Final Report and Feasibility Study

Aplington, Iowa









Program Partners:

Iowa Department of Transportation
Trees Forever
Iowa State University

Iowa's Living Roadways community visioning

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Table of Contents

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About RITLAND+KUIPER Landscape Architects

Craig Ritland founded the firm Craig Ritland Landscape Architect (CRLA) in 1970 in Waterloo, Iowa. Since developing the master plan for George Wyth Memorial State Park in the early 1970s, this office has participated in many of the important public improvements that have added to the quantity and quality of open space in Iowa. With over 50 years of experience, Craig Ritland is still the lead principal of the firm bringing invaluable insight and expertise to each project.

In 2013, CRLA became RITLAND+KUIPER Landscape Architects, a full-service landscape architectural firm with CLARB and State Registered Landscape Architects. The firm consists of three full-time Landscape Architects with 78 years of combined experience.

Throughout our history, RKLA has provided park and recreation master planning and detailed design and construction services for a diverse array of City, County, and State recreation areas.

We enjoy utilizing a highly interactive process with our clients, often through the facilitation of public input. One example of this is our annual work over the past 25 years with the Iowa Living Roadways Community Visioning Program with Iowa State University and Trees Forever. We have guided the public input in over 40 different communities and have helped them develop plans that, in many cases, have lead to successful community enhancements.

RITLAND+KUIPER
LANDSCAPE ARCHITECTS

Program Overview

Aplington is one of 10 communities selected to participate in the 2021 Iowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small Iowa communities (populations of fewer than 10,000).

Goals for the Visioning Program include:

- Developing a conceptual plan and implementation strategies with local communities
- Enhancing the natural, cultural, and visual resources of communities
- Assisting local communities in using external funds as leverage for transportation corridor enhancement

Each visioning community works through a planning process consisting of four phases of concept development:

1. Program initiation
2. Needs assessment and goal setting
3. Development of a concept plan
4. Implementation and sustained action

Each visioning community is represented by a steering committee of local residents and stakeholders who take part in a series of meetings that are facilitated by field coordinators from Trees Forever. Iowa State University organizes design teams of professional landscape architects, design interns, and ISU faculty and staff. The program is sponsored by the Iowa Department of Transportation.

Community Goals

The Aplington visioning committee identified a number of goals and priority areas during the visioning process, which are included below:

- **Trail Master Plan:** With no recreational trails nearby and lack of good sidewalks within the community, the Aplington community visioning group wanted to add a recreational trail within the community.
- **Pedestrian Connections:** Prominent routes were chosen based on input from the community during the design workshop and the steering committee. Enhancements to these routes include updated sidewalks, new sidewalks to complete missing links, and pedestrian lighting.
- **Way-finding:** Aplington hopes to update their city logo and add way-finding signage in their community to help visitors find important destinations.
- **City Park Improvements:** Aplington has a lot of events in and near their City Park and enhancements for circulation and accessibility were both goals of the Aplington steering committee.
- **Intersection Safety Enhancements:** Based on the analysis boards and the steering committee's own perceptions, two intersections were called out for unfavorable conditions for motorists and pedestrians.

Aplington City Park

Community feedback from the Design Workshop

Design Workshop Open House

Image edit of Parriott Street with a crosswalk

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Aplington
Program Overview

RITLAND+KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FASLA, & Samantha Price, ASLA
Intern: Amber Pearce
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Bioregional Assessment

Historical Settlement Patterns

This board uses a map from *A.T. Andreas' Illustrated Historical Atlas of the State of Iowa, 1875* overlaid with present-day town boundaries and water bodies. Published in 1875, Andreas' Atlas is an extraordinary resource showing the post-Civil War landscape of Iowa, including settlement features (towns and villages, churches, schools, roads, railroads, etc.) and landscape features (water bodies, vegetated patches such as timber and swamp, and major topographic features). A high-quality scan of the Atlas has been arranged to correspond closely with present-day map, revealing major landscape changes as well as features that have persisted, such as railroad rights-of-way and in some cases remnant vegetation patches.

Aplington in Context

Compare the 1875 boundaries of your town to the current boundaries. How much has your town grown?

Compare the course of the rivers in 1875 to their current course. Are there major changes in alignment or location? Are there vegetation patches shown in the 1875 map still in existence?

Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

Historical Vegetation

The vegetation information shown here is derived from township maps made by the General Land Office (GLO) surveys beginning in 1836 through 1859. This information was digitized in 1996 as a resource for natural resource management and is useful "...for the study of long term ecological processes and as baseline data for the study of present day communities."[1]

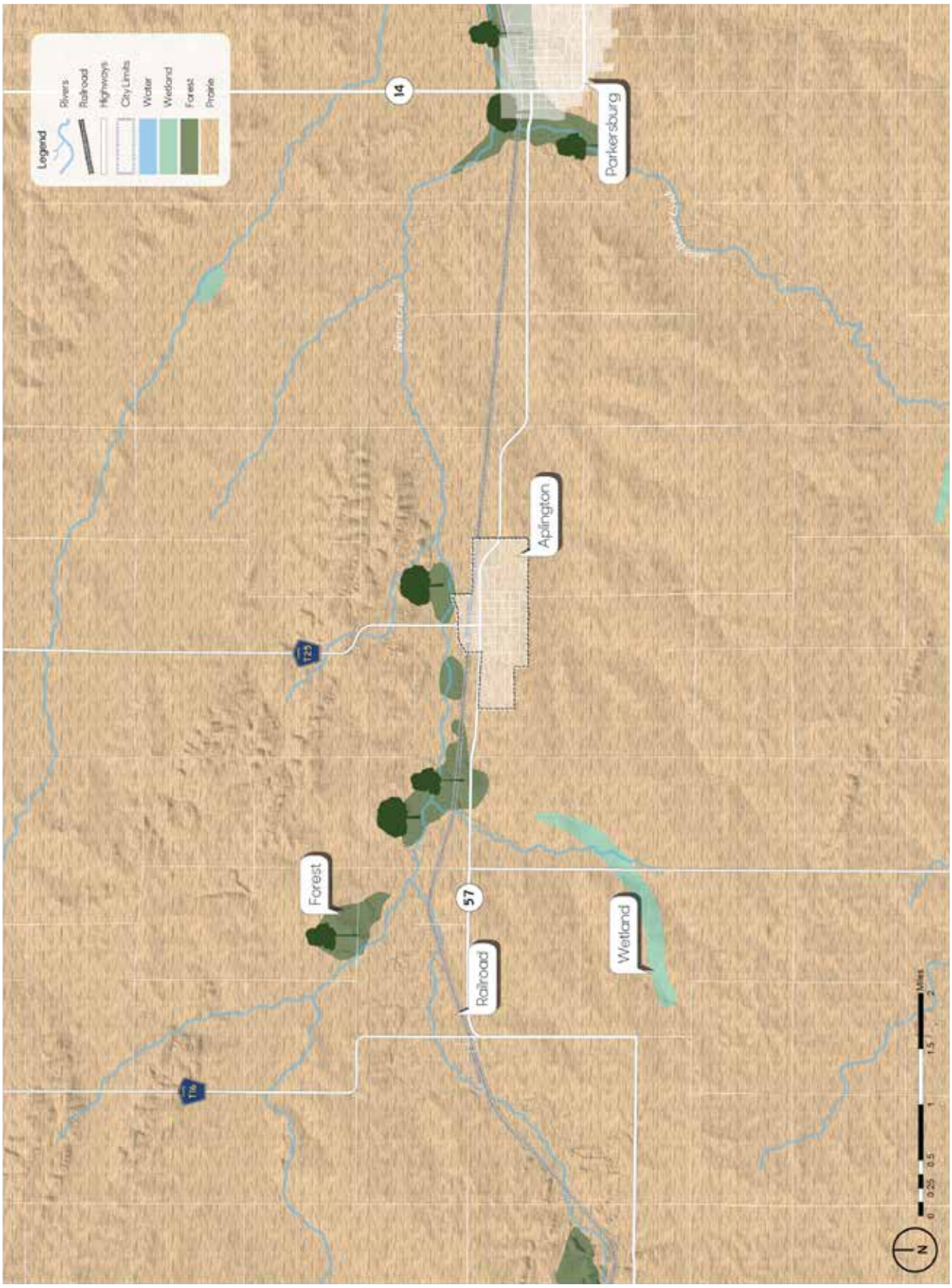
The plant community names mapped by the GLO surveyors varied. The original terminology they used has been preserved in the original data, but we have renamed them on this map to reflect names used to describe contemporary vegetation communities.

Not all communities will have all vegetation types, because various conditions that affect vegetation—such as geology, wind exposure, seasonally high water or groundwater, and frequency of fire—differ from place to place. Early land surveyors mapped the following vegetation types, some of which may not be present in the vicinity of your community:

The vegetation types are defined[1]:

1. Wetland: Perennial, non-woody plants; water and fire dominated.
2. Forest : Tree dominated, with a mostly closed canopy. Ground vegetation shade tolerant. developed under infrequent fire.
3. Prairie: Perennial non-woody plants; fire dominated.

1 J.E. Ebinger, "Presettlement Vegetation of Coles County, Illinois," Transactions of the Illinois Academy of Science (1987): 15-24, quoted in Michael Charles Miller, "Analysis of historic vegetation patterns in Iowa using Government Land Office surveys and a Geographic Information System" (master's thesis, Iowa State University, 1995), 8.



