

Final Report and Feasibility Study Slater, Iowa



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JBC

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Trees Forever
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About 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, parks and trails, irrigation design, campus landscape master planning, and athletic facility master planning. As one of the few practices that offer both full-service design and technical research, JBC provides cutting-edge solutions with immediate impact. JBC asks new questions that elevate projects to the "next stage" of green design and 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 Stokes, PLA, ASLA, ASIC, ASBA

Mr. Stokes is Owner and Managing Principal with over 24 years of experience in the full scope of JBC's practice. David is highly experienced in leading public participation and citizen design workshops and has been involved with Iowa's Living Roadways Community Visioning Program for 12 years. His urban design, master planning, and high-performance sports field projects are located throughout the United States. He represents JBC's specialty expertise in green roof design, integrated water management and design, agronomic soils design, subdrainage system design, and stormwater management. David has a wonderful wife and is the proud father of two sons and one daughter. In his spare time he is a music enthusiast, enjoys photography, likes to run, and writes an occasional song or poetry.



Lara Guldenpfennig, PLA, ASLA

Lara is an Associate Landscape Architect with 15 years of experience in the profession. During her career, Lara has worked on projects in New York, California, Louisiana, Texas, Missouri, Wisconsin, Nebraska, Iowa, and Illinois. Her experience as a project designer on a variety of projects including green roof design, streetscape revitalization, neighborhood parks and trail systems, sports complexes, irrigation design, and stormwater best management practices provides an extensive knowledge base from which she draws inspiration. Lara works to ensure an emphasis is placed on inclusivity and equity as part of every project she works on. Lara is Immediate Past-President of the Iowa Chapter of the American Society of Landscape Architects. She is married to a great guy and has 2 daughters at home. When she isn't at the office, she can be seen taxiing her girls across town to their activities, crocheting, reading, and snuggling with all of her pets!

About Jeffrey L. Bruce & Company



Joseph Jennings, Intern, MLA, Student ASLA

Joe is an Iowa City native who grew up along a creek, which helped foster an appreciation for Iowa's water quality. He went on to receive his MLA from Iowa State University after earning his undergraduate degree in environmental science with a GIS minor at the University of Iowa. Prior to joining JBC, Joe worked for the City of Coralville in stormwater and brownfield management and for the Kalispel Tribe in Usk, Washington, creating surveys of river systems throughout the Canadian Rockies.

In his free time, Joe loves to go on runs, produce electronic music, and can make a mean Thai curry. His interests in landscape architecture lie in developing post-industrial sites and beautifying rainwater infrastructure.



Susan Pegg, Intern, MLA, Associate ASLA

Susan is exploring the design of experiential trails and green spaces for the health of people and our planet in her studies and is supporting JBC's work with Iowa's Living Roadways Community Visioning Program during summer of 2023.

Her background includes Air Force service and project management and market development work in global agricultural finance. Susan is drawn to landscape architecture's ability to connect people to the beauty of our natural heritage.

For fun, Susan enjoys road trips and hikes with her husband, cooking with family and friends and exploring new adventures. She gardens at the Iowa State Fairgrounds with the "Wing Ding" team of Polk County Master Gardeners.

Program Overview

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

Goals for the Visioning Program include:

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

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

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

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

Community Goals

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

- Streetscape Beautification and Parking Improvements
- Walkability and Safety
- Identity & Way-finding
- Arboretum Park Trailhead
- Junction Park Trailhead

Capturing the Slater Vision

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

Program Overview

The city of Slater is one of 10 communities selected to participate in the 2023 Iowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small Iowa communities (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. The Community Visioning program, as part of Iowa State University's Landscape Architecture Extension, organizes initial focus groups with design interns as well as transportation needs and behaviors surveys. The program is sponsored by the Iowa Department of Transportation.

Community Goals

The Slater steering committee identified a number of goals and priority areas during the visioning process, which include improving sidewalks, adding pedestrian crossings, establishing connectivity throughout the community, improving Arboretum Park and its trailhead, determining branding and wayfinding, improving the downtown streetscape, and creating a new trailhead in the northwest part of town.

Capturing the Slater Vision

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

1. Program Overview
2. Bioregional Assessment
3. Transportation Assets and Barriers Assessment
4. Transportation Behaviors and Needs
5. Transportation Inventory and Analysis
6. What, Where, & Why?
7. Concept Overview
8. Streetscape Beautification & Parking Improvements
9. Walkability and Safety
10. Proposed Signage and Way-finding
11. Arboretum Park, Trailhead
12. Junction Park, Trailhead
13. Junction Park, Trailhead Renderings
14. Implementation Plan



The steering committee and designers toured the city the day of the Design Workshop. They are checking out the city's dump site with the intention of turning the site into a new trailhead.



An easy connection from Marshall Street to the Heart of Iowa Trail would help create an intercity loop for residents.



Existing signage at the junction of the High Treeside Trail and the Heart of Iowa Trail in Slater.



Marshall Street has a wide right-of-way and allows for the addition of a dedicated bike lane.



The intersection of Highway 210 and Linn Street is heavily trafficked through much of the day. A lack of pedestrian crosswalks and signals keep residents from walking north to south.

Slater

Program Overview

Jeffrey L. Bruce & Company LLC

LAs: David Stokes PLA, ASLA, ASIC, ASBA, Lara Guldenpfennig PLA, ASLA

Interns: Joseph Jennings, Susan Pegg

Iowa State University | Trees Forever | Iowa Department of Transportation



Bioregional Assessment

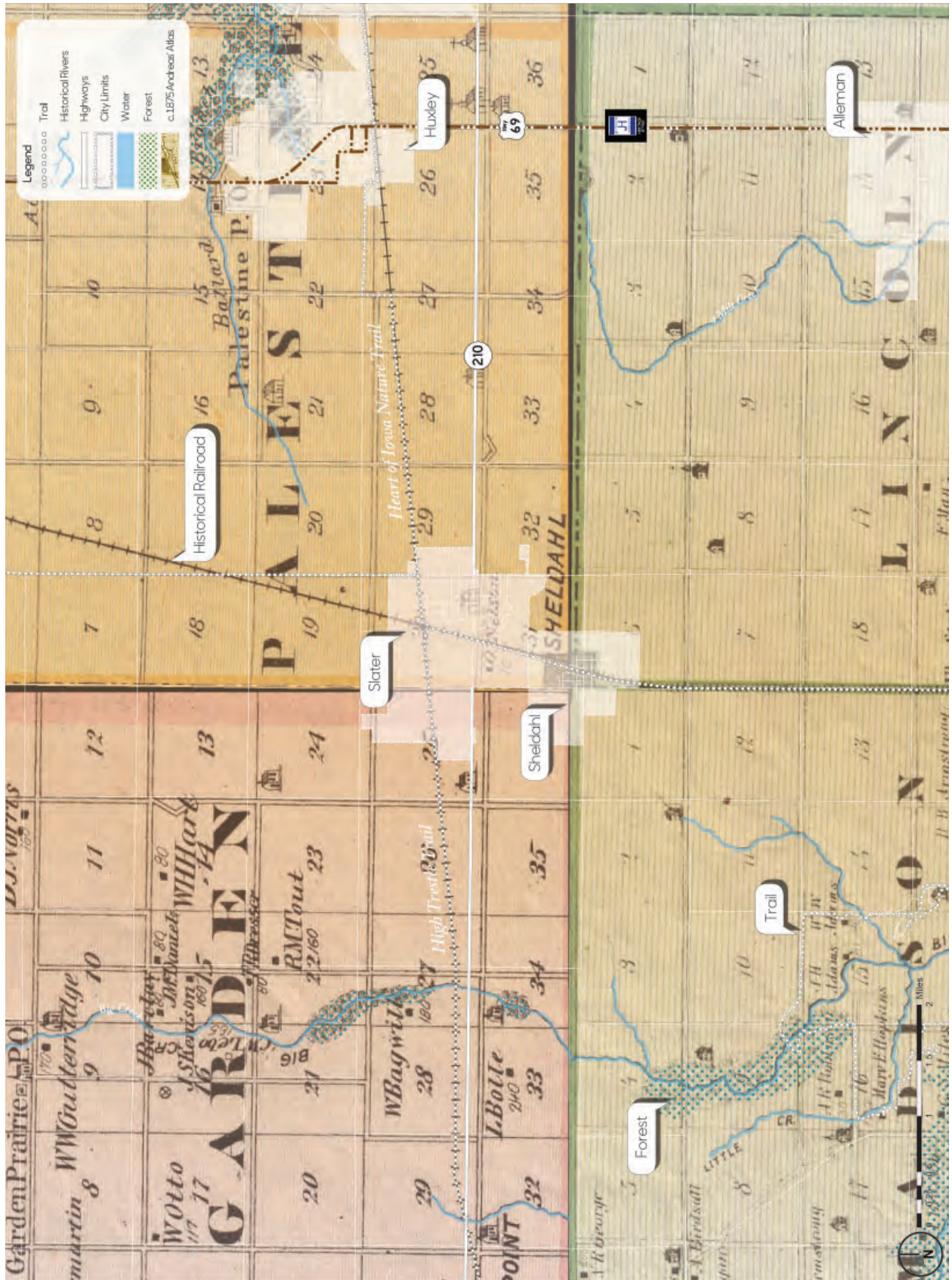
Historical Settlement Patterns

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

Slater in Context

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

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



Historical Vegetation

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

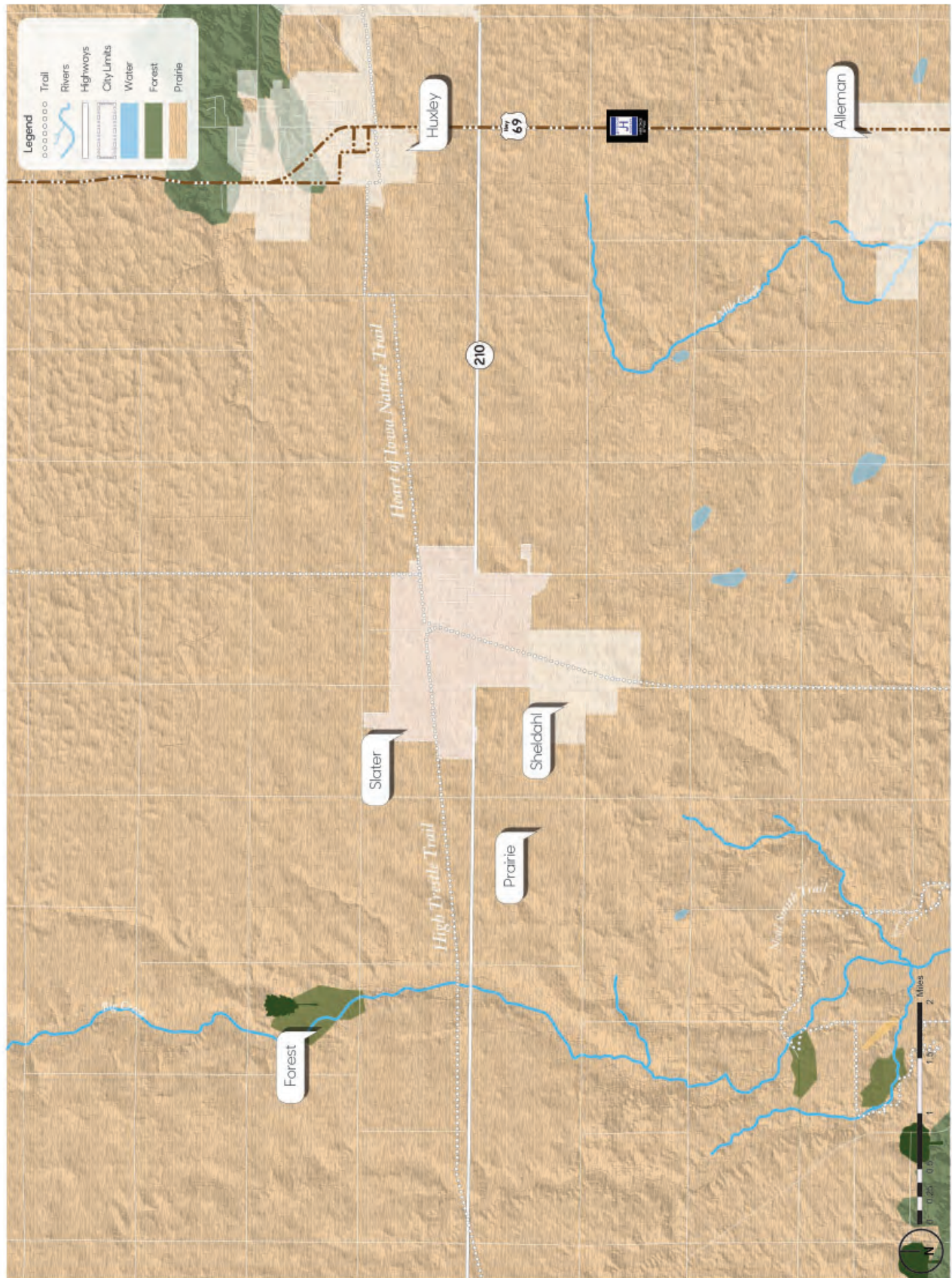
The plant community names mapped by the GLO surveyors varied. The original terminology they used has been preserved in the original data, but we have renamed them on this map to reflect names used to describe contemporary vegetation communities.

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

The vegetation types are defined¹:

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

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

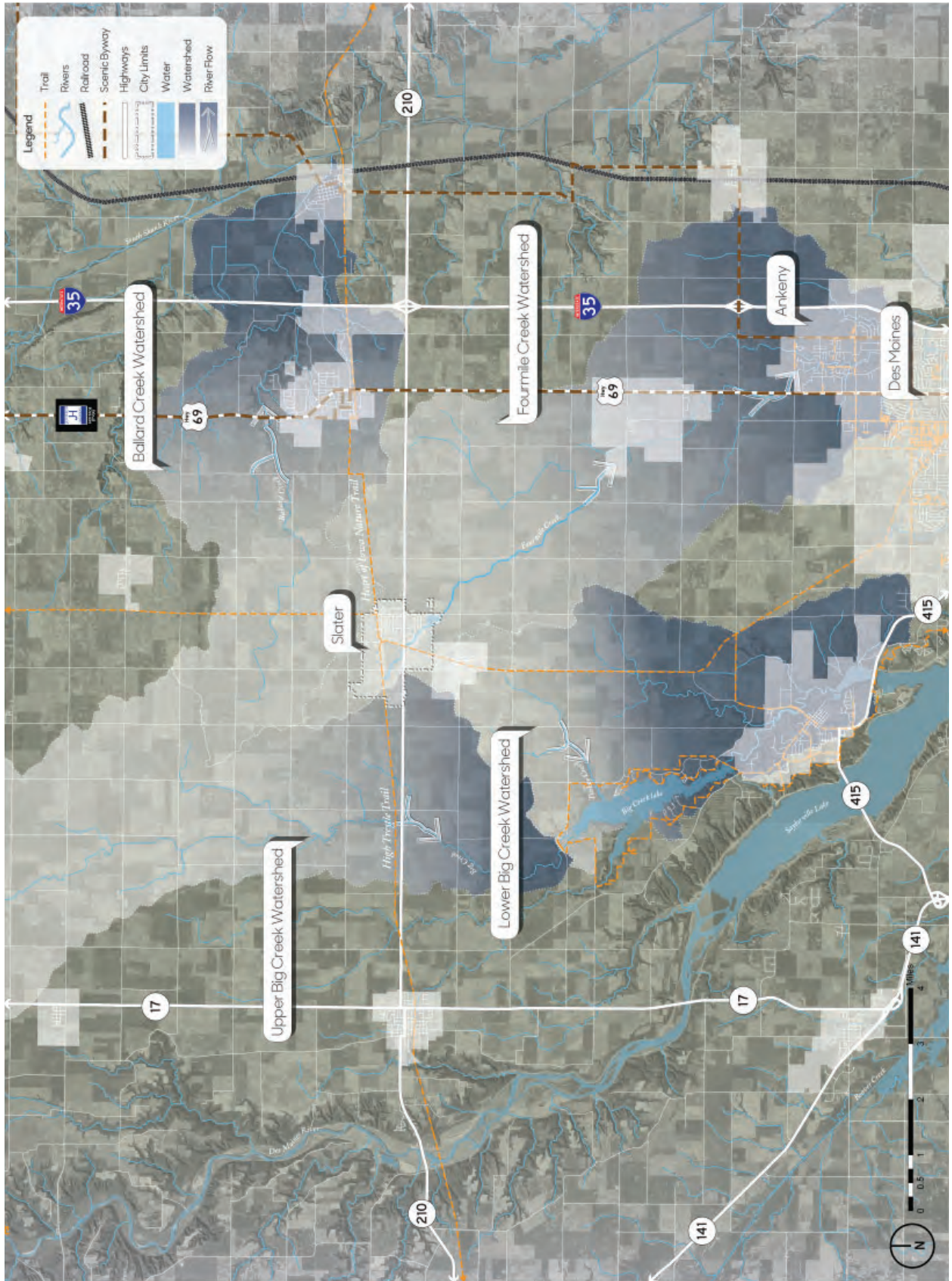


Regional Watershed

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

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

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

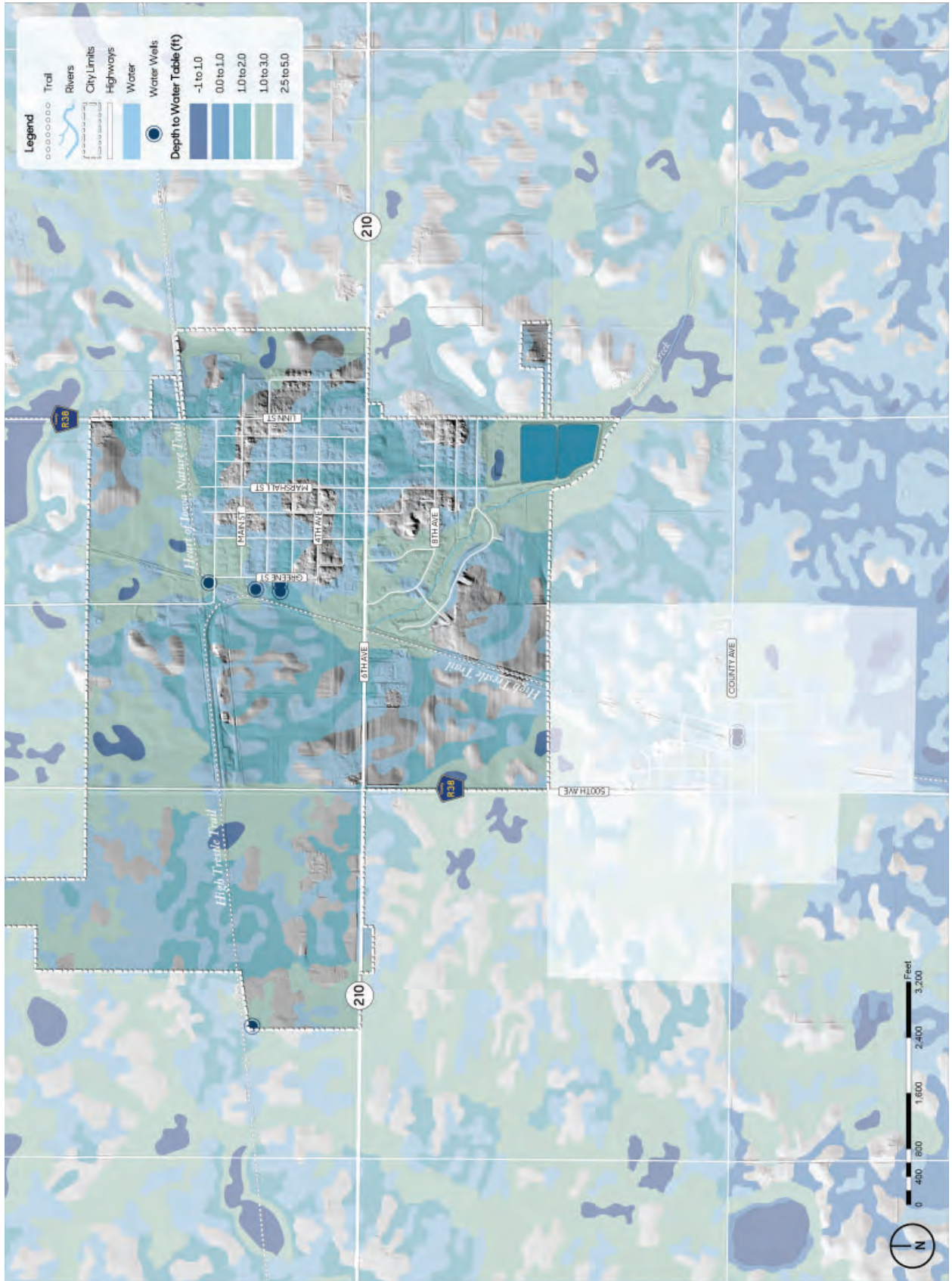


Depth to Water Table

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

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

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

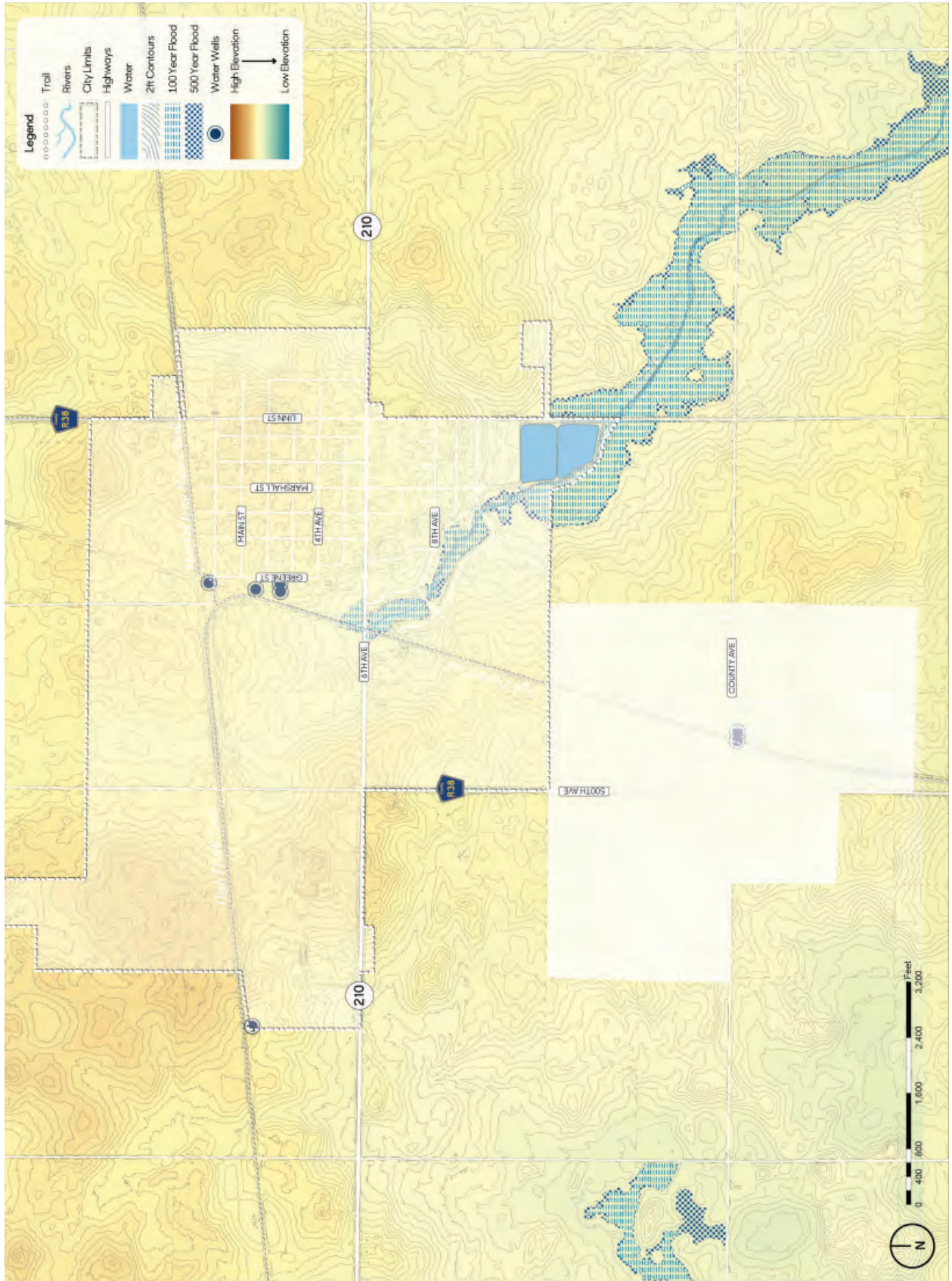


Elevation and Flow

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

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

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



Present-day Land Cover

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

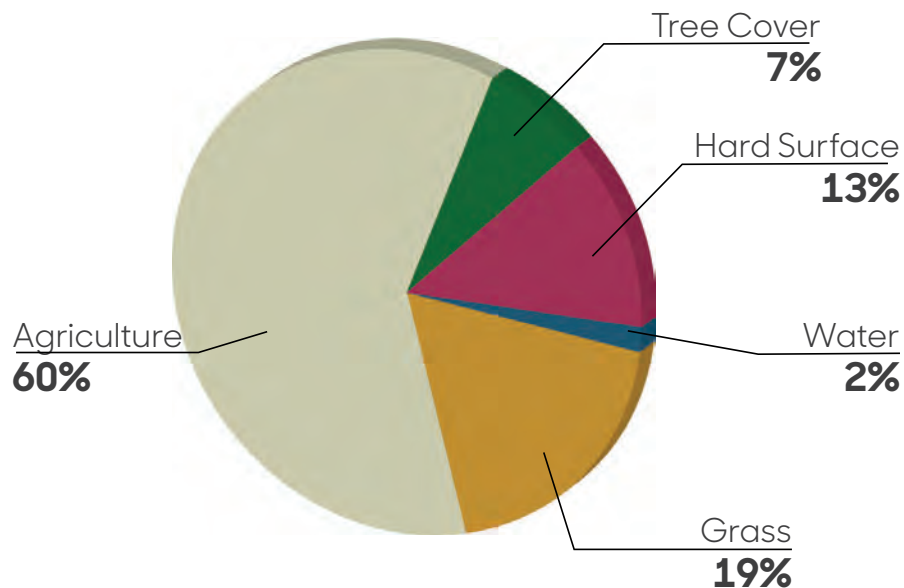
What do you observe about the dominant landcover types in your community?

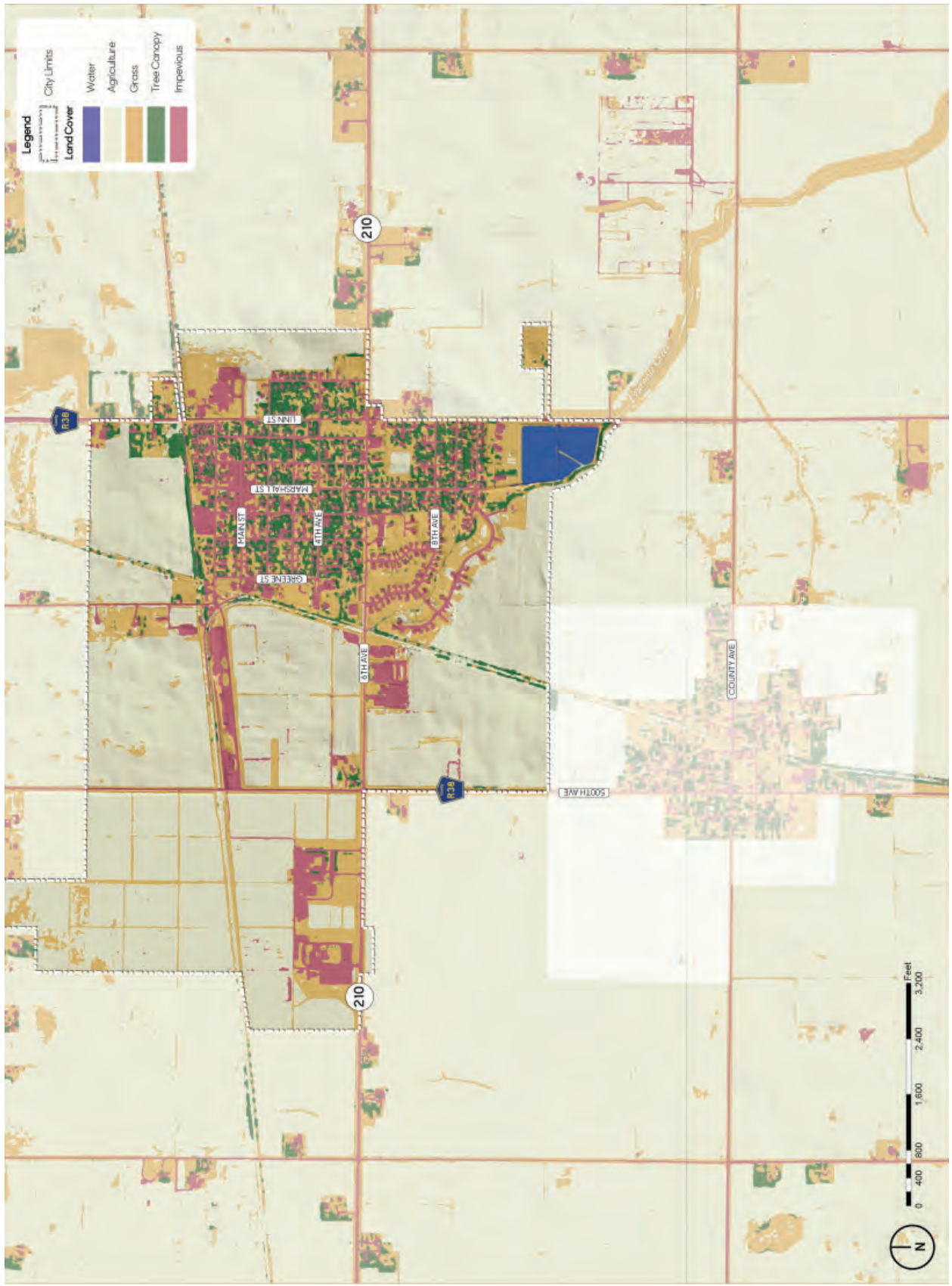
Where is the tree canopy most concentrated?

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

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

Percent Land Cover Type





Landscape Change Over Time

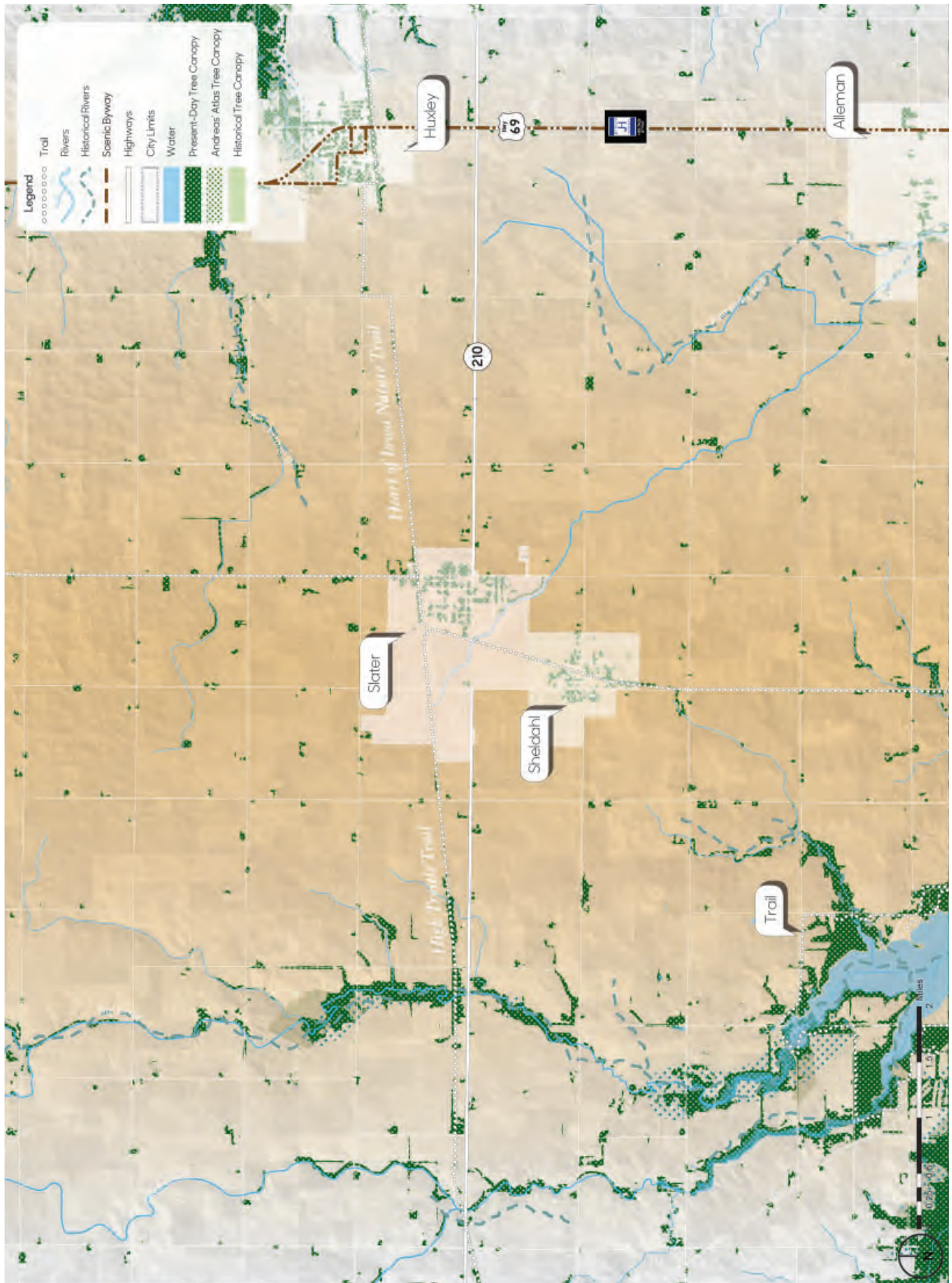
The map on this page shows how the landscape has changed over time, with an emphasis on vegetation and drainageways.¹ The map is helpful for understanding how landscapes change and considering how these changes might affect how well the landscape works to support human and ecological needs.

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

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

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

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



Transportation Assets and Barriers

Overview

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

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

Different Users = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Slater residents with different transportation needs to participate in focus groups. A total of 40 residents attended Slater's workshop. Participants were separated into five user groups and the Slater steering committee.



Actives

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



Mobility Impaired

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



Older Adults

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



Youth

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



Parents

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



Steering Committee

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



People feel safe walking and biking on the High Trestle Trail and enjoy scenic views and bird watching along the trail.



The crosswalks at Highway 210 and Linn Street are not well defined, and the four-way stop creates traffic congestion.



Residents take pride in the downtown area because it is well maintained. The wide sidewalks, curb ramps, and lighting make it comfortable for pedestrians.



Highway 210 does not have a sidewalk and the steep ditches make it a difficult route for pedestrians.



Earl Grimm Park is a popular community hub that features shelters, benches, restrooms, and a pool, and provides direct access to the High Trestle Trail.



Pedestrians and cyclists using the High Trestle Trail don't feel safe crossing Highway 210 because of high-speed traffic. Vegetation on the south side of the highway obstructs the view on both the High Trestle and Sievers Trails.

What People Said



Actives

"We will walk [to Nite Hawk] in the summer...there needs to be a better way to get there from over [Highway 210]."

"...when people are walking...there [are] couples—two or three people—so quite honestly, the town is small enough and quiet enough that they walk in the street...There's not enough room on the sidewalk anyway."

"I prefer walking in the street with my dog... There's more space... It's safer."

"...when bicyclists come into town, they'll try to get to Casey's...on [Highway] 210, and there's no shoulder for them to be on."

"Nelson Park usually has kids playing, moms and dads [are] there with their kids. It's a pretty active park and there [are] benches... There's water [and] a porta-potty."



Youth

"[Sievers] Trail is nice... because the creek is right there and...the condition is good. The access is good. [There are] not as [many] cracks, and you're not right next to a curb."

"[At the intersection of the High Trestle Trail and Highway 210] when you cross, it's blindsided...and you can't always see the cars."

"There should be a sidewalk [on the south end of Marshall St] because there's not really a sidewalk."

"I like to ride my bike on the [High Trestle] Trail."

"There's a four-way stop [at Highway 210 and Linn St]...it's really busy...always."



Older Adults

"There aren't sidewalks all over town...Some [sidewalks] are rough, especially for [the] elderly. And we've seen people...it's more mobility impaired...have difficulty on the sidewalk [on Linn Street] and where to cross to get to the bank."

"North of [Highway] 210 in the older part of Slater...every block probably has a bad sidewalk or no sidewalk."

"For [the] elderly, the trails are wonderful, but by the time I get to an entry point to the trail, I'm ready to quit walking. So I walk in town on the sidewalk, basically."

"But once [cyclists] get to Slater, there's no way for them to really branch off to get around town very easily...there aren't any designated routes other than the trail."

"...I would like to see the [Heart of Iowa] trailhead developed because that is something really cool about Slater. And whether it's artwork or...more parking, more signage, to develop that into a hub."



Mobility Challenged

"[Earl Grimm Park] has some benches because it's newer, and there aren't as many trees. You don't get as many birds, but you can go down to the trail a little ways."

"I wish there was some way you could safely cross [Highway] 210...[at Marshall St]."

"...when I come off [the sidewalk] from the museum to cross Main Street...you can't see around the [parked cars]. You have to get halfway into the intersection before you can see if anybody is coming. I've had some close calls."

"All along Main Street...[the sidewalks]...are brand-new."

"I'd like to see is more [curb cuts]...for sidewalks. There [are] a lot of [sidewalks without curb cuts]... [for] somebody...in a wheelchair...it's a little hard to maneuver around."



Steering Committee

"A lot of visibility issues I see are on Main Street... the diagonal parking makes visibility tough... you have to creep out into the intersection...just to see if you can cross...or make the turn safely."

"We talked about...doing a city loop and we completed it to a certain point...we essentially have to extend the trail...system we already have [from 10th Ave and up Linn St] to go from the south side to the north side."

"...Main Street is an asphalt street [so it's not built for heavy truck traffic, but] you get a lot of [that] here. There's not a single stop sign on this entire stretch. You stop when you approach [County Road] R38."

"...it's pretty dark in town...we could use streetlights everywhere."

"I see an opportunity for our community to...use the Heart of Iowa as an entrance point north of the school and improve the parking lot park area. We could improve [the entire trailhead] and have a grand kind of entrance."



Parents

"We don't let our kids cross [Highway] 210 without an adult... because it's that [unsafe]. I had the stroller one time and I about got hit and I was looking both ways. That's how fast they go."

"Siewers Trail is a...good asset to our community because it does join up a lot of different parks and it's off the High Trestle...It's paved...it's easy for our kids. I feel safe for them to be on it."

"I love the trails and the trees. I want more trails, more trees."

"...all these kiddos are wanting to go to [the] pool during the summer, [to the park]... [and] walking home from school; that just seems like it's going to be unsafe [crossing Highway 210 at Carroll St]."

"We stroller a lot with littles...[in the older part of town]...[where] there's not a sidewalk...we'll go on the street. And then if there [are] cars parked, you're essentially in the middle of the road. Or [there are] sidewalks that don't have a...ramp to get to the road. Or there is a sidewalk, but it's broken..."

Emerging Themes

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

Actives walk and run for exercise and recreation. This group would appreciate pet waste receptacles on along the trails and around town to make it more convenient to walk their dogs. They appreciate the brick sidewalks in the older neighborhoods as long as they are well maintained.

Mobility-challenged individuals walk and drive vehicles and golf carts. Wide, smooth surfaces are important to this group. They appreciate the curb ramps downtown. This group would like an affordable transportation service.

