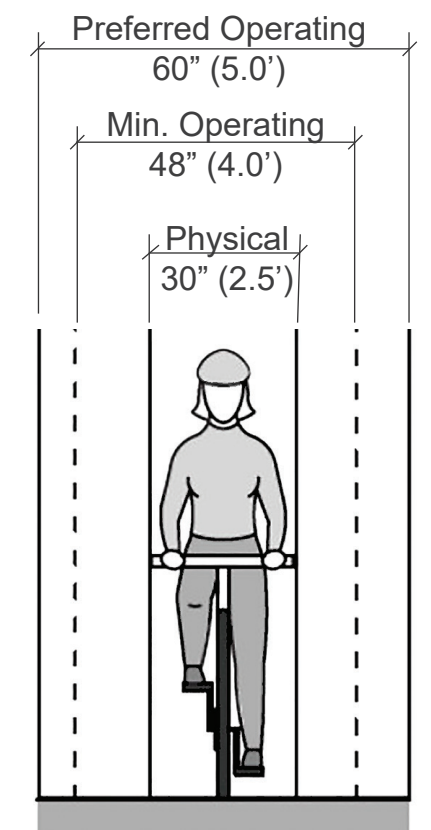


Proposed Concept: Community Trail Master Plan

**Trails**

The proposed trail system is composed of multiple segments that accommodate various user types. The segments, in order of preference are: 1) Separate trail, 2) Bike Lanes, 3) Sharrows, and 4) Bike Routes. All are illustrated on this board, except for the Bike Lane, which can be seen on Boards 14 and 15. All segments of the trail system are to be marked and signed in accordance with MUTCD (Manual of Uniform Traffic Control Devices).

