Colfax

Community Visioning Final Report and Feasibility Study | 2016

IOWA'S LIVING ROADWAYS

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Colfax Community Visioning
Final Report and Feasibility Study

RDG PLANNING • DESIGN

Prepared by:
RDG Planning & Design

Program Partners:
- Iowa Department of Transportation
- Trees Forever
- ISU Landscape Architecture
- ISU Extension Community and Economic Development

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RDG PLANNING ● DESIGN

Consultant History and Expertise

From our newest team members to the founding principals who began their practices in the 1960s, RDG Planning & Design is a multifaceted network of design and planning professionals. Diverse in knowledge and experience, we are united in the pursuit of meaning for our clients and ourselves. Officially formed in 1989 as the Renaissance Design Group Corporation and crafted to bring well established firms together into practice, our two business centers of RDG IA Inc. and RDG Schutte Wilscam Birge, Inc. create one distinct organization with the shared purpose of creating meaning together.

CREATE.

Creation is a result of every interaction with our clients and those they serve. Ultimately, we help create lasting relationships between people and the places they live and love.

MEANING.

We find meaning in relationships, and in people and the deep connections they have to their environments. When we find meaning, we achieve a deeper understanding of how to create the very best spaces to work, live, and play.

TOGETHER.

The most important member of our team is you. You know your needs better than anyone else, and you're the advocate for the effort because you'll love and care for your space long after we celebrate its completion.

Fifty years of dedication to success have taken us around the world. Today, our commitment to communication and technology allows us to engage our clients anywhere they may be from our offices in Omaha, Nebraska; Ames and Des Moines, Iowa; and Ft. Myers, Florida. We're free from boundaries and able to work on a regional, national, or global scale. Our interdisciplinary approach allows us to integrate our broad areas of expertise and apply the right team members to any given endeavor.

161 EMPLOYEES | **59** LICENSED PROFESSIONALS | **36** LEED APS | **64%** OF STAFF ARE STOCKHOLDERS

SERVICES:

- Architecture
- Art Studio
- Engineering
- Graphic Design & Multimedia
- Interior Design
- Landscape Architecture
- Lighting Design
- Strategic Facilities Planning
- Sustainability

MARKETS:

- College & University
- Community Planning
- Regional Planning
- Corporate
- Early Learning
- Government
- Healthcare
- K-12 Education
- Parks & Recreation
- Public Safety
- Restoration
- Senior Living
- Sports
- Urban Design
- Worship

Program Overview

The city of Colfax is one of 10 communities selected to participate in the 2016 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: Program initiation, needs assessment and goal setting, development of a concept plan, and 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 Colfax visioning committee identified a number of goals and priority areas during the visioning process, which are included below:
Highway 117 Corridor Improvements, Downtown Enhancements, Safe Routes to School and Recreational Trails, and F48/Old Highway 6 User Safety Improvements

Capturing the Colfax Vision
Based on the needs and desires of the local residents, as well as a detailed inventory of community resources, the design team developed a conceptual transportation enhancement plan. This plan, as well as the inventory information, is illustrated in the following set of presentation boards:

Program Overview
Bioregional Assessment (9 total)
Transportation Assets and Barriers Assessment (7 total)
Transportation Behavior and Needs Assessment (9 total)
Transportation Inventory and Analysis
Concept Overview
Highway 117 Corridor Improvements (1/2)
Highway 117 Corridor Improvements (2/2)
Downtown Enhancements (1/2)
Downtown Enhancements (2/2)
Safe Routes to School and Recreational Trails
F48/Old Highway 6 User Safety


Community Pre-Goal Setting Meeting


Community Pre-Goal Setting Meeting


Community Goal Setting Meeting


Community Goal Setting Meeting

Design Workshop

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Program Overview

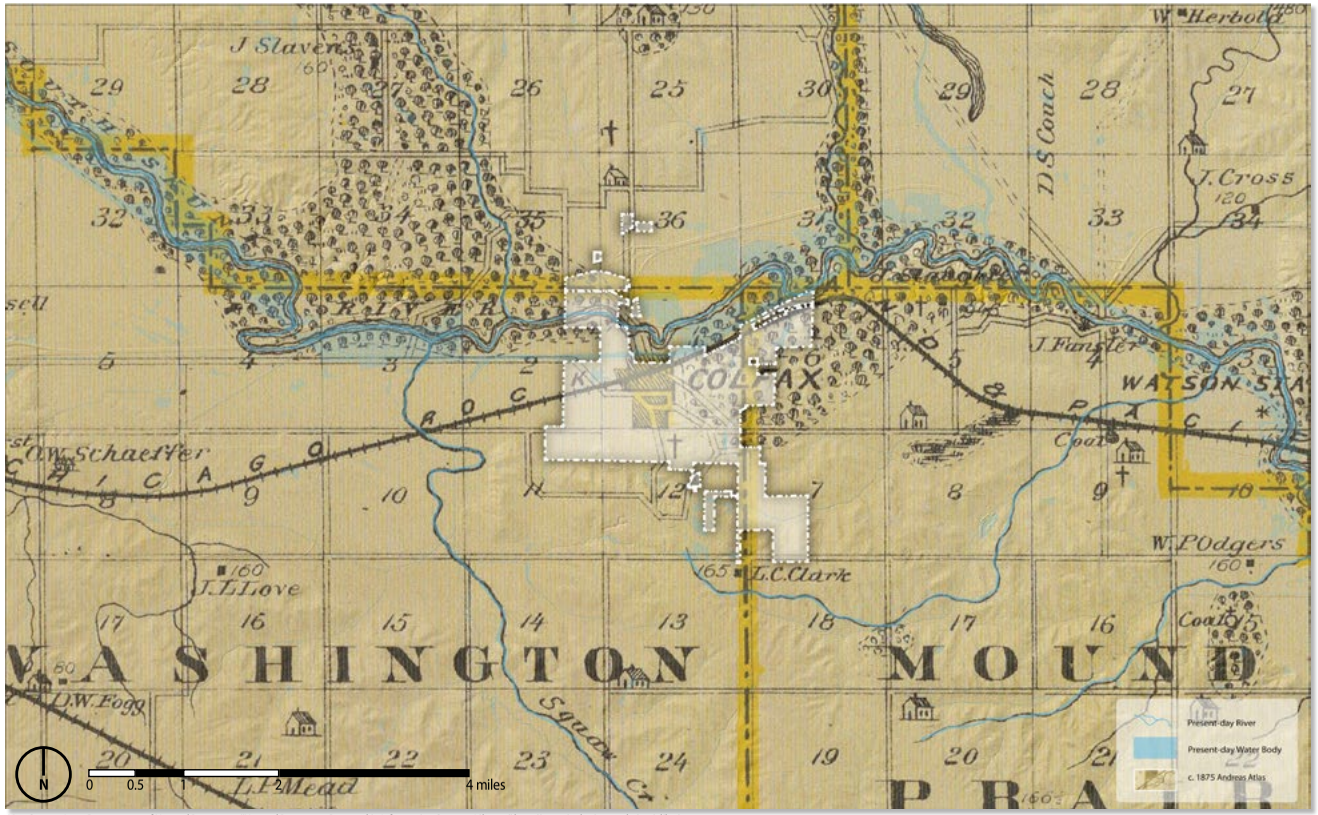
Landscape Architect and Intern: RDG Planning & Design - Bruce Niedermyer, PLA and Sara Davids

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

Settlement Patterns

During the 1800s, state atlases were one of the most underdeveloped branches of American cartography. Responding to that need, an entrepreneur named Alfred Andreas joined a group of former military associates to canvass and map counties in the state of Illinois. Using the experience he gained in Illinois, Andreas devised a plan to earn more money from mapping by subdividing the counties into smaller areas and producing more detailed maps. This idea led to Andreas' production of the Illustrated Historical Atlas of the State of Iowa – 1875, which had nearly 23,000 subscribers.

The historic atlas depicts useful information such as administrative boundaries, transportation routes, forest coverage, water bodies, cities, rural family settlements, and so on. Overlaying present-day city boundaries on Andreas atlas map reveals how far the city has expanded laterally over time. As with the historic vegetation map, map overlays can be used to reveal where remnant vegetative communities may still exist in the region.



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

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Iowa State University: Julia Badenhope, Sandra Oberbroeckling, Matthew Gordy, Jessica Adiwijaya, Miao Fangzhou, Anh Le, Katherine Gould, Evan Kay, Richard Garcia

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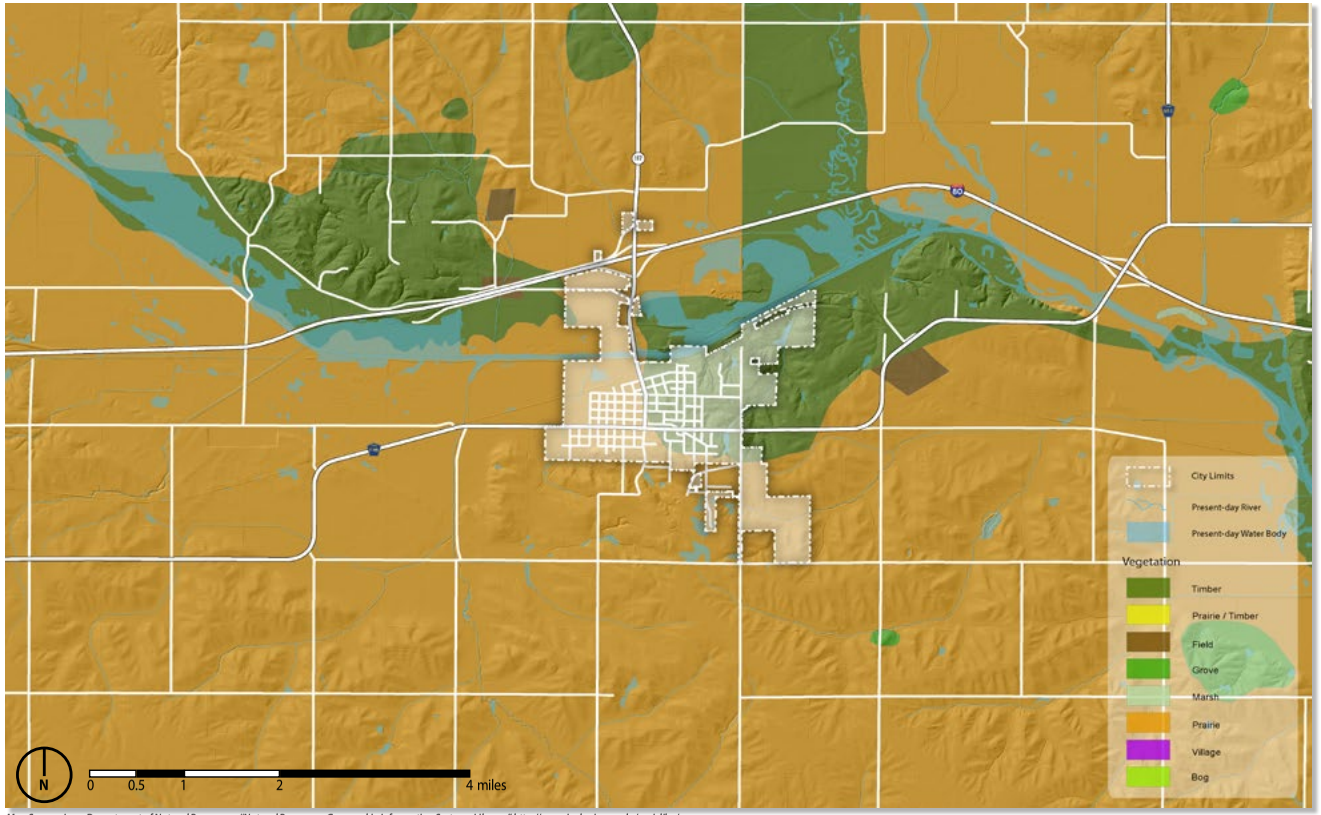
Historic Vegetation

Historic vegetation maps provide insight into vegetative patterns that existed within the landscape prior to significant disturbance associated with nonnative settlement. When combined with other maps that depict vegetative conditions from other eras, this map is helpful in predicting where pockets of native vegetation of various types may still exist. When considering future landscape restoration, the maps provide insight into what types of vegetation thrived historically and could thrive again.

The plant communities mapped by the United State General Land Office (GLO) surveyors varied in classification as time went on, and the extent of each surveyor's plant knowledge influenced how they classified vegetation. When faculty and students at Iowa State University interpreted the hand-drawn maps and notes to create a GIS map, they did not recategorize any vegetation types. For example, "slough" and "marsh" appear as separate map units, but both describe similar conditions herbaceous vegetation on perennially wet to partially flooded land. "Oak barrens," adjacent "timber," and "large expanses of timber" are also identified. "Oak barrens" undoubtedly referenced what is called oak savanna today. Oak savannas are frequently burned woodlands dominated by oak and hickory species with a unique, shade tolerant, prairie community beneath. "Timber" and "prairie," as used by the GLO, are catchall names that included many vegetation types. Examining water-table data can reveal hydraulic patterns that would have influenced what specific plant communities were present in vast areas of "timber" and "prairie."



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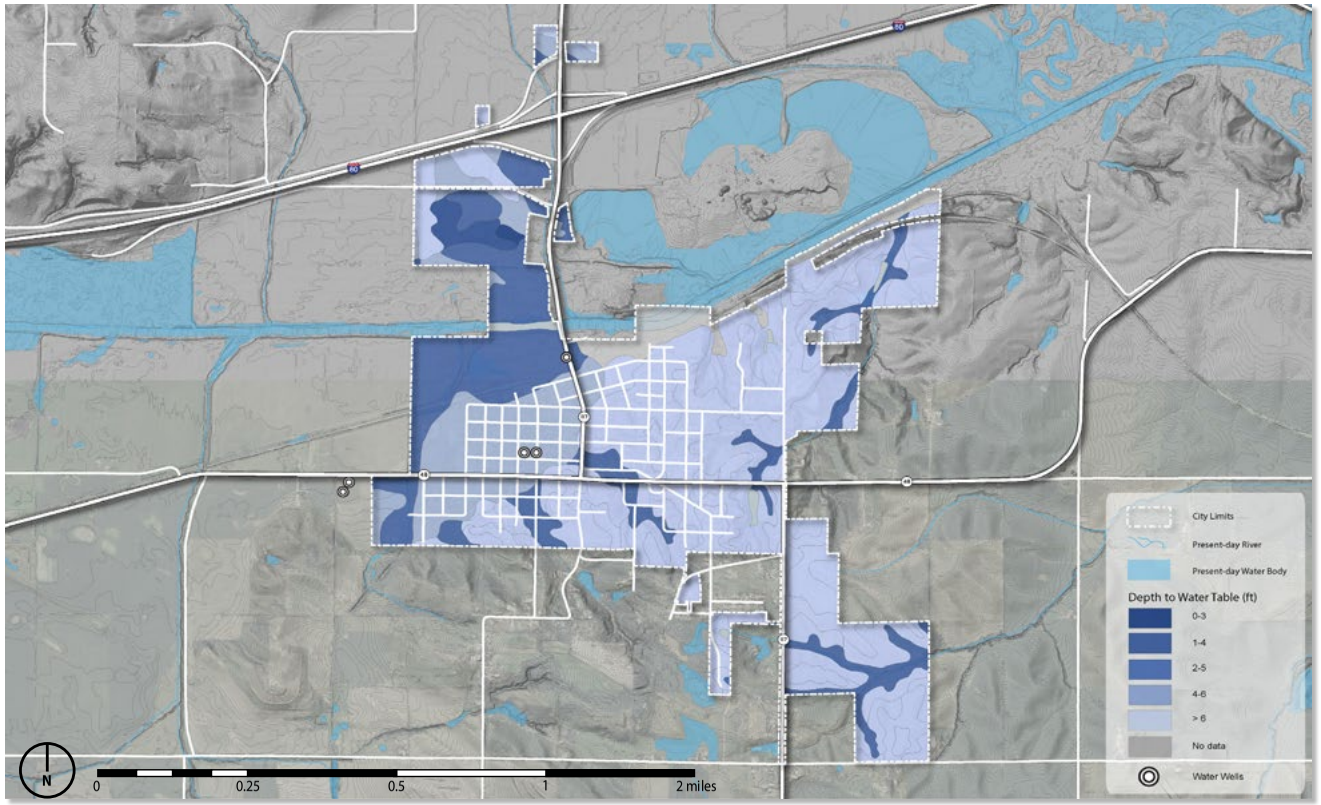
Depth to Water Table

The water table is a groundwater-saturated zone in the soil that becomes rivers, springs, and lakes when the water table reaches the surface. The water table generally mimics surface topography, but there are differences depending on the permeability and porosity of soils and bedrock in the area. The water-table depth is typically defined as a range because the depth is constantly changing with the seasons and the weather. For example, an area with a water-table depth ranging from one foot to three feet is closer to one foot below the surface after the spring snowmelt. Impermeable layers such as concrete also affect the water table by preventing precipitation from infiltrating into the soil and contributing to the subsurface water level. As a result, the water table is lower in those areas.

Prior to the significant landscape alterations caused by nonnative settlement, the water table was a driving factor that affected vegetation growth in the area. For example, historically a quaking aspen in the landscape would indicate that water is located not far below the surface. Today, quaking aspens are highly sought-after specimen trees and are found in many places they would not have existed historically.



