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Participants

Tabor Visioning Steering Committee

Christopher Herrick	Stephanie Lemonds	Ted Hill
Angie Alley	Mary Kesterson	Larissa Kierscht
Martha Jackson	Sheryl Roberts	Dolores Moles
Samanth Blowers	Michelle Morrical	Karin Marr
Daniel R Davis	Denise Hammer	Jeremy Christiansen
Logan Wood	Preston Schaaf	Grant Schaaf

Other Participants

Scott Sewer	IDOT
Brad Riphagen	Trees Forever

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David Stokes, ASLA
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Eric Becker, PLA,
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Eric Doll, JBC Intern
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Consultant History and Expertise

Jeffrey L. Bruce & Company

Jeffrey L. Bruce & Company (JBC) is a national landscape architectural firm. Founded in 1986, JBC provides highly specialized technical support on project profiles including landscape architecture, site analysis and development, urban design, engineered soils, green roof technologies, performance sports turf, irrigation design, campus landscape master planning, and athletic master planning. As one of the few practices that offer both full-service design and technical research, JBC asks forward-looking questions and provides cutting-edge solutions that help its clients today. JBC asks new questions that elevate projects to the "next stage" of green design that moves from simply conserving natural resources to restoring water, air and the land. JBC's approach to creating restorative landscapes embraces three core philosophies: develop a detailed understanding of human and natural processes through research; create the appropriate solution to ensure sustainability in design; and design to meet the operational and maintenance resources of the client.



David A. Stokes, ASLA

Mr. Stokes is a senior project manager with 14 years of professional experience and providing clients with urban design, landscape design, comprehensive master planning, integrated green infrastructure, parks-trails-greenways planning/design, and resource based planning on projects of all sizes throughout the country. Mr. Stokes also has professional experience in facilitating public input and stakeholder meetings, cultural/environmental assessments, biological assessment studies, and other various GIS related analysis planning projects. Since joining Jeffrey L. Bruce & Company, Mr. Stokes has also worked extensively with clients on green roof and green infrastructure design, agronomic soils design, subdrainage and stormwater management design, water resource management, construction documentation and construction administration for public and private sector clients.



Eric M. Becker, PLA

Mr. Becker is a licensed project landscape architect who has been actively developing and assisting with projects from schematic design and planning through construction documents and construction administration phases for over 5 years at Jeffrey L. Bruce & Company. Mr. Becker's professional experience has showcased his knowledge of technical functionality, along with personnel interaction within designed spaces. His national and international travel has given him knowledge of designing for the diversities in climate, culture, and site specific characteristics involved with projects. Since joining Jeffrey L. Bruce & Company in June 2007, Mr. Becker has worked extensively on conceptual design and planning, green roof and green infrastructure design, agronomic soils design, subdrainage and stormwater management design, water resource management, construction documentation, and construction administration of various community, landscape, and sports field related projects.



Program Overview

The City of Tabor is one of 12 communities selected to participate in the 2012 Iowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small Iowa communities (populations of fewer than 10,000).

Goals for the Visioning Program include:

- Developing a conceptual plan and implementation strategies with local communities
- Enhancing the natural, cultural and visual resources of communities
- Assisting local communities in using external funds as leverage for transportation corridor enhancement

Each visioning community works through a planning process consisting of four phases of concept development:

1. Program initiation
2. Needs assessment and goal setting
3. Development of a concept plan
4. Implementation and sustained action

Each visioning community is represented by a steering committee of local residents and stakeholders who take part in a series of meetings that are facilitated by field coordinators from Trees Forever. Iowa State University appoints design teams, and ISU faculty and staff. The program is sponsored by the Iowa Department of Transportation.



Capturing Tabor's Vision

The Tabor Visioning Steering Committee identified a number of goals and priority areas during the visioning process: entry sign improvements, safe routes to school, recreational opportunities, Main Street improvements, historic interpretation, and new attractions.

Community Goals

Based on the needs and desires of the local residents, as well as a detailed inventory of community resources, the design team developed a conceptual transportation enhancement plan, which is illustrated in the following set of presentation boards:

1. Program Overview
- 2a. Transportation Assets and Barriers/Overview
- 2c. Transportation Assets and Barriers/Analysis of Assets
- 2d. Transportation Assets and Barriers/Analysis of Barriers
- 3a. Special Places Mapping/Overview
- 3b. Special Places Mapping/History Written Underground
- 3c. Special Places Mapping/Culture and Recreation
4. Visual Quality Assessment
5. Transportation Inventory and Analysis
6. Bioregional Assessment
7. Goal Setting Overview
8. Concept Overview
9. Entry Sign Improvements
10. 100% Walkability
11. Opportunities for Recreation
12. Main Street Improvements
13. Promoting Tabor's History
14. Planning for New Attractions
15. A Vision of Tabor's Attractions - Splash Pad Park
16. A Vision of Tabor's Attractions - Mural and Pocket Park



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Tabor

Program Overview

Landscape Architect: David Stokes, ASLA, Eric Becker, PLA, Jeffrey L Bruce and Company LLC
LA Intern: Eric Doll, Jeffrey L Bruce and Company LLC

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension

ISU Extension Community and Economic Development Summer 2012

Transportation Assets and Barriers - Overview

Transportation behavior—how and why people drive, walk, and bike where they do—is different in each community. These behaviors are influenced by regional and local elements such as highways, topography, sidewalk conditions, and destinations. People have destinations in mind when they set out to go somewhere, but barriers such as difficult intersections, broken sidewalks, and lack of shade or visibility create negative experiences residents want to avoid. By talking to small focus groups of stakeholders, and mapping destinations and desired connections, as well as barriers and other constraints, we get a good sense for what works well and what should be changed.

A total of 33 people attended the Tabor focus groups, including 5 seniors, 6 active adults, 6 parents, 11 youth, and 5 steering committee members. Participants took photographs of 48 assets and 134 barriers within the community, for a total of 182 images.

"I like the park. You've got activities around the park. Your kids can play and do soccer and they can do activities and you feel safe enough that you can go for a walk around the park. For the most part, you can keep an eye on them."

"When you're driving from Randolph, you can see the lights. 'Oh, we're getting close. There's the school.'"

"There was this intricate design. ...if they did do anything, if they uncovered and redid [the brick streets], it would really add to the park because it's really amazing what they did with the brick."

"I like to walk along Jackson because it's smoother and flatter."

