

# CONNECTCR



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ConnectCR focuses on the interaction of transportation and land use and their influence on the quality of life in Cedar Rapids. In any community, the transportation system fills many functions - as a lifeline for business and industry and a tool for economic self-sufficiency, a form-giver to the city, and an amenity and vital service for residents.

Interestingly in America, it is mobility that dominates much of how people think about cities and towns. Outside of home and workplaces, much of city life is spent moving from one place to another, and the street has become the public space that citizens experience most. In our cities, we have become creatures of movement.

Transportation facilities, including sidewalks, trails, streets, Interstate 380, and the railroad corridor, make up a significant amount of Cedar Rapids' developed area. The dominance of streets in the cityscape makes their design and scale especially important. As streets become wider, their scale continues to change. The street width affects the nature of the experience and the visibility of people, signs, and buildings along the street.

Transportation arteries, including both the railroad and major roads, are also the corridors of commerce in Cedar Rapids and nearly every other community. They provide the access and visibility that retailers, service providers, and industry need to thrive. Therefore, urban corridors are closely tied to economic development, and improvements can stimulate the business environment.

Cedar Rapids voters approved a ten-year extension of a one-cent local option sales tax that will provide approximately \$18 million annually for maintenance, repair, construction and reconstruction of public streets. Projects are prioritized and selected based on the city's Pavement Management Plan. These streets are public spaces that accommodate a variety of users in an attractive and functionally efficient way. Many communities such as Cedar Rapids find that the aesthetic upgrading of key community corridors and entrances creates significant economic benefits by encouraging better development standards.



## CONNECTCR GOALS

1. Provide choices for all transportation users: inter- and intra-city.
2. Build a complete network of connected streets.
3. Establish a network of complete streets.
4. Improve the function and appearance of our key corridors.
5. Support the development of an effective, regional, multi-modal transportation system.



# GOAL 1: Provide choices for all transportation users: inter- and intra-city.

The city's transportation system should encourage all modes for appropriate trips – short distances that do not require automobile travel, for example. Nearly half of all trips are within three miles. Therefore, street standards should include reasonable accommodations for all users. The concept of “complete streets,” multi-modal facilities that serve automobiles, bicycles, and pedestrians in an attractive public environment, should be integrated into the transportation, park, and pathway networks of the city.

Cedar Rapids' neighborhoods, activity centers, civic districts, and major open spaces should be linked by a balanced transportation network that integrates motor vehicles, pedestrians, bicycles, motorized wheelchairs, and other low-speed “personal mobility vehicles.” An active transportation network (including pedestrian, bicycle, and public transportation) connected to land use and development, increases mobility and helps create a sustainable and healthy city. Residents also identified trails and bicycle infrastructure as a community priority.

From a development perspective, a system that encourages multi-modal transportation includes:

- Public infrastructure that connects neighborhoods and destinations;
- Elimination of barriers that discourage or obstruct pedestrians, cyclists, and transit users;
- Project designs that provide safe and pleasant passage from the public to private realm.

The success of pedestrian and bicycle transportation systems can be measured by four key criteria:

- **Directness.** The system should provide relatively direct routes to destinations without taking people far out of their way.
- **Integrity.** The system should connect to places and

provide continuity, rather than leaving users in dead ends or uncomfortable places.

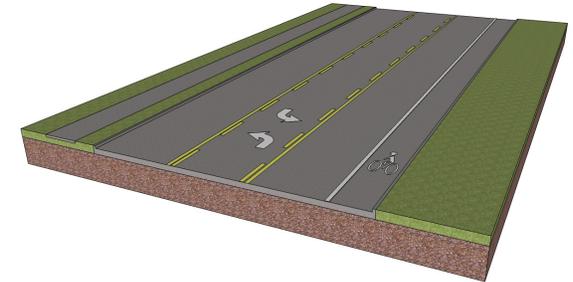
- **Safety.** The system should be physically safe to its users and not present hazardous conditions.
- **Comfort.** The system should understand the various capabilities and comfort levels of its users. For example, senior citizens may take a relatively long time to cross a street, and some bicyclists are not comfortable riding in mixed traffic.

## PEDESTRIANS AND PEDALS

Cedar Rapids should maintain a continuous pedestrian network to complement the street system. A multi-use trail and walkway system can complement automobile trips by providing a good environment for non-motorized transportation. Cedar Rapids has created a substantial pathway system, in some cases oriented along street right-of-ways. A more comprehensive system can continue to enhance and expand these facilities, while adding a significant network of off-road trails that relate to major destinations and development opportunities. The details of trail development of the system are described in GreenCR and the Cedar Rapids Comprehensive Trails Plan (2012). From a transportation perspective, the system includes several levels of facilities:

- Off-Street Trails, providing exclusive paths separated from parallel streets.
- Roadside pathways or sidepaths, provide trail and pathway facilities parallel to streets. Generally, separated trails are preferred. Cautionary signage and visible striping or crosswalk designations should be used whenever a pathway or separated trail crosses intervening streets.
- Share-the-Road segments and sidewalks, including designated routes for pedestrian and bicycle use.

**FIGURE 1:** Typical 3-lane section with sidepath and bicycle lane.



These designated routes link the off-street trail system with major community features that are located off the network.

**Share-the-Road.** “Share-the-road” designation should not relegate bicycles to specific routes. However, they do help direct bicyclists to certain routes and notify motorists that bicycles are likely to be in the area. Providing a complete wayfinding system will help direct users to destinations.

**Sidewalks.** Sidewalks are a critical, although frequently under-recognized, part of any city's transportation system. Pedestrian facilities are increasingly a public utility and resource for promoting public health.

**Transit.** Transit service is currently more often used by transit dependent or limited mobility customers – seniors, people with disabilities, and children. The potential market in Cedar Rapids is even larger when demand from students and choice transit users are considered. Cedar Rapids should also analyze the results of the Iowa DOT's Iowa Commuter Transportation Study. The goal of the study is to identify ways to improve mobility along the I-380 corridor, which could improve the attractiveness for people who want to live in Cedar Rapids but have employment north or south of the city.

MAP 1: Trail Network

## INITIATIVES

### 35. Update the city's Comprehensive Trails Plan.

Update the plan by reviewing the existing and planned network, identify completed projects, confirm planned projects, evaluate existing off- and on- street facilities. Map 1 shows the possible routes, which ultimately require additional study.

### 36. Identify and track construction of high priority sidewalk segments per the city's sidewalk master plan.

Cedar Rapids should continue to implement the phased, annual program of sidewalk repairs. The 2014 Sidewalk Master Plan recommends budgeting \$600,000 annually to complete the sidewalk system, which is estimated to cost \$30 million.

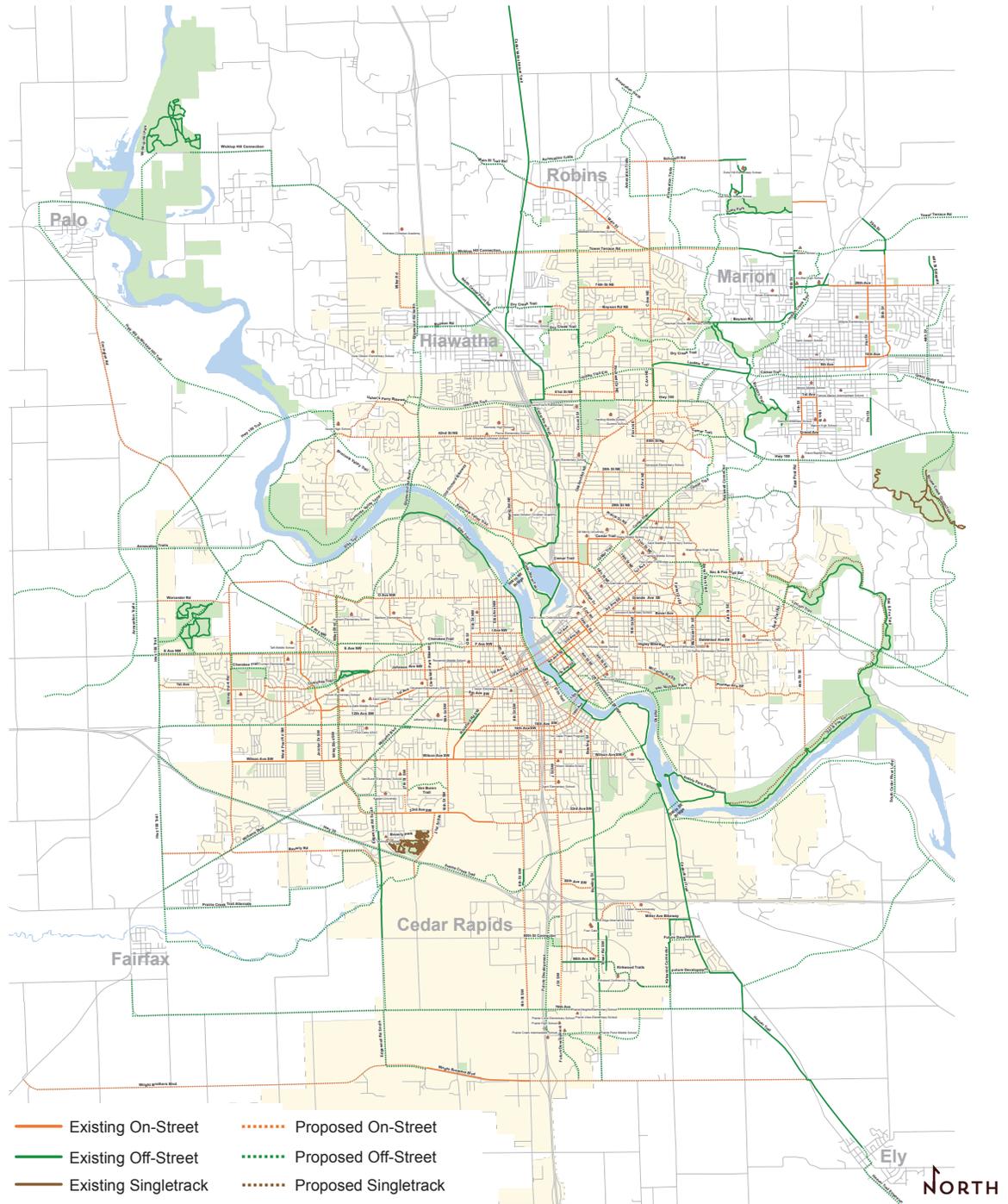
### 37. Continue to evaluate transit ridership and serviceability to identify opportunities for improvement.

