

The proposed layout of an 8-foot trail (shown as the solid pink line) includes three connections to the existing C.R. Roberts Trail and links the schools, the Main Street business district, and Dysart City Park.



During the design workshop, participants created their ideal trail routes, which are shown above, along with the preferred route.

Community Trail

The C.R. Roberts Trail and community walkability are an important to residents and were mentioned by participants in every focus group type (re: What People Said, 3b). The existing trail extends past Highway 21 and becomes the Old Creamery Trail, which links Dysart to Garrison and Vinton. Residents appreciate their connection to this 15-mile trail but want more connectivity among popular destinations within the community. Safe pedestrian access from anywhere in the community to the C.R. Roberts Trail is lacking. The trail bisects the co-op property, and focus-group participants described the area as "a weird jump from concrete to gravel" that "feels somewhat unsafe" (re: What People Said, 3b).



Looking south toward Main Street across from the co-op.



Rerouting the C.R. Robert's Trail around the co-op will improve the safety of the trail and allow the trail to connect directly to Main Street.



Existing sidewalk on Main Street looking south.

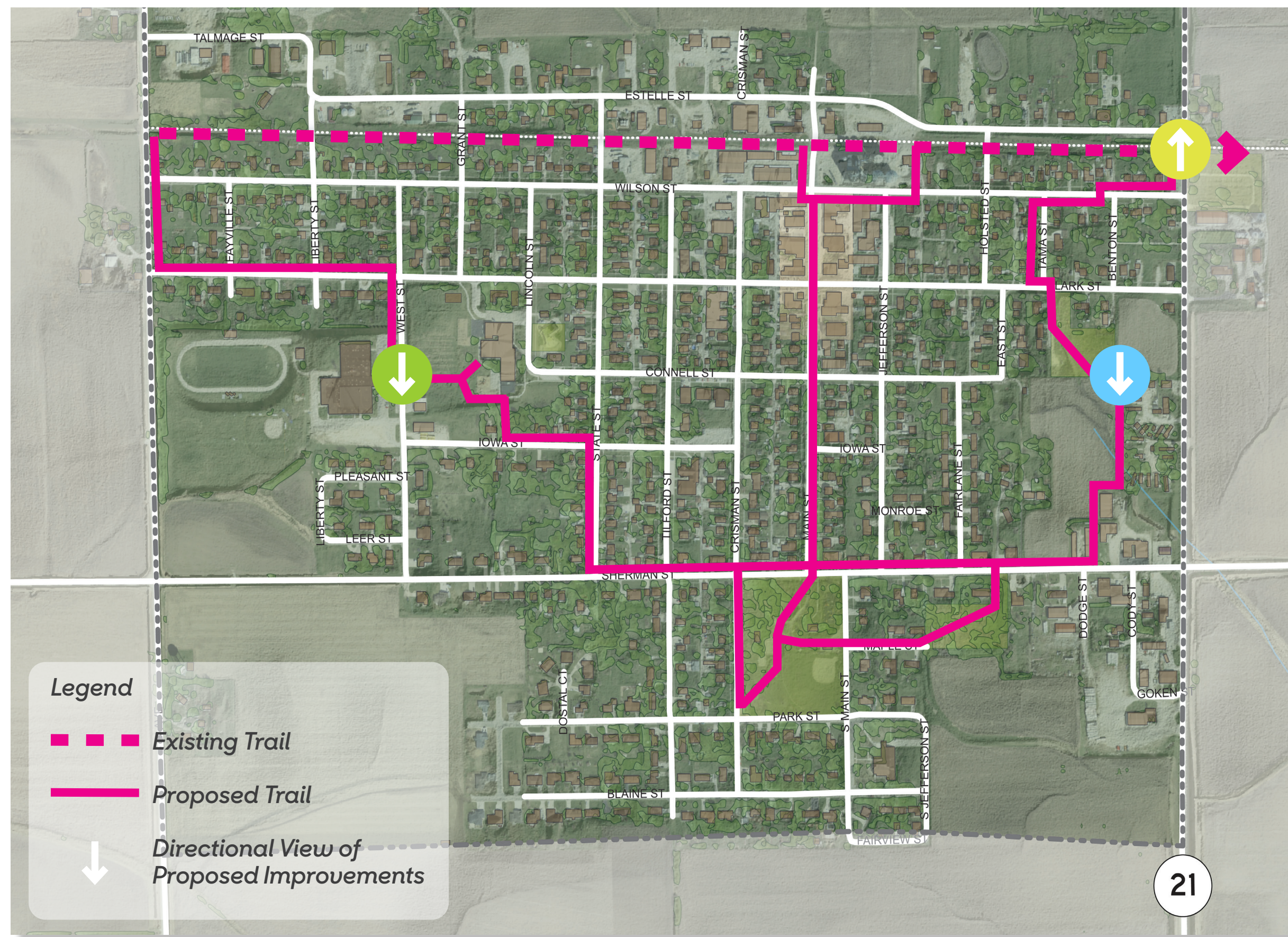


Main Street has a large right-of-way, allowing the inclusion of a 8-foot trail leading to Dysart City Park.

