This document was developed for the Boone County Trails Advisory Committee by the Des Moines Area Metropolitan Planning Organization.
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INTRODUCTION

Boone County is a predominately rural community located west of the City of Ames and northwest of the City of Des Moines. The scenic Des Moines River valley cuts a deep trench through the center of the county, offering spectacular vistas, diverse terrestrial and aquatic communities, and a range of recreational opportunities.

The Boone County Trails Advisory Committee is a group of stakeholders promoting a county-wide effort to:

- Plan a network of trails connecting points of environmental, cultural, social, and historic interests across the county;
- Provide outdoor recreational opportunities that increase the health and well-being of county residences;
- Engage residence with their environment and conservation of the amazingly diverse range of natural and visual resources across the county; and,
- Integrate the county trail system into the established and emerging network of trails in the Des Moines metropolitan area to the south and east, the Ames and Marshalltown systems to the east and north, the Hamilton and Webster County’s systems to the north and west, and the Raccoon River Trail system to the south and west.

The purpose of this document is to provide an overview of existing and proposed trails facilities in Boone County and a plan that will assist local government agencies and trail interest groups with the prioritization and development of trails throughout the county. This document builds off Boone County’s 2007 Comprehensive Plan and is not intended to take the place of the Comprehensive Plan which is the “de facto” trails master plan for the county. The Comprehensive plan provides a long-term vision for the location of trails, and was developed with input from Boone County residents.

This document is a reflection of subsequent trail development efforts that have taken place since the completion of the 2007 Plan. These efforts were driven predominately by the Boone County Trails Initiative which has evolved into the Boone County Trails Advisory Committee. The responsibility of implementing trails in Boone County will fall to this committee.

Vision

The vision of the Boone County Trails Advisory Committee is to establish new trails that will be integrated into a world-class regional trail system, providing access to all areas of Boone County while connecting into the Central Iowa Trails network.
Guiding Principles

The Boone County Trails Advisory Committee proposes a wide-reaching effort of trail development that will impact many aspects of the county’s future including economic development potential, recreation and quality of life amenities, and transportation connections. With this in mind, the Committee established a set of Guiding Principles to outline the group’s intent and to hold the group accountable for the overall good of Boone County.

1. First and foremost, we respect the tradition and importance of private property rights;
2. The trail planning effort is a response to broad and diverse community desires for increased opportunities for safe non-motorized travel and recreation;
3. We believe in the power of trails to: provide economic opportunities, offer recreational venues throughout the year, encourage healthy lifestyles, engage with the natural world, and create community;
4. We want a trail system that connects every community in the county;
5. Through connections with adjoining counties and communities, we want to be a critical component of the existing and emerging world class trail system in central Iowa;
6. We are working on a trail system that showcases our natural and cultural heritage;
7. We will construct our trail system using Best Management Practices (BMPs) to ensure environmentally and culturally sensitive areas are preserved and promoted – not degraded;
8. Our trail system will be as universally accessible to as many members of our community as possible;
9. We take our stewardship of private and public monies given to us to develop our trail system very seriously;
10. The trails planning process – at its heart – is an inherently democratic effort; and,
11. Our trail system will be as sustainable as possible over the long-term.

History of Trails in Boone County

The Boone County Trails Initiative (hereafter referred to as “Initiative”) began in 2011 when a group of individuals lead by the Boone Area Chamber of Commerce formed a committee to discuss the idea of a trail network throughout Boone County. The intent of the group was to corroborate the trail plans outlined in Boone County’s Comprehensive Plan that was adopted in 2007, and to build off the success of the High Trestle Trail Bridge which opened in April of 2011.

Following the successful opening of the High Trestle Trail Bridge, the Initiative held several committee meetings before organizing its first public meeting in March of 2012. This meeting focused on collecting input from current High Trestle Trail users to gather their thoughts on potential trail additions in Boone County. In June 2012, the committee requested proposals from four engineering and design firms. RDG Planning and Design was selected to lead a vision and scope process, and to develop a promotional marketing piece to help facilitate the conversation into a meaningful community vision for trails development.
In June 2013, RDG Planning and Design hosted a stakeholders meeting at the Iowa Arboretum where key historical, recreational, and natural attractions were identified. Later that year the Initiative began fundraising for the project and pursuing grant opportunities to raise the funds necessary for the $60,000 trail plan. Throughout the fundraising effort the Initiative maintained its relationship with RDG, and in the fall of 2014, the Initiative was awarded a grant from the National Parks Service’s Rivers, Trails, and Conservation Assistance Program. The grant allowed the group to move forward with the planning effort.

Throughout 2014, the Boone County Trails Initiative began building relationships with government partners, such as the Iowa Department of Natural Resources, U.S. Army Corps of Engineers, and the Des Moines Area Metropolitan Planning Organization. The committee also presented to local civic groups to gather feedback and build support for the project. This year also saw Camp Mitigwa develop as a complementary initiative for a proposed mountain bike trail system on their property. In 2015, the Initiative hosted multiple public open houses and rented space at the Boone County Fair to share the early discoveries and to begin corroborating the location of trails from the Comprehensive Plan. Following this community engagement effort, the Initiative met with the Boone County Board of Supervisors in August and the Boone County Conservation Board in October to ask for approval of the publicly supported plan. Ultimately, the Initiative was unable to raise the funds necessary to enter into a contract with RDG and develop the master plan.

In 2016, the Initiative applied for funding from the Boone County Community Endowment and in April were awarded $5,000. A Memorandum of Understanding was signed between the cities of Boone, Madrid, and Ogden with Boone County in an effort to pursue greater grant funding. On August 4th, the Initiative held its final meeting before dissolution. The Boone County Trails Advisory Committee was formed to develop this trails report and guide future trails development in the County.

**Public Participation**

After the success of the High Trestle Trail opening in 2011, Boone County residents and public officials looked to expand on their trail system to draw users further into their county. The initial stage was a general meeting of identified stakeholders who created the initial promotional literature for the master plan fundraising.

In 2013, the Initiative organized and began holding regular meetings. After receiving an assistance grant from the National Park Service, public hearings were held to determine potential trail locations and concerns. The National Park Service facilitated listening sessions during the winter of 2014 in the cities of Boone, Madrid, and Ogden. More than 180 residents from Boone County were involved, and the outcome is the following list of ideas, concerns, and comments about the future of the trails.
• Concerns about private property and the use of eminent domain by County to establish trails;
• Need for trail along Des Moines River Valley;
• Need to connect Don Williams to High Trestle Trail;
• Need to protect natural areas during trail planning;
• Trail from Boone into Ledges State Park;
• Need to connect with regional trail system;
• Need to feature and connect with historic and cultural and natural assets such as the Kate Shelley Farm, Ledges State Park, Iowa Arboretum, Kate Shelley High Bridge, YMCA camp, 4-H camp;
• Need to connect with all communities in county;
• Concerns about cost and maintenance of trail system; and,
• Concrete trails preferable to all other types of trails.

At the conclusion of these meetings, the input was compiled and Boone County staff, supervisors, and the public were invited to a mapping session that resulted in the creation of the map of high, medium, and low priority trails to be considered by and presented to the Boone County Board of Supervisors. Finally, the Initiative gave presentations on the outcome of these meetings to local organizations and clubs around the county to increase exposure and gain further feedback from the public.

