

Final Report and Feasibility Study Dysart, Iowa



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Trees Forever
Iowa State University



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About RITLAND+KUIPER Landscape Architects

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

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

Throughout our history, RKL A has provided park and recreation master planning and detailed design and construction services for a diverse array of city, county, and state recreation areas.

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



RITLAND+KUIPER
LANDSCAPE ARCHITECTS

Program Overview

Dysart is one of 10 communities selected to participate in the 2023 Iowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small Iowa communities (populations of fewer than 10,000).

Goals for the Visioning Program include:

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

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

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

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

Community Goals

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

- Sidewalks and Connectivity
- Community Trail
- Signage and Way-finding
- Dysart City Park Improvements

Capturing the Dysart 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. These boards include the Program Overview, Bioregional Assessment, Transportation Assets and Barriers Assessment, Transportation Behavior and Needs Assessment, Hispanic Interview, Transportation Inventory and Analysis, Concept Overview, and Community Design Boards.



Program Overview

The city of Dysart is one of 10 communities selected to participate in the 2023 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:
 - Development of a conceptual plan and implementation strategies with local communities
 - Enhancement of the bio-regional, cultural, and visual resources of communities
 - Assisting local communities in using external funds as leverage for transportation corridor enhancement

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

1. Program initiation
2. Needs assessment and goal setting
3. Development of a concept plan
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Community Goals

The Dysart visioning committee identified a number of goals and priority areas during the visioning process, which are described below.

Sidewalks + Connectivity: The community would like to create safer routes for pedestrians to popular destinations within the community.

Community Trail: A community wide trail that would connect to the existing C. R. Roberts Trail was a top priority. This popular trail cannot be accessed by sidewalk anywhere in Dysart. The steering committee would like to see the trail connect to the community and link destinations such as downtown, city park, and schools.

Signage & Way-finding: The steering committee showed interest in creating a consistent palette of signage for the city.

Dysart City Park: The community would like to see enhancements at Dysart City Park, referred to as the heart of the city. Proposed improvements include inclusive playground equipment, connections to existing and proposed amenities, pickleball courts and a splash pad.

Dysart Program Overview

RITLAND+KUIPER Landscape Architects
 Landscape Architect: Samantha Price, A.SLA
 Intern: Andrea Fager, Iowa State University
 Iowa State University | Trees Forever | Iowa Department of Transportation



Bioregional Assessment

Historical Settlement Patterns

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

Dysart in Context

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

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

Historical Vegetation

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

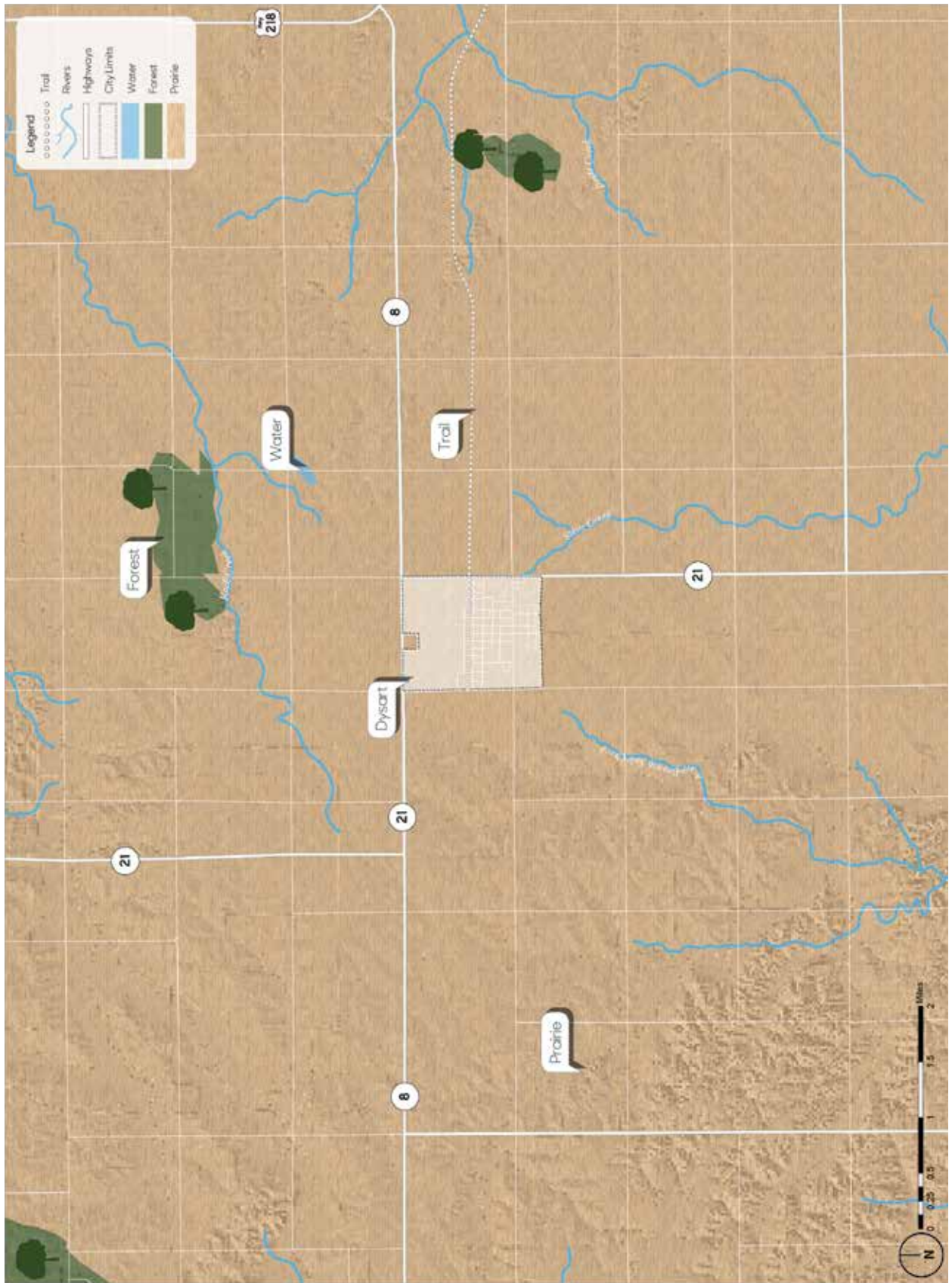
The plant community names mapped by the GLO surveyors varied. The original terminology they used has been preserved in the original data, but we have renamed them on this map to reflect names used to describe contemporary vegetation communities.

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

The vegetation types are defined¹:

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

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

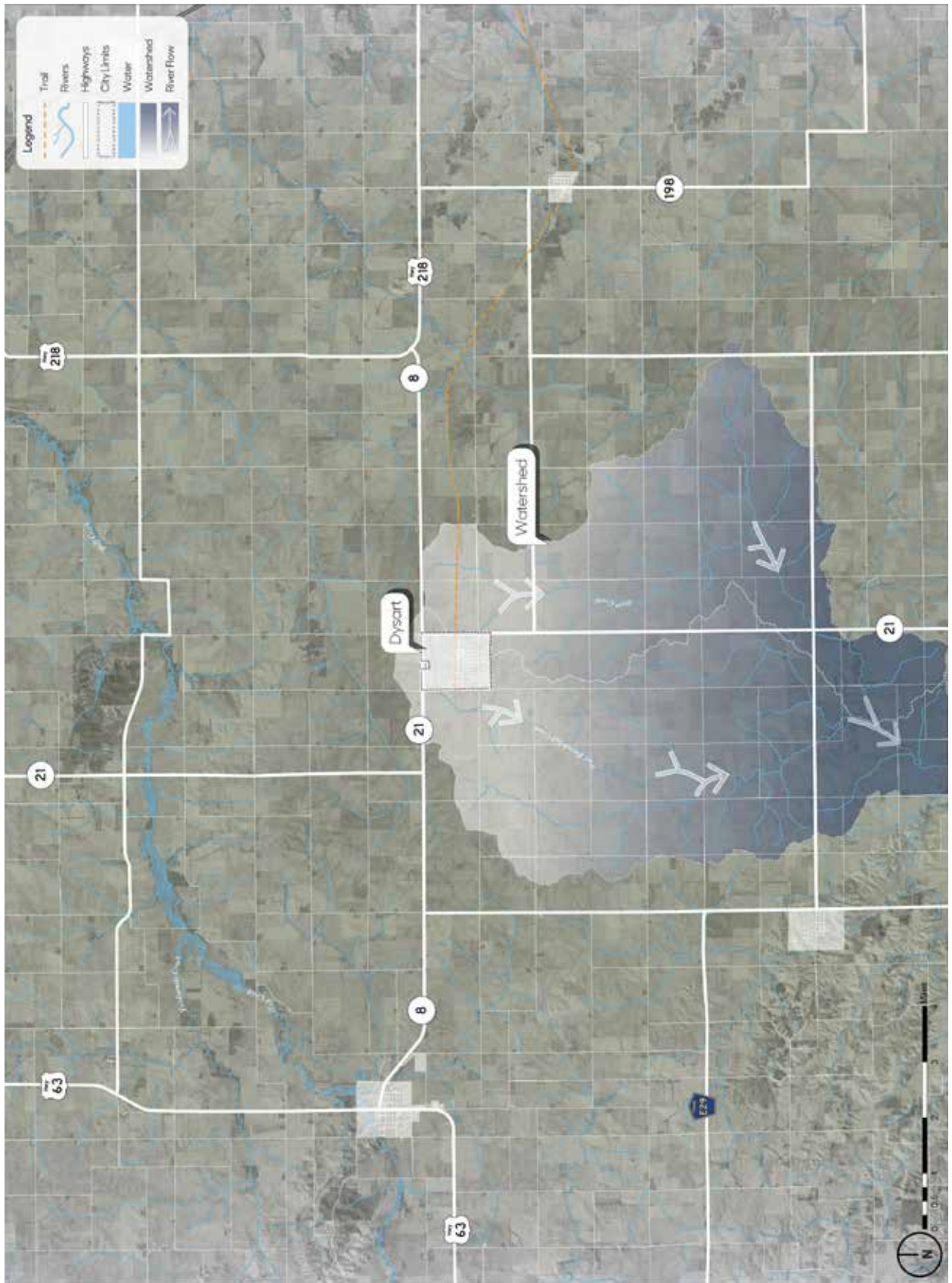


Regional Watershed

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

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

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

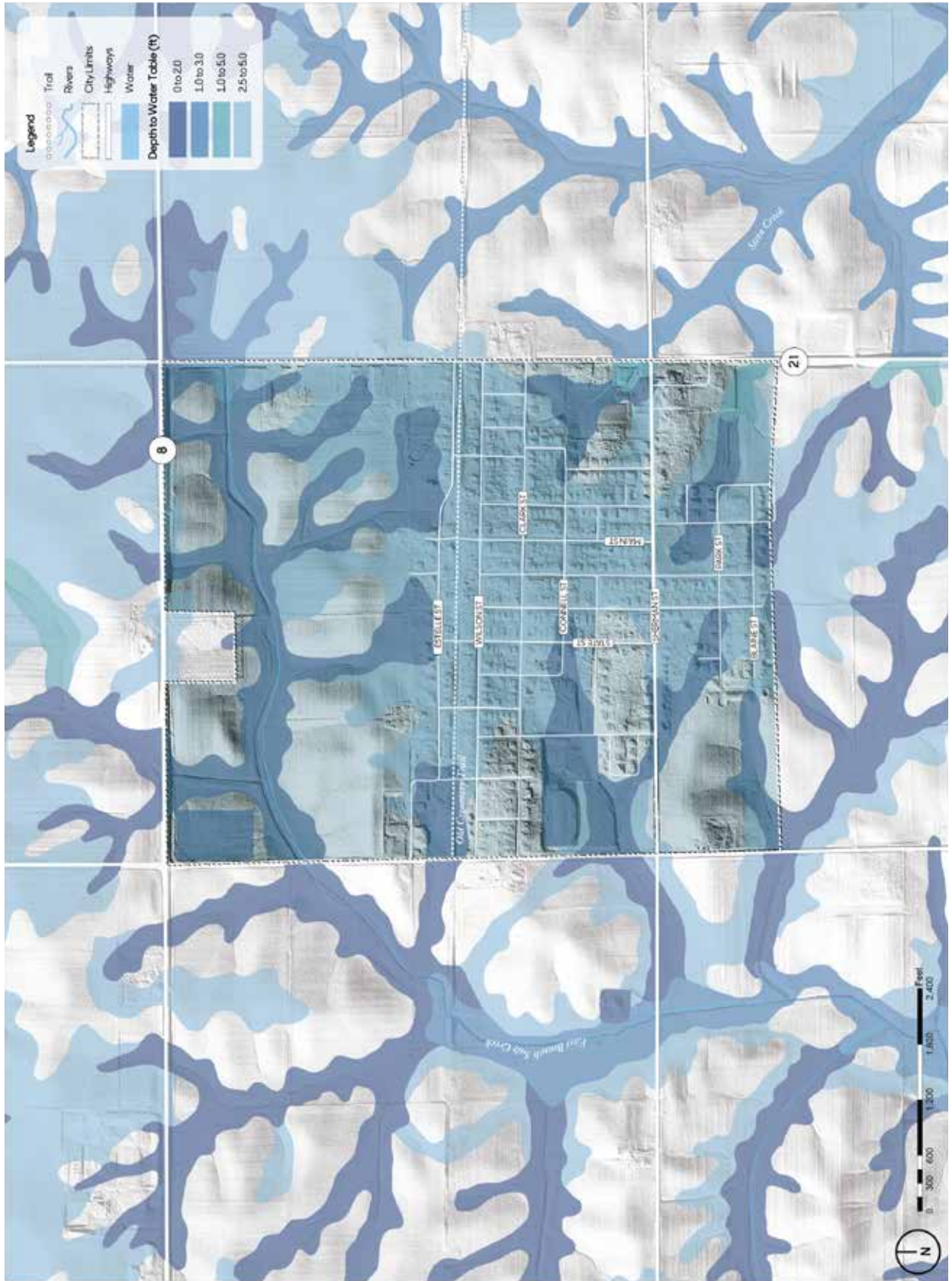


Depth to Water Table

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

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

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

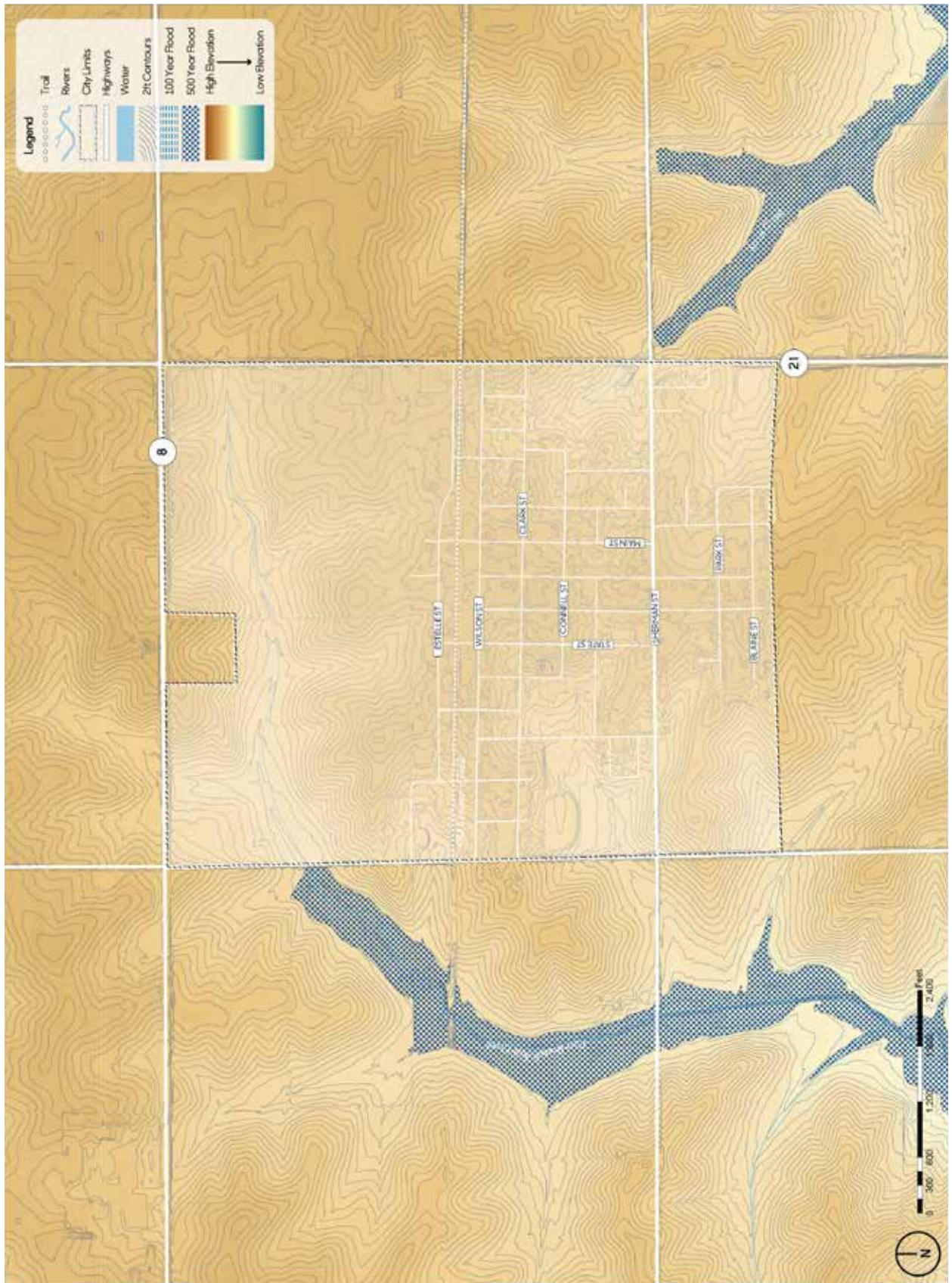


Elevation and Flow

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

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

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



Present-day Land Cover

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

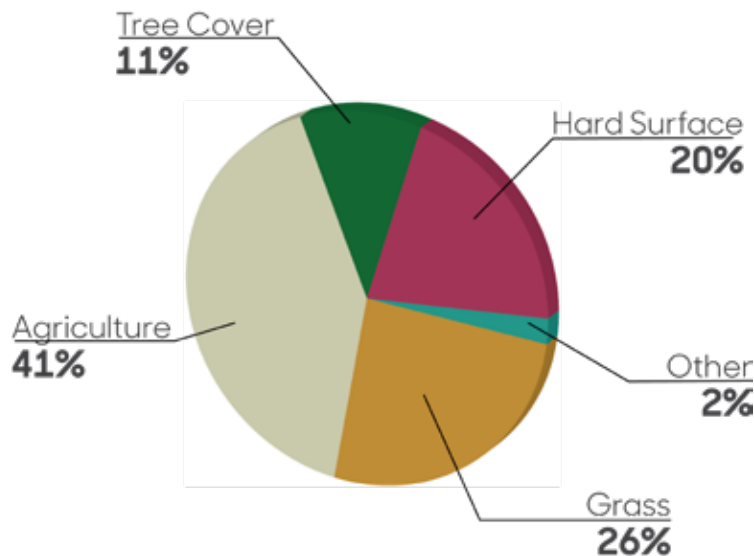
What do you observe about the dominant landcover types in your community?

Where is the tree canopy most concentrated?

