03 APPENDIX A - PUBLIC WORKSHOP #1

3.01 OVERVIEW

A public visioning workshop was facilitated on June 16, 2016, to identify key issues, priorities, and land use preferences in Cedar Rapids that will be used to guide the direction of the Mt. Vernon Road Corridor Action Plan. During the workshop, the project schedule was presented to the public and details regarding the project were reviewed to provide a better understanding of the project goals and the process by which those goals are planned to be achieved. This was carried out by review of focus areas including:

- Aesthetic Improvements + Place making opportunities
- Development and Redevelopment Opportunities
- Pedestrian and Bicycle Improvements
- Residential Mixes and Uses
- Existing and Future Land Uses

The project approach was then reviewed in detail and covered components such as the basic elements of Corridor Master Planning, recommended focus areas along the Mt. Vernon Road Corridor, a plan for implementation, and review of potential catalyst sites and intersections for future design. The project area as a whole was presented along with more detailed views depicting each of the three segments within the study area. Subdividing the corridor allows for more detailed and efficient evaluations of the corridor as the process moves forward.

Upon conclusion of the project review, attendees were asked to participate in a digital preferencing exercise using key pad voting in which they voted on their preference of a variety of residential, streetscape, signage, and gateway images. This was used to gain insight regarding the direction of future development residents would like to see moving forward.

To acquire additional detail about the way the community views the corridor, participants engaged in a notecard activity in which they were asked to write three words describing the Mt. Vernon Road Corridor today, on one side of an index card, and three words describing their hopes for the future of the corridor on the reverse side of the index card.

Additionally, a SWOT analysis was carried out in which breakout groups were formed to identify the Strengths, Weaknesses, Opportunities, and Threats facing the Mt. Vernon Road Corridor. Groups formed lists within each of the four categories detailing specific issues, locations, thoughts, or ideas they felt pertained to prospective growth.

Following the SWOT analysis, the next steps in the process were recapped and attendees were given the option to write out their thoughts and comments regarding the corridor and its development on a notecard or sheet of paper.



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3.01 OVERVIEW

Feedback from all four exercises was carefully assessed and reviewed in detail, then compiled into documents where it was sorted according to themes derived from the input collected. Themes were developed to categorize the comments. Those themes are included below:

Appearance	Walkability	Sewage/Storm water
Locations along the corridor	Atmosphere	History
Retail/Commercial	Conditions (building facades/	Identity
Zoning	roads/sidewalks)	Parks/Rec
Traffic	Bikes	
Safety	Utilities	

Based on thorough analysis of the many responses received, a number of issues and concerns were observed:

1. Foul odor near the corridor due to the Water Pollution Control Facility (sewer treatment plant)

 Many noted the unpleasant smell caused by the Water Pollution Control Facility and referenced the ways in which it affected their quality of life (e.g. Unable to open windows due to intense odor).

2. Speeding and reckless driving by drivers of grain trucks along this route

The topic of grain trucks driving along this road was a major concern among participants. They felt that this road, functioning as a trucking route, posed serious safety concerns. Multiple people described in detail the issue of grain trucks speeding down the road "using it as a racetrack".

3. The incompatibility of bike lanes along the road

- The large majority of participants were strongly opposed to bike lanes or facilities along Mt. Vernon Road.
 Two main reasons for this were presented:
 - 1. The road is not safe for cyclists, especially children.
 - 2. Cyclists slow down traffic speeds.

4. A lack of sit-down, family restaurants and shopping

The lack of sit-down, family restaurants in the area is a concern that was shared by almost everyone who addressed the topic. Residents felt that the only options available in the area are fast food; they also noted that this prevents them from having a place to go to dinner with their families.

5. High disapproval of tobacco outlet

- Based on the total amount of feedback received, it was clear that a local tobacco outlet is not well received by the community. Residents stated that the establishment of this business has resulted in higher crime activity and unsafe behavior. It was also brought up that this business has a very bright neon sign that is kept on all night long, (after the business has closed) and that it is very disturbing to residents who live nearby.

6. High disapproval of appearance of tree service business

There were many responses noting disapproval of the appearance of the local tree service business. It was categorized as being detrimental to property values as well as taking away from the aesthetic appearance of the area. Residents also mentioned that it does not blend cohesively with the surrounding area.

7. The unattractiveness of the corridor

The lack of aesthetics along the corridor presented itself as a leading theme as responses were evaluated. Feedback regarding dissatisfaction of the existing appearance were found in all input forms (notecard, comment form, and SWOT analysis). People described the corridor as "Ugly" and "Dirty", stating its overall condition is a sign of neglect.

8. High disapproval of big box retail

 Many residents were unhappy about big box retail. Some questioned why a used goods retailer was allowed into the community when there is a greater need for restaurants and shopping. Individuals also disapproved of big box, chain retails stores in general. Many stated that they would prefer local businesses instead.

9. Zoning inconsistency

Numerous comments about the area along the corridor as being a "hodge podge" were received. Residents
feel that the zoning does not make sense and does not allow for cohesiveness. There was also mention of
the fact that the corridor should be separated into distinct retail and commercial areas.

10. Road conditions

The community as a whole seemed to be dissatisfied with the road conditions on and throughout the corridor. Specific intersections repeatedly mentioned were 19th St., 10th St., Memorial Dr., and East Post Rd. Concerns ranged from pavement quality to lane widening among others.

11. Light pollution

Multiple comments regarding light pollution were received from the community. Residents wrote that they
would like to see a reduction in the amount of lighting along Mt. Vernon Road and that the current lighting
is excessive.

12. A need for buried utilities

 Comments regarding the aesthetic takeaway caused by utilities included mention of the hope for buried utility poles and wires. People felt that this would help to greatly improve the aesthetic appearance of the area along Mt. Vernon Road.

13. Snow plowed onto the sidewalks during Winter

Many people touched on the issue of street plows piling snow onto the sidewalks as a result of clearing the road. They said that the residents then have to take it upon themselves to go shovel the sidewalks in order to clear the snow and ice in order for the sidewalks to be functional. They believe this should be the City's responsibility.

14. Lack of turn lanes

The lack of turn lanes seemed to be a prevalent issue and was the most frequent concern during the SWOT analysis. People feel that this is both a traffic and a safety issue.

The evaluation of responses and comments resulted in a greater knowledge regarding key community concerns as well as the types of growth and development they hope to see along the Mt. Vernon Road Corridor in the future; resident feedback serves as a valuable part of the planning process and allows for a better understanding of the opportunities and challenges facing the community. Through a high attendance count and participant receptivity, a candid perspective was gained and can be applied to further efforts as planning continues to move through the design and implementation phases. It should be noted that several of the above concerns cannot be practically or legally addressed by the City, and it will be important to provide this feedback to the community on those items.

PUBLIC INPUT MEETING #1 FOCUS AREAS

Based on derived themes along with our review and analysis therein, we see the following as the main areas of focus to address as planning for the Mt. Vernon Rd. Corridor Action Plan moves forward:

1. Aesthetics

Recommendations for aesthetic improvements along Mt. Vernon Road include streetscaping elements, branding (emphasizing the historic Lincoln Highway), building façade improvements, as well as generalized efforts to enhance the cleanliness and overall appearance of Mt. Vernon Road. These enhancements will serve to create an identity and sense of place for Mt. Vernon Road and surrounding community.

2. Walkability

It is recommended that efforts to increase the walkability of the corridor address components such as bicycle circulation (including alternate route identification), sidewalk width, Right of Way, and other variables that contribute to the safety of pedestrians and cyclists alike. Roads along the corridor should be suitable for all users and all modes, providing ease to individuals using all transportation types. Walkability assessments may also take into account the proximity to amenities as well as population and intersection density.

3. Land Use

It is recommended that current land uses be maintained where practical as to not negatively impact the existing single-family residential in the area. Future residential and commercial development should be carried out in an effort to provide fluidity and cohesiveness in the surrounding area. Developing the area along Mt. Vernon Road to promote connectivity and organization will allow Mt. Vernon Road to be viewed positively by both residents and visitors of the area.

4. Design Standards

It is recommended that private development follow standards that contribute to the quality, preservation, and long-term maintenance of the corridor. These efforts may include but are not limited to green building, energy conservation, and exteriors that blend well with/enhance the appearance of the surrounding area.

5. Vehicular Circulation

Recommendations regarding vehicular circulation may address variables such as the consideration of alternative routes for grain trucks currently traveling along Mt. Vernon Road.

3.02 PUBLIC INPUT #1 FOCUS AREAS AND SUMMARY

PUBLIC INPUT MEETING #1 SUMMARY

On June 16th, 2016, the Mt. Vernon Road Corridor Action Plan Design Team hosted a public input meeting at All Saint's Elementary School. During the event, over 200 residents provided their input through a variety of exercises led by the Design Team and City Staff. A description of each exercise is provided below.

Dot Exercise

Participants were asked to review boards and place stickers, or "dots", on positive and negative elements along the corridor. Those comments and sticker locations are summarized in this report to highlight locations identified as most important by the public.

SWOT Exercise Results

In small groups, team leaders led discussions about Strengths, Opportunities, Weaknesses and Threats (SWOT) throughout the project area.

Today/Future Notecard Exercise Results

In small groups, team leaders asked that the group provide three words describing the Mt. Vernon Road Corridor today and three words describing how they would like to use to describe the corridor in the future. Those words are compiled here and have been studied to develop common themes.

Today/Future Notecard Word Cloud

The words submitted as part of the Today/Future Notecard Exercise were compiled in a more graphic format. Words that occurred more frequently are shown larger. This graphic is a tool that can be used to quickly identify the most frequently used words during the notecard exercise.

Digital Preferencing Exercise

Through electronic key pad polling devices, the public was able to vote for images projected on a screen based on what they thought was most appropriate throughout the project area.

Comment and Notecard Response

Attendees of the Mt. Vernon Corridor Action Plan Public Visioning Workshop were given the option to provide any additional thoughts, ideas or comments regarding the corridor through a comment sheet.

A summary of these exercises is provided to aid in the identification of overarching themes brought up during the workshop. A complete summary of the themes that developed as a result of these exercises is provided within the Executive Summary in Section 01.

CITY OF CEDAR RAPIDS, IOWA

AREA A: ALL POSITIVE COMMENTS (REGARLESS OF LOCATION)

- A. HISTORIC HOMES AND LONG-STANDING CEMETERY ARE ASSETS
- B. OPPORTUNITY FOR MORE GREEN SPACE (IN COMMERCIAL ZONED AREAS)
- C. WELLINGTON HEIGHTS IS THE BEST NEIGHBORHOOD IN TOWN

OF COMMENTS

000

LOCATION SPECIFIC POSITIVE COMMENTS ONLY



MT. VERNON ROAD CORRIDOR ACTION PLAN

CITY OF CEDAR RAPIDS, IOWA

AREA A: NEGATIVE COMMENTS (REGARDLESS OF LOCATION)

OF COMMENTS

D. CONGESTION/ BACKUP/ TRAFFIC LIGHTS NEEDED

• 19TH ST. SE & MT. VERNON RD.

• FOREST DR. SE & MT. VERNON

RETAIL BUSINESSES / CORRIDOR
NEEDS AESTHETIC IMPROVEMENTS

H. TOO MUCH LIGHT COMING FROM STRIP MALL

CURVE AT 8TH AVE SE 14TH ST. SE/9TH AVE SE MT. VERNON RD E. CROSSWALKS DANGEROUS AND NOT ADA COMPLIANT F. IMPROVE CROSSWALK AT 8TH & 15TH ST SE.

LOCATION SPECIFIC NEGATIVE COMMENTS ONLY

CATEGORY

G.

APPEARANCE/ EXPERIENCE

RETAIL/ RESTAURANTS

SAFETY/ CIRCULATION

ZONING



APPEARANCE/ EXPERIENCE RETAIL/ RESTAURANTS SAFETY/ CIRCULATION ZONING

**NUMBER/SIZE REFLECTS
REPETITION OF COMMENT**

1 (

2

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AREA B: POSITIVE COMMENTS (REGARDLESS OF LOCATION)

OF COMMENTS

AREA AVAILABLE FOR A BIKE PATH

RESTAURANT OPPORTUNITIES ARE AVAILABLE

LOCATION SPECIFIC POSITIVE COMMENTS ONLY (NONE RECORDED)

CATEGORY

APPEARANCE/ EXPERIENCE

RETAIL/ RESTAURANTS

SAFETY/ CIRCULATION

ZONING



APPEARANCE/ EXPERIENCE

RETAIL/ RESTAURANTS

CIRCULATION

ZONING -

NUMBER/SIZE REFLECTS REPETITION OF COMMENT





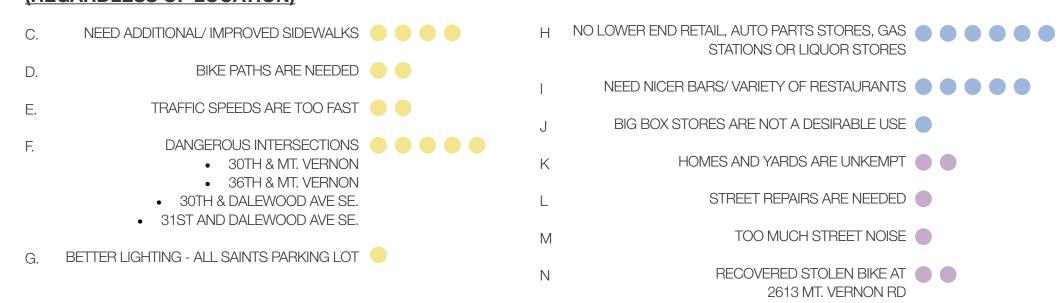




AREA B: NEGATIVE COMMENTS (REGARDLESS OF LOCATION)

OF COMMENTS

OF COMMENTS



LOCATION SPECIFIC NEGATIVE COMMENTS ONLY

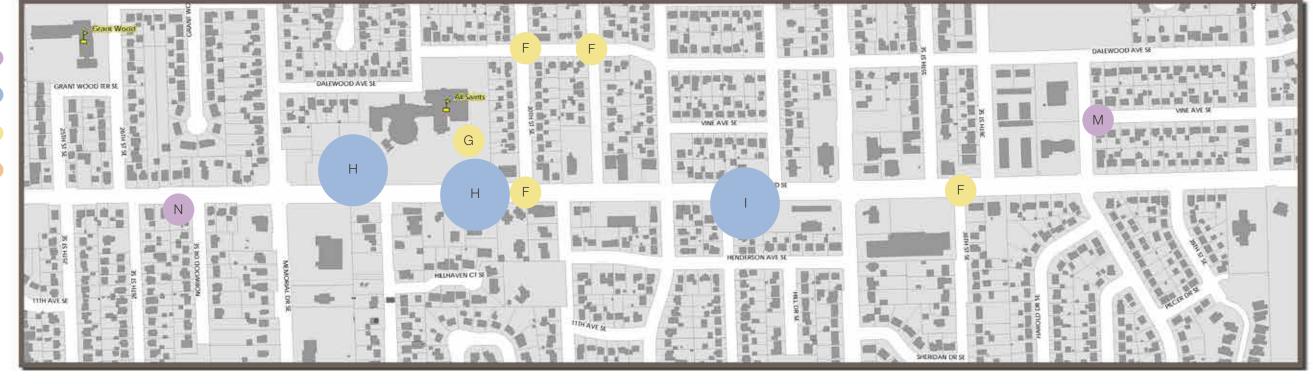
CATEGORY

APPEARANCE/ EXPERIENCE

RETAIL/ RESTAURANTS

SAFETY/ CIRCULATION

ZONING



APPEARANCE/ EXPERIENCE

RESTAURANTS

SAFETY/ CIRCULATION

ZONING -

NUMBER/SIZE REFLECTS REPETITION OF COMMENT





AREA C: POSITIVE COMMENTS (REGARDLESS OF LOCATION) # OF COMMENTS

A. DESIRE FOR BIKE ROUTES TO DOWNTOWN

B. OPPORTUNITY FOR RETAIL/RESTAURANT

C. MORE OPPORTUNITY TO BEAUTIFY VS WIDEN

D. NEW BUSINESS AT 4398 MT. VERNON RD.

E. MULTI-FAMILY OR SINGLE FAMILY,
NO COMMERCIAL

LOCATION SPECIFIC POSITIVE COMMENTS ONLY



AREA C: NEGATIVE COMMENTS (REGARDLESS OF LOCATION)

OF COMMENTS

OF COMMENTS

E. EAST POST RD.- WIDEN, EXTEND, NO BIKE LANE

K. MORE VARIETY OF BUSINESSES/ RESTAURANTS

NO BIG BOX STORE IN HY-VEE PARKING LOT

F.

SEMI'S SHOULD BE ROUTED AWAY FROM MT. VERNON RD.

BIG BOX STORES ARE NOT A DESIRABLE USE O O O O

G.

DO NOT WIDEN

Н.

STREETS DANGEROUS AND TRAFFIC IS TOO FAST

I. CYCLISTS WANT A SAFE WAY TO TRAVEL TO MT.

VERNON AND INDIAN CREEK

M. LOT AT MT. VERNON RD./ EAST POST RD. INTERSECTION IS AN EYESORE

N. LINCOLN HEIGHTS RD./ MT. VERNON RD. INTERSECTION IS TRASHY

Ο. 44TH ST SE- ROAD IS NOT TAKEN CARE OF

TOO MUCH NOISE

LOCATION SPECIFIC NEGATIVE COMMENTS ONLY



DIRTY STREETS

APPEARANCE/ EXPERIENCE

RESTAURANTS

Q.

CIRCULATION

ZONING -

NUMBER/SIZE REFLECTS REPETITION OF COMMENT







3.04 SWOT EXERCISE RESULTS

Strengths

- Mix of residential price points (5)
- Functional thoroughfare (4)
- Accessibility to downtown (3)
- Active areas and schools (3)
- Sense of community (3)
- Traffic flow (2)
- Good sidewalks (2)
- Near Bever and key parks (2)
- New Hy-Vee (2)
- High gross income neighborhood
- Long-term residents
- History/Tradition
- Maturé trees
- Lincoln Highway
- Stable Neighborhoods
- Straight road
- Existing turn-lanes
- Lots of potential
- People who care

- Topography
- Good lighting
- Cemetery provides green space
- Lincoln Highway
- Areas for retail development
- Gateway to Cedar Rapids
- Variety of services
- Pride in ownership
- Convenience/Easily accessible
- Socio-economic diversity
- Local small businesses
- Trails behind Bever
- Quiet and safe neighborhoods
- Established business hub
- Wildlife
- Amenities within walking distance
- Bus/transit access
- Variety of businesses

Opportunities

- More sit-down restaurants (4)
- Increase greenspace (4)
- Traffic calming (3)
- Improve area from 10th to 19th (3)
- More/better sidewalk connectivity (2)
- Road condition improvements (2)
- Mixed-use development (2)
- Elevated over-road pedestrian overpass (2)
- Decrease truck traffic (2)
- Keep historical corridor'ss (2)
- Increase signage (2)
- Improve aesthetics (3)
- Clearly defined zoning (2)
- Another grocery store (2)
- Increase cohesiveness (2)
- More local restaurants (2)
- Build on Historic Lincoln Highway (2)
- Market the area (2)
- Create character- sense of place (2)
- Redevelop vacant lots & old buildings (3)
- Boutique shopping
- More coffee shops
- Remove house in cemetery
- People who care
- Code to enforce property upkeep (all types)
- Move parking behind buildings
- Accommodate commuter traffic

- Increase variety of housing types
- Unified plan and appearance
- Extend East Post Rd. to Hwy 30
- Keep neighborhood feel
- Limit big-box development
- No strip malls
- Improve streetscape
- More destination facilities
- Retain residential character
- Keep 10th to Memorial residential
- More walkability
- Lessen traffic congestion
- Need high density residential
- Commercial variety
- Bury utilities
- New destination that blends with history
- Local business development incentives
- Encourage sustainable practices
- Create community gathering space
- Strong community anchors
- Off-street bike paths
- More turn lanes
- Historical signs
- Citizens Community Review Board
- Better lighting/Move light poles
- Potential to be marketable
- Road diet

Weaknesses

- Lack of turn lanes (9)
- Run-down housing/business facades (9)
- Too much semi-truck traffic/speeding (6)
- Not enough commercial/retail variety (6)
- Not enough sit-down restaurants (5) - Unattractive (4)
- Lack of walkability (4)
- Speeding (4)
- Water Pollution Control (WPC)- odor (4)
- Too many visible utilities (3)
- Narrow roads (3)
- Lacking cross walks (3)
- Neglected areas (3)
- Road/Sidewalk conditions (3)
- Dangerous (3)
- Traffic congestion (2)
- Hodge podge of building design
- No splash pad at Bever Park
- Undeveloped lot south of East Post Rd.
- Lack of variety in housing prices
- No neighborhood associations east of 19th st.

- Increase function
- Too much rental housing
- Lack of trees
- Deer crossings
- Neighborhood zoning
- No community gathering places
- ROW
- Lack of speed limit enforcement
- Retaining walls in despair
- Needs more density/intensity
- Not enough lighting
- Dollar General/Family Dollar
- More/better sidewalks
- Not enough drainage to prevent flooding
- No extension of East Post Rd. South to 30th
- Area is not cohesive- does not blend well
- Not enough rental housing
- Not holding land lords accountable
- Lack of housing variety
- Limited cable options
- 19th st. intersection lacks flashing yellow signal

Threats

- Too much semi-truck traffic/speeding (5)
- Big-Box stores- Do Not Want (5)
- Crime (4)
- Bike lanes/facilities- Do Not Want (3)
- Lack of funding (3)
- Traffic congestion (2) - Speeding along road (2)
- Zoning (2)
- Too much rental housing (2)
- Risk of losing families-other options (2)
- Lack of walkability (2)
- Lack of character (2)
- Existing strip mall
- Commercial development of area - Encroachment of rental housing
- Vacant lots
- Goodwill/Dollar store
- Too much ROW on sidewalks
- Noise - Poverty
- Decline in jobs
- Negative impacts of new development
- Balancing residential/commercial

- Displaced businesses and homes
- Lack of affordable housing - Risk of decreased property values
- Losing sense of place
- Threat of commercial corridor
- Losing historic neighborhoods
- Feeder roads into Mt. Vernon - Pollution
- Surface lots
- Self-interest of realtors/developers - Elimination of retirement homes
- Increased traffic due to road widening
- Medians with flowers
- Flooding at 38th St.
- Lack of alternative routes - Lots are too shallow
- Location of substation
- Large development by East Post Rd. - Restraints on economic development incentive tools
- Appearance and amount of signage
- Placemaking

3.05 TODAY/FUTURE NOTECARD RESULTS

Using notecards, participants were asked to write three words that described the Mt. Vernon Road Corridor on one side. On the reverse side, they were asked to write three words that described their future hopes for the corridor. The compiled responses are listed below:

TODAY

1.) "Busy"

2.) "Too many utility poles"

3.) "Like the turn lanes from memorial to 38th"

4.) "Neglected"

5.) "Unattractive"

6.) "Zombie (busy but dead)"

7.) "Busy"

8.) "Fast"

9.) "Crowded"

10.) "Unplanned"
11.) "Unattractive"

11.) Unattractive

12.) "Speed obsessed"

13.) "Unappealing"

14.) "Lack of options"

15.) "Trashy"

16.) "Dangerous"

17.) "Horrible Roads"

18.) "Trashy"

19.) "Bumpy"

20.) "Cluttered"

21.) "Good"

22.) "Satisfactory"

23.) "Cost too high"

24.) "Not good"

25.) "Home maintenance"

26.) "Disrepair"

27.) "Good neighborhood area"

28.) "Roads are a little rough"

29.) "Has grocery, gas, hardware, restaurants at a good % for the area"

30.) "Unkempt & disorganized, bumpy roads"

31.) "Loud"

32.) "Unsightly"

33.) "Dirty"

34.) "Congested"

35.) "Loud"

36.) "Mixed"

37.) "Poor"

38.) "Not enough varied dining/shopping"

39.) "Ugly looking"

40.) "Congested feeling"

41.) "No cable competition"

FUTURE

1.) "More trees"

2.) "More lanes toward Hv-Vee"

3.) "Active"

4.) "Vibrant"

5.) "Care"

6.) "Beautified"

7.) "Casual"

8.) "Attractive"

9.) "Planned"

10.) "Less congested"

11.) "Another corridor"

12.) "Appealing"

13.) "Residents walking allover"

14.) "Variety of opportunities/options"

15.) "Lots of nice restaurants"

16.) "Exciting"

17.) "Energetic"

18.) "Groomed" 19.) "Smooth"

20.) "Planned"

21.) "Will have too much traffic"

22.) "Too many people"

23.) "More crime"

24.) "Beautify"

25.) "Up Scale"

26.) "Attractive"

27.) "No Walmart"

28.) "No more gas stations"

29.) "Beautiful with variety of small businesses that care about their exteriors"

30.) "Visually beautiful"

31.) "Small shops"

32.) "Mix of residential"

33.) "Landscaped"

34.) "Traffic-friendly"

35.) "Variety-shopping"

36.) "No bikes"

37.) "Fix rest of road"

38.) "10th to memorial"

39.) "Better shopping & dining options

40.) "More attractive"

41.) "More green space"

TODAY

42.) "Community/history"

43.) 'Mixed Use"

44.) "Link"

45.) "Dilapidated"

46.) "Uninspiring"

47.) "Depressing"

48.) "Trashy"

49.) Dangerous"

50.) "Narrow"

51.) "Not attractive"

52.) "Shabby"

53.) "Cluttered"

54.) "Small houses- no consistency along Rd.-Mixed use- very disheveled- retail & residential all along road- unkempt houses"

55.) Semi-traffic- don't all weight on Rd."

56.) "Bad roads"

57.) "Shabby aesthetically"

58.) "Non-destination"

59.) "Boring"

60.) "Dangerous"

61.) "Claustrophobic"

62.) "Scary"

63.) "Congested"

64.) "Plain"

65.) "Unsafe"

66.) "Uninspiring"

67.) "Copycat"

68.) "Hidden gems"

69.) "Shoddy"

70.) "Poor road conditions"

71.) "Busy"

72.) "Ugly"

73.) "Low class"

74.) "Dirty"

75.) "Ugly"

76.) "Busv"

77.) "Loud"

78.) "Run-down"

79.) "Tired"

80.) "No Character"

81.) "Dirty"

82.) "Unappealing"

83.) "Shoddy"

FUTURE

42.) "Encourage Blue Zone"

43.) "Mixed Use"

44.) "Renewed"

45.) "Energetic"

46.) "Inviting" 47.) "Wider"

48.) "Cleaner"

49.) "More variety"

50.) "Interesting" 51.) "Prideful"

52.) "Cleaned up"

53.) "City Committee to approve of improvements to match a consistent look- even if mixed use-look needs to conform to a tighter standard and blend well"

54.) "Less small housing- flatten house & make green space or thought out well- matched plan of mixed use"

55.) "Attractive"

56.) "Inviting"

57.) "Destination"

58.) "Safe" 59.) "Stops"

60.) "Restaurants"

61.) "Safe" 62.) "Unique"

63.) "Clean"

64.) "Game-Changer"

65.) "Invitina"

66.) "Marketable"
67.) "Beautiful street scape/historical"

68.) "Easy to use for cars/safe for kids on bikesseparate path"

69.) "Good retail/shopping"

70.) "Historical"

71.) "Cute"

72.) "Classy"

73.) "Shopping" 74.) "Quiet"

75.) "Visually Appealing"

76.) "Beautiful"

77.) "Historical"

78.) "Fine shopping"

79.) "Get rid of Goodwill & that entire strip.

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3.05 TODAY/FUTURE NOTECARD RESULTS

TODAY 84.) "Boring" 85.) "Busy" 86.) "Loud" 87.) "Combination of different zones- resulting clutter look- anything goes" 88.) "Noisy- too many semis"

- 89.) "Not pedestrian friendly"
- 90.) "Busy" 91.) "Crowded"
- 92.) "Too many stops"
- 93.) "Lack of (architectural) consistency"
- 94.) "Busv" 95.) "Mixed use"
- 96.) "Busy" 97.) "Rough"
- 98.) "Fast" 99.) "Average"
- 100.) "Not aesthetically pleasing"
- 101.) "Bare"
- 102.) "Forgettable"
- 103.) "Uninviting"
- 104.) "Congested"
- 105.) "Unattractive"
- 106.)"Dirtv"
- 107.) "Generally traffic flows well on 4 lane section but challenging when narrows to 2 lane - bottlenecks where traffic wants to turn left on to another street, business, or residence"
- 108.) "Good variety of business selections"
- 109.)"Ualy"
- 110.) "Unwalkable"
- 111.) "Uninviting"
- 112.)"Traffic" 113.) "Cluttered"
- 114.) "Disiointed"
- 115.) "Cluttered"
- 116.) "Nondescript (Anywhere in run down old USA)"
- 117.) "Congested"
- 118.) "Mixed use"
- 119.) "Disjointed"
- 120.) "Lincoln Highway"
- 121.) "Speedway"
- 122.) "Through way" 123.) "Inconsistent"
- 124.) "Limited shopping"

FUTURE

- It brings an undesirable population to the corridor."
- 80.) "More restaurants"
- 81.) "Better retail"
- 82.) "Peace"
- 83.) "Tranquil" 84.) "Quiet'
- 85.) "Combination retail/housing with "visual friendly" rules- need to follow rules when built (signs/height/location from street)"
- 86.) "Decreased street/car noise"
- 87.) "No bicycles"
- 88.) "More restaurants"
- 89.) "More shopping"
- 90.) "Destination"
- 91.) "Retail mixed use"
- 92.) "Repave"
- 93.) "Traffic flow"
- 94.) "Well maintained"
- 95.) "Exciting"
- 96.) "Aesthetically pleasing"
- 97.) "Inviting"
- 98.) "People friendly"
- 99.) "Tie into our history"
- 100.) "Welcoming"
- 101.) "Bigger neighborhood parks, etc."
- 102.) "Invigorating to walk, shop, etc."
- 103.) "Walkable"
- 104.) "Inviting"
- 105.) "Aesthetically pleasing"
- 106.) "Eye catching"
- 107.)"Retail"
- 108.) "Neighborhood feel"
- 109.) "Aesthetic appearance"
- 110.) "Focus on historic Hwy 30 Lincoln Hwy"
- 111.) "Put together"
- 112.) "Cleaner"
- 113.) "Less congested" 114.) "Lincoln Highway"
- 115.) "Consistent feel"
- 116.) "Safe"
- 117.) "Controlled"
- 118.) "More stop lights- Forest; 32nd"
- 119.) "Slow trucks down"
- 120.) "Turning lanes"
- 121.) "Safe"
- 122.) "Modern"

TODAY

- 125.) "Need bigger stores" 126.) "Competition for Hy-Vee"
- 127.) "Unkempt"
- 128.) "Dangerous traffic"
- 129.) "Tons of grain trucks moving fast" 130.) "A bit run down currently however
 - many families have lived in this area for
- many generations" 131.) "Dead"
- 132.) "Boring"
- 133.) "Out of date"
- 134.) "Need of repair"
- 135.)"Old"
- 136.) "Run-down"
- 137.) "Unwelcoming"
- 138.) "Desolate"
- 139.) "Needs food variety"
- 140.) "Congested"
- 141.) "Needs work"
- 142.) "Thoroughfare"
- 143.) "Very busy"
- 144.) "Lack family restaurants"
- 145.) "Stinky"
- 146.) "Busy"
- 147.) "Rundown" 148.) "Bad smell"
- 149.) "Limited number of businesses"
- 150.) "Under maintained"
- 151.) "Out-of-date"
- 152.) "Road congested"
- 153.) "Boring"
- 154.)"Dead" 155.)"Dull"
- 156.) "Desolate" 157.) "In need of repair"

123.) "Eating"

FUTURE

- 124.) "Bustling"
- 125.) "Shopping"
- 126.) "Urban"
- 127.) "Prosperous"
- 128.) "Exciting" 129.) "Character"
- 130.) "Efficient, fresh, healthy- needs to be future"
- 131.) "Better traffic flow"
- 132.) "Smoother"
- 133.) "Water pollution control facility"
- 134.) "Variety of small businesses"
- 135.) "Another thoroughfare"
- 136.) "Sewage improvements"
- 137.) "More family restaurants"
- 138.) "Wider street"
- 139.) "Historical"
- 140.) "Aesthetics, clean"
- 141.) "Welcoming"
- 142.) "Vibrant"
- 143.) "Interesting"
- 144.) "Commercial variety"
- 145.) "Modern" 146.) "Attractions"
- 147.) "Bustling"
- 148.) "Updated"
- 149.) "Shopping"
- 150.) "Prosperous"

Based on participant responses, major themes were identified. Themes included but are not limited to:

- Appearance
- Locations along corridor
- Retail/Commercial
- Zoning Traffic
- Safety

- Walkability
- Atmosphere
- Condition
- Bikes Utilities
- Sewage/Storm water
- History Housing
 - Identity
- Parks/Rec



WORD CLOUD DESCRIBING THE

CONDITIONS TODAY

OF THE MT. VERNON ROAD CORRIDOR.

WORD CLOUD DESCRIBING THE

IDEAL CONDITIONS IN THE FUTURE

OF THE MT. VERNON ROAD CORRIDOR.

