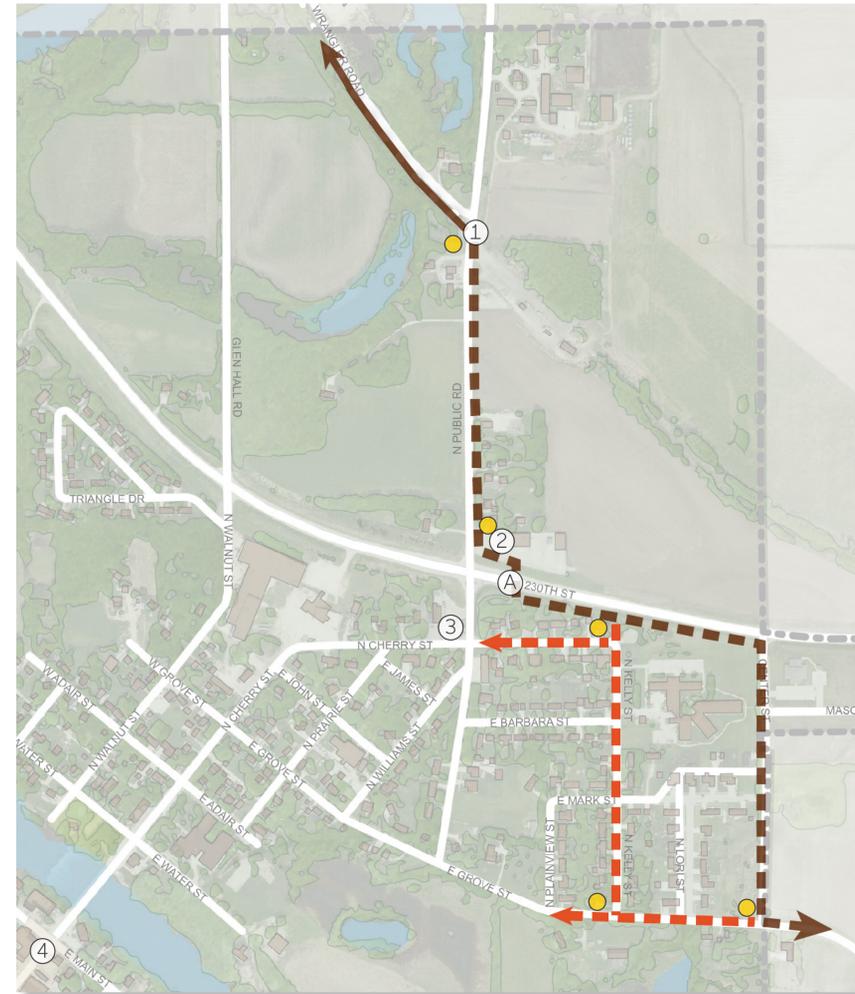


### Trail Connection Plan

Shell Rock residents strongly desire a safe way to cross Highway 3 to access the trailhead for Rolling Prairie Trail. One focus-group participant said, "My cause for concern [is] crossing Highway 3 [at the intersection with T63] to the bike trail as a family... [a] pedestrian overpass [would help]," (reference board 3b, What People Said). During the transportation inventory and analysis meeting, a story about a neighboring community that was successful in building an underpass thanks to their involvement with Community Visioning was discussed and a new idea was sparked. "Love the idea of an underpass," "underpass is good to avoid traffic," "this is feasible!" and "safest to go under the highway" were all comments left on the images shown by the design team of an underpass during the design workshop.

The safe connection from the community of Shell Rock to the Rolling Prairie Trailhead and the continuation of the trail to the east to connect to Waverly are high priorities for the community and also for Butler and Bremer Counties. The steering committee expressed its desire to draw trail users into Shell Rock, in response, the design team is suggesting creating share-the-road routes to popular destinations and updating the existing signage to include signage along the proposed future trail.

