

## **Chapter 9: Transportation**

The City of West Branch's transportation system is vital to everyday life within the region. Locally, the transportation system facilitates the movement of people and goods within the region. The system allows residents to get from their homes to employment, education, medical care, and shopping, and it allows people and goods to move in and out of the region. Connections to regional transportation networks allow businesses to import and export goods quickly and efficiently, and allow the region to compete in the global marketplace.

Along with the benefits from transportation, come unintended negative impacts. If left unchecked, pollution, noise, congestion, safety, and high maintenance costs can diminish quality of life for local residents. In addition, some segments of the population such as the disabled, the elderly, and low-income populations are not able to access the transportation system. Through this Comprehensive Plan, the City of West Branch will strive to provide efficient and affordable transportation to residents and businesses while striving to minimize negative impacts. The City of West Branch will work to provide diverse and interconnected modes of transportation, accessibility, safety, and improved environmental quality.

### **Transportation Planning**

The City of West Branch coordinates with a regional transportation planning agency, Regional Planning Affiliation 8 (RPA 10). RPA 10 is a seven-county region that includes Benton, Cedar, Iowa, Johnson, Jones, Linn, and Washington counties. RPA 10 facilitates coordination among local, regional, state, and federal agencies on transportation issues and plans. RPA 10 is responsible for planning for the development of a seamless system for the safe and efficient movement of people and goods within and between modes of transportation including streets, highways, bicycle, pedestrian, transit, rail, water, and air.

The City of West Branch Comprehensive Plan provides an overview of the City's transportation system. More detailed transportation information is included in the RPA 10 Long Range Transportation Plan (LRTP). The RPA 10 LRTP focuses on transportation related issues over a 20-year period. In accordance with Iowa DOT recommendations, RPA 10 updates its LRTPs every five years. The LRTP provides an explanation of the area's current transportation trends, and a forecast of future transportation issues. Through the LRTP planning process, local residents create the vision and goals that will guide transportation investment within the region over the next 20 years. The RPA 10 LRTP and other transportation planning documents are available for download at [www.ecicog.org](http://www.ecicog.org).

### **Roadways**

The predominant transportation system in West Branch is a network of streets and highways that carry cars and trucks. These roadways serve the circulation needs of local residents and visitors from outside the area. The following section describes the roadway system in the City in terms of functional classification, capacity, congestion, and safety.

## **Functional Classification**

Functional classification describes a roadway based on the type of service that it provides. Roadways provide two basic types of service: land access and mobility. The degree to which a roadway provides access and/or mobility determines its functional classification. The key to planning an efficient roadway system is finding the appropriate balance between mobility and accessibility. The following defines the functional classifications found in West Branch.

**Principal Arterial** roadways primarily serve a mobility function with minimal land access. The primary purpose of principal arterials is the rapid movement of people and goods for extended distances. Principal arterials are high capacity, high-speed roadways with restricted access. US Highway 30 in West Branch is an example of a principal arterial.

**Minor Arterials** interconnect with and augment principal arterials. Minor arterials within urban areas serve inter-community trips of moderate length. Although the primary purpose of the minor arterial is mobility, this functional class provides more access points and more land access than a principal arterial. Bluff Boulevard in West Branch is an example of a minor arterial.

**Collector** streets channel trips between the local street system and the arterials. Collectors serve a balance between mobility and land access. Parking and direct driveway access to the street are typically allowed on collectors. Collectors are usually wider, have higher capacity, and permit somewhat higher speeds than the local street network. Harts Mill Road in West Branch is a collector street.

**Local Streets** primarily provide local land access and offer the lowest level of mobility. Characteristics of local streets include uncontrolled intersections, posted speed limits of 25 miles per hour or less, and few restrictions on parking. Local streets include all streets not classified as principal arterial, minor arterial, or collector.

Map 1 displays West Branch roads by Functional Classification.

## **Traffic Volume**

Traffic volume is an important measure for the transportation system. Understanding traffic volume helps engineers and transportation planners design a road system that is appropriate for the community. Traffic volume is measured in Average Annual Daily Trips (AADT). AADT is the total traffic volume on a road for a year divided by 365 days. Map 2 displays the AADT for West Branch area roads. The data used in Map 2 was collected by the Iowa DOT in 2010. Main Street and Parkside Drive are the most heavily traveled West Branch city streets with 4,070 and 3,900 AADT respectively. Interstate 80 has the highest traffic volume in the area with an AADT of 36,600.

**Roadway Safety** is an important consideration when planning for the future of the transportation system. Outdated or deteriorating infrastructure, high traffic volumes, or unsafe driver behavior are all potential causes of safety issues that can lead to serious injury or death. Transportation planners use crash data to identify areas on the road network where the

number of crashes is higher than expected. Once identified, the local government can take action to correct the problem. Iowa Department of Transportation provides crash data for all counties in the state. Using data from 2008-2010, staff created maps to illustrate the distribution crashes. The maps are used identify locations experiencing more crashes than would normally be expected. See Map 3 for Iowa DOT crash data. During the three year time period 43 crashes occurred within city limits. The crash data shows that while the City is relatively safe, there are some problem areas. Injuries and fatalities from auto crashes can place a burden on local residents and can reduce the overall quality of life in the City. West Branch must continue to work with state and regional transportation staff to improve safety for its roadway users.

### **Transit**

East Central Iowa (ECI) Transit provides demand-responsive rural transit service in the counties of Benton, Iowa, Johnson, Jones, Linn, and Washington counties. ECICOG is responsible for administration, coordination, and planning of ECI Transit. ECICOG does not directly operate the transit service. ECICOG contracts with a transit service provider in each affiliated county. In Cedar County River Bend Transit provides transit services. In Johnson County transit services are provided by Johnson County SEATS.

### **Bicycle and Pedestrian**

Non-motorized transportation is a key component of a multi-modal transportation system. Good walking and biking facilities can improve quality of life by reducing the number of vehicles on the road, promoting an active lifestyle, attracting visitors to the area, and providing a low cost mode of transportation. In recent years, the City of West Branch has worked to integrate bike and pedestrian facilities into its transportation network. However, according to 2010 Census estimates, only 3.2% of the population walks to work, and only 0.47% rides a bike.<sup>1</sup>

West Branch's bike and pedestrian facilities fall into two categories, separated and on-street facilities. A separated facility is a bikeway/walkway physically separated from motorized traffic by open space or barrier either in the highway right-of-way or in an independent right-of-way. Separated facilities are suitable for all pedestrians and bicyclists. In an on-street route, bicyclists share space with motorized vehicles. On-street routes can take several forms including bike lanes or shared roadways. In some cases, striping, signing, and pavement markings designate a portion of the roadway for the preferential or exclusive use of bicyclists by. In other cases, an on-street route signage indicates that the route is safe for bicyclists.

When planning a bicycling, hiking, and walking system, local governments should design a system that will accommodate as many users as possible. The system should take into consideration the differing abilities of the potential riders using the system. The Federal Highway Administration (FHWA) uses the following categories of bicycle users to assist in determining the impact that different facilities and roadway conditions will have on the bicyclist. Group A riders have the most experience, and are comfortable riding on most city streets. Group B bicyclists are less experienced and prefer riding on separated trails or low

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<sup>1</sup> U.S. Census Bureau, 2006-2010 American Community Survey.  
[http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_10\\_5YR\\_B08301&prodType=table](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_5YR_B08301&prodType=table)

speed low traffic volume streets. Group C bicyclists are children. Children often use bicycles to get to school or recreation, but require well defined separation from motor vehicles. The Bicycle Federation of America estimates that out of nearly 100 million people in the United States that own bicycles, roughly 5 percent qualify as Group A bicyclists, with the remaining 95 percent as Group B and C bicyclists. See Map 1.6 for the bike and pedestrian facilities in West Branch.

**Safety** – Improving bicycle and pedestrian safety will be a primary concern for West Branch. According to Iowa DOT, the state averages 5 bicyclist and 21 pedestrian fatalities each year. In West Branch, City injury hospitalization data shows bicycle and pedestrian accidents as one of the leading causes of injury and death for residents between the ages of 1 and 34. The Iowa DOT recommends the following to improve bicycle and pedestrian safety:

- Young children need supervision in the traffic environment.
- Children should learn bicycle and pedestrian safety from an early age
- Wearing a helmet can reduce the risk of head injury by as much as 85%.<sup>2</sup>

**Distance** – West Branch’s rural character means that walking or bicycling to a destination can be difficult because of the long distances involved. Local governments can help reduce travel distances by encouraging compact development that reduces sprawl and promotes land use patterns that create more walkable neighborhoods. Examples of this include conservation subdivisions, mixed-use development, and infill development.

