

Appendix D: City Overview Reports

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Overview

During the analysis period of this plan, many agencies experienced a limited number of crashes, impacting the types of analysis, such as network screening, that may yield possible candidate safety improvement sites. Therefore, the following sections present a general analysis of selected agencies, focusing on population, traffic, crash experience (including crash rates) and infrastructure assessment. The primary objectives of these analyses were to present trends, compare local data with regional and state data and note possible safety improvements, particularly for vulnerable road users. Other than the previously discussed network screening, a comprehensive review of each city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. The analysis includes the time period of 2014 to 2022, due to availability of pertinent data at the beginning of the project. However, crash experience for the most recent five-year period (2019 to 2023) is presented in the stacked crash maps.

Vehicle miles traveled (VMT) is discussed throughout these sections. VMT is a measure used to quantify the amount of travel for all vehicles (or exposure) in a specified area over a given time period. VMT is a key metric for understanding traffic patterns, evaluating transportation infrastructure needs, assessing environmental impacts and planning for future transportation projects. To calculate the VMT for a specific roadway segment, the average annual daily traffic (AADT) is multiplied by the length of the segment (in miles). For example, for a five-mile-long highway segment with an AADT of 5,000 vehicles, the VMT would be 25,000 daily vehicle miles traveled.

Crash rate is also discussed throughout these sections. Crash rate represents the frequency of crashes with respect to exposure (VMT), specifically crashes per 100 million vehicle miles traveled. In general, more crashes are expected as exposure increases. Crash rates can be sensitive to locations with low VMT; specifically, a few crashes, even a single crash, may result in large crash rates. Crash selection was based on both the reported city of the crashes as well as the spatial proximity of crashes to incorporated area boundaries, accommodating for possible inaccuracies in geocoding. Therefore, some of the crashes attributed could potentially be under the jurisdiction of another agency.

Within this document, cities are generally organized and analyzed alphabetically within the following population ranges: less than 100; 101 to 1,000; 1,001 to 2,999; and greater than 3,000. The populations of several cities, particularly smaller cities, may be near an adjacent population category. Additionally, the range of populations in the greater than 3,000 category is fairly broad, with larger cities potentially having a greater influence over the regional and statewide averages.

Cities with a Population Less than 100

Regional and Statewide Trends

Table 1 presents annual vehicle miles traveled, crash frequencies and crash rates for the nine cities within ECIA with a population less than 100. Regional values and trends may be compared to Table 2, which presents statewide annual vehicle miles traveled, crash frequencies and crash rates for the cities with a population less than 100.

Table 1. Estimated VMT (1,000s) and Crash Data for Cities within the ECIA Region, Population Less Than 100, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	6,268	6,619	6,394	6,831	6,641	6,670	5,879	4,769	4,740
Average Regional City VMT	696.44	735.44	710.44	759.00	737.89	741.11	653.22	529.89	526.67
Crash Frequency	17	24	17	18	5	16	14	13	13
Average Regional Crash Rate	271.22	362.59	265.87	263.50	75.29	239.88	238.14	272.59	274.26

Table 2. Estimated Crash and VMT (1,000s) Data for Cities Statewide, Population Less than 100, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	37,964	38,509	37,316	38,148	37,559	36,923	32,452	34,486	34,623
Average Statewide City VMT	316.37	320.91	310.97	317.90	312.99	307.69	270.43	287.38	288.53
Crash Frequency	95	100	47	49	44	37	45	45	39
Average Statewide Crash Rate	250.24	259.68	125.95	128.45	117.15	100.21	138.67	130.49	112.64

In general, regional and statewide crash frequencies and rates are low, with the ECIA regional rates consistently higher than the statewide average.

City of Baldwin

Population

99 (Source: 2020 Census)

Traffic and Crash Trends

Table 3 and presents the annual vehicle miles traveled by system within the city. Figure 1 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population less than 100. The rate is consistently above the statewide average but below the regional average until 2021. Nearly 85 percent of the city's traffic is located on Iowa 64.

Table 3. City of Baldwin, Annual VMT (1000's) by Road System, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	69	496	87	156	652
2015	69	499	89		657
2016		508	158		666
2017		527	128		655
2018		527	123		650
2019		530	123		653
2020		469	107		576
2021		549	98		647
2022		549	98		647

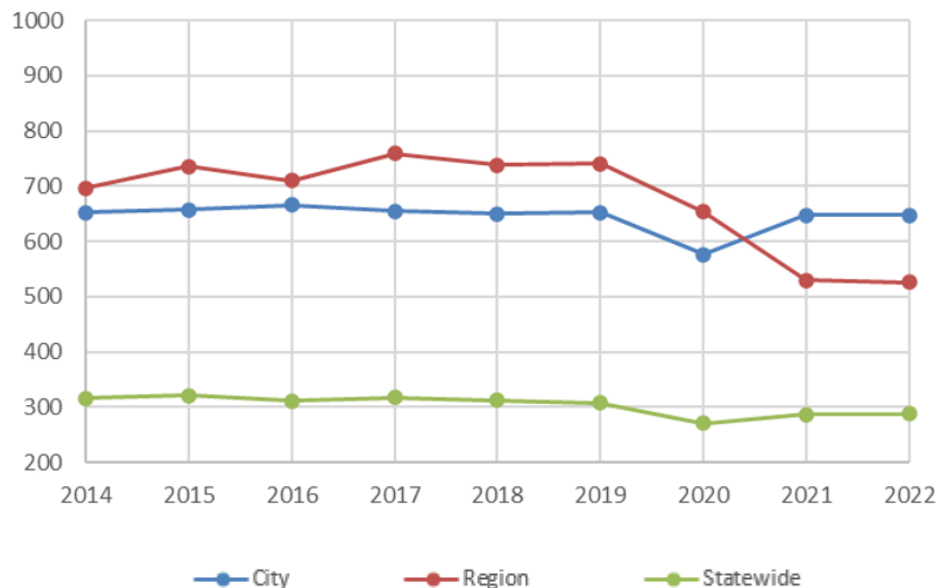


Figure 1. City of Baldwin VMT Comparison, Population Less Than 100, 2014 - 2022

Table 4 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of seven crashes were reported, involving 10 occupants. Among these, there were 4 minor injuries. No more than two crashes occurred in a given year.

Table 4. City of Baldwin, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	652	657	666	655	650	653	576	647	647
Crashes	2	1	0	1	0	1	0	1	1
Crash Rate/Million VMT	306.75	152.21	0.00	152.67	0.00	153.14	0.00	154.56	154.56

Figure 2 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population less than 100. As noted previously, the crash rate may be highly influenced by low VMT. In general, the city rate fluctuates during the analysis period, hovering around the statewide average and less than the regional average.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

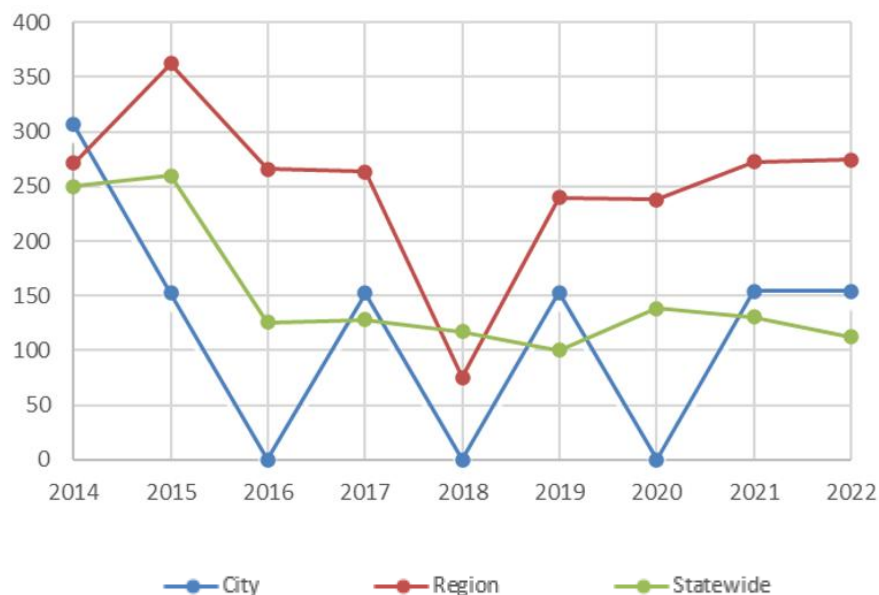


Figure 2. City of Baldwin Crash Rate (Crashes per 100M VMT) Comparison, Population Less Than 100, 2014 - 2022

Figure 3 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. Three crashes occurred during this five-year period, two of which were minor injury.



Figure 3. City of Baldwin Crashes by Severity, 2019 - 2023

Corridor Review

Table 5 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 5. City of Baldwin, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
50 th Ave	None	None	20	310	-	No Parking is Posted	30
Broadway St	None	None	25	30	-	Parallel both sides	16
Baldwin St	None	None	25	70	-	Parallel both sides	22
Itaska St	None	None	25	289	-	Parallel both sides	12
Ella St	None	None	25	120	-	Parallel both sides	12
50 th St	None	None	25	289	-	Parallel both sides	12
48 th St	None	None	25	289	-	Parallel one side - No parking other side	18
47 th St	None	None	25	120	-	Parallel both sides	16

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Balltown

Population

70 (Source: 2020 Census)

Traffic and Crash Trends

Table 6 presents the annual vehicle miles traveled by system within the city. Figure 4 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population less than 100. The city VMT was consistently below both the statewide and regional averages.

Table 6. City of Balltown, Annual VMT (1000's) by Road System, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	95		15	110	110
2015	95		16		111
2016			111		111
2017			119		119
2018			117		117
2019			116		116
2020			102		102
2021			107		107
2022			106		106

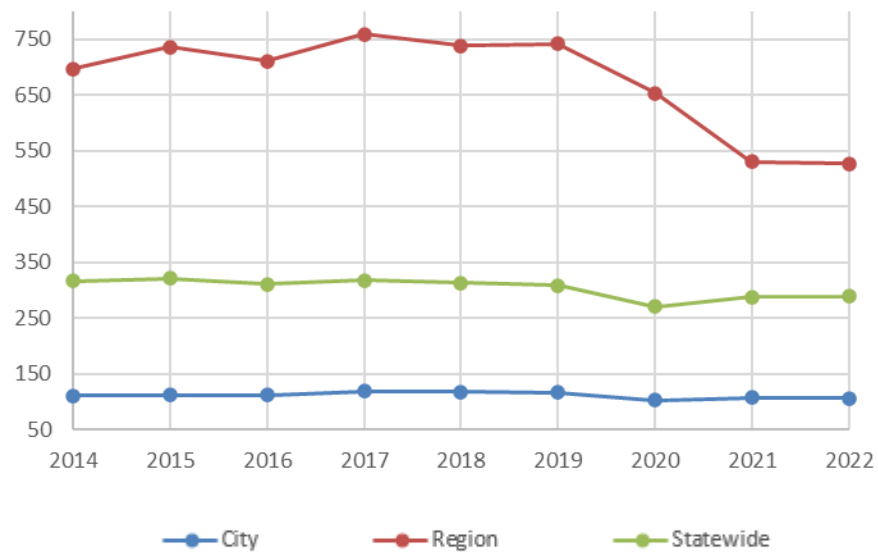


Figure 4. City of Balltown VMT Comparison, Population Less Than 100, 2014 - 2022

Table 7 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 8 crashes were reported, involving 13 occupants. Among these crashes, there was one minor injury.

Table 7. City of Balltown, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	110	111	111	119	117	116	102	107	106
Crashes		1	1			2	2	1	1
Crash Rate/Million VMT	0	900.90	900.90	0	0	1,724.14	1,960.78	934.58	943.40

Figure 5 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population less than 100. In general, the city rate is higher than the regional and statewide averages during the analysis period. As noted previously, the crash rate may be highly influenced by low VMT.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

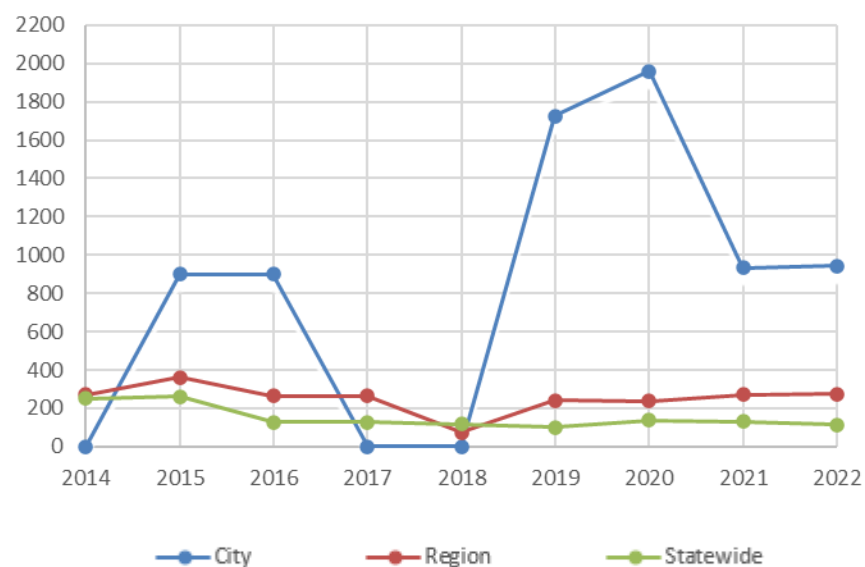


Figure 5. City of Balltown Crash Rate (Crashes per 100M VMT) Comparison, Population Less Than 100, 2014 - 2022

Figure 6 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. Eight crashes occurred during this five-year period, one of which were minor injury. Two stacks to three and two crashes respectively are visible.

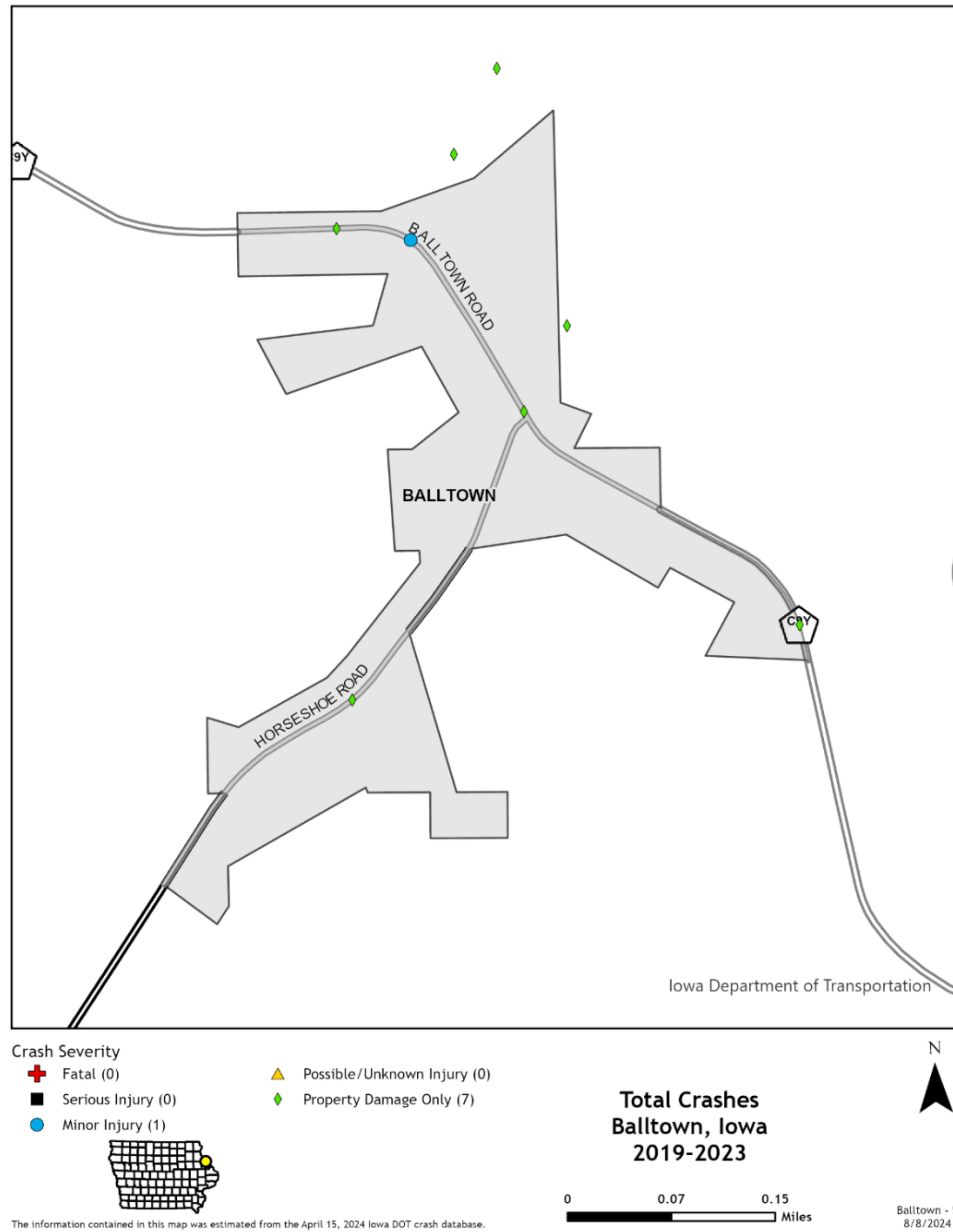


Figure 6. City of Balltown Crashes by Severity, 2019 - 2023

Corridor Review

Table 8 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 8. City of Balltown, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Horseshoe Rd	None	None	55	200	-	No parking is posted	26

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Balltown Rd	None	None	25	830	-	Parallel both sides	28

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Bankston

Population

23 (Source: 2020 Census)

Traffic and Crash Trends

Table 9 presents the annual vehicle miles traveled by system within the city. Figure 4 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population less than 100. The city VMT was consistently below both the statewide and regional averages.

Table 9. City of Bankston, Annual VMT (1000's) by Road System, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	32		8	40	40
2015	32		8		40
2016			40		40
2017			51		51
2018			61		61
2019			60		60
2020			53		53
2021			62		62
2022			62		62

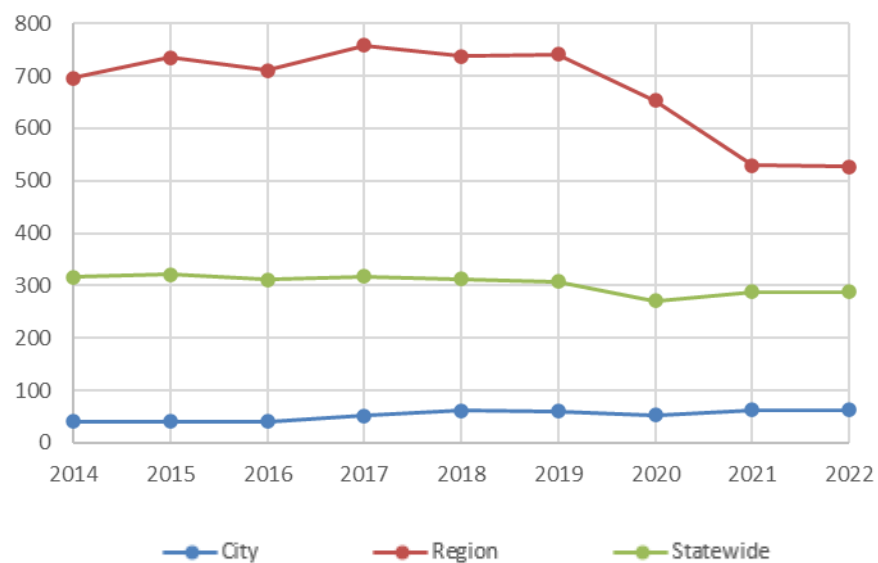


Figure 7. City of Bankston VMT Comparison, Population Less Than 100, 2014 - 2022

Table 10 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of two crashes were reported, involving three occupants.

Table 10. City of Bankston, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	40	40	40	51	61	60	53	62	62
Crashes	1		1						
Crash Rate/Million VMT	2500	0	2500	0	0	0	0	0	0

Figure 8 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population less than 100. As noted previously, the crash rate may be highly influenced by low VMT, which is evident by the two years in which one crash each year resulted rates of 2,500 crashes per 100 million VMT. Otherwise, no crashes were reported during 2017 to 2022.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

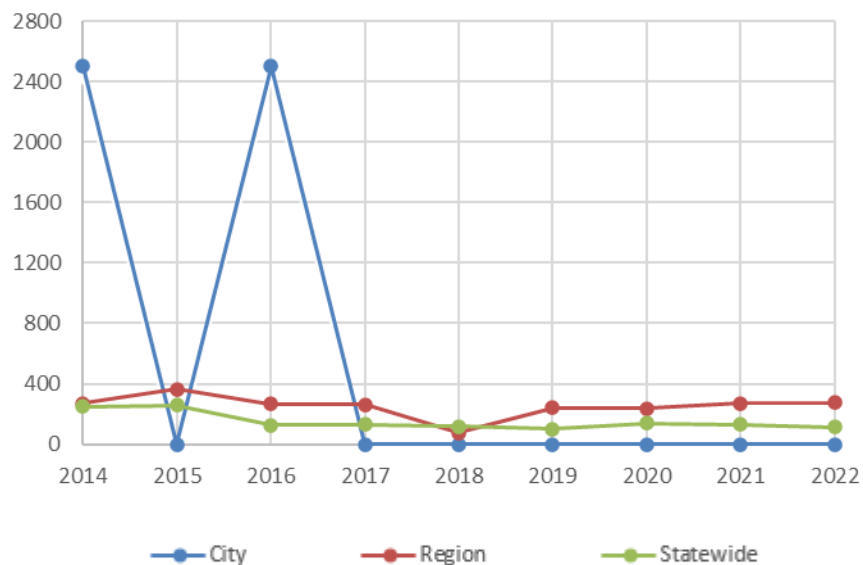


Figure 8. City of Bankston Crash Rate (Crashes per 100M VMT) Comparison, Population Less Than 100, 2014 - 2022

Figure 9 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. No crashes occurred during this five-year period.

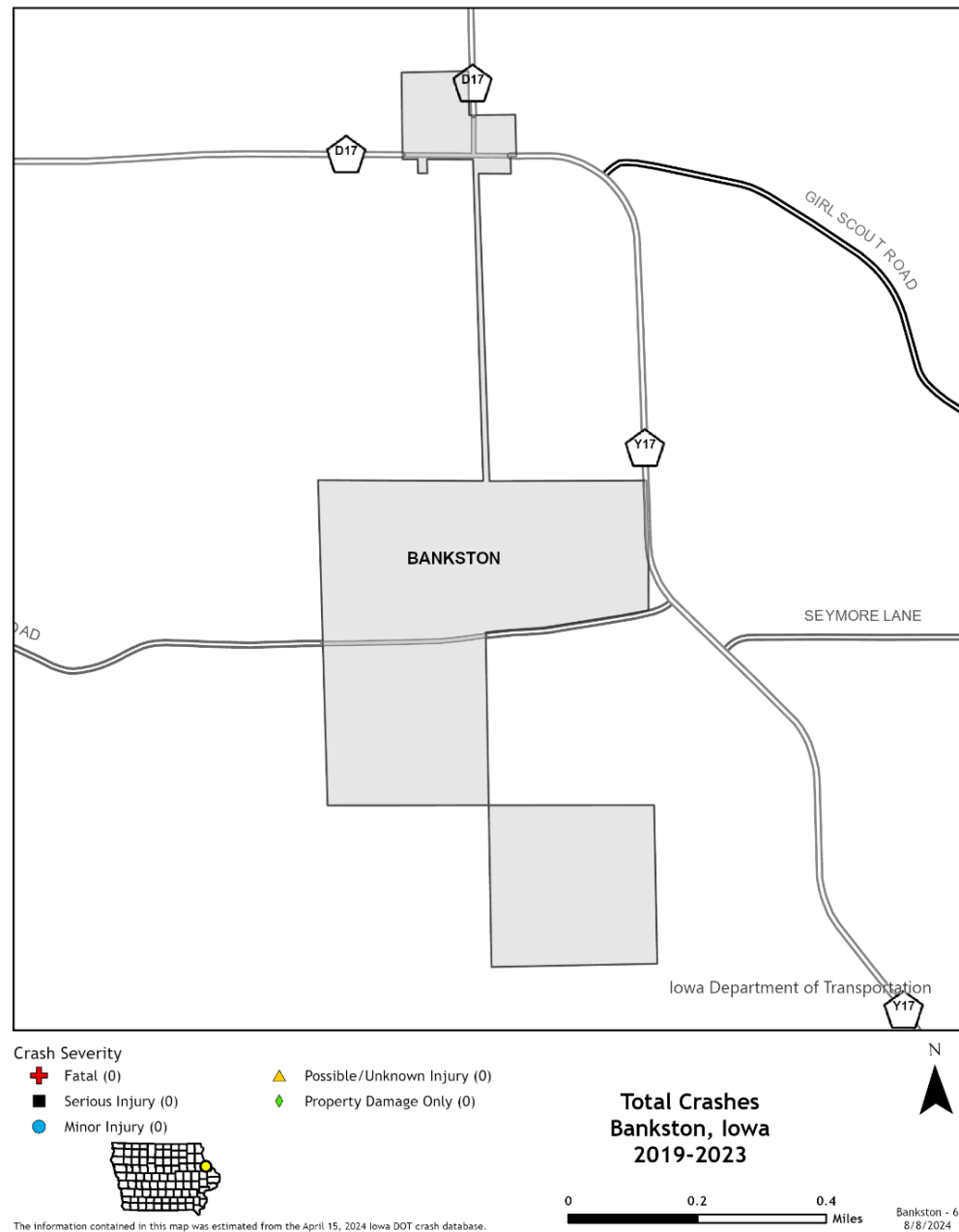


Figure 9. City of Bankston Crashes by Severity, 2019 - 2023

Corridor Review

Table 11 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 11. City of Bankston, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
New Vienna Rd	None	None	25	540	-	PARALLEL ONE SIDE - DIAGONAL OTHER SIDE	40
Bankston Park Rd	None	None	25	740	-	PARALLEL ONE SIDE - DIAGONAL OTHER SIDE	24
Pape Rd	None	None	55	90	-	PARALLEL BOTH SIDES	20

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Durango

Population

20 (Source: 2020 Census)

Traffic and Crash Trends

Table 12 presents the annual vehicle miles traveled by system within the city. Figure 10 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population less than 100. The city VMT is consistently below the regional average but generally above the statewide average. This is likely due in part to 96 percent of the city VMT located on Iowa 3.

Table 12. City of Durango, Annual VMT (1000's) by Road System, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	18	364	13	31	395
2015	18	368	13		399
2016		390	31		421
2017		399	37		436
2018		327	47		374
2019		330	51		381
2020		293	41		334
2021		246	35		281
2022		245	11		256

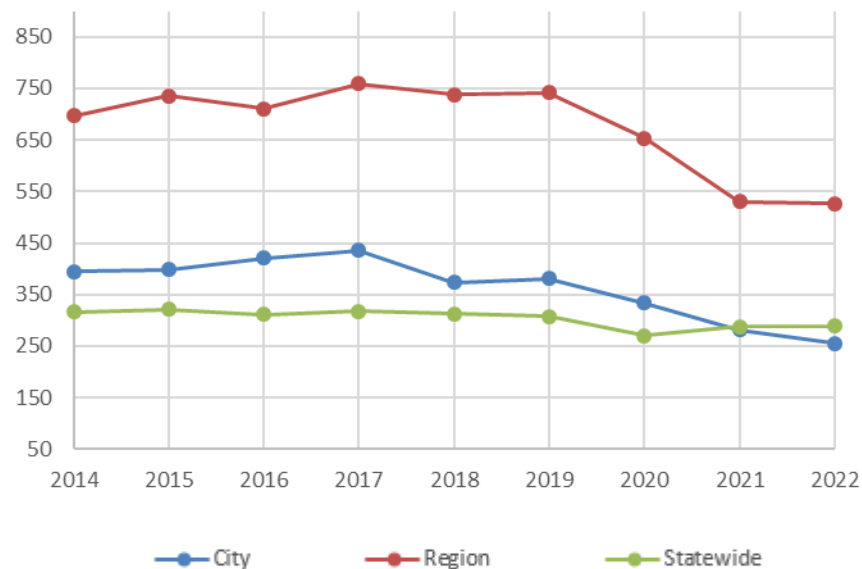


Figure 10. City of Durango VMT Comparison, Population Less Than 100, 2014 - 2022

Table 13 Table 7 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 8 crashes were reported, involving 10 occupants. Among these crashes, there were two serious injuries.

Table 13. City of Durango, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	395	399	421	436	374	381	334	281	256
Crashes	2	2	1	0	0	0	1	1	1
Crash Rate/Million VMT	506.33	501.25	237.53	0.00	0.00	0.00	299.40	355.87	390.63

Figure 11 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population less than 100. In general, the city rate is higher than the regional and statewide averages during the analysis period, but this is highly influenced by low VMT.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

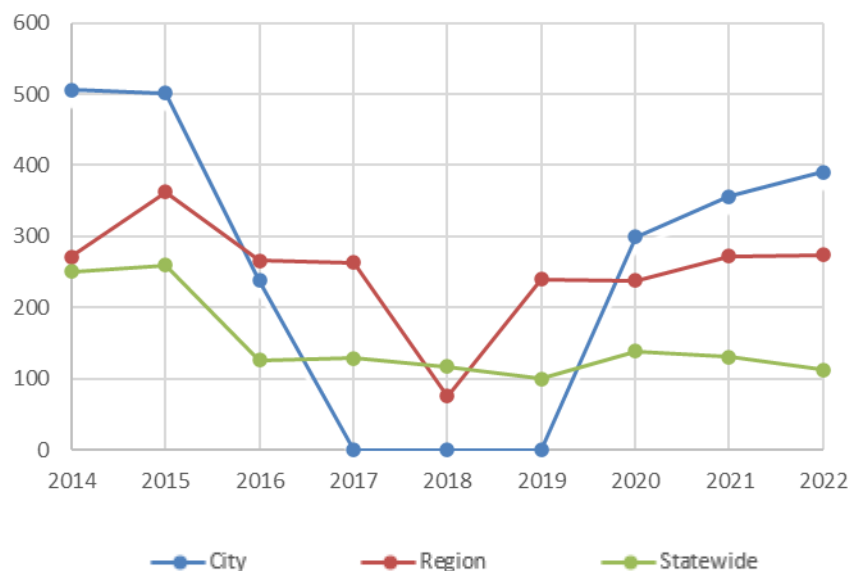


Figure 11. City of Durango Crash Rate (Crashes per 100M VMT) Comparison, Population Less Than 100, 2014 - 2022

Figure 12 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. Five property damage only crashes occurred during this five-year period.

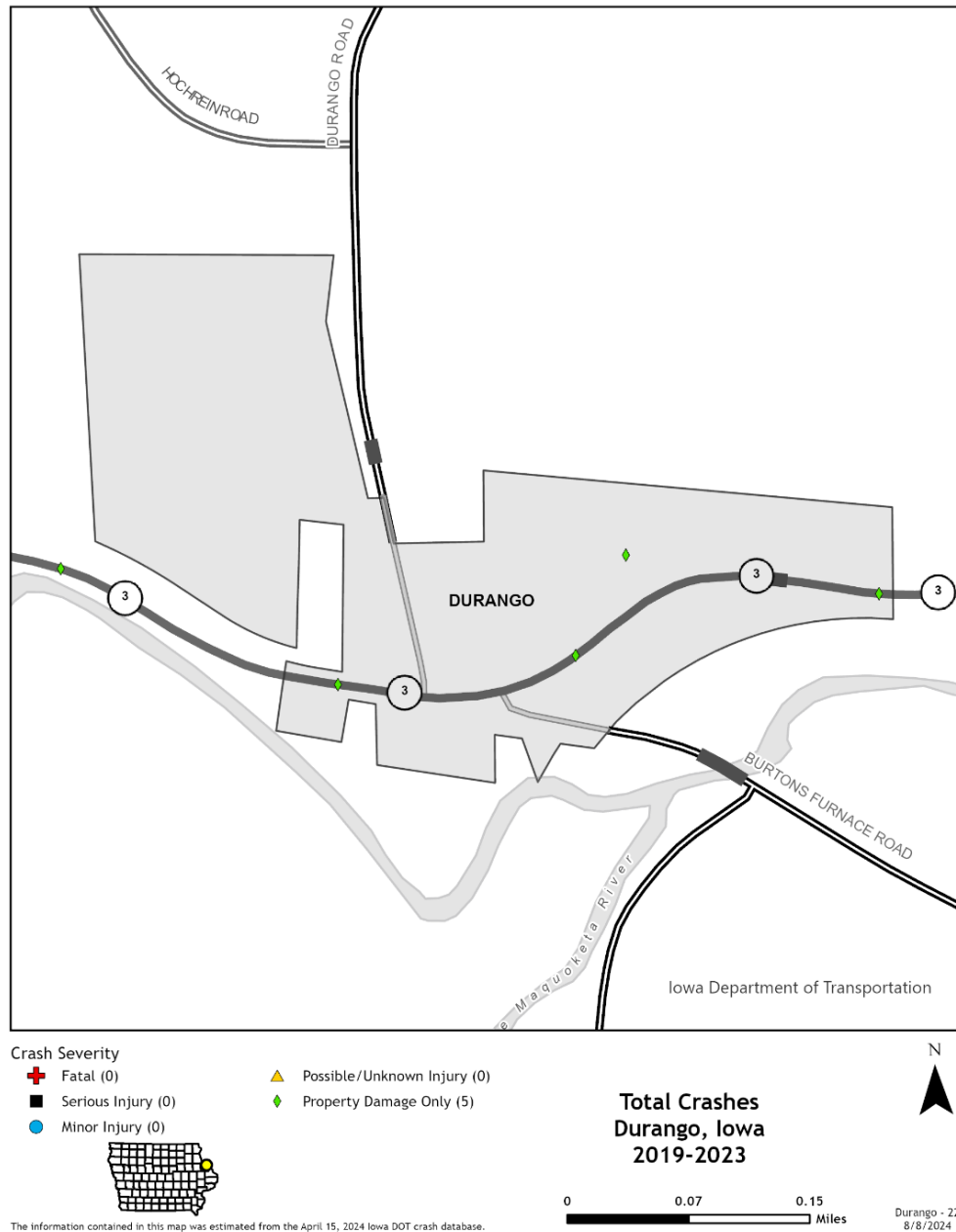


Figure 12. City of Durango Crashes by Severity, 2019 - 2023

Corridor Review

Table 14 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 14. City of Durango, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Burtons Furnace Rd	None	None	25	890	-	Parallel both sides	19
Durango Rd	None	None	25	320	-	Parallel both sides	18

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Graf

Population

76 (Source: 2020 Census)

Traffic and Crash Trends

Table 15 presents the annual vehicle miles traveled by system within the city. Figure 13 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population less than 100. The city VMT was consistently below both the statewide and regional averages.

Table 15. City of Graf, Annual VMT (1000's) by Road System, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	52		21	73	73
2015	52		22		74
2016			73		73
2017			77		77
2018			81		81
2019			81		81
2020			71		71
2021			70		70
2022			70		70

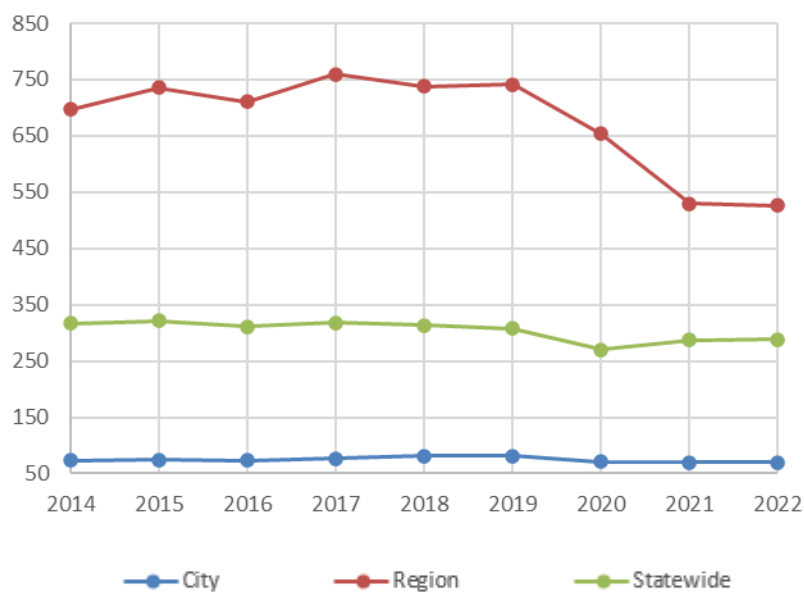


Figure 13. City of Graf VMT Comparison, Population Less Than 100, 2014 - 2022

Table 16 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 8 crashes were reported, involving 10 occupants. Among these crashes, there were two serious injuries.

Table 16. City of Graf, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	73	74	73	77	81	81	71	70	70
Crashes	1	1	0	0	0	1	0	0	0
Crash Rate/Million VMT	1,369.86	1,351.35	0.00	0.00	0.00	1,234.57	0.00	0.00	0.00

Figure 14 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population less than 100. The city rate is higher than the regional and statewide averages during the analysis period when crashes have occurred, but this is highly influenced by very low VMT.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

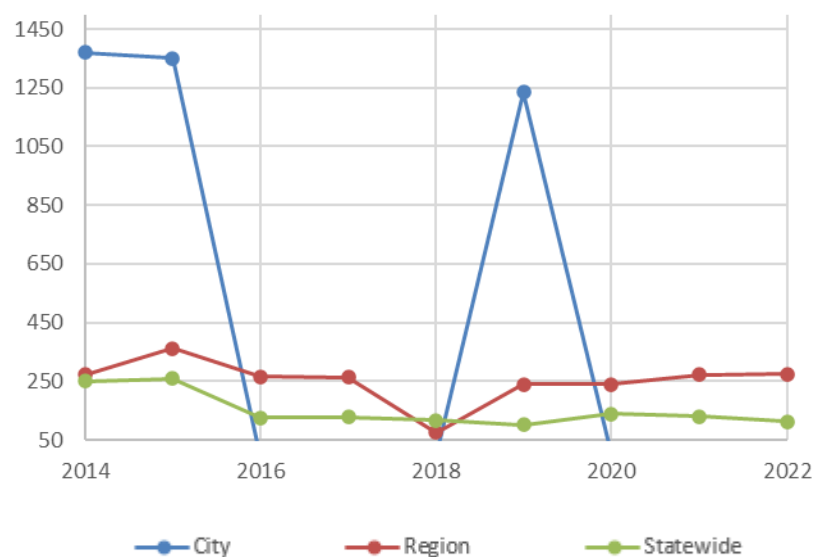


Figure 14. City of Graf Crash Rate (Crashes per 100M VMT) Comparison, Population Less Than 100, 2014 - 2022

Figure 15 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. One property damage only crash occurred during this five-year period along Graf Road, which is maintained by Dubuque County.

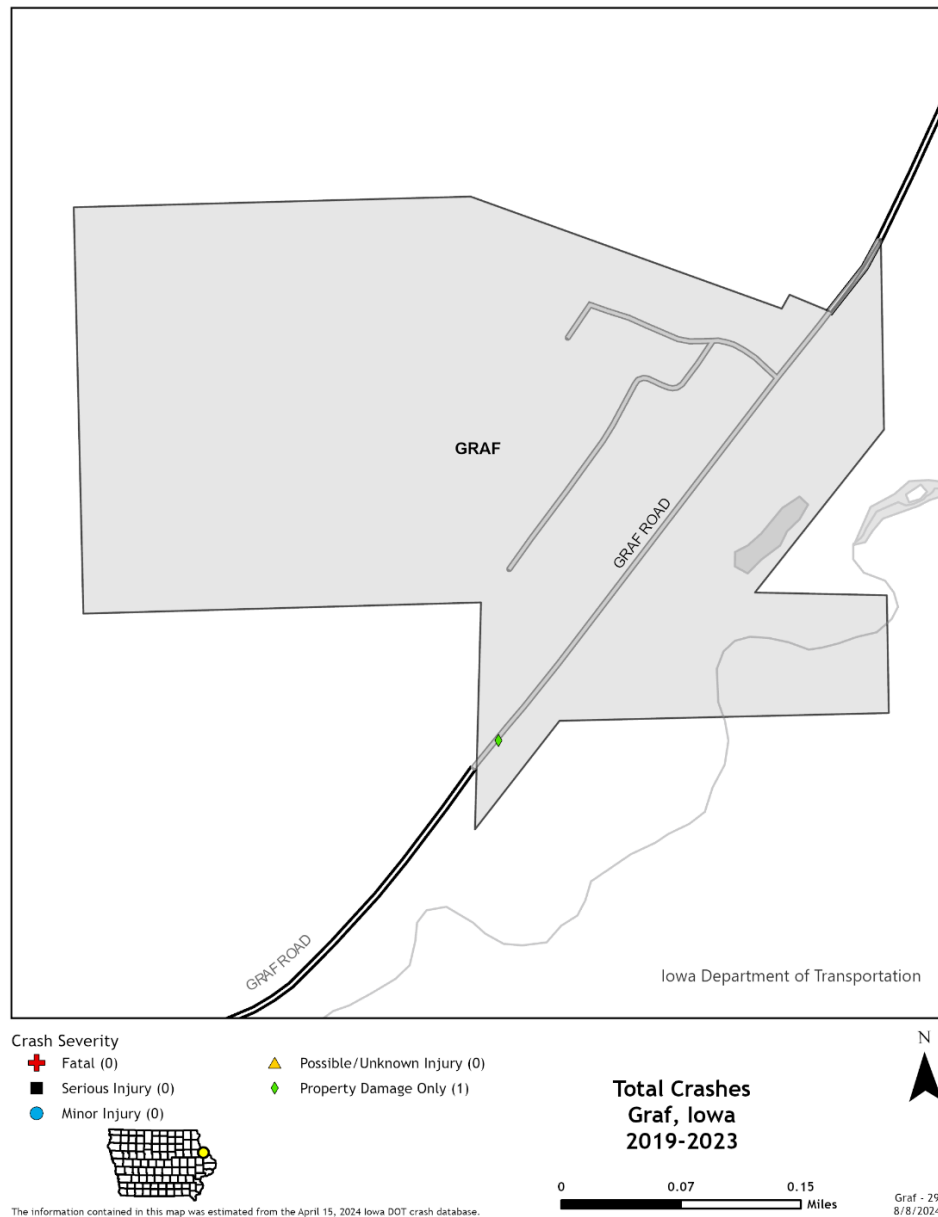


Figure 15. City of Graf Crashes by Severity, 2019 - 2023

Corridor Review

Table 17 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 17. City of Graf, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Graf Rd	None	None	25	410	-	Parallel both sides	24
Lola Ln	None	None	25	50	-	Parallel both sides	16
Graf Ct	None	None	25	70	-	Parallel both sides	16

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Masonville

Population

99 (Source: 2020 Census)

Traffic and Crash Trends

Table 18 presents the annual vehicle miles traveled by system within the city. Figure 16 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population less than 100. The city VMT was consistently below both the statewide and regional averages.

Table 18. City of Masonville, Annual VMT (1000's) by Road System, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	47		103	150	150
2015	47		106		153
2016			153		153
2017			129		129
2018			127		127
2019			126		126
2020			111		111
2021			114		114
2022			114		114

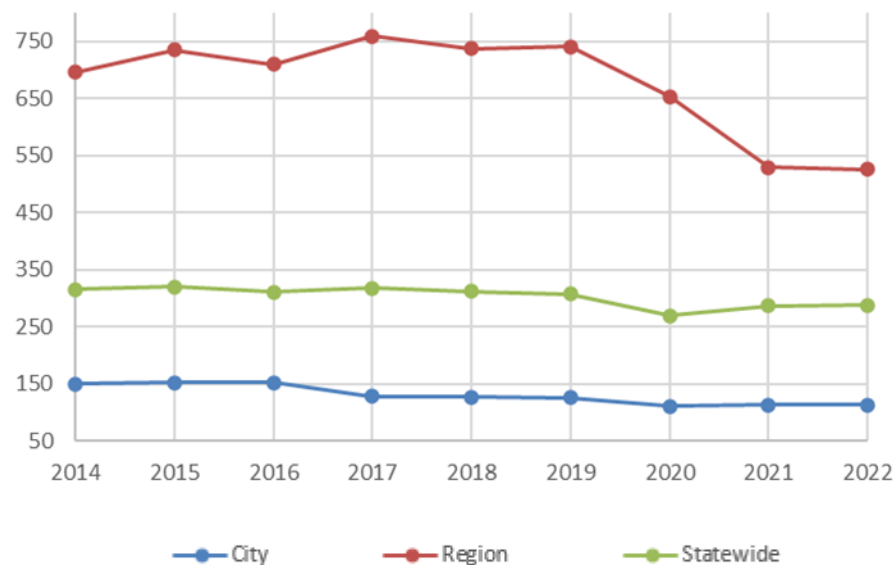


Figure 16. City of Masonville VMT Comparison, Population Less Than 100, 2014 - 2022

Table 19 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, no crashes were reported.

Table 19. City of Masonville, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	150	153	153	129	127	126	111	114	114
Crashes	0	0	0	0	0	0	0	0	0
Crash Rate/Million VMT	0	0	0	0	0	0	0	0	0

Due to no crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

Figure 17 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. Two property damage only crashes occurred during this five-year period. One of the two crashes occurred along W63, which is maintained by Delaware County.

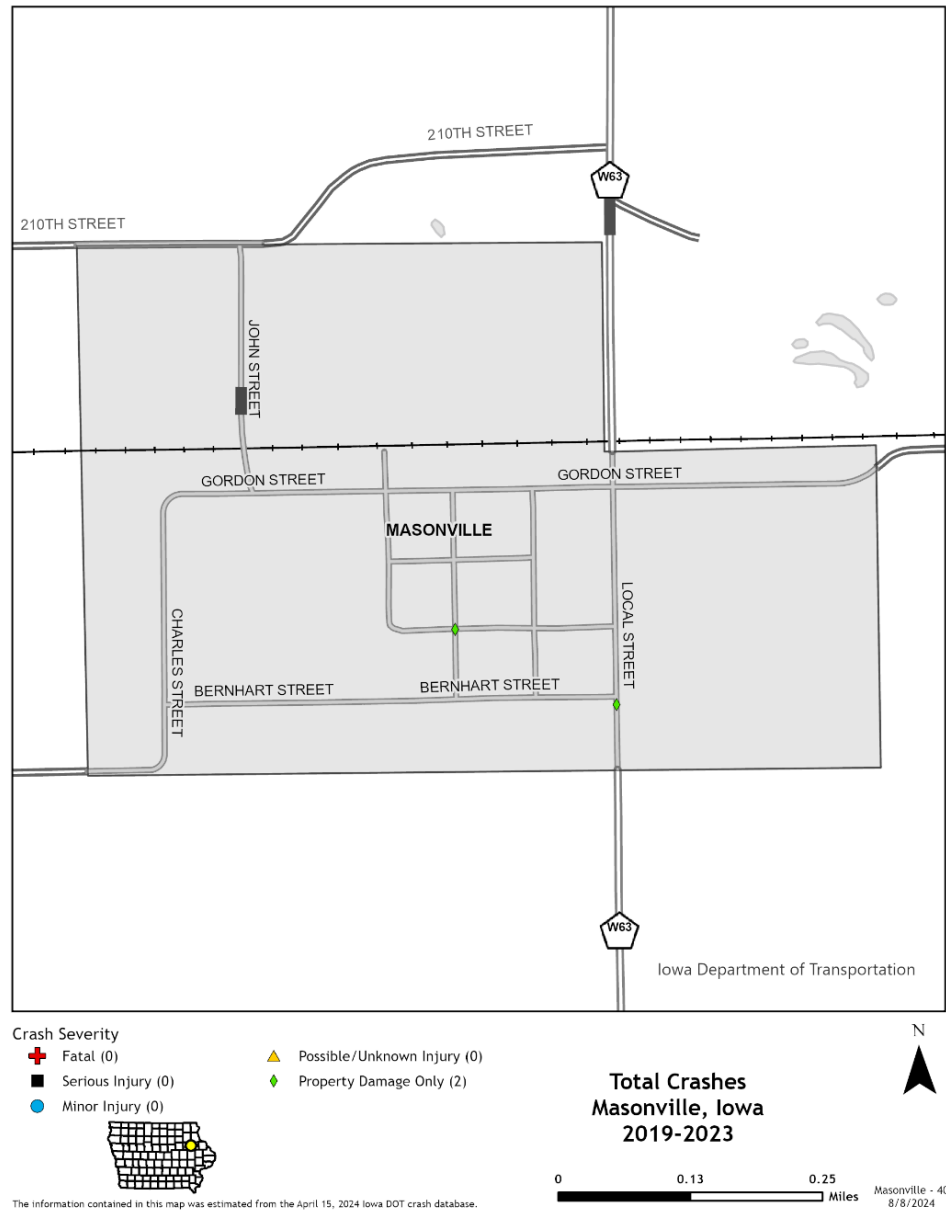


Figure 17. City of Masonville Crashes by Severity, 2019 - 2023

Corridor Review

Table 20 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 20. City of Masonville, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
John St	None	None	25	15	-	Parallel both sides	20
Charles St	None	None	25	40	-	Parallel both sides	24
Nottingham St	None	None	55	40	-	Parallel both sides	24

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Bernhart St	None	None	25	75	-	Parallel both sides	16
110 th Ave	None	None	20	360	-	Parallel both sides	22
Daniels St	None	None	25	20	-	Parallel both sides	14
Wellman St	None	None	25	30	-	Parallel both sides	16
Barrett St	Present on both sides	None	25	80	-	Parallel both sides	34
Frances St	None	None	25	289	-	Parallel both sides	12
Gordon St	None	None	20	150	-	Parallel both sides	51
Manchester Ave	Present in some sections on one side	None	25	289	-	Parallel both sides	16

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Sageville

Population

95 (Source: 2020 Census)

Traffic and Crash Trends

Table 21 presents the annual vehicle miles traveled by system within the city. Figure 18 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population less than 100. The VMT for Sageville is much higher than cities of similar size. This is primarily due to its close proximity to the City of Dubuque and roadways serving/traversing both agencies. Additionally, a transfer of jurisdiction is also apparent in Table 21 in 2021, when the NW Arterial changed from a state to municipal road.

Table 21. City of Sageville, Annual VMT (1000's) by Road System, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	596	2,847	43	639	3,486
2015	596	3,169	44		3,809
2016		2,921	611		3,532
2017		3,464	699		4,163
2018		3,485	685		4,170
2019		3,512	682		4,194
2020		2,968	732		3,700
2021		57	2,119		2,176
2022		57	2,117		2,174

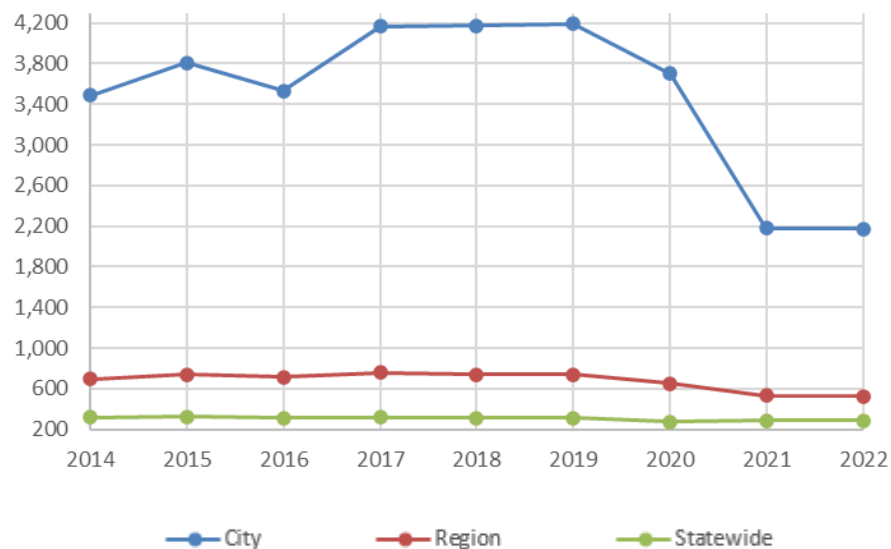


Figure 18. City of Sageville VMT Comparison, Population Less Than 100, 2014 - 2022

Table 22 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 99 crashes were reported, involving 190 occupants. Among these, there were one fatality, two serious injuries, 14 minor injuries, 19 possible injuries and one unknown injury. Many of these crashes occurred along the NW Arterial, while others occurred along roadways adjacent to another jurisdiction. Therefore, some of the crashes included may be impacted by reporting as well as the proximity to corporate limits and may not entirely be under the city's jurisdiction.

Table 22. City of Sageville, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	3,486	3,809	3,532	4,163	4,170	4,194	3,700	2,176	2,174
Crashes	7	16	14	15	5	12	10	10	10
Crash Rate/Million VMT	200.80	420.06	396.38	360.32	119.90	286.12	270.27	459.56	459.98

Figure 19 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population less than 100. The city rate is higher than the regional and statewide averages during the analysis period when crashes have occurred. Both the VMT and crash experience are higher than cities similar in size.

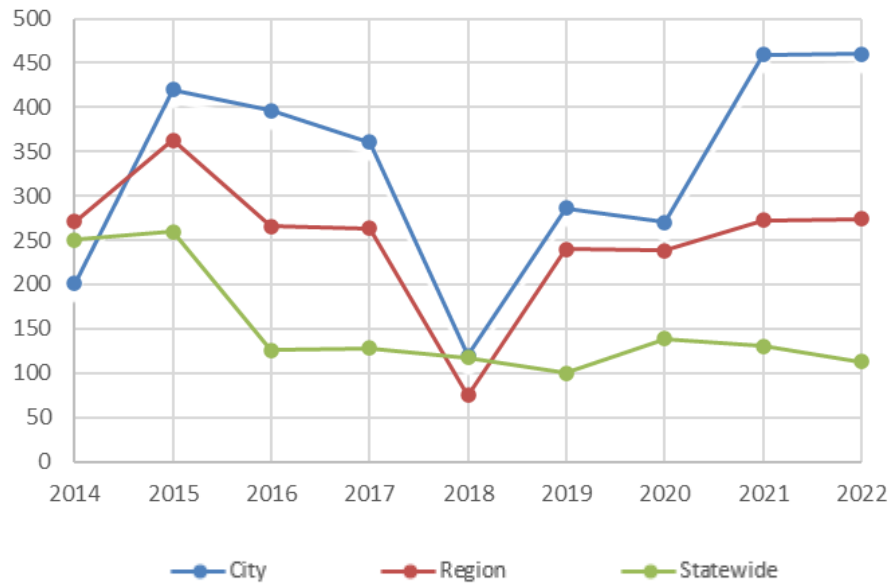


Figure 19. City of Sageville Crash Rate (Crashes per 100M VMT) Comparison, Population Less Than 100, 2014 - 2022

Figure 20 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. As mentioned previously, many of the crashes occurred along the NW Arterial. Several crash stacks are visible, including the intersection of Iowa 3 and NW Arterial.

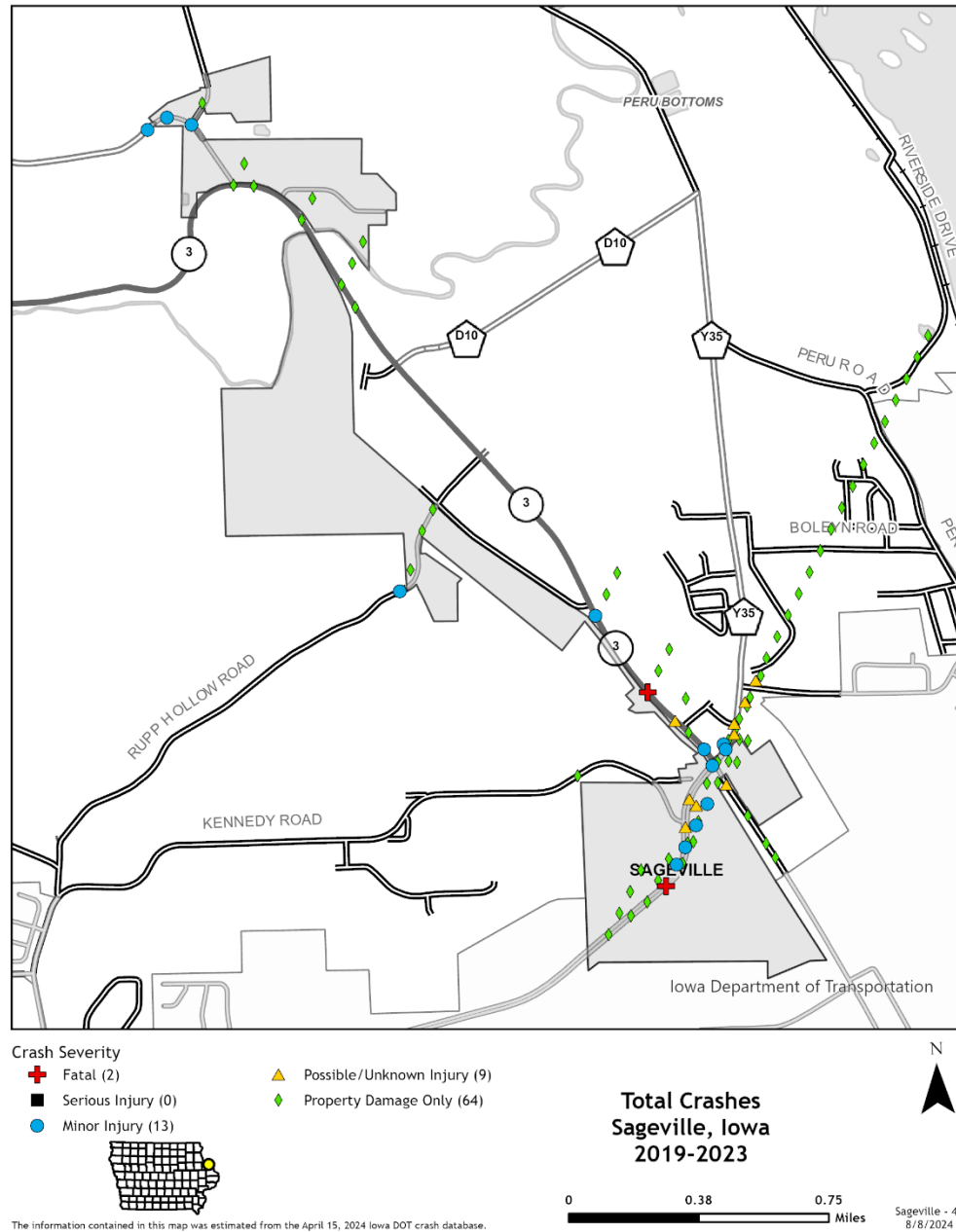


Figure 20. City of Sageville Crashes by Severity, 2019 - 2023

Corridor Review

Table 23 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city. Several of the roads listed, including the NW Arterial, were also analyzed through network screening.

Table 23. City of Sageville, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Mud Lake Rd	None	None	45	1140	-	No parking is posted	22
Sherrill Rd	None	None	25	2420	-	No parking is posted	24
Leiser Ln	None	None	25	101	-	No parking is posted	20
Rupp Hollow Rd	None	None	25	770	-	No parking is posted	20
Collision Dr	None	None	35	2840	-	Parallel both sides	24
NW Arterial	Shared path, one side	Shared path	35	6800	-	No parking is posted	24
S John Deere Rd	None	None	45	3740	-	No parking is posted	12
Kennedy Rd	None	None	35	1100	-	No parking is posted	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Spragueville

Population

94 (Source: 2020 Census)

Traffic and Crash Trends

Table 24 presents the annual vehicle miles traveled by system within the city. Figure 13 Figure 21 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population less than 100. The city VMT was consistently below both the statewide and regional averages.

Table 24. City of Spragueville, Annual VMT (1000's) by Road System, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	269			269	269
2015	269				269
2016			269		269
2017			274		274
2018			269		269
2019			267		267
2020			234		234
2021			267		267
2022			266		266

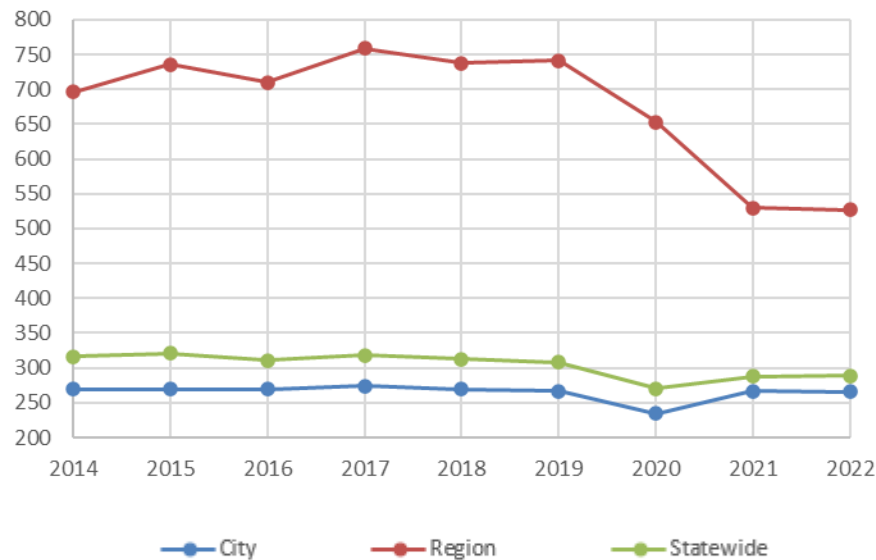


Figure 21. City of Spragueville VMT Comparison, Population Less Than 100, 2014 - 2022

Table 25 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of zero crashes were reported.

Table 25. City of Spragueville, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	269	269	269	274	269	267	234	267	266
Crashes	0	0	0	0	0	0	0	0	0
Crash Rate/Million VMT	0	0	0	0	0	0	0	0	0

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

Figure 22 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. One property damage only crash occurred during this five-year period, on 45th St near the corporate limits border.

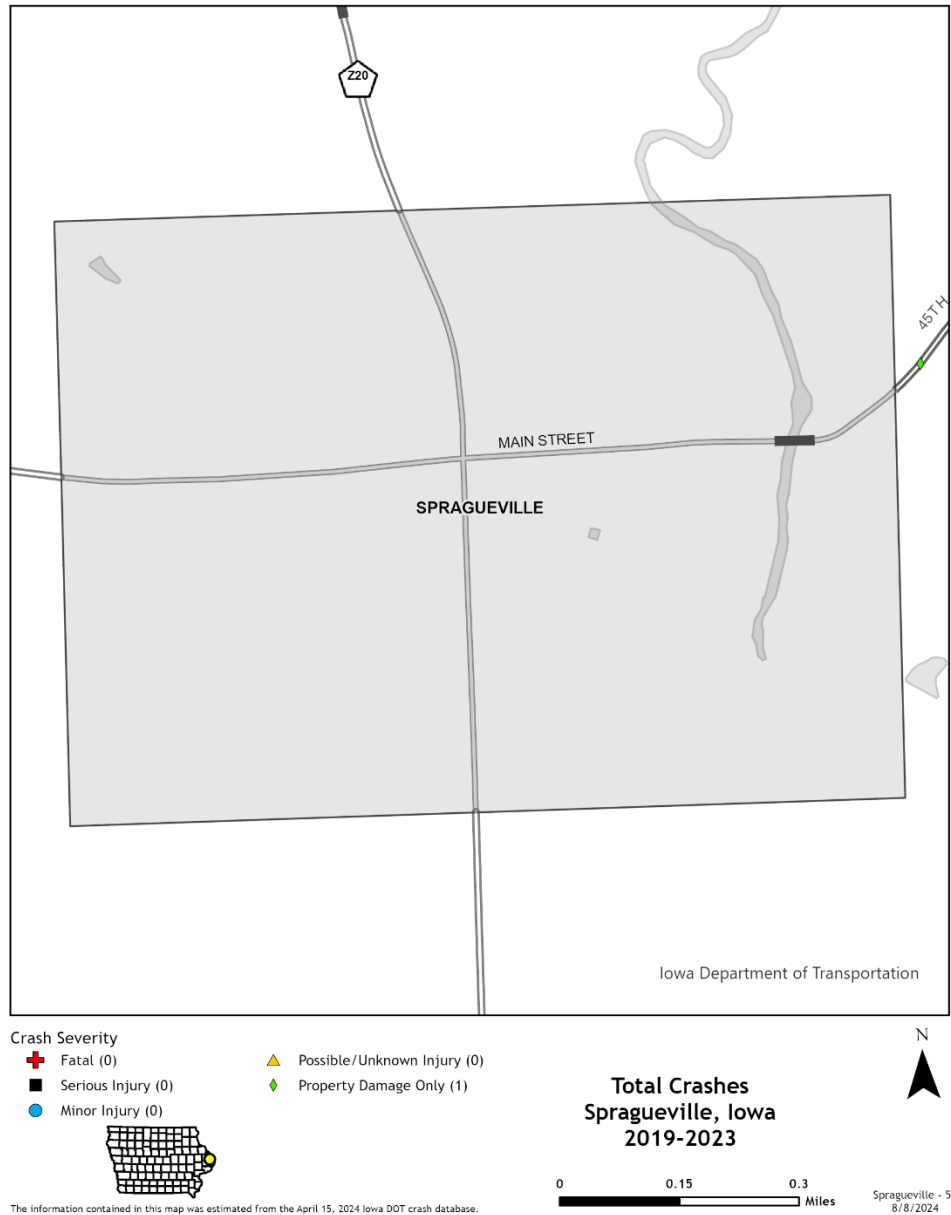


Figure 22. City of Spragueville Crashes by Severity, 2019 - 2023

Corridor Review

Table 26 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 26. City of Spragueville, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
E Main St	Present in some sections on both sides	None	20	130	-	Parallel or diagonal on both shoulders	20

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
W Main St	Present in some sections on both sides	None	25	330	-	Parallel both sides	28
N Division St	None	None	45	430	-	Parallel both sides	24
S Division St	Present on one side	None	20	790	-	No parking is posted	20

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Zwingle

Population

84 (Source: 2020 Census)

Traffic and Crash Trends

Table 27 presents the annual vehicle miles traveled by system within the city. Figure 23 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population less than 100. The majority of the traffic (more than 90 percent) is located on US 61, which passes diagonally through Zwingle.