In addition to all of these interactions, a Facebook page was created and a number of newspaper articles and radio spots helped publicize, engaged, and update the public on the progress of the planning efforts and on other trail related issues.
TRAIL TYPES

The following section provides an overview of the various types of trails discussed in this document and outlines existing and proposed facilities for each of the trail types. The type of trails in the following section include shared-use trails, shoulder trails, side-path trails, shared roadways, and soft trails. It is important to note that the majority of the proposed trails outlined in this document all derive and build off of the 2007 Boone County Comprehensive Plan.

SHARED-USE TRAILS

A shared-use trail serves as part of a transportation circulation system and supports multiple recreation opportunities, such as walking, bicycling, and in-line skating. A shared-use trail typically has a surface that is asphalt, concrete, or firmly packed crushed aggregate. A shared-use trail is typically separated from the roadway and is often in a natural setting. In contrast, a side-path trail is one that runs directly adjacent to a roadway and can exist in both urban and rural settings.

In Iowa, most shared-use trails follow abandoned rail corridors. Ideally, shared-use trails have a hard paved surface to create a better travel surface for bicycles and mobility impaired users. However, paved surfaces are more expensive to construct and in some cases may be cost prohibitive. If funding is not initially available to pave the trail, the subbase of a shared-use trail should be constructed to allow for paving at a future date when funding is secured. The High Trestle Trail, the Kate Shelley Trail in the City of Boone, and the City of Ogden Community Trail are currently the only existing shared-use trails in Boone County.
EXISTING SHARED USE TRAILS
HIGH TRESTLE TRAIL

**Estimated Length:** 9.8 miles (in Boone County)

**Type of Trail:** Shared-Use Trail following abandoned rail corridor.

**Connections:** The High Trestle Trail connects Boone County to the Central Iowa Trail Network.

**Opportunities:** The High Trestle Trail is a 25 mile trail that runs through four counties and numerous towns and cities. It is one of the most iconic trails in central Iowa due to the ½ mile long, thirteen story high bridge crossing the Des Moines River. The High Trestle Trail Bridge is one of the largest trail bridges in the world and provides a significant economic development opportunity to Boone County. The High Trestle Trail Bridge provides spectacular views of the Des Moines River Valley and the trail provides Boone County with a key connection into the Central Iowa Trails Network.

**Featured Asset(s):** High Trestle Trail Bridge, spectacular views of the Des Moines River Valley.

**Trailhead:** There are existing minimal trailheads in City of Madrid and approximately 0.7 miles east of High Trestle Trail Bridge at Grant’s Woods. There is also an existing trailhead in the City of Woodward.
HIGH TRESTLE TRAIL
KATE SHELLEY TRAIL

Estimated Length: 0.85 miles

Type of Trail: Shared-Use Trail following abandoned rail corridor.

Connections: This trail currently provides a recreation opportunity to the residents of the City of Boone. This trail will provide additional connections once it is extended south and east (see Kate Shelley Trial Extension).

Opportunities: This trail could be extended to the south and east along the abandoned rail line (see Kate Shelley Trail Extension).

Featured Asset(s): Linwood Cemetery Stone Railroad Bridge, Geoppinger Field, Herman Park, and McHose Park.

Trailhead: There are two existing trailheads on this portion of trail. One exists off Lincoln Highway just east of Milwaukee Street in the City of Boone. The second is located at the intersection of Park Avenue and McHose Drive in the City of Boone. These are both minimal trailhead that could benefit from additional enhancements.
KATE SHELLEY TRAIL
OGDEN COMMUNITY TRAIL

Estimated Length: 1.1 miles

Type of Trail: Shared-use trail

Connections: This trail currently provides a recreation opportunity to the residents of the City of Ogden. This trail will provide additional connections to the proposed Lincoln Highway Trial.

Opportunities: This trail has the potential to connect into the proposed Lincoln Highway Trail and providing a connection to the City of Boone.

Featured Asset(s): Leonard Good Community Center, Beaver Creek, Glenwood Cemetery, and Ogden High School.

Trailhead: There is minimal trailhead at the Leonard Good Community Center.
PROPOSED SHARED USE TRAILS
DES MOINES RIVER TRAIL

Estimated Length: 38 miles

Type of Trail: Hardscaped naturalized trail following the Des Moines River corridor.

Connections: This trail will follow the Des Moines River valley providing a naturalized trail running the full length of Boone County. This trail will provide connections to Fraser, Boone, and Madrid. It will also connect into the High Trestle Trail just west of Madrid.

Opportunities: This trail would wind through the scenic Des Moines River Valley providing trail users with a variety of wildlife viewing opportunities. The proximity to the Des Moines River (a designated water trail) provides fishing, swimming, and pedal-paddle opportunities.

Featured Asset(s): High Trestle Trail Bridge, Swede Point Park, Holst State Forest, Kate Shelley Railroad Museum, Camp Hantesa, Sunstream Retreat Center, Boone Wildlife Research Station, Seven Oaks, and Des Moines YMCA Camp.

Priority: High

Trailhead: Potential trailhead could be located at the convergence with the High Trestle Trail and near the City of Boone. Additional trail heads could coincide with existing water trail access points along the Des Moines River.

Challenges: This proposed trail alignment crosses multiple properties and it will be challenging to acquire the property necessary to develop this trail. Additionally, this trail would cross Army Corps of Engineer properties and obtaining their concurrence to construct a trail in the Des Moines River Valley will be necessary.
BEAVER CREEK TRAIL

Estimated Length: 36.5 miles

Type of Trail: Hard or soft naturalized trail following Beaver Creek.

Connections: This trail will provide a rural farmland experience running through the western side of the county, and providing connections to Boxholm, Beaver, and Berkley. This trail will also connect to other proposed trails including the E-18 Trail, E-26 Trail, Wagon Wheel Bridge Trail, and the Highway 30 Trail.

Opportunities: This trail would provide moderately challenging terrain traversing rural farmland. South of Berkley the trail would provide a mixed experience of farmland and forested areas along the proposed corridor.

Featured Asset(s): Buffalo Grove, farmland and forest views.

Priority: Low.

Trailhead: Potential for minimal trailheads in City of Beaver and the City of Berkley.

Challenges: This trail will be one of the most challenging trails to develop. There is very little land along Beaver Creek in public ownership. The majority of the trail corridor would need to be acquired from private landowners who are unlikely to want to give up control of their private property.
KATE SHELLEY TRAIL EXTENSIONS

Estimated Length: 7.6 miles

Type of Trail: Hard or soft naturalized trail following an abandoned rail alignment.

Connections: This trail would provide a connection between the City of Boone and Ogden. It would also provide connections to the Highway 30 Trail, Des Moines River Trial, and the Lincoln Highway Trial.

Opportunities: This trail would provide users with predominately forested setting and moderately challenging terrain through the Des Moines River valley. The abandoned rail corridor may be eligible for rails-to-trails conversion.

Featured Asset(s): Kate Shelley Home, Des Moines River, potential for iconic bridge crossing

Priority: Moderate

Trailhead: Existing minimal trailhead in the City of Boone could be enhanced.

Challenges: This trial faces some substantial challenges including the need for two crossing over Highway 30. These two crossing would need to be constructed below or above the grade of the highway, both of which are costly and challenging. The trail would also need a crossing over the Des Moines River. This trail also faces potential issues with landowners.
KATE SHELLEY TRAIL EXTENSION
SHOULDER TRAIL OR SIDE-PATH

A Shoulder Trail is a trail that uses a wide 8-12 foot pave shoulder running directly adjacent to the roadway. A Side-Path is a trail that runs adjacent to the roadway but is separated from the travel lanes by a median or parkway. These two trail types make up the majority of the proposed trails in Boone County and are the most feasible to implement due to the right-of-way necessary already being under public ownership. The type of trail selected will (Shoulder or Side-Path) ultimately depend on the feasibility and cost for each proposed trail area. This can only be determined through additional engineering studies.