**Infrastructure** – Incomplete infrastructure prevents many West Branch residents from walking and biking. Local governments can fill the gaps in the bicycle and pedestrian network working to obtain funding for trails and other facilities, and by exploring new sidewalk or Complete Streets polices. Complete Streets are designed to allow pedestrians, bicyclists, and transit to travel safely alongside automobiles. West Branch communities should continue to work to improve the quality of its residents by supporting programs that make walking and biking safer and more convenient.

### **Freight**

The efficient movement of goods is one of the keys to effective competition in the world market system. As a result, policy makers, industry specialists, and transportation planners have recognized that an efficient freight system is fundamental for economic development in West Branch. This section focuses on the three freight modes which are most active in the West Branch: truck, rail, and air. The freight modes are described separately, but the different modes are often used in combination, which is referred to as intermodal freight transport. Interstate 80 passes through West Branch. This highway provides a ground connection to the rest of Iowa, the region, and the nation. The rail system that passes through the region is also a valuable resource. Iowa Interstate Railroad operates an east west line that runs approximately 2.5 miles south of West Branch.

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<sup>2</sup> Iowa Department of Public Health. 2002-2006 The University of Iowa Injury Prevention Research Center. <http://www.public-health.uiowa.edu/iprc/resources/reports/Cedar-County.pdf>

### **Airport**

The Eastern Iowa Airport in Cedar Rapids provides commercial air transportation services for West Branch. Thirty-five daily departures include service from American, United, Delta and Allegiant Air. The Airport also features increasing cargo activity with Fed Ex, DHL, and UPS; and an active general aviation community. The Airport is owned by the City of Cedar Rapids and operated by the Cedar Rapids Airport Commission. The Airport is located between Cedar Rapids and Iowa City along Interstate 380.

The Quad City International Airport also provides commercial air transportation services for West Branch. The Quad City International Airport is located in Moline, Illinois and currently has four airlines serving 10 nonstop hubs or connecting cities. The airport is owned by Rock Island County and is operated by the Metropolitan Airport Authority. The airport also has cargo activity with Fed Ex, DHL and UPS. General aviation airports are located in Iowa City, Muscatine, and Tipton.

### **Intermodal Facility**

Railroads through their connections with other transportation modes are involved in many intermodal traffic movements. Rail typically provides the long-haul portion of the movement and at the intermodal facility the freight is transferred to another mode for door-to-door delivery. The closest intermodal facility to the City of West Branch is located in West Liberty, Iowa. The Iowa Chicago and Eastern is the railroad that services this intermodal facility.

### **Transportation Projects**

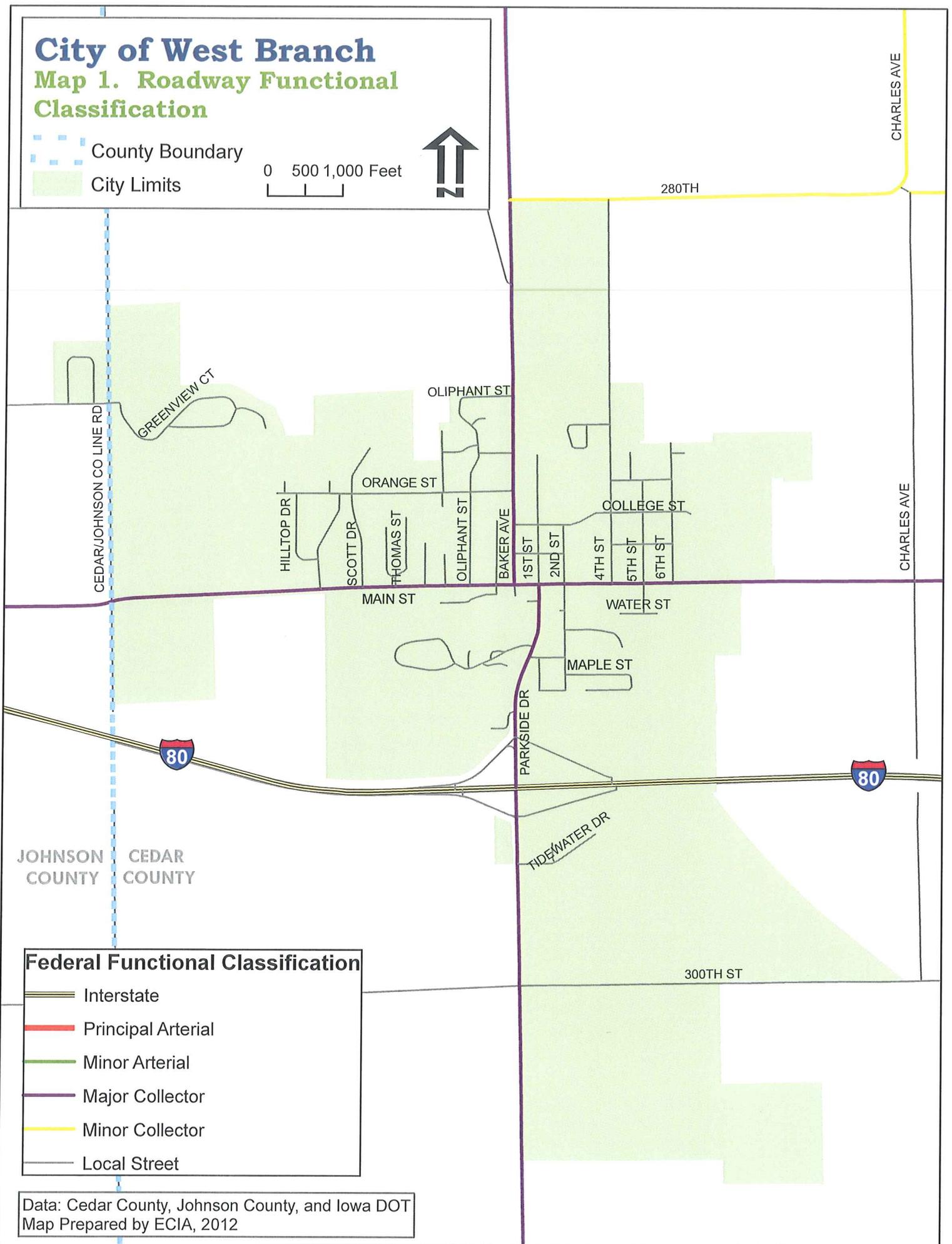
Transportation is extremely important to the citizens of West Branch. The primary transportation mode is vehicle travel on streets and roads. The public input survey found at the majority of residents supported the replacement of college street bridge followed by paving 4<sup>th</sup> Street and paving County Line Road. Sidewalks were the second mode of transportation used by citizens. Residents would like to see sidewalks throughout the entire community and identified the following areas that need sidewalk improvement: College Street Bridge, College Street, Poplar and Oliphant, downtown, Cedar Street, Johnson Street, and add missing sidewalks and address steps.

