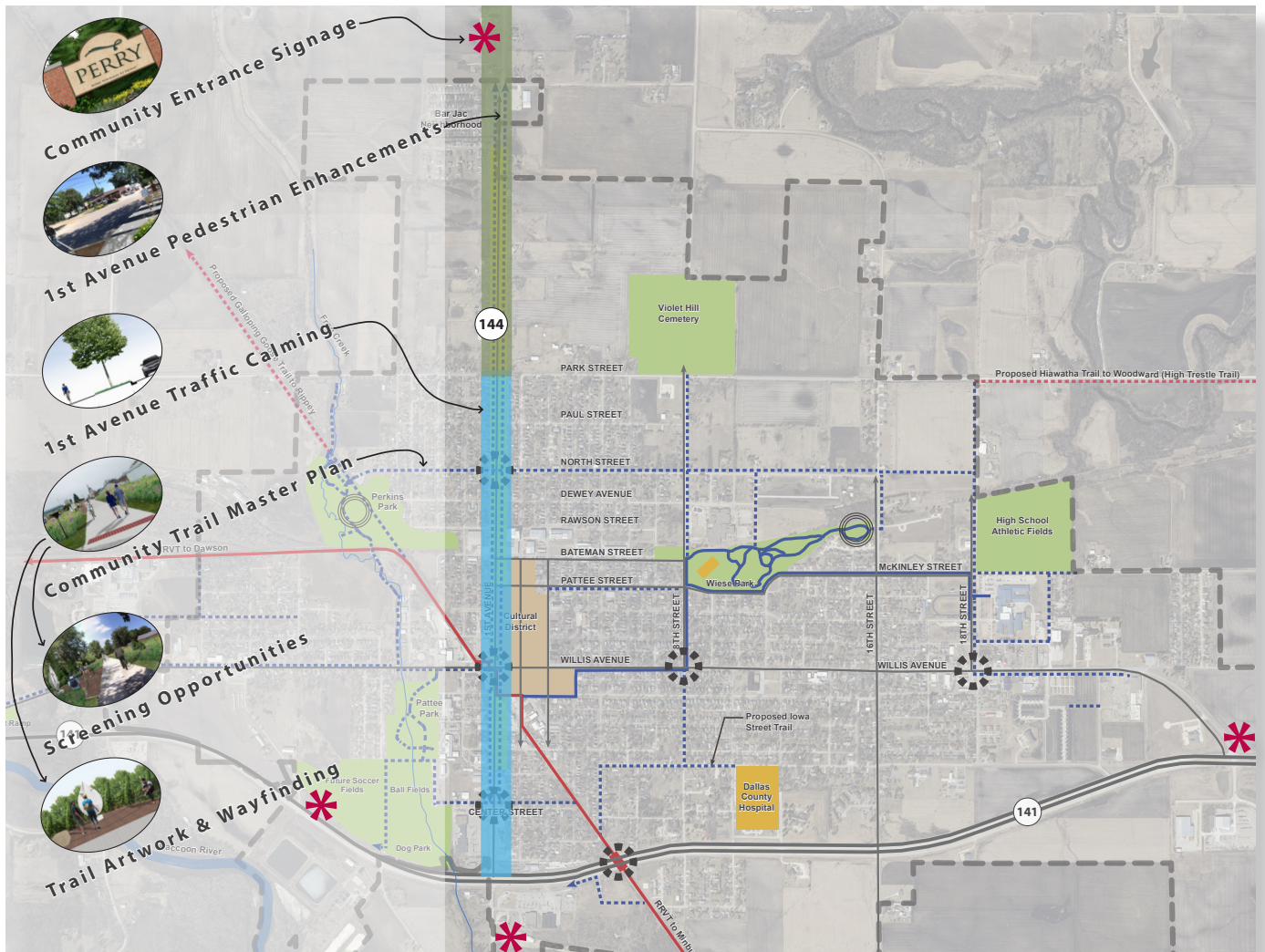


Perry Community Visioning Final Report and Feasibility Study



Program Partners:

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



Table of Contents

- Participants2

- Consultant History and Expertise3
- Introduction5
- Inventory and Analysis7
 - Program Overview7
 - Transportation Assets and Barriers..... 9-13
 - Special Places Mapping 15-19
 - Transportation Inventory and Analysis 21
 - Visual Quality Assessment 23

- Community Concept Plan 25
 - Community Entrance Signage 27
 - Trail Artwork & Wayfinding..... 29
 - Screening Opportunities 31
 - Community Trails Master Plan..... 33
 - 1st Avenue Pedestrian Enhancements..... 35
 - 1st Avenue Traffic Calming..... 37

- Implementation Strategies 38

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Consultant History and Expertise

Bolton & Menk, Inc.

Bolton & Menk, Inc. is focused on providing professional engineering services to meet the needs of municipalities. Over our 60-year history, the firm has continued to grow and expand its expertise based on the needs and challenges facing cities. In addition to the basic services that communities need to address, such as the maintenance, reconstruction and expansion of their infrastructure system, specialized expertise is offered in the areas of traffic and transportation engineering, water resources and environmental services, surveying and mapping, water and wastewater treatment, as well as airport planning and engineering. This complete range of municipal services enables our firm to easily accommodate the diverse needs of our many clients.

Past performance on similar projects is generally a good indicator of a project team's anticipated performance for a future project. Noteworthy elements of past performance include:

- Timeliness
- Cost control
- Engineering excellence
- Overall client satisfaction

In each of these categories, our team has an excellent record and maintains a large, growing number of satisfied clients.

With regard to timeliness, the Bolton & Menk Team has a record of completing projects by the date initially agreed upon. We recognize the importance of our products being in the hands of clients on time and this project would be no exception.

Tight cost control is also given high priority. Our internal scheduling and cost control programs have been very effective at producing a selective product meeting the needs of the client while maintaining the firm's ongoing goal of "engineering excellence". Engineering excellence is strongly stressed and routinely achieved by our project team.



Introduction

Program Overview

The city of Perry is 1 of 13 communities selected to participate in the 2012 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 interns, and ISU faculty and staff. The program is sponsored by the Iowa Department of Transportation.

Community Goals

The Perry visioning committee identified a number of goals and priority areas during the visioning process.

- Develop a network of community trails
 - Provide route suggestions for community-wide plan
 - Develop amenities boards with wayfinding opportunities
- Develop a plan for pedestrian enhancements to 1st Avenue
 - Provide pedestrian connection to BAR JAC Estates
 - Develop traffic calming techniques for roadway
- Develop entrance signage
 - Prepare sign design and propose locations
- Prepare plans for selective screening along trails

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

1. Program Overview
- 2a. Transportation Assets & Barriers - Overview
- 2b. Transportation Assets & Barriers - Analysis of Assets
- 2c. Transportation Assets & Barriers - Analysis of Barriers
- 3a. Special Places Mapping - Overview
- 3b. Special Places Mapping - Civic Pride & History
- 3c. Special Places Mapping - Recreation
4. Visual Quality Assessment
5. Transportation Inventory & Analysis
6. Concept Plan
7. Community Entrance Signage
8. Trail Artwork & Wayfinding
9. Screening Opportunities
10. Community Trails Master Plan
11. 1st Avenue Pedestrian Enhancements
12. 1st Avenue Traffic Calming

The city of Perry is one of 12 communities selected to participate in the 2012 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).

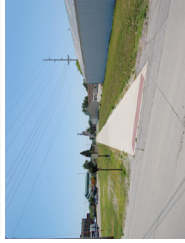
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Community Goals

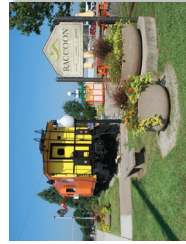
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11. 1st Avenue Pedestrian Enhancements
12. 1st Avenue Traffic Calming



Library. Source: Joshua Shields



Caboose Park. Source: Joshua Shields



Soumas Court. Source: Joshua Shields



Josh Daniels Memorial Plaza. Source: Joshua Shields

Perry

Program Overview

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension

Iowa Department of Transportation Trees Forever

ISU Landscape Architecture Extension

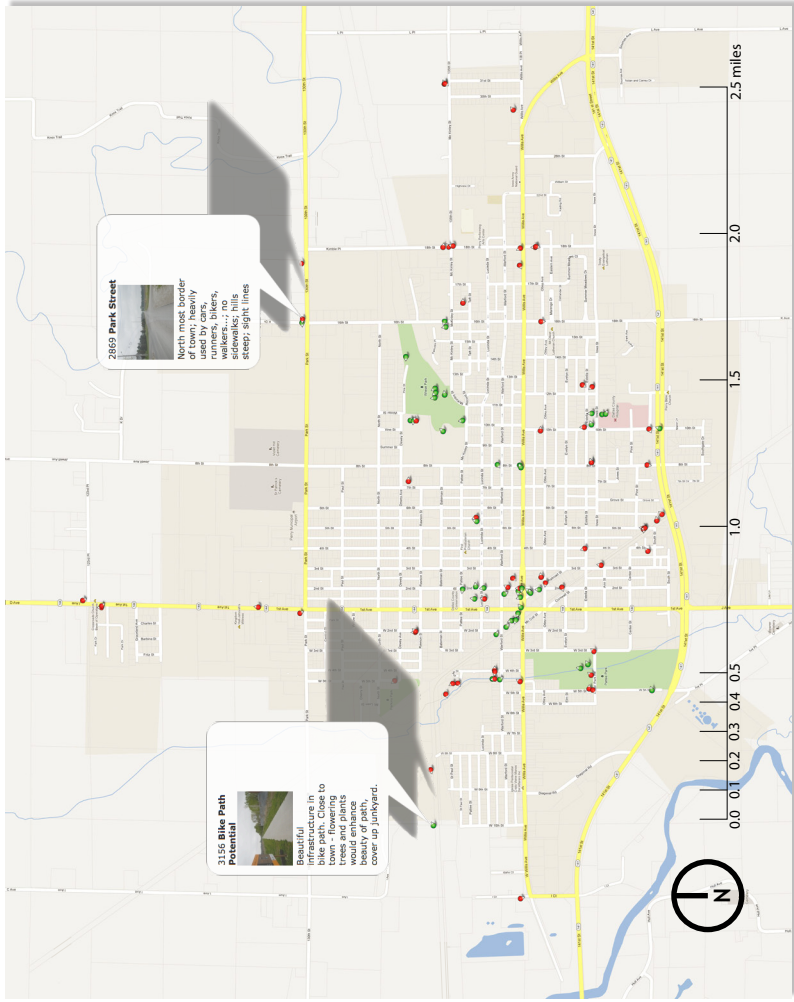
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Transportation Assets & Barriers - Overview

Transportation behavior—how and why people drive, walk, and bike where they do—is different in each community. These behaviors are influenced by regional and local elements such as highways, topography, sidewalk conditions, and destination. People have destinations in mind when they set out to go somewhere, but barriers such as difficult intersections, broken sidewalks, and lack of shade or visibility create negative experiences residents want to avoid. By talking to small groups of people and mapping destinations and desired connections, as well as barriers and other problems, we can get a good sense for what works well and what should be changed.

