Components



Progress and Transparency

- Measure progress over time after plan adoption
- Ensure ongoing transparency
 - Minimum:
 - annual reporting on progress
 - Public posting of the Action Plan online

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Crash Data Overview

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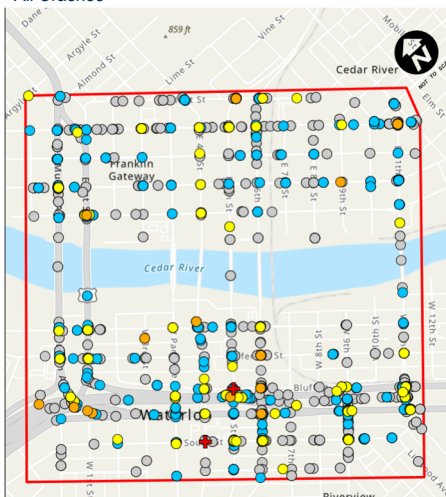


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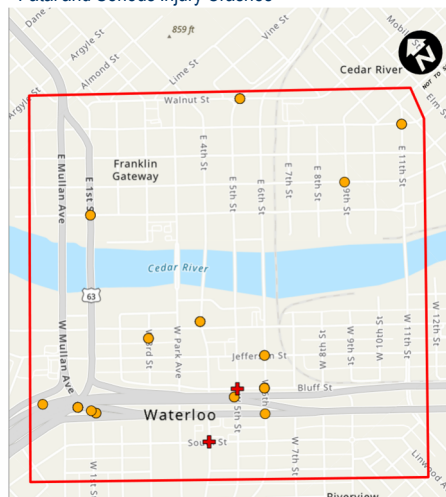
15

Crash Maps

All Crashes



Fatal and Serious Injury Crashes



Crash Severity

- + Fatal Crash
- Suspected Serious Injury Crash
- Suspected Minor Injury Crash
- Possible/Unknown Injury Crash
- Property Damage Only



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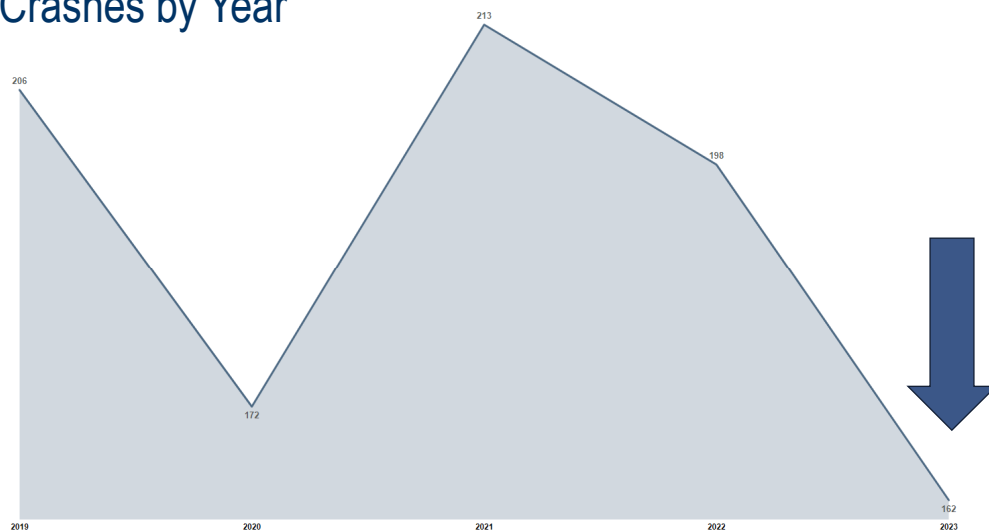
16

Crash Summary 2019-2023

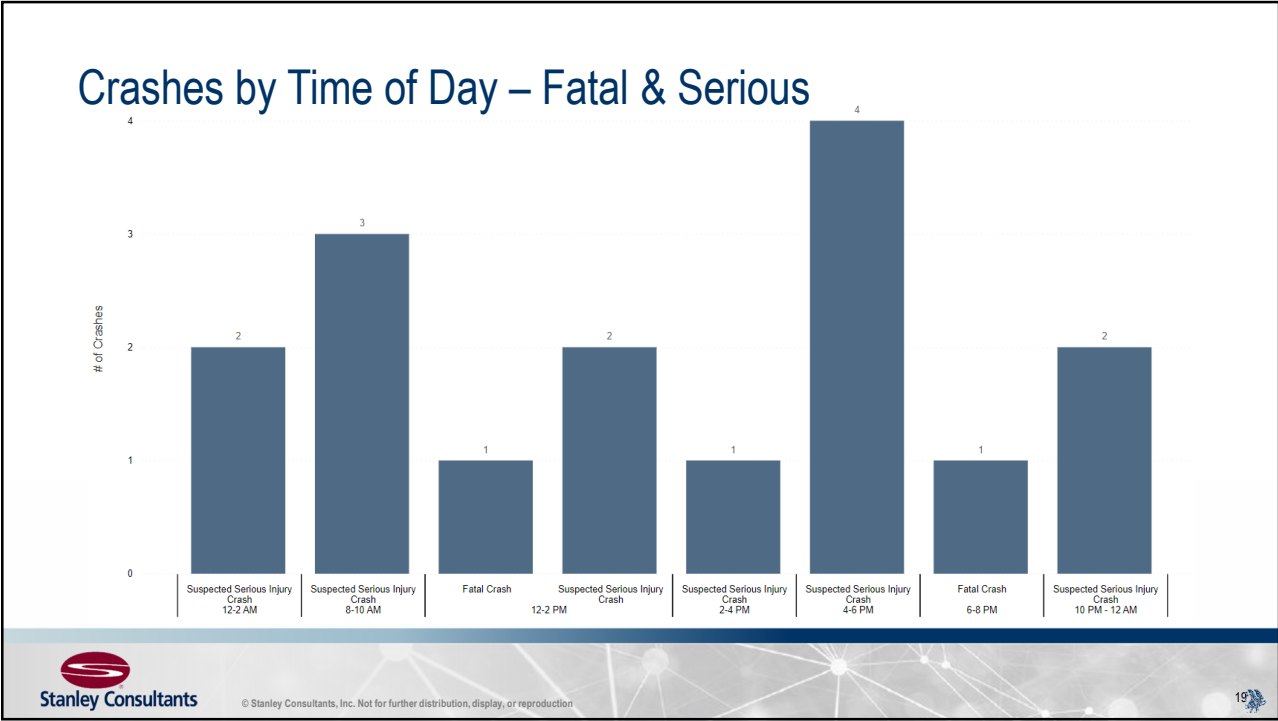
- 951 Crashes
- 2 Fatal Crashes
- 14 Serious Injury Crashes
- 21 Involved a Person on a Bike (1 Fatal, 0 Serious Injury)
- 15 Involved a Person Walking (1 Fatal, 3 Serious Injury)

17

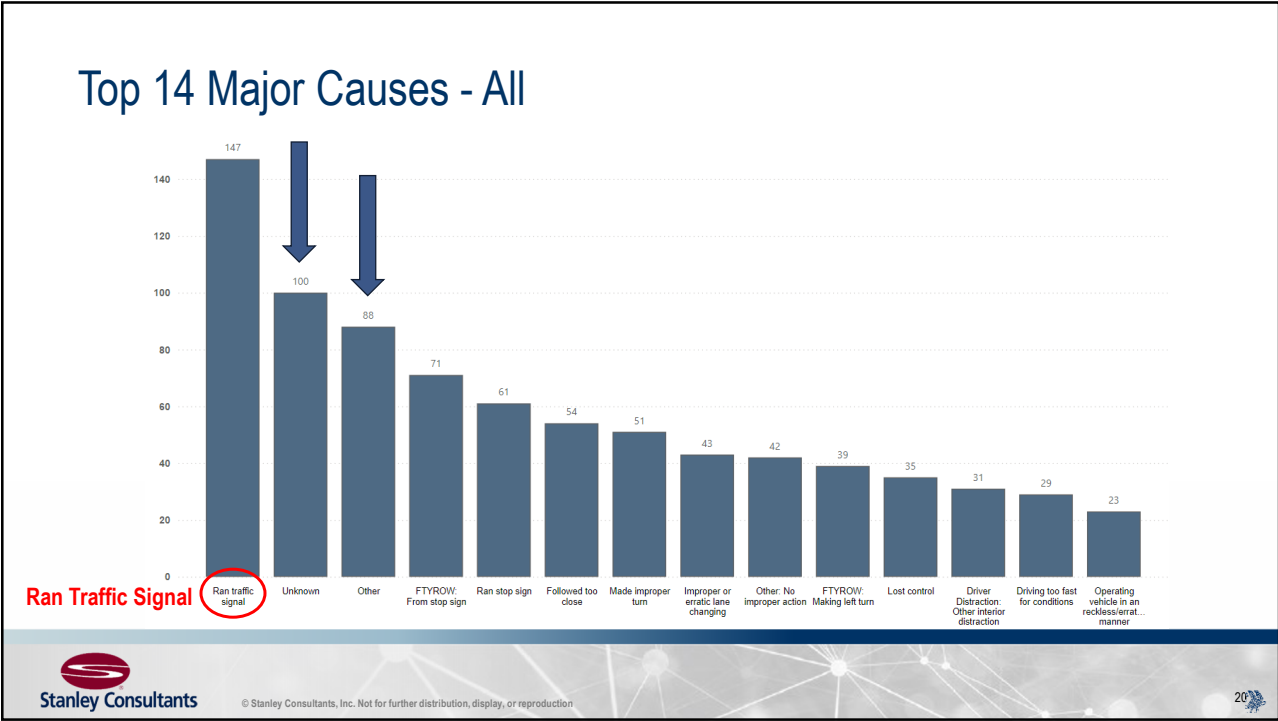
Total Crashes by Year



18

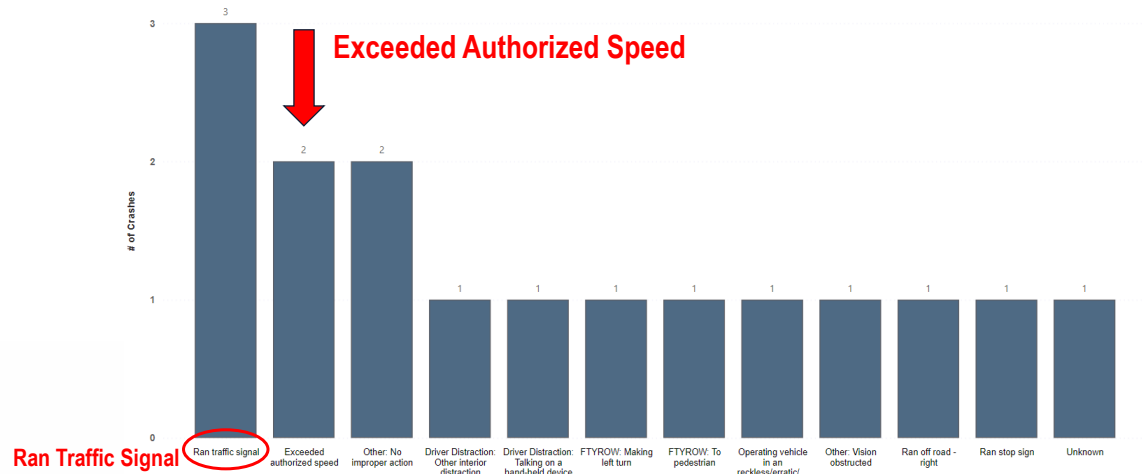


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Top 14 Major Causes – Fatal & Serious

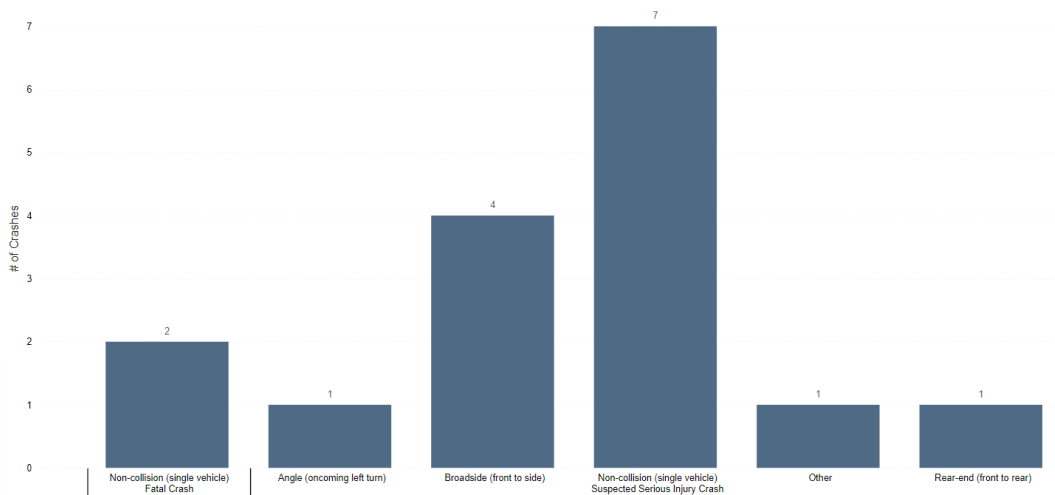


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Crash Type by Severity – Fatal & Serious



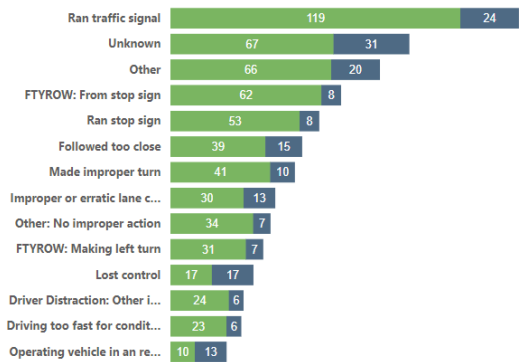
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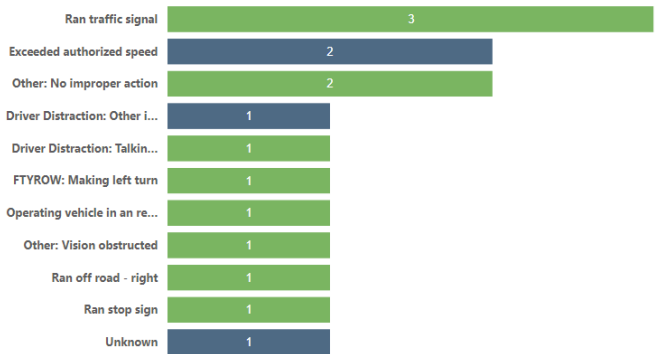
Crash Type Day/Night

Daylight Darkness



All Severities

Daylight Darkness



Fatal & Serious Injuries



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Equity Data Overview

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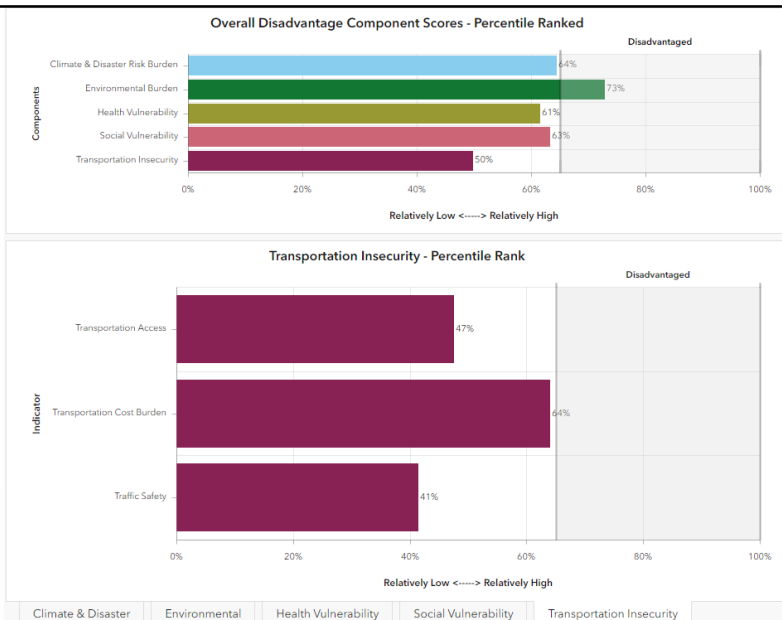
24

Equitable Transportation Community (ETC) Explorer

Tract	Components					Transportation Insecurity Sub-Components		
	Climate	Env	Health	Social	Trans	T. Access	T. Cost	T. Safety
Waterloo	N	Y	N	N	N	N	N	N
100	Y	Y	Y	Y	Y	N	Y	Y
200	Y	Y	N	Y	N	N	Y	N
300	Y	Y	Y	Y	Y	N	Y	Y
400	Y	Y	N	Y	N	N	Y	N
700	Y	Y	Y	Y	N	N	Y	N
800	N	Y	N	Y	Y	N	Y	Y
900	N	Y	N	Y	N	N	Y	N

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Waterloo ETC Results



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Public Engagement

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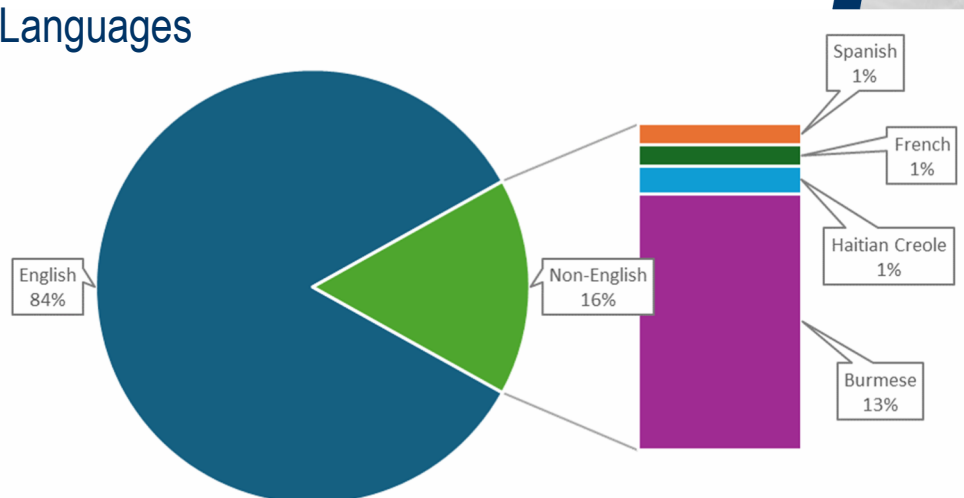


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Response Languages

285 Responses
239 English
46 Non-English



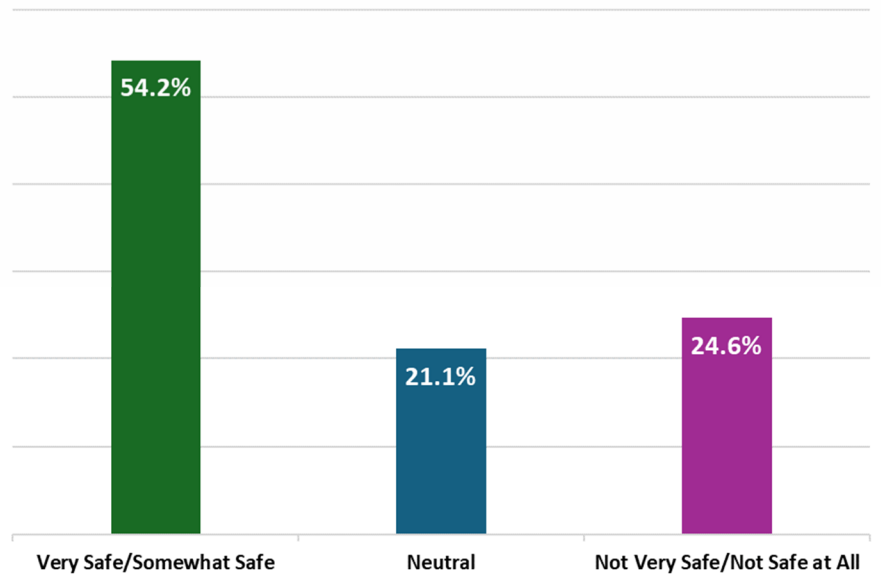
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How Safe do you Feel?



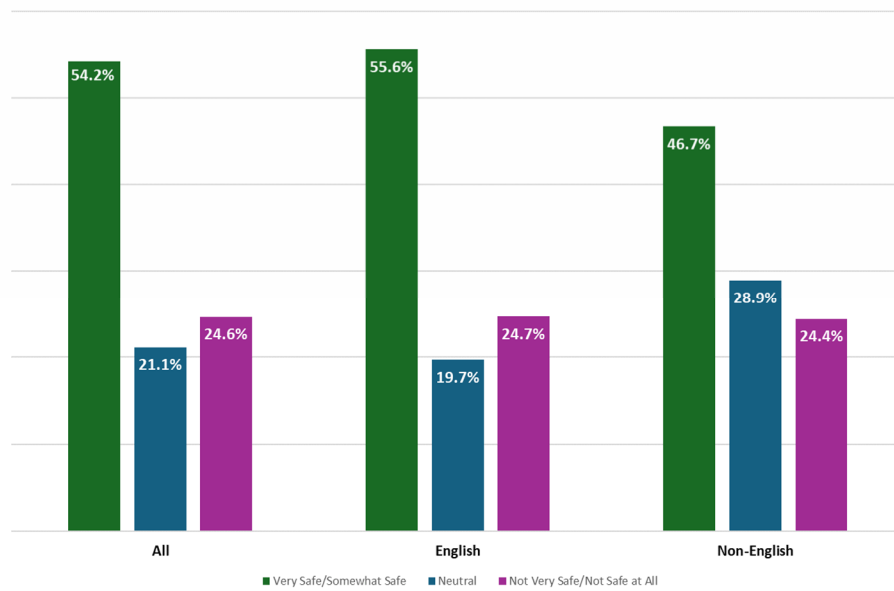
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How Safe do you Feel?



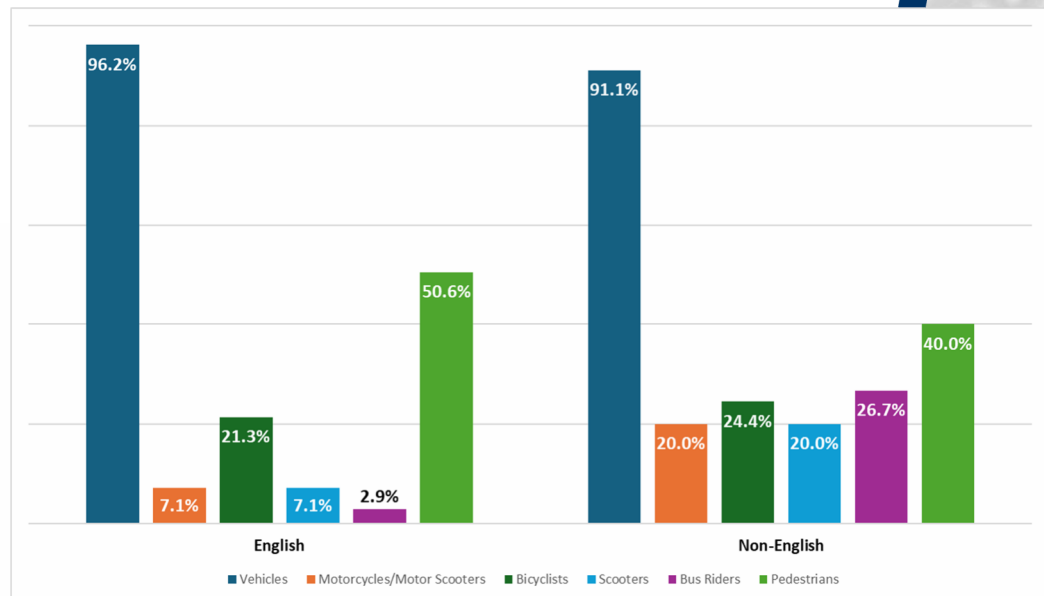
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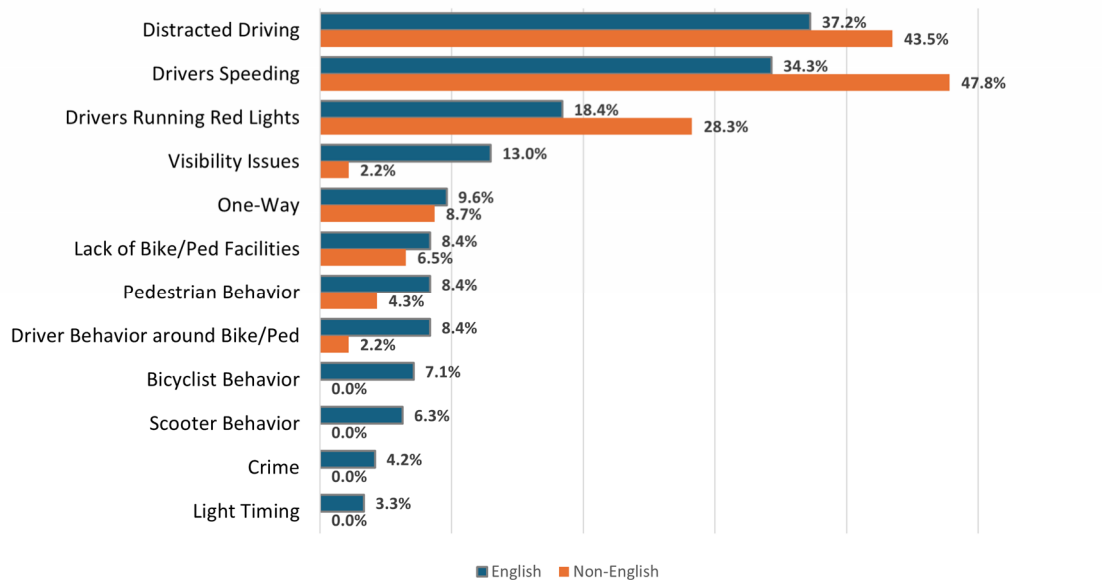
Mode Split



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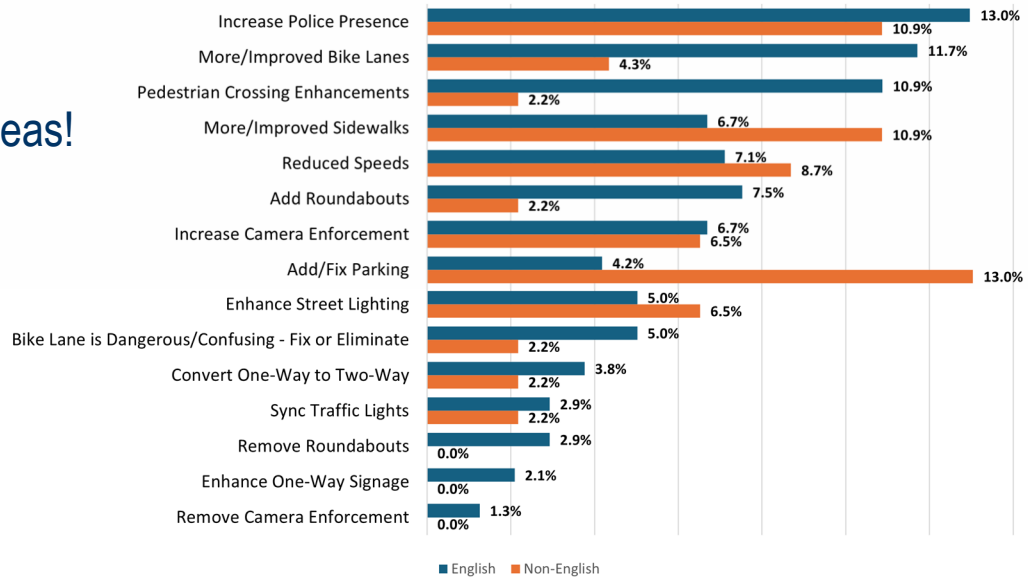
Traffic Safety Concerns



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Tell us your Ideas!



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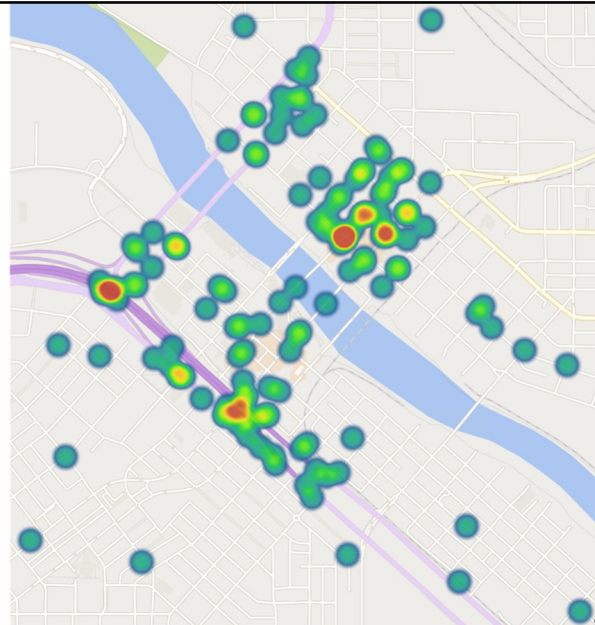
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Where feels unsafe?