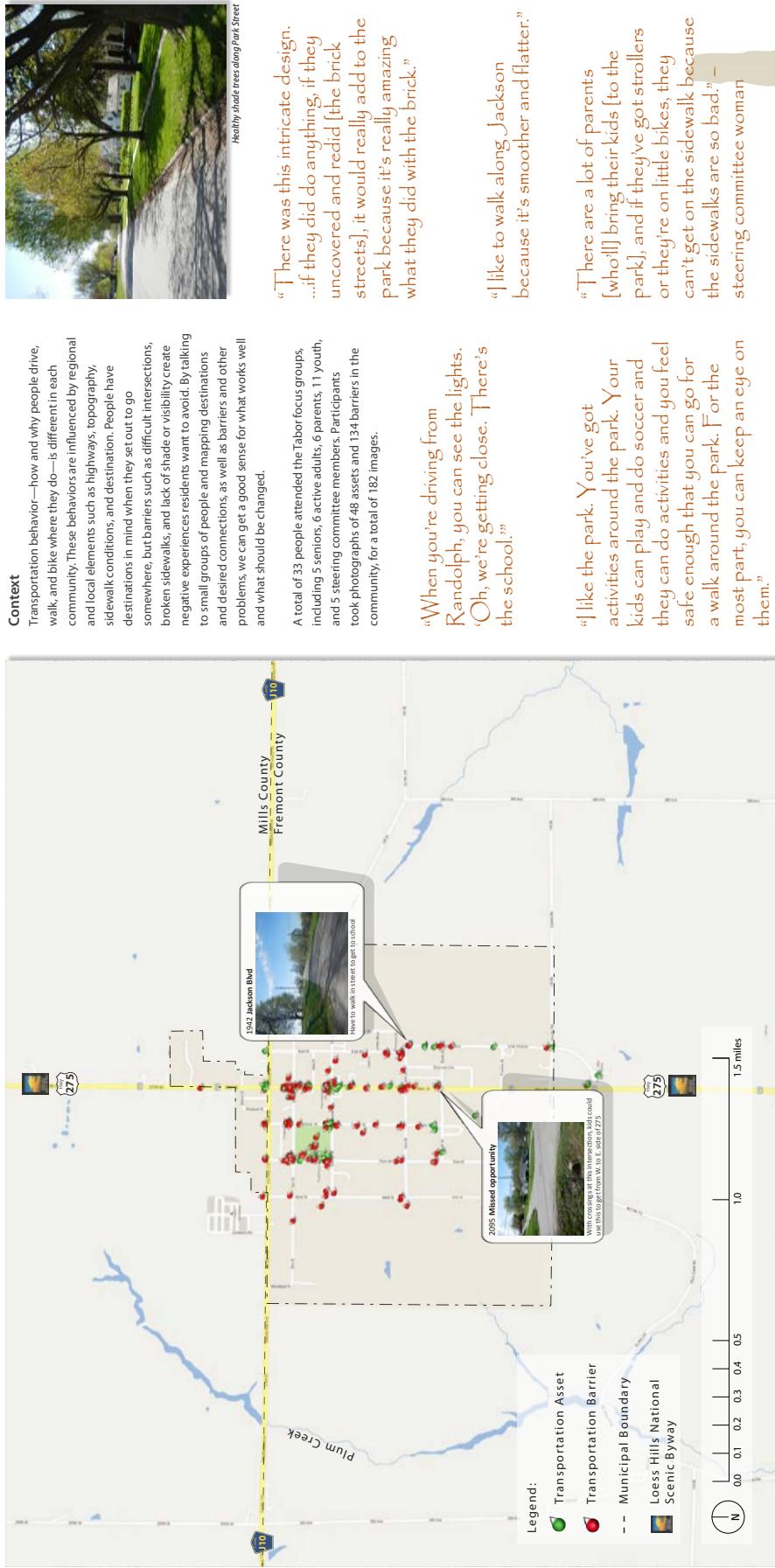
"There are a lot of parents [who'll] bring their kids [to the park], and if they've got strollers or they're on little bikes, they can't get on the sidewalk because the sidewalks are so bad." – steering committee woman

Tabor

Transportation Assets and Barriers | 1. Overview

Iowa Department of Transportation Trees Forever ISU Landscape Architecture Extension Iowa Extension Community and Economic Development Summer 2012

Map Source: Google Maps, accessed May 2012.



Context
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"I like to walk along Jackson because it's smoother and flatter."

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Transportation Assets and Barriers - Analysis of Assets

Tabor City Park (1) is the major hub of activity in town, particularly during the summer. The park hosts baseball, softball and soccer events, as well as the annual carnival. Parents like the park because "kids can play and do soccer and they can do activities and you feel safe enough that you can go for a walk around the park."

The park, along with the Todd House (2), was listed on the National Register of Historic Places in 2007. Another historic asset is the Victorian Inn (3). A member of the Tabor Visioning Steering Committee noted that the inn is "a great business for our community."

Residents of Tabor primarily walk and bike. Youth also run, ride horses, and play soccer. Residents walk and bike throughout town a lot, and mentioned some of their favorite routes.

The adult participants like to walk in the park, "especially in spring, there're trees in bloom. They change flower beds in the park."

Some people frequent Center Street (4) because it has adequate shade and the homes are nice. Participants in the steering committee group like the brick street. Said one parent: "...if they uncovered and redid [the brick streets], it would really add to the park because it's really amazing what they did with the brick."

Jackson Boulevard (5) is enjoyed by all age groups. The youth run on Jackson for track and cross-country practice. Several people like Jackson because it is straight, flat, and has a good running surface. Bikers sometimes ride out of town on Orange Street (6). Bikers also ride on Plum Creek Road (7), because it is part of the Loess Hills Scenic Byway. Runners utilize the gravel section of Park Street (8), as well as Plum Creek Road. Others mentioned the streets on the periphery, such as West Street (9) and South Street (10).

Seniors mentioned that they like to walk in the cemetery (11) and at Pinky's Glen (12). Many people walk or run on the high school (13) track and some people take their kids to the playground on the school campus.

Popular destinations in the business district include the library (14), the post office (15), and the community building (16). Events are often held at the new fire station (17). The car wash (18) is a favorite hangout among the youth. The business district also has some areas of opportunity. For example, one youth suggested making the small building (19) on the corner by the car wash into a bus shelter. Residents see potential for beautification at the new VFW Memorial (20) and at the new fire station. The lot (21) across from Casey's was identified as a possible site for parking.



