

Final Report and Feasibility Study

Lester, Iowa



Prepared By:

RITLAND+KUIPER
LANDSCAPE ARCHITECTS

Program Partners:

Iowa Department of Transportation
Trees Forever
Iowa State University



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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 CLARB and State Registered Landscape Architects. The firm consists of three full-time Landscape Architects with 78 years of combined experience.

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

We enjoy utilizing a highly interactive process with our clients, often through the facilitation of public input. One example of this is our annual work over the past 20 years with the Iowa Living Roadways Community Visioning Program with Iowa State University and Trees Forever. We have guided the public input in over 35 different communities and have helped them develop plans that, in many cases, have lead to successful community enhancements.



RITLAND+KUIPER
LANDSCAPE ARCHITECTS

Program Overview

Lester is one of 10 communities selected to participate in the 2017 Iowa's Living Roadways (ILR) 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).

The ILR Community Visioning Program assists community members with planning local transportation systems that are safe, accessible, and ecologically sensitive. Planning also takes into account local use patterns and needs of residents, and supports these goals by gathering research based information that guides transportation goal setting and design. 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

Lester's process is guided by a local steering committee, who mobilized other residents to take part in a series of meetings that are facilitated by field coordinators from Trees Forever. Iowa State University organized 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 Lester visioning committee identified a number of goals and priority areas during the visioning process, which are included below:

- **Connectivity+Walkability:** Create pedestrian connections to destinations within Lester by updating sidewalks and implementing recreational trails
- **Safety:** Improvements to intersection of Clinton and Main Streets for pedestrian and vehicular safety
- **Recreation:** Plan a recreational trail for exercise opportunities
- **Enhancements:** Updated amenities on Main Street and native plantings around proposed entrance signs
- **Growth:** Plan for new development with more complete streets and trails
- **Signage:** Locate new entrance signage and improve wayfinding signage to select destinations

Capturing the Lester 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, Transportation Inventory and Analysis, Concept Overview, and Community Design Boards.



EXISTING ENTRANCE SIGN



HISTORIC HIRE HOUSE



ROY G. HOOGEVEEN FIELD



VETERANS MEMORIAL



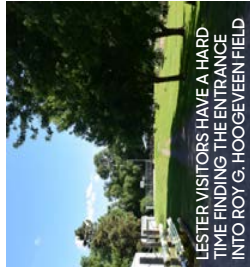
RAILROAD CROSSING CLINTON STREET FREQUENTLY BLOCKS ACCESS TO HIGHWAY 9



LACK OF SIDEWALKS & A ROUGH RAILROAD CROSSING ON CLINTON STREET CREATE CONFLICTS FOR PEDESTRIANS



INTERSECTION OF CLINTON, MAIN AND HASTING STREETS IS PROBLEMATIC FOR MOTORISTS & PEDESTRIANS



LESTER VISITORS HAVE A HARD TIME FINDING THE ENTRANCE INTO ROY G. HOOGEVEEN FIELD



LACK OF SIDEWALKS FORCE WALKERS ONTO THE STREETS TO ACCESS POPULAR DESTINATIONS LIKE THE COMMUNITY CENTER

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Lester Program Overview

RITLAND+KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FASLA & Samantha Price, PLA
Landscape Architecture Intern: Peter Reylard
Iowa State University | Trees Forever | Iowa Department of Transportation



Bioregional Assessment

Settlement Patterns

This board uses maps 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.) High-quality scans of the Atlas have been arranged to correspond closely with present-day maps revealing major landscape changes as well as features that have persisted, such as railroad rights-of-way and in some cases remnant vegetation patches.

Lester 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?

SPRING 2017 2a

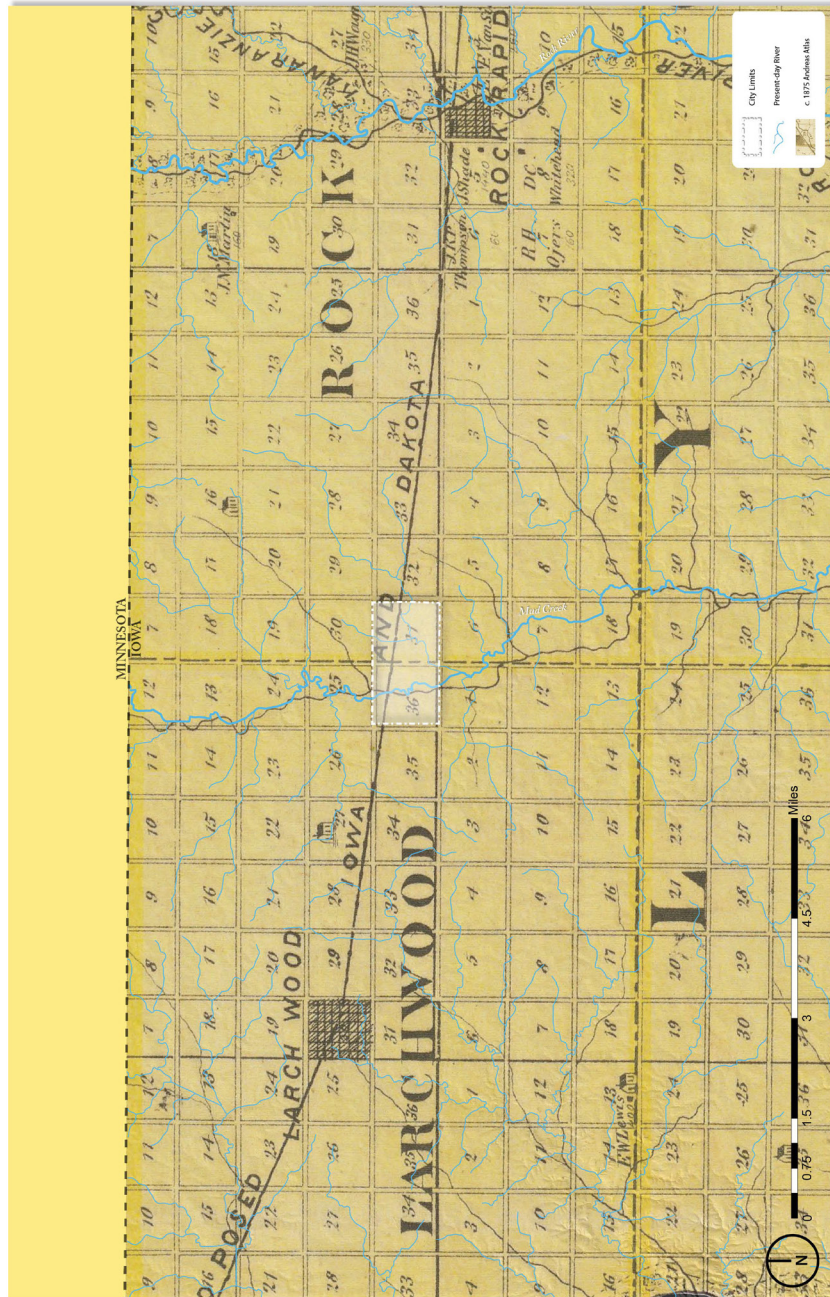
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Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.idnr.iowa.edu/ingalib/>.

Lester

Settlement Patterns

Bioregional Context

Julia Badenhope, Matthew Gordy, Colby Fangman, Dominick Florer
Iowa State University | Trees Forever | Iowa Department of Transportation



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. The vegetation 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 communities mapped by the GLO surveyors varied in classification and the terminology from the original maps has been preserved.

The vegetation types are defined²:

1. Field: Cultivated lands of early pioneers.
2. Grove: Isolated dense young stand of trees.
3. Marsh: Perennial wetlands, basins of irregular shape.
4. Prairie: Dominated by prairie grasses with individual or few scattered trees.
5. Thicket: Impenetrable blocks of young trees, often thorny.
6. Timber: Contiguous blocks of trees extending to the horizon in at least one direction.
7. Slough: Like marsh but more linear in shape.

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.

² 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), 134-135.

SPRING 2017 2b

Historical Vegetation

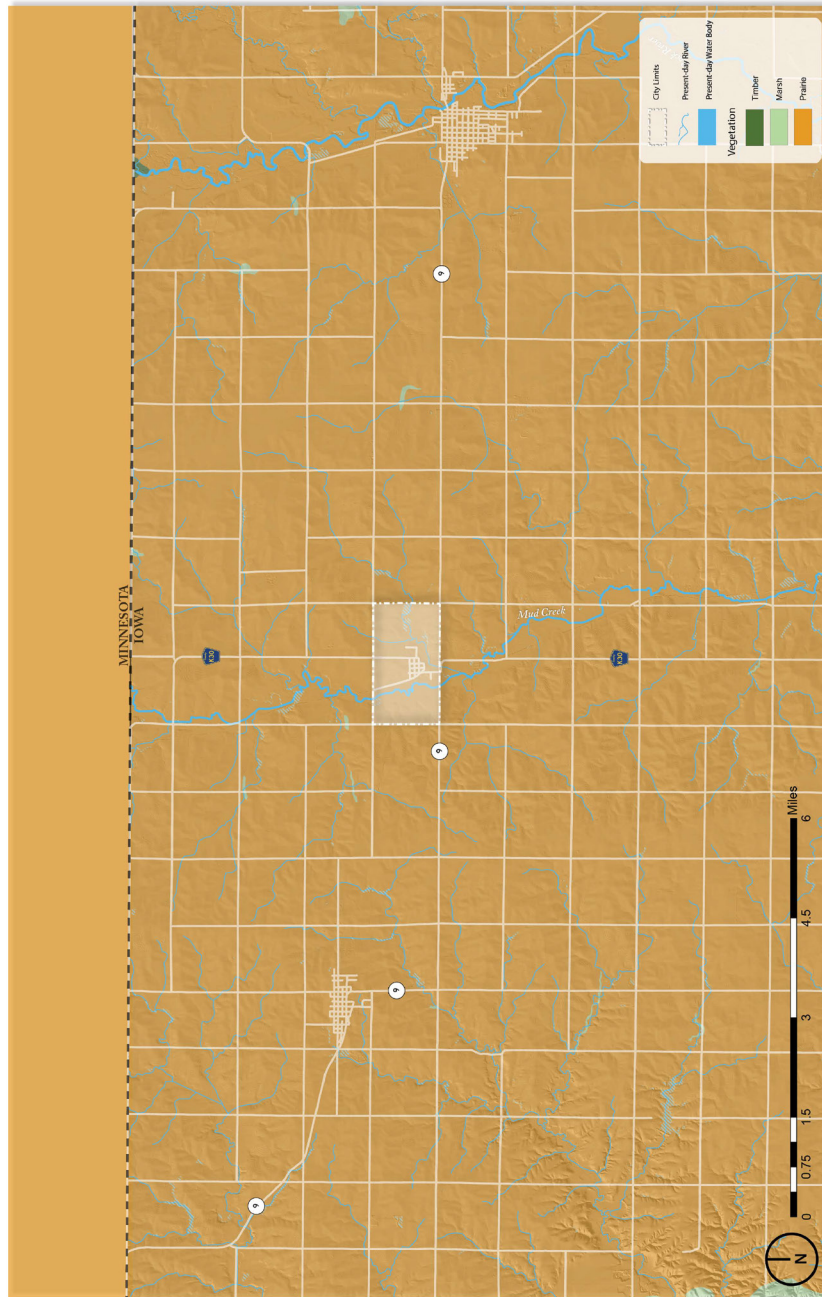
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¹ E. Blinger, "Proceedings: Vegetation of Cedar County, Illinois," Transaction of the Illinois State Academy of Science, Vol. 10, 1907.
² "Vegetation patterns in Iowa using Government Land Office surveys and a Geographic Information System," Michael 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), 134-135.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.dnr.iowa.edu/ingilbox/>.

Lester

Historical Vegetation

Bioregional Context

Julia Bodenhopf, Matthew Gordy, Colby Fangman, Dominick Florer
Iowa State University | Trees Forever | Iowa Department of Transportation



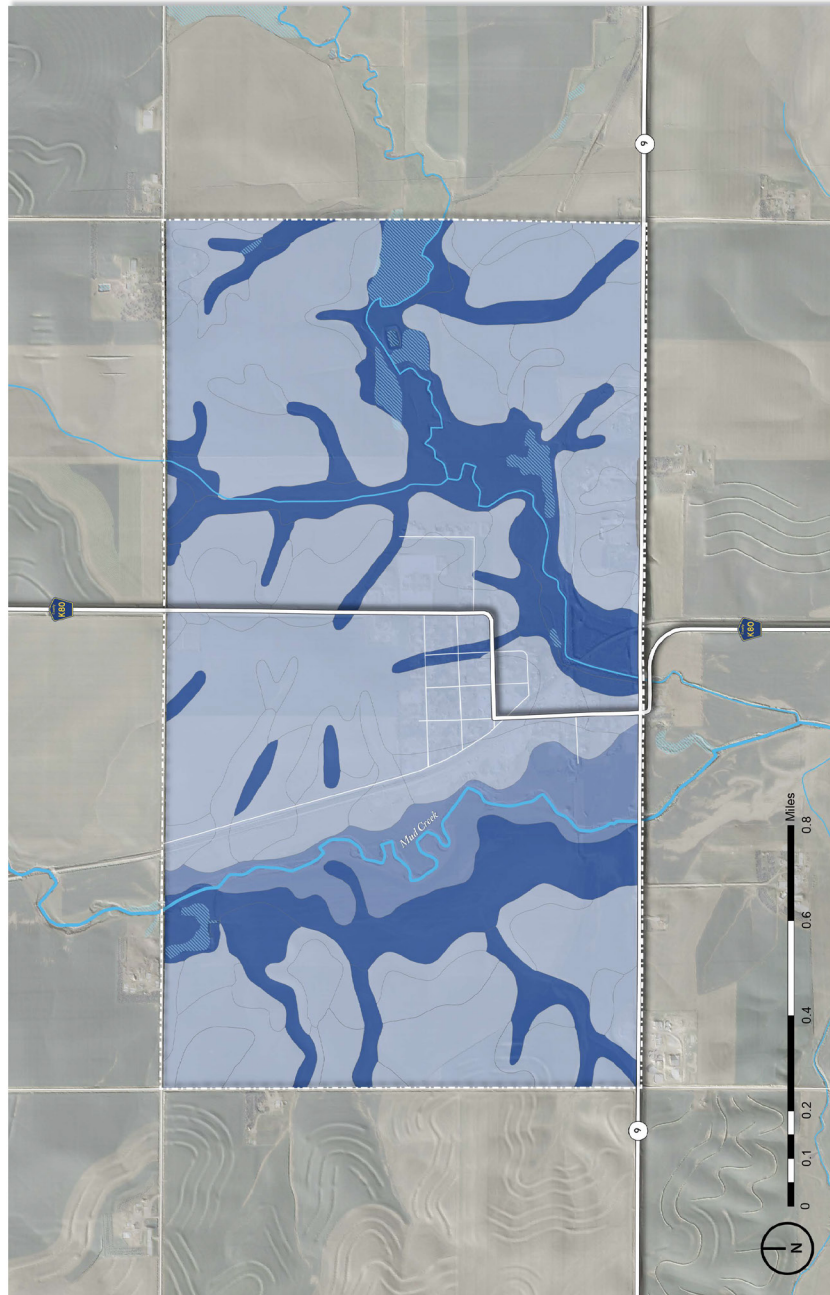
Depth to Water Table

The water table is defined as the level below which the ground is saturated with water. The water table generally mimics surface topography, but there are differences depending on localized conditions such as the permeability and porosity of soils and depth to bedrock. Depth to water table is represented as a range because it varies due to seasonal changes and precipitation volumes. For example, following spring snow-melt 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. Impermeable layers such as concrete also affect the depth to water table by preventing precipitation from infiltrating into the soil which could result in a lowered water table.

