

Final Report and Feasibility Study West Branch, Iowa



Prepared By:



Program Partners:

Iowa Department of Transportation
Trees Forever
Iowa State University



Participants

Town Steering Committee

Carolyn Anderson
 Matt Goodale
 Colton Miller
 Melissa Russell
 Nick Shimmin
 Pete Swisher
 Addison Wehde

Nicki Brick
 Roger Laughlin
 Rod Ness
 Tracy Schutte
 Jessi Simon
 Renee Thompson

John Fuller
 Tiffany Leschke-Frederick
 Mike Quinlan
 Thomas Schwartz
 Jodee Stoolman
 Jordan Waters

Trees Forever

80 West 8th Avenue
 Marion, IA 52302
 319-373-0650 | www.treesforever.org

Nick McGrath
 319-640-9634
nmcgrath@treesforever.org

Iowa State University

Landscape Architecture Extension
 2321 North Loop Drive, Suite 121
 Ames, IA 50010
 515-294-3721 | www.communityvisioning.org

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

Martin Gardner Architecture, P.C.

700 11th St., Ste. 200
 Marion, IA 52302
 319-377-7604 | www.MartinGardnerArch.com

Kyle Martin, AIA, Architect
 319-200-8493
kylem@martingardnerarch.com

Zahra Salahshoor
 Landscape Architecture Intern
 Iowa State University

Flenker Land Architecture Consultants, LLC

29476 240th Avenue
 Long Grove, IA 52756
 563-225-2255 | www.FlenkerLandArchitects.com

Meg Flenker, PLA, ASLA, CPESC, CPSWQ
 563-225-2255
mflenker@flenkerlandarchitects.com

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About Martin Gardner Architecture, P.C.

Martin Gardner Architecture has been providing excellent in architecture, design, master planning, needs assessment, creative placemaking, and other consulting services in eastern Iowa for over 35 years.



Kyle Martin, AIA, LEED AP – Kyle is MGA’s Principal Architect and has a passion for looking at things holistically but with a unique perspective. He enjoys examining the goals and values of a project that need to be met to be successful. He then pushes beyond those goals to see what else can be achieved through the same kits of parts, the same funds, and the same expenditures of effort by reducing waste and exploring alternatives. Kyle is actively engaged in the community. Kyle is also highly involved during the design process, creating beautiful places where he lives, works and plays.



Zahra Salahshoor is a Landscape Architecture graduate student at Iowa State University since 2020. She gained a Bachelor degree of Arts and Architecture and Master degree Landscape Architecture, from Technical University of Shariaty in Tehran, Iran. She believes that it’s the best to utilize technology as a tool to empower the design idea to create spaces that can impact people’s emotions and feelings.



About Flenker Land Architecture



Flenker Land Architecture Consultants, L.L.C. (FLAC), aka Flenker Land Architects, is a full service professional environmental, planning and landscape architectural firm which was founded in 1997 by Meg Flenker. Professionally licensed FLAC works with both public and private sector clients throughout all phases of their projects - from the conceptual stages of assessing project feasibility, evaluating alternatives, researching funding and performing site analysis and creating schematic designs, to the preparation of final design and construction documents, including project administration and construction observation.

FLAC's personnel are trained and committed to consider aesthetics, detail, scale, pedestrian and vehicular circulation and interaction, project context, environmental impact, user safety, functionality, and how humans interact with their surroundings - all things that FLAC considers inherent to the success and value of each project and essential to creating a "sense of place". With FLAC, you get the persons with the knowledge and experience working on your project. Our "real world" knowledge and understanding of the planning, design, permitting and construction process, coupled with our understanding of the natural and built landscape is an asset to the services that we provide.

We are certified as an Iowa Targeted Small Business (TSB) and a Disadvantaged Business Enterprise (DBE) with the Iowa, Illinois and Wisconsin Department of Transportation.

Flenker Land Architecture Consultants, LLC, continually strive to create individualized and quality projects that create value - a guiding principle that has resulted in our involvement in the planning and design of various award winning projects, both at the state and national level.



Site Design: Dubuque, Ia.



Streetscape Design: Parkersburg, Ia.



Bike Path Design: Great River Trail



LID Design: Coralville, Ia.



Sport Field & Park Design: Eldridge, Ia.



Native Habitat Design: Clinton, Ia.

Program Overview

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

Goals for the Visioning Program include:

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

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

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

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

Community Goals

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

- Improving connectivity and accessibility via trails and sidewalks.
- Enhancing the downtown streetscape aesthetics, accessibility, and circulation.
- Providing more recreational opportunities.

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

Visioning Program Goals:

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

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

1. Program initiation
2. Needs assessment, and goal setting
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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 composed of professional landscapers, architects, student interns, and ISU faculty and staff. The program is sponsored by the Iowa Department of Transportation.

Community Goals

- The West Branch visioning committee identified a number of goals and priority areas during the visioning process. These goals and priorities are reflective of what the community members expressed during their participation in the Transportation Assets and Barriers workshop (see boards 3a-3c). In summary, the primary goals include:
- Improving connectivity and accessibility via trails and sidewalks
 - Enhancing the downtown streetscape aesthetics, accessibility, and circulation
 - Providing more recreational opportunities

The West Branch Vision

Based on needs and desires of the local residents, as well as a detailed inventory of community resources, the design team developed a conceptual transportation enhancement, which is illustrated in the following set of presentation boards:

1. Program Overview
2. Bioregional Assessment
3. Transportation Assets and Barriers
4. Transportation Behaviors and Needs
5. Transportation Inventory & Analysis
6. Programming Objectives
7. Concept Overview
8. Community Connectivity
- 9a. Downtown Streetscape
- 9b. Accessibility and Safety
10. Heritage Square
11. Downtown Truck Route



West Branch steering committee members reviewed previously gathered data and listed the common themes, goals, and the associated project areas.



Steering committee members voted on the priority project areas on which they wanted the design team to focus its efforts.



A community member shared thoughts and ideas on one of the priority areas during the public design workshop.



A community member shared thoughts and ideas on one of the priority areas during the public design workshop.



Input was encouraged and encouraged for all ages at the design workshop.



Residents discussed their visions with one of the design team members during the design workshop.

West Branch
Program Overview

Martin Gardner Architecture

Designer: Kyle Martin, Landscape Architect; Meg Flenker
Intern: Zahra Salahshoor
Iowa State University | Trees Forever | Iowa Department of Transportation



Bioregional Assessment

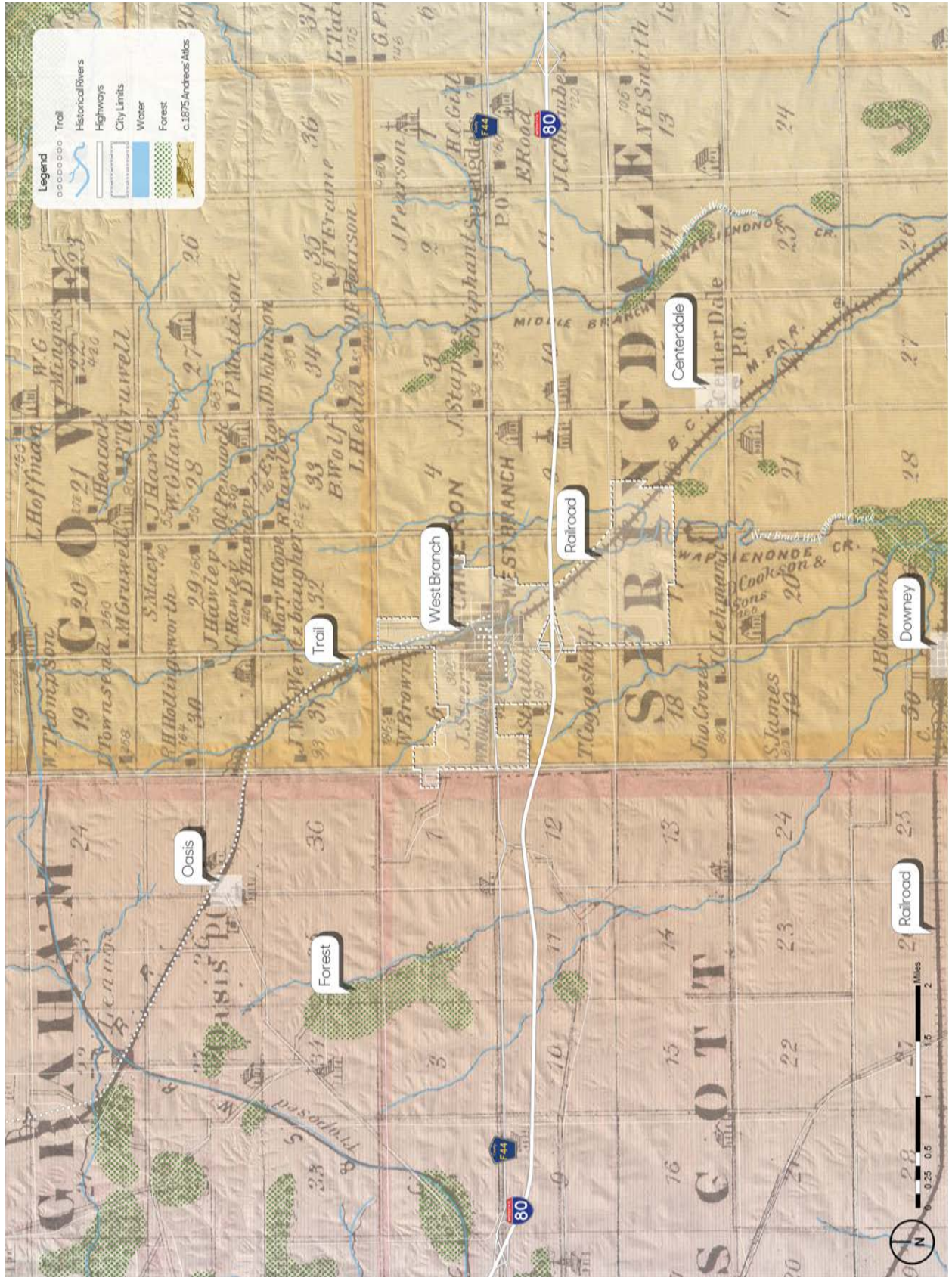
Historical Settlement Patterns

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.

West Branch in Context

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

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



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

Historical Vegetation

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

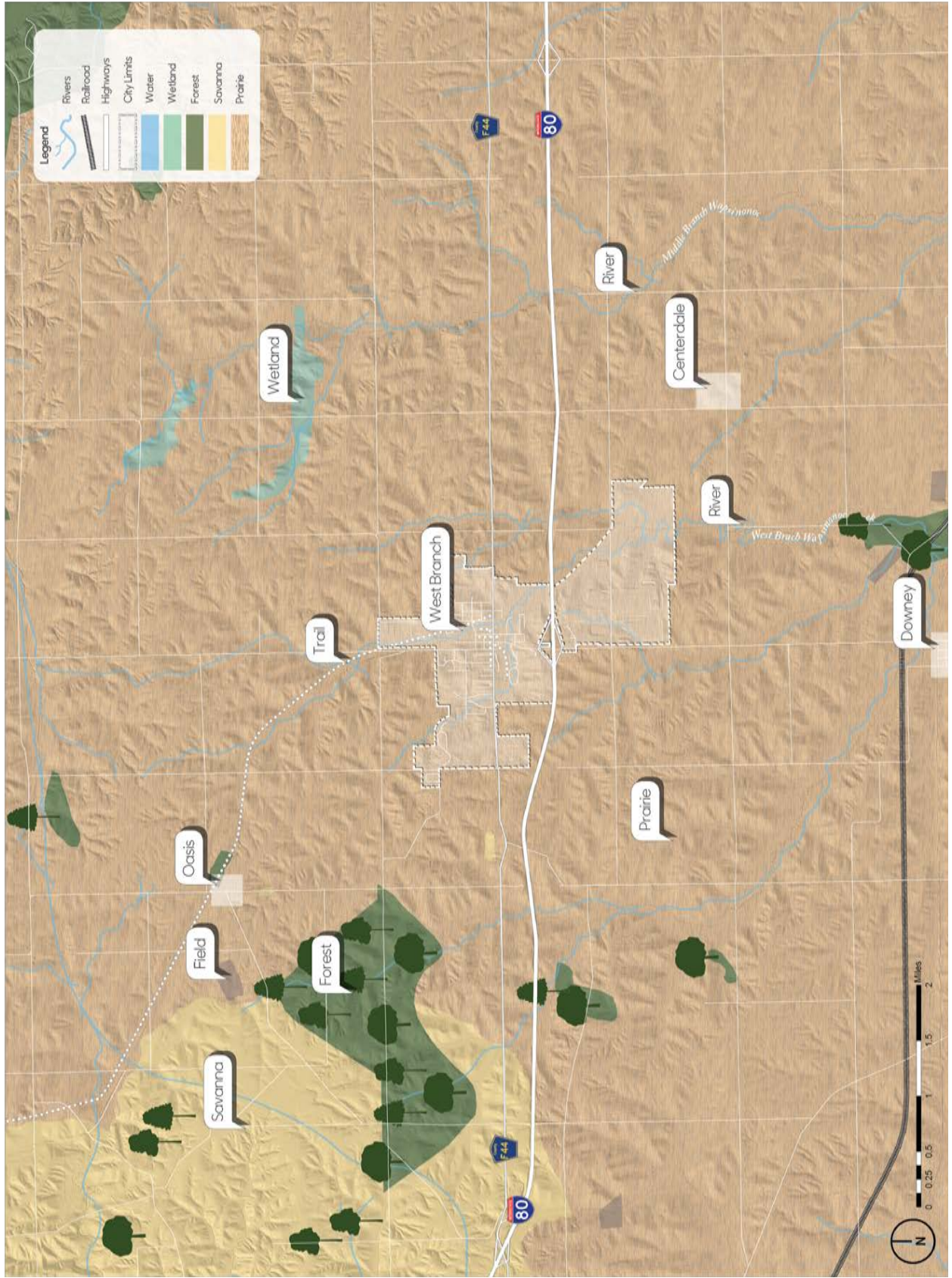
The names of plant communities mapped by the GLO surveyors varied. The original terminology used by the surveyors who made maps has been preserved in the original data, but we have re-named these types on this map to reflect names used to describe contemporary ecological vegetation communities.

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

The following types have been mapped :

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

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



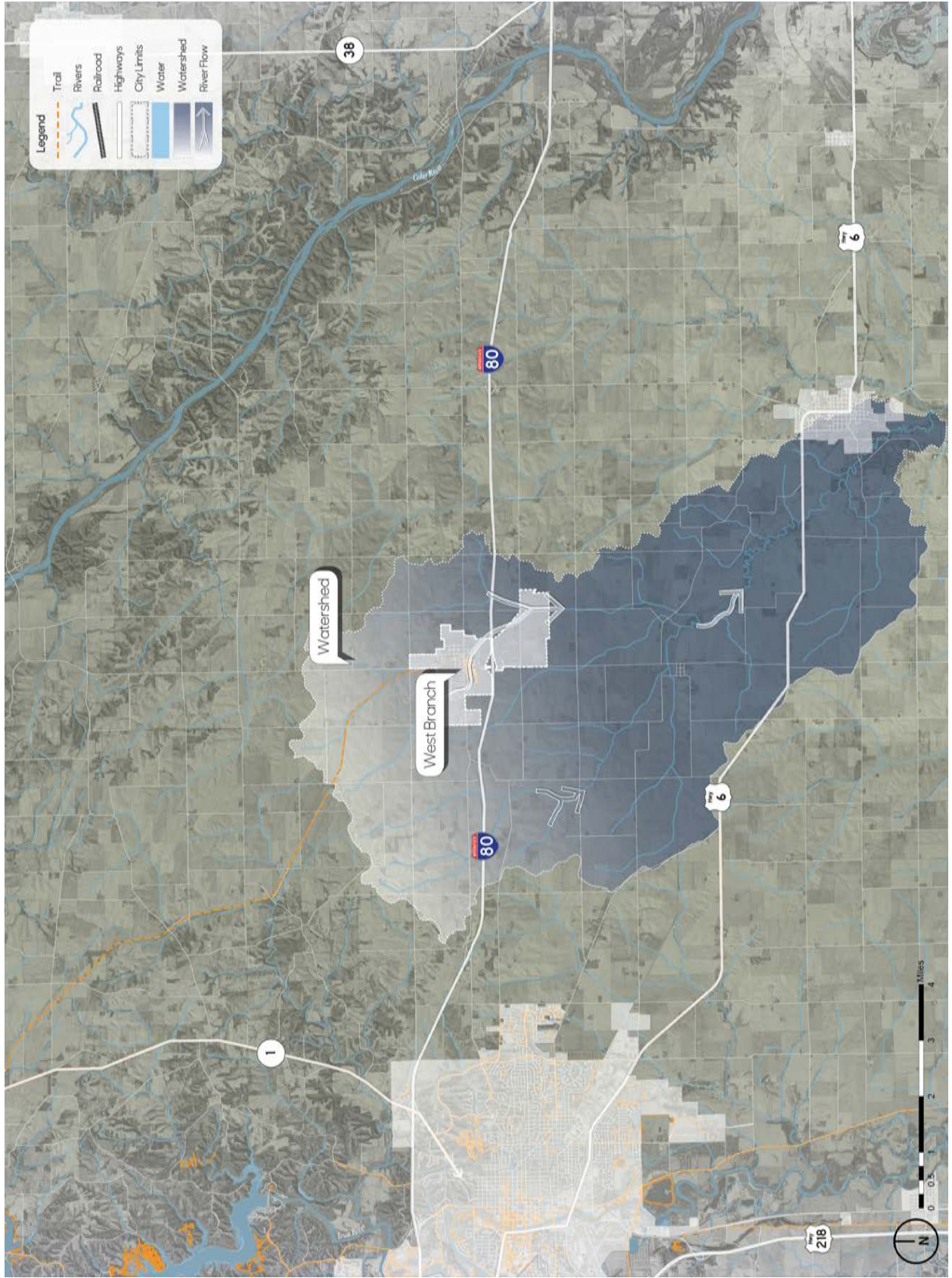
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

