

# West Branch Community Trails Plan

West Branch Community Trails Plan

**West Branch Community Trails Plan**

*“A Heritage for Success”*

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**Partners:**

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Main Street Program- West Branch, Iowa  
West Branch Public Schools  
Herbert Hoover Presidential Library and Museum (NARA)  
Herbert Hoover Presidential Library Association (Hoover  
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Federal Highways Administration  
Iowa Department of Transportation  
Iowa Department of Natural Resources  
Iowa Bicycle Coalition  
Bicyclists of Iowa City  
Cedar County Conservation Board  
Johnson County Conservation Board  
Iowa Natural Heritage Foundation  
East Central Intergovernmental Association (Dubuque, Iowa)  
Hawkeye Hikers (Iowa City Walking Club - American Volkssport  
Association)  
Eastern Iowa Tourism Association  
Cedar County Federation  
Johnson County Federation

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## West Branch Community Trails Plan

### **Introduction**

West Branch offers the benefits of a small town, but is close enough to larger cities to provide additional opportunities and attractions. It has a quality school system, businesses that provide local employment, and is the site of a national park, Herbert Hoover National Historical Site. To maintain this positive and progressive position, city officials with the support of local citizens have created a community trail plan. This trail plan introduces a potential asset for West Branch's future.

Communities of all sizes throughout the United States have found trails and the preservation of open space can make their communities more attractive. Being pro-active, the West Branch city and residents have looked at what is possible and logical for their specific community. Each section of trail has been considered for safety, alternative transportation, and recreation. The challenges will include funding, especially in this trying economic period. Also, the problem of access is typical for a community trail plan where development has already occurred. West Branch does have the advantage and example of the Hoover Nature Trail. It is already a positive feature for the city and this plan includes extending this part of the American Discovery Trail. This plan will also prepare West Branch to link with trails from the region further benefiting the city.

The West Branch City Council passed a resolution to create an ad-hoc committee to explore potential trail sites and to make recommendations to the city. The committee looked at potential trail sites throughout the community and held public meetings in May 2010 to discuss ideas with residents.

This community trail plan is the results of all this hard work. The final goal of this group is to see the plan become part of the city's comprehensive city plan that guides future growth and development of the community.

This report is conceptual plan of the optimal locations for trails in West Branch for commuting, safety and recreation. The trails are presented in sections to highlight details and priorities. The final layout of any specific trail will be determined by the City Council and designed by a qualified engineer. The implementation of this trail plan is the responsibility of the City Council and as they determine the optimal actions to take as opportunities present themselves.

## West Branch Community Trails Plan



### ***West Branch Community Trails Vision:***

*West Branch will have a great trail system and green spaces linking the community, enhancing the lives of residents, and attracting more visitors to enjoy our community.*

### ***Trail Planning Principles:***

- 1. The trails will be accessible to all residents and visitors to the region.*
- 2. The trails will be a multi-partnership effort to accomplish our goals.*
- 3. The trails will represent the local region by being sensitive to the cultural, physical, and environmental conditions unique to the West Branch community.*
- 4. When possible we will use environmental sustainable designs and materials.*

## West Branch Community Trails Plan

### Background



West Branch Iowa is located in central, eastern Iowa along the Wapsinonoc Creek, which flows into the Iowa River. It is in Cedar County, ten minutes east of Iowa City and 2 hours east of Des Moines.

The population is approximately 2,500 residents. The community supports a strong downtown and business sector and is one of 36 Main Street Iowa programs. The main industries include a major distribution center, plastic production and the construction of wind turbine assembly plant. The community has three grade schools, middle school, and high school.

The area was first settled by Quakers in the 1800s from Ohio. The city was also a stop along the Underground Railroad. The most famous resident was the 31<sup>st</sup> President, Herbert Hoover. His birth site and related buildings make up the Herbert Hoover National Historic Site managed by the National Park Service. There are other historical buildings and homes in the city, including the Hoover Presidential Library and Museum.



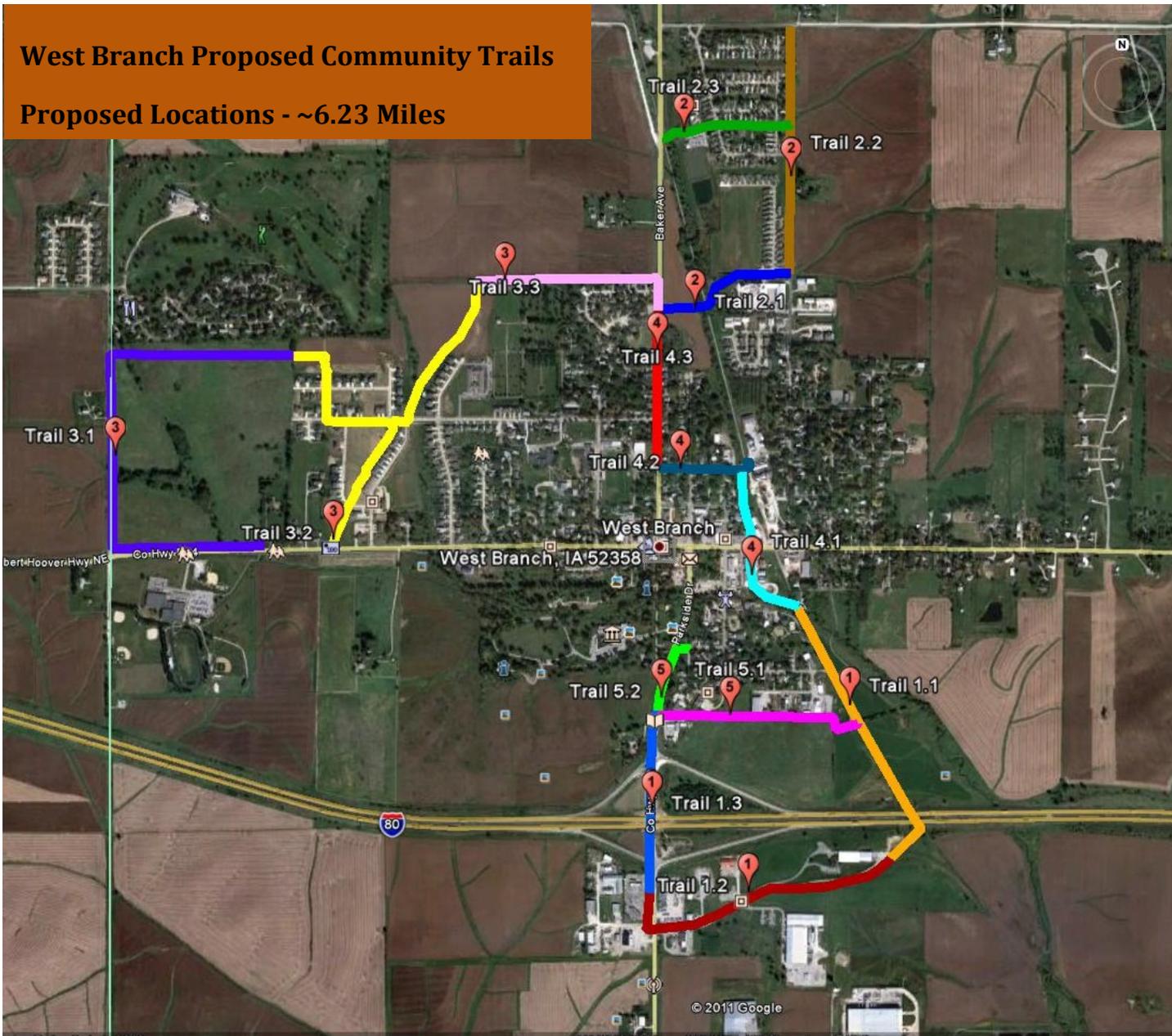
The Hoover Nature Trail was the main trail in West Branch. It is part of the American Discovery Trail<sup>1</sup>. It has been a popular amenity in the community. There are some existing trails and sidewalks, but there is a need for a logical linking of trails to schools, businesses and tourist sites.



