

**UNIVERSITY AVENUE CORRIDOR STUDY  
PROJECT UPDATE NO. 3  
MARCH 16, 2009**

**INTRODUCTION**

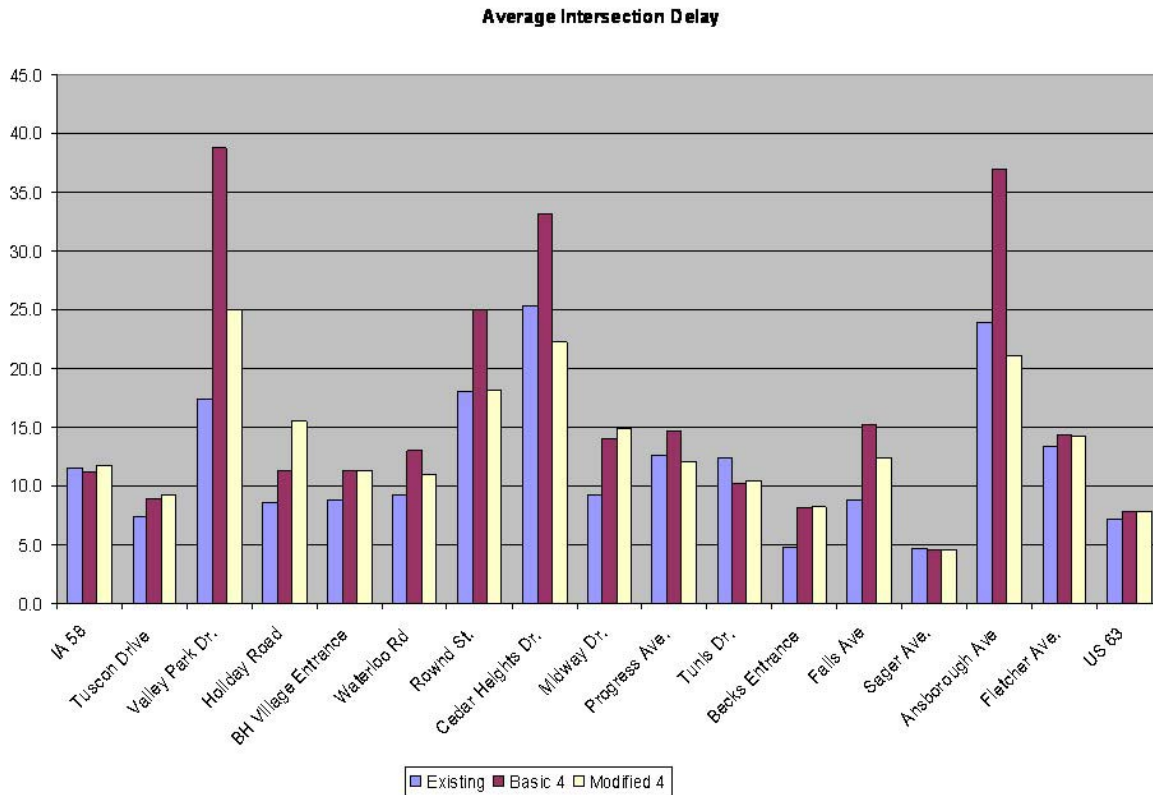
This update provides a summary of recent activities on the University Avenue Corridor Study in Cedar Falls and Waterloo, Iowa. The project is on schedule, and several key activities have been completed since the last update.

**RESULTS OF TRAFFIC EVALUATION**

One of the key objectives of this study is to determine the number of lanes that will be needed to safely accommodate future traffic on University Avenue. As part of this evaluation, a 4-lane roadway was tested, in addition to the current 6-lane configuration. The basic capacities of these roadways were determined, along with the level of traffic delay and whether the intersections would operate safely with a reduced number of lanes.

The initial traffic analysis has been completed and shows that a basic 4-lane roadway will accommodate the future traffic on University Avenue, provided that additional right-turn lanes are added at certain locations. Three lanes would still be needed for eastbound traffic between Main Street and Valley Park Drive. A few other changes would also be recommended in the side road layouts and traffic signals to make the traffic move more smoothly.

The following chart shows the results of the initial traffic evaluation. A 4-lane roadway with additional turn lanes and improvements, as noted above, will operate with about the same level of traffic delay as the existing 6-lane roadway.