Regional Watershed

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

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

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



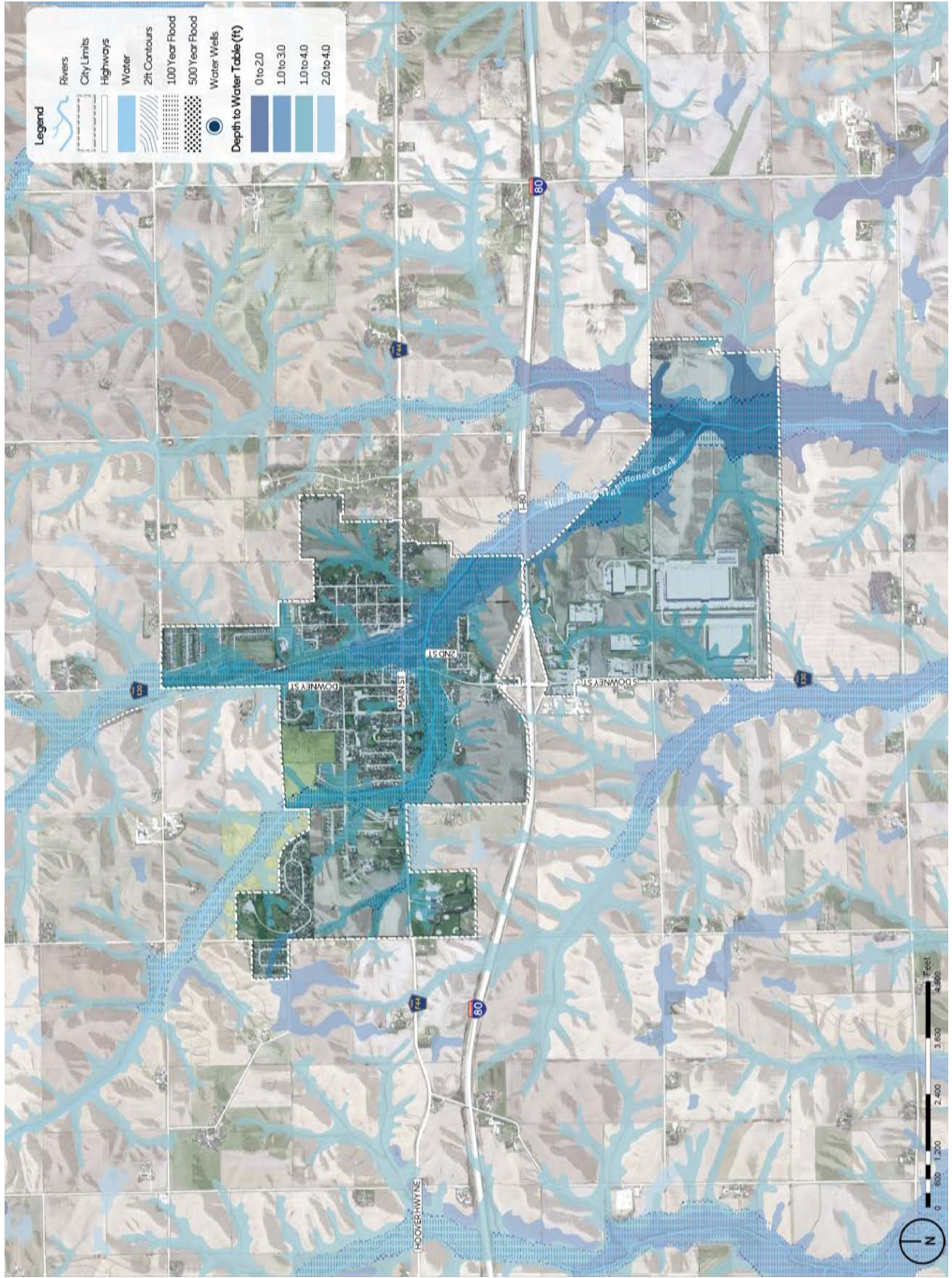
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

Depth to Water Table

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

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

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



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

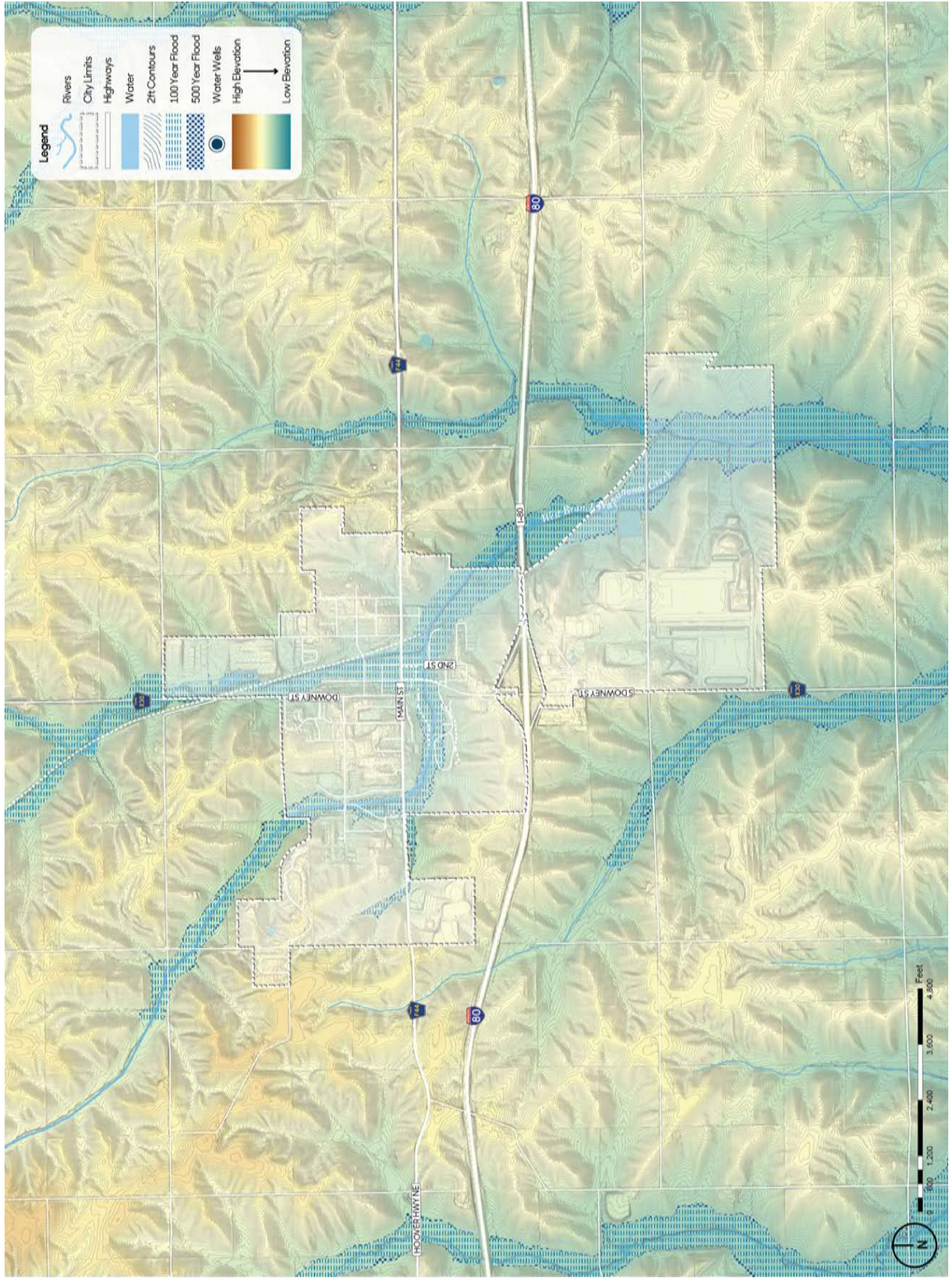
Elevation and Flow

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

Note the relationship of your community to the surrounding elevation; is it located in a valley or on high ground, or is it split between the two?

If your community lies within or near a floodplain or floodway, the map reflects these features. Not all communities will have these elements; if they are 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. This map shows the two most important flood zones: if they are present: the Base Flood and the Regulatory Floodway (consult legend.) Base Flood is the zone having a one percent chance of being equaled or exceeded in any given year, also referred to as the "100-year floodplain." The Regulatory Floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% flood discharge can be accommodated without increasing the base flood elevation.



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

Present-day Land Cover

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

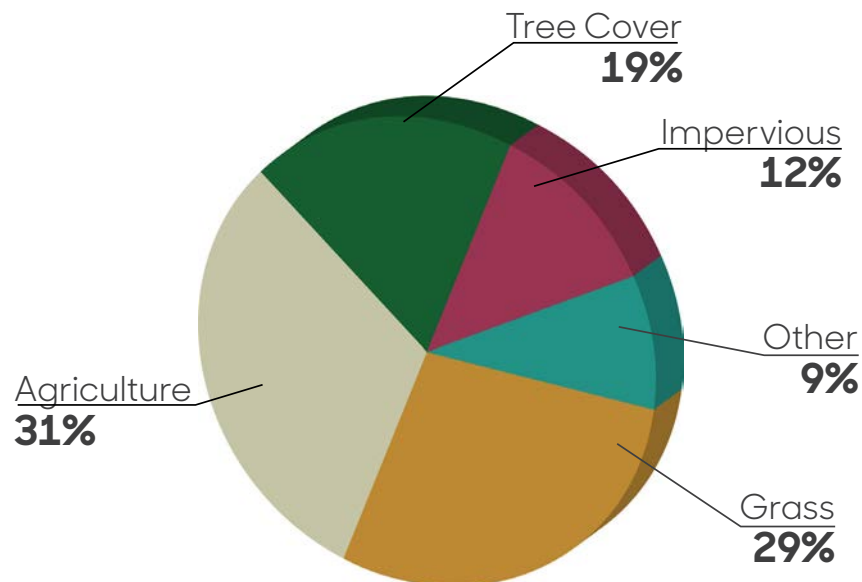
What do you observe about the dominant land cover types in your community?

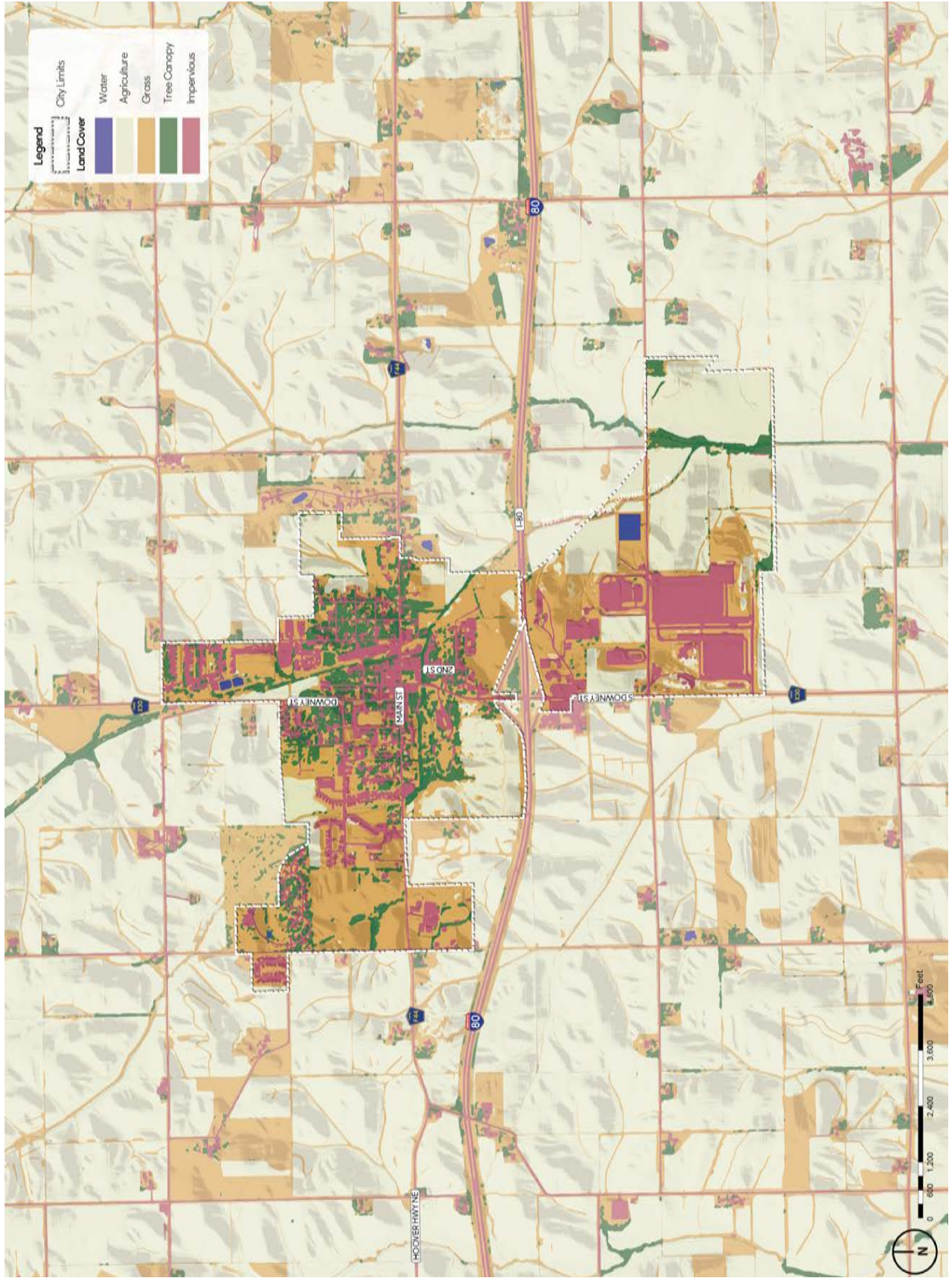
Where is the tree canopy most concentrated?

Compare the amount of impervious surfaces (e.g., parking lots, roads, buildings) to the other surfaces (e.g, water, grass, and agriculture.) What does this mean for surface water movement?

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

Percent Land Cover Type





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

Landscape Change Over Time

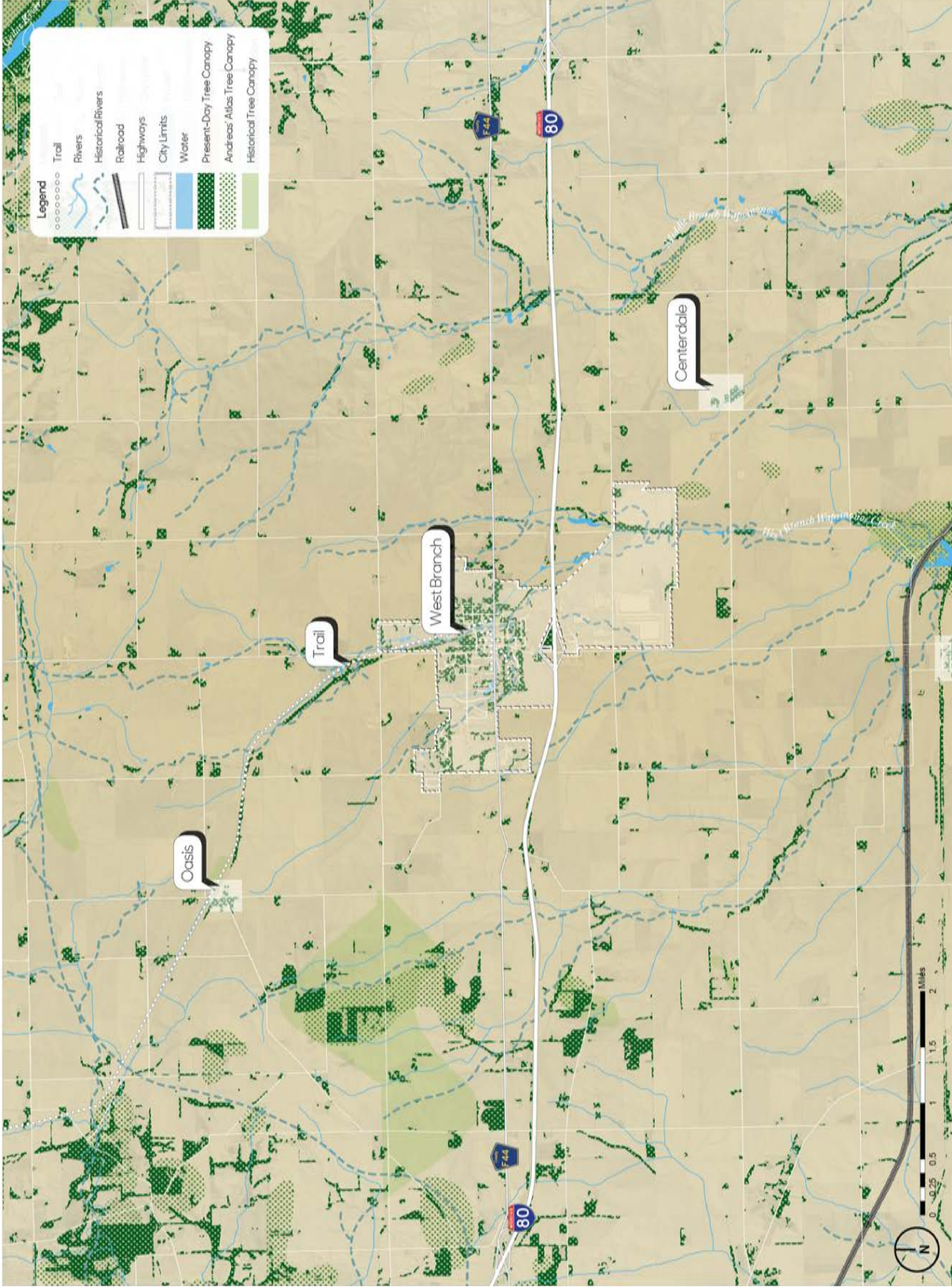
The map on this page shows how the landscape has changed over time, with an emphasis on vegetation and drainageways. It is helpful for understanding how landscapes change and for considering how these changes might affect how well the landscape works to support human and ecological needs.

