Final Report and Feasibility Study

Logan , Iowa

Program Partners:

Iowa Department of Transportation
Trees Forever
Iowa State University

Iowa's Living Roadways community visioning

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From our newest team members to the founding principals who began their practices in the 1960s, RDG Planning & Design is a multifaceted network of design and planning professionals. Diverse in knowledge and experience, we are united in the pursuit of meaning for our clients and ourselves.

CREATE.

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

MEANING.

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

TOGETHER.

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

Over fifty years of dedication to success have taken us around the world. Today, our commitment to communication and technology allow us to engage our clients anywhere they may be from our offices in Omaha, NE; Des Moines and Iowa City, IA; St. Louis, MO; Denver, CO, and Ft. Myers, FL. We're free from boundaries and able to work on a regional, national, or global scale. Our interdisciplinary approach allows us to integrate our broad areas of expertise and apply the right team members to any given endeavor.find meaning, we achieve a deeper understanding of how to create the very best spaces to work, live, and play.

RDG PLANNING ● DESIGN

Program Overview

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

Goals for the Visioning Program include:

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

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

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

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

Community Goals

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

- Establishing a **Community Identity**
- Promoting an **Improved Business District**
- Developing **Trails and Safe Routes to School** for bicyclists and pedestrians
- Improving intersection visibility for **Safe Highway Crossings**.

Capturing the Logan Vision

Based on the needs and desires of the local residents, as well as a detailed inventory of community resources, the design team developed a conceptual transportation enhancement plan. This plan, as well as the inventory information, is illustrated in the following set of presentation boards. These boards include the Program Overview, Bioregional Assessment, Transportation Assets and Barriers Assessment, Transportation Behavior and Needs Assessment, Hispanic Interview, Transportation Inventory and Analysis, Concept Overview, and Community Design Boards.

Program Overview & Goals

The city of Logan is one of 10 communities selected to participate in the 2022 Iowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small Iowa communities (populations of fewer than 10,000).

Goals for the Visioning Program include:

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

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Capturing the Logan Vision

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1. Program Overview
2. Bioregional Assessment
3. Transportation Assets and Barriers
4. Transportation Behaviors and Needs
5. Transportation Inventory and Analysis
6. Programming Objectives
7. Concept Plan Overview

8a. Community Identity
8b. Branding & Entryway Signage
8c. East Entrance Gateway
9a. Business District Enhancements
9b. US Highway 30 Streetscape
9c. 4th Avenue & Amenities
10a. Trail Development
10b. Wagon Bridge Trailhead
10c. Secondary Trailheads

The steering committee meets at Logan City Hall

Committee members pose in front of the open house.

Open house attendees recommend signage locations

The committee guides attendees through the open house

Open house attendees engage with the design team

Community members of all ages attended the open house

Open house attendees voted for streetscape amenities

Logan
Program Overview

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Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Bioregional Assessment

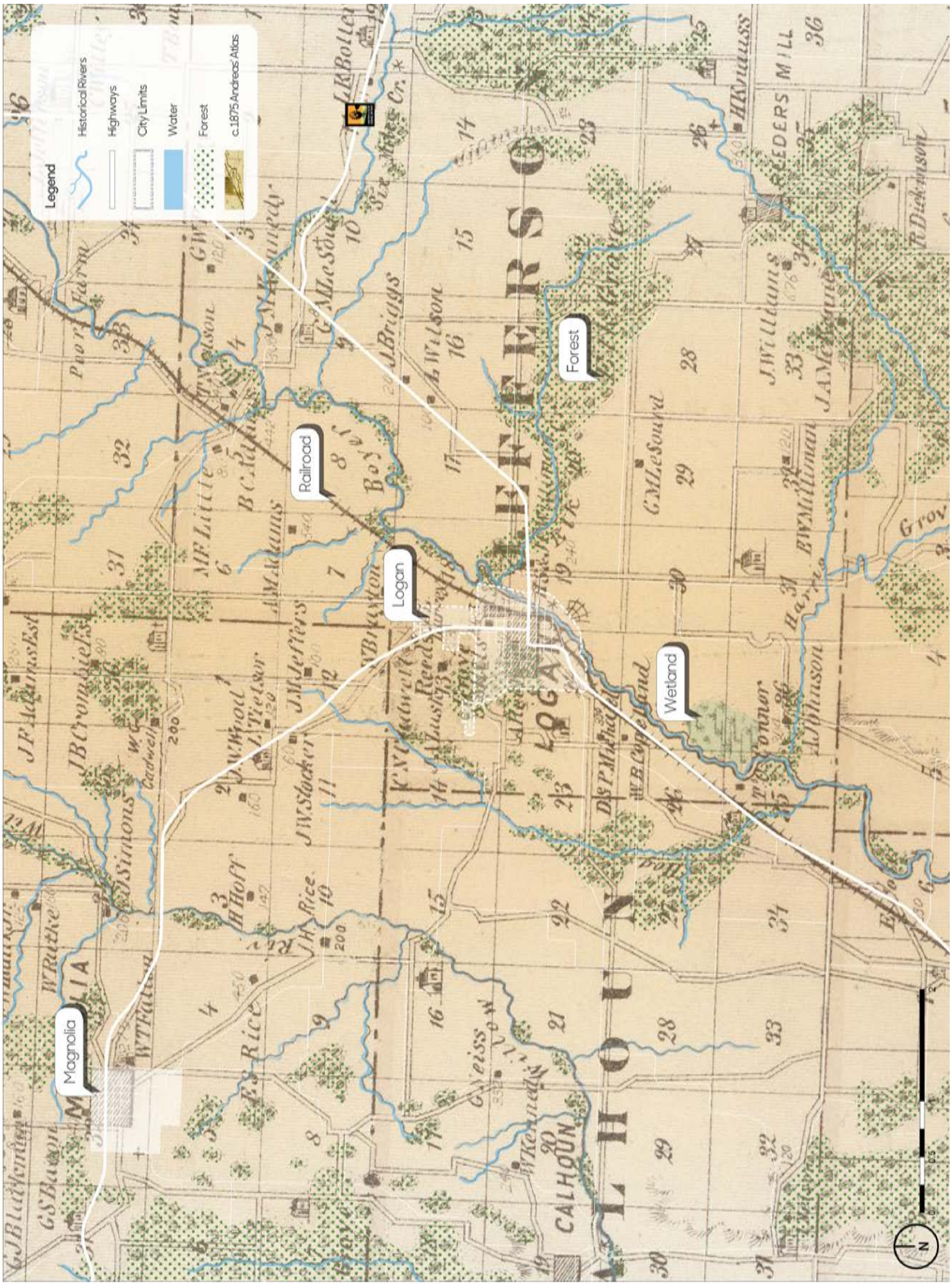
Historical Settlement Patterns

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

Logan in Context

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

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



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

Historical Vegetation

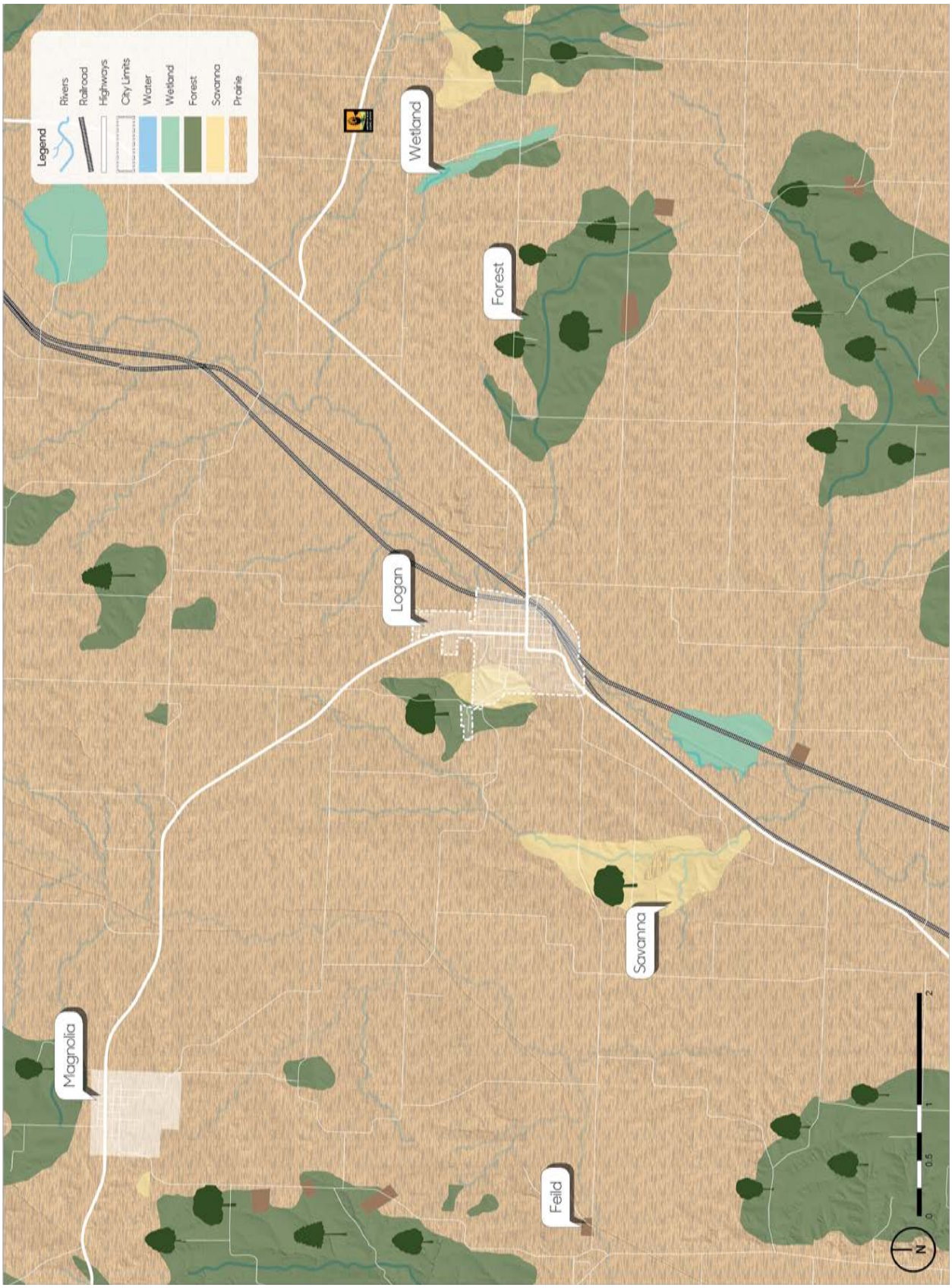
The vegetation information shown here is derived from township maps made by the General Land Office (GLO) surveys beginning in 1836 through 1859. The vegetation information was digitized in 1996 as a resource for natural resource management and is useful "...for the study of long term ecological processes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

The names of plant communities mapped by the GLO surveyors varied. The original terminology used by the surveyors who made maps has been preserved in the original data, but we have re-named these types on this map to reflect names used to describe contemporary ecological vegetation communities.

Not all communities will have all vegetation types, because various conditions that effect vegetation- such as geology, exposure to wind, seasonally high water or ground water, and frequency of fire- differ from place to place.
The following types have been mapped :

1. Wetland: Perennial non-woody plants, water and fire dominated.
2. Forest: Tree dominated, with a mostly closed canopy. Ground vegetation shade tolerant. developed under infrequent fire.
3. Savanna: Scattered trees, with an open canopy, and prairie below. Fire dominated.
4. Prairie: Perennial non woody plants, fire dominated.

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



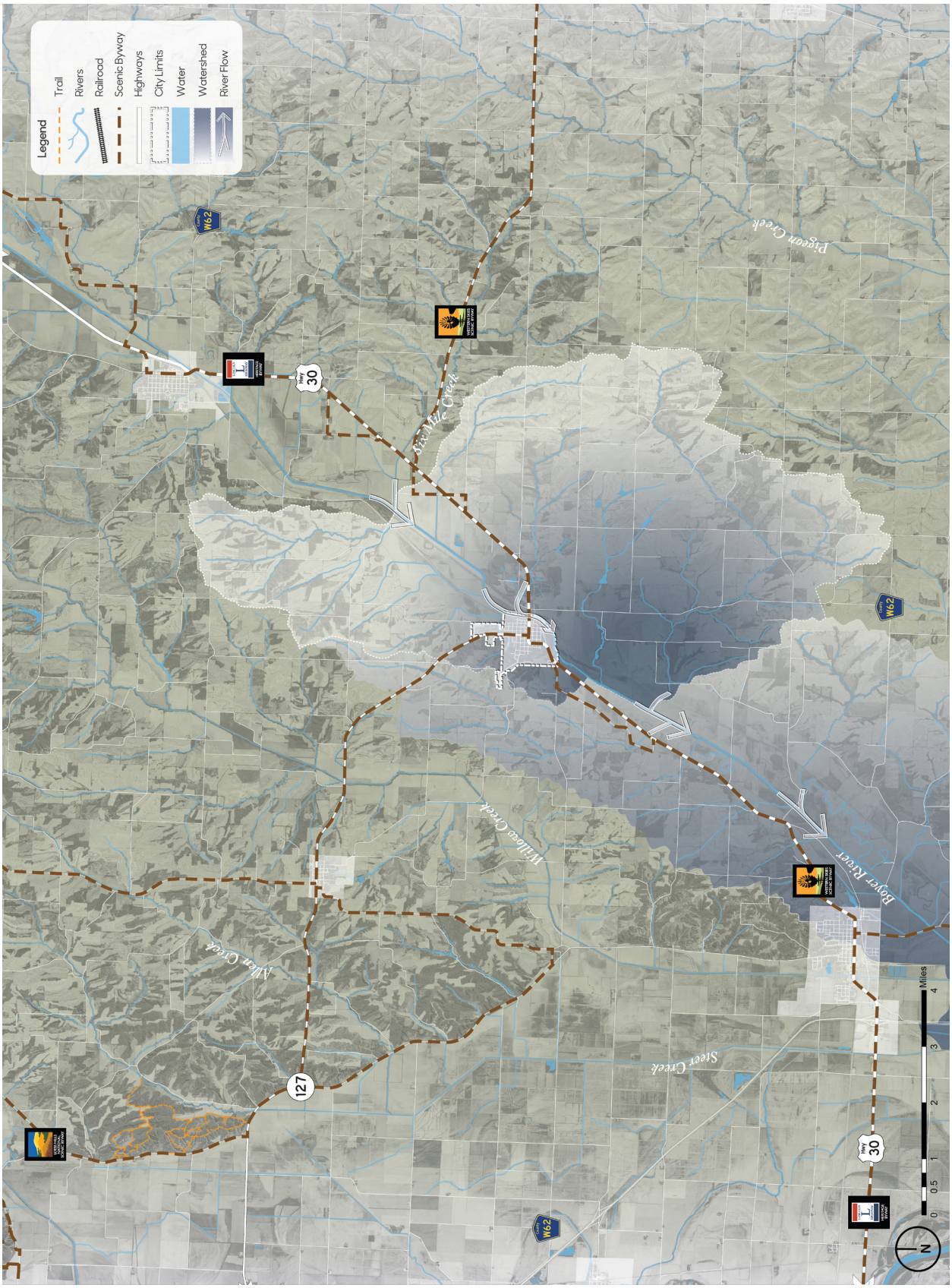
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

Regional Watershed

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

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

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



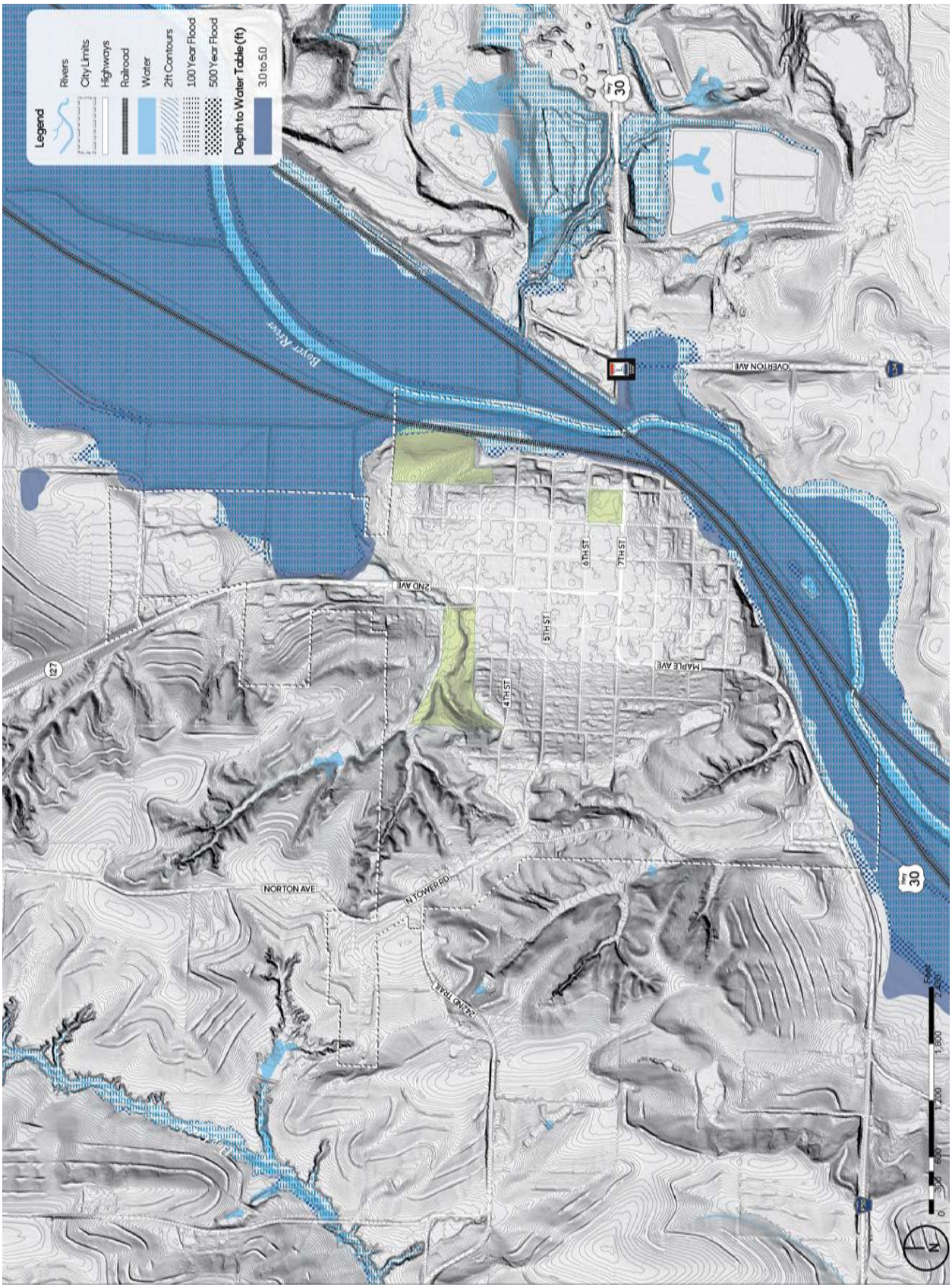
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

Depth to Water Table

The water table is defined as the distance below the surface at which the ground is saturated with water. Depth to water table is represented as a range because it varies due to seasonal changes and precipitation volumes. For example, following spring 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.

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 0ft, water can well up out of the ground. This causes localized flooding, even if there is no surface water draining to the area.



