



Bike and Pedestrian Planning

MPO/RPA Quarterly Meeting
June 22nd, 2022

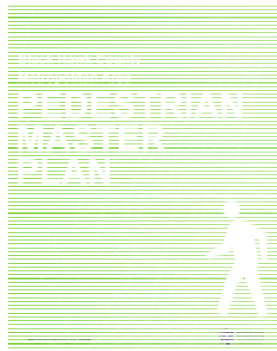
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Pedestrian Master Plan – Timeline



- 2013: Steering Committee formed
- 2015: Statistically significant mail out survey
- 2015: Special outreach survey
- 2016: Public input meetings and survey
- 2016-2021: Numerous presentations and discussions
- February 10, 2022: Final document adopted by MPO



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Pedestrian Master Plan - Objectives



Goal	Performance Objective	Measurement
1) Safety	1.1 Traffic accidents involving pedestrians are reduced	• Key DOT data: Total number of crashes involving pedestrians
	1.2 All major pedestrian crosswalks are safe and clearly marked	• Survey results: Percent of people who rate crosswalk safety* as "excellent" or "good"
	1.3 Areas around schools are safe and encourage students to walk to school	• Survey results: Percent of parents with school-age children whose children walk to school on a regular basis
	1.4 Sidewalks are in safe walking condition	• Survey results: Percent of people who rate sidewalk condition** as "excellent" or "good"
	1.5 Lighting along walkways meets public demand	• Survey results: Percent of people who rate lighting at night** as "excellent" or "good"
	1.6 Walking in the MPO area is regarded as safe from criminal activity	• Survey results: Percent of people who rate safety from street crime (e.g. theft, assault) ** as "excellent" or "good"
2) Connectivity	2.1 Infrastructure exists to provide pedestrians easy access to commercial districts	• Focus area studies: Total length of public sidewalks and crosswalks in focus areas • Survey results: Percent of people who rate the effectiveness of walkways* as "excellent" or "good"
	2.2 Infrastructure exists to provide pedestrians easy access to other modes of transportation	• Survey results: Percent of people who indicate all their bus trips have usable sidewalk access
	2.3 Parks and cultural amenities have good pedestrian connectivity	• Survey results: Percent of people who describe parks and cultural amenities as "very connected"
	2.4 Gaps are filled in the existing sidewalk network	• Survey results: Percent of people who rate the continuity of walkways* as "excellent" or "good"
3) Wellness	3.1 A greater percentage of trips are made by foot	• Census data: Percent of workers who walk to work • Survey results: Percent of people who walk at least two times daily or almost daily • Survey results: Percent of commuters who regularly walk to work • Survey results: Percent of people who regularly walk to shopping and dining
	3.2 Childhood obesity is reduced	• Success/Key data: Percent of Waterloo students grades K-8 who are overweight or obese
	3.3 Adult obesity is reduced	• Success/Key data: Percent of Cedar Falls students grades K-8 who are overweight or obese • CDC data: Percent of adults who report a BMI of 30 or higher
	3.4 A lower percentage of adults are physically inactive	• CDC data: Percent of adults who report no leisure-time physical activity
	3.5 A greater percentage of people walk for wellness	• Survey results: Percent of people who indicate they walk for wellness
	3.6 The public is interested in creating a walkable community	• Survey results: Percent of people who indicate that creating a walkable community is "very important"
4) Design	4.1 Sidewalks and other walking paths are accessible to pedestrians of all ages and abilities	• Survey results: Percent of people who rate the safety of walkways for the elderly, disabled, and children* as "excellent" or "good"
	4.2 Pedestrian traffic is a strong consideration in street design	• Survey results: Percent of people who rate the quality of design for pedestrians* as "excellent" or "good"



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Pedestrian Master Plan – Objectives

1. Safety

- 1.1 Traffic accidents involving pedestrians are reduced
- 1.2 All major pedestrian crosswalks are safe and clearly marked
- 1.3 Areas around schools are safe + encourage walking
- 1.4 Sidewalks are in safe walking condition
- 1.5 Adequate lighting along walkways
- 1.6 Walking in the MPO area is regarded as safe

2. Connectivity

- 2.1 Infrastructure exists to provide access to commercial districts
- 2.2 Infrastructure exists to provide access to transportation modes
- 2.3 Parks and cultural amenities have adequate connectivity
- 2.4 Gaps are filled in the existing sidewalk network

3. Wellness

- 3.1 A greater percentage of trips are made by foot
- 3.2 Childhood obesity is reduced
- 3.3 Adult obesity is reduced
- 3.4 A lower percentage of adults are physically inactive
- 3.5 A greater percentage of people walk for wellness
- 3.6 The public is interested in creating a walkable community

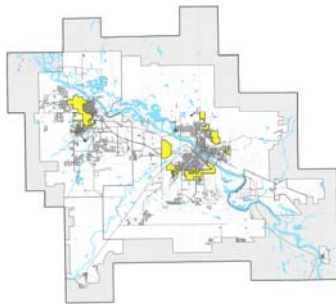
4. Design

- 4.1 Sidewalks and other walking paths are accessible for all ages and abilities
- 4.2 Pedestrian traffic is a strong consideration in street design



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Pedestrian Master Plan – Policy Recommendations



Priority Infill Areas in Waterloo and Cedar Falls
Priority Area

1. Prioritize sidewalk construction and infill needs
2. Establish annual funding source for new sidewalks
3. Establish annual funding source for sidewalk maintenance
4. Restructure and expand MET Transit Service
5. Revise snow removal policies and enforcement



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Pedestrian Master Plan – Planning Recommendations



Pedestrian through zone, NACTO



No pedestrian through zone

1. Encourage sidewalk connections in new development
2. Update zoning to prioritize street connectivity
3. Encourage transit-oriented development (TOD)
4. Reduce minimum parking requirements
5. Adopt pedestrian “through zones”



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Pedestrian Master Plan – Future Use



- **Serve as a planning tool to guide future initiatives, projects, and documents**



- **Active planning tool for Waterloo’s Complete Streets Committee**



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Interactive Cedar Valley Trails Map

<https://inrcog.maps.arcgis.com/apps/webappviewer/index.html?id=75312729fdbc48b4922deb6b3cd586b8>



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