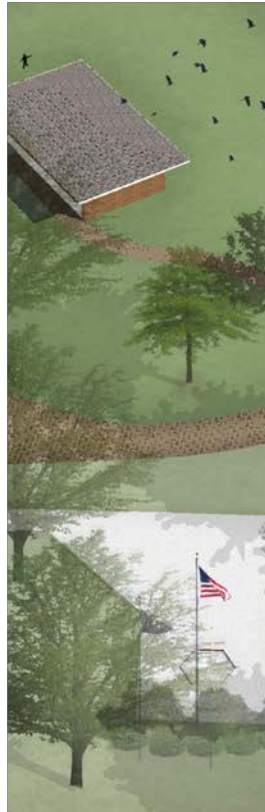


# Monona

Community Visioning Final Report and  
Feasibility Study, Summer 2016



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ROADWAYS

Prepared by:



JEFFREY L. BRUCE & COMPANY LLC  
landscape architecture • planning • urban design

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## Participants

### Monona Visioning Steering Committee

Dan Canton	Barbara Collins	Shirley Seitz	Jim Langhus
Micah Decker	Rogeta Halvorson	Connie Halvorson	Kerrill Schmidt
Craig Schmidt	Pam Malanaphy	Pat Malanaphy	Fran Passmore
Gray Passmore	Angela Waterman	Stephanie Waterman	

### City And County Officials

Rachelle Howe	Upper Explorerland Regional Planning Commission
Jenna Pollock	Clayton County Conservation

### Transportation Liaisons

Krista Rostad	Iowa DOT
Kathie Rustad	Iowa DOT
Rafe Koopman	Clayton County Engineer

### Trees Forever

770 7th Avenue, Marion, Iowa 52302  
800.369.1269  
[www.treesforever.org](http://www.treesforever.org)

Emily Swihart, Field Coordinator  
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[eswihart@treesforever.org](mailto:eswihart@treesforever.org)

Patty Reisinger, Field Coordinator  
Cell: 319.350.4185  
[preisinger@treesforever.org](mailto:preisinger@treesforever.org)

### Iowa State University

Landscape Architecture Extension and Outreach | Community Visioning  
2321 North Loop Drive, Suite 121 Ames, Iowa 50010  
515.294.6628 | [www.communityvisioning.org](http://www.communityvisioning.org)

Julia Badenhope, Program Director/Associate Professor of Landscape Architecture  
Sandra Oberbroeckling, Program Coordinator  
Christopher Seeger PLA, GISP

### Jeffrey L. Bruce & Company, LLC

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North Kansas City, Missouri 64116  
816.842.8999 | [www.jlbruce.com](http://www.jlbruce.com)

500 East Locust Suite 201  
Des Moines, Iowa 50309  
515.778.8397

David Stokes, ASLA  
[dstokes@jlbruce.com](mailto:dstokes@jlbruce.com)

Eric Doll, ASLA  
[edoll@jlbruce.com](mailto:edoll@jlbruce.com)

Sam Thompson  
[sat@iastate.edu](mailto:sat@iastate.edu)

## Consultant History and Expertise

### Jeffrey L. Bruce & Company

Jeffrey L. Bruce & Company (JBC) is a national landscape architectural firm. Founded in 1986, JBC provides highly specialized technical support on project profiles including landscape architecture, site analysis and development, urban design, engineered soils, green roof technologies, performance sports turf, irrigation design, campus landscape master planning, and athletic master planning. As one of the few practices that offer both full-service design and technical research, JBC asks forward-looking questions and provides cutting-edge solutions that help their clients today. JBC asks new questions that elevate projects to the “next stage” of green design that moves from simply conserving natural resources to restoring clean water, air and land. JBC’s approach to creating restorative landscapes embraces three core philosophies: develop a detailed understanding of human and natural processes through research; create the appropriate solution to ensure sustainability in design; and design to meet the operational and maintenance resources of the client.



### David A. Stokes, ASLA

Mr. Stokes is a senior project manager with 17 years of professional experience in providing clients with urban design, landscape design, comprehensive master planning, integrated green infrastructure, parks-trails-greenways planning/design, and resource based planning on projects of all sizes throughout the country. Mr. Stokes also has professional experience in facilitating public input and stakeholder meetings, cultural/environmental assessments, biological assessment studies, and other various GIS related analysis planning projects. Since joining Jeffrey L. Bruce & Company, Mr. Stokes has also worked extensively with clients on green roof and green infrastructure design, agronomic soils design, subdrainage and stormwater management design, water resource management, construction documentation and construction administration for public and private sector clients.



### Eric A. Doll, ASLA

Mr. Doll has been involved with Iowa’s Living Roadways Community Visioning Program for seven years. Eric earned his BLA, along with an Iowa ASLA Merit Award, from Iowa State University in the spring of 2012. Mr. Doll has a minor in horticulture with an emphasis on soil science and this provided him a smooth landing here at JBC. Mr. Doll has worked extensively on green roof and green infrastructure design, agronomic soils design, subdrainage and stormwater management design, water reuse and resource management, and community/client meeting facilitation of various institutional, commercial, and sports field related projects. With a passion for digital media, Eric conducts cutting edge graphic representation of design concepts to create a holistic understanding for our clients.



## Sam Thompson, Intern

Sam Thompson is a landscape designer from Logan, Iowa. He is currently pursuing a Bachelors in Landscape Architecture, and minor in Sociology at Iowa State University. His internship with Jeffrey L. Bruce and Company has given him the opportunity to interact with landscape architecture professionals, city officials, and the community of Monona. He has enjoyed his time working with Monona and developing concepts that coincide with the city future goals to develop designs that work for the community.



## Board 1: Program Overview

The City of Monona is one of 10 communities selected to participate in the 2016 Iowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small Iowa communities (less than 10,000 residents).

Visioning Program Goals:

1. Develop a conceptual plan and implementation strategies alongside local community residents.
2. Enhance natural, cultural, and visual resources existing within communities.
3. Assist 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 strategies

Each visioning community is represented by a steering committee of local residents and stakeholders who take part in a series of meetings and focus groups that are facilitated by field coordinators from Trees Forever. Community Visioning, as part of Iowa State University Landscape Architecture Extension, organizes initial focus groups with design interns and transportation needs and behaviors surveys. The program is sponsored by the Iowa Department of Transportation.

Community Goals

The Monona steering committee identified a number of goals and priority areas during the visioning process: a comprehensive trail system, formalized trailheads and trail amenities, enhancements to the city parks, street and sidewalk improvements, and downtown renovations.

## Board 1: Program Overview, continued

### Capturing the Monona 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, which is illustrated in the following set of presentation boards:

1. Program Overview
2. Bioregional Assessments
3. Transportation Assets and Barriers
4. Transportation Inventory and Analysis
5. Goal Setting: Assessing and Programming Community Needs
6. Concept Overview
- 7a. Comprehensive Trail System
- 7b. Trail Safety and Amenities
- 8a. Community Parks
- 8b. Gateway Park
- 9a. Community Signage Plan
- 9b. Community Signage Elements
10. Destinations and Sidewalks
11. Downtown Improvement Plan
12. Downtown Street Amenities



## Program Overview

The City of Hampton is one of 10 communities selected to participate in the 2016 Iowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small Iowa communities (less than 10,000 residents).

### Visioning Program Goals:

1. Develop a conceptual plan and implementation strategies alongside local community residents.
2. Enhance natural, cultural, and visual resources existing within communities.
3. Assist local communities in using external funds as leverage for transportation corridor enhancement.

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### Community Goals

The Hampton Steering Committee identified a number of goals and priority areas during the visioning process: a comprehensive trail system, formalized trailheads and trail amenities, enhancements to the city parks, street and sidewalk improvements, and downtown renovations.

## Capturing the Monona Vision

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

1. Program Overview
2. Local Geography
3. Bioregional Assessments
4. Transportation Assets and Barriers
5. Transportation Inventory and Analysis
6. Goal Setting: Assessing and Programming
7. Concept Overview
8. Trail System
9. Community Parks
10. Community Signage
11. Destinations and Sidewalks
12. Downtown Improvements



Landscape architects present preliminary design concepts to the Steering Committee.



Residents taking the landscape architects on a guided tour of Monona.



Steering Committee working through Goal Setting Worksheet

# Monona

## Program Overview

Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC  
Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development

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## Board 2a: Historic Settlement Pattern

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

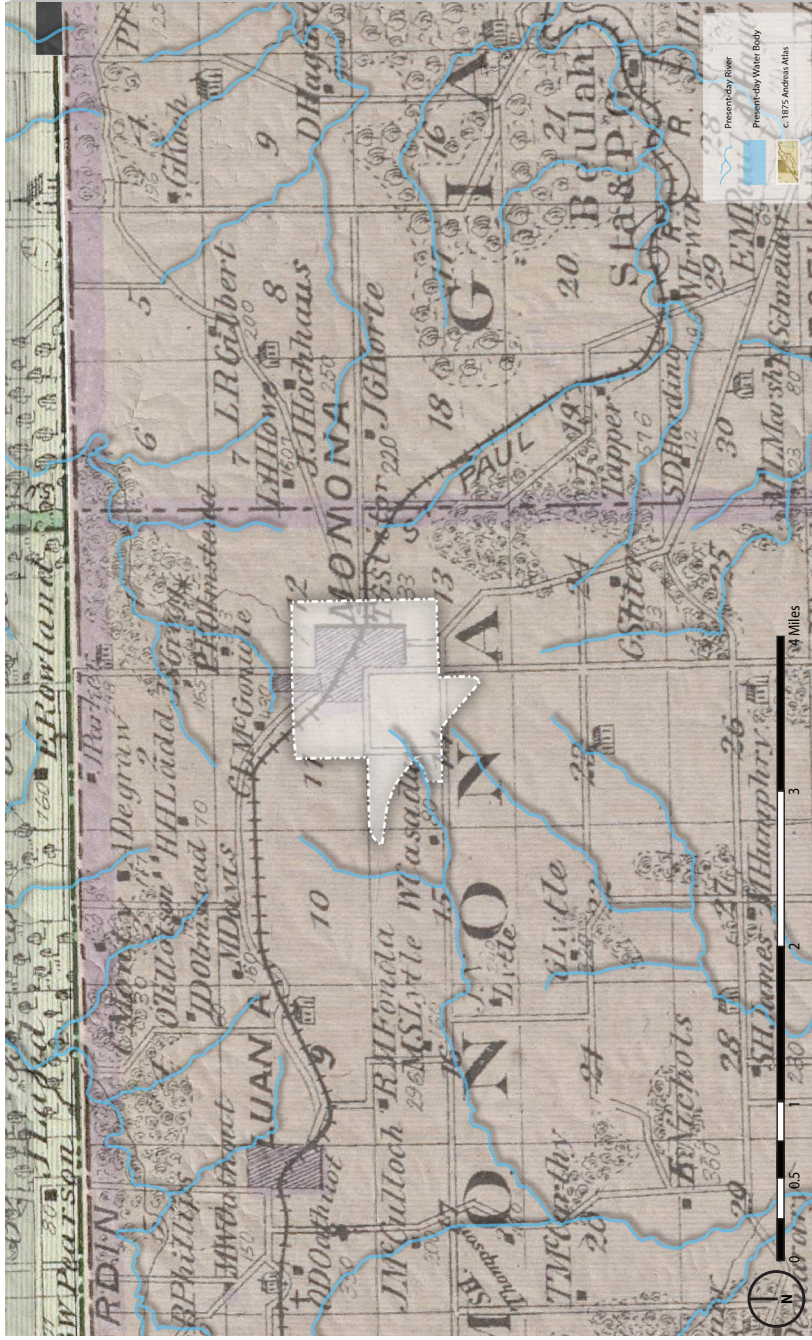
The historic atlas depicts useful information such as administrative boundaries, transportation routes, forest coverage, water bodies, cities, rural family settlements, and so on. Overlaying present-day city boundaries on Andreas atlas map reveals how far the city has expanded laterally over time. As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



### Settlement Patterns

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Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.dgsb.uiowa.edu/inglib/>.

# Monona

## Settlement Patterns

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

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## Board 2b: Historic Vegetation

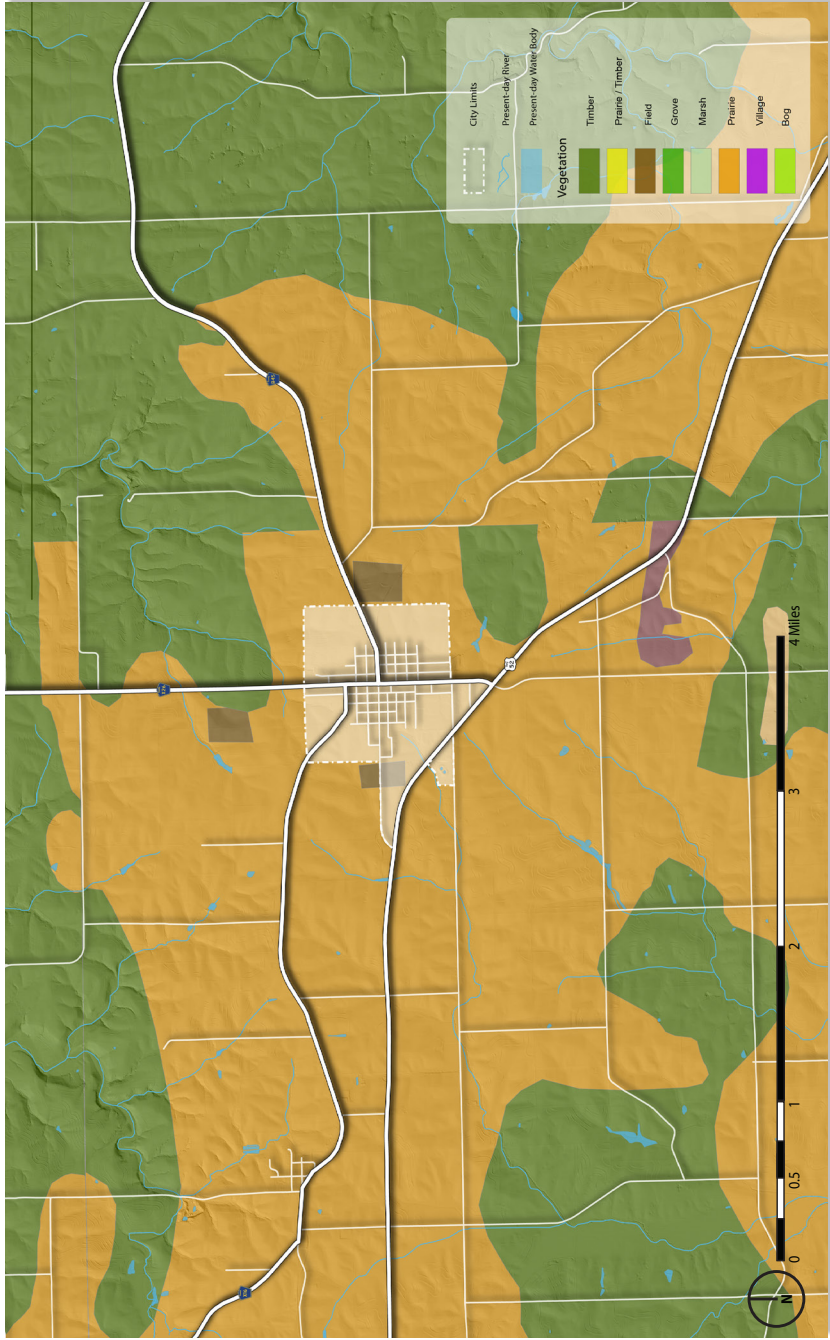
Historic vegetation maps provide insight into vegetative patterns that existed within the landscape prior to significant disturbance associated with nonnative settlement. When combined with other maps that depict vegetative conditions from other eras, this map is helpful in predicting where pockets of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

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

### Historic Vegetation

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

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

# Monona

## Historic Vegetation

Iowa State University: Julia Badenhope, Sandra Oberbroeckling, Matthew Gordy, Jessica Adiwijaya, Miao Fangzhou, Anh Le, Katherine Gould, Evan Kay Richard Garcia  
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## Board 2c: Depth to Water Table

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

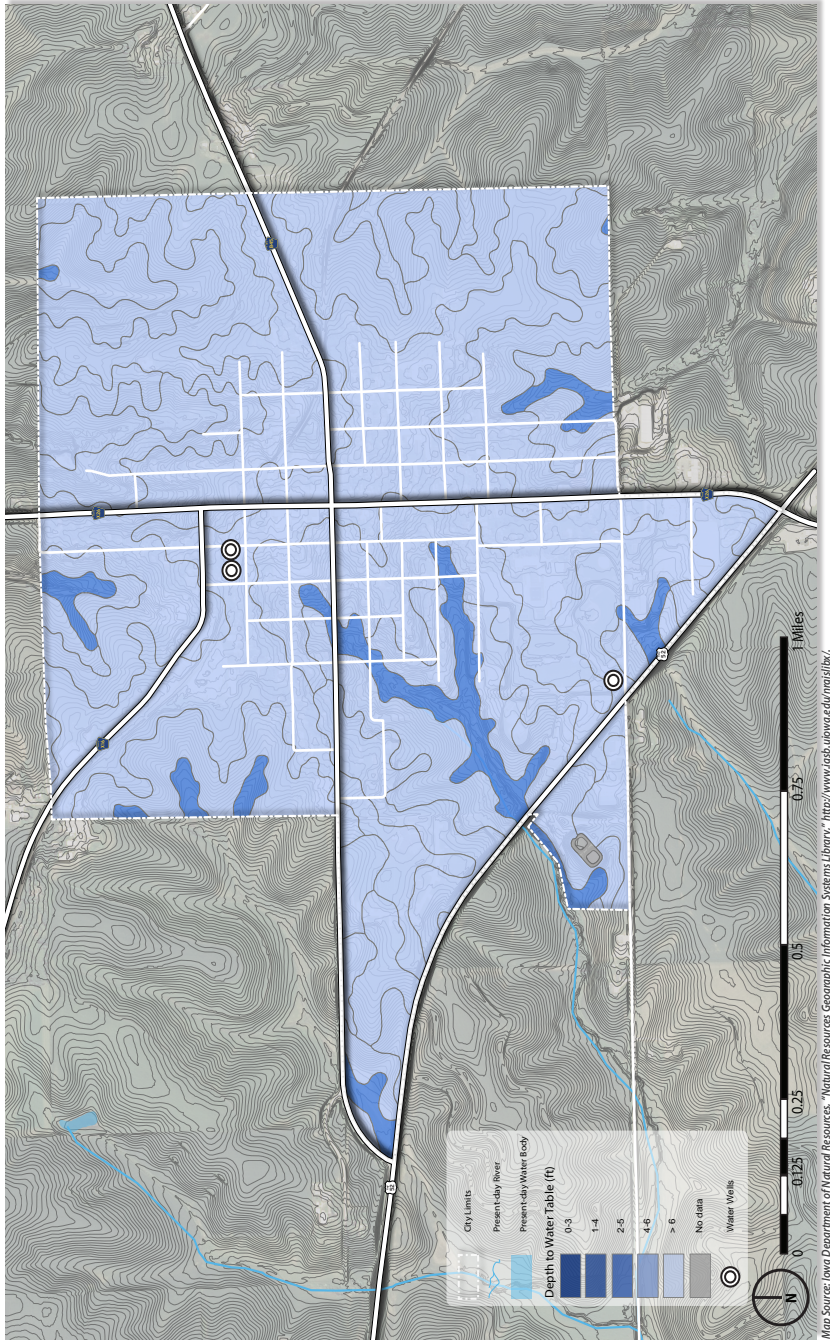
Prior to the significant landscape alterations caused by nonnative settlement, the water table was a driving factor that affected vegetation growth in the area. For example, historically a quaking aspen in the landscape indicates that water is located not far below the surface. Today, quaking aspens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



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# Monona

## Depth to Water Table

Iowa State University: Julia Badenhope, Sandra Oberbroeckling, Matthew Gordy, Jessica Adiwijaya, Miao Fangzhou, Anh Le, Katherine Gould, Evan Kay Richard/Garcia  
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## Board 2d: Landscape Elevation

The map on page 17 displays elevation using warm and cool colors. The warm colors represent higher elevations and the cool colors represent lower elevations. The elevation of the land and how quickly it changes greatly impact many landscape systems. Areas where the color changes quickly signifies a high slope percentage, which can be a major barrier to transportation access and development.

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

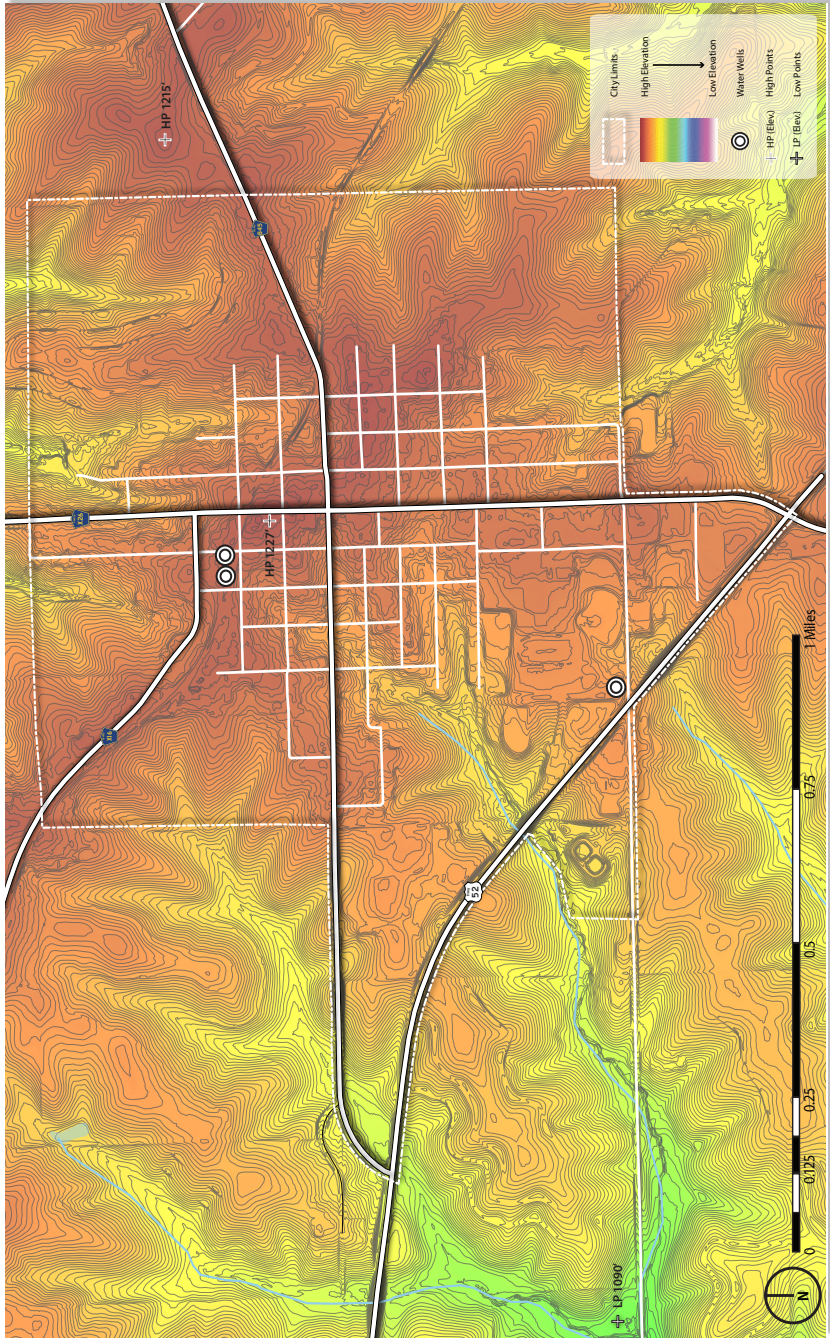
Wind is another landscape system affected by elevation because areas at higher elevations have greater exposure to wind conditions. This can be an asset during the warm summer months, but it becomes a liability during the cold winter months. The wind rose to the right represents wind data that was recorded at a nearby, regional airport.



