

The hospital green space has a wide, paved path, ample seating, and shade. The site is a popular place to walk, bike, relax, and watch birds.



Residents enjoy the Rec Plex for its wide, well-maintained trails and sports venues. Cyclists appreciate the bike repair station located there.



Beautiful plantings along the wide trail along Gear Ave provide great buffers from vehicular traffic on the side streets.

West Burlington Overview



Mt. Pleasant Street is intimidating to both cyclists and pedestrians because the bike lane is too close to vehicular traffic and there is no sidewalk or trail.



Pedestrians have trouble crossing at the intersection of Broadway Street. and Agency Road because traffic is heavy and there is no crosswalk.



Pedestrians and cyclists find it difficult to access businesses and services along Agency Road, which has no sidewalk or developed shoulder.

What Factors Affect Transportation in West Burlington?

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 West Burlington, 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 West Burlington'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 West Burlington residents with different transportation needs to participate in focus groups. A total of 56 residents attended West Burlington's workshop. Participants were separated into five user groups and the West Burlington steering committee.



Mobility Challenged









(11 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.

(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.

(11 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.

(11 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.

(11 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.

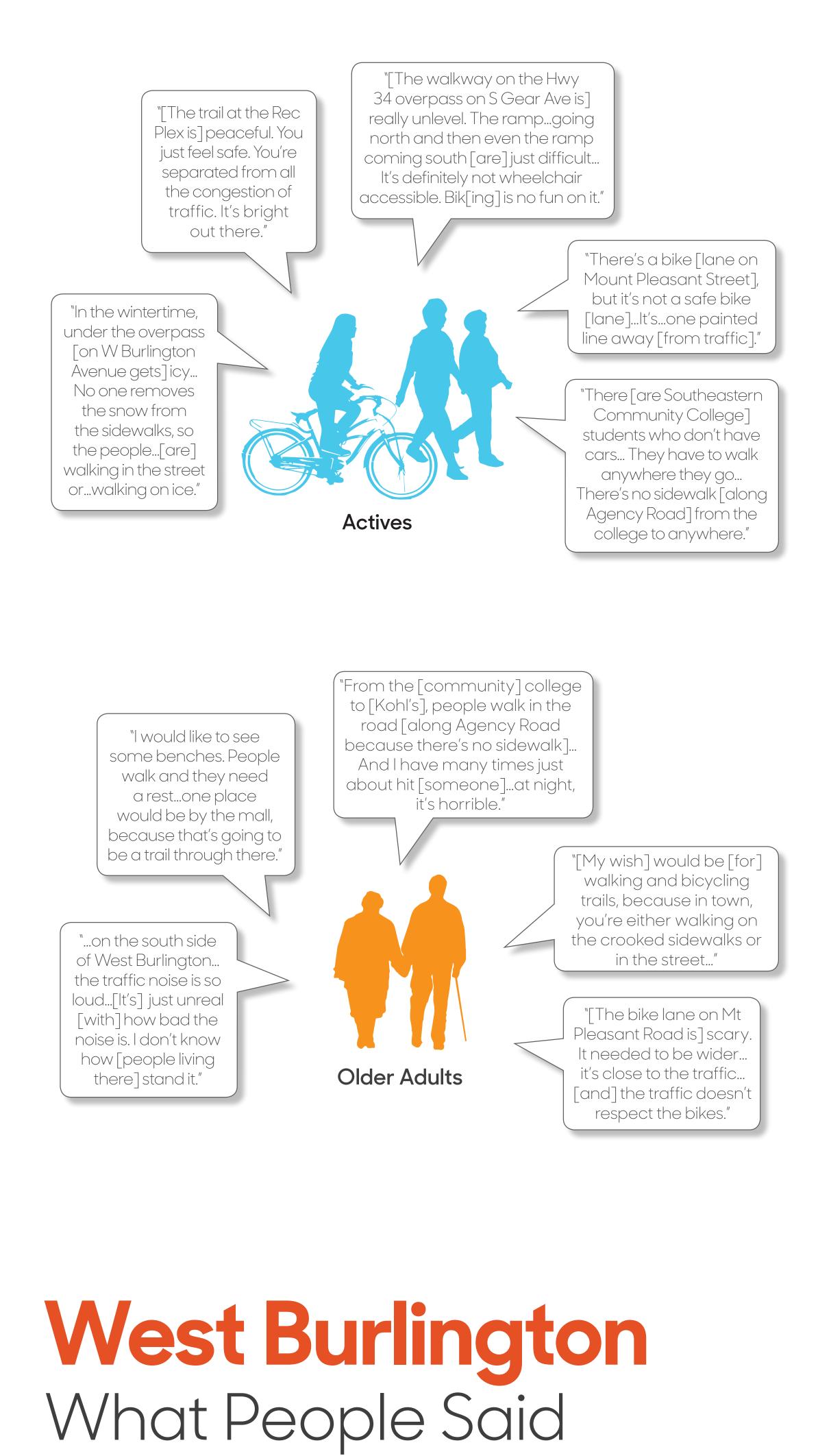
(9 participants): The common denominator for this user group is that their observations are influenced by special knowledge of the transportation system acquired during the Community Visioning assessment process. As a result, this group is more representative of decision makers.