Table 27. City of Zwingle, Annual VMT (1000's) by Road System, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	41	996	56	97	1,093
2015	41	1,009	57		1,107
2016		1,029	100		1,129
2017		842	85		927
2018		709	83		792
2019		709	83		792
2020		623	75		698
2021		966	79		1,045
2022		966	79		1,045

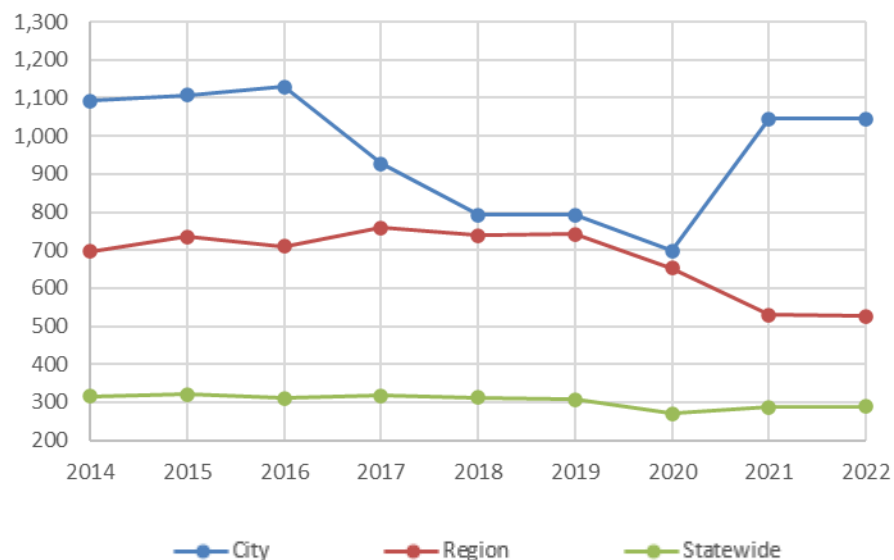


Figure 23. City of Zwingle VMT Comparison, Population Less Than 100, 2014 - 2022

Table 28 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of ten crashes were recorded, involving 12 occupants. Among these, there was one possible injury and one unknown injury. The average annual crash frequency beginning in 2017 is 0.5 crashes and 0.2 crashes beginning the following year.

Table 28. City of Zwingle, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,093	1,107	1,129	927	792	792	698	1,045	1,045
Crashes	4	3	0	2	0	0	1	0	0
Crash Rate/Million VMT	365.97	271.00	0.00	215.75	0.00	0.00	143.27	0.00	0.00

Figure 24 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population less than 100. The city rate fluctuates during the analysis period, often lower than the regional average.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

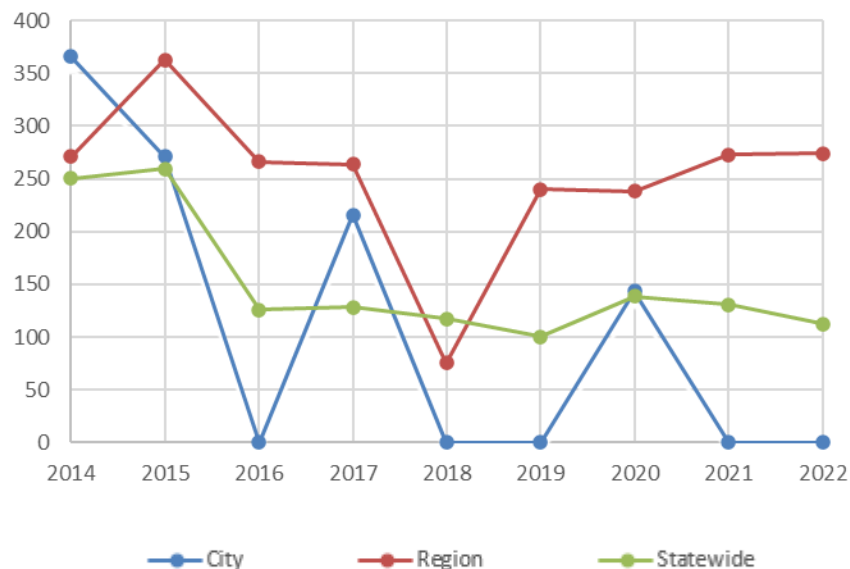


Figure 24. City of Zwingle Crash Rate (Crashes per 100M VMT) Comparison, Population Less Than 100, 2014 - 2022

Figure 25 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. One property damage only crash occurred during this five-year period along US 61, which is maintained by the Iowa DOT.

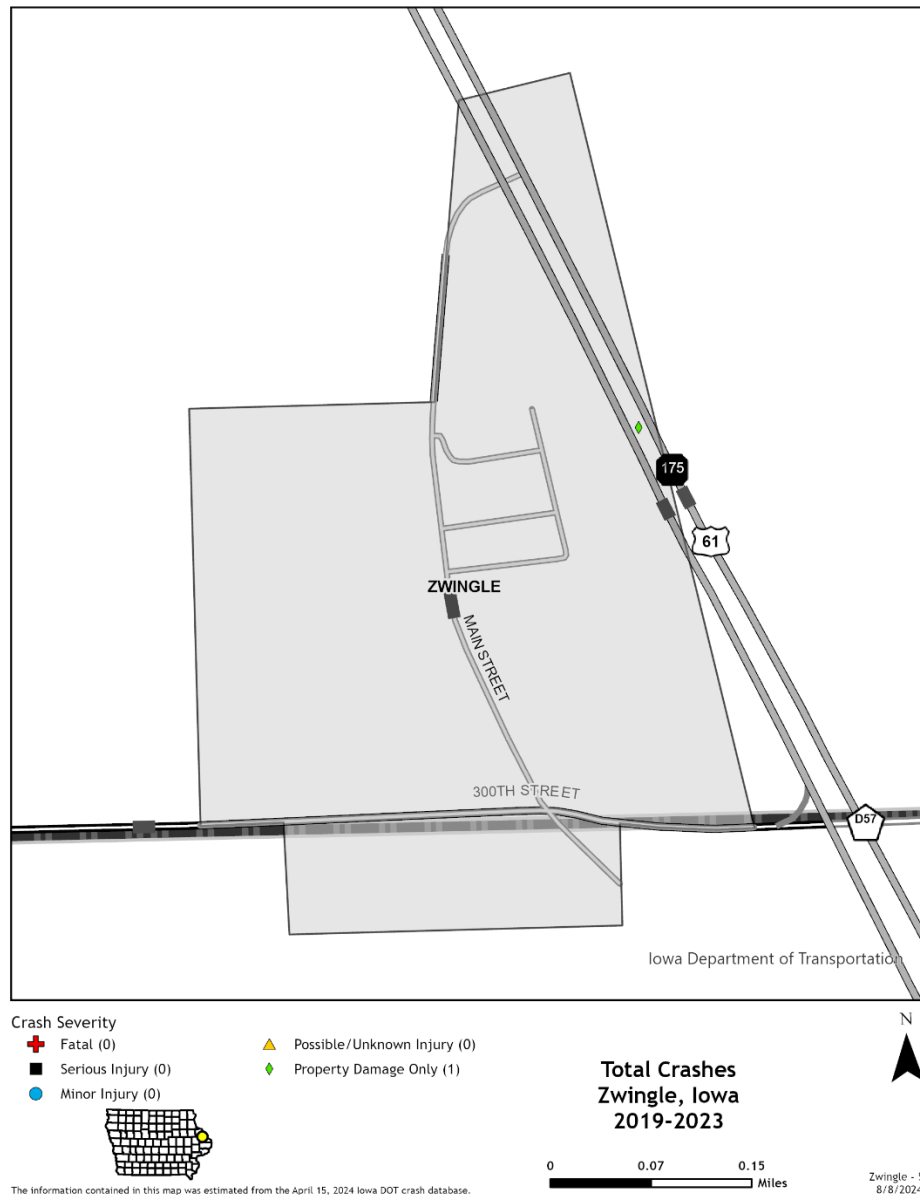


Figure 25. City of Zwingle Crashes by Severity, 2019 - 2023

Corridor Review

Table 29 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 29. City of Zwingle, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Washington Mills Rd	None	None	25	370	-	Parallel both sides	24
S Main St	None	None	25	80	-	Parallel both sides	18

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
N Main St	None	None	20	120	-	Parallel both sides	18
Walnut St	None	None	25	289	-	Parallel both sides	24
Maple St	None	None	25	289	-	Parallel both sides	16
Prospect St	None	None	25	289	-	Parallel both sides	18
Market St	None	None	25	40	-	Parallel both sides	30

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

Cities with a Population Between 100 and 1,000

Regional and Statewide Trends

Table 30 presents annual vehicle miles traveled, crash frequencies and crash rates for the 36 cities within ECIA with a population between 100 and 1,000. Regional values and trends may be compared to Table 31, which presents statewide annual vehicle miles traveled, crash frequencies and crash rates for the cities with a population between 100 and 1,000.

Table 30. Estimated VMT (1,000s) and Crash Data for Cities within the ECIA Region, Population Between 100 and 1000, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	34,044	34,785	34,467	34,887	34,404	34,466	30,331	33,750	34,154
Average Regional City VMT	945.67	966.20	957.42	969.08	955.67	957.39	842.53	937.00	948.72
Crash Frequency	84	62	51	47	46	51	36	44	48
Average Regional Crash Rate	246.74	178.24	147.97	134.72	133.71	147.97	118.69	130.37	140.54

Table 31. Estimated Crash and VMT (1,000s) Data for Cities Statewide, Population Between 100 and 1000, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,206,745	609,183	606,113	618,102	608,425	604,246	529,756	584,358	586,042
Average Statewide City VMT	2,202.08	1,111.64	1,106.05	1,127.92	1,110.26	1,102.63	966.70	1,066.34	1,069.40
Crash Frequency	3,520	1,529	870	890	853	943	812	944	882
Average Statewide Crash Rate	291.69	250.99	143.54	143.99	140.20	156.06	153.28	161.54	150.50

In general, the regional and statewide crash rates were fairly comparable beginning in 2016.

Please note that inaccuracies may exist in the 2014 data. Therefore, emphasis should be placed on the data from 2015 to 2022.

City of Andover

Population

103 (Source: 2020 Census)

Traffic and Crash Trends

Table 32 presents the annual vehicle miles traveled by system within the city. Figure 26 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. In general, the VMT is notably less than comparison cities, largely due to its population being on the low range of the comparison group. Given the size of Andover, it could also be compared with cities with a population between 100 and 1,000.

Table 32. City of Andover, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	50		53	103	103
2015	50			54	104
2016			106		106
2017			107		107
2018			78		78
2019			77		77
2020			68		68
2021			74		74
2022			74		74

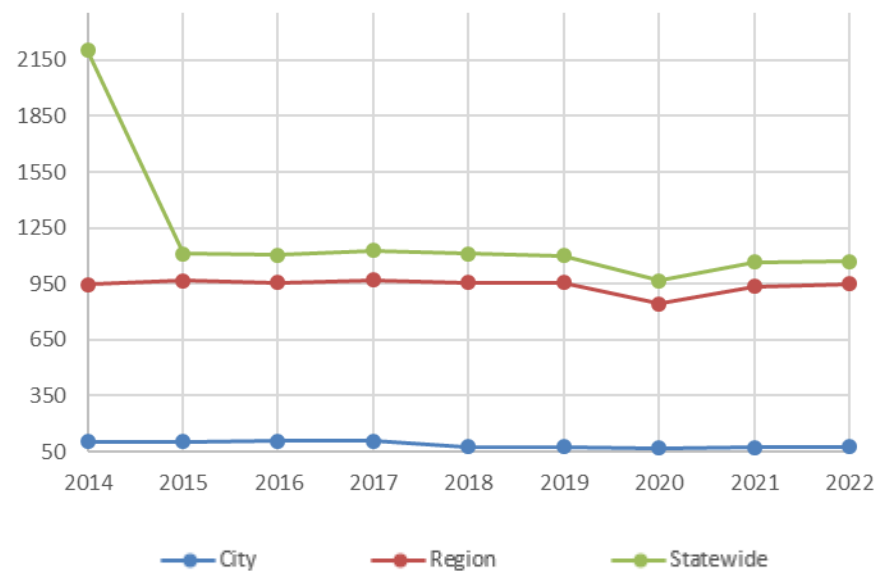


Figure 26. City of Andover VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 33 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022 a total of one crash was reported, involving one occupant only. There was one minor injury.

Table 33. City of Andover, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	103	104	106	107	78	77	68	74	76
Crashes	0	1	0	0	0	0	0	0	0
Crash Rate/Million VMT	0.00	961.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Figure 24 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate is highly influenced by the low VMT, as is apparent by the impact of a single crash during one year of the analysis period. No crashes were reported within or near to the city between 2016 and 2022.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

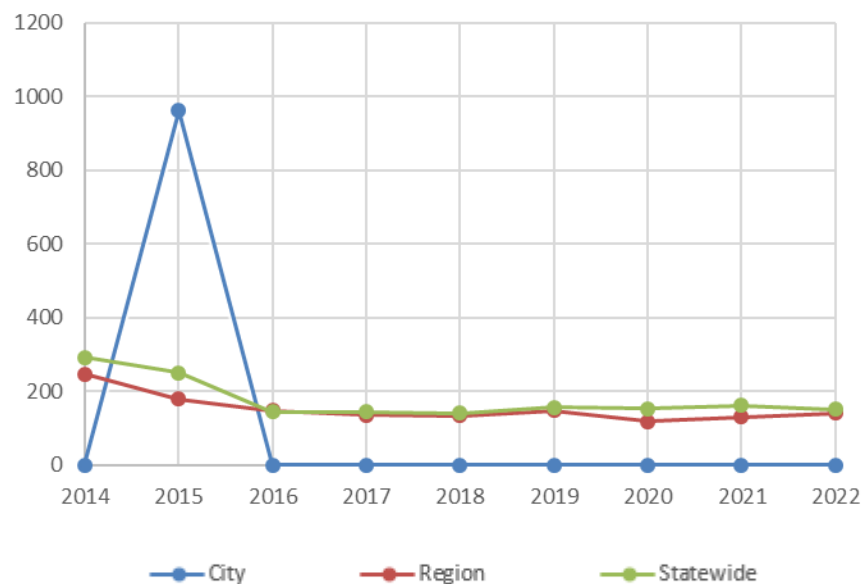


Figure 27. City of Andover Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 28 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. One property damage only crash occurred during this five-year period along US 61, at the intersection of two secondary roads.

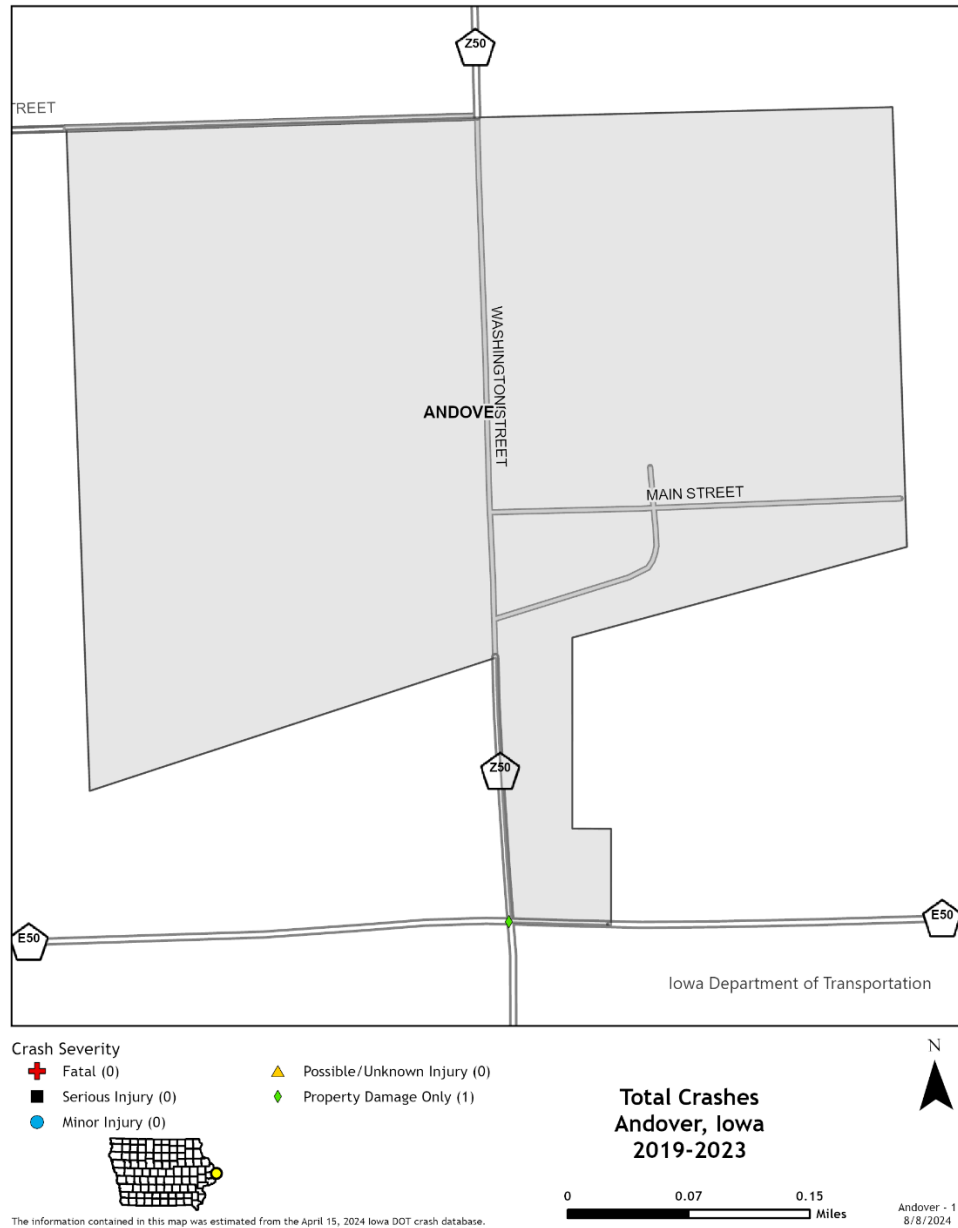


Figure 28. City of Andover Crashes by Severity, 2019 - 2023

Corridor Review

Table 34 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 34. City of Andover, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Buttermilk St	None	None	25	190	-	Parallel both sides	22

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Main St	Present in some sections on one side	None	25	140	-	Parallel both sides	40
Washington St	Present in some sections on both sides	None	25	420	-	Parallel both sides	24
Depot St	None	None	25	190	-	Parallel both sides	22

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Andrew

Population

380 (Source: 2020 Census)

Traffic and Crash Trends

Table 35 presents the annual vehicle miles traveled by system within the city. Figure 29 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. In general, the VMT is notably less than comparison cities, largely due to its population being on the low range of the comparison group. Approximately half of the city VMT is attributed to Iowa 62.

Table 35. City of Andrew, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	77	352	253	330	682
2015	77	354	257		688
2016		360	332		692
2017		355	344		699
2018		355	337		692
2019		357	335		692
2020		316	294		610
2021		353	326		679
2022		353	326		679

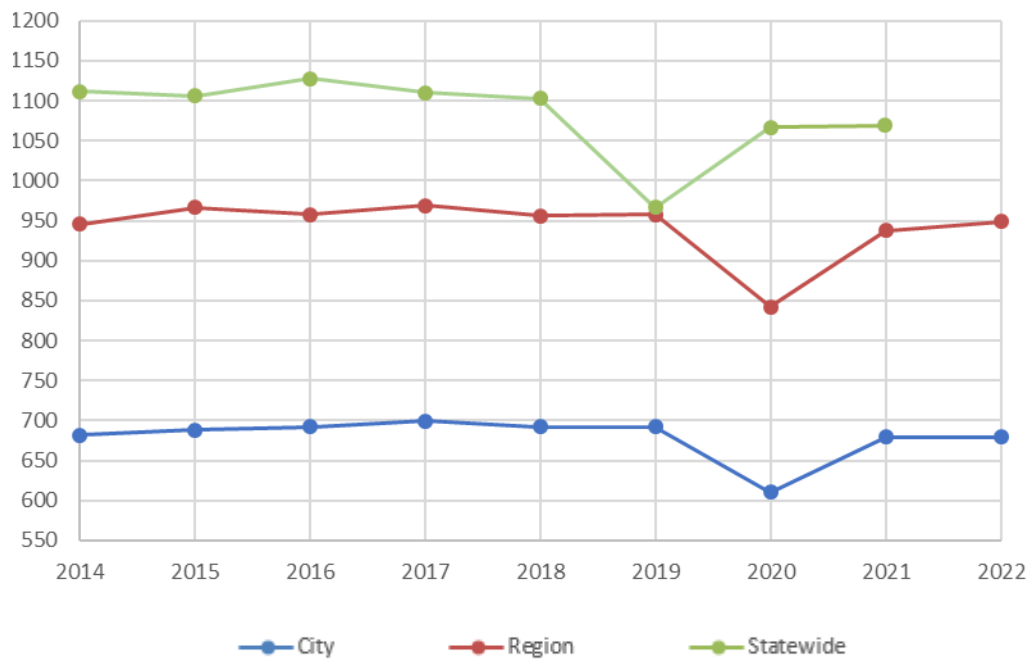


Figure 29. City of Andrew VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 36 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of eight crashes were recorded, involving 11 occupants. Among these, there was one serious injury, one minor injury, and two possible unknown injuries. Two-thirds of these crashes occurred during 2014 and 2015.

Table 36. City of Andrew, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	682	688	692	699	692	692	610	679	679
Crashes	4	2	0	0	1	0	0	1	0
Crash Rate/Million VMT	586.51	290.70	0.00	0.00	144.51	0.00	0.00	147.28	0.00

Figure 32 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate is highly influenced by the low VMT. The average city rate for the time period after 2015 is below the statewide and regional rates.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

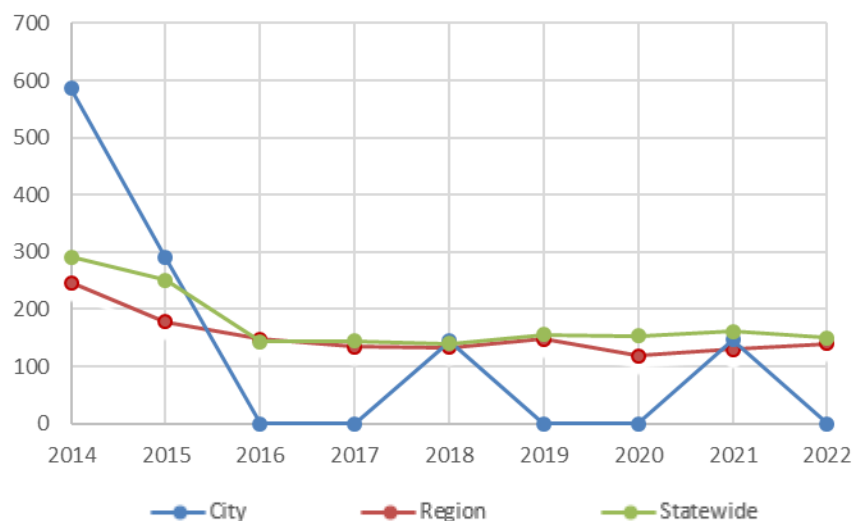


Figure 30. City of Andrew Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 31 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities.

One minor injury crash occurred during this five-year period along Iowa 62, which is maintained by the Iowa DOT.



Figure 31. City of Andrew Crashes by Severity, 2019 - 2023

Corridor Review

Table 37 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 37. City of Andrew, Corridor Review

Road Name	Sidewalk Present/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
IA 62N	None on both sides	None on both sides	45 mph entering town from the north; 35 mph at the intersection of 150 th and 62	1,500	181 12%		24 with 8 ft shoulders on both sides
150 th street	None on both sides	None on both sides	55	630			22 with 8ft shoulders on both sides
N Jefferson St	None; some sections have sidewalks on the right side	none	25	150		Parallel both sides	44
N Johnson St	none	None	25	71		Parallel both sides	30
E Calhoun Street	None	none	25	600		Parallel one side	39

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Bernard

Population

112 (Source: 2020 Census)

Traffic and Crash Trends

Table 38 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 32 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. In general, the VMT is notably less than comparison cities, largely due to its population being on the low range of the comparison group. Given the size of Bernard, it could also be compared with cities with a population less than 100.

Table 38. City of Bernard, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	94		63	157	157
2015	94		64		158
2016			158		158
2017			149		149
2018			146		146
2019			145		145
2020			127		127
2021			145		145
2022			145		145

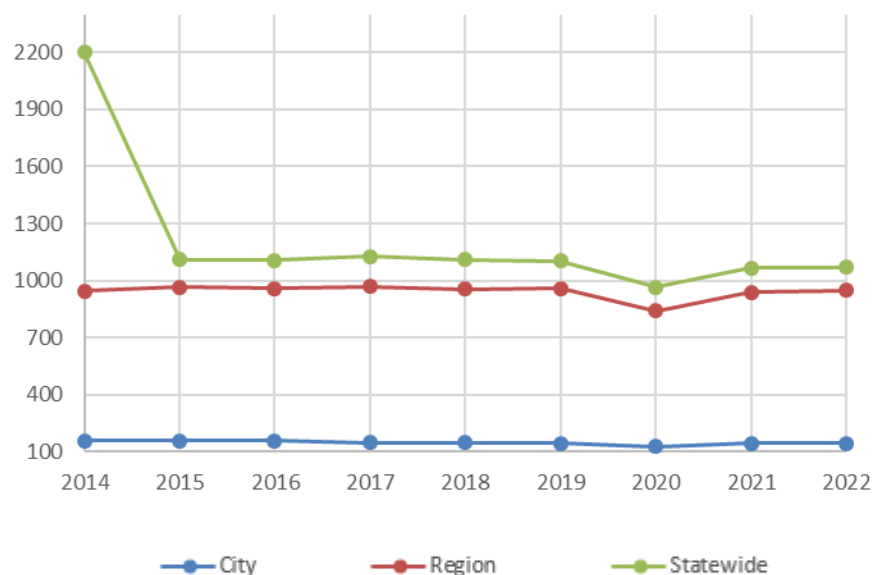


Figure 32. City of Bernard VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 39 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of six crashes were reported, involving 19 occupants. Among these, there were two minor injuries.

Table 39. City of Bernard, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	157	158	158	149	146	145	127	145	145
Crashes	1	3	0	2	0	0	0	0	0
Crash Rate/Million VMT	636.94	1,898.73	0.00	1,342.28	0.00	0.00	0.00	0.00	0.00

Figure 33 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate is highly influenced by the low VMT, as is apparent by a limited number of crashes during one year of the analysis period. No crashes were reported within or near to the city between 2018 and 2022.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

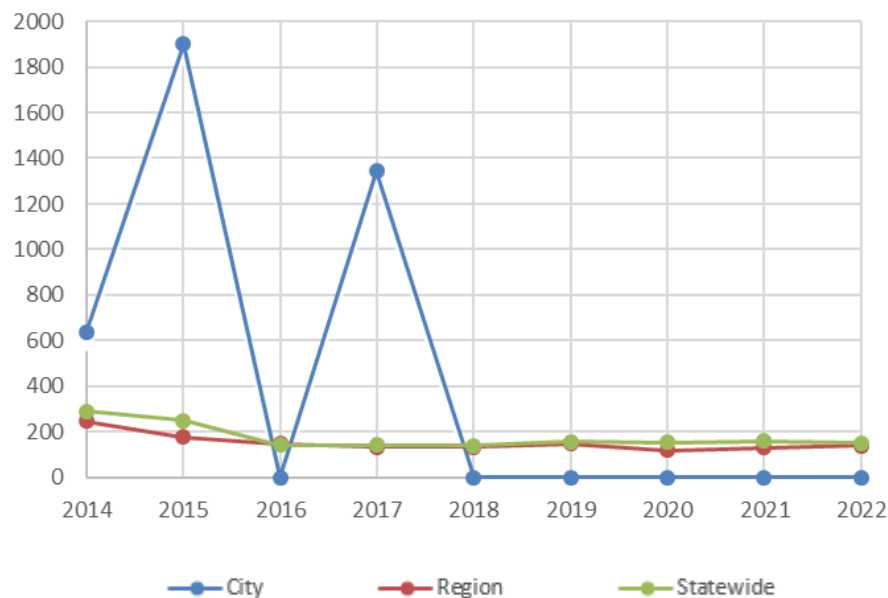


Figure 33. City of Bernard Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 34 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. One property damage only crash occurred during this five-year period, at the intersection of two secondary roads.



Figure 34. City of Bernard Crashes by Severity, 2019 - 2023

Corridor Review

Table 40 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 40. City of Bernard, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Bernard Rd	Present on one side	None	25	970	-	Parallel both sides	40
Jess St	None	None	25	150	-	Parallel both sides	24
Dickinson St	None	None	25	220	-	Parallel both sides	34

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Leffier St	Present in some sections on both sides	None	25	280	-	Parallel both sides	40
Rolus St	None	None	25	100	-	Parallel both sides	17
Nagel St	Present on one side	None	25	289	-	Parallel both sides	20
McCaffrey St	None	None	25	90	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Calamus

Population

394 (Source: 2020 Census)

Traffic and Crash Trends

Table 41 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 35 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. Traffic along the primary road, US 30, is a primary contributor to the total VMT, representing approximately 72 percent of the total VMT.

Table 41. City of Calamus, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	178	827	233	411	1,238
2015	178	832	239		1,249
2016		849	413		1,262
2017		860	417		1,277
2018		932	356		1,288
2019		938	354		1,292
2020		829	310		1,139
2021		911	339		1,250
2022		954	357		1,311

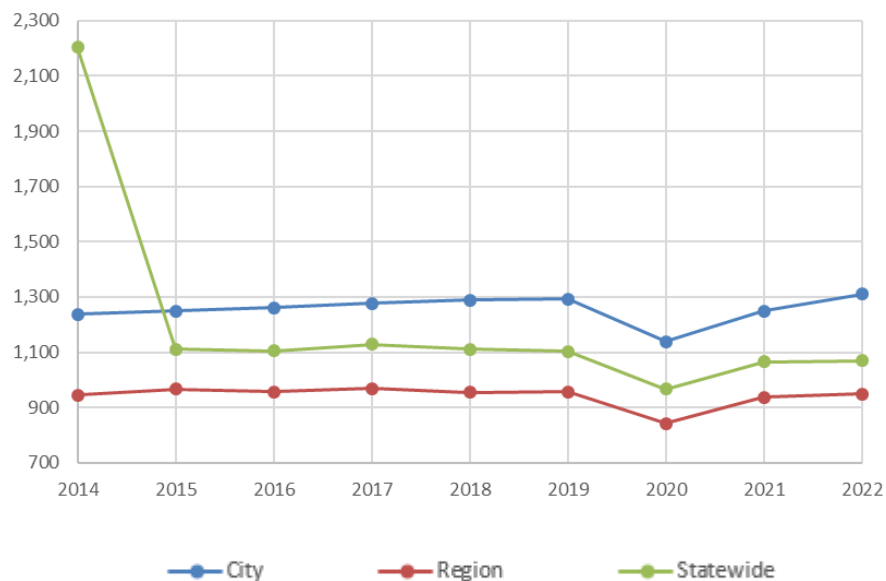


Figure 35. City of Calamus VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 42 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 15 crashes were reported, involving 25 occupants. Among these, there were one minor injury, and two possible injuries.

Table 42. City of Calamus, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,238	1,249	1,262	1,277	1288	1292	1139	1250	1,311
Crashes	2		2	1	3	3		3	1
Crash Rate/Million VMT	161.55	0	158.48	78.31	232.92	232.20	0	240	76.28

Figure 36 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate is highly influenced by the low VMT. In general, the rate fluctuated around the statewide and regional averages.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

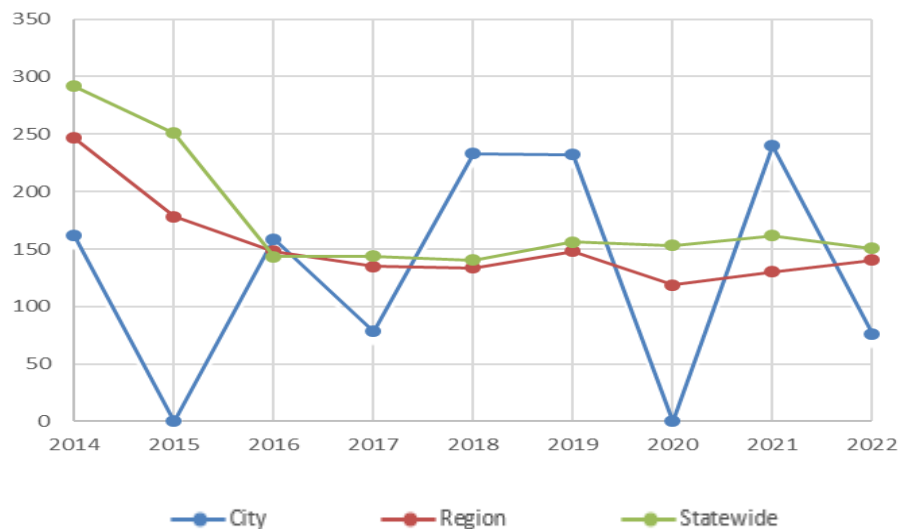


Figure 36. City of Calamus Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 37 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were ten total crashes reported, with three possible unknown injury and seven property damage only. Two crashes occurred at three different intersections. Four total crashes occurred along US 30.

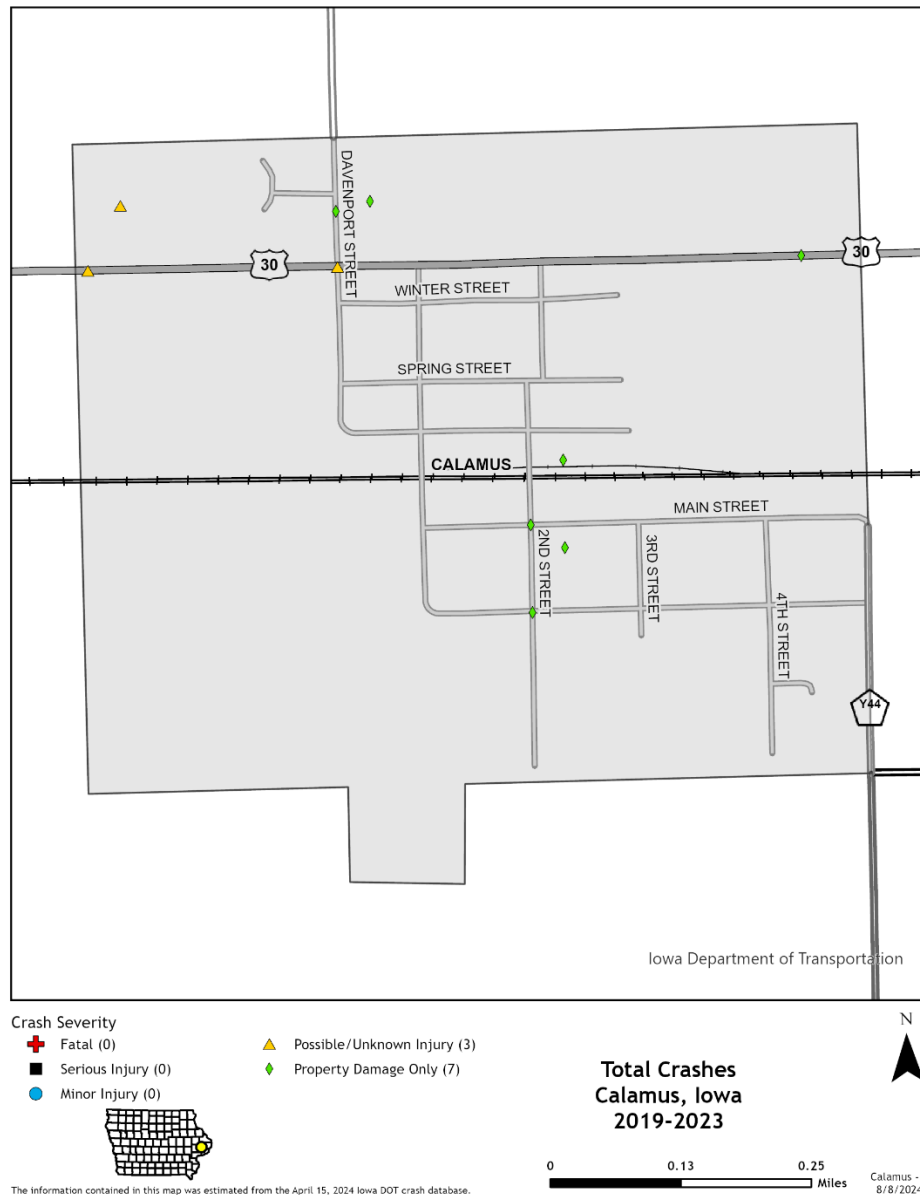


Figure 37. City of Calamus Crashes by Severity, 2019 - 2023

Corridor Review

Table 43 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 43. City of Calamus, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Impala Dr	None	None	25	289	-	Parallel both sides	26
Corvette Ct	None	None	25	289	-	Parallel both sides	26
Cutlass Ct	None	None	25	289	-	Parallel both sides	26

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Davenport St	None	None	25	730	-	Parallel both sides	22
Winter St	None	None	15	290	-	Parallel both sides	34
Spring St	Present on one side	None	25	250	-	Parallel both sides	20
1 st St	Present in some sections on one side	None	25	200	-	Parallel both sides	24
2 nd St	Present on both sides	None	25	690	-	Parallel both sides	30
Railroad St	Present on one side	None	25	289	-	Parallel both sides	20
Main St	Present on both sides	None	25	380	-	Parallel both sides	42
3 rd St	Present on one side	None	25	289	-	Parallel both sides	13
4 th St	Present in some sections on one side	None	25	60	-	Parallel both sides	16
Irwin St	None	None	25	289	-	Parallel both sides	18
Grove St	Present in some sections on both sides	None	25	289	-	Parallel both sides	30

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Centralia

Population

134 (Source: 2020 Census)

Traffic and Crash Trends

Table 44 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 38 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. In general, the VMT is notably less than comparison cities, prior to 2017, but then becomes fairly consistent with the regional average. Given the size of Centralia, it could also be compared with cities with a population less than 100.

Table 44. City of Centralia, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014			22	600	600
2015	578			23	601
2016			602		602
2017			966		966
2018			946		946
2019			943		943
2020			825		825
2021			866		866
2022			865		865

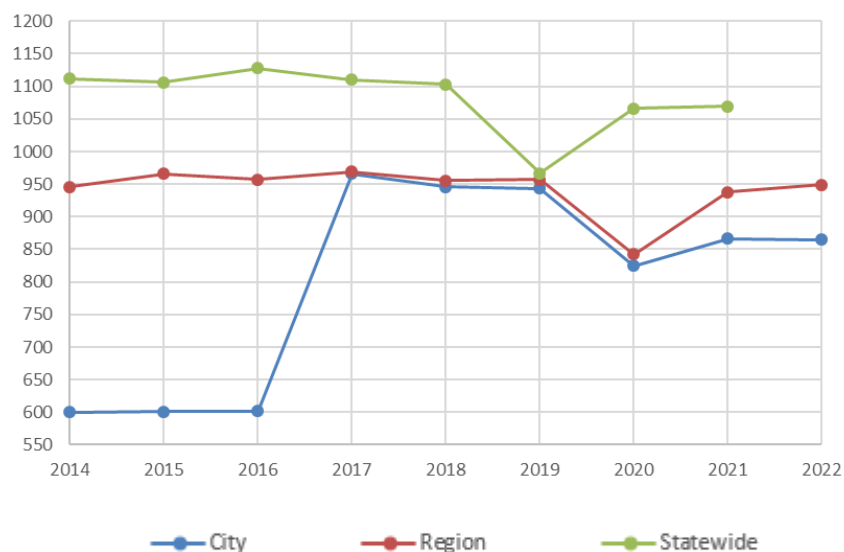


Figure 38. City of Centralia VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 45 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 13 crashes were reported.

Table 45. City of Centralia, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	600	601	602	966	946	943	825	866	865
Crashes	1	2	0	3	3	0	1	0	2
Crash Rate/Million VMT	166.67	332.78	0.00	310.56	317.12	0.00	121.21	0.00	231.21

Figure 39 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate is highly influenced by the low VMT. In general, the rate fluctuated around the statewide and regional averages.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

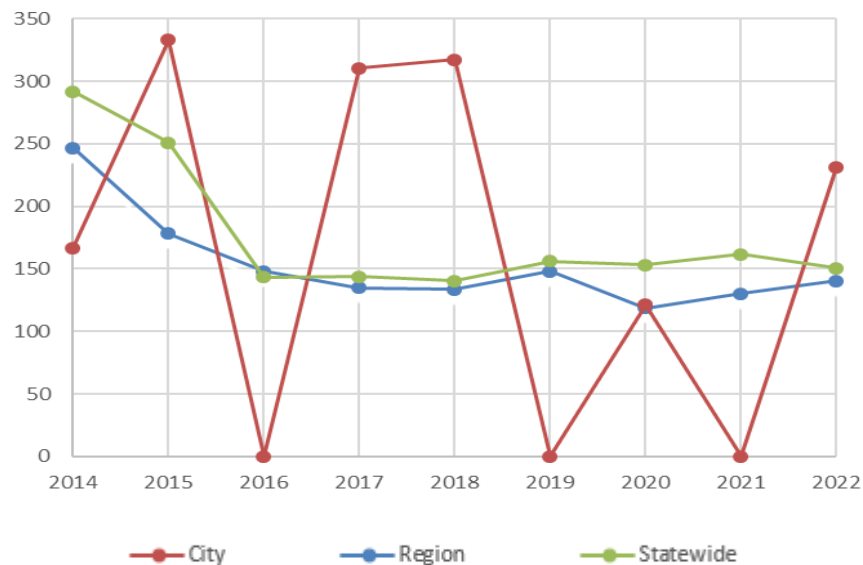


Figure 39. City of Centralia Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 40 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were five total crashes reported, all along Old Highway Road.

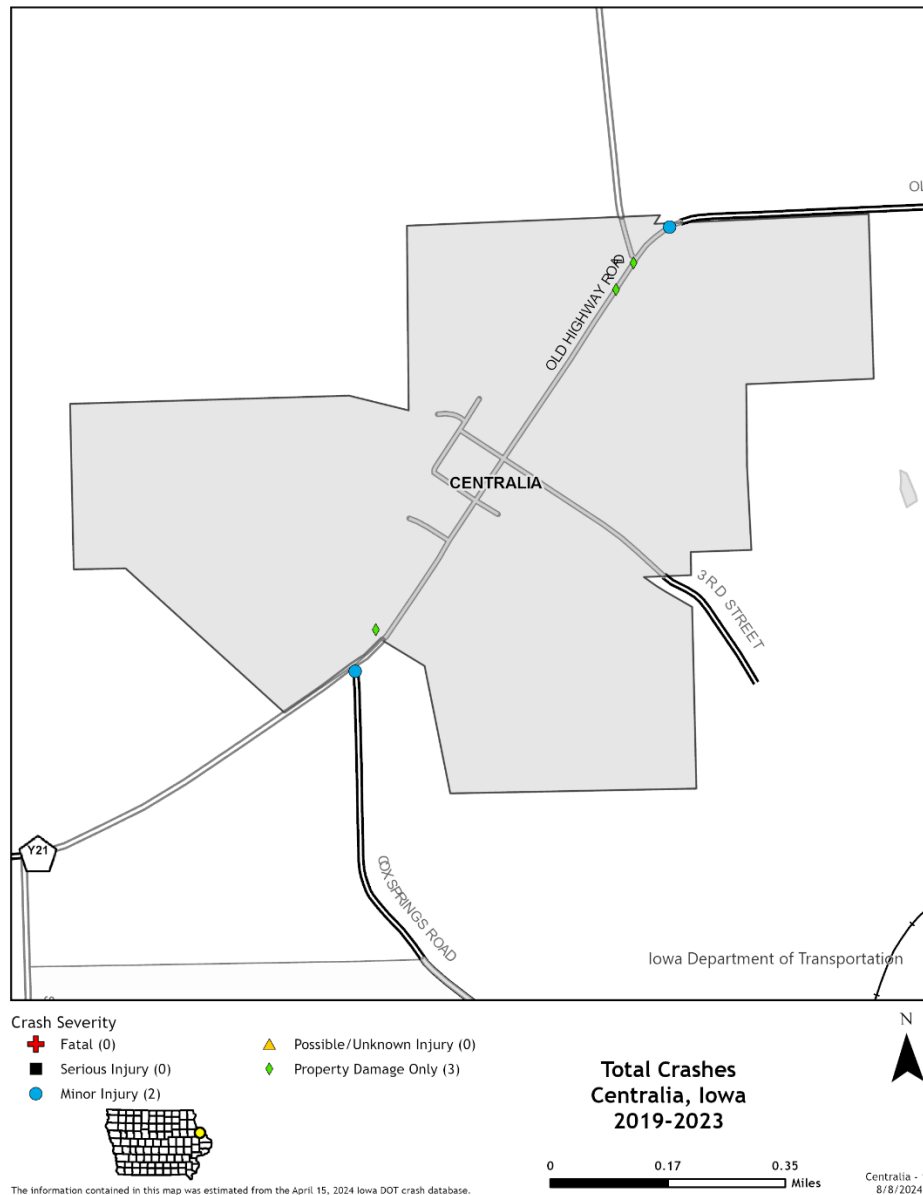


Figure 40. City of Centralia Crashes by Severity, 2019 - 2023

Corridor Review

Table 46 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 46. City of Centralia, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Old Highway Rd	None	None	25	2710	-	Parallel both sides	18
1 st St	None	None	25	50	-	Parallel both sides	12
2 nd St	None	None	25	30	-	Parallel both sides	12

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
3 rd St	None	None	25	35	-	Parallel both sides	16
Jericho Rd	None	None	25	30	-	Parallel both sides	20
Maranatha Ct	None	None	25	289	-	Parallel both sides	12
Sundown Rd	None	None	35	1320	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Charlotte

Population

352 (Source: 2020 Census)

Traffic and Crash Trends

Table 47 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 41 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. In general, the VMT is notably less than comparison cities. However, more than half of the VMT is located along Iowa 136.

Table 47. City of Charlotte, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	113	320	110	223	543
2015	113	323	113		549
2016		328	230		558
2017		333	232		565
2018		319	211		530
2019		322	211		533
2020		284	184		468
2021		312	202		514
2022		240	187		427

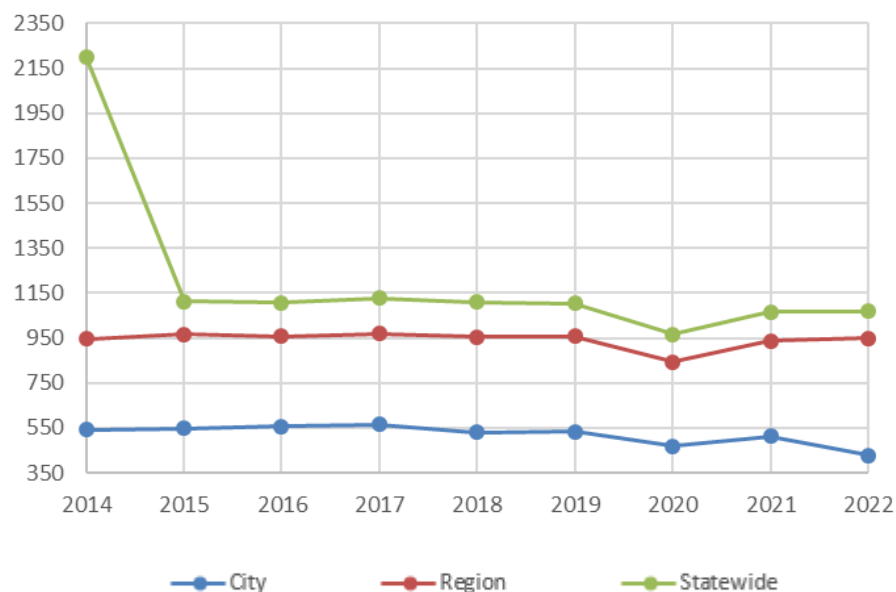


Figure 41. City of Charlotte VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 48 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 4 crashes were recorded, involving 4 occupants.

Table 48. City of Charlotte, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	543	549	558	565	530	533	468	514	679
Crashes	1	0	0	0	1	2	0	0	0
Crash Rate/Million VMT	184.16	0.00	0.00	0.00	188.68	375.23	0.00	0.00	0.00

Figure 42 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate is highly influenced by the low VMT, rising about the statewide and regional averages in only 2018 and 2019.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

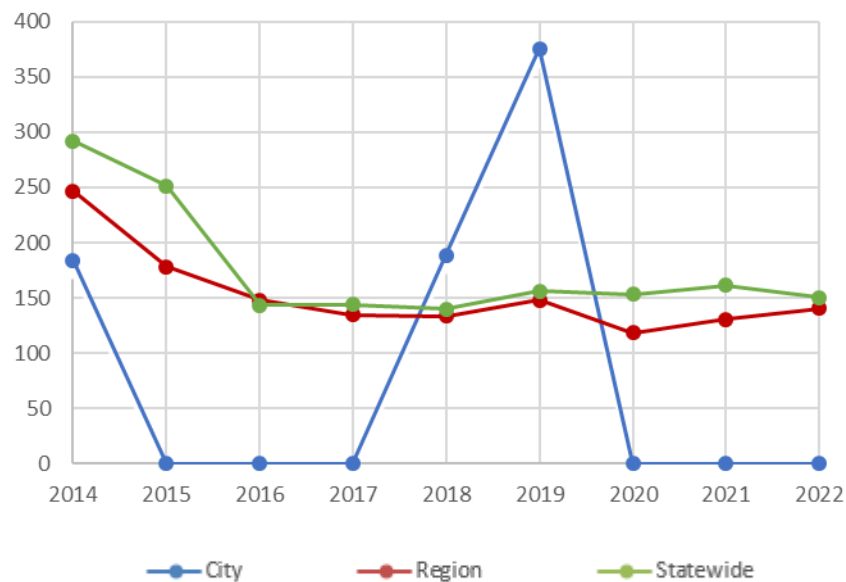


Figure 42. City of Charlotte Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 43 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were two total crashes reported, both along Z2E along the western corporate limits.



Figure 43. City of Charlotte Crashes by Severity, 2019 - 2023

Corridor Review

Table 49 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 49. City of Charlotte, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Park Ave	None	None	25	160	-	Parallel both sides	20
330 th Ave	None	None	55	450	-	Parallel both sides	22

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Center St	None	None	25	160	-	Parallel one side – diagonal other side	24
Flat Rd	-	-	25	25	-	Parallel both sides	10
Mill St	None	None	25	289	-	Parallel both sides	20
152 nd St	None	None	25	690	-	Parallel both sides	24
Case St	Present in some section on one side	None	25	110	-	Parallel both sides	22
Broadway St	Present on both sides	None	20	570	-	Diagonal both sides	51
Main St	Present on one side	None	25	289	-	Parallel both sides	26
E Clinton St	None	None	25	289	-	Parallel both sides	18
Charles St	Present on one side	None	25	289	-	Parallel both sides	20
Louise St	Present on one side	None	25	70	-	Parallel both sides	20

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Colesburg

Population

404 (Source: 2020 Census)

Traffic and Crash Trends

Table 50 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 44 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. In general, the VMT is notably less than comparison cities.

Table 50. City of Colesburg, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	250		331	581	581
2015	250		340		590
2016			574		574
2017			599		599
2018			587		587
2019			581		581
2020			508		508
2021			552		552
2022			551		551

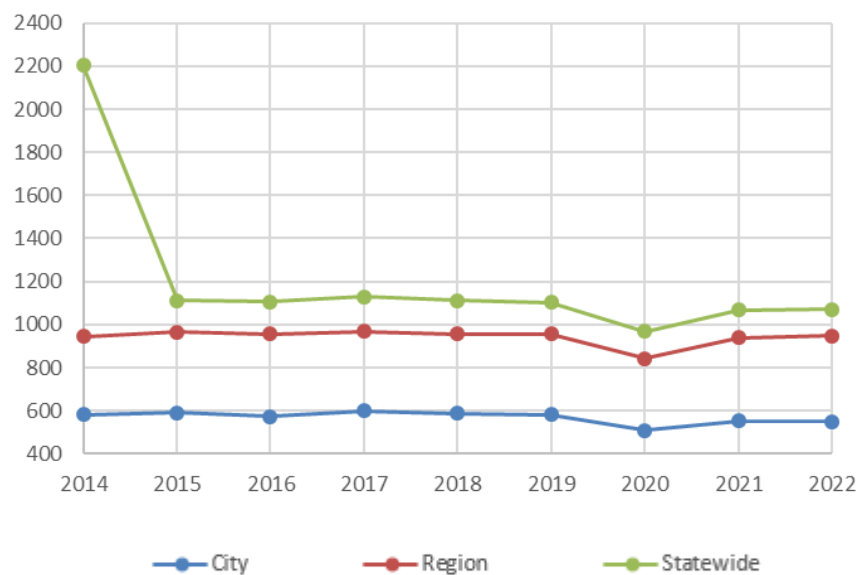


Figure 44. City of Colesburg VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 51 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 5 crashes were recorded, involving 5 occupants.

Table 51. City of Colesburg, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	581	590	574	599	587	581	508	552	551
Crashes	1	0	0	2	0	0	1	1	0
Crash Rate/Million VMT	172.12	0.00	0.00	333.89	0.00	0.00	196.85	181.16	0.00

Figure 45 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate is highly influenced by the low VMT, rising about the statewide and regional averages after 2016 when at least one occurred.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

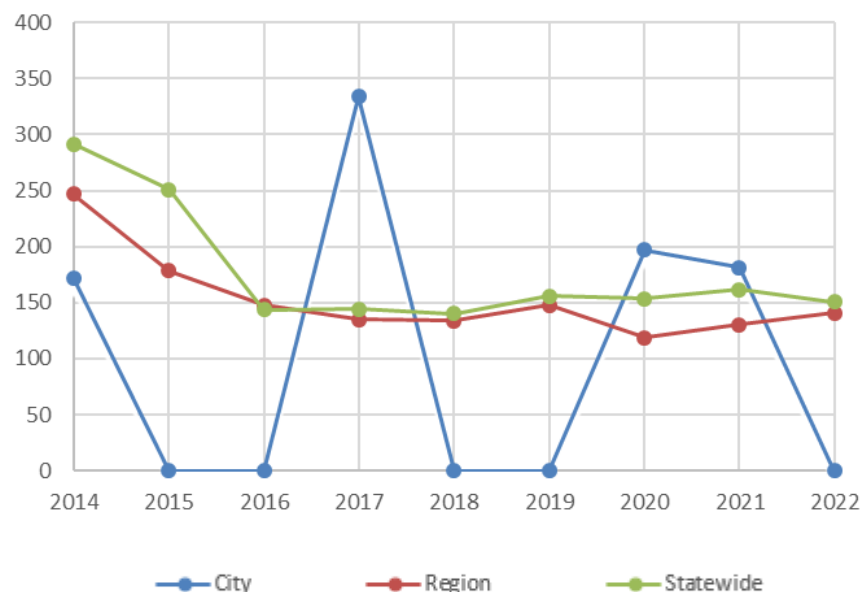


Figure 45. City of Colesburg Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 46 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were two total crashes reported.

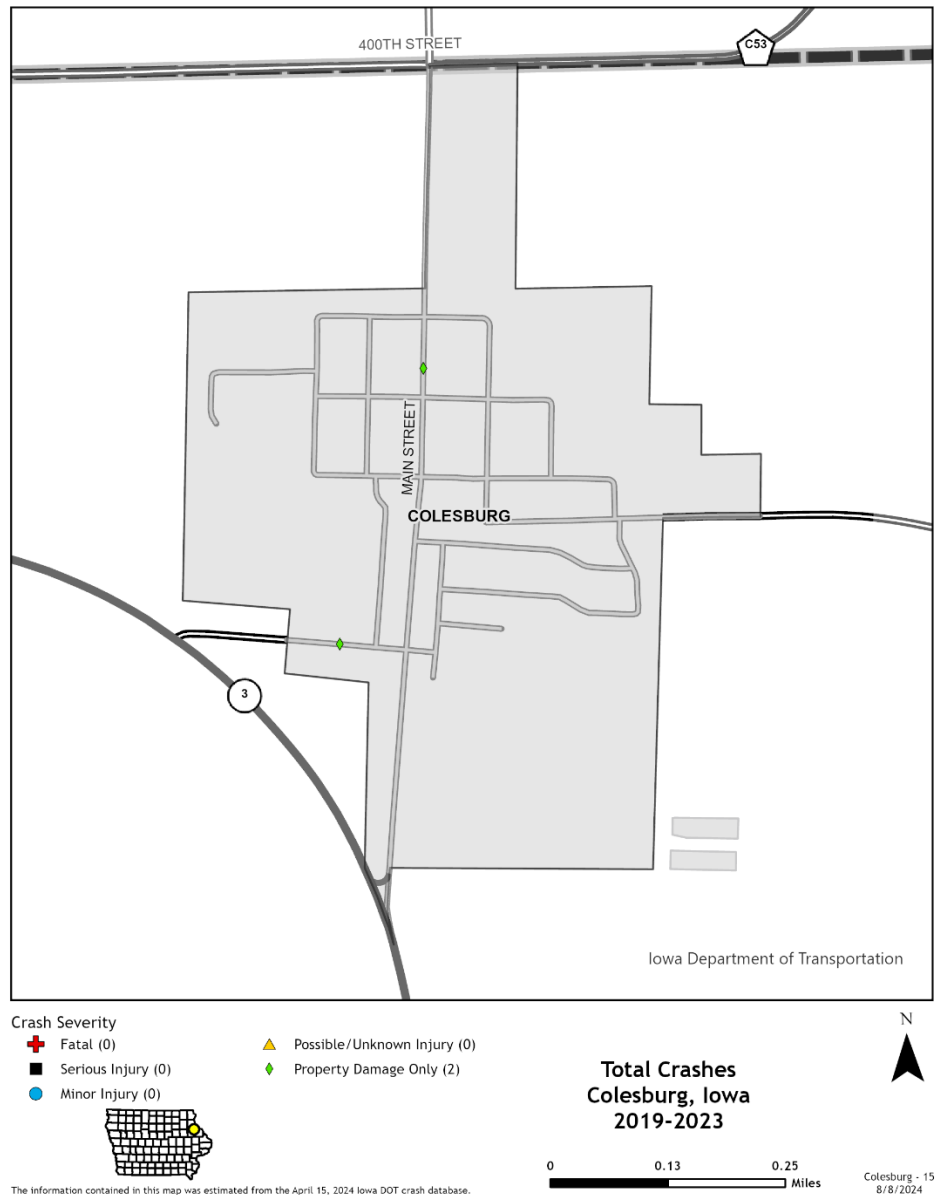


Figure 46. City of Colesburg Crashes by Severity, 2019 - 2023

Corridor Review

Table 52 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 52. City of Colesburg, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Main St	Present on both sides	None	25	840	-	Parallel both sides	41

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Delaware St	Present in some sections on both sides	None	25	810	-	Parallel both sides	30
Country Club Blvd	None	None	25	289	-	Parallel both sides	20
Potter St	None	None	25	289	-	Parallel both sides	20
Jackson St	None	None	25	981	-	Parallel both sides	26
New St	None	None	25	289	-	Parallel both sides	28
Church St	None	None	25	300	-	Parallel both sides	24
Hubbard St	Present in some sections on both sides	None	25	289	-	Parallel both sides	36
East St	None	None	25	340	-	Parallel both sides	35
Jefferson St	Present on one side	None	25	289	-	Parallel both sides	30
1 st St	Present on both sides	None	25	110	-	Parallel both sides	30
2 nd St	None	None	25	289	-	Parallel both sides	30
3 rd St	None	None	25	486	-	Parallel both sides	20
Jackson St	Present in some sections on both sides	None	25	981	-	Parallel both sides	26
Parkview Ct	None	None	25	289	-	Parallel one side – diagonal other side	20
Franklin St	None	None	25	70	-	Parallel both sides	30
Harrison St	None	None	25	289	-	Parallel both sides	20

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Delaware

Population

159 (Source: 2020 Census)

Traffic and Crash Trends

Table 53 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 47 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The VMT is notably more than comparison cities due to US 20 traveling through the city, representing approximately 94 percent of the total VMT.

Table 53. City of Delaware, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		3,203	201	201	3,404
2015		3,244	207		3451
2016		3,088	207		3,295
2017		3,353	200		3,553
2018		3,355	196		3,551
2019		3,392	195		3587
2020		2,999	171		3,170
2021		3,293	180		3,473
2022		3,203	201	201	3,404

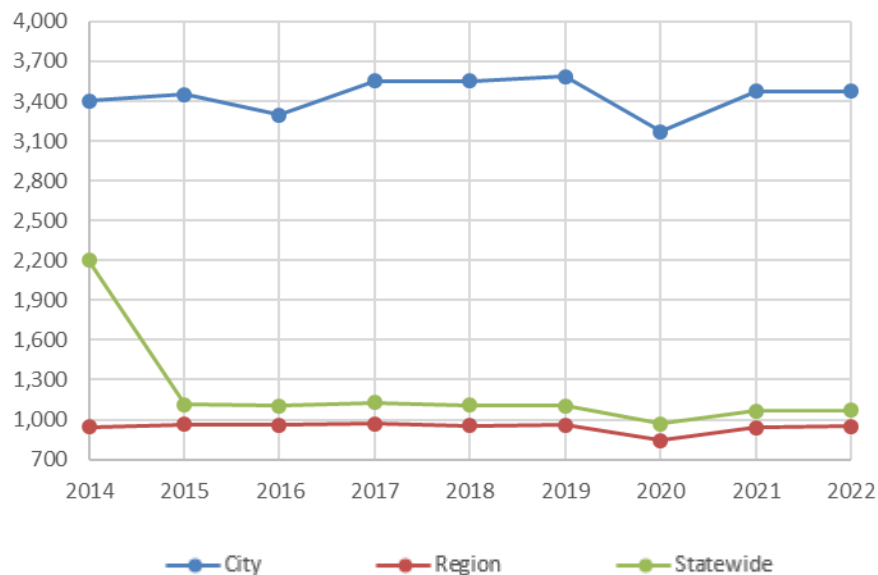


Figure 47. City of Delaware VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 54 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 28 crashes were reported, involving 44 occupants. Among these, there were three minor injuries, and five possible injuries.

Table 54. City of Delaware, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	3,404	3,451	3,295	3,553	3,551	3,587	3,170	3,473	3,473
Crashes	9	2	2	2	5	2	5	0	1
Crash Rate/Million VMT	264.39	57.95	60.70	56.29	140.81	55.76	157.73	0.00	28.79

Figure 48 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate started higher in 2014 but declined in subsequent years, falling below the regional and statewide averages. In general, the rate fluctuates with occasional increases, such as in 2020, but generally remained lower than or similar to the regional and statewide averages.

Due to the limited crash experience, and generally high exposure compared to similar cities, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

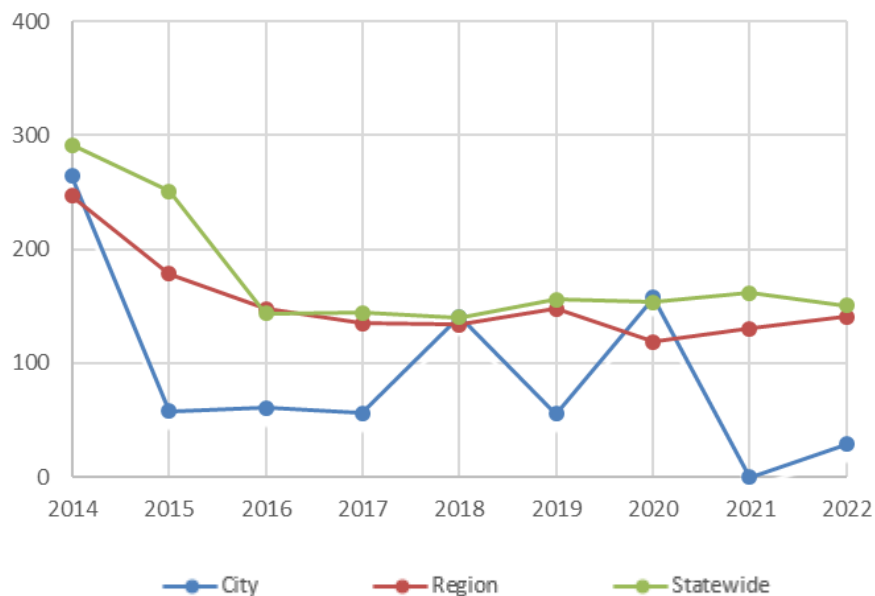


Figure 48. City of Delaware Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 49 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 18 total crashes reported, the vast majority of which occurred along US 20.