Older adults walk, bike, and drive vehicles, golf carts, and UTVs to get around town. They also enjoy snowmobiling. Like the mobility challenged group, they think a transportation service is needed. This group is also interested in an elder-friendly play area.

Youth walk, bike, and ride the bus to get around town. Older kids also drive vehicles and golf carts. They enjoy biking to the pool. This group doesn't feel safe at the bus stop on Four Mile Drive and when biking on Sievers Trail because drivers sometimes disregard the yield signs.

Parents walk, bike, rollerblade, and drive vehicles, golf carts, and scooter. They are most concerned for the safety of their children, particularly when it comes to crossing Highway 210. This group suggested a pedestrian overpass or underpass to help kids safely cross this busy highway.

Steering committee members walk, bike, and drive vehicles and golf carts. They suggested revamping the Heart of Iowa trailhead to create a "grand entrance" into town. This group also sees an opportunity for a more pleasing entrance at the intersection of Highway 210 and Linn Street.

User Types	Historical Impacts and Features			Basic Quality and Features			Unacceptable Quality and Features			Major Historical Impacts and Features		
	1	2	3	1	2	3	1	2	3	1	2	3
<p>Active</p>	●	●	●	●	●	●	●	●	●	●	●	●
<p>Mobility Challenged</p>	●	●	●	●	●	●	●	●	●	●	●	●
<p>Elder Adults</p>	●	●	●	●	●	●	●	●	●	●	●	●
<p>Youth</p>	●	●	●	●	●	●	●	●	●	●	●	●
<p>Parents</p>	●	●	●	●	●	●	●	●	●	●	●	●
<p>Shering Committee</p>	●	●	●	●	●	●	●	●	●	●	●	●

Active walk and run for exercise and recreation. This group would appreciate pet walks receptacles on along the trails and around town to make it more convenient to walk their dogs. They appreciate the dog park in the well-maintained neighborhoods asking for their well-maintained.

Mobility-challenged individuals walk and drive vehicles and golf carts. Wide, smooth surfaces are important to this group. They appreciate the curb ramps downtown. This group would like an affordable transportation service.

Elderly adults walk, bike, and drive vehicles, golf carts, and UTVs to get around town. They also enjoy snowmobiling. Like the mobility-challenged group, they think a transportation service is important to this group. They are interested in an older-friendly play area.

Youth walk, bike, and ride the bus to get around town. They enjoy the dog park and the playground. They don't feel safe at the bus stop on Fyfe Mile Drive and when biking on Stevens Trail because drivers sometimes disregard the yield signs.

Patients walk, bike, rollerblade, and drive vehicles, golf carts, and scooters. They are most concerned for the safety of their children, particularly when walking on the highway. This group would like a pedestrian crossing sign at the bus stop to help kids safely cross this busy highway.

Shering committee members walk, bike, and drive vehicles and golf carts. They appreciate receiving the Heart of Iowa trailhead to create a "grand entrance" into town. This group also sees an opportunity for a more pleasing entrance at the intersection of Highway 210 and Linn Street.

An user feedback. Shering committee members would like to walk or rollerblade on the trails and around town to make it more convenient to walk their dogs. They appreciate the dog park in the well-maintained neighborhoods asking for their well-maintained.

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Transportation Behaviors and Needs

Overview

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

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

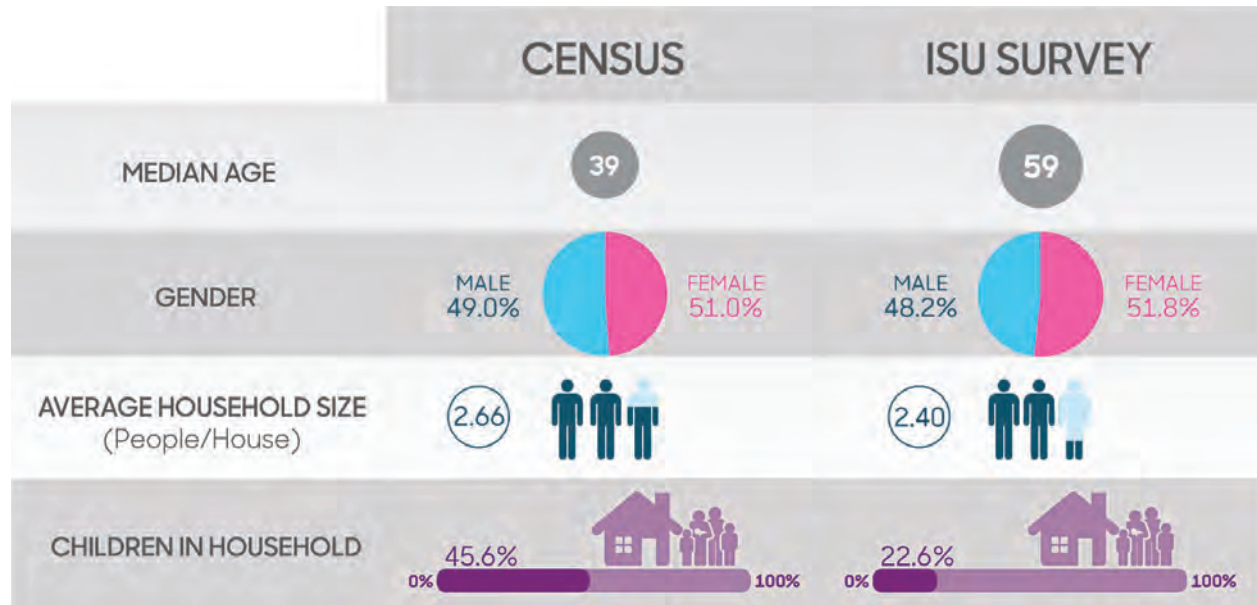
With assistance from Iowa State University's Survey Research Services staff in the Center for Survey Statistics and Methodology (CSSM-SRS), ISU visioning program staff conducted a survey to better understand the transportation patterns, behaviors, needs, and desires of Slater residents. Surveys were mailed to 250 randomly selected residents living in Slater and the surrounding area. To increase the response rate, the study was publicized through the local media and follow-up packets were mailed to nonrespondents. With adjustments for ineligible respondents (e.g., incorrect addresses, no longer living in the community), the final sample size was 228. A total of 85 people returned surveys, for a response rate of 37.3%. (A response rate of 20% is considered valid.)

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

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

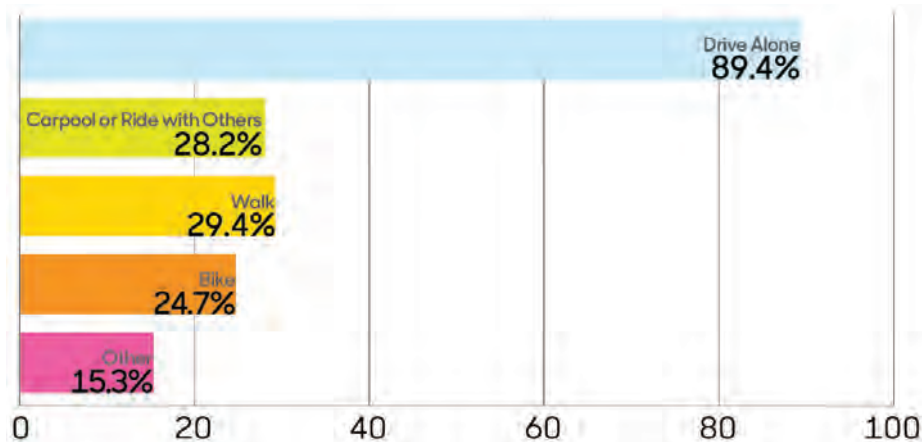
How We Did

The demographics of the respondents are somewhat different from those obtained from the 2021 American Community Survey (ACS). For example, the survey respondents median age of 59 is significantly older than the 2021 estimated average age for Slater residents of 39. In terms of gender, the percentages of male and female survey respondents are similar to that of the ACS. Average household size among survey respondents is somewhat lower than the ACS estimates, and the number of children in the households of survey responses is much lower.



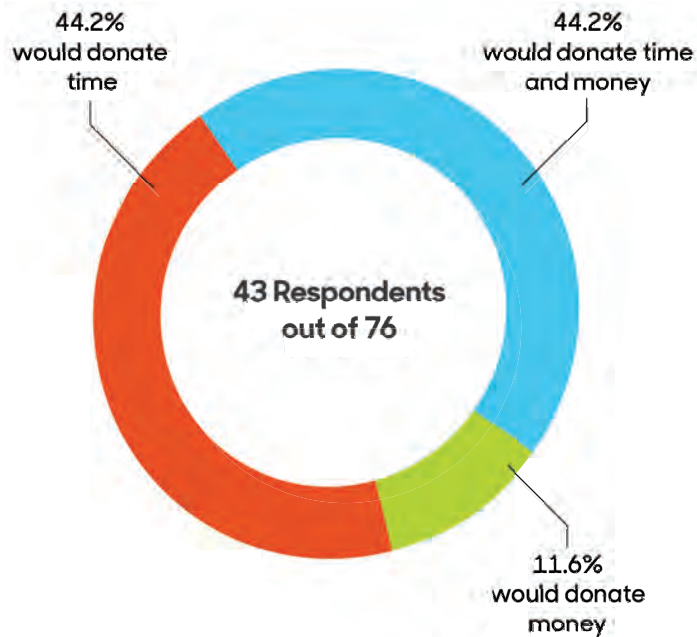
How Slater Residents Travel

Most survey respondents drive to important destinations such as the convenience store, the post office, school, and church (89.4%). More than 28% carpool or ride with someone else. Nearly 30% of respondents indicated that they walk (29.4%) and nearly 25% bike, but the primary mode of transportation in Slater is by vehicle.



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

Willingness to Help



Nearly 45% of survey participants who answered "Yes" to this question are willing to contribute their time to community improvements (44.2%); the same percentage responded that they would help financially and contribute their time. More than 11% of respondents indicated that they would be willing to contribute financially.

Compared to other small towns in Iowa, Slater residents are more willing to become involved in improving their community. In 2014, on average, 43% of residents in small, rural towns volunteered to help with a community project.¹ At 57%, Slater exceeds this average by more than 10%.

How Do You Get People to Help?

Ask, Show, and Advertise Opportunities

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

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

Survey Participants Said...



"There are major streets that need sidewalks. [We need to] replace trees [and plant] more trees and vegetation along High Trestle Trail."

"...some streets/lots don't have sidewalks, so [it's] not ideal to walk in the street along those paths. Otherwise, [Slater is a] very safe area. [It] could be better lit in the evenings."



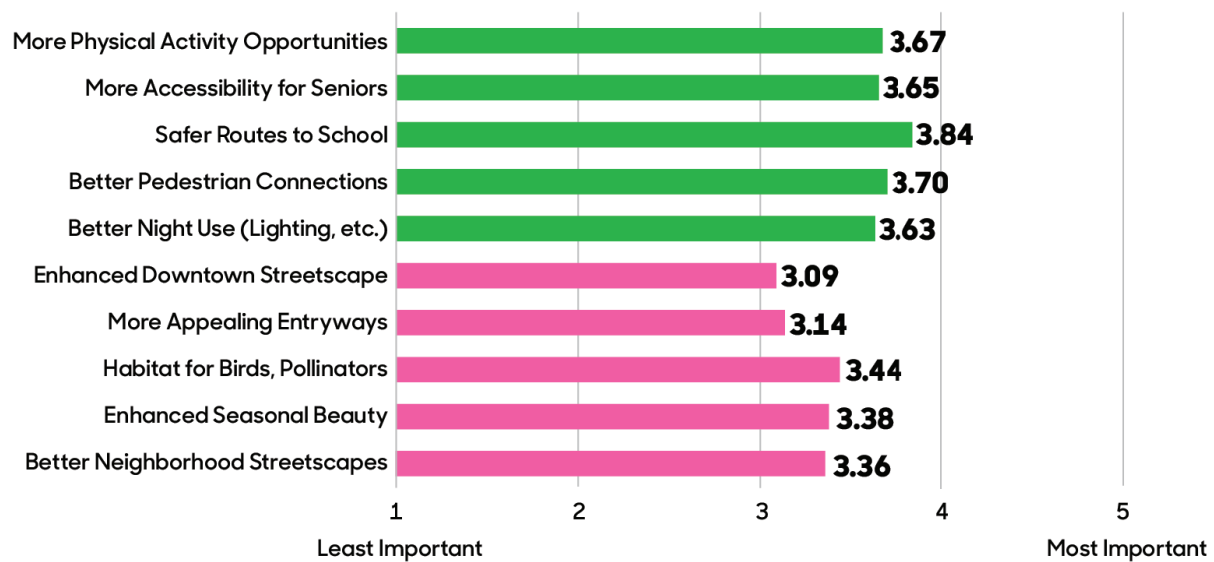
"[We need to] provide safe crosswalks for people/children to cross the busy highway that runs through town."

Priorities

On a scale of 1 to 5, with 5 being the most important, participants in Slater ranked creating safer routes to school as most important, with a mean value of 3.84. Other types of transportation enhancements that address pedestrian mobility, health, and safety are also considered important, such as creating better pedestrian connections (3.70), providing more opportunities for physical activity (3.67), and improving accessibility for seniors (3.65). In terms of quality of the built environment, survey respondents consider creating habitat for birds and pollinators as most important (3.44), followed by enhancing seasonal beauty (3.38) and improving neighborhood streetscapes (3.36). These findings are consistent with the views expressed by focus group participants during the Transportation Assets and Barriers workshop held in February 2023.

Transportation Enhancement Issues

- Pedestrian Mobility, Safety, and Health
- Quality of the Built Environment



Survey Participants Said...



"When we walk in town, there are fewer sidewalks on the south side. The only good access between the north and south sides of town is the sidewalk on Linn. Marshall needs a sidewalk on one or both sides."

"Slater needs to improve water quality, then work on trails, transportation for elderly, etc."



"[The] most important [improvement] would be sidewalks (paved) for kids to get to school. Also, we have a service road that runs through our neighborhood which could be paved for people's kids and those with dogs to have a route."

"The sidewalks in town are hard on those of us with young kids. They are not conducive to strollers or kid's bikes and scooters."



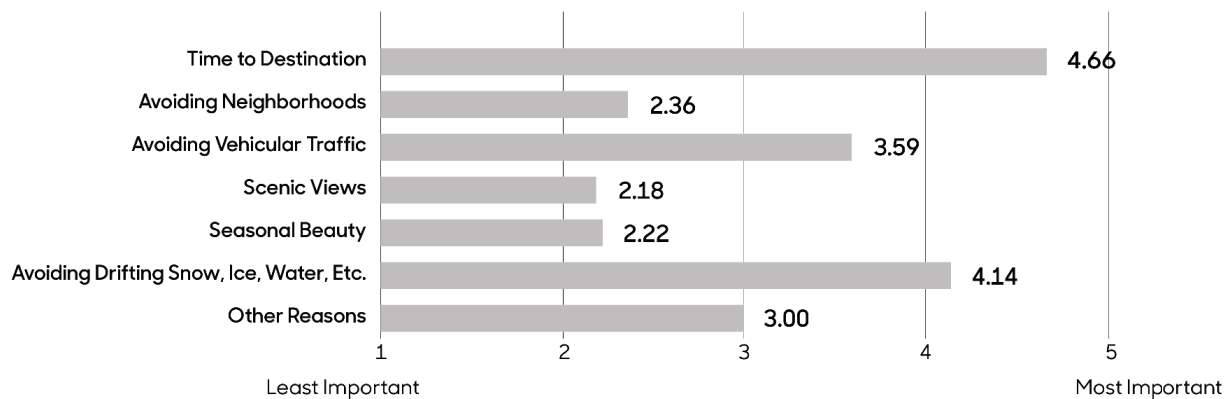
Commuting Routes

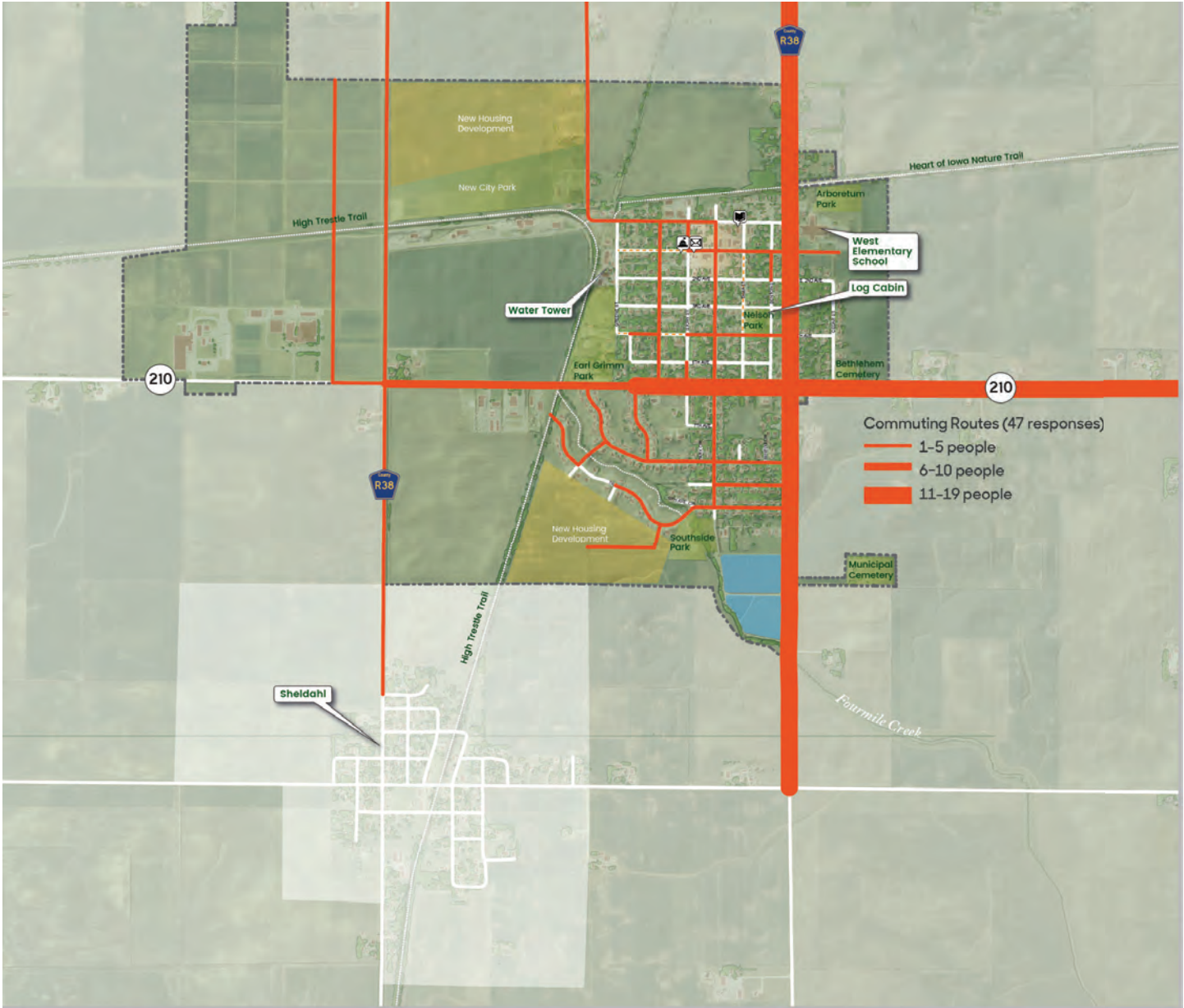
This map shows the commuting routes identified by 47 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. The primary east-west commuting corridor into and out of Slater is Highway 210 and County Road R38/510th Avenue is the major north-south route. The most heavily used corridors in town are Linn Street and 6th Avenue. Carroll Street brings people from the new development in the northwest part of town to the downtown area, while S Carroll and Marshall Streets connect those living in the development south of 6th Avenue/ Highway 210. Main Street provides access to both the elementary school and downtown.

