

Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2017

**Community Pedestrian Connections**

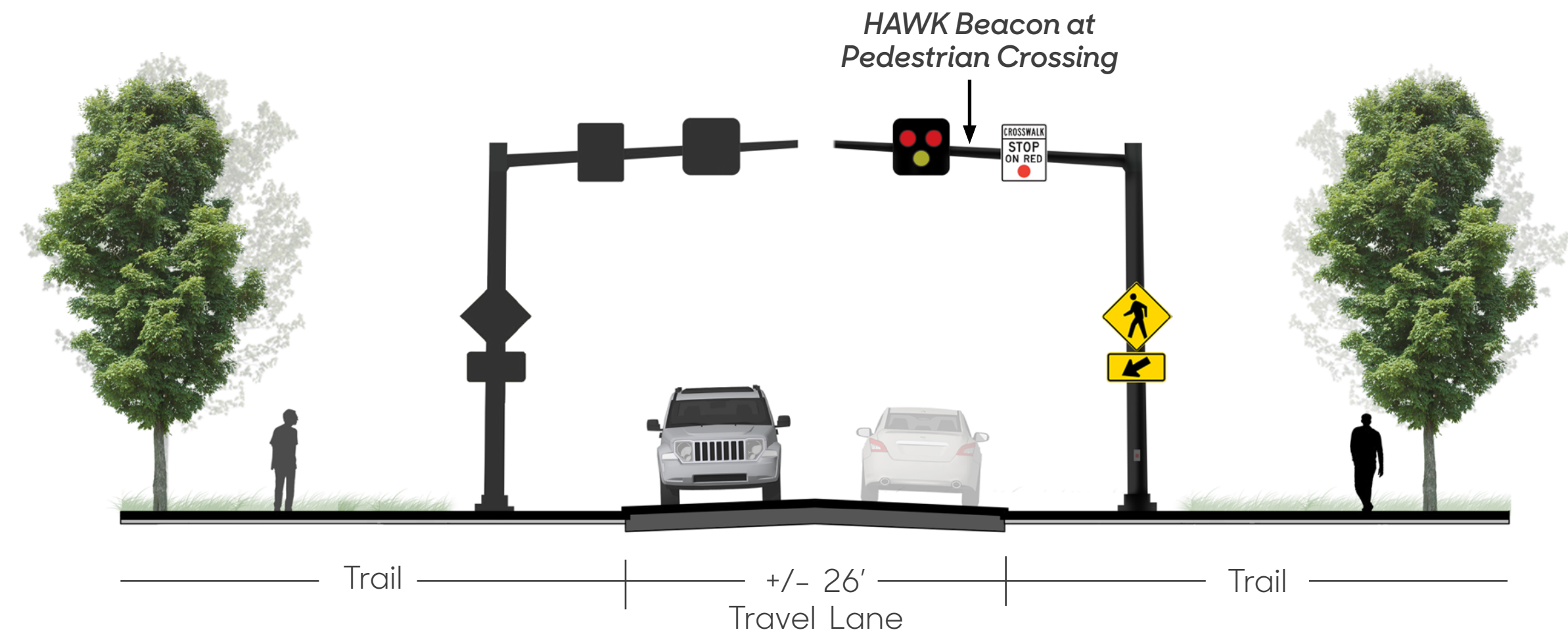
Humboldt's strong connection to nature through its many parks and trails creates a pleasant experience for both residents and visitors to enjoy. Despite having over a dozen parks and two multi-use trails, the community has yet to create a network which helps link these features together. Humboldt has two main barriers that divide the town - Highways 3 and 169. These roads experience high levels of daily traffic caused by both cars and trucks and can act as a barrier for trail users trying to navigate from one trail to another.

As evidenced by the assessment information, biking and running are valued by the community. As a result, there is a desire to create connections to existing trails/walks in town. Development of a connected trail system will be an impactful first step for safe connections and increased recreation opportunities. By introducing this concept, Humboldt residents will benefit from a stronger link between several local attractions, downtown businesses, and public spaces. Amenities such as benches, litter receptacles, and trail lighting may be found along these trails to enhance the overall experience. Traffic safety measures such as pedestrian crossings with High-Intensity Activated Crosswalk (HAWK) beacons are recommended when the proposed trail crosses a highway.