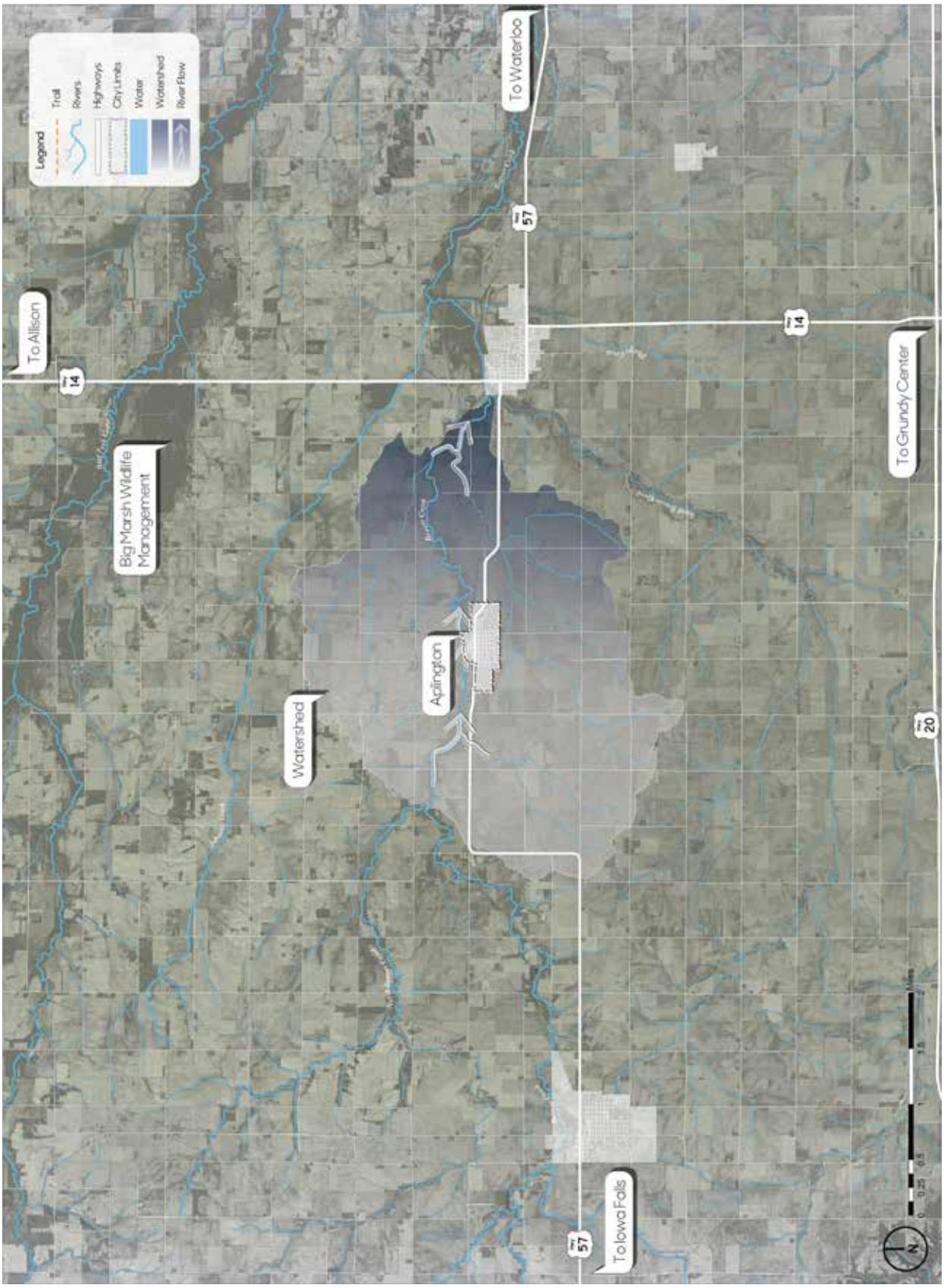
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

Regional Watershed

A watershed is a defined area or ridge of land with a boundary that separates waters flowing to different rivers, creeks, or basins. Watershed boundaries show the extent of a drainage area flowing to a single outlet point and determine whether precipitation is directed into one watershed or an adjacent watershed.

It is important to note that there are multiple levels of watersheds; for instance, the Iowa River watershed is composed of a dozen smaller watersheds, and the Iowa River watershed is a sub-basin of the Mississippi River watershed.

Where a community is located in relation to its surrounding watershed(s) determines its capacity to manage regional watershed issues such as flooding. For example, a community located near the end of a watershed (close to the outlet point) will have little capacity to reduce the amount of water draining toward it from upland areas.



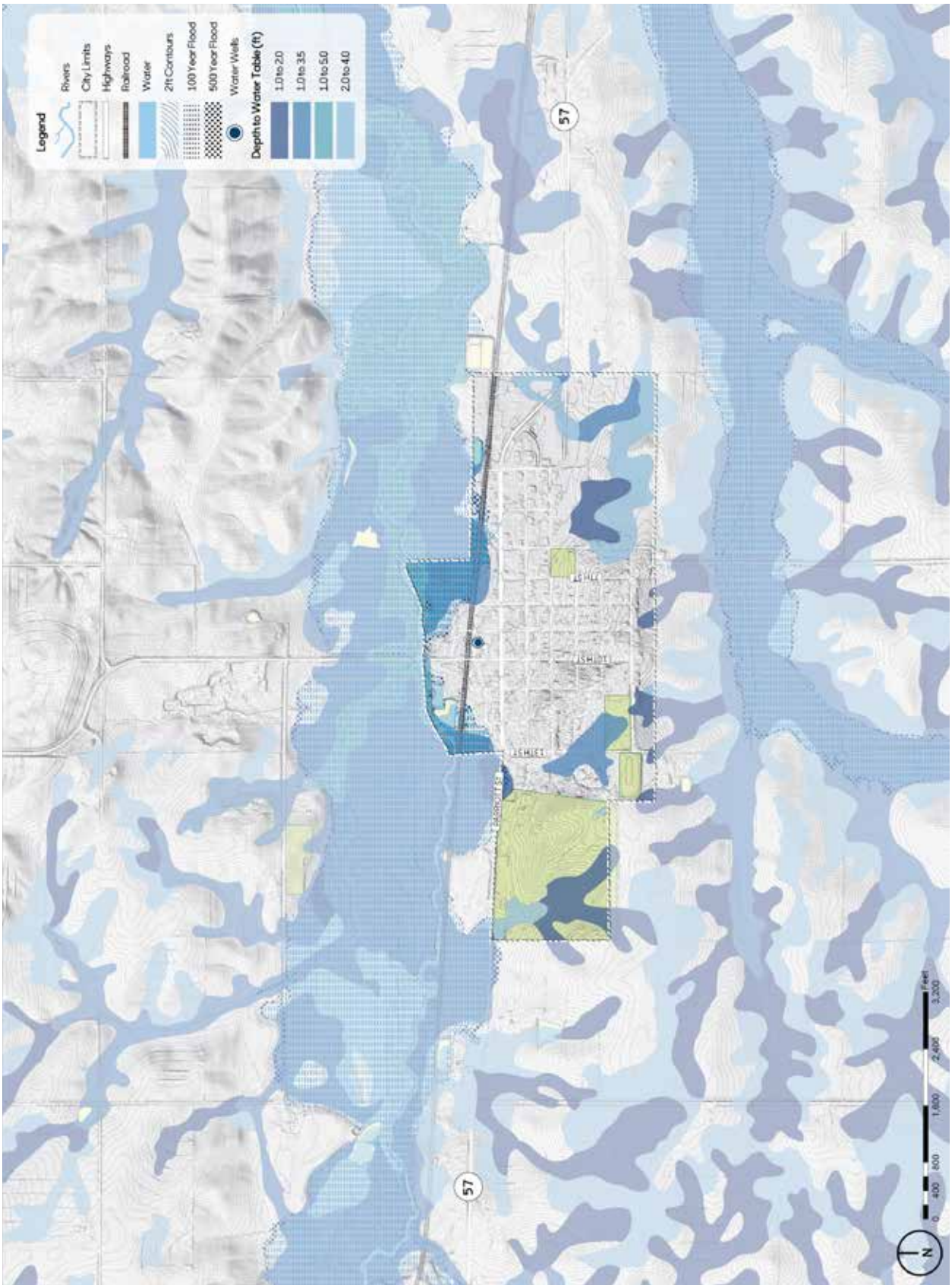
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

Depth to Water Table

The water table is defined as the distance below the surface at which the ground is saturated with water. Depth to water table is represented as a range because it varies due to seasonal changes and precipitation volumes. For example, following spring snowmelt, an area with a depth to water table ranging from one foot to three feet is likely to be at or near one-foot depth.

The map shows how close to the surface groundwater can be. Pavement and foundations are affected by groundwater near the surface. Freezing and thawing and upward pressure of rising groundwater can cause cracks or "frost boils" in pavement. Foundations can be wet and require "dewatering," which can be expensive.

Where the value is less than zero feet, water can well up out of the ground. This causes localized flooding, even if there is no surface water draining to the area.



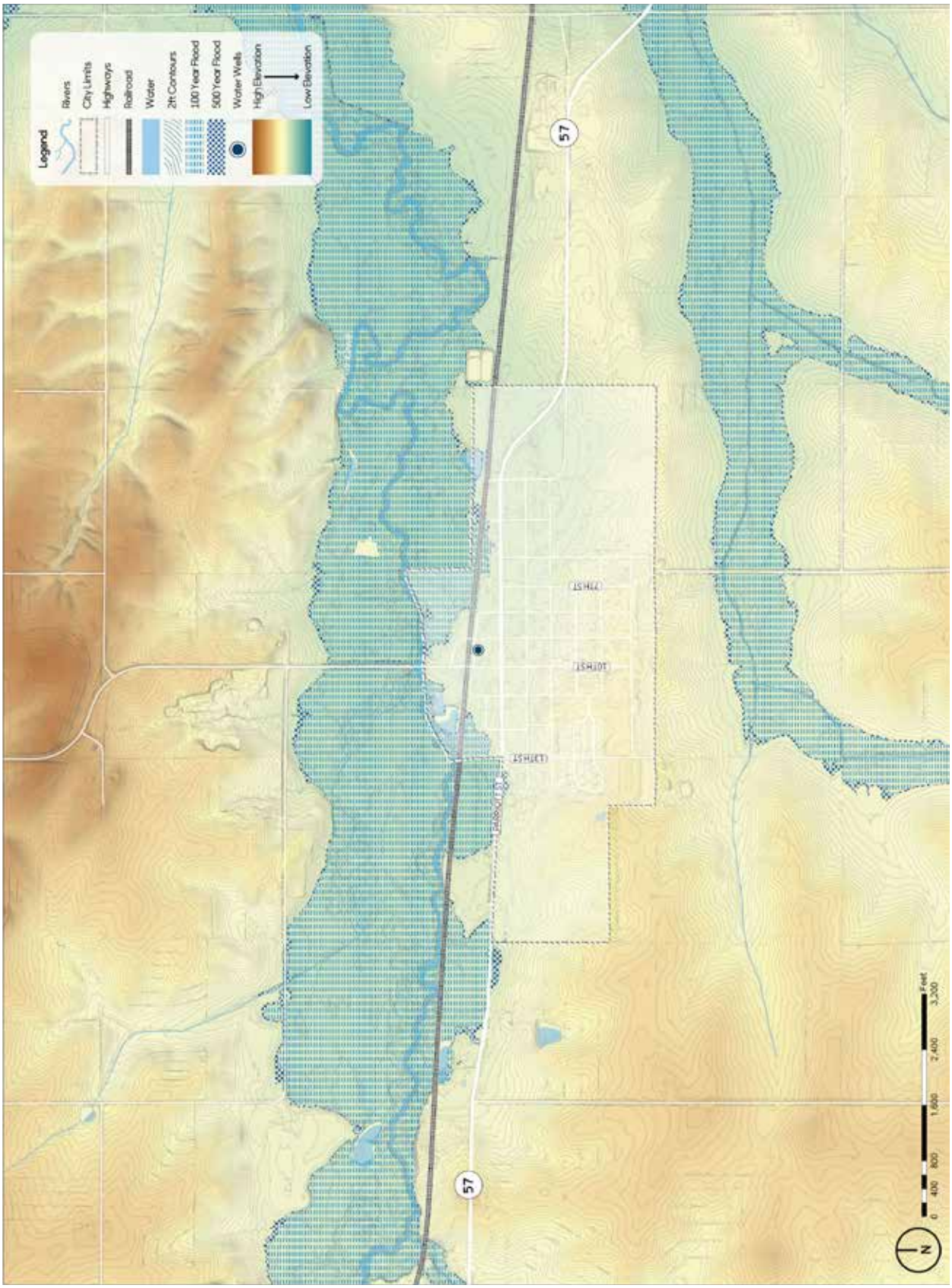
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

Elevation and Flow

This map displays topographic differences in elevation using a combination of contour lines and the color gradient depicted in the legend. The high and low points have also been located. Note the relationship of your community to the surrounding elevation. Is it located in a valley or on high ground, or is it split between the two?