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

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

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

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



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

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 West Branch, 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 West Branch'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 West Branch residents with different transportation needs to participate in focus groups. A total of 29 residents attended West Branch's workshop. Participants were separated into five user groups and the West Branch steering committee.



Actives

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



Mobility
Challenged

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



Older Adults

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



Youth

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



Parents

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



Steering
Committee

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



With its ample parking, beautiful trail, scenic view, and wide, smooth sidewalks, Great Hoover Park is an excellent place to go for a walk.



Accessibility and safety are issues when crossing at Downey and Main Street due to faded crosswalks, no ramps, and aging infrastructure.



People enjoy the safety and beauty of the trail that circles the pond in Cubby Park.



Due to the lack of traffic control, the speed of the passing vehicles at the intersection of Hoover Trail and Downey Street is intimidating.



Dog walkers have access to the north side dog park via Hoover Trail from the heart of town.



Students can't safely access West Branch High School from Cedar Johnson Road because of the lack of sidewalks.

What People Said

Actives

"There's no bike lane, so when I'm [bik]ing with the trailer with the kids behind me, I don't feel that safe [rid]ing down Main Street... That's where I sometimes will go on the sidewalk."

"Cubby Park is new and there's a little trail that goes around the baseball fields there; it's a really nice place with plenty of parking...but there's no way to get to it except for [Scott Drive] coming in from [the south]... There's no access point across [the] creek [for people living to the west]."

"When I bike, I will take my bike and go to another nearby community, usually Solon, and use the trails over there just because I like to bike on the trails and it's easier, but...it's drive and then bike."

"Sometimes [the older sidewalks are] canted so even in the summer you could trip because a tree [pushed] it up or down..."

"I use the [Hoover Trail] going north of town a lot. It would be nice if that ever got connected to Solon, because then you could go clear to Waterloo."

"[At the intersection of Main and Downey Street] there [are] stairs down and it's kind of annoying because if you want to ride your bike and you're on [the sidewalk], then you have to get off..."

"[The Hoover Nature Trail is] kind of an old trail, but sometimes I walk on [it] and it leads to a dog park...it's a nice road...it's enjoyable...you get to walk through a bunch of forest, and you can go through and see everything... you can go pretty long. You could probably see three old bridges."

"I like going to Main Street because I get a lot of ice cream there and I walk."

"...to get to the dog park, if you're walking you have to cross the [Baker Avenue]... There's no crosswalk...you have to walk across the plain road and there [are] cars coming..."

"... we have to walk all the way around the block to get [to Cubby Park]. I wish there was a bridge [across the creek] to the park."

Youth

"[The Hoover Trail is an asset because] it's nature. You're surrounded by trees on all sides and birds and critters and there's no sound..."


"...there [are] a lot of people [who] walk on [Johnson Cedar Road] and that's a terrible place to walk...if you were to walk from [the developments adjacent to Cedars Edge Golf Course] to the school, you're walking on the road...it's open ditches. No sidewalks."

"I walk the sidewalks and there's a glaring gap of sidewalk...from the water tower [east] about two blocks to the edge of the elementary school property. There is no sidewalk on either side."

"We also have a Hoover Nature Trail, and that's a really nice trail...it's 7 miles, so it goes 3.5 miles out and 3.5 miles back."

"We need to maybe concentrate on how we're going to make it easier for bikes going right through the center of town... [there's] too much traffic."

Older Adults



Parents


"...it would be awesome to have some kind of a sidewalk out to Pheasant [Run]...There's a ton of kids in that development. If my kids wanted to ride their bike into school or something, they can't. They have to ride their bikes on the road."

"So just recently, the middle school...got added onto the high school...So you have kids as young as 5th grade trying to cross this busy [Herbert Hoover Drive]."

"The only thing that isn't perfect about Cubby Park is that there is not a bridge across the creek for cars, so everybody takes Scott Drive."

"I'm an avid biker and I would love to be able to bike more through town. There really [aren't] a lot of trails [in the new development]... or nothing that connects to trails."

"We go to Main Street Sweets. The kids love to congregate there."



Mobility Challenged

"[At] the corner of 2nd Street and Green, down by the park...there's a creek there and low land and I am sure it's flooded for the past who knows however many years."

"What I find is the transition between the...curbs are all wheelchair friendly, but...there [are] transitions between concrete and asphalt that are problematic. I know one day I almost face-planted myself going...from the post office onto Main Street."

"The Hoover Trail and the boardwalk through the park are all great...I could use [the trail and boardwalk] with this [power] chair...they're well maintained..."

"...that transition between the sidewalk to the street...it gets pretty uneven sometimes and it's kind of nasty."

"...The other one that's a bigger problem, the storm grates and stuff like that. I'm going to get hung up in there."



Steering Committee

"I like the trail that's [north of] the dog park...It's shaded. There [are] nature things to look at... It's pretty...It's along the creek...Beavers have built a dam."

"If you try to walk up the sidewalk [on the west side of N Downey Street] you can't get to the street...It's an elevated sidewalk...People fall off it and need ambulance attention on a regular basis."

"I think Cubby Park is great. The playground's great. Once you're there there's parking, there's lots to do."

"...but my view would be that we do some things to attract a lot more people off of the interstate...and when they come in, [we need more] direction and way-finding..."

"I would connect the Hoover Trail through town and get it started out of town."

Emerging Themes

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

Actives walk, bike, and run regularly for exercise and getting around town. This group feels constrained by the absence of bike lanes in town, as well as the lack of a trailhead for the Hoover Nature Trail on Downey Street. Actives would like a trail system in town that loops around the cemetery and connects with the Hoover Nature Trail.

Mobility-challenged individuals rely on driving and wheelchairs to get around town. Smooth, wide surfaces are important. This group appreciates the paved pathways and the boardwalk at the Herbert Hoover National Historic Site because they are well maintained. Painting storm grate locations would make it easier for this group to navigate the sidewalks in a wheelchair.

Older adults walk, drive, and ride electric bikes. This group suggested diverting truck traffic from downtown to reduce traffic. They also proposed customizing the I-80 interchange to showcase what West Branch has to offer. Older adults, along with the mobility-challenged group, would like some form of regional public transportation system.

Youth walk, bike, and ride in golf carts. Younger kids take the bus to school and some teens drive. This group made several suggestions to make biking easier, including converting the boardwalk at the Herbert Hoover to paved path, and paving Greenview Court. Youth would also like another library in a location where they can access it on foot.

Parents drive, walk, and bike. They are concerned about their children's safety. This group worries about their kids crossing W Main Street to access the middle/high school because of congestion and high-speed traffic in the area. Parents are interested in green infrastructure and suggested more stormwater management programs.

Steering committee members walk, bike, and drive to get around town. This group is interested in promoting West Branch and attracting people who visit the Herbert Hoover National Historic Site to downtown, as well as bringing people from I-80 into town. The committee also suggested removing Downey Street from Heritage Square and reconfiguring the area into an enjoyable public space.

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.

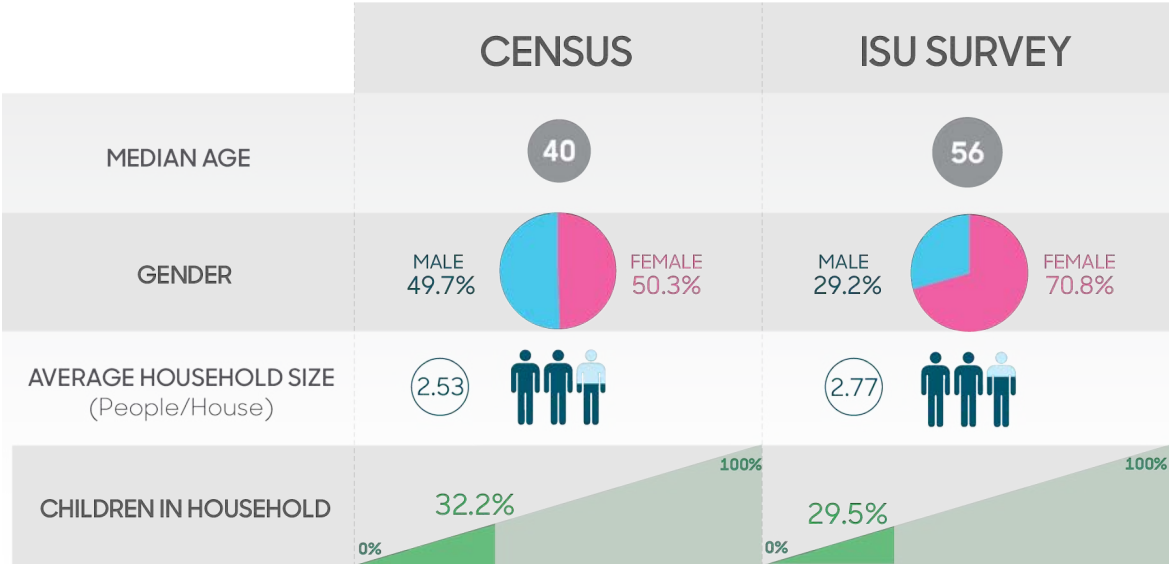
With assistance from Iowa State University's Survey Research Services staff in the Center for Survey Statistics and Methodology (CSSM-SRS), ISU visioning program staff conducted a survey to better understand the transportation patterns, behaviors, needs, and desires of West Branch residents. Surveys were mailed to 340 randomly selected residents living in West Branch 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 288. A total of 115 people returned surveys, for a response rate of 39.9%. (A response rate of 20% is considered valid.)

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

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

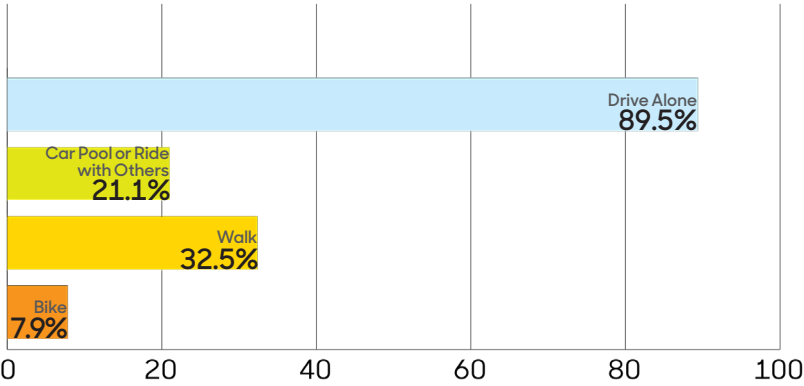
How We Did

The demographics of the respondents are somewhat different from those obtained from the 2020 Census. For example, the survey respondents median age of 56 is somewhat older than the 2020 Census average age for West Branch residents of 40. In terms of gender, the percentage of female survey respondents is much higher than that of the census. Average household size among survey respondents is somewhat higher than the 2020 Census results, while the number of children in the households of respondents is somewhat lower than that of the 2020 Census.



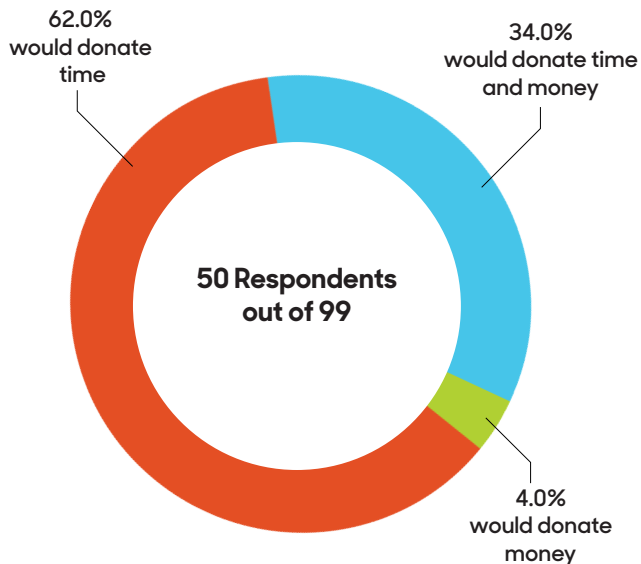
How West Branch Residents Travel

Most survey respondents drive to important destinations such as the convenience store, the post office, school, and church (89.5%). More than 20% car pool or ride with someone else. More than 30% of respondents walk, and 7.9% bike.



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

Willingness to Help



Most survey participants who answered this question are willing to contribute their time to community improvements (62.0%), while 34.0% would contribute their time and help financially. Four percent of respondents indicated that they would be willing to contribute financially.

Compared to other small towns in Iowa, West Branch 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 West Branch exceeds this average by 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...



"I would really like to see an evaluation done on the shoulder width on Downey/Baker where [the] Hoover Trail ends...and look into widening it."

"Providing adequate transportation would reduce pollution, help save money on gas, and reduce traffic congestion."



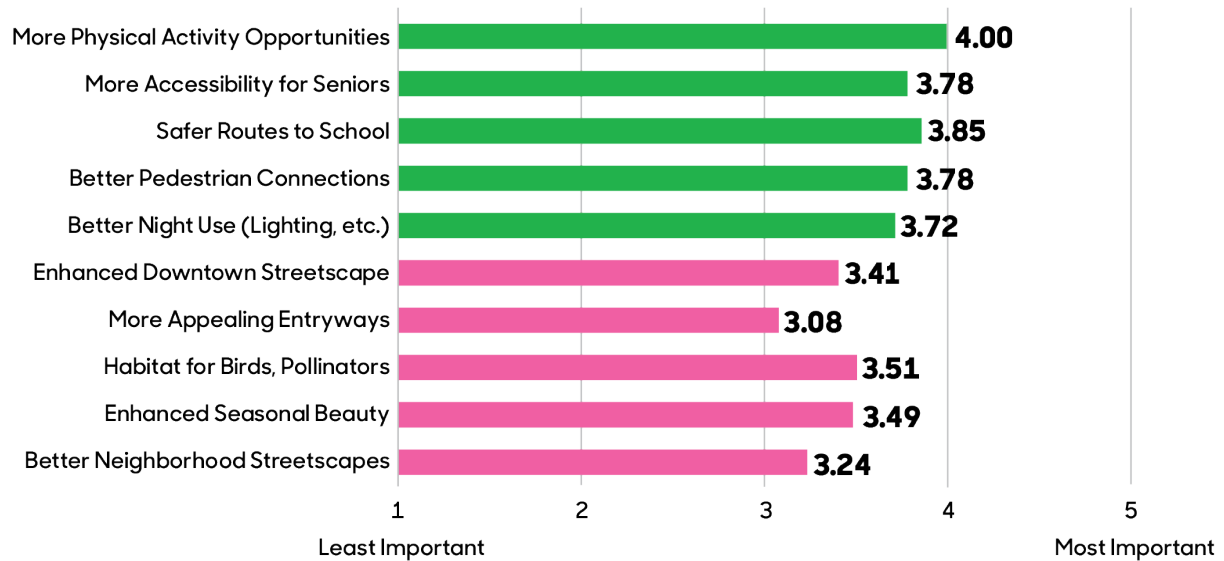
"Trails and safe routes to schools have been discussed/proposed in [the] past. It would be great to see an 'actionable' plan developed to enhance our community and draw potential residents/growth."

Priorities

On a scale of 1 to 5, with 5 being the most important, participants in West Branch ranked providing more opportunities for physical activity as most important, with a mean value of 4.00. Other types of transportation enhancements that address pedestrian mobility, health, and safety are also considered important, such as creating safer routes to school (3.85), improving accessibility for seniors (3.78), making better pedestrian connections (3.78), and improving night use (3.72). In terms of quality of the built environment, survey respondents consider creating habitat for birds and pollinators as most important (3.51), followed by enhancing seasonal beauty (3.49) and enhancing the downtown streetscape (3.41).

Transportation Enhancement Issues

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



Survey Participants Said...



"[I] would really appreciate an indoor walking facility/community center. When [it's] nice out I like to walk or ride bike, [but] in winter [I get] NO exercise."

"[The] 'steps' and a curb wall [downtown are] not handicapped accessible. It's a challenge to shop downtown—we frequently move [our] car block to block."



"The middle school/high school requires a left turn lane off of Herbert Hoover Highway. It is [unsafe] for children crossing the road to school in [the] morning and afternoon."

"[We need] better sidewalk availability to school-age children in all areas of town."



