

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

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

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

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

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

# Perry

## Concept Plan

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

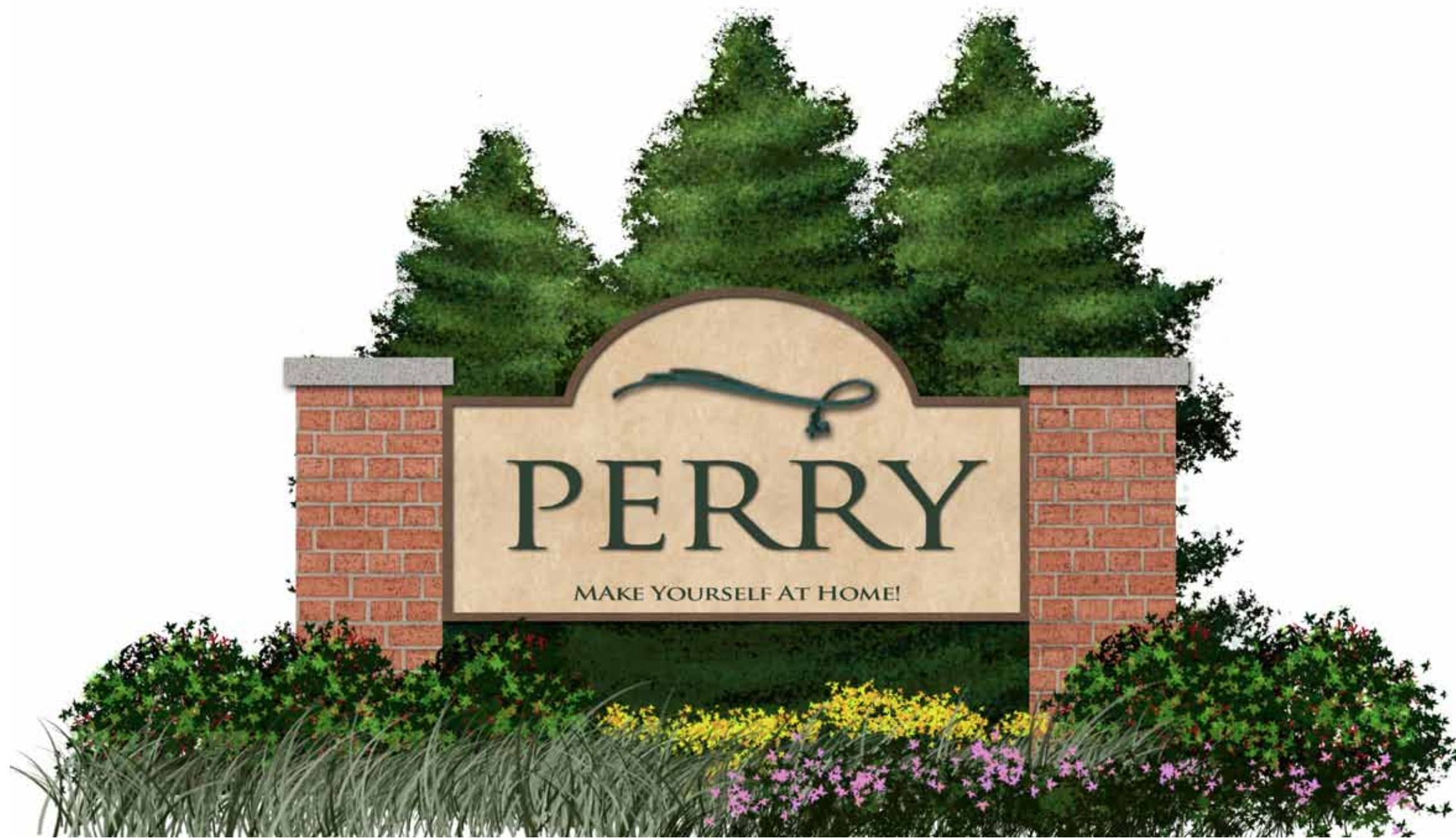
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Elevation of proposed community entrance sign



