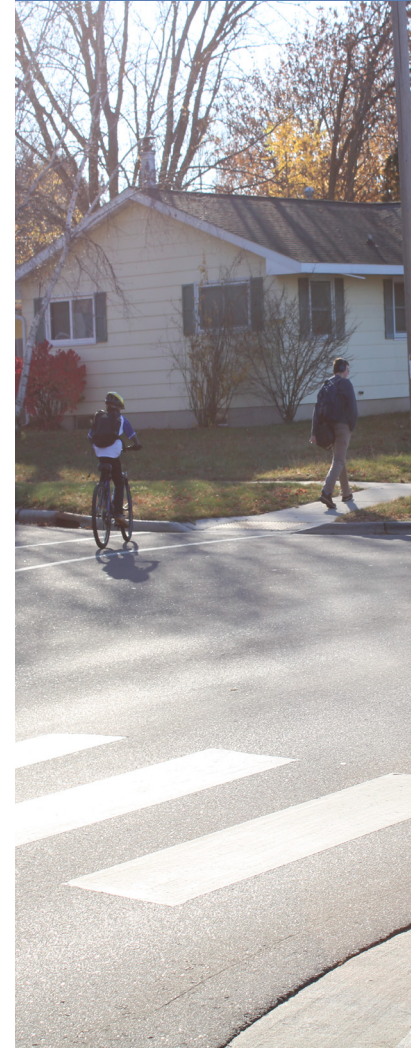


# CITY OF ALTOONA

## Bicycle and Pedestrian Plan - 2022











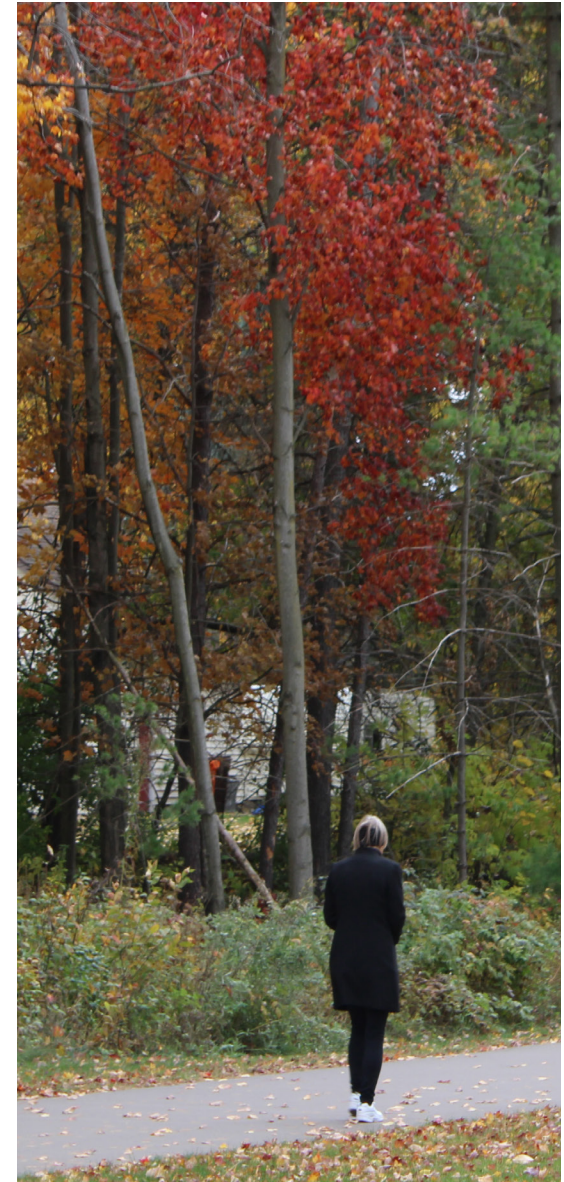
# Prepared for:

**City of Altoona**  
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THE CITY of *Altoona*

# Prepared by:

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Regional Planning Commission**  
800 Wisconsin Street  
Mail Box 9  
Eau Claire, WI 54703  
Phone: 715.836.2918  
wcwrpc.org



**2022**



# ALTOONA BICYCLE & PEDESTRIAN PLAN ADVISORY COMMITTEE

**Roy Attkinson**

**Matt Biren**

**Christa Garvey**

**Andrew Goss**

**Todd Lenz**

**Dean Roth**

**Aric Sather**

**Community Member**

**Altoona Council/Planning Commission**

**Community Member**

**Community Member**

**Altoona Schools Coach**

**Altoona Planning, Parks Commission**

**Community Member**





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# GOALS AND OBJECTIVES







**THIS PLAN IS A SUPPLEMENT TO THE *2021 ALTOONA PLACE PLAN*, FOCUSING ON SPECIFIC ACTION PLANS TO ADVANCE THE IMPROVEMENTS SUGGESTED IN THE *PLACE PLAN*. THE *PLACE PLAN* DESCRIBES AN INTEGRATED, UNIFYING PLANNING APPROACH THAT ENCOMPASSES ALL PUBLIC SPACES ALONG WITH THE INFRASTRUCTURE NETWORKS THAT CONNECT THEM. THE *PLACE PLAN* RE-ENVISIONS PUBLIC SPACE AS MORE THAN A NETWORK TO FACILITATE AUTO MOVEMENTS, DEVELOPING STRATEGIES TO PROVIDE EQUAL BENEFITS TO ALL TRAVELERS. THE *2021 ALTOONA PLACE PLAN* IS AVAILABLE FROM THE CITY OF ALTOONA PLANNING DEPARTMENT.**

## Goals

- » Streets and transportation corridors will be designed and managed through a comprehensive approach to maximize moving people regardless of the travel mode.
- » The transportation network will be designed and redeveloped when opportunity arises to emphasize the safety, enjoyment, connectivity, and quality of life for all users.
- » Active mobility, such as walking and bicycling, will be a viable transportation choice for travelers.
- » Improved options for active mobility will increase the number of trips taken using active modes resulting in reduced environmental impacts from motorized vehicles, increased health of residents, and improved mobility for people with mobility challenges and those who are economically disadvantaged

## Objectives

- » Identify areas within the City of Altoona that discourage active mobility due to a lack of adequate infrastructure and produce a prioritized list of projects to improve those areas identified.
- » Identify gaps in the transportation network connectivity among areas with existing adequate infrastructure and produce a prioritized list of projects to close those gaps.
- » Identify City policies and processes that can be changed to support the Goals listed above and suggest changes to those policies.

Several other plans were reviewed to assure consistency between existing plans and this work. Those include the *2021 Altoona Place Plan*, the upcoming *2042 Altoona Comprehensive Plan*, the *2017 Safe Routes to School Plan*, and the *2017 Eau Claire-Chippewa Metropolitan Planning Organization Bicycle and Pedestrian Plan*.





# INFRASTRUCTURE

## Sidewalks

Sidewalks are designed for pedestrian traffic, lacking the width of shared-use paths which allow pedestrians and cyclists to pass each other safely. High quality sidewalks are required for pedestrians to safely travel in Altoona. The existing network of sidewalks is inadequate in some areas of the City. Sidewalks can be improved in two ways:

- » Add sidewalks in areas that currently lack sidewalks,
- » Improve the quality of existing sidewalks

An audit of the City's current sidewalk inventory was completed in October 2021 to identify areas needing improvement. For this audit, trails and sidepaths that closely parallel roadways were included in the sidewalk audit.

## Sidewalk Gaps




The map on page 9 shows where sidewalks are currently located within the City. Red lines along streets indicates areas lacking sidewalks and green lines indicates the presence of sidewalks. Four areas have the highest needs for additional sidewalks:

- » The areas west of Otter Creek
- » The neighborhood east of 3rd Street East and north of U.S. Highway 12
- » Along the U.S. Highway 12 corridor, a major connection to Eau Claire for the southern half of Altoona
- » The Hillcrest Estates mobile home park north of U.S. Highway 12 near the eastern border of the City is a densely populated area without sidewalks. Being private property, that would not be the City's responsibility. A connection to the City's sidewalk/trail network was made at the northeast corner of the park where it abuts the elementary school property. There is currently no connection along U.S. Highway 12.



# Sidewalk Presence

The map to the right shows where sidewalks are present in the City of Altoona. Based on the 2021 WCWRPC Sidewalk Survey.

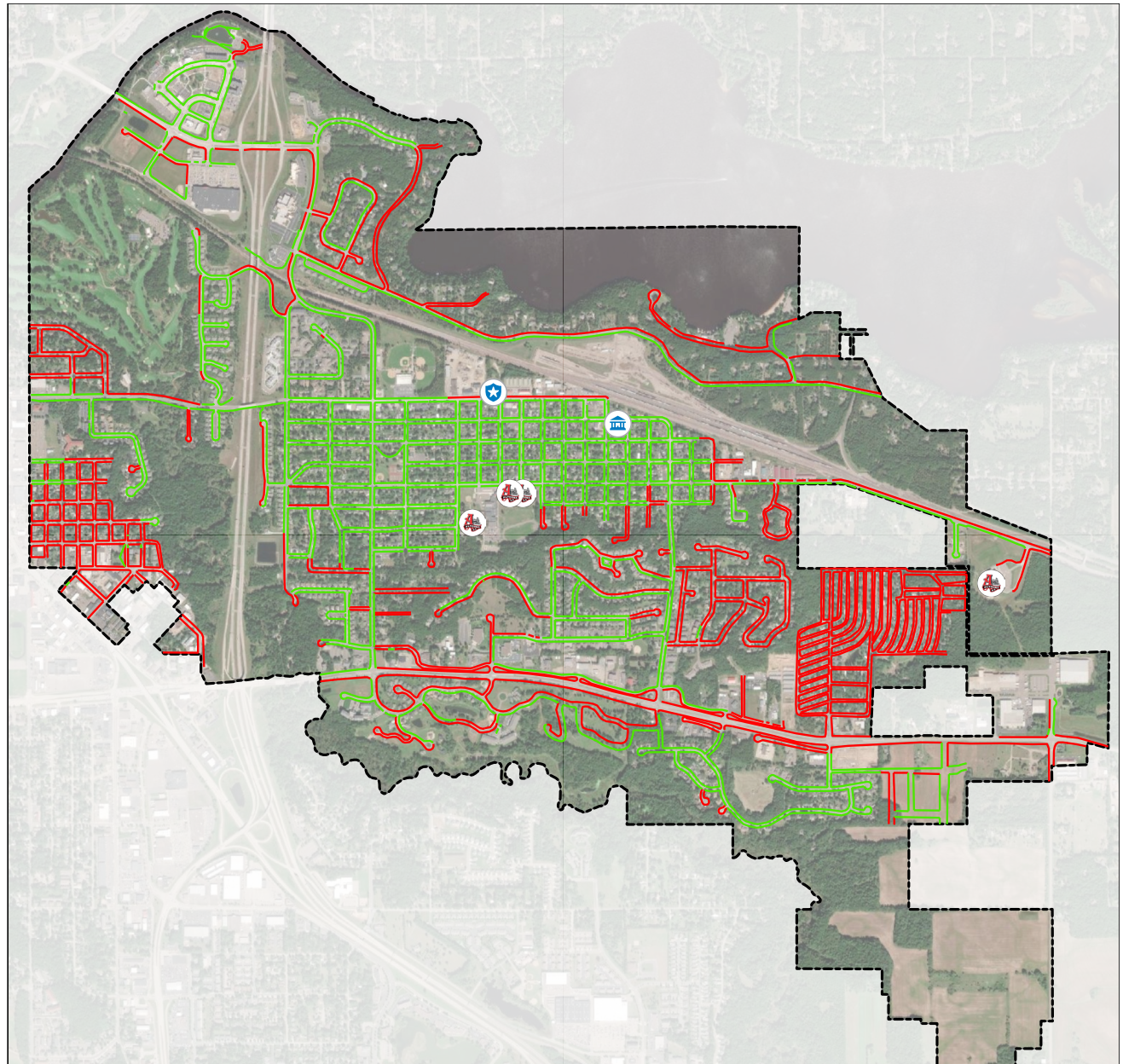
- Sidewalk
- No Sidewalk
-  Library/ City Hall
-  Police Department
-  School

March 2022

Data Sources:  
WISLR, WCWRPC  
City of Altoona, ESRI



0 0.25 0.5 1 1.5 Miles





# Infrastructure

## Poor Sidewalk Condition

Correcting deteriorated sections of existing sidewalks and encouraging adjacent landowners to maintain access to those sidewalks can greatly improve the functionality of existing sidewalks, particularly for residents with mobility challenges. Poor sidewalks also make clearing snow much more difficult in winter months leading to hazardous conditions for pedestrians. Bringing sidewalks up to the standards set out in the Americans with Disabilities Act has numerous benefits for the City.

The three most common quality issues with existing sidewalks fall into three categories:

- » Vertical deflections, often caused by tree roots or by settling of soil under the sidewalk, are a tripping hazard and complicate every pedestrian's use of the sidewalk.



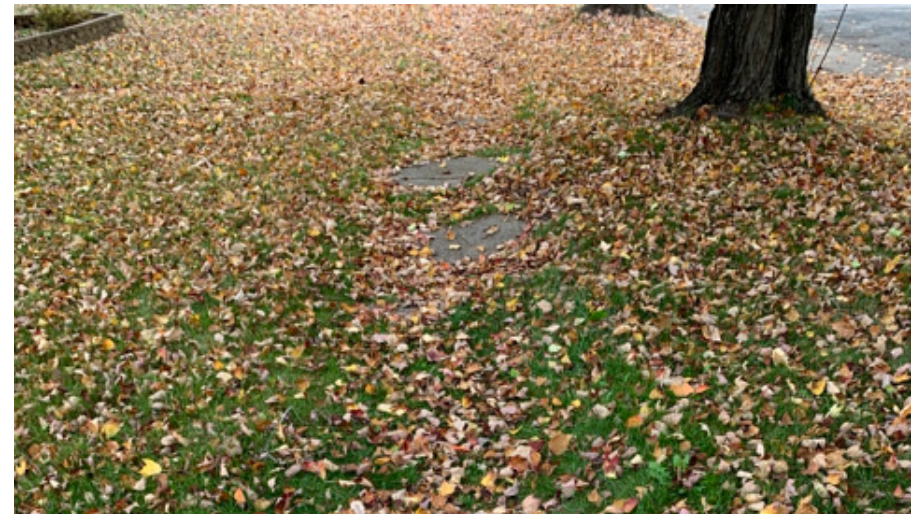
Vertical Deflection along Lynn Avenue

- » Deteriorated surfaces with large cracks and/or a crumbling surface are structural failures that lead to many issues, including gathering debris, very uneven surfaces, and the potential to trap mobility aids such as walkers and canes.



Sidewalk with Deteriorated Surface along Hayden Avenue

- » Vegetation can intrude on the pedestrian space, at times totally blocking pedestrian access. Low hanging branches can be dangerous for visually impaired pedestrians on otherwise well-maintained sidewalks.



Sidewalk Blocked with Overgrown Vegetation along Daniels Avenue near the school campus



## Sidewalk Quality Assessment

The map to the right shows the sidewalk pavement quality for the City of Altoona. Analysis based on the 2021 WCWRPC Sidewalk Survey.

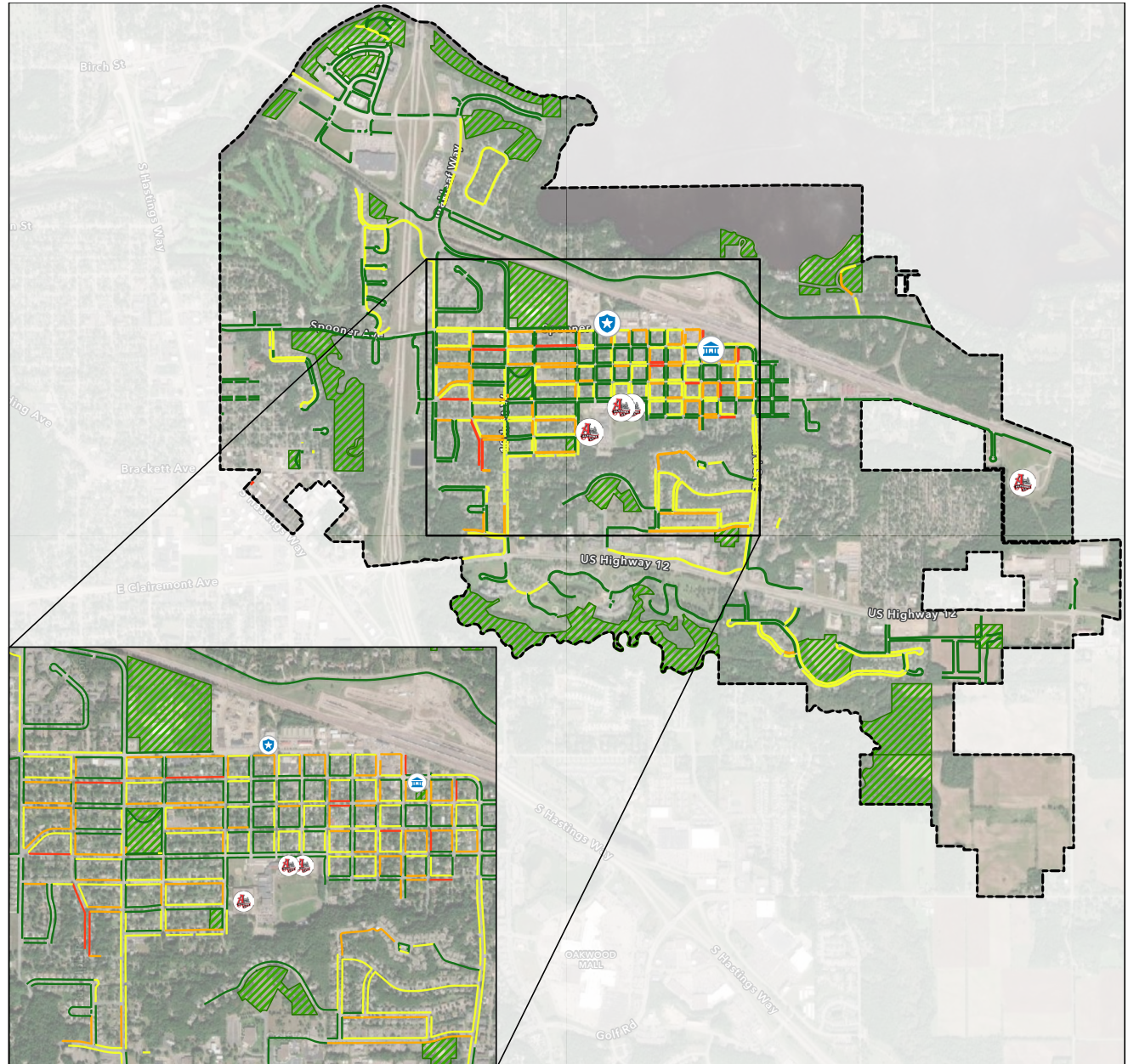
- Not cracked
- Some small cracks
- Some severe cracks
- Many severe cracks
- Library/ City Hall
- Police Department
- School
- City Parks

March 2022

Data Sources:  
WISLR, WCWRPC,  
City of Altoona, ESRI



0 0.5 1 2 Miles





# Infrastructure

The Sidewalk Quality map (page 11) shows existing sidewalk segments with deteriorated pavement. Sidewalks with the worst conditions are shown in red, with orange and yellow indicating sidewalks with better conditions but still in need of maintenance. Sidewalks in green are in good repair. A map and list of sidewalks in need of repair, prioritized by condition and proximity to areas likely to generate pedestrian traffic, can be found in Appendix A. The Vegetation Obstruction map (Page 13) highlights in red sidewalk segments where access is restricted by vegetation. A list of sidewalks obstructed by vegetation can be found in Appendix B. An interactive map showing both sidewalk quality and vegetation obstructions can be viewed at:

<https://arcgis.com/arcgis/1e4qm41>

Use the “Content” button to choose which category to display.

Four approaches are suggested to improve the sidewalk network usability:

1. Enforce the requirement that property owners keep vegetation trimmed back from the pedestrian space along sidewalks.
2. Dedicate funding in the annual Public Works budget for sidewalk panel replacement based on the Sidewalk Maintenance Prioritization list. The prioritized list of sidewalk segments in Appendix A has been developed to rank sidewalk repairs both by condition and by proximity to destinations with high pedestrian activity.
3. Increase funding in the annual budget for adding sidewalks in areas without sidewalks.
4. When streets are being repaired or reconstructed, ensure that construction planning includes repairs to adjacent existing sidewalks. If no sidewalks are present, they should be added during construction.

## Trails (and Shared-Use Paths)

The difference between the terms “trails” and “shared-use paths” is not clearly defined. Both are designed with enough width to accommodate combined pedestrian and bicycle traffic. Both separate bicycle and pedestrian traffic from vehicular traffic, offering a high level of safety and comfort. In general, shared-use paths run parallel to roadways. For the purposes of this project, both will be referred to as trails.

A well-connected trail system facilitates active mobility including commuting by bicycle. The trail system can also provide access to services, recreational areas, and activities that would otherwise require traveling on high-traffic roadways, e.g., access to River Prairie using the trails in the River’s Edge Conservancy along the Eau Claire River. Another example is a multi-use trail along U.S. Highway 12 connecting Altoona to the trail along the highway in Eau Claire. Altoona’s current trail network is shown on the map on page 15. Proposed new trails are detailed in the *2021 Altoona Place Plan*.




Steps to improve Altoona’s trail network:

1. Increase connectivity among existing trails.
2. Add trails along heavily traveled corridors to improve safety.
3. Add trails along recreation and green space corridors.



## Vegetation Obstruction

The map to the right shows sidewalks where the walkable space has been reduced due to vegetation encroachment in the City of Altoona. Analysis based on the 2021 WCWRPC Sidewalk Survey.