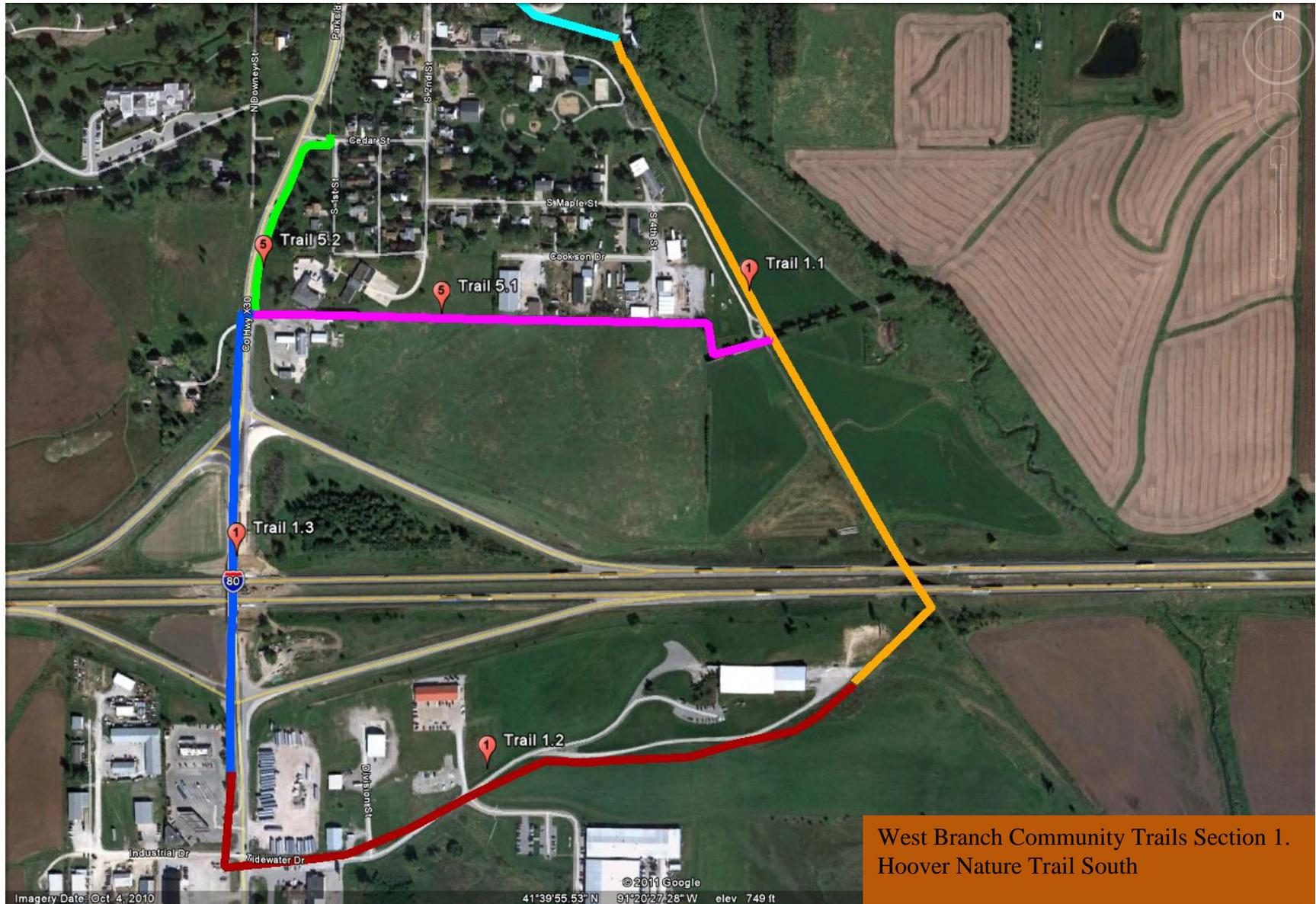
Trail planning fits in with the state's Iowa In Motion Plan (<http://www.iowadot.gov/iowainmotion/state.html>). Bicycle and Pedestrian section can be found on pages 33-37. Neighboring community, Iowa City has planned to link with West Branch on the Hoover Highway. This plan will be a comprehensive trail plan to provide recreational and alternative transportation opportunities.

<sup>1</sup> American Discovery Trail – Iowa, <http://www.discoverytrail.org/states/iowa/index.html>

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## West Branch Community Trails Plan

### Trails Section 1. Hoover Nature Trail South & Links – ~1.45 miles

Section 1.1 - Continue Hoover Nature Trail south from Beranek Park to south of Interstate 80

Section 1.2 - From Hoover Nature Trail to Baker Ave (motel and fast food area), include safe pedestrian crossings

Section 1.3 - North along Hwy 30, crossing I-80 on pedestrian lane on west side of overpass

Future county or state plans can include continuing Hoover Nature Trail south to West Liberty if land access is available



## West Branch Community Trails Plan

### Issues & Ideas:

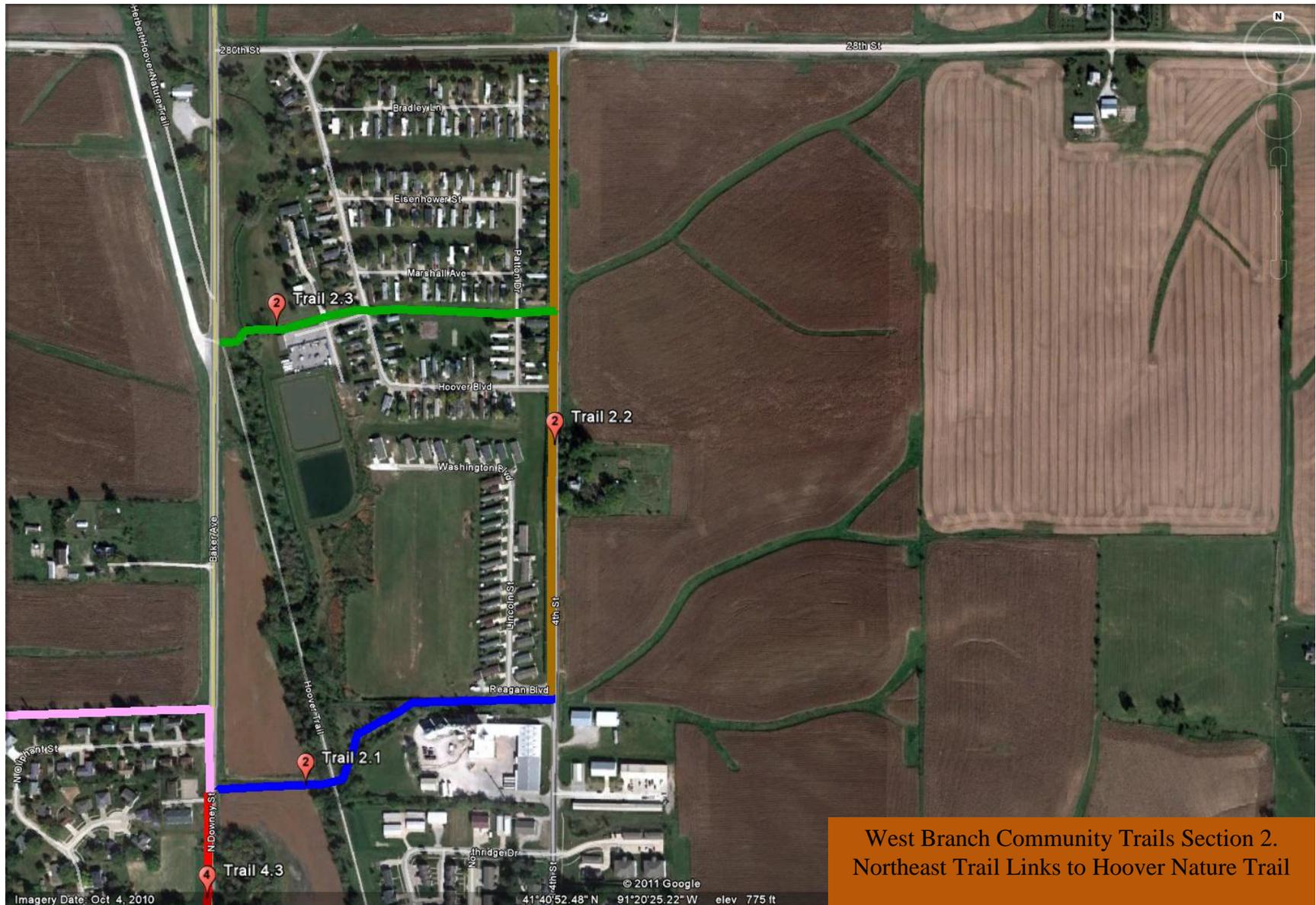
- Will need to research width and ownership of land along the abandoned railbed
- When crossing the Interstate entrance and exit lanes, trail will need safety controls (warning lights and pedestrian crossing markings).
- Develop promotions on using trails for alternative transportation and health
- Create safety messages and events

### Examples:

1. Passive barrier to make trail users stop before continuing through intersections.
2. Low barrier to separate trail from train tracks, highways, and busy roads.
3. Trail alongside a highway using trees as the barrier.
4. Trail lanes on an Interstate in Missouri. - <http://mobikefed.org/2006/05/bicycle-paths-on-interstate-freeway.php>.
5. Trail in an industrial area.



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## West Branch Community Trails Plan

### Trails Section 2. Northeast - ~1.27 Miles

- Section 2.1 - Trail link from N Downey St, across Hoover Nature Trails to 4<sup>th</sup> Street along Reagan Boulevard
- Section 2.2 - Build trail parallel with 4<sup>th</sup> Street from Reagan Boulevard north to 280<sup>th</sup> Road
- Section 2.3 - Create a trail link from 4<sup>th</sup> Street to Hoover Nature Trail along open space between Eisenhower Street and Bradley Lane

### Issues and Ideas

- Pedestrian bridges across drainage ditch east of Hoover Nature Trail can be constructed out of wooden building materials. This can be an Eagle Scout project or youth project.
- Future development to the north and east can tie in with these trails creating effective loops and links to future developments
- Develop educational and promotional programs to encourage children to use trails to school

### Examples:

1. Basic bridge structure from using a railroad flat car as the bridge base. Grant Wood Trail, Jones County, Iowa
2. Young boy on trail with underpass.
3. Wooden bridge or boardwalk with low edge. Safe for low crossings.



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### Trails Section 3. Northwest School Trails & Links - ~2.15 Miles

- Section 3.1 - West Trail - from West Branch High School on West Main Street to County Line Road north to south side of golf course development, east between residential developments, south to tie in with trail through residential area
- Section 3.2 - Central Trail - from existing trail to the high school, across Main Street at approximately 800 feet from the high school property line
- Section 3.3 - North Trail - from north central trail across northern side of current development to North Downey Street.