RAMACINE TO STANFARM MINES TO

Session Name: CR MVR CAP 01 6-16-2016 6-08 PM

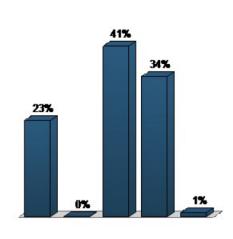
Date Created: 6/16/2016 4:40:13 PM **Active Participants:** 98 of 98

Average Score: 0.00% Questions: 8

Results by Question

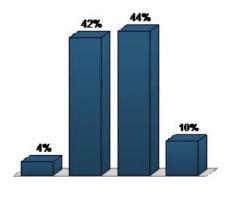
1. What do you primarily use the Mt. Vernon Road Corridor for? (Multiple Choice)

	Responses	
	Percent	Count
Going to work	23.4%	22
Going to school	0%	0
Shopping/Errand s	41.49%	39
A Thoroughfare	34.04%	32
None of the above	1.06%	1
Totals	100%	94



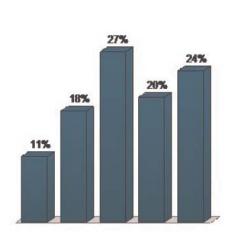
2. How do you feel about the number of retail options along the corridor? (Multiple Choice)

	Responses	
	Percent	Count
There are too many	4.17%	4
There are not enough	41.67%	40
There is not enough variety	43.75%	42
There are a sufficient amount	10.42%	10
Totals	100%	96



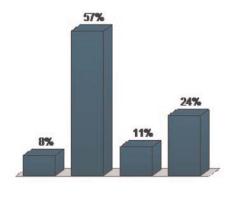
3. How often do you use sidewalks, trails, walking paths, etc.? (Multiple Choice)

	Responses	
	Percent	Count
Very Frequently (4+ times per week)	10.53%	10
Somewhat Frequently (1-3 time per week)	17.89%	17
Occasionally	27.37%	26
Rarely	20%	19
Never	24.21%	23
Totals	100%	95



4. Which goal included in the current EnvisionCR plan do you feel is most important? (Multiple Choice)

	Responses Percent Count	
Goal 1:	7.87%	7
Goal 2	57.3%	51
Goal 3	11.24%	10
Goal 4	23.6%	21
Totals	100%	89



Goal 1: Neighborhood support through action plans

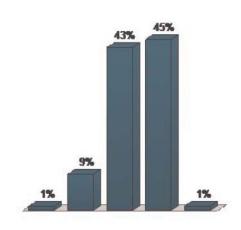
Goal 2: Improve quality of neighborhoods and corridors

Goal 3: Create variety in housing types and prices

Goal 4: Make the city affordable and accessible to all

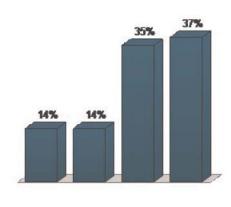
5. How do you feel about the corridortoday in its current state? (Multiple Choice)

	Responses	
	Percent	Count
Excellent	1.05%	1
Good	9.47%	9
Fair	43.16%	41
Poor	45.26%	43
None of the above	1.05%	1
Totals	100%	95



6. STREETSCAPE PREFERENCE (Multiple Choice)

	Responses	
	Percent Count	
A	13.83%	13
В	13.83%	13
C	35.11%	33
D	37.23%	35
Totals	100%	94





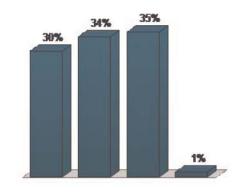






7. TRAFFIC SIGN PREFERENCE (Multiple Choice)

	Responses	
	Percent Count	
A	30.23%	26
В	33.72%	29
C	34.88%	30
D	1.16%	1
Totals	100%	86







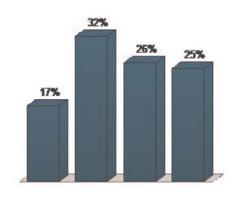




CITY OF CEDAR RAPIDS, IOWA

8. GATEWAY PREFERENCE (Multiple Choice)

	Responses	
	Percent Count	
A	16.67%	14
В	32.14%	27
C	26.19%	22
D	25%	21
Totals	100%	84











Session Name: CR MVR CAP 02_6-16-2016 6-21 PM

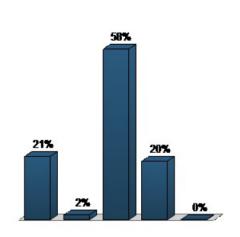
Date Created: 6/16/2016 6:08:24 PM **Active Participants:** 70 of 70

Average Score: 0.00% Questions: 8

Results by Question

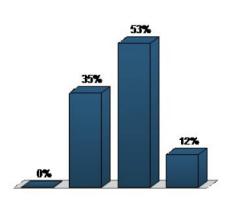
1. What do you primarily use the Mt. Vernon Road Corridor for? (Multiple Choice)

	Responses	
	Percent	Count
Going to work	21.21%	14
Going to school	1.52%	1
Shopping/Errand	57.58%	38
S		
A Thoroughfare	19.7%	13
None of the above	0%	0
Totals	100%	66



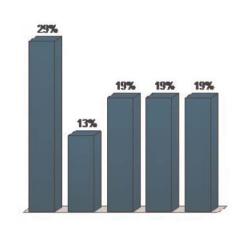
2. How do you feel about the number of retail options along the corridor? (Multiple Choice)

	Responses	
	Percent	Count
There are too many	0%	0
There are not enough	34.85%	23
There is not enough variety	53.03%	35
There are a sufficient amount	12.12%	8
Totals	100%	66



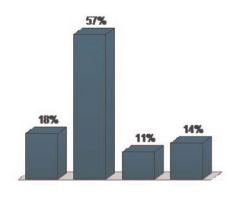
3. How often do you use sidewalks, trails, walking paths, etc.? (Multiple Choice)

	Responses	
	Percent	Count
Very Frequently (4+ times per week)	29.03%	18
Somewhat Frequently (1-3 time per week)	12.9%	8
Occasionally	19.35%	12
Rarely	19.35%	12
Never	19.35%	12
Totals	100%	62



4. Which goal included in the current EnvisionCR plan do you feel is most important? (Multiple Choice)

	Responses	
	Percent	Count
Goal 1:	17.86%	10
Goal 2	57.14%	32
Goal 3	10.71%	6
Goal 4	14.29%	8
Totals	100%	56



Goal 1: Neighborhood support through action plans

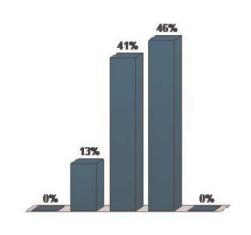
Goal 2: Improve quality of neighborhoods and corridors

Goal 3: Create variety in housing types and prices

Goal 4: Make the city affordable and accessible to all

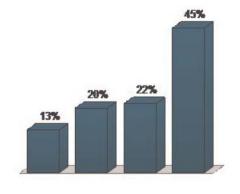
5. How do you feel about the corridortoday in its current state? (Multiple Choice)

	Responses	
	Percent	Count
Excellent	0%	0
Good	12.7%	8
Fair	41.27%	26
Poor	46.03%	29
None of the above	0%	0
Totals	100%	63



6. STREETSCAPE PREFERENCE (Multiple Choice)

	Responses	
	Percent	Count
A	13.33%	8
В	20%	12
C	21.67%	13
D	45%	27
Totals	100%	60







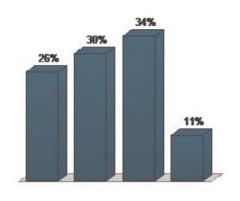




CITY OF CEDAR RAPIDS, IOWA

7. TRAFFIC SIGN PREFERENCE (Multiple Choice)

	Responses	
	Percent	Count
A	25.53%	12
В	29.79%	14
C	34.04%	16
D	10.64%	5
Totals	100%	47





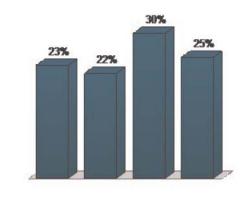






8. GATEWAY PREFERENCE (Multiple Choice)

	Responses	
	Percent	Count
A	23.33%	14
В	21.67%	13
C	30%	18
D	25%	15
Totals	100%	60











APPEARANCE

- "As a truck route does that limit our choices for design?"
- "Build on music and art"
- "Dick's Tree Service does not blend cohesively with the surrounding area."
- "I would like to see it cleaned up and more aesthetically pleasing"
- "Would like to see flowers in the medians on the street"
- "Street banners on light poles or fixtures would make streets more welcoming."
- "The entrance to CR. on Mt. Vernon Rd. has long been a poor introduction to our area"
- "Make Mt. Vernon Rd. Visually beautiful!"
- "Need to improve street signage with hanging flower pots"
- "Yes" (in response to question asking if there is a sufficient amount of street lighting on this road)
- "Please don't waste money on expensive signage and monuments- we need function foremost."
- "Yes" (in response to question asking if there is sufficient street lighting along the road)
- "I feel that Dick's Tree Service has a negative impact on property values."
- "The corridor is aesthetically unpleasing"
- "Yes" (in response to question asking if there is a sufficient amount of street lighting along the road)
- "Do not need monumental markings to identify the neighborhood, just readable signs."
- "Median with plantings; this is a corridor."
- "Improve all C.R. streets Embarrassing."
- "Nothing fits; it's all a hodge podge"
- "The area lacks beautification and building standards, not necessarily the buildings themselves."
- "Vacant lot at Memorial and Mt. Vernon/Front of Hy-Vee (strip mall near old drug store) does not blend well with the surrounding area."
- Street lighting could be improved from 19th to 10th St./8th Ave.
- "Yes" (in response to question asking if there is a sufficient amount of street lighting along the corridor)
- "Only allow for low-level business signage."
- "Smokin' Joe's/Tobacco outlet/vacant lots" (in response to question asking if there is anything along the corridor negatively impacting property values)
- "Green space welcome anywhere along Mt. Vernon Rd. where feasible."
- "Add greenery along road side, especially in all parking lot frontages.
 - o Example: Parking lot across from Iowa Court House on the south side of Mt. Vernon Rd.; commercial type large flower pots, similar to ones in downtown Cedar Rapids could be utilized for the planting of large bushes or trees"
- "Make a restriction on residential properties for the following
 - o No cars/trucks should be parked on the lawn
 - o Items strewn in front lawns should not be allowed
 - o Restrict Satellite Dishes from being placed in front lawns"

SEWAGE/STORM WATER

• "All manhole covers (sewer cover lids) should be street level. A good example of this is located at the intersection of 19th and Mt. Vernon Rd. Westbound. Drivers swerve to avoid this bump which could easily lead to an accident."

PARKS/REC

- "Community gathering spaces and outdoor benches"
- "I would like a bingo hall for people of all ages or a place to enjoy community activities."
- "The cemetery should be preserved"
- "You could place benches for people to sit & rest & also interact. Also, couldn't the City place some garbage receptacles along the street to encourage people not to toss trash into the road? There is always a lot of trash due to so many fast food businesses"
- "Need more green space to enjoy"
- "Keep what we have of natural wooded areas- they help clean the air & mitigate flooding."

LOCATIONS ALONG CORRIDOR

- "Widen East Post Rd. and develop to Hwy 30"
- "The large lot across from E. Post Rd. Has sat empty for many years. I do not want a Walmart, but some mixed-use retail/restaurants would be awesome. The lots where the Greek restaurant and where the old Hardee's were located need to be utilized again."
- "Considerations should be made regarding 8th to Memorial (Residential), and Memorial to 42nd (Commercial)- the two neighborhood cannot be lumped into one in making the decision."
- "East end needs to be cleaned up-looks like crappy part of town"
- "The stretch from 10th to 34th (not all but most) needs to be better maintained."
- "Virtually the full stretch from Memorial to 42nd St. needs to be redeveloped."
- "Extend East Post Rd. to Hwy30- too hard to get to SW side"
- "Open up Memorial Dr. with a bridge across the river; repair Memorial Dr. north of MVR."
- The stretch from Hy-Vee to Hwy 13 is suited for redevelopment."
- "It is my understanding that the East end of the corridor discussed will soon be upgraded by Linn County to Highway 13, but only 3 lanes; why are the City and Linn County not interested in extending 4 lanes of traffic beyond East Post Rd.?"
- "I wish there was a bypass type option from East Post Rd. to 10th to 1st. Too much traffic at certain times of day and ridiculous stoplights on every block (almost) between 1st and 10th."
- "Area West of 19th St. needs to be better maintained."
- "Corner of 34th, corner of Memorial, and corner of 44th need to stand out."
- "A 4-way stop put in at 31st St. and Dalewood Ave. along with speed limit signs both ways."
- "Massive overgrowth of plants (at one particular home) between street and sidewalk on the North side of Mt. Vernon Rd. between 21st and Vernon Dr. I'm assuming the intention was lawn beautification but the sidewalk is narrowed to 8 inches of clear space and there is also a low hanging branch limiting passability."
- "From Memorial Dr. all the way down to intersection with 10th Ave., addition of turning lane, dropping to one

lane on the East/West road and also, addition of bicycle lane"

- "Lanes all the way from 8th Ave. to Memorial."
- "Vacant lot at Memorial & Mt. Vernon/Front of Hy-Vee is should be considered for redevelopment"
- "South side corner of 19th St. does not blend well with the surrounding area."
- "Memorial Rd. corner and 19th St. corner are suited for redevelopment."
- "Vacant lots at Memorial Dr. corner should be better maintained in terms of aesthetic appearance and functionality."
- "All stretches of road along Mt. Vernon should be better maintained."

RETAIL/COMMERCIAL

- "Could be a great place for local food and infrastructure"
- "Add a new grocery store like Aldi and Save-A-Lot and a Wells Fargo Bank"
- "No more auto stores, tobacco outlets, or vacant lots- negatively impact property values."
- "More restaurants and retail to go to along the corridor"
- "No Walmart Ever- or any other big box store (like Target)"
- "Retail options- not enough and not enough variety"
- "Please do not invite/allow big box stores into the Mt. Vernon Rd. Corridor"
- "Casual restaurants are needed"
- "Missing bar & grill/upscale restaurant services, businesses, multi-tenant commercial, music venue, and general store."
- "Service businesses"
- "Missing restaurant options"
- "NO TATTOO PARLORS/VAPOR (ordinances need to be established for this type of business)"
- "Sufficient amounts of restaurants/fast food/retail are missing along the corridor."
- "Suggestion for property located at East Post Rd. & Mt. Vernon Rd. (South Side). This would be an excellent location for a medical building or a senior citizen facility (similar to Methwick/Cottage Grove)
- "I would like to see more interesting/unique restaurants/shopping. No big box style stores- basically it would be nice to continue NewBo type look into Mt. Vernon Rd. area"
- "Mt. Vernon Rd. has had literally NO growth in 30 years. We NEED more restaurants and retail shops."
- "We need incentives for businesses to come to Mt. Vernon Rd."
- "Need to improve requirements for stores to maintain paving lots with quality landscaping materials"
- "We don't want strip malls."
- "No more junk businesses- alcohol/tobacco stores, Goodwill, etc."
- "There are no hip or fun spots to go to!"
- "Why a Goodwill when we have such limited shopping and restaurants on the SE side?"
- "Make it a destination
 - o "I'd like to see more options for restaurants (not fast food)!! Neighborhood bar & grill, drive through coffee shop, boutique shops, etc. We don't need another car parts store where Vernon Inn was located."
- "Why a Goodwill when there is a need for shopping?"
- "No Walmart"
- "More dining/nightlife options with outdoor seating would be nice. SE side doesn't have much at all if you don't count downtown."

- "Need more restaurants"
- "Small-scale retail- no big box
- "We use the corridor predominantly for travel to other areas of town. We certainly would be patrons of any
 shops and nice restaurants that would come there. The aesthetics would be important if we want this to be
 a destination. I do not think trying to achieve this for the entire length of the corridor would be good. I would
 suggest a few blocks of commercial zoning. Perhaps a widening of the road in this area to allow for faster
 travel for those not stopping."
- "Very limited restaurant and other business options, and they are mostly separated from each other."
- "No big box stores please!"
- "The building that houses the Women's Club will be empty soon- the youngest member is 79yrs old.
- "More restaurants. A lack of dining and food is often communicated"

ZONING

- "Mt. Vernon Road should be separated into retail area & residential- these ideas presented apply to different sections of the road. Use the land use maps as they were designed to protect the residential neighborhoods and home values."
- "Housing and commercial properties should be separated"

WALKABILITY

- "Plant lots of trees to make Mt. Vernon Rd. walkable/bikeable. It's currently hot & barren & dismal."
- "Area is not walkable- 38th E to 42nd St. 38th St. E to Hy-Vee should be addressed." (in response to question of walkability in the area) ... "Yes- to trails @ Nature Center."
- "Yes" (in response to question asking if the area is walkable)
- "Area is somewhat walkable, but businesses are fairly spread out and crossing for large stretches is difficult; widen sidewalks and landscape between street and sidewalk."

UTILITIES

- "Bury the wires"
- "Bury all telephone and electrical lines."
- "Utility poles" (in response to question asking if there is anything that does not blend cohesively with the surrounding area)
- "Utility poles" (in response to question asking if there is anything along the corridor negatively impacting property values)

TRAFFIC

- "Traffic is too slow"
- "Please re-route semi-truck traffic at least from 34th to Newbo"
- "Street is too narrow for the amount of traffic traveling it. It is not bike friendly; certain areas (around 14th and 15th St.) are particularly dangerous."
- "Put an interchange at Hwy 13 and Mt. Vernon Rd. to help keep cars that don't need/want to be on Mt. Vernon Rd. off of it by facilitating their speedy progress to Hwy 30 and/or 380. No stupid archway or its cousins."
- "Try to route semi-traffic off of Mt. Vernon.
- "At times there is some congestion, but nothing drastic- standard work time traffic"
- "Traffic on Mt. Vernon Rd. typically runs at 35-40mph, with high volume at morning and evening rush periods. Bikes are usually half this speed or less. This is too great a speed difference to allow a mixed car/bike traffic stream. Therefore, NO BIKES should be permitted. Side streets where most cyclists already go should be bike friendly."
- "Congestion is not really an issue on this road."
- "Yes, from 19th to Memorial Dr." (in response to question asking if congestion is an issue along the corridor)
- "Rush hour; not really" (in response to question asking if congestion is an issue along the corridor)
- "19th and Memorial Dr." (In response to question asking if there is congestion along the corridor)

HISTORY

- "Incorporate history"
- "Remember: Mt. Vernon Rd is the old Lincoln Highway- very historical. Any design improvements should include reference to the history of the road."
- "Mt. Vernon should remain a 4 lane road"
- "Historical Lincoln Highway and more; build on the history of this area."

SAFETY

- "Put speed bumps in the streets like 34th St. and Mt. Vernon Rd.; the grain trucks speed down Mt. Vernon like a race track- a safety issue for both drivers and pedestrians"
- "Since it's a high-traffic corridor, the safety and efficient flow of vehicles should be a priority, while safeguarding pedestrian and bicycle traffic. The street needs to be widened."
- "Crime" (in response to question asking if there are any factors that are negatively impacting property values along the corridor)
- "The curve located in front of the Kum and Go at 1420 Mt. Vernon Road is extended too far into the road. It is such a sharp curve that often times cars do not clear and bounce off the curb causing danger to cars in the outside lane."
- "There needs to be more crosswalk/intersection control buttons. Currently you have to walk from 34th St. to Memorial Drive before you find a button to push if you want to cross Mt. Vernon Rd. when you are walking,

then you must go to 19th St. for the next one. Children & families face danger in crossing from residential to businesses on the south side."

- "Take out some of the median from 19th by the cemetery- dangerous and too narrow."
- "Lights at Hy-Vee may reduce accidents."
- "Speed cam at 34th may be good."
- "9pm yellow flashlights are good."
- "I am very concerned with safety. The grain trucks that race downtown when many are traveling to work are a huge danger."
- "Have turn lanes the entire length.
- "Increased illegal activities along Mt. Vernon Rd (Smokin'-Joe's). Ever since it opened, the number of disturbances have increased. The sign TOO BIG and there is no need to have it on all night. Owners are not open to discussion, which in my view, is a sign of disrespect to current residents."
- "Better signage and lighting at the crosswalk between 25th and 26th street. I work that crosswalk for Grant Wood School and cars run this light every day! It is poorly marked and the "Prepare to Stop" light near Memorial Dr. is obscured by tree overgrowth. The lights hanging by a string do NOT give a visual impression of authority. Also, the crossing point marks fade too fast."

ROAD/SIDEWALKS

- "The City plows snow over cleared sidewalks; Is the resurfacing project coordinated with this effort?"
- "Snow from snow plows being thrown on sidewalks and driveways"
- "Need more/better sidewalks in residential areas"
- "Need sidewalks down on both sides & clearly marked cross walk"
- "Widen road near Hy-Vee."
- "There are a few areas of road and sidewalk that could use some work"
- "Don't widen Mt. Vernon Rd. & don't widen existing sidewalks. Many homes on Mt. Vernon Rd. have almost no front yards currently."
- "Snow plows plow 2 lanes of snow onto the sidewalk-90% of the snow there is put out by City Trucks. The City should be able to plow the sidewalks without threatening home owners."
- "I'm tired of paying high property taxes to drive on poor streets."
- "Use permeable pavement to lessen flooding."
- "Yes" (in response to question asking if the road conditions are satisfactory)
- "The City build retaining walls when they widened the road. They NEED to repair them."
- "No more bump-outs in street designs. Bever Ave is now a mess and dangerous"
- "Sidewalk on Memorial Dr. needs attention; overhead interactive canopy like Fremont St. in Vegas."
- "Area is not walkable, especially to/from Mt. Vernon from side"
- "Roads need to be safe to drive- taking into consideration the needs of senior citizens- they no longer feel Bever Ave is safe to drive"
- "Roads are bad- nowhere for snow to go"
- "When asked how much people use the sidewalks- people would use them more if they were wider for bicyclists and pedestrians- they are just too bad to enjoy."
- "Widening the road hurts the businesses on each side of the street...especially small businesses between 42nd and Highway 13."

CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN

- "Regarding street construction: If manholes were located in lane centered, rather than edges, the street would require less maintenance, and the driving would be smoother."
- "The streetscape recommendations were disconcerting"
- "Sidewalks are present, except 38th E to 42nd St."
- "Bever provides trails for bikes, people can cross over side street"
- "Better visibility at intersections is important"
- "Lincoln Highway- historical aspects should be incorporated
- "Addition of walking path along Knollwood Dr."
- "Light pollution control along Mt. Vernon Rd. City and business owners as well as residents should use light fixtures that would minimize high pollution"
- "The curb extensions or "bump outs" such as those on the reconstructed point of Bever Ave are terrible and should be removed and never placed anywhere again."
- "I never use the sidewalk because it's unpleasant walking so close to that busy road. But I do walk from Grant Wood school area to work (St. Luke's) over Bever Ave.
- "Has the City ever taken into consideration the home owners when it comes to clearing the sidewalks during the winter? The sidewalks between 19th down towards town where it is very close to the street is our concern. A number of residences are required to clean up after the City has snowplowed the street which ends up on our sidewalks. At that time the snow has turned to ice and it's hard packed and impossible to remove. As good citizens, it brings on much stress that we have no control over the removal."
- "The City used to maintain their retaining wall up to 2008. Since then, they could care less about the SE. side. They have money to hand lay bricks for sidewalks down on First Street that 90% of the people will never see, but not for Mt. Vernon Rd. where thousands of people coming into C.R. see how poorly maintained it.

BIKES

- "No bike lanes"
- "No bicycles"
- "Area is not bicycle friendly"
- "Need separate bike path- not just painted on an existing road"
- "Area is not bike friendly, but it should be!!!"
- "I do not wish to have bikes on Mt. Vernon Rd. It is too busy and widening the road would take up people's vards and parking."
- "NO BIKE LANES, okay??? Sorry for my terrible penmanship. P.S. No bike lanes, got it?"
- "NO BIKE LANES"
- "Area is not bike friendly and should not be- especially with driving commute 19th to 10th St./8th Ave."
- "If bikes want equality of access City wide, they should rightly accept EQUALITY OF ENFORCEMENT, simply as a matter of fairness. Blatantly unsafe behavior is far too common and only vigorous evaluation and enforcement will rectify this."
- "Bicycles should be licensed and registered, with identification at least as clearly marked as current car license plates, for obvious reasons."

- "No bike lanes."
- "Area is not and should not be bicycle friendly"
- "No" (in response to guestion asking if the area is/should be bike friendly)

ATMOSPHERE

 "Area is diverse in people and economics. Follow the lead of schools and build on the sense of community that they have developed.

OTHER

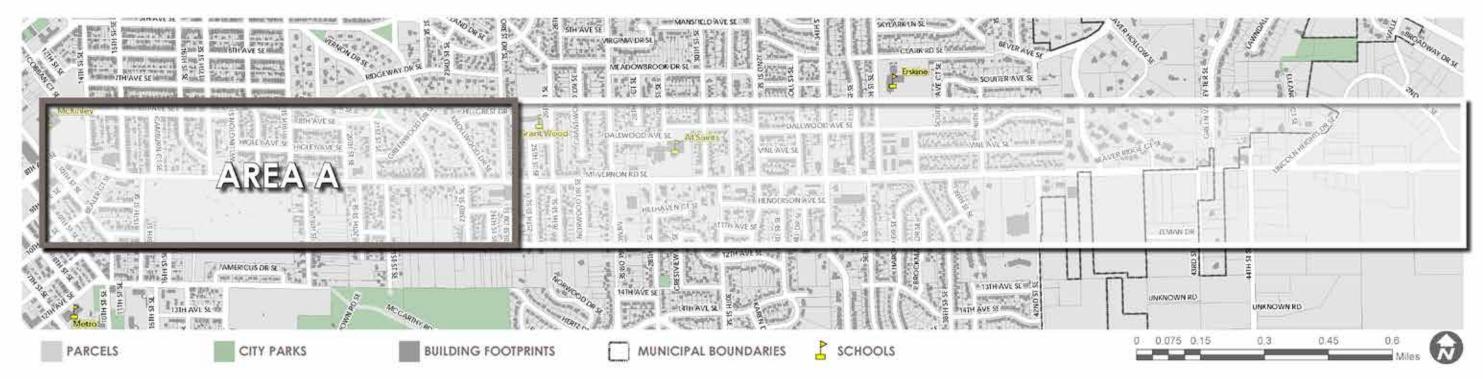
- "Remember, M.V. is used to get to other parts of town and for local errands- traffic still needs to move through the corridor."
- "Noise is not a problem along this road."
- "Open a thesaurus and find another word for corridor"
- "We need a new city flag! Crflag.org sigh the petition."
- "Noise is not a problem along this road."
- "Typical" (in response to question asking if noise is an issue along this road)
- "During the slide/question/voting presentation, the presenter did not sound neutral or objective. Some of his descriptions, particularly when describing traffic and street signs, he interjected his opinion & it sounded like he was trying to influence your vote, Others sitting next to me noted his demeanor."
- "Shouldn't the polling question regarding how you use the corridor have included an "all of the above" option?"
- "What does long term mean (in regards to a long-term action plan for the corridor)?"
- "I think you already know what you are going to do. You're just using this to say that you met with the people and got their input. I think this is a farce."
- "Traffic sign preference- if you don't expect it, why put it as a choice?"
- "Let's immediately initiate some standards for redevelopment"
- "Traffic flow problem at Memorial Drive intersection. Remember the historical significance that Mt. Vernon Road was once Lincoln Highway. Historically, the Oak Hill cemetery was the first cemetery in town and we could tout the history of the first residents in a more powerful way. The areas like Newbo and Czech Village have a distinct character. Why not have City incentive grants to have new business. For example, have a theme for the various businesses. The store fronts of the small businesses could be more welcoming. Historic markers could remind tourists of our significant past. Zoning could solve the hodge podge of residential and businesses."
- "From Hy-Vee to Hwy 13, Mt. Vernon Road should be TOTALLY developed."
- "Many around me asked none of the above"
- "This is not urban, other than freight allowed to pass through to feed the grain processors"
- "P.S. Absent from 'Street View' sections: Major Power Transmission Poles"

- "No need to incentivize development!"
- "We had Leonardo's Pizza at 40th St. near Hy-Vee. We now have Little Caesar's, Papa Murphy's. Pizza Hut, and Sweet Basils. None are sit down restaurants. We don't need more pizza places! What we had hoped for was for some sit-down family restaurants. Not the Vernon Bar and Grill or just Brueggers. I want some place I can take my grandchild to for supper that does not only include fast food such as Burger King. A Perkins, Cheddars, Applebee's, Panera Bread, Olive Garden, a Los Compadres Mexican Restaurant, Etc. would be so welcomed." "Staff standing along wall at the meeting should be educated in proper talking volume among themselves as the community is attempting to participate."
- "We have lived two blocks off of Mt. Vernon Road SE for 43 years. In 1973 there was a vision that this side of town would develop. There were seven gas stations between Memorial Dr. and 40th St. We were sure that a housing development would go up out near the area of Wilder Dr. that we could move in to. Nothing developed for a normal working man's neighborhood as did all other sides of town.
- "Question 1: What do you like about the look of the corridor? What would improve it?"
- "Question 2: What development would you like to see in the corridor? More retail, eating or other?"
- "We feel each year this area deteriorates."
- "We now have one gas station (we used to have seven: DX, Sinclair, Phillips 66, Don's Conoco, Skelly, one I don't remember the name of but at the corner where the Greek Place was torn down and another where the car wash is by Hy-Vee)."
- "We had three grocery stores. We now have one expensive one. (We used to have Sun Mart, Hy-Vee, and the Vernon Village grocery stores)."
- "The Goodwill on Mt. Vernon Rd. should have been placed below 19th St. That would have been a great spot for an Aldi's or sit-down restaurant." "We don't need any more Smokin' Joe's/Family Dollars."
- "The True Value and Dollar Store should be developed into more of a restaurant setting. These were older stores when we moved in. I'm not sure if the stores to the right of True Value are even handicap accessible. Most of the time several of those stores sit empty."
- "We shop across town for most everything we need. Theisen's, Walmart, Menard's, Harbor Freight...we never shop Hy-Vee on Mt. Vernon Rd. because when we shop, there are more stops we want to make, so we go across town and take care of all our shopping before coming back out to Mt. Vernon Rd. Gas is ALWAYS cheaper on the West side (\$2.08 to \$2.19). Why would we not go across town for out gas also?"
- "We would have liked to see East Post Rd. extended across Mt. Vernon Rd. There is room for development there for a large restaurant. We would like to see less truck traffic going to Cargill on Mt. Vernon Rd. The road was widened in Phase 1 and all the traffic just dumps into the hospital area. We feel a lot of traffic would love a bypass around Mt. Vernon Rd. as they are headed to I-380 South without maneuvering down 8th Ave."
- "We are in a great school district. Erskine School provides a great education to children and I would highly
 recommend this area for raising children. We moved into our home as a starter home and raised our family.
 Now it is our retirement home. We still love out house and the neighborhood is great. We have no plans of
 moving."
- "We know you surveyed Mt. Vernon Rd. last summer. We know that before this meeting you already had the plans drawn up as to how much land you plan to take to widen the road."

- "From the meetings from the first phase...the first meeting people were upset at the changes and you listened. Meeting two, people were still upset, but resigning to the fact that what was going to be done was already writing on the wall. The third meeting, the neighbors seemed resigned to the fact that all their input was not going to change anything. We really hope you listen to the input people have. We don't always want to leave our side of town to shop, buy gas, or eat. We really hope you can create a welcoming entry for Mt. Vernon Rd."
- "Does someone own the land across from the end of East Post Rd.? Could the city buy it and leverage for a small shopping mall there? No big stores like Walmart, but just some interesting small businesses and unique restaurants. Hy-Vee manages to be the community center for most of us and their restaurant. Business should not be threatened. More businesses could be encouraged along Mt. Vernon Rd. closer to Hwy 30. I think an arched entrance is funny like you're headed into Disneyland and would raise false expectations. I would like a dignified column with an announcement of South East Cedar Rapids or a really big outstanding piece of sculpture or a mature growing showy tree. Thank you for letting us voice our opinions but I think the traffic is a real problem. Could there be an elevated roadway? I love Cedar Rapids and am so happy to live here. Be careful you don't fix something that isn't broken."
- "Leave the median from South 19th St. to 15th St. Do not rename for the following reasons:
 - "17th St. was a racetrack and extremely dangerous until the early 70s when the median was put into place."
 - "It is difficult now with the median to go West at certain times of the day. The only opportunity is when the light is red at 19th St."
- "Do not put in any roundabouts on Mt. Vernon Rd. for the following reasons"
 - "Grain trucks use Mt. Vernon Rd. to go to Cargill"
 - "Livestock carriers use Mt. Vernon Rd."
 - -"It is a main quick through save for fire trucks (station on Mt. Vernon Rd.), police, and emergency vehicles. All of these would be a problem with a roundabout."

CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN 50

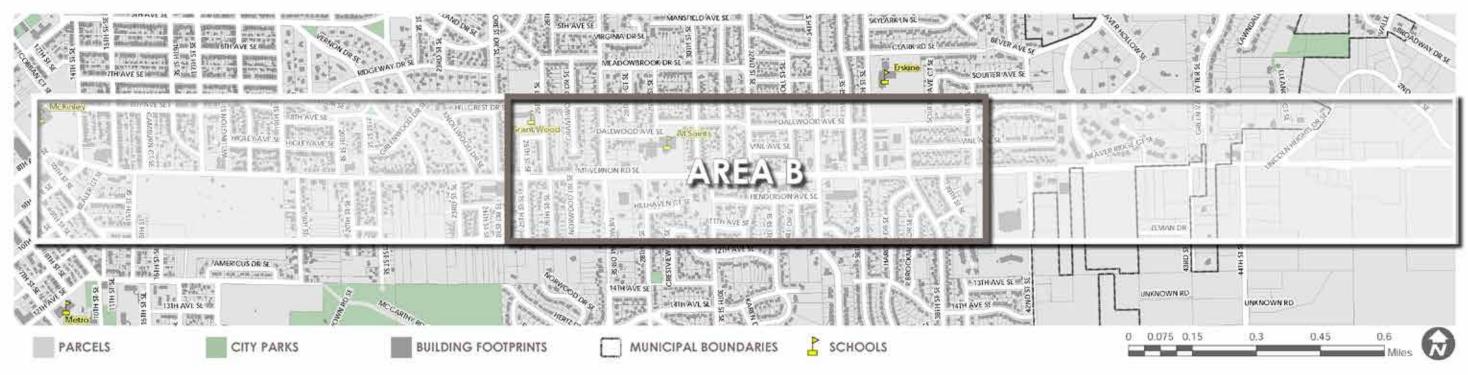
3.09 BASE MAP



AREA A



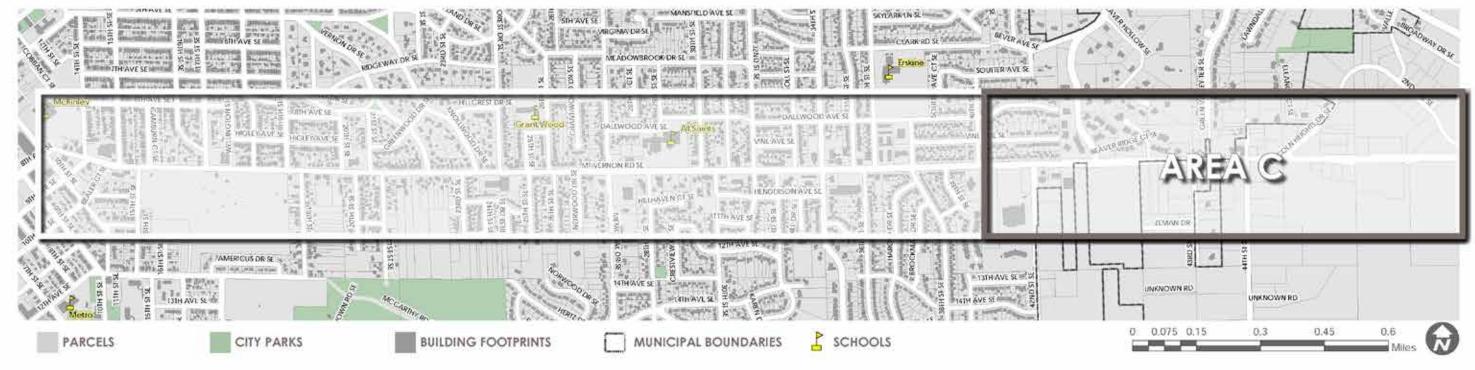
3.09 BASE MAP



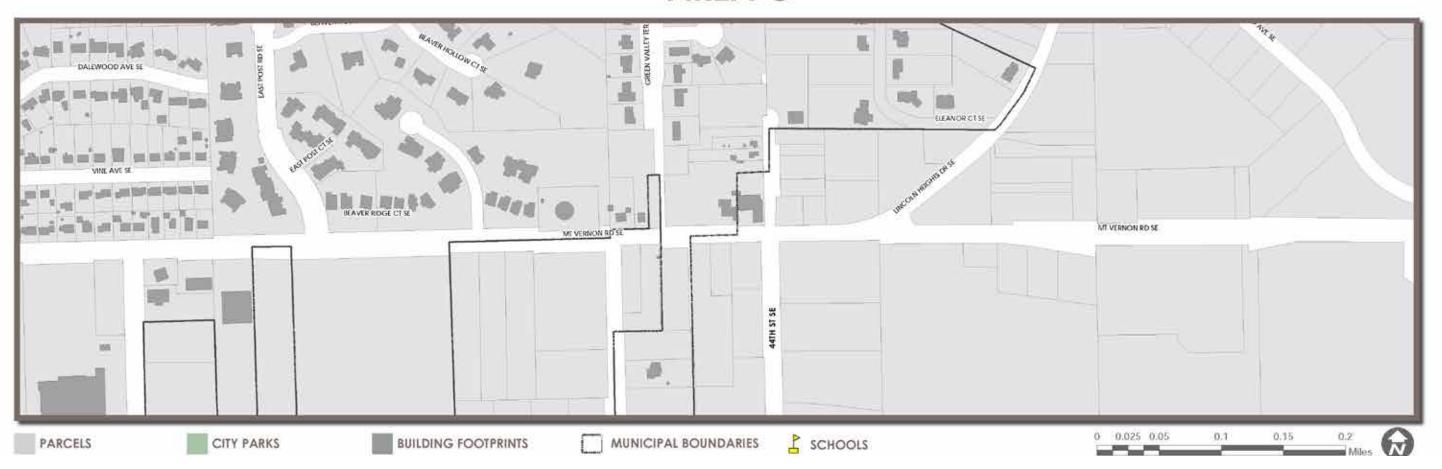
AREA B



3.09 BASE MAP



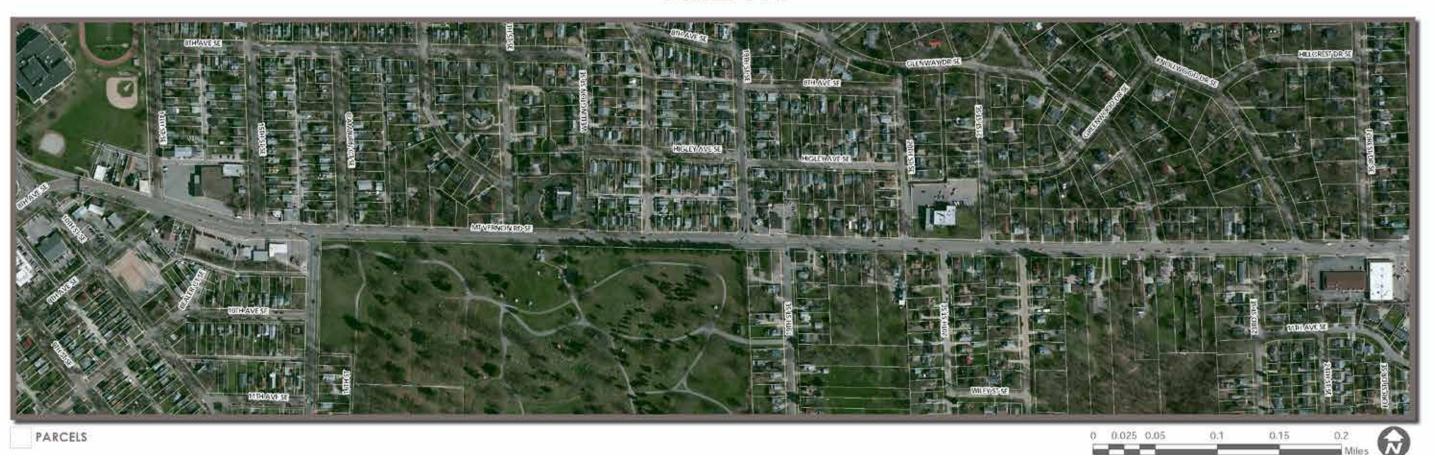
AREA C



3.10 AERIAL

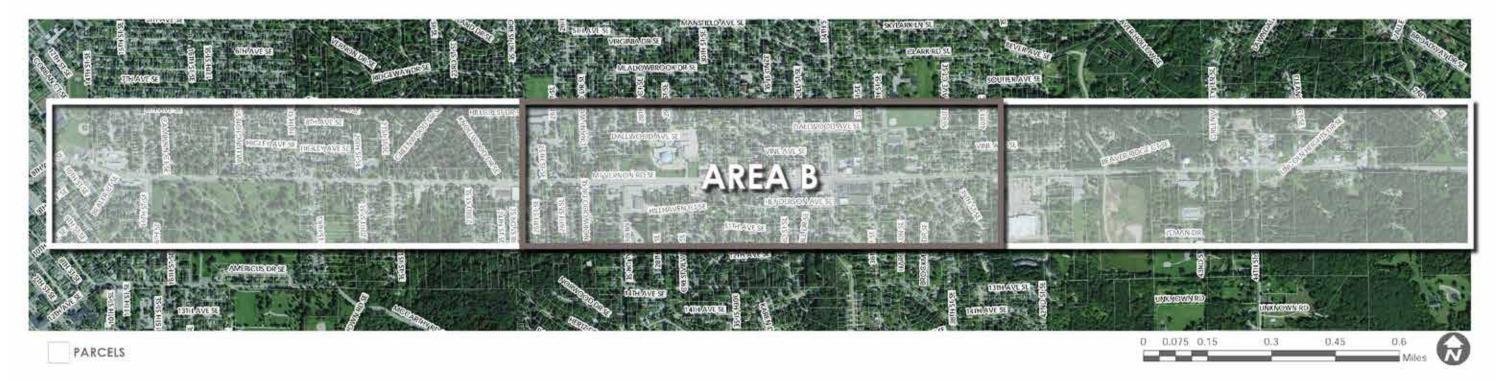


AREA A



CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN 54

3.10 AERIAL



AREA B



3.10 AERIAL



AREA C



CITY OF CEDAR RAPIDS, IOWA

3.11 EXISTING LAND USE





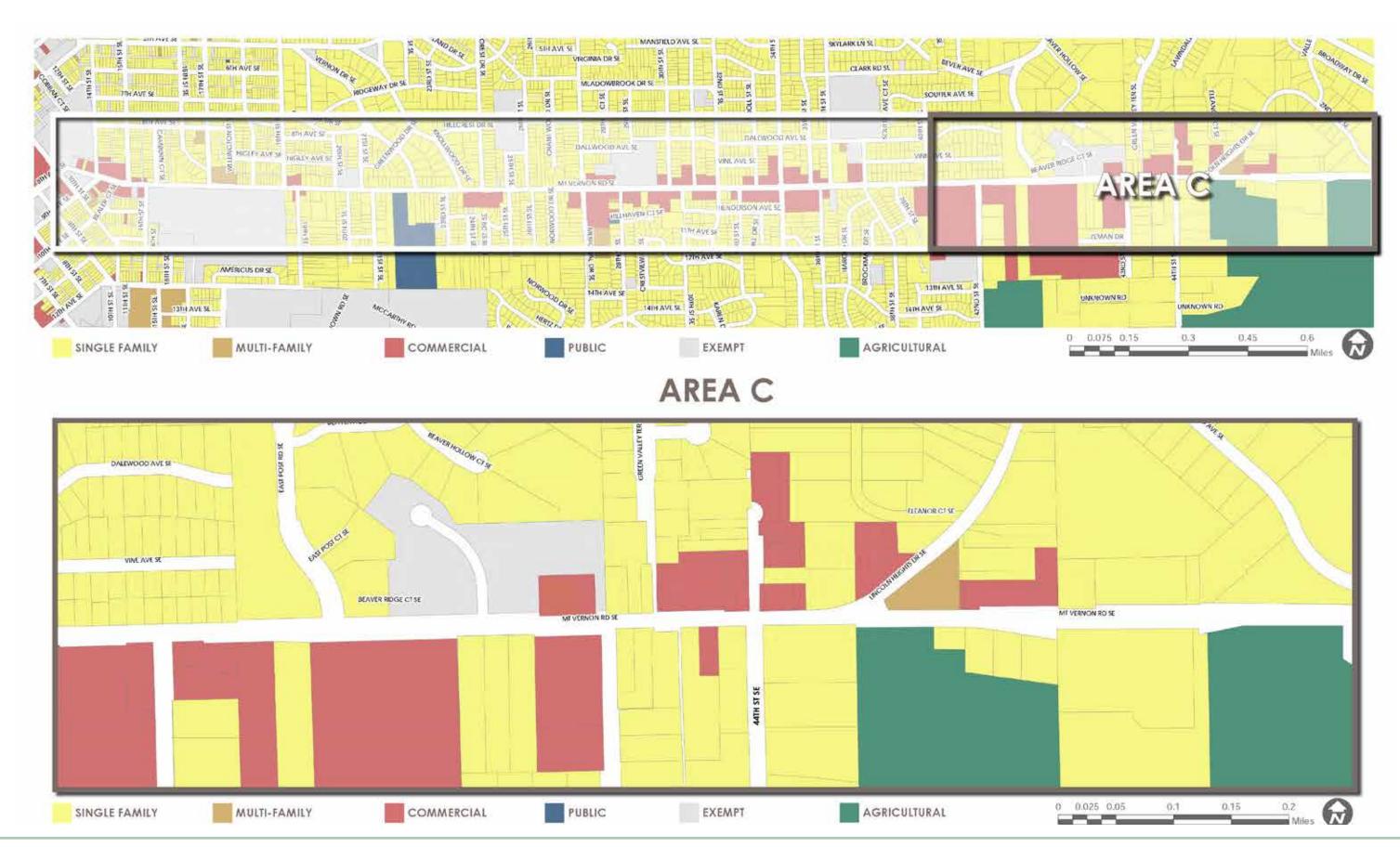
3.11 EXISTING LAND USE



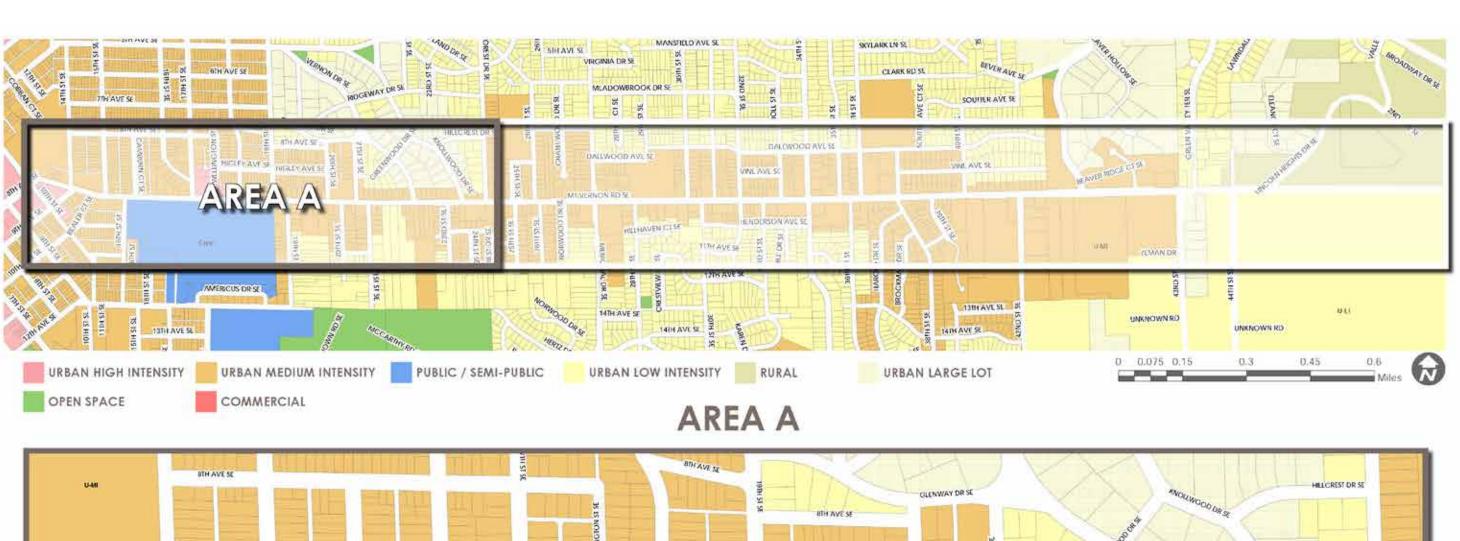
AREA B



3.11 EXISTING LAND USE

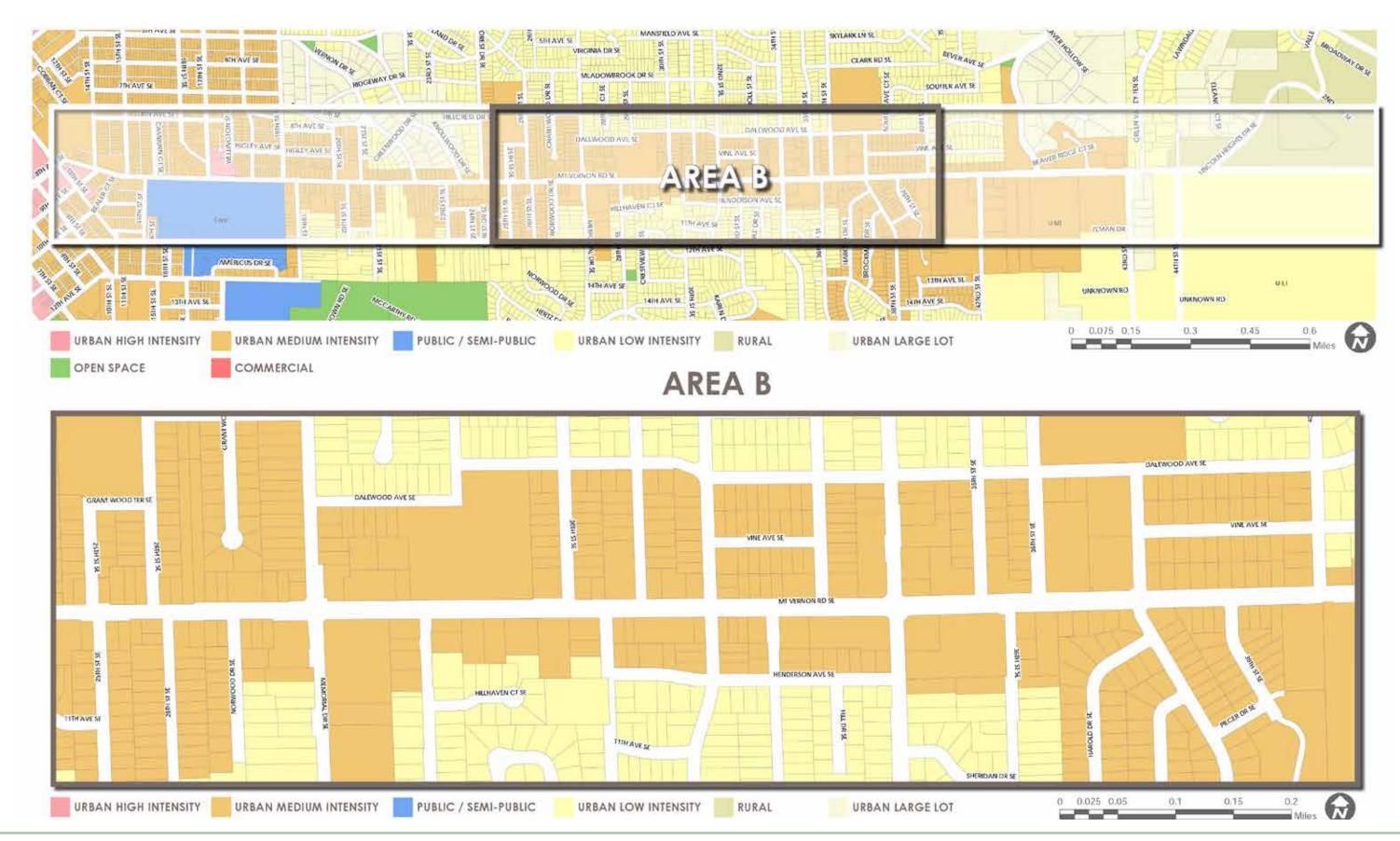


3.12 FUTURE LAND USE

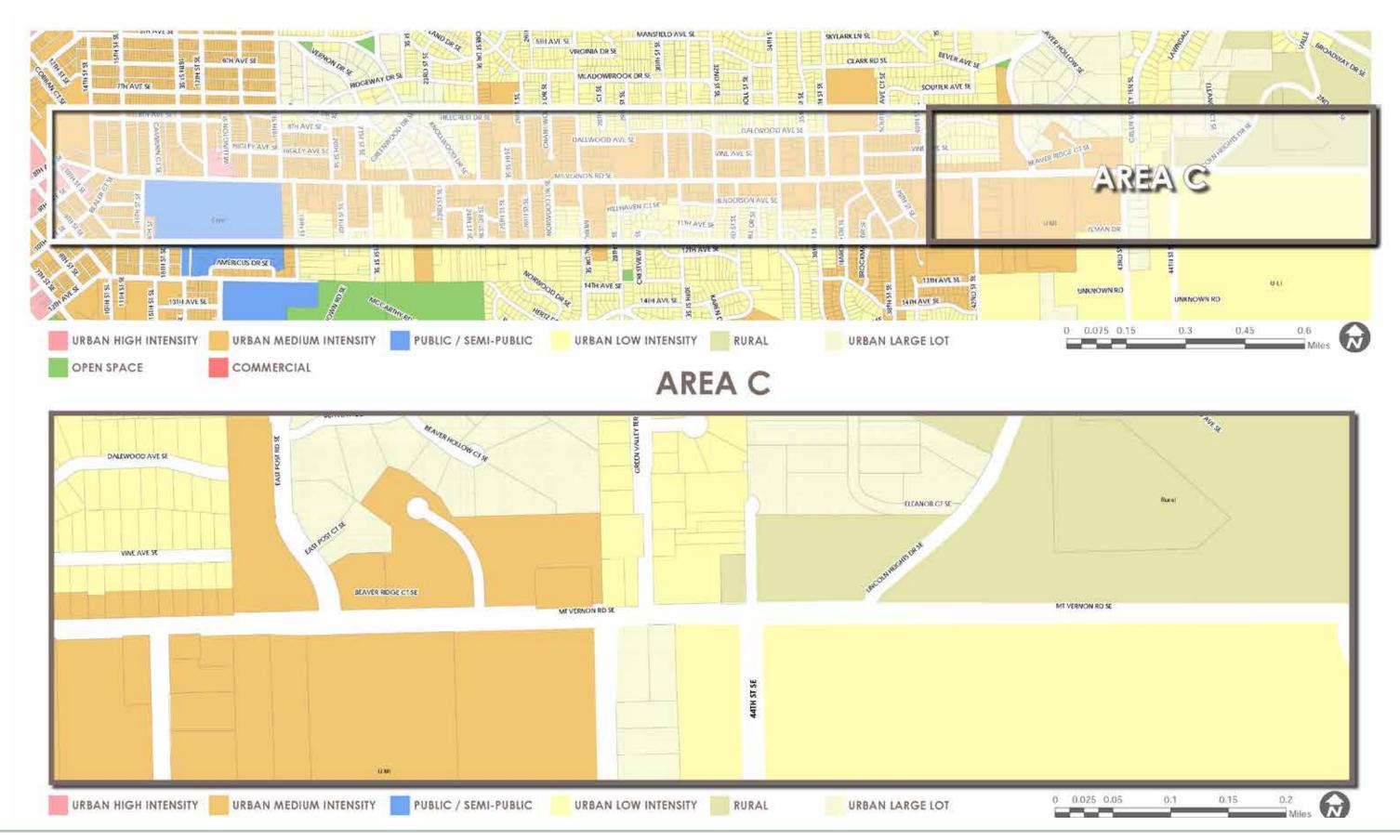




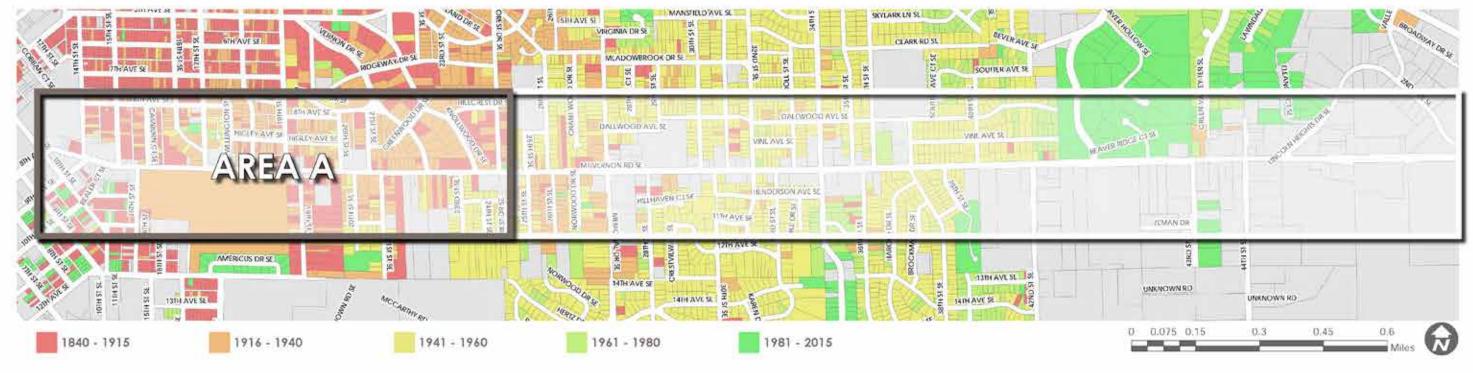
3.12 FUTURE LAND USE



3.12 FUTURE LAND USE



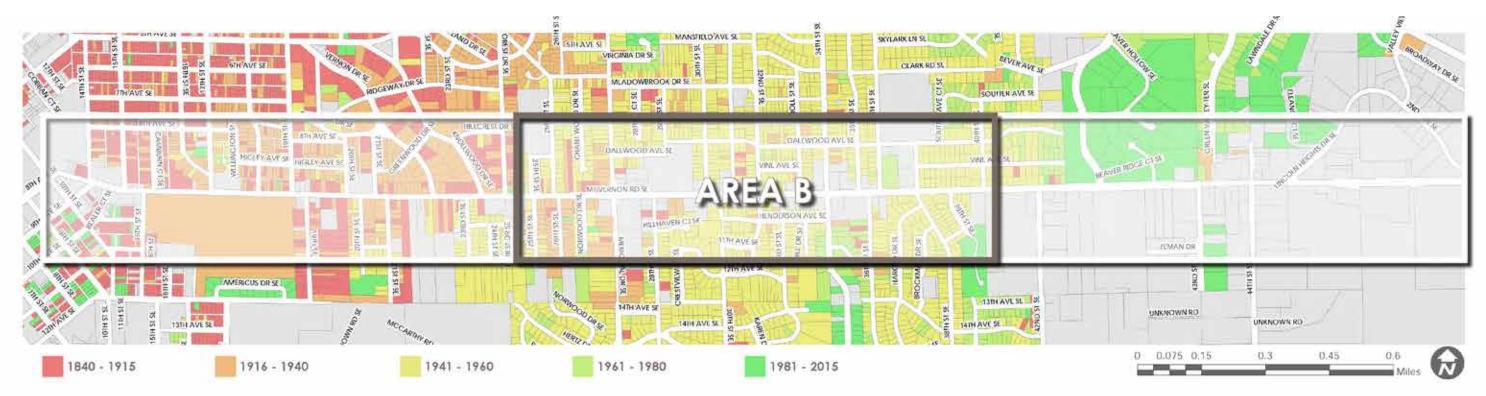
3.13 RESIDENTIAL YEAR BUILT



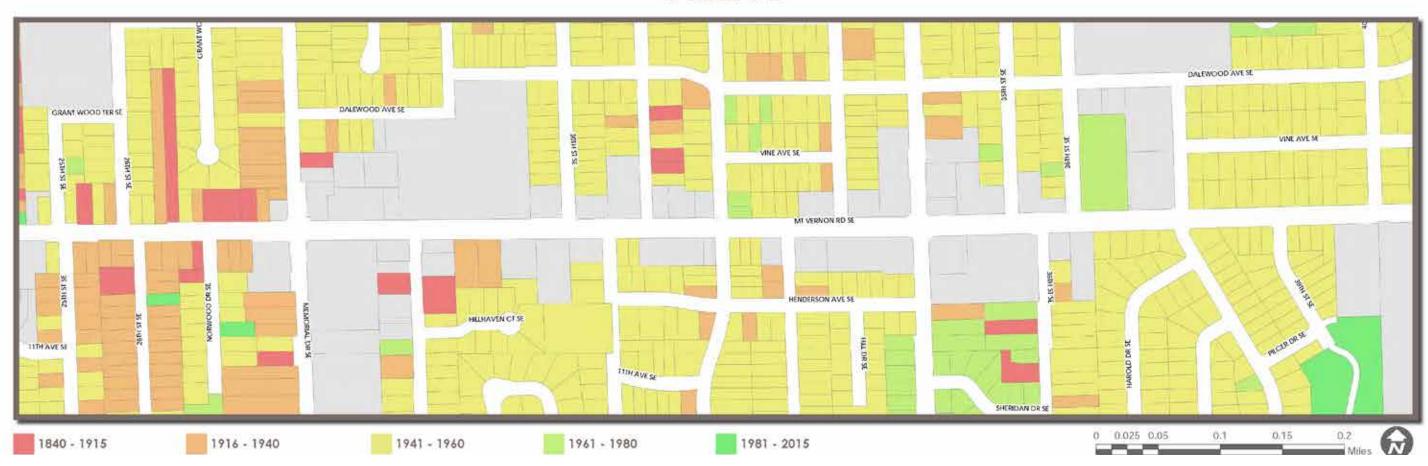
AREA A



3.13 RESIDENTIAL YEAR BUILT

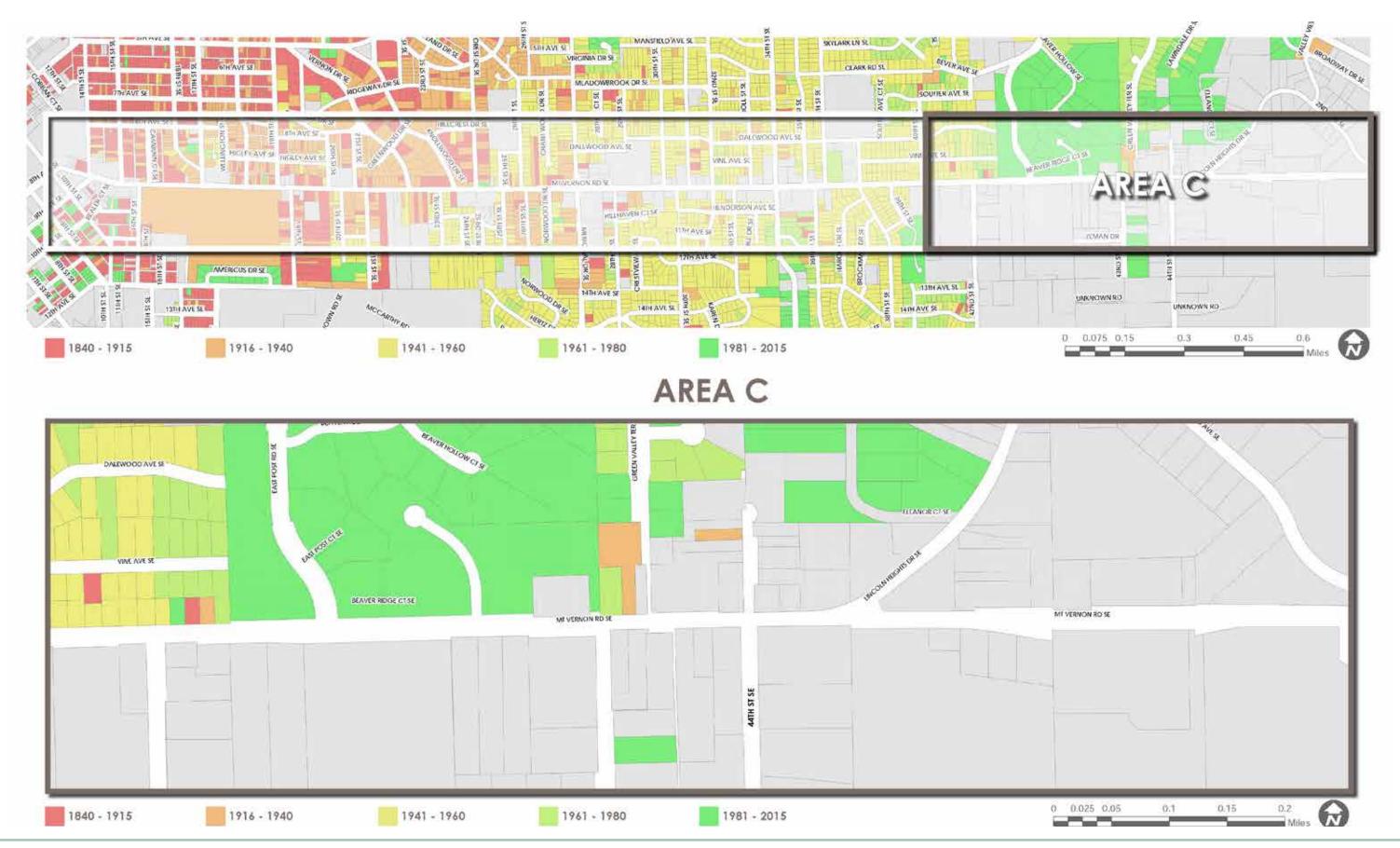


AREA B

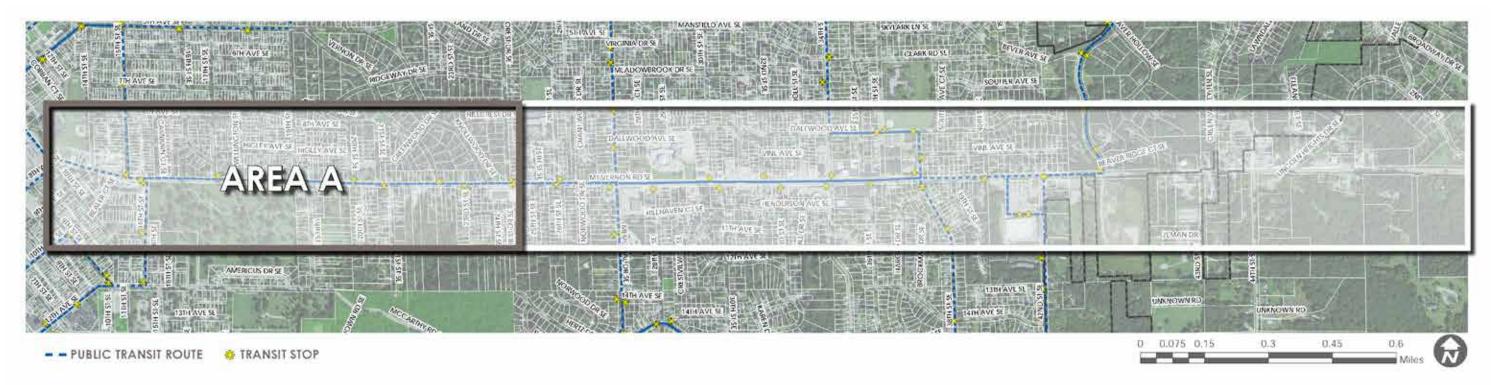


CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN 64

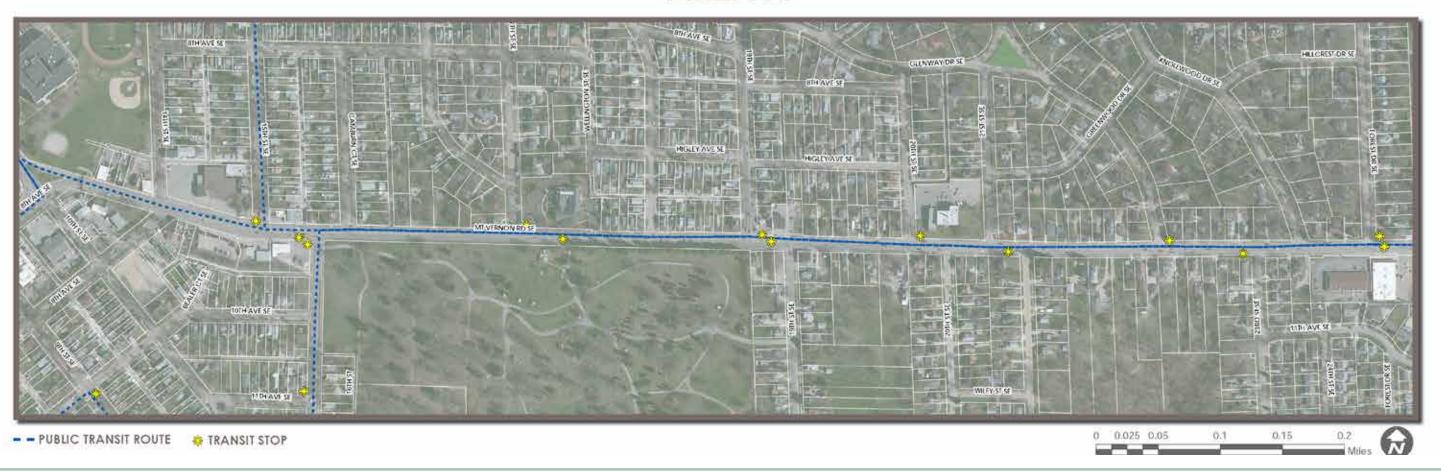
3.13 RESIDENTIAL YEAR BUILT



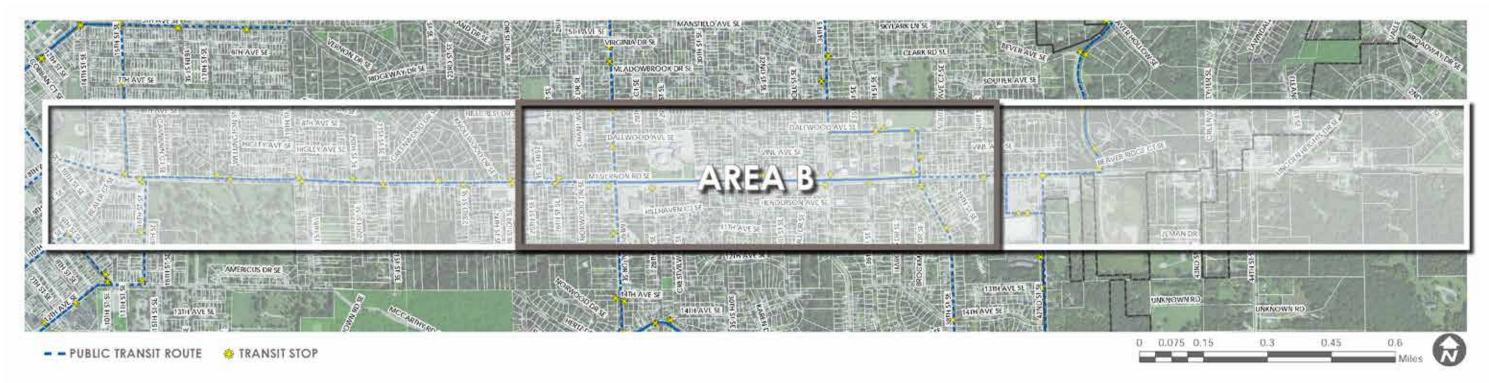
3.14 TRANSIT ROUTES AND STOPS



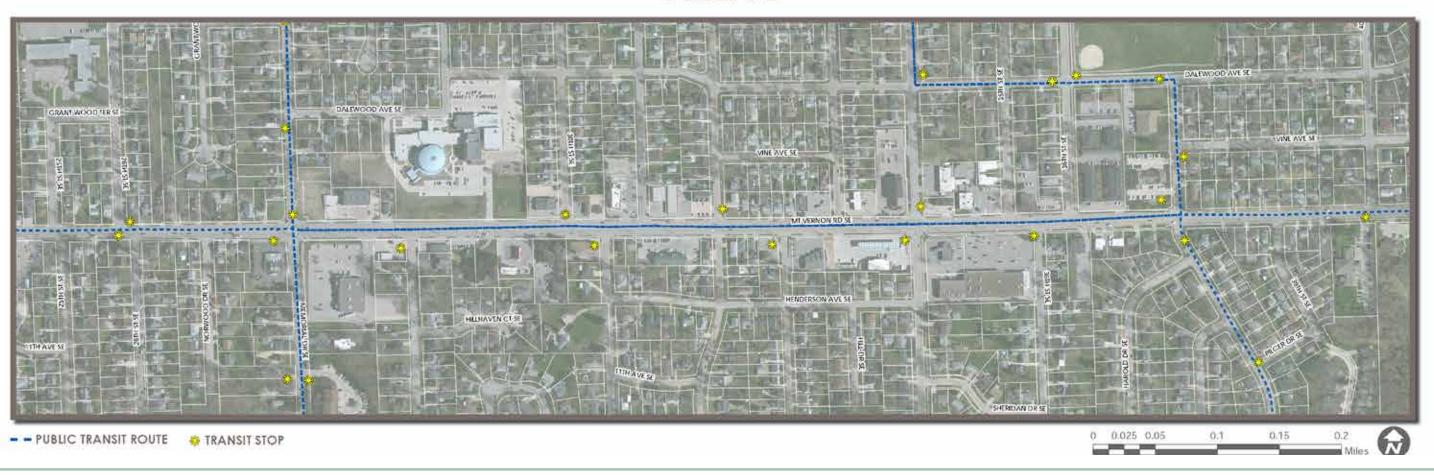
AREA A



3.14 TRANSIT ROUTES AND STOPS



AREA B

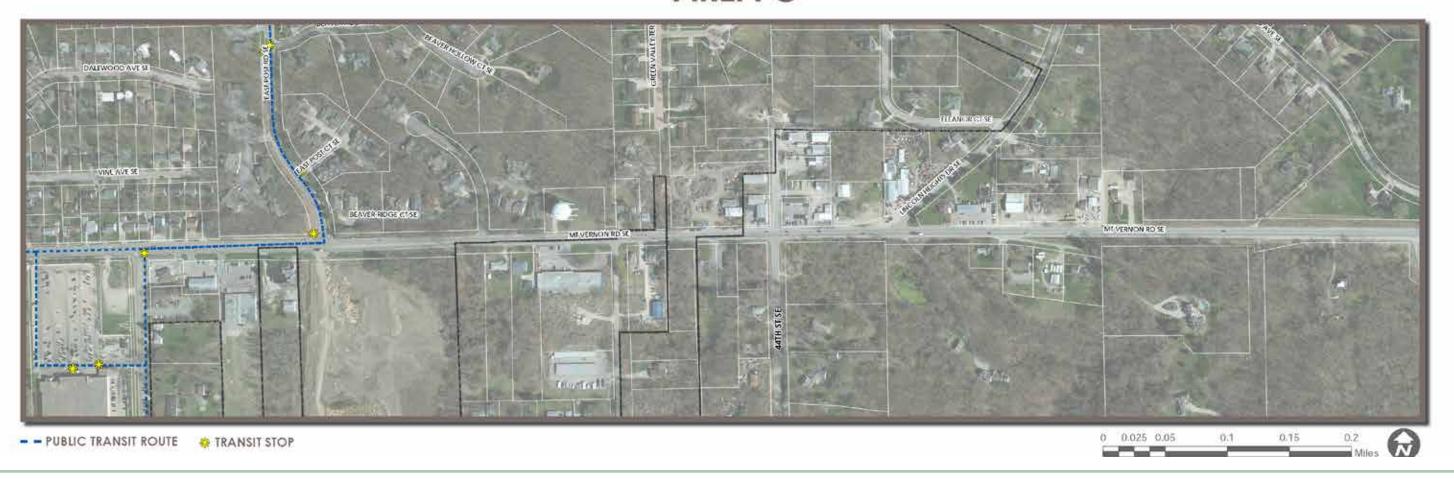


657/

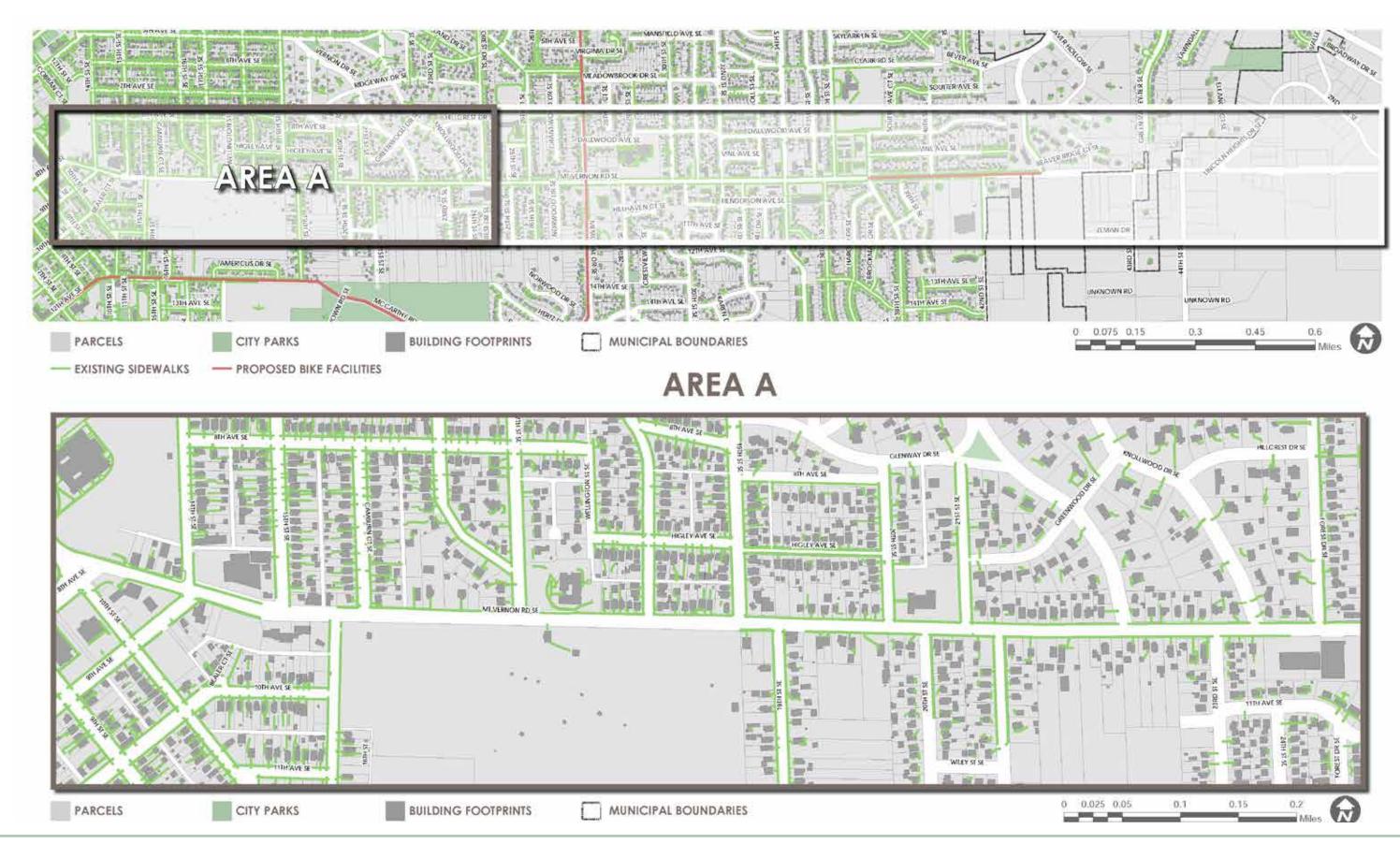
3.14 TRANSIT ROUTES AND STOPS



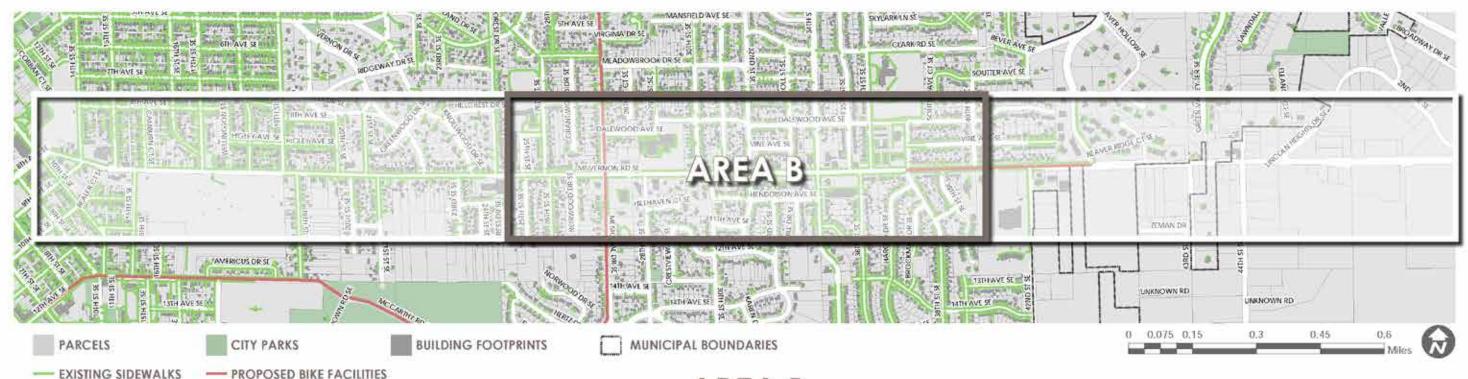
AREA C



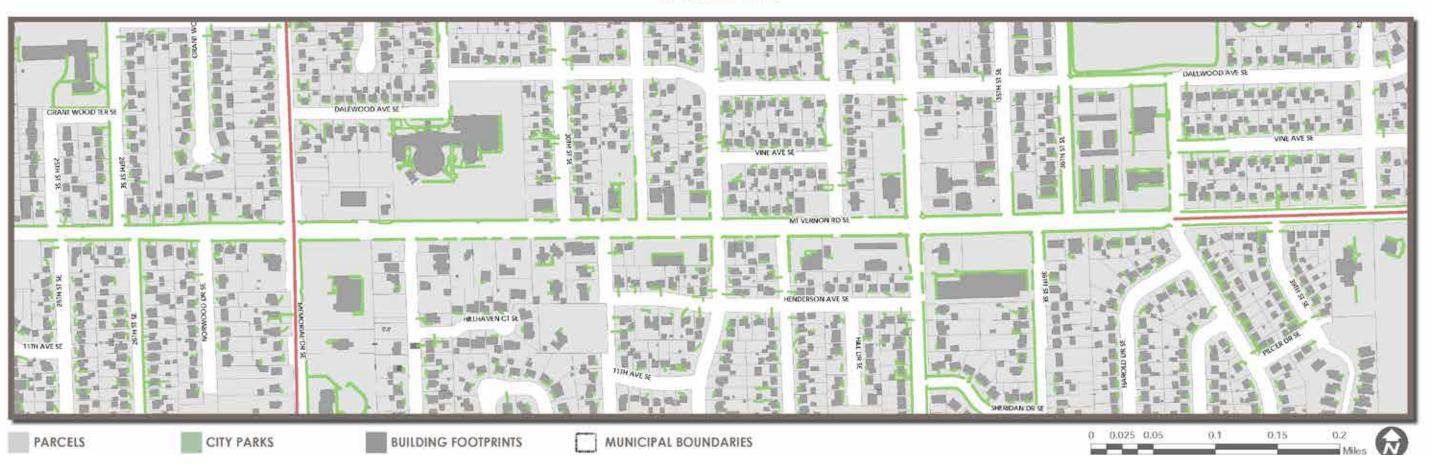
3.15 EXISTING WALKING AND BICYCLING FACILITIES



3.15 EXISTING WALKING AND BICYCLING FACILITIES



AREA B



3.15 EXISTING WALKING AND BICYCLING FACILITIES



04 APPENDIX B - EXISTING CONDITIONS

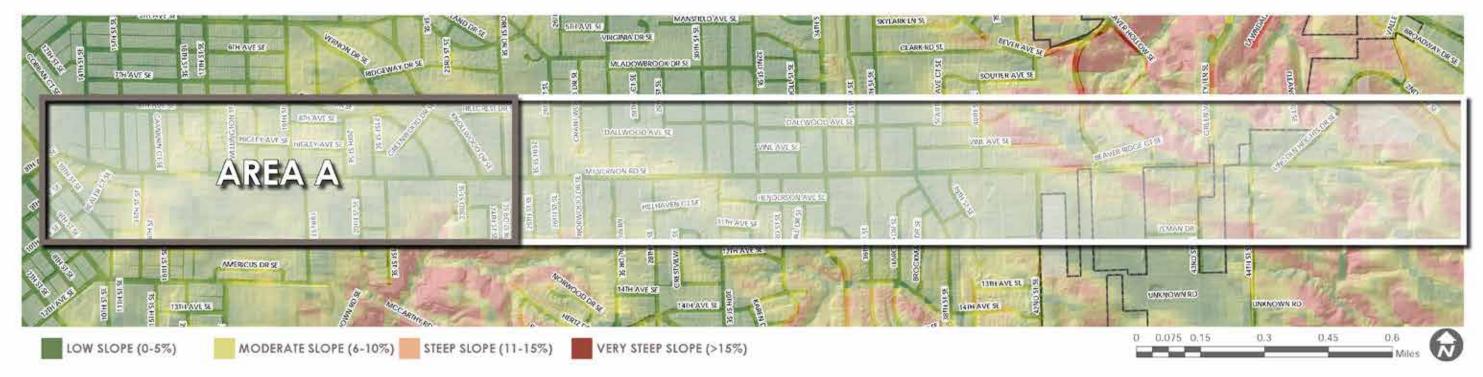
4.01 OVERVIEW

Existing Conditions Analysis boards were displayed as part of Public Workshop #1 to provide participants with additional information about the existing slopes, utilities and Right-of-Way widths within the corridor.



CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN 72

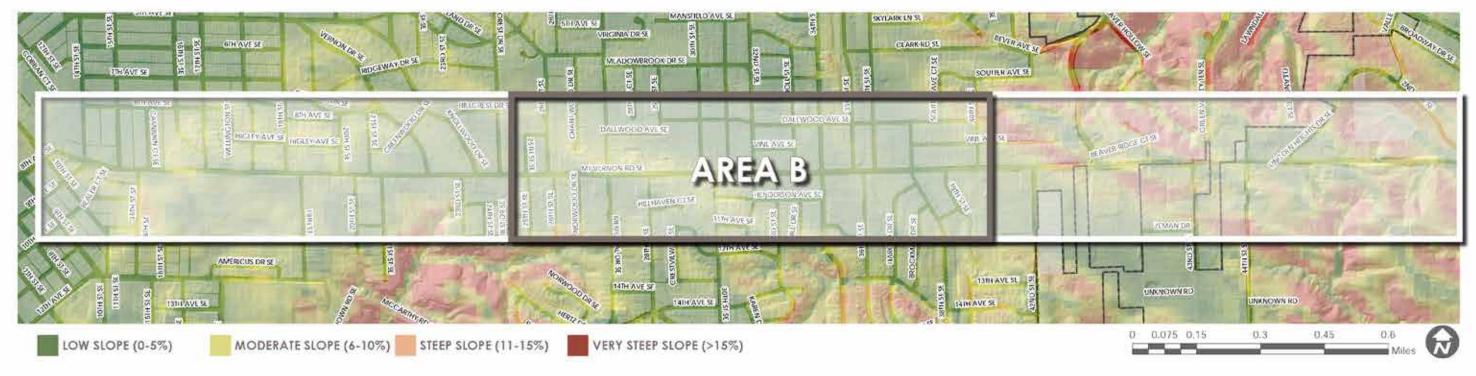
4.02 SLOPE ANALYSIS



AREA A



4.02 SLOPE ANALYSIS



AREA B



4.02 SLOPE ANALYSIS



AREA C



4.03 EXISTING UTILITIES



AREA A



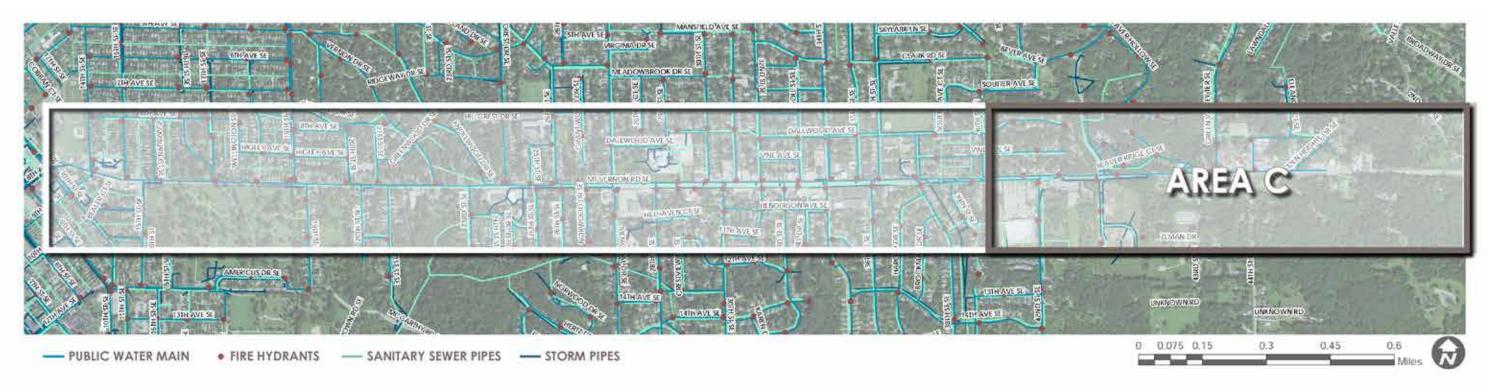
4.03 EXISTING UTILITIES



AREA B



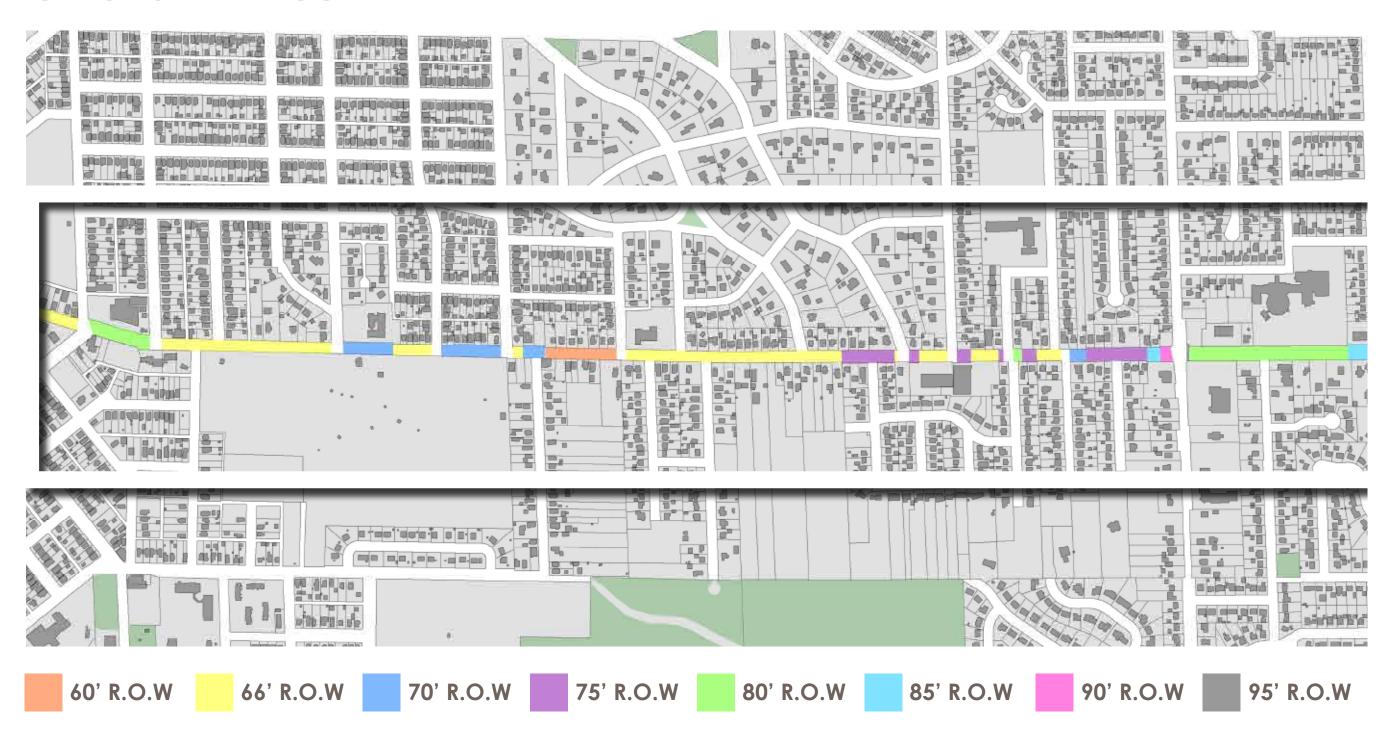
4.03 EXISTING UTILITIES



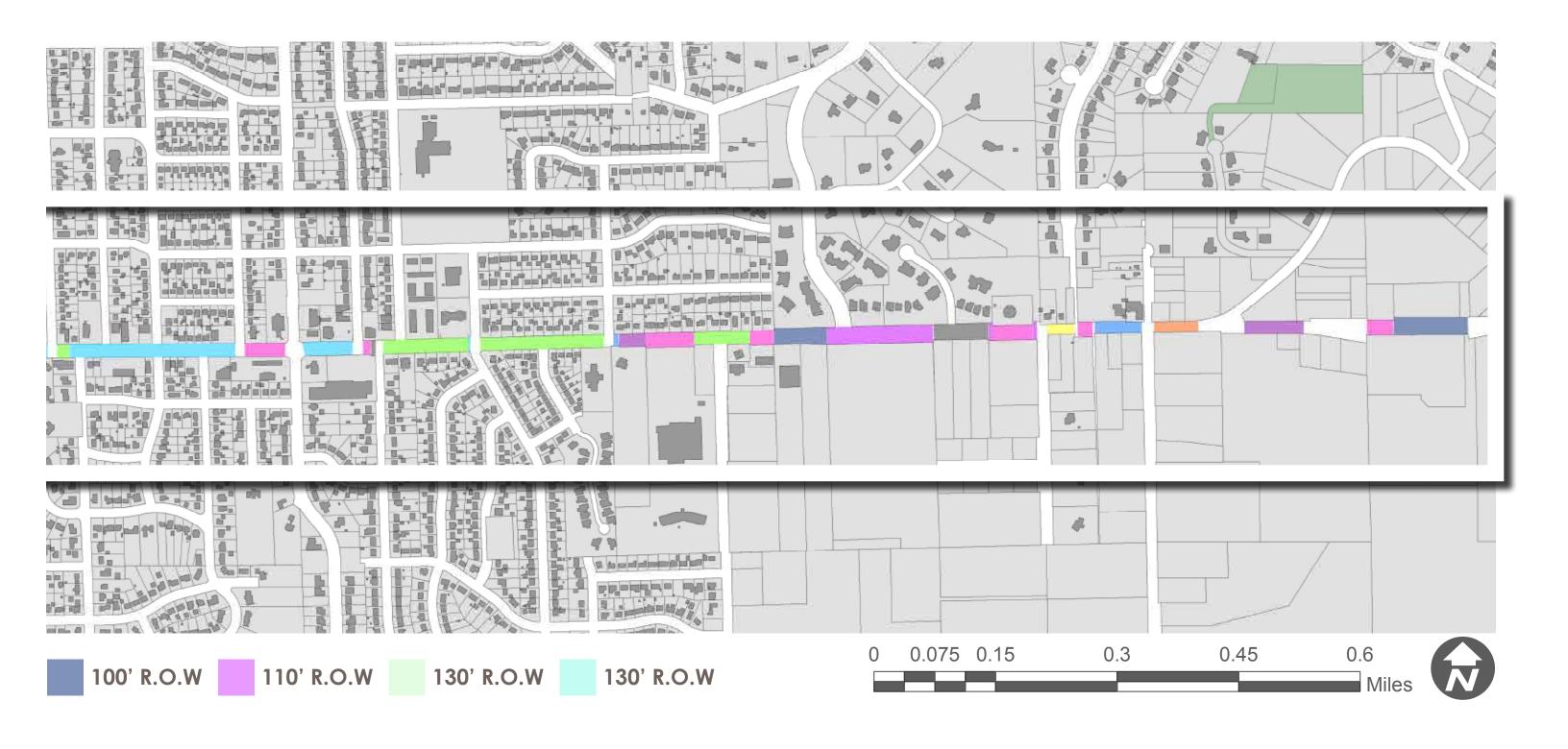
AREA C



4.04 EXISTING ROW ANALYSIS



4.04 EXISTING RIGHT OF WAY ANALYSIS



CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN 80

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05 APPENDIX C - PUBLIC OPEN HOUSE #2

5.01 OVERVIEW

On September 12, 2016, a public open house was held to review the public input received at the June 16th public visioning workshop to seek input on potential draft goals and action items. Boards were displayed that provided proposed improvements to the Mt. Vernon Road intersections with 15th and 19th Streets SE as well as proposed future ROW along the corridor.







CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN 82

WELCOME!

MT. VERNON ROAD CORRIDOR ACTION PLAN



Please visit the four stations we have developed as part of the Mt. Vernon Road Corridor Action Plan: Workshop Results | Circulation | Land Use | Character Please use the comment form for any additional thoughts or comments that you may have.





VISIONING WORKSHOP RESULTS SUMMARY

CIRCULATION











It is recommended that efforts to increase the walkability of the corridor address components such as bicycle circulation (including alternate route identification). sidewalks, crosswalks, public transit, Right-of-Way, and other variables that contribute to the safety of pedestrians and cyclists alike. Roads along the corridor should be suitable for all users and all modes, providing ease to individuals using all transportation types. Walkability assessments may also take into account the proximity to amenities as well as population and intersection density.

LAND USE











