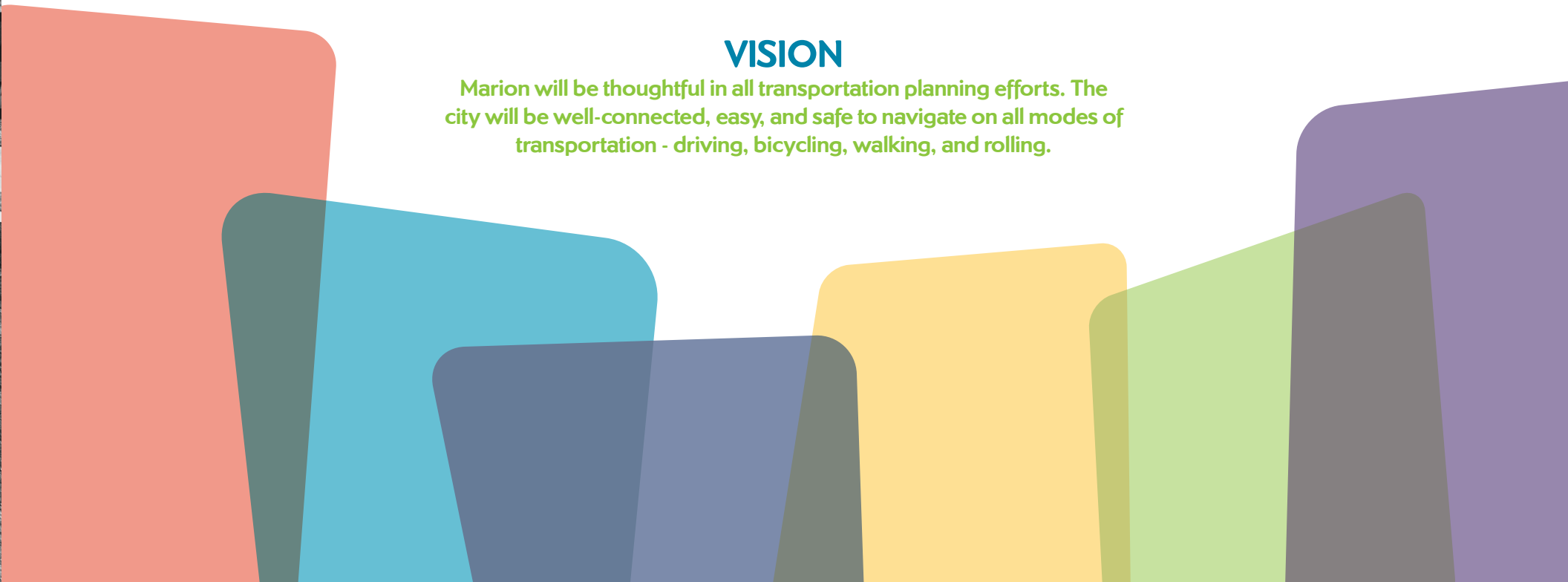


04

MOBILITY

VISION

Marion will be thoughtful in all transportation planning efforts. The city will be well-connected, easy, and safe to navigate on all modes of transportation - driving, bicycling, walking, and rolling.



INTRODUCTION

Marion 2045: A Plan to Reach New Heights can and must include a transportation framework that accommodates vehicles, bicycles, pedestrians, mass transit, and other modes of transportation. The City continues to implement new trail connections and safer intersections. It is important to build upon this momentum to continue towards a more connected and safer Marion.

Mobility focuses on the interaction of transportation and land use and their influence on the quality of life in Marion. In any community, the transportation system fills many functions - as support for business and industry, a tool for economic development, a form-giver to the city, and an amenity for all residents. The design of the system should support transportation choices, encouraging walking and biking opportunities to support personal and community wellness.