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

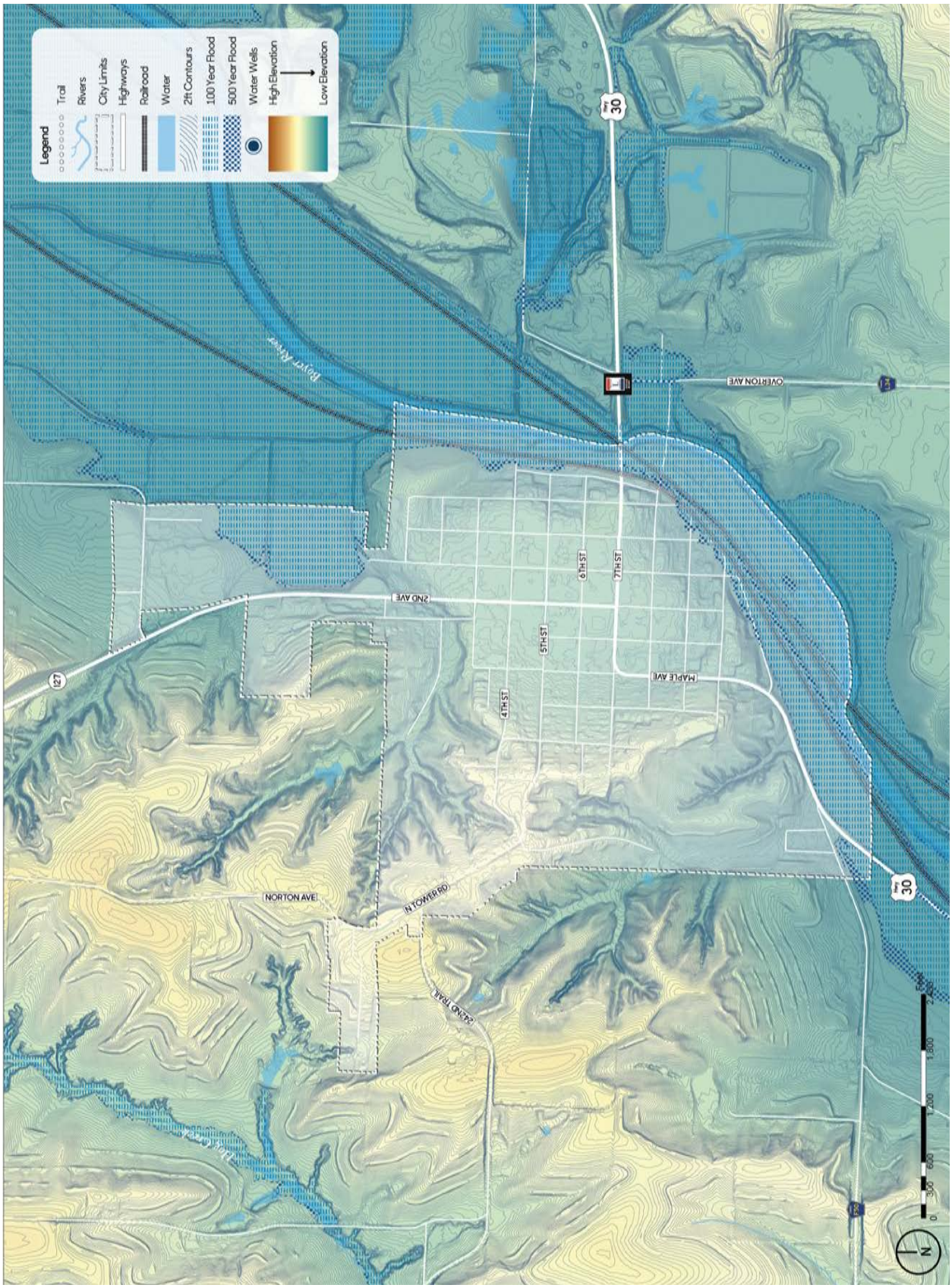
Elevation and Flow

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?

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 absence 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. This map shows the two most important flood zones: if they are present: 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.



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

Present-day Land Cover

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

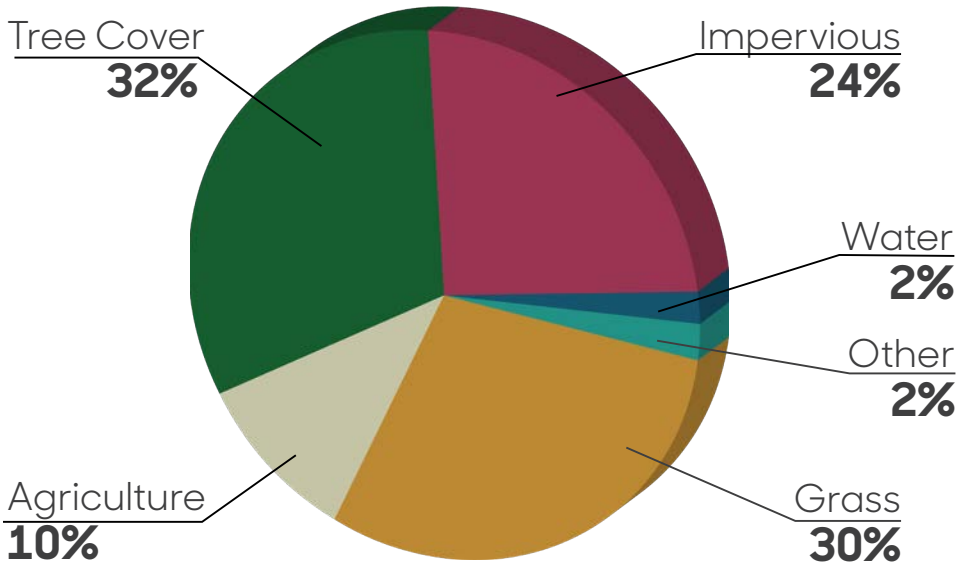
What do you observe about the dominant land cover types in your community?

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 does this mean for surface water movement?

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

Percent Land Cover Type



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

Landscape Change Over Time

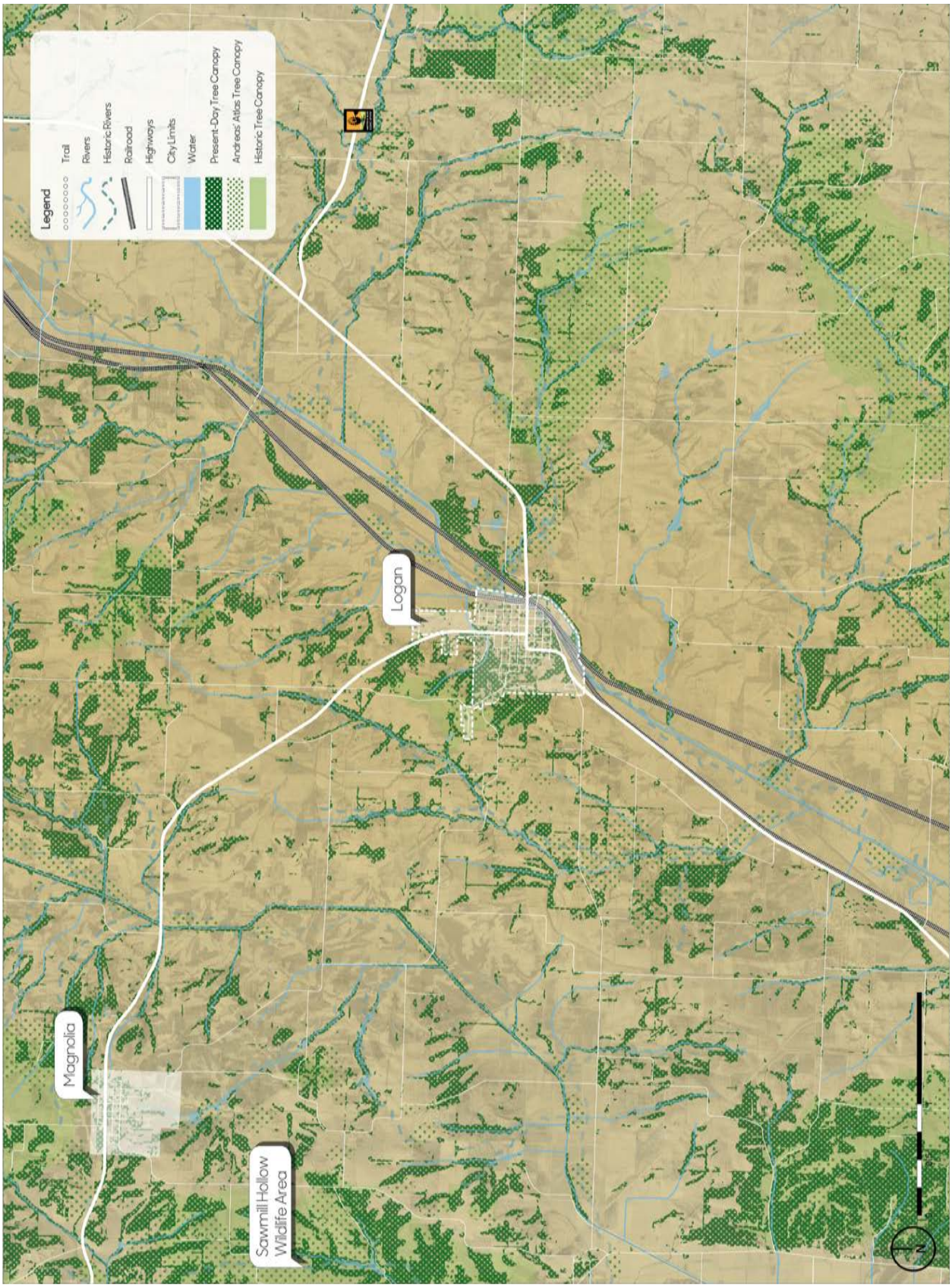
The map on this page shows how the landscape has changed over time, with an emphasis on vegetation and drainageways. It is helpful for understanding how landscapes change and for considering how these changes might affect how well the landscape works to support human and ecological needs.

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 or agriculture, or other purposes.

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

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

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



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

Transportation Assets and Barriers

Overview

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

In this participatory assessment, we want to find out which factors and conditions affect transportation use in Logan, 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 Logan'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 Logan residents with different transportation needs to participate in focus groups. A total of 29 residents attended Logan's workshop. Participants were separated into five user groups and the Logan steering committee.

Actives

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

Mobility Challenged

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

Older Adults

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

Youth

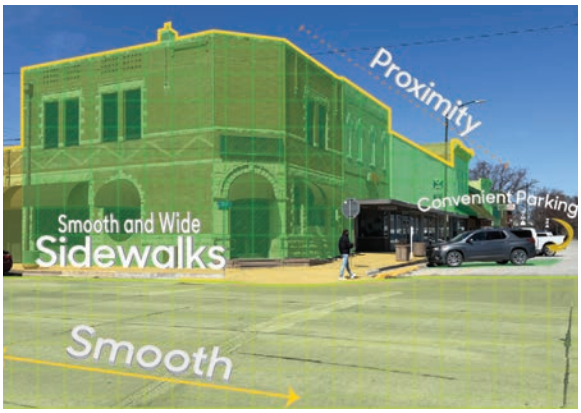
This group uses primarily non-motorized modes of transportation, so pedestrian- and bike-friendly streets and sidewalks are important. These users value the ability to get to destinations on foot or via bicycle and having goods and services within walking distance.

Parents

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

Steering Committee

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



The 4th Avenue and U.S. 30 intersection has smooth, wide sidewalks and convenient parking for the businesses.

Multiple impediments reduce accessibility from the parking to businesses at U.S. 30 and 4th Avenue. Parked trucks also create visibility concerns for drivers.

Milliman Park provides scenic views and amenities; residents see opportunities to enhance and extend the current trail network.

A lack of lighting and poor, inconsistent sidewalks create unpleasant pedestrian experiences along 4th Street.

The stoplight has created a safer intersection, slowing traffic coming into town on U.S. 30.

High traffic, no sidewalks, and lack of a safe crossing to the school for youth create safety concerns along Highway 127.

What People Said

"...the only way to safely cross Highway 30 is [at the intersection with Highway] 127. There [are] no other spots to cross Highway 30 safely for a child...So I would recommend putting in a crosswalk in a few other spots."

"Before I had a kid, I would go out...and then just walk gravel roads, but I can't do that now with the stroller, so I have to go to the cemetery and cross town. But I would rather have some type of trail out away from everything..."

"I walk the streets. I don't walk sidewalks because they [don't feel safe] and if you walk with somebody, the sidewalks aren't wide enough."

"It would be nice to have a sidewalk [along 3rd Avenue]...to the school rather than just the road."

"I walk the trails a lot... in Milliman Park, and they have the nice park down there too... That's where the soccer fields are."

Actives

"It's hard to get from the school to anywhere else unless you drive...To get to the school, you either drive on the highway or you walk...[on N 3rd Avenue], but [it's] gravel and dirt."

"...it would be good if you had a bike trail going to the pool and...to the [city] park because a lot of people go there."

"Sometimes, my mom goes to the coffee shop, and we just walk with her. We walk and ride bike."

"I like running through the cemetery. There's usually a wide enough path to walk on, but usually not cars."

"There should be a bike trail, a trail to get kids to school."

Youth

"When I walk, I appreciate the nature...I will make some walks to go [up the hill on 4th Street] because I know that over here, we['ve] got all kinds of cardinals."

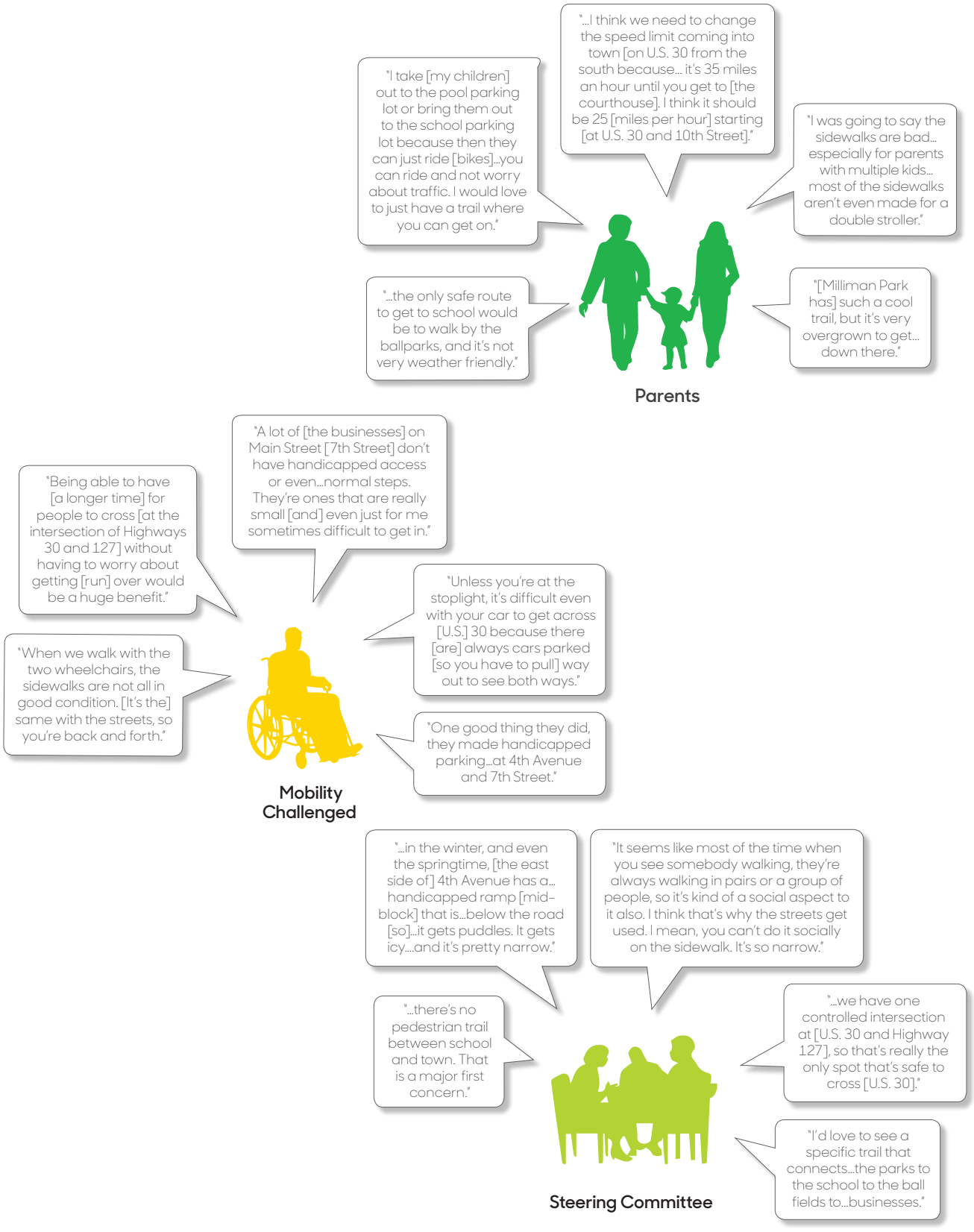
"When you come up to get on Highway 30 [on 5th Avenue] by the lumberyard...you have to pull out so far ...to even see Highway 30 traffic."

"I walk, but you don't dare walk on the sidewalks...because they're in terrible shape, a lot of them."

"When it becomes spring and summer and early fall... although it stays lighter at night... it's very dark in the middle of the blocks."

Older Adults

"The sidewalks are hard to walk [on] and... people with [strollers] walk out in the streets all the time because the sidewalks are bad..."


"I take [my children] out to the pool parking lot or bring them out to the school parking lot because then they can just ride [bikes]...you can ride and not worry about traffic. I would love to just have a trail where you can get on."
"...I think we need to change the speed limit coming into town [on U.S. 30 from the south because... it's 35 miles an hour until you get to [the courthouse]. I think it should be 25 [miles per hour] starting [at U.S. 30 and 10th Street]."
"I was going to say the sidewalks are bad... especially for parents with multiple kids... most of the sidewalks aren't even made for a double stroller."
"...the only safe route to get to school would be to walk by the ballparks, and it's not very weather friendly."
"[Milliman Park has] such a cool trail, but it's very overgrown to get... down there."
Parents
"Being able to have [a longer time] for people to cross [at the intersection of Highways 30 and 127] without having to worry about getting [run] over would be a huge benefit."
"A lot of [the businesses] on Main Street [7th Street] don't have handicapped access or even...normal steps. They're ones that are really small [and] even just for me sometimes difficult to get in."
"Unless you're at the stoplight, it's difficult even with your car to get across [U.S.] 30 because there [are] always cars parked [so you have to pull] way out to see both ways."
"When we walk with the two wheelchairs, the sidewalks are not all in good condition. [It's the] same with the streets, so you're back and forth."
"One good thing they did, they made handicapped parking...at 4th Avenue and 7th Street."
Mobility Challenged
"...in the winter, and even the springtime, [the east side of] 4th Avenue has a... handicapped ramp [mid-block] that is...below the road [so]...it gets puddles. It gets icy....and it's pretty narrow."
"It seems like most of the time when you see somebody walking, they're always walking in pairs or a group of people, so it's kind of a social aspect to it also. I think that's why the streets get used. I mean, you can't do it socially on the sidewalk. It's so narrow."
"...there's no pedestrian trail between school and town. That is a major first concern."
"...we have one controlled intersection at [U.S. 30 and Highway 127], so that's really the only spot that's safe to cross [U.S. 30]."
"I'd love to see a specific trail that connects...the parks to the school to the ball fields to...businesses."
Steering Committee

Emerging Themes

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

Actives walk, bike, and run regularly for recreation and getting around town. They also drive vehicles, golf carts, and UTVs. This group would like crosswalks at intersections and access along the river for kayaking.