*Traffic Delay Comparisons for 4-Lane vs. 6-Lane Roadway*

## ***INITIAL ROADWAY CONCEPTS***

If much of University Avenue is changed to a 4-lane roadway, the extra space in the right-of-way can be used to accommodate bicycles, pedestrians, bus stops and other amenities. The planning team is now exploring various alternatives for the possible future layout of University Avenue. These alternatives may include possible improvements in several different areas:

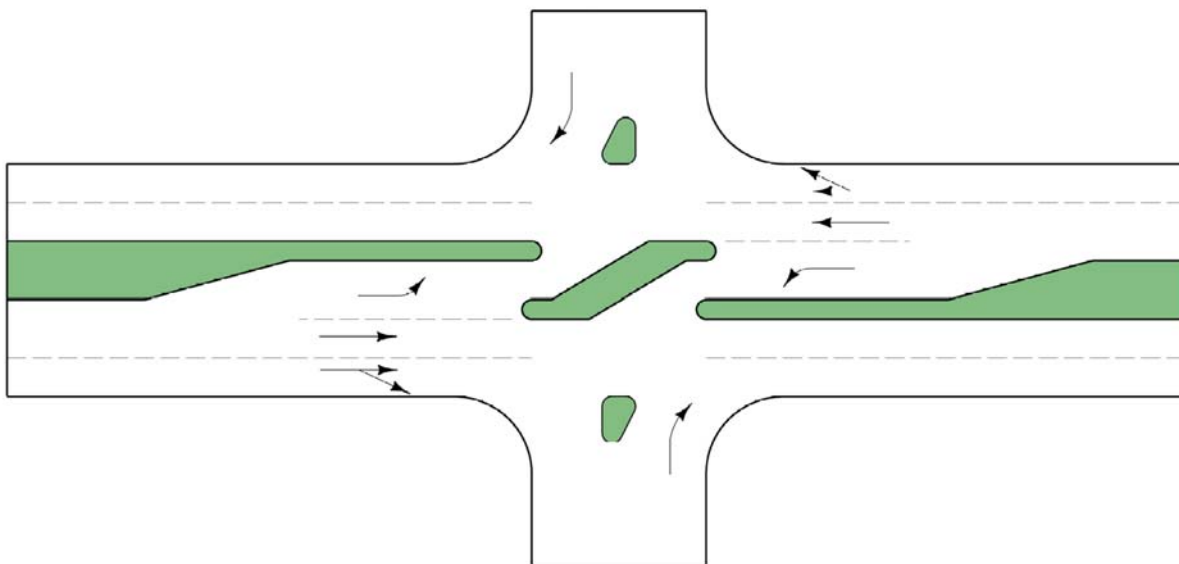
- Traffic Safety Improvements
- Right- or Left-Turning Lanes
- Bicycle and Pedestrian Accommodations
- Intersection Modifications
- Frontage Road Modifications
- Side Street Modifications
- Changes in Driveway Locations
- Traffic Signal Operations
- Provisions for Bus Stops
- Speed Limit Modifications

The remainder of the University Avenue Study will examine the possible improvements in more detail. Some of the initial possibilities are described below.

### ***Intersection Modifications***

Several possible improvements to the intersections on University Avenue will be evaluated. In some cases, a slight change in lane locations may improve the visibility for drivers and reduce traffic accidents. In other locations, it may be desirable to provide a right-in/right-out mid-block connection to relieve traffic congestion at the adjacent intersections. This technique has been used successfully on San Marnan Drive in Waterloo.