SPRING 2017 2c

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Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.gisb.iowa.edu/ingislib/>.

Lester

Depth to Water Table

Bioregional Context

Julia Badenhope, Matthew Gardy, Colby Fangman, Dominick Florer
Iowa State University | Trees Forever | Iowa Department of Transportation



Elevation and Flood Risk

The map to the left displays topographic differences in elevation using a combination of contour lines and the color gradient depicted in the legend. The high points and low points have also been located.

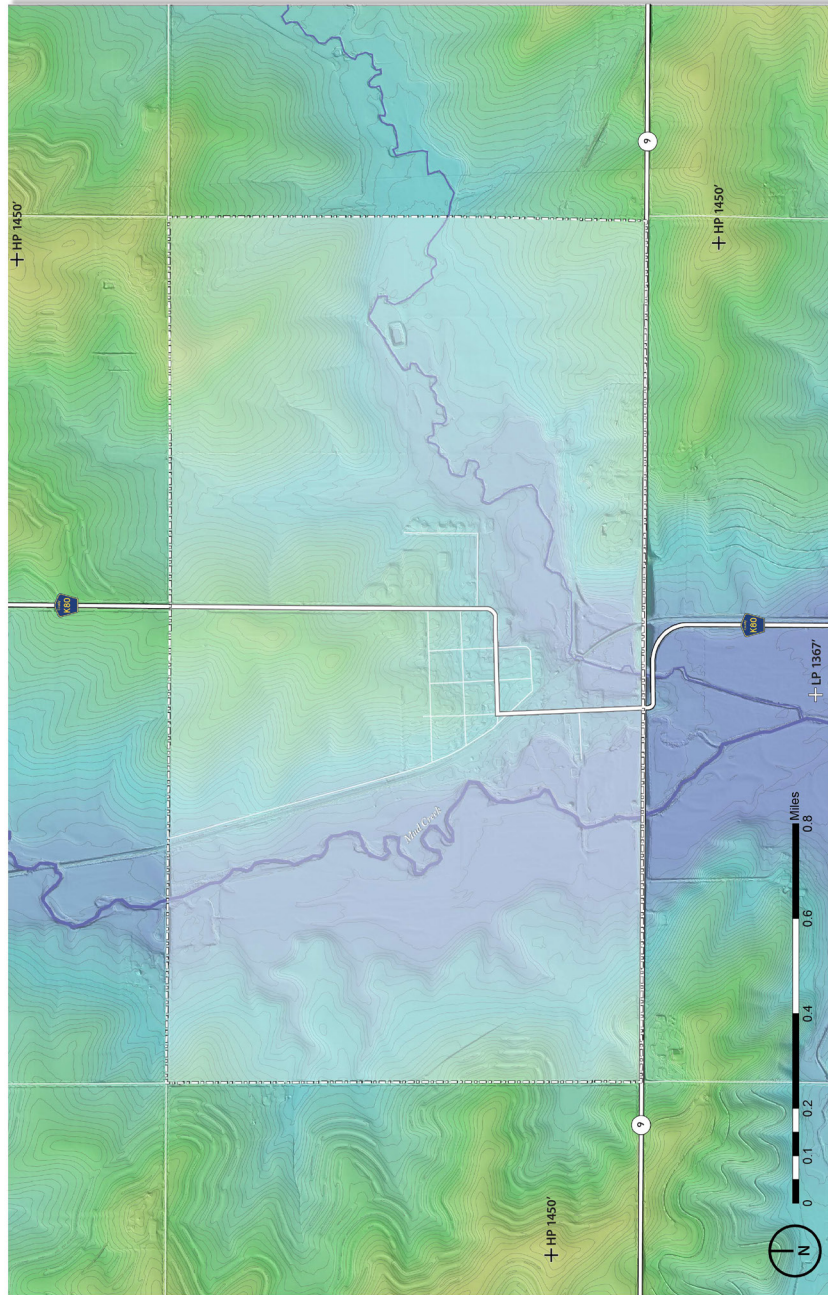
Note the relationship of your community to the surrounding elevation; is it located in a valley or on high ground, or is it split between the two? Flood risk is correlated to low-lying land, this map also shows your community's flood risk as defined by the Federal Emergency Management Agency (FEMA) Flood Map Service Center. This map shows the two most important flood zones, the Base Flood and the Regulatory Floodway (consult legend.) Base Flood is the zone having a one percent 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.

SPRING 2017 2d

Elevation and Topographic Features

The map to the left displays topographic differences in elevation using a combination of contour lines and the color gradient depicted in the legend. The high points 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?



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.sps.iowa.edu/ingilbox/>.

Lester
Elevation

Bioregional Context

Julia Badenhop, Matthew Gardy, Colby Fangman, Dominick Florer
Iowa State University | Trees Forever | Iowa Department of Transportation



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 determines 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 has a dozen smaller watersheds, and the Iowa River watershed is a sub-basin of the Mississippi River watershed.

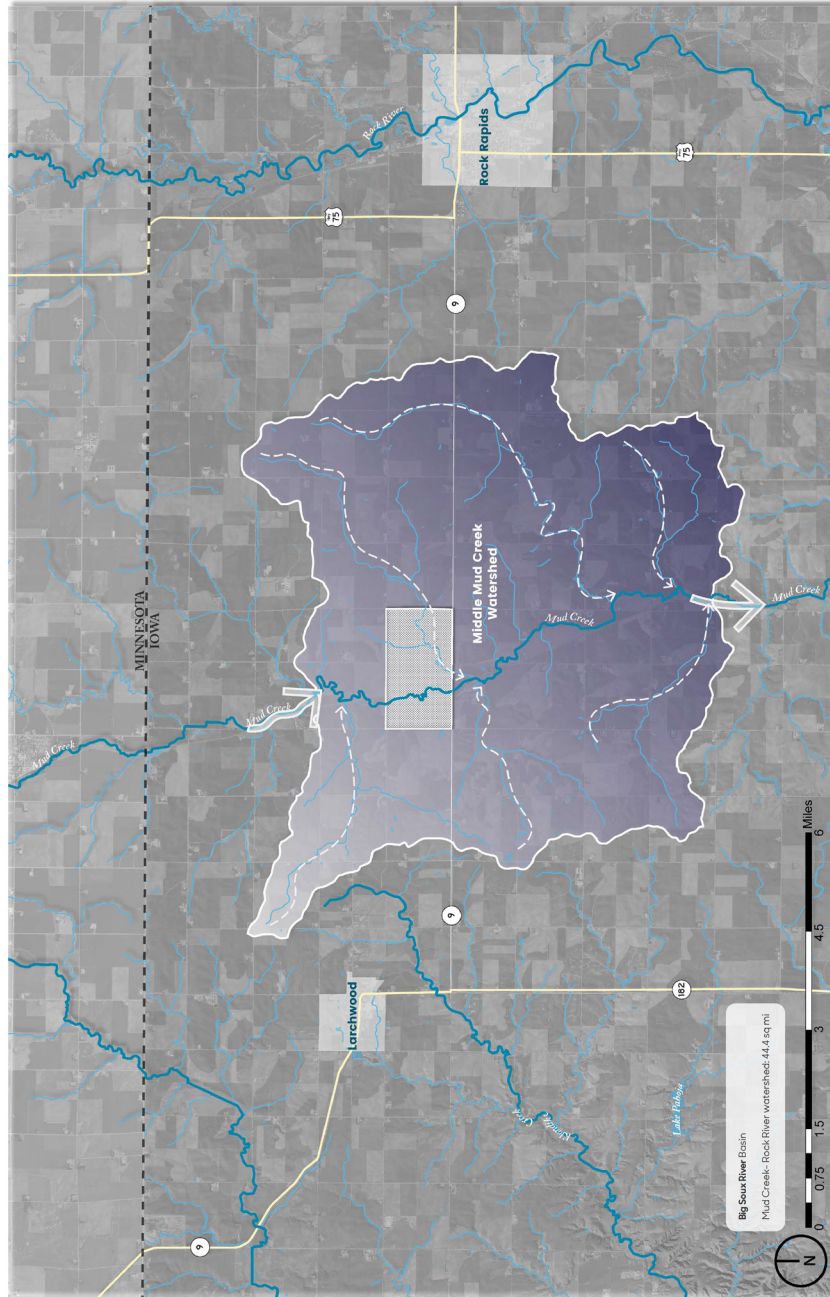
Where a community is located in relation to its surrounding watershed(s) determines its capacity to manage regional watershed issues such as flooding. For example, a community located near the end of a watershed (close to the outlet point) will have little capacity to reduce the amount of water draining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

SPRING 2017 2e

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Lester Regional Watershed

Bioregional Context
Julia Bodenhopf, Matthew Gordy, Colby Fangman, Dominick Florer
Iowa State University | Trees Forever | Iowa Department of Transportation

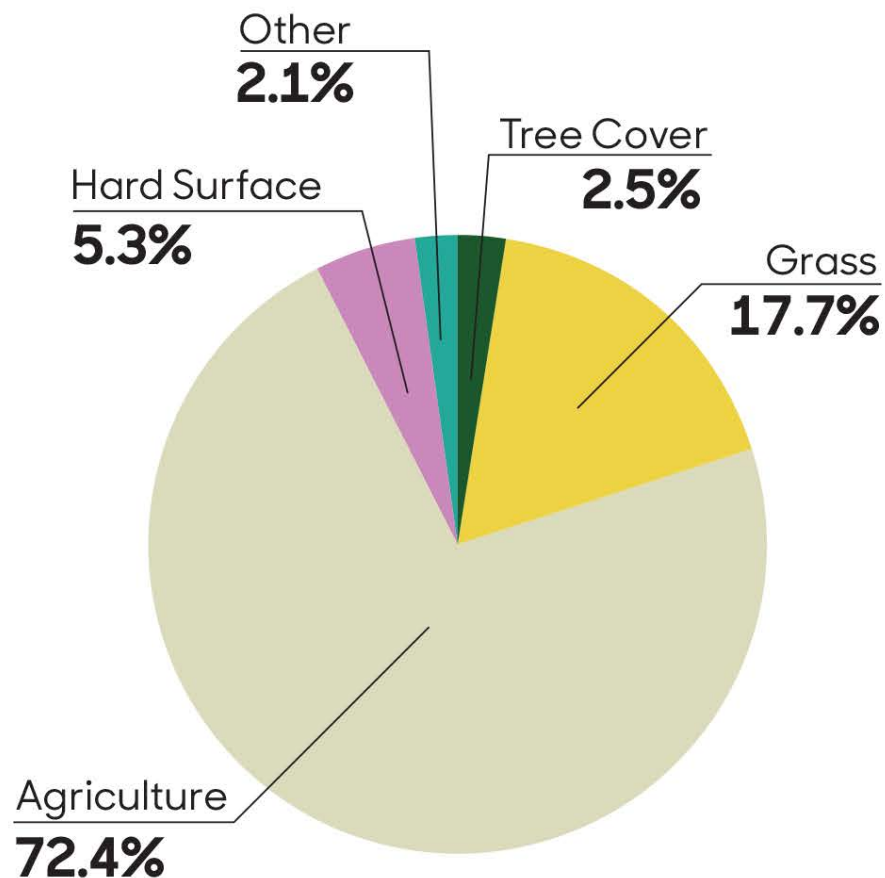


Present Day Land Cover

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.

What do you observe about the dominant land cover types in your community? Where is the tree canopy most concentrated? Compare the amount of impervious surfaces (e.g., parking lots, roads, buildings) to the other surfaces (e.g., water, grass, and agriculture.) What parts of town are covered with the most impervious surfaces and what patterns do you observe about these locations?

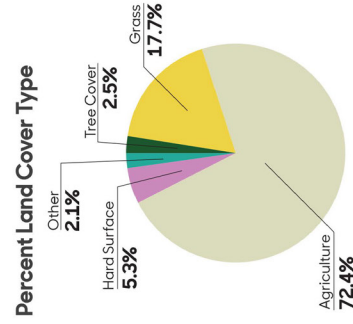
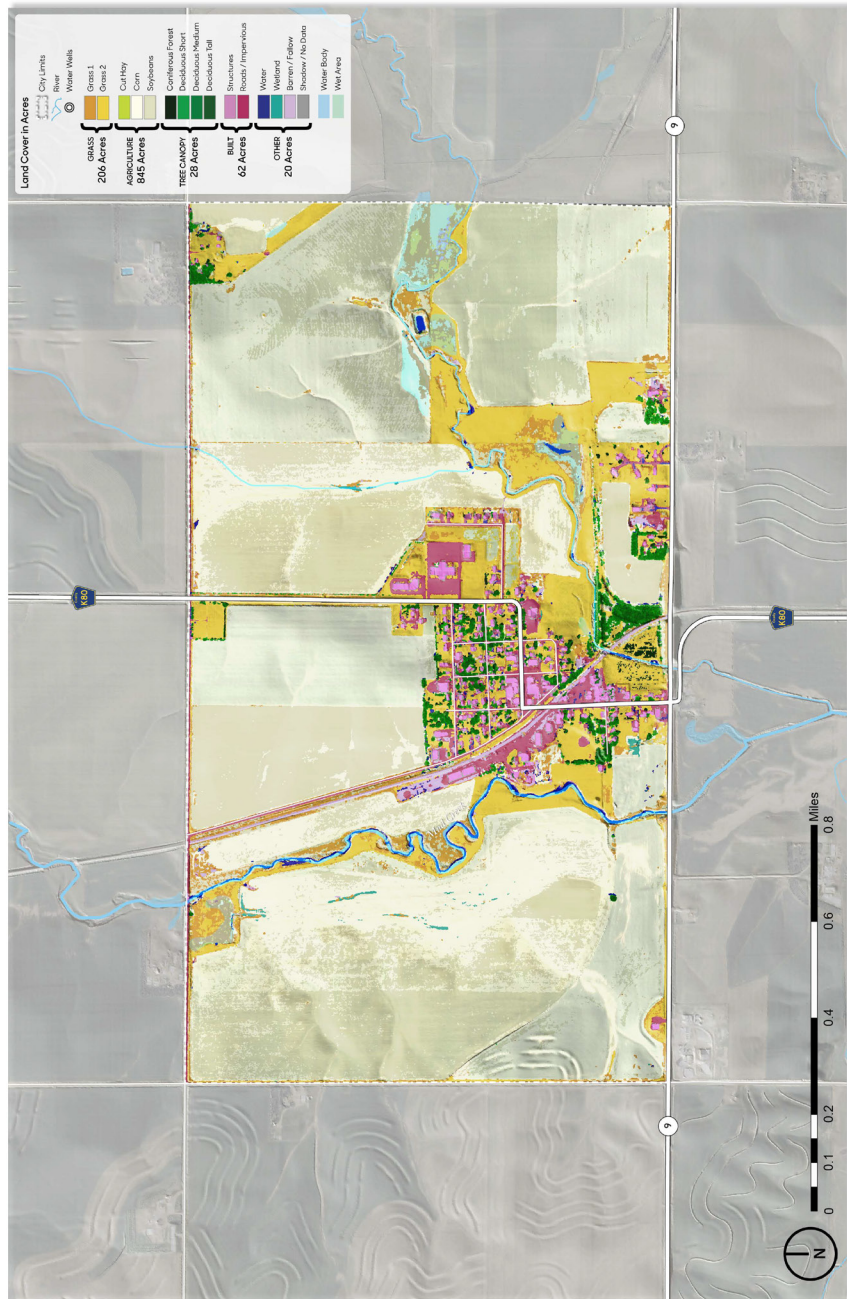
Percent Land Cover Type



SPRING 2017 2f

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Lester

Present Day Land Cover

Bioregional Context

Julia Bodenhoppe, Matthew Gandy, Colby Fangman, Henry Herman
Iowa State University | Trees Forever | Iowa Department of Transportation



Present Day Vegetation

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

SPRING 2017 2g

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Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.gis.iowa.edu/ingislib/>.

