

IOWA'S LIVING ROADWAYS

Community Visioning Program



2009 Annual Report

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Executive Summary

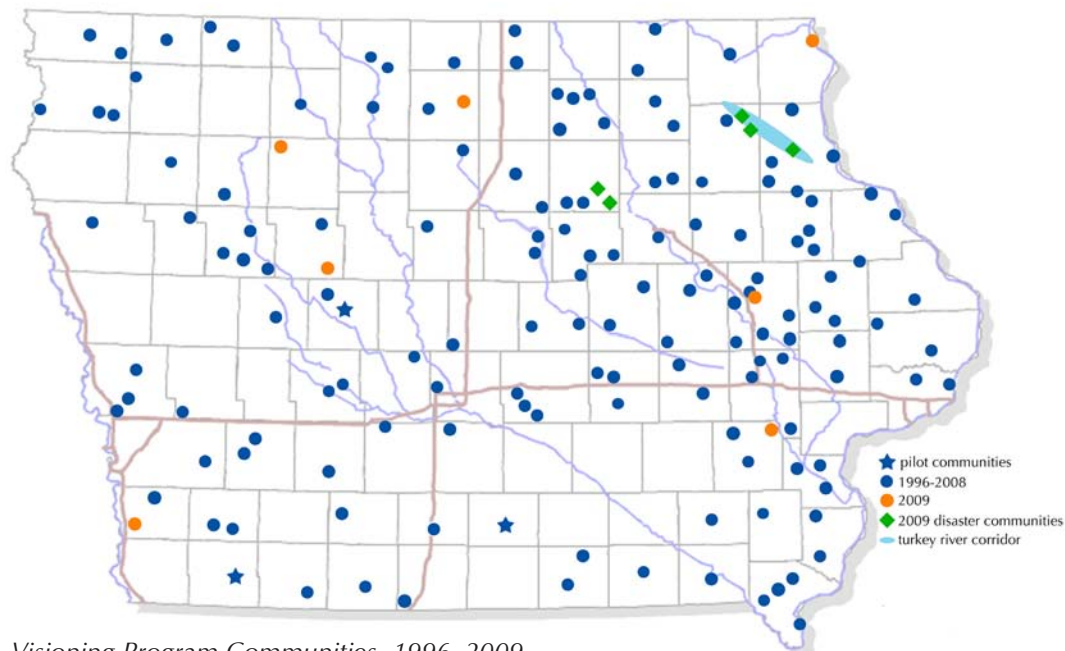
The Iowa's Living Roadways Program was borne of an effort to provide design services to rural Iowa communities. The program is a collaboration involving the Iowa Department of Transportation (Iowa DOT), the Living Roadway Trust Fund (LRTF), Iowa State University (ISU), and Trees Forever.

Iowa's Living Roadways consists of the Community Visioning Program and the Projects Program. The Community Visioning Program provides planning and landscape design assistance to Iowa's small communities. The Projects Program funds the planting of native grasses, wildflowers, shrubs and trees along transportation corridors.

Both Visioning and Project Programs provide assistance to Iowa communities with populations of fewer than 10,000, because these smaller communities often lack the resources and expertise needed to design and implement landscape enhancements.

The 2009 visioning communities are Clermont, Elgin, Elkader, Garner, Glenwood, Lansing, Laurens, Lohrville, New Hartford, Parkersburg, Riverside and Robins. In addition in the traditional visioning process, Clermont, Elgin and Elkader are part of a two-year, long-term planning process along the Turkey River corridor that the Visioning Program has undertaken to help the area develop a regional identity. This process will be completed in spring 2010.

The sustainability and success of the program is evident by the number of actual communities it had touched. Since Iowa's Living Roadways was created in 1996, 159 communities have participated in the Visioning Program and 344 communities have received grants from the Projects Program.



Visioning Program Communities, 1996–2009



Making Sustainable

An integral part of the Community Visioning Program is making connections—physical connections through transportation systems, connections between the community and the landscape, or connections among people.

No one better illustrates the power of these connections than landscape architect Josh Shields. Josh grew up in southern Iowa, earned a degree in landscape architecture from Iowa State University, and now is a landscape architect for Howard R. Green Company in Des Moines.

Josh first connected with the Community Visioning Program as a student intern in 1999–2000. During his first year as an intern, he worked in the communities of Grundy Center, Strawberry Point and Vinton. In addition, he assisted other interns in Brooklyn and Williamsburg. In 2001, he worked in the northwest Iowa community of Sheldon, as well as on a pilot project along the U.S. 71 corridor in Audubon County.

As a landscape architect, he has maintained his relationship with the Visioning Program and has been a mentor to several visioning interns, as well as former interns later employed by Howard R. Green Company. He has led design teams for the communities of Shelby, Odebolt and Glenwood, and assisted with Guthrie Center, Woodbine and Lansing.

Josh attributes his people skills and his connection to the landscape to his rural Iowa roots. “Growing up in a small rural community in southern Iowa, I have always had an interest in fostering the relationships between people and places, particularly local histories,” he said.

As a student intern working in Audubon County (photos one and two) and as a practicing landscape architect in Shelby and Odebolt (photos three and four), Josh has embraced the participatory design process and connected well with community clients.

Connections with People and Places

"The Community Visioning Program has provided me the opportunity to work with communities across the state as they struggle to tell their local histories while seeking to improve their infrastructure for present and future generations. I have been warmly welcomed in each community I've had the pleasure of working with, and have greatly enjoyed sitting down with them to document their histories and help them plan ways to share these with others."

Because he grew up in a rural area, the landscape has been an important part of Josh's life. His immersion in the landscape enabled him to see the physical evidence of local stories. "Traces of abandoned roadways and quarries became grassy lanes and a jumble of rocks. But above all, I enjoyed listening to my grandparents impart a vocal record of the landscape on to the next generation," he said.

Being part of a large family also taught him valuable communication skills. "Being the eldest son of eight children, I have had a lifetime of learning to cope with people with different personalities. I eventually learned two things: patience and how to listen," he said.

Community design plays an important role in much of the work Josh does for Howard R. Green Company clients, which are mainly municipalities in Iowa. He performs a variety of tasks, ranging from grant writing to graphics production to project inspections. He has worked with community steering committees to develop and begin implementing trail, streetscape, memorial and park enhancements.



The center image is a plan view of Agri-symbol Park in Shelby with enhancements proposed in 2004. The photos were taken in 2008, after the community had implemented the plan for the park.



Josh Shields

Working for an engineering and architectural firm has exposed him to projects that are not typical to landscape architecture. For example, he helped design a decorative barrier for a lift station, a bulk water vendor, and custom railing and piers for a bridge.

Josh values the access he has to professionals from other disciplines, which has allowed him to play an expanded role in projects for the company's clients. He especially appreciates the opportunities he has had to work with a mix of smaller and larger communities across the state as they realize their visions.

"I have helped design portions of a memorial wall in Arnolds Park; streetscape improvements in Spirit Lake; downtown streetscapes in Oelwein, Cedar Rapids' Czech Village and Perry; park signs and recreation complexes in Nevada and Ankeny; and campgrounds in Rock Valley," Josh said. "Each community has proven a wholly unique experience, and has resulted in unique projects."

Josh's decision to study landscape architecture was the result of his interactions with staff and clients during two job shadowing experiences. He was originally interested in pursuing a career in architecture. However, his job shadowing experience with a Des Moines architecture firm proved disastrous. "I could tell that the individual was stressed about a deadline and really didn't have time to share his career insights with a student," he said.

His second job shadowing experience was with landscape architect John Crose at RDG, then Crose Gardner Shukert. Crose showed Josh around the office and introduced him to the staff. "Then we met one of his clients (the Iowa Pork Producers) in Clive, Iowa, where he was preparing plans to upgrade their south parking lot. I LOVED the interaction with staff and the client. That was the day I decided to give landscape architecture a chance, and promptly ended up at Iowa State," Josh said.

Josh has been selected for the Community Visioning Program achievement award in recognition of his ongoing commitment to making Iowa's communities better places and the important connections that he has helped to foster between professional landscape architects and students.



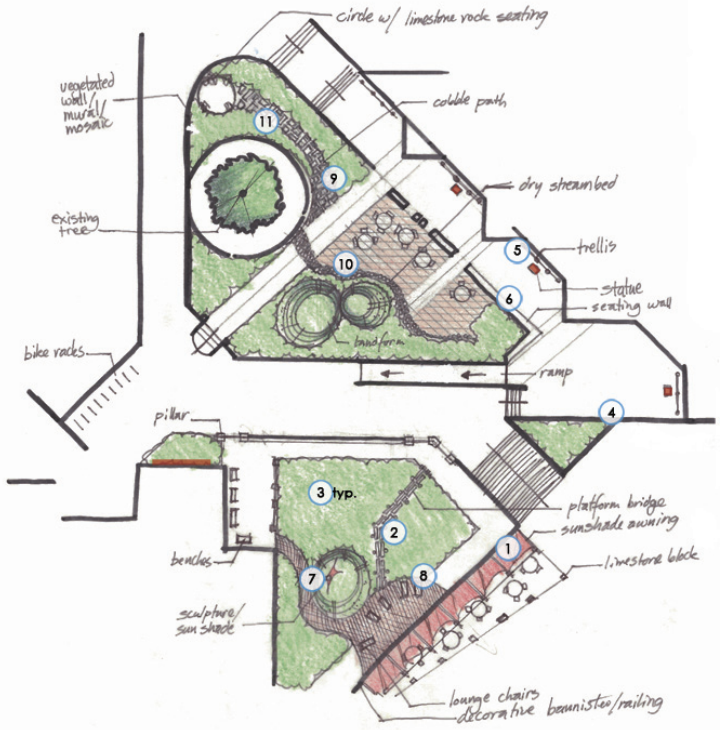
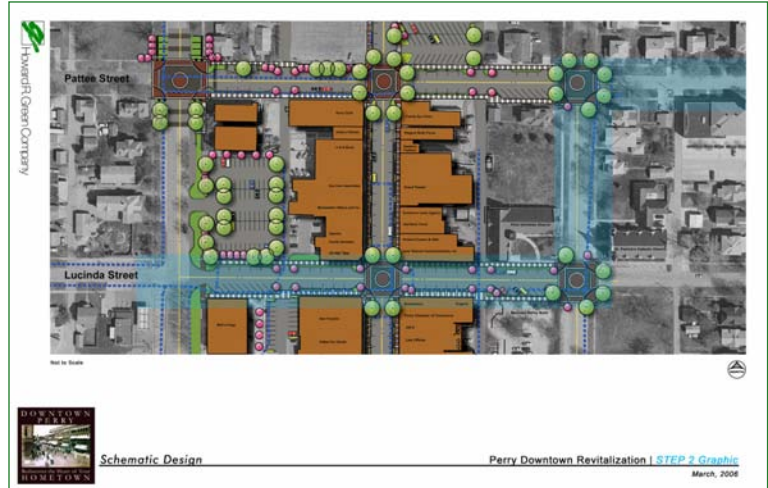


Top: Josh worked on the design and construction of improvements for Perry's downtown business district, which includes improved and accessible sidewalks and decorative intersections.

Middle: The plan for the University of Minnesota Magrath Library plaza features green roof elements and planting areas to capture runoff.

Bottom: Josh contributed to design decisions on architecture and designed the parking lot and landscape of the Nevada City Hall.

Opposite: Josh was involved in the design and construction of 11 blocks of Oelwein's downtown business district, including custom pavers and gateway features. This project is the culmination of working with Oelwein since its participation in the Visioning Program in 2001.





Mark Pingnot
Field Coordinator

Maureen Johnson, chair

Nick Benson

Wendy Larson

Rod Wagner

Adeline Meier

Roger Amundson

Lois Amundson

Arline Davisson

Kent Bonte

Chris Fennimore

Mike Finnegan

Vicki Rowland

Rod Marlatt

Ardith Barnes

Clermont

The city of Clermont, population 800, is located in northeast Iowa in Fayette County on Hwy 18 and is intersected by the Turkey River. Clermont is known as “The Brick City” because of a large number of brick buildings in the town, left from the days of a thriving brickmaking industry in Clermont in the second half of the nineteenth century.

Many of the unique features of Clermont originated from the Larrabee family. William Larrabee was the 12th governor of Iowa, serving from 1886 to 1890. He and his wife, Anna, and their family left a legacy of monuments and historic buildings in Clermont, including their own residence, Montauk, which overlooks the town. Other unique features of Clermont include: Union Sunday School, which houses a working pipe organ that is more than 100 years old; Riegel Blacksmith Shop; Lincoln Park, which is home to a statue of President Lincoln standing; and a number of buildings listed on the National Register of Historic Places.

Clermont has completed a number of enhancement projects in the downtown area, including new streetlights, special sidewalk paving and sign improvements. Other project areas are a new overlook and information kiosk in River Park and a new west entry sign into Clermont. The Clermont visioning committee used the visioning process to develop a direction for the town’s enhancements that builds on the work they have already completed. The design team developed the following proposals:

- Clermont City Park: add paved walking surfaces to replicate historic park design and in-fill trees to complete allées from historic park design; add foundation plantings around the gazebo and plant shade-tolerant perennials where grass cannot grow.

- Entry Corridors: add brick to existing west entry sign, replace existing east entry sign with brick entry sign and add plant material to entry signs.
- Pocket Park: utilize open areas downtown to create spaces for social gathering and incorporate the character of the downtown by using materials that complement the downtown streetscape.
- Historic Railroad Depot: reroute Stone Street away from the depot; add plant material and parking spaces to area around depot.
- Signage: add directional signage within Clermont that directs people through the town to the existing and proposed trail systems; create a more cohesive signage system for recreational places such as the public canoe access and city parks.
- Highway 18 Streetscape: add shade trees along Highway 18 to replace those lost years ago through street widening, old age and disease.
- Trail System: create linkages through town to existing bike trail and proposed Nims Bridge trail.