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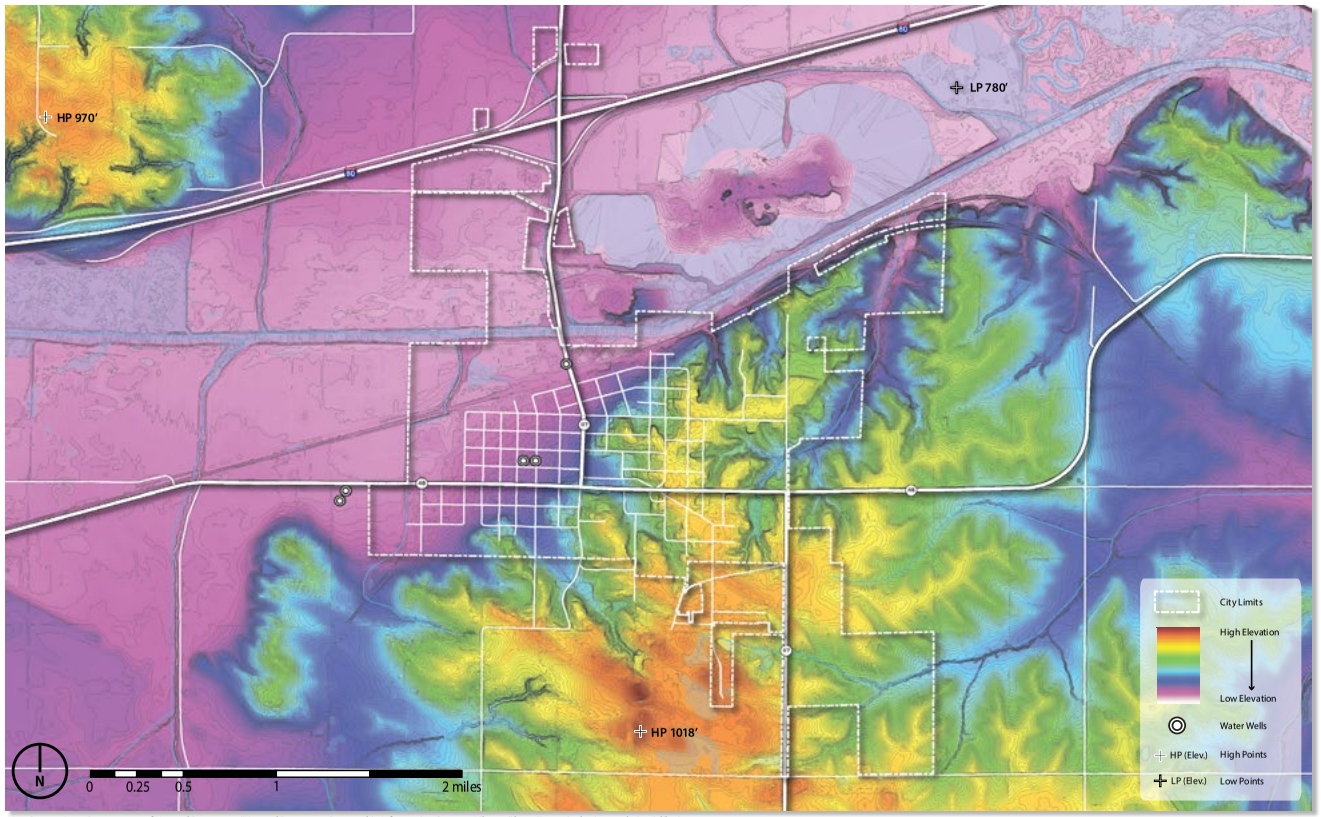
Elevation and Flow

The map to the left displays elevation using warm and cool colors. The warm colors represent higher elevations and the cool colors represent lower elevations. The elevation of the land and how quickly it changes greatly impacts many landscape systems. Areas where the color changes quickly signifies a high slope percentage, which can be a major barrier to transportation access and development.

The colorization also helps reveal the direction of surface runoff. In general, runoff will move from areas with warmer colors to the nearest area with a cooler color. Valleys where runoff is collected are easily identified because they appear as cool-colored veins surrounded by warmer colors.



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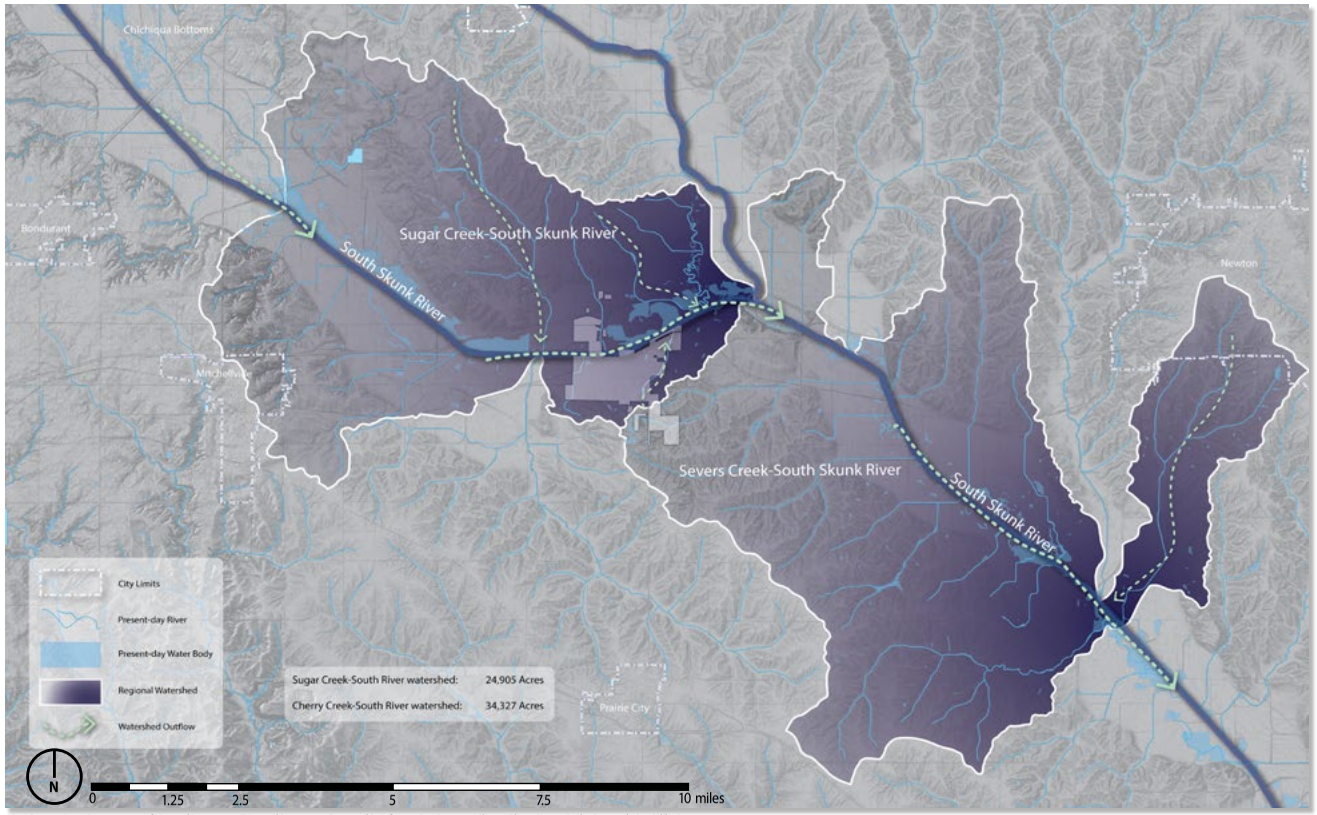
Regional Watersheds

Watersheds are expanses of landscape that are confined by the slope and elevation of the terrain. When in plan view, watershed boundaries show the extent of a drainage area that is flowing to a single outlet. The watershed boundary is defined by the highest ridgelines circling around to the outlet where water flows out of the watershed. The boundary determines whether precipitation is directed into one watershed or an adjacent watershed. It is important to consider scale when identifying and defining watersheds because they are nested features that can be examined at many scales. For example, many sub-watersheds that are smaller than a city block fit together like puzzle pieces to make a watershed encompassing an entire city or more. This puzzle hierarchy builds upward to watersheds that cover thousands of miles, such as the Mississippi River watershed.

Where a community lies within its watershed determines what capacity it has to manage large watershed issues. For example, a community located in a lowland floodplain will have little capacity to reduce the amount of water draining toward it from upland areas. That said, communities always have the power to reduce their contribution to the total runoff production for the watershed.



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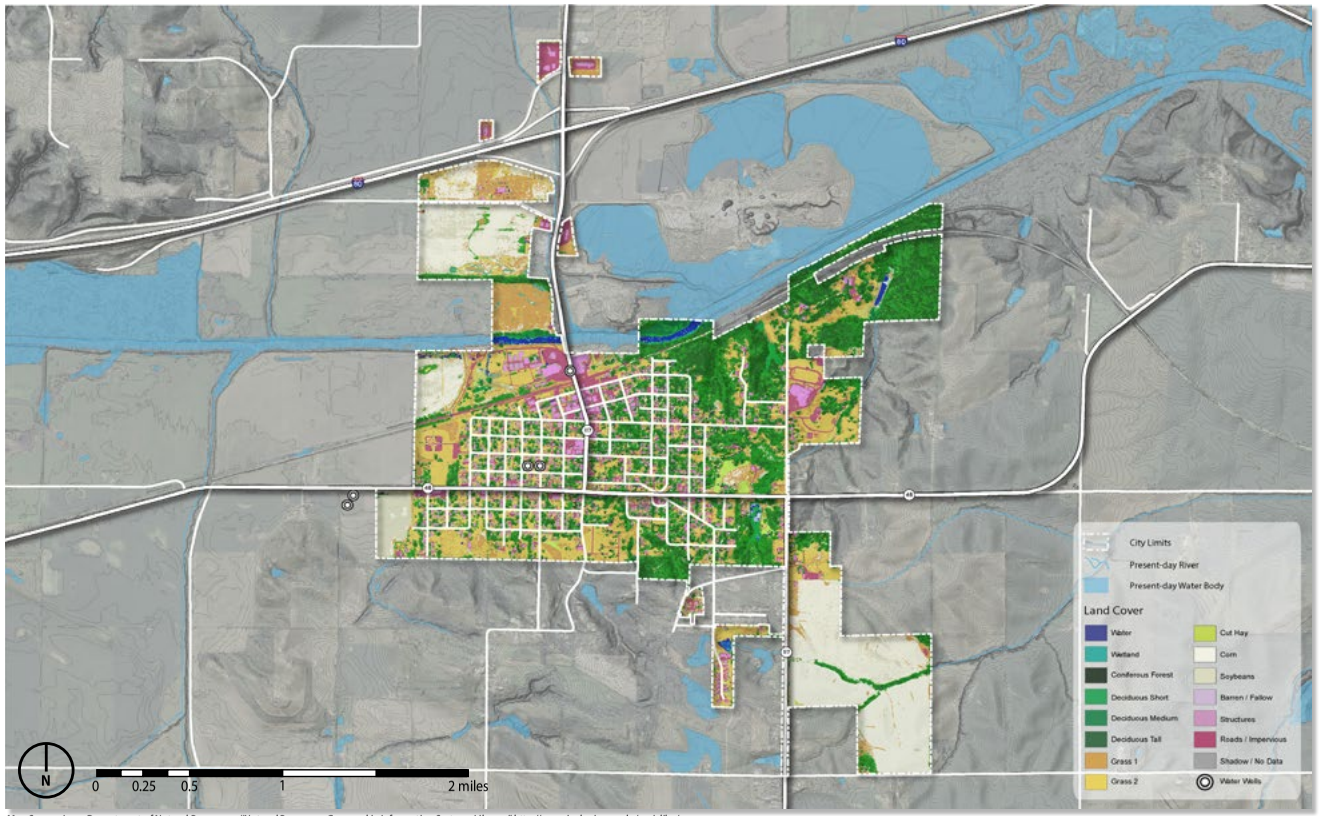
Present Day Land Cover

The land-cover map depicts both natural and man-made surfaces on the landscape based upon aerial imagery. The Iowa DNR created 15 unique classes for this dataset, including water, wetland, coniferous forest, deciduous forest (short, medium, tall), grass (type 1, type 2), cut hay, corn, soybeans, barren/fallow land, structures, roads/impervious, and shadow/no data. These classes are useful in clearly distinguishing different types of landscape features that would otherwise be diffcult to discern from an aerial photograph.

For example, the balance of pervious and impervious coverage is clearly evident because impervious areas are represented as pink or magenta. Large expanses of impervious surfaces can cause significant drainage issues without proper planning, because they prevent the infiltration of precipitation and provide little to no friction to slow precipitation that is running of the surface.



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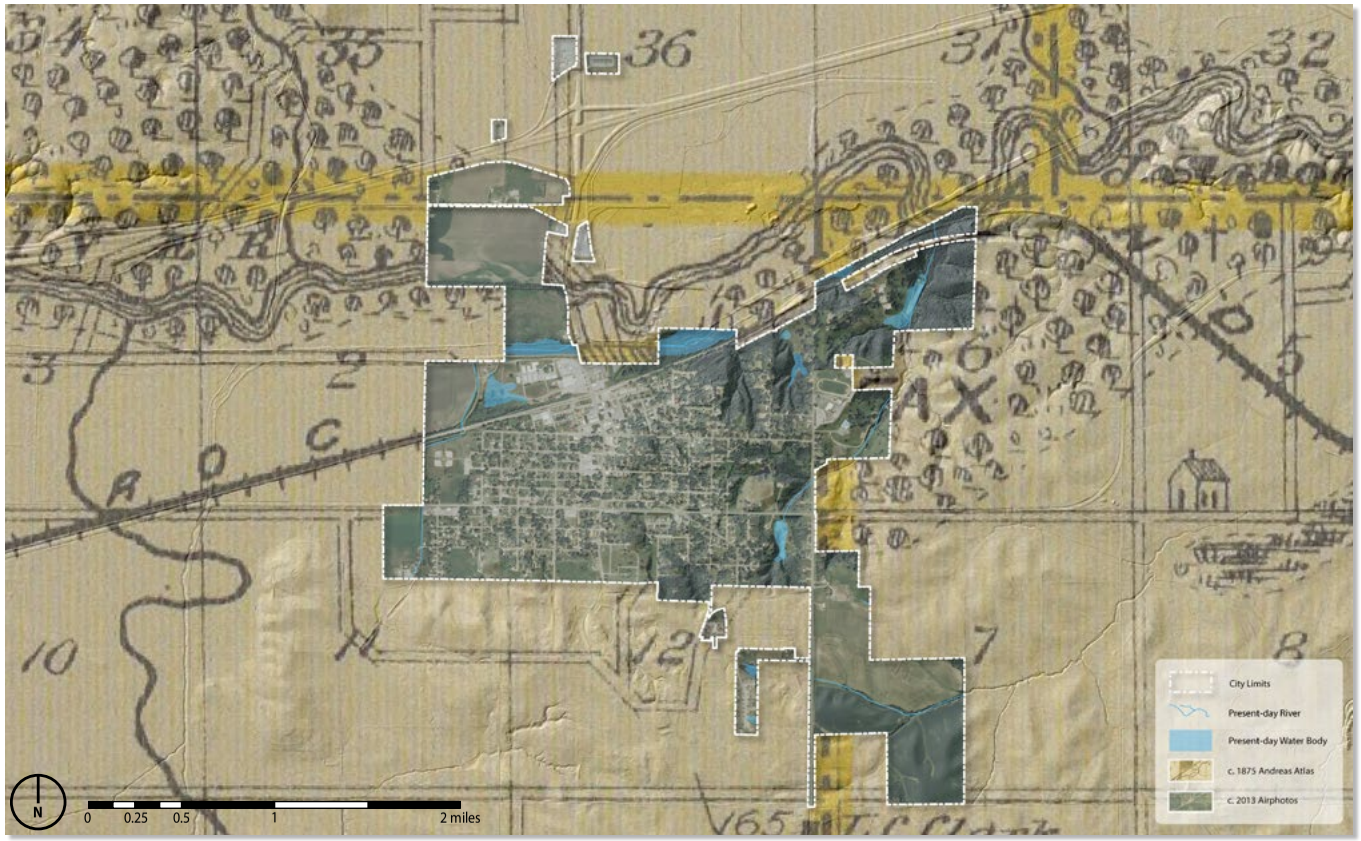
Present Day Vegetation

Overlaying a present-day aerial image on the historic, 1875 Andreas Atlas shows how management of the land over several decades has changed the locations of trees and other native vegetation in the landscape.

Interestingly, there are typically no tree markings in close proximity to most communities. Possible causes of this phenomenon are earlier harvesting of forest resources or the fact that community founders may have avoided wet areas. Today, most Iowa communities have a good amount of canopy coverage. Although trees may have been cleared during early settlement, the settlers would have replanted tree species that they found useful and pleasant, which eventually resulted in the establishment of urban forests. Those species would include trees that produce fruits and nuts, as well as others that provide wind protection and shade. These choices may explain the overplanting of maple species across the state. In addition to their pleasant appearance, most maples have a fast growth rate that quickly provides shade and wind protection, as well as the additional benefit of producing the sap required to make maple syrup.



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Strategies for Using Native Plants

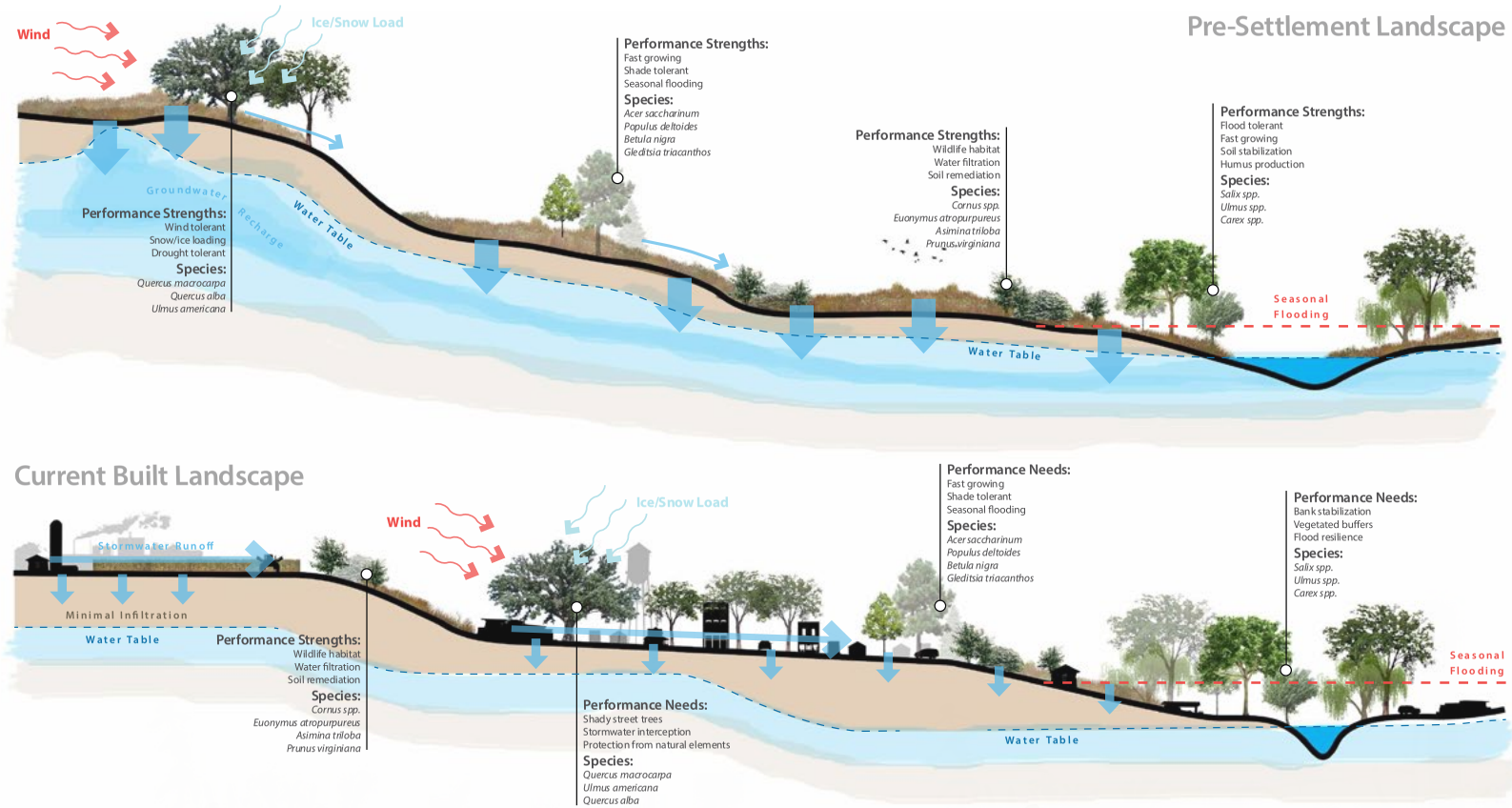
As open space disappears, it becomes increasingly necessary to look at our own landscapes as a refuge for biodiversity. Native organisms including plants, mammals, birds, amphibians, and insects create an intricate web of life. This is a wonderful natural orchestration with each species' life cycle highly dependent on the others.