Analysis of Assets

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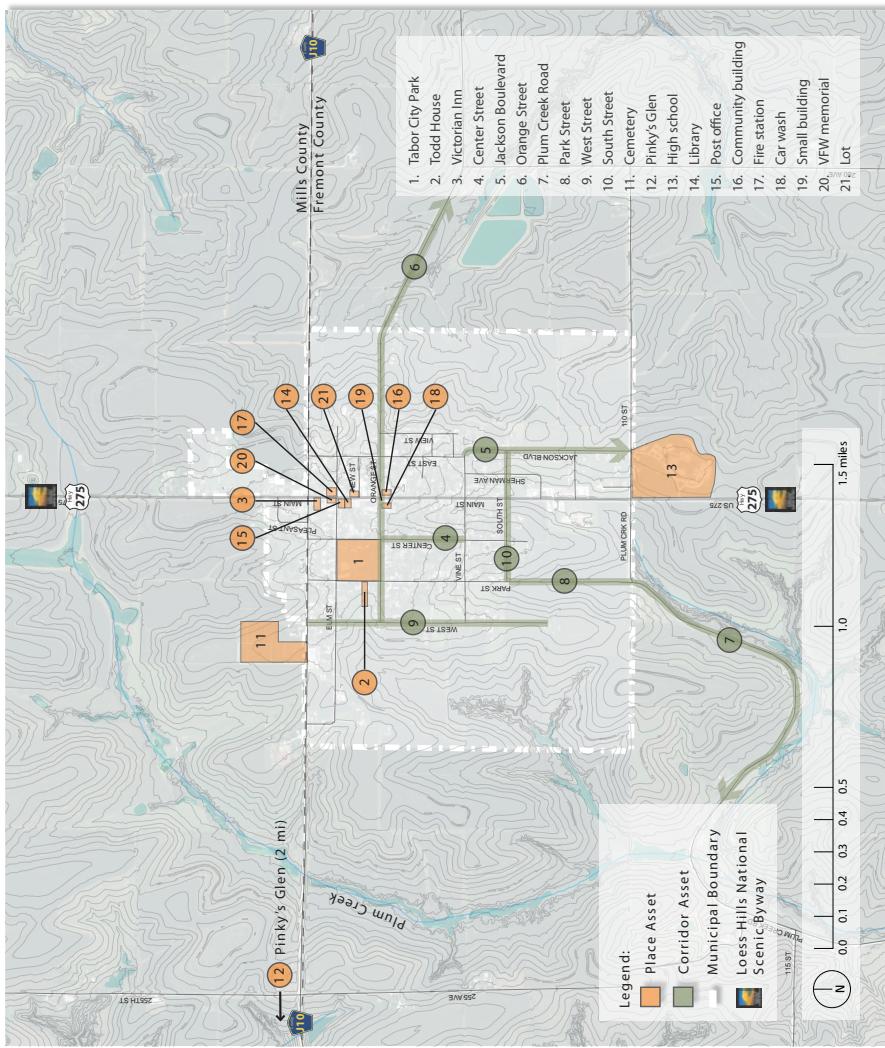
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Transportation Assets and Barriers - Analysis of Barriers

Focus group participants generally agree that the sidewalk system is in poor condition. Throughout the community the sidewalks are cracked and are covered by grass, making it difficult to bike or push a stroller. Specific locations identified by residents include on Elm Street (1) in front of the Congregational Church, in front of the old fire station (2), the block on the north side of Elm Street in front of the park (3) and on Orange Street (4). Places that need sidewalks include Park Street (5), Main Street (6) south from South Street on, and Jackson Boulevard (7). Seniors would like a sidewalk leading to the cemetery (8). Another concern regarding sidewalks is the lack of curb ramps in several areas in town. While there are curb ramps in the business district, there is limited handicapped parking. Many streets in town are poorly lit.

Participants have mixed feeling regarding sidewalks in the park. While many people would like some kind of path at least around the perimeter of the park (9), they are reluctant to sacrifice any of the green space. Residents would also like to see some enhancements to the park itself, such as new play equipment, more trees, lights in the restrooms, and a drinking fountain.

Participants of all ages mentioned the need for a safe route to school. Participants from multiple groups suggested a bicycle/walking path on Jackson Boulevard. Some of the participants in the youth group suggested that a trail (10) be put in from the Nazarene Church to the intersection of Highway 275 and Plum Creek Road. Other ideas include putting a flashing light in front of the school, reducing the speed limit during school start and dismissal times, establishing a walking school bus, and having crossing guards.

Focus groups across the board agree that Highway 275 [Main Street] through town is a safety hazard. When I-29 was closed last summer, traffic was routed through Tabor on Highway 275 and the DOT put temporary four-way stops at two intersections. Several focus group participants liked having the stop signs and felt safer backing out onto Main Street. Tabor does not qualify for a permanent stop sign; the city is adding crosswalks on Main Street and the DOT will install signage for the crosswalks.

Main Street also needs beautification. Residents would like to see the empty buildings and lots up town cleaned up. Specific sites mentioned include the building and lot north (11) of the library and the lot (12) across from Casey's. They would also like curb bump-outs with plantings at intersections.

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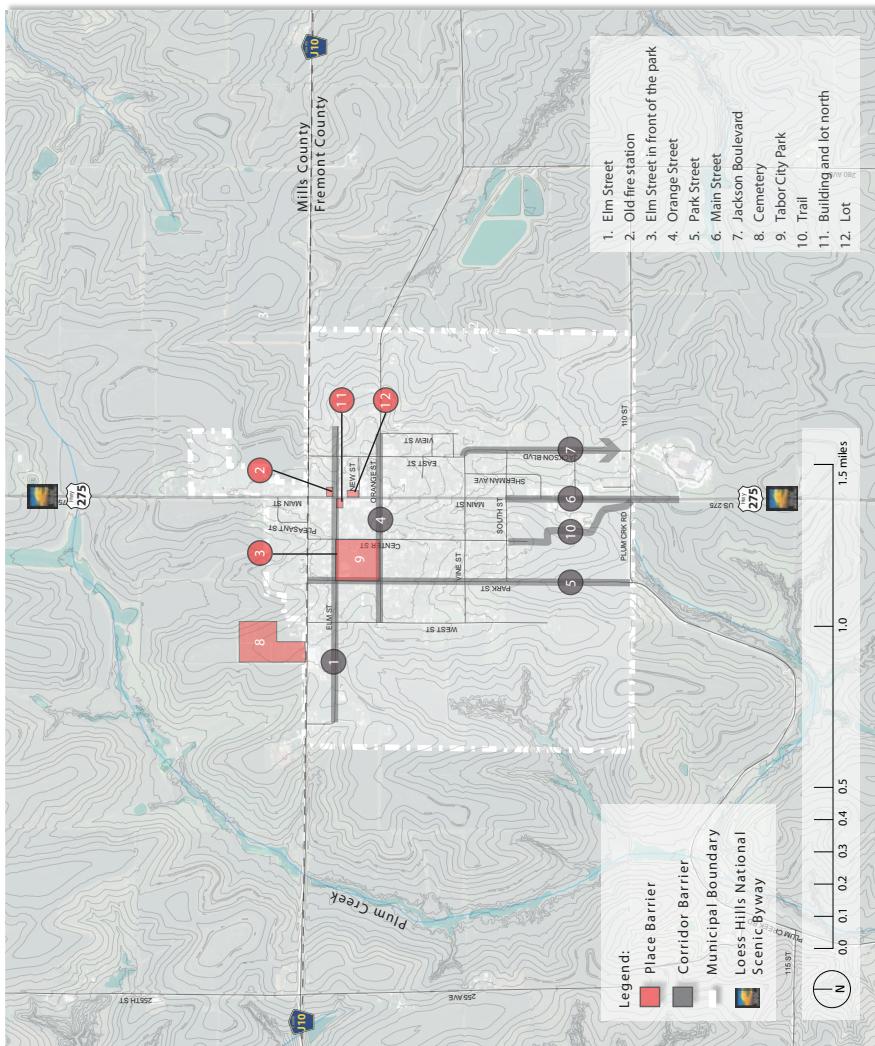
Summer 2012