Craig Ritland
Landscape Architect

Craig earned his degree in Landscape Architecture from Iowa State University in 1965 and established Craig Ritland Landscape Architects in 1970 in Waterloo. He is best known for his accomplishments in natural resource and cultural preservation of public lands. In 2002 Craig was named a fellow by the American Society of Landscape Architects. His projects include the restoration of cold-water streams, the Cedar Valley Lakes and Nature Trail projects, a master plan for George Wyth State Park, and downtown Waterloo River Loop projects. Craig has participated in the Visioning Program every year since 1996, and his background and skill in relating to the rural public and native Iowa landscapes is a tremendous benefit to the program.



Samantha Abkes
Student Intern

Samantha graduated from Iowa State University with a Bachelor of Landscape Architecture in May 2009. She is from Parkersburg, Iowa, and understands the values and morals of Iowa's smaller communities. Growing up in a small town, she was able to enjoy the benefits of town life but also what the countryside had to offer. Samantha summers were spent near the edge of town at her grandfather's farm, which had the necessary palette of streams, a pond and fields of wildflowers that sparked her interest in nature. This interest would develop into a passion as she got older and eventually lead her to landscape architecture.

Samantha chose Community Visioning to fulfill her desire to educate herself on the community-based design process. She is interested in the collaboration between community members and the design team, as well as the process of transforming a town's desires into a design that it can implement. Samantha is excited about working closely with small towns like the one she grew up in. She hopes to gain a better understanding of the process of community design and what makes it successful.



Jeff Steen
Student Intern

Jeff is a student in landscape architecture at Iowa State University. He will be entering his third year in the LA program in the fall of 2009. Jeff grew up in Dodge Center, Minnesota, a small town 15 miles west of Rochester. He graduated in 2005 from Triton High School. His passion for the natural environment came from the outdoor activities he participated in with his father during his childhood years. Activities such as hunting and fishing, along with his passion for drawing, led him to his career choice.

Jeff believes that Community Visioning is a great way to get experience working with a client community and its residents. Collaborating with professionals and community members will be beneficial to his design skills as he advances through the program. This is a great learning experience for him as well as the city of Clermont.



Above: This plan view of the U.S. Highway 18 corridor through Clermont shows proposed improvements, including street trees, a new welcome sign and enhancements of the historic depot site.



Left: The image edit illustrates how the removal of vegetation along the Turkey River would open up views to the historic mill. In addition, the dam has been replaced with a kayak park and play area.



Above: The photo on the left shows the existing city park entrance, while the enhanced photo on the right incorporates proposed changes, including plantings around existing stone pillars, a new park entrance sign and proposed diagonal walks.



Mark Pingnot
Field Coordinator

Arleon Kelley, chair

Rod Marlatt

Bob Zurbriggen

Bill Pfister

John Molumby

Nick Benson

Meg Benson

Bob Frieden

Bob Garms

Rod Wagner

Cathy Molumby

Donna Meinhard

Sara Strong

Al Seabrooke

Jan Seabrooke

Dona Lansing

Elgin

Elgin is located in Fayette County in the northeastern part of Iowa, just 25 miles west of the Mississippi River. It is about 10 miles east of West Union and 40 miles south of Decorah, Iowa. The east side of town is cradled by the convergence of the Turkey River and Otter Creek. Elgin was first settled in 1848 by Samuel Conner. A settlement named Shin Bone Valley was established one year later and in 1852 a town was laid out on Section 14 of the Pleasant Valley Township. The surveyor, M.V. Burdick, asked that the town be named Elgin, after his hometown of Elgin, Illinois.

Elgin is situated in a valley surrounded by an Iowa landscape exclusive to the northeast corner of the state that includes rolling hills, limestone bluffs and meandering streams and rivers. This portion of the Iowa remained hilly because it was bypassed by the latest glacial event that flattened most of the state. These landscape features offer optimal recreational and scenic opportunities to build upon. Elgin was originally settled by a large proportion of Swiss, as well as Norwegians, Germans and other immigrants. This, coupled with the breathtaking scenery that surrounds this area, is why Elgin is known as "The Little Switzerland of Iowa."

The Elgin visioning committee focused on the overall appearance of Elgin and how it could capitalize on its recreational opportunities as a means to attract visitors and help to retain the younger residents. The committee made a prioritized list of projects they would like to see accomplished in Elgin. Based on these priorities, the design team developed the following design proposals:

- Center Street: make this area more appealing to visitors by adding bump-outs with street trees, new lighting, painted bike lanes, improved crosswalks and more defined parking areas.

- Trail Connections: Create a multi-use trail that links the downtown district with other parts of town and connects to the regional trail system along the Turkey River.
- Main Street Realignment: reroute Main Street on the east end of town to better accommodate through traffic, large trucks and agricultural equipment; discourage through traffic on Center Street by cutting its connection to County Road B64; establish two gateway entrances to the Center Street downtown district at the intersections of Main and Fremont Streets and Main and Diagonal Streets.
- Parking Improvements: incorporate all-weather paving and aesthetic enhancements to existing parking areas in the downtown area.
- Signage: upgrade existing entrance signs and, based on the entrance sign design, create a family of way-finding signs that reflect Elgin’s Swiss heritage.
- Public Art: create a sculpture walk in the city park; define the space with brick columns and art panels; add a sidewalk connecting Main and Center Streets.





Al Bohling, Jr.
Landscape Architect

Al earned a BLA from ISU in 1967 and an MLA there in 1969. He is the Community Development team leader for Shive-Hattery in Cedar Rapids. Al has been a member of the Iowa Board of Landscape Architectural Examiners, a writer of the national Landscape Architectural Registration Exam (LARE), and a member of the Task Analysis Subject Matter Experts Committee for the Council of Landscape Architectural Registration Board. He is currently the Chair of the Planning and Design section of the exam. Al has served on the Louisa County Conservation Board and is cofounder and president of the Tri-Rivers Conservation Foundation. Al and his staff have participated in Community Visioning every year since 1996.



Greg Leichty
Student Intern

Greg grew in the southeast corner of Iowa in the small town of Wayland. When he was a child, Greg and his grandfather would spend hours exploring the timber that his grandfather owned, and his grandfather taught him the names of trees and plants found in that ecosystem. As he grew up, Greg began working on his neighbor's dairy farm. Greg learned to play, work and love the outdoors at a young age, leading him to pursue a degree in landscape architecture, which he is currently working on and loving every minute of it.

When Greg heard about the Community Visioning internship he knew immediately that this was the perfect opportunity for him. Coming from small-town Iowa, Greg believes he can relate to a smaller Iowa community that is trying to improve its image and its overall sense of place. He hopes to use his abilities to benefit the communities participating in program and to learn as much as he can about designing for a large group of people from different backgrounds.



Damon Sanchez
Student Intern

Damon has recently completed his third year in the landscape architecture program at Iowa State University. Last summer, he worked as the landscape architecture intern for the Village of Glenview. His tasks included conducting landscape inventory checks and inspecting sites for compliance. Damon recently participated in a volunteer project to help the citizens of Parkersburg who were affected by the 2008 tornado. He, along with other students, helped the residents create new planting designs for their homes.

Damon wants to improve people's lives through the everyday landscape. Community Visioning will allow him to use his knowledge and training in landscape architecture to improve communities and their transportation systems. He wants to use this opportunity to express his long-time interest in parks, trails and other sites of recreation. He is excited about advancing his digital media and design process skills through the help of his community design team.

Right: This section of Center Street illustrates traffic calming measures and pedestrian-scale elements, including street trees, designated bike lanes, bump-outs and period lighting.



Above: This photo edit shows how street trees, landscaping, crosswalks and lighting can improve the overall aesthetics of the downtown district.



Left: The top photo shows the existing entrance to Elgin's downtown district. The bottom photo edit incorporates signage, plantings and landscaping to make the area more inviting.



Mark Pingnot
Field Coordinator

Roger Thomas, chair
 Frederique Boudouari
 Roger Buchholz
 Jennifer Cowsert
 Jon De Neu
 Sue Gnagy
 Kevin Hanson
 Robert Hendrickson
 Jolene Jansen
 Adam Pollock
 Gary Siegwarth
 Jim Walch
 Claire Wright

Elkader

Elkader is located in northeast Iowa, 60 miles north and 10 miles east of Cedar Rapids. It straddles the Turkey River and is 15 miles west of the Mississippi River. The town was named for Algerian political and military leader Abd al-Qadir, who led the resistance against French colonialism during the middle of the 19th century.

By 1849, Elkader had a retail store, a sawmill, a gristmill and a blacksmith and was competing for the prized county seat of Clayton County. In 1880 Elkader became the county seat and remains so today. Construction of the impressive Keystone Bridge, the longest of its type west of the Mississippi, began in 1888. It is 346 feet long and built entirely of locally quarried limestone. The construction took nine months and cost \$16,282. The bridge was inducted into the National Register of Historic Places in January 1976.

Elkader is located in a landscape of rolling hills, limestone bluffs, and meandering streams and rivers. The resources present in Elkader allow for many recreational opportunities ranging from bird watching to canoeing. There are two campgrounds, two canoe access points, a golf course, a river walk and a number of fishing locations.

Elkader was one of many towns affected by the floods of 2008. Water levels from the Turkey River reached historic highs. The south side of Elkader was hit the hardest, when the river breached the levee. Two blocks of Elkader's Main Street and a residential district were in this area.

The Elkader visioning committee is focused on improving the town's trail system and increasing its marketability and economy. The committee's efforts to bounce back from the devastating flood are impressive and evident in their strong desire to move forward with the following projects:

- Turkey River Water Trail Signage: define the Turkey River corridor as a water trail with signage, including trail markers and signs identifying hazards, points of interest and access points.

- River Access: construct a take-out/launching point upriver from the dam that includes plaza space, restroom facilities and a aesthetically pleasing view of the river; construct steps to the river using native limestone and add native planting beds to accent the view of the river.
- River Walk and Canoe Portage: create a portage a zip line to transport boats over the large dam and route paddlers by foot by way of a river walk; create a portage at the second dam at which paddlers have the option of portaging boats on foot or pass through by way of a canal that channels water from the river and safely routes paddlers around the dam.
- Multi-use Trail: create a trail system through Elkader that will eventually connect to the funded regional trail system from Clermont to Elgin, for which an extension from Elgin to Elkader is proposed.
- River Park: convert the flood buyout land into a multi-use community park that includes sports fields, an amphitheater, playground, canoe portage and other amenities.
- Entrance Signage: replace existing entrance signage on Highway 13/56 and add new signage at Highway 13 and Bridge Street; construct the signs of native limestone with a design mimicking the Keystone Bridge.





Al Bohling, Jr.
Landscape Architect

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Damon wants to improve people's lives through the everyday landscape. Community Visioning will allow him to use his knowledge and training in landscape architecture to improve communities and their transportation systems. He wants to use this opportunity to express his long-time interest in parks, trails and other sites of recreation. He is excited about advancing his digital media and design process skills through the help of his community design team.



Left: This image is an aerial view of the proposed River Park, located on the flood buyout land just below downtown Elkader.

Below: This view of River Park shows a canoe portage in the foreground and the sports fields, skate park and amphitheater in the background.



Above: This plan view of the Turkey River shows river access points and portage areas for the upper and lower dams.



Left: This section shows a ten-foot, off-road trail passing through an oak savanna.



Barb Grabner-Kerns
Field Coordinator

Gerald Thiedeman, chair

Chris Brown

Vern Brunsen

Barb Eisenmanger

Marc Fritz

Nina Greiman

Ryan Harvey

James Hill

Brent Hinson

Merikay Mestad

Mike Miner

Chris Noty

Ellen Petty

Mark Prohaska

Jeanne Reiter

Deb Schmidt

Roy Tesene

Garner

The city of Garner, population 2,922, is the county seat in Hancock County and is located approximately 17 miles west of Interstate 35 along U.S. Highway 18. The town originated from its ties to the railroad development. In 1870, the Chicago and Milwaukee Railroads extended their rail lines west. The county seat of Hancock County at the time was named Concord. A rail station and tracks were built one mile north of Concord, and that station was later named Garner to honor a prominent official of the railroad. The streets and lots of Garner were laid out by John Maben on August 23, 1870. The names of the first platted avenues were named after some of the first civilians of Garner. The county seat of Hancock was later moved to Garner.

There are three notable influences that have helped Garner develop into the community it is today. First, Francis L. Zrostlik started Iowa Mold Tooling Co. in 1961. He helped to develop the industrial area in Garner with his tire and steel truck body productions. This industry provided many jobs for people within the community. Second, the Duesenburg brothers owned a bike shop in downtown Garner. They started with bicycles, moved on to motorcycles and eventually built automobiles. Third, William Henchon who created a scholarship fund so Garner High School seniors can afford an opportunity at a higher education.

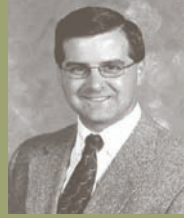
The Garner steering committee chose five different areas for improvement around the community, including downtown streetscape, downtown building murals, roadside plantings, welcoming signage and boulevard enhancements.

- State Street Streetscape: the committee would like to see more of an entrance into the downtown business district. A large brick and steel archway will allow visitors to recognize they have entered the Garner downtown business district. The sidewalks will be replaced and a two-foot brick inlay will be added along the street curb. The addition of



bump-outs would improve the safety of pedestrian and vehicular traffic while allowing an opportunity to add color and texture with native plantings. New historic lighting will provide safer streets by using two levels of lighting: pedestrian and vehicular. Accessories, such as trash cans and benches, will help tie the design together and add amenities for users.

