University Avenue
Public Input Meeting
October 17, 2017

Agenda

- Review of University Avenue Project Preliminary Design
  - Typical Cross-Section
  - Speed Limits
  - Bicycle and Pedestrian Improvements
  - Aesthetic Improvements
  - Bus Turnouts and Bus Stops
  - Intersection Design
- Review University Avenue Project Information

Design Process

- Bi-Weekly Project Management Team Meetings
  - City Staff (Engineering, Planning, Traffic Operations, Public Works)
  - AECOM Staff
- Meetings with Stakeholders
  - Adjacent Property Owners & Tenants
  - MET Transit
  - Complete Streets Advisory Committee
  - Utility Companies
- Public Input Meetings
  - March 21, 2017 & October 17, 2017

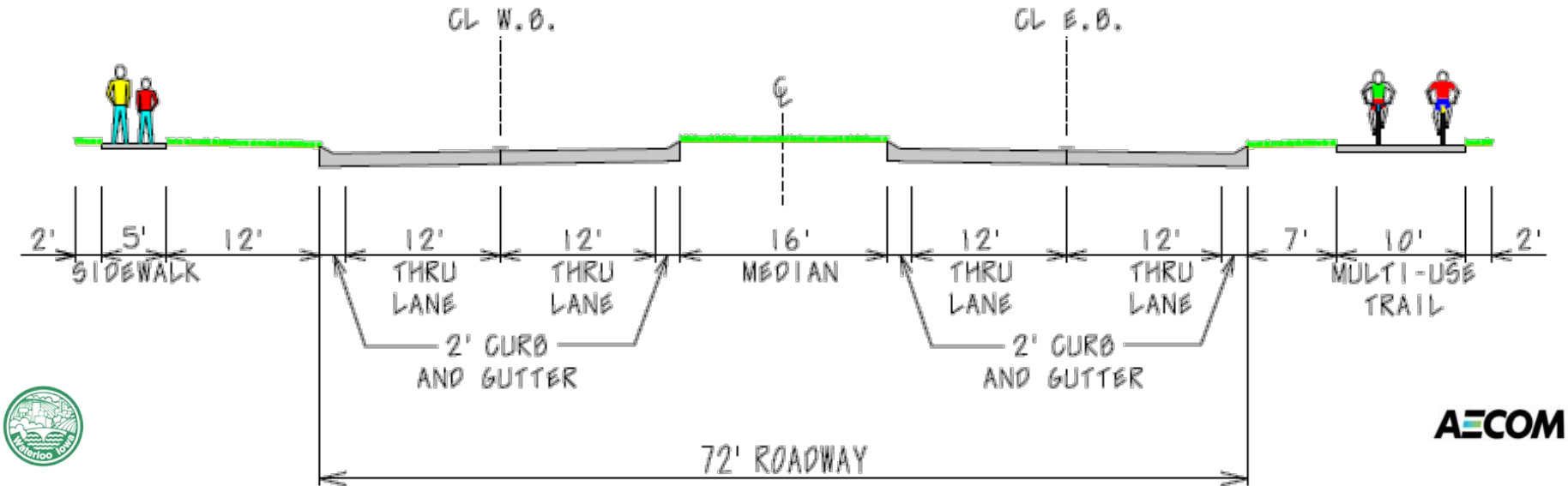
University Avenue Location Map

University Avenue Preliminary Design

- Typical 4-Lane Cross-Section to Replace 6-Lane Section
  - Meets the projected traffic volumes (7,000 to 22,000 veh/day)
  - Creates space for complete street & streetscape improvements.
  - Reduces cost for construction, operations
- 5-Lane (Center Turn Lane) Typical Cross-Section
  - Operates well with low design speeds and high driveway densities.
  - Increases business access
  - Potential of increasing number of crashes
  - Recommended by cities with similar corridors (Coralville/Ames)