# City of West Branch

## Map 1. Roadway Functional Classification

 County Boundary  
 City Limits

0 500 1,000 Feet

### Federal Functional Classification

-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Street

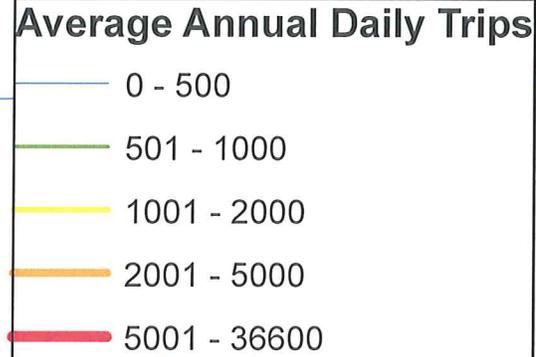
Data: Cedar County, Johnson County, and Iowa DOT  
 Map Prepared by ECIA, 2012

# City of West Branch

## Map 2. Traffic Volume

- County Boundary
- City Limits

0 500 1,000 Feet



Data: Cedar County, Johnson County, and Iowa DOT  
Map Prepared by ECIA, 2012

# City of West Branch

## Map 3. Vehicle Crashes

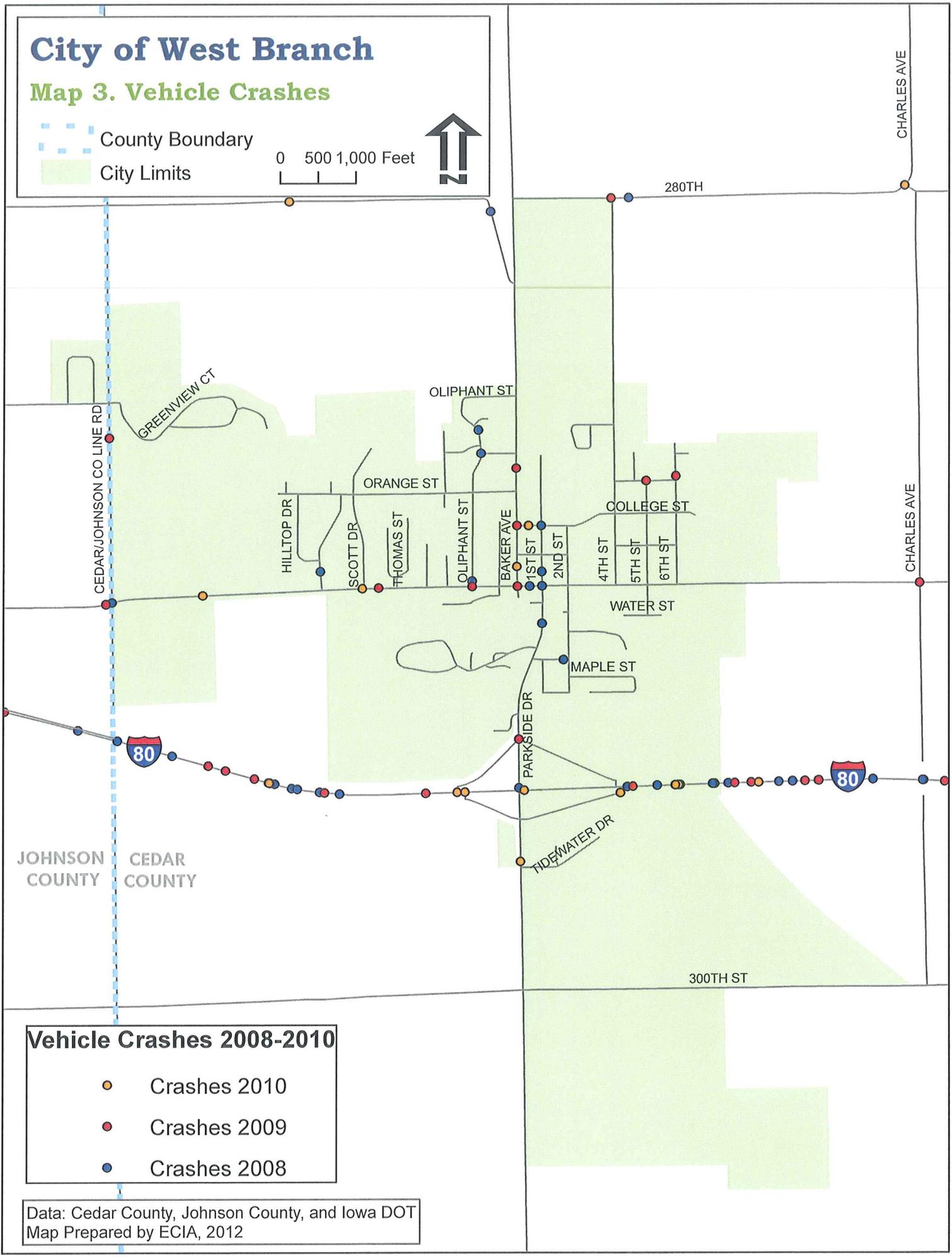


County Boundary



City Limits

0 500 1,000 Feet



### Vehicle Crashes 2008-2010

- Crashes 2010
- Crashes 2009
- Crashes 2008

Data: Cedar County, Johnson County, and Iowa DOT  
Map Prepared by ECIA, 2012

# WEST BRANCH COMPREHENSIVE PLAN

## Chapter 10: Hazards

Hazard Mitigation is critical to the comprehensive planning process, and hazard concerns are integrated throughout this document. In order to facilitate review of the West Branch plan for compliance with Iowa's smart planning grant parameters, this section uses the "safe growth audit questions" from the FEMA publication Hazard Mitigation: Integrating Best Practices into Planning as a framework to collect and present the hazard mitigation elements of this plan. The West Branch comprehensive plan focuses primarily on flooding issues for its hazard mitigation recommendations, as this is the hazard most likely to be affected by the decisions of the comprehensive plan (Namely, land use and environmental decisions.)

SAFE GROWTH AUDIT QUESTIONS FROM "HAZARD MITIGATION: INTEGRATING BEST PRACTICES INTO PLANNING"

### Land Use

Does the future land-use map clearly identify natural-hazard areas?

Map 10.1 shows the planned future land use with the current floodplain. Development is discouraged in the floodplain.

Do the land-use policies discourage development or redevelopment within natural-hazard areas?

Yes, as described above, existing structures in the floodplain areas are noted and mitigation continues to be processed through an ongoing cost-benefit analysis. New development is not planned for flood hazard areas.

Does the plan provide adequate space for expected future growth in areas located outside of natural-hazard areas?

Map 10.2 shows the planned future land use for the City of West Branch. With redevelopment of existing sites and looking at infill lots as the first priority of development there is adequate land outside of natural-hazard areas for development

### Transportation

Does the transportation plan limit access to hazard areas?

Yes. The transportation plan does not encourage access to hazardous area. For example, any new roads and streets proposed for growth areas would be discouraged not to enter the floodplain, but rather would access higher ground.

Is transportation policy used to guide growth to safe locations?

Yes. Proposed new roads would connect to areas of town that have areas of non-hazard land available for development. Providing access to these areas will encourage development in safe areas. The West Branch floodplain ordinance stipulated that subdivisions should have means of access during flood.

Are movement systems designed to function under disaster conditions (e.g., evacuation)?

Yes. One of the primary features of the set of proposed transportation changes (Chapter 10) is the provision of multiple access routes to all developed areas, and accommodation of multiple modes of transportation, including auto, bike, and pedestrian. By limiting single access developments (such as dead-end cul-de-sacs), the proposed system allows for greater evacuation possibilities. Most new growth areas have multiple street outlets and all new growth areas have at least one proposed street connection to the existing street network that does not cross a

# WEST BRANCH COMPREHENSIVE PLAN

floodplain. A more connected street system also makes safety services such as ambulance/fire service more efficient. Providing multiple mode choices improves safety by allowing options for evacuation and mobility during disaster conditions, particularly for those without vehicles. Proposed street extensions also reduce the load on existing streets, which increases mobility for safety purposes such as ambulance/fire service and other emergency services.

## **Environmental Management**

Are environmental systems that protect development from hazards identified and mapped?

Yes. 10.1 shows floodplains and wetlands. These areas contribute to the natural drainage system that can help prevent flooding in developed areas by moving and dispersing storm water properly.

Do environmental policies provide incentives to development that is located outside of protective ecosystems?

Yes. The future land use map (Map 10.2) located new development in areas outside of protective ecosystems and shows areas inside those ecosystems as non-developable (greenways). This map is presented as a guide for the planning and zoning commission and city council in deciding where new development should be allowed. Additionally, the City of West Branch floodplain ordinance places restriction on development in the floodplain.

## **Public Safety**

Are the goals and politics of the comprehensive plan related to those of the FEMA Hazard Mitigation Plan?

Yes. The goals and policies of the comprehensive plan are in agreement with the 2011 Cedar County, Iowa Multi-Jurisdictional Hazard Mitigation Plan (HMP). The comprehensive plan primarily addresses floodplain issues, as this is the hazard most likely to be affected by the decisions of the comprehensive plan (namely, land use and environmental decisions). The land use plan and storm-water plans in this document correlate directly to several mitigation actions identified in the Cedar County HMP that are fully outlined on the following page. Cedar County in general, has had significant issues with flooding in the past decade and many of the County's mitigation goals are related to flooding, which in turn become crucial to this comprehensive plan in terms of zoning, construction, roads and watershed preservation and restoration. Other factors that correlate from the HMP to the comprehensive plan are in terms of necessary safety systems that relate to mitigation, such as fire and safety personnel, systems and equipment.

