

IOWA HIGHWAY 57 / WEST 1ST STREET STUDY

**PUBLIC INFORMATIONAL MEETING
DECEMBER 5, 2013**

City of Cedar Falls, Iowa
Snyder & Associates, Inc.



PURPOSE AND NEED (1 of 2)

The purpose of this project is to upgrade and modernize IA 57/W. 1st Street between the Hudson Road intersection and the Center St./Franklin St. intersection in Cedar Falls.

Needs for the improvements include:

- **Improve the roadway pavement condition** – A Pavement Sufficiency Study will be completed. Visual inspections indicate the pavement is at the end of its usable life.
- **Provide pedestrian access and mobility throughout the project limits** – The corridor has intermittent and discontinuous sidewalks, and crosswalks are not present or are not consistently demarcated at the majority of the intersections along the corridor. Additionally, most of the intersections do not meet Americans with Disabilities Act (ADA) compliance requirements.
- **Improve traffic flow** – During the morning and afternoon peak periods, finding reasonable gaps in the traffic flow to allow for safe vehicular crossing is difficult.



PURPOSE AND NEED (2 OF 2)

- **Reduce conflicts between through traffic and transit bus stops** – Transit buses currently stop in the outside through lane, impeding traffic flow and increasing the likelihood for crashes.
- **Improve access management** – There are 49 private drives to/from commercial/residential properties and 24 alley/street intersections. The present number of accesses is over twice the maximum recommended for new construction. Additionally, access locations on the south side of W. 1st Street do not line up straight across from accesses on the north side.
- **Update and improve utility accommodations within the project limits** – No gutter width exists currently, and storm water surface flow spreads well into the travel lanes during rainfall events. Consistent with the City’s and CFU’s community wide efforts, overhead electric and other above ground utilities will be buried within the project limits.
- **Support land use change and revitalization** – This corridor serves 78 individual parcels abutting the corridor on the north and south sides made up of mixed land uses.



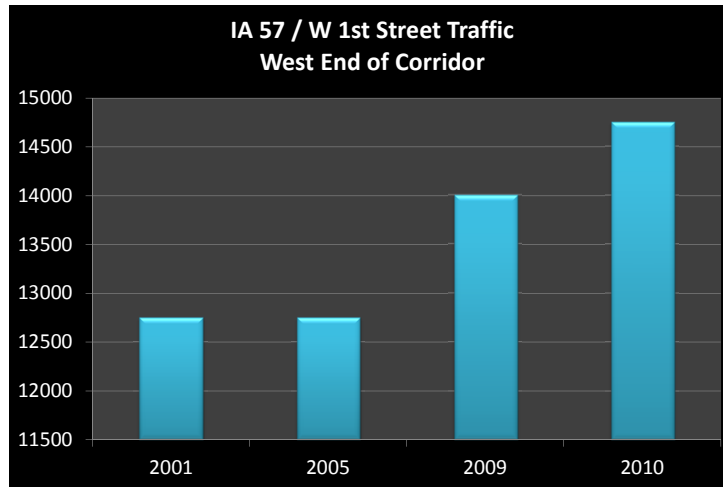
TENTATIVE PROJECT SCHEDULE

	2013	2014	2015 → FUTURE
Collect Data	[Blue bar spanning 2013]		
Public Information Meeting	[Star icon]		
Develop and Analyze Alternatives	[Red arrow pointing to 'Current Status' box]	[Blue bar spanning 2014]	
Public Information Meeting		[Star icon]	
Final Evaluation of Alternatives		[Blue bar]	
Prepare Environmental Assessment		[Blue bar]	
Public Hearing			[Star icon]
FONSI (Finding Of No Significant Impact)			[Star icon]
Final Design, Right-of Way Acquisition, and Construction*			[Blue bar spanning 2015]

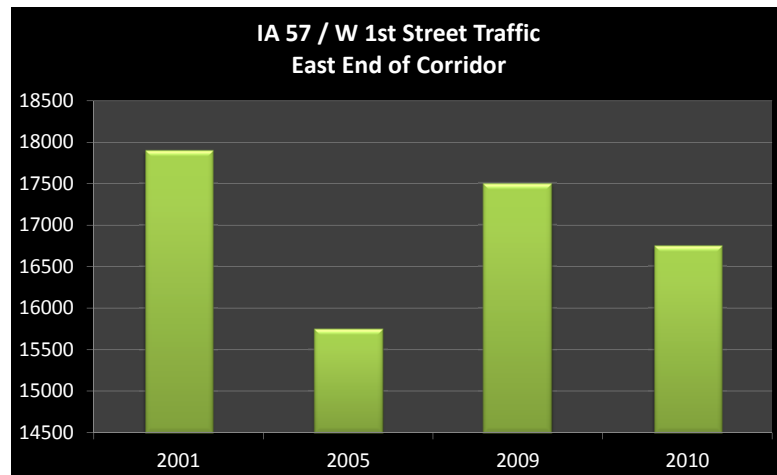
*NOTE: Schedules for design, right-of-way acquisition and construction depend on funding availability and approvals.



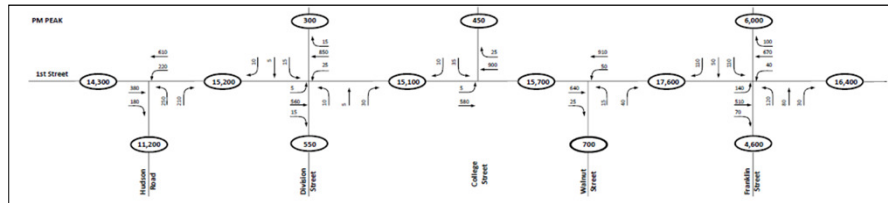
DAILY TRAFFIC VOLUMES – WEST 1ST STREET (2001-2010)



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FORECASTED 2035 DAILY & PEAK HOUR TRAFFIC FOR WEST 1ST STREET



SUMMARY OF CRASHES ALONG IA 57 / WEST 1ST STREET

- **57 Total Crashes**
 - Major Injury – 1
 - Minor Injury – 6
 - Possible / Unknown Injury – 15
 - Property Damage Only – 35
 - Property Damage - \$248, 126
- **Injuries**
 - Major (1); Minor (6); Possible (14); Unknown (6)
- **Type of Crash**
 - 4 Left Turn Violations
 - 27 Rear-End Collisions
 - 15 Broadside Collisions
 - 11 Other Types
- **Crash Rate**
 - For West 1st Street is 429 crashes per 100 million vehicle miles traveled (HMVMT)
 - Statewide average crash rate for municipal primary highway is 280 crashes per HMVMT
 - Statewide average crash rate for municipal city streets is 389 crashes per HMVMT

CRASHES BY SEVERITY ALONG WEST 1ST STREET