It is recommended that current land uses be maintained where practical as to not negatively impact the existing single-family residential in the area. Future residential and commercial development should be carried out in an effort to provide fluidity and cohesiveness in the surrounding area. Developing the area along Mt. Vernon Road to promote connectivity and organization will allow Mt. Vernon Road to be viewed positively by both residents and visitors of the area.

CHARACTER











Recommendations for character improvements along Mt. Vernon Road include streetscaping elements, branding (emphasizing the historic Lincoln Highway), building façade improvements, as well as generalized efforts to enhance the cleanliness and overall appearance of Mt. Vernor Road. These enhancements will serve to create an identify and sense of place for Mt. Vernon Road and the surrounding community. It is recommended that private development follow standards that contribute to the quality, preservation, and long-term maintenance of the corridor. These efforts may include but are not limited to green building, energy conservation, and exteriors that complement and enhance the appearance of the surrounding area.





VISIONING WORKSHOP RESULTS SUMMARY

STRENGTHS

- Mix of residential price points (5)
- Functional thoroughfare (4)
- Accessibility to downtown (3)
 Active areas and schools (3)
- Sense of community (3) Traffic flow (2)
- Good sidewalks (2)
- Near Bever and key parks (2)
- New Hy-Vee (2)
- High gross income neighborhood
- Long-ferm residents History/Tradition
- Mature trees
- Lincoln Highway
- Stable Neighborhoods
- Straight road
- Existing turn-lanes - Lots of potential
- People who care

- Good lighting
- Cemetery provides green space
- Lincoln Highway
- Areas for retail development
- -Gateway to Cedar Rapids
- Variety of services
- Pride in ownership Convenience/Easily accessible
- Socio-economic diversity
- Local small businesses
- Trails behind Bever
- Quiet and safe neighborhoods
- Established business hub

- Amenities within walking distance
- Bus/transit access
- Variety of businesses

WEAKNESSES

- Lack of turn lanes (9)
- Run-down housing/business facades (9) Too much semi-truck traffic/speeding (6)
- Not enough commercial/retail variety (6)
- Not enough sit-dawn restourants (5)
- Unattractive (4)
- Lack of walkability (4)
- Speeding (4) Water Polution Control (WPC)- odor (4)
- Too many visible utilities (3)
- Narrow roads (3)
- Lacking cross walks (3)
- Neglected areas (3) - Road/Sidewalk conditions (3)
- Dangerous (3) Traffic congestion (2)
- Hodge padge of building design
- No spiash pad at Bever Park
- Undeveloped lot south of East Post Rd.
- Lack of variety in housing prices No neighborhood associations east of 19th st.

- Increase function
- Too much rental housing
- Lock of trees
- Neighborhood zoning
- No community gathering places
- Lack of speed limit enforcement
- Retaining walls in despair
- Needs more density/intensity
- Not enough lighting
- Dolar General/Family Dolar
- More/better sidewalks
- Not enough drainage to prevent fooding.
 No extension of East Post Rd. South to 30th
- Area is not cohesive-does not blend well
- Not enough rental housing. Not holding land lords accountable
- Lack of housing variety
- Limited cable options
- 19th st. Intersection lacks flashing yellow signal

OPPORTUNITIES

- Mare sit-down restaurants (4)
- -Increase greenspace (4)
- Traffic calmina (3)
- Improve area from 10th to 19th (3)
- More/better sidewalk connectivity (2)
- Road condition improvements (2)
- Mixed-use development (2)
- Elevated over-road pedestrian overpass (2)
- Decrease truck traffic (2)
- Keep historical districts (2)
- Increase signage (2) Improve aesthetics (3)
- Clearly defined zoning (2)
- Another gracery store (2)
- Increase cohesiveness (2)
- More local restaurants (2)
- Build on Historic Lincoln Highway (2) - Market the area (2)
- Create character-sense of place (2)
- Redevelop vacant lots & old buildings (3) Boutique shopping
- More coffee shops
- People who care
- Code to enfore property upkeep (all types) Move parking behind buildings
- Remove house in cemetery
- Need high density residential - Commercial variety - Bory utilities New destination that blends with history

- Keep 10th to Memorial residential

- Accommodate commuter traffic

Increase variety of housing types.