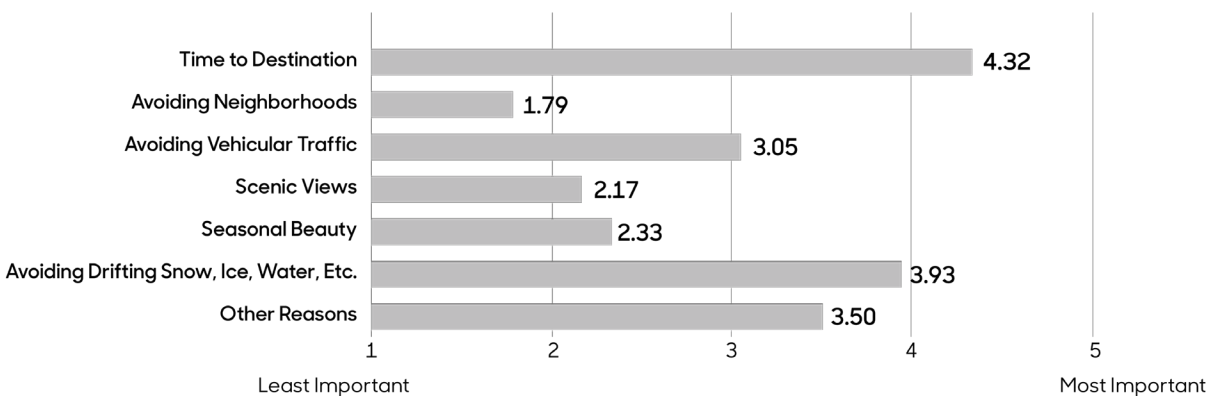
Commuting Routes

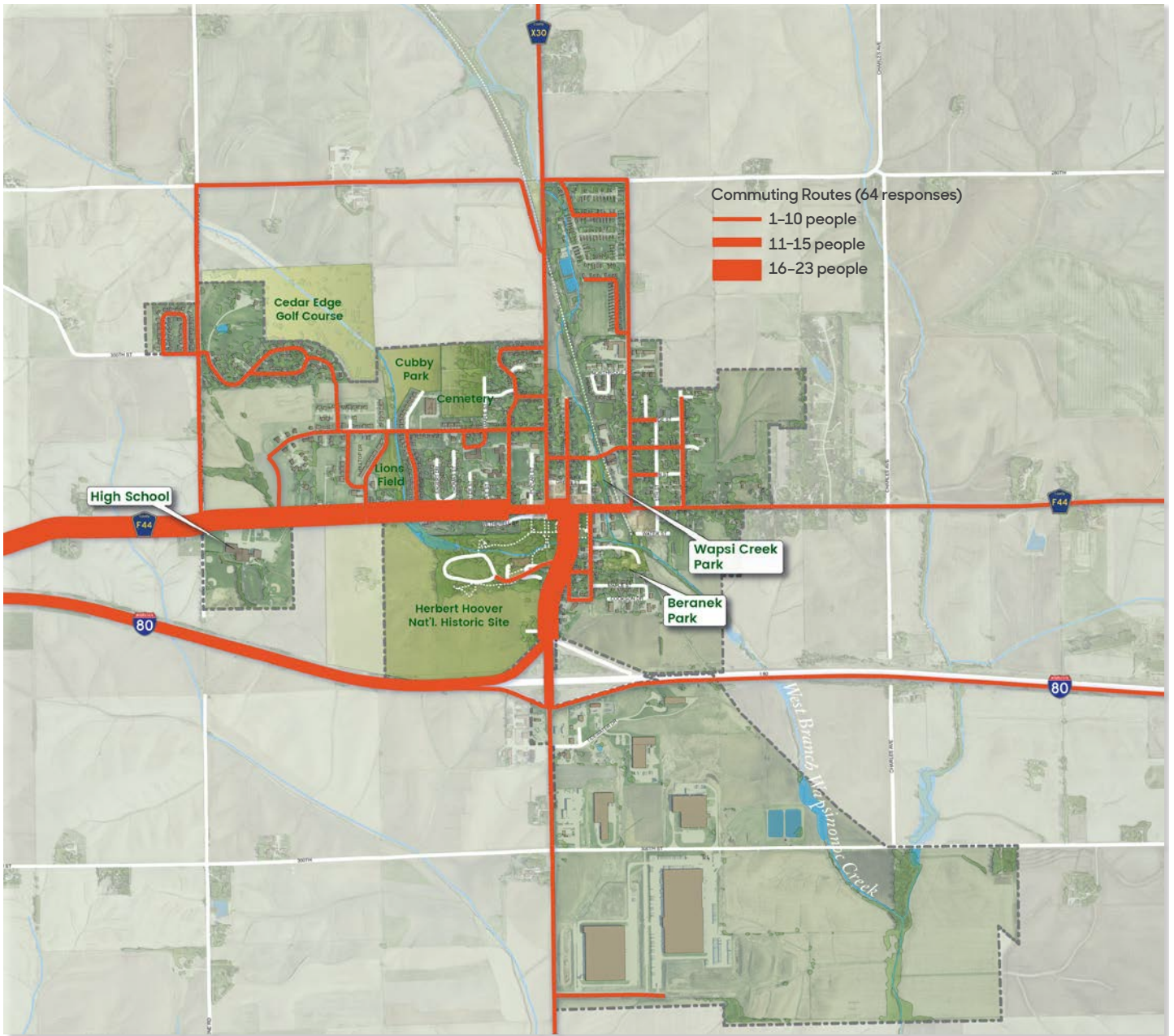
This map shows the commuting routes identified by 64 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. The primary east-west commuting corridor in West Branch is Main Street between Parkside Drive and N Downey Street and from Oliphant Street west out of town. Parkside Drive (County Road X30) between Main Street and Interstate 80 is the primary north-south route. People commuting out of town primarily take County Road F44, as well as I-80 west. A few commuters travel east on F44 or I-80.

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 West Branch participants, time to destination is the most important factor, with a mean value of 4.32, followed by avoiding weather-related issues such as snow and ice (3.93). Other reasons, such as avoiding pedestrians and avoiding the interstate, are somewhat important (3.50). Scenic views, seasonal beauty, and avoiding neighborhoods are not critical factors in determining commuting routes.





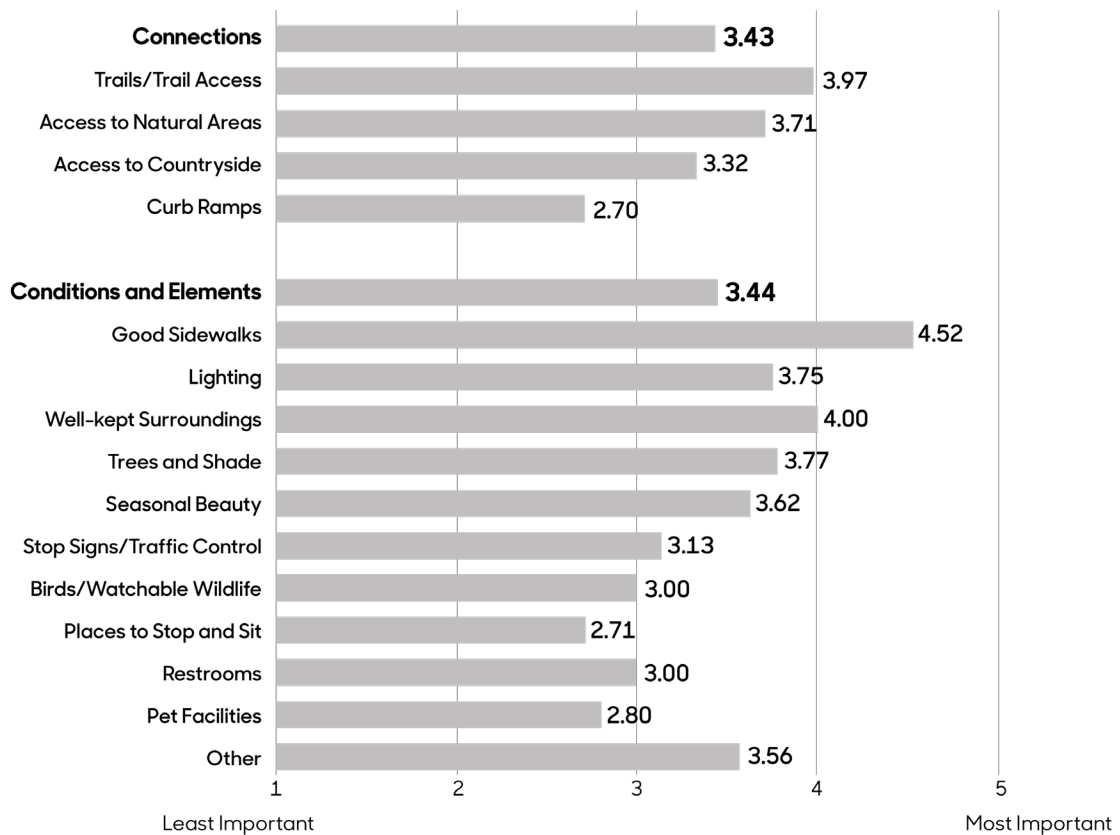
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

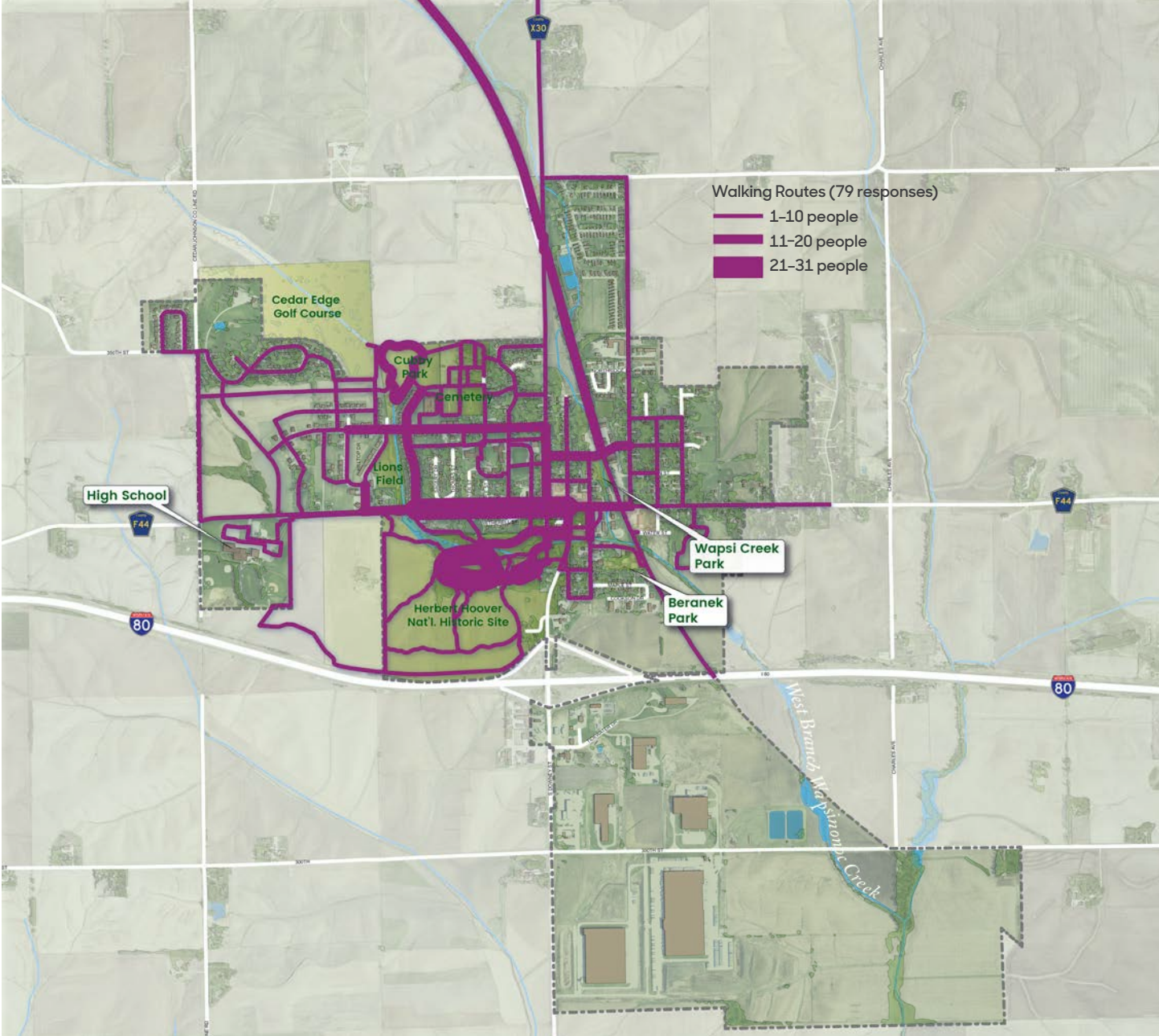
Walking Routes

This map shows the walking routes identified by 79 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. The two most popular walking routes in West Branch are the paved roadway at the Herbert Hoover National Historic Site and Main Street between Parkside and Scott Drives. The Hoover Nature Trail and the walking paths at Cubby Park are also favored among respondents. People walk along other city streets in addition to Main Street, including Scott Drive, Orange Street, and College Street. Some respondents also walk the prairie trails at the Herbert Hoover National Historic Site.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their walking experience better. These features are categorized as either "connections" or "conditions and elements." Among West Branch participants, connections and conditions/elements are almost equally important, with mean values of 3.43 and 3.44, respectively. In terms of connections, access to trails is most important with a mean value of 3.97. Good sidewalks (4.52) are the most important element to walkers, followed by well-kept surroundings (4.00) trees and shade (3.77), and lighting (3.75). Other significant factors include seasonal beauty (3.62) and other reasons such as access to water and social areas (3.56).





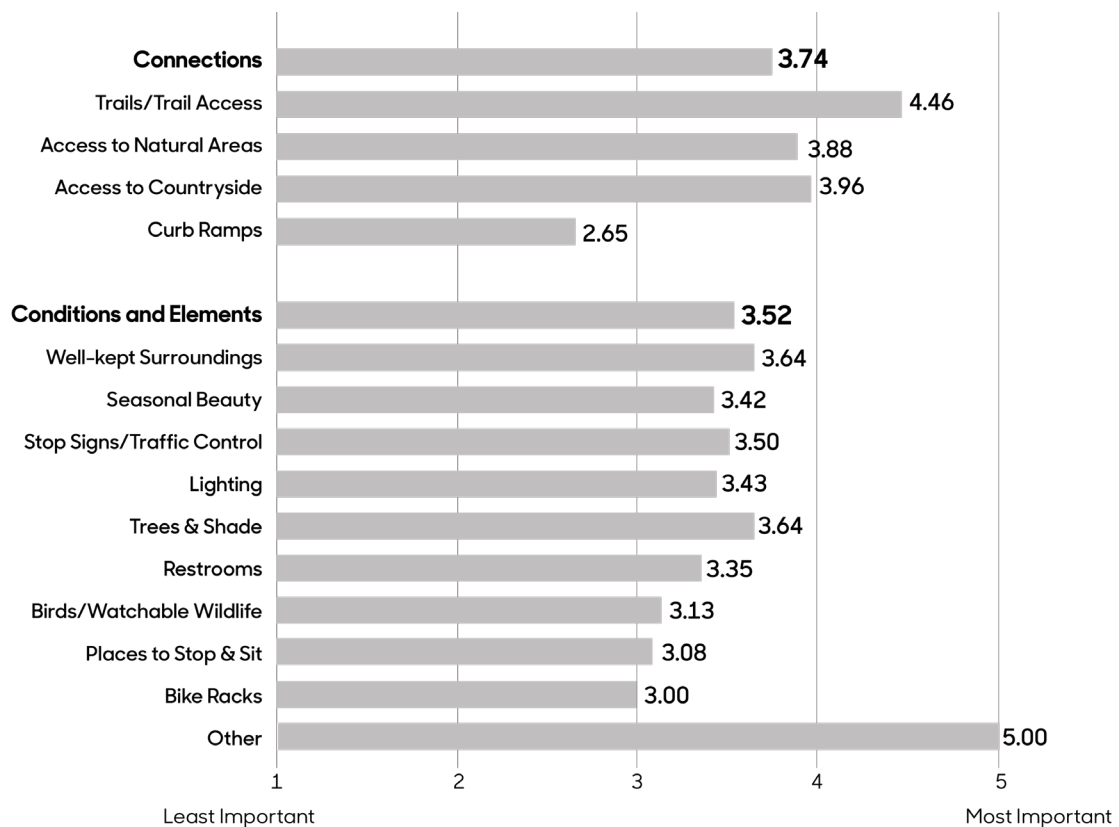
Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