For example: Spring wild flowers are pollinated by and provide nectar to tiny flies. These flies become food for early spring birds. The timing is orchestrated perfectly. It is not a coincidence that the local native plants have seeds and berries ready just when the birds need them. Bird droppings are the best way to get their seed dispersed. Plants and animals that have evolved together depend upon each other for survival.

Unfortunately, native plants, a vital part of the natural web of life, are being lost at an alarming rate. Removing a certain native plant from the landscape will likely remove the insect that feeds on that plant, which in turn may eradicate the bird that feeds on that insect. And this is just a simplified example. The loss of a species can quickly escalate to affect an entire ecosystem. To paraphrase Paul Ehrlich, author of Native Plants: Relationship of Biodiversity to the Function of the Biosphere, removing native species from an ecosystem is like taking rivets out of an airplane wing; it is impossible to know which one will be the last one that was holding the whole thing together.

There are real and practical pay-offs to encouraging a more biologically diverse city. Healthy, balanced ecosystems clean our water and our air. Pollinators are vital to food production.

There are also other profound reasons for using native plants in our cities. Aesthetically and spiritually, native plants enhance our sense of place. Native plants are one of the most visible elements in the local landscape. They are part of what makes a region unique. Learning and growing native plants promotes a deeper understanding and respect for the land. This information was developed by the Native Plant Society of northeastern Ohio.



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Strategies for Using Native Plants

Eric Doll, ASLA Jeffrey L. Bruce and Company; Julia Badenhope,FASLA Iowa State University

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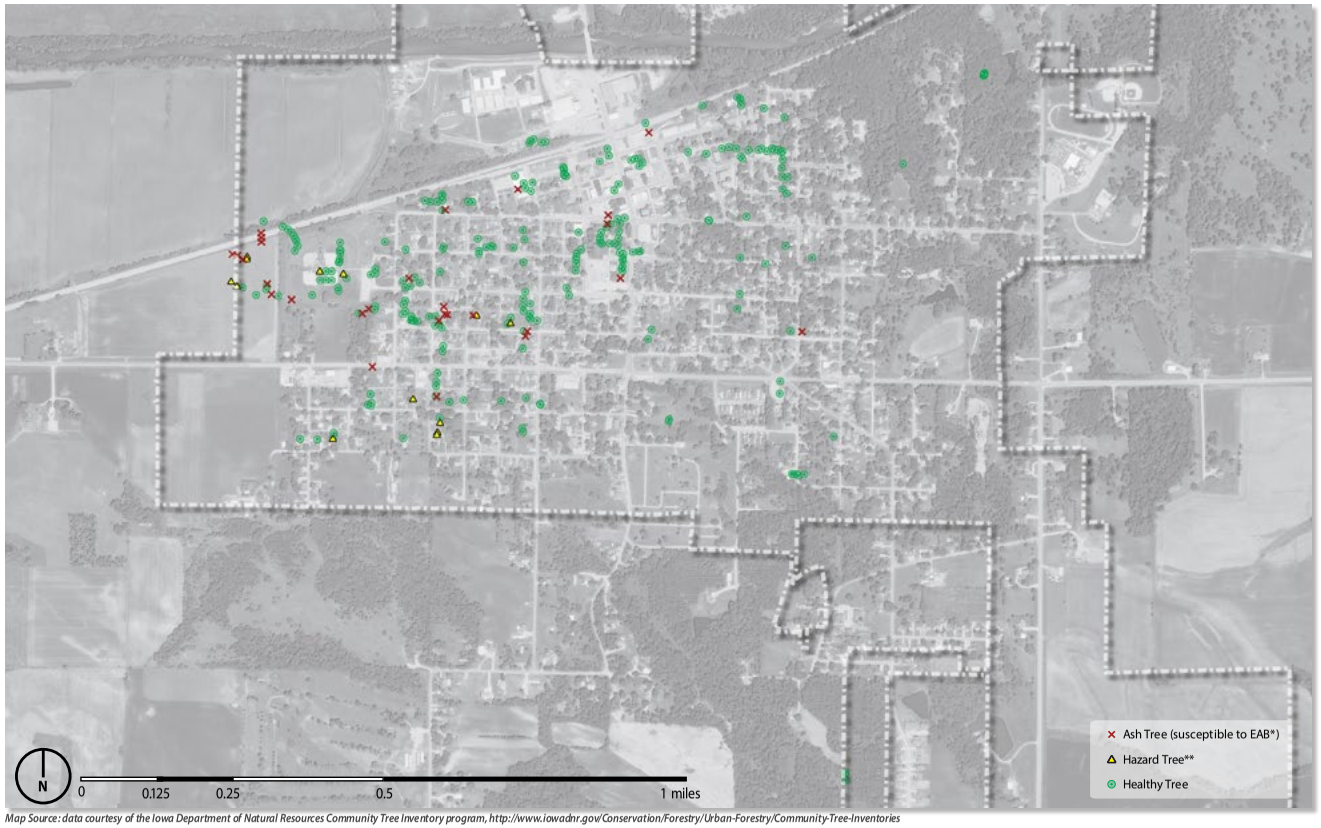
The Urban Forest

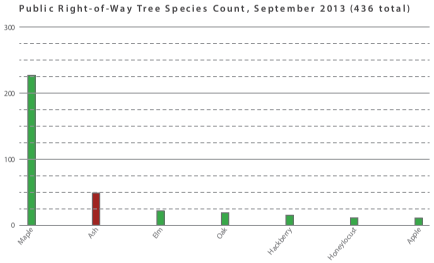
The map on the left depicts public right-of-way trees that have been surveyed by the Iowa Department of Natural Resources (Iowa DNR).1 The trees are divided into three categories: healthy trees, hazard trees, and ash trees. Hazard trees were determined using the Iowa DNR's priority rating. The ratings range from one to seven; trees with a rating of six or seven were classified as hazard trees.** A six rating is indicative of a tree that is "dangerous, dead, or dying, and no amount of maintenance will increase longevity or safety." A seven rating means there are "insects, pathogens, or parasites present and detrimental to tree longevity; treatment should be given to maintain longevity." Ash trees have been identified specifically due to imminent threats from the Emerald Ash Borer (EAB),* an invasive highly destructive beetle that has already killed tens of millions of ash trees in North America.2 EAB was first discovered in Iowa in 2010 and has been confirmed in 30 Iowa counties and counting.3



Map Source: data courtesy of the Iowa Department of Natural Resources Community Tree Inventory program, http://www.iowadnr.gov/Conservation/Forestry/Urban-Forestry/Community-Tree-Inventories

The Urban Forest

The map on the left depicts public right-of-way trees that have been surveyed by the Iowa Department of Natural Resources (Iowa DNR).[1] The trees are divided into three categories: healthy trees, hazard trees, and ash trees. Hazard trees were determined using the Iowa DNR's priority rating. The ratings range from one to seven; trees with a rating of six or seven were classified as hazard trees.** A six rating is indicative of a tree that is "dangerous, dead, or dying, and no amount of maintenance will increase longevity or safety." A seven rating means there are "insects, pathogens, or parasites present and detrimental to tree longevity; treatment should be given to maintain longevity." Ash trees have been identified specifically due to imminent threats from the Emerald Ash Borer (EAB),* an invasive highly destructive beetle that has already killed tens of millions of ash trees in North America.[2] EAB was first discovered in Iowa in 2010 and has been confirmed in 30 Iowa counties and counting.[3]



The bar graph above depicts the breakdown of the tree species surveyed by the Iowa DNR . Take note of the large number of ash and maple trees. Increasing species diversity in the urban forest will make it more resilient should a new exotic bug or plant disease emerge. There is a strong possibility that 11% (48 ash trees) of Colfax's city owned trees will die once EAB becomes established in the community. With proper planning and management, the costs of removing dead and dying trees can be extended over years, mitigating public safety issues.

1 Iowa Department of Natural Resources Community Tree Inventories, http://www.iowadnr.gov/Conservation/Forestry/Urban-Forestry/Community-Tree-Inventories

2 EAB is a significant threat to our urban, suburban, and rural forests because it kills stressed and healthy ash trees. EAB is so aggressive that ash trees may die within two or three years after they become infested. Ash trees are as important ecologically as they are economically in the forests of the eastern United States. Emerald Ash Borer the Green Menace, USDA Program Aid No. 1769, 2008, https://www.aphis.usda.gov/publications/plant_health/content/printable_version/EAB-GreenMenace-reprint-June09.pdf.

3 "Iowa Tree Pests website," Entomology and Plant Science Bureau of the Iowa Department of Agriculture and Land Stewardship (IDALS), last updated February 9, 2016, http://www.iowatreepests.com/eab_home.html.

Colfax

Urban Forestry Conditions

Iowa State University: Julia Badenhope, Sandra Oberbroeckling, Matthew Gordy, Jessica Adiwijaya, Miao Fangzhou, Anh Le, Katherine Gould, Evan Kay, Richard Garcia
Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development

What Factors Affect Transportation in Colfax?

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 Colfax, 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 Colfax'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.

Residents enjoy walking in the Colfax Cemetery.

Colfax Historical Society and Community Center is a local place to gather and hold parties.

The Colfax Public Library is a historic Carnegie library built in 1912.

The Park Trail is a good place for residents to walk.

The recreational facility is the site of many outdoor community activities.

The signboard keeps residents informed about upcoming events.

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Different Users = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Colfax residents with different transportation needs to participate in focus groups. A total of 32 residents attended Colfax's workshop. Participants were separated into four user groups and the Colfax steering committee.

Actives (8 participants): 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.

Seniors and Mobility Impaired (9 participants): Accessibility—both in terms of physical access and proximity—is a major concern for this user group. Handicapped parking, curb ramps, and smooth surfaces are critical transportation features. Because some people in this user group do not or are unable to drive, having goods and services within walking distance is important.

Youth (2 participants): 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 popular destinations on foot or via bicycle. Having goods and services within walking distance is important.

Parents (8 participants): 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 (5 participants): 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.

Colfax

Transportation Assets and Barriers | Overview

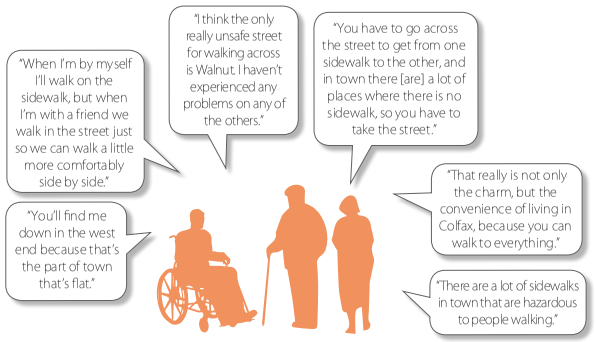
Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development

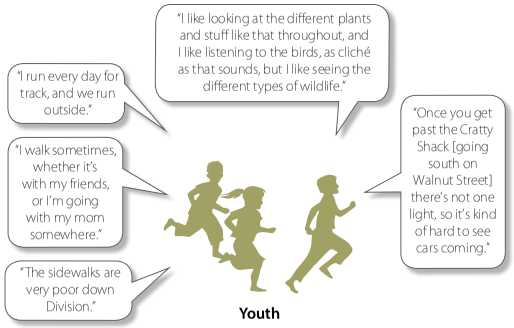
Iowa's Living Roadways
Summer 2016
TAB 3a

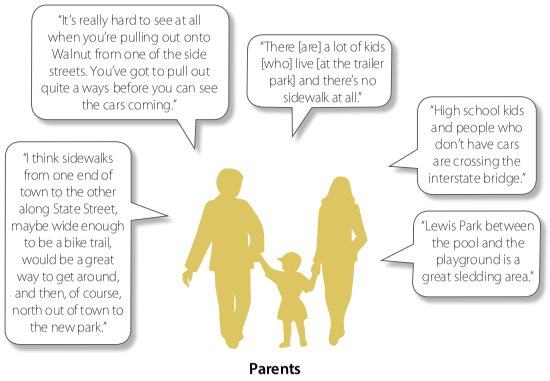
Transportation Assets and Barriers - What People Said

Determining how user groups utilize spaces is an integral part of assessing needs, opportunities and constraints within a community. As part of the community analysis quotes from each user group are displayed to the right. The focus groups were divided into five groups including:

- Seniors and Mobility Impaired
- Actives
- Youth
- Parents
- Steering Committee







Colfax

Transportation Assets and Barriers | What People Said

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

IOWA'S LIVING ROADWAYS TAB 3b

Transportation Assets and Barriers - Emerging Themes

Discovering emerging themes and consistencies among user groups helps validate survey and focus group information. The overlapping opportunities / concerns within the community help validate community improvements needed. The chart on the opposite page displays each group's collective thoughts on a particular issue and can be compared to other user groups within the community of Colfax.

Actives User Group: Actives primarily walk and bike for recreation and drive to work and to run errands. This group is concerned about smooth surfaces for walking and biking, as well as access to more recreation venues.

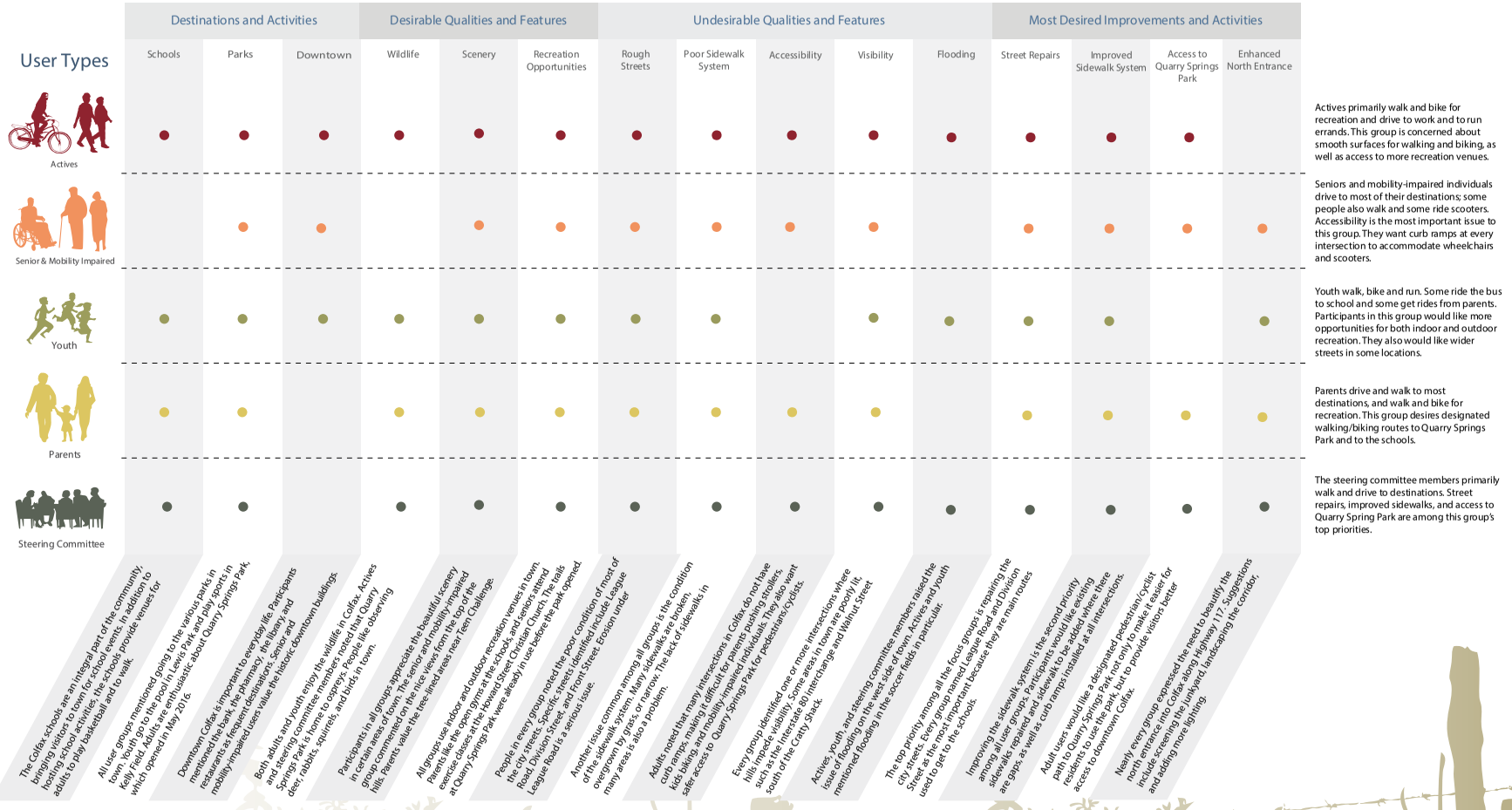
Seniors and Mobility-impaired User Group: Seniors and mobility-impaired individuals drive to most of their destinations; some people also walk and some ride scooters. Accessibility is the most important issue to this group. They want curb ramps at every intersection to accommodate wheelchairs and scooters.

Youth User Group: Youth walk, bike and run. Some ride the bus to school and some get rides from parents. Participants in this group would like more opportunities for both indoor and outdoor recreation. They also would like wider streets in some locations.

Parents User Group: Parents drive and walk to most destinations, and walk and bike for recreation. This group desires designated walking/biking routes to Quarry Springs Park and to the schools.

The Steering Committee User Group: The steering committee members primarily walk and drive to destinations. Street repairs, improved sidewalks, and access to Quarry Spring Park are among this group's top priorities.