### Elevation and Flow

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

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

# Monona

## Elevation and Flow

Iowa State University: Julia Badenhope, Sandra Oberbroeckling, Matthew Gordy, Jessica Adiwijaya, Miao Fangzhou, Anh Le, Katherine Gould, Evan Kay Richard/Garcia  
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## Board 2e: Regional Watersheds & Drainage Patterns

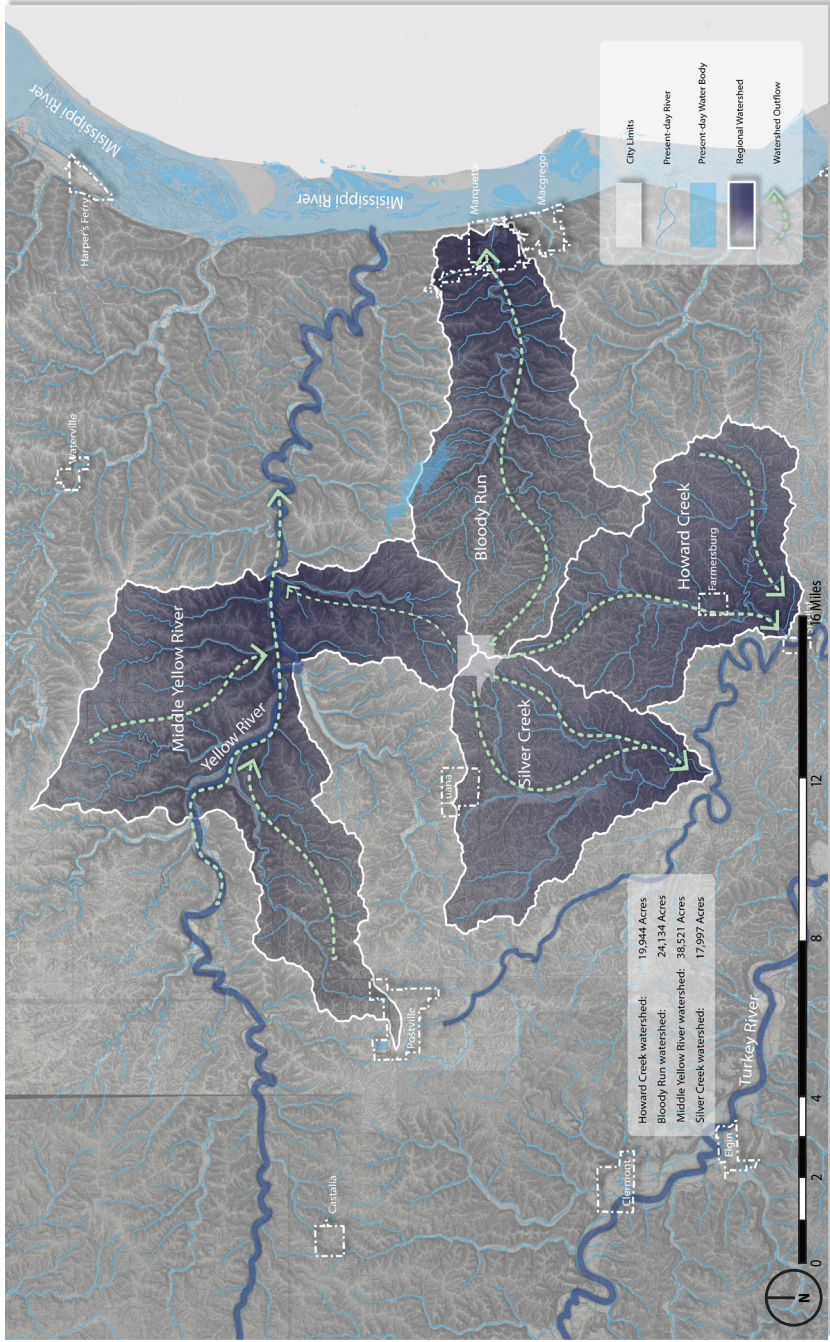
Watersheds are expanses of landscape that are confined by the slope and elevation of the terrain. When in plan view, watershed boundaries show the extent of a drainage area that is flowing to a single outlet. The watershed boundary is defined by the highest ridgelines circling around to the outlet where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

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

### Regional Watershed

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

# Monona

## Regional Watersheds

Iowa State University: Julia Badenhope, Sandra Oberbroeckling, Matthew Gordy, Jessica Adiwijaya, Miao Fangzhou, Anh Le, Katherine Gould, Evan Kay Richard/Garcia  
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## Board 2f: Present-Day Land Cover

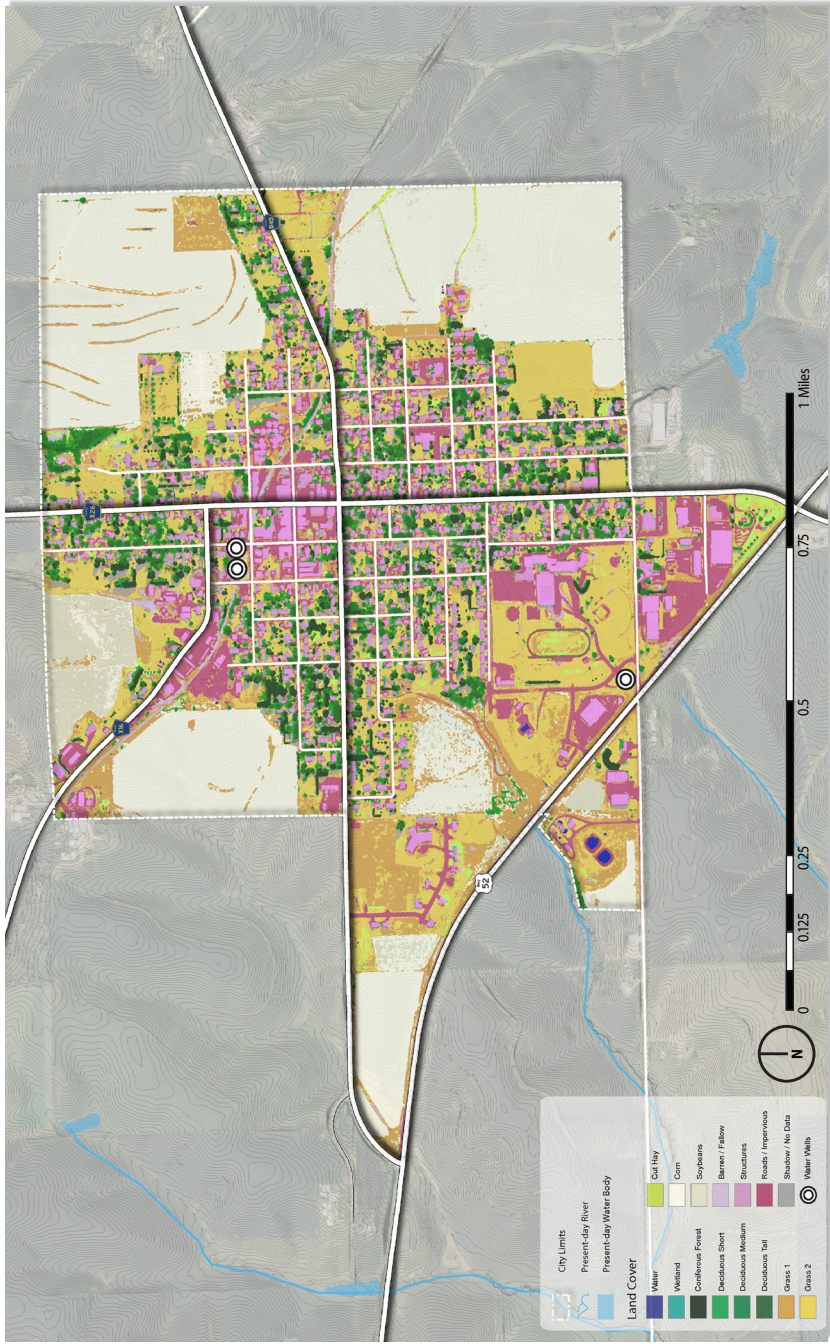
The land-cover map depicts both natural and man-made surfaces on the landscape based upon aerial imagery. The Iowa DNR created 15 unique classes for this dataset, including water, wetland, coniferous forest, deciduous forest (short, medium, tall), grass (type 1, type 2), cut hay, corn, soybeans, barren/fallow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

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

**Present Day Land Cover**

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

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Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.dgsb.uiowa.edu/ngislib/>.

# Monona

## Present Day Land Cover

Iowa State University: Julia Badenhope, Sandra Oberbroeckling, Matthew Gordy, Jessica Adiwijaya, Miao Fangzhou, Anh Le, Katherine Gould, Evan Kay Richard/Garcia  
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## Board 2g: Present-Day Vegetation

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

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

### Present Day Vegetation

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

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Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.dgsb.uiowa.edu/ngislib/>.

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## Present Day Vegetation

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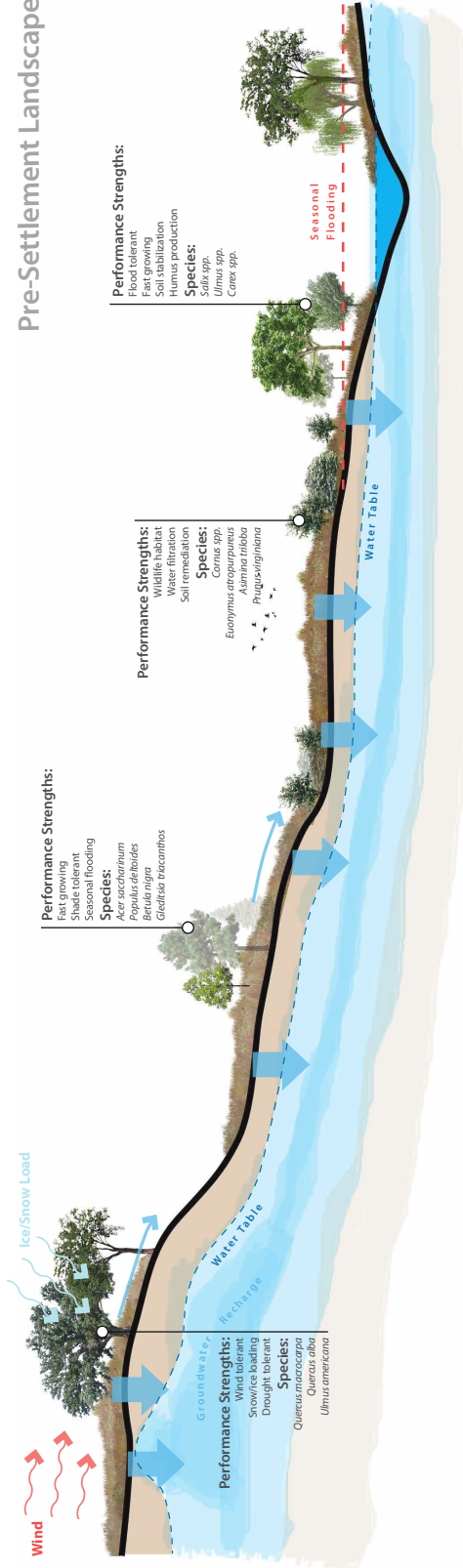
## Board 2h: Strategies for Using Native Plants

An important aspect of identifying the right plant material for any project of any scale begins with understanding the pre-settlement landscape. The “Strategies for Using Native Plants” board provides a quick glimpse of how vegetation in the rural Iowa landscape functioned. By comparing the pre-settlement landscape to today’s built landscape, many important plant performance efficiencies can be seen. Particular species perform better than others based on how they were used before settlement and where we need to use them today.

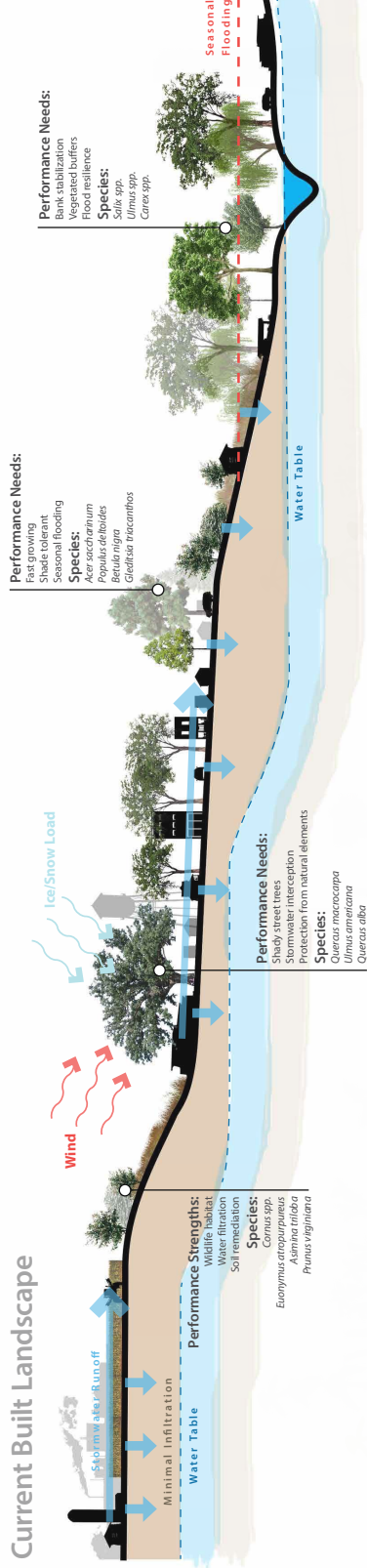




## Pre-Settlement Landscape



## Current Built Landscape



# Monona

## Strategies for Using Native Plants

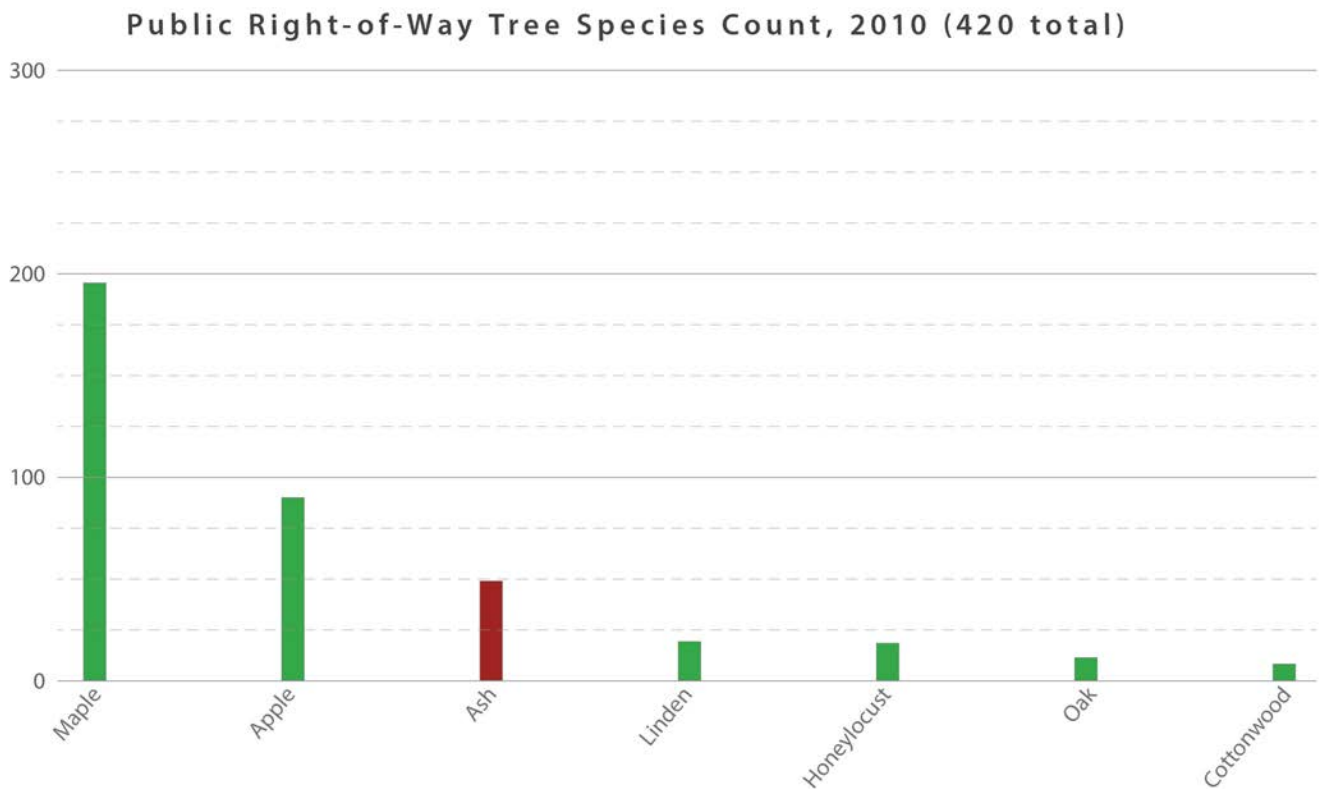
Iowa State University: Julia Badenhop, Sandra Oberbroeckling, Matthew Gordy, Jessica Adiwijaya, Miao Fangzhou, Anh Le, Katherine Gould, Evan Kay, Richard Garcia  
Iowa Department of Transportation: Trees Forever | ISU Landscape Architecture Extension | ISU Extension Community and Economic Development

IOWA'S  
LIVING  
ROADWAYS  
Spring 2016

## Board 2i: Urban Forestry Conditions

The map on page 27 depicts public right-of-way trees that have been surveyed by the Iowa Department of Natural Resources (Iowa DNR). The trees are divided into three categories: healthy trees, ash and hazardous trees, and maple trees. Hazardous trees were determined using the Iowa DNR's priority rating. The ratings range from one to seven with seven being a public safety issue. Trees with a rating of five or higher were classified as hazardous trees. Ash trees were combined with hazardous trees because of the ongoing spread of the emerald ash borer, an exotic beetle that has killed more than 10 million ash trees in the United States. Maple trees are given their own category because of extensive overuse across the state.

The bar graph depicts the breakdown of the tree species surveyed by the Iowa DNR. Take note of the large number of ash and maple trees. Creating biodiversity—that is, increasing the variety of trees—in the urban forest promotes resiliency should a new exotic bug or plant disease emerge.

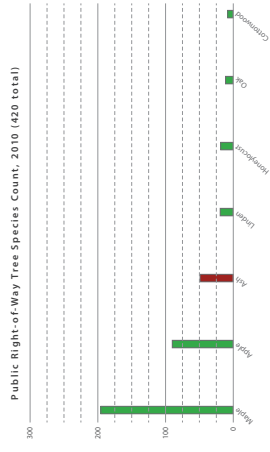


## The Urban Forest

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



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



The bar graph above depicts the breakdown of the tree species surveyed by the Iowa DNR. Take note of the large number of ash and maple trees. Increasing species diversity in the urban forest will make it more resilient should a new exotic bug or plant disease emerge. There is a strong possibility that 12% (49 ash trees) of Monona's city owned trees will die once EAB becomes established in the community. With proper planning and management, the costs of removing dead and dying trees can be extended over years, mitigating public safety issues.

<sup>1</sup> Iowa Department of Natural Resources, Community Tree Inventories. <http://www.iowadnr.gov/Conservation/Forestry/Urban-Forestry/Community-Tree-Inventories>  
<sup>2</sup> EAB is a significant threat to our urban, suburban, and rural forests because it kills stressed and healthy ash trees that are important to the urban forest. For more information on the Emerald Ash Borer, visit the Iowa DNR's website at <http://www.iowadnr.gov/Conservation/Forestry/Urban-Forestry/Community-Tree-Inventories>.  
<sup>3</sup> "New Tree Threats." Entomology and Plant Science Bureau of the Iowa Department of Agriculture and Land Stewardship (IDALS), last updated February 9, 2016. <http://www.iowadnr.gov/Conservation/Forestry/Urban-Forestry/Community-Tree-Inventories>

# Monona

## Urban Forestry Conditions

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

IOWA'S  
 LIVING  
 RIGHWAY  
 Spring 2016

## Board 3a: Transportation Assets and Barriers | Overview

### What Factors Affect Transportation in Monona

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 wanted to find out which factors and conditions affect transportation use in Monona, 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 Monona's transportation system works, we used focused, small-group conversations, mapping, and photos of the best and worst places taken by residents to understand local transportation.

### Different User = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Monona residents with different transportation needs to participate in focus groups. A total of 50 residents attended Monona's workshop. Participants were separated into four user groups and the Monona visioning committee.

**Actives** (14 participants): This user group represents those in the community who engage in outdoor recreation, including cycling, walking, running, swimming, skiing, etc. The availability of multiple venues for outdoor recreation matters to this group.

**Seniors and Mobility Impaired** (13 participants): Accessibility—both in terms of physical access and proximity—is a major concern for this user group. Handicapped parking, curb ramps, and smooth surfaces are critical transportation features. Because some people in this user group do not or are unable to drive, having goods and services within walking distance is important.

**Youth** (8 participants): This group uses primarily non-motorized modes of transportation, so pedestrian- and bike-friendly streets and sidewalks are important. These users value the ability to get to popular destinations on foot or via bicycle. Having goods and services within walking distance is important.

**Parents** (7 participants): Safety of their children is a primary concern of this user group. Access to safe and easy routes to school activities is another significant factor to this group. Parents of young children desire smooth, wide surfaces for strollers.

**Steering Committee** (8 participants): The common denominator for this user group is that their observations are influenced by special knowledge of the transportation system acquired during the Community Visioning assessment process. As a result, this group is more representative of decision makers.

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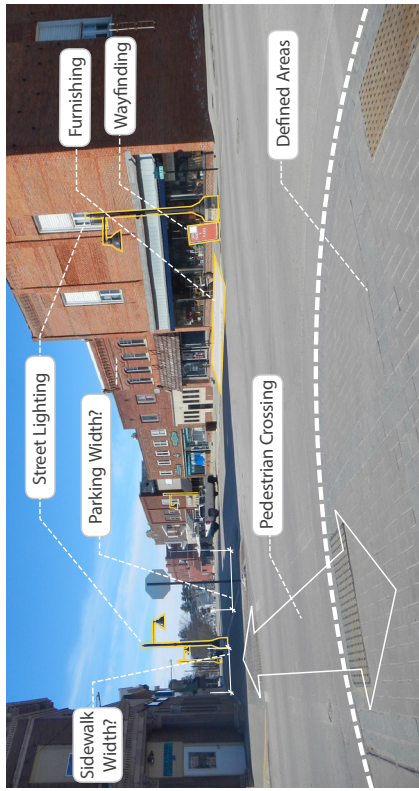
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Elements of a Complete Street



Downtown Monona Streetscape Components

# Monona Transportation Assets and Barriers | Overview

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

Spring 2016

TAB 3a

IOWA'S LIVING HIGHWAYS

## Board 3b: Transportation Assets and Barriers | Quotes

“...when they redid the streets, they put steps where there used to be street-level entries, and [disabled people] can’t get in and out of those places.”

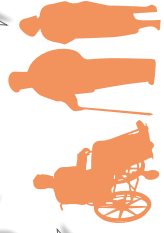
“My wife likes to run, and she ends up going out on the Luana Road, which I hate, but...as far as having a way for her to run a decent distance, there’s just not enough.”

“Downtown along Main Street—kids are walking to and from the aquatic center, to school and home—[we need to have] lighting that keeps them feeling safe.”

“A lot of people stop and say ‘Where’s the funeral home?’ ‘Where’s the library?’ ‘Where’s the community center?’ So we need signage.”

“At the park I don’t think there’s a bike rack and a lot of people ride their bikes there; they just kind of have to leave them sit.”

**Seniors & Mobility Impaired**



"...when they redid the streets, they put steps where there used to be street-level entries, and [disabled people] can't get in and out of those places."

"I think Gateway is a wonderful park... they have farmers markets, which are great."

"I walk in the street because it's too dangerous to walk [from the railroad tracks to the sidewalk]."

"The Memorial Garden is a very important part of our community. I think because people have a remembrance in a common area, and it's peaceful and restful out there."

"Well, occasionally in the summertime people walk out to [walk 5+ and they [don't have any] sidewalk to walk on."

"Downtown lighting] is extremely bad."

"A lot of people stop and say 'Where's the funeral home?' 'Where's the library?' 'Where's the community center?' So we need signage."

"My memory as a kid growing up was Main Street coming into town all being really nicely tree lined. I always liked the way that looked."


"Well, it's brand new lighting. It's just not bright enough."

"The legitimate safety issue [on Iowa and 125th Streets] to me is the speed."

"We have this great park [Garden View]. We need to have a trailhead or a sidewalk to get to it."

"What I would like to see is actually a bike path or something connecting Monona and Luana."

**Youth**



"[Add] some signs that say: 'There is a good life here. Please don't litter.'"

"At the park I don't think there's a bike rack and a lot of people ride their bikes there; they just kind of have to leave them sit."

"[Iowa Street] is not that busy, but it gets kind of scary riding by the ditch—just staying out of the way of cars."


"Along the Butterly Trail or the other trail there could be a few more trees."

"[Near the post office] it's really busy at the four-way stop; there [are] a lot of cars and trucks, semis."

"We need] more lighting where most people go."

"There's a paved shoulder [on Highway 18] but then it's so close to the road most of the time I rode my mountain bike and stayed on the gravel; there's gravel into the right-of-way beyond the small paved area, and it was a lot safer."

**Actives**



"The whole lighting down Main Street... Because it used to be so bright and now the new lighting system they have is just so dull."

"You [ve] got to drive to [Gateway Park]. You can't really go up to it unless you walk in the street."

"There's a huge inconsistency with sidewalks in this town. You'll have one for a block and then you won't have one again for two blocks."

"My wife likes to run, and she ends up going out on the Luana Road, which I hate, but...as far as having a way for her to run a decent distance, there's just not enough."


"I would be nice if [Gateway Park] connected up with the Butterly Trail."

"There's a paved shoulder [on Highway 18] but then it's so close to the road most of the time I rode my mountain bike and stayed on the gravel; there's gravel into the right-of-way beyond the small paved area, and it was a lot safer."