Transportation facilities include sidewalks, trails, streets, highways, bridges, transit, and the railroad corridor. These facilities make up a significant amount of the developed area in Marion. The dominance of streets in the cityscape makes their design and scale particularly important. As streets become wider, their scale continues to change. The street width impacts the nature of the experience and the visibility of people, signs, and buildings along the street.

Marion's multi-modal network has been shaped through important planning efforts. In 2015, the Corridor Metropolitan Planning Organization published Connections 2040, a long range transportation plan. The plan includes a vision for all modes of transportation - roads, trails, and transit. Other important transportation planning initiatives include the 2018 Tower Terrace Road Corridor Management Plan Update, the 2017 Safe Routes to Schools Plan, and the 2014 Master Trails Plan. Marion 2045 should not contradict any past planning efforts, but rather enhance them, build upon them, and use their momentum to continue the work happening in Marion.

FUNCTIONAL CLASSIFICATION

Functional classifications are used for general transportation planning efforts and are also references for construction standards and transportation program eligibility. The City of Marion Major Streets Guide is the guide for classifying the road network.

Expressway. Are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them. Directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections.

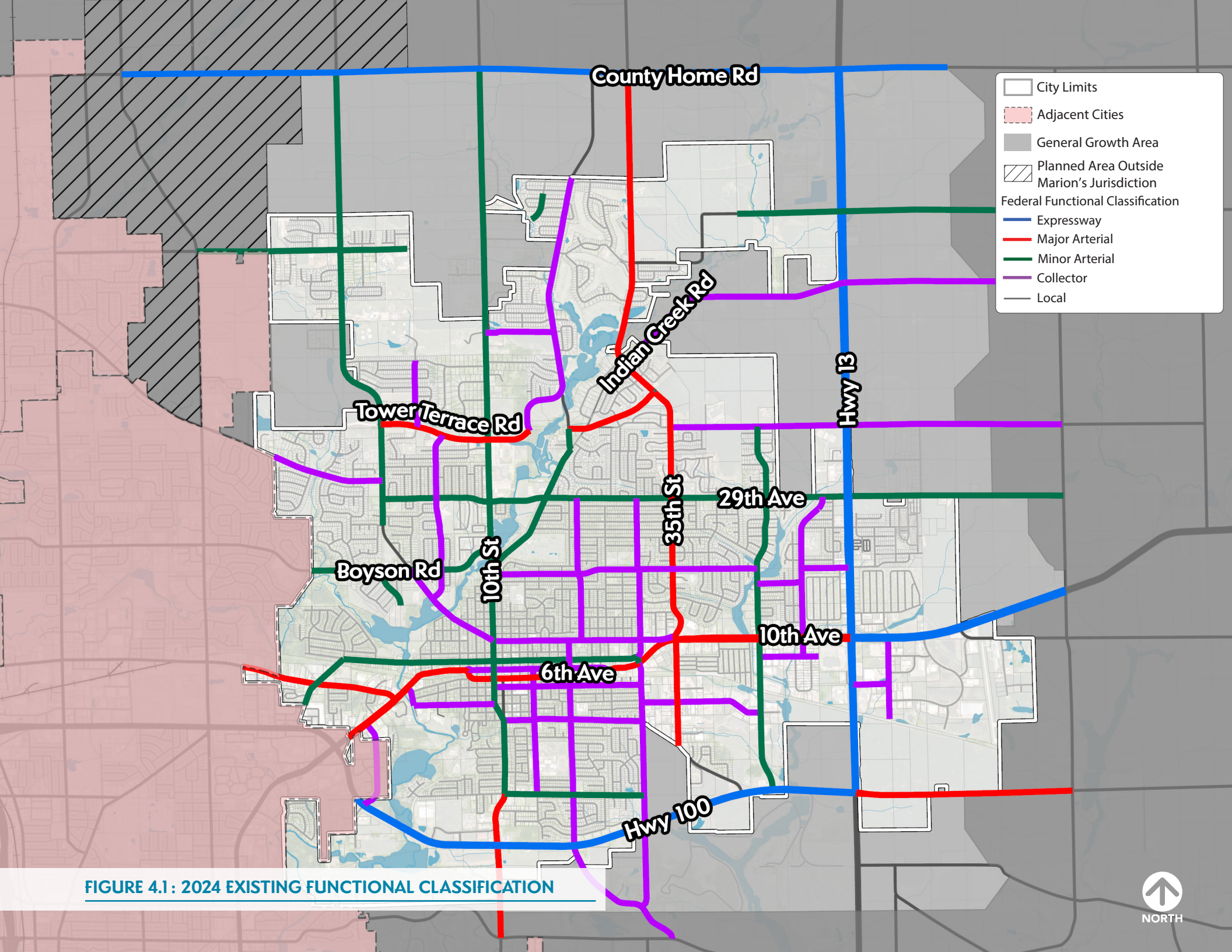
Major Arterial. Allows traffic flow through the urban area and between major destinations. They carry a high proportion of urban travel, since movement, not access, is the primary function. Direct access to destinations are limited to provide maximum capacity and through movement mobility. Dwelling unit driveway access shall be avoided.

