TRANSFORMING
OUR ROADS

Northwood Drive NE between Glass Road and 42nd Street
Completed 2018 | $1.7M Investment

BEFORE

PAVING FOR **PROGRESS**

Since 2014, the local option sales tax has funded road improvements on more than 200 projects — everything from neighborhood streets to major commercial corridors — infusing more than $122 million into transforming our deteriorating street network. See a sampling of the road transformations made possible by this critical investment.

LOCAL OPTION SALES TAX DOLLARS AT WORK

BEFORE

AFTER

C Avenue NE between Collins Road and 40th Street
Completed 2017 | **$2.3M Investment**

BEFORE

AFTER

McCarthy Road SE between 19th Street to Memorial Drive
Completed 2016 | **$1.2M Investment**

BEFORE

AFTER
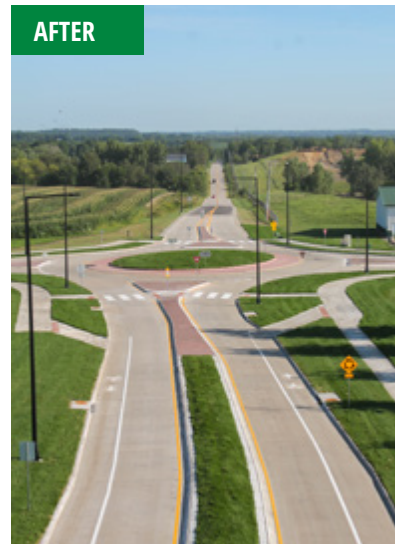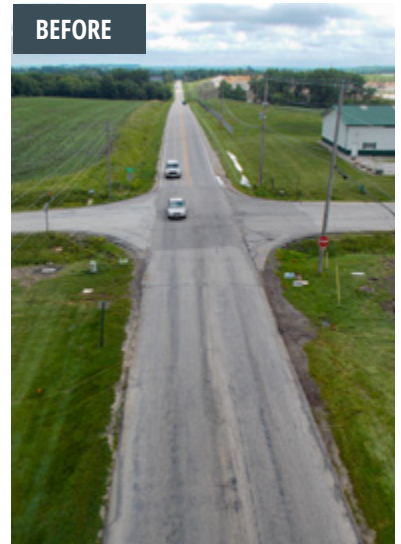
E Avenue NW between HWY 100 to Stoney Point Road
Completed 2019
$4.6M Investment

BEFORE

AFTER

Center Point Road NE and 32nd Street
Completed 2019 **|** $3.7M Investment

BEFORE

BEFORE

AFTER

AFTER

3rd Avenue SE between 1st Street - 5th Street
Completed 2019 **|** $2.2M Investment

BEFORE

AFTER

3rd Avenue SW between 6th Street to 10th Street
Completed 2017 **|** $200K Investment

**3rd Avenue SW between
6th Street to 1st Street**
Completed 2017 **|** $1.4M Investment

BEFORE

AFTER

Oakland Road NE between H Avenue and J Avenue
Completed 2018 **|** $1.1M Investment

ACHIEVEMENTS TO DATE (2014 – 2020):

- Approximately **$122 million** invested into our roads
- More than **60 linear miles** of roadway improved
- Over **200 projects** completed to date
- **70%** of completed projects have been **residential**
- **30%** of completed projects have been **arterial**

PAVING FOR PROGRESS – THE LOCAL OPTION SALES TAX FOR STREET REPAIRS

- 1 percent local option sales tax
- Sales tax generated by Cedar Rapids residents as well as visitors who shop/dine in our community
- 10-year investment: went into effect July 1, 2014 and expires on June 30, 2024, unless otherwise renewed
- Provides approximately $20 million annually
- Funds are set aside solely for the maintenance, repair, construction and reconstruction of public streets

THE STRATEGY

- Address neighborhood streets that rarely rose to the priority list in previous years
- Invest in roads before they reach the end of their service life, when repairs are most costly
- Completely replace some of our most deteriorated streets
- Utilize a data-driven, impartial, and measurable plan

PRIORITIZATION

The City developed a 10-year management plan using data collected on every roadway in Cedar Rapids. The data is collected by a vehicle that drives the surface of the roads and collects data on texture, pavement distress, and roughness. Fresh data is collected approximately every two years, and the plan is updated accordingly. In addition to the pavement data, other factors help determine street priorities, including how bad the street is and how expensive it will be to fix. There is a cost benefit of performing work early rather than when the street is worse and repairs are more costly. The City's strategy has been to do a little of both — completely replace some streets, while doing preventative maintenance on others.

BEFORE
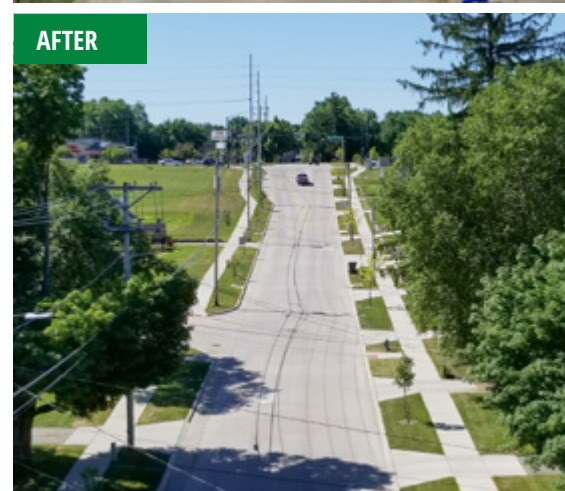
AFTER

Memorial Drive SE between Bever Avenue and Mt. Vernon Road
Completed 2019 | $3.4M Investment

CEDAR RAPIDS
City of Five Seasons®