During the design workshop, residents said they want improved safety features along the trail and a trail connection to the community and other destinations such as the school, which would provide students with a safe route to walk to school. Re-routing the C.R. Roberts Trail around the co-op instead of through it would create a direct connection to Main Street. Residents also emphasized the need for a directional signage kiosk at the trailhead.

The steering committee laid out its ideal community trail, which would utilize private property and sidewalks, as well as areas where an 8-foot trail could be built. The design team used that

information, along with routes the residents drew during the design workshop, to create a map of the community depicting where an 8-foot trail could be implemented. Additional routes utilizing four-foot sidewalks, share-the-road, or mowed trails were also incorporated into a connectivity assessment of the entire community (re: Connectivity Assessment, 7).



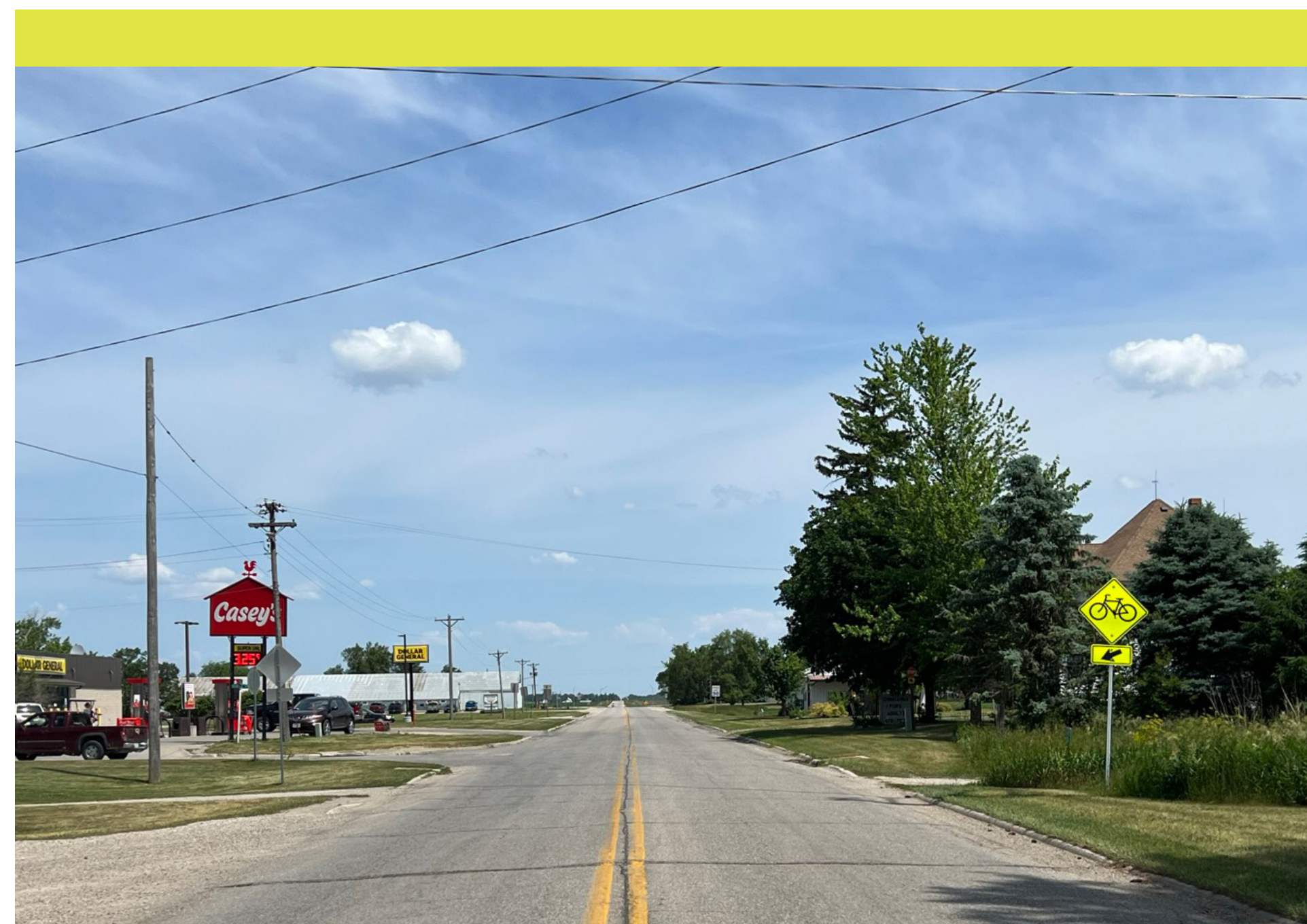
Proposed 8-foot trail route connects to C.R. Roberts Trail and popular destinations throughout Dysart.