Possible locations for proposed entrance signs



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

Potential Landscaping Plants



Red Twig Dogwood  
*Cornus racemosa*



Black Eyed Susan  
*Rudbeckia hirta*



Purple Coneflower  
*Echinacea purpurea*



Little Bluestem  
*Schizachyrium scoparium*



Plan view of proposed community entrance sign

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

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

# Perry

## Community Entrance Signage

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

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Summer 2012



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

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

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

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



Typical sculpture node adjacent to recreation trails



Proposed wayfinding signage for community trails

# Perry

## Trail Artwork and Wayfinding

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

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Image edit of Raccoon River Valley Trail north of Tyson Foods



Image edit of Raccoon River Valley Trail north of Highway 141

Fragrant Prairie Plants



Black Eyed Susan  
*Rudbeckia hirta*



Purple Coneflower  
*Echinacea purpurea*



Wild Bergamot  
*Monarda fistulosa*



Purple Prairie Clover  
*Dalea purpurea*



Prairie Dropseed  
*Sporobolus heterolepis*



New England Aster  
*Aster novae-angliae*



Butterfly Milkweed  
*Asclepias tuberosa*

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

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

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

# Perry

## Screening Opportunities

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

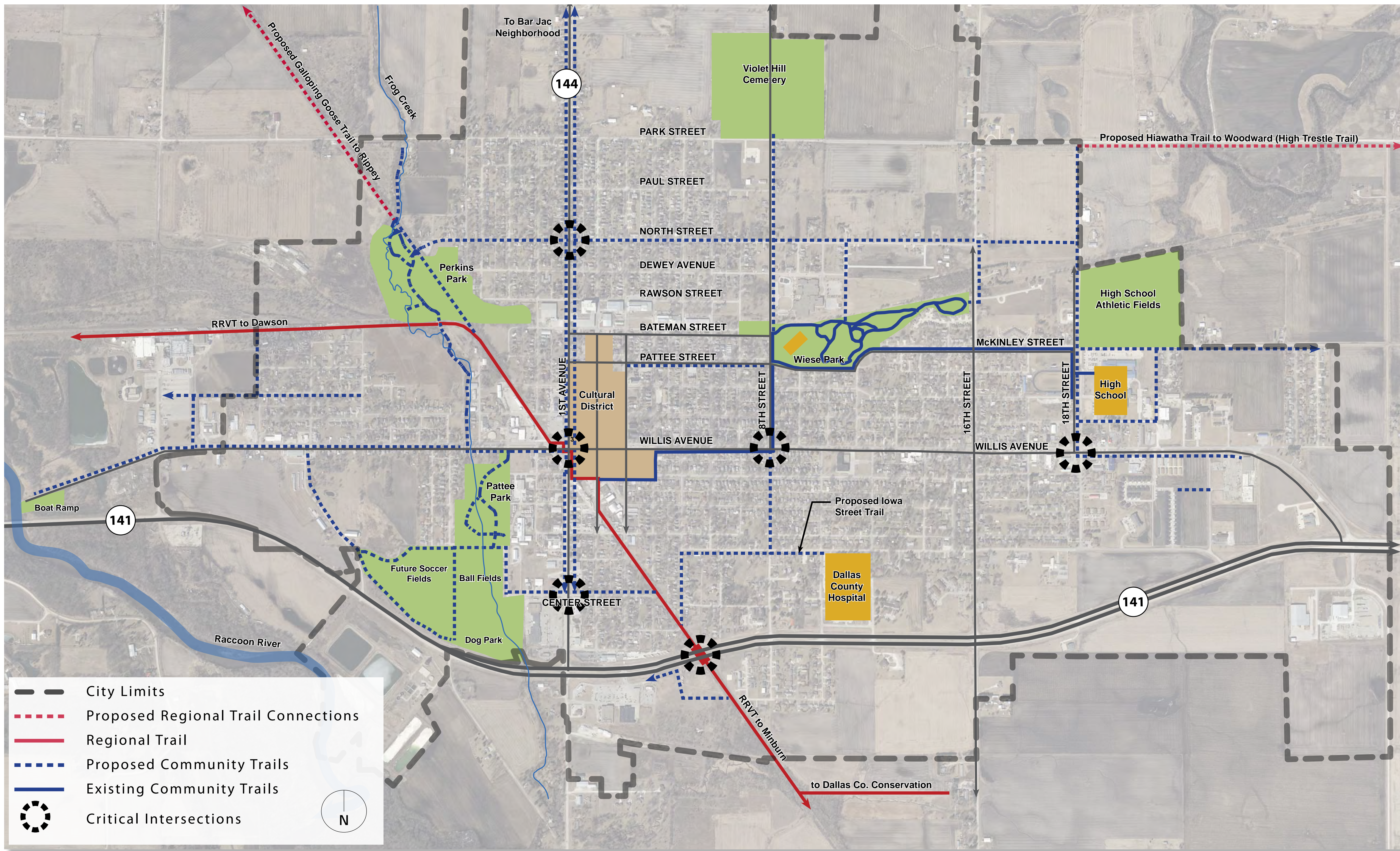
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The steering committee expressed an interest in developing a community-wide network of walking and cycling trails to supplement the trail system already established in Perry. The proposed master plan was developed by consulting inventory data, talking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