Evaluation of transit ridership and exploring best practices in service will help identify opportunities to expand ridership to more than the transit dependent. Map 2 shows the existing transit system.

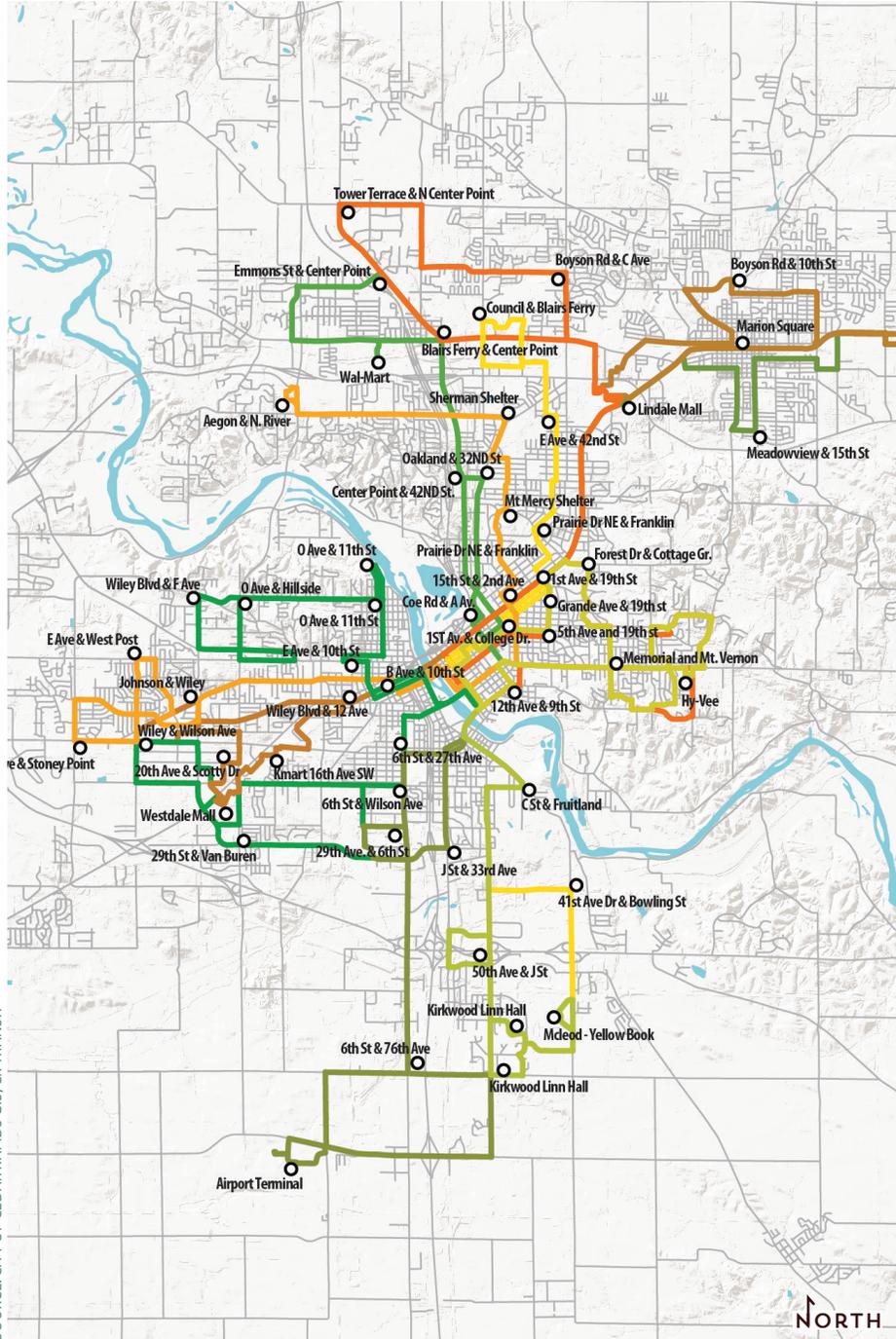
### 38. Perform a comprehensive transit study that includes an analysis of a mini-hub system at Lindale Mall and Westdale.

ConnectCR explores the possibility of creating a BRT-like (Bus Rapid Transit) crossroads that connects users from Lindale Mall to Westdale, and from Hiawatha to Kirkwood Community College.

SOURCE: CITY OF CEDAR RAPIDS GIS, RDG PLANNING & DESIGN

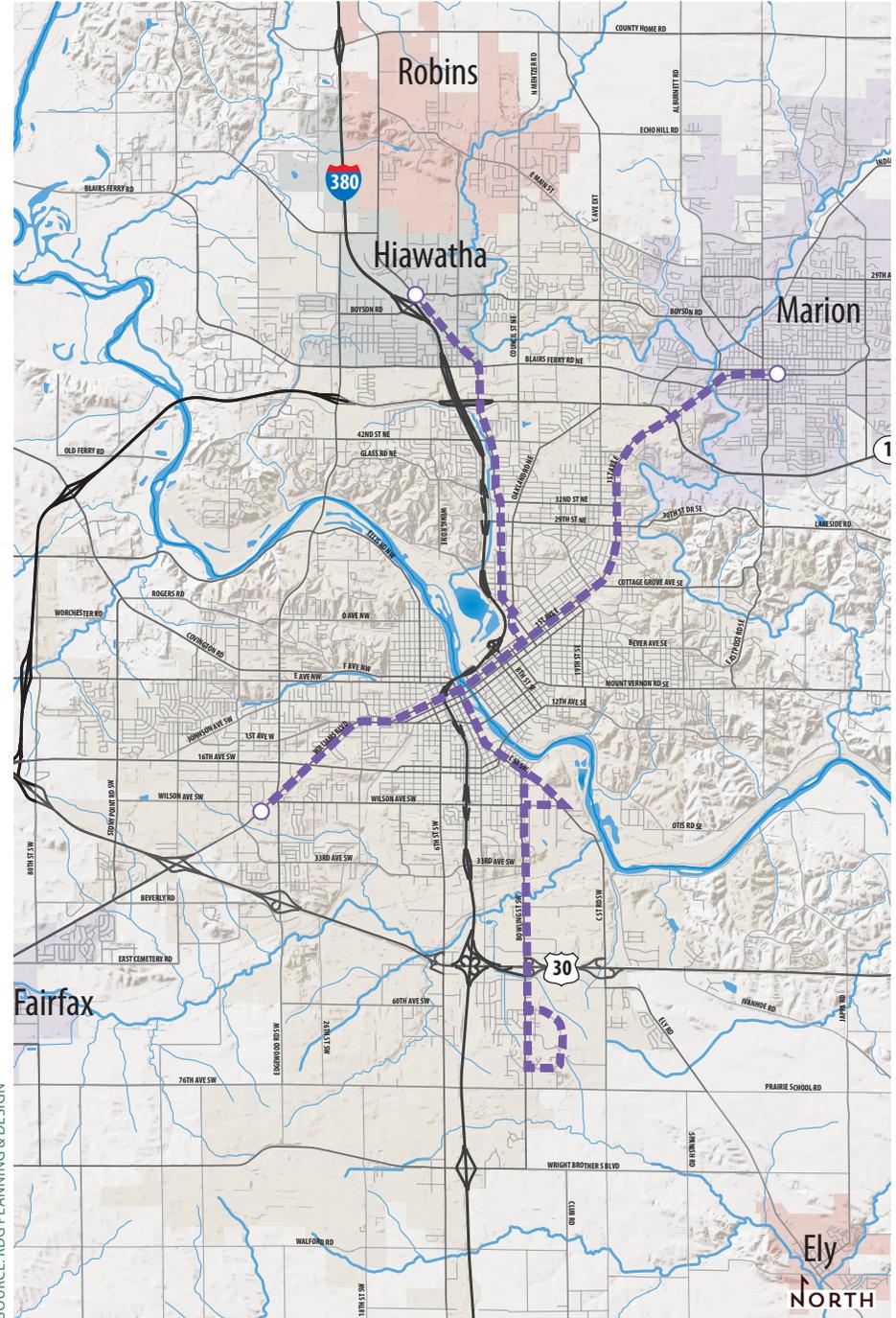


MAP 2: 2014 Transit Route System



SOURCE: CITY OF CEDAR RAPIDS GIS, CR TRANSIT

MAP 3: Possible Bus Rapid Transit Routes



SOURCE: RDG PLANNING & DESIGN



# GOAL 2: Build a complete network of connected streets.

As Cedar Rapids grows, it should maintain a connected street network, providing options for movement around the city and providing transportation options.