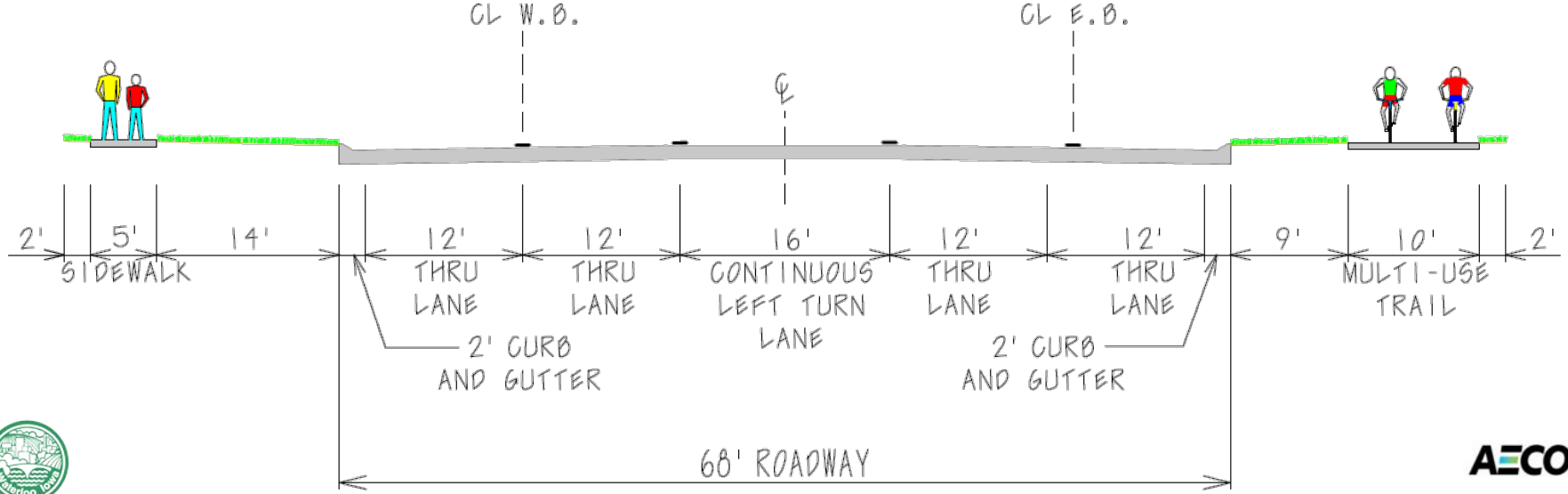
University Avenue Preliminary Design

- Typical Cross-Section
  - University Avenue from Highway 63 to Tunis Drive will be constructed as a 4-lane section with 12-foot lanes, 2-foot standard sloped curb and gutter sections, and 16-foot median.



University Avenue Preliminary Design

- Typical Cross-Section
  - University Avenue from Tunis Drive to Midway Drive will be constructed as a 5-lane section with 12-foot lanes and 2-foot standard rolled curb and gutter sections.



University Avenue Preliminary Design

- Speed Limits
  - Speed Limits are contingent upon several different factors including but not limited to safety, capacity, access points, driver expectation and number of intersections.
  - University Avenue from Midway Drive to Tunis Drive will have a posted speed limit of 35 mph.
    - This will match the Cedar Falls limit, and will reduce speeds where there is a high level of turning traffic and business access
  - University Avenue from Tunis Drive to Highway 63 will have a posted speed limit of 45 mph.
    - This area has very few driveways, and frontage roads providing business access