A total of 17 people attended the Perry focus groups, including 6 seniors, 3 parents, 4 youth, 3 steering committee members, and one active adult. Because most of the focus groups were quite small, the information provided is not completely representative of the general population in Perry. Participants took photographs of 45 assets and 62 barriers in the community, for a total of 107 images.



Map Source: Google Maps, accessed May 2012.

Context

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“Absolutely my favorite spot is Park Street. You got the cemetery is really pretty, then you hit a farm field, and then on out.”

“I think [McCreary Rec Center] is the best for paths, and they're wide, so if somebody wants to bike they can just go around you.”

“I think [sidewalk] is especially important because our immigrant population walks a lot more than the people who have lived here longer.”



Intersections: Wilk, Avenue and Fitz Avenue, Looking at Hotel Patee

“Wiese Park is the pride of Perry ... it's beautiful. If you could take a [snapshot] and say 'Here's how I want a park to look,' I would put Wiese against any park [in terms of scenery.] It's beautiful, it's green, it's open, it's nice, it's new.”

“There's a part [of the trail] with a really old train bridge if you go out at certain times there's such a pretty view. You can't see the town; you just see sky. It's awesome!”

“[Park Avenue to the east] is nice, open.... This is a really popular stretch because you're kind of out in nature.”

Perry

Transportation Assets and Barriers | 1. Overview

Transportation Assets & Barriers - Analysis of Assets

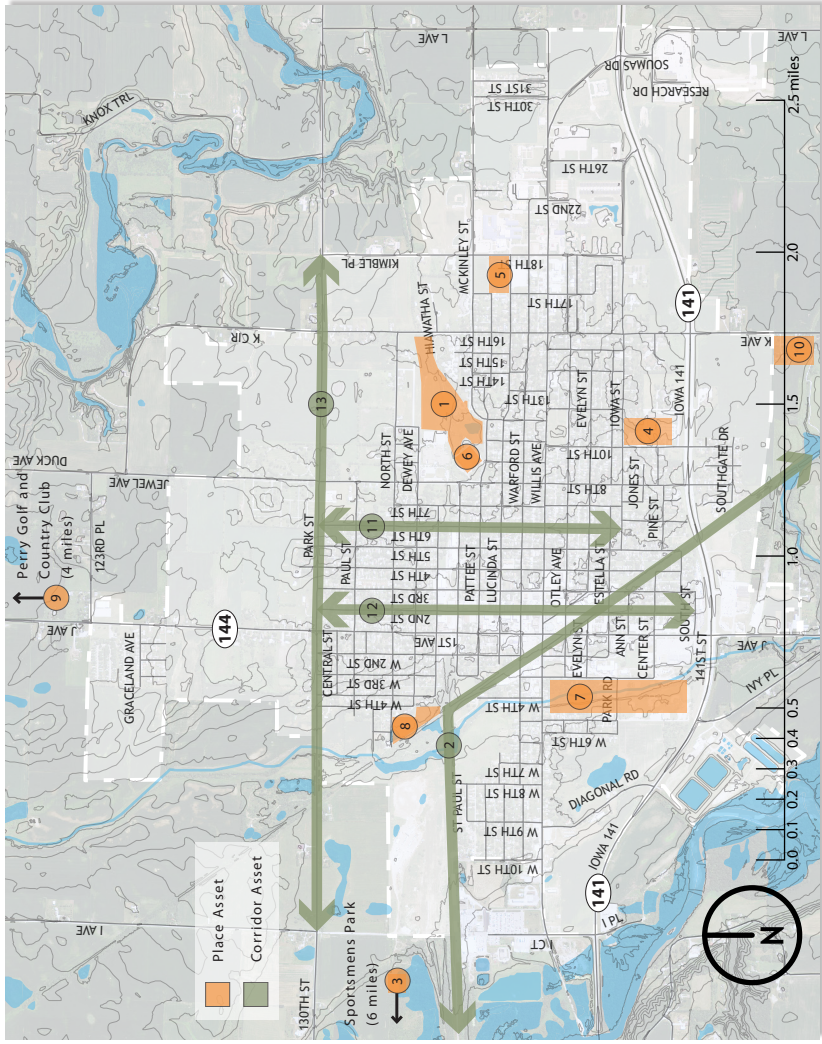
Wiese Park (1) was mentioned by participants in all the focus groups. The trail in this park is popular all age groups. One senior participant considers Wiese park “the best for paths because they’re wide and if somebody wants to bike they can just go around you.” The park also has a sand volleyball court, Frisbee golf, playgrounds, pavilions and a gazebo.

Another popular venue for recreation is the Raccoon River Valley Trail (2), for a variety of reasons, including the fact that it is paved and in good condition, connects Perry with other communities, and is scenic. Some people take the trail to Dawson to visit Sportsmens Park (3). With the trail, Perry has the potential to become a hub for the central Iowa trails systems.

Other sites where Perry residents like to walk, bike, and run are the Dallas County Hospital walking trail (4), the high school track (5), and McCreary Recreation Center (6). Safety and convenience are typical reasons that focus group participants like these sites. One active adult explained that parents bring their kids to the track, and while the parents walk, the kids play on the football field. The track is also safe from traffic and dogs. The active participant used the track because she was bit by a dog when out walking in town.

Despite its need of an upgrade, Pattee Park (7) is often used by residents. Parents who attended the focus group mentioned that people often have parties in the shelter there, while youth participants mentioned the skate park. Pattee Park also features a sports complex and a dog park. Another park that is frequently used but in need of improvement is Perkins Park (8), which is where the soccer fields are located. The Perry Golf and Country Club (9) north of town is used year-round, because people cross-country ski there during the winter. The Forest Park Museum (10) is a popular place south of town to step back into Dallas County’s historic past and visit the arboretum.

Focus group participants in Perry primarily walk, bike, and run for exercise. People in the parents and youth groups also rollerblade. While participants said that people walk all over town in general, they did identify several specific streets where residents engage in these activities. According to one youth participant, a lot of people run on 6th Street (11). The youth also like to walk on 2nd Street (12) because it has wide sidewalks. Park Street (13) was also mentioned.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2012, <http://www.wipgb.uiowa.edu/ngis/ibx/>.

Analysis of Assets

Perry is fortunate to have a variety of recreational opportunities. Of these, **Wiese Park (1)** was mentioned by participants in all the focus groups. The trail in this park is popular all age groups. One senior participant considers Wiese park "the best for paths because they're wide and if somebody wants to bike they can just go around you." The park also has a sand volleyball court, frisbee golf, playgrounds, pavilions and a gazebo.

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Other sites where Perry residents like to walk, bike, and run are the **Dallas County Hospital walking trail (4)**, the **high school track (5)**, and **McCreary Recreation Center (6)**. Safety and convenience are typical reasons that focus group participants like these sites. One active adult explained that parents bring their kids to the track, and while the parents walk, the kids play on the football field. The track is also safe from traffic and dogs. The active participant used the track because she was bit by a dog when out walking in town.

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Wiese Park



Raccoon River Valley Trail



Dallas County Hospital Health and Wellness Trail

Perry

Transportation Assets and Barriers | 3. Analysis of Assets

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Transportation Assets & Barriers - Analysis of Barriers

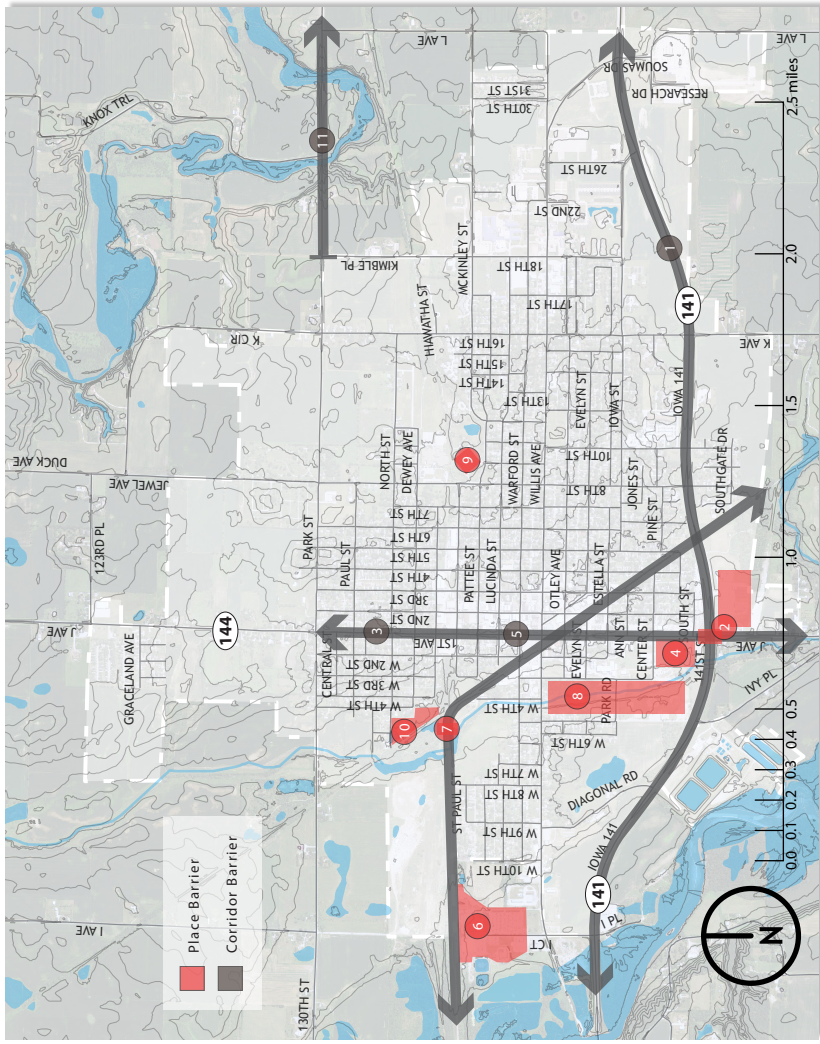
Highway 141 (1), which skirts the southern part of Perry, creates several barriers for pedestrian and bicycle traffic. People in the seniors, parents, active adults and steering committee groups desire some type of pedestrian/bike crossing over the highway. Access to the shopping area (2) along 141 for pedestrians is a serious issue, as they have to cross a four-lane highway on which traffic is moving 50 miles per hour.