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

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

Percent Land Cover Type





Landscape Change Over Time

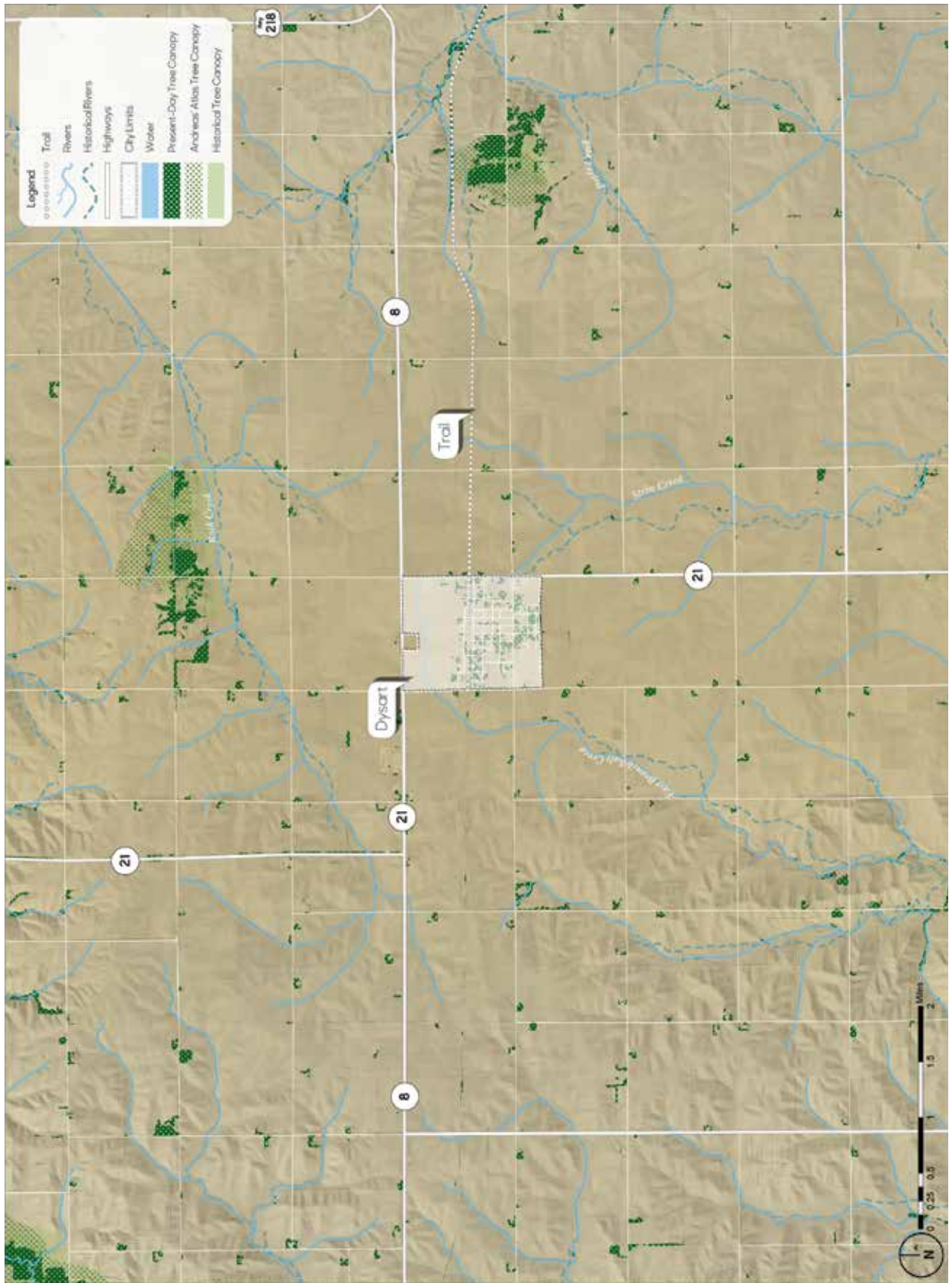
The map on this page shows how the landscape has changed over time, with an emphasis on vegetation and drainageways.¹ The map is helpful for understanding how landscapes change and considering how these changes might affect how well the landscape works to support human and ecological needs.

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

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

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

¹ This map shows the difference between the present day tree canopy gathered from the DNR's Land Cover data and past landscape cover, as defined in the General Land Office (GLO) surveys from 1836 through 1859 and the *A.T. Andreas' Illustrated Historical Atlas of the State of Iowa from 1875*.



Transportation Assets and Barriers

Overview

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

In this participatory assessment, we want to find out which factors and conditions affect transportation use in Dysart, 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 Dysart's transportation system works, we use focused, small-group conversations, mapping, and photos of the best and worst places taken by residents to understand local transportation.

Different Users = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Dysart residents with different transportation needs to participate in focus groups. A total of 38 residents attended Dysart's workshop. Participants were separated into five user groups and the Dysart steering committee.



Actives

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



Mobility
Challenged

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



Older Adults

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



Youth

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



Parents

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



Steering
Committee

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



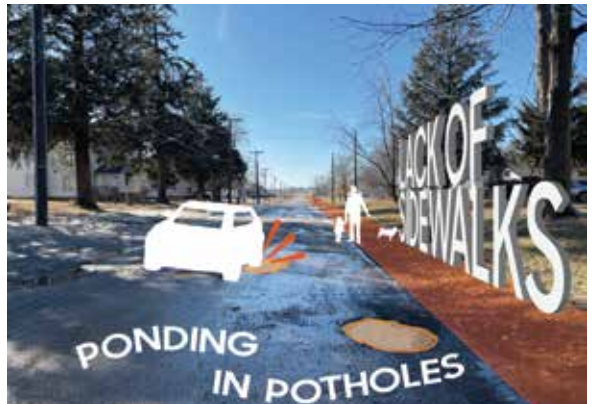
The C.R. Roberts Trail is appealing to both walkers and cyclists for its smooth, wide surface and many amenities, including benches, exercise stations, trees, and a shelter with seating, access to water, and a bike repair station.



The fast traffic and the absence of a pedestrian path and crosswalks along Highway 21 make walking difficult during peak travel times.



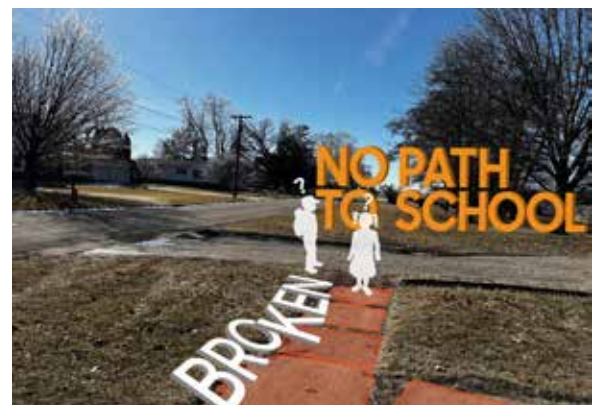
Dysart Park's quality sidewalks, shelters, playing fields, and tree coverage allow for a range of activities and make it an appealing place to relax.



The numerous potholes on Iow Street make it difficult for drivers to navigate, and the lack of sidewalks forces pedestrians to walk on the grass or along the street.



The well-maintained sidewalks and good curb height, along with streetlights and numerous businesses make downtown an enjoyable place to walk for people of all ages and abilities.



Kids have to walk to and from school in the roadway on Sherman Street because the sidewalks are broken and uneven or nonexistent.

What People Said

"...when you step down off the curb, you don't have your balance as well, and the curbs [on Main Street] are so high you can go down. We do have good [curb ramps]...[but] you have to walk down [to the end of a block]...to get down..."

"When it's icy the ramps get icy...[when] your balance isn't very good, [you] need something to hold on to...going into eat at a restaurant or something..."

"...it would be nice to have either a very level trail or a blocktopped trail [through the Nature Preserve]"

"Our trail is great, it's blocktopped, and it's very nice, but we would like to extend it...throughout town..."



Mobility Challenged

"In the past we've talked about hooking the bike trail up to the school so children could ride their bikes safely to school"

"I love to have trees along the way. There used to be wildflowers along [the trail], but you'd see animals in there; it was kind of scary."

"It would be an asset to the community to have access to [Dollar General] with your golf cart or...scooter or a bicycle where you didn't have to go out on the highway."

"...the road in front of the post office is very prone to potholes...so right in front of the post office, that's...a bad area."



Older Adults

"...walk in the streets, and some of those are kind of treacherous, this time of year, especially with the potholes and the speed bumps"

"I think signage at the edge of town to tell which road to take [to] different areas would be good."

"I loved walking the trail, but that one mile gets pretty boring...so I would like to see more variety in walking areas, maybe even a trail through the arboretum...that gives you some...just scenery, and then...mileage markers..."

"We have been blessed with a lot of trees, and the big trees beside the sidewalks have heaved the sidewalks up."

"I just don't walk the trail anymore because there's nothing to connect it to."

"...I wish that they would restore some habitat, some kind of trees or bushes... [that] would bring the birds back..."



Actives

"I would like to see the trail expanded to connect on both sides to go down to the southern part of the town."

"[On the trail near the elevator is] a weird jump from concrete to gravel, and...it feels somewhat unsafe sometimes...especially if there [are] the semis going in and out from the grain elevator."

"It might be nice to have a bike trail going from Dysart to Traer."

"I like to bike out on the trail every once in a while... [because] you get to see more trees and stuff."

"There are a few streets that just have curbs; they don't have [ramps] going down... you have to kind of pick up your bike to get on the sidewalk."



Youth

"It's sketchy to drive [on Tilford St] with two cars...especially when...either a big truck or a big van [is] going through there... [it's] very narrow."

"[It's] difficult to access...the [Dysart Drive-in]...we have to...take our kids through...private business driveways...because the only other option is driving on or riding, [or] walking on [Highway] 21."

"...if your kids get a certain age and you want to start logging some miles on the bike, options are...not great for Dysart."

"One of our dreams...would be a bike trail going to Traer..."



Parents

"...there's just not enough bike path, so there [are] a lot of people running in the streets... ideally they'd have a [dedicated] place to run."

"[A] safety concern [is that during school] pickup... parents are sitting there with a bunch of cars...parents will pull up in front of the elementary and there [are] kids running out to their parents..."