If your community lies within or near a floodplain or floodway, the map reflects these features. Not all communities will have these elements; if they are absent on this map, none are present.

Flood risk is correlated to low-lying land. This map shows your community's flood risk as defined by the Federal Emergency Management Agency (FEMA) Flood Map Service Center. The map shows the two most important flood zones if present: the Base Flood and the Regulatory Floodway (consult legend). Base Flood is the zone having a 1% chance of being equaled or exceeded in any given year, also referred to as the "100-year floodplain." The Regulatory Floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% flood discharge can be accommodated without increasing the base flood elevation.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

Present-day Land Cover

The land-cover map depicts both natural and man-made land cover types with aerial imagery. The Iowa DNR created 15 unique classes for this dataset to differentiate land covers. Refer to the legend for a breakdown of land-cover types within your community boundaries.

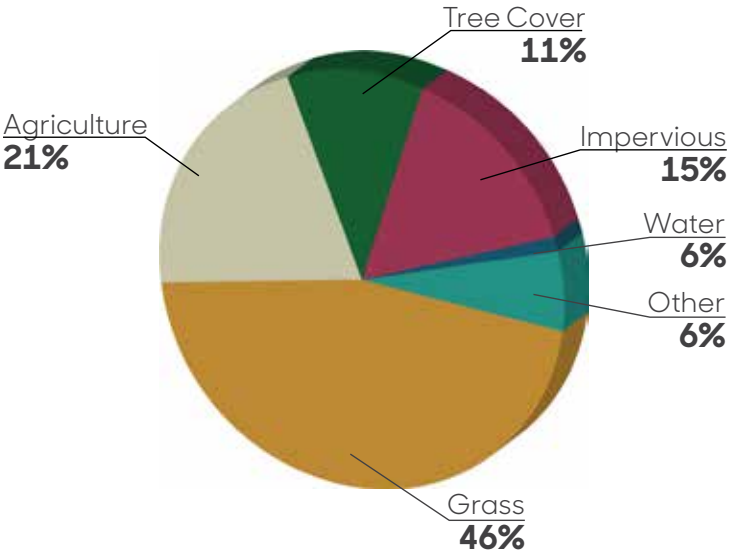
What do you observe about the dominant landcover types in your community?

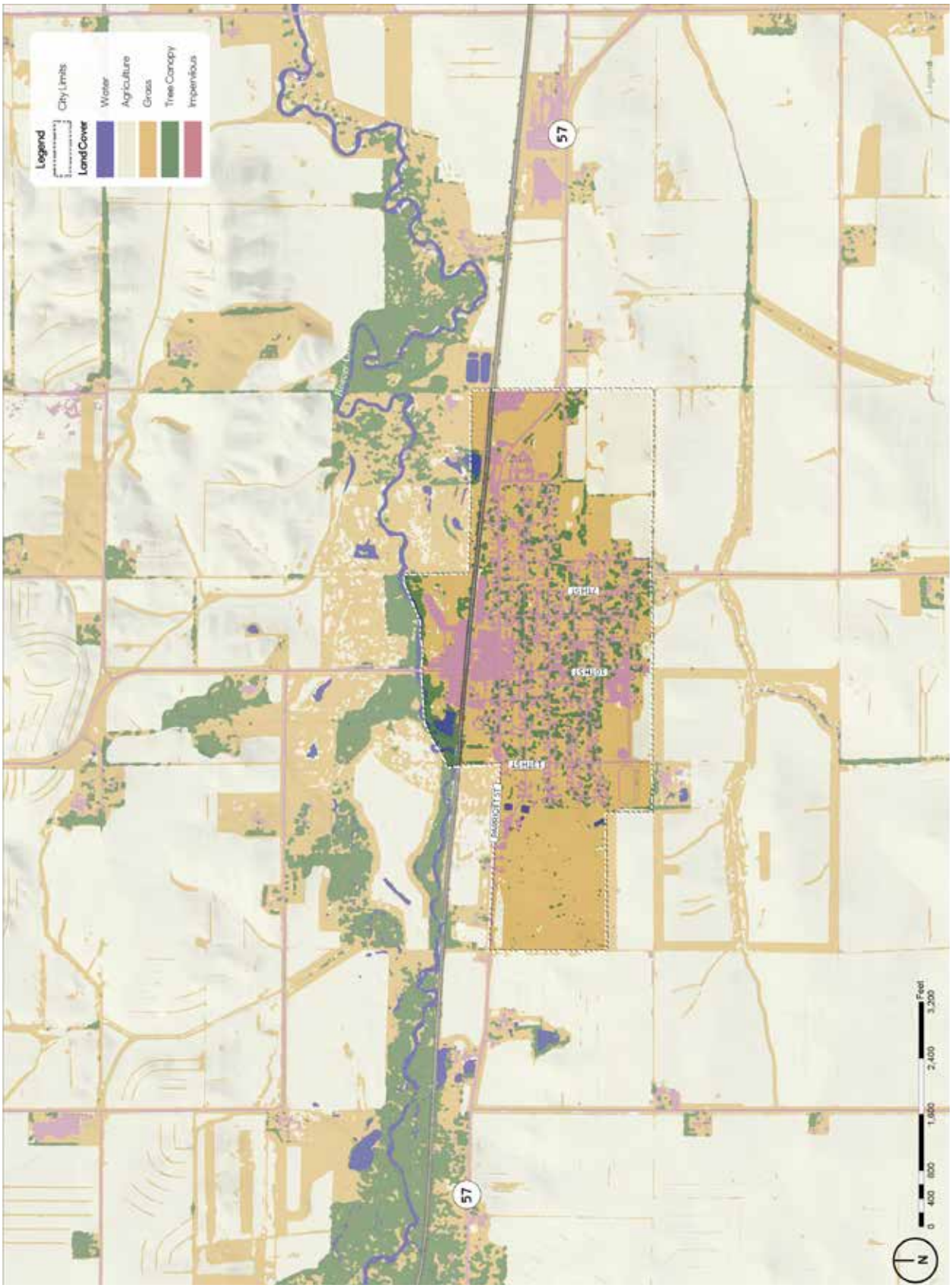
Where is the tree canopy most concentrated?

Look at how much of your community consists of impervious surfaces (e.g., parking lots, roads, buildings) compared to the other surfaces (e.g, water, grass, and agriculture). What does this mean for surface-water movement?

Tree cover affects microclimate. Are places surrounded by canopy more pleasant in the summer? How do these places feel in the winter?

Percent Land Cover Type





Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

Landscape Change Over Time

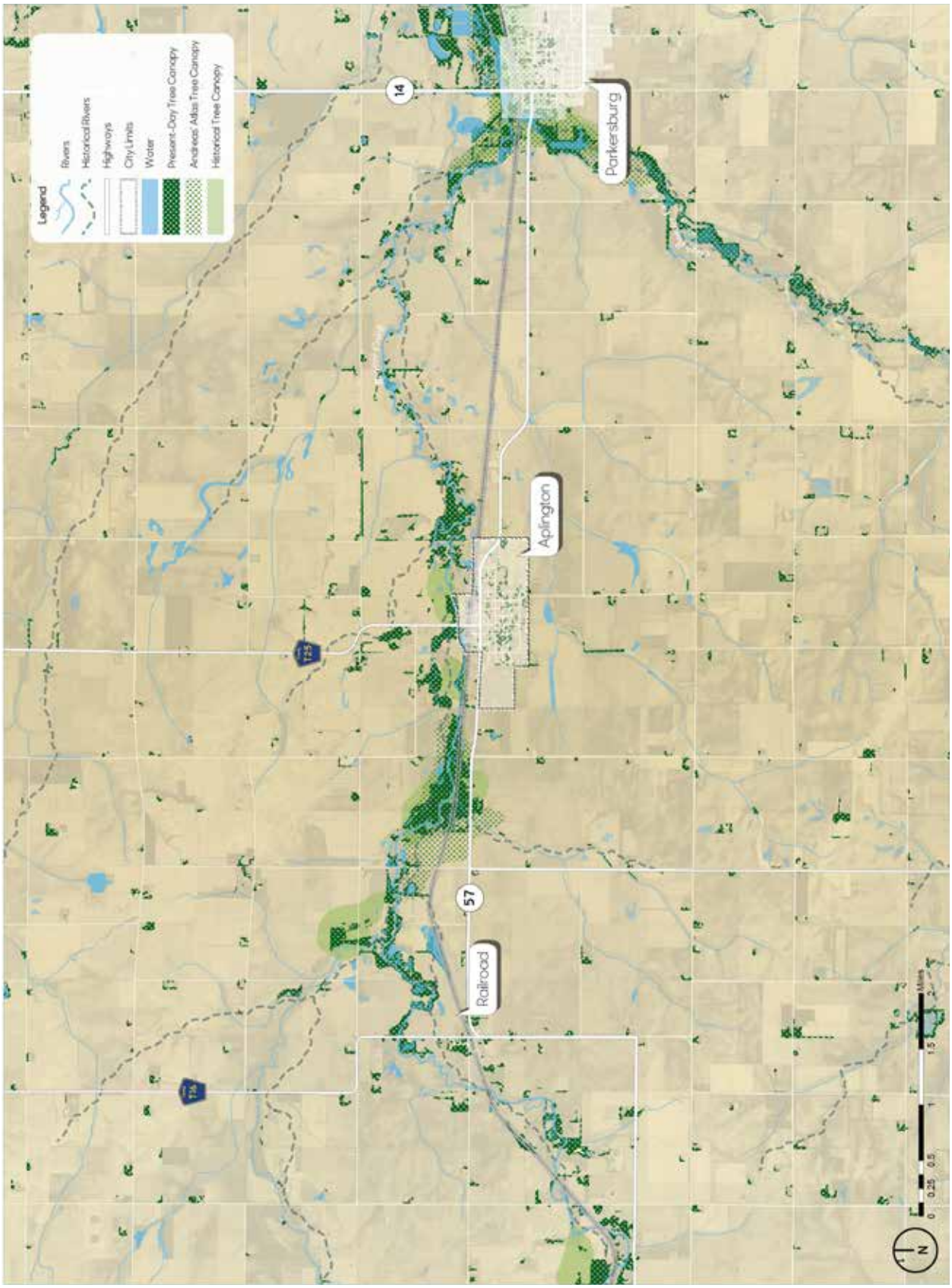
The map on this page shows how the landscape has changed over time, with an emphasis on vegetation and drainageways. The map is helpful for understanding how landscapes change and considering how these changes might affect how well the landscape works to support human and ecological needs.

Trees are invaluable. They clean the air, create shade, and cool the atmosphere. They intercept rainfall and consume groundwater, which helps mitigate stormwater runoff. Carefully chosen and placed trees provide communities identity and residents with a sense of home. In Iowa, a prairie state, we increased tree cover to create shade and a sense of enclosure within rural towns. Lack of natural fires and burning has also generally increased tree cover along rivers and floodplains. Other areas of trees have diminished due to clearing for roads, agriculture, or other purposes.

What changes do you see to the tree canopy surrounding your community? Where has the tree canopy decreased? Where might the tree canopy have increased? Consider what changes to the landscape might have led to the increase or decrease of trees in the region (e.g., farming practices, community development, establishing homesteads and windbreaks, preservation of natural resources).