What Matters to Colfax Residents



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Colfax

Transportation Assets and Barriers | Emerging Themes

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

IOWA'S LIVING ROADWAYS

TAB 3C

Transportation Assets and Barriers - Analysis of Barriers

Colfax's Barriers: Common Factors

The analysis of barriers is a synthesis of the feedback we received from the five transportation user groups. The steering committee is not considered a user group, but rather an amalgamation of all user types. Although not shown on an individual map, input from the steering committee is incorporated into the maps of all five of the transportation user groups.

Street Barriers

Repairing city streets is the top priority among all user types. Division Street and League Road came up repeatedly during discussions because they are the main routes to the schools in town and have been battered by bus traffic and construction vehicles. Howard and Front Streets were also identified as being rough. League Road and W Broadway are considered too narrow.

Sidewalk Barriers

All focus groups said that inconsistent, broken, and uneven sidewalks make getting around town difficult, especially for walkers. The parents worry about kids walking in the street, especially on Division Street, because the hill makes it hard for drivers to see them. Actives and youth noted that Legion Road has no sidewalks; kids use this route frequently to get to the high school and the pool. The parents and senior and mobility-impaired groups feel that the sidewalks around the elementary school are some of the worst in town and are a top priority for repair. Adult groups mentioned the lack of curb ramps at many intersections.

Topography

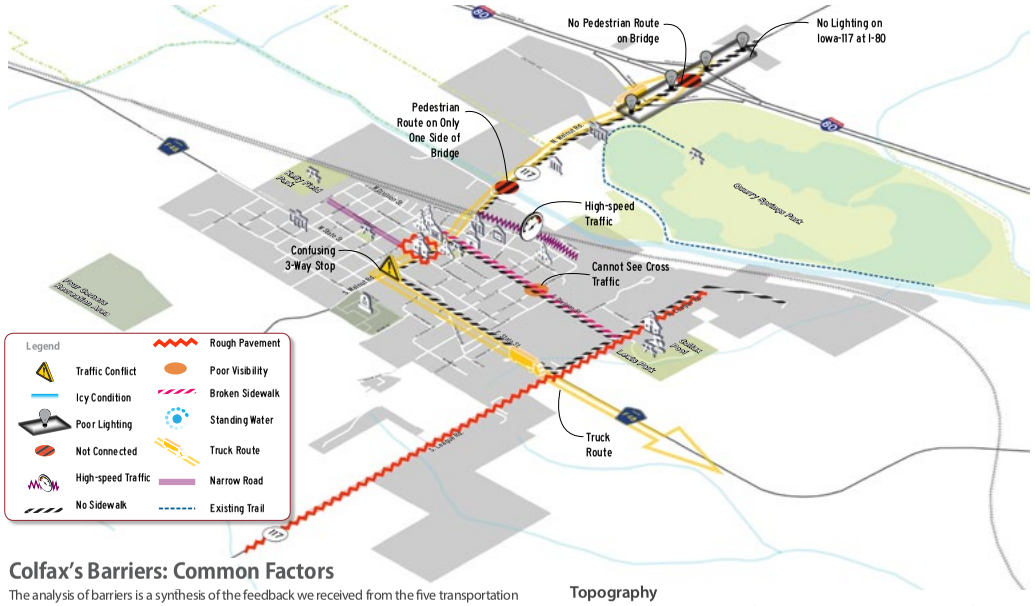
The hills in Colfax are a challenge for both vehicular and non-vehicular traffic. The actives and senior and mobility-impaired groups tend to avoid the hills, walking "the flats" on the west side of town. Some hills make it difficult to see oncoming traffic at several intersections. The senior and mobility impaired, parents, and youth described the intersection of Oak Park Avenue and Division Street as being difficult to navigate due to steep slopes. The parents group tries to avoid Oak Park Avenue and Division Street in winter because they become slick and it can be difficult to pick up enough momentum to get up the hill, and just as difficult to stop at the intersection.

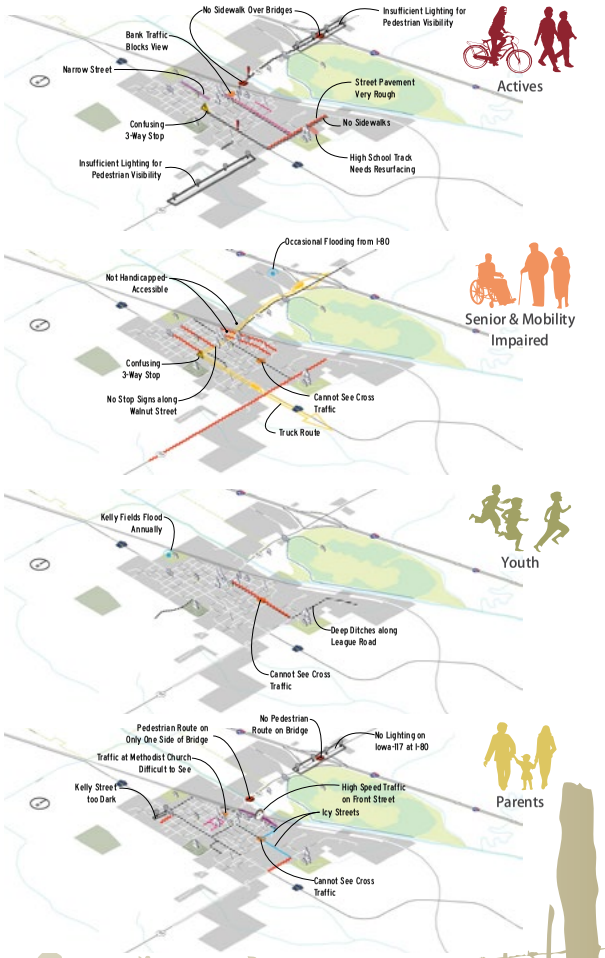
Lighting

Actives and parents said that the lack of lighting at the I-80 interchange is a safety issue. Without lighting, it is hard to see McDonald's employees wearing their black uniforms walking to and from work. Actives think the poor lighting on Highway 117 south of County Road F48W makes walking and driving a challenge.

Traffic

Heavy semi traffic through Colfax creates some problems. Walnut Street is too narrow for trucks to turn onto State Street and oncoming vehicles often need to back up. Highway 117 through town has no stops so that semis can maintain momentum to climb the hills. The result is several three-way stops that are confusing to people from out of town.





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Colfax

Transportation Assets and Barriers | Analysis of Barriers

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

IOWA'S LIVING ROADWAYS
Summer 2016
TAB 3d

Transportation Assets and Barriers - Assets and Destinations

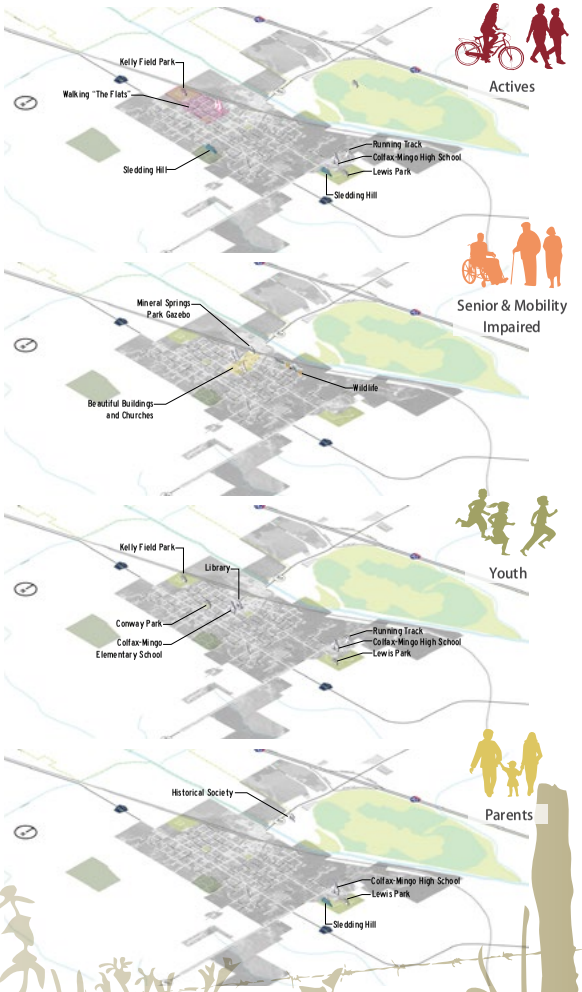
The analysis of assets and routes is a synthesis of the feedback received from the four transportation user groups. The steering committee is not considered a user group, but rather an amalgamation of all user types. Although not shown on an individual map, input from the steering committee is incorporated into the maps of the four user groups.

Schools
The Colfax elementary and high schools are an integral part of the community, in that they bring visitors to town for school events. In addition to hosting school activities, the schools provide venues for both indoor and outdoor recreation for residents. Actives and parents go to the high school gym to play basketball, and some adults walk the school grounds or the halls of the high school.

Parks
Residents of all ages take advantage of the many parks in Colfax. Kelly Field Park has ball diamonds and soccer fields. Kids frequent Lewis Park for sledding during winter and swimming at the pool during summer. The senior and mobility-impaired group appreciates Mineral Spring Park and gazebo. Colfax recently acquired the quarry property just north of town and opened Quarry Springs Park in May 2016. Adult users are enthusiastic about the park not only because it offers several outdoor recreation opportunities, but also because it will attract visitors.

Downtown
Downtown Colfax is important to everyday life, offering goods and services such as the library, the bank, the pharmacy, and local restaurants. The senior and mobility-impaired group values the historic downtown buildings and beautiful churches. Howard Street Christian Church offers exercise classes.

Wildlife and Scenery
Both adults and youth enjoy observing wildlife in the area. Actives and steering committee members talked about the ospreys that inhabit Quarry Springs Park. Residents see deer, rabbits, squirrels throughout town, and beaver in the river. Parents like to walk in the neighborhoods near Teen Challenge because the tree-lined streets are shady and quiet.



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Colfax

Transportation Assets and Barriers | Assets and Destinations

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

IOWA'S LIVING ROADWAYS
Summer 2016
TAB 3e

Transportation Assets and Barriers - Desired Improvements

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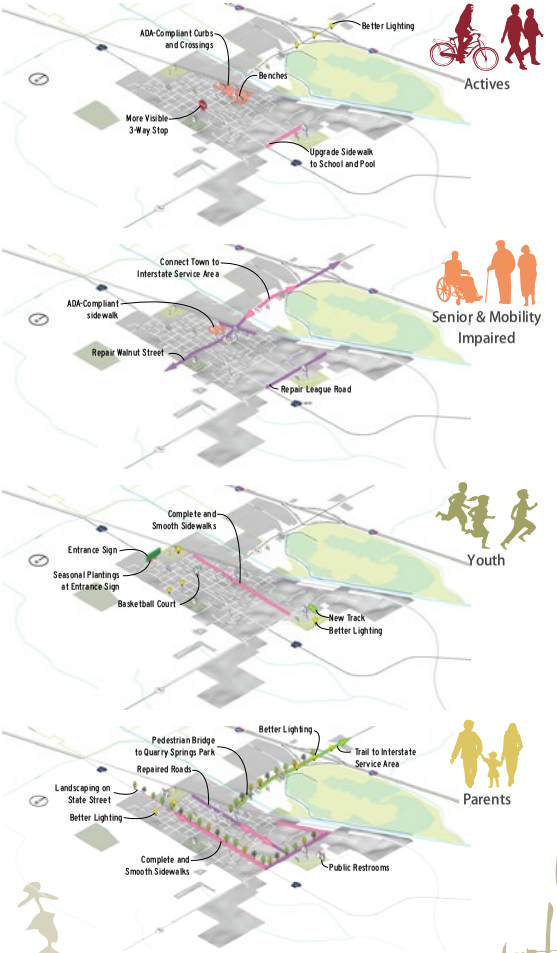
The information on this board should in no way be interpreted as design solutions, but rather as a series of suggestions for improvements taken from the focus-group sessions. These are just a preliminary sample of what might be explored as the design process moves forward over the next few months.

Street Repairs
The top priority among all focus groups is repairing the city streets. Every group identified League Road and Division Street as the most important because they are the main routes used to get to the schools. Other streets that cause problems for drivers, cyclists, and walkers are Howard Street, Front Street, Walnut Street by the cemetery, and Broadway Street.

Improved Sidewalk System
Improving the sidewalk system was the second priority among all user groups. Participants want existing sidewalks to be repaired and sidewalks to be added where there are gaps. Parents would like a designated walking/biking path in town. All adult users mentioned the need for all intersections to have curb ramps to make the sidewalks more accessible for wheelchairs, scooters, and parents pushing strollers.

Access to Quarry Springs Park
The adult groups want a pedestrian/cyclist path to Quarry Springs Park from town not only to make it easier for residents to access the park but also to provide visitors with better access to downtown Colfax. Ideally, such a path would extend north of the I-80 interchange, making it easier for pedestrians and cyclists to visit the businesses north of town such as Kum and Go and McDonald's.

Enhanced North Entrance
Nearly every focus group expressed the need to make the north entrance into Colfax along Highway 117 more inviting. The parents and senior and mobility-impaired groups suggested screening the junkyard located right of the interstate. Landscaping the corridor and planting flowers by the entrance sign were also recommended. Adding lighting from the interchange into town would also add appeal to the area.



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Colfax

Transportation Assets and Barriers | Desired Improvements

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

IOWA'S LIVING ROADWAYS Summer 2016

TAB 3

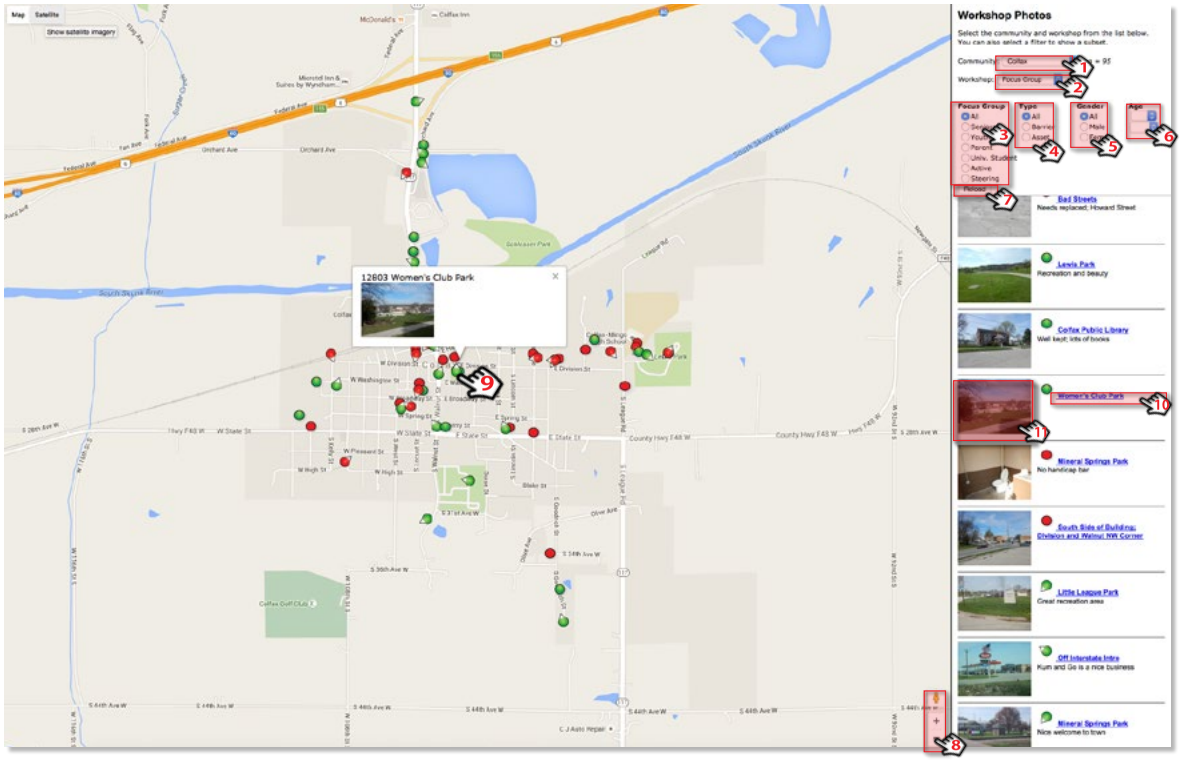
Transportation Assets and Barriers - How to Use Your Map

In addition to focus-group discussions, participants in the transportation assets and barriers workshops engaged in a photomapping activity. Each person was given a GPS-enabled digital camera and a worksheet. They were asked to photograph and describe the three best assets and the three worst barriers in their community.

The Iowa State University research staff uploaded the data from the cameras and entered the information from the worksheets into an online database, which is linked to an interactive online map. The map showing the images and descriptions is available to the public via the Community Visioning Program website at www.communityvisioning.org. On the homepage, click on the link reading: “Transportation Assets and Barriers Maps for the visioning communities are available HERE.”

The database can be queried to sort the images by the following criteria:

- User Types: Senior & Mobility Impaired, Youth, Parents, Active, or Steering Committee
- Photo Designation: Asset or Barrier
- Participant Gender
- Participant Age



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- Participant Gender
- Participant Age

Use these instructions to navigate the map, view photos and comments associated with the data points, and save photos as .jpg files.

1. Select your **Community** from the dropdown menu.
2. Select "Focus Group" from the dropdown list of **Workshop** types.
3. You have the option to view a specific **Focus Group** demographic. The default view shows data points from all the demographic groups.
4. Select the **Type** of data you wish to view. You have the option to view only assets, only barriers, or both. The default view shows all the data points on the map.
5. You have the option to view the data by the **Gender** of the participants. The default view shows data from both male and female participants.
6. Finally, you can sort the data by **Age.** Sort options include participants who are exactly, older than or younger than 21, 45, or 60 years old.
7. When you have selected the desired criteria for the data points you wish to view, click **Reload.**
8. When you mouse over the map, the pointer becomes a hand symbol. Use the hand to "grab" the map to move to different areas of the community. To zoom in or out, click on the + and – symbols.
9. When you click on any data point, a thumbnail of the photo along with the description provided by the participant will pop up on the map. If there are multiple data points clustered together, you may need to zoom in to select the desired point.
10. Thumbnails of all the photos, along with the descriptions, are shown along the right side of the window under the search criteria. To find out where in the community a photo was taken, click on the photo title, which is a link that will reload the map so that the photo's data point is centered on the map.
11. To see a larger image, click on the thumbnail of the photo. A new tab with a full-size image will open in your browser. To save the image, right-click on the image and select "Save Image As."

