Coralville Comprehensive Trail Plan
Coralville Comprehensive Trail Plan

Coralville Parks and Recreation
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Coralville, IA 52241

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- Iowa Bicycle Coalition
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Introduction

Trails are more than paths that join places through natural landscapes. The recreation experience created by trails can trigger the use of all senses. This experience connects people with the nature and City around them. Trails are a vital piece in the development of resource protection and active participation in the environment.

Environmental benefits derived from trails include increased options for those with or without motor vehicles, reduced traffic congestion, reduced fuel costs and consumption, reduced air pollution, reduced vehicular noise, and avoided cost of roadway improvements.

Located between Iowa City and North Liberty, Coralville provides attractions and services to Coralville residents and the entire metropolitan area. Coralville understands the importance of trails and their use as commuter routes. The City will use this trail plan to protect this asset and provide a vision to improve this system.

Plan Purpose

The Comprehensive Trail Plan for the City of Coralville reviews existing conditions within the community for trails and trail corridors. It reviews the history of development of City trails and includes an inventory of existing trails. It also reviews the public input process regarding the trail plan and discusses ideas for future connections and improvements. Mapping shows how Coralville trails interface with on-street accommodations to create a bicycle and pedestrian transportation network. Finally, the plan contains an overview of maintenance standards and practices for trails.

Benefits of Building Trails

Iowa Trails 2000 states a vision for the State of Iowa to support an ultimate goal to connect communities, parks, natural resources, shopping, employment, and other amenities with a comprehensive, multi-modal, easily accessible trail system. The Coralville Trail system fits this description by its connections to places of business, nature, communities, and employment. Coralville Trails purposefully takes people away from the City streets and travel along natural locations including the Iowa River, Clear Creek, Muddy Creek, and other streams and wetlands. The Coralville Trail system also strives to provide an alternate transportation route for people-powered mobility connecting Coralville to surrounding communities.

The Coralville trail system promotes several of the priorities of the 2018-2023 Iowa SCORP (Statewide Comprehensive Outdoor Recreation Plan). It seeks to meet local needs by providing
close-to-home opportunities to bike, hike, observe nature, or canoe/kayak on Clear Creek and
the Iowa River. It provides a place for physical activity and serene escape from the urban path
provides emotional benefits and a place to disconnect from the technological world. Trails in
Coralville bring together friends and family for bicycle or pedestrian use and are used by visitors
who, in turn, bring economic dollars to our community.

Encouragement for using the trails as a component of a healthy lifestyle is provided by
information posted to our local government websites, through our government quarterly
publications including the "Parks and Recreation Activity Guide" and the "Coralville Connection". It is also promoted through events such as bike rides and walks or runs at or near the trails.
Maps distributed in the community include the Metro Area Trails Map published by the
Metropolitan Planning Organization of Johnson County, the Trail and Side Path Map published
by the City of Coralville, and the Coralville Trail System map with trail loop routes published by
Coralville Parks and Recreation. As more trails are built in Coralville, more of the community and
the riverfront is opened for close-up exploration.

Coralville constructs multi-use trails that are used by bikers, hikers, walkers, and bird watchers.
Some trails are also designated as winter sport trails to be used for cross country skiing and
snow shoeing. Because of the way the trails wind through several types of ecosystems, they are
also a place to enjoy many types of trees, plants, birds, and wildlife.

Community Background

The City of Coralville is located in Johnson County, Iowa, in
the east-central part of Iowa, just 75 miles west of the
Mississippi River. The east corporate line of Coralville is the
west corporate line of Iowa City. The City has a total area of
over twelve square miles, consisting of both land and water.
The Iowa River runs along the edge of Coralville and provides
an opportunity for interaction with the river and its two miles
of publicly-owned Iowa River riverfront in Coralville.

The population of Coralville has recently grown to nearly
20,000 residents.

Local trails are used to link parks and community attractions, common resources such as grocery
stores and restaurants, as well as neighboring communities. Trails serve to provide an alternate
transportation mode and to connect people with nature. The trail system in Coralville seeks to
connect with Iowa City, North Liberty, and Tiffin as well as the University of Iowa.
The close physical relationship between Coralville and Iowa City has been strengthened over the years by the presence of the University of Iowa. Founded in 1855, the University is the oldest and second largest public educational institution in the State. Recent enrollment approximates 31,240 students. The University and University of Iowa Hospitals and Clinics provide employment for more than 24,000 people in the metropolitan area.

Coralville and its neighboring communities offer a wide variety of activities, from Hawkeye sports to area museums and attractions, community celebrations, family-friendly activities, and endless entertainment options. Coralville’s attractions include, but are not limited to events like 4th Fest, Fry Fest, 5th Street Social, and local farmers markets; and to shopping and entertainment districts like the Iowa River Landing and Town Center. Coralville also has a variety of facilities like the Xtreme Arena, The Iowa Children’s Museum, Coralville Center for the Performing Arts, Brown Deer Golf Club, Coralville Public Library, Coralville Creekside Ballpark, Coralville Youth Sports Park, Coralville Recreation Center and Indoor Pool, Creekside Cross, and the Coralville Community Aquatic Center.

**Coralville Community Trail Vision**

Coralville launched trail development in 1989 with its first trail known then as the CRANDIC Trail. Beginning in the 1990s, Coralville experienced a rapid residential growth north of Interstate 80. With this growth, Coralville chose to proactively require trail corridors to be set aside in developments and to require trails to serve as access to sewer trunk lines and manholes. By requiring ten-foot-wide paved access trails through natural areas separating housing developments, a trail spine structure was created for people-powered transportation and recreational opportunities.

During this time, Coralville also started acquiring land along the southern border of Coralville that is the floodway along Clear Creek. Planning for a regional trail in this area began in the late 1990’s and the construction of the Clear Creek Trail commenced in 2000.

In the development of these trail corridors, it is a desired practice of the City of Coralville to build separated trails that diverge from roadways and provide an experience that is natural and away from traffic. The City currently has over twenty miles of trails traversing wetlands, woodlands and prairies.

The 1990’s was also the time when the Iowa Department of Transportation and the City of Coralville reconstructed Highway 6. With this process, overwide sidewalks, now known as side paths, were built on either side of the road. These side paths also connect trails and move people through commercial and residential areas of Coralville. Through the adoption of the Complete Streets Policy, it is now required that a side path be built on at least one side of the
road on all arterial and collector roadways and through some residential neighborhoods. The location of these side paths is determined by assessing major residential or commercial developments, schools, parks, continuity of existing systems segments, and the location of bridges. The City currently has approximately eighteen miles of side paths or overwide sidewalks. Side paths provide an important connection for the trail system. They connect trail sections through neighborhoods and provide a network through commercial areas of the City. The City recognizes that side paths are not always the efficient course of travel for a cyclist because of the many driveway interruptions but are used to provide a short connection from place to place in the network.

**Existing Conditions**

The first separated trail from the sidewalk network was the CRANDIC Trail, now known as the Iowa River Corridor Trail. The segment connected Iowa City’s CRANDIC Park on Rocky Shore Drive along the CRANDIC Railroad corridor on the backside of Highway 6 businesses to First Avenue just south of the Clear Creek Bridge. This short quarter of a mile segment of trail was built in 1989 and was valuable in moving bicycle traffic off of sidewalks on Highway 6 to the safer, continuous route behind the businesses.

At present time, there are over thirty-eight miles of trails and side paths in Coralville which includes twenty miles of separated recreational trails. These provide a network for both pedestrians and bicycle users. As Coralville grows, an additional forty miles of trail have been identified which could be part of future development. Some parts of the trail network are side paths which are planned and installed along arterial and collector roads in Coralville. Like these wider roadways, these wider sidewalks help people identify a sidewalk/trail network for navigating the community. Whenever possible, Coralville has chosen to provide a separated trail away from the road network to provide a safer and more natural experience.

Natural surface trails have also become a popular trail activity in the community. In 2013, the City of Coralville adopted approximately two miles of natural surface trail in the Clear Creek Greenbelt into its trail system. A conservation easement was signed with the University of Iowa to manage land north of Clear Creek and bordered on the east by the Clear Creek Trail and on the west by the end of James Street. An agreement was signed with ICORR (Iowa Coalition of Off Road Riders) to maintain this single track trail for the enjoyment of riders, walkers, trail runners, snow shoe users, bird watchers and others who like to get up close to nature. An additional mile of single track trail was developed in 2018 west of Camp Cardinal Boulevard. Additional sections of trail have been planned (see Appendix B).
Environmental Description of Trail Corridors

There are four areas of the Coralville community that are the basis of a network of trails through neighborhoods and open space areas. Each of these areas are unique and have different geological and ecological attributes. All four open space trail areas have woodlands, wetlands, and prairie remnants owned or managed by the City of Coralville Parks and Recreation. The four trail areas are: Clear Creek Trail, North Ridge Trail, Muddy Creek Trail, and the Iowa River Corridor Trail.

Woodlands are important to Iowa’s environment, economy, recreation, and fish and wildlife resources. Water quality is vital to a healthy environment; forested watersheds yield clear water at a low rate of flow. Trees and forests through the production of oxygen and the absorption of carbon improve air quality. Relatively undisturbed woodlands and wetlands provide opportunities for scientific study and protect the natural diversity found there.

Wetlands are vital to the continued natural cleansing of waters before it infiltrates the ground waters. Wetlands naturally filter water through plant material and hydric soils. These plants and soils naturally absorb harmful toxins and pollutants.

Prairies help to keep soils in place and provide habitat for a number of animals. With their long native grass roots that can reach several feet in length, prairies help combat soil erosion and absorb water runoff through the root systems.

Trees, woodlands and wetlands are required by many species of game birds and animals for food and shelter. Forests are a natural and necessary habitat for many non-game species. All three of these ecosystems provide a beautiful and diverse natural open space experience for enjoyment and education.

Climatology for the Region

With Iowa’s latitude and interior continental location, it is characterized by marked seasonal variations. Average annual temperature ranges from 45 degrees Fahrenheit to 52 degrees Fahrenheit. Precipitation averages around 34 inches per year with snowfall averaging 32 inches. Summer months are characterized by temperatures ranging from 65 to 90 degrees with some extreme days over 90. Winter months are characterized by temperatures ranging from 15 degrees to 40 degrees with some extreme temperatures dropping below 0 F. (usclimatedata.com)
Clear Creek Greenbelt

The Clear Creek Greenbelt is one of the largest and richest oak savannah and woodland remnant areas in all of Johnson County, providing habitat for dozens of uncommon and rare species in this region of the state. The Greenbelt is a natural area with a vast diversity of plant life. The Floristic Inventory and Habitat Assessment was completed in the area during 1997 for the Clear Creek Corridor by Conservation Design Forum. The report included a final assessment which found 79.3% of 426 species are native to Johnson County, Iowa. Of these, 36 are trees, 20 are shrubs, 14 are vines, 197 are forbes, 23 are grasses, 39 are sedges and 9 are cryptogams. Approximately 36 species were noted as being infrequent or rare to Johnson County during the spring assessment. These include the following:

<table>
<thead>
<tr>
<th>Plants</th>
<th>Animals/Birds</th>
<th>Trees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sedges</td>
<td>Orioles</td>
<td>Box Elder</td>
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<tr>
<td>Sand milkweed</td>
<td>Indigo Buntings</td>
<td>Silver Maple</td>
</tr>
<tr>
<td>Spikenard</td>
<td>Red Breasted Grosbeak</td>
<td>River Birch</td>
</tr>
<tr>
<td>Shooting star</td>
<td>Cardinals</td>
<td>Hackberry</td>
</tr>
<tr>
<td>Spinulos shield fern</td>
<td>Bluebirds</td>
<td>Black Walnut</td>
</tr>
<tr>
<td>River bulrush</td>
<td>Deer</td>
<td>Bur Oak &amp; Oaks</td>
</tr>
<tr>
<td>Short-beaked arrowhead</td>
<td>Ground hogs</td>
<td>Hickory</td>
</tr>
<tr>
<td>Meadow Parsnip</td>
<td></td>
<td>Hawthorn</td>
</tr>
</tbody>
</table>

The Clear Creek Greenbelt is comprised of bluffs and ravines along the south section and bottomland woods and terraces in the middle of the plot. The east side is comprised of old field habitat and agricultural land which is currently being restored into oak savannah and native prairie. In the northeast and southwest, wetlands abound and the area contains some bottomland woods interspersed with narrow sand terraces. Conservation Design Forum, in their habitat assessment study stated, "It is fundamental that these unique natural features are buffered and protected in the Clear Creek Greenbelt." The Clear Creek Greenbelt buffer consists of an effort to purchase all lands in the floodway of Clear Creek. This effort has resulted in the City of Coralville and the University of Iowa owning over 300 acres of floodway and some adjacent floodplains of which the Clear Creek Trail traverses through. The Clear Creek Trail improves access to the greenbelt where the City hosts groups who plant trees, remove trash, harvest and distribute prairie seed, and do other environmental activities each year.
**North Ridge Trail Corridor**

The North Ridge Trail Corridor traverses through both highly developed commercial and residential areas and grassland open spaces. At the southern starting point for the North Ridge Trail, the trail corridor is bordered by heavy development. Water runoff and sandy silty erosion from development disturbance is a common challenge. The trail also borders floodway areas as it passes under Interstate 80. The southern third of this trail corridor is fairly flat with a stable trail bed surface of clay. This is a great connector trail to North Liberty with numerous park settings and opportunities to view flora and fauna including:

<table>
<thead>
<tr>
<th>Plants</th>
<th>Animals/Birds</th>
<th>Trees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rattlesnake Master</td>
<td>Orioles</td>
<td>Flowering Crabapples</td>
</tr>
<tr>
<td>New England Aster</td>
<td>Indigo Buntings</td>
<td>Bradford Pears</td>
</tr>
<tr>
<td>Indian Grass</td>
<td>Red Breasted Grosbeak</td>
<td>Beeches</td>
</tr>
<tr>
<td>Wild Bergamot (Bee Balm)</td>
<td>Cardinals</td>
<td>Ornamental Locusts</td>
</tr>
<tr>
<td>Lilies</td>
<td>Bluebirds</td>
<td>White Pine</td>
</tr>
</tbody>
</table>

This specific trail is a more difficult run or ride compared to others with various ascending climbs as it travels north through the University of Iowa Oakdale Campus and wrapping through Oakdale Research Park, passing multiple fishing locations and water fowl viewing spots. The last third flattens and extends along the Iowa Interstate Railroad line connecting to North Liberty.

