



Residents enjoy walking and biking on the wide and well-maintained trail at Glenwood Lake Park, which is peaceful and has many amenities.



A lack of sidewalks, road shoulder, and marked crosswalks creates intimidating conditions for pedestrians and cyclists accessing Sivars Road.



Glenwood's town square is a social hub, with ample open space and seating for people to gather. The inviting streetscape features wide sidewalks and accessible curb bulb-outs.



The steep incline from the road create challenges for some to access the sidewalks on Myrtle Street. Walkers and cyclists often go into adjacent yards when meeting someone on the sidewalk because it is too narrow.



The new activities complex supports youth athletics, and community members appreciate the clean and well-lit facility as a safe and comfortable place to walk.



Residents traveling along Sharp Street are faced with sidewalk that end abruptly and highly-congested roads when going to and from school and Glenwood Lake Park.

What Factors Affect Transportation in Glenwood?

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 Glenwood, 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 Glenwood'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 Glenwood residents with different transportation needs to participate in focus groups. A total of 53 residents attended Glenwood's workshop. Participants were separated into five user groups and the Glenwood steering committee.



Actives

(5 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

(3 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

(6 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

(26 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

(9 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.



Actives

"The [downtown] square is good for walking...if you're staying on one side and if you just want to keep going around and around and around...there [are] nice, wide sidewalks, and they're usually taken care of."

"The square is kind of chaotic too because there [are] no stop signs for anybody...[at] the two northern corners, [which] are kind of unsafe...if you're out of town, you don't know that, so it's kind of scary your first time."

"I would love better walkability from [Linn St] to Glenwood Lake Park..."

"...most people avoid [the] hill [on Linn Street] when...there's any [snow or ice]...because it's so steep...and...that adds a lot of...traffic on some...other streets that [normally] don't get a lot of traffic."

"The new part of Timberline has really nice sidewalks...you don't have to watch where you're walking to see if you're going to...trip...you can look around you instead of at your feet."



Youth


"...[on] the rare occasion that I'm biking to the high school [on Sharp Street]...there is no place for anything but cars, so I either have to go on the grass or just wait until there are no cars...I wish there were bike lanes; that'd be nice."

"...when I leave school there [are] a ton of people walking on the side of [Sharp Street] but there's no sidewalk there... There's [just]...a 10-foot gravel shoulder."

"Glenwood Lake Park...[is nice] because there's a sidewalk around the lake and people walk on it all the time. There's not a lot of traffic there either."

"There [are] a lot of plants [at Glenwood Lake Park] to look at... and then there's the lake that you can go run around..."

"I don't think it would be possible to connect [Glenwood to the Wabash Trace Nature Trail], but that would be sick."



Parents


"...we can't fix all of the sidewalks...so we [should] focus on some main areas where we can make one nice, big loop around...the outskirts [of Glenwood]...then connect that out to the Wabash [Trace] so...we have a place to walk."

"...when I was little... you couldn't ride a skateboard down [the sidewalks on Timber Lane] because you'd wreck. Everything was so uneven, and I don't think it's been fixed since then."

"...[the] stoplight [at the intersection of Locust and Sharp Streets] is just congested with school traffic because you've got West [Elementary] right there."

"... anywhere I go in Glenwood, I walk. It's less than a mile [or] two...I think a lot more people would [walk] if they had [safe] places to do it."

"I would almost prefer a trail versus a bike lane [to] have that little bit of distance between myself and someone doing 55 miles [an hour]."



Older Adults


"...we've had a lot of semi traffic down Locust [Street], which is the main artery into the town, and that road has really become...bad, and [when you're driving, it] feel[s] like you have a flat tire."

"I do try to walk once in a while, but the sidewalks are so bad that...I'm afraid I'm going to fall..."

"...bike riders are not welcome [along E Sharp Street]. We've been flipped off and honked at because there's really no safe place to ride."

"...around the high school there is a loop out to the soccer fields...but our sidewalks really need to be wider for more of a trail than a sidewalk because we've got people...with baby strollers."

"...I walk two miles a day, but I have to drive to [Glenwood Lake Park] to do that safely."



Mobility Challenged

"The parking in front of the high school, it's all completely level. There is no curb at all, so [from] every one of those parking spaces you can just roll right in front...you don't have to worry about any curbs. I love parking there."

"[The] big thing around here is the curbs; there [are] only some...that are accommodating. On the [downtown] square they've done [curb ramps] at those intersections, but there [are] a lot of [curbs] that are just super high..."

"If I wanted to walk between the schools, that would be impossible... the sidewalks are always interrupted in some way."

"...I want interconnectivity [of sidewalks and trails]...I want to live in a place that essentially, I could function without a car if I wanted to..."

"Hiley Park [is] a cute little park in a neighborhood, and actually Kiwanis is working on... making the parking lot and everything accessible."



Steering Committee

"...for cyclists, there is no shoulder [on Locust Street]... When [there is a] truck... [having] to manage both... oncoming traffic and [a bike] being on the side of the road, that truck [driver thinks] '...Let's hope and pray that neither of us swerve too much because I can't get over...'"

"...a dream of ours for 11 years [has been] to get a connector to the Wabash Trace [Nature Trail] and...have it continue all the way across so that we can utilize the new [Highway] 34 bridge to get into the Omaha trail system."

"...there [are] a lot of [walking trails] just close outside of town...but there's no way to get to them unless you drive..."

"...my [spouse] is very reticent to [let] the kids ride their bike to school, even though...they totally could physically...it's just [that] there's no shoulder [along Locust Street]."