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Tabor | 3. Analysis of Barriers

Iowa Department of Transportation | ISU Landscape Architecture Extension | Trees Forever | Iowa Department of Natural Resources | Loess Hills National Scenic Byway | Natural Resources Geographic Information Systems Library | <http://www.iqb.uiowa.edu/mgilic/>

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



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East Elm Street - no sidewalk to cross Highway 275

Jackson Boulevard having no sidewalk; looking northeast

Special Places Mapping—Overview

Every community has places that are of special value to its residents. Places may be valued as landmarks, such as historic trees or buildings. Other places may be valued as the site of childhood adventures or universal events. Some places just seem to evolve into local hangouts—a tavern, a diner or even a parking lot. Places may be valued because they are tangible reminders of past residents; they represent a shared history.

"Special places" refers to these places, which often contribute to residents' perception of home and desire for community investment. By identifying a community's special places and learning why those places are important, designers gain a better understanding of residents' values and are able to incorporate those into a meaningful design. The design team conducted mapping interviews with Tabor residents about their special places, and noted comments and locations on an aerial photo. These were then studied to discover themes and consensus among residents about their town. The results are communicated in the thematic maps to follow.





Original brick along Center Street



Old gas station



Ac Garton House

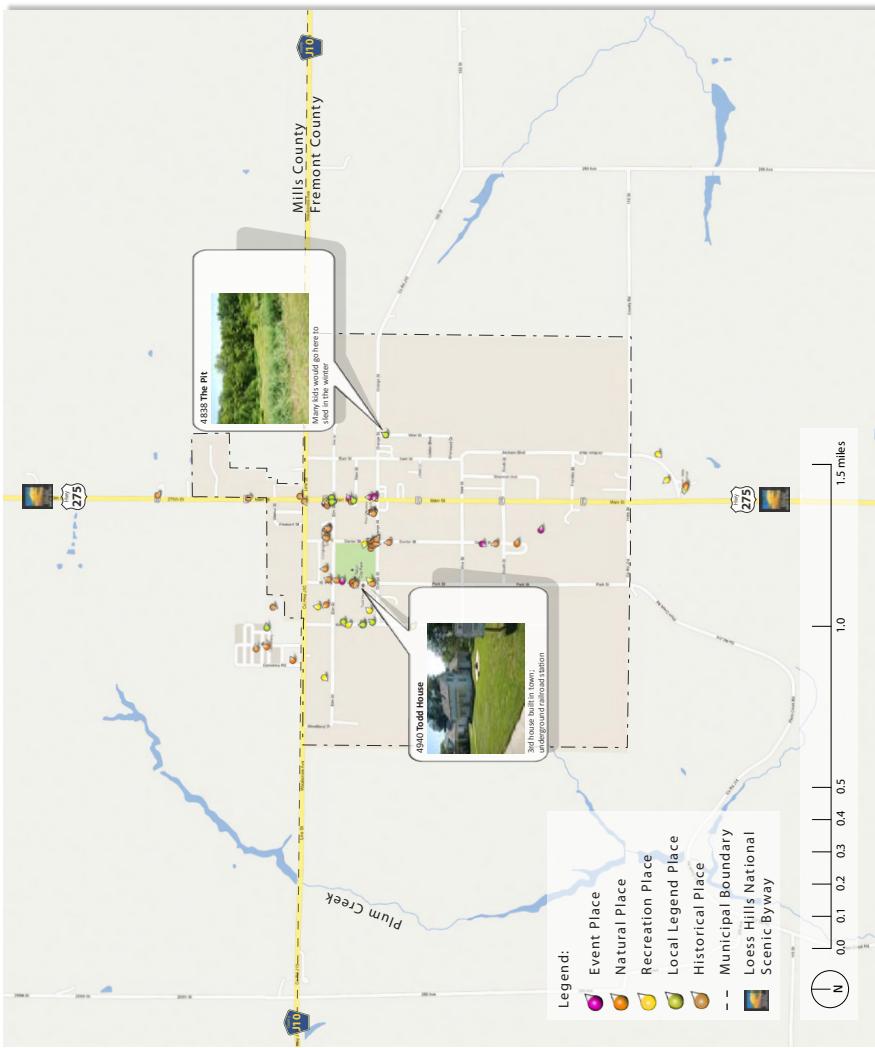


Loc of carwash andhangout spot

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Tabor

Special Places Mapping | 1. Overview

Landscape Architect: David Stokes, ASLA, Eric Becker, PLA, Jeffrey L Bruce and Company LLC

IA Intern: Eric Doll, Jeffrey L Bruce and Company LLC

Iowa Department of Transportation Trees Forever

ISU Landscape Architecture Extension

ISU Extension Community and Economic Development Summer 2012

3a



Special Places Mapping—History Written Underground

The residents of Tabor may go about their day like any other small town in Iowa, but there is a rich history that survives. Tabor has a culturally rich collection of unique historical people, places, and events that could hold any visitor's interest. The visitor only needs to be introduced to said history to appreciate Tabor as a special place.

Tabor has two of the nine places in Iowa that are part of the National Park Service's Network to Freedom. As a pivotal location for the Underground Railroad, Tabor held a strong belief that all people, no matter what race or sex, should have equal rights. Participation in the Underground Railroad was headed by Reverend John Todd. The Todd House (1) was a major stop and meeting point for those involved in the Underground Railroad. The Todd House is on the National Register of Historic Places. Many of those associated with the Underground Railroad are buried at the Tabor Cemetery (2). Near the Todd House in the City Park, there is a John Brown Monument (3) for the site that he trained his troops.

Many of the equal rights beliefs Tabor held during the Civil War Era were transmitted through the then newly established Tabor College. Tabor College only has two structures that still remain within Tabor – Adams Hall and Music Hall. Adams Hall (4) was once a conservatory for the college and now serves as an apartment building. Music Hall (5), which was once part of Tabor College Campus, has been moved to Orange Street and now houses college memorabilia. The Congregational Church (6) is on the National Register of Historic Places and is celebrating its 160th anniversary in October, 2012.