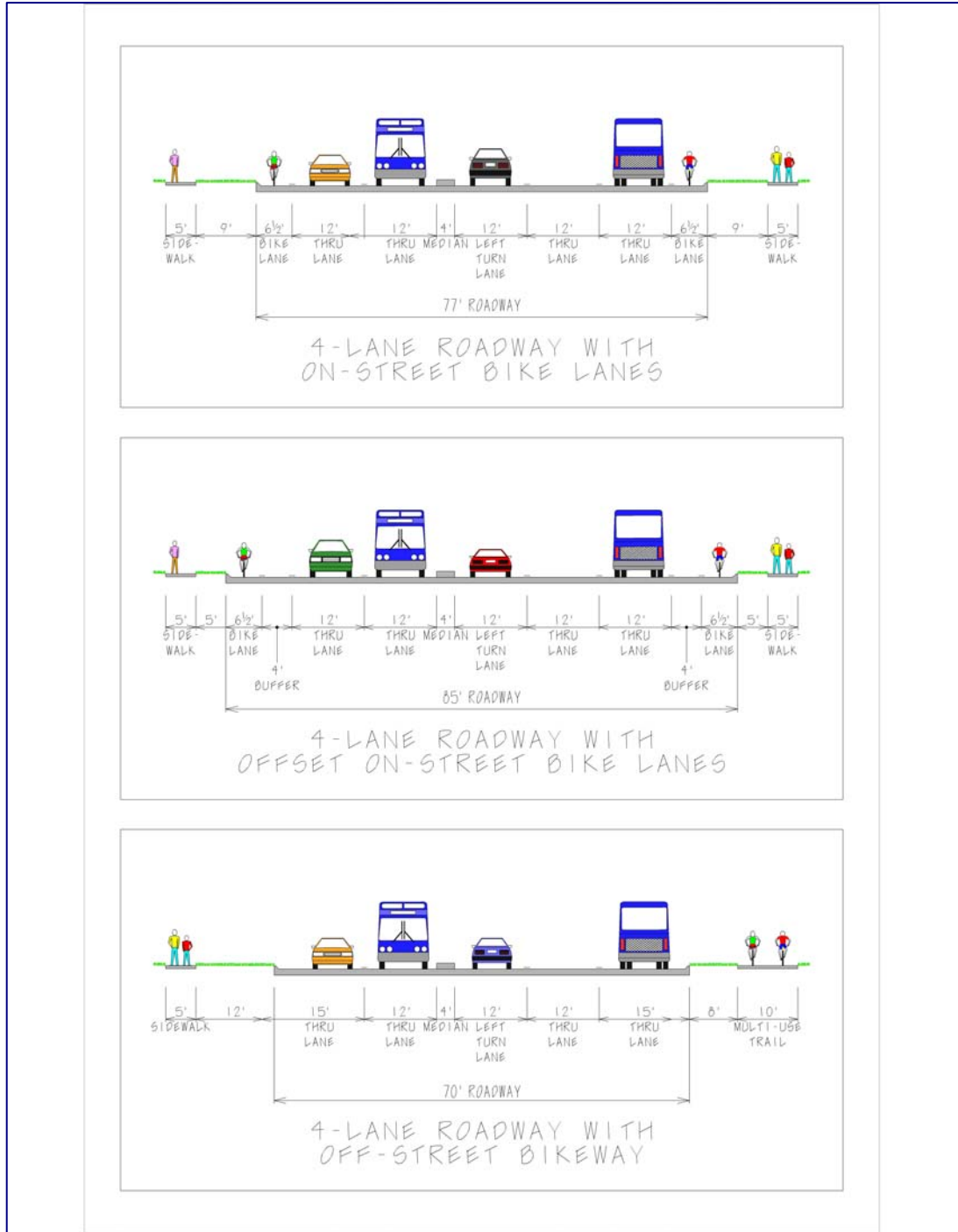
In some areas, a three-quarter intersection may be appropriate. A three-quarter intersection would allow left turns from University Avenue, but would prohibit left turns from a driveway or side street. An example of a three-quarter intersection is shown below.



*Example of Three-Quarter Intersection*

**Bicycle Accommodations**

Bikeways or bike lanes are currently not provided along most of University Avenue, and bicyclists must mix with the high-speed traffic. Several alternatives are being considered for accommodating bicyclists, either on a separate bike path or on a bike lane in the street. The cross sections below illustrate several possibilities for accommodating bicyclists and pedestrians on University Avenue.



*Possible Alternatives for Bicycle Accommodations on University Avenue*

### ***Roundabout Intersections***

Roundabout intersections have been shown to be substantially safer than signalized intersections and allow traffic to move freely with very minimal delay. The possibility of roundabout intersections will be considered at various locations throughout the corridor. The illustration below shows a concept of what a series of roundabout intersections may look like on University Avenue.



*Illustration of One Possible Concept Near College Square Shopping Center  
(Roundabout Intersections)*

### ***Other Alternatives***

Many other types of improvements will be considered and evaluated during the coming months of this study. ***Please note that no decisions have yet been made on any of the alternatives.*** After a complete evaluation, the final recommendations from this study will be presented to the cities of Cedar Falls and Waterloo, Iowa DOT and the Iowa Northland Regional Council of Governments (INRCOG). These agencies will have the final decision on the future layout of University Avenue.

### ***WHAT'S NEXT***

During the upcoming months, the project team will be evaluating possible concepts for future improvements. During this time, the public is encouraged to ask questions or provide their input at any time. The proposed design concepts will be presented at a second Public Informational Meeting in late summer, 2009.

## ***UPCOMING SCHEDULE***

The University Avenue Corridor Study will continue throughout this next year and will be completed by November 2009. Some of the completed and planned milestone activities include:

- Traffic Counts: Completed
- Business Owner Survey: Completed in November 2008
- First Public Informational Meeting: Held on December 11, 2008
- Evaluate Initial Concepts for University Avenue: Initiated in March 2009; Complete by Summer 2009
- Second Public Informational Meeting: Late Summer 2009
- Finalize Recommendations: September 2009
- Final Report: November 2009

## ***CONTACT US***

If you have any input, comments or questions, please contact us by e-mail at [bob.lentz@aecom.com](mailto:bob.lentz@aecom.com).