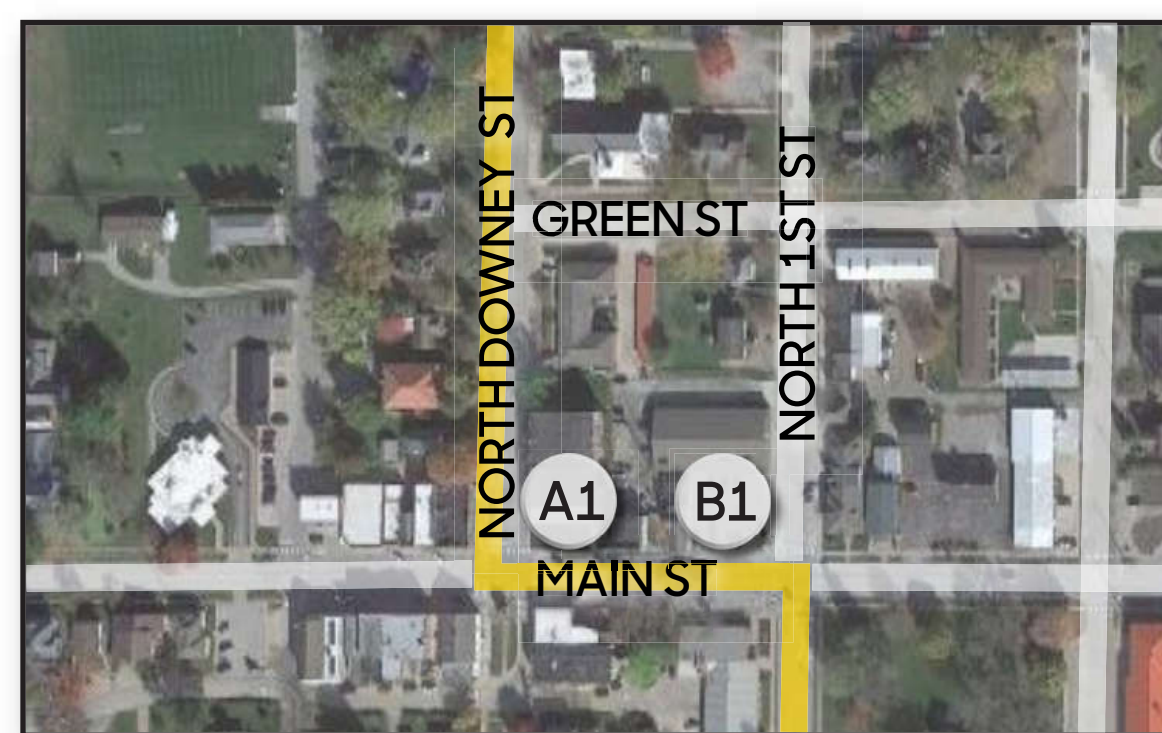


Existing Truck Route



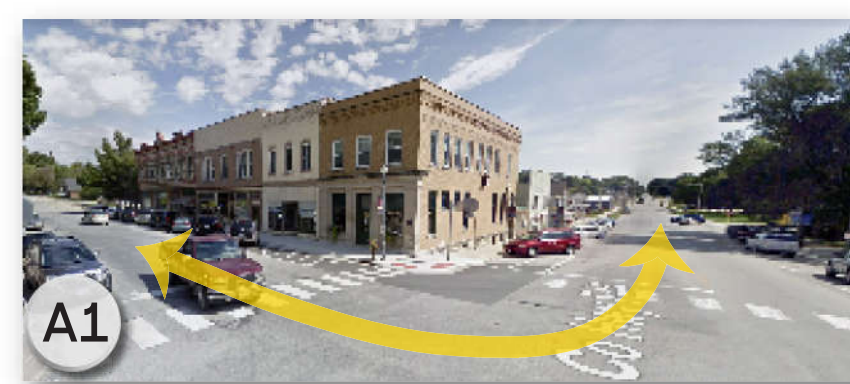
Proposed Truck Route Option 1



Enlarged Plan A - Existing Truck Route



Enlarged Plan B - Option 1 Truck Route



Existing Truck Route View



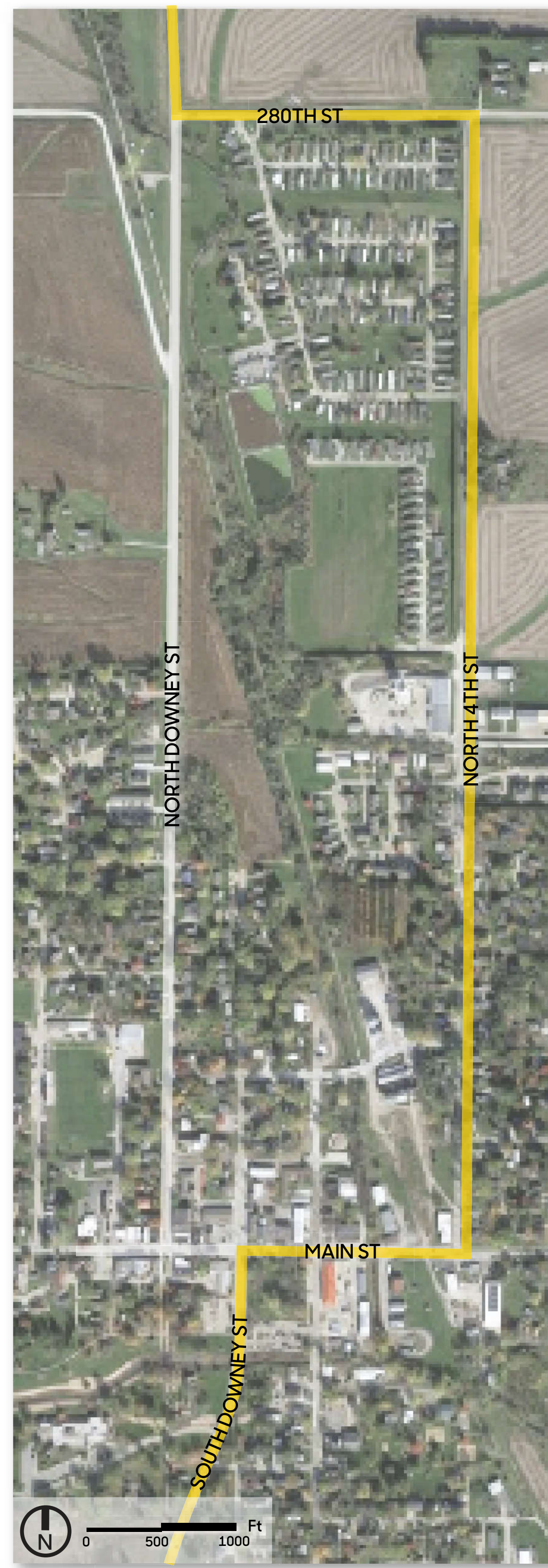
Proposed Option 1 Truck Route View



Existing Truck Route View



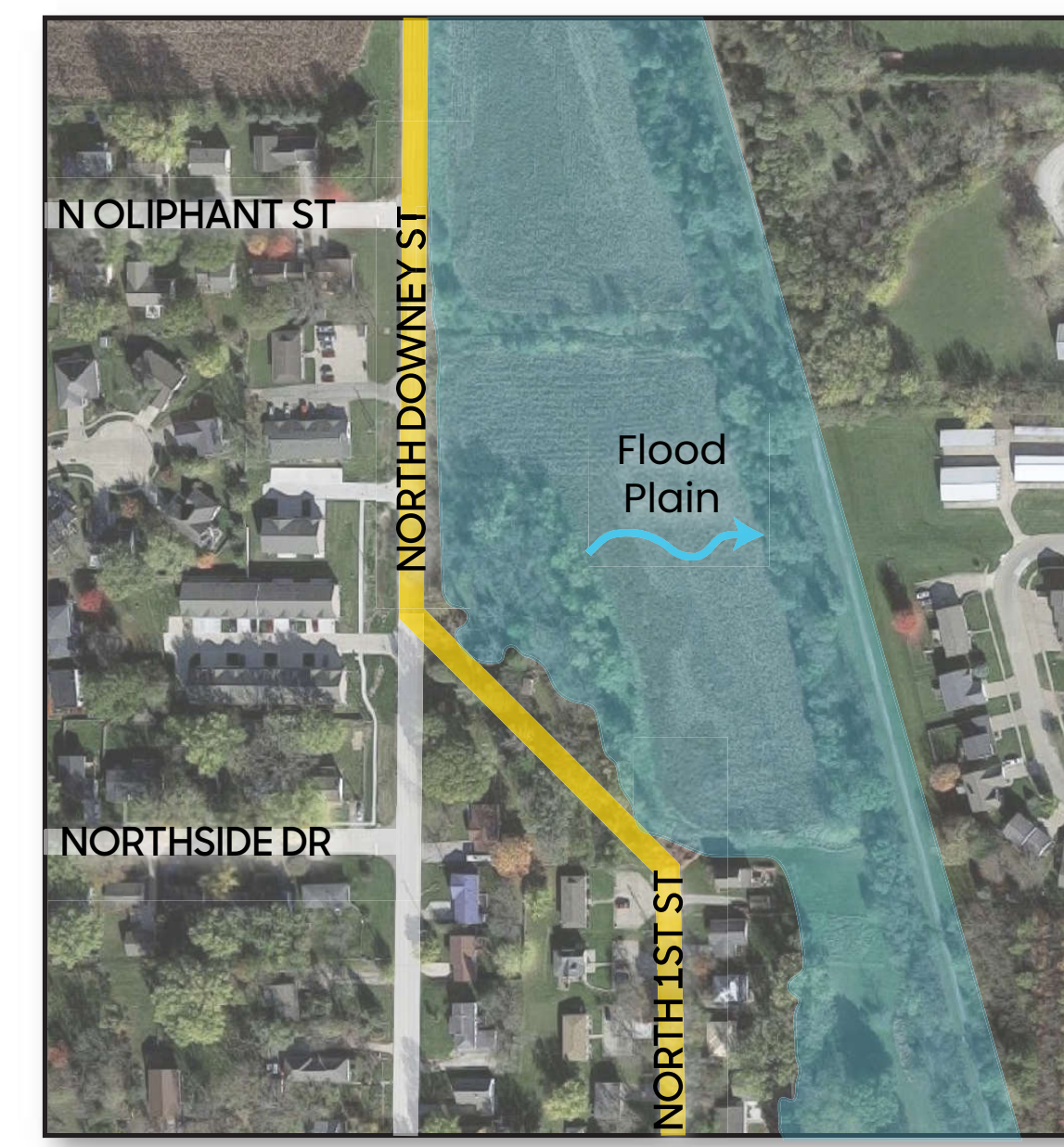
Proposed Option 1 Truck Route View



Proposed Option 2 Truck Route



Proposed Truck Route Option 3



Enlarged Plan C - Option 3

### Downtown Truck Route

When West Branch was originally planned, Downey Street was the primary north-south arterial roadway, allowing traffic to pass straight through downtown without turning. When the Herbert Hoover National Library was constructed, Downey Street was shifted one block to the east on the south side of Main Street. This altered the circulation pattern, causing