First Avenue/Highway 144 (3) also presents challenges. For instance, there is no pedestrian crossing near the Alco Discount Store (4), making it difficult for people who live east of 1st Avenue to walk there. Many people walk on 1st Avenue from Park Street to the city limits (5) to reach the new housing development. At the same time, this corridor experiences heavy truck traffic because it is also Highway 144. Seniors, parents, and steering committee participants cited three or four incidents when kids were hit while walking on 1st Avenue North.

The Raccoon River Valley Trail is a highly valued asset. However, focus group participants identified several areas for improvement. A participant on the steering committee said that access to Tyson from the trail (6) is needed because a lot of Tyson employees walk and bike to work but they can't get to the plant from the trail. Another issue with the trail is that a portion of it traverses an industrial area of Perry, including Tyson, which participants described as "really stinky." The intersection (7) of the Raccoon River Valley Trail and the Hiawatha Trail is dangerous because of visibility issues. Finally, the seniors would like to see a walking trail in Perry, because they see the Raccoon River Valley Trail as a trail for distance riding.

Other assets in Perry that need improvement are Pattee Park (8), McCreary Rec Center (9), and Perkins Park (10). Access to Pattee Park is difficult for pedestrians and drivers, because the sidewalks are in poor condition and there is only one entrance for vehicles. Access for vehicles is also difficult at Perkins Park, where the streets are narrow and parking is limited, and at McCreary Rec Center, because the parking lot has many potholes.

In addition to the specific areas already noted, participants in all focus group demographics said that sidewalks in general in Perry are either lacking or in poor condition. Residents also see places with potential, such as Park Street east of 18th Street (11), which is currently gravel, but would be a good place for running and biking if it were paved.



Map Source: Iowa Department of Natural Resources. "Natural Resources Geographic Information Systems Library," accessed April 2012, <http://www.iagb.uiowa.edu/mgidlib/>.

Analysis of Barriers

Highway 141 (1), which skirts the southern part of Perry, creates several barriers for pedestrian and bicycle traffic. People in the seniors, parents, active adults and steering committee groups desire some type of pedestrian/bike crossing over the highway. Access to the **shopping area (2)** along 141 for pedestrians is a serious issue, as they have to cross a four-lane highway on which traffic is moving 50 miles per hour.

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Dangerous Intersection: Raccoon Trail Crossing Hwy 141



Poor Walking Surface along Railroad Street



Rough Transition: Trail Bridge into Pattee Park

Perry

Transportation Assets and Barriers | 4. Analysis of Barriers

Iowa Department of Transportation | Trees Forever | ISU Landscape Architecture Extension

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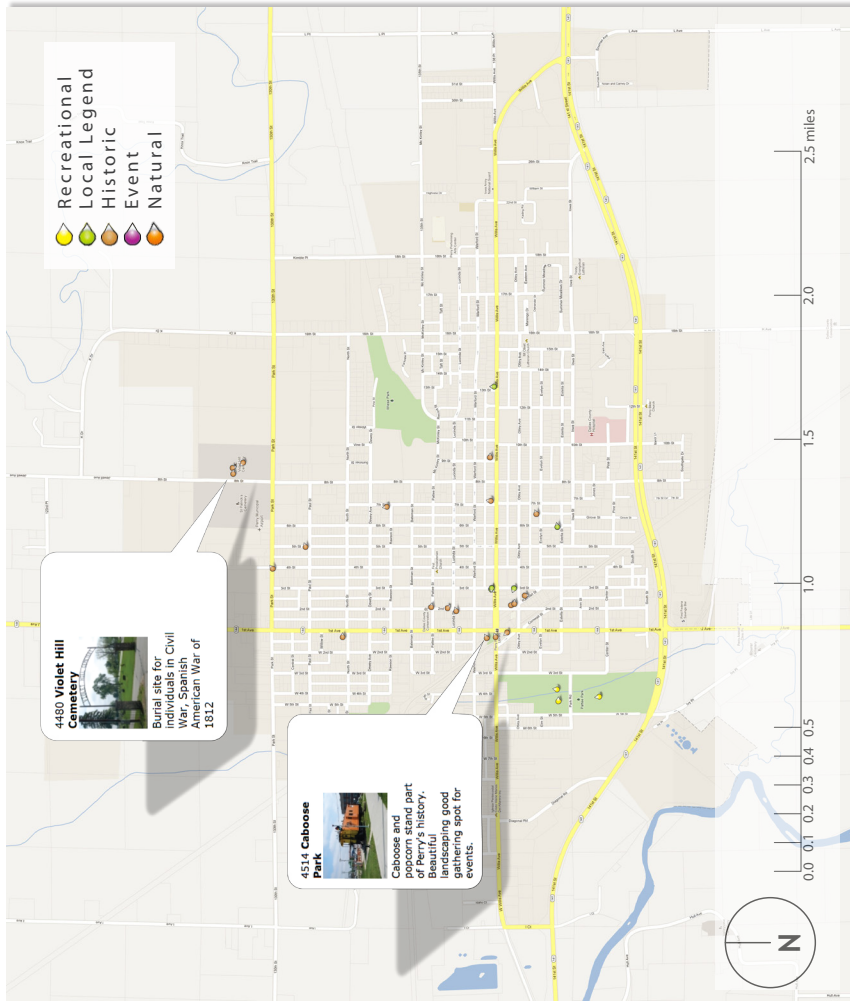
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Special Places Overview

Every community has places that are of special value to its residents. Places may be valued as landmarks, such as historic trees or buildings. Other places may be valued as the site of childhood adventures or universal events. Some places just seem to evolve into local hangouts—a tavern, a diner or even a parking lot. Places may be valued because they are tangible reminders of past residents; they represent a shared history.

“Special places” refers to these places, which often contribute to residents’ perception of home and desire for community investment. By identifying a community’s special places and learning why those places are important, designers gain a better understanding of residents’ values and are able to incorporate those into a meaningful design.

The design team conducted mapping interviews with Perry residents about their special places, and noted comments and locations on an aerial photo. These were then studied to discover themes and consensus among residents about their town. The results are communicated in the thematic maps to follow.



Map Sources: Google Maps, accessed May 2012

Context

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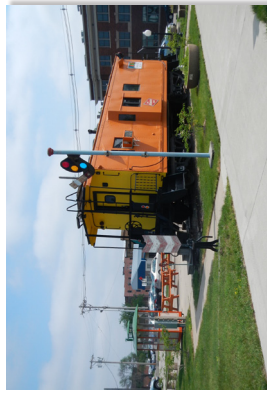
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“Welcome Depot was the depot for the Minneapolis & St. Paul Railroad. It’s part of Perry’s history.”

“Lutheran Home was the location where Buck Barrows of Bonnie & Clyde fame was taken and later died.”



Perry City Building



Caboose Park



Violet Hill Cemetery gates

Perry

Special Places Mapping | 1. Overview

Landscape Architect: Josh Shields, ASLA, Bolton & Menk
 LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension
 Iowa Department of Transportation | Trees Forever | ISU Landscape Architecture Extension | ISU Extension Community and Economic Development

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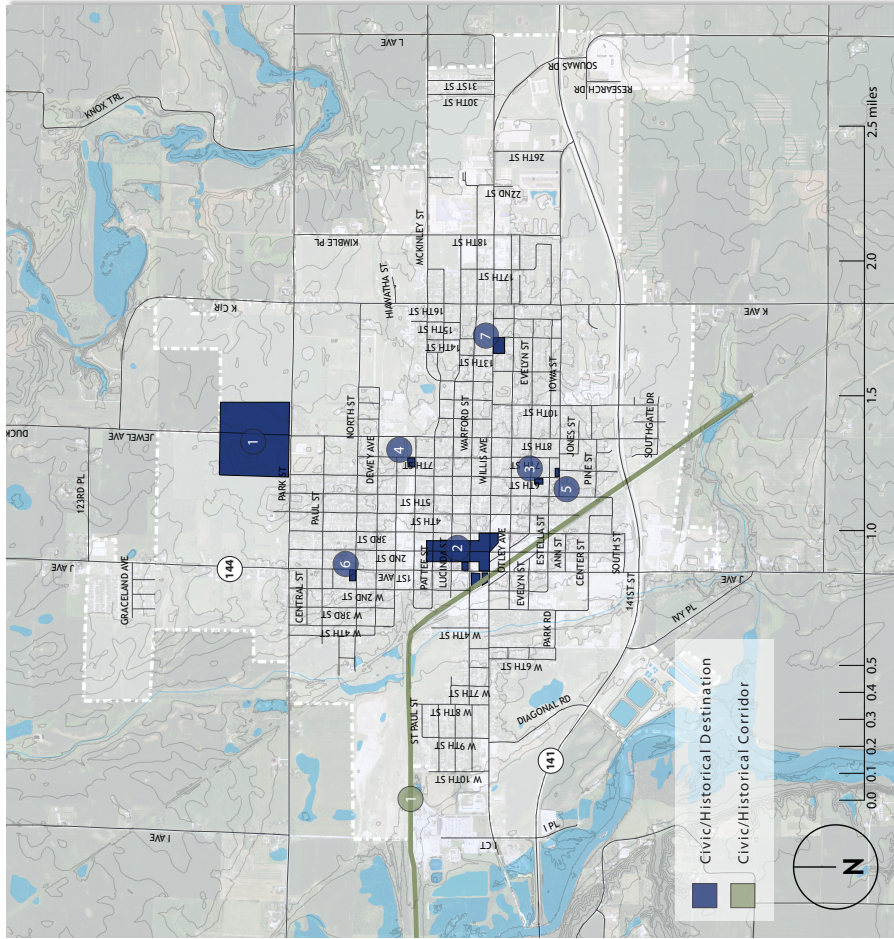
Civic Pride and History

The city of Perry is rich in history and its residents have a strong sense of community pride. Since its founding in 1869, the city has been home to a number of important structures and facilities key to the community's development. In total, Perry is home to more than 50 structures that are included on the National Historic Register.

Violet Hill Cemetery (1) is a historic cemetery on the northern edge of Perry. Burials at the cemetery include individuals from the Civil War, Spanish American War, and the War of 1812. The cemetery also includes patients deceased from the pest house (that housed people inflicted with communicable diseases). Each year the Historic Preservation Commission hosts the Violet Hill Cemetery Walk during which attendees dress up and portray deceased community members and explain what life was like in Perry during that time.

Downtown Perry has changed a lot since its early years. Residents described downtown as a place where people would once gather to visit with neighbors, catch a movie, or get an ice cream cone. Within the historic downtown core (2), there are several structures, both existing and lost over time, that are important to Perry's history. Some of the structures that still exist include the recently renovated City Hall, the Jones College building (that housed the first college in Perry), the Perry Chief building, and the Historic Hotel Pattee. Some of those that have been lost over the years include the old fire station, the Foxy Theater, and the Majestic Theater.