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

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that factored into their choice of commuting route. Among Slater participants, time to destination is the most important factor in determining commuting routes, with a mean value of 4.66. Avoiding weather-related issues such as snow and ice is also quite important (4.14), followed by avoiding vehicular traffic (3.59). Scenic views, seasonal beauty, and avoiding neighborhoods are not critical factors in determining commuting routes.





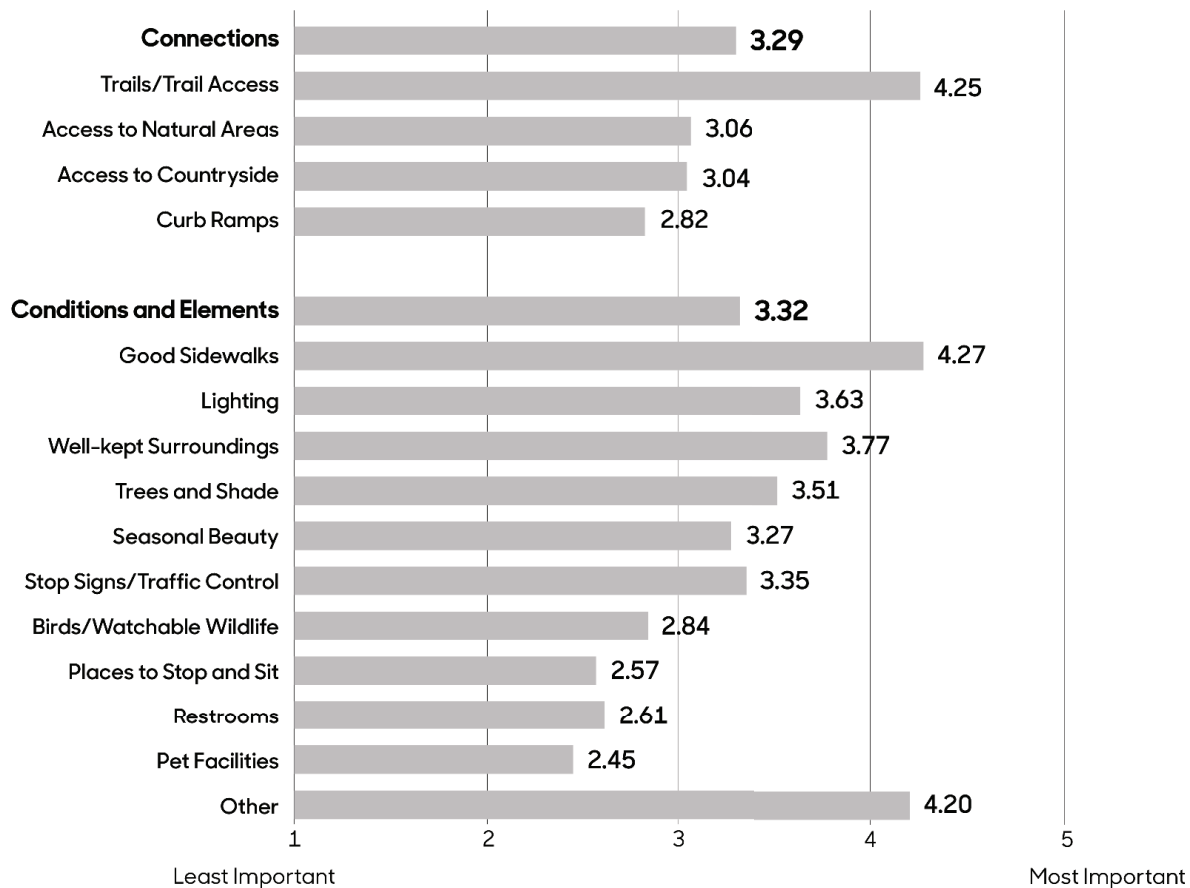
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

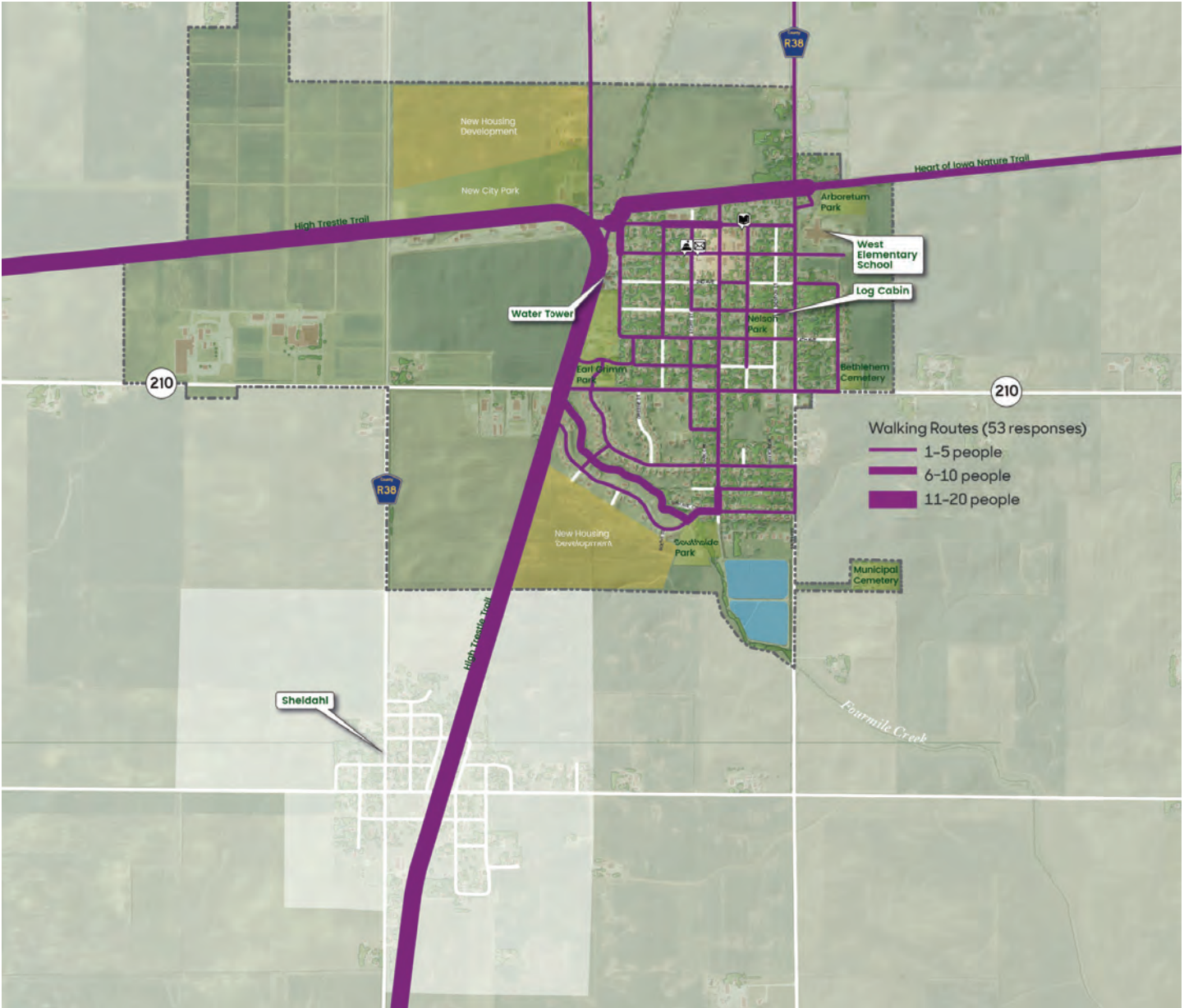
Walking Routes

This map shows the walking routes identified by 53 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. The High Trestle and Heart of Iowa Trails are the most popular walking venues among survey respondents. Sievers Trail is also commonly used for walking. People also walk along the city streets throughout town, especially along 1st Avenue in the downtown area. A few walkers take County Road R38 and Carroll Street north out of town.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their walking experience better. These features are categorized as either "connections" or "conditions and elements." Slater participants consider conditions/elements slightly more important than connections, with mean values of 3.32 and 3.29, respectively. In terms of connections, access to trails is most important with a mean value of 4.25. Good sidewalks (4.27) are the most important condition/element to walkers, followed by other factors—including how well snow and ice or debris are cleared, the presence of pets, and absence of sidewalks (4.20). Other significant factors include well-kept surroundings (3.77), lighting (3.63), and trees and shade (3.51).





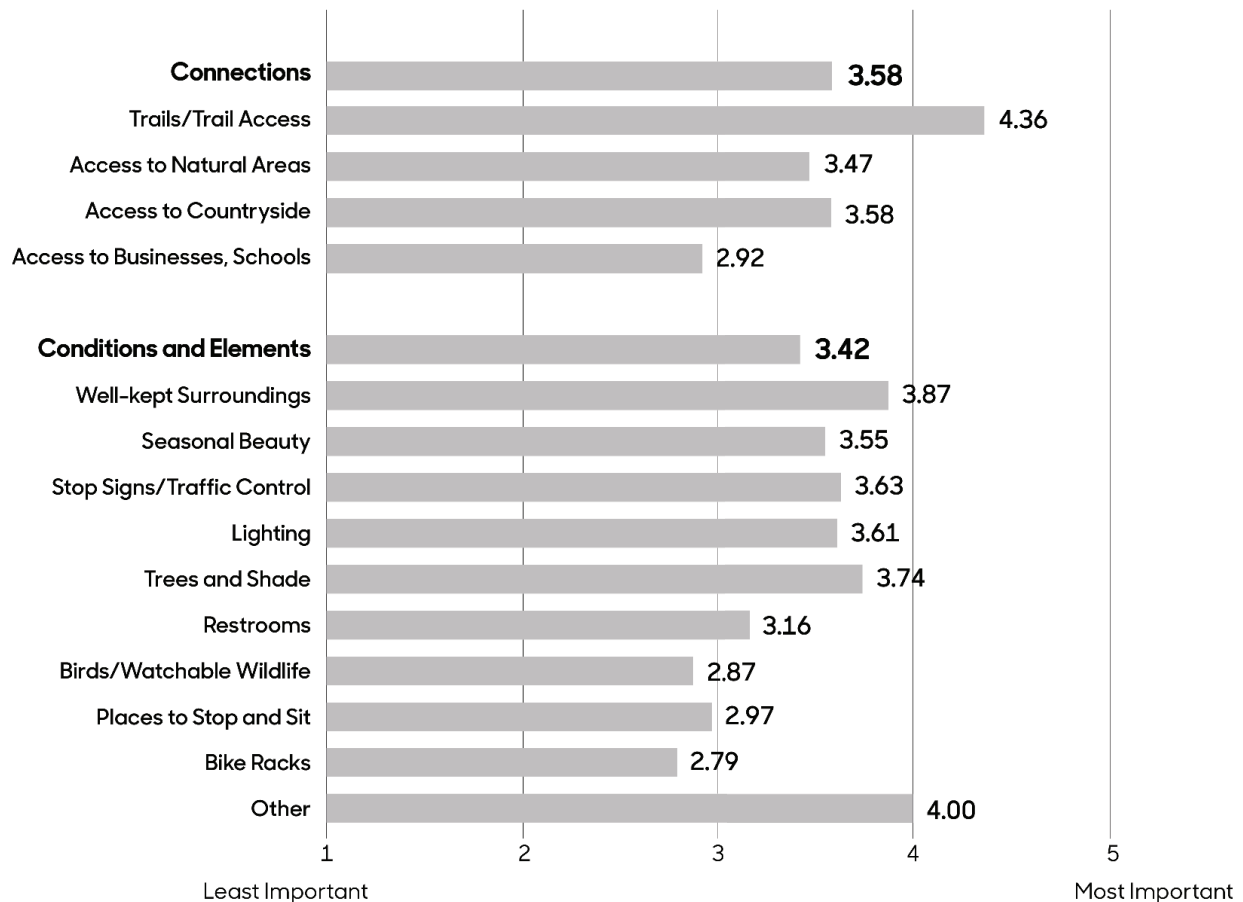
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

Biking Routes

This map shows the biking routes identified by 38 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. Like walkers, bikers most often use the High Trestle and Heart of Iowa Trails most frequently. Sievers Trail is also popular for cycling. Some people bike the city streets and use Carroll Street and County Road R38, which has designated bike lanes, to travel out of town.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their biking experience better. These features are categorized as either "connections" or "conditions and elements." Slater participants consider connections more important than conditions/elements, with mean values of 3.58 and 3.42, respectively. Access to trails is most important connection to survey respondents with a mean value of 4.36. In terms of conditions/elements, other factors such as friendly trail users are important (4.00) followed by well-kept surrounding (3.87) and trees and shade (3.74). Other significant factors include traffic control (3.63), lighting (3.61), and seasonal beauty (3.55).

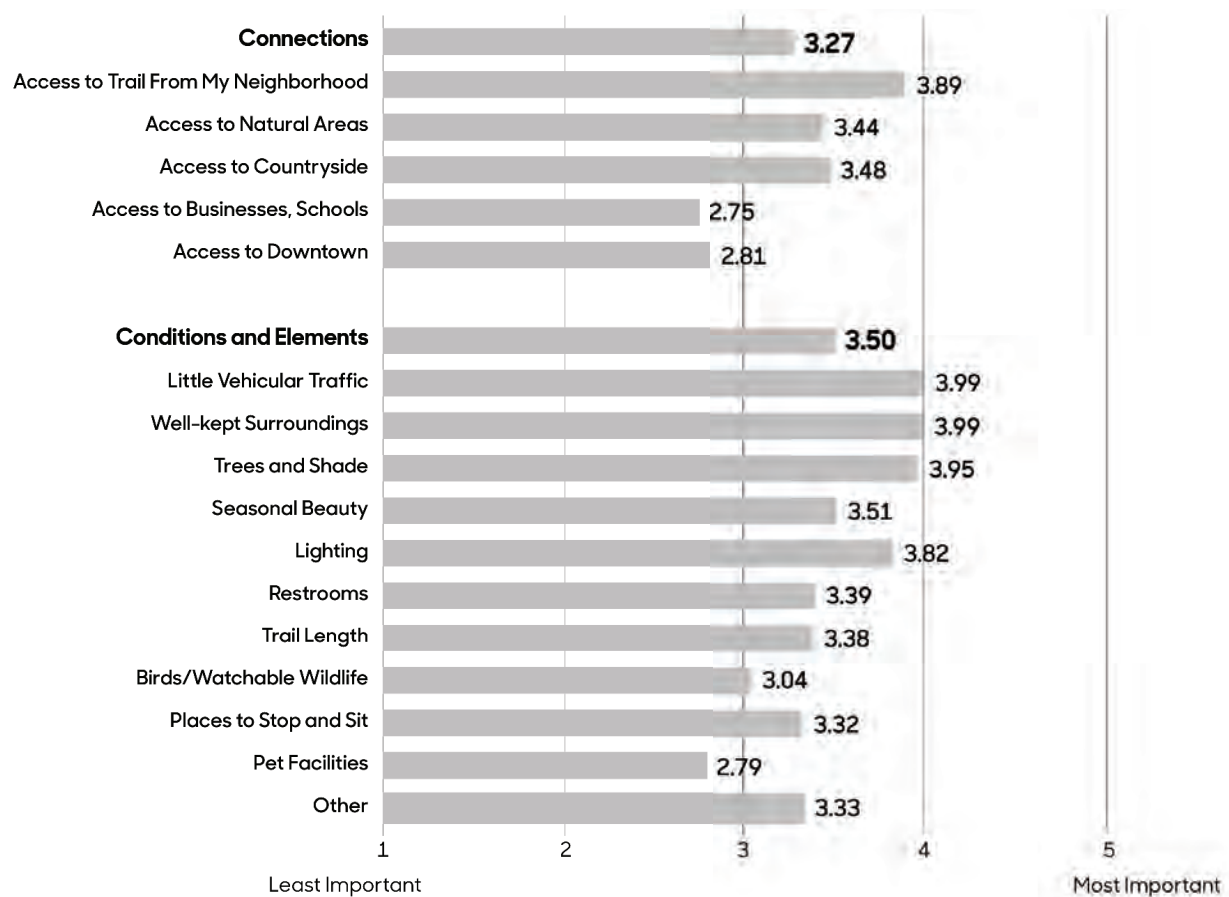




Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

Desired Trail Features

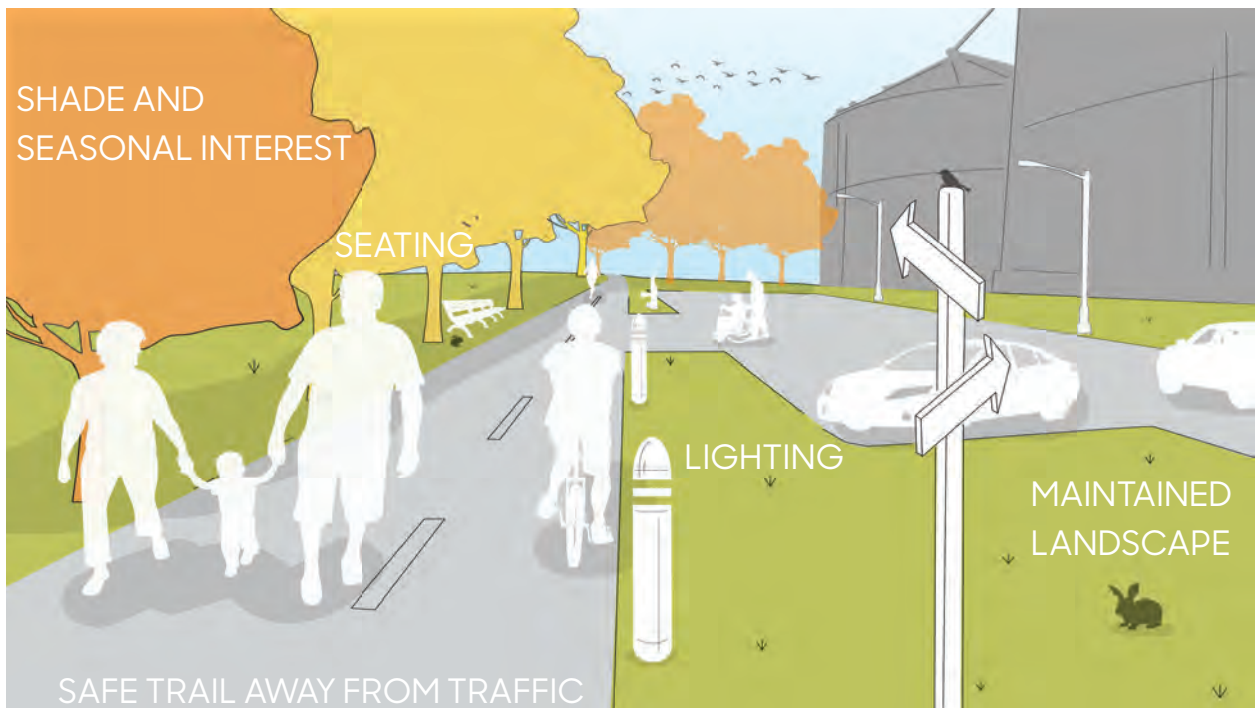
Trails are off-street paths that are paved or unpaved and can be used by pedestrians and cyclists. On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their trail experience better. Like the bike route features, they are categorized as either “connections” or “conditions and elements.” Conditions/elements are more important to Slater trail users than connections, with mean values of 3.50 and 3.27, respectively. Access to the trail from one’s neighborhood is the most important connection among trail users, with a mean value of 3.89. In terms of conditions/elements, well-kept surroundings and little vehicular traffic (3.99 each) are most important, followed by trees and shade (3.95). Lighting (3.82), seasonal beauty (3.51), access to restrooms (3.39), and trail length (3.38) are also valued by trail users.





"I wish the counties that have the trail would jointly purchase a sidewalk street sweeper that could clean the trail and pick up debris. The same person could also mow."

"Paved trails are really appreciated—[fewer] trip hazards. Maps along trails showing routes are also a plus [for people] not familiar with the area."