Existing Amenities

Proposed Benches, Litter Receptacles, Solar-Powered LED Lighting



Typical Proposed Trail Crossing at Highway 3

**Humboldt**  
Pedestrian Connections

**Design Team**  
 LA: Dylan Jones, PLA, LEED GA  
 Intern: Hannah Schmitz  
 Iowa State University | Trees Forever | Iowa Department of Transportation







Existing Conditions

Trail Near Eagle Ridge



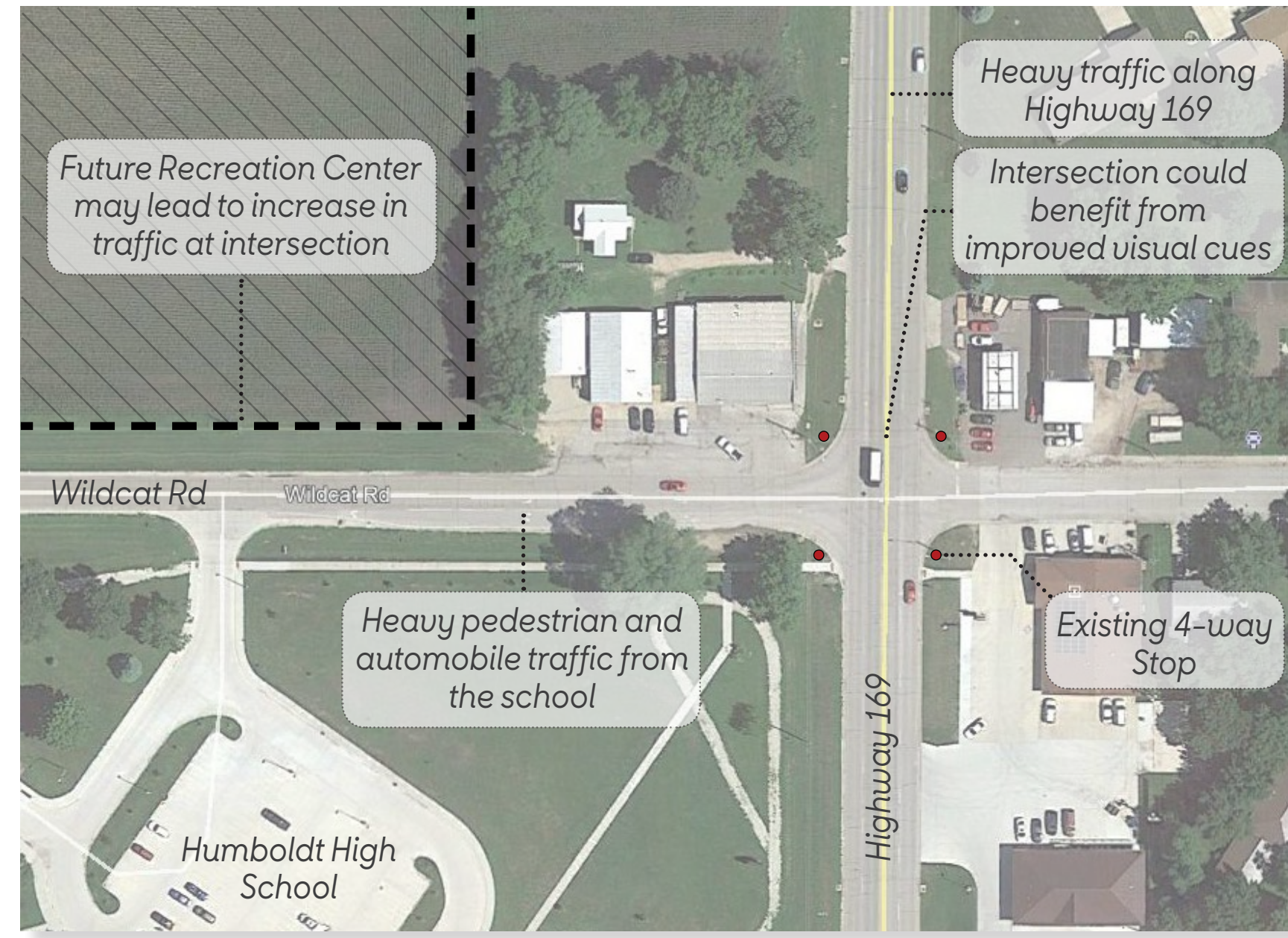
Existing Conditions

Pedestrian Bridge Near 3rd Avenue North

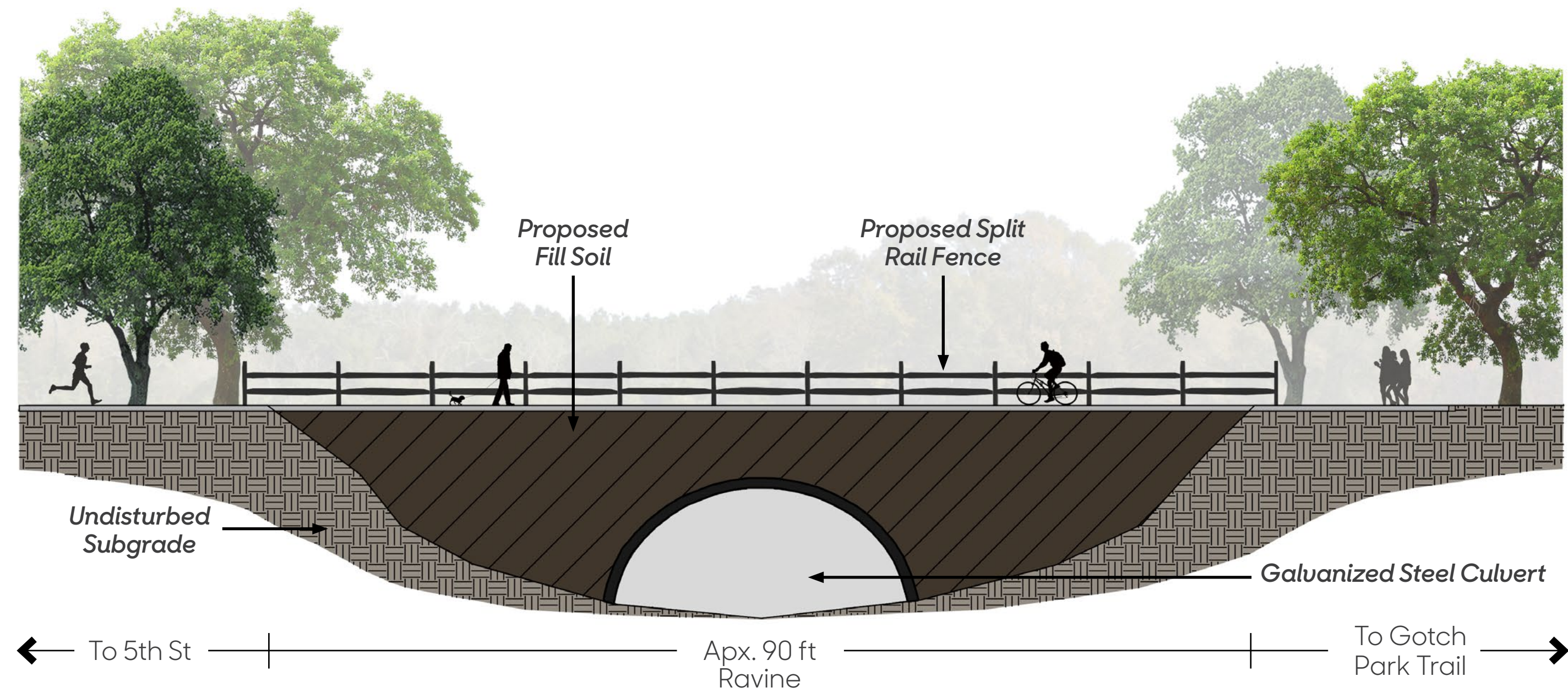


Existing Conditions

Trail Crossing Road at 16th Avenue North



Intersection of Wildcat Road and Highway 169



Option 1: Earthen Berm Connecting Gotch Park Trail to 5th Street South



Option 2: Clear-Span Bridge Connecting Gotch Park Trail to 5th Street South

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The Des Moines River impacts the design of the proposed trail because it is both a guide and a barrier for pedestrians to cross the water. Near Eagle Ridge, a new trail is proposed to lead trail users into the park and then split off, allowing them to navigate into the Eagle Ridge development or toward the Joe Reasoner Dam and eventually to Joe Sheldon County Park. A pedestrian bridge is proposed to connect the trail near Eagle Ridge to the Cottonwood Trail near 3rd Avenue North. As the Cottonwood Trail goes north toward the Three Rivers Trail, pedestrian crossing signage is proposed along roadways. This causes vehicular traffic to yield to pedestrians and pedestrians to stop and look for vehicular traffic. Another pedestrian crossing occurs near Wildcat Road and Highway 169. This has been an intersection of concern due to heavy amounts of traffic on both roads. The addition of a recreation center north of the high school may further add to traffic levels here. This intersection would benefit from further study. The study could begin by identifying opportunities and constraints, which could then lead to a solution finding process

and a design that involves the district engineer and a qualified consultant. Any intersection improvement along Highway 3 or 169 will require further study by a consultant and coordination/approval with the Iowa DOT.

On the southeast side of Humboldt lies an approximately 90ft ravine, preventing Gotch Park Trail users from accessing 5th Street which leads to downtown. Two options are provided to bridge this gap. Option 1 proposes soil to fill the ravine, allowing for a paved surface to connect the trail to the street. In this option, a split rail fence would be implemented to keep pedestrians safe from the sloping grade on each side. The second option proposes a clear-span pedestrian bridge. In this option the natural state of the ravine would be preserved and trail traffic would continue above the grassy area.

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