Cedar Rapids must also maintain an effective transportation framework to assure good connections within and between neighborhoods, between neighborhoods and major activity centers, and for regional travel.

Within the framework of higher-order streets (arterials and collectors), local street systems will develop to serve individual developments. These systems should be designed with clear circulation patterns that preserve the quiet qualities of neighborhoods while providing access to residents, visitors, and public safety vehicles.

The following is a cursory review of Cedar Rapids transportation system that provides a base-level understanding of transportation needs that should continue to be evaluated annually. Map 5 shows areas where potential improvements can be made to address access management, connectivity, congestion, and safety.

## Access Management

The Center Point Road corridor is an example of a location characterized by comparatively high traffic volumes, an array of land uses ranging from low-density residential to large commercial businesses, an existing trail system, and closely spaced access locations. These factors create access management problems and prompt the need for systemic improvements in access management. Once completed, overall intersection safety will be enhanced and future congestion issues around Collins Road/IA Highway 100 will be mitigated.

## Connectivity Issues

The Seminole Valley Park area is an example of a location that has connectivity issues. More specifically, the residential area located north of Seminole Valley Park currently has

one access point. This single point of access is located along Seminole Valley Road NE to 42nd Street NE. The lack of multiple roadway connections to an area can result in increased travel time, increased vehicle miles traveled, and potentially reduced public safety response as emergency vehicles do not have multiple route choices. Map 4 shows general vicinities that present opportunities for improved circulation. Some of the locations are individual streets that may need to be extended to provide an additional connection, while others are a group of streets that may need to be extended and connected. These areas include:

## Congestion

Traffic congestion along roadway corridors is based on traffic volumes for a 2005 base year. Roadways identified as having existing congestion issues are those with a Level of Service (LOS) between D and F based on a volume-to-capacity ratio (0.8 or greater).

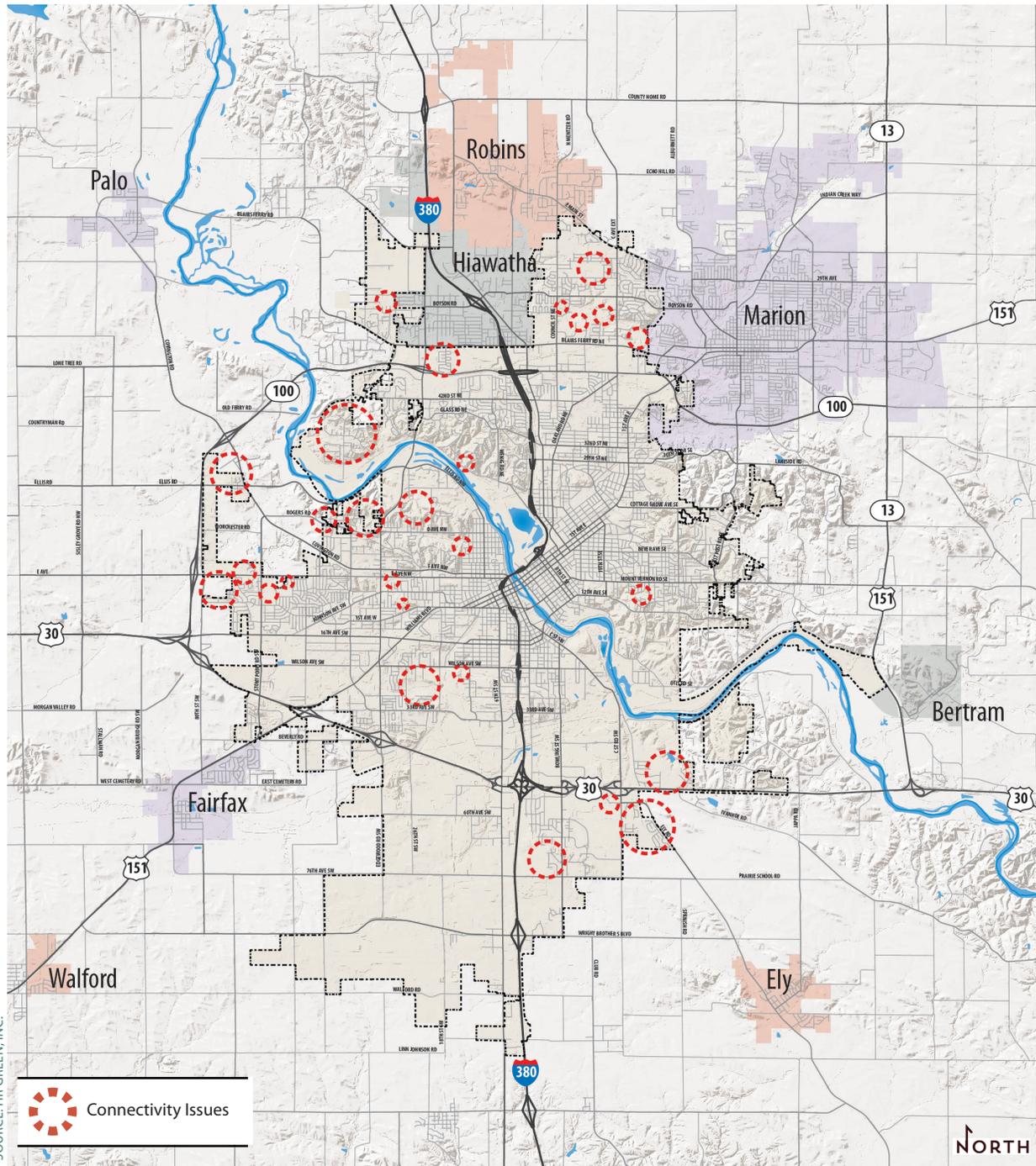
- **Existing.** The areas with existing congestion include:
  - Primarily exit and entrance ramps to I-380, Boyson Road, and
  - Wilson Avenue between Sixth Street and J Street.
- **Future Congestion.** Future traffic congestion along roadway corridors is based on traffic volume forecasts for the year 2040. Roadway segments that will likely have congestion issues in the future include:
  - I-380 south of US Highway 30
  - Collins Road/IA 100
  - 32nd Street NE between Oakland Road NE and Eastern Avenue NE
  - Blairs Ferry Road NE between C Avenue and US 151
  - Mount Vernon Road SE between 34th Street SE and Wilder Drive SE

**Table 1: Connectivity Issues**

Area	Area
Fountains Drive/N. Pine Drive NE/Pine Tree Drive NE	Cherry Park Drive NW
Gibson Drive NE/ Holly Circle NE	Bobcat Drive NW
Gray Fox Drive NE	Wolf River Lane NW/Aaron Drive NW
Thiher Drive	23rd Street NW/Q Avenue
Northwood Drive	L Avenue NW/M Avenue NW
Oak Street	D Avenue NW/ 28th-32nd Street(s) NW
Seminole Valley Road NE	Dennis Drive NW/Maple Drive NW
J Avenue NE	Shady Grove Road SW
Country Brook Drive NW	Lori Drive SW/Newport Drive SW/25th Street SW
Morgan Creek Lane NW	Colorado Drive SW/Lookout Drive SW/Gas Light Road SW
Blue Stone Street NW	Miller Ave Drive SW/Bell Drive SW
Stone Ridge Drive NW/Coble Stone Drive NW/ Fieldston Dr NW	Muirfield Drive SW/Wheatland Drive SW/Prairie Rose Drive SW
Sharon Lane NW	Shaman Ave SW/East Road SW/ Windmill Drive SW
20th Street SE/21st Street SE	

SOURCE: HR GREEN, INC.

**MAP 4: Connectivity Issues**



SOURCE: HR GREEN, INC.

 Connectivity Issues

**FIGURE 2: Connectivity Demonstration**



The diagram above shows the possible extension of streets that would create a network and provide circulation options for people living in the neighborhood. Also, the additional access improves serviceability for snow removal, trash collection, and emergency response.

