CONNECTCR



CONNECTCR



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 the United States, 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 railroad corridors, 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 street widths fluctuate, 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.

In November 2021, the citizens of Cedar Rapids voted to extend collection of the 1% local option sales tax for another ten-year period from July 1, 2024 thru June 30, 2034. The program to fund streets through this revenue source is known as the Paving for Progress program that will provide approximately $26 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.
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.

The City's transportation system should encourage all modes for appropriate trips – many short distances should 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.

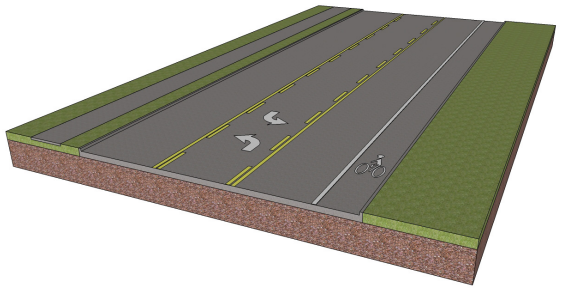
The success of pedestrian and bicycle transportation systems can be measured by four key criteria:

- **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 bicycle 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 and sidepaths) facilities that relate to major destinations and development opportunities. The details of system development are described in the City's Trails and Bikeways Plan (updated in 2025). Generally, trails are preferred due to their separation from the road network and the inherent conflicts with automobiles. However, the proper use of sidepaths in conjunction with on-street facilities leads to a more comprehensive bicycle network that is more responsive to users of all abilities in addition to the benefits garnered by non-bicyclists using off-street facilities. Cedar Rapids currently has the following types of facilities:

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



- Trails: provide exclusive paths separated from parallel streets.
- On-street: paint is used to delineate specific locations for bicyclists such as bike lanes, Sharrows, and buffered bike lanes. Vehicle parking or other fixed objects can be used to create protected bike lanes.
- Sidepaths: parallel streets and are a minimum of 10 feet wide.
- Singletrack: mountain bike trails wide enough for one rider often located in parks.

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. In addition to reducing walking along roadway crashes, sidewalks reduce other pedestrian crashes. Roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street. Providing walkways for pedestrians dramatically increases how well pedestrians perceive their needs are being met along roadways. The wider the separation between the pedestrian and the roadway is, the more comfortable the pedestrian facility. By providing facilities that are more comfortable, we can increase the number of trips made by walking, particularly in areas with mixed land uses. Research indicates that people will walk for recreational purposes if a facility is provided. Recreational walking is one of the easiest ways for people to get the recommended allotment of physical exercise each day. Moderate exercise, such as walking, contributes to both physical and mental well being.

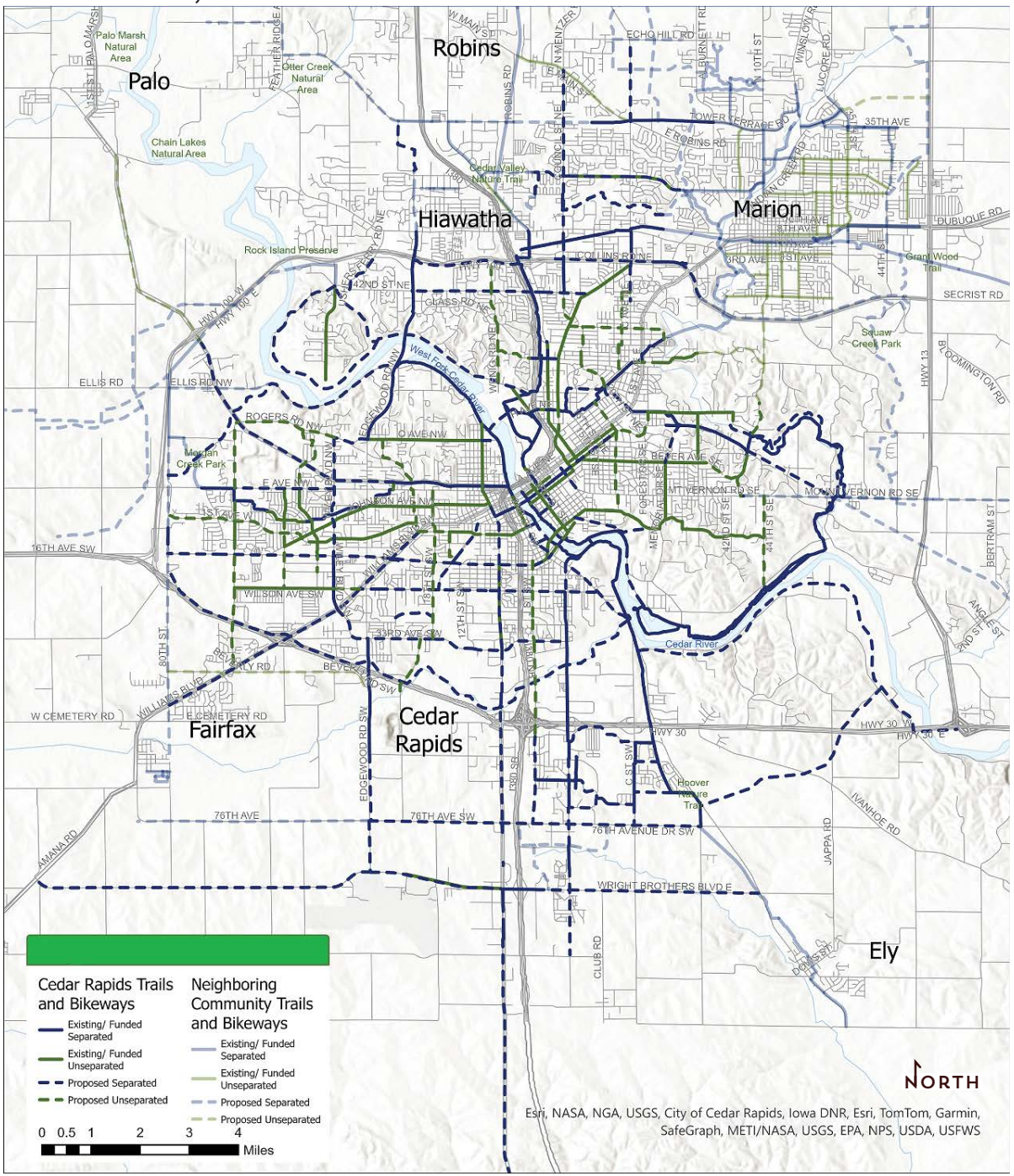
Transit. Transit service is currently more often used by transit dependent or limited mobility customers – seniors, people with disabilities, and children. The potential market in Cedar Rapids is even larger when demand from students and choice transit users are considered.

