

### Town Zone



Diagonal Avenue to East Kennedy Street

Mature tree canopy and close proximity to cultural spaces

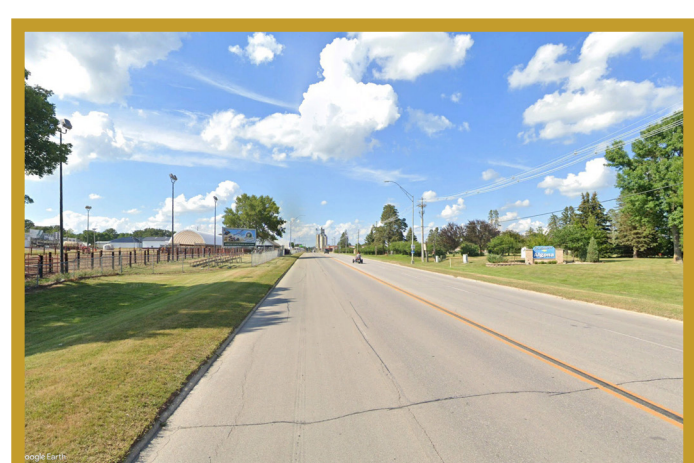
### Business Zone



McGregor Street to Irvington Road

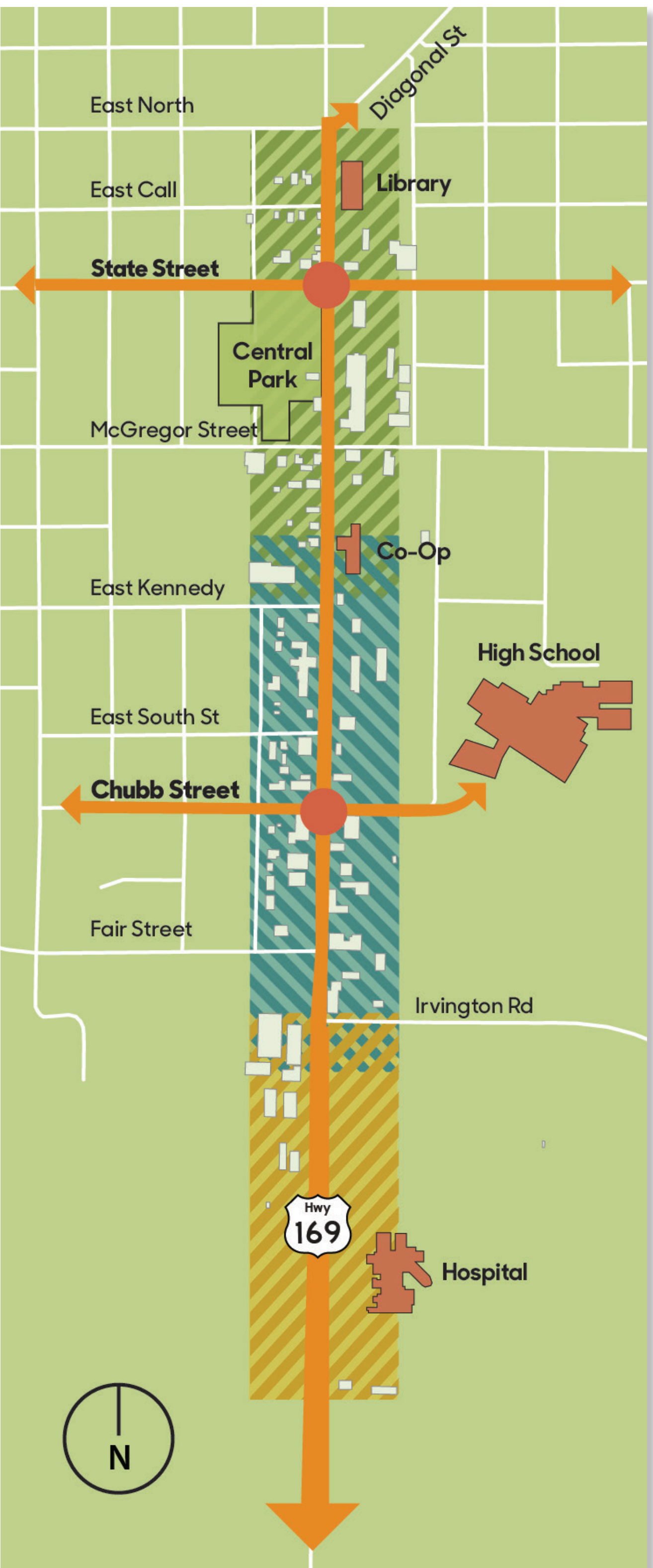
Large amounts of vehicular traffic and economic activity

### Rural Zone



Fair Street to the Hospital

Wide vegetated right-of-way, pastoral character



Zonal Map of Highway 169

### Highway 169 Corridor

The character, conditions, and programming along Highway 169 vary greatly from the entrance into town to the transition onto State Street where Phillips Street continues north. The design team carefully considered these existing conditions to determine what type of enhancements are appropriate for each of the three general zones of the highway corridor.