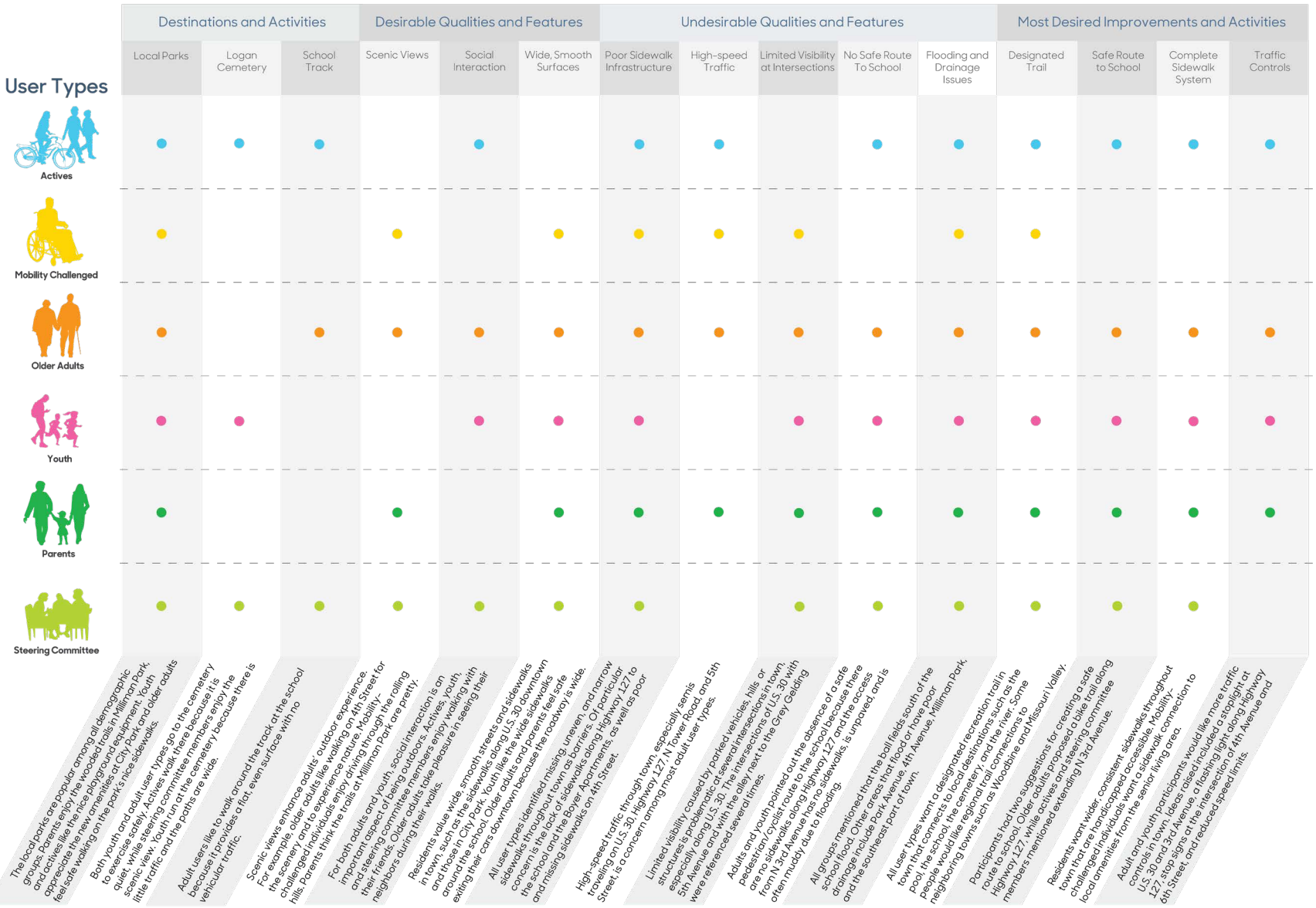
Mobility-challenged individuals rely on driving, walking, and wheelchairs to travel locally. This group would like downtown businesses and Milliman Park to be more handicapped accessible, and expressed the need for a taxi service for older adults.

Older adults drive, walk, bike, and use golf carts for transportation. This group wants to feel safe while walking both during the day and at night. They appreciate the proximity of downtown businesses that they frequent.

Youth walk, bike, and ride electric scooters. Older youth also drive. They enjoy going to the pool and to City Park. This group sees potential for new and better trails in Milliman Park and would like shaded areas to rest at City Park and around town.

Parents drive, bike, walk, and use golf carts. They are concerned about the safety of their children. They are interested in having pedestrian access over the railroad tracks to the Boyer River. Parents are concerned about the speed of traffic on U.S. 30 through town.

Steering committee members mainly walk, bike, and drive to get around town. This group would like downtown improvements such as attractive streetlights, outdoor seating, interpretive signage, and more walkable alleys.


Destinations and Activities
Desirable Qualities and Features
Undesirable Qualities and Features
Most Desired Improvements and Activities
Local Parks
Logan Cemetery
School Track
Scenic Views
Social Interaction
Wide, Smooth Surfaces
Poor Sidewalk Infrastructure
High-speed Traffic
Limited Visibility at Intersections
No Safe Route To School
Flooding and Drainage Issues
Designated Trail
Safe Route to School
Complete Sidewalk System
Traffic Controls
User Types
Actives
Mobility Challenged
Older Adults
Youth
Parents
Steering Committee
The local parks are popular among all demographic groups. Parents enjoy the wooded trails in Millman Park, and actives like the nice playground equipment. Youth appreciate the new amenities at City Park and older adults feel safe walking on the park's nice sidewalks.
Both youth and adult user types go to the cemetery to exercise safely. Actives walk there because it is quiet, while steering committee members enjoy the scenic view. Youth run at the cemetery because there is little traffic and the paths are wide.
Adult users like to walk around the track at the school because it provides a flat, even surface with no vehicular traffic.
Scenic views enhance adults' outdoor experience. For example, older adults like walking on 4th Street for the scenery and to experience nature. Mobility-challenged individuals enjoy driving through the rolling hills. Parents think the trails at Millimon Park are pretty.
For both adults and youth, social interaction is an important aspect of being outdoors. Actives, youth, and steering committee members enjoy walking with their friends. Older adults take pleasure in seeing their neighbors during their walks.
Residents value wide, smooth streets and sidewalks in town, such as the sidewalks along U.S. 30 downtown and those in City Park. Youth like the wide sidewalks around the school. Older adults and parents feel safe exiting their cars downtown because the roadway is wide.
All user types identified missing, uneven, and narrow sidewalks throughout town as barriers. Of particular concern is the lack of sidewalks along Highway 127 to the school and the Boyer Apartments, as well as poor and missing sidewalks on 4th Street.
High-speed traffic through town, especially semis traveling on U.S. 30, Highway 127, N Tower Road, and 5th Street, is a concern among most adult user types.
Limited visibility caused by parked vehicles, hills or structures is problematic at several intersections in town, especially along U.S. 30. The intersections of U.S. 30 with 5th Avenue and with the alley next to the Grey Gelding were referenced several times.
Adults and youth pointed out the absence of a safe pedestrian/cyclist route to the school because there are no sidewalks along Highway 127 and the access from N 3rd Avenue has no sidewalks, is unpaved, and is often muddy due to flooding.
All groups mentioned that the ball fields south of the school flood. Other areas that flood or have poor drainage include Park Avenue, 4th Avenue, Millimon Park, and the southeast part of town.
All user types want a designated recreation trail in town that connects to local destinations such as the pool, the school, the cemetery, and the river. Some people would like regional trail connections to neighboring towns such as Woodbine and Missouri Valley.
Participants had two suggestions for creating a safe route to school. Older adults proposed a bike trail along Highway 127, while actives and steering committee members mentioned extending N 3rd Avenue.
Residents want wider, consistent sidewalks throughout town that are handicapped accessible. Mobility-challenged individuals want a sidewalk connection to local amenities from the senior living area.
Adult and youth participants would like more traffic controls in town. Ideas raised included a stoplight at U.S. 30 and 3rd Avenue, a flashing light along Highway 127, stop signs at the intersection of 4th Avenue and 6th Street, and reduced speed limits.

Transportation Behaviors and Needs

Overview

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

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

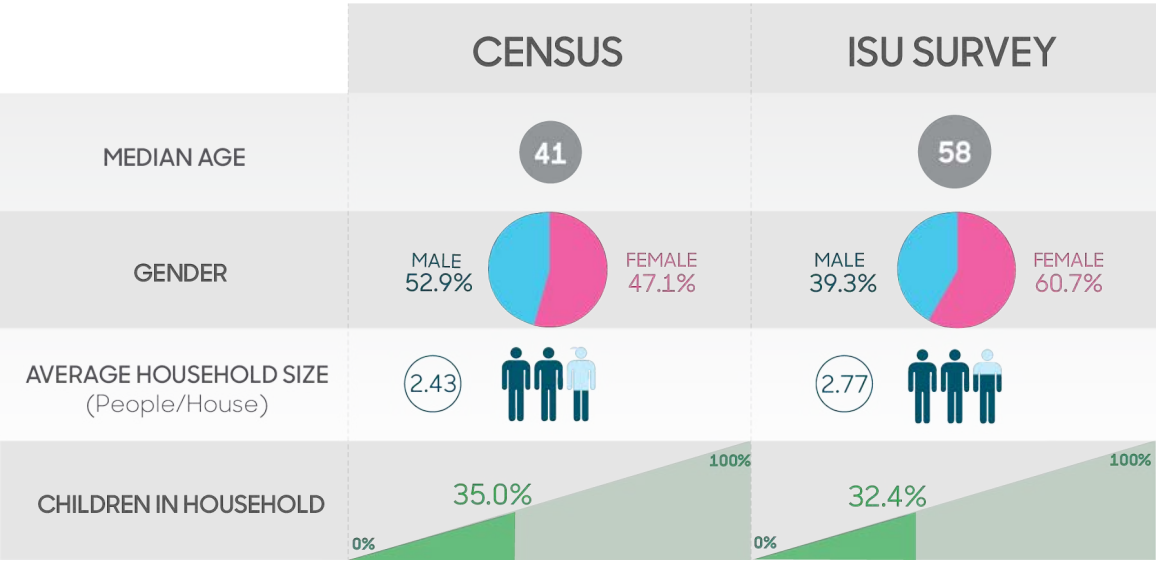
With assistance from Iowa State University's Survey Research Services staff in the Center for Survey Statistics and Methodology (CSSM-SRS), ISU visioning program staff conducted a survey to better understand the transportation patterns, behaviors, needs, and desires of Logan residents. Surveys were mailed to 300 randomly selected residents living in Logan and the surrounding area. To increase the response rate, the study was publicized through the local media and follow-up packets were mailed to nonrespondents. With adjustments for ineligible respondents (e.g., incorrect addresses, no longer living in the community), the final sample size was 260. A total of 109 people returned surveys, for a response rate of 41.9%. (A response rate of 20% is considered valid.)

We asked survey recipients what routes they use most often for going to work, walking, and biking. In addition, we asked what qualities and features are important to trail users. We also discovered what residents think is most important in terms of transportation enhancements that address issues such as accessibility, mobility, and safety. Finally, we learned whether or not residents are willing to contribute their time or their financial resources to making enhancements to Logan. This series of boards summarizes the results of the survey as follows:

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

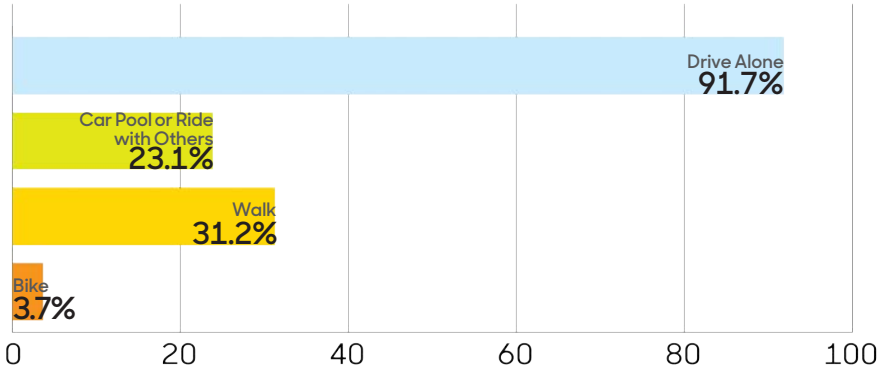
How We Did

The demographics of the respondents are somewhat different from those obtained from the 2020 U.S. Census. For example, the survey respondents median age of 58 is significantly older than the 2020 Census average age for Logan residents of 41. In terms of gender, the percentage of female survey respondents is much higher than that of the census. Average household size from the survey is higher than that of the 2020 Census, while the percentage of households with children from the survey is slightly lower.



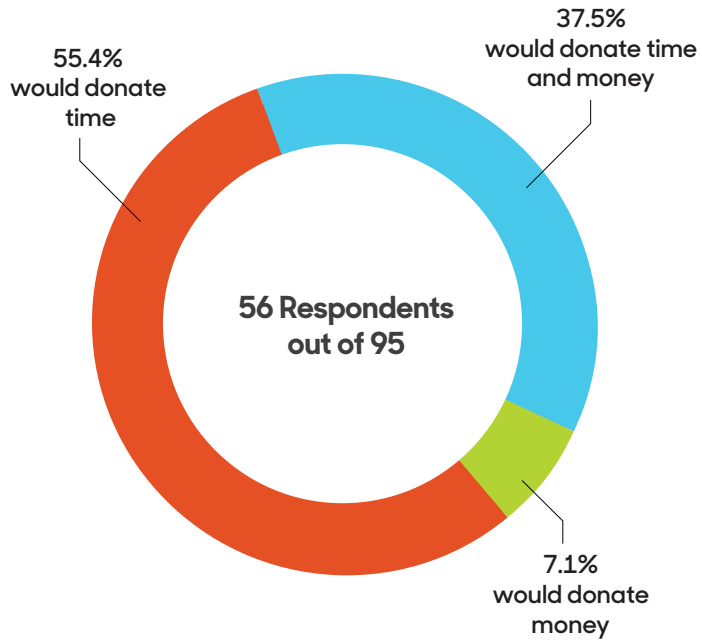
How Logan Residents Travel

Most survey respondents drive to important destinations such as the convenience store, the post office, school, and church (91.7%). More than 23% car pool or ride with someone else. Just over 31% of respondents indicated that they walk and 3.7% bike to local destinations.



*Please note that some respondents indicated that they use more than one mode of transportation to get to work; therefore, percentages add up to more than 100%.

Willingness to Help



Most survey participants who answered this question are willing to contribute their time to community improvements (55.4%), while 37.5% are willing to help financially and contribute their time. More than 7% of respondents indicated that they would be willing to contribute financially.

Compared to other small towns in Iowa, Logan residents are more willing to become involved in improving their community. In 2014, on average, 43% of residents in small, rural towns volunteered to help with a community project.[1]Logan exceeds this average by 27%.

How Do You Get People to Help?
Ask, Show, and Advertise Opportunities
In 2014, the most common reason residents in small-town Iowa said they didn't become involved in community projects is that no one asked them (34%). Twenty-eight percent on average said that they don't have time, which is significantly lower than the 2004 average of 59%. Sixteen percent indicated that they didn't know how to become involved, and 7% said that no community project needed volunteers.[1]These results indicate that the best ways to get people involved in community projects is to simply ask, along with advertising opportunities through traditional and social media outlets.

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

Survey Participants Said...

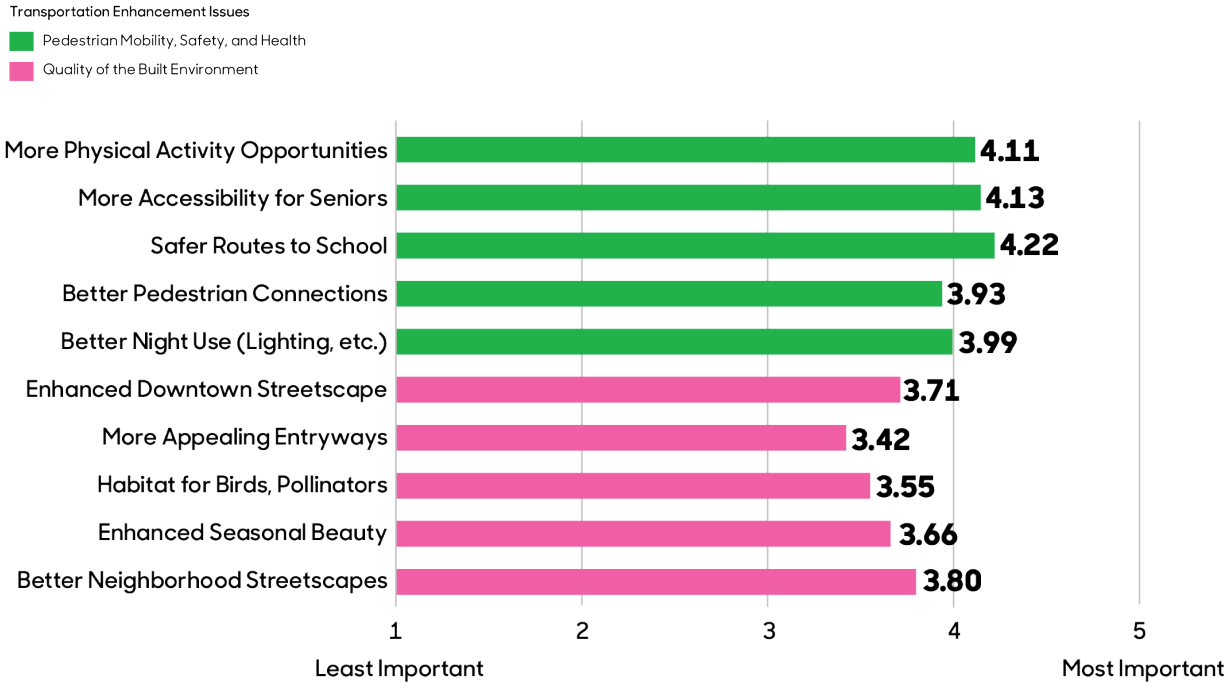
"Getting people outside, mobile, and connected build[s] community. And when others visually see that happening, it becomes culture and a marketing tool."

"Transportation for seniors and others [who] may need it to doctor appointments in Omaha and Council Bluffs may help some people."

"I would place a great deal of importance on improving the city's property [and] sidewalks, i.e., removing and replacing trees that have aged to the point of hollowing and being a hazard to residents, pedestrians, and street travel."

Priorities

On a scale of 1 to 5, with 5 being the most important, participants in Logan ranked creating safer routes to school as most important, with a mean value of 4.22. Other types of transportation enhancements that address pedestrian mobility, health, and safety are also considered important, such as improving accessibility for seniors (4.13), providing more opportunities for physical activity (4.11), and improving areas for night use (3.99). In terms of quality of the built environment, survey respondents consider creating better neighborhood streetscapes as most important (3.80), followed by enhancing the downtown streetscape (3.71) and enhancing seasonal beauty (3.66).



Survey Participants Said...

"The community needs a bike trail [for a]healthy community, outdoor recreation, [and] quality of community life improvement."

"[Because] a large aging population lives in Harrison County, the buildings and sidewalks need to be handicapped accessible."

