Introduction

- Historic neighborhood
- Isolated by US Highway 63 and 218
- Diverse population
- 21% of households lack a vehicle
Equity
Demographics

Church Row

- 53% White
- 19% Asian
- 18% Black
- 26% younger than 14
- 2.2% speak Asian or Pacific Island language and no English
- 418 households with disability
- $30,000 median income
- $74,000 median housing value
- 21% owner occupied

Waterloo

- 75% White
- 2% Asian
- 16% Black
- 20% younger than 14
- 0.2% speak Asian or Pacific Island language and no English
- 7,171 households with disability
- $47,000 median income
- $114,000 median housing value
- 62% owner occupied
Education and Employment

Education

<table>
<thead>
<tr>
<th>Education Level</th>
<th>Waterloo</th>
<th>Church Row</th>
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<tbody>
<tr>
<td>No High School Diploma</td>
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<td>21</td>
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<tr>
<td>High School Graduate</td>
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<tr>
<td>Some College</td>
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<tr>
<td>Bachelor's/Grad/Prof Degree</td>
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Employment

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<thead>
<tr>
<th>Employment Type</th>
<th>Waterloo</th>
<th>Church Row</th>
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<tbody>
<tr>
<td>White Collar</td>
<td>55</td>
<td>37</td>
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<td>Blue Collar</td>
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<td>Services</td>
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<td>Unemployment Rate</td>
<td>15.1</td>
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Transportation Equity
Safety
Accident Heatmaps
Accident Heatmaps cont.

Accidents involving a bicycle

Accidents involving a pedestrian
Heatmap vs. Intersection Type
Recommendations: 6-Way Intersection
Other Recommendations

- 4-Way Stops
- More two-way streets.
- 9-10 ft. lanes.
- Transverse markings.
Accessibility

• Church Row Neighborhood has 107 businesses and nonprofits
• 1.5 miles away from a supermarket, pharmacy, or medical center
• City's largest park spaces inaccessible
Bicycle Trails

- Bike trails good for recreation
- Church Row blocked from accessing bike trails by Highway 63 and U.S. 218
- Does not allow access to employment, healthcare, or shopping
Highway 63: Pedestrian Underpass

- Safely connect Church Row to bicycle trail network
- Allow safe access to Hope Martin Memorial Park
- Potential funding available
3rd Street Connector

- Connect Sergeant Trail to 218 Trail
- Create safe crossing of Sergeant Road
  - High visibility crosswalks
  - Pedestrian island
- Wayfinding signs combined with traffic calming along 3rd Street
Bus Route

- Does cut through Church Row
- Does not connect to Tyson
- Does not connect to Crossroads Mall
Curb-to-Curb Van Service

- Based on Horizons' Neighborhood Transportation Service in Cedar Rapids, IA
- Provide affordable curb-to-curb service when Metropolitan Transportation Association's buses are not in use
- Rides must be scheduled 24 hours in advance
Recommendations

• Reroute Red Line
• Provides accessibility to schools
• Connect central Waterloo to Crossroads Mall
Recommendations

- Reroute the Blue Line
- Reduce transit traffic inside the neighborhood
- Extend access to schools
Walkability
Existing Conditions: Walkability Assessment
Existing Conditions: 401 W 4th St
Active Transportation Focus

3rd Street – looking North

4th Street – looking South

5th Street – looking South
High Visibility Cross Walks

• High-visibility ladder, zebra, and continental crosswalk markings have been shown to improve yielding behavior.

• Most effective high visibility crosswalks:
  • Combination of treatments including
  • Warning beacons or signals
  • Signage and striping
  • Geometric enhancements
  • Most effective at improving pedestrian safety
Recommendations for Lane Width

- Lanes greater than 11 ft should not be used as they may cause unintended speeding
- Travel Lane widths of 10 ft generally provide adequate safety in urban settings and discourage speeding
- Parking lane width of 7-9 ft are generally recommended. In certain cases, especially where loading is present, lanes can be up to 15 ft wide

Recommendations for Bike Lanes

- On streets with high traffic volume, regular truck traffic, high parking turnover, or speed limit > 35 mph, consider treatments that provide greater separation between bicycles and motor traffic such as: Buffers, Left side, and Cycle tracks
- Buffered Lanes: Buffer should be at least 18 inches wide
5th Street: One-way Redesign
5th Street: One-way Redesign

Before

After
5th Street: Two-way Redesign
5th Street: Two-way Redesign

Before

After
3rd Street
Recommendations

• Stop Signs
• Lane Lines
• Bus Stop Amenities
  • Benches
  • Shelters
  • Trash cans
4th Street
Recommendations

• Redesign to a 2-Lane Road
• High Visibility Crosswalks
• Bike Lanes
• Roundabout the intersection of 4th/5th/Kimball
Conclusion
Thank You!