Is safety explicitly included in the plan's growth and development policies?

Yes. Public Safety facility development is covered in chapter 13, while safety concerns regarding natural hazards are referenced as part of the "Comprehensive Planning Principles" and "preservation of Natural Areas" in chapter 5.

Does the monitoring and implementation section of the plan cover safe-growth objectives?

Yes. Chapter 14 outlines a plan and broad timeline for implementation of the safe-growth objectives, including: new residential developments connect well to existing neighborhoods, and guide growth to non-hazard areas of the city. Chapter 14 also provides possible funding sources to help the City of West Branch accomplish these goals.

# WEST BRANCH COMPREHENSIVE PLAN

## Other Hazards

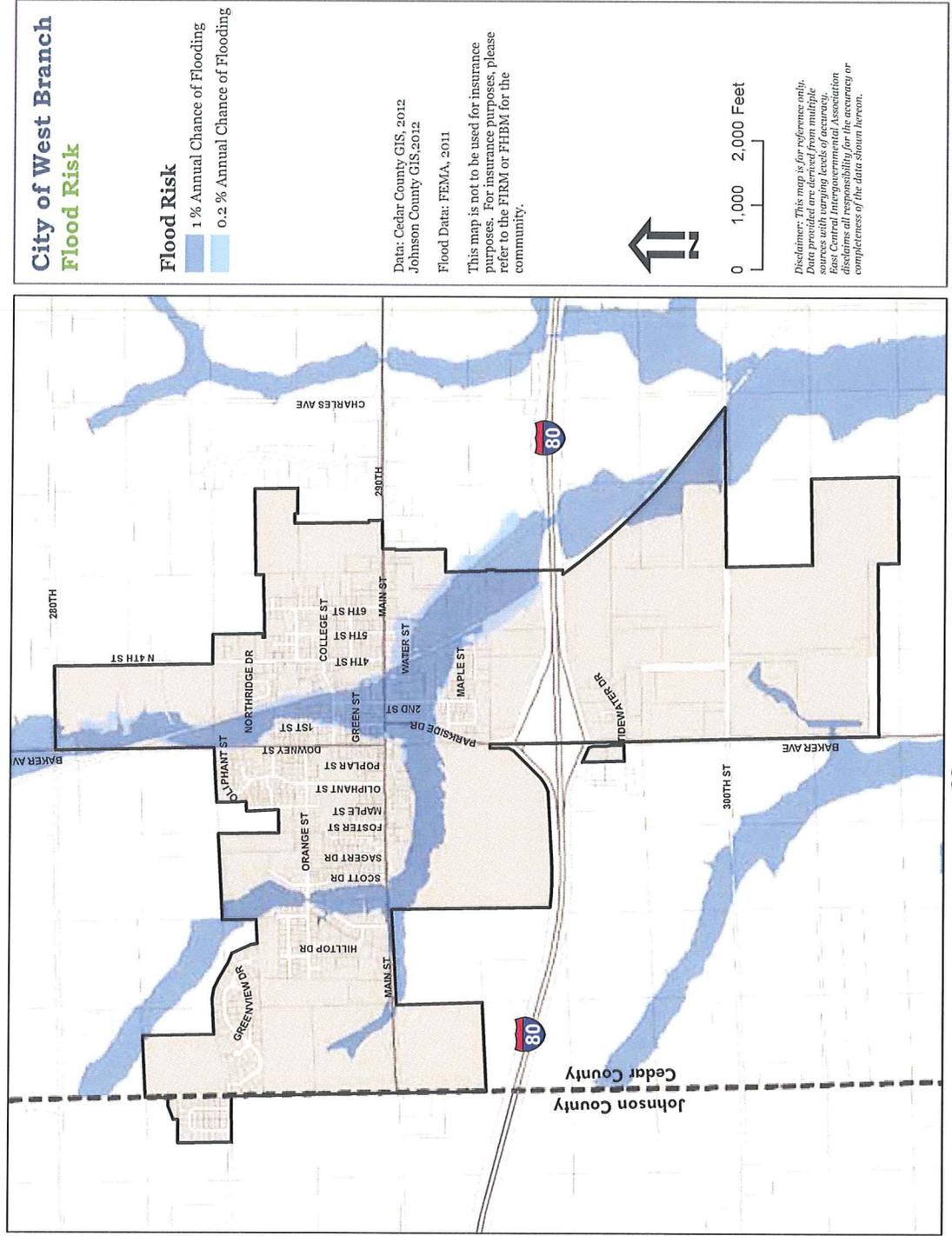
While avoiding floodplain development is one of the biggest hazard prevention the City of West Branch can do, being aware of other hazards is important too. Even though there is little the City of West Branch can do to prevent natural disasters caused from tornadoes, windstorms, hailstorms, and thunder and lightning being aware of the these hazards and have a storm preparedness plan in place can reduce the chaos if such a storm strikes the City of West Branch. The City should as be aware of manmade hazards from brownfields, and interstate highway for example. Having an understanding of these potential hazards and having a response plan in place if such a hazard occurs can limit the destruction caused by these manmade hazards. An investigation of possible brownfield sites in the City could be done so the City has a better understanding of where these potential hazards are. For a comprehensive look at all the potential hazards the City of West Branch could be exposed to please refer to the Cedar County, Iowa Multi-Jurisdictional Hazard Mitigation Plan January 2011.

## SPECIFIC ACTION STEPS FOR HAZARD MITIGATION FROM THE CEDAR COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN INCLUDED IN THE COMPREHENSIVE PLAN

- **Storm Water System and Drainage Improvements** – these improvements can serve to more effectively convey runoff within cities and towns, preventing interior localized flooding. May also reduce the risk of illness/disease by eliminating standing water.
- **Stream Bank Stabilization/Grade Control Structures/Channel Improvements** – which can serve to more effectively protect structures, increase conveyance, prevent down cutting, and provide flooding benefits.
- **Drainage Study/Storm Water Master Plan** – Protective steps to identify all potential problems/issues can lead to effectively addressing improvements and prioritizing the projects to improve conditions. These improvements can serve to more effectively convey runoff within jurisdictions, preventing interior localized flooding resulting in damages. This ensures that the most beneficial projects are done first and could possibly eliminate the need for others.
- **Flood-prone Property Acquisition** – Voluntary acquisition and demolition of properties prone to flooding will reduce the general threat of flooding for communities. Additionally, this can provide flood insurance benefits to those communities within the NFIP.
- **Drainage Districts** – Improve land for agricultural and sanitary purposes on a regional basis.
- **Regulation and Enforcements and Updates** – Ensures that no new structures built will be vulnerable to flooding. Reducing damages and health risks associated with flooding.

# WEST BRANCH COMPREHENSIVE PLAN

- Floodplain Management**  
Continue compliance with the NFIP. Good standing enables participants to apply for PDM and HMGP cost-share.
- Civil Service Improvements** – Having appropriate and up to date equipment along with adequately trained and numbered personnel increases safety and reduces the risk of damage.



# WEST BRANCH COMPREHENSIVE PLAN

## Chapter 11: Parks, Recreational Facilities and Programs

Parks, recreational facilities and programs are vital components to a community's quality of life. Active living or the integration of physical activity into daily life is becoming increasingly popular. Walking, bicycling and hiking are the most popular ways to participate in active living. Providing facilities that support an active living have a variety of social, health, economic, and environmental benefits. These benefits include: improved quality of life, improved livability (which is a positive factor in attracting new residents, businesses and workers), and reduced energy consumption.