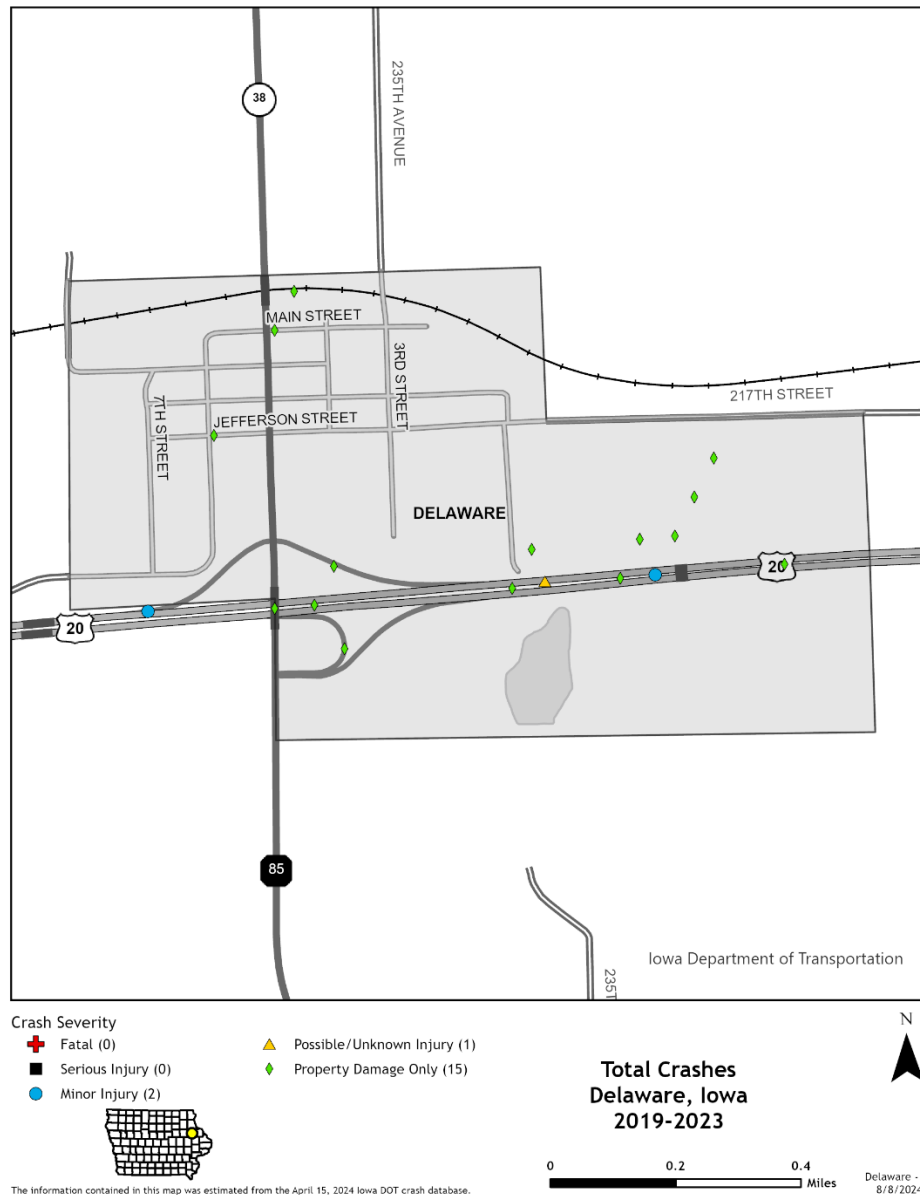


Figure 49. City of Delaware Crashes by Severity, 2019 - 2023

Corridor Review

Table 55 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 55. City of Delaware, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Virginia St	None	None	25	100	-	Parallel both sides	24
7 th St	None	None	15	152	-	Parallel both sides	16
6 th St	None	None	15	50	-	Parallel both sides	22

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
4 th St	None	None	25	289	-	Parallel both sides	22
3 rd St	None	None	25	289	-	Parallel both sides	20
1 st St	None	None	15	152	-	Parallel both sides	12
E Main St	None	None	25	289	-	Parallel one side – no parking other side	22
W Main St	None	None	25	289	-	Parallel both sides	16
E Washington St	None	None	25	140	-	Parallel both sides	22
W Washington St	None	None	25	150	-	Parallel both sides	22
E Adams St	None	None	25	50	-	Parallel both sides	20
W Adams St	None	None	25	289	-	Parallel both sides	20
E Jefferson St	None	None	25	180	-	Parallel both sides	20
W Jefferson St	None	None	25	289	-	Parallel both sides	20

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Delhi

Population

460 (Source: 2020 Census)

Traffic and Crash Trends

Table 56 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 50 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. In general, the VMT is notably higher than comparable cities, with traffic along Iowa 38 being a major contributor (approximately 50 percent).

Table 56. City of Delhi, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	417	703	454	871	1,574
2015	417	709	466		1592
2016		752	856		1,608
2017		761	831		1,592
2018		758	814		1,572
2019		764	808		1572
2020		676	708		1,384
2021		818	817		1,635
2022		820	817		1,637

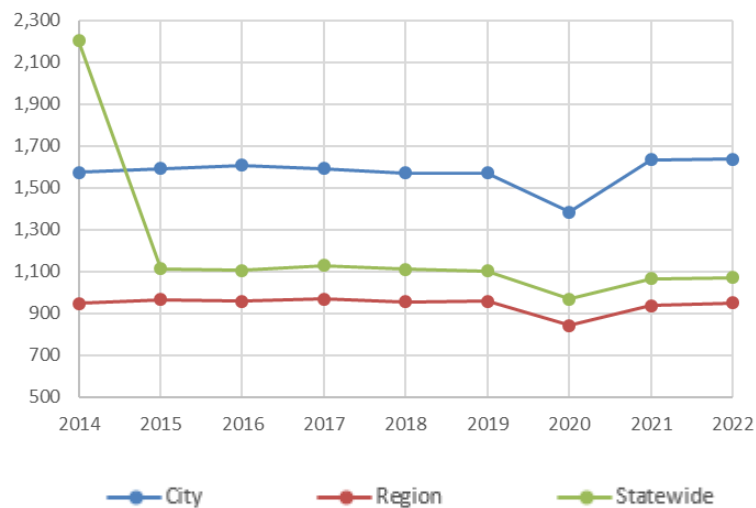


Figure 50. City of Delhi VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 57 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 34 crashes were reported, involving 57 occupants. Among these, there were two serious injuries, two minor injuries, and six possible injuries.

Table 57. City of Delhi, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,574	1,592	1,608	1,592	1,572	1,572	1,384	1,635	1,637
Crashes	5	6	5	2	4	1	3	5	3
Crash Rate/Million VMT	317.66	376.88	310.95	125.63	254.45	63.61	216.76	305.81	183.26

Figure 51 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate varied throughout the period, with the city experiencing higher rates in 2015 and 2016. In general, the rate exceeded both the regional and statewide averages most of the analysis period, with the exceptions of 2017 and 2019.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

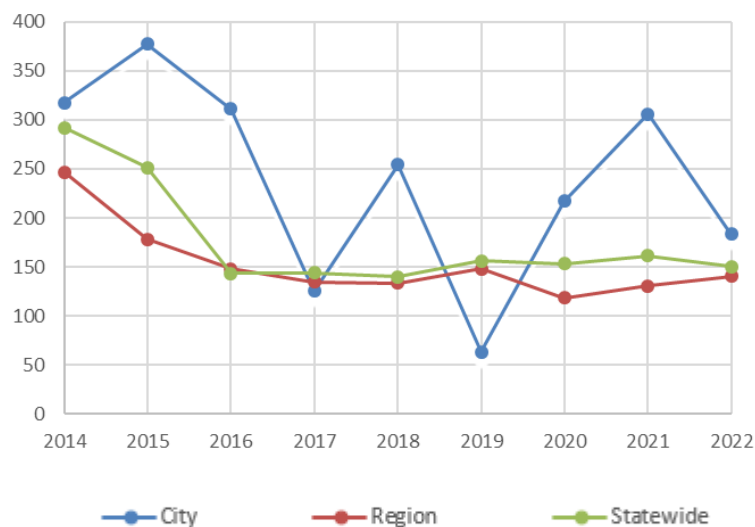


Figure 51. City of Delhi Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 52 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 14 total crashes reported, including one serious injury and minor injury crash. Crashes were not limited to Iowa 38. Several crashes occurred at/near the intersection of X31/6th St and D5X/Hartwick Road.

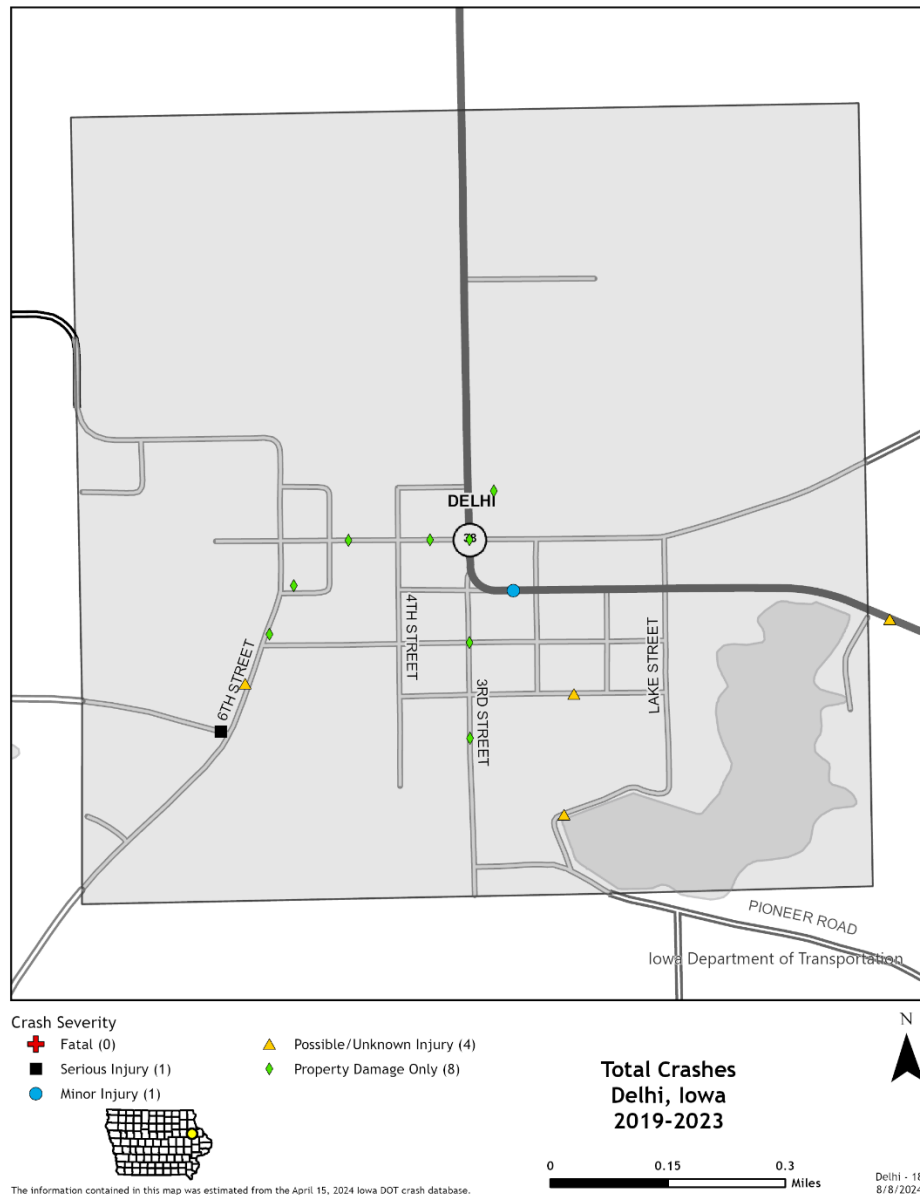


Figure 52. City of Delhi Crashes by Severity, 2019 - 2023

Corridor Review

Table 58 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 58. City of Delhi, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Hankins St	None	None	25	25	-	Parallel both sides	14
Charles St	None	None	25	390	-	Parallel both sides	22
8 th St	None	None	25	289	-	Parallel both sides	18

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Lexington St	Present in some sections on both sides	None	15	289	-	Parallel both sides	12
5 th St	None	None	25	289	-	Parallel both sides	20
6 th St	None	None	25	590	-	Parallel both sides	24
Franklin St	Present in some sections on both sides	None	25	1410	-	Diagonal both sides	37
Market St	Present on both sides	None	25	289	-	Parallel both sides	30
Gay St	Present in some sections on both sides	None	25	700	-	Parallel both sides	28
250 th St	None	None	55	1230	-	Parallel both sides	24
Hickory Ln	None	None	25	25	-	Parallel both sides	12
4 th St	None	None	20	200	-	Parallel both sides	37
South St	Present in some sections on both sides	None	20	200	-	Parallel one side – diagonal other side	37
3 rd St	Present in some sections on both sides	None	20	940	-	Parallel one side – diagonal other side	39
2 nd St	Present in some sections on both sides	None	20	289	-	Parallel both sides	30
1 st St	None	None	25	289	-	Parallel both sides	30
Lake St	None	None	25	289	-	Parallel both sides	30
Wildon St	None	None	25	25	-	Parallel both sides	8
Peters Dr	None	None	20	140	-	Parallel both sides	140
Pioneer Rd	None	None	20	140	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Delmar

Population

525 (Source: 2020 Census)

Traffic and Crash Trends

Table 59 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 53 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. In general, beginning in 2015, the VMT is consistent with the statewide and regional averages. Iowa 136 contributes approximately 20 percent to the total VMT.

Table 59. City of Delmar, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		204	807	807	1,011
2015		206	829		1035
2016		209	829		1,038
2017		213	835		1,048
2018		184	785		969
2019		204	807	807	1,011
2020		206	829		1035
2021		209	829		1,038
2022		213	835		1,048

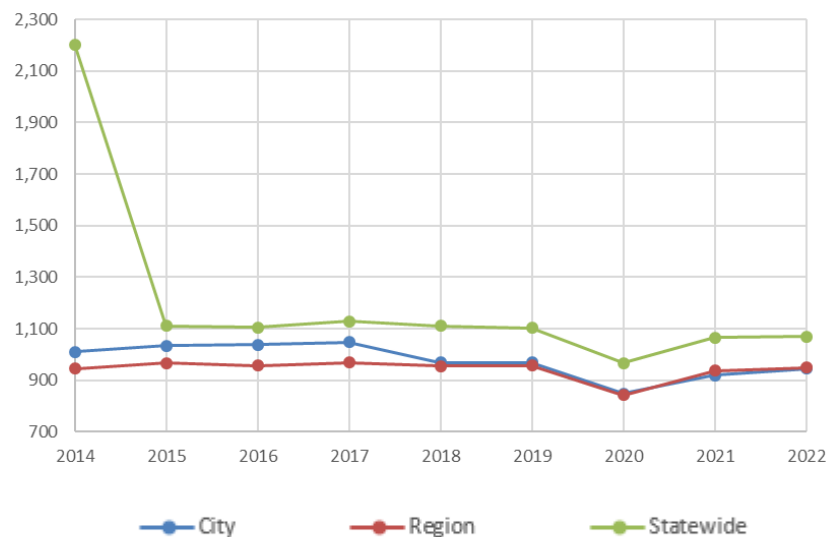


Figure 53. City of Delmar VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 60 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 16 crashes were reported, involving 28 occupants. Among these, there were two minor injury and two possible injuries.

Table 60. City of Delmar, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,011	1,035	1,038	1,048	969	968	849	919	945
Crashes	5	0	1	1	2	1	2	1	3
Crash Rate/Million VMT	494.56	0.00	96.34	95.42	206.40	103.31	235.57	108.81	317.46

Figure 54 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. Beginning in 2017, the rate fluctuated around the statewide and regional averages and was very sensitive to low exposure.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

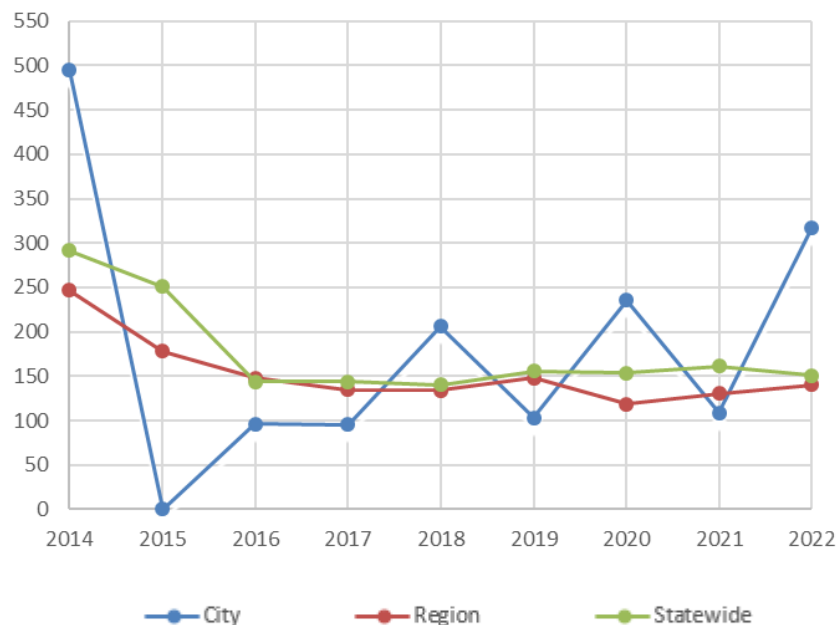


Figure 54. City of Delmar Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 55 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 12 total crashes reported, including one minor injury crash. Several crashes (50 percent) occurred along the Iowa 136 corridor through the city.

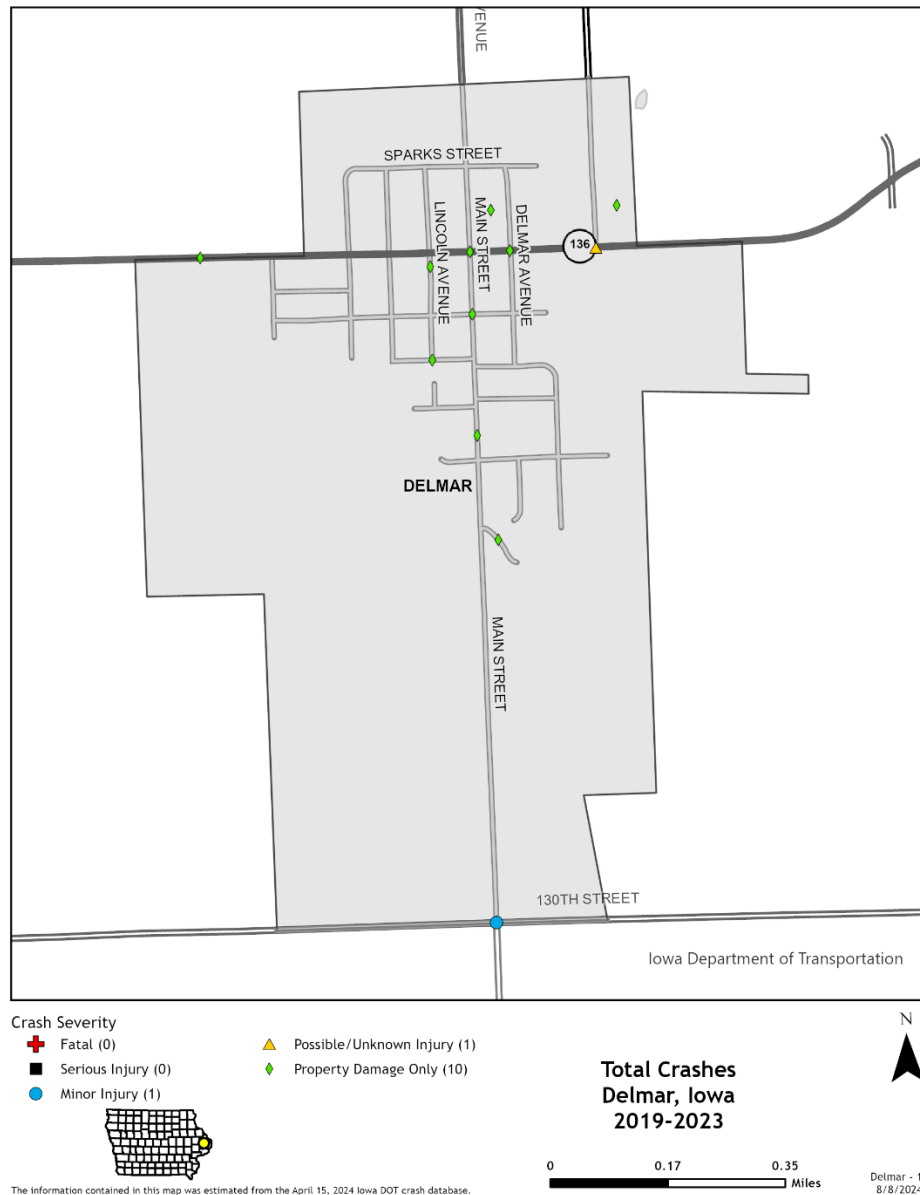


Figure 55. City of Delmar Crashes by Severity, 2019 - 2023

Corridor Review

Table 61 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 61. City of Delmar, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Sparks St	None	None	25	40	-	Parallel both sides	20
Bloomfield Ave	None	None	25	289	-	Parallel both sides	18
Ridge Ave	None	None	25	289	-	Parallel both sides	18

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Lincoln Ave	Present in some sections on both sides	None	25	289	-	Parallel one side – no parking other side	20
Main St	Present on both sides	None	25	160	-	Parallel both sides	24
Delmar Ave	Present in some sections on both sides	None	25	289	-	Parallel both sides	48
Richland St	None	None	45	810	-	Parallel both sides	22
Western Ave	None	None	25	120	-	Parallel both sides	20
Short St	None	None	25	289	-	Parallel both sides	20
Center St	Present in some sections on one side	None	25	70	-	Parallel both sides	22
Railroad St	Present on one side	None	25	289	-	Parallel both sides	14
Hurst St	Present on one side	None	25	289	-	Parallel both sides	20
Vane St	Present on one side	None	25	289	-	Parallel one side – diagonal other side	28
Farm Ln	None	None	25	289	-	Parallel both sides	15
Clinton St	Present on one side	None	25	289	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Dundee

Population

174 (Source: 2020 Census)

Traffic and Crash Trends

Table 62 presents the annual vehicle miles traveled by system within the city. Figure 26 Table 62 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The VMT is notably less than comparison cities. Given the city's size, it could also be compared with cities with a population less than 100.

Table 62. City of Dundee, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	199		133	332	332
2015	199		137		336
2016			332		332
2017			355		355
2018			348		348
2019			347		347
2020			303		303
2021			346		346
2022			345		345

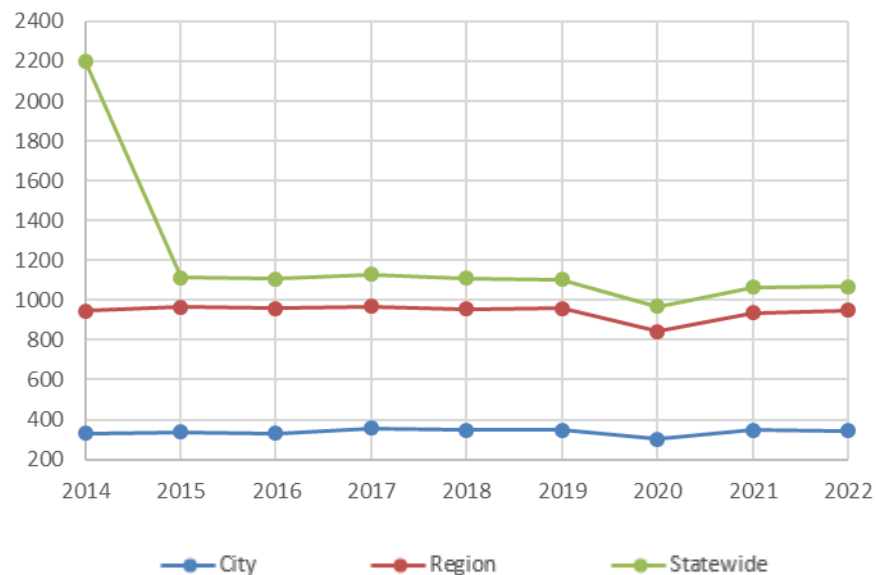


Figure 56. City of Dundee VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 63 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of three crashes were reported, involving seven occupants.

Table 63. City of Dundee, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	332	336	332	355	348	347	303	346	345
Crashes	2	0	1	0	0	0	0	0	0
Crash Rate/Million VMT	602.41	0.00	301.20	0.00	0.00	0.00	0.00	0.00	0.00

Figure 57 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. Prior to 2017, the rate fluctuated around the statewide and regional averages and was very sensitive to low exposure. Beginning in 2017, the rate was less than the statewide and regional averages.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

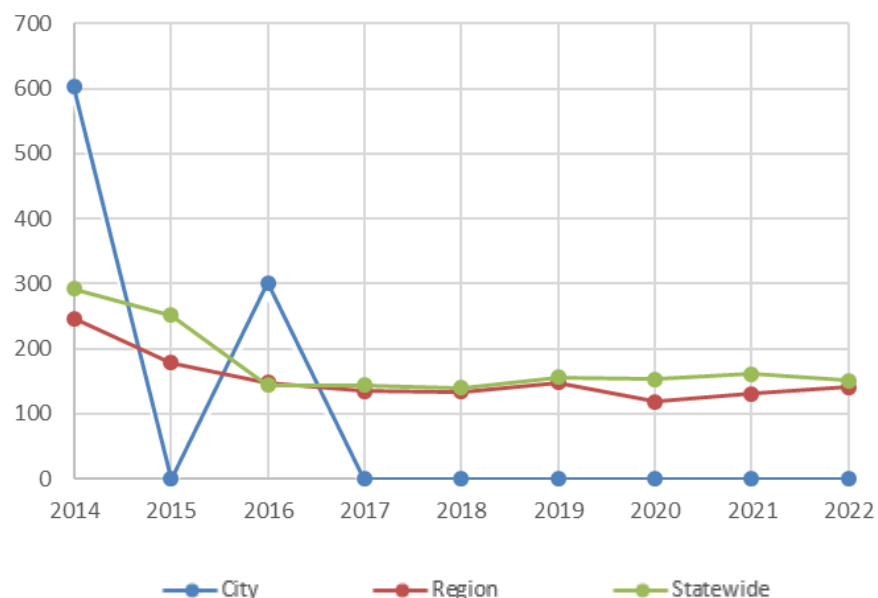


Figure 57. City of Dundee Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 58 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There was one crash reported in the area, which is on 145th St near the corporate limits.

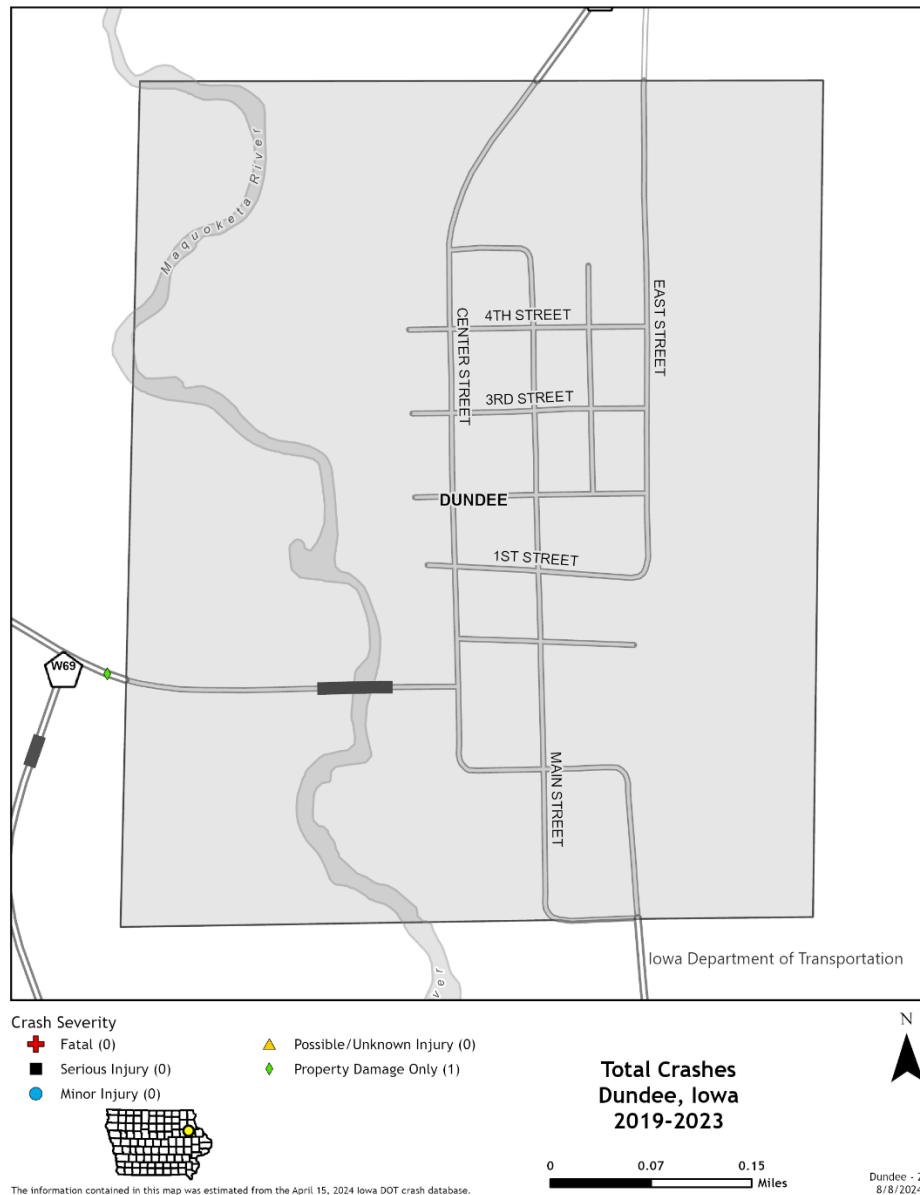


Figure 58. City of Dundee Crashes by Severity, 2019 - 2023

Corridor Review

Table 64 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 64. City of Dundee, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
145 th St	None	None	25	880	-	Parallel both sides	22
140 th St	None	None	20	550	-	Parallel both sides	22
N Center St	Present on one side	None	20	410	-	Parallel both sides	22

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
S Center St	Present on both sides	None	25	760	-	Parallel both sides	22
N Main St	Present in some sections on both sides	None	25	289	-	Parallel both sides	22
S Main St	Present in some sections on one side	None	25	60	-	Parallel both sides	20
Spring St	None	None	25	390	-	Parallel both sides	22
South St	Present in some sections on one side	None	25	380	-	Parallel both sides	22
Railway St	None	None	25	289	-	Parallel both sides	20
1 st St	Present in some sections on both sides	None	25	15	-	Parallel both sides	24
2 nd St	Present on one side	None	25	110	-	Parallel both sides	20
3 rd St	None	None	25	80	-	Parallel both sides	12
4 th St	None	None	25	289	-	Parallel both sides	18
5 th St	None	None	25	290	-	Parallel both sides	8
East St	None	None	25	289	-	Parallel both sides	16
Iowa St	None	None	25	289	-	Parallel both sides	16

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Earlville

Population

716 (Source: 2020 Census)

Traffic and Crash Trends

Table 65 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 59 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. In general, the VMT is greater than comparison cities.

Table 65. City of Earlville, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014			1,371	1,371	1,371
2015			1,408		1408
2016			1,408		1,408
2017			1,394		1,394
2018			1,366		1,366
2019			1,360		1360
2020			1,184		1,184
2021			1,295		1,295
2022			1294		1,294

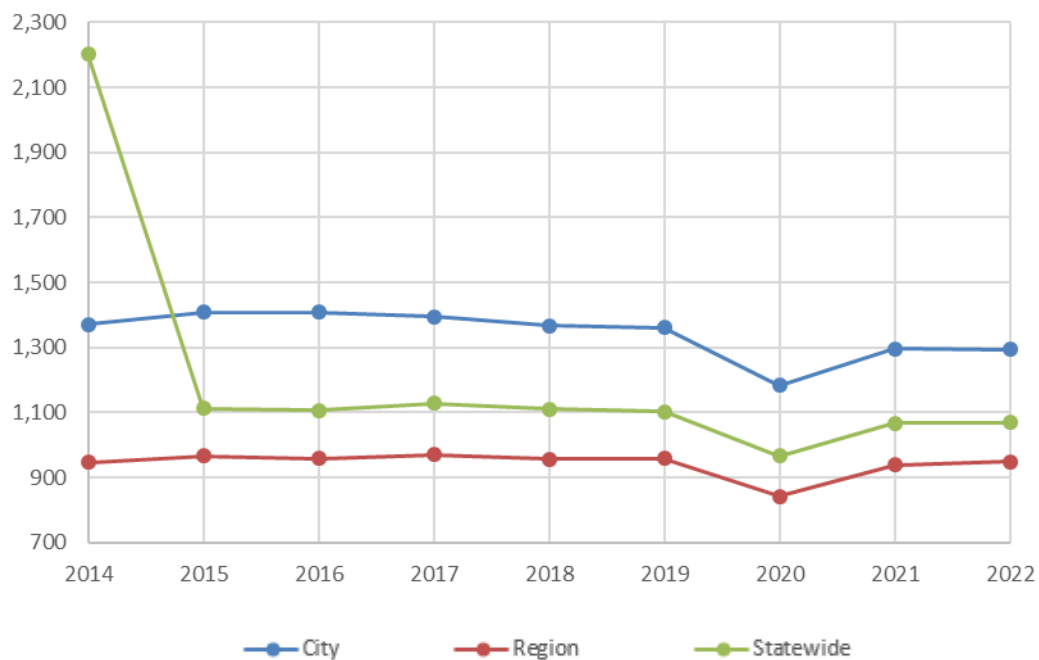


Figure 59. City of Earlville VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 66 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 18 crashes were reported, involving 67 occupants. Among these, there were one fatality, one minor injury and two possible injuries.

Table 66. City of Earlville, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,371	1408	1,408	1,394	1,366	1360	1,184	1,295	1,294
Crashes	5	4	1	1	2	2	2	1	0
Crash Rate/Million VMT	364.70	284.09	71.02	71.74	146.41	147.06	168.92	77.22	0.00

Figure 60 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate generally declined from 2014 and fluctuated around the statewide and regional averages.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

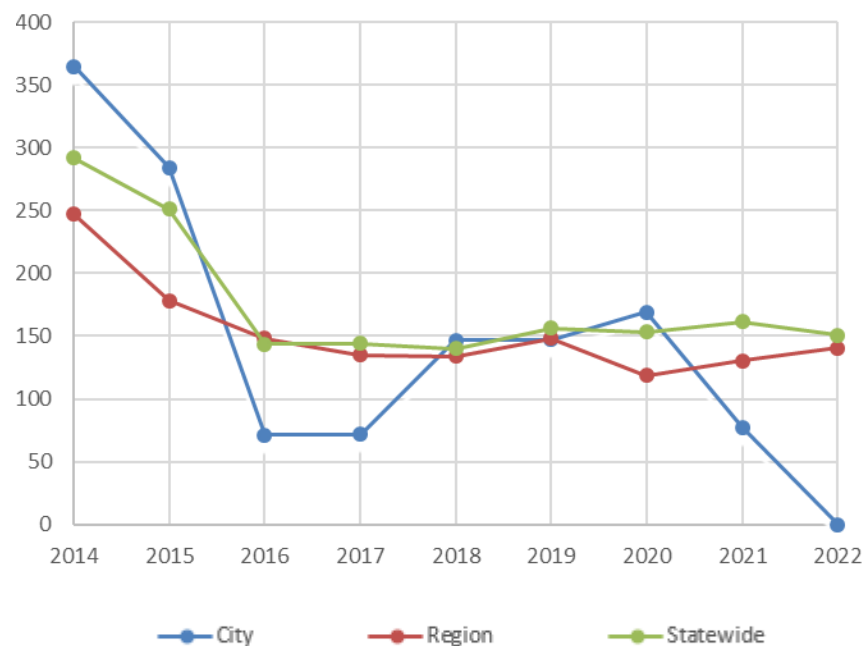


Figure 60. City of Earlville Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 61 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were six crashes reported in the area, including one minor injury crash.

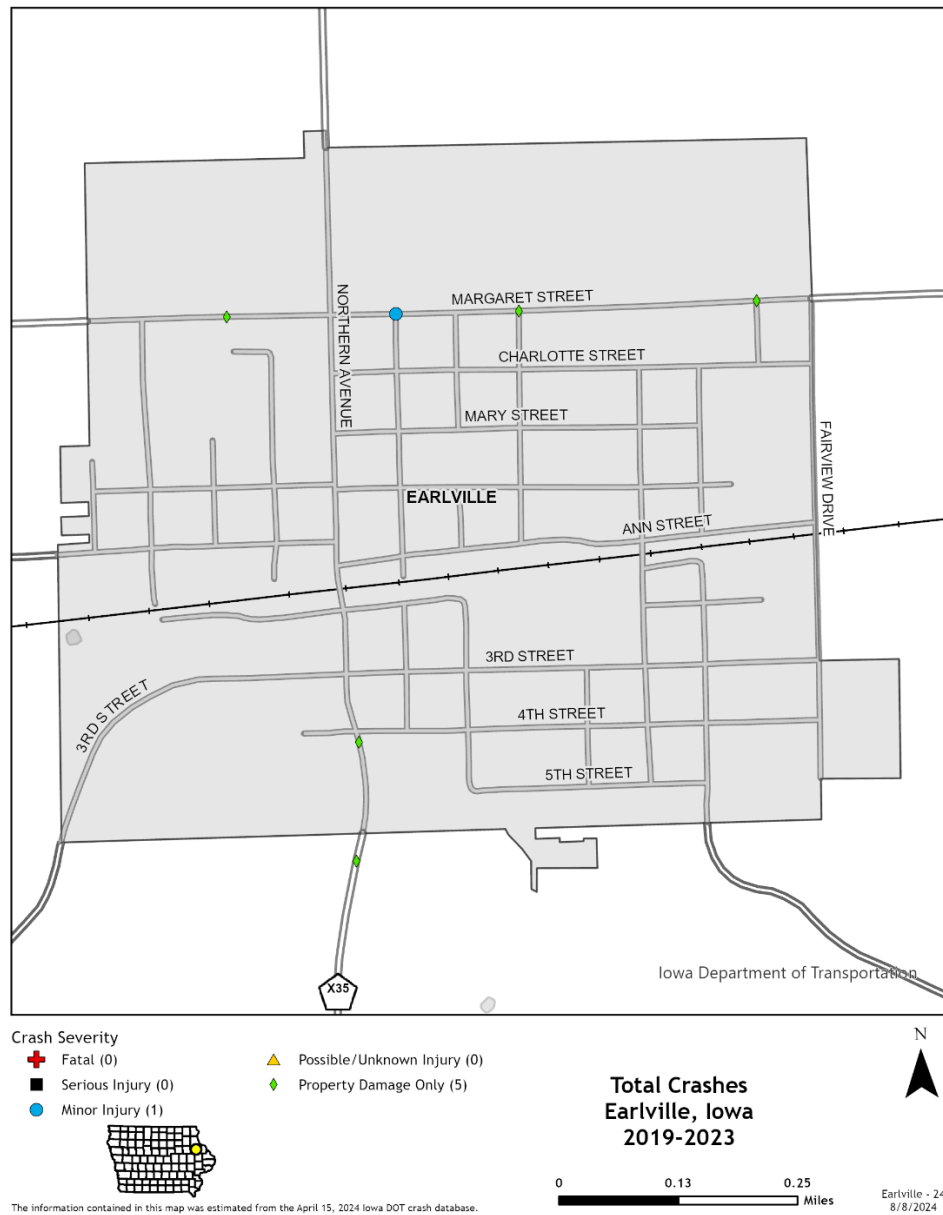


Figure 61. City of Earlville Crashes by Severity, 2019 - 2023

Corridor Review

Table 67 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 67. City of Earlville, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
E Margaret St	None	None	35	1530	-	Parallel both sides	24
W Margaret St	Present on one side	None	35	1300	-	Parallel both sides	24
Northern Ave	Present on both sides	None	25	1360	-	Parallel both sides	22

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
N West St	Present in some sections on both sides	None	25	289	-	Parallel both sides	24
S West St	Present on both sides	None	25	2030	-	Parallel both sides	24
Charlotte St	Present on both sides	None	25	289	-	Parallel both sides	24
N Earl St	Present on both sides	None	20	170	-	Parallel one side – diagonal other side	24
N Wine St	Present on both sides	None	25	289	-	Parallel both sides	28
Wine St	Present on both sides	None	25	289	-	Parallel both sides	22
S Wine St	Present on both sides	None	25	289	-	Parallel both sides	26
E 4th St	Present on both sides	None	25	289	-	Parallel both sides	18
W 4th St	None	None	25	289	-	Parallel both sides	20
N William St	Present in some sections on both sides	None	25	289	-	Parallel both sides	18
S William St	Present on both sides	None	25	200	-	Parallel both sides	28
E 3rd St	Present on both sides	None	25	490	-	Parallel both sides	30
W 3rd St	Present in some sections on both sides	None	25	80	-	Parallel both sides	30
Prospect St	Present on both sides	None	20	260	-	Parallel both sides	24
Manchester Ave	Present on both sides	None	25	540	-	Parallel both sides	50
Summit St	None	None	25	289	-	Parallel both sides	20
Stow St	Present on both sides	None	25	289	-	Parallel both sides	30
Elizabeth St	Present on both sides	None	25	289	-	Parallel both sides	24
Mary St	Present on both sides	None	20	120	-	Parallel one side – diagonal other side	22
High St	None	None	25	289	-	Parallel both sides	24
N West St	Present in some sections on both sides	None	25	289	-	Parallel both sides	24
Park St	Present on both sides	None	25	289	-	Parallel one side – diagonal other side	20
S Redcliff St	Present on both sides	None	25	289	-	Parallel both sides	20
5th St	Present on both sides	None	25	289	-	Parallel both sides	16
2nd St	Present in some sections on both sides	None	25	101	-	Parallel both sides	20
1st St	None	None	25	152	-	Parallel both sides	10
Northside Rd	Present on one side	None	25	486	-	Parallel one side – diagonal other side	22
Ann St	Present on one side	None	25	486	-	Parallel both sides	22
Maple St	Present on one side	None	25	289	-	Parallel both sides	30
Locust St	Present on both sides	None	25	289	-	Parallel both sides	20
N Thomas St	Present on both sides	None	25	20	-	Parallel both sides	20
S Thomas St	Present on both sides	None	25	289	-	Parallel both sides	14
E Southside Rd	Present on both sides	None	25	95	-	Parallel both sides	20
S Fairview Sr	None	None	35	150	-	No parking is posted	22

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not

continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Edgewood

Population

909 (Source: 2020 Census)

Traffic and Crash Trends

Table 68 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 62 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. In general, the VMT is greater than comparison cities. More than half the of the VMT is along Iowa 3.

Table 68. City of Edgewood, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		897	922	922	1819
2015		904	947		1,851
2016		905	945		1,850
2017		862	895		1,757
2018		864	877		1,741
2019		869	874		1743
2020		768	765		1,533
2021		1,002	882		1,884
2022		1,063	881		1,944

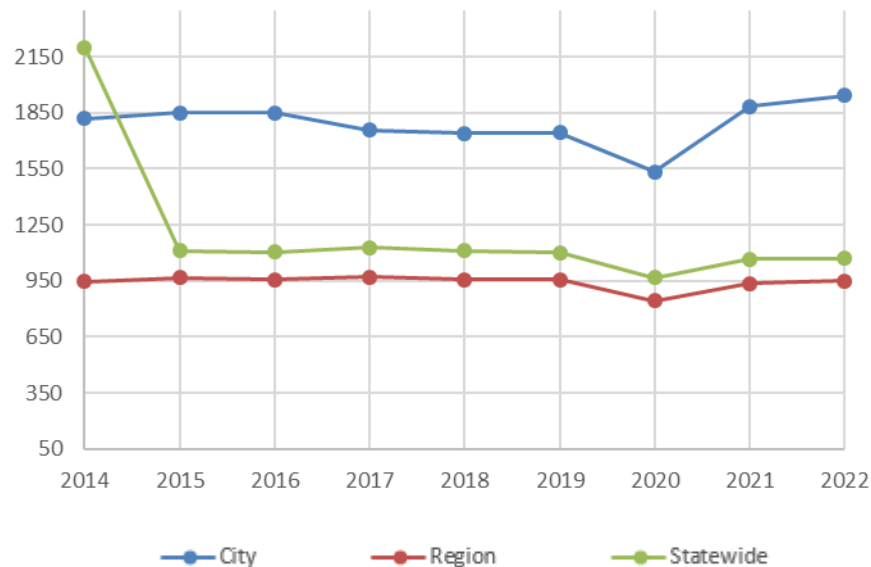


Figure 62. City of Edgewood VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 69 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 37 crashes were reported, involving 66 occupants. Among these, there were one fatality, one serious injury and two minor injuries.

Table 69. City of Edgewood, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	922	1,851	1,850	1,757	1,741	1,743	1,533	1,884	1,944
Crashes	4	5	1	5	5	4	4	6	3
Crash Rate/Million VMT	219.90	270.12	54.05	284.58	287.19	229.49	260.93	318.47	154.32

Figure 63 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. Beginning in 2017, the rate was consistently greater than the statewide and regional averages.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

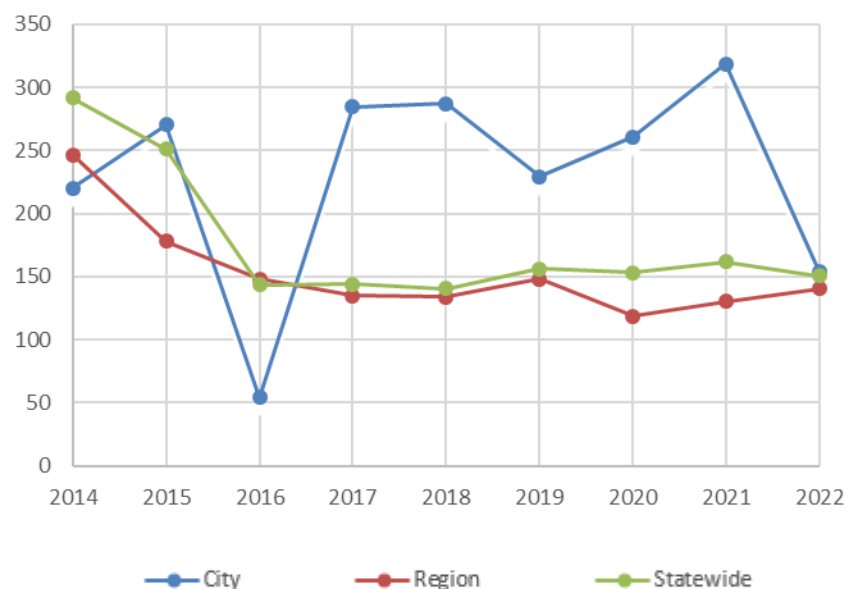


Figure 63. City of Edgewood Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 64 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 21 crashes reported in the area, including one fatality and one minor injury crash. Many of the crashes were located along the Iowa 3 corridor, including at the intersection of Bell St and Iowa 3.

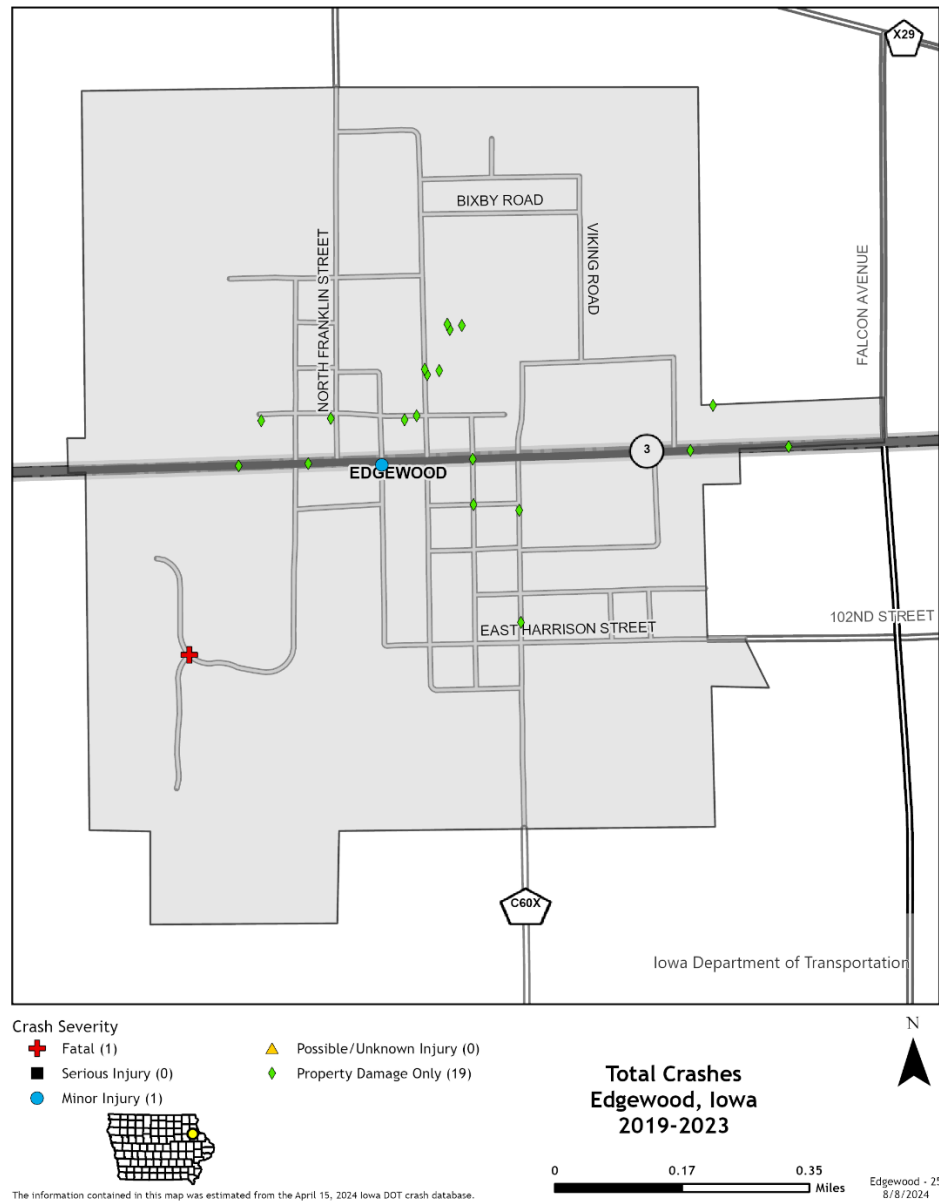


Figure 64. City of Edgewood Crashes by Severity, 2019 - 2023

Corridor Review

Table 70 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 70. City of Edgewood, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
S Locust St	Present on both sides	None	25	1320	-	Parallel both sides	37

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
E Maple St	None	None	25	200	-	Parallel one side - no parking other side	28
W Harrison St	None	None	25	289	-	Parallel one side - no parking other side	28
E Harrison St	None	None	25	260	-	Parallel one side - no parking other side	28
S Bell St	None	None	25	289	-	Parallel one side - no parking other side	28
S Washington St	None	None	25	400	-	Parallel one side - no parking other side	28
N Webster St	Present on one side	None	25	230	-	Parallel both sides	40
S Webster St	None	None	25	220	-	Parallel one side - no parking other side	28
E Morrison St	Present in some sections on one side	None	25	58	-	Parallel both sides	24
East St	None	None	25	289	-	Parallel both sides	24
Miller St	None	None	25	367	-	Parallel both sides	24
E Jackson St	None	None	25	289	-	Parallel one side - no parking other side	28
Soldiers Ave	None	None	25	76	-	Parallel one side - no parking other side	28
E Lincoln St	Present in some sections on both sides	None	25	289	-	Parallel one side - no parking other side	28
S Fleming St	Present in some sections on both sides	None	25	76	-	Parallel one side - no parking other side	24
N Fleming St	Present in some sections on both sides	None	25	170	-	Parallel both sides	29
E William St	None	None	25	170	-	Parallel both sides	29
N Locust St	None	None	25	510	-	Parallel both sides	24
Viking Rd	None	None	25	56	-	Parallel both sides	29
Rabbit Run Rd	None	None	25	56	-	No parking is posted	21
Bixby Rd	None	None	25	56	-	No parking is posted	21
N Washington St	Present in some sections on both sides	None	25	289	-	Parallel one side - diagonal other side	28
North St	None	None	25	152	-	Parallel both sides	21
N Franklin St	Present in some sections on both sides	None	25	280	-	Parallel both sides	28
W Newton St	None	None	25	150	-	Parallel both sides	28
W Beaver St	None	None	25	289	-	Parallel both sides	28
N Chestnut St	Present on both sides	None	25	120	-	Parallel one side - diagonal other side	28
W William St	Present in some sections on one side	None	25	289	-	Parallel both sides	28
S Chestnut St	Present in some sections on both sides	None	25	289	-	Parallel one side - no parking other side	24

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Woods Edge Dr	None	None	35	289	-	Parallel both sides	24
Golf View Dr	None	None	25	289	-	Parallel both sides	24
W Lincoln St	Present in some sections on one side	None	25	289	-	Parallel one side - no parking other side	28
E Madison St	Present on one side	None	25	367	-	Parallel one side - diagonal other side	24
W Madison St	Present on both sides	None	25	981	-	Parallel one side - diagonal other side	48
W Beaver St	None	None	25	289	-	Parallel both sides	28

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Goose Lake

Population

232 (Source: 2020 Census)

Traffic and Crash Trends

Table 71 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 65 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT is less than the statewide and regional averages, likely due in part to the low population. However, more than half of the VMT is represented by Iowa 136.

Table 71. City of Goose Lake, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	197	331	14	211	542
2015	197	333	14		544
2016		339	216		555
2017		344	217		561
2018		333	233		566
2019		336	232		568
2020		297	203		500
2021		326	200		526
2022		273	229		502

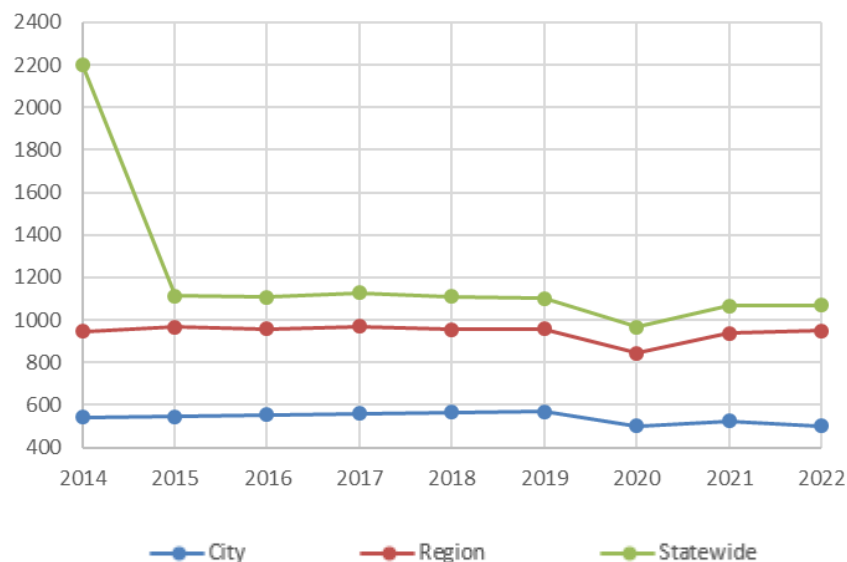


Figure 65. City of Goose Lake VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 72 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 11 crashes were reported, involving 21 occupants. Among these, there were one possible injury and one unknown injury.

Table 72. City of Goose Lake, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	542	544	555	561	566	568	500	526	502
Crashes	1	2	1	1	1	3	1	0	1
Crash Rate/Million VMT	184.50	367.65	180.18	178.25	176.68	528.17	200.00	0.00	199.20

Figure 66 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The rate was consistently greater than the statewide and regional averages, largely due to the sensitivity to low exposure.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

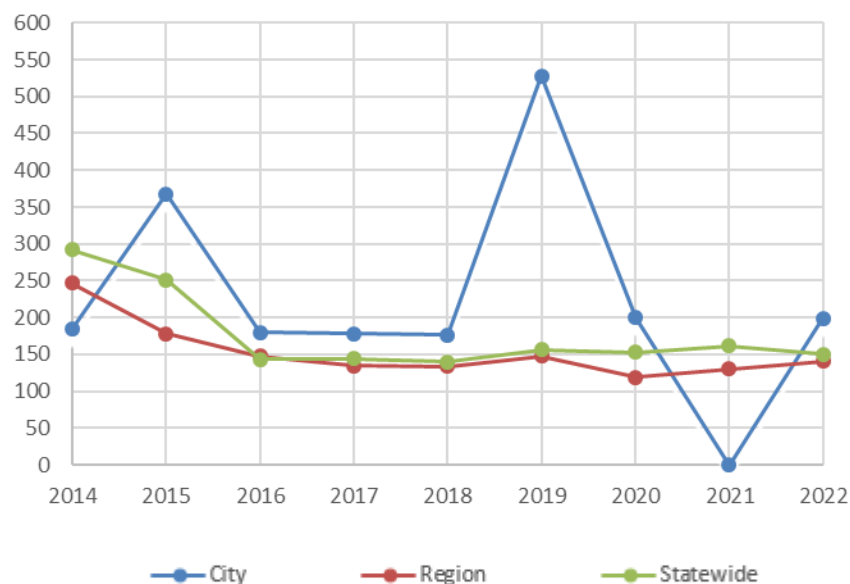


Figure 66. City of Goose Lake Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 67 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were eight crashes reported in the area, including one minor injury crash. All of the crashes were located along Iowa 136.

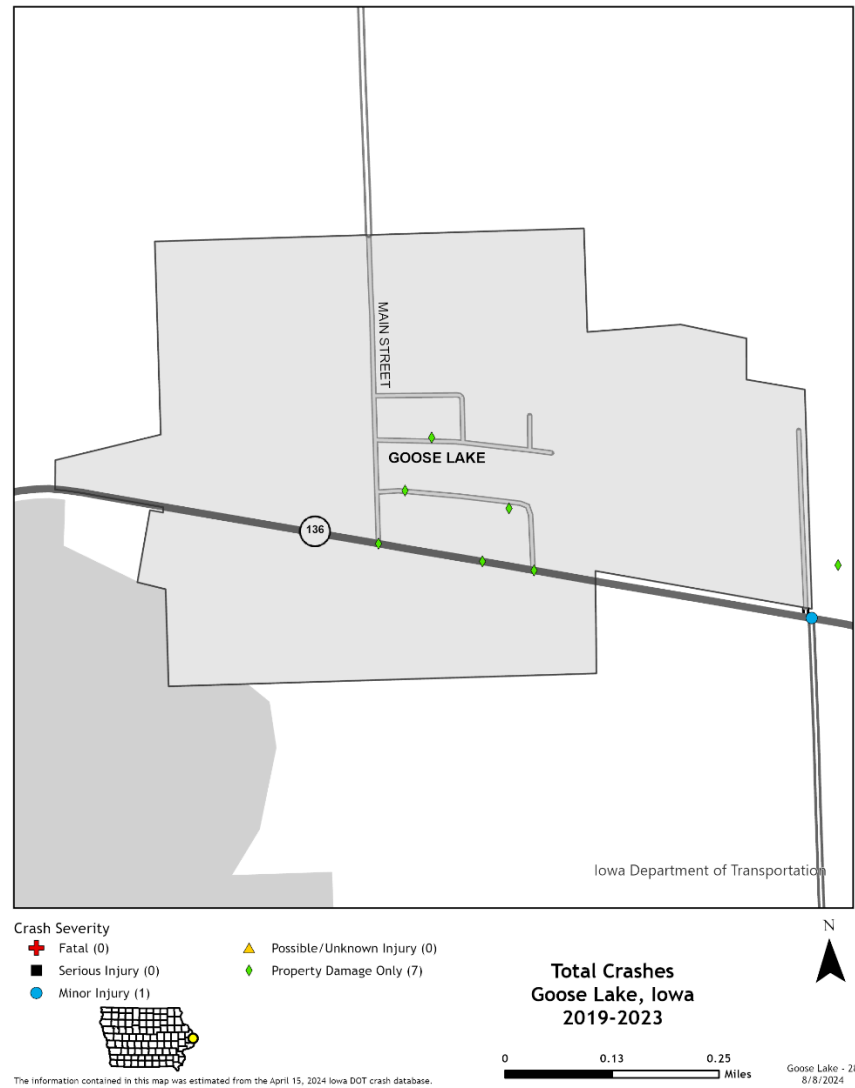


Figure 67. City of Goose Lake Crashes by Severity, 2019 - 2023

Corridor Review

Table 73 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 73. City of Goose Lake, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Main St	Present in some sections on both sides	None	25	1610	-	Parallel both sides	46
Public St	Present in some sections on both sides	None	25	51	-	Parallel both sides	22
Jackson Blvd	Present on both sides	None	15	190	-	Parallel both sides	42
Emma Ct	None	None	25	60	-	Parallel both sides	22

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
School Ln	None	None	25	51	-	Diagonal both sides	24
Unruh	None	None	20	6	-	No parking is posted	56
370 th Ave	None	None	55	10	-	No parking is posted	26

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Grand Mound

Population

615 (Source: 2020 Census)

Traffic and Crash Trends

Table 74 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 68 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT is greater than the statewide and regional averages, due primarily to US 30 traversing the city, which represents nearly 80 percent of the total VMT.

Table 74. City of Grand Mound, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		2,111	652	652	2,763
2015		2,130	670		2800
2016		2,132	670		2,802
2017		2,162	676		2,838
2018		2,243	627		2,870
2019		2,256	625		2881
2020		1,996	547		2,543
2021		2,195	598		2,793
2022		2,464	639		3,103

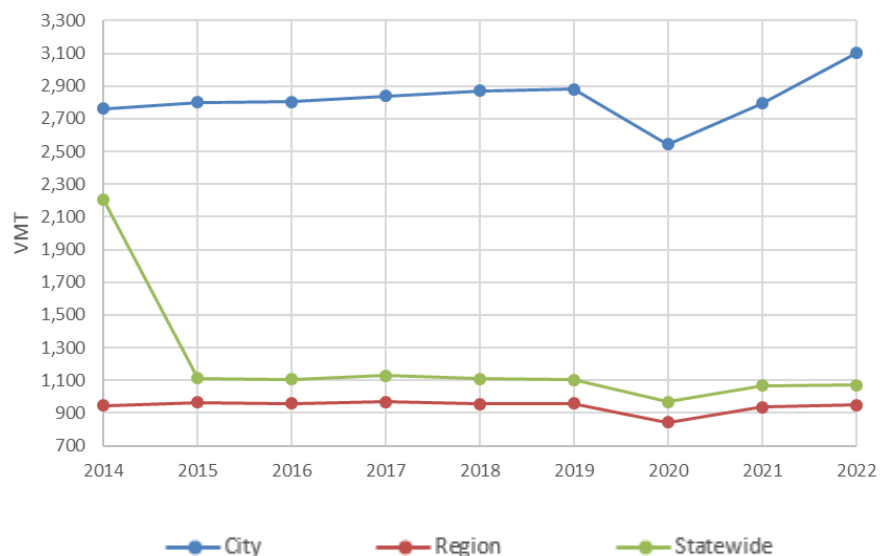


Figure 68. City of Grand Mound VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 75 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 34 crashes were reported, involving 74 occupants. Among these, there were nine minor injuries, three possible injuries, and two unknown injuries.