University Avenue Preliminary Design

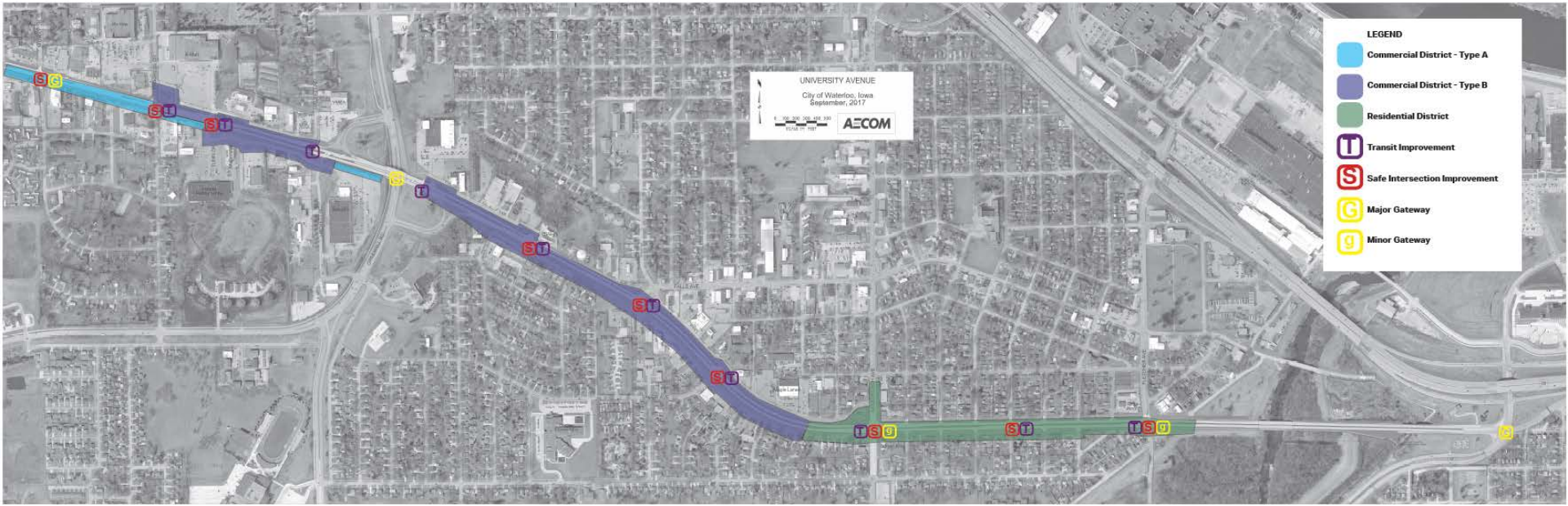
- Bicycle and Pedestrian Improvements
  - A shared use path (10’ Wide) on the south side from Midway Drive to Sergeant Road Trail. Connections to Cedar Falls’ University Avenue Trail, Greenhill Road Trail and Sergeant Road Trail.
  - A 5’ Sidewalk on the north side from Midway Drive to Fletcher Ave.
    - Will reuse some existing walks where possible
    - Reviewing connections to businesses (Hy-Vee, YMCA, etc.)
  - Includes 5’ Sidewalk to Leland Avenue (Crossing U.S. 63)

University Avenue Preliminary Design

- Aesthetic Improvements
  - Develop an aesthetic design plan
    - Landscaping/Plantings
    - Gateway Features/Streetscape/Neighborhood Markers
    - Retaining Walls
    - Pedestrian Lighting

