



VISION FOR INFRASTRUCTURE INVESTMENT

EXECUTIVE SUMMARY

INTERSTATE 380 PLANNING AND
ENVIRONMENTAL LINKAGES (PEL) STUDY

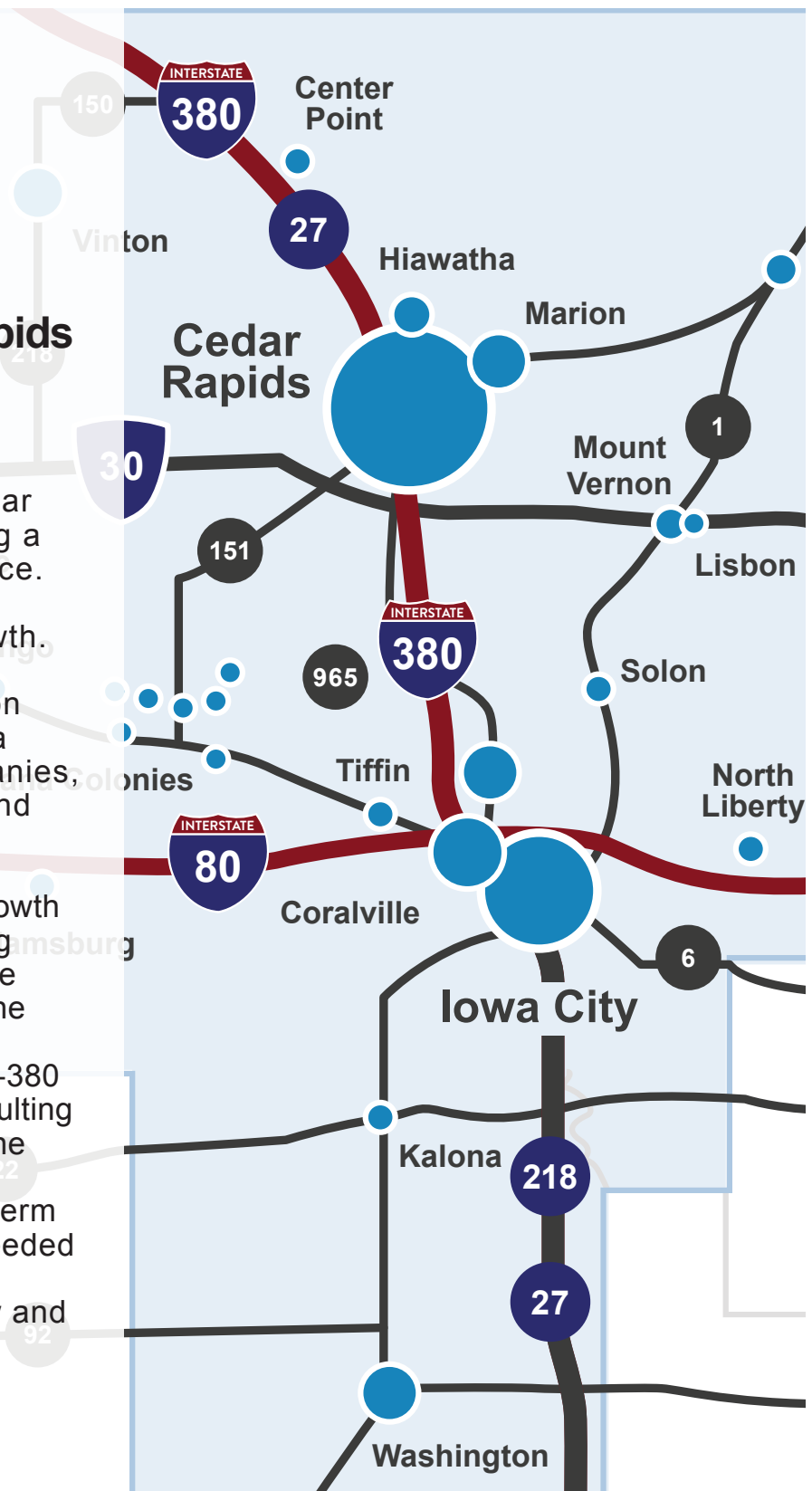
October 2018

Introduction

Traffic between Cedar Rapids and Iowa City is growing.

Iowa's Creative Corridor, the seven-county region around Cedar Rapids and Iowa City, is realizing a cultural and economic renaissance. The region is experiencing high population and employment growth. Located at the crossroads of Interstates 80 and 380, the region has a population of around half a million, thirty Fortune 500 companies, multiple academic institutions, and over two dozen communities.