Transportation Inventory and Analysis

Knowledge of the transportation systems in and around a community is critical for sustainable transportation enhancement planning. Slater's transportation system includes roadways, sidewalks, and bike trails.

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

Slater can be accessed by the High Trestle Trail from the south and west and from the Heart of Iowa Trail to the east. Highway 210 bisects the community east to west and connects it to Interstate 35. The main city entrance from the south is via Linn Street or County Highway R38. From the north, folks enter on Linn Street.

The visioning team coordinated with the Iowa Department of Transportation (DOT) personnel, the Story County Engineer, the Story County Conservation representative, local officials and a group of steering committee members to identify existing, past, and future transportation-related constraints and opportunities in the Slater area. Story County plans to repave R-38 including adding shoulders south of the cemetery. A major talking point was vehicular speeding coming north into Slater on R-38 as well as east on Highway 210 at the intersection of the High Trestle Trail and the Greene St pedestrian crossing into Earl Grimm Park.

Slater has many assets to highlight including Earl Grimm Park, Nelson Park, the High Trestle Trail, the Heart of Iowa Trail, and a scenic downtown. People appreciate Slater's small-town vibe and the walkability of streets. Focus-group participants raised concerns about the inadequate sidewalk infrastructure, walking and biking along and across Highway 210, speeding traffic, drainage issues at several street intersections and in parking lots. Results of a random-sample survey of residents reinforces the need for more traffic-calming measures and safer and more accessible pedestrian routes. Accessibility with curb cuts and well-maintained sidewalks throughout town is also important to the community.

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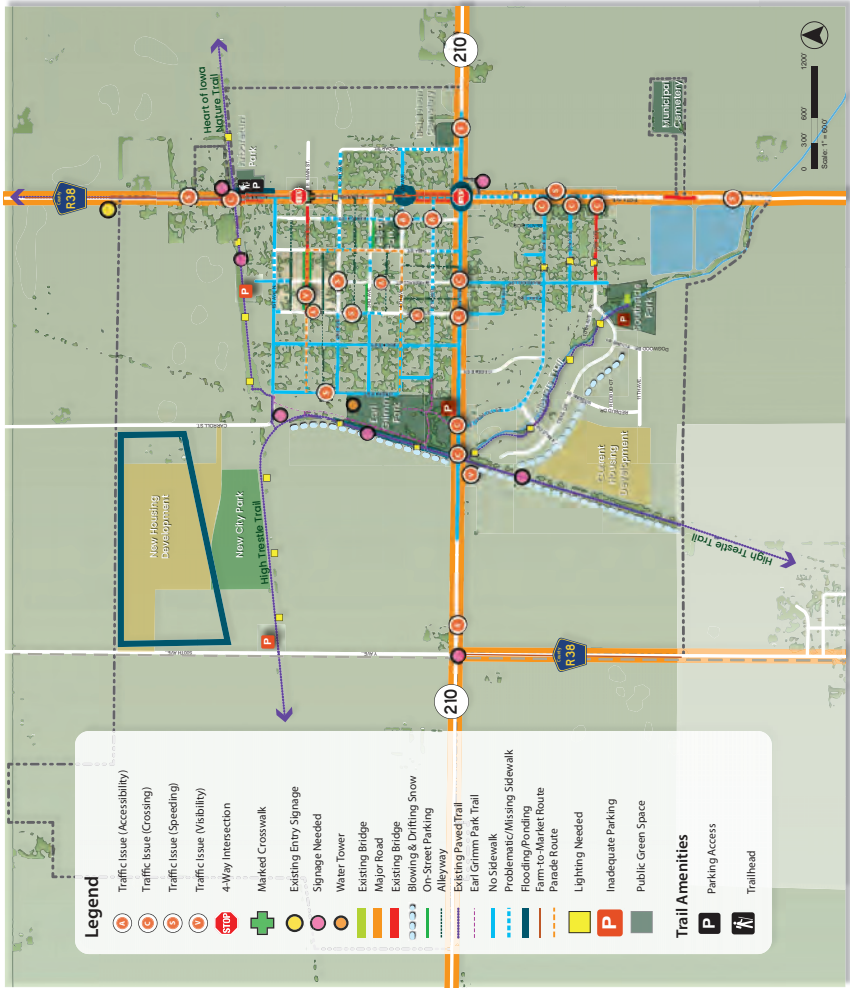
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A map of Slater highlighting and analyzing existing transportation infrastructure.

Parents
"...all these kiddos are wanting to go to [the] pool during summer [to the park], [and walk] home from school, that just seems like it's going to be unsafe [crossing Highway 210]."

Mobility Challenged
"...to cross Main Street, you have to get halfway into the intersection before you can see if anybody's coming. I've had some close calls."

Older Adults
"North of [Highway] 210 in the older part of Slater, every block probably has a bad sidewalk or no sidewalk."

Youth
"[A]t the intersection of the High Trestle Trail and Highway] 210, when you cross, it's blindsided, you can't always see the cars..."

Community concerns about aspects of Slater's transportation systems.



Most of the existing sidewalks in Slater are in poor condition and need improvement.



Fast and heavy traffic, deep ditches and lack of proper drainage for pedestrians feel unsafe crossing Highway 210.



Jeffrey L. Bruce & Company LLC
LAs: David Stokes PLA, ASLA, ASIC, ASBA, Lara Guldenplennig PLA, ASLA
Interns: Joseph Jennings, Susan Pegg
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What, Where, & Why

The Slater steering committee discussed what it learned from the bioregional assessment, community focus groups, and the random-sample survey with the landscape architects.

The committee then identified and communicated goals and values based on the information from the assessments. Each committee member also included reasoning for improvements around town and highlighted specific programming needs for the identified areas of concern.

The landscape architects organized programming themes for the city of Slater using the goals shared and developed by the steering committee. Greater importance was given to the goals that were highlighted in discussion and/or repeated by individuals during the What, Where, & Why meeting.

Community Values/Themes Based on Assessments	Steering Committee Tally	Broad-based Outcomes/Goals
Safety 		<ul style="list-style-type: none"> - Create organized, accessible, and safe pedestrian and cyclist routes for all ages - Provide lighting on existing and future trails as well as along Hwy 210 and Linn Street (R38) - Provide better signage at crossings
Walkability & Connectivity 		<ul style="list-style-type: none"> - Provide a city trail for residents that connects to existing trail systems - Give equal access to parts of the community that currently aren't connected - Improve parking at Earl Grimm Park and Arboretum Park
Beautification 		<ul style="list-style-type: none"> - Create spaces that encourage visitors and residents to utilize and enjoy the community's assets
Way-finding & Branding 		<ul style="list-style-type: none"> - Draw trail users into Slater and give them reasons to extend their stay - Create a uniform look/theme throughout the whole city

Community Values/Themes Based on Assessments	Steering Committee Tally	Broad-based Outcomes/Goals	Why Change Anything?	What Exactly and Where?
Safety 	III	<ul style="list-style-type: none"> - Create organized, accessible, and safe pedestrian and cyclist routes for all ages - Provide lighting on existing and future trails as well as along Hwy 210 and Linn Street (R38) - Provide better signage at crossings 	<ul style="list-style-type: none"> - Poor visibility at certain intersections - Hwy 210 and Linn Street (R38) are heavily traveled most of the day - No existing safe crossings over Hwy 210 to get to downtown - Speeding traffic on Main Street 	<ul style="list-style-type: none"> - Install speed-enforcement system on the south side of town on Linn Street (R38) - Provide traffic-calming measures on Main Street with a permanent roundabout - Install crosswalks at major intersections to provide safe routes to the elementary school
Walkability & Connectivity 	III	<ul style="list-style-type: none"> - Provide a city trail for residents that connects to existing trail systems - Give equal access to parts of the community that currently aren't connected - Improve parking at Earl Grimm Park and Arboretum Park 	<ul style="list-style-type: none"> - The lack of sidewalk limits access to the existing trails, the library, and the cemetery - There isn't an easily accessible, completed route through the community for walking or biking 	<ul style="list-style-type: none"> - Develop an inner-city trail system - Improve/install sidewalks throughout town - Provide pedestrian access to the city's cemetery - Create dedicated bike lanes in the community
Beautification 	III	<ul style="list-style-type: none"> - Create spaces that encourage visitors and residents to utilize and enjoy the community's assets 	<ul style="list-style-type: none"> - To improve tourism and drive commerce - To stay relevant to trail users who continue to come to Slater 	<ul style="list-style-type: none"> - Create a new trailhead that includes restrooms at the NW corner of town with connections to Main Street - Provide improvements to the trailhead at Arboretum Park, including connections to the elementary school, additional parking, and restrooms
Way-finding & Branding 	III	<ul style="list-style-type: none"> - Draw trail users into Slater and give them reasons to extend their stay - Create a uniform look/theme throughout the whole city 	<ul style="list-style-type: none"> - It will draw more people to the businesses in town - Unmarked and/or unpaved trail access points are confusing - Opportunity to incorporate the city's history 	<ul style="list-style-type: none"> - Create a "You Are Here" map to place throughout the community - Create new signage that brings a "wow" factor to the community



Steering committee members met to discuss programming objectives based on the community's feedback and the review of assessments.



To wrap up the What, Where, & Why meeting, the steering committee members voted on their top three improvement projects/themes that the design team will focus on this year.

The goal setting process combined results from the community assessments and the steering committees' What, Where, & Why meeting.

The Slater steering committee discussed what it learned from the bioregional assessment, community focus groups, and the random-sample survey with the landscape architects.

The committee then identified and communicated goals and values based on the information from the assessments. Each committee member also included reasoning for improvements around town and highlighted specific programming needs for the identified areas of concern.

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Slater

What, Where, & Why

Jeffrey L. Bruce & Company LLC

LAs: David Stokes PLA, ASLA, ASIC, ASBA, Lara Guldenpfennig PLA, ASLA

Interns: Joseph Jennings, Susan Pegg

Iowa State University | Trees Forever | Iowa Department of Transportation



Community Concept Plan

After meeting with the steering committee and residents of the community, the design team proposed several concepts for Slater based on the goals identified. Below is an outline of the proposed concepts, which correspond to the map:

Safety

Slater has a significant need for safer pedestrian circulation. Due to heavy truck traffic, people of all mobility levels feel unsafe crossing Hwy 210 to desired destinations, like Earl Grimm Park and downtown. There is a need for marked/signaled crosswalks at the intersection of Hwy 210 and the High Trestle Trail, to Earl Grimm Park and on Marshall St. Speeding is an issue in the downtown district and from traffic entering town on R38 from the south especially adjacent to the Municipal Cemetery. The proposed design provides safe movement and crossings in town.

Walkability & Connectivity

While two major trail systems pass through Slater, they are not well connected to local destinations within town. A priority for the steering committee is to develop an inner-city loop that gives equal access to all parts of the community and that connects to the High Trestle Trail, Arboretum Park, the elementary school, the library, and the cemetery. Dedicated bike lanes on Marshall Street would provide direct access to businesses along Main Street. Widened sidewalks on Linn Street would create an accessible route between the north and south sides of town.

Beautification

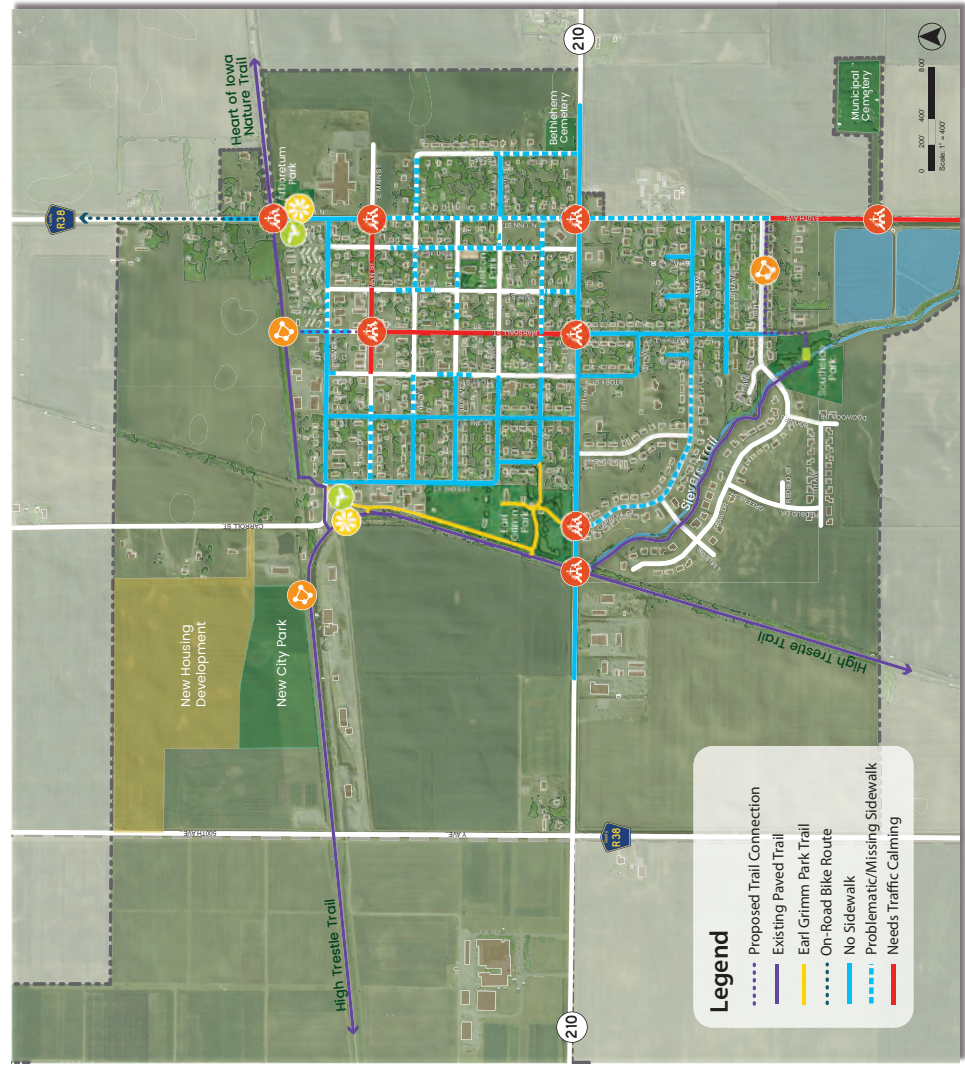
Slater has great potential to be a major hub for users of the High Trestle Trail (HTT) and Heart of Iowa Trail (HOIT). Implementing a trailhead at the junction of the HTT and HOIT would promote economic growth for businesses on Greene Street, and Main Street. This trailhead would also drive a connection to future developments and the new city park. Improving the existing trailhead at Arboretum Park with restrooms, additional parking, and a connection to the elementary school is essential. It is important to the community that trail users continue to stop.

Way-finding & Signage

Using the town's history as inspiration, consistent signage through town will help draw more people to destinations in town and encourage them to extend their stay in the community. Currently unpaved and unmarked trail points are confusing for both residents and outside users. Incorporating these signs will avoid confusion, give the community a uniform look, and provide a "wow" factor.

Concept Overview

Based on the outcomes of the What, Where, & Why meeting with the steering committee, the design team proposed several concepts for Slater, outlined below and corresponding to the map.



Safety

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Way-finding & Signage

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Slater Concept Overview

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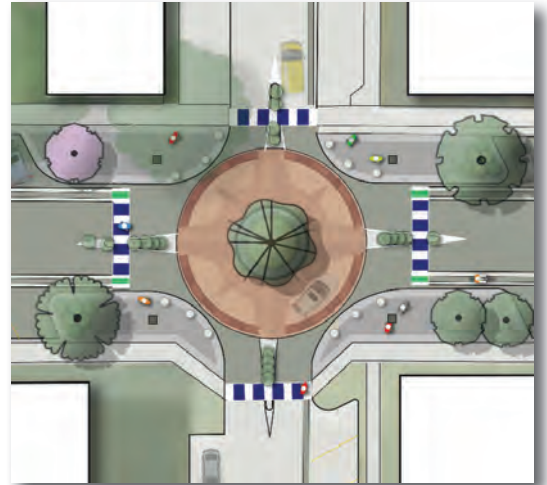
Streetscape Beautification & Parking Improvements



Downtown Slater has historic charm that can be made more enjoyable with traffic calming design interventions. Shown here are seasonally planted roundabout with a compass insignia of masonry which encourages slower movement. Crosswalks and bike lanes are painted in bright colors to call attention to pedestrians and the bump-outs are extended to improve visibility.



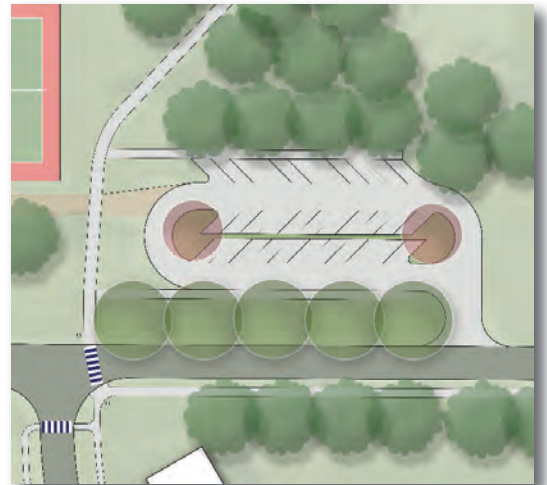
Main Street in its current state is roughly 30 feet wide, which means that biking lanes, crosswalks, and plantings can be designated throughout the ROW to slow down vehicular traffic. This is a view looking west down Main Street towards Marshall Street



Roundabout enhancements include brick pavers circulating a central raised bed to be utilized by the city for seasonal decor. New crosswalks alert vehicular traffic of pedestrians.



At the intersections of Marshall and Story with Main Street, more permanent roundabouts are proposed, which intend to improve flow and safety while serving as locations for seasonal decoration. This is a view looking east down Main Street at Marshall Street.



Parking at Earl Grimm Park is updated with paving and diagonal parking spaces. Bioswales and trees mitigate stormwater and hot pavement.

Design Expertise Recommended

Projects may require help beyond the capability of the Slater 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 a 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.