Outside of the downtown core, a number of historic structures are spread throughout the community. Among these are the Auto Salvage Barn (3), Bethany Baptist Church (4), the 6th Street Neighborhood Grocery Store (5), the Wiese residence (6), and the Perry Lutheran Home (7). The Perry Lutheran Home was the hospital where Buck Barrows (brother of Clyde from the famous bank robbing duo Bonnie and Clyde) was taken and later died from wounds he suffered during one of their attempted robberies.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2012, <http://www.idnr.iowa.edu/nrgis/lib/>

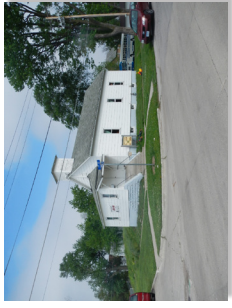
Special Places: Civic Pride and History

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Bethany Baptist Church



Downtown business and streetscape improvements



6th Street Neighborhood Grocery Store building

Perry

Special Places Mapping | 2. Civic Pride and History

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension

Iowa Department of Transportation

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ISU Landscape Architecture Extension

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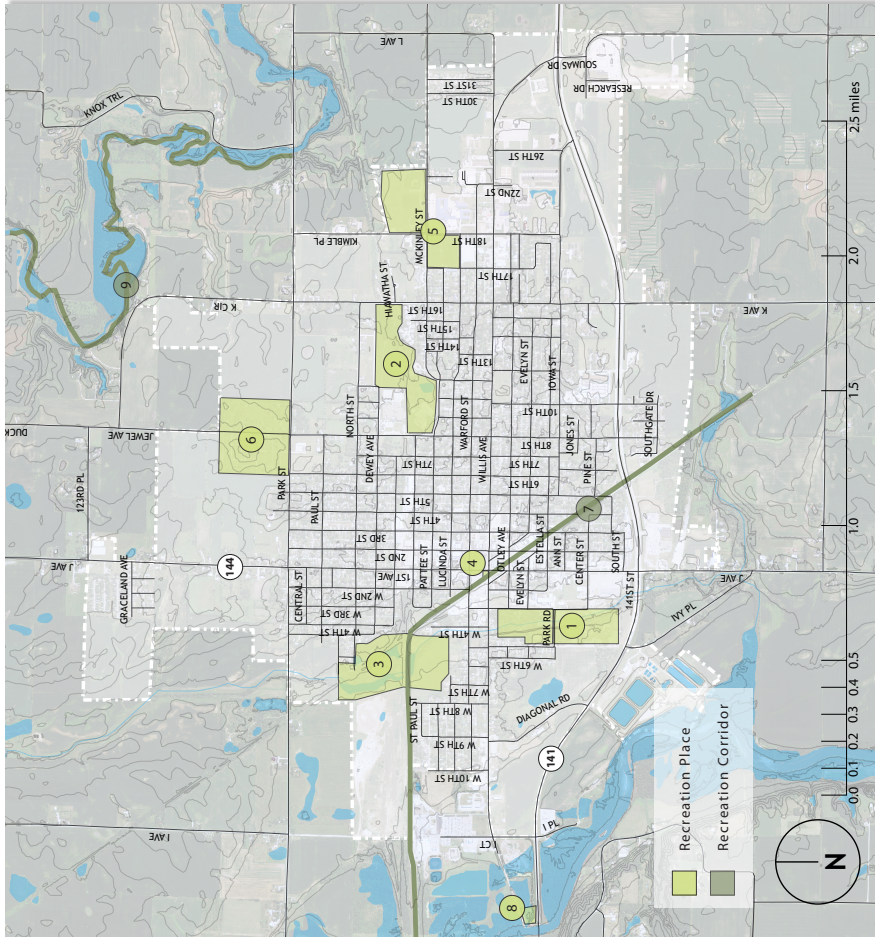
3b

Recreation

Perry has four parks, each of which provides unique recreational opportunities for residents and visitors. Pattee Park (1) is a frequently used facility in the southwest corner of the community. The park houses three picnic shelters, playground equipment, a skate park, band shell, tennis courts, horseshoe pits, a sand volleyball court, baseball/softball diamonds, and a dog park. Wiese Park (2) is adjacent to the elementary school on the east side of the community. This park offers picnic shelters, playground equipment, a lit basketball court, a sand volleyball court, a disc golf course, and a lit two-mile recreation trail. Perkins Park (3) is located in the northwest corner of the community and includes playground equipment and a soccer field. Caboose Park (4) in Perry's Cultural District serves as the trailhead for the Raccoon River Valley Trail and houses a seasonal hot dog and tropical sno stand in a restored caboose. Ball fields are available at the Middle and High School Complex (5). Violet Hill Cemetery (6) is a popular spot for residents to walk and bike.

The Raccoon River Valley Trail (7) is a 56-mile-long multi-use recreational trail that runs between Waukee and Jefferson. The north Loop of the trail is currently under construction and, when completed, will include an additional 33 miles of recreation trail running through the heart of Perry to link it with surrounding communities.

The Perry Boat Ramp (8) on the east bank of the Raccoon River enables boaters and recreational paddlers access to the North Raccoon River Water Trail that runs from northern Sac County to the junction with the Des Moines River in Polk County. On the north side of town the Beaver Creek Waterway (9) also serves as a destination for kayaking enthusiasts. One resident describes this segment of water as a "kayaker's paradise."



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2012, <http://www.gis.iubruvax.edu/mglib/>

Perry

Special Places Mapping | 3. Recreation

Landscape Architect: Josh Shields, ASLA, Bolton & Menk
 LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension
 Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension

Special Places: Recreation Spaces

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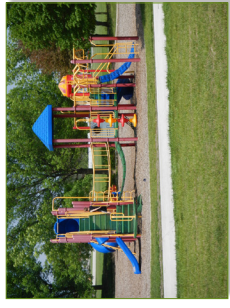
"Caboose and popcorn stand are a part of Perry's history. Beautiful landscaping and good gathering spot for events."



Pattee Park, kimbels/hill



Raccoon River Valley Recreation Trail



Wiese Park, playground

Transportation Inventory and Analysis

The Perry steering committee and design team met with Iowa Department of Transportation personnel and local officials to identify historic, existing, and future transportation systems in the area. Transportation opportunities and challenges that could potentially affect areas of redevelopment and improvement were mapped on an aerial of the community. The following aspects are taken into account as part of the transportation analysis.

Perry is located along Highway 141, roughly 40 miles northwest of the Des Moines Metro Area. Formerly a major railroad hub along the Chicago, Milwaukee & St. Paul Railroad and the Minneapolis & St. Paul Railroad, the community is currently a hub for the northern loop of the Raccoon River Valley Trail. Perry is also positioned to become a hub for the High Trestle Trail, another popular multi-use trail.

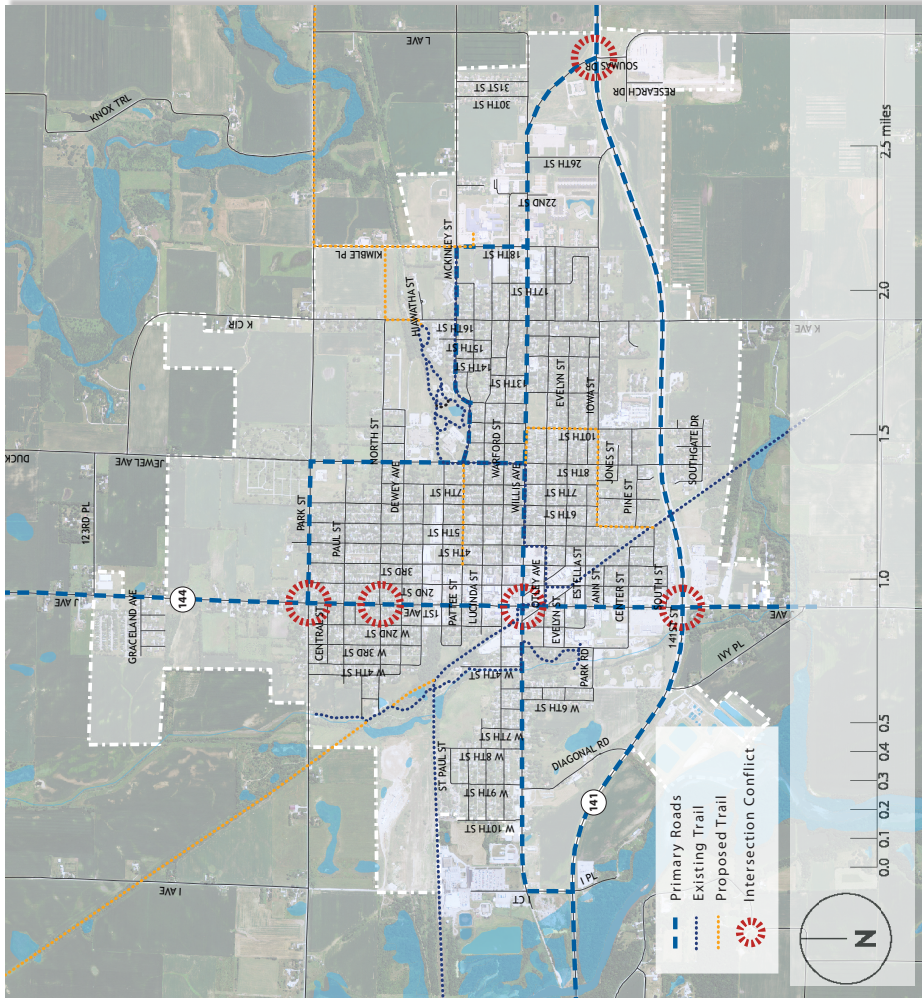
Vehicular Traffic Challenges

A number of intersections with Highway 141 are prone to accidents. The intersection of Willis Avenue and both signalized intersections at Pamida and at 1st Street see a number of accidents annually.

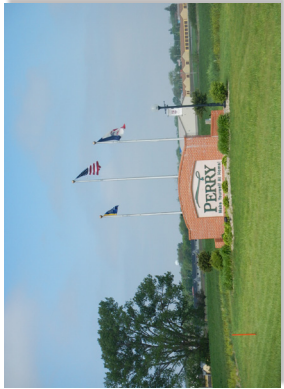
Pedestrian Traffic Challenges

Pedestrian accidents occur at higher rates at the intersections of 1st Avenue with Park Street and North Street. Pedestrian traffic in both locations is difficult based on speeding traffic and the four lanes of roadway that must be crossed.

The absence of trails linking neighborhoods into the overall local and regional network causes many pedestrians to use roadways. A number of these missing trail links have been identified. The city has also been actively replacing sidewalk approaches to adhere to the guidelines set forth by the Americans with Disabilities Act.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library", accessed April 2012, <http://www.dgs.iowa.edu/inglib/>.