1. 4th Street & Sycamore Street
2. 1st Street and University Underpass
3. Highway 218 & W 5th Street
4. Lafayette Street & E 5th Street
5. Lafayette Street & E 4th Street
6. Mulberry Street & E 5th Street
7. W Park Avenue & Washington Street
8. Commercial Street & 1st Street

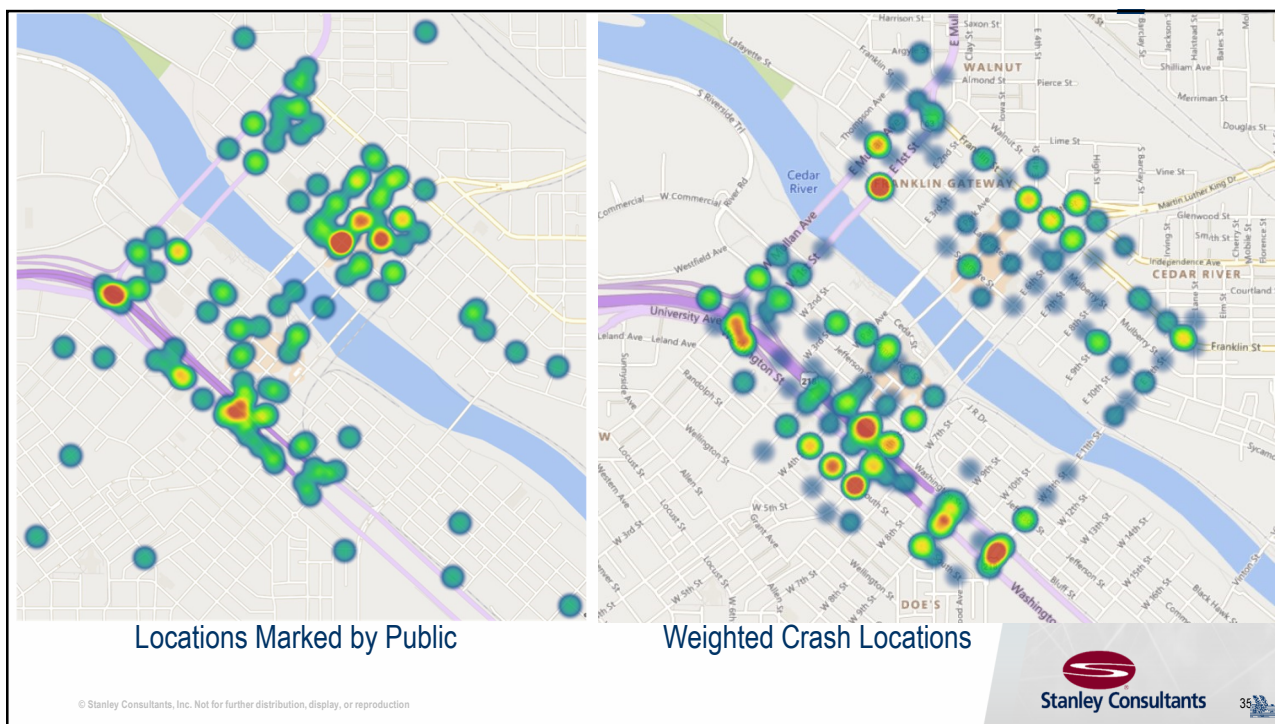


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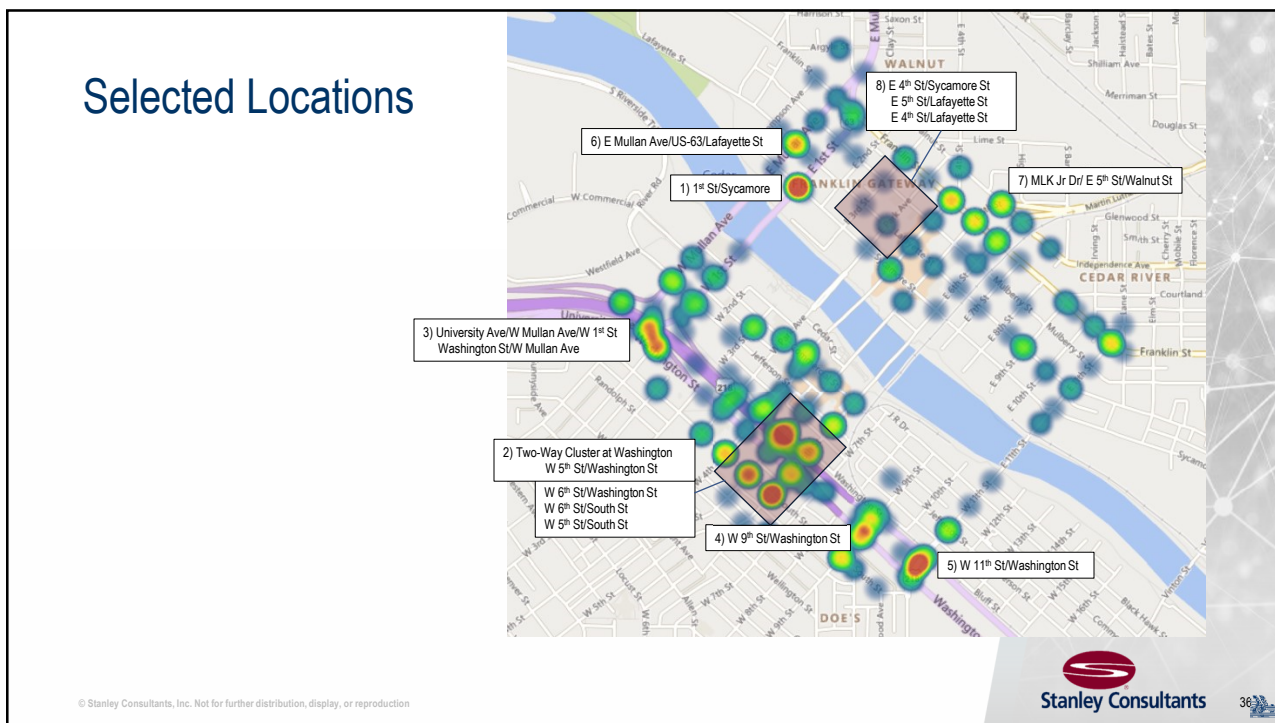
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Concept Plans

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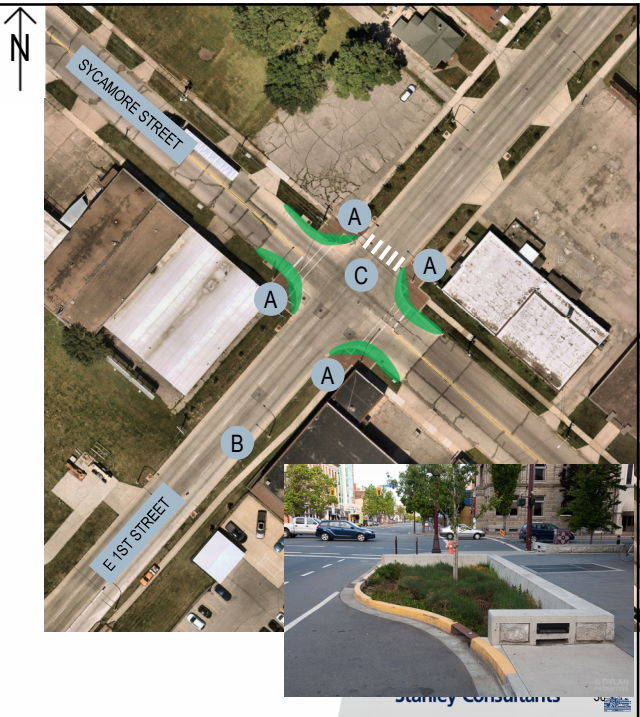
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E 1st Street and Sycamore Street Recommendations

- » A: Install curb bulb outs with flexible delineators along Sycamore Street to reduce lane widths to approximately 12' to reduce pedestrian crossing distances and vehicle speeds. See example below.
- » B: Consider removing the right-most northbound lane of E 1st Street to reduce conflicts between northbound through vehicles and westbound right turning vehicles and to reduce northbound travel speeds. Install speed feedback signs
- » C: Add high-visibility crosswalks and warning signs for the crosswalks across E 1st Street

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Systemic Recommendations and Potential Demonstration Projects

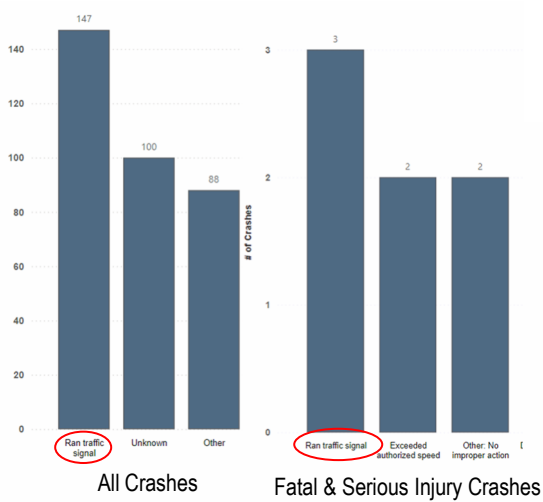
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Systemic Recommendation



- » Problem: Traffic Signal Running
 - » Most common major cause of all crashes
 - » Most common major cause of Fatal and Serious Injury Crashes
- » Recommendations:
 - » Install retroreflective backplates
 - » Check/adjust alignment and visibility from travel lanes
 - » Check/adjust clearance intervals



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US 63 Study/Demonstration Project

- » Study US 63 from Almond St to 218 Underpass
 - » Reduce to two lanes
 - » Add protected bike lanes
 - » Use bulb-outs to slow traffic at specific intersections
- » Demonstration project (late spring to early fall)



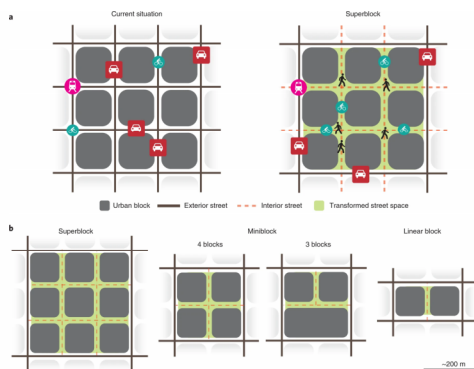
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Mini Superblock Study/Demonstration Project



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Open Discussion and Next Steps

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E 1st Street and Sycamore Street

- » Weight: 22
- » 29 Crashes – 23 daylight (79%)
- » 0 Fatalities
- » 1 Serious Injury
- » 28 Broadside Crashes
- » Major Causes
 - » 18 Ran Stop Sign
 - » 8 FTYROW From Stop Sign
- » 1 Survey Comment



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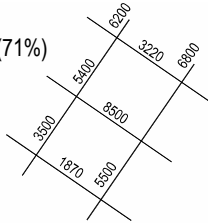


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Two-Way Cluster

- » 5 out of 6 intersections in top 15
- » Weights: 19, 15, 13, 11, 9
- » 94 Total Crashes – 67 daylight (71%)
- » 1 Fatality
- » 2 Serious Injuries
- » 60 Broadside Crashes
- » Major Causes
 - » 22 Ran Traffic Signal
 - » 15 Ran Stop Sign
 - » 13 FTYROW From Stop Sign
- » 14 Survey Comments



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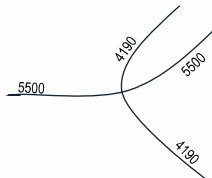
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218 Underpass

- » Weight: 13/13
- » 18 Crashes – 14 daylight (78%)
- » 0 Fatalities
- » 3 Serious Injuries
- » 5 Broadside Crashes / 5 Rear End
- » Major Causes
 - » 5 Ran Traffic Signal
- » 9 Survey Comments



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218 Underpass



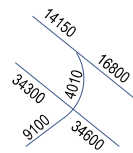
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W 9th Street and Washington Street



EB

- » Weight: 11
- » 24 Crashes – 15 daylight (62.5%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 8 Rear End / 6 Sideswipe / 4 Broadside
- » Major Causes
 - » 9 Unknown or Other
 - » 3 Made Improper Turn
 - » 3 Followed Too Close
- » 1 Survey Comment

WB

- » Weight: 12
- » 20 Crashes – 13 daylight (65%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 7 Rear End / 5 Broadside
- » Major Causes
 - » 9 Unknown or Other
 - » 3 Ran Traffic Signal
- » 1 Survey Comment



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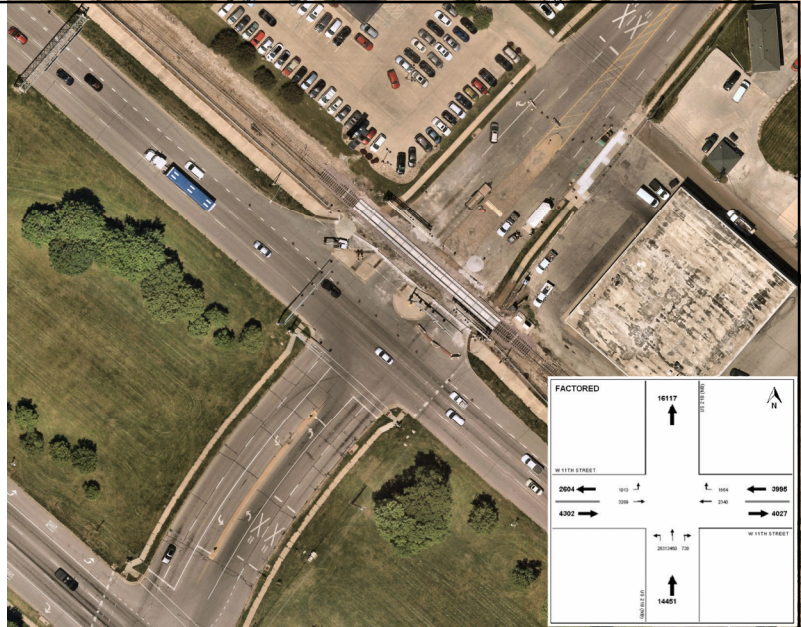
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W 11th Street and WB Washington Street

- » Weight: 10
- » 20 Crashes – 8 daylight (40%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 8 Rear End / 8 Broadside
- » Major Causes
 - » 5 Ran Traffic Signal
 - » 4 FTYROW
- » No Survey Comments



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E Mullan Avenue/ US-63/ Lafayette Street

- » Weight: 11
- » 27 Total Crashes – 23 daylight (85%)
- » 0 Fatalities
- » 0 Serious Injuries
- » 18 Broadside
- » 4 Angle (oncoming left)
- » Major Causes
 - » 10 Ran Stop Sign
 - » 11 FTYROW
- » 2 Survey Comments



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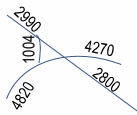

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Martin Luther King Jr Drive/E 5th Street/Walnut Street

- » Weight: 9
- » 7 Total Crashes – 5 daylight (71%)
- » 0 Fatalities
- » 1 Serious Injury
- » 3 Broadside / 2 Angle / 2 Head-On
- » Major Causes
 - » 3 FTYROW Making Left
- » No Survey Comments



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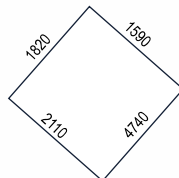


51

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Activity Center

- » Weight: N/A
- » 19 Total Crashes – 16 daylight (84%)
- » 0 Fatalities
- » 0 Serious Injuries
- » Major Causes
 - » 6 Ran Traffic Signal
 - » 6 Unknown or Other
- » 14 Survey Comments



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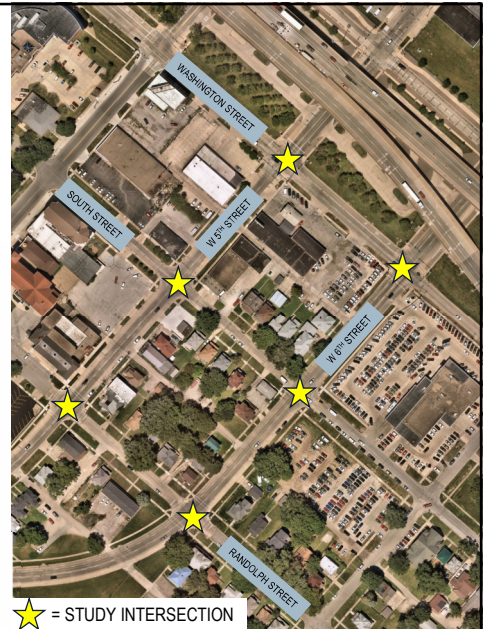


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Two-Way Cluster Recommendations

- » The two-way conversion of W 5th Street and W 6th Street should be implemented.
- » Short term improvements are recommended along the minor approaches while construction is pending completion.



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Two-Way Cluster Recommendations

- » A: Install curb bulb outs with flexible delineators along minor approach to reduce lane widths to approximately 12' to reduce pedestrian crossing distances and vehicle speeds. See example below.



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218 Underpass



- » A: Consider redesigning the traffic signals for the southbound approach of W Mullan Avenue to include overhead signal heads to increase visibility for drivers.
- » B: Redesign the landscaping under the bridge to provide a better designation between the roadway and sidewalk.
- » C: Install street lighting that is always on to increase visibility under the bridge.

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218 Underpass

- » D: Reduce the number of lanes on University Avenue from 4 to 2 through the intersection to reduce travel speeds



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Appendix B

Public Involvement Process

INRCOG SS4A COMPREHENSIVE SAFETY ACTION PLAN

Summary of Public Involvement

May – November 2024



INRCOG

Iowa Northland Regional
Council of Governments

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Campaign Graphics	21
Digital Campaign	26
Publicity	27

INRCOG SS4A COMPREHENSIVE SAFETY ACTION PLAN

Summary of Public Involvement

November 12, 2024

Summary of Outreach Efforts - 2024

Effective public involvement is crucial for shaping the future of Waterloo.

As stewards of the public trust in making our roads safer for all (SS4A), INRCOG was enlisted to solicit and consider public comment and participation in its formal planning process. The process included creating an oversight committee, developing and implementing a marketing strategy for public feedback, offering timely public notice, full access to information, and continued public involvement. For this, they chose to work with Stanley Consultants and McConville Consulting.

Educating the community about how Black Hawk County was awarded a Safe Streets and Roads for All (SS4A) safety grant was important. This grant program is part of a nationwide effort to prevent roadway injuries and fatalities by supporting the concept of “Vision Zero.”

With the help of safety experts and community input, funds were used to develop a Comprehensive Safety Action Plan for Waterloo’s downtown corridor, where a disproportionate percentage of fatal and serious injury crashes occurred.

The community-driven program is aimed at making a difference. Feedback was needed to shape the new plan’s success. Those activities included:

- During the 80-day public comment period, a public notice was posted on the website, informational meetings were held, news stories were run in the local newspaper and radio stations, and a paid targeted digital advertising campaign ran in September to increase the number of survey participants.
- The grant summary was presented to an oversight committee that included members from organizations such as Black Hawk County Public Health, City of Waterloo, Main Street Waterloo, Waterloo Complete Streets, Waterloo Fire Rescue and the Waterloo Police Department.
- Two informational meetings were held for public input (one virtual and one in-person) asking for public feedback and to share their concerns/stories.
- A survey was created in multiple languages to reach underserved populations (English, Spanish, Bosnian, Burmese, French, and Haitian Creole).
- Direct email outreach to organizations representing stakeholder populations including:

- City of Waterloo
- Black Hawk County MPO
- Black Hawk County Health
- City of Waterloo
- The Ethnic Minorities of Burma Advocacy and Resource Center (EMBARC)
- Experience Waterloo
- House of Hope
- JSA Development
- Main Street Waterloo
- MET Transit
- Northeast Iowa Food Bank
- Otto-Schoitz Foundation
- R.J. McElroy Trust
- Cedar Valley SportsPlex
- Waterloo Community Foundation
- Waterloo Community School District
- University of Northern Iowa
- Waterloo Neighborhood Associations (Cedar River, Church Row Historic, Doe's, Franklin Gateway, LAFNOW, Neighbors Helping Neighbors, Northeast Side, Walnut)
- Religious Centers (Boulder Church, Christ Temple of the Apostolic Faith, Fellowship Baptist Church, First Congregational Church, First Presbyterian Church, Gift of Life Church, Harvest Vineyard Church, Hope City Church, Islamic Foundation of Iowa, New Beginnings 1st Wesleyan Church, Open Bible Church Waterloo, Queen of Peace Catholic Church, St Joseph's Church Basement, Walnut Street Baptist Church)
- Minority Populations: Burmese – Refugee and Immigrant Youth Organization (RIYO); French, Haitian Creole, Spanish – World Grace Project (Non-Profit), Van G. Miller Adult Learning Center (Community College)
- Hard Copies and Posters Promoting the Virtual and In-Person Outreach Events at Local Businesses:
 - Cedar Valley Bicycle Collective
 - Harriet's Salon
 - INRCOG Building Tenants
 - Macarons by Sani
 - Main Street Waterloo Members/Businesses downtown Waterloo
 - Savvy Coffee

- Waterloo Bicycle Works
 - USPS
- An emailed request for public input was sent to the interested parties email list, including representatives from the following stakeholder groups:
 - Black Hawk County Sheriff's Office
 - Black Hawk County Supervisors
 - Bank Iowa
 - Big Brothers/Big Sisters
 - Brown Bottle
 - City of Waterloo
 - Community Bank & Trust
 - Experience Waterloo
 - Happy Dogs Waterloo
 - House of Hope
 - Iowa Bicycle Association
 - JSA Development
 - Keystone Automotive
 - KWWL TV
 - Main Street Waterloo
 - MercyOne Healthcare
 - MET Transit
 - Money and More
 - Northeast Iowa Food Bank
 - People's Clinic
 - Salvation Army
 - Tyson Foods
 - UNI-CUE
 - Unity Point Healthcare
 - Waterloo Bicycle Works
 - Waterloo Fire Department
 - Waterloo Police Department
 - Wells Fargo
- Newsletters/Media Outlets for Publicity:
 - Cedar Valley Saver
 - Coloff Media (KCFI, 1650 The Fan, Corn Country)
 - KCRG TV
 - KCRR Radio

- KGAN TV
- KOKZ Radio
- KWWL TV
- OnMedia
- Townsquare Media – KCRR Radio
- Waterloo Courier
- Marketing and Public Engagement Outreach
 - Marketing materials were developed to help create awareness for the public outreach campaign (with links to the survey) including, but not limited to:
 - New website landing page
 - QR Code for use in all marketing
 - News Releases and FAQ
 - Small and large posters
 - Social media posts/ads/videos on a new Waterloo Safe Streets Facebook page
 - Paid digital advertising
 - Human interest stories/videos on the website ([link](#))
 - Best Idea for Marking our Streets Safer posters
 - Business cards
 - Flyers
 - Email letters
 - Hashtags dedicated to the campaign

Public Meetings

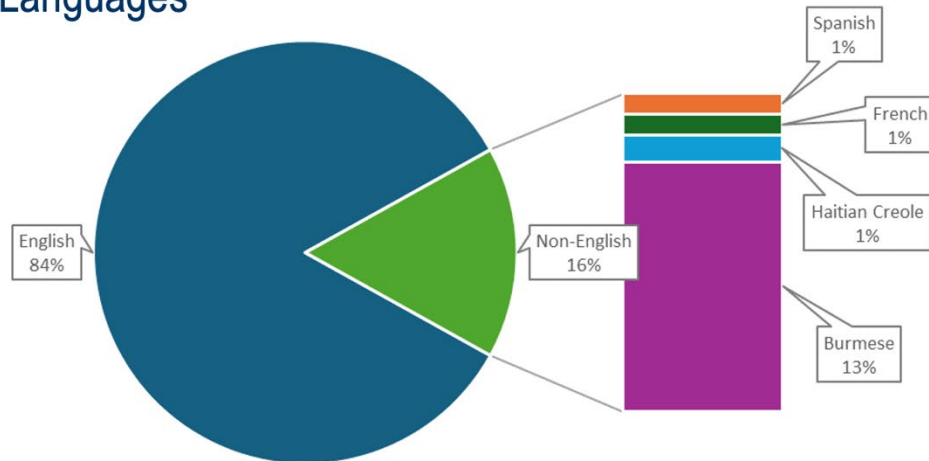
Two public meetings were held in late August, 2024. The virtual meeting had under 5 guests and the in-person meeting brought in under 15 people. Citizens could learn more about the grant study, see areas of concern, ask questions, and talk face-to-face with planners. Not everyone can attend public meetings, so we offered a survey for feedback.

Survey Results

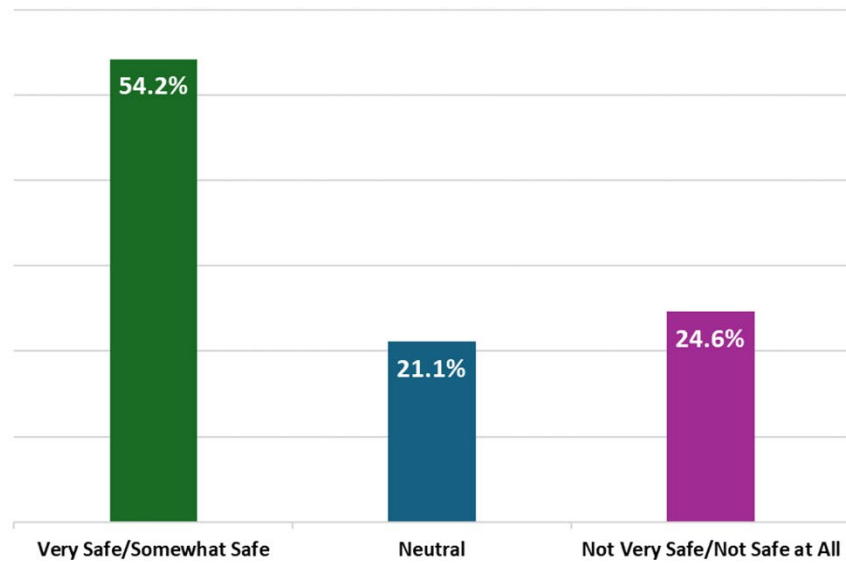
In addition to the public informational meetings, it was important for citizens to have other opportunities for providing feedback. The survey was live for nearly 60 days from August – September, 2024. There were 285 responses (239 English and 46 Non-English.)

Response Languages

285 Responses
239 English
46 Non-English

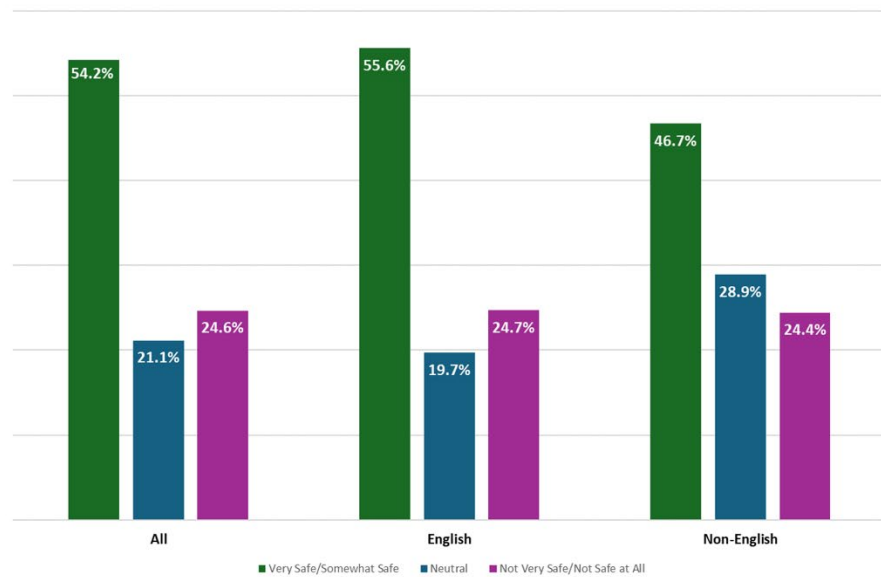


How Safe do you Feel?



