

# Final Report and Feasibility Study Gilmore City, Iowa



Program Partners:  
Iowa Department of Transportation  
Trees Forever  
Iowa State University



# Participants

## Gilmore City Steering Committee

Melissa Ubben  
Brittany Dickey  
Angie Peters

Russ Naeve  
Landon Bailey  
Angie Kritzer

LaVonne Hoover  
Lorna Naeve

## Trees Forever

80 West 8th Avenue  
Marion, IA 52302  
319-373-0650  
[www.treesforever.org](http://www.treesforever.org)

Jeff Jensen, & Gina Buelow – Field Coordinators  
515.320.6756  
[jjensen@treesforever.org](mailto:jjensen@treesforever.org)

## Iowa State University

Landscape Architecture Extension  
2321 North Loop Drive, Suite 121  
Ames, IA 50010  
515-294-3721  
[www.communityvisioning.org](http://www.communityvisioning.org)

Julia Badenhope, Program Director and Professor of Landscape Architecture  
Sandra Oberbroeckling, Project Manager  
Chad Hunter, Landscape Architecture Outreach Studio Manager  
Britney Markhardt, Program Specialist

## Firm Name

HDR, Inc 1917 South 67th Street  
Omaha, NE 68106  
402.399.1000  
[www.hdrinc.com](http://www.hdrinc.com)

Jen Cross, PLA, ASLA  
402.926.7022  
[jen.cross@hdrinc.com](mailto:jen.cross@hdrinc.com)

Alex Aranas  
Landscape Architecture Intern  
Iowa State University

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## About HDR



For more than 100 years, HDR has specialized in planning, engineering, architecture, environmental, and construction services.

While we are most well-known for adding beauty and structure to communities through high performance buildings and smart infrastructure, we provide much more than that. We create an unshakable foundation for progress because our multidisciplinary teams include urban planners, engineers, economists, scientists, landscape architects, builders, analysts, and artists.

**HDR is proud to be 100% employee owned.**

Today, our expertise spans over 10,000 employees in more than 200 locations around the world. We're leveraging our global resources to improve our local communities and change the world for the better.



## Architecture & Design

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1917

year established

104

years in business

10,706

global employees

2,414

architecture and building  
engineering staff

761

sustainable  
accredited professionals

225

global office locations

38

architecture design studios  
Australia  
Canada  
China  
Germany  
Middle East  
United States

## We Design to Unite People and Elevate the Human Spirit

We are an integrated, multidisciplinary design practice dedicated to creating places and spaces that elevate the human spirit and inspire human endeavors. We are inspired to design buildings and evolve space typologies to provide solutions to societal challenges and create stronger, more vibrant communities.

### Expertise

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80+ million SF

of sustainable projects

50+ AIA Awards

over the past 5 years

Finalist

in the 2020 Fast Company  
World Changing Company of  
the Year

### Services

Architecture  
Architectural Engineering  
Branding  
Data-Driven Design  
Experience Design  
Interiors  
Landscape & Site Design  
Lighting Design  
Planning & Consulting  
Product Design  
Signage & Wayfinding  
Sustainability & Resiliency  
Urban Design & Development

### Notable Rankings

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No. 5

Urban Design  
*Building Design Magazine*  
*World Architecture 100 Survey,*  
*2021*

No. 2

Architecture/Engineering  
Firms  
*Building Design+Construction,*  
*2021*

No. 3

Top 100 Global Design Firms  
*Building Design*  
*World Architecture 100 Survey,*  
*2021*

No. 3

Top 300 Architecture Firms  
*Architectural Record,*  
*2021*

No. 4

Top 50 Firms in Sustainability  
*Architect 50,*  
*2019*

No. 1

Winner-Collaboration  
*Architizer A+ Firm Awards,*  
*2021*

# Program Overview

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

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

## Capturing the Gilmore City 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.



Idcation collage for potential improvements in Gilmore City

**Program Overview**

The City of Gilmore City 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 of the bioregional, cultural, and visual resources of communities
- Assisting local communities in using external funds as leverage for transportation corridor enhancement

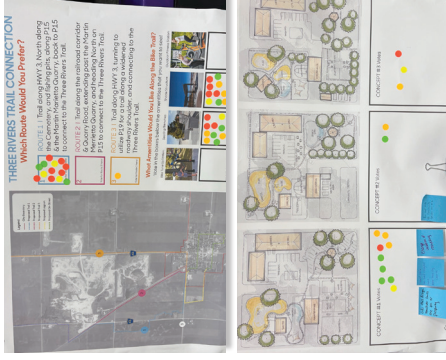
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The Gilmore City visioning committee identified several goals and priority areas during the visioning process, which include trail improvements, routes, and amenities to connect to the Three Rivers Trail and on-street solutions within the community, and enhancements to City Park and Downtown.

Iowa State University's Department of Landscape Architecture and ISU Extension and Outreach, of which Community Visioning is part, manage the visioning process and the design team. In addition, ISU project staff and interns conduct a bioregional assessment and public input sessions, including transportation assets and barriers (TAB) focus groups, and a random-sample survey, Iowa State University, along with Trees Forever and the Iowa Department



Community Input from the Design Workshop

of Transportation, select private-sector Professional Landscape Architects (PLA) to be part of the design team and work with the various communities in creating their "community vision" and transportation enhancement plan. Iowa State University processes the information collected from the focus groups and surveys and provides the data to the steering committee and design team for their use in developing community-centered transportation enhancements based on the needs and desires expressed by residents participating in the focus groups and the public design workshop.

The Community Visioning program is sponsored by the Iowa Department of Transportation.

**Community Goals**

The steering committee identified a number of goals and priority areas during the visioning process. These goals and priorities were reflective of what residents identified during their participation in the TAB workshops. The community goals focused on four main initiatives:

- Improve pedestrian connectivity and accessibility
- Trail connectivity and access to regional networks
- Improving community amenities to provide opportunities for



**Capturing the Gilmore City Vision**

Based on the needs and desires of the local residents, as well as a detailed inventory of community resources, the design team developed transportation-based community improvement project concepts, which are illustrated in the following set of presentation boards:

1. Program Overview
2. Bioregional Assessments
3. Transportation Assets and Barriers
4. Transportation Inventory & Analysis
5. What, Where, & Why
6. Concept Plan Overview
7. Three Rivers Trail
8. On-street Bike Lanes
9. City Park Enhancements
10. Downtown Improvements

**Gilmore City**  
Program Overview

**HDR Inc.**  
LA: Jen Cross - PLA, ASLA  
Intern: Alex Aranda  
Iowa State University | Trees Forever | Iowa Department of Transportation





# Bioregional Assessment

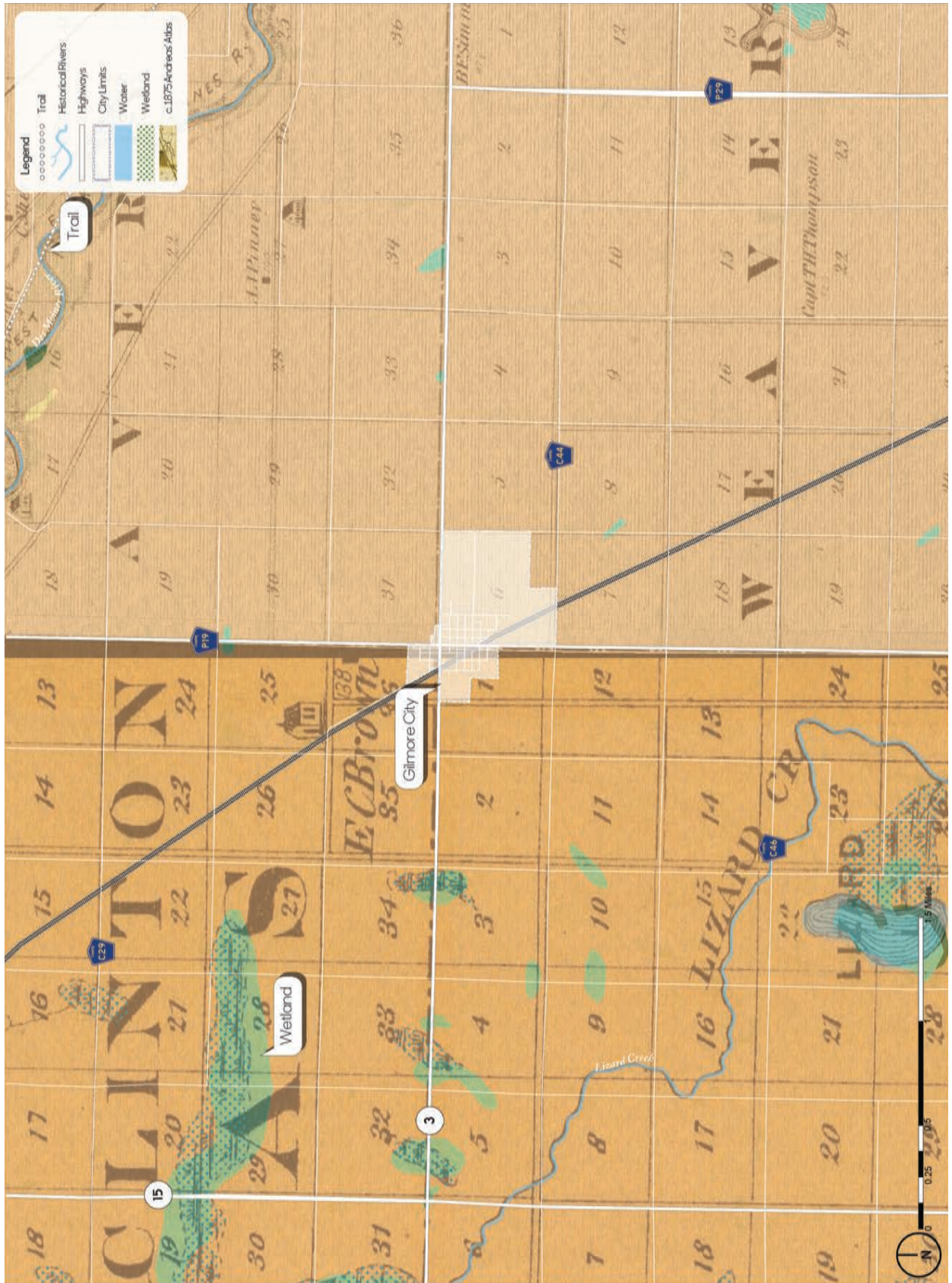
## Historical Settlement Patterns

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.