**Muddy Creek Trail Corridor**

Beginning at Auburn Hills Park, Muddy Creek Trail allows families, children, and other users safe passage among a plethora of different ecosystems along the banks of Muddy Creek. Heading north on the trail among wooded bluffs consisting of upland and lowland forest types, trail patrons can identify some of the following plant and animal species:

<table>
<thead>
<tr>
<th>Plants</th>
<th>Animals</th>
<th>Trees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woodland ferns</td>
<td>Whitetail Deer</td>
<td>White Oak</td>
</tr>
<tr>
<td>Orchids</td>
<td>Turkeys</td>
<td>Bur Oaks</td>
</tr>
<tr>
<td>Morels</td>
<td>Rabbits</td>
<td>Walnuts</td>
</tr>
<tr>
<td>Edible berries (raspberries, blackberries, etc.)</td>
<td>Squirrels</td>
<td>Hackberry</td>
</tr>
<tr>
<td>Flowers mid spring (blue bells, etc.)</td>
<td>Coyotes</td>
<td>Black Cherry</td>
</tr>
</tbody>
</table>

Traveling west, the trail continues upstream into Thayer Conservancy which houses tall grass prairie and transitions into woodland meadows. Further west the Muddy Creek Trail leads to
Coralville Comprehensive Trail Plan

Stables Basin area which has multiple mitigated wetlands with a gorgeous wet meadow display. The wetlands act as a natural filter for groundwater. The trail ultimately ends at the Coralville Youth Sports Park where a multitude of recreational opportunities exist including a playground, soccer and baseball fields, trail fitness loop and bocce ball. A remnant sand prairie can also be found along the northern edge of the Youth Sports Park when traveling along the uppermost sections of Muddy Creek Trail.

Iowa River Trail Corridor

This trail currently begins at the Iowa River Landing Wetland Park along the Iowa River behind the Marriott Hotel and Conference Center. This diverse emergent wetland houses a variety of wetland plant species and animal communities. You can view emergent, wet meadow, and deep water wetland ecosystems all at one location which has thirty-two interpretive signs celebrating the area. A suspended boardwalk that encompasses the wetland allows trail users to explore and enjoy the flora and fauna that is unique to this area.

<table>
<thead>
<tr>
<th>Plants</th>
<th>Animals</th>
<th>Trees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rose Mallow</td>
<td>Bald eagle</td>
<td>Sycamore</td>
</tr>
<tr>
<td>Arrowhead</td>
<td>Beavers</td>
<td>Swamp White Oaks</td>
</tr>
<tr>
<td>Cardinal Flower</td>
<td>Northern Walleye</td>
<td>River Birch</td>
</tr>
<tr>
<td>Indigo Bush</td>
<td>Seagulls</td>
<td>Bald Cypress</td>
</tr>
<tr>
<td>Button Bush</td>
<td>Geese</td>
<td>Sand Bar Willow</td>
</tr>
</tbody>
</table>

The Iowa River Corridor Trail travels south along the Iowa River on top of flood berms planted in native prairie consisting of black eyed susans, big blue stem, and pale purple cone flower. Trail users can witness bottomland forest restoration efforts post flood 2008.

The Iowa River Corridor Trail leads to Iowa River Power Pedestrian Bridge and Gazebo where there is a prevalence of bird species to observe. The connecting trail over a bridge to Iowa City provides fantastic views of the river’s spillway and panoramas of the Iowa River valley. When taking the trail further south, one can witness the confluence of Clear Creek into the Iowa River. The Iowa River Corridor Trail currently connects with the Clear Creek Trail at this juncture. In the fall of 2020, the Iowa River Corridor Trail/formerly CRANDIC Trail will continue over a new bridge at the mouth of Clear Creek and replace the damaged CRANDIC Trail to form a new surface over to CRANDIC Park and make a connection to Iowa City’s portion of the Iowa River Corridor Trail.
Trails Overview

Trailheads

Coralville has several trailheads or facilities to help users enjoy the trail system. Trailheads have parking, restrooms, and amenities such as shelters or concessions. The following serve as trailheads in Coralville:

- Brown Deer Golf Club, 1900 Country Club Drive
- Coralville Youth Sports Park, 2480 Dempster Drive
- Iowa Firefighters Memorial, 1 Russell Slade Boulevard
- Iowa River Trail Comfort Station, south of Marriott Hotel and Conference Center
- North Ridge Pavilion, 2250 Holiday Road
- Tom Harkin Trailhead, 719 Camp Cardinal Boulevard

Coralville Trails

- Clear Creek Trail
- Iowa River Corridor Trail
- North Ridge/North Liberty Trail
- Auburn Hills Trail
- Muddy Creek Trail
- Glen Oaks Trail
- S.T. Morrison (Park Loop)

Below is a description of the major trail spines. Trail counts are done at various locations each year. Not all trails have a conducted trail count yearly but the department has a goal to count at each trail a minimum of every five years.

Clear Creek Trail

Total Length: 5.8 miles

Complete: No. Estimated completion fall of 2024.

Construction Characteristics: 5 inch thick, PCC concrete trail, 8 foot wide.

City uses continental bridges for crossing Clear Creek in several locations.

Sources of Funds: Federal Recreation Trails Grants, State Recreation Trails Grants, MPO Funds, Congressional Earmark – Senator Tom Harkin local funds.
In 2020, Clear Creek Trail averaged 159 users per day near the Tom Harkin Trailhead. This count was taken early on in the COVID-19 stay at home period when the University was not in session. In 2019, this same location had an average daily count of 298. Typical user count is higher during the weekdays then weekends leading to believe that the Clear Creek Trail is used a commuter trail as well as recreational.

The Clear Creek Trail is currently about 5.8 miles long in Coralville. There is a gap between the Coralville Creekside Ballpark under the I80/I380 interchange. It picks back up in Tiffin and runs to Kent Park in Johnson County. The Clear Creek Trail lies predominantly in the flood way of Clear Creek. It is susceptible to flash flooding. When this happens, it is necessary to close portions of the trail. The Clear Creek Trail is groomed in the winter months by the University of Iowa Touch the Earth program for cross country skiing and the buffer zones provide a good area for snow shoeing and bird watching. Snow is not removed from the Clear Creek Trail so bicyclists and pedestrians are encouraged to use an alternate route.

Looking Ahead

The next project for the Clear Creek Trail is making the connection to Tiffin at the western border. The final piece is anticipated to be complete in the fall of 2024 and will pass under Interstate 80 and Interstate 380 to make this connection. When complete, the Clear Creek Trail will be six miles long in Coralville.
Iowa River Corridor Trail

Total Length: 1.1 miles


The Iowa River Corridor Trail is a trail system starting on the southeast side of Iowa City and running to North Liberty, predominantly along the Iowa River. In its entirety, the trail is 17 miles long. The section in Coralville runs along the Iowa River on the east side of the power station and north to the Iowa River Landing. The majority of the trail sits on top of the flood berm and remains dry. It connects with the Clear Creek Bridge on First Avenue and passes under First Avenue as the trail connects to the Clear Creek Trail. At this underpass, the trail is often inundated when Clear Creek flash floods. When this occurs, the trail is closed and cleaned off after the water has subsided.

Construction Characteristics: 5 inch thick, PCC concrete trail, 10 foot wide.

Sources of Funds: Economic Development Administration funding for flood relief, Local funds

In 2019, Iowa River Corridor Trail in Coralville at the Iowa River Power Dam averaged 260 users per day during summer months.

The trail is currently 1.1 miles in length and runs from the mouth of where Clear Creek meets the Iowa River and runs north to the north side of the Marriott. This trail runs along the top of a flood protection berm and stays dry. Part of the trail near the Iowa River dam is cleared for eagle viewing during the winter months.

Looking Ahead

Funds through the MPO of Johnson County TAP budget have been allocated in FY20 and FY21 for the reconstruction of the .9 mile segment of the Iowa River Corridor Trail bridging Clear Creek and connecting to CRANDIC Park in Iowa City. Future plans also call for the trail to extend north and then west to connect to First Avenue and to cross a future pedestrian bridge behind the Marriott to the Iowa City side of the river.
North Ridge Trail

Total Length: 3.5 miles

Complete: Yes

Construction Characteristics: 5 inch thick PCC concrete trail, 8 foot wide.

Sources of Funds: Land and Water Conservation Fund, IDOT Surface Transportation Program, IDOT Enhancement Program Funds (TAP funds), and Local funds

In 2017, the North Ridge Trail averaged 214 users at the south end of the trail near the underpass and 232 users at the north end of the trail before it connects to North Liberty. The North Ridge Trail starts at its connection to the Clear Creek Trail at James Street and 25th Avenue in Coralville and runs north through North Ridge Park and the University Research Park before connecting to North Liberty at Forevergreen Road. The trail is mostly constructed from five inch PCC with a short stretch near North Liberty that was constructed with asphalt. This section was originally part of North Liberty but is now part of Coralville.

The City of Coralville worked with the Iowa Department of Transportation to be the first entity in Iowa allowed to convert a drainage culvert under Interstate 80 into a trail underpass. The trail passes under through a ten foot by ten foot wide drainage box culvert. The trail is on a false floor two feet above the culvert invert which maintains normal overland water flows. On the south end of the trail, the water flows into a wet meadow area.

In 2018, fix it stations were added to North Ridge Trail at North Ridge Park near the Pavilion and adjacent to the trail near University Parkway.

Looking Ahead

In the near future, Coralville will need to address the asphalt section of the North Ridge Trail by replacing it with concrete. The trail is in good shape where it is concrete. Each year, a few panels are replaced for cracking or tipping. This trail is a complete trail spine and updates in the future include rest areas, and water fountain access.
Muddy Creek Trail

**Total Length:** 3.6 miles

**Complete:** No

**Construction Characteristics:** 5 inch thick PCC concrete trail, 8 or 10 foot wide.

**Sources of Funds:** Constructed mainly through working with developers on providing access to sewer manholes along this route. Local funds.

In 2016 during the summer months, the Muddy Creek Trail averaged 46 users per day north of Kate Wickham Elementary School. The trail runs from the east side in the Dovetail Recreation Area to the west side of Coralville ending at the west side of the Coralville Youth Sports Park. It is constructed of five inch thick PCC. This trail spine has several areas that have had to have drain tile installed along the trail in order to keep draining across the trail to a minimum. The Muddy Creek Trail connects several residential neighborhoods and is used heavily as a route to school. The trail is plowed in the winter time around Kate Wickham Elementary School and through the Dovetail Recreation Area as a route to school and a winter recreation jogging path.

**Looking Ahead**

This trail is mostly completed with a few gaps. An important connection is a gap to complete in the Auburn Hills area where the trail is planned to go up through the park. Another gap is a safe crossing for First Avenue, which should be addressed with a marked crossing and reduced speed for the 45 mph roadway. This marked and protected crossing will allow the Muddy Creek Trail to connect all the way to the Oakdale Boulevard side path and on to Iowa City. Future amenities include fix it stations, rest stations, and access to water fountains.
Coralville Woodpecker Single Track Trail

**Total Length:** 3.0 miles

**Complete:** No

**Construction Characteristics:** single track trail built on grade, board walk construction with pan system.

**Sources of Funds:** Trail has been built with local funds and volunteer power. Grant received from the Review Family Foundation for trail bridges. A daily count taken in the fall of 2019 has shown that the Coralville Woodpecker Single Track Trail has an average of 98 users per day. The trail was developed in partnership with the Iowa Coalition of Off Road Riders and incorporated some single track trails that have been built and ridden in the Clear Creek Greenbelt for several decades. ICORR and the City created a loop trail system for the first and second segment of trail and improved bridges and built a boardwalk over a particularly wet area. Staff also worked with the University of Iowa and the US Army Corp of Engineers to plan and construct a loop through a constructed wetland area.

