

Highway 92 & Eyberg Ave Intersection

This concept proposes creating three-lane road configurations at the primary intersection, allowing for right-turn lanes that will help to ease traffic at this location. All proposed bump-outs will still accommodate the required turning needs for large trucks. At the corners the curb would be brought down to the grade of the street to allow for larger vehicles to make wider turns without engaging the curb.

Though the overall roadway dimensions have been reduced by extending the curb, the lane widths would remain similar to existing widths or be increased. As well, the lanes will be marked on the outer edge, but still provide another 2-3 feet of paved shoulder between the lane and the front of the curb.

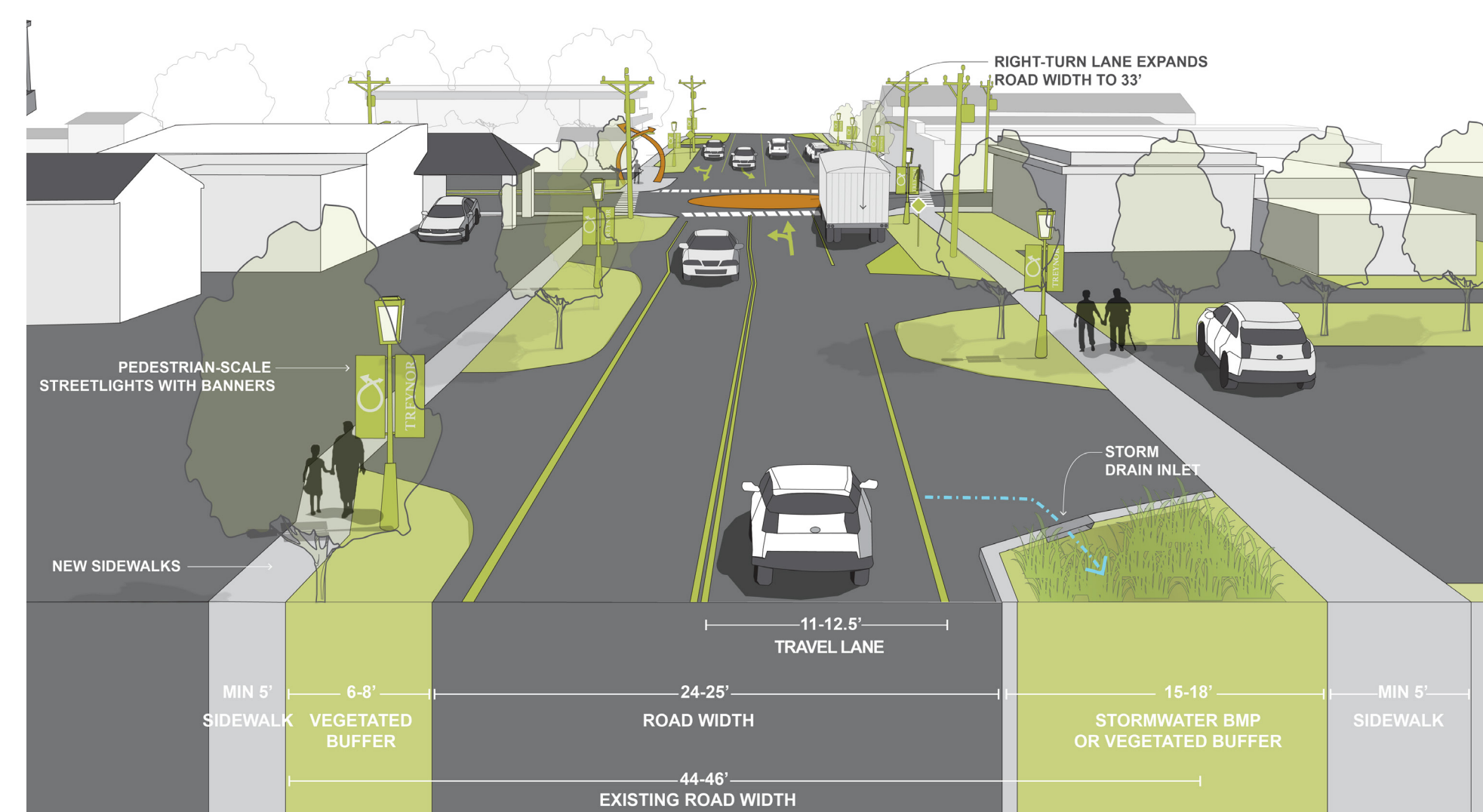
The intersection of "The Four Corners" also provides opportunities to explore various strategies related to vegetation and stormwater management, as well as provide elements that increase community identity. This location is the primary commercial district and has the potential to have more of a downtown character in future planning. Elements such as pedestrian-scale streetlights, banners, and landscape updates can help to establish an identity for that district. These features create a more welcoming and social space for the community, and can inspire economic development. The proposed streetlights would be a more modern take on the historic style street lamps that currently surround the memorial landscape.