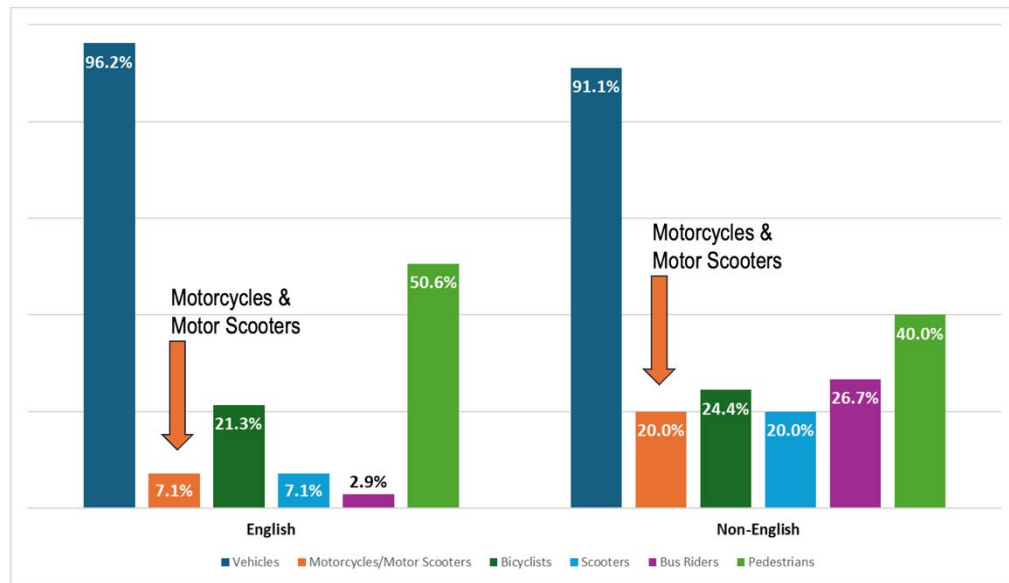
With traffic safety in mind, how safe do you feel traveling in the downtown Waterloo corridor? There were 17 mentions of crime violent crime rate. In a survey that specifically asked about traffic safety, is very significant.

How Safe do you Feel?

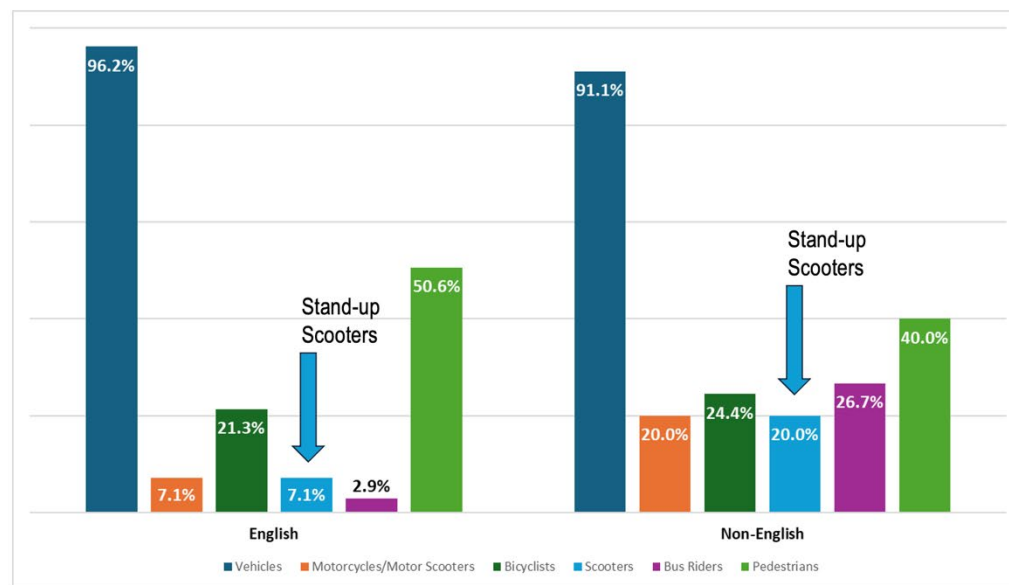


Which applies to you when traveling in the downtown Waterloo area? 96.2% of English and 91.1% of Non-English participants said they felt safest in their vehicles.

Mode Split

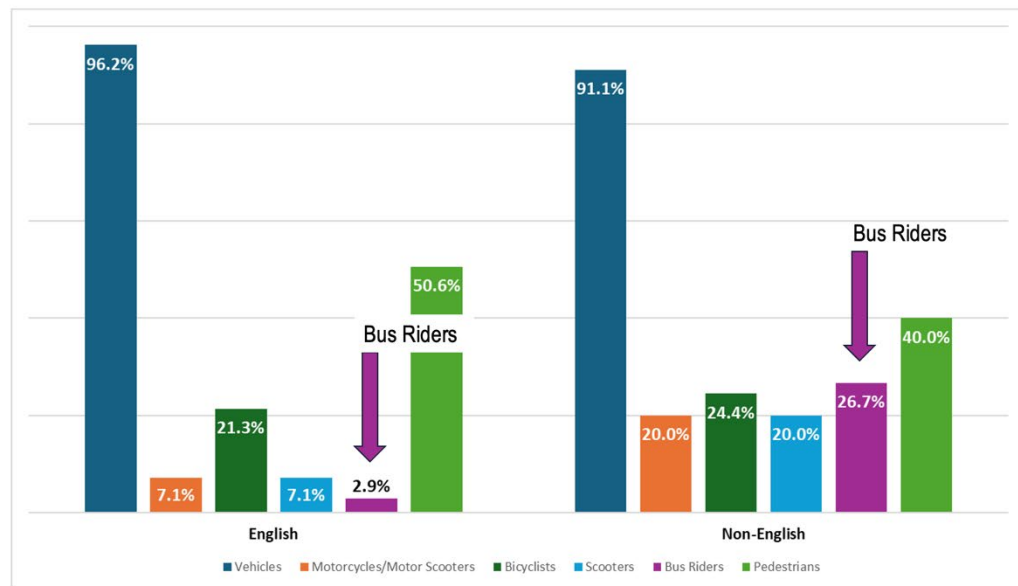


Mode Split



Which applies to you when traveling in the downtown Waterloo area?

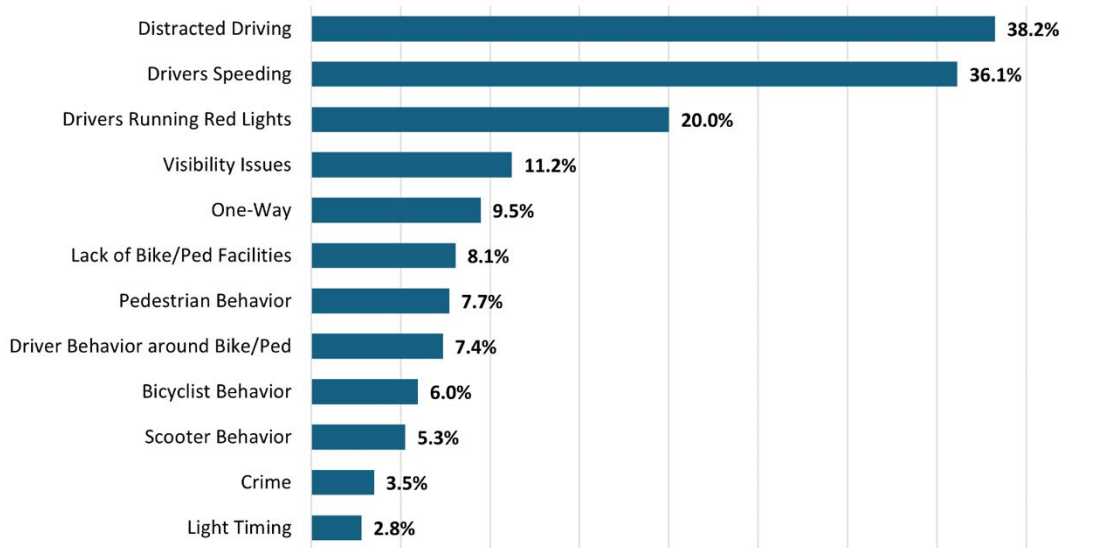
Mode Split



What are your biggest traffic safety concerns in downtown Waterloo? - All Respondents

Examples:

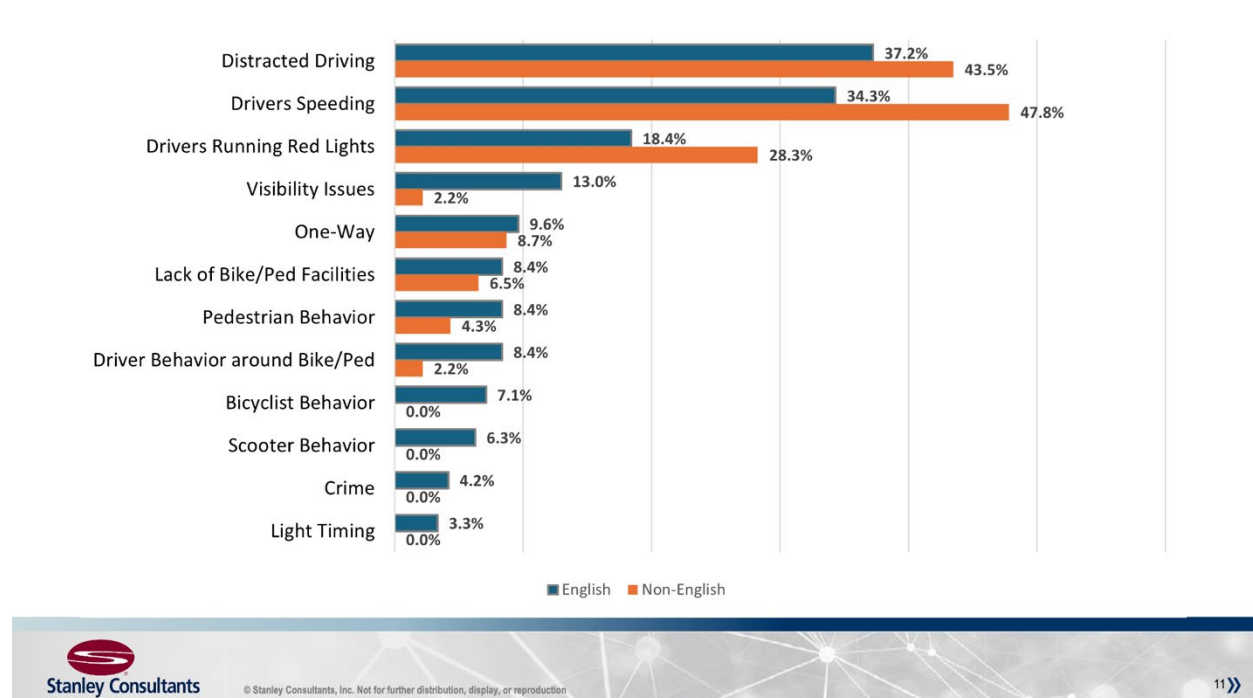
- Distracted driving
- Drivers speeding or running red lights
- Visibility issues



What are your biggest traffic safety concerns in downtown Waterloo? – English vs non-English

Examples:

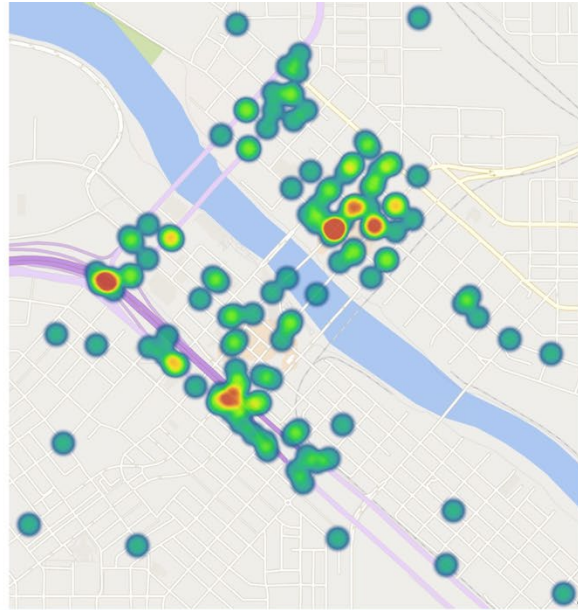
- Distracted driving
- Drivers speeding or running red lights
- Visibility issues



Where do you feel unsafe?

Where feels unsafe?

1. 4th Street & Sycamore Street
2. 1st Street and University Underpass
3. Highway 218 & W 5th Street
4. Lafayette Street & E 5th Street
5. Lafayette Street & E 4th Street
6. Mulberry Street & E 5th Street
7. W Park Avenue & Washington Street
8. Commercial Street & 1st Street



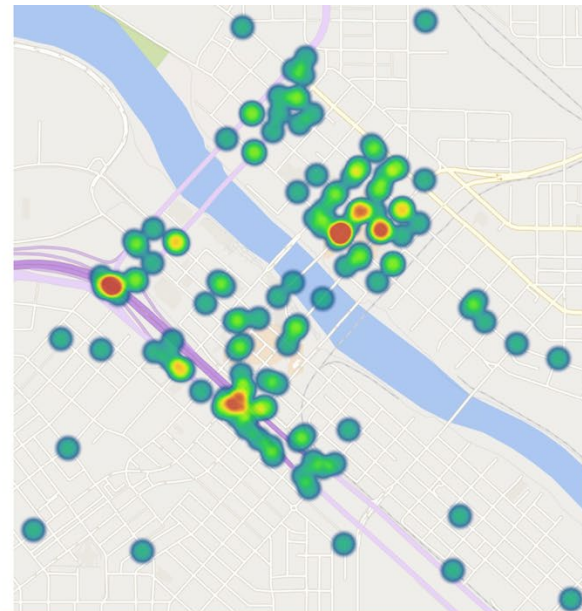
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14 >>

Where do you feel unsafe when walking, biking or driving? (limited to one choice)

Where feels unsafe?

1. 4th Street & Sycamore Street
2. 1st Street and University Underpass
3. Highway 218 & W 5th Street
4. Lafayette Street & E 5th Street
5. Lafayette Street & E 4th Street
6. Mulberry Street & E 5th Street
7. W Park Avenue & Washington Street
8. Commercial Street & 1st Street

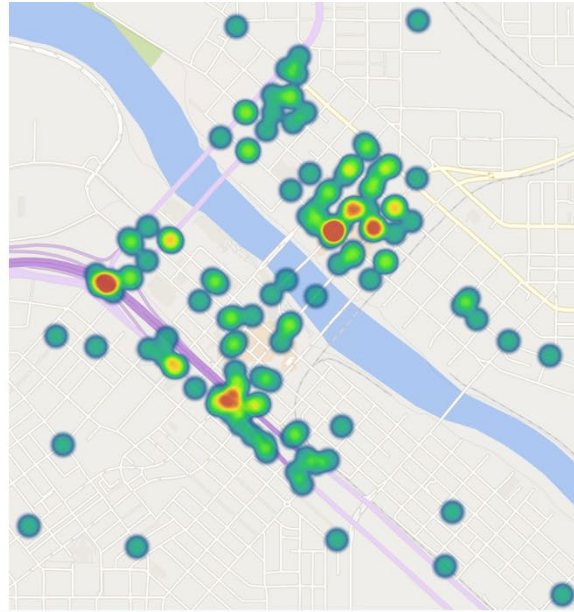


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Where feels unsafe?

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2. 1st Street and University Underpass
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4. Lafayette Street & E 5th Street
5. Lafayette Street & E 4th Street
6. Mulberry Street & E 5th Street
7. W Park Avenue & Washington Street
8. Commercial Street & 1st Street



WEBSITE PROMOTION:

City of Waterloo's website June-Current 11/5/2024):

[https://www.cityofwaterlooia.com/departments/traffic_operations/safe_streets_and_roads_for_all_\(ss4a\).php](https://www.cityofwaterlooia.com/departments/traffic_operations/safe_streets_and_roads_for_all_(ss4a).php)



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SAFE STREETS AND ROADS FOR ALL (SS4A)

Traffic Operations Home

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Electric Scooter

Frequently Asked Questions

Pedestrian Signal Operations

Report A Problem

Safe Streets And Roads For All (SS4A)

Speed Hump

Traffic Operations Center

Home ▸ Departments ▸ Traffic Operations ▸ Safe Streets And Roads For All (SS4A)

Safe Streets And Roads For All (SS4A)

What is SS4A and Vision Zero?

In 2023, the Black Hawk County metropolitan area was awarded a Safe Streets and Roads for All (SS4A) safety grant. This grant program is part of a nationwide effort to prevent roadway injuries and fatalities by supporting the concept of "Vision Zero".

Vision Zero was first adopted in Sweden in 1997 and has since been gaining momentum in the U.S. The Vision Zero concept states that every year, thousands of Americans are needlessly injured and killed on U.S. roadways, and that these traffic tragedies are a preventable public health crisis. **The ultimate goal behind this strategy is to make zero roadway deaths and serious injuries a reality.**



With the help of safety experts and community input, funds will be used to develop a Comprehensive Safety Action Plan for Waterloo's downtown corridor, where a disproportionate percentage of fatal and serious injury crashes are occurring. After the plan is complete, the City of Waterloo will seek additional grant funding to implement the recommended solutions.

[Click here to be routed to the Safe Streets and Roads for All \(SS4A\) website for more information.](#)


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16

We believe that every road user deserves to get home safely, so we're asking everyone who lives, works, or spends time in downtown Waterloo to share their experiences. How safe do you feel walking, biking, or driving in and around downtown Waterloo? What ideas do you have? Tell us in [this survey!](#)

Safe Streets And Roads For All Survey

SHARE



- ▼ What is SS4A and Vision Zero?
- ▼ Why was the downtown corridor selected for this traffic improvement plan?
- ▼ What will the \$60,000 grant do?
- ▼ What could some of the improvements look like?
- ▼ What projects are possible?
- ▼ How can people give their input on this project?
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- ▼ What is the main cause of the high number of crashes in the area?
- ▼ Could the plan include roundabouts? Could the plan include shutting down streets to vehicles? Could we make East Fourth Street a ped-mall type of area connected with Lincoln Park?

https://www.cityofwaterlooia.com/news_detail_T17_R683.php

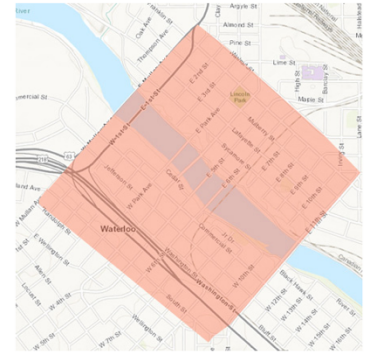
Road Safety Grant Awarded To INRCOG To Benefit Waterloo

The Iowa Northland Regional Council of Governments (INRCOG) has received a \$60,000 grant from the U.S. Department of Transportation to improve road safety in the greater downtown Waterloo corridor. The grant will be used to gather data and gain input from the community to help develop a comprehensive safety action plan aimed at eliminating serious injury and fatal crashes affecting all roadway users. Public input is vital to ensure solutions meet the community's needs and enhance road user safety.

The study area is between Walnut Street, Randolph Street, Mullen Avenue (US 63 S) and 11th Street. The area was selected due to its recorded high number of crashes involving serious injuries and fatalities during the past five years. During this time, there were 951 crashes, with 14 involving serious injuries and two resulting in fatalities. Fifteen crashes involved a pedestrian with one of them resulting in a fatality, and twenty-one crashes involved a bicyclist, resulting in two fatalities. The most recent fatality occurred in June 2024 and involved a person on a bicycle.

As part of the 2021 Bipartisan Infrastructure Law, federal safety grants supporting the "Vision Zero" concept were offered nationwide. Vision Zero was first adopted in Sweden in 1997 and has since been gaining momentum in the U.S. The Vision Zero concept states that every year, thousands of Americans are needlessly injured and killed on U.S. roadways, and that these traffic tragedies are a preventable public health crisis. The ultimate goal behind this strategy is to make zero roadway deaths and serious injuries a reality.

The U.S. Department of Transportation says implementing a Safe System approach is key to reach zero deaths on our roads. This approach is based on the idea that people make mistakes, and human bodies have a limited threshold for serious crash impacts. In a safe system, roads are designed and managed in ways that plan for human error while reducing crash impacts, so people don't pay for roadway mistakes with their lives.



Roadways designed to reduce tragedies and serious crash impacts include safer speeds, roundabouts, protected pedestrian intersections and bikeways, safety islands, lighting improvements, and more. Various traffic safety solutions to our downtown corridor will be studied following the development of a comprehensive safety plan involving public input.

"Enhancing road safety is essential as we strive toward our Vision Zero goal of eliminating traffic fatalities. This project will be a cornerstone in creating infrastructure that prioritizes the safety of all users, ensuring that every journey — whether by foot, bike, or vehicle — ends safely at home," said Nick Fratzke, Director of Transportation at INRCOG.

"It's imperative that we continue our positive efforts toward the elimination of pedestrian accidents within our downtown corridor as well as across the entire city," said Quentin Hart, Mayor of Waterloo. "I'm so excited that we are able to continue examining our multi-modal transportation system through this Safe Streets initiative, creating Complete Streets that are walkable, bikeable and accessible for all -- making us an even more attractive city with streets and trails that attract and retain citizens and businesses."

A local committee of community leaders has formed to begin developing the comprehensive safety action plan for the downtown Waterloo corridor. In the coming weeks, INRCOG will release an online public survey and host public input meetings to gather feedback from those who live, work, and socialize in downtown Waterloo. To access the upcoming survey, find details on the public input meetings, or stay up to date on the project, visit <https://bhcmop.org/ss4a/>.

Contact: Nick Fratzke
(319) 235-0311
nfratzke@inrcog.org

[https://www.cityofwaterlooia.com/departments/traffic_operations/safe_streets_and_roads_for_all_\(ss4a\).php](https://www.cityofwaterlooia.com/departments/traffic_operations/safe_streets_and_roads_for_all_(ss4a).php)

SAFE STREETS AND ROADS FOR ALL (SS4A)

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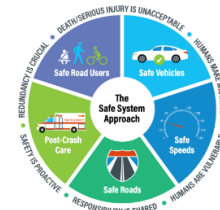
Home » Departments » Traffic Operations » Safe Streets And Roads For All (SS4A)

Safe Streets And Roads For All (SS4A)

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We believe that every road user deserves to get home safely, so we're asking everyone who lives, works, or spends time in downtown Waterloo to share their experiences. How safe do you feel walking, biking, or driving in and around downtown Waterloo? What ideas do you have? Tell us in [this survey](#)!

Safe Streets And Roads For All Survey

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<https://bhcmpo.org/ss4a/>

CAMPAIGN GRAPHICS

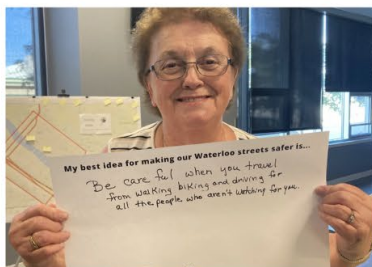
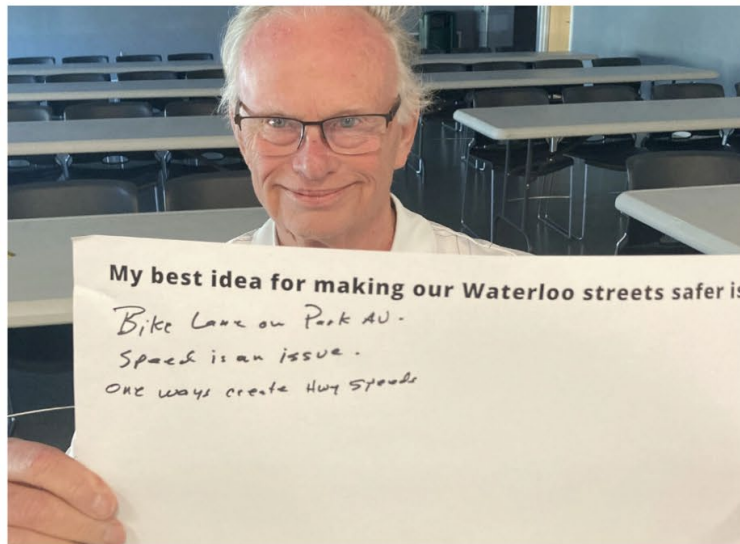
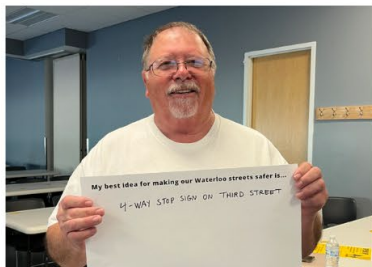
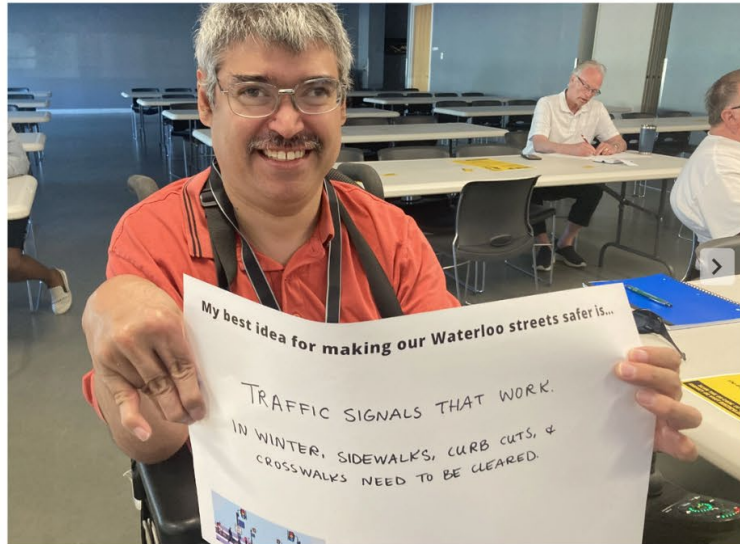
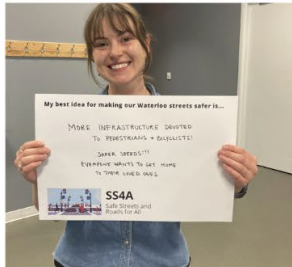
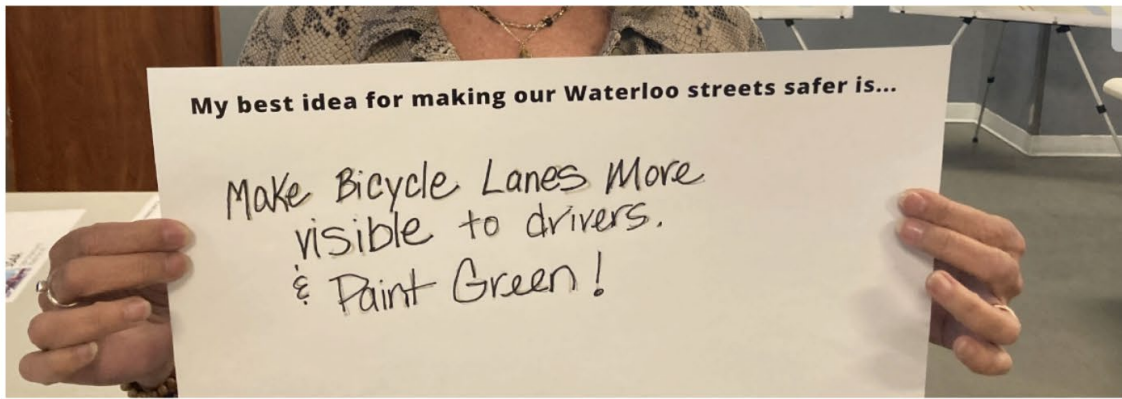
POSTER - Best ideas for making our Waterloo streets safer signs completed at the in-person informational meeting:

My best idea for making our Waterloo streets safer is...



SS4A

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Roads for All



GRAPHICS:

SPEAK UP

Vision Zero Survey

HOW SAFE DO YOU FEEL WALKING, BIKING OR DRIVING IN AND AROUND DOWNTOWN WATERLOO?


We need to hear from you! Share the areas of concern as you commute in and around downtown Waterloo. Are there crossings you feel are dangerous? Are there areas you avoid because they are unsafe? Tell us your experiences.

Attend our informational meetings to learn more and SPEAK UP.
Virtual: Tues. 8/20 5-6 p.m. ([Join us on Teams](#))
In-Person: Thurs. 8/22 5-6 p.m. Cedar Valley Sportsplex, 300 Jefferson St., Waterloo

SCAN THE QR CODE TO LEARN MORE OR VISIT BHCMP0.ORG/SS4A



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EXPRESATE!