Colfax

Transportation Assets and Barriers | How to Use Your Map

Transportation Behaviors and Needs - Overview

Why Do A Survey? The survey gives the visioning steering committee objective, representative information for the goal-setting phase of community visioning. The quantitative data collected from survey responses complements the qualitative information gathered from the focus groups and photo-mapping at the transportation assets and barriers workshop. The modes of transportation that residents use and the routes they take suggest suitable types of transportation enhancements in these areas. Having a sense for people's willingness to help either financially or with their time is important because many transportation enhancements are funded from multiple sources, including grants, private donations, in-kind contributions, and volunteers. Understanding what types of improvements are important to residents gives the committee insight into how to prioritize projects.

How Is It Done? With assistance from Iowa State University's Survey Research Services staff in the Center for Survey Statistics and Methodology (CSSM-SRS), ISU visioning program staff conducted a survey to better understand the transportation patterns and behaviors, needs, and desires of Colfax residents. Surveys were mailed to 400 randomly selected residents living in Colfax and the surrounding area. To increase the response rate, the study was publicized through the local media and follow-up packets were mailed to nonrespondents. With adjustments for ineligible respondents (e.g., incorrect addresses, no longer living in the community), the final sample size was 351. A total of 161 people returned surveys, for a response rate of 45.9%. (A response rate of 20% is considered valid.)

What Did We Find Out? We asked survey recipients what routes they used most often for going to work, walking, biking, and running. We also asked whether or not residents would like a recreation trail and where they think it should be. We also discovered what residents think is most important in terms of transportation enhancements that address issues such as accessibility, mobility, and safety. Finally, we learned whether or not residents are willing to contribute their time or their financial resources to making enhancements to Colfax. This series of boards summarizes the results of the survey as follows: Willingness to Help, Enhancement Priorities, Commuting Routes, Walking Routes, Biking Routes, Running Routes, Desired Trail Routes, Popular Parks.

How Did We Do? The demographics of the respondents are somewhat different from those obtained from the 2014 American Community Survey Five-Year Estimate. For example, the survey respondents median age of 57 is significantly older than the 2014 estimated average age for Colfax residents of 38. In terms of gender, males are somewhat overrepresented in the survey sample. While the average household size of the survey sample is close to that of the 2014 estimated average, the average number of children in the household is somewhat lower.

How Do Colfax Residents Travel? Most residents drive to destinations such as the grocery store, the post office, school, and church (89.9%). Almost 23% car pool or ride with someone else. Nearly 20% of respondents walk to important destinations. Please note that some respondents indicated that they use more than one mode of transportation to get to work; therefore, percentages add up to more than 100%.

Why Do A Survey?

The survey gives the visioning steering committee objective, representative information for the goal-setting phase of community visioning. The quantitative data collected from survey responses complements the qualitative information gathered from the focus groups and photo-mapping at the transportation assets and barriers workshop.

The modes of transportation that residents use and the routes they take suggest suitable types of transportation enhancements in these areas. Having a sense for people's willingness to help either financially or with their time is important because many transportation enhancements are funded from multiple sources, including grants, private donations, in-kind contributions, and volunteers. Understanding what types of improvements are important to residents gives the committee insight into how to prioritize projects.

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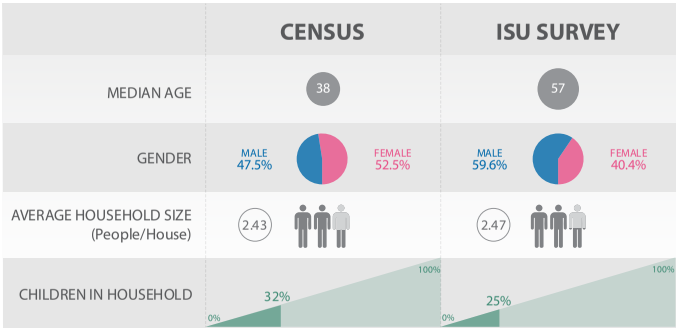
- Willingness to Help
- Enhancement Priorities
- Commuting Routes
- Walking Routes
- Biking Routes
- Running Routes
- Desired Trail Routes
- Popular Parks

How Did We Do?



Source: US Census Bureau, 2010–2014 American Community Survey Five-Year Estimates.

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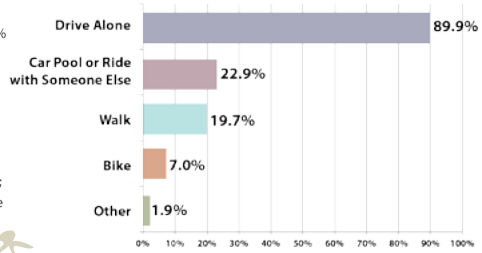


Colfax

Transportation Behaviors and Needs | Overview

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

IOWA'S LIVING ROADWAYS

SURVEY 4a

Transportation Behaviors and Needs - Willingness to Help

Willingness to implement change

Most survey participants who answered this question are willing to contribute their time and talent to community improvements (66.7%), while nearly 29% would contribute both time and talent and financial help. Nearly 5% of respondents indicated that they would be willing to contribute financially. At more than 46%, the willingness of Colfax residents to become involved in improving their community is comparable to that of residents in other small towns in Iowa. In 2014, on average, 43% of residents in small, rural towns volunteered to help with a community project.1

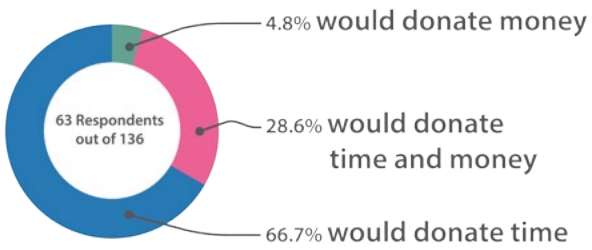
1 Sigma: A Profile of Iowa Small Towns 1994 to 2014 (Ames, IA: Iowa State University College of Agriculture and Life Sciences, 2015).

In 2014, the most common reason residents in small-town Iowa said they didn't become involved in community projects is that no one asked them (34%). Twenty-eight percent on average said that they don't have time, which is significantly lower than the 2004 average of 59%. Sixteen percent indicated that they didn't know how to become involved, and 7% said that no community project needed volunteers.2 These results indicate that the best ways to get people involved in community projects is to simply ask, along with advertising opportunities through traditional and social media outlets.

2 Sigma: A Profile of Iowa Small Towns 1994 to 2014 (Ames, IA: Iowa State University College of Agriculture and Life Sciences, 2015).

ARE PEOPLE WILLING TO HELP?

More than 46% said YES!



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WHAT DID PEOPLE SAY THEY ABOUT HOW THEY GET AROUND?

Survey Participants Said...

"Our roads in Colfax should be one of the first priorities to improve the community transportation, in my opinion."

"We need a bus or a taxi service for seniors [to take them to] doctor appointments [that doesn't cost] an arm and a leg."

"The roads in Colfax are horrible, and so are the sidewalks. Also, there are not enough streetlights in most areas."

"The street by the elementary school is very rough and there needs to be more parking."

HOW DO YOU GET PEOPLE TO HELP?

Ask, Show, and Advertise Opportunities to Residents!

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Colfax

Transportation Behaviors and Needs | Willingness to Help

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

IOWA'S LIVING ROADWAYS SURVEY 4b

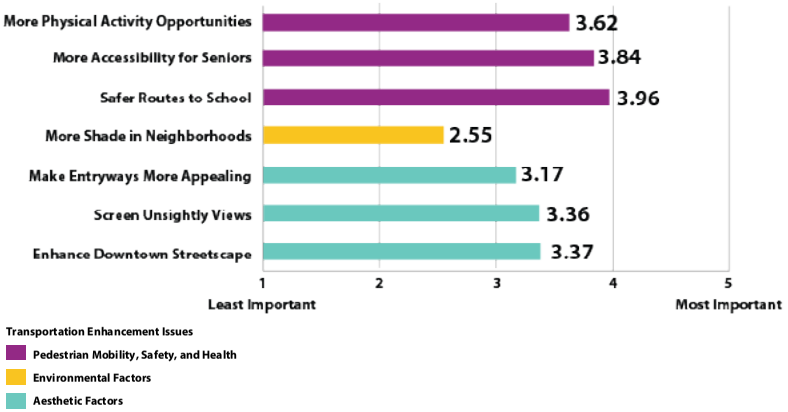
Transportation Behaviors and Needs - Enhancement Priorities

Importance of transportation enhancement by type (132 responses)

On a scale of 1 to 5, with 5 being the most important, participants in Colfax ranked making routes to school safer at most important, with a mean value of 3.96. Other transportation enhancements that address pedestrian mobility, health, and safety are also considered important. Aesthetic issues are also a concern. More shade in neighborhoods is significantly less important among respondents, with a mean value of 2.55. These findings are consistent with the views expressed by focus group participants during the Transportation Assets and Barriers workshop held in April 2016, during which the subject of safe routes to school was raised by all groups.

WHAT TYPES OF ENHANCEMENTS ARE IMPORTANT?

Mobility, Safety, and Health!



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Survey Participants Said...

"There needs to be a crossing signal and crosswalk on the side of the school by the highway and by the parking lot in from of the elementary school for kids and pedestrians to cross."

"My kids spend a lot of time walking to school, [to] the pool, [and to] parks. Having a safer trail to walk on would be great."

"[We need] measures made to help disabled people to get around town."

"The greatest opportunity for transportation improvement is to repair the streets on the west side. Also, recreational-type trails would probably be used if available."

"The street conditions in this town are very poor; patch repairs are made inadequately. [It's] not very safe to walk around town unless it is midday so you can see the pitfalls."

Colfax

Transportation Behaviors and Needs | Enhancement Priorities

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

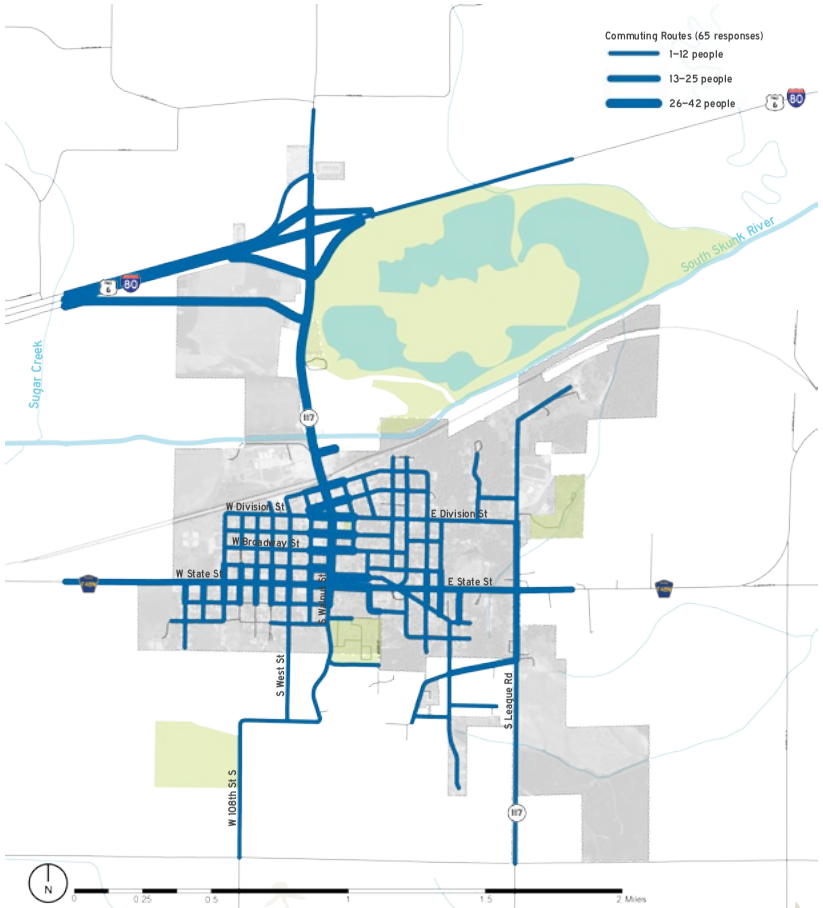
IOWA'S LIVING ROADWAYS SURVEY 4c

Transportation Behaviors and Needs - Preferred Commuting Routes

How Often Do You Work From Home, in Colfax, or Out of Town? (91 responses)
Almost 61% of survey participants indicated that they are employed. Of employed respondents, 91 rated how often they work from home, work in town, and work out of town using a scale of 1 to 3, with 1 meaning never, 2 meaning sometimes, and 3 meaning always. Clearly, most Colfax residents work outside the community, as shown in both the graph and on the route map.

This map shows the commuting routes identified in the survey. The frequency that the routes are used is depicted by their thickness, with most frequently used routes being the thickest. Sixty-five respondents provided commuting routes. Most Colfax residents work out of town, and the most frequently used route out of town is north on Highway 117 to Interstate 80 and then southwest on the interstate. Some commuters travel south on Highway 117 or W 108th Street S, and some take County Road F48W east or west into and out of town. In town, the busiest commuting routes include Division Street, State Street, and S League Road.

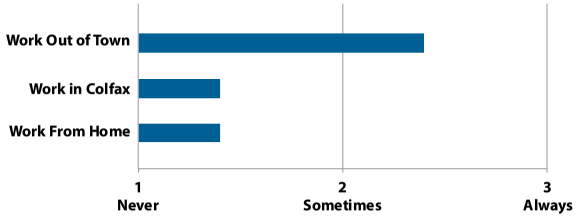
The circulation patterns that emerge when routes for biking, running, walking, and commuting are overlaid suggest suitable types of transportation enhancements. For example, where pedestrian and vehicular traffic intersect, such improvements could include creating better visibility, defining crossing points, or improving signage.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed October 2015, http://www.igsb.uiowa.edu/nrgislibx/. Route data derived from the 2016 Designing Livable Communities survey conducted by Iowa State University.

Where People Work

How Often Do You Work From Home, in Colfax, or Out of Town? (91 responses)



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How They Get There

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Colfax

Transportation Behaviors and Needs | Preferred Commuting Routes

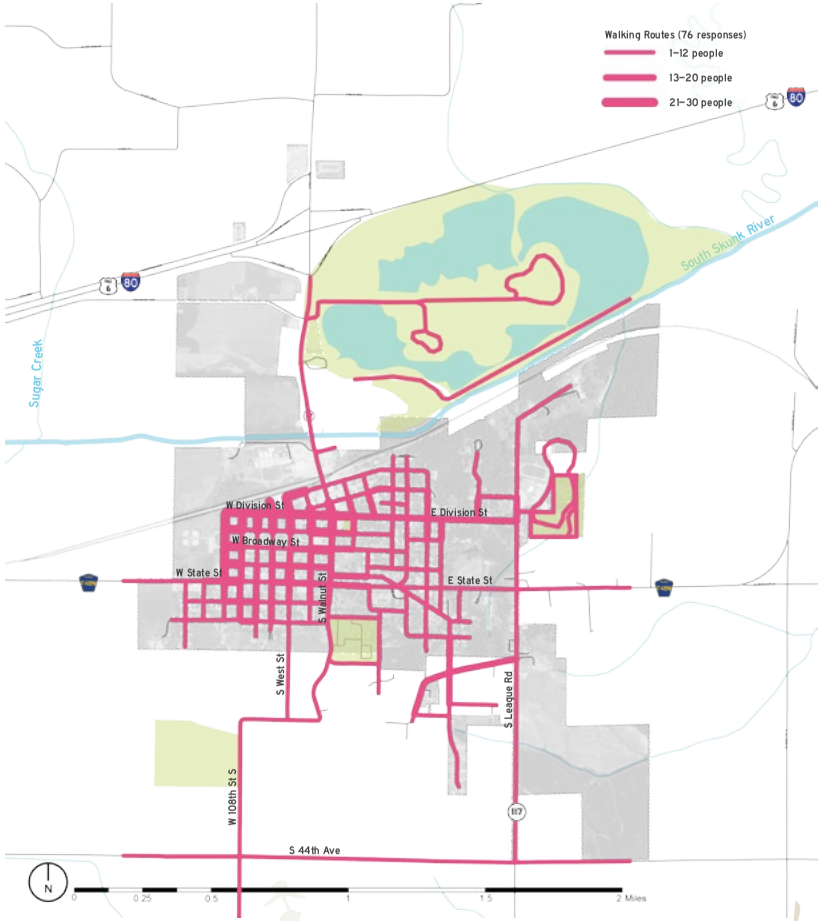
Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

IOWA'S LIVING ROADWAYS
SURVEY 4d

Transportation Behaviors and Needs - Preferred Walking Routes

How Often Did You Walk During the Past Year? (158 responses)
Survey participants were asked how often they walked during the past year. Ninety-eight percent of respondents answered this question. Of those people, more than 75% indicated that they walked. The percentages of people who walk at least monthly and daily are the same at 12.7%. Nearly 20% of respondents walked less than once a month, and 18.4% walked at least three times per week. More than 75% of walkers said they would do so more often during warmer-weather months.

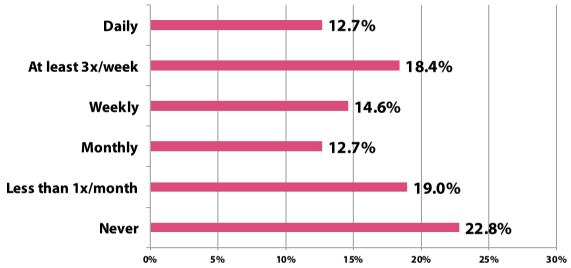
This map shows the walking routes identified by 76 survey respondents. The frequency that the routes are used is depicted by their thickness, with most frequently used routes being the thickest. Nearly all of the streets in Colfax are included in survey participants' walking routes. The most frequently walked streets include W Division Street, S Walnut Street, S Kelly Street, and Olive Avenue. A significant number of respondents walk to and through Lewis Park, as well as north on Highway 117 and through Quarry Springs Park. Some people walk along the S Skunk River and on the north edge of Schlosser Park. Respondents also walk south of town on S League Road, S 44th Avenue, and W 108th Street S.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed October 2015, http://www.igsb.uiowa.edu/nrgislibx/. Route data derived from the 2016 Designing Livable Communities survey conducted by Iowa State University.