### Community Input

The initial public input meeting held received the following public responses:

#### Parks:

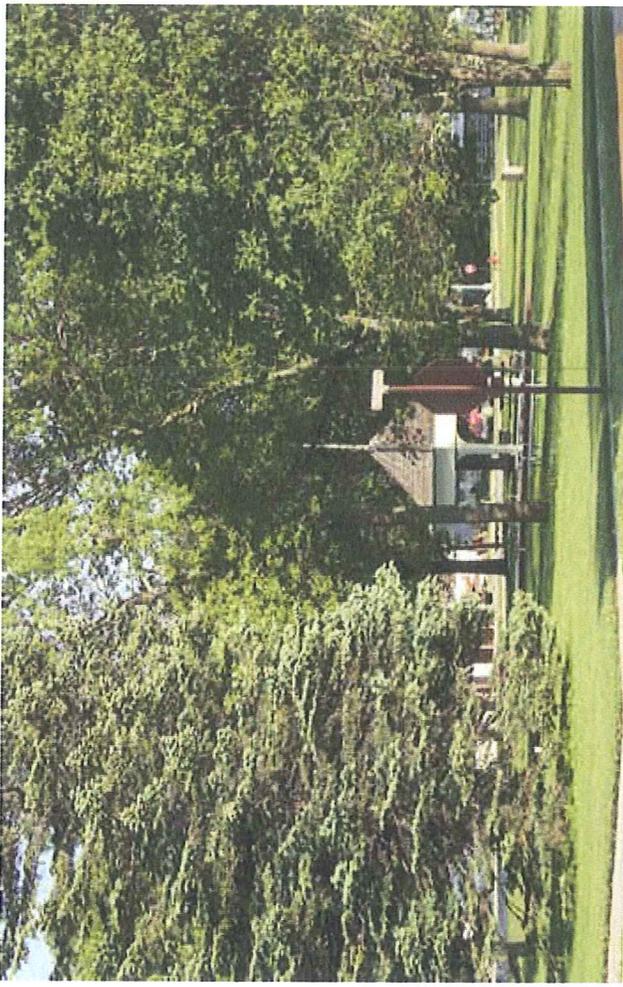
- Not a very bicycle/pedestrian friendly community
- Existing parks need to be upgraded
- More amenities at parks
- More green space
- Overall good diversity in parks
- Existing parks are well cared for

#### Recreation:

- More outdoor recreational opportunities needed
- Need a recreational center
- Water activities needed
- Overall excellent variety of recreational opportunities present

#### Trail System:

- More trails needed
- Connectivity between existing trails needed
- Existing system provides nice trails and plenty of places to bicycle and walk



# WEST BRANCH COMPREHENSIVE PLAN

## Facility Analysis

This chapter examines the City of West Branch's existing park and recreational system, including all city-owned and operated recreation areas and other parks with public access. The following components are looked at:

- Current levels of service in the existing park system
- Gaps in service coverage
- An inventory of existing parks

Park facilities are evaluated according to the following standards:

- **Park Classification:** Facilities are classified according to size of the area they serve.
- **Geographic Distribution:** The service radius of each park is analyzed to determine if gaps in service area exist.
- **Population Service Standards (NRPA):** The existing system is analyzed according to the National Recreation and Park Association (NRPA) standards for park and recreational facilities.



# WEST BRANCH COMPREHENSIVE PLAN

## Existing Park System Overview:

The City currently has three existing parks: Beranek Park, New Park (to be named) and Lions Field along with the Hoover Trail. Table 11.1 lists West Branch's park facilities by NRPA category and map 11.1 shows the location of the three existing parks. Here is an overview of the existing park system:

- 10.15 acres of parkland in West Branch (excluding West Branch Community Schools facilities)
- # acres including the West Branch Community School facilities
- Approximately 4.37 acres of parkland per 1,000 residents (excluding West Branch Community Schools facilities)

## Park Classifications:

A uniform classification system is used to examine the existing parks and future park needs. The plan uses standards for mini parks, neighborhood parks and community parks to assess the adequacy of both existing and future facilities. The following is a summary of each park category.

### Mini Parks

Description: Fulfill opens space needs or provide niche recreation opportunities.

Location criteria: A service radius size of less than ¼ mile

Size criteria: Less than 1 acre

### Neighborhood Parks

Description: The basic unit of the park system that serves as the recreational focus of the neighborhood. Focus of neighborhood parks is on informal active and passive recreations.

Location criteria: ¼ to ½ mile distance and uninterrupted by non-residential roads and other physical barriers.

Size criteria: Between 6 to 8 acres for cities 1,000 to 25,000 in population

Standard: 5 acres per 1,000 people

NRPA standard: is 2.0 acres per 1,000 people. With 8.45 acres of neighborhood parks West Branch meets this standard at 3.64 acres of parkland per 1,000 people.

### School Parks

Description: Combining parks with school sites can fulfill space requirements for other classes of parks such as neighborhood, community, sport complex and special use.

Location criteria: Determined by the location of the school.

Size criteria: Variable

Table 11.1 Park System Analysis

Facility	Location	Total Acres	Playground Areas	Playing Fields	Courts	Amenities
<b>Mini Parks</b>						
No Name Park	2 <sup>nd</sup> Street	1.7	Yes	No	No	Shelter, Bathroom and Water Play Feature
<b>Neighborhood Parks</b>						
Beranek Park		5.05	Yes	No	Basketball Court, 2 Sand Volleyball Courts	Bathroom and Shelter
Lions Field	Pedersen Street	3.4	Yes	Soccer Field	No	Bathroom, Water Fountain
<b>Greenways and Linear Trail Connections</b>						
Hoover Trail		1 mile				

# WEST BRANCH COMPREHENSIVE PLAN

## **Community Parks/Sports Complex**

Description: Serves a broader purpose than neighborhood parks. The focus is on meeting community-based recreational needs as well as preserving unique open space. Consolidates heavily programmed athletic fields and associated facilities to larger and fewer sites.

Location criteria: Determined by the quantity and usability of the site.

Size criteria: Between 30 to 80 acres

Standard: 5 acres per 1,000 people

NRPA standard: Is 5 to 8 acres per 1,000 people. At this time the City of West Branch does not have any parks in this category.

## **Natural Resource Areas**

Description: Land that is set aside for preservation of significant natural resources, remnant landscape, open space and visual aesthetics.

Location criteria: Depends on the resource availability and opportunity.

Size Criteria: Variable

## **Greenways and Linear Trail Connections**

Description: Land used to effectively tie park system components together to form a continuous park environment.

Location Criteria: Depends on resource and availability and opportunity

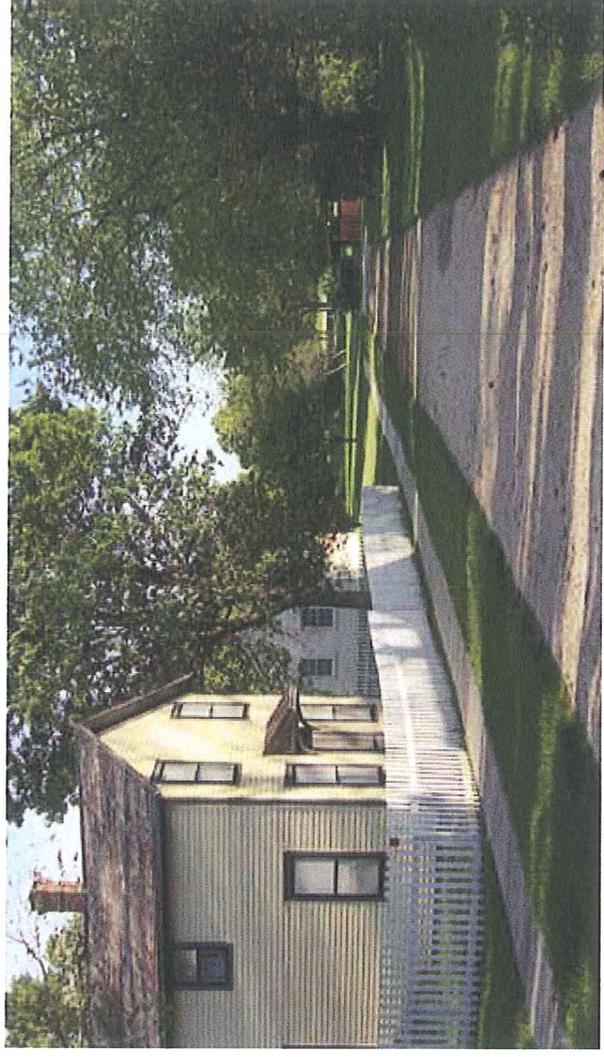
Size criteria: Variable

## **Private Park and Recreation Facilities**

Description: Parks and recreation facilities that are privately owned yet contribute to the public park system. Private facilities can offer either indoor or outdoor recreation opportunities, usually on a membership or fee basis.

Location criteria: Variable, depends on specific use.