① Highway 92 (Looking East)



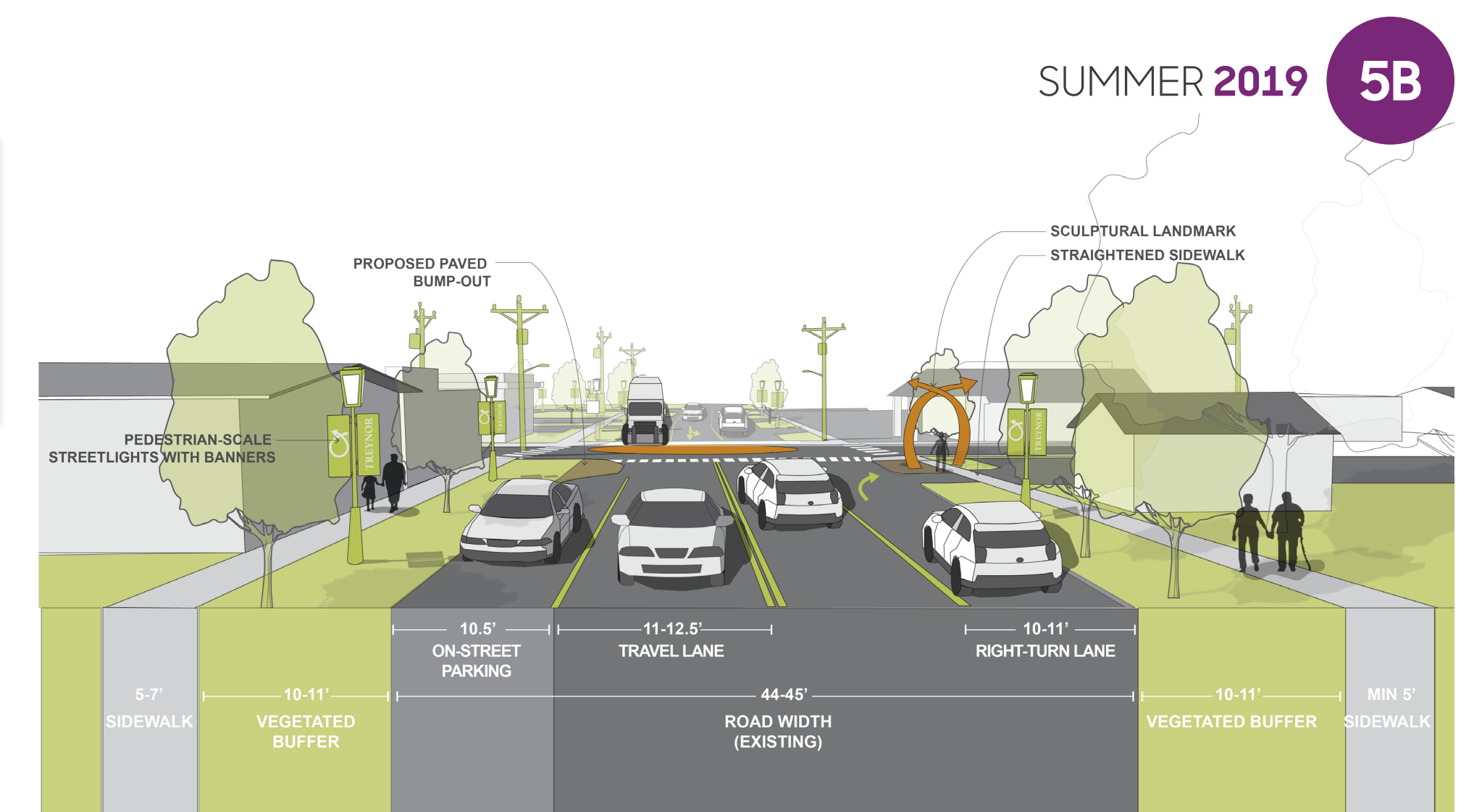
Coming into town from the west, bump-outs would be implemented along both shoulders. This will allow for managing stormwater issues within this area, and providing sidewalk access on the north side of HWY92 where there currently is none. As you approach the "four-corners" the downtown identity elements such as pedestrian street lights would begin to establish the character for this district.



