



Install raised crosswalks: slow traffic (See High School Enhancements : B)



Eliminate edges and accommodate all mobility levels and ages

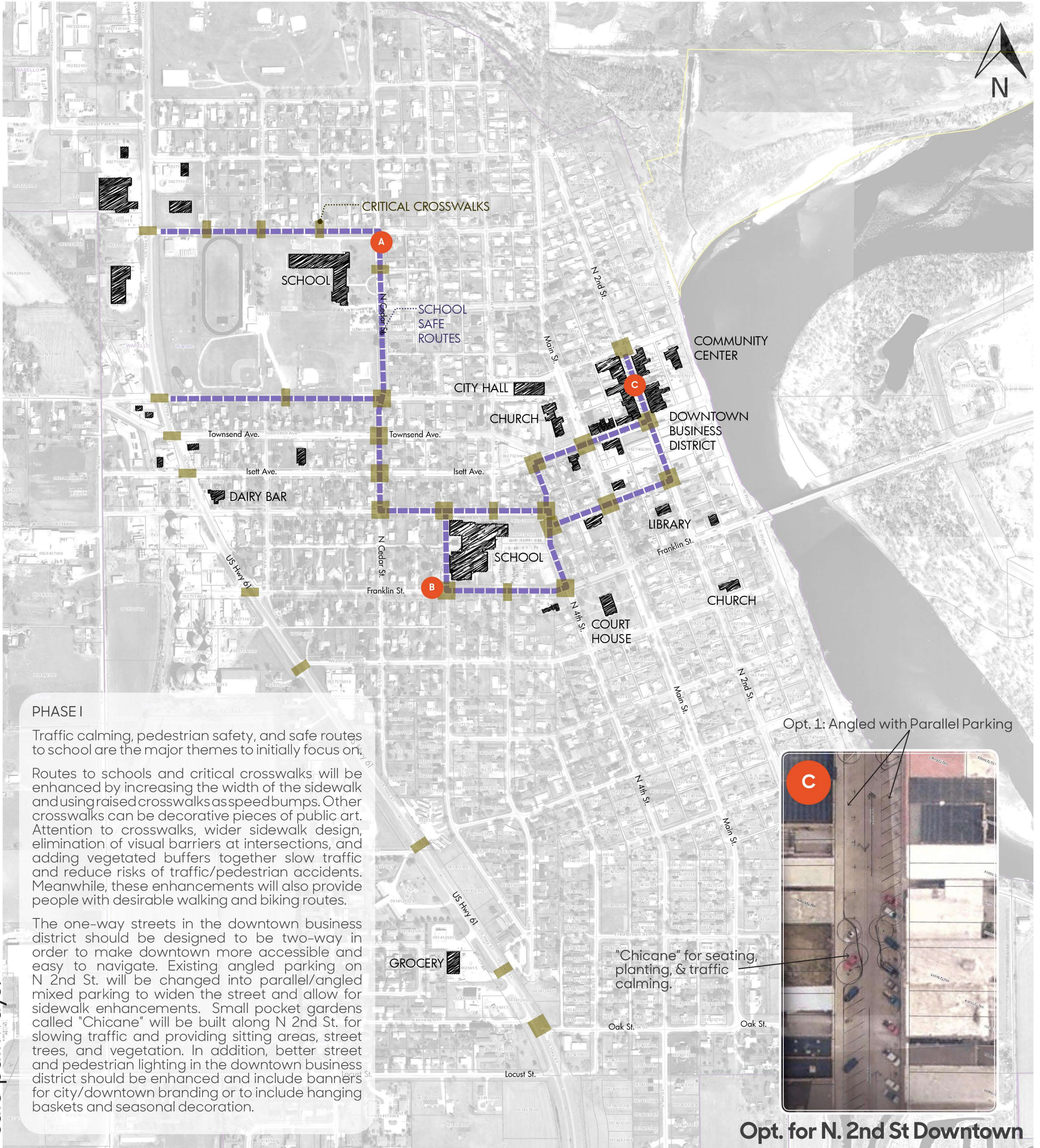


Remove dangerous visual barriers



Reduce speed limit on Hwy 61 and replace signage to help visibility

"I would like to bike and walk more just because we are a small community, but we don't generally have safe pathways."