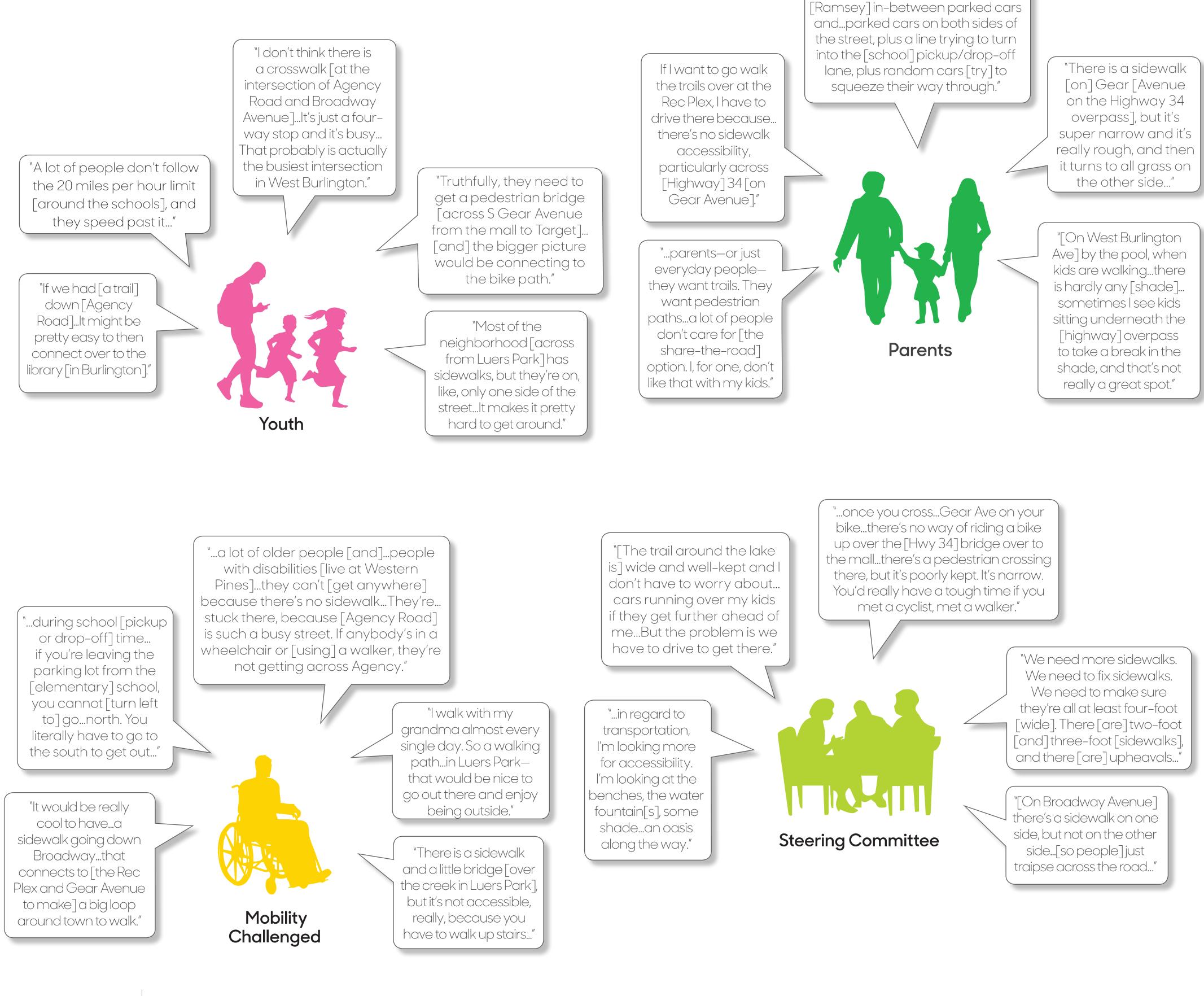
Transportation Assets and Barriers Analysis