### **Gilmore City 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."<sup>1</sup>

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

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

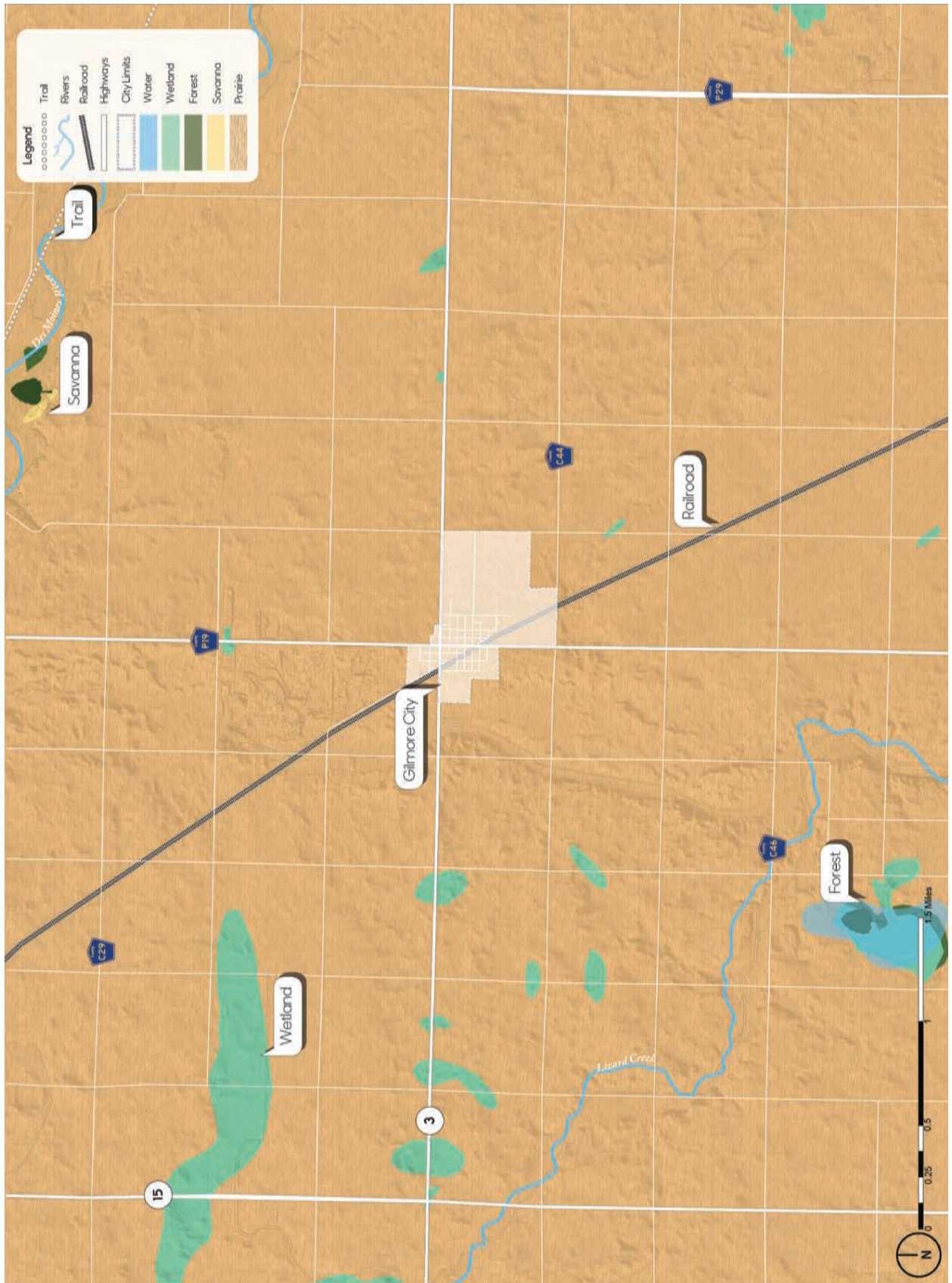
The vegetation types are defined<sup>1</sup>:

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.
3. Savanna: Scattered trees, with an open canopy, and prairie below. Fire dominated.
4. Wetland: Perennial non-woody plants, water and fire dominated.

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<sup>1</sup> 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.





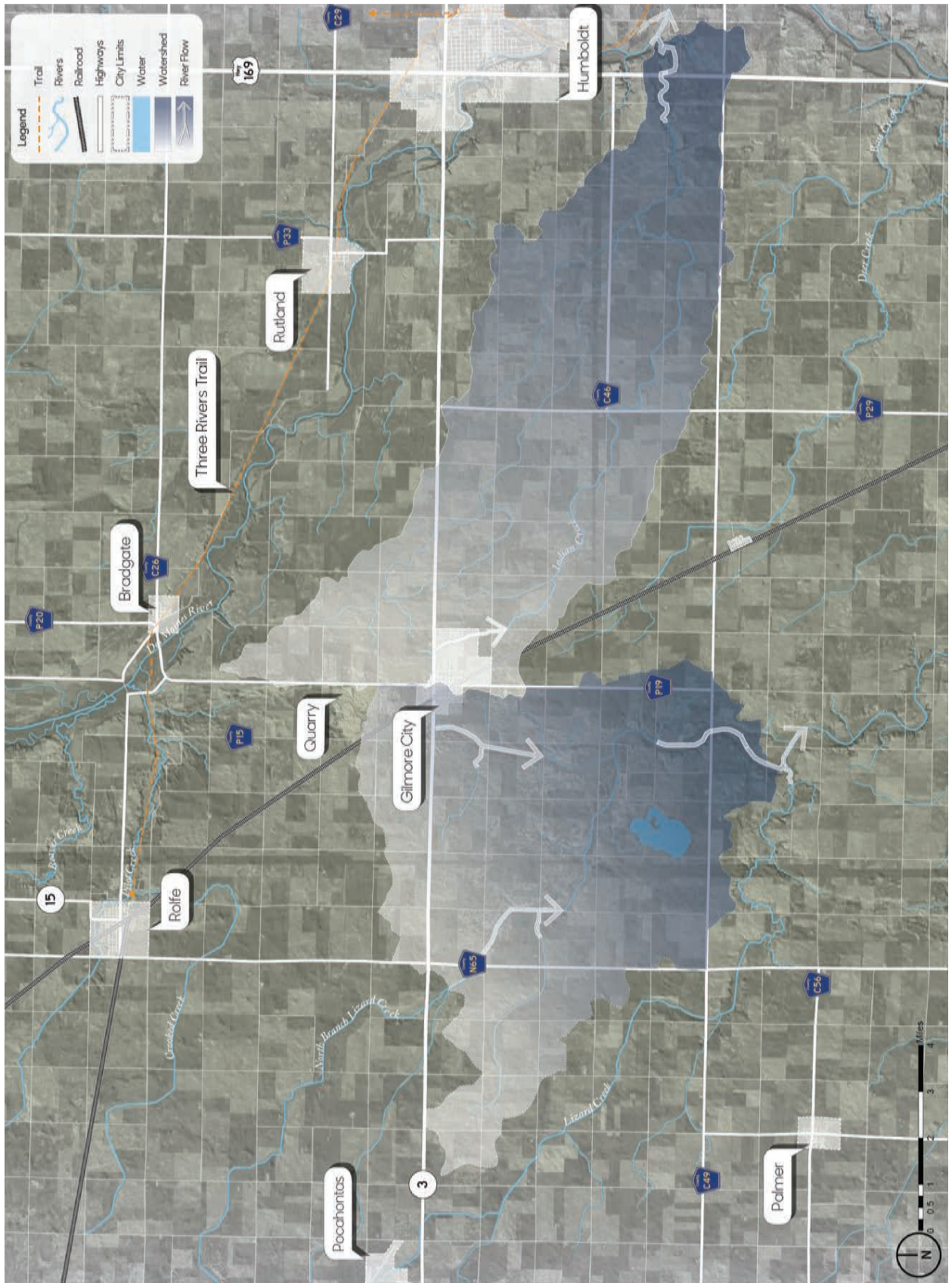
## Regional Watershed

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.





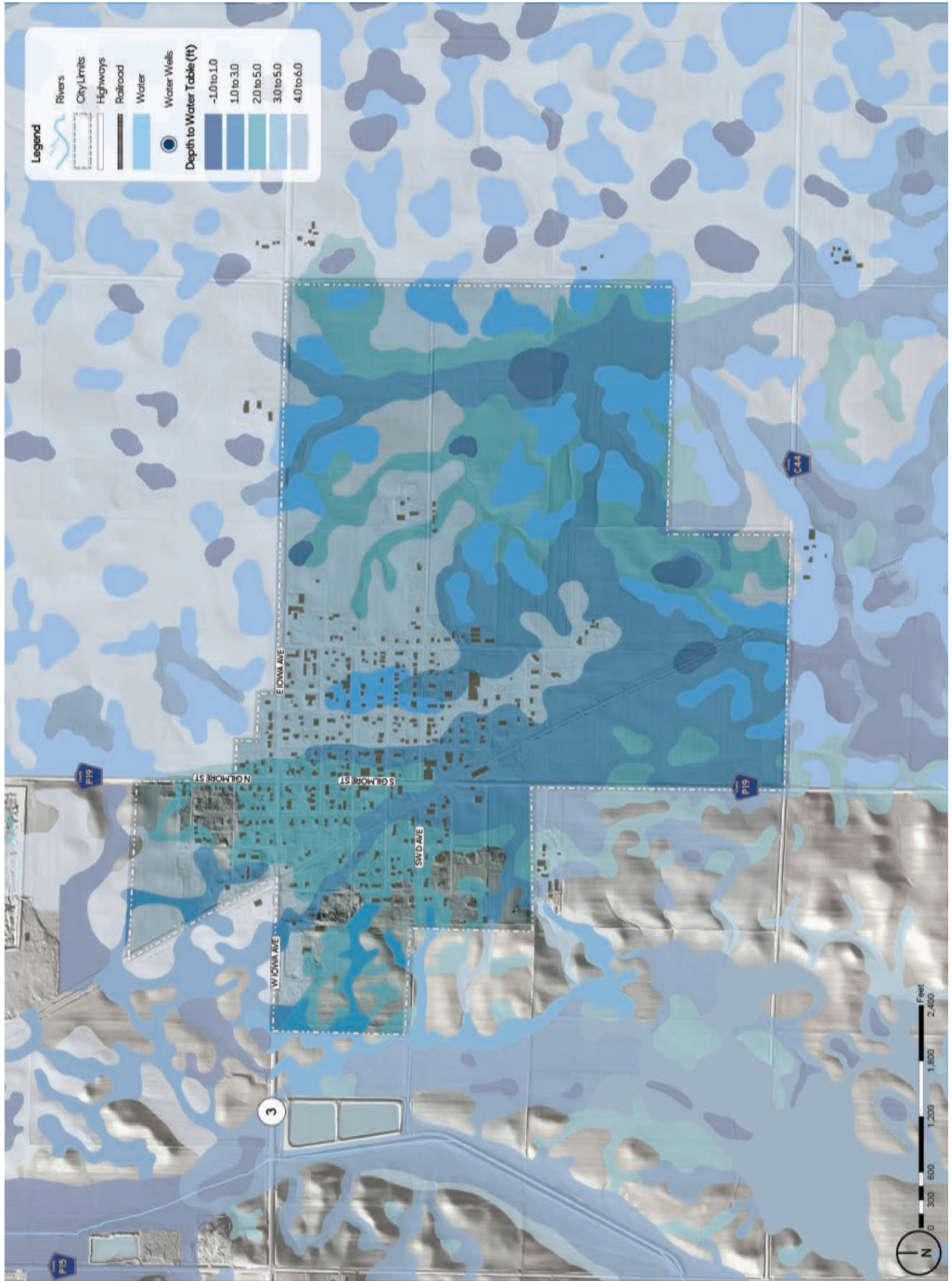


## Depth to Water Table

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.