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

Overall Community Trails Master Plan

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

# Perry

## Community Trails Master Plan

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

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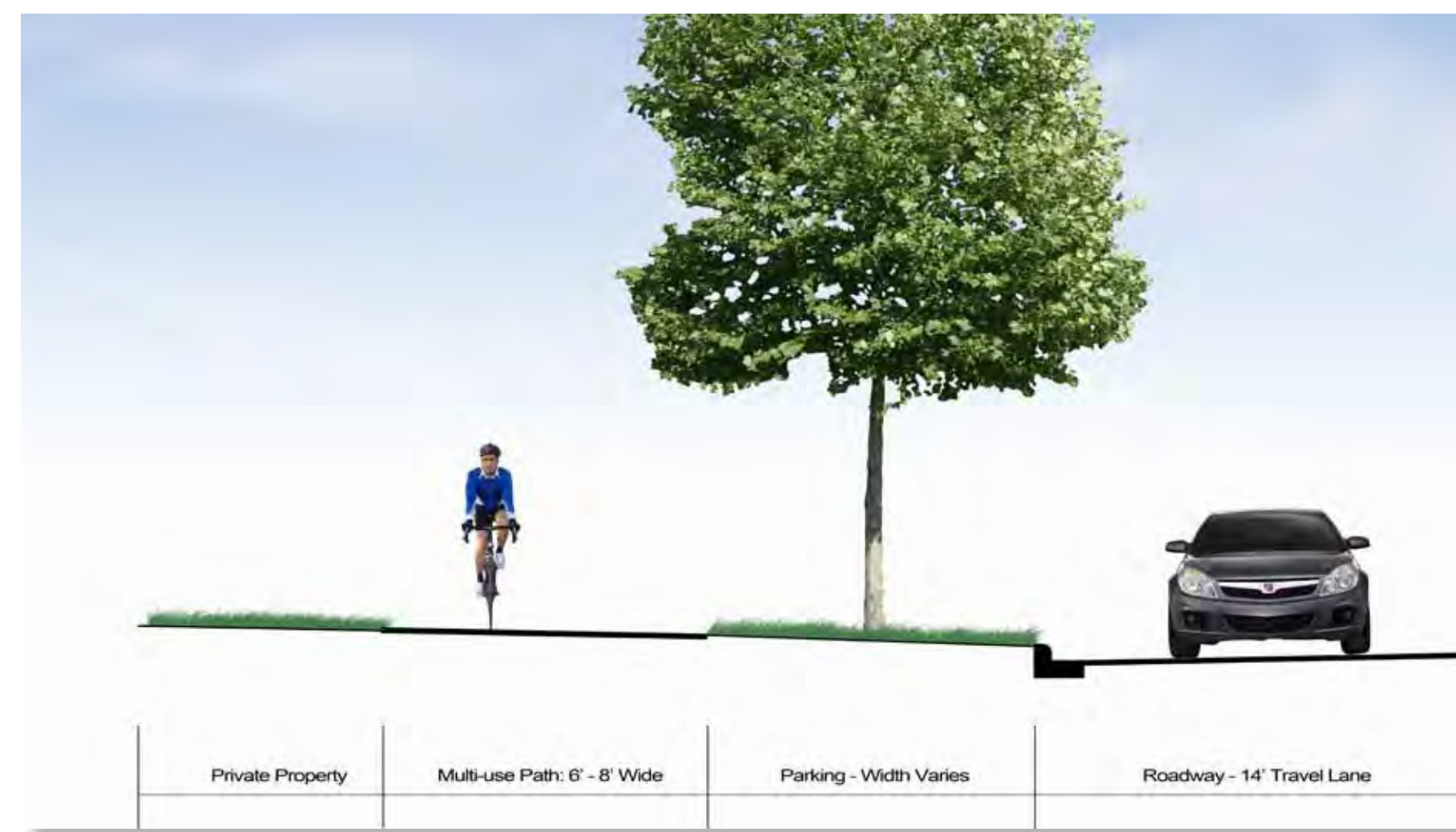