This image is of a side-path adjacent to the roadway and separated by a small median.
This image depicts a shoulder trail which is only separated from the roadway by striping.

This image is of a side-path adjacent to the roadway and separated by a small median.
EXISTING SHOULDER TRAILS OR SIDE-PATHS

HIGHWAY 30 TRAIL

Length: 24.6 miles

Type of Trail: Shoulder Trail running along Highway 30.

Connections: The Highway 30 Trail runs east and west across the county providing connections to the City of Boone, Ogden, and Beaver. The proposed trail will make additional connections to a number of proposed trails including the Beaver Creek Trail, Des Moines River Trail, Ledges Trail, and the R-27 Trail.

Opportunities: The Highway 30 corridor provides a relatively flat corridor with good sight lines. The corridor has ample right-of-way on either side of the roadway. This provides plenty of space for the development of a separated side-path if funding becomes available in the future. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

Featured Asset(s): The Des Moines River provides an opportunity for pedal-paddle options for trail users.

Trailhead: Potential for trailheads in Boone and Ogden with some potential for minimal trailheads at other locations along the proposed corridor.

Challenges: The Highway 30 Trail corridor has a number of challenges to consider. This is a higher speed roadway and therefore a separated side-path would provide a more comfortable user experience. Also, the bridge over the Des Moines River currently has very narrow shoulders which could create some safety and comfort issue for cyclist’s crossing over the bridge.
PROPOSED SHOULDER TRAILS OR SIDE-PATHS

E-26 TRAIL

Estimated Length: 8.5 miles

Type of Trail: Shoulder trail or side-path running along county road E-26.

Connections: This trail will provide a connection between the Des Moines River Trail at Fraser and the Beaver Creek Trail with an additional connection to the P-70 Trail.

Opportunities: This corridor is relatively flat with good sight lines. It has ample right-of-way for the development of either a separated side-path or a shoulder trail. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

Featured Asset(s): Don Williams Recreation Area and Holst State Forest

Priority: Low

Trailhead: Potential for small trailhead in Fraser.

Challenges: The corridor does not currently have shoulders and the construction of a side-path would require grading work to build a trail base in what is currently an open ditch.
E-26 TRAIL

Don Williams Recreation Area
Holst State Forest
Saylorville WMA

Proposed E-26 Trail
P-70 TRAIL

Estimated Length: 8.3 miles

Type of Trail: Shoulder trail or side-path running along county road P-70.

Connections: This trail will provide a direct connection between Pilot Mound and Ogden. This trail will also provide connections to a number of other proposed trails including the E-18 Trail, E-26 Trail, Wagon Wheel Trail, Lincoln Highway Trail, and the Highway 30 Trail.

Opportunities: The P-70 corridor provides a relatively flat corridor with good sight lines. The corridor has approximately 30 feet of right-of-way on either side of the roadway. This provides plenty of space for the development of a shoulder trail or separated side-path. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

Featured Asset(s): Pilot Mound State Forest, Don Williams Recreation Area, Harrier Marsh Wildlife Management Area

Priority: Moderate

Trailhead: Potential for small trailheads in Pilot Mound and Ogden.

Challenges: The corridor does not currently have shoulders and the construction of a side-path would require grading work to build a trail base in what is currently an open ditch. This could potentially impact roadway drainage.
R-38 TRAIL

Estimated Length: 6.6 miles

Type of Trail: Shoulder trail or side-path running along county road R-38.

Connections: This trail will provide a connection between the E-18 Trails and the 195th Street Trail.

Opportunities: The R-38 corridor provides a relatively flat corridor with good sight lines. The corridor has approximately 18 feet of right-of-way on either side of the roadway. This provides plenty of space for the development of a shoulder trail or separated side-path. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

Featured Asset(s): Squaw Creek could provide an opportunity for fishing access and potential pedal-paddle opportunities.

Priority: Low

Trailhead: No recommended trailheads for this corridor.

Challenges: The corridor does not currently have shoulders and the construction of a side-path would require grading work to build a trail base in what is currently an open ditch. This could potentially impact roadway drainage.
195th STREET TRAIL

**Estimated Length:** 8 miles

**Type of Trail:** Shoulder trail or side-path running along 195th Street. Portions of this proposed trail could also be a Gravel Road Route (see page 56).

**Connections:** The 195th Street Trail provides a route in the east-central part of the county connecting the potential R-38 Trail to the City of Boone. The trail follows the 195th Street corridor before turning south on S Avenue. The proposed trail turns back to the west on 200th Street which turns into 8th Street at the city limits of Boone. This trail would also connect up with the proposed Lincoln Highway Trail in the City of Boone that extends on to Ogden.

**Opportunities:** The 195th Street corridor provides a relatively flat corridor with good sight lines. The corridor has ample right-of-way on either side of the roadway. This provides plenty of space for the development of a shoulder trail or separated side-path. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

**Featured Asset(s):** Downton City of Boone Amenities

**Priority:** Moderate

**Trailhead:** Potential trailhead where proposed 195th Street Trail intersects with proposed Lincoln Highway Trail.

**Challenges:** The proposed corridor currently runs along a gravel roadway until it reaches Quartz Avenue in the City of Boone. Currently the gravel portion of the corridor would not be suitable for a shoulder trail as gravel spreading on the paved shoulder would create a safety hazard for cyclists. The railroad tracks at 8th Street and Industrial Park Road also present an obstacle. The trail will need to follow Industrial Park Road to Linn Street and use the underpass on Linn Street to get back to 8th Street.
195th STREET TRAIL
250th STREET TRAIL

Estimated Length: 7.7 miles

Type of Trail: Shoulder trail or side-path running along 250th Street. Portions of this proposed trail could also serve as a Gravel Road Route (see page 56).

Connections: The 250th Street trail runs from the county line connecting with the proposed R-27 Trail south of the City of Boone.

Opportunities: The 250th Street corridor provides a relatively flat corridor with good sight lines. The corridor has right-of-way on either side of the roadway. This provides plenty of space for the development of a shoulder trail or separated side-path. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

Featured Asset(s): Rural landscapes with a scattering of farm buildings.

Priority: Low

Trailhead: Potential for minimal trailhead at R-27 or S Avenue.

Challenges: The proposed corridor runs along a gravel roadway from the county line to S Avenue before turning into pavement. Currently the gravel portion of the corridor would not be suitable for a shoulder trail as gravel spreading on the paved shoulder would create a safety hazard for cyclists. The small bridge over Big Creek could create some challenges for the propose trail. However, low traffic volume should allow trail users to use existing bridge to cross Big Creek.
R-27 TRAIL

Estimated Length: 11.7 miles

Type of Trail: Shoulder trail and/or side-path running along county road R-27 and R Avenue. This proposed trail could also be a Gravel Road Route (see page 56).

Connections: The proposed R-27 trail runs south from the proposed Highway 30 Trail in the City of Boone with connections to Luther and Madrid. The proposed trail will connect into the existing High Trestle Trail. Other potential trail connections include the proposed 240th Street Trail and the E-57 Trail.

