Chapter 7 - Transportation Plan
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Adel is well served with regional transportation routes, as it is located at the intersection of U.S. Highway 6 and Iowa Highway 169, just five miles from access to Interstate 80. Access to and from the city is also provided via County Road F60 and county road F51 (N. 15th Street).

Highways 6, 169, and F60 form the backbone of Adel’s internal street system, comprising all of its principal arterial mileage. The primary function of the arterial street system is to move traffic through an area, and to provide connectivity to streets and roads of lower classification. Local access is a minor function of these streets, and is often discouraged to improve through capacity and reduce congestion. Despite these intended functions, these streets still have significant need to accommodate pedestrian movements, and as a result, tend to have pedestrian access and safety issues.

Grove Street, North 15th Street, and South 15th Street are existing major collectors. This classification of street has a primary purpose to move traffic within an area, providing access to arterial streets, and providing connectivity to local streets. Property access is more suitable here than on arterials, but less so than for local streets, since through-capacity of the collector streets is still a major function.

All other streets in the city are classified as local streets, whose main function is to provide access to and from the adjoining properties within the city, and provide connections to the major street system.

In-fill development areas within the city limits will require expansion of the major street system to include Meadow Road and Lynne Drive as east-west routes, and extensions of S. 14th, and S. 11th as north-south routes, along with further development of (as yet undesignated) major streets through the Southwest and Southeast growth areas.

FIGURE 10 identifies existing and planned major streets within the existing city limits.

Outside the existing city limits, the major street system is expected to expand to include Prospect Road, Puckerbrush Road, and R-16 in the north-south direction; and U.S. Highway 6 and extensions of Meredith Drive and University Avenue in the east-west direction. Additionally, collector level streets will be required within the developed areas.
FIGURE 11 identifies existing and planned major streets within the entire planning area. Actual alignment and location of future streets are only approximate, and should be evaluated in the context of development proposals, when they occur.