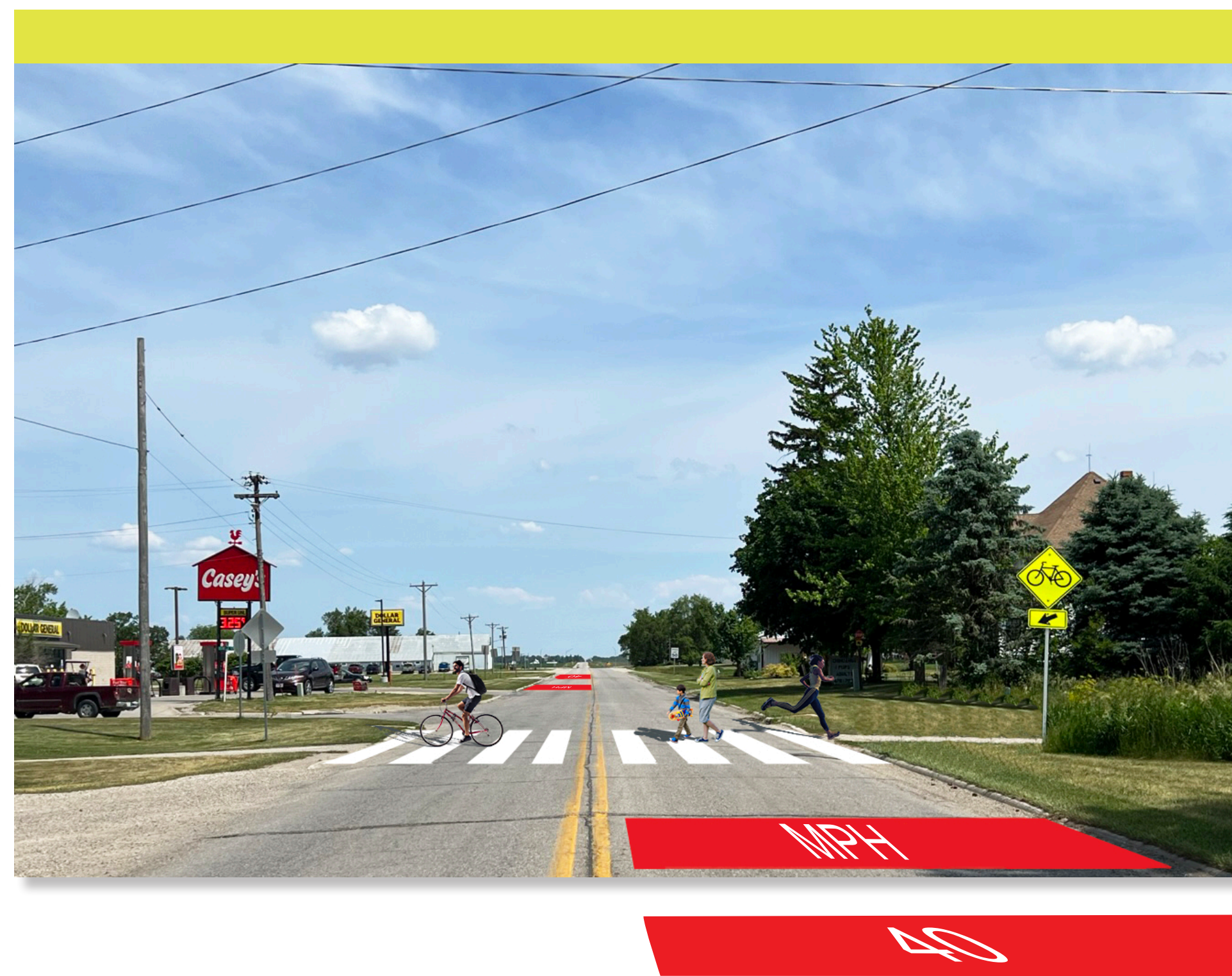
The existing crossing at Union Middle School is not connected to existing sidewalks for students to walk to school.



Proposed safety improvements at Union Middle School include a highly visible crosswalk, delineation of the trail and sidewalk from the parking area, tactile warning panels, and pedestrian crossing signage.



Although there is a bicycle crossing sign at the intersection of Highway 21 and the popular C.R. Roberts/Old Creamery Trail, vegetation along the trail is overgrown enough to impact sight-lines for trail users. Participants at the design workshop indicated that they would like a safer crossing at this intersection.



Proposed safety improvements on Highway 21 includes a highly visible crosswalk at the intersection with the Old Creamery Trail. Additional safety enhancements include horizontal signing showing a reduced speed, which can be applied at the speed transition zone of Highway 21. Improved vegetation maintenance along the trail allows users to better see oncoming traffic.



Existing conditions on the south side of the Heritage Arboretum.



The Dysart steering committee prefers a trail route that connects the east side of town through Heritage Arboretum and continues south to Sherman Street, as shown in the image. Proposed improvements include an 8-foot trail, lighting, and benches.