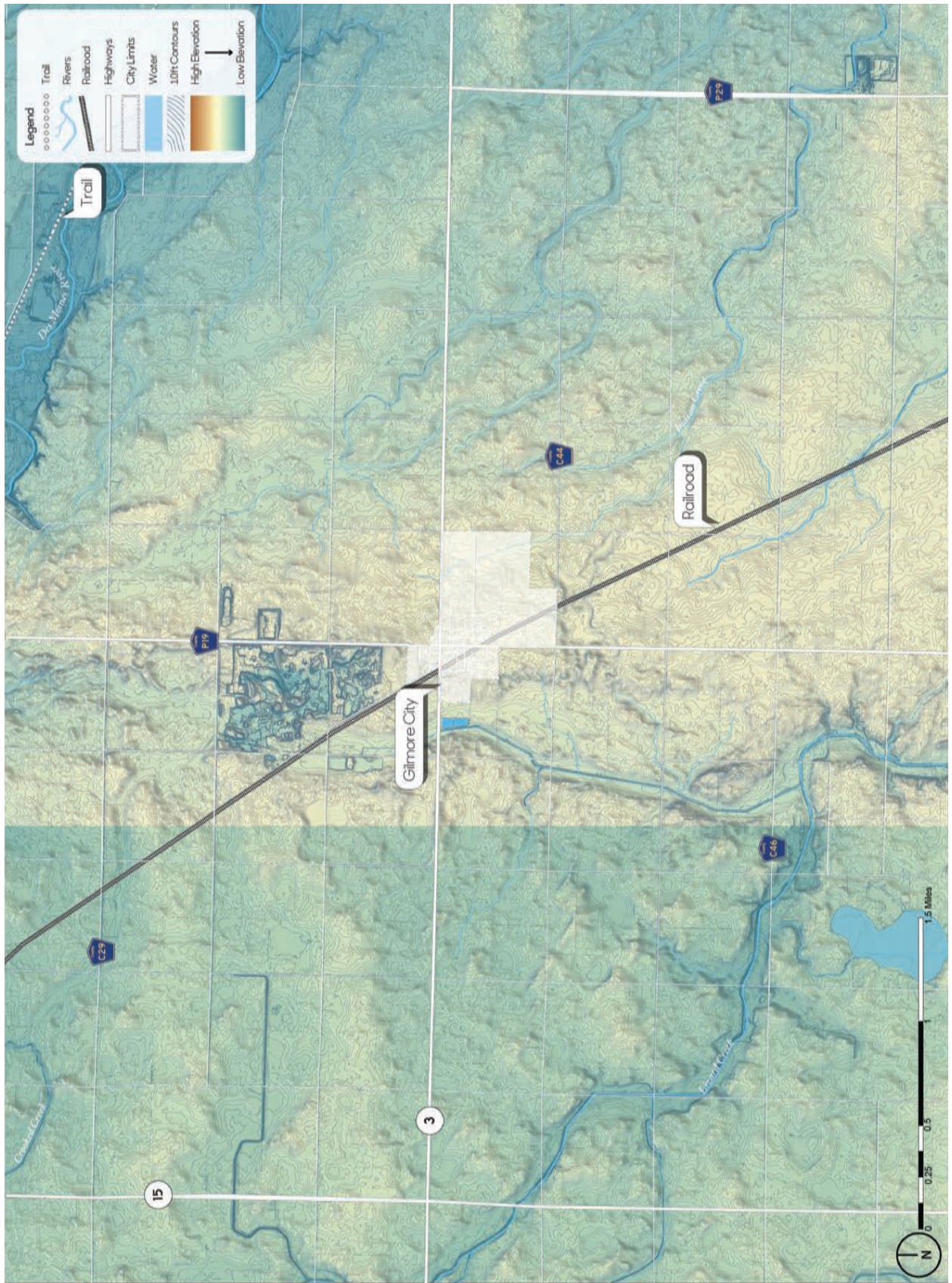
## Elevation and Flow

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.

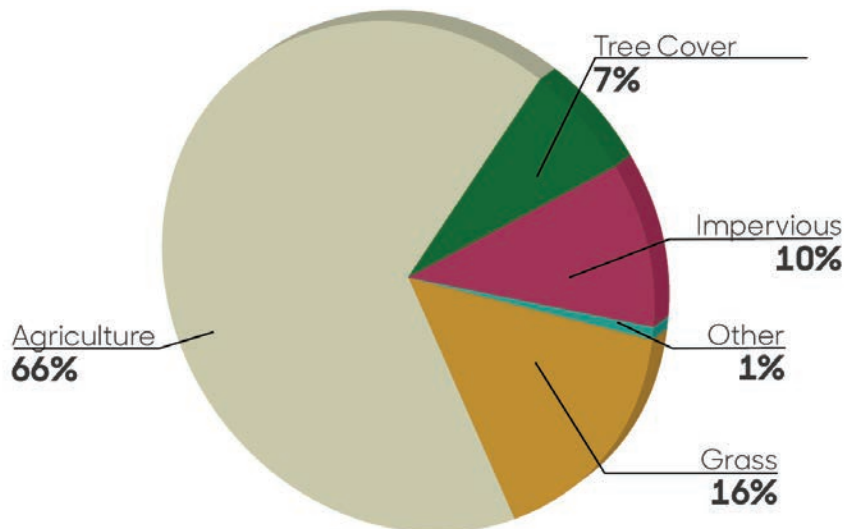
What do you observe about the dominant landcover types in your community?

Where is the tree canopy most concentrated?

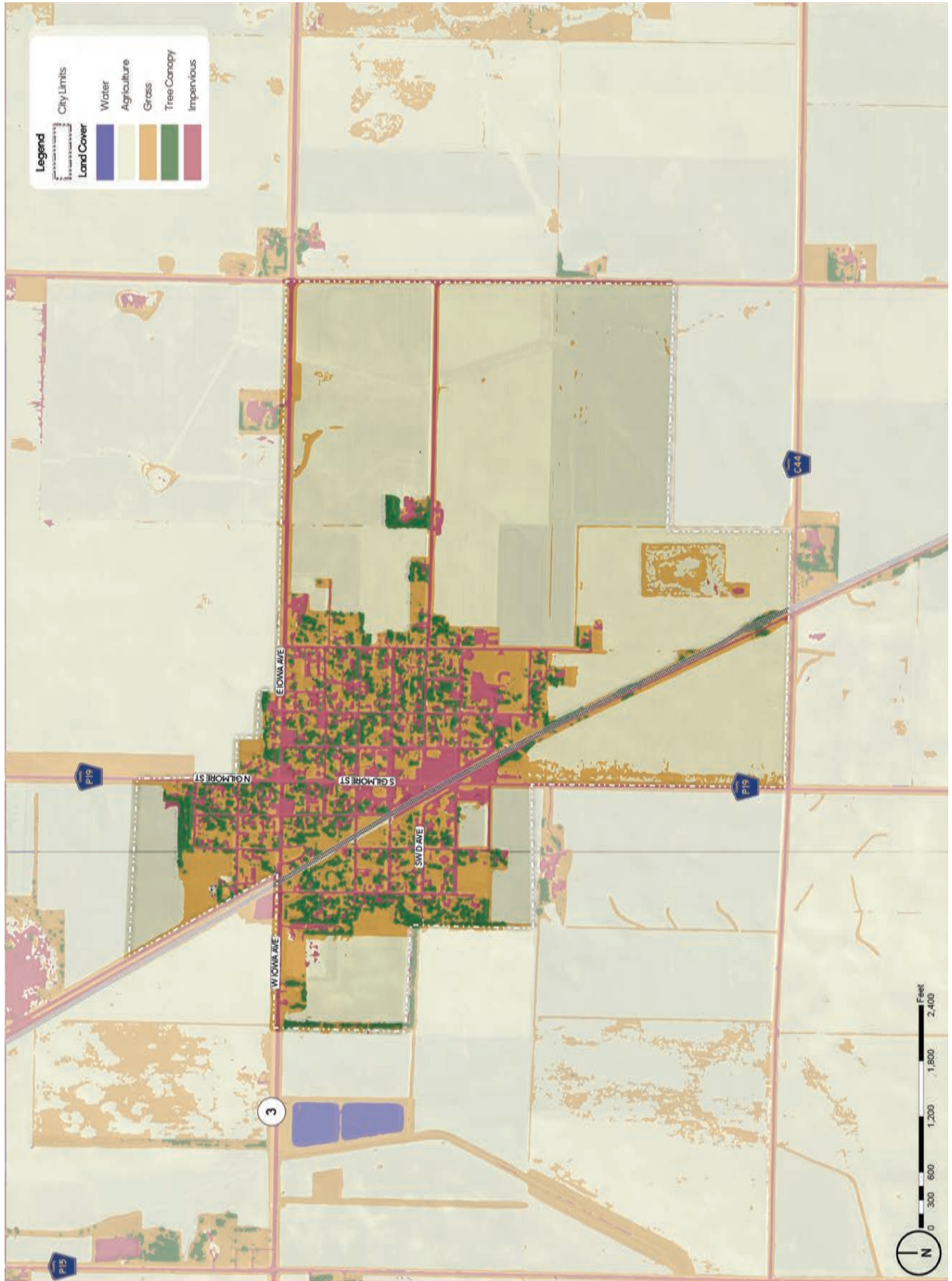
Look at how much of your community consists of impervious surfaces (e.g., parking lots, roads, buildings) compared to the other surfaces (e.g, water, grass, and agriculture). What does this mean for surface-water movement?

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.<sup>1</sup> 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.

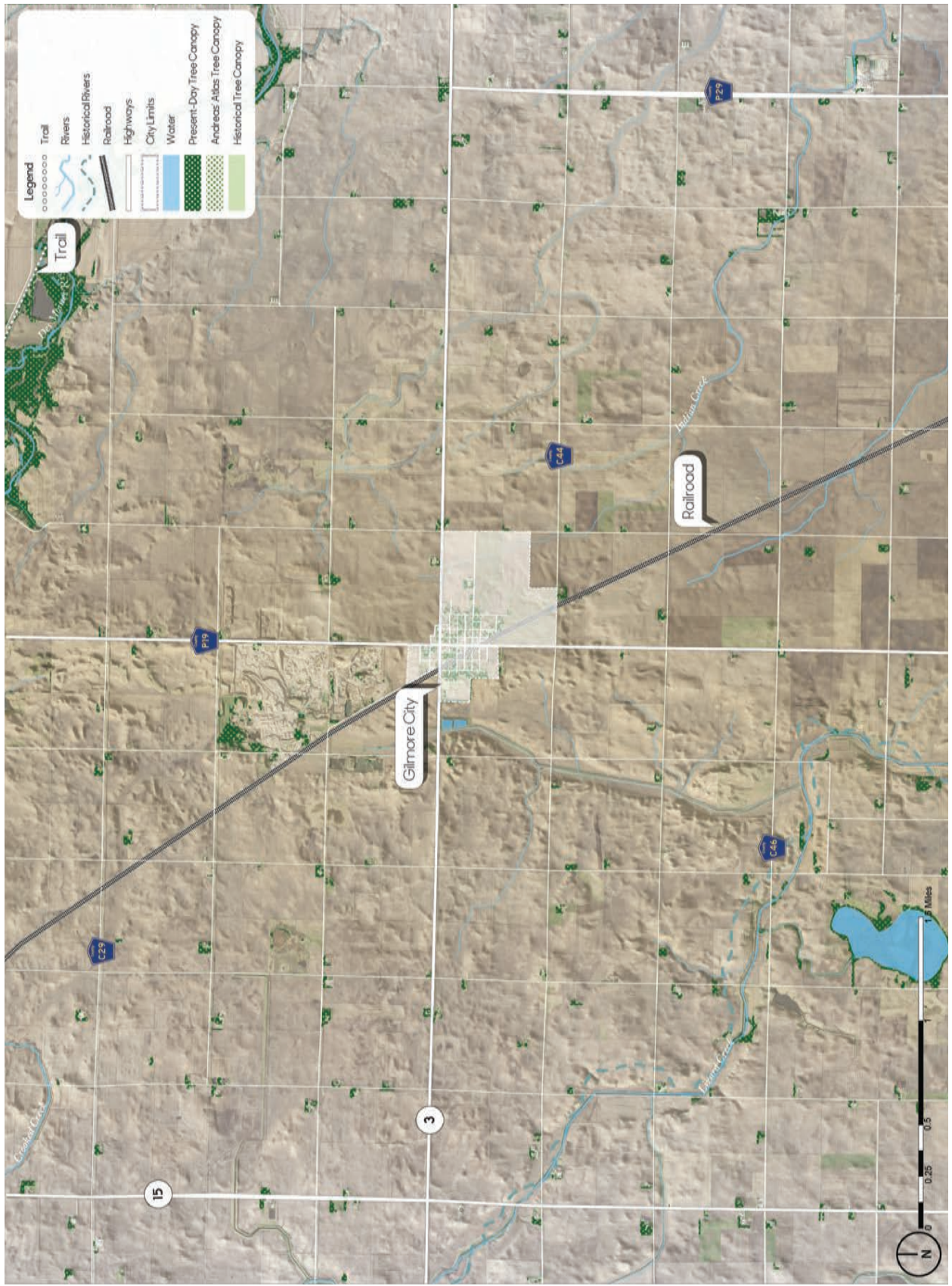
Trees are invaluable. They clean the air, create shade, and cool the atmosphere. They intercept rainfall and consume groundwater, which helps mitigate stormwater runoff. Carefully chosen and placed trees provide communities identity and residents with a sense of home. In Iowa, a prairie state, we increased 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?