### Intersection Updates

Participants in the focus groups and the survey identified safety concerns about crossing Highway 169. Many of the intersections along the highway were highlighted as problematic, with State Street and Chubb Street being

the most prominent. Some parents said that Central Park is underused because to access it their kids would have to cross the highway. Chubb Street was identified because there is a lack of sidewalks, safety features, and traffic calming devices.

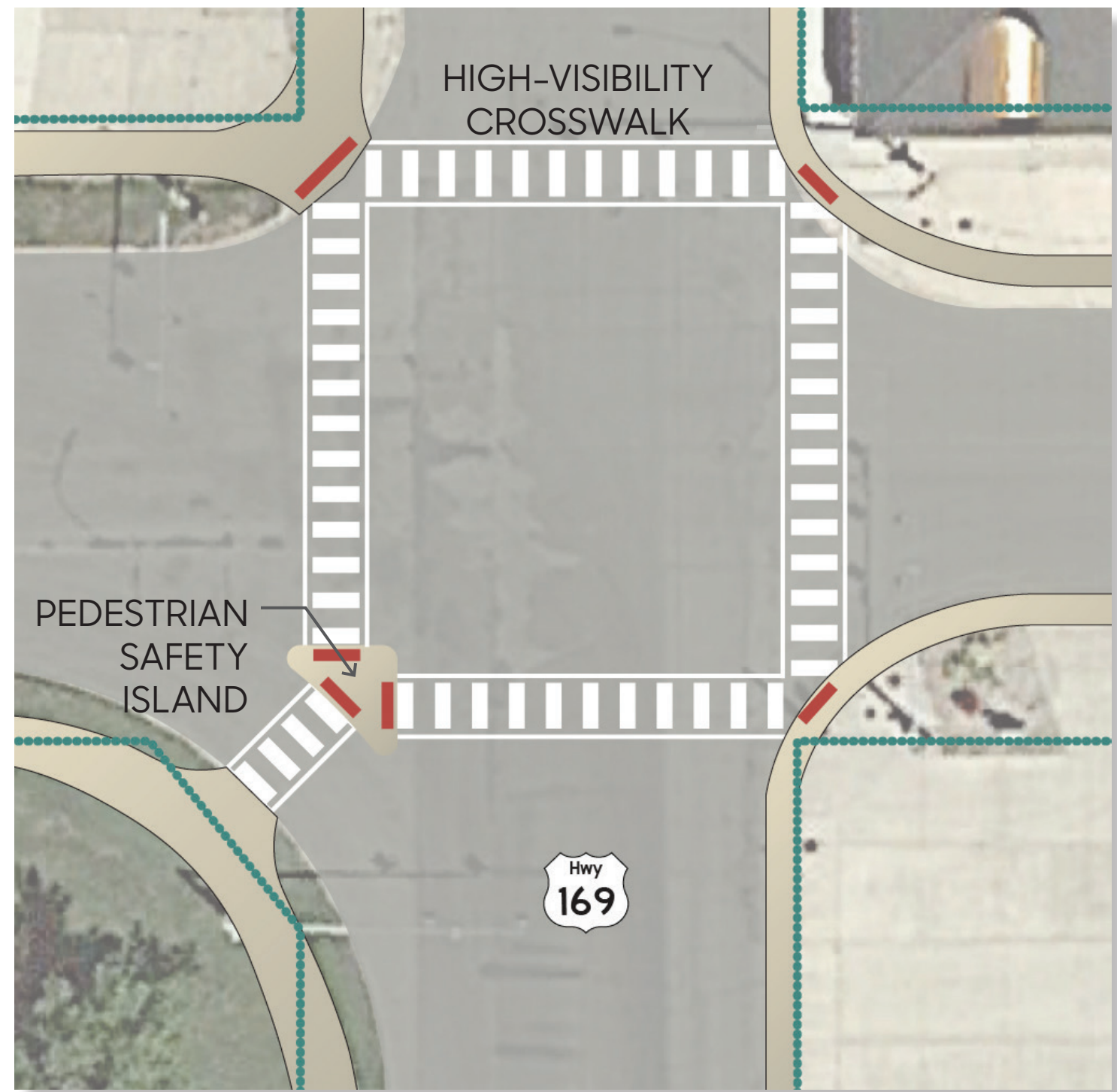
These designs aim to improve the crossings with high-visibility crosswalks, signage, and safety islands, as well as potential for the right-of-way to be reduced to a three-lane road in the future to further ease the crossing of the road.

The crossings on Chubb Street have the potential to involve students and the wider community in designing and painting artistic crosswalk features.