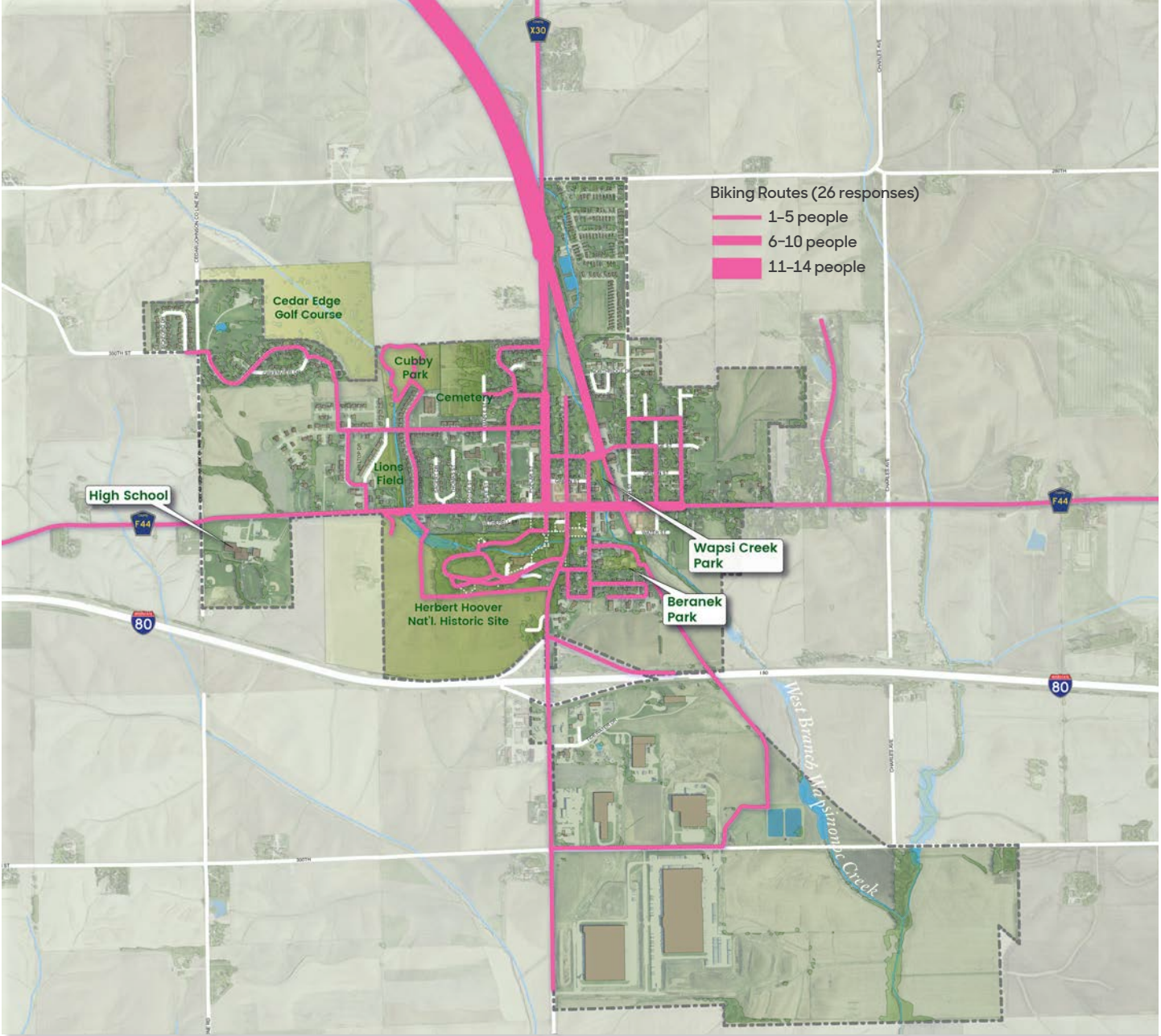
Biking Routes

This map shows the biking routes identified by 26 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. Cyclists most often ride on the Hoover Nature Trail, particularly the portion northwest of County Road X30). People also bike on Main Street, to and through Cubby Park, and on the paved roadways at the Herbert Hoover National Historic Site. A few respondents bike outside of town on County Roads X30 and F44.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their walking experience better. These features are categorized as either "connections" or "conditions and elements." Among West Branch participants, connections are more important than conditions/ elements, with mean values of 3.74 and 3.52, respectively. In terms of connections, access to trails is most important with a mean value of 4.46. The most important conditions/elements fall in the "Other" category and include smooth surfaces, availability of parking, low vehicular traffic, and off-street trails. Well-kept surroundings and trees and share are the next most important (3.64 each), followed by stop signs/traffic control (3.50).

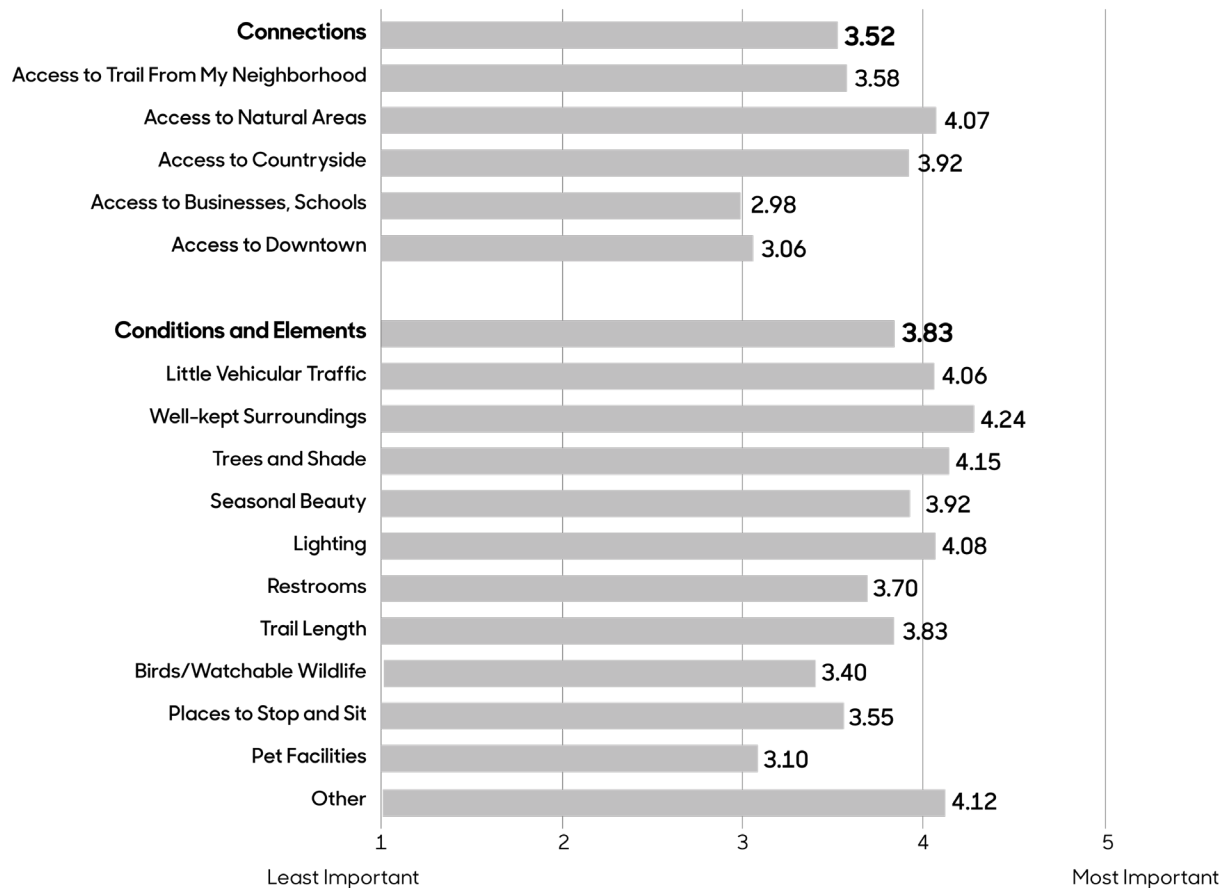




Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," <http://www.igsb.uiowa.edu/nrgislib/>.

Desired Trail Features

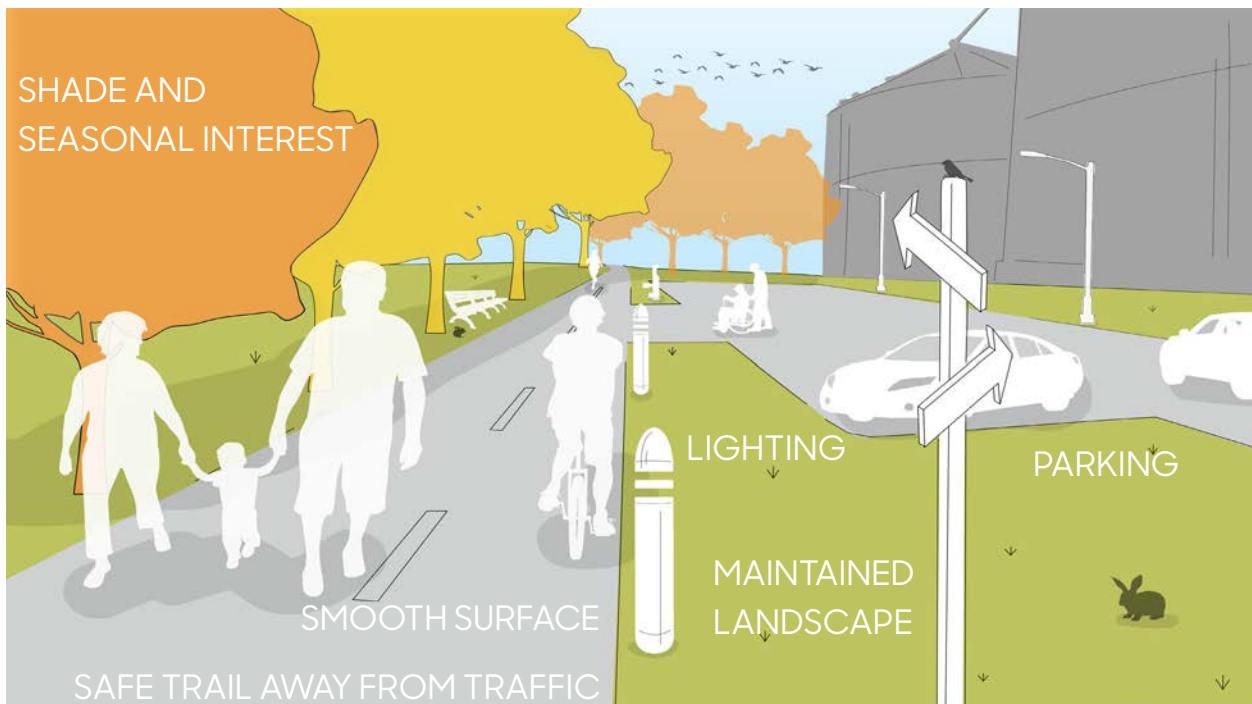
Trails are off-street paths that are paved or unpaved and can be used by pedestrians and cyclists. On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their trail experience better. Like the bike route features, they are categorized as either “connections” or “conditions and elements.” Conditions/elements are more important to West Branch trail users than connections, with mean values of 3.83 and 3.34, respectively. Access to natural areas is most important connection among trail users, with a mean value of 3.86. In terms of conditions/elements, other elements, such as a connection to Iowa City, a smooth surface, parking at trailheads, handicapped accessibility, and native trees and pollinators are considered most important, with a mean value of 4.60. Other conditions/elements considered important to trail users are Well-kept surroundings (4.14), trees and shade (4.10), little vehicular traffic (4.05), and lighting (4.04).





"If [it's] possible to connect the Herbert Hoover Nature Trail to the old railbed that runs south from Beranek Park and extend it around past the yard-waste site on the south side of I-80, that would be awesome. More trails with more interconnections equals [a] happier and healthier community."

"[I] would love to have a paved trail along Herbert Hoover Highway from West Branch to Iowa City."



Transportation Inventory and Analysis

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

The West Branch 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.

Knowledge of the transportation system in and around a community is critical for sustainable transportation enhancement planning. The transportation system for West Branch consists primarily of a network of roadways, sidewalks, and a recreational trail. The old railroad line was transformed into a multi-use recreational trail that runs diagonally from the northwest of the city to the east end of downtown. Extending this trail southeasterly along the original railbed toward West Liberty as well as northwesterly to Solon are two of the three trail connections identified by the community as a priority. The third trail connection would extend from West Branch to Iowa City.

The primary north-south roadway corridor through town is County Road X30/Downey Street, which connects the Interstate 80 interchange with West Branch's downtown, as well as West Branch to neighboring communities. The primary east-west roadway corridor through town is County Road F44, which is designated as the Herbert Hoover Highway. Both of these roadways go through the West Branch Commercial Historic District. Interstate 80 is a multi-lane expressway that links the east and west coasts of the continental United States. Though the interstate bypasses West Branch, it is still considered a major east-west road for the community due to the heavy use by both residents and visitors traveling to and from places outside of the community. Based on the Iowa Department of Transportation's 2018 Average Daily Traffic County, there was an average of 37,800 - 41,600 vehicles traveling past the West Branch interchange.

In 1962, the Herbert Hoover National Historic Site was established. The US Government acquired southern portions of the original town and shifted South Downey Street one block east around the site. The Herbert Hoover National Historic Site is seen by 100,000 - 150,000 visitors each year. Main Street and the National Historic Site serve as grounds for community celebrations and festivals.

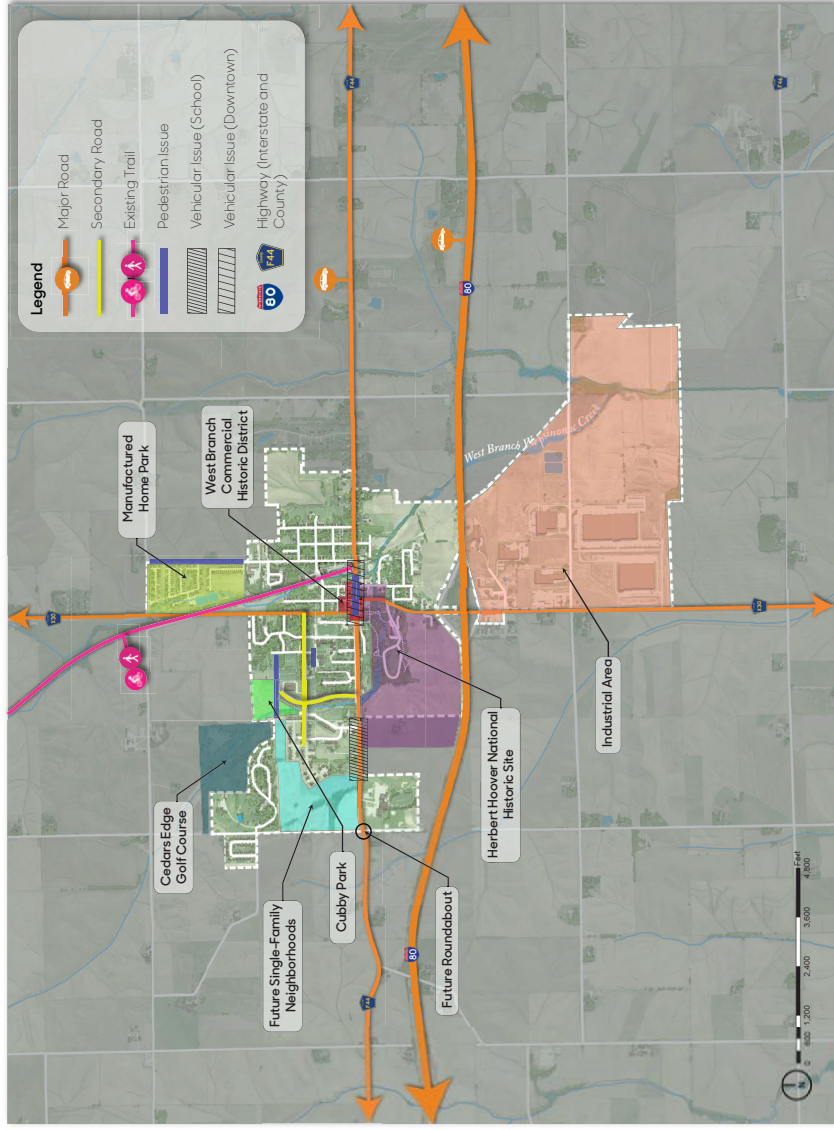
A large number of semi trucks and trailers travel along County Road X30 between Interstate 80 and the grain processing and storage facilities north of town. The turns required onto Main and Downey Streets can be difficult for truck drivers and disruptive for regular downtown traffic, businesses, and pedestrians.

A roundabout is planned at the intersection of Main Street, Herbert Hoover Highway, and

Transportation Inventory and Analysis

Johnson-Cedar Road to alleviate the bottlenecking that occurs at the high school during commuting hours. A new interchange for the Herbert Hoover Highway is currently under construction approximately one mile west of West Branch, which will provide improved commuter connections to new developments on the eastern side of Iowa City.

Future connections between nearby communities as well as additional and improved transportation-related amenities will be necessary as residential development in West Branch continues to grow. Refer to boards 3a through 3c for additional information on transportation assets and barriers.



Overview Map of West Branch Highlighting Existing Transportation-Related Features

Transportation Inventory and Analysis

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West Branch
Transportation Inventory

Martin Gardner Architecture
Designer: Kyle Martin, Landscape Architect; Meg Flenker
Intern: Zahra Salakhshoor
Iowa State University | Trees Forever



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Programming Objectives

The Programming Objectives meeting is a critical component in the development of a successful project. Setting and prioritizing goals allows us to focus our efforts and resources more effectively to help the community develop a vision for West Branch based on its goals.

We met with the West Branch visioning committee to discuss their goals. The steering committee presented its takeaways from previous discussions about the transportation assets and barriers, random-sample survey, transportation analysis, and bioregional information.

Using the nominal group method to organize the meeting and discussion, the committee identified goals and values based on information from the assessments. Each committee member also included reasoning for improvements around town and highlighted specific programming needs for areas of improvement. These objectives and desired improvements were recorded during an open discussion, followed by a vote to prioritize the major themes presented during the meeting.

The landscape architecture team organized programming themes for the city of West Branch using the goals and desired improvements identified by the steering committee during the discussion, giving greater weight to those goals receiving more votes and common ideas presented multiple times. The following chart reflects a representation of the outcomes of the goal-setting process.