## Corridor Safety Issues

There were 10,229 reported crashes in the City of Cedar Rapids between 2008 and 2012. Roadway corridors with frequent crashes are identified as having safety issues. Nearly all the corridors with reported safety issues are classified as arterial roadways. As such, these roadways carry a large proportion of traffic throughout the city and often at higher speeds. Several roadways identified are existing truck routes, so heavy vehicles are inter-mixed with automobile traffic. The combination of higher speeds, increased traffic volumes, and heavy truck movement factors into the safety concerns associated with these roadways.

**Table 2: Corridor Safety Issues**

Corridor	Between
Blairs Ferry Road NE	Edgewood Road NE & City Limits
Collins Road NE	Council Street NE & 1st Avenue NE
1st Avenue NE	9th Street SW & Collins Road NE
8th Avenue SE	Diagonal Drive SW & 10th Street SE
Mount Vernon Road SE	10th Street SE & 19th Street SE 26th Street SE & City Limits
42nd Street NE	Fallbrook Drive NE & Center Point Road NE
Edgewood Road NE	Ellis Road NW & North River Bend Boulevard NE
Edgewood Road NW	O Avenue NW & 1st Avenue SW
Edgewood Road SW	1st Avenue SW & Williams Boulevard SW
Williams Boulevard SW	Edgewood Road SW & 1st Avenue SW

SOURCE: HR GREEN, INC.

## Intersection Safety Issues

The intersections identified as issues are locations of frequent crashes as reported during the five-year timeframe, 2008 to 2012. Those intersections with identified concerns are generally located where two arterial roadways intersect. Intersecting arterial roadways have been found to generate a high volume of turning movements and an increased likelihood of vehicle conflicts. These intersections are primarily located along corridors with safety and future congestion issues including Collins Road NE and First Avenue NE.

**Table 3: Intersection Safety Issues**

Intersections
Blairs Ferry Road NE/Center Point Road NE
Collins Road NE/Center Point Road NE
Collins Road NE/C Avenue NE
Collins Road NE/1st Avenue NE
42nd Street NE/Edgewood Road NE
42nd Street NE/Center Point Road NE
32nd Street NE/1st Avenue NE
29th Street NE/1st Avenue NE
Ellis Boulevard NW/Edgewood Road NW
Mount Vernon Road SE/34th Street SE
Johnson Avenue NW/Edgewood Road NW
16th Avenue SW/Wiley Boulevard SW
16th Avenue SW/Edgewood Road SW

SOURCE: HR GREEN, INC.

## INITIATIVES

### 39. Prepare functional improvements for intersections and corridors experiencing low level of service, high crashes, and poor access across all modes.

Creating a complete network of connected streets begins with evaluating access and connectivity, while considering congestion and safety of streets and intersections.

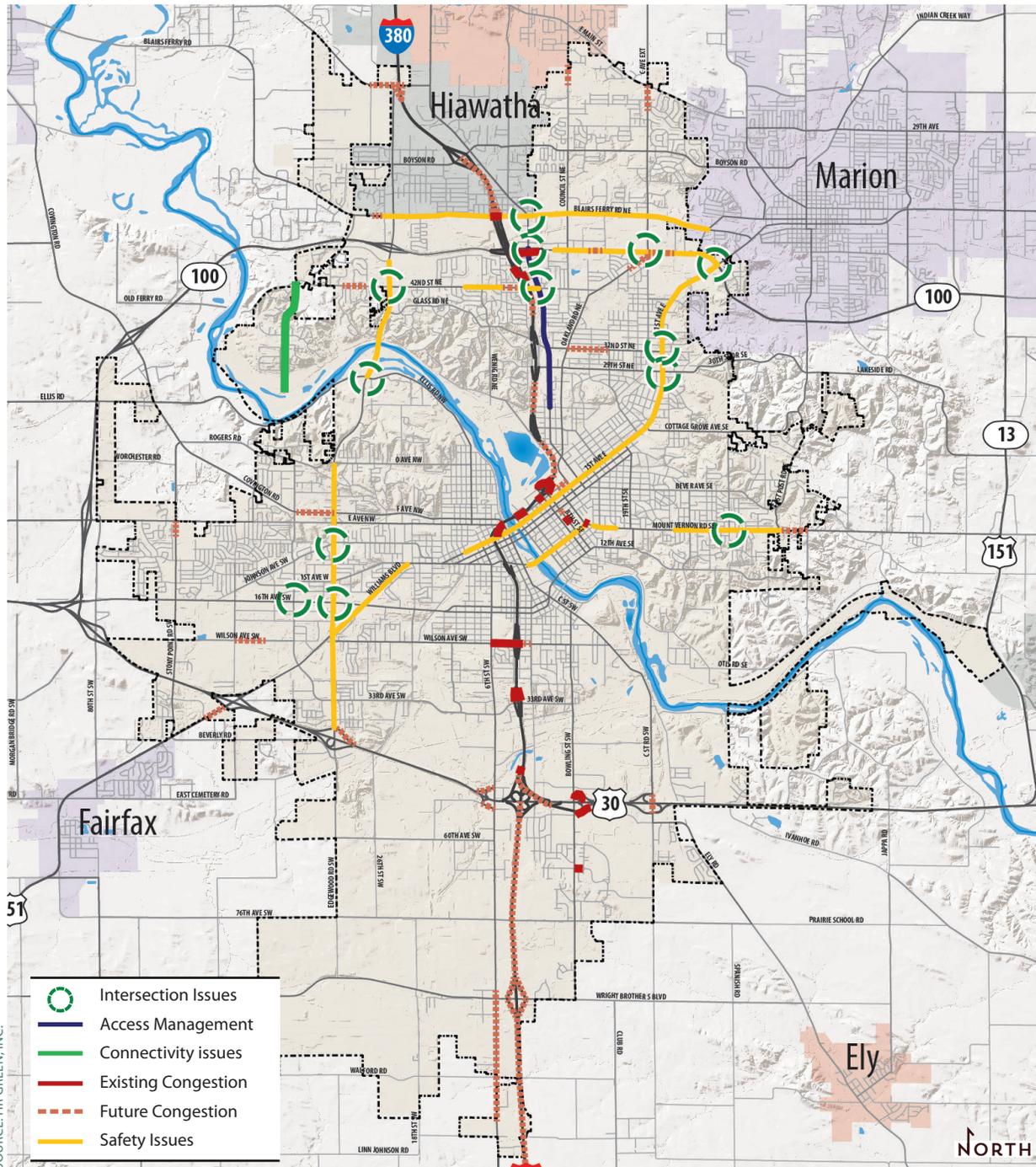
### 40. Complete the Cedar Rapids portion of Tower Terrace Road, and support completion of this multi-jurisdictional project.

The Tower Terrace Road project provides a new major arterial in northern Cedar Rapids between the cities of Hiawatha and Marion. Cedar Rapids should continue to support the completion of this project and manage development that may occur using methodology included in GrowCR.

### 41. Continue to support the Highway 100 Project.

The Highway 100 project provides a new high-speed corridor on the western edge of the City of Cedar Rapids. Highway 100 will extend from the existing termini at Edgewood Road NE, across the Cedar River, and south to Highway 30. Cedar Rapids should continue to support the development of this corridor and manage development that may occur using methodology included in GrowCR.

MAP 5: Transportation Review



**42. Prepare a one-way to two-way street conversion plan including implementation schedule.**

The city currently has numerous one-way streets, primarily in the downtown, that should be studied for conversion to two-way with the goal of making a more efficient transportation system for automobiles, pedestrians, and bicyclists.

**43. Develop standards for street connectivity as part of the update of Chapter 31 (Subdivisions) of the Municipal Code.**

Standards will ensure that new subdivisions are constructed with connections to adjacent developments instead of cul-de-sacs or stub streets.