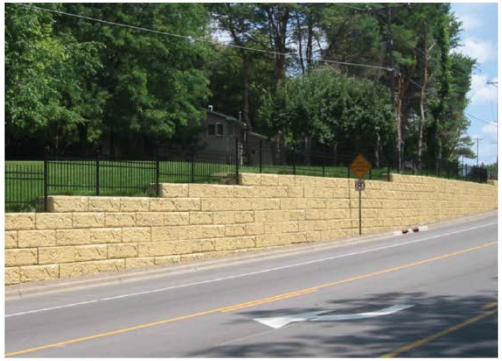
University Avenue Preliminary Design

- Aesthetic Improvements/Focal Points

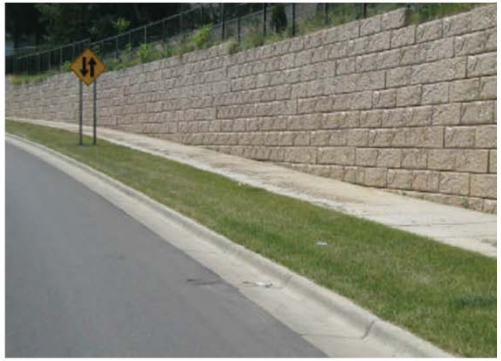


University Avenue Preliminary Design

- Aesthetic Improvements



TEXTURED CMU BLOCK WALL



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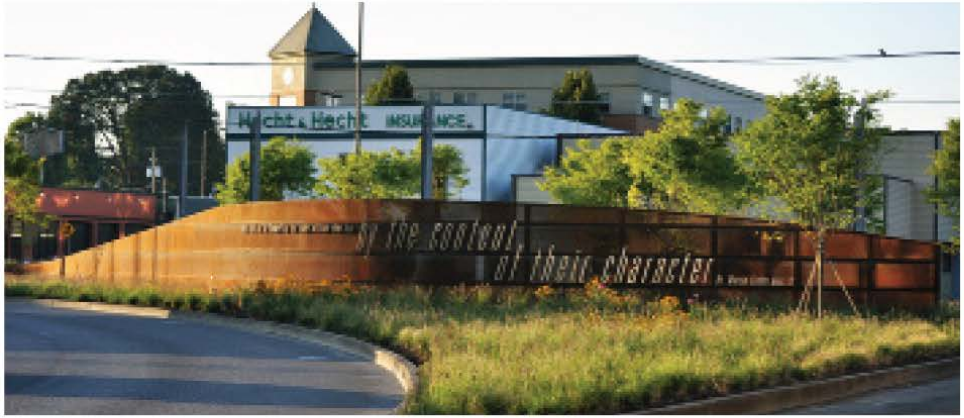


INTERCHANGE GATEWAY SIGNAGE

UNIVERSITY AVENUE GATEWAY PLANTING CHARACTER

GATEWAY MEDIAN SIGNAGE

University Avenue Preliminary Design

- Aesthetic Improvements

LAWN BIOSWALE

PLANTED BIOSWALE, LARGE AND SMALL SCALE

NATIVE MEADOW

SPECIALTY MEDIAN TREATMENT AT KEY INTERSECTIONS

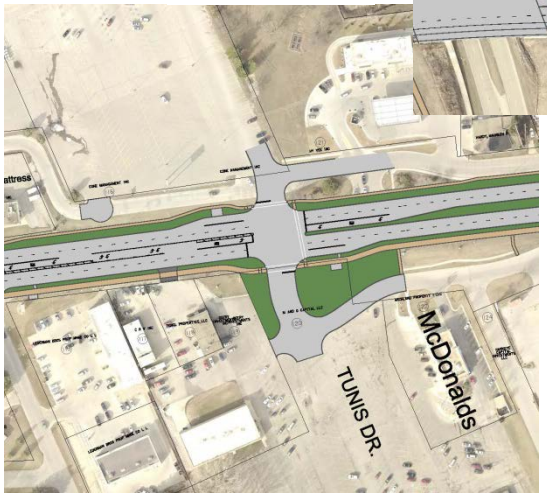
AECOM

University Avenue Preliminary Design

- Bus Turnouts and Bus Stops
  - Construction of bus turnouts at Tunis Drive and near North Star Community Services
  - Utilize Existing Bus Shelters at Falls Avenue for Bus Stop
  - Construction of bus stops identified with Bus Stop ADA Improvements Project