How Often People Walk

How Often Did You Walk During the Past Year? (158 responses)



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Colfax

Transportation Behaviors and Needs | Preferred Walking Routes

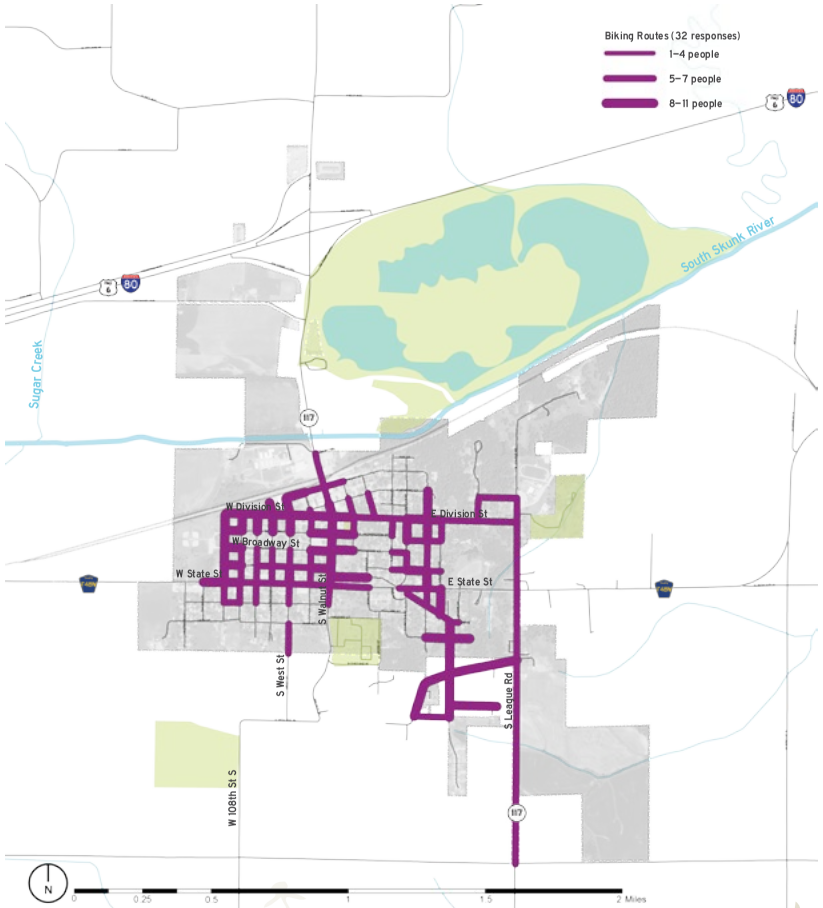
Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

IOWA'S LIVING ROADWAYS SURVEY 4e

Transportation Behaviors and Needs - Preferred Biking Routes

How Often Did You Bike During the Past Year? (156 responses)
Survey participants were asked how often they biked during the past year. Nearly 97% of respondents answered this question. Of those people, approximately one-third indicated that they biked. More than two-thirds of respondents did not bike. Approximately 14% of respondents biked less than once a month. Two respondents biked daily. Thirty-four percent of respondents said that they bike more during warmer-weather months.

This map shows the biking routes identified by 32 survey respondents. The frequency that the routes are used is depicted by their thickness, with most frequently used routes being the thickest. Cyclists' routes in town are not as extensive as those of walkers. Like walkers, cyclists frequently ride on W Division Street, W State Street, Walnut Street, S League Road, and Olive Avenue. Most people tend to bike on the west side of town, north of W State Street.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed October 2015, http://www.igsb.uiowa.edu/nrgislibx/. Route data derived from the 2016 Designing Livable Communities survey conducted by Iowa State University.

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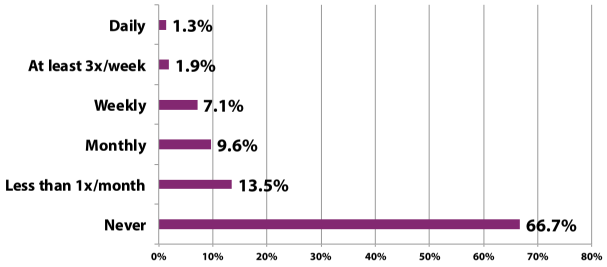

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Colfax

Transportation Behaviors and Needs | Preferred Biking Routes

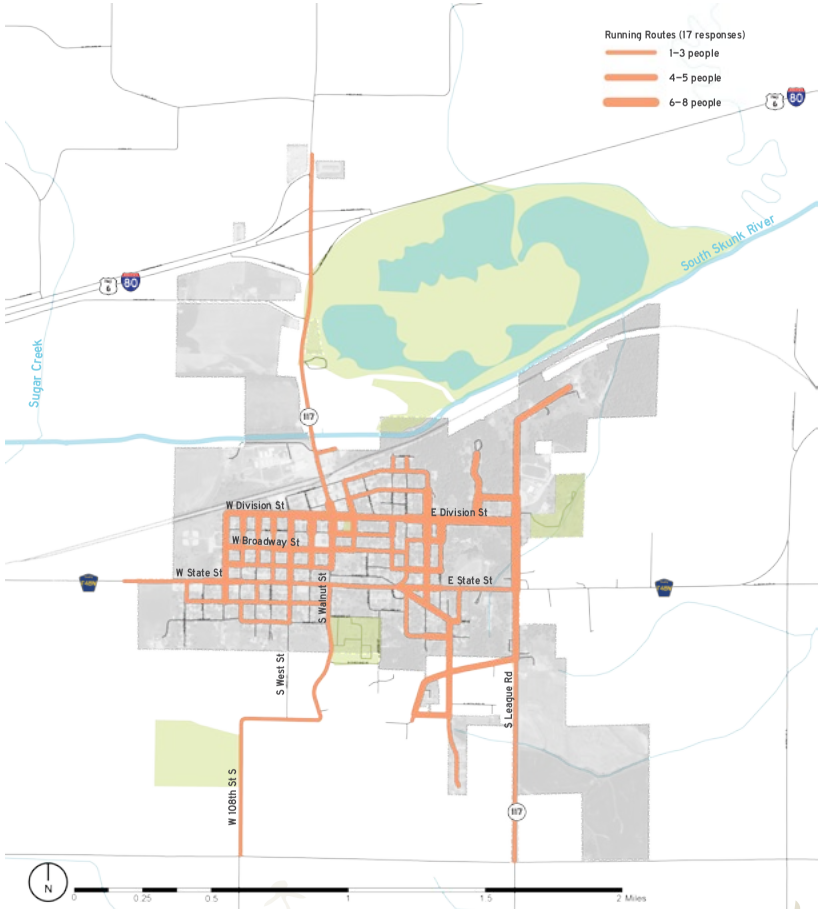
Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development

IOWA'S LIVING ROADWAYS
Summer 2016
SURVEY 4f

Transportation Behaviors and Needs - Preferred Running Routes

How Often Did You Run During the Past Year? (160 responses)
Survey participants were asked how often they ran during the past year. All but one respondent answered this question. Of those people, just over 20% indicated that they ran. Nearly 80% never ran. Of those who did run, 10% ran less than once a month, 3.1% ran monthly, 3.1% ran weekly. Nearly 4% of participants indicated that they ran at least three times per week. Almost 20% of respondents said that they run more often during warmer-weather months.

This map shows the running routes identified by 17 survey respondents. The frequency that the routes are used is depicted by their thickness, with most frequently used routes being the thickest. Runners use most of Colfax city streets as routes. As with walkers and cyclists, runners frequently use Division Street, S League Road, Olive Avenue, and W State Street. A few people run north of Highway 117, beyond Interstate 80. Some people run south of town on S League Road and W 108th Street S.



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How Often People Run

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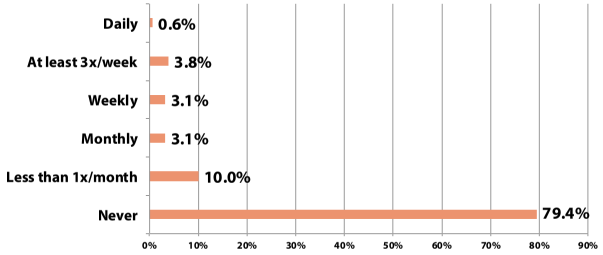

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Colfax

Transportation Behaviors and Needs | Preferred Running Routes

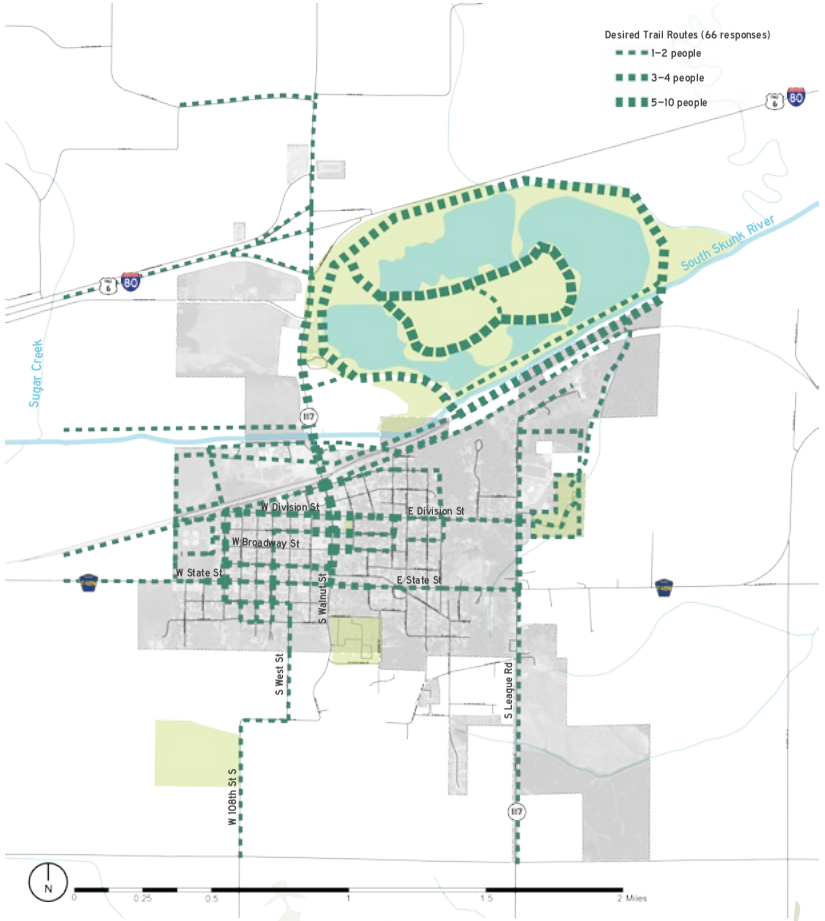
Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

IOWA'S LIVING ROADWAYS SURVEY 4g

Transportation Behaviors and Needs - Desired Trail Routes

Are There Areas in Colfax Where You Would Like to Have a Recreation Trail? (140 responses)
Survey participants were asked whether or not there are areas in town where they would like a trail. Nearly 87% of respondents answered this question. Of those people, 51.4% answered yes.

This map shows the desired trail routes identified by 66 survey respondents. The frequency that respondents suggested routes is depicted by their thickness, with most frequently suggested routes being the thickest. The most frequently suggested trail route goes into and around Quarry Springs Park. A number of respondents want trails along the main streets in town, such as Division Street, Walnut Street, State Street, and S League Road. Trails along the railroad tracks and the river were also popular routes. Some survey participants would like a trail to and through Lewis Park.



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"I definitely think the [Quarry Springs Park] area recently added to the city has tremendous potential for outdoor usage. Any transportation help on access issues and/or trail development/ improvements in this area would be huge positives for the entire community and its surrounding area."

"It would be nice to have a walkway to bike or walk. In my area, we don't have any."

"There isn't anywhere to bike and our streets are not suitable. I really wish we had a trail. We would be willing to raise money for a walking bridge or seating area on the trail in our daughter's name, who has passed."

"I would love to have horseback riding trails nearby."

Colfax

Transportation Behaviors and Needs | Desired Trail Routes

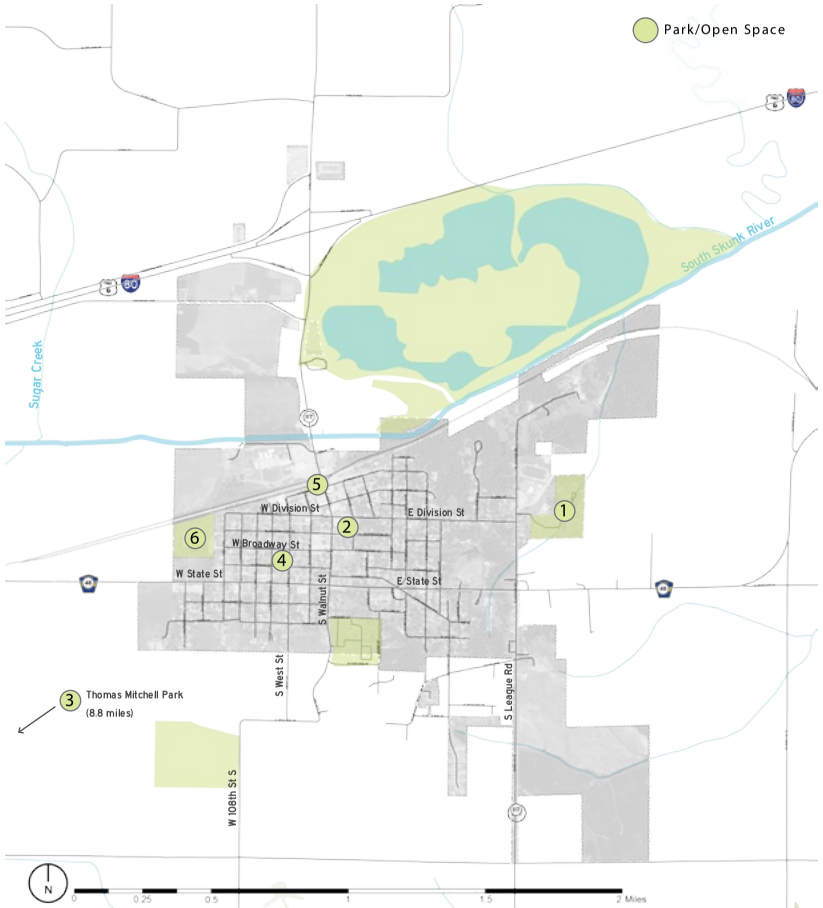
Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

IOWA'S LIVING ROADWAYS SURVEY 4h

Transportation Behaviors and Needs - Preferred Parks

How Often Did You Visit a Park During the Past Year? (157 responses)

Survey participants were asked how often they visited a park during the past year. All but four respondents answered this question. Of those people, more than 70% indicated that they had visited a park. More than 40% visited a park less than once a month, while 17.2% visited a park monthly. Less than 1% of survey participants stated that they visited a park daily.



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How Often People Visit Parks

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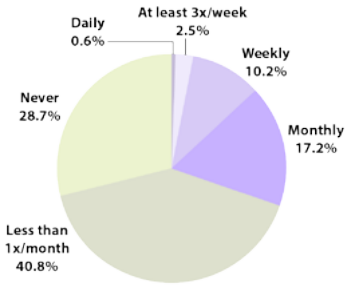

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Where They Go

Of the 157 people who answered this question, 107 identified which parks they visited. The table below shows the frequency that each park was mentioned, and the map shows the location.

	Park Name	Number of Respondents
1	Lewis Park	51
2	Women's Club	32
3	Thomas Mitchell Park	10
4	Conway Park	9
5	Mineral Springs Park	8
6	Kelly Field Park	5

Colfax

Transportation Behaviors and Needs | Preferred Parks

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

IOWA'S LIVING ROADWAYS Summer 2016 SURVEY 4i

Transportation Inventory and Analysis

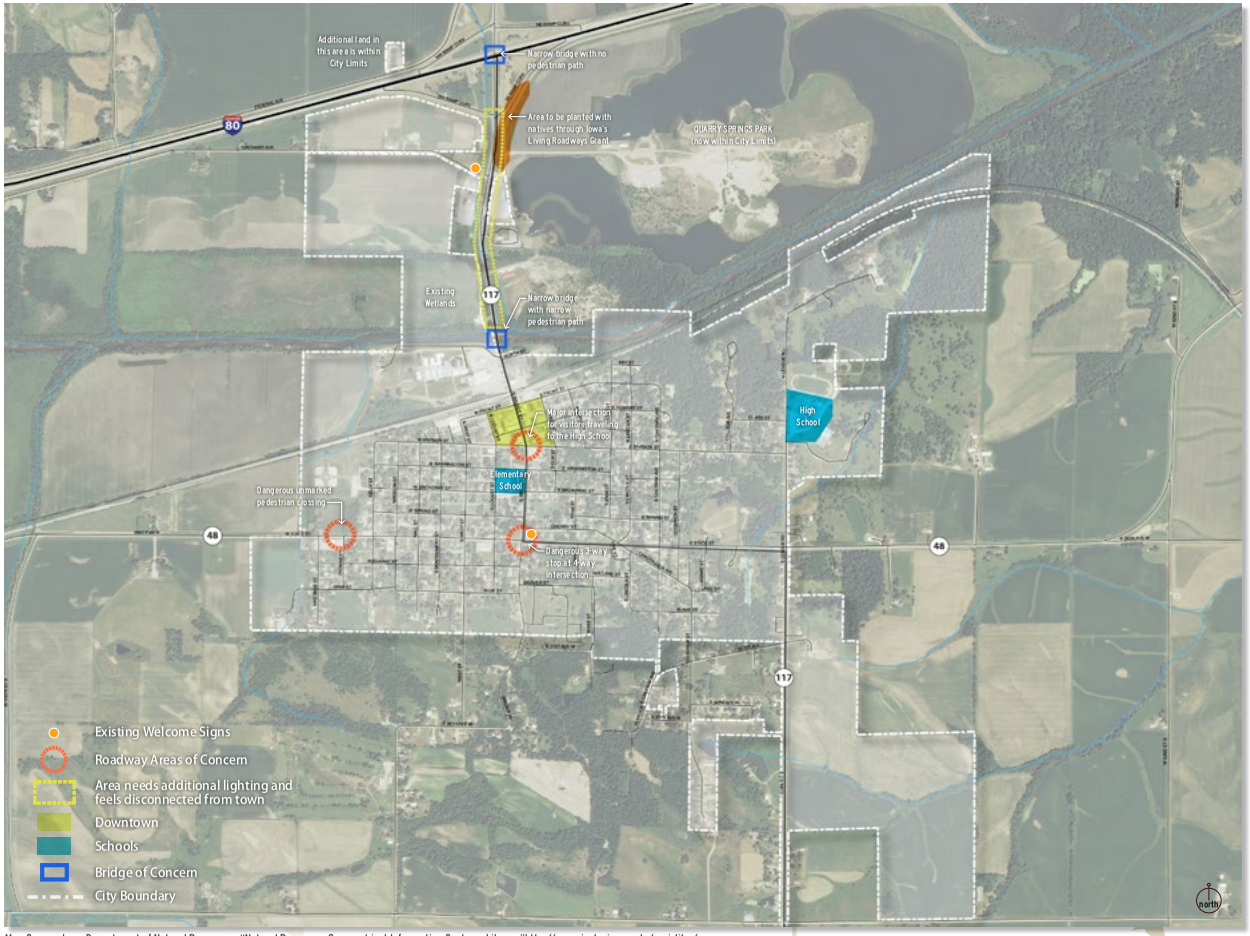
Knowledge of the transportation systems in and around the community of Colfax is critical for sustainable transportation enhancement planning. Transportation systems include paved and unpaved roadways, pedestrian and bike trails, waterways, and railroad lines.