#### Issues & Ideas:

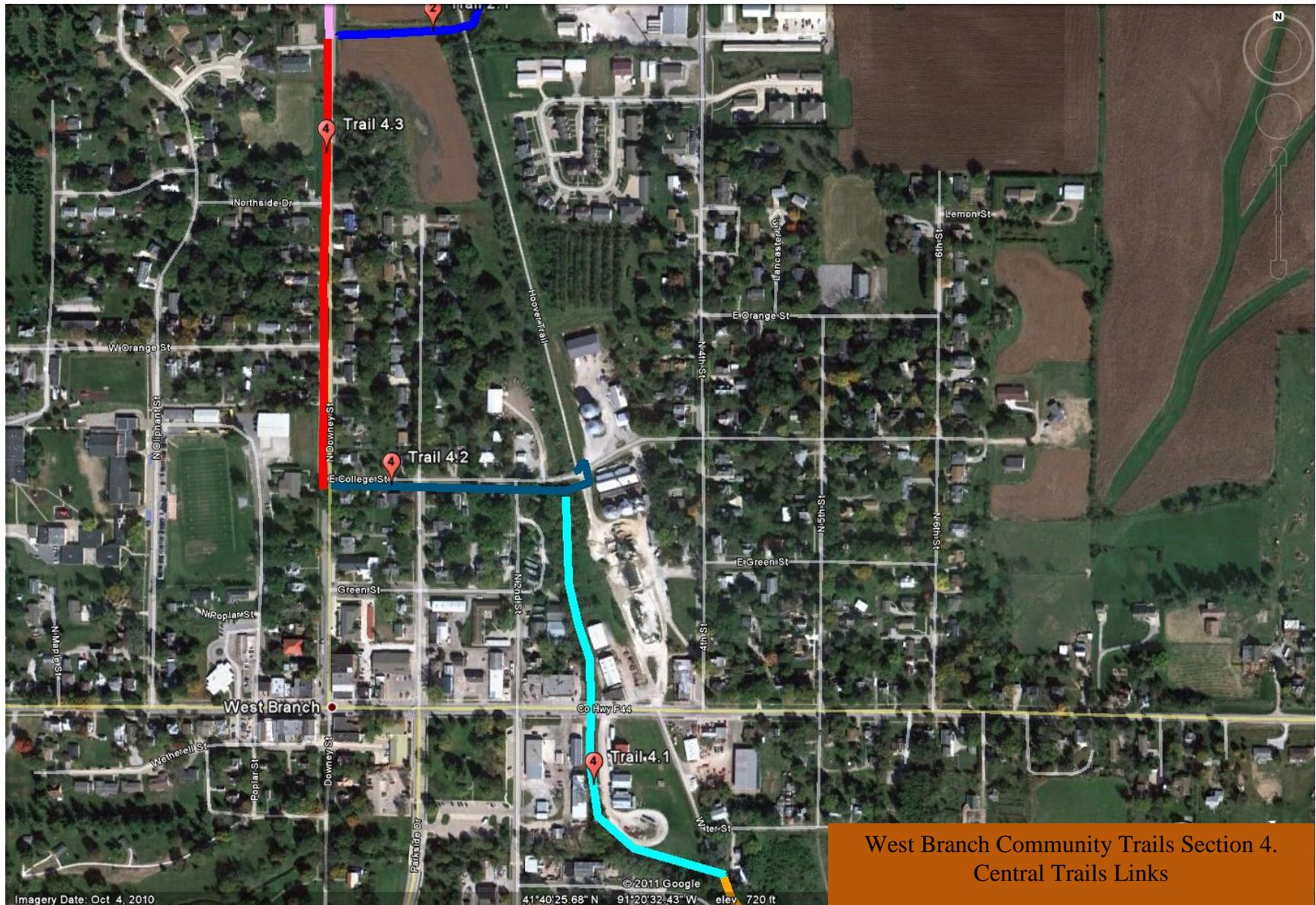
- Need to keep trails direct to school so students want to use them.
- Place street crossings where they have the highest visibility
- Use flashing warning lights and signs to alert vehicles of trail crossings
- Pedestrian crossing 'hump' which makes pedestrians more visible, slows down vehicles, but not as harsh as road bump

#### Examples

1. Trail between houses and a street.
2. Trail signs, informational, but could have been designed and laid out better.
3. Trail street crossing with traffic 'hump'.



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### Trails Section 4, Central Trail Links - ~.80 Miles

Section 4.1 – Continue Hoover Nature Trail from College Street following creek or Second Street linking to Beranek Park and continuing south.

Section 4.2 – Build trail along College Street from Hoover Nature Trail to North Downey Street

- Potential for future trailhead at Second and East College Streets. Make parking lot surface with pervious materials to reduce run-off into creek. Amenities can include parking, water, and information kiosk.
- New pedestrian bridge separate from the current road bridge on College Street north of where it crosses drainage creek.
- Pedestrian crossing on East College and Second Streets with warning light and raised street surface.

Section 4.3 - Trail along North Downey Street that will connect with future trails on north side of city.

#### Issues & Ideas

- Include fencing along trail corridor and businesses, but leave openings so employees can easily access trails for health and commuting.
- Install flashing lights and signs at trail crossings to make street crossings safer for children.
- Use hump style street crossing on College Street to make pedestrians more visible.
- Use curves in trails, landscaping, or fencing to slow trail users down at intersections.
- Ideally, the Hoover Nature Trail would continue south along creek. Explore expanding green space along drainage areas and creeks to allow flooding waters to flow rather than sweeping through city. Use creek corridor for trail and to increase pervious surfaces and

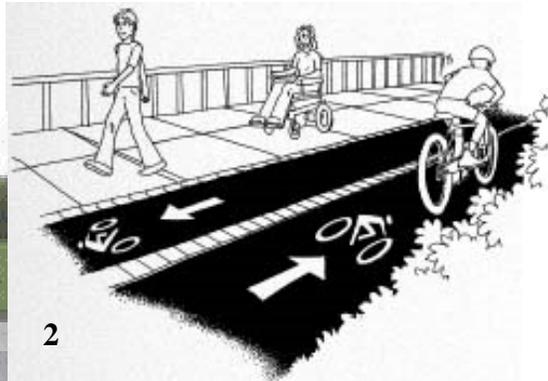


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greenspace to reduce stormwater run-off. This will also create a buffer between the drainage area and businesses. This could reduce public costs for stormwater infrastructure and buffer incompatible city uses (<http://www.planning.org/cityparks/briefingpapers/greeninfrastructure.htm>).

### Examples

1. Pedestrian street crossing marked with white bars.
2. Mark trails well - <http://www.fhwa.dot.gov/environment/sidewalk2/sidewalks214.htm>
3. Trail user on a city street marked with bike lane in Madison, WI. Good option in older neighborhoods that have sidewalks.



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### Example of Combining Flood Control and Trails

#### **County Turns Flood Control Corridor into Trail** - Oct 1, 2000 12:00 PM, American City & County Staff, Arizona

To the untrained eye, the 26-mile maintenance road bordering a Maricopa County, Ariz., flood control channel does not look like anything special. But to Maricopa County officials, it looks like a place to hike, ride bikes and horses, play soccer, and watch fireworks.

"The opportunities for this corridor are boundless," says Mike Ellegood, chief engineer and general manager of the district. "Electric companies use the roads along their installations for recreation. There is no reason why people shouldn't be able to enjoy ours. County residents paid for these roads with their taxes."

The county's decision to turn the maintenance road into a trail came on the heels of a study that determined the floodway was incapable of holding enough stormwater. It was clear that basins would be needed to control some of the excess.

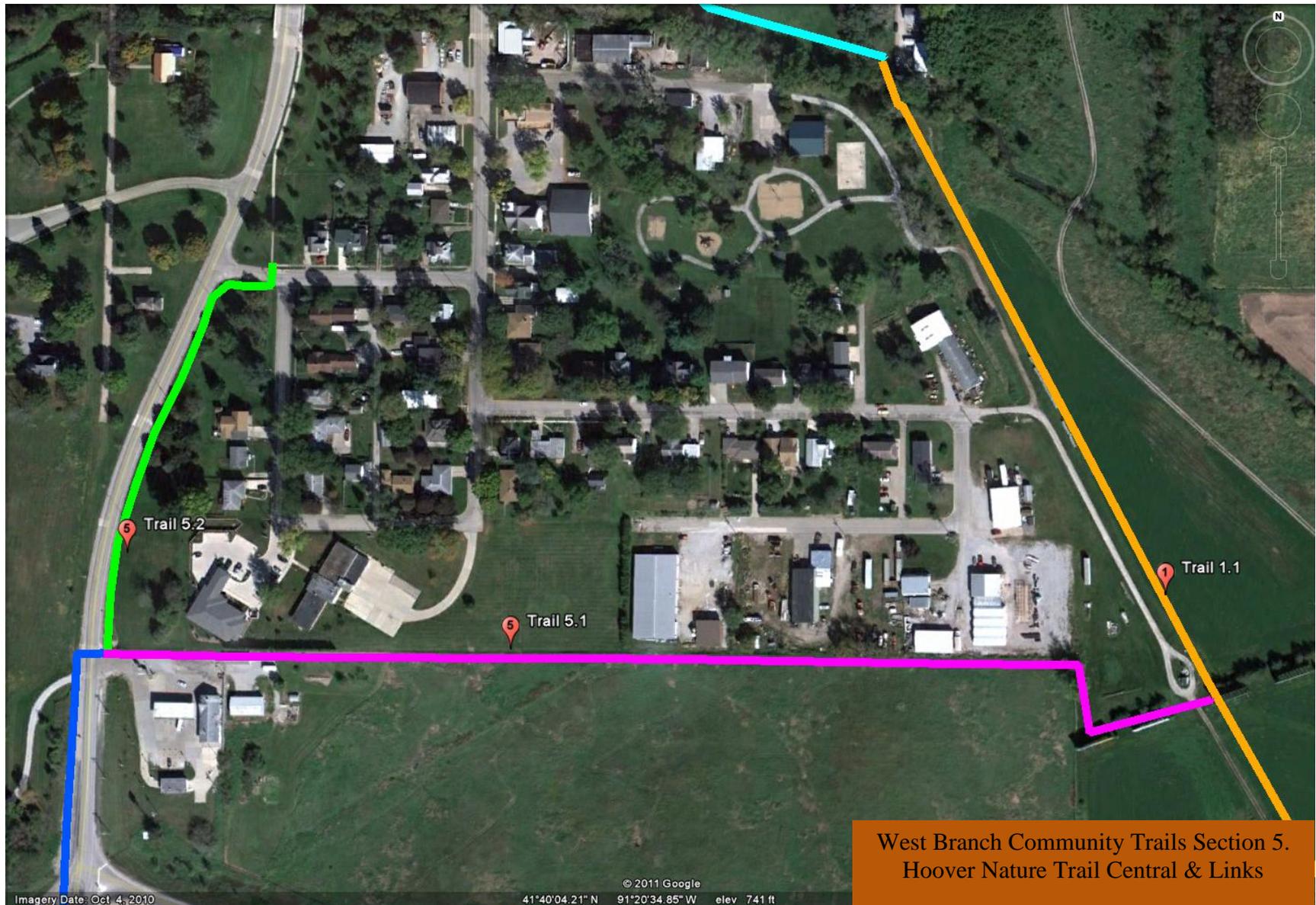
The basins eventually would become major features of the corridor. For example, the town of Gilbert plans to convert its 300-acre basin into a park that can be used for community celebrations.