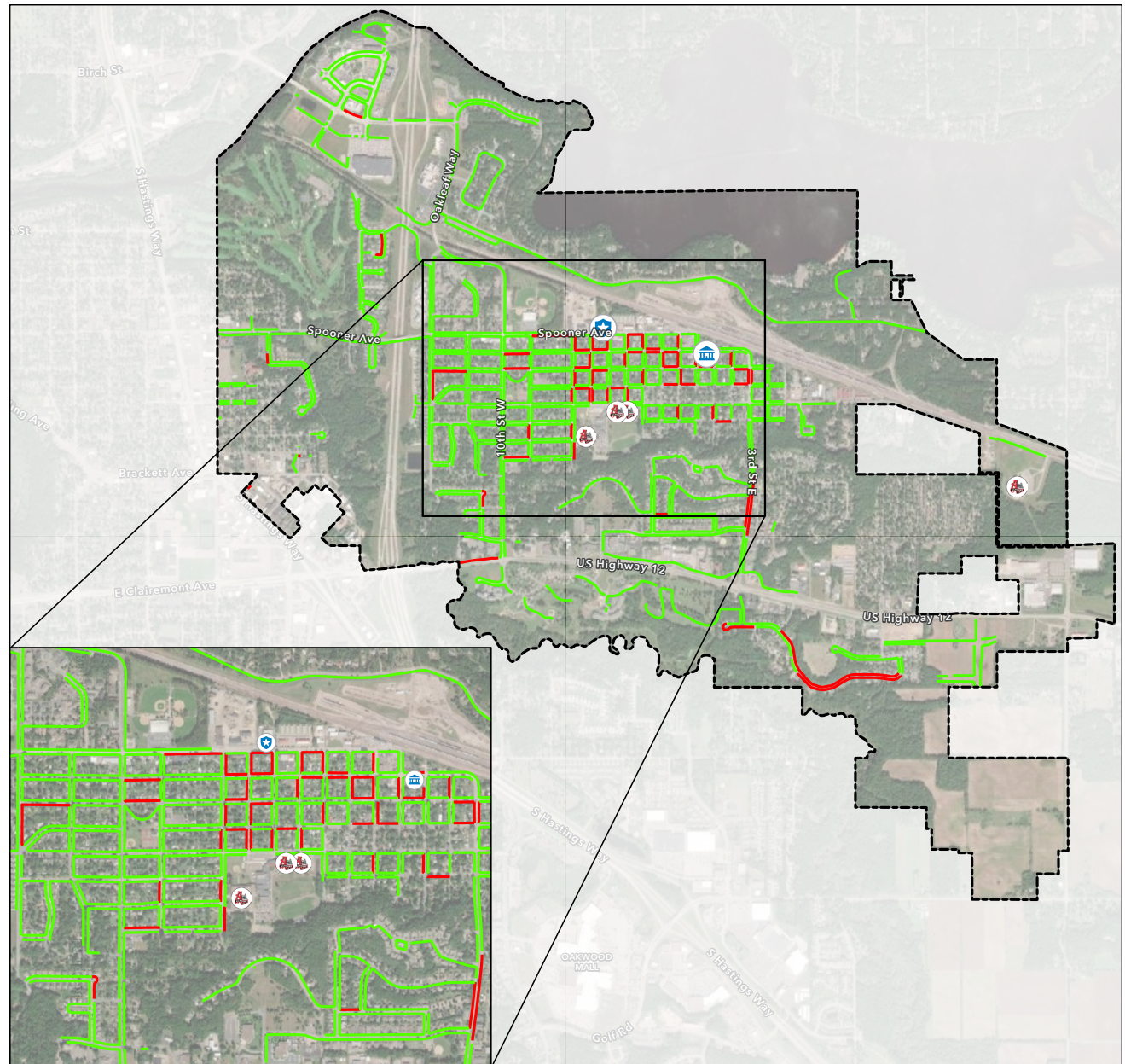
- No Obstruction
- Obstruction
-  Library/ City Hall
-  Police Department
-  School

March 2022

Data Sources:  
WISLR, WCWRPC,  
City of Altoona, ESRI



0 0.5 1 2 Miles





# Infrastructure

## On-Street Bicycle Facilities

On-street bicycle infrastructure falls into three primary categories: physically separated bike lanes, on-street bike lanes, and designated/signed low-traffic road sections where traffic lanes are shared between vehicles and bicycles. While often much more economical to implement, on-street facilities do not offer the same level of safety and comfort as trails.

**Physically separated bike lanes** incorporate a vertical barrier between motor vehicle traffic and bicyclists. Whereas trails are for use by both pedestrians and bicyclists, separated bike lanes are only for the use of cyclists. There are currently no separated bike lanes in Altoona.

**On-street bike lanes** are paint-designated lanes for the exclusive use of bicycles adjacent to motor vehicle traffic lanes, but without a physical barrier. On high-traffic roadways and those with a high density of truck traffic, these lanes will often include a painted buffer zone to increase spacing between the different types of road users. The only on-street bike lanes in Altoona are non-buffered lanes on Spooner Avenue between Fairfax Street and the bridge over U.S. Highway 53.

**Designated and signed bike routes** may be appropriate in areas with low traffic volumes, low traffic speeds, and/or inadequate space for dedicated bike lanes, shared use of the traffic lanes between vehicular traffic and bicyclists. Designated bike routes will often be signed and have roadway markings such as sharrows to indicate that roadway users should expect a mix of motorized and non-motorized vehicles to be using the road. While not as effective as other on-street solutions for bicycles, bike routes offer an option

where conditions are prohibitive for separated facilities.

Altoona's current on-street bicycle network is shown on the map on page 20.

Steps to improve Altoona's on-street bicycle infrastructure:

- » Add bike lanes on streets providing access between residential and commercial areas.
- » Extend trails to connect existing trails.

Examples of where bike routes or bike lanes might be added:

- » Spooner Avenue from 10th Street West to Division Street
- » 10th Street West from Spooner Avenue to U.S. Highway 12
- » Bartlett Avenue from 10th Street West to Sunday Drive








Consideration should be given to adding a connection from the east end of the Lake Road trail along Highway KB, across the railroad tracks, and then to the trail along Bartlett Avenue at the elementary school. While this includes areas outside the city limits, it would provide a much-needed connection between areas north and south of the railway on the east end of Altoona.





## Altoona Trails

The map to the right shows the trails system at its current state in the City of Altoona.

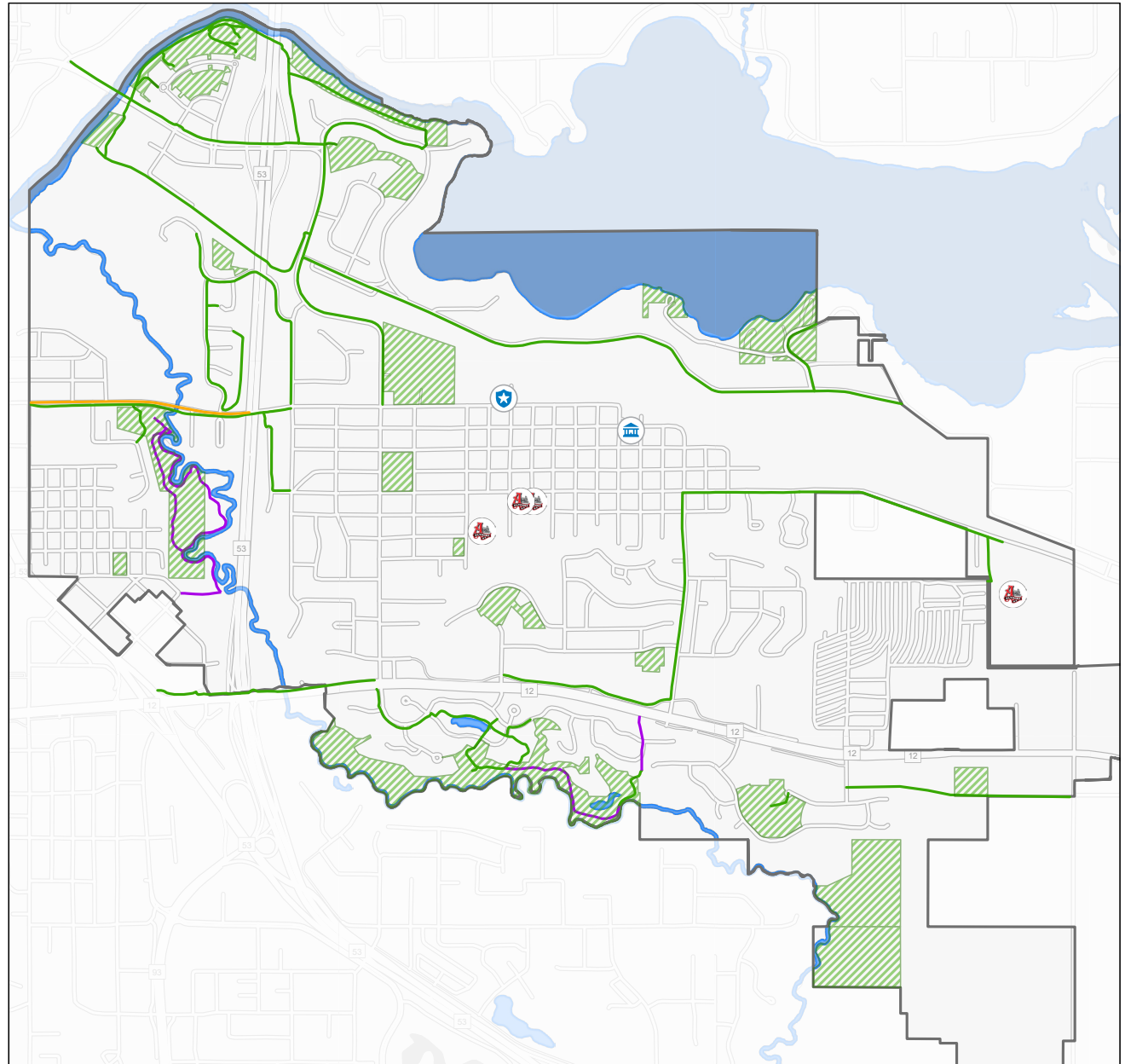
-  Library/ City Hall
-  Police Department
-  School
-  Paved, Existing Trail
-  Street, Existing Lane
-  Unpaved, Existing Trail
-  Altoona Parks

March 2022

Data Sources:  
WISLR, WCWRPC  
City of Altoona, ESRI



0 0.25 0.5 1 Miles





# PUBLIC OUTREACH







# Altoona Bicycle & Pedestrian Plan Advisory Committee

A group of community stakeholders was engaged to help guide the plan direction and to help identify specific areas and issues to be addressed. The committee met three times over the summer in 2021 helping prepare the online survey and sharing their on-the-ground knowledge of active transportation in Altoona. Members also collected information by visiting areas in the City that might need improvements. Drafts of this plan were reviewed by the members and their feedback was incorporated.

## Advisory Committee Members:

Roy Atkinson	Community Member
Matt Biren	Altoona Council/Planning Commission
Christa Garvey	Community Member
Andrew Goss	Community Member
Todd Lenz	Altoona Schools Coach
Dean Roth	Altoona Planning, Parks Commission
Aric Sather	Community Member

# Public Outreach

## Online Survey

An online survey was conducted in late June through mid-July 2021 to gather information about residents' bicycle and pedestrian opinions and concerns. 163 responses were gathered. The full survey and responses can be found in Appendix C. Survey questions were separated into a section with questions about the pedestrian experience and another section with questions about bicycling.

Information was collected on:

- » Frequency of trips by mode of travel (pedestrian or bicycle)
- » Trip purpose
- » Impediments to using each mode of travel
- » Preferred area types for travel improvements by mode
- » What actions by the City would be most impactful for improving travel by each mode
- » Locations most in need of improvement
- » Home and work locations
- » Household information (living with children or those with mobility limitations, age, gender)
- » An open response question for additional comments

Several areas stand out among the public survey responses. Questions 5 and 6 ask for feedback on the most impactful actions the City can take to improve pedestrians' experience and specific locations in need of improvement. Questions 11 and 12 ask the

same two questions regarding bicycle travel in the City. Many of the requested improvements are also identified in the *2021 Altoona Place Plan*.

1. Connectivity across and along U.S. Highway 12 – There is a notable perceived need for improving connections between the new residential and recreational areas south of U.S. Highway 12 with the existing commercial, residential, and recreational areas north of the highway. The at-grade improvements at U.S. Highway 12 and 3rd Street East were completed by the Wisconsin Department of Transportation after this survey was taken. While that project did add a crosswalk, sidepath, and pedestrian activated signals, bikers and walkers still have to cross 125' over 6 lanes of traffic in a 55 MPH zone.
2. Improved intersection treatments – There are requests for better crosswalk markings, more crossing signals, and more stop signs.
3. Speed and Stop Sign Enforcement – Some specific areas were called-out: Spooner Avenue, Lake Road, U.S. Highway 12 crossings, and Bartlett Avenue near the upper-level school buildings.
4. Connectivity from the east end of the Lake Road trail to the Elementary School and the east end of the Bartlett Avenue trail – The only existing north-south connection that is safe for bicyclists and pedestrians across the railroad tracks is at Oakleaf Way. Using that crossing can add up to 5 miles to a trip.
5. Adding bicycle lanes – Specific corridors mentioned include Spooner Avenue into downtown (the bike lane on the western segment ends at the US 53 bridge), along 10th Street West between Spooner Avenue and U.S. Highway 12, and Bartlett Avenue between 10th Street West and the Elementary School.
6. Improving the east-west crossing on Oakleaf Way near Lake Road



- the current crossing is too far from the intersection (400') and lacks any active traffic controls.

A summary of the survey results can be found in Appendix C.

## Public Input from other Altoona Plans

Public feedback gathered during Altoona's work developing the *2021 Altoona Place Plan* and the upcoming *2042 Comprehensive Plan* was reviewed. Public input from those efforts related to active mobility was incorporated into this study's public outreach data collection.

# SAFE ROUTES TO PARKS







## What is Safe Routes to Parks?

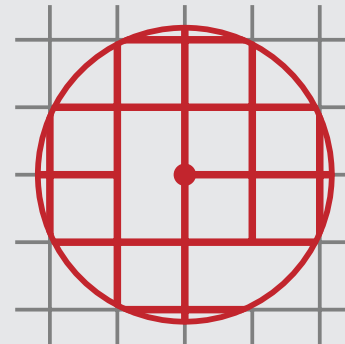
**Safe Routes To Parks (S RTP)** is an action plan to create infrastructure and public education that helps ensure that people can walk or bike to a park or other recreational space in a convenient, comfortable, and appealing way that is protected from vehicular traffic and personal danger. The focus of the plan is to identify barriers to walking and biking to parks and develop strategies to mitigate those barriers. When implemented, the improvements outlined in the plan will be particularly helpful for people without cars, those who rely on walking, bicycling and public transportation to get around, children who are not old enough to drive themselves to parks, and seniors who may prefer not to, or are unable to, drive. Over the long term, with increased safety and accessibility, an S RTP program increases park usage and improves physical and social well-being for people of all ages, abilities, and income levels. Along with Altoona's *2017 Safe Routes to School Plan*, an S RTP can be used by City staff, elected officials, and the public as a supplement to the City's *2021 Place Plan*.

As part of the previously mentioned sidewalk and trails inventory, all thirteen of Altoona's parks were visited to collect data on the park amenities and the transportation network surrounding the park. Detailed information about each park is included in the following pages.

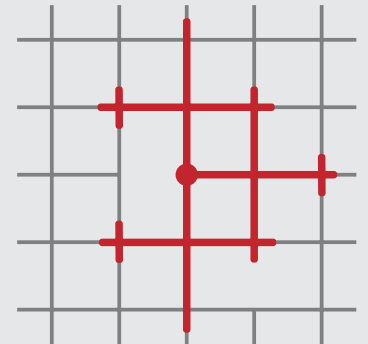
## Walksheds

A walkshed is the network of streets within a defined walking distance of a specific location, such as a school. Walksheds are an accurate way to identify walking routes and distances to destinations. Unlike "as-the-crow-flies" approaches that measure straight-line distance to a destination, walksheds attempt to consider gaps in the network where streets don't connect and where there are physical barriers, cul-de-sacs, etc. Mapping walksheds on the street network helps identify individual street segments that pedestrians and cyclists are likely to take to a specific destination within a given walking distance or time.

Crow Flies Radius Network



Walkshed Network



# Safe Routes to Parks

## Current Parks in Altoona

There are thirteen parks and three city-owned undeveloped green spaces. The parks are shown on the map on the following page and are listed in the table on this page along with the amenities found within the parks. Two of the designated parks south of U.S. Highway 12 are not yet fully developed. Planned amenities for those parks can be found in the *2021 Altoona Place Plan*.

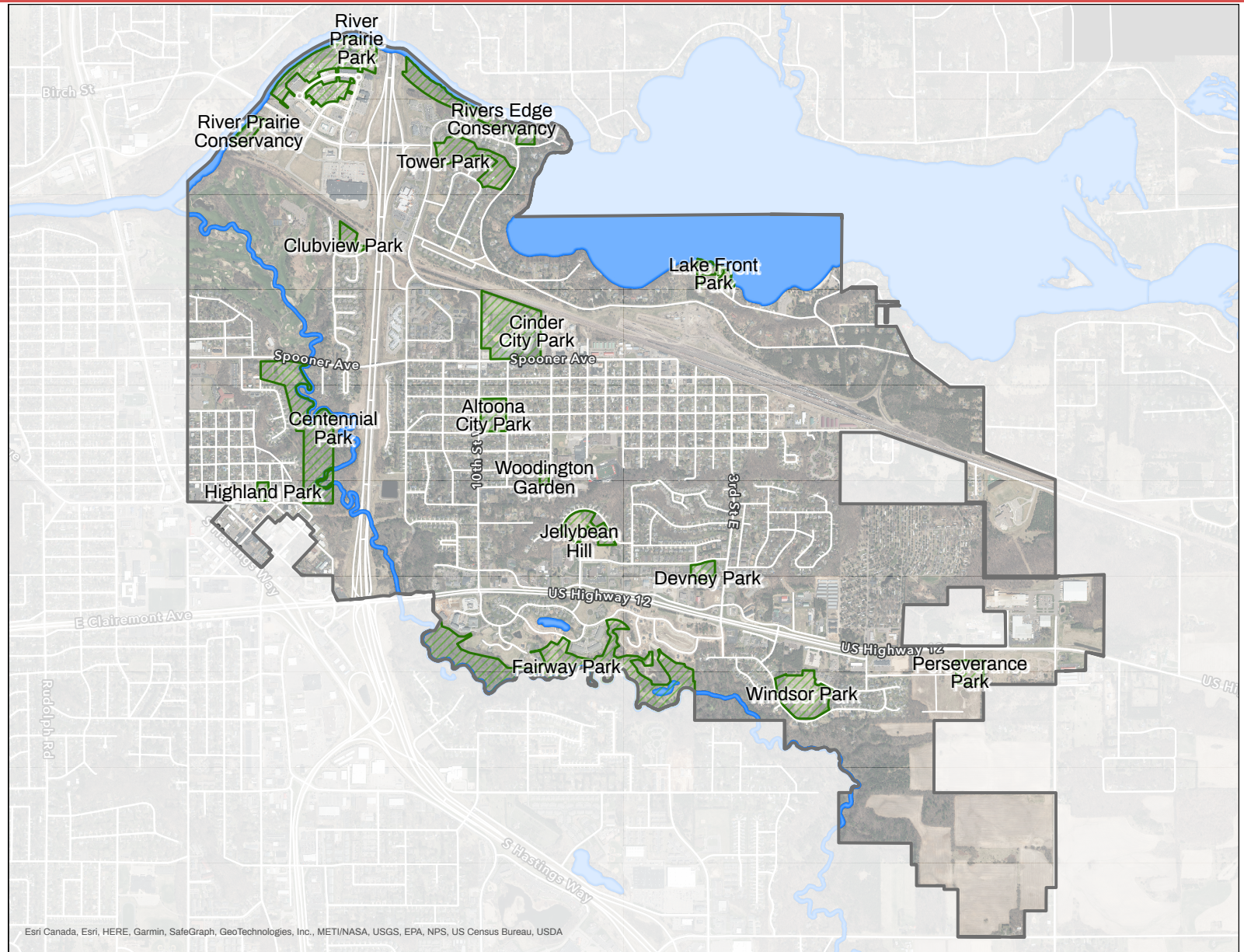
The three green spaces are the lot south of city hall, a wooded hill area abutting the Union Pacific Railroad tracks at the intersection of Club View Lane and Fairway Drive (designated “Clubview Park”), and the lot with a city well on the southwest corner of 7th Street West and Broadwood Avenue (“Woodington Garden”). The Park Location map on the next page shows the location of all 16 sites. Detailed maps of each park and of the park’s walkshed (the area within walking distance to a destination) are on the following pages.

Living close to a park makes it much more likely that people will visit the City’s parks. The map on page 26 shows the areas within the City that are not within easy walking distance to a park.

Park Name	Park Amenities
<b>Altoona City Park</b>	Playground, Baseball Field, Tennis Courts, Restrooms, Water Fountain, Grills, Picnic Tables, Shelter
<b>Lake Front Park</b>	Fishing Dock, Restrooms, Water Fountain, Grills, Picnic Tables
<b>Centennial Park</b>	Playground, Hiking/Biking Paths, Picnic Tables
<b>Cinder City Park</b>	Playground, Softball Field, Baseball Field, Hockey Rink, Restrooms, Water Fountain, Picnic Tables, Shelter
<b>Devney Park</b>	Playground, Baseball Field, Tennis Courts, Basketball Court, Restrooms, Water Fountain, Grills, Picnic Tables, Shelter
<b>Fairway Park</b>	Playground, Basketball Court, Pickleball Courts, Grills, Picnic Tables, Shelter
<b>Highland Park</b>	Playground, Basketball Court, Tennis Court, Picnic Tables, Shelter
<b>Jellybean Hill</b>	Sledding Hill
<b>Perseverance Park</b>	undeveloped
<b>River Prairie Park</b>	Playground, Restrooms, Water Fountain, Shelter
<b>Rivers Edge Conservancy</b>	Hiking/Biking Trails
<b>Tower Park</b>	undeveloped
<b>Windsor Park</b>	undeveloped



## Location of Altoona Parks





# Safe Routes to Parks

## Altoona Park Walkability

The map shows the existing trails network and city parks. A half-mile walkshed was added to each park to help identify gaps in park infrastructure service within the City of Altoona.