- State Street Boulevard: a four-block boulevard just south of the downtown business district is the perfect spot to enhance the community. Brick inlays in the medians will provide an edge for planting beds of native prairie grasses. New historic lighting along the boulevard will also help dress up this area.
- U.S. Highway 18 and U.S. Highway 69 Corridor Plantings: the industrial feel of the corridor will be softened by adding native trees and prairie grasses along the roadside. The native grasses will add color and texture while the trees will help screen unsightly views.
- U.S. Highway 18 and State Street Intersection: the existing welcome sign will be replaced with a new sign that will be placed in the southwest corner of the intersection. The addition of native plantings around the sign and on the three adjacent corners will add interest and appeal to the intersection. The new welcome sign will incorporate an electronic reader board to advertise events and businesses within the community.
- State Street Building Murals: the committee has recognized a need to clean up some building walls in the business district. Bringing in an artist from the regional schools to help paint murals on the outside walls will add interest in the downtown.



Monte Appelgate
Landscape Architect

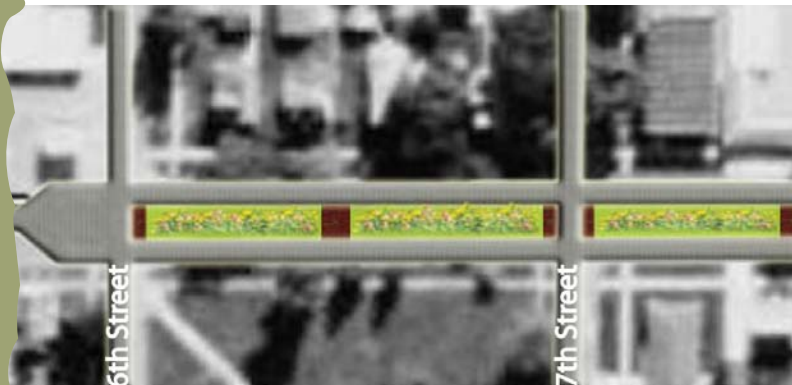
Monte serves as a senior associate and department head of landscape architecture and landscape development for Yaggy Colby Associates in the Mason City office. He earned a Bachelor of Landscape Architecture from Iowa State University in 1989. He has more than 18 years experience providing clients throughout north Iowa with landscape architecture and landscape development services on a variety of projects. Monte is currently serving on the Mason City Park and Recreation Board and has served on the Mason City Riverfront Commission. He has been an enthusiastic participant in the visioning program since 2002.

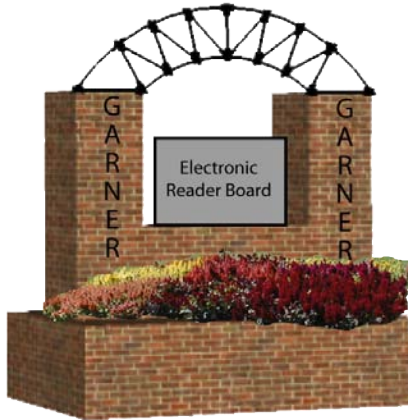


Rachel Remetch
Student Intern

Rachel has just completed her third year of the five-year landscape architecture program at ISU. Before attending ISU she graduated from Hawkeye Community College with an Associate Degree in Business Management in May 2006. Her hometown is Cedar Falls, IA. She has always had an interest in the outdoors so the idea of designing outdoor spaces for people appealed to her.

The prospect of working with a community was interesting to Rachel because she enjoys working with people. Helping these communities enhance their landscapes is of great interest to her and may help her in her future landscape architecture career. She is excited to gain experience with community work, software programs and time in a professional office.





Left: The proposed welcome sign for the southwest corner of the State Street and U.S. Highway 18 intersection includes an electronic sign for posting community events.



Above: The photo on the left shows the existing streetscape, compared with the proposed boulevard design shown on the right.

Left: Incorporated into this view down State Street are proposed crosswalks, bump-outs with vegetation, period lighting and banners.



Right: This drawing presents a three-dimensional perspective of downtown enhancements, including bump-outs, crosswalks and curb ramps.

Above: This image provides an aerial view of the brick inlays and native planting areas included in the State Street boulevard plan.



Brad Riphagen
Field Coordinator

Wayne Phipps, chair

Jeanette Beckman

Marian Blankenship

William Campbell

Richard Crouch

John Dean

Dyle Downing

Donald Duysen

Tom Hoogestraat

Jim Hughes

Larry Kruse

Kevin Lingren

Jan Riggerbach

Terry Ross

Stan Sibley

Galen Stacy

Marilyn Thomas

Glenwood

Located in the Loess Hills region of Iowa, Glenwood was established by Mormons in 1848 as Coonsville. It became the county seat of Mills County in 1851 and was renamed Glenwood after the Mormons left for Utah in 1852.

Glenwood has a long-standing tradition of caring for others. After the Civil War, the Iowa Veterans' Orphans Home was established in the community. It was one of the only seven such institutions in the country and the first of its kind west of the Mississippi. Over the years, the function of the institution has changed, becoming the Iowa Asylum for Feeble-Minded Children in 1876 and finally the Glenwood Resource Center in the latter part of the 20th century.

In addition to its rich modern history following its incorporation, Glenwood possesses an interesting Mesolithic history and is the site of numerous Native American artifacts. As a result, Glenwood is home to the fantastic Mills County Historical Museum and replica earth lodge. This cultural area includes an amphitheater, parks and a trail system, all of which are extensively used by the local residents. The community has recently finished construction of a YMCA adjacent to this area and is completing the construction of a new high school complex this summer.

The Glenwood visioning committee has great expectations for the community's future and is willing to offer any help the design team needs. The proposals will preserve the historical sites and the ecological areas of the town, and appose a welcoming face to visitors. The visioning design team made the following eco-friendly and sustainable proposals:

- Highway 34 Interchange: beautify the existing bridge by adding limestone accents to the bridge pillars and installing a custom railing that is designed to mimic the Loess Hills topography; complement existing vegetation planted by Mills County Integrated Roadside Vegetation Management with



additional native vegetation along the Highway 34 corridor and at the interchange; incorporate limestone elements into the design to add interest and to integrate elements included in bridge enhancements.

- Signage: develop a family of signage that reflects the community's identity, including entrance signs at Ingram Avenue and Highway 34, as well as at the north entrance on Highway 275; and way-finding signs directing visitors to Glenwood Lake Park, the archeology center, the earth lodge, and so on.
- Streetscapes: beautify entrance corridors through town by reclaiming sections of concrete on Locust Street and Sharp Street for landscaping; establish a trail from Downtown to Glenwood Plaza; incorporate traffic calming devices such as street trees and vegetation; add crosswalks at major intersections using brick or colored concrete.
- Recreational/Educational Areas: develop a trail system to connect Glenwood Lake Park, the Mills County Historical Museum and the earth lodge to Downtown Glenwood; use prairie vegetation to restore the stream bank along Keg Creek.
- Wabash Trace Trail Link: create a connection to the Wabash Trace Trail System to link Glenwood to the 63-mile regional trail.
- Archeology Interpretive Center: establish an interpretive center that highlights Glenwood's history and culture (1) on the terrace above the Mills County Historical Museum, (2) behind the Loess Hills formation on the newly created state preserve, or (3) near the oak savanna remnants and Campbell Lake.



Josh Shields
Landscape Architect

Josh first became involved with Community Visioning in 1999 when he was an intern for three communities. He continued to be involved with visioning until his graduation from Iowa State University with a Bachelor of Landscape Architecture in 2002. After graduation, Josh moved to Philadelphia to pursue an internship with the Cultural Landscapes Program of the National Park Service. He returned to Iowa in November 2003 to work for Howard R. Green Company, where he has continued to be involved with visioning. He continues to have interest in graphic identity, sharing of local histories and creating innovative, sustainable and smart design solutions for communities.



Heidi Von Arb-Clingan
Landscape Architect

Heidi earned a Bachelor of Landscape Architecture from Iowa State University in 2006 and has been with Howard R. Green Company ever since. Her first experience with Community Visioning was in 2005 as a student intern working with two communities. Heidi's interests in graphic representation, streetscape design and master planning complement the Visioning Program well. Heidi has worked on projects throughout the Midwest and looks for opportunities to pursue responsible and innovative solutions for clients.



Angela Roberson
Student Intern

Angela graduated from Iowa State University in May 2009 with a Bachelor of Landscape Architecture. Her design interests include the reinvention and remediation of post-industrial landscapes and marginalized places within the urban context, ecological site systems processes, emerging technologies in bioremediation, and community based design. Angela is interested in a grass roots, bottom-up design approach.



Shengyi Yue
Student Intern

Shengyi Yue is a student at Iowa State University, majoring in landscape architecture. Because she is a native of China, Shen's perceptions and interpretations of the landscape are much different from those of typical American students. She gained work experience both independently and collaboratively in the studio last year. In terms of visually conveying ideas and concepts, Sheng feels more comfortable using quick sketches and rendering techniques.

Shengyi Yue is involved in the Community Visioning Program because it is the most direct and efficient way to understand a community. The program allows her to do community analysis, including transportation systems, natural resources and culture patterns, and to develop the skills of a good listener and a persuasive speaker. Sheng believes that the Visioning Program will add depth to her five-year study and benefit her later work.



Right: This plan view shows the locations for proposed native vegetation at the Highway 34 interchange and along the corridor.



Left: This enhanced photo of the intersection on Locust Street shows landscaping elements including colored concrete paver crosswalks, ADA-accessible sidewalks and plantings in the median.



Below: One design option for the Locust Street corridor uses sculptures of buffalo to tell local stories through art as one enters town.



Patty Petersen
Field Coordinator

Arlene Lynes, chair

Jerold Aperans

Ruth Belich

Ed Benson

Mike Brennen

Marty Brennan

William Burke

Steve DuFord

Tom Fitzpatrick

Verna Fitzpatrick

Verlyn LeRoy Hayes

Kathy Higgins

Rachelle Howe

Joanne Kehr

Bob Kurtt

Bob Peters

Doug Mullen

Bruce Palmborg

Christine Palmer

Dave Pleasant

Caroll Schreiber

Teresa Severson

Douglas Sharp

Joe Strobel

Mable Terry

Carolyn Thorston

Betty Zarwell

Ric Zarwell

Lansing

Lansing is nestled in the limestone hills of northeastern Iowa, situated on the banks of the mighty Mississippi River. This community of approximately 1,200, located in Allamakee County, is defined by its humble and unique river-town charm. This community traces its founding back to 1851, when settlers identified it as a possible steamboat shipping point and farm market. From its beginning, Lansing was a booming community, providing a port of call for the steamboats carrying grain, merchandise and passengers on the Mississippi River. In 1875, Lansing reached its peak population of 2,280. The establishment of the first railroad in 1872 and the subsequent decline in river traffic through the community caused the population to decline over the next five years. Since then the population has held fairly consistent.

Lansing is characterized by its strongest and most valuable resources: its unique geographical location, relationship to the Mississippi River and historic downtown district. Several opportunities exist to expand and enhance these distinctive resources of the community.

Lansing has sought out the Visioning Program to initiate momentum in emphasizing the potential of the community's most valuable resources. The following proposals take into account the community's desires and visions for the enhancement of Lansing:

- Entry Signage: establish an identity for the community while providing a unique sense of arrival; utilize local materials and a native planting palette to establish a set of uniform materials, colors and textures to be integrated throughout the community.
- Way-finding: develop a cohesive, legible and hierarchal signage package to better direct visitors to Lansing; emphasize community identity and character.

- Downtown and Main Street: create a more pedestrian-oriented environment with enhanced way-finding signage, crosswalk pavers, reduced crosswalk lengths, adjusted curb heights, bump-outs and updated street lighting; better connect downtown to the riverfront; create zones for public events and civic energy.
- Riverfront: create a public open space network of continuous visual and physical access to the river; create distinct places of character along river's edge; create seating nodes; develop social and visual landmarks on the riverfront; reclaim river ecology along the banks through reestablishment of native flora and wildlife habitat.
- Mount Hosmer Shelter: enhance the façade of the existing building structure; expand shelter amenities; develop landscape enhancements through a native, deer-resistant plant palette.





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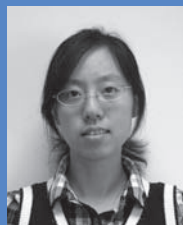
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Left: This enhanced image of the south entrance includes the addition of a Fish Days sign and low maintenance, native species for color and interest.

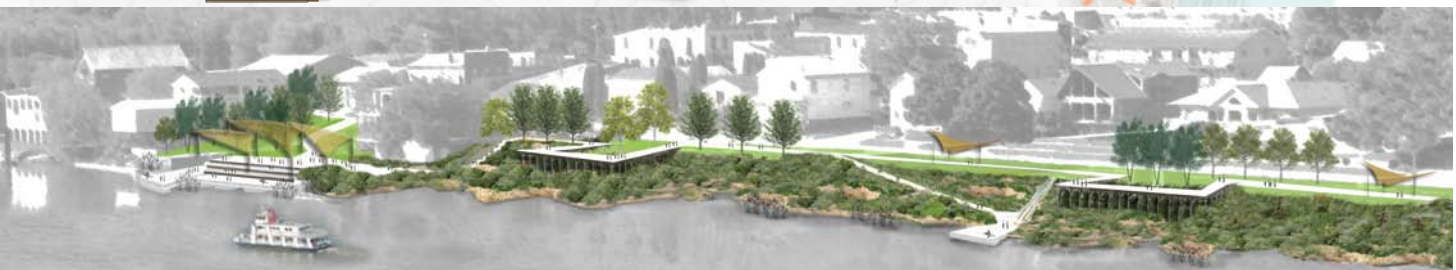


Above: This section of downtown includes the incorporation of period lighting, banners and way-finding signage.