Size criteria: Variable



# WEST BRANCH COMPREHENSIVE PLAN

## Indoor Park/Recreation Facility

Description: Indoor recreational facility that is open to the general public and operated by a public entity.

Location criteria: Located on sites with convenient transportation access.

Size criteria: Variable

## Level of Service

Recreational opportunities are becoming increasing important factors in keeping existing residents as well as attracting new residents and businesses to the community. The projected 2030 population for the City of West Branch is 2,374. Table 11.2 identifies additional park and recreational space needed to accommodate this increased population. The park and recreational needs for the City of West Branch for 2032 are as follows:

- If the population stays as projected the City should have sufficient neighborhood parks to accommodate the population of 2,374.
- A community park/sports complex should be added to comply with the NRPA standard. This is also supported by the community wide survey where 185 survey participants stated more park space and facilities are needed.

Several factors must be considered when determining a community's future park land needs, including gaps in service coverage and new community demands. Please note that this analysis does not cover physical factors such as geographic location of parks, accessibility, service area and park facilities.

## Geographic Distribution

Park and recreational facilities should be equally distributed throughout the City to provide accessibility by all residents. Map 11.2 shows the location of West Branch's park locations along with the service radius of each park. West Branch currently only has mini and neighborhood parks. A mini park has a service area of ¼ mile while a neighborhood park's service area ranges from ¼ mile to ½ mile.

Table 11.2 Future Park Systems Needs

Park Type	Existing	Acres per 1,000 Residents	2030 Need* (Existing Level of Service)	Additional Parkland Needed
Neighborhood Parks	8.45	3.64	3.55	0
Community Parks	0	11.6 to 18.6	11.9 to 19.0	11.9
Mini Parks	1.7	0.7	0.7	0
Total Park and Recreation Area	10.15	4.34	16.15	11.9
*2030 West Branch Population Projection of 2,374				

# WEST BRANCH COMPREHENSIVE PLAN

## Population Service Standards

The National Recreation and Park Association (NRPA) establishes standards for park and recreational facilities based on population. Table 11.3 provides a summary of park facilities based on these standards. Projections of future park facility needs based on 2030 population projection are included in the evaluation. Major findings include:

- West Branch has a higher than average supply of playground equipment and picnic shelters.

## Park Site Assessment

### Beranek Park

Overall condition: good  
Proposed Improvements:

### Lions Field

Overall condition: good  
Proposed Improvements:

### New Park

Overall condition:  
Proposed Improvements:

### Trails:

Existing system: good  
Proposed Improvements: Please refer to the West Branch Community Trails Plan located in appendix #.

Table 11.3 Park and Recreation Service in Relation to Population						
Facility Type	NRPA Standard	Existing Quantity	Present Need	2010 Surplus (Deficit)	2030 Need	2030 Surplus (Deficit)
Baseball Fields	1 per 3,000		0	0		
Softball Fields	1 per 3,000		0	0		
Basketball Courts	1 per 5,000	1	0	1	0	0
Football Fields	1 per 20,000					
Soccer Fields	1 per 10,000	1	0	0	0	0
Golf Course	9 hole 1 per 25,000					
Picnic Shelters	1 per 2,000	3	0	1	0	0
Playgrounds	1 per 2,000	3	0	1	0	0
Running Track	1 per 20,000					
Swimming Pools	1 per 20,000	0	0	0	0	0
Tennis Courts	1 per 2,000					
Sand Volleyball Courts	1 per 5,000	1	0	1	0	0

## Chapter 12: Public and Community Facilities and Finance

The City of West Branch provides a wide variety of services to their citizens. An inventory and evaluation of the public and community facilities has been conducted and presented below.

West Branch City Hall	
Location	110 N Poplar Street
Functions	City Hall
Age	
Size	
Features	
Facility Condition	Good
Challenges	
Short-Term Needs	
Medium-Term Needs	Maintenance
Long-Term Needs	Maintenance

West Branch Fire Station	
Location	105 South Second Street
Functions	Fire Station and Police Department
Age	49 years, constructed in 1963
Size	12,000 square feet, plus meeting rooms and police department offices
Features	Open bays to house seven fire department vehicles, meeting rooms, and police department offices
Facility Condition	Good
Challenges	N/A
Short-Term Needs	Exterior painting and back-up generator
Medium-Term Needs	Maintenance
Long-Term Needs	Maintenance

West Branch Library	
Location	300 Downey Street
Functions	Public library
Age	19 years, first opened in 1993
Size	5,000 square feet
Features	Community use room and library offices
Facility Condition	Good
Challenges	Facility is constrained by properties and landscape on each side. Facility is built on fill from two former schools and content of the land under the building is unknown - depressions have formed on the west side of the building on two occasions. Approach on

	east side is steep and somewhat inaccessible.
Short-Term Needs	Replacement of building mechanicals, interior and exterior paint and replacement of interior carpeting
Medium-Term Needs	Replacement and/or repair of broken steps and handrails on eastside of building
Long-Term Needs	Per library study larger library facility

#### Finance

Financial resources will be needed to continue existing programs and services as well implement many of strategies outlined in the comprehensive plan. Within the City of West Branch's fiscal year 2013 budget, the major budget categories included:

- Public safety
- Public works
- Health and social services
- Culture and recreation
- Community and economic development
- General government

The total expenditures budgeted for FY2013 (July 1, 2012 to June 30, 2013) was \$2,973,008. Revenue sources for fiscal FY2013 are property taxes, tif, other city taxes, licenses and permits, use of money and property, grants, charges for fees and services, special assessments and other funding sources. The total revenue for FY2013 for the City of West Branch was \$5,178,123.

As identified above the City of West Branch has a number of existing financial commitments in order to conduct its daily operations and maintenance. The planned and proposed projects for improved and new facilities outlined in the comprehensive plan can be sizable and costly to implement. The City should continue with its capital improvement program to continue to priorities projects for implementation. West Branch should annually conduct a goals setting session and develop an equipment replacement schedule. These activities can expand over several years for project prioritization. A list of potential funding sources is included in Chapter 14.

## Chapter 13: Intergovernmental Relations/Collaboration and Image

As the City of West Branch continues to develop and grow community leaders are encouraged to improve interagency, intergovernmental cooperation and coordination between local groups, organizations, state, and federal agencies and governments. The City of West Branch should periodically review existing and potential intergovernmental agreements to provide more efficient cost-effective public services. It suggested that the City of West Branch maintain communication with the cities located within the Cedar and Johnson Counties as well as the counties. Communication should also be maintained with local, state and federal governments, organizations through conversations, meetings, associations, membership, and other forms that promote cooperation and further community goals.

Delaware County and the Cities of Earlville, Edgewood and Hopkinton actively participate in a variety of intergovernmental activities including by not limited to:

- West Branch Community School District
- Cedar County Economic Development Commission
- East Central Intergovernmental Association
- Main Street West Branch Iowa
- Iowa City Area Development

The need for intergovernmental collaboration opportunities are increasing as local funding is stretched further and further and state and federal funding becomes more and more competitive. One area that should be explored is the development is joint purchasing. Communities could go out to bid together on items, which will save money with bulk pricing and with bid specification development. Items that may be eligible for joint purchasing could be, but are not limited to office supplies, road maintenance supplies such as salt or sand.

### Image

The vision statement is a description of the image residents wish to protect regarding the City of West Branch. As mentioned in chapter 2 the vision for West Branch is building upon our heritage as a means to success. West Branch will succeed in this endeavor through strategic new development and through the protection of viable cultural resources. Through the public input survey many of the participants agreed that the community's appearance was adequate. Being a sustainable or "green" community was important. When asked why you choose to live in the City of West Branch the number one response was because of the small town atmosphere. Therefore the City should concentrate on maintaining the small town atmosphere as it grows and built on existing sustainability efforts as a means to the City's future success.

### Marketing

A community marketing strategy or public relations plan is suggested to communicate the visions of West Branch. Updating of the existing city website should be considered to include steps on how the City of West Branch is planning on attaining the community's vision. This would provide a 24/7 public information forum for the city.

### Controls

Community image and its appearance can be enhanced through a review of existing municipal ordinances. While the majority of survey participants agreed that City's current building and zoning

codes are adequate to maintain the character of the community, many written comments expressed a concern that they needed to be enforced. Another area that can help with maintaining the community's character and image would be to implement a building and residential revitalization or rehabilitation program.