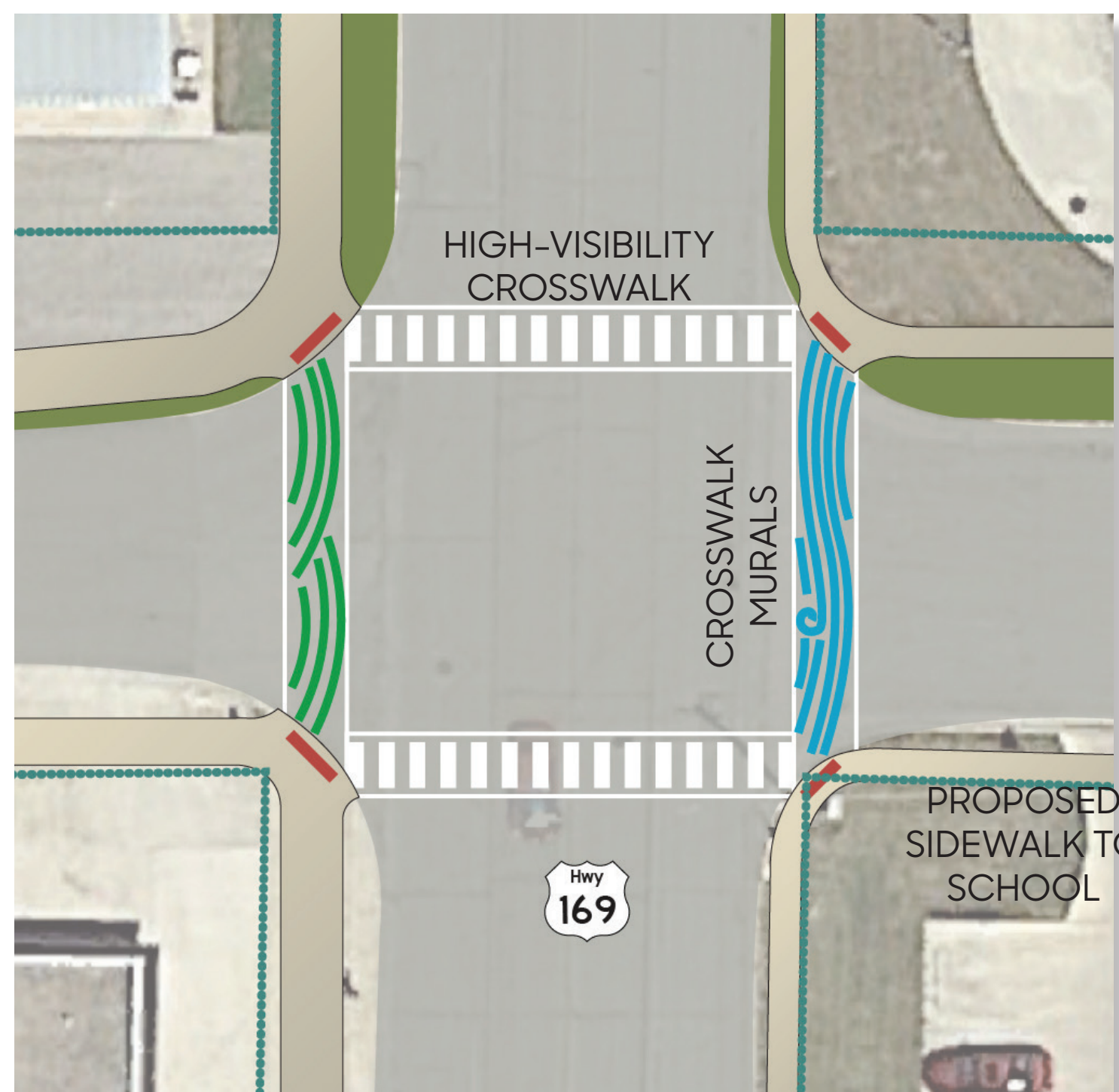
"...we have to cross 169 on our bikes and just ride to the high school [to access the trail] and go all around and then come back and go up straight [to] State Street. If you're walking or pushing a buggy, crossing those two streets is not easy."



"Highway 169 divides the schools and bus stops."



