

Monona community trails plan. Base map source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2016, <http://www.igsb.uiowa.edu/nrgislib/>.

Community Trail System

The character-defining element of Monona is the Butterfly Garden and the extension of the Butterfly Garden Trail connecting to Garden View Park, Memorial Garden, and Iowa Street. This current trail is small at only 1.05 miles in total length, with the Butterfly Loop section having the most trail activity.

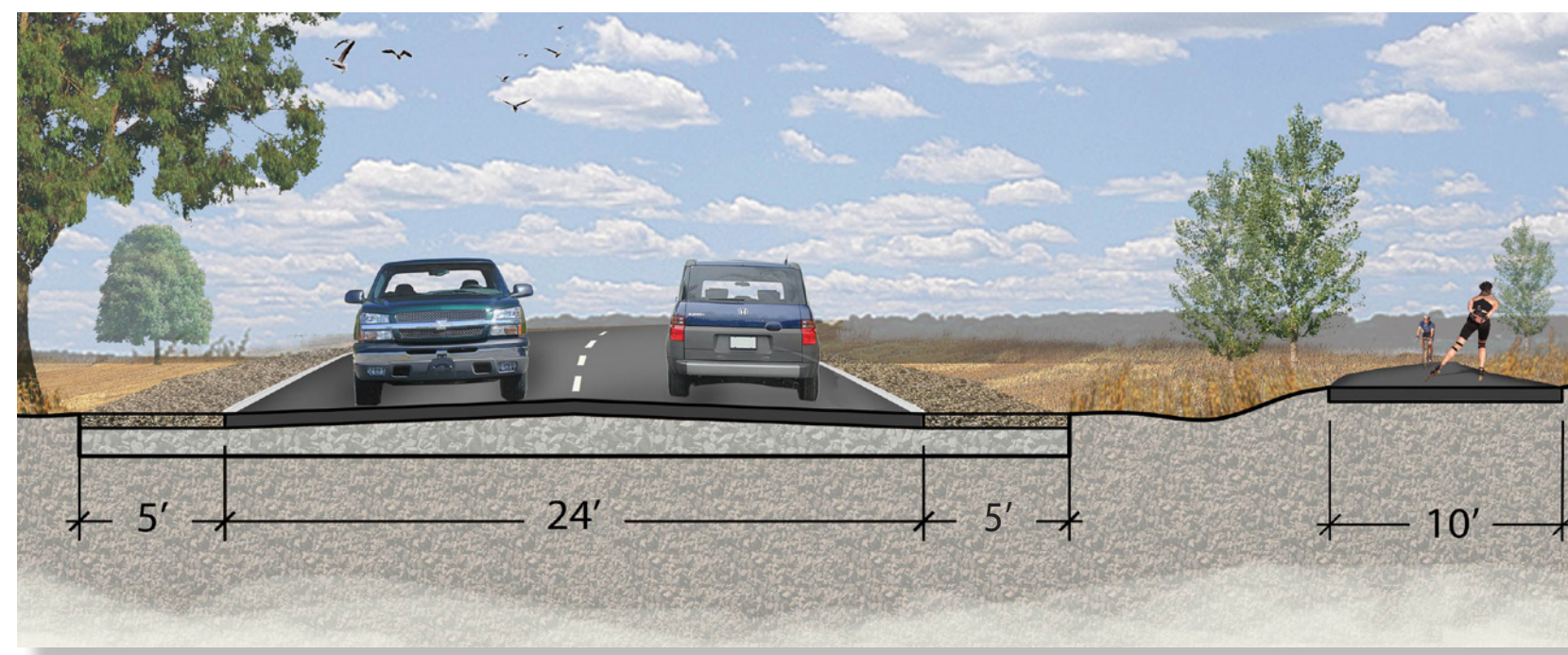
The proposed four mile perimeter trail expands this iconic element of Monona. The trail accommodates comfort stations every 1/4 mile in compliance with the Federal Highway Administration guidelines. The image to the right shows an example of a rest area at the end of Darby Drive.