Four cities - Mesa, Gilbert, Chandler and Queen Creek - are located along the corridor. Additionally, two golf courses have been built along the floodway. They help absorb and channel some of the water. Plans for the construction of more courses are in the works, as are plans for the construction of soccer fields, Frisbee golf courses, rollerblading facilities and wildlife habitats.

"Public polls continue to show that valley residents are extremely concerned about preserving open space and providing recreation opportunities," says Mark Schnepf, a trail advocate and former Queen Creek mayor.

"As the valley continues to develop, it is important that we make the most of our open space," says Maricopa County Supervisor Fulton Brock, who serves as chairman of the Maricopa County Trail Commission. "We hope to make the corridor so beautiful that people will want to have their homes face it, like they do with golf courses." Brock's colleague, County Supervisor Don Stapley, says the corridor could become an economic engine for the four communities adjacent to the floodway. "The corridor could become a landmark for the East Valley," he says. "It could attract new, small businesses and provide incentives to larger companies [looking to relocate]."

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### Trails Section 5. Hoover Nature Trail Central & Links - ~.55 Miles

Section 5.1 - Trail link from new section of Hoover Nature Trail along south side of properties bordering Crookson Drive to east side of Downey Drive

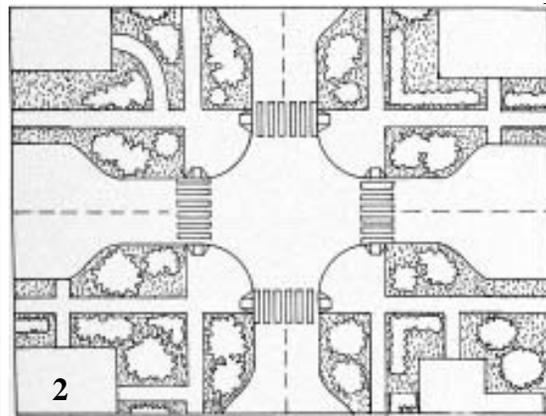
Section 5.2 - Downey Drive to Parkside Drive, then tie-in with existing trail on National Park Service property.

#### Issues & Ideas

- Another option would be following Second Street with a marked bike lane marked to link downtown and NPS areas.
- Use passive traffic calming to make trail and road intersections safer.
- Highlight the entrance of the city with greenspace and a trail.

#### Examples

1. Trail and residence with a fence.
2. Curb extensions to slow traffic at intersections. Narrowing the view slow drivers down as they approach an intersection. (<http://www.fhwa.dot.gov/environment/sidewalk2/sidewalks209.htm>)
3. Businessman biking to work at a marked street crossing with barrier to prevent vehicles on trail.



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### **Benefits of Trails –**

For more information on economic benefits of trails in Iowa:

"Implementing Trail-Based Economic Development Programs," Iowa Trails 2000.

"Local Community Planning for Bicyclists and Pedestrians," Iowa Trails 2000.

Trails have been acknowledged through research and experience as an attractive community amenity. A good trail system enhances the quality of life for residents increasing opportunities for physical activities, social interaction, and creating new economic opportunities. A trail provides a safe alternative for children to be active and to travel to school. Trails are part of a national effort to reduce childhood obesity. Having safe routes connecting schools, parks, houses, and public facilities makes it easier to get children active.

Trails can provide that one more attraction to keep visitors longer in the community. When visitors stay longer, especially, if their trip is multiple days, their visit increases the opportunities to make purchases, increasing local business revenues. Financially, communities benefit when new businesses are created to provide services to trail users. The city and state also benefit when sales and lodging taxes are collected from out-of-state and out-of-region visitors.

#### **How Trails Benefit a Community: Economic Impacts of Bicycling Tourism**

*Des Moines Register's Annual Great Bicycle Ride Across Iowa (RAGBRAI)*

The Register's Annual Great Bicycle Ride Across Iowa (RAGBRAI) is an event sponsored by the Des Moines Register since 1973. The Annual Bicycle Ride has become, in some cases, the largest economic impact event for towns and cities in the state.

Due to the popularity of the event and the large number of registrants, a lottery was established to selected applications for ridership limiting the number of participants to 8,500 with an additional 1,500-day riders for each of the consecutive 6 days of the event. In 2007, alone, more than 800 applications (over the 8,500 rider limit) were received. Since its inception, there have been more than 255,650 riders covering 15,535 miles at RAGBRAI. Seven hundred sixty one (761) Iowa towns or 78% of all towns in Iowa have enjoyed substantial economic impacts due to RAGBRAI since the first event in 1973.

Promoting trail use for health improves the health and mental well-being of residents of all age groups and physical ability. The Centers for Disease Control have found people will use trail for the health benefits if there is a trail close to their residents. Easy access especially benefits older women and children.

A well placed trail system becomes a new option for commuting to school and work. In West Branch distances, especially by bike, are not so far that residents can walk or bike from one side of the city to another in a short time. The added benefit is to reduce reliance on motorized vehicles and less expenditure on fuel for transportation.

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### Ten Reasons to Include Trails in Your Development

**1. It will make projects more marketable.** April 2000 survey of 2000 recent homebuyers (National Association of Homebuilders and National Association of Realtors) indicated walking/jogging and bike trails second from the top of the "important to very important" amenity list-- behind highway access. According to Gopal Ahluwalia, NAHB Director of Research, trails consistently rank in the top five important amenities in making purchase decisions.

--[www.nahb.com/news/smartsurvey2002.htm](http://www.nahb.com/news/smartsurvey2002.htm)

A 1994 survey by American Lives, Inc. conducted for a group of large volume homebuilders showed that 77.7% of consumers surveyed ranked significant natural open space as a "must-deliver" category, second behind low traffic and quiet. Plenty of walking and biking paths ranked next highest. Buyers also said they would pay extra for "wilderness areas with the flora and fauna that existed prior to the development" --*Denver Post 1/10/95*

Similar surveys show property values higher in areas proximate to trails and greenways. For example 6% more near, but not immediately next to, Seattle's Burke Gilman Trail. Ken Caryl Ranch, Colorado (4145 Homes) 9000 Acre Project, 6000 set aside as open space. Dozens of miles of multi-use and primitive trails, trails link to amenities, and metro-wide system create 7% to 15%+ lot premiums. *Cited in National Geographic --Sandy Rozeboom, Rose and Company*

**2. Trails can help increase the number of lot sales while conserving resources.** Redfeather Ridge by Midfirst, Glenwood Springs, CO increased the number of sellable lots by conserving open space, providing trails and by clustering housing. Number of lots increased from 64 to 149. There are countless other examples nationwide. --*Jeff Vogel, DHN Design Corporation*

**3. Trails can expand and diversify the golf course community market. 23% to 25% of homebuyers in golf course communities are golfers.** Many are also seeking open space and outdoor recreation benefits. Both spouses make a home buying decision and only one may be a golfer. --*Phone discussions with Denver-area designers. Opportunity to create a multi-benefit golf course with wildlife habitat, visual benefits and conservation values. --Jeff Vogel, DHM Design*

**4. Trails help meet compliance requirements.** Floodplains, floodplain storage compensation, wetlands and other types of conservation areas can be enhanced as amenities with landscaping, trails and other improvements. The Mentor Graphics office complex near Portland, OR is a good example of a wetland set aside as an amenity, increasing market value of units facing the open space. A number of states allow marketing of wetland areas as compensation for filling wetlands. The Metropolitan Sewerage District (Louisville, KY) is exploring the creation of flood compensation "banks" where floodplain set aside as part of a development can be marketed within the watershed to compensate loss of flood storage capacity elsewhere.

**5. Trails can help reduce impact fees and exaction costs.** With the growth of organized team sports there is an increasing trend toward locating sports fields in community parks, regional parks and other venues. There are also indications of a growing desire to limit "park space" in residential development to more "passive" uses such as open space, trails, greenways and small neighborhood parks. These are less costly to build and maintain. This approach may also help promote a broader financing strategy and funding source allocation for the more costly active and team sports park facilities. (continued on next page)

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### Ten Reasons to Include Trails in Your Development, cont.

**6. Homebuilder and homebuyer may realize direct economic and tax benefits.** "Market appreciation rates for cluster housing with associated open space can be equal to those for conventionally developed housing types." A study, in Amherst and Concord, Massachusetts, found that clustered housing with open space appreciated at a higher rate than conventionally designed subdivisions. The clustered homes in Amherst appreciated at an average annual rate of 22%, compared to an increase of 19.5% for the more conventional subdivision. The home-buyer, speaking in dollar terms through the marketplace, appears to have demonstrated a greater desire for a home with access and proximity to permanently protected land, than for one located on a bigger lot, but without open-space." --*Jeff Lacy, August 1990*

"An Examination of Market Appreciation for Clustered Housing with Permanently Protected Open Space." A study of the enhancement value of 8,535 acres of wetlands in Massachusetts's Charles River Basin found that properties abutting the wetlands were valued \$400 more than non-abutting properties, and that each acre of wetland added \$150 in value to adjacent properties. A survey of 15 appraisers and realtors yielded the estimate that each acre of wetlands contributes \$480 to the value of an abutting parcel of property. --*Thibodeau and Ostro (1981)*

**7. Trails promote physical activity, fitness, and health.** Studies in association with The Centers for Disease Control and Prevention indicate that 64% of the U.S. population is clinically overweight with over 31% obese. This condition is directly tied to lack of physical activity resulting in increased heart disease, cancer, diabetes, anxiety, depression and other costly health problems.