ONGOING

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

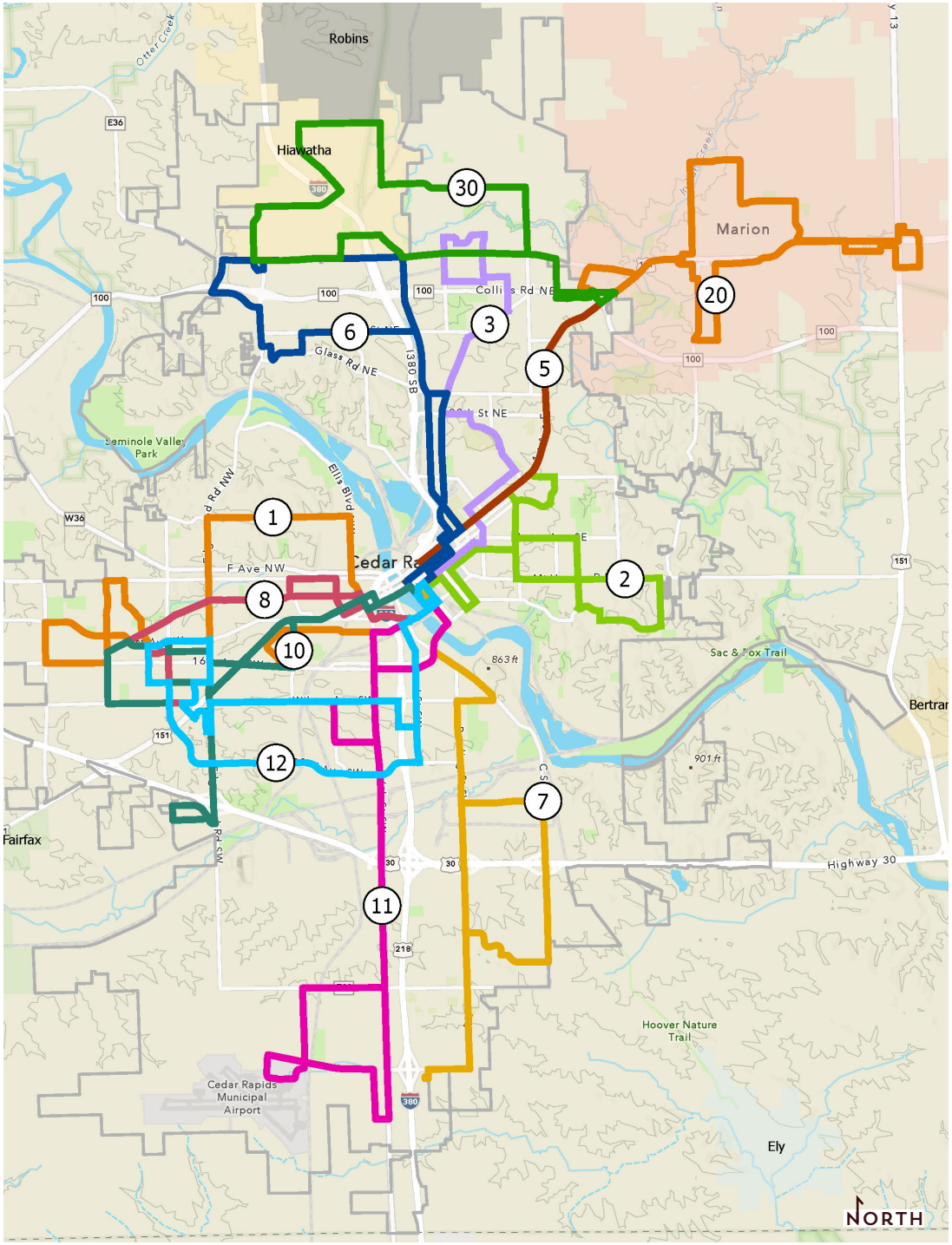
Work towards implementing the transit system and policy recommendations from the 2016 Corridor MPO Transit Study. Continue to update the transit study as necessary. Map 2 shows the existing fixed-route transit system shows the existing fixed-route transit system.