Julia Badenhope, Sandra Oberbroeckling, Britney Markhardt

Iowa State University | Trees Forever | Iowa Department of Transportation





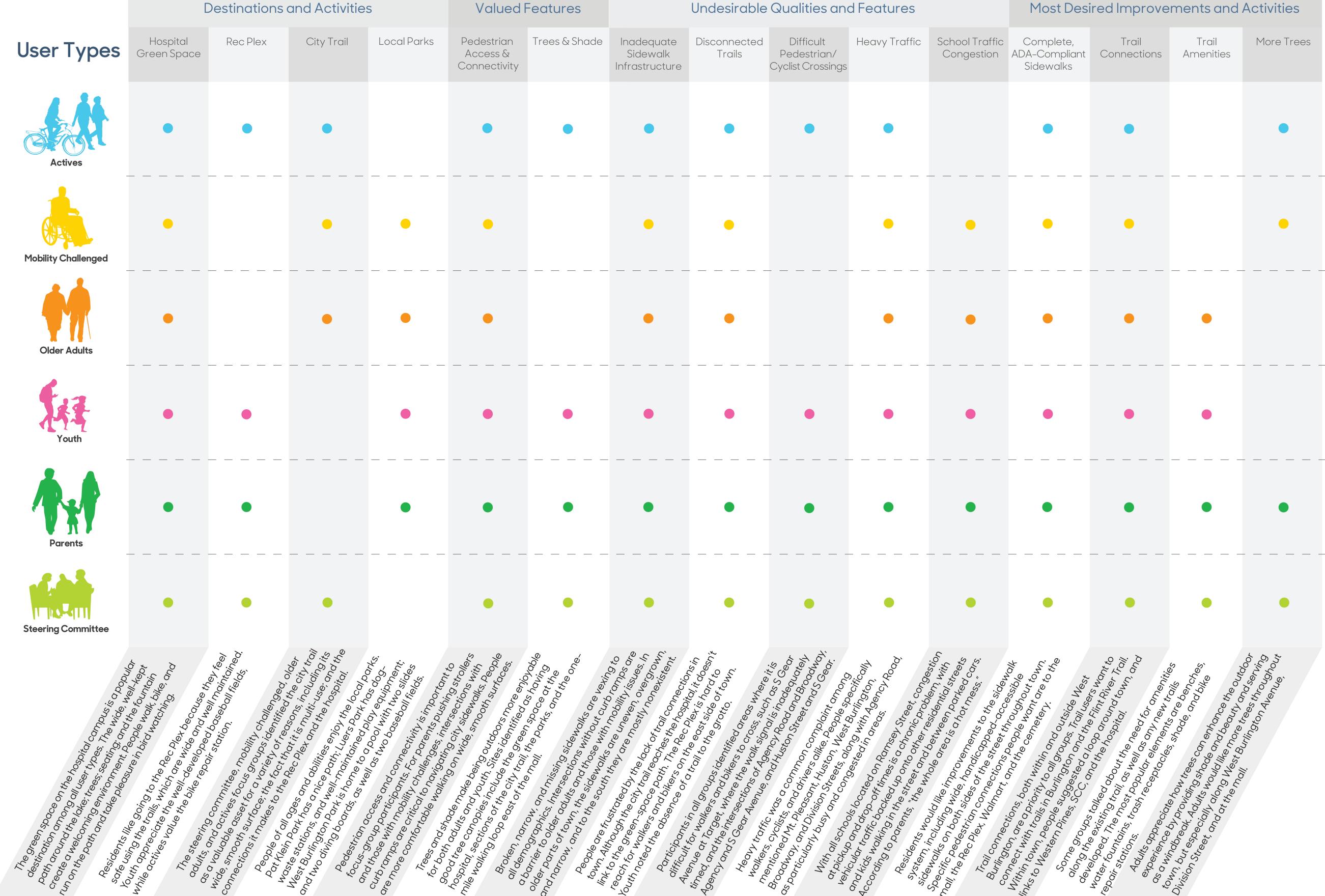


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"[After school, kids run] across



West Burlington Emerging Themes

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Actives walk, bike, and run regularly for exercise and/or recreation. This group prefers to use multi-use trails that are separated from traffic. They do not feel safe riding in the designated bike lane along Mt. Pleasant Street because vehicular traffic is too close.

Mobility-challenged individuals walk and drive around town. Smooth, wide surfaces are important to this group. A more accessible, controlled crossing over West Burlington Avenue to the pool and a sidewalk or trail along Agency Road are two improvements this group desires.

Older adults drive, walk, and bike. This group talked about the traffic noise from Highway 34 disturbing residents living on adjacent residential streets and the traffic bottleneck at the intersection of Broadway Street and Agency Road. Older adults would like more parking downtown.

Youth walk, bike, and ride scooters or a Segway to get around town. Older youth also drive. Kids would like a bus route to the Rec Plex. They also want a longer crossing signal on S Gear Street near Target, more speed control around the school campus, and more shelters in the parks.

Parents walk, run, and bike, as well as drive personal vehicles and side-by-sides. They also enjoy riding Hoverboards and Onewheels. This group is concerned about the safety of their children. They suggested building walkways over busier intersections to make it safer and easier for walkers and cyclists to cross.

Steering committee members drive, walk, and bike. This group would like attractive welcome signs at community entrances, safe pedestrian crossings at intersections, and bump-outs and medians to give pedestrians a safe spot when crossing the street. Committee members suggested road diet for Agency Road, Mt. Pleasant Street, and Gear Avenue.