"...a lot of kids in the summertime are riding their bikes around... or just during the year kids [are] walking to and from school; any trail should incorporate the schools...so [people] could get to school on the trail, and [are] off the roads."

"[C.R.] Roberts Trail is walkable...there [are] benches... it has exercise equipment and the water station and the shelter."



Steering Committee

"Tilford is...such a narrow street... It's only [60-feet] wide...and they allow parking... you can barely ride a bike down it. Two bikes just about don't fit."

"[People] living on Estelle...have very young kids...there is one 'Slow Children at Play' sign, but the truck traffic there is heavy."

"...sidewalks are inconsistent [all over town]... There are some places where the sidewalk will stop and then you have to go over grass and then get to the sidewalk."

Emerging Themes

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

Actives walk, bike, and run regularly for recreation or exercise. They enjoy walking at the cemetery because it's peaceful. This group also enjoys natural areas and will travel out of town to Seven Hills Farms and Hickory Hills to experience nature.

Mobility-challenged individuals walk, bike, drive, and use golf carts and side-by-sides. They would like paved paths at the Heritage Arboretum and the Nature Preserve. This group suggested a sidewalk program to fund sidewalk repairs for those who can't afford it.

Older adults get around town by walking, biking, driving, and using golf carts and side-by-sides. This group pointed out the need for an affordable transportation service, as well as an assisted-living facility. They would like a paved path behind Casey's to Dollar General to provide better access for golf carts.

Youth walk, bike, and run. Older youth also drive and use golf carts. They find school drop-off and pick-up times hectic because of traffic congestion. This group would like more trees in the park and an outdoor sports complex in town.

Parents walk, bike, run, drive, use golf carts and e-scooters, and carpool. They are concerned for the safety of their children, and worry about kids running between cars, some of which are backing up, during school drop-off and pickup times. This group would like a safer route to both the elementary and middle schools.

Steering committee Steering committee members walk, bike, and drive to local destinations. They prefer to walk along streets with little vehicular traffic and enjoy routes where they can see gardens. This group sees better sidewalk code enforcement as a way to improve conditions for pedestrians.

User Types	Destinations and Activities			Desirable Qualities and Features			Undesirable Qualities and Features				Most Desired Improvements and Activities				
	Cell Bakery/ Old Quarry Trail	Recreation Trail	Heritage Arboretum	Access to Natural Areas	Trails	Outdoor Recreation Opportunities	Modest, Slow-Moving Infrastructure	Demonstrating Sustainability	Highly High-Capacity Traffic	Poor Trail Conditions	Insufficient Connectivity	Trail Connections	Resilient Support	Recreational/ Cultural Features	Trail Enhancements
Active	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Mobility Challenged	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Older Adults	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Youth	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Families	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Steering Committee	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Active users like and run regularly for recreation or exercise. They enjoy walking on the carriage way because it is paved. This group also enjoys natural areas and will travel out of town to Seven Hills Farms and Hickory Hills to experience nature.

Mobility-challenged individuals walk, bike, drive, and use golf carts and side-by-sides. They would like paved paths at the Heritage Arboretum and the future trail. This group suggested a paved path to the parking lot and a paved path for those who don't afford it.

Older adults get around town by walking, biking, driving, and using golf carts and side-by-sides. This group pointed out the need for an affordable transportation service, as well as an assisted-living facility. They would like a paved path behind Casey to Dollar General to provide better access for golf carts.

Youth walk, bike, and run. Older youth also drive and use golf carts. They find school drop-off and pick-up times hectic because of traffic. This group would like more trees in the park and an outdoor sports complex in town.

Parents walk, bike, run, drive, use golf carts and e-scooters, and carpool. They are concerned for the safety of their children and worry about kids running between cars, some of which are back-up, during school drop-off and pick-up times. This group would like a safer route to both the elementary and middle schools.

Steering committee members walk, bike, and drive to local destinations. They prefer to walk along streets with little vehicular traffic and enjoy seeing better sidewalks and pavement as they travel to improve conditions for pedestrians.

Cell Bakery/ Old Quarry Trail: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Recreation Trail: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Heritage Arboretum: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Access to Natural Areas: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Trails: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Outdoor Recreation Opportunities: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Modest, Slow-Moving Infrastructure: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Demonstrating Sustainability: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Highly High-Capacity Traffic: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Poor Trail Conditions: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Insufficient Connectivity: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Trail Connections: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Resilient Support: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Recreational/ Cultural Features: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Trail Enhancements: The group wants to have more trees and grass in the area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area. They also want to have a paved path from the parking lot to the parking area.

Transportation Inventory and Analysis

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

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

Dysart is flanked by two state highways, one on the north and one on the east. Despite not being bisected by a state highway, significant traffic is present within the community. Sherman Street is used as a thoroughfare through town due to limited stop signs. Wilson and Estelle Streets are heavily traveled because they are truck routes for businesses located on those roads and they provide easy access to the adjacent state highways.

Cross traffic on Highway 21 does not stop, which has caused accidents in the past with vehicles turning onto Highway 21 from Highway 8. At the Transportation Inventory meeting, Andy Loonen, Iowa Department of Transportation district transportation planner, suggested adding signage to notify motorists that cross traffic does not stop.

Sight-line issues for motorists are present at various intersections throughout the community. Maintenance on existing vegetation planted within the right-of-way is needed to allow motorists to see on coming traffic without creeping into the intersection.

Dysart does not have a designated school route or crossings. The elementary and middle schools are adjacent to each other and children utilize Clark Street, Connell Street, and Iowa Street to walk to school.

An abandoned rail line that cut through the center of the city limits was converted to a recreation trail. The trail passes through a busy co-op, which led parents to not allow their younger children on the trail without supervision (RE: Board 3c, Emerging Themes). Seen as an asset, the Old Creamery Trail to Vinton is great for exercise and scenic views (RE: Board 3c, Emerging Themes). The community would like to see extensions of the trail linking pedestrian destinations throughout the community (RE: Board 3b, What People Said). Current conditions consist of adequate sidewalks in most areas with some disconnect.

4

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Old Creamery Trail crosses Main Street and intersects an active co-op
Photo Credit: Google Maps



Dysart
Transportation Inventory

RITLAND+KUIPER Landscape Architects
Landscape Architect: Samantha Price, ASLA
Intern: Andrea Fager, Iowa State University
Iowa State University | Trees Forever | Iowa Department of Transportation





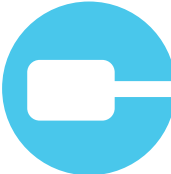

What, Where, & Why

The What, Where, Why meeting is a critical component in the development of a successful project. Setting and prioritizing goals allows the design team to focus their efforts and resources more effectively to help the community develop a vision for Dysart based on its goals.

The design team met with the Dysart steering committee to discuss its goals. The steering committee presented its takeaways from previous discussions about the transportation assets and barriers, transportation analysis, and bioregional information.

Using the nominal group method to organize the meeting and discussion, the committee identified goals and values based on information from the assessments. Each committee member also included reasoning for improvements around town and highlighted specific programming needs for areas of improvement. These objectives and desired improvements were recorded during an open discussion. Each idea was listed and then like items were categorized into specific themes.

The landscape architecture team organized programming themes for the city of Dysart using the goals and desired improvements identified by the steering committee during the discussion, giving greater weight to those goals receiving more votes and common ideas presented multiple times. The following chart reflects a representation of the outcomes of the goal-setting process.

Community Themes/Issues Based on Assessments	Broad-based Outcomes/Goals	Why Change Anything?	What Exactly & Where?
<p>Community Trail</p> 	<ul style="list-style-type: none"> Connect the community to popular locations in town Create an intracity trail that connects to the C.R. Roberts Trail Create pedestrian/cyclist connections within the community Improve town recreation, transportation, and exercise opportunities Expand recreation 	<ul style="list-style-type: none"> Connect to a regional trail to expand recreation and encourage tourism Enhance quality of recreation Safer transportation across town Encourage new families to settle in Dysart Increase use of the C.R. Roberts Trail Increase tourism and access to areas for a long walk/run Trail is limiting plus sidewalks are bad or non-existent Help all residents have access to exercise opportunities 	<ul style="list-style-type: none"> Include trail on Main Street Include trail around the schools Include trail around the city park Extend trail around woodland preserve to the park Better surfacing for running throughout Dysart Connect to arboretum, nature preserve, park, schools, pool, existing trail, and downtown Create a route of good sidewalks or a paved trail
<p>City Park</p> 	<ul style="list-style-type: none"> Add new features to the park Make the park accessible to more community members Upgrade park 	<ul style="list-style-type: none"> The park is the heart of the city used for many city events including baseball games, celebrations, and family reunions Bring people to town Enhance the park appearance Better access to gazebo is needed Attract people to town 	<ul style="list-style-type: none"> Splash pad Inclusive play structures Add new basketball equipment Improve playground so it is ADA accessible Improve sidewalks in City Park and link to gazebo Resurface tennis courts and include a pickleball court
<p>Signage</p> 	<ul style="list-style-type: none"> Provide way-finding Create a consistent signage palette Draw people into town Add signage around town about the history of the town Direct outsiders to events 	<ul style="list-style-type: none"> Increase way-finding and information around town Increase historical information about the community Historical value Help visitors find destinations within the community 	<ul style="list-style-type: none"> Add an electronic sign along Highway 21 Signage on trail to draw people into downtown Add directional signage along Highway 21 Add signage throughout the community directing visitors to popular destinations such as the schools, downtown, aquatic center, and City Park.
<p>Sidewalks/Street Improvements</p> 	<ul style="list-style-type: none"> Replace sidewalks that are in poor condition and/or hazardous Create more access across town Create safer walkways to both schools Map sidewalks to see where repairs are needed Better walking and biking infrastructure Improve sidewalk consistency throughout town 	<ul style="list-style-type: none"> Make sidewalks and streets safe for kids and ADA accessible No existing pedestrian/cyclist connections Create safer methods of transportation Create safer routes to school Increase recreation 	<ul style="list-style-type: none"> Improve sidewalks near churches Improve sidewalks near the middle and elementary schools More crosswalks for safety Evaluate what needs to be done first and create a five-year plan Connect sidewalks to the schools, churches, Main Street, and the park Create a paved path between schools for enhanced safety and walkability Wide paths for bikes

Community Concept Plan

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

Residents of all ages expressed interest in a community trail system and had the opportunity to draw the routes they frequent or wish to utilize safely in the form of a walking trail. From this activity, the design team was able to highlight priority sidewalk improvements and the desired route for a designated walking trail.