Lester

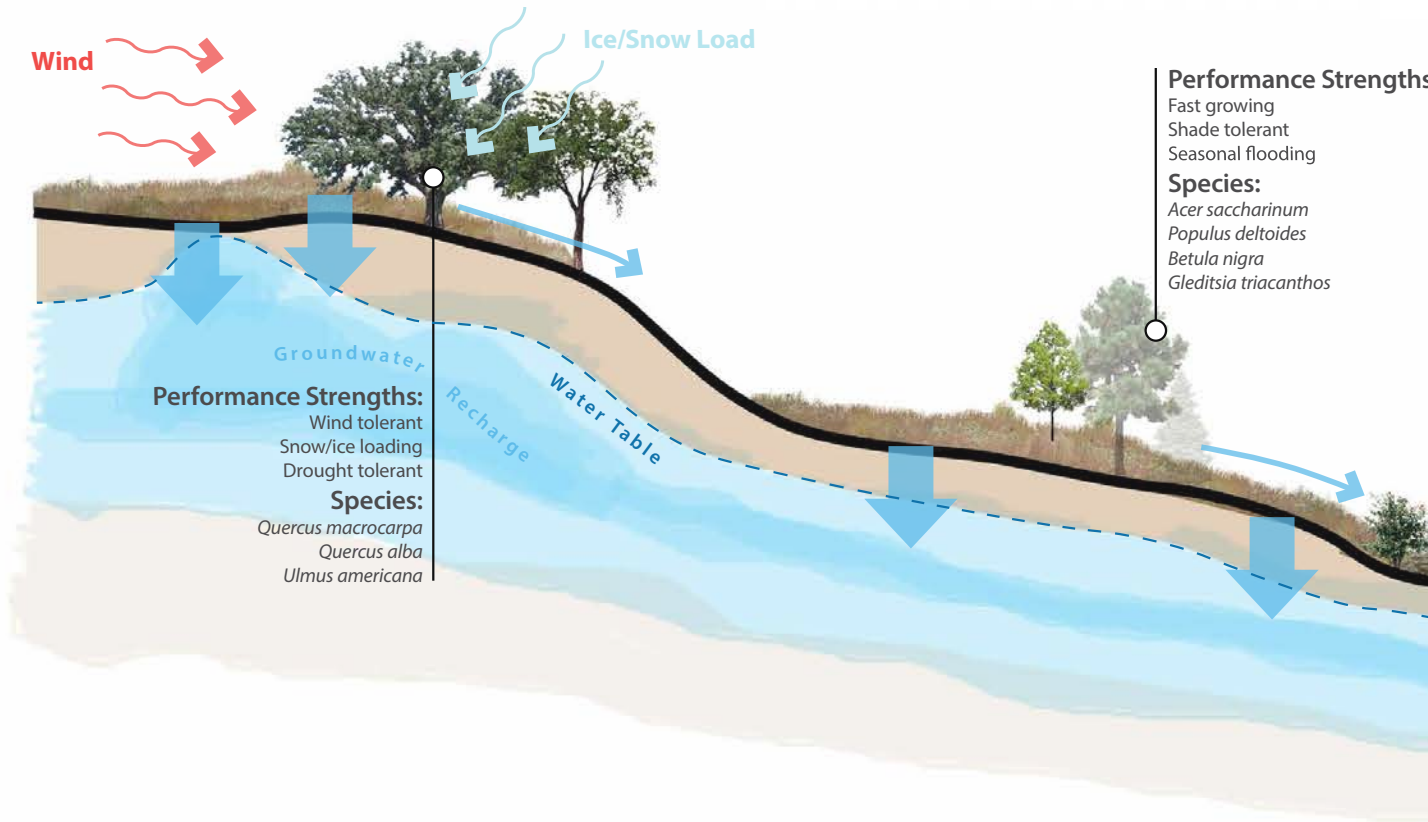
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Bioregional Context

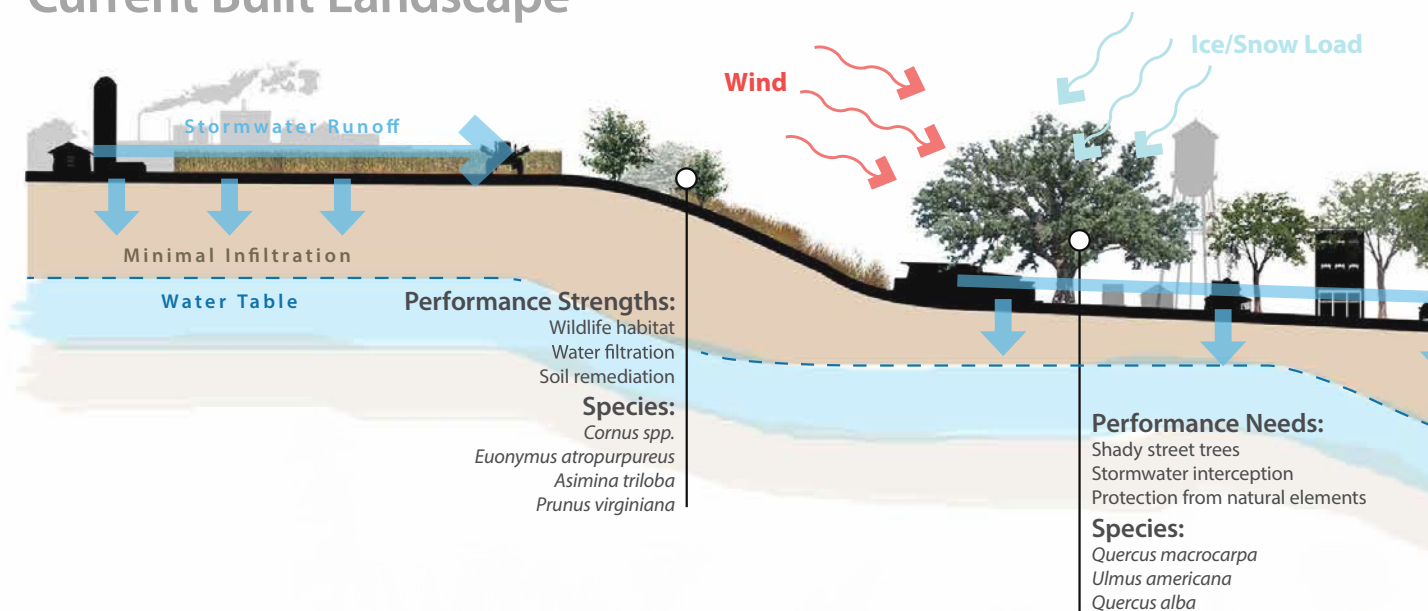
Julia Badenhope, Matthew Gardy, Colby Fangman, Dominick Florer
Iowa State University | Trees Forever | Iowa Department of Transportation



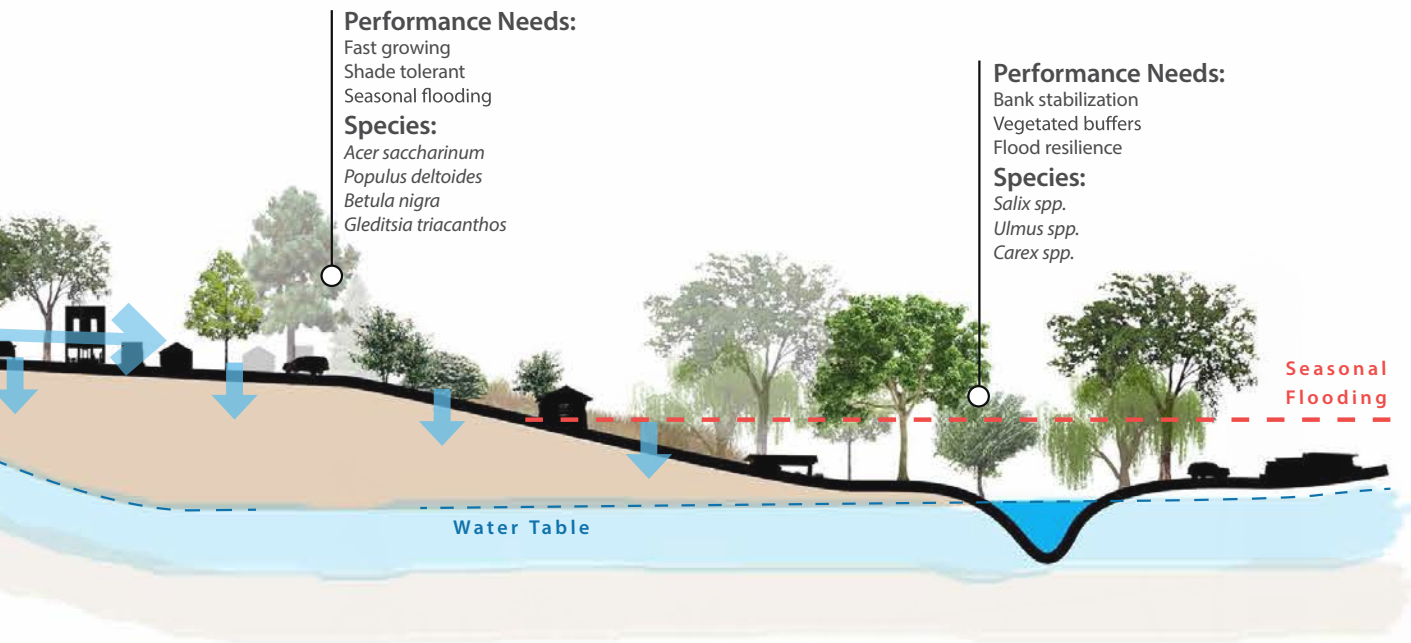
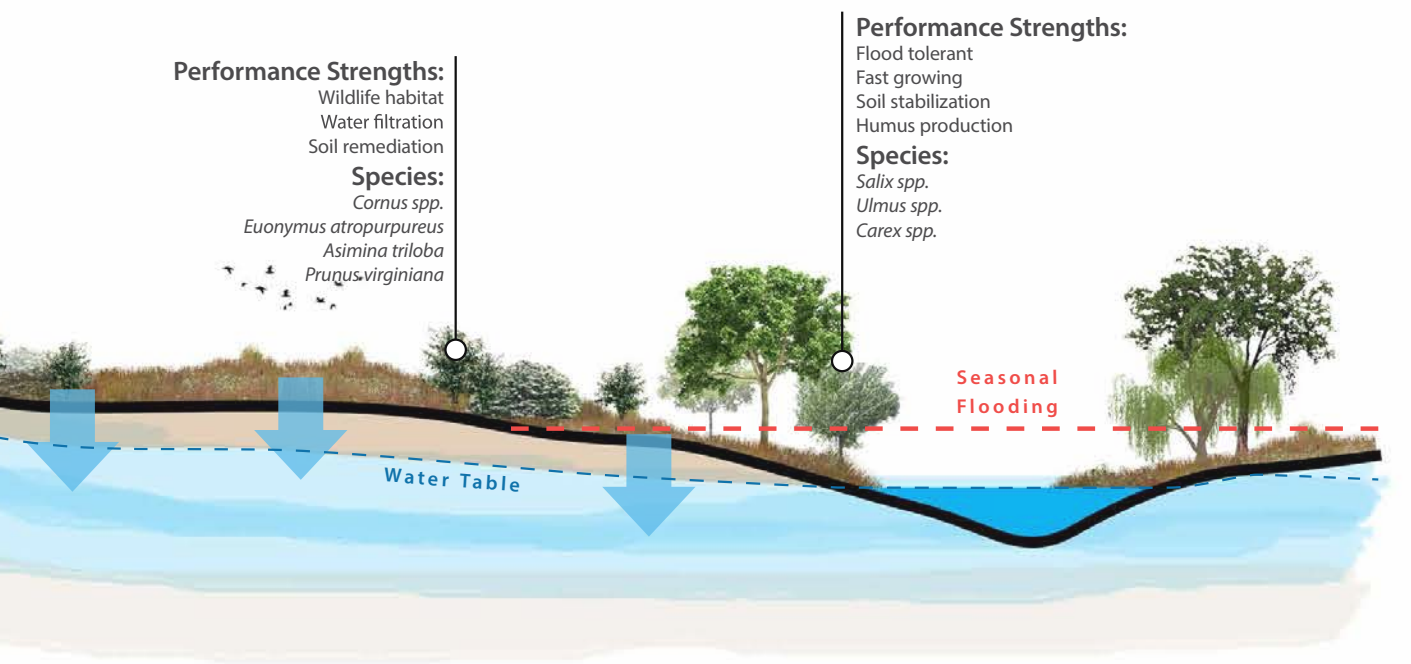
Using Native Plants



Current Built Landscape



Pre-Settlement Landscape



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 Lester, 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 Lester'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 Lester residents with different transportation needs to participate in focus groups. A total of 43 residents attended Lester's workshop. Participants were separated into five user groups and the Lester 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.



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.

What Factors Affect Transportation in Lester?

