



JANUARY 25, 2018

IOWA HIGHWAY 57 / WEST 1ST STREET

FROM HIGHLAND DRIVE TO
CENTER STREET / FRANKLIN
STREET – CEDAR FALLS, IOWA

Project History

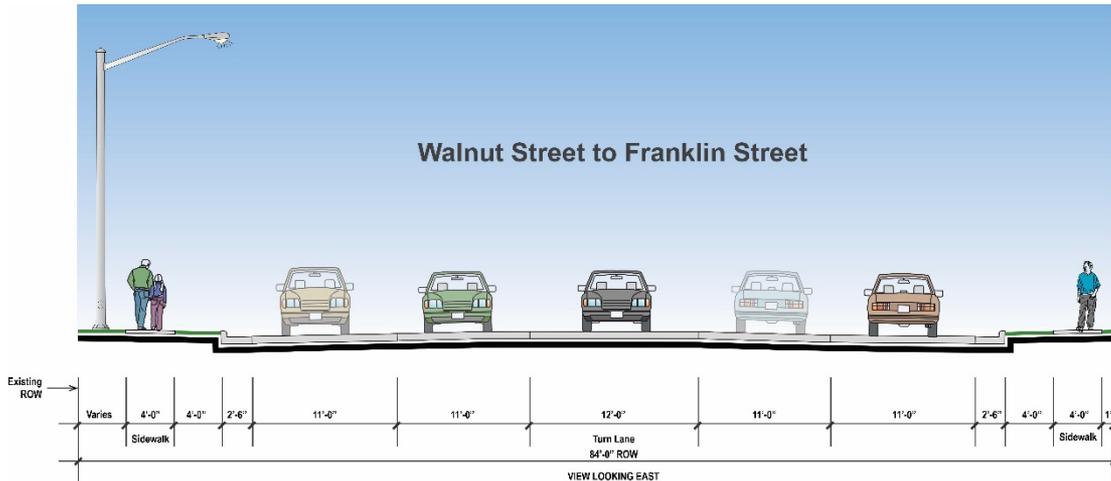
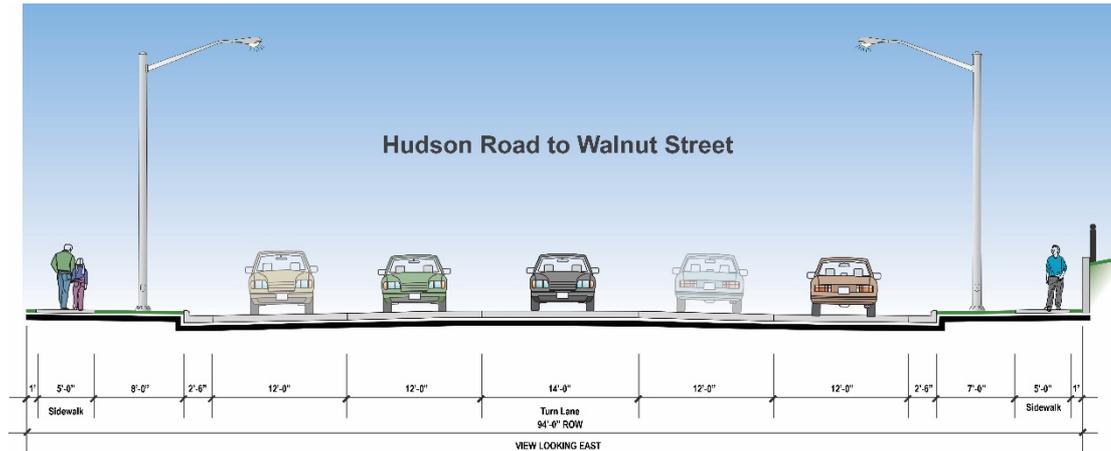
- A Corridor Study to examine the needs and function of West 1st Street was completed by the City of Cedar Falls, INRCOG, and Iowa DOT in 2012. However, the Corridor Study did not include the environmental components needed for federal funding.
- The Environmental Assessment (EA) was completed in August 2015 in cooperation with the City of Cedar Falls, INRCOG, and the Iowa DOT.
- Public Information Meetings were held as part of the earlier corridor study and as a part of this EA in December 2013 and April 2014.
- An EA Public Hearing was conducted in November 2015. A finding of No Significant Impact (FONSI) was signed by the Federal Highway Administration in September 2016.

Project Purpose and Need

- Improve pavement conditions.
- Provide pedestrian access and mobility.
- Update roadway geometry to current design standards.
- Reduce conflicts between vehicles and stopped transit buses.
- Improve access management .
- Update and improve utility accommodations.
- Support regional land use change and development pressures.



Project Typical Sections



Why not a 3-lane roadway?

- Lowest Level of Service (LOS) of alternatives considered.
- Reducing the roadway from 4 to 2 through lanes would likely create a bottle neck effect with decreased capacity.
- Increased travel times would not support the regional connection this principal arterial provides.
- Increased side street delays and grouping of vehicles into queues along the corridor can create unsafe conditions.
- Pavement life would be shorter due to increased traffic on fewer lanes.
- Does not reduce conflict between traffic and transit bus stops.
- 2017 traffic counts taken at east end of corridor exceed recommended capacity for a 3 lane roadway.

Why not remain a 4-lane roadway?

- Retaining 4 through lanes without adding a turn lane would not reduce conflict between traffic and stopped transit buses.
- Would not improve side street delay or grouping of vehicles into queues that can create unsafe conditions.
- Second lowest Level of Service (LOS) of alternatives considered.

Why a 5-lane roadway?

- Increased driver comfort with lane widths meeting the preferred Iowa DOT Roadway Design Standard Criterion.
- Improved traffic flow due to a 14 foot turn lane and 4 – 12 foot travel lanes.
- Wider turn lane accommodates truck turning.
- Reduces conflict between vehicles and transit bus stops. With four travel lanes the inside lane is available for vehicle traffic during bus stops.
- Longer pavement life due to dispersal of traffic over more lanes.
- Capacity is sufficient to accommodate current and future projected traffic volumes.
- Highest Level of Service (LOS) of alternatives considered.