Providing nearby trails and walkways offers a significant option for regular physical activity that can lower rates of obesity and health care costs. This strengthens the market for communities and business centers with such amenities with an anticipated growing demand by both homebuyers and employers who want to reduce health care costs. --*USA Today 10/9/02*

Increased participation in moderate physical activity by the 88 million inactive Americans could reduce medical costs by \$76 Billion --*Pratt et al, 2000*

**8. Trails help improve a company's image.** Companies that build projects with well planned and executed trail amenities, conservation and open space benefits, stand a better chance of being recognized as environmentally-friendly developers which may help facilitate and reduce public-relations costs of project approvals.

**9. Trails enhance the marketability of the locale (town, city, resort destination).** Pittsburgh faced with mass exodus of skilled workers and professionals after the failure of the steel market in late 1970s redeveloped its riverfront with trails and greenways that spun off adjacent development. It has since seen a re-emergence of its economy and has moved up in rank to one of the top 5 best cities in the U.S to raise a family (Readers Digest). Chattanooga, TN implemented a similar renaissance. --*City of Pittsburgh, Mayor's Office*

A 2002 reader survey by the Kansas City Star ranked creation of a regional trail and greenway network at the top of the list in 15 desired public investments over and above police buildings, zoo, stadium improvements, etc. --*KC Star 1/20/2002*

**10. Trail and greenways tend to compete better in tight economies.** During the last economic slowdown in Denver in the 1980s the most successful projects incorporated trails and greenways. Examples include Highlands Ranch, Stonegate and Green Valley Ranch that outperformed other communities in the metro area. --*S. Robert August Company, Denver, CO*

### Health & Trails

#### The Burden of Obesity in Iowa

A Report from the Centers for Disease Control and Prevention, 1600 Clifton Rd. Atlanta, GA 30333, USA  
Iowa's estimated 2007 total population is almost 3 million with 2.2 million adults. Of those adults, approximately 37% are considered overweight and another 28% are considered obese, according to 2007 Behavioral Risk Factor Surveillance System data. Problems are also seen in factors related to obesity and other chronic diseases.  
Approximately one-in-five Iowa adults report no leisure time physical activity over the past month.  
Only one-in-five adults report eating fruits and vegetables five or more times a day.  
Also, the National Immunization Survey shows that Iowa is not meeting any of the five Healthy People 2010 goals for breastfeeding based on children born in 2005.

The problem is not limited to adults alone. Approximately 11% of Iowa youth (9th–12th grades) are considered obese and another 13% are considered overweight, according to 2007 Youth Risk Behavior Survey data.

- Only half of Iowa youth are meeting current physical activity recommendation levels.
- Only 19% eat fruits and vegetables five or more times a day.
- One quarter watch three or more hours of television a day.
- Almost one third drink at least one non-diet soda each day.
- Obesity also affects the state's economy. In Iowa, the medical costs associated with adult obesity were \$783 million in 2003 dollars.

#### Trails Cheaper than Medical Costs

A 2002 study completed in Lincoln, Nebraska, showed the average cost per user across all the trails in the study was \$235. This figure is much lower than the economic benefit of physical activity. A conservative estimate of direct medical cost savings from physical activity was \$330 per person in 1987. Using a 5% inflation rate, this savings is about \$622 in 2002, nearly 3 times as high as the trail cost. The study concluded developing trails may be a cost-effective means to promote physical activity.

Guijing Wang, PhD, et al.,. *Health Cost Analysis of the Built Environment: The Case of Bike and Pedestrian Trails in Lincoln, Nebraska*. *Am J Public Health*. 2004 April; 94(4): 549–553.

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### What is Iowa Doing about Obesity?

The state has combined state and federal funding to develop a community wellness grant opportunity. Many communities have been funded so far: 28 in 2006, and 24 new communities in 2008–2009. Community projects include activities such as: creating wellness centers to provide access to information, holding lifestyle challenges for community residents to lose weight, building community trails, or getting local grocers to label healthy food choices.

Iowans Fit for Life piloted an intervention project in 12 rural Iowa elementary schools. This project is testing and evaluating various combinations of interventions such as the Free Fruit and Vegetable Program (USDA) and an Iowa Department of Public Health school and community program (Pick a Better Snack and ACT). The Pick a Better Snack program has been implemented in multiple states and is now directly connected to USDA's Free Fruit and Vegetable Program.

Iowa passed the Healthy Kids Act, which is set to be implemented in 2010. This legislation requires that every student get 30 minutes of physical activity each day, schools should comply with nutrition content standards for foods sold/provided on school grounds, and Area Education Agencies should employ or contract with a licensed dietician.

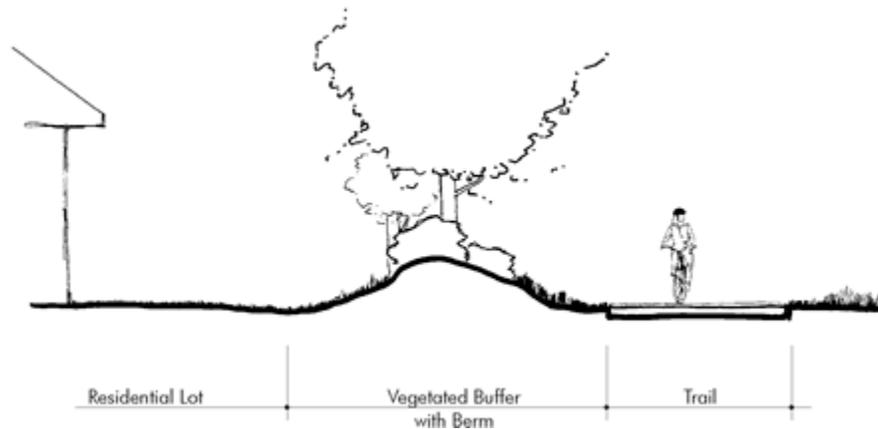
Through these activities, Iowa and CDC are addressing obesity by creating places where Iowa residents can make healthy choices about nutrition and physical activity.

For more information: Dennis Haney, Program Coordinator, Iowa Department of Public Health  
Telephone: 515-281-7501, Fax: 515-281-4913, E-mail: [ghaney@idph.state.ia.us](mailto:ghaney@idph.state.ia.us) , Web site: <http://www.idph.state.ia.us/iowansfitforlife/>

## Design and Construction

*Iowa Trails 2000* is the statewide recreational trails plan. It provides information on all topics related to trails including design guidelines.

The trail will be open to all age groups so young children to senior citizens could be using the trails at the same time. Design consideration will be given on trail width, line of site, surface firmness, lighting, and many other topics. Accessibility for widest range of users will be the goal. Accessibility information is available from the National Center on Accessibility (<http://www.indiana.edu/~nca/monographs/Accessible-Trails.pdf>).



**Visual Buffering of a Trail and a Residence**

Specific trail designs, surfaces and amenities will depend upon the specific site of that section of trail. Within the city limits it is recommended to have a ten-foot concrete surface trail. Trails in more rural areas can be finely crushed limestone. The main user groups will be walkers, runners, and bicyclers. Other trail use could include roller blades, skates, and horseback riding.

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### **Trail Construction Cost Estimates (Based Upon Estimate from Iowa Trails 2000, Chapter 5. Iowa DOT)**

A variety of trail designs can be used to meet the need for the community. Cost, level of anticipated use, and conditions must be balanced to guide the engineering design.

- Concrete is the recommended surface material for typical community trails within the city limits. Depending on the level of use, 8-10 feet wide trails are optimal. Concrete with a 4 inch depth on the majority of the trail and 6 inch deep base at road crossings will minimize maintenance and assure a long life for the trails.
- Right-of Way Acquisition will vary drastically depending upon the situation of land ownership. Ideally, new trails are planned on land already owned by the city, but the city can purchase trail corridors or include dedication of trails in the same category as park land and development infrastructure.
- Bridge costs can vary on conditions, height, and type of bridge required to meet the needs of the trail users. Estimated cost of a new pedestrian/bicycle bridge will range from \$51 for a boardwalk to \$150 square foot for steel structure with wood decking.