Minor Arterial. Collects and distributes traffic from major arterials and expressways to streets of lower classification. This system places more emphasis

on land access but still has specific limits on access points. Dwelling unit driveway access shall be avoided.

Collector. Provides for land access and traffic circulation within and between residential neighborhoods and commercial and industrial areas, as well as distributes traffic movements from these areas to the arterial streets. Consideration for through movements and direct land access is normally equal. Dwelling unit driveway access shall be avoided.

Local. Offers the lowest level of mobility, but the highest level of local property access. They make up the largest percentage of street mileage in Marion and provide direct access to adjacent land uses including private property or low-volume public facilities.



MOBILITY GOALS

1.
Coordinate transportation and land use plans, focusing on critical connections
2.
Create and maintain a safe and well-connected, multi-modal network
3.
Plan and budget for transportation improvements in older neighborhoods
4.
Embrace new transportation modes for the future

MOBILITY POLICIES AND STRATEGIES

Coordinate transportation and land use plans, focusing on critical connections.

Transportation facilities in existing and planned development will be sensitive and appropriate to the character of their urban environments.

- **Reserve right-of-way for future roadways.** This Plan presents a framework for future streets and trails. Reserving these rights of ways in advance of their need ensures that ongoing development does not hinder future connectivity.
- **Coordinate with the Corridor MPO and other regional planning partners on land use and transportation decisions of mutual importance.** Transportation decisions, particularly on principal arterials, made by Marion will influence surrounding communities and vice versa. Communication about these decisions will ensure negative impacts are mitigated before implementation.
- **Complete Multi-Modal Improvements on Tower Terrace Road.** Tower Terrace Road will be a neighborhood mixed-use corridor. It should be accessible by all transportation modes.
- **Ensure subdivision codes have standards for traffic calming approaches.** Situations might be for major streets through lower intensity areas with guidance from state standards.

Create and maintain a safe and well-connected multi-modal network.

Mobility options are an expectation of Marion residents.

- **Install sidepaths along all existing and future collector and arterial streets.** Even if not explicitly shown on the future mobility plan, 10-12 foot sidepaths are an essential part of these mobility facilities.
- **Connect the trail system so it can be used for recreation, everyday commuting, and community marketing.** See the Parks, Trails, and Nature chapter for more specific policies and strategies.

Plan and budget for transportation improvements in older neighborhoods.

Like any other form of infrastructure, transportation infrastructure needs to be updated and improved with time. In Marion's older neighborhoods, transportation infrastructure improvements must be planned and budgeted.