"The sidewalks...[are] choppy. There might be sidewalk for a few houses and then nothing after that, so the only way you can...really run or walk or... skateboard or whatever... is...in the street."

Glenwood

What People Said

Transportation Assets and Barriers Analysis
 Julia Badenhope, Sandra Oberbroeckling, Britney Markhardt
 Iowa State University | Trees Forever | Iowa Department of Transportation



User Types



Actives



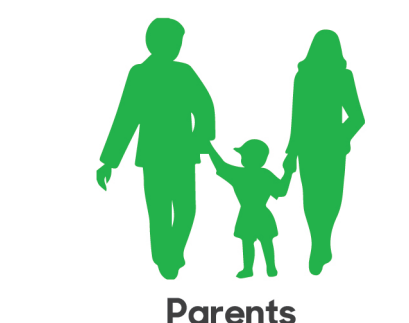
Mobility Challenged



Older Adults



Youth



Parents



Steering Committee

User Types	Destinations and Activities				Valued Features		Undesirable Qualities and Features					Most Desired Improvements and Activities			
	Glenwood Lake Park	Downtown Square	Glenwood Sports Complex	State Archaeological Preserve	Wide, Smooth, Accessible Sidewalks	Trees & Nature	Inadequate Sidewalk Infrastructure	School Traffic Congestion	Steep Slopes/Hilly Terrain	Insufficient Lighting	Difficult Pedestrian/Cyclist Crossing	Trail Development	Complete, ADA-Compliant Sidewalks	Safe Routes To School	Welcoming Atmosphere/Appearance
Actives	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Mobility Challenged	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Older Adults	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Youth	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Parents	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Steering Committee	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Actives walk and bike for exercise and/or recreation. This group enjoys walking their dogs and would like a dog park. Actives also want a trail connection between Glenwood Lake Park and the state preserve, and would like Keg Creek to be cleaned up.

Mobility-challenged individuals walk, drive, and take the SWITA bus. This group would like a convenient transportation service that doesn't require a 24-hour notice. They would like more handicapped-accessible parking spaces in the downtown square.

Older adults walk, bike, and drive vehicles, golf carts, and ATV/UTVs to get around. This group would like a horse trail in the foothills at the state preserve and an ATV park with trails. For older adults, having a destination is an important factor when walking.

Youth walk, bike, and ride the bus to their destinations. Older youth also drive. This group enjoys in-line skating and hoverboarding. They would like to have candy along walkways. Youth are also interested in having electric car charging stations.

Parents walk, bike, run, drive, and take the SWITA bus. They are primarily concerned with the safety of their children. Parents enjoy biking at the Glenwood Resource Center because of the scenery and lack of traffic. This group wants a city bus.

Steering committee members walk, bike, and drive vehicles, golf carts, and ATV/UTVs. This group would like to have signage at significant locations and on buildings that explain local history. Committee members also think native vegetation and bioswales would be beneficial to the community.

Glenwood Lake Park has trails, an amphitheater, and a museum and is enjoyed by all user types. There are paved paths around the lake, grass walking trails, and benches. Youth like the peaceful atmosphere and the opportunities to explore nature. Residents appreciate Glenwood's charming downtown square, which offers convenient access to goods and services in a quaint setting with historical architecture, and wide walkways lined with trees. People use the track because it's level, well-maintained, and long they've been running or walking. Adults like to go to the Glenwood Sports Complex for athletic activities, and dogs like to watch the bluebirds, and actives take their kids to the State Preserve to walk the Foothills Trail. Older adults value the curb cuts at the intersections in the square. Both adults and kids take pleasure in trees and natural areas available at various places, including Glenwood Lake Park, the square, the cemetery, and the resource center. Older adults spoke of the benefit of birds, fresh air, and trees. Broken uneven and missing sidewalks in trees and natural areas, high curbs, and the absence of ramps create problems for wheelchair users and parents with strollers. Examples of these conditions include Sharp Street near the high school, Locust Street, and north of the elementary school. Traffic congestion at school pickup and drop-off times and during sporting events is a chronic problem for drivers, walkers, and cyclists, especially at the intersections of Locust and 4th, and Sharp and Linn Streets. Focus group participants acknowledged the challenges associated with the hilly landscape, which causes visibility issues for both pedestrian and vehicular traffic. Drivers find it difficult to stop at intersections on steep streets such as Park Street, Sharp Street, and Keg Creek. Insufficient lighting limits residents' ability to walk when it is dark, especially during the winter months. Participants cited several poorly lit places, including Glenwood Lake Park, Sharp Street near the high school, and the Keg Creek pedestrian bridge between the middle and high schools. Fast traffic on E Sharp Street and the absence of crosswalks at a number of intersections complicate these intersections and bikers' alike. Long wait times at developing new trails is a priority among all user groups. People want a loop trail in town connecting popular regional destinations including the downtown square, Glenwood Lake Park, and the state preserve as well as trail links to Sivers Road, and Locust and Sharp Streets. Residents want wider sidewalks on both sides of the street with curb ramps to accommodate wheelchair users and strollers. Locations participants specified for sidewalk upgrades include Elm Street, downtown, the city dump, from the middle school to the neighborhood to the north. The steering committee, actives, and youth groups had ideas for making Glenwood more welcoming to both visitors and residents. Ideas proposed include beautifying the Locust Street streetscape, incorporating way-finding and interpretive signage, and enhancing community entrances.

Glenwood

Emerging Themes

Transportation Assets and Barriers Analysis

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