vehicular traffic to turn onto Main Street for one block to continue north-south through town. This turn is difficult and hard to navigate for large grain trucks that are traveling to and from Interstate 80 on the south side of town to the cooperative, which is located on the north side of town.

The following are three proposed options for rerouting truck traffic:

**Option 1:** This option proposes to reroute truck traffic one block north of Main Street, to Green Street. While Green Street has a tight turning radius similar to the current route, there is less pedestrian and vehicular traffic and less parking utilized during the business hours. In addition, the buildings are located farther away from the street intersection.

**Option 2:** This option directs truck traffic to turn east on Main Street and travel east for approximately three blocks and then turns north on North 4th Street, in lieu of North Downey Street. A food processing facility is already located on North 4th Street and access to North Downey is possible via 280th Street north of town, away from city traffic.

**Option 3:** This option eliminates the turn onto Main Street by directing traffic to continue north on North 1st Street and extending North 1st Street to connect to North Downey Street north of Northside Drive. The new intersection of North 1st Street and North Downey Street would be designed to accommodate the proper truck turning radii. The area for the extension of North 1st Street is currently undeveloped, and will more than likely require coordination with the various regulating agencies due to its proximity to the floodplain.

# West Branch Downtown Truck Route

## Martin Gardner Architecture

Designer: Kyle Martin, Landscape Architect: Meg Flenker

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