"There's a huge inconsistency with sidewalks in this town. You'll have one for a block and then you won't have one again for two blocks."

"My wife likes to run, and she ends up going out on the Luana Road, which I hate, but...as far as having a way for her to run a decent distance, there's just not enough."

**Steering Committee**



"We get water just running down [Iowa Street] terrible."

"What makes this area popular is the Butterly Garden, and it is just nice."

"Iowa Street is an [unsafe] one to walk on because it's so busy."

"Downtown along Main Street—kids are walking to and from the aquatic center, to school and home—we need to have] lighting that keeps them feeling safe."

"We heard from a lot of people that they would like to see more of a bike trail around town—something that's safe."

"If we could expand... Gateway Park, we can attract more people to come in and eat at our restaurants and shop."

# Monona Transportation Assets and Barriers | What People Said

Iowa Department of Transportation | Trees Forever | ISU Landscape Architecture Extension | ISU Extension Community and Economic Development | Spring 2016 | **TAB 3B**

## Board 3c: Transportation Assets and Barriers | Emerging Themes

The BATTERY Garden and trail are significant destinations, although there are barriers associated with them. Other popular parks are Gateway Park, Garden View Park, and City Park. Mononans value peaceful, natural areas close to home.

Downtown Monona is important to everyday life for everyone. Residents mentioned City Hall, the fire department, the library, restaurants, and other businesses as frequent destinations.

An incomplete sidewalk network makes getting around the community challenging, particularly in downtown and new neighborhood developments.

All groups noted that the current lack of lighting downtown creates a feeling of unease after dark.

All groups discussed a desire for improved lighting throughout town. Participants commented on the potential for increased activity downtown with better lighting.



## What Matters to Monona Residents

User Types	Destinations and Activities				Desirable Qualities and Features				Undesirable Qualities and Features				Most Desired Improvements and Activities			
	Community Parks	Family Aquatic Center	Downtown	Amenities (e.g., seating, bike racks)	New Play Equipment at City Park	Wildlife	Sidewalks	Snow Barriers	Flooding Streets	Downtown Lighting	Litter	Gateway Park Enhancements	Lighting on Main Street	Downtown Enhancements	More and Longer Trails	
Actives	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Senior & Mobility Impaired	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Youth	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Parents	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Steering Committee	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	

Actives primarily bike and walk for recreation. They are concerned about the safety of their destinations, and safe intersection crossings. Actives also desire longer trails that connect destinations.

Seniors and mobility-impaired individuals drive to most of their destinations. Some people walk downtown. Better access to downtown businesses and services is a priority.

The major mode of transport for youth is walking or biking. This group noted safety concerns, but focused more on littering and how the addition of trees, benches, and lighting would improve everyone's experience in community parks.

Parents mainly drive, but spend most of their recreational time parking in activities with their children, and are most concerned with the safety of trails and intersections.

The steering committee members primarily drive and mainly walk and bike. They focused on ways to incorporate more maintenance and long-lasting repairs.

The Family Aquatic Center is a popular recreation venue mentioned by all the seniors and mobility impaired. People go there on foot, by bike, and by car. Downtown Monona is important to everyday life for everyone. Residents mentioned City Hall, the fire as frequent destinations. Amenities—including dining, furniture, benches, tables, and bike racks—are valued by Monona residents. Seniors, parents, and youth appreciate City Park because of its new inclusively designed play equipment. Accessibility is important to residents. People in Monona enjoy watching wildlife such as deer and butterflies. Raccoons and skunks were mentioned as problem animals. An incomplete sidewalk network makes getting around and new neighborhood developments. Inconsistent snow removal on sidewalks and roads creates barriers to access even for snow gear. Many prefer walking in the street rather than navigating snow piles or drifts. Roofing water on Iowa Street Hill sheet at City Park and All groups noted that the current lack of lighting in downtown creates a feeling of unease after dark. Actives and youth noted the problem of litter accumulating in City Park and other public spaces. The steering committee noted that the problem of litter and signage advertising the park. Residents said that a sidewalk or trail connecting Gateway through town would make it more accessible. Many residents think that downtown could be improved by more businesses, fewer parking lots, and accessible sidewalks and business entrances. The steering committee actives and parents want a connection between Luna and Monona. Currently people can walk and bike along the highway. Many feel a designated path would be much safer.

# Monona

## Transportation Assets and Barriers | Emerging Themes

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

## Board 3d: Transportation Assets and Barriers | Analysis of Barriers

### **Monona's Barriers: Common Factors**

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

### **Lack of Complete Access**

Due to inconsistent maintenance and gaps in the system, access to a continuous network of sidewalks and trails is impeded.

- Damaged and missing sidewalks

### **Nighttime Visibility and Security**

The downtown in particular is perceived to be too dark at night. Downtown businesses are overlooked, and it seems deserted.

- Damaged streetlights
- Not enough streetlights

### **Unsafe Circulation and Intersections**

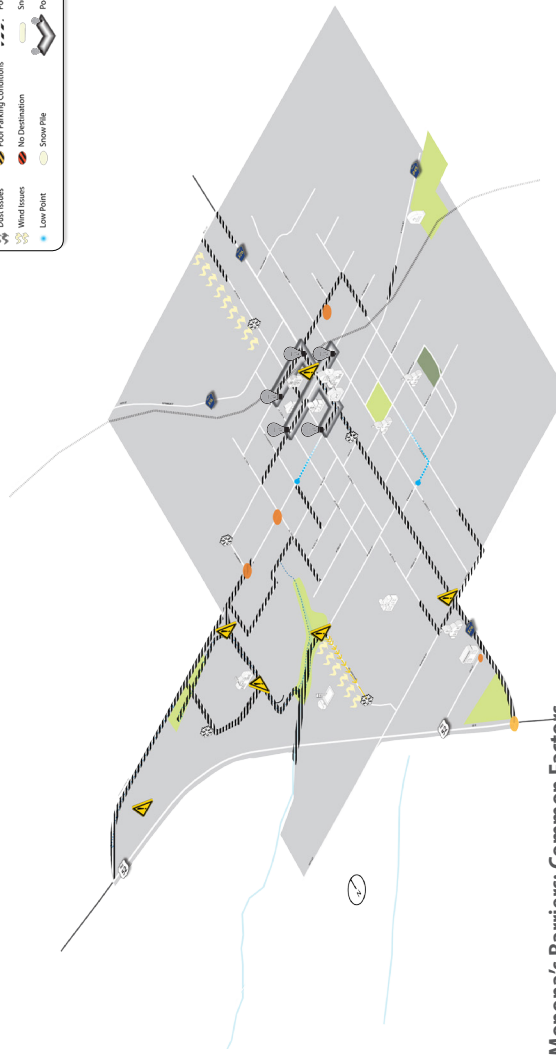
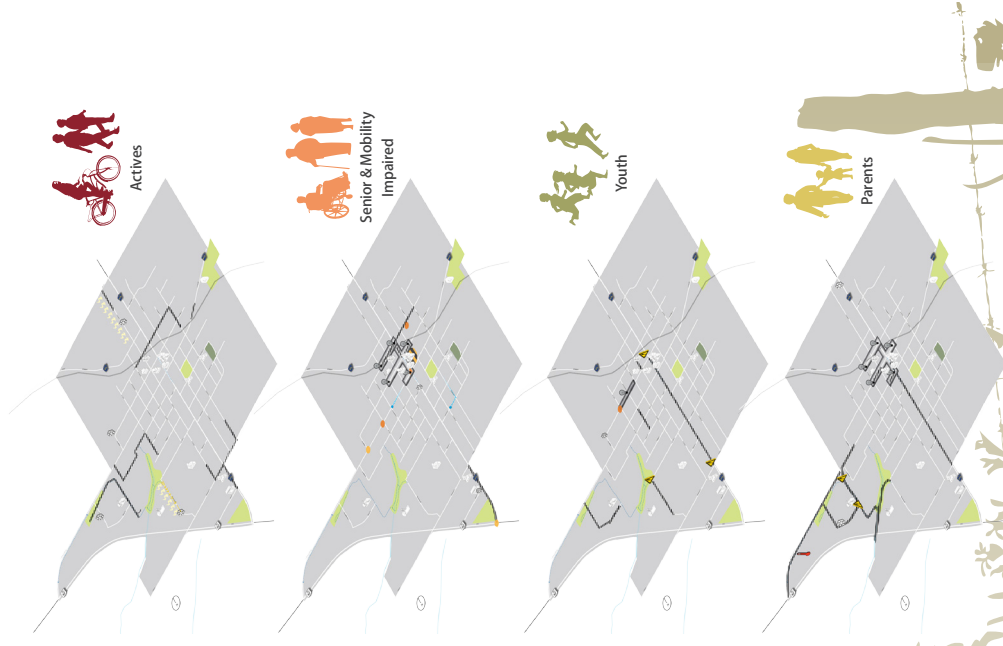
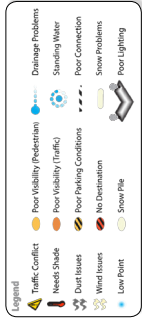
Participants identified several places where visibility is poor and turning is difficult, as well as busy intersections that are not easy to cross. Steep hills and some awkward angles (particularly from the diagonal crossing of both the railroad and Highway 52/18,) contribute to these issues.

- Blind spots
- Inadequate crossing signals

### **Environmental Comfort and Seasonal Barriers**

Strong winds are a fact of life in Monona, causing snow drifts that can block passage and visibility on streets and sidewalks, as well as the nuisance of running, walking, cycling into the wind.

- Drifting snow
- Exposed areas subject to strong winds



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# Monona

## Transportation Assets and Barriers | Analysis of Barriers

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

## Board 3e: Transportation Assets and Barriers | Analysis of Assets and Routes

### Assets and Preferred Routes

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

### Driving

People drive to work and school and for convenience when hauling groceries, etc. Monona has three main county roads, Highway 52/18, and downtown and low-traffic residential roads. The highways are important commuting and shopping routes, while roads downtown provide access to local services and shopping. Churches bring traffic on weekends and during special events. Residential roads are used for walking, biking, and running because of low traffic. People avoid some driving routes due to drifting in winter and flooding after rains (see Analysis of Barriers).

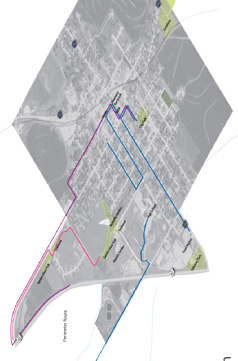
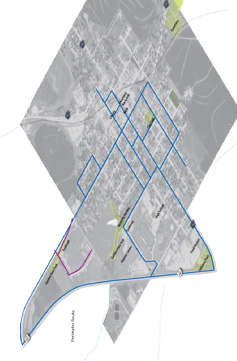
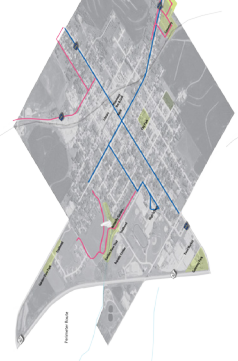
### Biking and Snowmobiling

Adults in Monona bike primarily for fun, while kids use biking as primary transportation. The most popular routes are on the west side of town. Cyclists of all ages avoid traffic and gravitate to natural areas such as the Butterfly Garden, City Park, and Garden View Park. Users said they feel like they are “in town but...not in town” and they want a trail to connect these areas. Snowmobiling is popular with area residents, with groomed trails in the ditches and paths that traverse trails, fields, and sometimes yards and extend into the countryside. Snowmobilers seem less concerned about traffic conflicts than cyclists.

### Walking and Running

Many residents walk to local services and for exercise. Walkers avoid major roads in town with the exception of downtown, and most on foot prefer to be separated from cars. Those who walk for pleasure, exercise, or while socializing gravitate to the perimeter of town or paths that lead to and through green spaces. Those walking for health like the perimeter routes for the variety and distance possibilities. Common destinations for in-town walkers include local businesses, churches, the Kwik Star, and the school. Walkers would like more shade in summer and benches at intervals.

Runners like smooth surfaces and greater distance, but avoid highways because of high-speed traffic. Runners tend to use streets because of the lack of good sidewalks. Some drivers noted the danger to people in the street, especially on hills where drivers can't see over the crest. Since sidewalks are disconnected, walkers and runners suggested creating a continuous trail system connecting parks and open spaces in town, as well as linking the town of Monona to Luana.



## Assets and Preferred Routes

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# Monona

## Transportation Assets and Barriers | Assets and Preferred Routes

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

## Board 3f: Transportation Behavior and Needs | Desired Improvements

### Desired Improvements

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### Improve Downtown Lighting

All user groups said that insufficient street lighting creates a barrier downtown for night activities, because they feel that poorly lit areas are perceived as unsafe and therefore uninviting. Improving downtown lighting would create a safer and more attractive environment that would foster a sense of safety and increase visibility of local businesses.

### Windbreak

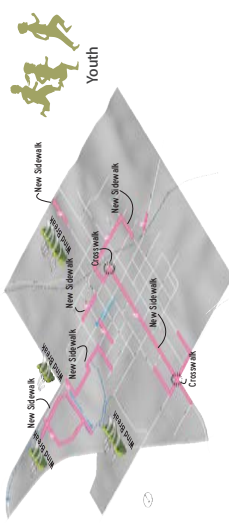
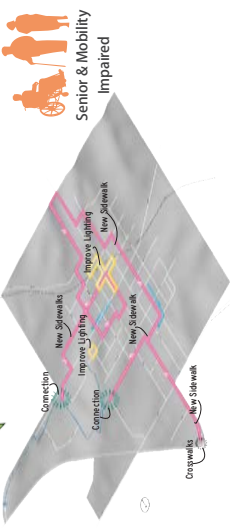
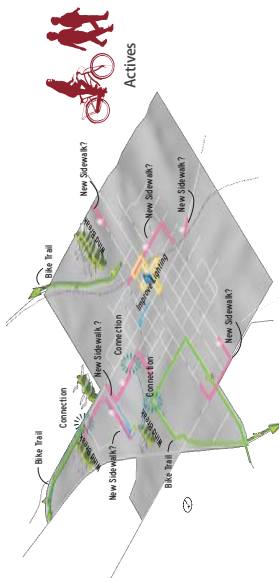
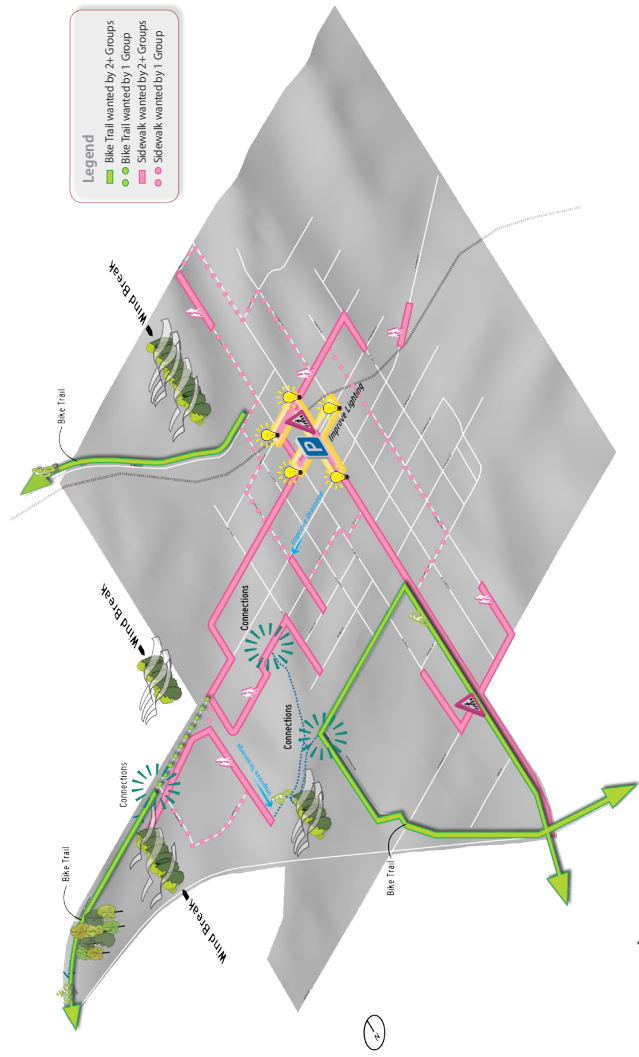
Both the actives and youth groups identified snow as a barrier in several areas in town. Windbreaks planted to redirect wind would improve pedestrian and vehicular traffic throughout the year.

### Infrastructure

Both seniors and youth have difficulty walking on existing sidewalks to get to places such as school or downtown services. Improving existing sidewalks and developing new sidewalk/trail connections from downtown to outlying areas would create a more accessible transportation system for pedestrians.

### Trail Connections

The active users identified the lack of connected bicycle routes with supporting amenities as a barrier that forces riders into highways or streets. They would like winter snow removal on the trail, so it can be used year-round. New trail connections would integrate current trail segments and create safer routes for active users throughout the year.



**Desired Improvements**

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

**Improve Downtown Lighting**

All user groups said that insufficient street lighting creates a barrier downtown for night activities, because they feel that poorly lit areas are perceived as unsafe and therefore uninviting. Improving downtown lighting would create a safer and more attractive environment that would foster a sense of safety and increase visibility of local businesses.

**Windbreak**

Both the actives and youth groups identified snow as a barrier in several areas in town. Windbreaks planted to redirect wind would improve pedestrian and vehicular traffic throughout the year.

**Infrastructure**

Both seniors and youth have difficulty walking on existing sidewalks to get to places such as school or downtown services. Improving existing sidewalks and developing new sidewalk/trail connections from downtown to outlying areas would create a more accessible transportation system for pedestrians.

**Trail Connections**

The active users identified the lack of connected bicycle routes with supporting amenities as a barrier that forces riders into highways or streets. They would like winter snow removal on the trail, so it can be used year-round. New trail connections would integrate current trail segments and create safer routes for active users throughout the year.

# Monona

## Transportation Assets and Barriers | Desired Improvements

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

## Board 4g: Transportation Behavior and Needs | Using Tour Map

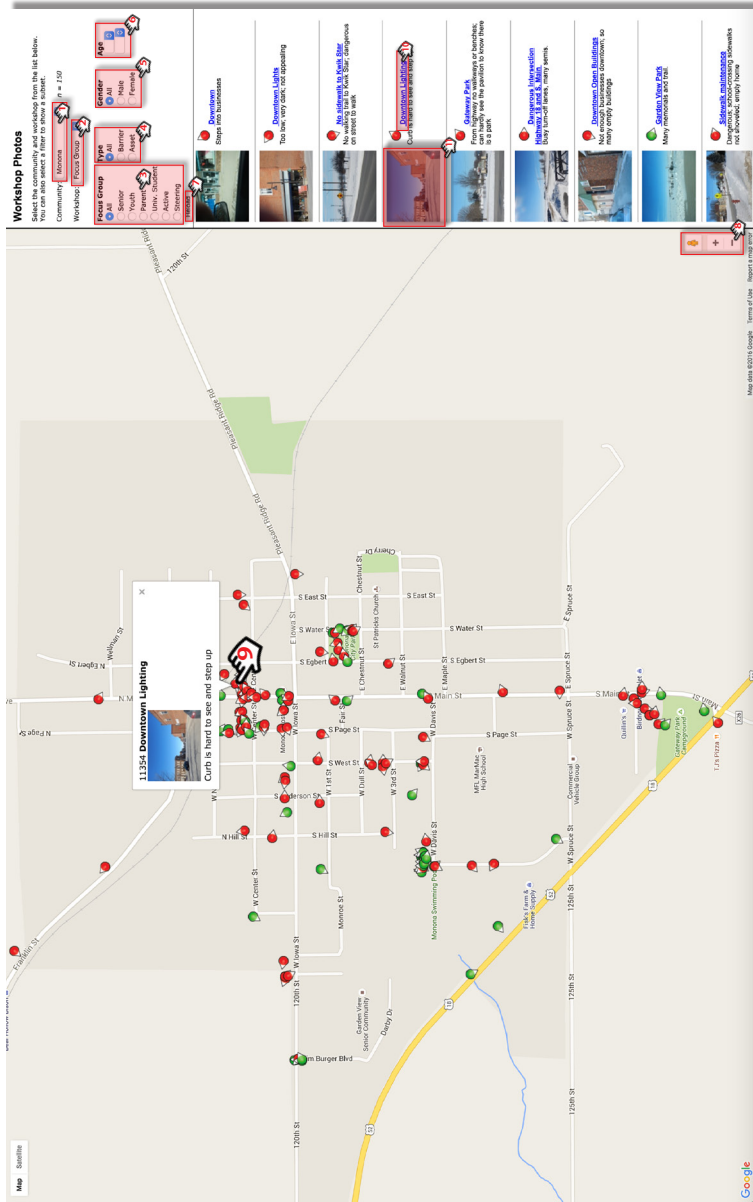
In addition to focus-group discussions, participants in the transportation assets and barriers workshops engaged in a photomapping activity. Each person was given a GPS-enabled digital camera and a worksheet. They were asked to photograph and describe the three best assets and the three worst barriers in their community. The Iowa State University research staff uploaded the data from the cameras and entered the information from the worksheets into an online database, which is linked to an interactive online map.

The map showing the images and descriptions is available to the public via the Community Visioning Program website at [www.communityvisioning.org](http://www.communityvisioning.org). On the homepage, click on the link reading: "Transportation Assets and Barriers Maps for the visioning communities are available [HERE](#)."

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

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





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

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

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

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



# Monona

## Transportation Assets and Barriers | How to Use Your Map

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

Spring 2016

TAB 39



## Board 4: Transportation Inventory and Analysis

### Transportation Inventory and Analysis

Knowledge of the transportation systems in and around a community is critical for sustainable transportation enhancement planning. Monona's transportation systems include roadways, pedestrian and bike trails, waterways, and railways.

Monona is connected by Highway 52/18 running along its southern edge. Highway 18 continues east to Marquette and McGregor before entering Wisconsin. Highway 52 continues south to Garnavillo and joins with Highway 18 five miles east of Monona. The highways continue 2 miles west to Luana and 8 miles to Postville before diverging again. Highway 52 continues north to Minnesota and Highway 18 continues west across the state.

The Garden View Trail starts in Garden View Park and continues along the southwestern edge of town, terminating at the Butterfly Garden. The loop at the Butterfly Garden is the most used portion of the trail. The trail also branches north from the Butterfly Garden connecting to Memorial Garden and Iowa Street.

The design team met with Iowa Department of Transportation personnel, the county engineer, and local officials to identify existing, past, and future transportation system improvements. Discussion also included possible transportation-related constraints and opportunities that affect project areas.

With Annual Average Daily Traffic data from vehicle counts conducted by the Iowa Department of Transportation in 2013, we understand the flow of traffic in and around Monona. As seen in the figure to the right, traffic counts for the intersection of Highway 18/52 and County Highway X26 are the highest for Monona. Both the traffic data and the TAB assessments demonstrate the intersection needs aesthetic and safety updates.

In addition to the traffic data, other transportation-related observations throughout Monona include Old Highway 52 west to Luana via Franklin Street and County Highway B45 east via Iowa Street.

There is a new development along the southwestern limits of Monona designated for industrial and residential development. Additionally, a new Casey's General Store is proposed on the east side of Main Street. A second residential development is also located northeast of Monona, including two new proposed roads.



## Board 5: Goals and Themes

### Process

The steering committee presented what they learned from the TAB assessments to the landscape architects. Then, the committee completed a worksheet (combined results to the right) identifying goals and values. The goals are based off of the information from the bioregional and TAB assessments. Each committee member also included reasoning for improvements around town and highlighted specific programming needs for areas of concern to them.

The landscape architects created programming themes for the city of Monona using the goals identified by the steering committee. Greater importance was given to goals that were highlighted in discussions and/ or repeated by individuals on the worksheet.

### Board-Based Outcomes and Goals

#### Safety and Circulation

- New sidewalks around town
- ADA improvement to sidewalks and business entrances
- Long-term sidewalk and road improvement plan

#### Trails

- Extend current trail to Gateway Park
- Community Trail System
- Trail signage
- Pave the current trail

#### Lighting

- Improve Center and Main Street lighting
- Add lighting at intersections

#### Parks and Recreation

- Shower and restroom at Gateway Park
- New restroom at City Park
- Expand Gateway Park
- ADA accessibility
- Park amenities

#### Native Plantings

- Increase native habitats
- Green Infrastructure
- Slow runoff and drainage

#### Wayfinding and Identity

- Direct people to destinations using signage
- Improve current signage

### Goal Setting Process

The steering committee presented what they learned from the TAB assessments to the landscape architects. Then, the committee completed a worksheet (combined results to the right) identifying goals and values. The goals are based off of the information from the bioregional and TAB assessments. Each committee member also included reasoning for improvements around town and highlighted specific programming needs for areas of concern to them.



Steering committee working through the goal setting and programming worksheet.









Open discussion and documentation of the goal setting worksheet.

The landscape architects created programming themes for the city of Monona using the goals identified by the steering committee. Greater importance was given to goals that were highlighted in discussions and/or repeated by individuals on the worksheet.