Rolling Prairie Trail primarily follows the former railroad right-of-way and connects Shell Rock, Clarksville, Allison, Bristow, and Dumont, all in Butler County. The preferred route to connect the trail to Waverly is on Grove Road/238th Street, a gravel road on the southeast side of Shell Rock. If this route was used, the road would be paved and a trail would be established in the right-of-way. The connection through Shell Rock from the Rolling Prairie Trailhead needs to be further explored but the design team is suggesting an underpass close to the Shell Rock City Hall and utilizing public land on the south side of Highway 3 to N Kelly Street, where the trail would share-the-road for three blocks before connecting to Grove Road and continuing on to Waverly. Center Street could be another possible route if a trail could be established in the right-of-way. However, many residents noted that Center Street has a lot of traffic and should be avoided as a potential share-the-road route. Once the connection was made to the Butler/Bremer County line from Shell Rock, Bremer County would be responsible for continuing the connection to Waverly, where the trail can connect to the existing Waverly Rail Trail, which extends to the communities of Denver and Readlyn.



Potential routes for connecting Rolling Prairie Trail to Shell Rock

#### Legend

- Existing Paved Trail
- - - Proposed Off-The-Road Trail
- - - Proposed Share-The-Road Trail
- Proposed Way-finding Signage
- Ⓐ Proposed Pedestrian Underpass

#### Shell Rock Destinations

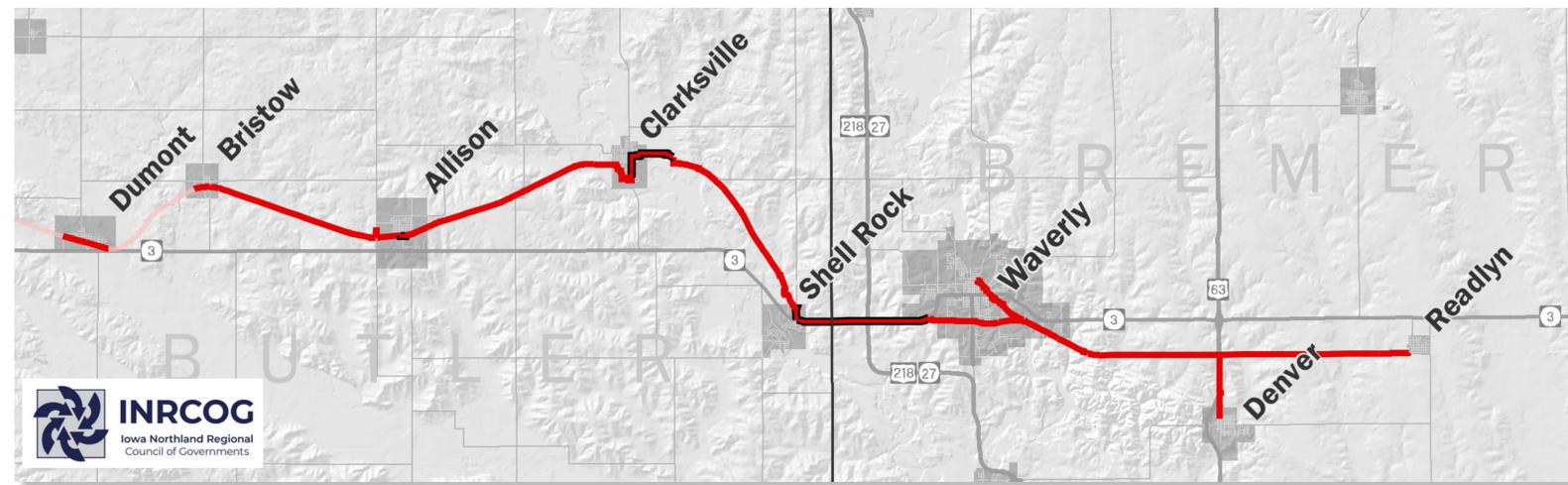
- ① Rolling Prairie Trailhead
- ② Bike Station
- ③ Kwik Star
- ④ Downtown



Ⓐ Existing view from Shell Rock City Hall parking lot looking south to Highway 3



Ⓐ Proposed pedestrian underpass below Highway 3 connects the Rolling Prairie Trail to the north with Shell Rock to the south



The graphic, to the left, courtesy of Iowa Northland Regional Council of Governments, shows the existing and planned routes for Rolling Prairie Trail. The existing route from Shell Rock to Waverly utilizes the paved shoulder on Highway 3, which is considered unsafe by most.

#### Legend

- Existing Paved Trail
- Existing Route on Road
- Planned Trail
- Arterial Road
- Other Road

# Shell Rock

# Trail Connection Plan

**RITLAND+KUIPER Landscape Architects**

Landscape Architects: Craig Ritland, FASLA & Samantha Price, ASLA

Intern: Amber Pearce

Iowa State University | Trees Forever | Iowa Department of Transportation