Aside from "underground railroads" Tabor had at one point, a unique tract of railroad called the Tabor & Northern Railroad (7). The Tabor & Northern Railroad was believed to be the shortest stretch of standard-gauge railroad in the world. The railroad depot (8) was located about one block north of the intersection of Pleasant and Main Streets. The purpose of the railroad was to boost enrollment and accessibility of Tabor College. The train ran about 9 miles from Tabor to Malvern. The train's first trip was in 1890 and it functioned for about 40 years.

As you enter town from the north via the Loess Hills Scenic Byway, or Highway 275, you may notice the street has a few areas showing the legacy brick (9) underneath. This brick originally lined Highway 275 from Pleasant Street to Vine Street. There is a stretch of original brick paving that has been saved from an overlay of asphalt. From Orange Street on south to Vine Street, the brick paving on Center Street (10) is highly cherished by the community. Other historical places include the Gaston House (11), Rhode House (12), Victorian Inn (13), Nazarene Church (14), and the Tabernacle (15).



Historic postcard of Tabor Hall and Adams Hall



Adams Hall

History Written Underground

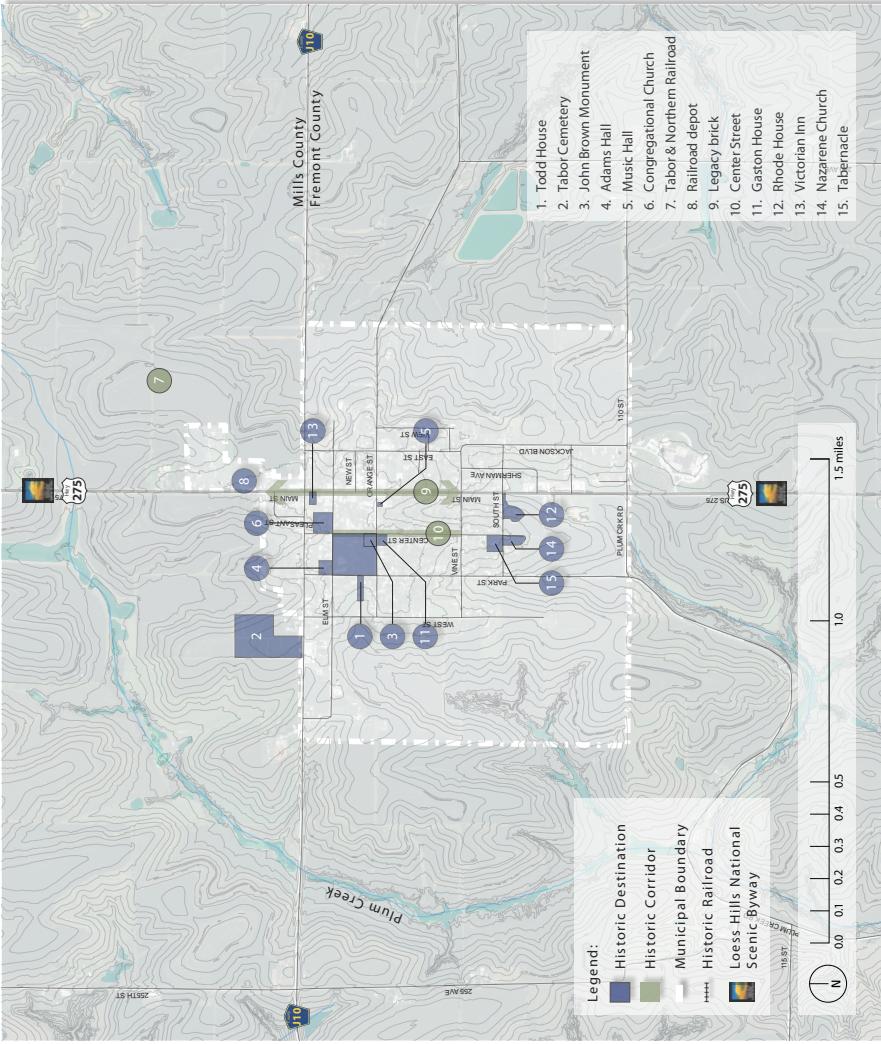
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Map Source: Iowa Department of Natural Resources, "Natural Resources Geographic Information Systems Library," accessed April 2012. <http://www.gis.iowa.gov/>.



Tabor

Special Places Mapping | 2. History Written Underground

Landscape Architect: David Stokes, ASLA, Eric Becker, PLA, Jeffrey L Bruce and Company LLC
LIA Intern: Eric Doll, Jeffrey L Bruce and Company LLC
Iowa Department of Transportation Trees Forever

ISU Landscape Architecture Extension
ISU Extension Community and Economic Development

ISU

2012

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3



IOWA'S LIVING ROADWAYS

3

Special Places Mapping—Culture and Recreation

Tabor has a population of 993 and a land area of about one square mile. Tabor has many local businesses including a grocery store, an exercise facility, a barber shop, a restaurant, two bars, a florist, and a drug store. Culturally, Tabor has a great personality that can be traced back to its participation with the Underground Railroad. Caring, thoughtful people reside in Tabor and they welcome visitors to enjoy the small town living they have to offer.

The Fremont-Mills Community High School (1) is seen as a special place because of the services it continues to bring to the community. The Lied Gym (2) is great for indoor recreation and many residents use the outdoor track (3) for walking and recreation. Tabor City Park (4) is the only park in town and valued for its playground, ball field, and open space. Many of the younger residents enjoy many of the nice yards around town for aesthetics and recreation. A place where many kids go for sledding in the winter is known as "the pit" (5).

Tabor City Park is the location for the annual Farmers Merchants Picnic Parade (6). The old fire station (7) is often used for school dances, meetings, and fish fries. City Hall (8) is a great place for community gatherings and events as well. Casey's Parking Lot (9) is identified as a good meeting place and the car wash (10) is most definitely a hangout for students. Several residents noted an area west of the Rhode House (11) and behind the manor (12) that could be utilized as a walking trail for better access to and from school.

Many of the younger residents enjoy many of the nice yards around town for aesthetics and recreation. Many of these yards are landscaped and serviced by Tabor Floral/Million Dollar Lawns (13). Several residents mentioned great views out onto the western hills beyond at locations such as Tabor Beaver Valley Lookout (14) and out at the school.