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<sup>1</sup> 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 Gilmore City, 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 Gilmore City'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 Gilmore City residents with different transportation needs to participate in focus groups. A total of 34 residents attended Gilmore City's workshop. Participants were separated into five user groups and the Gilmore City 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 Impaired

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.





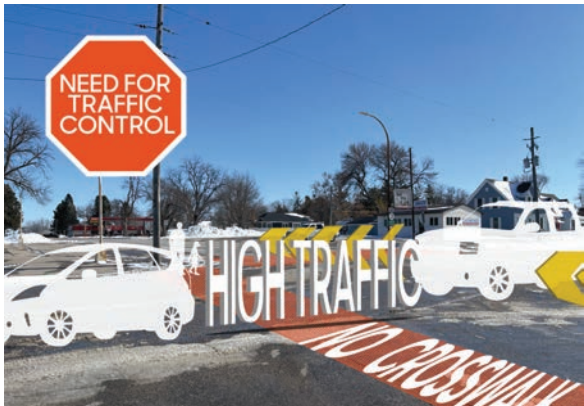
Well-maintained sidewalks provide great access to the many recreation amenities and places to rest at City Park.



Old, broken, and uneven sidewalks along Gilmore Street impede access for many users in the downtown.



Walkers, cyclists, and runners enjoy the smooth, even surface and the views of the school grounds and surrounding landscape along SE 4th Street.



The intersection of Gilmore Street and Hwy 3 is prone to heavy traffic and accidents. Residents want signage alerting drivers that highway traffic does not stop. Pedestrian access is challenging due to no crosswalks.



The newly paved trail in Sunset Park wends through the mature trees and connects adjacent open spaces that support a variety of activities.



Dips in the roadway and degraded surface conditions make for a rough railroad crossing on Gilmore Street. Pedestrians do not have dedicated access along this route or for crossing the tracks.

# What People Said

"There's a spot [where railroad crosses SE C Avenue] that's always full of water when it rains...When I go to the park, I have to just walk around it."

"City Park...[is] pretty easy to get to...from anywhere you live..."

"[Along SE E Avenue] by the school, the sidewalks are...right by the road."

"By the city park...I think there should be crosswalks... because kids are [on the other side of the road], and they can't really get to [the park]."



"My mom and dad have to walk on the road [while we walk] on the sidewalk...if [the sidewalks] are bad or...really tiny."

**Youth**

"Pretty much all on [Gilmore Street] and right around that area, [the sidewalks are] just terrible...They're old, they're cracked, they're uneven, there [are] parts of it missing."

"I won't run on Quarry Road anymore, because the trucks don't pay attention, and there's nothing out there. So, let's say you did get hit and that trucker doesn't stop. You're at the mercy of whoever comes along next."

"...a lot of times when it's hot, we go to Moore Recreation [Area] because there [are] good trees and shade."

"If there was a trail, we would ride our bikes. We would walk. I would run. But...I [would] feel safest if it was a separate trail...not just a shoulder."



"Every summer, we have had somebody who didn't realize that the cross-traffic on Highway 3 doesn't stop [at the intersection with Gilmore Street], and they... get T-boned."

**Actives**

"[Moore Recreation Area] is a nice, quiet...a little bit more scenic...they mow a trail around it, and it's just a nice area to take...the dog or go for a little quieter walk."

"Everybody wants a trail. That's our main priority...I think the goal is to get up to the Three Rivers Trail..."

"...we have some gravel [roads] in town, so if it's muddy out, I try to avoid those ones."

"...they have a mowed path... around the quarry and you can take the dog and run around out there. But the obstacle...is all the truck traffic."



**Steering Committee**

"...I know there [are] plans to continue to develop... [Sunset Park]... if you have more amenities there, it would be more popular if the trail was there too."



"[There are] really bad sidewalks or no sidewalks...there'll be a sidewalk and then it just stops...so you have to drive [your wheelchair] through grass to get where you need to go."

"The railroad [crossing on SW B Avenue is challenging] because they're at such a sharp incline, you have to go up the hill. And with the ice, you have a tendency to roll backwards whether you're in a vehicle or wheelchair."

"They have updated some of the corners where instead of having [the curb] high, it's a ramp. And it's nicely done."

"They just recently built a path [in Sunset Park], but it goes nowhere and it's under water."

"Those ramps to get up onto the sidewalk will kill you because they're so steep. I've almost fallen out of my wheelchair several times."



**Mobility Challenged**

"I like to walk, but I don't like to walk in our town, because...our streets are crowned. So [I] can't walk on the side of the street, because it really hurts my ankles and knees... [and] I don't like walking in the middle of the road either."

"I want to walk with my dog [but] that's like trolling for loose dogs...I would love to have no loose dogs in town."

"I leave early in the morning and...it just makes you feel safer. Because [Gilmore Street is] lit up."

"I would like to see a bike trail and a walking trail beside [the roads]...where we don't have to walk or ride with the traffic."



**Older Adults**

"We don't have many sidewalks...They're hit and miss. A lot of people are taking them out...Some of them aren't good."

"A trail would be nice to get out to the quarry area too. [If] we had an underpass [so] you could somehow cross Highway 3... that would be nice...you could... expand it to the Three Rivers Trail and go all the way north..."

"[Once] you get off Main Street, [lighting is] very sporadic...I used to walk and... some places are really creepy and dark, and you can't see anything."

"...sometimes [the crown of] the road...slants so much...Kids...can't use bikes with training wheels."



**Parents**

"...there should be sidewalks for the kids to get to the bus stop."

"When you [have] school kids and you're walking from the school to the library...you can't get there safely any way you go [because sometimes you have to walk in the road]."



## 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 and/or exercise. Their activity is hindered by the absence of a safe pedestrian/cyclist connection to Moore Recreation Area. This group would like distance markers, trees, and benches along any trails developed.

**Mobility-challenged** individuals drive, walk, and use a wheelchair to get around town. This group is frustrated by the fact that public parking is not defined and there are virtually no handicapped parking spots. The handicapped parking that does exist is not wide enough. Steep ramps also cause problems for wheelchair users.

**Older adults** walk, bike, and drive cars and side-by-sides. This group would like new, more level streets throughout town. They like to visit the school grounds to enjoy the scenery and "sit back and reflect the good old days from high school."

**Youth** walk and bike in town and ride the bus to school. Older youth drive cars, side-by-sides, golf carts, and four-wheelers. This group thinks that Sunset Park lacks opportunities for activities and want to see the trail finished. Youth like to go fishing and swimming at the quarry.

**Parents** walk, bike, and drive cars, side-by-sides, and golf carts. This group is concerned about the safety of their children. They do not feel safe crossing Highway 3 with kids on foot or by bike, and would like a pedestrian overpass or underpass across this busy road.

**Steering committee** members, walk, bike, and drive cars, golf carts, and side-by-sides. This group would like all the streets in town to be redone. Committee members suggested creating a public recreation venue in the vacant lot next to the new bank on SE C Avenue.

User Types		Destinations and Activities				Desirable Qualities and Features					Undesirable Qualities and Features					Most Desired Improvements and Activities					
		School Grounds	Parks & Natural Areas	Walking	Accessibility for Walkers & Cyclists	Scenic Views	Tranquil Settings	Inadequate Sidewalk Infrastructure	Heavy Traffic	Interior Road Conditions	Drainage Problems	Insufficient Lighting	Trail Connections	Complete ADA-Compliant Sidewalks	Outdoor Recreation Amenities	Additional Lighting					
	Active Users	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●			
	Mobility-Challenged	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
	Older Adults	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
	Youth	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
	Parents	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
	Steering Committee	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		

Active users walk, bike, and run regularly for recreation and/or exercise. Their activity is hindered by the absence of a safe pedestrian/cyclist connection to Moore Recreation Area. This group would like distance markers, trees, and benches along any trails developed.

Mobility-challenged individuals drive, walk, and use a wheelchair to get around town. This group is frustrated by the fact that public parking is not defined and there are virtually no handicapped parking spots. The handicapped parking that does exist is not wide enough. Steep ramps also cause problems for wheelchair users.

Older adults walk, bike, and drive cars and side-by-sides. This group would like more sidewalks throughout town. They like to visit Moore Recreation Area to enjoy the scenery and "sit back and reflect the good old days from high school."

Youth walk and bike in town and ride the bus to school. Other youth drive cars, side-by-sides, golf carts, and ATVs. This group would like to see the quarry and Sunset Park locate opportunities for activities and want to see the trail finished. Youth like to go fishing and swimming at the quarry.

Parents walk, bike, and drive cars, side-by-sides, and golf carts. This group is concerned about the safety of their children. They do not feel safe crossing Highway 3 with kids on foot or by bike, and would like more crossing lanes or underpass across this busy road.

Steering committee members walk, bike, and drive cars and side-by-sides. This group would like all the streets in town to be repaved. Committee members suggested creating a public recreation venue in the vacant lot next to the new bank on SE C Avenue.

The playgrounds park, garden and ball fields make scenic place to walk. The school grounds offer a more attractive to attract parents and mobility-challenged groups to use. The school grounds offer a more attractive to attract parents and mobility-challenged groups to use. The school grounds offer a more attractive to attract parents and mobility-challenged groups to use. The school grounds offer a more attractive to attract parents and mobility-challenged groups to use.

The site for more outdoor recreation amenities... Suggestions from ADA-accessible playground... The site for more outdoor recreation amenities... Suggestions from ADA-accessible playground...

Residents would like improvements to the sidewalk... The site for more outdoor recreation amenities... Suggestions from ADA-accessible playground... The site for more outdoor recreation amenities... Suggestions from ADA-accessible playground...

Focus group discussions revealed several places in... The site for more outdoor recreation amenities... Suggestions from ADA-accessible playground... The site for more outdoor recreation amenities... Suggestions from ADA-accessible playground...

Heavy traffic, especially trucks traveling to and from... The site for more outdoor recreation amenities... Suggestions from ADA-accessible playground... The site for more outdoor recreation amenities... Suggestions from ADA-accessible playground...

Participants in the focus group expressed the... The site for more outdoor recreation amenities... Suggestions from ADA-accessible playground... The site for more outdoor recreation amenities... Suggestions from ADA-accessible playground...