Encuesta Visión Cero

¿QUÉ TAN SEGURO SE SIENTE CAMINANDO, ANDANDO EN BICICLETA O CONDUCIENDO EN EL CENTRO DE WATERLOO Y SUS ALREDEDORES?

¿Cuan Seguro(a) se siente usted caminando, montando en bicicleta o conduciendo en el centro de Waterloo y sus alrededores?

¡Necesitamos saber de usted! Comparta las áreas que le preocupan cuando viaja en el centro de Waterloo y sus alrededores. ¿Hay cruces que considere peligrosos? ¿Hay áreas que evita porque no son seguras? Cuéntenos sobre sus experiencias. Para obtener mas información, asista a nuestras reuniones informativas y Expresese. Todos están invitados.


VIRTUAL **MARTES 8/20 DE 5-6 P.M.**
(CONSULTE NUESTRO SITIO WEB PARA ENCONTRAR EL ENLACE DE LOS EQUIPOS)

EN PERSONA **JUEVES 8/22 DE 5-6 P.M.**
EN EL CEDAR VALLEY SPORTSPLEX, 300 JEFFERSON ST. WATERLOO

ESCANEE EL CÓDIGO QR PARA TOMAR LA ENCUESTA O VISTE BHCMP0.ORG/SS4A



SS4A
Safe Streets and Roads for All



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SS4A

Safe Streets and
Roads for All

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300 JEFFERSON ST. WATERLOO

ESCANEE EL CÓDIGO QR PARA TOMAR
LA ENCUESTA O VISTE
BHCMP0.ORG/SS4A



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Safe Streets and
Roads for All



SPEAK UP

Vision Zero Survey

**WATERLOO
SAFE
STREETS**

Do you walk, ride, or drive in or around downtown Waterloo? This is your chance to speak up! Waterloo is conducting a study to identify safety improvements. **TELL US YOUR EXPERIENCES.**

SS4A
Safe Streets and
Roads for All



**WE NEED TO HEAR FROM
YOU! PLEASE COMPLETE
THE SURVEY.**



**SCAN THE QR CODE TO TAKE THE SURVEY OR
VISIT [BHCMP0.ORG/SS4A](https://bhcmpo.org/ss4a)**
(AVAILABLE IN BOSNIAN, BURMESE, FRENCH,
HAITIAN CREOLE AND SPANISH)

SPEAK UP

Vision Zero Survey

**HOW SAFE DO YOU FEEL
WALKING, BIKING OR DRIVING IN
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We need to hear from you! Share the areas of concern as you commute in and around downtown Waterloo. Are there crossings you feel are dangerous? Are there areas you avoid because they are unsafe? Tell us about your experiences.

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THE TEAMS LINK)**

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300 JEFFERSON ST. WATERLOO**

**SCAN THE QR CODE TO TAKE
THE SURVEY OR VISIT
BHCMP.Org/SS4A**



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Safe Streets
and Roads
for All



SPEAK UP Vision Zero Survey

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**SCAN THE QR CODE TO TAKE THE
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SS4A

Safe Streets and
Roads for All



DIGITAL CAMPAIGN (SEPTEMBER):



CAMPAIGN REPORT SUMMARY

SUMMARY

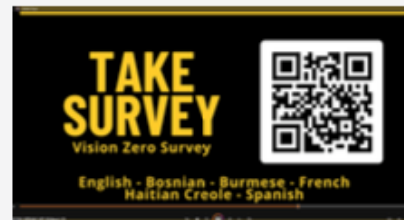
The Campaign delivered 273,881 impressions and 871 Clicks

AT A GLANCE TOP PERFORMING CREATIVE



300 X 250 STATIC DISPLAY - 110 CLICKS

AT A GLANCE TOP PERFORMING CREATIVE



:15 VIDEO - 329 CLICKS

FACEBOOK

- The Facebook Ads Campaign achieved a reach of 17,104 and 612 Clicks
- The Video creative accounted for 6,670 Reach and 329 Clicks, while the Display static creative accounted for 10,434 in terms of Reach and 283 Clicks.

TARGETED DISPLAY

- The Display Campaign delivered 250,017 impressions and received 259 Clicks

https://wcfcourier.com/news/local/inrcog-grant-study-road-safety-downtown-waterloo/article_6411331a-42be-11ef-9127-3f559b93ab6f.html

INRCOG grant to study road safety in downtown Waterloo corridor

COURIER STAFF Jul 18, 2024 0





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00:00 02:11

WATERLOO — The Iowa Northland Regional Council of Governments has received a \$60,000 grant from the U.S. Department of Transportation to improve road safety in the greater downtown Waterloo corridor.

The grant will be used to gather data and gain input from the community to help develop a comprehensive safety action plan aimed at eliminating serious injury and fatal crashes affecting all roadway users. Public input is vital to ensure solutions meet the community's needs and enhance road user safety, according to a news release.

The study area is between Walnut Street, Randolph Street, Mullen Avenue (U.S. Highway 63 south) and 11th Street. The area was selected due to its recorded high number of crashes involving serious injuries and fatalities during the past five years.

During this time, there were 951 crashes, with 14 involving serious injuries and two resulting in fatalities. Fifteen crashes involved a pedestrian with one of them resulting in a fatality, and 21 crashes involved a bicyclist, resulting in two fatalities. The most recent fatality occurred in June 2024 and involved a person on a bicycle.



Federal safety grants supporting the “Vision Zero” concept have been adopted nationwide. The ultimate goal behind this strategy is to make zero roadway deaths and serious injuries a reality.

Roadways designed to reduce tragedies and serious crash impacts include safer speeds, roundabouts, protected pedestrian intersections and bikeways, safety islands, lighting improvements, and more.

Various traffic safety solutions to the downtown corridor will be studied following the development of a comprehensive safety plan involving public input.

A local committee of community leaders has formed to begin developing the comprehensive safety action plan for the downtown Waterloo corridor. In the coming weeks, INRCOG will release an online public survey and host public input meetings to gather feedback from those who live, work, and socialize in downtown Waterloo.

To access the upcoming survey, find details on the public input meetings, or stay up to date on the project, visit <https://bhcmppo.org/ss4a/>.

https://wccourier.com/news/local/road-safety-fatal-crashes-inrcog-grant/article_1ab67540-439f-11ef-9f81-2726b5f8c49d.html

TOP STORY EDITOR'S PICK

INRCOG to study road safety in downtown Waterloo to eliminate fatal crashes

Maria Kulper Jul 27, 2024 0

1 of 2



One-way traffic flows on East Fifth Street in downtown Waterloo on April 18.
CHRIS ZOELLER Courier Staff Photographer

f x e p l r

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00:00 04:33

Maria Kulper

WATERLOO – Area transportation planners are calling traffic deaths a public health crisis, and Waterloo is not exempt from the issue.

Focusing on the issue resulted in Iowa Northland Regional Council of Governments receiving \$60,000 from the U.S. Department of Transportation to improve road safety in downtown Waterloo.

The intergovernmental organization looked at traffic safety data in the metro area and saw downtown was the biggest hotspot for crashes and fatalities. With the federal grant, INRCOG will hire a consultant to study the area between Walnut Street, Randolph Street, Mullan Avenue/U.S. Highway 63 south and 11th Street.

From 2019 to 2023, there have been 951 crashes in that area. Two of those were fatal and 14 involved serious injuries. The two fatal injuries involved a bicyclist and a pedestrian. Analysis of the crashes showed the most crashes were due to drivers running traffic signals and speeding.

■ People are also reading...

- ❶ [High School Football: Cedar Falls, West players land on all-MVC team](#)
 - ❷ [Waterloo man sentenced to prison for cocaine distribution, COVID relief fraud](#)
 - ❸ [2024 election results for Waterloo, Cedar Falls and Iowa](#)
 - ❹ [Waterloo teenager charged for allegedly stabbing her brother](#)
-

The grant will help implement an initiative called “Vision Zero.” The strategy — first implemented in Sweden in the 1990s — looks to eliminate all traffic fatalities and severe injuries.



A map of car crashes from 2019 to 2023 within the bounds of a study area in Waterloo that hopes to implement safety measures and reduce crashes.

Courtesy of INRCOG

Aldina Dautovic, a transportation planner with INRCOG, said Vision Zero is a different way of thinking about road safety.

"Humans are going to make mistakes," she said. "Let's plan for those by having different types of infrastructure."

She, along with colleague Kyle Durant, said most cities prioritize speed over safety.

"You really can't do both at the same time," Durant said. "So this is a shift for prioritizing safety, making sure that everybody gets home."

"The main thing is reframing our perspective about driving," Dautovic added.

"Instead of being focused on getting from A to B as quick as we can just remember that everyone wants to get home, and they should be able to do so safely."

The study will gather data and ask for input from the community to help develop a comprehensive safety action plan aimed at eliminating serious injuries and fatal crashes.

Dautovic and Durant said it may seem like the goal is unattainable but noted Hoboken, N.J., has maintained zero fatal or serious injury crashes for two years in a row with the Vision Zero plan.

The city is directly across the Hudson River from New York City with a population of nearly 60,000. Waterloo has a population of about 67,000.

Along with a safety plan, the grant requires the city of Waterloo to approve a vision plan and timeline for implementation.

The city already has some safety measures downtown. That includes "pedestrian bump outs" at the intersection of Fourth and Lafayette streets outside of Screamin' Eagle American Bar and Grill. The large pavement area minimizes the width of the roadway resulting in pedestrians only being in the street for a few seconds when crossing. Another safety feature downtown is the bike lanes on Park Avenue.

Proven safety measures from the Federal Highway Administration include speed limits, speed cameras, bike lanes, crosswalk visibility, pedestrian medians, flashing pedestrian signs, lane narrowing, walkways, more visible traffic signs, dedicated turn lanes and roundabouts.

Durant believes one of downtown's biggest issues is the width of the roads.

He said the amount and size of lanes on the streets encourages people to speed.

"If you drive down those roadways, they feel like highways," he said, referring to Fifth and Sixth streets. "They were built to get traffic from residents from residential areas outside of the downtown area in and out of downtown."

He said narrower roads like Fourth Street, as well as streets like Main Street in downtown Cedar Falls, result in drivers being more cautious and slowing down.

The study is expected to be complete by the end of this year with public input opportunities in August. After safety solutions are recommended, INRCOG will apply for grants to implement them. The money for the study is the first time the federal government made a specific funding program for reducing traffic fatalities and serious injuries.

"I don't think we realized just how big of a problem traffic deaths are in this country," Dautovic said. "In 2023, over 44,000 people died on U.S. roads alone, so it's definitely a public health crisis, and it is avoidable and we can prevent those deaths."



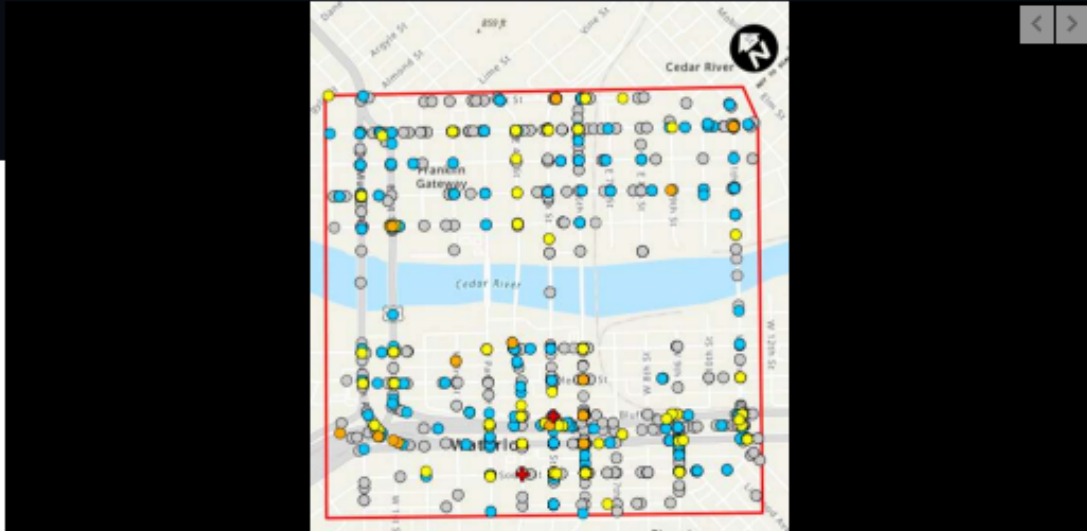
To access an upcoming survey, find details on the public input meetings or to stay up to date on the project, visit bhcmpo.org/ss4a.

https://wcfcourier.com/news/local/downtown-waterloo-safe-streets-project-public-input/article_70f28e0e-50e1-11ef-8fd3-67fb89245315.html

Downtown Waterloo safe streets project public input survey, meetings set

COURIER STAFF Aug 2, 2024 0

1 of 2



A map of car crashes from 2019 to 2023 within the bounds of a study area in Waterloo that hopes to implement safety measures and reduce crashes. Courtesy of INRCOG



Listen to this article now
Powered by Trinity Audio



00:00

02:09

COURIER STAFF

WATERLOO — People who live, work and visit the downtown area are invited to participate in several community input opportunities regarding Waterloo's Safe Streets and Roads for All project, including an online survey and public meetings.

The Iowa Northland Regional Council of Governments received a \$60,000 grant for the project, also known as SS4A, from the U.S. Department of Transportation to support the Vision Zero concept. The ultimate goal behind the strategy is to make zero roadway deaths and serious injuries a reality.

The greater downtown Waterloo area was selected due to the high number of serious crashes and fatalities over a five-year period. From 2019 to 2023, there have been 951 crashes in the area between Walnut and Randolph streets from Mullan Avenue/U.S. Highway 63 south to 11th Street. Two of those were fatal and 14 involved serious injuries. The two fatalities involved a bicyclist and a pedestrian.

People are also reading...

- 1** [Waterloo teenager charged for allegedly stabbing her brother](#)
- 2** [LIVE UPDATES: Election 2024 – Sires defeats incumbent Giddens in state Senate District 38](#)
- 3** [Cedar Falls home hit by gunfire](#)
- 4** [Shelly O'Shea's Irish pub opening in downtown Cedar Falls tonight](#)

Crash data shows that the most common cause of major injuries and fatalities in the downtown area are due to running red lights, speeding, and distracted driving, according to a news release.

The study consists of gathering data and public input and developing a comprehensive plan with a timeline to reach the Vision Zero goal. The result could mean various improvements to intersections in the area, such as lane narrowing, better crosswalk visibility, bike lanes, or turn lanes.

Community members are invited to take a Vision Zero survey online at arcg.is/muD45 to share their own personal experiences and ideas.

Everyone is also invited to join upcoming public meetings online or in person to learn more about the Vision Zero plan for Waterloo. Experts who are studying the area will be there to answer questions. The virtual [meeting](#) will be hosted from 5 to 6 p.m. on August 20 and the in-person meeting will be hosted from 5 to 6 p.m. on Aug. 22 at the Cedar Valley Sportsplex, 300 Jefferson St.

To find out more about the project and how to participate, visit www.bhcmpo.org/SS4A or contact Aldina Dautović at (319) 235-0311 or adautovic@inrcog.org.

https://wcfcourier.com/news/local/area-residents-transportation-survey-incog/article_b3ca66b2-5e46-11ef-a0e6-174fae6a4ae8.html

TOP STORY

Area residents asked to take transportation survey

COURIER STAFF Aug 20, 2024 0



Cars travel on La Porte Road in Waterloo earlier this year. A reconstruction project on a nearly three-mile stretch of the road is getting underway this week. CHRIS ZOELLER, Courier Staff Photographer



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00:00



00:37

COURIER STAFF

COURIER STAFF

WATERLOO -- The Iowa Northland Regional Council of Government launched a transportation survey aimed at gathering input from Black Hawk, Bremer, Buchanan, Butler, Chickasaw and Grundy counties.

The initiative is part of an effort to identify transportation needs and priorities for the next 25 years.

The survey will cover road maintenance, safety, public transit and bicycling/pedestrian infrastructure.

The survey can be accessed at bhempo.org/rta. A paper copy with prepaid postage can be requested by calling (319) 235-0311 or emailing kdurant@inrcog.org. The survey ends Sept. 15.

<https://cbs2iowa.com/news/local/us-dept-of-transportation-awards-grant-to-inrcog-to-improve-road-safety-in-waterloo-iowas-news-now>

US Dept. of Transportation awards grant to improve road safety in Waterloo

by Barry Green | Tue, July 9th 2024 at 1:18 PM

Updated Thu, July 11th 2024 at 6:22 PM



The US Department of Transportation awarded a \$60,000 grant to The Iowa Northland Regional Council of Governments (INRCOG) to help improve road safety in the Waterloo area. We've attached links in our news story with more details.



TOPICS: [INRCOG](#) [ROAD SAFETY](#) [WATERLOO](#) [GRANT](#) [VISION ZERO](#) [TRAFFIC](#) [U.S. DEPARTMENT OF TRANSPORTATION](#) [BIPAR](#) >

WATERLOO, Iowa — The U.S. Department of Transportation awarded a \$60,000 grant to the Iowa Northland Regional Council of Governments (INRCOG) to help improve road safety in the Waterloo area.

That grant was awarded as part of the 2021 Bipartisan Infrastructure Law to help support the Vision Zero concept. The concept was first adopted by Sweden back in 1997 to eliminate severe traffic-related injuries and deaths.

“*Enhancing road safety is essential as we strive toward our Vision Zero goal of eliminating traffic fatalities,” Nick Fratzke, director of transportation at INRCO, said in a press release Monday. “This project will be a cornerstone in creating infrastructure that prioritizes the safety of all users, ensuring that every journey — whether by foot, bike, or vehicle — ends safely at home.”*

Right now, the grant is being used to help gather data and gain some input from folks in that area to help develop a comprehensive safety action plan. The plan aims to lower some of the rates that are seen in crashes.

A press release outlining Vision Zero included statements about some of the trends that are seen in road safety across eastern Iowa:



“ Every year, thousands of Americans are needlessly injured and killed on U.S. roadways, and that these traffic tragedies are a preventable public health crisis. The ultimate goal behind this strategy is to make zero roadway deaths and serious injuries a reality.

“ The U.S. Department of Transportation says implementing a Safe System approach is key to reach zero deaths on our roads. This approach is based on the idea that people make mistakes, and human bodies have a limited threshold for serious crash impacts. In a safe system, roads are designed and managed in ways that plan for human error while reducing crash impacts, so people don't pay for roadway mistakes with their lives.

“ Roadways designed to reduce tragedies and serious crash impacts include safer speeds, roundabouts, protected pedestrian intersections and bikeways, safety islands, lighting improvements, and more. Various traffic safety solutions to our downtown corridor will be studied following the development of a comprehensive safety plan involving public input.

You can read more about the program [here](#).

A local committee is being organized to help develop those plans. INRCOG leaders are also taking a close look at how the traffic flows in several parts of downtown Waterloo, including:

- Mullen Avenue
- Randolph Street
- Walnut Street and 11th Street

That area saw its highest number of crashes within the last five years. This includes 951 reported crashes, 14 of which involved serious injuries and two resulting in deaths. There were 15 crashes involving a pedestrian, with one of them resulting in a death. There were 21 crashes involving a bicyclist, with two of them resulting in death.

Their most recent deadly crash was about a month ago. That one involved a person on a bicycle.

“It’s imperative that we continue our positive efforts toward the elimination of pedestrian accidents within our downtown corridor as well as across the entire city,” Mayor Quentin Hart said. “I’m so excited that we are able to continue examining our multi-modal transportation system through this Safe Streets initiative, creating Complete Streets that are walkable, bikeable and accessible for all -- making us an even more attractive city with streets and trails that attract and retain citizens and businesses.”

INRCOG will release an online survey to help collect input from people about some of the road safety measures they would like to see. An official date for the launch has not been announced yet. But, that survey is expected to be released within the next several weeks.

They are also planning to hold public input meetings in addition to launching the online survey. Those meetings will be open to anyone who lives -- or works and socializes -- in downtown Waterloo. You can find the latest information about those meetings and the online survey by going to [INRCOG's homepage](#).

Facebook:

https://www.facebook.com/BlackHawkCountyPublicHealth/photos/do-you-commute-in-downtown-waterloo-if-so-the-safe-streets-and-roads-for-all-ss4/905666111596820/?_rdr

SPEAK UP


Vision Zero Survey

HOW SAFE DO YOU FEEL WALKING, BIKING OR DRIVING IN AND AROUND DOWNTOWN WATERLOO?


We need to hear from you! Share the areas of concern as you commute in and around downtown Waterloo. Are there crossings you feel are dangerous? Are there areas you avoid because they are unsafe? Tell us your experiences.


Attend our informational meetings to learn more and SPEAK UP.
Virtual: Tues. 8/20 5-6 p.m. ([Join us on Teams](#))
In-Person: Thurs. 8/22 5-6 p.m. Cedar Valley Sportsplex, 300 Jefferson St., Waterloo

SCAN THE QR CODE TO TAKE THE SURVEY OR VISIT [BHCMP0.ORG/SS4A](https://www.bhcmpp.org/ss4a)



SS4A
Safe Streets and Roads for All





Black Hawk County Public Health ...

August 19 · 🌐

Do you commute in downtown Waterloo? If so, the Safe Streets and Roads for All (SS4A) project wants to hear from you!

INRCOG recently received a federal grant to study the safety of the downtown Waterloo area. In the past five years, there has been 951 crashes in the downtown Waterloo corridor, including serious injuries and fatalities, according to the agency.

To help promote community safety, INRCOG is asking everyone who lives, works, or spends time in downtown Waterloo ... [See more](#)

3 6

Comment as Lori McConville

<https://www.facebook.com/events/cedar-valley-sportsplex/safe-streets-and-roads-for-all-public-input-meeting/349763644736686/>



22

Thursday, August 22, 2024 at 5 PM – 6 PM

Safe Streets and Roads for All Public Input Meeting

Cedar Valley SportsPlex

SPEAK UP

Vision Zero Survey

HOW SAFE DO YOU FEEL WALKING, BIKING OR DRIVING IN AND AROUND DOWNTOWN WATERLOO?

We need to hear from you! Share the areas of concern as you commute in and around downtown Waterloo. Are there crossings



<https://ground.news/article/inrcog-grant-to-study-road-safety-in-downtown-waterloo-corridor>

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Published 4 months ago • Waterloo, United States • Updated 4 months ago

INRCOG grant to study road safety in downtown Waterloo corridor

Summary by Waterloo Cedar Falls Courier

The Iowa Northland Regional Council of Governments has received a \$60,000 grant from the U.S. Department of Transportation to improve road safety in the greater downtown Waterloo corridor.

1 Articles

All

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Right

Waterloo Cedar Falls Courier

Media Conglomerate: Lee Enterprises

High Factuality

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INRCOG grant to study road safety in downtown Waterloo corridor

The Iowa Northland Regional Council of Governments has received a \$60,000 grant from the U.S. Department of Transportation to improve road safety in the greater downtown Waterloo corridor.

4 months ago • Waterloo, United States

[Read Full Article](#)

<https://kcfiradio.com/2024/07/22/60k-government-grant-to-waterloo-for-road-safety/>

(Includes a live interview with Aldina Dautović)



Home / Local News / \$60K Government Grant to Waterloo For Road Safety

Local News

\$60K Government Grant to Waterloo For Road Safety

Scott Fenzloff July 22, 2024 Last Updated: July 22, 2024

Less than a minute

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INRCOG

Iowa Northland Regional
Council of Governments

The US Department of Transportation recently awarded a \$60,000 grant to the Iowa Northland Council of Governments –or INRCOG– to help improve road safety in the Waterloo area.



That's INRCOG Transportation Planner Aldina Dautovic, who explains how they zeroed in on the segment of downtown Waterloo for the grant's use.



She explains more about the study area and options that can be utilized to make the area safer.



Dautovic says public input will also be important before any action plan can go forward.



Learn more about the project by visiting <https://bhcmpo.org/ss4a/>.



(Pre Launch) Vision Zero Survey

America, we have a roadway safety problem:

**44,450 people
died on U.S.
roads in 2023**

Source: NSC Injury Facts

It happens in our community too. **In the past 5 years, there have been 951 crashes** in the downtown Waterloo corridor, including serious injuries and community tragedies.

☐ Motorcyclist/motorscooter

☐ Bicyclist (including electric-assist)

☐ Stand-up scooters (manual and/or electric assist)

☐ Public transportation rider (bus)

☐ Pedestrian (including wheelchairs/mobility scooters)

☐ Other (please specify):

With traffic safety in mind, how safe do you feel traveling in the downtown Waterloo corridor?

☐ Very safe

☐ Somewhat safe

☐ Neutral

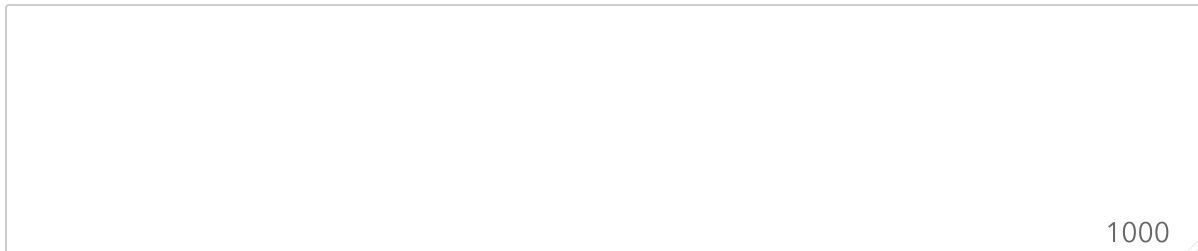
☐ Not very safe

☐ Not safe at all

What are your biggest traffic safety concerns in downtown Waterloo?

Examples:

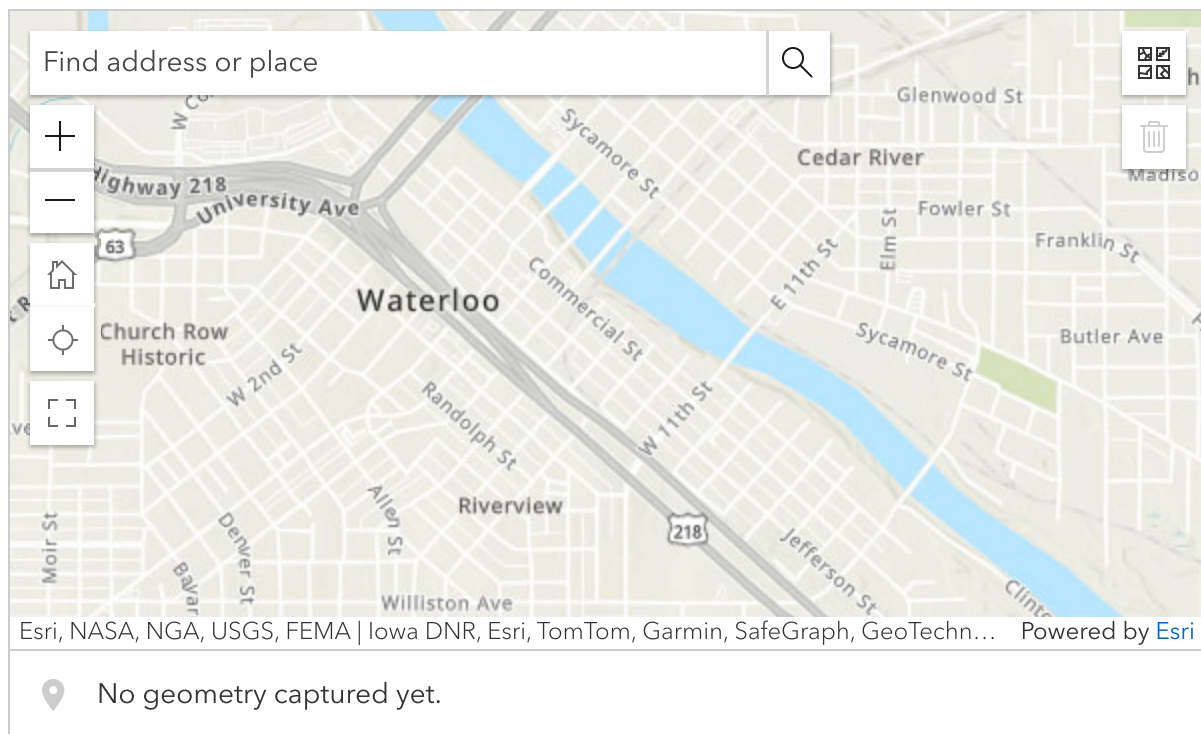
- Distracted driving
- Drivers speeding or running red lights
- Visibility issues



Where feels unsafe when walking, biking, or driving?