Perry welcome sign along Highway 141



Park Street and 16th Street Intersection



Raccoon River Valley Bike Trail crossing on Highway 141

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Perry

Transportation Inventory and Analysis

Landscape Architect: Josh Shields, ASLA, Bolton & Menk
 LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension
 Iowa Department of Transportation

Trees Forever ISU Landscape Architecture Extension

ISU Extension Community and Economic Development Summer 2012

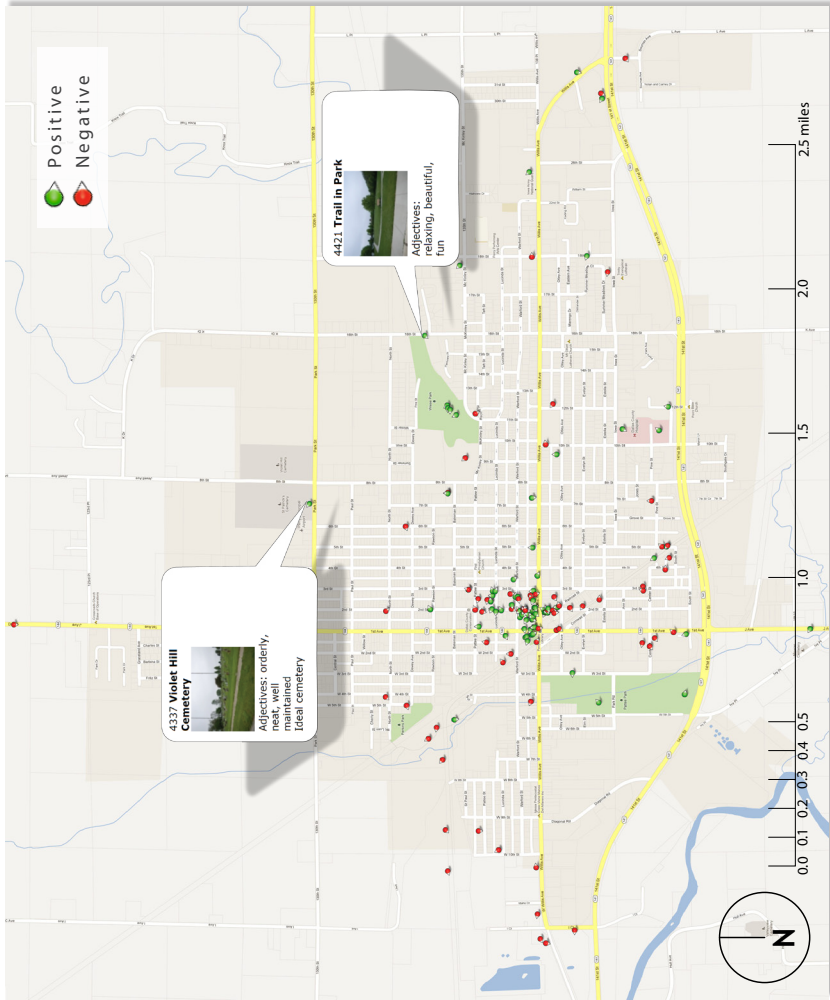
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Visual Quality Assessment

As part of the inventory process, members of the steering committee and community volunteered to record images of Perry that they perceive as positive and areas which they feel detract from the community's image. This visual quality assessment acts as a bridge between the community's motivations and their vision. This vision is expressed in each component of the final concept plan.

This analysis, combined with mapping data from focus groups, special places, and transportation inventories, reveal areas in the community that the vision should address. The data show resources available to support the community concept plan and indicates constraints that may exist. The committee used this information when setting goals to use in developing the concept plan and feasibility report.

Residents perceive some areas of Perry more favorably than others. Places that people saw as visually appealing or in need of improvement are mapped to the left. Places seen as opportunities for improvement are clustered around the Highway 144/1st Avenue corridor and the community trails. Areas that Perry citizens find favorable include the landscaping along the trails, the community parks, and the cultural district.



Map Source Google Maps, accessed May 2012.

Context

As part of the inventory process, members of the steering committee and community volunteered to record images of Perry that they perceive as positive and areas which they feel detract from the community's image. This visual quality assessment acts as a bridge between the community's motivations and their vision. This vision is expressed in each component of the final concept plan.

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“Downtown streetscape is beautiful and has controlled traffic.”

“Willis Boulevard between 1st Avenue and 2nd Street with the Security Bank Building (City Hall), Hotel Pattee, Perry Library, and Carnegie Library Museum are well lit and landscaped. This block is the future of Perry; the real selling point of our city to guests and residents alike; our finest assets and part of the reason we live here.”



Willis Avenue streetscape



Josh Davis Memorial Plaza

Perry

Visual Quality Assessment

Landscape Architect: Josh Shields, ASLA, Bolton & Menk
 LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension
 Iowa Department of Transportation

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Concept Plan

Long-term visioning and planning are essential for a community to be able to provide sustainable, functional, and beneficial improvements. Using the results of the inventory and analysis of community resources, Perry's visioning committee set goals and determined the vision they have for the community.

Following the goal setting process, the visioning design team led a design workshop, during which a preliminary concept was created based on input from the visioning committee and members of the community at large.

The primary goals for the concepts are to:

- Develop a network of community trails
 - Provide route suggestions for community-wide plan
 - Develop amenities board with wayfinding opportunities
- Develop a plan for pedestrian enhancements to 1st Avenue/Highway 144
 - Provide pedestrian connection to BAR JAC Estates
 - Develop traffic calming techniques to improve safety
- Develop entrance signage
 - Prepare sign design and propose locations
- Prepare plans for screening along trails

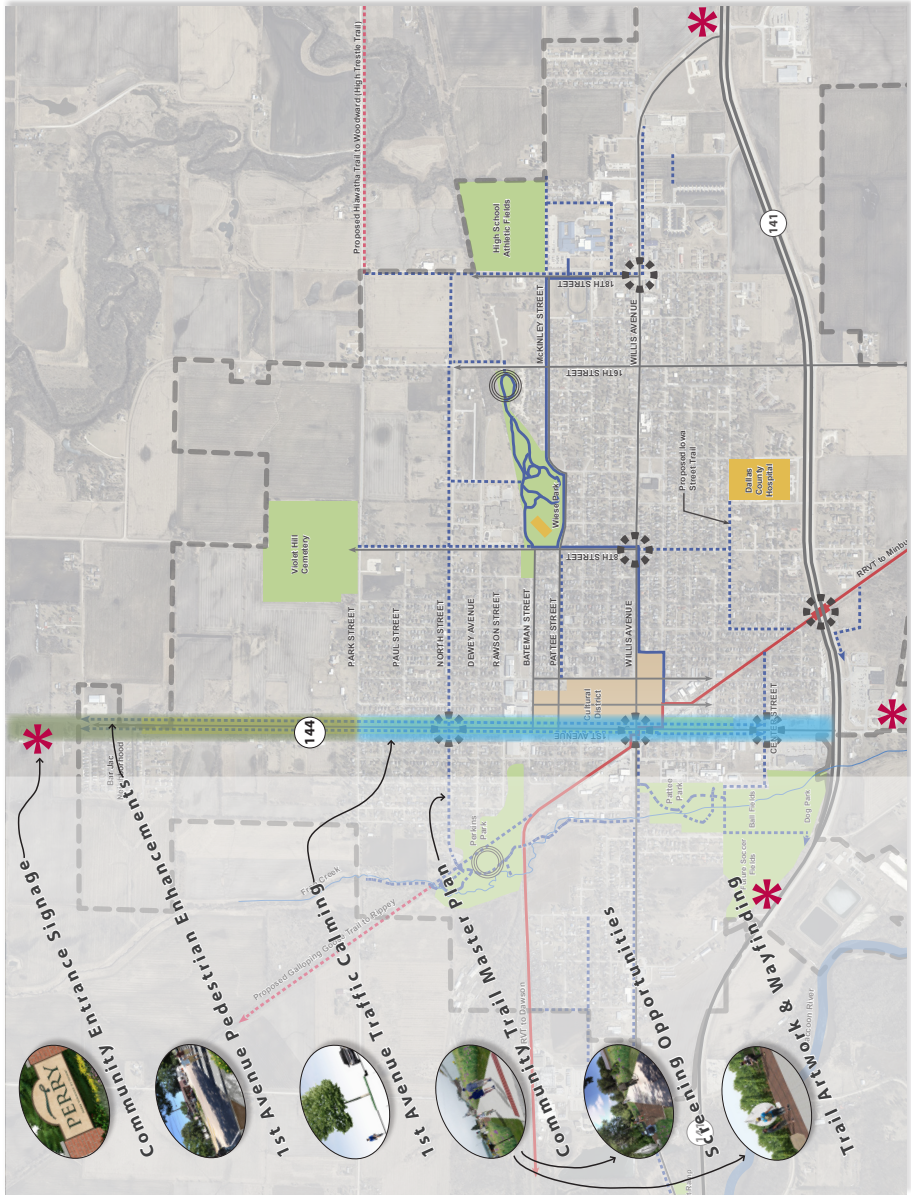
The community concept plan presented here is based on input from both the visioning committee and residents of Perry and brings together ideas, goals, and visions for improvements. Specific projects include:

- Community Entrance Signage
- Trail Artwork and Wayfinding
- Screening Opportunities
- Community Trails Master Plan
- 1st Avenue Pedestrian Enhancements
- 1st Avenue Traffic Calming

Summary of Preliminary Opinion of Probable Construction Costs

The preliminary opinions of probable construction costs in this report are based on current construction costs for typical contractors bidding on materials and installation. These costs also reflect the generally conceptualized master plan concepts for each area described in the following pages. Final costs may be impacted by quantities, size and type of materials used and may also change based on further design. The opinions do not reflect donations, in-kind gifts, volunteer labor, alternatives, regulatory agency permits/fees, property costs, or utilities and various unknown conditions.

The opinions of cost presented in this report are intended to be used for preliminary ball park budgetary information only and will need to be refined and updated as concepts are further developed.



Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2012, <http://www.iadnr.gov/geo/gis/>

Long-term visioning and planning are essential for a community to be able to provide sustainable, functional, and beneficial improvements. Using the results of the inventory and analysis of community resources, the Perry visioning committee set goals and determined its vision for the community.

Following the goal setting process, the design team led a conceptual design workshop, during which a preliminary concept was created with help from steering committee members. The enhancements identified during the workshop were:

- Develop a network of community trails
 - Provide route suggestions for community-wide plan
 - Develop amenities board with wayfinding opportunities
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- 1st Avenue Traffic Calming

Perry

Concept Plan

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension

Iowa Department of Transportation

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Community Entrance Signage

Signage announcing arrival at a destination is just as important as signage guiding visitors to a community. It sets the tone for their stay in the area. It also signals when they can begin looking for gas, lodging, or an attraction they wish to see. To be effective, entrance signage must be legible from a distance and at various speeds to accommodate both vehicular and pedestrian traffic. This sign should relate the community’s story, often incorporating the city’s logo or history. Additionally, entrance signage is more effective if it stands out from the surrounding landscape, generally by incorporating landscaping around the base and some form of vegetation that can act as a backdrop. The key is to develop a noticeable and memorable feature, one which leaves the visitor wanting to come into town and discover more about the community.