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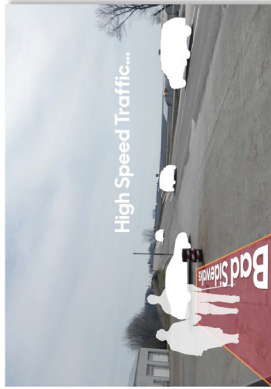
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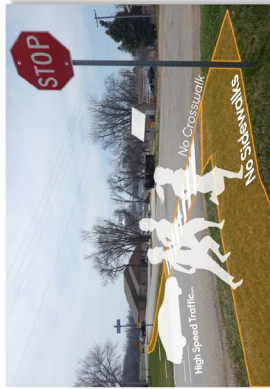
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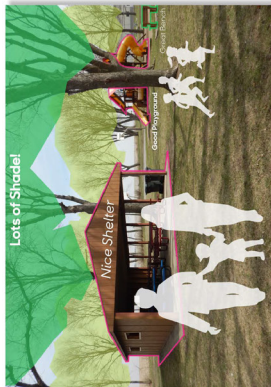
Barrier: Bad Sidewalks on Clinton Street



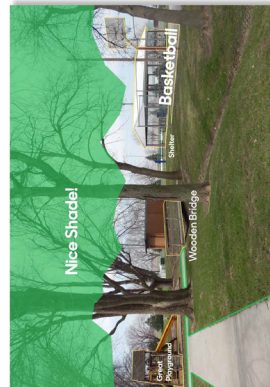
Barrier: No Sidewalks on Meadowview Street



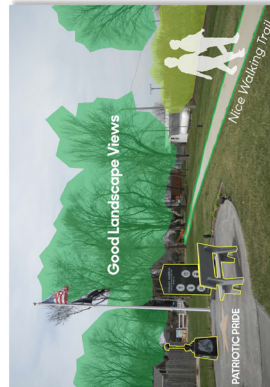
Barriers: Unsafe Intersection on Main Street



Asset: City Park



Asset: Ball Diamond Park



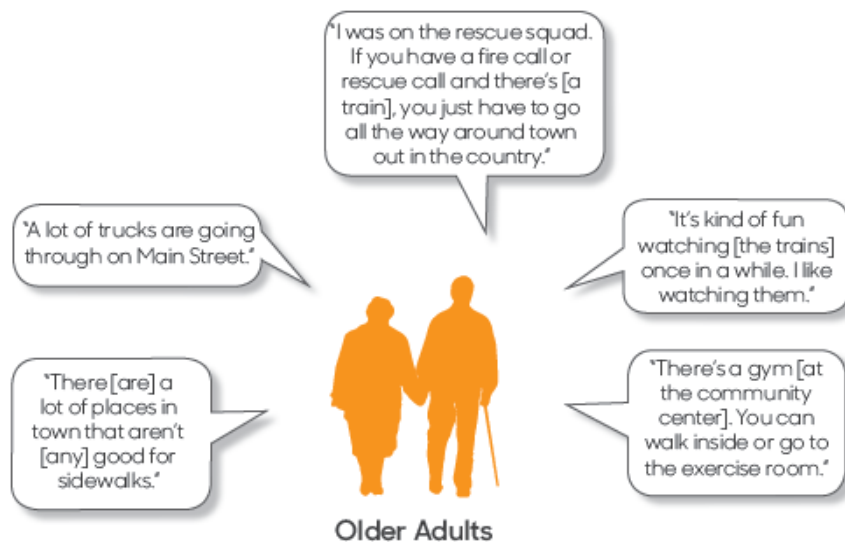
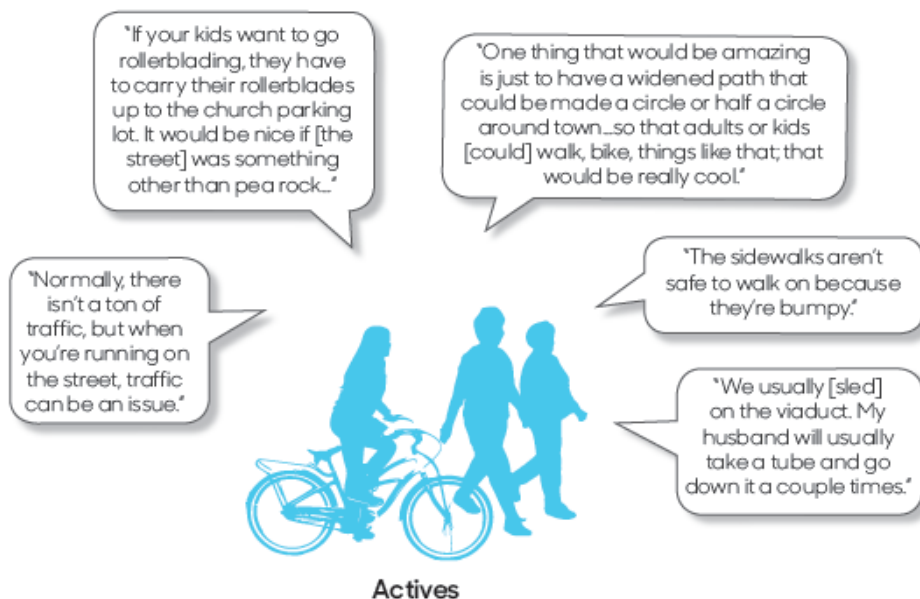
Asset: Veterans Memorial

Lester Overview

Transportation Assets and Barriers
Julia Badenhope, Sandra Oberbroeckling, Matthew Gady, Miao Fangzhou
Iowa State University | Trees Forever | Iowa Department of Transportation



What People Said



"There's no consistent sidewalk. There might be sidewalk on the north side of the street for a block, and then it switches to the south side. Sometimes, if there is sidewalk...it could be cracked and [you're] not even able to rollerblade or take a bike on [it]."

"I like the fact that we have places to go—the parks and the ball diamond for the kids to play on."

"I like to rollerblade, but there's really not a good place in town for that."

"The only way [for kids] to get to town [from Gage Drive] is to have parents drive [them]."

"My concern for the kids is they can't go across Main Street because of the traffic."



Parents

"[City Park] has a basketball court."

"By the Lester school [building], there's a sidewalk and it's really bumpy."

"I ride my bike. I have an electric scooter I ride around town sometimes."

"The sidewalk [on Main Street] needs to get redone."

"Sometimes my brother takes us on rides on the four-wheeler. We go around town."



Youth

"The ball diamond has a little playground, and then it also attaches to the veterans memorial, so that's a nice area."

"It's kind of sketchy to cross [the railroad tracks] if you're walking or riding your bike. If there's traffic, there's no place to go off to the side."

"[Kids who live] in Meadowview have to cross over [County Road K30] if they want to get to a park [on the west side of town]."

"If we had good sidewalks—trails—we could probably use them year-round."



Steering Committee

"Going north to the cemetery, [County Road K30] is used a lot by walkers and joggers, which is not the best."

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, drive, bike and run, either as part of a daily commute or as recreational/sports training. This group would like a loop trail around Lester and better access to Ball Diamond Park.

Older adults primarily drive and walk to destinations. They also drive golf carts or ATVs in town. This group is interested in having smooth, safe, and accessible sidewalks.

Youth mainly walk and bike to get around the community. Older youth drive cars and ATVs. This group would like a better sidewalk system, as well as more recreation opportunities in town.

Parents drive, walk, and bike. They are concerned about their children's safety as they travel throughout town. Of particular concern is the truck traffic that flows through town on County Road K30.

Steering committee members walk, drive, bike, and run. This group is interested in making connections among the various destinations and neighborhoods in Lester.

User Types	Destinations and Activities			Desirable Qualities and Features			Undesirable Qualities and Features				Most Desired Improvements and Activities										
	Biking/Walking Loop	Community Center	Parks	Safe Environment	Good Mix of Businesses	Fire Department	Poor, Incomplete Sidewalks	Main Street Intersections	County Road K30	Railroad Tracks	Flooding	Better, Connected Sidewalks	Community Trail	Improved Connectivity	Enhanced City Park						
 Actives	●	●	●	●	●		●	●		●		●		●							
 Older Adults		●	●	●	●	●	●	●	●	●	●	●	●	●	●						
 Youth	●	●	●				●		●	●		●	●		●						
 Parents	●	●	●	●	●	●	●	●	●	●	●	●	●	●							
 Steering Committee	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●						
	Lester residents have created their own walking/ Biking/running loop that consists of Hastings Street and 14th Street.			Residents of all ages use the community center, which in addition to hosting events such as soup and exercise room.			All ages enjoy Lester's three parks and the ball field. Youth like Meadowview park for the swings and houses. Even if you go to Ball Diamond park it has a shelter. Adults appreciate the safe environment that Lester provides for their families. Parents' feedback from other and there is not much traffic in general.			The parent, active and older adult groups noted that Main Street businesses, a restaurant and a convenience store. Main Street businesses have a lot to offer, including the parks.			Residents feel fortunate to have the fire department and the station in their small community.			All groups noted that the sidewalk system is one a poor condition, and that some of the existing sidewalks are incomplete, and specifically, people denied intersection of Clinton and Main Street. They also noted that due to the plan and Main Street, it is difficult to cross Main Street and to access the Meadowview development and to access the community.			All users agree see the railroad tracks through town as a problem because they are "stuck" / "cross on foot or a bike. The tracks also create a barrier between the town, specifically to the community center and to the community. All ages would like to have more sidewalk in town, specifically to the community center and to the community. All ages would like to have more sidewalk in town, specifically to the community center and to the community. All ages would like to have more sidewalk in town, specifically to the community center and to the community. 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Lester residents have created their own walking/biking/running loop that parallels County Road K30 north to the cemetery and 14th Street.

Residents of all ages use the community center, which has a gym where people can work in winter and an exercise room.

All user types enjoy Lester's three parks and the ball fields. Even though the weather is hot, people like to watch or play baseball.

Adults appreciate the safe environment that Lester provides for their families. Parents feel safe letting their children run their bikes. Parents even feel safe letting their other and there is not much traffic in general.

The parent, active, and older adult groups noted that for the size Lester has a lot to offer, including the parks, Main Street businesses, a restaurant, and a convenience store.

Residents feel fortunate to have the fire department and fire station in their small community.

All groups noted that the sidewalk system is in poor condition. Specifically, people identified intersections on Main Street and by the bus stop as bad.

County Road K30 is seen as a barrier because it is difficult to cross Main Street through town, making it a problem because they are sketchy to cross on foot or a bike. The tracks also create a barrier between the park and Ball Diamond Park and to access the community.

All user types see the railroad tracks through town as part of town.

The steering committee, older adult, and parent groups noted that Main Street and Creek flows flooding on Highway 9 and that East Creek flows the southeast part of town.

All user groups would like to have more sidewalks in town, specifically to the community center and to CG Park, as well as on Dove Avenue by the retirement community.

Parents, youth, and older adults would like a walking/suggested a loop trail around town. Others suggested using the old railroad to create a trail.

Parts of Lester are disconnected from the rest of town, including Gage Avenue. Residents want these areas to be more accessible to cyclists and pedestrians.

Some residents expressed the need to update the City Park with new play equipment and an enclosed shelter with restrooms and a kitchenette.

Analysis of Barriers

Lester's Barriers: Common Factors

The analysis of barriers synthesizes the feedback we received from the five transportation user groups. Although not summarized below, input from the steering committee is incorporated into the map of all five user types.

Participants in all groups identified the broken and disconnected sidewalks throughout town as a barrier. Another common barrier cited by both adults and youth is rough railroad crossing that is difficult for pedestrians and cyclists because there is no shoulder. Speeding traffic on Highway 9 and County Road K30 is another problem identified by focus-group participants. Active recreationists and older adults noted that the curve along K30 in town is sharp.



Active Recreationists pointed out that the pea gravel in the streets makes it difficult to bike or roller blade. They also mentioned poor visibility caused by insufficient lighting in neighborhoods and by parked cars at intersections.



Older adults identified the intersection of Highway 9 and Clinton as the site of many accidents. They mentioned that stopped trains block traffic and can be an issue for the fire and rescue service. This group would like to see the park shelter updated and



Youth perceive vehicular traffic on Main Street as a barrier and that the bus stop on Main Street is too far away. They wish that people would clean up after their pets.




Parents noted that drivers do not obey the speed limit on Dove Avenue/K30 as they are entering Lester. They pointed out that the railroad tracks are a barrier to accessing Ball Diamond Park, which is sometimes flooded by Mud Creek.

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Actives

Active Recreationists pointed out that the poor gravel in the streets makes it difficult to bike or rollerblade. They also mentioned poor visibility caused by insufficient lighting in neighborhoods and by parked cars at intersections.




Older Adults

Older adults identified the intersection of Highway 9 and Clinton as the site of many accidents. They mentioned that stopped trains block traffic and can be an issue for the fire and rescue service. This group would like to see the park shelter updated and cleaned.



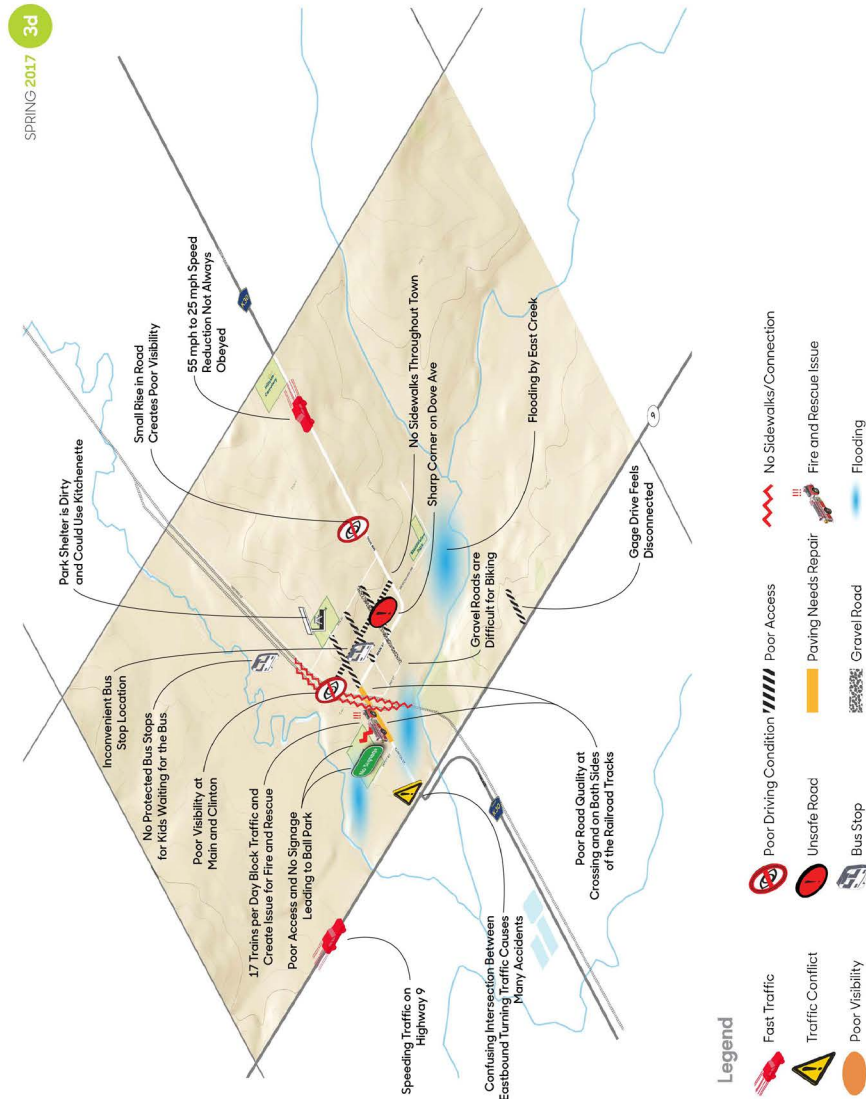
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Lester Barriers



Transportation Assets and Barriers
Julia Badenhop, Sandra Oberbroeckling, Matthew Gady, Richard Garcia
Iowa State University | Trees Forever | Iowa Department of Transportation

Analysis of Assets

The analysis of assets synthesizes the feedback we received from the five transportation user groups. Although not summarized below, input from the steering committee is incorporated into the map of all five user types.

