



Top Left: Image shows the Pioneer Trail as a paved trail beginning at the Pioneer trailhead and continuing to Grundy Center.

Bottom: The connectivity improvements plan above shows the priority locations to which the community most wants to be able to travel on foot or by bicycle. The design team proposed using the existing sidewalks where able and infilling the sidewalks to create a route of connectivity to all of the proposed priority locations.



There is no existing pedestrian crossing on U.S. Highway 175 to access Strohbehn Park or Pioneer Trail



Access to businesses on Highway 175 is limited due to lack of sidewalks, leaving residents to walk on the streets to get to area destinations



Main Street to Pioneer Road right-of-way is a great opportunity for an off-road sidewalk



Pioneer Road is a desired route for sidewalks and would connect residents to the east with the rest of the community

Connectivity Improvements

The circulation patterns that emerged through the analysis done by Iowa State University coupled with the information given by the steering committee determined areas within the community where pedestrian routes were most desired. A safe route across Highway 175 to access recreation, better connectivity to the schools from peripheral neighborhoods, and infill of sidewalks along desired routes are top priorities. Like many rural communities, Reinbeck lacks sidewalks throughout town. According to one survey respondent, "We need more sidewalks for our students to get safely to and from school. For many of my students they must walk on the streets to get home. The main problem road would be Pioneer Road" (RE: Priorities, 4C). Pioneer Road is a desired pedestrian access-way that would connect residents to the east with a safe route to get to popular destinations. A pedestrian route on Pioneer Road would also lend itself to recreational walking, because it would link to a larger loop around the community. The design team recommends the use of highly-visible crosswalks in areas where traffic is a greater concern. A less costly approach of two painted lines signifying where to walk could be used for the remaining crossings.