**Separate trail segments:** Separate recreational trails are typically 10' wide with a 2' minimum shoulder and horizontal clearance from vertical objects. The shoulder is generally maintained grass, and the surface of the trail may have one of the following ADA-compliant surfaces: stabilized crushed ag lime, asphalt, or concrete.



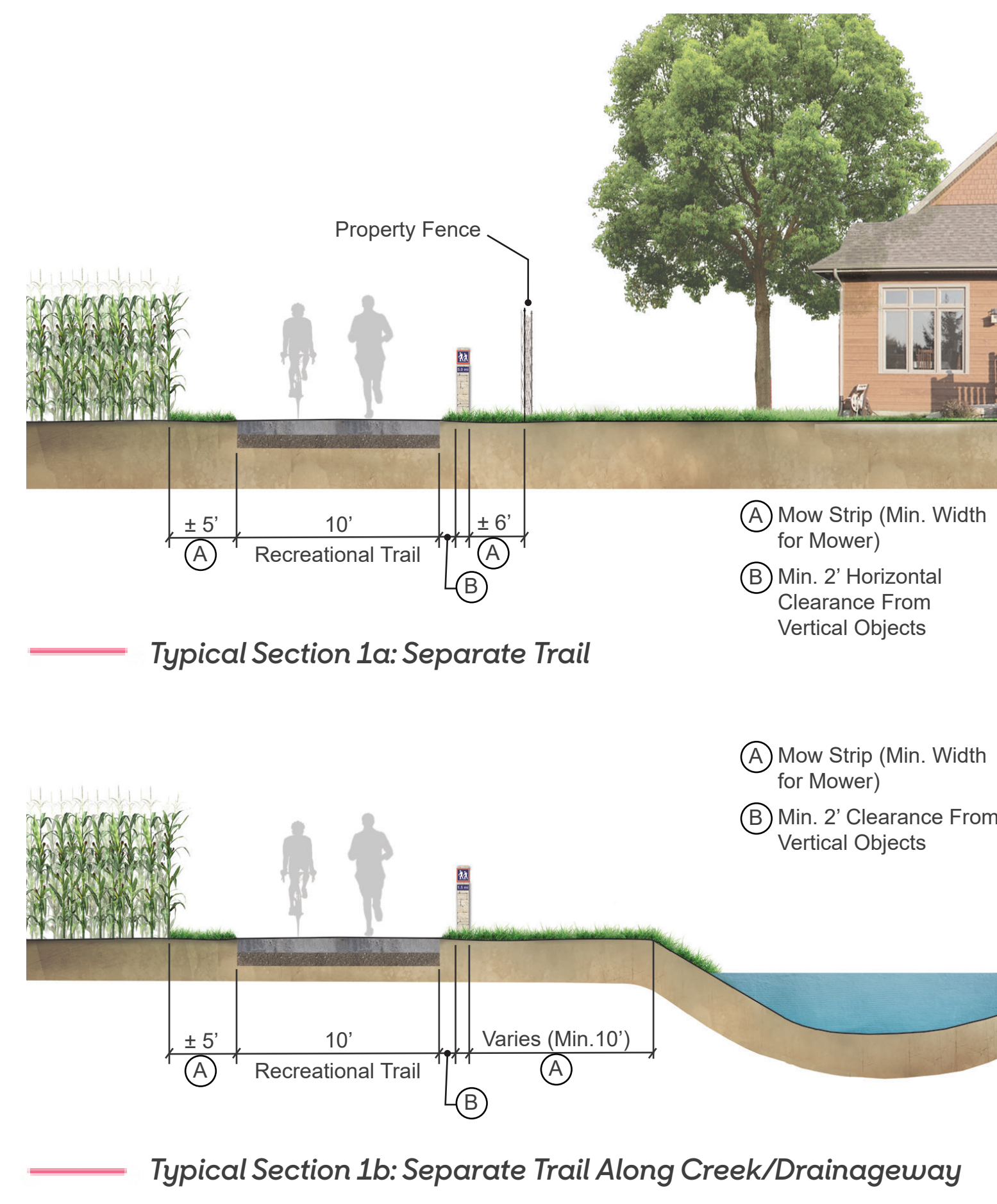
AASHTO Spatial requirements for bicyclist.