"A safer route to/from school is very necessary. The current lack of safe routes greatly impacts field trips and learning opportunities within the community."

"[The] safest place is the paved walking trail that starts at [the] K–8 building and ends just east of [the] football field. I also walk on the avenues at Rose Hill Cemetery—[it's a] very peaceful place!"

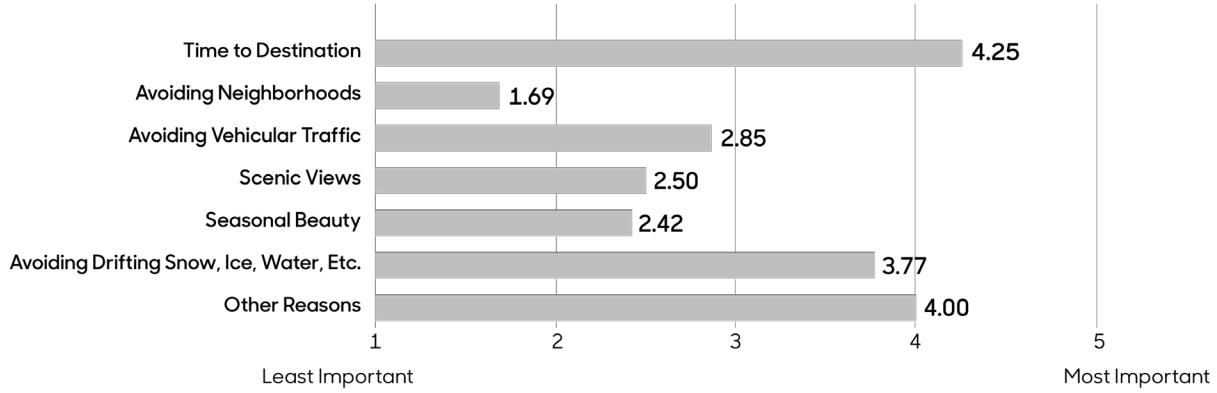
Commuting Routes

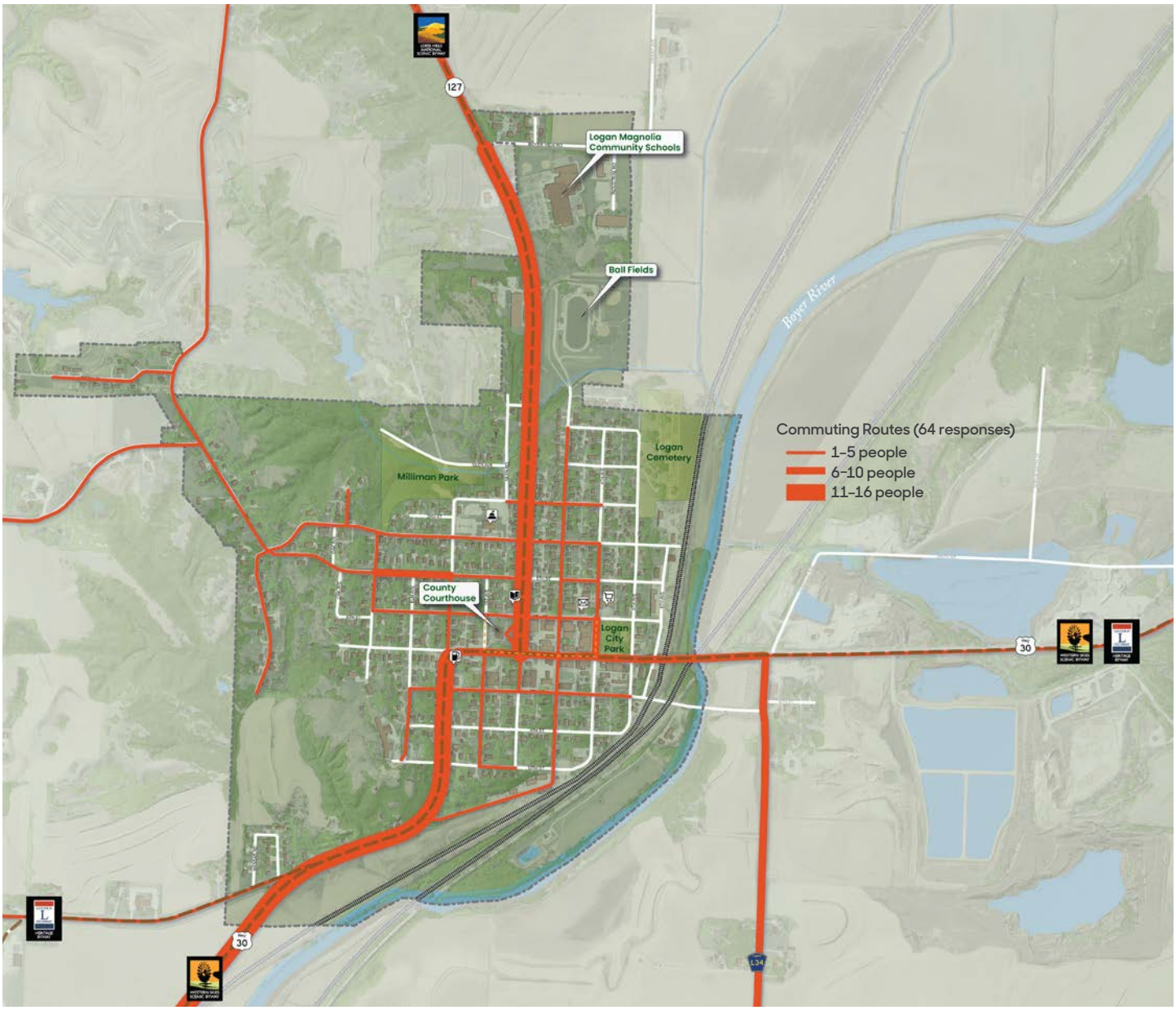
This map shows the commuting routes identified by 64 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. The primary commuting corridors into and out of Logan are Highway 127 from the north and U.S. Highway 30 from the east and south. Some commuters enter and leave town via U.S. 30 and County Road L34. Heavily traveled streets in town include N 2nd Avenue (Highway 127), W 7th Street (U.S. 30), and a portion of W 5th Street.

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

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that factored into their choice of commuting route. Among Logan participants, time to destination is the most important factor, with a mean value of 4.25, followed by other reasons such as the quality of the road, safety, and avoiding potholes and loose gravel. Avoiding weather-related issues such as snow and ice is also considered important, with a mean value of 3.77. Scenic views, seasonal beauty, and avoiding neighborhoods and avoiding vehicular traffic are not critical factors in determining commuting routes.





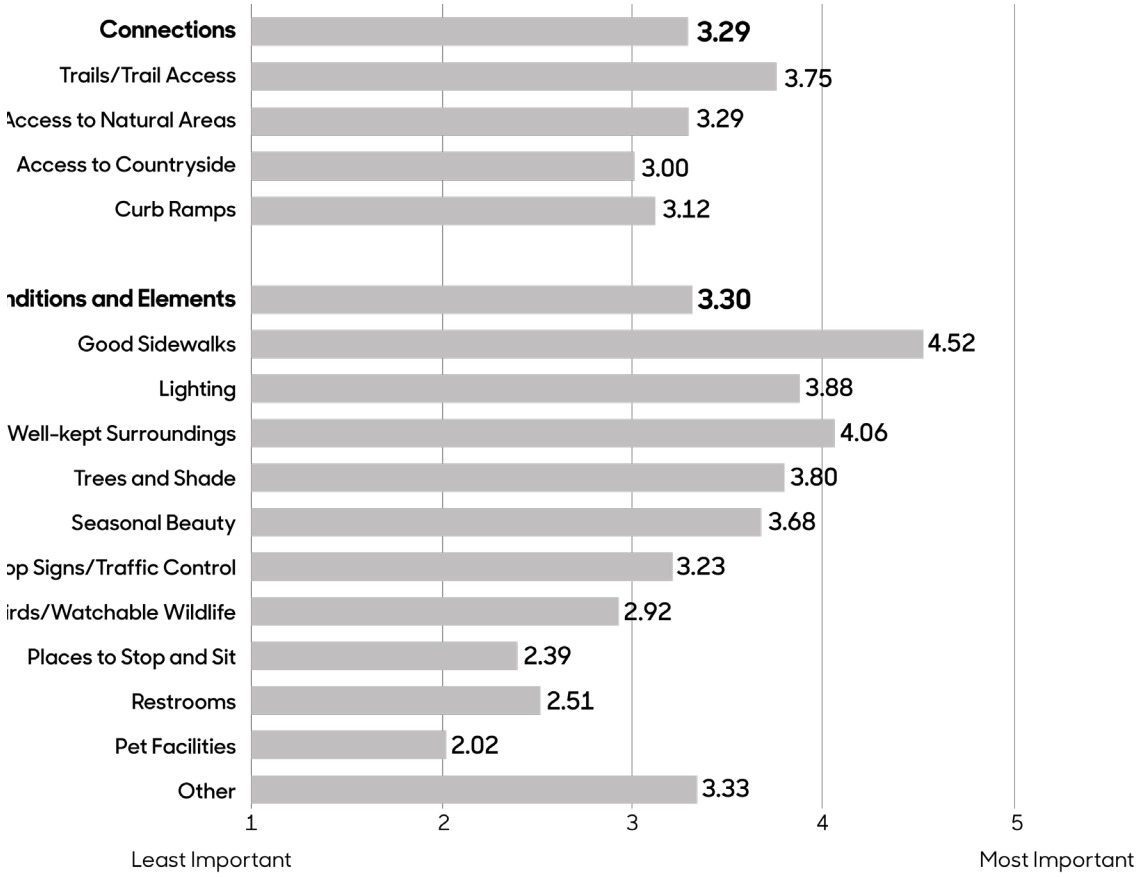
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

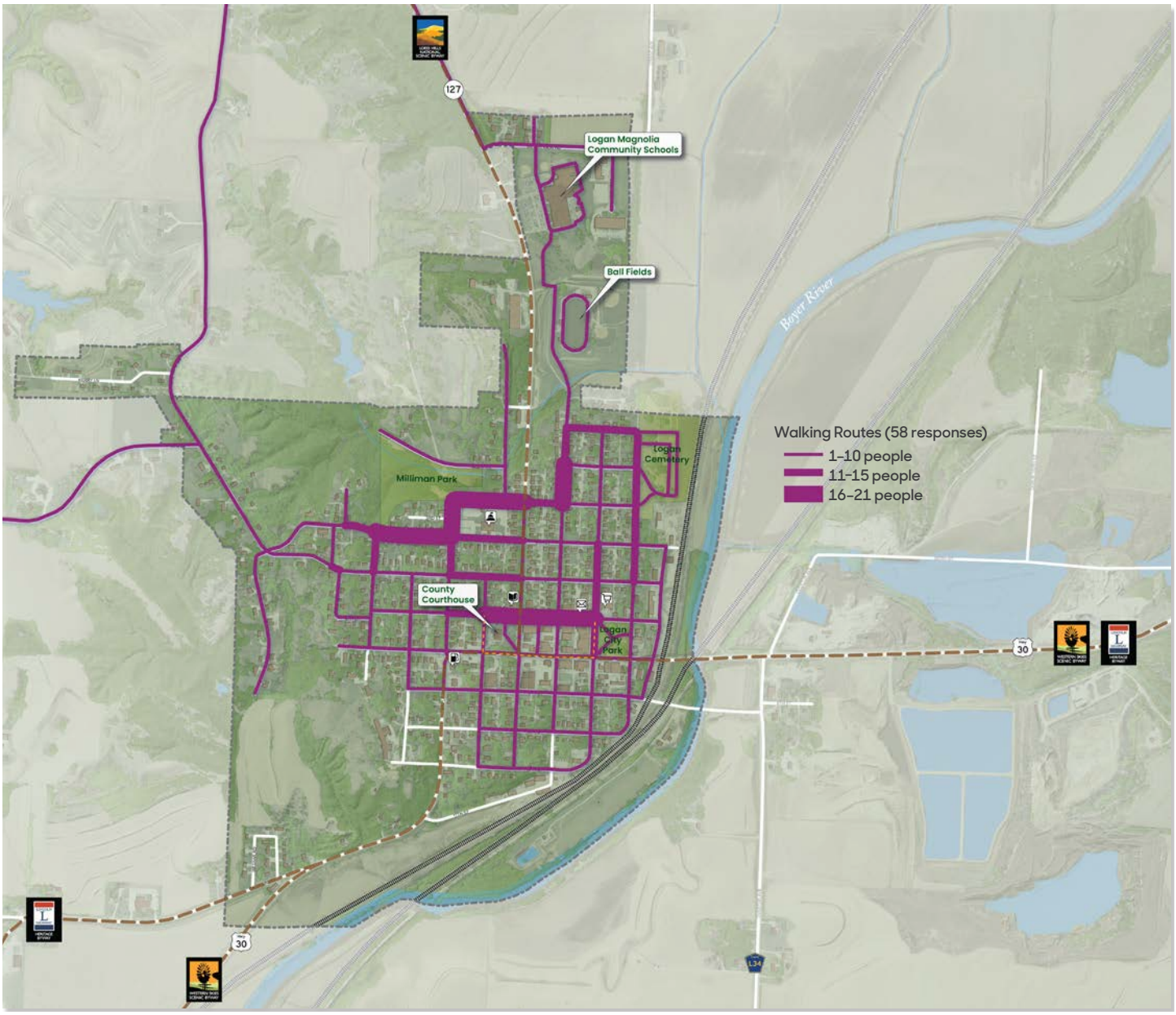
Walking Routes

This map shows the walking routes identified by 58 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. Survey respondents indicated that they walk primarily along the streets of Logan, with the most frequently walked streets in town being W 3rd and W 4th Streets near Milliman Park, N 3rd Avenue between E 2nd and E 3rd Streets, and E 6th Street in the downtown area. In addition, some people walk the track and the sidewalks at the school and some walk at the cemetery. A few adventurous walkers take to Highway 127 and Norton Avenue out of town.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their walking experience better. These features are categorized as either "connections" or "conditions and elements." Among Logan participants, connections and conditions/elements are almost equally important, with mean values of 3.29 and 3.30, respectively. In terms of connections, access to trails is most important with a mean value of 3.75. Good sidewalks (4.52) are the most important element to walkers, followed by well-kept surroundings (4.06) and lighting (3.88). Other significant factors include trees and shade (3.80) and seasonal beauty (3.68).





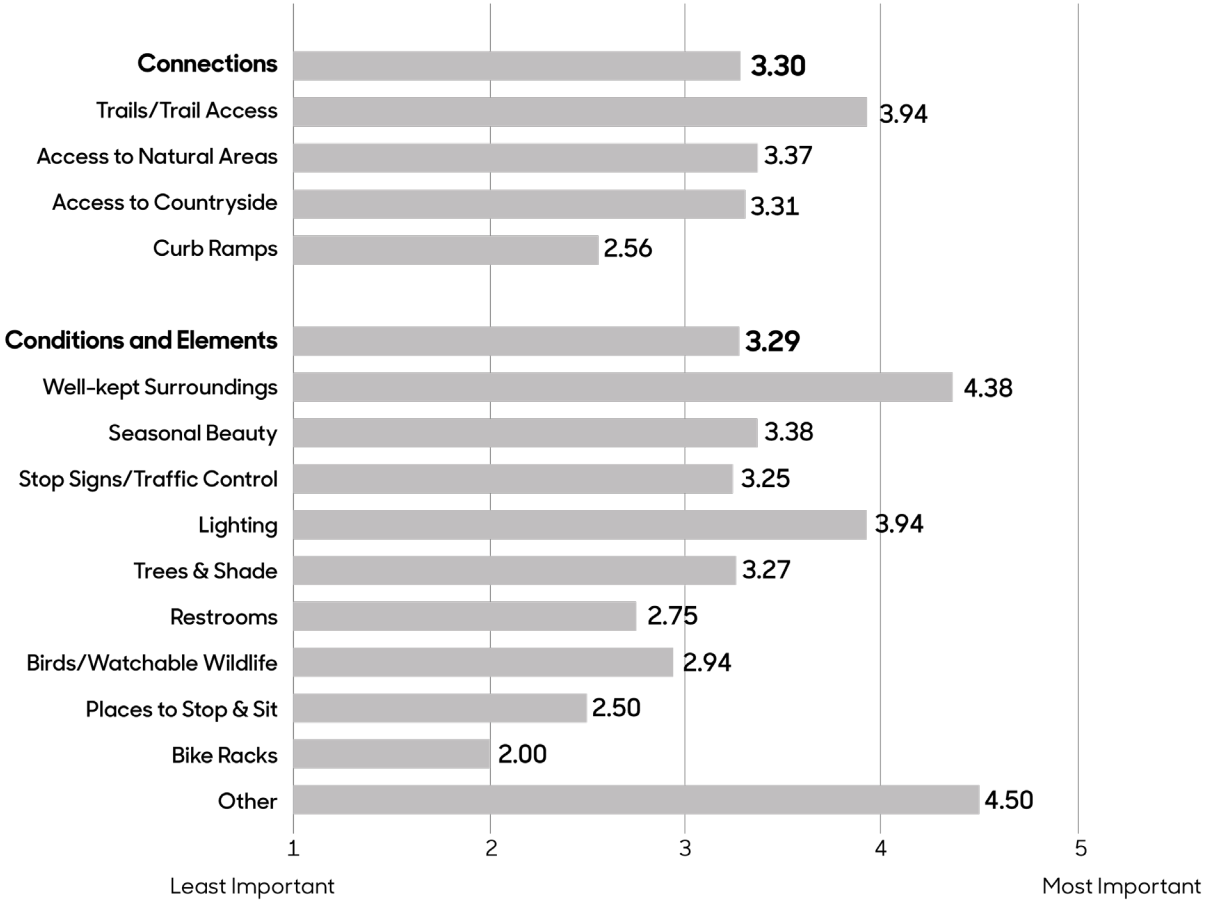
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