Perspective A: Existing conditions at the end of Darby Drive.



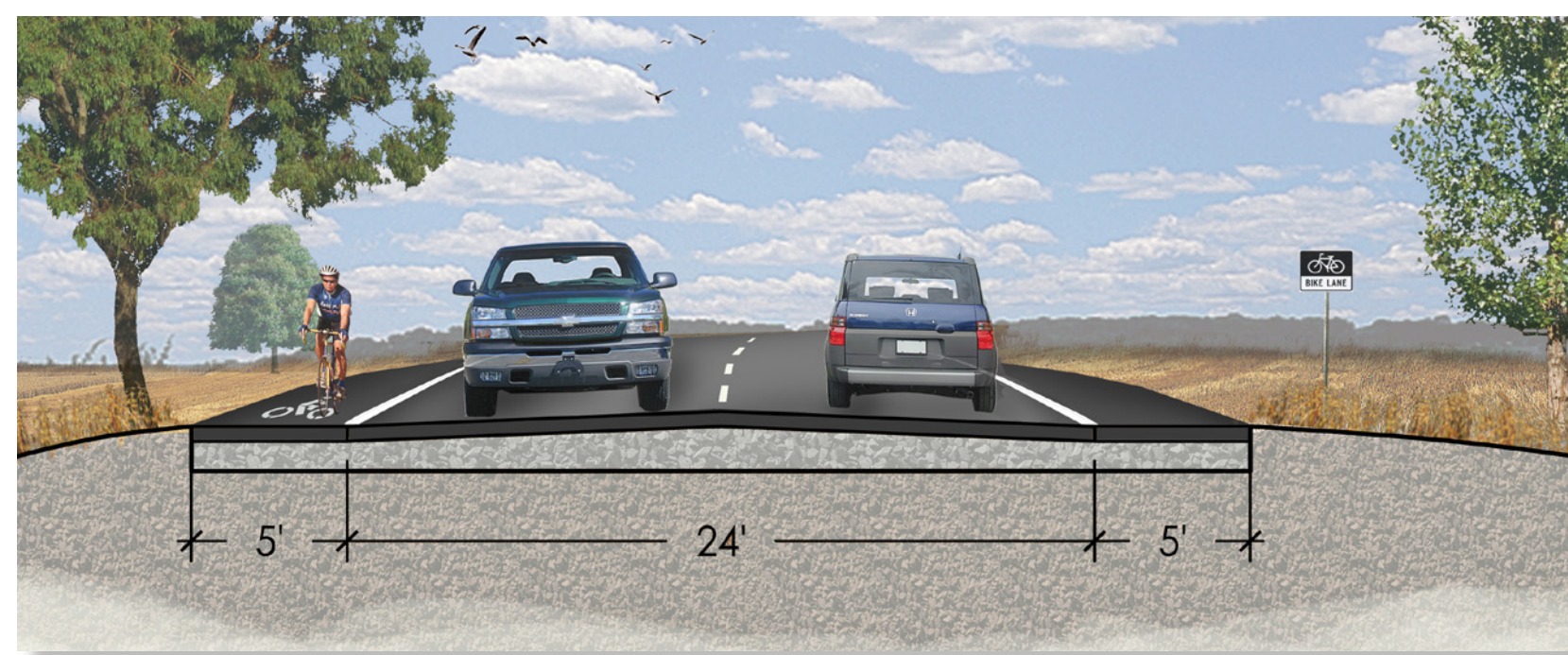
Proposed trail access point at the end of Darby Drive.



Section A: Separated 10' multi-use trail.