Table 75. City of Grand Mound, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	2,763	2,800	2,802	2,838	2,870	2,881	2,543	2,793	3,103
Crashes	5	2	6	7	1	9	1	2	1
Crash Rate/Million VMT	180.96	71.43	214.13	246.65	34.84	312.39	39.32	71.61	32.23

Figure 69 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate fluctuated over the period, with a peak in 2019. The crash rate then dropped in 2020 and 2022, remaining below both the regional and statewide averages during those years.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

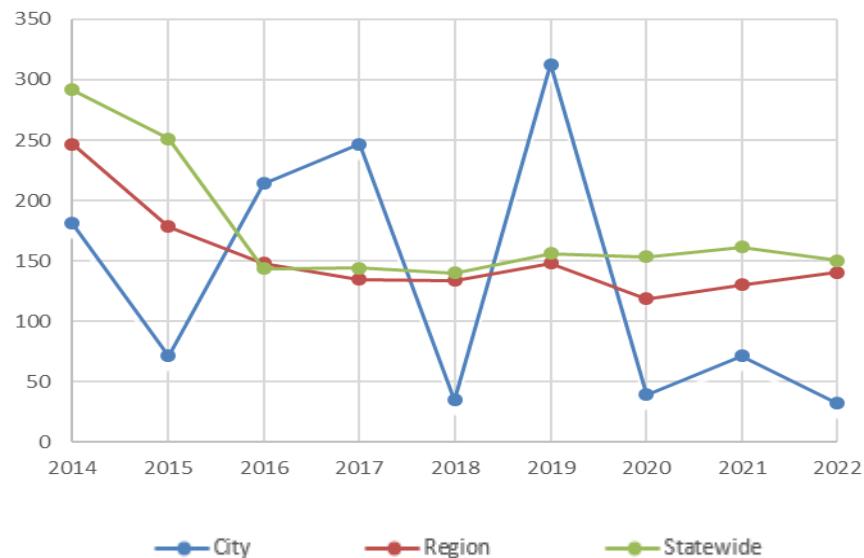


Figure 69. City of Grand Mound Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 70 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 19 reported in the area, including three minor injury crashes. The majority of the crashes were located along US 30.

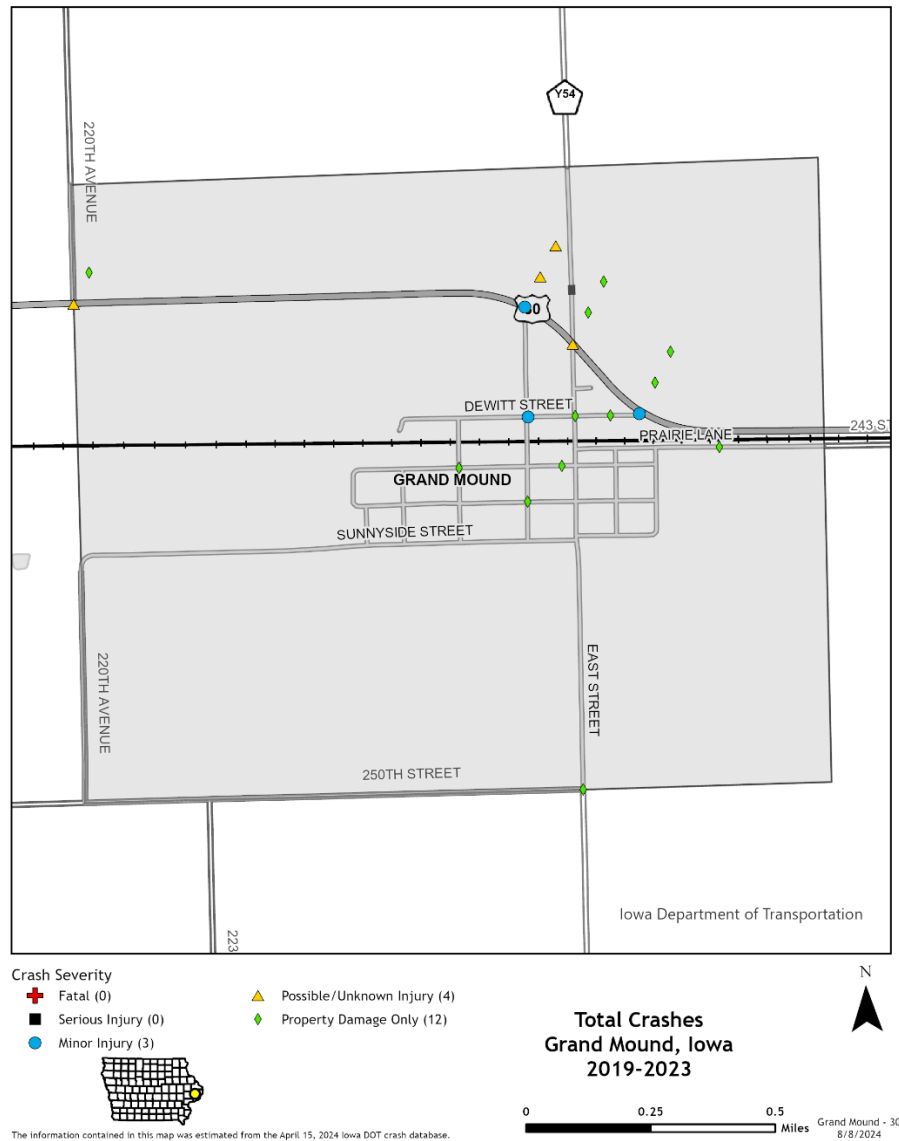


Figure 70. City of Grand Mound Crashes by Severity, 2019 - 2023

Corridor Review

Table 76 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 76. City of Grand Mound, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Sunnyside St	Present in some sections on both sides	Present on one side	35	150	-	Parallel both sides	20
East St	Present in some sections on both sides	None	25	610	-	Parallel both sides	22

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Clinton St	Present on both sides	None	25	289	-	Parallel both sides	22
Fulton St	Present on both sides	None	25	90	-	Parallel both sides	24
West St	None	None	25	35	-	Parallel both sides	20
Williams St	Present on both sides	None	25	289	-	Parallel both sides	22
Smith St	Present on both sides	None	25	500	-	Diagonal both sides	59
Lincoln St	Present on both sides	None	25	289	-	Parallel both sides	20
Washington St	Present in some sections on one side	None	25	289	-	Parallel both sides	16
Prairie Ln		None	25	289	-	Parallel both sides	20
DeWitt St	Present in some sections on both sides	None	25	410	-	Parallel both sides	22
Joyce Ct	None	None	25	289	-	Parallel both sides	20
Jensen St	Present in some sections on both sides	None	25	289	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Greeley

Population

250 (Source: 2020 Census)

Traffic and Crash Trends

Table 74 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 71 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT is below both the statewide and regional averages, with Iowa 38 being a major contributor to total VMT (more than 70 percent).

Table 77. City of Greeley, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		318	221	221	539
2015		321	227		548
2016		340	229		569
2017		357	218		575
2018		357	214		571
2019		360	213		573
2020		318	187		505
2021		348	136		484
2022		348	136		484

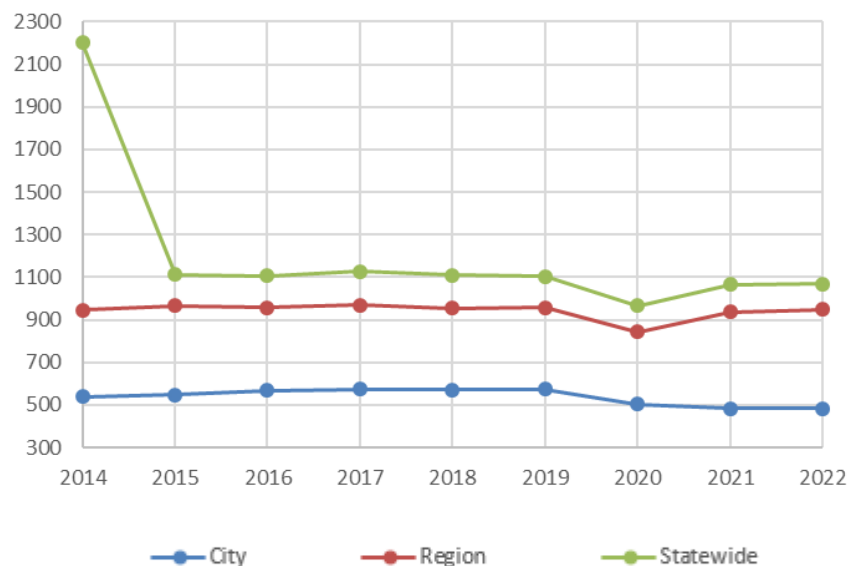


Figure 71. City of Greeley VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 78 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of nine crashes were recorded, involving 17 occupants. Among these, there were one fatality, one serious injury, two minor injuries, and one possible injury.

Table 78. City of Greeley, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	539	548	569	575	571	573	505	484	484
Crashes	2	0	3	0	2	1	0	0	1
Crash Rate/Million VMT	371.06	0.00	527.24	0.00	350.26	174.52	0.00	0.00	206.61

Figure 72 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate was significantly influenced by low exposure, fluctuating during the period above and below the statewide and regional averages.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

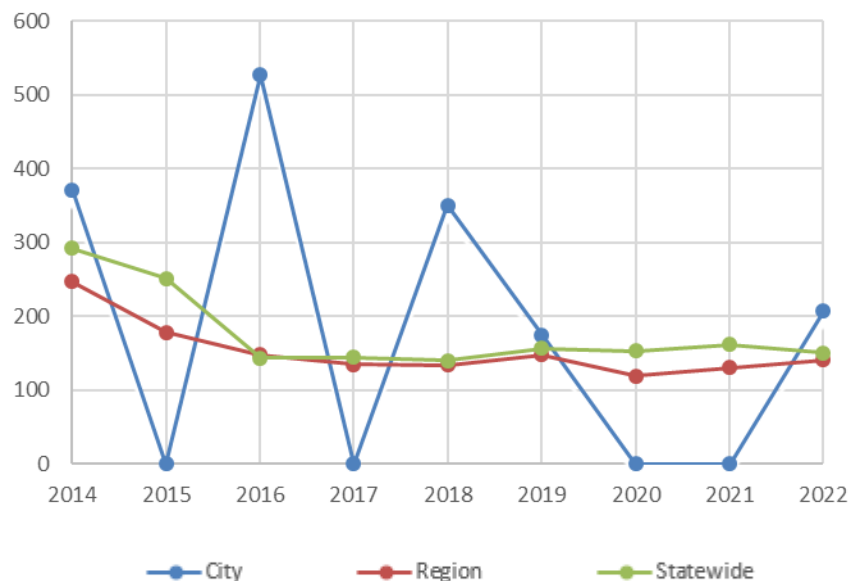


Figure 72. City of Greeley Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 73 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were four reported in the area, including one minor injury crash. All were located along Iowa 38.

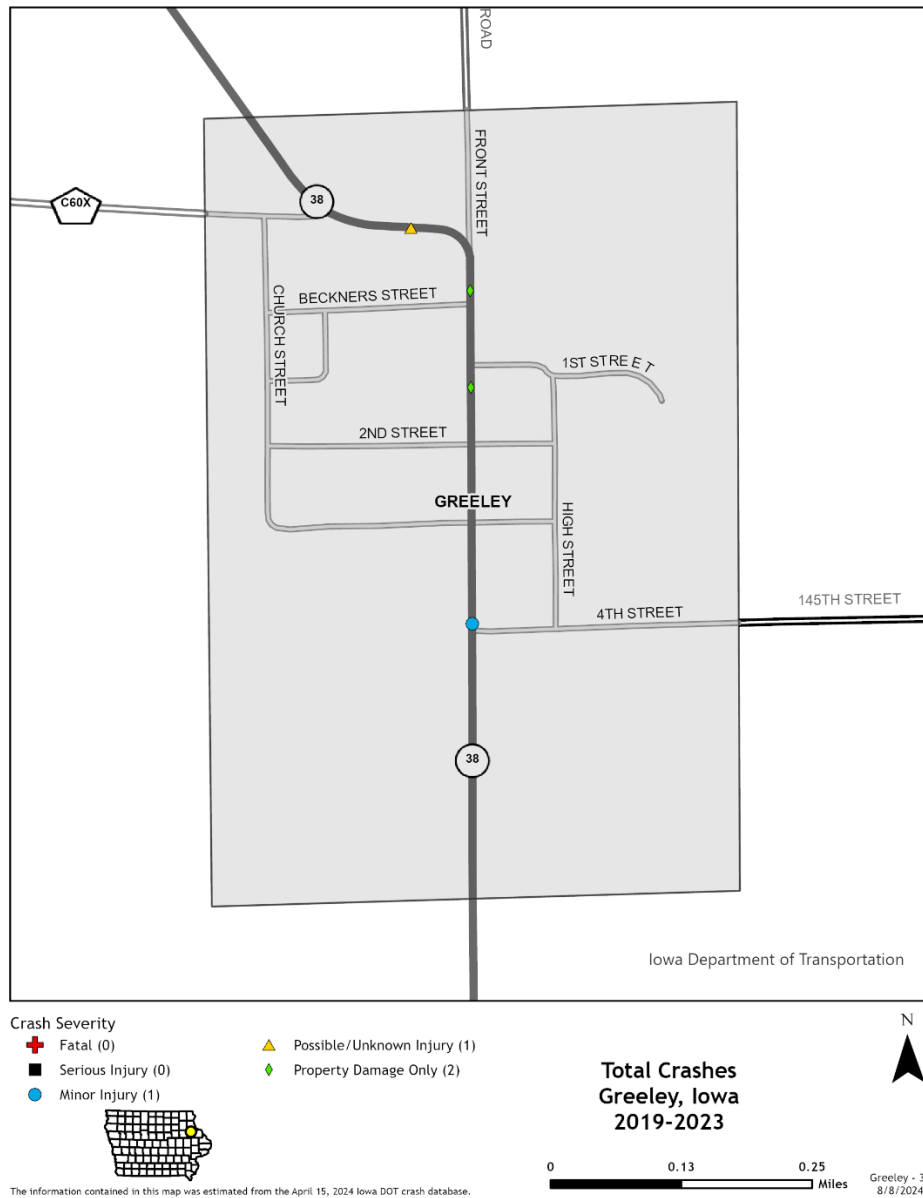


Figure 73. City of Greeley Crashes by Severity, 2019 - 2023

Corridor Review

Table 79 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 79. City of Greeley, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
1 st St	None	None	25	289	-	Parallel both sides	20
E 2 nd St	Present on both sides	None	25	70	-	Parallel both sides	18

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
W 2 nd St	Present in some sections on both sides	None	25	90	-	Parallel both sides	18
E 3 rd St	Present in some sections on one side	None	25	289	-	Parallel both sides	20
W 3 rd St	None	None	25	200	-	Parallel both sides	18
4 th St	Present in some sections on one side	None	20	40	-	Parallel both sides	22
N High St	Present in some sections on both sides	None	25	70	-	Parallel both sides	18
S High St	Present on both sides	None	25	289	-	Parallel both sides	18
Euclid St	None	None	25	289	-	Parallel both sides	20
Beckner St	Present on both sides	None	25	120	-	Parallel both sides	18
Railroad Rd	None	None	25	289	-	Parallel both sides	12
N Church St	Present in some sections on both sides	None	25	210	-	Parallel both sides	18
Moody St	None	None	25	650	-	Parallel both sides	22
Front St	Present on both sides	None	25	160	-	Parallel both sides	26

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Holy Cross

Population

374 (Source: 2020 Census)

Traffic and Crash Trends

Table 80 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 74 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT is below both the statewide and regional averages, in part due to the population being in the lower range of the comparable cities. Iowa 3 represents approximately 20 percent of the total VMT.

Table 80. City of Holy Cross, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	128	74	147	275	349
2015	128	75	151		354
2016		77	278		355
2017		78	264		342
2018		78	259		337
2019		78	258		336
2020		69	226		295
2021		63	235		298
2022		63	235		298

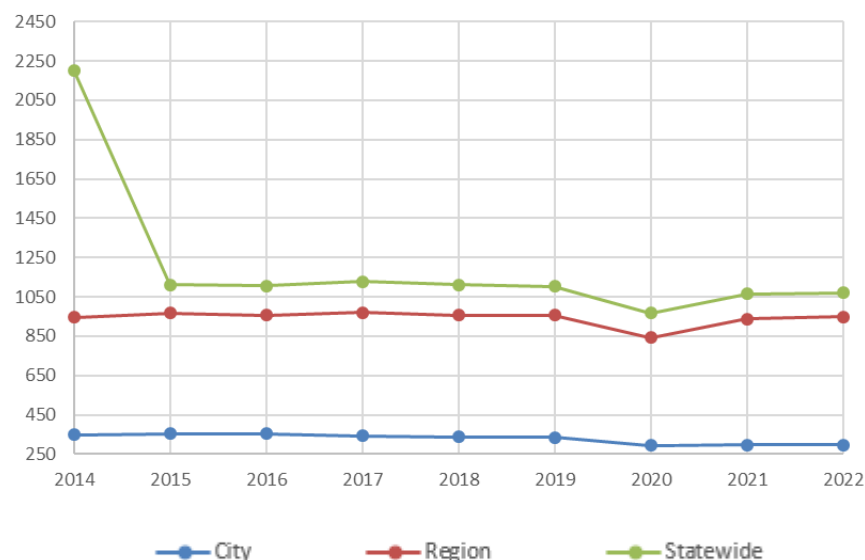


Figure 74. City of Holy Cross VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 81 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 9 crashes were reported, involving 19 occupants. Among these, there were one minor injury and one unknown injury.

Table 81. City of Holy Cross, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	349	354	355	342	337	336	295	298	298
Crashes	2	0	0	1	3	1	0	2	0
Crash Rate/Million VMT	573.07	0.00	0.00	292.40	890.21	297.62	0.00	671.14	0.00

Figure 75 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate was significantly influenced by low exposure, fluctuating during the period above and below the statewide and regional averages.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

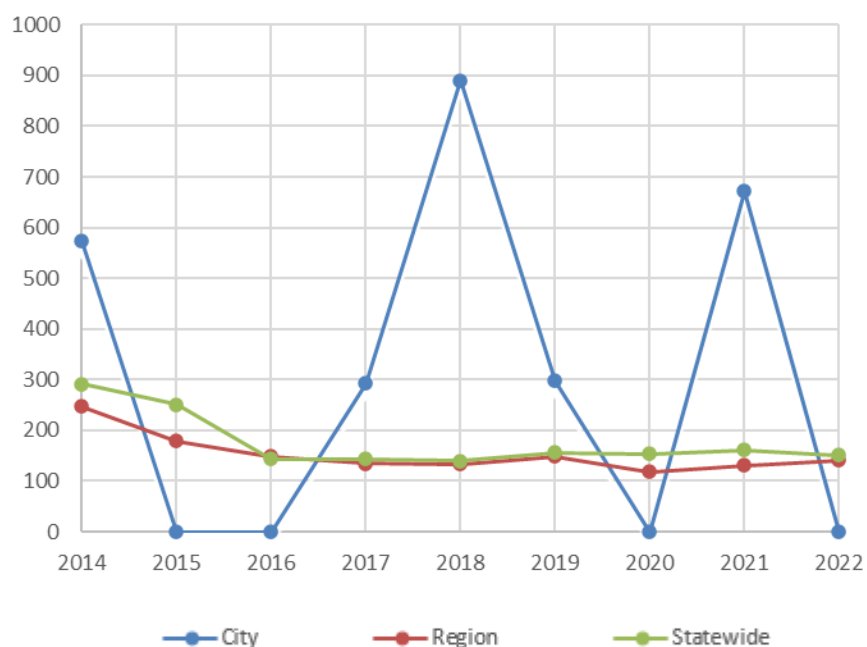


Figure 75. City of Holy Cross Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 76 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were five reported in the area, including one minor injury crash. Four of the crashes were located along Maple Road.

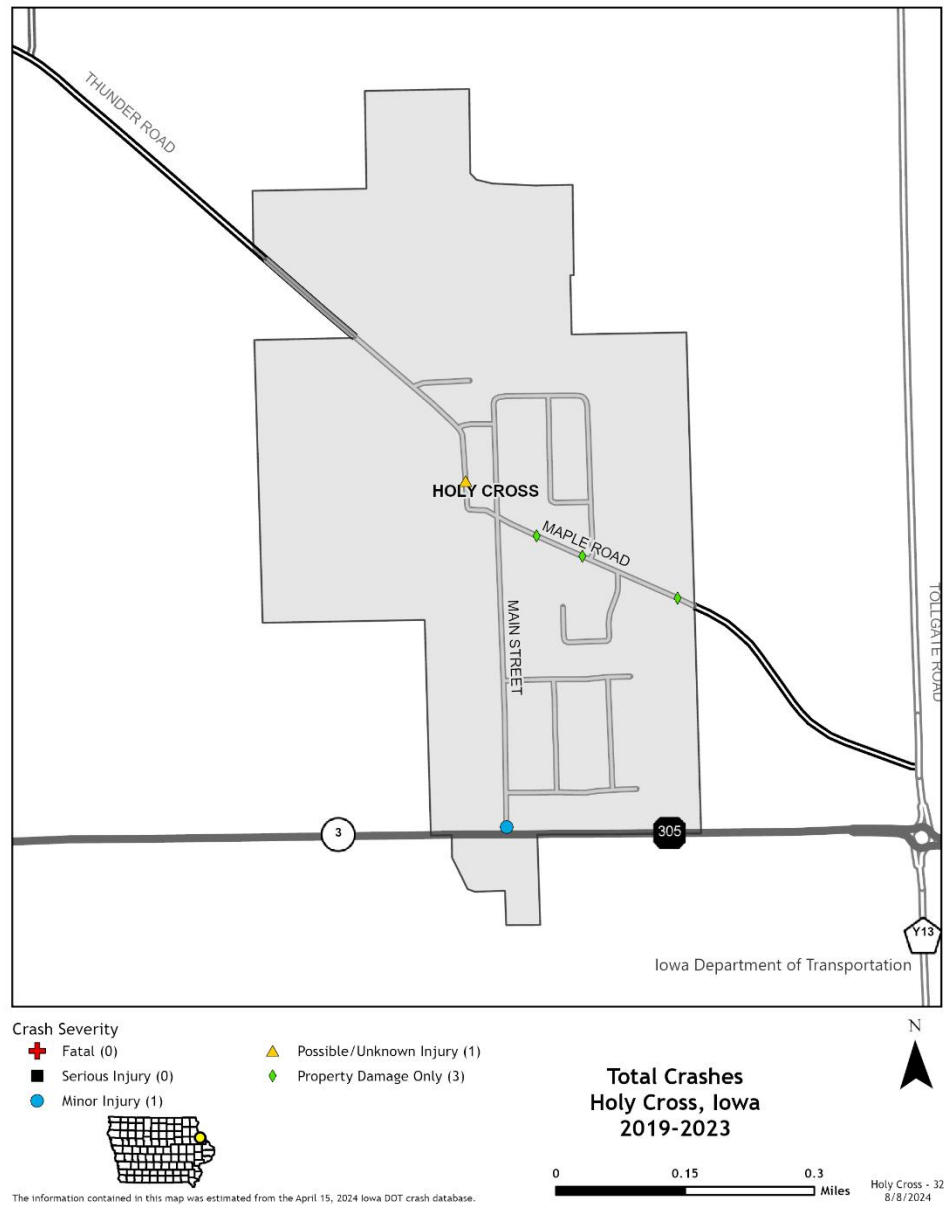


Figure 76. City of Holy Cross Crashes by Severity, 2019 - 2023

Corridor Review

Table 82 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 82. City of Holy Cross, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Orchard St	None	None	25	289	-	Parallel both sides	18
Thunder Rd	None	None	45	380	-	No parking is posted	21

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Main St	None	None	25	289	-	Diagonal both sides	18
Church Ln	None	None	25	620	-	Diagonal both sides	48
Parkview Dr	None	None	25	70	-	Parallel both sides	30
Sunshine St	None	None	25	289	-	Parallel both sides	18
Maple Rd	None	None	25	560	-	Parallel both sides	41
Highland Ct	None	None	25	289	-	Parallel both sides	34
Anna St	None	None	25	36	-	Parallel both sides	26
Arthur St	None	None	25	22	-	Parallel both sides	31
Pin Oak Dr	None	None	25	6	-	Parallel both sides	28
Hickory Dr	None	None	25	16	-	Parallel both sides	31

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Hopkinton

Population

628 (Source: 2020 Census)

Traffic and Crash Trends

Table 83 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 77 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT is above both the statewide and regional averages, in part due to the population being in the upper range of comparable cities as well as contributions from Iowa 38 (approximately 25 percent of total VMT).

Table 83. City of Hopkinton, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		352	911	911	1,263
2015		354	935		1289
2016		360	935		1,295
2017		346	941		1,287
2018		346	922		1,268
2019		348	918		1266
2020		308	804		1,112
2021		302	876		1,178
2022		302	876		1,178

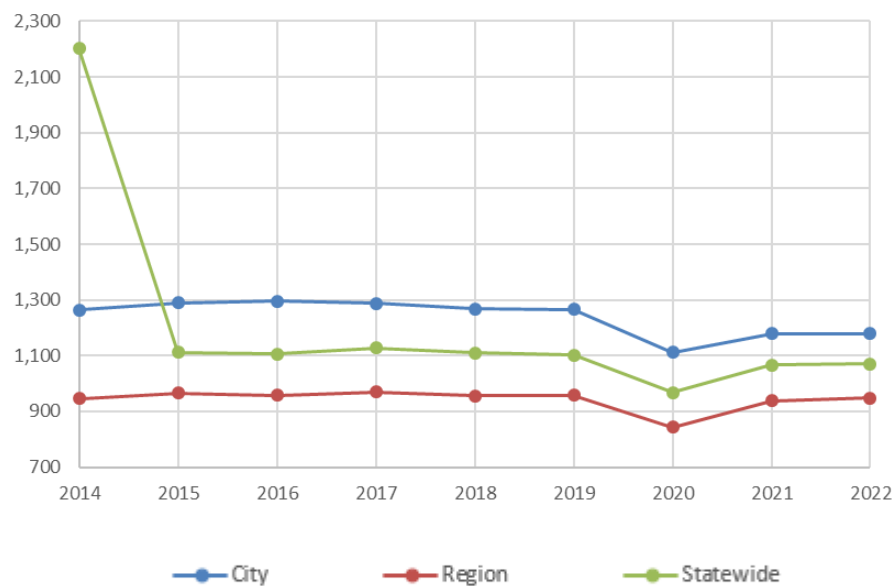


Figure 77. City of Hopkinton VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 84 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 13 crashes were reported, involving 30 occupants.

Table 84. City of Hopkinton, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,263	1,289	1,295	1,287	1,268	1,266	1,112	1,178	1,178
Crashes	2	0	2	1	0	1	3	1	3
Crash Rate/Million VMT	158.35	0.00	154.44	77.70	0.00	78.99	269.78	84.89	254.67

Figure 75 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate exhibited fluctuations throughout the period. There were sharp decreases in 2015 and 2018, with rates falling below the regional and statewide averages. However, spikes in 2020 and 2022 brought the rates above the averages once again. Throughout most of the period, the regional and statewide averages remained more stable compared to the variation in the city. The crash rate was significantly influenced by low exposure.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

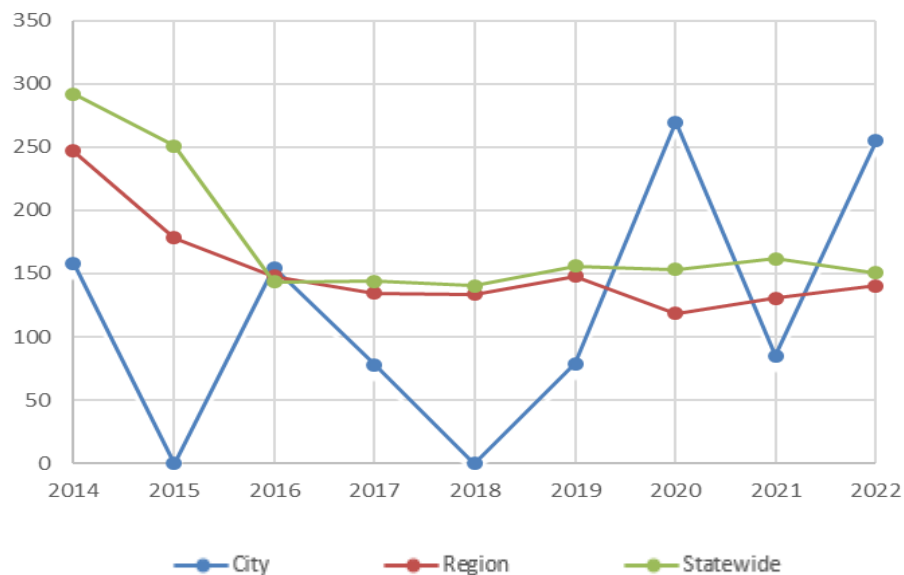


Figure 78. City of Hopkinton Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 79 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were nine reported in the area, including one minor injury crash.

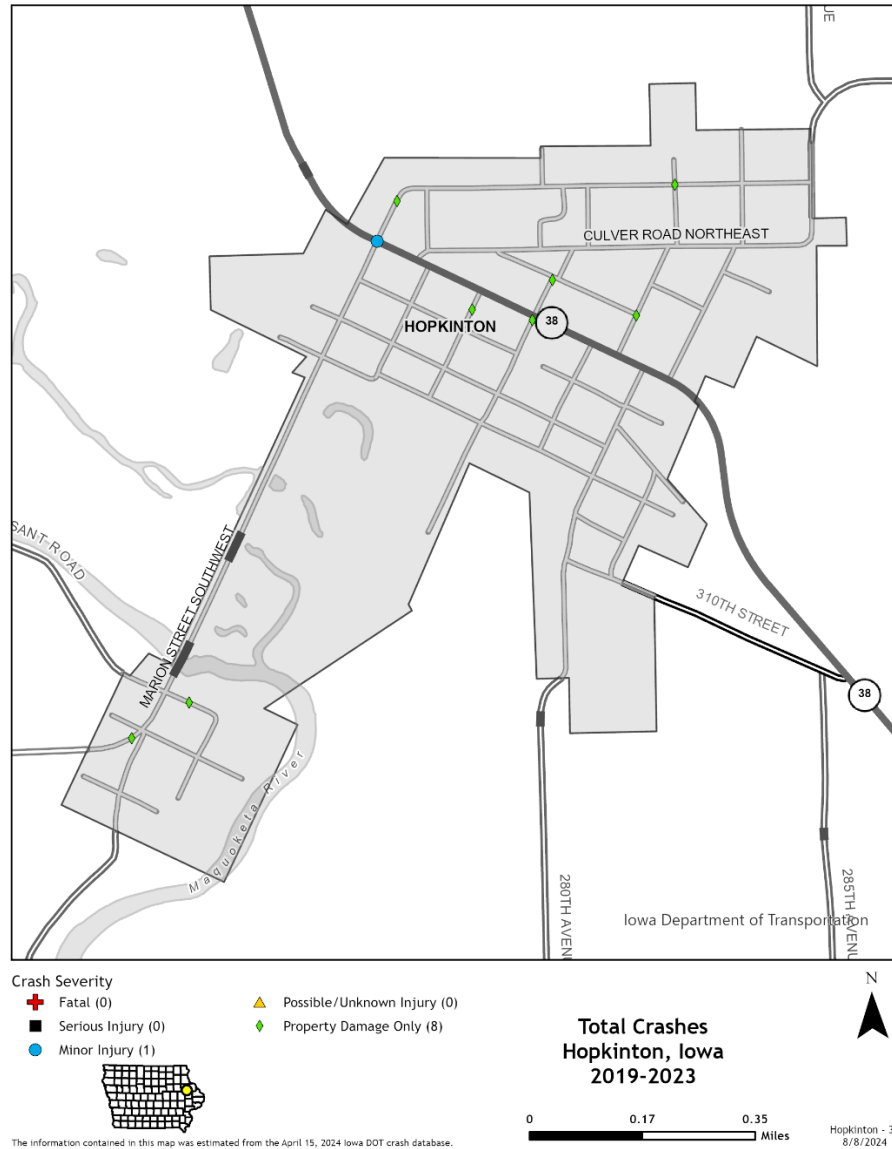


Figure 79. City of Hopkinton Crashes by Severity, 2019 - 2023

Corridor Review

Table 85 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 85. City of Hopkinton, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Jackson St NW	None	None	25	140	-	Parallel one side-no parking other side	20

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Jackson St NE	None	None	25	289	-	Parallel one side-diagonal other side	24
Marion St NW	None	None	25	140	-	Parallel both sides	20
Marion St SW	Present in some sections on both sides	None	25	860	-	Parallel both sides	22
315 th St	None	None	45	650	-	Parallel one side-no parking other side	22
Helen St NE	Present on one side	None	25	152	-	Parallel both sides	16
Andrew St NE	Present in some sections on one side	None	25	289	-	Parallel both sides	18
Julian Ave	Present on one side	None	25	289	-	Parallel both sides	22
Thompson St	Present on one side	None	25	289	-	Parallel both sides	30
Livingston Sr	None	None	25	289	-	Parallel both sides	16
School St NW	None	None	25	289	-	Parallel both sides	20
Culver Rd NE	Present in some sections on both sides	None	25	289	-	Parallel both sides	18
Culver Rd NW	Present in some sections on both sides	None	20	250	-	Parallel both sides	24
285 th Ave	None	None	25	180	-	Parallel both sides	24
North St NW	None	None	25	289	-	Parallel both sides	18
4 th St NE	Present on both sides	None	25	75	-	Parallel both sides	39
4 th St NW	Present on one side	None	25	289	-	Parallel both sides	16
Church Ave NW	Present on both sides	None	25	260	-	Diagonal both sides	50
Locust St SW	Present on both sides	None	20	370	-	Parallel one side-diagonal other side	44
Locust St SE	Present on both sides	None	20	640	-	Diagonal both sides	84
College Ave NE	Present on both sides	None	25	289	-	Parallel both sides	22
College St NE	Present on one side	None	25	410	-	Parallel both sides	20
Grove St	None	None	25	289	-	Parallel both sides	12
Young St NE	None	None	25	289	-	Parallel both sides	12
Walnut St SE	None	None	25	50	-	Parallel both sides	20
Chestnut St SE	Present on both sides	None	25	981	-	Parallel one side-diagonal other side	40
2 nd St SE	Present on both sides	None	25	289	-	Parallel one side-diagonal other side	18
2 nd St SW	None	None	25	289	-	Parallel both sides	20
1 st St SE	None	None	25	289	-	Parallel one side-diagonal other side	47
1 st St SW	Present on both sides	None	20	900	-	Parallel one side-diagonal other side	49
East St SW	Present on one side	None	25	160	-	Parallel both sides	20
Carter St SW	Present on both sides	None	25	289	-	Parallel both sides	20
Cascade St SE	Present on one side	None	25	430	-	Parallel both sides	30
Cascade St SW	Present on one side	None	25	289	-	Parallel both sides	26
Kirk St SE	None	None	25	289	-	Parallel both sides	18
South St SE	None	None	25	289	-	Parallel both sides	20
Fulton St SE	Present on one side	None	25	289	-	Parallel both sides	24
Lux Ln SE	None	None	25	51	-	Parallel both sides	10
Broadway St SW	Present in some sections on one side	None	25	289	-	Parallel both sides	12

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Mill St SW	None	None	55	100	-	Parallel both sides	24
Riverview Dr SW	None	None	25	6	-	Parallel both sides	22
Table Rock Rd	None	None	55	60	-	Parallel both sides	16
Robert Ct	None	None	25	50	-	Parallel both sides	20
Thomas Ct	None	None	25	50	-	Parallel both sides	20
275 th Ave	None	None	55	60	-	Parallel both sides	16
Franklin St SW	None	None	25	150	-	Parallel both sides	20

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of La Motte

Population

260 (Source: 2020 Census)

Traffic and Crash Trends

Table 83 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 80 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT is below both the statewide and regional averages, in part due to the population being in the lower range of comparable cities.

Table 86. City of La Motte, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	308		64	372	372
2015	308		65		373
2016			371		371
2017			357		357
2018			350		350
2019			348		348
2020			304		304
2021			367		367
2022			367		367

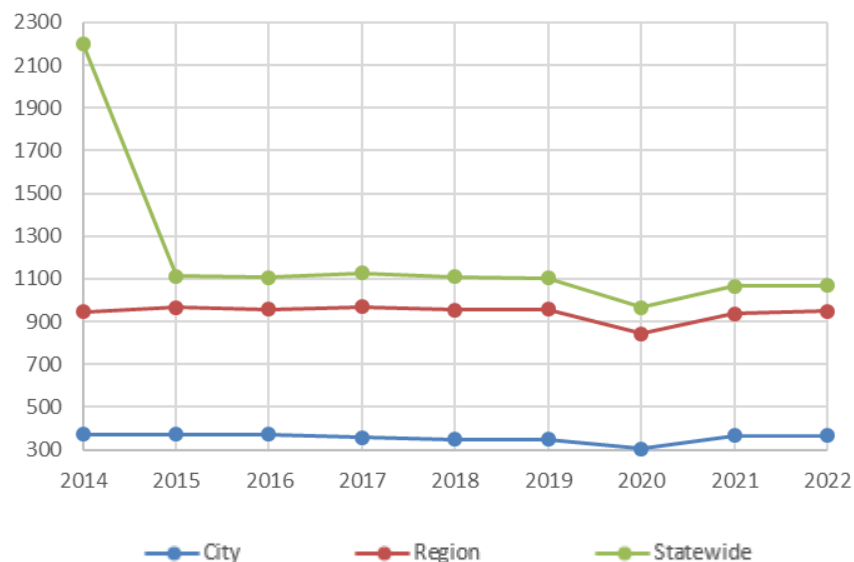


Figure 80. City of La Motte VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 84 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of five crashes were reported, involving seven occupants. Among these, there was one serious injury, and one possible injury.

Table 87. City of La Motte, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	372	373	371	357	350	348	304	367	367
Crashes	0	1	2	1	1	0	0	0	0
Crash Rate/Million VMT	0.00	268.10	539.08	280.11	285.71	0.00	0.00	0.00	0.00

Figure 81 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate was higher than the statewide and regional averages from 2015 to 2018 but was significantly influenced by low exposure.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

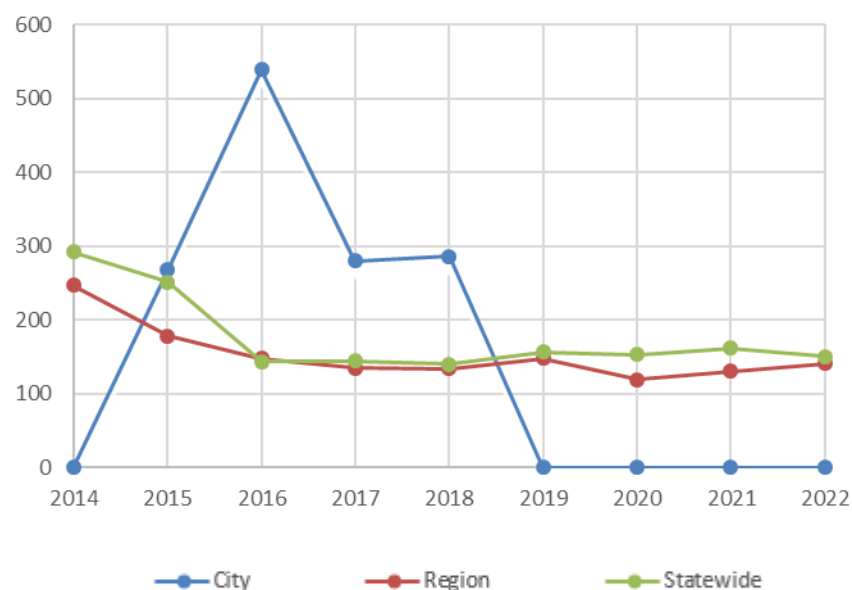


Figure 81. City of La Motte Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 82 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were no crashes reported in the area.

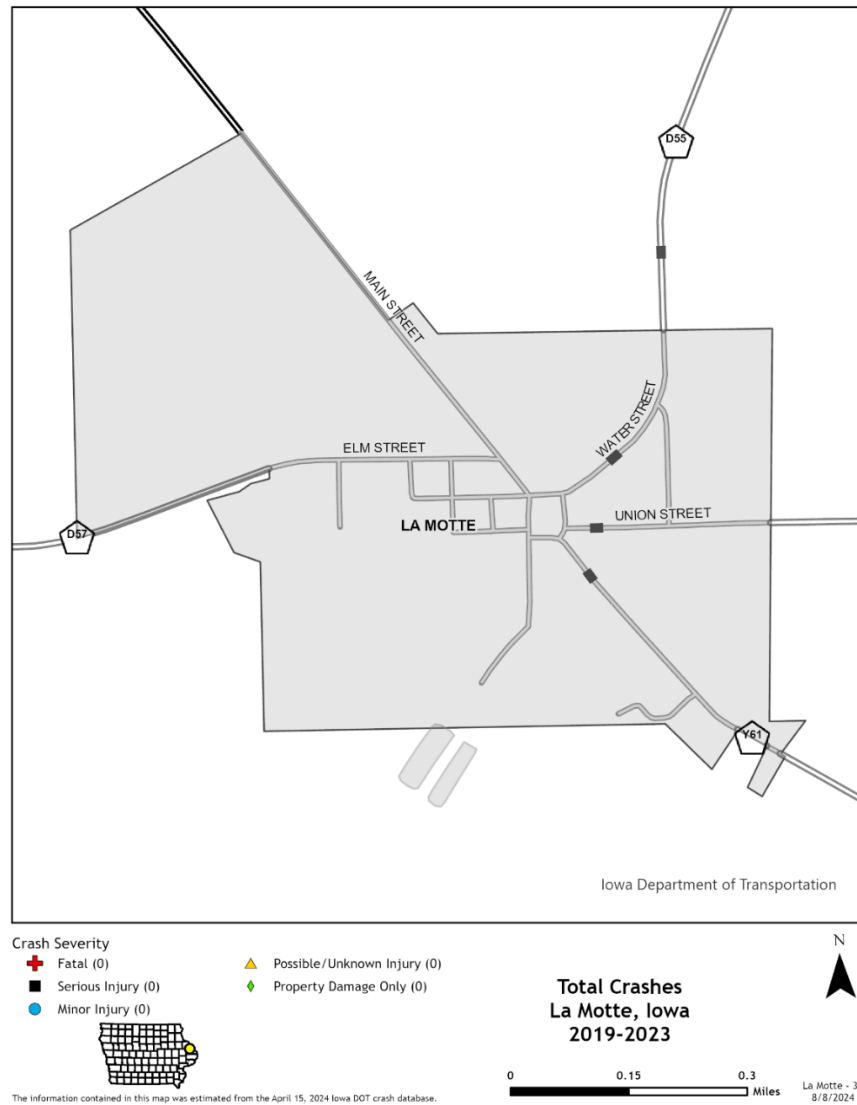


Figure 82. City of La Motte Crashes by Severity, 2019 - 2023

Corridor Review

Table 88 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 88. City of La Motte, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Water St	Present on one side	None	25	510	-	Parallel both sides	22
Oak St	None	None	25	35	-	Parallel both sides	18
320 th St	None	None	25	380	-	Parallel both sides	22
N Main St	Present on one side	None	25	440	-	Parallel both sides	24
S Main St	Present on both sides	None	25	440	-	Parallel both sides	24
Elm St	None	None	25	850	-	Parallel both sides	24
Walnut St	None	None	25	11	-	Parallel both sides	16

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Ash St	Present on one side	None	25	70	-	Parallel both sides	24
Maple St	Present in some sections on both sides	None	25	50	-	Parallel both sides	20
Pine St	Present on both sides	None	25	70	-	Parallel both sides	24
Union St	Present on both sides	None	25	50	-	Parallel both sides	20
Spruce St	Present on both sides	None	25	289	-	Parallel both sides	20
Pleasant St	Present on both sides	None	20	115	-	Parallel both sides	30
Sunset Ct	None	None	25	25	-	Parallel both sides	20

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Lost Nation

Population

434 (Source: 2020 Census)

Traffic and Crash Trends

Table 89 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 83 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT is below both the statewide and regional averages, in part due to the population being in the lower range of comparable cities. Iowa 136 is a significant contributor to the city's total VMT (more than 40 percent).

Table 89. City of Lost Nation, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	110	316	374	484	800
2015	110	319	384		813
2016		325	497		822
2017		311	501		812
2018		247	447		694
2019		250	445		695
2020		221	390		611
2021		243	427		670
2022		333	452		785

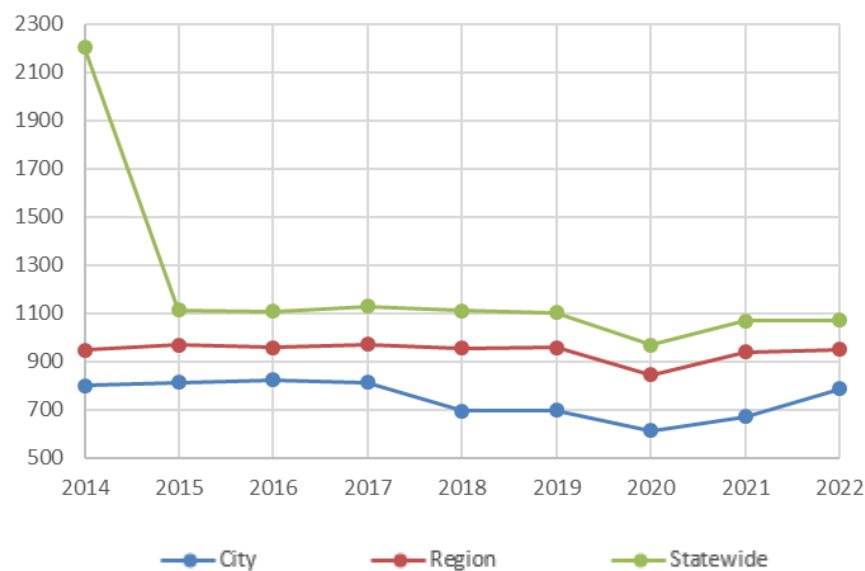


Figure 83. City of Lost Nation VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 90 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 7 crashes were reported, involving 10 occupants. Among these, there was one serious injury.

Table 90. City of Lost Nation, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	800	813	822	812	694	695	611	670	785
Crashes	1	1	2	0	1	1	0	1	0
Crash Rate/Million VMT	125.00	123.00	243.31	0.00	144.09	143.88	0.00	149.25	0.00

Figure 84 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate fluctuated throughout the period, with significant drops to zero in 2017, 2019 and 2022. In other years, the crash rate varied, occasionally aligning with the regional and statewide averages, particularly in 2020 and 2021. The crash rate was very sensitive to low exposure.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

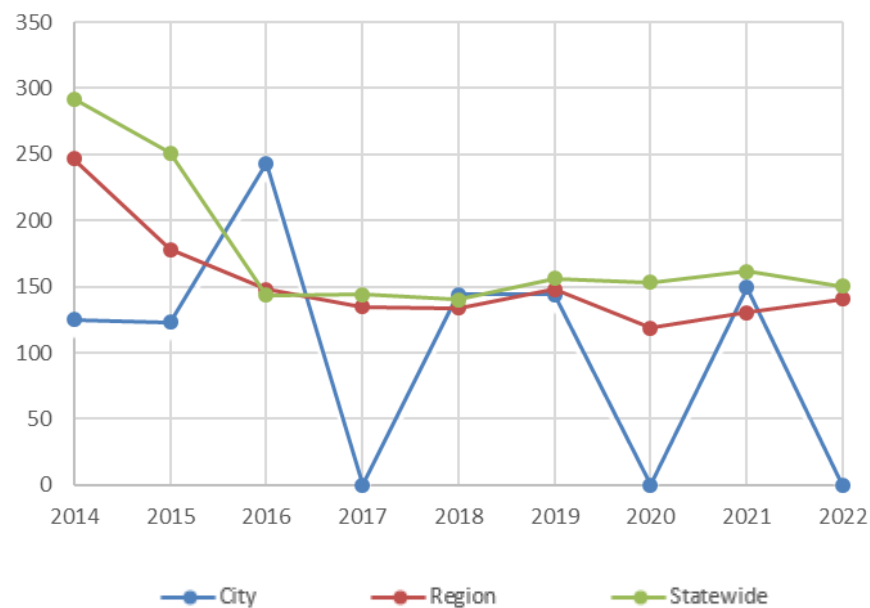


Figure 84. City of Lost Nation Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 85 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were ten reported crashes in the area.



Figure 85. City of Lost Nation Crashes by Severity, 2019 - 2023

Corridor Review

Table 91 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 91. City of Lost Nation, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Western St	Present in some sections on both sides	None	25	730	-	Parallel both sides	24
Long Ave	Present in some sections on both sides	None	25	160	-	Parallel both sides	32
Washington Ave	Present in some sections on both sides	None	25	289	-	Parallel both sides	20
Clinton Ave	None	None	25	289	-	Parallel both sides	24
Church Ave	Present on both sides	None	25	289	-	Parallel both sides	24
Boutelle St	None	None	25	289	-	Parallel both sides	30
Kinzie Ave	Present on one side	None	25	289	-	Parallel both sides	24
Railroad Ave	None	None	25	289	-	Parallel both sides	22
Winter St	Present in some sections on both sides	None	25	289	-	Parallel both sides	22
Main St	Present in some sections on both sides	None	25	340	-	Parallel both sides	22
Broadway St	Present on both sides	None	25	289	-	Parallel both sides	41
Pleasant St	Present on both sides	None	25	289	-	Parallel both sides	18
Esther St	Present in some sections on both sides	None	25	289	-	Parallel both sides	20
Mohr Ave	None	None	25	289	-	Parallel both sides	18
Park Ave	None	None	25	289	-	Parallel both sides	16

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Low Moor

Population

258 (Source: 2020 Census)

Traffic and Crash Trends

Table 92 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 86 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT is below both the statewide and regional averages, in part due to the population being in the lower range of comparable cities.

Table 92. City of Low Moor, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	262		138	400	400
2015	262			142	404
2016			411		411
2017			415		415
2018			364		364
2019			363		363
2020			317		317
2021			347		347
2022			350		350

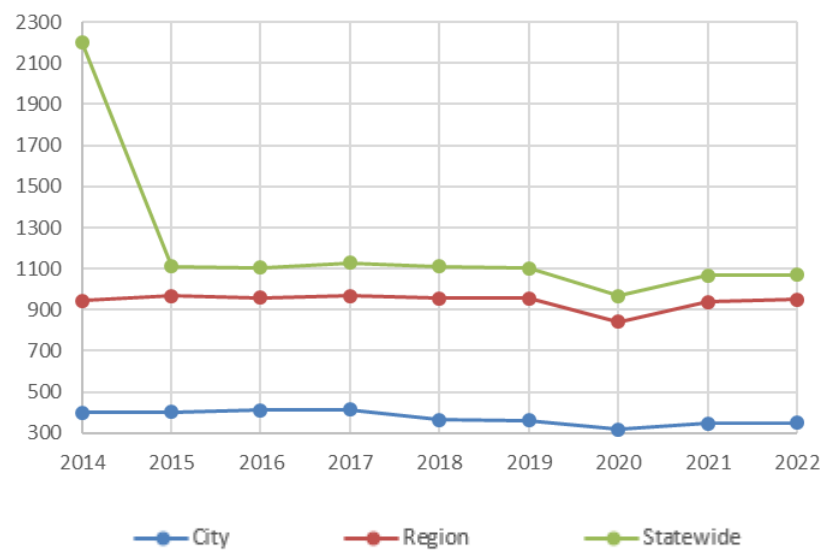


Figure 86. City of Low Moor VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 93 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 12 crashes were reported, with an average of approximately one per year.

Table 93. City of Low Moor, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	400	404	411	415	364	363	317	347	350
Crashes	3	2	2	0	1	1	0	2	1
Crash Rate/Million VMT	750.00	495.05	486.62	0.00	274.73	275.48	0.00	576.37	285.71

Figure 87 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate fluctuated, with peaks in 2014 and 2021 that were higher than the regional and statewide averages. The crash rate dropped to zero in 2017 and 2019. The crash rate was very sensitive to low exposure.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

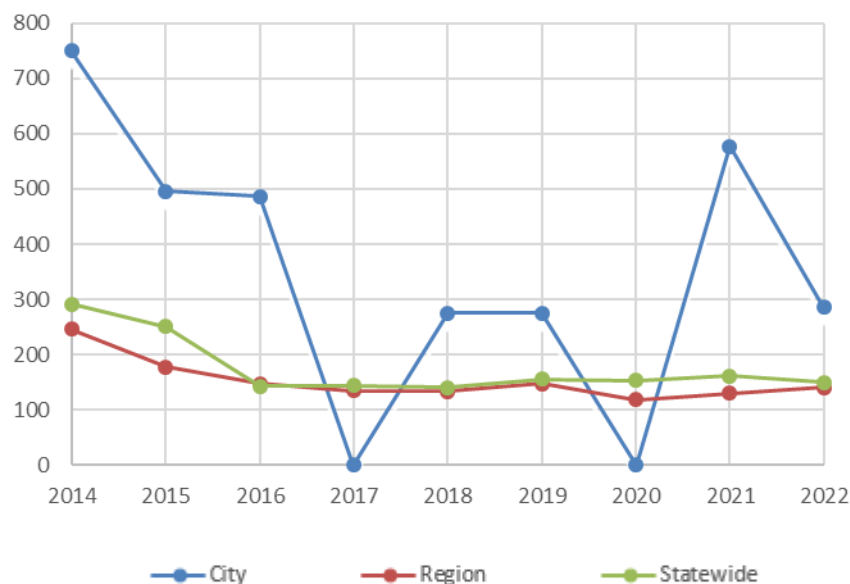


Figure 87. City of Low Moor Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 88 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were six reported crashes in the area; half of which occurred at the intersection of 3rd Ave and 3rd St.



Figure 88. City of Low Moor Crashes by Severity, 2019 - 2023

Corridor Review

Table 94 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 94. City of Low Moor, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
2 nd Ave	Present on one side	None	25	289	-	Parallel both sides	24
3 rd St	Present on both sides	None	25	130	-	Parallel both sides	24
4 th Ave	Present on both sides	None	25	289	-	Parallel both sides	24
4 th St	Present on both sides	None	25	70	-	Parallel both sides	24
5 th St	Present on one side	None	25	289	-	Parallel both sides	18

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
260 th St	Present on both sides	None	25	130	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Luxemburg

Population

246 (Source: 2020 Census)

Traffic and Crash Trends

Table 95 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 89 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT closely followed the statewide average and was above the regional average. US 52 and Iowa 3 accounted for nearly all of the city VMT (98 percent).

Table 95. City of Luxemburg, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		1,137	29	29	1,166
2015		1,146	30		1,176
2016		1,055	30		1,085
2017		1,010	22		1,032
2018		1,114	21		1,135
2019		1,123	21		1,144
2020		992	19		1,011
2021		1,150	23		1,173
2022		1,152	23		1,175

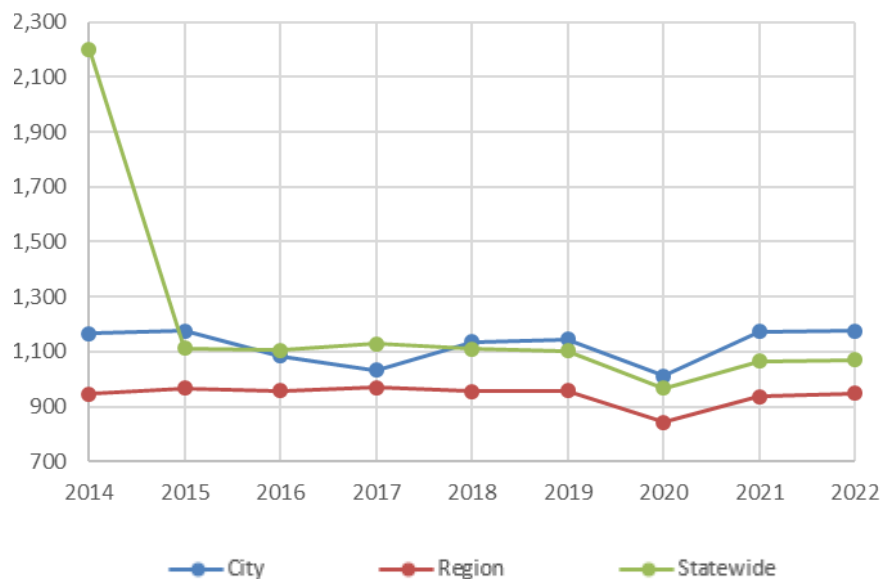


Figure 89. City of Luxemburg VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 96 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 11 crashes were reported, involving 21 occupants. Among these, there were one serious injury, one minor injury and one possible injury.

Table 96. City of Luxemburg, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,166	1,176	1,085	1,032	1,135	1,144	1,011	1,173	1,175
Crashes	1	2	1	1	0	2	1	1	2
Crash Rate/Million VMT	85.76	170.07	92.17	96.90	0.00	174.83	98.91	85.25	170.21

Figure 90 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate fluctuated throughout the period, generally below the statewide and regional averages.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

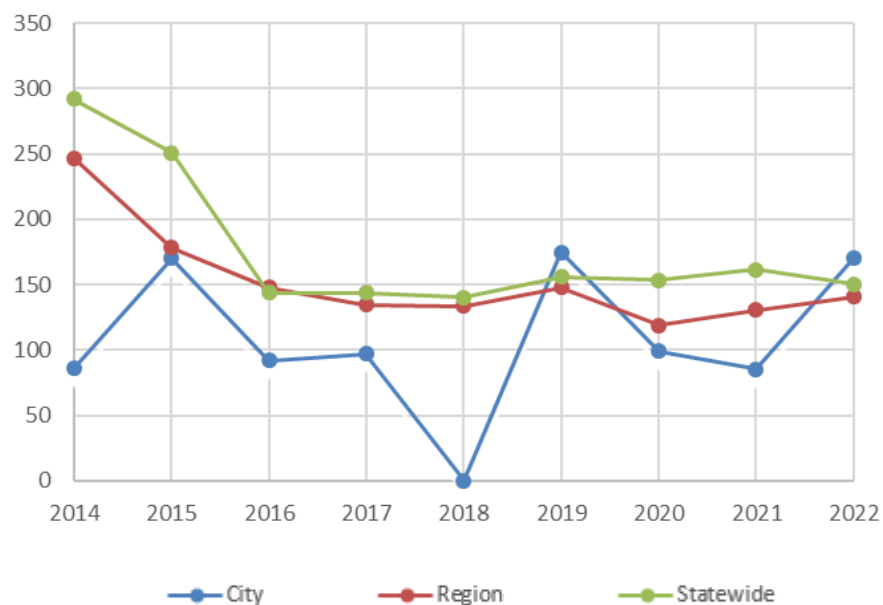


Figure 90. City of Luxemburg Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 91 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were six reported crashes in the area – all of which were along US 52 and Iowa 3.

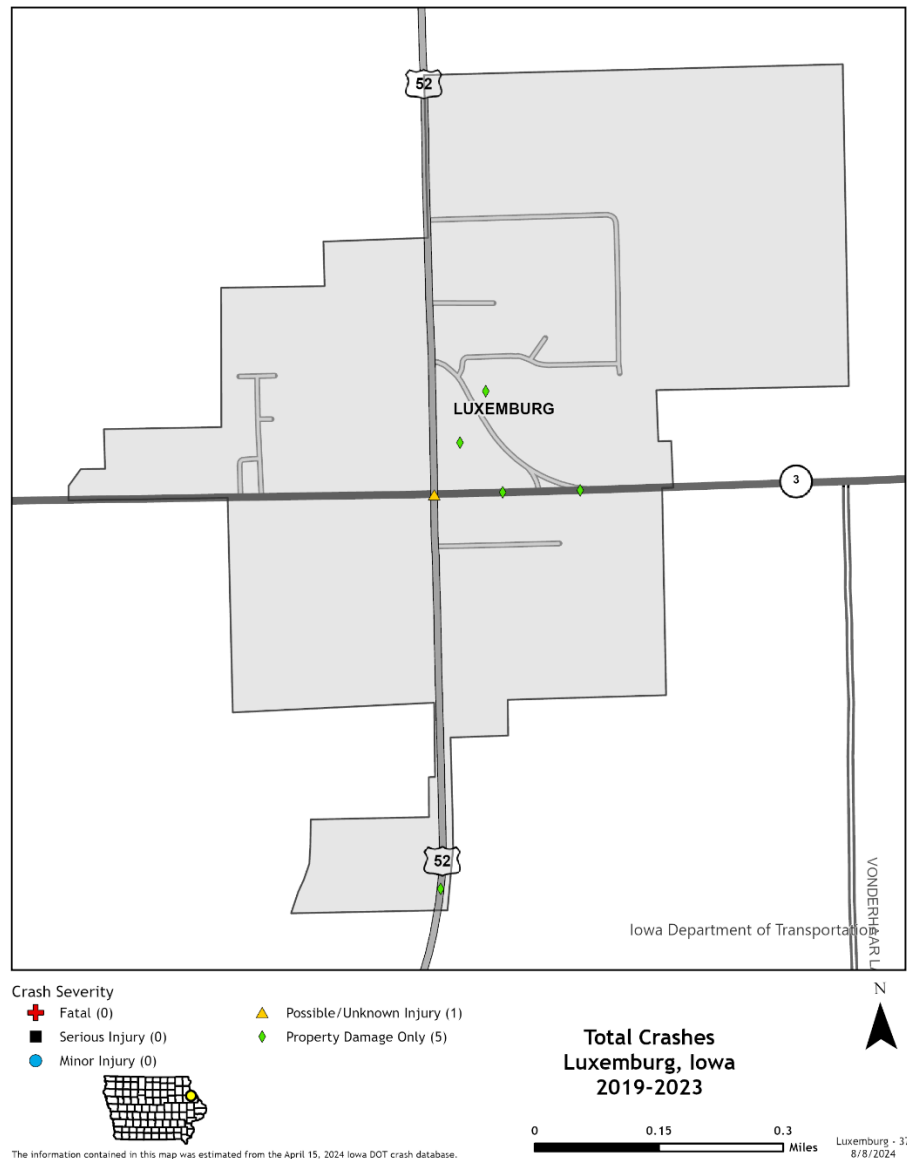


Figure 91. City of Luxemburg Crashes by Severity, 2019 - 2023

Corridor Review

Table 97 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 97. City of Luxemburg, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Hill St	None	None	15	70	-	Parallel both sides	31
Elm St	None	None	25	15	-	Parallel both sides	19
E 2 nd Avenue CT	None	None	25	16	-	Parallel both sides	30
Park Ave	None	None	25	16	-	Parallel both sides	28
Church St	None	None	15	101	-	Parallel both sides	32

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Miles

Population

439 (Source: 2020 Census)

Traffic and Crash Trends

Table 98 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 92 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently above the statewide and regional averages. Iowa 64 significantly contributed to the total VMT (approximately 43 percent).

Table 98. City of Miles, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	399	444	277	676	1,120
2015	399	447	284		1,130
2016		456	681		1,137
2017		507	739		1,246
2018		507	692		1,199
2019		510	689		1,199
2020		451	603		1,054
2021		482	648		1,130
2022		482	631		1,113

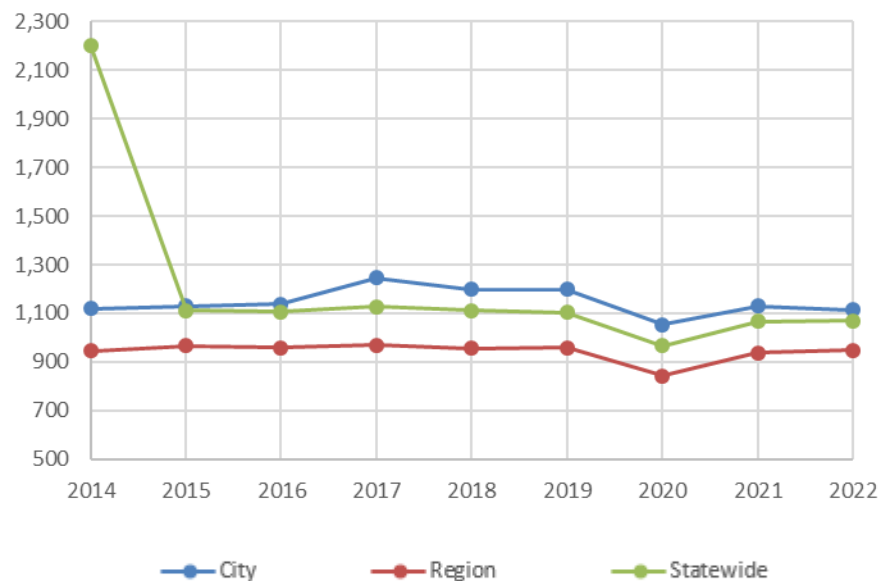


Figure 92. City of Miles VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 99 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 13 crashes were reported, involving 29 occupants. Among these, there were one serious injury and two minor injuries.