# Monona

**Goal Setting: Assessing and Programming Community Needs**  
 Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC  
 Iowa Department of Transportation | Trees Forever | ISU Landscape Architecture Extension | ISU Extension Community and Economic Development | Summer 2016

Combined Results from the Goal Setting and Programming Worksheets

Community Values Based on Assessments	Broad-Based Outcomes/ Goals	Why Change Anything?	What Exactly and Where?
<b>Safety / Circulation</b> 	<ul style="list-style-type: none"> <li>New sidewalks around town.</li> <li>ADA improvement to sidewalks and business entrances.</li> <li>Repair roads.</li> <li>Linking sidewalks to parks and businesses.</li> <li>Long-term sidewalk and road improvement plan.</li> <li>Introduce traffic calming.</li> </ul>	<ul style="list-style-type: none"> <li>Improve ADA access around town.</li> <li>No sidewalks to certain locations.</li> <li>Cracked, uneven, no sidewalks in places.</li> <li>Improve roads for easier maintenance.</li> <li>Improve access and visibility.</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalks to the new Casey's, Gateway Park, and Garden View.</li> <li>Improve streets north and east of school, and those connecting St. Paul Lutheran, and St. Joseph's.</li> <li>Catholic church, Main Street.</li> <li>Add missing ramps and sidewalks in town.</li> <li>Make business entrances ADA accessible.</li> </ul>
<b>Trails</b> 	<ul style="list-style-type: none"> <li>Extend current trail to Gateway Park.</li> <li>Community trail system.</li> <li>Trail signage.</li> <li>Pave the current trail.</li> <li>Connect to important locations.</li> <li>Trail to Luana.</li> </ul>	<ul style="list-style-type: none"> <li>Connect to larger or regional trail system.</li> <li>Enhance the recreation opportunities in Monona.</li> <li>To expand trail to provide a more usable trail.</li> <li>Increase trail length.</li> <li>More opportunity for walking and biking.</li> </ul>	<ul style="list-style-type: none"> <li>Connect to exist trail and connect to Gateway Park and the School.</li> <li>Explore possibilities for perimeter trail system.</li> </ul>
<b>Lighting</b> 	<ul style="list-style-type: none"> <li>Improve street lighting throughout town.</li> <li>Pedestrian level lighting along trails.</li> <li>Improve Center and Main Street lighting.</li> <li>Add lighting at intersections.</li> </ul>	<ul style="list-style-type: none"> <li>Improve dim lighting downtown.</li> <li>Places around town where there is no lighting.</li> <li>No lighting on trails currently.</li> <li>Improve sight at intersections.</li> <li>To see the light reposition to have more spreading light.</li> <li>Make morning and evening travel safer.</li> </ul>	<ul style="list-style-type: none"> <li>30' cobra-head lights downtown at 4 intersections.</li> <li>3' pedestal lighting along trails for visibility.</li> <li>Improve lighting in residential areas.</li> <li>Improve current lighting downtown.</li> <li>Retrofit the current lighting downtown.</li> </ul>
<b>Parks / Recreation</b> 	<ul style="list-style-type: none"> <li>Shower and restroom at Gateway Park.</li> <li>New restroom at City Park.</li> <li>Expand Gateway Park.</li> <li>Gateway Park playground.</li> <li>ADA accessibility.</li> <li>Park amenities.</li> </ul>	<ul style="list-style-type: none"> <li>Create, and expand tourism at Gateway Park.</li> <li>Provide place for alternative activities at Gateway Park.</li> <li>Provide ADA access to City Park restroom.</li> <li>No bathroom facilities at Gateway Park.</li> <li>Provide showers at Gateway Park.</li> <li>Make parks more convenient for people to use.</li> </ul>	<ul style="list-style-type: none"> <li>Gateway Park.</li> <li>City Park Restroom, ADA accessibility.</li> <li>Gateway Park shower houses.</li> <li>Bike racks at City Park.</li> </ul>
<b>Native Plantings</b> 	<ul style="list-style-type: none"> <li>Increase native habitats.</li> <li>Planting to stop wind and snow.</li> <li>Green infrastructure.</li> <li>Increase green space.</li> <li>Slow runoff and drainage.</li> </ul>	<ul style="list-style-type: none"> <li>Green infrastructure for new public facilities.</li> <li>Provide more pollinator habitat.</li> <li>Introduce street trees to downtown.</li> <li>Improve water quality down stream.</li> <li>Prevent drifting and back-visibility.</li> </ul>	<ul style="list-style-type: none"> <li>Green Infrastructure and energy efficiency at City and Gateway Parks.</li> </ul>
<b>Wayfinding / Identity</b> 	<ul style="list-style-type: none"> <li>Direct people to destinations using signage.</li> <li>Continue "Monona" brand.</li> <li>Improve current signage.</li> </ul> <p><small>● Represents individuals who voiced the same goal.</small></p>	<ul style="list-style-type: none"> <li>Provide directions and destination signage.</li> <li>No signage, visitors can't find popular sites.</li> <li>Currently no wayfinding signage in town.</li> <li>Easier to navigate around town, and attract tourists.</li> </ul>	<ul style="list-style-type: none"> <li>Important Locations: School, Muesum, Churches, Parks, Airport, City Hall.</li> <li>Directions to the Community Center, City Hall, Library, Garden View.</li> </ul>

## Board 6: Concept Overview

After meetings with the steering committee and other community members, the design team has proposed seven concepts for Monona based on the goals identified. Below is an outline of the proposed concepts which correspond to the map:

- 1. Safety and Circulation**  
Provide planning for sidewalk improvements and intersection enhancements
- 2. Trail System**  
The design proposal for a new trail network around town addresses residents' desire to have more options to travel to community destinations.
- 3. Downtown Improvements**  
Downtown beautification and revitalization to promote safe environments for pedestrians and vehicular mobility with street light and ADA accessibility.
- 4. Parks and Recreation**  
Designated parking areas to take advantage of the local recreation opportunities, make current facilities ADA accessible, and provide amenity enhancements.
- 5. Native Plantings**  
A natural and sustainable way for community beautification that would also be low maintenance.
- 6. Wayfinding and Identity**  
An attractive and cohesive signage scheme which plays off of existing elements and showcases the community and enhances Monona's visual appearance and legibility.

## Concept Overview

After meeting with the steering committee, the design team has proposed six concepts for Monona based on the goals identified. Below is an outline of the proposed concepts corresponding to the map on the right:

- 1. Safety and Circulation**  
Provide planning for sidewalk improvements and intersection enhancements
- 2. Trail System**  
The design proposal for a new trail network around town addresses residents' desire to have more options to travel to community destinations.
- 3. Downtown Improvements**  
Downtown beautification and revitalization to promote safe environments for pedestrians and vehicular mobility with street lighting and ADA accessibility.
- 4. Parks and Recreation**  
Designated parking areas to take advantage of the local recreation opportunities, make current facilities ADA accessible, and provide amenity enhancements.
- 5. Native Plantings**  
A natural and sustainable way for community beautification that is low maintenance and improves water quality.
- 6. Wayfinding and Identity**  
An attractive and cohesive signage scheme taking cues from existing elements, while showcasing the community and enhancing Monona's visual appearance and legibility.

## Trail System

Recreational connections to community destinations and trailhead enhancements.

## Safety and Circulation

Provide safe crossings on major road and rail intersections.

## Wayfinding and Identity

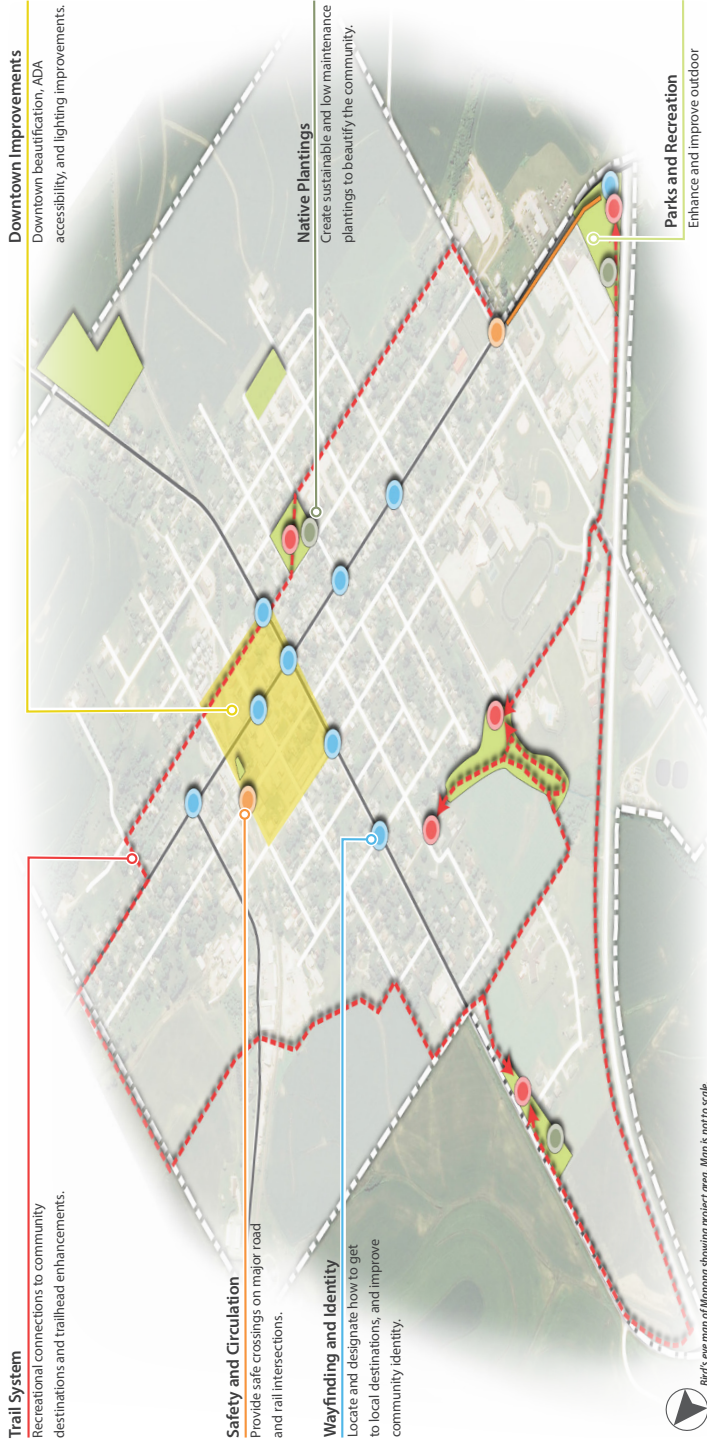
Locate and designate how to get to local destinations, and improve community identity.

## Native Plantings

Create sustainable and low maintenance plantings to beautify the community.

## Parks and Recreation

Enhance and improve outdoor recreational spaces.



Blr's eye map of Monona showing project areas. Map is not to scale.



Board 7a



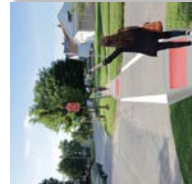
Board 8a



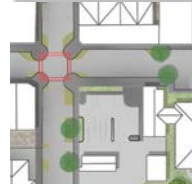
Board 8b



Board 9



Board 10



Board 11

# Monona

## Concept Overview

Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC

Iowa's Living Roadways Summer 2016

Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development

## Cost Opinion Summary

The projects and their estimated budgets are discussed in more detail in the following pages. Cost opinions presented here are based on industry sources, previous project bid tabulations, and research. Costs are presented in 2016 dollars and is forecasted to escalate in subsequent years. Local site conditions, labor, and material costs may affect actual construction costs differently than presented in estimate. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the design assumptions and quantities shown in these cost opinions.

<b>Trail System</b>	
<b>10' Paved Multi-Use Trails</b>	
Base Bid Total	\$ 1,678,000.00
17% Contingency and Design Fees	\$ 285,260
<b>Total</b>	<b>\$ 1,963,260</b>
<b>Proposed 5' Bike Lane On Both Shoulders Of Road</b>	
Base Bid Total	\$ 740,650
17% Contingency and Design Fees	\$ 125,911
<b>Total</b>	<b>\$ 866,561</b>
<b>Proposed Shared Roads</b>	
Base Bid Total	\$ 165,000
17% Contingency and Design Fees	\$ 28,050
<b>Total</b>	<b>\$ 193,050</b>
<b>Rest Stop at Darby Road</b>	
Base Bid Total	\$ 51,319
17% Contingency and Design Fees	\$ 8,724
<b>Total</b>	<b>\$ 60,043</b>
<b>1/4 Mile Rest Area</b>	
Base Bid Total	\$ 9,000
17% Contingency and Design Fees	\$ 1,530
<b>Total</b>	<b>\$ 10,530</b>
<b>Trail System Total</b>	<b>\$ 3,093,443</b>

<b>Trail Safety and Amenities</b>	
<b>Davis Street Trailhead</b>	
Base Bid Total	\$ 118,280
17% Contingency and Design Fees	\$ 20,108
<b>Total</b>	<b>\$ 138,388</b>
<b>Garden View Trailhead</b>	
Base Bid Total	\$ 58,930
17% Contingency and Design Fees	\$ 10,018
<b>Total</b>	<b>\$ 68,948</b>
<b>Tunnel Under Railroad Crossing</b>	
Base Bid Total	\$ 327,850
17% Contingency and Design Fees	\$ 55,735
<b>Total</b>	<b>\$ 383,585</b>
<b>Old Highway 52 Trail to Luana</b>	
Base Bid Total	\$ 2,987,496
17% Contingency and Design Fees	\$ 507,874
<b>Total</b>	<b>\$ 3,495,370</b>
<b>Trail Safety and Amenities Total</b>	<b>\$ 4,086,291</b>

<b>City Park Improvements</b>	
<b>City Park Improvements</b>	
Base Bid Total	\$ 149,430
17% Contingency and Design Fees	\$ 25,403
<b>Total</b>	<b>\$ 174,833</b>
<b>City Park Improvements Total</b>	<b>\$ 174,833</b>



## Cost Opinion Summary, continued

<b>Gateway Park</b>	
<b>Gateway Park Improvements</b>	
Base Bid Total	\$ 209,300
17% Contingency and Design Fees	\$ 35,581
Total	\$ 244,881
<b>Gateway Park Total</b>	<b>\$ 244,881</b>

<b>Community Signage</b>	
<b>Park Signage</b>	
Base Bid Total	\$ 39,900
17% Contingency and Design Fees	\$ 6,783
Total	\$ 46,683
<b>Community Signage Total</b>	<b>\$ 46,683</b>

<b>Destinations and Sidewalks</b>	
<b>Sidewalk Installation</b>	
Base Bid Total	\$ 16,250
17% Contingency and Design Fees	\$ 2,763
Total	\$ 19,013
<b>Howard Street Sidewalk Improvements</b>	
Base Bid Total	\$ 49,400
17% Contingency and Design Fees	\$ 8,398
Total	\$ 57,798
<b>Sidewalk along Falcon Avenue by Cemetery</b>	
Base Bid Total	\$ 101,430
17% Contingency and Design Fees	\$ 17,243
Total	\$ 118,673
<b>Sidewalk Improvements Maple Street and Falcon Avenue</b>	
Base Bid Total	\$ 10,100
17% Contingency and Design Fees	\$ 1,717
Total	\$ 11,817
<b>Destinations and Sidewalks Total</b>	<b>\$ 207,301</b>

<b>Downtown Improvements</b>	
<b>Bumpouts and Safety Improvements</b>	
Base Bid Total	\$ 204,000
17% Contingency and Design Fees	\$ 34,680
Total	\$ 238,680
<b>Downtown Improvements Total</b>	<b>\$ 238,680</b>

<b>Downtown Revitalization</b>	
<b>Northside of Center Street</b>	
Base Bid Total	\$ 359,700.00
17% Contingency and Design Fees	\$ 61,149
Total	\$ 420,849
<b>Downtown Revitalization Total</b>	<b>\$ 420,849</b>

## Board 7a: Trail System

### Community Trails

The character-defining element of Monona is the Butterfly Garden and the extension of the Butterfly Garden Trail connecting to Garden View Park, Memorial Garden, and Iowa Street. This current trail is small at only 1.05 miles in total length, with the Butterfly Loop section having the most trail activity. The proposed four mile perimeter trail expands this iconic element of Monona. The trail accommodates comfort stations every 1/4 mile in compliance with the Federal Highway Administration guidelines. The image to the right shows an example of a rest area at the end of Darby Drive.

### Separated Trail

Paved roads with high traffic volumes, such as Highway 52/18, are not safe for bike lanes along shoulders. A separated trail within the right-of-way is most ideal. The width of the trail is to be ten feet wide and may be constructed with a variety of materials. A gravel trail is sufficient if walking and biking are the only activities taking place on the trail.

### Bike Lanes

Having shoulders along the roadway as bike lanes is an effective way to provide safe bicycle recreation on corridors with lower traffic volumes. Typically, the bike lane is five feet wide and constructed as an extension of the roadway. Roadway signage and pavement markings are critical safety features to have with bike lanes. Shoulder bike lanes are not ideal on gravel roads.

### Shared Roadway

Many towns across the nation have chosen to make bicycle accommodations a common roadway element by designating roads as a shared roadway. A shared roadway must be accompanied by ample signage and painted pavement markings. Shared roadways are ideal on low-traffic, low-speed roads. Creating shared roads in Monona is a good option with many streets having lower traffic volumes.

## Design Expertise Recommended

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

## Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

Abbreviations used in the following opinions of probable cost include:

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

<b>Community Trails</b>						
<b>10' Paved Multi-Use Trails</b>						
Description	Quantity	Unit	Unit Cost	Line Total	Totals	
<b>Trails</b>						\$1,397,500.00
Multi-Use Separated Concrete Trail (7100 lf @ 10' wide - 4" depth) - Hwy 52 from Gateway Park to 120th St.	71,000	sf	\$8.00	\$568,000.00		
Aggregate Base Course (71000 sf @ 4" Depth)	1,500	tn	\$30.00	\$45,000.00		
Multi-Use Separated Concrete Trail (2700 lf @ 10' wide - 4" depth) - Gateway Park to Davis St. via Main St.	27,000	sf	\$8.00	\$216,000.00		
Aggregate Base Course (27000 sf @ 4" Depth)	575	tn	\$30.00	\$17,250.00		
Multi-Use Separated Concrete Trail (1375 lf @ 10' wide - 4" depth) - Spruce St. to Davis St. Trailhead	13,750	sf	\$8.00	\$110,000.00		
Aggregate Base Course (13750 sf @ 4" Depth)	300	tn	\$30.00	\$9,000.00		
Multi-Use Separated Concrete Trail (4700 lf @ 10' wide - 4" depth) - 120th St to Page St. with railroad underpass	47,000	sf	\$8.00	\$376,000.00		
Aggregate Base Course (47000 sf @ 4" Depth)	1,000	tn	\$30.00	\$30,000.00		
Multi-Use Separated Concrete Trail (300 lf @ 10' wide - 4" depth) - Iowa St. Railroad Crossing	3,000	sf	\$8.00	\$24,000.00		
Aggregate Base Course (3000 sf @ 4" Depth)	75	tn	\$30.00	\$2,250.00		
<b>Site Utilities</b>						\$45,000.00
Electrical Service (Outlet and Circuiting)	6	ea	\$2,500.00	\$15,000.00		
Storm Drainage Systems - Pipe and Connections	6	ea	\$5,000.00	\$30,000.00		
<b>Site Sedimentation and Erosion Control</b>						\$9,000.00
Inlet Protection and Erosion Mitigation	6	ea	\$1,500.00	\$9,000.00		
<b>Site Earthwork</b>						\$40,000.00
Rough Grading	1	ls	\$25,000.00	\$25,000.00		
Fine Grading	1	ls	\$15,000.00	\$15,000.00		
<b>Site Amenities</b>						\$186,500.00
Pedestrian Lighting (LED lighting)	12	ls	\$6,000.00	\$72,000.00		
Railroad Crossing signage & lights	4	ea	\$5,000.00	\$20,000.00		
Trail Kiosk	4	ea	\$1,500.00	\$6,000.00		
Trail Signage	10	ls	\$7,500.00	\$75,000.00		
Custom Pedestrian Benches (6-foot)	6	ea	\$1,500.00	\$9,000.00		
Trash/Recycling Receptacle	6	ea	\$500.00	\$3,000.00		
Bike Rack	6	ea	\$250.00	\$1,500.00		
<b>Sub-Total</b>						\$1,678,000.00
<b>Contingency (10%) Design Fees (7%)</b>						\$285,260.00
<b>Total</b>						\$1,963,260.00

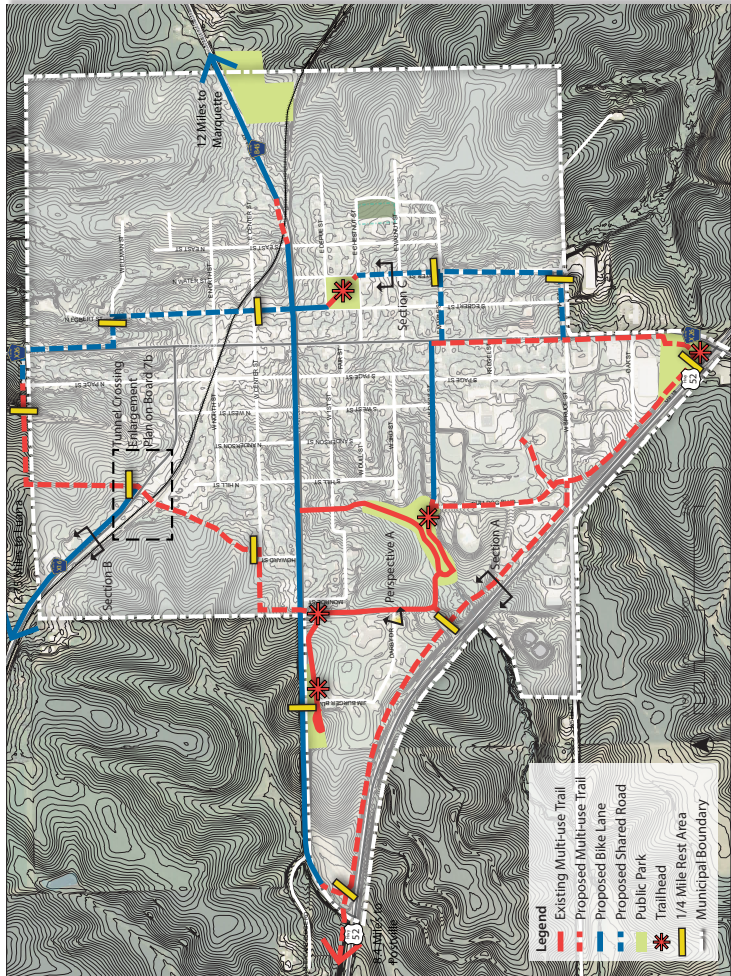
<b>Proposed 5' Bike Lane On Both Shoulders Of Road</b>						
Description	Quantity	Unit	Unit Cost	Line Total	Totals	
<b>Trails</b>						\$671,650.00
Proposed 5' Wide Dual Asphalt Bike Lanes (1650 lf @ 5' wide x 2 - 5" Depth) - Davis St. Trailhead to Main St.	16,500	sf	\$5.00	\$82,500.00		
Aggregate Base Course (16500 sf @ 4" Depth)	350	tn	\$30.00	\$10,500.00		
Proposed 5' Wide Dual Asphalt Bike Lanes (6500 lf @ 5' wide x 2 - 5" Depth) - 120th St to Iowa St. Railroad Crossing	65,000	sf	\$5.00	\$325,000.00		
Aggregate Base Course (65000 sf @ 4" Depth)	1,375	tn	\$30.00	\$41,250.00		

Proposed 5' Wide Dual Asphalt Bike Lanes (1450 lf @ 5' wide x 2 - 5" Depth) - Iowa St. to Monona project limits (to Marquette)	14,500	sf	\$5.00	\$72,500.00	
Aggregate Base Course (14500 sf @ 4" Depth)	325	tn	\$30.00	\$9,750.00	
Proposed 5' Wide Dual Asphalt Bike Lanes (1400 lf @ 5' wide x 2 - 5" Depth) - 115th St. to Monona project limits (to Luana)	14,000	sf	\$5.00	\$70,000.00	
Aggregate Base Course (14000 sf @ 4" Depth)	300	tn	\$30.00	\$9,000.00	
Proposed 5' Wide Dual Asphalt Bike Lanes (300 lf @ 5' wide x 2 - 5" Depth) - Egbert Rd. to Monona City park south of Iowa St.	3,000	sf	\$5.00	\$15,000.00	
Aggregate Base Course (3000 sf @ 4" Depth)	75	tn	\$30.00	\$2,250.00	
Saw Cutting - length of trail x 2 (11,300 lf x 2)	22,600	lf	\$1.50	\$33,900.00	
<b>Site Utilities</b>					\$7,500.00
Electrical Service (Outlet and Circuiting)	1	ea	\$2,500.00	\$2,500.00	
Storm Drainage Systems - Pipe and Connections	1	ea	\$5,000.00	\$5,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$7,500.00
Inlet Protection and Erosion Mitigation	5	ea	\$1,500.00	\$7,500.00	
<b>Site Earthwork</b>					\$25,000.00
Rough Grading	1	ls	\$15,000.00	\$15,000.00	
Fine Grading	1	ls	\$10,000.00	\$10,000.00	
<b>Site Amenities</b>					\$29,000.00
Pedestrian Lighting (LED lighting)	2	ls	\$6,000.00	\$12,000.00	
Trail Signage	2	ls	\$7,500.00	\$15,000.00	
Custom Pedestrian Benches (6-foot)	1	ea	\$1,500.00	\$1,500.00	
Trash/Recycling Receptacle	1	ea	\$500.00	\$500.00	
<b>Sub-Total</b>					<b>\$740,650.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$125,910.50</b>
<b>Total</b>					<b>\$866,560.50</b>