Opportunities: The R-27 corridor provides a relatively flat corridor with mostly good sight lines. The corridor does have some sharper curves. One just north of Luther and some additional curves on R Avenue/Rose Road. The corridor has right-of-way on either side of the roadway that provides plenty of space for the development of a shoulder trail or separated side-path. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

Featured Asset(s): Long Refuge, Ledges State Park

Priority: High. This corridor makes the connection between the City of Boone (highest population center in county) and the High Trestle Trail which connects into the Central Iowa Trail network providing access to Greater Des Moines.

Trailhead: Potential trailhead at City of Boone and High Trestle Trail

Challenges: The proposed corridor runs along a paved road until it reaches 270th Street. This section presents few challenges as it is predominantly flat with few curves. However, there is one large curve just south of 250th Street that could create sight line issue for trail uses and vehicles. The corridor turns to gravel south of 270th Street with slightly more challenging terrain between 280th and 290th Street. This area could pose some sight distance issue for trail users and vehicles. The portion of the proposed trail between 270th Street and Madrid should be a separated side-path as a paved shoulder would create safety issues with the gravel road.
E-57 TRAIL

Estimated Length: 9.7 miles

Type of Trail: Shoulder trail or side-path running along county road E-57.

Connections: The E-57 Trail corridor would provide connections from Luther to the proposed R-27 Trail and the Des Moines River Trail.

Opportunities: The E-57 corridor provides a relatively flat corridor with mostly good sight lines. The corridor does have some sharper curves and more difficult terrain once it enters the Des Moines River Valley. The corridor has right-of-way on either side of the roadway. This provides plenty of space for the development of a shoulder trail or separated side-path. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

Featured Asset(s): Views of Des Moines River Valley, Boat Ramp, Fishing Access, Water Trail Access

Priority: Moderate

Trailhead: Potential minimal trailhead in Luther where proposed trail intersects with H Avenue.

Challenges: Ascents and descents into the Des Moines River Valley may be challenging for less experienced riders. The bridge crossing the Des Moines River is not currently designed for bicycle and pedestrian use.
E-57 TRAIL
LINCOLN HIGHWAY TRAIL

Estimated Length: 5.9 miles

Type of Trail: Shoulder trail or side-path running along the Lincoln Highway.

Connections: The Lincoln Highway Trail corridor would provide a connection between the City of Boone and Ogden. This trail corridor would also create a connection to the proposed Des Moines River Trail.

Opportunities: The Lincoln Highway corridor provides a relatively flat corridor with good sight lines. The corridor does have some elevation changes when entering and exiting the Des Moines River Valley. The corridor has right-of-way on either side of the roadway. This provides plenty of space for the development of a shoulder trail or separated side-path. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

Featured Asset(s): Des Moines River Valley, Jay Carlson Area, farmland and forest views

Priority: Low

Trailhead: Potential trailheads in City of Boone and Ogden

Challenges: Ascents and descents into the Des Moines River Valley may be challenging for less experienced riders. This is especially true for the section between the City of Boone and the Des Moines River. This corridor also has some challenging terrain between R-18 and J Avenue. The bridge crossing the Des Moines River also creates some safety concern as it is currently not design to accommodate bicycle and pedestrian users.
LEDGES TRAIL

Estimated Length: 4.2 miles

Type of Trail: Shoulder Trail or side-path following S. Story Street, 230th Street, and Peony Lane to Ledges State Park.

Connections: This trail would provide a connection to Ledges State Park from the City of Boone.

Opportunities: This trail would provide a connection from the largest population center in the County to Ledges State Park, a unique geographic area in Boone County. This corridor would also provide a beautiful ride into the Des Moines River Valley. The corridor has right-of-way on either side of the roadway that provides plenty of space for the development of a shoulder trail or separated side-path. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

Featured Asset(s): Ledges State Park, Des Moines River Valley, forest and farmland views

Priority: High. This corridor makes the connection between the City of Boone (highest population center in county) and Ledges State Park, a popular attraction in the County.

Trailhead: Potential trailhead in City of Boone

Challenges: This trail would be a challenging ride once the corridor reaches Oriole Road. The accent and decent into the Des Moines River Valley would be extremely challenging for even the most physically fit rider.
KATE SHELLEY TRAIL EXTENSION

**Estimated Length:** 6.2 miles

**Type of Trail:** Shoulder trail running along several roads including 198th Road, I. Avenue, and J Avenue. This proposed trail could also be a Gravel Road Route along I. and J Avenues (see page 56).

**Connections:** This trail would provide a connection between the City of Boone and Ogden via the proposed Lincoln Highway Trial. The trail will also provide a number of connections to other proposed trails including the Des Moines River Trail, Lincoln Highway Trail, and the Kate Shelley Trail.

**Opportunities:** The terrain of this trail would provide a moderate to challenging user experience descending through rural farmlands and forests before reaching the Des Moines River Valley. Once trail users have climbed out of the valley they will be greeted by a predominately flat corridor with good sight lines through a rural farmland setting. The corridor has right-of-way on either side of the roadway. This provides plenty of space for the development of a shoulder trail or separated side-path. Trail planners should work with Boone County to incorporate trail improvements when the road is scheduled for maintenance/replacement.

**Featured Asset(s):** Kate Shelley High Bridge, Des Moines River Valley, forest and farmland views

**Priority:** Low.

**Trailhead:** There are no proposed trail heads for this trail segment.

**Challenges:** The proposed alignment of this trail currently runs along some gravel roads with ditches on both sides. This could create challenges for paving a trail along these segments of roadway. The proposed alignment would need to use the old rail bridge to cross the Des Moines River. Trail planners will need to work with the railroad to exploring converting this bridge into a bicycle and pedestrian bridge. The costs with converting this bridge are likely to be very high.
**E-18 TRAIL**

**Estimated Length:** 23.2 miles

**Type of Trail:** Shoulder trail along County Road E-18

**Connections:** This trail is designed to provide connections with the communities of Boxholm and Pilot Mound with the rest of the county to the south. It is also designed to connect with proposed trails in Story and Hamilton County in the Jewel vicinity, and potentially trails in Green and Webster counties.

**Opportunities:** This trail would provide moderate to challenging terrain and a rural, bucolic experience through farmland, densely wooded areas along the Des Moines River Valley, and other types of open space.

**Featured Asset(s):** Des Moines River Valley, Twister Hill, Fraser Forest

**Priority:** Low. During the public listening sessions, a small number of people expressed an interest in an east/west corridor through the northern portion of the county to connect with planned trails in Story, Hamilton, Webster, and Greene counties. The E-18 Trail represents a synthesis of a number of routes in this general area.

**Trailhead:** Minimal trailhead(s) at Boxholm and/or Pilot Mound

**Challenges:** Des Moines River Bridge along E-18 is not configured for pedestrian, equestrian, or bicycle use. While providing a stunning view of the valley, ascents and descents into the Des Moines River Valley may be challenging for all but the most-experienced, physically fit user.
SWEDE POINT PARK CONNECTOR TRAIL

**Estimated Length:** 1.9 miles

**Type of Trail:** Shoulder trail running along several roads including Qf Lane, 334th Road, Qm Avenue, and 322nd Lane. This proposed trail could also be a Gravel Road Route along Qf Lane.