Community Values	Broad-based Outcomes/Goals	Why Change Anything?	What Exactly & Where?
Safety 	<ul style="list-style-type: none"> - Make sidewalks and building approaches in the downtown more accessible to all user-types 	<ul style="list-style-type: none"> - Most storefronts do not have accessible entrances - Street crossings are not uniform and lack accessibility 	<ul style="list-style-type: none"> - Raise and lower street elevations and provide accessible ramps at storefronts in downtown - Downey Street and Main Street
Streets & Sidewalks 	<ul style="list-style-type: none"> - Downtown accessibility - Some areas of town need more sidewalks - Downtown streetscape <ul style="list-style-type: none"> ◦ Trees ◦ Aesthetics ◦ Traffic calming 	<ul style="list-style-type: none"> - Steps exist into every storefront on Main Street and lack accessibility - Grade differences create uneven heights of curbs - Tied to safety - Some sidewalks are missing or broken 	<ul style="list-style-type: none"> - Grade differences between the street and sidewalk create a large drop off at North Downey Street where it intersects Main Street - Foster and Thomas Streets are missing sidewalk
Trails 	<ul style="list-style-type: none"> - Improve connectivity between areas of town with multi-modal transportation - Provide additional recreation opportunities - Connect to other communities to enhance tourism - Increase sustainability in the community 	<ul style="list-style-type: none"> - Trails provide safe routes connecting amenities and different areas of town - There is no car or pedestrian access to Cubby Park from the Prairieview Drive neighborhood 	<ul style="list-style-type: none"> - Provide a trail extension from the dog park to downtown - Extend the trail to Iowa City, Solon, and West Liberty - Connect Hoover Trail to North Downey Street - Connect Cubby Park to the West neighborhoods
Social Health & Well-being 	<ul style="list-style-type: none"> - Create more outdoor opportunities for socializing and gathering - Exercise and recreational opportunities <ul style="list-style-type: none"> ◦ Indoor and outdoor recreational facilities ◦ Develop more partnership opportunities between the city and school 	<ul style="list-style-type: none"> - Heritage Square Park should serve as a gateway between the Herbert Hoover Presidential Library and downtown - Having recreational and exercise options in the winter are desirable - Recreational facilities are an attraction for new residents - Funding and operational resources can be shared and optimized 	<ul style="list-style-type: none"> - Add seating, lighting and more electrical connections and other amenities at Heritage Square Park - An area at Cubby Park has already been designated for a future recreation center - Incorporate outdoor exercise equipment at Wapsi Park

Goal Setting
 The West Branch steering committee presented what they learned from the transportation and bioregional assessment boards and the community focus group input to the design team. They also provided additional anecdotal examples from their own experiences.

The committee then identified transportation design goals and values based on information from the assessments. Each committee member also provided reasoning for improvements around the community and highlighted specific needs for the identified areas of concern and opportunity.

The design team organized programming themes for West Branch using the goals made by the steering committee. The goals were then prioritized through a voting system and additional discussion. The results of this work are summarized in the matrix to the right.



After discussing and categorizing goals, the steering committee worked to prioritize possible projects

West Branch Program Objectives

Martin Gardner Architecture
 Designer: Kyle Martin, Landscape Architect; Meg Flenker
 Intern: Zahra Salahshoor
 Iowa State University | Trees Forever | Iowa Department of Transportation



Community Concept Plan

The concept plan on this board and the concepts on the following boards are based on input received from West Branch residents and bring together their ideas, goals, and visions for community enhancements. The goal of the concept plan is to integrate the conceptual designs for the various priority areas into one cohesive plan that can be implemented over time as funding and other resources become available.

Community Connectivity: Complete missing sidewalk segments, replace sidewalks that are inaccessible and/or in disrepair. Extend existing recreational trails within West Branch to various community amenities and public destinations, as well as to other nearby communities. The sidewalk improvements and trail expansion will enhance the quality of life of residents as well as attract visitors.

Downtown Streetscape and Accessibility: Enhance the streetscape to improve vehicular and pedestrian circulation by further defining the edges of the travelways of each. Address elevation changes in downtown area sidewalks to improve accessibility to businesses. These projects will aid in enhancing the experience of the pedestrians and motorists.

Heritage Square: Create more outdoor opportunities for socializing and gathering as well as provide additional recreation and exercise opportunities. Enhance the usability and aesthetics of Heritage Square by removing the one-way street and adding amenities such as seating, shade trees, interactive play areas, and a water feature. These enhancements will not only provide more recreational opportunities for the residents but will also help attract visitors and will improve the user experience and comfort.

Downtown Truck Route: Reroute downtown truck traffic to avoid conflict with pedestrians and on-street parking, and to increase turning radii. This will not only improve the vehicular circulation but will also enhance the safety and welfare of the pedestrians in the downtown.

Concept Plan Overview

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8 Community Connectivity: Complete missing sidewalk segments, replace sidewalks that are inaccessible and/or in disrepair. Extend existing recreational trails within West Branch to various community amenities and public destinations, as well as to other nearby communities. The sidewalk improvements and trail expansion will enhance the quality of life of residents as well as attract visitors.

9a Downtown Streetscape and Accessibility: Enhance the streetscape to improve vehicular and pedestrian circulation by further defining the edges of the travelways of each. Address elevation changes in downtown area sidewalks to improve accessibility to businesses. These projects will aid in enhancing the experience of the pedestrians and motorists.

10 Heritage Square: Create more outdoor opportunities for socializing and gathering as well as provide additional recreation and exercise opportunities. Enhance the usability and aesthetics of Heritage Square by removing the one-way street and adding amenities such as seating, shade trees, interactive play areas, and a water feature. These enhancements will not only provide more recreational opportunities for the residents but will also help attract visitors and will improve the user experience and comfort.

11 Downtown Truck Route: Reroute downtown truck traffic to avoid conflict with pedestrians and on-street parking, and to increase turning radii. This will not only improve the vehicular circulation but will also enhance the safety and welfare of the pedestrians in the downtown.



West Branch
Concept Overview

Martin Gardner Architecture
Designer: Kyle Martin, Landscape Architect; Meg Fleinker
Intern: Zahra Salahshoor
Iowa State University | Tree Forever | Iowa Department of Transportation



Community Connectivity

Community connections are proposed to improved pedestrian accessibility and connectivity via trails and sidewalks. The proposed concepts focus on closing gaps and creating new opportunities to travel within and outside of West Branch.

Trail Expansion – West Branch is connected socially and geographically to surrounding communities through collaborative local government, consolidated school districts, and commerce. Residents have a strong desire to extend their existing trail to the adjacent communities of West Liberty, Iowa City, and Solon to further strengthen their connectivity.

Established Neighborhood Sidewalk – Within the established neighborhoods there are several blocks with missing sidewalks, sidewalks in disrepair, and pedestrian crossings that are not conducive to those with differing physical abilities, young children, or non-vehicular transportation. Repairing and constructing new sidewalks, as applicable, are proposed.

Inter-Neighborhood Sidewalks – There are several opportunities for connecting new and existing neighborhoods together with new sidewalks. This will not only enhance walkability, but will also create a visually unified community.

Community Connectivity Costs

West Branch Cost Opinion	Estimated Quantity	Unit	Estimated Unit Cost	Opinion of Cost
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Statements of probable construction cost prepared by Martin Gardner Architecture and Flenker Land Architecture represents our best judgments as design professionals familiar with the construction industry. However, neither Martin Gardner Architecture, Flenker Land Architecture nor the Owner has control over the cost of labor, materials or equipment, over the contractor's method of determining bid prices, or over competitive bidding, market or negotiating conditions. Prices/bids may be affected due to uncertainty in the supply chain, availability of labor, or other safety accommodations in relation to the Covid-19 pandemic and its effects on manufacturing, delivery, and the backlog of goods and services. Accordingly, Martin Gardner Architecture and Flenker Land Architecture cannot and do not warrant or represent that engineer design cost opinions or construction bids will not vary from the project budget proposed, established or approved by the owner, if any, or from any statement of probable construction cost prepared by Martin Gardner Architecture or Flenker Land Architecture.

Community Connectivity (See Board #8 for Visual)

Separated Trail from Water and Main Street to West Liberty to City Limits (2,800 ft, 10' Wide with 2' Grass Shoulders)				
10' Wide Trail, Pave (5" PCC) on Grade	3,111	SY	\$61.20	\$190,400.00
Engineering Fabric	3,111	SY	\$7.92	\$24,640.00
Aggregate Base Course, 4" and Excavation	3,111	SY	\$8.40	\$26,133.33
Site Preparation and Grading Allowance	3,111	SY	\$4.56	\$14,186.67
Painted Pavement Markings (Centerline)	933	LF	\$2.10	\$1,960.00
Trail Signage Allowance	1	AL	\$6,000.00	\$6,000.00
Site Amenities (Benches, trash Receptacles, Bike Racks) Allowance	1	AL	\$3,000.00	\$3,000.00
Final Grading and Seeding Allowance	13,400	SF	\$1.92	\$25,728.00
Mobilization Allowance	1	AL	\$17,522.88	\$17,522.88
Section Subtotal				\$309,570.88
20% Contingency				\$61,914.18
Design & Engineering Allowance				\$55,722.76
Total probable Construction Cost				\$427,207.81

Trail from 2nd Street to Water Street on Main (1,000 ft, 10' Wide with 2' Grass Shoulders)				
10' Wide Trail, Pave (5" PCC) on Grade	528	SY	\$61.20	\$32,300.00
Engineering Fabric	528	SY	\$7.92	\$4,180.00
Aggregate Base Course, 4" and Excavation	528	SY	\$8.40	\$4,433.33
Site Preparation and Grading Allowance	528	SY	\$4.56	\$2,406.67
ADA Compliant Detectable Warning Panel	20	SF	\$72.00	\$1,440.00
Painted Pavement Markings (Centerline)	158	LF	\$2.10	\$332.50
Trail Signage Allowance	1	AL	\$1,500.00	\$1,500.00
Final Grading and Seeding Allowance	950	SF	\$1.92	\$1,824.00
Mobilization Allowance	1	AL	\$2,904.99	\$2,904.99
Section Subtotal				\$51,321.49
20% Contingency				\$10,264.30
Design & Engineering Allowance				\$9,237.87
Total probable Construction Cost				\$70,823.66

Sidewalks in Existing Areas				
GREEN VIEW DRIVE NEIGHBORHOOD				
5' Wide Sidewalks, Pave (4" PCC) on Grade	7,444	SY	\$61.20	\$455,600.00
Aggregate Base Course, 4" and Excavation	7,444	SY	\$8.40	\$62,533.33
ADA Compliant Detectable Warning Panel	56	SF	\$72.00	\$4,032.00
Final Grading and Seeding Allowance	13,400	SF	\$1.92	\$25,728.00
Mobilization Allowance	1	AL	\$32,873.60	\$32,873.60
PRAIRIE VIEW DRIVE NEIGHBORHOOD TO CUBBY PARK				
10' Wide Sidewalks, Pave (4" PCC) on Grade	141	SY	\$61.20	\$8,636.00
Aggregate Base Course, 4" and Excavation	141	SY	\$8.40	\$1,185.33
Pedestrian Bridge over Creek	75	AL	\$2,000.00	\$150,000.00
ADA Compliant Detectable Warning Panel	2	SF	\$72.00	\$144.00
Final Grading and Seeding Allowance	1,524	SF	\$1.92	\$2,926.08
Mobilization Allowance	1	AL	\$9,773.48	\$9,773.48
CUBBY PARK TO CEMETERY				
10' Wide Sidewalks, Pave (4" PCC) on Grade	667	SY	\$61.20	\$40,800.00
Aggregate Base Course, 4" and Excavation	667	SY	\$8.40	\$5,600.00
ADA Compliant Detectable Warning Panel	4	SF	\$72.00	\$288.00
Final Grading and Seeding Allowance	2,400	SF	\$1.92	\$4,608.00
Mobilization Allowance	1	AL	\$3,077.76	\$3,077.76

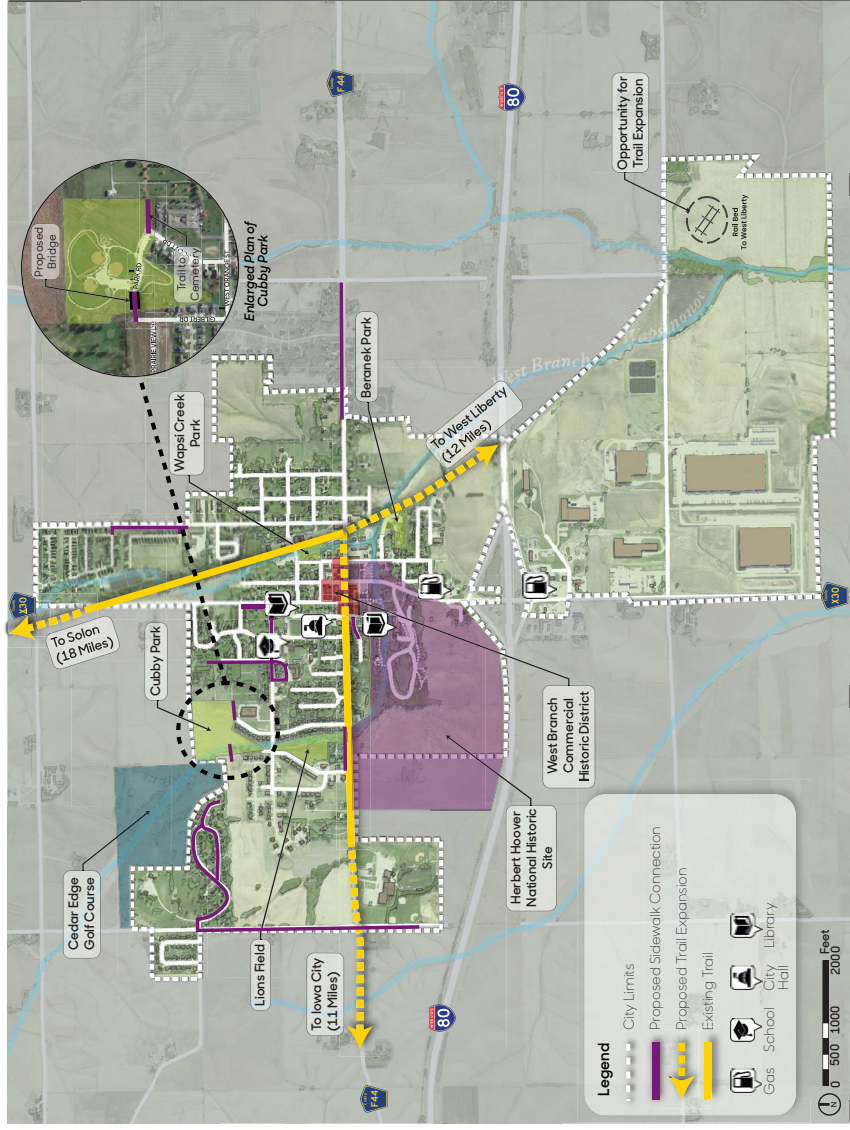
Community Connectivity Costs

West Branch Cost Opinion	Estimated Quantity	Unit	Estimated Unit Cost	Opinion of Cost
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Community Connectivity (See Board #8 for Visual)

NORTH MAPLE STREET				\$140,056.00
5' Wide Sidewalks, Pave (4" PCC) on Grade	1,833	SY	\$61.20	\$112,200.00
Aggregate Base Course, 4" and Excavation	1,833	SY	\$8.40	\$15,400.00
ADA Compliant Detectable Warning Panel	85	SF	\$72.00	\$6,120.00
Final Grading and Seeding Allowance	3,300	SF	\$1.92	\$6,336.00
Mobilization Allowance	1	AL	\$8,403.36	\$8,403.36
WEST ORANGE STREET				\$106,690.13
10' Wide Sidewalks, Pave (4" PCC) on Grade	1,411	SY	\$61.20	\$86,360.00
Aggregate Base Course, 4" and Excavation	1,411	SY	\$8.40	\$11,853.33
ADA Compliant Detectable Warning Panel	50	SF	\$72.00	\$3,600.00
Final Grading and Seeding Allowance	2,540	SF	\$1.92	\$4,876.80
Mobilization Allowance	1	AL	\$6,401.41	\$6,401.41
NORTH DOWNEY STREET				\$12,084.27
5' Wide Sidewalks, Pave (4" PCC) on Grade	156	SY	\$61.20	\$9,520.00
Aggregate Base Course, 4" and Excavation	156	SY	\$8.40	\$1,306.67
ADA Compliant Detectable Warning Panel	10	SF	\$72.00	\$720.00
Final Grading and Seeding Allowance	280	SF	\$1.92	\$537.60
Mobilization Allowance	1	AL	\$725.06	\$725.06
WEATHERELL STREET				\$60,696.53
5' Wide Sidewalks, Pave (4" PCC) on Grade	811	SY	\$61.20	\$49,640.00
Aggregate Base Course, 4" and Excavation	811	SY	\$8.40	\$6,813.33
ADA Compliant Detectable Warning Panel	20	SF	\$72.00	\$1,440.00
Final Grading and Seeding Allowance	1,460	SF	\$1.92	\$2,803.20
Mobilization Allowance	1	AL	\$3,641.79	\$3,641.79
NORTH 4th STREET				\$119,600.00
10' Wide Sidewalks, Pave (4" PCC) on Grade	1,667	SY	\$61.20	\$102,000.00
Aggregate Base Course, 4" and Excavation	1,667	SY	\$8.40	\$14,000.00
ADA Compliant Detectable Warning Panel	10	SF	\$72.00	\$720.00
Final Grading and Seeding Allowance	1,500	SF	\$1.92	\$2,880.00
Mobilization Allowance	1	AL	\$7,176.00	\$7,176.00
EAST MAIN STREET to CITY LIMITS				\$94,648.11
5' Wide Sidewalks, Pave (4" PCC) on Grade	1,222	SY	\$61.20	\$74,800.00
Aggregate Base Course, 4" and Excavation	1,222	SY	\$8.40	\$10,266.67
Final Grading and Seeding Allowance	2,200	SF	\$1.92	\$4,224.00
Mobilization Allowance	1	AL	\$5,357.44	\$5,357.44
				Section Subtotal
				\$1,298,287.15
				20% Contingency
				\$259,657.43
				Design & Engineering Allowance
				\$233,691.69
				Total probable Construction Cost
				\$1,791,636.26
Opinion of Probable Construction Cost				\$2,289,667.73



Community Connectivity

Community connections are proposed to improved pedestrian accessibility and connectivity via trails and sidewalks. The proposed concepts focus on closing gaps and creating new opportunities to travel within and outside of West Branch.