Left: The schematic for East Main Street and Civic Plaza incorporates an events space along the river bank, a welcome center kiosk and other pedestrian amenities, as well as permeable paving.

Background: This image is a map of the entire project area.



Below: This perspective of the Lansing River front shows the proposed river walk and civic plaza, as well as ecological reclamation.



Barb Grabner-Kerns
Field Coordinator

Dean Mather, chair

Don Aschenbrenner

Chad Cleveland

Connie Dallenbach

Grace Hertz

Gary Heuton

Nancy Jenson

Tjeran Jolliffe

Juliann Kraft

Peggy Milton

Glenda Mulder

Jerry Otto

Alan Petersen

Cathy Pohlman

David Ross

Kathy Sangwin

Dwight Van Genderen

Laurens

Laurens, "The Busiest Little Town in Iowa," is a town of 1,476 in the northwest part of Pocahontas County, Iowa. The town lies at the junction of Iowa Highway 10 and County Road N28.

The Laurens city government is very proactive with infrastructure repairs and improvements. In 2000 the lights, sidewalks and streets in the downtown business area were replaced, improving the area both aesthetically and functionally. The city is in the final stages of constructing curb cuts and making other repairs necessary to make all the sidewalks in town universally accessible. The town's initiative is showcased at the intersection of 3rd and Main Streets by brick crosswalks and planters at all the corners.

Laurens applied for visioning to make plans to address the following: visitors' first impression of the town, mainly along the Highway 10 Corridor; the trails system; and First Street going north through the business district. The visioning process resulted in the following proposals:

- Trails: connect existing Laurens Prairie Preservation Trail with Sportsman's Park; then extend the trail along the corporate limits to the high school native planting and over to Rush Lake Road. From Rush Lake Road the trail will go north one mile and connect with Potato Farm Road and the Swan Lake Area.
- Highway 10 Corridor: beautify with vegetation around the concrete Laurens sign, the grassy triangle south of the salvage yard, and the open space between Trimark and the fertilizer building; work with the salvage yard owner to implement possible screening of the eyesore.
- Way-finding: add signage along Iowa Highway 10 and County Road N28, to ease access to the downtown area; other

way-finding additions include signage in Sportsman's Park and the Swan Lake area; signage along the proposed trail would also be beneficial to way-finding.

- New Veterans Monument: Design a memorial with statues and pavers to acknowledge veterans from all wars. The memorial will be placed in the triangle space at Fifth Street and Olive Street or south of Iowa Highway 10, between Trimark and the fertilizer building.
- City Park Improvement: Add a threshold from Third Street with a path to welcome and guide visitors through the park; install new playground equipment in a John Deere color scheme to commemorate the Alvin Straight Story.





Seana Godbold
Landscape Architect

Seana earned a Bachelor of Landscape Architecture from ISU in 2001 and is a registered landscape architect practicing in Spirit Lake. Her experience consists primarily of project design and technical production for site plans, streetscape projects, entryway signage, residential developments and municipal park improvements. Seana first became involved in the Visioning Program in 2001, working for Engineering Plus, Inc. in Ames. In 2003 she joined Snyder and Associates, Inc. in Ankeny. In 2007, she participated in Community Visioning for the first time as a landscape architect while at Beck Engineering in Spirit Lake. This year Seana established a solo practice and created Godbold Landscape Architecture. Since moving back to the area where she grew up in northwest Iowa, Seana has put her experience to use through providing architectural graphics, visioning and site design. In 2004, Seana served as the Iowa ASLA associate member-at-large and has since been actively involved in political endeavors of the National and State Chapters of ASLA.



Eric Doll
Student Intern

Eric has just completed his second year in ISU's landscape architecture program. He will be focusing on park design and strengthening his drawing and painting skills. Eric believes that outdoor recreation is going to be of most importance in the broad spectrum of landscape design. He was born and raised in Des Moines and graduated from Abraham Lincoln High School. His hobbies include disc golf, sketching, juggling, unicycling, eating and just being outdoors.

To Eric, Community Visioning is the opportunity of a lifetime. He believes being involved with a specific community to implement actual design enhancements is empowering. Also, learning the design programs is very rewarding and such experience is beneficial to the learning landscape architect.



Above: A new path between the library and the Pocahontas County Museum was planned for City Park. Other amenities would include a swimming pool and playground equipment designed with the John L. ...



Top: This proposed trail located on the southeast side of town runs along an existing drainage ditch and makes connections to existing trails in town.

Middle: A veterans memorial designed to be located between Trimark and the fertilizer plant features elements such as statues and memorial brick pavers and benches.



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 proposed for
 clude a planting
 new playground
 Deere tractor theme.



Brad Riphagen
Field Coordinator

Tom Anderson, chair

Maggie Anderson

Joe Berger

Roger Berger

Shelia Berger

Jane Beschorner

Craig Cunningham

Tara Cunningham

Ann Gemberling

Libby Gemberling

Wade Gemberling

Pam Haberl

Donald Hobbs

Carter Kinney

Tami Kinney

Brandon Makinson

Mary Nelsen

Lohrville

Lohrville is a small town of 354 residents, located on Highway 175 in the southeastern part of Calhoun County. It is 12 miles from Rockwell City and 30 miles from Fort Dodge. The surrounding landscape has been molded by the glaciers during the Ice Age. The flat landscape is characterized by “prairie potholes”—areas in a field that flood with water during rainfall—that are a haven for native plants and species.

The town has been defined by the predominant modes of transportation of different historical eras. Three railroads used to go through Lohrville, but none come through the town anymore. Trucks have replaced the train industry, and they travel daily along Highway 175 and N65. The town has converted two of the railroad corridors into the Ralph Earwood Memorial Nature Trail. The trail allows bikers and walkers to enjoy a narrow corridor of trees.

The community has been plagued with debt and only recently climbed out of the red. The town’s roads and buildings have fallen into disrepair with few businesses remaining, but the community has a strong sense of pride and a desire to improve. The citizens have embraced their motto—“Better not Bigger”—through their numerous opportunities for community involvement. The town celebrates its Irish culture with a parade on St. Patrick’s day, hosts a modified tractor pull, and holds BRALS (Bike Ride Around Lohrville Slowly) on July 4th. The town is 2 miles away from University 40, a county park, where the citizens gather for pancakes every Sunday.

Lohrville applied for visioning to improve all transportation corridors and the downtown, and to provide parking for semi tractor and trailers. The visioning process resulted in the following proposals:

- Highway 175 Corridor: plant street trees along Highway 175 to fill noticeable gaps in the otherwise strong tree canopy; west along Highway 175, add crosswalks to allow for safer pedestrian travel; improve the landscaping of Lohrville’s entrance with a

sign that draws inspiration from the glacier-formed landscape by using rocks to create depth and conceal light; surround sign with native planting to continue the prairie pothole theme and conceal the sign's light.

- Truck Route and Parking: designate a route for trucks to reach the water pump with the least amount of damage to other roads; create a truck parking area south of Highway 175 along the old railroad corridor; plant trees to screen the trucks from drivers on Highway 175.
- Natural Trail Extension: extend the Ralph Earwood Memorial Nature Trail to University 40, a county park south of town; either use an existing gravel road southwest of the city or create a trail that follows the creek running south of Lohrville, which runs directly into University 40.
- Downtown Streetscape Enhancement: add prairie planting beds to beautify downtown and to filter storm water before it reaches the storm sewer.





John Micka
Landscape Architect

John is a 1992 graduate of ISU with a Bachelor of Landscape Architecture and is licensed in the State of Iowa. Working as a landscape architect intern in Oregon in the early and mid 1990s, John gained valuable experience in the areas of environmental design and commercial/residential development. In 2000 he returned to Iowa and worked for a Des Moines firm while holding a temporary teaching position at ISU. John is currently employed by Veenstra and Kimm, Inc., which he joined in 2002. John is project manager and landscape architect on municipal projects throughout Iowa and adjoining states. His current area of expertise includes streetscape/urban design and park and recreation development.



Chris Bahls
Student Intern

Chris graduated in the spring of 2009 from Iowa State University with a Bachelor of Landscape Architecture. He recently completed his honors project with Webster City, IA, which involved developing a reprogramming proposal for three city parks. His interests within the profession include park, streetscape and residential design. He grew up in Waukee, IA, and watched the community grow from a small town to a thriving suburb of Des Moines. He currently enjoys spending his free time playing online video games.

Chris chose to participate in the Visioning Program to continue to expand his experience working with community design. He hopes to assist and empower citizens to create environments that promote cohesion within their communities.





Top: The first photo shows the existing downtown business district in Lohrville. The second photo has been edited to show proposed rain gardens and native species plantings.

Third photo: Lohrville residents would like a trail expansion such as the one shown in this enhanced photo that would run along the creek south of Lohrville to the University 40 property.

Bottom: This drawing illustrates a section view of the proposed nature trail next to the creek.



Patty Petersen
Field Coordinator

John Anderson, chair

Tracie Cantu

Marlas Latwesen

Jerald R. Martinek

Susan Parker

Teri Rawdon

New Hartford

The city of New Hartford, population 659, is located in southeast Butler County adjacent to the Beaver Creek corridor and along Highway 57.

New Hartford was selected for the Visioning Program after being struck by two natural disasters in the course of two weeks. On May 25, 2008, a series of communities in south Butler County, including New Hartford, were struck by an EF5 tornado. The city escaped the tornado with relatively little damage; the city cemetery north of town and the Beaver Creek corridor experienced the most damage.

Two weeks after the tornado, heavy rains caused a levee to break, allowing water to flood into the city in a short time. Approximately 85 percent of the city was flooded; in some places the water rose up to the second story of homes. The severity of the flooding required that the entire city be evacuated for up to five days. Floodwaters damaged the library, school, city hall, post office, and eight businesses and all but forty homes.

Through the Visioning Program, the design team focused on developing concepts for Federal Emergency Management Agency (FEMA) buy-out properties, a citywide trail system, community entryways and way-finding signage.

- FEMA Buyout Properties: create conceptual plans for several properties that are being considered for purchase, following use restrictions for properties acquired with FEMA funds; utilize open space for community gardens, athletic fields, natural plantings and parks; make aesthetic improvements to open space.

- Pedestrian Trail System: develop a master plan for a community-wide trail system that incorporates and links points of interest throughout the community including the business district, public green space and school.
- Entryway and Way-finding Signage: identify appropriate and feasible areas for entryway signage; design landscape to showcase entryway signs; design way-finding signage that will direct visitors to significant public buildings, parks and trails.





Meg Flenker
Landscape Architect

Meg is the principal of Flenker Land Architecture Consultants, LLC and has more than 20 years of professional experience in landscape architecture, land planning, environmental and engineer consulting, and grant writing. She is a registered landscape architect in Iowa and Illinois, as well as a Certified Professional in Erosion and Sediment Control (CPESC) and a Certified Professional in Storm Water Quality (CPSWQ). Meg established her practice in 1997. That same year, she began participating in the Visioning Program and has continued to do so each year since, working in as many as three communities at a time. She earned a Bachelor of Landscape Architecture from Iowa State University in 1989 and a Masters in Business Administration from the University of Iowa in 2003.



Emily Hoffman
Student Intern

Emily is an Iowa native currently completing graduate study of landscape architecture at Kansas State University. Her passion for land design and community planning was inspired by her nationwide travels as a young girl and by being the daughter of a land steward. As a child, countryside exploration via the backseat of her parents' car, bike and foot travel, introduced her to the variety that is the American landscape and sparked a curiosity that is being fulfilled through the study and practice of land design. Her educational background in horticulture and landscape architecture will provide her the ability to pursue career opportunities that balance her interests.

Emily was immediately interested in the Community Visioning Program for its incorporation of public participation into the design process with a focus on Iowa's small communities. With a combined knowledge of plant science and landscape architecture, Emily hopes to gain a better understanding of how these skills can be utilized to help guide and inspire Iowa communities to improve and preserve their charm.



Lily-Love Toppar
Student Intern

Lily-Love, an international student, has just completed her third year of the five-year landscape architecture program at ISU. Before attending ISU, she graduated from Achimota Secondary School and has a certificate in spoken French in Ghana, Africa. Her home town is Accra, the capital city of Ghana in West Africa. She has always had an interest in people's relationships and community design so the idea of working with people, especially those that have been hit by natural forces, is most appealing to her.

The prospect of working with a community was really interesting to Lily-Love because it is her desire to work hand-in-hand with communities of varying populations that long to create or emphasize their identities. She is certain that helping these communities achieve their aim and working with professional landscape architects in a firm will further decide her future in the world of landscape architecture.