Perry currently has many different types of signage. The most prominent of these is located on the east side of town along Highway 141. Though large, it also sits below the visual line of the roadway and lacks the backdrop needed to highlight it from surrounding land use. Signs announcing entrance to the community from the north and south along 1st Avenue resemble billboards so are often overlooked by motorists. There is not currently an entrance sign for visitors coming from the west.

Key Concept Components

- Develop signage reinforcing community theme and logo
- Establish signage locations as destinations
- Provide similar landscaping treatments at signage locations

Design Expertise Recommended

Projects may require help beyond the capability of the visioning committee or available city staff. For this improvement project, the committee may expect to involve the following design professionals: graphic designer, landscape architect, structural engineer, electrical engineer. They should also expect to coordinate design with the district DOT office.

Project Scope and Cost Opinion

This cost range may be reduced with materials that are donated or provided at a reduced cost, as well as volunteer labor for appropriate projects. A more refined look at design and materials will also help pin point opinion of cost for community signage.

COMMUNITY ENTRANCE SIGNAGE			
BOARD 7		LOW	HIGH
Community Signage	.....	\$20,000	\$25,000
	sign footing , brick veneer and cap, custom sign, landscaping restraint, amended soil, mulch, evergreen trees, shrubs, perennials, lighting		
SUBTOTAL		\$20,000	\$25,000



Elevation of proposed community entrance sign



Possible locations for proposed entrance signs
Map Source: Dallas County GIS Services, 2009



Image edit of proposed community sign adjacent to 1st Avenue/Highway 144

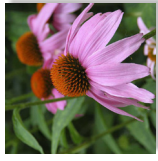
Potential Landscaping Plants



Red Twig Dogwood
Cornus racemosa



Black-eyed Susan
Rudbeckia hirta



Purple Coneflower
Echinacea purpurea



Little Bluestem
Schizachyrium scoparium



Plan view of proposed community entrance sign

Signage announcing arrival at a destination is just as important as signage guiding visitors to a community. It sets the tone for their stay in the area. It also signals when they can begin looking for gas, lodging, or an attraction they wish to see. To be effective, entrance signage must be legible from a distance and at various speeds to accommodate both vehicular and pedestrian traffic. This sign should relate the community's story, often incorporating the city's logo or history. Additionally, entrance signage is more effective if it stands out from the surrounding landscape, generally by incorporating landscaping around the base and some form of vegetation that can act as a backdrop. The key is to develop a noticeable and memorable feature, one which leaves the visitor wanting to come into town and discover more about the community.

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Perry

Community Entrance Signage

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension

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Trail Artwork & Wayfinding

Wayfinding is a crucial element for regional trail systems, and will play a larger role in the community as Perry becomes a hub for the Raccoon River Valley and High Trestle Trails. The proposed wayfinding signage package uses elements of the RRVT but provides alternate logos for community trail networks like the Hiawatha Trail and Frog Creek Trail. Incorporating a QR Code may provide the city with a means of promoting other community assets.

Perry already has an outgoing art committee. As trail usage increases along the RRVT, this amenity may be an outlet for local and regional artists to display work, creating an outdoor gallery. This effort would complement plans by other central Iowa communities that are planning to install artwork at parks and trailheads along the RRVT.

Key Concept Components

- Extend artwork along the RRVT (making it into a series of neighborhood parks and a linear community feature)
- Establish graphic identity for entire corridor unique to Perry
- Use local materials and low maintenance vegetation in construction
- Use art to relate the history of the community to visitors

Design Expertise Recommended

For this improvement project, the committee should expect to involve the following design professionals: landscape architect, structural engineer, electrical engineer, members of the local art committee. They should also expect to coordinate design with members of the RRVT.

Project Scope and Cost Opinion

The following cost opinion is based on current project bid costs within the state of Iowa. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects.

TRAIL ARTWORK/PEDESTRIAN NODE			
BOARD 8		LOW	HIGH
	Artwork/Pedestrian Node		
	Custom artwork	\$10,000	\$30,000+
	Wayfinding signage	\$2,500	\$3,500
	Paving	\$3,500	\$5,000
	Landscaping	\$1,500	\$3,000
	Benches	\$900	\$2,500
	Bike racks	\$500	\$1,500
	SUBTOTAL	\$18,900	\$45,500

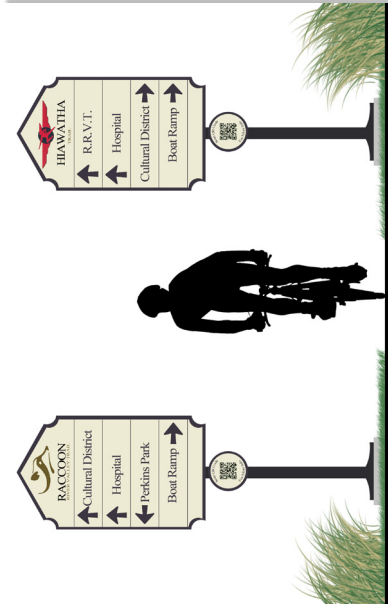
TRAIL WAYFINDING			
BOARD 8		LOW	HIGH
	Perry Trail Wayfinding Signage		
	Sign post	\$500	\$750
	Wayfinding sign	\$200	\$1,500
	SUBTOTAL	\$700	\$5,500



Image edit of Raccoon River Valley Trail through Perry's Cultural District



Typical sculpture node adjacent to recreation trails



Proposed wayfinding signage for community trails

Community signage and visual screening were two elements the steering committee wanted to address through this conceptual design process. Both of these elements are part of community identity. The images on this page start to tie the elements of community signage and screening into assets for the city.

Wayfinding is a crucial element for regional trail systems, and will play a larger role in the community as Perry becomes a hub for the Raccoon River Valley and High Trestle Trails. Wayfinding provides a list of community assets and directions for trail patrons. The proposed wayfinding signage package uses elements of the Raccoon River Valley Trail but provides alternate logos for community trail networks like the Hiawatha Trail and Frog Creek Trail. Incorporating a QR Code with wayfinding may provide the city with a means of promoting other community assets to tourists.

Perry already has an outgoing art committee. As trail usage increases along the Raccoon River Valley Trail, this amenity may be an outlet for local and regional artists to display work, creating an outdoor gallery for the community. This could complement plans by other central Iowa communities that are planning to install artwork at parks and trailheads along these recreational routes.

Perry

Trail Artwork and Wayfinding

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension

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

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Screening Opportunities

Selective screening along Perry’s trail system was identified as an area of need by the steering committee. As activity increases along the trail, it will become more important to ensure that the experience presented to cyclists and pedestrians mirrors that presented to motorists entering the community. Opportunities for screening also provide Perry and Dallas County with the potential for improving the natural habitat along these routes, provide areas of shade and sun, and consider the addition of seating, wayfinding, and public art.

The images on this page depict a few examples of screening efforts that can enhance the cycling and pedestrian experience. A row of trees planted between the trail and the Tyson Foods facility can create a visual barrier that acts as a living fence between the two properties. The trees also provide shade for trail users and create a breeze along this section of the trail. The wildflower and prairie mix can provide wildlife habitat, seasonal interest, and can stimulate the senses.

A mix of wildflowers and grasses along the trail north of the Highway 141 crossing can provide screening, habitat, and seasonal interest. This location may also be prime for a sculpture node—a rest area that can accommodate sculpture, wayfinding, and seating. These areas can also act as mini parks throughout the community.

Key Concept Components

- Establish inviting trail entry to the community
- Enhance surrounding landscape
- Use low maintenance vegetation in planting designs

Design Expertise Recommended

Projects may require help beyond the capability of the visioning committee or available city staff. For this improvement project, the committee should expect to involve the following design professionals: horticulturalist, master gardener, botanist, and/or landscape architect. They should also expect to coordinate design with Dallas County Conservation and RRV. T.

Project Scope and Cost Opinion

The following cost opinion is based on current project bid costs within the state of Iowa. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects.

SCREENING OPPORTUNITIES			
BOARD 9		LOW	HIGH
	Screening Opportunities		
	Native seeding (acre)	\$3,000	\$5,000
	Perennials (each)	\$15	\$20
	Shrubs (each)	\$35	\$50
	Evergreen trees (each)	\$350	\$500
	Deciduous trees (each)	\$300	\$450
	SUBTOTAL	\$3,700	\$6,020



Image edit of Raccoon River Valley Trail north of Tyson Foods

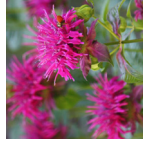
Fragrant Prairie Plants



Black-eyed Susan
Rudbeckia hirta



Purple Coneflower
Echinacea purpurea



Wild Bergamot
Monarda fistulosa



Purple Prairie Clover
Dalea purpurea



Purple Oregano
Sporobolus heterolepis



Image edit of Raccoon River Valley Trail north of Highway 141

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Perry

Screening Opportunities

Landscaping Architect: Josh Shields, ASLA, Bolton & Menk
 LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension
 Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension ISU Extension Community and Economic Development Summer 2012



Community Trails Master Plan

The steering committee expressed an interest in developing a community-wide network of walking and cycling trails to supplement the trail system already established in Perry. The proposed master plan was developed by consulting inventory data, talking with residents, and through conversations with city staff. The goal of this master plan is to provide multi-modal opportunities for pedestrians and cyclists.

This plan proposes a range of trail development. Some of the routes will include improved sidewalk infrastructure to tie neighborhoods into existing routes and to provide links to noted community destinations. Other routes are planned connections to regional trails such as the High Trestle Trail and the Galloping Goose Trail. Regardless, these routes should be developed to create loops promoting healthy lifestyles for residents.

Key Concept Components

- Provide connections to community attractions
- Enhance neighborhoods
- Provide seasonal interest and variety along corridors
- Promote mobility for residents and reduction of energy

Design Expertise Recommended

For this improvement project, the committee should expect to involve the following design professionals: traffic engineer, civil engineer, landscape architect, community neighborhood groups. They should also coordinate with the district DOT office and members of RRVT on select projects.