State Street Intersection



Chubb Street Intersection



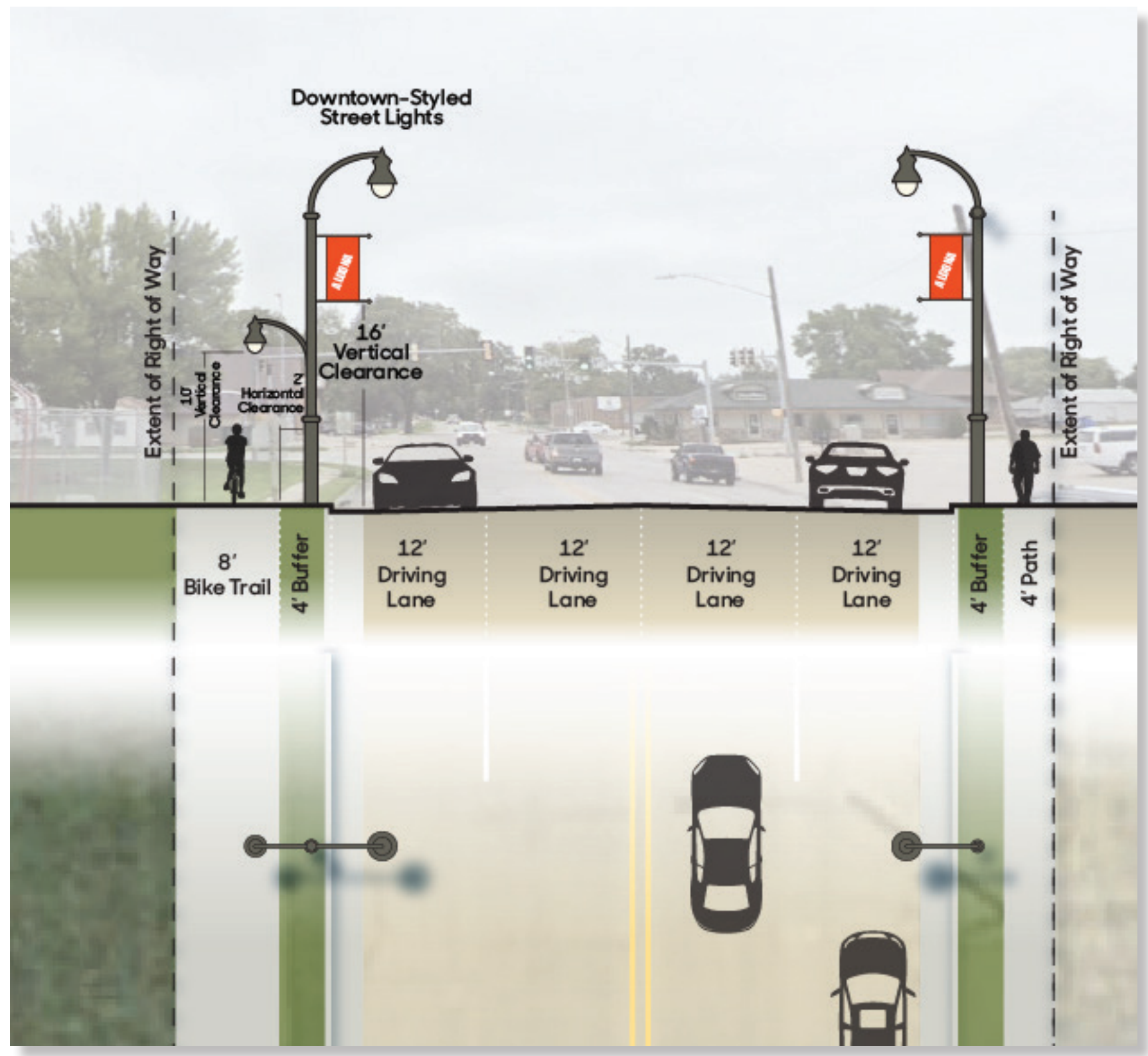
Community members in Ashtabula, OH, (top) and Elementary Students in Tampa, FL, (bottom) get together to paint colorful crosswalk murals in their towns.