Trail Expansion - West Branch is connected socially and geographically to surrounding communities through collaborative local government, consolidated school districts, and commerce. Residents have a strong desire to extend their existing trail to the adjacent communities of West Liberty, Iowa City, and Solon to further strengthen their connectivity.

"I use the [Hoover Trail] going north of town a lot. It would be nice if that ever got connected to Solon, because then you could go clear to Waterloo."



"When I bike, I will take my bike and go to another nearby community, usually Solon, and use the trails over there just because I like to bike on the trails and it's easier, but...it's drive and then bike."

Established Neighborhood Sidewalk - Within the established neighborhoods there are several blocks with missing sidewalks, sidewalks in disrepair, and pedestrian crossings that are not conducive to those with differing physical abilities, young children, or non-vehicular transportation. Repairing and constructing new sidewalks, as applicable, are proposed.

"Sometimes [the older sidewalks are] canted so even in the summer you could trip because a tree [pushed] it up or down..."



Inter-Neighborhood Sidewalks - There are several opportunities for connecting new and existing neighborhoods together with new sidewalks. This will not only enhance walkability, but will also create a visually unified community.

"... we have to walk all the way around the block to get [to Cubby Park]. I wish there was a bridge [across the creek] to the park."



"...there [are] a lot of people [who] walk on [Johnson Cedar Road and that's a terrible place to walk...if you were to walk from [the developments adjacent to Cedars Edge Golf Course] to the school, you're walking on the road...it's open ditches. No sidewalks."



West Branch
Community Connectivity

Martin Gardner Architecture
Designer: Kyle Martin, Landscape Architect; Meg Flenker
Intern: Zahra Salahshoor
Iowa State University | Trees Forever | Iowa Department of Transportation



Downtown Streetscape

Downtown West Branch has much to offer for shopping, dining, and other services. To continue to attract visitors and businesses, as well as maintain existing businesses, the West Branch visioning committee deemed it important to address the downtown streetscape and identify it as a priority area.

The concepts proposed for the enhanced streetscape will improve vehicular and pedestrian circulation by further defining the edges of the travelways of each. The space definition will be done through a variety of methods, including landscape bump-outs, street trees, low-growing/low-maintenance plantings, accessible pedestrian elevation changes, decorative paving, site furniture, and green visual barriers. Changing the angled parking areas along Main Street to parallel parking is also proposed to integrate more green space and provide more edge definition.

Downtown Streetscape Costs

West Branch Cost Opinion	Estimated Quantity	Unit	Estimated Unit Cost	Opinion of Cost
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Downtown Streetscape (See Board #9a,b for Visual)

Main Street, between N Oliphant and Poplar				\$23,639.91
Trees	9	EA	\$425	\$3,825.00
PCC Curb	620	LF	\$20.00	\$12,400.00
5' Wide Sidewalks, Pave (4" PCC) on Grade	13	SY	\$61.20	\$816.00
ADA Compliant Detectable Warning Panel	40	SF	\$72.00	\$2,880.00
Final Grading and Seeding Allowance	1,240	SF	\$1.92	\$2,380.80
Mobilization Allowance	1	AL	\$1,338.11	\$1,338.11
Main Street, between Poplar and N Downey				\$558,942.24
Trees	16	EA	\$425	\$6,800.00
PCC Curb	600	LF	\$20.00	\$12,000.00
Aggregate Base Course, 4" and Excavation	667	SY	\$8.40	\$5,600.00
10' Wide Sidewalks, Pave (4" PCC) on Grade	333	SY	\$61.20	\$20,400.00
ADA Compliant Detectable Warning Panel	80	SF	\$72.00	\$5,760.00
Final Grading and Seeding Allowance	1,200	SF	\$1.92	\$2,304.00
Aggregate Base Course, 6" and Excavation	3,667	SY	\$8.40	\$30,800.00
8" Concrete	1,283	SY	\$61.20	\$78,540.00
Sewer Connection Per Property	14	EA	\$6,000.00	\$84,000.00
Water Connection Per Property	14	EA	\$6,000.00	\$84,000.00
Electrical Connection Per Property	14	EA	\$5,000.00	\$70,000.00
Street Lamps	14	EA	\$3,000.00	\$42,000.00
Signage Allowance	1	AL	\$4,000.00	\$4,000.00
Traffic Control Allowance	1	AL	\$3,000.00	\$3,000.00
Sewer Main	300	LF	\$50.00	\$15,000.00
Water Main	300	LF	\$40.00	\$12,000.00
Storm Sewer with Intakes	300	LF	\$100.00	\$30,000.00
Planting Prep, Soil Amendment Allowance	2,400	SF	\$5.00	\$12,000.00
Ornamental Grasses	50	EA	\$35.00	\$1,750.00
Perennial Flowers	50	EA	\$35	\$1,750.00
Benches	6	EA	\$600	\$3,600.00
Mulch	667	SF	\$3.00	\$2,000.00
Mobilization Allowance	1	AL	\$31,638.24	\$31,638.24
Main Street, between N Downey and N 1st Street				\$527,668.64
PCC Curb	690	LF	\$20.00	\$13,800.00
Aggregate Base Course, 4" and Excavation	767	SY	\$8.40	\$6,440.00
10' Wide Sidewalks, Pave (4" PCC) on Grade	383	SY	\$61.20	\$23,460.00
ADA Compliant Detectable Warning Panel	80	SF	\$72.00	\$5,760.00
Final Grading and Seeding Allowance	1,380	SF	\$1.92	\$2,649.60
Aggregate Base Course, 6" and Excavation	4,217	SY	\$8.40	\$35,420.00
8" Concrete	1,476	SY	\$61.20	\$90,321.00
Sewer Connection Per Property	10	EA	\$6,000.00	\$60,000.00
Water Connection Per Property	10	EA	\$6,000.00	\$60,000.00
Electrical Connection Per Property	10	EA	\$5,000.00	\$50,000.00

Downtown Streetscape Costs

West Branch Cost Opinion	Estimated Quantity	Unit	Estimated Unit Cost	Opinion of Cost
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Downtown Streetscape (See Board #9a,b for Visual)

Main Street, between N Downey and N 1st Street				\$527,668.64
Street Lamps	18	EA	\$3,000.00	\$54,000.00
Signage Allowance	1	AL	\$4,500.00	\$4,500.00
Traffic Control Allowance	1	AL	\$3,000.00	\$3,000.00
Sewer Main	345	LF	\$50.00	\$17,250.00
Water Main	345	LF	\$40.00	\$13,800.00
Storm Sewer with Intakes	345	LF	\$100.00	\$34,500.00
Planting Prep, Soil Amendment Allowance	2,760	SF	\$5.00	\$13,800.00
Ornamental Grasses	50	EA	\$35.00	\$1,750.00
Perennial Flowers	50	EA	\$35	\$1,750.00
Benches	6	EA	\$600	\$3,600.00
Mulch	667	SF	\$3.00	\$2,000.00
Mobilization Allowance	1	AL	\$29,868.04	\$29,868.04
N Downey, 1-half block length				\$321,751.69
PCC Curb	400	LF	\$20.00	\$8,000.00
Aggregate Base Course, 4" and Excavation	1,333	SY	\$8.40	\$11,200.00
10' Wide Sidewalks, Pave (4" PCC) on Grade	222	SY	\$61.20	\$13,600.00
ADA Compliant Detectable Warning Panel	80	SF	\$72.00	\$5,760.00
Final Grading and Seeding Allowance	800	SF	\$1.92	\$1,536.00
Aggregate Base Course, 6" and Excavation	2,444	SY	\$8.40	\$20,533.33
8" Concrete	856	SY	\$61.20	\$52,360.00
Sewer Connection Per Property	7	EA	\$6,000.00	\$42,000.00
Water Connection Per Property	7	EA	\$6,000.00	\$42,000.00
Electrical Connection Per Property	7	EA	\$5,000.00	\$35,000.00
Street Lamps	6	EA	\$3,000.00	\$18,000.00
Signage Allowance	1	AL	\$2,000.00	\$2,000.00
Traffic Control Allowance	1	AL	\$3,000.00	\$3,000.00
Sewer Main	200	LF	\$50.00	\$10,000.00
Water Main	200	LF	\$40.00	\$8,000.00
Storm Sewer with Intakes	200	LF	\$100.00	\$20,000.00
Planting Prep, Soil Amendment Allowance	1,600	SF	\$5.00	\$8,000.00
Ornamental Grasses	25	EA	\$35.00	\$875.00
Perennial Flowers	25	EA	\$35	\$875.00
Mulch	267	SF	\$3.00	\$800.00
Mobilization Allowance	1	AL	\$18,212.36	\$18,212.36
				Section Subtotal
				\$1,450,214.84
				20% Contingency
				\$290,042.97
				Design & Engineering Allowance
				\$261,038.67
				Total probable Construction Cost
				\$2,001,296.48
Opinion of Probable Construction Cost				\$2,001,296.48

Downtown Streetscape

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Legend

- A Street Trees & Plantings
- B Heritage Square Park
- C Seating
- D Crosswalks With Pedestrian Refuge
- E Green Visual Barrier
- F Landscape Bump-Out



Existing Site Plan - Main Street



Proposed Site Plan - Main Street



View A1 - Existing Main Street



View A2 - Proposed Main Street

West Branch
Downtown Streetscape

Martin Gardner Architecture
 Designer: Kyle Martin, Landscape Architect: Meg Flenker
 Intern: Zahra Salahshoor
 Iowa State University | Trees Forever | Iowa Department of Transportation



Accessibility and Safety

Accessibility, circulation and user comfort are major concerns for the downtown area. The existing downtown sidewalks are higher than the adjacent curbs, resulting in a "step" that may be as high as 2.5 feet in some places.

Option 1: One possible solution, more comprehensive though more disruptive to business, is to conduct a larger street improvement plan that would include regrading the entire street to create less elevation change between the street, sidewalk, and building entrances. At this corner the street is raised to mitigate the elevation change.

Option 2: Another solution at some locations would be to lower the sidewalk nearer to street level. This creates a more uniform pedestrian experience from block to block without reconstructing the street. However, this option tends to create more extreme elevation transitions from the sidewalk to building entrances. Seen here, the elevation change shows a longer ramp and several more stairs than Option 1.

Accessibility and Safety Costs

West Branch Cost Opinion	Estimated Quantity	Unit	Estimated Unit Cost	Opinion of Cost
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ADA Compliant Detectable Warning Panel	40	SF	\$72.00	\$2,880.00
Final Grading and Seeding Allowance	1,240	SF	\$1.92	\$2,380.80
Mobilization Allowance	1	AL	\$1,338.11	\$1,338.11
Main Street, between Poplar and N Downey				\$558,942.24
Trees	16	EA	\$425	\$6,800.00
PCC Curb	600	LF	\$20.00	\$12,000.00
Aggregate Base Course, 4" and Excavation	667	SY	\$8.40	\$5,600.00
10' Wide Sidewalks, Pave (4" PCC) on Grade	333	SY	\$61.20	\$20,400.00
ADA Compliant Detectable Warning Panel	80	SF	\$72.00	\$5,760.00
Final Grading and Seeding Allowance	1,200	SF	\$1.92	\$2,304.00
Aggregate Base Course, 6" and Excavation	3,667	SY	\$8.40	\$30,800.00
8" Concrete	1,283	SY	\$61.20	\$78,540.00
Sewer Connection Per Property	14	EA	\$6,000.00	\$84,000.00
Water Connection Per Property	14	EA	\$6,000.00	\$84,000.00
Electrical Connection Per Property	14	EA	\$5,000.00	\$70,000.00
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Signage Allowance	1	AL	\$4,000.00	\$4,000.00
Traffic Control Allowance	1	AL	\$3,000.00	\$3,000.00
Sewer Main	300	LF	\$50.00	\$15,000.00
Water Main	300	LF	\$40.00	\$12,000.00
Storm Sewer with Intakes	300	LF	\$100.00	\$30,000.00
Planting Prep, Soil Amendment Allowance	2,400	SF	\$5.00	\$12,000.00
Ornamental Grasses	50	EA	\$35.00	\$1,750.00
Perennial Flowers	50	EA	\$35	\$1,750.00
Benches	6	EA	\$600	\$3,600.00
Mulch	667	SF	\$3.00	\$2,000.00
Mobilization Allowance	1	AL	\$31,638.24	\$31,638.24
Main Street, between N Downey and N 1st Street				\$527,668.64
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Aggregate Base Course, 4" and Excavation	767	SY	\$8.40	\$6,440.00
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ADA Compliant Detectable Warning Panel	80	SF	\$72.00	\$5,760.00
Final Grading and Seeding Allowance	1,380	SF	\$1.92	\$2,649.60
Aggregate Base Course, 6" and Excavation	4,217	SY	\$8.40	\$35,420.00
8" Concrete	1,476	SY	\$61.20	\$90,321.00
Sewer Connection Per Property	10	EA	\$6,000.00	\$60,000.00
Water Connection Per Property	10	EA	\$6,000.00	\$60,000.00
Electrical Connection Per Property	10	EA	\$5,000.00	\$50,000.00

Accessibility and Safety Costs

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Final Grading and Seeding Allowance	800	SF	\$1.92	\$1,536.00
Aggregate Base Course, 6" and Excavation	2,444	SY	\$8.40	\$20,533.33
8" Concrete	856	SY	\$61.20	\$52,360.00
Sewer Connection Per Property	7	EA	\$6,000.00	\$42,000.00
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Electrical Connection Per Property	7	EA	\$5,000.00	\$35,000.00
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Signage Allowance	1	AL	\$2,000.00	\$2,000.00
Traffic Control Allowance	1	AL	\$3,000.00	\$3,000.00
Sewer Main	200	LF	\$50.00	\$10,000.00
Water Main	200	LF	\$40.00	\$8,000.00
Storm Sewer with Intakes	200	LF	\$100.00	\$20,000.00
Planting Prep, Soil Amendment Allowance	1,600	SF	\$5.00	\$8,000.00
Ornamental Grasses	25	EA	\$35.00	\$875.00
Perennial Flowers	25	EA	\$35	\$875.00
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				Section Subtotal
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				20% Contingency
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				Design & Engineering Allowance
				\$261,038.67
				Total probable Construction Cost
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Opinion of Probable Construction Cost				\$2,001,296.48



Downtown Accessibility

Accessibility, circulation and user comfort are major concerns for the downtown area. The existing downtown sidewalks are higher than the adjacent curbs, resulting in a 'step' that may be as high as 2.5 feet in some places.

Option 1: One possible solution, more comprehensive though more disruptive to business, is to conduct a larger street improvement plan that would include regrading the entire street to create less elevation change between the street, sidewalk, and building entrances. At this corner the street is raised to mitigate the elevation change.

Option 2: Another solution at some locations would be to lower the sidewalk nearer to street level. This creates a more uniform pedestrian experience from block to block without reconstructing the street. However, this option tends to create more extreme elevation transitions from the sidewalk to building entrances. Seen here, the elevation change shows a longer ramp and several more stairs than Option 1.



Existing photo taken looking west along Main Street as can be seen, stairs and high curbs without railing create a falling hazard.



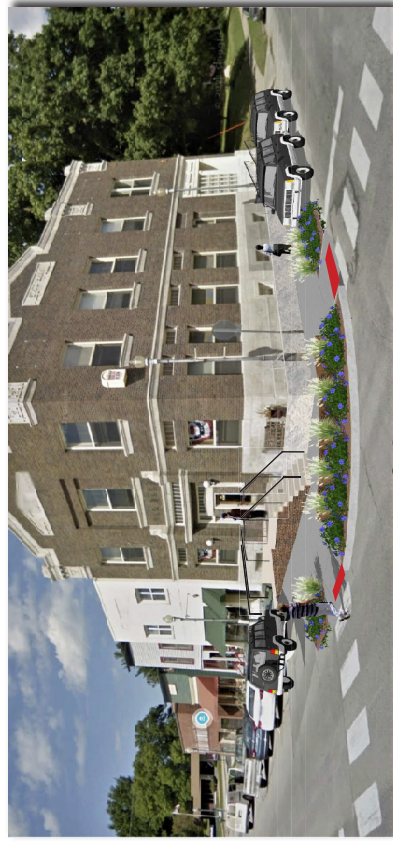
"[At the intersection of Main and Downey Street] there [are] stairs down and it's kind of annoying because if you want to ride your bike and you're on [the sidewalk], then you have to get off..."

"What I find is the transition between the...curbs are all wheelchair friendly, but...there [are] transitions between concrete and asphalt that are problematic. I know one day I almost face-planted myself going...from the post office onto Main Street."

"If you try to walk up the sidewalk [on the west side of N Downey Street] you can't get to the street...it's an elevated sidewalk...People fall off it and need ambulance attention on a regular basis."



Option 1: Edited image illustrating the proposed concept to raise the street level to the existing sidewalk level. This option requires a small ramp and stairs to enter the building. Raising the entire street also potentially mitigates similar elevation changes at other street front entrances.



Option 2: Edited image illustrating the proposed concept to lower the existing sidewalk to the street level. This option requires a new ramp and stairs to enter the building. Lowering the sidewalk also requires insulation and material dressing of the building foundation.