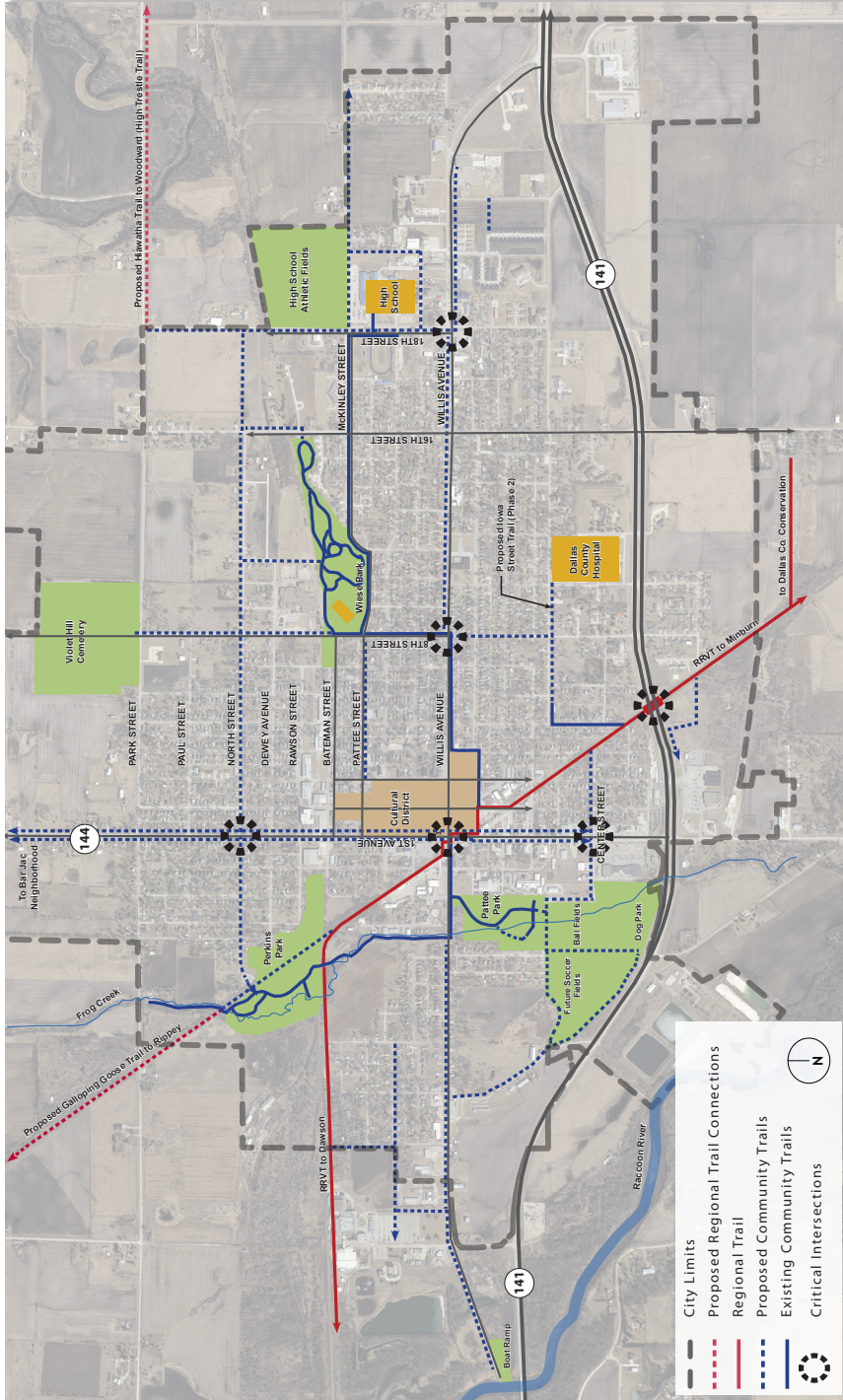
Project Scope and Cost Opinion

The following cost opinion is based on current project bid costs within the state of Iowa. These costs may be reduced with materials donated or provided at reduced cost.

COMMUNITY TRAILS MASTER PLAN				
BOARD 10	(*cost range in linear feet)		LOW	HIGH
	Multi-use Trail (8' width)	.....	\$45	\$55
	clearing and grubbing, grading, 4" concrete trail, landscaping, accessible paver panels			
	Multi-use Trail (10' width)	.....	\$55	\$65
	clearing and grubbing, grading, concrete trail, landscaping, accessible paver panels			
	Improved Sidewalk (5' width)	.....	\$25	\$35
	clearing and grubbing, grading, concrete trail, landscaping, accessible paver panels			

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Overall Community Trails Master Plan
 Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2012, <http://www.gis.iowa.edu/mglib/>

Perry

Community Trails Master Plan

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension

Iowa Department of Transportation

Trees Forever ISU Landscape Architecture Extension

ISU Extension Community and Economic Development Summer 2012

1st Avenue Pedestrian Enhancements

The steering committee identified a need to provide pedestrian infrastructure to the BAR JAC Estates housing development north of town. Currently, residents walk on the pavement edge or in the ditch alongside 1st Avenue/Highway 144. With speeds along this section posted between 35 to 55 mph, it creates a safety concern for the community.

In talking with members of the steering committee, residents, and city staff, it became apparent that any solution would have to involve the Department of Transportation. The current configuration of this roadway makes it cost prohibitive to provide a separated trail. However, a widened shoulder seems to provide an alternate solution that can provide safety for pedestrians while also allowing ease of seasonal maintenance. A change from rural to urban roadway section near Park Street will allow for a separation of pedestrian facilities into a widened sidewalk.

Along with providing a widened shoulder along the stretch of 1st Avenue from Park Street to 123rd Place, the proposed pedestrian enhancements also call for restriping 1st Avenue from four lanes to three lanes north of Park Street and in front of the BAR JAC Estates neighborhood to provide a turning lane. This restriping will also promote slower traffic speeds along this section of roadway--a difference from the current posted speeds.

Key Concept Components

- Provide accessible and safe routes within community
- Enhance corridor to slow vehicular speed

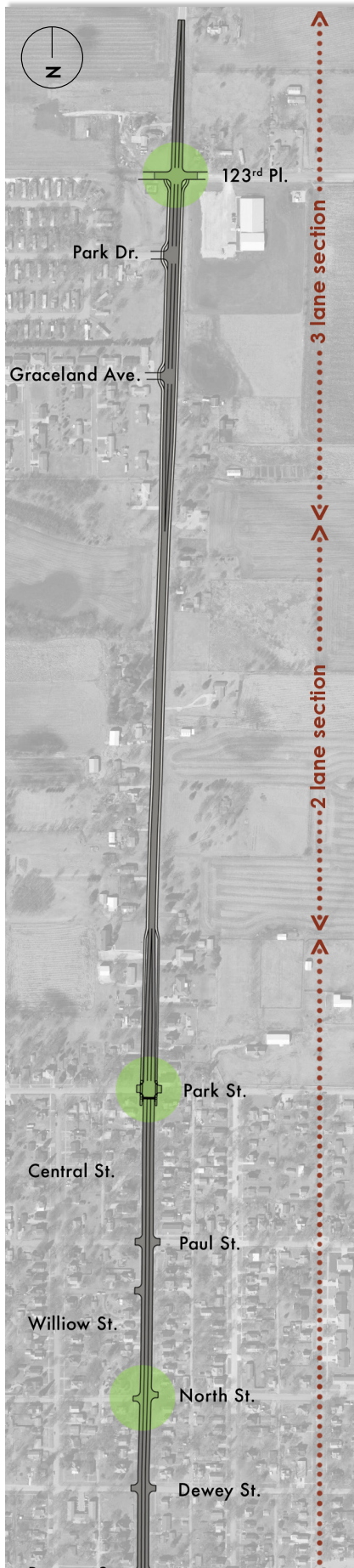
Design Expertise Recommended

For this improvement project, the committee should expect to involve the following design professionals: traffic engineer, civil engineer, landscape architect. They should also expect to coordinate design with neighborhood groups and the district DOT office.

Project Scope and Cost Opinion

These cost ranges may be reduced with materials donated or provided at reduced cost.

FIRST AVENUE PEDESTRIAN ENHANCEMENTS			
BOARD 11	(*cost range in linear feet)	LOW	HIGH
	Shared shoulder (10' width)	\$40	\$50
	clearing and grubbing, grading, 8" asphalt surfacing, signage, painted pavement markings		
	Improved Sidewalk (5' width)	\$25	\$35
	clearing and grubbing, grading, concrete trail, landscaping, accessible paver panels		
	Multi-use Trail (8' width)	\$55	\$65
	clearing and grubbing, grading, concrete trail, landscaping, accessible paver panels		



Plan for proposed changes to north section of 1st Avenue
Map Source: Dallas County GIS Services, 2009

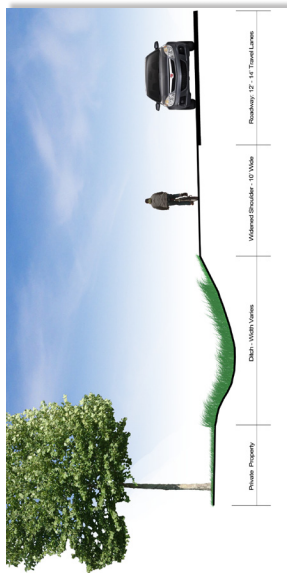
The steering committee identified a need to provide pedestrian infrastructure to the BAR/JAC Estates housing development north of town. Currently, residents walk on the pavement edge or in the ditch alongside 1st Avenue/Highway 144. With speeds along this section posted between 35 to 55 mph, it creates a safety concern for the community.

In talking with members of the steering committee, residents, and city staff, it became apparent that any solution would have to involve the Department of Transportation. The current configuration of this roadway makes it cost prohibitive to provide a separated trail. However, a widened shoulder seems to provide an alternate solution that can provide safety for pedestrians while also allowing ease of seasonal maintenance. A change from rural to urban roadway section near Park Street will allow for a separation of pedestrian facilities into a widened sidewalk.

Along with providing a widened shoulder along the stretch of 1st Avenue from Park Street to 123rd Place, the proposed pedestrian enhancements also call for restriping 1st Avenue from four lanes to three lanes north of Park Street and in front of the BAR/JAC Estates neighborhood to provide a turning lane. This restriping will also promote slower traffic speeds along this section of roadway—a difference from the current posted speeds.



Typical multi-use path along 1st Avenue/Highway 144 (urban)



Typical multi-use path along 1st Avenue/Highway 144 (rural)

Perry

1st Avenue Pedestrian Enhancements

Landscape Architect: Josh Shields, ASLA, Bolton & Menk
LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension
Iowa Department of Transportation | Trees Forever | ISU Landscape Architecture Extension | ISU Extension Community and Economic Development | Summer 2012

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1st Avenue Traffic Calming

The steering committee identified a need for traffic calming on 1st Avenue/Highway 144 during initial visioning meetings. Traffic speed was one of the issues cited making it difficult for pedestrians to safely cross the roadway. A lack of clearly identified accessible pedestrian facilities was another issue brought up during meetings. Proposed traffic calming measures are intended to slow vehicles along this roadway.