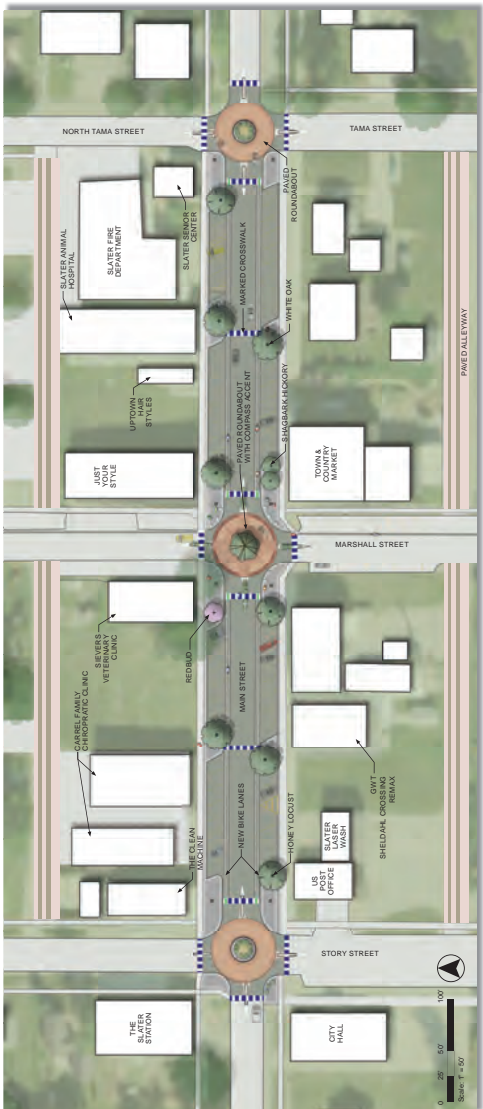
Abbreviations used in the following opinions of probable cost include:

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

Main Street Streetscape & Parking Improvements					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition					\$41,500.00
Mobilization	1	ls	\$8,000.00	\$8,000.00	
Selective Demolition (pavement removal)	1	ls	\$10,000.00	\$10,000.00	
Traffic Control	1	ls	\$8,000.00	\$8,000.00	
Storm Sewer and Electrical Utilities Coordination	1	ls	\$10,000.00	\$10,000.00	
Site Survey	1	ls	\$2,500.00	\$2,500.00	
SWPPP Preparation/Documentation	1	ls	\$3,000.00	\$3,000.00	
Site Sedimentation and Erosion Control					\$7,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$7,500.00	\$7,500.00	
Site Earthwork					\$17,500.00
Fine Grading	1	ls	\$7,500.00	\$7,500.00	
Rough Grading	1	ls	\$10,000.00	\$10,000.00	
Site Hardscape					\$1,728,740.00
ADA Curb Ramps	16	ea	\$800.00	\$12,800.00	
Roundabout Island	3	ea	\$42,000.00	\$126,000.00	
Curb Extension (bump-out)	297	cy	\$800.00	\$237,600.00	
Alleyway Pavers	11860	sf	\$35.00	\$415,100.00	
Roundabout Pavers	3900	sf	\$35.00	\$136,500.00	
Sidewalk (Main Street)	7,100	sf	\$15.00	\$106,500.00	
Pavement Markings	1	ls	\$5,000.00	\$5,000.00	
Silva Cells	11000	cf	\$20.00	\$220,000.00	
Concrete Pavement (Earl Grimm Park Parking Lot)	18452	sf	\$20.00	\$369,040.00	
Bioswale (Earl Grimm Park Parking Lot)	7100	sf	\$12.00	\$85,200.00	
Sidewalk (Earl Grimm Parking Lot)	1000	sf	\$15.00	\$15,000.00	
Site Plant Material					\$39,150.00
Overstory Trees	16	ea	\$400.00	\$6,400.00	
Ornamental Trees	2	ea	\$300.00	\$600.00	
Shrubs (3 gal)	54	ea	\$100.00	\$5,400.00	
Island Plantings	2,000	sf	\$10.00	\$20,000.00	
Planting Soils (Trees)	48	cy	\$50.00	\$2,400.00	
Planting Soils (Islands)	37	cy	\$50.00	\$1,850.00	
Bed Prep/Fertility	1	ls	\$2,500.00	\$2,500.00	
Site Amenities					\$135,650.00
Trash/Recycling Receptacle	4	ea	\$5,612.50	\$22,450.00	
Flashing Crosswalk Sign (Pedestrian Actuated)	32	ea	\$1,800.00	\$57,600.00	
6' length Bench	8	ea	\$4,700.00	\$37,600.00	
Concrete Planter	12	ea	\$1,500.00	\$18,000.00	
Sub-Total					\$1,970,040.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$472,810.00
Total					\$2,442,850.00



At the intersections of Marshall and Story with Main Street, more permanent roundabouts are proposed which intend to improve flow and safety while serving as locations for seasonal decoration. This is a view looking east down Main Street at Marshall St.



Parking improvements on Main Street including dedicated bike lanes and new roundabouts. Throughout town, alleyways have been repaved to formalize safe traveling surfaces for people on bikes who want to avoid riding on the road.

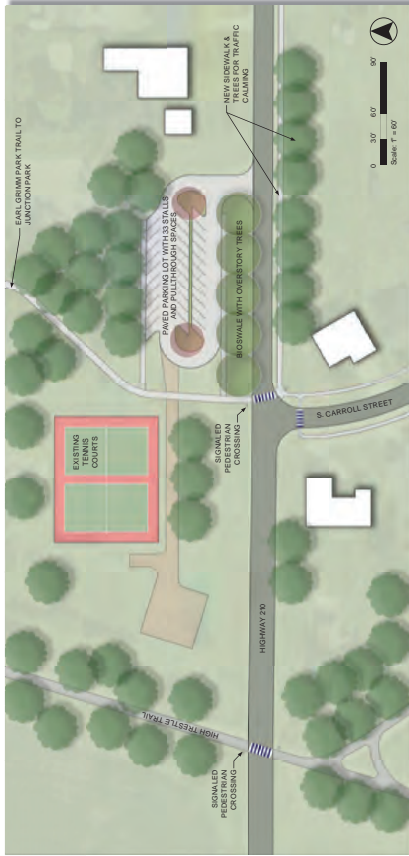
Downtown Beautification & Parking Enhancements

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Parking at Earl Grimm Park is updated with paving and diagonal parking spaces. Bioswales and trees mitigate stormwater and hot pavement.



Main Street in its current state is roughly 30 feet wide, which means that biking lanes, crosswalks, and plantings can be designated throughout the ROW to slow down vehicular traffic. This is a view looking west down Main Street towards Marshall Street



A new paved parking lot at Earl Grimm Park includes 33 standard stalls and RV pullthrough parking. Signaled pedestrian crossings and marked crosswalks along Highway 210 at the High Trestle Trail and S. Carroll Street crossings.

Slater Streetscape Beautification & Parking Improvements

Jeffrey L. Bruce & Company LLC
 LAs: David Stokes PLA, ASLA, ASIC, ASBA, Lara Guldenpennig PLA, ASLA
 Interns: Joseph Jennings, Susan Pegg
 Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways community visioning 2023

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Walkability & Safety



Slater's small town atmosphere, numerous parks, trails and quaint downtown attract residents and visitors. The ability to get anywhere in town on foot, bike or golf cart is a high priority for community members. Residents value better sidewalks, trails and safer road crossings to fully enjoy Earl Grimm Park, Nelson Park, High Trestle Trail and Heart of Iowa Trail, and their scenic downtown.

Small design moves can be made throughout Slater to improve the overall walkability and pedestrian safety. Colorful, slightly raised crosswalks with pedestrian activated flashing signs provide safer crossings on Highway 210 and Linn St. Well maintained sidewalks that are five feet wide, connect all blocks, and have curb ramps support users of all abilities. A bike lane along Marshall St connects Southside Park to downtown. Bikers are connected through downtown to the new NW trailhead by adding bike lanes through downtown and making Main Street a shared road west of Story St.

A trail in Linn Street's east right of way connects pedestrians and golf cart users to the cemetery. Widening and extending the Linn St. sidewalk north to south, provides a safe route to school and a city loop. Trees along major streets and roads calm traffic, improve the experience of pedestrians, and enhance Slater's hometown feel.



Paved alleyways with planters at street intersections provide alternative connections for pedestrians.



Highway 210 bike lanes, sidewalks and cross walks at Marshall St.



A bike lane along the east side of Marshall Street provides connection from Southside Park to downtown without restricting traffic and still enabling parking along one side of the street. Trees planted along the street provide shade, and cool the pavement. Regularly spaced trees also serve to slow vehicle traffic.

Design Expertise Recommended

Projects may require help beyond the capability of the Slater 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 a civil engineer.

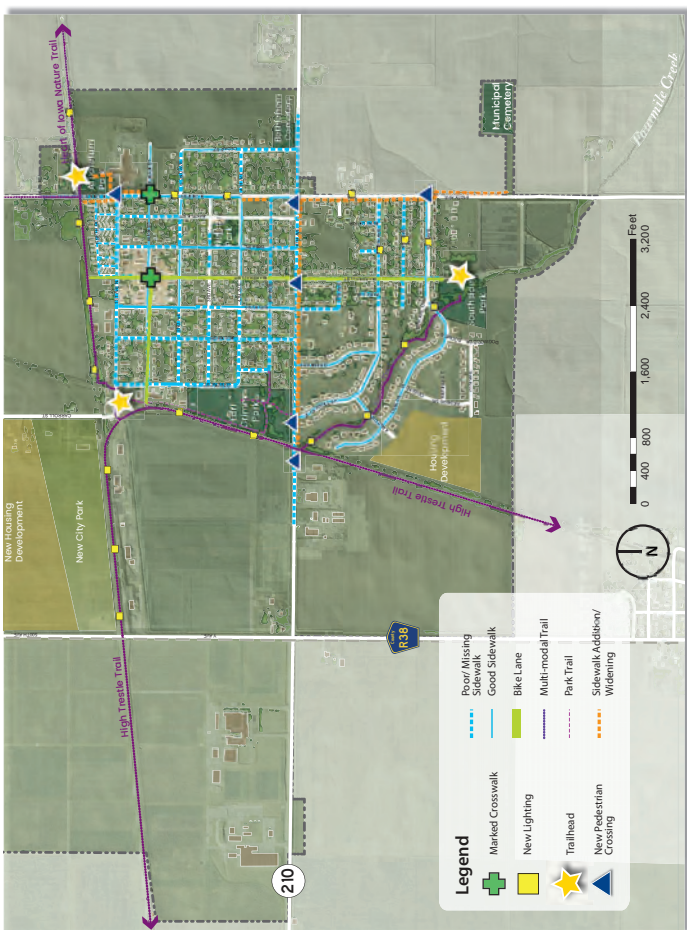
Project Scope and Cost Opinion

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

Walkability and Safety					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition					\$39,500.00
Mobilization	1	ls	\$6,000.00	\$6,000.00	
Selective Demolition	1	ls	\$10,000.00	\$10,000.00	
Traffic Control	1	ls	\$8,000.00	\$8,000.00	
Storm Sewer and Electrical Utilities Coordination	1	ls	\$10,000.00	\$10,000.00	
Site Survey	1	ls	\$2,500.00	\$2,500.00	
SWPPP Preparation/Documentation	1	ls	\$3,000.00	\$3,000.00	
Site Sedimentation and Erosion Control					\$7,500.00
Inlet Protection and Erosion Mitigation	1	ls	\$7,500.00	\$7,500.00	
Site Earthwork					\$17,500.00
Fine Grading	1	ls	\$7,500.00	\$7,500.00	
Rough Grading	1	ls	\$10,000.00	\$10,000.00	
Site Hardscape					\$1,254,180.00
ADA Curb Ramps	16	ea	\$800.00	\$12,800.00	
Sidewalk (4" thick)	45,036	sf	\$15.00	\$675,540.00	
Sidewalk (8" thick)	25,992	sf	\$20.00	\$519,840.00	
Pavement Markings	1	ls	\$6,000.00	\$6,000.00	
High Visibility Crosswalk	16	ea	\$2,500.00	\$40,000.00	
Site Plant Material					\$112,500.00
Overstory Trees	200	ea	\$400.00	\$80,000.00	
Planting Soils (Trees)	600	cy	\$50.00	\$30,000.00	
Bed Prep/Fertility	1	ls	\$2,500.00	\$2,500.00	
Site Amenities					\$236,675.00
Pedestrian LED Lighting (16' height)	19	ea	\$9,425.00	\$179,075.00	
Flashing Crosswalk Sign (Pedestrian Actuated)	32	ea	\$1,800.00	\$57,600.00	
Sub-Total					\$1,667,855.00
					\$400,285.00
Total					\$2,068,140.00



Walkability and Safety

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Small design moves can be made throughout Slater to improve the overall walkability and pedestrian safety. Colorful, slightly raised crosswalks with pedestrian activated flashing signs provide safer crossings on Highway 210 and Linn Street. Well maintained sidewalks that are five feet wide, connect all blocks, and have curb ramps support users of all abilities. A bike lane along Marshall St, connects Southside Park to downtown. Bikers are connected through downtown to the new NW trailhead by adding bike lanes through downtown and making Main Street a shared road west of Story Street.

A trail, Linn Street's east right of way connects pedestrians and golf cart users to the cemetery. Widening and extending the Linn Street sidewalk north to south, provides a safe route to school and a city loop. Trees along major streets and roads calm traffic, improve the experience of pedestrians, and enhance Slater's hometown feel.



Highway 210 bike lanes, sidewalks and crosswalks at Marshall St.



Painted crosswalks and flashing pedestrian signage as well as pruned vegetation improve awareness of cyclists and pedestrians crossing Highway 210 at High Trestle Trail, Carroll Street, and Earl Grimm Park.



Many existing neighborhoods of sidewalks, like this one at the northwest corner of Slater Street at Highway 210, are narrow. Widening and extending the sidewalk to the end of the street supports walking and is especially crucial to mobility challenged users.



A side path trail in the eastern right of way of Linn Street crosses Linn Street at 10th. Also to connect Slater with the school and Slater Cemetery visitors to downtown and the school. Roadside trees help to calm traffic and reduce wind.



Paved alleyways with planters at street intersections provide alternative connections for pedestrians.

A bike lane along the east side of Marshall Street provides connection from Southside Park to downtown without restricting traffic and still enabling parking along one side of the street. Trees planted along the street provide shade, and cool the pavement. Regularly spaced trees also serve to slow vehicle traffic.



Iowa's Living Roadways community visioning 2023

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 Iowa State University | Trees Forever | Iowa Department of Transportation

Slater Walkability and Safety

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Proposed Signage and Way-finding



Slater residents shared a desire for signage improvements to help direct people to key amenities. A variety of signage exists throughout the community and this proposal builds on that signage to fill gaps and help bring awareness to Slater’s many great features. Proposed signage draws on Slater’s identity and branding and blends it with Central Iowa Trail visual aesthetics for updating entrance signs, new park signs for Arboretum Park, and a proposed junction trailhead park. The kiosk is an information hub at the proposed junction trailhead. Way-finding signs address visitors’ need to know what amenities exist as they enter Slater and how to get to those locations as they navigate the city. This signage scheme enhances the visitor experience in Slater and draws attention to its key locations and resources.



DAYTIME

Entry signs with Slater identity married with rail-trail weathered steel use existing brick columns.



Primary Way-finding Sign



Secondary Way-finding Sign



Trail Sign



Proposed illuminated park signs tie Slater identity with the rail-trail aesthetic.



Proposed trail kiosk depicts places of interest in Slater and next stops on the High Trestle and Heart of Iowa Trails. It features space for pinning up fliers and has lighting. The gateway includes the kiosk and two arches.

Design Expertise Recommended

Projects may require help beyond the capability of the Slater Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect, a civil engineer, and an electrical engineer.

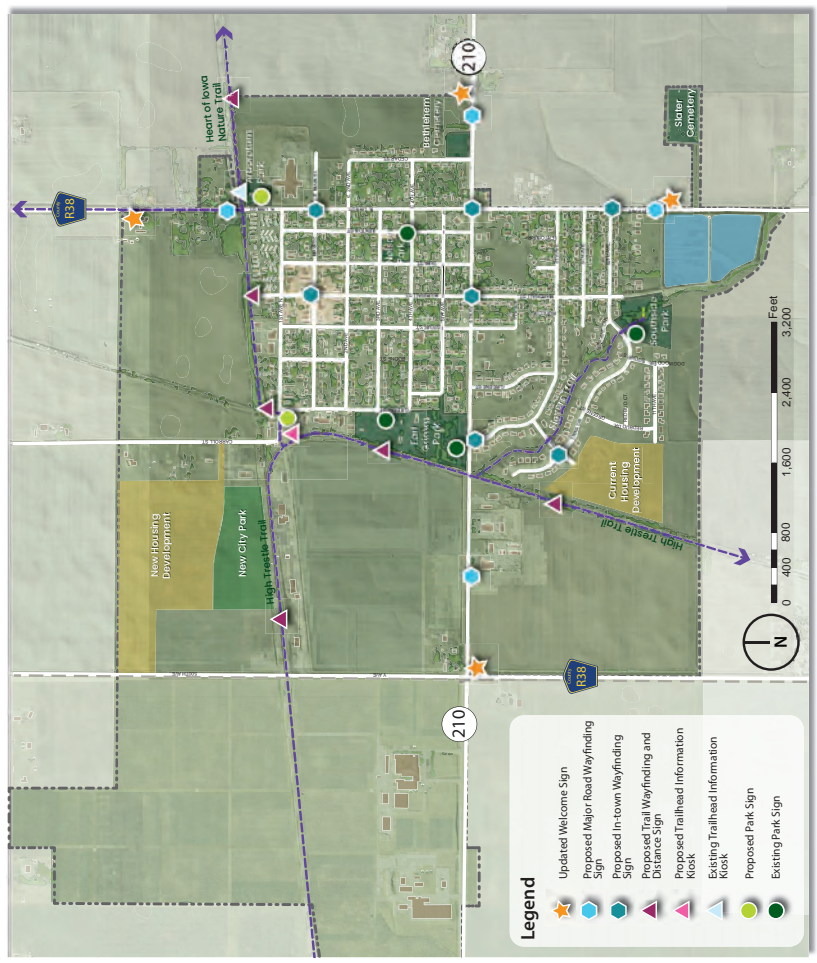
Project Scope and Cost Opinion

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

Signage and Way-finding					
<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Line Total</i>	<i>Totals</i>
Demolition					\$29,000.00
Mobilization	1	ls	\$4,000.00	\$4,000.00	
Selective Demolition	1	ls	\$1,500.00	\$1,500.00	
Traffic Control	1	ls	\$8,000.00	\$8,000.00	
Storm Sewer and Electrical Utilities Coordination	1	ls	\$10,000.00	\$10,000.00	
Site Survey	1	ls	\$2,500.00	\$2,500.00	
SWPPP Preparation/Documentation	1	ls	\$3,000.00	\$3,000.00	
Site Sedimentation and Erosion Control					\$5,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$5,000.00	\$5,000.00	
Site Amenities					\$222,200.00
Primary Way-finding	4	ea	\$1,200.00	\$4,800.00	
Secondary Way-finding	7	ea	\$500.00	\$3,500.00	
Trail Sign	6	ea	\$250.00	\$1,500.00	
Park Sign	2	ea	\$30,000.00	\$60,000.00	
Entry Sign (4' x 8': using existing brick pillars)	4	ea	\$25,000.00	\$100,000.00	
Trailhead Kiosk	1	ea	\$50,000.00	\$50,000.00	
Solar Lighting (flood lighting/signage lights)	6	ea	\$400.00	\$2,400.00	
Sub-Total					\$256,200.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$61,488.00
Total					\$317,688.00



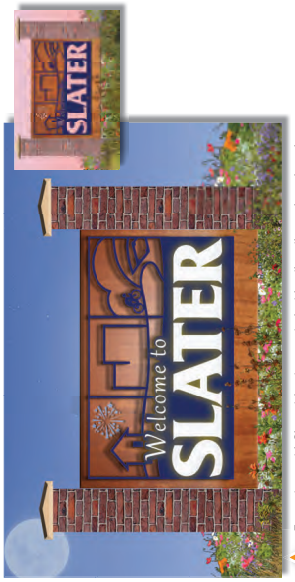
A map of Slater showing existing and proposed signage locations.

Signage and Way-finding

Slater residents shared a desire for signage improvements to help direct people to key amenities. A variety of signage exists throughout the community and this proposal builds on that signage to fill gaps and help bring awareness to Slater's many great features. Proposed signage draws on Slater's identity and branding and blends it with Central Iowa Trail visual aesthetics for updating entrance signs, new park signs for Arboretum Park, and Junction Park. The kiosk is an information hub at the proposed Junction Park. Way-finding signs address visitors' need to know what amenities exist as they enter Slater and how to get to those locations as they navigate the city. This signage scheme enhances the visitor experience in Slater and draws attention to its key locations and resources.

Slater

Proposed Signage and Way-finding



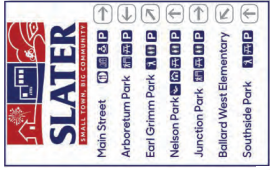
Entry signs with Slater identity married with rail-trail weathered steel use existing brick columns.



Proposed illuminated park signs tie Slater identity with the rail-trail aesthetic. (day and night views).



Proposed trail kiosk depicts places of interest in Slater and next stops on the High Trestle and Heart of Iowa Trails. It features space for pinning up fliers and has lighting. The gateway includes the kiosk and two arches.



Primary way-finding sign directs visitors to key amenities. Example entering Slater from the north on Linn St.



Secondary way-finding signs give directions to attractions. Example from Linn St at 10th Ave.



Trail sign example from north edge of Earl Grimm Park facing north.