# Transportation Inventory and Analysis

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

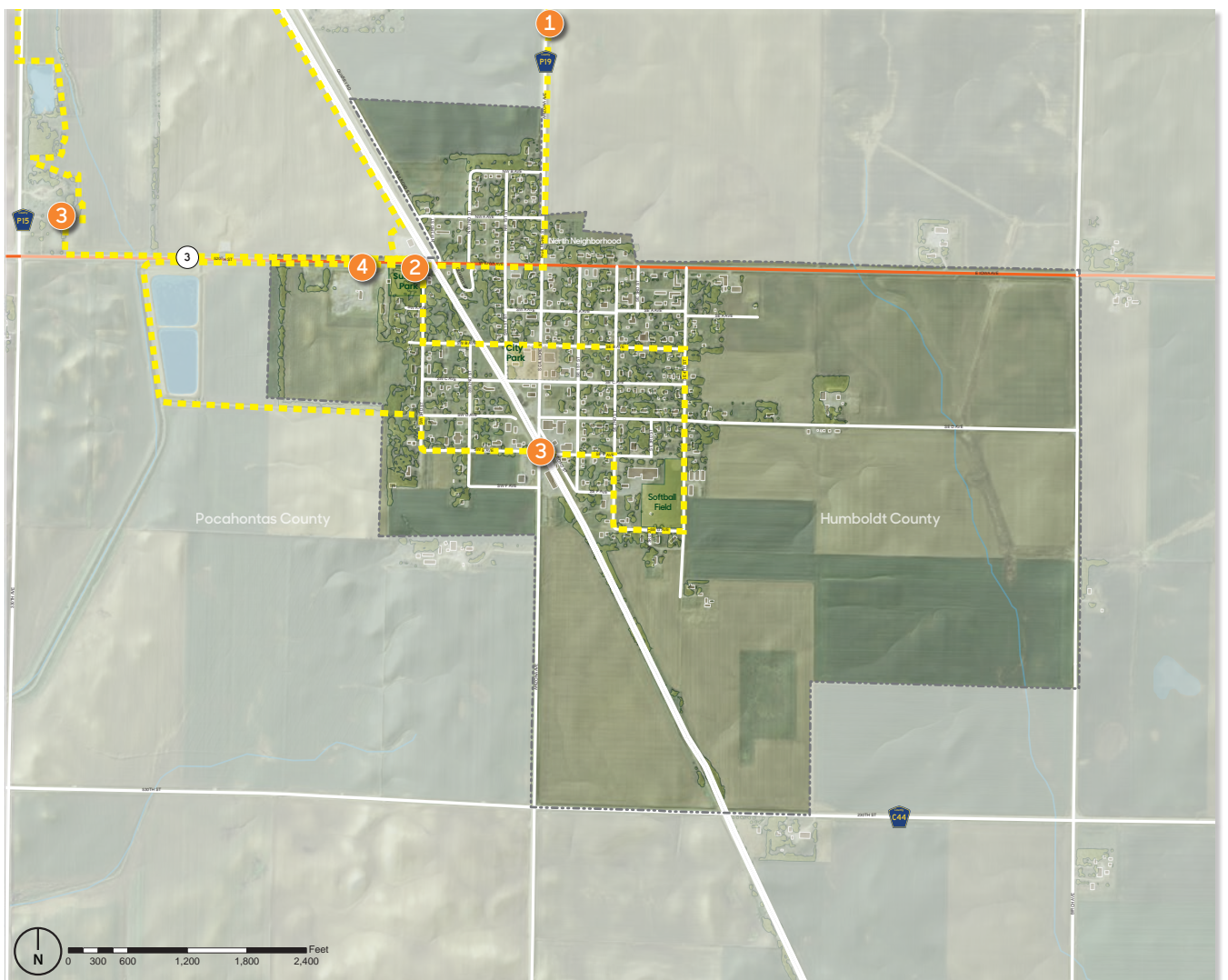
The Gilmore City visioning design team met with the local officials to identify existing, past, and future transportation system capital improvements, maintenance activities and issues, and other transportation-related constraints and opportunities in the area.

Understanding the transportation system in and around Gilmore City is critical for placemaking and sustainable transportation improvements. The transportation systems include paved and unpaved roadways, pedestrian and bike trails, waterways, and railroad lines. Working with the Iowa Department of Transportation (IDOT), county, and local officials, the visioning design team discussed and identified existing, past, and future transportation systems in and surrounding Gilmore City. The group discussed the systems, constraints, and opportunities to provide enhancements to several key locations within the community. The highest traffic through Gilmore City is along Highway 3 and County Road P19, which is the dividing line between Pocahontas and Humboldt Counties. Existing four-way stops slow traffic; however, residents would like pedestrian crossings and warning signs to improve the pedestrian experience.

1. County Road P19 will be reconstructed during fiscal year 2026. The county is responsible for the center 22 feet of roadway width. The county would be in support of a paved shoulder to aid in connecting Gilmore City to the Three Rivers Trail. The Martin Marietta Quarry on P19 is expanding its operations; resulting in increased truck traffic along and crossing P19 creating a conflict for bike/ped traffic if a paved shoulder is implemented for the trail connection.
2. Hwy 3 has updated railroad crossing signals/arms within city limits, but does not accommodate pedestrians. The community would like to install a trail crossing at this location to connect to the lagoons west of town, or to the Pits—the county park 1.5 miles from this location.
3. The railroad crossing at the intersection of P19 and SW/SE E Avenue needs new signalization and both pedestrian and vehicular crossing improvements. This intersection occurs in tangent with the co-op's large gravel lot and causes confusion for users. The crossing is rough and is at a sharp angle causing safety concerns. The city has submitted a railroad crossing improvement grant application for this location.



- 4. Hometown Pride, Three Rivers Trail, and the city are working on implementing a walking trail around Sunset Park that connects to the lagoons west of town. This trail loop would require a bike/ped trail connection along Hwy 3.
- 5. There are no significant issues with snow removal or drainage in town. Most drainage issues resolve themselves quickly throughout the neighborhoods.



# What, Where, & Why

## Programming Process

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

The design team and Trees Forever facilitators met with the Gilmore City visioning committee to discuss its goals. The steering committee presented its takeaways from previous discussions about the transportation assets and barriers, focus group findings, 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 shared their reasoning for specific programming needs in an open discussion format.

The landscape architecture team organized programming for Gilmore City using the improvements identified by the committee during the goal-setting meeting, emphasizing areas discussed during focus groups, and the efforts of the Hometown Pride Committee to develop options for feedback from the public during the open house. The chart on the right reflects these major themes and potential project locations as expressed throughout the goal-setting process.



Pedestrian  
Amenities







Trails



Community  
Amenities



Safety and  
Accessibility

Themes	Broad Goals	Why Change?	What & Where?
<b>Pedestrian Amenities</b> 	<ul style="list-style-type: none"> <li>• Provide safe transportation options</li> <li>• Recreation</li> <li>• Promote healthy lifestyles</li> </ul>	<ul style="list-style-type: none"> <li>• Improve pedestrian safety</li> <li>• Fills a public need</li> </ul>	<ul style="list-style-type: none"> <li>• Bike lanes, B Avenue</li> <li>• Sharred bike lane, SE 4th Street</li> <li>• On-street trail, D Avenue</li> <li>• Trails at Sunset Park</li> </ul>
<b>Trails</b> 	<ul style="list-style-type: none"> <li>• Connect to larger trail network</li> <li>• Provide trail amenities to the surrounding community</li> <li>• Improve safety</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunities for economic development</li> <li>• Improve cyclist and pedestrian safety</li> <li>• Eliminate a need to drive to recreation destinations</li> </ul>	<ul style="list-style-type: none"> <li>• North along P19</li> <li>• HWY 3 west, north along existing RR corridor</li> <li>• West along HWY3, north via the cemetery, The Pits, north to Three Rivers Trail</li> </ul>
<b>Community Amenities</b> 	<ul style="list-style-type: none"> <li>• Provide places for activities in the community</li> <li>• Increase community quality of life</li> <li>• Draw people to downtown</li> <li>• Connect and build community relationships</li> <li>• Promote healthy living</li> </ul>	<ul style="list-style-type: none"> <li>• Amenities contribute to improved quality of life</li> <li>• Improves opportunities for physical activity and social interaction</li> <li>• Provides destinations for community activities and events to improve economic development and housing development</li> </ul>	<ul style="list-style-type: none"> <li>• School, ball fields and recreation</li> <li>• City Park, playground, courts, etc.</li> <li>• Downtown vacant lots</li> <li>• Three Rivers Trail</li> <li>• Interpretive signage</li> <li>• On-street bike lanes</li> </ul>
<b>Safety and Accessibility</b> 	<ul style="list-style-type: none"> <li>• Improve sidewalks and street lighting</li> <li>• Slow vehicular traffic</li> <li>• Create equitable and accessible spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Improve vehicular/pedestrian crossings</li> <li>• Additional lighting increases on-street trail usage and improves safety</li> <li>• Increases accessibility to public amenities and enhances usership</li> </ul>	<ul style="list-style-type: none"> <li>• HWY 3 traffic corridor enhancements</li> <li>• ADA Play Equipment at City Park</li> <li>• Sidewalks with curb cuts for accessibility throughout town</li> <li>• Street lighting</li> <li>• Pedestrian crossings at existing railroad crossings</li> </ul>





# Community Concept Plan

## Concept Plan Overview

The committee was very pragmatic in creating goals on which they could build a strong foundation and implement through phasing based on community size and funding available.

The committee gathered additional feedback during a workshop at the farmers market where 30+ individuals from the community commented on possible trail routes, amenities, and enhancements for the community. The design team created a digital survey for distribution online through Gilmore City's Facebook page and at events throughout the community, soliciting several additional responses in support of the proposed design concepts.

The images reflect these major themes and project locations as expressed throughout the project priority-setting process. The committee prioritized project areas based on the What, Where, & Why findings and focused on projects that achieved goal from multiple themes.



Themes identified by the committee include:



Pedestrian Amenities



Community Amenities



Trails



Safety and Accessibility



A) Three Rivers Trail



B) Community Bike Lanes



C) City Park

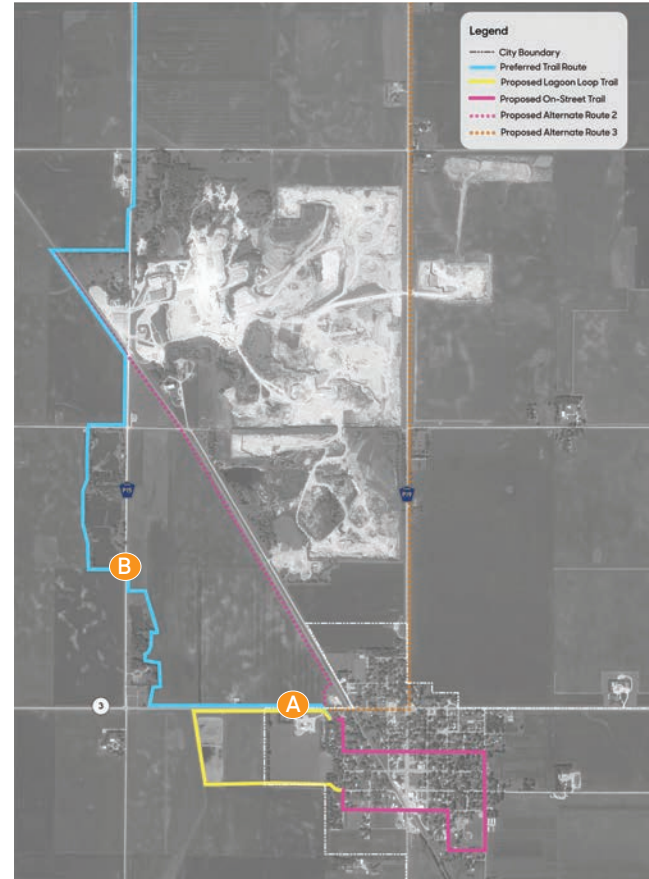


D) Downtown Enhancements



## Three Rivers Trail

Connecting to the Three Rivers Trail has been a longtime goal for Gilmore City. Previous planning studies and exploration presented the community with three options to connect the trail. Residents offered feedback both in person during the design workshop and online as to which route they would prefer, with the majority of them selecting option A. This option will require coordination with the Iowa DOT, existing landowners, and Pocahontas County for access through "The Pits." Option A offers the most scenic route, requires fewer easements, and reduces the number of property owners from whom to gain access for a 20'-wide easement at a minimum (5'-wide buffer, 10'-wide trail, 5'-wide buffer).