Table 99. City of Miles, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,120	1,130	1,137	1,246	1,199	1,199	1,054	1,130	1,113
Crashes	4	2	2	0	1	2	2	0	0
Crash Rate/Million VMT	357.14	176.99	175.90	0.00	83.40	166.81	189.75	0.00	0.00

Figure 93 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate declined significantly from 2014, reaching zero in 2017. While the rate shows some variability afterward, including another drop to zero in 2021 and 2022, it generally fluctuated around the regional and statewide averages throughout most of the study period. The rates were also impacted by low exposure.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

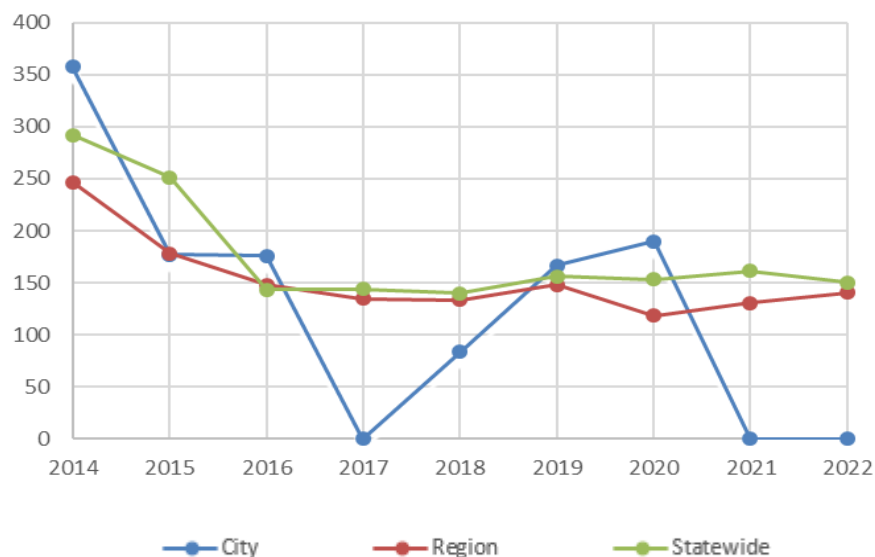


Figure 93. City of Miles Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 94 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were five reported crashes in the area, with the majority located along Iowa 64.



Figure 94. City of Miles Crashes by Severity, 2019 - 2023

Corridor Review

Table 100 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 100. City of Miles, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Section Rd	Present on one side	None	25	360	-	Parallel both sides	28
Ferry Rd	Present on both sides	None	25	1320	-	Parallel both sides	38
Country Rd	None	None	25	152	-	Parallel both sides	20

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Washington St	Present in some sections on one side	None	25	289	-	Parallel both sides	34
Luett Rd	None	None	25	152	-	Parallel both sides	20
Hillcrest	None	None	25	150	-	Parallel both sides	20
Sunset Dr	None	None	25	200	-	Parallel both sides	20
Lincoln St	Present in some sections on both sides	None	25	289	-	Parallel both sides	26
Grant St	Present on both sides	None	25	110	-	Parallel both sides	30
Harrison St	Present on both sides	None	25	60	-	Parallel both sides	30
Wilson St	Present on one side	None	15	289	-	Parallel one side – diagonal other side	36
Orson St	Present on one side	None	25	300	-	Parallel both sides	30
Alien St	Present on both sides	None	15	289	-	Parallel both sides	34
Forrest St	Present in some sections on both sides	None	25	289	-	Parallel both sides	30
Centennial St	None	None	25	289	-	Parallel both sides	22
Prairie Dr	None	None	25	289	-	Parallel both sides	20
17 th St	None	None	25	130	-	Parallel both sides	24
Kennedy St	None	None	25	289	-	Parallel both sides	20
Adams Ave	None	None	25	290	-	Parallel both sides	28
Frahm Ct	None	None	25	6	-	Parallel both sides	26
Hoover St	None	None	25	25	-	Parallel both sides	28

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Monmouth

Population

129 (Source: 2020 Census)

Traffic and Crash Trends

Table 101 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 95 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently below the statewide and regional averages, in part due to the population being near the lower range of comparable cities. Iowa 64 significantly contributed to the total VMT (nearly 60 percent).

Table 101. City of Monmouth, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	93	405	178	271	676
2015	93	407	183		683
2016		415	276		691
2017		381	247		628
2018		381	242		623
2019		384	241		625
2020		340	211		551
2021		378	259		637
2022		378	258		636

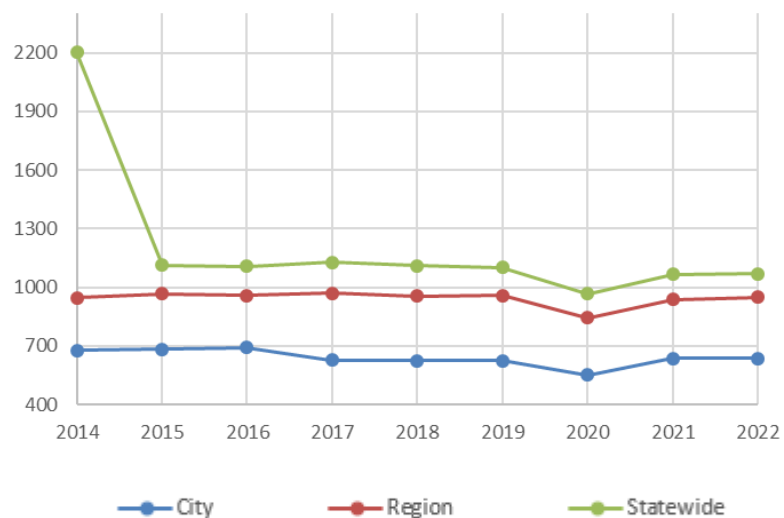


Figure 95. City of Monmouth VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 102 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of two crashes were reported. No crashes were reported between 2014 and 2020.

Table 102. City of Monmouth, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	676	683	691	628	623	625	551	637	636
Crashes	0	0	0	0	0	0	0	1	1
Crash Rate/Million VMT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	156.99	157.23

Figure 96 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate was highly sensitive with low exposure. It remained at zero for all years except 2021 and 2022, during which it became comparable to the statewide rate and greater than the regional rate.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

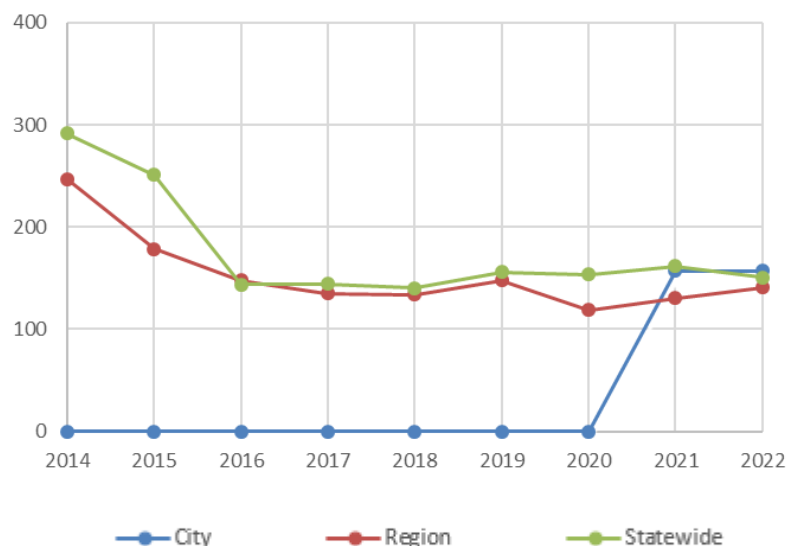


Figure 96. City of Monmouth Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 97 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were two reported crashes in the area, including one minor injury crash along Iowa 64.

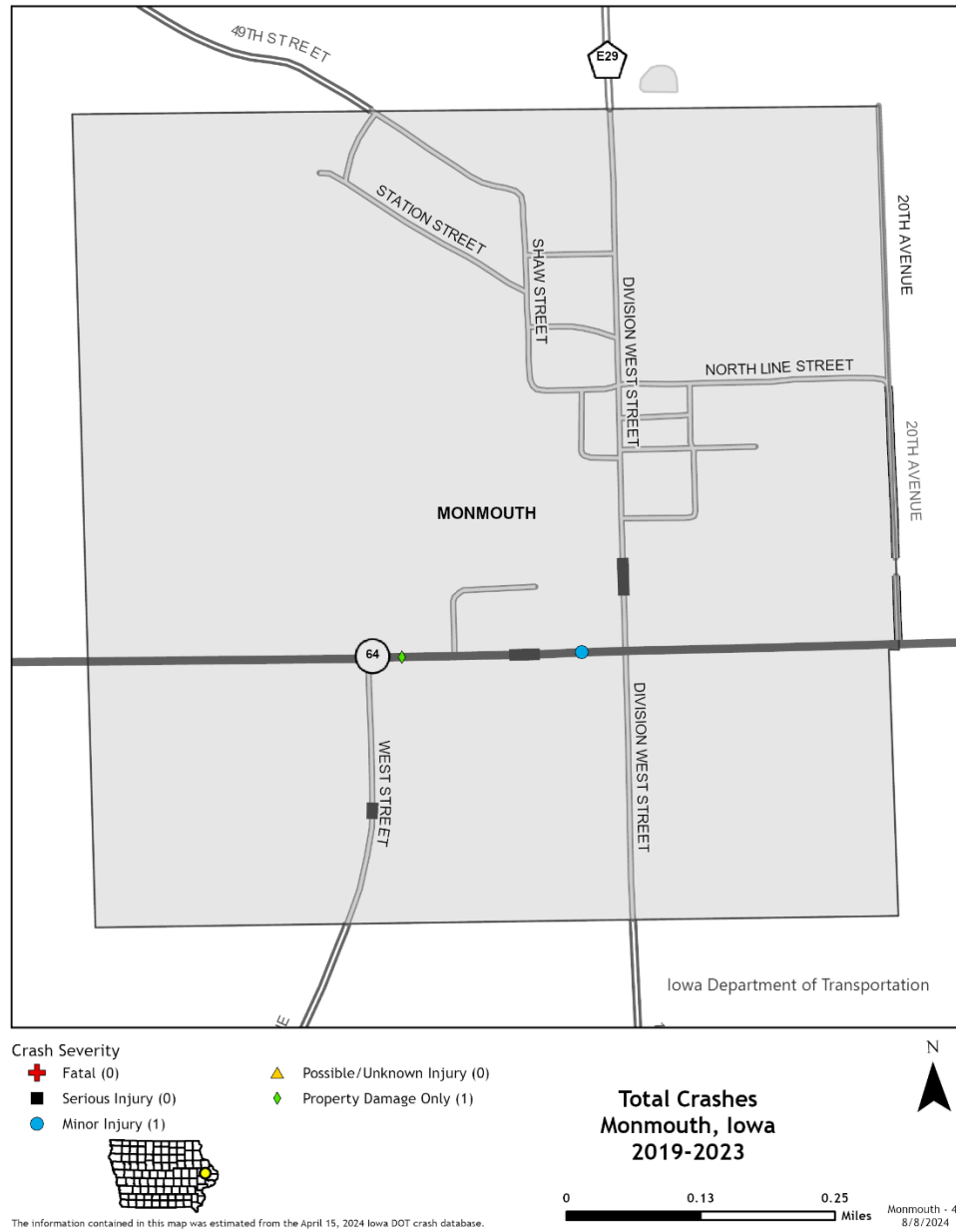


Figure 97. City of Monmouth Crashes by Severity, 2019 - 2023

Corridor Review

Table 103 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 103. City of Monmouth, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
N Division St	Present on one side	None	25	290	-	Parallel one side – no parking other side	16
S Division St	None	None	25	130	-	Parallel both sides	22
N Line St	None	None	25	25	-	Parallel both sides	18
W Northline St	None	None	25	981	-	Parallel both sides	22
Vine Aly	None	None	25	289	-	Parallel one side – no parking other side	14
Mechanic St	None	None	25	289	-	Parallel both sides	24
Washington St	Present on both sides	None	25	981	-	Parallel both sides	20
Madison St	None	None	25	289	-	Parallel both sides	18
Edward St	None	None	25	289	-	Parallel both sides	14
Masonic St	None	None	25	289	-	Parallel both sides	16
12 th Ave	None	None	45	60	-	Parallel both sides	20
N Shaw St	None	None	25	289	-	Parallel both sides	16
W Stacy St	None	None	25	289	-	Parallel both sides	20
Pleasant St	None	None	25	190	-	No parking is posted	27
Station St	None	None	25	289	-	Parallel both sides	18
W Commercial St	None	None	25	210	-	Parallel one side – no parking other side	27

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of New Vienna

Population

407 (Source: 2020 Census)

Traffic and Crash Trends

Table 104 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 98 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently above both the statewide and regional averages. US 52 significantly contributed to the total VMT, representing nearly 75 percent of the total.

Table 104. City of New Vienna, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	91	1,087	282	373	1,460
2015	91	1,096	289		1476
2016		1,123	378		1,501
2017		1,000	372		1,372
2018		1,003	365		1,368
2019		1,009	363		1372
2020		892	318		1,210
2021		1,077	369		1,446
2022		1080	369		1,449

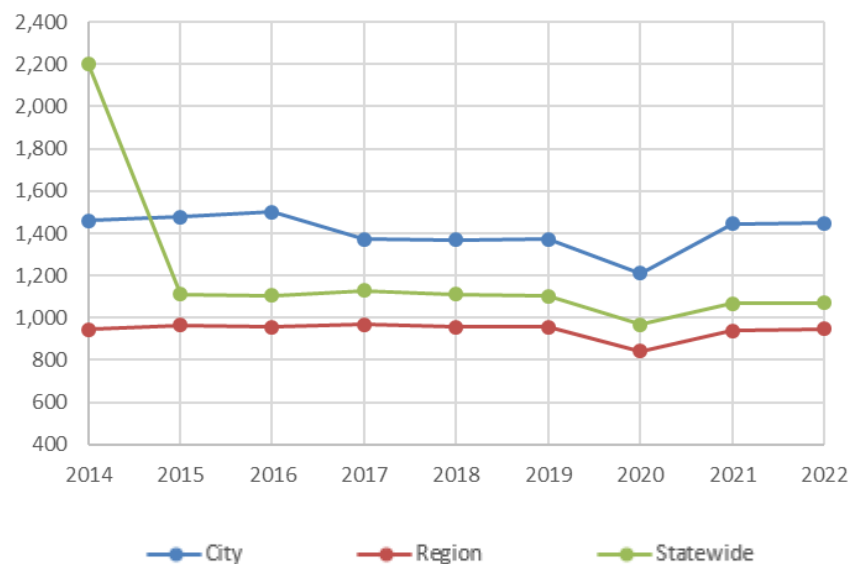


Figure 98. City of New Vienna VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 105 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 28 crashes were reported, involving 54 occupants. Among these, there were two minor injuries, one possible injury and one unknown injury.

Table 105. City of New Vienna, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,460	1,476	1,501	1,372	1,368	1,372	1,210	1,446	1,449
Crashes	4	5	5	3	0	2	2	3	4
Crash Rate/Million VMT	273.97	338.75	333.11	218.66	0.00	145.77	165.29	207.47	276.05

Figure 99 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate fluctuated during the analysis period, with a notable decrease in 2018 to zero, followed by a steady increase through 2022. The crash rate was higher than both the regional and statewide averages during most of this period.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

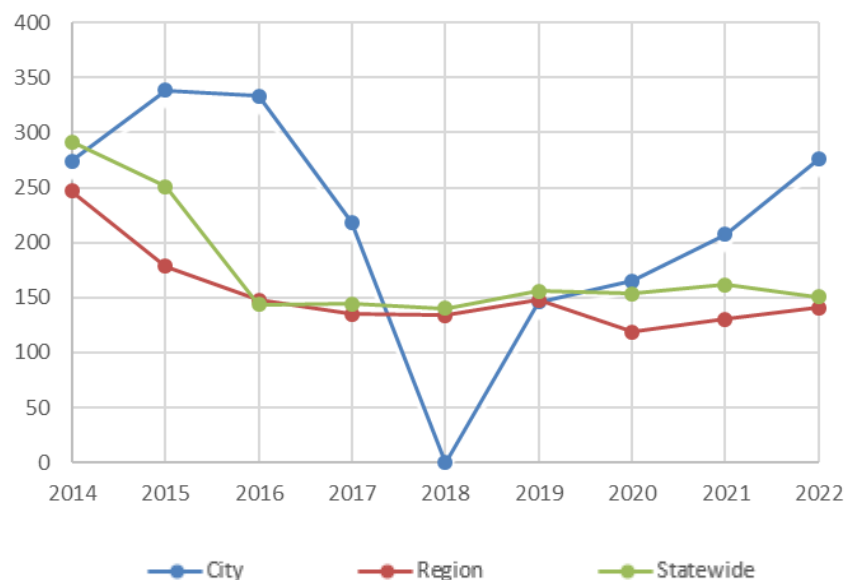


Figure 99. City of New Vienna Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 100 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 12 reported crashes in the area, including one minor injury crash. Several of the crashes were located along US 52, with three clusters of crashes consisting of four, two and three crashes from south to north along the corridor.

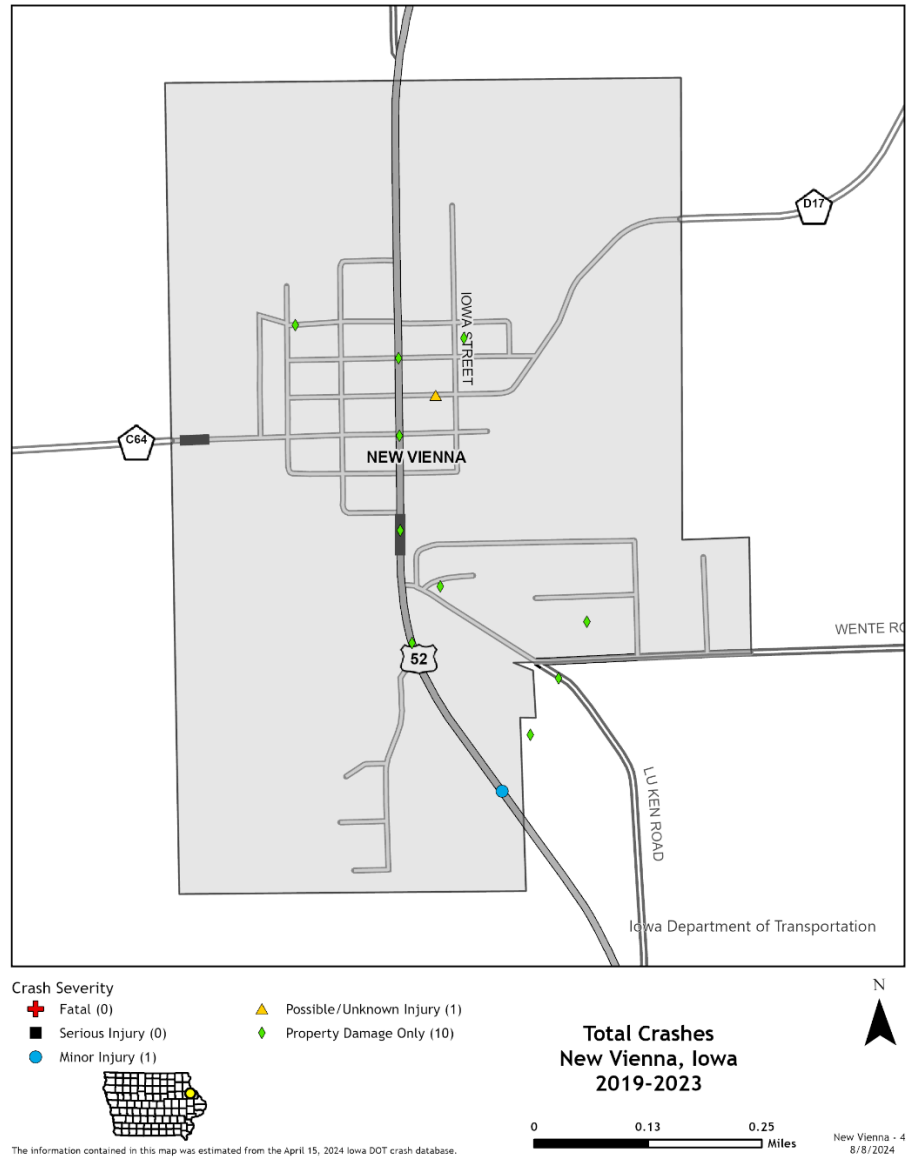


Figure 100. City of New Vienna Crashes by Severity, 2019 - 2023

Corridor Review

Table 106 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 106. City of New Vienna, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Church St	None	None	25	289	-	Diagonal both sides	49
Jackson St	Present on one side	None	25	289	-	Parallel both sides	18
Harrison St	Present on both sides	None	25	289	-	Parallel both sides	39
Mill St		None	25	289	-	Parallel both sides	33

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Main St	Present on both sides	None	25	590	-	Parallel both sides	47
Water St	Present in some sections on one side	None	25	486	-	Parallel both sides	40
Jefferson St	None	None	25	289	-	Parallel both sides	28
Smith St	None	None	25	120	-	Parallel both sides	30
Naber St	None	None	25	289	-	Parallel both sides	30
Wente Rd	None	None	25	151	-	Parallel both sides	24
Hoeger Ln	None	None	25	289	-	Parallel both sides	14
Country Dr	None	None	25	51	-	Parallel both sides	30
Sunrise Ct	None	None	25	26	-	Parallel both sides	30
Red Oak St	None	None	25	289	-	Parallel both sides	30
Plumbwood St	None	None	25	290	-	Parallel both sides	30
Elmhurst St	None	None	25	289	-	Parallel both sides	30
Pleasant View Dr	None	None	25	289	-	Parallel both sides	30
W View St	None	None	25	16	-	Parallel one side - no parking other side	26
Fork Limits Rd	None	None	25	289	-	Parallel both sides	24
Washington St	Present in some sections on both sides	None	25	110	-	Parallel both sides	39
Petersburg Rd	None	None	25	400	-	No parking is posted	22
Maquoketa St	None	None	25	289	-	Parallel both sides	14
Iowa St	None	None	25	289	-	Parallel one side - no parking other side	17
New Vienna Rd	None	None	25	420	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Preston

Population

949 (Source: 2020 Census)

Traffic and Crash Trends

Table 107 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 101 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently above both the statewide and regional averages, with Iowa 64 contributing to the total. This may be expected, in part, because the city's population is near the upper range of comparable agencies. Nearly 40 percent of the total city VMT is located along Iowa 64.

Table 107. City of Preston, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		664	1,168	1,168	1,832
2015		669	1,198		1,867
2016		681	1,200		1,881
2017		676	1,202		1,878
2018		678	1,178		1,856
2019		683	1,173		1856
2020		604	1,027		1,631
2021		670	1,084		1,754
2022		672	1,084		1,756

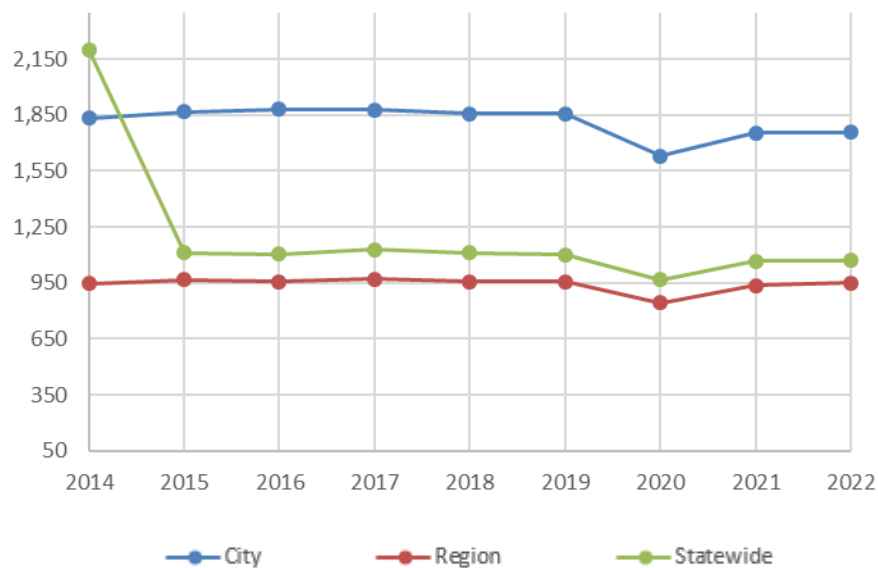


Figure 101. City of Preston VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 108 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 18 crashes were reported, involving 42 occupants. Among these, there were two minor injuries, seven possible injuries and one unknown injury.

Table 108. City of Preston, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,832	1,867	1,881	1,878	1,856	1,856	1,631	1,754	1,756
Crashes	2	2	2	1	1	3	1	2	4
Crash Rate/Million VMT	109.17	107.12	106.33	53.25	53.88	161.64	61.31	114.03	227.79

Figure 102 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate fluctuated below the regional and statewide averages, except for increases in 2019 and 2022 above the regional and statewide averages. These rate increases were sensitive to low exposure.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

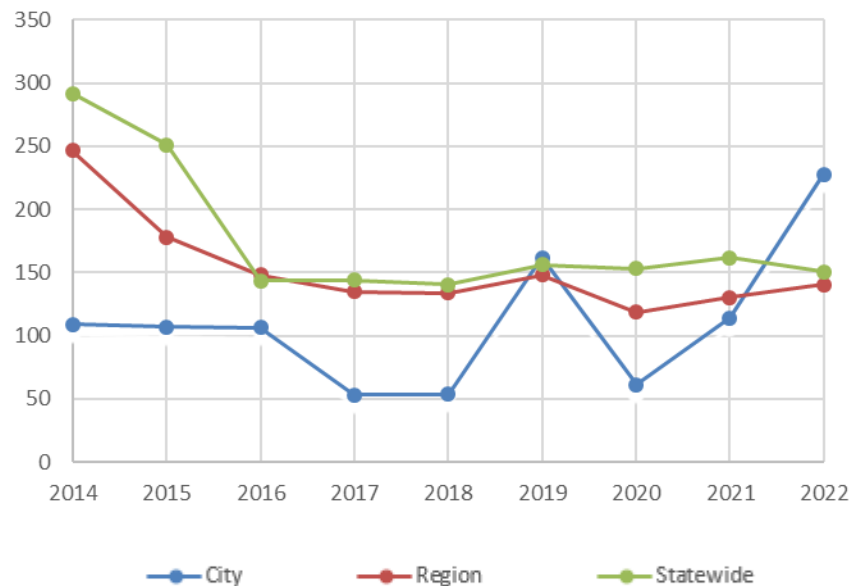


Figure 102. City of Preston Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 103 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 14 reported crashes in the area, including two minor injury crashes.



Figure 103. City of Preston Crashes by Severity, 2019 - 2023

Corridor Review

Table 109 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 109. City of Preston, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Church St	None	None	25	289	-	Diagonal both sides	49
Jackson St	Present on one side	None	25	289	-	Parallel both sides	18
Harrison St	Present on both sides	None	25	289	-	Parallel both sides	39

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Mill St		None	25	289	-	Parallel both sides	33
Main St	Present on both sides	None	25	590	-	Parallel both sides	47
Water St	Present in some sections on one side	None	25	486	-	Parallel both sides	40
Jefferson St	None	None	25	289	-	Parallel both sides	28
Smith St	None	None	25	120	-	Parallel both sides	30
Naber St	None	None	25	289	-	Parallel both sides	30
Wente Rd	None	None	25	151	-	Parallel both sides	24
Hoeger Ln	None	None	25	289	-	Parallel both sides	14
Country Dr	None	None	25	51	-	Parallel both sides	30
Sunrise Ct	None	None	25	26	-	Parallel both sides	30
Red Oak St	None	None	25	289	-	Parallel both sides	30
Plumbwood St	None	None	25	290	-	Parallel both sides	30
Elmhurst St	None	None	25	289	-	Parallel both sides	30
Pleasant View Dr	None	None	25	289	-	Parallel both sides	30
W View St	None	None	25	16	-	Parallel one side - no parking other side	26
Fork Limits Rd	None	None	25	289	-	Parallel both sides	24
Washington St	Present in some sections on both sides	None	25	110	-	Parallel both sides	39
Petersburg Rd	None	None	25	400	-	No parking is posted	22
Maquoketa St	None	None	25	289	-	Parallel both sides	14
Iowa St	None	None	25	289	-	Parallel one side - no parking other side	17
Preston Rd	None	None	25	420	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Rickardsville

Population

202 (Source: 2020 Census)

Traffic and Crash Trends

Table 111 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 104 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently above both the statewide and regional averages, with Iowa 3 contributing significantly to the total, representing more than 90 percent of the total.

Table 110. City of Rickardsville, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	15	1,186	61	76	1,262
2015	15	1,198	62		1,275
2016		1,221	77		1,298
2017		1,233	74		1,307
2018		1,233	72		1,305
2019		1,239	71		1310
2020		1,094	63		1,157
2021		996	75		1,071
2022		996	75		1,071

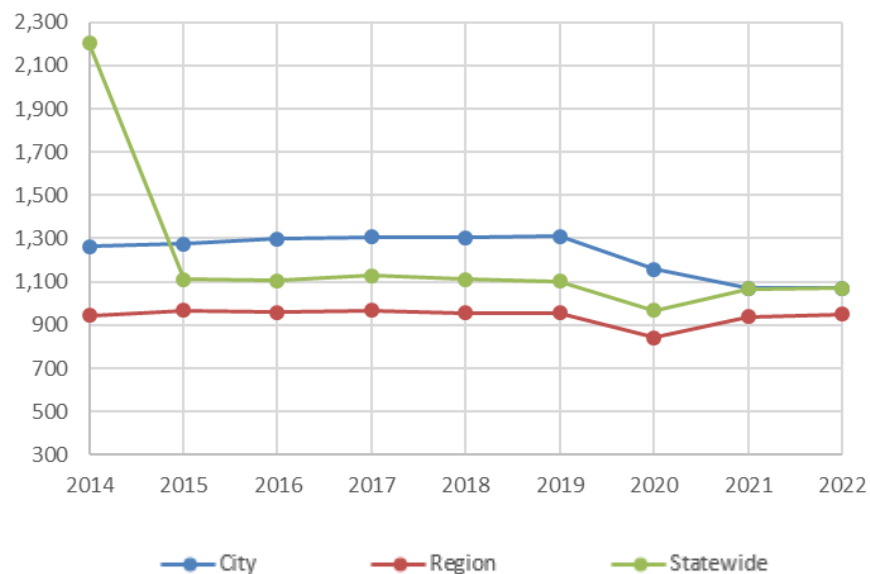


Figure 104. City of Rickardsville VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 111 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 21 crashes were reported, involving 63 occupants. Among these, there were seven minor injuries and five possible injuries.

Table 111. City of Rickardsville, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,262	1,275	1,298	1,307	1,305	1,310	1,157	1,071	1,071
Crashes	1	6	1	4	0	1	1	2	5
Crash Rate/Million VMT	79.24	470.59	77.04	306.04	0.00	76.34	86.43	186.74	466.85

Figure 105 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate fluctuated throughout the period, with peaks in 2015, 2017 and 2022 that exceeded both the regional and statewide averages. There were also periods, such as 2018 and 2020, where the crash rate notably dropped.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

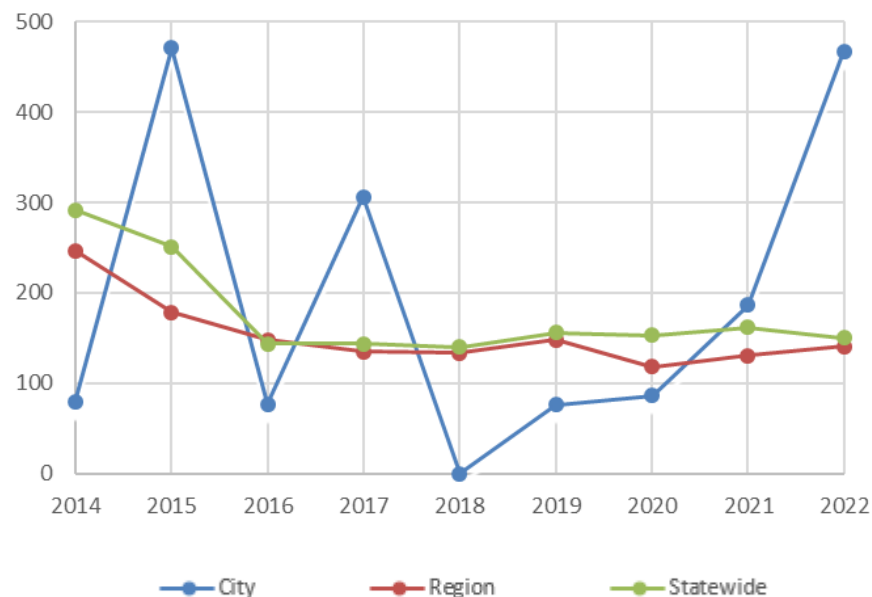


Figure 105. City of Rickardsville Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 106 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 13 reported crashes in the area, including three minor injury crashes. All of the crashes were located along Iowa 3.

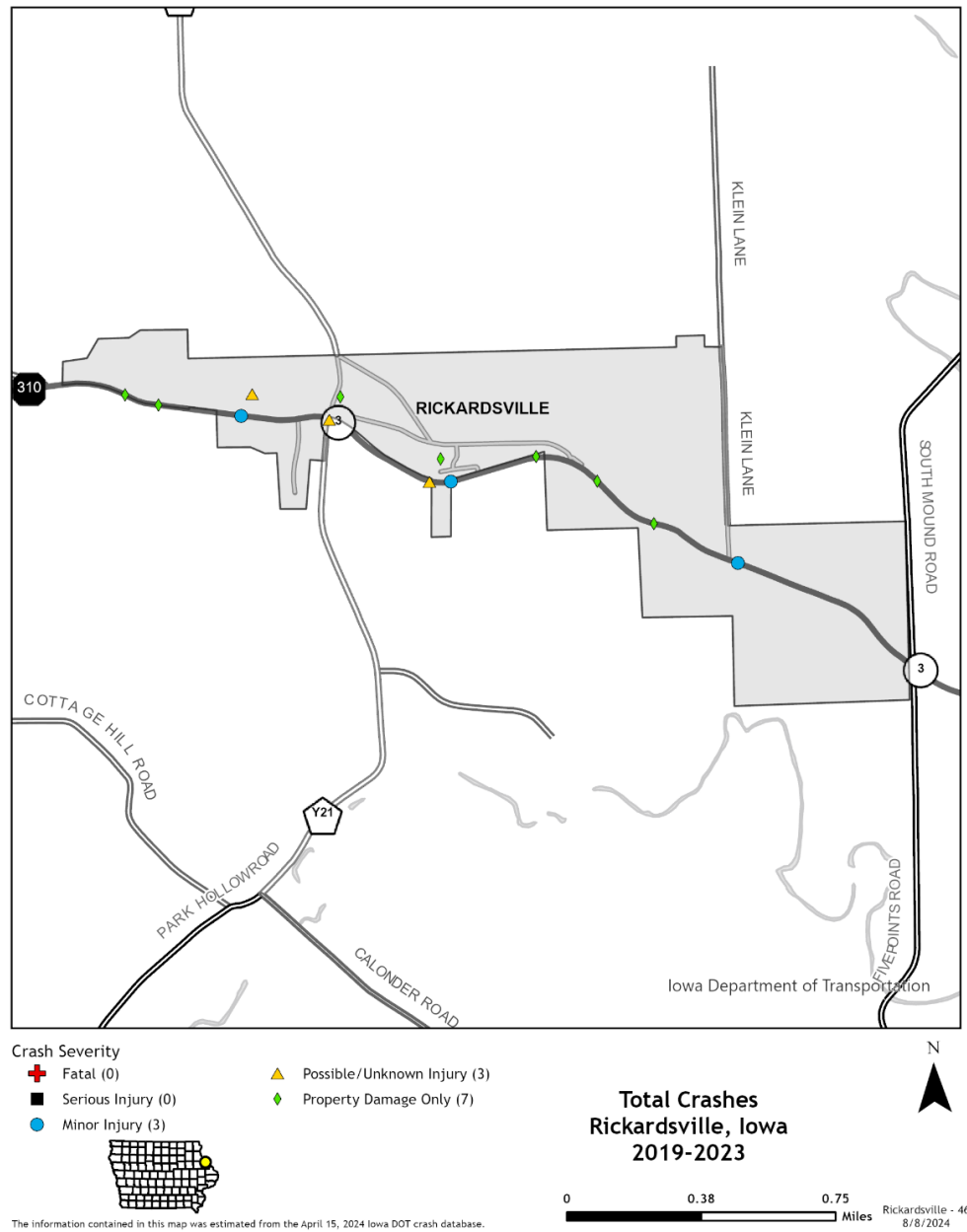


Figure 106. City of Rickardsville Crashes by Severity, 2019 - 2023

Corridor Review

Table 112 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 112. City of Rickardsville, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Saint Josephs Dr	None	None	25	110	-	Parallel one side – diagonal other side	42
James Rd	None	None	25	240	-	Parallel both sides	22
Diagonal St	None	None	25	60	-	Parallel both sides	20
Hilltop Ct	None	None	25	76	-	Parallel one side – no parking other side	30
Wilgenbusch Dr	None	None	25	289	-	No parking is posted	20
Klein Ln	None	None	25	60	-	Parallel both sides	20

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Ryan

Population

324 (Source: 2020 Census)

Traffic and Crash Trends

Table 113 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 107 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently below both the statewide and regional averages, with the short extent of Iowa 13 representing nearly 50 percent of the total.

Table 113. City of Ryan, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	104	301	279	383	684
2015		304	286		694
2016		310	386		696
2017		331	387		718
2018		332	379		711
2019		335	378		713
2020		296	331		627
2021		361	366		727
2022		362	366		728

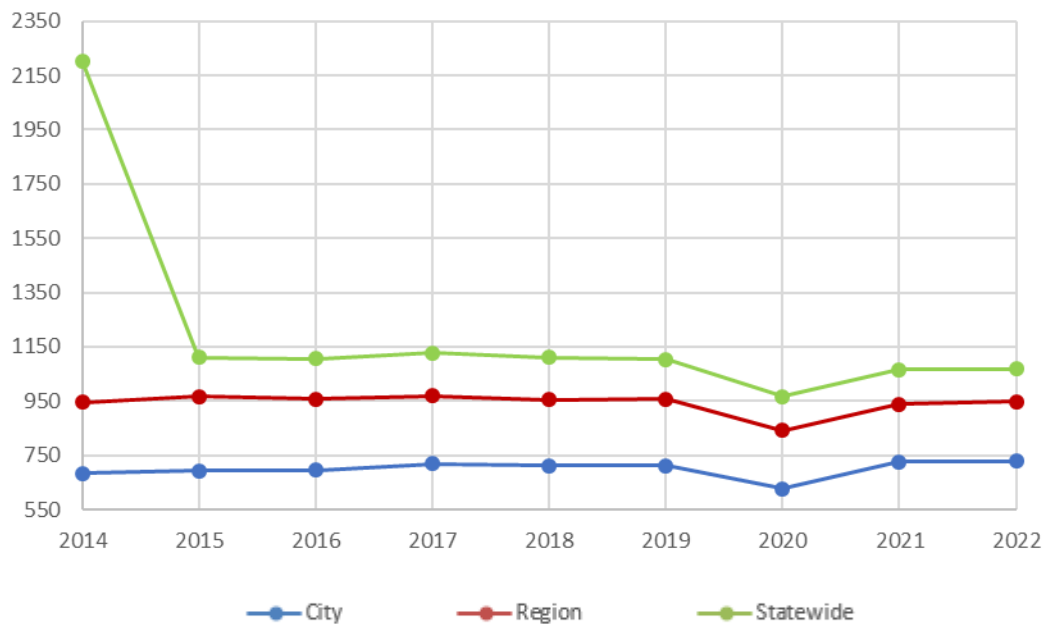


Figure 107. City of Ryan VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 114 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of three crashes were reported, involving six occupants.

Table 114. City of Ryan, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	684	694	696	718	711	713	627	727	728
Crashes	1	0	0	0	1	0	0	0	1
Crash Rate/Million VMT	146.20	0.00	0.00	0.00	140.65	0.00	0.00	0.00	137.36

Figure 108 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. During six of the ten years, the crash rate was zero. The rate only increased to near regional or statewide averages when a single crash occurred, demonstrating the sensitivity of rate due to low exposure.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

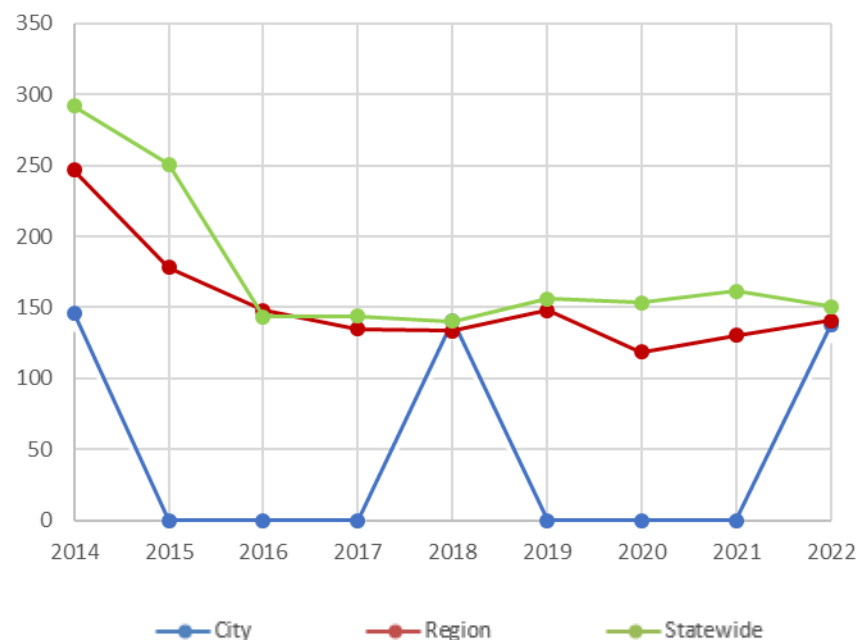


Figure 108. City of Ryan Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 109 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were six reported crashes in the area, including one minor injury crash. Five of the six crashes were located along Iowa 13, with four occurring at the intersection with North Street.

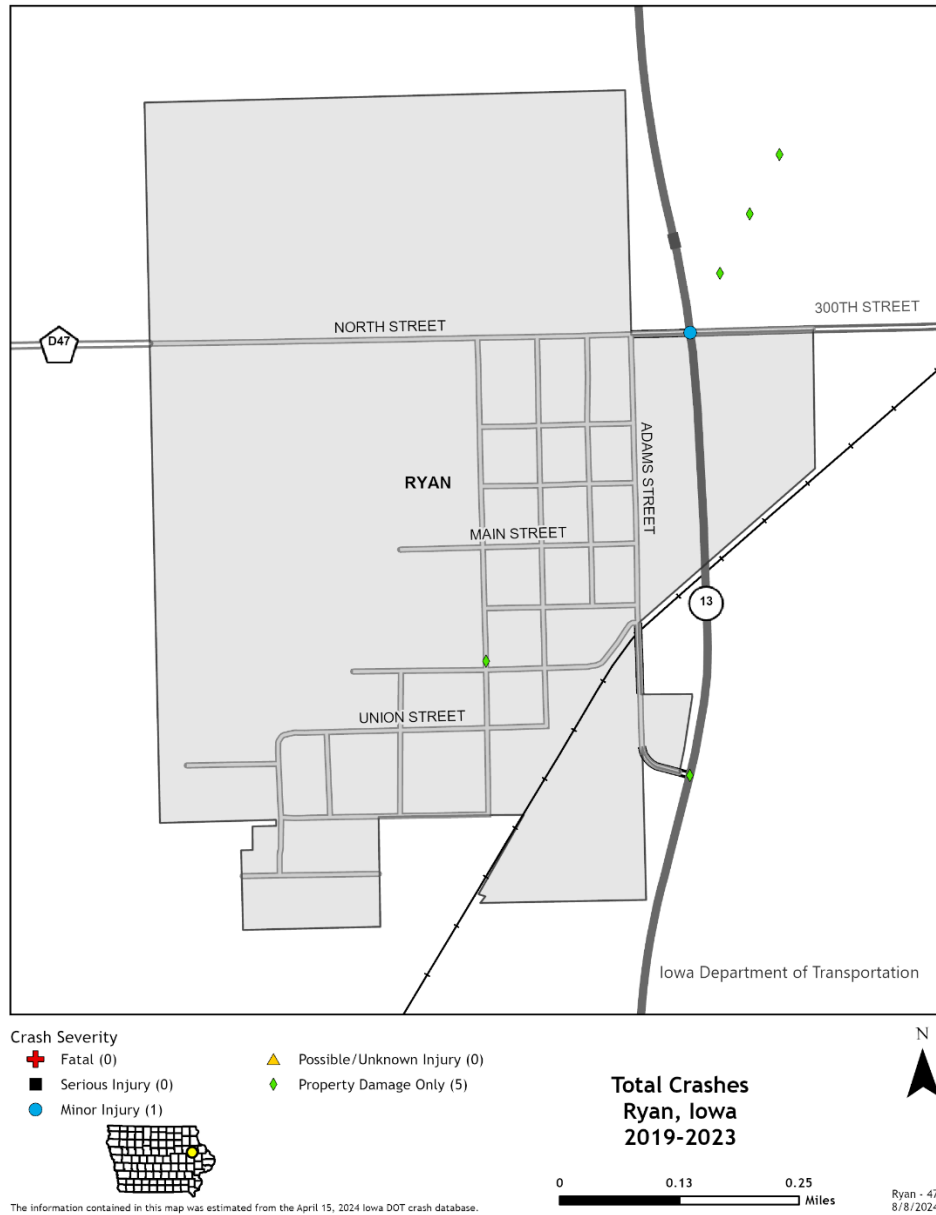


Figure 109. City of Ryan Crashes by Severity, 2019 - 2023

Corridor Review

Table 115 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 115. City of Ryan, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
North St	None	None	25	330	-	Parallel both sides	24
Howard St	Present on both sides	None	25	220	-	Parallel both sides	24

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Franklin St	Present on both sides	None	25	289	-	Parallel both sides	44
Washington St	Present in some sections on both sides	None	25	289	-	Parallel both sides	24
Adams St	None	None	25	340	-	Parallel both sides	22
Grant St	None	None	25	289	-	Parallel both sides	16
Grover St	Present on one side	None	25	35	-	Parallel both sides	24
Main St	Present in some sections on both sides	None	20	260	-	Diagonal both sides	64
Morton St	Present on both sides	None	25	289	-	Parallel both sides	28
Belknap St	Present on one side	None	25	289	-	Parallel both sides	24
Railroad St	None	None	25	981	-	Parallel both sides	20
Union St	Present on both sides	None	25	260	-	Parallel both sides	42
Iowa St	None	None	25	45	-	Parallel both sides	20
Carter St SW	None	None	25	289	-	Parallel both sides	20
Prospect St	None	None	25	289	-	Parallel both sides	19
Sunset Dr	None	None	25	289	-	Parallel both sides	20
Lyness St	Present on one side	None	25	16	-	Parallel both sides	24
South St	None	None	25	210	-	Parallel both sides	20

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Sabula

Population

506 (Source: 2020 Census)

Traffic and Crash Trends

Table 116 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 110 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently above both the statewide and regional averages, with US 52 representing more than half of the total.

Table 116. City of Sabula, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		886	747	747	1,633
2015		895	766		1,661
2016		912	766		1,678
2017		754	686		1,440
2018		754	672		1,426
2019		759	670		1,429
2020		669	586		1,255
2021		924	674		1,598
2022		924	674		1,598

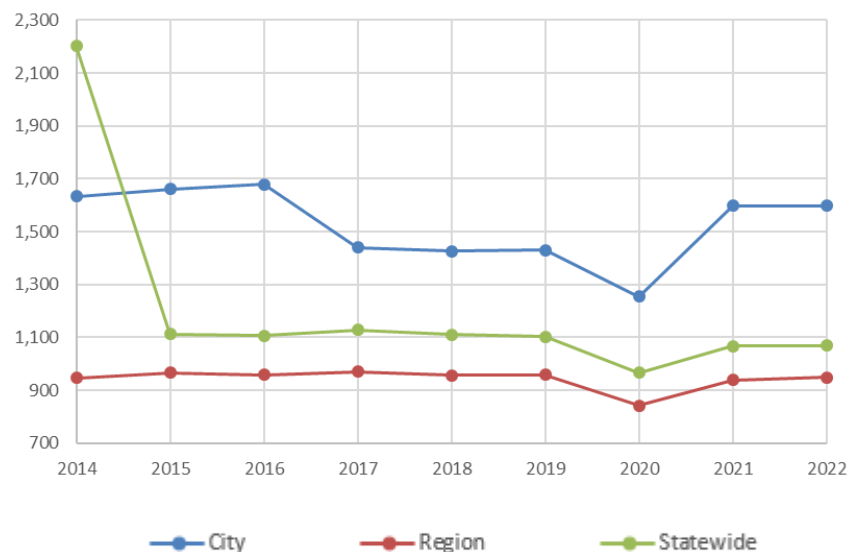


Figure 110. City of Sabula VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 117 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 29 crashes were recorded, involving 11 occupants. Among these, there were two minor injuries and seven possible injuries.

Table 117. City of Sabula, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,633	1,661	1,678	1,440	1,426	1,429	1,255	1,598	1,598
Crashes	3	1	1	2	2	4	4	5	7
Crash Rate/Million VMT	183.71	60.20	59.59	138.89	140.25	279.92	318.73	312.89	438.05

Figure 111 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate fluctuated, with a notable increase starting in 2019 and continuing through to 2022, when the rate surpassed both the regional and statewide averages. Prior to 2019, the crash rate generally aligned more closely with the regional and statewide trends.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

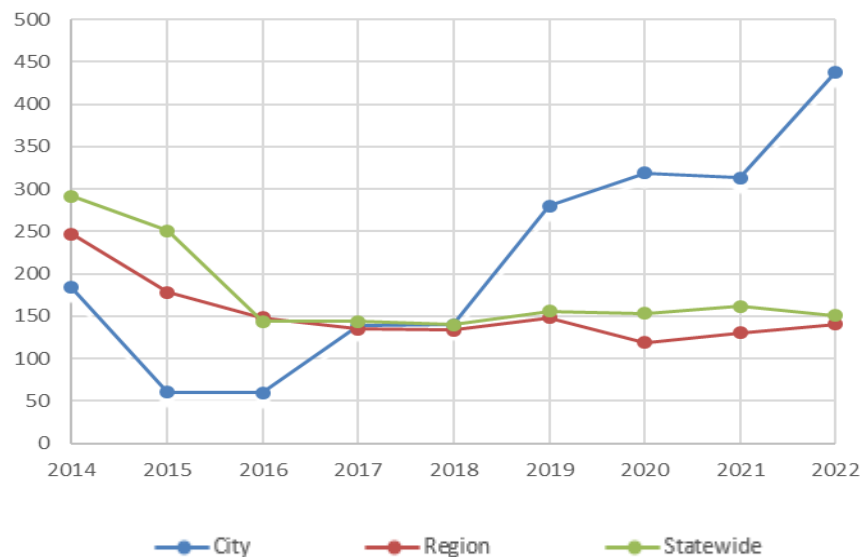


Figure 111. City of Sabula Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 112 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 24 reported crashes in the area, including one minor injury crashes. Many of the crashes were located along US 52 as well as its municipal continuation, Broad Street.

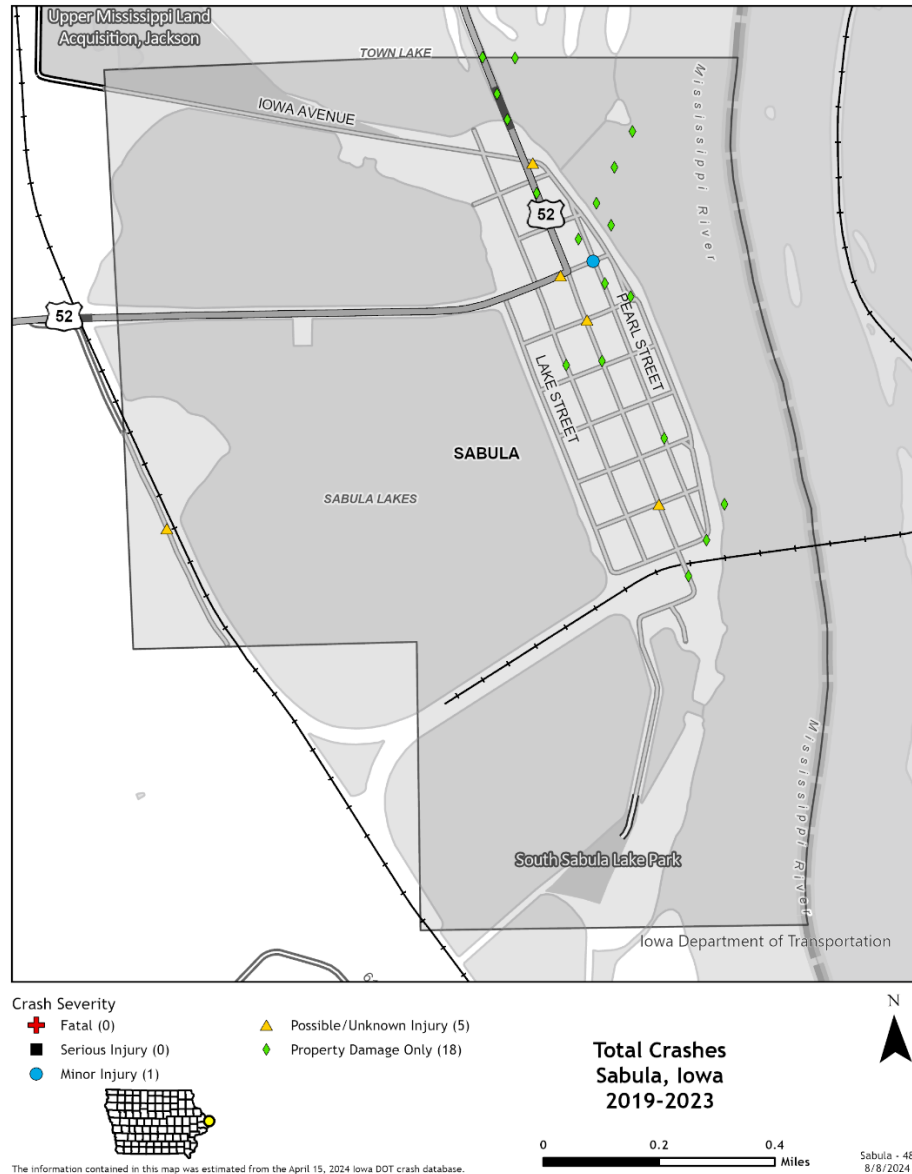


Figure 112. City of Sabula Crashes by Severity, 2019 - 2023

Corridor Review

Table 118 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 118. City of Sabula, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Lake St	None	None	25	289	-	Parallel both sides	37
Elk St	Present on both sides	None	25	289	-	Parallel both sides	37

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Broad St	Present on both sides	None	25	680	-	Parallel both sides	40
Pearl St	Present on both sides	None	25	1013	-	Parallel both sides	41
River St	Present on one side	None	25	289	-	Parallel both sides	29
Union St	Present in some sections on both sides	None	25	289	-	Parallel both sides	29
Quarry St	Present on one side	None	25	200	-	Parallel both sides	29
Vulcan St	Present on one side	None	25	289	-	Parallel both sides	29
South Ave	None	None	25	680	-	Parallel both sides	24
Washington St	Present on one side	None	25	80	-	Parallel both sides	29
Madison St	Present on one side	None	25	289	-	Parallel both sides	29
Bank St	Present in some sections on both sides	None	25	289	-	Parallel both sides	30
Sycamore St	Present on both sides	None	20	410	-	Parallel both sides	35
Cherry St	None	None	25	289	-	Parallel both sides	29
Division St	None	None	25	289	-	Parallel both sides	29
Iowa Ave	None	None	25	400	-	Parallel both sides	29

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Saint Donatus

Population

120 (Source: 2020 Census)

Traffic and Crash Trends

Table 119 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 113 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently below both the statewide and regional averages, with US 52 representing approximately 90 percent of the total. The city's population is also in the lower range of comparable agencies.

Table 119. City of Saint Donatus, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	39	550	54	93	643
2015	39	554	55		648
2016		562	95		657
2017		604	75		679
2018		606	74		680
2019		609	74		683
2020		539	65		604
2021		605	66		671
2022		607	66		673

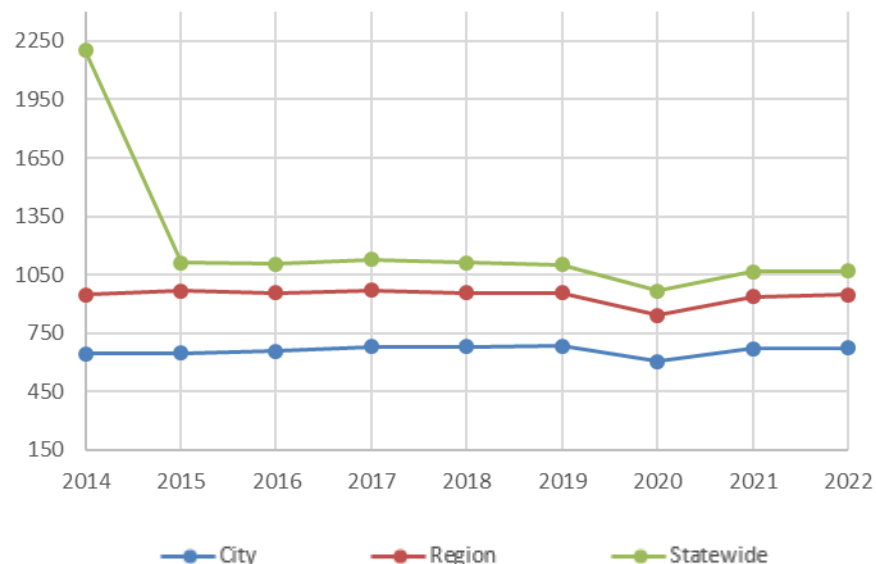


Figure 113. City of Saint Donatus VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 120 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 5 crashes were reported, involving 10 occupants. Among these, there was one serious injury and one minor injury.

Table 120. City of Saint Donatus, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	643	648	657	679	680	683	604	671	673
Crashes	2	0	0	1	0	0	0	1	1
Crash Rate/Million VMT	311.04	0.00	0.00	147.28	0.00	0.00	0.00	149.03	148.59

Figure 114 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate was zero in the majority of the years but near the statewide and regional averages in 2017, 2021 and 2022.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

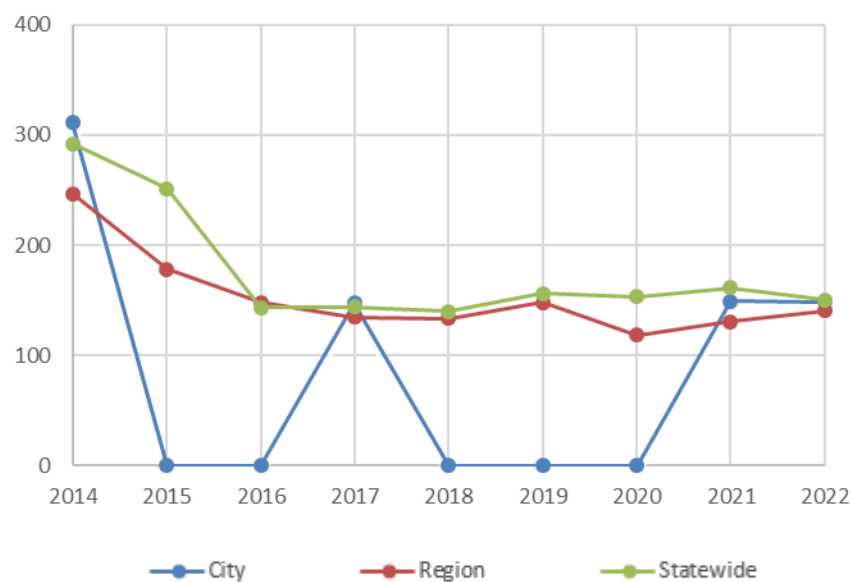


Figure 114. City of Saint Donatus Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 115 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were two reported crashes in the area. Both crashes occurred at the intersection of US 52 and East 1st Street.

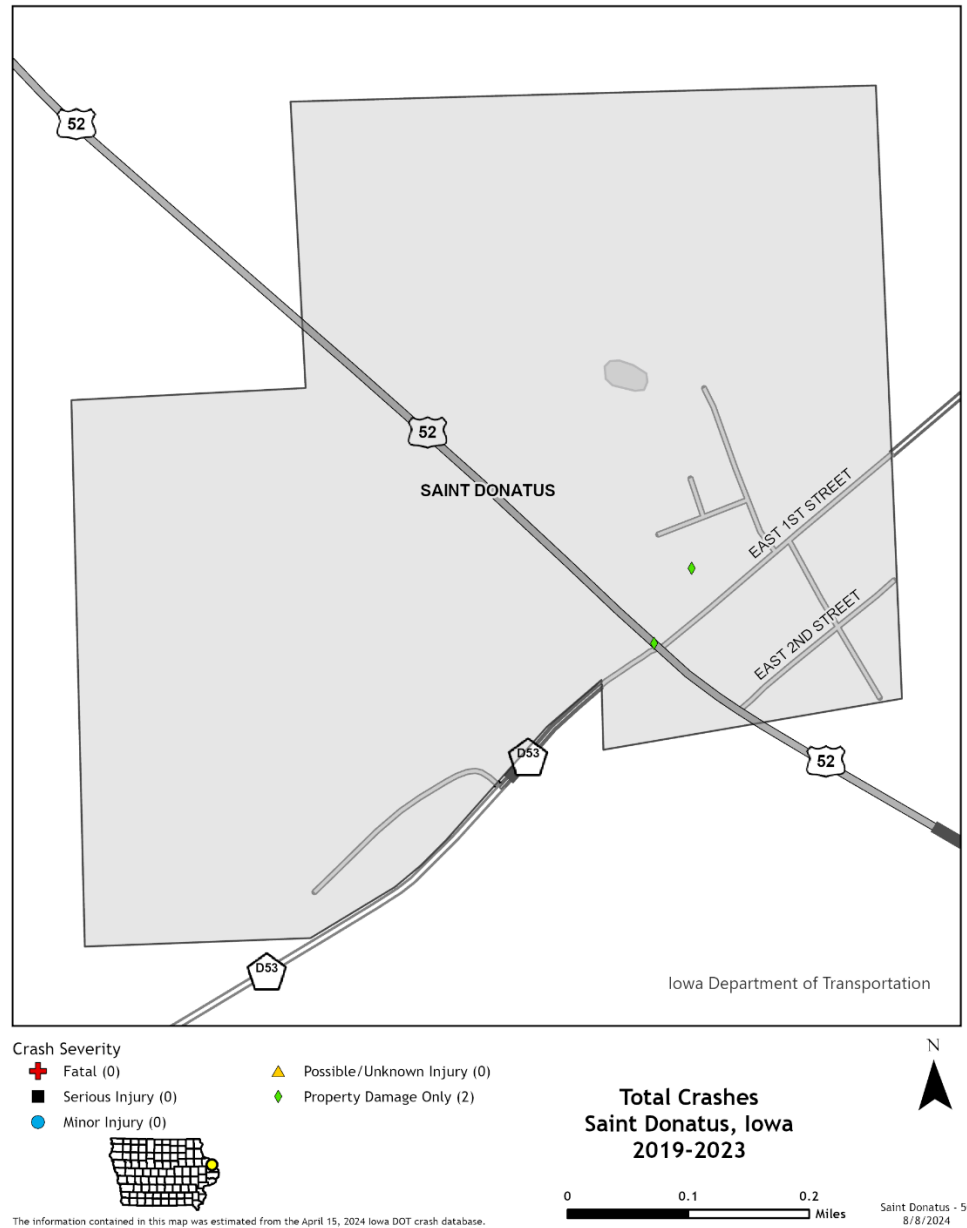


Figure 115. City of Saint Donatus Crashes by Severity, 2019 - 2023

Corridor Review

Table 121 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 121. City of Saint Donatus, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Millman St	None	None	25	140	-	Parallel both sides	16
Dubilchen Dr S	None	None	25	60	-	Parallel both sides	18

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
N Dublilchen Dr	None	None	25	90	-	Parallel both sides	22
Village Dr	None	None	25	290	-	Parallel both sides	18
Oak Ct	None	None	25	290	-	Parallel both sides	18
High Bridge Rd	None	None	25	340	-	Diagonal both sides	24
Centerville Rd	None	None	25	430	-	Parallel both sides	32
W 1 st St	None	None	25	50	-	Parallel both sides	20

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Sherrill

Population

189 (Source: 2020 Census)

Traffic and Crash Trends

Table 122 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 116 provides comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently below both the statewide and regional averages, in part due to the population falling in the lower range of comparable agencies. There are also no primary roads in the city.

Table 122. City of Sherrill, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	539			539	539
2015	539				539
2016			539		539
2017			597		597
2018			585		585
2019			583		583
2020			510		510
2021			505		505
2022			504		504

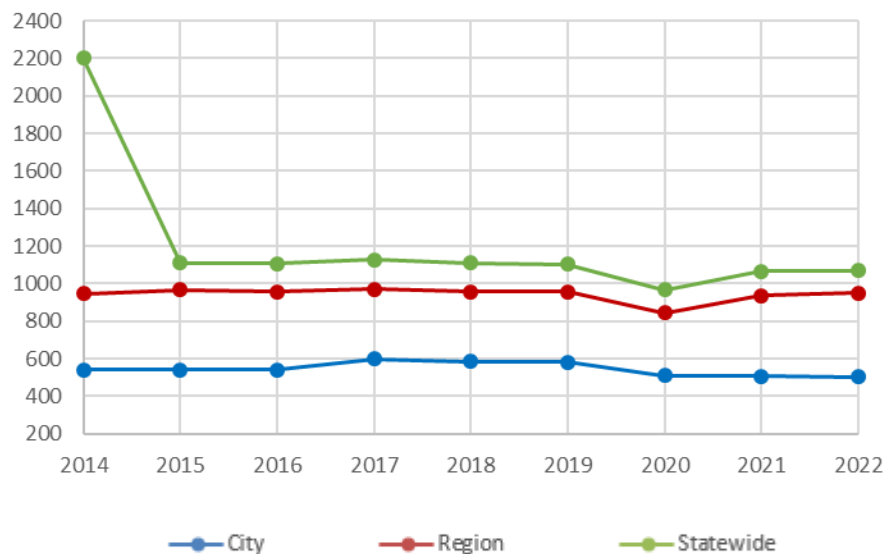


Figure 116. City of Sherrill VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 123 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of six crashes were reported, involving nine occupants. Among these, there was one serious injury, one minor injury, and one possible injury.