**Connections:** This trial would provide a connection between the High Trestle Trail and Swede Point Park.

**Opportunities:** This trail would provide a connection to the popular Swede Point Park from the High Trestle Trail.

**Featured Asset(s):** High Trestle Trail, Swede Point Park

**Priority:** Moderate

**Trailhead:** There are no proposed trail heads for this trail segment.

**Challenges:** This trail would require a crossing over 334th Road (Highway 210).
SWEDE POINT PARK CONNECTOR

- Saylorville WMA
- Saylorville Lake
- Ankeny to Woodward Trail
- Proposed Swede Point Park
- Swede Point Park Connector

MADRID

0 ¼ Miles

N
A Shared Roadway is a road which is also open to bicycle traffic. In Iowa, that includes all roads except Interstate Highways. Routes recommended for this category include roadways which typically have lower traffic counts and are already being used by cyclers. Signage, while not necessary, is recommended along the route alerting motorists to the possibility of bicycle traffic.

The Boone County Trails Advisory Committee might consider marking the roads along proposed trail routes as shared roadways. This would serve as an initial step toward developing a full trail and bring a heightened awareness to cyclists using the country roadways.
EXISTING SHARED ROADWAYS
CENTRAL IOWA BIKE ROUTE

The Central Iowa Bike Route is a 91 mile route (37 miles in Boone County) which connects Ledges State Park, Big Creek State Park, and Springbrook State Park. It is relatively flat, with a few ‘challenging’ hills as you make your way across the valleys of the Des Moines and Raccoon Rivers.

Estimated Length: 37 miles (91 miles total including other counties)

Type of Trail: Shared road running along county road E-26, P-70, E-41, R-23, E-52, R-27, and E-57.

Connections: This Shared road connects the cities of Ogden, Boone, and Luther. This bike route also connection Boone County to Jefferson, Dallas, Polk, and Story Counties.

Opportunities: This corridor is relatively flat with good sight lines. This bike route winds through beautiful Iowa countryside and charming towns.

Featured Asset(s): Big Creek State Park, Ledges State Park, Springbrook State Park
PROPOSED SHARED ROADWAYS

This document does not outline recommendations for proposed Shared Roadways. However, as an implementation step, most if not all of the proposed Shoulder Trails or Side-Paths could initially be marked as Shared Roadways. This would begin to introduce to motorist that these are corridors that are intended to be shared with cyclists.

Gravel Road Routes

Gravel roads provide another shared-roadway opportunity for trail enthusiasts in Boone County. One of the main benefits of Gravel Road Routes is that they already exist and routes can be identified at very little cost. Boone County has over 800 miles of gravel roads that are ready to provide a challenging experience for cyclists. The Grinnell Gravel Lake Loop in Grinnell, Iowa provides a great example of how Boone County can take advantage of its own gravel roads to create some unique cycling experiences.
SOFT TRAILS

These trails are located within parks and wildlife areas. Some may limit activities to walking, hiking, and running only, while others may allow bicycles, mountain bikes, and equestrian. Boone County has over 2,700 acres of natural resources in public ownership. This includes state parks, state forests, wildlife management areas, and county parks. These natural areas provide the residents of Boone County with hunting, fishing, wildlife viewing, camping, and hiking opportunities. Soft hiking trails currently exist at Swede Point Park, Iowa Arboretum, Ledges State Park, and Don Williams Recreation Area.
EXISTING SOFT TRAILS
SWEDE POINT PARK

Location: Swede Point Park is located along the Des Moines River approximately 2 miles northwest of Madrid.

Ownership: U.S. Army Corps of Engineers (Managed by Boone County)

Size: 128 acres

Current Conditions and Amenities: Swede Point Park is named after the original 1846 Swedish settlement that was located nearby. The park provides a number of recreational amenities including camping, playground, sand volleyball, shelters, hiking trails, a wildlife viewing blind, showers, toilets, drinking water, and electricity.

Opportunities: Hiking, camping, wildlife viewing.

Hiking Trail at Swede Point Park
IOWA ARBORETUM

**Location:** The Iowa Arboretum is located between the City of Boone and Madrid approximately 3 miles southwest of Luther.

**Ownership:** Iowa Arboretum

**Size:** 415 acres

**Current Conditions and Amenities:** The Iowa Arboretum provides an opportunity to learn about a variety of Iowa plant species. The arboretum also provides prairie and woodland hiking trails. The woodland trails include Linden Lane, Herrick Memorial Trail, Overlook Trail, and Walnut Trail. Each of these trails provide \( \frac{1}{4} \) to \( \frac{1}{2} \) mile hiking experiences that range from level upland hiking to a challenging 133 step decent into the Richardson Creek Valley.

**Opportunities:** Plant education, wildlife viewing, hiking, scenic views.
LEDGES STATE PARK

Location: Ledges State Park is located approximately 5 miles south of the City of Boone.

Ownership: Iowa Department of Natural Resources

Size: 1,200 acres

Current Conditions and Amenities: Ledges is one of the most popular state parks in Iowa. It provides the user with a beautiful canyons and bluff experience and is a unique geographic site for central Boone County. The park provides campgrounds and shelters, four miles of hiking trails, fishing and boating. Additional amenities include playground, restrooms, showers, and electricity.

Opportunities: Camping, hiking, fishing, boating, wildlife view, birding, access to the Des Moines River.
DON WILLIAMS RECREATION AREA

Location: Don Williams Recreation Area is located on P-70 approximately 8 miles northwest of the City of Boone.

Ownership: Boone County

Size: 600 acres including a 150 acre lake.

Current Conditions and Amenities: Don Williams Recreation Area provides 180 campsites the majority of which have access to electricity. Additional amenities include restrooms and showers, playgrounds, golfing, hiking trails, swimming beach, shelters, and cabins.

Opportunities: Hiking, camping, fishing, swimming, boating, golf, wildlife viewing
WATER TRAILS

Boone County has the Des Moines River that has been designated as a water trail through the Iowa Water Trails Program of the Iowa Department of Natural Resources. The following section provides an overview of existing access points and opportunities for improvements. It is important to note that this section doesn’t fill the requirement for a Department of Natural Resources recognized water trails plan.
NORTON’S FORD ACCESS TO FRASER ACCESS

Approximate mileage: 4.5 miles

Notable hazards and locations: None

Recommended Experience Classification: Beginner due to length and lack of hazards. Paddler should, however, check and be aware of water levels and respect the strength of the river’s current.

Ownership: unknown

Current Conditions & Amenities: The Norton’s Ford Access is relatively unmaintained. It is at a remote road’s end, a muddy carry-down to the river’s western shoreline. There are no Water Trail road signs leading to it nor Water Trails signs at its floodplain location. It consists of a gravel road that runs straight into the river, and is not a widely used access.

The North Fraser Access is well-signed off of Juniper road warning paddlers and other boaters to portage around the dam at the cement ramp or on the portage trail on the west side of the river. No restrooms or camping opportunities are available at the access.

Considerable fishing happens in this section. There is a private hunting and fishing camp north of the North Fraser Access on the west side of the river.

Opportunities/Recommendations: Consider improvements to the Norton’s Ford access or shut it down as an access. It doesn’t qualify as an access in its current state. Consider fishing access improvements at both access points.
FRASER ACCESS TO BOONE WATERWORKS RAMP

Approximate mileage: 5.9 miles

Notable hazards and locations: Lowhead dam at Fraser.

Recommended Experience Classification: Beginner due to length and lack of hazards. Paddler should, however, check and be aware of water levels and respect the strength of the river’s current.