Old Tabor Fire House



Mural along Highway 225 that displays the history of Tabor



Tabor Beaver Valley Lookout

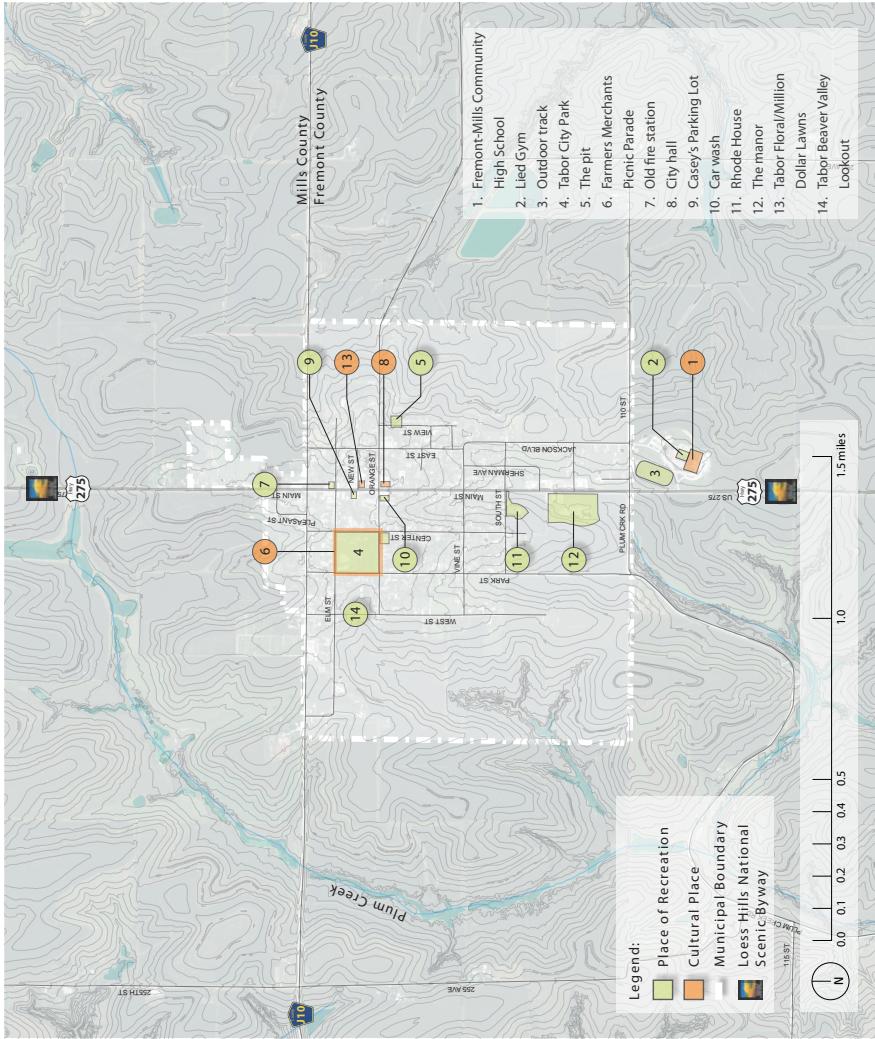
Culture and Recreation

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Tabor

Special Places Mapping | 3. Culture and Recreation

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LA Intern: Eric Doll, Jeffrey L Bruce and Company LLC

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Visual Quality Assessment (VQA)

At the initial meeting, the Tabor Visioning Steering Committee discussed its motivations and goals for creating a vision for the community. This vision is expressed in each component of the final concept plan.

The visual quality assessment is the link between the motivations and the vision. Committee members identified and mapped areas in the community that they perceive as positive, as well as areas that they believe detract from the community's image.

This analysis, combined with the bioregional assessment, reveals areas in the community that the vision should address. The Tabor Visioning Steering Committee uses this information to set goals to guide the concept plan development.

Many of the positive assessments within Tabor are focused on shaded, accessible areas and aesthetically-pleasing residences. Tabor City Park is a large, well-shaded area with plenty of amenities. Park recreation allows residents to activate the space and make it more inviting. Many of the historic buildings, such as A.C. Gaston House and the Rhodes House, are enjoyed for their invested restoration. Many residences serviced with Million Dollar Lawns were deemed visually pleasing.

Tabor was seen as having both positive and negative views along Highway 275. Positive views included the Victorian Inn, VWF Memorial, and City Hall. Negative views focused on run-down or unoccupied buildings. Structures viewed as unattractive include: Kempton's Garage, Weber Building, the Auction House, and the recycle bin.





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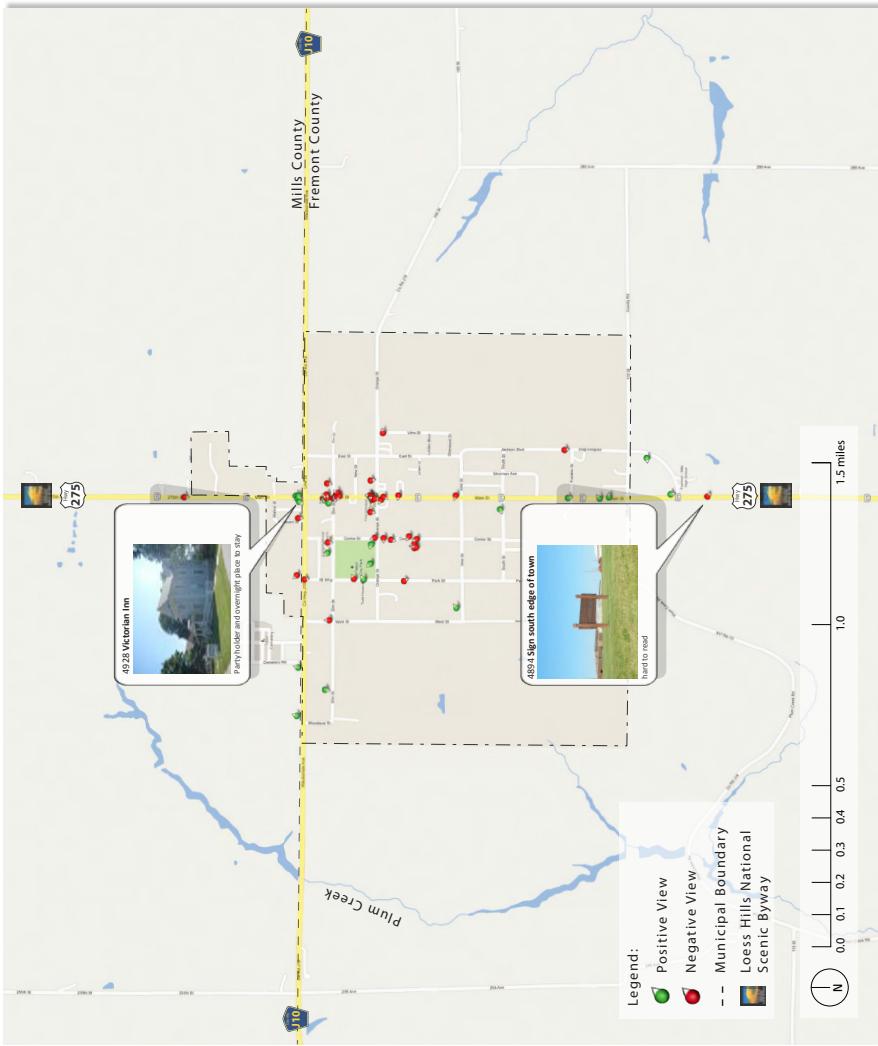


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Transportation Inventory and Analysis

Knowledge of the transportation systems in and around a community is critical for sustainable transportation enhancement planning. Transportation systems include paved and unpaved roadways, pedestrian and bike trails, waterways, railroad lines or rail beds from abandoned railroad lines, and airports.