Future plans include continuing to construct single track trail further to the west to connect with Altmair Family Park and to Creekside Cross, a park amenity dedicated in 2018 for cross course riding.

In 2020, the first flow trail in Johnson County will be opened at Creekside Cross. Creekside Flow will consist of a climbing trail and two downhill runs along with amenities for observation and information.
Coralville Paved Trail Projects and Costs

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Constructed</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>CRANDIC Trail</td>
<td>1989</td>
<td>$51,940</td>
</tr>
<tr>
<td>North Ridge Trail</td>
<td>1995</td>
<td>$239,300</td>
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<tr>
<td>Muddy Creek Trail</td>
<td>2001</td>
<td>$8,000</td>
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<tr>
<td>North Ridge I80 Underpass</td>
<td>1997</td>
<td>$217,635</td>
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<tr>
<td>Kate Wickham Trail Connection</td>
<td>1997</td>
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<td>Auburn Hills Trail</td>
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**Investment to Date - Total Project Cost**

$6,492,135+

Approximate Grant funding awarded towards total projects cost $1,493,000 + Developer funded segments
Trail Funding

Trail development is funded three ways in Coralville:

- Through state and federal grant programs with match money from local hotel/ motel taxes.
- Through working with developers as subdivisions are planned to place dual-purpose trails for recreational use and for sanitary sewer manhole access.
- Trail links are also provided through neighborhoods as part of the sidewalk network.

Typical Trail Construction

Design Standards

In general, trails shall be designed to the same standard as sidewalks. Trails designed for public use shall be a minimum of eight feet wide and a ten foot width is the typical design standard. To the extent practical, trails shall comply with the provisions of the Americans with Disabilities Act. The trail shall be constructed of five (5) inch thick PCC with fiber mesh on a six inch compacted base or a six inch thick PCC on grade. The cross slope or crown shall be no greater than 2%. Trails designed for the use of bicycles shall be designed to the standards of the American Association of State Highway and Transportation Officials’ “Guide for the Development of Bicycle Facilities”. Trails that also serve as vehicular access for utility maintenance activities shall be constructed of Portland cement concrete and have appropriately designed radii. Trails shall have ¼ inch wide saw cut joints only. (Excerpt from City of Coralville Design Standards.)

TYPICAL CROSS SECTION
10’ PCC TRAIL

[Diagram of trail cross section with specifications such as width, slope, and materials]
Use of Shoulders as Buffer Zones

Coralville requires a buffer zone to be constructed as a three foot shoulder on each side of the trail unless prohibitive. This shoulder area is kept free of trees and shrubs and maintained as a mowed edge so long grasses do not grow across the paved surface. It is desirable for the shoulder to contain a healthy turf so that the turf catches water run off toward or away from the trail and decreases the likelihood of erosion or silt across the trail. The City may use common cultural practices for turf management in the buffer zone such as aeration, use of compost or top dressing, or fertilizer or other treatments. The shoulder also serves as a safety area for riders who may need to get off the trail to avoid a collision.

Coralville Trail Policies

Accessibility

The majority of Coralville trails are 10 foot wide concrete paths. The trails most easily utilized have curb ramps at intersections with roadways.

Trail Lighting

Unless specified in this policy, Coralville trails will remain unlit.

Auburn Hills Trail Lighting

Due to the absence of sidewalks in one short section of the Auburn Hills area, the trail was designated as the sidewalk route and lights were installed. This also serves as route to Wickham Elementary School. The lights will be turned off between 11:00 p.m. and 5:00 a.m.

I-80 Underpass Lighting

The underpass is lit and has motion detectors which turn on the lights.

Prohibited Activities

Motorized vehicles that are not allowed on City sidewalks are not allowed on Coralville’s trails except for parks maintenance vehicles and Other Power Driven Mobility Devices (see section 400.12). Equestrian use along trails in Coralville is also prohibited.

Other Power Driven Mobility Devices (OPDMO)

Use of OPDMOs and EPAMDs in department facilities and sites are allowed under these guidelines:

Definition: Other Power Driven Mobility Device (OPDMO) is defined as any mobility device powered by batteries, fuel, or other engines (whether or not designed primarily for use by
individuals with mobility disabilities). Used by an individual with a mobility disability for the purpose of locomotion, including single operator golf carts (no passengers), Electronic Personal Assistance Mobility Devices (EPAMDs), such as Segway PT, or any mobility device designed to operate in areas without defined pedestrian routes, but that is not a wheelchair within the meaning of this policy.

Definition: Electronic Personal Assistance Mobility Device (EPAMDs) is a device used by a person with mobility impairment for ambulation. This definition does not include gasoline powered devices, golf cars, or riding lawn mowers.

Coralville Parks and Recreation will allow persons with mobility impairments to use OPDMDs and EPAMDs in department facilities and sites subject to the following restrictions:

1. The operator of the device must be a person with a mobility impairment, and upon request by Department staff, shall produce proof of such within 72 hours to the department at the Coralville Recreation Center.

2. The device, if used in a facility or park, is allowed in any area of the facility or park in which the general public is allowed. Exceptions: employee only spaces, stairways, and identified hazardous areas.

3. The device, if used in a facility, must be controlled by the operator. It
   a. May not exceed 4 mph.
   b. Shall be driven on the right side of the circulation route.
   c. Is prohibited from carrying another person on the frame.
   d. Is prohibited from carrying any object on the frame that may make the device less stable.
   e. Must not be operated in a dangerous or reckless manner that jeopardizes the safety of the operator, department employees, or department participants.
   f. Fuel powered devices that emit fumes such as gasoline, are not permitted inside facilities.

4. The device, if used in a park or outside, must be controlled by the operator. It:
   a. May not be operated between dusk and dawn unless equipped with headlights that are visible at 300 feet.
   b. May not exceed 6 mph.
   c. Must be no wider than 48 inches.
d. Shall not be driven into ecologically sensitive areas which are posted as such or be used in areas that are wet where the OPDMD will leave tracks.

e. Shall be driven on the right side of the circulation route.

f. Is prohibited from carrying another person on the frame.

g. Is prohibited from carrying any object on the frame that may also make a device less stable.

h. Must not be operated in a dangerous or reckless manner that jeopardizes operator safety, department employees, department participants or park and facility users.

5. The department accepts no responsibility for storage of the device.

6. The department accepts no liability for damage to the device, or injury to the operator, whether caused by the operator, another visitor to the department facility or site, or any other circumstance.

7. The department accepts no liability for damage caused by the operator of the device or injury to others caused by the operator of the device.

8. The department reserves the right to suspend the use of facilities or sites by the operator if doing so is in the best interests of the department and its participants.

9. The department reserves the right to change, modify, or amend this policy at any time, as it would any other policy.

Trail Maintenance and Management Policies

The following maintenance guidelines apply to those trails that have a concrete or asphalt surface. These trails are used for many different purposes, including biking, walking, running, and rollerblading.

Maintenance Guidelines (April–October)

- Inspect trails two times per month during high use months.

- Sweep with broom attachment on tractor monthly or as needed.
  
  - Pick up trash along trails once per month.

  - Pick up tree limbs that fall on the trail surface as needed.
- Trim trees nine feet above trail for overhead and three feet of side clearance one time per year or as needed.

- Mow 35 feet parallel to street at trail intersections a minimum of once every two weeks during the growing season.

- Mow 3 foot shoulder on either side of trail one time per week during growing season.

- Snow removal will be performed as per the snow removal policy. (400.15).

**Maintenance Guidelines – Bridges and Underpasses**

- Inspection of bridges and underpasses along paved trails on a weekly basis (April-October).

- Inspection of bridges and underpasses along paved trails on a monthly basis during low use months (November-March).

- Painting entire underpass interior one time per year and as needed to eliminate graffiti.

- Inspection of underpass lights during regular inspections.

- Cleaning/power washing of underpasses as needed to remove mud and other debris.

**Trail Snow Removal**

Snow will only be removed from trails that are used as a primary route for children traveling to school or designated as a winter exercise loop. The following are trails that will be cleared of snow:

1. The Auburn Hills trail segment starting at Brown Deer Road going northeasterly passing under the Muddy Creek Bridge to Kate Wickham School.

2. The Auburn Hills Trail segment going north from Kate Wickham School through the woods and at the T intersection to go east to Auburn Hills Drive and west to Muddy Creek Lane.

3. The Oakdale Boulevard Trail from Kate Wickham Elementary to 12th Avenue.

4. One path through S.T. Morrison Park leading to Northwest Junior High and Kirkwood School complex.

5. Sidewalks in Central Park that provide access to Coralville Central.

7. Youth Sports Park Pond Loop and through soccer field path to parking lot.

8. Dovetail Recreation Area from Auburn East Lane to Oakdale Boulevard to provide access to school.

**Turf and Tree Management**

Coralville requires a three foot shoulder on either side of its trail system to serve as a buffer and safe landing zone. This shoulder is kept mowed to a height of less than 5 inches tall. As a best turf practice to keep dirt and debris from washing from these shoulders onto the trail system, fertilizers and pesticides may be used to promote the growth of strong, thick turf.

Trees and shrubs will not be allowed to extend into the buffer zone and will be kept limbed up 9 feet above the trail system. Any rock, retaining walls, or other obstructions that extend into the buffer zone will be marked with appropriate signage.

**Storm Water Management**

When constructing new trails, a swale will be constructed on the uphill side of the trail to collect water and discharge to a basin and beehive/drain system. An alternate is to install a drainage system along the trail length to intercept water before it passes over the trail. Private property owners will not be allowed to drain storm water over the trail system and are asked to outlet drains no closer than six feet from a trail.

**Local Trail Organizations**

There are many trail and bicycling organizations in the corridor community that help bring awareness to trails and bicycling. Coralville has worked with these trail organizations on special events, bicycling awareness, grant support, and trail advocacy.

Bicyclists of Iowa City

Iowa Bicycle Coalition

Think Bicycles of Johnson County

Johnson County Bicycling Committee

Iowa Coalition of Off Road Riders

MPO Regional Trails and Bicycling Advisory Committee to the MPO Technical Advisory Committee
Planning for Future Trails

Information was drawn from two trail survey processes and a public input process for developing this plan.

In the fall of 2013, Coralville Parks and Recreation conducted its first trail survey. The survey was distributed to the public in three ways. The first was with trail volunteer surveyors. The 2nd as an online survey on Survey Monkey with a link published through City social media and publication outlets, and third, physical stations to complete a paper survey. (Coralville Trail Survey, 2013)

The second process was in June and July of 2017. The community was given two ways to provide feedback on the current state of trails in Coralville and to indicate trail connections that are desired as future connections. A trail survey was developed and announced through the City website, City and parks and recreation newsletters, press release, posters, and through direct e-mail. A link to the survey hosted on Survey Monkey was distributed with the marketing efforts.

There were also two open houses held in June of 2017 for the public. The first was held on Monday, June 19 from 5:30-7:00 p.m. at Brown Deer Golf Club and the second was held on Saturday, June 24 from 10:00 – 11:30 a.m. at Coralville City Hall. Only thirteen people attended the open house formats but at both, great feedback was given regarding trail connections and rules regarding trails.

What was clear from both processes was that trail use is significant and highly valued in Coralville. In the 2013 survey, 68.4% of respondents indicated using a Coralville trail either daily or several times per week. In the 2017 survey, respondent responses had risen to 76.5 percent using a Coralville trail either daily or several times per week. The main spine trails are the most widely recognized for use indicating a better job could be done of distributing more information about the trail network as a whole.

Building on the information from the surveys, the public open houses helped to develop a look at what the community desires as an outlook for the next ten years for Coralville trails.

Statement of Needs

This list was developed as perceived needs from the public based on information from the 2013 and 2017 trail survey and the open house discussions.

- Complete the missing connections that exist today
  - Clear Creek Trail – Deer Creek to I380 underpass to connect with Tiffin.
  - Going north on First Avenue north of Oakdale Boulevard
The former CRANDIC length behind Heartland Inn from CRANDIC Park in Iowa City to Clear Creek.
- Identify future east/west and north/south trail spines and add to trail plan.
- Continue to connect neighborhoods following trunk sewer lines.
- Provide signage at entry points for trail use rules.
- Continue “miles and time” signs to destination points and periodic maps of the trail system.
- Review winter trail plowing policy and possibly identify regional trails to plow for winter use, particularly to connect North Liberty to the University of Iowa Research Park.
- Review speed on trails and establish a recommended speed limit.
- Adopt policy for e-bikes and other electric use options on trails.

Community Developed Trail Wish List:

Amenities:

These are amenities desired to be found in trails:

- To install fix it stations every two miles on spine trails and at every trailhead.
- To update trail benches and increase the number found on the trail system.
- To build a trailhead with restrooms at the west end of the Clear Creek Trail as planned to be incorporated into the Charles Gay Farm Master Plan.