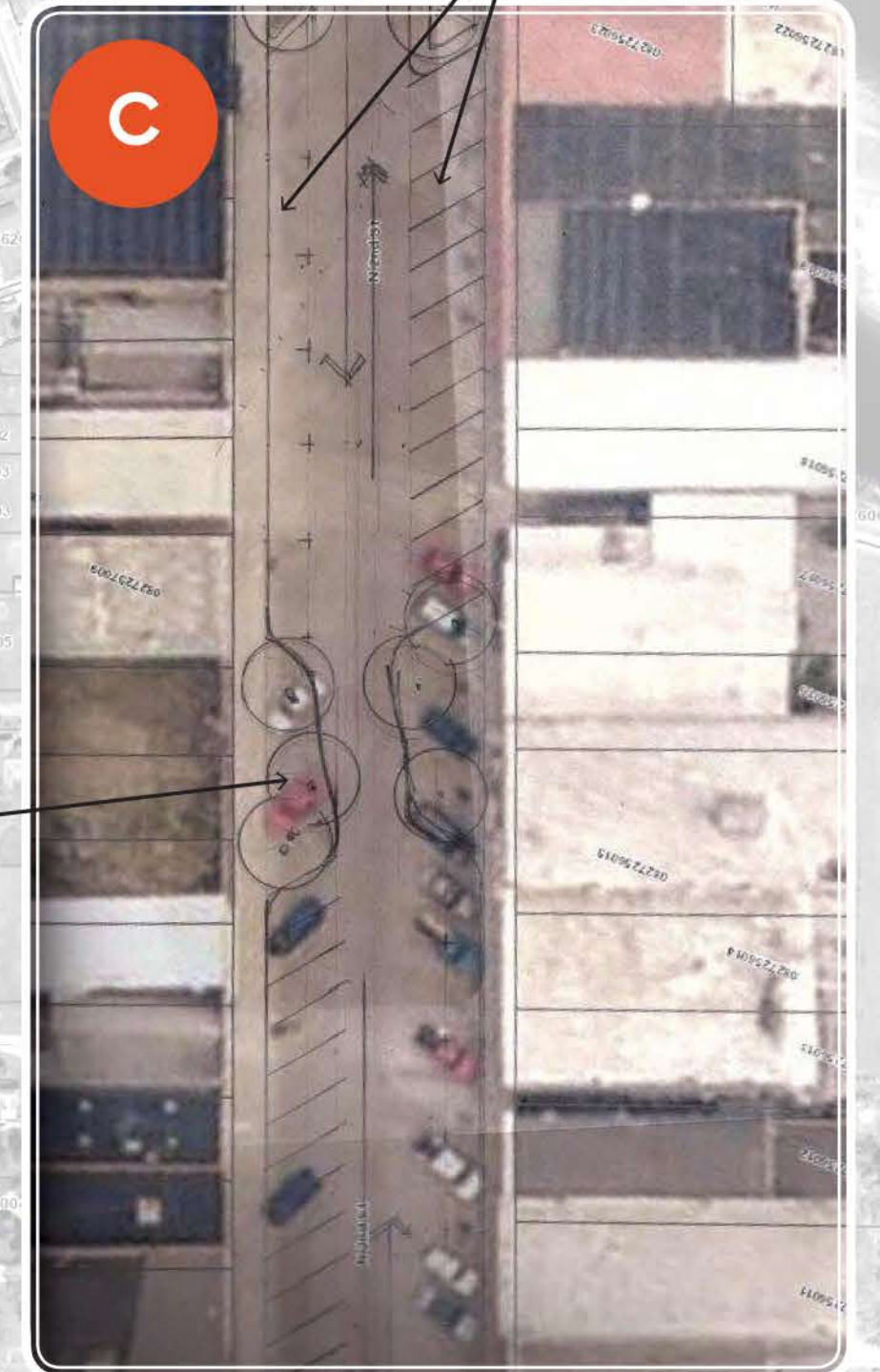
**PHASE I**

Traffic calming, pedestrian safety, and safe routes to school are the major themes to initially focus on.

Routes to schools and critical crosswalks will be enhanced by increasing the width of the sidewalk and using raised crosswalks as speed bumps. Other crosswalks can be decorative pieces of public art. Attention to crosswalks, wider sidewalk design, elimination of visual barriers at intersections, and adding vegetated buffers together slow traffic and reduce risks of traffic/pedestrian accidents. Meanwhile, these enhancements will also provide people with desirable walking and biking routes.

The one-way streets in the downtown business district should be designed to be two-way in order to make downtown more accessible and easy to navigate. Existing angled parking on N 2nd St. will be changed into parallel/angled mixed parking to widen the street and allow for sidewalk enhancements. Small pocket gardens called "Chicane" will be built along N 2nd St. for slowing traffic and providing sitting areas, street trees, and vegetation. In addition, better street and pedestrian lighting in the downtown business district should be enhanced and include banners for city/downtown branding or to include hanging baskets and seasonal decoration.

Opt. 1: Angled with Parallel Parking



"Chicane" for seating, planting, & traffic calming.

Opt. for N. 2nd St Downtown

NOTE: Each phase, priority, and time line is intended to be flexible as determined by the community. Phases and timelines are intended only to demonstrate how large-scale improvements can be achieved by implementing small-scale projects strategically over time to achieve broader reaching goals.



**Phase I** Board 1 of 2  
Critical Crosswalks and Safe Routes  
1-5 Years

**Steve Ford Landscape Architecture**  
**Martin Gardner Architecture**

Landscape Architect: Steve Ford/Designer: Michael LeClere  
Intern: Wan Wei  
Iowa State University | Trees Forever | Iowa Department of Transportation