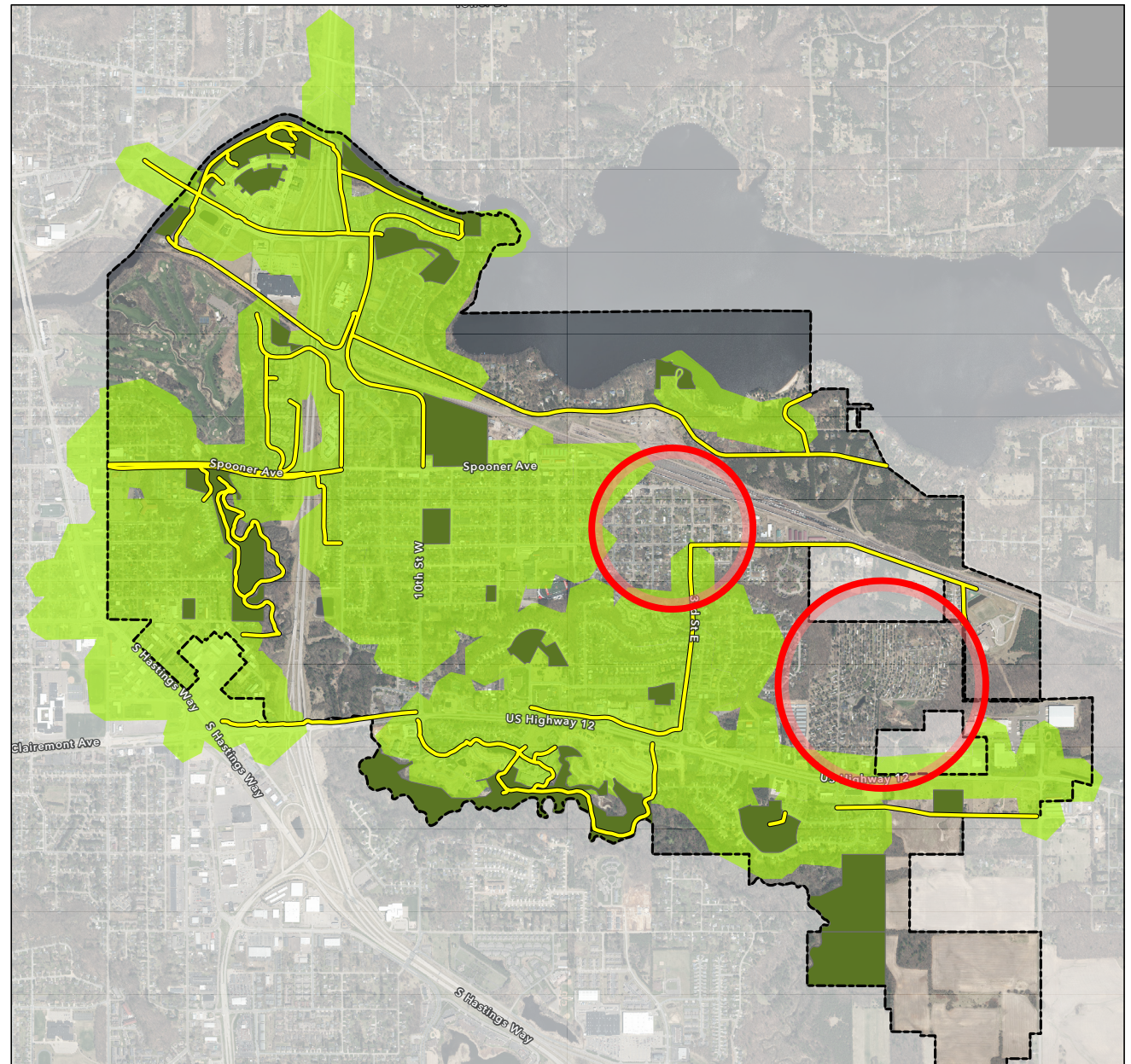
- City of Altoona Parks
- Half Mile Walkshed
- Existing Trails
- Areas with Low Walkability to Parks

March 2022

Data Sources:  
WISLR, WCWRPC,  
City of Altoona, ESRI











0 0.25 0.5 1 Miles





## Altoona City Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

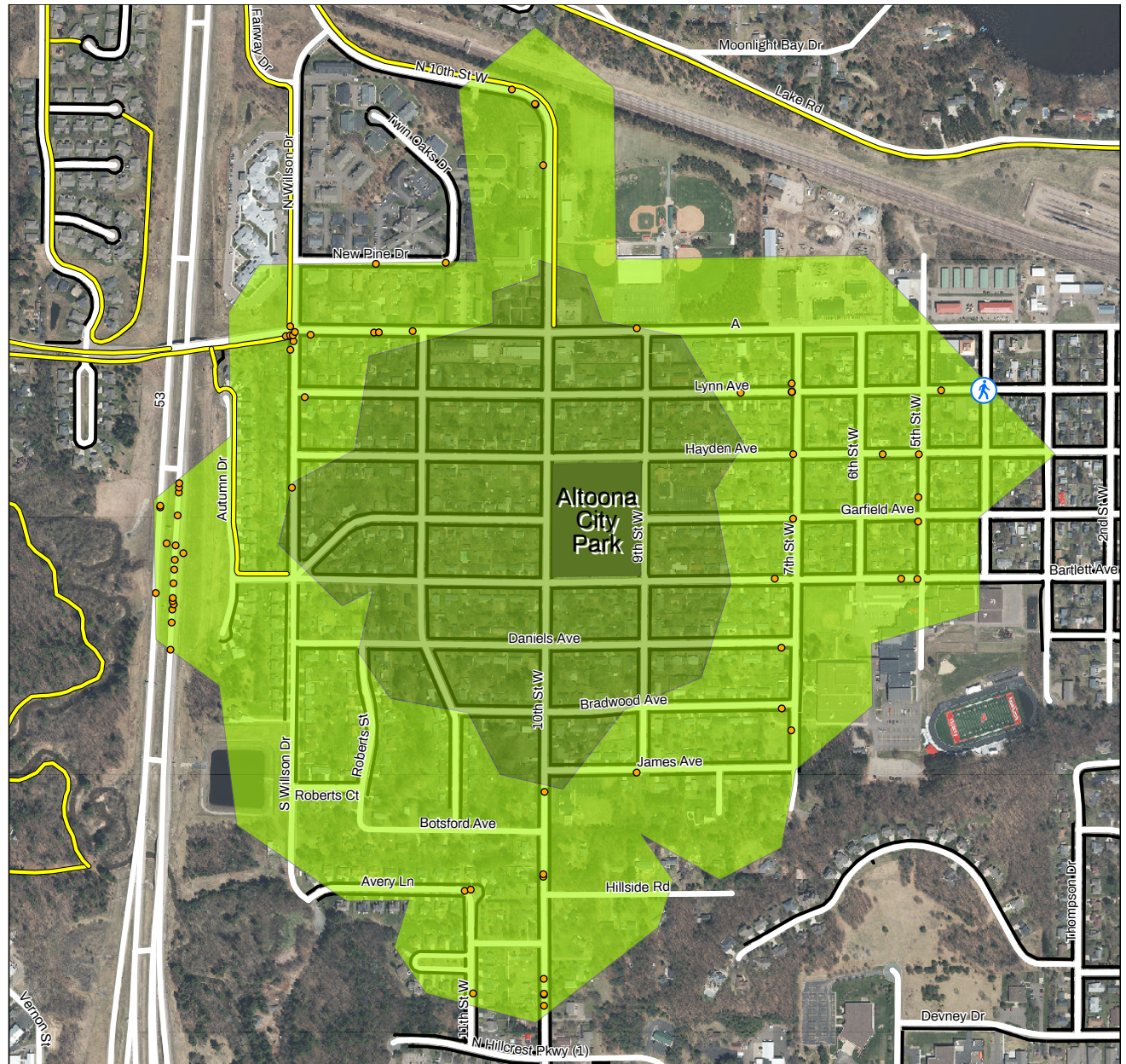
-  Park
-  Quarter Mile
-  Half Mile
-  Pedestrian Crash
-  Bicycle Crash
-  All Other Crashes
-  Sidewalk Present
-  Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI



0 0.1 0.2 0.4 Miles





# Safe Routes to Parks

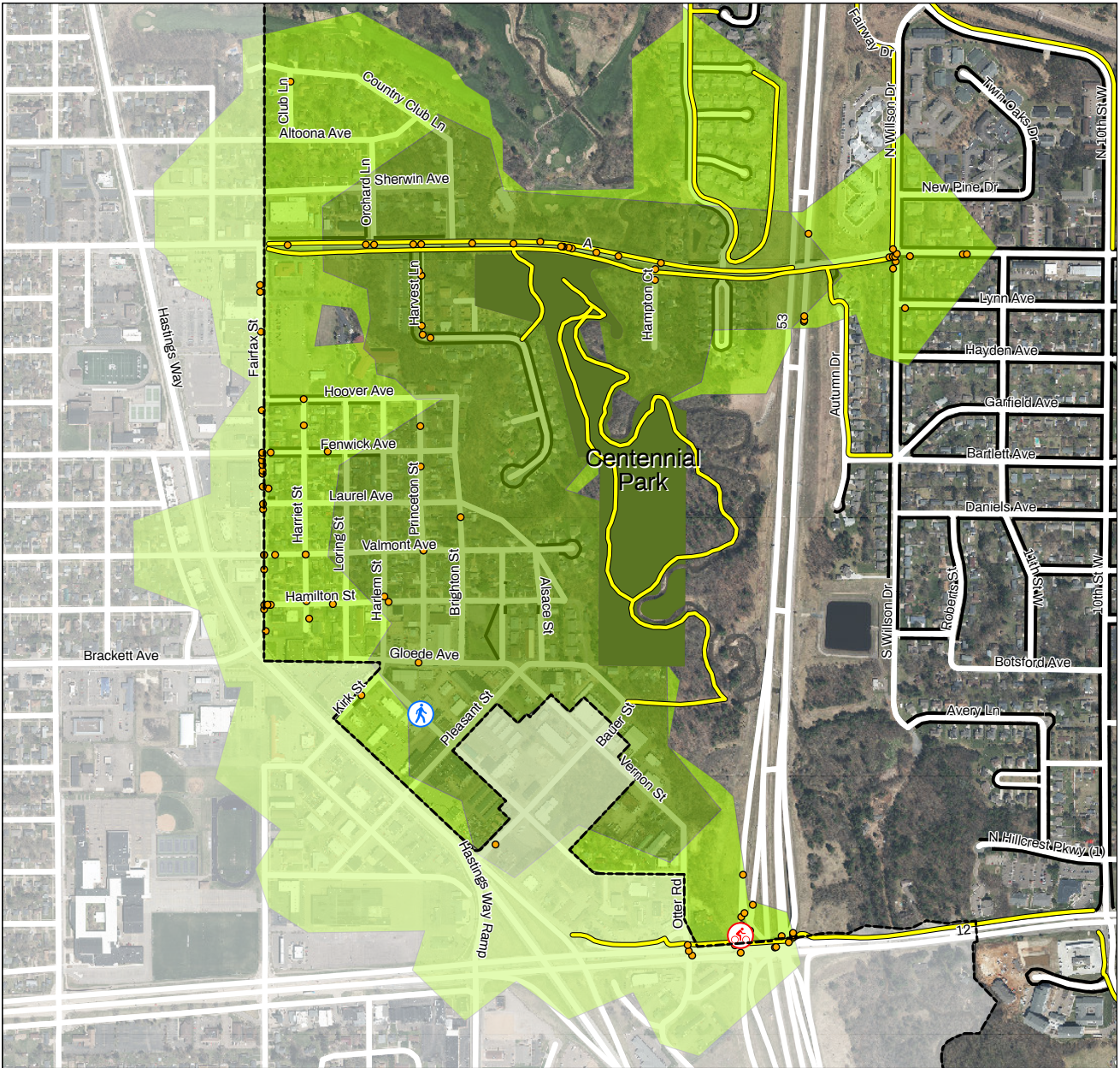
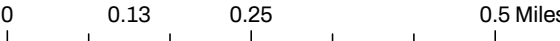
## Centennial Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

- Park
- Quarter Mile
- Half Mile
- Pedestrian Crash
- Bicycle Crash
- All Other Crashes
- Sidewalk Present
- Existing Trails

March 2022









Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI





## Cinder City Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

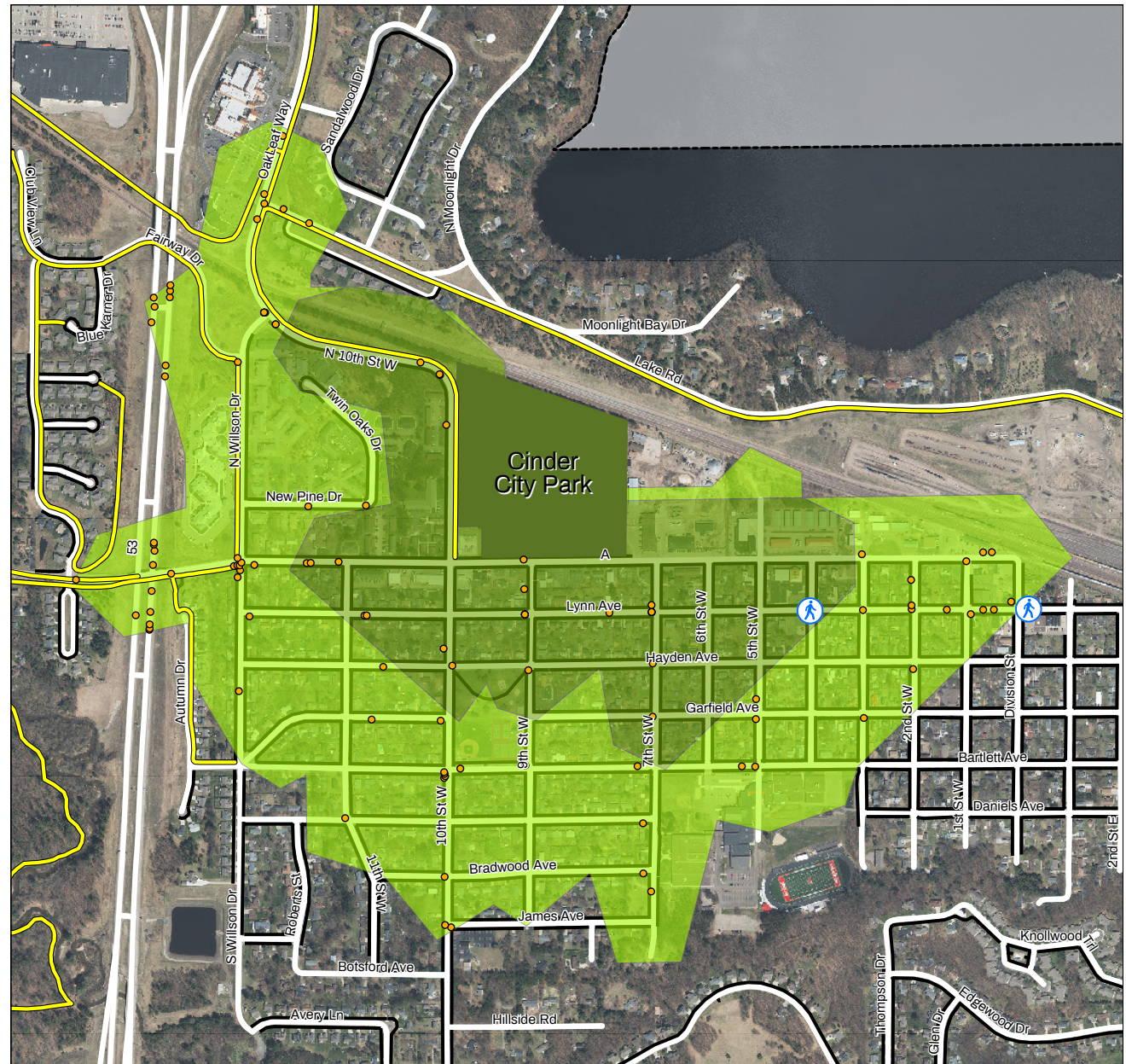
-  Park
-  Quarter Mile
-  Half Mile
-  Pedestrian Crash
-  Bicycle Crash
-  All Other Crashes
-  Sidewalk Present
-  Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI



0 0.13 0.25 0.5 Miles













# Safe Routes to Parks

## Devney Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

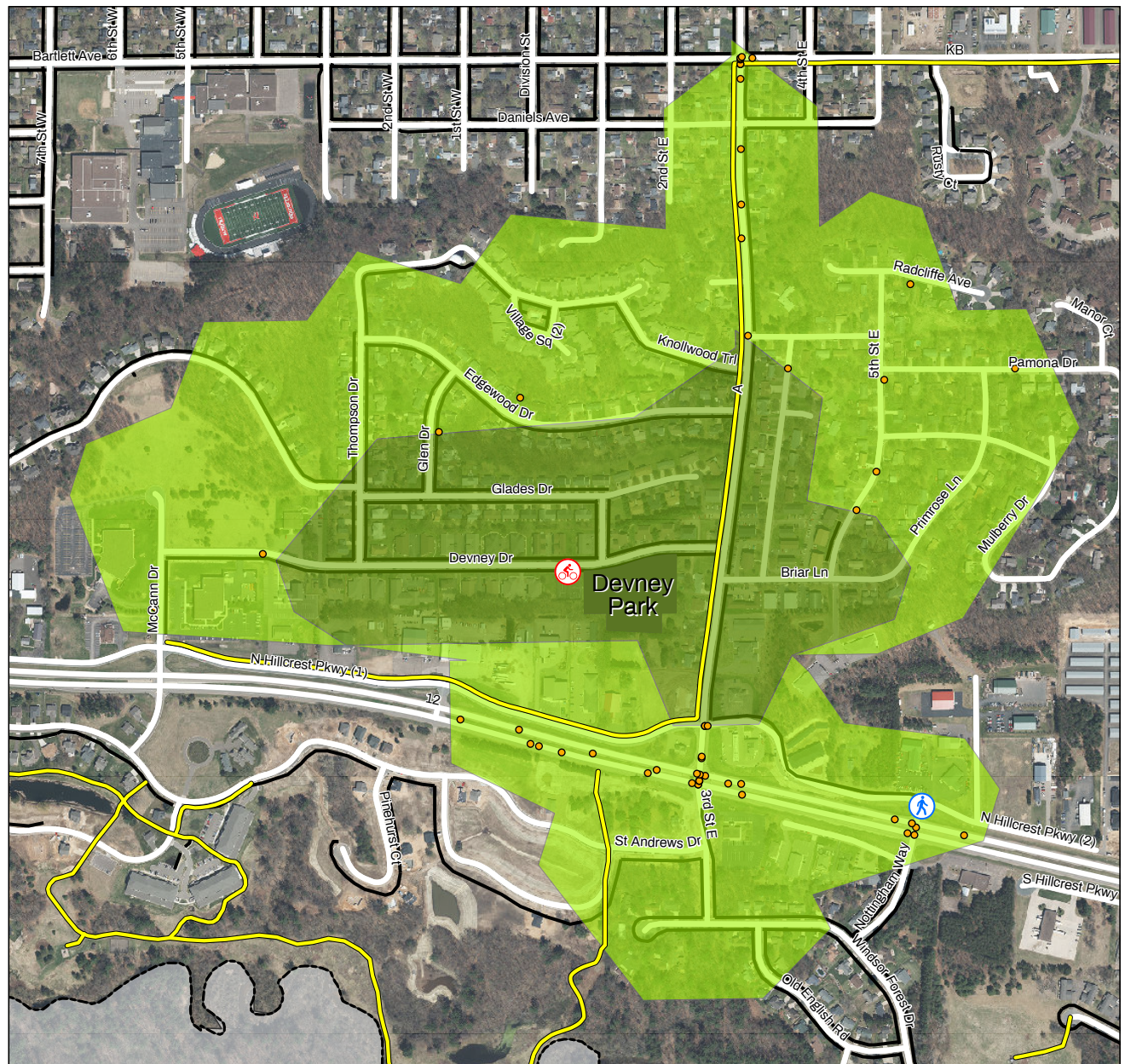
-  Park
-  Quarter Mile
-  Half Mile
-  Pedestrian Crash
-  Bicycle Crash
-  All Other Crashes
-  Sidewalk Present
-  Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI











0 0.07 0.15 0.3 Miles





## Fairway Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

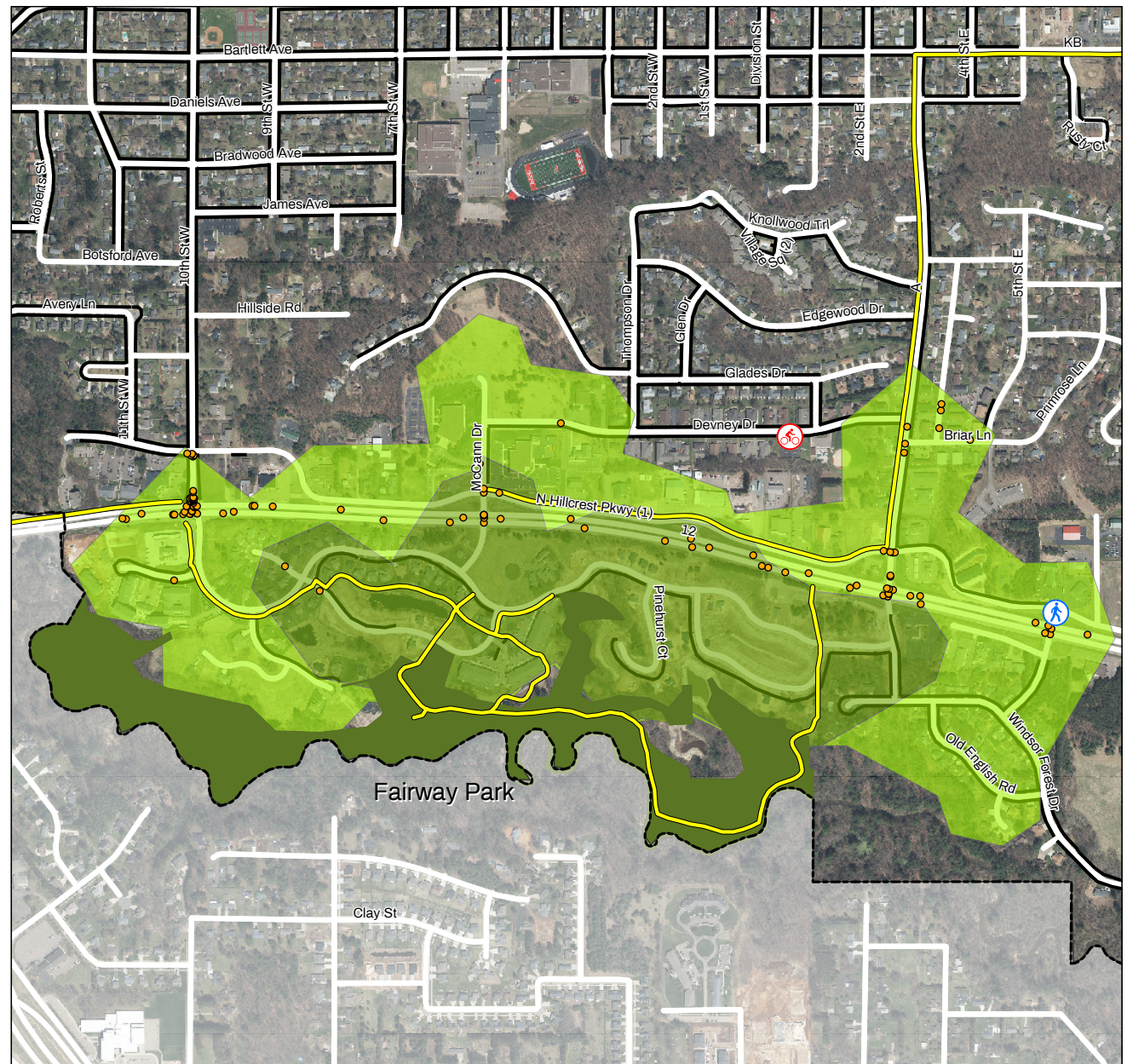
-  Park
-  Quarter Mile
-  Half Mile
-  Pedestrian Crash
-  Bicycle Crash
-  All Other Crashes
-  Sidewalk Present
-  Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI



0 0.13 0.25 0.5 Miles













# Safe Routes to Parks

## Highland Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

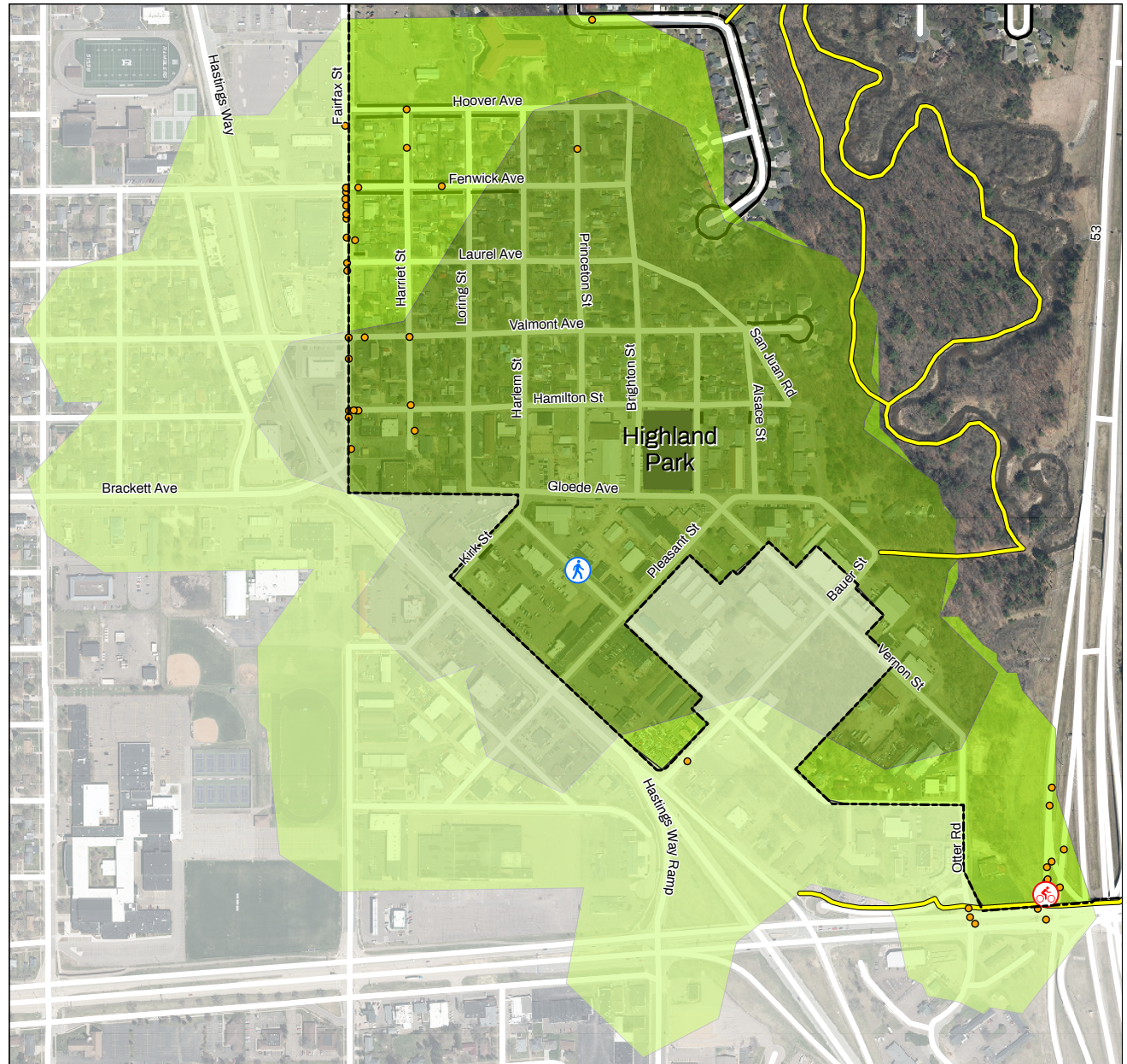
-  Park
-  Quarter Mile
-  Half Mile
-  Pedestrian Crash
-  Bicycle Crash
-  All Other Crashes
-  Sidewalk Present
-  Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI



0 0.07 0.15 0.3 Miles





Highland Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

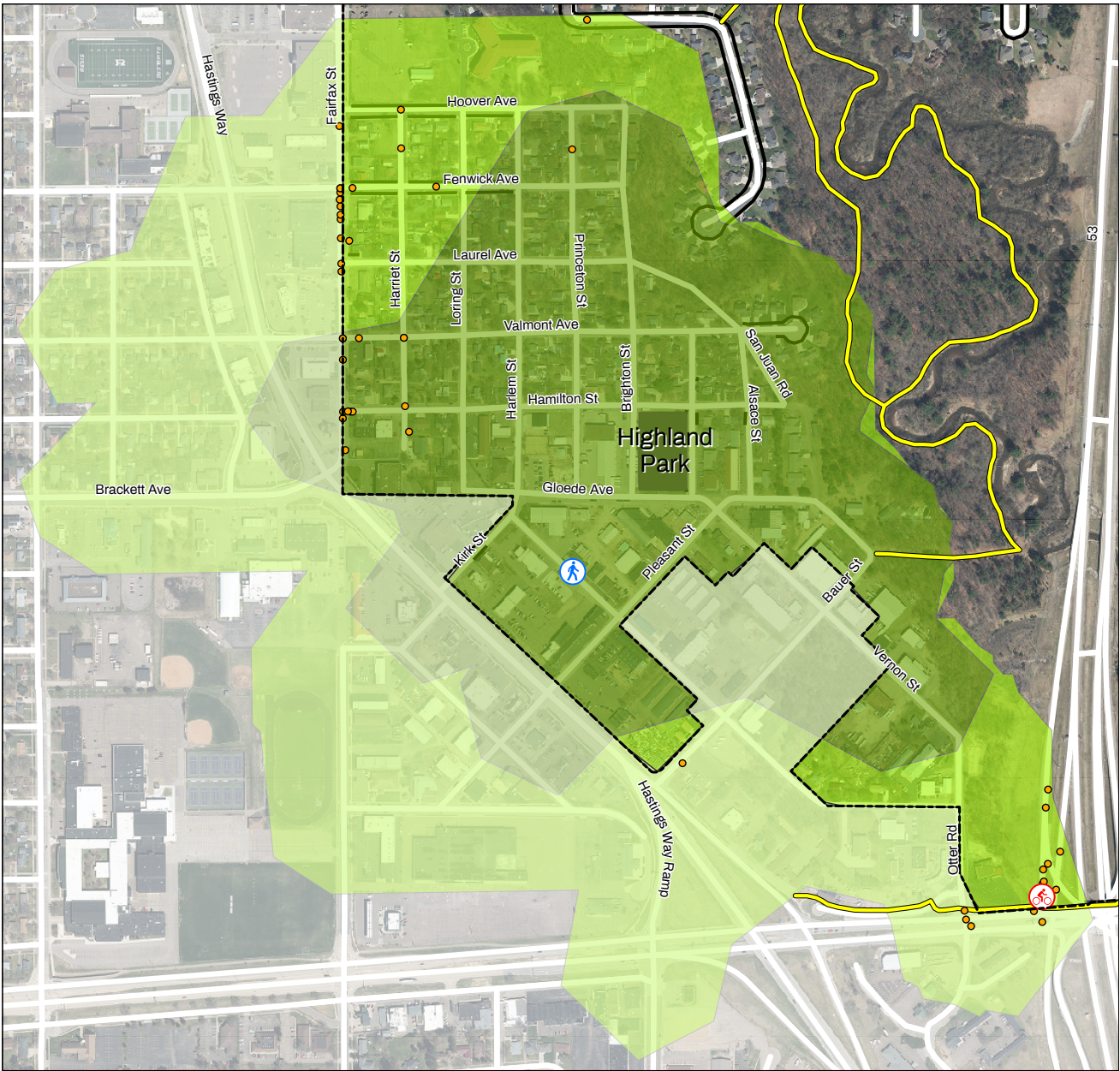
- Park
- Quarter Mile
- Half Mile
- ⓘ Pedestrian Crash
- ⓘ Bicycle Crash
- All Other Crashes
- Sidewalk Present
- Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI



0 0.07 0.15 0.3 Miles













# Safe Routes to Parks

## Lake Front Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

-  Park
-  Quarter Mile
-  Half Mile
-  Pedestrian Crash
-  Bicycle Crash
-  All Other Crashes
-  Sidewalk Present
-  Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI











0 0.05 0.1 0.2 Miles





## Perseverance Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

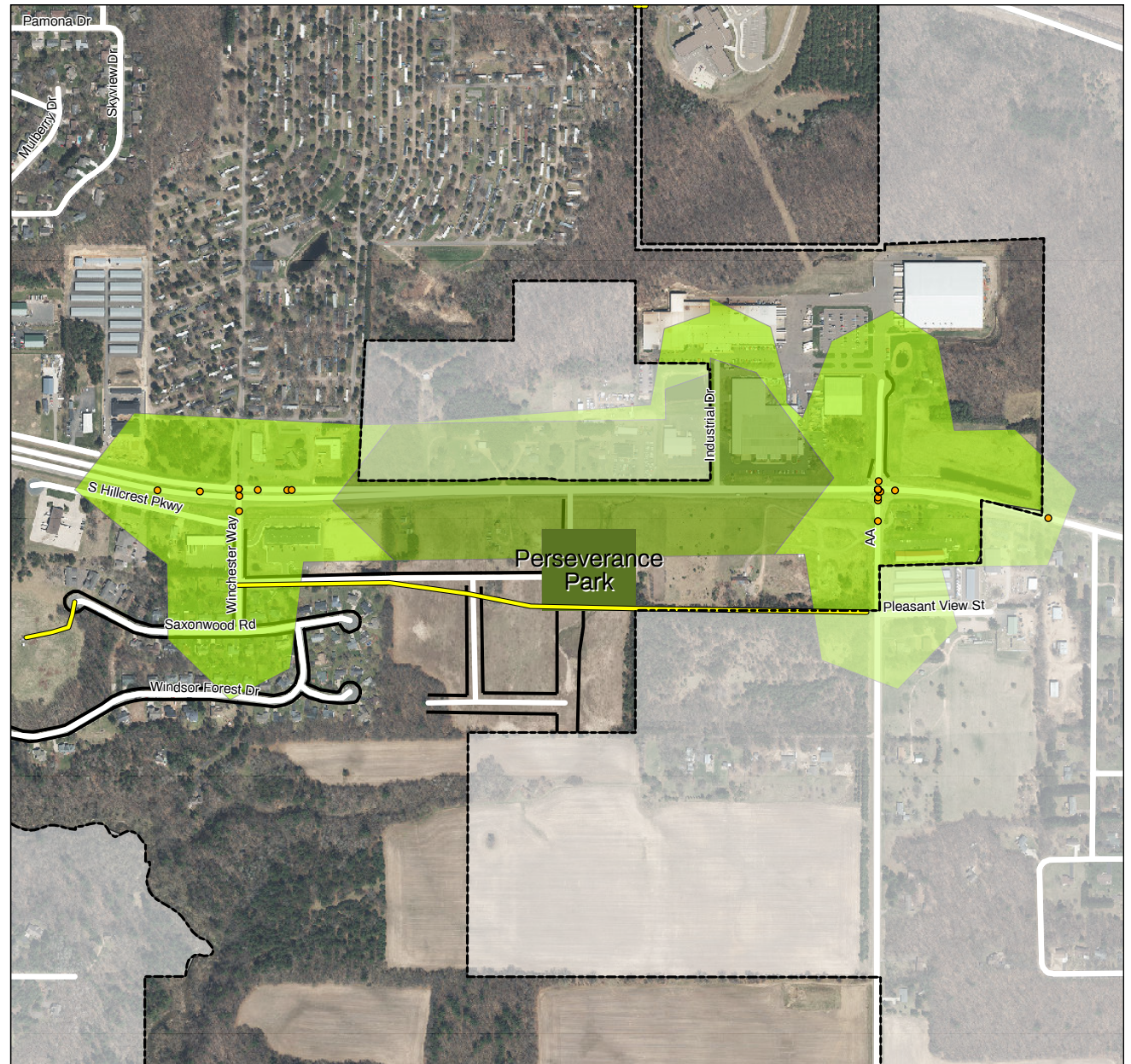
-  Park
-  Quarter Mile
-  Half Mile
-  Pedestrian Crash
-  Bicycle Crash
-  All Other Crashes
-  Sidewalk Present
-  Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI



0 0.1 0.2 0.4 Miles













# Safe Routes to Parks

## River Prairie Park & River Prairie Conservancy

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

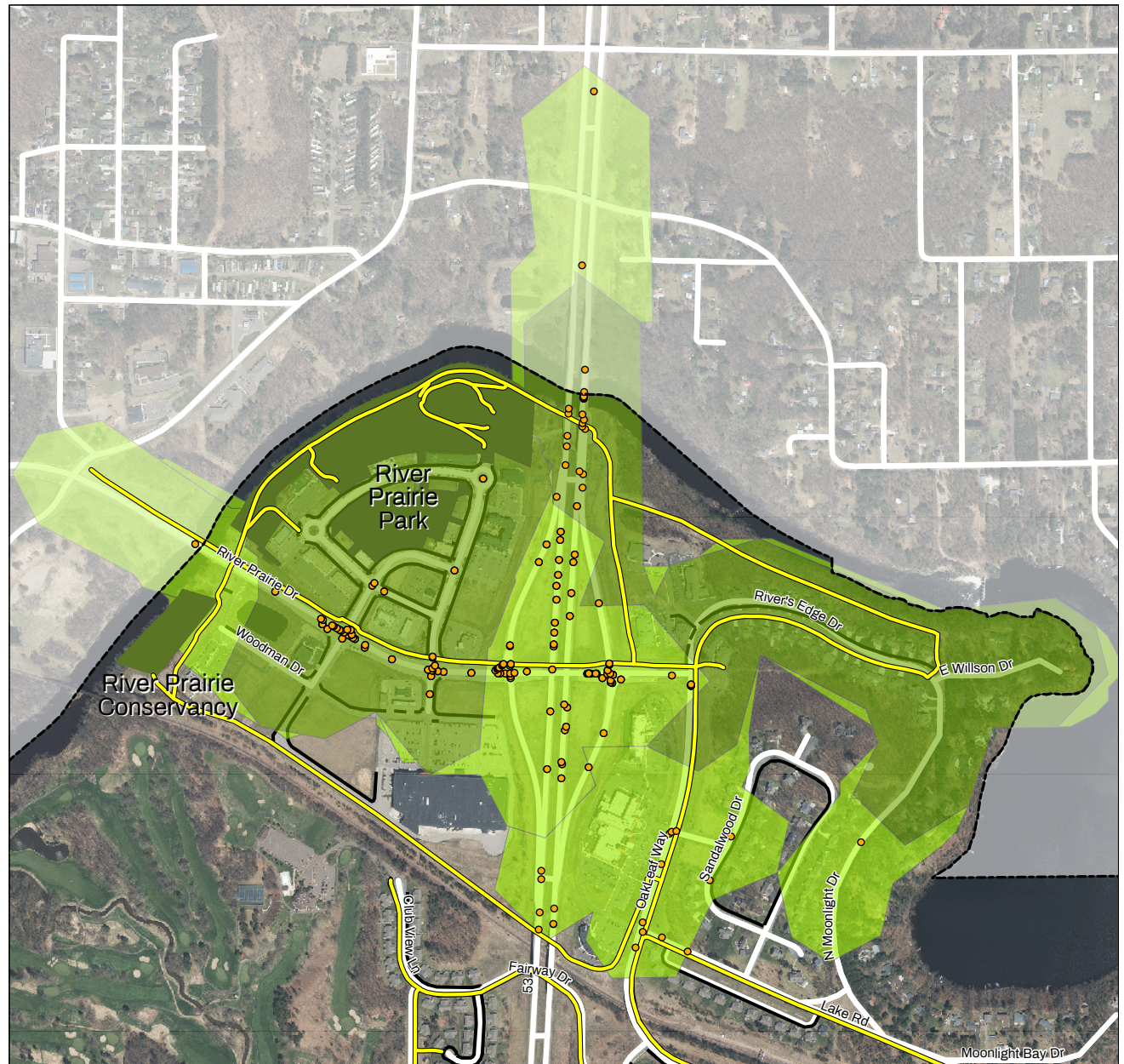
-  Park
-  Quarter Mile
-  Half Mile
-  Pedestrian Crash
-  Bicycle Crash
-  All Other Crashes
-  Sidewalk Present
-  Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI











0 0.13 0.25 0.5 Miles





## Tower Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

-  Park
-  Quarter Mile
-  Half Mile
-  Pedestrian Crash
-  Bicycle Crash
-  All Other Crashes
-  Sidewalk Present
-  Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI



0 0.05 0.1 0.2 Miles





# Safe Routes to Parks

## Windsor Park

The map shows the quarter-mile and half-mile walksheds surrounding the park, along with existing sidewalks, trails, and all reported crashes from 2015-2020.

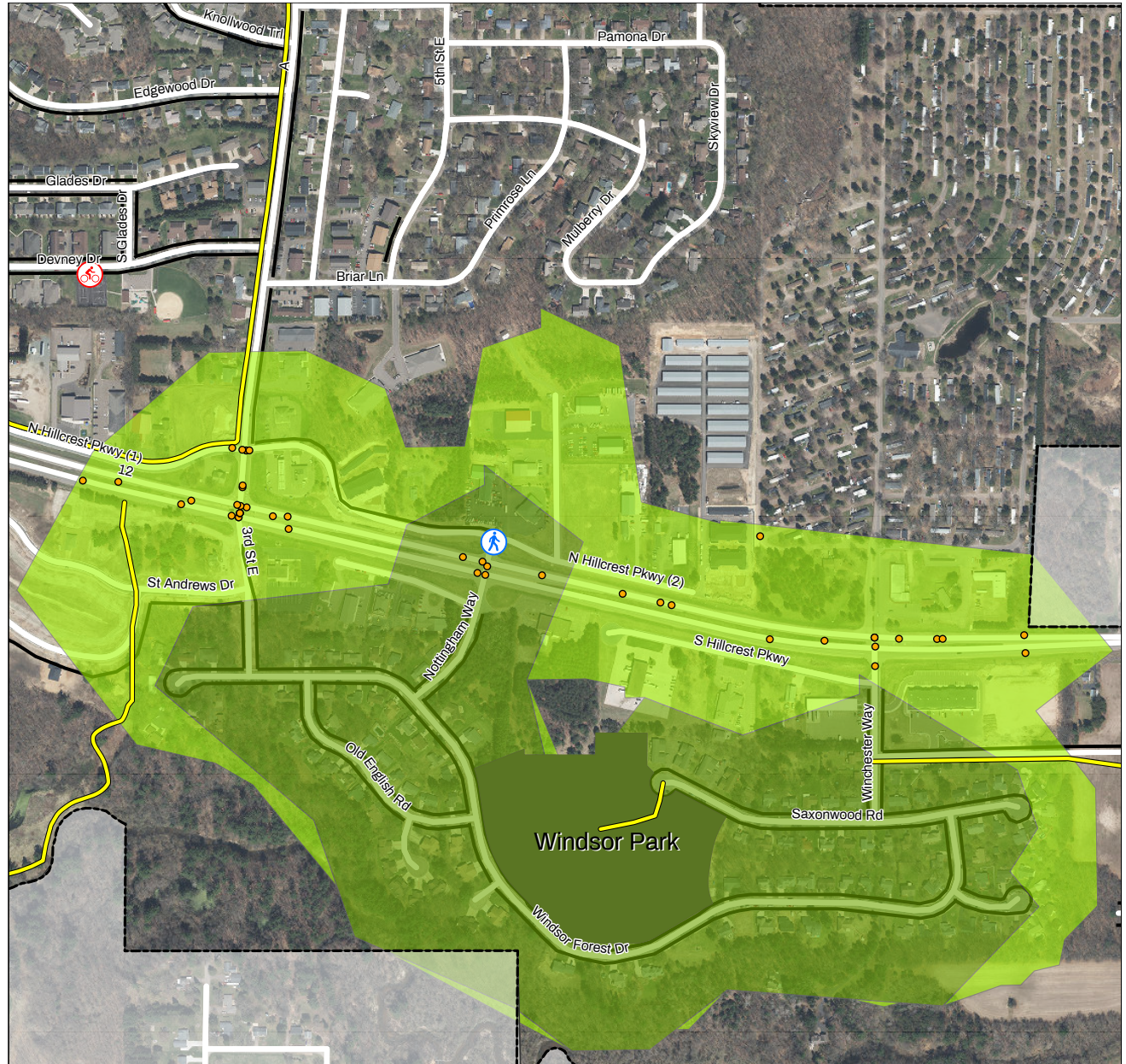
- Park
- Quarter Mile
- Half Mile
- Pedestrian Crash
- Bicycle Crash
- All Other Crashes
- Sidewalk Present
- Existing Trails