Choose **one** area where you most often see (or have experienced) accidents, near-misses, or other unsafe road behavior.

***How to pinpoint a location:** use your mouse to drag the map, or zoom in/out using the "+/-" buttons on the left side of the map. Next, click on an area to pin it. Use the space in the next question to explain your answer.



Explain why you chose the area on the map here.

1000

Tell us your ideas! How can we make streets safer in downtown Waterloo and the surrounding area?

Any and all ideas are welcome!

Here are some examples, if needed:

- Pedestrian improvements: enhanced pedestrian crosswalks, pedestrian zones, more sidewalk connections
- Biking improvements: more bike lanes, bike lane buffers
- Safety improvements: reduced speeds, roundabouts, increased automatic traffic enforcement, enhanced street lighting
- Or anything else!

1000

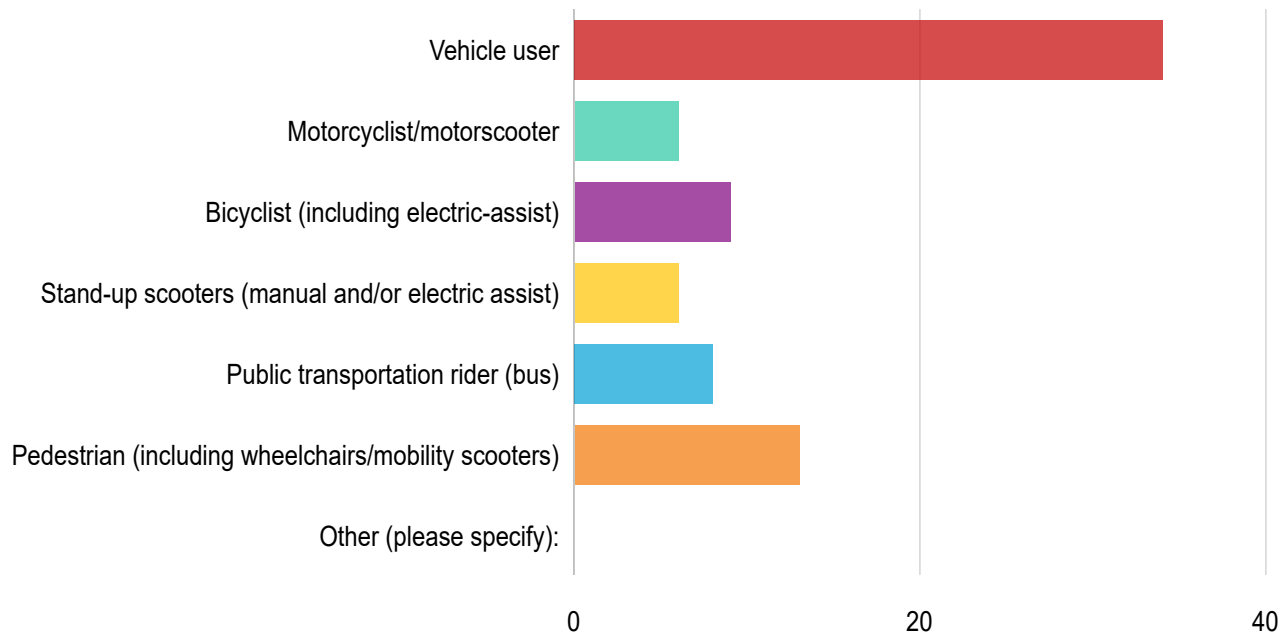
Any additional comments or ideas?

1000

Submit

Vision Zero Survey - Burmese translated into English

Which applies to you when traveling in the downtown Waterloo area?



Answers

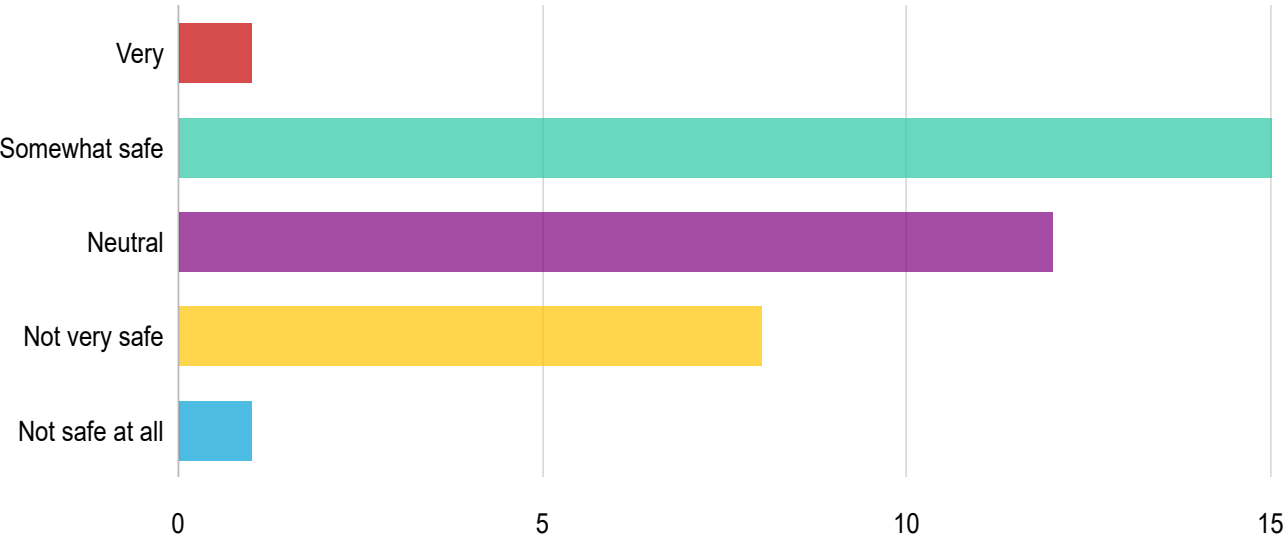
Count

Percentage

Vehicle user	34	94.44%
Motorcyclist/motorscooter	6	16.67%
Bicyclist (including electric-assist)	9	25%
Stand-up scooters (manual and/or electric assist)	6	16.67%
Public transportation rider (bus)	8	22.22%
Pedestrian (including wheelchairs/mobility scooters)	13	36.11%
Other (please specify):	0	0%

Answered: 36 Skipped: 0

With traffic safety in mind, how safe do you feel traveling in the downtown Waterloo...



Answers	Count	Percentage
Very safe	1	2.78%
Somewhat safe	15	41.67%
Neutral	12	33.33%
Not very safe	8	22.22%
Not safe at all	1	2.78%

Answered: 36 Skipped: 0

What are your biggest traffic safety concerns in downtown Waterloo?

Signaling	1
Running red lights and drunk drivers	1
Road condition and distracted drivers	1
people speeding and passing on red lights	1
People drive over speeding and they don't care about red lights. The city should add more cameras. Those who drive over speed limits should get fined.	1
People don't follow the pedestrian crossing signal and cross the traffic, and drivers run red lights a lot	1
Parking blocks the roads	1
Not using turn signals, speeding, police chase	1
My biggest concerns are distracted driving and drivers in the wrong direction in one way lanes	1
Many people go over the speed limit, not paying attention to the road.	1
Impatient drivers that speed past other cars	1
I don't travel downtown waterloo much.	1
I am really concerned about the carelessness of the drivers and road conditions (roads need to be fixed)	1
drunk driving and speeding	1
Drunk drivers, high drivers, people who back out like it's the end of the world	1
Drivers running red lights, illegal parking, and pedestrian crossings	1
Drivers running red lights	1
Drivers not following speed limit, drunk driving	1
Drivers need more driving lessons before being on the road	1
Drivers drive in opposite of one way many times and drivers look down at their phone when driving	1
distracted driving and speeding	1
Distracted drivers, I've seen people on their phone while driving	1

Answered: 36 Skipped: 0

[illegible]5/10

No signal for left	1
Need to drive within speed limit to avoid accident	1
Mullan Ave, 1st Street, and Washington: cannot change lane fast enough when there's only one. Need extra lane	1
More police presence	1
I notice a lot of parked cars blocking views especially when there's an event going on.	1
I mainly drive on this road and have seen lots of accidents	1
I chose this area because I've seen most accidents happen here. I've also seen people blow past the stop sign near the sacred heart back parking lot because the stop sign was back by a tree.	1
Here and W 1st Street, that's where people from highway come in and are still speeding from getting off the highway	1
East Mullan/1st Ave and E 6th street - these areas have too much parking. Street parking makes the driving lanes very tight and compact.	1
East 4th Street and East Park Ave are busy and tight roads	1
E 5th, 6th, Mulberry to Jefferson: driving to Tyson and during rush hour people are speeding	1
E 5th and Lafayette areas - drivers don't pay attention to pedestrians	1
Drunk driving	1
Crowded and busy road	1
Complicated area to drive	1
Cars coming off highway	1
Busy area with cars making it unsafe	1
Around the Salvation Army is often crowded and traffic light can be distracted	1
Also W 6th and W 4th. These areas have a lot of accidents at the intersection. Speeding and running red lights.	1
Along E 6th Street, too many traffic lights and too many unclear signs.	1

Answered: 32 Skipped: 4

A word cloud visualization of the top 100 terms from the dataset. The words are arranged in a circular pattern, with the most frequent terms in the center and less frequent terms towards the periphery. The words are color-coded by frequency, with the most frequent terms in red and the least frequent terms in blue.

7/10

Please add stop signs. IF possible, add more parking spots. Sometimes it's very hard to find parking spots on the street and you have to turn around many times. It will be very helpful for us and save our time too.	1
Place more cameras and police	1
No parking beside the streets, more street lights	1
more signs and sidewalks	1
More security cameras or police presence	1
More police presence to deter distracted drivers, make sure street signs are not obstructed, and six broken lights	1
More police officer patrolling	1
More parking space in downtown	1
Make sure that road signs are visible and also fix the broken lights	1
Lower speed limit and drivers need to slow down	1
Lower speed limit	1
Limit parking areas to 12 ft from stop lights and stop signs.	1
Less traffic lights, more space for the lanes, more parking space	1
Install more traffic cameras	1
Get rid of some signs and convert one way streets into two way!	1
Everyone who's driving needs to follow the rules so that everyone can be safe. This is a community effort and not individual only.	1
Create different parking garage instead of parking by the busy road	1
Create another road or bridge by the south make it safer	1
Clear the view on busy roads	1
Better visibility in intersection	1
Better road conditions	1

Add more stop sign or space for cars because sometimes people's parked cars block the way or view	1
Add more space to sidewalks	1
Add more pedestrian right of ways, add more stop or yield signs, and more roundabouts	1
Add more cameras in certain areas and also update signs as some are tilted and broken	1
A stop sign needs to be placed on South Street for the intersection mentioned above	1

Answered: 33 Skipped: 3

Any additional comments or ideas?

The word cloud requires at least 20 answers to show.

Response**Count**

Should fix the road that has a hole. If we add more cameras, I think people will drive more carefully.	1
Put more stop signs on Tyson entry and exit	1
Please add more stop signs on the road that need to add	1
Please add a stop sign at the entry of Tyson	1
More stop signs by Tyson factory entrance area	1
More security and stop signs	1
More parking space to turn into when getting lost while driving	1
I am glad that the cameras are another means of controlling the streets.	1
For more safety, please put stop sign at Tyson	1
Fix the road that have potholes and add cameras to decrease speeding because when people don't see the cameras they drive fast	1
Develop more parking garage or parking lots so that it could eliminate roadside parking to help with more visibility on the road.	1
By the library and 4th and 5th St covered bridge area	1

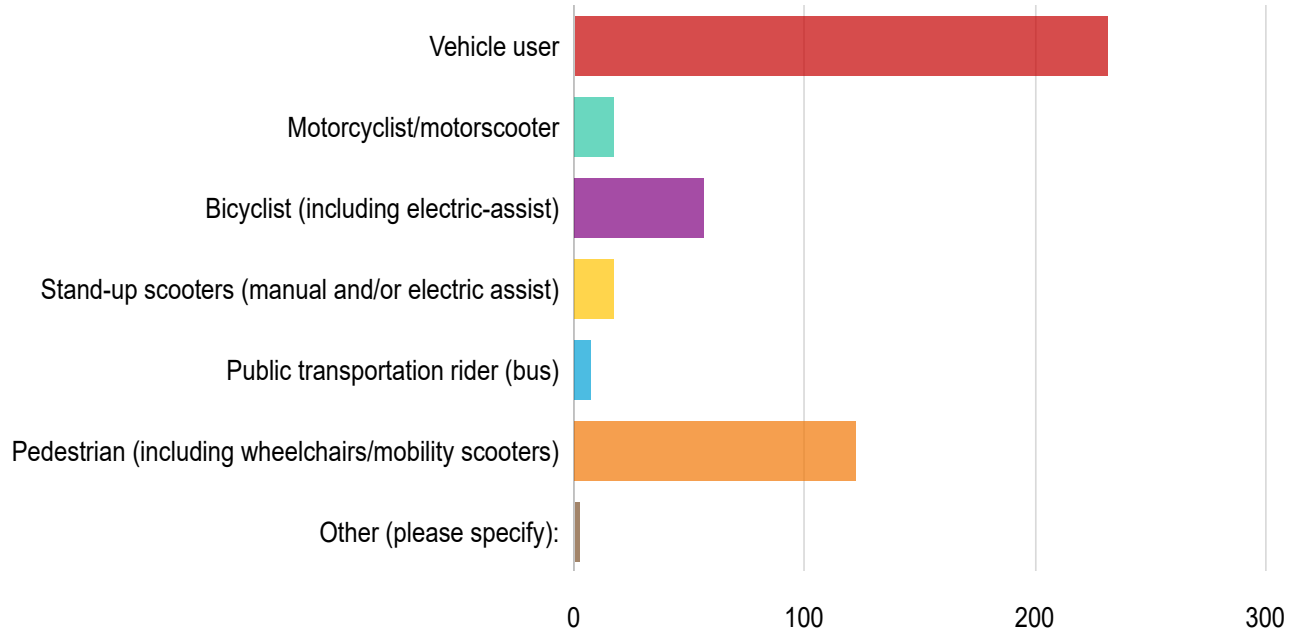
Add stop sign by Irving elementary school!

1

Answered: 13 Skipped: 23

Vision Zero Survey - Waterloo SS4A

Which applies to you when traveling in the downtown Waterloo area?



Answers

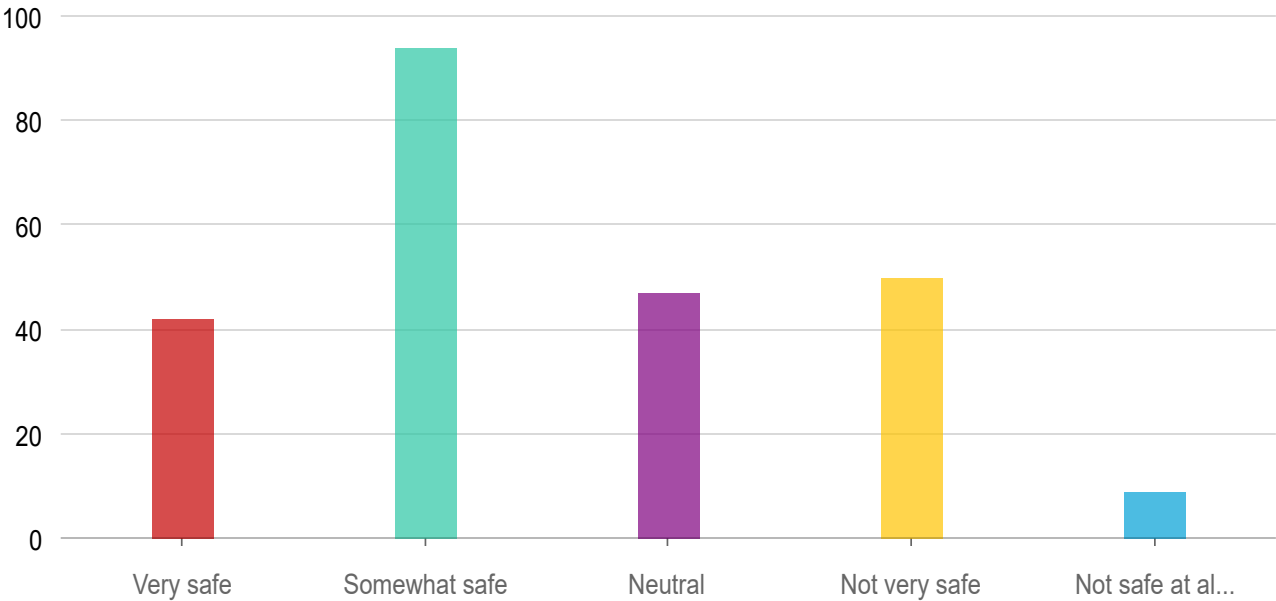
Count

Percentage

Vehicle user	231	96.65%
Motorcyclist/motorscooter	17	7.11%
Bicyclist (including electric-assist)	56	23.43%
Stand-up scooters (manual and/or electric assist)	17	7.11%
Public transportation rider (bus)	7	2.93%
Pedestrian (including wheelchairs/mobility scooters)	122	51.05%
Other (please specify):	2	0.84%

Answered: 238 Skipped: 1

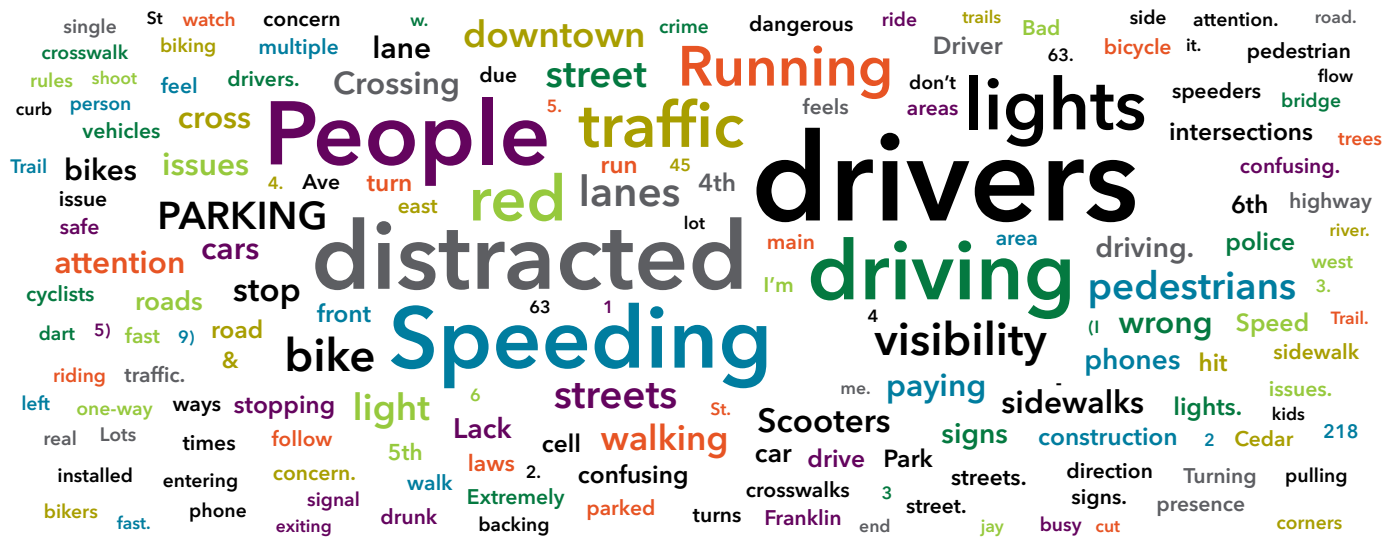
With traffic safety in mind, how safe do you feel traveling in the downtown Waterloo...



Answers	Count	Percentage
Very safe	42	17.57%
Somewhat safe	94	39.33%
Neutral	47	19.67%
Not very safe	50	20.92%
Not safe at all	9	3.77%

Answered: 239 Skipped: 0

What are your biggest traffic safety concerns in downtown Waterloo?



Response	Count
Distracted driving	12
Speeding	5
Visibility issues	2
Visibility	2
Distracted driving.	2
Distracted drivers	2
Who is going to rob you, shoot you or cut you. I don't think this is a traveling issue	1
Visibility issues. Lack of signage for bicycles	1
Visibility issues crossing the river. Line of sight coming off of the bridge is a challenge. Bridge to Cedar St.	1
Visibility concerns.	1
Visibility and Light timing	1
Visibility and distracted driving.	1
Too congested with people double parked and dashing to cross streets	1

There are often cars who run red lights at certain intersections and cars who do not stop or don't look for pedestrians crossing the cross walks. I've been honked and almost hit more than once trying to cross the street when I have the sign to cross and the car is supposed to wait.	1
The roads downtown can be confusing for drivers due to the layout of the bikes lanes, parallel parking that is not against the curb, and one way streets. It can be confusing which lane to be in on Washington St to turn toward downtown and on 4th Street when leaving downtown.	1
The Parking design, drivers speeding, drivers not watching for people or children around parked cars, drivers running red lights, teens who are distracted by cell phones or other distractions	1
The outrageous bike lanes on Park Avenue	1
The other driver not paying attention. Drivers not stopping to allow pedestrians to cross the street. Speeders.	1
The one-way streets. -Sometimes the streets are pretty full you've got two cars side-by-side then you've got a bicyclist. That's trying to get through there too. Yes	1
The one ways can be confusing and people often drive the wrong way down the road. It makes for more dangerous situations because people have to continually cross traffic to turn on to cross streets on both sides. It feels very dangerous for biking or riding scooters downtown without designated lanes that are clearly marked with paint, ballards, etc. It feels chaotic without traffic calming measures throughout, short lights across Franklin, and all the construction as of late. Franklin feels like a highway and very unsafe. US 218 is a disaster - it's very dangerous exiting the highway onto local streets and entering the highway trying to move across multiple traffic lanes to turn in short distances.	1
The one way streets, lots of traffic lights in weird places. It can be hard to navigate.	1
The bike lanes	1
The biggest traffic concerning issue for downtown and the near by areas. IS THE NOISE THAT COMES FROM THE HIGHWAY. NOISE POLLUTION is a major issue that no one address this issue. We live here let's make our home a safe and quiet area for everyone. Even people that visit Waterloo.	1
Speeding/aggressive driving when cyclists are on the road.	1
speeding, visibility issues, signal maintenance, lack of pavement markings, vehicles making turns from parking lanes,	1
speeding, running red lights, visibility issues, failure to signal, not giving enough distance between person and vehicle in front of them	1

speeding, running red lights, traffic not paying attention to people who are in the crosswalk, bad visibility pulling out of parking lots, wrong way on one way streets	1
Speeding over the bridges, going into cross walks when stopped so pedestrians are almost hit, Just driving too fast. Almost getting hit in crosswalks, people don't stop for ambulances and police, scooters going too fast driving on sidewalks and going towards ongoing traffic, during the winter sidewalks and intersections are not kept clear for the handicapped to cross streets and parking meters are surrounded by snow and ice	1
Speeding on East and West 5th and West 6th	1
Speeding and running red lights	1
Speeding and or tailgating, drivers not knowing how to merge or use the roundabouts, people running stop signs and lights, people crossing the street not at crosswalks or corners, people walking or riding bikes in the street because there is no sidewalk or bicycle lane (Hammond between San Marnan and Orange is where I experience this the most), trees or bushes, or cars blocking signs or oncoming traffic, people looking at or talking on their phones,	1
Speeding and cell phone use	1
Speeding and careless driving; especially on Washington Street.	1
Speeders, distracted drivers, uneducated drivers	1
Speeders on w. 5th & w. 6th	1
Speeders	1
Speed, no driver's license, no insurance,terrible roads	1
Speed on one-way streets Not clear biking lanes, not enough	1
speed of drivers and people not paying attention	1
Some pedestrians don't always follow the best practices. Additionally, drivers are not always mindful of stop signs.	1
So many one way streets.	1

Since the red light and speeding cameras have been installed the timing of the lights are such that it encourages people to speed, be forced to stop at every single light, regardless of if there is any cross-traffic waiting or run red lights. It is so frustrating on Franklin and many other busy streets going through DTW. Distracted drivers on their phones and not paying attention so they either sit at greenlights or almost rear-end people. The intersections on Franklin and 63. These dangerous intersections are exacerbated by the lack of a green left turn arrow for those needing to turn left onto E Mullen Ave from Franklin. There are many trips through this section that have drivers "stranded" in the intersection since they all turn red at once or people who don't follow turning lane to lane, cutting off a person coming from the other direction, or run the red light, when it is busy with cars and pedestrians, this mega-intersection congestion is dizzying.	1
Scooters, no one obeys (users) the rules. They dart out into intersections without paying attention to traffic. They also should be using the streets. At least the scooters have lights on them. Bikes also should be using the street not the sidewalks and require lights, especially at night. Because both bikes and scooters are on the sidewalks, I don't think they follow traffic rules and dart out into traffic and disobey traffic lights. Not really in the downtown area but the round about at 9th and South is so unsafe. People drive across it. Needs more buffers	1
-Scooters in the street, parking behind buildings and sidewalks operating at in my opinion, speed to fast for all of the surrounding spaces	1
Scooters and bikes using the sidewalk	1
Scooters	1
Scooter users popping up out of nowhere. The flow and direction of some streets is confusing.	1
Running red lights, speeding on 4th	1
Running red lights, driving the wrong way on one-way streets	1
Running red light	1
Running of lights Distracted drivers!	1
Roundabouts, distracted driving	1
Road conditions, speeding motorists, unsynchronized lights	1
red light violations	1
Pot holes and speedy driver's	1

Poor visibility issues with exiting parking spots drivers speeding to beat a red light drivers not handling pedestrians correctly	1
Phones	1
People walking in the streets. Bikers on the sidewalk. Scooters.	1
People walking and popping up out of no where People driving the wrong way down one ways	1
People turning wrong way on a one way	1
People stopping before crosswalks. It's very common to see people pulling into the crosswalks when they stop at a stop light. This is not traffic related but there are questionable individuals present in the downtown area in the later evening. The parking ramps do not feel extremely safe. The Park Ave Parking Ramp is also a safety concern with the various parts that are falling apart.	1
People speeding or running red lights	1
People speeding and running traffic lights	1
People running stoplights and people driving the wrong direction on one way streets.	1
People pulling out I have had several situations people driving on one way the wrong way and just keep driving almost hit a lady with a stroller	1
people on electric scooters, very dangerous and most don't watch where they are going. They don't watch out for people on the sidewalks.	1
People on cell phones not paying attention.	1
People on cell phones and not paying attention to lights	1
People on bikes not obeying the traffic laws, or the no bikes on sidewalk ordinance.	1
People not understanding bike lanes Visibility issues Jay walking (which I'm guilty of) Distracted driving, walking, scooters Scooters on sidewalks/scooter riders not paying attention or ignoring signals, stop signs	1
People just walking Willy nilly, they don't obey traffic signs	1
people just walking out into the street, paying no attention to oncoming traffic; also, distracted drivers and impatient drivers	1
People driving and looking down. I'm assuming at their phone.	1

People confused about one way roads	1
People are confused about where bikes should go	1
Pedestrians randomly crossing or out in the streets who may or may not be under the influence is a concern. It seems as if there's frequent loitering in front of many businesses that often is also near the curb or out into the street which deters me from parking there. Most of which, is in front of bars and clubs. I do not feel it is well lit to see pedestrians.	1
Pedestrians' jay walking	1
Pedestrians crossing the road where there is parallel parking. The parked vehicles often obstruct driver's views and they cannot see pedestrians entering the roadway. Pedestrians may not see cars approaching. Especially along Sycamore Street.	1
Pedestrians	1
Parking, people paying attention, and people in a hurry to get out of the downtown area	1
Parking unavailability.	1
Parking in what looks like a second lane, like going east on Jefferson from the Sportsplex.	1
Parking along the main thoroughfares on the west side of downtown (Commercial & Jefferson) makes it extremely difficult as a pedestrian to safely cross because you are unable to see incoming traffic and the cars are frequently driving too fast. Even where the lighted crosswalks are installed in front of the Sportsplex drivers do not notice them (or they notice them and don't care). Additionally, I drive under the 218 overpass from Highway 63 and every single time I'm at that light there are multiple cars that run the light after it turns red. Every single time.	1
Overall congestion/ some drivers going extremely fast while others are going slow so traffic cannot move at a similar pace	1
Other drivers who are distracted.	1
Other drivers	1
One ways/traffic going the wrong way, traffic not stopping at lights/trying to rush thru at the end of a light cycle because they're trying to turn and there's no arrows, etc	1
Once construction of bridges is completed, I am concerned that traffic will pick up speed. Crossing busier streets as a bicyclist currently is difficult since many trails are closed due to construction, but not all vehicles watch for bicyclists. Some of the bicycle lanes are confusing.	1