## GOAL 3: Establish a network of complete streets.

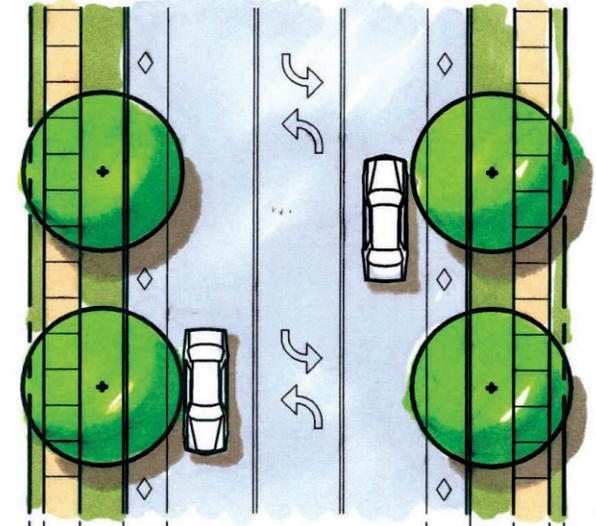
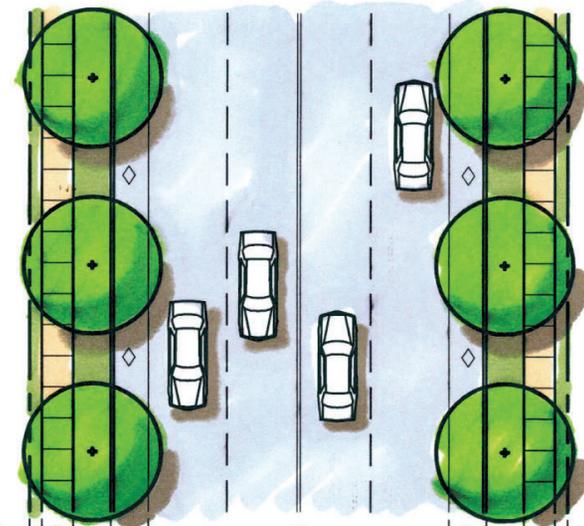
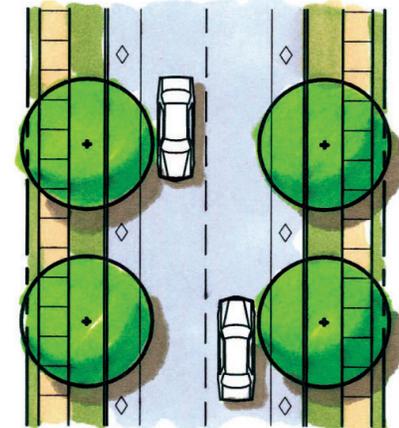
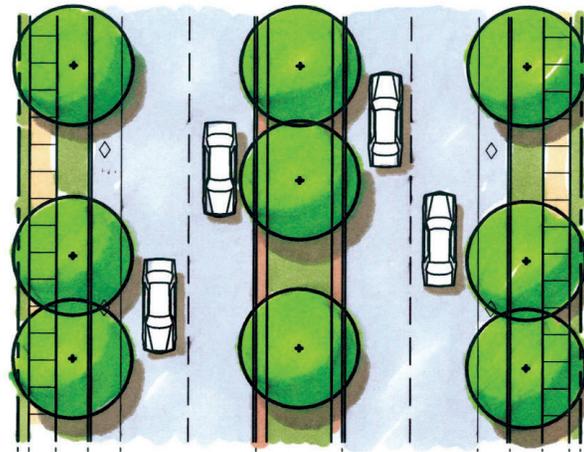
Streets make up one-of-the largest single category of public spaces in Cedar Rapids. Streets take up more land than all of the trails, schools, college campuses, public buildings and other facilities combined. For many residents, their primary contact with the outside public realm is on streets, as drivers and, to a lesser degree, as pedestrians and bicyclists. Streets are the real front doors to houses in neighborhoods, as well as paths to work. Streets as public spaces should be both efficient and attractive.

This concept of “complete streets” – streets that serve a variety of functions and potentials – should be applied to other principal corridors in Cedar Rapids. Complete streets may include all or some of the following features:

- A pedestrian/bicycle domain set back from the roadway by street landscaping and an adequate greenway setback from curb to walk; or designation of an on-street bike route, along with a continuous sidewalk.
- Special lighting and street graphics to promote a sense of security and well-being.
- Well-marked pedestrian crossings, sometimes with features such as crossing nodes that reduce the distance pedestrians must travel to cross the street.
- Street furniture that claims part of the street environment for people who are outside of vehicles. This provides and assists in preserving the character and traditions of neighborhoods.
- Attractive landscaping to promote community.
- Green infrastructure/stormwater management to promote mature landscaping, rain gardens, bioswales, and other features intended to improve the ability of streetscapes to infiltrate (soak up) water.

Complete streets will have different roles, ranging from neighborhood circulators and collectors to major arterials. As these streets are developed or upgraded, the design features that mark civic streets should be incorporated into their design.

### Typical Sections with Bicycle Lanes





### Demonstration from Chicago, Illinois

Top: Complete Street

Left: Bike Lane

Right: Sharrow

## INITIATIVES

### 44. Identify and track Complete Streets elements incorporated into city utility and infrastructure projects.

The city adopted a Complete Streets Policy in 2014 that should be implemented with city projects.

### 45. Sign and mark streets for bicyclists per the Complete Streets Policy.

The city should continue to mark and sign streets for bicycle use as it has in the downtown.

### 46. Retrofit high priority corridors with sidewalks and pedestrian amenities ensuring ADA compliance.

The city should continue to implement its adopted Sidewalk Master Plan.



## GOAL 4: Improve the function and appearance of our key corridors.

Cedar Rapids' streets should be designed as public spaces as well as conduits for travel.

Good streets have more than one purpose. In addition to moving people or goods, they are important public spaces and should be designed appropriately. The concept of streets as public spaces defines strategic streets as parkways that connect neighborhoods, parks, and activity centers while providing a strong and unified image for the community. These streets have special characteristics that serve to unify rather than divide neighborhoods, accommodate all forms of travel, and encourage adjacent development to be oriented toward the public right-of-way.

Cedar Rapids has demonstrated its awareness of the multiple purposes of streets with its increased investment across downtown, NewBo (3rd Street SE), and Czech Village (16th Avenue SW). Attractive landscaping, improved lighting, public art, and street furniture have made these districts a pleasure for people traveling through some of Cedar Rapids' most distinct and inviting public spaces.

Map 6 displays the city's existing federal functional classification system. Map 9 recommends additions to be considered during the eventual update of the regional Long-Range Transportation Plan (LRTP). The LRTP is called Connections 2040 and is developed and updated by the Corridor Metropolitan Planning Organization (MPO). The Corridor MPO is a regional entity comprised of the metropolitan communities and performs regional transportation planning for the Cedar Rapids metropolitan area. The LRTP is a guide for the investment of federal transportation funds in the metro area and Cedar Rapids should make sure its most important projects are included in the plan.

Cedar Rapids' gateways are a visitor's first interaction with the community, and convey a powerful first impression to visitors. The city's front doors should welcome and invite visitors, making a dramatic statement about the quality

and character of the community. Cedar Rapids' primary gateways include its interchanges with Interstate 380, Highway 30, Highway 100 (Collins Road), and Highway 151 (Williams Boulevard and 1st Avenue).

But entrances and corridors are also important to residents who use the city every day. Major corridors like 1st Avenue are important places of commercial and civic activity. Applying enhancements along this corridor would make it more attractive and demonstrate the significance of design improvements along major transportation routes. Attractive residential streets also add value to their surroundings and provide avenues on which people travel at slower speeds.

Cedar Rapids should design and gradually install a wayfinding graphics system along its corridors that directs visitors to destinations in a clear and attractive way. Care should be given to being consistent with the existing wayfinding system in downtown.

### INITIATIVES

Corridors that emerged from the planning process as a priority for improvement and requiring further study are listed below as candidates for Corridor Action Plans and shown on Map 7.

#### 47. Prepare corridor action plan for 3rd Street SE.

The 3rd Street SE Corridor Action Plan will evaluate the functional and aesthetic enhancements of the street and surrounding area from 1st Avenue E to 14th Avenue SE for the purpose of unifying New Bohemia to downtown, Czech Village, and surrounding development investments. Initial concepts were explored in the Czech Village/New Bohemia Main Street District Plan prepared in 2013.