This map also shows current and historical stream and river corridors. Alterations to waterways such as channelization have been made to increase drainage, but can lead to increased erosion, sediment movement, and flooding where the straightened portion ends. Storm sewers also affect streams and waterways where outfalls drop urban runoff into the corridor, which can dramatically decrease water quality. How have streams and rivers changed? Do these changes appear to be man-made or natural?

The following map shows the difference between the present day tree canopy gathered from the DNR's Land Cover data and past landscape cover, as defined in the General Land Office (GLO) surveys from 1836 through 1859 and the A.T. Andreas' Illustrated Historical Atlas of the State of Iowa from 1875.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

Transportation Assets and Barriers

Overview

Transportation is integral to small-town life and a vibrant economy. In the context of the Community Visioning Program, we recognize walking, biking, and driving as quintessential modes of travel to various destinations important to residents and visitors. Access to these destinations is crucial for many everyday activities—getting to work and school, participating in community events, and providing for basic needs such as food, health care, and healthy activity.

In this participatory assessment, we want to find out which factors and conditions affect transportation use in Aplington, where these factors and conditions are most prevalent, and how they influence route and transportation choices locally. Because residents have the best knowledge of how Aplington's transportation system works, we use focused, small-group conversations, mapping, and photos of the best and worst places taken by residents to understand local transportation.

Different Users = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Aplington residents with different transportation needs to participate in focus groups. A total of 47 residents attended Aplington's workshop. Participants were separated into five user groups and the Aplington steering committee.

Actives

This user group represents those in the community who engage in outdoor recreation, including cycling, walking, running, swimming, skiing, etc. The availability of multiple venues for outdoor recreation matters to this group.

Mobility Challenged

This user group is directly affected by accessibility barriers such as high curbing and uneven sidewalks that make it difficult to operate mobility-aiding equipment effectively. Handicapped parking, curb ramps, and smooth surfaces are critical transportation features.

Older Adults

Accessibility—both in terms of physical access and proximity—is a major concern for this user group. Because some people in this user group do not or are unable to drive, having goods and services within walking distance is important.

Youth

This group uses primarily non-motorized modes of transportation, so pedestrian- and bike-friendly streets and sidewalks are important. These users value the ability to get to destinations on foot or via bicycle and having goods and services within walking distance.

Parents

Safety of their children is a primary concern of this user group. Access to safe and easy routes to school activities is another significant factor to this group. Parents of young children desire smooth, wide surfaces for strollers.

Steering Committee

The common denominator for this user group is that their observations are influenced by special knowledge of the transportation system acquired during the Community Visioning assessment process. As a result, this group is more representative of decision makers.

Pedestrian scale light fixtures, wide sidewalks and downtown businesses create a welcoming Main Street.

Structures and parked vehicles limit visibility on Parriott Street.

The recreation complex has convenient, ample parking.

Dense tree canopy and limited lighting create dark conditions at Nash and 8th Street.

The school features a convenient drop-off zone.

The intersection on 13th St. & Nash St lacks stop signs this improvement would alleviate the high-speed traffic on this corridor.

What People Said

"A lot of semis are coming from [the grain elevators on County Road T25] or turning [onto Parriott St], and it's just hard to see if anybody is coming from the east and west."

"To me, [13th Street] is the most [unsafe street] in Aplington. It's just busy, people go fast..."

"We do have a lot of active families. I mean, there's a lot of people running and walking the streets."

"Runners go for the view, but also to feel safe... Sometimes people say they're not safe if they're in a secluded area. I feel safer there than around cars."

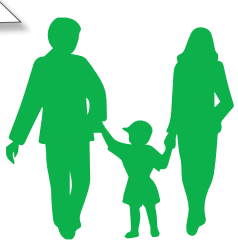
"I run on [County Road T23] a lot, and I know a lot of runners do too just because it's easier to run on that road."

Actives

"If there could be an extra [walking] loop going all the way around the whole golf course...that would be amazing."

"[I would like] a safe area where [my kids] can walk and I feel good about it too...[where I feel like] I could [say], 'Okay, go ride your bike on whatever and come back,' because I don't feel that way yet."

"...we walk on the streets and not usually the sidewalks...[because] sidewalks are cracked and not good... and there [are] not sidewalks everywhere."



"I always worry about my kids crossing 7th, 13th, and walking on Gray Street."

"I love Nash because of the trees. It's a beautiful street—looking at the changing of the leaves and the seasons. I mean, that's one of my favorite streets of every place I've ever been. I love Nash."

Parents

"...more handicapped parking for places would be a very good thing...I really think we don't have enough of that anywhere."

"...the best part of [my] walk...[is] friendly neighbors. You know all the neighbors around there, and just stopping to say, 'Hi,' or something. I would say that's a big plus."

"And 13th Street is a very busy street. They call it 'Speed Road.' It's unbelievable. I watch how people drive. It's unbelievable how fast they go on those city streets."

"...the children from KidQuest walk to the pool, and they walk in the street [on Nash] because there are no good sidewalks, which is probably not the best thing."

"I would love to see trails. They're going to be smooth. They're going to be great."

Older Adults


"...walking is probably one of the best things for me with my knee. My orthopedic surgeon...wants me to be outside walking instead of on a treadmill...he wants me on a flatter surface just because of the balancing part of it."
"...there's a cut in the curb...in front of the [Presbyterian] Church, but then there's a step...You just have to be in the situation to notice those things sometimes. When you're healthy and you [have] two legs working, you just go."
"I have to really watch where I walk since I have [had] both knees replaced...I'm always scared of tripping...I don't like to walk on the sidewalks because...not every street has sidewalks in town."
"I think a trail would be really great to see here...It would be great for older people, people [who] might be in a wheelchair or... someone [with] a walker [who] needs to get out and do therapy..."
"I would love to see a walking path, a bike path, just because I would love a smooth path, a wider path, when you're walking."
Mobility Challenged


"I think some people walk on the road when they're walking with others because you can't walk side by side [on the sidewalk]."
"I think it would really be nice...[to have] a walking path...on the outskirts of the golf course all the way around."
"With parking downtown [on Parriott], nobody really crosses at a crosswalk or anything. You just walk across the road wherever you're at."
"If you're coming from the north to the south on 10th Street to Parriott, you can't see a semi coming from the west. You pull up to the stop sign, all the sudden, here comes a semi..."
"...when my kids were learning to ride bikes, that was a little bit challenging in town, so a walking path would be perfect..."
Steering Committee

Emerging Themes

Discovering themes and consistencies among user groups helps the steering committee to identify solutions to address the needs of all. The chart on the opposite page displays each user group's collective thoughts on particular issues in comparison with the other user groups in the community.

Actives walk, bike, and run for recreation and getting around town. Members of this group run along County Road T23 because it is not heavily traveled. They also like the hilly terrain along County Road T25.

Mobility-challenged individuals rely on driving and walking to get around town. Smooth, wide surfaces are important. This group walks primarily in the street because of the poor condition of the sidewalks.

Older adults drive, walk, bike, and drive golf carts to get around town. They would like more handicapped parking, especially downtown. They would also like curb and gutters throughout town to improve drainage.

Parents drive and walk. They are concerned about the safety of their children. This group wants a dedicated parking area at the youth soccer fields, as well as more accessible way to get to the fields. Parents also would like playgrounds at the ARC and the soccer fields.

Steering committee members mainly walk and drive to get around town. The committee suggested eliminating the first parking spot on both sides of Parriott Street at the intersection of County Road T25 to improve visibility. They would also like new downtown banners.


User Types
Destinations and Activities
Desirable Qualities and Features
Undesirable Qualities and Features
Most Desired Improvements and Activities
Aplington Recreation Center
Walking the "Local Loop"
City Park
Social Interaction
Natural Areas & Views
Smooth, Wide Surfaces
Incomplete Sidewalk System
Poor Lighting
Poor Visibility
Heavy Traffic
Insufficient Parking
Walking Path
Pedestrian Amenities
Sidewalk Improvements
Safety Enhancements
Actives
Mobility Challenged
Older Adults
Parents
Steering Committee
The Aplington Recreation Center is popular because it provides a venue for a variety of activities, including golf, tennis, pickle ball, and swimming. It is an asset to the community because it brings people to town. People enjoy the ARC's mature, attractive tree canopy.
Residents frequently walk a two-mile loop in town consisting of 13th, Gray, 6th, Howard, 4th, and Nash Streets for exercise because it is an easy way to track the distance walked.
City Park is a walking destination for the steering committee, parents, and active adults. People enjoy the large, mature trees, and the paved paths make it easy to walk there.
The opportunity for social interaction during outdoor activity is important to Aplington residents. Parents enjoy walking with their children, participants in the mobility-challenged group appreciate seeing families out and about together.
All user types enjoy nature and natural areas, such as the tree canopy in City Park and the pocket park. People also like 13th St. Nash, Gray, Howard Streets for their beautiful trees.
All demographic groups value wide, level, and smooth surfaces on which to travel. For example, people like the updated streetscape on Parriott Street because it has wide sidewalks with curb ramps. They also appreciate the wide streets in town.
Poor sidewalk conditions in town are a barrier. People walk in the streets because the sidewalks are either non-existent or uneven and broken. Adults are concerned that kids walk in the street to get to the pool because of sidewalk gaps on Nash Street.
Residents don't feel safe walking in the early morning hours and at night in certain areas because of poor lighting. Specific areas identified include the 700 block of Nash Street and Gray Street. Drivers also worry about hitting pedestrians in poorly lit areas.
Participants identified several visibility issues in town. Parked cars on Parriott Street hinder the view of oncoming traffic. The grain bins along 125 block drivers' view of the railroad tracks. Parents and the mobility challenged noted the blind intersection at Gray St. and 123.
Heavy, high-speed traffic is an issue in several areas, including Parriott, 13th, 10th, and Howard Streets, and County Road T23. Congestion occurs at some times of the day at Gray and 10th Streets, and on Nash at KidQuest.
Most groups mentioned insufficient parking in town. Actives noted that people have to park in the grass at the city park, and parents said that there is not enough parking at the soccer field. Older adults think that there is not enough handicapped parking in the community.
All the focus groups would like a dedicated, wide, and scenic trail where people of all abilities can socialize and exercise safely. Participants would like trail connections within town as well as along Beaver Creek and to neighboring communities.
Some user types mentioned that Aplington needs more pedestrian amenities, such as benches, access to water, pedestrian-scale lighting, trash receptacles, and dog stations.
Residents would like to have better sidewalks in town citing the recently updated infrastructure on Parriott Street as an example. Steering committee members said that they want a sidewalk from the stage area to the shelter in City Park.
Safety enhancements are important to all user types. Older adults, parents, and actives suggested a children at play" sign on 13th and Nash Streets. Other ideas raised were crosswalks, additional stop signs, better lighting, and traffic-calming measures.