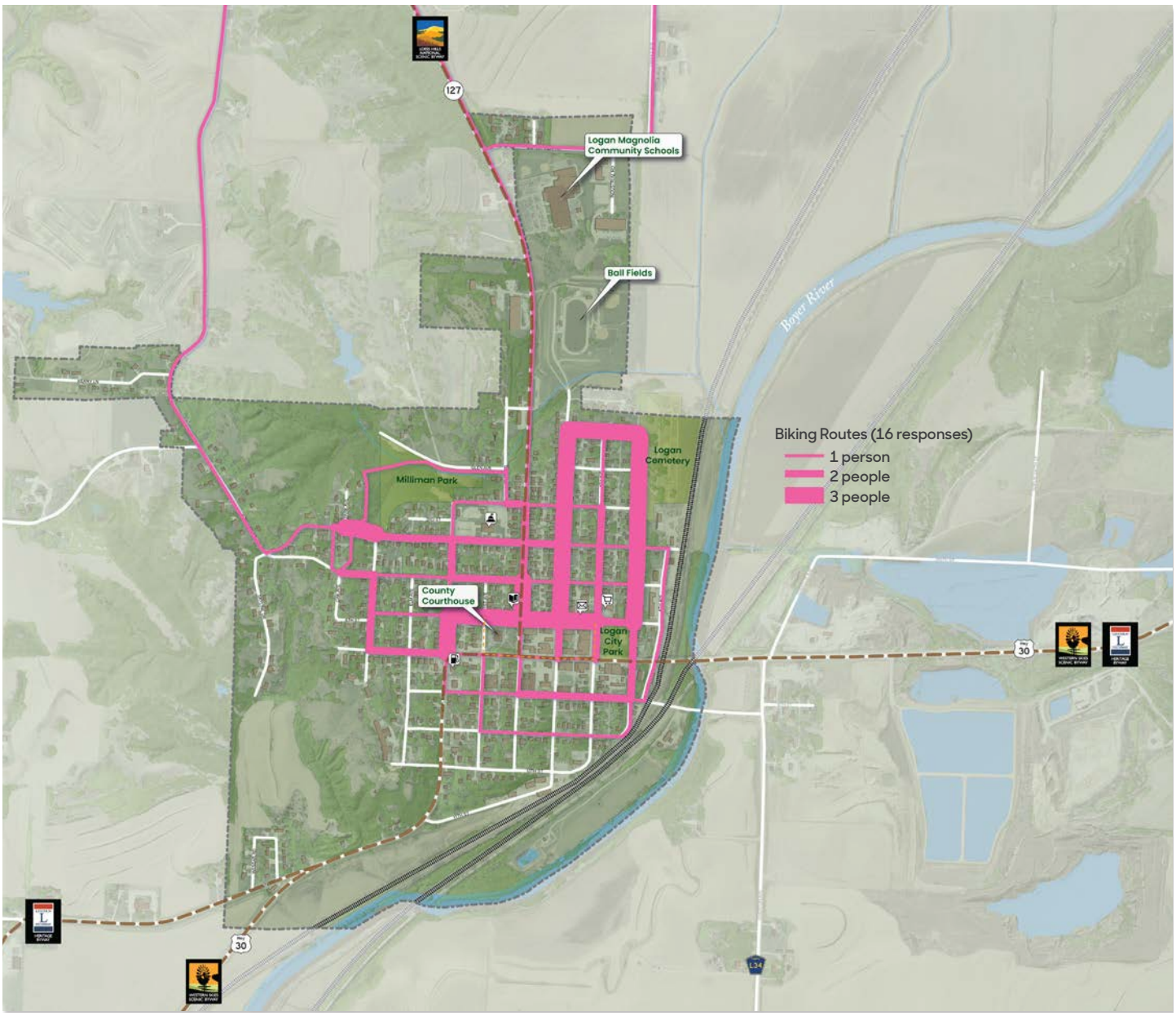
Biking Routes

This map shows the biking routes identified by 16 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. Cyclists in Logan bike the city streets, most often N 5th Avenue, N 1st Street, and N 3rd Avenue, 6th Street in the downtown area, N Maple Avenue between 6th and 7th Streets, and W 4th Street near Milliman Park. A few cyclists ride out of town on Highway 127 and Norton Avenue.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their biking experience better. These features are categorized as either "connections" or "conditions and elements." Logan participants consider connections and conditions/elements as nearly equally important, with mean values of 3.30 and 3.29, respectively. Access to trails is most important connection to survey respondents with a mean value of 3.94. In terms of conditions/elements, other factors that were not specified by respondents ranked highest at 4.50, followed by well-kept surroundings (4.38). Lighting is also important to cyclists, with a mean value of 3.94.

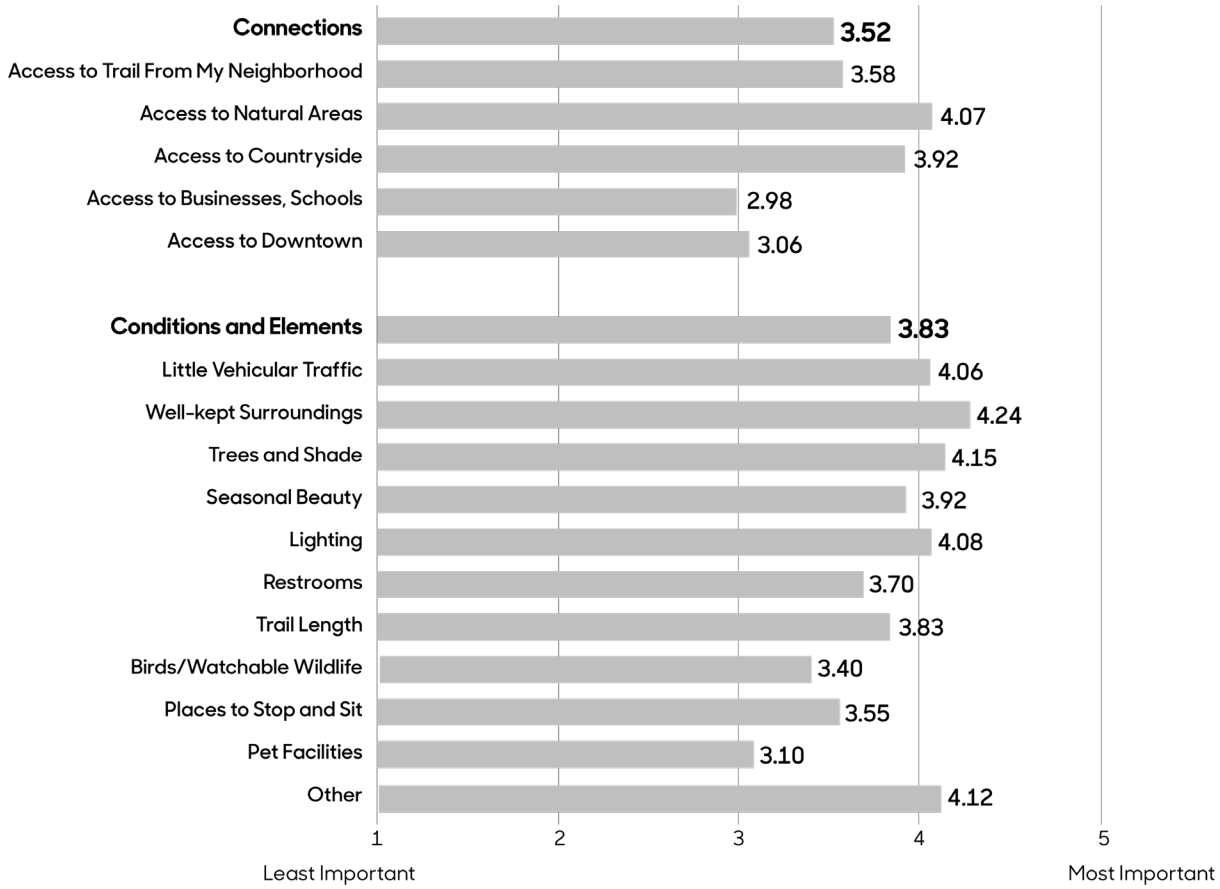




Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," http://www.igsb.uiowa.edu/nrgislibx/.

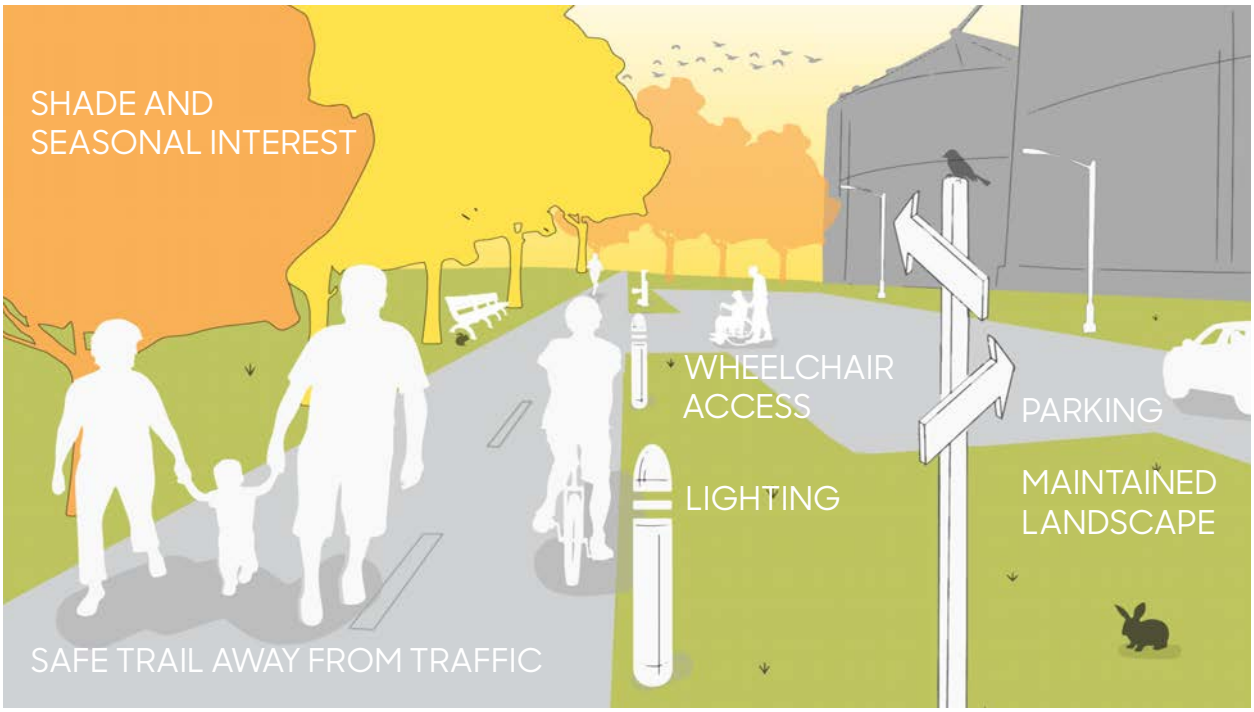
Desired Trail Features

Trails are off-street paths that are paved or unpaved and can be used by pedestrians and cyclists. On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their trail experience better. Like the bike route features, they are categorized as either "connections" or "conditions and elements." Conditions/elements are more important to Logan trail users than connections, with mean values of 3.83 and 3.52, respectively. Access to natural areas is the most important connection among trail users, with a mean value of 4.07. In terms of conditions/elements, well-kept surroundings (4.24) is most important, followed by trees and shade (4.15) and other factors (4.12) such as trailhead parking, wheelchair accessibility, trail width, distance markers, water stations, and removal of invasive or undesirable vegetation (e.g., poison ivy). Lighting (4.08), little vehicular traffic (4.06), seasonal beauty (3.92), and appropriate trail length (3.83) are also valued by trail users.



"If you have bike trail, be sure it is wide enough. People walk on [the] right and pass on [the] left... Often a 'dotted line' is painted in the center. I would like to ride a bike if there were miles of trails."

"Being able to walk or ride bikes without having to cross highways would be ideal. Also, having a trail or path that connects town with the school would be great."



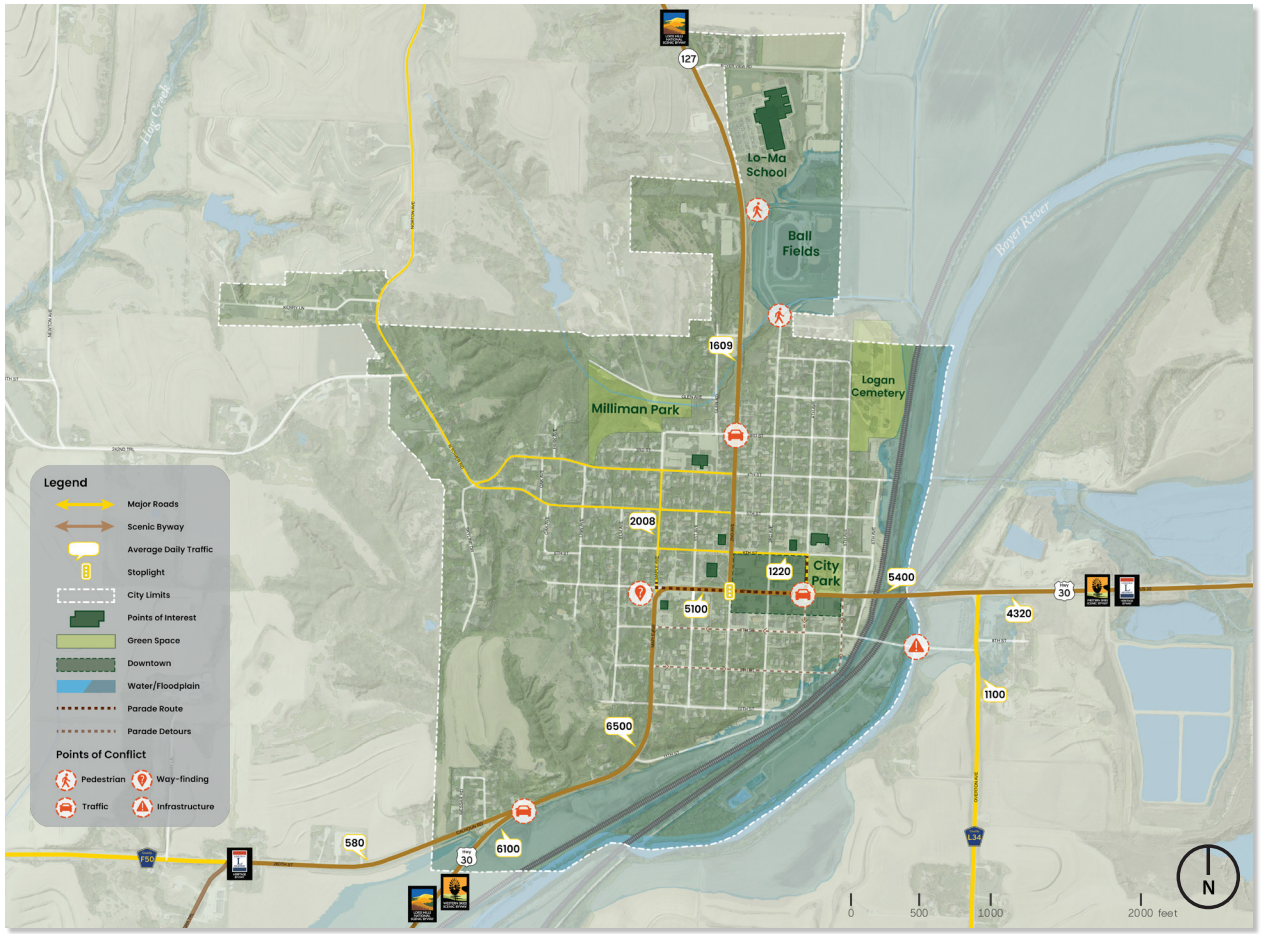
Transportation Inventory and Analysis

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

The Logan visioning design team worked with Iowa Department of Transportation (IDOT) personnel and local officials to identify existing, past, and future transportation systems in the area and to discuss possible constraints and opportunities in terms of transportation. Most traffic in and through Logan comes from personal vehicles on Highways 30 and 127, which intersect at the town's single stoplight. Three National Scenic Byways—the Loess Hills Scenic Byway, Western Skies Scenic Byway, and Lincoln Highway Heritage Byway—connect Logan to neighboring communities. The Union Pacific Railroad follows the Boyer River through eastern Logan, providing freight transport across Iowa and 22 other states.

The community expressed interest in slowing highway traffic, improving access to attractions, and creating a designated pedestrian route to school. Key intersections would benefit from improved visibility and motorists traveling at lower speeds. Trail development would provide opportunities to link attractions and to promote walkability. While Highway 127 is the main road to Logan-Magnolia Community Schools, it does not have a pedestrian path or sidewalk, and many students seek alternative routes that they perceive to be safer than the highway.

Logan has some infrastructure concerns: flooding near the ball fields hinders residents' abilities to walk to school and use recreation amenities; an abandoned bridge over the Boyer River is perceived as unsafe; and the parade route on US Highway 30 detours traffic onto side streets.



Logan
Transportation Inventory

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

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Programming Objectives

The Programming Objectives 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 Logan based on its goals.

We met with the Logan visioning committee to discuss its goals. The steering committee presented its takeaways from previous discussions about the transportation assets and barriers, random-sample survey, 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 committee also created a press campaign, titled "Speak Up," to encourage open house attendance. This campaign (seen in the image below) proved to be highly successful, attracting dozens of community members to the event.

The landscape architecture team organized programming for the city of Logan using the improvements identified by the committee during the goal-setting meeting, emphasizing projects that received positive 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.

The Programming Process

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An example of the steering committee's "Speak Up!" press materials at the design open house.

Community Assessment and Goal-Setting Meeting Results

Themes	Broad Goals	Why Change?	What & Where?
Community Identity	· Draw people to town · Tell the story of Logan · Connect everyone · Tangible, simple, consistent theming	· Pride, "something to cheer for" · Purpose: build community & culture	· What: established brand · Where: entrances, intersections, destinations
Improved Business District	· More businesses and development in town · Beauty, character through planting areas and amenities	· Get people to stop in Logan while driving · Create safe environment for night/ evening use	· What: lighting, landscaping, amenities · Where: 4th Avenue & Highway 30, both on main street and in alleys
Trails & Routes to School	· Recreation, activity · Promote healthy living	· Community asset · Fill a public need · Eliminate need to drive to destinations	· What: trails with quantified distances and amenities · Where: underpass to school, loop around town
Safe Highway Crossings	· Visability for motorists and pedestrians · Accountability	· Slow down vehicular traffic speed · Improve pedestrian and cyclist safety	· On Highway 30: 3rd Ave, 4th Ave, Highway 127 · On Highway 127: 3rd St, 4th St, 5th St, 6th St

Logan
Programming Objectives

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Community Concept Plan

The Logan visioning committee identified a number of goals and priority areas during the visioning process, which included forming a community identity through entry signage and historic markers, improving the pedestrian experience within Logan's business district, creating safe routes to school with established trails, and addressing bicycle-pedestrian safety concerns through safer highway crossings. These themes, along with public input received at the design workshop, guided the development of the concept plan below.

Community Identity

The steering committee identified three main entrances that reflect significant traffic patterns entering Logan. The goal of the entry signage design is to establish consistent branding to attract new businesses and residents.

This concept is further explored in boards 8a-c, and additionally referenced in the following boards: 9c, 10a-b.

Improved Business District

This redesign of US Highway 30 will benefit the main corridor of businesses and traffic in Logan. Adjusting the existing road width to introduce amenity spaces and vegetation will create pedestrian-friendly spaces for the community to shop, gather, and celebrate Logan's historic character.

This concept is further explored in boards 9a-c, and additionally referenced in the following boards: 8a, 8c.

Trails & Routes to School

The main goals of the trail system are to establish safe walking routes to the Logan-Magnolia schools and provide recreational amenities for the community. This layout considers public input, commonly traveled bike-pedestrian paths, and strategic connections to existing sidewalks and trails.

This concept is further explored in boards 10 a-c, and additionally referenced in the following boards: 8a, 8c.

Highway Crossings

Through both trails and streetscape improvements, this plan considers safer pedestrian crossings that will improve access and safety for non-drivers.

This concept is referenced in the following boards: 9a-b, 10a-c.