Often see drivers running through red lights, I have almost been hit 3+ times. Also not being cautious of cars backing up from street parking	1
None. But I do have concerns about pedestrians walking on and along Crdar Bend.	1
None when driving or walking.	1
None	1
Nobody pays attention anymore	1
No real concerns.	1
most of the downtown streets are safe and comfortable for driving and walking around. It is the 3 and 4 lane highway areas that I constantly see drivers speeding up to not get stuck at a light, then potentially running it and could hit a pedestrian.	1
Lots of one ways and I've seen many people drive the wrong way!	1
Lights are not aligned, speeding off of 218 to enter downtown in several locations	1
Lack of signaling turns! Also distracted driving	1
Lack of bicycle friendly infrastructure on the roads and lack of driver awareness around cyclists.	1
lack of accommodations for bicycling, speeding on wide roads	1
Jaywalkers, People not looking for traffic (on phone), Speeding cars	1
I've never experienced any of these issues but a bike lane would be fantastic it would keep pedestrians and cyclists separate it would keep vehicle traffic flowing since the bikes would be out of their lanes One issue I do see is some cyclists think that they can ride on the road without following traffic laws I think that it needs to be reinforced that if you're on the road you need to stop at signs at lights and follow traffic laws even if you're in a bike lane if you're going to be on the road whether it be a bicycle a moped a scooter what have you you need to follow traffic laws	1
Insane speeding and sketchy people everywhere.	1
I've been sitting at patron and have seen dozens of cars run the red light on 4th by Screaming Eagle. There are several areas around downtown that cause visibility issues.	1
I'm always afraid that I'm going to hit someone on a bike or scooter. Several times I've had someone dart out in front of me while I am driving. Although there are bike lanes, people ride on sidewalks, in car lanes, etc	1

Having stoplights at every block is SO frustrating. Realize it is intended for safety and people walking but going NB on 6th Street lights appear to be timed, on 4th they don't appear to be (going NB or SB) and going EB or WB you wait at every light practically. For drivers that are in this area every day it is wearing. I would not bike downtown. With Park closed for so long and that being the bike route, there hasn't been a good secondary option. Today saw an older gentleman on noon hour crossing 4th Street SB and maybe a better way to cross that would have been to walk his bike on the pedestrian bridge. Just over an hour later oddly enough he was crossing 63 at Shaulis using the pedestrian light so he did head over to the bike trail.	1
Haitians going down 5th and 6th streets to and from work at Tyson. It's a real threat. Many of them speed (65+ in 45 zone). I have intimate knowledge of these behaviors	1
Getting robbed. The drug problem. The lack of police presence mere blocks from the police department. Focus on real problems.	1
Finding a safe way to cross the river on bicycle. I feel like the 4th street bridge sidewalk has a lot of pedestrians so I don't want to run them over by using the covered sidewalk when crossing the river. I ride on the road through downtown but in nervous about holding up traffic and upsetting car drivers when I'm going over the bridge. Also, just distracted driving and speeding on one ways.	1
Extremely Poorly timed stop lights	1
East Park Ave and Cedar Valley Lakes Trail ramp. The gates across the trail under the east side of the Park Ave bridge. The gates across the Cedar Valley Lakes Trail at the railroad track crossing by 6th Street. Narrow sidewalks on Mullan and 1st Street bridges. Sketchy crossing of Conger on South Riverside Trail.	1
Drunk pedestrians and kids on those scooters. I've lost track of how many times a shirt has just zippered out in front of me.	1
Driving and drinking	1
Drivers who don't have a license. All these companies bring in people from foreign nations who have no license yet they all share a car and drive without a license. I was hit by one of these drivers, he fled, he totaled my car, I had to buy a new car the next day. I also have to carry non licensed driver insurance. I had to start carrying that when I moved to Iowa 6 years ago, never had to do that before. So not only did this non-licensed driver total my car forcing me to have to buy a new one, I have to pay insurance companies more money because unlicensed drivers are causing a lot of accidents.	1
Drivers using cellphones.	1

Drivers stopping suddenly or backing out of parking without looking (if I'm driving). When I'm walking I'm more concerned about turning drivers that aren't looking for peds or those distracted on their phones.	1
Driver's speeds, pedestrians walking into traffic.	1
Drivers speeding; drivers not yielding to pedestrians in crosswalks; crossing Commercial Street in front of the library as pedestrian when Park Ave/Commercial intersection is open is always risky; A crosswalk signal like the one in front of the Sportsplex at 3rd & Commercial would be beneficial to pedestrians.	1
Drivers speeding/running red lights bicyclists not obeying traffic rules	1
Drivers speeding. Most of our downtown streets are designed to encourage speeding (wide, multiple lanes, no trees, etc).	1
Drivers speeding, running red lights, improperly changing lanes, not yielding to traffic when entering the highways from on-ramps; distracted driving (texting while driving, putting on makeup while driving - both behaviors witnessed within the last week).	1
Drivers speeding, not stopping at red lights, distracted drivers. Drivers not paying attention to signs. People using scooters on the sidewalks, not following signs or traffic lights.	1
Drivers speeding Drivers being attentive to pedestrians at corners	1
Drivers speeding or running red lights.	1
Drivers speeding or running red lights Poor visibility due to obstruction, such as trees on side streets Distracted driving	1
Drivers speeding or running red lights Distracted driving	1
Drivers speeding is the main concern when walking in downtown Waterloo. The confusion of one way streets in downtown Waterloo is also a concern.	1
Drivers speeding and visibility issues. Blindspot awareness and one way traffic areas seem to cause issues.	1
Drivers speeding and unaware of how to turn on and off of a one way street. 5th St and 6th street downtown are like driving on a Nascar track.	1
Drivers speeding and running red lights Distracted driving	1
Drivers speeding and running red lights or stop signs	1

drivers speeding and running red lights	1
Drivers running red lights	1
Drivers not watching, hurrying through lights, constant construction, dark areas not well light, homeless people asking for money	1
Drivers not slowing down on the main streets while pedestrians/workers are exposed, such as crossing street, etc	1
Drivers not paying attention	1
Drivers not following the rules i.e. wrong direction on 1 way roads.	1
Drivers not following signs, visibility,	1
driver inattentiveness to non-vehicle users (pedestrians, bicyclists), speeding, and running red lights	1
Driver education - lack of following traffic rules. Turning from wrong lanes. Stopping for lights over the crosswalk. Wrong way drivers.	1
Drive by shootings	1
Distracting drivers. Running red lights. Speeding	1
Distracted, driving and individuals walking out into traffic	1
Distracted driving.... 1) People on cell phones while driving. 2) Drivers with seats reclined so far back they are practically laying down. 3) driving with music so loud the car shakes. 4) Drivers stopping at red lights on or across the crosswalk 5) speeding in and out of traffic 6) not enough police presence 7) random gunshots 8) random killings 9) theft 10)	1
DISTRACTED DRIVING. PUT DOWN YOUR PHONES PEOPLE!	1
Distracted driving. Phone usage, speeding, running red lights	1
Distracted driving. Clogging traffic in 2 lanes with both vehicles going the same speed so no one can get around them.	1
Distracted driving. Unable to see around parked cars	1
Distracted driving, speeding, driving on sidewalks	1
distracted driving, speeding, drivers not following traffic laws, parking and restricted views.	1

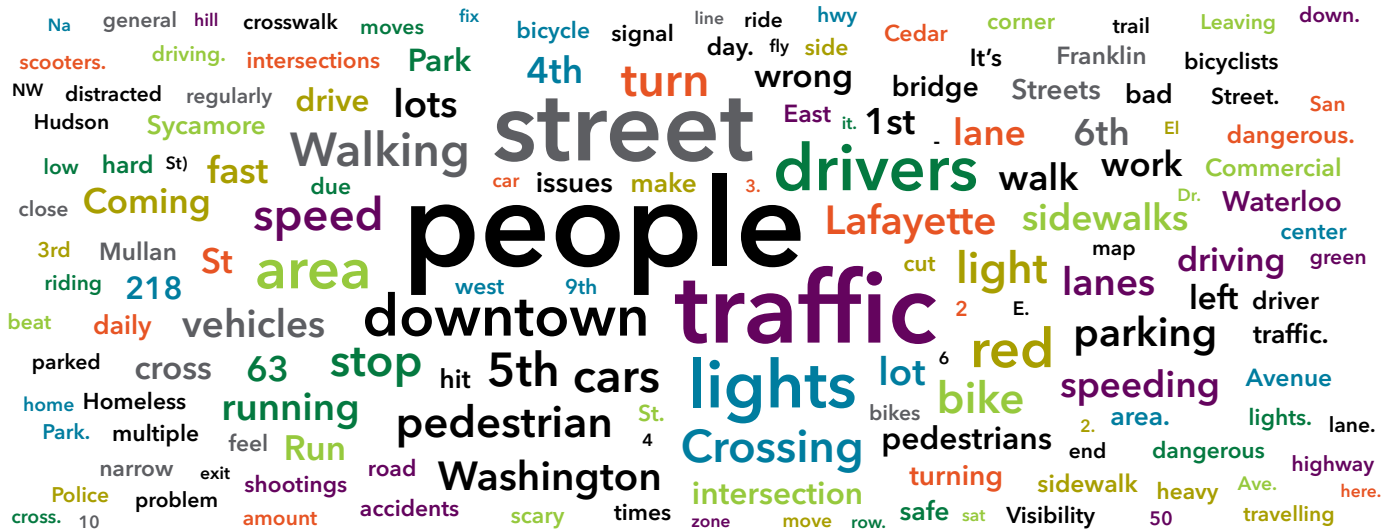
Distracted driving, drivers speeding and/or running red lights, impatient drivers who seem to drag race down the roads	1
Distracted driving, cell phone use	1
Distracted driving Homeless people Speeding Criminals Violent crime	1
Distracted driving Drivers ignoring pedestrians and cyclists Drivers speeding or running red lights	1
Distracted driving is my main concern. But that is everywhere. I walk and bike and I am constantly looking at the driver when I come to a stop light with walk lights. Most drivers don't even pay attention that I have the walk sign. They will just keep on turning. So I do not cross a walk light until I look and wave at drivers to determine what they are doing.	1
Distracted driving is a concern. Unfortunately, the bike lanes down Park Ave. are confusing to me. The designated bike traffic lights and lane lines are distracting. I don't know if I'm driving in the car or bike lanes. I am all for safe biking and sharing the road with bikers, but often times there are bikers not obeying the flow of traffic.	1
Distracted driving and running red lights.	1
Distracted drivers; Bike riders and scooters on the sidewalks, riding against traffic, sometimes in the middle of my lane; Visibility issues with angle parking at street intersections; Ill-timed or uncoordinated stoplights...waiting for no one at intersections;	1
Distracted drivers. People driving way too fast in between intersections and then slowing down before the traffic cameras. People weaving in and out of traffic. Many intersections are very difficult to see if anyone is coming. Many people driving drunk &/or otherwise inebriated. I don't even feel safe in my home in our neighborhood due to all the thefts, kids having guns and other such nonsense. We need police out on patrol. We need a police presence to deter crimes and bad driving which ought to be criminal as driving is a privilege & not an inherent right. Out of everywhere I have ever lived in my life, this is, without a doubt, the most unsafe place to live &/or commute. Also, the roads are beyond terrible, something one would expect to see in a third world country, & it feels like driving down railroad tracks. The only thing I see that would help make it safer is a police presence patrolling all areas in order to deter crimes, deter people from driving like lunatics.	1
Distracted drivers.	1
Distracted drivers, unlicensed and uninsured careless drivers, drunk or high drivers running red lights (I have dashcam video of a person running multiple and getting caught by the red light cameras twice)	1
Distracted drivers, speeding, visibility issues with delivery trucks blocking views (but understand these are necessary).	1

distracted drivers, speeding drivers, drivers running red lights	1
Distracted drivers, speeding and visibility issues as well as bad intersections.	1
Distracted drivers, road rage, and gang-bangers not caring who they shoot at.	1
Distracted drivers, one ways, where the bike lane is located, visibility, speeding	1
Distracted drivers(cell phones) speeding	1
Distracted drivers Visibility Speeding	1
Distracted drivers Lack of bike lanes Hi Visiblity crosswalks Speeding especially on 5th and 6th street s	1
Distracted drivers on phones with loud music Running red lights	1
Distracted drivers are a huge concern when on bikes.	1
Distracted drivers and visibility issues	1
Distracted drivers and unsafe entrances.	1
Distracted drivers and speeding. There are also a few corners that you can't see around.	1
Distracted drivers and speeding are major issues in the Waterloo and Cedar Falls area. I run regularly on trails and sidewalks and have had several near misses by people driving too fast and distracted.	1
Distracted drivers and potholes in bike lanes	1
Crossing busy streets with traffic that moves quickly	1
Crime rate	1
crime	1
Confusing roads, drivers speeding/weaving in and out of traffic	1
Confusing lanes installed by the city! Unneeded roundabouts.	1
confusing "one-way" signs, construction constantly	1

Cell phone/distracted driving; people running red lights; people doing u turns in the middle of E. 4th Street to go other direction; vehicles following too closely and/or breaking at the last minute. Hate to say it, moms in minivans talking on cell phones and speeding, not paying attention to traffic. People do not stop but roll through red lights for a right turn. People do not know how to drive period....	1
BUSSES SMART MOUTH PEOPLE. MAD LAW ENFORCEMENT OFFICERS. SOME CARS.	1
Bikes and scooters on sidewalks. Lack of lights and reflectors on scooters.	1
Bikes and scooters on sidewalks and police won't enforce laws against is	1
BIKE LANES, PARKING	1
Bike Lanes	1
Bike lanes- ver confusing.	1
Bike lanes in Park Ave Speed of cars	1
Bike lanes are ridiculously confusing. Construction somewhere all of the time. Lights need to be better synchronized.	1
Biggest concern would be for elderly people that still drive in downtown Waterloo with the reckless drivers blowing through stop signs.	1
Bicyclists and pedestrians with no reflective gear at night.	1
BICYCLISTS	1
Bicycles and Scooters on the sidewalks with No Law Enforcement issuing tickets.	1
Bad roads that cause thousands of dollars in damages.	1
Alongside ongoing construction projects, the various one-ways cause confusion or disorientation for individuals. Confusion causes erratic driving.	1
All the above, plus drunk and people on drugs driving & walking around.	1
Aggressive driving. Driver not paying attention. Drivers running lights and stop signs.	1
Aggressive drivers and distracted drivers mostly.	1
Actually all of the above. I think visibility is the worse.	1
A few times have seen bikes going thru traffic light/ sidewalks	1

1) left turns from the wrong lane on one-ways, 2) drivers going the wrong direction on one-ways 3) Speeding due

Explain why you chose the area on the map here.



none	2
Your map sucks.	1
You have to ride on the road because bikes aren't allowed on the sidewalks downtown	1
work zone	1
wide, fast highway dividing the downtown, pedestrian push buttons don't work, drivers speed through this area with little regards to pedestrian or bicycle activity	1

Where 218/63 intersect going downtown is dangerous on so many levels. Going to work just yesterday morning I had a pickup come at me going the wrong way under the viaduct; and what's worse yet, he continued on! Many times vehicles turn left from the non-turning lane from Hwy 63 in that same area. On the way home from work there are many vehicles that do not use the turning lanes properly going from 63 to turn onto 63 going towards Hudson. It's just a lot of all-around confusion.	1
When we are riding our bikes from downtown and have to cross conger to connect to the bike trail, cars come fast over the bridge making it scary to cross. Wish there was a blinking pedestrian cross walk or a flashing light to tell cars people are crossing that spot on conger	1
When leaving work on the North side of the Cedar River sometimes I travel on Lafayette Street to US 63 South. It is known as E Mullan Avenue. While travelling East on Lafayette Street we have a nice signal at E 1st Street (US 63 Northbound). It would be nice to consider a new signal at E. Mullan Avenue (US 63 Southbound) and Lafayette Street.	1
When it comes to traffic I feel completely safe when it comes to shootings you have a lot to work on there are like shootings once a week down there perhaps you should invest some money into more imperative issues such as the fact that there are shootings at least three times a month two fatalities from traffic is nothing compared to the amount of shootings we have a year fix the real problems and I think the problem we have is bad leadership Mayor Hart isn't doing his job and he needs replaced	1
West third behind church row. Bike paths that are along the streets downtown anywhere	1
West and East Park Avenue, Lafayette Street, Sycamore Street, E 5th Street and E 6th Street all have issues with running red lights in each direction with vision impaired by parked cars. Reasons listed in question #3.	1
We regularly see vehicles travelling on W. Mullan Ave. who run the stop light where it crosses W. 1st St./University Avenue.	1
Waterloo	1
Washington traffic seldom yields to pedestrians	1
W 5th street has people running the lights when cross traffic has green lights and Highway 63 has people driving down the one way roads the wrong way, I have seen more people driving down the wrong way of the highway than running the stop lights.	1
Visibility at the Lafayette/63 intersection is not very good looking to the north.	1
vehicles trying to enter the far right lane while vehicles behind are driving 55mph	1

Vehicles parked on the side of the street make it hard to see and drivers seem to be extra impatient/annoyed at this particular intersection.	1
Unable to view roadway blocked area	1
Traffic on Washington going NW looks like it's running the red light to drivers entering the expressway from 9th Street.	1
Traffic moves fast on one-way streets	1
Traffic moves fast on E 5th St. I avoid walking in this area.	1
Traffic is usually fairly heavy with vehicles clogging 2 lanes going the same speed and no one can get around them. Distracted driving.	1
Traffic is too fast coming over the 5th and 6th street bridges and people turn right on a red light on 5th and commercial daily almost hitting people walking in the crosswalks. The traffic drives so fast that ambulances and police have to blow their sirens before the intersections so they don't get hit by cars.	1
Traffic is moving quickly, people are backing out or pulling into parking spaces in this area.	1
Traffic coming over the bridge is going so fast it's hard to gauge when it's safe to cross.	1
Too many people going in and leaving. Now there is the roundabout, it gets backed up. I sat on Washington while getting honked at and couldn't move.	1
Too many people are forced to walk on the shoulder or on the road on Cedar Bend. We need a sidewalk to keep both drivers and pedestrians safe!	1
Too many lanes coming together, crossing into other lanes	1
Too many homeless or pan handlers asking for money.	1
Too many bars in a short distance and idiots on scooters.	1
This is where I work, and I have to cross the street from the employee parking lot to the building. People drive too fast through this new smooth street (Commercial Street).	1
This is where I cross the street and cars come at full speed off of the ramp.	1
This intersection has many people turn left from 1st St WB onto Hudson and nearly crash into 1st St E B. Additionally, crossing in the crosswalk from N 1st to S 1st on Hudson is scary as people do not stop on Hudson turning right onto 1st and do not pay attention. In general, people drive WAY too fast on 1st street in Cedar Falls all the way to Union Road. The speed needs to be dropped down.	1

This intersection and the one in between Screaming Eagle and El Patron are the worst in my opinion for running lights	1
This area includes 5th and 6th Sts, which are multiple lane one-ways where traffic regularly goes at least 10mph over the limit. The sidewalks are narrow and have a substantial drop-off with no buffer between the lane of traffic and the sidewalk. If two people (pedestrians and cyclists) meet on the sidewalk, it is dangerous.	1
There was someone murdered in Lincoln park. need I say more....	1
There is always traffic in this area, driving, walking and the scooters. People don't pay attention to others only what they are doing.	1
There is a decent amount of pedestrian traffic (President residents, attendees of the Beer Garden, people dining at restaurants or going to Cigar Store) and have heard 2 accidents that I can recall. Generally people waiting at the light to go NB or turning right. There isn't a great street to make a "ped mall" but could use one.	1
The visibility is low when I'm trying to cross Commercial. The parking from Single Speed and the Public Library make it hard to see oncoming traffic until your pulled out into the road. Both the library and Single Speed also have a lot of pedestrian traffic.	1
The trail crosses the street in this section with very heavy traffic.	1
The Sullivan Plaza and Convention Center seem very safe since there are broad sidewalks and sufficient lighting at night.	1
The speed on these one ways are not conducive to walking, biking or pedestrians of any sort.	1
The sidewalks or trails end here	1
The sidewalks are narrow, there is outdoor seating, and bikes are constantly on the sidewalks not paying attention to traffic laws. They almost hit pedestrians and cars on a daily basis.	1
The scooters are out of control on the sidewalks racing around pedestrians	1
The roads have the most potholes here.	1
The location on Lafayette St between Park St and 5th St is heavily used for deliveries which I understand are necessary but it causes issues with visibility trying to see around them on such a narrow street also the parking lots with all the angled street parking is full, very difficult to see if cars are coming either direction.	1

The large amount of traffic coming down from the interstate at an elevated speed has caused issues with proper distances between cars and trying to beat red lights	1
The general downtown area near the major one way traffic seems to be the most dangerous. It seems that there are not very safe places to cross the street as a pedestrian particularly near the bridges.	1
The constant crime and lack of police present.	1
The bike lanes and parallel parking are confusing for vehicles, especially when turning right on Park.	1
The bicycle lane that weaves through the lane seems more dangerous than anything. Consider the population who is intended to follow these rules, the driving laws already in place are challenging enough for too many, let alone this new one	1
The area we've had the most issues with is the area around Sidecar Coffee.	1
The area around the art center and Young Arena is especially bad before and after scheduled events.	1
The 218 is just generally unsafe.	1
Strange traffic pattern	1
Speeding on the one way streets- people drive 50 mph.	1
Speeding drivers, people stopping in the road and stopping traffic, from both ways. Profanity yelled from cars	1
Speeding and reckless driving.	1
Speeding	1
Speeders	1
Sometimes the people on 3rd street can't see around the cars parked on sycamore and they pull out in front of people. I've also nearly been hit as a pedestrian at this corner.	1
Sometimes some drivers will not follow rules of a stop sign. No one knows what right of way anymore.	1
So many problems with people changing multiple lanes at once to either exit and turn at kwik star or to go back down town.	1
Seen multiple accidents	1
Seems lots of cars driving fast	1

See answer above. I could only choose one pin location, but I would have many.	1
See above	1
roundabouts are dangerous	1
Right turning traffic Crossing signal that hasn't worked for some time	1
Ridgeway between Ansborough and Kimball. Too narrow and heavy traffic especially before school. Also, the busy 218 part that goes by Lowell Elementary playground is EXTREMELY DANGEROUS!! ALREADY had a driver drive thru fence and end up on the playground. Thank God there weren't any students that day!!	1
Poor traffic control. Train traffic	1
People zooming down this street. When we are out dumping carts, people do not slow down, merge over or anything. They fly by at 30mph+	1
People walking in the streets with no concern for traffic.	1
People run red lights on 5th crossing Washington all the time..see it every day.	1
People crossing San Marnan on Hammond, People walking or biking on Hammond between San Marnan and Hawkeye Commity College, people crossing over 218 at 9th Street, turning on to 9th Street from 218 or Washington	1
People always running red lights	1
Pedestrian and bicycle traffic - jay walk and crossing against red lights.	1
Parking meters placed in sidewalk that prohibit use of sidewalk pedestrians.	1
Park Avenue and southbound 218. Have seen pedestrians/scooter uses ignore the or try to beat the pedestrian signal and then be hit by vehicles leaving the stop line due to the pedestrian/scooters being obscured by other vehicles. Or bicyclists not stopping at light coming down the Park Avenue hill or through Washington Park.	1
Parallel parking obstructs view for drivers of pedestrians entering the roadway to cross (J-walk)	1
One way intersections	1
Not sure I have the exact location, but traveling north on 11th is difficult to left turn on to Lafayette, when going to the Food Bank, especially during food distribution events. I'm a volunteer and don't know lots of other routes.	1

No way around it without a car.	1
No particular area	1
Never have seen or had an accident downtown.	1
Need more pedestrian signage or signals to make drivers more aware of the foot traffic in that area during events at Young Arena.	1
Na	1
My spouse and I were nearly struck by a vehicle that didn't allow us to cross then they yelled an epithet at us. Very frightening.	1
Movement is confusing here with one way and a very long stoplight	1
More of a speed issue that I've seen, or people unsure of what lane to be in for 63 N	1
Many people going the wrong way on a one way street	1
Lots of red lights, stale yellow lights get blown through. Lots of jay walking, scooters on sidewalks	1
lots of pedestrian traffic, people running lights and speeding.	1
Lots of near misses witnesses.	1
Lots of homeless, lots of traffic	1
Lots of foot traffic on 4th and Lafayette!	1
Lots of broke down housing. Which feels low respect, low income more crime.	1
Leaving the library or the Riverloop Amphitheatre to try to walk toward the Expo plaza is incredibly dangerous. It's hard to see incoming traffic, drivers speed, and there aren't any lights designating crosswalks.	1
Lafayette and 1st/Mullan this corner is every dangerous going west, with the fence and overgrown bushes and trees. You have to pull onto crosswalk to see around, sometimes pulling onto oncoming lane.	1
I've seen people turn left from the far lane, I've also seen people roll through the stop signs.	1
I've seen people run red lights here and a car/ bicycle accident	1
It's the entire bike lane on Park Avenue	1

It's the crossing to get from my house to the bike trail.	1
It's the bridges that r one way and it doesn't matter I have been on 4 th street and they drive on the wrong side too	1
It is were we live. My truck has been hit twice by other vehicles and has a bullet thru the cab existing thru the windshield. This was just this year alone.	1
Issues with people exiting 218, however, all of the on/off have issues	1
Intersection is dangerous. People are speeding, run the red light, change lanes without signaling, drive too close to vehicle in front of them and in general drive badly in that area.	1
It's scary.	1
If a vehicle is on Franklin, they have four stop lights within about 50 ft. It's confusing and difficult to keep eyes on the appropriate lights. It can be even harder for pedestrians and bikers to navigate!	1
Idiots around the convention center.	1
I've been sitting at patron and have seen dozens of cars run the red light on 4th by Screaming Eagle.	1
I wouldn't feel safe in any area walking to or from downtown Waterloo or even downtown Waterloo at night or anywhere if I was walking alone	1
I work near here, so see it every day. People run the red lights/ try to beat the yellow lights on the corner of E. 5th and Lafayette constantly! I see people driving the wrong way down the one way every day. Drivers ignore the crosswalk signals, so even if you as a pedestrian have a walk light, you end up waiting for cars to turn who don't care. Visibility coming out of the parking lots in the area is terrible, especially if there are larger vehicles parked. I think part of this is being so close to the court house, so you have a lot of people driving downtown who may not be familiar with the streets. On Tuesdays, it's when the people who were notified for jury duty are also downtown, and again if they don't normally come downtown they are unfamiliar with the area and the streets.	1
I walk a lot downtown and these are heavy traffic area where pedestrians have to really watch out	1
I travel this route daily, after dark.	1
I see speeders here a lot, and people crossing the street in the middle of the street and not looking where they are walking.	1
I see drivers running red lights through the US 63/West Mullan intersection every day.	1
I see a lot of people walking across the street in non-crosswalk areas.	1

I marked E 1st and Sycamore on the map because when I'm crossing the bridge on my bike I have been cut off by cars making a left turn onto Sycamore many times. I always look over my shoulder when I'm coming up to that intersection because I know cars are speeding going downhill after crossing the bridge and may not yield to me if they're going to turn left.	1
I have been harassed when walking multiple times when walking in Waterloo, especially downtown, to the point where I won't walk there anymore. A lot of Waterloo does not have a sidewalk, and people are often speeding so it makes me uneasy to walk on the roads. I also do not prefer to ride my bike because there is often broken glass on the sidewalks which have broken my tires before and would rather take my bike to a trail or Cedar falls to ride it.	1
I frequently see drivers going the wrong direction or in the wrong lane. I have several times seen drivers turn from E 6th Street onto Mulberry into the eastbound lane (wrong direction). I have also seen on several occasions drivers traveling toward 4th Street on Lafayette or Sycamore turn right onto E 5th Street going the wrong direction. I have seen drivers turn left from the right-hand lane on both 5th and 6th across the left lane. On the west side of the river speeding is significant problem on 5th and 6th.	1
I frequently see bicyclists riding on the sidewalks near alley access or driveways where drivers could easily hit them when exiting their driveways or garages or alleys near. Bicyclists need to be prohibited from riding on sidewalks in the downtown area.	1
I feel there should be a fourway stop there. Currently, there are only stop signs on 3rd but not Lafayette. I was t-boned in 2023 due to a driver running the 3rd St stop sign. I also almost witnessed another accident due to the same mistake a few months ago.	1
I do not walk around	1
I couldn't get it to work.	1
I commute this area daily and have never felt more unsafe in my life.	1
I chose this area (between W 1st Street, Commercial Street, W 10th Street and South St) because that is where red lights are and more people are driving continuously throughout the day.	1
Hwy 63 truck traffic	1
home less thugs	1
High traffic volume	1
Hi Restaurant and night life area	1
Have seen cars on Washington or 6th St not stop at the light and crash into other vehicles	1