Plan for proposed changes to north section of 1st Avenue

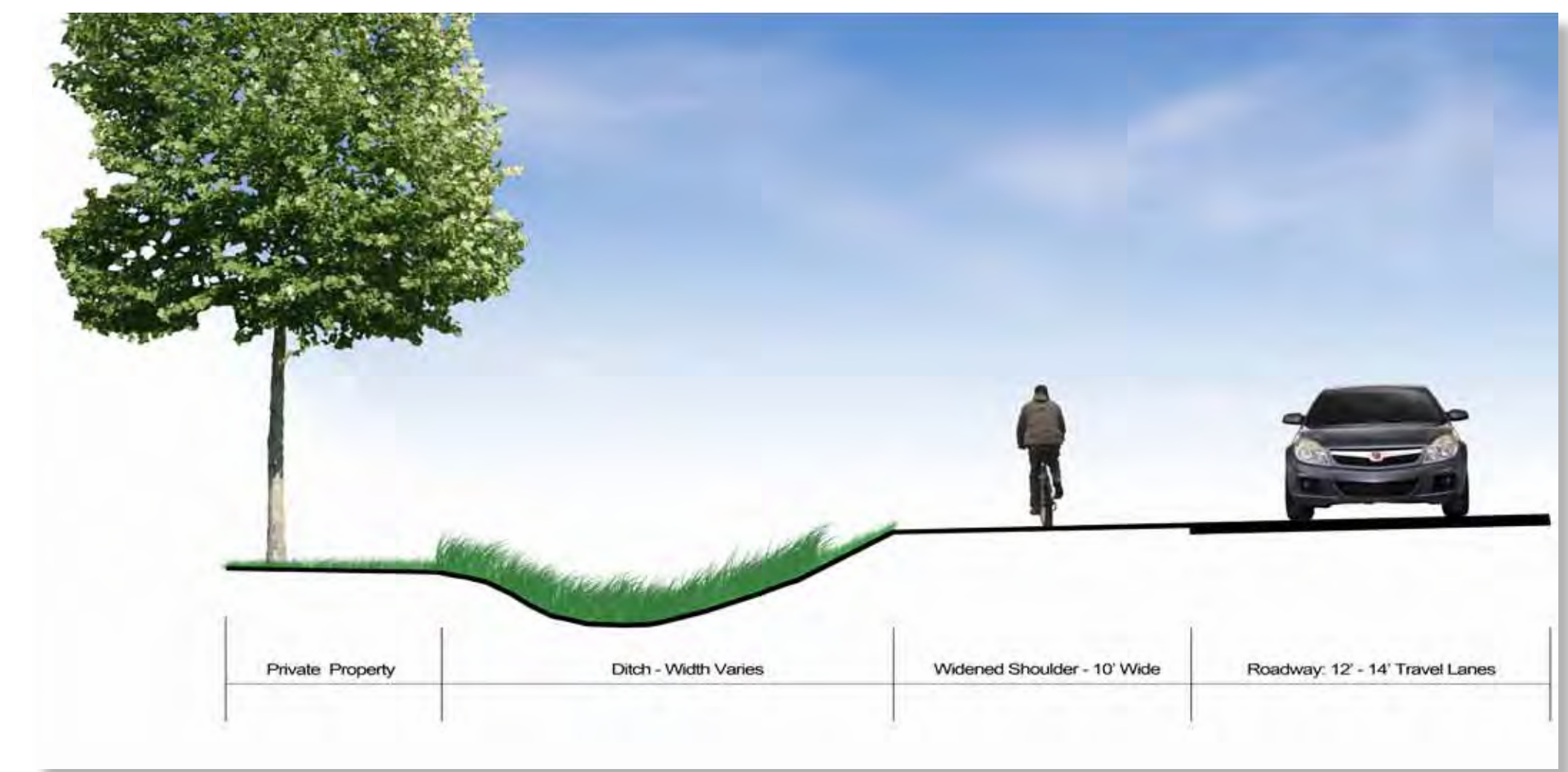
The steering committee identified a need to provide pedestrian infrastructure to the BAR JAC Estates housing development north of town. Currently, residents walk on the pavement edge or in the ditch alongside 1st Avenue/Highway 144. With speeds along this section ranging anywhere from 45 to 55 mph, it creates a safety concern for the community.