#### 48. Prepare corridor action plan for 1st Avenue Corridor and Williams Boulevard.

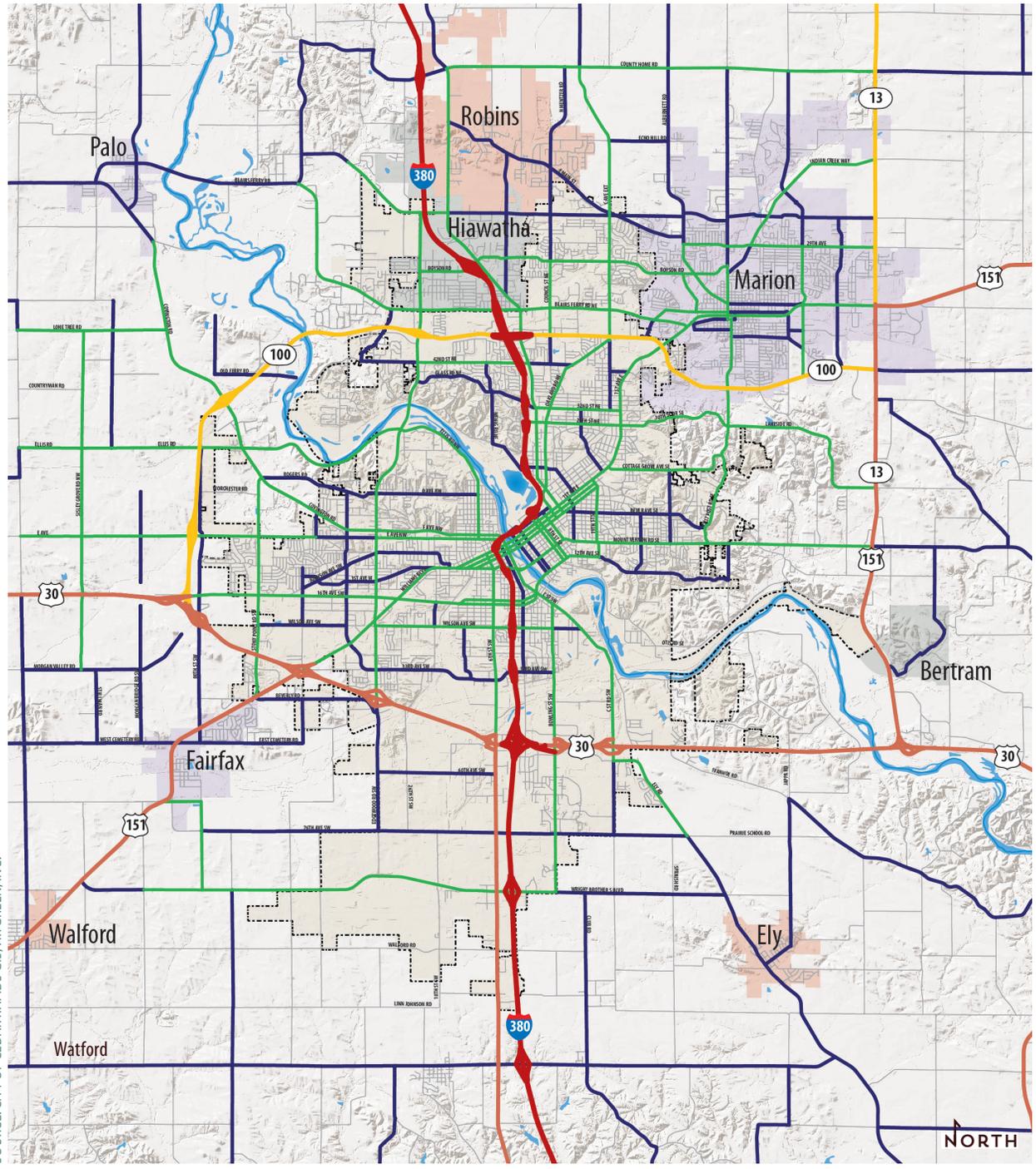
The First Avenue Corridor Action Plan will evaluate multi-modal connectivity and roadway improvements between Collins Road/IA Highway 100 and Williams Boulevard SW. The First Avenue Corridor is a major east-west thoroughfare in the city that transitions between a wide range of areas (e.g., commercial districts, residential areas, etc.). This mix of land uses can also support multi-modal transportation options. This corridor currently faces many issues, including safety, access management, and congestion. The First Avenue Corridor Action Plan will identify options to improve the function and appearance of the corridor.

The Williams Boulevard Corridor Action Plan will evaluate roadway improvement alternatives between 1st Avenue and Highway 30. The Williams Boulevard SW corridor currently faces many safety issues related to access control and traffic volumes. This corridor also provides an opportunity to expand the city's multi-modal transportation options. The alternatives identified in this plan will address existing issues and future congestion problems related to possible redevelopment along the corridor.

#### 49. Prepare corridor action plan for 6th Street SW.

Two Sixth Street SW projects are identified in Connections 2040 (LRTP) as projects to be completed between 2016 and 2021. These projects will provide improvements to a primary commercial corridor that also leads to industrial land uses south of US Highway 30. Improvements to this corridor will improve traffic flow along the corridor and increase access for future industrial and commercial expansion. Connecting 6th Street NW to Ellis Boulevard NW was identified as an important connection during flood recovery planning.

MAP 6: Functional Classification



SOURCE: CITY OF CEDAR RAPIDS GIS, HR GREEN, INC.



- Interstate
- Federal Highway
- State Highway
- Arterials
- Collectors
- Local

## **50. Prepare corridor action plan for 16th Avenue SW.**

The 16th Avenue SW Corridor Action Plan will evaluate roadway improvement alternatives between the future Highway 100 and the Cedar River. This corridor has been identified as an important freight route as several freight delivery companies are located along the corridor. As Highway 100 is completed to the west, the corridor will have a new connection that will be evaluated to determine the mobility of multi-modal traffic along the corridor. The existing corridor also features two intersections with safety issues and the potential for increased congestion. The alternatives identified in this corridor action plan will address the existing issues as well as increased congestion and multi-modal improvements along the corridor, with special attention paid to freight movement and mitigating adverse impacts on residential development north of 16th Avenue.

## **51. Update corridor action plan for Collins Road NE with focus on pedestrians and streetscapes.**

The Collins Road NE Corridor Action Plan will evaluate roadway improvement alternatives between I-380 and First Avenue/US 151. Collins Road NE is a primary east-west arterial in northern Cedar Rapids and follows the Highway 100 alignment east of I-380. The study area is a major commercial corridor with some residential neighborhoods to the south. Improvements are planned along the corridor to address safety, congestion, and intersection issues. This corridor action plan will focus on streetscaping and multi-modal improvements, especially for pedestrians.

## **52. Prepare corridor action plan for Mt. Vernon Road SE.**

The Mount Vernon Road SE Corridor Action Plan will evaluate roadway improvement alternatives between downtown Cedar Rapids and 44th Street SE. This corridor has a history of generating high volumes of truck traffic destined for downtown from US Highway 151. The comparatively high traffic volumes and limited access control results in frequent crashes. Mount Vernon Road will likely see increased congestion due to future traffic volumes as growth occurs further east. The plan will identify alternatives to address current safety issues, mitigate future congestion issues, and improve overall functionality of the corridor.

## **53. Prepare corridor action plan for Center Point Road NE.**

The Center Point Road NE Corridor Action Plan will evaluate roadway improvement alternatives between downtown Cedar Rapids and Blairs Ferry Road NE. The corridor connects downtown to residential and commercial areas in the north and maintains high traffic volumes as it parallels I-380. The array of land uses, existing trail system, and access to public transportation also create opportunities as a multi-modal corridor. Existing issues identified along the corridor include access management, intersection safety, and future congestion issues around Collins Road/IA Highway 100. The action plan will identify alternatives to address the current access issues, intersection safety, and overall multi-modal functionality of the corridor.

## **54. Prepare corridor action plan for Edgewood Road.**

Several Edgewood Road projects have been identified in Connections 2040.. These projects will improve Edgewood Road NE between Glass Road NE and Blairs Ferry Road NE. An extension of Edgewood Road would also be connected to Tower Terrace Road near Miller Road NE. These projects will improve connectivity in Northwest Cedar Rapids by providing a continuous corridor along Edgewood Road. Additionally, these projects will improve the overall safety of the corridor and address future congestion.

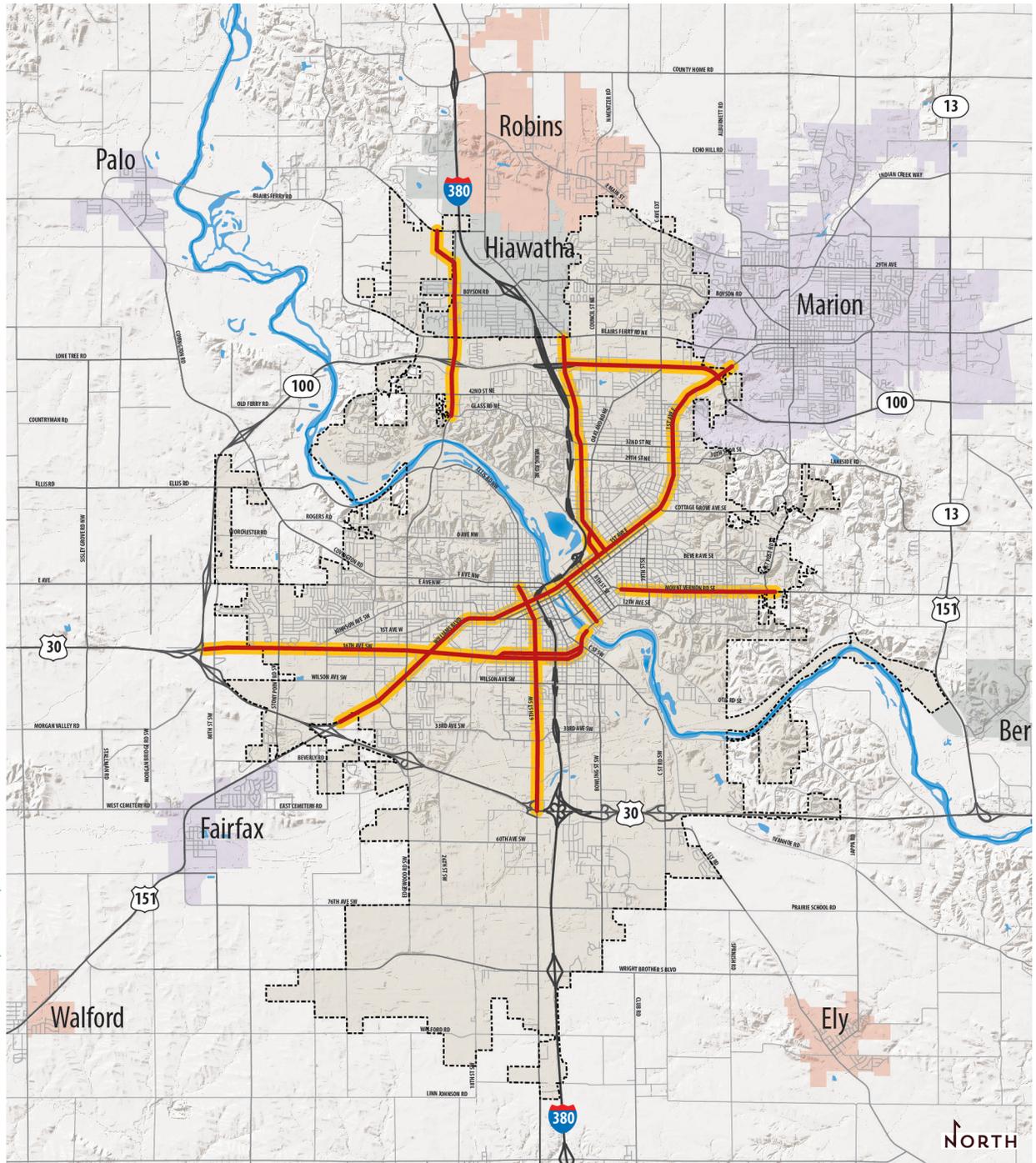
## **55. Establish Master Gateway Plan.**