West Branch Community Trails Plan

**Trail Construction Unit Cost Estimates Iowa Trails 2000, Chapter 5. Iowa DOT**

<b>Trail Element</b>	<b>Unit</b>	<b>Price per Unit (2009 est)</b>
Clearing and grubbing	<b>Acre</b>	<b>\$2,550.00</b>
Grading for hard-surfaced trails	<b>Mile</b>	<b>\$3,800.00</b>
Grading for natural-surfaced trails	<b>Mile</b>	<b>\$3,200.00</b>
Granular surfacing	<b>Sq. ft.</b>	<b>\$0.50</b>
Granular subbase	<b>Sq. ft.</b>	<b>\$0.50</b>
Asphalt surfacing	<b>Sq. ft.</b>	<b>\$1.30</b>
Concrete	<b>Sq. ft.</b>	<b>\$3.00</b>
Seeding/mulching	<b>Acre</b>	<b>\$2,040.00</b>
Other costs (drainage/signage/support services)	<b>Mile</b>	<b>10% of trail cost</b>
Planning	<b>Mile</b>	<b>2% of trail cost</b>
Preliminary design	<b>Mile</b>	<b>2% of trail cost</b>
Construction documents	<b>Mile</b>	<b>5% of trail cost</b>
Construction services	<b>Mile</b>	<b>5% of trail cost</b>
Administration	<b>Mile</b>	<b>5% of trail cost</b>

## West Branch Community Trails Plan

### Trail Management and Maintenance

- Properly constructed trails should last 20-30 years.
- The State of Iowa has reported the average annual cost of trail maintenance is \$1,500 for any surface. This amount should be budgeted each year, but is used over the life of the trail.
- A trail is considered a linear park and is typically part of the city's parks system. Management of the trails will fall under the supervision of either the city parks or maintenance departments depending on the size of the community.
- Volunteers can provide some of the maintenance. The city should provide guidance and training to assure volunteers understand what is needed and for their safety.
  - Adopt a trail section program where citizens are allowed to pick-up trash on a specific section of trail or do light maintenance. Each section of trail could have a sign recognizing the volunteers for that section.
  - Annual cleanups on 'Take Pride in America Day', National Trails Day, during the City-wide Cleanup Day, or before Hometown Days
  - Students and youth groups could use clearing trails as part of their community service requirements
- Native grasses, trees, and shrubs should be used to minimize the need for water and care of the landscape.
- On trail segments in the city, 'sell' or 'adopt out' portions of the trails for individuals or groups to landscape. Provide flower boxes or beds and create a competition to see who can have the most attractive section of trail. The city would have requirements and restriction on what can or must be done.

#### List of routine maintenance activities:

- Yearly facility evaluation to determine the need for minor repairs:
- Removing encroaching vegetation
- Mowing
- Map/signage updates
- Trash removal/litter clean-up
- Flood or rain damage repair: silt clean up, culvert clean out, etc.
- Patching, minor re-grading, or concrete panel replacement
- Planting, pruning, and general landscaping

## West Branch Community Trails Plan

### Examples

1. Youth group planting trees and shrubs along a trail.
2. Trail sign reminding people to pick up after their dogs.
3. An 'adopted' flowerbed along a trail buffering the trail from a private yard.



## West Branch Community Trails Plan

### Interpretation

West Branch has the unique history of being the birthplace of the 31<sup>st</sup> President Herbert Hoover. The community can use this opportunity to highlight the historical features of the community along the trails using waysides, kiosks, and historical walking tours.

Trails can also be used in promoting health and wellness for local residents. Local hospitals and health departments can create programs using the trails.

### Liability

The trail system is part of the city assets and would be covered under the same position as any city park. Regular inspections and maintenance with records showing these actions would provide support.

The plan is for the trails to be on city property or obtain easements. If there are easements over private properties, the city takes on the liability, but there is also a law related to private landowners who allow recreational activities on their property. They are covered by the Iowa Recreational Use Statute.

<http://www.nationalaglawcenter.org/assets/recreationaluse/iowa.pdf>



## West Branch Community Trails Plan

### Funding

The goal is for a community to build a trail system that is an asset to the community. Obtaining funds for building a trail system is critically important. Due to the initial expense, trails are typically built in phases. Funds for building trails should be included in the city budget each year. This account can grow until the city is ready to finance a trail construction project. The funds can also be leveraged to gain other funding. It can be available as the cash match for grants.

- Quality materials and concrete trail surfaces will minimize future maintenance requirements.
- Well designed landscaping that enhances and blends with the local neighborhoods will provide an appealing experience for users.
- Use community or private foundation grants and donations to match federal funds.
- Ask professional engineers, designers, and excavation and construction companies to contribute their services as a donation or in-kind service to secure grants and to provide an important step in trail construction.
- Volunteers can assist in some trail construction activities
- Solicit donations for materials and equipment to use as in-kind contributions that can be used as part of the communities grant match.
- Hold fundraisers
  - Buy a brick, tree, bench, section of trail, etc
  - Have a fun walk or bike event
  - Have trail 'sponsorships' with businesses or private citizens being allowed to name the trail
- There are multiple sources of federal funds, but each has specific requirements. Review each funding source carefully to assure your request matches the grant requirements. Work with each funder to build funding opportunities.
  - State Recreational Trails Program, Iowa Department of Transportation
  - National Recreational Trails Fund, Iowa Department of Natural Resources (<http://www.fhwa.dot.gov/environment/rectrail.htm>)
  - Federal Transportation Enhancements Program (<http://www.fhwa.dot.gov/environment/TE.htm>)
  - 
  - Land and Water Conservation Fund Grant (<http://www.state.ia.us/government/dnr>)
  - US Fish & Wildlife Community Grant Program
  - Environmental Protection Agency's 5-Star Grant, Watershed Grants, Environmental Education Grants



## West Branch Community Trails Plan

- Iowa's Resource Enhancement and Protection Program (<http://www.iowadnr.gov/reap/index.html>)
- Corporation foundations
- Pheasants Forever grants

### **More background information related to funding trails:**

#### **Article from American Trails ([www.americantrails.org](http://www.americantrails.org))**

##### **Funding Sources for Greenway Projects**

Contributed by the Apple Country Greenway Commission (Henderson County, North Carolina), which was formed in December, 1999 to create a master plan for a greenways system; and the Roanoke Valley, Virginia Greenway Plan.

**The greenway funding opportunities cited below are applicable to organizations and agencies throughout the U.S. that are seeking funding. The most common method for funding greenways is to combine local, public sector and private sector funds with funds from state, federal and additional private-sector sources. Many communities involved with greenway implementation are choosing to leverage local money as a match for outside funding sources, in essence multiplying their resources.**

Local advocates and government staff should pursue a variety of funding sources for land acquisition and greenway construction. A greenway program that relies on limited funding sources may one day come to a grinding halt should these sources dry up. The following list of sources is divided into:

#### **Local and State Funding Sources**

**Bond Referendums for Greenways.** Communities across the nation have successfully placed on local ballots propositions to support greenway development. The Charlotte-Mecklenburg County, NC area passed four consecutive referendums that generated more than \$3 million for greenways. Guilford County, NC passed a referendum in 1986 that appropriated \$1.6 million for development of a specific greenway corridor. In Cheyenne, Wyoming, a greenway bond referendum was used to fund the first three miles of local greenways. Residents throughout the United States have consistently placed a high value on local greenway development and voted to raise their own taxes in support of greenway implementation.

**Greenway Funding through Local Capital Improvement Plans.** Perhaps the true measure of local government commitment to greenways is a yearly appropriation for trail development in the Capital Improvements Program. In Raleigh, NC, greenways

## West Branch Community Trails Plan

continue to be built and maintained, year after year, due to a dedicated source of annual funding (administered through the Parks and Recreation Department). In addition, the City of Raleigh's Real Estate Department has its own line item budget for greenway land acquisition.

**Greenway Trust Fund.** Another strategy used by several communities is the creation of a trust fund for land acquisition and facility development that is administered by a private greenway advocacy group, or by a local greenway commission. A trust fund can aid in the acquisition of large parcels of high-priority properties that may be lost if not acquired by private sector initiative. Money may be contributed to the trust fund from a variety of sources, including the municipal and county general funds, private grants, and gifts.

**Local Private-Sector Funding.** Local industries and private businesses may agree to provide support for greenway development through one or more of the following methods:

- Donations of cash to a specific greenway segment
- Donations of services by large corporations to reduce the cost of greenway implementation, including equipment and labor to construct and install elements of a specific greenway
- Reductions in the cost of materials purchased from local businesses that support greenway implementation and can supply essential products for facility development

One example of a successful endeavor of this type is the Swift Creek Recycled Greenway in Cary, NC. A total of \$40,000 in donated construction materials and labor made this trail an award-winning demonstration project. This method of raising funds requires a great deal of staff coordination. (Note: Some materials used in the "recycled trail" were considered waste materials by local industries!)

**Adopt-A-Trail Programs.** These are typically small grant programs that fund new construction, repair/renovation, maps, trail brochures, facilities (bike racks, picnic areas, birding equipment).

**State Departments of Transportation.** Many states are the local administrators of federal funding from the Transportation Equity Act for the 21st Century (TEA-21) – see more info below, under Federal Funding Sources.

**Community Development Block Grants.** Through its State CDBG Program, the U.S. Department of Housing and Urban Development (HUD) provides States with annual direct grants, which they in turn award to smaller communities and rural

## West Branch Community Trails Plan

areas for use in revitalizing neighborhoods, expanding affordable housing and economic opportunities, and/or improving community facilities and services. See more info and link below, under Federal Funding Sources.

**State Water Management Funds.** Funds established to protect or improve water quality could apply to a greenways/trails project if a strong link exists between the development of a greenway and the adjacent/nearby water quality. Possible uses of these funds include: purchase critical strips of land along rivers and streams for protection which could then also be used for greenways; develop educational materials, displays; or for storm water management.

### Volunteer Assistance and Small-Scale Donation Programs

**Greenway Sponsors.** A sponsorship program for greenway amenities allows for smaller donations to be received both from individuals and businesses. The program must be well planned and organized, with design standards and associated costs established for each amenity. Project elements that may be funded can include mile markers, call boxes, benches, trash receptacles, entry signage and bollards, and picnic areas.



**Volunteer Work.** Community volunteers may help with greenway construction, as well as conduct fundraisers. Organizations which might be mobilized for volunteer work include the Boy Scouts and Girl Scouts, the Sierra Club, biking and trail clubs, birding clubs, and local civic clubs.

A case in point is the volunteer greenway program in Cheyenne, Wyoming. The Greater Cheyenne Greenway has motivated an impressive amount of community support and volunteer work. The program has the unusual problem of having to insist that volunteers wait to begin landscaping the trail until construction was completed. A manual for greenway volunteers was developed in 1994 to guide and regulate volunteer work. The manual includes a description of appropriate volunteer efforts, request forms, waiver and release forms, and a completion form (volunteers are asked to summarize their accomplishments).