Desired Completion of Routes:

These are currently on the trail plan that citizens encouraged the City to complete:

- Camp Cardinal Boulevard side path from Hwy 6 to Tom Harkin Trailhead, east side.
- First Avenue side path from I80 in front to Radisson (replacement of four foot walk).
- First Avenue side path from Oakdale to Auburn Hills Drive and eventually to North Liberty/Scanlon Farms area.
- Trail through Auburn Hills Park.
- Iowa River Landing – new bridge/trail over to Iowa City side from east side of Marriott.

See Appendix B for existing routes and currently planned routes.

Other Routes Suggested in the Community Meetings:

These are a listing of routes the participants desired to see added to the trail network.
- 10th Street – Desire side path from 12th Avenue to 25th Avenue or dedicated bike lane.
- 4th Avenue – trail connection from current Biscuit Creek Trail north to railroad right of way.
- New trail in railroad right of way from Pipeline Drive to North Ridge Trail.
- Muddy Creek Trail at bridge west of Auburn Hills Drive north along east side of Muddy Creek to Forevergreen Road (future). Spur to Pratt farm area and across Scanlon Farms.
- 7th Avenue from 12th Avenue to 4th Avenue – resign and re-designate as a bicycle boulevard.
- Camp Cardinal Boulevard designate as a bike lane, paint, clean regularly and sign appropriately. From Kennedy Parkway to 10th Street.
- Oakdale Boulevard designate with a bike lane, paint, clean regularly, and sign appropriately.

It is important to note that most Coralville roadways are not wide enough to provide dedicated bike lanes. The roadways indicated above are wide enough to accommodate lanes.

See Appendix C for a map showing existing and overlay of new routes for the Coralville trails network.
Funding Sources

This section is a review of funding that has been used as funding partners for the City of Coralville. Some of these sources may still be available for future project applications and others may not be still available.

**IOWA'S FEDERAL RECREATIONAL TRAILS FUND**

The Federal Recreational Trails (FRT) Fund – also known as the National Recreational Trails (NRT) Fund – was established in the state in response to the Federal Inter-modal Surface Transportation Efficiency Act (ISTEA) of 1991. This is a national program to provide funds to states to allocate grants for trails and trail-related projects. The NRT Program was later reaffirmed in the Transportation Equity Act for the 21st Century (TEA-21) in 1998. The Federal Highway Administration (FHWA) administers the program.

The Iowa Department of Transportation (DOT) has been designated as the state agency responsible for the program in Iowa. The Iowa DOT and the Iowa Department of Natural Resources (DNR) co-administer the program.

Each state is responsible for creating an advisory committee for the program comprised of representatives of the user groups that are predominant in the state. Iowa’s FRT Advisory Committee was originally created in 1996 and currently consists of six members representing the following user groups:

- Hiking/walking
- Bicycling
- Cross-country skiing
- Snowmobiling
- Off-highway vehicles
- Horseback riding
- Canoeing
- Persons with disabilities

The advisory committee provides guidance to the Iowa DOT on the program’s administration and assists with both the public input process and the review and ranking of applications for funding.

Eligible Applicants.

- Federal and state agencies, local governments, private individuals and organizations (if co-sponsored by a government agency) are eligible to apply for funding.

Funding Distribution.
Not less than 30 percent of the funds received annually will be reserved for projects related to motorized recreation and not less than 30 percent will be reserved for projects related to non-motorized recreation. To ensure diversified trail use, the remaining 40 percent may be used for both motorized and nonmotorized projects, but preference will be given to projects with the greatest number of compatible recreational purposes and/or those which provide for innovative recreational corridor sharing to accommodate motorized and nonmotorized recreational trails. Each state may use up to 7 percent of the funds received annually for administrative costs and up to 5 percent of the funds received annually for safety education programs related to the use of recreational trails.

- The minimum grant amount is $5,000. The maximum federal share for a project is 80 percent of eligible costs. Please note that this is a reimbursement program. Grant recipients will only be reimbursed for eligible costs actually expended. No costs or in-kind services incurred prior to FHWA approval of the grant are eligible for reimbursement or use as a match.

NRT funds may be used for projects from the following categories, which are in no order of priority:

- Maintaining and restoration of existing trails
- Development and rehabilitation of trailside and trailhead facilities and trail linkages
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails (with restrictions for new trails on Federal lands)
- Acquisition of easements or property for trails
- Operation of educational programs to promote safety and environmental protection related to trails (limited to 5 percent of a state’s funds)

These funds are intended for recreational trails. They may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

NRT funds may not be used for the following:

- Property condemnation (eminent domain)
- Constructing new trails for motorized use on National Forest Service or Bureau of Land Management lands unless the project is consistent with resource management plans
- Facilitating motorized access on otherwise non-motorized trails

Planning Provisions:
Projects funded through the Federal Recreational Trails Program must be identified in or further a goal of Iowa’s Statewide Comprehensive Outdoor Recreation Plan (SCORP), the Iowa Trails 2000 document; or a regional, county, or local plan.

All projects generally comply with currently accepted design guidelines for meeting minimum facility, space, orientation, safety, and site compatibility requirements. All trails must comply with the published guidelines in the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and/or the Iowa Trails 2000 resource manual. Signage must conform to the Manual on Uniform Traffic Control Devices (MUTCD).

For more information about the Federal Recreation Trails Program go to www.iowadot.gov.

STATE RECREATIONAL TRAILS PROGRAM

The State Recreational Trails program provides funds to establish recreational trails in Iowa for the use, enjoyment and participation of the public. The Iowa Department of Transportation shall administer the recreational trails fund as a statewide program.

The IDOT Commission is solely responsible for all funding commitments and shall determine the projects to be funded, subject to the availability of recreational trails funds. The commission may approve, modify, or deny an application. The commission may fund all or part of a project and may make funding conditional upon adherence to a time schedule or to fulfillment of an agreement.

A state or local government agency, a municipal corporation, a county or a non-profit organization is eligible to apply for and receive funds from the recreational trails program. A private business or developer is not eligible to apply directly for funds from the recreational trails program.

The recreational trails program is restricted to the acquisition, construction or improvement of recreational trails open for public use or trails which will be dedicated to public use upon completion. A private trail project or a project for a private purpose is not eligible for funding under this program.

A proposed recreational trails project shall meet all of the following requirements:

a. The project must be part of a local, area-wide, regional or statewide plan.

b. The trail route shall be designed to allow enjoyment of scenic views or points of historical interest and to maximize safety. The route may use existing roads, streets or parkways, if the normal flow of motor vehicle traffic will not be hindered and abandoned railroad corridors, utility corridors, or new right-of-way as necessary.
c. The project shall include a contribution of at least 25 percent matching funds. Notwithstanding, at the discretion of the department, funds may be granted up to a maximum of 80 percent. Matching funds shall be from sources other than the recreational trails program.

d. Matching funds shall not include other grants from state agencies or the provision of in-kind services.

e. The value of donated land may be an eligible matching contribution if the land is donated after the commission's funding commitment, and if the value is based on a real estate appraisal acceptable to the department. The appraisal is subject to review and approval by the department after a funding commitment has been made.

For more information about the State Recreational Trails Program go to www.iowadot.gov.

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**FEDERAL TRANSPORTATION ENHANCEMENT PROGRAM**

*(now called the Transportation Alternatives Set-Aside Program)*

The intent of the Federal Transportation Enhancement program is to fund enhancement or preservation activities of transportation related projects. Activities fall into the following categories: trails and bikeways; historic and archaeological; scenic and environmental.

Public agencies and private non-profit organizations (and/or individuals) are eligible to request funding. Private non-profits will require a public agency co-sponsor.

Minimum 30 percent local match is required for statewide enhancements; 20 percent or more local match is required for regional enhancement projects as determined by Regional Planning Authority or Metropolitan Planning Organization policies. Enhancements must have a direct relationship to the existing or planned surface transportation facilities. Projects or areas served by enhancement activities must fit one or more of the following categories:

- facilities for pedestrians and bicycles
- safety and educational activities for pedestrians and bicyclists
- acquisition of scenic easements and scenic or historic sites
- scenic or historic highway programs (including the provision of tourist and welcome center sites)
- landscaping and other scenic beautification
- historic preservation
- rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- preservation of abandoned railway corridors, including the conversion and use of those corridors for pedestrian or bicycle trails
- control and removal of outdoor advertising
- archaeological planning and research
- mitigation of water pollution due to highway runoff, or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- transportation museums

*NOTE: This list is all inclusive; a project must fit into one or more of the categories to be eligible for funding.*

In order to offset administrative costs, minimum total project size for statewide enhancements will normally be $100,000. RPAs and MPOs may have different guidelines for regional/metropolitan applications. The program’s annual funding level has been approximately $4.5 million.

**FEDERAL EARMARK (TOM HARKIN)**

In 2006, the City of Coralville received a federal earmark from the office of Iowa Senator Tom Harkin. Senator Harkin was a tireless advocate for health and wellness opportunities for Iowans and enjoyed bicycling himself. The earmark helped to build the trailhead at Camp Cardinal Boulevard later named the Tom Harkin Trailhead and for a section of the Clear Creek Trail.

**RESOURCE ENHANCEMENT AND PROTECTION FUNDS (REAP)**

REAP funds may be used to fund trail development however, Coralville has chosen to apply for REAP funds for land acquisition, the first priority of REAP funding. The eligibility limit of $125,000 also is a prohibiting factor of being an amount too small to fund many of the trail projects.
Conclusion

Coralville has established a strong network of multi-use trails with both separated trails and side path routes. The community speaks highly of the Coralville trail system. Continuing to complete the trail plan is important. When there is a time gap without progress to a trail leaving it with dead ends, the community notices and questions the lack of progress. More regular updates through Coralville communication avenues on progress and next steps may help the community to understand the challenges.

Trails are used year-round by some residents, both for exercise and for transportation. Being able to safely use a trail to commute year-round results in fewer cars on the road and provides an equitable option for those who do not or cannot afford a vehicle. Consideration should be given for identifying a few key transportation routes made up of separated trail, side paths, or sharrow routes to traverse the City east to west or north to south.

Coralville has been aggressive and successful in identifying trail funding sources. The City should continue to work with developers and businesses to put in side paths on a pre-identified route to reach all of Coralville by a non-motorized option. The City should also consider revising its PUD rule of not requiring industrial areas to put in side paths and should adopt a requirement for all PUD submissions to install bike racks on the property or in the development.

Because many state or federal funding sources are looking for regional trail connections, rather than local trail connections, the City should reassess the future trail map and identify how future trails may be regional links.

Lastly, with over twenty-five miles of separated trail built to date, and some over thirty years old, the City will want to assess future maintenance projects and funding to begin replacement of sections of trails as needed. A good example of this is the section of North Ridge Trail that is asphalt, just south of Forevergreen Road, that is rapidly deteriorating.

Ensuring that trail and side path maps are up to date and easily accessible as an important communication tool is an important role of City staff. Residents appreciate the signage and would like to see more mapping at key locations. Amenities are also extremely important and support users who come to use the trails as longer day events or as destinations. When the Clear Creek Trail is completed under I80/I380, this trail will become a destination trail with visitors from across the state. It will be important to support trail users with west side restrooms, water fountain, and other amenities at or near the Charles Gay Festival Grounds.

Coralville trails are appreciated and used by many residents. This is a long-term asset that provides wonderful recreation and transportation opportunities to Coralville and the greater surrounding area.
Appendices

Appendix A – State of Iowa Recreational Use Statutes

Appendix B - Existing Conditions Map for Trails and Side Paths/Overwide Sidewalks

Appendix C – Map of Future Identified Trail Connections from Public Input Process

Appendix D – 2013 Trail Survey Report

Appendix E – 2017 Trail Survey Report
Appendix A

State of Iowa Recreational Use Status

State of Iowa Recreational Immunity

State of Iowa Code protects municipalities against lawsuits which involve normal and expected risks inherent to a recreational activity. This included the use of trails. The language from the State of Iowa Code, Chapter 670 is reproduced below for general information regarding this exemption. More information can be obtained in State of Iowa Code, Chapter 670 “Tort Liability of Government”

670.2 Liability Imposed

1. Except as otherwise provided in this chapter, every municipality is subject to liability for its torts and those of its officers and employees, acting within the scope of their employment or duties, whether arising out of a governmental or proprietary function. 2. For the purposes of this chapter, “employee” includes a person who performs services for a municipality whether or not the person is compensated for the services, unless the services are performed only as an incident to the person’s attendance at a municipality function. 3. A person who performs services for a municipality or an agency or subdivision of a municipality and who does not receive compensation is not personally liable for a claim based upon an act or omission of the person performed in the discharge of the person’s duties except for act or omissions which involve intentional misconduct or knowing violation of the law, or for a transaction from which the person derives an improper personal benefit. For purposes of this section, “compensation” does not include payments to reimburse a person for expenses.

670.3 Actual knowledge of defect is defense. In any action subject to the provisions of this chapter, an affirmative showing that the injured party had actual knowledge of the existence of the alleged obstruction, disrepair, defect, accumulations, or nuisance at the time of the occurrence of the injury, and a further showing that an alternate safe route was available and known to the injured party, shall constitute a defense to the action.