March 2022

Data Sources:  
WISLR, WCWRPC, TOPS  
City of Altoona, ESRI



0 0.07 0.15 0.3 Miles





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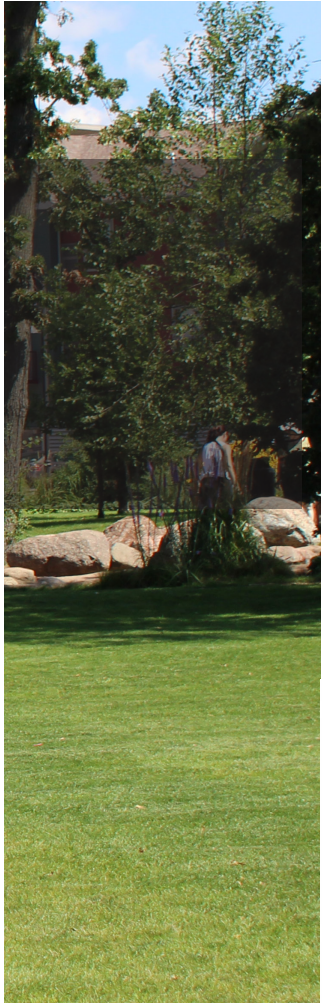




# PROPOSED PEDESTRIAN AND BICYCLE STRATEGIES AND PROJECTS



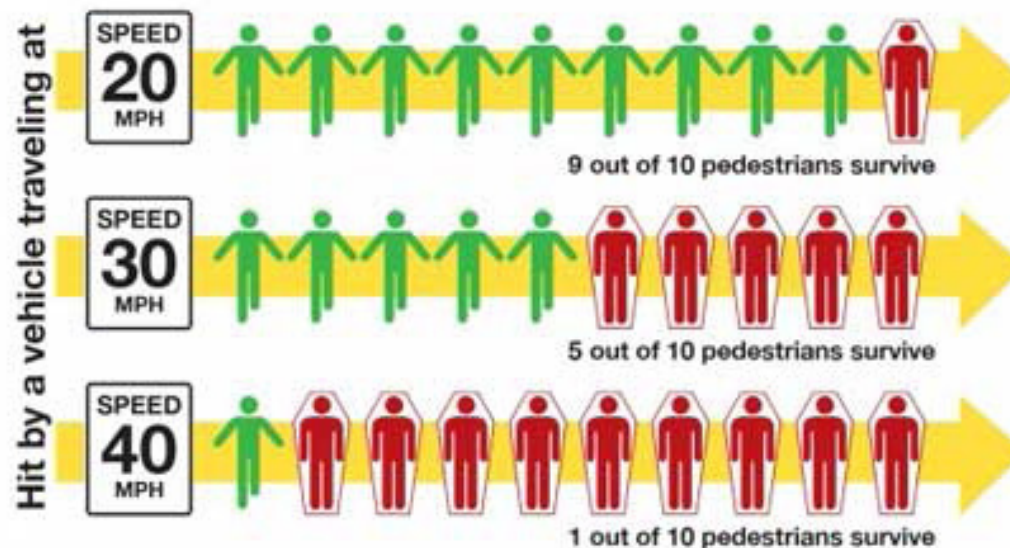
# City-wide Recommendations



While considering city-wide strategies to increase safety and accessibility for pedestrians and cyclists, it is important to remember that those improvements make the City more walkable and livable for everyone. Since schools are important destinations, not only for education but they also function as neighborhood green spaces, the *Altoona School District Safe Routes to Schools Plan* should be used by City staff along with the District to cooperatively increase overall walkability.

Altoona faces some common challenges to safer walking and biking, specifically the speed of traffic and failure of drivers to interact with walkers and cyclists appropriately at intersections, roadway crossings, and along roadways. Overcoming those challenges is required to achieve the goals of this *Bicycle and Pedestrian Plan*. Until those behaviors are mitigated, non-motorized travelers have legitimate concerns for their safety, leaving barriers to walking and biking for transportation and recreation.

As can be seen on the graph below, death and injury rates in crashes between bicyclists or pedestrians and vehicles increase significantly as a vehicle's speed increases. In addition, streets with higher speed limits tend to have more overall crashes than streets with lower speed limits.





# Pedestrian and Bicycle Strategies and Projects

## Strategies

For the strategies, there are two different time frames recommended for implementation: short-term (2023-2024) and medium-term (2025-2027).

- » Create a pedestrian crossing policy to ensure that all applicable locations have adequate pedestrian signage and painted crosswalks. (short-term)
- » Ensure that all street crossings adjacent to city parks have marked crosswalks. (short-/medium-term)
- » Incorporate a requirement that all development approvals by City staff complies with the policies and City goals outlined in this *Bicycle and Pedestrian Plan*, the *Safe Routes to Schools Plan*, and the *Place Plan*. (short-term)
- » Incorporate the above principles and recommendations in all of the City's own plans and projects. (short-term)
- » Consider speed limits of 25 MPH or less adjacent to all parks. (short-/medium-term)
- » Locate park signs along all approaches to city parks. (short-/medium-term)
- » Install bike parking spaces at all parks and popular destinations. Study each location to determine the number of spaces needed. (medium-term)
- » Consider revisions to the subdivision ordinance to require all new developments to install sidewalks, regardless of whether a lot is built on or not. (medium-term)

- » Consider incorporating street art in high pedestrian/bike intersections in close proximity to parks and other City owned destinations. (medium-term)
- » Improve lighting along S RTP corridors, where needed. (medium-term)

## Projects

The projects below are intended to improve the experience of bicyclists and pedestrians in the City of Altoona. Changes which facilitate access to the City's parks are included. The suggestions are taken from the *2021 Altoona Place Plan* and from suggestions received from public input activities. These projects are selected based on those efforts with the highest payoff in satisfying public and City goals and the lowest barriers to implementation.

### 1. Sidewalk Maintenance

Sidewalks are at the core of active mobility in healthy communities. Maintaining the existing sidewalk network, particularly in areas near popular destinations, is comparatively inexpensive and meets both the City's goals as well as being responsive to the public's stated needs. This maintenance falls into two main categories:

- » Making repairs to those sidewalk sections most in need of replacement. See Appendix A for a list of sidewalk repairs prioritized by sidewalk condition and proximity to locations with a high number of pedestrians (schools, parks, public buildings, and subsidized multifamily housing).
- » Enforcing existing policies for keeping sidewalks free of



encroachment by vegetation and other impediments.  
Obstructed sidewalk segments are listed in Appendix B.

## 2. Reduce Crossing Distances at Busy Intersections

Crossing traffic lanes puts pedestrians in a vulnerable position. Long crossing distances increase the time of this vulnerability. Curb extensions and crossing islands both reduce the exposure of vulnerable pedestrians. Curb extensions can also increase safety by limiting vehicle turning actions when they do not have good visibility of crosswalks.

- » Add curb extensions to all the crosswalks at Spooner Avenue and 10th Street West. This intersection was mentioned repeatedly as a particularly dangerous place to cross with vehicles passing stopped cars to turn right while rolling through the stop sign and failing to yield to pedestrians already in the crosswalks.
- » Add curb extensions to all the crossings at Lynn Avenue and Division Street. Improving pedestrian safety in downtown Altoona is a topic that is broadly supported and will help increase liveability and economic growth in the city.

## 3. Add Bike Lanes and “Bike Lane” Signs

Allocating space for bicycles on well-traveled corridors increases the equity among road users and enhances safety and convenience for riders. These corridors are often the only direct routes to access public buildings, commercial areas, and recreational amenities. Roadways of 36’ width or more allow for two 10’ motorized traffic lanes, two 5’ bicycle lanes, and 6’ of parking on one side of the street. The supply of on-street parking far exceeds the normal demand

along the roadways suggested for bike lanes below. Since bike lanes only require updating pavement marking, these improvements are very inexpensive when compared with those requiring roadway expansion.

- » Spooner Avenue - Extend the bike lanes from west of Highway 53 through downtown to Division Street. This enhances connectivity to downtown, City Hall, the Library, and the connection into Eau Claire. It also allows “last mile” bicycle connections to the five bus stops along Spooner.
- » 10th Street West – Add bike lanes from Spooner Avenue to U.S. Highway 12. This corridor connects two parks, connects to the multi-use sidepath north of Spooner Avenue, and improves access to the center of Altoona for the expanding population south of U.S. Highway 12
- » Bartlett Avenue - Add bike lanes from 3rd Street East to the eastern leg of Sunday Drive. This helps connect the Altoona School District Early Education Center to both the upper-level campus as well as the elementary campus along a section of the road that has adequate width for bike lanes.

## 4. Install Sharrows and “Bicycle Route” Signs

Many streets are not wide enough for dedicated bike lanes and reconstruction of those streets is an expensive and often complicated process. For these situations, designating and marking these routes as “Bike Routes” provides some measure of enhanced functionality for bicyclists by raising the awareness and expectation of all road users that the travel lanes are to be shared. If future reconstruction of roadways designated as Bike Routes occurs, consideration of adding



# Pedestrian and Bicycle Strategies and Projects

improved bicycle amenities should be planned for.

- » Bartlett Avenue – Designate Bartlett Avenue from Willson Drive to 3rd Street East as a Bike Route. This corridor connects all Altoona Public School campuses, a large park, and provides access from both eastern and western areas to downtown. It also allows for “last mile” bicycle connections to the four bus stops along Bartlett.
- » 5th Street West – Designate 5th Street West from Spooner Avenue to Bartlett Avenue as a Bike Route. This corridor connects two Altoona Public Schools to downtown Altoona and connects downtown and St. Mary’s School to the proposed Bartlett Avenue Bike Route.

## 5. Install Sidepaths

On roadways that are too narrow for bike lanes and unsuitable for shared use in the traffic lanes (busy commercial areas, high speeds, etc.), sidepaths provide a needed level of safety for cyclists. When these roadways also lack any pedestrian amenities, sidepaths allow non-motorized travelers safe access to services and recreational areas.

- » North Hillcrest Parkway – Complete the sidepath along the 1,650’ from McCann Drive to 10th Street West. This addition will complete connectivity along the north side of U. S. Highway 12 between the sidepaths on 10th Street West and 3rd Street East, will pass close to two city parks, and provide access to the recently improved U.S. Highway 12 crossing at 3rd Street East. This would provide the only east-west bicycle and

pedestrian connection south of Jelly Bean Hill.

## 6. Install Pedestrian Activated Crossing Signals

Pedestrian activated signals, either Pedestrian Hybrid Beacons (PHB) or Rectangular Rapid-Flashing Beacons (RRFB), are designed to alert motorized vehicles of pedestrian and bicycle traffic crossing the roadway at marked crosswalks. PHBs also control roadway traffic by including a Stop phase. RRFBs use high-intensity strobing lights at crosswalks to alert motorists to crossing non-motorized traffic. The choice of PHB vs. RRFB is based on traffic volumes and crossing history.

- » OakLeaf Way north of Lake Road – This crossing connects the multi-use paths along Lake Road and 10th Street West to the River Prairie development, providing access to groceries, parks, restaurants, and entertainment venues for a large section of Altoona including economically disadvantaged residents. OakLeaf Way is also a bus route for Eau Claire Transit, which serves Altoona. The current crossing was cited by numerous survey respondents as being dangerous and inconvenient to access, making them unwilling to use the crossing. Traffic continues to increase along this roadway as more businesses are added in the River Prairie area. Planned residential development along Lake Road will also increase traffic pressure in coming years. It is possible the intersection of Lake Road and OakLeaf Way should be considered for a roundabout, or currently warrants a traffic signal or will in the near future. If so, the crosswalk should be relocated to the intersection when it is reconfigured.
- » 3rd Street East at Bartlett Avenue – This crossing was





improved with a pedestrian refuge but is still perceived as too dangerous for use by vulnerable travelers. Bartlett Avenue connects the two Altoona Public Schools campuses, so the need to improve pedestrian and bicycle safety is clear. A traffic study would need to be conducted to decide on the appropriate treatment for this crossing. This intersection should be evaluated for a roundabout to help slow traffic coming down the hill from the south as well as simplify turning events which have led to incidents of vehicles overriding the median with the current configuration.




Sidewalk Maintenance  
Prioritization


The map to the right shows the sidewalk maintenance prioritization map for the City of Altoona. Analysis based on the 2021 WCWRPC Sidewalk Survey.


- 


Housing Authority
- 


Library/ City Hall
- 


Police Department
- 

School
- 

Low Priority
- 

Medium-Low Priority
- 

Medium-High Priority
- 

High Priority
- 

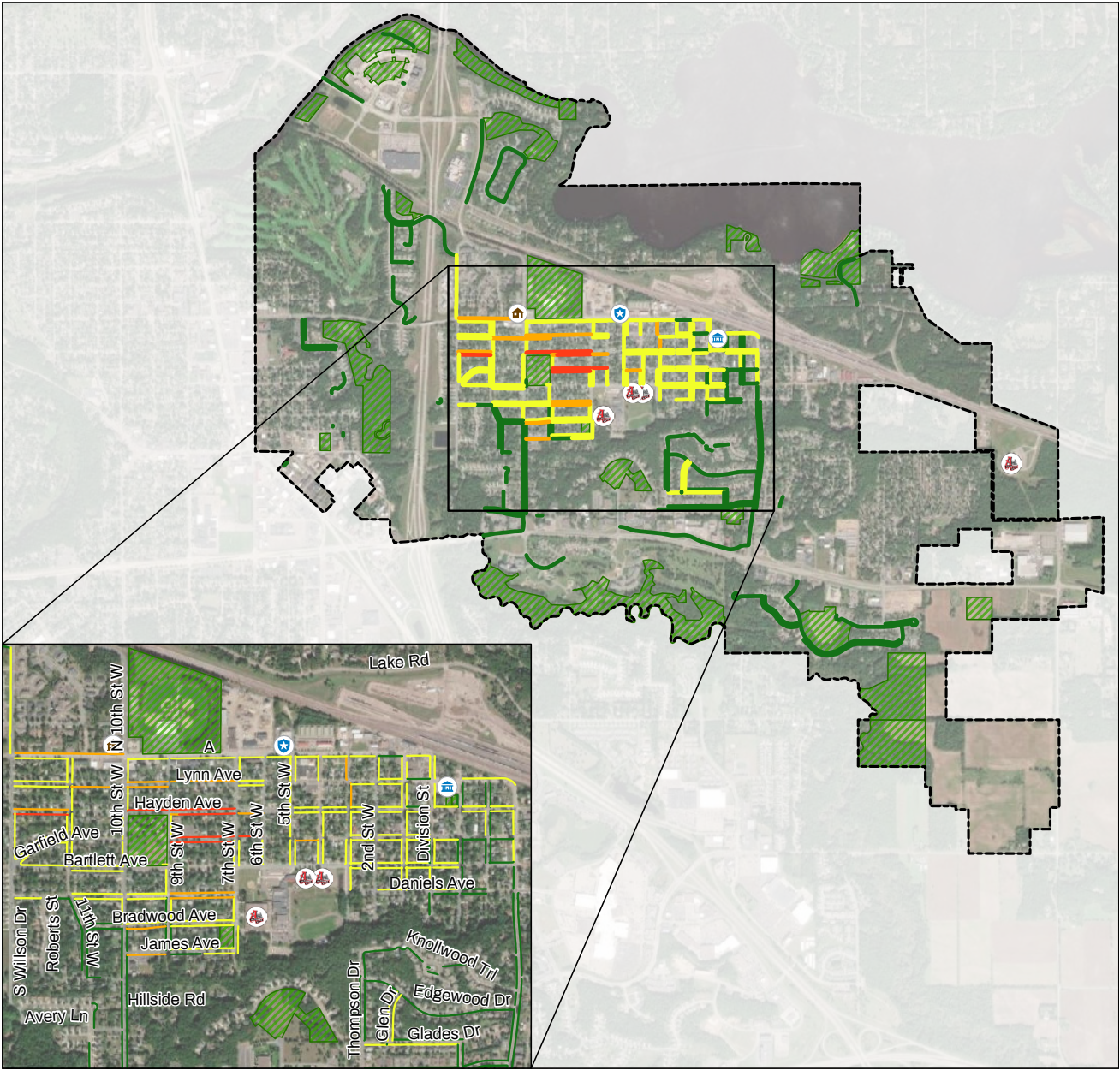
City Parks

March 2022

Data Sources:  
WISLR, WCWRPC,  
City of Altoona, ESRI



0 0.5 1 2 Miles





# APPENDIX A.

## Sidewalks in Need of Repair

Street Name	Cross Street 1	Cross Street 2	Side of Street	Priority Score	Prioritized Repair Need
Garfield Ave	9th St W	7th St W	N	6.40	High
Garfield Ave	9th St W	7th St W	S	6.05	High
Hayden Ave	9th St W	7th St W	N	5.95	High
Garfield Ave	7th St W	6th St W	N	5.65	High
Hayden Ave	9th St W	7th St W	S	5.45	High
Hayden Ave	S Willson Dr	11th St W	S	5.30	High
Hayden Ave	10th St W	9th St W	N	5.30	High
Garfield Ave	5th St W	4th St W	S	5.10	Moderate
Hayden Ave	S Willson Dr	11th St W	N	5.10	Moderate
Hayden Ave	7th St W	6th St W	S	5.10	Moderate
Lynn Ave	10th St W	9th St W	S	4.65	Moderate
Lynn Ave	10th St W	9th St W	N	4.60	Moderate
James Ave	10th St W	9th St W	S	4.55	Moderate
Hayden Ave	9th St W	7th St W	S	4.40	Moderate
Lynn Ave	11th St W	10th St W	S	4.40	Moderate
Daniels Ave	9th St W	7th St W	S	4.35	Moderate
Spooner Ave	N Willson Dr	10th St W	N	4.35	Moderate
Bradwood Ave	10th St W	9th St W	S	4.30	Moderate
3rd St W	Lynn Ave	Hayden Ave	E	4.30	Moderate
Lynn Ave	9th St W	7th St W	N	4.25	Moderate
3rd St W	Spooner Ave	Lynn Ave	W	4.20	Moderate
Daniels Ave	9th St W	7th St W	N	4.15	Moderate
Bradwood Ave	9th St W	7th St W	S	4.10	Low
Bradwood Ave	9th St W	7th St W	N	4.10	Low
Spooner Ave	10th St W	9th St W	S	4.05	Low
Lynn Ave	S Willson Dr	11th St W	S	4.05	Low
6th St W	Garfield Ave	Bartlett Ave	W	4.00	Low
5th St W	Hayden Ave	Garfield Ave	W	3.95	Low
Lynn Ave	3rd St W	2nd St W	S	3.95	Low
Lynn Ave	S Willson Dr	11th St W	N	3.95	Low
Spooner Ave	9th St W	7th St W	S	3.95	Low
Daniels Ave	2nd St W	1st St W	N	3.95	Low
Garfield Ave	2nd St W	1st St W	S	3.90	Low

Continued on pages A46-47

### Methodology - Sidewalk Maintenance Prioritization

To create an actionable, data-driven sidewalk maintenance map for the City of Altoona, three criteria were analyzed:

- » the total number of destinations the sidewalk was in proximity to,
- » the walking distance from each destination the sidewalk was in proximity to,
- » the pavement quality of each sidewalk based on the 2021 sidewalk survey.

The process began with a walkshed analysis, based on the types of destinations, the transportation network in Altoona, and the walking time to each destination. Destination types included city parks, schools, government buildings, and subsidized housing. The walking-time ranges used were 0-5 minutes, 5-10 minutes, and 10-15 minutes. Shorter walking times received a higher weight in the decision matrix.

Once the walksheds were created for each destination, an intersect analysis, based on the location of each sidewalk, outputted the total number and type of walkshed that each sidewalk was within. Each output was then multiplied by the assigned weight (provided in the table below) and totaled to provide a final prioritization score to each stretch of sidewalk. These scores are symbolized on the map (page A-44) in four separate categories including: high priority, medium-high priority, medium-low priority, and low priority.