Unified plan and appearance

Extend East Post Rd. to Hwy 30

- Keep neighborhood feet

Improve streetscape

- No strip malls

- More walkability

- Limit big-box development

More destination facilities

Lessen traffic congestion

Retain residential character

- Local buisiness development incentives - Encourage sustainable practices
- Create community gathering space
- Strong community anchors
- Off-street bike paths. - More turn lanes
- Historical signs
- Citizens Community Review Board
- Better lighting/Move light poles Potential to be marketable

THREATS

- -Too much semi-truck traffic/speeding (5)
- Big-Box stores Do Not Want (5)
- Crime (4) - Bike lanes/facilities- Do Not Want (3)
- Lack of funding (3)
- Traffic congestion (2)
- Speeding along road (2) - Zoning (2)
- Too much rental housing (2)
- Risk of losing families-other options (2)
- Lack of walkability (2)
- Lack of character (2)
- Existing strip mall
- Commercial development of area - Encroachment of rental housing
- Vacant lots Goodwii/Dollar store
- Too much ROW on sidewalks - Noise
- Poverty
- Decline in lobs Negatively impactful new development

- 8alancing residential/commercial
- Displaced businesses and homes
- Lack of affordable housing
- Risk of decreased property values Losing sense of place
- Threat of commercial carridor Losing historic neighborhoods Feeder roads into Mt. Vemon

- Patlution
- Self-interest of realtors/developers
- Elmination of retirement homes Increased traffic due to road widening
- Medians with flowers
- Flooding at 38th St. - Lack of alternative routes
- Lots are too shallow Location of substation
- Large development by East Post Rd.
- Restraints on economic development incentive tools
- Appearance and amount at signage Placemaking



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



MT. VERNON ROAD CORRIDOR ACTION PLAN

CITY OF CEDAR RAPIDS, IOWA

VISIONING WORKSHOP RESULTS SUMMARY WORD CLOUD DESCRIBING THE SATISFACTORY **CURRENT CONDITIONS** OF THE MT. VERNON ROAD CORRIDOR ACK OF RET GOOD TURN I GOOD VARIETY OF WORD CLOUD DESCRIBING THE IDEAL FUTURE FOR THE MT. VERNON ROAD CORRIDOR SEWAGE ROADWAY I



MT. VERNON ROAD CORRIDOR ACTION PLAN

CONFLUENCE



5.05 PRECEDENT IMAGERY RESULTS

VISIONING WORKSHOP RESULTS SUMMARY

1. What do you primarily use the Mt. Vernon Road Corridor for? (Multiple Choice)

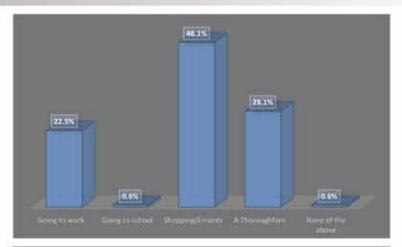
	Responses	
	Percent	Count
Going to work	22.5%	36
Going to school	0.6%	1
Shopping/Errands	48,1%	77
A Thoroughfare	28.1%	45
None of the above	0.6%	
Totals	100%	160

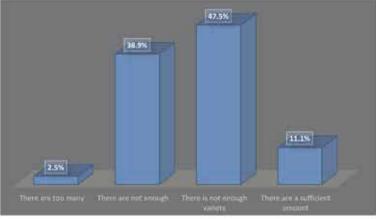
2. How do you feel about the number of retail options along the corridor? (Multiple Choice)

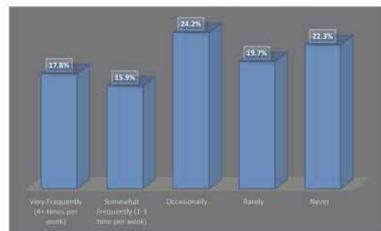
	Responses	
	Percent	Count
There are too many	2.5%	:4
There are not enough	38.9%	63
There is not enough variety	47.5%	77
There are a sufficient amount	11,1%	18
Totals	100%	162

3. How often do you use sidewalks, trails, walking paths, etc.? (Multiple Choice)

	Responses	
	Percent	Count
Very Frequently (4+ times per week)	17.8%	28
Somewhat Frequently (1-3 time per week)	15.9%	25
Occasionally	24.2%	38
Rarely	19.7%	31
Never	22.3%	35
Totals	100%	157









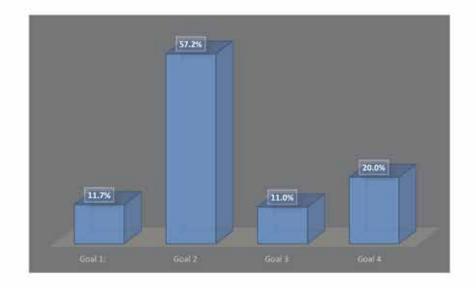
MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



VISIONING WORKSHOP RESULTS SUMMARY

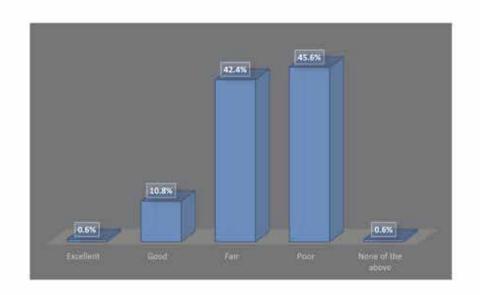
4. Which goal included in the current EnvisionCR plan do you feel is most important?

	Responses	
	Percent	Count
Goal 1:	11.7%	.17
Goal 2	57.2%	83
Goal 3	11.0%	16
Goal 4	20.0%	29
Totals	100%	145



5. How do you feel about the corridortoday in its current state? (Multiple Choice)

	Responses	
	Percent	Count
Excellent	0.6%	1
Good	10.8%	17
Fair	42.4%	67
Poor	45.6%	72
None of the above	0.6%	1
Totals	100%	158





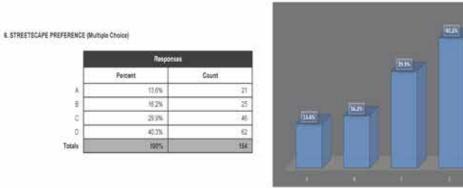




5.05 PRECEDENT IMAGERY RESULTS

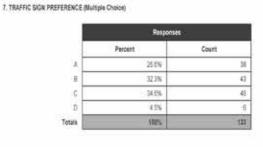
VISIONING WORKSHOP RESULTS SUMMARY

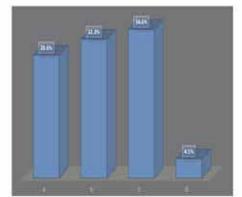












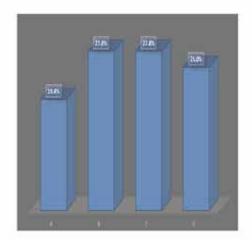






	Responses	
	Percent	Count
A	19.4%	28
8	27.8%	40
C	27.8%	.40
D	25.0%	36
Totals	100%	144

8. GATEWAY PREFERENCE (Multiple Choice)







FUTURE LAND USE - PROPOSED CONCEPTS





MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN

PUBLIC INPUT SUMMARY - LAND USE

LAND USE







SUMMARIZED PUBLIC INPUT

- · Need more retail variety
- Redevelop vacant sites
- Provide incentives for businesses to develop
- Transition between land uses
- Buffer existing residential
- · Restrict certain types of uses
- Limit large box type retail
- More restaurants needed
- Lack of cohesiveness
- Some areas are suitable for redevelopment
- Desire for local shops and boutiques

GOALS

- Promote new retail development and redevelopment along the corridor.
- Encourage neighborhood scale and neighborhood friendly uses.

ACTION ITEMS

- Establish design and use standards that support redevelopment on smaller lots, promote buildings that are in scale with the surrounding neighborhood.
- Restrict or prohibit uses that are not considered neighborhood friendly.
- Focus retail and multi-family development and redevelopment to major intersections and existing commercial areas.
- Continue to track the effectiveness of standard City financial incentive assistance programs that can benefit redevelopment of vacant or existing sites.

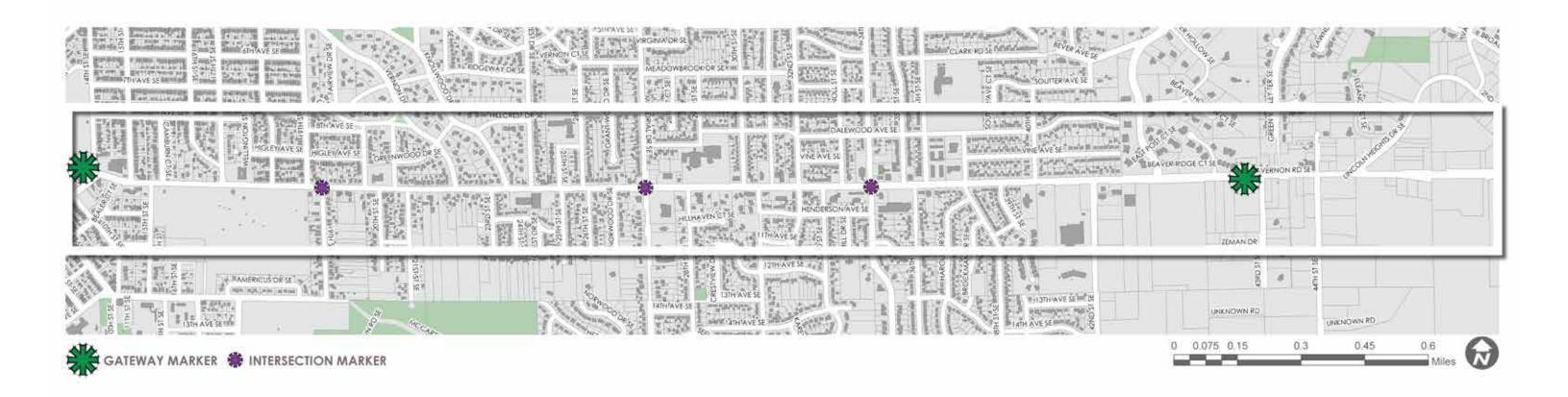
DOT VOTING

CEDAR RAPIDS



5.08 GATEWAYS AND INTERSECTION MARKERS

GATEWAY AND INTERSECTION MARKERS





MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN

PUBLIC INPUT SUMMARY - CHARACTER

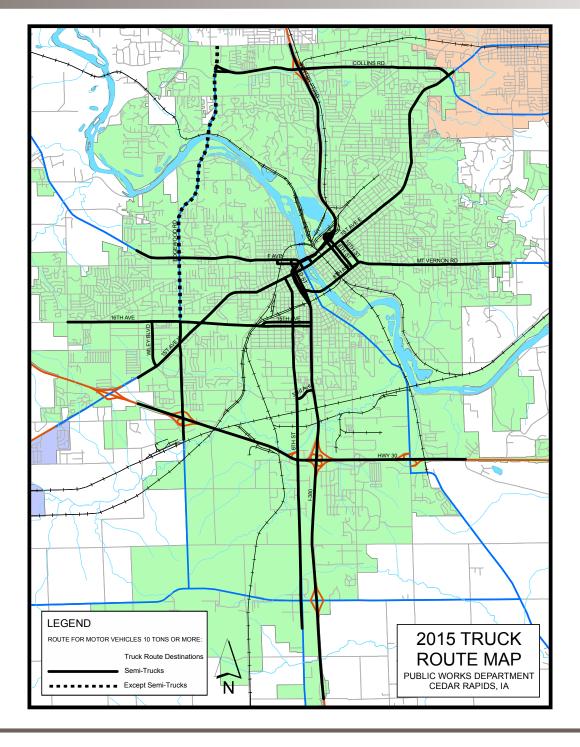
CHARACTER (

DOT VOTING SUMMARIZED PUBLIC INPUT **ACTION ITEMS** Improve aesthetics Provide a unique sense of place through streetscapes, gateways, and signage. Unattractive area Identify future funding resources for enhanced maintenance and joint marketing opportunities such as a Visible utilities Self-Supporting Municipal Improvement District (SSMID). Improve property maintenance Incorporate unifying plant materials throughout the Mt. Vernon Corridor. Need district signage Include Lincoln Highway identity as part of aesthetic Build on Historic Lincoln Highway Improvements. No cohesive architectural style or design Provide educational signage and/or landmarks at historical sites along the corridor. Lack of character Losing sense of place Identify established neighborhoods and provide signage to celebrate these neighborhoods. GOALS When possible, bury overhead feeder lines and remove fimber poles. Improve the aesthetic appeal of the Reduce the quantity and size of commercial signage along Mt. Vernon Road. Consider eliminating pole signs corridor. as a sign option. · Celebrate the historical significance of the Plant additional street trees to unify appearance of Mt. corridor. Vernon Road where possible. Reduce visual clutter along the corridor. Evaluate the need for regular sidewalk and crosswalk inspection process and maintenance plan.





MT. VERNON ROAD CORRIDOR 2015 TRUCK ROUTE MAP





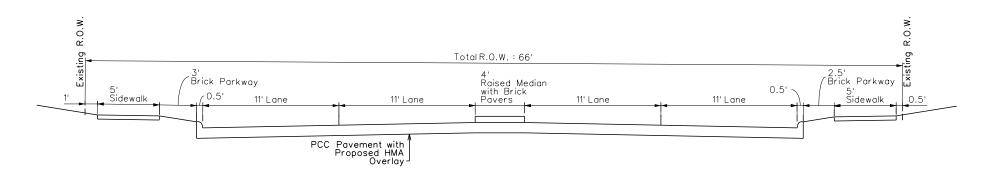




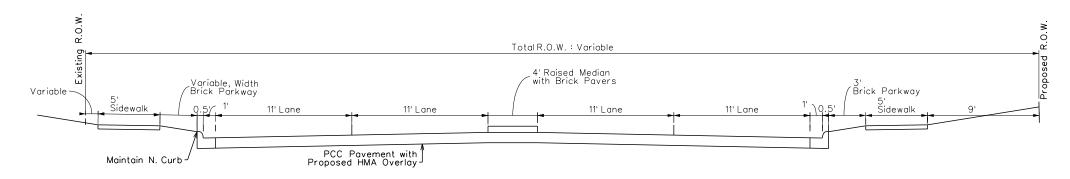
5.11 POTENTIAL STREET CROSS SECTIONS

MT. VERNON ROAD CORRIDOR

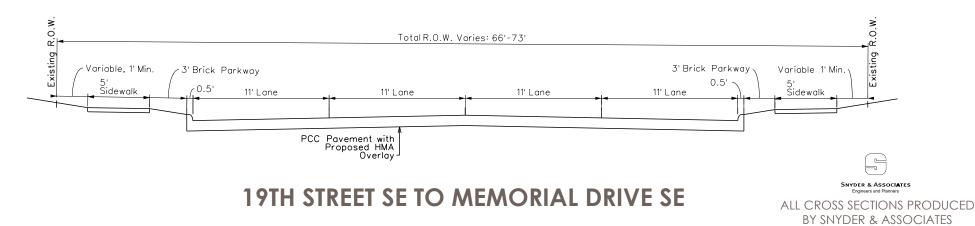
POTENTIAL STREET CROSS SECTIONS



10TH STREET SE TO 15TH STREET SE



15TH STREET SE TO 19TH STREET SE





MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



5.12 POTENTIAL 15TH STREET INTERSECTION IMPROVEMENTS

POTENTIAL INTERSECTION IMPROVEMENTS







5.12 POTENTIAL 19TH ST. INTERSECTION IMPROVEMENTS

POTENTIAL INTERSECTION IMPROVEMENTS





MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



5.12 POTENTIAL 19TH ST. INTERSECTION IMPROVEMENTS

POTENTIAL INTERSECTION IMPROVEMENTS







5.12 POTENTIAL 19TH ST. INTERSECTION IMPROVEMENTS

POTENTIAL INTERSECTION IMPROVEMENTS





MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



PUBLIC INPUT SUMMARY - CIRCULATION

CIRCULATION ()







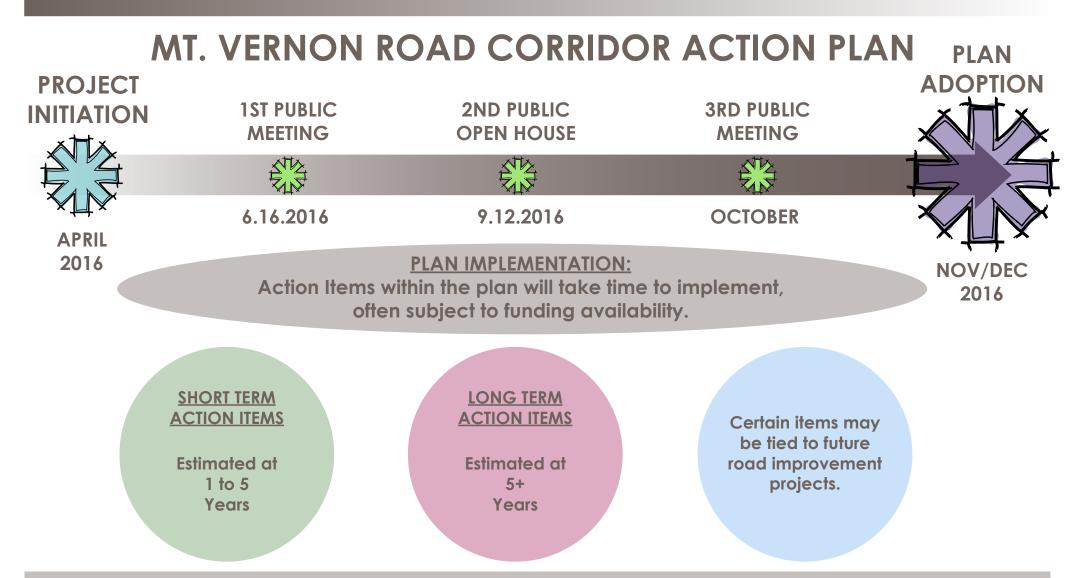
SUMMARIZED PUBLIC INPUT	ACTION ITEMS	DOT VOTING
Too much truck traffic		
Reduce truck traffic	Analyze and make improvements to reduce the number of and/or impact of the existing off-set street intersections.	A
• Speeding		
Traffic congestion	Reduce the number of commercial driveways that directly access Mt. Vernon Road and restrict left turns with a center median.	В
Lack of turn lanes	medium.	-
Not walkable	Establish a minimum standard street profile and right-of- way that accommodates 4 travel lanes, turn lanes, center	c
Lack of pedestrian crosswalks	median, sidewalks, and snow storage.	
More sidewalk connectivity	Create a plan to improve access to and use of public transit including bus stop locations and minimum necessary	
No room for/not safe for bikes	improvements to bus stop locations such as sidewalk accessibility, signage, benches and shelters.	D
Keep bikes off the roadway	Develop a plan to phase roadway, median, turn lane,	
Improve road and sidewalk maintenance	sidewalk, and crosswalk improvements with priority given to areas with the most congestion.	E
GOALS		
Improve traffic circulation and safety.	Require right-of-way dedication, street and sidewalk improvements, and driveway relocations at the time of development or redevelopment of adjoining properties.	F
 Increase walkability and safety for pedestrians and bicycles. 	Provide signage to delineate the preferred bicycle routes through and around the Mt. Vernon Road Corridor.	G



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



NEXT STEPS



Once adopted, the Mt. Vernon Road Corridor Action plan will serve as the guiding document for future initiatives in the Mt. Vernon Road Corridor.

A Corridor Action Plan focuses on a major transportation corridor that provides connectivity within the city. These plans provide an analysis of current conditions and a list of recommended actions to be taken to make improvements or address issues, and invite full public participation. Corridor Action Plans were identified through EnvisionCR (the City's Comprehensive Plan), which was adopted in January 2015 following extensive public feedback.



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE

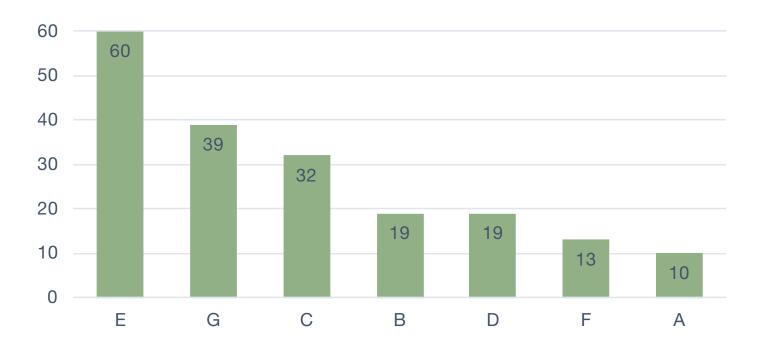








SUMMARIZED PUBLIC INPUT	ACTION ITEMS	DOT VOTING
Too much truck traffic	Analysis and make insurance to be reduced to a surely of	
Reduce truck traffic	Analyze and make improvements to reduce the number of and/or impact of the existing off-set street intersections.	A 10
• Speeding		
Traffic congestion	Reduce the number of commercial driveways that directly access Mt. Vernon Road and restrict left turns with a center median.	В 19
Lack of turn lanes	median.	
Not walkable	Establish a minimum standard street profile and right-of- way that accommodates 4 travel lanes, turn lanes, center	C 32
Lack of pedestrian crosswalks	median, sidewalks, and snow storage.	
More sidewalk connectivity	Create a plan to improve access to and use of public transit including bus stop locations and minimum necessary	D 19
No room for/not safe for bikes	improvements to bus stop locations such as sidewalk accessibility, signage, benches and shelters.	וש
Keep bikes off the roadway	Develop a plan to phase roadway, median, turn lane,	
Improve road and sidewalk maintenance	sidewalk, and crosswalk improvements with priority given to areas with the most congestion.	E 60
GOALS		
Improve traffic circulation and safety.	Require right-of-way dedication, street and sidewalk improvements, and driveway relocations at the time of development or redevelopment of adjoining properties.	F 13
Increase walkability and safety for pedestrians and bicycles.	G Provide signage to delineate the preferred bicycle routes through and around the Mt. Vernon Road Corridor.	G 39



MT. VERNON ROAD CORRIDOR ACTION PLAN 102 CITY OF CEDAR RAPIDS, IOWA

5.16 ACTION ITEM VOTING RESULTS - LAND USE

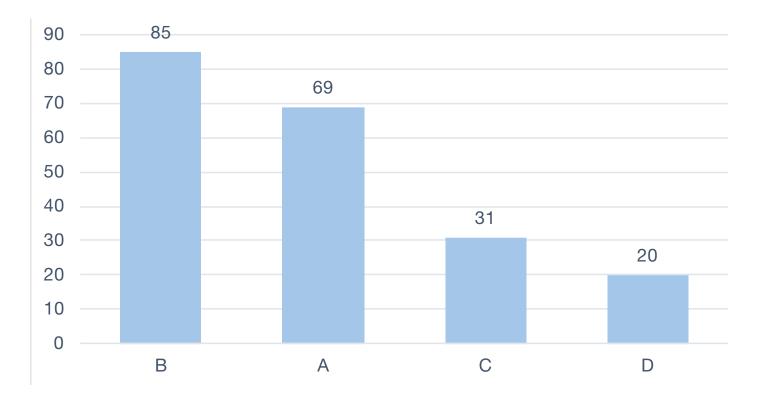
LAND USE & VX







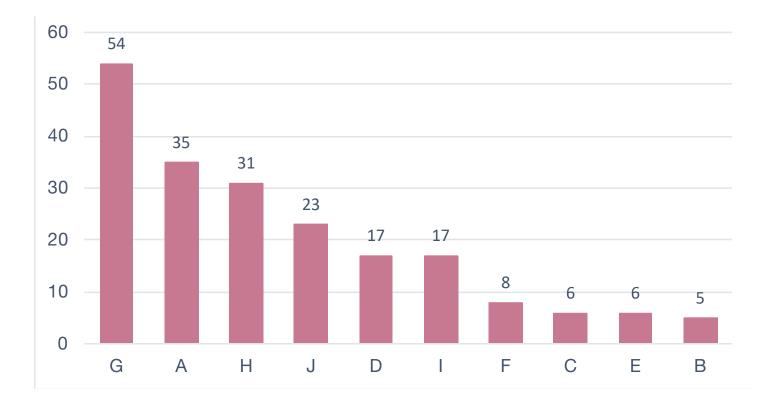
SUMMARIZED PUBLIC INPUT	ACTION ITEMS	DOT VOTING
Need more retail variety Redevelop vacant sites	A Establish design and use standards that support redevelopment on smaller lots, promote buildings that are in scale with the surrounding neighborhood.	A 69
 Provide incentives for businesses to develop Transition between land uses Buffer existing residential 	Restrict or prohibit uses that are not considered neighborhood friendly.	B 85
Restrict certain types of uses Limit large box type retail	Focus retail and multi-family development and redevelopment to major intersections and existing commercial areas.	C 31
More restaurants needed Lack of cohesiveness	Continue to track the effectiveness of standard City financial incentive assistance programs that can benefit redevelopment of vacant or existing sites.	D 20
Some areas are suitable for redevelopment Desire for local shops and boutiques		
Promote new retail development and redevelopment along the corridor. Encourage neighborhood scale and neighborhood friendly uses.		



103 MT. VERNON ROAD CORRIDOR ACTION PLAN CITY OF CEDAR RAPIDS, IOWA

CHARACTER

SUMMARIZED PUBLIC INPUT	ACTION ITEMS	DOT VOTING
Improve aesthetics	A Provide a unique sense of place through streetscapes, gateways, and signage.	A 35
Unattractive area		
Visible utilities	maintenance and joint marketing opportunities such as a Self-Supporting Municipal Improvement District (SSMID).	B 5
Improve property maintenance	Incorporate unifying plant materials throughout the Mt.	C 6
Need district signage	Vernon Corridor.	
Build on Historic Lincoln Highway	D Include Lincoln Highway identity as part of aesthetic improvements.	D 17
No cohesive architectural style or design		
Lack of character	Provide educational signage and/or landmarks at historical sites along the corridor.	E 6
Losing sense of place	Identify established neighborhoods and provide signage	F 8
GOALS	to celebrate these neighborhoods.	
	G When possible, bury overhead feeder lines and remove timber poles.	G 54
Improve the aesthetic appeal of the corridor.	Reduce the quantity and size of commercial signage along Mt. Vernon Road. Consider eliminating pole signs as a sign option.	H 31
Celebrate the historical significance of the corridor.	Plant additional street trees to unify appearance of Mt. Vernon Road where possible.	17
Reduce visual clutter along the corridor.	Evaluate the need for regular sidewalk and crosswalk inspection process and maintenance plan.	J 23



CITY OF CEDAR RAPIDS, IOWA

5.18 PUBLIC SURVEY COMMENTS - CIRCULATION

PUBLIC SURVEY COMMENTS RELATING TO CIRCULATION

Most Common Themes:

- Slow traffic
- Encourage walkability
 - Eliminate dead end walks
 - O Reduce number of driveways off of Mt. Vernon Road
- No bike lanes on Mt. Vernon Road
- Reduce truck traffic on Mt. Vernon Road (find alternate truck route)
- Improve paving along adjacent streets
- 15th/19th Street Intersections are in need of improvement
- No road diet
- Focus on functionality before aesthetics
- Rid the highway of trucks and slow traffic.
- When you restrict left turn in/out you greatly discourage any commercial use.
- Walkability Connecting streets east of 19th are in the ring where sidewalks were not required during development – get some sidewalks along our least connected streets. (City taking more feet of my front yard in Memorial Drive but not sidewalk) I object!
- Make Mt. Vernon Rd. a "bicycle free zone"! Please.
- Align 15th + 19th intersections or synchronize offset stop lights so left turns do not block Mt. Vernon Rd (May require three cycles of green like at Memorial Dr.)
- I can see that you're doing a great job to placate residents of this study areas, particularly in terms of Mt. Vernon Rd's use as a highway through Cedar Rapids. I think the community could use more education on the benefits in tax income by creating a neighborhood that is worth driving to rather than through, meaning slower traffic speeds and growing businesses along the corridor.
- Traffic studies may tell you this road needs widened, however a better study area would include the great driving facilities on nearby streets such as Bever Ave.
- Add bike lanes through the wider commercial areas of Mt. Vernon Road.
- The least impact (acquiring) on the more R.O.W.
- Correct curb by new Kum & Go.
- Why is there no signal light control on Mt. V Rd @ 26th St.?
- Circulation Action C would take out a lot of homes.
- Please add sidewalks in the whole area. It is dangerous for children walking to both schools.
- When I go for a walk most of the times I must walk in the street due to lack of sidewalks in the more residential area. I don't want to take a leisurely walk on Mt. Vernon Rd.
- Concern of requiring residential sidewalks residents responsible for cost then on other side giving businesses financial incentives and advantages.
- The curb on Mt. Vernon Rd west of 15th extends too far out into the street by a foot or more. It is dangerous every day; more so in the winter.
- Get the trucks off Mt. Vernon Rd. Be creative. Our road can handle some into downtown.
- Bikes should not be on Mt. Vernon Rd. Bever is a safe, smart route from 19th to 34th.

- Too many homes are being purchased by landlords.
- Get side streets fixed and paved (not with asphalt) soon... before all the prettification.
- This project needs to consider the total traffic plan in the area. Specifically, routing across the river via 42nd street and along Otis Road to improve development of that SE Area.
- Please focus on improving the street aspect of Mt. Vernon Rd., which will enhance commercial development improvements via a walkable (human scale) commerce oriented street. It needs to be less of a road, which just moves traffic.
- Anything to more the grain trucks off the road would be helpful as well.
- As Cedar Rapids and surrounding areas grow the Mt. Vernon Corridor will become more congested. Please widen road where possible to include turn lane East Post – 34th, 19th-Memorial.
- If you want to divert traffic off Mt. Vernon consider repaving 12th NE from 15th St. to 19th St.
- Try to get the grain trucks off Mt. Vernon. No bike lanes on the street.
- Keeping traffic levels down to maintain the quiet residential nature of the corridor.
- Right of way procurement is important. If you make it impossible to turn left on 15th and 19th, it would be very problematic. Bike lanes need to be addressed.
- I'm glad to NOT see a road diet in the plans. It needs to remain a thoroughfare.
- More action plans to phase roadway, median, turn lanes, sidewalks, crosswalks, with priorities to areas with the most congestion. Get the trucks off of Mt. Vernon Road.
- 15th Street SE intersection needs improvements to connect hard-to-cross streets, like 15th and 19th southeast streets. Both located off Mt. Vernon Road. Both have a lot of potential in the future.
- I would like to see reduced number/impact of existing off-set streets at intersections along Mt. Vernon Road and the number of commercial driveways off Mt. Vernon Road.
- Restrict left turns with a center median. Also on Mt. Vernon, improve access to use of public transit, including bus stop locations, such as, sidewalk accessibility, signage, benches, and shelters. Like to see rental property owners to keep sidewalks shoveled during winter to avoid injuries.
- I would like to speak for the average person who wants to get his kids to school on time, not be late to their
 job, and not have to waste more than an hour and a half driving per day; get bikes off the roads! They should
 be riding on the sidewalks so cars can travel with less obstruction and spend less time idling at intersections
 which causes cars to waste gas.
- Do not add, and when possible, remove center medians. Don't go to 2-way on 5th Ave.
- I believe that although our city wants to encourage Blue Zone beliefs, there are places in town that bicycles will never be safe. Nearly the entire Mt. Vernon Road Corridor, specifically on Mt. V Road itself, is unsafe for bicycle traffic. There are other ways through the corridor Bever Ave. etc. but I would highly discourage bicycle traffic on any portion of (Specifically) Mt. V Road.
- I would also like to emphasize walkability. This seemed to be combined with other features in our options to vote. Among other reasons, walking would reduce the need for parking.
- Need to consider elevating intersections like 15th and 19th. Square that off.
- Extend the turning lane from Memorial to 19th.
- Eliminate some smaller connecting streets between 19th and memorial. It will make the neighborhood much quieter and cut down on through traffic.
- Please consider the people who live in the neighborhood and how they use Mt. Vernon Road. Many of my neighbors are elderly and are afraid to drive on some of the newly configured streets. Bever Ave with the traffic calming devices of corner bump-outs are confusing to them.

PUBLIC SURVEY COMMENTS RELATING TO LAND USE

Most common themes:

- Encourage infill development
 - Create a greater variety of commercial stores
- Preserve the Ambroz Building
- Protect the existing affordable single family housing
- Create a stronger sense of pedestrian scale
- Discourage messy/overgrown/dilapidated properties
- Prevent the development of big box stores
- More single family homes toward the east end of Mt. Vernon Road.
- Select areas that will accommodate a use other than single family/multifamily. Change the zoning in advance of development to encourage the new use.
- Must change the zoning back to the first street off of Mt. Vernon Rd to allow sufficient room for new buildings and parking lots.
- On the property on Mt. Vernon Rd Just across from east post at junction No high traffic (Walmart)
 Propose Condo's etc.
- U-MI / 42nd Street East: No Commercial.
- Zeman Drive Good for condos.
- Incentive for new business!!!
- Encourage infill development. Thanks!
- Please preserve the Ambroz building! And do not turn it into an apartment complex.
- Also consider the commercial buildings True Value/Dollar General in the empty lot of Vernon Inn Such a
 waste of great space!
- Please do not change the land use of Memorial Drive eastward to 35th Street to multifamily development. You will wipe out a lot of affordable single family homes. I live at 721-30th Street SE & do NOT want large apartment complexes in my neighborhood. Our property values have already dropped and a lot of renters to not take pride or upkeep where they live. I already witness cars parked on front lawns.
- Do not allow Commercial/Mixed Use on U-MI C from 42nd Street eastward. This would be more suitable for residential use.
- Regarding Circulation Issue: I oppose Action C proposal as it would probably take out a lot of homes on Mt.
 Vernon Rd.
- Land Use No multi-family development from Memorial Drive to 35th Eastward.
- No Commercial/mixed use on U-MI C 42nd St. eastward.
- One of maps planning for multi-family housing North of Mt. Vernon Rd In 29th 34th St. area. That area is overwhelming single family development housing is in 1960's vintages. There is a fair amount of both retail and owner-occupied. Is this an area the city / residents do to maintain character of area rather than allow it to deteriorate as what happened to Wellington Heights / Moundview due to neglect by landlords, commercial, educational expansion and city departments police, housing, development.

5.19 PUBLIC SURVEY COMMENTS - LAND USE

- Revise the parking zoning so the CVS parking lot never happens again. So much dead space at the major intersections.
- More establishments to support future and enhance the appearance of the surrounding area, with entertainment like a bingo hall for residents, and visitors to enjoy while visiting Mt. Vernon Rd. Corridor area. Things like ice cream socials, neighborhood gathering, cook outs. Others like more neighborhood friendly gatherings in the area and a new Aldi store, recommendations for character improvements along Mt. Vernon Road. Streetscaping, branding, the historic Lincoln highway, building facades. Enhance the cleanliness and overall appearance of Mt. Vernon Road. Preservation, long-term maintenance of the corridor, energy conservations, exteriors that complement and enhance the future impact of the area and its surroundings.
- Area south of Mt. Vernon Rd. and East Post intersection *Residential*.
- NO BIG BOX STORES in this corridor, or further past it on county land... much of the retail we have is already unattractive.
- Work to attract businesses like coffee shops and restaurants they are sorely lacking (local restaurants not chain/fast food, etc.)
- Continue to promote new retail development and redevelopment along the corridor, like more retail variety. Limit of large box type retail.
- Right now along the corridor needs a way to encourage neighborhood scale, and focus with multi-family
 developments and redevelopment to major intersections and existing commercial areas, and continuing
 on tracking, effectiveness of City financial incentive assistance programs that one day could benefit
 redevelopments of vacant or existing sites.
- Restrict or prohibit uses that are not considered neighborhood-friendly.
- Would like to have Ambroz Center used for coffee shop; meeting place.
- Land at the end of East Post Rd's Mt Vernon Road Who owns? Great place to put pond, walking, biking, running trail. Maybe use pond for ice skating in winter with warming area.
- Do not remove or diminish single family homes to add multifamily structures or low income housing.
- Help promote neighborhoods that qualify for becoming Historical Corridor'ss, and eliminate future new construction that would deter a neighborhood from ever getting a landmark listing.
- Do NOT change "Land Use" zoning to make it possible for large commercial construction: is. The location
 where The Greek Place Restaurant was. Our neighborhood stopped the changing of the Land Use zoning
 to stop Kum and Go to go into that location. Neighborhoods should not lose the current feel that they have
 in order to put in inappropriate commercial expansions.
- Enforce all properties to maintain all structures on that said property. Properties should not be able to become uninhabitable or worse, turn down because of neglect.
- Keep future expansions for commercial building to local. Stop the growth of big box retail.
- Maintain Ambroz Center as Recreational Facility! Or museum/historical landmark about Cedar Rapids and Lincoln Memorial Highway and park (still use the space as meeting place and path).
 - o This would allow for "green" space in the area where it is lacking.
 - o Please no multi-tenant housing or commercial. It would conflict with aesthetics and be counter to the Character Action Items.