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

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

Proposed safety enhancements are located at two intersections in town, but the safety techniques could be implemented at other troublesome intersections where drivers and pedestrians have identified issues.



Proposed design concepts in Dysart.

Dysart

Concept Overview

RITLAND+KUIPER Landscape Architects
 Landscape Architect: Samantha Price, ASLA
 Intern: Andrea Fager, Iowa State University
 Iowa State University | Trees Forever | Iowa Department of Transportation

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Board 7: Connectivity Assessment



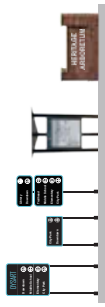
Board 8a: Community Trail



Board 8b: Community Trail



Board 9: City Park Improvements



Board 10a: Signage & Way-finding



Board 10b: Signage & Way-finding



Connectivity Assessment

Sidewalk Inventory

The design team performed a sidewalk inventory that detailed the quality of Dysart's sidewalks according to three categories:

Good:

Sidewalks are present and in good condition.

Needs Improvement:

Sidewalks are cracked, have vegetation overgrowth, or are deteriorating.

No Sidewalk:

No sidewalk is present.

Using this inventory, the design team was able to propose where new sidewalks could go and where sidewalk repairs were needed. The design team also evaluated where an 8-foot trail could be located within the right-of-way and where share-the-road routes could be utilized. The connectivity assessment shown to the left is a compilation of the sidewalk inventory and the analysis process that followed.

Good



South side of Wilson Street looking east

Needs Improvement



East side of Liberty Street looking south

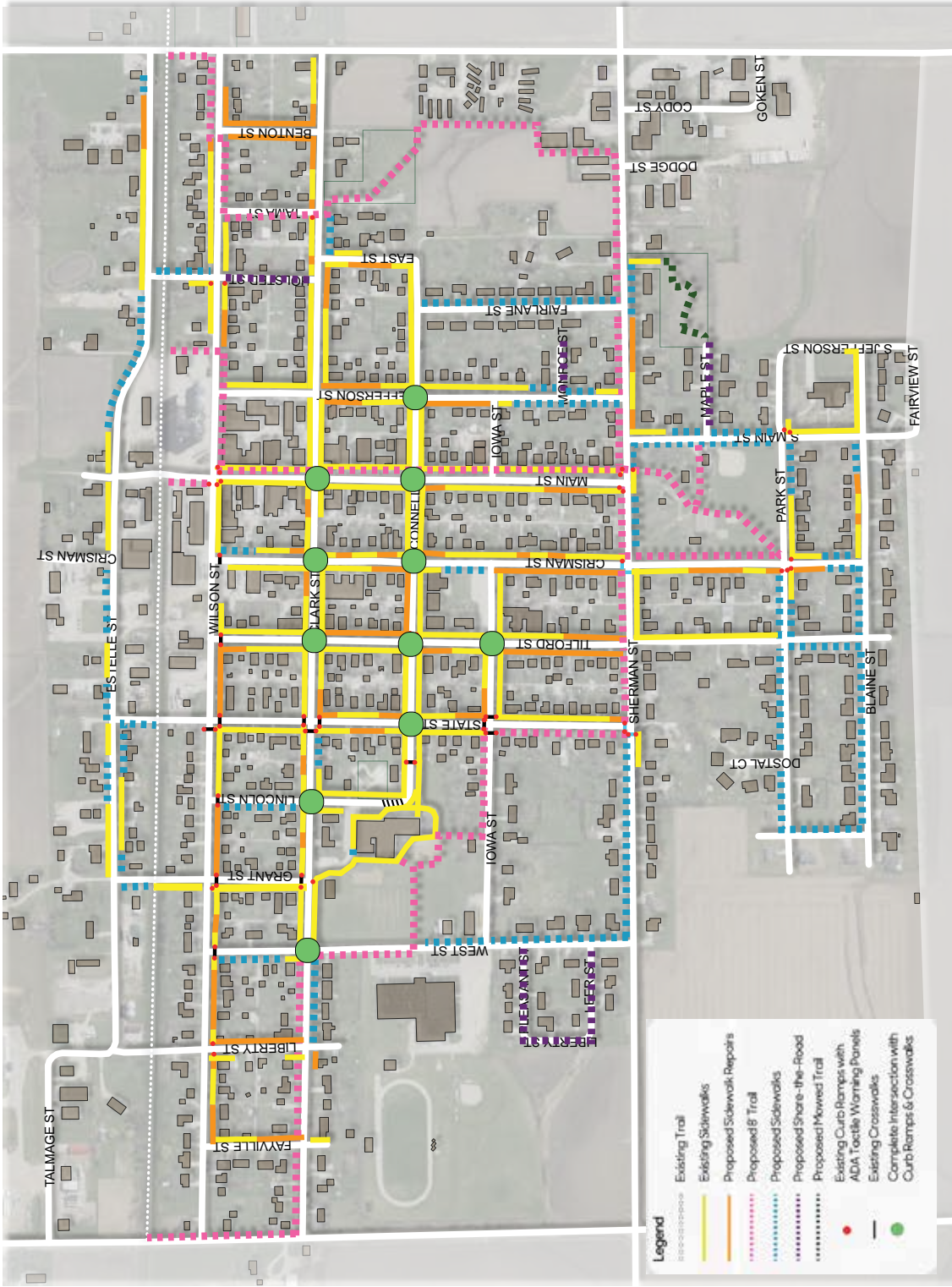
No Sidewalk



North side of Iowa Street looking west



An example of a complete intersection with curb ramps and ADA tactile warning panels. Complete intersections are primarily on Connell and Clark Streets, which serve as primary routes for children to walk to schools.



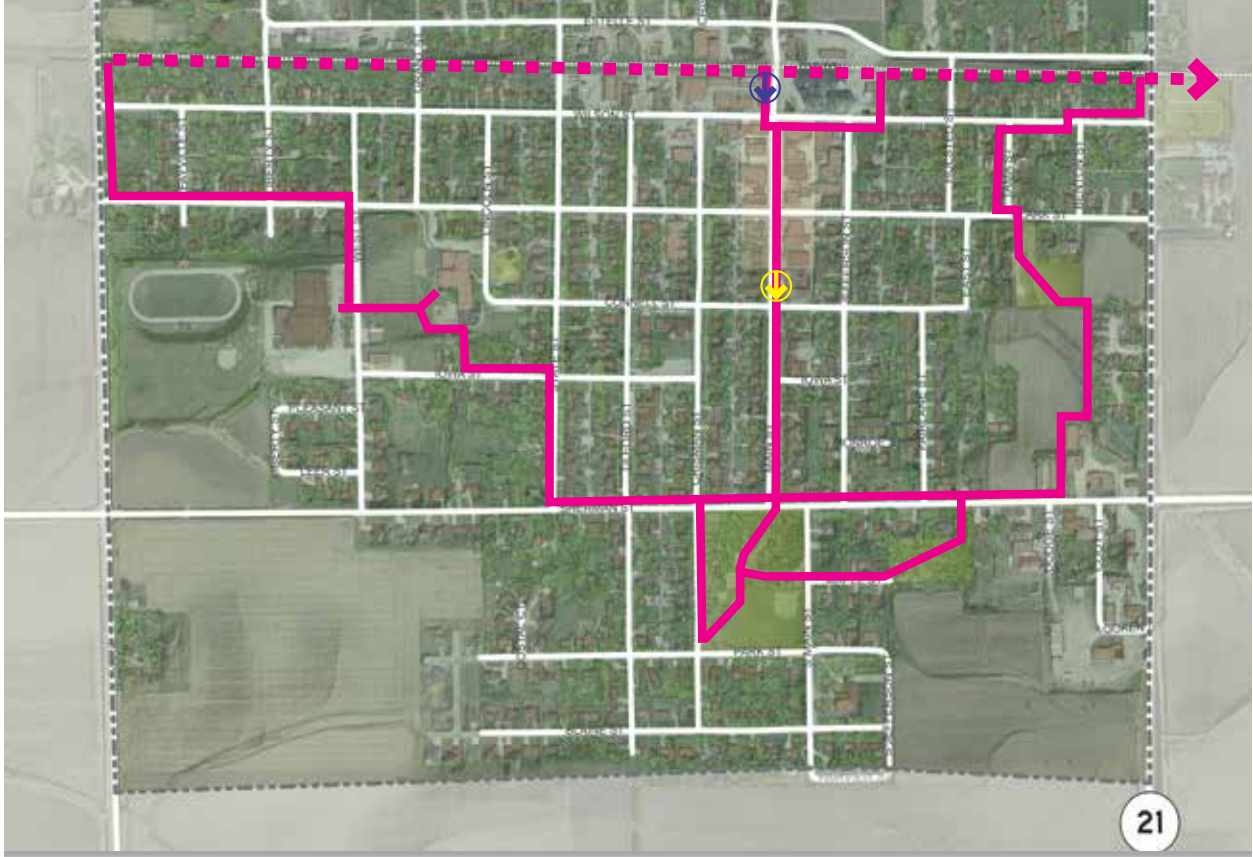
An assessment of existing sidewalk conditions and proposed sidewalk locations.

Community Trail

The C.R. Roberts Trail and community walkability are an important to residents and were mentioned by participants in every focus group type (re: What People Said, 3b). The existing trail extends past Highway 21 and becomes the Old Creamery Trail, which links Dysart to Garrison and Vinton. Residents appreciate their connection to this 15-mile trail but want more connectivity among popular destinations within the community. Safe pedestrian access from anywhere in the community to the C.R. Roberts Trail is lacking. The trail bisects the co-op property, and focus-group participants described the area as “a weird jump from concrete to gravel” that “feels somewhat unsafe” (re: What People Said, 3b).