The Tabor Visioning Design Team met with Iowa Department of Transportation personnel and local officials to identify existing, past, and future transportation systems in the area, and to discuss possible transportation related constraints and opportunities that could potentially affect project areas.

Highway 275 is the major thoroughfare through Tabor. The stretch of Highway 275 running through Tabor is part of the Loess Hills National Scenic Byway and sustains a traffic count average of approximately 1,450 daily. The City of Tabor is nearly split down the middle by Highway 275 and poses several problems with pedestrian crossing. Higher speed traffic and obstructed views are evident at most intersections.

The parking situation along Main Street from Orange Street to Elm Street has been recognized by the Tabor Visioning Steering Committee as a problem because of visibility. A major challenge for school children is crossing Main Street to get to school on the southeast side of town.





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One of the few sidewalks to school located on East Street



Obstructed view at the intersection of Orange and Main Streets



Intersection of Main Street and New Street looking north



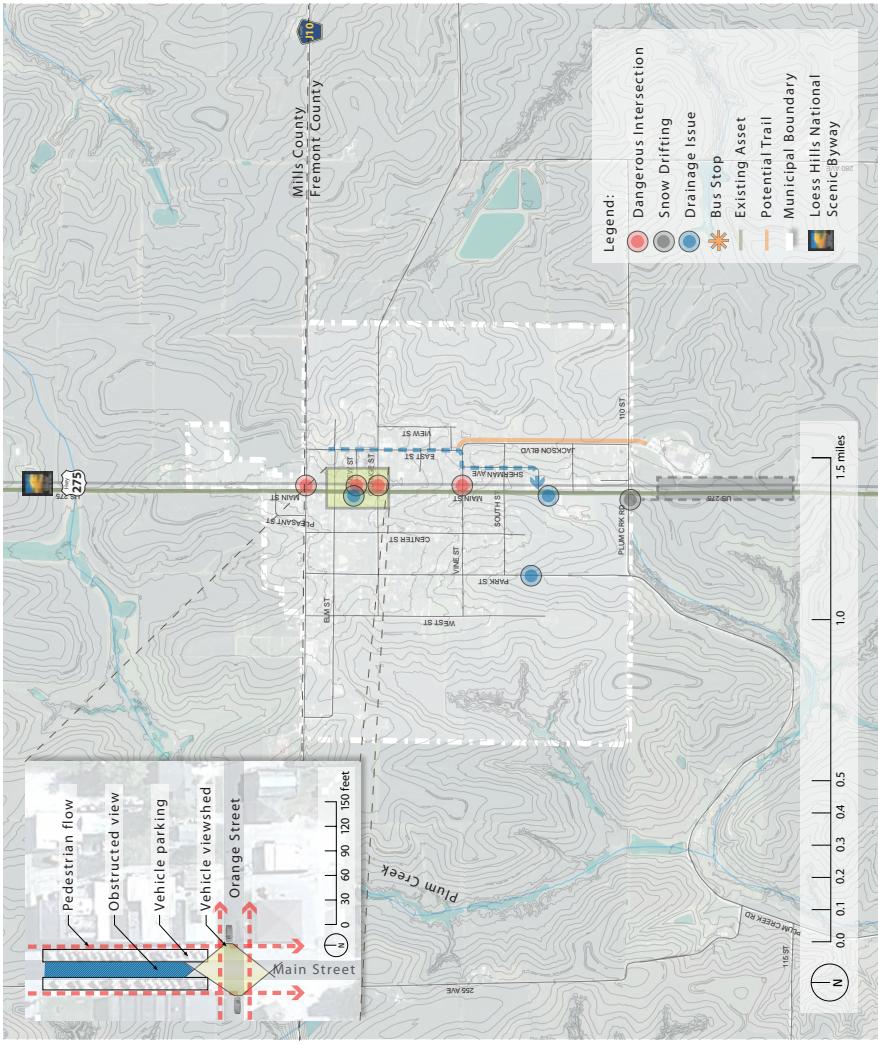
View from the Loess Hills National Scenic Byway near the high school

Transportation Inventory and Analysis
Highway 275 is the major thoroughfare through Tabor. The stretch of Highway 275 running through Tabor is part of the Loess Hills National Scenic Byway and sustains a traffic count average of approximately 1450 daily. Tabor is nearly split down the middle by Highway 275 and poses several problems with pedestrian crossing. Higher speed traffic or obstructed views are evident at most intersections.

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Source Map Source: Iowa Department of Natural Resources, Natural Resources Geographic Information Systems Library, accessed April 2012. <http://www.gis.dnr.iowa.gov/>.



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Transportation Inventory and Analysis

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Bioregional Assessment

The Visioning Program encourages the use of sustainable design, a philosophy that human development is integrated with the natural world and should exemplify the principles of conservation. Preservation of the natural world is critical to ensuring the sustainability of the human community. An important component of sustainable design is bioregional assessment. In order for a design to be sustainable, it must function within the existing natural environment without producing a negative impact.

The Tabor Visioning Steering Committee conducted an inventory of its natural resources, including both biological and physical characteristics, such as geology, vegetation, climate, soils, land use, wildlife, and hydrology. This information is shown to the left.

Climate

The climate of Tabor is characterized by a regular annual weather cycle of the Midwest, a humid, temperate region. The average high temperature in July is 88°F and the average January low is 12.6°F, although much higher and lower daily temperatures occur annually.

Geology

The land in and around the Tabor is highly influenced by the Loess Hills. The Loess Hills, lying between the Missouri River and Tabor, were formed during the most recent ice age. Glaciers moved across the land and ground up rock in the process, resulting in a fine sediment which was deposited along the Missouri River. Eventually this sediment dried and westerly winds eroded it east, forming large dunes. These dunes are amazingly deep with the loess, sometimes reaching 90 feet in depth.

Vegetation

All around Tabor and the larger Loess Hills one can find native prairie forbs and grasses. Also located on the Loess Hills are patches of oak-hickory hardwood forests. Agriculture is prevalent throughout the region and will have a terraced look on the land because of the Loess Hills' steep slopes.

Topography

The topography in and around Tabor is hilly because of the Loess Hills. The agricultural fields are terraced because of the slumping and vertical sheering of the loess soil. The Loess Hills are usually no more than 200 feet high from the Missouri River.