<b>Proposed Shared Roads</b>					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
<b>Site Utilities</b>					\$5,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
<b>Site Amenities</b>					\$160,000.00
Pedestrian Lighting (LED lighting)	12	ls	\$6,000.00	\$72,000.00	
Trail Kiosk	2	ea	\$1,500.00	\$3,000.00	
Trail Signage	10	ls	\$7,500.00	\$75,000.00	
Custom Pedestrian Benches (6-foot)	4	ea	\$1,500.00	\$6,000.00	
Trash/Recycling Receptacle	4	ea	\$500.00	\$2,000.00	
Bike Rack	8	ea	\$250.00	\$2,000.00	
<b>Sub-Total</b>					<b>\$165,000.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$28,050.00</b>
<b>Total</b>					<b>\$193,050.00</b>

<b>Rest Stop at Darby Road</b>					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
<b>Trails</b>					\$318.52
Multi-Use Separated Concrete Trail (5 lf @ 10' wide - 6" Depth)	50	sf	\$6.00	\$300.00	
Aggregate Base Course (50 sf @ 4" Depth)	1	tn	\$30.00	\$18.52	
<b>Site Utilities</b>					\$10,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$5,000.00	\$5,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$500.00
Inlet Protection and Erosion Mitigation	1	ls	\$500.00	\$500.00	
<b>Site Earthwork</b>					\$7,500.00
Rough Grading	1	ls	\$5,000.00	\$5,000.00	
Fine Grading	1	ls	\$2,500.00	\$2,500.00	
<b>Site Amenities</b>					\$33,000.00
Pedestrian Lighting (LED lighting)	2	ls	\$6,000.00	\$12,000.00	
Trail Signage	1	ls	\$15,000.00	\$15,000.00	
Custom Pedestrian Benches (6-foot)	2	ea	\$1,500.00	\$3,000.00	
Trash/Recycling Receptacle	1	ea	\$500.00	\$500.00	
Trail Shelters	1	ea	\$2,500.00	\$2,500.00	
<b>Sub-Total</b>					<b>\$51,318.52</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$8,724.15</b>
<b>Total</b>					<b>\$60,042.67</b>

<b>1/4 Mile Rest Area</b>					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
<b>Site Amenities</b>					\$9,000.00
Pedestrian Lighting (LED lighting)	2	ls	\$1,500.00	\$3,000.00	
Trail Signage	1	ls	\$2,500.00	\$2,500.00	
Custom Pedestrian Benches (6-foot)	2	ea	\$1,500.00	\$3,000.00	
Trash/Recycling Receptacle	1	ea	\$500.00	\$500.00	
<b>Sub-Total</b>					<b>\$9,000.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$1,530.00</b>
<b>Total</b>					<b>\$10,530.00</b>



Monona community trails plan. Base map source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2016. <http://www.agis.iowa.edu/ingis/bv/>

### Community Trail System

The character-defining element of Monona is the Butterfly Garden and the extension of the Butterfly Garden Trail connecting to Garden View Park, Memorial Garden, and Iowa Street. This current trail is small at only 1.05 miles in total length, with the Butterfly Loop section having the most trail activity.

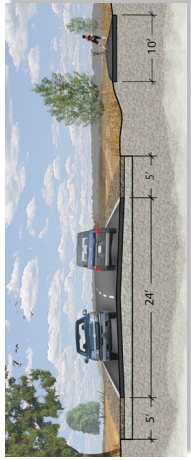
The proposed four mile perimeter trail expands this iconic element of Monona. The trail accommodates comfort stations every 1/4 mile in compliance with the Federal Highway Administration guidelines. The image to the right shows an example of a rest area at the end of Darby Drive.



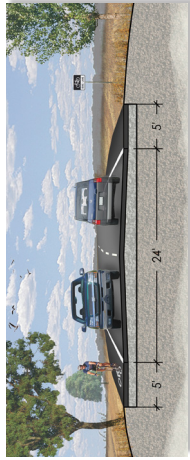
Respective A: Existing conditions at the end of Darby Drive.



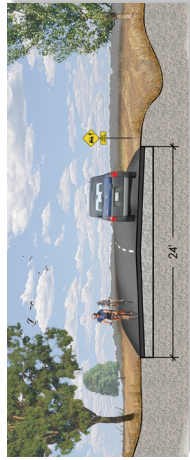
Proposed trail access point at the end of Darby Drive.



Section A: Separated 10' multi-use trail.



Section B: Paved bike lane on both shoulders.



Section C: Shared roadway or street.

### Separated Trail

Paved roads with high traffic volumes, such as Highway 52/118, are not safe for bike lanes along shoulders. A separated trail within the right-of-way is most ideal. The width of the trail is to be ten feet wide and may be constructed with a variety of materials. A gravel trail is sufficient if walking and biking are the only activities taking place on the trail.

### Bike Lanes

Having shoulders along the roadway as bike lanes is an effective way to provide safe bicycle recreation on corridors with lower traffic volumes. Typically, the bike lane is five feet wide and constructed as an extension of the roadway. Roadway signage and pavement markings are critical safety features to have with bike lanes. Shoulder bike lanes are not ideal on gravel roads.

### Shared Roadway

Many towns across the nation have chosen to make bicycle accommodations a common roadway element by designating roads as a shared roadway. A shared roadway must be accompanied by ample signage and painted pavement markings. Shared roadways are ideal on low-traffic, low-speed roads. Creating shared roads in Monona is a good option with many streets having lower traffic volumes.

# Monona Community Trails System

Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC

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

Summer 2016

IOWA'S LIVING ROADWAY

7a

## Board 7b: Trail Amenities

### **Safe Crossings and Access to Luana**

Connecting the Butterfly Trail with the rest of Monona is a common theme found in the inventory and analysis workshops. In particular, railroad crossings are most limiting. A trail extension heading north from Garden View is proposed and crosses the railroad through a tunnel as shown on the plan to the left. This trail also crosses Old Highway 52, providing safe access via paved shoulder to Luana.

This crossing concerns from the railroad company are minimized by removing the interaction of trains and pedestrians. The proposed tunnel location provides ample room between the railroad and Old Highway 52 for a safe crossing. Another goal is to continue the bike route to Luana along the roadway. The design proposes an eight foot wide bike lane on the north side of the road providing enough room for comfortable bike traffic in both directions. The bike lane includes a trail branching off heading north and east to continue a trail loop within Monona.

### **Butterfly Garden Trailhead**

The current trailheads at the Butterfly Garden and Garden View Park need formal parking and improved pedestrian access to the Butterfly Trail. To the left is a plan for a trailhead at the Butterfly Garden. Extending Davis Street into a parking area provides room for ten vehicles to park. Adjacent to the parking is a widened area serving as the trailhead area, where trail signage is already present. Site furnishings and trail amenities are proposed as well.

The image to the right shows what a new formalized Garden View trailhead area looks like with a more defined parking area and additional signage to highlight the trail crossing of James Burger Boulevard. There is a gas line along the north edge of the parking area, so caution is to be taken with shrub planting and excavation. Additional trees are proposed along the trail to provide shade to the area.

## Design Expertise Recommended

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

## Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

Abbreviations used in the following opinions of probable cost include:

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

<b>Trail Amenities</b>					
<b>Davis Street Trailhead</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Site Demolition (for Paved Surfaces)</b>					
Removal of Concrete	2	cy	\$15.00	\$30.00	
Removal of Curb and Gutter 20 lf	20	lf	\$5.00	\$100.00	
<b>Site Utilities</b>					
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$1,500.00	\$1,500.00	
<b>Site Sedimentation and Erosion Control</b>					
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
<b>Site Earthwork</b>					
Rough Grading	1	ls	\$5,000.00	\$5,000.00	
Fine Grading	1	ls	\$2,500.00	\$2,500.00	
<b>Site Hardscape</b>					
Concrete Curb and Gutter (300 lf)	300	lf	\$30.00	\$9,000.00	
New Concrete Sidewalk (4,425 sf @ 4" Depth)	4,425	sf	\$6.00	\$26,550.00	
Aggregate Base Course (4,425 sf @ 4" Depth)	85	tn	\$30.00	\$2,550.00	
<b>Trail</b>					
Trailhead Space (1,100 sf @ 6" Depth)	1,100	sf	\$6.00	\$6,600.00	
Aggregate Base Course (4,425 sf @ 4" Depth)	25	tn	\$30.00	\$750.00	
<b>Site Plant Material</b>					
Native Prairie and Wildflower Mix	1	ls	\$6,500.00	\$6,500.00	
Planting Bed Preparation	1	ls	\$1,000.00	\$1,000.00	
Overstory Trees	12	ea	\$350.00	\$4,200.00	
<b>Site Amenities</b>					
Pedestrian Lighting (LED lighting)	4	ea	\$6,000.00	\$24,000.00	
Parking Line Markings	1	ls	\$1,000.00	\$1,000.00	
Trail Signage	1	ls	\$7,500.00	\$7,500.00	
Custom Pedestrian Benches (6-foot)	2	ea	\$1,500.00	\$3,000.00	
Trash/Recycling Receptacle	1	ea	\$500.00	\$500.00	
Trail Shelters	2	ea	\$5,000.00	\$10,000.00	
<b>Sub-Total</b>					<b>\$118,280.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$20,107.60</b>
<b>Total</b>					<b>\$138,387.60</b>

<b>Garden View Trailhead</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Site Demolition (for Paved Surfaces)</b>					
Removal of Existing Gravel	2	cy	\$50.00	\$100.00	
<b>Site Utilities</b>					
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Gas Line Shut Off	1	ls	\$500.00	\$500.00	
<b>Site Sedimentation and Erosion Control</b>					
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
<b>Site Earthwork</b>					
Rough Grading	1	ls	\$2,500.00	\$2,500.00	

Fine Grading	1	ls	\$1,000.00	\$1,000.00	
<b>Site Hardscape</b>					\$19,180.00
Concrete Parking Lot (2,160 sf @ 6" Depth)	2,160	sf	\$8.00	\$17,280.00	
Aggregate Base Course (2,160 sf @ 4" Depth)	50	tn	\$30.00	\$1,500.00	
6" Diameter Perimeter Rocks	10	tn	\$40.00	\$400.00	
<b>Site Plant Material</b>					\$10,150.00
Native Prairie and Wildflower Mix	1	ls	\$6,500.00	\$6,500.00	
Planting Bed Preparation	1	ls	\$1,000.00	\$1,000.00	
Overstory Trees	5	ea	\$350.00	\$1,750.00	
Shrubs	6	ea	\$150.00	\$900.00	
<b>Site Amenities</b>					\$19,500.00
Pedestrian Lighting (LED lighting)	1	ls	\$7,500.00	\$7,500.00	
Parking Line Markings	1	ls	\$1,000.00	\$1,000.00	
Trail Signage	1	ls	\$7,500.00	\$7,500.00	
Custom Pedestrian Benches (6-foot)	2	ea	\$1,500.00	\$3,000.00	
Trash/Recycling Receptacle	1	ea	\$500.00	\$500.00	
<b>Sub-Total</b>					\$58,930.00
<b>Contingency (10%) Design Fees (7%)</b>					\$10,018.10
<b>Total</b>					\$68,948.10

<b>Tunnel Under Railroad Crossing</b>					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
<b>Railroad Closing</b>					\$120,000.00
Temporary Closing of Railline	1	ls	\$120,000.00	\$120,000.00	
<b>Railroad Stabilization</b>					\$40,000.00
Soil Removal	15	cy	\$1,000.00	\$15,000.00	
Stabilization of tunnel	1	ls	\$25,000.00	\$25,000.00	
<b>Site Utilities</b>					\$5,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
<b>Site Earthwork</b>					\$15,000.00
Rough Grading	1	ls	\$10,000.00	\$10,000.00	
Fine Grading	1	ls	\$5,000.00	\$5,000.00	
<b>Site Hardscape</b>					\$111,750.00
Concrete Curb and Gutter	500	lf	\$30.00	\$15,000.00	
New Concrete Sidewalk (14,500 sf @ 4" Depth - 8' width)	14,500	sf	\$6.00	\$87,000.00	
Aggregate Base Course (14,500 sf @ 4" Depth)	325	tn	\$30.00	\$9,750.00	
Box Culvert	1	ls	\$15,000.00	\$15,000.00	
<b>Subdrainage</b>					\$3,000.00
Subdrainage	1	ls	\$3,000.00	\$3,000.00	
<b>Site Plant Material</b>					\$12,200.00
Native Prairie and Wildflower Mix	1	ls	\$6,500.00	\$6,500.00	
Planting Bed Preparation	1	ls	\$1,000.00	\$1,000.00	
Overstory Trees	5	ea	\$400.00	\$2,000.00	
Evergreen Trees	3	ea	\$500.00	\$1,500.00	
Ornamental Trees	4	ea	\$300.00	\$1,200.00	
<b>Site Amenities</b>					\$19,900.00
Trail Signage	1	ls	\$5,000.00	\$5,000.00	
Custom Pedestrian Benches (6-foot)	2	ea	\$1,200.00	\$2,400.00	
Trash/Recycling Receptacle	1	ea	\$500.00	\$500.00	
Pedestrian Lighting (LED lighting)	2	ea	\$6,000.00	\$12,000.00	
<b>Sub-Total</b>					\$327,850.00
<b>Contingency (10%) Design Fees (7%)</b>					\$55,734.50
<b>Total</b>					\$383,584.50

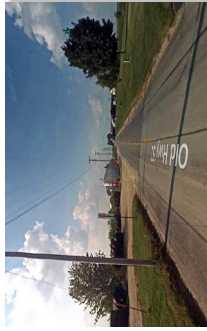
<b>Old Highway 52 Trail to Luana</b>					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
<b>Site Demolition (for Paved Surfaces)</b>					\$3,000.00
Old Rail Bed and Sidewalk Removal	1	ls	\$3,000.00	\$3,000.00	
<b>Site Utilities</b>					\$20,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$10,000.00	\$10,000.00	
Mechanical System	1	ls	\$10,000.00	\$10,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$10,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$10,000.00	\$10,000.00	
<b>Site Earthwork</b>					\$45,000.00
Rough Grading	1	ls	\$30,000.00	\$30,000.00	
Fine Grading	1	ls	\$15,000.00	\$15,000.00	
<b>Site Hardscape</b>					\$2,831,496.00
26' Paved Highway - 14,256 lf	370,656	sf	\$5.00	\$1,853,280.00	
Aggregate Base Course (370,656 sf @ 6" Depth)	12,000	tn	\$30.00	\$360,000.00	
8' Paved Shoulder - 14,256 lf	114,048	sf	\$4.50	\$513,216.00	
Aggregate Base Course (114,048 sf @ 6" Depth)	3,500	tn	\$30.00	\$105,000.00	
<b>Site Amenities</b>					\$78,000.00
Shared Roadway Signage	1	ls	\$20,000.00	\$20,000.00	
Lane Markings	1	ls	\$30,000.00	\$30,000.00	
Vehicular Lighting	4	ea	\$7,000.00	\$28,000.00	
<b>Sub-Total</b>					\$2,987,496.00
<b>Contingency (10%) Design Fees (7%)</b>					\$507,874.32
<b>Total</b>					\$3,495,370.32



### Safe Crossings and Access to Luana

Connecting the Butterfly Trail with the rest of Monona is a common theme found in the inventory and analysis workshops. In particular, railroad crossings are most limiting. A trail extension heading north from Garden View is proposed and crosses the railroad through a tunnel as shown on the plan to the left. This trail also crosses Old Highway 52, providing safe access via paved shoulder to Luana.

This crossing concerns from the railroad company are minimized by removing the interaction of trains and pedestrians. The proposed tunnel location provides ample room between the railroad and Old Highway 52 for a safe crossing. Another goal is to continue the bike route to Luana along the roadway. The design proposes an eight foot wide bike lane on the north side of the road providing enough room for comfortable bike traffic in both directions. The bike lane includes a trail branching off heading north and east to continue a trail loop within Monona.



Perspective B: Looking northwest on Old Highway 52.



Perspective B: Proposed trail crossing and bike lane on shoulder.



Perspective A: Looking south from railroad tracks.



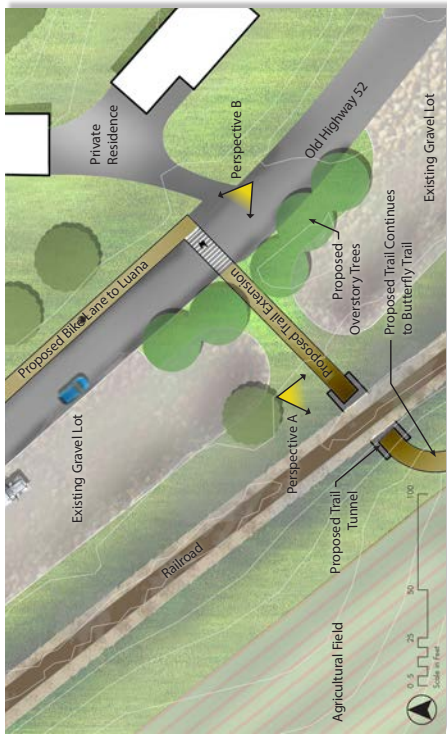
Perspective A: Proposed pedestrian tunnel under the railroad.



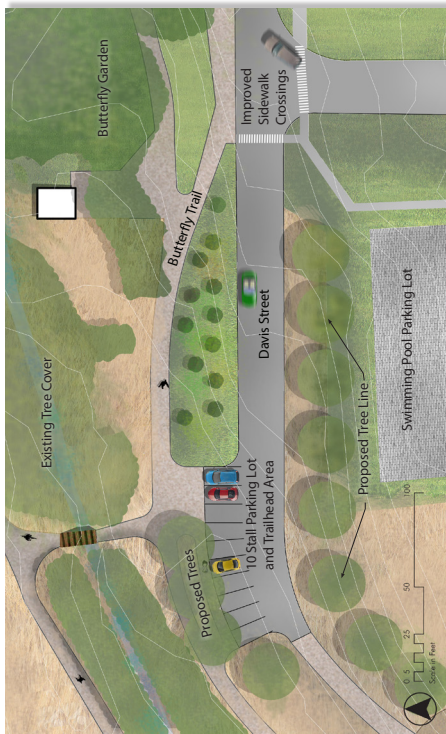
Existing Garden View trailhead looking east from Jim Burger Boulevard.



Proposed Garden View trailhead.



Plan of proposed tunnel and trail crossing Old Highway 52 with bike lane to Luana.



Plan of proposed trailhead at Butterfly Garden.

### Butterfly Garden Trailhead

The current trailheads at the Butterfly Garden and Garden View Park need formal parking and improved pedestrian access to the Butterfly Trail. To the left is a plan for a trailhead at the Butterfly Garden. Extending Davis Street into a parking area provides room for ten vehicles to park. Adjacent to the parking is a widened area serving as the trailhead area, where trail signage is already present. Site furnishings and trail amenities are proposed as well.

The image to the right shows what a new formalized Garden View trailhead area looks like with a more defined parking area and additional signage to highlight the trail crossing of James Burger Boulevard. There is a gas line along the north edge of the parking area, so caution is to be taken with shrub planting and excavation. Additional trees are proposed along the trail to provide shade to the area.

# Monona Trail Safety and Amenities

Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC  
 Iowa Department of Transportation | Trees Forever | ISU Landscape Architecture Extension | ISU Extension Community and Economic Development | Summer 2016

IOWA'S  
 LIVING  
 ROADWAY

## Board 8a: Community Parks

### City Park

City Park is a hub of activity with has a wide assortment of amenities public picnic shelters, a 100-year-old gazebo, an ADA playground, and a basketball court. It is this abundance of activity and set of amenities that makes the park a perfect fit for the easternmost trailhead for the community. With some updates already determined by the city for the future development of the park. These updates include bike lane connections to the other city parks, renovated bathroom facility to include ADA accessibility which will double as a storm shelter. With new 8' wide ADA access to the existing park shelters. All the water in the park flows to the southwest corner which has determined the location of a rain garden that will surround the newly renovated park sign. The new park sign will be maroon to tie in the colors of the existing logo with a raised stone wall planting bed for small perennials and annuals to planted under the sign. The rain will also have education signage to inform residents of its purpose to clean and absorb water.

### Water Tower Park

Monona is full of history particularly in its downtown which has several old store fronts. Residents have mentioned concerns about the former water tower. This historic structure was built in 1913 by the Des Monies Bridge and Iron company and is 150 feet tall. The land around the water tower is owned by the city and is bordered by the fire station to the southwest, private residents directly to east and south and the Canadian Pacific Railroad on the north. This area could be turned into a public park to protect the historic water tower and provide a small park in the downtown core of Monona. The park is a small track of land running along the tracks limiting what can go within the confines of the park, but with plantings of trees and shrubs, the rail line could be mostly screened to provide a safe feel to the park. Park benches, trash cans, and small planters placed under the water tower would help with the coziness of the park. The private residence to the south and east block a sidewalk to Main Street, but maybe a compromise could be made to take a small strip of land in exchange for a more formalized parking area, and an entrance to the parking area that does directly intersect with the railroad tracks to the north.

The proposed concept for the Water Tower Park would be a small concrete pad at the base of the tower. The space under the tower has benches, trash cans, and planters that help to make the space a comfortable place to stop. The railroad makings planting difficult but a medium height hedge blocks much of the view and sounds of the trains that pass through town. The area has pedestrian level lighting because the park gets dark earlier in the evening because the fire station to west mocks much of the evening sun. With a selection of flowers along the edge of the concrete pad and in planters the combination with a few small ornamental trees provide big pops of color. Like the other parks in Monona, the plant selection are butterfly friendly plants.

