



Overview Map of West Branch Highlighting Existing Transportation-Related Features

Transportation Inventory and Analysis

Knowledge of the transportation system in and around a community is critical for sustainable transportation enhancement planning. The transportation system for West Branch consists primarily of a network of roadways, sidewalks, and a recreational trail. The old railroad line was transformed into a multi-use recreational trail that runs diagonally from the northwest of the city to the east end of downtown. Extending this trail southeasterly along the original railbed toward West Liberty as well as northwesterly to Solon are two of the three trail connections identified by the community as a priority. The third trail connection would extend from West Branch to Iowa City.

The primary north-south roadway corridor through town is County Road X30/Downey Street, which connects the Interstate 80 interchange with West Branch's downtown, as well as West Branch to neighboring communities. The primary east-west roadway corridor through town is County Road F44, which is designated as the Herbert Hoover Highway. Both of these roadways go through the West Branch Commercial Historic District. Interstate 80 is a multi-lane expressway that links the east and west coasts of the continental United States. Though the interstate bypasses West Branch, it is still considered a major east-west road for the community due to the heavy use by both residents and visitors traveling to and from places outside of the community. Based on the Iowa Department of Transportation's 2018 Average Daily Traffic County, there was an average of 37,800 - 41,600 vehicles traveling past the West Branch interchange.

In 1962, the Herbert Hoover National Historic Site was established. The US Government acquired southern portions of the original town and shifted South Downey Street one block east around the site. The Herbert Hoover National Historic Site is seen by 100,000 - 150,000 visitors each year. Main Street and the National Historic Site serve as grounds for community celebrations and festivals.

A large number of semi trucks and trailers travel along County Road X30 between Interstate 80 and the grain processing and storage facilities north of town. The turns required onto Main and Downey Streets can be difficult for truck drivers and disruptive for regular downtown traffic, businesses, and pedestrians.

A roundabout is planned at the intersection of Main Street, Herbert Hoover Highway, and Johnson-Cedar Road to alleviate the bottlenecking that occurs at the high school during commuting hours. A new interchange for the Herbert Hoover Highway is currently under construction approximately one mile west of West Branch, which will provide improved commuter connections to new developments on the eastern side of Iowa City.

Future connections between nearby communities as well as additional and improved transportation-related amenities will be necessary as residential development in West Branch continues to grow. Refer to boards 3a through 3c for additional information on transportation assets and barriers.

West Branch Transportation Inventory

Martin Gardner Architecture

Designer: Kyle Martin, Landscape Architect: Meg Flenker

Intern: Zahra Salahshoor

Iowa State University | Trees Forever