West Branch
Accessibility and Safety

Martin Gardner Architecture
Designer: Kyle Martin, Landscape Architect; Meg Flenker
Intern: Zahra Salahshoor
Iowa State University | Trees Forever | Iowa Department of Transportation



Heritage Square

Heritage Square holds a lot of meaning for West Branch residents. It connects the Great Hoover Park to downtown West Branch. Historically, Heritage Square was home to the town well, and a small shelter now marks the location. A one-way street currently passes through one side of the park. Closing this segment of the street will eliminate vehicular traffic from the square, enhancing the safety and comfort of pedestrians. In addition, more space will be captured for additional plaza amenities, activities, and landscaping. A variety of strategies are shown in the proposed concept for seating, active play, passive recreation, socialization, and enjoyment of the downtown area.

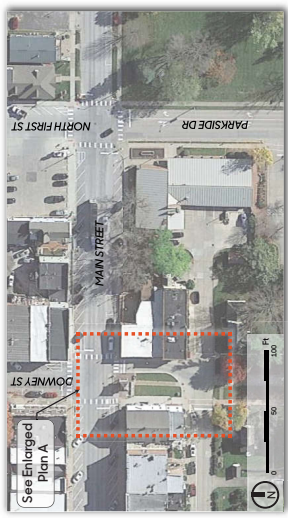
Heritage Square Costs

West Branch Cost Opinion	Estimated Quantity	Unit	Estimated Unit Cost	Opinion of Cost
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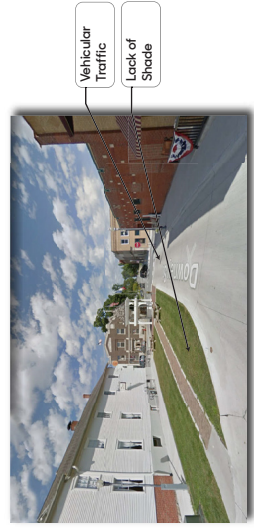
Statements of probable construction cost prepared by Martin Gardner Architecture and Flenker Land Architecture represents our best judgments as design professionals familiar with the construction industry. However, neither Martin Gardner Architecture, Flenker Land Architecture nor the Owner has control over the cost of labor, materials or equipment, over the contractor's method of determining bid prices, or over competitive bidding, market or negotiating conditions. Prices/bids may be affected due to uncertainty in the supply chain, availability of labor, or other safety accommodations in relation to the Covid-19 pandemic and its effects on manufacturing, delivery, and the backlog of goods and services. Accordingly, Martin Gardner Architecture and Flenker Land Architecture cannot and do not warrant or represent that engineer design cost opinions or construction bids will not vary from the project budget proposed, established or approved by the owner, if any, or from any statement of probable construction cost prepared by Martin Gardner Architecture or Flenker Land Architecture.

Heritage Square (See Board #10 for Visual)

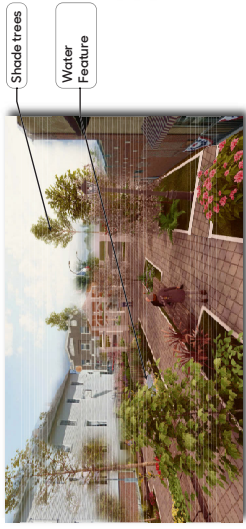
Demolition, Repaving, Plantings				\$231,837.90
Removal of Existing Paving	600	SY	\$45	\$27,000.00
Aggregate Base Course, 6" and Excavation	600	SY	\$8.40	\$5,040.00
Decorative PCC	600	SY	\$108	\$64,800.00
Perennial Flowers	150	EA	\$35	\$5,250.00
Trees	15	EA	\$425	\$6,375.00
Traffic Control Allowance	1	AL	\$3,000.00	\$3,000.00
Ornamental Grasses	150	EA	\$35.00	\$5,250.00
Planting Prep, Soil Amendment Allowance	600	SF	\$5.00	\$3,000.00
Lighting and Poles	15	EA	\$4,000	\$60,000.00
Benches	12	EA	\$600	\$7,200.00
Mulch	600	SF	\$3.00	\$1,800.00
Signage Allowance	1	EA	\$5,000.00	\$5,000.00
Bollards	10	EA	\$2,500.00	\$25,000.00
Mobilization Allowance	1	AL	\$13,122.90	\$13,122.90
Section Subtotal				\$231,837.90
20% Contingency				\$46,367.58
Design & Engineering Allowance				\$41,730.82
Total probable Construction Cost				\$319,936.30
Opinion of Probable Construction Cost				\$319,936.30



Existing Plan View of Downtown Area with Heritage Square



View A: Existing Heritage Square looking north from Wetherell St./Downey St.



View A: Proposed Heritage Square



Enlarged Plan A - Existing Plan of Heritage Square



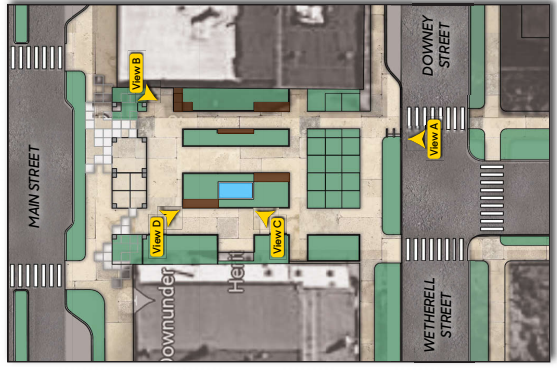
Proposed View B



Proposed View C



Proposed View D



Proposed Plan of Heritage Square closes the vehicular street and opens up space for additional plaza amenities, activities, and landscaping

Heritage Square

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REDESIGN HERITAGE SQUARE!?!
What would you like to do in Heritage Square Park? PLACE A CHECK MARK OR ADD AN ACTIVITY!!!

- ICE SKATE
- EAT
- YARD GAMES
- SHOP
- LISTEN TO MUSIC
- SKATE BOARD
- PLAY WITH DOGS
- CHILDREN'S PLAYGROUND
- SPORTS

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Public Input Examples (above and below)

REDESIGN HERITAGE SQUARE!?!
What would you like to do in Heritage Square Park? PLACE A CHECK MARK OR ADD AN ACTIVITY!!!

- SIT
- ICE SKATE
- EAT
- YARD GAMES
- LISTEN TO MUSIC
- SKATE BOARD
- PLAY WITH DOGS
- CHILDREN'S PLAYGROUND
- SPORTS

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West Branch
Heritage Square

Martin Gardner Architecture
Designer: Kyle Martin, Landscape Architect: Meg Flenker
Intern: Zahra Salahshoor
Iowa State University | Trees Forever | Iowa Department of Transportation



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Downtown Truck Route

When West Branch was originally planned, Downey Street was the primary north-south arterial roadway, allowing traffic to pass straight through downtown without turning. When the Herbert Hoover National Library was constructed, Downey Street was shifted one block to the east on the south side of Main Street. This altered the circulation pattern, causing vehicular traffic to turn onto Main Street for one block to continue north-south through town. This turn is difficult and hard to navigate for large grain trucks that are traveling to and from Interstate 80 on the south side of town to the cooperative, which is located on the north side of town.

The following are three proposed options for rerouting truck traffic:

Option 1: This option proposes to reroute truck traffic one block north of Main Street, to Green Street. While Green Street has a tight turning radius similar to the current route, there is less pedestrian and vehicular traffic and less parking utilized during the business hours. In addition, the buildings are located farther away from the street intersection.

Option 2: This option directs truck traffic to turn east on Main Street and travel east for approximately three blocks and then turns north on North 4th Street, in lieu of North Downey Street. A food processing facility is already located on North 4th Street and access to North Downey is possible via 280th Street north of town, away from city traffic.

Option 3: This option eliminates the turn onto Main Street by directing traffic to continue north on North 1st Street and extending North 1st Street to connect to North Downey Street north of Northside Drive. The new intersection of North 1st Street and North Downey Street would be designed to accommodate the proper truck turning radii. The area for the extension of North 1st Street is currently undeveloped, and will more than likely require coordination with the various regulating agencies due to its proximity to the floodplain.

Downtown Truck Route Costs

West Branch Cost Opinion	Estimated Quantity	Unit	Estimated Unit Cost	Opinion of Cost
---------------------------------	---------------------------	-------------	----------------------------	------------------------

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Downtown Truck Route (See Board #11 for Visual)

Option 1 - Reroute to Greene Street				\$3,000.00
Signage Allowance	1	AL	\$3,000.00	\$3,000.00
Option 2 - Reroute to N 4th Street				\$5,000.00
Signage Allowance	1	AL	\$5,000.00	\$5,000.00
Option 3 - N 1st Street Extension to N Downey Street				\$523,679.57
Property Acquisition	NA	NA	TBD	Not Included
Tree Removal	150	EA	\$500.00	\$75,000.00
Excavation/Backfill	3,733	CY	\$35.00	\$130,666.67
Aggregate Base Course, 6" and Excavation	3,733	SY	\$10.00	\$37,333.33
PCC Curb	7,467	LF	\$20.00	\$149,333.33
Street paving (8" PCC) on Grade	696	SY	\$100.00	\$69,600.00
Final Grading and Seeding Allowance	11,200	SF	\$1.92	\$21,504.00
Painted Pavement Markings	1	AL	\$5,600.00	\$5,600.00
Signage Allowance	1	AL	\$5,000.00	\$5,000.00
Mobilization Allowance	1	AL	\$29,642.24	\$29,642.24
				Section Subtotal
				\$523,679.57
				20% Contingency
				\$104,735.91
				Design & Engineering Allowance
				\$94,262.32
				Total probable Construction Cost
				\$722,677.81
Opinion of Probable Construction Cost				\$722,677.81

Downtown Truck Route

When West Branch was originally planned, Downey Street was the primary north-south arterial roadway, allowing traffic to pass straight through downtown without turning. When the Herbert Hoover National Library was constructed, Downey Street was shifted one block to the east on the south side of Main Street. This altered the circulation pattern, causing vehicular traffic to turn onto Main Street for one block to continue north-south through town. This turn is difficult and hard to navigate for large grain trucks that are traveling to and from Interstate 80 on the south side of town to the cooperative, which is located on the north side of town.

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Proposed Truck Route Option 1



Proposed Truck Route Option 2



Proposed Truck Route Option 3



Enlarged Plan C - Option 3



Existing Truck Route



Enlarged Plan A - Existing Truck Route



Proposed Option 1 Truck Route View



Existing Truck Route



Enlarged Plan B - Option 1 Truck Route



Existing Truck Route View



Martin Gardner Architecture
 Designer: Kyle Martin, Landscape Architect: Meg Fleinker
 Intern: Zahra Salahshoor
 Iowa State University | Trees Forever | Iowa Department of Transportation

West Branch Downtown Truck Route

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Implementation Strategies

Overview

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

Professional Involvement

It is the desire of Martin Gardner Architecture, P.C. and Flenker Land Architecture Consultants, LLC (FLAC) to continue to serve West Branch in the role of the city's landscape and architectural consultants. Our involvement and familiarity with the community and visioning plans as well as our extensive experience with similar types of projects, including their funding, would be an asset to West Branch. Expertise from a team of other allied professions will be needed to successfully design and implement several of the improvement projects identified. This helps ensure that the community's goals and designer's intent are fully integrated into the improvement projects.

Design Process

Every project outlined in this year's Community Visioning effort for West Branch contains unique aspects and features that require varying levels of consultation, acquisition, design, construction, maintenance and programming for end use. Beginning the process for each project from a zoomed-out perspective is important to further plan and implement. With that in mind, the process for each project is outlined below. As projects develop, the need for additional consultation and design may become necessary beyond that assistance that is described below.

8. Community Connectivity

Trails Outside City Limits

Trails outside of City Limits will require coordination with the Iowa Department of Transportation, Cedar and Johnson County governments for permission to pursue trails along County and State Highways. It may be necessary that property be acquired to create space for a continuous trail path between communities. These trails may need to be pursued in phases as funding and permissions become available outside of West Branch's jurisdiction.

Trails inside City Limits

Working with a landscape architect and the city engineer, it will be necessary to

determine and finalize routes. Property may need to be acquired and could affect the final paths of trails. Once the final paths have been determined, the landscape architect and a civil engineer will help plan for any desired amenities, complete the design for signage, utilities, trail structures, and surfacing, then create construction documents that can be used for bidding and construction. The civil engineer and landscape architect will then follow the project through construction to its completion. The city will need planning and budgeting for ongoing maintenance.

Sidewalks

The efforts to build sidewalks inside city limits is ongoing and encouraged to continue in similar fashion. Building sidewalks as part of larger infrastructure projects such as street reconstruction affords economies of scale. As every block of the city has differing utilities and grades, it will be necessary for the city engineer to coordinate needed consultants. Including the services of a landscape architect should always be considered, particularly where the rights-of-way provide opportunities for additional amenities such as pocket parks, school bus stops, and streetscape plantings and paving.

9a. Downtown Streetscape

Streetscape projects can be transformative for a downtown in improving walkability and the chance for members of the community and visitors to patronize local businesses and attractions. However, streetscape projects can be very disruptive to business and traffic. Building support for such a project will be key in order for the community to support businesses during construction. Support can include additional signage for parking, traffic, and alternative entrances to businesses during street closures. It can also include increased advertising of the business district through special events that highlight businesses that may be affected. Providing resources and training for business owners to maintain continuity and offset costs through online marketing and sales or temporary pop-up locations elsewhere in the community. The need for temporary closures of storefronts can provide the opportunity for businesses to improve their buildings for which there are a variety of grants and tax credit opportunities for historic properties.

The conceptual design provided during this Community Visioning effort should be further developed schematically by a landscape architect in coordination with the city engineer or a consulting civil engineer. A civil site survey should be procured as part of any project. A schematic level of design will investigate deeper aspects of the project like property boundaries, issues with elevation change, storm water management, utilities and soil conditions. These aspects will facilitate various options and potential phasing. The phasing of these projects will clarify the sequence of funding and construction. Once the schematic design is finalized the landscape architect and a civil engineer will develop more detail for any desired amenities, complete the design for signage, utilities, plantings, and surfacing, then create construction documents that can be used for bidding and

Implementation Strategies

construction. The civil engineer, landscape architect and any other consultants will then follow the project through construction to its completion. Having a continuity of project knowledge across all phases is key to success.

The city will need planning and budgeting for ongoing maintenance. Celebrations and shopping events should be held at every milestone of the project as phases are completed.

9b. Accessibility and Safety

Improving walkability in downtown includes increasing safety and accessibility. Each property and storefront will need to be evaluated individually by a design professional such a landscape architect. A civil site survey of the entire downtown will be needed to complete such study. The design effort and phasing of construction should be considered similarly to the overall Downtown Streetscape project(s) as an overall streetscape project can address a variety of challenges in the same project or phase.

10. Heritage Square

When considering improving Heritage Square Park, the first step for this project is to open discussions with the National Park Service and Herbert Hoover National Historic Site. Weatherell Street to the south of the park is on the historic site's property. Closing the section of Downey Street inside of Heritage Square could create access issues to the backs of downtown businesses. A landscape architect can facilitate these discussions. The conceptual design provided during this Community Visioning effort should be further developed schematically by a landscape architect. A schematic level of design will investigate deeper aspects of the project and facilitate options. Once the schematic design is finalized, the landscape architect and any consultants will develop more detail for any desired amenities, complete the design for signage, utilities, plantings, storm water management, and surfacing. Then they will create construction documents that can be used for bidding and construction. The landscape architect will then follow the project through construction to its completion.

The city will need planning and budgeting for ongoing maintenance. Programming the plaza space with activities that coordinate with annual festivals and events will also be key in showing the value of this project.

11. Downtown Truck Route

The several options provided vary in levels of investment of time and funding. Input from neighbors along each proposed route may be warranted. Surveying truck drivers who use

Implementation Strategies

this route, via the companies they deliver to or pick up from, may also provide valuable information.

Option 1: This option turning onto Greene Street instead of Main Street may require consulting with the city engineer or a landscape architect to verify that slopes and turning radii are an improved option versus the existing truck route. It is assumed that this street sees fewer pedestrians and less traffic during business hours. Some additional improvements may be needed to support the additional wear and tear from truck traffic.

Option 2: Similarly to Option 1, simply redirection traffic is cost-effective. Directing truck traffic farther around town may affect travel time to certain destinations.

Option 3: This option abuts a flood plain so input from the Iowa Department of Natural Resources will be required.

A schematic level of design will investigate deeper aspects of the project like property boundaries of property to be acquired, flood plain identification, issues with elevation change, storm water management, utilities and soil conditions. These aspects will facilitate further investigation toward feasibility. Once the schematic design is finalized, the landscape architect and a civil engineer will develop more detail for any desired amenities, complete the design for signage, utilities, plantings, and surfacing, then create construction documents that can be used for bidding and construction. The civil engineer, landscape architect and any other consultants will then follow the project through construction to its completion.

The city will need planning and budgeting for ongoing maintenance.

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

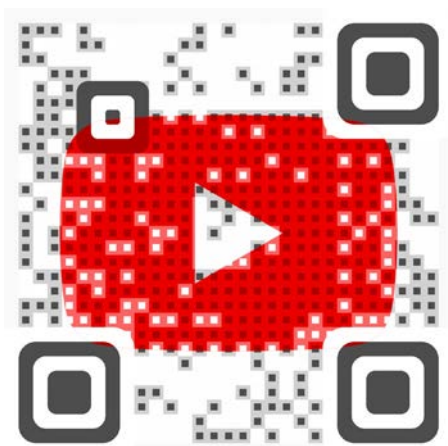
Funding Sources

- 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)

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700 11th Street, Suite 200
Marion | Iowa
Phone: (319) 377-7604

102 S Frederick Ave., Suite 1
Oelwein | Iowa
Phone: (563) 933-4712