Lester residents value the many recreation venues available to them, including City Park, Meadowview Park, Ball Diamond Park, and the community center. Adults appreciate the variety of businesses and services such as the fire department, the restaurant, and the convenience store available in such a small community.



Active recreationists value the elevators in town that provide employment opportunities and the new housing development that signifies growth. This group likes the businesses on Main Street, the new bleachers at Ball Diamond Park, and the sledding viaduct.



Like the active group, older adults appreciate the elevators and the new housing development. This group enjoys the shelter in City Park and watching/playing fast-pitch softball.



Outdoor recreation opportunities are important to youth. They like the snow piles in town during winter for sledding. They engage in a variety of activities, including basketball, scooterball, and fast-pitch softball. Youth also enjoy the natural areas in town.




Parents value the recreation venues in Lester. They appreciate Ball Diamond Park because it offers a great place for their kids to play.

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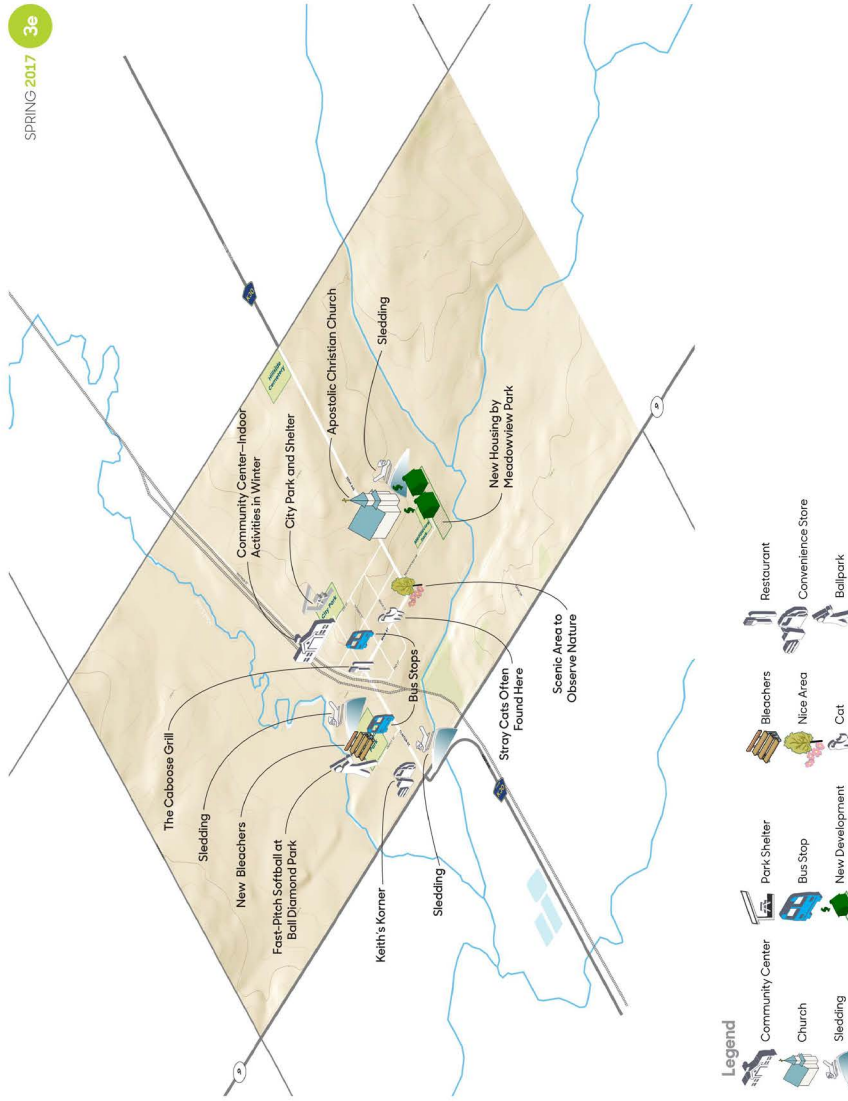
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SPRING 2017 3e

Lester Assets



Transportation Assets and Barriers
 Julia Badenhop, Sandra Oberbroeckling, Matthew Gandy, Richard Garcia
 Iowa State University | Trees Forever | Iowa Department of Transportation

Desired Improvements

The analysis of desired improvements synthesizes the feedback we received from the five transportation user groups. Although not summarized below, input from the steering committee is incorporated into the map of all five user types.

Desired improvements among Lester focus-group participants are concentrated on traffic control and connectivity. Traffic control suggestions include a speed-limit sign for traffic entering town on County Road K30 from the north; squaring up the "triangle" intersection of Main, Hastings, and Clinton Streets; and installing a stoplight at the intersection of Main, Hastings, and Clinton Streets. Residents desire connections to be made between the town proper and Gage Drive, Ball Diamond Park, and the Meadowview development.



Actives

Active recreationists suggested adding a walking and biking trail in Lester. They would like the pea gravel removed from the streets because to make it easier to bike and roller blade.



Older Adults

Older adults are interested in adding sidewalks to the community center and by Meadowview Park. Like the actives, this group would like a trail in town. Older adults also want electronic signs, more mid-block street lighting, and benches at the bus stops.



Youth

Outdoor recreation opportunities are important to youth. They would like a cat and dog park in the Meadowview development and a new swimming pool near City Park.



Parents

Like the youth, parents would like a dog park, as well as a water park. They are interested in paving Hastings Drive, connecting Gage Drive to the rest of town, and developing an trail master plan. This group would also like a welcome sign at the north entrance along County Road K30.

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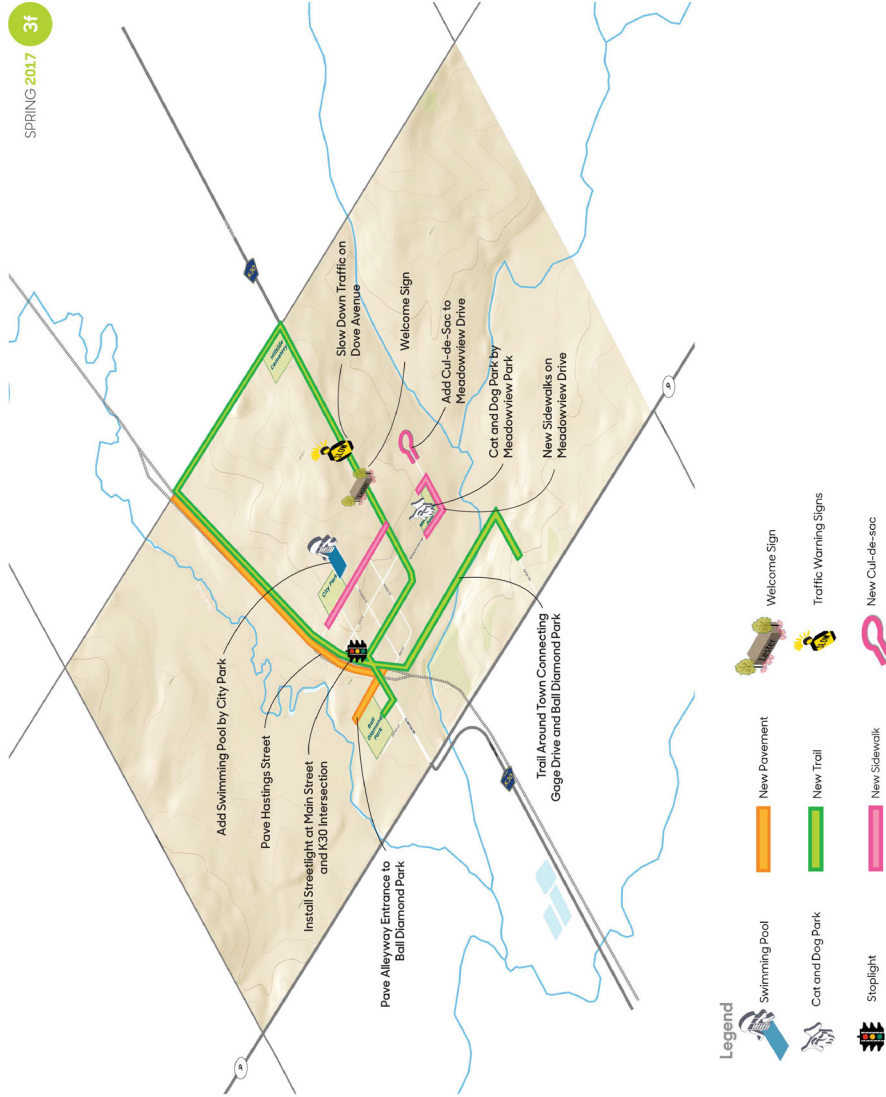
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Lester

Desired Improvements



Transportation Assets and Barriers
 Julia Badenhop, Sandra Oberbroeckling, Matthew Gady, Samuel Thompson
 Iowa State University | Trees Forever | Iowa Department of Transportation

Transportation Inventory and Analysis

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

The Lester visioning design team met with DOT personnel and local officials to identify existing, past, and future transportation systems in the area and to discuss possible transportation related restraints and opportunities that could potentially affect project areas.

Lester, population 290, lies off Highway 9 in Lyon County. The rural atmosphere with no signage is conducive to vehicles speeding by the only exit. This exit from Highway 9 is the location of the town's only gas/convenience store. Truck parking for the store blocks the visibility for motorists entering Highway 9 from Clinton Street. Opposite the exit is a turning lane on the south side of the highway for County Road K30, which is used by vehicles as a passing lane to further complicate this busy intersection. The east-west direction of Highway 9 coupled with an overpass creates visibility issues, especially with early morning sunlight. Focus group participants described the intersection as being confusing and causing many accidents (reference: barriers, board 3d).

The community values the jobs at the elevator created by such an active railroad (reference: assets, board 3e) but the railroad divides the community. Both neighborhoods have important community destinations. The railroad has been contacted to fix the one main crossing on Clinton Street which has deteriorated. The design team discussed the benefits of a pedestrian safe crossing with the members in attendance.

Walking is a popular mode of transportation in the community. Walking on the streets is viewed as safe by many in Lester. A disconnected residential development lies on the south-east side of Lester on Highway 9. The development is isolated from Lester by private property and can only be accessed by car or walking on Highway 9. The community would like a trail safely connecting the neighborhood with Lester.

Trains frequently block the route for emergency management services located on 5th Street causing concern for access to this isolated neighborhood and other areas within Lester and Lyon county. A proposed street near Gage Drive off Highway 9 would provide a second exit/entrance to the community and could be used as a necessary route for emergency management services.

Clinton and Main Streets are the main thoroughfare through town and will be reconstructed by the County in 2018 including ADA accessibility on Main Street, the community's business district. Roy G. Hoogeveen Field is a popular destination but lacks a formal entrance and parking. During the focus group meeting, it was noted as having poor access and no signage (reference: barriers, board 3d). The city is working on a possible entrance location from Clinton Street.

Community Concept Plan

The steering committee reviewed the analysis of the transportation system and residents needs and desires to develop the following ideas for improvements:

Connectivity + Walkability

Sidewalks will be repaired and popular routes will be connected to allow access to housing areas and a place for exercise

Safety

A busy railroad bisects the community and is not pedestrian (or vehicular) friendly due to rough crossings. A new pedestrian safe crossing is needed on Clinton Street which would cross numerous tracks. The committee would also like to see improvements to the Clinton and Main Street intersection for pedestrian and vehicular safety.

Recreation

Loop trails will be integrated with existing right-of-ways and natural areas to provide a great recreation setting.

Enhancements

Improving the neatness and quality of downtown streets enhances its attractiveness as a business area. Amenities such as benches and updated lighting are recommended, as well as better signage. Native plantings will compliment entrance signage located on Highway 9 and Dove Avenue.

Growth

Due to its proximity to Sioux Falls to the west, Lester is a potential bedroom community. New development can be supported by enhanced sidewalks, streets and trails, avoiding future conflicts.

Signage

Gateway signage will announce the town, while smaller wayfinding signs will guide visitors to important destinations.

The following quotes from steering committee members were taken during Lester's Transportation, Program and Performance and Workshop Meetings.

"Sidewalks are in rough shape or non-existent throughout town. People walk on the streets so they can walk together."

"Railroad tracks are heavily used and create problems with access in emergency situations [by blocking the crossing on Clinton Street]."

"A trail to Gage Drive is our main goal [from town]. Secondary would be a loop on Hastings out to the cemetery."

"We've had people who have wanted to build in Lester build elsewhere because we don't have any available lots."

Concept Overview

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Enhancements

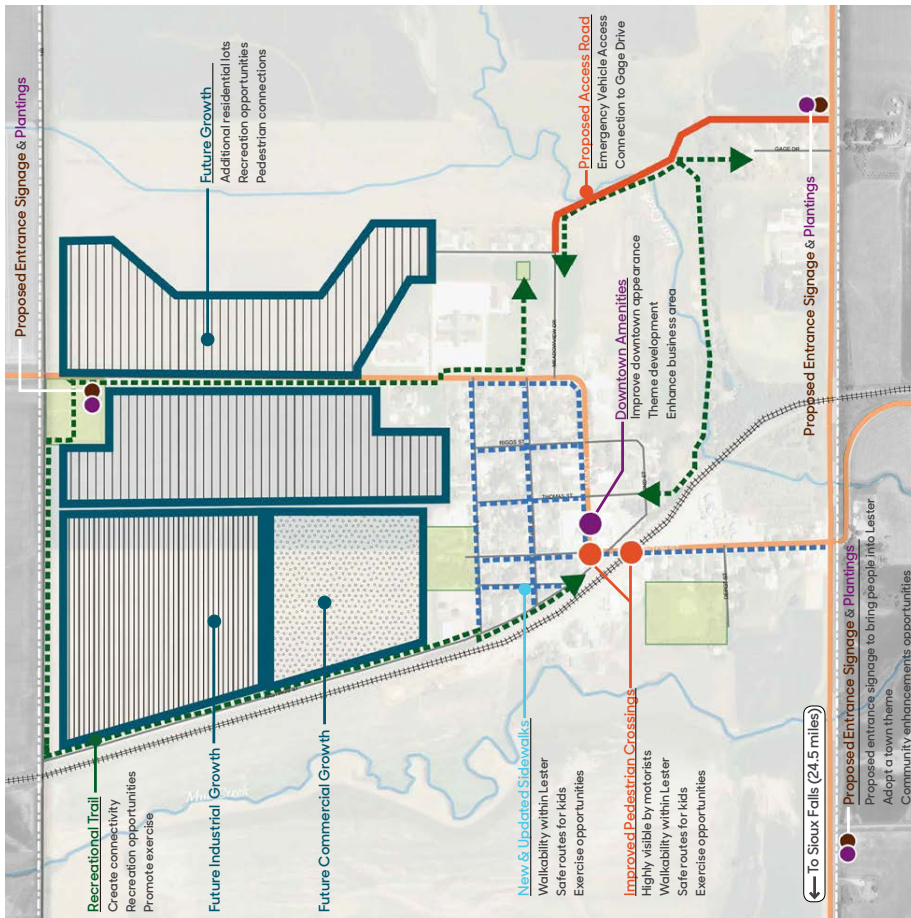
Improving the neatness and quality of downtown streets enhances its attractiveness as a business area. Amenities such as benches and updated lighting are recommended, as well as better signage. Native plantings will complement entrance signage located on Highway 9 and Dove Avenue.