During the design workshop, residents said they want improved safety features along the trail and a trail connection to the community and other destinations such as the school, which would provide students with a safe route to walk to school. Re-routing the C.R. Roberts Trail around the co-op instead of through it would create a direct connection to Main Street. Residents also emphasized the need for a directional signage kiosk at the trailhead.

The steering committee laid out its ideal community trail, which would utilize private property and sidewalks, as well as areas where an 8-foot trail could be built. The design team used that information, along with routes the residents drew during the design workshop, to create a map of the community depicting where an 8-foot trail could be implemented. Additional routes utilizing four-foot sidewalks, share-the-road, or mowed trails were also incorporated into a connectivity assessment of the entire community (re: Connectivity Assessment, 7).



Proposed community trail route



Existing conditions



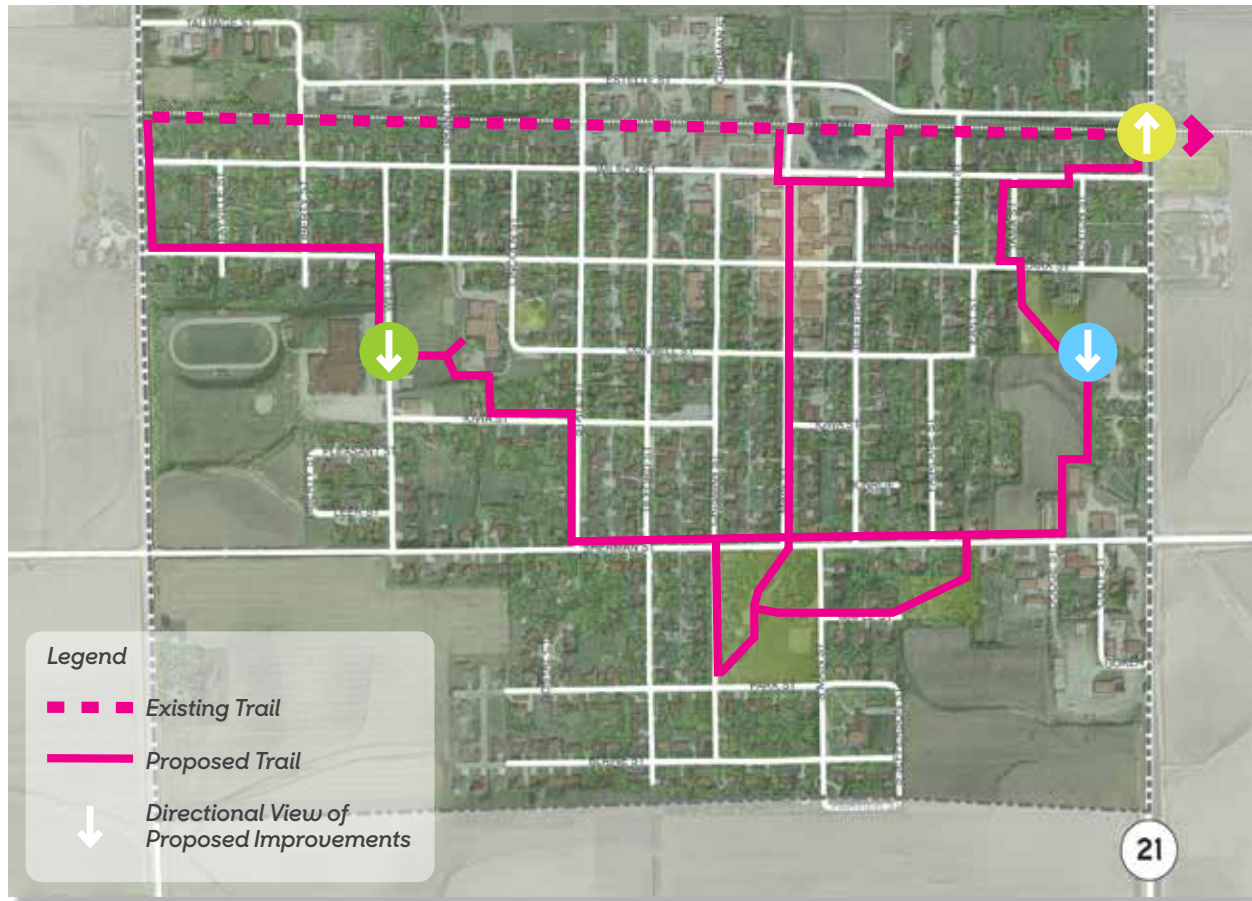
Proposed trail towards Main Street



Existing conditions



Proposed trail on Main Street



Proposed trail route connects to popular destinations throughout Dysart



Existing conditions in front of Union Middle School



Proposed safety and connectivity improvements include sidewalks, delineation of the sidewalk from the parking area, highly-visible crosswalks, tactile warning panels and pedestrian crossing signage.



Existing conditions on Highway 21



Existing conditions looking south from Dysart Arboretum



Proposed safety improvements on Highway 21



Proposed trail towards Sherman Street

Connectivity Assessment + Community Trail – Opinion of Probable Cost

The following cost opinion is based on estimated material quantities and contracted installation prices. Project costs can decrease with donated materials, reduced cost materials, and volunteer labor. All quantities are estimated and a site survey should be conducted prior to implementation to verify quantities shown in the cost opinion. An overall total is not being provided, instead a means to determine costs for a variety of options that could be implemented throughout the community is shown below. Abbreviations used in the following cost opinion include: CY = cubic yard, SF= square feet TBD = to be determined, EA = each, LF = linear feet, and SY=square yards.

Connectivity Assessment + Trail Connections				
	QTY	Unit	Unit Cost	Subtotal
General Requirements				
Traffic Control	1	TBD		
Temporary Erosion Control	1	TBD		
Site Grading	1	TBD		
Pavement Removal for 100 LF*				
Sidewalk, 100 LF, 4" depth, 4' wide	44	SY	\$15.00	\$660.00
Curb & Gutter, 100 LF	100	LF	\$20.00	\$2,000.00
Sidewalk or Trail Installation per 100 LF*				
Granular 10' Trail (Crushed Limestone 6" Thick)	1,000	SF	\$1.75	\$1,750.00
4' Paved Sidewalk	45	SY	\$70.00	\$3,150.00
6' Paved Sidewalk	67	SY	\$70.00	\$4,690.00
8' Paved Trail	89	SY	\$70.00	\$6,230.00
10' Paved Trail	112	SY	\$70.00	\$7,840.00
Pavement Markings for Share-the-road	100	LF	\$1.25	\$125.00
ADA Curb Ramps with Warning Panels	1	EA	\$850.00	\$850.00
Highly-Visible Crosswalk	1	EA	\$500.00	\$500.00
Speed Limit Pavement Marking	2	EA	\$250.00	\$500.00
Share-the-road Signage	1	EA	\$150.00	\$150.00
Plantings for 100 LF*				
Overstory Trees - 2" Caliper	2	EA	\$500.00	\$1,000.00
Understory Trees - 1" Caliper	2	EA	\$350.00	\$700.00
Seeding at Trail Edge (6' both sides)	1,200	SF	\$0.25	\$300.00
Amenities (a la carte)				
Solar LED Pedstrian Lighting	1	EA	\$2,500.00	\$2,500.00
Signage	1	EA	\$500.00	\$500.00
Benches	1	EA	\$2,000.00	\$2,000.00
Additional fees to add to the overall cost:				
*Probable cost is for 100 linear foot of trail or sidewalk.	Contingency		10% of total cost	
	Mobilization		15% of total cost	
	Design/Engineering		15% of total cost	
TOTAL = overall costs + additional fees				

Design Expertise Recommended

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

The design team recommends getting estimates from several sources to ensure you are getting the best price.

Overstory Tree Recommendations

Common Hackberry



Accolade Elm



Thornless Honeylocust



Understory Tree Recommendations

Dwarf Crabapple



Eastern Redbud



Autumn Brilliance Serviceberry



The design team recommends planting a diverse palette of trees along the corridor. These recommendations are just the starting point. Additional varieties should be planted.

City Park Improvements

Referred to as the “heart of the city,” Dysart City Park is a well-used destination within the community that hosts many of the community’s events. The steering committee suggested improving circulation around Dysart City Park as a priority. Existing sidewalks do not connect throughout the park making it difficult for residents to utilize different areas of the park. Improvements to the surrounding sidewalks and the inclusion of a community trail allow safe routes for the community to access the park from all directions.

During the design workshop, residents suggested adding inclusive equipment to the playground. The existing playground equipment surfacing is not ADA compliant, making it difficult for wheelchair users or people with mobility issues to play. The design team suggested replacing the surface with one that is ADA compliant and infilling the play area with equipment considered inclusive.

Additional improvements suggested during the design workshop included resurfacing the tennis courts to accommodate a pickleball court, adding a splash pad to the park, and resurfacing on the basketball court.

The design team proposed defining the parking area on the west with a sidewalk linking the north and south sides of the park. This sidewalk creates easier maintenance while mowing or adding gravel since there is not an edge along the existing parking area (shown above). The design team created designated parking areas on the east side of the park, where a large undefined gravel area was located.