Decision-Matrix Weighting	
0 – 5 Minutes	0.20
5 – 10 Minutes	0.10
10 - 15 Minutes	0.05
Total Destinations in Proximity	0.15
Pavement Quality	0.50
<b>Total</b>	<b>1.00</b>



# APPENDIX A.

## Sidewalks in Need of Repair

Street Name	Cross Street 1	Cross Street 2	Side of Street	Priority Score	Prioritized Repair Need
James Ave	9th St W	7th St W	N	3.90	Low
Bradwood Ave	10th St W	9th St W	N	3.85	Low
Hayden Ave	2nd St W	1st St W	S	3.80	Low
N Willson Dr	Fairway Dr	Spooner Ave	W	3.80	Low
Spooner Ave	4th St W	3rd St W	S	3.70	Low
7th St W	Garfield Ave	Bartlett Ave	W	3.65	Low
7th St W	Garfield Ave	Bartlett Ave	E	3.65	Low
Garfield Ave	2nd St W	1st St W	N	3.65	Low
3rd St W	Garfield Ave	Bartlett Ave	E	3.60	Low
Garfield Ave	3rd St W	2nd St W	S	3.60	Low
Hayden Ave	5th St W	4th St W	S	3.60	Low
Hayden Ave	5th St W	4th St W	N	3.60	Low
Hayden Ave	2nd St W	1st St W	N	3.60	Low
10th St W	Lynn Ave	Hayden Ave	E	3.55	Low
Bartlett Ave	1st St W	Division St	S	3.55	Low
Bartlett Ave	1st St W	Division St	N	3.55	Low
Garfield Ave	S Willson Dr	11th St W	N	3.55	Low
Bartlett Ave	S Willson Dr	11th St W	N	3.50	Low
Daniels Ave	10th St W	9th St W	N	3.50	Low
Garfield Ave	S Willson Dr	11th St W	S	3.50	Low
Spooner Ave	9th St W	7th St W	S	3.50	Low
Hayden Ave	3rd St W	2nd St W	S	3.45	Low
Hayden Ave	3rd St W	2nd St W	N	3.45	Low
5th St W	Spooner Ave	Lynn Ave	W	3.40	Low
11th St W	Spooner Ave	Lynn Ave	W	3.40	Low
1st St W	Bartlett Ave	Daniels Ave	E	3.40	Low
3rd St W	Garfield Ave	Bartlett Ave	W	3.40	Low
3rd St W	Hayden Ave	Garfield Ave	E	3.40	Low
Garfield Ave	3rd St W	2nd St W	N	3.40	Low
4th St W	Spooner Ave	Lynn Ave	W	3.35	Low
5th St W	Spooner Ave	Lynn Ave	E	3.35	Low
Division St	Spooner Ave	Lynn Ave	E	3.35	Low

Street Name	Cross Street 1	Cross Street 2	Side of Street	Priority Score	Prioritized Repair Need
S Willson Dr	Hayden Ave	Bartlett Ave	E	3.35	Low
Spooner Ave	5th St W	4th St W	S	3.35	Low
Bartlett Ave	11th St W	10th St W	S	3.35	Low
Daniels Ave	11th St W	10th St W	N	3.35	Low
Lynn Ave	2nd St W	1st St W	N	3.35	Low
Spooner Ave	6th St W	5th St W	S	3.30	Low
Bartlett Ave	11th St W	10th St W	N	3.30	Low
Garfield Ave	1st St W	Division St	S	3.30	Low
Lynn Ave	1st St E	3rd St E	N	3.30	Low
11th St W	Garfield Ave	Bartlett Ave	E	3.25	Low
4th St W	Hayden Ave	Garfield Ave	E	3.25	Low
Daniels Ave	10th St W	9th St W	S	3.25	Low
Hayden Ave	4th St W	3rd St W	S	3.25	Low
Hayden Ave	1st St W	Division St	S	3.25	Low
Spooner Ave	S Willson Dr	11th St W	S	3.25	Low
10th St W	Spooner Ave	Lynn Ave	E	3.20	Low
11th St W	Garfield Ave	Bartlett Ave	W	3.20	Low
1st St W	Bartlett Ave	Daniels Ave	W	3.20	Low
7th St W	Bradwood Ave	James Ave	E	3.20	Low
Division St	Garfield Ave	Bartlett Ave	E	3.20	Low
10th St W	Daniels Ave	Bradwood Ave	W	3.15	Low
11th St W	Spooner Ave	Lynn Ave	E	3.15	Low
3rd St W	Bartlett Ave	Daniels Ave	E	3.15	Low
5th St W	Lynn Ave	Hayden Ave	W	3.15	Low
Bartlett Ave	Division St	1st St E	N	3.15	Low
Daniels Ave	11th St W	10th St W	S	3.15	Low
Division St	Spooner Ave	Lynn Ave	W	3.15	Low
Garfield Ave	Division St	1st St E	S	3.15	Low
10th St W	Hayden Ave	Garfield Ave	W	3.10	Low
11th St W	Lynn Ave	Hayden Ave	E	3.10	Low
1st St W	Garfield Ave	Bartlett Ave	E	3.10	Low
1st St W	Garfield Ave	Bartlett Ave	W	3.10	Low



# APPENDIX A.

## Sidewalks in Need of Repair

Street Name	Cross Street 1	Cross Street 2	Side of Street	Priority Score	Prioritized Repair Need
2nd St W	Spooner Ave	Lynn Ave	E	3.10	Low
5th St W	Garfield Ave	Bartlett Ave	E	3.10	Low
5th St W	Garfield Ave	Bartlett Ave	W	3.10	Low
Bartlett Ave	3rd St W	2nd St W	N	3.10	Low
Spooner Ave	3rd St W	2nd St W	S	3.10	Low
Hayden Ave	Division St	1st St E	N	3.10	Low
Hayden Ave	1st St E	2nd St E	N	3.10	Low
Hayden Ave	1st St E	2nd St E	S	3.10	Low
7th St W	Daniels Ave	Bradwood Ave	W	3.05	Low
9th St W	Bartlett Ave	Daniels Ave	W	3.05	Low
Daniels Ave	Division St	1st St E	N	3.05	Low
Garfield Ave	1st St W	Division St	N	3.05	Low
Hayden Ave	2nd St E	3rd St E	S	3.05	Low
James Ave	Feather CT	7th St W	S	3.05	Low
1st St W	Lynn Ave	Hayden Ave	W	3.00	Low
1st St W	Spooner Ave	Lynn Ave	W	3.00	Low
1st St W	Spooner Ave	Lynn Ave	E	3.00	Low
Bartlett Ave	2nd St W	1st St W	S	3.00	Low
Bartlett Ave	2nd St W	1st St W	N	3.00	Low
Hayden Ave	4th St W	3rd St W	N	3.00	Low
Lynn Ave	2nd St W	1st St W	S	3.00	Low
Spooner Ave	1st St W	Division St	S	3.00	Low
7th St W	Spooner Ave	Lynn Ave	E	2.95	Low
9th St W	Daniels Ave	Bradwood Ave	E	2.95	Low
Glades Dr	Thompson Dr	S Glades Dr	S	2.95	Low
Lynn Ave	7th St W	6th St W	N	2.95	Low
Lynn Ave	7th St W	6th St W	S	2.95	Low
Spooner Ave	7th St W	6th St W	S	2.95	Low
11th St W	Hayden Ave	Garfield Ave	E	2.90	Low
11th St W	Hayden Ave	Garfield Ave	W	2.90	Low
Bartlett Ave	Division St	1st St E	S	2.90	Low
Division St	Bartlett Ave	Daniels Ave	W	2.90	Low

Street Name	Cross Street 1	Cross Street 2	Side of Street	Priority Score	Prioritized Repair Need
10th St W	Pine Tree Ln	Hillcrest Pkwy	W	2.90	Low
3rd St E	Garfield Ave	Bartlett Ave	W	2.90	Low
4th St W	Garfield Ave	Bartlett Ave	E	2.90	Low
4th St W	Garfield Ave	Bartlett Ave	W	2.90	Low
9th St W	Hayden Ave	Garfield Ave	E	2.90	Low
Daniels Ave	1st St E	2nd St E	S	2.90	Low
Division St	Lynn Ave	Hayden Ave	E	2.90	Low
Division St	Lynn Ave	Hayden Ave	E	2.90	Low
Hayden Ave	2nd St E	3rd St E	N	2.90	Low
1st St W	Lynn Ave	Hayden Ave	E	2.85	Low
3rd St E	Hayden Ave	Garfield Ave	W	2.85	Low
Glen Dr	Edgewood Dr	High Point Dr	W	2.85	Low
Glen Dr	Edgewood Dr	Glades Dr	E	2.85	Low
1st St W	Hayden Ave	Garfield Ave	E	2.85	Low
Bartlett Ave	3rd St W	2nd St W	S	2.85	Low
2nd St E	Hayden Ave	Garfield Ave	W	2.80	Low
Bartlett Ave	10th St W	9th St W	N	2.80	Low
9th St W	Daniels Ave	Bradwood Ave	W	2.75	Low
James Ave	9th St W	Feather Ct	S	2.75	Low
Spooner Ave	2nd St W	1st St W	S	2.75	Low

# APPENDIX B.

## Sidewalks Obstructed by Vegetation

Street Name	Cross Street 1	Cross Street 2	Side of Street
1st St E	Lynn Ave	Hayden Ave	W
1st St W	Bartlett Ave	Daniels Ave	W
1st St W	Lynn Ave	Hayden Ave	W
1st St W	Spooner Ave	Lynn Ave	W
1st St W	Hayden Ave	Garfield Ave	E
2nd St E	Lynn Ave	Hayden Ave	W
3rd St E	Hayden Ave	Garfield Ave	W
3rd St E	Lawrence Ave	Briar Ln	E
3rd St E	Edgewood Dr	Devney Dr	W
3rd St W	Spooner Ave	Lynn Ave	W
4th St W	Garfield Ave	Bartlett Ave	E
5th St W	Spooner Ave	Lynn Ave	W
5th St W	Garfield Ave	Bartlett Ave	W
6th St W	Garfield Ave	Bartlett Ave	W
7th St W	Garfield Ave	Bartlett Ave	W
7th St W	Bradwood Ave	James Ave	E
7th St W	Daniels Ave	Bradwood Ave	W
7th St W	Spooner Ave	Lynn Ave	E
9th St W	Daniels Ave	Bradwood Ave	W
11th St W	Avery Lane	E. Pine Tree Ln	E
Daniels Ave	1st St E	2nd St E	S
Garfield Ave	5th St W	4th St W	S
Garfield Ave	2nd St W	1st St W	N
Garfield Ave	1st St W	Division St	N
Hayden Ave	S Willson Dr	11th St W	S
Hayden Ave	10th St W	9th St W	N
Hayden Ave	2nd St W	1st St W	N
Hayden Ave	Division St	1st St E	N
Hayden Ave	2nd St E	3rd St E	S
Lynn Ave	10th St W	9th St W	S

Street Name	Cross Street 1	Cross Street 2	Side of Street
Lynn Ave	3rd St W	2nd St W	S
Lynn Ave	2nd St W	1st St W	S
Lynn Ave	7th St W	6th St W	N
S Willson Dr	Hayden Ave	Bartlett Ave	E
Spooner Ave	9th St W	7th St W	S
Spooner Ave	4th St W	3rd St W	S
Spooner Ave	9th St W	7th St W	S
Spooner Ave	6th St W	5th St W	S
Windsor Forest Dr	Nottingham Way	Ravenswood Ct	N
Windsor Forest Dr	Old English Rd	West cul de sac	S
Windsor Forest Dr	Woodglen Ct	Ravenswood Ct	S



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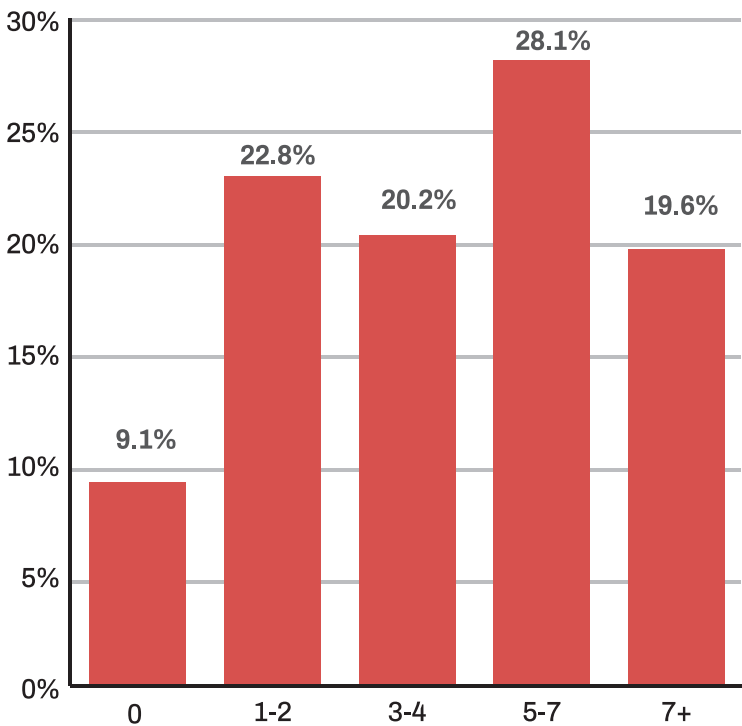
# APPENDIX C.

## Online Survey Results

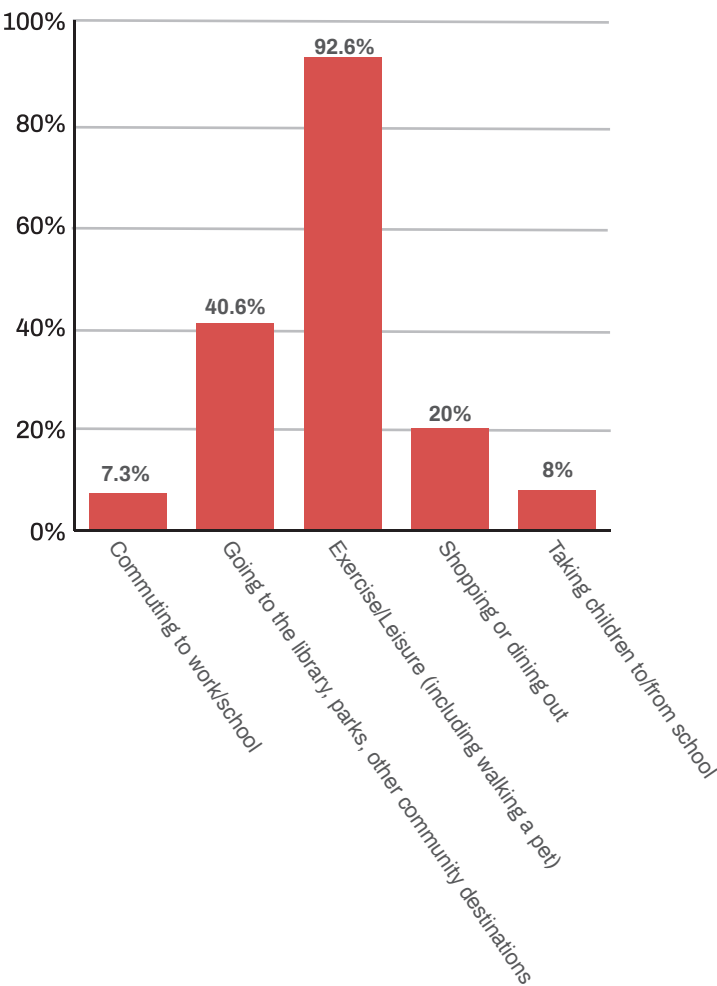
### Online Survey Results

The survey was conducted June 29 – July 27 2021 using an online survey tool. Promotions were placed on the City’s social media accounts and was promoted through regional bicycle groups. 163 responses were received.

**Question 1.** During a typical week, how many trips of more than one block do you take as a pedestrian in Altoona? Check only one.



**Question 2.** Which of the following trip types would typically involve you traveling more than one block as a pedestrian in Altoona? Check all that apply.





# APPENDIX C.

## Online Survey Results

Question 3. What makes it difficult or unpleasant for you to travel as a pedestrian in Altoona?	Total	Weighted Average	Not a Problem	Problem
Busy streets with no sidewalks	158	2.3	56%	22%
Sidewalks that are too narrow	158	2.13	62%	8%
Sidewalks with no buffer (street trees, landscaping, parked cars)	159	1.92	75%	9%
Traffic moving too fast	160	2.35	59%	18%
Missing curb ramps	156	1.78	80%	8%
Drivers not yielding to pedestrians at crosswalks	160	2.63	48%	31%
Inadequate feeling of safety on trails for myself	160	1.79	76%	13%
Inadequate feeling of safety on trails for younger pedestrians	154	1.79	76%	8%
Residential streets with no sidewalks	159	2.23	66%	16%
Not enough safe street crossings	158	2.22	63%	17%
Inadequate lighting	158	2.23	61%	17%
Crossing signals not long enough	157	1.74	78%	10%
Other (please specify)	20			

Answered : 161

Skipped: 2

More red indicates more problematic\*

*\*On this chart and some of the following ones, there are notes that start "More red indicates..." Those charts show in red both the lowest number of positive responses, e.g., that the issue is "Not a Problem," and the highest number of negative responses, e.g., that the issue is a "Problem." The darker the red, the more that issue is perceived as a barrier to active mobility.*

*More red indicates higher priority*

Question 4. Where should Altoona prioritize pedestrian improvements first?	Total	Low Priority	High Priority
Around schools and along routes to schools	161	23.6%	50.31%
Near populations who rely most on walking	160	19.38%	38.13%
Residential streets without sidewalks	159	28.93%	37.74%
Areas with the most pedestrian-involved crashes	159	6.29%	77.99%
Streets near work destinations (other than downtown)	154	40.91%	15.59%
Along routes that connect to community facilities (parks, library, etc.)	160	15.01%	53.13%
Downtown	158	46.2%	17.72%
River Prairie	160	51.26%	21.88%
Areas near tourist destinations	159	40.88%	20.12%
Other (Please specify)	12		

Answered : 161  
Skipped: 2



### Question 5. What is the single most impactful action Altoona can take to improve pedestrian travel in the City?

- » Make cross walks safer.
- » Give out more tickets for speeding auto vehicles.
- » Easy connections between areas in the city via well lit trails
- » Enforce or reduce speed limits especially near River Prairie. Drivers come off the 53 Bypass and continue to drive as if they are still on the bypass. Put in barriers (trees, landscaping) between the roads and sidewalks/trails. The speed (wind) and exhaust fumes are not pleasant.
- » A path or parallel road along Highway 12 from 3rd st to County SS. (Also, if the city wants to make car travel safe, they should make Hiway 12 2 lanes both ways all the way to County SS AND put in stop lights at the County SS intersection
- » Safety, access and connecting paths, maps for directions, dog waste access in more places
- » Add sidewalks where there aren't any.
- » Repainting cross walk lines and adding more cross walks for routes to schools.
- » Smooth roads
- » Maybe better traffic signals, some are broken
- » Add sidewalks where there are none.
- » Build an overpass or tunnel to facilitate safer crossing over highway 12.
- » Have the police by mindful and watchful. I have walked in Altoona for years and the police do not even acknowledge they have seen a walker.
- » Put barriers on the trails in and around river prairie to deter cars from driving on the trails !!!!!
- » Highway 12 and 3rd Street has been delayed again and again. Just put the crosswalk in already
- » Make them safer to users. Soooooo many cars drive the paths!
- » Add dedicated bike trails and/or lanes. Keeps bikes safe while also removing them from sidewalks/pedestrians.
- » River Prairie Hwy 53 underpasses instead of crossing. Also, need bike path, lane, or sidewalk 9n Fairfax from Walgreens and McDonald's down to Spooner. Do NOT NEED 2 lanes on that street (which be ones a single lane anyway).
- » Lighted paths
- » Sidewalks
- » Enforce the yield to pedestrians law.
- » Connect the current trail network, especially near the lake and schools, continue trail development while slowing down/ manage traffic which has grown and is dangerous on Hwy 12.
- » Residential sidewalks
- » Making safe trails that connect to all schools
- » Build things closer together with smaller parking lots.

- » Add a bike lane near elementary school and railroad tracks area of Altoona near lake. After the trail ends near the lake it is dangerous on those curves to bike
- » Provide a safe, legal way to cross the railroad tracks that run under the highway, so you don't have to walk to the top of Fairway, along Willson, then down the trail behind the dental clinic to get on the trail behind Woodmans.
- » Building walkable infrastructure to new builds, and not isolating housing from markets/restaurant, etc , so not spreading things out so far that they can't be waked to. (This is contrary to "midwestern car life" but would make the
- » Community healthier, more connected/enjoyable, and walkable. "
- » Pedestrian underpasses on hwy 12 and traffic yielding to pedestrians.
- » Fix sidewalks and have home owners keep bushes/ trees trimmed.
- » More sidewalks or trails
- » Put pedestrian crossings on highway 12
- » Connect Hillcrest estates to city via bike trail
- » Sidewalks by Altoona Family Restaurant to tenth street. Only choice is walking on the road which is heavily traveled and terribly unsafe.
- » Slow down traffic on residential streets. Enforce laws that require cars to yield to pedestrians at crosswalks. Maybe have a couple of stings at popular crosswalks. Should only be allowed to park on one side of 10th street by 10th street park. Very dangerous during games. Need more lighting on N Willson Dr. need a light at entrance to Centennial park.
- » connect trails
- » Repair uneven existing sidewalks in the neighborhoods and install sidewalks where there are none.
- » Keep improving river prairie park
- » Add sidewalk to at least one side of streets with none currently.
- » Make a tunnel under hwy 12
- » Off street bike paths
- » Add & upgrade sidewalks.
- » More trails/walking paths.
- » continue to make it safe for kids to use the bike baths... Connect the lake road bike path to the school bike path. this way Altoona would have complete loop
- » Having residents trim their trees and bushes that overgrow the sidewalk making it impossible to walk on the sidewalk. I have this problem every time I walk my dog. Also residents that don't clean up dog poop off the sidewalk around their house from their dog(s).
- » Improve the old crumbly and narrow sidewalks in town.
- » Well lit at night would help.
- » Clean up the sidewalk and get more white lights closer together at night.
- » Copy lake road trail where ever you can. Distance from road and maintained.
- » continue the bike/walk trail on SS to the lake and school
- » Lower taxes



- » Would love bike trails from altoona to fall creek
- » Sidewalk upkeep (some sidewalks are barely walkable in places)
- » Connect the bike trail to the schools and into downtown.
- » Maintain trails and enforce pedestrian crossings (cars should yield to peds in existing crosswalks)!
- » Sidewalks
- » Connecting the new hillcrest neighborhood, the new neighborhood near Curt Manufacturing and the existing Windsor Forest and Hillcrest estates to central Altoona with a pedestrian tunnel under hwy 12 at 3rd st and or 10th st.
- » Enforced crosswalks
- » It would be great to extend the bike trail at the east end of Lake Road over to the school on the other side of the railroad tracks.
- » Bike friendly on 12. It's really hard to ride a bike on 12 because no bike path. I called highway 12 the deadly 12
- » Connected bike trails. There's lots of bits of trails around, but they require street travel to get between.
- » Improve crosswalks to alert drivers of need to yield to pedestrians/bikeriders
- » Improved or signalized crossings at heavy pedestrian and motorized traffic areas.
- » Attract and locate places where people want to walk to
- » We love biking to river prairie park with our kids. Oakleaf Dr is extremely scary to cross to get on the bike trail going along the train tracks behind woodmans and crossing all the on/off

ramps at River prairie Dr with kids is out of the question after a few close calls from cars not watching out and almost running us over. We need a safer option to get on the bike trail behind woodmans with out having to cross the busy roads.

- » Add sidewalks to residential areas
- » It would be nice to have more hiking trails, rather than just walking trails
- » Repair all uneven, broken and cracked sidewalks
- » Maintenance of multi use paths, pedestrian crossing designations
- » Unsure, possibly signage at crosswalks reminding drivers to yield.
- » Creating safe ways for children to get to school.
- » Ice removal from sidewalks and bike trails in the winter.
- » Safe crosswalks across 12
- » Prioritize pedestrian and cyclists as the primary way of getting around. Everything is built for cars!
- » Better biking areas so bikers can share the sidewalk with walkers
- » More sidewalks
- » Easy to read signage/maps and benches for resting along the way.
- » Improve street crossings and better signage and pavement markings for street crossings, mainly higher traffic routes, 10th St, Oak Leaf Way, Spooner. Probably others that I am not familiar with.