Growth

Due to its proximity to Sioux Falls to the west, Lester is a potential bedroom community. New development can be supported by enhanced sidewalks, streets and trails, avoiding future conflicts.

Signage

Gateway signage will announce the town, while smaller wayfinding signs will guide visitors to important destinations.



Lester

Concept Overview

RITLAND+KUIPER Landscape Architects

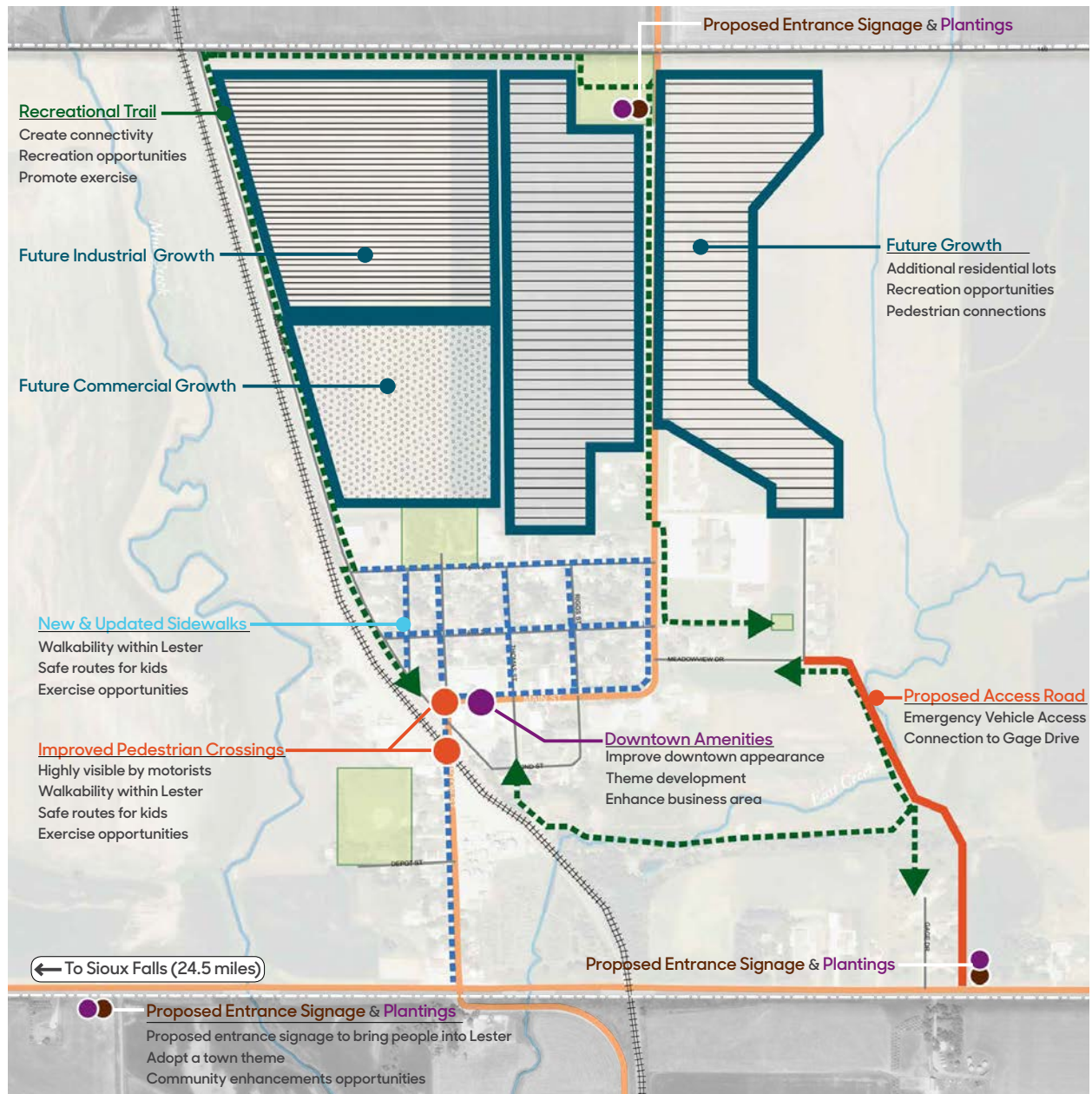
Landscape Architects: Craig Ritland, FASLA & Samantha Price, PLA
Landscape Architecture Intern: Peter Reiland
Iowa State University | Trees Forever | Iowa Department of Transportation



Community Concept Overview – Opinion of Probable Cost

Opinion of probable cost is estimated material quantities and contracted installation prices. Project costs can decrease with donated materials, reduced cost materials, and volunteer labor. All quantities are estimated based on conceptual design and a site survey should be conducted prior to implementation to verify quantities. A list of funding sources is available on page 59 of this report.

Description	Extended Amount
Connectivity+Walkability	
Subtotal	\$ 2,229,956.41
Inflation - 5%	\$ 111,497.82
Estimated Construction Cost	\$ 2,341,454.23
Main Street Improvements	
Subtotal	\$ 215,837.00
Inflation - 5%	\$ 10,791.85
Estimated Construction Cost	\$ 226,628.85
Intersection Improvements	
Subtotal	\$ 148,791.00
Inflation - 5%	\$ 7,439.55
Estimated Construction Cost	\$ 156,230.55
Village of Lester	
Subtotal	\$ 49,278.00
Inflation - 5%	\$ 2,463.90
Estimated Construction Cost	\$ 51,741.90
Grand Total	
	\$ 2,776,055.53



Enlargement of Concept Overview

Connectivity+Walkability

Lester has very little traffic off their main road through town so walking in the streets is considered safe. The seal coated streets are undesirable pedestrian surfaces. The steering committee requested retrofitting one side of their existing roadways with a 6' paved sidewalk in lieu of on-street parking for that side. Loop trails will be integrated with existing road right-of-ways and connect to sidewalks shown on the connectivity+walkability plan on the left. The plan incorporates the future growth areas creating an overall master plan for Lester. The design team is suggesting that future residential growth in Lester be required to implement off-road sidewalks. An active railroad frequently blocks traffic on Clinton Street and can be an issue for fire and rescue services, as noted by focus group participants (re: barriers, board 3d). The solution is to create another entrance off State Highway 9 on the east side of town. The location for this alignment is limited and, therefore be required to cross a low area unsuitable for development. The solution could be an emergency vehicle access only and double as a recreational and neighborhood access trail.

Connectivity+Walkability Plan - Opinion of Probable Cost

The following cost opinion is based on estimated material quantities and contracted installation prices. Project costs can decrease with donated materials, reduced cost materials, and volunteer labor. All quantities are estimated and a site survey should be conducted prior to implementation to verify quantities shown in the cost opinions.

Connectivity+Walkability Project Costs	
10' Recreational Trail	\$ 1,654,990.13
6' On-road Paved Sidewalk	\$ 215,171.97
5' Off-road Paved Sidewalk	\$ 359,794.31
Emergency Access Road from Meadowview Drive*	
*Costs to be determined by Engineer	
TOTAL	\$ 2,229,956.41

Design Expertise Recommended

Projects may require help beyond the capability of the Lester Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a Civil Engineer.

Connectivity+Walkability

Lester has very little traffic off their main road through town so walking in the streets is considered safe. The seal coated streets are undesirable pedestrian surfaces. The steering committee requested retrofitting one side of their existing roadways with a 6' paved sidewalk in lieu of on-street parking for that side. Loop trails will be integrated with existing road right-of-ways and connect to sidewalks shown on the connectivity/walkability plan on the left. The plan incorporates the future growth areas creating an overall master plan for Lester. The design team is suggesting that future residential growth in Lester be required to implement off-road sidewalks. An active railroad frequently blocks traffic on Clinton Street and can be an issue for fire and rescue services, as noted by focus group participants (re: barriers, board 3d). The solution is to create another entrance off State Highway 9 on the east side of town. The location for this alignment is limited and, therefore, be required to cross a low area unsuitable for development. The solution could be an emergency vehicle access only and double as a recreational and neighborhood access trail.



Hasting Street is a desired route for a 10' recreational trail



Proposed typical 10' off-road recreational trail



Typical retro-fitting on-road 6' paved sidewalk



Typical off-road 4' sidewalks with on-street parking



Proposed highly visible crosswalks at designated intersections



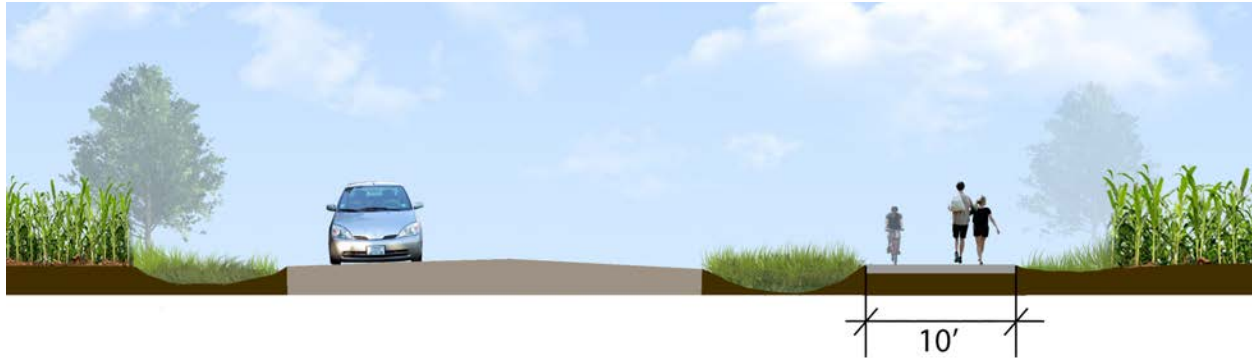
Proposed vehicular and pedestrian railroad crossing treatment
Image found at www.enturypm.com



Lester Connectivity + Walkability

RITLAND+KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FASLA & Samantha Price, PLA
Landscape Architecture Intern: Peter Reylund
Iowa State University | Trees Forever | Iowa Department of Transportation





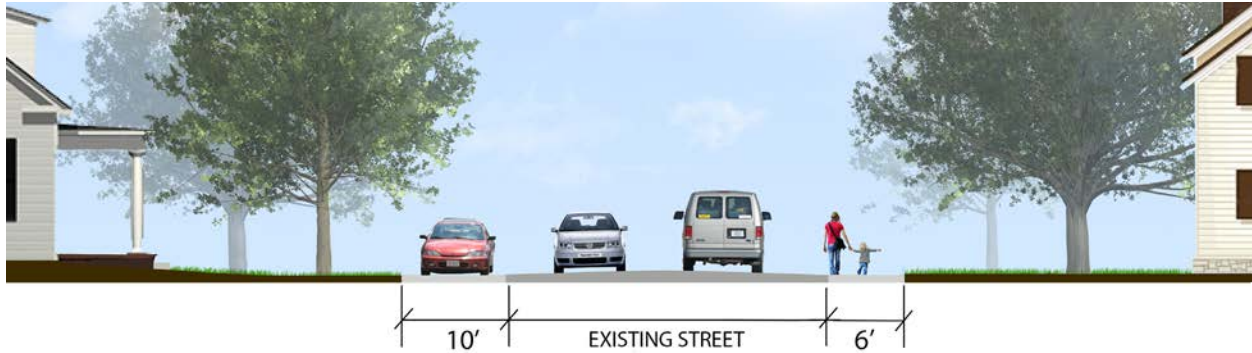
10' Recreation Trail - Opinion of Probable Cost

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 opinions.

Abbreviations used in the following costs opinions include:

sf = square foot cy= cubic yard ls= lump sum ea= each lf= linear foot

Connectivity+Walkability	QTY	Unit	Unit Cost	Subtotal
10' Recreation Trail				
Hastings Street to Cemetery				
Excavation (10")	2183	CY	\$ 14.00	\$ 30,560.81
4" PCC w/ 6" Gravel	66350	SF	\$ 6.00	\$ 398,100.00
Lawn/Seed Mix & Prep	66350	SF	\$ 0.15	\$ 9,952.50
Cemetery to Meadowview Park				
Excavation (10")	1277	CY	\$ 14.00	\$ 17,871.28
4" PCC w/ 6" Gravel	38800	SF	\$ 6.00	\$ 232,800.00
Lawn/Seed Mix & Prep	38800	SF	\$ 0.15	\$ 5,820.00
Meadowview Park to Gage Drive*				
Excavation (10")	480	CY	\$ 14.00	\$ 6,724.76
4" PCC w/ 6" Gravel	14600	SF	\$ 6.00	\$ 87,600.00
Lawn/Seed Mix & Prep	14600	SF	\$ 0.15	\$ 2,190.00
Gage Drive to 2nd Street*				
Excavation (10")	954	CY	\$ 14.00	\$ 13,357.40
4" PCC w/ 6" Gravel	29,000	SF	\$ 6.00	\$ 174,000.00
Lawn/Seed Mix & Prep	29000	SF	\$ 0.15	\$ 4,350.00
*Pre-cast Concrete Pedestrian Bridge	1	LS	\$120,000.00	\$ 120,000.00
SUBTOTAL				\$ 1,103,326.75
Contingency (20%)				\$ 220,665.35
Mobilization (15%)				\$ 165,499.01
Engineering (15%)				\$ 165,499.01
TOTAL				\$ 1,654,990.13



6' On-road Paved Sidewalk – 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 opinions.

Abbreviations used in the following costs opinions include:

sf = square foot cy= cubic yard

Connectivity+Walkability	QTY	Unit	Unit Cost	Subtotal
6' On-road Paved Sidewalk				
5th Street				
Excavation (10")	331	CY	\$ 14.00	\$ 4,634.56
4" PCC w/ 6" Gravel	10,062	SF	\$ 6.00	\$ 60,372.00
Lawn/Seed Mix & Prep	6708	SF	\$ 0.15	\$ 1,006.20
Clinton Street				
Excavation (10")	138	CY	\$ 14.00	\$ 1,934.52
4" PCC w/ 6" Gravel	4,200	SF	\$ 6.00	\$ 25,200.00
Lawn/Seed Mix & Prep	2800	SF	\$ 0.15	\$ 420.00
Thomas Street				
Excavation (10")	109	CY	\$ 14.00	\$ 1,519.98
4" PCC w/ 6" Gravel	3,300	SF	\$ 6.00	\$ 19,800.00
Lawn/Seed Mix & Prep	2800	SF	\$ 0.15	\$ 420.00
Riggs Street				
Excavation (10")	138	CY	\$ 14.00	\$ 1,934.52
4" PCC w/ 6" Gravel	4,200	SF	\$ 6.00	\$ 25,200.00
Lawn/Seed Mix & Prep	6708	SF	\$ 0.15	\$ 1,006.20
SUBTOTAL				\$ 143,447.98
Contingency (20%)				\$ 28,689.60
Mobilization (15%)				\$ 21,517.20
Engineering (15%)				\$ 21,517.20
TOTAL				\$ 215,171.97



5' Off-road Paved Sidewalk - 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 opinions.