670.4 Claims Exempted.

1. The liability imposed by section 670.2 shall have no application to any claim enumerated in this section. As to any such claim, a municipality shall be liable only to the extent liability may be imposed by the express statute dealing with such claims and, in the absence of such express statute, the municipality shall be immune from liability.

Any claim for injuries or damages based upon or arising out of an act of omission of an officer or employee of the municipality or the municipality’s governing body and arising out of a recreational activity occurring on public property where the claimed injuries or damages resulted from the normal and expected risks inherent in the recreational activity and the person
engaging in the recreational activity was voluntarily on the public property where the injuries or damages occurred and knew or reasonably should have known that the recreational activity created a substantial risk of injuries or damages.
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Trail Survey
Introduction

Coralville Parks and Recreation created and conducted a trail survey in September 19 through October 7, 2013. The survey’s intent was to gather information about how the Coralville trails are used, the frequency of use, and user spending related to the trails. The information that was gathered as result of the trail survey will be used in funding requests, and further development of trail projects.

Creation of Survey

The survey was created in house by staff. An attempt was made to reach out to other communities for similar trail survey examples. Ankeny shared their trail survey done in 2007 and it showed a survey intent to gather information about linkages within their community and to other communities, and to gather information about habits of bikers who travel to use destination trails.

Coralville’s staff began the survey creation by first asking the question, “what is it we want to know from this survey?” It was determined that the focus of the survey was to find out how people use a Coralville trail, how far people live from the trail they most often use, the frequency of which they use a Coralville trail, and their annual spending habits for use of trails.

Staff determined that Survey Monkey would be an appropriate tool for executing the online portion of the survey and that paper forms of the survey would be made available at the Coralville Recreation Center, Coralville City Hall, and Coralville Library. Survey Monkey is a very reasonable cost at $300 for the year for unlimited survey access and staff had begun using Survey Monkey in 2013 to issue satisfaction surveys for programs and services. The Coralville Trail Survey was longest survey that the department had created and survey creation was completed in house. Survey Monkey also allowed for printing a master of the same look for the paper copies.

Methodology

Over a 10-day period the trail survey was distributed to the public in three different ways; the first being on trail volunteer surveyors. Volunteers were placed on a trail in 2-hour segments throughout a 7-day period, and were asked to approach those using the trails to ask them to participate in the survey. There was also a link to the online version of the survey posted on the City of Coralville’s website. Lastly, there were 3 drop box locations; one at City Hall, the City Library, and the Coralville Recreation Center. The conduction of the survey was publicized in “The Beat” (Coralville’s e-Newsletter), press released to all local media, on KGAN 5 & 6 o’clock news on the first day of the on trail survey, and by the Think Bicycles Committee, a local biking advocate group.
Analysis

The trail survey resulted in 362 surveys completed. 160 were completed in person, 165 online, and 37 in the drop boxes. Information gathered from each survey location showed consistent results, and were then computed together for a final analysis.

Conclusion

Coralville Parks and Recreation continues to try and build and expand the recreational needs and wants of its residents. The cities’ trails are seen as a major asset to the community, and have a high frequency of use. These survey results show that further development of the trail system is essential.
The results from the 362 completed surveys were compiled on a per question basis with charts and graphs created to represent the data collected. The option to skip questions was available, along with some of the questions allowing more than one answer to be indicated.

**Question 1: What Coralville trail do you use most?**

The charts below indicate that 30.3% of people use the North Ridge/North Liberty Trail. A close second is the Clear Creek Trail that reported 28.5% of use, and the third most used trail is Muddy Creek at 19.9%. These 3 trails out of the 7 provided on the survey account for 78.7% of all trail usage in the City of Coralville.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clear Creek Trail</td>
<td>28.5%</td>
<td>137</td>
</tr>
<tr>
<td>Iowa River Landing Trail</td>
<td>7.1%</td>
<td>32</td>
</tr>
<tr>
<td>North Ridge/North Liberty Trail</td>
<td>30.3%</td>
<td>129</td>
</tr>
<tr>
<td>Auburn Hills Trail</td>
<td>4.2%</td>
<td>19</td>
</tr>
<tr>
<td>Muddy Creek Trail</td>
<td>19.9%</td>
<td>90</td>
</tr>
<tr>
<td>Glen Oaks Trail</td>
<td>4.6%</td>
<td>21</td>
</tr>
<tr>
<td>S.T. Morrison (Park Loop)</td>
<td>5.3%</td>
<td>24</td>
</tr>
</tbody>
</table>

* Some surveys indicated more than one trail

**Question 2: How often do you use the trail?**

When asked how often they use the trail, results show that 43.9% of those surveyed use the trails a few times a week. Almost 25% use the trails daily, and 21.8% indicated usage
at a few times a month. This shows us that trail usage in Coralville is significant and constant.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>24.5%</td>
<td>90</td>
</tr>
<tr>
<td>A few times a week</td>
<td>43.9%</td>
<td>161</td>
</tr>
<tr>
<td>A few times a month</td>
<td>21.8%</td>
<td>80</td>
</tr>
<tr>
<td>A few times a year</td>
<td>8.2%</td>
<td>30</td>
</tr>
<tr>
<td>Never</td>
<td>1.6%</td>
<td>6</td>
</tr>
</tbody>
</table>

answered question 367

*Some surveys indicated more than one answer

Question 3: When do you use the trail?

The data collected again shows that the trails are used on a consistent basis; as 288 (80.6%) of those surveyed indicated that they use the trails on both the weekends and the weekdays.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays</td>
<td>8.6%</td>
<td>31</td>
</tr>
<tr>
<td>Weekends</td>
<td>10.6%</td>
<td>38</td>
</tr>
<tr>
<td>Both</td>
<td>80.6%</td>
<td>288</td>
</tr>
</tbody>
</table>

answered question 357
Question 4: What time of day do you use the trail?

From the data collected there was not much evidence to show that there is more use at any certain time of day than another. Most implied that their times of use varied, and when time was specified the results were almost equivalent.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mornings</td>
<td>18.7%</td>
<td>75</td>
</tr>
<tr>
<td>Afternoons</td>
<td>17.9%</td>
<td>73</td>
</tr>
<tr>
<td>Evenings</td>
<td>13.2%</td>
<td>53</td>
</tr>
<tr>
<td>Varies</td>
<td>50.0%</td>
<td>201</td>
</tr>
</tbody>
</table>

answered question 402

*Some surveys indicated more than one answer

Question 5: How far do you live from a trail?

The results from question 5 suggest that a majority of the trail users live in close proximity to the trails. 52.7% reported that they live 0-.5miles away from a trail, and another 20.4% said they were within a mile from a trail.
Question 6: What are your reasons for using the trail? (Choose all that apply)

The main use of the trail with 295 out of the 362 surveyed implied that they use the trail for physical fitness. The other main reasons recorded were for health/exercise, recreation, and to enjoy nature.
Question 7: How do you use the trail? (Choose all that apply)

As shown in the charts below, walking and biking are almost equivalent in usage and account for 75% of the responses. The trails are also being used for jogging at 20.7%, with the other few categories being used little to none.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>37.6%</td>
<td>246</td>
</tr>
<tr>
<td>Bike</td>
<td>37.3%</td>
<td>244</td>
</tr>
<tr>
<td>Jog</td>
<td>20.7%</td>
<td>136</td>
</tr>
<tr>
<td>Rollerblade</td>
<td>0.4%</td>
<td>3</td>
</tr>
<tr>
<td>Cross country ski</td>
<td>2.3%</td>
<td>15</td>
</tr>
<tr>
<td>Skateboard</td>
<td>0.7%</td>
<td>5</td>
</tr>
<tr>
<td>Wheelchair or other power driven mobility device</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>0.70%</td>
<td>5</td>
</tr>
</tbody>
</table>

answered question 654
Question 8: What resources do you use to get information about trails? (Choose all that apply)

The responses collected show that word of mouth (30.6%) and by road signs (24.6%) are the top 2 ways that community member get information about the trails. The City of Coralville’s website also had a 18.8 response percentage.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Word of mouth</td>
<td>30.6%</td>
<td>189</td>
</tr>
<tr>
<td>Road signs</td>
<td>24.6%</td>
<td>152</td>
</tr>
<tr>
<td>Trail brochure</td>
<td>15.2%</td>
<td>94</td>
</tr>
<tr>
<td>City of Coralville website (<a href="http://www.coralville.org">www.coralville.org</a>)</td>
<td>18.8%</td>
<td>116</td>
</tr>
<tr>
<td>Think Bicycles Coalition of Johnson County website (<a href="http://www.thinkbicycles.org">www.thinkbicycles.org</a>)</td>
<td>3.7%</td>
<td>23</td>
</tr>
<tr>
<td>Metropolitan Planning Organization of Johnson County website (<a href="http://www.mpojc.org">www.mpojc.org</a>)</td>
<td>2.4%</td>
<td>15</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>4.50%</td>
<td>28</td>
</tr>
</tbody>
</table>

answered question  617

Question 9: Choose the amount that closest reflects what you spend annually on equipment or purchases related to trail use?

As shown below almost half of those using the trails reported to spend only $0-75 on purchases related to trail use. Also, only about ten percent of people indicated that they spend over $500.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0 to $75</td>
<td>45.1%</td>
<td>160</td>
</tr>
<tr>
<td>$76 to $150</td>
<td>21.9%</td>
<td>78</td>
</tr>
<tr>
<td>$151 to $500</td>
<td>23.1%</td>
<td>82</td>
</tr>
<tr>
<td>$501 to $1000</td>
<td>7.3%</td>
<td>26</td>
</tr>
<tr>
<td>Greater than $1000</td>
<td>2.5%</td>
<td>9</td>
</tr>
</tbody>
</table>

answered question  355
Choose the amount that closest reflects what you spend annually on equipment or purchases related to trail use.

- $0 to $75
- $76 to $150
- $151 to $500
- $501 to $1000
- Greater than $1000

Question 10: If the following voluntary programs were available for citizens to support trails in Coralville, which would you choose?

33.7% of those surveyed stated that they would want to round up water bill to the nearest dollar to donate to a trail fund. The other choices to have a trial donation fund or special fundraising events were also popular answers to this question.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trail pass</td>
<td>10.4%</td>
<td>51</td>
</tr>
<tr>
<td>Trail donation fund</td>
<td>26.9%</td>
<td>132</td>
</tr>
<tr>
<td>Round up water bill up to nearest dollar to donate to a trail fund</td>
<td>33.7%</td>
<td>165</td>
</tr>
<tr>
<td>Special fundraising events</td>
<td>17.4%</td>
<td>85</td>
</tr>
<tr>
<td>None</td>
<td>10.6%</td>
<td>52</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>0.80%</td>
<td>4</td>
</tr>
</tbody>
</table>

answered question 489

*Some surveys indicated more than one answer
Question 11: In what city do you live?

As projected many of the trail users live in Coralville (52.4%), but the survey also showed that there is a significant amount that are from Iowa City and North Liberty who make up almost the other fifty percent.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percentage</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coralville</td>
<td>52.40%</td>
<td>120</td>
</tr>
<tr>
<td>Iowa City</td>
<td>26.60%</td>
<td>61</td>
</tr>
<tr>
<td>North Liberty</td>
<td>13.50%</td>
<td>31</td>
</tr>
<tr>
<td>Other</td>
<td>7.40%</td>
<td>17</td>
</tr>
</tbody>
</table>

answered question 229

Question 12: Which category below includes your age?
The results from this question show that the age of our users is well distributed. The age categories of 30-39, 40-49, 50-59, and 60 or older all had a percentage of users between 18-23%. However, it is reflected that less than one percent of our users are between the ages of 18 and 20.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 or younger</td>
<td>4.3%</td>
<td>15</td>
</tr>
<tr>
<td>18-20</td>
<td>0.5%</td>
<td>2</td>
</tr>
<tr>
<td>21-29</td>
<td>10.5%</td>
<td>37</td>
</tr>
<tr>
<td>30-39</td>
<td>19.4%</td>
<td>68</td>
</tr>
<tr>
<td>40-49</td>
<td>22.2%</td>
<td>78</td>
</tr>
<tr>
<td>50-59</td>
<td>23.4%</td>
<td>82</td>
</tr>
<tr>
<td>60 or older</td>
<td>18.5%</td>
<td>65</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>1.1%</td>
<td>4</td>
</tr>
</tbody>
</table>

Question 13: What is your race/ethnicity?

The survey shows that our trail users are predominately white. 5.1% percent of users are Asian, and 1.1% African-American.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>88.0%</td>
<td>309</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>1.1%</td>
<td>4</td>
</tr>
<tr>
<td>American Indian or Alaskan Native</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Asian</td>
<td>5.1%</td>
<td>18</td>
</tr>
<tr>
<td>Native Hawaiian or other Pacific Islander</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>Hispanic/Latino</td>
<td>0.5%</td>
<td>2</td>
</tr>
<tr>
<td>From multiple races</td>
<td>1.4%</td>
<td>5</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>3.7%</td>
<td>13</td>
</tr>
</tbody>
</table>

answered question 351
Question 14: What is your approximate average annual household income?