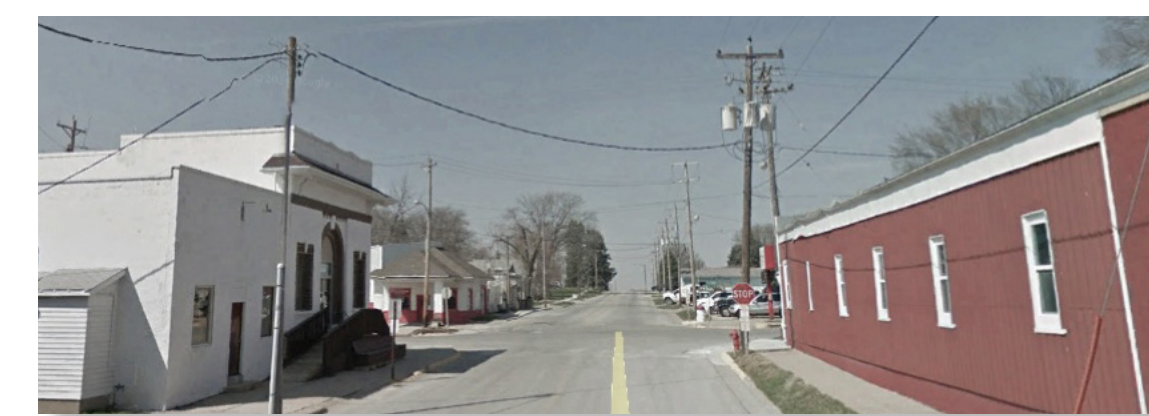
② Highway 92 (Looking West)