To better organize volunteer activity, Cheyenne developed an “Adopt-a-Spot” program. Participants who adopt a segment of trail are responsible for periodic trash pick-up, but can also install landscaping, prune trailside vegetation, develop wildlife enhancement projects, and install site amenities. All improvements must be consistent with the greenway development plan and must be approved by the local greenway coordinator. Adopt-a-Spot volunteers are allowed to display their names on a small sign along the adopted section of greenway.

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Volunteers included the Boy Scouts of America, the Southeastern Wyoming Mental Health Center, and F. E. Warren Air Force Base. Cheyenne's Job Training Partnership Program became involved in building trailside benches and picnic tables. School groups raised funds to build trail amenities. Other volunteers participated in a stream bank improvement project, donating labor and materials.

**Estate Donations.** Wills, estates and trusts may be also dedicated to the appropriate agency for use in developing and/or operating the greenway system.

**“Buy-a-Foot” Programs.** “Buy-a-Foot” programs have been successful in raising funds and awareness for trail and greenway projects within North Carolina. Under local initiatives, citizens are encouraged to purchase one linear foot of the greenway by donating the cost of construction. An excellent example of a successful endeavor is the High Point Greenway “Buy-a-Foot” campaign, in which linear greenway “feet” were sold at a cost of \$25/ foot. Those who donated were given a greenway T-shirt and a certificate. This project provided over \$5,000 in funds.

## West Branch Community Trails Plan

### Organizations that Support Trails

Iowa Bicycle Coalition - <http://www.iowabicyclecoalition.org>

Bike Iowa - <http://www.bikeiowa.com>

The Discovery Trail - <http://www.discoverytrail.org>

The Iowa Natural Heritage Foundation <http://www.discoverytrail.org>

American Trails – <http://americantrails.org>

National Park Service Rivers, Trails and Conservation Assistance – <http://npg.gov/rtca>

### Trail Funding in Iowa

#### Federal Recreational Trails Program

- **Intent of Program** - To provide and maintain motorized and non-motorized recreational trails and trail-related projects (trailheads, kiosks, lighting, etc.).
- **Who is Eligible to Request Funding** - Public agencies, non-profit organizations and private organizations (and/or individuals) are eligible to sponsor. Private sponsorship will require a public agency co-sponsor.
- **Qualifications for Funding** - Minimum 20 percent match is required. Trails resulting from successful applications must be maintained as a public facility for a minimum of 20 years.
- **Type of Submittal Required** - Application forms are available from the Iowa Department of Transportation, and at: [http://www.iowadot.gov/systems\\_planning/fedstate\\_rectrails.htm](http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm)
- **Type of Approval Required** - Iowa DOT recommendation; Iowa Transportation Commission approval. FHWA environmental concurrence is required. Projects must conform to federal funding requirements.
- **Program's Annual Funding Level** - Approximately \$1,250,000.
- **Application Deadline** - October 1

## West Branch Community Trails Plan

### State Recreational Trails Program

- **Intent of Program** - To fund public recreational trails
- **Who is Eligible to Request Funding** - State agencies, counties or cities and non-profit organizations may sponsor applications.
- **Qualifications for Funding** - Minimum 25 percent local match is required. Volunteer services and other state grants are not eligible as matching funds. Proposed projects must be a part of a local, area-wide, regional or statewide trail plan. Trails resulting from successful applications must be maintained as a public facility for a minimum of 20 years.
- **Type of Submittal Required** - Application forms are available from the Iowa Department of Transportation, and at: [http://www.iowadot.gov/systems\\_planning/fedstate\\_rectrails.htm](http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm)
- **Application Deadline** - July 1
- **Special Project Requirements**
- Design must be approved by the Iowa DOT. The applicant must have an approved permit from the Iowa DOT resident maintenance engineer to perform any work within the state right-of-way.
- **Type of Approval Required** - DOT staff recommendations with Iowa Transportation Commission approval.
- **Program's Annual Funding Level** - Approximately \$2,000,000

For more information contact: Yvonne Diller, Program Manager, Email: [Yvonne.diller@dot.iowa.gov](mailto:Yvonne.diller@dot.iowa.gov), Phone: 515-239-1252

### Federal Transportation Enhancement Program

**Intent of Program** - To fund enhancement or preservation activities of transportation related projects. Activities fall into the following categories: trails and bikeways, historic and archaeological, or scenic and environmental.

**Who is Eligible to Request Funding** - Public agencies and private non-profit organizations (and/or individuals) are eligible to sponsor. Private sponsorship will require a public agency co-sponsor.

**Qualifications for Funding** - Minimum 30 percent local match is required for statewide enhancements; 20 percent or more local match is required for regional enhancement projects as determined by RPA or MPO policies. Enhancements must have a direct relationship to the existing or planned surface transportation facilities. Projects or areas served by enhancement activities must fit one or more of the following categories:

- facilities for pedestrians and bicycles;
- safety and educational activities for pedestrians and bicyclists;

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- acquisition of scenic easements and scenic or historic sites;
- scenic or historic highway programs (including the provision of tourist and welcome center sites);
- landscaping and other scenic beautification;
- historic preservation;
- rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals);
- preservation of abandoned railway corridors, including the conversion and use of those corridors for pedestrian or bicycle trails;
- control and removal of outdoor advertising;
- archaeological planning and research;
- mitigation of water pollution due to highway runoff or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; or
- transportation museums.

*NOTE: This list is all inclusive; a project must fit into one or more of the categories to be eligible for funding.*

**Type of Submittal Required** - Depending on regional or statewide impact of the project, applications can be submitted to either the Iowa Department of Transportation or the appropriate RPA or MPO. Statewide projects are those that go beyond regional or metropolitan boundaries, enhance the state transportation system, benefit state tourism, or are consistent with statewide planning. *Statewide* projects require filing of an application on a form provided by the DOT. Applications are available from the Iowa DOT, and at: [http://www.iowadot.gov/systems\\_planning/trans\\_enhance.htm](http://www.iowadot.gov/systems_planning/trans_enhance.htm)  
Contact the appropriate RPA/MPO for application requirements for regional (non-statewide) projects.

**Application Amount - Minimum/Maximum:** In order to offset administrative costs, minimum total project size for statewide enhancements will normally be \$100,000. RPAs and MPOs may have different guidelines for regional/metropolitan applications.

**Application Deadline:** October 1 for statewide project applications. RPAs and MPOs may have different deadlines for regional/metropolitan applications.

**Special Project Requirements:** Federal Highway Administration environmental concurrence is required. Right-of-way activities must comply with applicable federal and state laws. Plans and specifications must be prepared by an Iowa licensed professional engineer/architect/landscape architect. If federal-aid dollars are used for a consulting engineer/architect/ landscape architect, the Federal-Aid Consultant Selection Process must be used. Approval by Iowa DOT for plans and specifications is required.

**Type of Approval Required** - RPAs/MPOs select regional (non-statewide) projects for funding. DOT staff make recommendations to the Iowa Transportation Commission for funding of statewide projects. The Commission makes final awards for funding.

## West Branch Community Trails Plan

**Program's Annual Funding Level** - Approximately \$4.5 million for statewide projects. Approximately \$4.5 million for regional projects.

### **More Information/Applications**

Iowa Department of Transportation

Office of Systems Planning

800 Lincoln Way Ames, IA 50010

Phone: 515-239-1621 or 515-239-1369

Email: [nancy.anania@dot.iowa.gov](mailto:nancy.anania@dot.iowa.gov) or [troy.siefert@dot.iowa.gov](mailto:troy.siefert@dot.iowa.gov)

### **Other Federal Government Funding Sources**

Some Federal programs offer financial aid for projects that aim to improve community infrastructure, transportation, housing and recreation programs. Some of the Federal programs that can be used to support the development of greenway systems include:

**[The Transportation Equity Act for the 21st Century \(TEA-21\)](#)**. The primary source of federal funding for greenways is through the Transportation Equity Act for the 21st Century (TEA-21). There are many sections of the Act that support the development of bicycle and pedestrian transportation corridors. Information related to the creation of greenway systems changes each year. Visit

[http://www.iowadot.gov/local\\_systems/publications/im/lpa\\_ims.htm](http://www.iowadot.gov/local_systems/publications/im/lpa_ims.htm) and

[http://www.iowadot.gov/systems\\_planning/trans\\_enhance.htm](http://www.iowadot.gov/systems_planning/trans_enhance.htm) for the most up-to-date information.

**[Community Development Block Grant Program \(CDBG\)](http://www.iowadnr.gov/watersecurity/files/IABlockGrant.pdf)** <http://www.iowadnr.gov/watersecurity/files/IABlockGrant.pdf>. The U.S. Department of Housing and Urban Development (HUD) offers financial grants to communities for neighborhood revitalization, economic development, and improvements to community facilities and services, especially in low and moderate-income areas. Several communities have used HUD funds to develop greenways, including the Boscobel Heights' "Safe Walk" Greenway in Nashville, Tennessee.

**[Land and Water Conservation Fund \(LWCF\) Grants](http://www.iowadnr.gov/grants/landwater.html)** <http://www.iowadnr.gov/grants/landwater.html> This Federal funding source was established in 1965 to provide "close-to-home" park and recreation opportunities to residents throughout the United States. Money for the fund comes from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways.

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LWCF funds are distributed to states by the National Park Service to the states annually. Communities must match LWCF grants with 50-percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity.

**Conservation Reserve Program.** The U. S. Department of Agriculture (USDA), through its Agricultural Stabilization and Conservation Service, provides payments to farm owners and operators to place highly erodible or environmentally sensitive landscapes into a 10-15 year conservation contract. The participant, in return for annual payments during this period, agrees to implement a conservation plan approved by the local conservation district for converting sensitive lands to less intensive uses. Individuals, associations, corporations, estates, trusts, cities, counties and other entities are eligible for this program. Funds from this program can be used to fund the maintenance of open space and non-public-use greenways, along bodies of water and ridgelines.

