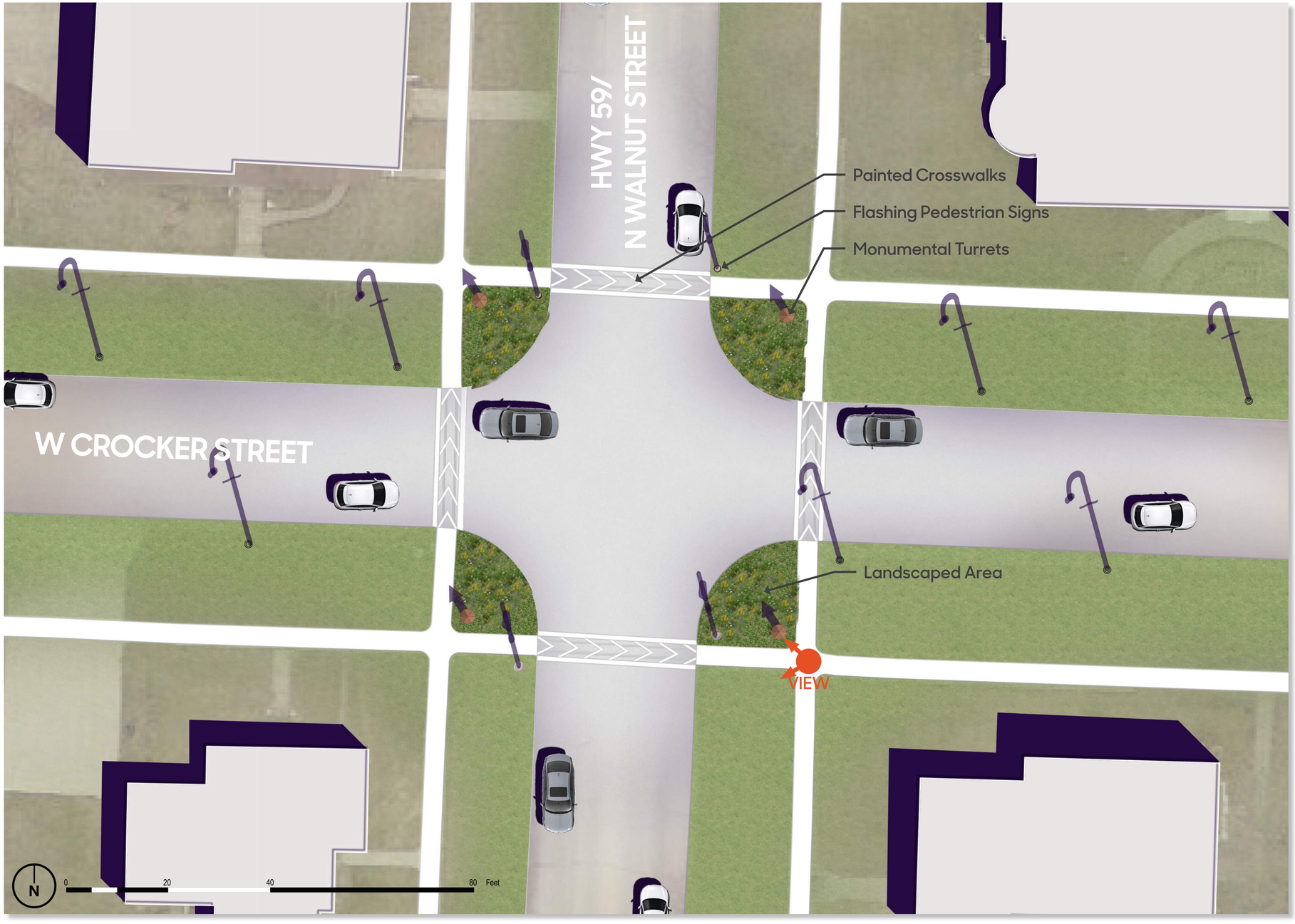

Walnut Street & Crocker Street

The Avoca visioning committee identified improved pedestrian safety as a key goal for the community. Survey respondents revealed Highway 59 (Walnut Street) to be the primary commuting corridor through town, due to the connection to Interstate 80 to the north and AHSTW Community Schools to the south. The highway challenges safe routes to school and bisects the community making it complicated for residents to safely access community assets, including parks and the swimming pool. By creating a designated intersection for safe pedestrian crossings, the walkability of Avoca can be significantly improved.

While evaluating viable intersections for pedestrian safety enhancements, it became apparent that the Highway 59/ Highway 83 crossing is a major commuter intersection, but the topography of the hill sloping to the south makes for poor visibility of pedestrians in a crosswalk. The unique angle of Highway 59's intersection with Highway 83 creates vehicular conflicts and does not connect directly to Avoca's downtown along Elm Street.

continued on Board 6b

Avoca

Walnut St. & Crocker St.

RDG Planning & Design
LAs: Anne Machian, PLA, ASLA; Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Dani Hodgson
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Iowa's Living Roadways community visioning

Both Wool Street and Crocker Street were identified as existing routes for pedestrians to cross Highway 59 to access the downtown, though Wool Street does not have sidewalks in all directions and is situated at the crest of a hill. Crocker Street has generous rights-of-way and better visibility for both vehicles and pedestrians. Therefore, the intersection of Highway 59 (Walnut Street) and Crocker Street was determined to be a prime candidate for both pedestrian safety improvements and establishment of gateway monuments that will invite passersby to enter Avoca's downtown, just one block west of Highway 59.

Proposed improvements include flashing pedestrian crosswalk signage, painted crosswalks, and monumental gateway features. On the north and southbound lanes of the intersection, a Rectangular Rapid Flashing Beacon (RRFB) Pedestrian Crosswalk system is a Manual on Uniform Traffic Control Devices (MUTCD) compliant solution that would alert vehicular traffic to pedestrians in the intersection. The crosswalk, painted to designate the pedestrian zone, could use patterning iconic to Avoca's character, and the installation of Avoca's turret monuments would direct people to the heart of downtown, along Elm Street. The painted crosswalk would be the first phase of implementation and could be considered a pilot project with the goal of later replacing the crosswalks with more permanent stamped concrete through collaboration with Iowa DOT. The stamped concrete would emulate the brick pattern that is prominent in Avoca and would create visual connectivity with the existing downtown aesthetic.

Existing view from the southeast corner of the intersection

Avoca

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