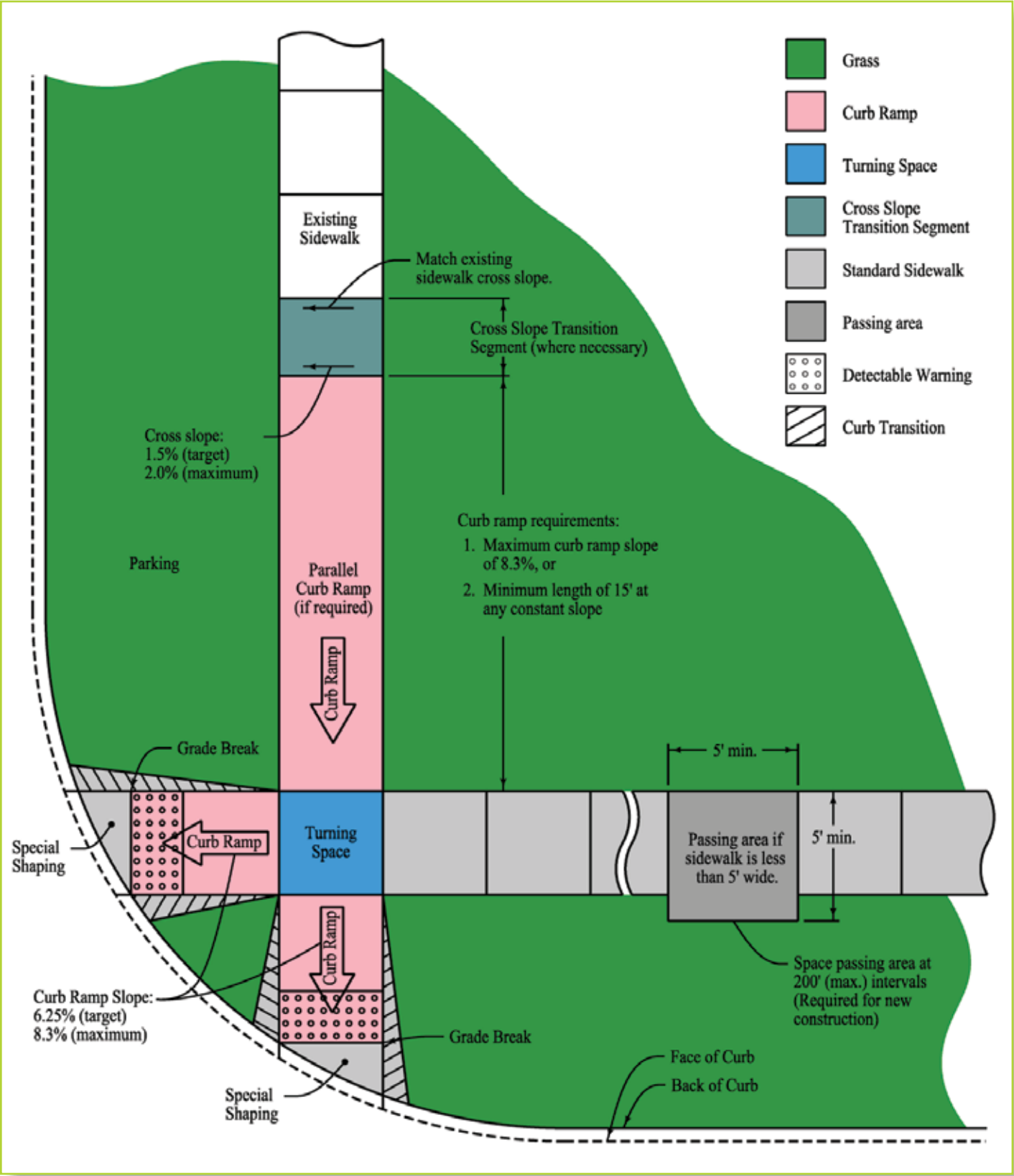


Pedestrian Connectivity Overview

Pedestrian connectivity was repeatedly discussed and cited as a major concern of residents and committee members during the community visioning process (re: Emerging Themes, Board 3C). Missing sidewalk segments, steep sidewalk grades at street crossings, broken and uneven sidewalks, narrow or sidewalks overgrown with vegetation, and raised sidewalks with drop-offs were all identified as being problematic for safe and accessible use. Of special concern was the lack of sidewalks leading to and from the retirement home on S. Washington Street, where residents are forced to walk or use their wheelchairs in the street.

While all user groups rely on sidewalks for safe and accessible travel, it is the elderly, mobility-challenged or impaired, and school-age children who are impacted the most by the condition of the sidewalk system. These groups have the greatest dependence on sidewalks due to their reliance on non-vehicular modes of transportation to get to places within and around the community.

In addition to sidewalks, pedestrian connectivity also encompasses recreational trails. A holistic pedestrian connectivity system utilizes both recreational trails and sidewalks to provide a complete looped system that provides uninterrupted access to important community and public destinations. This type of integrated system is essential to the vitality of the community and well-being of its residents; in addition, it also satisfies the needs of both recreational and non-recreational users.



"Standard Sidewalk and Curb Ramp Elements" figure taken from the Iowa Department of Transportation Design Manual, Chapter 12, Accessible Sidewalk Requirements.