MAP 1: Trails and Bikeways Network



SOURCE: CITY OF CEDAR RAPIDS CORRIDOR MPO 2024

MAP 2: 2018 Fixed-Route Transit System



SOURCE: CITY OF CEDAR RAPIDS COMMUNITY DEVELOPMENT & PLANNING 2024

Cedar Rapids Boundary

INITIATIVES

1. Update the City's Comprehensive Trails Plan to:

- Review existing and planned network
- Identify completed projects
- Confirm planned projects
- Evaluate existing off and on street facilities

The City is working with a consultant on the Linn County and Cedar Rapids Trails and Bikeways Plan. The Plan is expected to be adopted in 2025.

GOAL 2: Build a complete network of connected streets.

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

Cedar Rapids must also maintain an effective transportation framework to ensure good connections within and between neighborhoods, 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.

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

When a neighborhood has only one access point, the lack of multiple roadway connections to the 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. In these cases some of the individual streets 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.

Congestion

The City of Cedar Rapids has re-timed corridors based on traffic counts collected in 2017. All corridors have been coordinated according to those volumes and we have begun our maintenance program of refining the coordination based on updated traffic volumes. ATSPM (Automated Traffic Signal Performance Measures) metrics are being used at existing signalized intersections with upgrades to detection in order to obtain new traffic volume data. This data is being used to re-time signals in Cedar Rapids and will be a very useful tool in maximizing efficiencies and identifying issues.

Existing

In certain cases, signal re-timing will not improve functionality of corridors due to capacity constraints. Some of these locations are being modified to increase capacity, which will reduce delay. These locations include Boyson Rd & I-380 Interchange and Wright Brothers Blvd & I-380 interchange. These improvements allow for reductions in delay with existing traffic volumes as well as accommodate for an increasing traffic need due to development.

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. Providing a strong connected network of roads and pedestrian facilities can help distribute traffic, reduce travel distances and times, improve routing for transit and reduce walking distances. Good connectivity also provides better routing opportunities for emergency services and delivery (solid waste, recycling, mail) vehicles. All of these effects can play a positive role in reducing congestion on the street network. A well-connected transportation network can also facilitate walking and bicycling. Increased levels of connectivity are associated with higher levels of physical activity from transportation.

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

Pedestrian Master Plan

To take a big picture look at the walking environment and connectivity, the City developed a Pedestrian Master Plan with the vision of making walking in Cedar Rapids safe, convenient, accessible, and enjoyable for people of all ages and abilities by 2040. The Pedestrian Master Plan was adopted in 2019, and is being updated in 2025. The goal of the Plan is to develop an updated priority list where there's a need to install new sidewalks. Having a plan helps the City focus on areas of greatest need and establish priorities based on the community's feedback.

Sidewalk Connectivity

Cedar Rapids has a burgeoning trail network. A well connected pedestrian network is critical to increasing walking in Cedar Rapids. For nearly a decade, the City of Cedar Rapids as a community and an organization has placed a greater emphasis on walking. In 2010, the City adopted its first Sidewalk Master Plan. In 2014, the Sidewalk Master Plan was updated, and the City Council adopted Iowa's first Complete Streets Policy.

FIGURE 3: Sidewalk Connectivity



The images above show how sidewalk improvements can provide increased pedestrian connectivity in areas where street connections are impractical or undesirable for the neighborhood. Sidewalk connections allow neighborhood residents to walk to nearby commercial uses, while avoiding potential traffic impacts.

Corridor & Intersection Safety Issues

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. Crashes as reported during the five-year timeframe 2018 to 2023. 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 Blairs Ferry Road NE.

Table 2: Corridor Safety Issues

Corridor	Between
Blairs Ferry Road NE	I-380 & C Ave
Collins Road NE	I-380 & C Ave
Edgewood Rd SW	16th Ave & 37th Ave
16th Ave SW	Wiley Blvd & Edgewood Rd
8th St E	2nd Ave SW & A Ave NE
1st Ave W	L St & 3rd St
1st Ave E	8th St & 16th St

SOURCE:DOT ICAT

Table 3: Intersection Safety Issues

Intersections
Center Pt Rd NE at Hwy 100 WB Off Ramp
Edgewood Rd SW at 37th Ave
Edgewood Rd SW at 16th Ave
1st Ave W at L St
Blairs Ferry Rd NE at Council St
16th Ave SW at Wiley Blvd
1st Ave E at 8th St
Collins Rd NE at C Ave
Collins Rd NE at Council St
Blairs Ferry Rd NE at C Ave
Edgewood Rd Sw at 33rd
1st Ave E at Collins Rd

SOURCE: IDOT ICAT

ONGOING TASKS

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

Staff conducts a majority of the traffic engineering studies for the majority of Paving for Progress and Capital Improvement Plan (CIP) projects. Complex studies are typically contracted to consultants.

Staff answers approximately 900 public requests per year asking if changes in traffic control are warranted.

The City started a signal re-timing maintenance initiative. Using updated technology data is captured at signaled intersections. This data is vital in timing corridors based on updated traffic volumes. Staff have updated 95% of all signalized intersections using this data.