# Algona Highway Corridor Accessibility

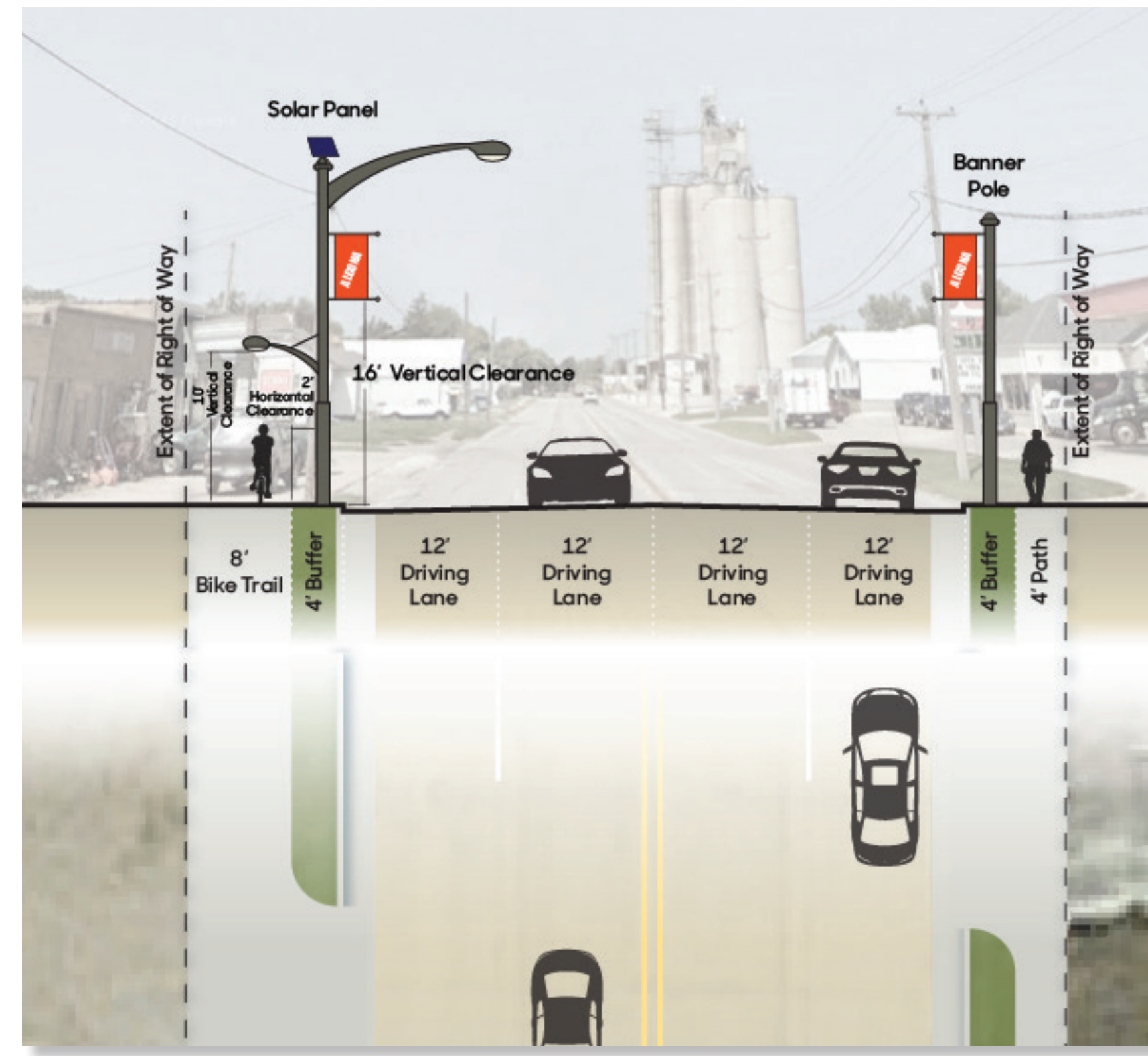
## ISU Community Design Lab

LAs: Carl Rogers and Chad Hunter  
Interns: Britney Markhardt, Linus Larson, Trevor Smith and Jaelyn Waddle  
Iowa State University | Trees Forever | Iowa Department of Transportation

