



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed December 2014, <http://www.igsb.uiowa.edu/nrgislib/>.



Signage and sidewalks are needed to improve access to nearby businesses



Overgrown and broken sidewalks compromise neighborhood walkability



Lack of crosswalks creates unsafe conditions for pedestrians

### Transportation Inventory and Analysis

Knowledge of the transportation systems in and around a community is critical for sustainable transportation enhancement planning. Transportation systems include paved and unpaved roadways, pedestrian and bike trails, waterways, and railroad lines or railbeds from abandoned railroad lines and airports.

The Nashua visioning design team met with DOT personnel and local officials to identify existing, past, and future transportation systems in the area and to discuss possible transportation related restraints and opportunities that could potentially affect project areas.

Nashua has two major transportation issues that came out of this meeting. First, the community is divided by State Highway 346 and second, several new businesses and a welcome center have located on the west edge of town near the intersection of Highway 218 (Avenue of Saints) and State Highway 346, both occurring with insufficient regard for pedestrian safety of access.

State Highway 346, running east and west through town, is a barrier for pedestrians with popular destinations on either side. The highway has a 35 MPH speed limit with four lanes of traffic and no pedestrian crossings. The IDOT suggests installing heavily marked pedestrian crossings that could be paired with a flashing signal at select crossing points. These improvements would be at the city's expense.

Another suggestion from the meeting was to position centerline, pedestrian crossing signs similar to what Waverly used at important crossings.

Participants at the transportation meeting noted the intersections of Highway 346 and Merrill, Andrews, Greeley, and Main Streets are a concern where children cross to the schools located on Greeley Street. Other areas for concern were the intersections of Panama and Greeley Streets and Merrill and Lexington Streets. There are few designated pedestrian crossings in town. The school does have a roll out stop sign at the intersection of Merrill and Lexington Streets, as well as crossing guards at the intersections of Greeley Street and Highway 346 and Greeley and Panama Streets for 45 minutes before and after school.

Many of the local businesses and the welcome center are located on the west side of town near Highway 218 (Avenue of the Saints). The welcome center also serves as a tornado shelter for residents and the campground in Cedar View Park. Participants at the transportation meeting noted that pedestrians would like safe access to these locations but due to lack of sidewalks and heavy truck traffic, many are forced to drive instead. The inability to easily walk to the welcome center is especially troubling for campers who may need to get to the welcome center quickly in the event of a storm.

Participants from the community expressed a desire for a trail that would connect Cedar Lake Park with the Little Brown Church. Other suggestions for trails were to eventually connect Nashua with Charles City and Ionia to the north and Waverly to the south. The Iowa Northland Regional Council of Governments is currently working on a regional recreational trail within their six county region.

# Nashua Transportation Inventory and Analysis

Landscape Architect and Intern: Craig Ritland, PLA, FASLA, Samantha Price, RITLAND+KUIPER Landscape Architects and Katherine Gould