Proposed traffic calming improvements along 1st Avenue are a result of meetings with community residents, city officials, and members of the Iowa Department of Transportation and are intended to improve overall multi-modal opportunities. Proposed improvements include the following elements:

- Designated crosswalks
- Heightened landscaping at key intersections
 - Center Street
 - Willis Avenue
 - Pattee Street
 - North Street
 - Park Street
- Accessible sidewalk approaches
- Lane reduction from (4) lanes to (3) lanes

Key Concept Components

- Traffic calming to reduce vehicle speeds
- Multi-modal transportation amenities

Design Expertise Recommended

This project would likely involve the following design professionals: traffic engineer, civil engineer, landscape architect. They should also expect to coordinate design with the district DOT office.

Project Scope and Cost Opinion

The following cost opinion is based on current project bid costs within the state of Iowa and may be reduced with materials donated or provided at reduced cost.

FIRST AVENUE TRAFFIC CALMING			
BOARD 12	(*cost range in linear feet)	LOW	HIGH
	Restripe from 4 lanes to 3 (Hwy. 141 to Park St.)	\$25	\$40
	prepare existing surface, painted pavement markings, signage (mill & overlay not included)		
	New construction turn lane (Park St. to 123rd Pl.)	\$80	\$150
	clearing and grubbing, grading, signage, 8" concrete pavement, painted pavement markings		
	(*does not include cost of 10' wide shared shoulder, shown on Board 11)		



Plan for proposed improvements and key intersections along 1st Avenue
Map Source: Dallas County GIS Services, 2009

The steering committee identified a need for traffic calming on 1st Avenue/ Highway 144 during initial visioning meetings. Traffic speed was one of the issues cited making it difficult for pedestrians to safely cross the roadway. A lack of clearly identified accessible pedestrian facilities was another issue brought up during meetings. Proposed traffic calming measures are intended to slow vehicles along this roadway.

Proposed traffic calming improvements along 1st Avenue are a result of meetings with community residents, city officials, and members of the Iowa Department of Transportation and are intended to improve overall multi-modal opportunities. Proposed improvements include the following elements:

- Painted crosswalks
- Heightened landscaping at key intersections
 - Center Street
 - Willis Avenue
 - Pattee Street
 - North Street
 - Park Street
- Accessible sidewalk approaches
- 6'-8" widened sidewalk along 1st Street
- Lane reduction from (4) lanes to (3) lanes



Typical improvements to key intersections on 1st Avenue



Plan of typical improvements to key intersections along 1st Avenue

Perry

1st Avenue Traffic Calming

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

LA Intern: Jonathan Nelsen, ISU Landscape Architecture Extension

Iowa Department of Transportation

Trees Forever

ISU Landscape Architecture Extension

ISU Extension Community and Economic Development

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Implementation Strategies

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

Recommendations

The project scopes and opinions of probable cost listed in this report are based on the concept boards developed during the Visioning Program. While these concepts contain significant detail, many assumptions were made in order to provide a generalized project scope and cost information for each project.

Because the information depicted on each board is conceptual in nature, the edits, sketches, and other deliverables are not intended for use as final design/construction documents. They need to be further developed with the help of professionals during a "design phase". During a design phase, concepts will be refined and developed in or to determine the actual character, size, and essentials that will become part of the final project. The final products from this phase may retain the general concepts depicted on the boards but may look vastly different because of constraints or opportunities unknown during the Visioning Process. However, the design that emerges from final design may also look very similar to that developed during the Visioning Program.

Regardless, project costs will need to be adjusted based on the decisions made during the design phase. They can also fluctuate depending on the community's need, resources, and priority as part of a 5-year, 10-year, or 20-year capital improvement plan.

Each project represents a distinct opportunity for the community to improve the quality of life for all citizens. Project implementation will be determined based on the priority given it by the community and also with realization of available funding sources. These funding sources may be through grants and private donations, but may also be in the form of volunteer labor, donated materials, or donated services.

The projects have been developed with a variety of different scales in mind, allowing some to be more easily realized than others. By reviewing the available resources and developing an implementation plan, the community will be able to move forward towards realizing the fruits of their vision.

The primary goal of the community as they move forward should be to plan on creating successful projects that they can build upon. Successful implementation of a project allows for public support and interest to grow, and can quickly lead to availability of additional and more diverse resources for implementation – a community with a history of successful projects and involvement is more appealing to funding agencies. Therefore, a smaller project that fits the following criteria is generally recommended as a starting project for the community to undertake:

- 1) highly visible
- 2) has a good chance of receiving a grant or funding assistance
- 3) can use volunteers
- 4) is not overly complicated

Another aspect to consider is that many of the projects developed during the Visioning Program can be constructed in various phases to help in implementation. Improvements to the downtown are examples of projects that can be broken into multiple phases for development and construction.

One thing to keep in mind with all projects; whether phased or not, it is imperative that the overall project is designed and planned for at the beginning to ensure that each segment will interconnect and relate to another. Failing to plan for future construction phases can easily lead to complications that could setback positive progress for years.

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 Dept. of Transportation
- Iowa Dept. of Natural Resources
- Iowa Dept. of Education
- Iowa Econ. Development Authority
- Utility companies
- Trees Forever

Grant Programs

- Alliant Energy & Trees Forever Branching Out
- Federal Trans. Enhancement Act (TEA-21)
- Federal Surface Trans. 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 Trans. Enhancement Funding
- Iowa DNR Recreation Infrastructure Program
- Land and Water Conservation Fund
- National Recreational Trails Program
- Pheasants Forever
- Revitalization Assistance for Community Improvements (RACI) Grant Program
- State Recreational Trails Program

Funding Synopsis

Source	Administrative Agency	Application Due	Review Period
Statewide & Regional Transportation Enhancement Funding Program	Iowa Dept. of Transportation	October 1; MPO-RPA schedules may differ	6 months
Pedestrian Curb Ramp Construction Program	Iowa Dept. of Transportation	Letters of Request Accepted all year	90 days
Paint Iowa Beautiful	Keep Iowa Beautiful	February - Last Working Day of the Month	Approx. 1 Month
Land and Water Conservation Fund	National Parks Service	March 15 (or Closest Business Day)	TBA
REAP - City Parks and Open Space	Iowa Dept. of Natural Resources	August 15.	TBA
REAP - DNR Open Space Acquisition & Development	Iowa Dept. of Natural Resources	August 15.	TBA
STP - Federal Surface Transportation Program	Iowa Dept. of Transportation	Variable	9 Months
ICAAP - Iowa Clean Air Attainment Program	Iowa Dept. of Transportation	October 1.	6 Months
Recreational Trails Program	Iowa Dept. of Transportation	October 1 (postmarked)	6 Months
State Recreational Trails Program	Iowa Dept. of Transportation	July 1.	3 Months
SRTS - Safe Routes to School Program	Iowa Dept. of Transportation	October 1.	4 Months
Eastman Kodak American Greenway Awards	Eastman Kodak Company, The Conservation Fund, National Geographic Society	June 30.	3 Months
Iowa's Living Roadways Projects Programs	Trees Forever, IDOT, ISU Landscape Arch. Extension, Federal Highway Administration	December 1 (postmarked)	45 Days
Living Roadway Trust Fund	Iowa Dept. of Transportation	May 31 (postmarked)	TBA
DOT/DNR Fund	IDOT, DNR	Letters of Request Accepted all year	90 Days
Branching Out	Alliant Energy, Trees Forever	June 1 or November 1 (postmarked)	2 Months
Power of Trees	Black Hills Energy, Trees Forever	November 1 (postmarked)	1 Month
Trees Please!	Mid American Energy	October 24.	TBA
CAT - Community Attraction and Tourism	Vision Iowa, Iowa Dept. of Economic Development	Quarterly	Approx. 3 Months

Color Key = Downtown Streetscape Historic Preservation Park/Open Space Acquisition

Match Requirement	Award Amount	Payment Method	Common Projects/Improvements	Perry Project
30% State Projects; 20% Regional Projects	\$100,000 + Statewide projects; amount variable for RPA/MP	Grant	Trails, Roadside Beautification, Welcome Center	Community Entry Signage, Corridor Landscaping, Trails, Corridor Improvements Art/pedestrian node development
45%	\$250,000 Maximum	Grant	ADA Compliant Sidewalk and Roadway	Intersection Improvements, In-town trail improvements
0%	Variable (Cans of Paint)	Reimbursement	Community and Highly Visible Project Sites Requiring Paint	Trail screening
50%	\$75,000	Grant	Observation and Sight-Seeing Facilities, Picnic Facilities, Open Shelter, Landscaping for Wildlife	Trail screening, Trail node development
0%	\$75,000	Grant	Parkland Expansion, Multi-purpose Outdoor- Related Recreation Development	Trail screening, Trail development, Trail wayfinding
25%	TBA	Grant	Land Acquisition, DNR will own and manage property that is jointly purchased	Trail screening, trail development park development
20%	Varies According to RPA/MPO Guidelines	Grant	Roadway Improvements, Bicycle and Pedestrian Facilities	Roadway improvements, Trail development, Trail wayfinding
20%	Min. \$20,000 Total Cost	Grant	Highway/Street, Transit, Trail Projects	Roadway improvements, Trail development, Trail wayfinding
20%	TBA	Grant	Trails, Trail-related Projects	Trails, Trail screening, Trail wayfinding
25%	TBA	Grant	Recreational Trails	Trail development
0%	\$3,500-\$250,000	Reimbursement	Sidewalk Improvements, Bicycle and Pedestrian Facilities, Traffic Calming Improvements	Intersection Improvements, Trail development
Variable	\$500-\$2,500	Grant	Develop New Greenways, Conservation	Art/pedestrian trail node, trail wayfinding
30%	\$20,000 Maximum	Grant	Community Entryway Beautification, Highway Plantings, Beautification of Trails	Community Entry Signage, Corridor Landscaping, Trail Wayfinding, Trail Screening, Art/Pedestrian Trail Node
Variable	\$4,500 Maximum	Grant	Gateway Landscaping, Native Plant Materials	Community Entry Signage, Corridor Landscaping, Trail Wayfinding, Trail Screening, Art/Pedestrian Trail Node
0%	\$100,000 Maximum	Grant	Plant Material, Roadside Beautification	Corridor and Signage Landscaping
Variable	\$500-\$10,000	Grant	Community Based Tree Planting Projects	Corridor and Signage Landscaping, Art/Pedestrian Trail Node
Variable	\$500-\$7,000	Grant	Community Based Tree Planting Projects	Corridor and Signage Landscaping, Art/Pedestrian Trail Node
Match 100% of Grant	TBA	Grant	Community Based Tree Planting Projects	Corridor and Signage Landscaping, Art/Pedestrian Trail Node
Variable	Maximum 50% of Total Project Cost	Grant	Streetscape Improvements, Tourism Improvements, Recreational Trails	Community Entry Signage, Landscaping, First Avenue Improvements, Trail Wayfinding, Art/Pedestrian Trail Node

Trails Plant Materials