## Chapter 14: Issues and Opportunities and Strategies and Mechanisms for Plan Implementation

The West Branch Comprehensive Plan is a road map of what it is that the City of West Branch will need over the next 20 years. The implementation of the visions and actions presented in the previous thirteen chapters should be completed through a realistic program that is compatible with the available resources. This section will address the issues and opportunities of implementing the goals and objectives and address scheduling, potential funding sources and plan maintenance and support.

### Issues and Opportunities

Before the goals can be achieved it is best to evaluate the issues or hurdles and the opportunities or benefits of implementation. By doing this decision makers will have a clear understanding of the undertaking they will have to implement the goals. Table 14.1 list goals and issues and opportunities associated with each goal.

Table 14.1 Issues and Opportunities		
Goal	Issues	Opportunities
Concentrate on retaining and expanding local businesses	<ul style="list-style-type: none"> <li>• Access to employees</li> <li>• Aging population</li> </ul>	<ul style="list-style-type: none"> <li>• Economic stability</li> </ul>
Increase number of small firms by fostering local entrepreneurship	<ul style="list-style-type: none"> <li>• Finding office space</li> <li>• Marketing</li> </ul>	<ul style="list-style-type: none"> <li>• Partnerships –Kirkwood, UI, ISU, etc.</li> <li>• Bring more people to West Branch</li> </ul>
Promote the preservation, rehabilitation, and investment in the housing stock and neighborhoods	<ul style="list-style-type: none"> <li>• Funding</li> <li>• Change in mind set</li> <li>• Rules and Regulations</li> <li>• Lending Restrictions</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainable</li> <li>• Preserve community character</li> <li>• Affordable housing</li> </ul>
Improve housing opportunities	<ul style="list-style-type: none"> <li>• Funding</li> <li>• Infrastructure costs</li> </ul>	<ul style="list-style-type: none"> <li>• Diversified housing stock</li> <li>• Increased population</li> <li>• More property tax</li> <li>• More housing options</li> </ul>
Provide, maintain, and improve solid waste collection and disposal infrastructure and services	<ul style="list-style-type: none"> <li>• Funding</li> <li>• Changing rules and regulations</li> </ul>	<ul style="list-style-type: none"> <li>• Recycling</li> <li>• Sustainable community</li> <li>• Quality of life</li> </ul>
Provide, maintain, and improve a cost-effective, safe and functional surface transportation system	<ul style="list-style-type: none"> <li>• Funding</li> <li>• Development of a maintenance program</li> </ul>	<ul style="list-style-type: none"> <li>• Better streets</li> <li>• Reduced accidents</li> </ul>
Provide, maintain and improve a safe and functional storm sewer system.	<ul style="list-style-type: none"> <li>• Funding</li> <li>•</li> </ul>	
Provide, maintain and improve cost-effective, functional and self-supporting sanitary sewer and water	<ul style="list-style-type: none"> <li>• Funding</li> <li>• Changing rules and regulations</li> </ul>	<ul style="list-style-type: none"> <li>• Quality of life</li> <li>• Sustainable community</li> </ul>

pollution control systems.		
Provide, maintain and improve a cost-effective, functional and self-supporting water system.	<ul style="list-style-type: none"> <li>•Funding</li> <li>•Changing rules and regulations</li> </ul>	<ul style="list-style-type: none"> <li>•Quality of life</li> <li>•Sustainable community</li> </ul>
Provide, maintain, and improve safe and efficient movement on the City's street system.	<ul style="list-style-type: none"> <li>•Funding</li> <li>•Development of a maintenance program</li> </ul>	<ul style="list-style-type: none"> <li>•Better streets</li> <li>•Reduced accidents</li> </ul>
Promote cost-effective emergency services and facilities that enhance and protect the lives of residents	<ul style="list-style-type: none"> <li>•Funding</li> <li>•Availability of trained staff</li> <li>•Changing regulations</li> </ul>	<ul style="list-style-type: none"> <li>•Quality of life</li> <li>•Safe community</li> </ul>
Provide public facilities and services at levels which support a "desirable quality of life" for current and future residents.	<ul style="list-style-type: none"> <li>•Funding</li> <li>•Changing Rules and Regulations</li> </ul>	<ul style="list-style-type: none"> <li>•Tourism</li> <li>•Stabilize /increase in population</li> </ul>
Promote the creation and adoption of a complete streets policy.	<ul style="list-style-type: none"> <li>•Funding</li> <li>•A change in mindset</li> </ul>	<ul style="list-style-type: none"> <li>•Quality of life</li> <li>•Sustainable Community</li> <li>•Enhanced transportation system</li> </ul>
Promote the fiscal soundness and viability of City government operations.	<ul style="list-style-type: none"> <li>•Property tax rates</li> <li>•Funding</li> </ul>	<ul style="list-style-type: none"> <li>•Balanced budget</li> <li>•City savings</li> </ul>
Operate municipal facilities and services in an accountable manner and encourage positive public relations with residents and others.	<ul style="list-style-type: none"> <li>•Education</li> </ul>	<ul style="list-style-type: none"> <li>•Sustainable community</li> <li>•Community understanding</li> <li>•Quality of life</li> </ul>
Provide adequate developed park areas and continue to develop a pedestrian/bicycle trail system that links the parks, historical, and natural resources of the City while providing opportunities for recreational activities.	<ul style="list-style-type: none"> <li>•Initial funding</li> <li>•Ongoing funding</li> </ul>	<ul style="list-style-type: none"> <li>•Tourism</li> <li>•Quality of life</li> <li>•Increased population</li> </ul>
Encourage redevelopment opportunities to revitalize unused property.	<ul style="list-style-type: none"> <li>•Initial funding</li> <li>•Change in mindset</li> </ul>	<ul style="list-style-type: none"> <li>•Sustainable community</li> <li>•Preserve community character</li> </ul>
Encourage cooperative effort between the City of West Branch, Cedar County and	<ul style="list-style-type: none"> <li>•Coordination</li> <li>•Change in mindset</li> </ul>	<ul style="list-style-type: none"> <li>•Partnerships</li> <li>•Reduce City expenses</li> </ul>

Johnson County and any other bodies or agencies involved with planning, administration or enforcement of plans, codes, ordinances, regulations, etc. that are in effect in the West Branch area.		
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**Achieving the goals**

To achieve the goals outlined in this plan West Branch should look to the objectives as action steps to realizing the goals of the plan. The previous chapters provide a detailed analysis of the chapter subject area and what specific items or action steps are needed to achieve the goals of the plan. This chapter addresses the scheduling of the action steps outline in previous chapters, plan maintenance and plan support.

Plan Scheduling: summarizes the policies and actions proposed in previous chapters and presents projected time frames for the implementation of these recommendations.

Plan Maintenance: outlines the process for maintaining the plan and evaluating the progress in meeting the plan’s goals.

Plan Support: identifies potential funding sources that can assist in the implementation of the objectives and action steps.

**Plan Scheduling:**

Throughout the planning process goal, objectives and action steps to achieve the goals and objectives were identified. Table 14.2 provides a timeline on when items needs to be addressed.

Recommendations are classified into the following categories: on-going, short-term, medium-term and long-term. Short-term indicates that implementation should occur within the next five years, while medium-term is five to ten years and long-term is ten to twenty years.