Approximate income was also fairly equally distributed amongst the income brackets. $75,000-$99,000 was the most recorded with 15.7%, and $175,000-$199,000 was indicated the least with 3.9%. The trail system is used by all income brackets.

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0-$24,999</td>
<td>7.6%</td>
<td>25</td>
</tr>
<tr>
<td>$25,000-$49,999</td>
<td>11.8%</td>
<td>39</td>
</tr>
<tr>
<td>$50,000-$74,999</td>
<td>13.3%</td>
<td>44</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>15.7%</td>
<td>52</td>
</tr>
<tr>
<td>$100,000-$124,999</td>
<td>13.6%</td>
<td>45</td>
</tr>
<tr>
<td>$125,000-$149,999</td>
<td>7.9%</td>
<td>26</td>
</tr>
<tr>
<td>$150,000-$174,999</td>
<td>6.0%</td>
<td>20</td>
</tr>
<tr>
<td>$175,000-$199,999</td>
<td>3.9%</td>
<td>13</td>
</tr>
<tr>
<td>$200,000 and up</td>
<td>8.4%</td>
<td>28</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>11.8%</td>
<td>39</td>
</tr>
</tbody>
</table>
What is your approximate average annual household income?

- $0-$24,999
- $25,000-$49,999
- $50,000-$74,999
- $75,000-$99,999
- $100,000-$124,999
- $125,000-$149,999
- $150,000-$174,999
- $175,000-$199,999
- $200,000 and up
- Prefer not to answer
Appendix

Question 15: Please add any additional comments about your experience with Coralville trails including access, ease of use, distance, signage, amenities, or other information.

Positive Trail Comments

- They are always well maintained. Especially appreciate that any graffiti or vandal-like actions are quickly tended to in the tunnel below the interstate at North Ridge Park.
- Trail from Coralville to North Liberty has been wonderful. I have used it a lot and use it to bike with friends. We often bike to a restaurant. I like to cc ski, but not on Coralville's cement trail. (The poles hit the cement and you don't get a good grip.)
- The trails are amazing and my entire family loves them!
- The plants along Clear Creek are amazing. I wish there was more habitat restoration.
- It's why we bought our house in Coralville as opposed to other surrounding areas. Thank you for maintaining and expanding the trail system.
- Easy to use, but not always the shortest distance to get somewhere.
- Love the trails.
- We love them, keep building on and maintaining them please!! They add so much to the quality of life, if I worked in Coralville or NL I would use them to commute to work.
- I'm anxious for the trail from IRP to the IRL to be completed. It will be a great way to connect Coralville attractions.
- Very user friendly, beautiful
- Like the new signs, more on-trail maps would be helpful
- Likes the scenic feature of Clear Creek Trail
- Love the trails.
- Children use it to walk to school
- Great Resource. Love it.
- Love that they go through nature, and will allow me to go long distances off road
- Well maintained with courteous employees
- Love them; well maintained; great that we have them
- Finds the trails great for promoting fitness for all ages
- Some of the best and well-maintained trails in a small town
- Excellent trails and one of many secret benefits of our community
- Great Trail! Glad to live so close and am able to use it
- More trails! More funding for Physical Activation! Great for healthy citizens! Great and easy to use!
- I like having parking and water fountains along the way
- Thank you! Love the trails- am excited about Clear Creek Trail. Now lets head to Kent Park
- I enjoy the trails and think they are very convenient
- Love
- It's good to have the restroom area next to Camp Cardinal Road
- Love the amenities; the toilet is always clean
- This (clear creek) is a good trail. We hope the City of Coralville will keep it open to the public.
- Beautiful trails, easy to use
- Love having them
• Thank you, it is beautiful
• I appreciate the effort put into creating/ maintaining the trails.
• One of the highlights of Coralville is its easy to access and widespread trail system fostering supportive environment for healthy living - one of the main reasons we moved here
• It's very convenient
• Well taken care of
• You need to get the word out on how good they are
• Love It. Getting to know my way around, would like trail (off road) to downtown Coralville and library vs. on road
• They're awesome!
• Clear Creek is nice to cross county ski on the sidewalks after a snow. It will be nice to have the south part of the IRL trail completed
• Love them, anxious for there to be more available
• Keep up the terrific work! Going to outdo IC trails by a long shot. Winter: can you please modify you snow removal policy and remove snow and ice
• Love Them
• Just moved here, love them

Snow/Ice Removal
• The bike trails need to be cleared of snow just as the streets are cleared of snow. trails are transportation to get from one place to another. The trails are recreation as defined by the individual, meaning, photography, exercise, etc. The trails need to be available ALL year round. Especially important who bike in the winter.
• It would be great if the trails were maintained year round as they are used by a lot of people. Very few people use them to ski. Skiers have many other options, pedestrians and cyclists do not, especially in the winter, as the roads get narrower and become less safe.
• Please clear snow and ice
• Your upkeep is very good on the trails.
• Please clear the trails in the winter
• Please clear the trails in winter!
• Keeping the trails clear during the winter so we can still use them. Especially when I'm commuting, it's nice to not have to navigate ice and snow to get to work/home, etc. thanks.
• plow the snow in the winter along the mall to north liberty
• Please clear the ice and snow off of the trails!
• PLEASE clear the trails in the winter. We use them even if not cleared but it's a pain. And a liability for Coralville - no different than if I didn't clear my sidewalk. PLEASE clear the paths - the other neighboring towns do - we can happily use trails in the area...until we get to Coralville. Big pain!
• good experience overall. I wish they were plowed in winter.
• Snow needs to be removed from trails in the winter so that people can continue to use them.
• Coralville trails should be snowplowed in the wintertime. I see city trucks with plows up driving all over town, all of the time. Put those plows down and plow the snow off the bike paths. Minneapolis, MN gets far more snow and has a very extensive bike and walk trail system, yet they keep them plowed open throughout winter.
• I wish there was snow removal on the trail from Coralville to North Liberty as I would continue to bike/run/walk even during colder months.
• Snow should be removed from the trails. I commute by bicycle on the wide sidewalk on highway 6. You should enforce businesses to clear the snow. Many do not do a good job keeping the sidewalk clear.

• Would VERY MUCH appreciate snow removal! North Liberty has it done seconds after snowfall is finished, however, once the first seasonal snow hits, traveling south from North Liberty or anywhere within the city of Coralville is very, very difficult via bike or going for a run.

• Please plow the trail south of Forevergreen road.

• Please modify your City of C’veille's policy, and include snow removal. My bicycle is my ONLY means of transportation, and when the C’ville trails are covered for 3+ months in snow and ice, I am forced to ride the mean streets of IC / C’ville. Thank you.

• Please thoroughly clear trails of snow in the winter. Give updates on anticipated completion date for extension to Tiffin. Develop single track Bike trail system in woods south of Hwy. 6 and CC trail

Expansion of Trails

• I think the trails need to connect more with the other trails. We don't bike on the trails in Coralville much because they are not very long, they are not well connected. When we lived in Central Iowa, we could get on a trail and bike for many, many miles from one town to another. Although the Coralville trails are nice little places to walk the dogs in the neighborhood, they are not long enough to go for a long bike ride. Our property taxes are sky high already, so I really don't want to pay another tax or fee for the trails. Also, what's the deal with the Ewalt Recreation Area? There is no access to it!

• Wish trail would connect with Tiffin.

• Great trails, but they need to join-up better to make commuting by bike more enticing (ic Coralville to river landing and downtown)

• Would love to see better trails into Iowa city so I could safely commute

• Dubuque St. needs a trail! We need more trails to bike commute for work and entertainment venues!

• I think you should have a fundraiser to get Clear Creek Trail connected to Tiffin. Getting that connection should be of highest priority!!!

• I would like to see trail by Wickham reopened. Would love to see clear Creek extend even farther West - fun progress this year, though.

• Need more trails near Walmart, Kohl's, Walgreens, TJ Maxx, under the I80/965 interchange and northward.

• Really like to see the clear creek trail finished...we have been waiting a long time. We would use it a lot more if it was not so short. TAKE IT TO TIFFIN AND BEYOND!!

• I really wish the trail connecting Coralville and Tiffin was complete. As a Tiffin resident, I'd use the Coralville trail system a LOT more if it extended farther west to Tiffin. Not only for recreation, but I'd actually be able to commute to work by bike (there's no way I'll ride on Hwy 6). And I know there are plenty of other people who feel the same way. So I'm hoping the trail to Tiffin is high on the priority list of trails to finish!

• Finish trail from North Liberty to Solon

• Please expand trails expeditiously

• Make a trail connection to Kent Park

• Keep building

• Please make more wooded trails. We need a trail from Cedar Raids to N. Liberty :)

• Please connect Dubuque in all places so that it is safe to ride
Please connect Dubuque @ waterworks/ oakdale bike on dubuqe to foster road. The new Oakdale trails is awesome!
Would like trail to go through Thayer Conservatory as a shortcut
how about a trail over by Brown Deer
Good access. Would love to see them connected to Tiffin, Amanas, CR, West Branch
Would like to see the trail finished to Tiffin & connect up with Tiffen trail. Love the trail system!

Safety/ Hazards & Improvements
- There needs to be a pedestrian bridge over Coral Ridge Ave. to get to the shopping on the other side of the road from the mall.
- Rail from Camp Cardinal up the hill thru woods in places seems unsafe. Guard rails needed and trail is too narrow and at strange angles in places. Might want to checking missing nuts& bolts on bridges over ia rvr at ia rvr pwr co and behind Marriott. Is there a comments box near any of trails? We are on trails and notice details. Repairs that might be needed.
- The asphalt North Liberty trail is showing wear and tear-has some very rough spots that are jarring especially when you are biking fast. This trail is also too narrow. Not sure if the new Clear Creek trail between Tiffin and Half Moon road applies to this survey, but on Sat. Sept. 28, I was biking on this trail with substantial rainfall and crashed, as I turned ever-so slightly due to a bend in the road. My bike and I skidded over 10 feet on the trail. I sustained bruises to my legs and damage to my expensive road bike. There is a sign at the beginning of the trail -"slippery when wet" - but I have never encountered a concrete trail that was so slippery in the rain before.
- i live behind north ridge pavilion a new trail was just put in, i see cars drive down it by mistake and over the ped bridge, i think a sign needs to be put in to let drivers know where the entrance is, everything else is great, love the trail system around the area!!
- Water Fountains
- Need stoplight at Oakdale Blvd. & 1st Ave. (by Depot) for safety - Cars, Bike, & Pedestrians
- Signs to inform bikers to alert runners where they are. Yellow hash line to devote direction
- Signs maps seem not to include "you are here" in direction
- Signage is not always clean. Trails require riding on many bike-unfriendly road ways
- When tail is covered with mudd, I would like 1) an easy way to report it in 2) signage to indicate hazard. I love Clear Creek trail!

Negative Trail Comments
- Too many construction projects during peak biking season.
- Trails tend to be disrupted, both by floods and construction. An especially annoying disruption is that the 1st Avenue sidewalk is not connected to the trail that goes to Iowa River Landing. One has to ride on the grass, then through a parking lot over gravel and then on a gravel path to get there
- If a smaller town than Coralville (North Liberty) can plow trails all winter, why can't Coralville afford to do so without special help (donations, passes, fundraisers) from its citizens? I think it is a sad reflection on what Coralville thinks of its bicyclists, runners, and general health of its citizens that they cannot find the funds to make this happen year round.
- Don't like bow hunters on it
Some teenagers use this park to do disgusting things and every time should not be in public.

People not picking up after their dogs. Should not be openly allowed to poop anywhere.

Maintain city ground around Dovetail Pond, nothing but obnoxious weeds.

**Other**

- How about a Tour of the Trails Bike Ride fundraiser that connects the trails together in a long ride?
- Having trails closed for a long time (weeks, a month) for road work when actual work is not going on, or when it is close but not on the trail is not cool. Sometimes there is no clear alternative what people can use to get from point A to point B. An example would be North Ridge trail which has been closed for weeks when construction was going on next to it, thus forcing anybody to ride to the mall area to go around the "trail closed" signs.
- It would be nice to have more of dog waste stations/trash cans along the trail. I do not take my dogs on the trails but notice a lack of respect for others in the form of people not picking up after dogs or leaving bags lay in people's lawns or in the parkways. It would also cut down the amount of trash (mainly Kleenex and granola bar type wrappers) being dropped.
- I encourage the City to do control of invasive and noxious weeds along the trail, especially multiflora rose and pokeweed.
- It would really help to have garbage bins along the trail. Also it would be nice to have better access to the lovely creeks along the way, including paths, benches, etc. Better signage is important, too, as I get asked many times how to get somewhere on the trail.
- New Bike trail signs appear to me to be unnecessary. Muddy Ck has lots of walkers.
- Money better spent on snow plowing.
- You should list the names of the trails on the Coralville trails webpage.
  http://www.coralville.org/index.aspx?NID=294 I don't know exactly which trails you are referring to in question 1.
- The website is not very clear on the trails. There should be a filter on what you want to see (current trails, future trails, etc). The trail signs are great.
- No trail pass!
- Great for getting to U of I community. People throw stuff on me from cars. Cut me off, yell obnoxious stuff. I've been hit multiple times on parts of trails around roads that were their fault (truly like at Hardees too busy looking through bag to look where going)
  Maybe some bright signs for a week to make drivers aware of bicycle community/ trail users.
- would rather see money spent on other city needs than trails
- Look at Des Moines area trails. The trails in that area are great and run along rivers, creeks, woods. We need more trails not ones that share the roads with cars.
Trail Survey

This short survey will gather information about how Coralville trails are used, including which trails, the frequency of use, and user spending habits related to trails. Information gathered will be used in funding requests for further trail projects. Thank you for your participation.