CITY OF CEDAR RAPIDS, IOWA

5.20 PUBLIC SURVEY COMMENTS - CHARACTER

PUBLIC SURVEY COMMENTS RELATING TO CHARACTER

Most common themes:

- "Clean up"
 - Trash Blowing
 - Scrapyard look
 - Utility Lines
- Make landscape/hardscape improvements
- Create a unified aesthetic
 - o "Lincoln Highway Identity"
- Encourage future development through aesthetic improvements
- Clean up the Residential Property on Mt. V Rd. that are unsightly.
- I would like to remove the trash at the corner of Memorial and Mt. Vernon.
- Tall weeds, dead trees, shacks, cars all over the lawns of homes, sidewalks covered in debris, empty lots not maintained.
- Please differentiate the corridor into 3 segments:
 - o Memorial East Commercial
 - o 19th to Memorial Historical Residential
 - o 10th to 19th The Hood? (Provide options for the three different areas)
- Bury the lines 19th Memorial.
- Remove ownership of the lots at the intersection of memorial the weeds are a foot tall Give incentive to those looking to make improvements.
- Trees for aesthetics more important than a theme.
 - o Make an open space like Newbo Market for gatherings, concerts, games fitting ex. At Memorial Drive section Terraced wall, seats, patio for public on any city owned land.
- Clean up Dick's Tree Service!!!
- Up-scape visually!
- So very glad to finally have the focus on this corridor. The SE side has been waiting for important development to encourage the neighborhood in positive experiences.
- Coffee shops, landscaping, patios, better traffic flow... we welcome that!
- If this is to become a gateway to CR the city should pay attention to the establishments and homes lining the corridor.
- I favor the 19th Street/Mt. Vernon Rd. ¾ Intersection Design.
- We do not need a huge archway or corner signage announcing we are in Cedar Rapids. It blocks a lot of view and creates maintenance costs.
- I like the idea of paving center medians. Plantings are hard to mow/maintain and look unkempt.
- How can we enforce zoning/nuisance abatement without making enemies of the neighbor? My next door neighbor at 725-30th St. SE continues to drag in junk/metal/old frigs, a junk car on a trailer and it looks like a salvage yard! (This is behind his house).
- Build on the character and history of this area.

- Do not allow this part of the city to lose ground. It has the most character of any part of the city.
- Please blow out the Lincoln Highway identity. We should celebrate this!
- Love the gateway marker idea and Lincoln Highway identifiers.
- Improve retail appearance Buildings and signs are unattractive and many have not had significant improvements for years.
- Work to enforce landlord owner properties and to encourage owner-occupied grants/funding for people to improve/maintain their property.
- Limit pole signs and restrict hours they can be on. Not after midnight.
- Trees to provide hedge to soften view out by Dick's Tree Service; other business buildings. These buildings serve their purpose well but are not that pleasant to look at.
- I would love for the planning to examine the amount of trash along the corridor. My home is at the east end of a long retail stretch, and the strong winds regularly blow a substantial amount of trash and litter into my yard (920 36th St.). Incorporating windbreaks into vast parking lots could help, and ensuring that receptacles are wind proof would make a difference.
- Business should also not be allowed to store refuse/trash in front of their business (Dollar General regularly does so).
- No matter how much we invest in improvements, with the amount of trash that blows along the road and parking lots, we will always be perceived poorly.
- Council needs to adopt limiting light (Like I.C. at night).
- Mt. Vernon Rd. Businesses should be cleaned up no more liquor stores, auto parts stores, etc. New development should reflect the character and nature of the existing neighborhoods and should not be allowed to decline or have negative impact on neighborhoods.
- Trash from proposed businesses we live at 920 36th Street across from the Tru-Value and Dollar General. We pick up bags of trash from our yard daily that are blown through the parking lots and alleyways of those businesses. With the improvements to those shops we would like measures to put in place to curb trash. Suggestions:
 - o Dumpster regulations (the businesses must have their dumpsters fenced in etc.)
 - o Hedges or wind breaks set up in landscaping to block trash from rolling through vast open parking lots.
 - o Tighter restrictions or enforcement of restrictions of nuisance codes such as not allowing boxes or packaging to be stacked at the front or back of the business.
 - o Only allow businesses that would produce little trash. However, this would be a last resort as we enjoy having the Tru-Value and Dollar General across the street.
- As for aesthetics, at 35 MPH we should be concentrating on our driving.
- Unified aesthetic would help accentuate the Mt. Vernon area character, distract from the "ugly" aspects of the street (such as the overhead utility lines and humble yellow median) and unify this area as a whole.

107 MT. VERNON ROAD CORRIDOR ACTION PLAN

OTHER

- Great layout and format tonight. Thank you!
- Residents along MVR should be at the top of consideration list. One always pushes "new and improved" to benefit people who travel through on residents (and tax paying owners) enough of CR is under concrete already – more land covered with concrete creates more runoff and flooding – example corner of MVR and 36-38th.
- Practical functionality my priority.
- This is such a heavily controlled process that it seems per-determined even if it's not.
- Do not diminish property values with your decision. We feel neglected near and around Mt. Vernon Rd.
- I think one important point to remember is that Cedar Rapids depends to a large degree for commerce and jobs to our corn and bean plants. That being said, Mt. Vernon Rd is a main artery for commodities moving in and out of town. We need to treat it like a main artery and not restrict the traffic or truck traffic. I can see some good ideas with more turning lanes and improvements.
- Take care of flood protection first.
- Thank you for providing opportunities for public input.
- Desire for local shops and boutiques, analyze for improvements to reduce traffic congestion and improve road and sidewalk maintenance. (fits into multiple categories)
- Thanks for your time and research to better the Mt. Vernon Corridor.
- Thank you for seeking our input.
- No more tax rebates (10 yr.) for development if developers need the tax incentives for development they should be required to reimburse the city for those rebates when they sell the property / business. Encourage neighborhood stabilization using tax to help low income/elderly to maintain their residence (paint, windows, roofing, etc.).
- Adding texture to sidewalks and pedestrian intersections would help less sighted individuals walk since they
 cannot rely on heavily for the loud traffic. The worst I heard was from the gentleman that said a round-about
 was being considered for Mt. V. Rd where it dumps into 10th St. or 8th Ave. You've got to be kidding with a
 school and hospital there.
- Leave Mt. Vernon Rd. alone.
- Use common sense.
- This was not very well publicized. More city people and development people from Des Moines then people
 of CR.
- At the highest elevation point it would be interesting to have a place for looking out over the neighborhood and the City. Either a tower (stand-alone) or outlook on top of a building. Line of sight could include Mt. Trashmore! Definitely an "out of the box" idea but don't you agree it would be a unique feature?
- Interested in being part of a Neighborhood Association.

5.21 PUBLIC SURVEY COMMENTS - OTHER

- Thank you for asking our opinion.
- We were unable to attend the open meeting this evening on potential changes for Mt Vernon Rd. We feel strongly that restaurants and grocery stores need to be added. Business thrives on competition. Currently Hy-Vee has no competition. We would like to see an Aldi and a Fareway here. We travel to Marion to shop at those two. The only time we purchase from Hy-Vee is if what we want can not be done at the previous two stores. On the whole costs at Hy-Vee are higher. We do enjoy the Market Place at Hy-Vee and The Vernon Inn and on occasion due to cost the Lighthouse. Our favorite was the now closed Cork n Fork. Otherwise restaurant choices are pretty much slim to none. It would be great to have a Panera. Please do not put in another auto part store, bank or credit union, or a Walgreens. We joke that CR has one of each of those on every corner in town......

CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN 108

5.22 PUBLIC SURVEY COMMENTS - ONLINE

ONLINE SURVEY COMMENTS

Below are the survey questions and correlating comments submitted for the online survey after the first public open house.

Are there any facilities, buildings, or land uses that do not blend cohesively with the surrounding area?

- None of the commercial properties blend. Not necessarily a bad thing?
- Please no big box stores, check cashing, tobacco, Goodwill type stores. Also, we do not need more ga
- Dick's Tree Service
- Several building with run down outward appearances.
- Powerlines/poles, no matter what you do to improve the area, if you leave them area will still be ug
- Dollar Gen/Ace Hardware building

Is there anything along the corridor you feel has a negative impact on property values?

- Tobacco stores & dollar stores. Tall weeds and grass. Abandoned commercial properties
- Ugly power lines and poles. Loud traffic and speeding. Side streets along Mt. Vernon becoming too bu
- Dick's Tree Service
- Widening the road and removing trees in front of homes. Makes the homes look low rent.
- Rental housing! No new multifamily housing as proposed 30th-36th St. !!! Crime, noise, ugly now.
- All the strip malls

Are there areas that are well suited for redevelopment?

- Vernon Inn lot. Dollar General/True Value. Used car/Laundry mat, 15-10th, 19th St. intersection
- Possibly east of 42nd street.
- Maybe East of East Post Rd.

What types of retail are missing or needed to serve travelers along this corridor?

- Brew pubs, restaurants, TRADER JOES, Coffee shops
- Better restaurants- Burger King is slow & food is terrible
- A drive through coffee shop would be great. And, a small grocery store like the Hy-Vee Drug Store.
- Small shops and local restaurants
- Sit-down restuarants, green space

Do you feel that the area is walkable? If not, what specific areas could be improved upon?

- Yes! Very easy to walk
- Not really walkable. If more lighting is added, please make it light pollution sensitive.
- Some areas don't have sidewalks and people walk along Mt. Vernon Road
- No. East of Memorial Dr. used to be nice and safe. Now more and more rental housing making unsafe.
- NO, between 8th and 19th SE

Is the area bicycle friendly? Should it be?

- Nope. Terrified to ride my bike on Mt Vernon
- No, not really. Only if truck traffic can be rerouted elsewhere.
- No. Unsure.
- The last thing our city needs is more irresponsible bicyclists who believe they "own" the road! No!

- No. Maybe
- It is not, and it should be.

Is congestion an issue along this corridor? If so, where

- 19th street intersection is always a mess.
- Yes. Especially 10th St. to 19th St.
- Yes. Terrible where it is only 2 lanes. Traffic lights poorly timed at E. Point Rd. 38,34,19th
- During the morning commute traffic backs up at 15th/19th street near the gas station.
- Yes, everywhere.
- Yes, when there's an accident, turning left between 8th and Memorial

Are there areas along the corridor that need to be better maintained (regarding aesthetic appearance or functionality)? If so, where?

- Medians, Vernon Inn lot, residential ROW from Forest to 19th
- All of it! Extremely ugly corridor that cannot be meaningfully improved without burying power lines.
- Need 4 lanes that also have added turning lanes.
- Rundown homes, tobacco shops, goodwill.

Are the road and sidewalk conditions satisfactory? Are there specific locations along the corridor that should be addressed?

- Please do not tear down Ambroz. Please restore and repurpose the building.
- No worse than all CR streets (terrible)
- Roads are terrible near R. Post.
- Sidewalks in places are too close to the road. Traffic moves fast, making it dangerous at times.
- 15th-19th St. needs work
- NO! It's bad when I observe a police escort for a man in a wheelchair because of no sidewalks!

Is there a sufficient amount of street lighting along this road?

- No more tobacco and dollar stores. We need restaurants and coffee shops!
- Yes
- Need more near East Post Rd and east to city limits
- Yes! Please consider light pollution if adding lighting.
- 273 Thunderbird Rd SE

Is noise a problem along this road?

- Another grocery option other than expensive Hy-Vee would really be appreciated.
- YES!!!!!
- Lots of loud grain semi's
- YES! Tremendous problem! Traffic, loud tenants in rental housing, fireworks year round.

06 APPENDIX D - PUBLIC OPEN HOUSE #3

6.01 OVERVIEW

A second public open house was held on November 9, 2016, to unveil the final recommendations of the Mt. Vernon Road Corridor Action Plan.



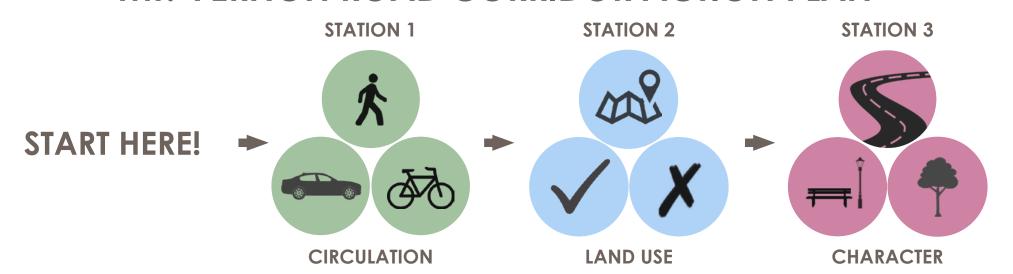




CITY OF CEDAR RAPIDS, IOWA

WELCOME!

MT. VERNON ROAD CORRIDOR ACTION PLAN





Please visit the three stations we have developed as part of the Mt. Vernon Road Corridor Action Plan: Circulation | Land Use | Character

Please use the comment form for any additional thoughts or comments that you may have. www.cityofcr.com (search Mt. Vernon Road)



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



111 MT. VERNON ROAD CORRIDOR ACTION PLAN

ACTION PLAN FOCUS AREAS

CIRCULATION











It is recommended that efforts to increase the walkability of the corridor address components such as bicycle circulation (including alternate route identification), sidewalks, crosswalks, public transit, Right-of-Way, and other variables that contribute to the safety of pedestrians and cyclists alike. Roads along the corridor should be suitable for all users and all modes, providing ease to individuals using all transportation types. Walkability assessments may also take into account the proximity to amenities as well as population and intersection density.

LAND USE











It is recommended that current land uses be maintained where practical as to not negatively impact the existing single-family residential in the area. Future residential and commercial development should be carried out in an effort to provide fluidity and cohesiveness in the surrounding area. Developing the area along Mt. Vernon Road to promote connectivity and organization will allow Mt. Vernon Road to be viewed positively by both residents and visitors of the area.

CHARACTER











Recommendations for character improvements along Mt. Vernon Road include streetscaping elements, branding (emphasizing the historic Lincoln Highway), building façade improvements, as well as generalized efforts to enhance the cleanliness and overall appearance of Mt. Vernon Road. These enhancements will serve to create an identity and sense of place for Mt. Vernon Road and the surrounding community. It is recommended that private development follow standards that contribute to the quality, preservation, and long-term maintenance of the corridor. These efforts may include but are not limited to green building, energy conservation, and exteriors that complement and enhance the appearance of the surrounding area.



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



MT. VERNON ROAD CORRIDOR ACTION PLAN

PUBLIC INPUT SUMMARY - CIRCULATION

CIRCULATION







ACTION ITEMS VOTING RESULTS 70 60 50 40 30 20 10 G

ACTION ITEMS

- Develop a plan to phase roadway, median, turn lane, sidewalk, and crosswalk improvements with
- G Provide signage to delineate the preferred bicycle routes through and around the Mt. Vernon Road
- Establish a minimum statistical stress planes, center median, sidewalks and snow storage.
- B Reduce the number of commercial driveways that directly access Mt. Vernon Road and restrict left turns with a center median.
- Create a plan to improve access to and use of public transit including bus stop locations and minimum necessary improvements to bus stop locations such as sidewalk accessibility, signage,
- Require right-of-way dedication, street and sidewalk improvements, and driveway relocations at the time of development or redevelopment of adjoining properties.
- Analyze and make improvements to reduce the number of and/or impact of the existing off-street intersections.

DRAFT ACTION ITEM DESCRIPTIONS

- Work with paving for progress projects and other Capital Improvement Program (CIP) projects to implement improvements based on funding and greatest impact to reduce congestion.
 - o Areas of concern have been identified as 15th Street through 19th Street and Memorial Drive intersection
- Implement comprehensive alternative bike route for cyclists traveling along the Mt. Vernon Road corridor from East Post Road to 8th Ave. SE.

Develop signage both along the alternate route and directing cyclists from Mt. Vernon Road to the alternate route.

At the time of development or redevelopment, acquire Right-of-Way (ROW) on the South side of Mt. Vernon Road to meet ideal standard profile as identified in this document.

Develop Mt. Vernon Road corridor roadway plan identifying locations of turn lanes, center medians, pedestrian bump outs, crosswalks, paved medians, landscaped medians and reduced commercial driveway access to Mt. Vernon Road.

Implement phased roadway plan.



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



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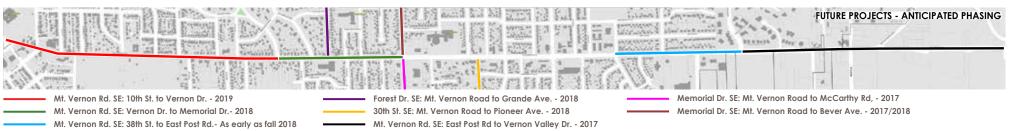
MT. VERNON ROAD CORRIDOR ACTION PLAN

CIRCULATION









15TH AND 19TH STREET INTERSECTION IMPROVEMENTS ARE PART OF THE 10TH STREET TO VERNON DRIVE PROJECT SHOWN ABOVE







CIRCULATION AFTER 15TH AND 19TH STREET SHORT TERM INTERSECTION IMPROVEMENTS

The diagram to the right illustrates the vehicular traffic patterns at the Mt. Vernon Road intersections of 15th Street and 19th Street after improvements have been made. Each of the three colors represents the general directions available for travel; east/north (dark orange), west/south (orange), and south/west (yellow). The long term improvement, if constructed, will allow left turns from Mt. Vernon Road to travel south on 19th St.





MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



MT. VERNON ROAD CORRIDOR ACTION PLAN 1114 CITY OF CEDAR RAPIDS, IOWA

6.04 CIRCULATION ACTION ITEM BOARDS

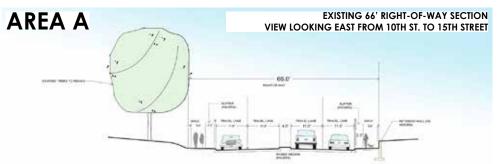
MT. VERNON ROAD CORRIDOR ACTION PLAN

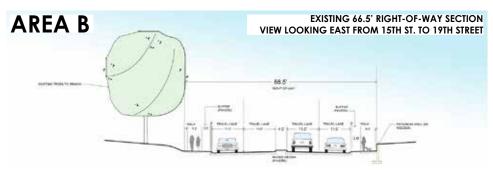
CIRCULATION

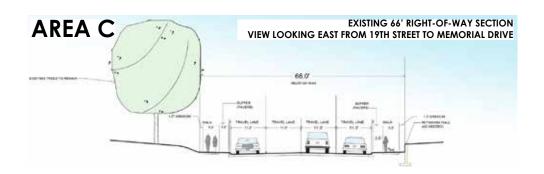


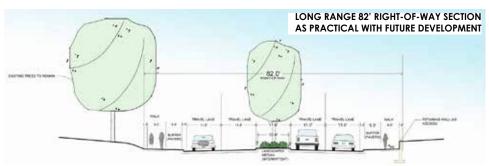
















MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



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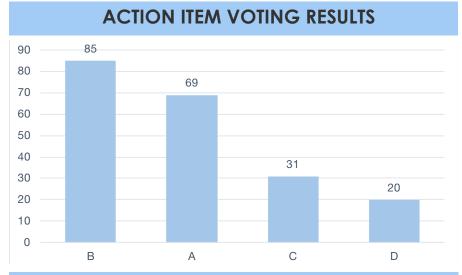
MT. VERNON ROAD CORRIDOR ACTION PLAN PUBLIC INPUT SUMMARY - LAND USE

LAND USE









ACTION ITEMS

- Restrict or prohibit uses that are not considered neighborhood friendly.
- Establish design and use standards that support redevelopment on smaller lots, promote buildings that are in scale with the surrounding neighborhood.
- Focus retail and multi-family development and redevelopment to major intersections and existing
- Continue to track the effectiveness of standard City financial incentive assistance programs that can benefit redevelopment of vacant or existing sites.

DRAFT ACTION ITEM DESCRIPTIONS

- As part of ReZone Cedar Rapids, evaluate the appropriate mix of land uses and tools to ensure quality development.
- Utilize the ReZone Cedar Rapids project to explore the development of form-based zone districts that align with the goals and vision of the plan and encourage mixed-use, retail and residential development and redevelopment along the corridor.



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



6.05 LAND USE ACTION ITEM BOARDS

MT. VERNON ROAD CORRIDOR ACTION PLAN LAND USE Conceptual Land Use Diagram PUBLIC / SEMI-PUBLIC OPEN SPACE (A) COMMERCIAL / MIXED USE DEVELOPMENT FOCUS AREA B MULTI-FAMILY DEVELOPMENT FOCUS AREA Multi-family Development Focus Area Commercial / Mixed Use Development Focus Area



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE

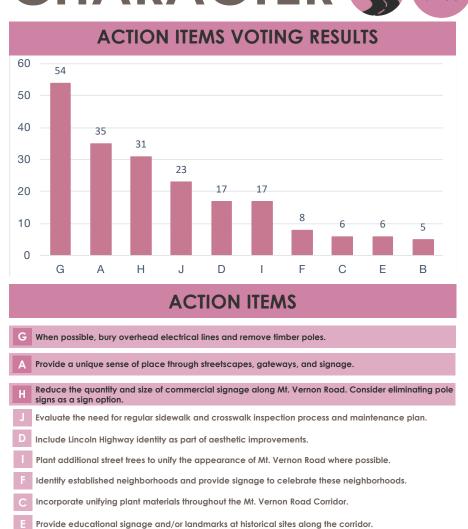


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MT. VERNON ROAD CORRIDOR ACTION PLAN

PUBLIC INPUT SUMMARY - CHARACTER

CHARACTER



Identify future funding resources for enhanced maintenance and joint marketing opportunities such as a

Self-Supporting Municipal Improvement District (SSMID).

DRAFT ACTION ITEM DESCRIPTIONS

Work with utility companies to bury lines as part of phased roadway construction.

Develop form-based zone districts.

As part of ReZone Cedar Rapids, develop zone districts that outline massing and form standards, as well as site design standards that address building and parking placement, screen, signage, lighting and landscaping.

Consider a branding study to determine an appropriate brand for the Mt. Vernon Road district.

- Give tribute to the historic Lincoln Highway.
- o Provide unique brand that captures the essence of the history of this part of Cedar Rapids and provides the catalyst for a fresh new outlook moving forward.

Develop a streetscape plan.

- Identify primary gateways.
- Develop a unified planting plan.
- o Assess street and pedestrian lighting needs. Develop a unified lighting plan that coordinates with the City's aesthetic streetlight standards.
- o Provide unified pedestrian amenities along the corridor.
- o Provide consistent use of design, colors and materials for elements such as retaining walls, signage, lighting, benches, and trash receptacles to develop a cohesive corridor
- Study the City's sign ordinance as part of ReZone Cedar Rapids.
 - Explore ordinance changes to limit or eliminate pole signs and reduce the size of signs along the Mt Vernon Road Corridor.



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



MT. VERNON ROAD CORRIDOR ACTION PLAN 118 CITY OF CEDAR RAPIDS, IOWA

MT. VERNON ROAD CORRIDOR ACTION PLAN

CHARACTER S





















Special Paving at Selected Areas

Landscaping at Center Median









Branding at Center Median



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE

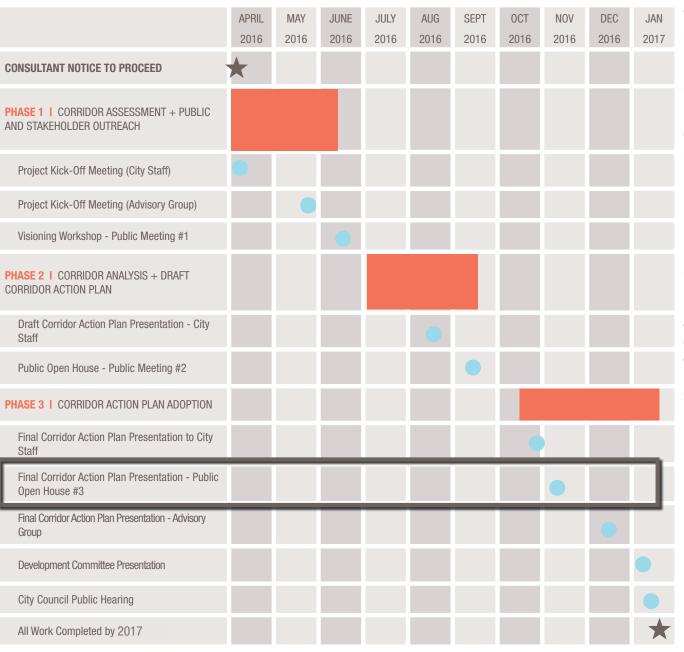


NEXT STEPS

MT. VERNON ROAD CORRIDOR ACTION PLAN

KEY DATES KEY MEETINGS

LEGEND



Thank you for attending the Mt. Vernon Road Corridor Action Plan public open house held on November 9, 2016.

Your valuable input is key to the success of this plan. Shown to the left is the overall schedule for this project. As highlighted on the project schedule, this is the third open house.

Once again, thank you for visiting each of the stations provided here today, and pleasevisitheprojectwebsite for continued updates and to provide any additional feedback at:

www.CityofCR.com (Search Mt. Vernon Road)



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



NEXT STEPS

MT. VERNON ROAD CORRIDOR ACTION PLAN

PROJECT INITIATION

APRIL

2016

1ST PUBLIC MEETING

2ND PUBLIC OPEN HOUSE

3RD PUBLIC OPEN HOUSE



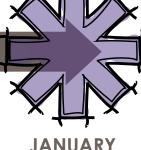
9.12.2016

11.9.2016

6.16.2016

PLAN IMPLEMENTATION:

Action Items within the plan will take time to implement and are often subject to funding availability.



PLAN

ADOPTION

2017

SHORT TERM ACTION ITEMS

Estimated at 1 to 5 Years

Examples of Projects in this category Completion of improvements to 15th Street SE and 19th Street SE intersections. Development of form-based zoning districts.

LONG TERM ACTION ITEMS

Estimated at 5+ Years

Examples of Projects in this category Completion of comprehensive streetscape improvements.

* Completion of bicycle facility improvements related to the corridor.

Certain items may be tied to future road improvement projects.

Once adopted, the Mt. Vernon Road Corridor Action plan will serve as the guiding document for future initiatives on the Mt. Vernon Road Corridor.

A Corridor Action Plan focuses on a major transportation corridor that provides connectivity within the city. These plans provide an analysis of current conditions and a list of recommended actions to be taken to make improvements or address issues, and invite full public participation. Corridor Action Plans were identified through EnvisionCR (the City's Comprehensive Plan), which was adopted in January 2015 following extensive public feedback.



MT. VERNON ROAD CORRIDOR ACTION PLAN CONFLUENCE



MT. VERNON ROAD CORRIDOR ACTION PLAN

CIRCULATION

- Need to reduce as many roads connecting to Mt. Vernon Rd as possible...do in conjunction with commercial development as opportunities develop
- Agree that traffic flow, turn lanes are very important.
- Going to 72' ROW will result in taking many residences. Is that practical?
- 19th St NEEDS to be aligned. The City purchased property at the intersection years ago with this in mind. Why not do it now?
- The high priority on traffic flow comes at the expense of economic growth, the presentation of property values, and the reduction of crime in Wellington Heights over the past decade. More broadly, the priority given to traffic flow undermines every other goal expressed by the public for the Mt Vernon Rd corridor. Walkability, and the long-term resiliency and economic development walkability makes possible are incompatible with a high-speed road (They are not at odds with a high traffic road. Only a high-speed road.) You can either move traffic quickly or you can have high quality reinvestment and redevelopment. You can't have both.
- Mt Vernon Rd should be reduced to three lanes between 15th St and Memorial, with city led investment in improving sidewalks. The speed limit should be reduced to 25 MPH, with a road design that encourages drivers not to speed.
- McCarthy, Otis, Beaver, and 3rd Ave should be considered as alternative routes to help absorb future growth
- Please maintain 4 lane road east to East Post Rd. Since two-way entrance at Hy-Vee has created a problem, either restrict to incoming traffic only, or to incoming and east bound exiting traffic.
- When Hy-Vee adds a gas station, this will exacerbate the problem; traffic at the service station near Mercy Hospital was re-directed to reduce problems, and it would seem sensible to have Hy-Vee cooperate in an appropriate manner.
- Recognize that "bump-outs" are a dumb idea and rather than make more get rid of the ones we have. For instance, turning from Memorial Drive right on to Bever Ave. I live on Bever and and can't understand why we have them. One must make a wider turn to go around the bump out.
- Forget medians till Mt. Vernon Rd is much wider.
- Nice to have plan, but please upgrade both stoplights at 19th St, delay the 2nd light in both direction to allow traffic to clean after the 1st light turns red.
- No median! Allow left turns!
- Keep bicycles off Mt. Vernon Rd!
- Road improvement/circulation needs to be done first. This would provide the blank canvas for development and encourage businesses to look at potential opportunities.
- Can there be an alternative route for grain trucks? Could there be a separate staging area (similar to cell phone area at airport) so they aren't along 6th St SE?
- I still say focus on function, practicality.
- Safe, viable bike access but they don't mix well with high traffic speed of Mt Vernon.
- Kinda tough to get walkable neighborhood with a raceway for a main street.
- How about a trail connection to Van Vechten Park from Mt. Vernon Road between 21st St and 23rd St to create something to go besides ball fields?

6.08 PUBLIC COMMENTS - CIRCULATION

- Saw some young teens racing and honking. An accident waiting to happen. Streets like 34 Street, Mt.
 Vernon Rd are not race tracks.
- Round about needs to happen at 10th Street.
- 5 lanes from 10st to Memorial Drive needs to happen with the amount of traffic there is on this street.
- Left turns at 19th St and 15th closing them is a good idea for safety but this will limit getting on 8th or Memorial Drive SE.
- Round about by Mercy-10th St needs to be explored
- Encouraging center turn lane by businesses (Ex. Goodwill area) Should be done all the way Memorial and downtown for safety reasons and decrease accidents
- Can Otis Road be developed to create a truck route for Cargill and Penford? How can we take some of the truck traffic off Mt. Vernon Rd? Do we know the patterns of track traffic? Where they come from, go to, and why? How many could find a better route or are these routes simply habits?
- Don't use medians to block access to side streets along Mt. Vernon Rd.
- I see/hear of goals of moving traffic quickly/efficiently in increasing quantities. Also goals of putting in retail/commercial and getting people to come, stop, and stop. Are these goals contradictory?
- Thank you for long-term plan for increasing lane width. Very necessary in winter when lanes are even more narrow because snow is not pushed all the way off the street.
- Curve on Mt Vernon Road at 15th St is still too tight. West bound vehicles in left lane almost always go over the line into right lanes causing vehicles in right lane to slam on their brakes to keep from being hit. Even worse if semi-trailer tractor is traveling west. No room at all for a vehicle to be beside them as they enter the curve.
- Right of way connecting Green Valley Terrace to Mt. Vernon
- Not a ton of restricting left turn from Mt. Vernon to 19th St. Overflow at 15th St!

CITY OF CEDAR RAPIDS, IOWA MT. VERNON ROAD CORRIDOR ACTION PLAN 1/2/2

6.09 PUBLIC COMMENTS - LAND USE

LAND USE

PLEASE do not destroy my neighborhood of 43 years! The Multi-Family Development Focus Area is not acceptable to me or my neighbors who have worked hard for what we have. The majority of us own our homes. You widened Mt. Vernon Rd to five lanes in our area. We thought this phase was going to be more about widening Memorial Dr. to 10th Street Se. We were SHOCKED to find you want to congest Mt. Vernon Rd with the Multi-Family Development Focus, which will create more traffic and congestion, destroying our neighborhood. We thought that's what you were thinking about improving. NOT wiping out 10 blocks of homes.

It just doesn't seem right that you can wipe out all our hard work, our dreams, and now our early years of retirement with a black marker on a piece of paper. We've been married 43 years, both worked jobs as a secretary and a fabricator. Our last jobs we were at for 32 years. We worked hard to achieve what we have. We paid off our home are ready now to just enjoy life and then the attached document appeared wiping out our retirement dream.

For all the undeveloped area of Mt. Vernon Rd from Memorial Drive to Highway 13 we can't believe you are so ready to destroy what we worked so hard to have.

Since you have no focused Mt. Vernon Rd in 43 years we have lived in the area please rethink doing this 'FOCUS' on undeveloped land.

Sincerely,

A very concerned neighbor

Dear City Planners,

Please do not tear down Ambroz Community Center. Also, please do not turn it into multiple family housing. The building and it's grounds should be preserved and restored to its original glory. AND THEN...the property should be turned over to Jourdan Jiruska so that she can make it her personal residence. She promises to have great events and will open them to the public. Think of the Great Gatsby...only Gatsby will be Jiruska and she won't get shot at the end.

I'll be happy, the building will be happy and the people of Cedar Rapids will have a place to do the Charleston and drink mint juleps.

Seriously, thank you for putting so much thought and care into planning a better Mt. Vernon Rd Corridor. This area is well overdue for a change of culture and a better sense of community. Your plans seem to consider that greatly. Very excited to see this progress!