South Fraser Ownership: Amy Corps of Engineers, Manager: IDNR

Waterworks Upstream Ownership: Amy Corps of Engineers, Manager: Boone CCB

Current Conditions & Amenities: The lowhead dam at Fraser is still present and is dangerous to paddlers. Though it may appear runnable at 5,000 cfs and higher on the eastern side, it is not recommended, as strong undercurrents still exist. The North Fraser and South Fraser accesses, plus a constructed portage trail, are provided to make it safe for paddlers and boaters. All accesses and roads to them are well-marked and visible in this section. Interpretive signage can be found at the South Fraser Access. The South Fraser Access self-scours keeping maintenance needs down. Currently access is via a gravel road. This is not a widely used access. Upper Water Works Ramp is not well maintained and is often used by four-wheelers after a rain event. Upper Water Works Ramp access is mostly used by anglers with johnboats.

Opportunities/Recommendations: The Fraser Dam should be modified at some future date.
**BOONE WATERWORKS RAMP TO HIGHWAY 30 ACCESS RAMP**

**Approximate mileage:** 6.1 miles

**Notable hazards and locations:**
0419807 E – 4657276 N – Electric transmission wires across river (no visual cues for birds)
0419891 E – 4655929 N – Large chunk of metal structure in water (bridge piece?)
0420980 E – 4655125 N – Electric transmission wires across river (no visual cues for birds)

**Recommended Experience Classification:** Beginner, though they should be cautioned about bridge piers and other hazards in the water.

**Waterworks Downstream Ownership:** Amy Corps of Engineers, Manager: City of Boone

**Hwy 30 Ownership:** Amy Corps of Engineers, Manager: Boone CCB

**Current Conditions & Amenities:** Technological and recreational changes meant that the Boone Waterworks Dam was no longer needed. The low-head dam that was built in 1933 had drowned 5 people since 1971. It was removed and replaced by a rock arch rapids in 2014. At some water levels paddled on this day, the rapids were barely a riffle, paddled through on the left (east) side with ease. The west side contains a bit of a standing wave that beginners might choose to avoid. Should any paddler wish to avoid it entirely, it is possible to use the Boone Waterworks Downstream Access, reached by a short drive down the first south road on the east side of the E-26 Bridge.

Hazards include a number of trees in the water, especially in the outside bends of the river that may be hazardous in lower water. In one location, what is possibly a section of the downed Wagon Wheel Bridge is in the water downstream and is hazardous to paddlers. Also high-tension electrical wires cross the river in two places in this section. They are not necessarily a hazard to paddlers, but are hazards to the many migratory birds that use the valley. They have no “basketballs” on them, as is preferred, to make them visible to birds. Instead, the wires alone are there and offer no visual clues to the many birds that use the valley.

The Lower Waterworks Ramp is a highly used site. It has a gravel road access with a concrete ramp. There is limited parking and it is low-lying so it is often flooded. Site improvements are planned for the near future including a paved road and circle drive.

The Highway 30 access is in good condition and is well-marked. The parking area is paved and has a lower and upper section. Despite this, there continues to be a lack of sufficient parking at this popular site.

**Opportunities/Recommendations:** The warning signs above the old dam need to be updated. The kiosk at the Highway 30 Access needs to be updated.
HIGHWAY 30 ACCESS RAMP TO E-57 ACCESS

Approximate mileage: 7.7 miles

Notable hazards and locations:
0423303 E – 4654108 N – Electric transmission wires across river (no visual cues for birds)
0423341 E – 4654011 N – Electric transmission wires across river (no visual cues for birds)
0423660 E – 4651798 N – Bridge piers in river

Recommended Experience Classification: Beginner, though they should be cautioned about bridge pier hazards and cautioned about the distance involved.

E57 Ownership: Amy Corps of Engineers, Manager: IDNR

Current Conditions & Amenities: The accesses at either end of this section are well-marked and easy to access from the road. The E-57 site does not self-scour and requires a lot of maintenance after a high water event. The parking lot is paved easing some of the removal of silt. E-57 has an interpretive kiosk. The DNR is fixing the chronic issues at E-57 by replacing it with an access at Ledges State Park.

Opportunities/Recommendations: None if Ledges site plan is constructed.
E-57 ACCESS TO SPORTSMAN RAMP (AKA OLD HUBBY BRIDGE)

Approximate mileage: 3.7 miles

Sportsman Ramp Ownership: Amy Corps of Engineers, Manager: IDNR

Notable hazards and locations: None.

Recommended Experience Classification: Beginner

Current Conditions & Amenities: The two accesses at the ends of this section are well-marked and easily found. Though silt often fills them, they are both ramps that are maintained and accessible. The Sportsman Ramp is locally known as the “Old Hubby Bridge” Access, in reference to a wooden pylon bridge that once spanned the valley, east to west, in the early- to mid-1900s. In very low water, paddlers may see signs of these old wooden bridge supports in the water. Sportsman’s Ramp is accessed at the end of several miles of gravel road. It is difficult to get to and is not widely known about except by local anglers.

Opportunities/Recommendations: None.
SPORTSMAN RAMP TO HIGHWAY 210 ACCESS RAMP

Approximate mileage: 5.2 miles

Hwy 210 Ownership: Amy Corps of Engineers, Manager: IDNR

Notable hazards and locations:
0428079 E – 4641469 N – Concrete structure, likely abandoned well, exposed due to change in river channel
0428740 E – 4638915 N – Electric transmission wires across river (2 visual cues for birds on one wire)

Recommended Experience Classification: Beginner

Current Conditions & Amenities: Below the Sportsman Access, the river makes a long, sweeping turn to the east and then south along land owned by the Iowa 4H Foundation, as the river side of an 1100 acre facility, the Iowa 4H Camp. The bluffs along the east side of the river expose coal veins that were mined into the 1940s. The access off Hwy 210 is a well-marked and often-used cement ramp. It provides a great view of both the highway bridge and the High Trestle Trail Bridge. The Highway 210 Access is hard surfaced with paved parking and unpaved overflow parking.

Opportunities/Recommendations: None
SIGNING RECOMMENDATIONS

Trail signage is an importation aspect of successful trail planning and implementation. However, signage is often overlooked. Signage is important for a number of reasons including safety and navigation. Providing mile markers helps emergency responders quickly access the site of an accident to provide the care needed. Navigational signage allow users to clearly understand where they are located in the network and how to access key destinations and amenities.

According to the Iowa Trails Plan 2000, there are five basic types of signs to consider when developing signage for a trail system:

- Directional signage – trail names, road names, mileage to area attractions, direction arrows, or any other navigational information.
- Cautionary signage – signs that warn trail users of potential trail hazards i.e. steep grades, blind curves, road crossings, etc.
- Regulatory signage – provide rules and regulations specific to a trail, or section of trail.
- Interpretive signage – educational information on the local environment. Can include information on wildlife, local history, farming technology, etc.
- Objective signage – contains information regarding trail conditions such as width, grade, obstacle height, or any other special concern that could impact a trail user. For instance a handicapped individual in a wheelchair could not use a trail with steep grades, or one that is not at least 36” wide.