In 2014, the city installed a gateway sign south of Highway 30 to greet motorists traveling north along I-380. A second sign is being installed south of Blairs Ferry Road NE to greet motorists traveling south on I-380. This plan should include Collins Road NE and the Eastern Iowa Airport.

## **56. Establish Wayfinding Program.**

Cedar Rapids should work with the Iowa Department of Transportation to explore flexibility in its interpretation of the MUTCD and to develop a wayfinding system that is both acceptable to IDOT and attractive, economical, and clear to users.

**MAP 7: EnvisionCR Corridor Action Plans**



SOURCE: RDG PLANNING & DESIGN, HR GREEN, INC.



- Candidate Corridors
- Impact Zone



# GOAL 5: Support the development of an effective, regional, multi-modal transportation system.

An effective multi-modal transportation system for Cedar Rapids takes advantage of existing systems and looks for ways to improve them.

**Air Service.** Opened in 1947, the Eastern Iowa Airport (EIA) is owned by the city and is considered a small hub primary airport by the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS). The State of Iowa identifies the EIA as a Commercial Service airport as it meets the needs of the state aviation system and serves as one of its essential transportation and economic centers. The EIA continues to show growth in passenger traffic with 2014 posting record breaking numbers for the airport. The EIA completed an update to its master plan in May of 2014, which helps guide expansion and improvement plans for the airport. A Commercial Real Estate Assessment and Strategy was completed in June of 2013 and is referenced in InvestCR. Both of these plans should be implemented.

**Freight.** Freight, as shown on Map 8, is conducted through Cedar Rapids mainly by truck and rail. Truck traffic is primarily conducted along I-380, US Highway 151, US Highway 30, and Iowa Highway 13. Iowa Highway 100 will also serve this purpose when it opens for traffic. The city has identified truck routes for internal traffic that should be reviewed on an appropriate basis. Cedar Rapids has five railroad companies serving the city. The Union Pacific runs east/west and the CRANDIC (Cedar Rapids and Iowa City), the Canadian National, Iowa Northern, and Chicago, Central & Pacific run north/south.

**Transportation Options.** Automobile, bicycle, transit, and pedestrian networks are highly important to the region and should be constantly monitored to make sure they serve the needs of both the city and the region.

One way to do this is through the Corridor MPO's Long Range Transportation Plan (LRTP), called Connections 2040. Connections 2040 must be updated to ensure significant



Cedar Rapids projects (road, trail, pedestrian, and transit) are included. Ultimately, the regional transportation system should have stronger inter- and intra-city transit circulation.

The following are some key current or recommended activities:

- **Iowa Highway 100.** The Highway 100 project provides a new high-speed corridor on the western edge of the City of Cedar Rapids. This project extends the existing state highway from the terminus at Edgewood Road NE, across the Cedar River, and south to Highway 30. The new extension will relieve congestion along I-380, support the West Growth Area, and increase overall mobility for travelers. Project improvements include a limited access, four-lane divided highway with four grade-separated interchanges. Additional pedestrian trail improvements are also planned but are not part of the Iowa Highway 100 construction project.

The Corridor MPO and Iowa DOT are also funding a project to develop a corridor management plan. This study will guide future land use decisions and infrastructure improvements for undeveloped areas adjacent to the Highway 100 corridor.

- **Tower Terrace Road.** The Tower Terrace Road project provides a new major arterial in northern Cedar Rapids between the cities of Hiawatha and Marion. Tower Terrace Road will improve connectivity between the City of Cedar Rapids and the cities of Hiawatha and Marion, provide congestion relief on arterials south of Tower Terrace, and support development of the North Growth Area.
- **Corridor Action Plans.** Corridor Action Plans are recommended to identify functional and aesthetic improvements. The following offers a schedule for completion, while the update to Connections 2040 is under consideration. See Connect CR Goal #4 for details.

### *Short-Range (within 1 Year)*

- Collins Road NE
- Mount Vernon Road SE

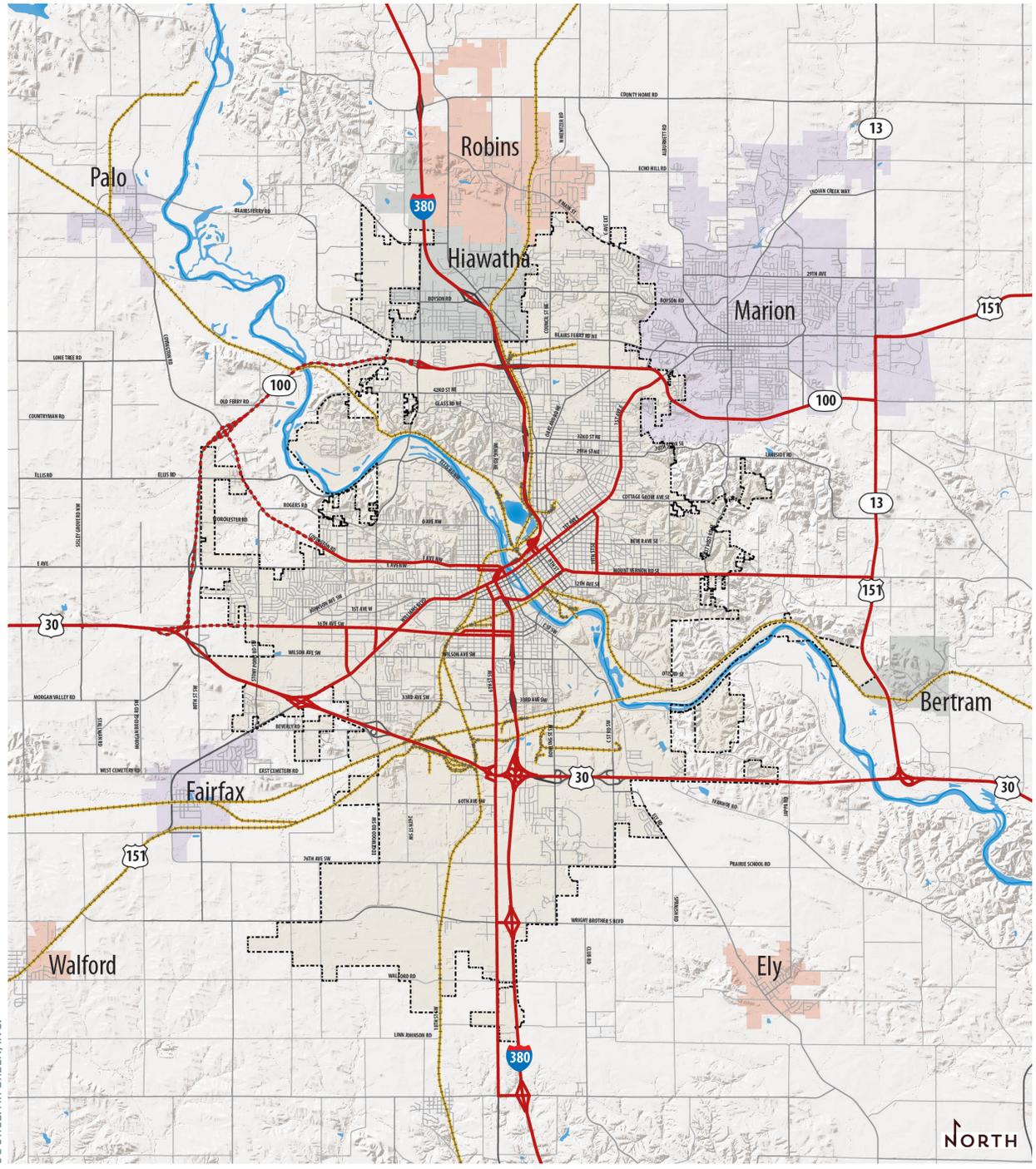
### *Mid-Range (2-5 Years)*

- 3rd Street SE
- First Avenue Corridor and Williams Boulevard

### *Long-Range (beyond 5 Years)*

- Sixth Street SW
- 16th Avenue SW
- Center Point Road NE
- Edgewood Road

MAP 8: Freight



SOURCE: HR GREEN, INC.

