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	Street Improvements	State law does not allow development impact fees to fund street improvements and available funding will not keep up with new development.	
	Future Growth Impacts	As development occurs in outlying areas of the Corridor MPO, new traffic will impact existing streets. The existing and funded street network will not keep up with forecast traffic demand. Increased congestion will occur and travel times will increase.	
<b>Transit</b> 	Transit Coverage	The transit coverage area within the Corridor MPO is generally good with approximately 50 percent of the urban region being within 1/4 mile of a transit stop.	
	Transit Access to Downtown Cedar Rapids	The existing transit service is a hub and spoke type transit system which provides regional connections to downtown Cedar Rapids.	
	Transit Service Throughout the Region	With a hub and spoke type transit network, transit service from one part of the region to another part requires travel to the downtown then a transfer to a connecting route to the final destination. This hub and spoke type transit service can both add extended travel times and can be difficult to understand.	
	Transit Expansion	With the trend toward homogeneous land uses with lower density development in outlying areas, it becomes more difficult to provide new transit services to these low density areas. Viable transit requires both higher density and mix of uses for transit passengers to travel from and to.	
<b>Bicycle</b> 	Bicycle Network	Except for a limited number of regional multi-use trails, the bike network is non-existent within the Corridor MPO area. Bicycling as a mode of transportation must be done within the existing street system.	
<b>Pedestrian</b> 	Downtown Urban Core	This area experiences a comprehensive pedestrian system with a direct and continuous sidewalk system, relatively easy arterial streets to walk along and cross, provides a visually attractive environment and a secure place to walk.	
	Neighborhoods	Pedestrian travel within neighborhoods to schools, parks and local commercial centers varies throughout the region. Older neighborhoods tend to be more integrated with sidewalks and grid streets. Newer development area often do not have sidewalks and no direct connections to destinations.	
	Arterial Corridors	Outside the urban core or along older established mixed use corridors, pedestrian sidewalks are virtually non-existent on the majority of the regional arterials. These same corridors provide transit service, and both end of a transit trip is a walk trip.	
<b>Multi-Modal</b> 	City Street System	In general, the Corridor MPO street system provides opportunities for automobile travel and transit. Bicycle opportunities are virtually non-existent and major portions of the region have limited or no pedestrian facilities along the arterial street system.	
	State Highway System	Whereas the state highway system serves well the automobile, the lack of sidewalks and bicycle facilities create a major barrier within the region for multi-modal travel. This issue is extremely critical where the lack of sidewalks and bicycle lanes create an unsafe condition.	
<b>Funding</b> 	State and Federal	Funding new improvements through State and Federal gas tax is virtually non-existent with limited available funds going toward maintenance and operations of the existing system.	
	Corridor MPO Region	Transportation improvements within the Corridor MPO region are funded through the City's Capital Improvement Program (CIP), Motor Vehicle Fuel Tax (MFT), and Federal Aid dollars dedicated to transportation improvements. These funds are insufficient to keep up with the growing transportation needs.	