The following is a set of general guidelines to help with signage placement along a trail corridor (Iowa Trails 2000):

- All trail signage needs to be located in a clearly visible area;
- Trail signs should have a standard distance from the trail edge. 3’6” is preferred;
- Lettering greater than two inches in height is recommended for directional signs;
- Text should be avoided on regulatory or cautionary signs wherever possible; and,
- Multiple signs may be mounted on the same post, but the primary message should be in the top position on the post.
COMMUNICATION MASTER PLAN FOR CENTRAL IOWA TRAILS

In 2006, the Des Moines Area Metropolitan Planning Organization in partnership with the Iowa Natural Heritage Foundation completed the Communication Master Plan for the Central Iowa Trails. This plan was developed by Shive-Hattery and sets standards for the signage of trails in Central Iowa. Adopting the trail signage standards outlined in the Communication Master Plan for the Central Iowa Trails would save time and money, while maintaining a common branding scheme for all trail signage in Central Iowa.
IMPLEMENTATION

The implementation of the trails in Boone County will require additional work in order for the proposed trail corridors to become a reality. This is not a short term project. The development of trails in Boone County will take years, if not decades, to be fully implemented. Each proposed trail corridor will need additional in-depth study and analysis including planning, engineering, and public outreach.

PRIORITY PROJECTS

This document identifies fourteen proposed trail corridors throughout Boone County. Each of these trail segments has different challenges to overcome and should have a different level of priority. One of the first steps in implementation should be to identify the priority trails.

This document includes a Priority Trails Matrix tool to assist with the prioritization. The tool considers a number of elements including access, proximity to nature, cultural and historic value, economic impact, health, education, users served, proximity to key facilities, proximity to recreational opportunities, ease of development, walkability, hiking potential, bicycle potential, and community support.

The Priority Matrix Tool is available in Appendix A. The Boone County Trails Advisory Committee should use this tool to identify which trail segments to pursue first.

FUNDING OPPORTUNITIES

The cost of funding the trails outlined in this document will vary depending on the type of trail – shoulder trail or side-path – and what type of surface material is selected. However, there is no doubt that to fully implement this vision for trails will be expensive.

There are number grant opportunities available to fund trail projects ranging from federal, state, and private sources. Appendix B provides an overview of potential funding sources for trails in Boone County. The Boone County Trails Advisory Committee can’t rely solely on grants. Most grants require local matches ranging from 20 to 50 percent of project costs. Moving these projects forward will require extensive fundraising and outreach to obtain the necessary dollars and local support to make this effort a success.
ROLES AND RESPONSIBILITIES

The long term success of the trail in Boone County will depend on understanding the roles and responsibilities of the parties involved. The Boone County Trails Advisory Committee’s role will focus predominately on keeping the vision for trails moving forward. This will include outreach, coalition building, and fundraising. However, there are limits to the Boone County Trails Advisory Committee’s role. The committee does not own land and will need to work closely with public agencies to achieve the vision outlined in this document. This will include building relationships with local governments, public agencies, and land owners.

Boone County will have a key role to play in the development of trails considering that a majority of the proposed trail miles use county right-of-way. The Boone County Trails Advisory Committee will need to work closely with the County during the development of Capital Improvement Programs (CIP) to identify the potential for incorporating trail projects into plan roadway improvements.

Maintenance and operation will also be a key role to fill. This will likely fall on Boone County and Boone County Conservation. Having a solid ongoing operations and maintenance plan is a crucial component to the success of trail development in Boone County. The buy-in of these two public entities is essential for success.
APPENDIX A

PRIORITY MATRIX TOOL

The Priority Matrix Tool can help prioritize projects and implementation of trails in Boone County. Projects are rated from 1 to 5 in twelve different categories with 5 being the best or highest rating. These scores are then multiplied by the weighting multiplier to reach the weighted score. For example a score of 3 in the Access/Proximity to Nature category would have a weighted score of 6. The weighted scores are then totaled to produce the overall project score out of 100 possible points.

This tool can be used to collect feedback from the steering committee, general public, and other stakeholders to determine which trails projects are the highest priority for the county.

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<tr>
<td>Cultural or Historic Value</td>
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<td>Ability to Impact the Local Economy</td>
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<td>Ability to Offer Educational Opportunities</td>
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<td>Ability to Serve the Greatest Number of Users</td>
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<td>Likelihood to Find Champions to Support Development</td>
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APPENDIX B
FUNDING PROGRAMS

Federal Recreational Trails

Description: The Federal Recreational Trails (FRT) program is intended to provide funding for motorized and non-motorized recreational trails and trail-related projects. Eligible project sponsors include public agencies, and non-profit or private organizations. Non-profit and private organizations interested in applying must be co-sponsored by a public agency. The FRT requires a minimum 20 percent local match and a commitment to maintain the trail for a minimum of 20 years.

Agency: Iowa Department of Transportation

Website: http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm

Deadline: October 1

Amount: $1.3 million annually

State Recreational Trails

Description: The State Recreational Trails (SRT) program was established to provide dedicated funding to recreational trails in Iowa. Eligible project sponsors include state agencies, counties, cities, and non-profit organizations. The SRT program requires a minimum 25 percent local match and a commitment to maintain the trail for a minimum of 20 years. Other state grant programs and in-kind contributions are not eligible sources for the local match. Projects submitted under the SRT program are required to be included in a local, regional, or state trail plan.

Agency: Iowa Department of Transportation

Website: http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm

Deadline: July 1 (date can vary, check DOT website)

Amount: Approximately $2.5 million. However, amount varies depending on annual allocation by the state legislature.
Surface Transportation Block Grant

Description: The Surface Transportation Block Grant (STBG) program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered it. The STBG program promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Eligible project sponsors include local governments, Regional Transportation Authorities, MPOs, and Transit Agencies. The STBG program requires a minimum 20 percent local match.

Trails are an eligible project type under the STBG program, however, due to how these funds are currently sub-allocated to the counties and cities that are members of the Central Iowa Regional Transportation Planning Association, it is unlikely that Boone County or the City of Boone would divert any of their STBG dollars to Trails.

Agency: Central Iowa Regional Transportation Planning Association (Boone County)
Website: City of Boone and Boone County
Deadline: N/A
Amount: Varies

Surface Transportation Block Grant Set-Aside (Regional)

Description: The Surface Transportation Block Grant (STBG) Set-Aside program (formally known as the Transportation Alternatives Program) is a federal program that provides funding to projects defined as transportation alternatives. Transportation alternatives include pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Eligible project sponsors include local governments, Regional Transportation Authorities, Transit Agencies, natural resources or public land agencies, school districts, and tribal governments. The STBG Set-Aside program requires a minimum 20 percent local match.

Agency: Central Iowa Regional Transportation Planning Agency (CIRTPA)
Website: https://cirtpa.org/transportation-alternative-program/
Deadline: December 1
Amount: Approximately $280,000 (amount varies by year)
**Surface Transportation Block Grant Set-Aside (Statewide)**

**Description:** The Surface Transportation Block Grant (STBG) Set-Aside program (formerly known as the Transportation Alternatives Program) is a federal program that provides funding to projects defined as transportation alternatives. Transportation alternatives include pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Eligible project sponsors include local governments, Regional Transportation Authorities, Transit Agencies, natural resources or public land agencies, school districts, and tribal governments. The STBG Set-Aside program requires a minimum 20 percent local match.

**Agency:** Iowa Department of Transportation

**Website:** [http://www.iowadot.gov/systems_planning/trans_enhance.htm](http://www.iowadot.gov/systems_planning/trans_enhance.htm)

**Deadline:** October 1 (deadline can vary, check website)

**Amount:** Approximately $1 million (amount varies by year)

**Iowa Clean Air Attainment Program**

**Description:** The Iowa Clean Air Attainment Program (ICAAP) funds highway/street, transit, bicycle/pedestrian, or freight projects or programs which help maintain Iowa’s clean air quality by reducing transportation-related emissions. ICAAP funds could be used to trails in towns within or between towns in Boone County were trails is going to be used as a transportation method that reduced single occupancy vehicles. Eligible project sponsors include state, county, or city governments. Private non-profit organizations and individuals are also eligible if they are co-sponsored by an eligible sponsor. ICAAP requires a minimum 20 percent local match.