- Add a big box store at E. Post Rd and Mt. Vernon!
- Big box! Big box! Big box!
- It's ridiculous to have to drive to SW/NW/Marion for this type of shopping
- NOT MF Dwellings
- At minimum, court Aldi to get an alternative to Hy-Vee high prices for the mid-low income working stiff
- More places to eat and shop would be very nice to sit down, sit down restaurants not just fast food
- Some street scaping and nicer signage would be nice as well
- Not real happy about a bunch of apartments being built
- Rather than full redevelopment allow SFH's along Mt. Vernon Rd from 19th St to 26th St to be converted into businesses
- The City should use financial incentives for commercial façade restoration or remodeling. Goodwill is a high quality mid-century structure (for example) and using TIF or historic tax credits/grants to repair and restore its façade would dramatically improve the look of Mt. Vernon Rd. Same goes for the shopping center with True Value.
- Rather than full redevelopment allow SFH's along Mt. Vernon Rd from 19th St to 26th St to be converted into businesses
- If you ever allow a multi-family apartment development, don't do everything "high-end". There needs to be more affordable housing in this city. Also, areas at apartments for playgrounds.
- Can there be incentives for local, small businesses to locate in the commercial areas?
- Major concern regarding the idea of multi-family/apartments where Ambrose Center currently sits. Also concerned with multi-family apartments where Family Dollar and Smokin' Joe sits.
- Owner occupied housing is essential in these areas (if its housing at all) due to the current state of housing
 on the other side of 19th St, in regard to Vernon Heights. If apartments start to creep up Mt. Vernon Rd, the
 likelihood that residents in historic Vernon Heights will leave increases because property values are at risk.
 Current houses in Vernon Heights are priced between \$200,000 up to 1 million dollars. Check the accessors
 website—those numbers are accurate and the SE side needs this neighborhood to stay that way.
- Ambroz Center—it only makes sense for the building to be used in some other way being that it is currently vacant. However, the neighborhood behind it is very nice with 200-600 thousand dollar single-family homes. I fear having apartments right there. I feel that having rental style housing in that area and the area where Goodwill and Smokin' Joes is would be expanding transition housing. This would NOT be ideal. It will surround one of the few neighborhoods on the SE side with potentially unstable people and make people no longer want to live in the neighborhood.
- I would be fine with Ambroz center becoming: condos, retirement (age restricting) housing, Raygun like area, or restaurant.
- NOT APARTMENTS.
- Protect established neighborhoods from overdevelopment. Make sure all who live in the area are contacted and notified of meetings regarding land use changes. Property owners surrounding land use areas have rights.
- The Ambroz Center site should NOT be developed for multi-family housing-not an apartment building!
- Developments South of Mt Vernon and East Post intersection single family—no multi-family.

MT. VERNON ROAD CORRIDOR ACTION PLAN

6.10 PUBLIC COMMENTS - CHARACTER

CHARACTER

- Like the idea of branding Mt. Vernon Rd...this can be done soon!
- I like the idea of identifying as the Lincoln Highway area
- The sidewalks along Mt. Vernon Rd are in need of care. They are grown over and cracked and have water and sand and soil in them.
- Will there be any signage recognizing Mt. Vernon Rd as the Lincoln Highway?
- The City should use financial incentives for commercial façade restoration or remodeling. Goodwill is a high quality mid-century structure (for example) and using TIF or historic tax credits/grants to repair and restore its façade would dramatically improve the look of Mt. Vernon Rd. Same goes for the shopping center with True Value.
- Regarding street Character—if you decide to remove light poles (a good idea because it eliminates blind spots), then you should not add a lot of tall signage showing where you are. One low sign saying Cedar Rapids at the east city limits would be enough to let drivers know they have arrived in CR.
- Also, periodic placement of benches for bus stops or even pedestrians would be a good idea and encourage "Blue-Zone initiative" walking. Also, place trash cans along Mt. Vernon Rd to encourage everyone to keep the area clean. I walk, but do not want to carry someone else's trash a mile to my home.
- Encouraging the reference to history with signable (Lincoln Highway).
- Keep trees, plant trees and bushes for aesthetics. Pollution and noise control. Maintain walkability of area. 19th Street L-T plan excellent—a mean bottle neck move (?)
- Especially at Mt. Vernon, being target lately. Throwing trash and littering.
- To Better improvements in the future? Trash cans, benches, bus shelters. Segmental retaining wall, branding signage, and site furnishings.
- Access street and pedestrian lighting needs a unified lighting plan with street lights stands and also pedestrian amenities along the corridor, like Bingo Hall and eating places. Aldi's food store.
- Emphasizing the historic Lincoln Highway to create an identity and pride and sense of place for Mt. Vernon Rd and surrounding community and energy conservation. Be kinder neighbors.
- Protect established large trees along streets. They provide valuable shade for buildings. Reduce power use
 for cooling and clean the air. It does us no good to create walkways that destroy the canopy we want to walk
 under. Can we curve sidewalks to go around trees? Are there other sidewalk materials that would be both
 useful and less stressful on the "ground base" of a tree?
- At the first meeting, I provided comments regarding concerns about the noise levels in the area around and just west of 34th street. I know for a fact that a lot of other people did as well, because I saw them on the post-it notes attached to the maps were comments were being solicited, and also knew a number of neighbors who also attended that meeting and provided comment. During the 4 1/2 years I have lived in these neighborhood, the noise level due to traffic on Mt Vernon Rd has increased drastically. I do not think I am imagining this because it is a point I paid special attention to in deciding where to buy a home. Furthermore, neighbors have commented on this and there have been letters to the editor in the Gazette. I feel strongly that this is important in maintaining the atmosphere of a residential neighborhood. Yet I see nothing in the plan that speaks to mitigating and managing the issue in the future.
- Don't' waste money on arches and oversized signage that tells people they are entering Mt Vernon Rd Corridor. Styles quickly become out dated. Structures over the road can be hit by traffic—especially large trucks. Large medians with trees in them could be simply targets for traffic to hit also. Please think simpler more understated.
- Will there be any signage recognizing Mt. Vernon Rd as the Lincoln Highway?

OTHER PUBLIC COMMENTS

- This plan is on the right track!
- One request. When the commercial/business section is being renovated (this is the businesses west of 36th St) that some wind breaks or medians be placed in the parking lot. Currently, we live on 920 36th St and the parking lot is so vast and open that we get trash that blows into our yard from as far west as the Casey's gas stations. Regulation that also limits boxes and refuse from being stored out front can also help this. Currently, the dollar store stores empty boxes out front that inevitably blow into our yard.
- Because the corner at Memorial Drive and Mt. Vernon Rd is an elevated spot, I think some sort of elevated viewing structure would be exciting. For example, during the recent flood, people wanted to see what was going on. To be able to look out over our fair city, to view the new facilities that will be developed in the former Sinclair property and on Mt. Trashmore would be a great attraction.
- Three lanes good, four lanes bad.
- I came to the first meeting in June but was unaware of the second meeting in September. Only knew of tonight's open house because it happened to show up on my FB feed. Don't know how to do it but it seems more and better communication might be in order.
- I have lived on Clark Rd SE, 4 blocks north of Mt Vernon Rd since moving to Cedar Rapids from out of state 4 1/2 years ago. I attended the 1st public session on this project in June but did not attend the 2nd session since there was no notice of that meeting. I would expect I would have seen any notice since I have been on the e-mail list from the city that provides notification of such meetings (this was how I learned of the 1st and 3rd meetings). Since I have all of those e-mails going back to the 1st of the year, I was able to check back and found there was no notice of the 2nd meeting in September. Also, none of my neighbors knew of that meeting either.
- Other than the traffic changes at the 15th and 19th street intersections, I find most of the recommendations to be so general and vague, they could be used to justify almost in type of future change the whim of the moment called for. My understanding is that this project was to provide a vision for a cohesive plan for future development of the Mt Vernon Rd Corridor. With the plan being so vague and general in nature, that anything can be justified in it, I do not think it will have much value for that purpose and I wonder what we are getting for the time and money being spent on the effort.
- Since I moved to Cedar Rapids, I am hearing over and over how the city seeks to promote citizen input, yet I have seen all too many instances where citizens provided input only to be ignored. I hope this is not another similar case of that.

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6.11 PUBLIC SURVEY COMMENTS - ONLINE

PUBLIC ONLINE SURVEY COMMENTS

Below are the survey questions and correlating comments submitted for the online survey after the second public open house.

Are there any facilities, buildings, or land uses that do not blend cohesively with the surrounding area?

- Several businesses add to value but planning is not done well, some restrictions on building type?
- Decide if we want highway or neighborhood. If highway, don't waste public \$ on signage, lights & plants

Is there anything along the corridor you feel has a negative impact on property values?

- Line poles look terrible. lack of new business. Traffic congestion
- Turning the road into a highway that prioritizes through-traffic. We need to slow the traffic down.
- Empty lot across from CVS apparently now being a used car lot looks trashy

Are there areas that are well suited for redevelopment?

- Several but area by Hy Vee @ 42nd St could be local business campus.
- Memorial Drive through to the East.

What types of retail are missing or needed to serve travelers along this corridor?

- Shopping, restaurant, history of Lincoln Highway.
- Locally owned boutiques and restaurants that face the street, with parking in the rear.

Do you feel that the area is walkable? If not, what specific areas could be improved upon?

- No. Too much traffic and dust. Area from 42nd St to Forest Dr needs improved.
- NOT walkable. Slow traffic speeds. Add buffers and bike lanes. Ornamentally enhance sense of space.
- Sidewalks are cracked, covered in glass, have to duck underneath the trees hanging over

Is the area bicycle friendly? Should it be?

- No. Should be. Traffic to intense to enjoy.
- It is NOT and it SHOULD BE, particularly from Memorial Drive east. We know 10th-19th is a challenge.
- No. And it should be if you want to stop filing police reports on bikes being hit by cars.

Is congestion an issue along this corridor? If so, where?

- 19th St area and from 34th to east Post Rd
- Yes. If we want to improve congestion, encourage use of parallel roads, or remove intersection access

Are there areas along the corridor that need to be better maintained (regarding aesthetic appearance or functionality)? If so, where?

- The whole road. Traffic drives too fast, line poles look awful. Better retail planning.
- This form doesn't allow enough room to make comments.

Are the road and sidewalk conditions satisfactory? Are there specific locations along the corridor that should be addressed?

- From 42nd St to 19th St not walk friendly. Loud traffic, better crosswalks.
- Memorial Drive!!

Is there a sufficient amount of street lighting along this road?

Needs to be upgraded and make neighborhood friendly better aesthetics.

Is noise a problem along this road?

- Yes, big trucks and speed add to noise.
- No

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07 APPENDIX E - TECHNICAL ASSESSMENT

7.01 TECHNICAL ASSESSMENT AND ANALYSIS

Mt. Vernon Road Corridor Action Plan

Technical Assessment and Analysis of Existing Conditions

Executive Summary

Though a teaming relationship with Confluence, HR Green has engaged in a high level assessment and analysis of the existing conditions of transportation infrastructure, water service, sanitary service, and stormwater management for the study area. The approach to evaluate these conditions are based on a combination of reviewing existing reports and studies, engaging staff representatives, and providing insights based on our professional observations and experience. The findings summarized below are associated with the most substantive in terms of serving current or anticipated new development within the study area.

Transportation: Several public documents including the Paving for Progress Plan, Complete Streets Design Manual, EnvisionCR, and related materials were used to identify consistencies and conflicts with study area. Information was also secured through the Corridor MPO and Iowa Department of Transportation to evaluate traffic movements, conditions, and accident data. The results and recommendations of these efforts are summarized below:

- Right-of-way is insufficient for a primary arterial road;
- Sidewalk facilities require improvement throughout corridor;
- Offset intersections are primary safety concerns, particularly 19th Street and 15th Street;
- High-volumes of mid-block traffic incidents indicate a need for access management improvements; and
- Paving for Progress offers a key opportunity for the reconstruction and improvement of the corridor. Construction likely to start in 2018.

Water Service: Current water service data was obtained from the City. In addition, the representatives from the Utility Department were contacted to evaluate current service to the area and identify any planned improvements or replacement projects slated for future construction. Documents such as the Paving for Progress Plan were reviewed to determine if road repair plans were also envisioned for water main will be replaced with other projects. The findings and recommendations from this effort are summarized as follows:

- Right-of-way is insufficient for a primary arterial road;
- Sidewalk facilities require improvement throughout corridor;
- Offset intersections are primary safety concerns, particularly 19th Street and 15th Street;
- High-volumes of mid-block traffic incidents indicate a need for access management improvements; and
- Paving for Progress offers a key opportunity for the reconstruction and improvement of the corridor. Construction likely to start in 2018.

Water Service: Current water service data was obtained from the City. In addition, the representatives from the Utility Department were contacted to evaluate current service to the area and identify any planned improvements or replacement projects slated for future construction. Documents such as the Paving for Progress Plan were reviewed to determine if road repair plans were also envisioned for water main will be replaced with other projects. The findings and recommendations from this effort are summarized as follows:

- Water mains will be replaced along the corridor from 19th Street to 26th Street;
- Additional water main in the vicinity of the corridor will be replaced and upsized to increase service ability in the area;
- Existing storage and water supply is adequate to serve the corridor; and
- Fire protection is adequate along the corridor.

Sanitary Service: Representatives from the Public Works Department were contacted to identify current service issues in the project area and determine what, if any, improvements were planned. Adopted plans were also considered in this assessment. The summary that follows highlights some of the more substantial findings and recommendations:

- Current service is adequate to the corridor;
- Additional improvements are to be made from 15th Street to 17th Street and east of East Post Road to provide better access to the sanitary main for the properties; and

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• Odor issues are a concern for the area but the City is working to increase air handling capacity to reduce odors from leaving plant.

Stormwater Management: The City GIS storm infrastructure data was used to conduct on-site review of current stormwater management infrastructure and performance within the project limits. Identification of stormwater management practices was also assessed for abutting properties. A summary of these observations and findings from existing data are summarized below. In addition, these findings are contrasted with potential locations of best management practices and identification of possible opportunities to improve stormwater management for the area.

- Existing drainage issues are located at the Goodwill near Forest Drive and 38th Street SE;
- Storm water improvements will be made in coordination with Paving for Progress projects along the corridor;
- Several storm water Best Management Practices (BMPs) could be implemented throughout the area, in particular at two local schools, Erskine and All Saints; and
- Any improvements made along the east end of the corridor should be made in concert with the Indian Creek Master Plan.

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Transportation

Introduction

The City of Cedar Rapids and The Corridor MPO have both identified Mount Vernon Road as a primary corridor within the Cedar Rapids area. Additionally it has been determined that this roadway requires improvements to accommodate future travel demand and direct the amount and type of urban growth desired. The *Envision CR* plan, the comprehensive plan for Cedar Rapids outlined its intentions for the corridor within its transportation sub-plan, *Connect CR*. Connect CR calls for a "corridor action plan" for several key arterial streets within the city and selected Mount Vernon road as one of the short-term achievable goals they wanted to address first. This was then echoed within the Connections 2040 Long-Range Transportation Plan (LRTP) from the Corridor MPO. Mount Vernon Road is one the foremost priorities for the Cedar Rapids area.

The Mount Vernon Road corridor is a 4-lane arterial (with a fifth center turn lane between Memorial Dr. and 38th St.) that conveys between 15,000 and 20,000 vehicles daily. For this volume, a typical roadway would need at least 4 lanes, usually with turn lanes at major intersections. Mount Vernon Road currently meets this minimum requirement, sans turn lanes in some places, but additional study may reveal a need for additional capacity to accommodate future travel demands. The speed limit is 35mph throughout the corridor, again typical of a roadway of this volume and arterial functional class. A higher speed limit could bring additional capacity to the corridor, but it would likely decrease safety due to pedestrian traffic and numerous direct access points to businesses/residences; therefore, it is recommended to remain at 35mph.

Mount Vernon Road extends through two different types of primary land use. East of Memorial Dr., is primarily commercial usages, and west of it is mostly residential. While these land-uses may have different transportation needs, that does not mean that Cedar Rapids cannot make a cohesive corridor out of Mount Vernon Road. The *Envision CR* plan identifies the area along the corridor as "medium-intensity" urban development, in the future, which refers to a mix of residential and commercial uses with more shopping and transportation choices in close proximity.

To achieve a cohesive corridor that will efficiently accommodate future growth and traffic needs, in addition to conveying the image the community desires, there are five main methods the transportation experience may be improved. These avenues of improvement are: Emphasis on Multimodal Transportation, Sidewalk Accessibility, Intersection Design, Access Management, and Streetscaping/Placemaking.

Emphasis on Multimodal Transportation

Both Connect CR and the MPO's LRTP clearly emphasize the need for "complete streets" that allow and encourage multimodal transportation. Multimodal transportation includes public transit, as well as non-motorized forms of transportation such as walking or biking. Right now, the Mount Vernon Road corridor is heavily focused on vehicular transportation. It does not convey bicycle or pedestrian traffic particularly well, and while the corridor is served by the Route 9 and Route 2 buses from Cedar Rapids Transit (CRT), ridership could certainly be better served.

There are 30 CRT bus stops within the limits of the study area. Only the Forest Dr. stop has any form of furnishing (a bench). There are no bus shelters in either the commercial or the residential areas. Some of the stops are not even located along a sidewalk, such as near 17th Street on the south side of Mount Vernon Road. CRT could increase the efficiency and safety of the corridor during peak-hours by providing bus bump outs or redoing the stop locations. Ideally, a bus stop is located at a clearly defined landing, a concrete pad that extends to the edge of the curb so a rider can easily step off from their waiting place to the bus. Only 5 of the 30 existing stops have concrete pads, and 18 are not located at a street corner. These stops located within the grassed parkway may be more difficult for disabled and elderly riders - two demographics most likely to need public transit. Potential trip destinations such as Hy-Vee on 42nd Street, other commercial developments, and areas near schools or parks are the highest importance for stop improvements.

The average transit rider will only walk about a quarter of a mile to a reach a transit stop, fortunately the spacing of bus stops along Mount Vernon Road rarely exceeds a half mile.in that most are less than a half mile. However, without inviting and accessible sidewalk accommodations the chance of them riding is significantly reduced. Better sidewalk accommodations will make the biggest difference in transit availability to the community, and help convert many "choice riders".

Bicycle transportation is not effectively served within the Mount Vernon corridor, at the moment. The road is too busy for cyclists to comfortably share the road, and with a speed of 35mph it may be somewhat dangerous for them. Unfortunately, the sidewalk along the corridor is incomplete and unsuitable for bicycle traffic, and there are no trails running parallel to the corridor. The City's *Master Trails Plan* identifies a trail along East Post Road and Dalewood Avenue as a potential parallel corridor to keep bicycles off of Mount Vernon Road, and then diverts them along Memorial Drive either to Van Vechten Park or Bever Avenue. In 2007, Linn County Regional Planning Commission published a *County Trail Plan* that identified rural Mount Vernon Road, outside city-limits, as a priority trail corridor. The county's trail would tie into the Sac and Fox trail along the Cedar River. These could certainly help recreational cyclists moving between regions, but it fails to serve many of the residents living along the corridor.

Bike facilities are not required as part of the City's *Complete Streets Policy* but they are recommended when contextually appropriate. A primary corridor to Cedar Rapids, with mixed uses, that terminates near downtown is certainly a case where it should be strongly considered.

A pedestrian walking path could serve pedestrians as well as help build a cohesive corridor for non-motorists. The majority of the corridor has right-of-way (ROW) wide enough to accommodate a street with a new 6' sidewalk on both sides set 5' behind the curb, 4 lanes of traffic, and a 10' to 11' median back from the road (82' total ROW), on the other side (See Figure 1). The barrier may be decorative; it does not need to resist vehicle accidents but merely serves to delineate the road and the sidewalk better. For vehicle safety though, the barrier would ideally still resist vehicle intrusions or purposefully fail to reduce risk of injury to the driver. This configuration could work with ROW sections as narrow as 72' with proper lane configuration.

Along the residential portion of the corridor, the ROW width is merely 66' and is not appropriate for a major arterial such as Mount Vernon Road, the standard in Cedar Rapids is 80'-100' of ROW width. As such, it is recommended to acquire new right-of-way as situations warrant (e.g., redevelopment opportunities that involve ROW), within the area between 15th St. and Memorial Dr. since sidewalk compliant with the American Disabilities Act, and Cedar Rapids design standards, would not be able to fit within that space. If new ROW is required to meet applicable sidewalk standards, then it would not be unreasonable to consider acquiring enough to implement a shared-use path instead of a sidewalk.

The last component of multimodal connectivity, especially as it relates to Complete Streets is the pedestrian element. Pedestrian accessibility is needed for the success of a transit network, provides additional access to local schools and businesses, and contributes to building robust communities. The Mount Vernon Road corridor has numerous locations where specific improvements could be made to better accommodate pedestrian travel, which will be discussed in the Sidewalk Accessibility section.

Sidewalk Accessibility

The City of Cedar Rapids' Complete Streets Policy requires the inclusion of multimodal transportation considerations for major road improvements, the bare-minimum of which is accessible sidewalk facilities. The American Disability Act (ADA) and the resultant *Accessibility Guidelines for Pedestrian Facilities in the Public Right Of Way* (PROWAG) require certain elements when implementing sidewalk and other pedestrian facility design. It controls running and cross slopes, ramp sizes, available turning spaces, facility widths, and vertical/horizontal clearances. Current ADA standards require that any new construction, reconstruction, or major rehabilitation of streets with adjacent non-compliant sidewalks be corrected.

The Mount Vernon road corridor has abundant amounts of non-compliant sidewalk facilities, and any work within the context of this corridor action plan would necessitate the associated sidewalk improvements to meet the ADA and PROWAG standards. There are 9 intersections that lack curb ramps entirely, shown in Table 1, and many of the existing ramps at other intersections still may not be fully compliant.

Table 1: Intersections Lacking Curb Ramps

<u>Intersection</u>
9 th Avenue/14 th Street
15 th Street-East
15 th St- West
Camburn Ct.
17 th Street
18 th Street
19 th Street- East
19 th Street- West
Vernon Drive
Knollwood Drive
Forest Drive

Other existing issues include potentially adverse cross-slopes, missing segments, lack of turning spaces, and non-compliant widths. Certain intersection layouts, such as those at 19th Street and 26th Street, are not conducive to pedestrian travel either. Intersections where the road jogs and creates a single combined intersection are extremely perilous for pedestrians because it is difficult to drivers to anticipate the proper crossing locations as well as safely navigate the intersection in regards to vehicular traffic. Table 2 below references those intersections and potential challenges.

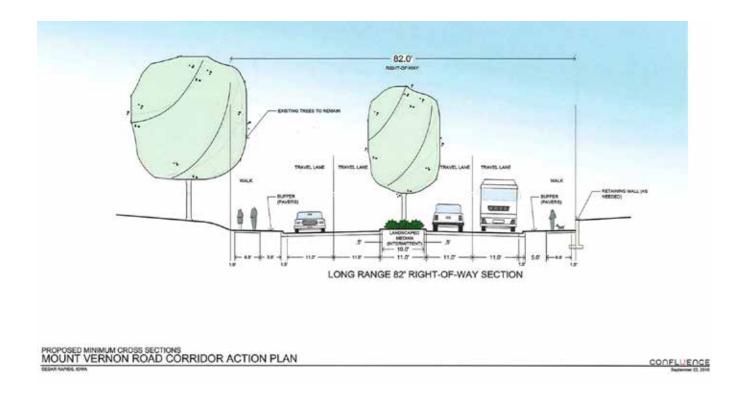
Table 2: Potential Pedestrian Safety Issues

Location	<u>Issue</u>
9 th Avenue to 15 th	Potentially Adverse Cross-slope, poorly defined sidewalk region
Street	adjacent to curb, non-compliant driveway crossings
15 th Street to 19 th	No Sidewalk along south side
Street	
19 th Street to Memorial	Large sections of sidewalk with non-compliant sidewalk widths
Drive	
Knolwood Drive to 25 th	Lacking distinct sidewalk characteristics, numerous objects
Street	obstructing clear-zone for both road and sidewalk
25 th Street to Memorial	Utility poles in sidewalk, violating horizontal clearance requirements
Drive	
Mid-block between	Actuated school crossing lacks adequate advanced warning, needs
25 th Street and 26 th	to be restriped. Signal lights are located in an odd fashion.
Street	Eastbound traffic has the lights hung AFTER the crossing.
Memorial Drive	Busy intersection, should have defined crosswalks
Intersection	
36 th Street	No School crossing, residents to south would need to walk over to
Intersections	34 th or 38 th even though the school is located directly off of 36th
38 th Street to East	Non-compliant widths, missing section
Post Road	

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Ideally, sidewalks would be completely reconstructed with unified vision and standards throughout the corridor as part of any future actions. Given the existing and expected mixed uses along Mount Vernon, it would be appropriate to implement a 5' wide sidewalk along the entire length which is consistent with the Compressive Trails Plan. The sidewalk would be set back approximately 5' from the road for safety, as well as snow storage purposes; at least where available ROW allows.

ROW is limited within certain sections of the corridor; certain areas may be more difficult to implement an ideal sidewalk solution. Figure 1 illustrates several potential design typical sections that would be appropriate for use in the study area. The residential section along the Oak Hill Cemetery presents a particularly difficult challenge because the ROW is only 66' wide, houses are fairly close to the property lines on the north side, and the terrain along the cemetery is fairly steep, the cemetery has multiple retaining walls along its frontage. There are also graves near the lot line in the north-west corner of the cemetery. In this case, a narrower application of sidewalk could be used, but in order to provide ADA-compliant sidewalk, 66' of ROW will not be sufficient. A minimum of 68' (75' at intersections) is required, and Cedar Rapids design guidelines recommend at least 80' for an arterial roadway. Close coordination with the cemetery and neighboring property owners will be essential to tying the corridor through to its western termini.



Intersection Design

Intersection design is integral to the efficiency and safety of a transportation corridor, not just for motorists but pedestrians, cyclists, and transit riders as well. Some intersections have already been identified in *Envision CR*, *Connect CR*, and the *2040 Corridor MPO LRTP*. Both plans heavily emphasize the 19th Street intersection in particular, the double-light configuration, the way it forces through-traffic to turn left onto a busy street, obstructed sight-lines, and no sidewalk crossings make it quite dangerous to all forms of travel. The past five years, have seen 16 accidents at this intersection despite the cross traffic coming from south only reaching about 2,000 vehicles a day, annually. Based on this evidence 19th Street should be the highest priority for safety improvements within the corridor.

Other intersections identified in the Envision CR plan include Memorial Drive and 34th Street, both of which are classified as major collectors. These are both acknowledged not just for potential safety concerns, but as important opportunities for placemaking and developing character for the corridor. Memorial Drive has some sight issues due to its steep approaches, and could use better pedestrian crossings. In addition, 34th Street seems to suffer from the disparity in traffic volumes and sheer size of the paved region within the intersection; additional lane control guidance in the form of striping and signage as well as access management near the intersection could help reduce the number of turning conflicts and friction near the intersection. For these intersections, it may also be wise to mount traffic lights on the near side of the intersection. This provides additional visibility and assists drivers in better anticipating stop conditions, particularly with the rolling terrain and the many distractions of commercial development.

The Mount Vernon Road Corridor is quite dangerous for vehicular traffic, with 282 accidents along its length over the past five years. Of this total, 200 accidents effectively occurred within intersections, detailed in Table 3. Three key intersections, including 19th Street, Memorial Drive, and 34th Street, stand out in particular because of their higher volumes. The other standout intersections are the western termini of the Mount Vernon Corridor, 10th Street/8th Avenue, and the 15th Street intersection. The 10th Street/8th Avenue/Mount Vernon Road intersection is difficult to maneuver due to its triangle-shaped configuration, with limited sight distance along the curve and is currently under study for a roundabout design to improve safety and efficiency. In addition, 15th Street has a staggered intersection much like 19th Street; with numerous sight obstructions, nearby access points to several businesses, poorly implemented medians, is on the edge of a curve, and has to contend with the neighboring Camburn Court intersection. Between both of 15th Street's crossings, there were 27 separate crashes in the past five years, the most of any location in the corridor. It is recommended that this be another primary safety improvement along Mount Vernon.

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Table 3: Traffic Incidents by Intersection

Intersection	# of Accidents within 100'
10TH ST SE & 8TH AVE SE	20
15TH ST SE & MT VERNON RD SE-EAST	18
19TH ST SE & MT VERNON RD SE-EAST	16
34TH ST SE & MOUNT VERNON RD SE	16
MEMORIAL DR SE & MOUNT VERNON RD SE	11
15TH ST SE & MT VERNON RD SE-WEST	9
EAST POST RD SE & MOUNT VERNON RD SE	9
MT VERNON RD & WILDER DR	8
FOREST DR SE & MOUNT VERNON RD SE	7
14TH ST SE & MT VERNON RD SE	6
30TH ST SE & MOUNT VERNON RD SE-WEST	6
19TH ST SE & MT VERNON RD SE-WEST	5
20TH ST SE & MOUNT VERNON RD SE-WEST	5
25TH ST SE & MOUNT VERNON RD SE-WEST	5
40TH ST SE & MOUNT VERNON RD SE	5
42ND ST SE & MOUNT VERNON RD SE	5
25TH ST SE & MOUNT VERNON RD SE-EAST	4
32ND ST SE & MOUNT VERNON RD SE	4
44TH ST SE & MT VERNON RD	4
23RD ST SE & MOUNT VERNON RD SE	3
26TH ST SE & MOUNT VERNON RD SE-EAST	3
26TH ST SE & MOUNT VERNON RD SE-WEST	3
30TH ST SE & MOUNT VERNON RD SE-EAST	3
31ST ST SE & MOUNT VERNON RD SE	3
38TH ST SE & MOUNT VERNON RD SE	3
LINCOLN HTS DR & MT VERNON RD	3
MOUNT VERNON RD SE & VERNON DR SE	3
17TH ST SE & MT VERNON RD SE	2
CAMBURN CT SE & MT VERNON RD SE	2
KNOLL ST SE & MOUNT VERNON RD SE	2
20TH ST SE & MOUNT VERNON RD SE-EAST	1
21ST ST SE & MOUNT VERNON RD SE-EAST	1
21ST ST SE & MOUNT VERNON RD SE-WEST	1
28TH ST SE & MOUNT VERNON RD SE	1
33RD ST SE & MOUNT VERNON RD SE	1
39TH ST SE & MOUNT VERNON RD SE	1
43RD ST SE & MT VERNON RD	1
KNOLLWOOD DR SE & MOUNT VERNON RD SE	1

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The illustration cited below (Figure 2) references 19th Street/Mt. Vernon Road intersection; however, the intersection at 15th Street also exhibits similar characteristics of the dangers associated with offset intersections. The study area has a total of eight offset intersections, many of which have substantial accident history. Improving the safety of offset intersections can often be a large undertaking, though. Determining the best corrective measure for each intersection requires additional study, but some options may include acquiring the corner properties and realigning the road, roundabouts, or using Access Management Techniques such as reconfiguring the intersection into a J-turn. Realligning the road is ideal, but in most cases is not feasivble. The best option then is blocking left turn movements through restrictive medians, which would prevent the riskiest maneuvers in said intersections. 15th Street in particular is a prime candidate for a restrictive median preventing left turns based solely on the added safety and low through traffic volumes. Restrictive medians and J-turn configurations should be further investigated for each of the other offset intersections, particularly if they cannot feasibly be realligned.

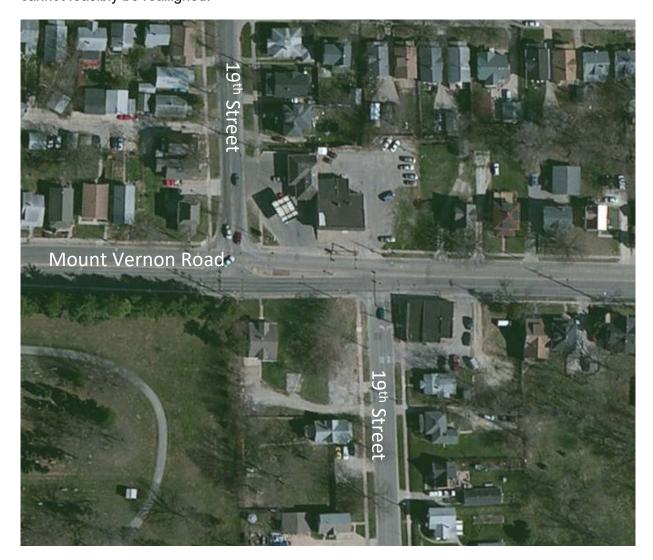


Figure 2: Mount Vernon Road & 19th Street, Offset Intersection Example

For other intersections not of this type, it is recommended that the City create consistent expectations for drivers through a standard road typical-section, more signage, and better signal configurations. Adjustments to road profiles during reconstruction or rehabilitations could also help improve visibility of intersection conditions leading up to an approach. Reducing variability along the ROW helps drivers perform better by reducing the amount of information they need to process while driving. The number of signals within the corridor are appropriate for the cross-traffic volumes and functional classifications but additional study could be done on the signal coordination and timing to ensure optimal performance. Measures, such as these, can contribute to helping prevent drivers from making mistakes.

Access Management

Of the 282 traffic incidents within the past five years along Mount Vernon Road, 81 were not within 100' of an intersection. This is rather unusual for a major arterial road, especially with the large number of intersections there are within short distances of each other. Table 4 identifies concentrations of mid-block incidents and potential causes. Mid-block collisions, such as these are typically indicative of Access Management issues.

Table 4: Mid-Block Incident Concentrations

Location	Incidents within past five years	Potential Causes
Between 8 th Ave and 9 th Ave	4	Curve sight distance, poor access management of businesses on north side, confusing approach to Y intersection.
200' East of 21st Street	6	High density of residential drives with obstructing foliage and landscaping
Between Knollwood Dr and Forest Dr	4	Sight obstructions on the residential properties to the north, poorly configured commercial drives to the south
225' East of Memorial Dr	5	Poorly configured commercial entrance to the south
Between 40 th St and 42 nd St	18	Most likely high volume entrance of Hy-Vee with potential sight obstructions. Confusing Mercy Care entrance and sight obstructions along strangely configured lot may also contribute.

Access Management refers to controlling driveways, alleyways, and lower volume roads that have direct access to major roadways. Mid-block driveways create undue friction for drivers, particularly in high-volume corridors, because it drastically increases the variability in driver behavior and information both motorized and non-motorized traffic must consider. Issues with access management typically arise in older parts of cities where residences empty directly onto an arterial street or in commercial districts where each business maintains a separate entrance, despite their close spacing, and sometimes even when sharing a parking lot. These "curb cuts"

can be confusing to navigate and reduce the safety benefits of a clear road edge. Table 5 cites roadway segments where specific access management concerns are noted.

Table 5: Location and Associated Potential Access Management Issues

Location	Potential Issues
9 th Avenue to 15 th Street	 High density of curb-cuts. Driveways are long, particularly with curb-adjacent sidewalk; fails to clearly communicate where vehicles will be moving to/from. Alleys with poor sight-lines.
15 th Street to 19 th Street	Narrow median prevents all cross streets and driveways from turning left. Would not prevent intentional/accidental crossings.
19 th Street Intersections	Long driveways, separate driveways for shared parking lots.Driveway in signalized intersection.
21 st Street to Forest Drive	 High density of curb-cuts. Numerous residential drives closely spaced. Poor visibility due to foliage and landscaping obstructions.
Knollwood Drive to 25 th Street	 High density of commercial drives. Several drives fail to clearly communicate the potential for vehicle access. 4 driveways all connected to one combined parking lot. Driveways in intersections. Confusing with Fire-station signal. Multiple sight obstructions within clear zone, near driveways.
Memorial Drive to 36 th Street	 Redundant driveways serving the same businesses Multiple entrances to combined parking lots.
39 th Street to East Post Road	 Redundant driveways serving the same business Multiple entrances to combined parking lots. Poor visibility due to foliage and landscaping obstructions.