1. What Coralville trail do you use the most?
   - Clear Creek Trail
   - Iowa River Landing Trail
   - North Ridge/North Liberty Trail
   - Auburn Hills Trail
   - Muddy Creek Trail
   - Glen Oaks Trail
   - S.T. Morrison (Park Loop)

2. How often do you use the trail?
   - Daily
   - A few times a week
   - A few times a month
   - A few times a year
   - Never

3. When do you use the trail?
   - Weekdays
   - Weekends
   - Both

4. What time of day do you use the trail?
   - Mornings
   - Afternoons
   - Evenings
   - Varies

5. How far do you live from a trail?
   - 0-.5 mile
   - .6-1 mile
   - 1.1-2 miles
   - 2.1-3 miles
   - Greater than 3 miles

6. What are your reasons for using the trail? (Choose all that apply)
   - Physical fitness
   - Commute to school
   - Commute to work
   - Recreation
   - Socialization
   - Health/Exercise
   - Bird Watching
   - Study (nonbird) fauna
   - Study flora
   - Study rocks
   - Enjoy nature
   - Photography
   - Fishing
   - History
   - Other (please specify)

7. How do you use the trail? (Choose all that apply)
   - Walk
8. What resources do you use to get information about trails? (Choose all that apply)
   - Word of mouth
   - Road signs
   - Trail brochure
   - City of Coralville website (www.coralville.org)
   - Think Bicycles Coalition of Johnson County website (www.thinkbicycles.org)
   - Metropolitan Planning

9. Choose the amount that closest reflects what you spend annually on equipment or purchases related to trail use.
   - $0 to $75
   - $76 to $150
   - $151 to $500
   - $501 to $1000
   - Greater than $1000

10. If the following voluntary programs were available for citizens to support trails in Coralville, which would you most likely choose?
    - Trail pass
    - Trail donation fund
    - Round up water bill up to nearest dollar to donate to a trail fund
    - Special fundraising events
    - None

11. Other (please specify)

12. In what city do you live?

13. Which category below includes your age?
    - 17 or younger
    - 18-20
    - 21-29
    - 30-39
    - 40-49
    - 50-59
    - 60 or older
    - Prefer not to answer

14. What is your approximate average annual household income?
    - $0-$24,999
    - $25,000-$49,999
    - $50,000-$74,999
    - $75,000-$99,999
    - $100,000-$124,999
    - $125,000-$149,999
    - $150,000-$174,999
☐ $175,000-$199,999
☐ $200,000 and up
☐ Prefer not to answer
15. Please add any additional comments about your experience with Coralville trails including access, ease of use, distance, signage, amenities, or other information.
Trail Survey 2017
Survey Monkey Report
Q1 How familiar are you with the following trails in the Coralville area? Please indicate how familiar you are with the trail with "not familiar" meaning you have not ridden or do not know of the trail and "very familiar" meaning you have used the trail on multiple occasions.

Answered: 51  Skipped: 0

<table>
<thead>
<tr>
<th>Trail</th>
<th>NOT FAMILIAR</th>
<th>SOMEWHER FAMILIAR</th>
<th>VERY FAMILIAR</th>
<th>TOTAL</th>
<th>WEIGHTED AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clear Creek Trail</td>
<td>6.00%</td>
<td>22.00%</td>
<td>72.00%</td>
<td>50</td>
<td>2.66</td>
</tr>
<tr>
<td>Iowa River Landing Trail</td>
<td>10.20%</td>
<td>40.82%</td>
<td>48.98%</td>
<td>49</td>
<td>2.39</td>
</tr>
<tr>
<td>North Ridge/North Liberty Trail</td>
<td>8.16%</td>
<td>28.57%</td>
<td>63.27%</td>
<td>49</td>
<td>2.55</td>
</tr>
<tr>
<td>Auburn Hills Trail</td>
<td>42.00%</td>
<td>28.00%</td>
<td>30.00%</td>
<td>50</td>
<td>1.88</td>
</tr>
<tr>
<td>Muddy Creek Trail</td>
<td>35.42%</td>
<td>22.92%</td>
<td>41.67%</td>
<td>48</td>
<td>2.06</td>
</tr>
<tr>
<td>Glen Oaks Trail</td>
<td>56.25%</td>
<td>22.92%</td>
<td>20.83%</td>
<td>48</td>
<td>1.65</td>
</tr>
<tr>
<td>S.T. Morrison (Park Loop)</td>
<td>22.45%</td>
<td>30.61%</td>
<td>46.94%</td>
<td>49</td>
<td>2.24</td>
</tr>
</tbody>
</table>
### Q2 How often do you use a trail?

Answered: 51   Skipped: 0

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>15.69%</td>
</tr>
<tr>
<td>A few times a week</td>
<td>60.78%</td>
</tr>
<tr>
<td>A few times a month</td>
<td>19.61%</td>
</tr>
<tr>
<td>A few times a year</td>
<td>3.92%</td>
</tr>
<tr>
<td>Never</td>
<td>0.00%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q3 When do you use a trail?

Answered: 51  Skipped: 0

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays</td>
<td>3.92%</td>
</tr>
<tr>
<td>Weekends</td>
<td>7.84%</td>
</tr>
<tr>
<td>Both</td>
<td>88.24%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q4 How far do you live from a trail?

Answered: 51  Skipped: 0

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-.5 mile</td>
<td>68.63%</td>
</tr>
<tr>
<td>.6-1 mile</td>
<td>19.61%</td>
</tr>
<tr>
<td>1.1-2 miles</td>
<td>5.88%</td>
</tr>
<tr>
<td>2.1-3 miles</td>
<td>1.96%</td>
</tr>
<tr>
<td>Greater than 3 miles</td>
<td>3.92%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
</tr>
</tbody>
</table>

| TOTAL               | 51        |

Comprehensive Trail Plan-2017
Q5 How satisfied are you with the Coralville Trail System?

Answered: 51  Skipped: 0

**Answer Choices**

<table>
<thead>
<tr>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Satisfied: 31.37%</td>
</tr>
<tr>
<td>Satisfied: 60.78%</td>
</tr>
<tr>
<td>Dissatisfied: 7.84%</td>
</tr>
<tr>
<td>Very Dissatisfied: 0.00%</td>
</tr>
<tr>
<td>No opinion: 0.00%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
</tr>
</tbody>
</table>
Q6 How often do you use a trail for the following purposes during warm weather months (April-October)? (check all that apply)

Answered: 51  Skipped: 0

<table>
<thead>
<tr>
<th>Purpose</th>
<th>RARELY/NEVER</th>
<th>A FEW TIMES A MONTH</th>
<th>A FEW TIMES A WEEK</th>
<th>DAILY</th>
<th>TOTAL</th>
<th>WEIGHTED AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuting to Work/School</td>
<td>60.87%</td>
<td>17.39%</td>
<td>15.22%</td>
<td>6.52%</td>
<td>46</td>
<td>1.67</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>8</td>
<td>7</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>For Leisure or Exercise</td>
<td>3.92%</td>
<td>23.53%</td>
<td>54.90%</td>
<td>17.65%</td>
<td>51</td>
<td>2.86</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>12</td>
<td>28</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Running Errands</td>
<td>70.21%</td>
<td>10.64%</td>
<td>19.15%</td>
<td>0.00%</td>
<td>47</td>
<td>1.49</td>
</tr>
<tr>
<td></td>
<td>33</td>
<td>5</td>
<td>9</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Q7 How often do you use a trail for the following purposes during cold weather months (November - March)? (check all that apply)

<table>
<thead>
<tr>
<th>Purpose</th>
<th>RARELY/NEVER</th>
<th>A FEW TIMES A MONTH</th>
<th>A FEW TIMES A WEEK</th>
<th>DAILY</th>
<th>TOTAL</th>
<th>WEIGHTED AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuting to Work/School</td>
<td>76.09%</td>
<td>8.70%</td>
<td>10.87%</td>
<td>4.35%</td>
<td>46</td>
<td>1.43</td>
</tr>
<tr>
<td>For Leisure or Exercise</td>
<td>19.61%</td>
<td>47.06%</td>
<td>27.45%</td>
<td>5.88%</td>
<td>51</td>
<td>2.20</td>
</tr>
<tr>
<td>Running Errands</td>
<td>82.61%</td>
<td>2.17%</td>
<td>13.04%</td>
<td>2.17%</td>
<td>46</td>
<td>1.35</td>
</tr>
</tbody>
</table>
Q8 What tools, if any, do you use for finding bike routes or trails? (Check all that apply.)

Answered: 51    Skipped: 0

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coralville Area Trail map</td>
<td>23.53%</td>
</tr>
<tr>
<td>Metro Area Trail map</td>
<td>7.84%</td>
</tr>
<tr>
<td>Other paper map</td>
<td>0.00%</td>
</tr>
<tr>
<td>Google maps</td>
<td>29.41%</td>
</tr>
<tr>
<td>None</td>
<td>27.45%</td>
</tr>
<tr>
<td>Other on-line tool or phone app... (give name)</td>
<td>11.76%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q9 How do you currently use the trails? (Check all that apply.)

Answered: 51  Skipped: 0

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>19.61%</td>
</tr>
<tr>
<td>Running</td>
<td>5.88%</td>
</tr>
<tr>
<td>Biking</td>
<td>39.22%</td>
</tr>
<tr>
<td>Skateboarding</td>
<td>0.00%</td>
</tr>
<tr>
<td>Roller Skate/Roller Blade</td>
<td>0.00%</td>
</tr>
<tr>
<td>Be out in nature/park</td>
<td>3.92%</td>
</tr>
<tr>
<td>Other-please list</td>
<td>31.37%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q10 Are there bike racks available at the destinations where you most frequently bike? (e.g. shopping areas, schools, worksites, parks, etc.)

Answered: 51  Skipped: 0

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>76.47%</td>
</tr>
<tr>
<td>No</td>
<td>0.00%</td>
</tr>
<tr>
<td>I use the trails as a pedestrian.</td>
<td>23.53%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>0.00%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q11 List and specific destinations where bike racks are missing, inadequate, or in poor locations. (You may list up to 5).

Answered: 43   Skipped: 8

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>100.00%</td>
</tr>
<tr>
<td>2.</td>
<td>16.28%</td>
</tr>
<tr>
<td>3.</td>
<td>9.30%</td>
</tr>
<tr>
<td>4.</td>
<td>6.98%</td>
</tr>
<tr>
<td>5.</td>
<td>6.98%</td>
</tr>
</tbody>
</table>
Q12 Where do you feel there are missing links of the trail system? Places where it dead ends, places where it isn't apparent to switch to the sidewalk or where there is a gap)

Answered: 34   Skipped: 17
Q13 Where would you like to go on a trail that you currently do not have close to your destination?

Answered: 22   Skipped: 29
Q14 Where do you find that directional signage is needed or missing?

Answered: 12    Skipped: 39
Q15 Which category below includes your age?

Answered: 51  Skipped: 0

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 or younger</td>
<td>0.00%</td>
</tr>
<tr>
<td>18-20</td>
<td>0.00%</td>
</tr>
<tr>
<td>21-29</td>
<td>11.76%</td>
</tr>
<tr>
<td>30-39</td>
<td>23.53%</td>
</tr>
<tr>
<td>40-49</td>
<td>17.65%</td>
</tr>
<tr>
<td>50-59</td>
<td>21.57%</td>
</tr>
<tr>
<td>60 or older</td>
<td>25.49%</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

TOTAL: 51
Q16 What is your race/ethnicity?

Answered: 51    Skipped: 0

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>82.35%</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>0.00%</td>
</tr>
<tr>
<td>American Indian or Alaskan Native</td>
<td>0.00%</td>
</tr>
<tr>
<td>Asian</td>
<td>1.96%</td>
</tr>
<tr>
<td>Native Hawaiian or other Pacific Islander</td>
<td>0.00%</td>
</tr>
<tr>
<td>Hispanic/Latino</td>
<td>1.96%</td>
</tr>
<tr>
<td>From multiple races</td>
<td>3.92%</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>9.80%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
</tbody>
</table>
Q17 What is your approximate average annual household income?