North Star Community Services

EPI/Tunis



University Avenue Preliminary Design

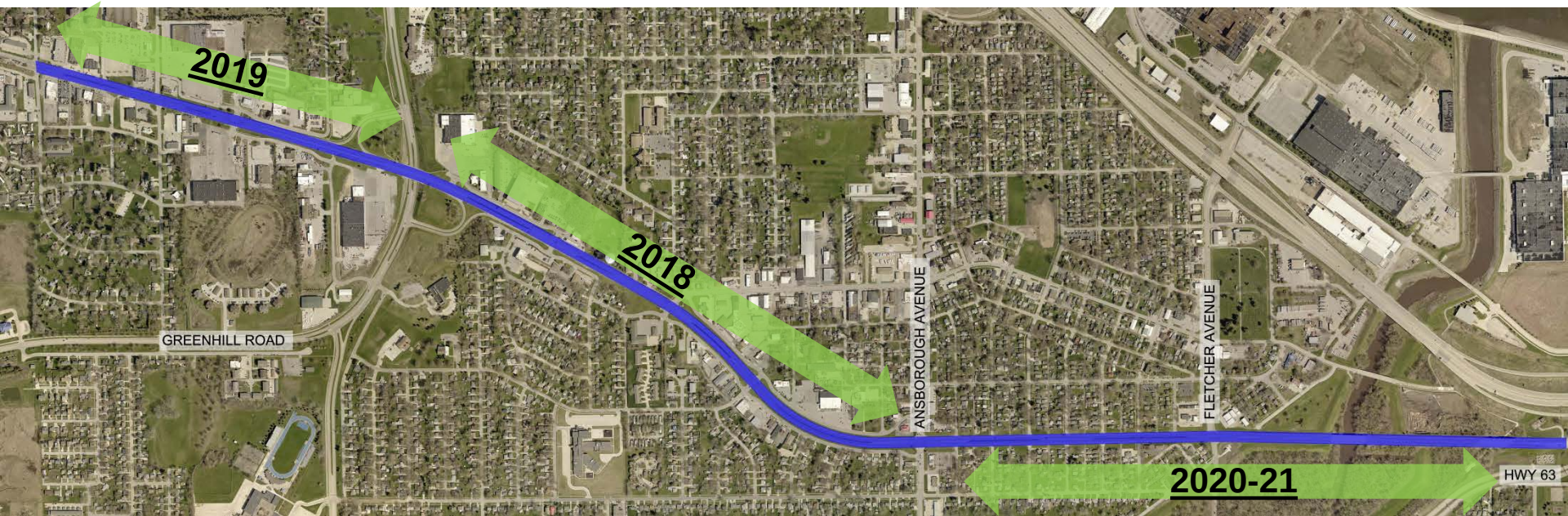
- Intersection Design
  - Coordinated Traffic Signal System Chosen:
    - Lower overall costs
    - Reduction in overall travel time and delay
    - Reduced fuel consumption and air pollution
    - Less impact on adjacent businesses
  - Roundabouts
    - Construction of roundabouts has severe impacts to ROW and access in most locations.
    - Roundabouts generally reduce severity of crashes, however University currently operates better than the statewide average