Separated Trail

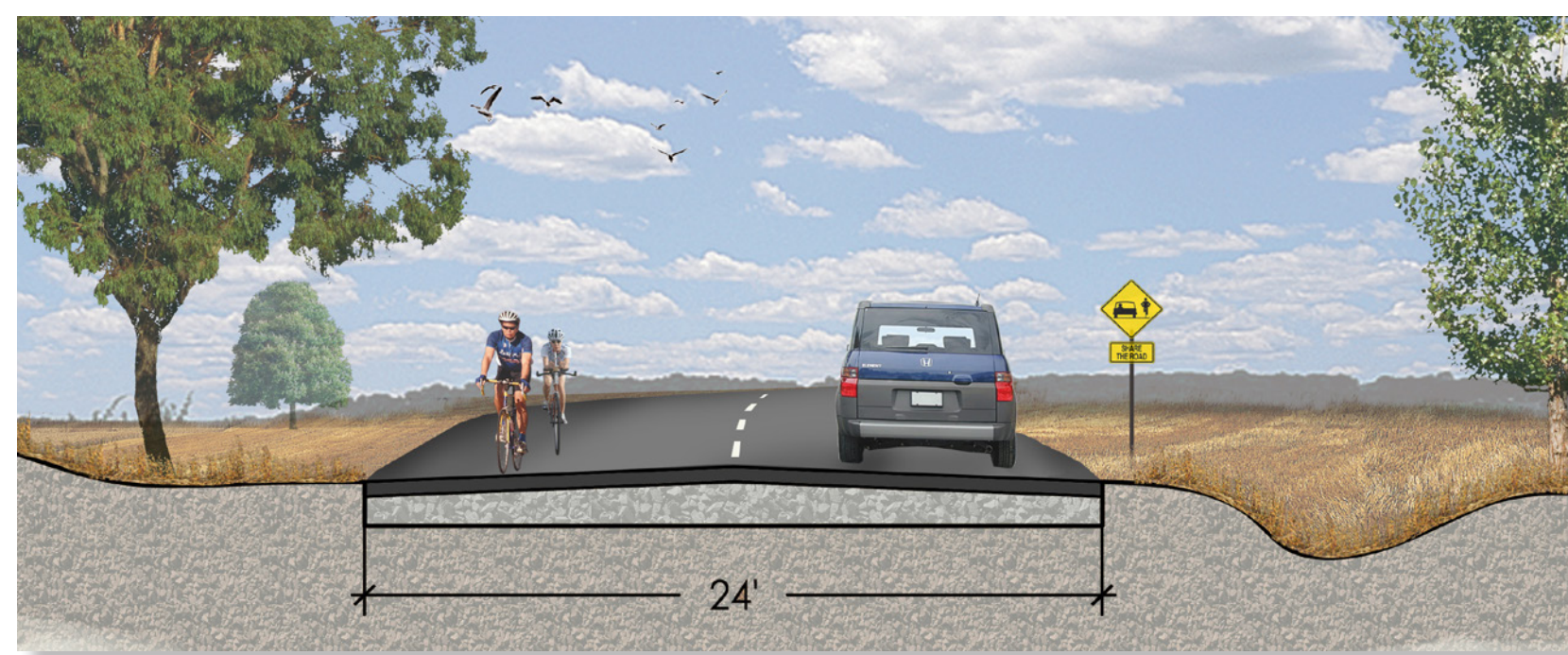
Paved roads with high traffic volumes, such as Highway 52/18, are not safe for bike lanes along shoulders. A separated trail within the right-of-way is most ideal. The width of the trail is to be ten feet wide and may be constructed with a variety of materials. A gravel trail is sufficient if walking and biking are the only activities taking place on the trail.



Section B: 5' paved bike lane on both shoulders.

Bike Lanes

Having shoulders along the roadway as bike lanes is an effective way to provide safe bicycle recreation on corridors with lower traffic volumes. Typically, the bike lane is five feet wide and constructed as an extension of the roadway. Roadway signage and pavement markings are critical safety features to have with bike lanes. Shoulder bike lanes are not ideal on gravel roads.



Section C: shared roadway or street.

Shared Roadway

Many towns across the nation have chosen to make bicycle accommodations a common roadway element by designating roads as a shared roadway. A shared roadway must be accompanied by ample signage and painted pavement markings. Shared roadways are ideal on low-traffic, low-speed roads. Creating shared roads in Monona is a good option with many streets having lower traffic volumes.

Monona Community Trails System

Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development