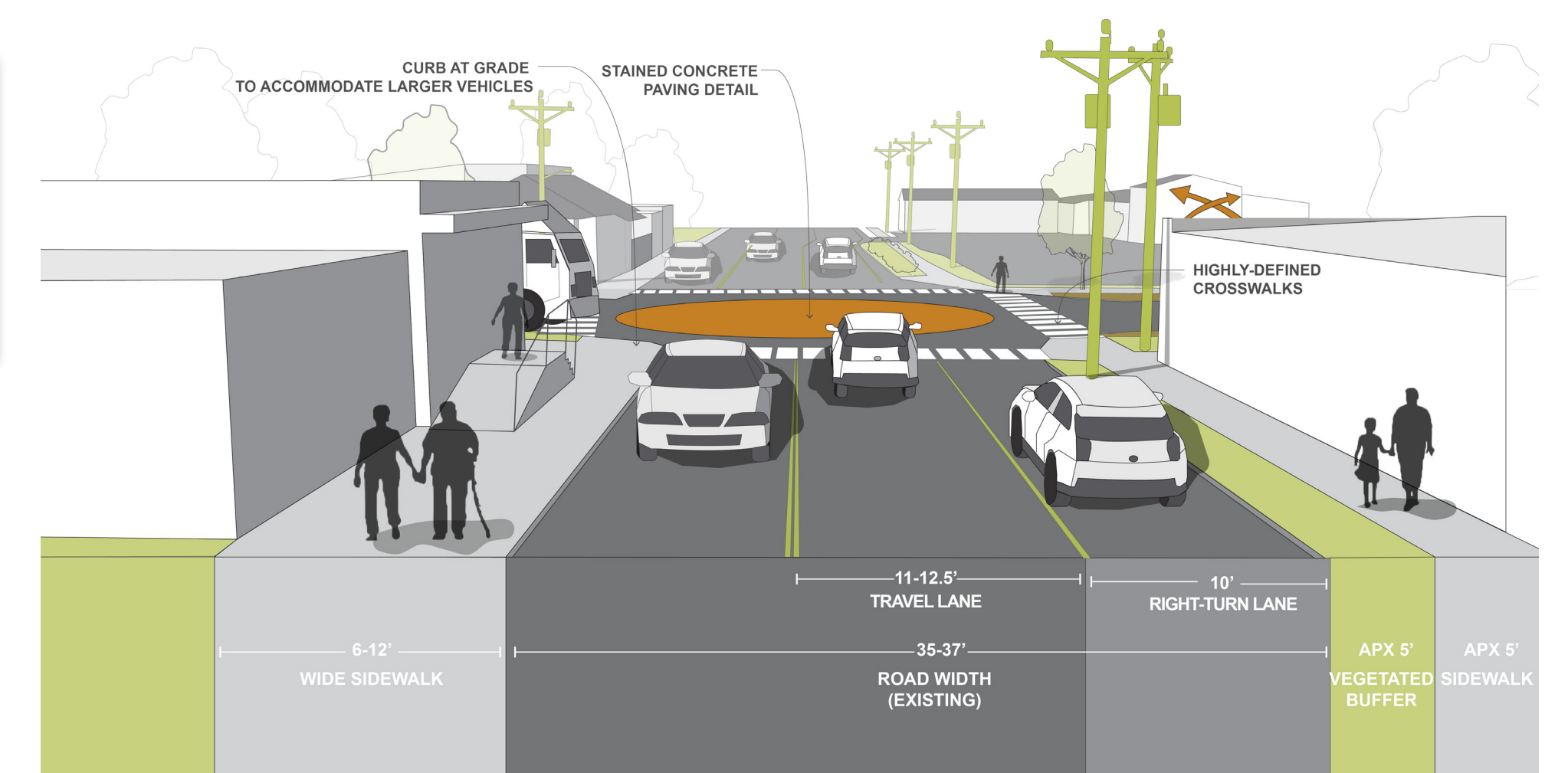
Looking west, the streetlights, street trees and artful elements create a welcoming environment. These elements alert drivers that they are in a zone where there will more likely be pedestrians present, and that speeds are typically slower. Near the intersection all four lanes are utilized for vehicles, whether through travel lanes, turning lanes, or on-street parking.



③ Eyberg Ave (Looking North)