7
2022

Project Opportunities by Theme

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Logan
Concept Plan Overview

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Community Identity

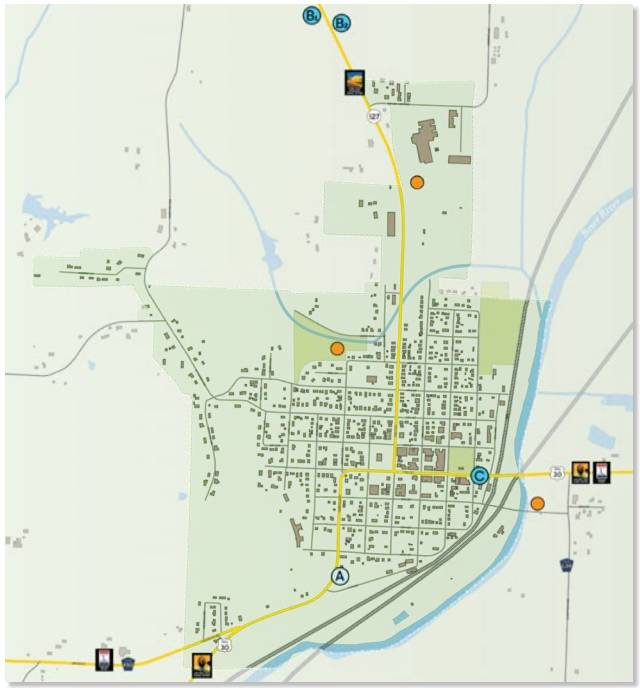
The map above depicts the locations for one existing and two proposed entryway signs. These entry signs and the complementary signage family create an established graphic brand for Logan. The images on the right highlight Logan's historical and geographical context. The proposed signage takes inspiration from local structures and graphic designs from the Iowa Scenic Byways.

Existing Branding

Existing branding for Logan includes a small landmark entry sign on US Highway 30, a memorial to mark Logan's founding in 1867, and the town seal. The signs are characterized by traditional typefaces and materials, mainly stone, and primary colors found in the town seal. The existing entry sign was designed and implemented during Logan's participation in the Community Visioning Program in 2000.

The cost opinion on page 50 includes information for this portion of the design package.

Signage Locations



Legend
- Proposed Entryway
- Existing Signage
- Proposed Trailhead

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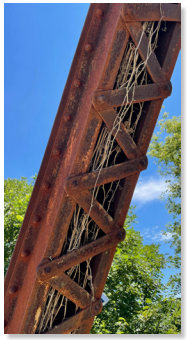
Existing entry sign (located at "A") on US Highway 30

Existing memorial to Logan's founding

Current town seal

Context & Inspiration

Historic Logan Structures



Truss structure on Logan's Wagon Bridge

Historic downtown Logan, 4th Avenue, image from Grinnell College Digital Library

Harrison County courthouse, image from Grinnell College Digital Library

Iowa's Scenic Byways

Iowa's byways overview map, from the Iowa Byways Travel Guide

Road sign for Logan's three scenic byways, photo from Logan, Iowa town website

Lincoln Highway Heritage byway, photo by Mike Kelly

Western Skies byway, photo by Kenneth G. West Jr.

Loess Hills byway, photo by Kenneth G. West Jr.

Logan
Community Identity

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LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Branding & Entryway Signage

Entry Sign A: US Highway 30 Existing Sign Update

The new branding aims to simplify the existing seal and create a consistent template for various types of signage throughout Logan. The proposed graphic, seen above, incorporates colors from each of the scenic byways which pass through Logan: Lincoln Heritage, Western Skies, and Loess Hills. The design features rolling hills and a rising sun reminiscent of the original seal, adjusted to include intersecting white bands to represent the scenic byways.

The south entry sign, labeled "A," can maintain its existing location, but the text on the rock face should be updated with the new font selection and "welcome to" lettering.

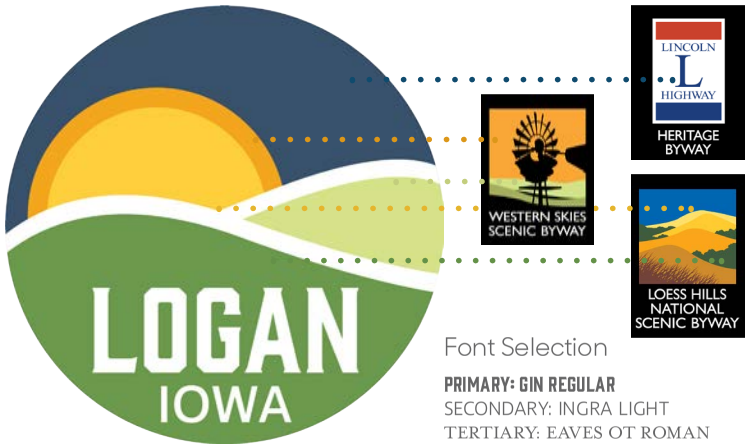
Entry Sign B: North of City Limits on Iowa Highway 127

The landscape architecture team and steering committee discussed two design proposals for the north entrance into Logan, labeled "B1 and B2." Option B1 shows a billboard on the righthand side of Iowa Highway 127. This billboard, as a more cost-effective alternate to Option B2, features a graphic design to complement the proposed branding and a potential option for a town slogan.

Option B2 complements the existing entry south entry sign "A." The design includes three separate panels with patterning similar to sign "A," which are layered on the lefthand side of the highway to create the appearance of land formations emerging from the Loess Hills. This alternative design provides a classic approach to the entryway that does not include the bold colors seen in the branding.

The cost opinion on page 50 includes information for this portion of the design package.

Proposed Branding



Font Selection

PRIMARY: GIN REGULAR
SECONDARY: INGRA LIGHT
TERTIARY: EAVES OT ROMAN

Entry Sign A: US Highway 30 Existing Sign Update

The new branding aims to simplify the existing seal and create a consistent template for various types of signage throughout Logan. The proposed graphic, seen above, incorporates colors from each of the scenic byways which pass through Logan: Lincoln Heritage, Western Skies, and Loess Hills. The design features rolling hills and a rising sun reminiscent of the original seal, adjusted to include intersecting white bands to represent the scenic byways.

The south entry sign, labeled "A," can maintain its existing location, but the text on the rock face should be updated with the new font selection and "welcome to" lettering.

Entry Sign B: North of City Limits on Iowa Highway 127

8b
2022

Option B1: Billboard

The landscape architecture team and steering committee discussed two design proposals for the north entrance into Logan, labeled "B1 and B2." Option B1 shows a billboard on the righthand side of Iowa Highway 127. This billboard, as a more cost-effective alternate to Option B2, features a graphic design to complement the proposed branding and a potential option for a town slogan.

Option B2: Hill Style

Option B2 complements the existing entry south entry sign "A." The design includes three separate panels with patterning similar to sign "A," which are layered on the lefthand side of the highway to create the appearance of land formations emerging from the Loess Hills. This alternative design provides a classic approach to the entryway that does not include the bold colors seen in the branding.

Logan
Branding & Entryway Signage

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

East Entrance Gateway

Entry Sign C: East City Limits on US Highway 30

The eastern entrance into Logan is located immediately west of the US Highway 30 bridge over the Boyer River and adjacent to Logan's business district. To further establish a cohesive community identity, the design proposal features monuments on either side of the highway to create the appearance of a gateway into the business district.

The gateway's construction pulls from the Wagon Bridge and county courthouse, materials which are also showcased in the way-finding and historic markers for downtown and the trailhead and distance markers for the trail system.

Town Slogan

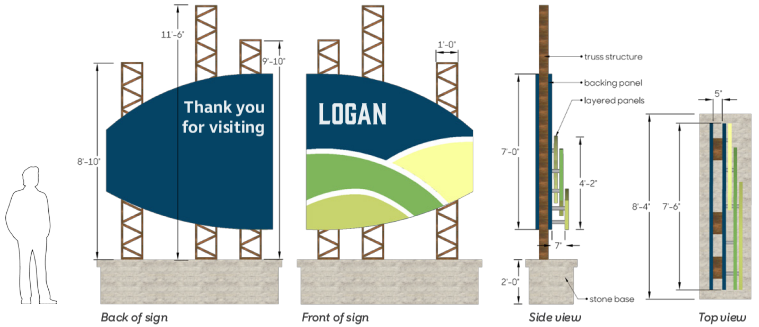
In addition to graphic branding, the design team and steering committee also discussed creating a town slogan. These ideas emphasized Logan's significance as the only town in Iowa to be located on three of Iowa's scenic byways. Some of the slogans that received positive feedback are featured on the right: "Spend your days on Iowa's byways," "Uniting Iowa's byways," and "The crossroads of Iowa's byways."

COMMUNITY IDENTITY/SIGNAGE				
Descrption	Quantity	Unit	Unit Cost	Extended Amount
ENTRY SIGN A - EXISTING SIGN UPDATE				
Labor	1	LS	$1,500.00	$1,500.00
Materials	1	LS	$2,000.00	$2,000.00
Update Plant Material on site	1	LS	$1,500.00	$1,500.00
ENTRY SIGN B1 - NORTH (BILLBOARD OP.)				
Labor	1	LS	$22,000.00	$22,000.00
Materials	1	LS	$19,000.00	$19,000.00
Prennial Planting, w/ 12" topsoil & mulch	1	LS	$2,500.00	$2,500.00
ENTRY SIGN B2 - NORTH (HILL SIDE OP.)				
Labor	1	LS	$28,000.00	$28,000.00
Materials	1	LS	$36,000.00	$36,000.00
Prennial Planting, w/ 12" topsoil & mulch	1	LS	$4,000.00	$4,000.00
ENTRY SIGN C - EAST GATEWAY				
Labor	1	LS	$115,000.00	$115,000.00
Materials	1	LS	$125,000.00	$125,000.00
Prennial Planting, w/ 12" topsoil & mulch	1	LS	$1,500.00	$1,500.00
SUB-TOTAL - BASE BID				**$358,000.00**
MOBILIZATION/GENERAL CONDITIONS - 5%				$17,900.00
CONTINGENCY - 15%				$53,700.00
DESIGN AND ENGINEERING - 10%				$35,800.00
INFLATION - 3%				$10,740.00
CONSTRUCTION COST				**$476,140.00**

Entry Sign C: East City Limits on US Highway 30

The eastern entrance into Logan is located immediately west of the US Highway 30 bridge over the Boyer River and adjacent to Logan's business district. To further establish a cohesive community identity, the design proposal features monuments on either side of the highway to create the appearance of a gateway into the business district.

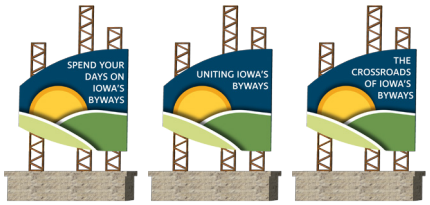
The gateway's construction pulls from the Wagon Bridge and county courthouse, materials which are also showcased in the way-finding and historic markers for downtown and the trailhead and distance markers for the trail system.



Additional Signage

Town Slogan

In addition to graphic branding, the design team and steering committee also discussed creating a town slogan. These ideas emphasized Logan's significance as the only town in Iowa to be located on three of Iowa's scenic byways. Some of the slogans that received positive feedback are featured on the right: "Spend your days on Iowa's byways," "Uniting Iowa's byways," and "The crossroads of Iowa's byways."



Logan
East Entrance Gateway

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Business District Enhancements

Logan's business district is one of the first areas of the community viewed by visitors traveling on US Highway 30. Currently the extra-wide travel lanes of Highway 30 and lack of pedestrian amenities give no guidance for motorists to slow their vehicles as they enter town, creating a space that is perceived as unsafe by residents and visitors alike. There are a number of aesthetically significant buildings within the business district and the surrounding environs. However, there is an opportunity to enhance the streetscape and other public space within this zone by focusing on pedestrian-scale improvements that allow people to feel more comfortable, while naturally reducing the speed of motorists driving through town.

See plan enlargements on boards 9b and 9c for additional information.

HWY 30 STREETSCAPE				
Description	Quantity	Unit	Unit Cost	Extended Amount
GENERAL REQUIREMENTS				
Traffic Control	1	LS	$75,000.00	$75,000.00
Temporary Erosion Control	1	LS	$20,000.00	$20,000.00
Site Grading & Subgrade Prep	1	LS	$200,000.00	$200,000.00
DEMOLITION				
P.C.C Curb and Gutter	2,600	LF	$3.00	$7,800.00
P.C.C Walk	22,000	SF	$3.00	$66,000.00
Roadway Removal - ~6' at edge of existing curb	12,000	SF	$4.00	$48,000.00
HARDSCAPE				
Concrete Paving - Walks	28,000	SF	$7.00	$196,000.00
Unit Pavers - Clay, over 4" Conc. Slab	7,300	SF	$30.00	$219,000.00
Curb & Gutter - Typ & Mountable Combined	2,800	LF	$36.00	$100,800.00
Roadway Patching - beyond IDOT resurfacing	1	LS	$150,000.00	$150,000.00
LANDSCAPE				
Street Tree	30	EA	$550.00	$16,500.00
Prennial Planting, w/ 12" topsoil & mulch	8,200	SF	$20.00	$164,000.00
UTILITIES				
Storm Sewer Improvement Allowance	1	LS	$200,000.00	$200,000.00
Site Power Adjustment Allowance	1	LS	$75,000.00	$75,000.00
Water/Other Adjustment Allowance	1	LS	$50,000.00	$50,000.00
SITE IMPROVEMENTS				
Paint @ Crosswalk & Restriping	4,000	SF	$2.00	$8,000.00
Bench/Seating	48	EA	$2,500.00	$120,000.00
Bike Rack	24	EA	$500.00	$12,000.00
Litter Receptacles	12	EA	$750.00	$9,000.00
Street/Area Lighting	54	EA	$7,500.00	$405,000.00
Historic Monuments	12	EA	$7,250.00	$87,000.00
Wayfinding Signage	4	EA	$5,000.00	$20,000.00
SUB-TOTAL - BASE BID				**$2,249,100.00**
MOBILIZATION/GENERAL CONDITIONS - 5%				$112,455.00
CONTINGENCY - 15%				$337,365.00
DESIGN AND ENGINEERING - 10%				$224,910.00
INFLATION - 3%				$67,473.00
CONSTRUCTION COST				**$2,991,303.00**

Harrison County courthouse

View of Logan's Business District, looking east on US Highway 30

Example of architectural character in Logan

Improved Safety and Character

9a
2022

Logan's business district is one of the first areas of the community viewed by visitors traveling on US Highway 30. Currently the extra-wide travel lanes of Highway 30 and lack of pedestrian amenities give no guidance for motorists to slow their vehicles as they enter town, creating a space that is perceived as unsafe by residents and visitors alike. There are a number of aesthetically significant buildings within the business district and the surrounding environs. However, there is an opportunity to enhance the streetscape and other public space within this zone by focusing on pedestrian-scale improvements that allow people to feel more comfortable, while naturally reducing the speed of motorists driving through town. See plan enlargements on boards 9b and 9c for additional information.

Logan
Business District Enhancements

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

US Highway 30 Streetscape

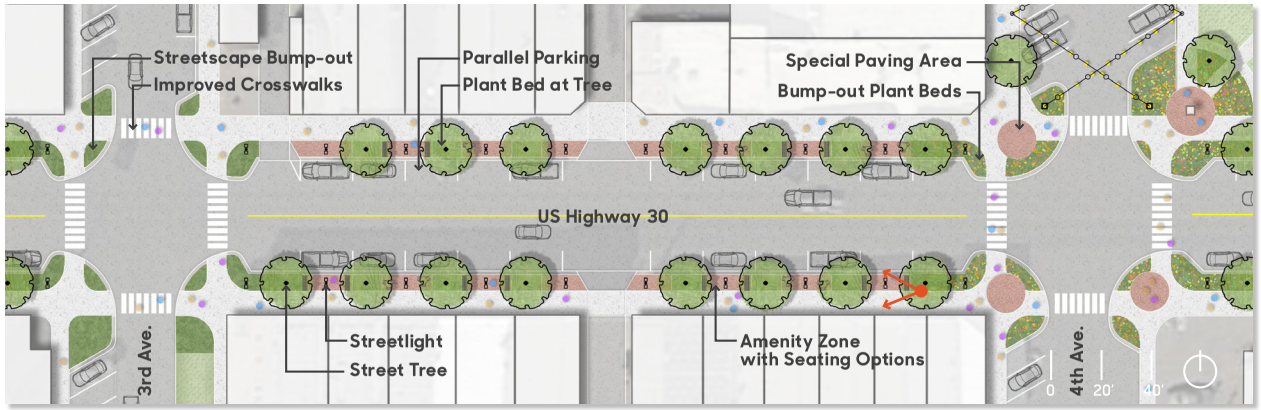
A Pedestrian-Friendly Streetscape

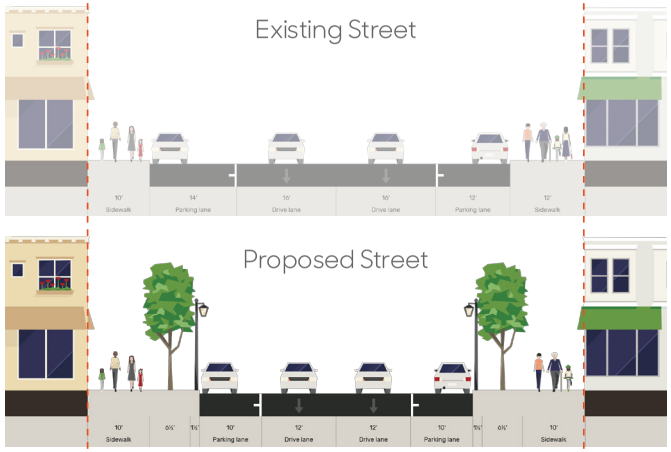
The streetscape plan to the left showcases a variety of options for creating an updated streetscape for the block of Highway 30 between 3rd Avenue and 4th Avenue. This design is intended to continue throughout the business district at varying scales, depending on which street is involved.

The switch from angled to parallel parking along US Highway 30 that occurred around 2010 has left extra-wide travel lanes for traffic. Reducing the width of the travel lanes and parallel parking stalls to an Iowa DOT standard width allows space between the back of the curb and adjacent buildings to be converted into a more pedestrian-friendly environment.

As shown in the proposed street section to the lower left, Logan has the space to maintain a generous pedestrian travel path and establish a new 6'-6" amenity zone. This amenity zone is large enough to accommodate benches, tables, plant beds, bike racks, and new streetlight fixtures. This family of elements, seen in the rendered view on the left and further described on board 9c, establishes a theme for Logan's business district with the potential to attract new patrons and encourage future development.

The cost opinion on page 52 includes information for this portion of the design package.





Section view diagrams of US Highway 30 depicting the existing hardscape conditions and proposed street redesign with reduced driving lanes and added amenity zones. Images created with Streetmix

Rendered view looking west on US Highway 30 in Logan's business district, with proposed lighting, street furniture, and amenity zone with plant beds

Existing hardscape conditions and street furniture in Logan's business district, looking west on US Highway 30

9b
2022

A Pedestrian-Friendly Streetscape

The streetscape plan to the left showcases a variety of options for creating an updated streetscape for the block of Highway 30 between 3rd Avenue and 4th Avenue. This design is intended to continue throughout the business district at varying scales, depending on which street is involved.