Table 123. City of Sherrill, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	539	539	539	597	585	583	510	505	504
Crashes	3	1	0	0	0	0	1	0	1
Crash Rate/Million VMT	556.59	185.53	0.00	0.00	0.00	0.00	196.08	0.00	198.41

Figure 117 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate was zero in the majority of the years but near the statewide and regional averages in 2017, 2021 and 2022.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

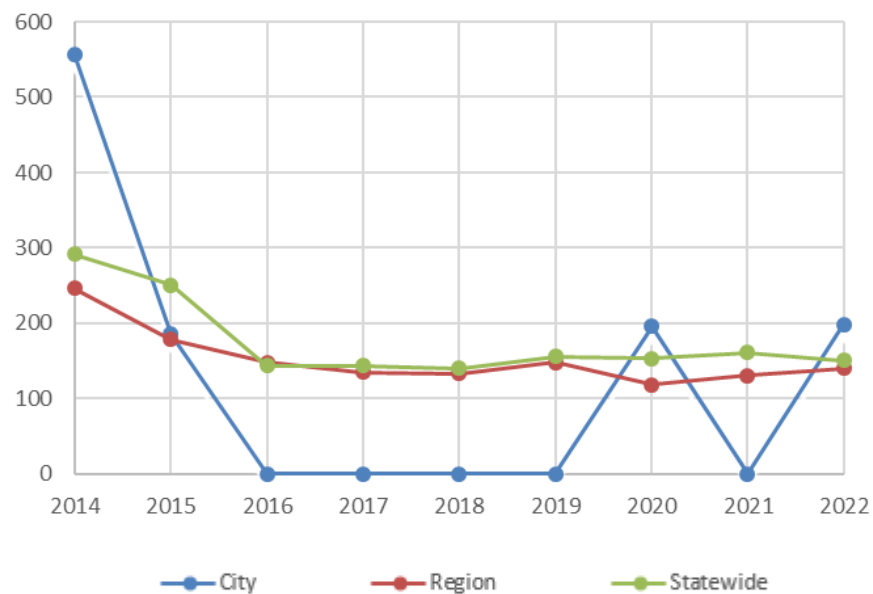


Figure 117. City of Sherrill Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 118 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were three reported crashes in the area, including on minor injury crash.

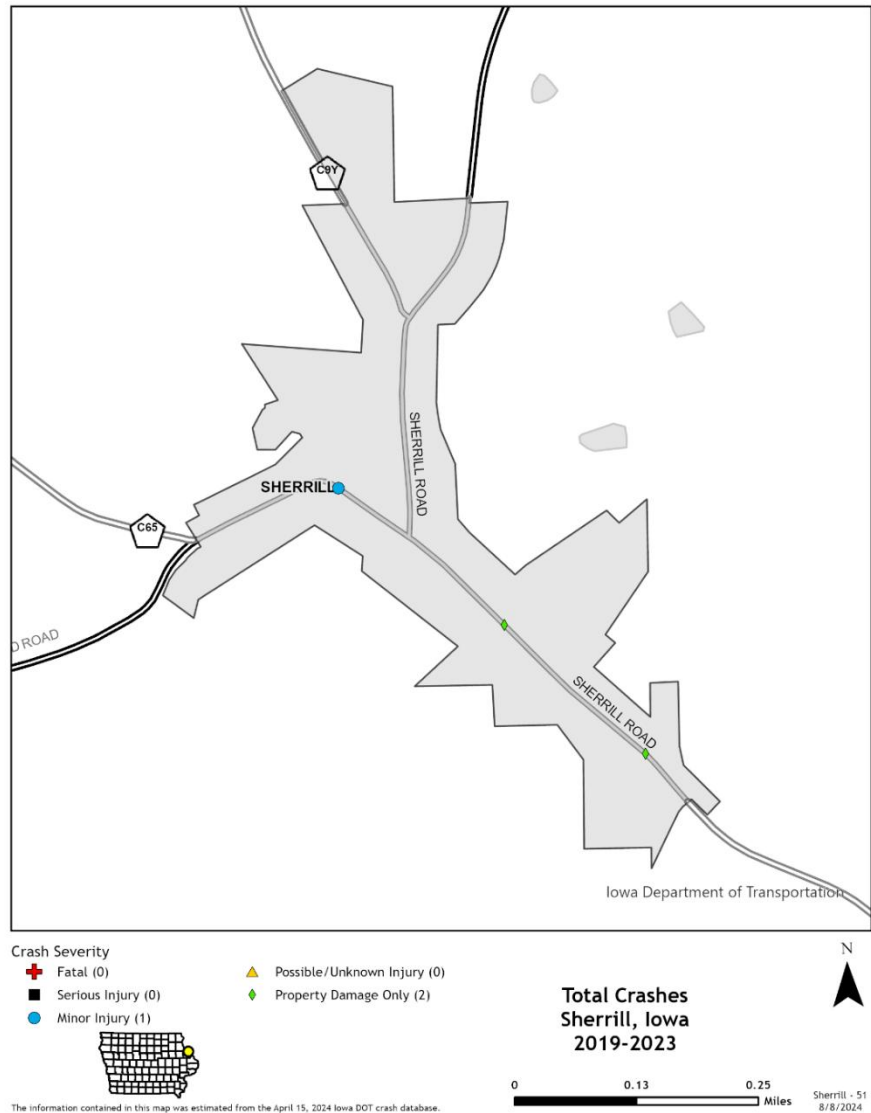


Figure 118. City of Sherrill Crashes by Severity, 2019 - 2023

Corridor Review

Table 124 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 124. City of Sherrill, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
S Mound Rd	None	None	25	580	-	Parallel both sides	20
Sherill Rd	None	None	25	1510	-	Parallel both sides	20
Balltown Rd	None	None	55	830	-	Parallel both sides	24
Circle Ridge Rd	None	None	45	390	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Springbrook

Population

143 (Source: 2020 Census)

Traffic and Crash Trends

Table 125 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 119 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently below both the statewide and regional averages, in part due to the population falling in the lower range of comparable agencies. There are also no primary roads in the city.

Table 125. City of Springbrook, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	231		28	259	259
2015	231		29		260
2016			260		260
2017			240		240
2018			236		236
2019			235		235
2020			216		216
2021			273		273
2022			273		273

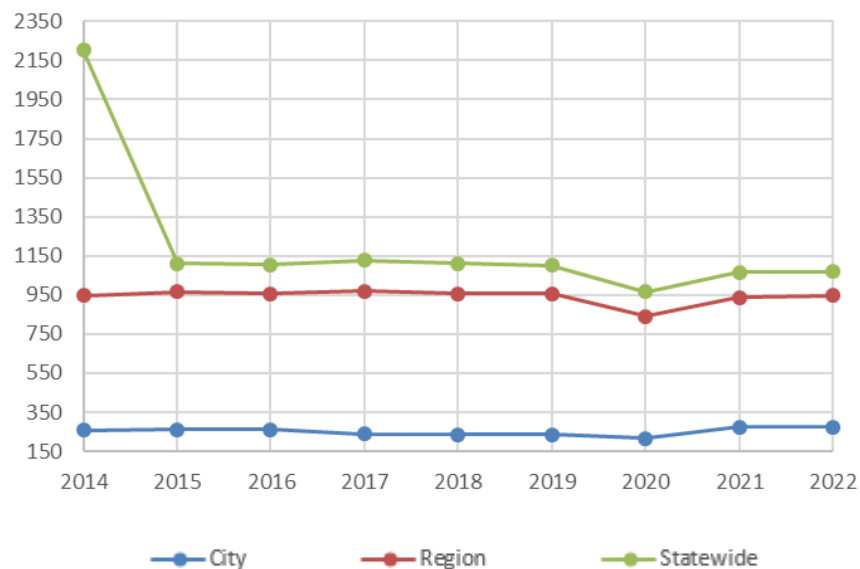


Figure 119. City of Springbrook VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 126 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of two crashes were reported, involving four occupants. Among these, there were two minor injuries.

Table 126. City of Springbrook, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	259	260	260	240	236	235	216	273	273
Crashes	1	0	0	0	0	1	0	0	0
Crash Rate/Million VMT	386.10	0.00	0.00	0.00	0.00	425.53	0.00	0.00	0.00

Figure 120 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate was zero in the majority of the years but above the statewide and regional averages when a single crash occurred, demonstrating the sensitivity to low exposure.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

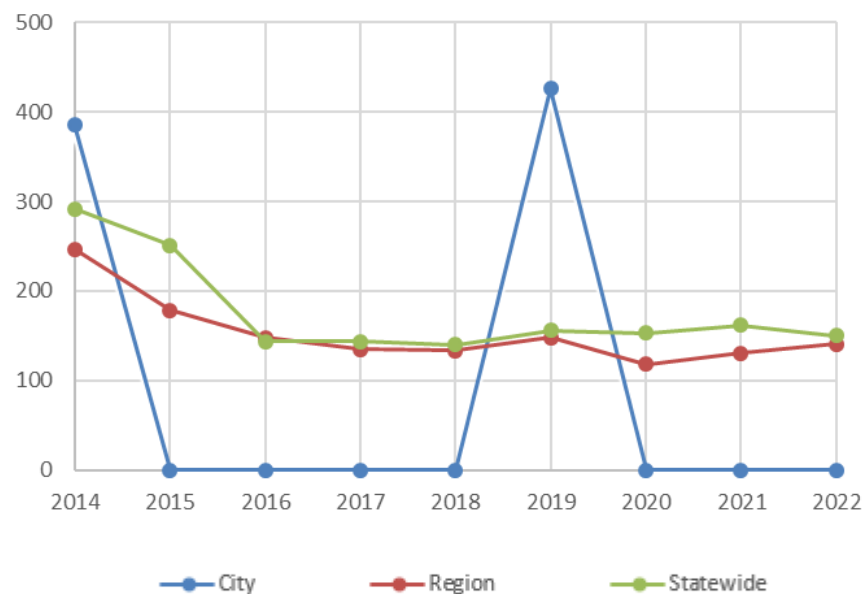


Figure 120. City of Springbrook Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 121 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There was one reported crash in the area, which was minor injury.



Figure 121. City of Springbrook Crashes by Severity, 2019 - 2023

Corridor Review

Table 127 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 127. City of Springbrook, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
E Main St	Present on one side	None	20	430	-	Parallel both sides	41

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
W Main	Present on both sides	None	20	550	-	Parallel one side – no parking other side	24
1 st St N	Present in some sections on one side	None	20	500	-	Parallel both sides	22
1 st St S	None	None	20	90	-	Parallel both sides	24
360 th Ave	None	None	45	70	-	Parallel both sides	22
2 nd St	None	None	25	289	-	Parallel both sides	16
3 rd St	None	None	25	45	-	Parallel both sides	16

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Toronto

Population

102 (Source: 2020 Census)

Traffic and Crash Trends

Table 128 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 122 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently below both the statewide and regional averages, in part due to the population falling in the lower range of comparable agencies. There are also no primary roads in the city.

Table 128. City of Toronto, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	84		113	197	197
2015	84		116		200
2016			201		201
2017			203		203
2018			176		176
2019			175		175
2020			153		153
2021			168		168
2022			156		156

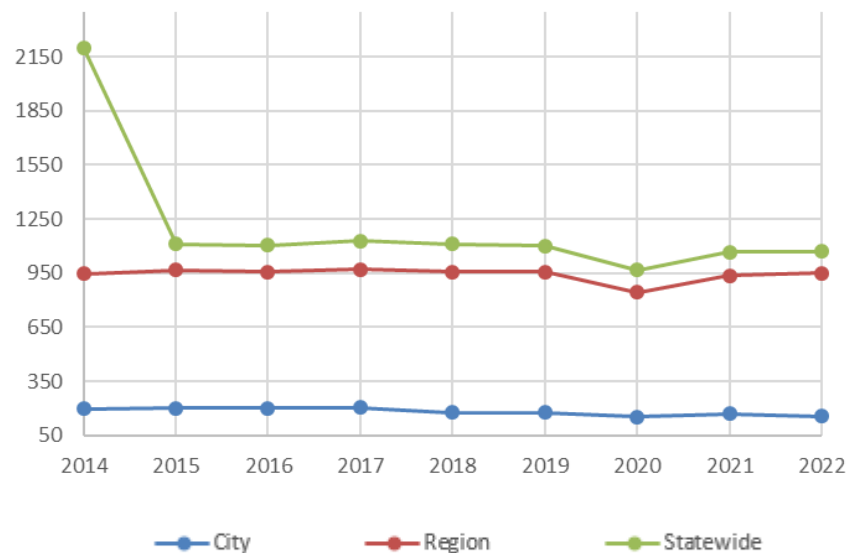


Figure 122. City of Toronto VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 129 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of two crashes were recorded, involving four occupants. Among these, there was two possible injuries.

Table 129. City of Toronto, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	197	200	201	203	176	175	153	168	156
Crashes	0	1	1	0	0	0	0	0	0
Crash Rate/Million VMT	197	200	201	203	176	175	153	168	156

Figure 123 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate was high in the initial years of 2014 and 2015 (demonstrating the sensitivity to low exposure), followed by a steep decline to zero from 2017 onward.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

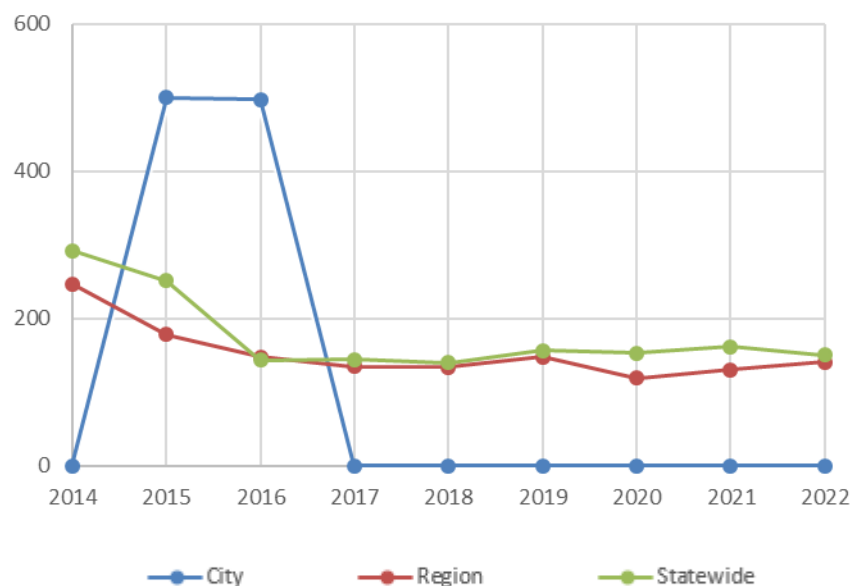


Figure 123. City of Toronto Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 124 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were two reported crashes in the area, including one minor injury.

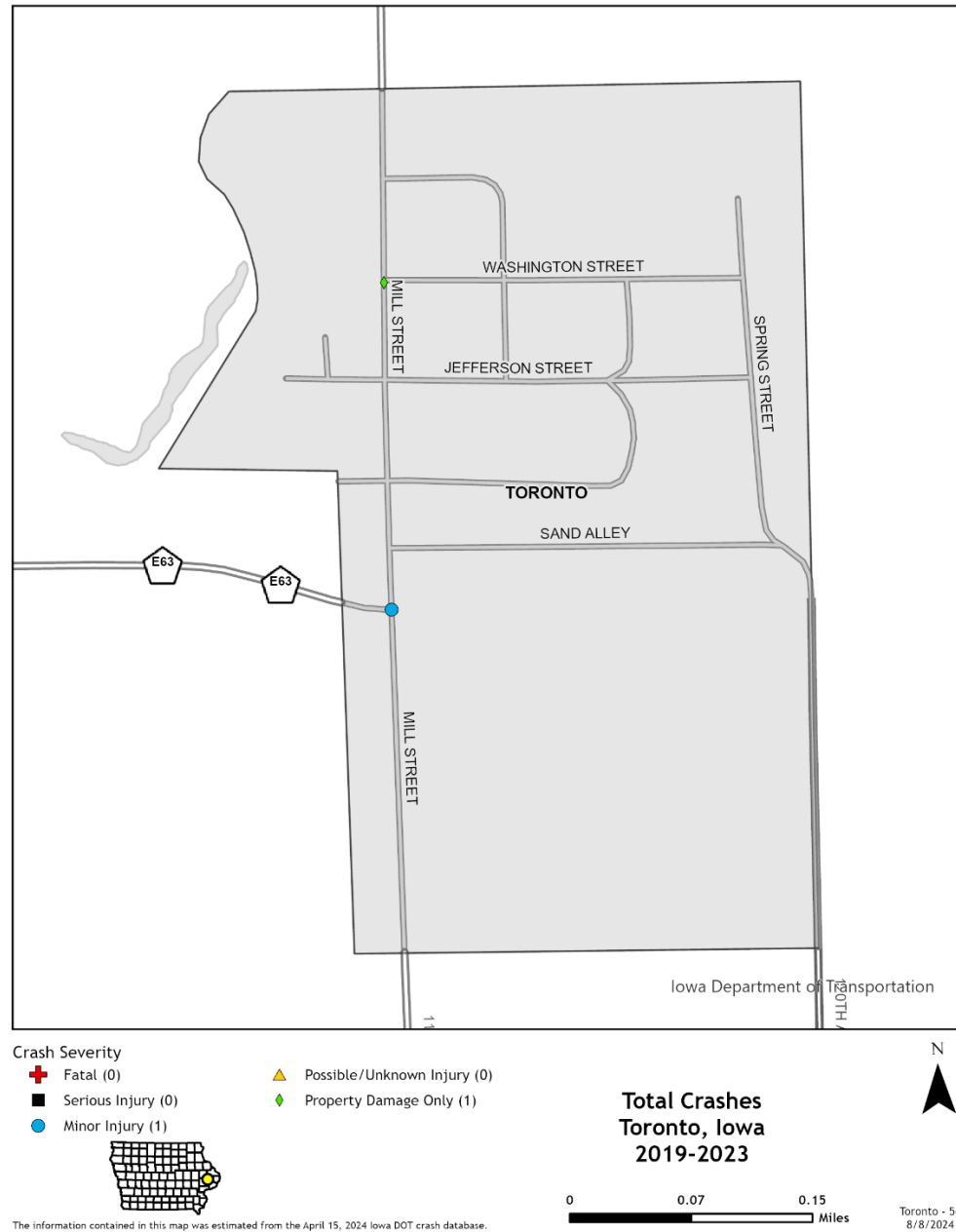


Figure 124. City of Toronto Crashes by Severity, 2019 - 2023

Corridor Review

Table 130 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 130. City of Toronto, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Mill St	Present in some sections on both sides	None	25	350	-	Parallel both sides	20
Sand Aly	None	None	25	20	-	Parallel both sides	20
Jackson St	None	None	25	289	-	Parallel both sides	14
Jefferson St	Present on one side	None	25	60	-	Parallel both sides	20
Washington St	None	None	25	25	-	Parallel both sides	14
Adams St	None	None	25	289	-	Parallel both sides	14
Thorne Dr	None	None	25	289	-	Parallel both sides	14
Liberty St	None	None	25	25	-	Parallel both sides	14
Minerva St	None	None	25	289	-	Parallel both sides	14
Spring St	None	None	25	289	-	Parallel both sides	14
190th St	None	None	25	150	-	Parallel both sides	28

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Welton

Population

121 (Source: 2020 Census)

Traffic and Crash Trends

Table 131 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 125 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently below both the statewide and regional averages, in part due to the population falling in the lower range of comparable agencies. There are also no primary roads in the city; however, US 61 is adjacent to the city's east corporate limits.

Table 131. City of Welton, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	63		178	241	241
2015	63		183		246
2016			248		248
2017			250		250
2018			201		201
2019			200		200
2020			175		175
2021			191		191
2022			176		176

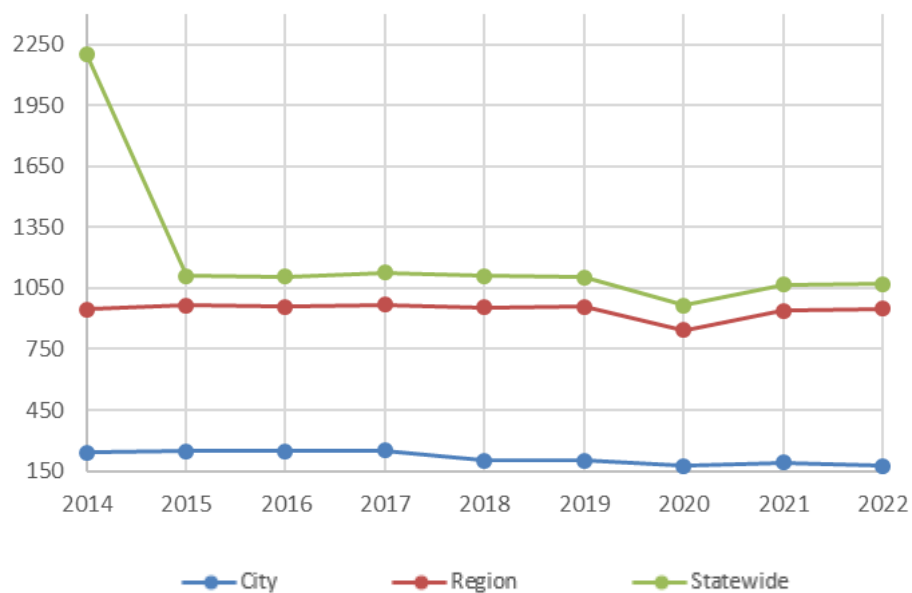


Figure 125. City of Welton VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 132 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 6 crashes were reported, involving 19 occupants. Among these, there was one minor injury and four possible injuries.

Table 132. City of Welton, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	241	246	248	250	201	200	175	191	176
Crashes	1	2	1	1	0	1	0	0	0
Crash Rate/Million VMT	414.94	813.01	403.23	400.00	0.00	500.00	0.00	0.00	0.00

Figure 126 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate was variable throughout the period, with high peaks in 2015 and 2019, followed by several years where the rate dropped to zero. The crash rates were very sensitive to low exposure, with a single crash resulting in a rate significantly larger than the regional and statewide averages.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

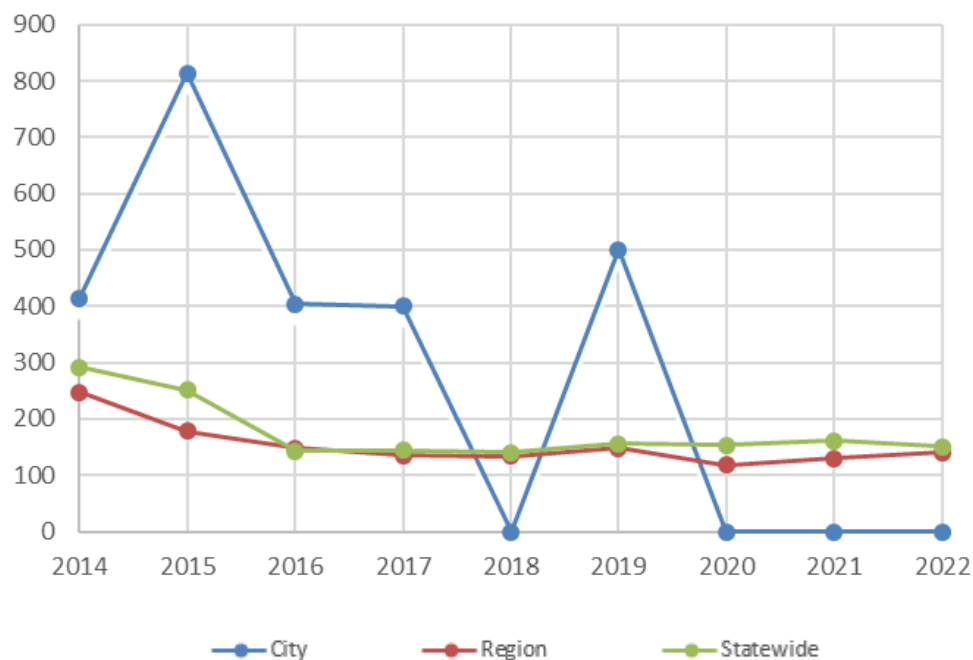


Figure 126. City of Welton Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 127 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were nine reported crashes in the area, including two serious injury and two minor injury. The majority of the crashes, including the injury

crashes, were located along US 61 which borders the east corporate limits and is not formally located within the city.

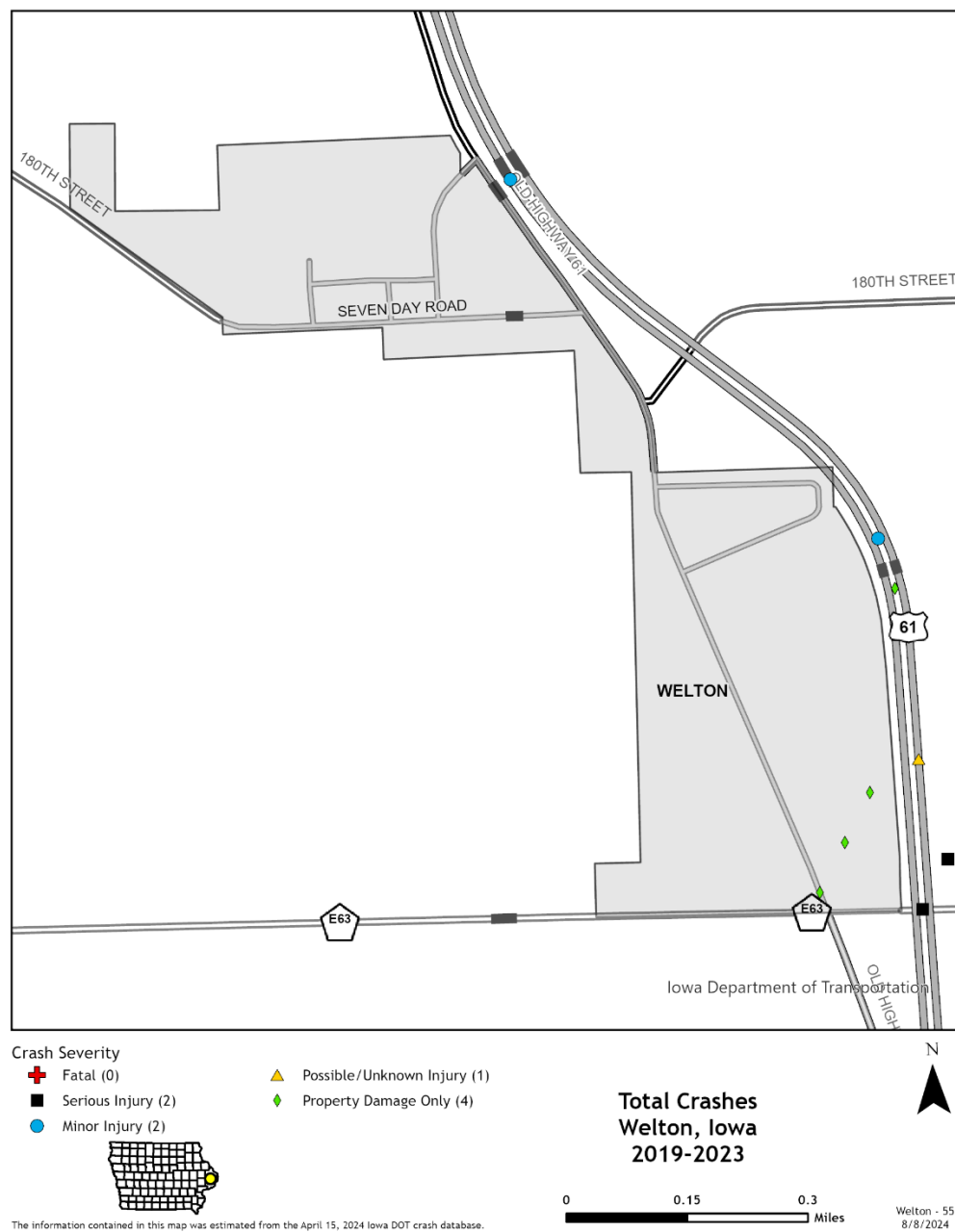


Figure 127. City of Welton Crashes by Severity, 2019 - 2023

Corridor Review

Table 133 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 133. City of Welton, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
7 Day Rd	None	None	25	80	-	Parallel both sides	22
Kershaw St	None	None	25	35	-	Parallel both sides	16
Welton Iron St	None	None	25	40	-	Parallel both sides	12
Berst St	None	None	25	20	-	Parallel both sides	16
Barker St	None	None	25	289	-	Parallel both sides	16

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Wheatland

Population

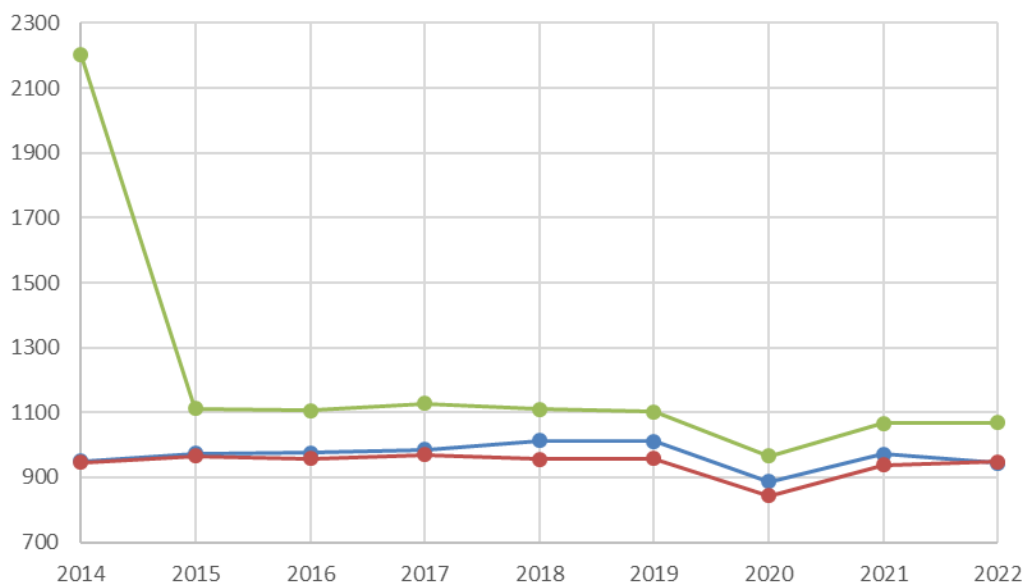
722 (Source: 2020 Census)

Traffic and Crash Trends

Table 134 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 128 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. The city VMT was consistently below the statewide average and above the regional average throughout the period. US 30 accounts for approximately 18 percent of the total city VMT.

Table 134. City of Wheatland, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		136	814	814	950
2015		138	836		974
2016		140	835		975
2017		142	843		985
2018		183	830		1,013
2019		184	827		1011
2020		163	724		887
2021		179	792		971
2022		169	776		945



City Region Statewide

Figure 128. City of Wheatland VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 135 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 22 crashes were reported, involving 51 occupants. Among these, there was four possible injury and two unknown injuries.

Table 135. City of Wheatland, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	950	974	975	985	1,013	1,011	887	971	945
Crashes	3	3	5	2	3	2	2	1	1
Crash Rate/Million VMT	315.79	308.01	512.82	203.05	296.15	197.82	225.48	102.99	105.82

Figure 129 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate was variable throughout the period -- and greater than the statewide and regional averages -- with a peak in 2016, followed by a general decline through 2022.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

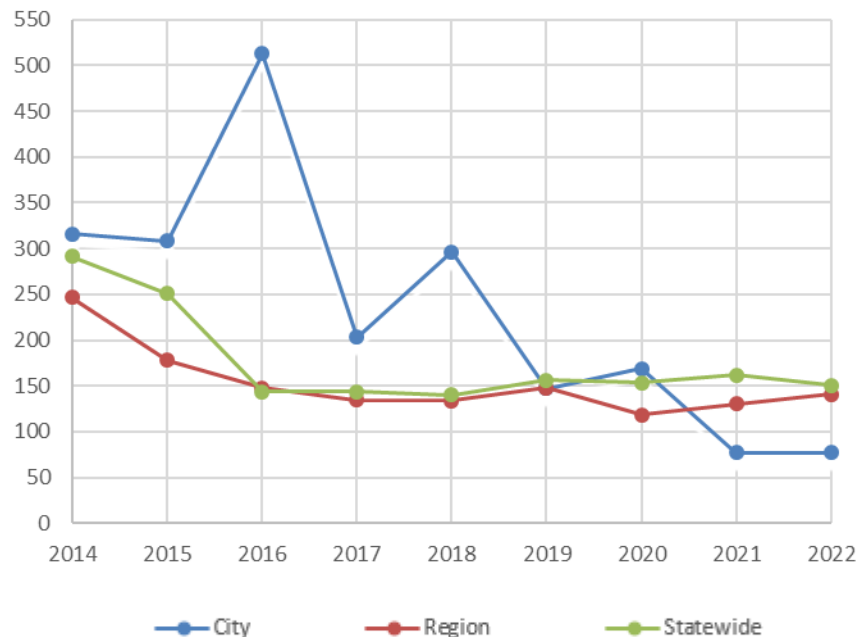


Figure 129. City of Wheatland Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 130 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 22 reported crashes in the area, including three minor injury. Several of the crashes, including the injury crashes, were located along US 30 which borders the south corporate limits and is not formally located within the city. Nine of the crashes occurred at the intersection of US 30 and Toronto Street.

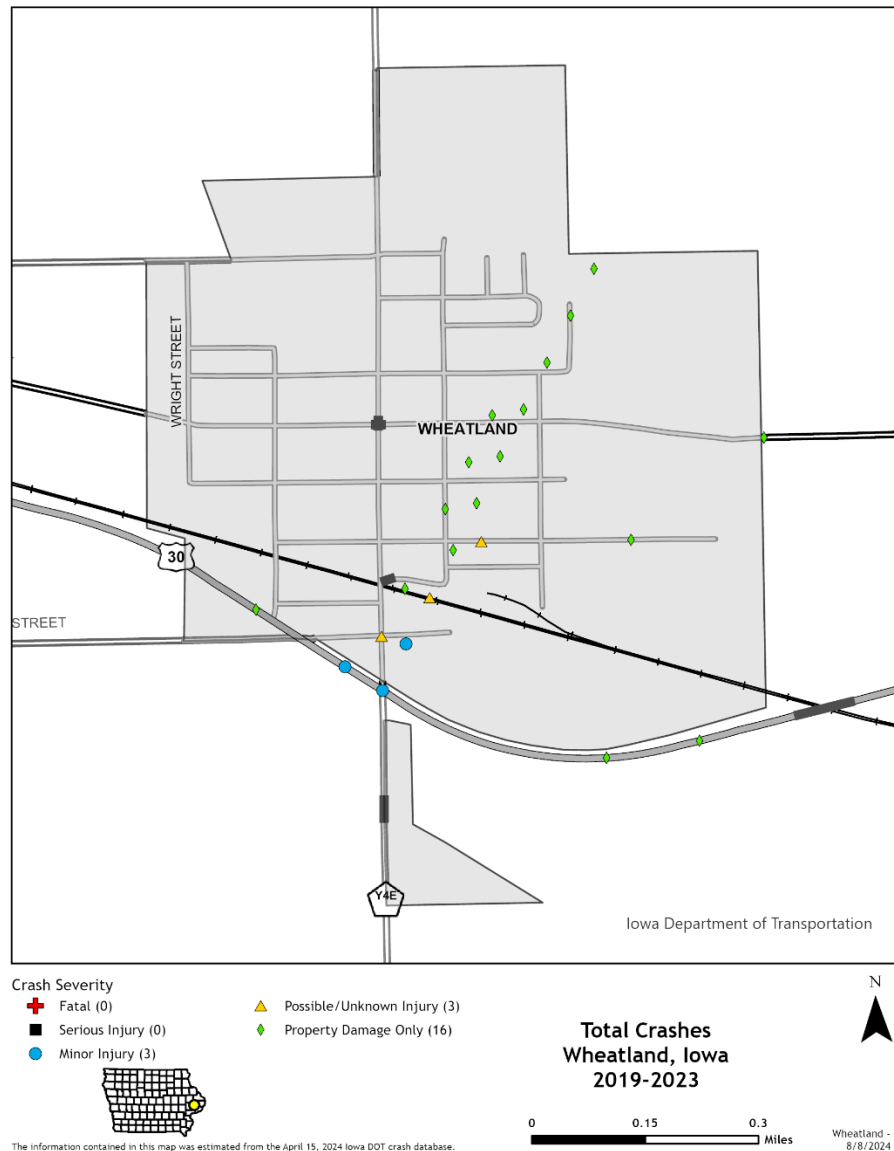


Figure 130. City of Wheatland Crashes by Severity, 2019 - 2023

Corridor Review

Table 136 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 136. City of Wheatland, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
N Toronto St	Present in some sections on one side	None	55	460	-	Parallel both sides	22
S Toronto St	Present in some sections on one side	None	25	870	-	Parallel both sides	22
E Buchanan St	None	None	25	289	-	Parallel both sides	11
W Buchanan St	None	None	25	45	-	Parallel both sides	24
E Vine St	Present on both sides	None	25	289	-	Parallel both sides	22
W Vine St	None	None	25	289	-	Parallel both sides	20
E Lincolnway St	Present on both sides	None	25	510	-	Parallel both sides	18
W Lincolnway St	Present on both sides	None	25	340	-	Parallel both sides	18
N Williams St	Present in some sections on one side	None	25	420	-	Parallel both sides	20
S Williams St	Present in some sections on both sides	None	25	420	-	Parallel both sides	20
Jackson St Pl	None	None	25	486	-	Parallel both sides	18
Madison St	None	None	25	289	-	Parallel both sides	20
E Jefferson St	Present on one side	None	25	289	-	Parallel both sides	24
W Jefferson St	Present on one side	None	25	130	-	Parallel both sides	24
N Bennett St	Present on both sides	None	25	289	-	Parallel both sides	22
S Bennett St	Present on both sides	None	25	289	-	Parallel both sides	22
Memorial Dr	None	None	25	289	-	Parallel both sides	16
Iowa St	Present in some sections on one side	None	25	289	-	Parallel both sides	22
E High St	Present in some sections on one side	None	25	289	-	Parallel both sides	22
E Park Rd	Present on one side	None	25	289	-	Parallel one side – no parking other side	22
W Park Rd	None	None	55	50	-	Parallel both sides	22
Terrace Dr	None	None	25	289	-	No parking posted	40
Meadow Ln	None	None	25	289	-	Parallel both sides	40
N Wright St	None	None	25	289	-	Parallel both sides	18
S Wright St	Present on one side	None	25	289	-	Parallel both sides	18
E Washington St	Present on both sides	None	20	289	-	Parallel both sides	34
W Washington St	Present on both sides	None	25	289	-	Parallel both sides	24
N Main St	Present on both sides	None	25	340	-	Parallel both sides	24
S Main St	Present on both sides	None	20	720	-	Parallel one side – diagonal other side	52
North St	None	None	25	51	-	Parallel both sides	31

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Worthington

Population

381 (Source: 2020 Census)

Traffic and Crash Trends

Table 137 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 131 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 100 and 1,000. Iowa 136 represented approximately 70 percent of the total VMT.

Table 137. City of Worthington, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	227	484	228	455	939
2015	227	758	234		1219
2016		498	459		957
2017		662	402		1,064
2018		662	394		1,056
2019		667	394		1061
2020		590	345		935
2021		784	356		1,140
2022		786	356		1,142

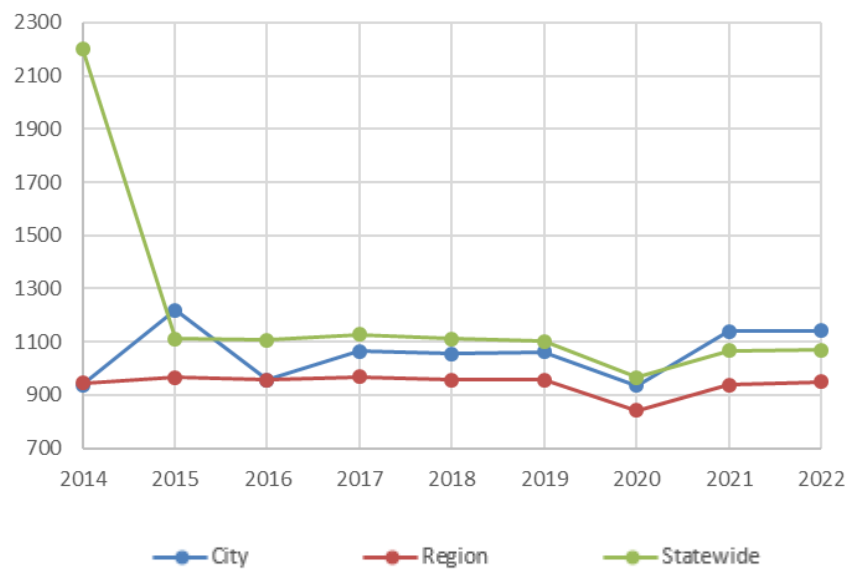


Figure 131. City of Worthington VMT Comparison, Population 100 to 1000, 2014 - 2022

Table 135 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 14 crashes were reported, involving 21 occupants. Among these, there was one possible injury.

Table 138. City of Worthington, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	939	1,219	957	1,064	1,056	1,061	935	1,140	1,142
Crashes	2	4	1	2	2	2	0	0	1
Crash Rate/Million VMT	212.99	328.14	104.49	187.97	189.39	188.50	0.00	0.00	87.57

Figure 132 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 100 and 1,000. The crash rate fluctuates throughout the period, peaking in 2015 and then showing a downward trend, reaching zero in 2020 before rising slightly in 2022.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

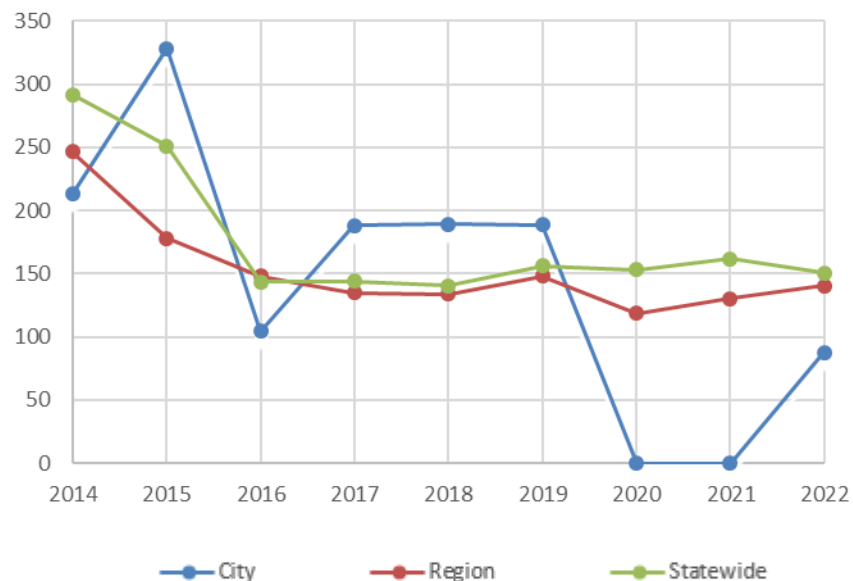


Figure 132. City of Worthington Crash Rate (Crashes per 100M VMT) Comparison, Population 100 to 1000, 2014 - 2022

Figure 133 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were seven reported crashes in the area, including one minor injury. The majority of the crashes were located along Iowa 136, with three near the north corporate limit.

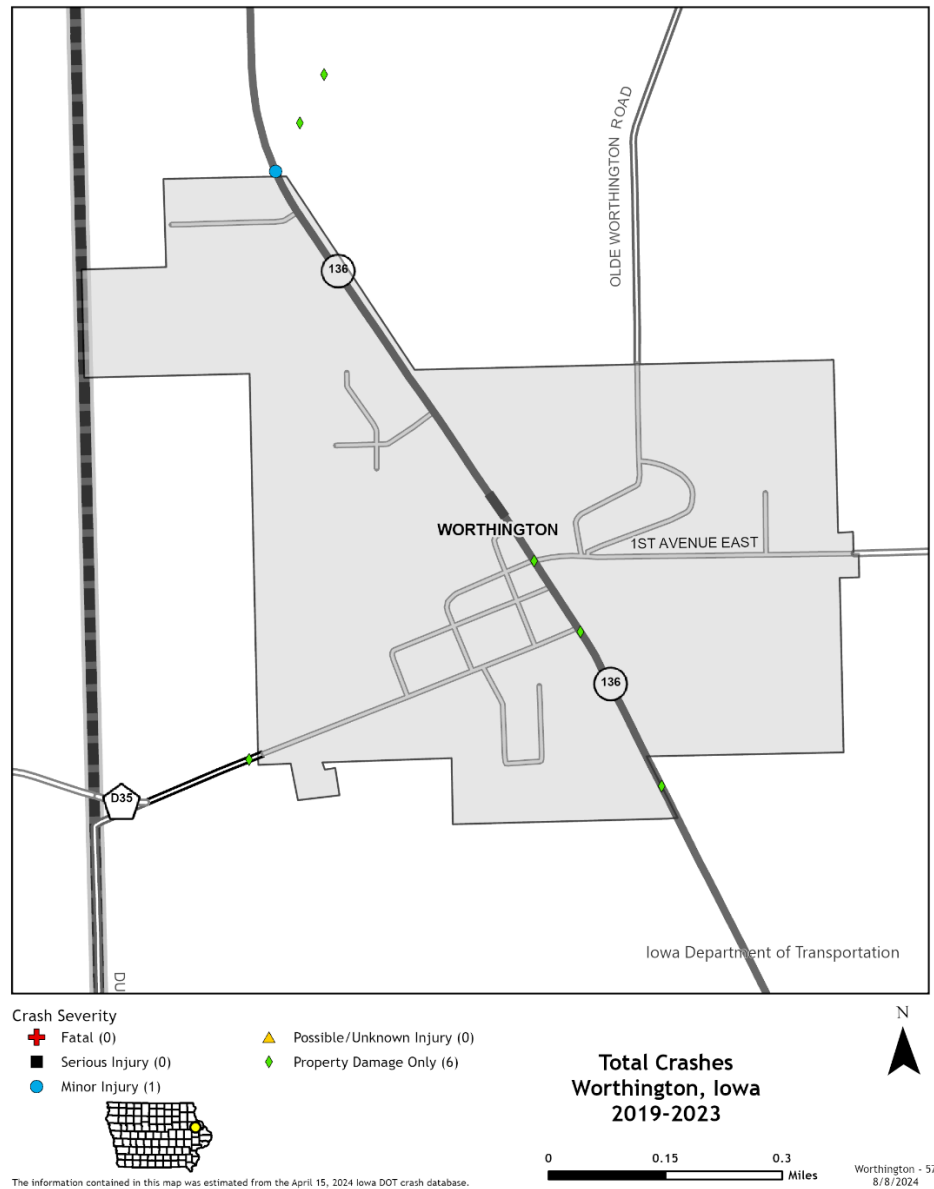


Figure 133. City of Worthington Crashes by Severity, 2019 - 2023

Corridor Review

Table 139 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 139. City of Worthington, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
1 st Ave E	None	None	25	670	-	No parking is posted	30
2 nd St NE	None	None	25	80	-	Parallel both sides	23

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Park Dr	Present in some sections on one side	None	25	220	-	Parallel one side – diagonal other side	27
3rd St NE	None	None	25	289	-	Parallel both sides	25
4 th Ave NW	None	None	25	289	-	Parallel both sides	66
2 nd St NW	None	None	25	289	-	Parallel both sides	66
Pine St	None	None	25	289	-	Parallel both sides	26
Gibb St	None	None	25	289	-	Parallel both sides	26
3 rd Street West Ct	None	None	25	289	-	Parallel one side – no parking other side	26
3 rd Ave SW	Present on both sides	None	25	640	-	Parallel both sides	35
Sand Springs Rd	None	None	25	470	-	Parallel both sides	20
4 th St W	Present on both sides	None	25	45	-	Parallel both sides	28
2 nd St NW	Present on both sides	None	25	260	-	Parallel both sides	29
2 nd Ave SW	Present on one side	None	25	45	-	Parallel one side – diagonal other side	41
1 st Ave W	Present on one side	None	25	370	-	Parallel one side – diagonal other side	53
8 th Ave NW	None	None	25	50	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

Cities with a Population Between 1,001 and 2,999

Regional and Statewide Trends

Table 140 presents annual vehicle miles traveled, crash frequencies and crash rates for the five cities within ECIA with a population between 1,001 and 2,999. Regional values and trends may be compared to Table 141, which presents statewide annual vehicle miles traveled, crash frequencies and crash rates for the cities with a population between 1,001 and 2,999.

Table 140. Estimated VMT (1,000s) and Crash Data for Cities within the ECIA Region, Population Between 1001 and 2999, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	26,863	27,332	27,043	29,360	30,165	30,241	26,954	32,244	32,249
Average Regional City VMT	5,372	5,466	5,408	5,872	6,033	6,048	5,390	6,448	6,449
Crash Frequency	70	46	42	35	32	43	33	45	39
Average Regional Crash Rate	260.58	168.30	155.31	119.21	106.08	142.19	122.43	139.56	120.93

Table 141. Estimated Crash and VMT (1,000s) Data for Cities Statewide, Population Between 1001 and 2999, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	73,158	74,677	74,607	76,387	76,258	76,138	67,026	74,491	74,865
Average Statewide City VMT	4,813	4,913	4,908	5,026	5,017	5,009	4,410	4,901	4,925
Crash Frequency	1,800	1,915	1,435	1,373	1,499	1,592	1,352	1,487	1,497
Average Statewide Crash Rate	246.04	256.44	192.34	179.74	196.57	209.09	201.71	199.62	199.96

Beginning in 2015, the statewide crash rates were consistently higher than the regional rates. Please note that inaccuracies may exist in the 2014 data. Therefore, emphasis should be placed on the data from 2015 to 2022.

City of Cascade

Population

2,386 (Source: 2020 Census)

Traffic and Crash Trends

Table 142 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 134 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 1,001 and 2,999. The city VMT was generally between the regional and statewide averages, being higher than the regional average for comparable cities. This is likely due in part to the city population being near the upper range of comparison sites. Only approximately 15 percent of the city VMT was on a primary road.

Table 142. City of Cascade, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		881	4,307	4,307	5,188
2015		889	4,423		5,312
2016		780	4,424		5,204
2017		676	4,442		5,118
2018		677	4,353		5,030
2019		681	4,335		5,016
2020		602	3,793		4,395
2021		793	4,465		5,258
2022		794	4,461		5,255

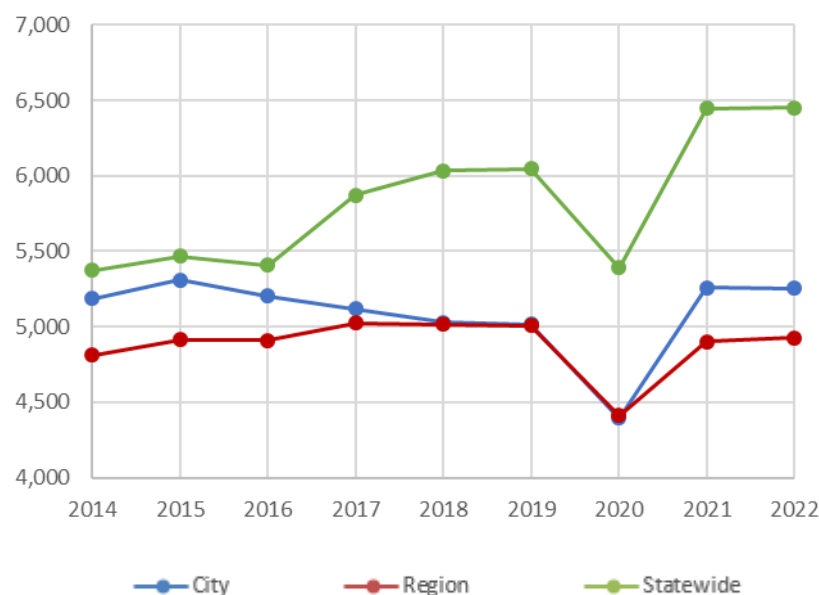


Figure 134. City of Cascade VMT Comparison, Population 1001 to 2999, 2014 - 2022

Table 143 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 77 crashes were reported. The average number of crashes reported annually beginning in 2016 was fairly consistent at approximately seven.

Table 143. City of Cascade, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	5,188	5,312	5,204	5,118	5,030	5,016	4,395	5,258	5,255
Crashes	13	14	9	7	5	7	8	7	7
Crash Rate/Million VMT	250.58	263.55	172.94	136.77	99.40	139.55	182.03	133.13	133.21

Figure 135 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 1,001 and 2,999. The crash rate fluctuates throughout the period but is generally below the statewide average and above the regional average. The rate declined for the first part of the analysis period before gradually increasing until 2020. As mentioned previously, the crash frequency was fairly consistent beginning in 2016.

Due to the limited crash experience, and generally low exposure, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

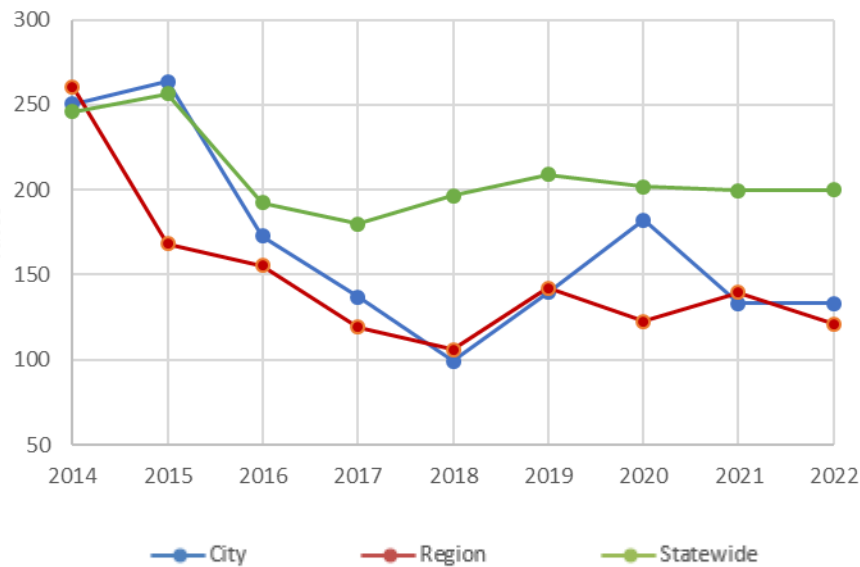


Figure 135. City of Cascade Crash Rate (Crashes per 100M VMT) Comparison, Population 1001 to 2999, 2014 - 2022

Figure 136 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 51 reported crashes in the area, all of which were low severity. A single stack of crashes is presented at/near the intersection of Iowa 136 and 1st Ave. Two other crash stacks are located along Iowa 136 north of this intersection. Crashes along

several local streets are also presented as well as crashes along US 151, which borders the northern corporate limits of the city of portions of the city.

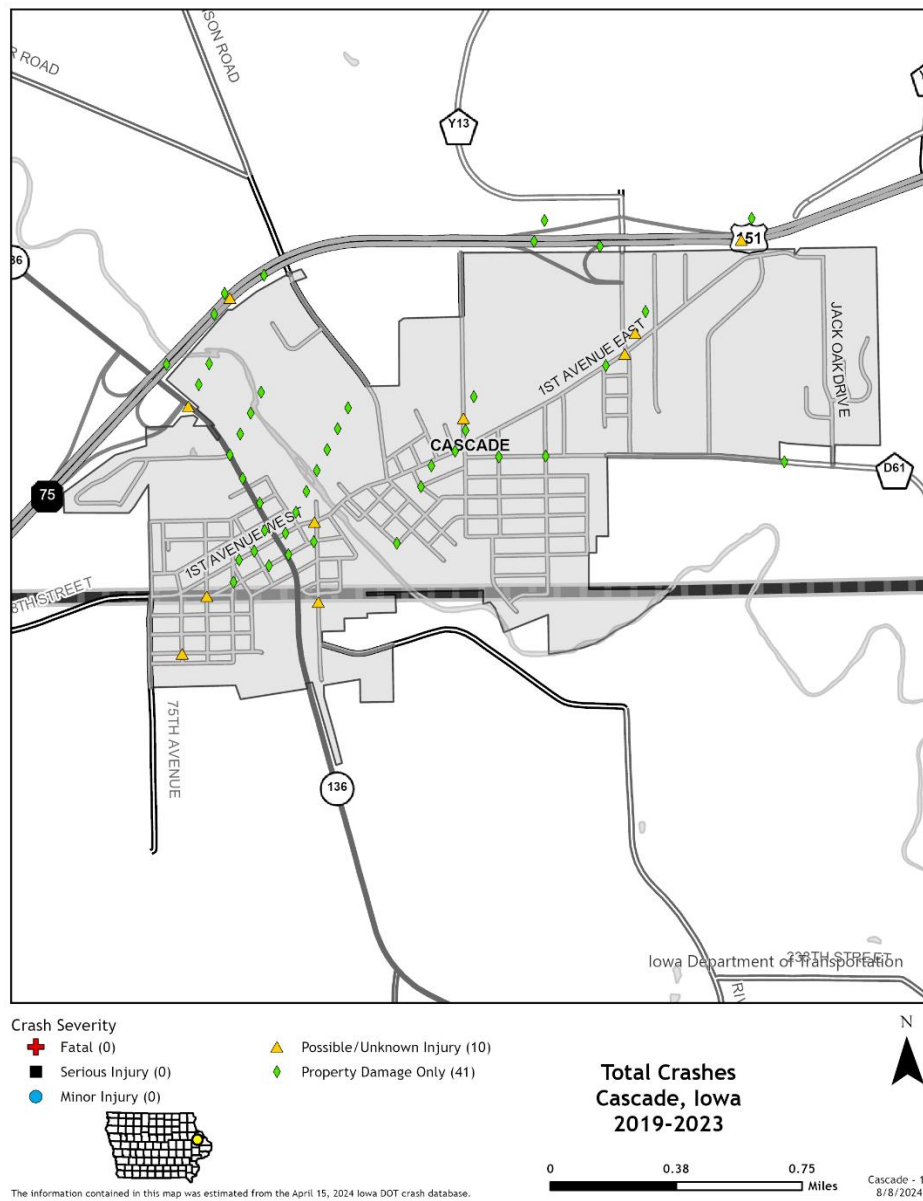


Figure 136. City of Cascade Crashes by Severity, 2019 - 2023

Corridor Review

Table 144 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 144. City of Cascade, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
1ST AVENUE EAST, E	Present in some sections	none	35-55	720	null	No parking posted	24 with r-8 & l w of 8
INDUSTRIAL PARK ROAD, N	None	none	45	3780	null	No parking posted	24 with r-12 & l w of 12
MONROE STREET NORTHEAST	None	none	55	450	null	Parallel on both sides	24 with r-2 & l w of 2
ADAMS STREET SOUTHEAST	None	none	25	486	null	Parallel on both sides	28
2ND AVENUE SOUTHEAST	None	none	25	810	null	Parallel on both sides	30
3RD AVENUE SOUTHEAST	None	none	25	289	null	Parallel on both sides	30
4TH AVENUE SOUTHEAST	None	none	25	289	null	Parallel on both sides	30
5TH AVENUE SOUTHEAST	None	none	25	289	null	Parallel on both sides	30
6TH AVENUE SOUTHEAST	none	none	25	289	null	Parallel on both sides	30
7TH AVENUE SOUTHEAST	none	none	25	289	null	Parallel on both sides	30
8TH AVENUE SOUTHEAST	None	None	25	289	null	Parallel on both sides	30
DILLON STREET SOUTHEAST	none	none	25	289	null	Parallel on both sides	28
PIERCE STREET SOUTHWEST	Present in some sections	none	25	981	null	Parallel on both sides	28
MONROE STREET SOUTHEAST	Present on one section	none	25	720	null	Parallel on both sides	29
2ND AVENUE SOUTHEAST	none	none	25	289	null	Parallel on both sides	18 with r-2 & l w of 2
TYLER STREET NE	Present in some sections towards the school	none	25	510	null	Parallel on both sides	20 with r-1 & l w of 1
BUCHANAN STREET SOUTHWEST	Present in some sections	none	25	250	null	Parallel on both sides	20 with r-1 & l w of 1
2ND AVENUE SOUTHWEST	Present	present	25	420	null	Parallel on both sides	29
GRANT STREET NORTHWEST	Present	none	25	289	null	Parallel on both sides	27
HAYES STREET SOUTHWEST	none	none	25	289	null	Parallel on both sides	22 with r-1 & l w of 1
3RD AVENUE NORTHWEST	Present in some sections	Present in some sections	25	640	null	Parallel on both sides	35
ARTHUR STREET SOUTHWEST	Present in some sections	none	25	289	null	Parallel on both sides	28
CLEVELAND STREET NORTHWEST	none	none	25	289	null	Parallel on both sides	30
75TH AVENUE- MC	None	none	55	150	null	null	24 with r-2 & l w of 2

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
KINLEY STREET SOUTHWEST							

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Bellevue

Population

2,363 (Source: 2020 Census)

Traffic and Crash Trends

Table 145 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 137Figure 134 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 1,001 and 2,999. The city VMT was greater than the regional and statewide averages, likely due to its population (near upper range of comparable sites) and contribution of traffic from US 52 and Iowa 62. These roadways account for nearly 75 percent of the traffic in the city.

Table 145. City of Bellevue, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		5,902	1,979	1,979	7,881
2015		5,944	2,030		7,974
2016		6,052	2,068		8,120
2017		5,828	2,136		7,964
2018		5,844	2,061		7,905
2019		5,885	2,056		7,941
2020		5,206	1,789		6,995
2021		5,706	1,916		7,622
2022		5,722	1,915		7,637

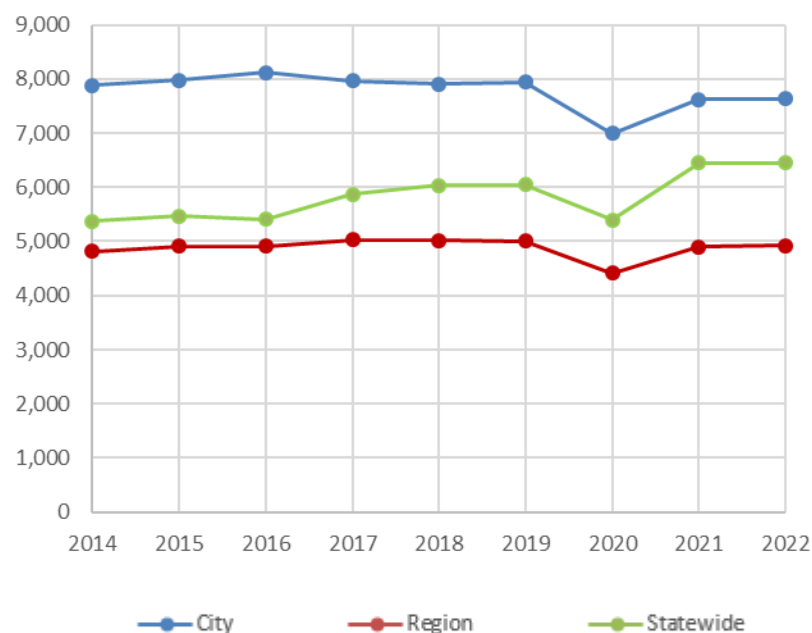


Figure 137. City of Bellevue VMT Comparison, Population 1001 to 2999, 2014 - 2022

Table 146 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 103 crashes were reported; however, the 2014 crash total may not be accurate. The average number of crashes reported annually beginning in 2015 was fairly consistent at approximately nine.

Table 146. City of Bellevue, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	7,881	7,974	8,120	7,964	7,905	7,941	6,995	7,622	7,637
Crashes	29	9	14	12	10	6	2	11	10
Crash Rate/Million VMT	367.97	112.87	172.41	150.68	126.50	75.56	28.59	144.32	130.94

Figure 138 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 1,001 and 2,999. As noted previously, the crash frequency in 2014 may not be accurate, resulting in a high crash rate in that year. Beginning in 2015, the crash rate fluctuates around the regional average, with a low in 2020. The rate was consistently below the statewide average.

Caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

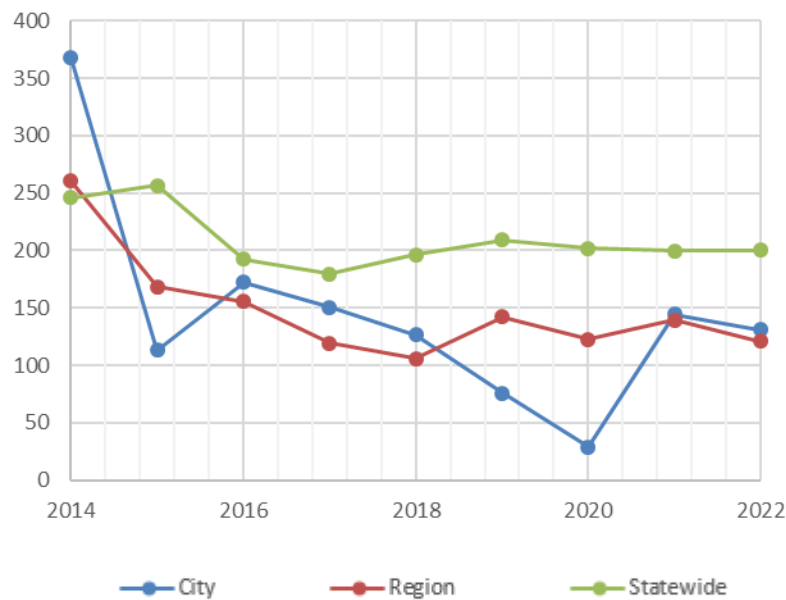


Figure 138. City of Bellevue Crash Rate (Crashes per 100M VMT) Comparison, Population 1001 to 2999, 2014 - 2022

Figure 139 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 42 reported crashes in the area, including eight minor injury crashes. Many crashes of the crashes are located along the Iowa 62 and US corridors, which carry the most traffic in the city.

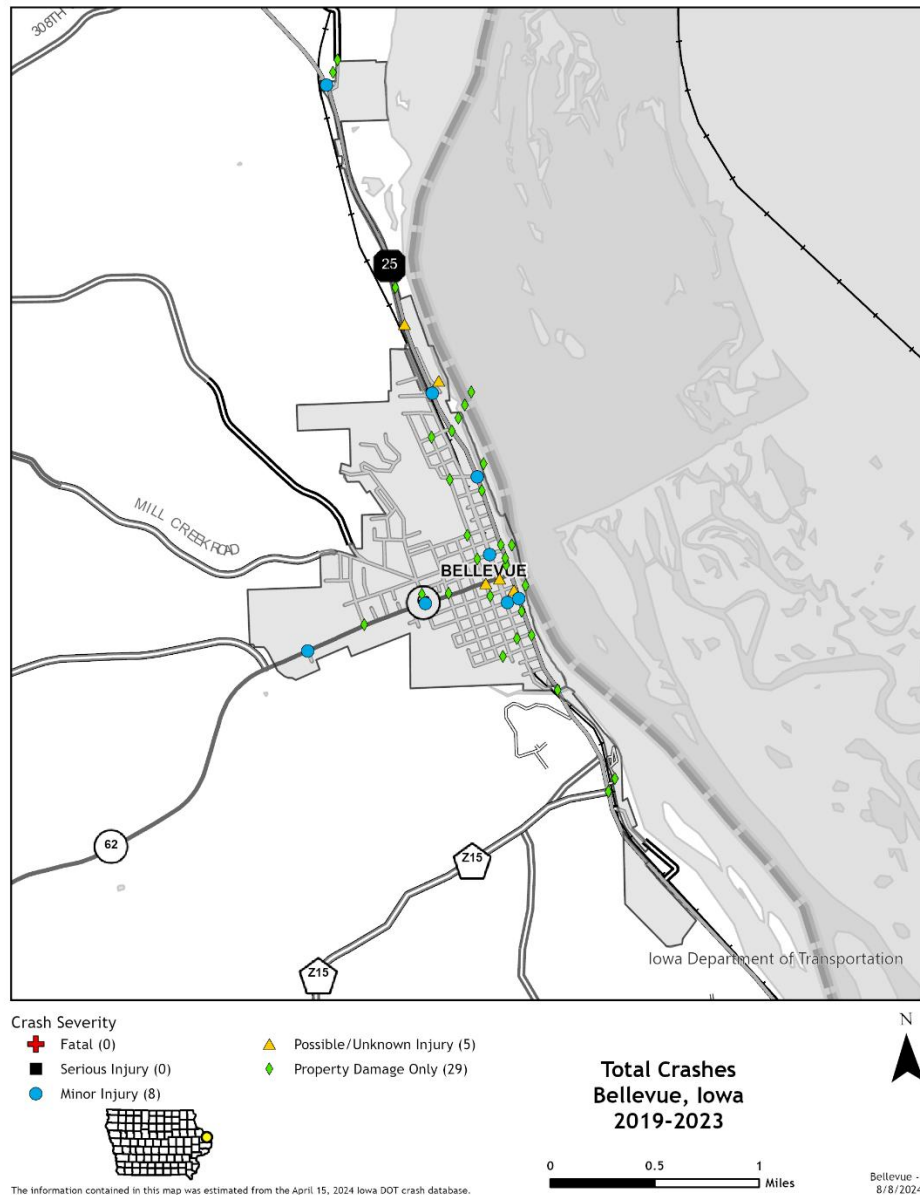


Figure 139. City of Bellevue Crashes by Severity, 2019 - 2023

Corridor Review

Table 147 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 147. City of Bellevue, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
PARK STREET, E	Present	Present	25	300	null	Parallel on both sides	28

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
MILL CREEK ROAD, E	none	None	40	620	null	Parallel on both sides	27
NORTH 7TH STREET, N	None	None	15	730	null	Parallel on both sides	35
SPRING STREET, E	Present in some sections	None	25	580	null	Parallel on both sides	30
NORTH 6TH STREET, N	None	none	15	464	null	Parallel on both sides	35
FRANKLIN STREET, E	Present	Present	25	438	null	3	31 with r-1 & l-1
NORTH 4TH STREET, N	Present	none	15	378	null	Parallel on both sides	30
NORTH 3RD STREET, S	Present in some sections	None	25	677		Parallel on both sides	30
MARKET ST	Present	present	25	294		Parallel on both sides	36
COURT STREET, E	Present	None	25	287	null	Parallel on both sides	29
Jefferson Street	Present	none	25	540		Parallel on both sides	30
Chestnut Street	Present	present	25	540		Parallel on both sides	34
Church street	None	none	25	530		Parallel on both sides	34
Vine Street	None	none	25	450	null	Parallel on both sides	30
Rose Street	None	none	25	810	null	Parallel on both sides	35
Elm Street	None	none	25	52	null	Parallel on both sides	27 w r-1 & l-1
Porter's Drive	Present	present	25	357	null	No parking posted	26
High Street	Present in some sections	None	25	320	null	Parallel on both sides	35
Jefferson Avenue			25	287	null	Parallel on both sides	35
NORTH 2ND STREET, S			20	603	null	Parking on one side	14- 2L median width 11
NORTH 2ND STREET, N			25	1200	null	Parking on one side	14- 2L median width 11

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Epworth

Population

2,023 (Source: 2020 Census)

Traffic and Crash Trends

Table 148 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 137Figure 134 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 1,001 and 2,999. The city VMT was consistently below the regional and statewide averages, likely in part due to no primary road entirely traversing the city.

Table 148. City of Epworth, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014			2,416	2,416	2,416
2015			2,481		2,481
2016			2,470		2,470
2017			3,779		3,779
2018			4,787		4,787
2019			4,795		4,795
2020			4,212		4,212
2021			4,955		4,955
2022			4,953		4,953

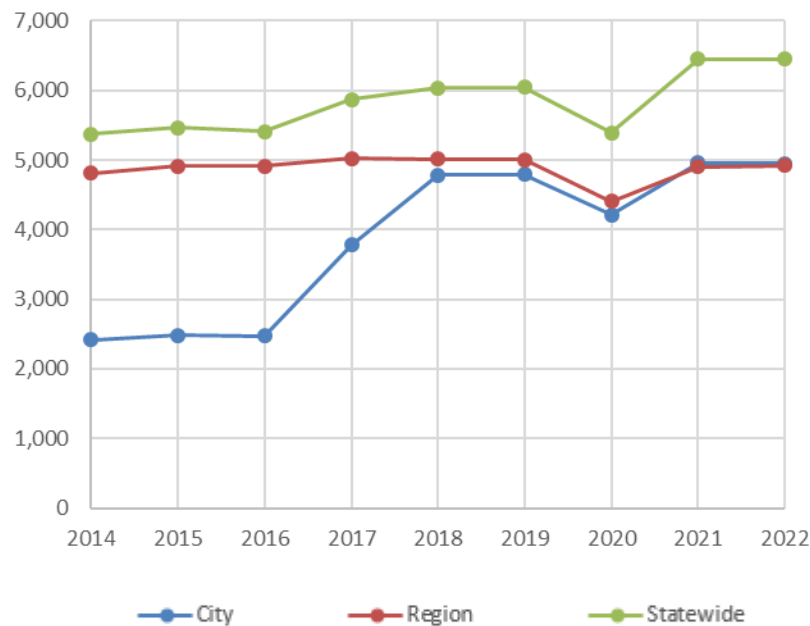


Figure 140. City of Epworth VMT Comparison, Population 1001 to 2999, 2014 - 2022

Table 149 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 47 crashes were reported. The average number of crashes reported annually throughout the period was fairly consistent at approximately five, which does not include crashes along portions of US 20.

Table 149. City of Epworth, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	2,416	2,481	2,470	3,779	4,787	4,795	4,212	4,955	4,953
Crashes	4	4	6	6	2	8	5	6	6
Crash Rate/Million VMT	165.56	161.23	242.92	158.77	41.78	166.84	118.71	121.09	121.14

Figure 141 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 1,001 and 2,999. The crash rate generally fluctuated around the regional average, with a high in 2016 (also above the statewide average) and low in 2018. The rate was consistently below the statewide average. The year of the highest rate was also the year before a notable increase in city VMT.

Caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

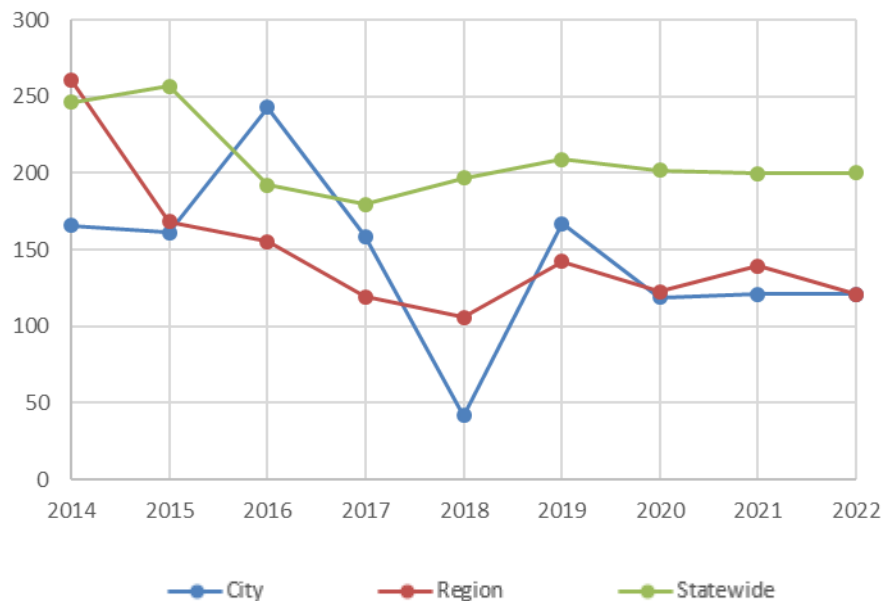


Figure 141. City of Epworth Crash Rate (Crashes per 100M VMT) Comparison, Population 1001 to 2999, 2014 - 2022

Figure 142 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 47 reported crashes in the area, including five minor injury crashes. Several of these crashes were located along US 20 which borders the corporate limits to the south. Portions of US 20 also pass through the city.



Figure 142. City of Epworth Crashes by Severity, 2019 - 2023

Corridor Review

Table 150 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 150. City of Epworth, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
CENTER AVENUE	present	none	25	1470	null	Parallel on both sides	40

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
2 nd STREET NORTHWEST	Present on one side	None	25	300	null	Parallel on both sides	30
2ND STREET NORTHEAST	Present on one side	None	25	230	null	Parallel on both sides	30
1ST AVENUE NORTHEAST	None	None	25	290	null	Parallel on both sides	22 w r-2 l-2
1ST AVENUE NORTHWEST	None	none	25	630	null	Parallel on both sides	30
MAIN STREET WEST	Present	present	25	1980	null	Parallel on both sides	40
4 th AVENUE COURT SOUTHWEST,	Present on one side	None	25	289	null	Parallel on both sides	30
3 rd AVENUE SOUTHWEST	Present	none	25	289	null	Parallel on both sides	30
1ST STREET SOUTHWEST	Present	none	25	490	null	Parallel on both sides	30
PARK AVENUE	Present	none	25	289	null	Parallel on both sides	30
SEMINARY AVENUE	Present	present	25	289	null	Parallel on both sides	30
5 th AVENUE SOUTHWEST	Present	present	25	670	null	Parallel on both sides	40
JACOBY DRIVE WEST	Present	present	45	480	null	No parking posted	24 w r-10 and l-8

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Peosta

Population

1,908 (Source: 2020 Census)

Traffic and Crash Trends

Table 151 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 143Figure 134 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 1,001 and 2,999. The city VMT was consistently below the regional and statewide averages, likely in part due to no primary road entirely traversing the city. US 20 does border the southern corporate limits.

Table 151. City of Peosta, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014			1,635	1,635	1,635
2015			1,680		1,680
2016			1,532		1,532
2017			2,123		2,123
2018			2,151		2,151
2019			2,142		2,142
2020			2,240		2,240
2021			3,783		3,783
2022			3,780		3,780

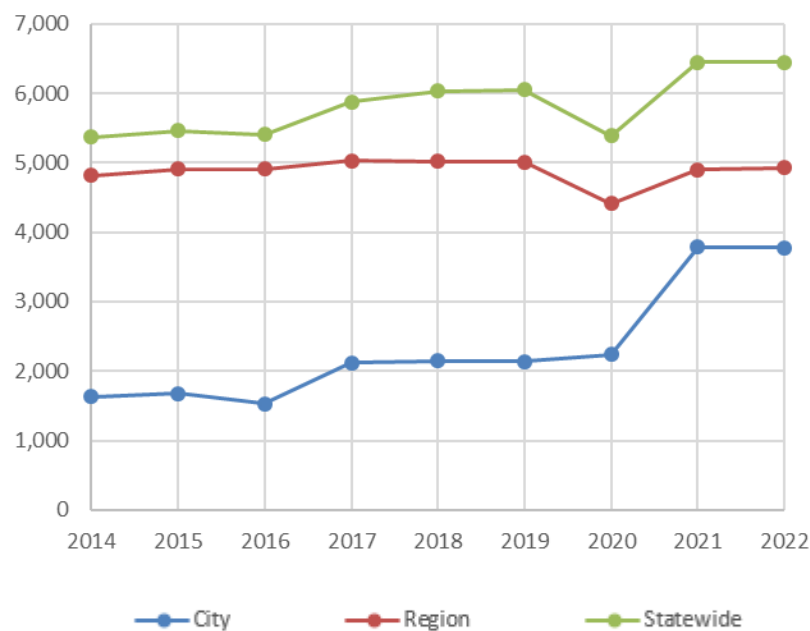


Figure 143. City of Peosta VMT Comparison, Population 1001 to 2999, 2014 - 2022

Table 152 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 66 crashes were reported. The average number of crashes reported annually throughout the period was fairly consistent at approximately seven, which does not include crashes along portions of US 20.

Table 152. City of Peosta, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	1,635	1,680	1,532	2,123	2,151	2,142	2,240	3,783	3,780
Crashes	10	11	7	5	6	8	8	8	3
Crash Rate/Million VMT	611.60	654.76	456.92	235.50	278.94	373.48	357.14	211.47	79.37

Figure 144 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 1,001 and 2,999. The crash rate fluctuated during the analysis period and was above both the region and statewide averages until 2022. The rate also began decreasing in 2019.

Due to the limited crash experience, and generally low exposure, especially with respect to comparison cities, the limited data makes it difficult to draw robust conclusions about the overall safety of the city's road network. Therefore, caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

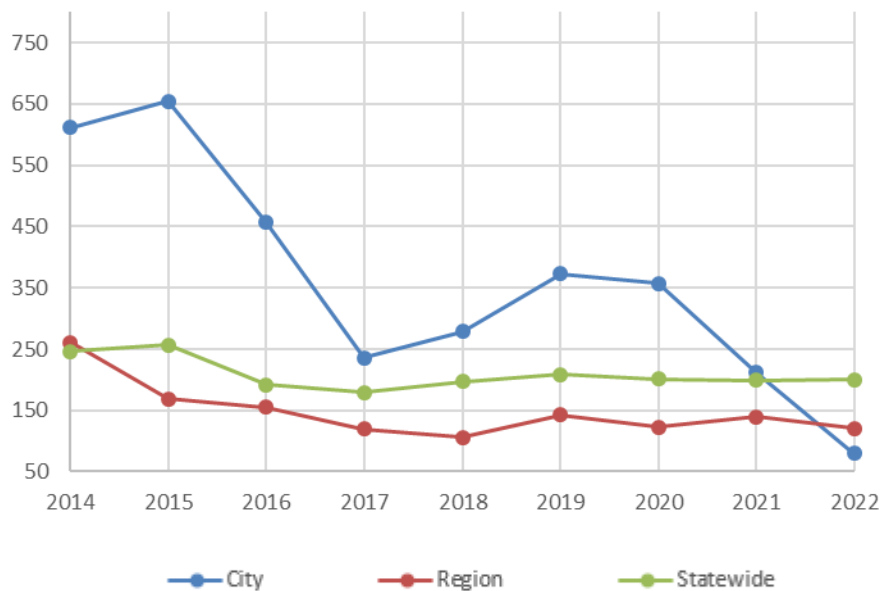


Figure 144. City of Peosta Crash Rate (Crashes per 100M VMT) Comparison, Population 1001 to 2999, 2014 - 2022

Figure 145 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 47 reported crashes in the area, including five minor injury crashes. Several of these crashes were located along US 20 which borders the corporate limits to the south. Portions of US 20 also pass through the city.

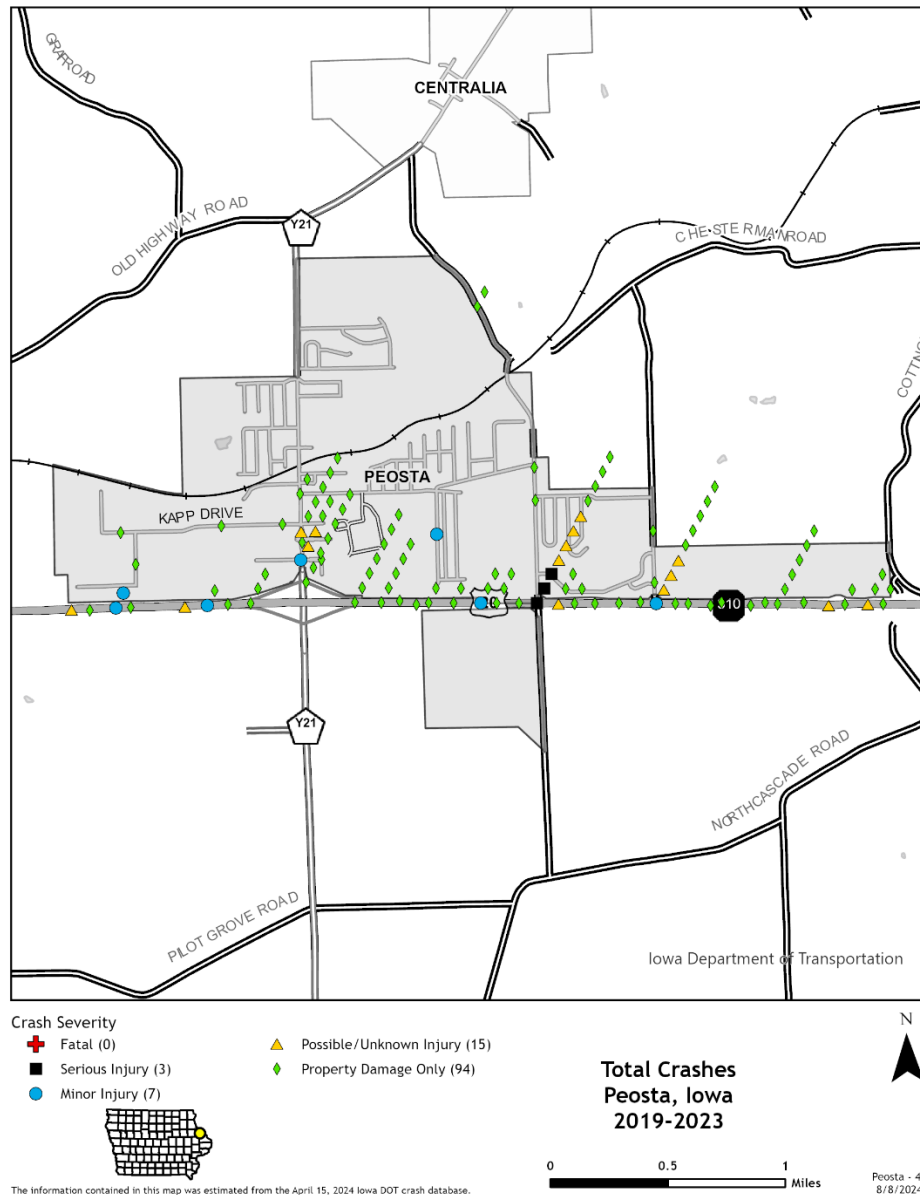


Figure 145. City of Peosta Crashes by Severity, 2019 - 2023

Corridor Review

Table 153 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 153. City of Peosta, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Peosta Street, S	present		35	2230	null	No parking posted	22 with r-3 & l w of 1

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
Royal Oaks Drive	None	None	25	890	null	Parallel on both sides	30
Julissa Drive	None	None	25	290	null	Parallel on both sides	30
Melinda Drive	None	none	25	290	null	Parallel on both sides	30
Missy Drive	None	none	25	290	null	Parallel on both sides	24
Vine Street	None	none	25	290	null	Parallel on both sides	24 with r- 1 & l- 1
Kapp Drive	None	None	25	3730	null	No parking posted	24 with r- 6 & l- 6
Kapp Court	None	none	25	289	null	No parking posted	24 with r- 10 & l- 2
Burds Road	Present on one side	none	25	2090	null	Parallel on both sides	24 with r- 1 & l- 1
KALB RIDGE STREET	None	none	25	250	null	Parallel on both sides	32
ELM RIDGE STREET	None	None	25	290	null	Parallel on both sides	30
HICKORY RIDGE STREET	None	None	25	290	null	parallel on both sides	30
WALNUT RIDGE STREET	None	none	25	290	null	parallel on both sides	30
COX SPRINGS ROAD	none	none	55	2050	null	null	22 r-1 l-1
ANGELA JEAN CIRCLE	none	none	25	289	null	parallel on both sides	30
ULYANA DRIVE	None	none	25	289	null	parallel on both sides	30

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Farley

Population

1,766 (Source: 2020 Census)

Traffic and Crash Trends

Table 154 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 146Figure 134 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population between 1,001 and 2,999. The city VMT was consistently much greater than the regional and statewide averages, due in part to US 20 traversing the city and representing more than 70 percent of the total VMT.

Table 154. City of Farley, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		7,033	2,710	2,710	9,743
2015		7,102	2,783		9,885
2016		6,931	2,786		9,717
2017		7,362	3,014		10,376
2018		7,338	2,954		10,292
2019		7,403	2,944		10,347
2020		6,535	2,577		9,112
2021		7,601	3,025		10,626
2022		7,601	3,023		10,624

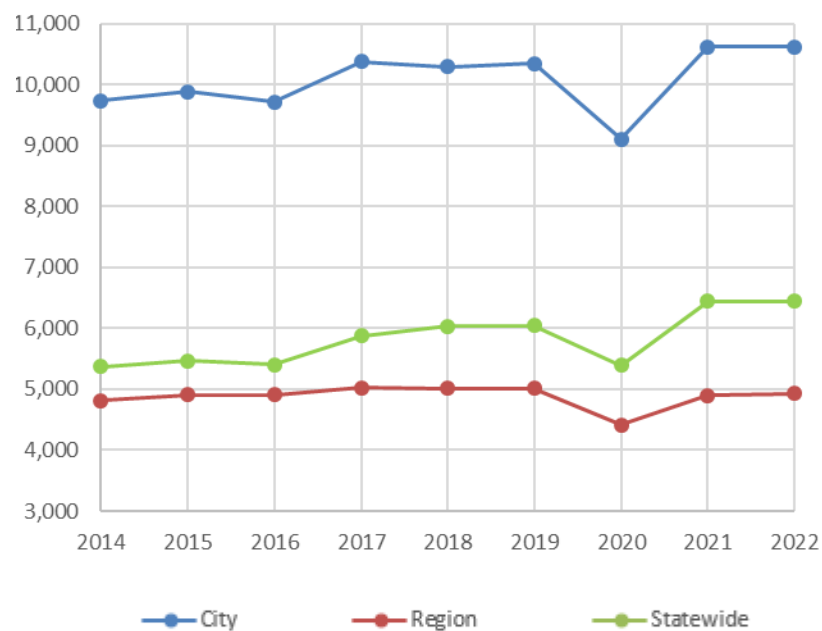


Figure 146. City of Farley VMT Comparison, Population 1001 to 2999, 2014 - 2022

Table 155 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 92 crashes were reported. The average number of crashes reported annually throughout the period was fairly consistent at approximately ten, which may not include some crashes along portions of US 20.

Table 155. City of Farley, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	9,743	9,885	9,717	10,376	10,292	10,347	9,112	10,626	10,624
Crashes	14	8	6	5	9	14	10	13	13
Crash Rate/Million VMT	143.69	80.93	61.75	48.19	87.45	135.30	109.75	122.34	122.36

Figure 147 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population between 1,001 and 2,999. The crash rate fluctuated during the analysis period, increasing from 2017 to 2022 before stabilizing. The rate was consistently below both the regional and statewide averages, likely in part due to the comparatively high exposure.

Caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

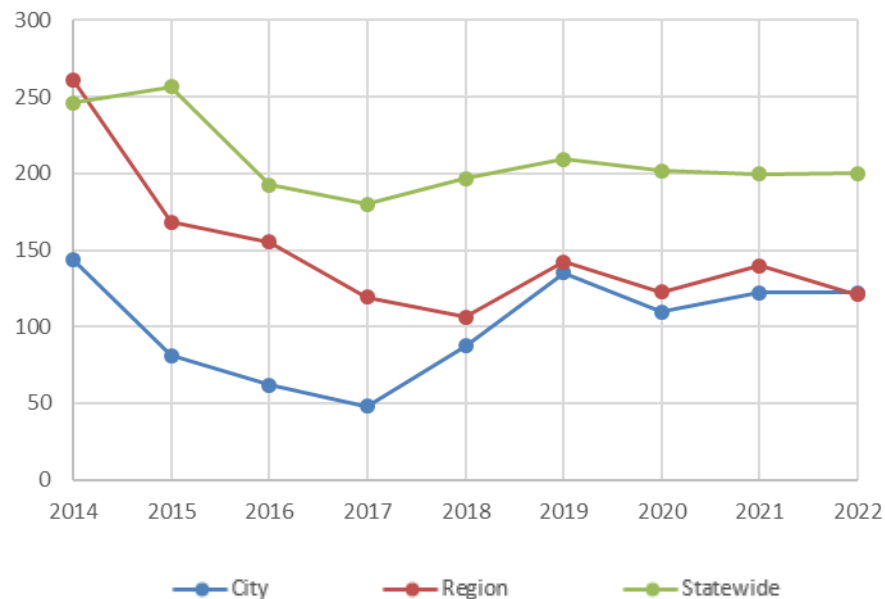


Figure 147. City of Farley Crash Rate (Crashes per 100M VMT) Comparison, Population 1001 to 2999, 2014 - 2022

Figure 148 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 67 reported crashes in the area, including one fatal crash, one minor injury crash and four minor injury crashes. All of the aforementioned injury crashes occurred along US 20, with the majority occurring at/near the

intersection with 1st Avenue NW. Several other less severe crashes also occurred at this intersection, as indicated by the stack.

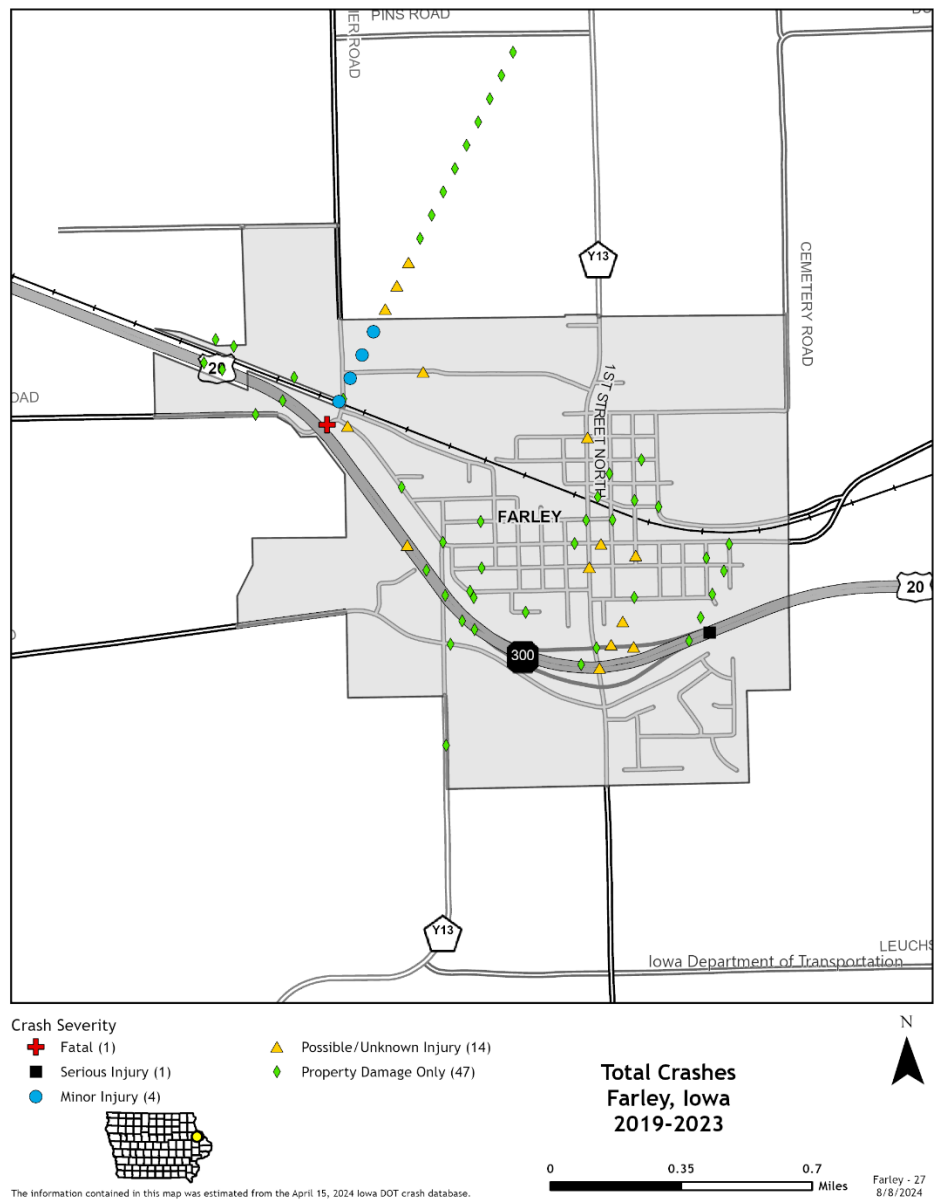


Figure 148. City of Farley Crashes by Severity, 2019 - 2023

Corridor Review

Table 156 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 156. City of Farley, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
JAMESMEIER ROAD	None	none	55	260	null	No parking posted	31 with r-3 & l w of 1
1ST AVENUE WEST	none	None	25	1420	null	Parallel on both sides	30
3RD AVENUE NORTHWEST	none	None	25	289	null	Parallel on both sides	30
7TH STREET NORTHWEST	none	none	25	289	null	Parallel on both sides	30
2ND AVENUE NORTHWEST	none	none	25	289	null	Parallel on both sides	30
2ND AVENUE SOUTHWEST	Present in some sections	none	25	289	null	Parallel on both sides	22 with r- 1 & l- 1
3RD AVENUE SOUTHWEST	Present on one side	none	25	410	null	Parallel on both sides	30
5TH STREET NORTHWEST	None	none	25	289	null	Parallel on both sides	18 with r-1 & l-1
4TH STREET NORTHWEST	None	None	25	289	null	Parallel on both sides	30
6TH AVENUE NORTHWEST	None	none	25	289	null	Parallel on both sides	30
7TH AVENUE NORTHEAST	None	None	25	450	null	Parallel on both sides	30
1ST STREET NORTH	None	none	55	1270	null	No parking posted	24 with r-1 & l-1
2ND STREET NORTHEAST	None	none	25	981	null	Parallel on one side	30
JAMESMEIER ROAD	None	none	55	260	null	No parking posted	31 with r-3 & l w of 1
1ST AVENUE WEST	none	None	25	1420	null	Parallel on both sides	30
3RD AVENUE NORTHWEST	none	None	25	289	null	Parallel on both sides	30

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

Cities with a Population Greater than 3,000

Regional and Statewide Trends

Table 157 presents annual vehicle miles traveled, crash frequencies and crash rates for the seven cities within ECIA with a population greater than 3,000. Regional values and trends may be compared to Table 158, which presents statewide annual vehicle miles traveled, crash frequencies and crash rates for the cities with a population greater than 3,000.

The average population for six of the seven cities within this regional comparison group is 5,300, with a minimum population of 4,477. The population for the City of Dubuque is more than ten times greater (at 59,667) as the average of the other six cities. Therefore, the City of Dubuque may have a greater impact on the regional averages. Similarly, the larger cities in the statewide comparison group may have a greater influence over the statewide averages. The statewide comparison group consists of 120 cities, with a larger population range of 3,056 to 211,034.

Table 157. Estimated VMT (1,000s) and Crash Data for Cities within the ECIA Region, Population Greater Than 3000, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	492,335	523,086	519,970	522,843	512,260	513,213	453,649	471,620	473,509
Average Regional City VMT	70,334	74,727	74,281	74,692	7,318	73,316	6,480	67,374	67,644
Crash Frequency	174	178	181	178	184	189	148	170	178
Average Regional Crash Rate	231.30	232.20	234.10	245.00	258.30	248.90	218.00	245.00	249.90

Table 158. Estimated Crash and VMT (1,000s) Data for Cities Statewide, Population Greater Than 3000, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	11,745,446	12,073,011	11,972,431	12,283,234	12,097,206	12,134,858	10,540,093	11,615,406	11,587,154
Average Statewide City VMT	97,879	100,608	99,770	102,360	100,810	101,123	87,834	96,795	96,560
Crash Frequency	3,442	3,635	3,557	3,528	3,565	3,685	2,892	3,411	3,351
Average Statewide Crash Rate	293.10	301.12	297.14	287.27	294.77	303.70	274.43	293.71	289.21

Throughout the analysis period, the statewide crash rate was higher than the regional crash rate. Please note that inaccuracies may exist in the 2014 data. Therefore, emphasis should be placed on the data from 2015 to 2022.

City of Camanche

Population

4,565 (Source: 2020 Census)

Traffic and Crash Trends

Table 159 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 149 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population greater than 3,000. As expected, the city VMT was below the regional and statewide averages. Approximately 45 percent of the traffic in the city is on primary roads (US 67).

Table 159. City of Camanche, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		6,559	8,225	8,225	14,784
2015		6,617	8,408		15,025
2016		6,769	8,411		15,180
2017		6,843	8,487		15,330
2018		7,287	8,491		15,778
2019		7,345	8,563		15,908
2020		6,492	7,493		13,985
2021		7,138	8,216		15,354
2022		7,037	8,468		15,505

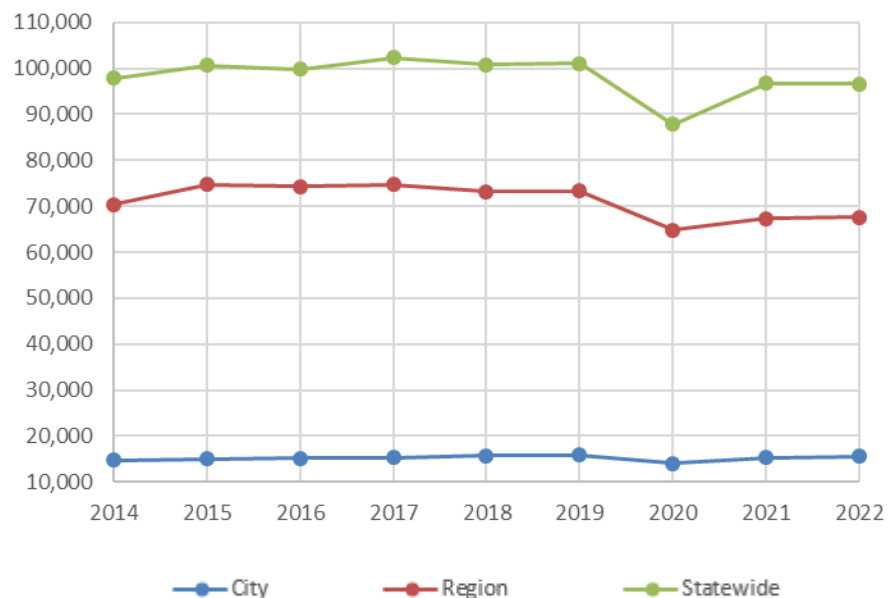


Figure 149. City of Camanche VMT Comparison, Population Greater than 3000, 2014 - 2022

Table 160 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 317 crashes were reported. The average number of crashes reported annually was fairly consistent at approximately 35, with some variability throughout the period.

Table 160. City of Camanche, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	14,784	15,025	15,180	15,330	15,778	15,908	13,985	15,354	15,505
Crashes	42	25	29	46	43	37	23	38	34
Crash Rate/Million VMT	284.09	166.39	191.04	300.07	272.53	232.59	164.46	247.49	219.28

Figure 150 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population greater than 3,000. The crash rate fluctuates around the regional rate throughout the period and, with the exception of one year, is below the statewide rate.

Caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

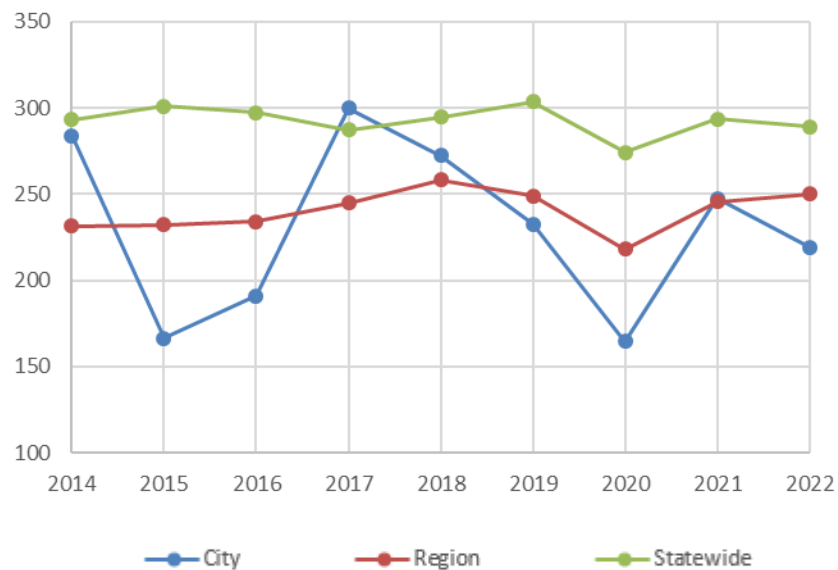


Figure 150. City of Camanche Crash Rate (Crashes per 100M VMT) Comparison, Population Greater than 3000, 2014 - 2022

Figure 151 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 178 reported crashes in the area, including 12 minor injury crashes, one serious injury crash and one fatal crash. Many of the crashes are located along the US 67 corridor as well as Washington Boulevard corridor, as evident by the crash stacks along these corridors.

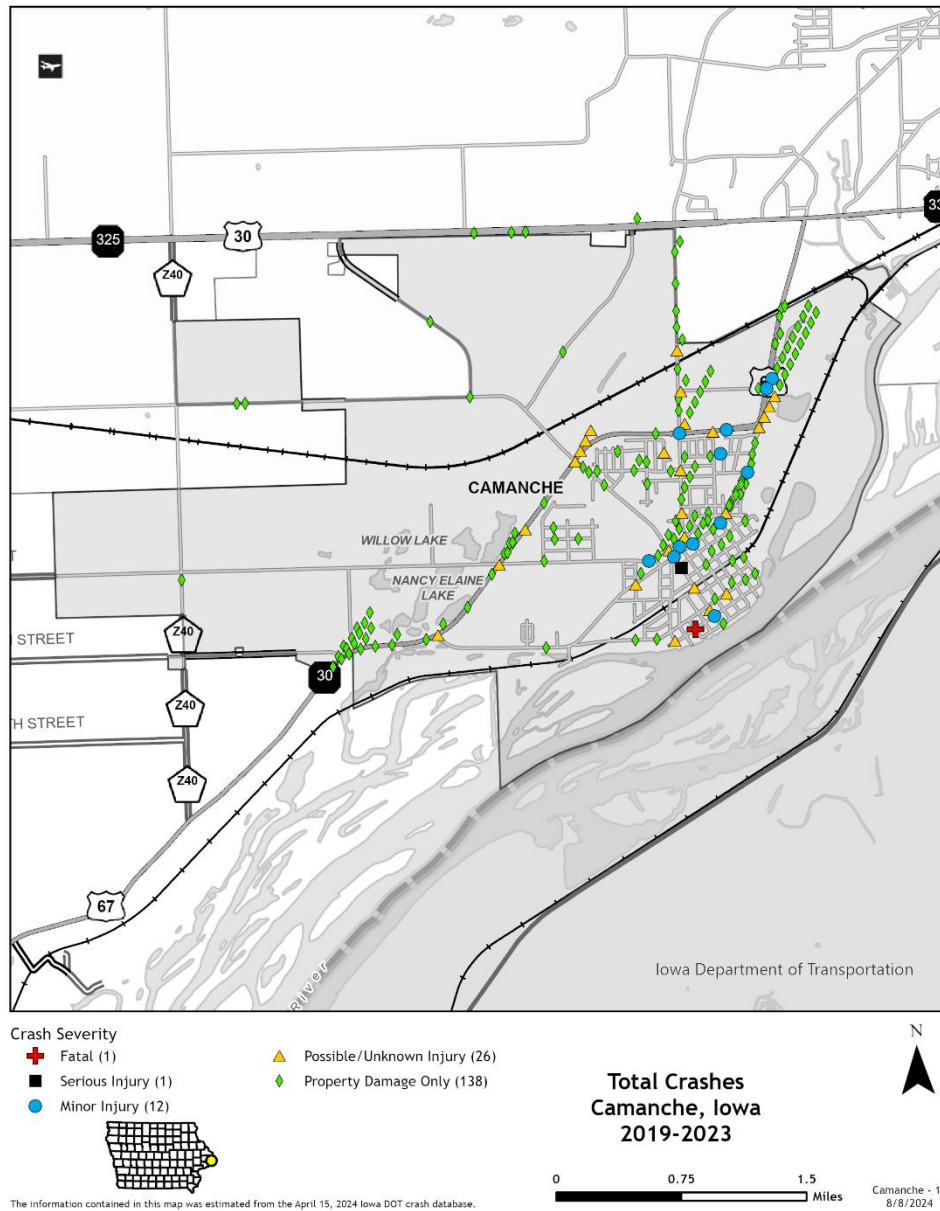


Figure 151. City of Camanche Crashes by Severity, 2019 - 2023

Corridor Review

Table 161 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 161. City of Camanche, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
9TH STREET	Present	Present in some sections	45	1010	null	Parallel on both sides	26

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
9TH AVENUE	Present	none	25	1490	null	No parking posted	24 w r-1 & l-1
WASHINGTON BOULEVARD	present	Present in some sections	45	1490	null	Parallel on both sides	18 w r-4 & l-4
13TH AVENUE	present	None	25	1000	null	Parallel on both sides	30
7TH AVENUE, N	Present in some sections	none	25	3240	null	Parallel on both sides	39
21ST STREET, E	None	none	45	1840	null	Parallel on both sides	20 w r-2 & l-2
WASHINGTON BOULEVARD, N	None	none	25	3810	null	Parallel on both sides	36 w r-10 & l-0
INDUSTRIAL PARK ROAD	None	none	25	926	null	Parallel on both sides	24
6TH AVENUE, N	Present in some sections	none	15	765	null	Parallel on both sides	29 w r-1 & l-1
10TH PLACE	None	none	25	600	null	Parallel on both sides	29
4TH STREET	None	none	25	765	null	Parallel on both sides	30
4TH AVENUE, N	None	none	25	630	null	Parallel on both sides	20 w r-1 & l-1
MIDDLE ROAD,	Present	none	25	765	null	Parallel on both sides	29
14TH PLACE	present	none	25	765	null	Parallel on both sides	29

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of De Witt

Population

5,514 (Source: 2020 Census)

Traffic and Crash Trends

Table 162 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 152 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population greater than 3,000. As expected, the city VMT was below the regional and statewide averages. More than 60 percent of the traffic in the city is on primary roads (US 30 and US 61).

Table 162. City of De Witt, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		30,770	15,561	15,561	46,331
2015		31,012	15,981		46,993
2016		29,252	15,991		45,243
2017		29,743	16,150		45,893
2018		23,068	15,268		38,336
2019		23,240	15,207		38,447
2020		20,548	13,309		33,857
2021		22,548	14,560		37,108
2022		25,701	14,743		40,444

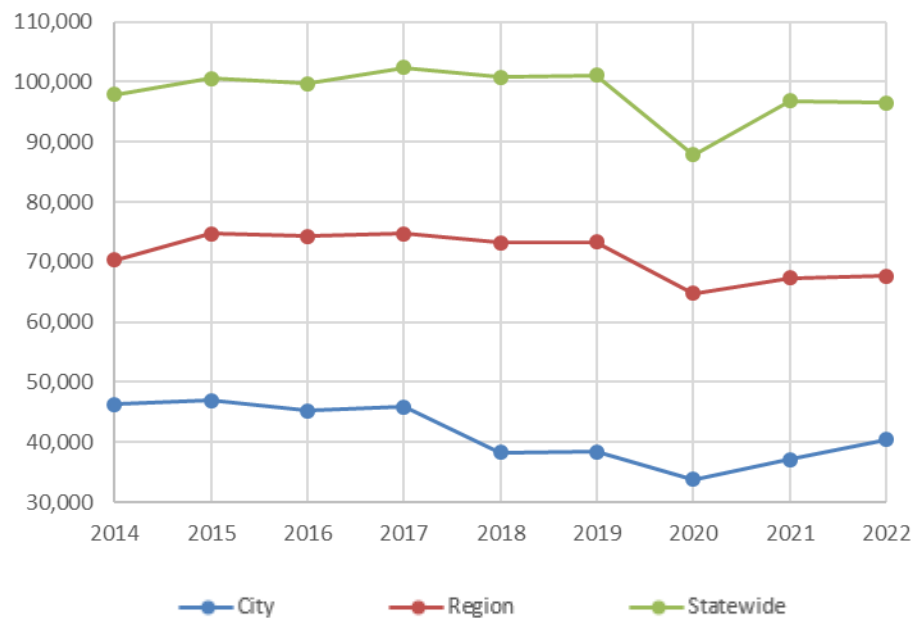


Figure 152. City of De Witt VMT Comparison, Population Greater than 3000, 2014 - 2022

Table 163 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 705 crashes were reported. The average number of crashes reported annually was consistent at approximately 78, with some variability throughout the period.

Table 163. City of De Witt, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	46,331	46,993	45,243	45,893	38,336	38,447	33,857	37,108	40,444
Crashes	100	83	81	87	91	72	51	69	71
Crash Rate/Million VMT	215.84	176.62	179.03	189.57	237.37	187.27	150.63	185.94	175.55

Figure 153 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population greater than 3,000. The crash rate fluctuates through the period but is below both the regional and statewide rate. Even with higher crash frequency compared to other agencies, the lower rate is influenced by the comparatively higher traffic.

Caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

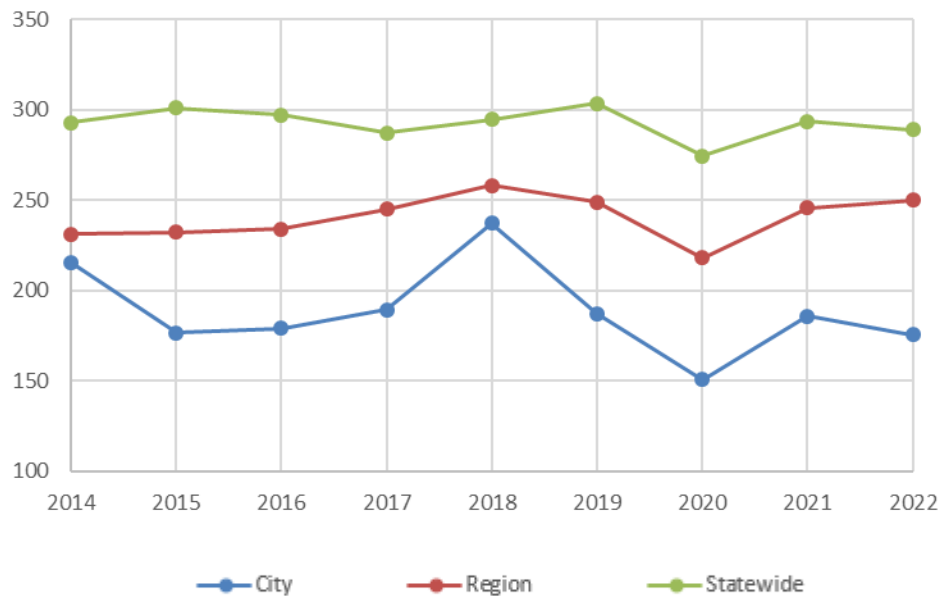


Figure 153. City of De Witt Crash Rate (Crashes per 100M VMT) Comparison, Population Greater than 3000, 2014 - 2022

Figure 154 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 339 reported crashes in the area, including 27 minor injury crashes, three serious injury crashes and two fatal crashes. Many of the crashes are located along the US 30 and US 61 corridors as well the local 6th Avenue and 11th Street corridors, as evident by the crash stacks. Figure 155 presents only injury crashes (fatal, serious or minor) for additional clarity.

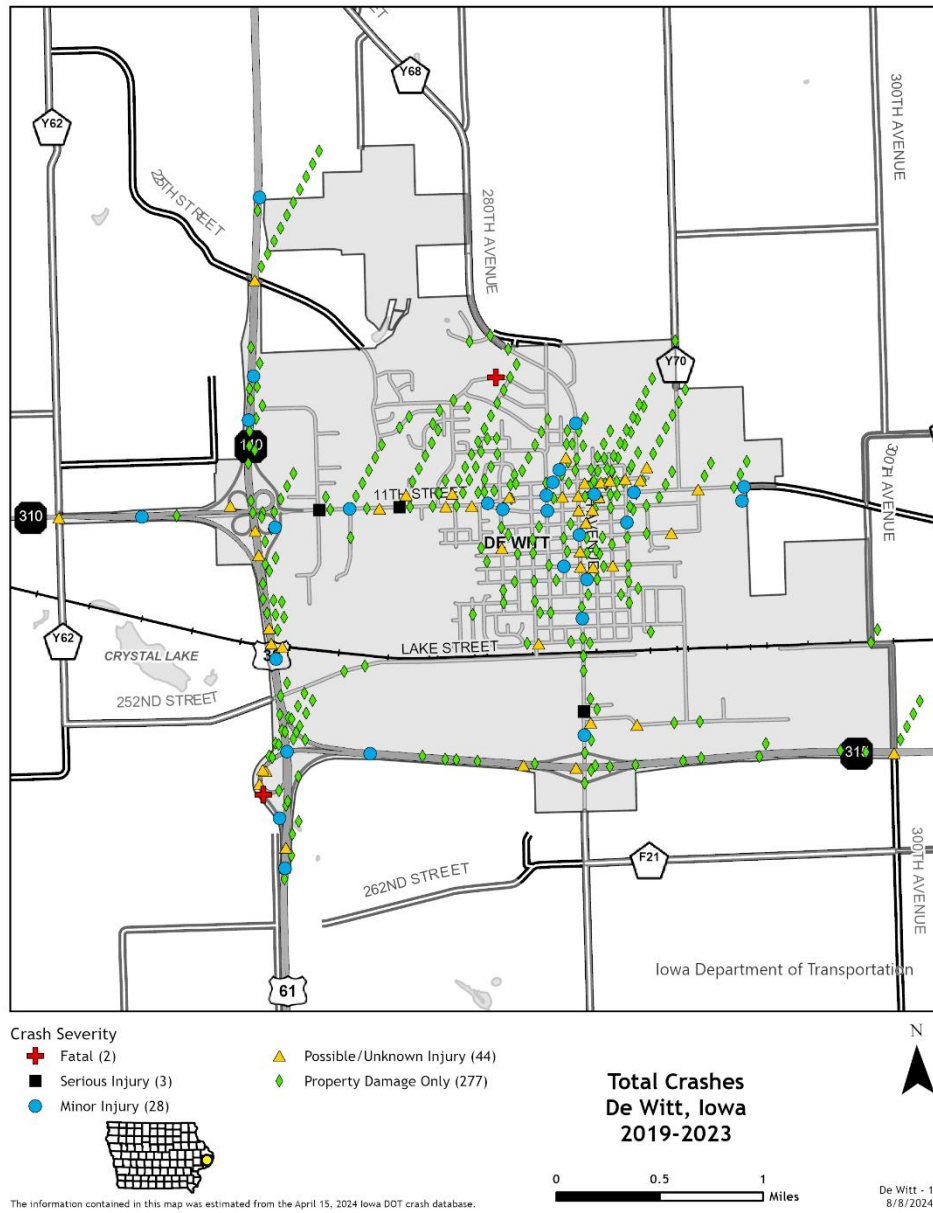


Figure 154. City of De Witt Crashes by Severity, 2019 – 2023

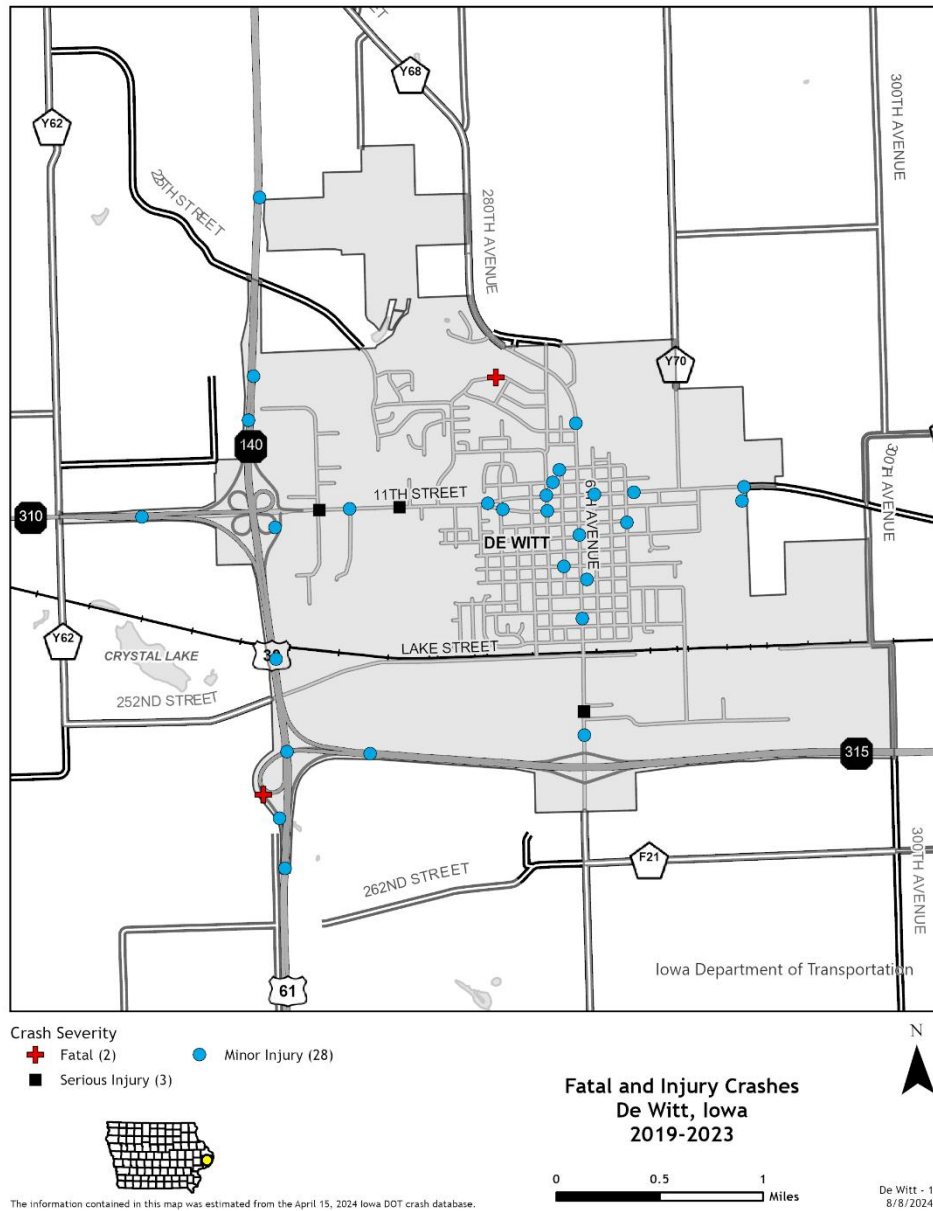


Figure 155. City of De Witt Injury Crashes by Severity, 2019 – 2023

Corridor Review

Table 164 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 164. City of De Witt, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
6 th Avenue	present	present	35	4540	181 12%	Parallel both sides	44
11 th street	present	present	35	6900	null	No parking is posted	44
8 th Avenue	Present on one side	present	25	950	null	Parallel both sides	35
9 th Avenue	Present on one side	none	25	434	null	Parallel both sides	28
6 th Street	Present	present	25	434	null	Parallel both sides	38
Lake street	none	none	35	1180	-	Parallel both sides	24
11 th avenue	present	present	25	2140	-	Parallel both sides	32
Industrial Street	none	none	20 -35	2260	-	Parallel both sides	24

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Dyersville

Population

4,477 (Source: 2020 Census)

Traffic and Crash Trends

Table 165 presents the annual vehicle miles traveled by system within the city. Figure 156Figure 26 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population greater than 3,000. As expected, the city VMT was below the regional and statewide averages. Nearly 60 percent of the traffic in the city is on primary roads (US 20, US 52 and Iowa 136).

Table 165. City of Dyersville, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		17,017	10,178	10,178	27,195
2015		17,177	10,452		27,629
2016		16,318	10,569		26,887
2017		14,889	10,561		25,450
2018		15,265	10,441		25,706
2019		15,404	10,386		25,790
2020		13,957	8,905		22,862
2021		15,140	10,670		25,810
2022		15,141	10,695		25,836

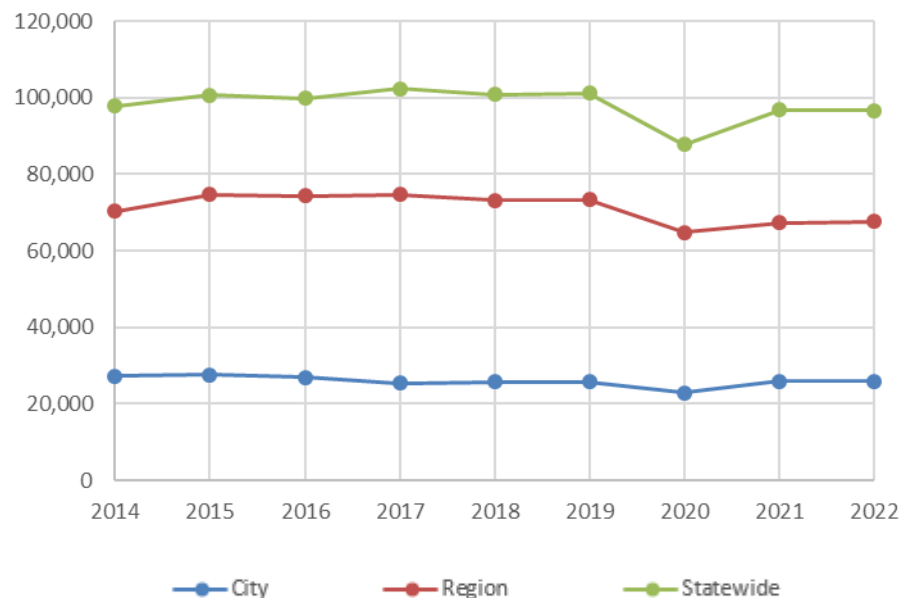


Figure 156. City of Dyersville VMT Comparison, Population Greater than 3000, 2014 - 2022

Table 166 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 455 crashes were reported. The average number of crashes reported annually became more consistent beginning in 2016 at approximately 45, with some continued variability throughout the period.

Table 166. City of Dyersville, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	27,195	27,629	26,887	25,450	25,706	25,790	22,862	25,810	25,836
Crashes	78	62	50	49	47	53	30	43	43
Crash Rate/Million VMT	286.82	224.40	185.96	192.53	182.84	205.51	131.22	166.60	166.43

Figure 157 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population greater than 3,000. The crash rate fluctuates through the period but generally declines below both the regional and statewide rate beginning in 2015. Even with higher crash frequency compared to other agencies, the lower rate is influenced by the comparatively higher traffic.

Caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

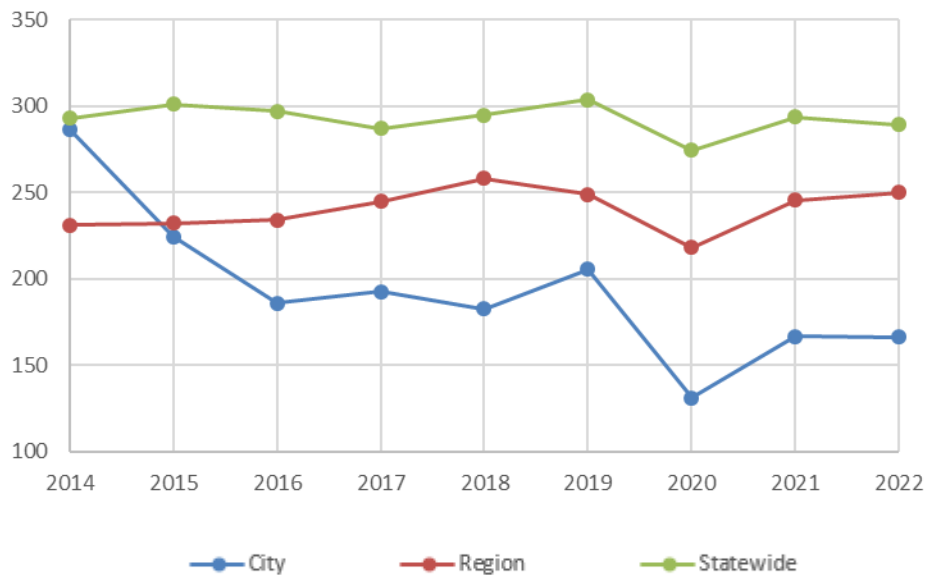


Figure 157. City of Dyersville Crash Rate (Crashes per 100M VMT) Comparison, Population Greater than 3000, 2014 - 2022

Figure 158 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 226 reported crashes in the area, including 24 minor injury crashes and two serious injury crashes. Many of the crashes are located along the US 20, US 52 and Iowa 136 corridors, as evident by the crash stacks. US 20 borders the south corporate limits of the city, and some of the crashes presented may fall along portions not traversing the city. Figure 159 presents only injury crashes (fatal, serious or minor) for additional clarity.