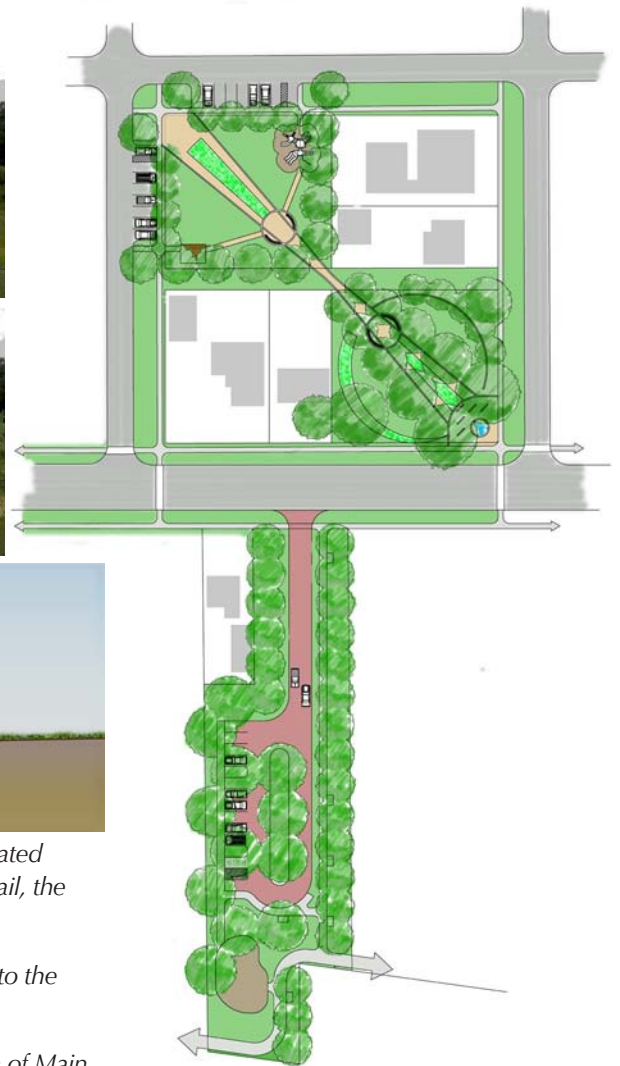
Above: The plan for Raindrop Park incorporates sustainable practices such as an open-sided shelter with a sustainable green roof, rain gardens and native vegetation.



Middle: The trail plan for New Hartford involves converting the dike located on the north side of town (top photo) into Beaver Creek Recreational Trail, the entrance to which would be located at Utica Avenue.

Above: This section view illustrates how the trail can be located parallel to the railroad tracks and vegetation management can be used in the ditch.

Right: This illustration is a plan view including both Memorial Park north of Main Street and Green Park south of Main Street.





Meredith Borchardt
Field Coordinator

Valerie Thorne, chair

Clint Ackerson

Kate Durbin

Julie Eddy

Virgil Goodrich

Angie Herter

Gary Hinders

Eva Jacobsen

Dave Meyer

Brian Schoon

Don Temeyer

Andrea White

Parkersburg

Parkersburg, population 1,846, is located in south central Butler County. Due to a natural disaster, this is the second time Parkersburg has participated in the Community Visioning program, first participating in 1999.

Located where the north and south forks of Beaver Creek meet, the area to become known as Parkersburg was identified as an appealing location for a railroad depot. In 1865 a depot was erected and the Illinois Central and the Chicago Northwestern railroads were built. The town was given the name Parkersburg in honor of Pascal P. Parker, a prominent settler and the town's first postmaster. Early in 1875, Parkersburg was officially incorporated.

On May 25, 2008, the Parkersburg community was struck by an EF5 tornado, which destroyed a half-mile wide section of the town along the Highway 57/14 corridor. After the tornado, the community united in an incredible rebuilding effort. One year after the tornado, nearly every home has been rebuilt and nearly every family has remained in the community. In addition to rebuilding the residential neighborhoods, several commercial and civic buildings were rebuilt, including city hall, the high school, a grocery store and several banks.

The 1999 Community Visioning Program efforts concentrated on the downtown and business districts, which were untouched by the tornado. During the goal-setting phase of the 2009 Community Visioning process, three major goals and areas of priority were identified. The areas include the Highway 57/14 corridor, a series of intersections along the corridor and way-finding signage to enhance linkage.

- Intersections: design intersection applications that improve pedestrian linkage and safety across the Highway 57/14 corridor between residential areas and public parks and schools.

- Highway 57/14 Corridor: incorporate defined crosswalks, pavement applications and visual cues to improve aesthetics, pedestrian safety and promote traffic calming; pave road shoulders for use as bike lanes; design art applications for intersections to enhance community identity.
- Way-finding Signage: design a series of way-finding signage to direct visitors to significant community sites and build upon community identity.





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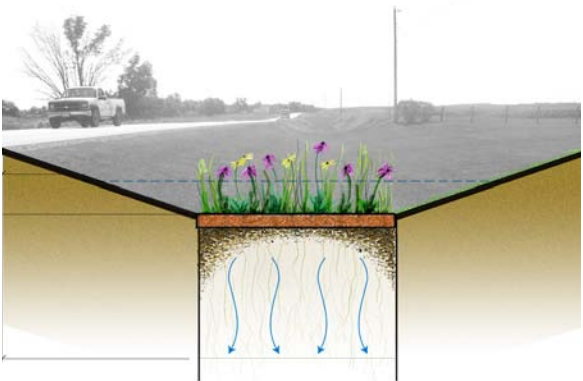
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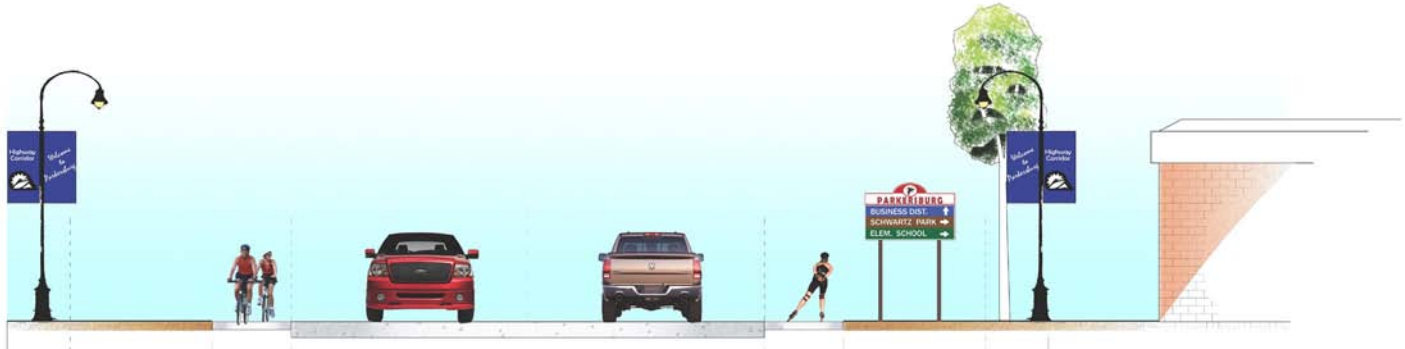


Above: This drawing is a typical section of a bioswale, which can be used in roadside ditches for storm water management.



Top: This drawing shows a way-finding system that includes kiosks, identification signs, directional signs for tourists and banners.

Middle: Currently, the intersection of Johnson Street and Highway 57/14 is devoid of vegetation and pedestrian amenities (top photo). Proposed improvements include sidewalks, crosswalks, street trees, decorative light and a medallion of the town logo (bottom photo).



Above: This section drawing of the Highway 57/14 corridor incorporates paved bike lines on both sides of the road, along with pedestrian-scale lighting and street trees.



Roger Hunt
Field Coordinator

Tina Thomas, chair

Joan Bex

Mariellen Bower

Ranee Fladung

Kate Giannini

Sharon Haselhoff

Betty Kaalberg

Christine Kirkwood

Les Lamping

Donna Leyden

Jim Leyden

Bill Poch

Tim Putney

Ed Raber

Adam Richards

Ester Rogers

Mary Jane Stumpf

Riverside

The city of Riverside is located in southeastern Iowa about 15 miles south of Iowa City. It is located in the northeastern corner of Washington County at the intersection of two major highways, US Highway 218 and IA-22. Riverside is bordered by both the Iowa and English rivers, thus giving the town its name. Riverside was founded by Nathaniel McClure in 1872 when the Muscatine Western Railroad decided to run tracks through the area.

Riverside has many distinguishing characteristics such as four thriving community parks; the newly built Riverside Casino & Golf Resort; and St. Mary's Catholic Church, which is on the National Register of Historic Places. Riverside also boasts one particular attribute that no other city can claim. In 1984 Riverside was officially recognized as the "future" birthplace of Captain James T. Kirk of the popular Star Trek television series. Every June, Riverside holds its annual TrekFest, which involves many enjoyable activities for the community.

Riverside has a large volume of traffic flow through the town, and the steering committee wants to rein in some of this traffic by making the community more attractive to both passers-by and to the residents themselves. The committee has identified a number of priority areas during the visioning process that will help accomplish this task.

- Downtown Improvements: reconfigure parking; improve building facades; add plantings and street trees along Hwy 22; add street furniture; improve sidewalks and streetscapes; and add traffic-calming measures such as curb bump-outs and speed tables.



- Entrance Sign Improvements: remove the current entrance signs along Hwy 218 and move them to the southern and western entrances of town; frame these moved signs with brick pillars; install decorative plantings to create more formalized entrances; and add 25-foot monument signs to each side of Hwy 218.
- Storm Drainage Landscape: explore various storm water management practices throughout the city; educate residents about storm water management and encourage them to consider rain gardens and bioswales to minimize runoff on their properties.
- Linkage between East and West Riverside: install pedestrian/bicycle path under the Hwy 218 overpass to provide an opportunity for pedestrian crossing; plant street trees along the corridor of Hwy 22 and landscape the interchange of the two highways to provide a visual linkage between the two sides of town.
- Pedestrian Circulation and Trails: create a bicycle trail system that circulates through town; utilize and extend the abandoned rail corridor as an east-west trail connection; connect west Riverside with the newly finished Old 218 bike trail; and install sidewalks along Hwy 22 to accommodate pedestrian circulation between the downtown, parks, residential areas and elementary school



Loren Hoffman
Landscape Architect

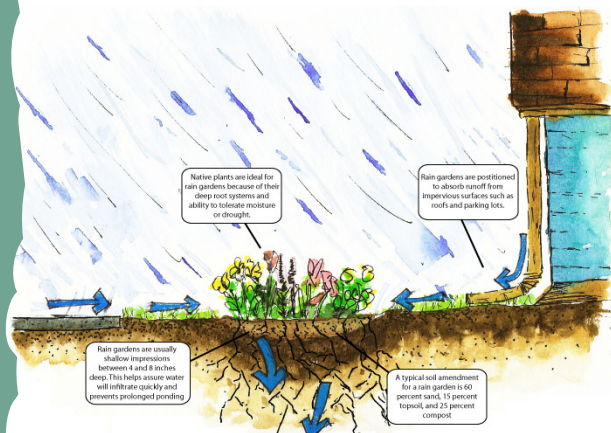
Loren is proud to have worked with the Visioning Program since 2001. He has worked with several Iowa communities since then developing the elements of their vision. Loren graduated from Iowa State University with a Bachelor of Landscape Architecture in 1996. Loren is the principal landscape architect at Hoffman Design Consultants in Cedar Rapids. He has a variety of project experience including park and trails design, campus master planning, streetscape design, and irrigation design as well as institutional and municipal site planning and design.

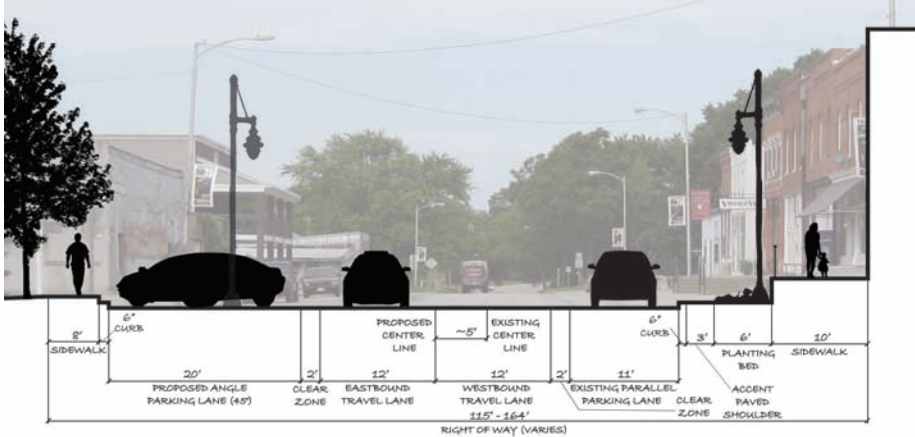


Luke Ness
Student Intern

Luke Ness is currently a landscape architecture student at Iowa State and will be entering his third year in the program in fall 2009. Before coming to ISU, Luke grew up on a small farm near Gowrie, IA. He enjoys many different outdoor sports and is an avid disc golfer. He has always had a love for plants and art, and both of these prompted him toward a career in landscape architecture. Luke's career interests include community and urban design, planting design and environmental art.

Luke became involved with the Community Visioning program because it provides him with the opportunity to design for real people in real-world situations. He is quite excited to be able to help enhance the communities he is working with as well as learn something from them. He is also excited to be working with landscape professionals and about all of the new software and design techniques that he will pick up along the way.





Left and below: These illustrations show the proposed configuration for Main Street, including angled parking on the north side, crosswalks, curb bump-outs, lighting and street trees, in section view (left) and plan view (below).



Above: The photo on the left shows the existing Highway 22 corridor, while the photo on the right shows proposed street trees and median.

Right: One proposed logo for Riverside features a meandering river theme.

Opposite: This diagram illustrates how a rain garden temporarily contains storm water to allow it to infiltrate into the soil, preventing runoff.





Roger Hunt
Field Coordinator

Liz Schura, chair

Denise Brown

Rick Cleasby

Marilyn Cook

Ian Cullis

Greg Ervin

Louie Ervin

Linda Haywood

Shirley Hoppe

Jeff Kramer

Kay Landuyt

Carrie Mahoney

Don Norton

Bob O'Shea

Lourie Patel

Lori Pickart

Megan Porisch

Larry Robinson

Holli Simeons

Mike Skaggs

Bob Westfall

Mike Wood

Robins

Robins is a small town located north of Cedar Rapids, in Linn County. With a population of 2,435, the community continues to grow in numbers. It was incorporated in the spring of 1910 and platted by John and Hannah Robins in October 1888. The town was named after the couple, who later moved to California to escape the Iowa winters. Today the community strives to identify the resources and assets that make their community unique within the Cedar Rapids metropolitan area.