Enabling the Creative Corridor's growth is Interstate 380 (I-380). Connecting Cedar Rapids and Iowa City, it is the primary highway in the region. As the region has grown, so has its traffic. Originally built as a rural highway, I-380 has become a commuter route, resulting in congestion and unreliability. As the region continues to grow, the travel reliability will worsen. A new long-term plan, called the I-380 Vision, is needed to manage this growth and serve Iowa's Creative Corridor both now and into the future.

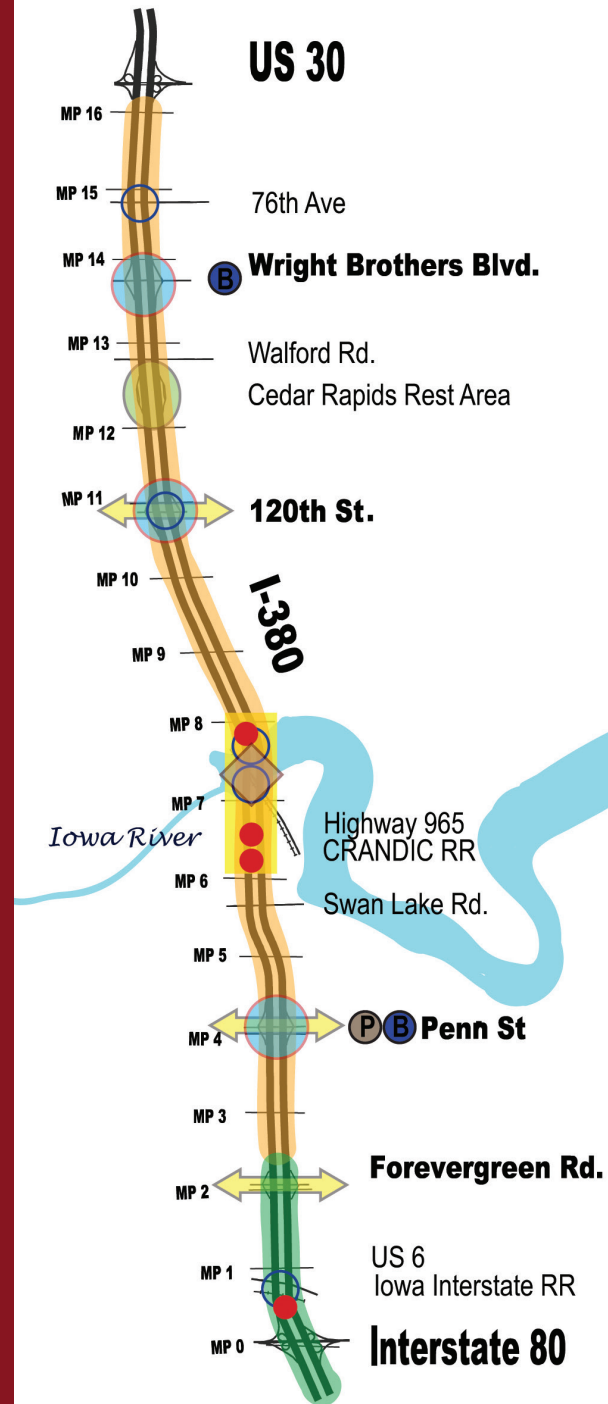




The I-380 Vision

The plan for I-380 is flexible, meeting today's needs while adjusting to future changes as they occur.

The I-380 Vision is a long-term, multi-modal improvement plan for the I-380 Corridor to better interconnect Iowa's Creative Corridor. It entails an Integrated Corridor Management (ICM) approach which combines the widening and modernization of the existing I-380 roadway, bridges, and interchanges with new interregional bus and carpooling services. New and potentially expanded mobility options are integrated within the Vision for regional commuters, today and tomorrow. As the region grows, new vehicle technologies emerge, and the need for mobility options expands, the Vision's framework will accommodate these future changes. Flexibility within the plan, as it is implemented, allows today's diverse travel needs to be met while providing the necessary expandability for the future as it develops.



- Widen and Reconstruct Roadway
- I-80 / I-380 Interchange Project
- Environmental Resource Sensitive Area
- Local Interchange Improvement
- CRANDIC Railroad Crossing
- Alignment (Horizontal / Vertical) Upgrade
- Climate Vulnerability Area
- Safety Improvement Area
- Potential Future Bus Stop
- Potential Future Park & Ride Locations
- Potential Future Trail Crossing

Starting Point: The I-80/I-380 System Interchange

The heart of the regional travel system is the interchange between I-80 and I-380. The Iowa DOT is rebuilding it with a new and expanded configuration for improved safety and better traffic flow. Its design will accommodate future traffic and provides a foundation for the I-380 Vision.