## Design Expertise Recommended

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

## Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

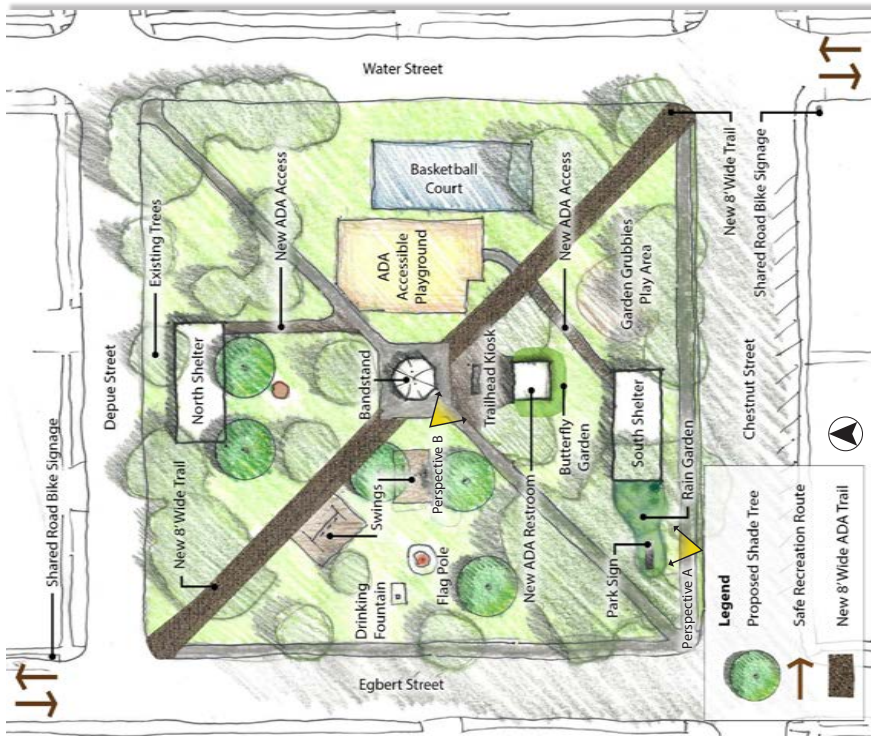
Abbreviations used in the following opinions of probable cost include:

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

<b>Community Park Improvements</b>					
<b>City Park Improvements</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Site Demolition (for Paved Surfaces)</b>					\$480.00
Removal of Existing Sidewalk (2000 sf @ 4" Depth)	24	cy	\$20.00	\$480.00	
<b>Site Utilities</b>					\$10,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$5,000.00	\$5,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
<b>Site Earthwork</b>					\$12,500.00
Rough Grading	1	ls	\$7,500.00	\$7,500.00	
Fine Grading	1	ls	\$5,000.00	\$5,000.00	
<b>Site Hardscape</b>					\$36,950.00
8' Wide Concrete ADA Trail (400 lf @ 4" Depth - 8' width)	3,200	sf	\$6.00	\$19,200.00	
Aggregate Base Course (3,200 sf @ 4" Depth)	75	tn	\$30.00	\$2,250.00	
Concrete Gathering Area (1,000 sf @ 4" Depth)	1,000	sf	\$6.00	\$6,000.00	
Aggregate Base Course (1,000 sf @ 4" Depth)	20	tn	\$30.00	\$600.00	
New Concrete Parking Lot @ 6" Depth	1,000	sf	\$8.00	\$8,000.00	
Aggregate Base Course (1,200 sf @ 6" Depth)	30	tn	\$30.00	\$900.00	
<b>ADA Trailhead Restroom Facility (12'x24'x8')</b>					\$42,000.00
Site Preparation	1	ls	\$500.00	\$500.00	
Prefabricated restroom building	1	ls	\$40,000.00	\$40,000.00	
-Concrete Foundation					
-Concrete Slab					
-Split Face Block and Brick					
-Steel Roof w/ Decking					
-Plumbing and Fixtures					
-Electrical and Fixtures					
-Accessories					
-Paint					
-Roof Solar Light Tubes					
-Electric Hand Dryers (2)					
-Diaper Changing Units (2)					
Electrical Hookup	1	ls	\$1,500.00	\$1,500.00	
<b>Shelter Improvements</b>					\$11,500.00
ADA Access- Excavation	1	ls	\$1,000.00	\$1,000.00	
ADA Access- Concrete	1	ls	\$2,500.00	\$2,500.00	
ADA Shelter Tables (4)	4	ea	\$1,500.00	\$6,000.00	
Gutters and Downspouts	1	ls	\$1,000.00	\$1,000.00	
Recycling Containers	2	ea	\$500.00	\$1,000.00	
<b>Site Plant Material</b>					\$12,500.00
Native Prairie and Wildflower Mix	1	ls	\$5,000.00	\$5,000.00	
Planting Bed Preparation	1	ls	\$1,000.00	\$1,000.00	
Overstory Trees	5	ea	\$400.00	\$2,000.00	
Rain Garden	1	ls	\$3,000.00	\$3,000.00	
Educaitional Signage	1	ls	\$1,500.00	\$1,500.00	

<b>Site Amenities</b>					\$22,500.00
Trailhead Kiosk	1	ls	\$20,100.00	\$20,100.00	
Custom Pedestrian Benches	2	ls	\$1,200.00	\$2,400.00	
<b>Sub-Total</b>					<b>\$149,430.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$25,403.10</b>
<b>Total</b>					<b>\$174,833.10</b>

<b>Water Tower Park</b>					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
<b>Site Utilities</b>					
Electrical Service (Outlet and Circuiting)	1	ls	\$10,000.00	\$10,000.00	\$15,000.00
Storm Drainage Systems - Pipe and Connections	1	ls	\$5,000.00	\$5,000.00	
<b>Site Sedimentation and Erosion Control</b>					
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	\$1,000.00
<b>Site Earthwork</b>					
Rough Grading	1	ls	\$5,000.00	\$5,000.00	\$8,500.00
Fine Grading	1	ls	\$3,500.00	\$3,500.00	
<b>Site Hardscape</b>					
New Concrete Sidewalk (2,080 sf @ 4" Depth)	2,080	sf	\$6.00	\$12,480.00	\$31,290.00
Aggregate Base Course (2,080 sf @ 4" Depth)	50	tn	\$30.00	\$1,500.00	
Concrete Parking Lot ( 1,920 @ 6" Depth)	1,920	sf	\$8.00	\$15,360.00	
Aggregate Base Course (1,920 sf @ 6" Depth)	65	tn	\$30.00	\$1,950.00	
<b>Site Plant Material</b>					
Flower Plugs	40	ea	\$100.00	\$4,000.00	\$7,050.00
Overstory Trees	1	ea	\$350.00	\$350.00	
Hedge Planting	6	ea	\$300.00	\$1,800.00	
Ornamental Trees	3	ea	\$300.00	\$900.00	
<b>Site Amenities</b>					
Custom Pedestrian Benches	3	ea	\$1,200.00	\$3,600.00	\$16,200.00
Trash Can	2	ea	\$300.00	\$600.00	
Pedestrian Lighting (LED lighting)	2	ea	\$6,000.00	\$12,000.00	
<b>Sub-Total</b>					<b>\$79,040.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$13,436.80</b>
<b>Total</b>					<b>\$92,476.80</b>



City Park improvements plan. Not to scale.



Perspective A: City Park sign looking north from Chestnut Street.



Perspective A: Proposed improvements to the City Park sign including a rain garden.



Perspective B: Existing City Park looking southeast from bondstand.

### City Park Improvements

City Park is a hub of activity with a wide assortment of amenities including: two public picnic shelters, a 100-year-old bandstand, an all-inclusive playground, and a basketball court. Monona and residents alike use the space for many events throughout the year. The City of Monona has identified several infrastructure updates to the park as a priority.

Through the assets and barriers workshops the community also established goals for the park. The goals and programming include: bike lane connections to the other city parks and the Garden View Trail, A new ADA accessible restroom facility, ADA accessible paths to existing park shelters, and an eight-foot wide trail connecting to a centralized trailhead.

The stormwater in the park flows to the southwest corner, validating the location of a rain garden that surrounds the newly renovated park sign. The new park sign is painted maroon to tie in the colors of the existing city logo. The sign also includes a raised stone wall planting bed for small perennials and annuals. The proposed rain garden captures a majority of the stormwater and promotes infiltration with the use of native plants. The rain garden includes education signage to inform residents of its purpose and function.



Perspective B: Proposed trailhead with new ADA accessible restroom facilities.

# Monona

## City Park Improvements

Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC  
 Iowa Department of Transportation | Trees Forever | ISU Landscape Architecture Extension | ISU Extension Community and Economic Development | Summer 2016

## Board 8b: Gateway Park

### Gateway Park Improvements

Gateway Park is the first park that visitors see when they enter Monona because of its location on the corner of Highway 52/18 and Main Street (Falcon Avenue). The park hosts visitors for camping, and the farmers market uses the shelter located toward the front of the park. A Veterans Memorial is just south of the existing look road within the park, and the entry sign for Monona is located at the far southeastern corner. Improvements include a new ADA shower and bathroom that is used by the public and functions as a storm shelter. A trail runs along the outer edge of the park creating visibility to travelers on Highway 52/18. A playground is proposed east of the memorial to provide a safe place for children to play. Native prairie plantings are proposed to highlight the existing and proposed park signage. Improved circulation and additional shade trees are also included in the plan.

The new bathroom and on the south side of the circular drive provides shower stalls for both male and female users. The architecture of the building is to reflect existing materials found at other parks in Monona.

Signage for the park is a currently an IDOT blue tourist sign, and is the first park that visitors see in Monona. The steering committee wanted to create an aesthetic and inviting park setting at this primary entrance into Monona. The proposed signage on Main Street continues the theme and branding that is already present on the entry billboards and signs, including: natural rock columns, maroon and green accent colors, and garden butterfly symbols further incorporating the identity of Monona.

### Design Expertise Recommended

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

### Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

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lf = linear foot    ls = lump sum                      sf = square foot                      sy = square yard

# Gateway Park Improvements

Gateway Park Improvements					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
<b>Tree Protection</b>					\$2,500.00
Tree Protection	1	ls	\$2,500.00	\$2,500.00	
<b>Site Utilities</b>					\$10,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$5,000.00	\$5,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
<b>Site Earthwork</b>					\$12,500.00
Rough Grading	1	ls	\$7,500.00	\$7,500.00	
Fine Grading	1	ls	\$5,000.00	\$5,000.00	
<b>Site Hardscape</b>					\$107,100.00
8' Wide ADA Trail (14,500 sf @ 4" Depth)	14,500	sf	\$6.00	\$87,000.00	
Aggregate Base Course (14,500 sf @ 4" Depth)	325	tn	\$30.00	\$9,750.00	
Concrete Drive for Dump Station (1,200 sf @ 6" Depth)	1,200	sf	\$8.00	\$9,600.00	
Aggregate Base Course (1,200 sf @ 4" Depth)	25	tn	\$30.00	\$750.00	
<b>ADA Gateway Park Showering Facility (12'x24'x8')</b>					\$82,000.00
Site Preparation	1	ls	\$500.00	\$500.00	
Prefabricated Showering Facility	1	ls	\$80,000.00	\$80,000.00	
Electrical Hookup	1	ls	\$1,500.00	\$1,500.00	
<b>Site Plant Material</b>					\$8,600.00
Native Prairie and Wildflower Mix	1	ls	\$5,000.00	\$5,000.00	
Shrubs	20	ea	\$80.00	\$1,600.00	
Overstory Trees	5	ea	\$400.00	\$2,000.00	
<b>Site Amenities</b>					\$22,000.00
New Playground	1	ls	\$20,000.00	\$20,000.00	
Custom Pedestrian Benches	2	ls	\$1,000.00	\$2,000.00	
<b>Gateway Park</b>					\$31,000.00
Custom Roadside Sign	1	ls	\$6,000.00	\$6,000.00	
Custom Gateway Sign	1	ls	\$25,000.00	\$25,000.00	
<b>Sub-Total</b>					<b>\$276,700.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$47,039.00</b>
<b>Total</b>					<b>\$323,739.00</b>





Birds eye view of Gateway Park improvements looking northeast. Not to scale.

**Gateway Park Improvements**

Gateway Park is the first park that visitors see when they enter Monona because of its location on the corner of Highway 52/18 and Main Street (Falcon Avenue). The park hosts visitors for camping, and the farmers market uses the shelter located toward the front of the park. A Veterans Memorial is just south of the existing look road within

the park, and the entry sign for Monona is located at the far southeastern corner. Improvements include a new ADA shower and bathroom that is used by the public and functions as a storm shelter. A trail runs along the outer edge of the park, creating visibility to travelers on Highway 52/18. A playground is proposed east of the memorial

to provide a safe place for children to play. Native prairie plantings are proposed to highlight the existing and proposed park signage. Improved circulation and additional shade trees are also included in the plan.



Perspective A. Looking east in Gateway Park.

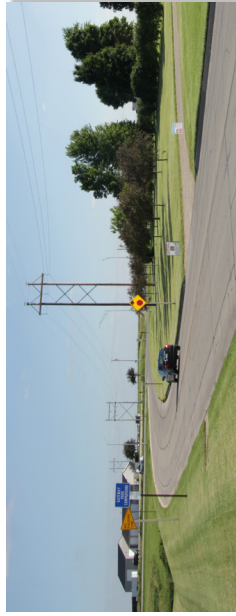
The new bathroom and on the south side of the circular drive provides shower stalls for both male and female users. The architecture of the building is to reflect existing materials found at other parks in Monona.

Signage for the park is currently an IDOT blue tourist sign, and is the first park that visitors see in Monona. The steering committee wanted

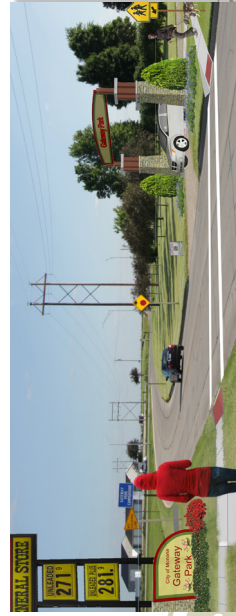


Perspective B. Looking south on Main Street toward Gateway Park.

to create an aesthetic and inviting park setting at this primary entrance into Monona. The proposed signage on Main Street continues the theme and branding that is already present on the entry billboards and signs, including: natural rock columns, maroon and green accent colors, and garden butterfly symbols further incorporating the identity of Monona.



Perspective B. Looking south on Main Street toward Gateway Park.



Perspective B. Looking south on Main Street toward Gateway Park.

# Monona Gateway Park

Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC  
 Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

IOWA'S  
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 ROADWAYS



## Board 9a and 9b: Community Signage Plan and Elements

### Community Signage Plan

Signage and identity are important to make a place feel welcoming and inviting to visitors. The city of Monona already has a great identity, specifically with the recent renovation of the city logo and the new billboard entry signs on Highway 52/18. The south entry sign at the corner of Highway 52/18 and Falcon Avenue, the Butterfly Garden sign, and the trail signage are all excellent identity signage for Monona. The overall theme is relevant to gardens and butterflies for the “Garden City of Iowa”. Through their logo and sign, the town has an identity through the unity of those way-finding signage elements.

To further enhance Monona’s identity, destination park signage needs an update. Below is the proposed south entry sign with native prairie plantings and a concept for the east entry sign on County Highway B45.

Additional signage throughout town includes two new park signs for Gateway Park. Along with improved signage at City Park and Garden View Park, elements are already present in these locations along with themes and colors from the city logo.

### Design Expertise Recommended

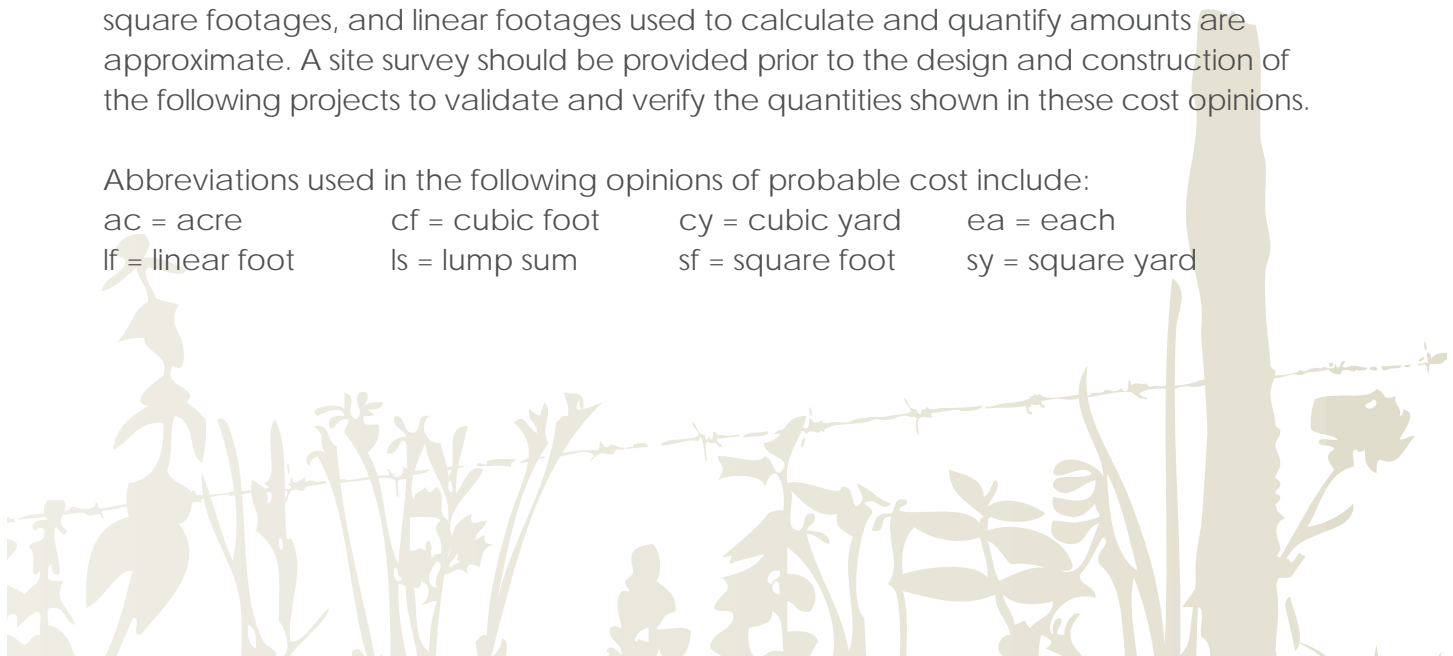
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### Project Scope and Cost Opinion

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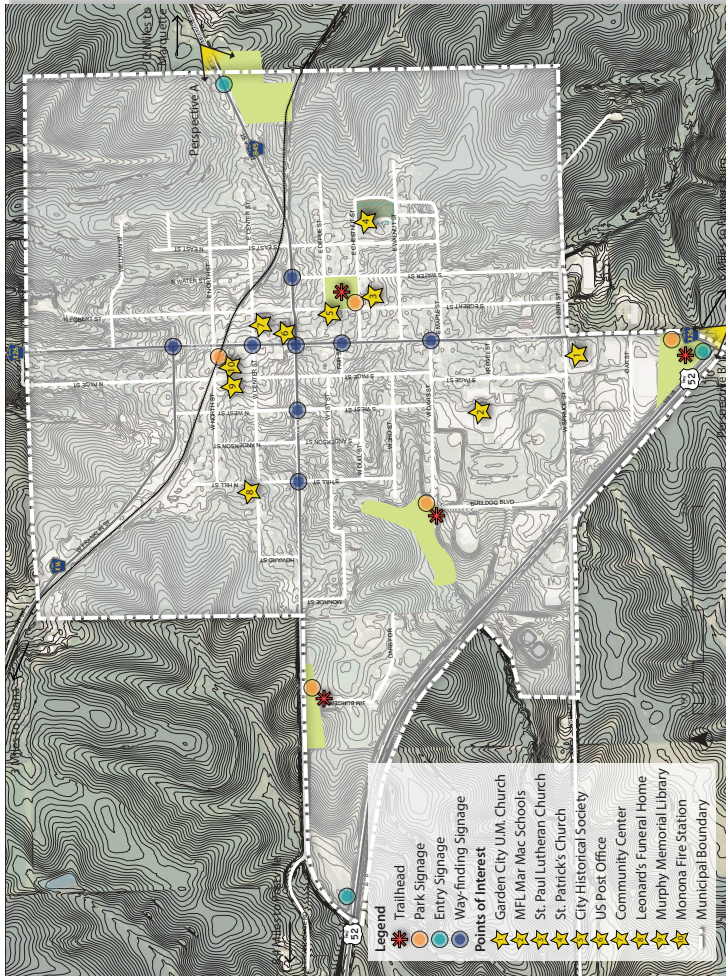
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## Community Signage

Park Signage					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
<b>South Entry Sign</b>					
Re-Painting	1	ls	\$500.00	\$500.00	\$7,000.00
Native Prairie and Wildflower Mix	1	ls	\$6,500.00	\$6,500.00	
<b>North Entry Sign</b>					
Custom Entry Sign	1	ls	\$5,000.00	\$5,000.00	\$5,000.00
Native Prairie and Wildflower Mix	1	ls	\$6,500.00	\$6,500.00	
Ornamental Tree	1	ea	\$300.00	\$300.00	
Evergreen Trees	1	ea	\$500.00	\$500.00	
<b>East Entry Sign</b>					
Custom Entry Sign	1	ls	\$7,500.00	\$7,500.00	\$13,300.00
Native Prairie and Wildflower Mix	1	ls	\$5,000.00	\$5,000.00	
Ornamental Tree	1	ea	\$300.00	\$300.00	
Evergreen Trees	1	ea	\$500.00	\$500.00	
<b>Gateway Park</b>					
Custom Roadside Sign	1	ls	\$3,000.00	\$3,000.00	\$8,000.00
Custom Gateway Sign	1	ls	\$5,000.00	\$5,000.00	
<b>Sign Renovations</b>					
Renovation of City Park Sign	1	ls	\$2,500.00	\$2,500.00	\$5,000.00
Renovation of Garden View Sign	1	ls	\$2,500.00	\$2,500.00	
<b>Wayfinding Signage</b>					
Iowa DOT Directional Signs	8	ea	\$500.00	\$4,000.00	\$7,200.00
City Wayfinding Signs	8	ea	\$400.00	\$3,200.00	
<b>Sub-Total</b>					<b>\$45,500.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$7,735.00</b>
<b>Total</b>					<b>\$53,235.00</b>



Enhancement cap on directional signage. Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library", accessed April 2016. <http://www.igsb.iowa.edu/ngis/ibx/>

### Community Signage Plan

Signage and identity are important to make a place feel welcoming and inviting to visitors. The city of Monona already has a great identity, specifically with the recent renovation of the city logo and the new billboard entry signs on Highway 52/18. The south entry sign at the corner of Highway 52/18 and Falcon Avenue, the Butterfly Garden sign, and the trail signage are all excellent identity signage for Monona. The overall theme is relevant to gardens and butterflies for the "Garden City of Iowa". Through their logo and sign, the town has an identity through the unity of those way-finding signage elements.

To further enhance Monona's identity, destination park signage needs an update. Below is the proposed south entry sign with native prairie plantings and a concept for the east entry sign on County Highway 845.

Additional signage throughout town includes two new park signs for Gateway Park. Along with improved signage at City Park and Garden View Park, elements are already present in these locations along with themes and colors from the city logo.



Perspective A: Looking west down County Highway 845.



Perspective A: Proposed eastern entry sign with native plantings.



Perspective B: Existing south entry sign at Gateway Park.



South entry sign with native prairie and proposed trail in Gateway Park.

# Monona

## Community Signage Plan

Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC  
 Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016

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## Board 10: Destinations and Sidewalks

### Destinations and Sidewalks

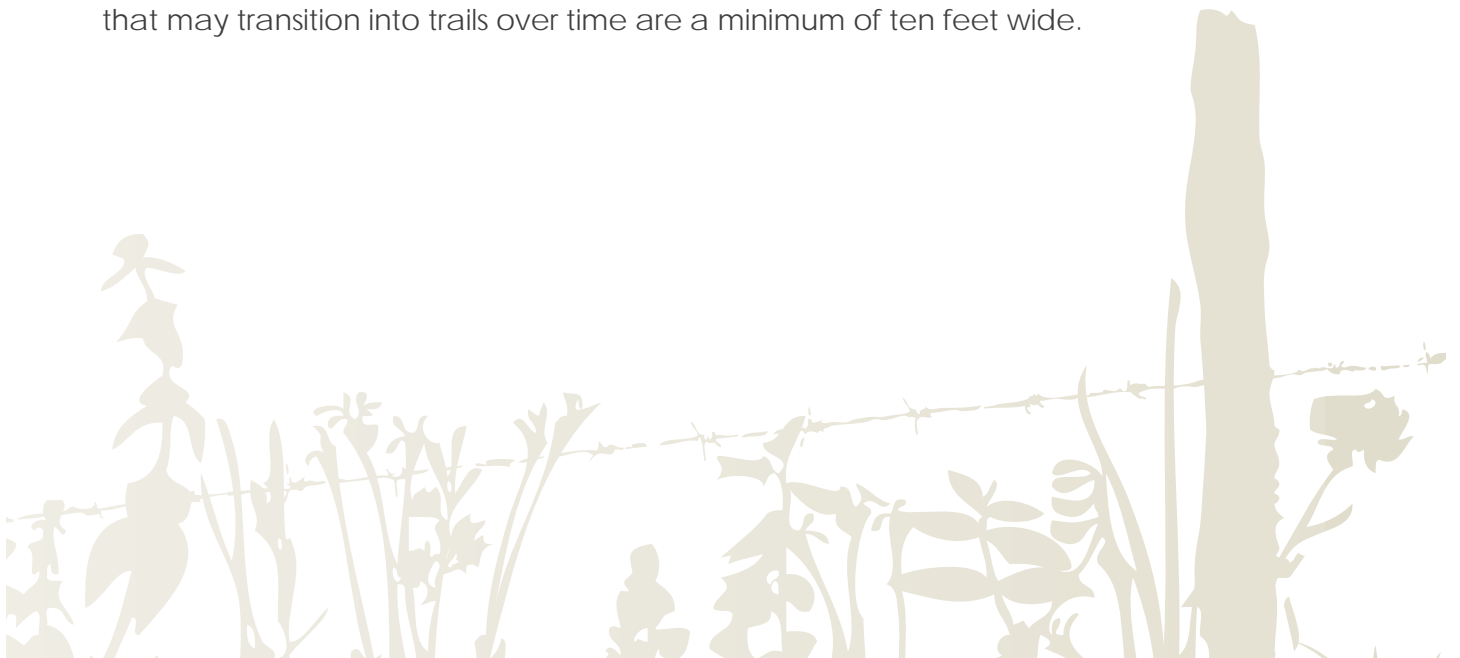
Monona's sidewalks are in a variety of conditions. Sidewalks are in better condition in the downtown area and along Main Street. As you move out from this core group of sidewalks, the conditions deteriorate with aging sidewalks scattered around town. The largest area with no sidewalks is in the new development on the west side of Monona. Streets in this area are wider and residents use them instead of sidewalks. In these areas, a marked shared road replaces the use of sidewalks.

Another major issue as discovered in the transportation assets and barriers workshops are the missing sidewalks at railroad crossings. Many residents who live on the north side of town feel "cut-off" from many important destinations on the southern side of the railroad track ADA compliant sidewalks crossings are also desirable.

Another major connection that is missing is a sidewalk to Gateway Park, which currently ends a block north, and on the other side of Main Street where the sidewalk ends at the cemetery. This connection leads to the new Casey's General Store proposed on the east side of Falcon Avenue.

Sidewalks improve the walkability of towns and help promote outdoor recreation. There are already many residents that walk in the streets because there is no sidewalk or the state of the sidewalks is not desirable.