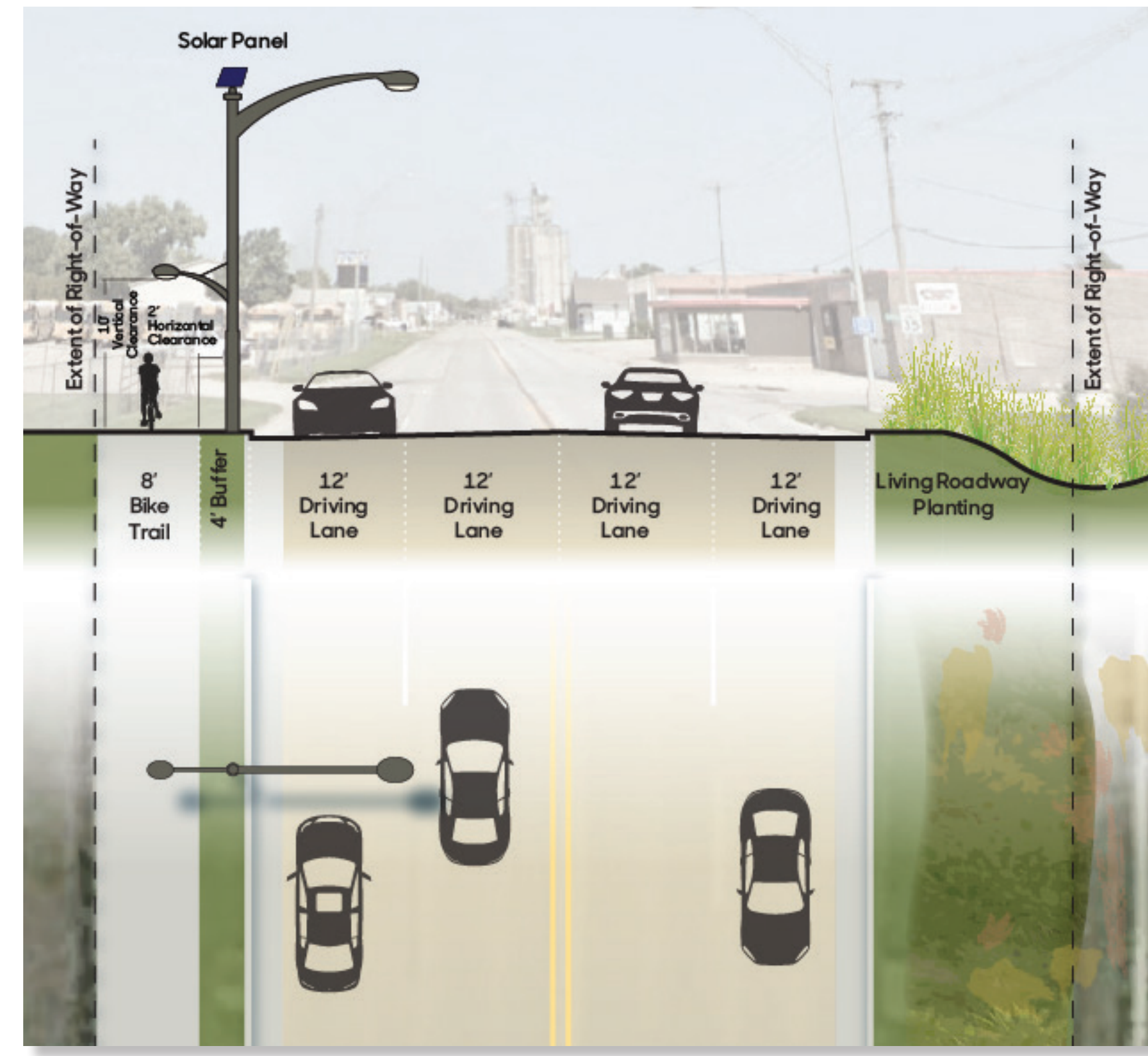




Town Zone



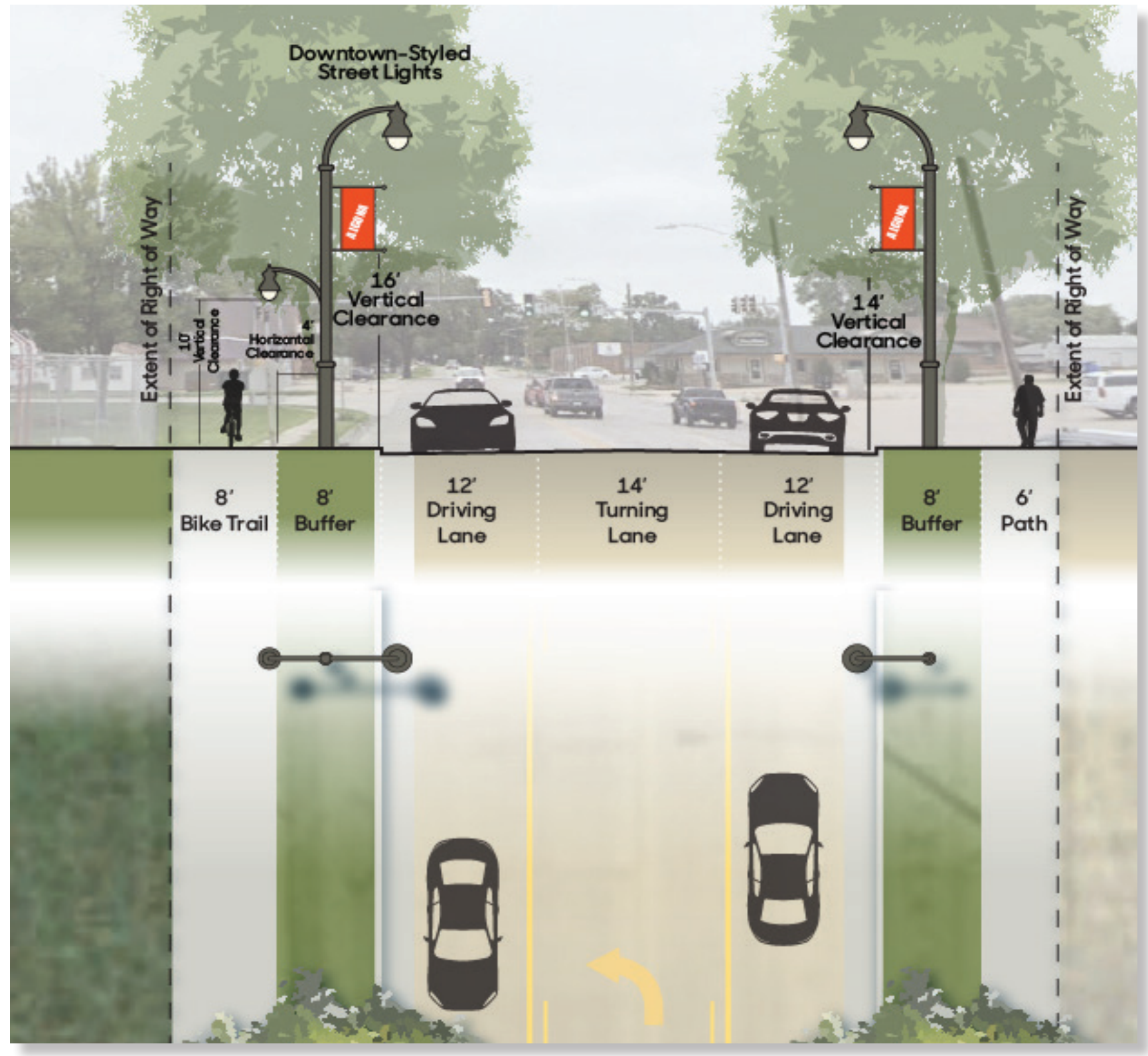
Business Zone



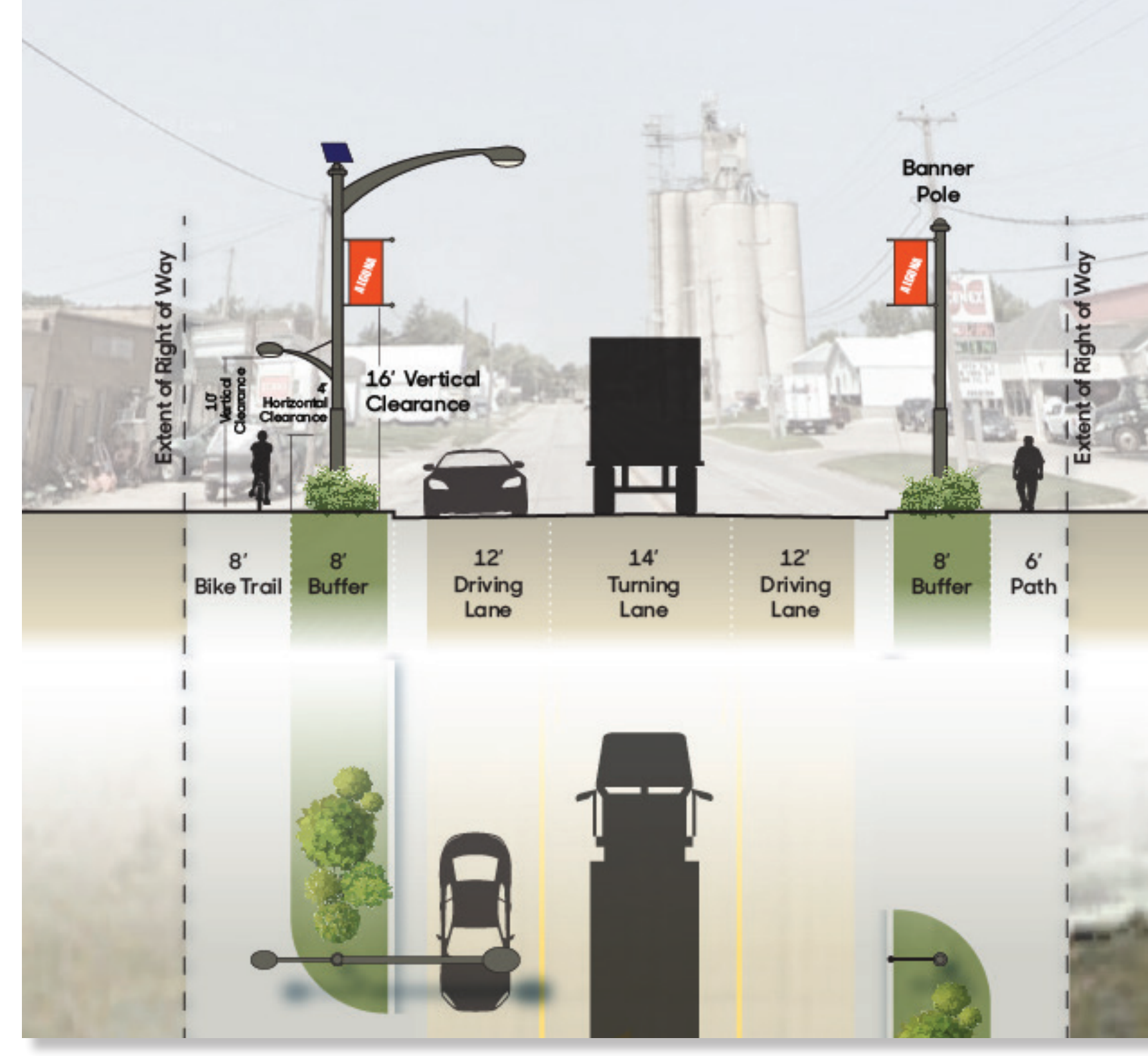
Rural Zone

**Four-Lane Enhancements**

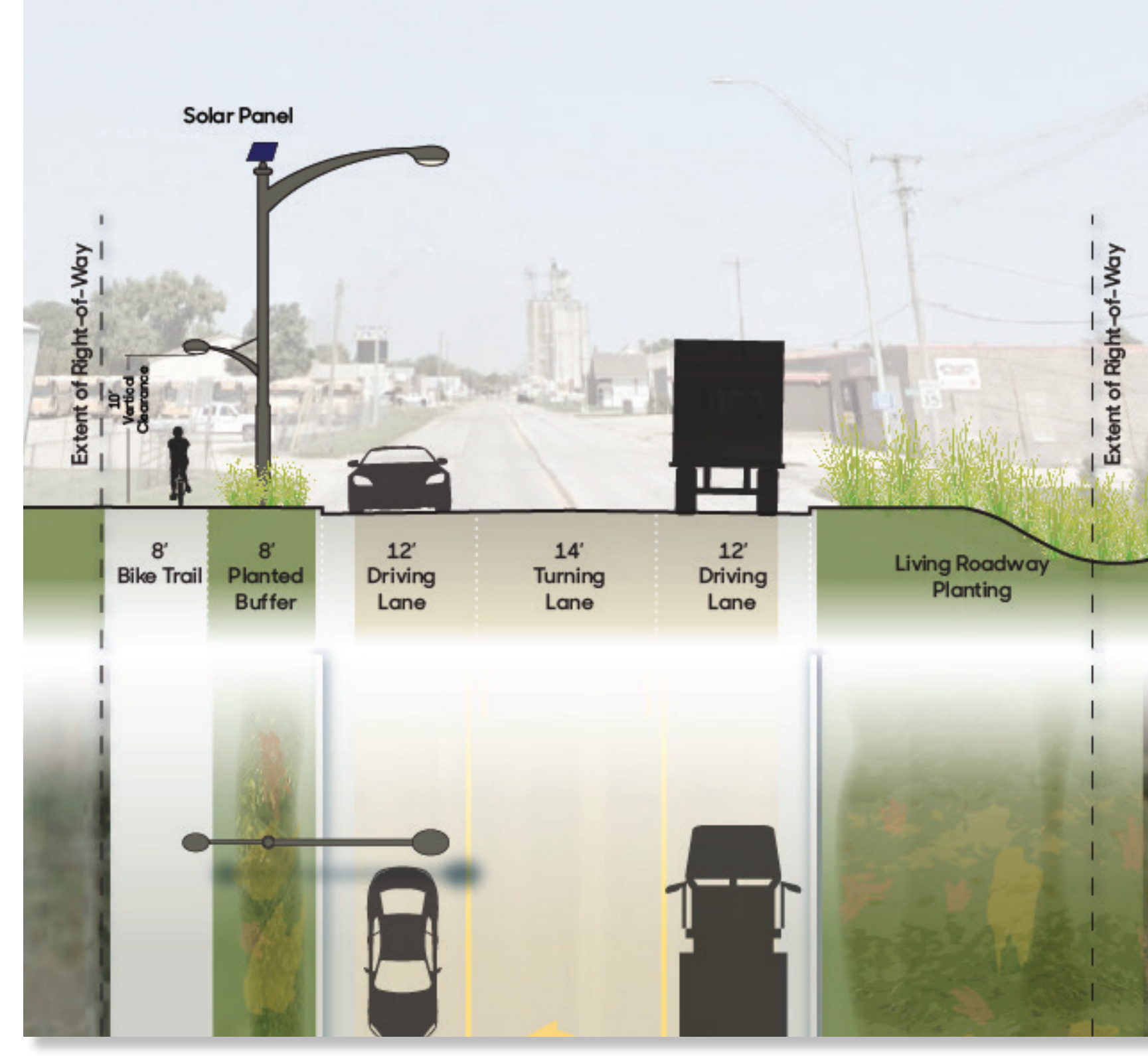
Working with the four-lane option allows for changes to take place more easily because it does not require road reconstruction or reconfiguration. Both design options propose burying the utility lines to accommodate the required space necessary for clear, safe access along the highway with a vegetated buffer. The trail would also feature a crossing at South Minnesota Street into the hospital.



Town Zone



Business Zone



Rural Zone

**Three-Lane Potential**

The potential of a three-lane road opens up many additional possibilities. Reducing the number of lanes provides an additional 10 feet of right-of-way that can be used to improve accessibility and increase safety and the pedestrian experience with an additional buffer width. This proposal envisions a four-lane option occurring first with modifications for the three-lane, also known as the "road diet", as a future phase. This allows the proposed trail extension on the west side of the road in the four-lane version to remain the same in the three-lane version, reducing infrastructure costs. The expanded buffer increases the space between the vehicles and pedestrians and provides a location for vegetation enhancements such as street trees.