In talking with members of the steering committee, residents, and city staff, it became apparent that any solution would have to involve the Department of Transportation (DOT). The current configuration of this roadway makes it cost prohibitive to provide a separated trail. However, a widened shoulder seems to provide an alternate solution which can provide safety for pedestrians while also allowing ease of seasonal maintenance.

Along with providing a widened shoulder along the stretch of 1st Avenue from Park Street to 123rd Place, the proposed pedestrian enhancements also call for restriping 1st Avenue from 4 lanes to 3 lanes north of Park Street and in front of the BAR JAC Estates neighborhood to provide a turning lane. This restriping will also promote slower traffic speeds along this section of roadway; a difference from the current posted speeds.



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



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

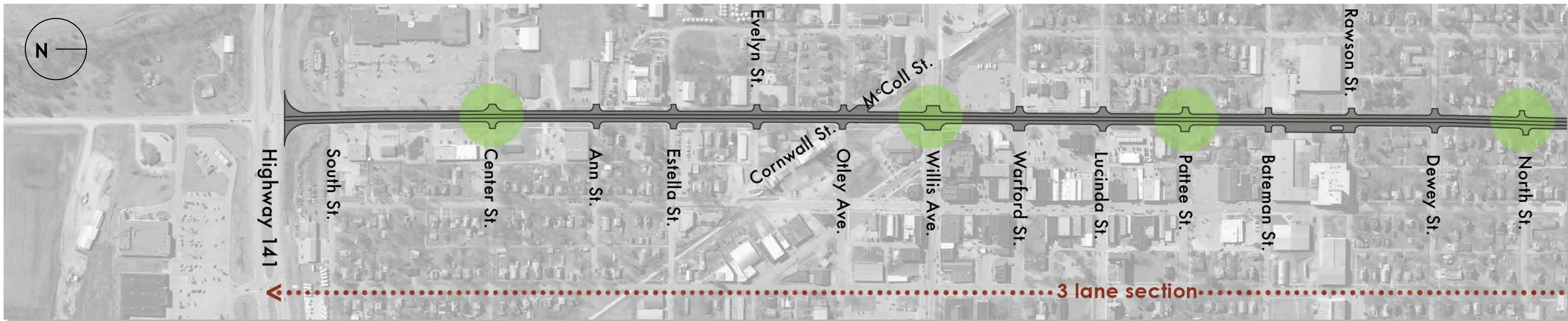
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## 1st Avenue Pedestrian Enhancements

Landscape Architect: Josh Shields, ASLA, Bolton & Menk

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Plan for proposed improvements and key intersections along 1st Avenue