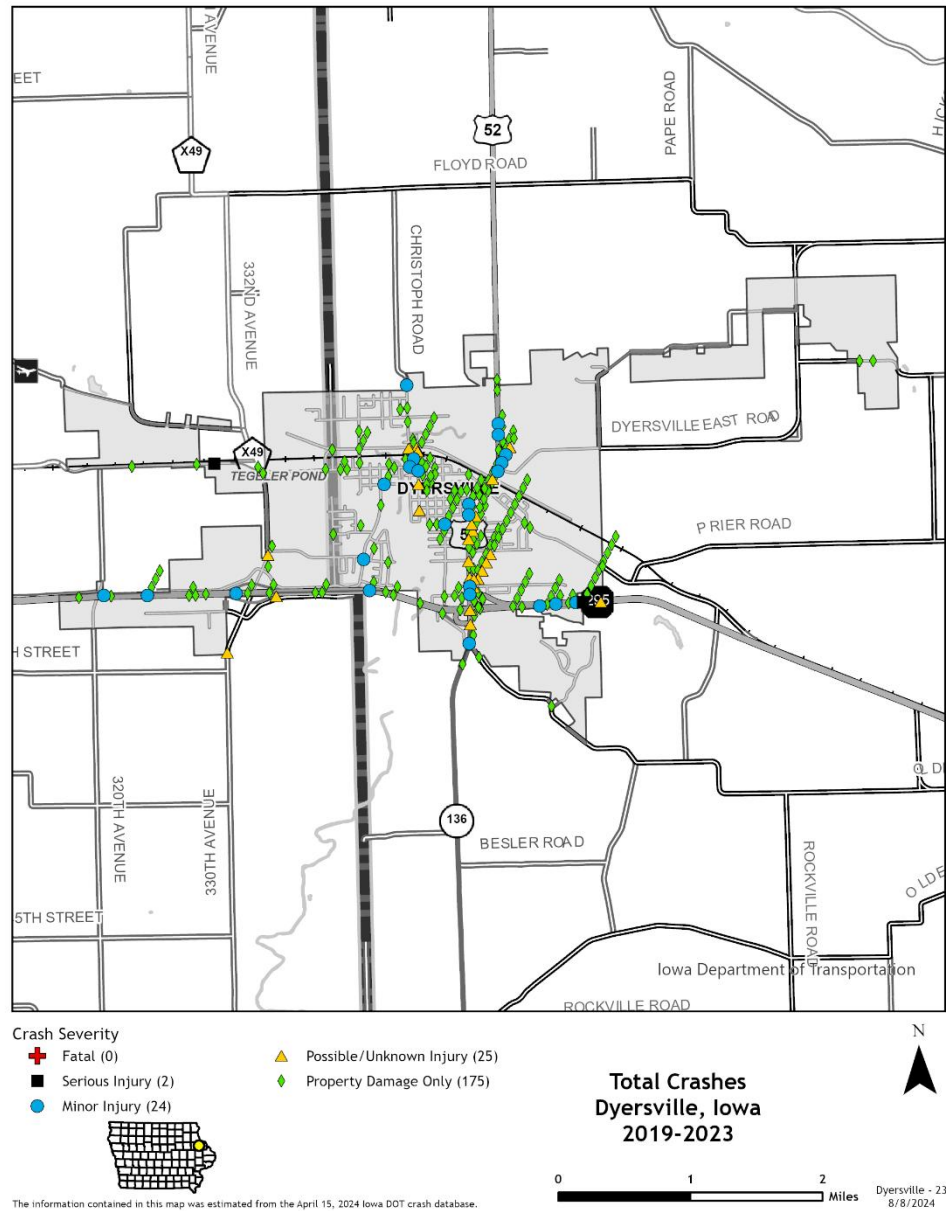


Figure 158. City of Dyersville Crashes by Severity, 2019 - 2023

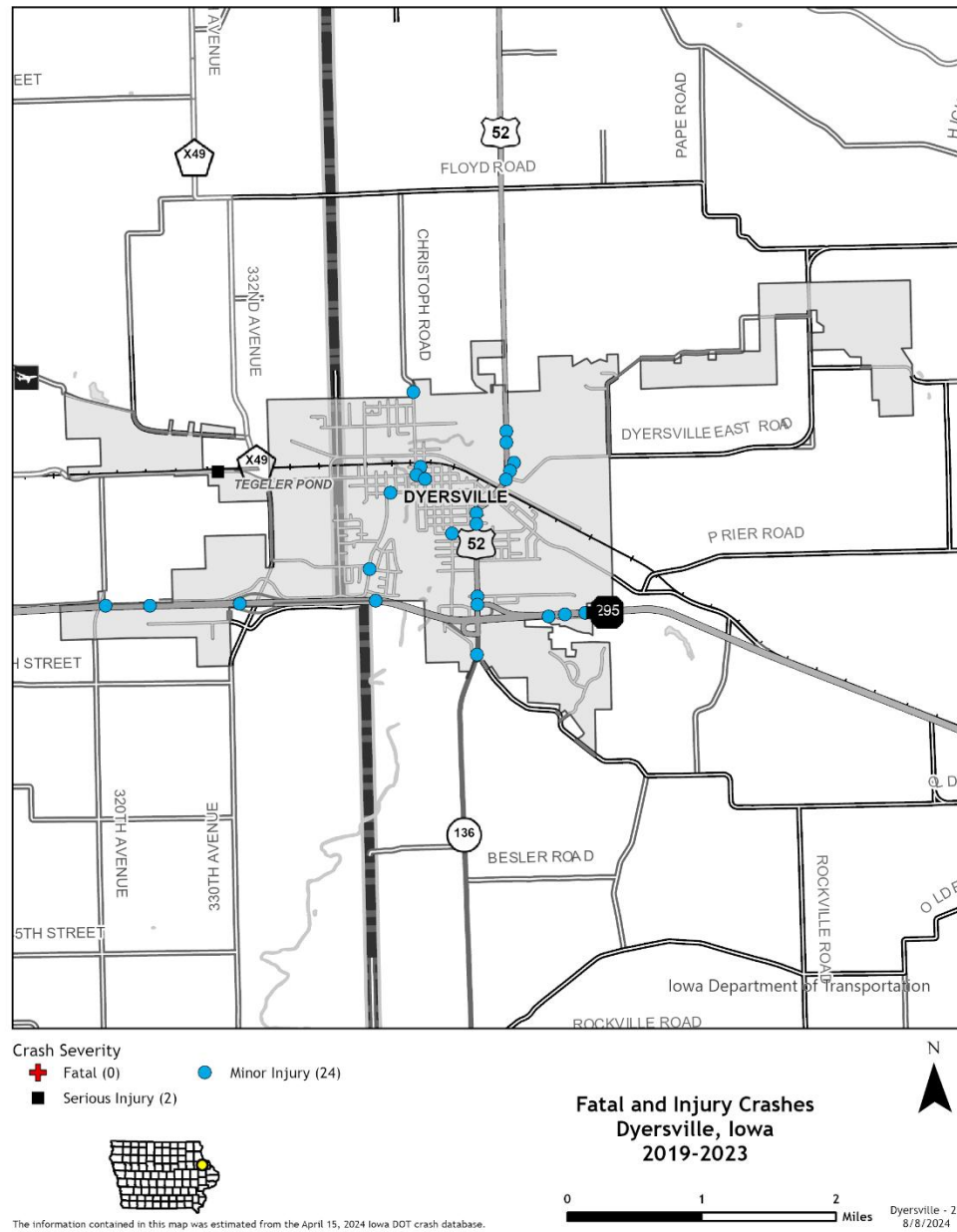


Figure 159. City of Dyersville Injury Crashes by Severity, 2019 - 2023

Corridor Review

Table 167 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 167. City of Dyersville, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
332 nd Avenue	none	none	25-35	1910	Null	No parking is posted	40 Shoulder-2
210 th street	none	none	55	1080	null	null	22 Sh- 3
1 st Ave W	Present on some sections	Present on some sections	25	2500	null	Parallel both sides	18
7 th St SW	Present on one side	n/a	25	2640	null	Parallel both sides	40
3 rd St. SW	Present	present	25	2310	null	Parallel both sides	40
Beltline Rd	none	none	25	1740	null	Parallel one side- no parking other side	22
2 nd St NE	Present on one side	present	25	1840	-	Parallel both sides	37
4 th St SE	present	present	25	1520	-	Parallel both sides	40
8 th Ave SE	Present	present	25	1940	-	Parallel both sides	40
2 nd Ave SE	Present	Present	25	2560	null	Parallel both sides	40
6 th St SE	Present	present	25	1770	null	Parallel both sides	40
16 th Ave SE	None	none	25	3220	null	Parallel both sides	41
Olde castle Rd	None	none	45	1240	null	No parking posted	24 Sh-6

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Manchester

Population

5,065 (Source: 2020 Census)

Traffic and Crash Trends

Table 168 presents the annual vehicle miles traveled by system within the city. Figure 160Figure 156Figure 26 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population greater than 3,000. As expected, the city VMT was below the regional and statewide averages. Over 40 percent of the traffic in the city is on primary roads (Iowa 13).

Table 168. City of Manchester, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		9,768	12,313	12,313	22,081
2015		9,873	12,646		22,519
2016		10,069	12,607		22,676
2017		10,057	12,641		22,698
2018		9,946	12,388		22,334
2019		10,048	12,349		22,397
2020		8,890	10,805		19,695
2021		9,195	12,748		21,943
2022		9,197	12,849		22,046

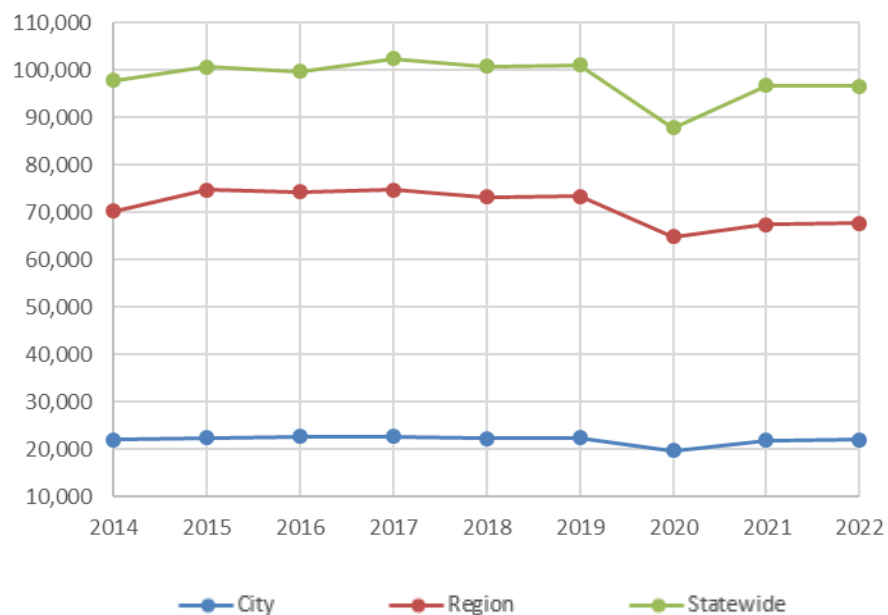


Figure 160. City of Manchester VMT Comparison, Population Greater than 3000, 2014 - 2022

Table 169 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 523 crashes were reported. The average number of annual crashes reported was approximately 58, with variability throughout the period. The average annual crashes decreased to approximately 52 during the final six years of the analysis period.

Table 169. City of Manchester, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	22,081	22,519	22,676	22,698	22,334	22,397	19,695	21,943	22,046
Crashes	64	79	68	43	65	49	46	52	57
Crash Rate/Million VMT	289.84	350.81	299.88	189.44	291.04	218.78	233.56	236.98	258.55

Figure 161 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population greater than 3,000. The crash rate fluctuates through the period. The rate is above both the statewide and regional averages through 2016, but then is less than the statewide average during the remaining analysis period. Beginning in 2016, it fluctuates around the regional rate, alternating each year from above to below the regional rate.

Caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

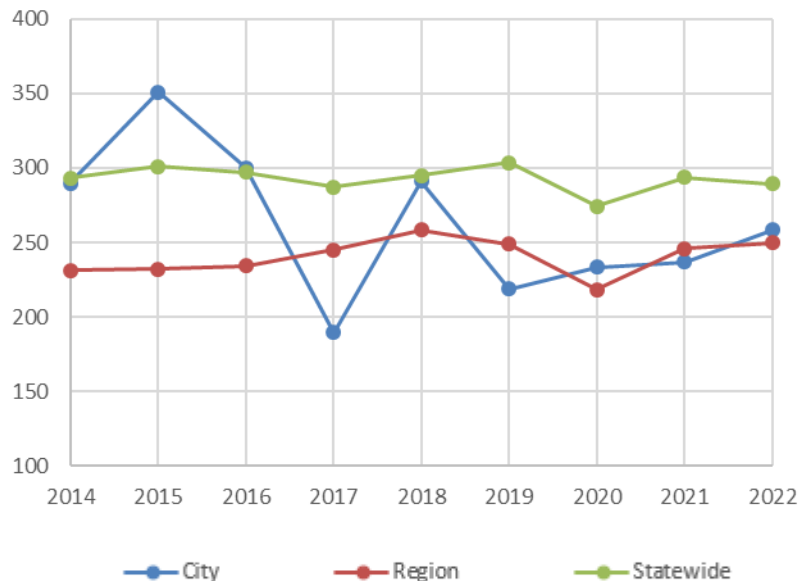


Figure 161. City of Manchester Crash Rate (Crashes per 100M VMT) Comparison, Population Greater than 3000, 2014 - 2022

Figure 162 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 282 reported crashes in the area, including 24 minor injury crashes, five serious injury crashes and one fatal crash. Many of the crashes are located along the Iowa 13 corridor, as evident by the crash stacks. Crashes are also distributed along local roads with several corridors having multiple crashes, including, but not limited to Marion Street, Brewer Street, Main Street and Tama Street. US 20 borders the south corporate limits of the city, and

some of the crashes presented may fall along portions not traversing the city. Figure 163 presents only injury crashes (fatal, serious or minor) for additional clarity.

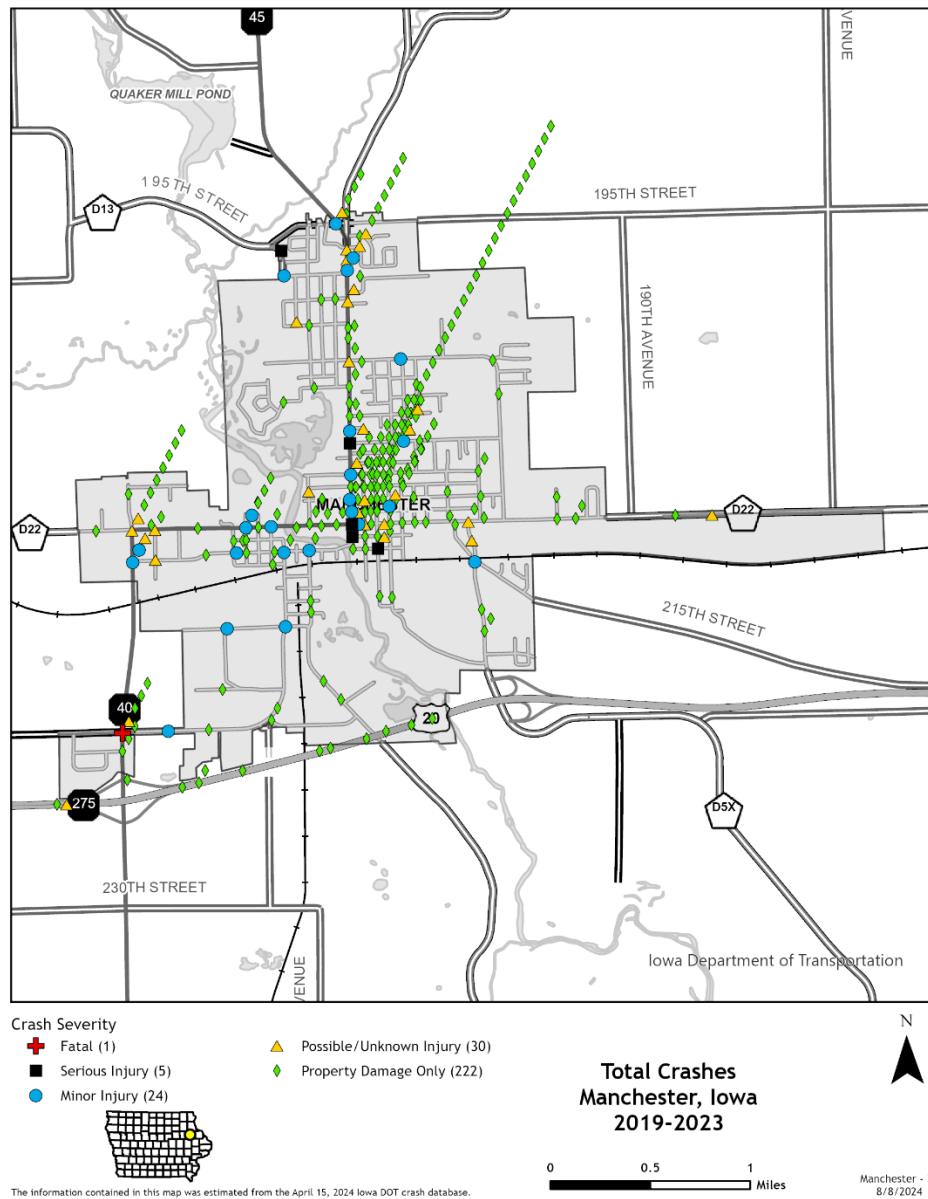


Figure 162. City of Manchester Crashes by Severity, 2019 - 2023

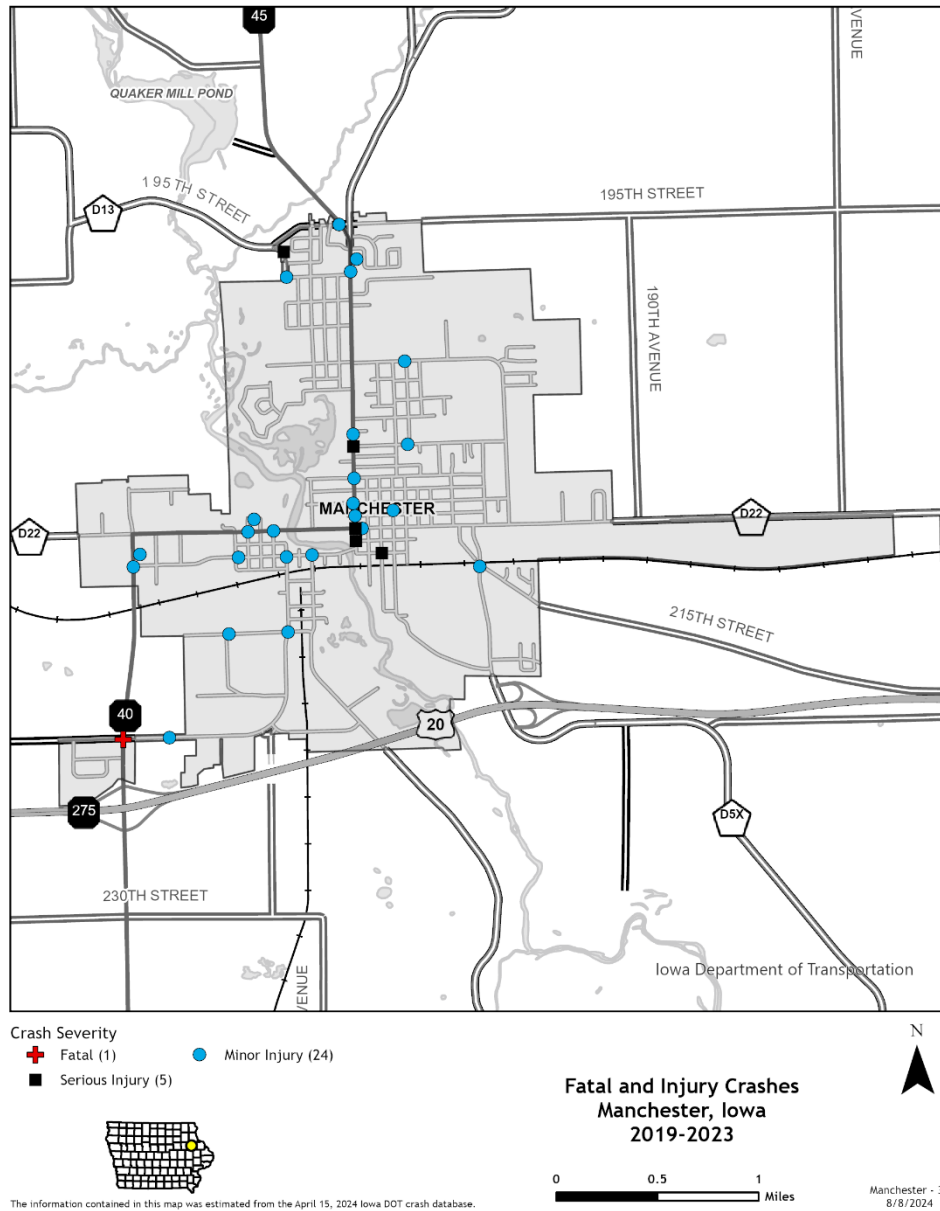


Figure 163. City of Manchester Injury Crashes by Severity, 2019 - 2023

Corridor Review

Table 170 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 170. City of Manchester, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
WEST MAIN STREET, E	Present in some sections	Present in some sections	35-45	3070	null	No parking posted	40 w r-10 & l-10
SOUTH 12TH STREET, N	Present in some sections	Present in some sections	25	2930	null	No parking posted	33
WEST MARION STREET, E	present	Present in some sections	25-35	2190	null	Parallel on both sides	33
SOUTH 9TH STREET, N	present	None	25	1900	null	Parallel on both sides	33
WEST FAYETTE STREET, E	None	none	25	926	null	Diagonal both sides	80 w r-1 & l-1
NORTH 7TH STREET, N	None	none	15	926	null	Diagonal one side	51
SOUTH 5TH STREET, N	Present	none	25	1870	null	Parallel one side	33
WARREN STREET, E	None	none	25	926	null	Parallel on both sides	24
SOUTH 3RD STREET, N	Present on one side	none	25	1820	null	No parking posted	33
GRANT STREET, E	None	none	35	1090	null	parallel on both sides	33
SOUTH 1ST STREET, N	Present on one side	none	25	926	null	parallel on both sides	33
NORTH RIVER STREET, S	Present on one side	Present on one side	25	1190	null	parallel on both sides	33
WEST UNION STREET, E	Present	none	25	960	null	parallel on both sides	33
EAST FAYETTE STREET, E	Present	none	25	1925	null	3	56
SOUTH FRANKLIN STREET, N	Present	none	25	3990	null	parallel on both sides	55
EAST MAIN STREET, E	Present	present	25	7000	null	parallel on both sides	55
SOUTH MADISON STREET, N	Present in some sections	none	25	1925	null	parallel on both sides	50
EAST DELAWARE STREET, E	Present in some sections	Present in some sections	25	2624	null	3	56
SOUTH TAMA STREET	Present	present	25	1925	null	3	50
SOUTH BREWER STREET, N	Present	present	25	1080	Null	2	33
EAST UNION STREET, E	Present	none	25	1410	null	parallel on both sides	33
NEW STREET, N	Present	none	20	1160	null	2	32
EAST PROSPECT STREET, E	Present	present	25	1000	null	parallel on both sides	33
EAST ACERS STREET, E	Present on one side	Present one side	25	1770	Null	Parallel on both sides	24 w r-1 & l-1
HANSEL STREET, E	None	none	25	1440	null	Parallel on both sides	33
QUAKER MILL DRIVE	Present one side	none	25	1490	null	Parallel on both sides	22 w r-1 & l-1

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
STILES STREET	Present one side	none	35	1890	null	Parallel on both sides	35
ANDERSON STREET	Present	none	25	1140	null	Parallel on both sides	33
BAILEY DRIVE	Present on one side	Present one side	25	5300	null	Parallel on both sides	32 w r-1 & l-1

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Maquoketa

Population

5,870 (Source: 2020 Census)

Traffic and Crash Trends

Table 171 presents the annual vehicle miles traveled by system within the city. Figure 164Figure 26 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population greater than 3,000. As expected, the city VMT was below the regional and statewide averages. More than half of the traffic in the city is on primary roads (US 61 and Iowa 64).

Table 171. City of Maquoketa, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014		14,047	13,067	13,067	27,114
2015		14,218	13,332		27,550
2016		13,629	13,336		26,965
2017		13,857	13,468		27,325
2018		13,866	13,184		27,050
2019		13,956	13,128		27,084
2020		12,319	11,485		23,804
2021		15,518	12,646		28,164
2022		15,519	12,634		28,153

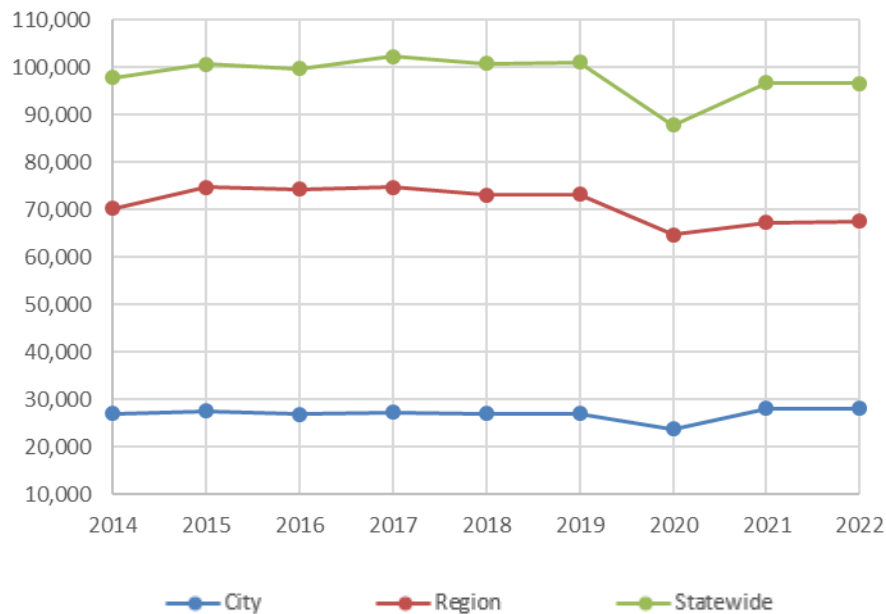


Figure 164. City of Maquoketa VMT Comparison, Population Greater than 3000, 2014 - 2022

Table 172 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 525 crashes were reported. The average number of crashes reported annually is approximately 58, with variability throughout the period.

Table 172. City of Maquoketa, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	27,114	27,550	26,965	27,325	27,050	27,084	23,804	28,164	28,153
Crashes	55	45	59	72	70	59	48	58	59
Crash Rate/Million VMT	202.85	163.34	218.80	263.50	258.78	217.84	201.65	205.94	209.57

Figure 165 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population greater than 3,000. The crash rate fluctuates through the period but was consistently below the statewide average. For the majority of the period, the rate is also below the regional average.

Caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

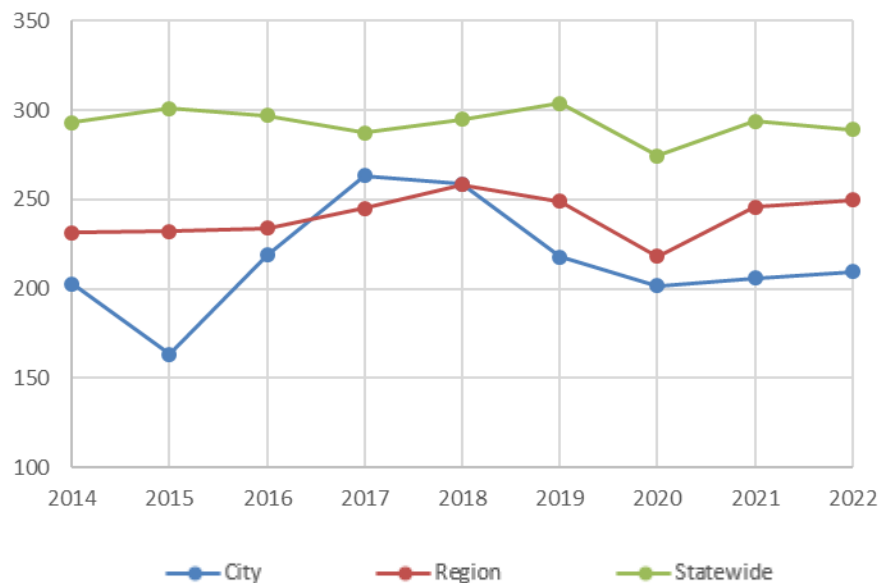


Figure 165. City of Maquoketa Crash Rate (Crashes per 100M VMT) Comparison, Population Greater than 3000, 2014 - 2022

Figure 166 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 304 reported crashes in the area, including 17 minor injury crashes, four serious injury crashes and three fatal crashes. Many of the crashes are located along the US 61 and Iowa 64 corridors, as evident by the crash stacks. Crashes are also distributed along local roads with several corridors having multiple crashes, including, but not limited to Main Street, Maple Street and Pleasant Street, Locust Street, Summit Street and Western Avenue. Figure 167 presents only injury crashes (fatal, serious or minor) for additional clarity.

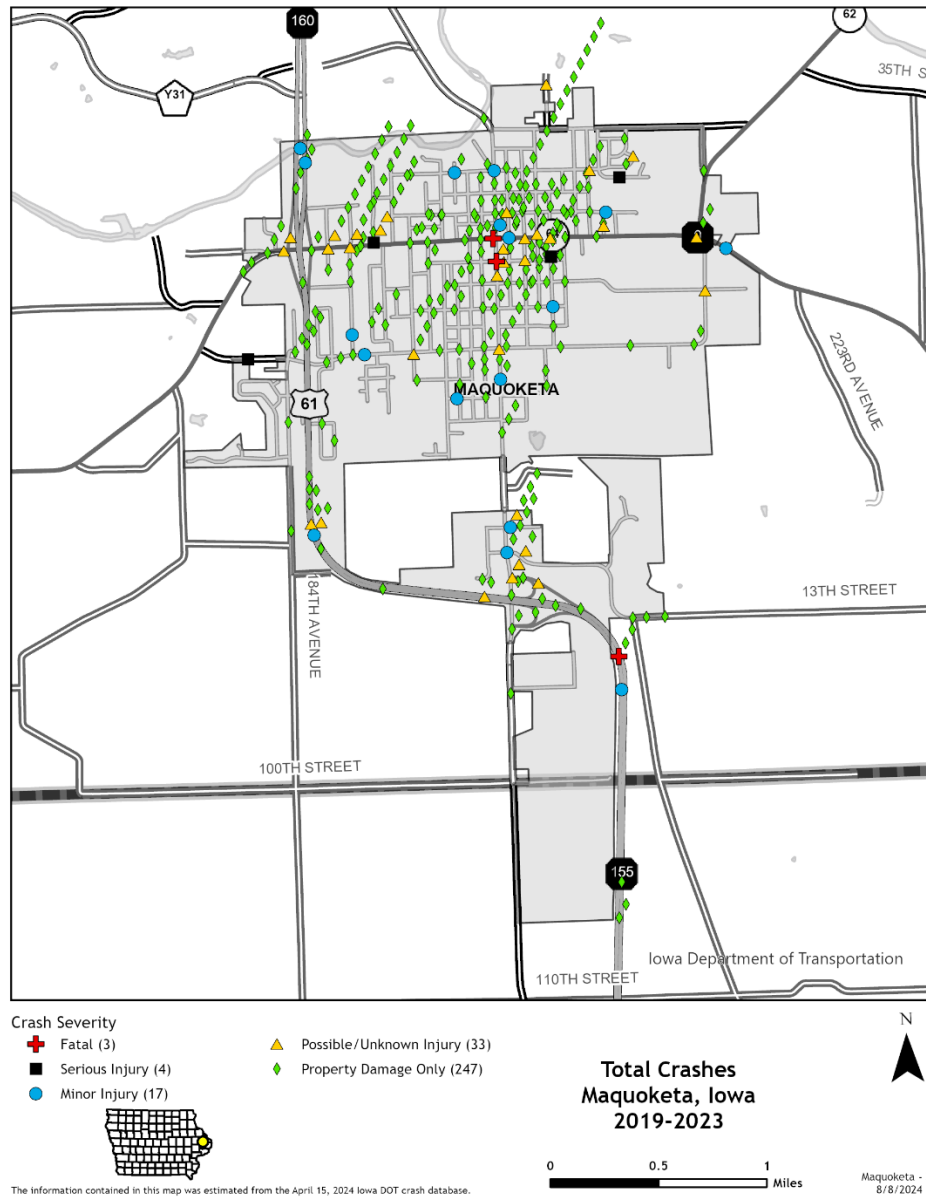


Figure 166. City of Maquoketa Crashes by Severity, 2019 - 2023

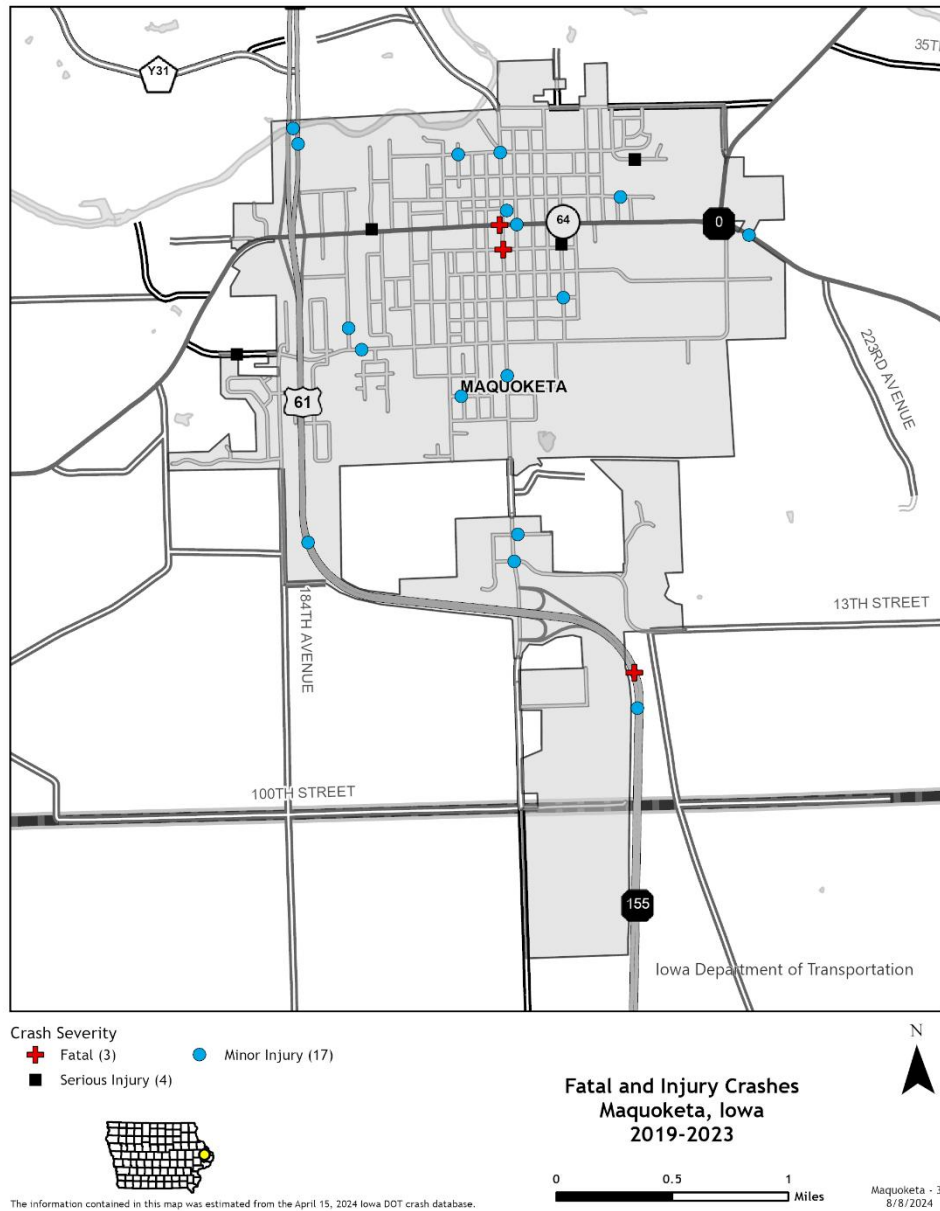


Figure 167. City of Maquoketa Injury Crashes by Severity, 2019 - 2023

Corridor Review

Table 173 provides information about various roads in the city, including pedestrian and bike facilities, speed limits, average daily traffic (AADT), truck AADT, parking type, and surface width. Emphasis was placed on the higher volume roads in the city.

Table 173. City of Maquoketa, Corridor Review

Road Name	Sidewalk Presence/Type	Bicycle Facilities	Post Speed Limit	Total AADT	Truck AADT	Parking Type	Surface Width (ft)
GERMAN STREET, E	Present in some sections	none	20	926	null	Parallel on both sides	31
MCKINSEY DRIVE, N	None	none	25	2590	null	2	35
WESTERN STREET, N	Present on one side	Present on one side	25	3210	null	2	35
WEST SUMMIT STREET, E	Present in some sections	none	25	3210	null	Parallel on both sides	35
MELROSE DRIVE, N	none	none	25	900	null	Parallel on both sides	36
JONES AVENUE, N	Present on one side	Present on one side	25	1015	null	Parallel on both sides	32
SOUTH PROSPECT STREET, N	Present	none	25	1170	null	Parallel on both sides	35
SOUTH 2ND STREET, S	Present	present	25	2423	null	Parallel on both sides	35
SOUTH 2ND STREET, N	Present	present	25	1450	null	Parallel on both sides	35
SOUTH MAIN STREET, N	Present	present	25	4600	null	1	30
SOUTH MAIN STREET, N	Present	present	20	6500	null	1	26
EAST SUMMIT STREET, E	Present on one side	none	25	2470	null	Parallel on both sides	35
17TH STREET, W	Present on one side	none	35	970	null	No parking posted	41 with r-1 & l w of 1
BIRCH DRIVE, N	None	none	25	926	null	Parallel on both sides	35
JACOBSEN DRIVE, N	Present on one side	none	30	1910	null	Parallel on both sides	35
WALNUT STREET, N	Present	none	25	1160	null	Parallel on both sides	35
PERSHING ROAD, W	None	none	25	1410	null	Parallel on both sides	35
WEST GROVE STREET, W	present	none	25	1260	null	2	35
WEST PLEASANT STREET, E	Present	none	25	1800	null	Parallel on both sides	42

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Asbury

Population

5,943 (Source: 2020 Census)

Traffic and Crash Trends

Table 174 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 168 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population greater than 3,000. As expected, the city VMT was below the regional and statewide averages. The city also does not have any primary roads traversing the city.

Table 174. City of Asbury, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014			9,787	9,787	9,787
2015			10,081		10,081
2016			10,098		10,098
2017			10,081		10,081
2018			9,923		9,923
2019			9,485		9,485
2020			8,300		8,300
2021			10,355		10,355
2022			10,344		10,344

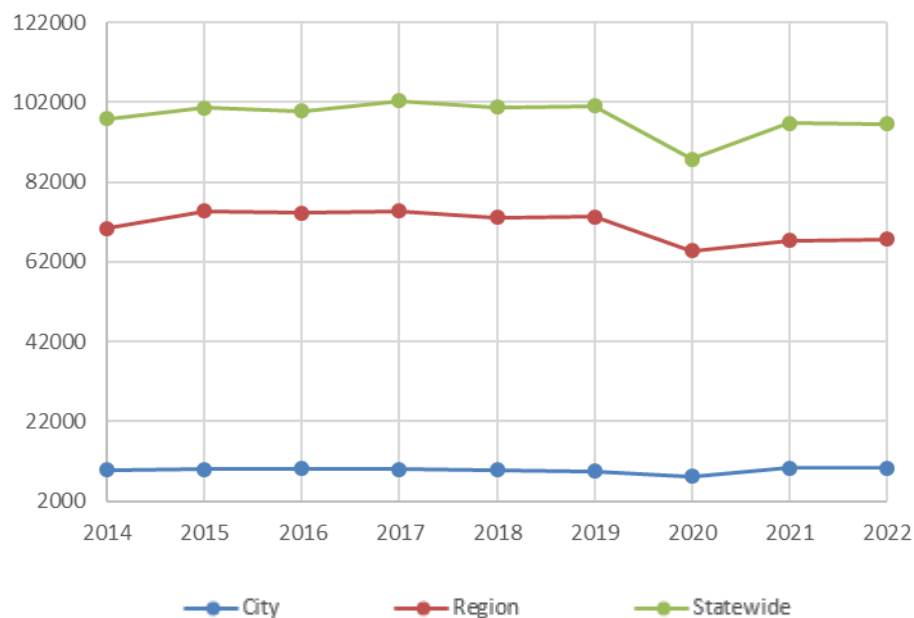


Figure 168. City of Asbury VMT Comparison, Population Greater than 3000, 2014 - 2022

Table 175 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 189 crashes were reported. The average number of crashes reported annually is approximately 21, with variability throughout the period.

Table 175. City of Asbury, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	9,787	10,081	10,098	10,081	9,923	9,485	8,300	10,355	10,344
Crashes	23	15	16	19	16	24	22	26	28
Crash Rate/Million VMT	235.01	148.80	158.45	188.47	161.24	253.03	265.06	251.09	270.69

Figure 169 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population greater than 3,000. The crash rate fluctuates through the period and was consistently below the statewide average. The rate was also below the regional average until 2019. It was also slightly greater than the regional rate in 2014.

Caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

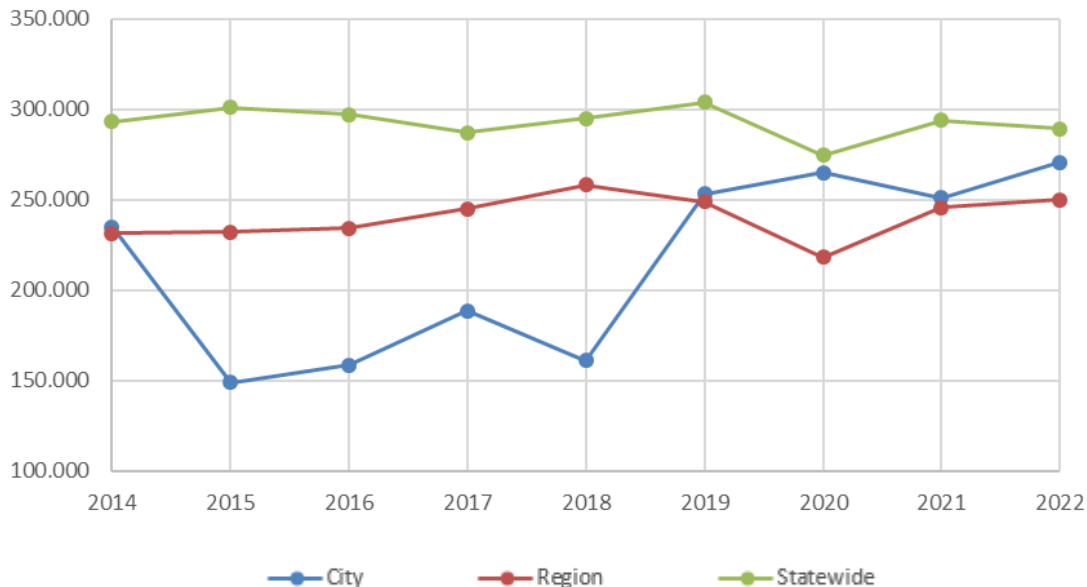


Figure 169. City of Asbury Crash Rate (Crashes per 100M VMT) Comparison, Population Greater than 3000, 2014 - 2022

Figure 170 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 133 reported crashes in the area, including 11 minor injury crashes, two serious injury crashes and one fatal crash. Given the somewhat irregular shape of the corporate boundary, some crashes may fall within adjacent agencies or shared jurisdiction roads. Crashes are distributed along local roads with several corridors and intersections having multiple crashes, with Asbury Road being the most prominent, as evident by the crash stacks. Figure 171 presents only injury crashes (fatal, serious or minor) for additional clarity.

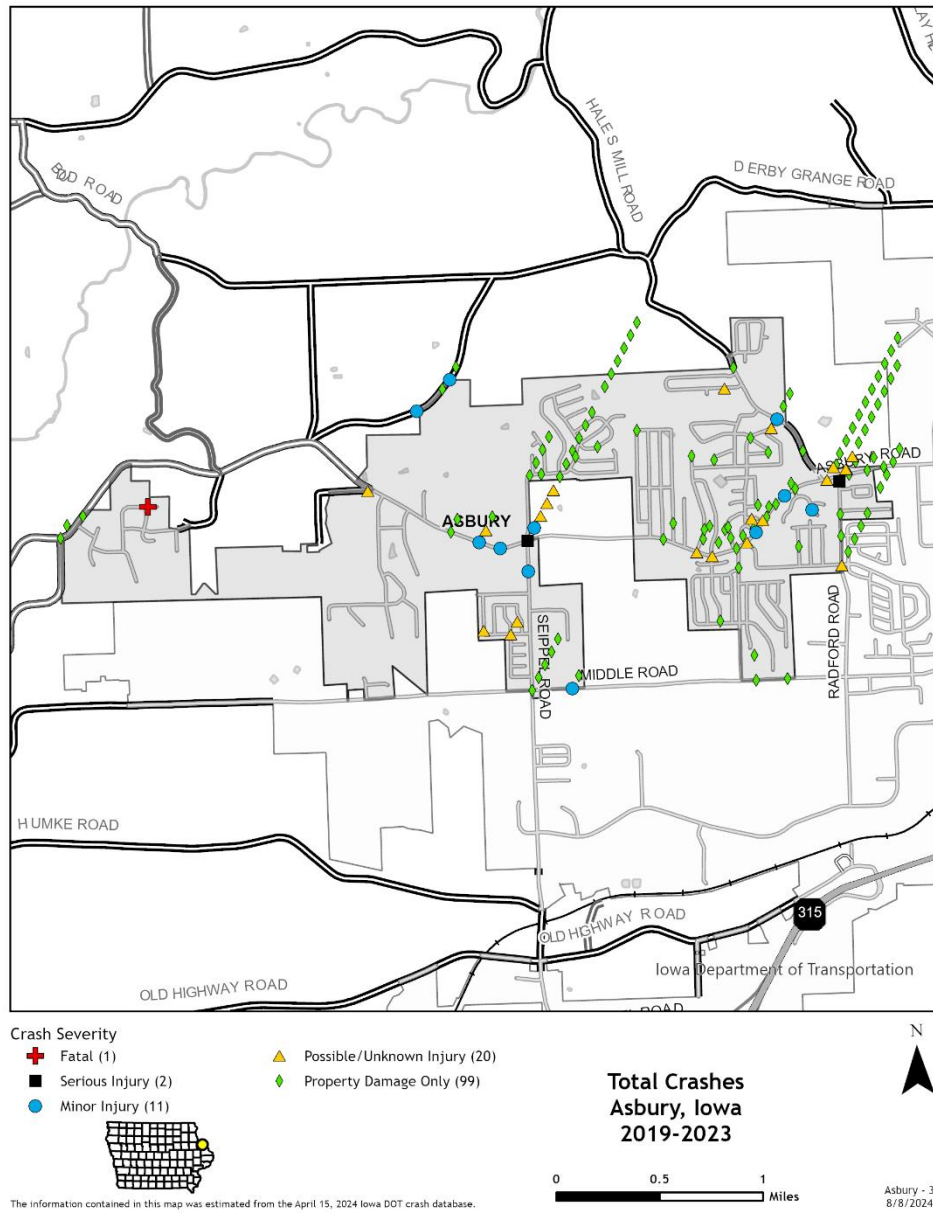


Figure 170. City of Asbury Crashes by Severity, 2019 - 2023

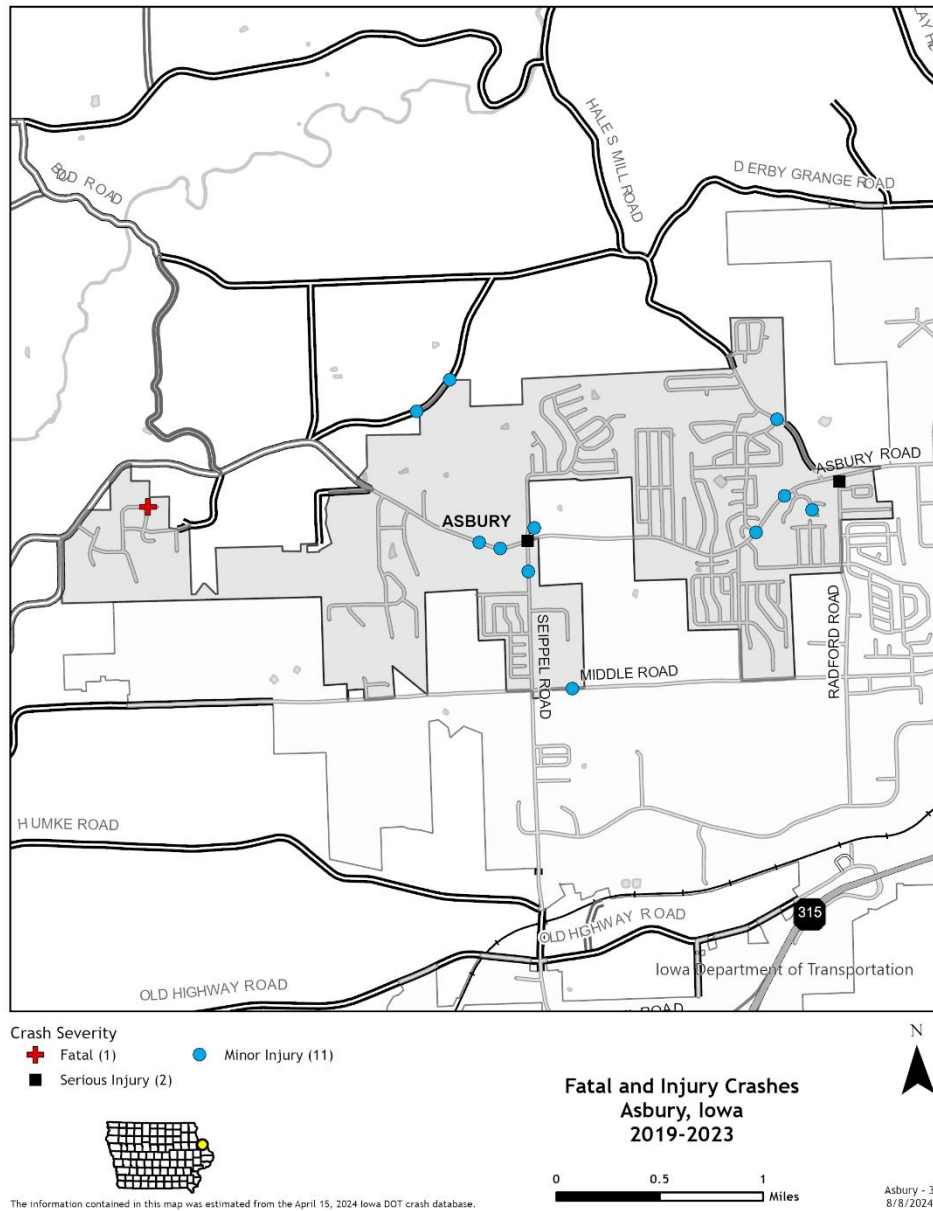


Figure 171. City of Asbury Injury Crashes by Severity, 2019 - 2023

Corridor Review

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.

City of Dubuque

Population

59,667 (Source: 2020 Census)

Traffic and Crash Trends

Table 176 presents the annual vehicle miles traveled by system within the city. Figure 26 Figure 172 provides a comparison of the city VMT to the average regional and statewide VMT for cities with a population greater than 3,000. As expected, the city VMT was above the regional and statewide averages. Approximately 25 percent of the city's traffic is on primary roads.

Table 176. City of Dubuque, Annual VMT, 2014 - 2022

Year	Secondary	Municipal Primary	Municipal	Combined Municipal & Farm-to-Market	Total City VMT
2014	239	166,773	200,112	200,351	367,124
2015	239	168,039	205,011		373,289
2016		167,678	205,243		372,921
2017		165,117	210,949		376,066
2018		165,823	207,310		373,133
2019		167,019	207,083		374,102
2020		138,259	192,887		331,146
2021		116,643	216,243		332,886
2022		116,818	214,363		331,181

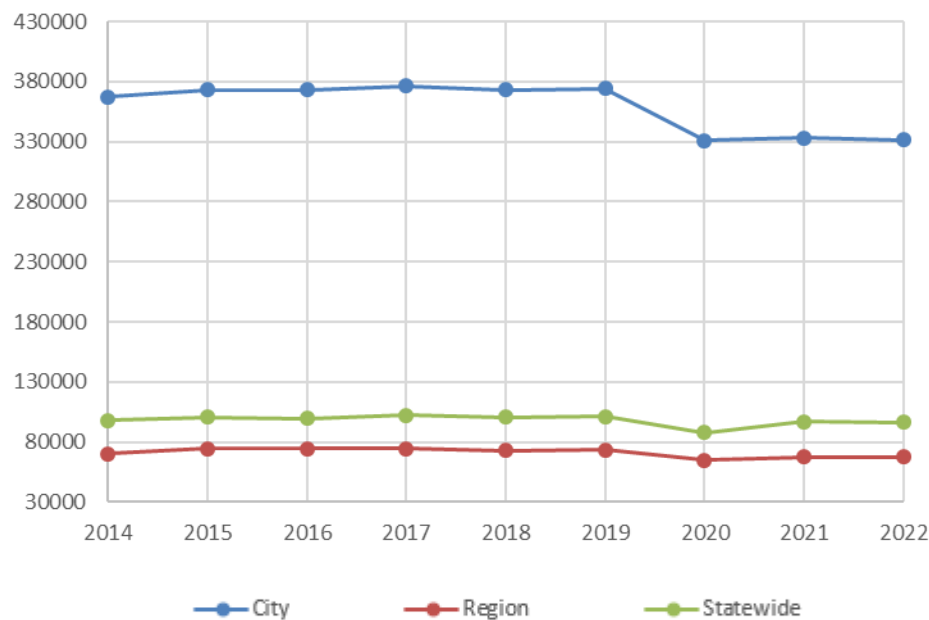


Figure 172. City of Dubuque VMT Comparison, Population Greater than 3000, 2014 - 2022

Table 175 presents the annual vehicle miles traveled, crash frequencies and crash rates within the city. Between 2014 and 2022, a total of 13,190 crashes were reported. The average number of crashes reported annually is approximately 1,466, with some variability throughout the period. However, the average annual crash frequency was 1,456 during the final five years of the analysis period, also indicating some consistency.

Table 177. City of Dubuque, Annual VMT and Crashes, 2014 - 2022

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total City VMT	367,124	373,289	372,921	376,066	373,133	374,102	331,146	332,886	331,181
Crashes	1,450	1,477	1,513	1,472	1,510	1,599	1,261	1,420	1,488
Crash Rate/Million VMT	394.96	395.67	405.72	391.42	404.68	427.42	380.80	426.57	449.30

Figure 173 provides a comparison of the city crash rate to the average regional and statewide rates for cities with a population greater than 3,000. The crash rate fluctuates through the period and was consistently below the statewide and regional averages. This is to be expected given the differences in population and VMT with respect to comparison cities.

Caution should be exercised when interpreting these data, and additional data, or further analysis, may be needed to obtain a clearer understanding of traffic safety within the city.

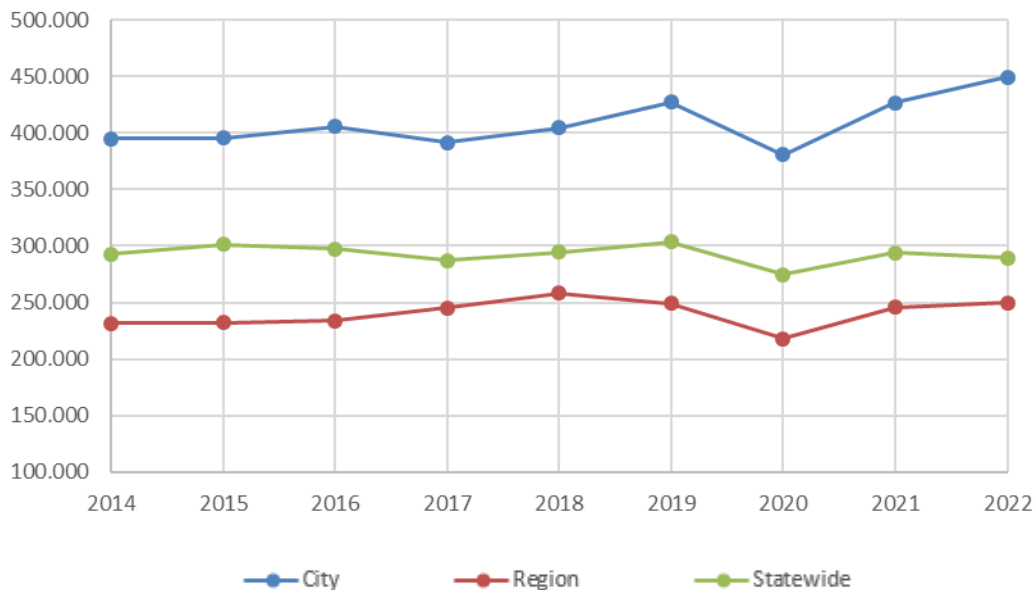


Figure 173. City of Dubuque Crash Rate (Crashes per 100M VMT) Comparison, Population Greater than 3000, 2014 - 2022

Figure 174 is a stacked crash map for the city representing the most recent five-year period (2019 to 2023) and presents both crash locations and severities. There were 7,270 reported crashes in the area, including 572 minor injury crashes, 58 serious injury crashes and 11 fatal crashes. Unfortunately, given the large geographic extent of the city and number of crashes, the crash map cannot effectively convey individual crash locations or groups of crashes. Given the somewhat irregular shape of the corporate boundary, some crashes may fall within adjacent agencies or shared jurisdiction roads. Figure 175

presents only injury crashes (fatal, serious or minor) for additional clarity, although presentation challenges of Figure 174 are still evident in some locations.

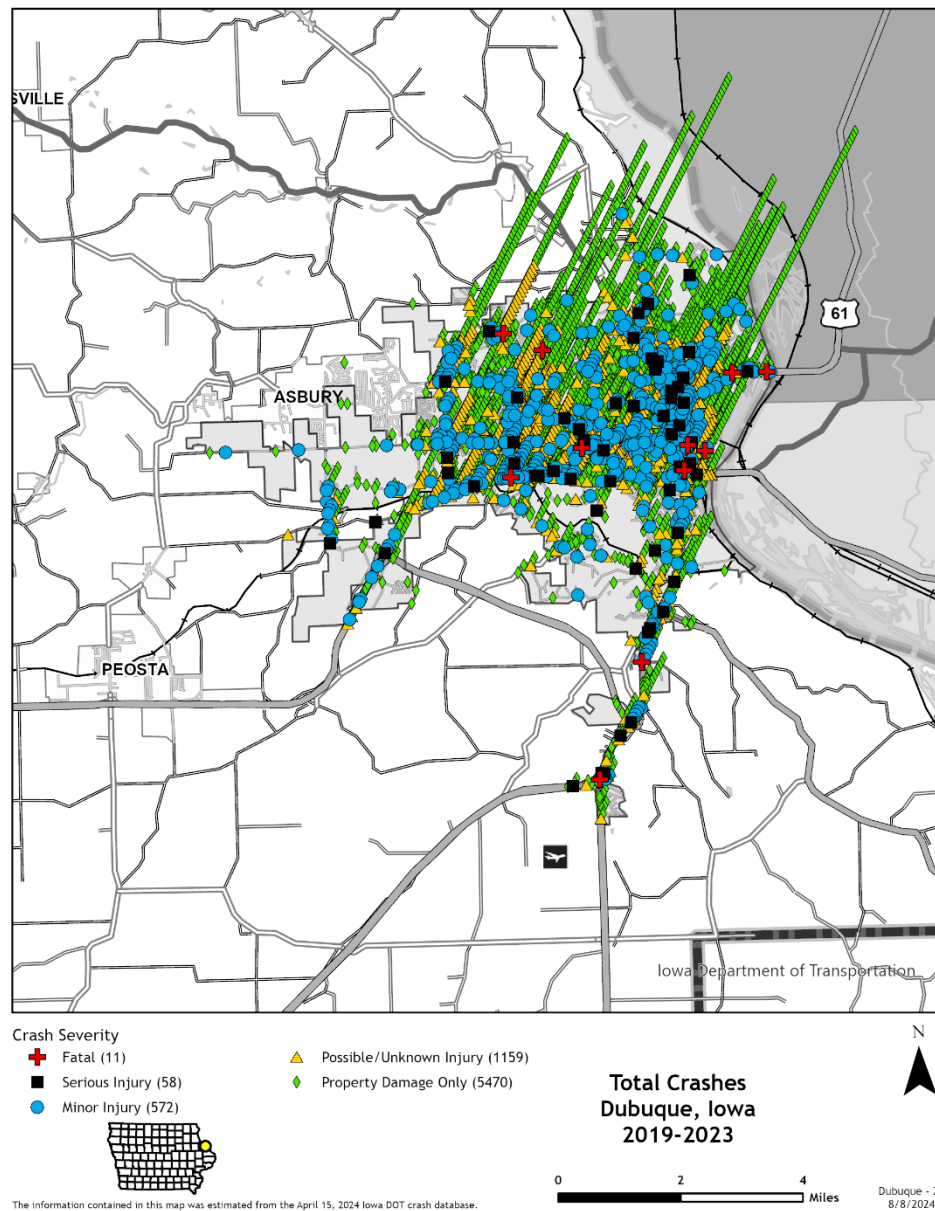


Figure 174. City of Dubuque Crashes by Severity, 2019 - 2023

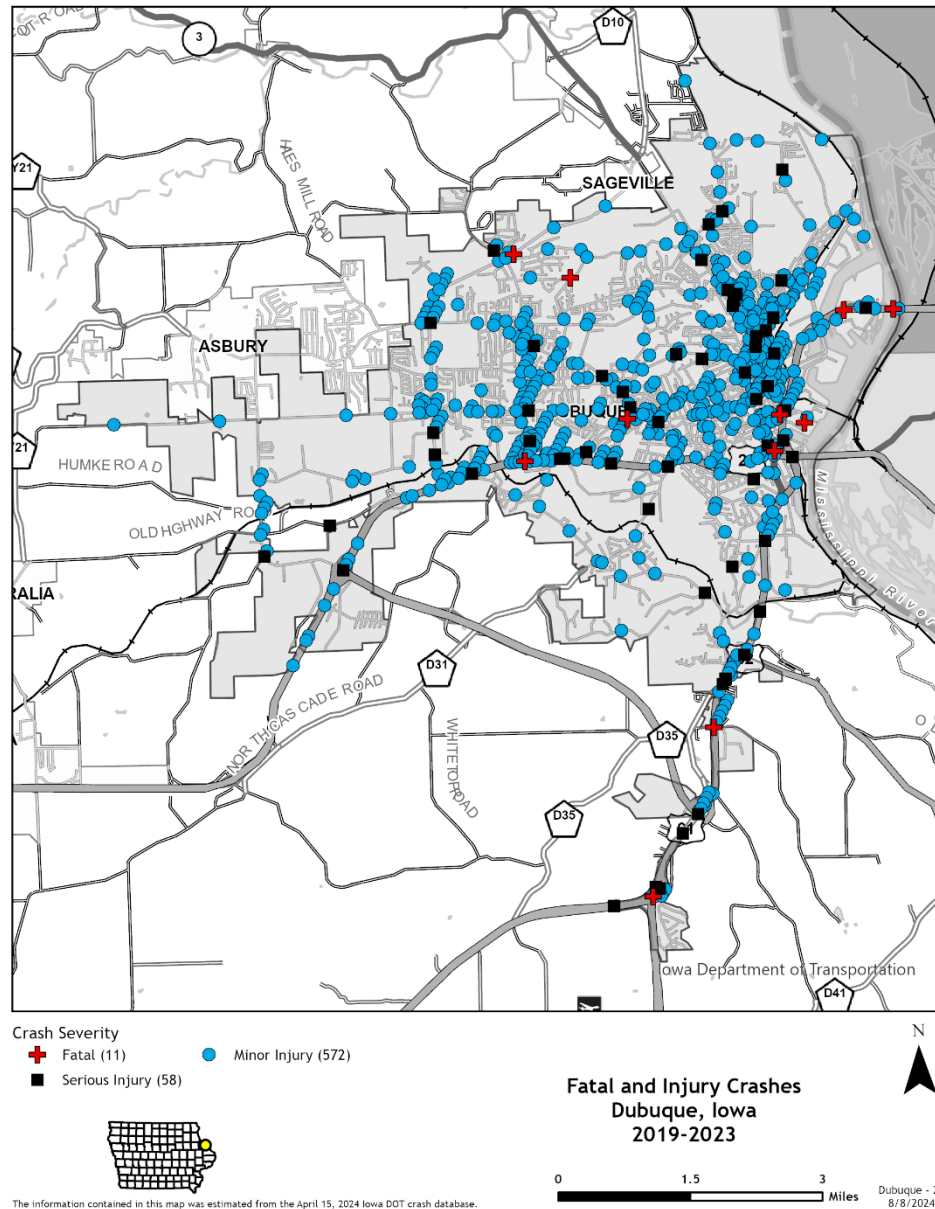


Figure 175. City of Dubuque Injury Crashes by Severity, 2019 - 2023

Corridor Review

Other than the previously discussed network screening, comprehensive review of the city was not possible to identify all possible locations of safety improvements, such as improving site distance and removing hazards. In general, where vulnerable road user (VRU) facilities are not present on or are not continuous along the corridors reviewed, enhancing bike and pedestrian facilities, including adding facilities and signage for higher traffic locations, may help ensure the safety of VRUs.