Separate trails for multi-use are generally limited to "human power" activities that include bicycling, walking, and running,

though many communities will allow the use of golf carts to accommodate users who are not physically capable of utilizing the trail by means of human power.

While separate trail segments need to be designed to allow emergency and maintenance vehicles, other vehicles should not be allowed on the trail. Collapsible bollards located at access points to which only emergency and city officials have a key are common methods to control access by unauthorized vehicles.

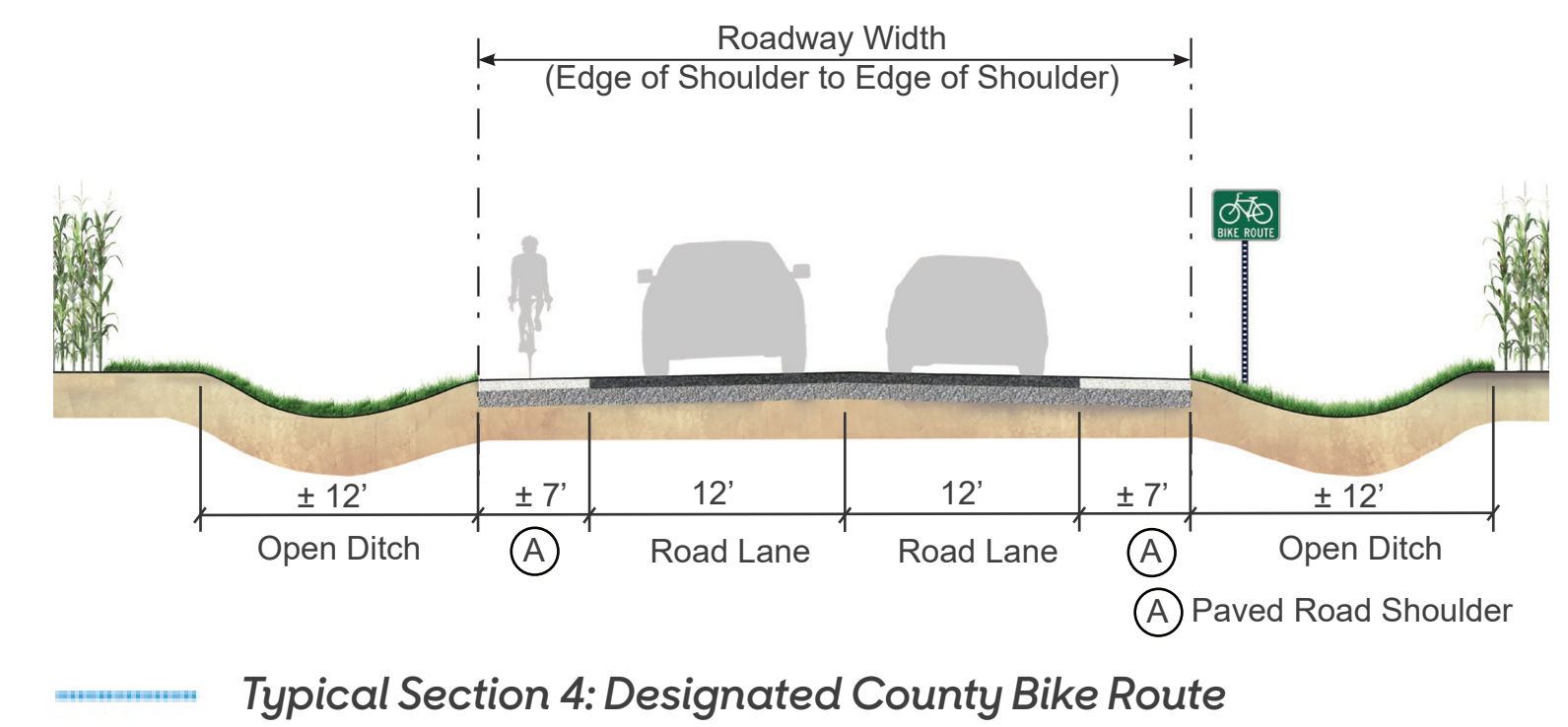
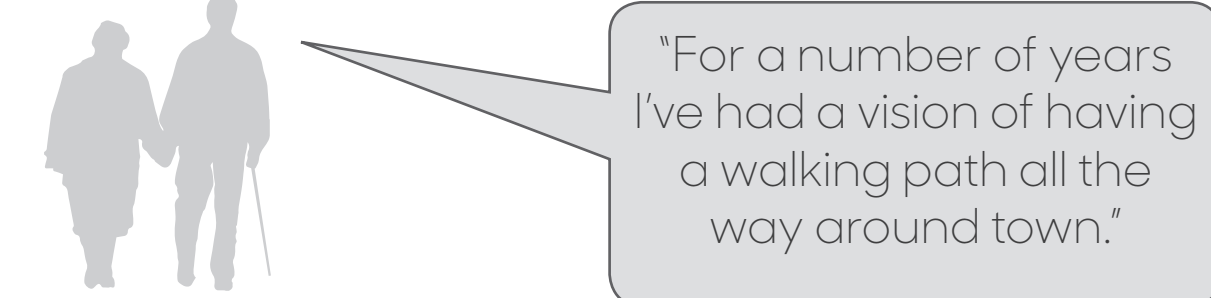
Site amenities located along the trail segments improve the quality of the users' experience. Site amenities include trash receptacles, benches, restrooms, water fountains, water bottle refill stations, bike racks, interpretive signage, and vertical or pavement mileage markers. In addition, segments that are located outside of the urbanized area that are naturalized with native prairie and trees (that are appropriate for the site conditions) will provide many benefits besides adding to the enjoyment of the user. Benefits include: improving water quality and the micro-climate, managing stormwater, providing shade, reducing maintenance needs, and providing wildlife habitat.