**Agency:** Iowa Department of Transportation

**Website:** [http://www.iowadot.gov/systems_planning/icaap.htm](http://www.iowadot.gov/systems_planning/icaap.htm)

**Deadline:** October 1

**Amount:** $4 million available statewide (award amounts vary)
**Federal Lands Access Program**

Description: The Federal Lands Access Program provides funding to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Eligible project sponsors include state, tribal, or local governments.

Agency: Federal Highway Administration

Website: [https://flh.fhwa.dot.gov/programs/flap/](https://flh.fhwa.dot.gov/programs/flap/)

Deadline: Varies, check the website

Amount: Varies

**Resource Enhancement and Protection (REAP)**

Description: The Resource Enhancement and Protection program provides funding for projects that enhance and protect Iowa’s natural and cultural resources. There is no local match requirement for REAP and can provide up to 100 percent of the project costs.

Agency: Iowa Department of Natural Resources

Website: [http://www.iowadnr.gov/Conservation/REAP](http://www.iowadnr.gov/Conservation/REAP)

Deadline: August 15

Amount: Up to $20 million annually, however, the state legislature set the actual amount each year.
Land and Water Conservation Fund

Description: The Land and Water Conservation Fund (LWCF) Program is a federally funded grant program that provides match funds of 50% for outdoor recreation area development and acquisition. Eligible project sponsors include Iowa’s cities and counties.

Agency: Iowa Department of Natural Resources

Website: http://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Land-Water-Conservation-Fund

Deadline: March 15

Amount: Varies

Community Attractions and Tourism (CAT)

Description: The Community Attractions Tourism (CAT) is part of the Vision Iowa program. The CAT program funds projects that enhance the economic impact of tourism. Trails project that demonstrate a strong tourism and economic development impact may be good candidates for the CAT program. Eligible applicants include city, county, public organizations, or school districts in cooperation with a city or county. The CAT program requires a 50 percent local match.

Agency: Iowa Economic Development Authority

Website: http://www.iowaeconomicdevelopment.com/default.aspx

Deadline: Quarterly

Amount: Approximately $6 million (as of September 9, 2016)
**Prairie Meadows Community Legacy Grant**

Description: The Prairie Meadows Community Legacy Grant provides funding to large scale project ranging from $100,000 to $1 million. Eligible applicants include non-profit, tax-exempt organizations located in the state of Iowa. Applicants are required to have secured at least 50 percent of the project budget and the Legacy Grant request can’t exceed 25 percent of the project budget.

Agency: Prairie Meadows

Website: [http://www.prairiemeadows.com/community/](http://www.prairiemeadows.com/community/)

Deadline: January

Amount: $100,000 to $1 million

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**Boone County Endowment Fund**

Description: The Boone County Endowment Fund is a charitable foundation created to improve the quality of life in Boone County. Eligible project sponsor include tax exempt, non-profit organizations. If not a non-profit, must have a fiscal sponsor who I legally and financially responsible.

Agency: Boone County Endowment Fund

Website: [http://www.iowacommunityfoundations.org/boone-county-endowment-fund-grant-information.aspx](http://www.iowacommunityfoundations.org/boone-county-endowment-fund-grant-information.aspx)

Deadline: February (could vary, check website)

Amount: Varies
Alliant Energy Community Grant

Description: The Alliant Energy Foundation’s Community Grants are directed to programs and projects that benefit the residents and communities in the three Midwestern states Alliant Energy serves. Primary emphasis is given to organizations in areas where Alliant Energy has a presence and in communities where Alliant Energy employees live and work.

Agency: Alliant Energy

Website: https://www.alliantenergy.com/CommunityInvolvement/CharitableFoundation/Programs/029784

Deadline: March 1 and September 1

Amount: Up to $5,000

Boone County FORCE program

Description: The Boone County Foundation Offering Recreation and Community Enhancements program provides funding to projects that nurture the mind, body, and spirit for Boone County residents.

Agency: Boone County FORCE

Website: http://boonecountyforce.wixsite.com/boonecountyforce

Deadline: Varies

Amount: Varies
Community Kickstarter Grants Program

Description: The Wellmark Foundation's Community Kickstarter grants program is back and we want to help you make your community a healthier place to live, work, learn and play. Trail enhancements are an eligible project category for this program. Eligible project sponsors include non-profit organization and government entities.

Agency: Wellmark

Website: https://www.wellmark.com/foundation/traditional-grants.html

Deadline: August 15 – September 18 (could vary check website)

Amount: Up to $10,000

Healthy Communities Small Grant Program

Description: The Healthy Communities small grant program is for projects that support unique and innovative proposals addressing our focus on community-based wellness and prevention initiatives resulting in a lasting footprint where we live, work and play.

Agency: Wellmark

Website: https://www.wellmark.com/foundation/traditional-grants.html

Deadline: Varies (check website)

Amount: Up to $25,000
**MATCH Grant**

Description: The MATCH program is a challenge grant designed to bring other funders together to support larger community health projects needing potentially higher levels of funding or collaboration. This program focuses on community-based wellness and prevention initiatives that promote safe and healthy places in which to be active, and access to and consumption of healthy foods where we live, work, learn and play. This funding is intended to advance policy change by providing qualified organizations and coalitions with funding to strengthen local policy efforts that support healthy eating and active living.

Agency: Wellmark

Website: https://www.wellmark.com/foundation/traditional-grants.html

Deadline: Varies (check website)

Amount: Up to $75,000

**Iowa Great Places**

Description: The Iowa Great Places program supports the development of new and existing infrastructure intended to cultivate the unique qualities of neighborhoods, communities and regions in Iowa. Applicants are required to demonstrate investment in projects by providing cash match that is a minimum of 50% of the total grant amount requested from the Iowa Department of Cultural Affairs. The cash match must be secured, dedicated to eligible vertical infrastructure expenses, a legitimate part of the proposed project and must be expended within the eligible funding period. The 50% match requirement may be raised through a combination of public and private sources but may not include in-kind donations of goods or services, unsecured funding, or loans. While the minimum match requirement is 50% cash, competitive proposals will demonstrate broad-based financial support for their project and that public funding sources have been adequately leveraged to seek and obtain private dollars. Eligible sponsors include non-profit organizations, tribal governments, and municipal agencies.

Agency: Iowa Department of Cultural Affairs - Iowa Arts Council

Website: https://iowaculture.gov/about-us/about/grants/iowa-great-places

Deadline: May 2 (could vary, check website)

Amount: Varies
Doppelt Family Trail Development Fund

Description: This program was launched in 2015 to support organizations and local governments that are implementing projects to build and improve multi-use trails.

Agency: Rails-to-Trails Conservancy


Deadline: January 31 (could vary, check website)

Amount: $85,000 per year

Water Trail Enhancement Grants

Description: The Iowa Legislature appropriated funds for fiscal year 2017 for the development of dam mitigation and water trail projects. A portion of the funds are available competitively for water trail enhancement cost-share grants. Local divisions of Iowa government are encouraged to apply for cost-share assistance for infrastructure or infrastructure improvements along state designated water trails or water trails on track for state designation.

Agency: Iowa Department of Natural Resources


Deadline: March 3, 2017 (could vary, check website)

Amount: $225,000 per year