# APPENDIX C.

## Online Survey Results

- » Pipe dream, but wouldn't it be nice to have a bridge over the rail yard for easy access between Downtown and Lake Altoona?
- » Equipment rental
- » Reduce property taxes so I don't have to work as much to pay for them - then I can get out more often to take more advantage of pedestrian travel.
- » Bike path along Spooner Ave from 10th to downtown
- » Move the School back to the city.
- » Paint street crossings, bike lanes, add signage for crosswalks so drivers are more aware, add the flashing crosswalk signs to high walker intersections.
- » Install sidewalks and sidewalk ramps
- » better lighting, especially in Knollwood Addition area
- » The game
- » buffer between vehicle street and sidewalk or trails
- » More crosswalks and signals for those crosswalks... and reduced speed in third st. Sorry I know that's two.
- » Connect neighborhoods together. Areas south of 12 are not well connected with areas north of 12.
- » Side walk on beach drive
- » Continuation of bike path on Hwy 12/ Hillcrest Pkwy
- » More safe biking areas
- » Add sidewalks or paths where they don't currently exist.
- » Wide and attractive walking paths. Check out what has been

- done in Brookings SD
- » accessible sidewalks for everyone in the community so that people feel safe and secure
- » Complete the bike/walking trail over the railroad on KB.
- » Safer crosswalks
- » Overpass or tunnel across highway 12 to hillcrest greens
- » Lighting
- » Snow removal on Lake Rd"
- » I don't have an answer to the question.
- » More bike trails and pedestrian only trails
- » For me it's safety. Improving crossings and ticketing autos who don't stop for pedestrians in cross walks. Also, educating people on rules of the trails - warnings of passing, moving over when approaching others and general courtesy. Ex: without warning a cyclist in front of me did a quick stop in the middle of the trail. He almost took me out.
- » Put together a (map, guide) of all the bike and pedestrian trails throughout the city. And show how to get from the lake to downtown EauClaire, and downtown Altoona.
- » Maintaining the sidewalks and trails. Recently the trail along 10th street from Spooner to Lake Road was redone and it is much worse now than before. They did the whole width of the path on part of it and other parts only some of it was redone. Taking a stroller or rollerblading is very difficult now. Maintaining trail systems correctly is vitally important, currently I no longer want to use the redone part of the trail and avoid it as much as I can.



- » Putting in sidewalks in our busy neighborhood near Fairfax with lots of children that has cars parked up and down the street so we can eliminate kids standing in the streets waiting for busses and near misses with cars not seeing pedestrians on the streets.
- » Flashing lights at pedestrian crossings to make vehicles aware a person is present
- » Improve the crossing over the railroad tracks near the elementary school.
- » Vehicle traffic speed and attentiveness
- » Add in more crosswalks and crosswalk signals.
- » build sidewalk on south side of Birch St. from Oak Leaf Way to Galloway St.
- » signage maybe? pedestrian crossings,etc
- » Fix the streets and sidewalks that really need it before working on those that don't.
- » Educate on yielding to pedestrians
- » Address heavy traffic at Lake Road and Oak Leaf Way - hard to cross there even with cross walks
- » Sidewalks in new Developments. Developers don't want to pay... the return comes in a long term quality community that people want to live in. Pedestrian travel is always a good investment
- » Also provide public transportation.
- » Walkway over or under HWY 12
- » Make safe street parking regulations and enforce them so pedestrians and drivers can see around corners.

- » More bike trails or shareroad paths.
- » Add stop signs to all of Altoona, not just around the school side of town.
- » Sidewalks in good repair with cross walkways clearly marked that card need to stop for pedestrians
- » Lighting and cameras to improve safety in the community
- » Maintain current trails
- » More trails through nature!

### Question 6. Enter up to five locations you would like to see become more pedestrian friendly.

- » River Prairie Park
- » S. Beach Dr, KB, needs bike trail.
- » Lake Road needs more speeding tickets.
- » New bike trail out to all the new apartments on highway 12.
- » Lights on Lake Road,
- » pedestrian crossing at Lake Road and Oakleaf Way.
- » For future, limit access sidewalk from new condos on Lake Road to one community path. Limiting the number of blind access points.
- » Landscape and fencing behind backyards of condo to prevent children and dogs to from entering trail unsupervised !!!
- » River Prairie and close by areas.
- » I just did above - THEE most dangerous intersection if you're

traveling East and taking a Left turn onto County SS

- » 10th street: because it is dangerous to cross there and that is bad for children because there is parks and stuff there. Add more cross walks and maybe more signs for drivers to yield
- » Also the street by the middle school/high school: because drivers drive horrible by there and there are a lot of children there. Same solution for the other street. “
- » Bradwood, N Moonlight Dr
- » 3rd street to across 12; McCann to across 12; tunnel or overpass
- » The intersection at lake road and Oakleaf Way should have a crossing to connect with the trail heading down behind Woodman's. River Prairie drive where it intersects Bluestem and Blazingstar are always cause for concern when crossing.
- » Intersection at river prairie drive and rivers edge drive - barriers needed to prevent car access to the trail. Parking underneath bridge at river prairie - barrier needed to prevent car access to trail. Crosswalk on oak leaf way - cars do not frequently stop at the crosswalk for pedestrians.
- » Highway 12 and 3rd Street
- » Moonlight dr and River prairie and Wilson intersection also the parking lot by the damn there as sooooo much drug and questionable activities
- » Fairfax from Hastings to Spooner. Hwy 53 at River Prairie.
- » 1) Need ped sidewalk or trail connection from bus stop at Woodman's to sidewalk to NW part of River Prairie. 2) Need to more safely cross Hwy 12 Hillcrest Estates and connect Hillcrest Estates along 12 to frontage road on north side to the west 3) Make it safer to cross 53 at Hwy 12. Ped markings are

worn away and off ramp traffic does not yield to peds -- instead they have green arrow. 4) Lake Rd trail should cross Oak Leaf Way right at intersection. 5) River Prairie Drive should have trail on both sides, especially to connect across bridge to Eau Claire.

- » Trail/paths between cul de sacs and parking lots of Windsor Forest neighborhood that will be maintained open in winter and not be sites of snow piles limiting travel.
- » Any of the exits from the Windsor Forest neighborhood - need sidewalk up to the lights of St Andrew's/ Hwy 12 and towards town.
- » Not sure how to manage the other outlets at Nottingham Way and the other outlet, but all of the development that way has increased the difficulty negotiating these intersections especially at peak travel times of the day - dangerous. “
- » Briar Street and pamona
- » Bike trails connecting to the elementary school
- » River Prairie to Woodman's
- » Galloway Street to River Prairie”
- » Bartlett - near elementary school needs bike lanes
- » Over railroad pass until bike trail near Lake Altoona - needs bike lanes
- » Center of city where oldest houses are (Lynn to Bartlett 1st thru 10th streets) - wider sidewalks “
- » 1. Crossing Spooner to get on Club View. 2. Getting from Fairway to the trail behind Oak Leaf/Woodman's without walking to the top and across Willson. Create a shortcut to get on that trail.



- » Crossing Oakleaf way from Lake St. Is dangerous. Lake st to the elementary school lacks sidewalk or path, crossing 12 to
- » Get to/from newer developments feels unsafe—I'm dreaming of a tunnel or bridge, crossing River Prairie at Galloway is just plan frightening with drivers not aware of people—underpass? At River Prairie drivers often don't have awareness of ped, children, bikes when making turns and going in and out of parking lots (like the
- » One by Great Clips/State Farm). The intersections by the library are difficult for pedestrians and bikes.”
- » Pedestrian underpass 3rd st and hwy 12. Pedestrian underpass kb And hwy 12. Flashing lights and enforcement of yielding to pedestrians in cross walks.
- » Bradwood and 9th ( huge potholes my kids can't ride scooter or bikes across.
- » Between woodmans and Kwik trip
- » Oak drive and hwy 12 there needs to be a way for north of hwy 12 and south of hwy 12 to cross safely where oak drive is.
- » Tenth st and service road by daycare location.and Grace Home Respiratory. Crossing hwy 12 anywhere to Hillcrest area.
- » 10th by the street park. Spooner between s and n willson.
- » A high priority for me would be N Hillcrest parkway from Altoona family restaurant to 10th street. Sidewalk or asphalt trail the rest on the way, on one side. Only available route from 10th to 3rd street on the south side where you have to take to the street currently, and consistent enough traffic to be leary of. Other locations, like south Willson drive to Avery lane would be nice, but haven't encountered a lot of traffic in that stretch,
- » & there are other north/south routes to take with sidewalk so way less priority.
- » tunnel under hwy 12
- » Crossing the railroad tracks on KB
- » Spooner Avenue past Kwik Trip, the neighborhoods around the library
- » Birch street on the way to woodmans grocery.
- » Ss and bridge by new school. Oak leaf and lake. Pale leaf and river Perrier.
- » 3rd st east and bartlett, speed of traffic/hill view on oncoming cars
- » Lower taxes
- » Highway 12!
- » KB bridge to Bartlett
- » Bartlett & 3rd St
- » We use Spooner a lot. About 50 percent of cars yield to us in crosswalks.
- » Burgesss addition. East of 3rd street East.
- » 3rd st East/hwy 12, 10th st west/hwy 12. A pedestrian tunnel at both intersections.
- » All of 3rd street East - enforced crosswalks
- » All of 10th street - enforced sidewalks
- » Add a walking path from Hillcrest Estates to 3rd Street East
- » Safe crossing from Windsor Forest across Hwy 12

- » Not sure at this time
- » Highway 12 from Eau Claire to hillcrest estate in Altoona
- » 3rd St. and hwy 12. More direct path east on hwy 12 east of 3rd Street without winding through neighborhoods and up and down step hills.
- » Crosswalk on 10th St. near Willson Dr. is very dangerous. Motorists travel over speed limit, visibility is poor. All crosswalks on Spooner are dangerous, due to speed. River Prairie Drive is dangerous for bicyclists despite the
- » walk signals. Signals need to be longer
- » Lake road and oak leaf way
- » 3rd east and Bartlett
- » Spooner and Willson.
- » A Bike path over the train tracks on Fairway Dr, under Highway 53 connecting to the bike path behind woodmans
- » Pine Tree Lane - add sidewalk, curb
- » Hillcrest Ave (between 10th st and Altoona Family Restaurant) - add sidewalk/trail, increase pedestrian visibility
- » Avery Lane/Willson St - add sidewalk, signage to watch for pedestrians/slow down
- » Need more lighting on parts of riverprairie trail. Some intersections in river prairie are dangerous
- » None where I walk
- » Add the sidewalk or safe crossing across hwy 12 as promised
- from the Windsor Forest neighborhood
- » 10th Street at Spooner; Lake Road at Oakleaf; Downtown; Fairfax Street; Crossings of 3rd Street
- » Spooner and 10th
- » Spooner, 10th , Oak Leaf
- » All I can think of would be in the neighborhood near Fairfax - bordering Eau Claire.
- » Please connect Fairway Dr with the path that runs behind Woodman's. That would remove the need to go around and cross busy Oakleaf Way when going to Woodman's/River Prairie from downtown Altoona.
- » Edgewood Drive - better lighting. Sidewalks needed east of Fairfax AV (who designed those streets?)
- » Need to have connections across major roads to connect neighborhoods. Two clear examples are where 12 intersects with 10th street and 3rd street.
- » Beach drive
- » E and S shore
- » 9 mile creek rd
- » Lake road
- » 3rd St E/Bartlett, Hwy 12 /. 10th St, River Prairie by Woodmans
- » 10th
- » River Prairie between businesses. I love the path but would be great if it connected better to businesses.



- » Sidewalk in front of Hobbs.
- » Sidewalks near high school narrow and very difficult for limited mobility grandparents attending sporting events.
- » Crosswalks over Clairmont ave
- » hwy 12 Nottingham way to McCann drive has no crosswalks, and very fast traffic. It is downright scary.
- » Fairfax street has no safe place for people to walk. They literally walk on the street. I see elderly people walking with shopping bags, against traffic in the winter!! again... scary
- » Spooner Hill Crossing needs a couple of crossings. People drive way too fast anyway. We live on Harvest Lane and people tailgate us coming East when we are ready to turn. We have also nearly been crashed into head on when coming West to turn onto Harvest Lane.. because the people behind cars that are heading East and turning into Harvest Lane, have people behind them go around them, and into our turn lane before heading back into the lane heading East. Terrifying. Spooner is super scary crossing at Club View Lane and also where the sidewalk ends from there West to cross. As well as anywhere else on Spooner. The traffic is way too fast and someone is going to get killed.
- » Bradwood Ave is horrible for bikers and cars. I can't imagine what it would be like in a wheelchair
- » The blind corner where N Wilson Dr meets 10th St W/Oak Leaf Way. Scary for pedestrians and bikers to cross.. In fact its even tough for cars at times.
- » Just a note. We live on 318 Harvest lane. People drive on our

street like bats out of hell around the corner. We have had people head up the hill from Woodside Terrace and literally jump the curb. The only thing that stopped them from going further was the snowbank this winter. We need something to slow people down as there are a lot of pedestrians and children here.

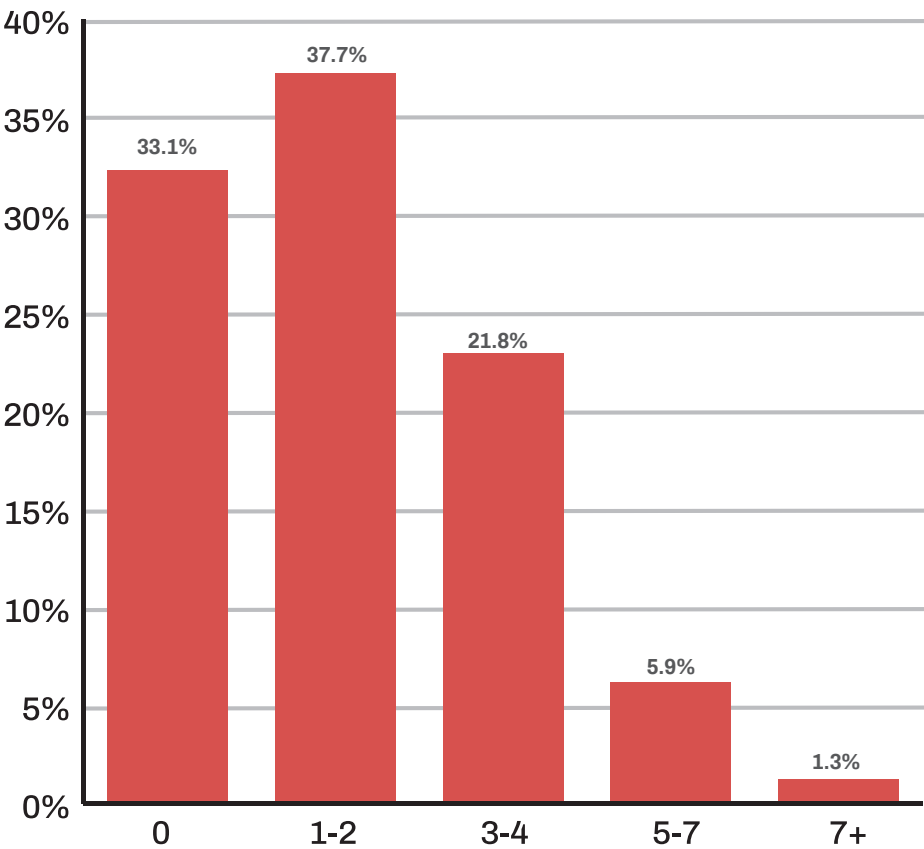
- » Walking- biking over the bypass to River Prairie seems unsafe- drivers do not seem to be aware that people are walking/biking.
- » Hwy 12 and 3rd St (by the Holiday Station) needs a crosswalk
- » Overpass or tunnel across highway 12 to hillcrest greens
- » I don't have an answer for you.
- » South of Club View Lane on Spooner - flashing lights on the crossing. With the hill it's hard to tell if a vehicle is coming and they don't stop for pedestrians.
- » The intersection by the library and rumps. Also the crosswalks by the clinic's I think could use the yellow flashing light for the pedestrians crossing.
- » Lake Road and Oakleaf Way. The trail connects right at that intersection it there are no crosswalks. People are constantly crossing there and not walking down to the crosswalk in front of Oakleaf.
- » Sidewalks on Hamilton and Valmont and the side streets in that neighborhood as well.
- » Intersection of 10th St. W. And North Wilson Dr.
- » 1. Crossing over tracks by the elementary school.
- » Willson and Oak Leaf (10 th St).

- » The ENTIRE deathtrap that is River Prairie Dr. I have been near struck by vehicles SEVERAL time on that road.”
- » intersection of 10th St. and Hwy 12
- » 10th street park ball field during games. cars/kids/families, gets busy
- » Beach road intersection by Oakleaf - perhaps a traffic light?
- » By post office
- » Lake Road & Oak Leaf Way - more visible crosswalk signage for cars?
- » Trails along clarmont, more sidewalks in general... we currently have dead end sidewalks.. do the in fill”
- » Hill crest parkway, HWY 12, CT KB
- » Connecting the different a parts of town.
- » 4 way stop by Kwik trip seems like walkers are vulnerable
- » Lighting on 10 th street west, Porta potties near walking trails, More benches to sit and rest if needed, Drinking fountains



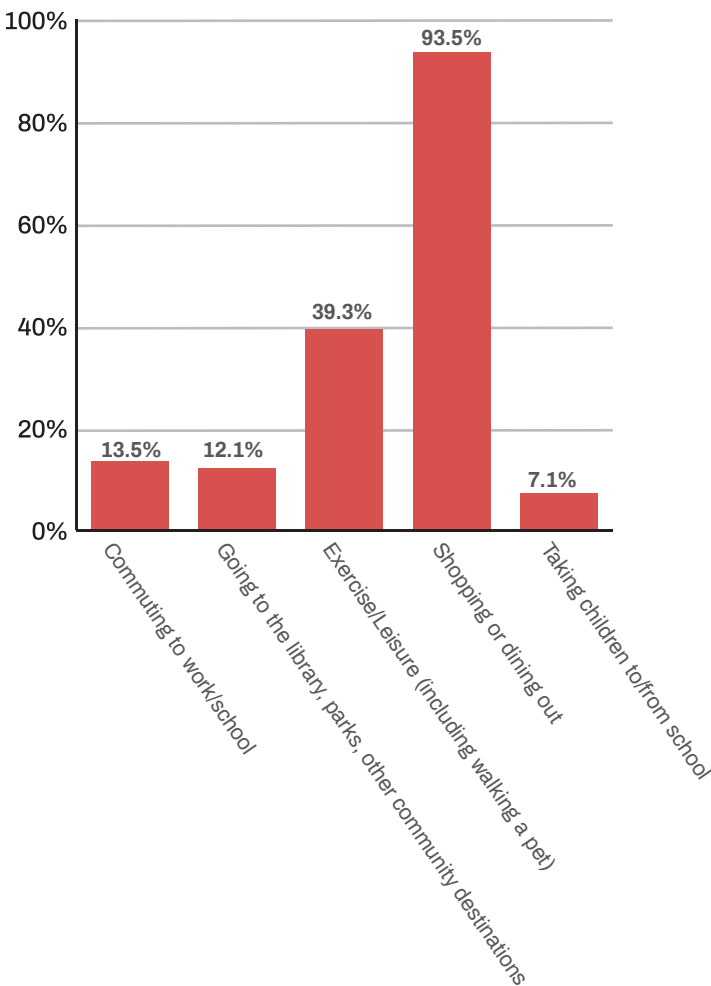
## Question 7.

During a typical week, how many trips of more than one block do you take by bicycle in Altoona? Check only one.



## Question 8.

Which of the following trip types typically involve you biking in Altoona? Check all that apply.