Demonstrating the Benefits of Integrated Corridor Management

Managing traffic during the interchange reconstruction is an opportunity to demonstrate the benefits of non-highway regional mobility improvements. Two pilot programs are being implemented:

- A regional carpool and vanpool program, called **CorridorRides**.
- Weekday express bus service between Cedar Rapids and Iowa City, called **380 Express**.



Features of the I-380 Vision: Roadway and Bridges

- **Alignment** – Upgrade the existing alignment to a modern design standard.
- **Local Interchanges** – Improve and reconfigure local interchanges. Future interchanges will provide a minimum spacing of one mile.
- **Cedar Rapids Rest Area** – Maintain and enhance the facilities, including roadway safety at the entry and exit ramps.
- **Park and Ride Lots** – Maintain existing nearby lots and based on available funding, consider a new lot near the Penn Street Interchange.
- **Constrained Areas** – Around and across the Coralville Reservoir, the roadway will be designed to reduce and avoid environmental impacts.
- **CRANDIC Rail Crossing** – Coordinate the design of the I-380 crossing with the potential future repurposing of the rail line for regional commuter transportation.
- **Climate Vulnerability Areas** – Perform risk analysis at several high-risk flood locations.
- **Technology** – Monitor and manage traffic with user information and message signs



Features of the I-380 Vision: Preparing for the Future Now

Now is the time to prepare for the future. Strategies included within the I-380 Vision accommodate future changes as they occur. Space for possible expansion of the roadway and bridges is provided. In addition, as the Integrated Corridor Management benefits are demonstrated with the I-80/I-380 Interchange project, accommodations for possible expansion of these mobility options are included. These future mobility options will depend on local agency coordination and funding. With these provisions, flexibility is designed within the I-380 Vision to prepare the corridor now for the possibilities, and uncertainties, of tomorrow.

	NOW	PREPARE	FUTURE POTENTIAL
ROADWAY/BRIDGE	<p>Rebuild and improve the I-80/I-380 Interchange</p>	<p>Plan, design and build the I-380 widening with:</p> <ul style="list-style-type: none"> • Roadway expandability • Improvement of local interchanges • Coordinated modal planning at interchanges • Preservation of the potential reuse of the CRANDIC rail line at I-380 	<ul style="list-style-type: none"> • Trail crossings at 120th Street, Penn Street and Forevergreen Road interchanges
INTEGRATED CORRIDOR MANAGEMENT	<p>Implement CorridorRides regional carpool and vanpool pilot program during reconstruction project</p> <p>Implement 380 Express bus service pilot program during reconstruction project</p> <p>Provide active traffic management, such as incident management, during reconstruction project</p>	<p>Assess and monitor the success of the pilot program</p> <p>Assess and monitor the success of the pilot program</p> <p>Study I-380 design strategies for future possible active traffic management, such as traffic flow control devices, and others</p>	<ul style="list-style-type: none"> • Sustained long-term regional carpool and vanpool program • Park and ride lot near the Penn Street interchange • Sustained long-term and expanded regional express bus services • Bus stops at Wright Brothers Blvd. and Penn Street interchanges • Shoulder-running peak-period bus operations along I-380 • Traffic management devices such as variable speed controls, if and when needed

Implementing the I-380 Vision: The Next Steps

The I-380 Vision's implementation entails a concurrent process of building what's needed now, preparing what's needed soon, and planning for what may be needed in the future.

Now (Near-Term):

- **Committed Projects** – Build the I-80/I-380 Interchange Project and begin the operations for CorridorRides and the 380 Express.

Prepare (Mid-Term):

- **Regional and Local Integrated Corridor Management Strategies** – Based on local funding and priorities, extend and expand the regional CorridorRides and 380 Express beyond the pilot period.
- **Environmental Study and Preliminary Design** – Perform an environmental study and preliminary design for the I-380 roadway widening improvements between US 30 and Forevergreen Road.
- **Active Traffic Management (ATM) Study** – Investigate the potential application of ATM improvements and the impacts to the I-380 roadway design.
- **Final Design, Right-of-way Acquisition and Construction** – Based on funding and priorities, perform final engineering design, acquire right-of-way, and begin construction of the I-380 roadway widening.

Future Potential (Long-Term):

- **Ongoing Traffic and Safety Monitoring** – Continue to monitor and assess the impacts of new vehicle technologies, traffic management, and the need for expansion of the roadway.



GOALS OF THE I-380 VISION

- Serve future commuter-related travel, including the integration of commuting options, between the Cedar Rapids and Iowa City metro areas.
- Support Iowa's Creative Corridor long-term growth and enable near-term improvements.
- Incorporate local metro area transportation plans.
- Adapt to future mobility changes and vehicle technologies.
- Support regional economic development, land use and environmental protection.



**Office of Location
and Environment**

www.iowadot.gov/I380PlanningStudy