Some of the resources that make Robins unique are the connections with a regional trail and the historic relationship with the local quarry. The Cedar Valley Nature Trail is a multi-use recreational path that extends north to Waterloo and south to Ely. Many people from the metro area use this trail for walking, running, biking and more. In the 1940s the original site for a quarry industry had been established. The quarry continues to be a unique resource for the city of Robins. Another important resource, Dry Creek, is seen as a great opportunity for an extended trail system through town. A variety of businesses in Robins—a blacksmith shop, lumber and hardware store, Breeden Tree Service, Fox and Steyne Construction, and Joe's Wendling and Towing—all once served the community and Cedar Rapids. Some of these businesses remain today, and others have new owners or services to provide.

The community members have shown great participation and leadership during this process. They are eager to make Robins a more joined community by developing their comprehensive trail and main street systems. Another important design element is defining the town's identity through developing a hierarchy of way-finding signs, and planning for the future development of the existing Robins Square. The residents feel that Robins is a safe, family-oriented community, and they want to maintain a small-town atmosphere. The Robins visioning committee built upon their initial priorities through the visioning process and decided on these concepts:

- Comprehensive Community Trails Plan: plan for a future recreational loop system to make the town more accessible and inviting; designate areas for trailhead informational kiosks, shared roadways, bike lanes, a greenbelt system and pedestrian connections; comply with design guidelines from the AARP Public Policy Institute’s “Planning Complete Streets for an Aging America.”
- Main Street Continuity: differentiate Robins from surrounding communities by defining a sense of identity and cohesiveness through the town’s Main Street; beautify and maintain a theme along the Main Street corridor in order to make the town more identifiable and welcoming for everyone; develop a series of options to accommodate both motor and pedestrian traffic.
- Entrances & Way-finding: Establishing a hierarchy of way-finding options will give Robins a unique identity. This can be accomplished by designing entrance signs at major intersections, creating options for informational kiosks as well as directional signs. A template of logos and way-finding options will be presented to help the town establish this stronger identity.
- Improvements at Town Center: establish a hierarchy of way-finding options to give Robins a unique identity; design entrance signs at major intersections; create options for informational kiosks as well as directional signs, choosing from a template of options to help the town establish this stronger identity.
- Intersection at Mentzer and Main Street: re-align this intersection to better accommodate pedestrians and motor traffic to make the crossing safer for multiple user types; landscape this entrance into Robins in order to create a visual statement that identifies the town; use traffic calming methods so the intersection will have an inviting atmosphere for all users.





Loren Hoffman
Landscape Architect

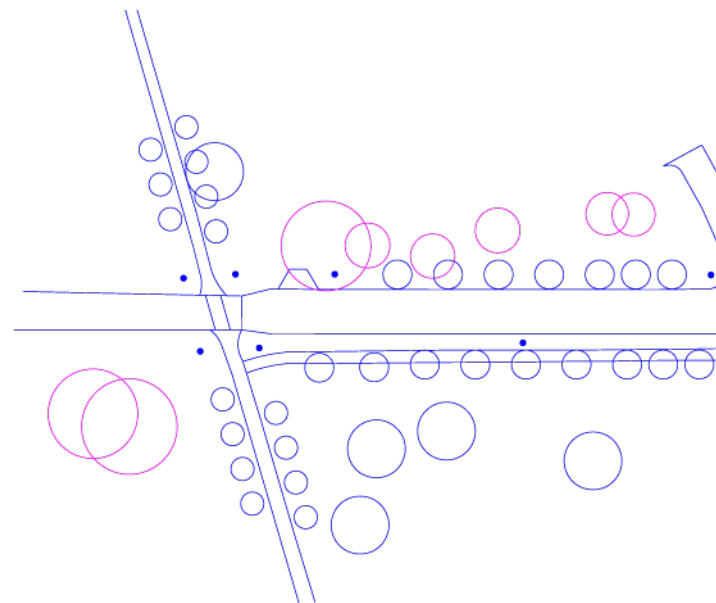
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Andrea Blaha
Student Intern

Andrea recently graduated with a Bachelor of Landscape Architecture from Iowa State University. She grew up in Cedar Rapids, Iowa. Growing up she spent most of her time outdoors playing sports and staying active. In her elementary years she always had a passion for drawing and various aspects of art. Her final inspiration to be a part of the landscaping discipline was the influence of a unique professional, Ashley Kyber. If it was not for Ashley's enthusiasm, personality, and passion for the profession Andrea most likely would have become an architect. Summers spent traveling, strong family roots in art and the guidance of a practicing professional led her to landscape architecture.

Andrea wanted to become involved in Community Visioning to explore her interest in working with community members who are determined and passionate about the place in which they live. This internship will be a great opportunity for her to act as a visionary for the community and help its ideas become reality. She hopes to explore ways to communicate, educate and empower residents about design and its endless opportunities.

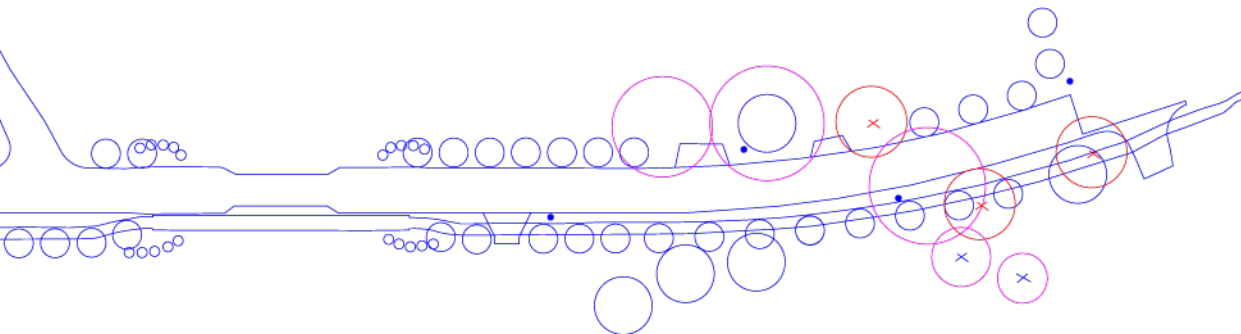




Top: The way-finding signage system and pedestrian amenities incorporate a custom logo consistent with the entrance sign logo.

Middle: The photo on the left shows the existing view of the intersection of Main Street and Mentzer Road. The photo on the right is the same intersection with crosswalks, a bike lane and street trees.

Left: Robins residents desire a common space in which community members can work, socialize, entertain and shop. This drawing is a bird's-eye view of the proposed civic plaza.



Above: This sketch shows the location where the Cedar Valley Nature Trail crosses Main Street.

The Next Step: Making

Introduction

For nearly 15 years, the Iowa's Living Roadways Community Visioning Program has helped rural communities plan transportation enhancements using state funds administered by the Iowa Department of Transportation. To date, 159 Iowa towns have completed the process and successfully collaborated with community visioning design teams to create conceptual transportation enhancement plans.

However, the process for these communities does not end with a plan. The next stage of community visioning is making the plan a reality. According to an evaluation conducted by Iowa State University in 2006, 94 percent of communities that participate in the community visioning program implement at least one project.¹ These communities draw from a variety of funding sources, the majority of which are grants from either public or private organizations.

The purpose of this study is to determine the types of competitive grants awarded to communities that have participated in the Community Visioning Program. Factors examined include the types of projects funded, the geographic distribution of funding and time elapsed between completion of visioning and funding awards.

The information presented here is connected only to projects implemented through state grants. Matches by the community, federal funding, private donations and self-funded projects were not factored into this analysis unless they could be documented.



The downtown street trees in Fredericksburg were funded by the ILR Projects Program in 2004.

¹Badenhop, Julia. 2007. *Community Visioning 2007 Program Impact Assessment: a focus on project implementation*. Ames, Iowa: Iowa State University Department of Landscape Architecture.

Community Visions a Reality



The Storm Lake lighthouse and landscaping located along the U.S. 71 corridor was funded in part through the ILR Projects Program in 2000.

Scope and Methodology

The scope of work is limited to competitive awards from five Iowa programs: Iowa's Living Roadways Projects, sponsored by Trees Forever; the Living Roadways Trust Fund (LRTF), sponsored by the Iowa Department of Transportation (IDOT); Resource Enhancement and Protection (REAP), sponsored by the Iowa Department of Natural Resources (IDNR); Community Attraction and Tourism (CAT) program, offered by the Iowa Department of Economic Development (IDED); and Prairie Meadows Racetrack and Casino Community Betterment Grants.

Data collected encompass the life of the program, from the pilot communities in 1995 through the communities that participated in the visioning process in 2008. Award information was obtained from the Web sites of the respective funding organizations, which are listed at the end of this narrative.

The projects funded have been categorized as either visioning or non-visioning projects. Visioning projects are those that were proposed as part of the visioning concept plan. Non-visioning projects are those that have been funded since completing community visioning but were not part of the original concept plan. Both visioning and non-visioning projects have been sorted by project type into nine categories:

Highway corridors	Streetscapes	River corridor/wetlands
Gateways	Trails	Historic preservation
Entrance signage	Parks/open spaces	Other

Funding Awarded

Since 1995, 111 communities that participated in the Visioning Program received funding from one or more of the five state programs for a total of 250 projects. Of these projects, 194 were visioning projects and 56 were non-visioning projects.

The total amount of funding from the five state programs awarded to communities that participated in the visioning program is \$24,526,237. Of that total, \$15,372,188 or 63 percent was awarded to implement projects resulting directly from the visioning process—that is, projects appearing in some form in the conceptual design plan developed for the community. The remaining \$9,154,049 was awarded to implement non-visioning projects (see figure 1).

In terms of geographic distribution of funding across the state, most of the total funds were awarded to communities in the northwest portion of Iowa. However, there were more projects implemented in northeast Iowa. The highest number of visioning projects were implemented in northwest Iowa, while the highest number of non-visioning projects were implemented in northeast Iowa (see table 1). Figures 2 and 3 show the geographic distribution of funding for visioning and non-visioning projects, respectively. The four quadrants of the state are defined by Interstates 35 and 80.

Table 1. Projects and funding by geographic region, 1995–2009.

Region of Iowa	All projects		Visioning projects		Non-visioning projects	
	No. of projects	Funds awarded	No. of projects	Funds awarded	No. of projects	Funds awarded
Northeast	102	\$11,832,309	71	\$5,169,901	30	\$2,967,190
Northwest	89	\$20,079,010	77	\$11,885,896	12	\$1,187,038
Southeast	35	\$2,726,927	19	\$11,885,896	12	\$1,509,671
Southwest	21	\$739,356	12	\$306,762	3	\$124,000

Figure 1. Visioning and non-visioning projects funded, 1995–2009.

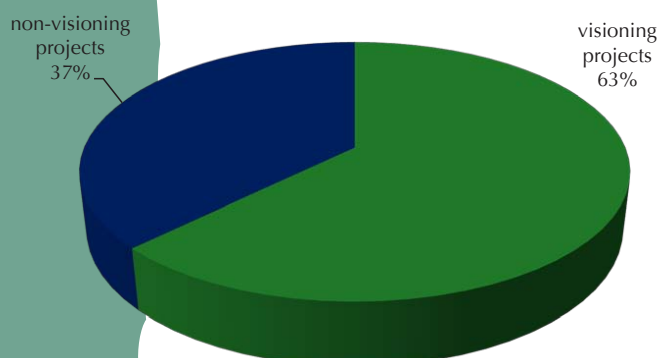


Figure 2. Geographic distribution of funding for visioning projects, 1995–2009.