Jeffrey L. Bruce & Company LLC

LAs: David Stokes PLA, ASLA, ASIC, ASBA, Lara Guidempenning PLA, ASLA

Interns: Joseph Jennings, Susan Pegg

Iowa State University | Trees Forever | Iowa Department of Transportation



Arboretum Park Trailhead



The Arboretum Park trailhead is situated at a prime location to host users of Ballard West Elementary, the Heart of Iowa Trail, and Slater residents and visitors. However, it is an underutilized space that needs additional amenities and pedestrian connections to fulfill its function and maximize the benefits of the space. Arboretum plantings need refreshing to be more attractive and resilient, remove invasive plant species, and minimize maintenance. Restrooms and drinking fountains, bike racks, and paved, expanded parking improves the trailhead function and supports school activities. A nature play area and outdoor classroom provide biophilic, kid-focused nodes that reconnect users with Slater's natural heritage. This concepts calls for new sidewalks and an inner-city trail to link the arboretum to Main Street and the school. New crosswalks across Linn St encourage walking and improve pedestrian safety.

New zones are created in the arboretum and shared space with Ballard West Elementary: paved parking, a sensory garden and woods path, and an Iowa heritage plantings zone consisting of orchard loop, outdoor prairie classroom, and nature play zone. Parking supports 33 vehicles and six trailers and is surrounded with bioswales for storm-water management. No-mow turf and Iowa native prairie plants will reduce management to annual mulch mowing and limits chemical inputs.



Overhead view of the Arboretum Park area with shared parking lot, nature play and outdoor classroom areas.

Arboretum Facilities and Sensory Garden

The restroom and gazebo are styled after Slater’s historic train depot and are sized to support groups and activities in all the adjoining areas. As a trailhead, the park needed bike racks, a repair station and water bottle stations. The amenities and extended trail enable Arboretum Park to serve as a hub.

Expanding beyond arboretum’s historic focus on tree species, plantings of shrub and perennial species that are fragrant and have tactile attributes add a sensory garden component. A labyrinth style contemplation path provides access to a variety of sensory inputs. Moss, ferns and shade loving shrubs are added to the existing mossy shade area to create a circular forest walk for a temperate rain-forest experience.



View A looks north from the trail east of the parking lot to the new gazebo and restrooms.



View B. Updated plantings provide a sensory garden and moss-carpeted forest walk.



View C of the outdoor classroom looking west.



View D looks west from the northeastern area of the nature play area..

Nature Play and Outdoor Classrooms rely on Biophilic Design

Wrapping the classroom with a low shrub-covered berm and prairie wildflowers blocks distracting sounds and views while providing nature's attention-restoring benefits to participants. Classroom furnishings are stumps, logs, and outdoor chalkboard and cupboard. The nature playground uses stumps, logs, boulders, sand and water as play materials. Time in nature helps kids build confidence, encourages physical activity and provides a rich variety of sensory stimulation, according to the Child Mind Institute.



View E provides a birds eye view of the parking lot from the south-west.

An expanded parking lot shared with Ballard West Elementary provides one direction traffic flow for efficiency and to better support long vehicles and trailers. Stormwater from the parking lot is captured in bioswales framing the north and west sides of the lot. Bioswales improve ground water quality and biodiversity through soil that percolates water. Native plantings provide food and shelter for wildlife while taking up and respirating water and cooling the surrounding atmosphere.

Design Expertise Recommended

Projects may require help beyond the capability of the Slater 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 a civil engineer.

Project Scope and Cost Opinion

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Arboretum Park Trailhead

Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$60,512.00
Mobilization	1	ls	\$18,000.00	\$18,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
Demo & Remove Shelter	525	sf	\$10.00	\$5,250.00	
Overstory Tree Removal	4	ea	\$5,000.00	\$20,000.00	
Clearing & Grubbing (overgrown arboretum shrub beds)	5131	sf	\$2.00	\$10,262.00	
SWPPP Preparation/Documentation	1	ls	\$2,000.00	\$2,000.00	
Site Utilities					\$48,000.00
Electricity, water and sewer for lighting, gazebo and restro	1	ls	\$48,000.00	\$48,000.00	
Site Sedimentation and Erosion Control					\$5,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$5,000.00	\$5,000.00	
Site Earthwork					\$28,000.00
Rough Grading	1	ls	\$12,000.00	\$12,000.00	
Fine Grading	1	ls	\$16,000.00	\$16,000.00	
Site Hardscape					\$1,302,395.00
Parking Lot Pavement	54,853	sf	\$20.00	\$1,097,060.00	
Concrete Sidewalk and Trail	12,615	sf	\$15.00	\$189,225.00	
Drainage (53' of 30" pipe, 6 outlet aprons)	1	ls	\$12,975.00	\$12,975.00	
Playground Mulch	26	cy	\$70.00	\$1,815.00	
Crushed Limestone	18	tons	\$75.00	\$1,320.00	
Site Amenities					\$498,218.00
Restroom	1	ea	\$127,778.00	\$127,778.00	
Gazebo (26' diameter)	616	sf	\$150.00	\$92,400.00	
Drinking Fountain (w/ bottle filling and pet station)	1	ea	\$11,000.00	\$11,000.00	
Nature Play (w/ outdoor classroom features)	1	ls	\$53,100.00	\$53,100.00	
Pergola (for grape vines)	1	ls	\$15,000.00	\$15,000.00	
Picnic Tables	2	ea	\$14,345.00	\$28,690.00	
Park Benches	3	ea	\$4,700.00	\$14,100.00	
Bicycle Repair Station (w/ bike pump)	1	ea	\$3,675.00	\$3,675.00	
Bike Rack	5	ea	\$1,905.00	\$9,525.00	
Illuminated Bollard (LED)	8	ea	\$5,690.00	\$45,520.00	
Pedestrian Light (LED)	8	ea	\$9,425.00	\$75,400.00	
Trash/Recycling Receptacle	2	ea	\$5,615.00	\$11,230.00	
Flashing Crosswalk Sign (pedestrian actuated)	6	ea	\$1,800.00	\$10,800.00	
Bioswales Components including Designed Soil, Gravel, Subdrainage, Native Plant Plugs, Mulch, Erosion Control, Curb Cuts, Etc.)					\$131,448.00
Parking Lot (interior)	2,454	sf	\$12.00	\$29,448.00	
Parking Lot (perimeter)	4,850	sf	\$12.00	\$58,200.00	
North Lot to Trail (along Linn Street)	3,650	sf	\$12.00	\$43,800.00	
Site Plant Material					\$119,400.00
Overstory Trees	47	ea	\$400.00	\$18,800.00	
Ornamental Trees, Fruit Trees, & Grape Vine	42	ea	\$300.00	\$12,600.00	
Shrubs (3 gal)	140	ea	\$100.00	\$14,000.00	
Sensory Walk (Moss Groundcover)	2,760	sf	\$10.00	\$27,600.00	
Native Prairie Seeding	1	ls	\$3,000.00	\$3,000.00	
Ecoglass Seeding (low mow/no mow)	1	ls	\$3,000.00	\$3,000.00	
Perennial Grasses & Flowers	250	ea	\$15.00	\$3,750.00	
Sensory Garden (Wildflower Plugs)	1,850	ea	\$8.00	\$14,800.00	
Planting Soils (Trees)	267	cy	\$50.00	\$13,350.00	
Planting Soils (Sensory Garden)	120	cy	\$50.00	\$6,000.00	
Bed Prep/Fertility	1	ls	\$2,500.00	\$2,500.00	
Sub-Total					\$2,192,973.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$526,314.00
Total					\$2,719,287.00



Plan for Arboretum Park with additional connectivity, parking, and amenities.

Arboretum Park

The Arboretum Park trailhead is an underutilized space that needs additional amenities and pedestrian connections to support residents and trail users. Arboretum plantings need refreshing to be more attractive and resilient, remove invasive plant species, and minimize maintenance. Restrooms and water, bike racks, and paved, expanded parking improves the trailhead function and supports school activities. New sidewalks and an inner-city trail connects the arboretum to Main Street and the school. New crosswalks across Linn Street encourage walking. New zones are created in the arboretum and shared space with the Ballard West Elementary; paved parking, a sensory garden, and woods path, and an Iowa heritage plantings zone consisting of orchard loop, outdoor prairie classroom, and nature play zone. Parking supports 33 vehicles and six trailers and is surrounded with bioswales for storm-water management. No mow-turf and low native prairie plants; reduce management to annual mulch mowing and limits chemical inputs.

Slater
Arboretum Park Trailhead



Northwest facing view of restrooms, gazebo, sensory garden area and the Heart of Iowa trail connection.



The outdoor classroom with logs, stumps, and an all-season cupboard is separated from other activities with a wooden play structure. Close proximity to the restrooms and water and crushed limestone paths accommodates all ages and abilities.



The nature play zone is designed for young children and features an assortment of logs, stumps and rocks for climbing and mouling. A variety of Iowa native trees and shrubs surrounding the zone provide materials for nature art and a mud kitchen.



Additional parking is shared with the elementary school. A trail extension connects pedestrians from Arboretum Park to downtown, and connects with the Slater city trail loop along Linn Street.



Arboretum rose garden is updated to become a low-maintenance, sensory walkway surrounded by forest bathing trail through existing and new shade trees. The garden is easier to access with a trail connection to other parts of town.

Jeffrey L. Bruce & Company LLC
 LAs: David Stokes PLA, ASLA, ASIC, ASBA, Lara Guldenfennig PLA, ASLA
 Interns: Joseph Jennings, Susan Pegg
 Iowa State University | Trees Forever | Iowa Department of Transportation

Iowa's Living Roadways
community
visioning 2023

Junction Park Trailhead



Junction Park is more than just a park. It is a hub of activity and potential. It is a gateway for cyclists and residents alike to cross paths, meet, mingle, and discover new experiences together. Located northwest of town, Junction Park has the unique opportunity of transforming what used to be the town's dumpsite into something better. Since it lies at the intersection of two high-traffic trails, the High Trestle Trail and Heart of Iowa Trail, the park can accomplish two things: (1.) become a destination for outdoor recreation and (2.) provide additional gathering space for the city as the new library location will subtract from existing open space.

The park's design reflects its dual identity as a gateway to the town and a destination for visitors., with the central feature of the park being a spoke-shaped plaza. There are many amenities to be found at the park, such as an outdoor seating area shaded by oaks and ornamental trees, an open mounded lawn, and bicycle parking with 47 bike stalls that can accommodate larger events across multiple seasons. The park has two concessions facilities that feature restrooms, a vendor kiosk that can serve as a focal point for markets and festivals, and a band shelter. The amphitheater not only helps with hosting crowds but also harvests rainwater for the irrigation of the sites' plantings .



Outdoor seating area looking east.



View looking north of the amphitheater, restroom, open lawn, and bike parking area.



BEFORE



AFTER

The trailhead to the south is paved with a mosaic of perennial flowers, aggregate, and colored pavement that evoke the image of railroad tracks merging, while also featuring elegant corten steel archways and informational signage. Since the site is down from of Nite Hawk Bar & Grill, the park could potentially spur the growth of new businesses by incentivizing the repurposing of adjacent, underutilized properties, which will boost the town's economy.



BEFORE



AFTER



BEFORE



AFTER

Design Expertise Recommended

Projects may require help beyond the capability of the Slater Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect, a civil engineer, a mechanical engineer, an electrical engineer, and a plumbing 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:

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

Junction Park Trailhead					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$30,000.00
Mobilization	1	ls	\$18,000.00	\$18,000.00	
Site Survey	1	ls	\$6,000.00	\$6,000.00	
SWPPP Preparation/Documentation	1	ls	\$6,000.00	\$6,000.00	
Site Utilities					\$48,000.00
Storm Sewer & Electrical Service (Outlet and Circuiting)	1	ls	\$48,000.00	\$48,000.00	
Site Sedimentation and Erosion Control					\$5,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$5,000.00	\$5,000.00	
Site Earthwork					\$28,000.00
Rough Grading	1	ls	\$12,000.00	\$12,000.00	
Fine Grading	1	ls	\$16,000.00	\$16,000.00	
Site Hardscape					\$835,630.00
Parking Pavement	5,100	sf	\$20.00	\$102,000.00	
Sandstone Paving	4,500	sf	\$25.00	\$112,500.00	
Exposed Aggregate Surface Concrete	2,300	sf	\$25.00	\$57,500.00	
Concrete Sidewalk	19,870	sf	\$15.00	\$298,050.00	
Seating/ Retaining (wall for raised bed 2.5' block with cap)	490	lf	\$80.00	\$39,200.00	
Seat Wall (round plaza/bike parking area 2' x 350 lf; 3'x 130 lf)	480	lf	\$80.00	\$38,400.00	
Paver Areas (plaza space)	9,399	sf	\$20.00	\$187,980.00	
Site Amenities					\$934,437.00
Corten Steel Arches	2	ea	\$2,000.00	\$4,000.00	
Lago Bench by MMCITE	4	ea	\$6,215.00	\$24,860.00	
Open-Air Performance Stage	1	ls	\$300,000.00	\$300,000.00	
Restroom Building + Kiosk	1	ls	\$319,445.00	\$319,445.00	
Edgetyre Bike Rack by MMCITE	47	ea	\$1,250.00	\$58,750.00	
Trio Picnic Table by Forms + Surfaces	6	ea	\$8,607.00	\$51,642.00	
Bicycle Repair Station (w/bike pump)	2	ea	\$3,675.00	\$7,350.00	
Illuminated Bollard (LED)	8	ea	\$5,690.00	\$45,520.00	
Pedestrian Lighting (LED)	8	ea	\$9,425.00	\$75,400.00	
Amphitheater Rainwater Cistern	1000	gal	\$2.50	\$2,500.00	
Amphitheater Submersible Pump	1	ea	\$2,000.00	\$2,000.00	
Water Harvest	3000	gal	\$2.50	\$7,500.00	
Drinking Fountain w/ bottle filler and pet station	2	ea	\$11,000.00	\$22,000.00	
Trash/Recycling Receptacle	4	ea	\$3,367.50	\$13,470.00	
Site Plant Material					\$88,868.60
Overstory Trees	21	ea	\$400.00	\$8,400.00	
Ornamental Trees (2")	11	ea	\$300.00	\$3,300.00	
Shrub (3 gal)	25	ea	\$150.00	\$3,750.00	
Karl Foerster Feather Reed Grass (1 gal)	105	ea	\$15.00	\$1,575.00	
Sensory Garden Perennial Mix (1 gal, 18" O.C.)	1,753	ea	\$15.00	\$26,295.00	
Shortgrass Prairie Seed Mix (for medium soils)	10,642	sf	\$0.05	\$532.10	
General Site Seeding	1	ls	\$1,500.00	\$1,500.00	
Planting Soils (Trees)	96	cy	\$50.00	\$4,800.00	
Planting Soils (Planting Beds)	438	cy	\$50.00	\$21,900.00	
Planting Soils (Sensory Garden)	33	cy	\$50.00	\$1,666.50	
Planting Soils (Turf)	253	cy	\$50.00	\$12,650.00	
Bed Prep/Fertility	1	ls	\$2,500.00	\$2,500.00	
Sub-Total					\$1,969,935.60
24% Contingency, Contractor Mark-Up, and Design Fees					\$472,785.00
Total					\$2,442,720.60



Site plan at Junction Park Trailhead.

Why put a Trailhead here?

The intersection of the High Trestle Trail and Heart of Iowa Trail warrants the modification of Slater's dump site to better accommodate residents and visitors alike. With the installation of the new library on Main Street where a gathering space once stood, the town is in need of a new destination spot to hold performances and markets while supporting outdoor recreation. The site is organized into rooms that improve the flow of bikers into town and uses plantings to make the space feel intimate and comfortable.

The junction features a historic depot-inspired concessions building with restroom and a band shelter with amphitheater. The outdoor seating area is shaded by oaks and ornamental trees to provide a beautiful three-season space for outdoor events. The open lawn and bike parking support larger trail-related events. The sensory garden has paths and an information kiosk to direct visitors to town amenities.



1.) Cross section looking northeast along High Trestle Trail.



2.) View looking north of the amphitheater, restroom, open lawn, and bike parking area.



3.) Outdoor seating area looking east.



4.) Raised planter bed for blocking views of Heartland Co-op to the west.

Slater

Junction Park Trailhead

Jeffrey L. Bruce & Company LLC

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Implementation Strategies

The ILR Community Visioning Program is just the beginning of the planning and design process for implementation of projects that contribute to an enhanced quality of life in Slater. It is the design team's intent to continue providing Slater with professional consulting services for significant future development and enhancement of community resources.

Expertise from a team of allied professions may be needed to successfully design and implement several of the identified improvement projects. A landscape architecture consultant is best suited to lead and manage the design process. This helps ensure that the community's goals are fully integrated into the improvement projects. An architect, civil engineer, electrical engineer, and structural engineer can all be managed with subconsultant agreements under the landscape architect's prime agreement with the city.

It is recommended that project implementation be approached using the following basic action plan:

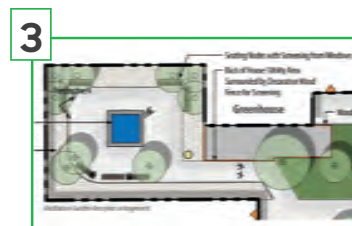
Year 1

- 1** Schedule monthly steering committee meetings, confirm understanding scope and estimated costs of identified projects, and **prioritize the top three projects for design refinement and implementation.**
- 2** Determine the most practical first project for implementation and **identify all applicable and eligible grant funding opportunities.**
- 3** Utilizing Community Visioning deliverables and assistance from Trees Forever and a landscape architect, **submit application(s) for eligible and related grant programs.**
- 4** Upon a successful grant application and securing funding, **develop a schedule for project design, bidding, and construction, and select and execute a contract with a landscape architect as the lead design consultant.**

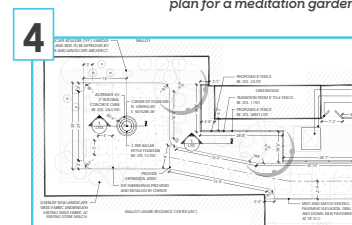
Year 2

- 1** Reassess top three priority projects based on grant application success and **repeat Tasks 2 - 4 for a second project.**

1	Community Visioning Project Areas	2	Grant Funding Opportunities
	Trails Improvements		
	Pedestrian Safety/ Access		
	Park/Year-round Recreation Improvements		
	Beautification		
	Way-finding and Branding Signage		



Example of a schematic landscape plan for a meditation garden.



Example of a landscape construction document for a meditation garden.

Implementation and Action Plan

The ILR Community Visioning Program is just the beginning of the planning and design process for implementation of projects that contribute to an enhanced quality of life in Slater. It is the design team's intent to continue providing Slater with professional consulting services for significant future development and enhancement of community resources.