Transportation Inventory and Analysis

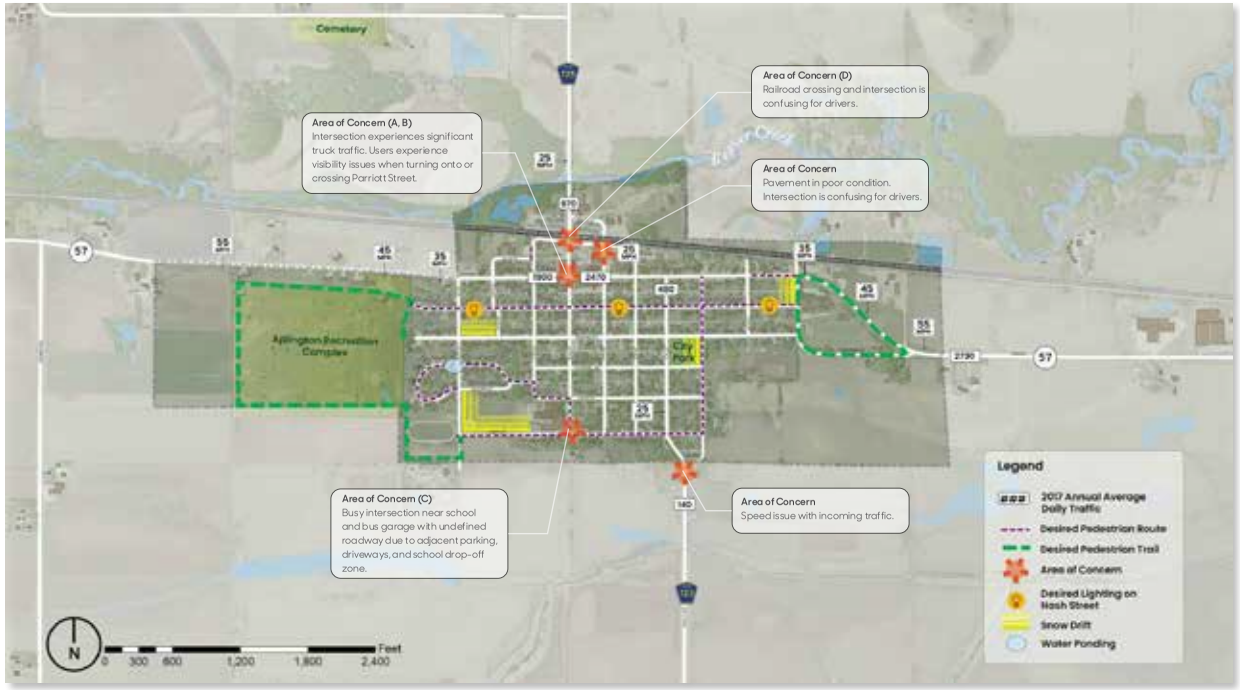
Knowledge of the transportation systems in and around a community is critical for sustainable transportation enhancement planning. Aplington's transportation system includes roadways, sidewalks, and an active railroad.

The Aplington visioning design team met with the local officials to identify existing , past, and future transportation system capital improvements, maintenance activities and issues, and other transportation-related constraints and opportunities in the area.

Aplington, population 1,116, is located on State Highway 57, roughly 35 miles east of Interstate 35 and five miles west of Parkersburg. An active railroad borders the community on the north side and intersects Hickory Avenue/County Road T25.

Highway 57 and Hickory Avenue bring heavy traffic directly into downtown Aplington, as shown by Iowa DOT 2017 Annual Average Daily Traffic counts. Highway 57 is also a common route many residents use to commute to and from work in nearby communities. The highway intersects the community running east-west and becomes a four-lane road through town and the downtown business district, which includes parallel parking. This six-lane-wide street causes visibility issues for vehicles and pedestrians trying to access or cross the street, leaving residents feeling intimidated: "If you're coming from the north to the south on 10th Street to Parriott, you can't see a semi coming from the west" (What People Said, 3b). The community would like to see increased visibility along this roadway for both pedestrians and vehicles.

Aplington residents have expressed concerns focused on pedestrian mobility throughout the town. Many residents mention using the roadways as a pathway for walking, running, and biking due to the lack of good sidewalks. The preferred pedestrian route is along Nash Street because it is located off the heavily trafficked Parriott Street and has pleasant year-round scenery. Additional sidewalks are wanted to create greater pedestrian-friendly circulation and connections to important destinations in Aplington, such as the middle school and the pool. Creating and updating the sidewalks throughout town would give the community a greater sense of safety and mobility in Aplington.



Transportation Inventory and Analysis

4
2022

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Areas of Concern

(A) 10th Street and Parriott Street intersection looking east

(B) Looking east on Parriott Street

(C) Large concrete area by bus garage and school

(D) Railroad crossing on T25

Aplington
Transportation Inventory

RITLAND+KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FALSA & Samantha Price, ASLA
Intern: Amber Pearce
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Community Concept Plan

During the Design Workshop Open House, residents were encouraged to come learn about the Community Visioning process, the analysis that had been done, and what enhancements the Aplington Community Visioning Committee chose during the programming exercise. Residents had an opportunity to review the analysis boards provided by Iowa State University, interact with the design team, and leave feedback on the projects. The open house was an essential part of the process for the design team to better understand and finalize conceptual ideas based on the community's desires.

Many residents of all ages expressed interest in recreational walking and had the opportunity to draw the routes they frequent or wish to utilize safely in the form of a walking trail. From this activity, the design team was able to highlight priority sidewalk improvements and the desired route for a designated walking trail. The creation of the desired walking trail loops on the east and west sides of town correlated with the residents' expressed interest in being able to walk for exercise. These trails could be linked via Gray Street using existing and proposed sidewalks as seen on Pedestrian Connections, board 7.

Developing way-finding signage for Aplington can help residents and visitors find destinations in town, such as the swimming pool or City Park. Additionally, signage can help with "branding" of the community and create a cohesive palette using the same logo and colors for signage.

City Park improvements capitalize on accessibility and circulation. Proposed sidewalks in the park connect to the existing features, providing a smooth paved surface that creates better access for all users.

The proposed safety enhancements are located at two intersections in town, but the safety techniques could be implemented at other troublesome intersections where drivers and pedestrians have identified. Increasing visibility at Parriott Street and 10th Street will make the intersection easier to navigate for both pedestrians and vehicles. Add pedestrian signage at the intersection alerts oncoming traffic that a pedestrian crossing is present. The Gray and 10th Street intersection has a large amount of undefined pavement and a stop sign that is not located where a driver would easily spot it. Distinguishing the roadway from the parking area by using painted lines and moving the stop sign will aid in creating a more comfortable experience for all.

Concept Overview

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Comments from residents during the Design Workshop about what they would like to see in Aplington

City Park Improvements, board 9

Way-finding & Signage, board 8

Pedestrian Connections, board 7

Aplington
Concept Overview

RITLAND+KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FASLA, & Samantha Price, ASLA
Intern: Amber Pearce
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Trail Master Plan

Aplington residents have expressed interest in wanting a trail in town. The nearest designated recreational trail is the Rolling Prairie Trail, which is 17 miles away. Creating a trail in Aplington would give residents access to a wide, smooth pathway for increased mobility and recreational activities such as walking and biking.

There are two areas with exceptional potential for trails on the east and west sides of town. The west trail route would be around the Aplington Recreation Complex, and the east trail route would be around Maple Manor Village and the soccer practice fields. The west trail route is 1.3 miles and the east is 0.6 miles for a combined total of approximately two miles.

Existing and proposed sidewalks (reference: Pedestrian Connections, 7) along Nash Street and Parriott Street would help connect both trail routes. Additionally, a potential trail route along Gray Street with proposed sidewalks along 6th Street and Howard Street would connect the school to the east and west trail routes.

In addition to trail amenities, tree plantings can greatly enhance the users experience adding to the overall ambiance of the trail. Trees provide shade, creating the opportunity for users to escape the sun during hot summer months. When choosing trees, it is important to select a diverse range of species to ensure the longevity of a healthy living environment. More information about tree diversity can be found at: www.treesforever.org.

Existing conditions on the west side of the Recreation Complex looking south

Proposed trail on the west side of the Recreation Complex looking south

Trail Master Plan

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West Trail Loop: *Proposed trail around the existing Aplington Recreation Complex with proposed sidewalks to improve connection and circulation.*

East Trail Loop: *Proposed trail around Maple Manor Village and the soccer practice fields.*

Existing conditions on the west side of the Recreation Complex looking south

Proposed trail on the west side of the Recreation Complex looking south

Trails Benefit from Trees

In addition to trail amenities, tree plantings can greatly enhance the users experience adding to the overall ambiance of the trail. Trees provide shade, creating the opportunity for users to escape the sun during hot summer months. When choosing trees, it is important to select a diverse range of species to ensure the longevity of a healthy living environment. More information about tree diversity can be found at www.treesforever.org.

Aplington
Trail Master 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

Iowa's Living Roadways community visioning

Trail Master Plan - Opinion of Probable Cost

The following cost opinion is based on estimated material quantities and contracted installation prices. Project costs can decrease with donated materials, reduced cost materials, and volunteer labor. All quantities are estimated and a site survey should be conducted prior to implementation to verify quantities shown in the cost opinion. The design team suggests pricing equipment from several sources to ensure you get competitive pricing.

Abbreviations used in the following cost opinion include:
CY = cubic yard SF= square feet EA = each

Trail Master Plan	QTY	Unit	Unit Cost	Subtotal
West Loop 10' Wide Trail				
Excavation	2,496	CY	$14.00	$34,944.00
4" PCC w/ 6" gravel	80,844	SF	$8.50	$687,174.00
Lawn/Seed Mix & Prep (2' each side)	32,338	SF	$0.15	$4,850.70
Amenities*				
Bench	6	EA	$1,500.00	$9,000.00
Solar Pedestrian Lighting	5	EA	$3,500	$17,500
Tree Plantings	10	EA	$350.00	$3,500.00
*Amenity quantities are estimates only. The visioning committee may elect to increase or decrease the amount of amenities shown on each trail.			**Subtotal**	**$756,968.70**
			Contingency (10%)	$75,696.87
			Mobilization (5%)	$3,784.84
			Design/Engineering (15%)	$113,545.31
			TOTAL	**$949,995.72**

Trail Master Plan	QTY	Unit	Unit Cost	Subtotal
East Loop 10' Wide Trail				
Excavation	979	CY	$14.00	$13,704.88
4" PCC w/ 6" gravel	31,717	SF	$8.50	$269,594.50
Lawn/Seed Mix & Prep (2' each side)	12,689	SF	$0.15	$1,903.35
Amenities*				
Bench	4	EA	$1,500.00	$6,000.00
Solar Pedestrian Lighting	5	EA	$3,500.00	$17,500.00
Tree Plantings	10	EA	$350.00	$3,500.00
*Amenity quantities are estimates only. The visioning committee may elect to increase or decrease the amount of amenities shown on each trail.			**Subtotal**	**$308,702.73**
			Contingency (10%)	$30,870.27
			Mobilization (5%)	$15,435.14
			Design/Engineering (15%)	$46,305.41
			TOTAL	**$401,313.54**

Design Expertise Recommended

Projects may require help beyond the capability of the Aplington Visioning Committee or available city staff. For this improvement project, the visioning committee should expect to engage the services of a landscape architect, surveyor, and civil engineer.