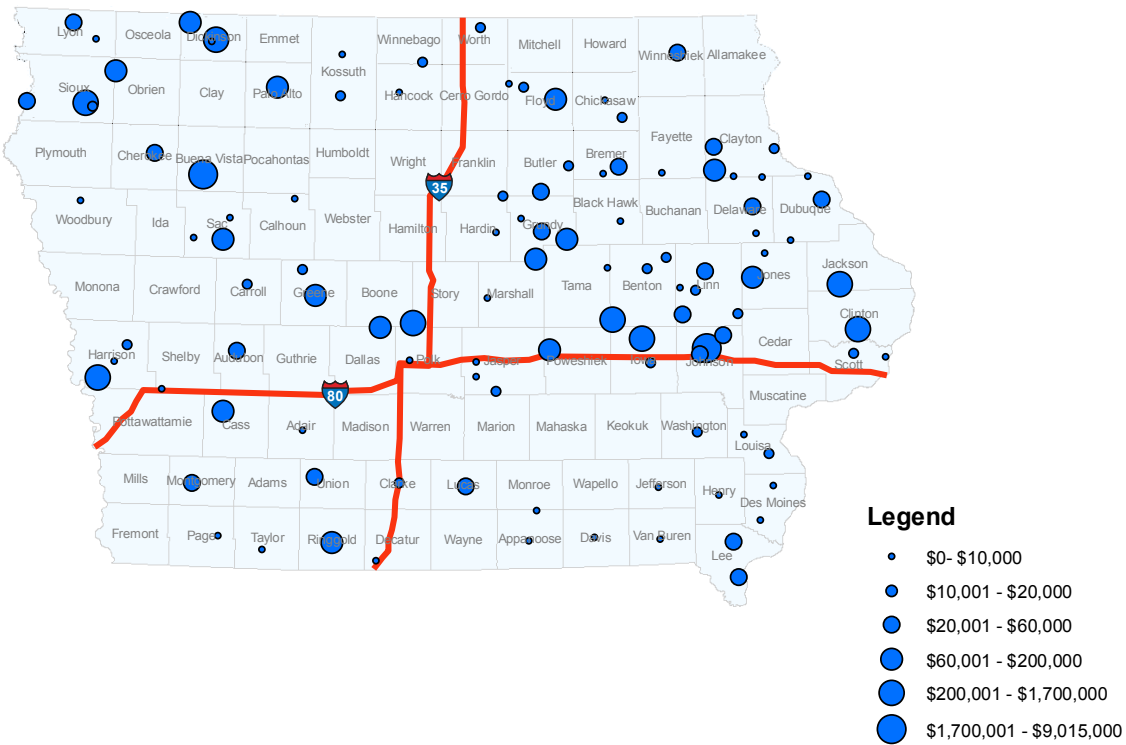
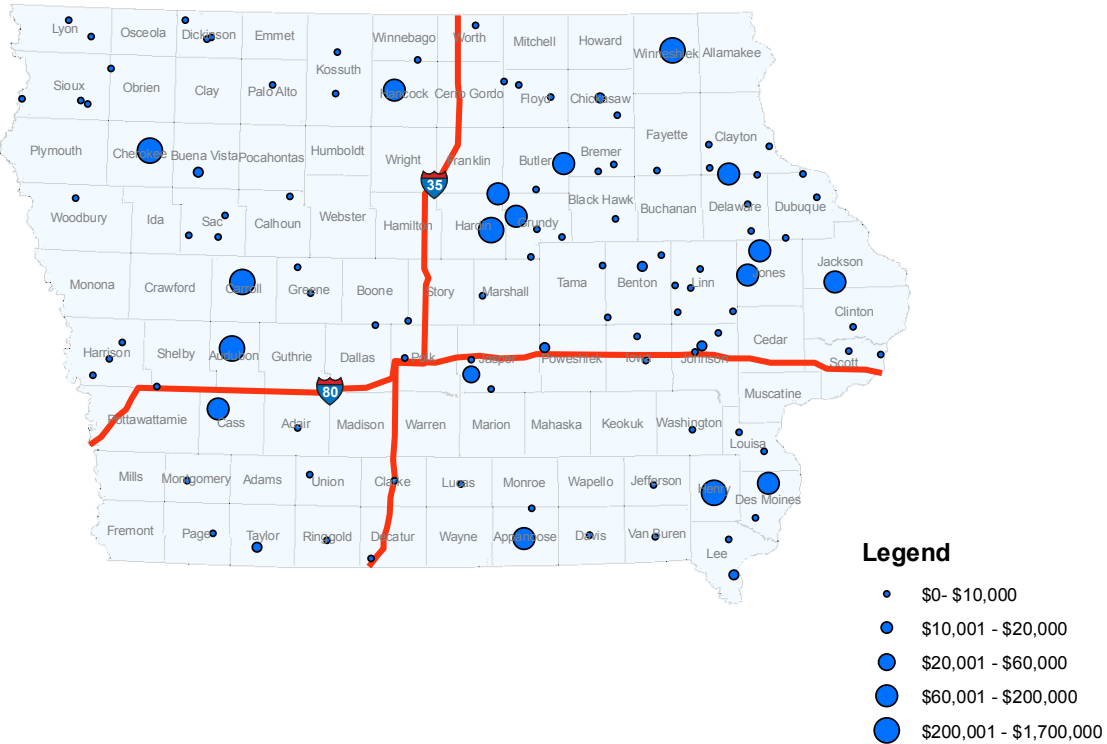


Figure 3. Geographic distribution of funding for non-visioning projects, 1995–2009.



Funding Awarded

More than \$20 million of the total \$24,526,237 was awarded as CAT grants by IDED, which is more than seven times higher than the other funding sources combined (figure 4). However, the ILR Projects Program funded the highest percentage of projects (figure 5). Table 2 shows the total funds awarded by funding source, as well as total projects funded, visioning projects funded and non-visioning projects funded.

Table 2. Breakdown of funding and projects by source, 1995–2009.

Funding source	Total funds	Total projects	Visioning projects	Non-visioning projects
CAT	\$20,239,500	35	12	23
ILR	\$1,488,999	153	143	10
LRTF	\$88,300	10	7	3
REAP	\$2,671,938	47	29	18
Prairie Meadows	37,500	5	0	5

Figure 4. Visioning and non-visioning projects funded, 1995–2009.

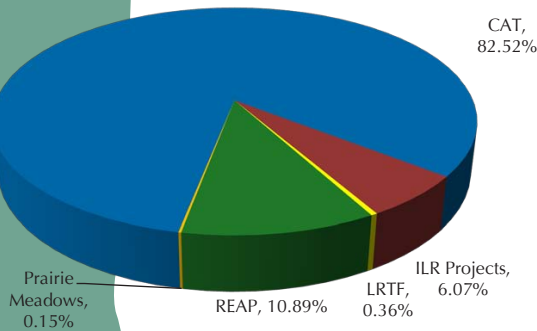
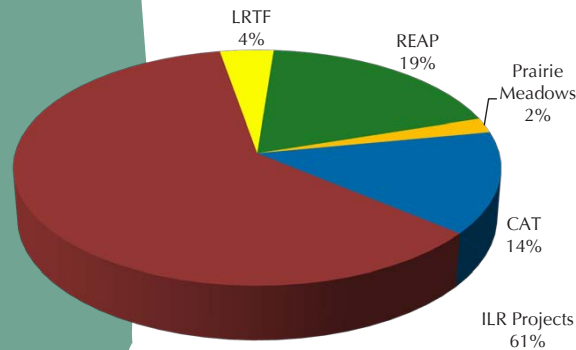


Figure 5. Visioning and non-visioning projects funded, 1995–2009.





In 2002, the ILR Projects Program awarded funding to Parkersburg for the Depot Park and prairie restoration.

Among all funding sources, grants for visioning projects range from \$214 to \$9 million, with the average award at \$80,483. Grants for non-visioning projects range from \$705 to \$1.6 million, with the average award at \$155,153. The average grants for visioning projects from each of the funding sources range from more than \$1 million (CAT) to \$0 (Prairie Meadows). Average grants for non-visioning projects are lower, ranging from \$352,848 (CAT) to \$2,097 (LRTF). Table 3 shows the overall average awards for each source, as well as the average awards for visioning and non-visioning projects.

Table 3. Average award amounts for each funding agency, 1995–2009.

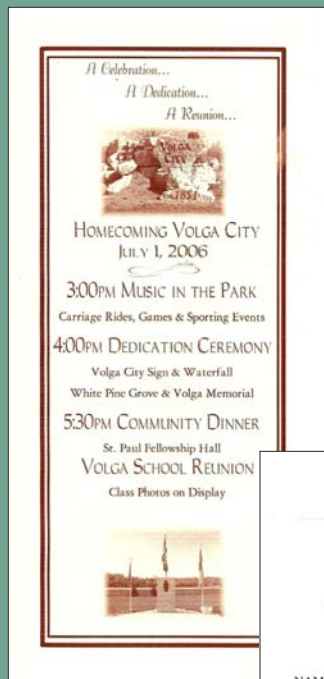
Funding source	Average grant amount	Visioning projects	Non-visioning projects
CAT	\$578,271	\$1,010,333	\$352,848
ILR	\$9,732	\$9,973	\$6,290
LRTF	\$8,830	\$11,296	\$2,097
REAP	\$56,850	\$60,104	\$51,607
Prairie Meadows	\$7,500	\$0	\$7,500

Funds Leveraged

The award amounts presented in the previous section of this narrative do not include the substantial amount of funding obtained from other sources. In follow-up interviews conducted by Trees Forever field staff, steering committee members from visioning communities indicated that projects have been funded from a variety of sources in addition to competitive grants. Volunteers from local government and other civic organizations such as the Kiwanis Club or the Lions Club contributed substantial labor, and local businesses and individuals donated labor and materials (see figure 6).

In addition, both the CAT and the ILR Projects programs require matches from recipients. CAT requires a minimum match of 50 percent. The Iowa's Living Roadways Projects Program requires a minimum 30 percent match from the applicant. However, according to the Trees Forever 2009 Annual Report, the average cost share by Projects applicants averages 49 percent. Table 4 shows the match amounts estimated for both CAT and ILR Projects and the revised totals for funding generated by the five state programs.

The addition of these documented matches increases the total funding generated to \$35,375,597, with approximately \$22 million for visioning projects.



HOMECOMING — VOLGA CITY
July 1, 2006

Volga School Reunion & Community Dinner
Serving begins at 5:30 P.M.
Free-Will Donation - Proceeds to Volga Visioning Fund
St. Paul Fellowship Hall

Yes, I/We will attend the dinner.
 Number of people attending the dinner.
 No, I/We will not be able to attend.

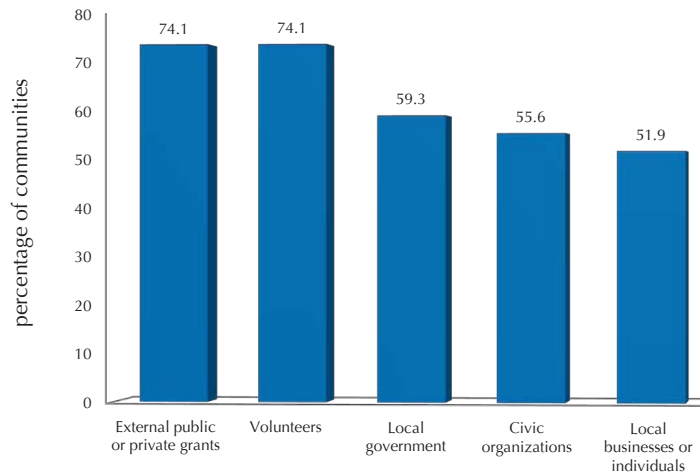
NAME _____

To implement the concept plan, the Volga visioning committee planned fund-raising events such as the 2006 Homecoming.

Table 4. Total funds generated, including estimated CAT and ILR matches.

	Award total	CAT match (50%)	ILR Projects match (49%)	Total funds generated
Visioning projects	\$15,372,188	\$6,062,000	\$698,789	\$22,132,977
Non-visioning projects	\$9,154,049	\$4,057,750	\$30,821	\$13,242,620
Total:	\$24,526,237	\$10,119,750	\$729,610	\$35,375,597

Figure 6. Sources of funding obtained by communities.



Source: Badenhope, Julia. 2006. *Community Visioning Program Impact Assessment: a focus on social capital, economic influence, and projects completed*. Ames, Iowa: Iowa State University Department of Landscape Architecture.



Many communities contribute to project implementation through volunteer labor, such as in Audubon County (left) and Cherokee (right).

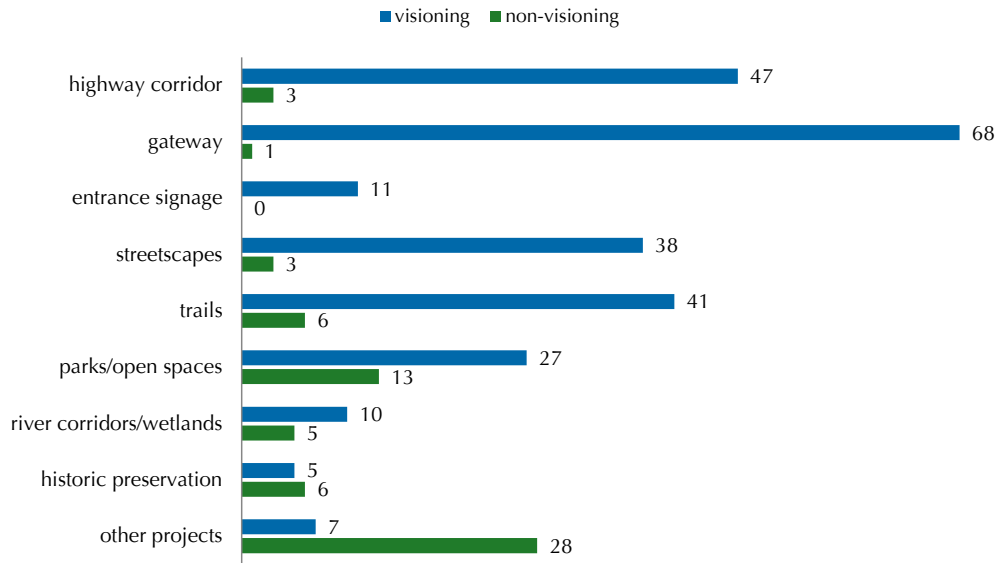
Project Types Funded

As noted in the methodology, both the visioning and non-visioning projects funded by state competitive grants have been sorted into nine categories by project type, which are defined as follows:

- Highway corridors –roadside planting of trees and/or native vegetation and landscaping on highways and county roads.
- Gateways –planting of trees and/or native vegetation and landscape along highway and county roads corridors entering communities.
- Entrance signage – landscaping and planting of trees and/or native vegetation at the sites of entrance signs (does not include construction of the signs).
- Streetscapes –construction, landscaping and beautification of community streets (downtown, residential, industrial, etc.).
- Trails –construction of trails, landscaping, planting of trees and/or native vegetation, amenities, signage and trailheads.
- Parks/open spaces – city parks, outdoor recreation areas, and natural areas.
- River corridor/wetlands – enhancements related to a river corridors and wetlands, including bridges.
- Historic preservation –town square, historic buildings, museums, railroad depots
- Other projects – water parks/recreation centers, community centers/libraries, schools (outdoor classrooms, landscaping) and miscellaneous projects such as rain gardens, cemeteries and seed.