As sidewalks get updated over time, the new sidewalks are to include curb cuts with truncated domes to provide ease of access for mobility impaired users. Curb cuts are applied to major routes where they are not currently present, particularly along Main Street which is the major north-south route through town. All new sidewalks are to be five foot wide (at a minimum). Major routes to school, such as Main Street and Davis Street are to be eight feet wide (at a minimum). Sidewalks denoted as trails or that may transition into trails over time are a minimum of ten feet wide.



## Design Expertise Recommended

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## Project Scope and Cost Opinion

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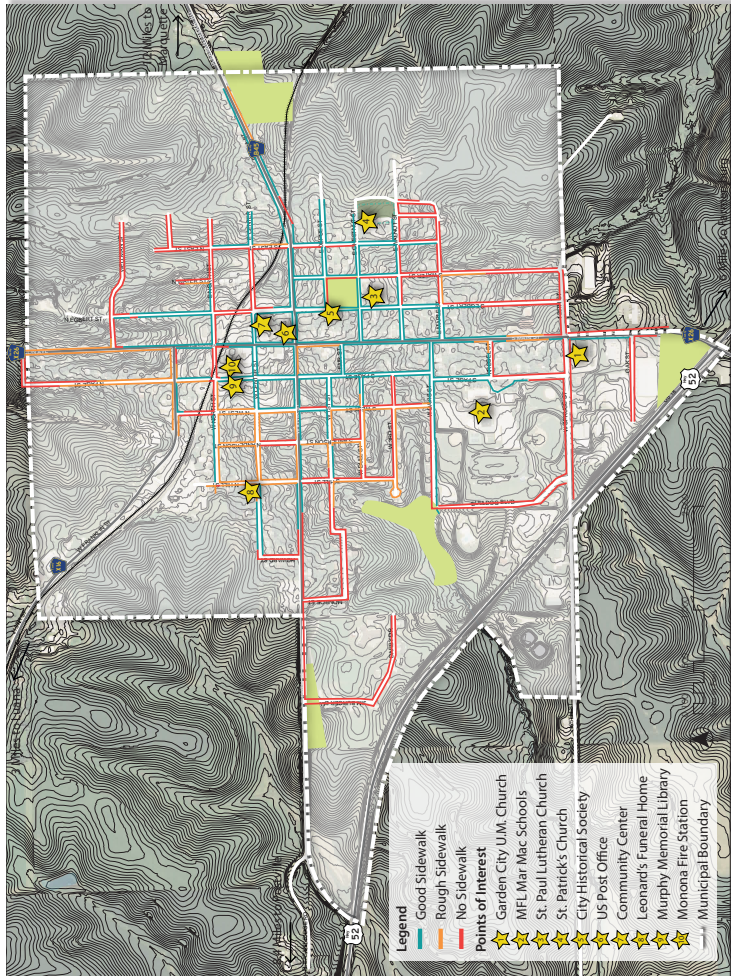
<b>Sidewalk Improvements</b>					
<b>Sidewalk Installation</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>4' Wide Sidewalk</b>					\$2,300.00
New Concrete Sidewalk (100 lf @ 4" Depth)	400	sf	\$5.00	\$2,000.00	
Aggregate Base Course (100' lf @ 4" Depth)	10	tn	\$30.00	\$300.00	
<b>6" Wide Sidewalk</b>					\$3,450.00
New Concrete Sidewalk (100 lf @ 4" Depth)	600	sf	\$5.00	\$3,000.00	
Aggregate Base Course (100' lf @ 4" Depth)	15	tn	\$30.00	\$450.00	
<b>8" Wide Sidewalk</b>					\$4,600.00
New Concrete Sidewalk (100 lf @ 4" Depth)	800	sf	\$5.00	\$4,000.00	
Aggregate Base Course (100' lf @ 4" Depth)	20	tn	\$30.00	\$600.00	
<b>Curb Ramps at Intersections</b>					\$1,000.00
ADA Curb Ramps	1	ea	\$1,000.00	\$1,000.00	
<b>Sub-Total</b>					<b>\$11,350.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$1,929.50</b>
<b>Total</b>					<b>\$13,279.50</b>

<b>Howard Street Sidewalk Improvements</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Site Utilities</b>					\$10,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$5,000.00	\$5,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$2,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$2,500.00	\$2,500.00	
<b>Site Earthwork</b>					\$4,000.00
Rough Grading	1	ls	\$2,000.00	\$2,000.00	
Fine Grading	1	ls	\$2,000.00	\$2,000.00	
<b>Site Hardscape</b>					\$33,300.00
Howard Street Sidewalk (1,750 sf @ 6" Depth)	1,750	sf	\$8.00	\$14,000.00	
Aggregate Base Course (1,750 sf @ 4" Depth)	40	tn	\$30.00	\$1,200.00	
Iowa Street sidewalk (2,350 sf @ 4" Depth)	2,350	sf	\$6.00	\$14,100.00	
Aggregate Base Course (2,350 sf @ 4" Depth)	50	tn	\$30.00	\$1,500.00	
ADA Curb Ramps	2	ea	\$1,000.00	\$2,000.00	
Crosswalk Markings	1	ls	\$500.00	\$500.00	
<b>Sub-Total</b>					<b>\$49,800.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$8,466.00</b>
<b>Total</b>					<b>\$58,266.00</b>

<b>Sidewalk along Falcon Avenue by Cemetery</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Site Utilities</b>					\$10,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$5,000.00	\$5,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$5,000.00	\$5,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$2,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$2,500.00	\$2,500.00	
<b>Site Earthwork</b>					\$10,000.00
Rough Grading	1	ls	\$5,000.00	\$5,000.00	
Fine Grading	1	ls	\$5,000.00	\$5,000.00	
<b>Site Hardscape</b>					\$42,930.00
New Sidewalk to Gateway Park (6,480 sf @ 6" Depth)	6,480	sf	\$6.00	\$38,880.00	
Aggregate Base Course (6,480 sf @ 4" Depth)	135	tn	\$30.00	\$4,050.00	
ADA Curb Ramps	4	ea	\$1,000.00	\$4,000.00	
Crosswalk Markings	1	ls	\$500.00	\$500.00	
<b>Site Amenities</b>					\$36,000.00
Pedestrian Lighting (LED lighting)	6	ea	\$6,000.00	\$36,000.00	
<b>Sub-Total</b>					<b>\$101,430.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$17,243.10</b>
<b>Total</b>					<b>\$118,673.10</b>

<b>Sidewalk Improvments Maple Street and Falcon Avenue</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Site Utilities</b>					\$2,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$1,000.00	\$1,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$1,000.00	\$1,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
<b>Site Earthwork</b>					\$5,000.00
Rough Grading	1	ls	\$3,500.00	\$3,500.00	
Fine Grading	1	ls	\$1,500.00	\$1,500.00	
<b>Site Hardscape</b>					\$2,500.00
ADA Curb Ramps	2	ea	\$1,000.00	\$2,000.00	
Crosswalk Markings	1	ls	\$500.00	\$500.00	
<b>Sub-Total</b>					<b>\$10,500.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$1,785.00</b>
<b>Total</b>					<b>\$12,285.00</b>





Comprehensive sidewalk plan highlighting conditions of sidewalks and important destinations. Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2016, <http://www.igsl.iowa.edu/igsl/bv/>.



Existing sidewalk on Howard Street looking west.



Proposed sidewalk improvements on Howard Street looking north.



Existing Maple and Main Streets looking north.



Proposed sidewalk and ADA improvements on Maple and Main Streets looking north.

### Destinations and Sidewalks

Monona's sidewalks are in a variety of conditions. Sidewalks are in better condition in the downtown area and along Main Street. As you move out from this core group of sidewalks, the conditions deteriorate with aging sidewalks scattered around town. The largest area with no sidewalks is in the new development on the west side of Monona. Streets in this area are wider and residents use them instead of sidewalks. In these areas, a marked shared road replaces the use of sidewalks.

Another major issue as discovered in the transportation assets and barriers workshops are the missing sidewalks at railroad crossings. Many residents who live on the north side of town feel "cut-off" from many important destinations on the southern side of the railroad track. ADA compliant sidewalks crossings are also desirable.

Another major connection that is missing is a sidewalk to Gateway Park, which currently ends a block north, and on the other side of Main Street where the sidewalk ends at the cemetery. This connection leads to the new Casey's General Store proposed on the east side of Falcon Avenue.

Sidewalks improve the walkability of towns and help promote outdoor recreation. There are already many residents that walk in the streets because there is no sidewalk or the state of the sidewalks is not desirable.

As sidewalks get updated over time, the new sidewalks are to include curb cuts with truncated domes, to provide ease of access for mobility impaired users. Curb cuts are applied to major routes where they are not currently present, particularly along Main Street which is the major north-south route through town. All new sidewalks are to be five feet wide (at a minimum). Major routes to school, such as Main Street and Davis Street are to be eight feet wide (at a minimum). Sidewalks denoted as trails or that may transition into trails over time are a minimum of ten feet wide.

# Monona

## Destinations and Sidewalks

Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC

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

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## Board 11: Downtown Improvements Plan

### Downtown Improvement Plan

Downtown is the core identity of Monona but is currently very isolated and harsh, with very few plantings and mostly hardscape. The steering committee established the goal to make downtown more inviting and comfortable to residents and visitors.

The city of Monona is uniquely situated at the top of three watersheds: the Yellow River, Bloody Run, and Silver Creek, all which lead to the Mississippi River. Monona is the start of a cleaner watershed while promoting water catchment, infiltration, and improved water quality.

Downtown is particularly important because it has the most impervious surface and is the high point defining the watersheds north and east of town. In conjunction with Monona's existing bumpouts on Main Street, proposed bumpouts, or curb extensions, allow stormwater to be filtered by plant material and infiltrated in the groundwater supply. Unlike Monona's current bumpouts on Main Street, with no curbing, curbs are specified on the proposed bumpouts. Curbing provides a buffer between pedestrian and vehicular traffic. Curb cuts allow water to flow into the plantings, minimizing pollutant runoff into waterways. In the bumpouts, plants are selected for drought tolerance to benefit the downtown space with greenery, color, and diversity. A select number of bumpouts have space to accommodate additional trees plantings making the street a comfortable place for pedestrians. A minimal amount of parking stalls are lost with the proposed bumpouts.



## Design Expertise Recommended

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

## Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

Abbreviations used in the following opinions of probable cost include:

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

<b>Downtown Improvements</b>					
<b>Bumpouts and Safety Improvements</b>					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
<b>Site Removal</b>					
Concrete Street Removal (8,000 sf @ 6" Depth)	1500	cy	\$10.00	\$15,000.00	
Curb and Gutter (700 lf)	700	lf	\$10.00	\$7,000.00	
					\$43,500.00
<b>Curb and Gutter</b>					
Curb and Gutter (1450 lf)	1450	ls	\$30.00	\$43,500.00	
<b>Site Utilities</b>					
Electrical Service (Outlet and Circuiting)	1	ls	\$10,000.00	\$10,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$10,000.00	\$10,000.00	
					\$7,500.00
<b>Site Earthwork</b>					
Rough Grading	1	ls	\$5,000.00	\$5,000.00	
Fine Grading	1	ls	\$2,500.00	\$2,500.00	
					\$14,000.00
<b>Plantings</b>					
Bumpout Plantings	1	ls	\$10,000.00	\$10,000.00	
Overstory Trees	8	ea	\$500.00	\$4,000.00	
					\$59,400.00
<b>Site Amenities</b>					
Pedestrian Lighting (12' LED lighting)	8	ea	\$6,000.00	\$48,000.00	
Wayfinding Signs	8	ea	\$400.00	\$3,200.00	
Custom Pedestrian Benches (6-foot)	8	ea	\$600.00	\$4,800.00	
Trash/Recycling Receptacle	8	ea	\$300.00	\$2,400.00	
Parking Line Markings	1	ls	\$1,000.00	\$1,000.00	
<b>Sub-Total</b>					<b>\$166,400.00</b>
<b>Contingency (10%) Design Fees (7%)</b>					<b>\$28,288.00</b>
<b>Total</b>					<b>\$194,688.00</b>



Plan showing proposed downtown street improvements.

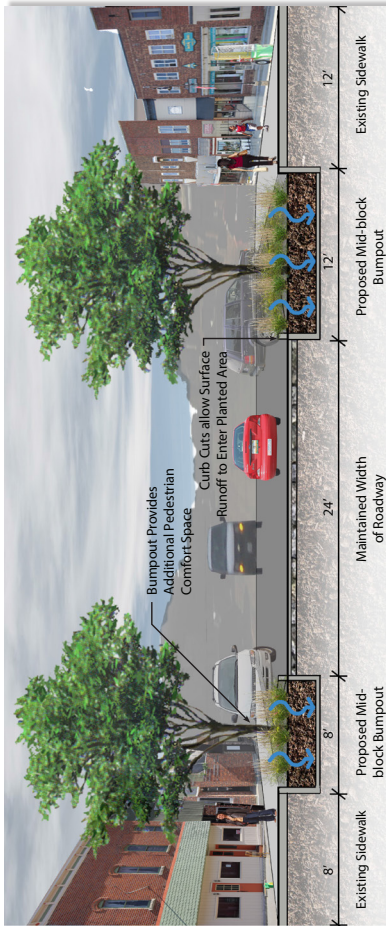
### Downtown Improvement Plan

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Section A to A' looking west on Center Street showing proposed bumpouts for stormwater management.

# Monona

## Downtown Improvements Plan

Landscape Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC

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

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## Board 12: Downtown Street Amenities

### Downtown Street Amenities

Downtown is the heart of Monona. Recent streetscape updates, attract both residents and visitors into the core of Monona, offering resources such as the library, city hall, post office, eateries, and other businesses.

Currently, the downtown area has several limitations regarding accessibility, safety, and aesthetics. Many store fronts are not ADA accessible with door entrances ranging anywhere from 6 inches to 2 feet above the current sidewalk level. Several businesses have a sidewalk ramp with handrails prevent people from falling off the elevated sidewalk. Although effective, handrails and ramps at every storefront is not feasible nor desirable.

Second, Monona has newer light fixtures that do not provide sufficient lighting levels for people to feel safe at night. One proposed solution is to lower the light bulbs in the existing street light fixtures so that they are lowered below the fixture hood, sending light out at a wider angle. The second solution is to add more lighting. These light poles are meant to be spaced 25' to 30' between each light pole, but currently the spacing between light poles is 50' to 60'. The distance causes large gaps in the field of light creating an uncomfortable setting that many residents noted during the assets and barriers workshops. More information from a photometric analysis is needed to determine locations of light poles.

Lastly, it is a priority to make downtown more pedestrian-friendly. Site furnishings such as benches help pedestrians enjoy downtown by providing places to rest. Trash and recycling receptacles are items Monona currently has and continue to be utilized for beautification and upkeep. A mid-block curb bump-out, as shown above, adds much-desired pedestrian space for gathering and respite. Additionally, small improvements like awnings, planter boxes, and pots can be purchased by stores or jointly with the City to promote the beautification of the downtown core.

## Design Expertise Recommended

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

## Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

Abbreviations used in the following opinions of probable cost include:

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

Downtown Revitalization					
Northside of Center Street					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
<b>Site Demolition (for Paved Surfaces)</b>					\$11,000.00
Sidewalk Removal (2,000 sf @ 6" Depth)	2,000	sf	\$3.00	\$6,000.00	
Curb and Gutter Removal (500 lf)	500	lf	\$10.00	\$5,000.00	
<b>Site Utilities</b>					\$35,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$25,000.00	\$25,000.00	
Storm Drainage Systems - Pipe and Connections	1	ls	\$10,000.00	\$10,000.00	
<b>Site Sedimentation and Erosion Control</b>					\$5,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$5,000.00	\$5,000.00	
<b>Site Earthwork</b>					\$12,500.00
Rough Grading	1	ls	\$7,500.00	\$7,500.00	
Fine Grading	1	ls	\$5,000.00	\$5,000.00	
<b>Site Hardscape</b>					\$275,900.00
ADA Curb Ramps	8	ea	\$800.00	\$6,400.00	
New Sidewalk (4,000 sf @ 6" Depth)	4,000	sf	\$8.00	\$32,000.00	
Aggregate Base Course (4,000 sf @ 8" Depth)	250	tn	\$30.00	\$7,500.00	
ADA Sidewalk Ramps (8,000 sf @ 6" Depth)	8,000	sf	\$10.00	\$80,000.00	
ADA Sidewalk Ramp Railing (5,000 lf)	5,000	lf	\$30.00	\$150,000.00	
<b>Site Amenities</b>					\$20,300.00
Pedestrian LED Lighting for Park and Bergen Street (12' Height)	2	ea	\$4,000.00	\$8,000.00	
Benches	4	ea	\$600.00	\$2,400.00	
Trash Receptacles	4	ea	\$300.00	\$1,200.00	
Painted Pavement Markings and Parking Lines	1	ls	\$5,000.00	\$5,000.00	
Planter Boxes on Railing	10	ea	\$70.00	\$700.00	
Awnings	4	ea	\$750.00	\$3,000.00	
<b>Sub-Total</b>					\$359,700.00
<b>Contingency (10%) Design Fees (7%)</b>					\$61,149.00
<b>Total</b>					\$420,849.00



Existing Center Street from Page Street to Main Street looking north highlighting areas of desired improvements.



Proposed Center Street with desired improvements.

**Downtown Street Amenities**

Downtown is the heart of Monona. Recent streetscape updates, attract both residents and visitors into the core of Monona, offering resources such as the library, city hall, post office, eateries, and other businesses.

Currently, the downtown area has several limitations regarding accessibility, safety, and aesthetics. Many store fronts are not ADA accessible with door entrances ranging anywhere from 6 inches to 2 feet above the current sidewalk level. Several businesses have a sidewalk ramp with handrails prevent people from falling off the elevated sidewalk. Although effective, handrails and ramps at every storefront is not feasible nor desirable.

Second, Monona has newer light fixtures that do not provide sufficient lighting levels for people to feel safe at night. One proposed solution is to lower the light bulbs in the existing street light fixtures so that they are lowered below the fixture hood, sending light out at a wider angle. The second solution is to add more lighting. These light poles are meant to be spaced 25' to 30' between each light pole, but currently the large gaps in the field of light creating an uncomfortable setting that many residents noted during the assets and barriers workshops. More information from a photometric analysis is needed to determine locations of light poles.

Lastly, it is a priority to make downtown more pedestrian-friendly. Site furnishings such as benches help pedestrians enjoy downtown by providing places to rest. Trash and recycling receptacles are items Monona currently has and continue to be utilized for beautification and upkeep. A mid-block curb bump-out, as shown above, adds much-desired pedestrian space for gathering and respite. Additionally, small improvements like awnings, planter boxes, and pots can be purchased by stores or jointly with the City to promote the beautification of the downtown core.



Existing facade and entrance of a typical downtown office.



Proposed improvements including ADA-accessible entrance ramps, flower boxes, and solar-powered awnings.

# Monona

## Downtown Street Amenities

Landscapes Architects: David Stokes, PLA, ASLA, Eric Doll, ASLA, Intern: Samuel Thompson, Jeffrey L. Bruce and Company, LLC.  
 Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2016



## Implementation Strategies

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

Design expertise from several different backgrounds is required to successfully implement the improvements and enhancements of Monona. A professional Landscape Architecture firm is necessary to make adjustments to these schematic design concepts and to provide construction documents for the project being built. A Civil Engineer is recommended to review the design of storm overflow infrastructure and hydrology calculations. Electrical Engineer expertise is required to design street lighting and foot candle requirements. A Structural Engineer is needed to provide support with paving reinforcement. A Traffic Engineer is needed for changes to parking and crosswalks.

Recommendations are based on motivations for economic return and increased quality of life. It is recommended that projects be approached in the following order, keeping in mind that some may run concurrently and others may call for further phasing:

Monona Community Improvements - Implementation and Action Plan	
<b>Timing:</b>	<b>Year One</b>
Task 1:	Identify and form a Community Steering Committee for Monona (which meet on a minimum of a quarterly basis).
Task 2:	Identify and rank in order of importance and priority, the community improvement project(s) that were identified in the Feasibility Study.
Task 3:	Identify eligible and related potential grant and/or loan funding sources to finance the community improvement project(s) chosen to be implemented <u>first</u> .
Task 4:	Submit application(s) for eligible and related grant and/or loan programs to help finance the <u>first</u> improvement project, with the assistance and guidance from Trees Forever and a Landscape Architect.
Measurement of Success:	Formed a Community Steering Committee. Prioritized the six (6) community improvement projects identified in the Feasibility Study. Created a list of eligible grant and/or loan funding sources for financing the <u>first</u> community improvement project. Submitted a grant and/or loan application and other required documentation for the <u>first</u> priority community improvement project.
<b>Timing:</b>	<b>Year Two</b>
Task 1:	Upon a successful grant and/or loan application: develop a schedule for contracting for design, advertising for bid, and contracting for construction the <u>first</u> community improvement project.
Task 2:	Select and execute a contract with a Landscape Architect as your lead design consultant for the <u>first</u> community improvement project. (Allow for a 3 - 6 month Design and Construction Documentation Phase)
Task 3:	Select and execute a contract with a General Contractor as your construction manager for the <u>first</u> community improvement project. (Allow for a 6 month Construction Administration Phase)
Measurement of Success:	Received a successful grant and/or loan award letter notification for the <u>first</u> community improvement project. Selected a Landscape Architect to prepare full scope of design documents and bid documents for construction of the <u>first</u> community improvement project. Selected a General Contractor to complete the construction of the <u>first</u> community improvement project.
<b>Timing:</b>	<b>Year Three</b>
Task 1:	Identify eligible and related potential grant and/or loan funding sources to finance the community improvement project(s) chosen to be implemented <u>second</u> .
Task 2:	Submit application(s) for eligible and related grant and/or loan programs to help finance the <u>second</u> improvement project, with the assistance and guidance from Trees Forever and a Landscape Architect.
Measurement of Success:	Created a list of eligible grant and/or loan funding sources for financing the <u>second</u> community improvement project. Submitted a grant and/or loan application and other required documentation for the <u>second</u> priority community improvement project.

<b>Timing:</b>	<b>Year Four</b>
Task 1:	Upon a successful grant and/or loan application: develop a schedule for contracting for design, advertising for bid, and contracting for construction the <u>second</u> community improvement project.
Task 2:	Select and execute a contract with a Landscape Architect as your lead design consultant for the <u>second</u> community improvement project. (Allow for a 3 - 6 month Design and Construction Documentation Phase)
Task 3:	Select and execute a contract with a General Contractor as your construction manager for the <u>second</u> community improvement project. (Allow for a 6 month Construction Administration Phase)
Measurement of Success:	Received a successful grant and/or loan award letter notification for the <u>second</u> community improvement project. Selected a Landscape Architect to prepare full scope of design documents and bid documents for construction of the <u>second</u> community improvement project. Selected a General Contractor to complete the construction of the <u>second</u> community improvement project.
<b>Timing:</b>	<b>Year Five</b>
Task 1:	Identify eligible and related potential grant and/or loan funding sources to finance the community improvement project(s) chosen to be implemented <u>third</u> .
Task 2:	Submit application(s) for eligible and related grant and/or loan programs to help finance the <u>third</u> improvement project, with the assistance and guidance from Trees Forever and a Landscape Architect.
Measurement of Success:	Created a list of eligible grant and/or loan funding sources for financing the <u>third</u> community improvement project. Submitted a grant and/or loan application and other required documentation for the <u>third</u> priority community improvement project.
<b>Timing:</b>	<b>Year Six</b>
Task 1:	Upon a successful grant and/or loan application: develop a schedule for contracting for design, advertising for bid, and contracting for construction the <u>third</u> community improvement project.
Task 2:	Select and execute a contract with a Landscape Architect as your lead design consultant for the <u>third</u> community improvement project. (Allow for a 3 - 6 month Design and Construction Documentation Phase)
Task 3:	Select and execute a contract with a General Contractor as your construction manager for the <u>third</u> community improvement project. (Allow for a 6 month Construction Administration Phase)
Measurement of Success:	Received a successful grant and/or loan award letter notification for the <u>third</u> community improvement project. Selected a Landscape Architect to prepare full scope of design documents and bid documents for construction of the <u>third</u> community improvement project. Selected a General Contractor to complete the construction of the <u>third</u> community improvement project.
<b>Timing:</b>	<b>Year Seven</b>
Task 1:	Identify eligible and related potential grant and/or loan funding sources to finance the community improvement project(s) chosen to be implemented <u>fourth</u> .
Task 2:	Submit application(s) for eligible and related grant and/or loan programs to help finance the <u>fourth</u> improvement project, with the assistance and guidance from Trees Forever and a Landscape Architect.
Measurement of Success:	Created a list of eligible grant and/or loan funding sources for financing the <u>fourth</u> community improvement project. Submitted a grant and/or loan application and other required documentation for the <u>fourth</u> priority community improvement project.
<b>Timing:</b>	<b>Year Eight</b>
Task 1:	Upon a successful grant and/or loan application: develop a schedule for contracting for design, advertising for bid, and contracting for construction the <u>fourth</u> community improvement project.
Task 2:	Select and execute a contract with a Landscape Architect as your lead design consultant for the <u>fourth</u> community improvement project. (Allow for a 3 - 6 month Design and Construction Documentation Phase)
Task 3:	Select and execute a contract with a General Contractor as your construction manager for the <u>fourth</u> community improvement project. (Allow for a 6 month Construction Administration Phase)
Measurement of Success:	Received a successful grant and/or loan award letter notification for the <u>fourth</u> community improvement project. Selected a Landscape Architect to prepare full scope of design documents and bid documents for construction of the <u>fourth</u> community improvement project. Selected a General Contractor to complete the construction of the <u>fourth</u> community improvement project.
<b>Timing:</b>	<b>Year Nine</b>
Task 1:	Identify eligible and related potential grant and/or loan funding sources to finance the community improvement project(s) chosen to be implemented <u>fifth</u> .
Task 2:	Submit application(s) for eligible and related grant and/or loan programs to help finance the <u>fifth</u> improvement project, with the assistance and guidance from Trees Forever and a Landscape Architect.
Measurement of Success:	Created a list of eligible grant and/or loan funding sources for financing the <u>fifth</u> community improvement project. Submitted a grant and/or loan application and other required documentation for the <u>fifth</u> priority community improvement project.
<b>Timing:</b>	<b>Year Ten</b>
Task 1:	Upon a successful grant and/or loan application: develop a schedule for contracting for design, advertising for bid, and contracting for construction the <u>fifth</u> community improvement project.
Task 2:	Select and execute a contract with a Landscape Architect as your lead design consultant for the <u>fifth</u> community improvement project. (Allow for a 3 - 6 month Design and Construction Documentation Phase)
Task 3:	Select and execute a contract with a General Contractor as your construction manager for the <u>fifth</u> community improvement project. (Allow for a 6 month Construction Administration Phase)
Measurement of Success:	Received a successful grant and/or loan award letter notification for the <u>fifth</u> community improvement project. Selected a Landscape Architect to prepare full scope of design documents and bid documents for construction of the <u>fifth</u> community improvement project. Selected a General Contractor to complete the construction of the <u>fifth</u> community improvement project.