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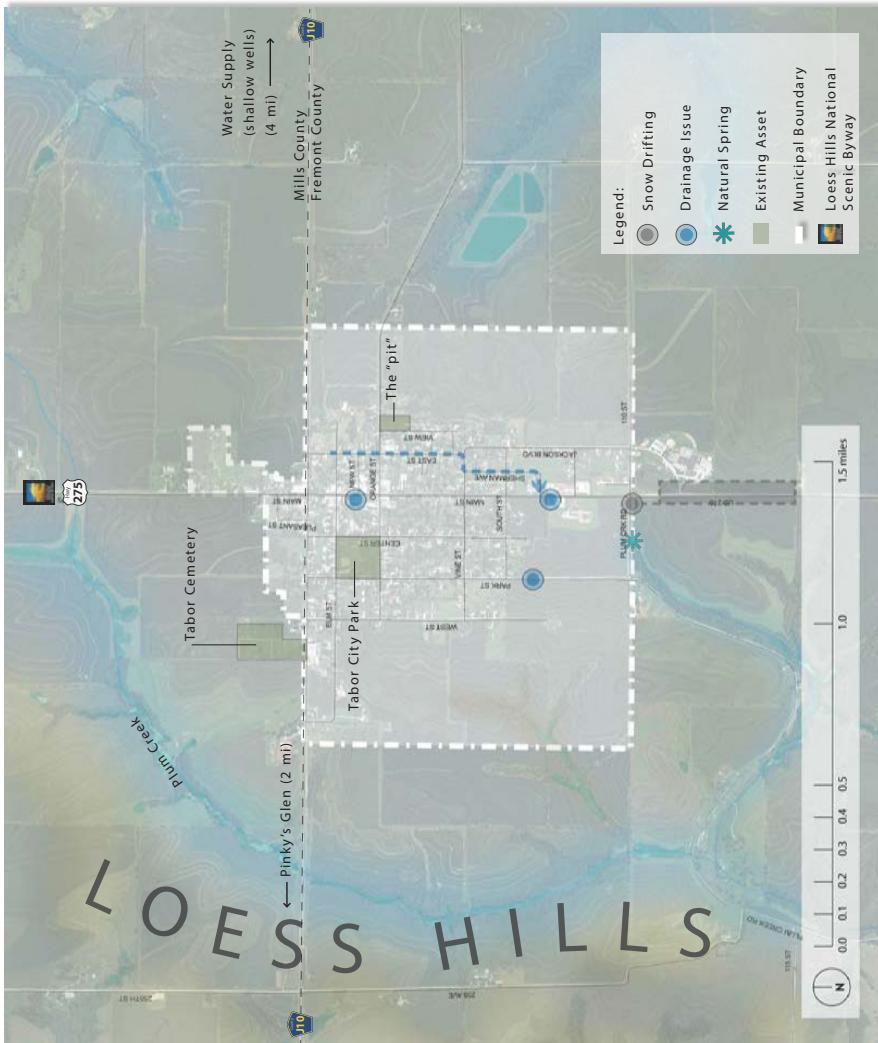
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Goal Setting Agenda

Goal setting helps guide a community in the direction they want to head. Goals focus attention and provide motivation and encouragement to a community. Goals are a way to measure progress over a period of time.

- Goals create purpose
- Purpose generates plans
- Plans produce actions
- Actions build habits
- Good habits create success

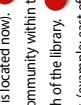
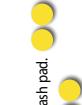
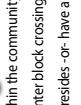
One way to visualize your goals and their relationship to one another is to construct a goal pyramid.

- Centered at the top is what the visioning team hopes to ultimately accomplish in Tabor. This is the ideal long-range goal and the pinnacle of the pyramid. (Example: Promoting historic value and recruiting business, trail to Pinky's Glen, revealing some of the old brick streets).
- Below the long-range goals, the mid range goals are listed as milestones or steps that will lead to the eventual targeted goal. (Examples: Build a splash pad park, buy new play equipment in City Park).
- Below the mid-range goals, short-range goals are listed as smaller steps which can be completed in a very short period of time. (Examples: Create safe walking routes to school, create green space along Main Street).

Goals are never set in stone and can be changed as progress is made through the design process. The process of creating a goal pyramid allows the community to see how the short-range steps lead to mid-range and long term goals, and therefore motivate the community to work on tasks with more energy and enthusiasm. By taking each step in a small deliberate fashion as each task is achieved, community members get satisfaction and confidence.

It is important to keep everyone in the community and on the design team focused and all heading in the same direction. Following these steps will help achieve and manage a successful design solution and approach. Community members know what their role is, what good performance looks like, how well they are doing, and how their hard work and focus helps the whole community achieve success through the Community Visioning Program.

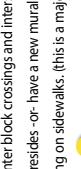
Long-Range Goals (5+ Years)

- Promote historic value and recruit businesses. 
- New sidewalks and bump-outs on Main Street from Waubonsie Avenue to Orange Street. 
- Implementation of bicycle and fitness trails to school, around the park, to Pinky's Glen, etc. 
- Welcome center in a new library, where Casey's is located now. 
- Notoriety and promoting Tabor as a bedroom community within the "Council Bluffs circle". 
- Tear down or redevelop the mutual building north of the library. 
- Uncover and reveal some of the old brick streets, (example: east of City Park). 



Review of inventory and analysis boards

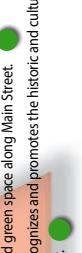
Mid-Range Goals (2-5 Years)

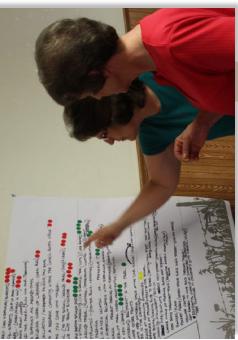
- Build a splash park -or zero depth splash pad. 
- Build a new library. 
- Create and build 100% walkability within the community, (sidewalks, trails, curb ramps, SRTS) 
- Main Street beautification through center block crossings and intersection improvements. 
- Preserve the mural where it currently resides - or have a new mural created in a new location. 
- Fix sidewalks and prevent/deter parking on sidewalks. (this is a majority of Tabor's sidewalks) 
- Build new play equipment in City Park. 

- Entrance signage as you come into Tabor.
- Better sidewalks and walking surfaces all around the community
- Parking and drainage improvements around the perimeter of City Park.
- Demolition and clean-up of Main Street block across from Casey's.
- Increase assessed valuation leading to increased revenue and tax base.

Review of inventory and analysis boards

Short-Range Goals (1-2 Years)

- New signage at the community entrances. 
- Identify and create safe biking and walking routes to school, (bump-outs, crosswalks, signs, etc.) 
- Clean-up of distressed residential and vacant properties. 
- Bump-outs and curb ramps across Main Street. 
- Community involvement and buy-in of the community improvements.
- Create pocket parks and green space along Main Street. 
- Create signage that recognizes and promotes the historic and cultural assets in the community. 



Discussing the list of goals

Tabor Goal Setting Workshop

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