# APPENDIX C.

## Online Survey Results

### Question 9. What makes it difficult or unpleasant for you to bike in Altoona?

	Total	Weighted Average	Not a Problem	Problem
Vehicle speeds are too fast	145	2.42	56.55%	23.45%
Drivers do not respect bicyclists' rights	144	2.68	49.30%	31.25%
Lack of on-street bike lanes	148	2.82	41.22%	33.78%
Lack of good bike parking at destinations	145	2.28	60.00%	15.86%
Poor weather	143	1.67	80.42%	3.50%
There are too many hills on routes	144	1.59	84.03%	3.47%
Inadequate lighting	144	1.91	70.83%	8.33%
Vehicle traffic is too heavy	146	2.47	52.74%	19.86%
Road surfaces are poor	145	2.52	47.99%	19.31%
Lack of dedicated bike/pedestrian trails	144	2.86	38.89%	33.34%
No showers/lockers at work destination	141	1.46	84.89%	7.09%
Biking to destinations takes too long	142	1.56	83.10%	2.81%
Inadequate feeling of safety on trails for myself - too remote/out of sight from other people	144	1.6	83.38%	4.17%
Inadequate feeling of safety on trails for younger bicyclists in my household	142	1.85	75.35%	11.97%
I am not physically fit enough/able to ride a bicycle	143	1.22	95.80%	2.10%
I do not have access to a bicycle	145	1.19	94.48%	4.14%
Other (please specify)	12			

Answered : 154

Skipped: 9

More red indicates more problematic



Question 10. Where should Altoona prioritize bicycle improvements first?	Total	Low Priority	High Priority
Around schools and along routes to schools	147	17.68%	55.78%
Near populations who rely most on biking	145	19.32%	46.20%
Residential streets without sidewalks	143	32.16%	29.37%
Areas with the most bicyclist-involved crashes	146	10.95%	65.37%
Areas near work destinations (other than downtown)	144	45.14%	17.76%
Downtown	145	50.34%	15.86%
River Prairie	146	54.11%	24.65%
Along routes that connect to community facilities (parks, library, etc.)	146	20.54%	43.83%
Areas near tourist destinations	144	38.19%	25.69%
Other (Please specify)			

Answered : 154

Skipped: 9

*More red indicates higher priority*

### Question 11. What is the single most impactful action Altoona can take to improve bicycle travel in the City?

- » Make it safer.
- » Give out more speeding tickets.
- » Well lit bike trails
- » Shade, reduce traffic wind by enforcing speed limits, more vegetation.
- » Trail or road parallel to Hiway 12 all the way out to County SS
- » Enlarge sidewalks to accommodate pedestrians & cyclists. Incorporate large crosswalks with flashing lights like in Florida that get drivers attention. Put in dedicated bike lanes on roads and/or enlarged sidewalks.
- » Add bike lanes to more roads.
- » Fix roads especially on school routes
- » smooth roads
- » More bike paths and/or wider sidewalks
- » Connect bike trails better
- » Lanes to ensure safety. Sidewalks too small (eg 10th street) so Need to ride on the street. It's a Narrow street, so riders are closer to traffic. No great or easy connection in Altoona to the great paths around the area.
- » continue to expand off street bike trails.
- » bike lanes on roads since sidewalks shouldn't be used as a bike trail unless it is wide enough for both walkers and bikers.
- » Lights and cameras. Prohibit cars from entering paths at all cross walks
- » Add dedicated bike lanes and/or trails - it makes driving safer and makes pedestrians safer.
- » Bike lanes on roads.
- » Bike lanes on Fairfax.
- » Continue to make more off the street trails
- » Sidewalks
- » Make it easier and safer to cross and travel along Hwy 12.
- » Connect current trails and continue cohesive trail development
- » Same as walking answer
- » Connect to Eau Claire
- » Add bike lanes near elementary school and Lake
- » Have a well-planned system of trails that CONNECT so riders can get to various points throughout the area.
- » More north to south bike trails
- » Improve pavement conditions
- » More bike trails
- » Connect Hillcrest to Altoona through bike trail



- » Slow down traffic on residential streets.
- » Keep biking safe around schools.
- » Finish pedestrian corridor from 10th street to Altoona family restaurant
- » tunnel
- » Off street bike paths
- » Add bicycle lanes.
- » connect lake road bike path to the school bike path
- » Ensure everyone knows the rules when it comes to biking and cars especially when bikes are on the road - they fail to stop at stop signs/stop lights
- » Widen streets, have more police stopping speeders on hasting way (53) and on birch street...
- » Road condition
- » finish bike lane to lake
- » Lower taxes
- » Highway 12 from altoona to fall creek
- » Connect the bike trail along Beach Rd to KB bridge and to AES.
- » Mark roads for bike travel like what is done on Spooner Ave.
- » Sidewalks and street lights
- » Bike lanes
- » Connect/extend existing trails
- » Bike path on highway 12
- » Connect the homes south of hwy 12 to the rest of the city. At least a crossing if not a safer tunnel.
- » Same issue as for pedestrians - crosswalk safety. Drivers ignore the signs and do not stop for pedestrians or bicyclists.
- » Would like to see a better crossing network where major trails cross major roads. Activated crossing signals.
- » We love biking to river prairie park with our kids. Oakleaf Dr is extremely scary to cross to get on the bike trail going along the train tracks behind woodmans and crossing all the on/off ramps at River prairie Dr with kids is out of the question after a few close calls from cars not watching out and almost running us over. We need a safer option to get on the bike trail behind woodmans with out having to cross the busy roads.
- » Sidewalks on residential streets
- » Connect bike trails, it's a patchwork now and sometime as one ends hard to find where it picks up again
- » Crosswalks!
- » Prioritize biking and walking as the top priority and concern in all roads, developments - see what Amsterdam, Paris, even Minneapolis are doing! It's about priorities! Revitalize downtown, stop sprawl, make trips short and convenient with great infrastructure.
- » Spooner and 10th) needs improvement
- » signage and racks

- » Educate vehicle drivers, better markings on roadways
- » Bridge over the rail yard between Downtown and Lake Altoona.
- » Same as before - lower the absolute insane property taxes.
- » No action needed as there are plenty of sidewalks.
- » Paint bike lanes and inform drivers how to share the road with bikes.
- » More bike-allowed paths separate next to car-roads.
- » Improving the numerous roads with large potholes in town
- » Bike safety classes.
- » designated bike trails with the least amount of interruptions for safety
- » Wider sidewalks
- » Make dedicated bike lanes. Don't be like Eau Claire and put a bike lane in the middle of the street.
- » Lower speed limits
- » Complete bike trail to businesses on Hwy 12
- » More bike paths
- » More bike paths on busy streets
- » More bike trails (not bike lanes on streets)
- » protection from drivers. ( vehicle speeds and crosswalks)
- » Educating the public about keeping bikers safe
- » Overall , more bike paths throughout the area
- » Overpass or tunnel across highway 12 to hillcrest greens
- » Most areas in town don't have side walks
- » I don't Have an answer to the question.
- » More signage for bike crossings
- » Safety
- » Look at the north and south routes
- » Again I reiterate maintaining the trails, sidewalks, etc.
- » Make sure the trails are wide enough
- » The city itself is not very biker friendly. The streets are narrow and we are not suppose to ride on the sidewalks. I would love to have my son ride his bike to the library, but it is not safe to travel in that area of town on a bike.
- » Vehicles observing traffic rules AND cyclists observing traffic rules and riding at reasonable speeds.
- » Connect existing bike routes with off-road or bike-only lanes.
- » More bike lanes or wider sidewalks
- » not a biker
- » Safe shoulders on highways
- » connect bike trails wherever possible - especially from end of Lake Road to the new elementary school
- » Improve pedestrian accessibility



- » Over or underpass on HWY 12
- » Connecting the different parts of town.
- » Respect of other bikers, people who are walking. Biggest thing is teaching bikers to let other bikers or walkers know they are coming up behind them.
- » Keep bike paths smooth and clean.
- » Bike lanes in toad where possible
- » Lighting, dedicated paths, potties, drinking fountains, cameras
- » Just maintain what's already there
- » Make paths for them. I'd rather have them bike on a designated path than on the road.

### Question 12. Enter up to five locations you would like to see become more bicycle friendly.

- » River Prairie Park.
- » S. Beach Drive, KB and highway 12 need bike trails.
- » Crossing at Lake Road and Oakleaf way. Lighting on Lake Road.
- » For a future, limit sidewalk access on new condos to prevent accidents !
- » fencing along bike trail at condos for children and dog supervision."Each of the main arterial roads such as 10th st, 3rd st, & main routes to parks & River Prairie. CLEARLY mark

the trail routes along the way with 'you are here' indications

- » 10th street-bike lanes; frontage road in front of AFR-news to widen or put in sidewalk or provide dedicated bike Lane
- » 1)River Prairie Dr intersections with Bluestem and Blazing star are not safe crossings with car traffic. 2) Add a crossing at Lake Rd intersection with Oakleaf way to more logically connect with path behind woodman's and River Prairie. 3) Extend the trail on Lake Rd to KB. 4) Improve bike options on Spooner. The trail just ends at 10th and Spooner and it would be nice to connect with other trails if possible. 5) routes south to mall.
- » 3rd street and highway 12 has too short of a light and the sensor doesn't work for bikes
- » 10th and Spooner
- » Fairfax.
- » Need to more safely cross Hwy 12 Hillcrest Estates and connect Hillcrest Estates along 12 to frontage road on north side to the west
- » There should be a trail instead of just a sidewalk on Willson Drive between Fairway Dr and OakLeaf Way.
- » Make it safer to cross 53 at Hwy 12. Ped markings are worn away and off ramp traffic does not yield to peds -- instead they have green arrow.
- » Lake Rd trail should cross OakLeaf Way right at intersection.
- » River Prairie Drive should have trail on both sides, especially to connect across bridge to Eau Claire.

- » Elementary school
- » Elementary school - add bike lanes
- » oakleaf and lake rd intersection, crossing River Prairie Dr and Galloway, on trails within RP (esp ones that intersect with parking lot access), all of “old Altoona” near Library is impossible for kids—sidewalks too narrow, streets full of parked cars (have you ever been “doored”? If so, you wouldn’t let kids ride in the streets), Spooner Ave isn’t safe for kids (sidewalk too narrow) or non existent on the business side, connecting Lake Rd to Altoona Elem, crossing 12 to/ from newer developments, connecting to EC trails on 12 for commuting access.
- » Bradwood and 9th (huge pot holes)
- » 10th & spooner roundabout
- » Oak drive and hwy 12
- » A high priority for me would be N Hillcrest parkway from Altoona family restaurant to 10th street. Sidewalk or asphalt trail the rest on the way, on one side. Only available route from 10th to 3rd street on the south side where you have to take to the street currently, and consistent enough traffic to be leary of.
- » tunnel
- » 10th St, Spooner Ave, Bartlett, Ave
- » lake road bike path to school bike path
- » Birch street widen it to 2 lanes by festival foods ...
- » highway 12
- » Highway 12
- » Beach Road
- » Fairfax St near Eastridge.
- » “Bike lane on 10th street
- » Bike lane on Bartlett
- » Bike lane on Spooner
- » Make a bike trail connect the east end of Lake Road to Bartlett Ave.
- » Highway 12
- » Lake road and oak leaf way
- » Willson Dr and Spooner
- » Any crossing from main trail along River prairie to woodman's side”
- » I'd like to see the trail behind Whiskey Jacks not end at Previa, but continue along the river (next to the golf course) to Eau Claire. It's two major traffic crossings and a big up hill when you have to cross over to the other side of the river at Previa.
- » A Bike path over the train tracks on Fairway Dr, under Highway 53 connecting to the bike path behind woodmans
- » None along my current routes
- » Windsor Forest Neighborhood
- » Spooner Avenue; 10th Street; Bartlett Avenue; Places to cross highway; Downtown



- » Spooner and 10th
- » Willson and 10th
- » Far west side of town bordering Eau Claire.
- » Beach Rd (a bike path like on Lake Rd).
- » 9 Mile Creek Rd (a lane or path along as well as across the railroad).
- » Spooner (a lane or path as this road is busy).
- » spooner and 10th
- » 10th bike path
- » Add bike path on 12, spooner, Bartlett, kB, 3rd st
- » Crossings on Claitmont
- » same as listed in pedestrian above
- » From the elementary school to Lake road
- » From the elementary school towards Beaver Creek
- » All along Hwy 12
- » Overpass or tunnel across highway 12 to hillcrest greens
- » 3rd
- » Again Lake Road and Oskleaf Way.
- » The entire deathtrap that is River Prairie Dr.
- » Connect path from east end of Lake Shore Dr, east to bridge over RR tracks and extend bike lane on Bartlett west to City Park. This would create a nice loop for riding.
- » Lake road to RR bridge on KB
- » Connecting the different parts of town.
- » Downtown
- » Bartlett ave, bicycle racks, 10th street, bike path, 3rd street/  
A,bike path

# APPENDIX C.

## Online Survey Results

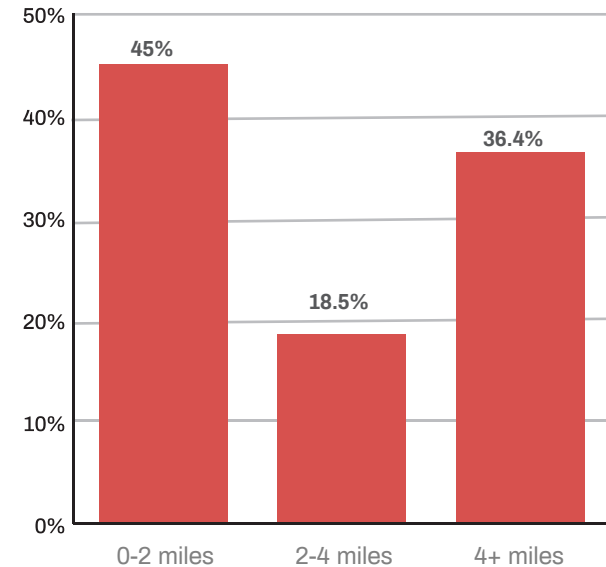
**Question 13.** What city, village or town do you live in?

School	Responses
Altoona	123
Eau Claire	17
T. of Brunswick	1
T. of Lincoln	1
T. of Washington	12
<b>Total</b>	<b>154</b>

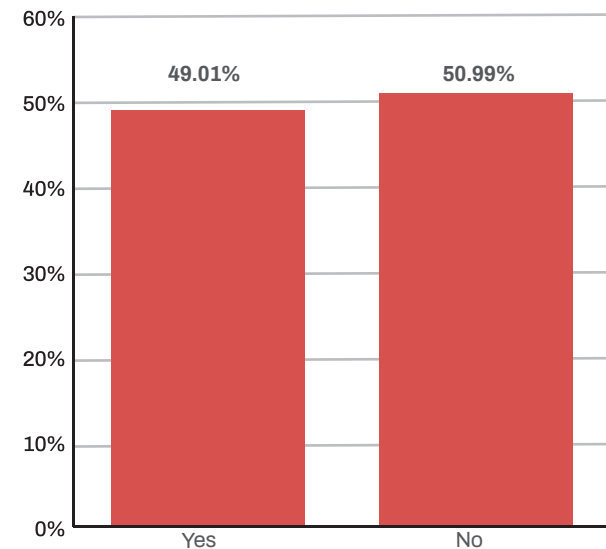
**Question 14.** What city, village or town do you work in?

School	Responses
Altoona	45
Chippewa Falls	5
Eau Claire	67
Gilman	1
Hudson	1
Lake Hallie	1
No answer	29
Town of Washington	1
Wausau	1
Woodbury, MN	1
<b>Total</b>	<b>152</b>

**Question 15.** How far do you live from your workplace?

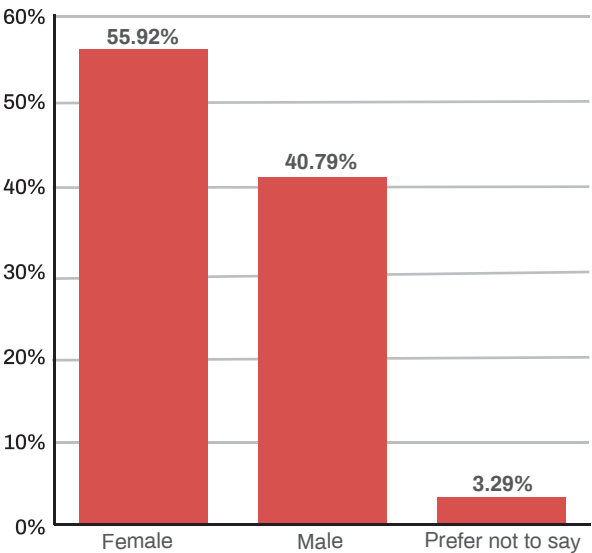


**Question 16.** Do you have one or more children (17 or younger) living in your household currently?

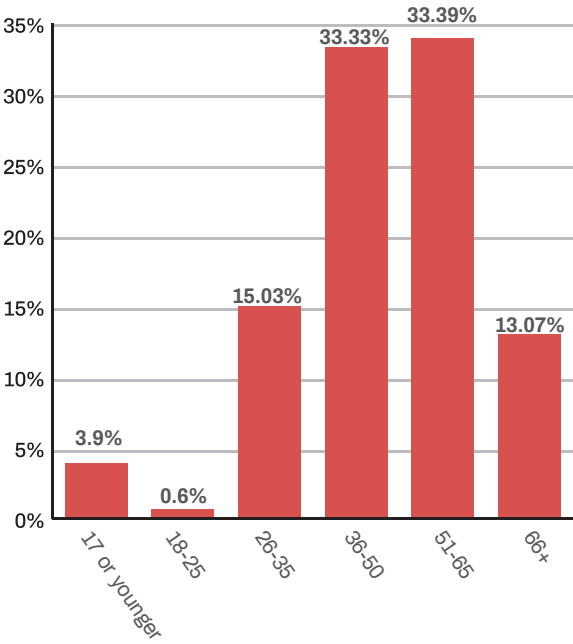




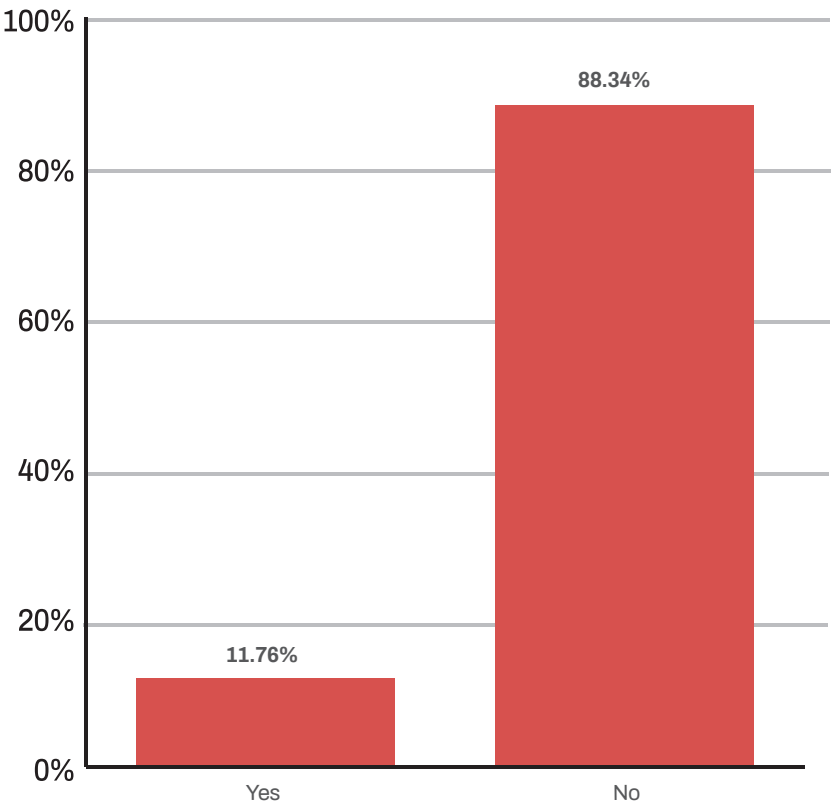
Question 17. Your gender



Question 18. Age category



Question 19. Do you and/or does someone living in your household have limited physical mobility?



### Question 20.

#### Is there anything else you would like to share about walking or bicycling in Altoona?

- » The River Prairie Park cross walk by Oak Leaf is unsafe.
- » Keep making it a priority.
- » Very concerned about the trail on Lake Road. It is heavily used and is deteriorating in places. I feel the additional condos with many sidewalks and entrance points are going to make traffic on the trail a true problem if not handled correctly. With backyards on the trail children and dogs will have easy access. Fencing and limiting access points would be a good option.
- » Dogs are our priority as well! River prairie is great and having access to similar amenities in other areas of the city would be nice!
- » I go on walks all the time and for the most part the sidewalks are great, just poorly lit in some areas
- » My main concern - cars driving on the trails. Major safety hazard for children living on the trail (rivers edge drive )
- » Other options from River Prairie area to Galloway
- » Water fountains on the walking and biking trails would be beneficial.
- » There should be a bike parking requirement for new buildings in Altoona. Altoona should apply for Bicycle Friendly Community status through the League of American Bicyclists,

because it makes you think about the many opportunities to improve biking in the community. There should be a standing Bike/Ped Committee in the City of Altoona, that works on making improvements over the years. The City of Menomonie has this, and it is not that much bigger than Altoona!

- » Please mark bike trails so vehicles do not drive on them
- » Add bike lanes and look i to widening sidewalks
- » We have a lot of possibilities for improvement. I fear if we don't, car culture will take over, making this a isolated "suburb". COVID taught us we need to be outside more.
- » It has greatly improved
- » Dangerous walking in area around Altoona Family Restaurant. Only ones who improved their sidewalk. No one else on service road sees the need. I walk this daily and it is extremely dangerous and not pedestrian friendly.
- » Slow down traffic all over city and enforce crosswalk laws.
- » Wish there was a better route to get from high school to Thompson Drive without going all the way around the big hill or going up/down the unpaved hill trail off of high point drive.
- » People walking should not expect cars to stop whenever and wherever they decide to cross the road. People walking should cross at corners and designated crosswalks.
- » Vehicles should know to stop at designated cross walks for people walking (I see drivers fail to stop for the crosswalk on 10th st w, and spooner ave by hobbs)
- » Need to trim the grass and weeds more often.



- » Control dog attacks and dogs off leash
- » Lower my taxes and quit looking for a place to spend money
- » Would love to do it more and so would my family
- » Thank you for wanting to improve this!
- » Bikers often zoom down the walking trail along Spooner. Maybe more signage to yield to walkers. Need to educate both bikers and pedestrians.
- » Add street lights and sidewalks
- » I see a huge need for a pedestrian tunnel under hwy 12 to connect all of the housing development that is taking place on the south side of hwy 12
- » I think Altoona has done a very nice job creating bike and pedestrian friendly spaces/trails. Keep up the great efforts.
- » Stop and go light from hillcrest estate
- » When walking, my wife must use a walker. Sidewalks are so narrow that to walk beside her I have to walk in lawns. It would also be nice if the city enforced ordinances to keep sidewalks clear of overgrown trees, brush and weeds.
- » Really love the progress made and looking forward to seeing even more!!
- » The addition of more and more trails in the EC/ Altoona area is going in the right direction. And I think they are getting lots of use. Keep up the good work! It's a selling point for the community and great for the health of the citizens.
- » More Even areas for easier walking. Love the trail at River

Prairie but sometimes difficult to manage all the inclines. Seniors and those with disabilities can't always navigate even slight 'hills'.

- » Love River Prairie Park
- » Crosswalks!
- » Make it the top priority! So much good comes when people walk and bike- see what is happening in cities were they're doing it!
- » Great job! I enjoy using the trails around River Prairie and Lake Rd. as well as Centennial Park.
- » Altoona is beautiful, several options for walking and biking. our leaders are doing an excellent job of making Altoona a great place to live and work
- » Improve access on streets east of Fairfax Ave; these people get the least bang for their tax dollar.
- » some bike trails need improvements and be better maintained to encourage more use. Need more lighting but down lights so not to add to light pollution
- » River Prairie is just beautiful. I love all the hard work you all put into it. It's clear to see it has taken dedication!
- » Great desire in our neighborhood to get outside and do these activities
- » Great place to live
- » We need to slow people down. We should have an Altoona bike safety course for all ages.

- » Overpass or tunnel across highway 12 to hillcrest greens
- » I love the variety and options for trails that exist. It makes living in Altoona so enjoyable.
- » More sidewalks please
- » The trails have improved. We often ride to River Prairie because of the beautiful trails and the natural habitat by the river.
- » Vehicles do not pay attention to their speed or driving.
- » Construct bike racks at all public use amenities
- » Love seeing families out together
- » There is already enough trails in Altoona. Time to concentrate on cleaning up the Downtown



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THE CITY *of Altoona*

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