Abbreviations used in the following costs opinions include:

sf = square foot cy= cubic yard

Connectivity+Walkability	QTY	Unit	Unit Cost	Subtotal
5' Off-road Paved Sidewalk				
Main Street (Between Thomas and Dove Streets)				
Excavation (10")	467	CY	\$ 14.00	\$ 6,540.52
4" PCC w/ 6" Gravel	14,200	SF	\$ 6.00	\$ 85,200.00
Lawn/Seed Mix & Prep	11360	SF	\$ 0.15	\$ 1,704.00
4th Street				
Excavation (10")	732	CY	\$ 14.00	\$ 10,248.35
4" PCC w/ 6" Gravel	22,250	SF	\$ 6.00	\$ 133,500.00
Lawn/Seed Mix & Prep	17800	SF	\$ 0.15	\$ 2,670.00
SUBTOTAL				\$ 239,862.87
Emergency Access Road from Meadowview Drive *				
*Costs to be determined by Engineer.				
SUBTOTAL				\$ 239,862.87
Contingency (20%)				\$ 47,972.57
Mobilization (15%)				\$ 35,979.43
Engineering (15%)				\$ 35,979.43
TOTAL				\$ 359,794.31

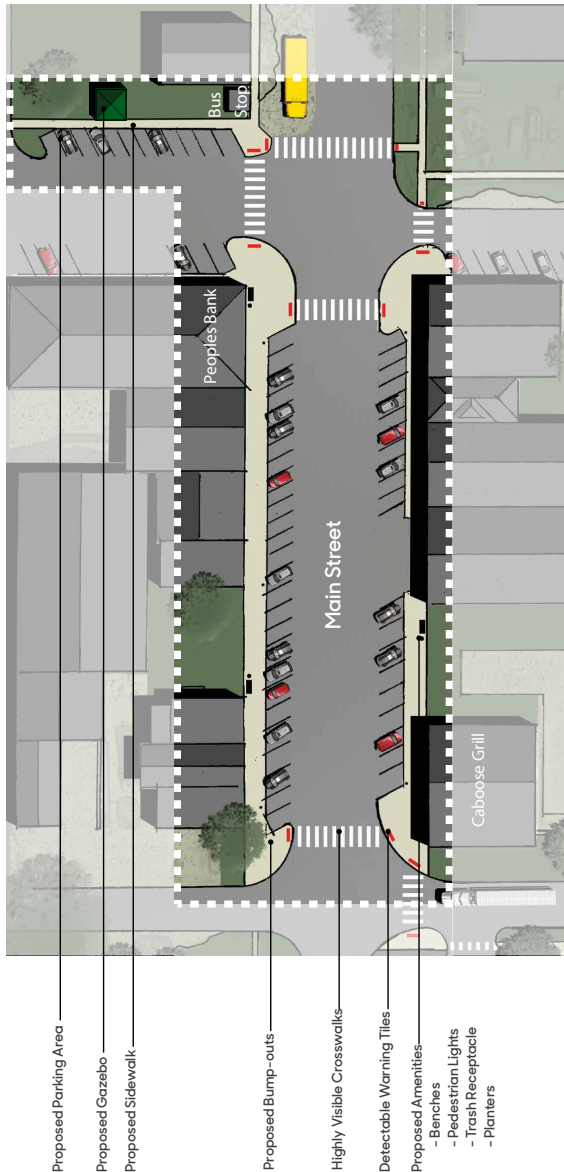


Enlargement of Connectivity+Walkability Plan

Main Street Improvements

Main Street will be reconstructed and made ADA accessible by the County beginning Fall of 2017. The steering committee would like to extend the project to the pedestrian zones by proposing bump-outs at the intersections of Main and Clinton Streets and Main and Thomas Streets. Bump-outs would solve current vehicular visibility issues and create a safer pedestrian experience.

Enhancing Lester's reconstructed Main Street with site amenities such as benches, pedestrian lighting, trash receptacles and planters would improve the neatness and quality of downtown streets and its attractiveness as a business area. Improvements to the current bus shelter area, extends to the alley between Main and 4th Streets, would include a new shelter, parking area, and sidewalk.



Existing conditions of Main Street. A project is in place to correct the elevation issues and make Main Street ADA accessible by 2018. The steering committee requested proposing bump-outs at the intersections, pedestrian scale lighting and site amenities for Main Street.

Main Street Improvements

Main Street will be reconstructed and made ADA accessible by the County beginning Fall of 2017. The steering committee would like to extend the project to the pedestrian zones by proposing bump-outs at the intersections of Main and Clinton Streets and Main and Thomas Streets. Bump-outs would solve current vehicular visibility issues and create a safer pedestrian experience.

Enhancing Lester's reconstructed Main Street with site amenities such as benches, pedestrian lighting, trash receptacles and planters would improve the neatness and quality of downtown streets and its attractiveness as a business area. Improvements to the current bus shelter area, extends to the alley between Main and 4th Streets, would include a new shelter, parking area, and sidewalk.



Above: Proposed conceptual design for Main Street

Left: Existing plan view of Main Street

Right: Proposed amenities include benches, trash receptacles, planters and pedestrian scale lighting



Lester

Main Street Improvements

RITLAND-KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FASLA & Samantha Price, PLA
Landscape Architecture Intern: Peter Reylund
Iowa State University | Trees Forever | Iowa Department of Transportation



Main Street Improvement - 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 opinions.

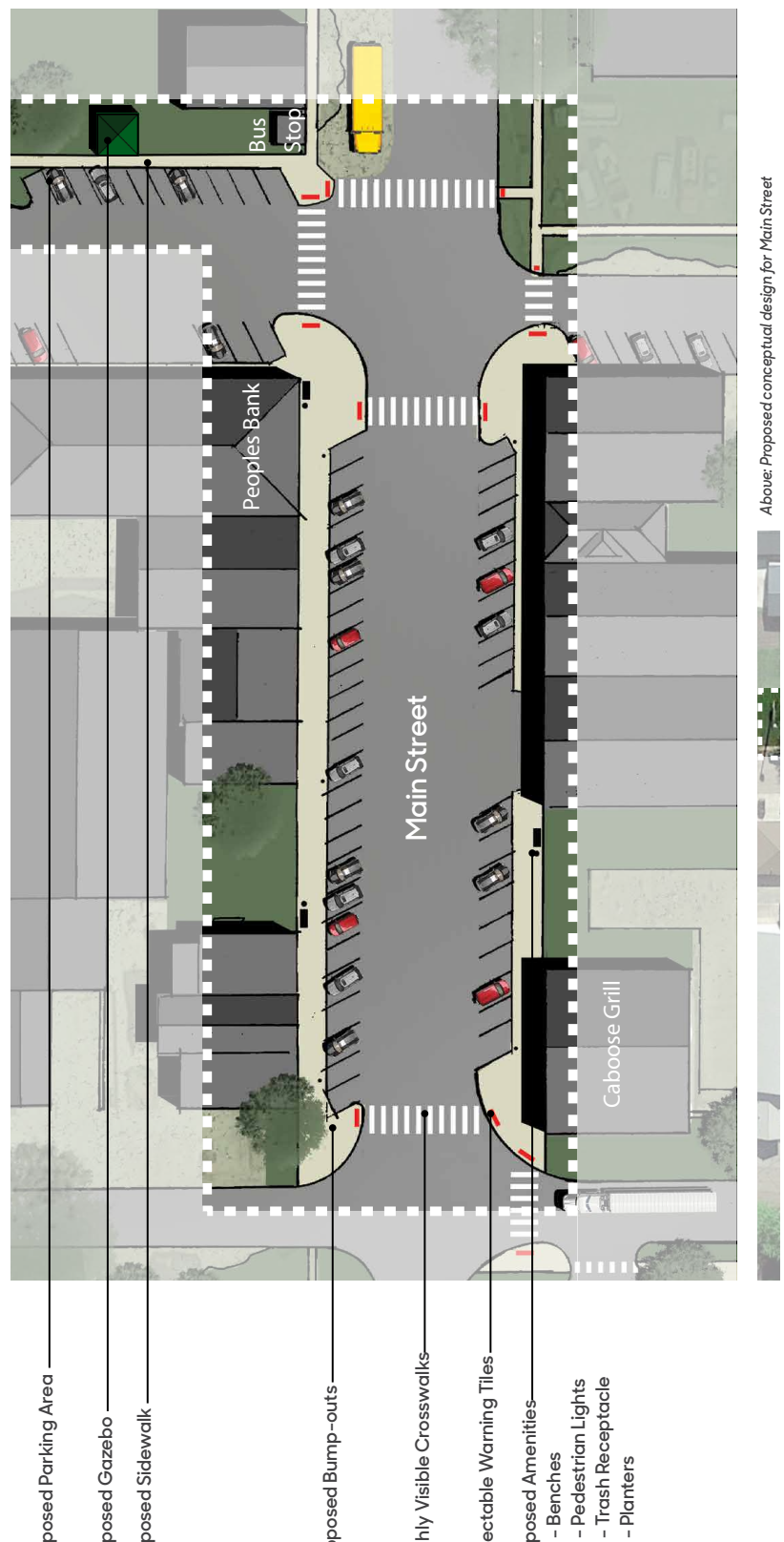
Abbreviations used in the following costs opinions include:

sf = square foot cy= cubic yard lf= linear foot ea=each

Main Street Improvements	QTY	Unit	Unit Cost	Subtotal
Main Street				
Sidewalk & Road Construction by Lyon County				
Crosswalks (Highly Visible Paint) by Lyon County				
Detectible Warnings by Lyon County				
Parking Area on Thomas Street				
Excavation (12")	183	CY	\$ 14.00	\$ 2,566.67
Remove Existing Sidewalk	750	SF	\$ 3.50	\$ 2,625.00
PCC, 6" Pavement w/ 4" Gravel (Roadway)	311	SY	\$ 37.50	\$ 11,666.67
PCC, 4" Sidewalk w/ 6" Gravel Subbase	650	SF	\$ 5.00	\$ 3,250.00
Pavement Markings	198	LF	\$ 2.00	\$ 396.00
Bus Stop Park				
Gazebo	1	EA	\$ 75,000.00	\$ 75,000.00
Deciduous Street Trees (2" Cal.)	1	EA	\$ 350.00	\$ 350.00
Lawn/Seed Mix & Prep	1,500	SF	\$ 0.15	\$ 225.00
Site Improvements				
Electrical Supply	670	LF	\$ 15.00	\$ 10,050.00
Pedestrian Light	10	EA	\$ 3,000.00	\$ 30,000.00
Bench	4	EA	\$ 690.00	\$ 2,760.00
Planters	8	EA	\$ 316.00	\$ 2,528.00
Trash Receptacles	2	EA	\$ 1,237.00	\$ 2,474.00
SUBTOTAL				\$ 143,891.33
Contingency (20%)				\$ 28,778.27
Mobilization (15%)				\$ 21,583.70
Engineering (15%)				\$ 21,583.70
TOTAL				\$ 215,837.00

Design Expertise Recommended

Projects may require help beyond the capability of the Lester Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a Landscape Architect, Electrical Engineer, and Civil Engineer.



Enlargement of Main Street Improvements

Intersection Improvements

The intersection of Clinton, Main and Hastings Streets is problematic for vehicular traffic due to the vast area of undefined gravel surfacing along Hastings Street. Parked cars near Caboose Grill cause visibility issues for vehicles turning east onto Main Street. County Road K30 becomes Clinton and Main streets in town. Large trucks and farm machinery use this route, creating a need for a more pedestrian-friendly design. Numerous suggestions were given leading to the proposed concept. Utilizing the vast area of gravel adjacent to Hastings for parking would alleviate the need to park on the west side of Caboose Grill. Proposed bump-outs make the area more pedestrian friendly by decreasing the length pedestrians must walk across the street and increase pedestrian awareness by motorists. The concept also addresses the visibility issues expressed by the steering committee by eliminating the parking spaces closest to the intersections. Hastings Street leads to the future commercial growth area and industrial park so the design team designed the turning radius to accommodate large vehicles.



Enlargement of Proposed Main, Clinton & Hastings Intersection



Proposed intersection improvements include bump-outs on Main Street, expanding parking spaces in the existing gravel area along Hastings Street, and improving the turning radius on Hastings Street. Highly visible crosswalk and detectable bollards are shown for the proposed 10' recreational trail next to tree plantings along Hastings Street connect to a proposed sidewalk and at-grade pedestrian railroad crossings leading to the Roy G. Hoogewegen Field and Park.



Existing intersection is confusing for pedestrians due to lack of sidewalks and designated crossings.



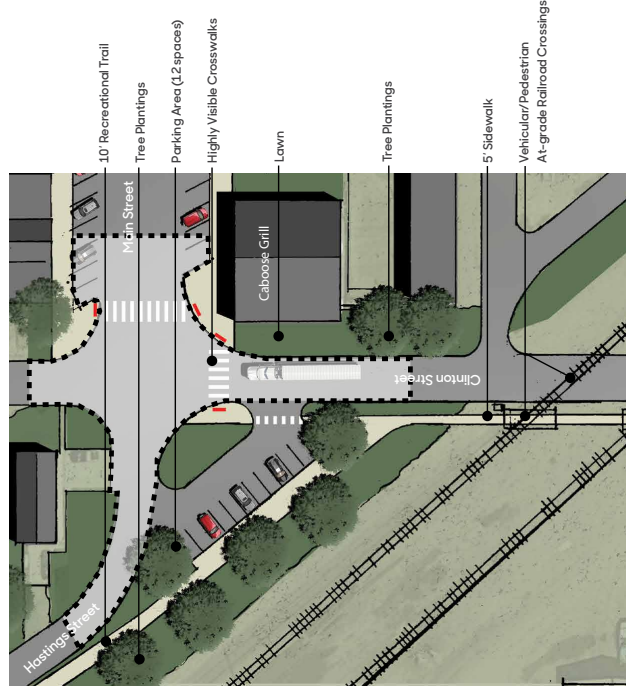
Above: Highlighted area shows existing intersection design
Right: Highlighted area shows proposed intersection design

Clinton, Main and Hastings Street Intersection Improvements

SUMMER 2017 8

The intersection of Clinton, Main and Hastings Streets is problematic for vehicular traffic due to the vast area of undefined gravel surfacing along Hastings Street. Parked cars near Caboose Grill cause visibility issues for vehicles turning east onto Main Street. County Road K30 becomes Clinton and Main streets in town. Large trucks and farm machinery use this route, creating a need for a more pedestrian-friendly design. Numerous suggestions were given leading to the proposed concept. Utilizing the vast area of gravel adjacent to Hastings for parking would alleviate the need to park on

the west side of Caboose Grill. Proposed bump-outs make the area more pedestrian friendly by decreasing the length pedestrians must walk across the street and increase pedestrian awareness by motorists. The concept also addresses the visibility issues expressed by the steering committee by eliminating the parking spaces closest to the intersections. Hastings Street leads to the future commercial growth area and industrial park so the design team designed the turning radius to accommodate large vehicles.