The Colfax visioning design team worked with Iowa Department of Transportation (IDOT) personnel and local officials to identify past, present, and future transportation-related restraints and opportunities that could potentially affect project areas.

The vast majority of people entering Colfax do so in their personal vehicles from Interstate 80, which cuts through the north edge of town. From Interstate 80, drivers take Highway 117 south nearly a mile before entering Colfax's historic downtown. Highway 117 continues through town and connects to Highway 163 in Prairie City, approximately 6 miles south of Colfax. Although there is an entrance sign near Interstate 80, visitors don't realize the city boundary does in fact lead all the way to the interstate. This portion of roadway between the interstate and downtown is also not very well lit, which is a safety concern. To the east of this area is Colfax's new park; Quarry Springs Park, which is bound to be a great regional draw for the community. With that in mind, the absence of pedestrian paths of travel throughout town, especially the disconnect from this area, is a valid concern of many residents.

There are multiple points of conflict along Highway 117 as it passes through town. Traffic speeds are often excessive in the downtown area and measures are not taken to adequately protect pedestrians. The intersection of Highway 117 and Division Street is heavily used as an access route to Colfax-Mingo High School, but is not properly signed. The worst intersection for vehicular conflict is where Highway 117 meets State Street (F48). This 4-way intersection has a 3-way stop sign configuration, but does not adequately sign the fact that those individuals traveling south on Highway 117 do not have to stop. This creates a dangerous scenario that will lead to accidents if not properly addressed. Further west on F48, there is an unmarked pedestrian crossing shown on the map. People use this route to access soccer fields from a city parking lot, and appropriate signage is needed here as well.

Throughout Colfax, there is a significant amount of topographical change. This has made creating and maintaining sidewalks hard for residents, which has created disconnects for those trying to traverse the city on foot or bicycle. This, paired with the poor quality of roads throughout town, make some areas of town practically inaccessible.



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

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Colfax

Transportation Inventory and Analysis

Landscape Architect and Intern: RDG Planning & Design - Bruce Niedermyer, PLA and Sara Davids

Concept Overview

Community Concept Plan

This concept plan applies information gathered from transportation mapping, community surveys, and steering committee goals to develop a list of opportunities and create a vision for improving Colfax. Based on priorities the steering committee identified from community feedback, these improvements focus on specific needs in Colfax. High priority goals the steering committee identified and the design team address in this plan include:

- Highway 117 Corridor Improvements
- Downtown Enhancements
- Safe Routes to School and Recreational Trails
- F48 Pedestrian and Vehicular Safety Improvements

Together these enhancements work to highlight important community features, improve city identity, and elevate aesthetics. The projects also serve to improve safety for pedestrians, cyclists, and motorists and have great potential to boost the local economy, especially where Highway 117 passes through Downtown Colfax. With implementation, the projects illustrated here and in more detail on subsequent boards work together to support continued growth and community pride for Colfax. Implementation of these projects will require community wide support and service. Many residents have already voiced their willingness to participate, either physically or financially, through the survey analysis process that took place prior to these project areas and goals being chosen.

Map Source: Google Maps

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Ⓐ Highway 117 Corridor Improvements


Ⓑ Downtown Enhancements


Ⓒ Safe Routes to School and Recreational Trails


Ⓓ F48/Old Highway 6 User Safety

Colfax

Concept Overview

Landscape Architect and Intern: RDG Planning & Design - Bruce Niedermyer, PLA and Sara Davids

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

Community Concept Overview - Opinion of Probable Cost

Description	Extended Amount
HIGHWAY 117 CORRIDOR IMPROVEMENTS	
SUB-TOTAL	**$ 416,170.00**
MOBILIZATION/GENERAL CONDITIONS - 5%	**$ 20,808.50**
CONTINGENCY - 15%	**$ 62,425.50**
DESIGN AND ENGINEERING - 10%	**$ 41,617.00**
Inflation - 3%	**$ 12,485.10**
ESTIMATED CONSTRUCTION COST	**$ 553,506.10**

DOWNTOWN ENHANCEMENTS	
SUB-TOTAL	**$ 744,280.00**
MOBILIZATION/GENERAL CONDITIONS - 5%	**$ 37,214.00**
CONTINGENCY - 15%	**$ 111,642.00**
DESIGN AND ENGINEERING - 10%	**$ 74,428.00**
Inflation - 3%	**$ 22,328.40**
ESTIMATED CONSTRUCTION COST	**$ 989,892.40**

SAFE ROUTES TO SCHOOL & RECREATIONAL TRAILS	
SUB-TOTAL	**$ 228,425.00**
MOBILIZATION/GENERAL CONDITIONS - 5%	**$ 11,421.25**
CONTINGENCY - 15%	**$ 34,263.75**
DESIGN AND ENGINEERING - 10%	**$ 22,842.50**
Inflation - 3%	**$ 6,852.75**
ESTIMATED CONSTRUCTION COST	**$ 303,805.25**

F48/OLD HIGHWAY 6 USER SAFETY	
SUB-TOTAL	**$ 11,200.00**
MOBILIZATION/GENERAL CONDITIONS - 5%	**$ 560.00**
CONTINGENCY - 15%	**$ 1,680.00**
DESIGN AND ENGINEERING - 10%	**$ 1,120.00**
Inflation - 3%	**$ 336.00**
ESTIMATED CONSTRUCTION COST	**$ 14,896.00**

GRAND TOTAL	**$ 1,862,099.75**

Highway 117 Corridor Improvements (1/2)

Entry Corridor Beautification

Highway 117 is the front door to the city of Colfax and its downtown. To improve first impressions along this route, the design team has proposed expanding on a current roadside planting project. The current project includes planting native grasses and wildflowers along the east side of Highway 117 near the entrance to the new Quarry Springs Park. The design team proposes expanding on this endeavor by planting the same types of species along the west side of Highway 117 to add seasonal interest to this corridor. The native grasses and wildflowers proposed will include DOT approved native species that are low maintenance and add color and texture to the roadway. Native plantings in road rights-of-way are an important part of complete road systems. They support pollinator habitat, and slow, clean water runoff, and reduce snow drifting.

In order to ensure that the native grasses and wildflowers to successfully establish, a rigorous maintenance schedule must be created for the first few years of life. It is common to mow the newly planted native vegetation as one would mow turf grass for the first year in order to combat weed growth, which could shade-out/kill the native vegetation. During the second year of establishment, mowing should continue, but less frequently than the first year. Often times, the third year of establishment is when the native vegetation truly begins to flourish and less maintenance is needed to ensure endurance and beauty for years to come. The city should follow specific maintenance instructions provided by seed manufacturers and/or plant providers.

Corridor Lighting and Signage

Inspired by Colfax's history in mineral springs, the design team proposed a series of banners to be mounted on new light poles along this corridor. These give a sense of arrival into Colfax, as the banners would continue until travelers reach downtown. The banners would be interchangeable if the community desired to use them for promoting other imagery or seasonal events. More information detailing the banner pole locations and design can be seen on board #8.

Highway 117 Center Turning-Lane

With the continued development of the adjacent Quarry Springs Park, the steering committee felt it would be important to plan for increased traffic flow along Highway 117. An added center turning-lane would prevent future traffic congestion and make travel safer through this area. With wide paved shoulders already in place, adding a center turning-lane may be as easy as removing the current roadway paint and creating new pavement markings to allow for the center lane (see diagram to the right). All changes along this corridor need to be designed by a professional engineer and approved by the Iowa Department of Transportation (IDOT). These design concepts have been shared with the IDOT, but no confirmation of space requirements has been received at this time.

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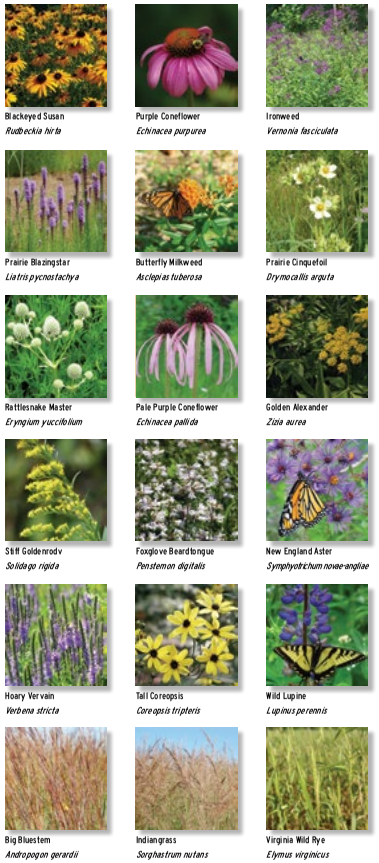
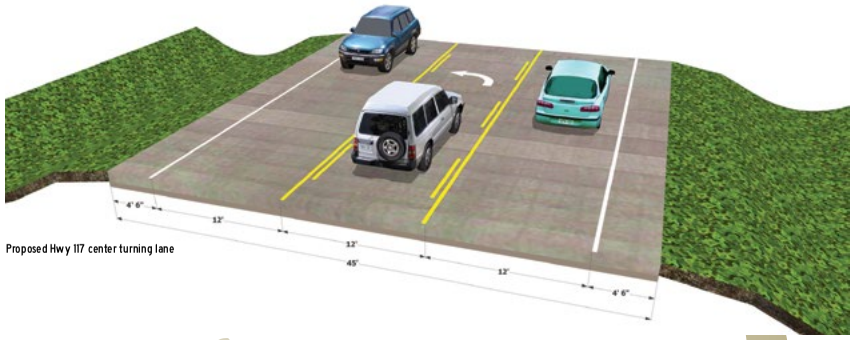



Highway 117 corridor, looking south

Before



Proposed Hwy 117 center turning lane

Colfax

Highway 117 Corridor Improvements (1/2)

Landscape Architect and Intern: RDG Planning & Design - Bruce Niedermyer, PLA and Sara Davids

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

IOWA'S LIVING ROADWAYS Summer 2016

Highway 117 Corridor Improvements (2/2)

Corridor Improvements

The map to the left illustrates the proposed locations for a series of improvements along the Highway 117 Corridor. The existing Colfax entrance sign informs people they have entered Colfax, but seems to be disconnected from what really feels like Colfax: the Downtown District. The design team proposes making this connection by installing light poles to illuminate the roadway and increase safety while creating banners to hang on the light poles, continually reminding visitors that they have entered Colfax. The design of the banners is heavily influenced by Colfax's historical mineral springs as well as its adjacency to the South Skunk River, but could be updated as often as desired to promote different types of events.

With future growth, Quarry Springs Park has the potential to attract many people to the northern edge of Colfax. These banners will draw people into the downtown district and help them truly experience all that Colfax has to offer.

Tree Planting/Screening

Trees should be strategically planted along this corridor to provide a level of beautification and a vegetative screen of any unsightly properties that may exist, and shade to provide comfortable space for passersby. With this corridor being a visitor's first impression of Colfax, ensuring a beautiful experience is key. All tree planting does need to be outside of the Highway 117 right-of-way, according to Iowa DOT regulations.

Trail Extension

To better connect downtown Colfax with Quarry Springs Park, and potentially further north in the future, a series of improvements and expansions to the trail system are proposed along this corridor. An extension to the pedestrian trail and a connecting sidewalk is proposed on the South Skunk River bridge. This will provide pedestrians as well as cyclists much better access across the river to the park and other amenities on the north edge of town. After crossing this bridge, pedestrians would be able to use a new trail separated from the roadway to access Quarry Springs Park. The potential for a connection north of town to the Chichaqua Valley Trail should be studied as that trail continues to develop as well.

Proposed Banner Design

Before

Highway 117 corridor at South Skunk River, looking north

Corridor Improvements

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Colfax

Highway 117 Corridor Improvements (2/2)

Landscape Architect and Intern: RDG Planning & Design - Bruce Niedermyer, PLA and Sara Davids

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

Highway 117 Corridor Improvements - Opinion of Probable Cost

Description	Quantity	Unit	Unit Cost	Extended Amount
GENERAL REQUIREMENTS				
Traffic Control	1	LS	$5,000.00	$ 5,000.00
DEMOLITION				
REMOVAL				
Driving Lane Paint (North of Skunk River)	1	LS	$4,000.00	$ 4,000.00
Gravel Driveways	9,585	SF	$2.00	$ 19,170.00
Portions of Asphalt Roadway (Adjacent to New Curb)	1,100	SF	$2.50	$ 2,750.00
Temporary Erosion Control	1	LS	$5,000.00	$ 5,000.00
HARDSCAPE				
Concrete Paving- Sidewalks (South of Skunk River)	6,550	SF	$7.00	$ 45,850.00
Concrete Paving - Curbs (East of Sale Yard)	1165	LF	$20.00	$ 23,300.00
H.M.A. Trail & Base Course (North of Skunk River)	42000	SF	$2.75	$ 115,500.00
Pedestrian Path Widening at Bridge*	N/A			
Asphalt Driveways (South of Skunk River)	4000	SF	$5.00	$ 20,000.00
UTILITIES				
New Street Lights	20	EA	$5,000.00	$ 100,000.00
Utility & Structure Adjustments**	1	LS	$30,000.00	$ 30,000.00
LANDSCAPE				
Soil Preparation	5	AC	$950.00	$ 4,750.00
Wildflower/Native Grass Seeding	5	AC	$1,750.00	$ 8,750.00
Shade Trees and/or Evergreen Trees	36	EA	$350.00	$ 12,600.00
3-year Maintenance for Natives	1	LS	$2,500.00	$ 2,500.00
SITE IMPROVEMENTS				
Banners/Brackets	20	EA	$600.00	$ 12,000.00
Pavement Marking Paint	1	LS	$5,000	$ 5,000.00
SUB-TOTAL				**$ 416,170.00**
MOBILIZATION/GENERAL CONDITIONS - 5%				**$ 20,808.50**
CONTINGENCY - 15%				**$ 62,425.50**
DESIGN AND ENGINEERING - 10%				**$ 41,617.00**
Inflation - 3%				**$ 12,485.10**
ESTIMATED CONSTRUCTION COST				**$ 553,506.10**

*to be determined by a structural engineer

**unknown variables exist that could affect costs

Downtown Enhancements (1/2)

Downtown District

The Colfax downtown serves as the core or the heart of Colfax. Visitors to Colfax truly feel they have arrived once they reach downtown. It is important to give this place special consideration in the design process; the potential project areas for this corridor are displayed in the map above.

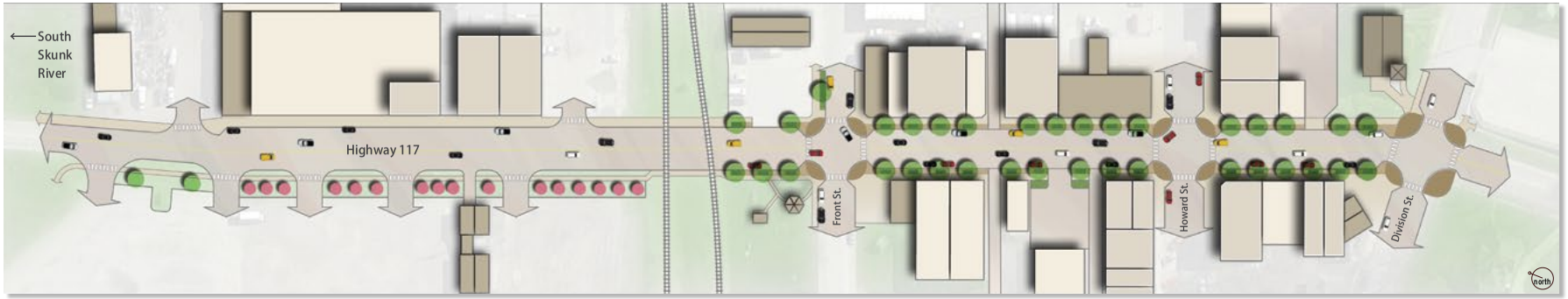
Connections to Highway 117

North of the railroad tracks along Highway 117, there are numerous access drives as well as large expansive openings for traffic to enter and exit the roadway. This situation is potentially unsafe because people can enter and exit the roadway too freely. Eliminating a few of these driveways/openings would provide a much safer scenario for motorists and pedestrians while still offering more than adequate space for traffic of all types. The map above shows a more focused delineation of where these driveways can be located. The reduction of additional driveways is a definite possibility, but the overall traffic patterns for the adjacent properties need to be studied to understand their needs and desires. There are currently ornamental trees planted in this zone, which is a nice beautification effort that was completed years ago. With the elimination of a few driveways, additional ornamental trees can be planted in this area to continue the theme that has already been established. In areas where there are no overhead powerlines, larger canopy trees could be planted in lieu of the shorter ornamental trees.

In addition to the improved driveway scenarios shown above, added sidewalks/trail connections would be an important enhancement to this area. As shown in board #8, a sidewalk/trail connection is planned on the east side of Highway 117, across the South Skunk River bridge and further north to Quarry Springs Park. Another sidewalk on the west side of Highway 117 could lead to a path that connects to the fairgrounds along the embankment south of the river.

Streetscape Improvements

Drivers going south on Highway 117, cross the railroad tracks just before entering Colfax's historic downtown. The streetscape of the downtown, which includes the vehicular travel lanes, sidewalks, planting areas, parking lanes, crosswalks, etc., has the potential to be much more pedestrian-friendly and inviting than it currently is. For more information on the streetscape-specific improvements, please see board #10.



Highway 117 Corridor Improvements Plan

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Downtown at Walnut and Division Street, looking north

Before

Colfax

Downtown Enhancements (1/2)

Landscape Architect and Intern: RDG Planning & Design - Bruce Niedermyer, PLA and Sara Davids

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

IOWA'S LIVING ROADWAYS

9

Downtown Enhancements (2/2)

Downtown District

As mentioned on the previous board, Colfax has great potential for making downtown more pedestrian-friendly. Currently, Highway 117 is the main focus of this corridor. The oversize travel and parking lanes encourage speeding and negatively affect the safety of community members and visitors. In addition, only a few trees are planted in this corridor, promoting higher traffic speeds and creating an increased heat-island effect. The heat-island effect occurs when cities are largely made up of concrete or paved spaces and other built materials, which causes noticeable higher temperatures. Providing plant material, especially trees, allows that heat to be absorbed and provides micro-climates of shaded space to counteract the heat island effect.