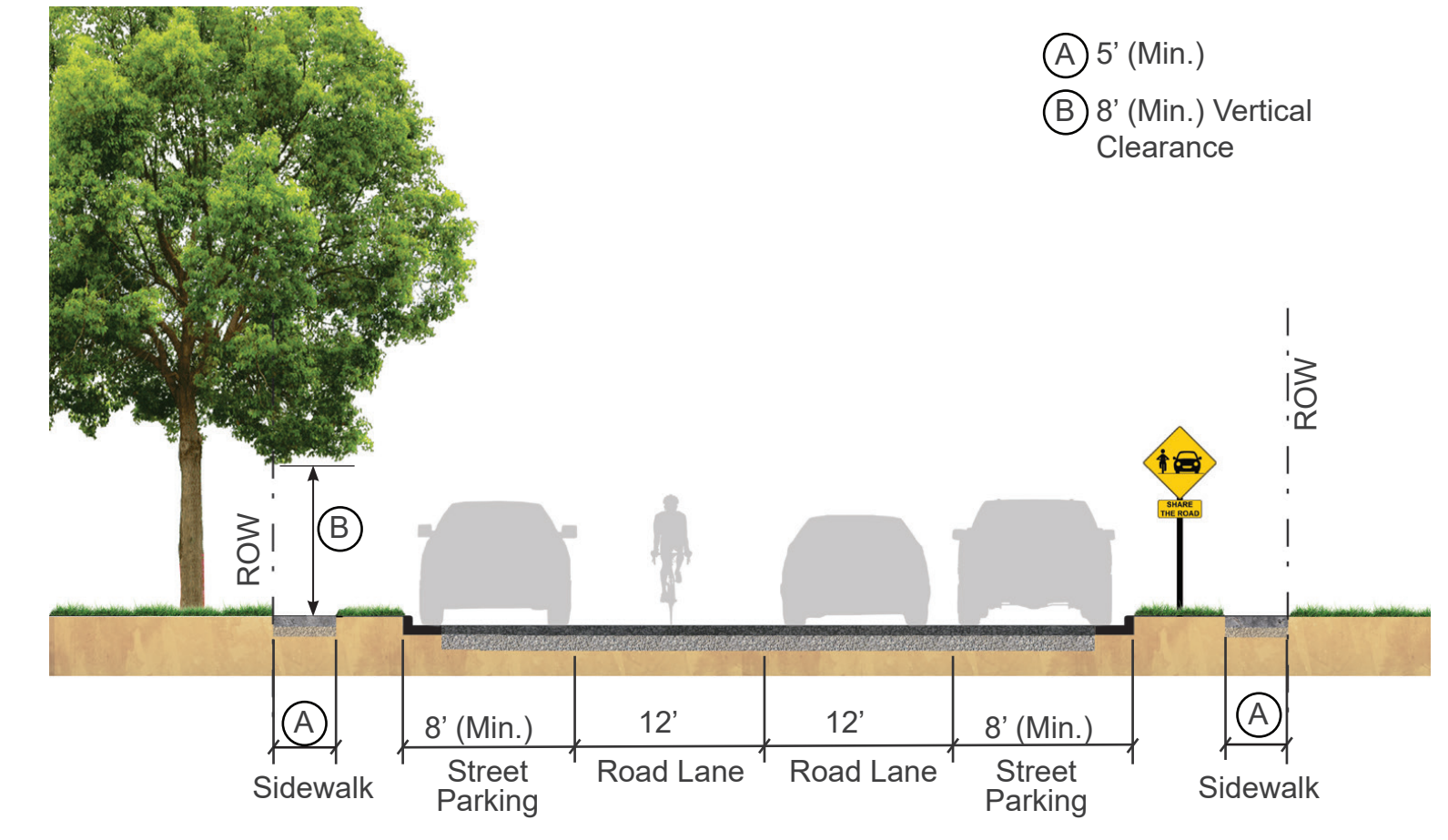
Typical Section 1b: Separate Trail Along Creek/Drainageway



Existing Image of Mudd Creek corridor from 1st Ave, looking west.



Typical Section 4: Designated County Bike Route



Typical Section 5: Sharrow (Shared Roadway)



Proposed separate path concept showing a 10'-wide concrete path with 2' mowed shoulder, pavement mileage markings, interpretive signage, paved offline seating area with bench and trash receptacle. The existing weedy volunteer vegetation and scrub shrub is replaced with native prairie and shade tree plantings appropriate for location.



# Pedestrian Systems: Trails

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