Pedestrian and bicycle needs are considered in the Capital Improvement Plan through feedback from residents, requests and the application of the Complete Streets Policy.

GOAL 3: Establish a network of complete streets.

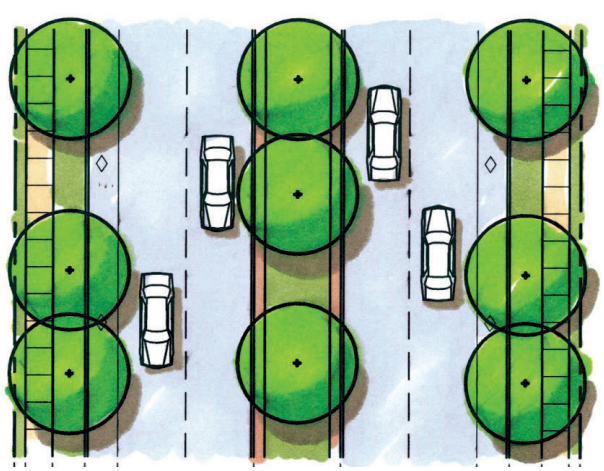
Streets make up one-of-the largest single category of public spaces in Cedar Rapids. Streets take up more land than all of the trails, schools, college campuses, public buildings and other facilities combined. For many residents, their primary contact with the outside public realm is on streets, as drivers 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.

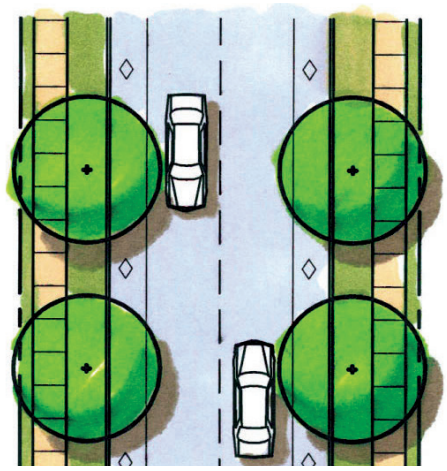
This concept of "complete streets" – streets that serve a variety of functions and potentials – should be applied to other principal corridors in Cedar Rapids. Complete streets may include all or some of the following features:

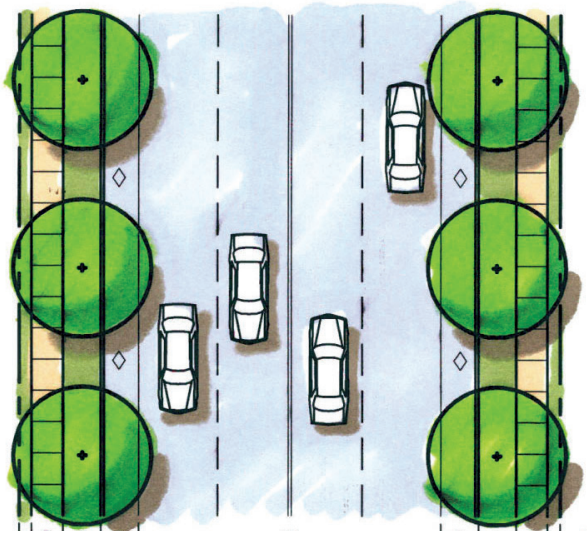
- A pedestrian/bicycle domain set back from the roadway by street landscaping and an adequate greenway setback from curb to walk; or designation of an on-street bike route, along with a continuous sidewalk.
- Special lighting and street graphics to promote a sense of security and well-being.
- Well-marked 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.

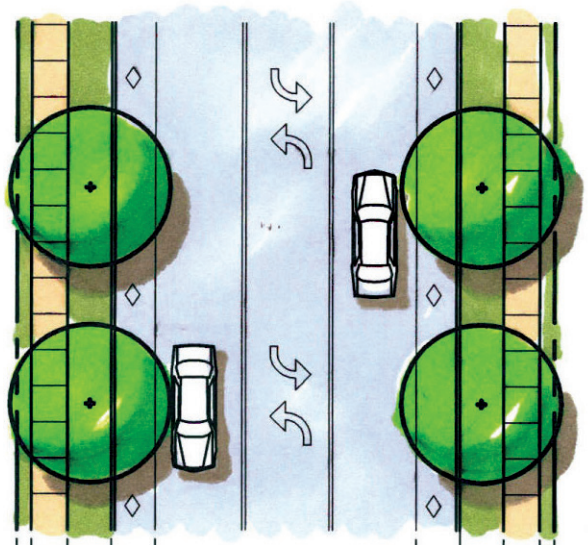
Complete streets will have different roles, ranging from neighborhood circulators and collectors to major arterials. As these streets are developed or upgraded, the design features that mark civic streets should be incorporated into their design.

Typical Sections with Bicycle Lanes















Demonstration from Chicago, Illinois

Top: Complete Street
Left: Bike Lane
Right: Sharrow

ONGOING TASKS

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.

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

The City should continue to implement its adopted Pedestrian 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.

Street Network

Map 5 displays the City's existing federal functional classification system. Map 8 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.