The plan graphic on board #9 gives an all-inclusive view of the proposed improvements to the downtown district. The goal of this board is to illustrate more details of these improvements. Above is a diagram of the proposed dimensions for Hwy 117 where it passes through downtown Colfax. These dimensions are based on Iowa DOT minimum roadway dimensions for this type of construction and can be compared to the existing conditions shown at the top of the page. This transformation of space creates an additional zone for street tree planting, providing shaded, more comfortable places for people to congregate or pass through. The inclusion of street trees such as these is proven to benefit business owners as well as increase safety in these types of environments.

At each intersection in the downtown area, the design team proposes constructing bump-outs at the crosswalks. Bump-outs serve as a traffic calming measure, along with the aforementioned street trees and smaller travel lanes. The bump-outs become physical choke points for motorists and serve as protective barriers for the parallel parking spaces, while shortening the distance pedestrians have to travel when crossing the street. The bump-outs and segments of paved space around the tree planting areas can be constructed with concrete or clay pavers in order to add a decorative touch to the downtown and tie into the historical nature of the existing architecture.

In the diagram above, pavers are shown between the plant beds. If desired, the city could install permeable pavers to capture rain water and snow melt that is sheet-flowing from the adjacent impermeable surfaces. This would allow for a reduction in the amount of water that is sent to the storm sewer and in turn lessen the chance of flooding in the lower regions of town. The city could also choose to install tree grates over specific planting areas where there needs to be pedestrian use. If pedestrian traffic will allow the space for an actual planting area, as shown in the image above, the city would have a great opportunity to plant perennials that give the downtown streetscape vibrance and color and alleviate extra work in preparing annual planters while achieving the same result each year.

These design concepts can easily translate from Highway 117 to the side streets of downtown as well. Creating a multi-block downtown experience allows the business district to grow without losing its cohesiveness as a historic space.

3D View of Proposed Downtown Streetscape Dimensions

Existing Street Dimensions

Downtown at Walnut and Howard Street, looking north

Before

Downtown District

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At each intersection in the downtown area, the design team proposes constructing bump-outs at the crosswalks. Bump-outs serve as traffic calming measure, along with the aforementioned street trees and smaller travel lanes. The bump-outs become physical choke points for motorists and serve as protective barriers for the parallel parking spaces, while shortening the distance pedestrians have to travel when crossing the street. The bump-outs and segments of paved space around the tree planting areas can be constructed with concrete or clay pavers in order to add a decorative touch to the downtown and tie into the historical nature of the existing architecture.

In the diagram above, pavers are shown between the plant beds. If desired, the city could install permeable pavers to capture rain water and snow melt that is sheet-flowing from the adjacent impermeable surfaces. This would allow for a reduction in the amount of water that is sent to the storm sewer and in turn lessen the chance of flooding in the lower regions of town. The city could also choose to install tree grates over specific planting areas where there needs to be pedestrian use. If pedestrian traffic will allow the space for an actual planting area, as shown in the image above, the city would have a great opportunity to plant perennials that give the downtown streetscape vibrance and color and alleviate extra work in preparing annual planters while achieving the same result each year.

These design concepts can easily translate from Highway 117 to the side streets of downtown as well. Creating a multi-block downtown experience allows the business district to grow without losing its cohesiveness as a historic space.

Colfax

Downtown Enhancements (2/2)

Landscape Architect and Intern: RDG Planning & Design - Bruce Niedermyer, PLA and Sara Davids

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

Downtown Enhancements - Opinion of Probable Cost

Description	Quantity	Unit	Unit Cost	Extended Amount
GENERAL REQUIREMENTS				
Traffic Control	1	LS	$15,000.00	$ 15,000.00
DEMOLITION				
REMOVAL				
Concrete Sidewalks	10,500	SF	$3.50	$ 36,750.00
Portions of Asphalt Roadway	11,400	SF	$2.50	$ 28,500.00
Temporary Erosion Control	1	LS	$5,000.00	$ 5,000.00
HARDSCAPE				
Concrete Paving- Sidewalks	12,000	SF	$7.00	$ 84,000.00
Concrete Paving - Curbs	1745	LF	$20.00	$ 34,900.00
Pavers on Concrete subslab	6700	SF	$16.00	$ 107,200.00
Asphalt Mill & Overlay	33500	SF	$5.00	$ 167,500.00
UTILITIES				
Site Lighting LED Retrofit	43	EA	$950.00	$ 40,850.00
Utility & Structure Adjustments*	1	LS	$150,000.00	$ 150,000.00
LANDSCAPE				
Amended Soil For Streetscape Planters	50	CY	$45.00	$ 2,250.00
Mulch - Shredded Hardwood	13	CY	$40.00	$ 520.00
Deciduous Shade Trees - 2" Caliper	35	EA	$350.00	$ 12,250.00
Perennials - in-grade planters	272	EA	$30.00	$ 8,160.00
SITE IMPROVEMENTS				
Trash Receptacles	10	EA	$1,500.00	$ 15,000.00
Benches	12	EA	$2,200	$ 26,400.00
Bike Racks	10	EA	$800	$ 8,000.00
Pavement Marking Paint	1	LS	$2,000	$ 2,000.00
SUB-TOTAL				**$ 744,280.00**
MOBILIZATION/GENERAL CONDITIONS - 5%				**$ 37,214.00**
CONTINGENCY - 15%				**$ 111,642.00**
DESIGN AND ENGINEERING - 10%				**$ 74,428.00**
Inflation - 3%				**$ 22,328.40**
ESTIMATED CONSTRUCTION COST				**$ 989,892.40**

*unknown variables exist that could affect costs

Safe Routes to School and Recreational Trails

Desired Improvements

One of the most common pieces of information gathered from the community survey is the severe lack of sidewalk connections within Colfax. The steering committee and design team studied input from community members, took a community tour, and marked a route through town that would be the first priority in improving these connections. See the map above for these routes.

The proposed sidewalk connections will provide much needed safe walking routes to the Colfax-Mingo Elementary and High Schools. Safe routes are shown to increase the number of students who feel comfortable walking to school rather than taking the bus or being transported by car. The proposed sidewalks will also provide a greatly desired walking and/or running loop throughout town. One of the biggest obstacles in town that keeps people from walking outdoors, aside from the lack of sidewalks, is the extreme topographical change from one side of town to the other. This, often times, pushes people who desire an easy walking experience to the western portion of town, which is the flattest option for a walking route. With that in mind, the proposed trail shown on the map above, provides a one-mile loop within that western area, which is often called The Flats. A sidewalk/trail connection that should be particularly noted is the connection of the walks along Division Street to the proposed walks through the downtown and connecting to the new Quarry Springs Park. See board #8 for more information regarding this route and its connections.

Lastly, as recreational trails outside of Colfax continue to be developed, the city needs to work hard to create trails that connect to these local amenities. Recreational trails are an important asset when drawing people to visit and/or move to small towns such as Colfax. Being located just 15 miles east of the Des Moines Metropolitan Area provides numerous opportunities for these connections and greatly increases the opportunity for local tourism.

Sidewalk connection at Division Street and Oak Park Avenue, looking west

Before

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Division Street connection, looking west

Before

Colfax

Safe Routes to School and Recreational Trails

Landscape Architect and Intern: RDG Planning & Design - Bruce Niedermyer, PLA and Sara Davids

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

Safe Routes to School and Recreational Trails- Opinion of Probable Cost

Description	Quantity	Unit	Unit Cost	Extended Amount
GENERAL REQUIREMENTS				
Property Acquisitions/Easements	N/A			
DEMOLITION				
Curb Cuts for ADA Ramps	1	LS	$2,500.00	$ 2,500.00
HARDSCAPE				
Concrete Sidewalks & ADA Warning Pavers	31,275	SF	$7.00	$ 218,925.00
UTILITIES				
Minor Utility Adjustments	1	LS	$5,000.00	$ 5,000.00
SITE IMPROVEMENTS				
Pavement Marking Paint	1	LS	$2,000	$ 2,000.00
SUB-TOTAL				**$ 228,425.00**
MOBILIZATION/GENERAL CONDITIONS - 5%				**$ 11,421.25**
CONTINGENCY - 15%				**$ 34,263.75**
DESIGN AND ENGINEERING - 10%				**$ 22,842.50**
Inflation - 3%				**$ 6,852.75**
ESTIMATED CONSTRUCTION COST				**$ 303,805.25**

F48/Old Highway 6 User Safety

Pedestrian Safety

The steering committee pointed out that currently many pedestrians cross F48 to reach the soccer fields to the north, but don't have a designated crosswalk. The design team is proposing a new crossing that would lead pedestrians from the parking area on the south side of the roadway, across the street and down to the fields. The crossing would be marked with motion detecting flashing lights to alert vehicles of the pedestrians in the roadway. This allows a safer crossing for pedestrians and does not prevent traffic flow when no one is using the crosswalk. If the parking lot on the south side of the roadway was improved to be ADA compliant, this crossing and sidewalk to the soccer fields would need to be designed to allow ADA access as well. Providing a sidewalk that connects this area to an improved network of sidewalks throughout town would help immensely with pedestrian connectivity and the overall walkability of Colfax.

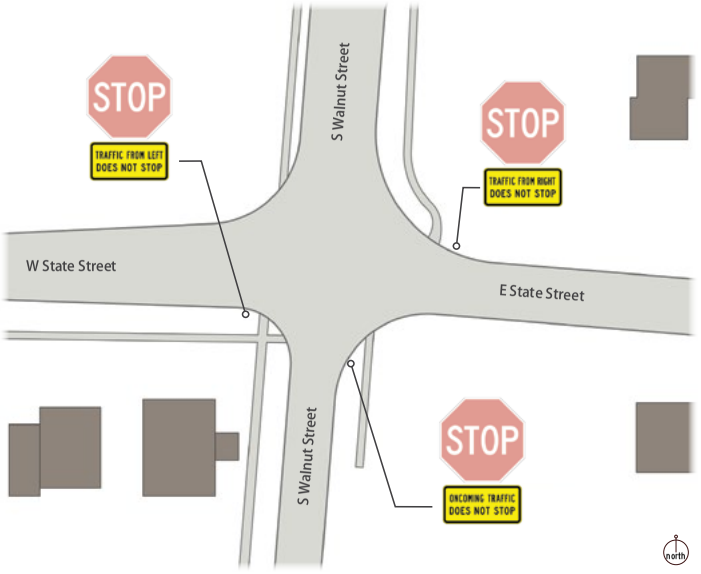
Vehicular Safety

Another part of town that both survey respondents and steering committee members perceive as unsafe for pedestrians and motorists is the intersection of F48 (State Street) and Highway 117 (Walnut Street). This intersection is rare in that traffic comes from four directions, but only three of those directions have a stop sign (traffic traveling south on Walnut Street is not required to stop). The purpose of this configuration is to ensure that winter traffic can fully make it through the intersection, which is on a hill. This creates a potentially hazardous scenario for motorists, especially those who are unfamiliar with the intersection.

The design team proposes installing additional Iowa Department of Transportation-approved signage under each of the existing stop signs in order to better display the requirements of this intersection. These simple signs will improve the safety of motorists and pedestrians alike for a minimal cost. Each of these signs and their official titles can be found in the Manual on Uniform Traffic Control Devices.

Proposed pedestrian crossing across West State Street (F48), looking east

Before



State Street and Walnut Street intersection signage improvements

Pedestrian Safety

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Colfax

F48/Old Highway 6 User Safety

Landscape Architect and Intern: RDG Planning & Design - Bruce Niedermyer, PLA and Sara Davids

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

F48/Old Highway 6 User Safety - Opinion of Probable Cost

Description	Quantity	Unit	Unit Cost	Extended Amount
GENERAL REQUIREMENTS				
Traffic Control	1	LS	$500.00	$ 500.00
DEMOLITION				
REMOVAL				
Curb Cuts for ADA Ramps	2	EA	$200.00	$ 400.00
HARDSCAPE				
Concrete Paving- Sidewalks	200	SF	$7.00	$ 1,400.00
Concrete Paving - Stairs	1	LS	$2,200.00	$ 2,200.00
Railings on Stairs	1	LS	$1,500.00	$ 1,500.00
UTILITIES				
Solar Powered Flashing Pedestrian Sign	2	EA	$2,500.00	$ 5,000.00
SITE IMPROVEMENTS				
New Intersection Signage (Walnut & State)*	N/A			
Pavement Marking Paint	1	LS	$200	$ 200.00
SUB-TOTAL				**$ 11,200.00**
MOBILIZATION/GENERAL CONDITIONS - 5%				**$ 560.00**
CONTINGENCY - 15%				**$ 1,680.00**
DESIGN AND ENGINEERING - 10%				**$ 1,120.00**
Inflation - 3%				**$ 336.00**
ESTIMATED CONSTRUCTION COST				**$ 14,896.00**

*This should only require coordination with IDOT for installation

Implementation Strategies

The Community Visioning Program is just the beginning of the planning process for the implementation of projects that will contribute to an enhanced quality of life in Colfax. Although there is value in data gathering, analysis, conclusions, and recommendations, the greatest value is providing the residents of Colfax with the opportunity to look at their community from different perspectives and to motivate future change. It is the design team's intent to provide the community with a framework for significant future development and enhacement of community resources.

Key Recommendations

Based on economic return and increased quality of life, it is recommended that projects be approached individually, keeping in mind that some may run concurrently and others may require phasing. It is important to have two goals related to implementation: create success and build on those successes. Initial projects should most likely require the least funding and present the fewest barriers to implementation.

Highway 117 Corridor Improvements

The improvements proposed for Highway 117 not only provide a beautification plan for the main entrance to town, but also introduce habitat for pollinators, strategic screening of properties and an opportunity to connect to Quarry Springs Park, which has potential to become a fantastic regional draw for visitors to Colfax. Capitalizing on this project's close proximity to Quarry Springs Park and Interstate 80 will give great visibility to the proposed improvements. This visibility will invite interstate passersby to enter Colfax and explore all it has to offer. This visibility will also alert Colfax residents that projects are being completed and progress is being made. Seeing this progress invites residents to become involved as projects continue to move forward by providing physical and/or finanical support. The pedestrian scale improvements, such as the bridge widening over the river and the trail connection to Quarry Springs Park will also serve as arteries for bringing people to the park as well as potentially connecting to the Chichaqua Valley Trail, north of Colfax, in the future. There are many funding opportunities for the types of projects proposed for this corridor. The Iowa Department of Transportation funds numerous grant programs that would benefit the Highway 117 corridor north of the South Skunk River and the rest of the Highway as it continues through town. There is also significant funding available for recreational trails, especially when there is potential to connect to another regional trail. The Des Moines Area MPO is another potential funding source that should be investigated.

Downtown Enhancements

There have been some significant improvements to Colfax's downtown, largely because it is a Main Street Iowa Community. Opportunities from Main Street Iowa should continue to be utilized as community members move forward with the proposed projects within this document. When looking for funding sources for the work proposed in downtown, the Iowa DOT continues to be a likely source for grant funding. With Highway 117 bringing motorists directly through downtown, there are also many funding opportunities related to economic growth. The cost opinion associated with the downtown enhancements

Downtown Enhancements (continued)

is the most substantial of all projects included in this document. For this reason, proper preparation must be taken before this design can be executed. The steering committee must ensure they have proper support from community members, business owners, as well as city, county, and state officials. Without the support of all these parties, the implementation of this project will be nearly impossible. The components of the design concepts that should be focused on for the downtown enhancements are the increased pedestrian safety, proposed traffic calming measures, economic benefit to local businesses, and any innovative storm water management systems that potentially get included as this design evolves.

Safe Routes to School/Recreational Trails

The design proposal for these improvements seems pretty simple, but the amount of sidewalk that needs to be added or enhanced adds up rather quickly. However, one of the most beneficial aspects of this concept is the fact that the improved routes will connect the existing schools within Colfax through a safe, walkable route that allows children and adults alike the opportunity to remove themselves from the dangers associated with walking in the street. There are state sidewalk improvement programs as well as specific safe routes to school programs that should be tapped into in order to make these concepts a reality. Also, these improvements will greatly improve the walkability of Colfax, which is very important in any health-based funding sources.

F48/Old Highway 6 User Safety

This project is most likely the easiest to complete and provides a pretty sizable impact. The flashing pedestrian signs are designed to be highly visible, and that's exactly what a steering committee wants when trying to publicize the potential positive influences that the Community Visioning Program can have on Colfax and similar communities. The designed improvements greatly benefit the safety of children and adults who cross the street in this location, and it will even convey to visitors that Colfax cares about them and their safety. If this is the first project that gets pursued, the steering committee should make sure to promote themselves the leaders of the effort and should continue to publicize the other potential project areas that could benefit from additional community support.

Colfax has strategically identified community projects with great potential for success. The community should take a two-pronged approach to project implementation which includes: completion of select projects within a short timeframe and commencement of the fundraising and planning process for larger-scale, keystone projects. These improvements will increase the quality of life for all citizens of Colfax, as well as develop and enhance a positive identity for the community.

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
- Fundraising 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 Transportation Enhancement Act (TEA-21)
- Federal Surface Transportation Program (STP)
- 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

Appendix A

Common Contacts for Community Visioning

Signing

- General questions: District 1 Planner – Mike Clayton
  515-239-1202 or mike.clayton@dot.iowa.gov
- Specific types of signing: Office of Traffic & Safety at
  http://www.iowadot.gov/iowaroadsigns/index.aspx

Funding

- General questions: District 1 Planner – Mike Clayton
  515-239-1202 or mike.clayton@dot.iowa.gov

- Federal and State Rec Trails Program:
  http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm
  Yvonne Diller (Office of Systems Planning)
  515-239-1252 or yvonne.diller@dot.iowa.gov

- Statewide Transportation Alternatives Program:
  http://www.iowadot.gov/systems_planning/trans_enhance.htm
  Pam Lee (Office of Systems Planning)
  515-239-1810 or pamella.lee@dot.iowa.gov

  Safe Routes to Schools: http://www.iowadot.gov/saferoutes
  Deb Arp (Office of Systems Planning)
  515-239-1681 or debra.arp@dot.iowa.gov

- Regional Transportation Enhancement Program: Shirley Helgevold (MIDAS Council of Governments) 515-576-7183, ext. 212 or shelgevold@midascog.net

Roadside Vegetation

- Mark Masteller (Office of Design)
  515-239-1424 or mark.masteller@dot.iowa.gov
  or
  Evelyn O'Loughlin (Office of Design)
  515-239-1078 or evelyn.oloughlin@dot.iowa.gov

The Iowa Department of Transportation's

Guide to Transportation Funding Programs

can be found online at the following address:

http://www.iowadot.gov/pol_leg_services/Funding-Guide.pdf

The Title Page and Table of Contents can be found on the following three pages.

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) office 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 81.)

Please note: the FAST Act, a surface transportation reauthorization bill passed in Dec. 2015, made several changes to funding programs. While this document incorporates many of the changes, USDOT guidance has not yet been received for some programs. You are advised to contact the offices listed for the most current information.

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

April 2016

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