Existing tennis courts to be resurfaced for one pickleball court and one tennis court



Legend

Proposed Updates

- ① 8-foot trail
- ② Highly-visible crosswalk
- ③ Inclusive swings
- ④ Sidewalk
- ⑤ Handicapped parking
- ⑥ Resurfacing to pickleball court
- ⑦ Tennis court resurfacing
- ⑧ Basketball court improvements

Existing

- ⑨ Splash pad
- ⑩ Parking stalls
- ⑪ Inclusive playground equipment
- ⑫ Gazebo
- ⑬ Shelter
- ⑭ Restrooms

City Park Improvements – Opinion of Probable Cost

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

Design Expertise Recommended

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



Existing conditions along Crismon Street



Proposed improvements along Crismon Street include a sidewalk along the existing parking area that connects to existing sidewalks around the gazebo

Abbreviations used in the following cost opinion include:

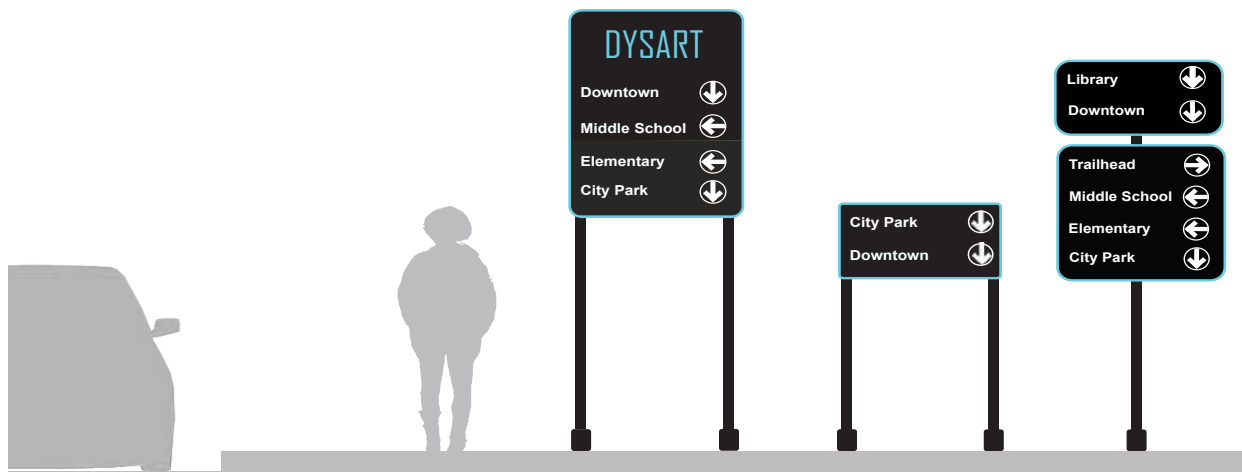
CY = cubic yard SF= square feet TBD = to be determined EA = each
 LS = lump sum SY= square yard

City Park Improvements	QTY	Unit	Unit Cost	Subtotal
General Requirements				
Site Survey	1	LS	\$7,500.00	\$7,500.00
Demolition & Site Grading	1	LS	\$5,000.00	\$5,000.00
Hardscape				
5' Sidewalk	1,934	SY	\$70.00	\$135,372.22
Crushed Limestone Parking Area (6" Depth)	450	SF	\$1.75	\$787.50
ADA Curb Ramps with Warning Panels	3	EA	\$950.00	\$2,850.00
Highly-Visible Crosswalk	1	EA	\$500.00	\$500.00
Splash Pad				
Splash Pad (Final costs will be determined by size & design)	1	LS	\$150,000.00	\$150,000.00
Playground				
Engineered wood-fiber mulch	9,837	SF	\$2.00	\$19,674.00
Inclusive Swings	1	LS	\$10,000.00	\$10,000.00
Inclusive Playground Equipment	TBD	TBD		
Parking Lot				
Excavation	52	CY	\$14.00	\$728.00
Crushed Limestone Parking Area (6" Depth)	2,786	SF	\$1.75	\$4,875.50
Handicap Parking Sign	2	EA	\$150.00	\$300.00
Courts				
Resurface Basketball Court	1	LS	\$10,000.00	\$10,000.00
Tennis Court Net & Line Painting	1	LS	\$6,000.00	\$6,000.00
Pickleball Court Net & Line Painting	1	LS	\$6,000.00	\$6,000.00
Plantings				
Overstory Trees - 2" Caliper	5	EA	\$500.00	\$2,500.00
Understory Trees - 1" Caliper	5	EA	\$350.00	\$1,750.00
Amenities				
Benches	8	EA	\$2,000.00	\$16,000.00
Picnic Tables	2	EA	\$2,000.00	\$4,000.00
Bicycle Rack	2	EA	\$2,000.00	\$4,000.00
Subtotal				\$387,837.22
Contingency (20%)				\$77,567.44
Mobilization (15%)				\$58,175.58
Design/Engineering (15%)				\$58,175.58
TOTAL				\$581,755.83

Signage & Way-finding

The steering committee expressed a desire to create cohesive way-finding signage that could be used to help visitors locate destinations while visiting Dysart. The existing signage uses many different colors and materials with no consistent design. A way-finding kiosk is located on Main Street with no additional signage directing vehicular traffic throughout the community.

During the design workshop, residents discussed various ideas for signage, signage locations, and community logo ideas. The use of a community logo for all signage will create cohesive branding. The proposed logo features the prominent grain bins that can be seen for miles, which one resident described as, "being the sign that you are home." The design team created a palette of way-finding signage that the community can use to showcase various destinations such as the Dysart City Park, the trailhead, and the aquatic center.



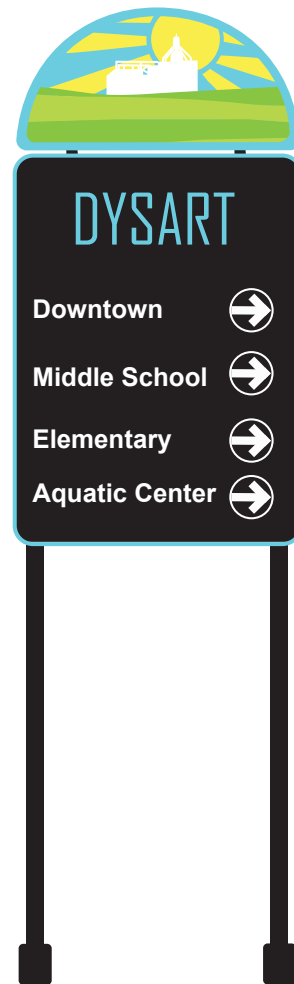
Proposed way-finding signage for pedestrian and vehicular use



Proposed city logo



Signage cap featuring proposed logo



Proposed vehicular way-finding signage with signage cap



Left:
Existing way-finding kiosk on Main Street could be added to C.R. Robert's trailhead to assist visitors coming from the Old Creamery Trail into Dysart

Right:
Proposed destination signage could be a smaller version of the existing entrance signage

Signage & Way-finding

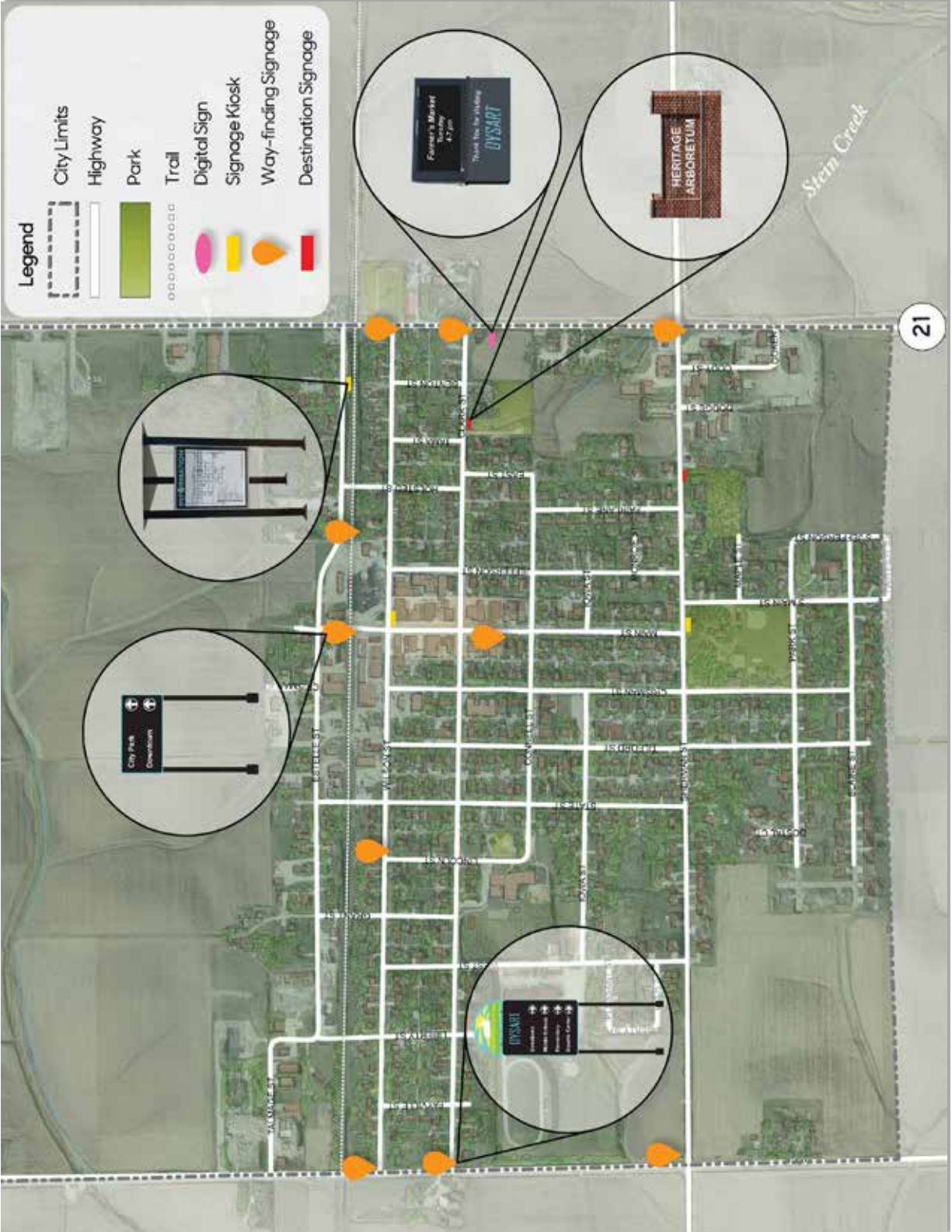
"I think signage at the edge of town to tell which road to take [to] different areas would be good," said one community member during the focus group workshop (re: What People Said, 3b). The steering committee agreed that visitors have difficulty finding local destinations, especially when they are driving. The addition of strategically placed way-finding signage throughout the community would allow for vehicular traffic and pedestrians alike to be able to find popular destinations.