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Logan
US Highway 30 Streetscape

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

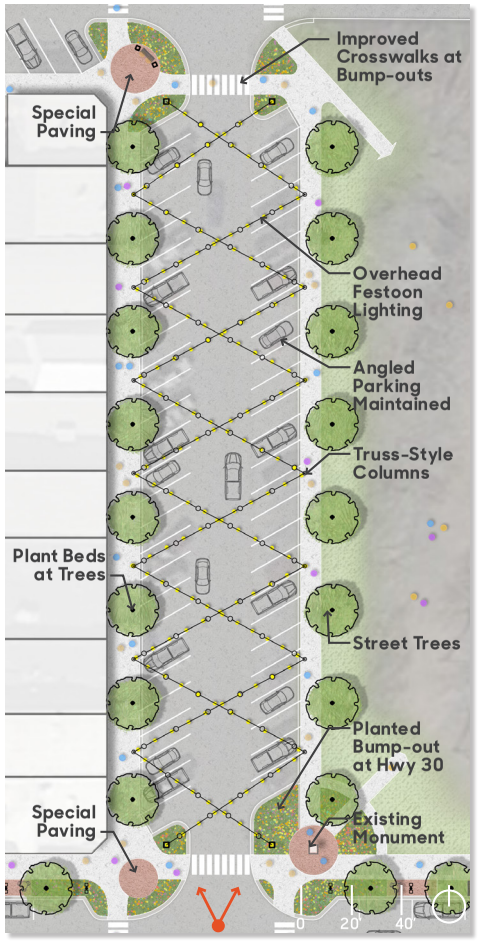
4th Avenue & Street Amenities

Festival Street

The streetscape of 4th Avenue is significant as it relates to current events in Logan. This street is periodically closed to extend the experience of the adjacent City Park into the street itself, offering an appropriate surface for food trucks and a variety of other activities. Existing businesses in the downtown area also rely on 4th Avenue for parking during business hours.

The design team sees an opportunity to treat this section of the streetscape differently than what is seen on Highway 30 and envisions 4th Avenue becoming a true Festival Street. Overhead festoon lighting, attached to structural columns that emulate the truss structure of Logan's Wagon Bridge, is shown strung across the street at a height tall enough to avoid collisions with any vehicles using the corridor. A base of limestone on each column ties architecturally to the east gateway entry signage, Logan's historic courthouse, and other landmark buildings within the business district.

4th AVENUE STREETSCAPE				
Description	Quantity	Unit	Unit Cost	Extended Amount
GENERAL REQUIREMENTS				
Traffic Control	1	LS	$20,000.00	$20,000.00
Temporary Erosion Control	1	LS	$10,000.00	$10,000.00
Site Grading & Subgrade Prep	1	LS	$200,000.00	$200,000.00
DEMOLITION				
P.C.C Curb and Gutter	320	LF	$3.00	$960.00
P.C.C Walk	5,000	SF	$3.00	$15,000.00
Roadway Removal - full section	17,500	SF	$3.50	$61,250.00
HARDSCAPE				
Concrete Paving - Walks	7,000	SF	$7.00	$49,000.00
Unit Pavers - Clay, over 4" Conc. Slab	1,200	SF	$30.00	$36,000.00
Curb & Gutter - Typ & Mountable Combined	640	LF	$36.00	$23,040.00
Roadway & Angled Parking - Concrete	17,500	SF	$12.00	$210,000.00
LANDSCAPE				
Street Tree	16	EA	$550.00	$8,800.00
Prennial Planting, w/ 12" topsoil & mulch	4,000	SF	$20.00	$80,000.00
UTILITIES				
Storm Sewer Improvement Allowance	1	LS	$120,000.00	$120,000.00
Site Power Adjustment Allowance	1	LS	$50,000.00	$50,000.00
Water/Other Adjustment Allowance	1	LS	$50,000.00	$50,000.00
SITE IMPROVEMENTS				
Paint @ Crosswalk & Restriping	1,500	SF	$2.00	$3,000.00
Bench	10	EA	$2,500.00	$25,000.00
Bike Rack	12	EA	$500.00	$6,000.00
Litter Receptacles	2	EA	$750.00	$1,500.00
Overhead Festoon Lighting	1,200	LF	$200.00	$240,000.00
Truss-Structure Columns w/ Historic Info	18	EA	$27,000.00	$486,000.00
Wayfinding Signage	2	EA	$5,000.00	$10,000.00
SUB-TOTAL - BASE BID				**$1,705,550.00**
MOBILIZATION/GENERAL CONDITIONS - 5%				$85,277.50
CONTINGENCY - 15%				$255,832.50
DESIGN AND ENGINEERING - 10%				$170,555.00
INFLATION - 3%				$51,166.50
CONSTRUCTION COST				**$2,268,381.50**



Festival Street

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The design team sees an opportunity to treat this section of the streetscape differently than what is seen on Highway 30 and envisions 4th Avenue becoming a true Festival Street. Overhead festoon lighting, attached to structural columns that emulate the truss structure of Logan's Wagon Bridge, is shown strung across the street at a height tall enough to avoid collisions with any vehicles using the corridor. A base of limestone on each column ties architecturally to the east gateway entry signage, Logan's historic courthouse, and other landmark buildings within the business district.

Rendered view of 4th Avenue in a Festival Street setting, with an improved crosswalk and truss-structured columns supporting overhead festoon lighting for evening events

Street Furniture Family

Melville Bench, Landscape Forms

Double-head Streetlight, Sternberg Lighting

Ride Bike Rack, Landscape Forms

Poe Litter Bin, Landscape Forms

Carousel Table, Landscape Forms

Existing hardscape conditions on 4th Avenue

Logan
4th Avenue & Street Amenities

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Trail Development

The landscape architecture team established a network of trails in and around Logan based on the community's transportation survey responses, direction from the steering committee, and public input from the design open house. This plan considers existing walking routes and frequent destinations, or "points of interest." Participants from the survey and focus groups expressed concern about safe routes for students to walk to the Logan-Magnolia Schools; by establishing a trail system, the community can increase bicycle-pedestrian safety and encourage active recreation.

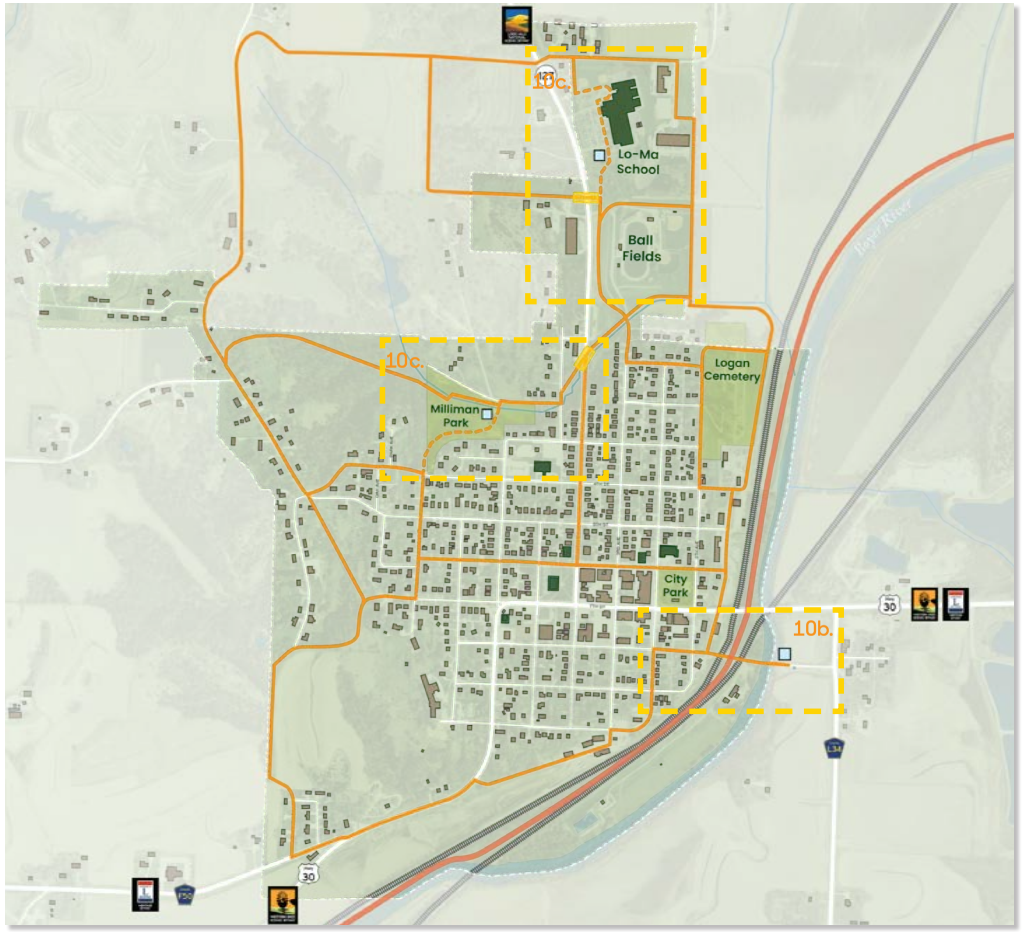
Trail development includes paving new paths or expanding existing sidewalks to accommodate multiple directions of traffic. The team also identified three trailhead locations: the Wagon Bridge southeast of Logan's business district, Milliman Park west of State Highway 127, and the Logan-Magnolia Schools north of town. Multiple trailhead locations and frequent path intersections allow for community members to tailor routes to their individual needs.

TRAIL DEVELOPMENT				
Descrption	Quantity	Unit	Unit Cost	Extended Amount
HARDSCAPE				
Proposed Trail - 10' Wide, Concrete*	46,000	LF	$85.00	$3,910,000.00
Existing Trail to be improved/widened*	2,600	LF	$50.00	$130,000.00
Trailhead Parking @ Wagon Bridge	5,400	SF	$9.00	$48,600.00
Crosswalk Paint @ Roadway Crossings	30	EA	$100.00	$3,000.00
LANDSCAPE				
Seeding @ Trail Edge	6	AC	$4,000.00	$24,000.00
Trees along Trail @ 300' O.C.	160	EA	$350.00	$56,000.00
SITE IMPROVEMENTS				
Light Pole allowance - key trail segments	50	EA	$5,000.00	$250,000.00
Bike Racks	20	EA	$750.00	$15,000.00
Bench	20	EA	$2,500.00	$50,000.00
Trail Sigange - Distance Markers	20	EA	$350.00	$7,000.00
Trailhead Signage	3	EA	$1,500.00	$4,500.00
Underpass Allowance - along Hwy 127**	2	EA	$550,000.00	$1,100,000.00
Wagon Bridge Restoration Allowance***	1	LS	$300,000.00	$300,000.00
SUB-TOTAL - BASE BID				**$5,898,100.00**
MOBILIZATION/GENERAL CONDITIONS - 5%				$294,905.00
CONTINGENCY - 15%				$884,715.00
DESIGN AND ENGINEERING - 10%				$589,810.00
INFLATION - 3%				$176,943.00
CONSTRUCTION COST				**$7,844,473.00**

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

**Underpass construction is cumbersome and therefore this number should be considered very preliminary.

***Structural integrity of the bridge must be reviewed by a structural engineer. Costs shown are an allowance only.



10a
2022

Legend
- Proposed Trail
- Existing Trail
- Future County Trail
- Roadways
- Trail Underpass
- Trailhead Signage
- Point of Interest
- Plan Enlargement

Trails to Promote Recreation & Safety

The landscape architecture team established a network of trails in and around Logan based on the community's transportation survey responses, direction from the steering committee, and public input from the design open house. This plan considers existing walking routes and frequent destinations, or "points of interest." Participants from the survey and focus groups expressed concern about safe routes for students to walk to the Logan-Magnolia Schools; by establishing a trail system, the community can increase bicycle-pedestrian safety and encourage active recreation.

Trail development includes paving new paths or expanding existing sidewalks to accommodate multiple directions of traffic. The team also identified three trailhead locations: the Wagon Bridge southeast of Logan's business district, Milliman Park west of State Highway 127, and the Logan-Magnolia Schools north of town. Multiple trailhead locations and frequent path intersections allow for community members to tailor routes to their individual needs.

LOGAN HERITAGE TRAIL

Graphics for trail signage to complement city branding

RADEAN™ Arm Mount Area Luminaire, Lithonia Lighting

Emerson Bike Rack, Landscape Forms

Generation 50 bench, Landscape Forms

Logan
Trail Development

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Wagon Bridge Trailhead

The Wagon Bridge on the southeast side of Logan is historically linked to the railroads and Boyer River. Repurposing the landmark to become the primary trailhead creates an opportunity to promote tourism and celebrate Logan's history. This trailhead links the core of downtown businesses to a greater path encompassing Logan's residential areas. The Wagon Bridge is in an optimal location to connect with a county wide trail system, should one be developed in the future.

The Wagon Bridge's steel truss construction served as inspiration for the landscape architecture team's Community Identity proposals, as seen in the east gateway, downtown way-finding, and trailhead signage designs.

The cost opinion on page 58 includes information for this portion of the design package.

Connecting to the Business District & Future County Trails

Railroad crossing near Wagon Bridge

Wagon Bridge is not actively in use

View of aqueduct from Wagon Bridge

Rendered view of southeast trailhead and path leading to the Wagon Bridge

Views: Crossing the Wagon Bridge

The Wagon Bridge on the southeast side of Logan is historically linked to the railroads and Boyer River. Repurposing the landmark to become the primary trailhead creates an opportunity to promote tourism and celebrate Logan's history. This trailhead links the core of downtown businesses to a greater path encompassing Logan's residential areas. The Wagon Bridge is in an optimal location to connect with a county wide trail system, should one be developed in the future.

The Wagon Bridge's steel truss construction served as inspiration for the landscape architecture team's Community Identity proposals, as seen in the east gateway, downtown way-finding, and trailhead signage designs.

Rendering of Wagon Bridge, renovated for pedestrian use

Logan
Wagon Bridge Trailhead

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways
community visioning

Secondary Trailheads

Logan can establish designated routes through signage and mile markers (as seen on board 8c). The diagrams seen on the right provide examples of routes through Logan and around the outer town perimeter. The city may display information about the historic sites located along these trail "loops," celebrating both Logan's past and future.

Safe Routes to School

While the Wagon Bridge as a primary trailhead highlights Logan's business district and a future county wide trail system, the secondary trailhead locations significantly expand pedestrian access to other points of interest in Logan. Safer crossings for State Highway 127 are achieved with two underpasses, one near North 3rd Avenue (far left image) and one near Glen Road (left).

The Logan-Magnolia School trailhead highlights the community's goal to create safer routes for students to walk to school. A trailhead at this location could share parking with the school for affordability and user convenience. Trails near the school lead to the ball fields, the Logan Cemetery, and newly-annexed areas to the west. The Milliman Park trailhead connects existing walkways surrounding the park. This trailhead provides a central starting location from which residents can walk to any destination in town.

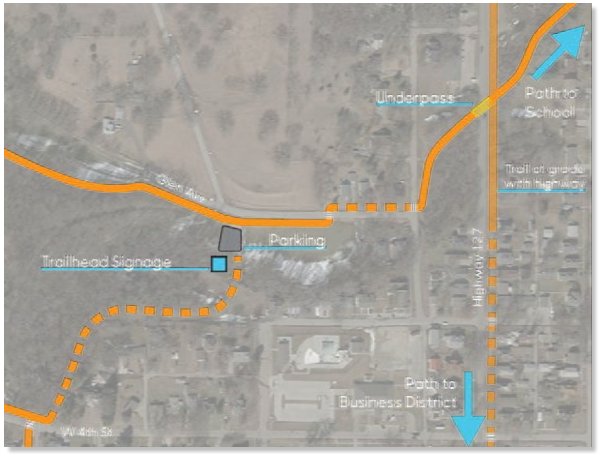
The cost opinion on page 58 includes information for this portion of the design package.

Logan-Magnolia School Trailhead

Legend
- Proposed Trail
- Existing Sidewalk
- Street Crossing

Logan can establish designated routes through signage and mile markers (as seen on board 8c). The diagrams seen on the right provide examples of routes through Logan and around the outer town perimeter. The city may display information about the historic sites located along these trail "loops," celebrating both Logan's past and future.

Milliman Park Trailhead

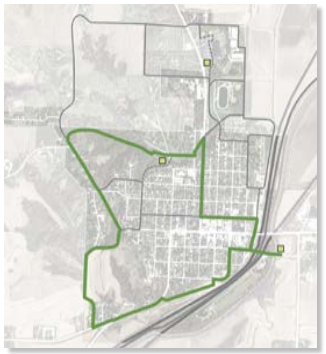


10c
2022

Safe Routes to School

While the Wagon Bridge as a primary trailhead highlights Logan's business district and a future county wide trail system, the secondary trailhead locations significantly expand pedestrian access to other points of interest in Logan. Safer crossings for State Highway 127 are achieved with two underpasses, one near North 3rd Avenue (far left image) and one near Glen Road (left).

The Logan-Magnolia School trailhead highlights the community's goal to create safer routes for students to walk to school. A trailhead at this location could share parking with the school for affordability and user convenience. Trails near the school lead to the ball fields, the Logan Cemetery, and newly-annexed areas to the west. The Milliman Park trailhead connects existing walkways surrounding the park. This trailhead provides a central starting location from which residents can walk to any destination in town.



West Loop: 3.75 Miles

East Loop: 3.0 Miles

Full Loop: 5.0 Miles

Logan
Secondary Trailheads

RDG Planning & Design
LA: Bruce Niedermyer, PLA, ASLA, LEED AP
Intern: Olivia Bolton
Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning

Implementation Strategies

The Community Visioning Program is just the beginning of the planning process for implementing projects that will enhance Logan's quality of life. Although there is value in data gathering, analysis, conclusions, and recommendations, the most significant value is providing Logan's residents the opportunity to look at their community from different perspectives and to motivate future change. It is the design team's intent to continue providing Logan with professional consulting services for significant future development and enhancement of community resources.

MILE 1

Assemble a steering committee of Logan community members who are willing to organize local action and advocate for proposed improvements. Reevaluate and add members to the steering committee as needed.

Fall 2022

MILE 2

Identify, within the steering committee, three projects to prioritize. Confirm whether the projects should be developed at once or in phases and evaluate associated costs. Incremental change will maintain program momentum.

Fall 2022

MILE 3

Determine the single most-feasible project based on available grants and funding opportunities. A potential funding opportunities list begins on the following page. The program analysis should be referenced when determining where to focus.

Fall-Winter 2022

MILE 4

Submit applications for relevant grants and funding opportunities, describing the themes and concepts established in the ISU Surveys and Community Visioning Design Proposals. The research/analysis supports the need for change.

Fall 2022 - Spring 2023

MILE 5

Establish a project scope and approximate schedule to request design consultant services, if necessary, or request bids from potential contractors. Beyond this planning process, design refinement will likely be necessary for implementation.

Through 2023

MILE 6

Once your project is complete - celebrate! Then, reevaluate the steering committee's priority projects. Repeat the above steps to implement subsequent community improvement projects.

Through 2023 and onward!