Corridor Action Plans

Corridor Action Plans examine issues and identify solutions related to connectivity, land use, character, streetscapes, and placemaking. These plans can be integrated into Neighborhood or Area Action Plans or be done as a stand-alone plan. Regardless, the City will develop these plans based on coordination with numerous City activities. For example, road improvement or utility projects offer an opportunity to address issues related to connectivity and streetscapes. Economic Development or housing development projects may address character and land use issues.

As discussed in StrengthenCR, candidate roadways for Corridor Action Plans are ones that provide key linkages or connections throughout the City. 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 5. It is important to note that these may change over time and this is an ongoing process.



- **Corridor Action Plans.** Corridor Action Plans are recommended to identify functional and aesthetic improvements.

  - 3rd Street SE
  - 1st Avenue Corridor and Williams Boulevard
  - 16th Avenue SW/ 15th Ave SW
  - Center Point Road NE

- **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.

- **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.

- **Prepare corridor action plan for 16th Avenue SW.**

The 16th Avenue SW Corridor Action Plan will evaluate roadway improvement alternatives between 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. 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.

- **Prepare corridor action plan for Center Point Road NE.**

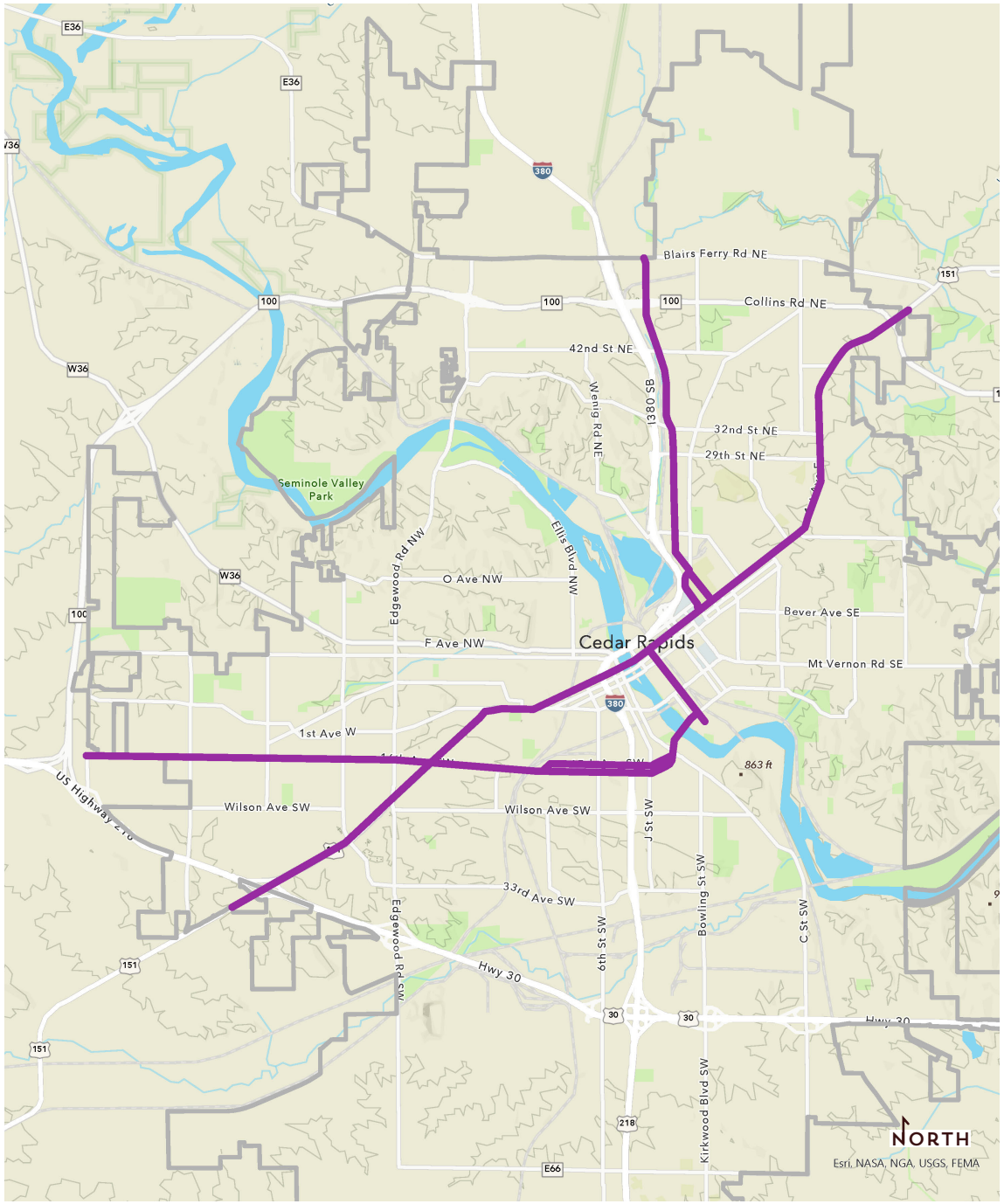
The Center Point Road NE Corridor Action Plan will evaluate roadway improvement alternatives between downtown Cedar Rapids and Blairs Ferry Road NE. The corridor connects downtown to residential and commercial areas in the north and maintains high traffic volumes as it parallels I-380. The array of land 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.



Wayfinding

Cedar Rapids should design and gradually install a wayfinding graphics system along all 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.