During the design workshop, a community member expressed how amazing it would be for Dysart to have a digital sign on Highway 21 inviting passersby to local events. The existing painted sign on Highway 21 is due for replacement, so the design team suggested replacing it with an electronic sign.

Destination signage that matches the existing entrance signage could be utilized throughout the community as needed.



Proposed signage kiosk at C.R. Roberts trailhead



Proposed signage locations

Signage & Way-finding – Opinion of Probable Cost

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

Abbreviations used in the following cost opinion include:

LF = linear feet EA = each

Signage + Way-finding*	QTY	Unit	Unit Cost	Subtotal
Vehicular Way-finding Signage	1	EA	\$1,000.00	\$1,000.00
Signage Cap	1	EA	\$350.00	\$350.00
Pedestrian Way-finding Signage	1	EA	\$500.00	\$500.00
Way-finding Kiosk	1	EA	\$2,000.00	\$2,000.00
Destination Signage	1	EA	\$10,000.00	\$10,000.00
Electronic Signage	1	EA	\$26,000.00	\$26,000.00
Electric line for Electronic Signage*	100	LF	\$22.00	\$2,200.00
*The total cost of the project is variable depending on quantity and what type of sign is used. A way-finding study should be done to determine all the destinations the community would like to show.				

Design Expertise Recommended

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



Proposed electronic sign along Highway 21

Implementation Strategies

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

It is recommended that projects be approached individually, keeping in mind some may occur at the same time or may require phasing to be completed. Short-term projects are those that can be more easily accomplished or address safety issues. Implementation of long-range projects is dependent on the availability of funds and agreements with private landowners. Based on the strategy that early success builds momentum, we recommend the first projects be those that can be more easily accomplished and be highly visible.

Where to Start: The design team is recommending pedestrian and vehicular safety improvements be addressed first through the use of pavement markings on Highway 21 where the C.R. Roberts Trail crosses. This is a low-cost and highly-visible project that helps build momentum for future projects.

The steering committee has proposed setting up a Sidewalk Board to address the city sidewalk ordinance, help with sidewalk maintenance, and determine which sections of sidewalks be installed first. The design team recommends using the connectivity assessment plan and installing sidewalks that connect to the C.R. Robert's Trail, such as the route on Main Street as the first project to complete.

Connectivity Assessment: The design team suggests beginning fundraising immediately for new and updated sidewalks. The updated sidewalks throughout the community can be phased as time and resources allow. These important connections consist of routes students would use to get to school and routes everyone in the community can use to get to popular destinations such as the C.R. Roberts Trail and City Park.

Community Trail: The community trail represents the route the committee would like to establish to various destinations within Dysart. If it is feasible to have an 8' trail then the committee should look into grants for trails. If the steering committee decides to use 4' sidewalks then grants may be limited for routes that are not school related.

City Park Improvements: City Park Improvements will likely be a long-range goal. The design team recommends focusing on the implementing the sidewalks to existing destinations throughout the park as the first step. These sidewalks would make it easier for residents to use the park. A great place to start is the sidewalk along Crisman Street

because it ties into the existing parking and overall sidewalk system throughout the community. Additional sidewalk improvements could occur as projects are completed and time and funding allow. The design team recommends more community outreach occur to discuss new playground equipment and what would work best for the community. The design team suggests researching playground equipment that is inclusive and offers challenges for a range of abilities. Additional City Park enhancements such as the splash pad will require approval by the city and will need additional design and planning.

Available Resources

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

Funding Opportunities

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

Funding Sources

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

Grant Programs

- Alliant Energy and Trees Forever Branching Out Program
- Federal Surface Transportation Program (STP)
- Iowa Clean Air Attainment Program (ICAAP)

Grant Programs

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

Appendix A

Refer to the full Community Project Funding Guide at:
<https://treesforever.org/Community-Project-Funding-Guide/>

Trees Forever Community Project Funding Guide

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

Table of Contents

- Downtown Streetscape
- Historic Preservation, Ecological Restoration & Education
- Park/Open Space Acquisition
- Trees & Plants
- Trails

Appendix B

Refer to the full IDOT funding guide at: <https://iowadot.gov/grants-programs>

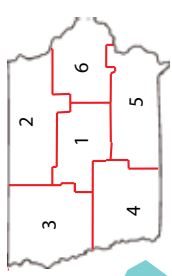
The full list is available on the website. The following grants are not all of the potential funding sources but could be used as a starting point:

- **DOT/DNR Fund** for trails and enhancements
- **Transportation Alternatives Program (Ta Set-Aside Or Tap)** for safe routes to school, trails and enhancements, and recreational trails
- **Living Roadways Trust Fund** for trails and enhancements
- **Federal And State Recreational Trails** for trails and enhancements

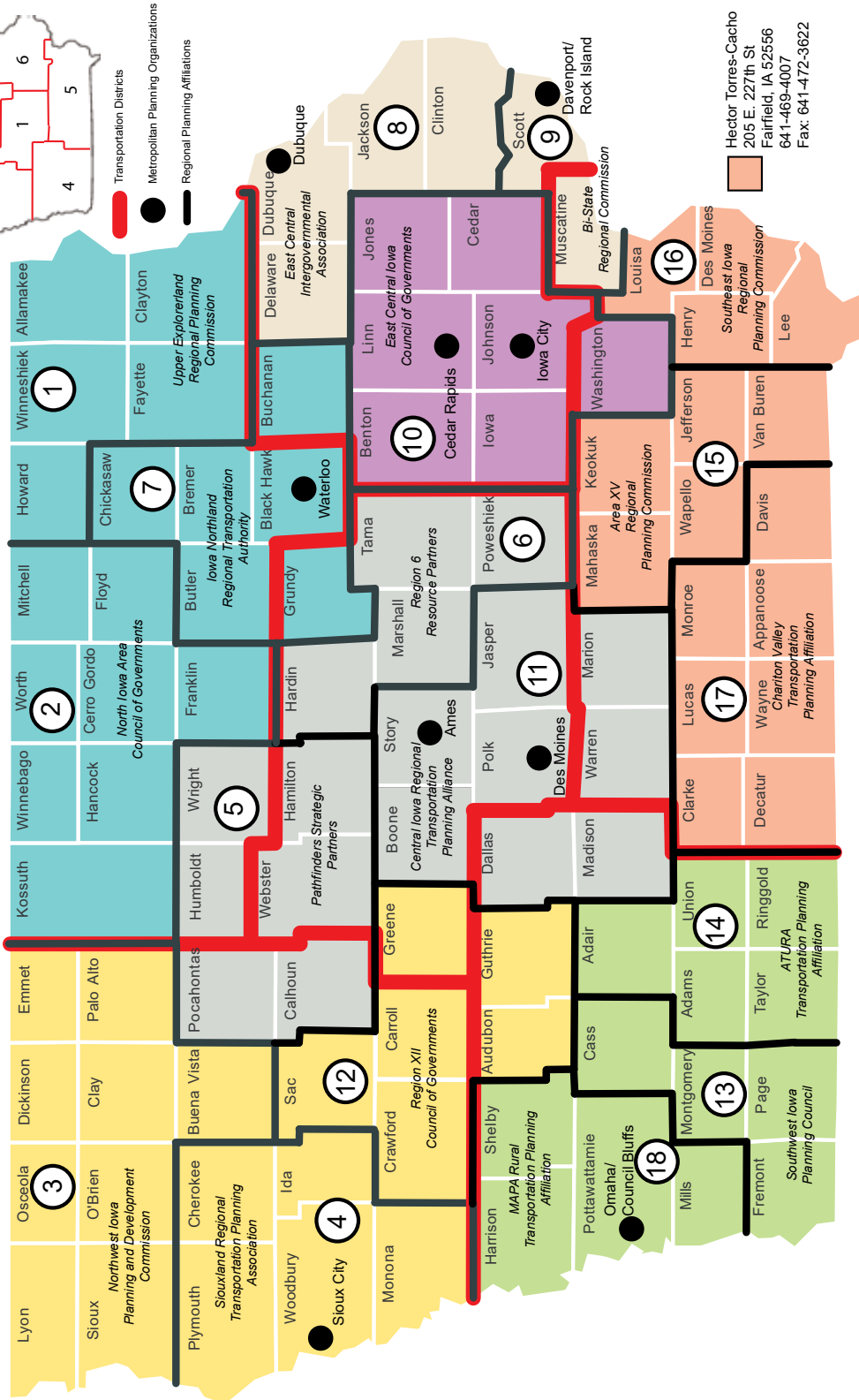


District Transportation Planners' Areas of Responsibility

Metropolitan Planning Organizations and Regional Planning Affiliations



- █ Transportation Districts
- Metropolitan Planning Organizations
- Regional Planning Affiliations



- Dakin Schultz
2800 Gordon Drive
P.O. Box 987
Sioux City, IA 51102
712-274-5837
Fax: 712-276-2822
- Scott Suhr
2210 E. Seventh St.
Atlantic, IA 50022
712-243-7627
Fax: 712-243-6788
- VACANT
1020 S. Fourth St.
Ames, IA 50010
515-239-1996
Fax: 515-239-1472
- Krista Billhorn
428 43rd St. SW
Mason City, IA 50401
641-422-9447
Fax: 641-422-9457
- Catherine Cutler
5455 Kirkwood Blvd. SW
Cedar Rapids, IA 52404
319-364-0235
Fax: 319-364-9614
- Sam Shea
5455 Kirkwood Blvd. SW
Cedar Rapids, IA 52404
319-286-4907
Fax: 319-364-9614
- Hector Torres-Cacho
205 E. 227th St
Fairfield, IA 52556
641-469-4007
Fax: 641-472-3622