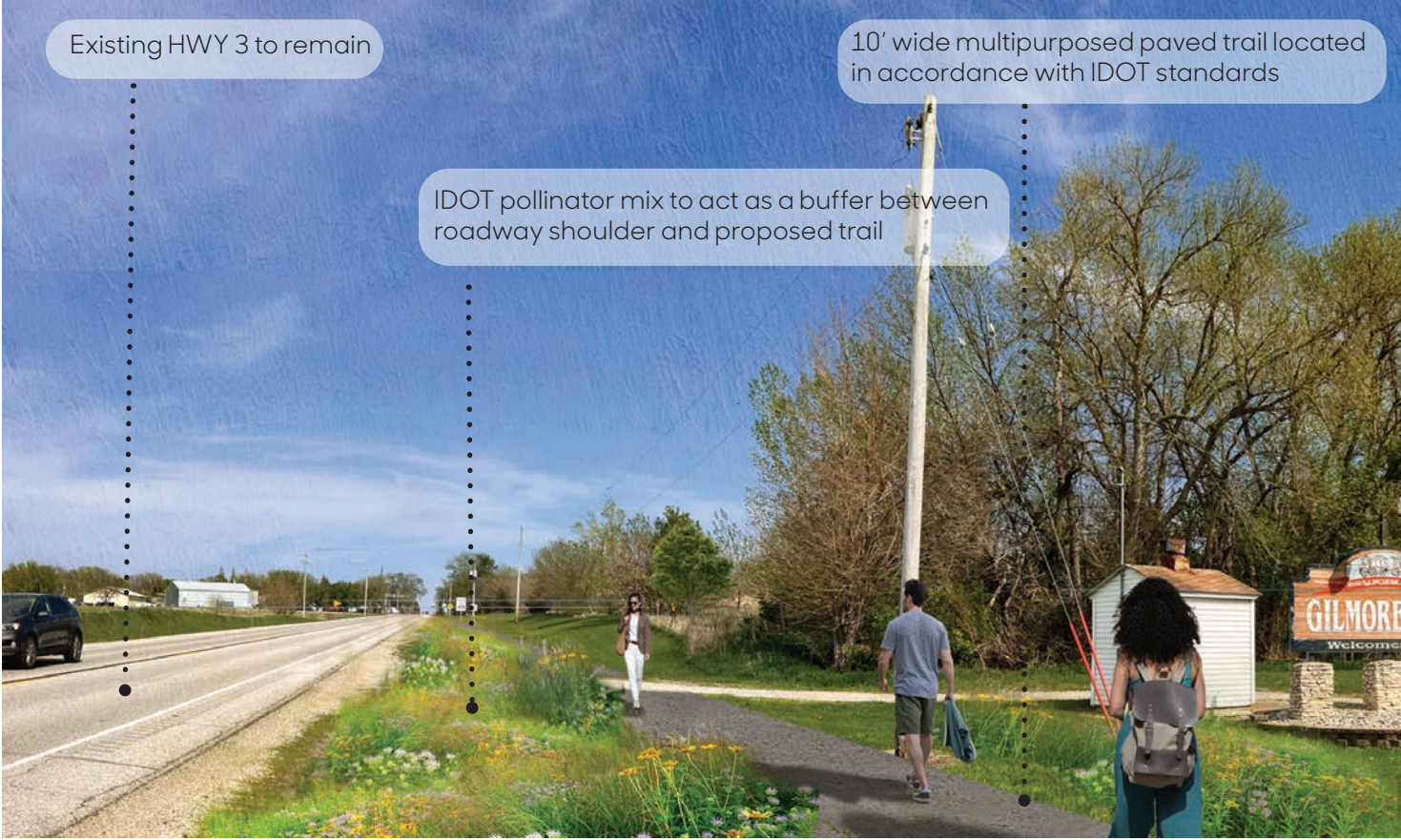


Proposed Improvements Map



B) Proposed trailhead - Trailhead amenities and improved trail conditions enhance the user experience were suggested at the design workshop. The image above depicts a new trailhead is outside city limits at the county park known locally as "The Pits".





Existing HWY 3 to remain

10' wide multipurposed paved trail located in accordance with IDOT standards

IDOT pollinator mix to act as a buffer between roadway shoulder and proposed trail

A) HWY 3 Proposed - The trail route includes a trail along HWY 3, and highlights the scenic beauty along the cemetery, and the existing county park connecting north around the quarry to the Three Rivers Trail.



Bike tune-up station located at trailhead for ease of use

Improved pollinator plantings grow-low pollinator seed mix

New trailhead shelter, with interpretive signage and amenities



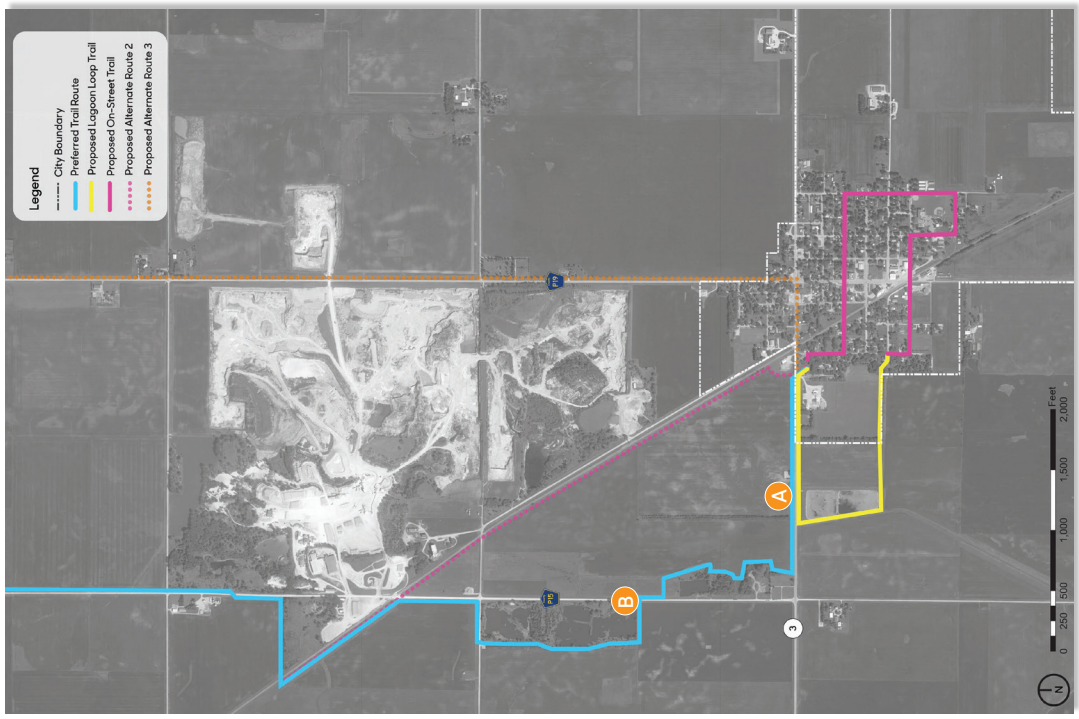
# Opinion of Probable Cost

## Three Rivers Trail

Description	Quantity	Unit	Unit Cost	Extended Amount
<b>General Requirements</b>				
Temporary Erosion Control	1	LS	\$ 7,500.00	\$ 7,500.00
Temporary Utilities	1	LS	\$ 5,000.00	\$ 5,000.00
Traffic Control	1	LS	\$ 10,000.00	\$ 10,000.00
Clearing & Grubbing	3	MI	\$ 5,000.00	\$ 15,000.00
Mobilization	1	LS	\$ 10,000.00	\$ 10,000.00
<b>Demolition</b>				
General Site Preparation / Grading	1	LS	\$ 20,000.00	\$ 20,000.00
<b>Amenities</b>				
Bike Tune Up Station	1	LS	\$ 1,200.00	\$ 1,200.00
Trail Signage	12	EA	\$ 250.00	\$ 3,000.00
Trailhead Signage	2	EA	\$ 3,500.00	\$ 7,000.00
Tables	4	EA	\$ 3,000.00	\$ 12,000.00
Site Benches	4	EA	\$ 1,750.00	\$ 7,000.00
Trash Receptical	1	EA	\$ 1,250.00	\$ 1,250.00
<b>Hardscape</b>				
10' Concrete Trail Paving - HWY 3	3,740	LF	\$ 85.00	\$ 317,900.00
10' Crushed Limestone Trail - Pits	80,000	SF	\$ 8.50	\$ 680,000.00
10' Concrete Trail Paving P15	10,560	LF	\$ 85.00	\$ 897,600.00
<b>Architecture</b>				
Shelter	1	LS	\$ 20,000.00	\$ 20,000.00
<b>Landscape</b>				
Native Perennials	1,000	SF	\$ 35.00	\$ 35,000.00
Overstory Trees	20	EA	\$ 450.00	\$ 9,000.00
Prairie Mix Drilled Seed	5	AC	\$ 4,200.00	\$ 21,000.00
Subtotal - Base Bid				\$ 2,079,450.00
Mobilization /General Conditions - 5%				\$ 103,972.50
Contingency - 20%				\$ 415,890.00
Design / Engineering Services - 12%				\$ 299,440.80
Construction Cost				\$ <b>2,898,753.30</b>

\*Savings could be realized by pursuing an asphalt trail system in lieu of concrete

\*LS- Lump Sum, SF - Square Foot, LF - Linear Foot, EA - Each, Cy- Cubic Yard, CF - Cubic Foot



**A) Existing**  
 Trail Route A was the preferred route based on community feedback from the design workshop and community input sessions. The trail route includes a trail along HWY 3, and highlights the scenic beauty along the cemetery, and the existing county park connecting north around the quarry to the Three Rivers Trail.

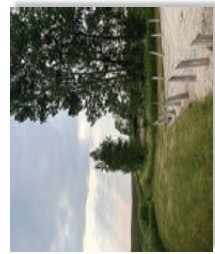


Existing HWY 3 to remain

IDOT pollinator mix to act as a buffer between roadway shoulder and proposed trail

10' wide multipurposed paved trail located in accordance with IDOT standards

**A) HWY 3 Proposed**



**B) Existing**  
 Trailhead amenities including shade, bike tune-up stations, and improved trail conditions to enhance the user experience were suggested at the design workshop. One location for a new trailhead is outside city limits at the county park.



10' wide multipurpose trail, with connection to Three Rivers Trail

Bike tune-up station located at trailhead for ease

Improved pollinator plantings grow-low pollinator seed mix

New trailhead shelter, with interpretive signage and amenities

**B) Trailhead Proposed**

**Gilmore City**  
 Three Rivers Trail

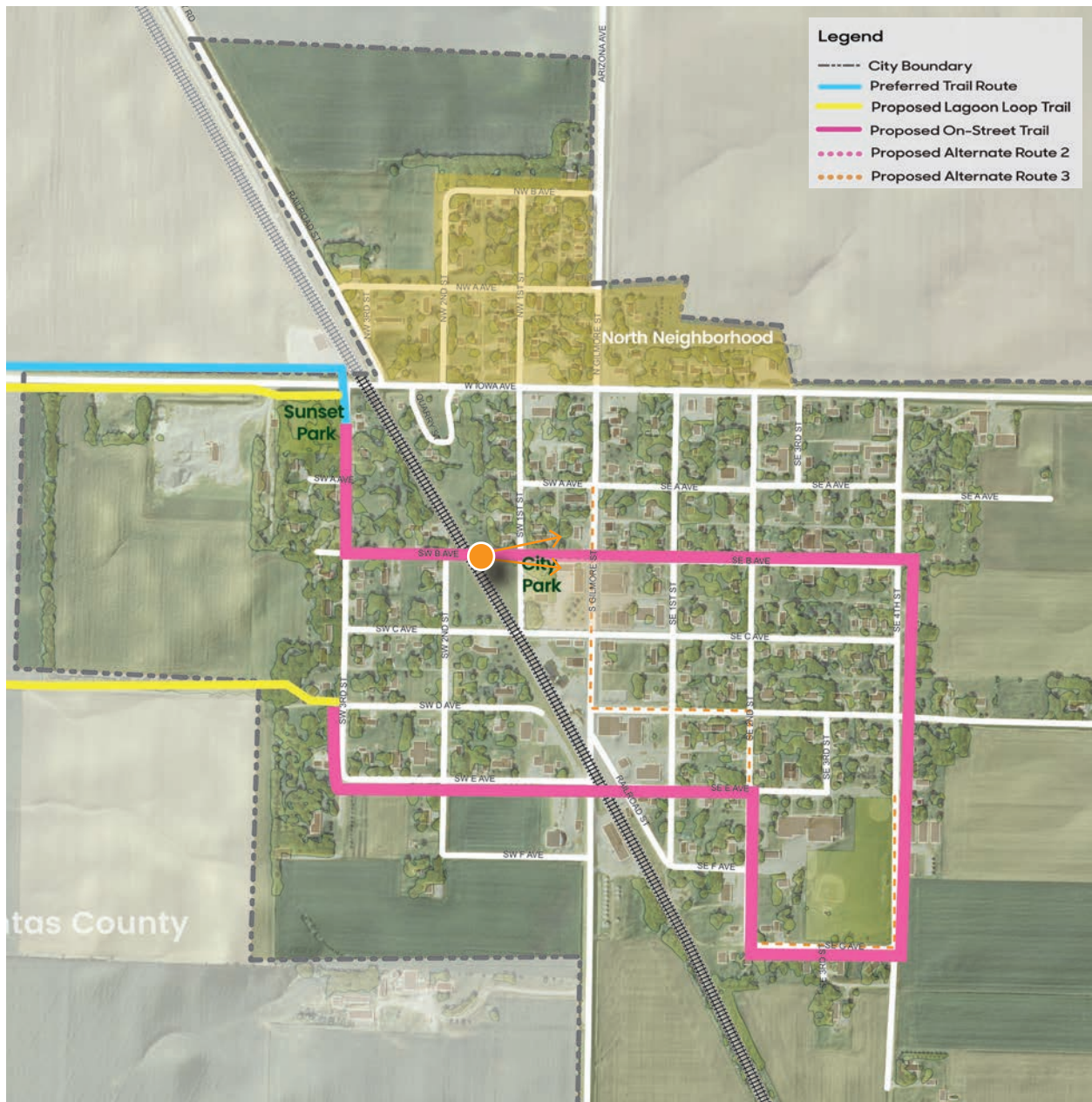
**HDR Inc.**  
 L.A: Jen Cross - PLA, ASLA  
 Intern: Alex Arandas  
 Iowa State University | Trees Forever | Iowa Department of Transportation