MAP 5: EnvisionCR Corridor Action Plan Locations



SOURCE: CITY OF CEDAR RAPIDS COMMUNITY DEVELOPMENT & PLANNING 2024

ONGOING TASKS

Develop Corridor Action Plans based on coordination with City initiatives such as road improvements or utility projects, economic development and housing development, or other planning activities like a Neighborhood or Area Action Plan.

The City will coordinate development of these plans with other City led initiatives such as infrastructure or planning projects.

INITIATIVES

2. Implement 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 Iowa DOT and attractive, economical, and clear to users. This is planned to be completed in 2025.

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 has almost completed a 10 year $120 million renovation plan including adding terminal gates, jet bridges, and other passenger amenities. The EIA added three nonstop flights, as well as three nonstop destinations. With these upgrades and additions the EIA was able to serve a record setting 1.4 million passengers in 2023.

Freight. Freight, as shown on Map 7, 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, and Iowa Highway 100. 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.

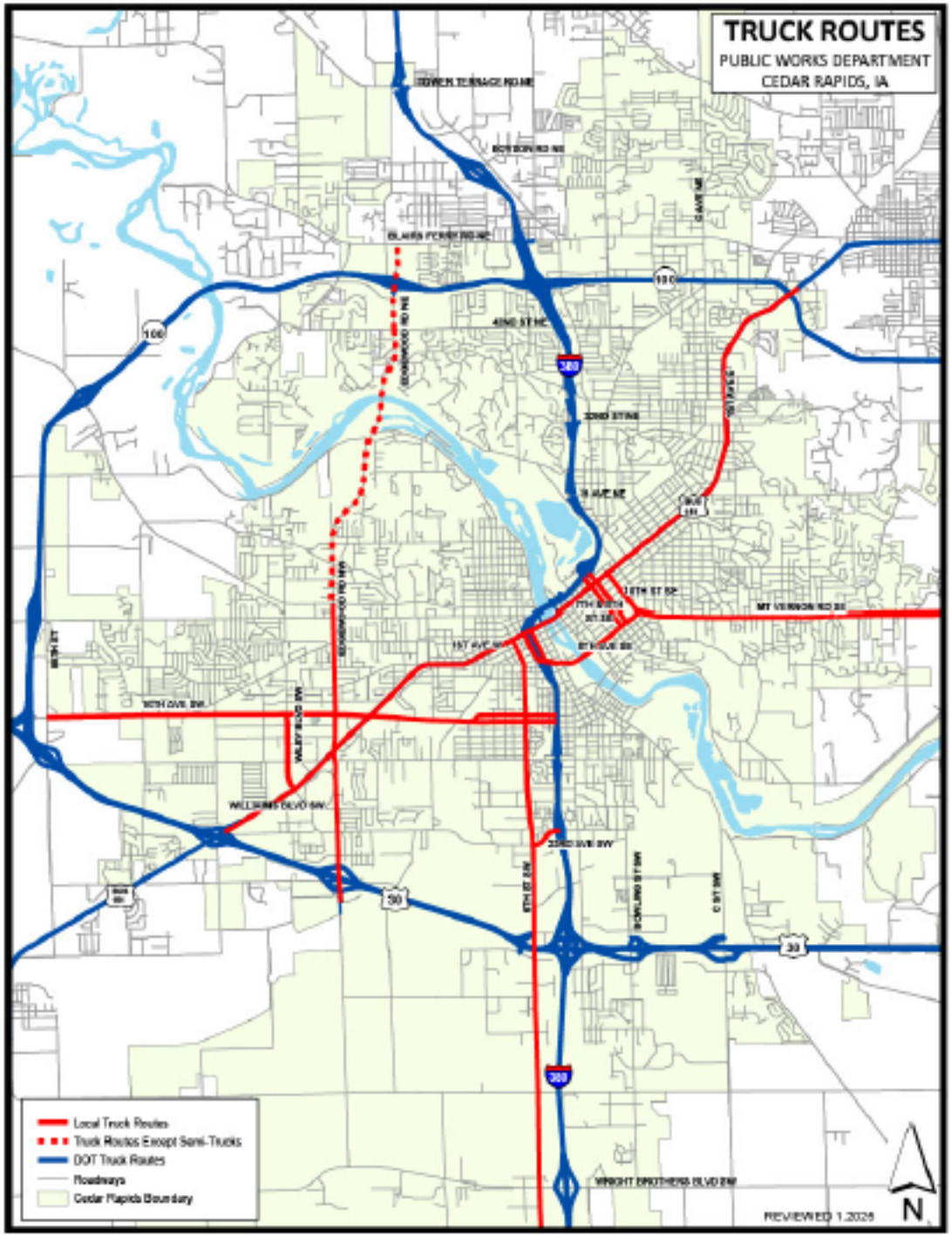
Transportation Options. Automobile, bicycle, transit, and pedestrian networks are highly important to the region and should be constantly monitored to make sure they serve the needs of both the City and the region.

One way to do this is through the Corridor MPO's Long Range Transportation Plan (LRTP). The Long Range Transportation Plan is federally mandated to be updated every five years to ensure alignment with all of its member communities' regional transportation priorities. While the Corridor MPO updates this planning document, Cedar Rapids will provide transportation projects (road, trail, and transit) to be included within it. Ultimately, the projects that enhance the regional multi-modal transportation system will be available for funding through the Corridor MPO's Transportation Improvement Program process.