The City of Cedar Rapids could improve safety within the corridor by instituting regulation of direct access to Mount Vernon Road in commercial areas, and encouraging the reconfiguration of parking lots and commercial driveways when road improvements or redevelopment is being proposed. Policies should encourage access to be primarily off of local and collector roads, when possible, and to consolidate driveways for large parking lots, especially shared facilities. In residential areas, the City should enforce clear-zone and setback regulations so that there is adequate visibility for persons entering and exiting their private driveways. Another factor that could help with access-safety is a clear and consistent road typical section, so that deviations from the regular parkway are clearer to passing drivers.

The MPO's 2040 LRTP programmed turn lane improvements in the commercial corridor from 38th Street to 42nd Street. Controlling left-turn movements can be very beneficial, especially for high density traffic attractors, like Hy-Vee. According to the Federal Highway Administration's Transportation Research Board, 63% of access related crashes involve left-hand turns. The use of medians and two-way left turn lanes can reduce these accident rates by 40%-70% (*lowa*

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Department of Transportation, 1997, Access Management Research and Awareness Program: Phase II Report) and businesses in corridors that have applied access management in the form of medians or two-way left turn lanes typically see no change to the businesses. Some businesses even reported increased sales. In high traffic periods left-turns are already virtually non-existent due to difficulty; access management actually increases safety and reduces traffic friction, making people more willing and able to stop.

U-turns are 25% safer than turning left directly after exiting a driveway (*Lu, J., et al.,* Methodology to Quantify the Effects of Access Management on Roadway Operations and Safety, 3 volumes, prepared by the University of South Florida for the Florida Department of Transportation, 2001.). As such, during the design of any future Mount Vernon Road improvements, the use of access control techniques such as medians and barriers should be explored. Strategic placement of medians and openings to allow access to important destinations and U-turns for local traffic could help maintain, or even improve, level of service in addition to increasing safety, both in residential and commercial areas. Medians should be a minimum of 5' wide to prevent accidental or intentional crossings, allow for snow storage, and can be an excellent opportunity for streetscaping projects.

Streetscaping and Placemaking

Streetscaping and placemaking is more than aesthetically pleasing furnishings for a corridor, it can help communicate the lay of the land better to improve safety and efficiency. Accentuated pedestrian crossings and bike lanes via paint or pavers are very common, because it makes the function of that pavement distinct from the rest of the street. Streetscaping can also help tie the yards of residents to the street without completely ruining their appearance, and can be used as a method to lessen the emotional impact of large ROW acquisitions. The previous sections of this report outline several physical improvements that are excellent opportunities for streetscaping.

In the Emphasis on multimodal transportation section of this memorandum, the recommended transit improvements include better landing pads for riders to wait on and the addition of furnishings such as benches or shelters. These improvements could include visually appealing elements, such as pavers or colored concrete; to help identify the locations, distinguish them from the sidewalk/roadway, and provide breaks in in the landscape to help with way-finding, in addition to being an amenity to riders. The proposed shared-use path for pedestrians and cyclists can incorporate many visual elements to make it more appealing to them, again through use of furnishings, landscaping, color, and material. If the narrower ROW section is desired, the barrier could be done with an ornamental fence (which would break away safely on impact) or a concrete barrier (that could also resist vehicle impacts) with a visually appealing shape or pattern stamped into it.

The pedestrian improvements in the Sidewalk Accessibility section require an expanded parkway along the edge of the road. The sidewalk would be set-back 5'-6' from the back of curb, providing room for roadside trees, grass, decorative light-poles, furnishings, or landscaping improvements. Using this space effectively to emphasize the corridor will be important to tying it

together cohesively. This area could also be used for non-traditional and aesthetically pleasing storm-water management techniques such as rain gardens or bio-swales. Providing monuments and furnishings at intersections, and the strategic use of material and paint can also help emphasize and increase the safety of pedestrian crossings.

Lastly, the Access Management section suggested the use of medians to control left-turn movements. These medians provide ample opportunity for vegetative improvements like trees, shrubs, and grasses, if not ornamental walls or paving materials. One other option is the use of ornamental lighting fixtures mounted in the center of the median to provide concentrated lighting to the road as well as help it be a more inviting and consistent space. Driveways could receive similar treatments to the median or bus-stops to emphasize them through the use of small, non-sight-obstructive furnishings, painted curbs, or pavers.

The largest challenge logistically for many of these right-of-way improvements such as sidewalks, shared use paths, furnishings, landscaping, and vegetation is the presence of utility poles along the entirety of Mount Vernon Road. Virtually any solution to improving the transportation efficiency and safety of the corridor would already necessitate the mass relocation or burial of utilities, the addition of streetscaping further necessitates it. Early coordination with utilities is recommended for such a focused and monumental undertaking as the proposed Mount Vernon Road corridor improvements.

Paving for Progress and Construction Opportunities

Much of the proposed transportation improvements actually have an excellent opportunity to be constructed within the near future. In 2014, Cedar Rapids published a 10-Year capital improvement plan, titled *Paving for Progress*, which planned to spend \$180 Million from a local-option sales tax on transportation improvements. The plan used pavement management strategies and software modeling techniques to determine an optimized spending plan over the 10-years to maximize public benefit. The findings of this model identified much of Mount Vernon Road as an ideal investment. According to the plan, approximately half of Mount Vernon Road (1.3 miles of the 2.7 mile-long corridor) has a Pavement Condition Index (PCI) indicating "Poor" or "Very Poor" condition. The overall condition of corridor, however, is considered "Fair" (immediately east of Memorial Drive is in good condition, due to its fairly recent construction). The worst portions of road are west of Memorial Drive, and east of 39th Street.

All of Mount Vernon Road, except between Memorial Drive and 38th Street, is programmed for reconstruction or rehabilitation work within the plan. The alignment west of Memorial Drive will be completely reconstructed in Phase 1 (2016-2018) and Phase 2 (2019-2021) of Paving for Progress. East of 38th Street, Mount Vernon Road may receive major rehabilitation work in Phase 2 or Phase 3 (2022-2024). The Paving for Progress funding is only eligible to be spent on road related costs, so streetscaping and utility work would not be included, but the funding is still a fantastic opportunity to have a large-scale project such Mount Vernon Road completed, considering the most expensive parts of the roadway will be taken care of.

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Water Service

The water distribution system for the area of interest, along Mount Vernon Road from 10th Street to 44th Street, was reviewed to evaluate existing infrastructure, identify service constraints, and determine projected future needs. The main generally runs along the middle of Mount Vernon Road from 10th Street to Memorial Drive. East of this location the distribution main runs along the north edge of Mount Vernon Road. A map is included, in attached Figure 3 indicating the pipe size and location.

The Mount Vernon Road Corridor is currently served by a series of 10-inch, 12-inch, and 16-inch lines. The main on the western half of the corridor was constructed in the 1920's. The main along the eastern half of the corridor was constructed circa 1950. All of the water main installed in the 1920's was cast iron piping. Pipe installed after this time was either cast iron or ductile iron. Both cast and ductile iron pipe can have a useful life of over 100 years. The pipe in this area is still able to provide adequate service, but nearing the end of its useful life in the next 10-30 years, according to the City of Cedar Rapids Water Division.

There are approximately 45 hydrants along the corridor, in the area of interest. The majority of these hydrants have been replaced in the last 20 years. There are several that date back to the 1950's. As long as fire hydrants are properly maintained and serviced, a fire hydrant can typically stay in service 30 to 50 years. The City inspects hydrants regularly and replaces them as needed.

The study area is currently served by a water storage tank and booster station approximately one mile north on Linden Drive and the Mt. Vernon Road elevated tank just east of East Post Road. The storage tank maintains a hydraulic grade elevation of approximately 983 feet and has a total capacity of 8 million gallons (MG). This corresponds to a pressure of 50 to 100 pounds per square inch (psi) along the Mount Vernon Road Corridor, depending on the elevation of the water service. In addition, the current storage and infrastructure provides adequate fire protection for residences and businesses along the length of the corridor.

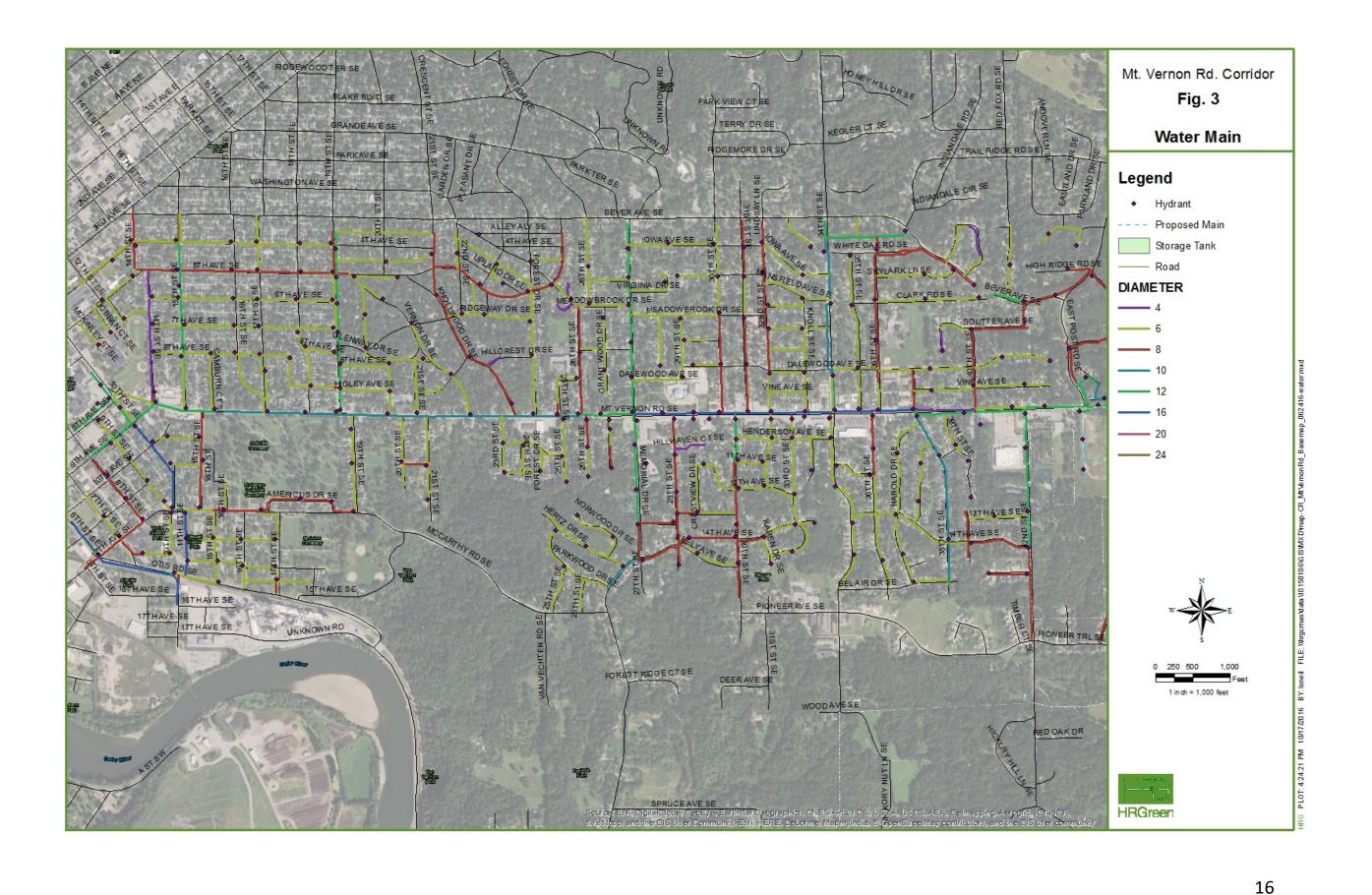
The flows and pressures currently provided along the corridor are adequate. The system is able to meet the needs of the current users. The existing uses along the corridor are primarily residential and commercial, and the area is built out to its capacity. Assuming the land use would not vary greatly from the existing to include a major industry, the City will be able to provide adequate service for the area of interest.

While the existing infrastructure is currently able to adequately serve the area, the system will need some maintenance within the next 10 to 15 years. The City intends to replace and improve the infrastructure in coordination with the Paving for Progress. If a full road replacement is anticipated, the water main will also be replaced. The Paving for Progress program plans to replace Mount Vernon Road from 19th Street to 26th Street. The water main in this area is approximately 100 years old and will be replaced as the street is replaced. Several projects

have occurred on side streets along this corridor to replace and upsize old water main with a history of main breaks and capacity issues.

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In addition to the water main replacement scheduled for replacement in coordination with Paving for Progress, the water main along Memorial Drive from Mount Vernon Road to Beaver Road will be upsized to a 16-inch main. The water main along 30th Street from Mount Vernon Road to Pioneer Avenue will also be upsized to a 12-inch or 16-inch pipe. These improvements will allow for increased capacity for the area and will facilitate better circulation through the system.

In conclusion, the existing water distribution system along the Mount Vernon Road Corridor, from 10th Street to 44th Street, is adequate to serve the current and future needs of the system. The City intends to maintain and replace existing aging infrastructure to maintain the expected level of service. The City also intends to upsize strategically placed mains to increase flows and pressures in the area.

Sanitary Service

The sanitary sewer collection system for the study area, along Mount Vernon Road from 10th Street to 44th Street, was reviewed to evaluate existing infrastructure, identify service constraints, and determine projected future needs. In general, the sanitary sewer along Mount Vernon Road, west of 34th Street flows northwest towards the 27-inch trunk line on 4th Avenue Southeast. Sewer along Mount Vernon Road east of 34th Street generally flows southeast, towards a 12-inch trunk line on 38th Street. A map depicting sanitary sewer sizes and locations is included in the attached Figure 4.

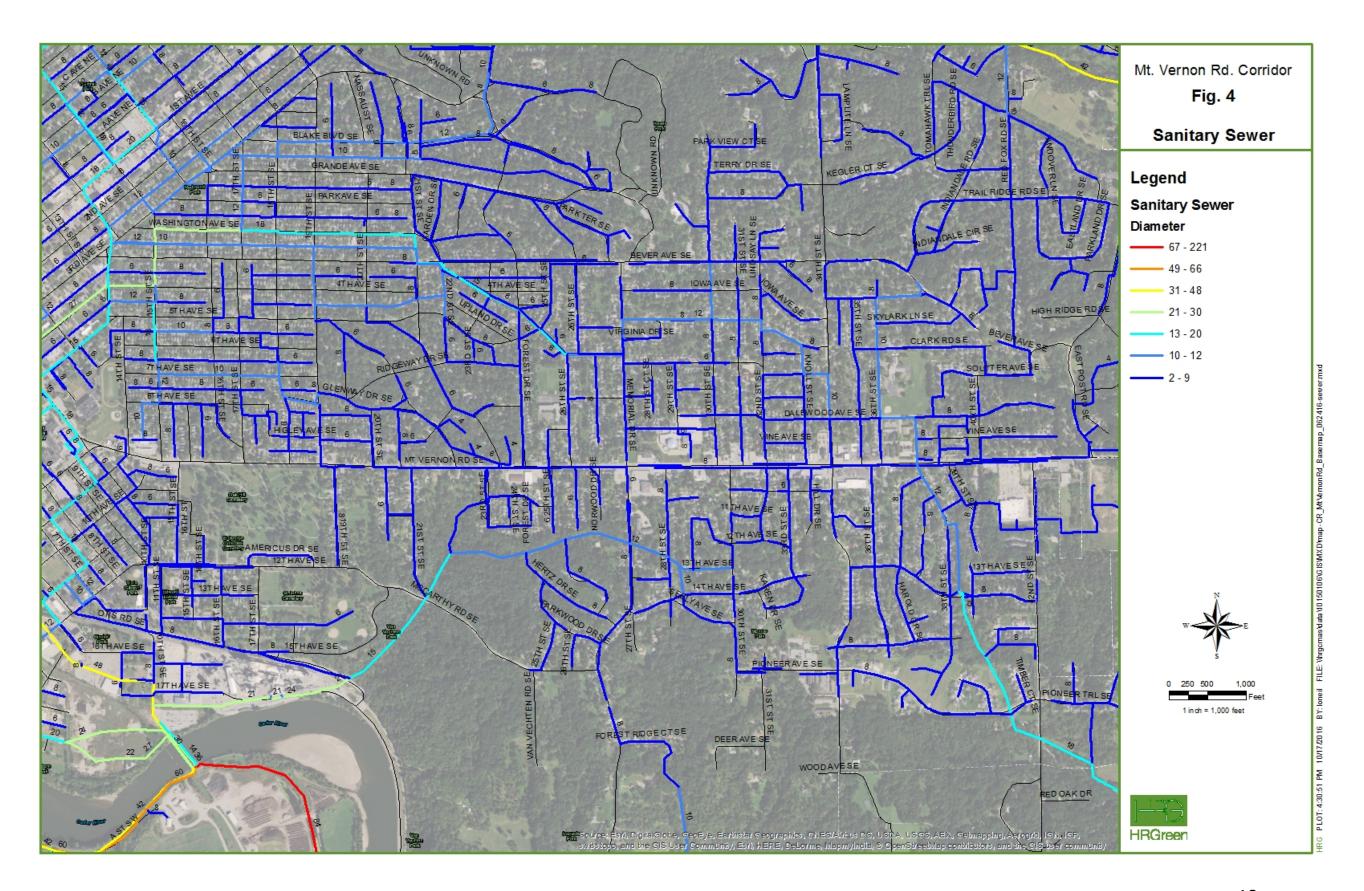
The Mount Vernon Road Corridor is currently served primarily by 6 and 8-inch lines. The sewer in this area dates back to the early 1900's. The sanitary sewer collection pipes are either Vitrified Clay Pipe (VCP) or Reinforced Plastic Pipe (Truss Pipe). There are approximately 100 manholes along the corridor. The City inspects pipe and manholes on a routine schedule, and replaces or rehabilitates the pipe and manholes, as needed. A typical design life for sanitary sewer systems is 50 years. However, sanitary sewer can last more than 100 years if installed correctly, in the right conditions. Currently, the City intends to replace sewer along the corridor in coordination with the Paving for Progress projects.

The existing infrastructure is able to adequately serve the area, with some needed maintenance within the next 20 years. The City intends to replace and improve the infrastructure in coordination with the Paving for Progress. If a full road replacement is anticipated, the sanitary sewer will likely also be replaced. The Paving for Progress program plans to replace Mount Vernon Road from 19th Street to 26th Street. The sanitary sewer in this area is aging and would benefit from replacement or rehabilitation.

The system does not currently exhibit capacity issues. There are very little service issues in the area. There are two locations in which service accessibility is an issue. The area east of East Post Road and between 17th Street and 15th Street has no sanitary mains available for connection immediately adjoining the property. In these locations sanitary services must be run

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through adjacent properties to connect to a main. This is not ideal for the City or property owners. The City intends to mitigate these issues in the future by installing additional main but specific projects are not currently scheduled.

The Mount Vernon Road Corridor is occasionally subject to odor issues created by the nearby Water Pollution Control Facility (WPCF). This is largely due to the high strength nature of the wastewater generated by Cedar Rapids' industries. Odor in wastewater is typically caused by one of seven different compounds; amines, ammonia, diamines, hydrogen sulfide, mercaptans, organic sulfides, and skatole. The WPCF utilizes air scrubbers to treat air from the wastewater treatment process before it is released. The existing air scrubbers are over loaded and this allows for some of the odorous compounds to be released in the atmosphere. The WPCF currently has projects underway and is working to expand air scrubbing capacity at the plant, as well as perform maintenance on the existing air scrubbers to increase treatment capacity.

In conclusion, the existing sanitary sewer collection system along the Mount Vernon Road Corridor, from 10th Street to 44th Street, is adequate to serve the current and future needs of the system. The City will continue to inspect, repair and replace failing infrastructure to maintain the expected level of service. The WPCF is also working to reduce the odors leaving the wastewater plant through improvements and expansion of the existing air treatment facilities.

Stormwater Management

The project area was reviewed for existing stormwater infrastructure and concerns, as well as opportunities for improvement, including installation of stormwater best management practices ("BMPs"). There are a few existing drainage concerns, as reported by City Stormwater Staff and onsite observations. Locations of particular concern are the low area near the new Goodwill store near Forest Drive (Figure 5). At this location drainage is provided only by storm infrastructure, without a good overland drainage route for larger storms. This area should be studied in more detail for possible improvements. An additional area of potential concern is the low region at 38th Street SE (Figure 6). A storm event on June 30, 2014 resulted in numerous localized flooding complaints across the city, including a few in the area of interest for this study (Refer to Figures 7 & 8).

No stand-alone stormwater improvements are planned for the study area; however, Paving for Progress projects would likely include stormwater enhancements that could contribute to improved conveyance of stormwater. The existing stormwater infrastructure throughout the corridor is typical for the age of associated municipal infrastructure within the right-of-way (overlying roads, etc.).

Several conditions were also observed during a driving tour of the study area. These observations are summarized below:

• A driving tour took place on September 7th, 2016 after a small storm event. The observers concluded that pavement and inlets west of Memorial Drive should be a

priority. This portion of the project area is in considerably worse condition than the area east of Memorial Drive. Current conditions have patched pavement and old curb lines that do not adequately convey surface drainage to low points and intakes.

- Intake structures consist mostly of Metro standard curb intakes and "combo" curbs and grate inlets. SUDAS and Cedar Rapids Metro standard spacing recommends that intakes be placed at a maximum distance of 400 feet. Some portions of the project include intake structures the might have been installed prior to local ordinances dictating inlet spacing due to the lack of consistency between inlets. It is recommended that more intakes be installed on grade and at the low points along the project site, especially along the northern curb line from Camburn Ct SE to 19th St. SE. The area east of 44th St. SE currently does not have curb and gutter or storm intakes. The addition of stormwater infrastructure could aid in future rain events.
- Conditions of structures vary from good to fair condition. Various locations show
 ponding in the roadway where the roadway has settled around the inlet structure
 creating a high point along the apron of the storm structure thus preventing the water
 from flowing into the inlet. Replacement or modifications to the intake or the concrete
 pad for some inlets should be considered during roadway repairs or reconstruction in
 order to correct the ponding issue.
- Several locations were recommended for installation of BMP's. Sites included All Saints Catholic School and Church, Erskine and Grant Wood Elementary Schools, McKinley Middle School, Ambroz Recreation Center, and Highly Mansion Care Center. (Figures 9-13, in the appendix, depict possible locations for BMP's at All Saints Catholic School and Church and Erskine).

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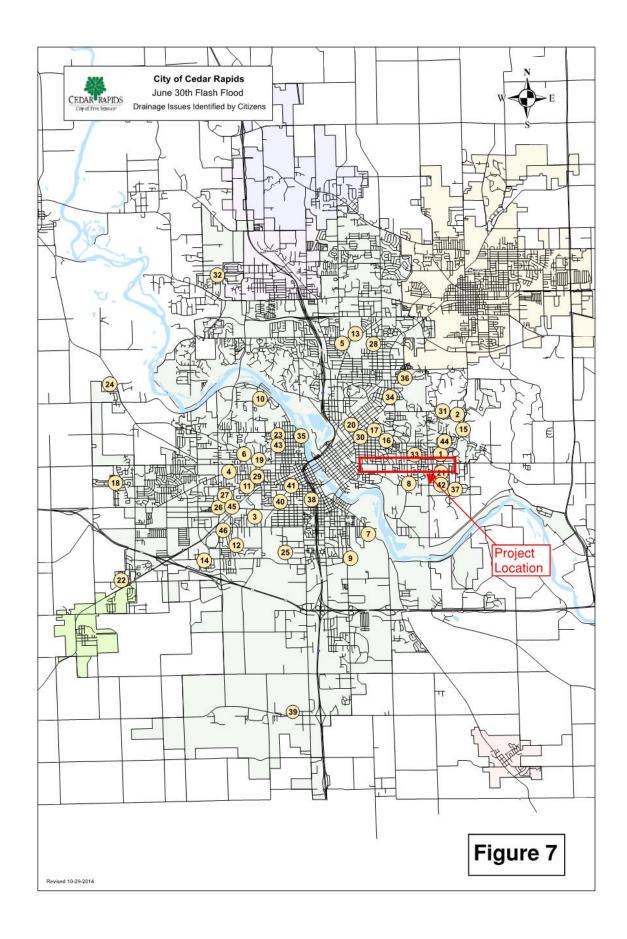
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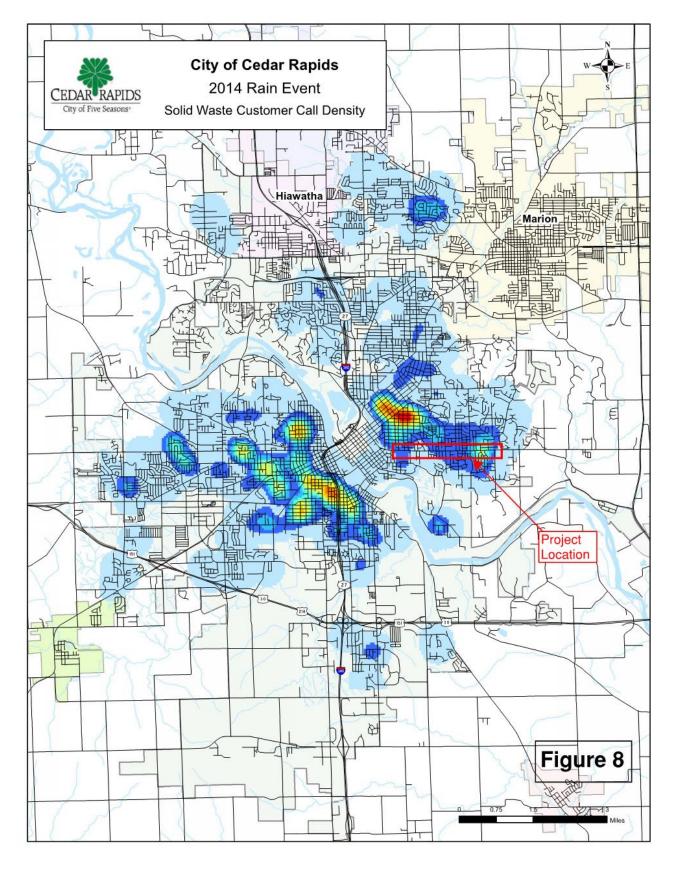


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Figure 9: Potential BMP location at Erskine Elementary School



Figure 10: Potential BMP location at All Saints Catholic School and Church



Figure 11: Potential BMP location at All Saints Catholic School and Church



Figure 12: Potential BMP location at All Saints Catholic School and Church



Figure 13: Potential BMP location at All Saints Catholic School and Church

Potential applications of stormwater BMPs throughout the area of interest include:

- Locations where implementation could reduce local flood risk (Figure 14).
- Possible incentives for commercial property BMP retrofits through the City's cost share program, stormwater utility, or State Revolving Fund (SRF) programs.
- Implementation of BMPs at two schools (All Saints and Erskine [Figure 15]) could provide excellent educational value and demonstration sites, in addition to typical runoff improvement benefits. The value-added nature of these installations would likely make them excellent candidates for Water Quality Initiative grants through the Iowa Department of Land Stewardship (a 50% cost share program).

The east end of the corridor drains to Indian Creek (Figure 16), which has a Master Plan, see http://indiancreekwatershed.weebly.com/the-plan.html. Any improvements in this region should be planned in concert with the goals of the Master Plan. In general the plan calls for implementation of urban practices to:

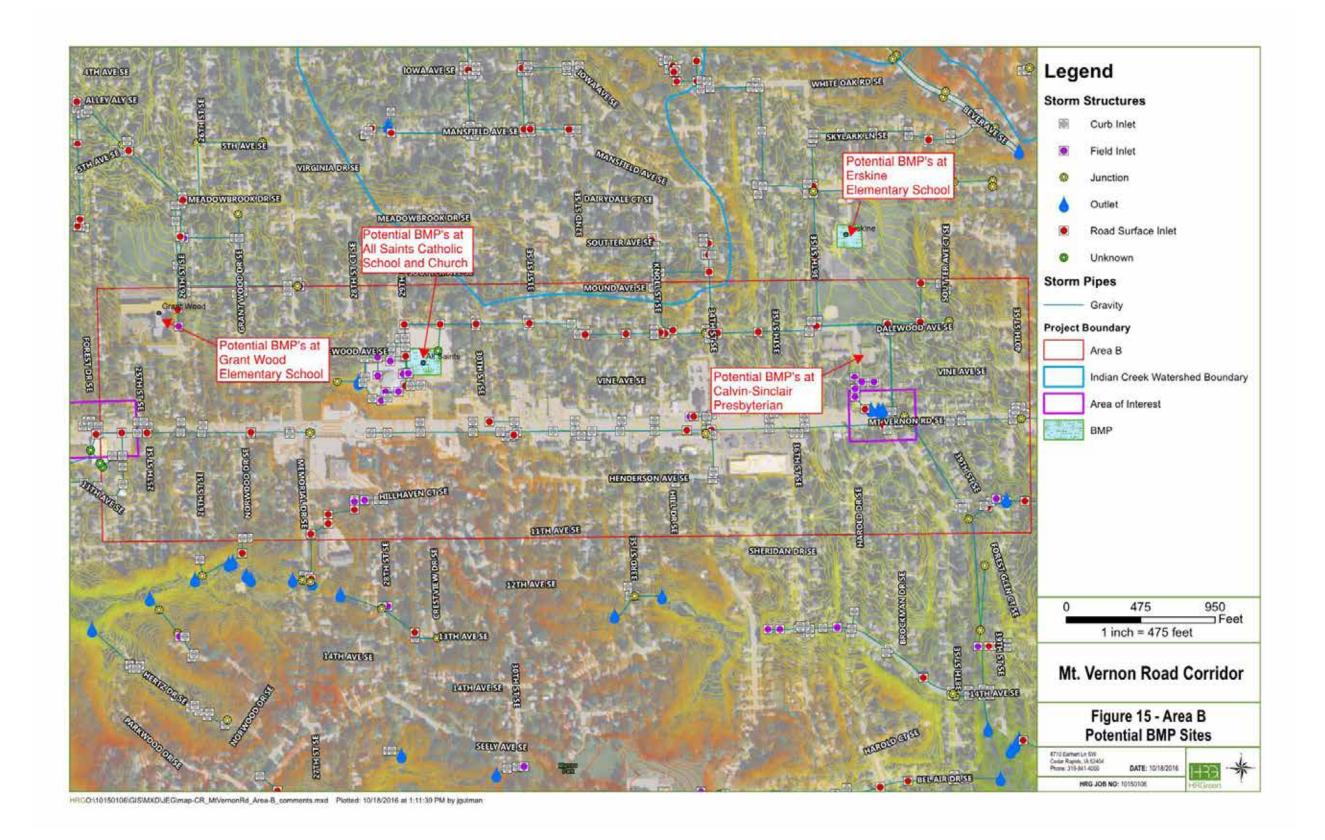
- Retain or infiltrate runoff from 2.4 inch precipitation events and smaller (also called the "Channel Protection" volume) using practices supported by the Iowa Stormwater Management Manual
- Control road salt storage losses and reduce road salt use where possible
- Implement onsite or regional detention basins, especially in new developments or during re-development.

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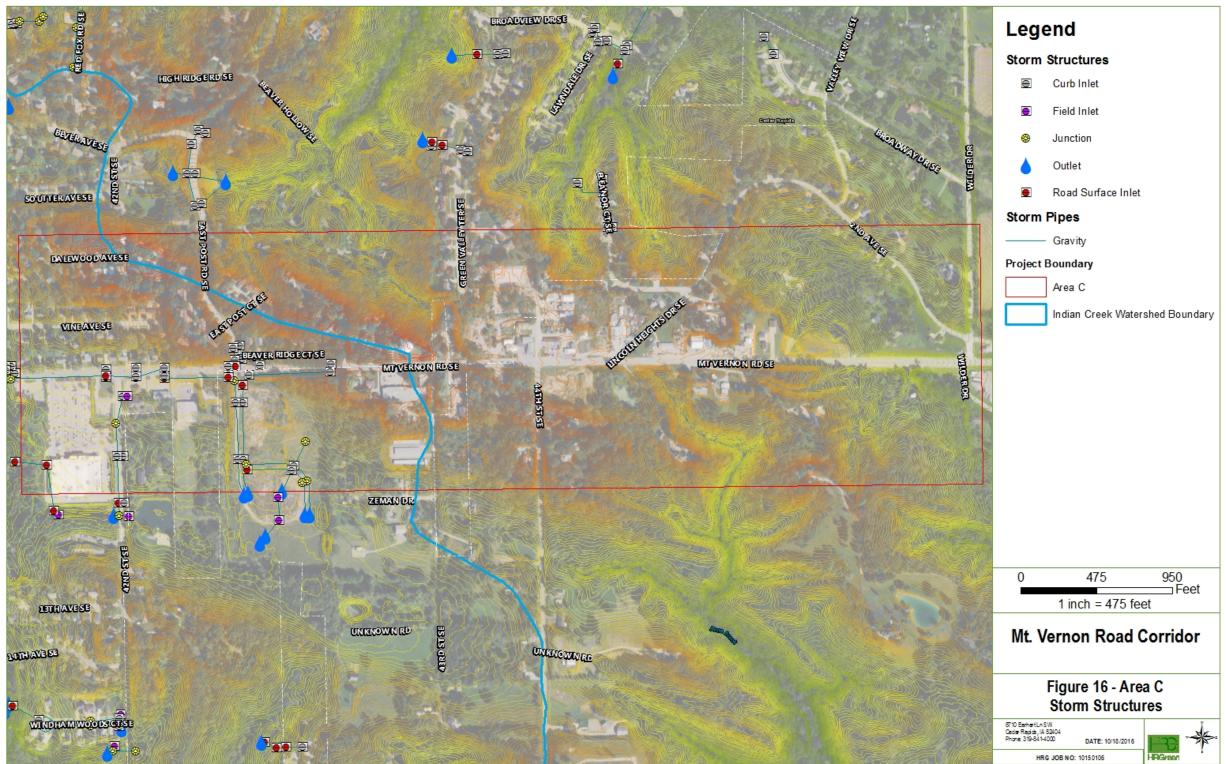
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