## On-street Bike Lanes

On-street walking and biking are key activity for Gilmore City residents to stay active and fit. Improving pedestrian amenities creates safe opportunities to navigate city streets. The combination of on-street 5'-wide painted bike lanes, a 10' wide cycle track, or sharrows with widths less than 34' will provide consistent access. The proposed bioswale can be cut into the existing street. Soils should be excavated to an 18" depth and amended with sand and organic matter to allow for proper drainage and filtration of stormwater. Planting native perennials will reduce maintenance over time.



Proposed On-street Bike Lane Map





SW B Ave Existing

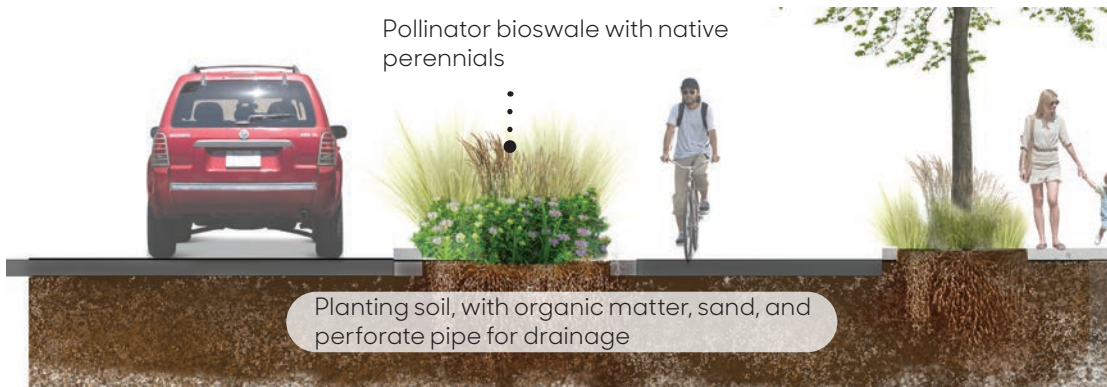


Pollinator bioswale, with native plantings, amended soils and curb cuts allow for stormwater infiltration

Existing City Park with trailhead and interpretive signage with trail routes

10' wide two-way protected bike lane

SW B Ave Proposed



Pollinator bioswale with native perennials

Planting soil, with organic matter, sand, and perforate pipe for drainage

Bioswale e Section

# Opinion of Probable Cost

## On-street Bike Lanes

Description	Quantity	Unit	Unit Cost	Extended Amount
<b>General Requirements</b>				
Traffic Control	1	LS	\$ 20,000.00	\$ 20,000.00
Temporary Erosion Control	1	LS	\$ 10,000.00	\$ 10,000.00
Site Demolition, Clearing & Grubbing	1	LS	\$ 10,000.00	\$ 10,000.00
Stormwater Improvement Allowance	1	LS	\$ 100,000.00	\$ 100,000.00
<b>Demolition</b>				
Roadway Removal - Full Section- Per Block	3200	SF	\$ 4.00	\$ 12,800.00
Soil Excavation & Prep & Replacement - Per	4500	CF	\$ 30.00	\$ 135,000.00
<b>Hardscape - (per block - approximately 320' length average)</b>				
Sharrow - Streets less than 24'	12	EA	\$ 229.00	\$ 2,748.00
Buffer Strip Planting - Streets 35' or more	3,200	SF	\$ 35.00	\$ 112,000.00
Bikelane Paint - Streets less than 35'	2,740	LF	\$ 2.50	\$ 6,850.00
<b>Site Amenities</b>				
Signage	12	EA	\$ 350.00	\$ 4,200.00
Bike Rack	4	EA	\$ 500.00	\$ 2,000.00
Bench	4	EA	\$ 1,750.00	\$ 7,000.00
<b>Landscape</b>				
Native Perennials with topsoil/mulch	10,960	SF	\$ 20.00	\$ 219,200.00
Overstory Street Trees	24	EA	\$ 550.00	\$ 13,200.00
Subtotal - Base Bid				\$ 654,998.00
Mobilization /General Conditions - 5%				\$ 32,749.90
Contingency - 20%				\$ 130,999.60
Design / Engineering Services - 12%				\$ 94,319.71
Construction Cost				<b>\$ 913,067.21</b>

\*LS- Lump Sum, SF - Square Foot, LF - Linear Foot, EA - Each, Cy- Cubic Yard, CF - Cubic Foot

\*Street improvements are based on a singular average block length





SW B Ave Existing

SW B Ave Proposed

Existing City Park with trailhead and interpretive signage with trail routes.

Pollinator bioswale, with native plantings, amended soils and curb cuts allow for stormwater infiltration.

10' wide two-way protected bike lane, . . . . .



Bioswale Section

Pollinator bioswale with native perennials

Planting soil, with organic matter, sand, and perforate pipe for drainage

Improving pedestrian amenities creates safe opportunities to navigate city streets. The combination of on-street 5'-wide painted bike lanes, a 10' wide cycle track, or sharrows with widths less than 34' will provide consistent access. The proposed bioswale can be cut into the existing street and amended with sand and organic matter to allow for proper drainage and filtration of stormwater. Planting native perennials will reduce maintenance over time.

# Gilmore City

## On-street Bike Lanes

**HDR Inc.**  
 LA: Jen Cross - PLA, ASLA  
 Intern: Alex Arandas  
 Iowa State University | Trees Forever | Iowa Department of Transportation





# City Park

City Park is in the heart of the community. The park will feature a bike tune-up station as well as interpretive trail signage. The park is compact and currently needs upgrades to improve accessibility and provide additional amenities for park users. Proposed improvements add accessible walks and rubberized surfacing under the existing swings and play structure. A new climbing structure is proposed to replace the existing one for increased inclusive play opportunities. Also proposed is an upgraded shelter with a new roof, lighting, furnishings, an ADA-accessible ramp and terraced deck to the south that connects to the proposed water play area.

The water play area features a water skin that keeps depth below 1/2" for user safety, a time-controlled activation device, rubberized surfacing, and limestone rock outcroppings. The splash pad maintains two zones – one with a rock bubbler, naturalized stream, water gates, and rock outcroppings all draining to a concealed drain under an at-grade bridge crossing. The second zone, located east of the foot bridge, is a more traditional splash





pad with larger spray elements, including a separate activator switch, in-grade spray jets, and limestone outcroppings for seating. The existing sports court will be relocated south of the maintenance shop to create a semi-fenced-in athletic zone that accommodates basketball, pickleball, volleyball, four square, etc., for extended use.



Existing



Proposed

## Opinion of Probable Cost – City Park

Description	Quantity	Unit	Unit Cost	Extended Amount
<b>General Requirements</b>				
Temporary Erosion Control	1	LS	\$ 20,000.00	\$ 20,000.00
Temporary Utilities	1	LS	\$ 15,000.00	\$ 15,000.00
Road /Parking Lot Paving	12,520	SF	\$ 12.00	\$ 150,240.00
Sidewalk Repaving	13,248	SF	\$ 8.00	\$ 105,984.00
Curb Curb and Gutter	1350	LF	\$ 45.00	\$ 60,750.00
<b>Demolition</b>				
General Site Preparation / Grading	1	LS	\$ 20,000.00	\$ 20,000.00
<b>Utilities</b>				
Electrical Service	1	LS	15000	\$ 15,000.00
Water Line Service	1	LS	10000	\$ 10,000.00
Site Light Pole	8	EA	\$ 5,000.00	\$ 40,000.00
Mechanical Pump / Service Splash Pad	1	LS	\$ 75,000.00	\$ 75,000.00
<b>Hardscape</b>				
Concrete Paving - Walks	4,951	SF	\$ 8.00	\$ 39,608.00
Plaza Pavers	1,060	SF	\$ 20.00	\$ 21,200.00
Splashpad Surface	1,628	SF	\$ 24.00	\$ 39,072.00
Playground surface	3,885	SF	24	\$ 93,240.00
<b>Site Features</b>				
Shelter Renovations + Decking/ADA entry	1	LS	\$ 25,000.00	\$ 25,000.00
Trex At-grade Bridge	1	LS	\$ 3,500.00	\$ 3,500.00
Bike Tune-up Station	1	EA	\$ 1,250.00	\$ 1,250.00
Rock Climing Structure	1	EA	\$ 24,000.00	\$ 24,000.00
Rock bubbler	1	EA	\$ 3,200.00	\$ 3,200.00
Water Gates	3	EA	\$ 2,000.00	\$ 6,000.00
Limestone Outcroppings	24	EA	\$ 500.00	\$ 12,000.00
Splash Pad Spray Jets/activator switch	1	LS	\$ 250,000.00	\$ 250,000.00
Color Concrete for water skin	800	SF	\$ 14.00	\$ 11,200.00
Custom Mural	1	LS	\$ 10,000.00	\$ 10,000.00
<b>Landscape</b>				
Trees Decidious	11	EA	\$ 450.00	\$ 4,950.00
Tree Ornamental	8	EA	\$ 300.00	\$ 2,400.00
Sod	34,717	SF	2	\$ 69,434.00
Perennail Plantings + topsoil / mulch	2,194	SF	\$ 35.00	\$ 76,790.00
<b>Site Amenities</b>				
Benches	4	EA	\$ 1,750.00	\$ 7,000.00
Litter Receptacles	2	EA	\$ 1,250.00	\$ 2,500.00
Sports Courts	8500	SF	\$ 12.00	\$ 102,000.00
Basketball Hoop	2	EA	\$ 1,500.00	\$ 3,000.00
Net System	1	EA	\$ 5,000.00	\$ 5,000.00
Bike Rack	2	EA	500	\$ 1,000.00
Park Sign	1	EA	3500	\$ 3,500.00
Fencing	320	LF	50	\$ 16,000.00
Fabric Shade Structures	2	EA	1350	\$ 2,700.00
Stone Benches	4	EA	2500	\$ 10,000.00
Subtotal - Base Bid				\$ 1,214,318.00
Mobilization /General Conditions - 5%				\$ 60,715.90
Contingency - 20%				\$ 242,863.60
Design / Engineering Services - 12%				\$ 174,861.79
Construction Cost				\$ 1,692,759.29

\*LS- Lump Sum, SF - Square Foot, LF - Linear Foot, EA - Each, Cy- Cubic Yard, CF - Cubic Foot





Existing



Splash pad with spray fountains and limestone outcroppings

Updated shelter with accessible entrance

Mural wall by local artist

Natural feature splashpad with rock bubbler, stream, and bridge

Native plantings provide a buffer separating splashpad from street

**Proposed City Park Improvements**

Improving the amenities at City Park will expand programming and community access. The park will boost a trailhead with bike tune-up station, and provide accessibility improvements to the existing playground with rubberized surfacing and reg grading/ additional ramps and upgrades to the existing shelter. The sport courts will be relocated to the south with a multipurpose court, a pickleball/ volleyball court, shade sails, seating, and fencing.