## 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

### Grant Programs By Project Type

#### Habitat and Conservation

- EPA Environmental Education Grants (EE)
- EPA Environmental Justice Grants
- EPA Water Grants
- Iowa DOT/DNR Fund
- Iowa DOT Iowa's Living Roadways Projects Program
- Land and Water Conservation Fund (LWCF)
- REAP— County Conservation
- Iowa DNR Watershed Implementation Grants
- Trees Forever Working Watersheds: Buffers and Beyond

#### Water and Air Quality

- EPA Environmental Education Grants (EE)
- EPA Environmental Justice Grants
- EPA Pollution Prevention Grants
- EPA Water Grants
- HUD Notice of Funding Availability (NOFA)
- Iowa Clean Air Attainment Program (ICAAP)
- REAP— County Conservation
- Iowa DNR Watershed Implementation Grants
- Trees Forever Working Watersheds: Buffers and Beyond

## Research

- EPA Science to Achieve Results (STAR)
- EPA Small Business Innovation Research (SBIR)
- USDA Sustainable Agriculture Research and Education (SARE)
- Iowa DOT Traffic Safety Improvement Program
- Iowa DOT Living Roadways Trust Fund Program

## Education and Signage

- EPA Environmental Education Grants (EE)
- Silos & Smokestacks National Heritage Area General Grant
- Iowa DOT Sign Replacement Program for Cities
- Iowa DOT Iowa's Living Roadways Projects Program
- Keep Iowa Beautiful Community Beautification Grants
- DuPont Pioneer Seed Grant for Iowa 4-H Club Community Improvement Projects

## Economic Development and Tourism

- DOC Public Works and Economic Adjustment Assistance Programs
- Silos & Smokestacks National Heritage Area General Grant
- HUD Notice of Funding Availability (NOFA)
- Iowa DOT Revitalize Iowa's Sound Economy (RISE)
- IDED Community Development Block Grant (CDBG)
- Vision Iowa Community Attraction and Tourism Program (CAT)

## Sustainable Agriculture and Community Gardens

- EPA Environmental Education Grants (EE)
- USDA Sustainable Agriculture Research and Education (SARE)

## Downtown Streetscape

- EPA Water Grants
- DOC Public Works and Economic Adjustment Assistance Programs
- Iowa DOT Revitalize Iowa's Sound Economy (RISE)
- Iowa DOT Traffic Safety Improvement Program
- Federal Surface Transportation Program (STP)
- Iowa DOT Sign Replacement Program for Cities
- Iowa Clean Air Attainment Program (ICAAP)
- Statewide & Regional Transportation Alternatives Program
- Pedestrian Curb Ramp Construction Program
- Paint Iowa Beautiful
- Iowa DNR Derelict Building Program
- Vision Iowa Community Attraction and Tourism Program (CAT)

## Roads and Bridges

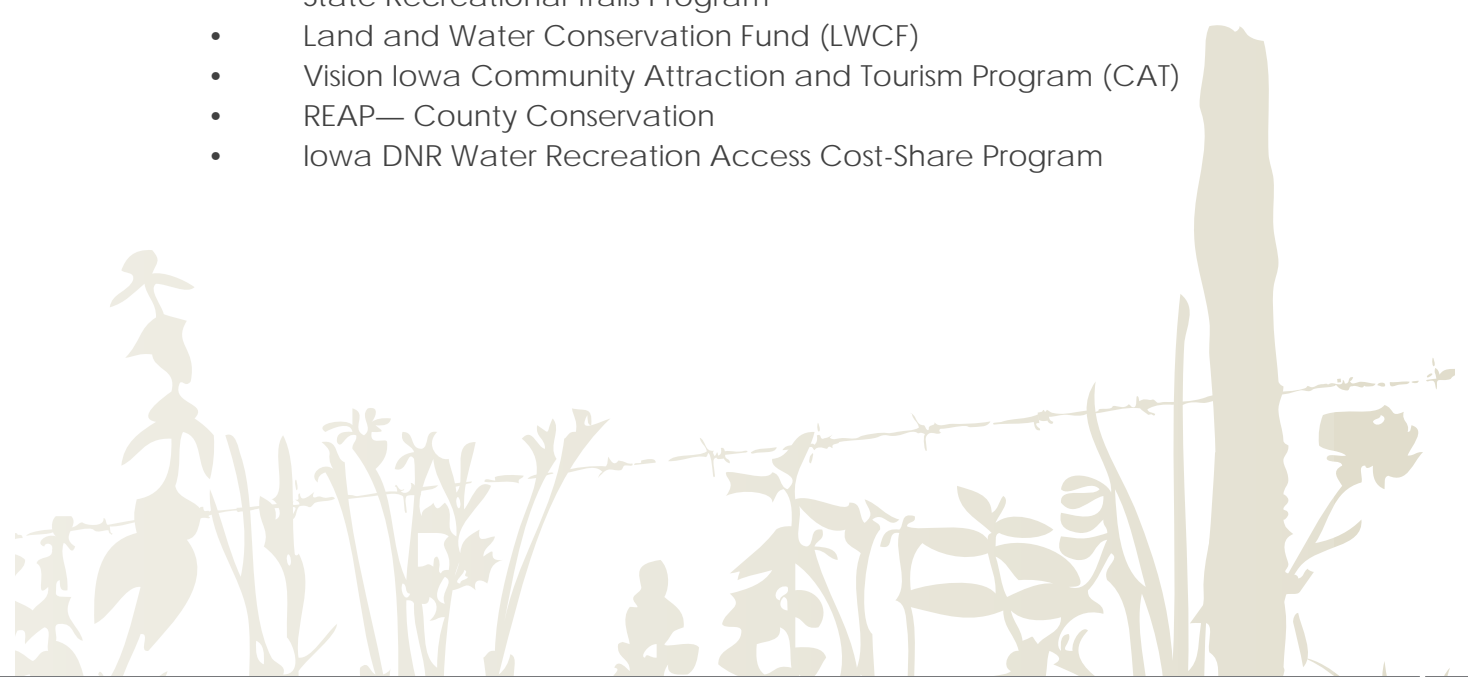
- Iowa DOT Revitalize Iowa's Sound Economy (RISE)
- Iowa DOT Highway Bridge Program
- Iowa DOT Traffic Safety Improvement Program
- Federal Surface Transportation Program (STP)
- Iowa DOT Sign Replacement Program for Cities
- Iowa Clean Air Attainment Program (ICAAP)
- Pedestrian Curb Ramp Construction Program
- Iowa DOT/DNR Fund

## Buildings and Historic Preservation

- Paint Iowa Beautiful
- Statewide & Regional Transportation Alternatives Program
- Iowa DOT Sign Replacement Program for Cities
- Silos & Smokestacks National Heritage Area General Grant
- Iowa DNR Derelict Building Program
- Historical Resource Development Program (HRDP)

## Trails and Recreation

- EPA Water Grants
- DOC Public Works and Economic Adjustment Assistance Programs
- Statewide & Regional Transportation Alternatives Program
- REAP— City Parks & Open Spaces
- Federal Surface Transportation Program (STP)
- Iowa Clean Air Attainment Program (ICAAP)
- Iowa DOT Iowa's Living Roadways Projects Program
- Federal Recreational Trails Program
- State Recreational Trails Program
- Land and Water Conservation Fund (LWCF)
- Vision Iowa Community Attraction and Tourism Program (CAT)
- REAP— County Conservation
- Iowa DNR Water Recreation Access Cost-Share Program



## City Parks

- EPA Environmental Education Grants (EE)
- EPA Environmental Justice Grants
- EPA Water Grants
- Iowa DOT Iowa's Living Roadways Projects Program
- Statewide & Regional Transportation Alternatives Program
- Keep Iowa Beautiful Community Beautification Grants
- Paint Iowa Beautiful
- Land and Water Conservation Fund (LWCF)
- REAP— City Parks & Open Spaces
- Vision Iowa Community Attraction and Tourism Program (CAT)
- DuPont Pioneer Seed Grant for Iowa 4-H Club Community Improvement Projects

## Plants and Installation

- Community Beautification Grant Program, Keep Iowa Beautiful
- Statewide & Regional Transportation Alternatives Program
- Iowa DOT Iowa's Living Roadways Projects Program
- Iowa DOT Living Roadways Trust Fund Program
- Iowa DOT/DNR Fund
- Land and Water Conservation Fund (LWCF)
- Alliant Energy and Trees Forever Branching Out Program
- Black Hills and Trees Forever Energy Power of Trees Program
- MidAmerican Energy Company Trees Please!
- Vision Iowa Community Attraction and Tourism Program (CAT)
- DuPont Pioneer Grant For Iowa 4-H Club Community Improvement Projects
- Iowa DNR Trees For Kids and Trees For Teens
- Yo-Ho Tool Grant
- DuPont Pioneer Seed Grant for Iowa 4-H Club Community Improvement Projects

# COMMUNITY PROJECT FUNDING OPTIONS

## ENVIRONMENTAL PROTECTION AGENCY (EPA)

FUNDING ORGANIZATION	FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
EPA	Environmental Education	Funding mechanism for projects to help the public make informed decisions that affect environmental quality.	Kathleen Fenton U.S. EPA Region 7 11201 Renner Blvd. Mail Code REGADOPA Lenexa, Kansas 66219 fenton.kathleen@epa.gov	Early April	<a href="http://www.epa.gov/enviroed/grants.html">http://www.epa.gov/enviroed/grants.html</a>
EPA	2017 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.	Salena Reynolds (202) 566-0466 reynolds.salena@epa.gov	Mid November	<a href="https://www.epa.gov/exchangenetwork/fiscal-year-2017-national-environmental-information-exchange-network-grant">https://www.epa.gov/exchangenetwork/fiscal-year-2017-national-environmental-information-exchange-network-grant</a>
EPA	Pollution Prevention	Provides matching funds to state and tribal programs to support pollution prevention and to develop State-based programs	Marcus Rivas (913) 551-7669 rivas.marcus@epa.gov	Early May	<a href="http://www.epa.gov/p2/pubs/grants/index.htm#p2grant">http://www.epa.gov/p2/pubs/grants/index.htm#p2grant</a>
EPA	Science to Achieve Results (STAR)	Funding mechanism research grants in numerous environmental science and engineering disciplines through a competitive solicitation process and independent peer review.		(Multiple Dates)	<a href="http://www.epa.gov/ncer">http://www.epa.gov/ncer</a>
EPA	Small Business Innovation Research (SBIR)	Competitive funding through environmental technology research at small businesses.		(Multiple Dates)	<a href="http://www.epa.gov/ncer/sbir/">http://www.epa.gov/ncer/sbir/</a>
EPA	Water Grants	Includes funding through the state revolving funds for drinking water and wastewater, grants for water pollution prevention and wetlands protection, and tribal grants.		(Multiple Dates)	<a href="http://www.epa.gov/water/funding.html">http://www.epa.gov/water/funding.html</a>

## UNITED STATES DEPARTMENT OF AGRICULTURE (USDA)

USDA	Natural Resources Conservation Service (NRCS)	Conservation Innovation Grants (CIG) is a voluntary program intended to stimulate the development and adoption 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 are used to award competitive grants to non-Federal governmental or non-governmental organizations, Tribes, or individuals	Melleny Cotton, Program Analyst (202) 720-7412 melleny.cotton@wdc.usda.gov	First Quarter of Year	<a href="http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/financial/cig/">http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/financial/cig/</a>
USDA	Sustainable Agriculture Research and Education in Iowa (SARE)	A competitive grants program providing grants to researchers, agricultural educators, framers, and ranchers, and students in the United State	Linda Naeve (515) 294- 8946 lnaeve@iastate.edu	(Multiple Dates)	<a href="http://www.northcentralsare.org/State-Programs/Iowa">http://www.northcentralsare.org/State-Programs/Iowa</a>
USDA	Sustainable Agriculture Research and Education	Research and Education Grants	Beth nelson (612) 626-4436 bethnelson@umn.edu	Late October	<a href="http://www.northcentralsare.org/Grants/Our-Grant-Programs/Research-and-Education">http://www.northcentralsare.org/Grants/Our-Grant-Programs/Research-and-Education</a>
USDA	Sustainable Agriculture Research and Education	Partnership Grant Program	Rob Meyers (573) 882-1547 myersrob@missouri.edu	Late October	<a href="http://www.northcentralsare.org/Grants/Our-Grant-Programs/Research-and-Education">http://www.northcentralsare.org/Grants/Our-Grant-Programs/Research-and-Education</a>
USDA	Sustainable Agriculture Research and Education	Youth Educator Grant Program	Joan Benjamin (573) 681-5545 BenjaminJ@lincolnu.edu	Early-December	<a href="http://www.northcentralsare.org/Grants/Our-Grant-Programs/Youth-Educator-Grant-Program">http://www.northcentralsare.org/Grants/Our-Grant-Programs/Youth-Educator-Grant-Program</a>

## ALLIANT ENERGY

	Community Grants	Community Grants are directed to programs and projects that benefit the residents and communities in the three Midwestern states Alliant Energy serves. Primary emphasis is given to organizations in area where Alliant energy has a presence.	1(866)769-3779 foundation@alliantenergy.com	March 1 September 1	<a href="http://alliantenergy.com/CommunityInvolvementCharitableFoundation/Programs/029784">http://alliantenergy.com/CommunityInvolvementCharitableFoundation/Programs/029784</a>
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## DEPARTMENT OF COMMERCE (DOC)

FUNDING ORGANIZATION	FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
DOC	Public Works and Economic Adjustment Assistance Programs Opportunity	Grants will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, and encourage economic development. EDA solicits applications from communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions	Steve Castaner 1244 Speer Blvd. Suite 431 Denver, CO 80204 (573) 590-1194 scastaner@eda.gov	(Multiple Dates)	<a href="http://www.eda.gov/how-to-apply/">http://www.eda.gov/how-to-apply/</a>

## DEPARTMENT OF CULTURAL AFFAIRS

	State Historical Society	Historical Resources Development Program Grants are available to private individuals and businesses as well as to 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 Moines, IA 50319 (515) 281-4228 Kristen.VanderMolen@iowa.gov	First Quarter of Year	<a href="http://iowaculture.gov/about-us/about/grants/historical-resource-development-program">http://iowaculture.gov/about-us/about/grants/historical-resource-development-program</a>
	Iowa Arts Council Project Grant	Project established to positively affect towns through arts.	Veronica O'Hern (515) 281-3293 600 E. Locust Des Moines, IA 50319 Veronica.ohern@iowa.gov	November May	<a href="http://iowaculture.gov/about-us/about/grants/art-project-grant">http://iowaculture.gov/about-us/about/grants/art-project-grant</a>

## NON-GOVERNMENT GRANTS

	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.	Crystal Swann, (202) 861-6707 cswann@usmayors.org	November	<a href="http://scottsmiraclegro.com/responsibility/gro1000/">http://scottsmiraclegro.com/responsibility/gro1000/</a>
	People for Bikes	Program is established to provide a funding source for bicycling, active transportation and community development.	Zoe Kircos (303) 449-4893 x 106 Zoe@peopleforbikes.org	Late May Early December	<a href="http://www.peopleforbikes.org/pages/grants-guidelines">http://www.peopleforbikes.org/pages/grants-guidelines</a>
	Build with Bags Grant	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	<a href="http://www.keeptowabeautiful.com/grants/build-with-bags">www.keeptowabeautiful.com/grants/build-with-bags</a>

## COUNTY GRANTS

	CLAYTON COUNTY GRANTS	Grant established for community development and education.	Katie Foust (563)588-2700 katie@dbqfoundation.org	January 31	<a href="http://www.dbqfoundation.org/grants/ccff">http://www.dbqfoundation.org/grants/ccff</a>
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## IOWA DEPARTMENT OF TRANSPORTATION (IDOT)

FUNDING ORGANIZATION	FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
DOT	Revitalize Iowa's Sound Economy (RISE)	Created by the Iowa legislature to assist in promoting economic development in Iowa through the construction or improvement of Iowa roads. City or county governments as well as the Iowa Department of Transportation may apply for funding, imitate projects, and receive money. The applicant (city or county) involved must assure the dedication of the road to public use and ensure adequate future maintenance	Jennifer Kolacia (515) 239-1738 Jennifer.Kolacia	February 1 and September 1	<a href="http://www.iowadot.gov/systems_planning/rise.htm">http://www.iowadot.gov/systems_planning/rise.htm</a>
DOT	Pedestrian Curb Ramp Construction Program	Assist cities in complying with the Americans with Disabilities Act (ADA) on primary roads in Iowa cities	Tony Lararowicz, P.E. District Engineer, Iowa DOT 2800 Gordon Drive, P.O. Box 987 Sioux City, IA 51102-0987 (712) 276-1451	Ongoing	(Use Contact Information)
DOT	Iowa DOT/DNR Fund	Roadside beautification of primary system corridors with plant materials	Iowa Department of Transportation Office of Design 800 Lincoln Way Ames, Iowa 50010 (515) 239-1424	Ongoing	(Use Contact Information)
DOT	Iowa's Living Roadway Projects Program	Aid Iowa's small communities in funding enhancements to transportation related landscape corridors. Goals include: • Beautification of transportation corridors (including trails) and entryways • Promoting environmental stewardship • Encouraging the use of professional design services to enhance the quality of projects • Promoting the use of native species	Leslie Berckes Trees Forever 770 7th Avenue Marion, Iowa 52302 (515) 681 - 2295 lberckes@treesforever.org	(Multiple Dates)	<a href="http://www.treesforever.org/ILR_Projects">http://www.treesforever.org/ILR_Projects</a>
DOT	Living Roadway Trust Fund	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 800 Lincoln Way Ames, IA 50010 (515) 239 - 1768 troy.siefert@dot.iowa.gov	Early June	<a href="http://www.iowadot.gov/lrtf/grants.html">http://www.iowadot.gov/lrtf/grants.html</a>
DOT	Keep Iowa Beautiful Community Beautification Grants	This Grant Program is intended to leverage local dollars, support volunteer efforts and encourage the work of communities with the desire for improving the image and appearance of their areas.	Gary Schnepf 300 E. Locust St. Ste 100 Des Moines, Iowa 50309 (515) 323 - 6507 gschnepf@keepiowabeautiful.com	Mid March	<a href="http://www.keepiowabeautiful.com/grants.beautification-grant">http://www.keepiowabeautiful.com/grants.beautification-grant</a>
DOT	Paint Iowa Beautiful	Keeping up the appearance of our buildings and facilities is an important component of viable communities. Well-maintained and painted buildings reflect pride in our communities. 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	<a href="http://www.keepiowabeautiful.com/grants/paint-iowa-beautiful">http://www.keepiowabeautiful.com/grants/paint-iowa-beautiful</a>
DOT	Recreational Trails Program (State)	Program established to provide trail systems for public use.	Yvonne Diller (515)239-1252 800 Lincoln Way Ames, IA 50010 yvonne.diller@dot.iowa.gov	July	<a href="http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm">http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm</a>
DOT	Recreational Trails Program (Federal)	Program established to provide trail systems for public use.	Yvonne Diller (515)239-1252 800 Lincoln Way Ames, IA 50010 yvonne.diller@dot.iowa.gov	December	<a href="http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm">http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm</a>

# COMMUNITY PROJECT FUNDING OPTIONS

## IOWA DEPARTMENT OF NATURAL RESOURCES (IDNR)

FUNDING ORGANIZATION	FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
IDNR	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.	Jessica Manken (515) 725 - 8488 jessica.manken@dnr.iowa.gov	Mid-March	<a href="http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Land-Water-Conservation-Fund">http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Land-Water-Conservation-Fund</a>
IDNR	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 (515) 725 - 8443 Wallace State Office Building 502 E. 9th St. Des Moines, IA 50319 tammie.krausman@dnr.iowa.gov	Mid August	<a href="http://www.iowadnr.gov/Environment/REAP/REAPFundingwork/CityParksOpenSpaces.aspx">http://www.iowadnr.gov/Environment/REAP/REAPFundingwork/CityParksOpenSpaces.aspx</a>
IDNR	Trees For Kids and Trees for Teens	This competitive grants awards between \$1,000 and \$5,000 to qualified tree planting projects on publicly owned property. Applicants must show and educational component of the planting as well.	Laura Wagner (515) 725 - 8456 laura.wagner@dnr.iowa.gov	(Multiple Dates)	<a href="http://www.iowadnr.gov/Conservation/Forestry">http://www.iowadnr.gov/Conservation/Forestry</a>
IDNR	Solid Waste Alternatives Program	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 2 April 1 July 1 October 1	<a href="http://www.iowadnr.gov/environment/landstewardship/wastemanagement/swap.aspx">http://www.iowadnr.gov/environment/landstewardship/wastemanagement/swap.aspx</a>
IDNR	Derelict Building Grant Program	Funding made available to assist communities and rural counties address derelict buildings.	Scott Flagg (515)725-8318 502 E. 9th St. Des Moines, IA 50319 scott.flagg@dnr.iowa.gov	February	<a href="http://www.iowadnr.gov/environment/landstewardship/wastemanagement/derelictbuildingprogram.aspx">http://www.iowadnr.gov/environment/landstewardship/wastemanagement/derelictbuildingprogram.aspx</a>

## IOWA ECONOMIC DEVELOPMENT AUTHORITY (IEDA)

IEDA	Community Development Block Grant (CDBG)	As outlined in Title 1 of the Housing and Community Development Act, the primary goal of the CDBG program is "the development of viable communities, by providing decent housing and suitable living environment and expanding economic opportunities, principally for persons of low and moderate incomes"	Iowa Economic Development Authority 200 East Grand Avenue Des Moines, Iowa 50309 (515) 725-3100	Ongoing	<a href="http://www.iowaeconomicdevelopment.com/Community/CDBG">http://www.iowaeconomicdevelopment.com/Community/CDBG</a>
IEDA	Vision Iowa/ Community Attraction and Tourism Program (CAT) and Community Attraction and Tourism Program (RECAT)	The Community Attraction and Tourism Program (CAT) is designed to assist communities in the development and creation of multiple purpose attraction or tourism facilities. This Program can help position a community to take advantage of economic development opportunities in tourism, and strengthen a community's competitiveness as a place to work and live.	Nicole Shalla Vision Iowa/ CAT Program Manager (515) 725 - 3100	Ongoing	<a href="http://www.iowaeconomicdevelopment.com/CommunityVisionIowa">http://www.iowaeconomicdevelopment.com/CommunityVisionIowa</a>
IEDA	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@iowa.gov (515) 725-3197	March	<a href="http://www.iowaeconomicdevelopment.com/Community/ReinvestmentDistrict">http://www.iowaeconomicdevelopment.com/Community/ReinvestmentDistrict</a>
IEDA	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.	Michael Wagler (515) 725-3051 200 E. Grand Avenue Des Moines, IA 50309 mainstreet@iowa.gov	Contact for Application Cycle	<a href="http://www.iowaeconomicdevelopment.com/mainstreetiowa">http://www.iowaeconomicdevelopment.com/mainstreetiowa</a>