Have seen and heard of many accidents there.	1
Gang bangers and lovers walking around all the time. Police don't patrol downtown very often	1
Everywhere in Waterloo feels unsafe to walk in. It's ridiculous.	1
Entirety of E 5th Street and Washington are the places I've seen the most accidents	1
Drivers very often run the red lights under the overpass because the traffic lights change too quickly from yellow to red. I see people routinely run both sets of lights on my daily commute. Also, the warning caution lights for 63 northbound do not turn on until the red light is on. What is the point of even having them if that is all they do? They should turn on when the light is still green to warn drivers that the light is changing soon and to slow down.	1
Drivers speed through the neighborhood and do not stop at stop signs	1
Drivers routinely run red lights and speed through the intersection while traveling southbound on Mullan Ave where it intersects 1st street under hwy 218.	1
Downtown you're close enough to other drivers that you can see them. So many, especially younger drivers, looking down.	1
Downtown near the parking ramp.	1
crossing Franklin Streets at intersections like Park Ave. and East 4th St. can be dangerous. There are many semis on Franklin. There are lights and crossing signals but there is also turning traffic. If the lights are all green, traffic moves very swiftly on Franklin St.	1
Crossing as a pedestrian was nerve racking. High speed automobiles coming over the bridge	1
Cars and motorcycles race across this bridge	1
Biking is safe on the trails that connect to downtown.	1
Bike lanes/lights.	1
Bike lanes and center road parking were not well thought out causing major confusion. Very rare to see bike traffic using those lanes so lanes are misused. People drive in parking area all time not marked clearly	1
Bike lanes	1
Bad bar on Lafayette and E 4th	1
Bad	1

As above. Semis often can't make the turn due to a driver being out too far because they couldn't turn left or they got stuck in the tiny intersections that traffic does not move well through. This area also has high pedestrian traffic which adds another layer to the already overwhelming situation in these few blocks.	1
Area near post office	1
Anywhere people walk and there are bicyclists or scooter riders around.	1
Anywhere near Parkview Apartments or Miriam Dr. I work as a Delivery Driver and these areas are bad crime areas	1
Alot of individuals just "hanging out"	1
All of Washington from Mullen thru downtown and continues south to San Marnan.	1
ALL OF IMMEDIATE DOWNTOWN AND AS FAR OUT AS LAFAYETTE PARK TO THE EAST	1
All of downtown map too limited	1
All four of the concerns listed above seem to occur fairly regularly at the intersection of East 4th Street and Lafayette Street. This is, of course, one of the busiest commercial areas of downtown and those concerns and the intensity of commercial usage/activity at that corner make it feel less safe.	1
a lot of homeless traffic	1
6th Street from the corner of Washington street all the way to where 6th St. turns into MLK Blvd all the way to Elk Run Road. Employees travelling to Tyson and Deere between the hours of 5:30 am and 6:00 am Monday thru Friday create a VERY serious threat of injury to other motorists. Drivers are continually speeding while passing motorists on curves and in NO passing zones. Speeding more than 20 mph over the speed limit is a daily occurrence.	1
6th and Washington and 5th and Washington are bad. People running red lights, speeding, and distracted driving. 6th St at Franklin St is bad as well with speeders and people running red lights going to work in the northeast business area.	1
6 corners people like to cut people off even with the stop lights it's an un controlled intersection. I have been cut off by a driver turning when I had the right away and they had a yield light to on coming traffic. And honestly parking is a hassle on all the streets	1
4th street in general. It seems like I see more distracted drivers there. Could be out of towners by the convention center or more businesses/pedestrians/scooters along the street	1

Answered: 173 Skipped: 66

[illegible]27/44

We need real police on the streets enforcing traffic laws instead of those stupid speed and red-light cameras. Once one of those stupid cameras gave me a ticket for making a right on red. Those cameras are blatantly unconstitutional. I have a right to confront my accuser unless the camera can appear in court and answer my questions, the Constitution requires those tickets be thrown out.	1
We need a connected network of bike lanes throughout the downtown area, and beyond! I would love to see streetscaping as well. Concrete jungle.	1
Vote in a new mayor and council	1
vehicles being able to make it through more than one traffic light at a time. Most vehicles speed up considerably to try and make the next light.	1
Unfortunately, you can't fix dumb drivers.	1
Turn 4th street into a ped mall Enhanced bike lanes Enhanced pedestrian zones and cross walk One way to 2 way conversions	1
Traffic calming, including narrowing of streets, taking out multiple lanes of same direction traffic, change one-ways to two-way streets, add trees or landscaping along streets, add raised crosswalks at all intersections (especially main walking/cycling areas and at the ends of all highway exits into downtown -like by HCC), etc. These things will not only slow traffic, but also increase economic growth and pedestrian and bicyclist use of the areas, which will in turn increase driver awareness of their presence.	1
The street lighting on Franklin Street, east of 7th Street is severely lacking. Driving down Franklin Street after dark is not safe.	1
The Park Street Ramp condition is a big safety concern. I, along with my staff, park in this ramp and it is deteriorated to an unsafe level. We have even had cars damaged by concrete breaking off and falling on vehicles parked in there. The parking ramp is also an unsafe place for staff using the stairwells to access sidewalks. The stairwells are used as restrooms, drug use, and other illegal activities. My staff encounter these unsafe conditions on a regular basis. The parking ramp needs to be repaired, cleaned, and patrolled.	1
The current bike lane is very dangerous. You can't really tell what one you're supposed to be in. It puts the bike riders in very unsafe positions. I'm really not sure how to improve things for pedestrians.	1
The bump outs could go all along 5th/6th street where cars speed	1
The bike lanes on Park Ave are confusing for drivers and should be removed.	1

The bike lanes are ridiculous! Most of the bikers I have seen in the recent past do NOT follow traffic rules downtown or elsewhere for that matter. It's time for the police to start issuing citations to the biking and scooter drivers who are not complying. Start with hefty fines and see if that improves the biker experience. Whatever money you can raise from violations is what you get to use for the bike lanes they so desperately wanted that confuse drivers.	1
Synchronize traffic lights so you don't have to stop at every single light. That's why people speed and run red lights because they get tired of stopping at every light!	1
Stop lights with turn lanes or round about.	1
Stop crime	1
Start ticketing people who are speeding and running red lights!!!	1
Start fining for riding on the sidewalks. In Minneapolis the sidewalks are for walking or for wheelchairs. Period.	1
speed cameras need to be installed in several locations along MLK Blvd.	1
Speed bumpers might slow them down!	1
Speed	1
Something has to be done at this intersection. This intersection and lower Washington and west 6th street are extremely dangerous. I would suggest starting with increased enforcement and possible warning lights or some traffic improvement letting drivers know the light is turning yellow.	1
Some intersections seem to have little traffic (though when Park reopens that intersection will become busier at Sycamore), and now there is just a stop sign. There isn't a great street to make a "ped mall" but could use one on Sycamore and 4th - however many businesses there, and parking can also be quite tricky. Maybe making 4th Street 1-way going south once Park is back open would allow for a bit less traffic?	1
So be it.	1
Slowing down travel on Washington Street when getting off the 218 ramp. Bike lane buffers. More pedestrian sidewalk/crosswalk buttons	1

Slow down traffic have the police monitor how fast the cars are moving. Don't allow semis downtown t hey can't turn well at intersections. Utilize the 300 cameras that have been installed all around downto wn. Keep snow and ice from the crosswalks so people can actually be safe walking in the winter. Hav e a better police presence especially on the weekends. Utilize snow emergencies in the winter and to w people who are parked on the street during that time so you can actually get the streets treated and completely cleaned off so that the street department doesn't have to keep doing the same place over and over or not at all then the snow turns to ice and no one can park and enjoy downtown. Make sure crosswalks are handicapped accessible wheelchair accessible especially during the winter. You have great parking ramps hire security to make sure people feel safe using them 24/7. Make them cheaper to use or free during peak times.	1
Sidewalks, pedestrian bridges over 218 and San Marnan	1
See answer above.	1
Safety improvements: reduced speeds, roundabouts, increased automatic traffic enforcement, enhanc ed street lighting	1
Safety improvements, change to two way streets, more painted lines, arrows, lanes	1
Safety improvements - reduced speeds, roundabouts, enhanced street lighting	1
Safety improvements	1
Roundabouts, more bike lanes, more sidewalks.	1
roundabouts, bike lanes/buffers, share the road signage	1
Roundabouts Bike lanes Safe passage for motorized vehicles Ebhsned street lighting	1
Roundabouts	1
Roundabout could assist with on/off 218 traffic	1
round abouts and removal of one way roads	1
Remove bike lanes and center road parking on park ave It is NOT used as it should be.	1
regulations on the electric scooters. enhanced Ped crosswalks. More lighting.	1
Reevaluate the traffic flow, bike lanes, and lane requirement to continue straight on Washington and 4 th.	1

Reducing speeds and roundabouts definitely help. I'd also like enforcement of texting and driving as well as speeding.	1
Reduced speeds seem to help. Increase traffic enforcement Trade the traffic lights at the noted corner out for a four-way stop (like Des Moines and Cedar Rapids have done downtown...traffic flows more smoothly in these two downtowns where they have reverted back to some signed controls rather than lights.)	1
Reduced speeds in areas, cut brush which obscures vision	1
Reduced speed, bike lanes/ buffers	1
Reduce speed on W 5th & w. 6th	1
Red light cameras on the lights, do something about the people who just run red lights, I've almost got hit at least 3 times walking because people aren't paying attention.	1
Red light and speed cameras on Washington and 5th and 6th St	1
Put those scotters on automatic speeds not to exceed a certain speed for downtown.	1
Put safety kiosks around the area.	1
Protected bike lanes. Signage that alerts car drivers that bicyclists can't be on the sidewalks through downtown so they know to watch for views on the roads. Enhanced pedestrian crosswalks.	1
Police presence actually enforcing laws. Prosecutors following through with their obligations instead of falling victim to political and social agendas. The law is the law.	1
Plant more trees.	1
People need to learn to slow down. I don't know how you change that.	1
Pedestrian improvements: enhanced pedestrian crosswalks, pedestrian zones, more sidewalk connections Biking improvements: more bike lanes, bike lane buffers Reduced speeds via roundabouts & enhanced street lighting	1
Pedestrian improvement:enhanced pedestrian crosswalks ,pedestrian zones,more sidewalk connections	1
only improvements i see surround the highway areas so pedestrians can cross easier.	1
One recommendation is to move to Cedar Falls!	1
on foot or bicycle patrol	1

Not sure, I think biggest issue is a coherent bike safety plan that doesn't change often	1
Nobody really understands the worthless and dangerous bike lanes downtown	1
No more roundabouts. Good grief! Those cause more accidents than prevent. We need a police presence patrolling all over at all hours to deter the many insane drivers. What is with people parking on both sides of the road on so many roads? We need police on patrol in all areas to prevent incredibly poor drivers, & to deter drug sales, thefts & property damages, & people carrying & using guns. We need a gang task force to Crack down on all the hoodlums here. People need to know that there are consequences for their actions. There is more horrible drivers, & more crime here than anywhere I have ever lived before. In short, we need more police out on patrol to deter crime and people driving drunk &/or otherwise inebriated, & speeding in between intersections, weaving in & out of traffic & cutting other people off.	1
No more roundabouts!	1
No more bike lanes. Sync lights. Free parking.	1
Narrow 5th and 6th Street on the west side of the river by adding bump outs at Commercial and Jefferson. Convert 5th and 6th to two ways, narrow the lanes and add parking (particularly in the 100 West block of both 5th and 6th, the 200 block of W 5th and the 300 block of both streets. Consider adding parking on both 5th and 6th street bridges like done in CR and DSM. Create a wider pedestrian accommodations on 5th and 6th Streets. Make the 100 block of W 4th street more attractive for pedestrians (particularly on the west side of the street. Continue the streetscaping on Jefferson and Commercial from Park to the RR tracks (or even across the tracks) Add trees on cross streets Franklin, Mulberry, Sycamore, Commercial, Jefferson Make Park Avenue a boulevard and add landscaping in the median and in the sidewalks Give Franklin a road diet between 11th and 1st.	1
My ideas include slower speed limits and possibly more traffic signs that are bigger to the eye. I am not sure about how many transportation systems there is in Waterloo, but we could add more designated for elderly people.	1
Move bike lanes to outside of parking. Flashing sign for pedestrian crosswalks on Washington.	1
More visible bike lanes	1
More speed cameras	1
More sidewalks in Waterloo, city cleanup of sidewalks to get rid of glass	1
More police walking, bike patrols or seaways out and about.	1
More police presence... not just driving, but patrolling on foot or bikes	1

More police on foot.	1
More police and more cameras	1
More PD presence and I would like to see PD patrolling on foot so that people that normally don't come downtown because they don't feel safe will consider coming downtown. Fix the walkways...lots of heaving parts in the concrete which is a safety hazard especially around the tree grates.	1
More parking safer parking	1
More parking in downtown and better street parking if possible! I'm sure there's other things they could do for evening but I don't go downtown Waterloo just because of how it's been the last few years. I remember in the '70s when people from cedar falls used to come to Waterloo because there were more things to do and a better area to hang out but not anymore	1
More law enforcement on the street, not by camera....	1
More infrastructure geared towards pedestrians and bicyclists, including enhanced pedestrian crosswalks, and MORE bike lanes! Would love to see more roundabouts incorporated into downtown as a way to slow down traffic in areas that have high amount of crashes.	1
More infrastructure for pedestrians, red light cameras would help to hold accountability for those who run through them, maybe better signage to let drivers know there's an intersection with people walking through.	1
More enforcement at 4way stops.	1
More cops out and about on foot, especially in the downtown area.	1
More cameras. Ones that are good enough to actually see to identify people & (see plates numbers). Police on bikes throughout spring summer and fall.	1
More bike lanes, enhanced street lighting and better signage for bicyclists	1
More bike lanes More visible crosswalks Reducing speed limits on 5th and 6th with narrower traffic lanes and well marked bikes lanes	1
Making parking free and more available. Parking keeps people out of the downtown.	1
Making bike lanes more obvious so people don't park in them. Enforcing no parking in bike lanes. Cleaning up bike lanes; they often have glass or other things that cause problems. Sometimes it feels like bike lanes can't be trusted, which causes people to feel like they have to ride on the road.	1

Make east 4th street from Sycamore to Mulberry a pedestrian only zone. Barriers put in place to move traffic, ability to have deliveries though	1
Love the roundabouts! Go and make sure the traffic lights are working properly...ansborough and university need attention.	1
Less trucking and similar freight traffic on downtown roads like 4th Street. Encourage more pedestrian and foot traffic in downtown and adjacent neighborhoods through bike friendly infrastructure and better sidewalk and lighting accommodations, etc. for pedestrians	1
Less on street parking, improve like downtown Cedar Falls, winding landscaping, designated parking lots	1
law enforcement out of a car, litter control	1
Law enforcement could patrol sidewalks better	1
It would be nice to see colorful bump outs	1
It could be helpful to make 5th st a 2 way	1
Increased automatic traffic enforcement	1
Increase automatic traffic enforcement or assign an traffic officer to patrol the area periodically.	1
In the housing areas mandatorily if you have a drive use it to many side streets are not wide enough for parking. As for down town go diagonal parking vrs parallel. Parallel parking will provide more parking , get rid of the dam scooters they never stay in the areas they are for they are easily stolen, stop the people pan handling because they are so lazy in not wanting to work its a distraction for drivers	1
Improved pavement markings. Improved handicap ramps. Pedestrian bump outs at corners	1
I'm not opposed to roundabouts, but use them sparingly please. More signs to remind drivers to watch for pedestrians and bicyclists. Also a few more signs to direct bicyclists to the trails from the streets. For those unfamiliar with downtown, it's not always easy to find the way to the actual trail. The University Ave improvements have been wonderful as well as attractive!	1
I think modifying the one way traffic would help confusion and reduce speeds. Traffic lights exiting/entering downtown Waterloo are cumbersome and timed such that it actually feels like it promotes speeding to hurry to get to the next light before it turns red. Also, the congestion and hesitancy turning from 5th street onto Washington heading south on Highway 218 should be improved as the turn lane entrance happens in an intersection and causes illegal lane changes.	1

I think Cedar Falls has a mess what they've done on University Avenue With all those roundabouts. I hope Waterloo doesn't put roundabouts in unless they know that it says it's a safe and practical location to have them. Also more streetlight!! We are lacking severely in Providing sufficient lighting to the pedestrians and the vehicle drivers in the evening!! Street repair- Many of our streets have bad spots in them . Some have patches on top of patches! I don't mind parking meters but sometimes they aren't working and you have to feed the meter just to get a few minutes of time.	1
I think an improvement needs to be made at the Sixth Street and bike trail near the river. Cars come quickly over the Sixth Street bridge and bicyclists and walkers are going across at that point. Perhaps something to get cars to see the path sooner.	1
I Never see police presence down town hardly anywhere walking or driving around. Get new mayor/ leaders that will help clean Waterloo up! Clean up the dumpy communities. Be MUCH tougher on crime. Have better leaders in the community to help the kids before the drug dealers get to them. What do you have for kids to do downtown? NOTHING.	1
I have no ideas as far as making sure people are actually paying attention to surrounding area and vehicles. Distracted driving is so dangerous.	1
I have no idea. I avoid coming to Waterloo from Cedar Falls except to work.	1
I DON'T THINK W PARK SHOULD BE FOR BICYCLISTS - OR FOR PARKING ON THE STREET. IT CONFUSES THE DRIVER IF THERE IS A VEHICLE PARKED IN THE MIDDLE OF THE ROAD.	1
I believe that enhanced pedestrian crosswalks with more visible signage and flashing lights would be helpful to improve pedestrian safety in downtown Waterloo.	1
Honestly I am not sure other than a lower speed limit. I dont know if that would even help.	1
Have the police walk, bike around downtown to just even show a presence	1
Have a pedestrian cross walk in the mid section of the city block	1
Give them tickets and make sure they have a license	1
Get rid of the five blocks of bike lanes. They are stupid and no one uses them.	1
Get rid of speed cameras. They only cause issues for traffic in those areas. Like bottle necking the cars together. Also maybe my police in our area.	1
Get rid of all the roundabouts	1
Flashing sign stating one way at certain intersections hi	1

Flashing pedestrian crosswalks or make some areas 4-way stops.	1
Enhanced street lights makes it more inviting / flowers always look nice ! Are our down town businesses on a visitor Waterloo web site for maybe just knowing what's all downtown. - kind if like the yellow pages. Are there any port a potties in Lincoln Park or by the splash pads ?	1
Enhanced parking markings for pedestrian crossings (i.e. continental bars) Better traffic marking paint. Proper location of pedestrian crossing markings. Increased one-way/wrong way signage. Handicap ramp extensions/bump outs. Reconstruction of handicap ramps - separate directions instead of one at a diagonal. Remove parking meters from sidewalk on 6th between Sycamore and Lafayette. Consider back in diagonal parking - easier to pull out (Sycamore and Lafayette Streets) Install an on-road bike lane with barrier wall on 6th Street bridge (east most lane)	1
Enhanced crosswalks. Flashing lights when pedestrians and bikers are crossing.	1
Enhanced crosswalks and roundabouts.	1
Enforce traffic laws and ordinances. Convert 5th and 6th to 2 way	1
Enforce the existing laws and forget the one way to 2 way conversion. There are no commercial businesses the number off of west and east 6th street. 5th street has a small number of businesses it's mainly government buildings or bail bondsman. The fire department t uses 5th and 6th as fire lanes and head to head traffic defeats the use of existing fire lanes	1
Eliminate roundabouts, time traffic lights better.	1
Eliminate confusing, and unnecessary bike lanes. Bicyclists are supposed to obey the rules & laws, too. Eliminate all roundabouts; don't install any more.	1
Eliminate bike lanes.	1
Eliminate automated red light cameras that create backups because people are scared to turn right on red. Better signage for one way street corridors.	1
Downtown Waterloo streets are not planned well. Confusing- stop signs not coordinated well.	1
Do the crosswalk buttons really work, or they put there to humor us while we're waiting for the light to change? There isn't any feedback to confirm that they are working, so I usually just wait for an opening and go for it.	1
Ditch the scooters before someone gets killed.	1
Distracted driver enforcements/fines.	1

Definitely, more pronounced pedestrian walkway signage and brighter crosswalk paint.	1
Crime	1
Clearly define bike lane on Park Avenue Control speed of vehicles	1
City needs to either maintain visibility or make property owner maintain.	1
Change to no right turn on red for people leaving 218 to go on 63 north. This is a one way with several lanes, and those people go without paying attention to the people who are already on highway 63N.	1
change light systems so people get to turn/don't need to speed through lights i much prefer roundabouts to lights, too	1
Cameras to enforce traffic laws. Consequences for crimes. More focus on cleaning up downtown both with trash/ dog poop on sidewalks and getting homeless/ mentally ill out of the area.	1
Camera surveillance everywhere monitored by police department for quick response. Police presence with more patrols. Neighborhood watch or other volunteer groups started. Make another shelter for the homeless.	1
Build a visual barrier along Washington on the north side at 9th Street.	1
Blinking cross walks Voice commands on all cross walks telling you to wait or go for those visually impaired	1
Bike lanes. Lower traffic speed.	1
Bike lanes. Marked crosswalks	1
Bike lanes would be a great addition to downtown. I feel for the most part that it is safe to be downtown walking or driving. People just need to pay attention to what they are doing when they are driving vehicles or scooters and pedestrians need to watch for vehicles. Education might be helpful or reminders of basic traffic rules.	1
Bike lanes And enforce traffic laws for anyone that chooses to be on the road whether they be a bicycle a scooter a skateboard if you're on the road you need to follow the laws that's the biggest issue I see and I see it in many cities	1
Bike lanes	1
Bike lane on Park is confusing. I am not sure where to drive. It's hard to turn into a courthouse from 6th St to Mulberry, when traffic blocks the parking lot.	1

Bike lane buffers, reduced speed, roundabouts, traffic cameras, lighting	1
Bike lane buffers and roundabouts would be great! They really help to slow down traffic and protect bicyclists.	1
bigger on way only signs	1
Better traffic flow by adjusting the timing on traffic lights to support traffic flow instead of supporting traffic camera revenue. Many people don't want to come to Waterloo because of this and many hate driving through on 218, again because the traffic lights do not support traffic flow. 63 both ways, Franklin, West 6th seem to be timed poorly. Investing in lights that are triggered if there is traffic waiting because 95% of the time there is not at those intersections with traffic lights, and it is congesting traffic on the busy streets.	1
Better signing on walkways	1
Better crosswalks with some sort of signals to give the pedestrian a head start? (Maybe the light is green for pedestrians only, but stays red for vehicles?) Along with a no turn on red? Better lighting at night. More clearly marked "One Way" streets.	1
Ban scooters and bikes off sidewalks, enforce current laws pertaining to them	1
Ban cell phones while driving and give a significant fine if caught	1
Automated traffic enforcement (I know from personal experience it works 😊) Drivers are confused about the bike lanes/parking/turn lanes. I have seen near misses and I personally won't bike downtown because of it. Pedestrian zones	1
Any thing is better	1
Alongside the listed pedestrian/ bike/ safety improvements, it would be nice to see lane diets to force people to slow down. Downtown Waterloo/ around the police station sees a variety of speeds and with skinnier lanes, it would help keep people to a reasonable speed	1
All fine	1
Add more violation cameras, they work!	1
A roundabout would benefit this area very much! And maybe a pedestrian bridge to go over highway 63.	1
A requirement that bicyclists have lights on their bikes, and that pedestrians wear a light or reflective vest or jacket after dark. Too many close calls due to invisible cyclists and pedestrians - and I am an extremely careful driver.	1

911 boxes----patrols on foot or bike. Blue star stores like blue star houses.	1
3 question survey to get on a scooter i.e. Did you know it is against code to ride scooters on the sidewalk? Did you know that scooters are to be ridden in the streets. Did you know scooters must obey street traffic laws, traffic lights, signs, and so forth...	1
- Eliminate diagonal Parking - Really enforce traffic cameras - Start issuing tickets * Eliminate all on-street parking requiring using the parking ramps	1

Answered: 166 Skipped: 73

Any additional comments or ideas?



Response	Count
Won't go to Fridayloo anymore, music not appealing and not willing to put myself or loved ones in harms way, thugs with firearms lurking about.	1
We need more patrol cars patrolling downtown Waterloo. Pulling people over who are driving reckless and speeding, running red lights.	1
We need focus on more than just 4th Street	1
Waterloo Bicycle Works has a book called Bikenomics that would be a great resource for those involved in this project. Many cities have found success in trying out an idea as a trial run first before investing. This may be a way to get more people on board with changes.	1

Used to go downtown. Won't anymore.	1
This city needs better leadership our mayor is garbage this place is a ghost town I've heard the nickname for this place multiple times and that nickname is I was pissing pot the Chicago of Iowa Iowa's arm pit Our leadership should be ashamed of these nicknames and I honestly regret moving to this shit hole of a city it's like a third world country it's so damn disgusting the people are rude and there's just empty buildings dead businesses everywhere Our leadership should be ashamed There shouldn't be such a sharp difference between cedar falls and Waterloo I have never in my life seen an entire city that was just a ghetto and that's not an exaggeration this entire city is a ghetto you should be ashamed and nobody's working to fix it it hasn't changed in the six years I've been here Fix your city it's not that hard it's not hard to do your job and this isn't directed at whoever's reading this this is directed at mayor Hart do your job it's not hard I regret leaving cedar rapids	1
There is also an area on Walnut where there are a ton of traffic lights with very little traffic. And why all the one ways??? I see people getting it wrong all the time. It's dangerous and annoying. I avoid those areas as much as possible. Many sidewalks are in disrepair.	1
The way the streets are currently is very confusing.	1
The one ways tend to be confusing for folks and periodically I have someone driving toward me going the wrong way on the one-way.	1
The homeless, mentally ill, and low income residents are constantly approaching when I leave work to go to lunch, for a walk, or for a breath of fresh air. They usually want money. Some (NOT ALL) get aggressive and make me feel unsafe. Some stand and scream obscenities in the streets just to scream. Thus, have chosen to no longer, stop and shop at some of the stores, restaurants, or use the parks that I used to use to have my lunch or go for my walks on my breaks. The amount of debris and garbage that is in the streets is terrible and some mornings the stench of garbage is nauseating. Not to mention, used needles, used condoms, just to name a few on my walk most every day to the office.	1
The corner of Layette and Mullen Ave is a bad intersection due to the tree in the yard of the house on the corner you have to practically go out in the high to see if anything is coming and hope nobody is not hit	1
Thanks for the improvements you have already made and will continue to do	1
Thank you.	1
Thank you!	1
Thank you for trying to make the roads/sidewalks/trails safer!!	1
Thank you for asking for input!	1

Thank you	1
Stop allowing companies to import workers and allowing them to drive.	1
Sometimes you just can't fix stupidity!!! Doing a good job Waterloo!	1
Revitalize downtown. More shops, boutiques, less bars	1
Remove utility poles along Franklin. Plant trees in ROW where possible to provide shade and reduce vehicle noise. Switch pull-in diagonal parking to back-in diagonal parking. Encourage vehicles to use parking ramps. Install continental bars instead of white lines for pedestrian cross walks. Rebuild West Park Avenue with new bike lanes. Update all traffic and pedestrian signals.	1
Remove the ridiculous park ave bike lanes where cars park out in the street and bikes ride next to the curb.	1
Please keep 5th and 6th one way streets.	1
Planting more trees would be beneficial to create more of a neighborhood feel.	1
Paid \$10.00 for a 5 minute stop. Ticket won't come agagin	1
Overall I think the downtown south of the river is fine. Construction will make it more confusing. North of the river is just congested around city and county services buildings/lots	1
Outdoor areas / picnic areas at parks will always be welcome for people that can't afford all the venue spots	1
Or anything else	1
Nothing I can think of.	1
None	1
No!	1
No more bars or clubs! We do not need any more places selling or serving alcohol in this town. We do n't need the trash they attract or leave behind.	1
No	1
Need new mayor Start arresting for LITTERING	1

More police on patrol, everywhere, & at all hours. Not so much to issue tickets & make arrests, but to deter people from committing crimes & driving horribly in the first place. We also need these roads fixed as these are absolutely terrible. I live in the Greenbrier neighborhood & there is a lot of theft here, kids with guns, property damages. I worry about my family's safety in our own home, & I really worry every time any of us go to work, school, Dr. appointments, or shopping that they or we will get injured or killed by some lunatic driver, or some gang banger or someone on drugs or drunk. Something most assuredly needs to be done to make this a much safer community, & when people see police on patrol, they tend to think twice about speeding or committing crimes.	1
More enforcement of moving violations all around, particularly tailgating, which blinds the driver ahead of the tailgating vehicle. With today's horribly bright headlights, you ABSOLUTELY cannot see with a tailgater's lights in all three of your mirrors.	1
Maximize pedestrian infrastructure in downtown Waterloo to attract community members and businesses	1
Make more handicapped parking spots around downtown.	1
Make a pedestrian mall on East Fourth Street between the bridge and Mulberry.	1
Lori McConville shared the survey with my supervisor (I am happy she did.), who shared it with employees. She mentioned 951 crashes, including two fatalities and 14 serious injuries had occurred between 2019 and 2023. She explained the fatalities involved a bicyclist and a pedestrian. In November 2021, Tyler Greene was hit by a car in Waterloo while crossing the street in his motorized wheelchair. Would the number of fatalities then be three?	1
Less metered parking. Develop jobs downtown to increase movement in a positive way. Spray the walls along the downtown trails for criminy sake. Convert buildings into multi use review ordinances to allow that flexibility and lower costs for developers.	1
It's not the streets or the layout that makes it unsafe. It's the drivers not paying attention. Changing streets or layouts is not going to change this. I have had close calls every where I drive. I'm just always aware and watching other drivers. During Irishfest set up a truck and trailer with barriers blew through a stop sign going East, I was coming over the bridge going South on 63 by Sycamore Street. I never assume someone will stop because there is a sign. I watch as I am coming up to a cross street to see if they are slowing down. If I would've assumed in this situation, it would've been a terrible crash.	1
It's SAD when the life achievement of someone living in Waterloo is to move to Cedar Falls.	1

It would be helpful to have more signage showing cyclists in the downtown area (approaching or crossing the rivers) that will help locate where the bike trails are on the other side of the river especially where cyclists can continue or connect to the intercity bike network. Unless we have the map, it can be hard to find because the bike trail network includes roadway and paved bike trails that interchange.	1
involve community in better living conditions stop the idea of the two way 5th and 6th street	1
I'm excited for the future improvements	1
I would love to bike more in downtown Waterloo, and I look forward to future road improvements.	1
I think there needs to be more sidewalks so people don't have to walk in the road in high traffic areas.	1
I think the city employees do a good job. There's just so much that needs attention in downtown and sometimes I think we try to squeeze too much downtown. Housing is in short supply. But is it the best use of our space downtown to put up apartment buildings? Just my thoughts.	1
I love Waterloo. I tire of people complaining about our city. I think this is a great community and appreciate its diversity.	1
I like where city cameras are. Put more in. Make it illegal to use a hand held device to stop all of the texting.	1
I learned of a community in possibly Cleveland Ohio on the national news that paints the full interior of the intersection with various artistic designs which proved to substantially reduce drivers speed and increase awareness.	1
I have not concerns or comments	1
I feel that the immigrants that are coming into our city I feel they need to have a driving permit and get some driving experience before they're driving in our city.	1
I feel like E 4th Street is more safe, simply because there are more businesses there. The lighting is better, there are more people out walking, people seem to drive slower. Once you go even a block off 4th in any direction, it seems like the areas are "forgotten about". We also would like more lighting, and some of the other amenities that seem to get put into E. 4th St. If the whole "downtown" Waterloo area is affected, they need to make improvements in all the areas of downtown, not just one particular street.	1

I am not overly concerned with traffic type issues but more concerned with safety related to homeless/ illegal drug use and related transient population. Being a downtown business owner, our staff is continually harassed and approached by people asking for money, stepping over people sleeping in parking ramp stairwells, drug use and paraphernalia in the stairwells/alleyways and on the streets/parking lots, shootings, stabbings, garbage and debris on the sidewalks and pedestrian areas, etc. These are daily occurrences. Many of our staff feel unsafe just walking to and from their vehicles before and after work.