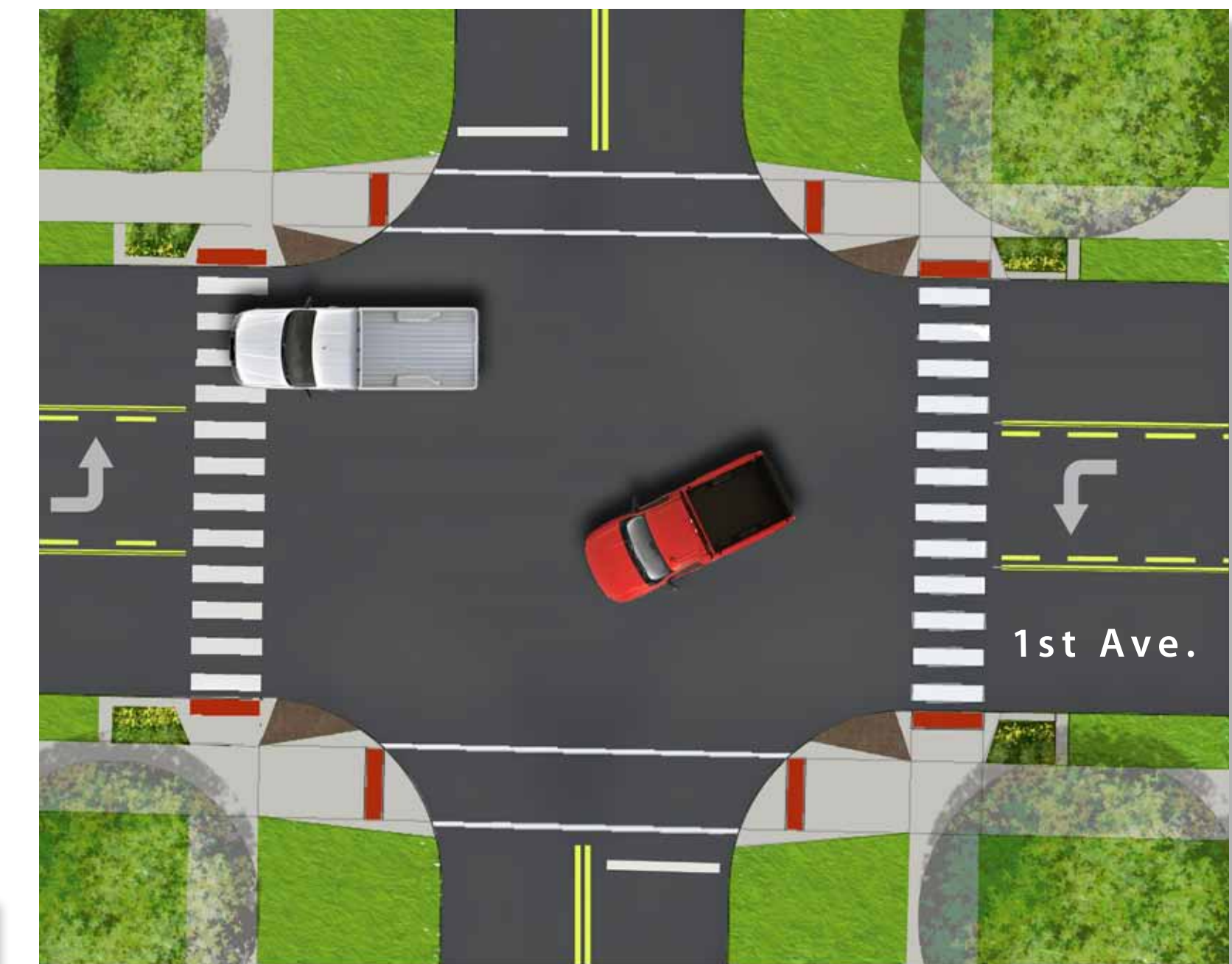
The steering committee identified a need for traffic calming on 1st Avenue/ Highway 144 during initial visioning meetings. Traffic speed was one of the issues cited making it difficult for pedestrians to safely cross the roadway. A lack of clearly identified accessible pedestrian facilities was another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

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

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



Typical improvements to key intersections on 1st Avenue



Plan of typical improvements to key intersections along 1st Avenue

# Perry

## 1st Avenue Traffic Calming

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