Proposed West Loop Trail

500 FEET NORTH

Proposed East Loop Trail

250 FEET NORTH

Pedestrian Connections

During the design workshop, residents were asked to draw out their preferred walking routes within the community. Many residents chose the same routes, which aided in deciding where the focus for sidewalk improvements could be within Aplington. The west loop trail was the overall favorite for residents eager to add a recreation trail in town. Other popular destinations in Aplington include the Aplington Elementary and Aplington-Parkersburg Middle School, City Park, and Parriott Street, which is Aplington's downtown business area. The primary focus for sidewalk improvements to connect to these common destinations and the proposed recreational trail should occur on Nash Street, which was also the most popular existing walking route for residents. Residents would like to see updated sidewalks, pedestrian lighting, and additional sidewalks on Nash Street to connect to the proposed east and west trail loops.

Pedestrian Connections - Opinion of Probable Cost

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Abbreviations used in the following cost opinion include:
CY = cubic yard LN= linear feet SF= square feet EA = each
TBD = to be determined

Pedestrian Connections	QTY	Unit	Unit Cost	Subtotal
Sample Block				
Excavation	11	CY	$14.00	$154.00
4" PCC w/ 6" gravel	350	LN	$12.00	$4,200.00
Lawn/Seed Mix & Prep (2' each side)	700	SF	$0.15	$105.00
Amenities				
Pedestrian Lighting*	TBD	EA	$3,000	TBD
ADA Curb Ramps & Warning Panels	2	EA	$950.00	$1,900.00
			Subtotal	**$6,359.00**
			Contingency (10%)	$635.90
			Mobilization (5%)	$317.95
			Design/Engineering (15%)	$953.85
			TOTAL	**$8,266.70**

*Sample Block is one side of a 350 foot residential block.
**Residents are interested in pedestrian lighting on Nash Street. The spacing of the lighting depends on the height of the lighting that is chosen, therefore the quantity is to be determined.

Design Expertise Recommended

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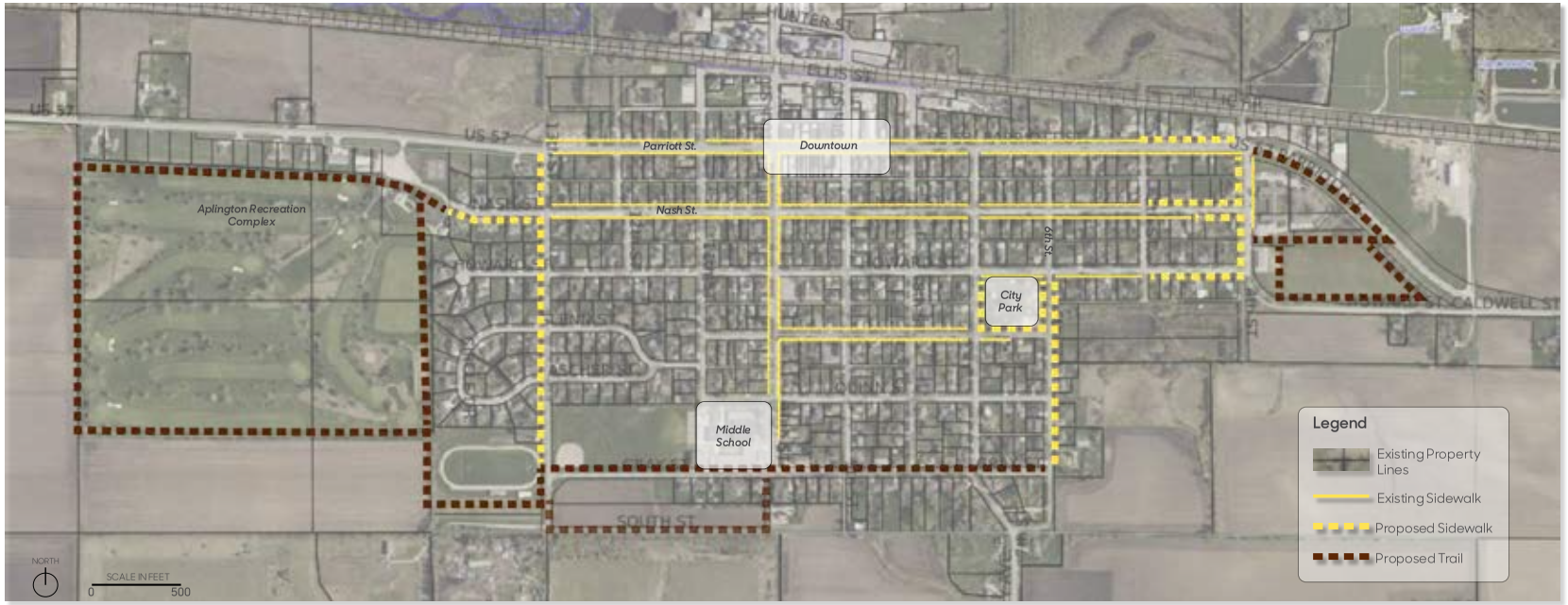

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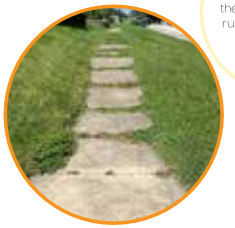
"...we walk on the streets and not usually the sidewalks... [because] sidewalks are cracked and not good...and there [are] not sidewalks everywhere."

(reference: What People Said, 3b)

Existing sidewalk conditions on Nash Street



"We do have a lot of active families. I mean, there's a lot of people running and walking the streets."

(reference: What People Said, 3b)

Aplington
Pedestrian Connections

RITLAND+KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FASLA, & Samantha Price, ASLA
Intern: Amber Pearce
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Way-finding & Signage

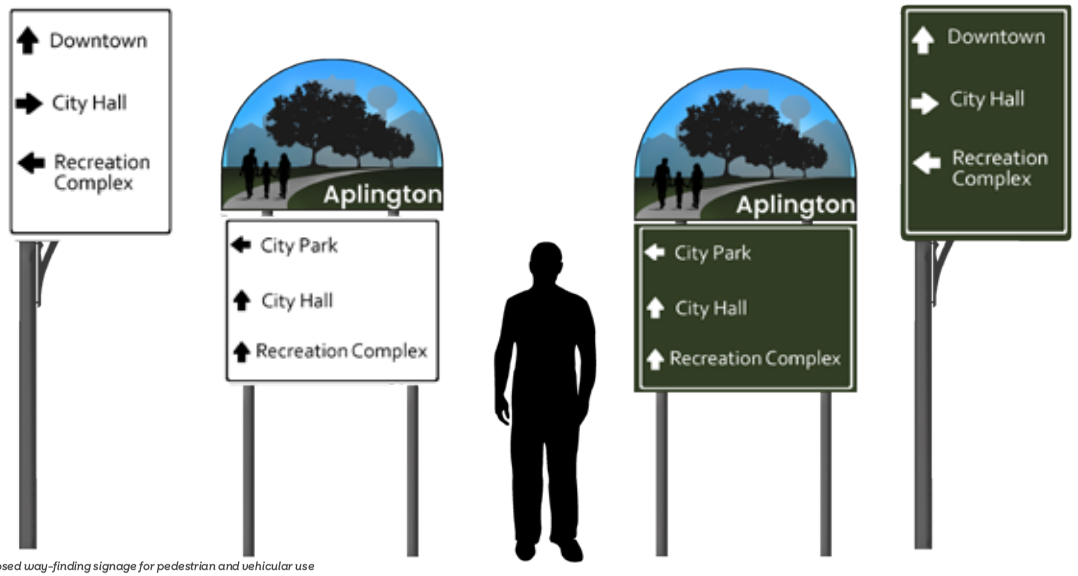
The Aplington Community Visioning Committee expressed the desire to update the existing community logo and refresh the signage. The existing community logo is quite detailed and some design workshop participants felt it was outdated. Simplifying the logo and using it in a consistent element for all signage will create more straightforward and cohesive branding for the community.

Using the proposed updated logo, the design team created a palette of way-finding signage that the community can use to showcase various destinations. Way-finding signage could help people locate the destinations in Aplington and let visitors know what the community has to offer.

The committee mentioned the desire for a new town catchphrase that better portrays Aplington. The existing phrase on the entrance signage is, "Northeast Iowa's best-kept secret" and the design team is proposing, "A Place to Call Home," to capitalize on what a great community Aplington is in which to live and raise a family. This re-branding hopefully tells visitors that Aplington is a great destination for people to feel comfortable and build lifelong memories with friends and family.

Proposed entry signage concept

Proposed destination signage



Proposed way-finding signage for pedestrian and vehicular use

Proposed entry signage concept

Proposed destination signage

Existing Aplington logo and phrase

Way-finding & Signage

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Aplington
Way-finding & Signage

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Intern: Amber Pearce
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Way-finding & Signage - Opinion of Probable Cost

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TBD = to be determined EA = each

Way-finding & Signage	QTY	Unit	Unit Cost	Subtotal
Entry Signage	TBD	EA	$10,000	TBD
Pedestrian-scaled Directional Signage				
One Destination	TBD	EA	$1,500.00	TBD
Two Destinations with Decorative Cap	TBD	EA	$2,500.00	TBD
Three Destinations	TBD	EA	$2,500.00	TBD
Vehicular-scaled Directional Signage				
One Destination	TBD	EA	$1,500.00	TBD
Two Destinations	TBD	EA	$2,500.00	TBD
Three Destinations	TBD	EA	$3,500.00	TBD

Design Expertise Recommended

Projects may require help beyond the capability of the Aplington Visioning Committee or available city staff. For this improvement project, the visioning committee should expect to engage the services of a landscape architect, graphic designer, and signage company.


Aplington
A Place to Call Home


Aplington
City Park


Downtown
City Hall
Recreation Complex


Aplington
City Park
City Hall
Recreation Complex


Aplington
City Park
City Hall
Recreation Complex


Downtown
City Hall
Recreation Complex

City Park Improvements

Aplington's City Park is located three blocks south of Parriott Street, the main route through town. The park is a location for many Aplington events, such as Aplington Days, summer movie nights, and holiday celebrations. Most existing features within the park could benefit from adding sidewalks to improve accessibility.

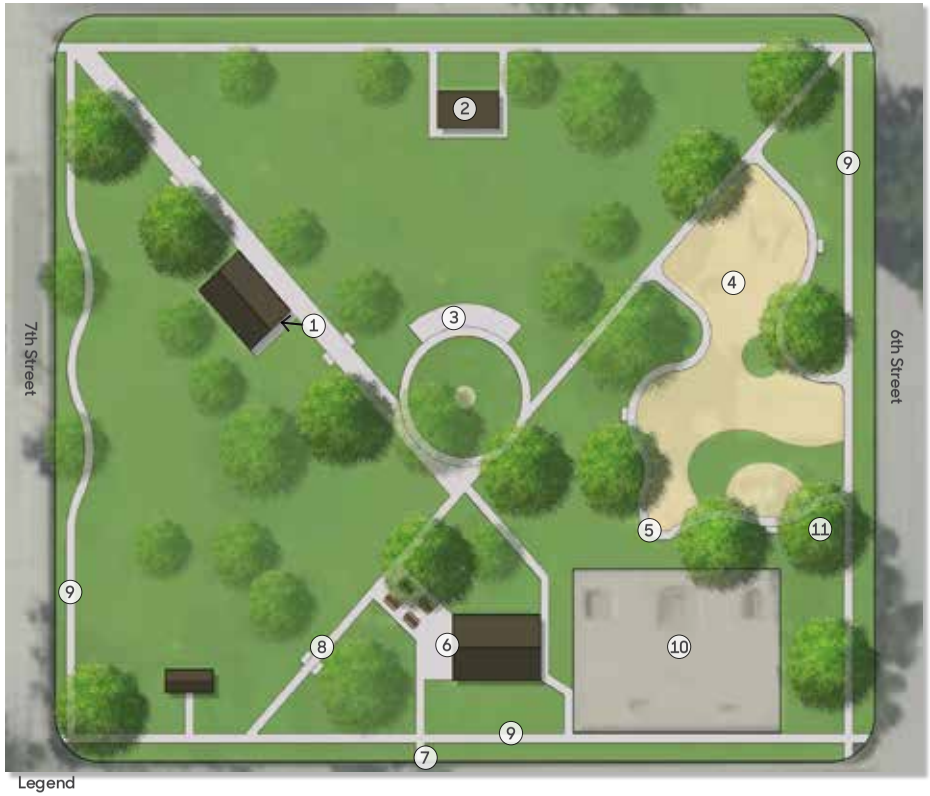
Widening the adjacent sidewalk and adding a ramp on the south side to allow individuals with limited mobility to gain access to the shelter. The addition of sidewalks to create a paved circulation route connecting the park's amenities could make the park more accessible. The design team has proposed a patio area for tables and seating on the west side of the shelter house. The design committee suggested adding a curb cut and handicapped parking on Caldwell Street near the shelter.