Have code enforcement do there job and patrol our area for issue that need addressed. 1

FREE PARKING 1

Focus on cleaning up downtown and getting nicer stores downtown. Higher end restaurants and retail shops. Give people a reason to shop downtown. Get rid of adult video store and seedy places. 1

Fix the terrible roads instead of wasting taxpayer money on silly projects. 1

Fall 2019 a part of the road bounced up & I almost had to replace my transmission. January 2020 it happened again & I had to replace my engine. 1

Eliminate pan handling on corners. Very distracting to drivers. 1

Downtown Cedar Falls doesn't have paid parking, why do we? The meter man is a nightmare, tickets me when I've paid, he stalks my car, I've considered moving my office just because of the meter issues I've had. 1

Bicycle lanes that are marked clearly on most of the streets would be helpful 1

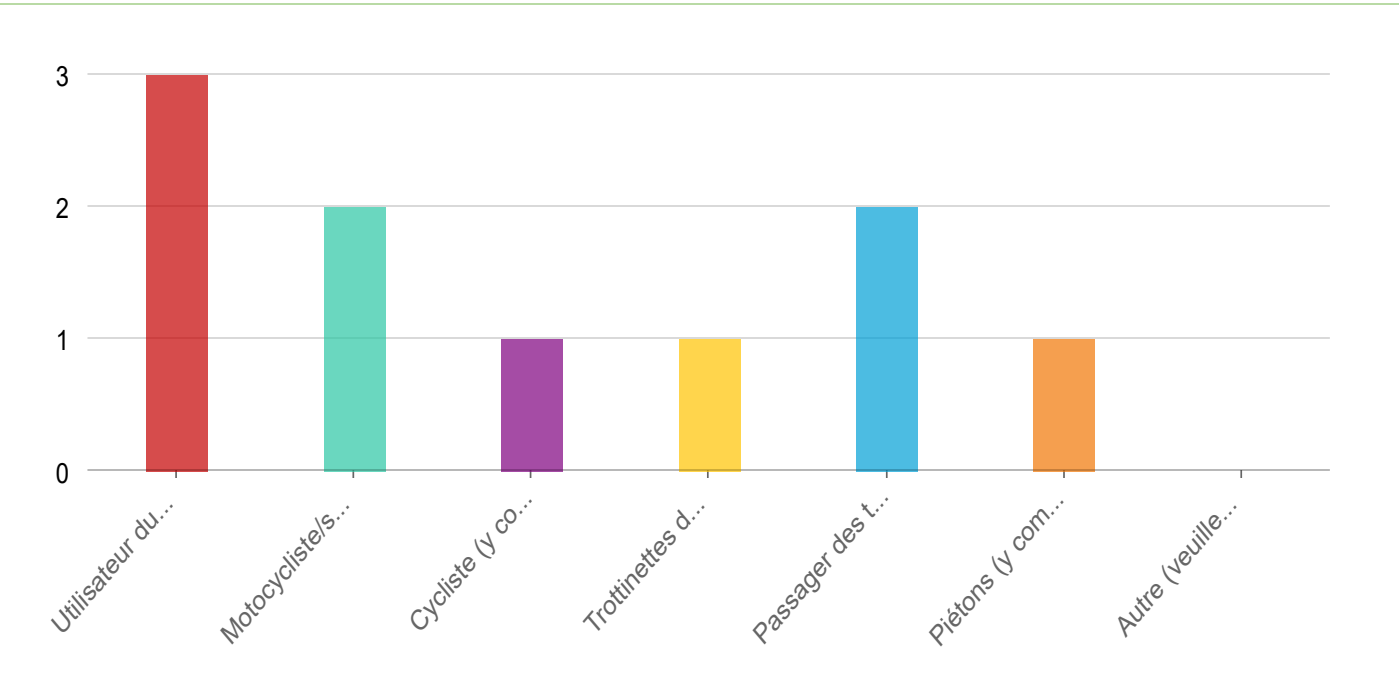
Better paint striping for pedestrian crosswalks. Signs that say "State Law: Vehicles must stop for pedestrians in crosswalk" 1

Addition of trees and green spaces along barren streets to improve shade and reduce heating would improve the pedestrian experience. Where trees are not possible, consider canopies for shade. Add benches to assist those with walking/health issues. Add pet waste bag stations and waste receptacles. Convert the gravel landscaping at 4th and Lafayette to a small green space (city lot). Improve snow removal at corners. Piled snow makes it difficult to walk or use wheelchairs. 1

Answered: 66 Skipped: 173

Vision Zero Survey - French

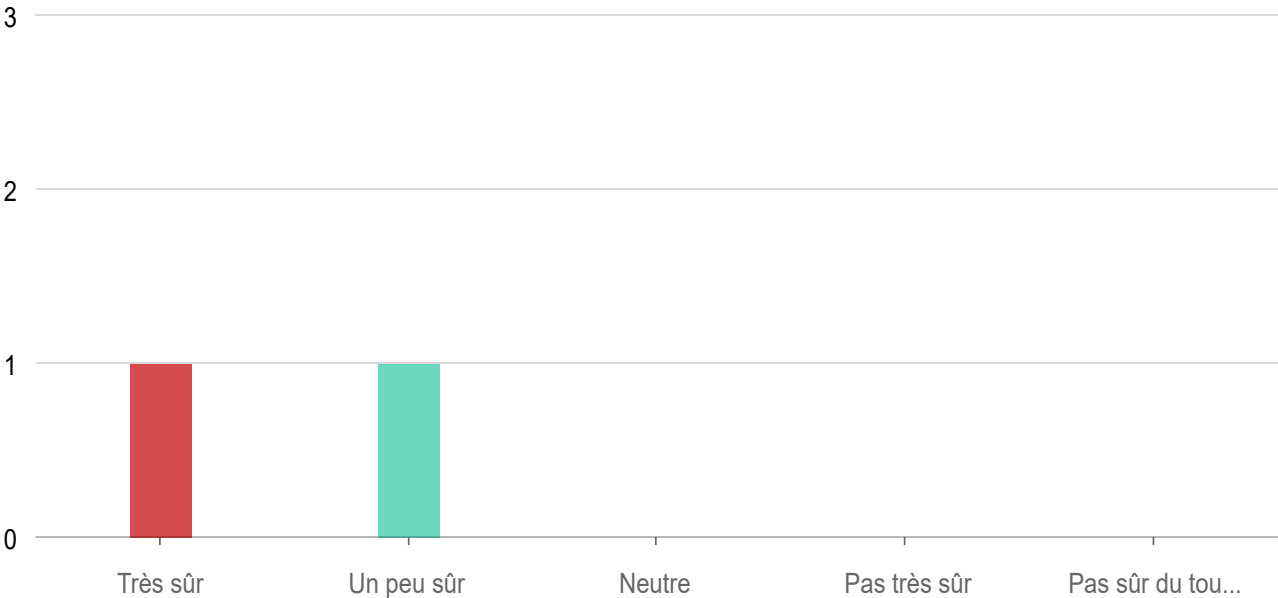
Qu'est-ce qui s'applique à vous lorsque vous voyagez dans la région du centre-ville de...



Answers	Count	Percentage
Utilisateur du véhicule	3	100%
Motocycliste/scooter	2	66.67%
Cycliste (y compris assistance électrique)	1	33.33%
Trottinettes debout (assistance manuelle et/ou électrique)	1	33.33%
Passager des transports en commun (bus)	2	66.67%
Piétons (y compris les fauteuils roulants/scooters de mobilité)	1	33.33%
Autre (veuillez préciser):	0	0%

Answered: 3 Skipped: 0

En gardant à l'esprit la sécurité routière, dans quelle mesure vous sentez-vous en sécur...



Answers	Count	Percentage
Très sûr	1	33.33%
Un peu sûr	1	33.33%
Neutre	0	0%
Pas très sûr	0	0%
Pas sûr du tout	0	0%

Answered: 2 Skipped: 1

Quelles sont vos plus grandes préoccupations en matière de sécurité routière au centre-vi...

The word cloud requires at least 20 answers to show.

Response	Count
vitesse excessive, communication au volant	1
parler au telephone au volant je faut avoir un vehicule en bon 'etat ese la musique exagérée dans la v oiture	1
le distraction au volant l'utulosotieude de phone au volant	1

Answered: 3 Skipped: 0

Expliquez pourquoi vous avez choisi la zone sur la carte ici.

The word cloud requires at least 20 answers to show.

Response**Count**

je ne me suis jamous sent en insecurite

1

je n'ai' pas encore vu un accident

1

Franklin St est oak ave

1

Answered: 3 Skipped: 0

Faites-nous part de vos idées! Comment pouvons-nous rendre les rues plus sûres du...

The word cloud requires at least 20 answers to show.

Response**Count**

par la sensibilisation et la mise en lake de que louis mesus de securite

1

en les amenant

1

Answered: 2 Skipped: 1

Des commentaires ou des idées supplémentaires?

The word cloud requires at least 20 answers to show.

Response**Count**

plus de lumière dans la ville

1

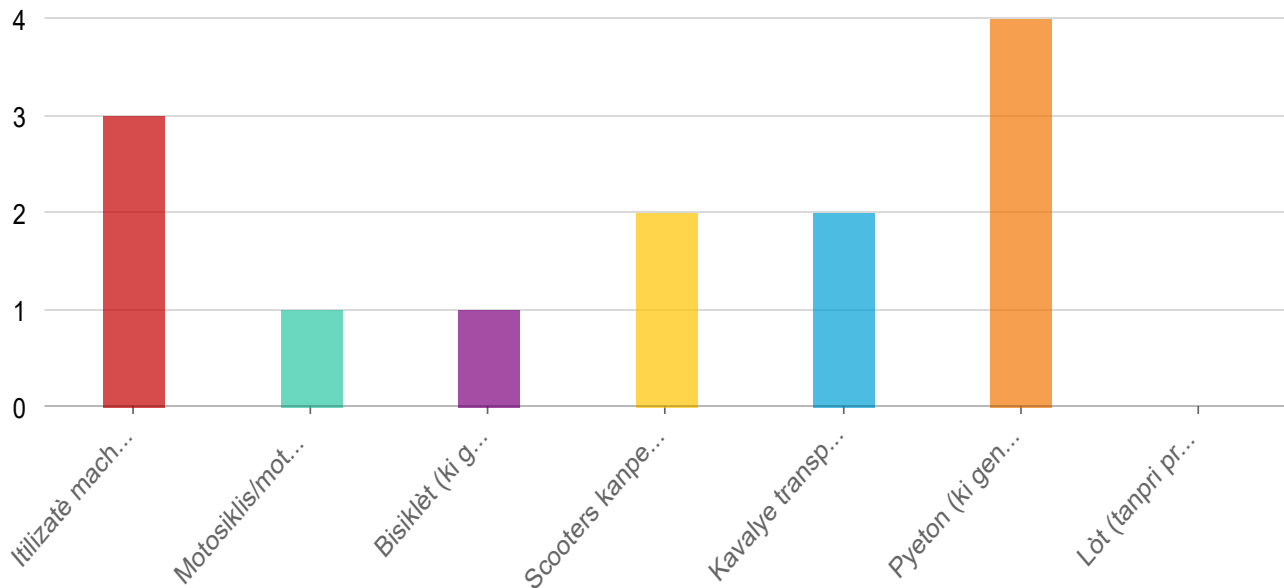
pas de commentaire

1

Answered: 2 Skipped: 1

Vision Zero Survey - Haitian Creole

Ki sa ki aplike pou ou lè w ap vwayaje nan zòn anba lavil Waterloo? Chwazi tout sa ki...



Answers

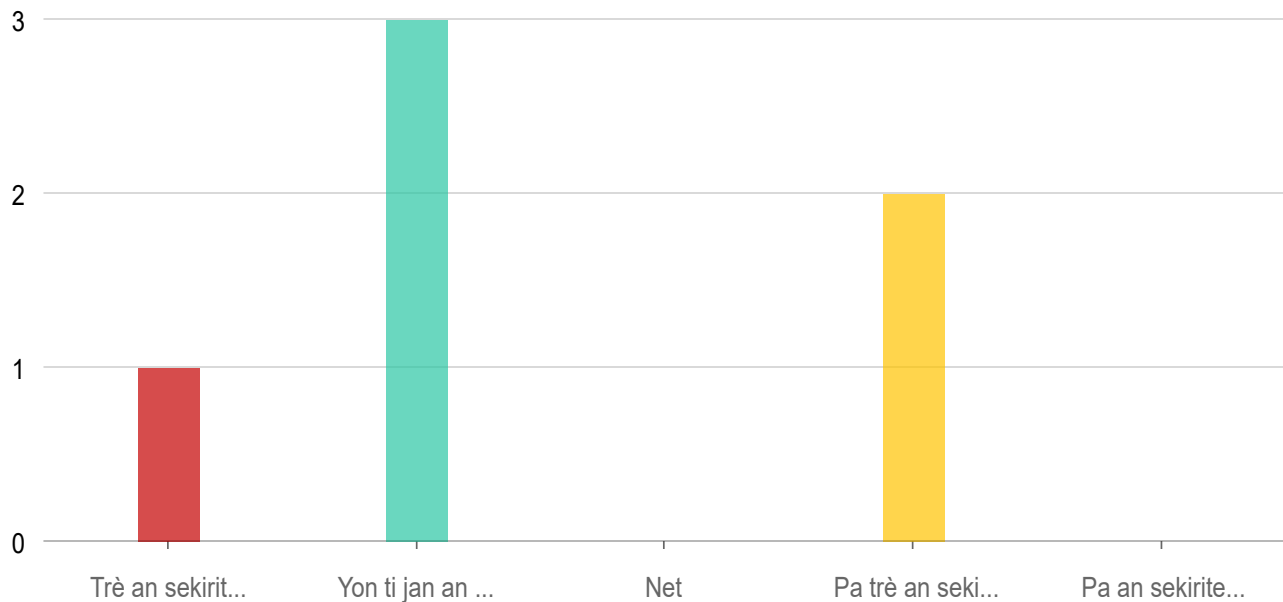
Count

Percentage

Itilizatè machin	3	75%
Motosiklis/motè scooter	1	25%
Bisiklèt (ki gen ladan asistans elektrik)	1	25%
Scooters kanpe (manyèl ak/oswa asistans elektrik)	2	50%
Kavalye transpò piblik (otobis)	2	50%
Pyeton (ki gen ladan chèz woulant/mobilite scooters)	4	100%
Lòt (tanpri presize):	0	0%

Answered: 4 Skipped: 0

Avèk sekirite trafik nan tèt ou, ki jan ou santi w an sekirite pou w vwayaje nan koridò an...



Answers	Count	Percentage
---------	-------	------------

Trè an sekirite	1	25%
Yon ti jan an sekirite	3	75%
Net	0	0%
Pa trè an sekirite	2	50%
Pa an sekirite ditou	0	0%

Answered: 4 Skipped: 0

Ki pi gwo enkyetid ou genyen sou sekirite trafik nan anba lavil Waterloo?

The word cloud requires at least 20 answers to show.

Response	Count
----------	-------

pigwo enkyetid mwan séke machin pake devan lari, wout yo pa laj, awpil sans inik. awpil chofe konu b ay siyal li prale yon kote lew gade se yon lot kote life, awpil nan wout yo pa an bon eta	1
pigwo enkyetid meven pafwa yon chofé konn distré swanan telefon ore bwé twop alkol li ka koze aksi dan e anpil lot bagay anko	1
Mwen pa te kondwi nan Waterloo	1

(Translated from group exercise: 4 people) People should be more careful when driving, they should stop swerving, speeding. They should respect or obey traffic rules.

Answered: 4 Skipped: 0

Eksplike poukisa ou te chwazi zòn nan sou kat la isit la.

The word cloud requires at least 20 answers to show.

Response

Count

Not everyone knows how to drive in one way roads. Sometimes people drive in the opposite direction which can cause a lot of accidents.

1

Mwen pa te zon mwen te ile chwazia sou kat la, men yon machin te mamke frappe m la posko pa gen kote pou moun mache

1

mwen pa janm we sa

1

Answered: 3 Skipped: 1

Di nou lide ou! Ki jan nou ka rann lari yo pi an sekirite nan anba lavil Waterloo ak nan zòn ...

The word cloud requires at least 20 answers to show.

Response

Count

Provide training to the drivers, put more traffic signs that can help drivers to make better decisions when driving. Be sure the lines on the roads are easy to see and not worn off.

1

pou nienn beari yo pi an sekirite nan anba lavil waterloo ak lot zon yo, sa mande prezans plise souvan nan zon yo ak ambalavil waterloo

1

mwen panse machin ta dwe sispann pake devan lari, rann espas yo plis lizib, etwat, reye kote pou bisiklet, pyeton pase

1

mete kote pou moun pase ak bisiklet ak kote pou moun pase a pye, paske gen kote ki pa genyen

1

Answered: 4 Skipped: 0

Nenpòt kòmantè oswa lide adisyonèl?

The word cloud requires at least 20 answers to show.

Response**Count**

pour nenpot komante ni lide adisyonel mwenta renmon plis de bus de transporta waterloo

1

man zón residans yo ri enpòtan pou ta genyen kote pou moun moche paske gen pofula moun yo se n
an mitan lari a yo moche

1

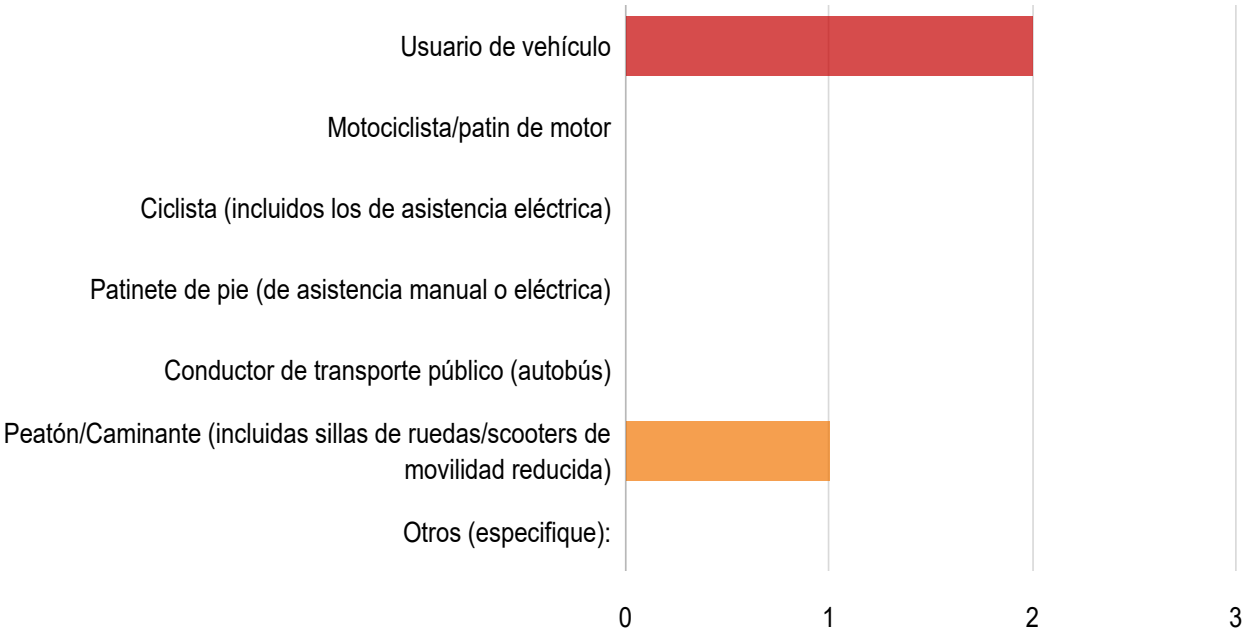
ajoute limye tout kote, elaji wout yo rann symbol yo plis lizib

1

Answered: 3 Skipped: 1

Vision Zero Survey - Spanish

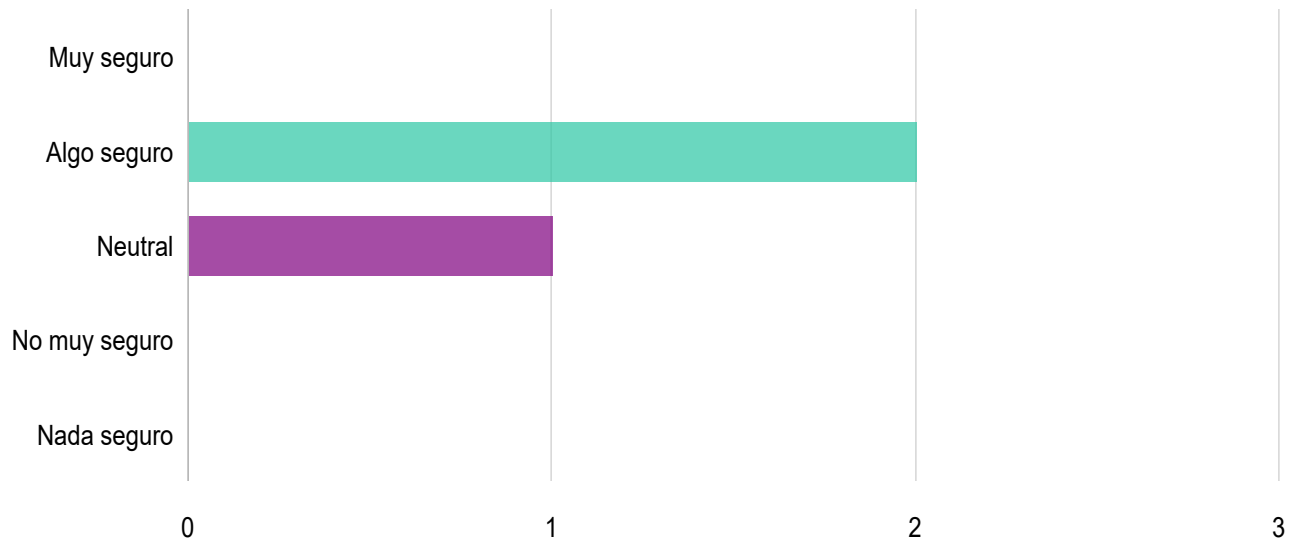
¿Cuál de las siguientes opciones se aplica a su caso cuando viaja al centro de la ciudad...



Answers	Count	Percentage
Usuario de vehículo	2	66.67%
Motociclista/patin de motor	0	0%
Ciclista (incluidos los de asistencia eléctrica)	0	0%
Patinete de pie (de asistencia manual o eléctrica)	0	0%
Conductor de transporte público (autobús)	0	0%
Peatón/Caminante (incluidas sillas de ruedas/scooters de movilidad reducida)	1	33.33%
Otros (especifique):	0	0%

Answered: 3 Skipped: 0

Teniendo en cuenta la seguridad del tráfico, ¿qué tan seguro se siente viajando en el...



Answers

Count

Percentage

Muy seguro	0	0%
Algo seguro	2	66.67%
Neutral	1	33.33%
No muy seguro	0	0%
Nada seguro	0	0%

Answered: 3 Skipped: 0

¿Cuáles son sus mayores preocupaciones en materia de seguridad vial en el centro de...

The word cloud requires at least 20 answers to show.

Response

Count

Manejar tomado	1
exceso de velocidad, conductores distraídos no obedecer las señales de tráfico y semáforos en rojo	1

(Translated) The amount of fixing signs there, people might not be paying attention or know that is being fix and get distracted 1

Answered: 3 Skipped: 0

Explica por qué elegiste esa área en el mapa aquí.

The word cloud requires at least 20 answers to show.

Response

Count

Porque se manejar a una alta vemosidas

1

I seen a lot of accidents in here

1

(entre W Park Ave, Lafayette St, E 8th St, y Washington St) son las calles por las que he conducido cotidianamente y ne observado personas conduciendo en sentido contrario y no respetar los altos (stop). Y las personas que caminan por estas calles algunas veces no cruzan correctamente por las esquinas o por donde se encuentra el avce peatonal dibyado en el piso

1

Answered: 3 Skipped: 0

¡Cuéntanos tus ideas! ¿Cómo podemos hacer que las calles del centro de Waterloo y sus...

The word cloud requires at least 20 answers to show.

Response

Count

Usar transporte publico y SI no es muy lejos al Lugar que vas es mejor caminar .

1

las lineas del piso bien pintadas, senales de trafico muy visibles y presencia de policias

1

Having more signs so people know what is being fixed, way before the place people are fixing it, it would be safer that people understand that running a red light is not safe at all

1

Answered: 3 Skipped: 0

¿Algún comentario o idea adicional?

The word cloud requires at least 20 answers to show.

Response**Count**

no

1

Caminar porque Ademas es bueno para la salud.

1

Answered: 2 Skipped: 1