**Wetlands Reserve Program.** The U.S. Department of Agriculture provides direct payments to private landowners who agree to place sensitive wetlands under permanent easements. This program can be used to fund the protection of open space and greenways within riparian corridors.

**Watershed Protection and Flood Prevention (Small Watersheds) Grants.** The USDA Natural Resource Conservation Service (NRCS) provides funding to state and local agencies or nonprofit organizations authorized to carry out, maintain and operate watershed improvements involving less than 250,000 acres. The NRCS provides financial and technical assistance to eligible projects to improve watershed protection, flood prevention, sedimentation control, public water-based fish and wildlife enhancements, and recreation planning. The NRCS requires a 50-percent local match for public recreation, and fish and wildlife projects.

**Urban and Community Forestry Assistance Program.** The USDA provides small grants of up to \$10,000 to communities for the purchase of trees to plant along city streets and for greenways and parks. To qualify for this program, a community must pledge to develop a street-tree inventory, a municipal tree ordinance, a tree commission, committee or department, and an urban forestry-management plan.

**Small Business Tree-Planting Program.** The Small Business Administration provides small grants of up to \$10,000 to purchase trees for planting along streets and within parks or greenways. Grants are used to develop contracts with local businesses for the plantings.

**Economic Development Grants for Public Works and Development of Facilities.** The U. S. Department of Commerce, Economic Development Administration (EDA), provides grants to states, counties and cities designated as redevelopment areas by EDA for

## West Branch Community Trails Plan

public works projects that can include developing trails and greenway facilities. There is a 30-percent local match required, except in severely distressed areas where federal contribution can reach 80 percent.

**National Recreational Trails Program.** These grants are available to government and non-profit agencies, for amounts ranging from \$5,000 to \$50,000, for the building of a trail or piece of a trail. It is a reimbursement grant program (sponsor must fund 100% of the project up front) and requires a 20% local match. This is an annual program, with an application deadline at the end of January. The available funds are split such that 30% goes towards motorized trails, 30% to non-motorized trails, and 40% is discretionary for trail construction.

**Design Arts Program.** The National Endowment for the Arts provides grants to states and local agencies, individuals and nonprofit organizations for projects that incorporate urban design, historic preservation, planning, architecture, landscape architecture and other community improvement activities, including greenway development. Grants to organizations and agencies must be matched by a 50-percent local contribution. Agencies can receive up to \$50,000.

### **Grants through Private Foundations and Corporations**

Many communities have solicited greenway funding from a variety of private foundations and other conservation-minded benefactors. Some grants are:

**American Greenways Eastman Kodak Awards.** The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$250 to \$2000) to stimulate the planning, design and development of greenways. [http://www.conservationfund.org/kodak awards](http://www.conservationfund.org/kodak_awards)

**REI Environmental Grants.** Recreational Equipment Incorporated awards grants to nonprofit organizations interested in protecting and enhancing natural resources for outdoor recreation (<http://www.rei.com/aboutrei/grants02.html>). The company calls on its employees to nominate organizations for these grants, ranging from \$500 to \$8,000, which can be used for the following:

- Protect lands and waterways and make these resources accessible to more people
- Better utilize or preserve natural resources for recreation
- Increase access to outdoor activities
- Encourage involvement in muscle-powered recreation

## West Branch Community Trails Plan

- Promote safe participation in outdoor muscle-powered recreation, and proper care for outdoor resources

**Coors Pure Water 2000 Grants** (<http://www.coors.com/community/philanthropy.asp>). Coors Brewing Company and its affiliated distributors provide funding and in-kind services to grassroots organizations that are working to solve local, regional and national water-related problems. Coors provides grants, ranging from a few hundred dollars to \$50,000, for projects such as river cleanups, aquatic habitat improvements, water quality monitoring, wetlands protection, pollution prevention, water education efforts, groundwater protection, water conservation and fisheries.

**World Wildlife Fund Innovative Grants Program** (<http://www.worldwildlife.org/home-full.html>). This organization awards small grants to local, regional and statewide nonprofit organizations to help implement innovative strategies for the conservation of natural resources. Grants are offered to support projects that accomplish one or more of the following: (1) conserve wetlands; (2) protect endangered species; (3) preserve migratory birds; (4) conserve coastal resources; and (5) establish and sustain protected natural areas, such as greenways.

Innovative grants can help pay for the administrative costs for projects including planning, technical assistance, legal and other costs to facilitate the acquisition of critical lands; retaining consultants and other experts; and preparing visual presentations and brochures or other conservation activities. The maximum award for a single grant is \$10,000.

**Bikes Belong** (<http://bikesbelong.org/site/page.cfm?PageID=21>). Bikes Belong Coalition is sponsored by members of the American Bicycle Industry. The grant program is a national discretionary program with a small budget, to help communities build TEA-21-funded projects. They like to fund high-profile projects and like regional coalitions. An application must be supported by the local bicycle dealers (letters of support should be attached). Bikes Belong also offers advice and information on how to get more people on bikes. Government and non-profit agencies are eligible and no match is required. The maximum amount for a grant proposal is \$10,000. Applications may be submitted at any time and are reviewed as they are received.

**Steelcase Foundation** (<http://www.steelcase.com/en/Pages/Homepage.aspx>). Steelcase Foundation grants are restricted to locally sponsored projects in areas where there are Steelcase Inc. manufacturing plants. In general, Steelcase does not wish to be the sole funder supporting a program. Grants are also only made to non-profit organizations. It does support educational and environmental projects, and is particularly interested in helping the disadvantaged, disabled, young and elderly improve the quality of their lives. Applications may be submitted anytime and are considered by the Trustees four times a year.

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**Wal-Mart Foundation.** This foundation supports local community and environmental activities and educational programs for children (among other things). An organization needs to work with the local store manager to discuss application. Wal-Mart Foundation only funds 501(c)3 organizations.

## West Branch Community Trails Plan

### State of Iowa Recreational Use Statutes

#### STATE OF IOWA

#### IA ST § 461C.1

Current with immediately effective legislation signed as of 4/29/2010 from the 2010 Reg.Sess.

461C.1. Purpose The purpose of this chapter is to encourage private owners of land to make land and water areas available to the public for recreational purposes and for urban deer control by limiting an owner's liability toward persons entering onto the owner's property for such purposes. 461C.2. Definitions As used in this chapter, unless the context otherwise requires:

1. "Charge" means any consideration, the admission price or fee asked in return for invitation or permission to enter or go upon the land.
  2. "Holder" means the possessor of a fee interest, a tenant, lessee, occupant or person in control of the premises; provided, however, holder shall not mean the state of Iowa, its political subdivisions, or any public body or any agencies, departments, boards, or commissions thereof.
  3. "Land" means private land located in a municipality including abandoned or inactive surface mines, caves, and land used for agricultural purposes, including marshlands, timber, grasslands and the privately owned roads, water, water courses, private ways and buildings, structures and machinery or equipment appurtenant thereto.
  4. "Municipality" means any city or county in the state.
  5. "Recreational purpose" means the following or any combination thereof: Hunting, trapping, horseback riding, fishing, swimming, boating, camping, picnicking, hiking, pleasure driving, motorcycling, nature study, water skiing, snowmobiling, other summer and winter sports, and viewing or enjoying historical, archaeological, scenic, or scientific sites while going to and from or actually engaged therein.
  6. "Urban deer control" means deer hunting with a bow and arrow on private land in a municipality, without charge, as authorized by a municipal ordinance, for the purpose of reducing or stabilizing an urban deer population in the municipality.
- 461C.3. Liability of owner limited Except as specifically recognized by or provided in section 461C.6, an owner of land owes no duty of care to keep the premises safe for entry or use by others for recreational purposes or urban deer control, or to give any warning of

## West Branch Community Trails Plan

a dangerous condition, use, structure, or activity on such premises to persons entering for such purposes. 461C.4. Users not invitees or licensees Except as specifically recognized by or provided in section 461C.6, a holder of land who either directly or indirectly invites or permits without charge any person to use such property for recreational purposes or urban deer control does not thereby:

1. Extend any assurance that the premises are safe for any purpose.
2. Confer upon such person the legal status of an invitee or licensee to whom the duty of care is owed.
3. Assume responsibility for or incur liability for any injury to person or property caused by an act or omission of such persons.

### 461C.5. Duties and liabilities of owner of leased land

Unless otherwise agreed in writing, the provisions of sections 461C.3 and 461C.4 shall be deemed applicable to the duties and liability of an owner of land leased, or any interest or right therein transferred to, or the subject of any agreement with, the United States or any agency thereof, or the state or any agency or subdivision thereof, for recreational purposes or urban deer control. 461C.6. When liability lies against owner Nothing in this chapter limits in any way any liability which otherwise exists:

1. For willful or malicious failure to guard or warn against a dangerous condition, use, structure, or activity.
2. For injury suffered in any case where the owner of land charges the person or persons who enter or go on the land for the recreational use thereof or for deer hunting, except that in the case of land or any interest or right therein, leased or transferred to, or the subject of any agreement with, the United States or any agency thereof or the state or any agency thereof or subdivision thereof, any consideration received by the holder for such lease, interest, right or agreement shall not be deemed a charge within the meaning of this section.

### 461C.7. Construction of law Nothing in this chapter shall be construed to:

1. Create a duty of care or ground of liability for injury to persons or property.
2. Relieve any person using the land of another for recreational purposes or urban deer control from any obligation which the person may have in the absence of this chapter to exercise care in the use of such land and in the person's activities thereon, or from the legal consequences of failure to employ such care.
3. Amend, repeal or modify the common law doctrine of attractive nuisance.

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