Lester

Intersection Improvements

RITLAND+KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FASLA & Samantha Price, PLA
Landscape Architecture Intern: Peter Reiland
Iowa State University | Trees Forever | Iowa Department of Transportation



Intersection 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 opinions.

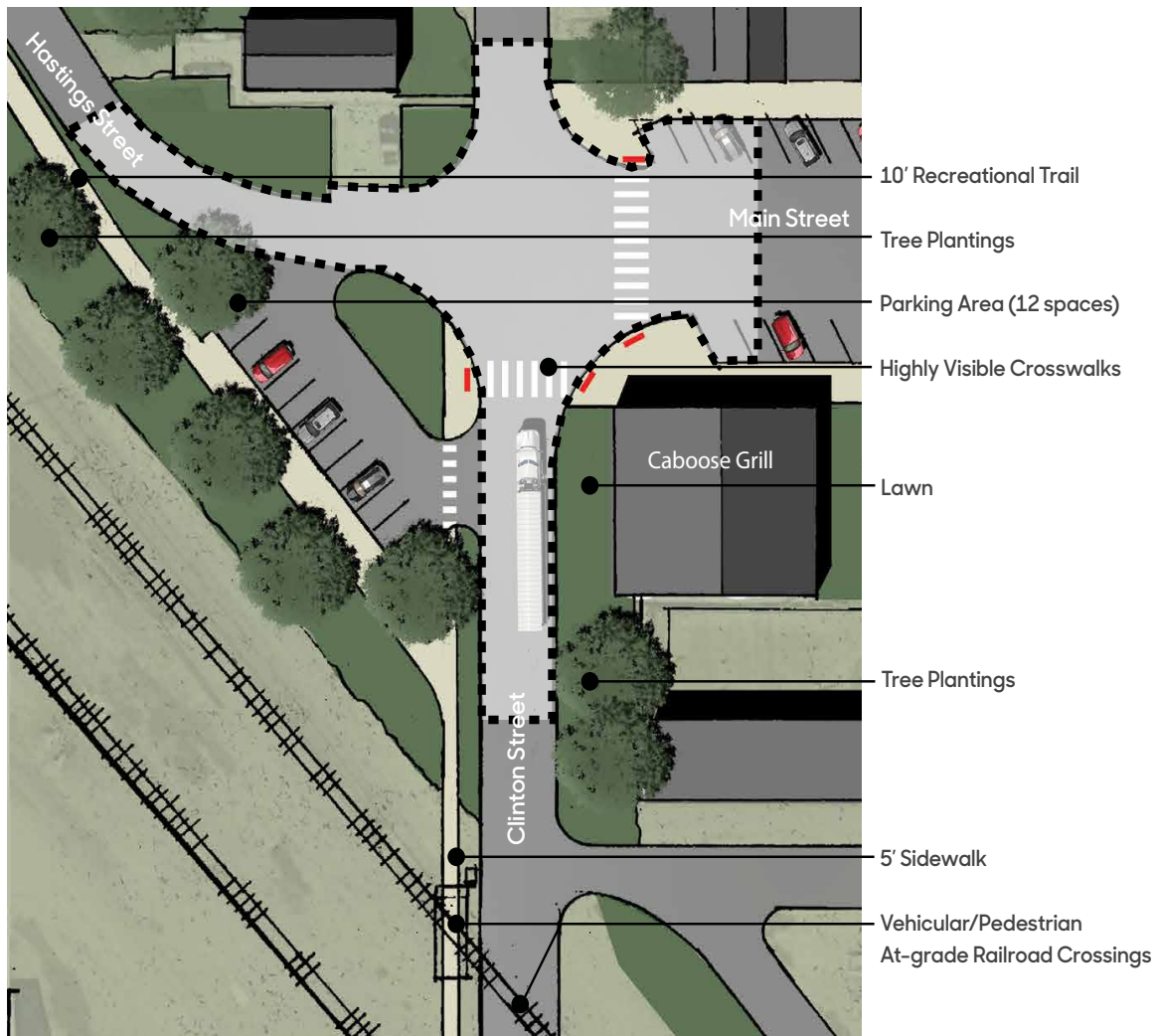
Abbreviations used in the following costs opinions include:

ls= lump sum sf = square foot lf = linear foot ea = each
cy= cubic yard sy= square yard

Clinton & Main Intersection Improvements	QTY	Unit	Unit Cost	Subtotal
General Requirements				
Traffic Control	1	LS	\$ 5,000.00	\$ 5,000.00
Demolition				
Excavation (12")	767	CY	\$ 14.00	\$ 10,733.33
Hasting Street				
PCC, 8" Pavement w/ 8" Gravel (Roadway)	356	SY	\$ 65.00	\$ 23,111.11
Concrete Paving, 6" Curb	150	LF	\$ 18.00	\$ 2,700.00
PCC, 4" Sidewalk w/ 6" Gravel Subbase	300	SF	\$ 6.00	\$ 1,800.00
Black Dirt Fill (12")	33	CY	\$ 25.00	\$ 833.33
Detectible Warnings	10	SF	\$ 36.00	\$ 360.00
Parking Area				
PCC, 6" Pavement w/ 6" Gravel (Roadway)	444	SY	\$ 50.00	\$ 22,222.22
PCC, 4" Sidewalk w/ 6" Gravel Subbase	3,250	SF	\$ 6.00	\$ 19,500.00
Concrete Paving, 6" Curb	160	LF	\$ 18.00	\$ 2,880.00
Crosswalks (Highly Visible Paint)	1	EA	\$ 500.00	\$ 500.00
Pavement Markings	162	LF	\$ 2.00	\$ 324.00
Landscape				
Deciduous Street Trees (2" Cal.)	10	EA	\$ 350.00	\$ 3,500.00
Lawn/Seed Mix & Prep	9,700	SF	\$ 0.15	\$ 1,455.00
Site Improvements				
Electrical Supply	85	LF	\$ 15.00	\$ 1,275.00
Pedestrian Light	1	EA	\$ 3,000.00	\$ 3,000.00
			SUBTOTAL	\$ 99,194.00
			Contingency (20%)	\$ 19,838.80
			Mobilization (15%)	\$ 14,879.10
			Engineering (15%)	\$ 14,879.10
			TOTAL	\$ 148,791.00

Design Expertise Recommended

Projects may require help beyond the capability of the Lester Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a Landscape Architect, Civil Engineer and Electrical Engineer.



Enlargement of Intersection of Main, Clinton & Hastings Streets

Village of Lester

The only entrance sign, located on Clinton Street, half a block from busy Highway 9 does not alert highway traffic they are nearing Lester. Signage approaching Clinton Street from both the west and east would increase awareness of the community and potentially slow traffic. Signage on Dove Avenue would alert traffic coming from the north. The committee brain-stormed theme ideas (shown below). "Village of Lester", which holds historic significance for the community, was the favorite.

"Village of Lester"

"Small Town, Big Dreams"

"Child-friendly Community"

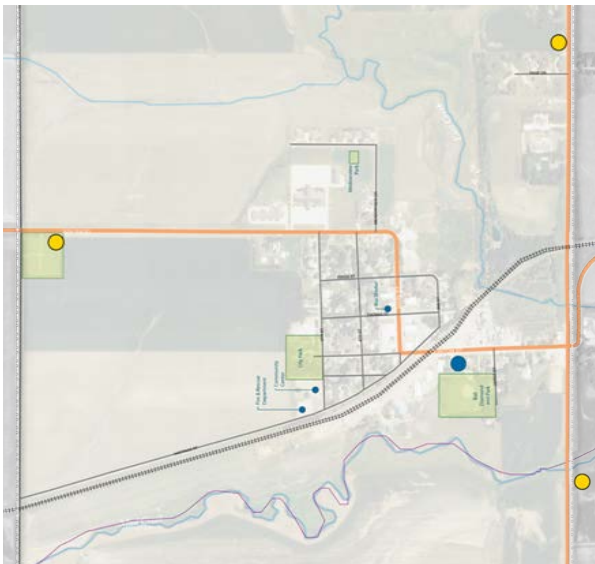
"Slow Down, Stop In"

"Lester is More"

Wayfinding signage is needed for select destinations within Lester, specifically Roy G. Hoogveen Field, which has no signage (re: barriers, board 3d). The planned construction of a more convenient entrance into the softball field will further help this issue.



Enlargement of Lester's proposed logo



Proposed Entrance Signage Locations

Top Priority Wayfinding Signage to Roy G. Hoogveen Field

Additional Wayfinding Signage Destinations



Proposed Village of Lester logo can be used on all city signage

Lester

Village of Lester



Proposed Entrance Signage



Proposed Wayfinding Signage

Village of Lester

The only entrance sign, located on Clinton Street, half a block from busy Highway 9 does not alert highway traffic they are nearing Lester. Signage approaching Clinton Street from both the west and east would increase awareness of the community and potentially slow traffic. Signage on Dove Avenue would alert traffic coming from the north. The committee brain-stormed theme ideas (shown below). "Village of Lester", which holds historic significance for the community, was the favorite.

"Village of Lester"

"Small Town, Big Dreams"

"Child-friendly Community"

"Slow Down, Stop In"

"Lester is More"

Wayfinding signage is needed for select destinations within Lester, specifically Roy G. Hoogveen Field, which has no signage (re: barriers, board 3d). The planned construction of a more convenient entrance into the softball field will further help this issue.

Entrance Signage Native Planting Palette

Compact Inkberry Holly

Slow growing evergreen
Easily pruned to 2 feet tall
All year visual interest

New England Aster

Native perennial flower
Fall Color
Easy maintenance



Pollinator Perennial Mix for Color

Top: Butterfly Milkweed

Middle: Purple Prairie Clover

Bottom: Coreopsis

RITLAND-KUIPER Landscape Architects
Landscape Architects: Craig Ritland, FASLA & Samantha Price, PLA
Landscape Architecture Intern: Peter Reyland
Iowa State University | Trees Forever | Iowa Department of Transportation



Village of Lester – 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 opinions.

Abbreviations used in the following costs opinions include:

sf = square foot lf = linear foot ea = each

Village of Lester	QTY	Unit	Unit Cost	Subtotal
Signage				
Entrance Sign	3	EA	\$ 10,000.00	\$ 30,000.00
Pole-mounted directional signage	4	EA	\$ 305.00	\$ 1,220.00
Landscape				
Native Shrubs	20	EA	\$ 45.00	\$ 900.00
Native Perennials (18" O.C.)	40	EA	\$ 15.00	\$ 600.00
Wood Mulch	90	SF	\$ 1.00	\$ 90.00
Spade Edge	42	LF	\$ 1.00	\$ 42.00
SUBTOTAL				\$ 32,852.00
Contingency (20%)				\$ 6,570.40
Mobilization (15%)				\$ 4,927.80
Engineering (15%)				\$ 4,927.80
TOTAL				\$ 49,278.00

Design Expertise Recommended

Projects may require help beyond the capability of the Lester Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a sign company.

Refer to the MUTCD requirements for additional guidelines on size, font, arrows, mounting, etc. Contact your local DOT district representative for coordination and approvals.

Implementation Strategies

Safety and walkability are such important considerations in Lester, we recommend that the priority should be implementing projects that accomplish these goals. The following projects should be coordinated with the construction on County Road K30.

1. The City should resume the dialogue the design team began with the County Road K30 improvement project engineering firm. They have some of the same concerns as the design team and have expressed appreciation for exposing them to the recommendations on Main Street. This coordination must be done in a timely manner due to the County Road K30 project schedule. It may be possible to absorb the cost of some of the improvements in the County's budget. The amenities proposed on Main Street should be installed after construction is completed.
2. The pedestrian link from Main Street to the southwest neighborhood and Roy G. Hoogeveen Ball Field should also be pursued as part of the County Road K30 improvement project. The negotiations with the railroad should continue so a safe pedestrian crossing can be installed.
3. The Clinton and Hasting Street Intersection improvements should also be coordinated during the County Road K30 reconstruction as a one-time opportunity for the most economical and practical approach.

The following projects should be approached individually. Projects may occur at the same time and some may require phasing.

- The proposed secondary/emergency access road off State Highway 9 near Gates Street is also a high priority due to the issues of access for the emergency response team in Lester. The pedestrian trail proposed on the abandoned railroad right-of-way linking the isolated neighborhood on State Highway 9 to Lester properly should be explored in the future as this lies on private property. Land acquisition will need to take place in order to build this road and trail.
- Installation of monument entrance signage on State Highway 9 and Dove Avenue can be done as land acquisition is made. The signs cannot be in the public right-of-way and will need to go on private property. Iowa Department of Transportation has strict guidelines for placement of these signs which should be considered prior to implementation.

Implementation Strategies

- Wayfinding signage should be installed after the road construction and proposed entrance to the ball park is complete. Refer to the MUTCD requirements for additional guidelines on size, font, arrows, mounting, etc. Contact your local DOT district representative for coordination and approvals. Implementing pole mounted signage directing visitors to Roy G. Hoogeveen Ball Field would be an easy project to begin with.
- The proposed sidewalk improvements on residential streets should be considered over an extended period as a yearly budget item concentrating first on routes to the school bus stops and streets closest to Main Street. Funding for these pedestrian routes may be available through the Federal Transportation Alternative Program (TAP).
- The recreational trail should also be pursued in segments beginning with the Dove Avenue connection to the cemetery. Recreation trails are eligible for funding through the Resource Enhancement and Protection grant program (REAP).

Gaming grants from the Grand Falls Casino should be pursued for projects not eligible for other grants.

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)

Appendix A

Refer to the full Community Project Funding Guide at: http://www.treesforever.org/Community_Project_Funding_Guide

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

COMMUNITY PROJECT FUNDING GUIDE



A guide compiled by Trees Forever to assist Iowa communities seeking funding sources for community improvement projects.

Online at: http://www.treesforever.org/Community_Project_Funding_Guide

October 2016

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APPENDIX I: Iowa Department of Transportation District Planners, and MPOs and RPAs

APPENDIX II: Iowa Department of Transportation District Engineers

Appendix B

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

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

Guide to Transportation Funding Programs of interest to local governments and others

In this document you will find information regarding state and federal programs that provide transportation project funding of interest to local governments and other entities. This information is intended to serve as a guide for preliminary funding searches. For more detail, we encourage you to contact the Iowa Department of Transportation (DOT) office listed for each program. (In some cases, the DOT district office or a Regional Planning Affiliation/Metropolitan Planning Organization is the recommended contact – maps and information for your area can be found beginning on page 66.)

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

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District Transportation Planners' Areas of Responsibility Metropolitan Planning Organizations and Regional Planning Affiliations