The following is a key recommended activity:

- **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. An update to the Tower Terrace Road Corridor Management Plan was completed in 2019. Currently planned projects for Tower Terrace Road include:
  - West of C Avenue to Robins Road

MAP 6: Freight



SOURCE: CITY OF CEDAR RAPIDS PUBLIC WORKS 2024

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

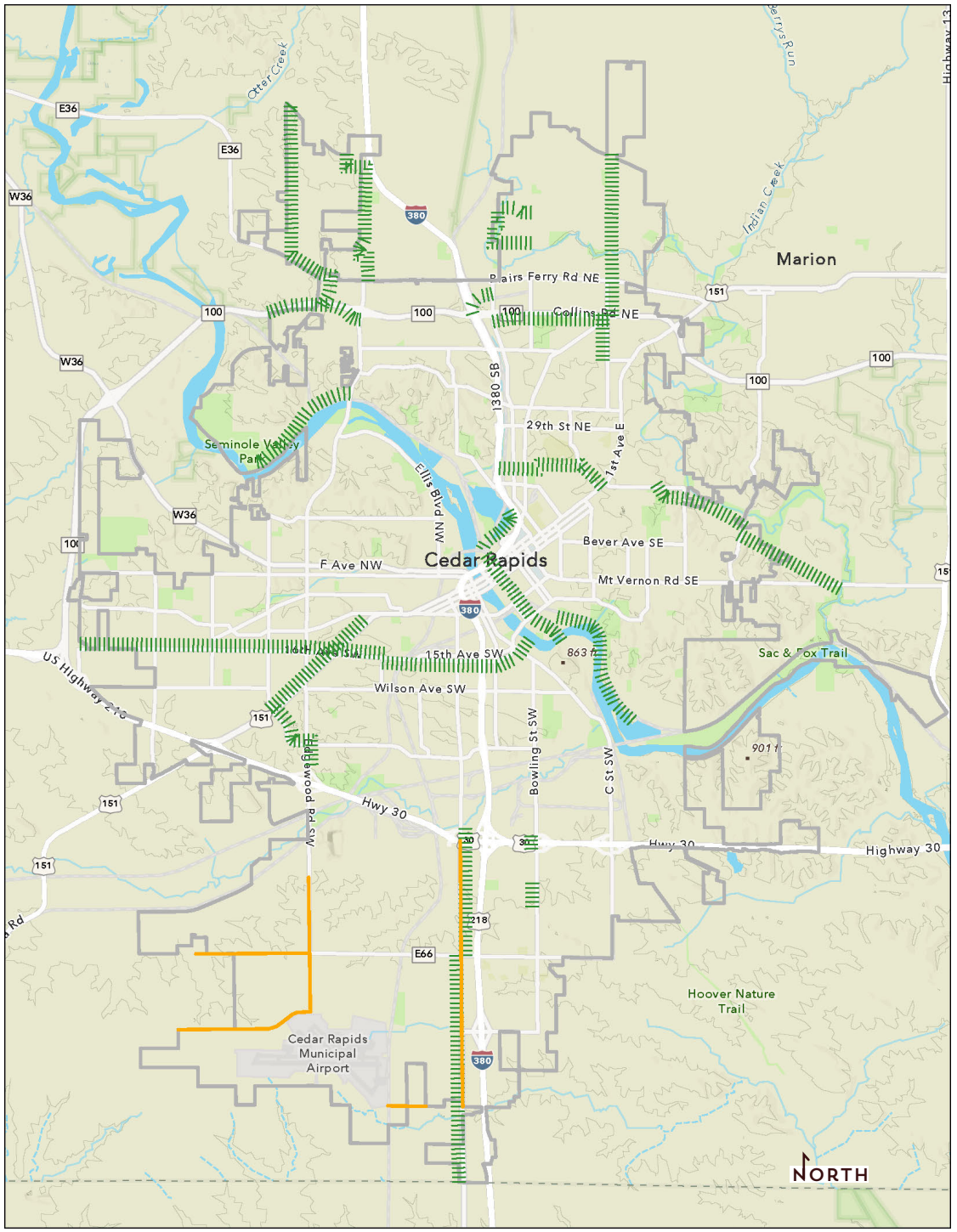
Road Projects:

- 6th Street Southwest from Highway 30 to Walford Road
- 76th Avenue Southwest from Edgewood Road to Tissel Hollow Road
- Edgewood Road Southwest from 60th Avenue to Wright Bothers Boulevard
- Walford Road Southwest from 18th Street to ½ mile east
- Wright Brothers Boulevard from Edgewood Road to City Limits