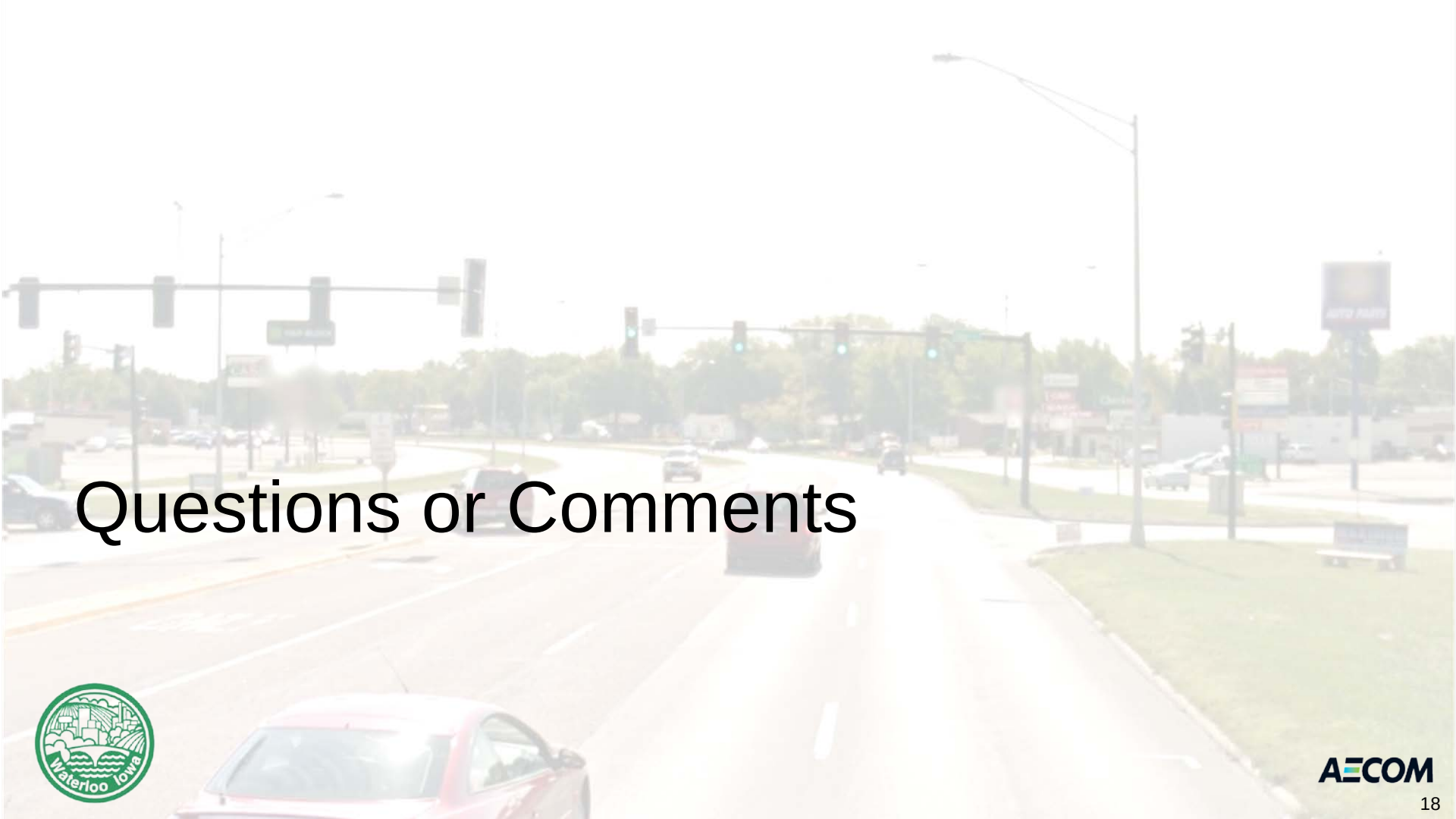
University Avenue Project Information

- Funding
  - Total Project Cost Estimate – $38 Million
    - Includes typical costs for construction
      - Roadway, Storm Sewer, Sidewalk, Street Lighting, Shared Use Path, Design and ROW, Enhancements
    - Does not include
      - Sanitary Sewer, Water Main, Bridge Work
  - IDOT Funding Received – $28 Million
  - Searching for Savings Opportunities
    - Delaying bridge work
    - Minimizing Greenhill Road ramp work
    - Grant Opportunities

University Avenue Project Schedule

- Phase 1 – Greenhill Rd-Ansborough Ave
  - Final Design & ROW Acquisition – 2017
  - Bid Letting Phase 1 – February 2018
  - Construction Begins - Spring 2018
- Phase 2 – Midway Dr-Greenhill Rd
  - Final Design & ROW Acquisition – 2018
  - Bid Letting Phase 2 – January 2019
  - Construction Begins - Spring 2019





Questions or Comments