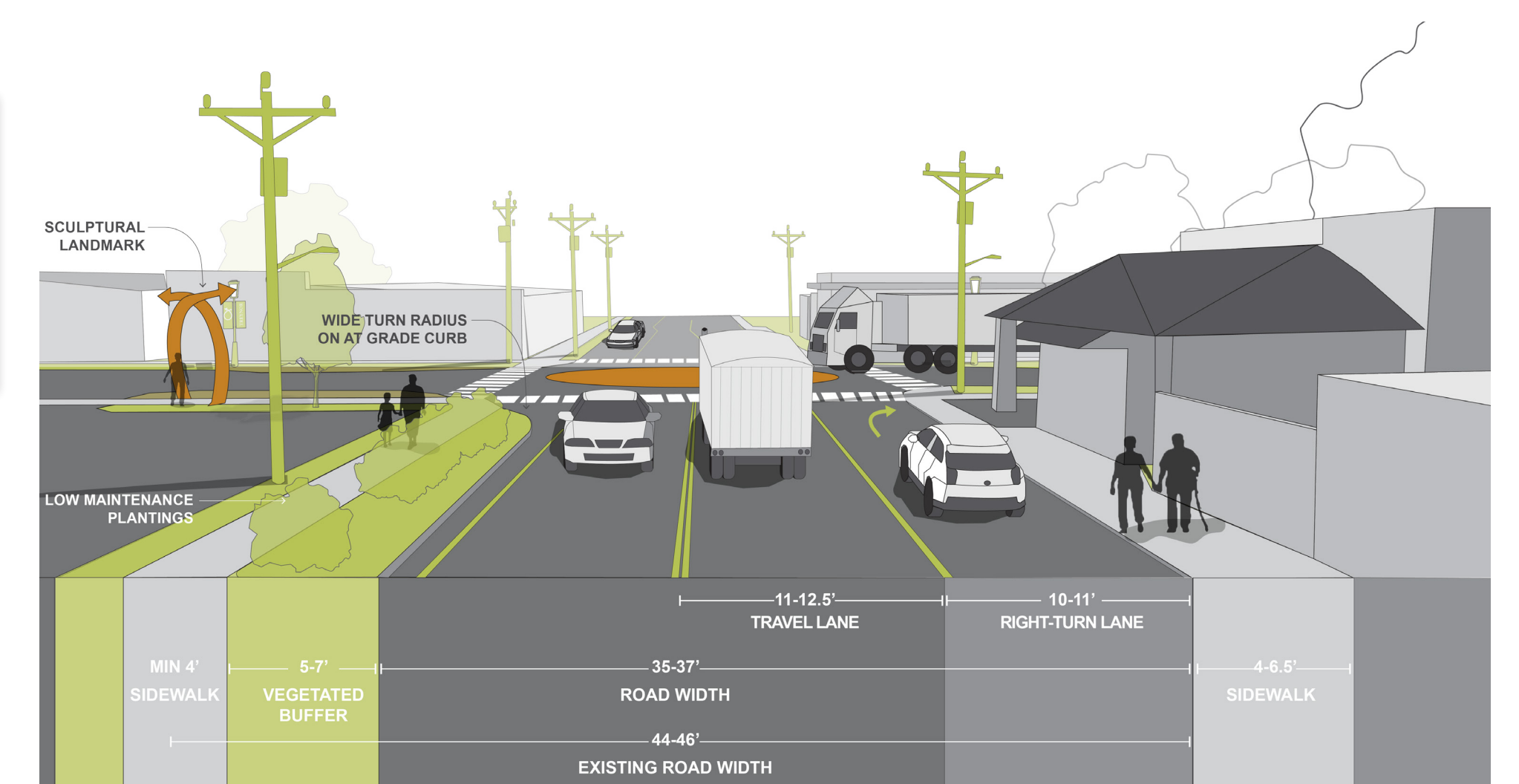
After school this length of Eyberg Avenue becomes one of the more congested streets in Treynor. This proposal converts the east shoulder of the road, currently utilized for on-street parking, into a turn lane. The addition of a right-hand turn lane will divert that traffic into two lanes and hopefully reduce back ups, by allowing eastbound traffic to disperse more quickly.



④ Eyberg Ave (Looking South)



Traveling south, the parking along the west side of Eyberg Avenue becomes a right-hand turn lane. On the east side of the road some curb extension is proposed to allow for widening the fitness center parking lot, adding a north-south sidewalk, and providing a vegetated buffer. A significant shoulder width will be provided along Eyberg Avenue on the east side, especially at the corner, to increase ease of turns for larger vehicles from HWY 92 onto Eyberg Avenue.



"The Four Corners"

Iowa State University Community Design Lab

LAs: Chad Hunter & Carl Rogers

Collaborators: Brian Leaders & Payton Schafers, National Park Service RTCA

Iowa State University | Trees Forever | Iowa Department of Transportation