- **Coordinate and conduct bi-annual evaluations of streets, sidewalks, and trails in Marion's older neighborhoods.** These evaluations will determine where improvements are most needed when funding becomes available. Ideally, improvements happen when other utility infrastructure work is needed.
- **Work with property owners to repair and replace sidewalks in residential areas.** Marion's older neighborhoods are in prime areas for walkability. Broken and/or missing sidewalks can hinder that walkability. Building partnerships with homeowners to fill these gaps can improve overall quality of life for every resident of these neighborhoods.

Embrace new modes of transportation for the future.

Transportation modes are changing as technology evolves. The City should anticipate changes to regional transit, rail, micro-mobility, electric vehicles, or others. As new forms of transportation emerge, Marion should proactively prepare.

- **Transit.** Collaborate with Cedar Rapids and other neighboring jurisdictions to maintain and explore expanding efficient, affordable, and reliable public transit.
- **Electronic Vehicles.** Prepare for the increasing number of electric vehicles (EVs) on the road with an EV parking and charging plan, navigate accessibility challenges, and determine the City's role in service provision.
- **Autonomous Vehicles.** Follow state and regional guidance on autonomous and connected vehicle frameworks to prepare for future changes to transportation.

FUTURE MOBILITY NETWORK CONCEPTS

1. **East/West Connection South of County Home Road.** Complete east/west road construction one section south of County Home Road to serve as a collector and minor arterial between Alburnett Road and the future 44th Street extension.
2. **A New North/South Connection from Tower Terrace Road to County Home Road.** Extend a new collector street to serve neighborhoods in western Marion. Coordinate with the City of Cedar Rapids to ensure an efficient alignment.
3. **Continue Extending Echo Hill Road to the East.** Continue Echo Hill Road as a minor arterial to eventually connect with the future east/west road in #1.
4. **Tower Terrace Road Completion.** Continue completion of Tower Terrace Road to serve as an east/west major arterial across the community.
5. **Local Roads in Tower Terrace/Alburnett Road Growth Area.** Complete a neighborhood road network in the area to allow adequate connections between the neighborhood, rest of the community, and adjacent jurisdictions.
6. **North/South and East/West Local Connections, East of 35th Street.** Complete a local street networks as recommended in The Neighborhood at Indian Creek Plan.
7. **44th Street Extension.** Extend 44th Street to the north to serve as a minor arterial, connecting the existing section of 44th Street to County Home Road.
8. **Local Roads in the Neighborhood at Indian Creek Area+.** Complete neighborhood road network in the Indian Creek Area+ to allow for future growth and adequate connections between the neighborhood and the rest of the community.
9. **Marion Airport Road Extension.** Extend Marion Airport Road to the north to serve as a collector, connecting the existing section of Marion Airport Road eventually to County Home Road.
10. **East/West Connection North of Highway 151/Dubuque Road.** Complete east/west road construction north of Dubuque Road to serve as a local road connecting Partners Avenue and Hindman Road.
11. **Local Roads in Fernow Road Growth Area.** Complete a neighborhood road network in the Fernow Road Growth Area to accommodate future growth and adequate connections between the neighborhood and the rest of the community. A concept road network is shown based on the East Marion Subarea Plan.
12. **62nd Street Extension.** Extend 62nd Street to the south to serve as a collector, connecting the existing section of 62nd Street to Martin Creek Road.
13. **Medco Drive Extension.** Extend Medco Drive to the south to serve as a local road, connecting the existing section of Medco Drive to Secrist Road.
14. **Local Roads in the Highway 13 and Highway 100 Growth Area.** Complete area road network in the Highway 13 and Highway 100 node to allow for future development and adequate connections between the area and the rest of the community.
15. **Extend and Realign Alburnett Road South to Connect with 2nd Street.** This connection will improve circulation and access to this part of Marion.
16. **Create safer mobility connections across Highway 13, Highway 151, and Highway 100.** These connections should work to reduce the feeling of separation between neighborhoods on the east and west side of Highway 13, and north and south side of Highway 151 and Highway 100.