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)

Project Funding Opportunities

Environmental Protection Agency (EPA)				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
Environmental Education	Funding mechanism for projects to help the public make informed decisions that affect environmental quality.	Tamara Freeman U.S. EPA Region 7 freeman.tamara@epa.gov	Early January	Specific EPA Grant Programs | US EPA
2021 National Environmental Information Exchange Network Grant	Funding mechanism to develop an internet- based secure network that supports the electronic collection, exchange, and integration of high-quality data.	Erika Beasley (202) 566-2530 beasley.erika@epa.gov	Mid-April	Specific EPA Grant Programs | US EPA
Pollution Prevention	Provides matching funds to state and tribal programs to support pollution prevention and to develop state-based programs.	Pollution Prevention Program (202) 566-0799 p2hub@epa.gov	March	Specific EPA Grant Programs | US EPA
Science to Achieve Results (STAR)	Funding mechanicsm for research grants in numerous environmental science and engineering disciplines through a competitive solicitation process and independent peer review.	osape_communications@epa.gov	(Multiple Dates)	EPA Grants | US EPA
Small Business Innovation Research (SBIR)	Competitive funding through environmental technology research at small businesses.	osape_communications@epa.gov	(Multiple Dates)	Specific EPA Grant Programs | US EPA
Brownvields Program	EPA's Brownfields program provides direct funding for Brownfields assessment, cleanup, revolving loans, and environmental job training.	Susan Klein U.S. EPA Region 7 (913) 551-7786 Klein.Susan@epa.gov	(Multiple Dates)	Specific EPA Grant Programs | US EPA
Greening America's Communities	EPA program to help cities and towns develop an implementable vision of environmentally friendly neighborhoods that incorporate innovative green infrastructure and other sustainable design strategies.	Clark Wilson (202) 566-2880 wilson.clark@epa.gov	Ongoing	EPA Grants | US EPA

Keep Iowa Beautiful				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
Build with Bags Grant (via the Iowa Grocery Industry Association)	Funding made available to be used for the purchase of outdoor furniture or equipment that is made from recycled plastic grocery bags.	Iowa Grocery Industry (515) 270-2628 2540 106th St. Ste. 102 Des Moines, IA 50322 info@iowagrocers.com	End of March	https://www.iowagrocers.com/build-with-bags-grant-application.html
Paint Iowa Beautiful	The Paint Iowa Beautiful program provides free paint to a wide variety of public service projects throughout Iowa through a partnership with diamond Vogel Paint of Orange City, Iowa.	Bill Jackson 300 E. Locust St. Ste 100 Des Moines, Iowa 50309 (515) 323 - 6507 bjackson@keepiowabeautiful.com	Mid-February	Paint Iowa Beautiful - Keep Iowa Beautiful
Derelict Building Grant	The Derelict Building Program is sponsored by the Iowa DNR and offers Iowa communities of 5,000 or fewer residents financial assistance to address neglected structures that have sat vacant for at least six months.	Bill Jackson 300 E. Locust St. Ste 100 Des Moines, Iowa 50309 (515) 323 - 6507 bjackson@keepiowabeautiful.com	End of March	Derelict Building Program (iowadnr.gov)

Iowa Department of Transportation (IDOT)				
Revitalize Iowa's Sound Economy (RISE)	Created by the Iowa state legislature to assist in promoting economic development in Iowa through the construction or improvement of Iowa roads. Funding is generally limited to industrial, manufacturing, warehousing, distribution, and professional office developments, with few exceptions.	Jennifer Kolacia (515) 239-1738 Jennifer.Kolacia@dot.iowa.gov	Ongoing	Systems Planning > Grant Programs > Revitalize Iowa's Sound Economy (RISE) Program (iowadot.gov)

Iowa Department of Transportation (IDOT), Continued				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
Pedestrian Curb Ramp Construction Program	Assist Iowa cities in complying with the Americans with Disabilities Act (ADA) on primary roads.	Scott Dockstader, P.E. District 1 Engineer, Iowa DOT 1020 S. 4th St. Ames, 50010 (515) 239-1194	Ongoing	Funding-Guide.pdf (iowadot.gov)
Iowa DOT/DNR Fund	Roadside beautification of primary system corridors with plant materials.	Iowa Department of Transportation Bureau of Design 800 Lincoln Way Ames, Iowa 50010 (515) 239-1424	Ongoing	Funding-Guide.pdf (iowadot.gov)
Living Roadway Trust Fund (LRTF)	Implement Integrated Roadside Vegetation Management programs (IRVM) on city, county, or state right of-way or publicly owned areas adjacent to traveled roadways.	Troy Siefert, PLA Living Roadway Trust Fund Coordinator 800 Lincoln Way Ames, IA 50010 (515) 239-1768 troy.siefert@dot.iowa.gov	Ongoing	Grants | Iowa Living Roadway Trust Fund (iowadot.gov)
State Recreational Trails (SRT) Program	Program established to provide trail systems for public use throughout Iowa.	Scott Flagg SRT Program Manager (515)-239-1252 800 Lincoln Way Ames, IA 50010 scott.flagg@iowadot.us	Early January and Early July	Funding-Guide.pdf (iowadot.gov)
Federal Recreational Trails (FRT) Program	Program established to provide trail systems for public use.	Scott Flagg SRT Program Manager (515)-239-1252 800 Lincoln Way Ames, IA 50010 scott.flagg@iowadot.us	Early October	Funding-Guide.pdf (iowadot.gov)

Iowa Department of Transportation (IDOT), Continued				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
Land and Water Conservation Fund (LWCF)	The LWCF Program is federally funded grant program that provides match funds of 50% for outdoor recreation area development and acquisition. Iowa's cities and counties are eligible to participate.	Nick Dellaca at 515-725-0027 Nick.Dellaca@dnr.iowa.gov	Mid-March	https://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Land-Water-Conservation-Fund
REAP City Parks and Open Spaces	The grants are 100% meaning local matching funds are not required. This grant program is very competitive. Funds are not available for single or multipurpose athletic fields. Parkland expansion and multi-purpose recreation developments are typical projects funded under this REAP Program.	Tammie Krausman REAP Coordinator 515-402-8763 Wallace State Office Building 502 E. 9th St. Des Moines, IA 50319 tammie.krausman@dnr.iowa.gov	Mid-August	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/City-Parks-Open-Spaces
REAP County Conservation	County Conservation (20% of REAP funds) - This money is available to counties for land easements or acquisition, capital improvements, stabilization and protection of resources, repair and upgrading of facilities, environmental education, and equipment.	Tammie Krausman REAP Coordinator 515-402-8763 Wallace State Office Building 502 E. 9th St. Des Moines, IA 50319 tammie.krausman@dnr.iowa.gov	Mid-August	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/County-Conservation
REAP Conservation Education Program	The Conservation Education Program (CEP) is a key provision of the Resource Enhancement and Protection (REAP) Act of 1989. A five-member board implements the CEP and annually they allocate approximately $350,000 in grants for conservation education in Iowa.	Jerah Sheets Representing IDNR (515) 313-8909 reapcep@dnr.iowa.gov	November 1st	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Conservation-Education

Iowa Department of Transportation (IDOT), Continued				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
REAP Soil and Water Enhancement	Soil and Water Enhancement (20% of REAP funds) - These funds are available to landowners for soil and water conservation and enhancement projects and practices. Project money is directed towards protecting the state's surface and ground water resources from point and non-point sources of contamination.	Susan Kozak Division of Soil Conservation and Water Quality Department of Agriculture and Land Stewardship (515) 281-7043 Susan.Kozak@ Iowaagriculture. Gov	Ongoing	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Soil-Water-Enhancement
Trees for Kids	The Trees for Kids grant program serves to educate K-12 and college students in Iowa about the importance of trees through tree planting events at schools and on public land. Grant recipients are awarded $1,000-$5,000 per project to purchase trees and mulch from Iowa nurseries.	Gabriele Edwards (515) 725-8456	Fall/Spring	https://www.iowadnr.gov/Portals/idnr/uploads/forms/5420430.pdf
Solid Waste Alternatives Program (SWAP)	This program is set up to reduce the amount of solid waste generated and landfilled in Iowa. Funds can be used for waste reduction equipment, recycling equipment, production of educational materials and salaries related to implementation and operation of the project	Tom Anderson (515) 725-8323 502 E. 9th St. Des Moines, IA 50319 tom.anderson@dnr.iowa.gov	January 2nd, or July 1st	SWAP Application - $10,000 or Less (iowadnr.gov)
Fish Habitat Program	Funding assistance is available to County Conservation Boards for land acquisition and development of fish habitat.	Randy Schultz (515) 725-8447 randy.schultz@dnr.iowa.gov	Last Working Day in November	FISH HABITAT PROGRAM (iowadnr.gov)

Iowa Department of Natural Resources (IDNR)				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
Water Trail Enhancement Grant	The Iowa Legislature appropriated funds for fiscal year 2018 for the development of dam mitigation and water trail projects. A portion of the funds ($130,000 this fiscal year) are available competitively for water trail enhancement cost-share grants.	John Wenck River Programs 515-725-8465 john.wenck@dnr.iowa.gov	Ongoing	Grants & Other Funding (iowadnr.gov)
Water Recreation Access Cost Share Program	The Water Recreation Access Cost-Share Program is available for constructing or improving boat access facilities to Iowa's lakes and streams. Projects can include boat ramps, loading/off-loading docks and other structures to enhance use by the public.	Michelle Wilson (515) 725-8441 michelle.wilson@dnr.iowa.gov	September 30th	Grants & Other Funding (iowadnr.gov)
Watershed Improvement Grants	The DNR offers Iowa groups looking to improve our state's streams, rivers and lakes the opportunity to apply for grants. These grants allow groups, such as Soil and Water Conservation Districts and other organizations, to create watershed projects.	Steve Konrady, Issuing Officer (515) 725-8388 Steven.Konrady@dnr.iowa.gov	November	Grants & Other Funding (iowadnr.gov)
Wildlife Diversity (non-game) Program Grants	The wildlife diversity program offers three grants programs to encourage research, habitat management and environment education that supports non-game wildlife in Iowa.	Stephanie Shepherd, Iowa Dept. of Natural Resources 1436 255th Street Boone, IA, 50036 (515) 230-6599 stephanie.shepherd@dnr.iowa.gov	November	Grants & Other Funding (iowadnr.gov)
State Revolving Fund (SRF)	The State Revolving Fund (SRF) is the best choice to finance the design and construction of Iowa drinking water and wastewater infrastructure.	Lee Wagner (515) 725-0992 SRF Sponsored Project Program Planner Iowa Department of Natural Resources lee.wagner@dnr.iowa.gov	Early September	Grants & Other Funding (iowadnr.gov)

Iowa Economic Development Authority (IEDA)				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
Community Development Block Grant (CDBG) Water and Sewer Fund	Funds awarded through this annual competitive program assist cities and counties with projects such as sanitary sewer or water system improvements, water and wastewater treatment facility projects, storm sewer projects related to sanitary sewer system improvements and rural water connections.	Dan Narber (515) 348-6214 Dan.Narber@ IowaEDA.com	January 1st, April 1st, July 1st, and October 1st	Community Development Block Grant - CDBG | Iowa Economic Development Authority (iowaeda.com)
CDBG Community Facilities and Services Fund	This annual competitive program assists projects such as day care facilities, senior centers, vocational workshops and other community services such as storm water projects.	Dan Narber (515) 348-6214 Dan.Narber@ IowaEDA.com	Ongoing	Community Development Block Grant - CDBG | Iowa Economic Development Authority (iowaeda.com)
CDBG Downtown Revitalization Fund	Community leaders can use this program to rehabilitate blighted downtown buildings. The goal of this program is to provide economic opportunities for people, especially those of low- and moderate income.	Nichole Hansen (515) 348-6215 cdbg@iowaeda.com	Spring	Community Development Block Grant - CDBG | Iowa Economic Development Authority (iowaeda.com)
Community Attraction and Tourism Program (CAT)	The Community Attraction and Tourism Program (CAT) is designed to assist communities in developing and creating multi-purpose attraction and tourism facilities. This program can help a community take advantage of economic development opportunities in tourism and strengthen a community's competitiveness as a place to work and live.	Nicole Shalla Grants Manager (515) 725-3043 enhanceiowa@ iowaeda.com	January 15th, April 15th, July 15th, and October 15th	Tourism Attraction Fund | Iowa Economic Development Authority (iowaeda.com)

Iowa Economic Development Authority (IEDA), Continued				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
Disaster Resilience Grant Iowa Watershed Approach	This program utilizes a one-time source of funding to help Iowans work together to make our communities more resilient to flooding and help improve water quality. Focused on nine distinct watersheds.	Ann Schmid (515) 348-6202 Ann.Schmid@IowaEDA.com	Ongoing	Disaster Recovery | Iowa Economic Development Authority (iowaeda.com)
Iowa Reinvestment Districts	The Iowa Reinvestment District Program is designed to assist communities in developing transformative projects that will improve the quality of life, create and enhance unique opportunities and substantially benefit the community, region and state.	Alaina Santizo (515) 348-6162 Alaina.Santizo@IowaEDA.com	February	Reinvestment Districts | Iowa Economic Development Authority (iowaeda.com)
Main Street Iowa	Programs goal is to improve the social and economic well being of Iowa towns. Hinging on the unique identity of a town and the assets that are already in place. The program puts a premium on historic preservation.	Michele Devaney GAD Agreement Specialist (801) 524-4587 Michele.Devaney@usda. gov nrcscig@wdc.usda.gov	Contact for Application Cycle	Downtown Resource Center | Iowa Economic Development Authority (iowaeda.com)

United States Department of Agriculture (USDA)				
Sustainable Agriculture Research and Education in Iowa (SARE)	Grants and education to advance innovations in sustainable agriculture. Grant programs include: Farmer Rancher, Research and Education, Professional Development Program, Graduate Student, Youth Educator, and Partnership.	Christa Hartsook Communications Specialist Iowa State Univ, Extension & Outreach (515) 294-4430 hartc@iastate.edu	(Multiple Dates)	https://www.sare.org/grants/

United States Department of Agriculture (USDA), Continued				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
National Resources Conservation Service (NRCS) Conservation Innovation Grants (CIG)	Conservation Innovation Grants intend to stimulate the development of innovative conservation approaches and technologies while leveraging Federal investment in environmental enhancement and protection, in conjunction with agricultural production. Under CIG, Environmental Quality Incentives Program funds award competitive grants to non-Federal governmental or non-governmental organizations, Tribes, or individuals.	Michele Devaney GAD Agreement Specialist (801) 524-4587 Michele.Devaney@usda. gov nrcscig@wdc.usda.gov	June	https://iowaeconomicdevelopment-site.azurewebsites.net/main-street-iowa/

Historical and Cultural Affairs				
State Historical Society (5% of REAP Funds)	Historical Resources Development Program Grants are available to private individuals, businesses, non-profit organizations, and agencies of Certified Local Governments. HRDP grants under this program support a wide variety of projects.	Kristen Vander Molen State Historical Society of Iowa 600 East Locust Des Monies, IA 50319 (515) 281 -4228 Kristen.VanderMolen@iowa.gov	June	History Grants | IDCA (iowaculture.gov)
Iowa Arts Council Project Grant	Project established to positively affect towns through arts.	Veronica O'Hern 600 E. Locust Des Moines, IA 50319 (515) 281-3293 Veronica.ohern@iowa.gov	June	https://iowaculture.gov/arts/grants
National Endowment for the Arts OUR TOWN	Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes.	Daniel Fishman Assistant General Counsel (202) 682-5514 fishmand@arts.gov	August	Grants | National Endowment for the Arts

The Wellmark Foundation				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
Small MATCH grant	The Matching Assets to Community Health grant program supports sustainable projects that increase access to and consumption of nutritious foods; or promote safe and healthy environments that encourage activity. 50% Match	Gina Rooney Manager, The Wellmark Foundation (515) 376-6420 WellmarkFoundation@ wellmark. Com	June	https://www.wellmark.com/foundation/grants
Large MATCH grant	The Matching Assets to Community Health grant program supports sustainable projects that increase access to and consumption of nutritious foods; or promote safe and healthy environments that encourage activity. 100% Match	Gina Rooney Manager, The Wellmark Foundation (515) 376-6420 WellmarkFoundation@ wellmark. Com	February	https://www.wellmark.com/foundation/grants

Iowa Department of Ag and Land Stewardship (IDALS)				
Water Quality Initiative Urban Conservation Projects	Desired outcomes for these projects will include concentrated efforts to demonstrate urban conservation practices paired with strong outreach/education components to disseminate information on these practices.	Derek Namanny (515) 725-0150 derek.namanny@ iowaagriculture.gov	December	https://iowaagriculture.gov/news/apply-now-funding-support-urban-water-quality-projects
Stormwater BMP Loans	The Stormwater BMP Loans are a new source of low-cost financing for long term/ voluntary practices that manage storm water quality.	Tony Toigo 515-281-6148 tony.toigo@ iowaagriculture.gov	Ongoing	https://iowaagriculture.gov/field-services-bureau/financial-assistance-conservation-practices

Miscellaneous Grants				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
Scotts Miracle-Gro Gro 1000 Grassroots Grant	This funding source is for the creation of community and green spaces. The focus is on projects that incorporate the involvement of neighborhoods and help to create a sense of community.	Lindsay LaSala The Scotts Miracle-Gro Foundation (937) 644-7621 Lindsay.LaSala@Scotts.com	February	https://kidsgardening.org/grant-opportunities/gromoregood-grassroots-grant-22/
People for Bikes	Program is established to provide a funding source for bicycling, active transportation and community development.	Zoe Kircos Director of Grants and Partnerships (720) 726-3335 zoe@peopleforbikes.org	October 31st	https://www.peopleforbikes.org/grants
Trees Forever Granting a Better Tomorrow	Granting a Better Tomorrow grants are for tree-planting and educational projects, including tree planting, seedling give-a-ways, pollinator (trees & plants) plantings, rain gardens with trees, educational classroom projects, club or church projects, fruit and nut orchards, school memorials, cemetery plantings, and disaster recovery.	Deb Roman (319) 373-0650 x 110 droman@treesforever.org	February 1st or July 1st	http://www.treesforever.org/ Working_Watersheds
Trees Forever Working Watersheds: Buffers & Beyond	Trees Forever's Working Watersheds: Buffers & Beyond program helps to improve water quality, soil retention and habitat improvement by working with Iowa landowners to implement conservation practices and promote land stewardship.	Jeff Jensen (515) 320-6756 jjensen@treesforever.org	Ongoing	http://www.treesforever.org/ Working_Watersheds
American Water Environmental Grant Program	American Water's environmental grants support innovative, community-based environmental projects that improve, restore and/or protect watersheds and community water supplies through partnerships.	Lisa M. Reisen, PHR 5201 Grand Avenue Davenport, IA 52807	March	https://amwater.com/ corp/customers-and-communities/environmental-grant-program

Miscellaneous Grants				
Funding Program	**Program Description**	**Contact Information**	**Deadline**	**Website**
Dean J. King Family Foundation	Organized to provide exclusively for charitable, religious, educational, and scientific purposes making distributions in Harrison County, Iowa.	deanjkingfoundation@gmail.com (712) 644-2333	October	www.djkingfoundation.com
Iowa West Foundation	Our vision is a community where families want to live and businesses choose to locate because of its quality of life and standard of living - addressing key strategic priorities in economic development, education, healthy families, and placemaking.	Pam Bierce, Grants Coordinator pbierce@iowawestfoundation.org, 712-309-3008	1. Jan. 1 2. May 1 3. Sep. 1	www.iowawestfoundation.org/grantmaking/application-process/
Harrison County Community Foundation	Aims to improve the quality of life in Harrison County by supporting community needs in the areas of civic engagement, culture, health, education, and social services.	Stacey Goodman, stacey@omahafoundation.org 402-933-4188	Feb. or Sep.	omahafoundation.org/iowa-affiliates/county-listing/harrison-county/
Jim Wood Foundation	Dedicated to the betterment of the city of Logan, IA	Local Board Members	Ongoing	N/A
Peter Kiewit Foundation	To create opportunities for people to live in and help build strong and vibrant communities, achieve economic success, and enjoy a high quality of life.	Lori Garabrandt, Grants Manager - lori@pkfdn.org 402-344-7890	Ongoing	https://peterkiewitfoundation.org/
Union Pacific Foundation Local Grants	Program's cause areas: Safety, Workforce Development, and Community Spaces.	upf@up.com	April - May	up.com/aboutup/community/foundation/local-grants
AARP Community Challenge	A grant program to make communities more livable for people of all ages with tangible improvemenets that jump-start long-term change.	Brad Anderson, AARP Iowa State Director - banderson@aarp.org 515-697-1002	January	www.aarp.org/communitychallenge

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