Answered: 51  Skipped: 0

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0-$24,999</td>
<td>0.00%</td>
</tr>
<tr>
<td>$25,000-$49,999</td>
<td>3.92%</td>
</tr>
<tr>
<td>$50,000-$74,999</td>
<td>13.73%</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>17.65%</td>
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<tr>
<td>$100,000-$124,999</td>
<td>17.65%</td>
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<tr>
<td>$125,000-$149,999</td>
<td>13.73%</td>
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<tr>
<td>$150,000-$174,999</td>
<td>3.92%</td>
</tr>
<tr>
<td>$175,000-$199,999</td>
<td>1.96%</td>
</tr>
<tr>
<td>$200,000 and up</td>
<td>5.88%</td>
</tr>
<tr>
<td>Prefer not to answer</td>
<td>21.57%</td>
</tr>
</tbody>
</table>

TOTAL                        | 51        |
Q18 Is there anything we could change on the trail system which would encourage you to use the trails more often?

Answered: 30
Skipped: 21
Trail Survey 2017
Written responses to open ended questions.

Q11  List and specific destinations where bike racks are missing, inadequate, or in poor locations. (You may list up to 5).

- Oakdale pond
- Mercy Urgent Care
- Closer to playgrounds at North Ridge and Morrison
- Ma bride nature center
- Coral Ridge Mall, Hobby Lobby
- Coral Ridge Mall could use more
- Panera on First Avenue
- Bus stops
- Hurts Donut
- The Depot in Coralville
- HyVee Gas Station on Forevergreen Road
- Coral Ridge Mall

Q12  Where do you feel there are missing links of the trail system? Places where it dead ends, places where it isn’t apparent to switch to the sidewalk or where there is a gap.

- Connection to Tiffin on clear creek
- Along Camp Cardinal Rd, from Hwy 6 to Tom Harking Trailhead
- Improve section from University Blvd to Forevergreen RD
- Welsh Village on Shropshire Circle there is an easement that I obtained for the city that runs down to the trail at Oakdale Pond. This is the only part of the trail system not completed. Since completing the connector on Breconshire Lane we have noticed a great deal of use by folks in the other part of the neighborhood. I believe completing the one I mentioned would be a great benefit to everyone in the area and would finally complete or entire trail system.

- Between highway 6 and the trail head at Clear Creek at Camp Cardinal. (no sidewalk - must walk on the street)

- Definitely 1st ave! The strip along the road by super 8 has been lacking. Also the trail a Long 2nd (the strip) has many intersections where the handicapped ramps dont properly line up with the wide bike trail (mostly by hyvee to the mall). Also there is no way for people to walk to Wal-Mart or the Casey’s on Hwy 96S. This area is very dangerous for all pedestrians and bikers
-1st Ave going north from Oakdale Blvd. Holiday Rd by Walgreens to Coral Ridge Mall 12th Avenue from the library to Oakdale Blvd.

-It is frustrating that after nearly a decade there is still a major gap and missing bridge over the mouth of Clear Creek, paralleling the river toward Crandic Park. I don’t understand the hold-up here.

-meeting the trail to Tiffin

-Clear Creek Trail, as it approaches 80

-1st avenue could use a better connection between the bridge, IRL and Holiday rd

-Biggest request is getting Clear Creek Trail done to Tiffin. Highway 6 in that stretch is risky. Second biggest request would be trail or wider shoulders on 1st Ave north of Oakdale. I never ride 1st Ave between interstate and 2nd Street but wish there was more of an option. Also wish the trail between the IRPC hooked up into IC behind Jiffy Lube/Old Chicago. Lastly, 12th Ave just south of the interstate is narrow on those sidewalks. Wish it was wider.

-25th av going w

-Completing trail to tiffin would be a huge win. Also would like a trail that you could easily get to the south side of Iowa City.

-We need to complete the trail between Coralville and North Liberty along North Liberty Road. Also complete the trail to Kent Park.

-North Liberty and CR
Coralville and Tiffen
The gap behind Panara

-Please finish to Tiffin. Links to Cedar Rapids eventually.

-Eagerly awaiting the completion of the trail from 5th street to the Iowa City River Trail system.

-The incomplete bridge next to the Iowa River just east of the railroad track bridge over Clear Creek.

-It would be good to have a trail going along North Liberty Rd between Oakdale Blvd and Dubuque St.

-Hate being in main rd as cut thru across bridges in town.

-Clear Creek west end…I believe plans to extend Hwy 965 from Holiday Rd to Oakdale Blvd Crossing Hwy 965 from NL onto Forevergreen Rd. .. hard to get to pole to push button for crossing. 1st Ave. ... poor sidewalk from 6th over I-80 to Slade Blvd.

-Would love to see a bridge over to the Iowa River landing near I-80. Trail on 1st Avenue North of Oakdale would be great. Clear Creek Trail dead ends and would love to see that completed out to Tiffin

-Trail going past the Residence Inn dead ends at the Interstate, trail next to the river on Hwy 6 behind Wig and Pen dead ends

-need something over to Coralville Central from 12th ave bridge. Kids want to bike to school but no safe way across 12th ave
- Iowa River Landing trail---not a smooth transition up to sidewalk that goes north over I-80. Also, would be great to connect to Waterworks Prairie Park.  
When will Clear Creek Trail go westward to Tiffin?

- Deadend to Tiffin, lack of connection to soccer field and little lake off of 12th in Coralville, from regular trail, Also I would love to ride up to Solon but frankly it's too scary because even tho they provided a paved shoulder people drive like nuts along there and its easy to see getting run over. Having a dedicated trail up to Solon from Coralville would be so fantastic!

- Camp Cardinal Blvd, section closest to Hwy 6 (for example, there is no sidewalk to get from Hwy 6 to the trail that starts on Camp Cardinal.

- Muddy Creek should connect to Forevergreen Rd.

- Clear Creek ends abruptly a little ways past Ihop... and the bend that goes behind the Hotels there. It would be prudent to have many more options from North Liberty to Coralville... more connections that are less around about. It would facilitate more use of trails for walking, running, biking to work etc!

- The clear creek trail to connect to Tiffin, would be amazing. Also the trail near Crandic Park abruptly ends, would be great if it continued.  
The strip is too dangerous at time for pedestrians and cyclists. Also 22nd Ave and Camp Cardinal, difficult to get to the trailhead.

Q13 Where would you like to go on a trail that you currently do not have close to your destination?

- The trail that goes to the mall from north ridge park ends abruptly and could wrap around the mall and connect with the trail near hwy 965.

- I prefer to follow the watercourses - creeks, river, ponds - so the missing section behind the Heartland Inn is disappointing, all the more so because a bridge pier stands ready at the mouth of Clear Creek.

- Lake McBride is far, but would be excellent

- Tiffin, Kent park; along ia river to crandic park

- Tiffin. Better access to downtown Iowa City

- Kent Park - Amana. North Liberty along North Liberty Road.

- Amana

- The Wal-Mart, Kohl's, TJ Maxx area (along 965)

- To Iowa City to connect to trail that goes south to Trueblood. A safer trail along 1st Ave. would help with connection to Hwy 6.

- Trail to Creekside Cross park would be nice

- Want to be able to get to Tiffin and hook up with the trail by that event thing (Bella)

- Higher priority - trail along 1st ave. Can't go north of Oakdale on 1st.
Lower priority - The IRL trail doesn’t connect particularly well in any direction. Would love if there was a ped/bike bridge from IRL to Peninsula someday.

-Finish out to Tiffin. Would love to see something up to CR - better option than Hwy 965

-I’d like to ride westward on ForeverGreen Road, west of Hwy 965.

-I would be open to biking to the library however, I feel like I have to ride on the street too much. Some people are not very careful going around cyclists so I prefer to stay on the designated trails. Having a dedicated trail from our area (Oakdale and 12th street) down to the center of town (12th and Route 6) would be used alot I think. I see cyclists but it’s not as easy. I’ve also tried the trail near the historic school house and town hall but feel like there’s no easy or direct way to make it back up north.

-I think a wide bike path on N. Liberty Rd NE to connect to Dubuque st in North liberty, that would be fantastic. Also as I mentioned earlier, if its possible to place a trail on the backside of the strip (along the river) that would help make for a safe commute. I bike to work and I loathe riding my bike in front of all the business on the strip. It is very dangerous and had many close calls with traffic coming off of the strip to businesses such as Old Chicago, Spartys, Vine etc..

Q14 Where do you find that directional signage is needed or missing?

-Signage at all cross streets need to indicate that bikers and runners need to yield before racing into traffic. Specially Johnson County’s Dubuque Street trail to North Liberty.

-Clear Creek Trail gets very confusing once it gets to the soccer fields on UI campus

-Give cars entering the mall from 22nd(?) more of a heads up that the trail crosses. They roll through that stop sign entering mall lot near Best Buy.

-Need a sign to find the trail behind Iowa River Power company. There’s a place where you have to ride through the parking lot and get on the sidewalk to get back on the trail. I like the option of the pedestrian bridge to get across the river to the Peninsula area and Dubuque st.

-signage is actually pretty good

Q18 Is there anything we could change on the trail system which would encourage you to use the trails more often?

-Clear them in the winter time. Every other city can do it, so can Coralville. It’s a greater hazard to not clear it than to clear it. Do you know how many bike marks are made in fresh snow through Coralville trails?

-I know this is for the paved trails, but we paddle the Clear Creek Water Trail a lot. We put in at Tiffin (near Bela Sala) or at Deer Creek Rd, and take out at Crandic Park. There are currently 3 tree obstructions that require you to get out and pull over them, but other than that, its a beautiful section. It wouldn’t take much to cut an opening in the downed logs, to allow passage for a canoe or kayak. Please consider the water trail when discussing Coralville Trails in the future.

-Trails needs marking to help protect walkers from bikes racing down the trails. To many folks walking colliding with bikers.

-No. I think the trails in coralville surpass iowa city’s trails (for now) and i use these all the time. I would love to be able to run and bike commute more in the winter, but there’s usually ice and snow

-Clear ice and snow in the winter so it isn’t so dangerous to run on the trails
- Keep extending trails outward in cardinal directions from the city center. I can't wait to bike to Tiffin and beyond.

- connect to Tiffin

- Connection between Coralville and Tiffin. Been waiting years for that last little bit to get connected.

- Maps more readily available, I find maps online but I can't zoom in which makes them difficult to use.

- I use them all the time. trash cans for dog waste are always appreciated as it keep people from leaving it behind.

- It would be helpful to have a big map located at each trailhead.

- GREAT trail system!!!!

- Snow clearance in the winter would be great. We don't bike in the winter outside, but we continue to run, and you can tell a lot of other residents do too. It wouldn't take much for the city to clear snow from the trails. We would appreciate it!

- Generally the trails are great but you should feel encouraged to continue making connections between Coralville and adjacent areas and parks.

- Lighting

- You guys are doing well - now just get the damn spandex clad bikers to get off the roads and on the trails.

- Allow bikes on all buses including cambus

- Keep working on connections to neighboring cities.

- Ask bikers to watch for pedestrians

- Love the trails and think you are doing a great job!

- I would like a safer way to get to Swisher other than going up 965. Otherwise, I think the trails in Coralville are great. I love the paved trails for riding away from the traffic.

- Great job with the trails - am totally a trail bike rider (minimal streets) and with the exception of 1st Ave (which I live off of - so sad about that), we can really get around. Thank you!

- no... love what we have, just wish there were more. Would also be nice to have deep snow cleaned off in winter.

- Coralville does a great job with the trail maintenance

- Everyone in my neighborhood (Forest Edge) uses the trails all the time. Neighbors regularly talk about that being one of the highpoints of our neighborhood. We rave about the trees and shade we can enjoy all year. But I have been seeing Coralville take out alot of trees for flood mitigation and development (yes even old growth trees) and it's heartbreaking because that is one of the most positive things about our town is our saved wooded areas. We as a community need to be more thoughtful about what trees we take down and when possible save trees that are perhaps not in perfect places but are still salvageable. Really it was a debacle off the golf course near the stream where beautiful old trees were hacked down and left in a jumble (still are as a matter of fact) People notice and don't like it. AND we are not seeing alot of new trees added in. When this really makes your community special, I would hope that this would be a priority as we develop. Finally, instead of grass along the parkways (like for example along Oakdale) why not plant wildflower patches that you only trim back in the fall? That would be better for the environment and require less upkeep overall. You could do swaths of wildflowers and still keep some grass where it makes sense. Anyway thanks
for listening!!! In summary - I ADORE the trail systems as do many of my neighbors. Even our dogs know the “fun” meaning good smells paths in our neighborhood!

-bike emergency stations equipped with (albeit chained up!) tools for minor repairs or tire inflation needs

-Enforce the rule about no dogs allowed off leash; put up signs about this all along the trail, not just at the "entrance". I have had people on the trail tell me it’s okay for their dog to be off leash there.

-I enjoy the trails and very appreciative of them. They have encouraged me to have a more active life style. If the system keeps growing, perhaps dedicated bike lanes through traffic to help interconnect the trails would be a good idea.

-More singletrack locations, and a large amount of off-trail riding opportunities. Also more trails like clear creek, because that is a lovely trail.

-more trails