The addition of sidewalks around the stage can improve accessibility for stage users but a ramp to the stage would be needed to fully make this area accessible to all. A hard-surfaced seating area within viewing distance of the stage will allow residents to enjoy the park celebrations and keep them off the grass, which is problematic for individuals with mobility issues.

The current playground has multiple individual areas with aging playground equipment and pea gravel. The team design proposes combining the different spaces into a more cohesive playground area with engineered wood-fiber mulch, which is easier to walk on and a better safety surface. A sidewalk around the playground allows for circulation around the entire area for wheelchairs or strollers and provides places for seating. A sidewalk around the playground area can also be valuable to parents or guardians who want to be mobile but want to stay close for child supervision.

The existing shelter is not easily accessible

A proposed sidewalk with a ramp provides access to the shelter and areas for accessible benches



Legend

1. *Existing shelter with proposed widened sidewalks and ramp*
2. *Existing stage with proposed sidewalk connection from existing sidewalk*
3. *Proposed hard-surface seating area for viewing the stage*
4. *Proposed playground equipment updates with engineered wood-fiber mulch safety surfacing*
5. *Proposed sidewalk with benches around playground*
6. *Existing enclosed shelter with proposed hard-surface exterior gathering area with picnic tables*
7. *Proposed on-street persons with disabilities parking*
8. *Proposed sidewalks to park amenities with benches*
9. *Proposed sidewalks on exterior of park*
10. *Existing skate park*
11. *Proposed tree plantings*

City Park Improvements

Aplington's City Park is located three blocks south of Parriott Street, the main route through town. The park is a location for many Aplington events, such as Aplington Days, summer movie nights, and holiday celebrations. Most existing features within the park could benefit from adding sidewalks to improve accessibility.

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The existing shelter is not easily accessible

1 *A proposed sidewalk with a ramp provides access to the shelter and areas for accessible benches*

Aplington
City Park Improvements

RITLAND+KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FASLA, & Samantha Price, ASLA
Intern: Amber Pearce
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

City Park Improvements - Opinion of Probable Cost

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LS = Lump Sum

City Park Improvements	QTY	Unit	Unit Cost	Subtotal
4' Sidewalk				
Excavation	341	CY	$14.00	$4,770.37
4" PCC w/ 6" gravel	11,040	SF	$8.50	$93,840.00
Lawn/Seed Mix & Prep (2' each side)	11,040	SF	$0.15	$1,656.00
Playground				
Engineered wood-fiber mulch	7,415	SF	$2	$14,830
New Playground Equipment	TBD	TBD		
Amenities				
Handicap Parking Only Sign	1	LS	$500.00	$500.00
Updated Park Sign	1	LS	$1,500.00	$1,500.00
Bench Pads	178	SF	$8.50	$1,513.00
Bench	10	EA	$1,500.00	$15,000.00
Tree Plantings	13	EA	$350.00	$4,550.00
ADA Curb Ramps & Warning Panels	4	EA	$950.00	$3,800.00
Pedestrian Lighting*	TBD	EA	$3,000	
*Conducting a light study in the park would help analyze the existing lighting to determine whether or not the park could benefit from light enhancements.			**Subtotal**	**$141,959.37**
			Contingency (10%)	$14,195.94
			Mobilization (5%)	$7,097.97
			Design/Engineering (15%)	$21,293.91
			TOTAL	**$184,547.18**

Design Expertise Recommended

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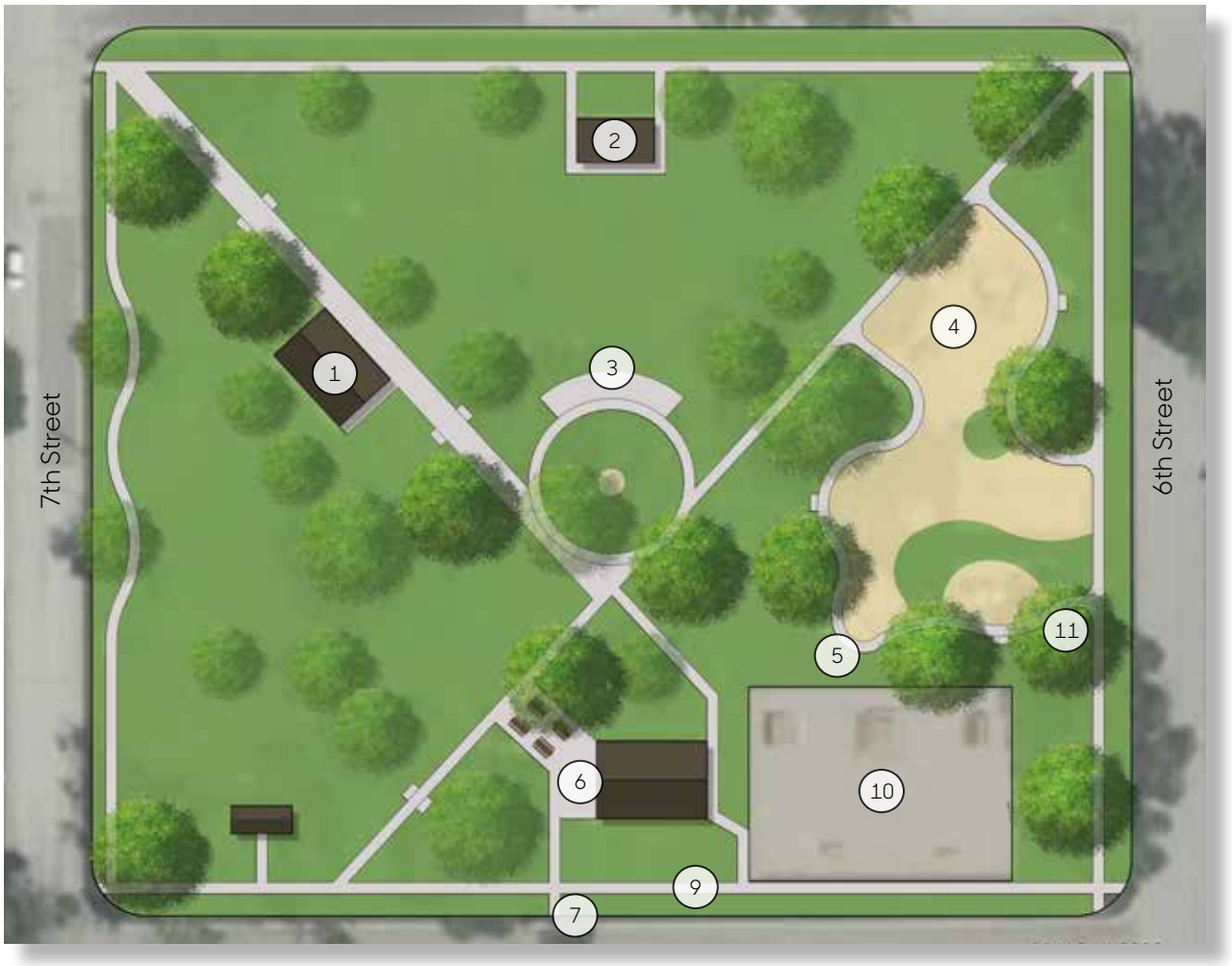

1. Existing shelter with proposed widened sidewalks and ramp
2. Existing stage with proposed sidewalk connection from existing sidewalk
3. Proposed hard-surface seating area for viewing the stage
4. Proposed playground equipment updates with engineered wood-fiber mulch safety surfacing
5. Proposed sidewalk with benches around playground
6. Existing enclosed shelter with proposed hard-surface exterior gathering area with picnic tables
7. Proposed on-street persons with disabilities parking
8. Proposed sidewalks to park amenities with benches
9. Proposed sidewalks on exterior of park
10. Existing skate park
11. Proposed tree plantings

Intersection Safety Enhancements

Intersection Safety Enhancements at 10th Street and Gray Street Intersection

The steering committee discussed issues with Gray Street and the existing bus barn created by a large area of undefined pavement where the bus barn driveway, parking for the adjacent school, and a large school drop-off zone are merged. In addition, the stop sign is set back from the road on Gray Street heading west, further complicating this busy intersection. The design team is recommending defining the different areas using painted lines. A painted or curbed island on Gray Street to separate the road from the bus barn property and to allow for the stop sign to be moved closer to the road is also proposed.

Intersection Safety Enhancements at 10th Street and Parriott Street Intersection

Parriott Street through Aplington is a busy four-lane road that converts back to two-lanes as you leave the community. Parriott Street is also Aplington's business district with a need for additional pedestrian-oriented safety improvements. Visibility issues were a prominent concern throughout the visioning process. For example, cars parked on Parriott Street hinder visibility, (Emerging Themes, 3c). "If you're coming from the north to the south on 10th Street to Parriott, you can't see a semi coming from the west. You pull up to the stop sign, all the sudden, here comes a semi..."(What People Said, 3b). The community has already installed bump-outs at the intersections of 10th and 9th Streets, which reduces the length pedestrians must walk to get across the street.

The design team is recommending highly visible crosswalks and a yield-to-pedestrians sign in the center lane at the 10th Street intersection, but these tactics could be implemented at additional intersections in town as needed. During the analysis process and many discussions regarding transportation issues within the community, the intersection of 10th Street and Parriott Street was brought up multiple times due to poor visibility when you are turning onto Parriott Street. The design team is recommending moving the existing handicapped parking stall one space to the east to create a larger area of visibility. Creating a larger triangle of sight could help vehicles as they are maneuvering the turn onto Parriott Street heading east from both directions.