<b>Table 14.2 Schedule</b>				
<b>Economic Development</b>				
<b>Goal: Concentrate on retaining and expanding local business.</b>				
<b>Action Item</b>	<b>On-Going</b>	<b>Short-Term</b>	<b>Medium-Term</b>	<b>Long-Term</b>
Build partnerships: Cooperate with business, education institutions, community organizations, and government to provide information to local businesses.	X – keeping the partnerships	X – establishing the partnerships		
Development sites: Promote assistance to local firms in finding appropriate development sites for expansion.	X			
Facilitation: Promote retaining existing	X			

manufacturing firms and facilitate their expansion.				
Revitalization: Encourage downtown revitalization and business development	X			
Diversification: Encourage diversified retail shopping.	X			
<b>Goal: Increase the number of firms by foster local entrepreneurship.</b>				
<b>Action Item</b>	<b>On-Going</b>	<b>Short-Term</b>	<b>Medium-Term</b>	<b>Long-Term</b>
Partnerships: Cooperate with other agencies and institutions to identify programs and services to assist in the creation of new small business.		X		
Financial & Technical Assistance: Promote support for start-up businesses with both financial and technical assistance.		X		
<b>Other Economic Action Steps</b>				
<b>Vibrant and Active Downtown Area</b>				
<b>Action Item</b>	<b>On-Going</b>	<b>Short-Term</b>	<b>Medium-Term</b>	<b>Long-Term</b>
Continue and expand festivals and social activities in the Downtown.	X			
Continue and expand Downtown building restoration and rehabilitation incentives.		X		
<b>Incentives for small businesses</b>				
<b>Action Item</b>	<b>On-Going</b>	<b>Short-Term</b>	<b>Medium-Term</b>	<b>Long-Term</b>
Support Main Street West Branch's revolving loan program	X			
Encourage others to invest in Main Street West Branch's revolving loan program.	X			
Look into the creation of small business incentive programs		X		
<b>Sustainable or "Green" Community</b>				
<b>Action Item</b>	<b>On-Going</b>	<b>Short-Term</b>	<b>Medium-Term</b>	<b>Long-Term</b>
Get a sustainability planning tool kit for the International Council for Local Environmental Initiatives.		X		
<b>Promote the preservation, rehabilitation, and investment in the housing stock and neighborhoods</b>				

Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Implement a housing rehabilitation program		X		
<b>Improve housing opportunities.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Have ordinances that address property maintenance	X			
Establish a housing program that encourages builders to build affordable housing		X		
<b>Provide, maintain, and improve solid waste collection and disposal infrastructure and services.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Develop long term contracts		X		
<b>Provide, maintain, and improve a cost-effective, safe and functional surface transportation system.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Establish a street maintenance program	X			
Implement the street and sidewalk improvement plan		X		
<b>Provide, maintain and improve a safe and functional storm sewer system.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Address flood issues	X			
<b>Provide, maintain and improve cost-effective, functional and self-supporting sanitary sewer and water pollution control systems.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
System Rehabilitation Phase 1		X		
New Lift Station & Force Main		X		
<b>Provide, maintain and improve a cost-effective, functional and self-supporting water system.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
New Jordan Well			X	
Aeration/Detention Tank Improvements		X		
Vertical Pressure Filters		X		
300,000 gallon Elevated Storage Tank			X	
<b>Provide, maintain and improve safe and efficient movement on the City's street system.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Evaluate high crash areas.	X			
<b>Promote cost-effective emergency services and facilities that enhance and protect the lives of residents.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Encouraging residents and others to become trained first responders /fire fighters	X			
<b>Provide public facilities and services at levels which support a "desirable quality of life" for current and future residents.</b>				

Action Item	On-Going	Short-Term	Medium-Term	Long-Term
City needs to keep data on citizens wants and needs	X			
<b>Promote the creation and adoption of a complete streets policy.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Adoption of a complete streets policy.		X		
<b>Promote the fiscal soundness and viability of City government operations.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Continue with completing an annual CIP	X			
<b>Operate municipal facilities and services in an accountable manner and encourage positive public relations with residents and others.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Education of citizens	X			
<b>Provide adequately developed park areas and continue to develop a pedestrian/bicycle trail system that links the parks, historical, and natural resources of the City while providing opportunities for recreational activities.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
The development of a comprehensive bicycle/pedestrian trail system per trail plan		X – phase 1	X – phase 2	X – phase 3
More activities for adults, teenagers and youth	X			
A community, recreation, senior center		X		
<b>Encourage redevelopment opportunities to revitalize unused property.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Implement a housing rehabilitation program		X		
<b>Encourage cooperative effort between the City of West Branch, Cedar County, Johnson County and any other bodies or agencies involved with the planning, administration or enforcement of plans, codes, ordinances, regulations, etc., that are in effect in the West Branch area.</b>				
Action Item	On-Going	Short-Term	Medium-Term	Long-Term
Establish partnerships	X			

#### Plan Maintenance

The West Branch Comprehensive Plan is designed to be a long-range plan and many of the recommendations will require funding and continuous support. The City of West Branch should refer to the comprehensive plan to develop annual improvement programs, and budgets. An annual evaluation of the plan should be conducted. Land use developments, plan implementations and changes that should be made to the comprehensive plan should be reviewed and reported back to elected officials annually.

#### Potential Funding Sources

Many of the goals, objectives and action steps identified will require outside funding sources to make them a reality. Table 14.3 contains a listing of potential funding sources available. Since funding sources change this list should not be viewed as the ultimate listing and should be reviewed and modified each fiscal year.

Table 14.3 Potential Funding Sources					
Source	Administrator	Description	Deadline	Funding	Match Requirement
Community Attraction and Tourism Program	Iowa Economic Development Authority	Projects that promote recreational, cultural, educational or entertainment attractions	January 15 April 15 July 15 October 15	\$5 million	Encouraged
Community Attraction and Tourism Program Marketing	Iowa Economic Development Authority	Marketing of Vision Iowa CAT and RECAT Projects	November 4	\$100,000, maximum grant \$15,000	50%
River Enhancement Community Attraction and Tourism Program	Iowa Economic Development Authority	Help with projects that create recreational and entertainment attractions that connect with and enhance a river, lake or river corridor	October 15	Varies	25%
Community Development Block Grant	Iowa Economic Development Authority	Public Facilities, Housing and Community Facilities Projects	November December January	Varies	Encouraged
DOT					
Enhancement Program	Iowa Department of Transportation	Projects must meet at least 1 of the 10 categories	October 1	\$4,500,000 Minimum project \$10,000	30%
Federal Recreational Trails Program	Iowa Department of Transportation	Recreational Trails	October 1	\$1.25 million	20%
State Recreational Trails Program	Iowa Department of Transportation	Recreational Trails	July 1	\$2 million	25%
Highway Bridge Program	Iowa Department of Transportation	Replacement or rehabilitation of structurally	October 1	\$1 million	20%

		deficient or functionally obsolete bridges			
Home Fund	Iowa Finance Authority	Provide decent affordable housing to lower-income households	Varies	\$15 million	25%
Iowa Clean Air Attainment Program	Iowa Department of Transportation	Projects that will help meet national ambient air quality standards	October 1	\$4.5 million, minimum \$20,000 per project	20%
Land & Water Conservation Fund	Iowa Department of Natural Resources	Outdoor recreation area development and acquisition	March 15		50%
Living Roadway Trust Fund	Iowa Department of Transportation	Roadside vegetation management programs	June 1		20%
Pedestrian Curb Ramp Construction	Iowa Department of Transportation	Assists City's with complying with the Americans with Disabilities Act on primary roads	Accepted year round	Maximum of \$250,000 per city per year	45%
Public Facilities Set-Aside Program	Iowa Economic Development Authority	Sanitary sewer system, water system, streets, storm sewers, rail lines and airport improvements for Cities under 50,000 population, 51% of the persons benefiting must be low or moderate income	Accepted year round		50%
Resource Enhancement and Protection	Iowa Department of Natural Resources	Enhancement and protection of the state's natural and cultural resources	Varies	\$12.45 million	Varies by grant category
Revitalize Iowa's Sound	Iowa Department of	Economic development	February 1 September 1	\$11 million for cities and \$5.5	Local: 50% Immediate:

Economy	Transportation	projects through construction or improvements of Iowa roads	Immediate opportunities accepted all year	million for counties	20%
Safe Routes to School	Iowa Department of Transportation	Education or construction projects that help promote walking or bicycling to school	October 1	\$1.5 million	Encouraged
Section 42 Low Income Housing Tax Credit	HUD	Multi-family housing development for low and moderate-income families	NA	NA	NA
Surface Transportation Program	Iowa Department of Transportation	Road, bridge, transit, bicycle/pedestrian projects and planning activities	Counties are notified by DOT, Cities need to submit a letter by October 1	\$2,100,000	20%
Tax Increment Financing	Reduction or elimination of property taxes for a set period of time on new improvements to property	Available for commercial, industrial or residential developments	NA	NA	NA
Traffic Safety Improvement Program	Iowa Department of Transportation	Traffic safety improvement projects or studies	June 15	\$5.4 million \$500,000 per project maximum	
Urban-State Traffic Engineering Program (U-Step)	Iowa Department of Transportation	Solve traffic operation and safety problems on primary roads	Accepted year round	\$200,000 for spot improvements \$400,000 for linear improvements	45%