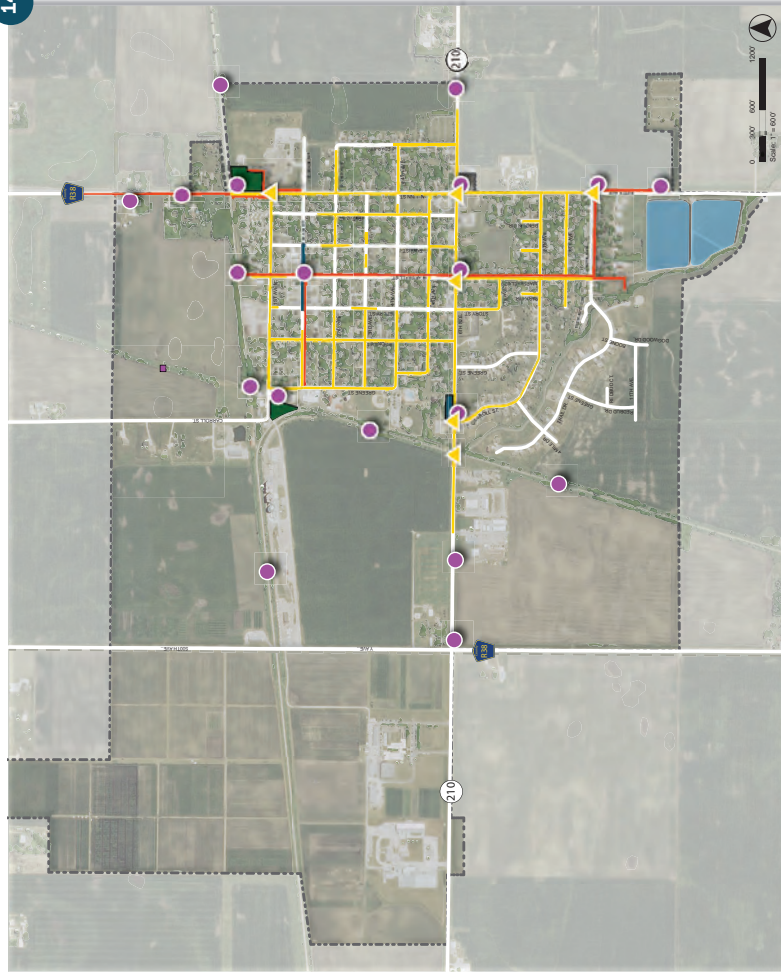
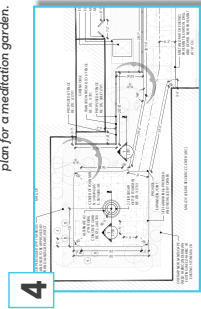
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It is recommended that project implementation be approached using the following basic action plan:

Year 1

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 - 3** Utilizing Community Visioning deliverables and assistance from Trees Forever and a landscape architect, **submit application(s) for eligible and related grant programs.**
 - 4** Upon a successful grant application and securing funding, **develop a schedule for project design, bidding, and construction, and select and execute a contract with a landscape architect as the lead design consultant.**
- Year 2**
- 1** Reassess top three priority projects based on grant application success and **repeat Tasks 2-4 for a second project.**

1 Community Visioning Project Areas	2 Grant Funding Opportunities
<ul style="list-style-type: none"> ■ Trails Improvements ■ Pedestrian Safety/Access ■ Park/Wear-round Recreation Improvements ■ Beautification ■ Way-finding and Branding Signage 	<ul style="list-style-type: none">



Slater Map Highlighting the Community Visioning Project Areas

	Trees Forever
	Iowa Economic Development Authority
	Iowa DNR REAP
	The Wellmark Foundation
	Keep Iowa Beautiful
	Iowa Department of Transportation
	Environmental Protection Agency
	Historical and Cultural Affairs

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Slater Implementation Strategies

Available Resources

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

Funding Opportunities

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


Funding Sources


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

Grant Programs

- Alliant Energy and Trees Forever Branching Out Program
- Federal Surface Transportation Program (STP)
- Iowa Clean Air Attainment Program (ICAAP)
- Iowa DOT/DNR Fund Iowa
- Iowa DOT Iowa's Living Roadways Projects Program
- Iowa DOT Living Roadways Trust Fund Program
- Iowa DOT Pedestrian Curb Ramp Construction Program
- Iowa DOT Statewide Transportation Enhancement Funding
- Iowa DNR Recreation Infrastructure Program
- Land and Water Conservation Fund
- National Recreational Trails Program
- Pheasants Forever
- Revitalization Assistance for Community Improvement (RACI) Grant Program
- State Recreational Trails Program
- Transportation Alternatives Program (TAP)

Community Project Funding Options

 Environmental Protection Agency (EPA)				
FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Environmental Education	Funding mechanism for projects to help the public make informed decisions that affect environmental quality. Must be submitted by educational entity, agency or school.	Brandy Reed U.S. EPA Region 7 reed.brandy@epa.gov	Early November	https://www.epa.gov/education/grants
2023 National Environmental Information Exchange Network Grant	Funding mechanism to support better environmental decisions through data timely and high-quality data.	Erika Beasley (202) 566-2530 beasley.erika@epa.gov	Mid May	https://www.epa.gov/exchangenetwork/exchange-network-grant-program#Resources
Pollution Prevention	Provides matching funds to state and tribal programs to support pollution prevention and to develop State-based programs	Pollution Prevention Program (202) 566-0799 p2hub@epa.gov	TBD - two year funding cycle	https://www.epa.gov/p2/grant-programs-pollution-prevention
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.	osape_communications@epa.gov	(Multiple Dates)	https://www.epa.gov/research-grants/research-funding-opportunities
Small Business Innovation Research (SBIR)	Competitive funding through environmental technology research at small businesses.	osape_communications@epa.gov	(Multiple Dates)	http://www.epa.gov/ncer/sbir/
Brownfields Program	EPA's Brownfields program provides direct funding for Brownfields assessment, cleanup, revolving loans, and environmental job training.	Susan Klein U.S. EPA Region 7 (913) 551-7786 Klein.Susan@epa.gov	(Multiple Dates)	https://www.epa.gov/brownfields/types-brownfields-grant-funding
Greening America's Communities	EPA program to help cities and towns develop an implementable vision of environmentally friendly neighborhoods that incorporate innovative green infrastructure and other sustainable design strategies.	Clark Wilson (202) 566-2880 wilson.clark@epa.gov	Ongoing	https://www.epa.gov/smartgrowth/greening-americas-communities#background

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



Iowa Department of Transportation (IDOT)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Revitalize Iowa's Sound Economy (RISE)	Created to assist in promoting economic development in Iowa through the construction or improvement of Iowa roads and streets. Funding is generally limited to industrial, manufacturing, warehousing, distribution, and professional office developments, with few exceptions.	Jennifer Kolacia (515) 239-1738 Jennifer.Kolacia@dot.iowa.gov	Ongoing	https://iowadot.gov/systems_planning/Grant-Programs/Revitalize-Iowas-Sound-Economy-RISE-Program
Pedestrian Curb Ramp Construction Program	Assist cities in complying with the Americans with Disabilities Act (ADA) on primary roads in Iowa cities	Scott Dockstader, P.E. District 1 Engineer, Iowa DOT 1020 S. 4th St. Ames, 50010 (515) 239-1194	Ongoing	(Use Contact Information) and/or https://www.iowadot.gov/iowarail/fundguide.pdf
Iowa DOT/DNR Fund	Roadside beautification of primary system corridors with plant materials	Iowa Department of Transportation Bureau of Design 800 Lincoln Way Ames, Iowa 50010 (515) 239-1424	Ongoing	(Use Contact Information) and/or reference https://www.iowadot.gov/iowarail/fundguide.pdf
Living Roadway Trust Fund (LRTF)	Implement Integrated Roadside Vegetation Management programs (IRVM) on city, county, or state right-of-way or publicly owned areas adjacent to traveled roadways.	Troy Siefert, PLA Living Roadway Trust Fund Coordinator 800 Lincoln Way Ames, IA 50010 (515) 239-1768 troy.siefert@dot.iowa.gov	Ongoing	https://iowadot.gov/lrtf/Grants/Cities-under-10-000-in-population
State and Federal Recreational Trails (SFRT) Program	Program established to provide trail systems for public use throughout Iowa.	Scott Flagg SRT Program Manager (515)-239-1252 800 Lincoln Way Ames, IA 50010 scott.flagg@iowadot.us	Early January and Early July	https://iowadot.gov/systems_planning/Grant-Programs/-Federal-and-State-Recreational-Trails
Transportation Alternatives Program	Federal DOT funding allocated by the state for projects like pedestrian and bicycle facilities, recreational trails, safe routes to school and community improvements such as vegetation management, storm water mitigation and habitat connectivity.	https://cirtpadotorg.wordpress.com/ 420 Watson Powell, Jr. Parkway, Suite 200 Des Moines, Iowa 50309 Phone: 5153340075.0	February	https://iowadot.gov/systems_planning/grant-programs/transportation-alternatives

Story County Grants

Story County Economic Development Group	Economic Development specialists allocate funds from the Story County Board of Supervisors and provides support for economic development funding facilities.		September	https://www.storycountyiowa.gov/233/Story-County-Economic-Development-Group
Story County Facade Grant Program	This program provides assistance to city governments for communities under 2,000 to collaborate with private commercial businesses for facade improvements.	Leanne Lawrie Harter County Outreach and Special Projects Manager lharter@storycountyiowa.gov (515)382-7247	rolling	https://www.storycountyiowa.gov/DocumentCenter/View/9958/Story-County-Facade-Grant-Program-Application-and-Guidelines-PDF
Story County Community Foundation (SCCF)	Story County Community Foundation (SCCF) allocates resources to significantly improve or affect the lives of people living in Story County communities.	Karin Sevde, Executive Director of Story County Community Foundation, ksevde@ storycountyfoundation.org	July, September	



Iowa Department of Natural Resources (IDNR)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Land and Water Conservation Fund (LWCF)	The LWCF Program is federally funded grant program that provides match funds of 50% for outdoor recreation area development and acquisition. Iowa's cities and counties are eligible to participate.	Nick Dellaca at 515-725-0027 Nick.Dellaca@dnr.iowa.gov	Mid-March	http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Land-Water-Conservation-Fund
REAP City Parks and Open Spaces	The grants are 100% meaning local matching funds are not required. This grant program is very competitive. Funds are not available for single or multipurpose athletic fields. Parkland expansion and multi-purpose recreation developments are typical projects funded under this REAP Program.	Michelle Wilson REAP Coordinator 515-446-0535 Wallace State Office Building 502 E. 9th St. Des Moines, IA 50319 Michelle.Wilson@dnr.iowa.gov	Mid August	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/City-Parks-Open-Spaces
REAP County Conservation	County Conservation (20% of REAP funds) - This money is available to counties for land easements or acquisition, capital improvements, stabilization and protection of resources, repair and upgrading of facilities, environmental education, and equipment.	Michelle Wilson REAP Coordinator 515-446-0535 Wallace State Office Building 502 E. 9th St. Des Moines, IA 50319 Michelle.Wilson@dnr.iowa.gov	Mid August	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/County-Conservation
REAP Conservation Education Program	The Conservation Education Program (CEP) is a key provision of the Resource Enhancement and Protection (REAP) Act of 1989. A five-member board implements the CEP and annually they allocate approximately \$350,000 in grants for conservation education in Iowa.	Rachel Alliss Representing IDNR (515) 729-6037 rachel.alliss@dnr.iowa.gov	November 1	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Conservation-Education
REAP Soil and Water Enhancement	Soil and Water Enhancement (20% of REAP funds) - These funds are available to landowners for soil and water conservation and enhancement projects and practices. Project money is directed towards protecting the state's surface and ground water resources from point and non-point sources of contamination.	Susan Kozak Division of Soil Conservation and Water Quality Department of Agriculture and Land Stewardship (515) 281-7043 Susan.Kozak@iowaagriculture.gov	Ongoing	https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Soil-Water-Enhancement
Trees for Kids	The Trees for Kids grant program serves to educate K-12 and college students in Iowa about the importance of trees through tree planting events at schools and on public land. Grant recipients are awarded \$1,000-\$5,000 per project to purchase trees and mulch from Iowa nurseries.	Gabriele Edwards (515) 725-8456	Fall/Spring	http://www.iowadnr.gov/Conservation/Forestry/Educational-Opportunities
Solid Waste Alternatives Program (SWAP)	This program is set up to reduce the amount of solid waste generated and landfilled in Iowa. Funds can be used for waste reduction equipment, recycling equipment, production of educational materials and salaries related to implementation and operation of the project	Tom Anderson (515) 725-8323 502 E. 9th St. Des Moines, IA 50319 tom.anderson@dnr.iowa.gov	January 2 or July 1	http://www.iowadnr.gov/swap
Fish Habitat Program	Funding assistance is available to County Conservation Boards for land acquisition and development of fish habitat.	Randy Schultz (515) 725-8447 randy.schultz@dnr.iowa.gov	Last Working Day in November	http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Fish-Habitat-Program
Water Trail Enhancement Grant	The Iowa Legislature appropriated funds for fiscal year 2018 for the development of dam mitigation and water trail projects. A portion of the funds (\$130,000 this fiscal year) are available competitively for water trail enhancement cost-share grants.	John Wenck River Programs 515-725-8465 john.wenck@dnr.iowa.gov	Ongoing	http://www.iowadnr.gov/Things-to-Do/Canoeing-Kayaking
Water Recreation Access Cost-Share Program	The Water Recreation Access Cost-Share Program is available for constructing or improving boat access facilities to Iowa's lakes and streams. Projects can include boat ramps, loading/off-loading docks and other structures to enhance use by the public.	Michelle Wilson (515) 725-8441 michelle.wilson@dnr.iowa.gov	September 30	http://www.iowadnr.gov/Things-to-Do/Boating/Water-Rec-Access-Cost-Share



Iowa Department of Natural Resources (IDNR)

Watershed Improvement Grants	The DNR offers Iowa groups looking to improve our state's streams, rivers and lakes the opportunity to apply for grants. These grants allow groups, such as Soil and Water Conservation Districts and other organizations, to create watershed projects.	Steve Konrady Issuing Officer (515) 725-8388 Steven.Konrady@dnr.iowa.gov	November	https://www.iowadnr.gov/Environmental-Protection/Water-Quality/Watershed-Improvement
Wildlife Diversity (non-game) Program Grants	The wildlife diversity program offers three grants programs to encourage research, habitat management and environment education that supports non-game wildlife in Iowa.	Stephanie Shepherd Wildlife Diversity Biologist Boone Wildlife Research Station Iowa Dept. of Natural Resources 1436 255th Street Boone, IA, 50036 (515) 230-6599 stephanie.shepherd@dnr.iowa.gov	November	https://www.iowadnr.gov/Conservation/Iowa-Wildlife/Wildlife-Diversity-Program/Wildlife-Grant-Opportunities
State Revolving Fund (SRF)	The State Revolving Fund (SRF) is the best choice to finance the design and construction of Iowa drinking water and wastewater infrastructure.	Lee Wagner (515) 725-0992 SRF Sponsored Project Program Planner Iowa Department of Natural Resources lee.wagner@dnr.iowa.gov	Early September	http://www.iowasrf.com/about_srf/sponsored_projects_home_page.cfm



Iowa Economic Development Authority (IEDA)

Community Development Block Grant (CDBG) Water and Sewer Fund	Funds awarded through this annual competitive program assist cities and counties with projects such as sanitary sewer system improvements, water system improvements, water and wastewater treatment facility projects, storm sewer projects related to sanitary sewer system improvements and rural water connections.	Dan Narber (515) 348-6214 Dan.Narber@iowaEDA.com	January 1, April 1, July 1 and October 1	https://www.iowaeda.com/cdbg/water-sewer/
CDGB Community Facilities and Services Fund	This annual competitive program assists projects such as day care facilities, senior centers, vocational workshops and other community services such as storm water projects.	Dan Narber (515) 348-6214 Dan.Narber@iowaEDA.com	Ongoing	https://www.iowaeda.com/cdbg/community-facilities/
CDGB Downtown Revitalization Fund	Community leaders can use this program to rehabilitate blighted downtown buildings. The goal of this program is to provide economic opportunities for people, especially those of low- and moderate income.	Nichole Hansen (515) 348-6215 cdbg@iowaeda.com	Spring	https://www.iowaeda.com/cdbg/downtown-revitalization-fund/
Community Attraction and Tourism Program (CAT)	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 Grants Manager (515) 725-3043 enhanceiowa@iowaeda.com	January 15, April 15, July 15, and October 15.	https://www.iowaeconomicdevelopment.com/userdocs/programs/EICATApp.doc
Disaster Resilience Grant: Iowa Watershed Approach	This program utilizes a one-time source of funding to help Iowans work together to make our communities more resilient to flooding and help improve water quality. Focused on nine distinct watersheds.	Ann Schmid (515) 348-6202 Ann.Schmid@iowaEDA.com	Ongoing	https://www.iowaeda.com/disaster-recovery/watershed/
Iowa Reinvestment Districts	The Iowa Reinvestment District Program is designed to assist communities in developing transformative projects that will improve the quality of life, create and enhance unique opportunities and substantially benefit the community, region and state	Alaina Santizo (515) 348-6162 Alaina.Santizo@iowaEDA.com	February	https://www.iowaeda.com/reinvestment-districts/
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) 348-6184 Michael.Wagler@iowaEDA.com	Contact for Application Cycle	http://www.iowaeconomicdevelopment.com/mainstreetiowa

United States Department of Agriculture (USDA)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Natural Resources Conservation Service (NRCS) Conservation Innovation Grants (CIG)	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.	Michele Devaney GAD Agreement Specialist (801) 524-4587 Michele.Devaney@usda.gov nrscig@wdc.usda.gov	June	https://www.nrcs.usda.gov/wps/portal/nrcs/ia/programs/financial/cig/
Sustainable Agriculture Research and Education in Iowa (SARE)	Grants and education to advance innovations in sustainable agriculture. Grant programs include: Farmer Rancher, Research and Education, Professional Development Program, Graduate Student, Youth Educator, and Partnership.	Christa Hartsook Communications Specialist Iowa State Univ, Extension & Outreach (515) 294-4430 hartc@iastate.edu	(Multiple Dates)	https://northcentral.sare.org/State-Programs/Iowa/



The Wellmark Foundation

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



Historical and Cultural Affairs

State Historical Society (5% of REAP Funds)	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	June	http://iowaculture.gov/about-us/about/grants/historical-resource-development-program
Iowa Arts Council Project Grant	Project established to positively affect towns through arts.	Veronica O'Hern 600 E. Locust Des Moines, IA 50319 (515) 281-3293 Veronica.ohern@iowa.gov	June	http://iowaculture.gov/about-us/about/grants/art-project-grant
National Endowment for the Arts OUR TOWN	Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes.	Daniel Fishman Assistant General Counsel (202) 682-5514 fishmand@arts.gov	August	https://www.arts.gov/grants-organizations/our-town/introduction

Iowa Department of Ag and Land Stewardship (IDALS)

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

Miscellaneous 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.	Lindsay LaSala The Scotts Miracle-Gro Foundation (937) 644-7621 Lindsay.LaSala@Scotts.com	February	https://kidsgardening.org/2020-gromoregood-grassroots-grant/
People for Bikes	Program is established to provide a funding source for bicycling, active transportation and community development.	Zoe Kircos Director of Grants and Partnerships (720) 726-3335 zoe@peopleforbikes.org	January	https://peopleforbikes.org/grant-guidelines/
Trees Forever Granting a Better Tomorrow	Granting a Better Tomorrow grants are for tree-planting and educational projects, including tree planting, seedling give-a-ways, pollinator (trees & plants) plantings, rain gardens with trees, educational classroom projects, club or church projects, fruit and nut orchards, school memorials, cemetery plantings and disaster recovery projects.	Deb Roman (319) 373-0650 x 110 droman@treesforever.org	February 1 or July 1	http://www.treesforever.org/Granting-a-Better-Tomorrow
Trees Forever Working Watersheds: Buffers and Beyond	Trees Forever's Working Watersheds: Buffers & Beyond program helps to improve water quality, soil retention and habitat improvement by working with Iowa landowners to implement conservation practices and promote land stewardship.	Jeff Jensen (515) 320-6756 jjensen@treesforever.org	Ongoing	http://www.treesforever.org/Working_Watersheds
American Water Environmental Grant Program	American Water's environmental grants support innovative, community-based environmental projects that improve, restore and/or protect watersheds and community water supplies through partnerships.	Lisa M. Reisen, PHR 5201 Grand Avenue Davenport, IA 52807	March	https://amwater.com/corp/customers-and-communities/environmental-grant-program
HOPE VI Main Street Grant Program (HUD)	The HOPE VI Main Street Program provide grants to small communities to assist in the renovation of an historic or traditional central business district, or "Main Street" area, by replacing unused, obsolete, commercial space in buildings with affordable housing units	Susan A. Wilson Susan.Wilson@hud.gov	October	grants.gov https://www.hud.gov/program_offices/cfo/gmomgmt/grantsinfo/fundingopps
Green and Resilient Retrofit Program (GRRP)	GRRP funding provides funding to improve energy efficiency and climate resiliency for multi-family and HUD assisted housing.	GRRP@HUD.gov	August	https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy2023_grrp_comprehensive
American Trails' Trails Capacity Program	Funds are prioritized for existing trails requiring overdue maintenance			https://www.americantrails.org/resources/apply-for-the-trails-capacity-program