Figure 7 shows the number of projects funded by type, sorted by whether they were visioning or non-visioning projects.

Figure 7: Number of projects funded by visioning projects and non-visioning projects, 1995–2009. Note: In some cases, a single award included more than one project. Therefore, the number of projects funded exceeds the total number of awards.



The trees planted along the U.S. Highway 71 corridor into Arnolds Park were funded by a grant from the ILR Projects Program in 2004.

Project Types Funded

Most projects funded by the five competitive grant programs involve roadside planting and landscaping, most often at community gateways. These findings are consistent with self-reported project implementation data gathered in satisfaction surveys and interviews, as well as documentation of site visits. In 2002, survey respondents cited that roadside plantings were the most frequently proposed and completed projects.² In 2004, interviewees indicated entryway signage projects were completed most often, followed by entryway plantings.³ Site visits conducted in 2006 support these responses, in that 44 percent of completed projects were roadside planting and 43 percent were entrance signage/signage improvements.⁴ A significant number of visioning projects involving trail and streetscape improvements were also funded.



Landscaping and fencing at Agri-symbol Park in Shelby was funded in 2005, one year after Shelby the completed community visioning process.

² Badenhope, Julia. 2002. *Iowa's Living Roadways Community Visioning Program Follow-up Report*. Ames, Iowa: Iowa State University Department of Landscape Architecture.

³ ———. 2006. *Community Visioning Program Impact Assessment: a focus on social capital, economic influence, and projects completed*. Ames, Iowa: Iowa State University Department of Landscape Architecture

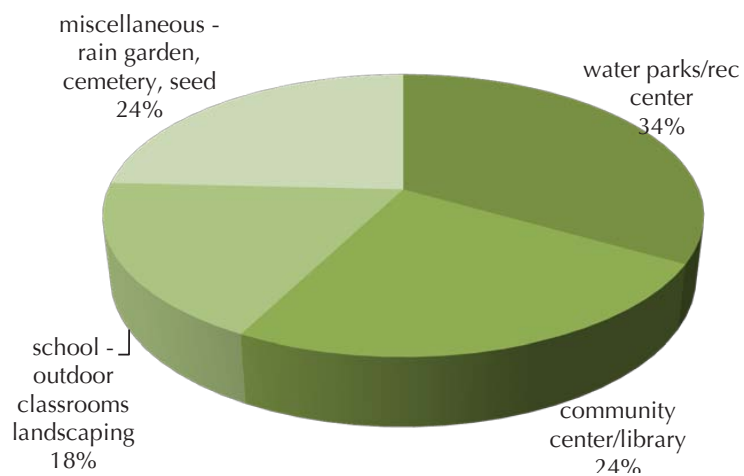
⁴ ———. 2007. *Community Visioning 2007 Program Impact Assessment: a focus on project implementation*. Ames, Iowa: Iowa State University Department of Landscape Architecture.



Trees planted along the T-Bone Trail in Audubon County were funded by the ILR Projects Program in 2005.

In terms of non-visioning projects, the highest number of projects falls into the “other” category. Water parks and recreation centers were funded most often, followed by community centers and libraries. Figure 8 shows the breakdown of projects in the “other” category.

Figure 8: Breakdown of projects that fall into the “other category.”



Timing

Communities received the most funding for visioning projects from the state competitive grants six years after completing the visioning process. For non-visioning projects, most funding was received one year and eight years after completing the program (see figure 9).

In terms of the number of projects, the most projects were funded one year after completing community visioning (see figure 10). The reason for this disparity is explained by the fact that the majority of projects funded one year after completing the program were highway corridors, gateways and entrance signage, which are relatively inexpensive compared to other types of projects such as trails and streetscaping. Furthermore, 96 percent of projects involving roadside planting were funded by the Iowa's Living Roadways Projects program, which has a maximum award of only \$15,000.

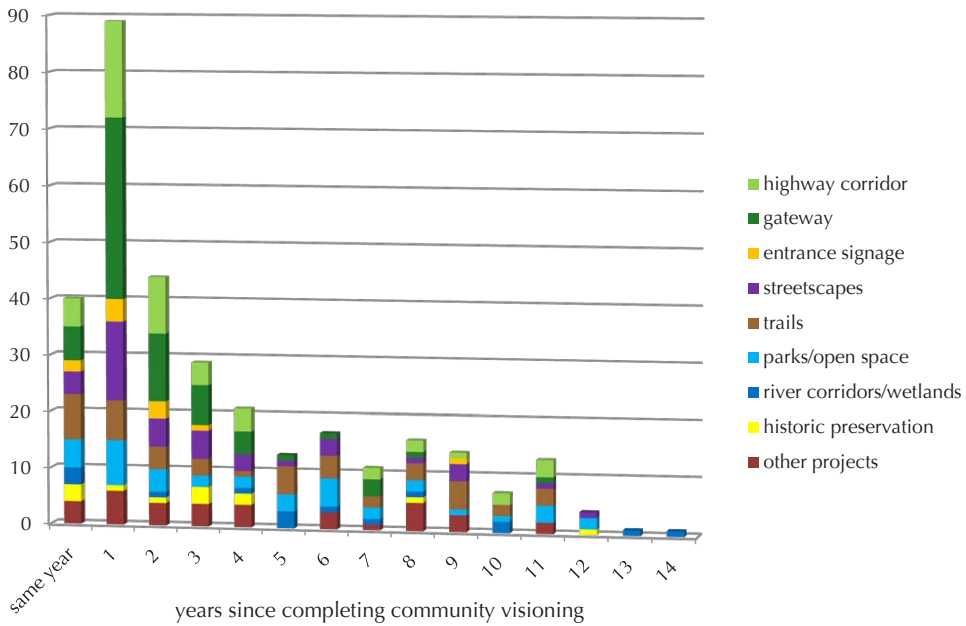
Figure 9: Distribution of grant dollars awarded per year since the completion of visioning by visioning and non-visioning projects.





The revitalization of historic McKinley City Park in Creston (left) was funded through REAP. The Luther College gateway prairie in Decorah (right) was funded by LRTF.

Figure 10: Distribution of the types of projects funded since the completion of visioning.



Summary

The results of this study provide insight into the impact that the visioning program has had on Iowa communities, as well as the nature of the enhancements that are funded. Since 1995, CAT, REAP, LRTE, Prairie Meadows and Iowa's Living Roadways Projects have funded 194 projects directly resulting from community visioning, as well as 56 projects not directly connected to visioning. These 250 projects were executed in 111 communities throughout the state.

The awards for visioning projects, along with the required matches for CAT and ILR projects, shows an estimated \$22,132,977 in funds generated. Non-visioning programs generated an estimated \$13,242,620 in awards and match.

Most of the communities included in this study used their grants to implement roadside planting projects, most of which were carried out in the first year after completing the visioning process. Streetscape and trail projects were also done.

Implications

While this analysis of funding from five Iowa programs provides tangible evidence of the success of the Community Visioning Program, it only scratches the surface in terms of how much financial and human capital has been invested in project implementation. While it may be possible to identify every source of funding for every project in each participating community individually, such a task would be daunting, as would determining exactly how many volunteer hours have been contributed. However, this study and previous studies have provided a snapshot from which can be derived a better understanding of the overall impact of community visioning on the state of Iowa.



Downtown streetscape plantings in Bancroft and gateway plantings and landscape in Shell Rock were funded by the ILR Projects Program.

References

The data used in this study was obtained from the following Web sites, accessed most recently in October 2009.

CAT: <http://www.iowalifechanging.com/documents/documents.aspx?id=28>

LRTF: <http://www.iowalivingroadway.com/Projects.asp>

REAP: <http://www.iowadnr.gov/reap/posters.html>

Prairie Meadows: http://www.prairiemeadows.com/community_betterment.cfm

Since its establishment in 1970, the office of Craig Ritland Landscape Architects has participated in many important public improvements that have added to the quantity and quality of open space in the Midwest. The firm has specialized in recreational and community projects that emphasize natural, cultural and historic references. Some have received national attention, such as the restoration of cold-water streams in northeast Iowa, the Cedar Valley Nature Trail, and the Cedar Valley Lakes and Riverview Recreation Area master plans. Recent projects have included a \$4.5 million downtown events plaza and a multi-phase \$22 million riverfront park and recreation trail system.



Many of our clients have used our plans and cost estimates to pursue funding through federal, state and private grant awards. The following are just a few of the many projects we have aided in obtaining funding: Cedar Riverfront Renaissance, Waterloo, Iowa; Big Woods Lake



and Campground, Cedar Falls, Iowa; Cedar Valley Lakes, Waterloo, Iowa; Grundy County Campground & Recreation Area, Dike, Iowa; RiverLoop Exposition Grounds, Waterloo, Iowa; Fairbank City Park, Fairbank, Iowa; Riverview Recreation Area, Waterloo, Iowa; and Dunkerton Riverfront Redevelopment, Dunkerton, Iowa.



Founded in 1997 by Meg Flenker, Flenker Land Architecture Consultants, LLC (FLAC) is a full-service professional planning and design firm located 20 minutes north of Davenport, IA, serving both public and private sector clients. FLAC is prequalified with the Iowa DOT in landscape architecture, recreational trails and wetlands. The firm's professionals and associates are registered in their respective professions and bring expertise through additional specific technical certification in environmental and sustainable practices.

FLAC's design team is trained 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. FLAC is committed to creating quality



projects that create value—a guiding principle that has resulted in the firm's involvement in the planning and design of various award winning projects at state and national levels. Consulting services available from FLAC include:

- Urban Planning and Design
- Site Planning and Design
- Community Planning and Design
- Environmental Planning and Design

Godbold

Landscape Architecture

Godbold Landscape Architecture provides professional services for both the public and private sectors. By providing an array of services, Godbold Landscape Architecture is able to deliver successful design, project management and construction services. Created by Seana K. Godbold, registered landscape architect of Iowa, the company produces landscape design, architectural rendering and grant writing services.



Hoffman Design Consultants (HDC) is a consulting firm headquartered in Cedar Rapids. HDC was formed in 2004 by design professionals who have worked on projects across eastern Iowa for many years. The firm's staff have a broad range of experience from large-scale multi-discipline projects to streetscape and master planning projects. As a small firm, they strive to provide professional service that is responsive and personal.

HDC's design professionals provide a wide range of services to municipal, commercial and institutional clients in eastern Iowa. These services include streetscape and site enhancements, master planning, site development, and landscape design. An additional benefit of HDC's background includes success working with state and local government staff and officials including Iowa DOT, Iowa DNR and U.S. Army Corps of Engineers as well as utility companies, private citizens and organizations.





Howard R. Green Company is, at its core, an engineering and architectural firm, but we realize that, alone great design does not make projects a reality. We arm our professional staff with tools and resources to assist them through every step of the process—defining the vision, developing plans, finding funding sources, educating constituents about the benefits of a program—and providing excellent technical, engineering and construction-based services.

Our approach is to work together with our clients on every project with an eye on broader objectives. We strive to recognize issues, help identify and capitalize on opportunities,



and leverage the company's technical expertise in a way that most benefits our clients. Using our knowledge and resources, we provide innovative solutions while addressing the unique challenges that are presented—never forgetting that our business is to serve our clients. Howard R. Green Company employs approximately 400 staff members with 12 offices located in six states: Iowa, Minnesota, Illinois, South Dakota, Missouri and Texas.



Shive-Hattery, Inc. is a leading regional architectural and engineering firm with more than 100 years of continuous operation in Iowa, providing a full range of architectural and engineering services allowing for a single source of solutions.

Shive-Hattery focuses on specific market sectors: local government, industry, health care/ research, education and commercial retail. Professional services encompass all phases of architecture, including planning and design; consulting engineering services, including civil, electrical, environmental, mechanical, structural, process and transportation engineering; roof management; landscape architecture, land surveying, construction administration, observation and materials quality control.



Shive-Hattery offices are located in Cedar Rapids, Iowa City and Des Moines, Iowa; Bloomington, Moline and Downers Grove, Illinois; Omaha, Nebraska; and Chesterfield, Missouri. The desired result of every Shive-Hattery service is client satisfaction. The process of getting there is unique to each project and each client. Providing the right team of talented specialists, identifying and managing the critical steps to success, and delivering a quality service.



Since its founding, Veenstra & Kimm, Inc. (V&K) has grown to its current staff level of approximately 100, serving well over 100 cities and counties in Iowa and surrounding states, state and federal agencies and private clients. Successfully completed projects number in the thousands. V&K believes that its size allows it to serve clients ranging in size from the largest to smallest. The quality and reliability of V&K's work is best expressed through our clients. V&K assists with projects from conception to final completion. Assistance includes concept development, examination of alternatives, plans for funding the project, design of facilities and construction of improvements.



It is the goal of V&K to be a full-service consulting engineering and design firm and have assembled a team of highly skilled professional engineers, landscape architects, and other support staff members. Landscape architectural design specialties include: streetscape and urban design, sport complex design, parks and multi-functional trail design; residential, commercial, industrial, and municipal site design.

Yaggy Colby Associates has provided engineering, surveying, architecture, landscape architecture and planning services in the upper Midwest for nearly 40 years. The firm's civil, geotechnical, environmental and transportation engineering services are utilized on municipal projects including: highways, streets, water systems, storage/distribution, storm sewers, sanitary treatment/collection and parking lots. Other services include:



- Right-of-Way Services: acquisition, relocation and real estate services
- Surveying: boundary, topographic, construction staking
- Landscape Architecture: streetscaping, wetland delineation, trails and parks
- Planning: comprehensive plans, grant applications/administration, economic development, downtown revitalization and TIF

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