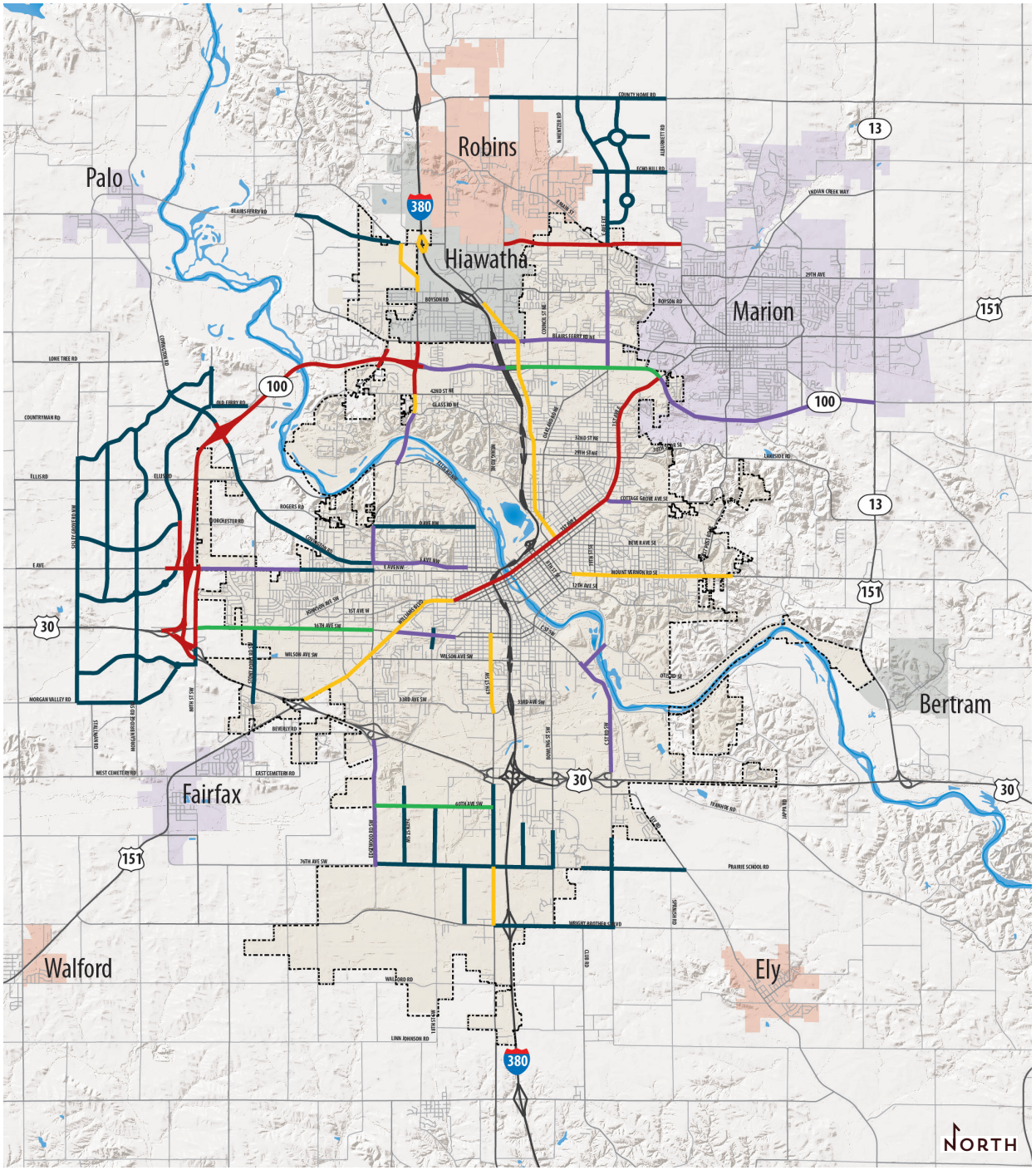
Trail Projects:

- 4th Street Trail from Cedar Lake Loop Trail to Cedar River Trail
- 6th St Trail Segment 1 from Hwy 30 to 76th Ave SW
- 6th St Trail Segment 2 from 76th Ave SW to Wright Brothers Blvd
- 6th St Trail Segment 3 from Wright Brothers Blvd to South City Limits
- 16th Ave Trail Segment 1, Segment 2 & Segment 3
- Bowling Street Bridge Over Hwy 30
- Boyson Rd Trail from Council St to West City Limits
- C Ave NE Trail Segment 1
- C Ave NE Trail Segment 2 from Blairs Ferry to Boyson Rd
- C Ave NE Trail Segment 3 from Boyson Rd to North City Limits
- Dry Creek Trail Segment 3
- Edgewood Road Trail North Segment 3
- Edgewood Road Trail South Segment 1
- Grant Wood Trail Cedar Valley Nature Trail to Center Point Rd
- Hwy 100 Trail Segment 1 & Segment 3
- Interurban Trail Segment 3
- Kirkwood Blvd Trail
- Otis Rd (Sinclair) Trail
- Seminole Valley Trail Segment 2
- Ushers Ferry Trail Segment 1
- Williams Blvd Trail

MAP 7: Vision Projects



MAP 8: Proposed Long Range Transportation Plan Updates



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

INITIATIVES

3. Adopt the Corridor MPO Long Range Transportation Plan

The plan is on schedule to be adopted in July of 2025.

4. Develop the City's Transportation Plan consistent with the goals of the Corridor MPO's Long Range Transportation Plan.

No updates at this time.

5. Start transition to hybrid buses.

Benefits of Hybrids:

1. Cold/ hot weather and using HVAC system drain the batteries faster.
2. Buses can to switch to electric when idling near schools/ hospitals etc.
3. No need for infrastructure overhaul, no charging stations.

New initiative in 2024.

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