Providing water play was a key amenity for the committee. The proposed water feature will include natural water play with rock outcroppings, a rock bubbler, a stream, a footbridge and traditional play elements. The splash pad will utilize a mixture of surfaces, and is located adjacent to the city maintenance facility for restroom access and a potential artistic mural.



**Legend**

- A. Bioswale Planting Buffer
- B. Protected Bike Lane
- C. Trailhead and Entrance Plaza
- D. Playground with Rubberized Surfacing
- E. Rockclimbing Structure
- F. Renovated Shelter
- G. Accessible Shelter Entrance
- H. Rock Bubble and Stream
- I. Water Play Elements
- J. Improved Parking Area
- K. Pedestrian Crossing
- L. City Maintenance Facility
- M. New Park Loop Walk
- N. Pickleball/Volleyball Court
- O. Basketball Court
- P. City Recycling
- Q. Existing Gazebo



## Downtown Improvements

The city acquired vacant lots with the goal of enhancing the downtown business district. In the process, the city would improve accessibility to the street adjacent to the lots and develop opportunities for additional public space. The proposed design reconfigures the existing curb to reduce it to a standard 6" height and adds bump-outs to provide accessible curb cuts for ease of access. Stormwater plantings will link from the streetscape improvements into the planting areas of the park space. Creating an open lawn area with a multi-use shelter/stage will serve residents year-round, while offering a new green space for active play. A flexible plaza with a vendor court and yard games are located near the street to accommodate programming for Gilmore City Fun Days as well as year-round use. A six-foot-wide concrete walk or decomposed limestone walking trail provides an accessible ¼-mile loop with limestone outcroppings providing seating for visitors. The open lawn is adaptable for events year-round and will provide much needed open green space for a pick-up game of soccer, frisbee, or kite flying.







Existing View South



Proposed View From the Flexible Plaza

# Opinion of Probable Cost

## Downtown Improvements

Description	Quantity	Unit	Unit Cost	Extended Amount
<b>General Requirements</b>				
Curb Bumpout	388	LF	\$ 40.00	\$ 15,520.00
Temporary Erosion Control	1	LS	\$ 10,000.00	\$ 10,000.00
Temporary Utilities	1	LS	\$ 15,000.00	\$ 15,000.00
Street Repaving	15,952	SF	\$ 15.00	\$ 239,280.00
Sidewalk Repaving	5,158	SF	\$ 8.00	\$ 41,264.00
<b>Demolition</b>				
General Site Preparation / Grading	1	LS	\$ 15,000.00	\$ 15,000.00
<b>Utilities</b>				
Electrical Service	1	LS	\$ 15,000.00	\$ 15,000.00
Stage Electrical	1	LS	\$ 10,000.00	\$ 10,000.00
Site Light Pole	10	EA	\$ 5,000.00	\$ 50,000.00
<b>Hardscape</b>				
Concrete Paving - 6' Walks	2,050	SF	\$ 8.00	\$ 16,400.00
Plaza Pavers	1,060	SF	\$ 20.00	\$ 21,200.00
<b>Architecture</b>				
Custom Shelter	1	EA	\$ 30,000.00	\$ 30,000.00
<b>Landscape</b>				
Decidious Trees	18	EA	\$ 400.00	\$ 7,200.00
6' Evergreen Trees	8	EA	\$ 350.00	\$ 2,800.00
Ornamental Trees	11	EA	\$ 300.00	\$ 3,300.00
Sod	15,960	SF	\$ 2.00	\$ 31,920.00
<b>Site Amenities</b>				
Stone Benches	8	EA	\$ 2,500.00	\$ 20,000.00
Litter Receptacles	4	EA	\$ 800.00	\$ 3,200.00
Tables	4	EA	\$ 3,000.00	\$ 12,000.00
Limestone Rock Outcroppings	4	EA	\$ 550.00	\$ 2,200.00
Bike Rack	2	EA	\$ 500.00	\$ 1,000.00
Yard Games - Cornhole	6	EA	\$ 1,000.00	\$ 6,000.00
Subtotal - Base Bid				\$ 561,284.00
Mobilization /General Conditions - 5%				\$ 28,064.20
Contingency - 20%				\$ 112,256.80
Design / Engineering Services - 12%				\$ 80,824.90
Construction Cost				<b>\$ 782,429.90</b>

\*LS- Lump Sum, SF - Square Foot, LF - Linear Foot, EA - Each, Cy- Cubic Yard, CF - Cubic Foot





**Existing**



**Proposed Downtown Improvements**

Vacant lots in downtown Gilmore City are a top priority for improvements for the community. The vacant lots just east of Gilmore Ave are prime candidates for a flexible space for multiple community events. The proposed design reconfigures the existing curb to reduce it to a standard 6" height and adds bump-outs to provide accessible curb cuts for ease of access. Stormwater plantings will link from the streetscape improvements into the planting areas of the park space. The program features a flexible plaza, stone outcroppings, seating, and a loop pedestrian walk. A stage/shelter will accommodate for multiple uses, including a stage for events during Gilmore City Fun Days. Adjacent to the flexible plaza are spaces for vendors and lawn games. The open lawn is adaptable for events year-round and will provide much needed open green space for a pick-up game of soccer, frisbee, or kite flying.

# Gilmore City

## Downtown Enhancements

**HDR Inc.**  
 LA: Jen Cross - PLA, ASLA  
 Intern: Alex Aramas  
 Iowa State University | Trees Forever | Iowa Department of Transportation





## Implementation Strategies

The Visioning Program is just the first step of the planning process for the implementation of the projects that will contribute to an enhanced quality of life in Gilmore City. It is the Design Team's intent to provide Gilmore City with a framework for future enhancements to community development and resources. Although there is value in data gathering, analysis, conclusions, and recommendations, the greatest value is providing Gilmore City residents with the opportunity to look at their community with new perspectives and to motivate future change within their community.

The steering committee has been very pragmatic with its goals and vision for this master plan. Each element has the ability to draw funding from various sources and can be implemented in a phased approach. Gilmore City has had great success with past projects – including enhancing Sunset Park and creating a walking trail. Collaboration with Hometown Pride will be beneficial for acquiring additional funding and resources for local and regional grants. Utilizing resources in both Pocahontas and Humboldt Counties will aid in speeding up the implementation process.

Based on economic return and increased quality of life, projects should be approached individually, keeping in mind that some may run concurrently and others may require additional phasing.

**City Park:** This is a top priority for the community, and leveraging the resources available through Hometown Pride, Pocahontas County Funds, and local donations will create a great match for community improvement grants that may be available. The city should focus on partnerships with Martin Marietta and the concrete plant to obtain some of the locally identified materials at reduced costs. Utilizing the park to provide a public health benefit to residents by creating accessible spaces for all to enjoy and to create an in-town trail hub that connects to the Three Rivers Trail will expand opportunities for funding. Relocating the existing multi-use courts to provide the space for the splash pad, and planting new trees to the south of the maintenance building will be critical first steps in realizing the overall vision.

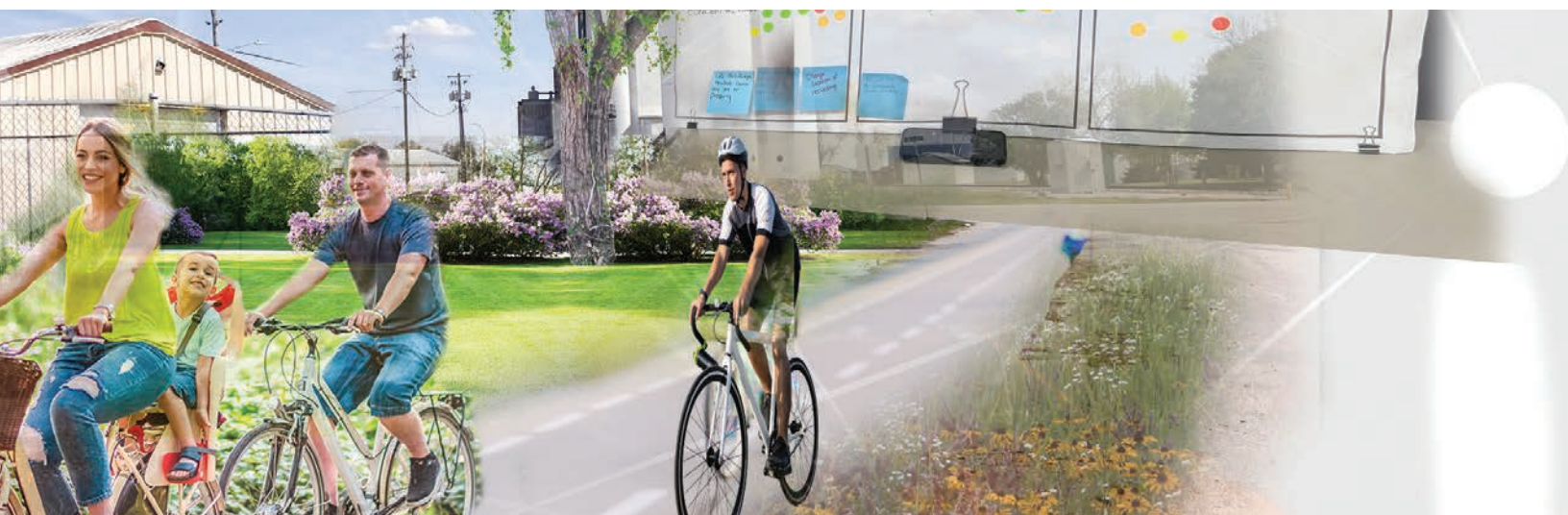




**Downtown Improvements:** The city is planning to replace the existing curb and gutter along the street adjacent to downtown. This project provides a great opportunity to implement accessible curb ramps, the plaza, and stormwater planters with at-grade curb cuts that allow water infiltration. Partnering with Trees Forever, the local nursery, and County Conservation is a low-cost strategy for starting to establish a tree canopy and defining to the space. The stage/shelter will take more investment and planning to install electricity and ensure the size of flexible space meets the programming needs of the community. This project could utilize some of the city's existing resources for improvements as a potential match for grant programs. In addition, the shelter project would present a good opportunity to develop a partnership with a donor group for naming the space and creating a sense of identity.

**On-Street Bike Lanes:** An in-depth study of the entire route is needed to assess the road crown and to document street width and existing right-of-way needs. Once this study is completed, the community will know what types of implementation strategies are required, whether it is painting lines on the roadway, cutting into the street, or adding a widened sidewalk. Adding street paint to areas to test the system is a low-cost solution to determine the level of use throughout the community and make modifications prior to street enhancements.

**Three Rivers Trail Connection:** Coordinating with the existing efforts will be key to this project's success. It will take some time to work with Iowa DOT, the railroad, the quarry, and county parks to obtain written approval to begin to acquiring any easements that may be needed, or to purchase any additional land from adjacent landowners. Implementing the project using a phased approach will make it less daunting. Grants are available for trail connections and their associated amenities and finding local funding sources to utilize as a percent match will be critical to the success of these grant applications.



## 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)
- 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)



Images From the Final Presentation in Gilmore City

