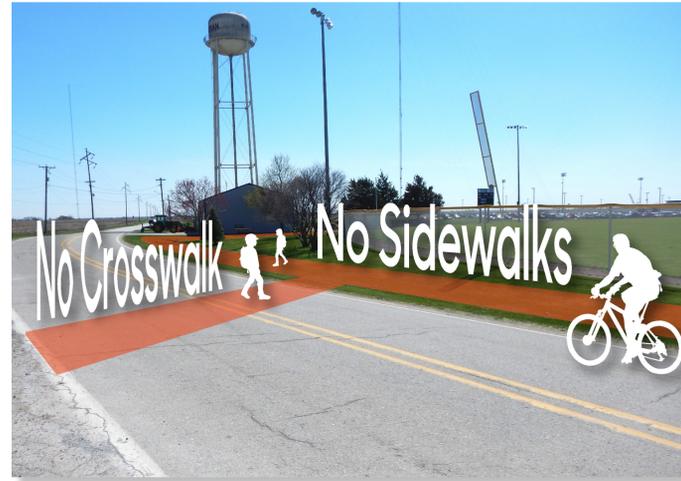
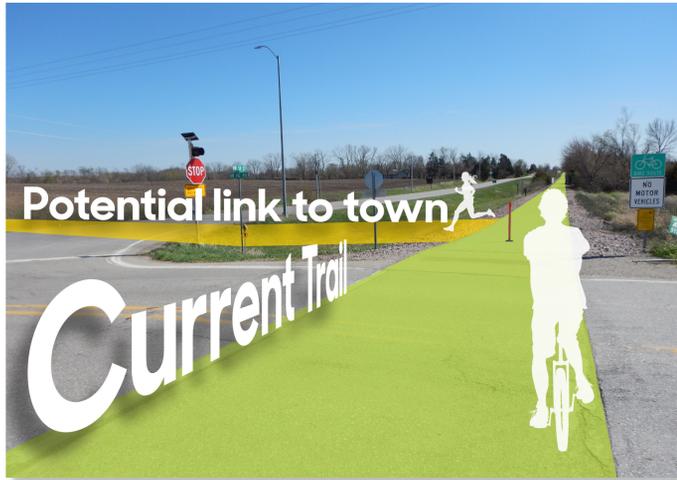




The sidewalk connecting the high school to the middle school is enjoyable and well-maintained. Pedestrians feel safe while walking on the path.



There is no sidewalk connection along Northeast 6th Street between the schools and Alleman Estates making it difficult for pedestrians and cyclists to travel safely



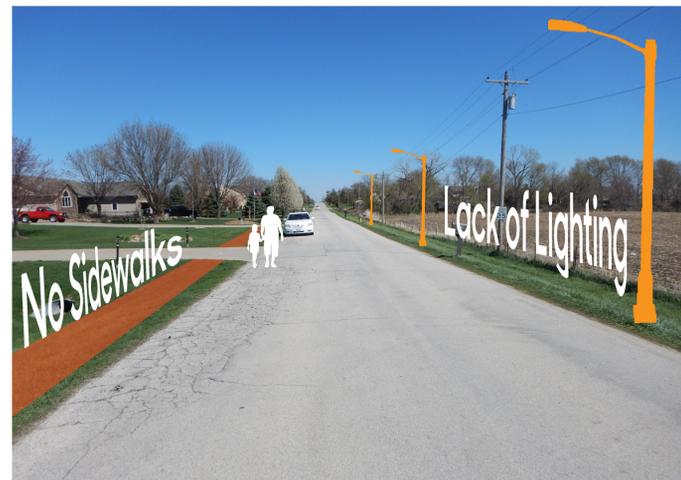
Located 4.5 miles west of Alleman, the High Trestle Trail is a popular amenity in central Iowa; connecting the trail to Alleman would greatly benefit the community.



The one-way entrance and exit at the elementary school are inefficient. Contributing to traffic congestion around Northeast 141st Avenue.



The recently paved Northeast 134th Avenue diverts school traffic from the south and east of town.



Northeast 134th Avenue lacks sidewalks on both sides of the road, forcing pedestrians to walk in the street. The absence of lighting causes visibility issues for drivers.

What Factors Affect Transportation in Alleman?

Transportation is integral to small-town life and a vibrant economy. In the context of the Community Visioning Program, we recognize walking, biking, and driving as quintessential modes of travel to various destinations important to residents and visitors. Access to these destinations is crucial for many everyday activities—getting to work and school, participating in community events, and providing for basic needs such as food, health care, and healthy activity.

In this participatory assessment, we want to find out which factors and conditions affect transportation use in Alleman, where these factors and conditions are most prevalent, and how they influence route and transportation choices locally. Because residents have the best knowledge of how Alleman's transportation system works, we use focused, small-group conversations, mapping, and photos of the best and worst to understand local transportation.

Different Users = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Alleman residents with different transportation needs to participate in focus groups. A total of 12 residents attended Alleman's workshop. Participants were separated into two user groups and the Alleman steering committee.



Actives

(2 participants): This user group represents those in the community who engage in outdoor recreation, including cycling, walking, running, swimming, skiing, etc. The availability of multiple venues for outdoor recreation matters to this group.



Mobility Challenged

(0 participants): This user group is directly affected by accessibility barriers such as high curbing and uneven sidewalks that make it difficult to operate mobility-aiding equipment effectively. Handicapped parking, curb ramps, and smooth surfaces are critical transportation features.



Older Adults

(0 participants): Accessibility—both in terms of physical access and proximity—is a major concern for this user group. Because some people in this user group do not or are unable to drive, having goods and services within walking distance is important.



Youth

(0 participants): This group uses primarily non-motorized modes of transportation, so pedestrian- and bike-friendly streets and sidewalks are important. These users value the ability to get to destinations on foot or via bicycle and having goods and services within walking distance.



Parents

(4 participants): Safety of their children is a primary concern of this user group. Access to safe and easy routes to school activities is another significant factor to this group. Parents of young children desire smooth, wide surfaces for strollers.



Steering Committee

(6 participants): The common denominator for this user group is that their observations are influenced by special knowledge of the transportation system acquired during the Community Visioning assessment process. As a result, this group is more representative of decision makers.