Intersection Safety Enhancements at 10th Street and Gray Street Intersection

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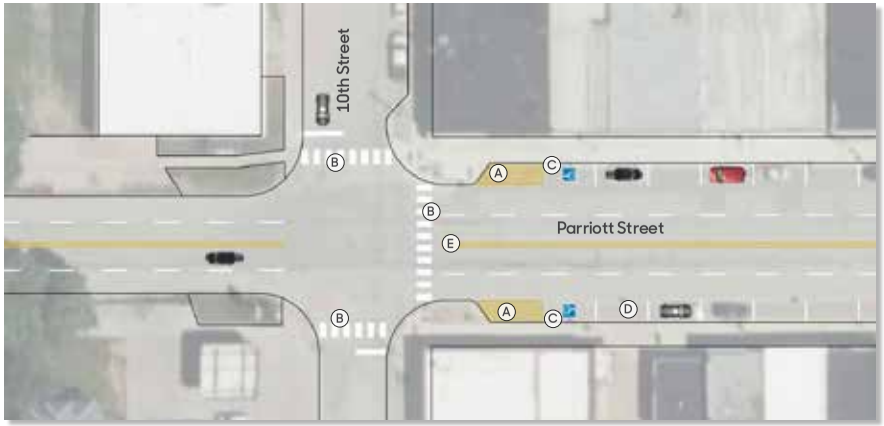
Legend

1. *Aplington-Parkersburg Middle School & Aplington Elementary*
2. *Existing parking*
3. *Proposed painted lines differentiating parking area from street*
4. *Existing bus barn*
5. *Proposed painted lines differentiating bus barn area from street*
6. *Proposed relocation of stop sign to increase visibility from Gray Street*

Legend

- A *Proposed removal of parking stall*
- B *Proposed highly visible crosswalk*
- C *Proposed handicapped parking stall*
- D *Existing parallel parking*
- E *Proposed pedestrian yield sign*



Intersection Safety Enhancements at 10th Street and Parriott Street Intersection

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Existing view on 10th Street looking east to Parriott Street

Proposed enhancements include highly-visible crosswalks, yield to pedestrian signage in the center of the road, and the elimination of the parking spot closest to the intersection

Aplington
Intersection Safety Enhancements

RITLAND+KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FASLA, & Samantha Price, ASLA
Intern: Amber Pearce
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Intersection Safety Enhancements – Opinion of Probable Cost

The following cost opinion is based on estimated material quantities and contracted installation prices. Project costs can decrease with donated materials, reduced cost materials, and volunteer labor. All quantities are estimated and a site survey should be conducted prior to implementation to verify quantities shown in the cost opinion. The design team suggests pricing equipment from several sources to ensure you get competitive pricing.

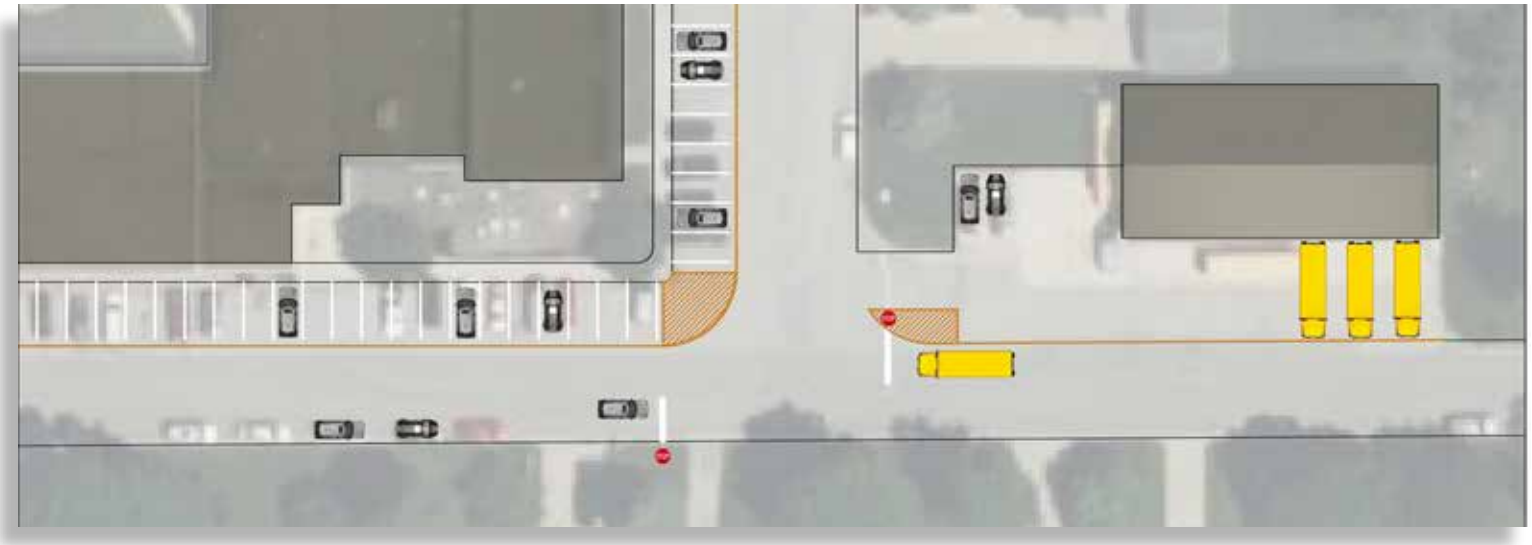
Abbreviations used in the following cost opinion include:
LN= linear feet EA = each

Interesection Safety Enhancements	QTY	Unit	Unit Cost	Subtotal
Parriott Street & 10th Street				
Highly Visible Crosswalks	3	EA	$1,000.00	$3,000.00
Pavement Marking	248	LF	$3.00	$744.00
			Subtotal	**$3,744.00**
Gray Street & 10th Street				
Relocate Stop Sign	1	LS	$500.00	$500.00
Pavement Markings	872	LF	$3.00	$2,616.00
			Subtotal	**$2,616.00**

Design Expertise Recommended

Available city staff should be able to perform this work. If city stall is not available, the visioning committee can expect to engage the services of a contractor to perform the work.

10th Street and Gray Street Intersection



10th Street and Parriott Street Intersection

Implementation Strategies

The Visioning Program is just the beginning of the planning process for implementation of projects that will contribute to an enhanced quality of life in Aplington. Although there is much value in data gathering, analysis, conclusions and recommendations, the greatest value is providing the residents of Aplington with the opportunity to look at their community from different perspectives and to motivate future positive change. It is the design team's intent to provide the community with a framework for significant future development and enhancement of community resources. It is recommended that projects be approached individually, keeping in mind some may occur at the same time or may require phasing to be completed. Short term projects are those that can be more easily accomplished or address safety issues. Long range projects will need to be implemented based on available funds and agreements with private landowners. Based on the strategy that early success builds momentum, we recommend the first projects be those that can be more easily accomplished and be highly visible.

Where to Start: The design team is recommending pedestrian and vehicular safety improvements be addressed first through the use of pavement markings deliniating the road from the bus barn driveway and parking area near the middle school. This project can also include the relocation of the stop sign on Gray Street. This is a great first project as it is inexpensive and enhances the pedestrian and vehicular safety of the area significantly.

Pedestrian Connections: The design team recommends beginning fundraising immediately for the walking trail projects since this project was the committee's top project. The updated sidewalks throughout the community can be phased as time and resources allow. These important routes consist of routes students would use to get to school and routes everyone in the community can use to get to popular destinations.

Way-finding and Signage: This project will need additional assessment deciding what destinations Aplington wants to promote and where the best locations will be for signage. The design team recommends determining what existing signs could be replaced with the new signage and logo as the first phase of the project. Additional signs can be added as the committee determines what destinations they'd like to promote.

Intersection Safety Enhancements: The design team recommends the Gray and 10th Street intersection as the first project implemented through the community visioning process. This project is relatively low cost and will be highly visible. The 10th and Parriott Street safety improvements should be handled as funding allows. This intersection was deemed unsafe for pedestrians by the community. This project should be a priority for the committee as funding allows.

City Park Improvements: City Park Improvements will likely be a long-range goal. The design team recommends focusing on the implementing the sidewalks throughout the park as the first step. This improvement greatly impacts the way residents will be able to use the park and could be implemented in phases without impacting the entire park. A great place to start is the sidewalks around the park as they tie into the overall sidewalk system throughout the community. Widening the sidewalk on the northwest corner of the park to the center could be the next phase as this would allow the park shelter to be accessible to everyone. Additional sidewalk improvements could occur as time and funding allow. The design team recommends more community outreach occur to discuss new playground equipment and what would work best for the community. The design team suggests researching playground equipment that is inclusive and offers challenges for a range of abilities.

Available Resources

There are many creative ways that communities can raise the resources necessary to fund and implement projects. The following list is a compilation of various sources and opportunities for funding the projects conceptualized during the visioning process. This list is not all-inclusive; it is meant to serve as a tool to assist in brainstorming ideas.

Funding Opportunities

- Grants
- Partnerships (private and public)
- Trusts and endowments
- Fund-raising and donations
- Memorials
- Volunteer labor
- Low-interest loans
- Implementation of project in phases

Funding Sources

- Iowa Department of Transportation
- Iowa Department of Natural Resources
- Iowa Department of Education
- Iowa Department of Economic Development
- Utility companies
- Trees Forever

Grant Programs

- Alliant Energy and Trees Forever Branching Out Program
- Federal Surface Transportation Program (STP)

Grant Programs

- Iowa Clean Air Attainment Program (ICAAP)
- Iowa DOT/DNR Fund Iowa
- Iowa DOT Iowa's Living Roadways Projects Program
- Iowa DOT Living Roadways Trust Fund Program
- Iowa DOT Pedestrian Curb Ramp Construction Program
- Iowa DOT Statewide Transportation Enhancement Funding
- Iowa DNR Recreation Infrastructure Program
- Land and Water Conservation Fund
- National Recreational Trails Program
- Pheasants Forever
- Revitalization Assistance for Community Improvement (RACI) Grant Program
- State Recreational Trails Program
- Transportation Alternatives Program (TAP)

Appendix A

Refer to the full Community Project Funding Guide at:
TreesForever.org/Community-Project-Funding-Guide

Trees Forever Community Project Funding Guide

The following shows what categories are in the table of contents. Refer to the online guide which includes specific grants available for each category of the table of contents.

Table of Contents

Appendix B

Refer to the full IDOT funding guide at: http://www.iowadot.gov/pol_leg_services/funding-guide.pdf

Included in this appendix is the list of programs available, more information is located at the link above.

Guide to Transportation Funding Programs

of interest to local governments and others

In this document you will find information regarding state and federal programs that provide transportation project funding of interest to local governments and other entities. This information is intended to serve as a guide for preliminary funding searches. For more detail, we encourage you to contact the Iowa Department of Transportation (DOT) bureau listed for each program. (In some cases, the DOT district office or a Regional Planning Affiliation/Metropolitan Planning Organization is the recommended contact – maps and information for your area can be found beginning on page 73.)

As always, to help you find as many potential funding sources as possible, we have included some programs under more than one heading.

Notes:

- "Annual funding" or "available" amounts *exclude* any supplemental funding.
- Much of the program information herein will change due to the recently enacted Infrastructure Improvement and Jobs Act. As implementation details are released, those changes will be reflected in this guide.

December 2021

IOWA DOT

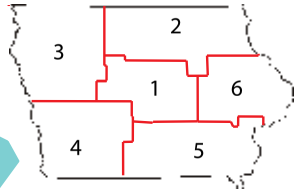
Contents

District Transportation Planners' Areas of Responsibility

Metropolitan Planning Organizations and Regional Planning Affiliations

IOWA DOT

November 2020



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