- Existing Truck Routes
- Future Truck Routes
- Rail Lines

- **Possible Vision Projects.** Vision Projects are those included in the most recent LRTP (Connections 2040) that have been identified as long-term improvements to roadways and address access, traffic, safety, and/or multi-modal issues impacting the City of Cedar Rapids. These projects do not have a defined timeframe for completion but will continue to enhance the city's transportation network as improvements are completed.

- E Avenue NW widening: West Post Road NW to 80th Street NW
- Edgewood Road NW widening: Ellis Road NW to Glass Road NE
- Edgewood Road NW widening: O Avenue NW to F Avenue NW
- F Avenue NW widening: 13th Street SW to Edgewood Road NW
- 16th Ave SW reconstruction & widening: 12th Street SW to Williams Boulevard SW
- Edgewood Road SW reconstruction & widening: Iowa Highway 30 to 76th Avenue SW
- C Street SW reconstruction & widening: Fruitland Boulevard SW to Iowa Highway 30
- Cedar River Bridge Crossing: C Street SW to Otis Road SE
- Cottage Grove Ave SE widening: 1st Avenue NE to Forrest Drive SE
- C Avenue NE reconstruction & widening: Boyson Road NE to Collins Road NE
- Blairs Ferry Raod NE widening: I-380 to C Avenue NE
- Collins Road NE widening: Edgewood Road NE to I-380

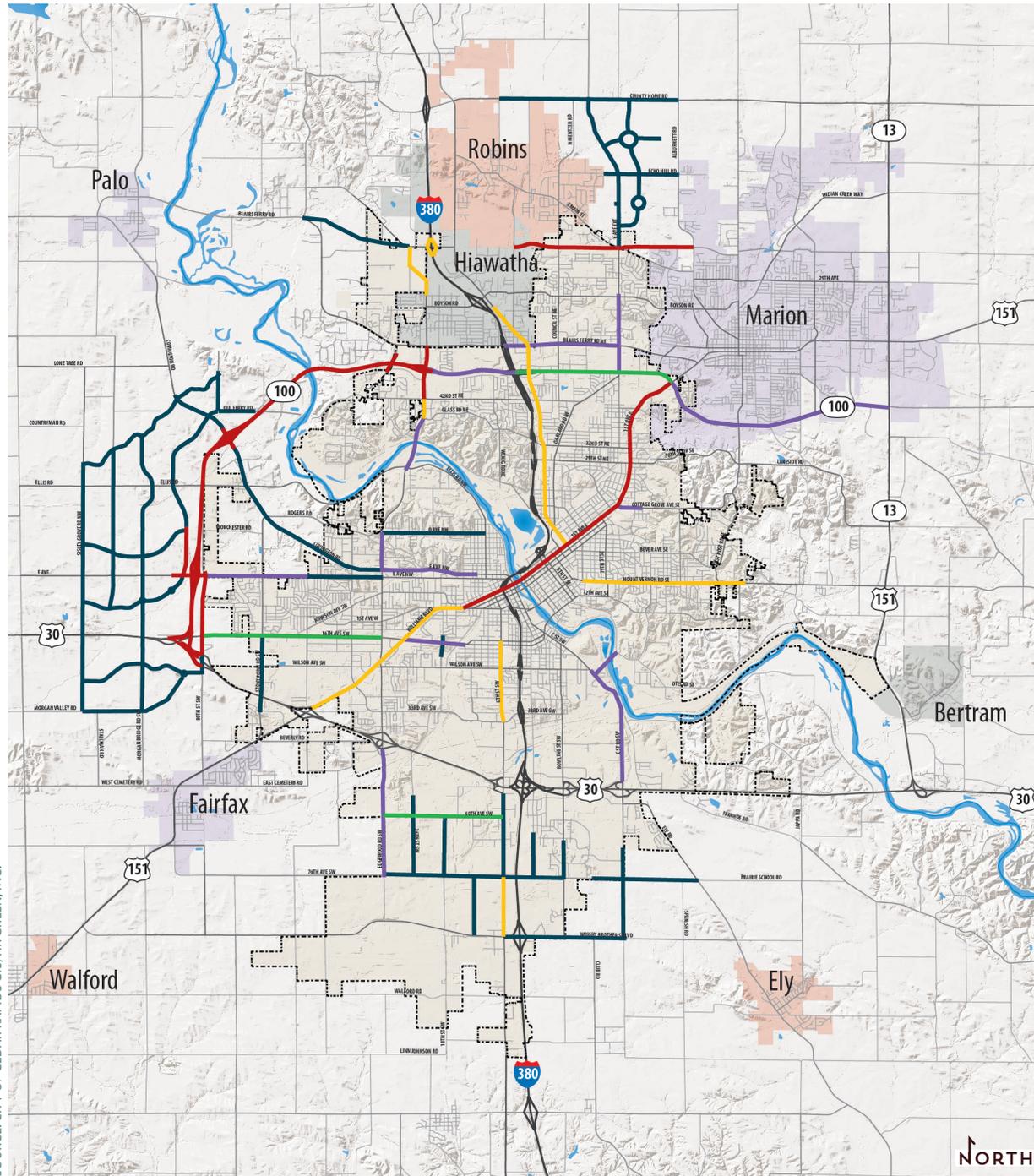
- **Possible Growth Area Projects.** These projects have been identified as potential improvements to support connectivity within Future Growth Areas identified in EnvisionCR. These projects have not been included in the LRTP (Connections 2040) but may be included as development occurs within the growth areas. Additionally, these projects do not have identified timeframes or funding sources, allowing improvements to be implemented in conjunction with development.

- C Avenue NE widening: Sheffield Drive NE to County Home Road
- County Home Road widening: Quass Road to 10th Street
- Echo Hill Road widening & construction: C Avenue NE to 10th Street
- Tower Terrace Road NE construction: Miller Road to Blairs Ferry Road
- Unnamed Boulevard construction: Old Ferry Road to Morgan Bridge Road SW
- O Avenue NW widening: 11th Street NW to Edgewood Road NW
- F Avenue NW/Covington Road widening: Edgewood Road NW to Iowa Highway 100
- E Avenue NW widening: Edgewood Road NW to West Post Road NW
- Stoney Point Road SW widening: 16th Avenue SW to Dean Road SW
- 18th Street SW construction: 16th Avenue SW to existing 18th Street SW
- 76th Avenue SW reconstruction & widening: Edgewood Road SW to Kirkwood Boulevard SW
- 76th Avenue SW reconstruction & widening: Kirkwood Boulevard SW to Ely Road SW
- 26th Street SW reconstruction & widening: north of 60th Avenue SW to 76th Avenue SW



- Unnamed Avenue construction: Edgewood Road SW to Unnamed Street
- Unnamed Street construction: Unnamed Avenue to 76th Avenue SW
- 6th Street SW widening: Waconia Avenue SW to 76th Avenue SW
- Unnamed Street construction: 76th Avenue SW to Wright Brothers Boulevard West
- Wright Brothers Boulevard E widening: I-380 to C Street SW
- Kirkwood Boulevard SW widening: 76th Avenue SW to Kirkwood North Road SW
- **Tower Terrace Road and I-380 Interchange.** The Tower Terrace Road Interchange project has been identified in Connections 2040. This project will improve access to the Interstate System for northern Cedar Rapids as Tower Terrace Road is completed and development occurs to the north. This project will provide a safe, reliable connection to I-380 and will address future congestion issues that will arise as development occurs along Tower Terrace Road.

**MAP 9: Proposed Long Range Transportation Plan Updates**



SOURCE: CITY OF CEDAR RAPIDS GIS, HR GREEN, INC.

## INITIATIVES

### 57. Support the update of the Corridor MPO Long Range Transportation Plan.

The update of Connections 2040 (LRTP) should consider emerging projects that could help support circulation in the region.

### 58. Adopt the Corridor MPO Long Range Transportation Plan.

The City of Cedar Rapids should adopt Connections 2040 to promote the goals of the plan and the city's role as leader of the region.

### 59. Develop the city's Transportation Plan consistent with the goals of the Corridor MPO's Long Range Transportation Plan.

The city's Transportation Plan should be developed consistent with the goals of Connections 2040 (LRTP) in order to enhance transportation to connect people to destinations in the community.

### 60. Develop an asset management policy and procedure that clarifies the accountability for the management of each of the assets under the stewardship of Public Works.

A unifying policy will aid in coordinating the management of city infrastructure.

- █ Short Term (Within 3 Years)
- █ Medium Term (3-5 Years)
- █ Long Term (Beyond 5 Years)
- █ Vision Projects
- █ Growth Area Projects