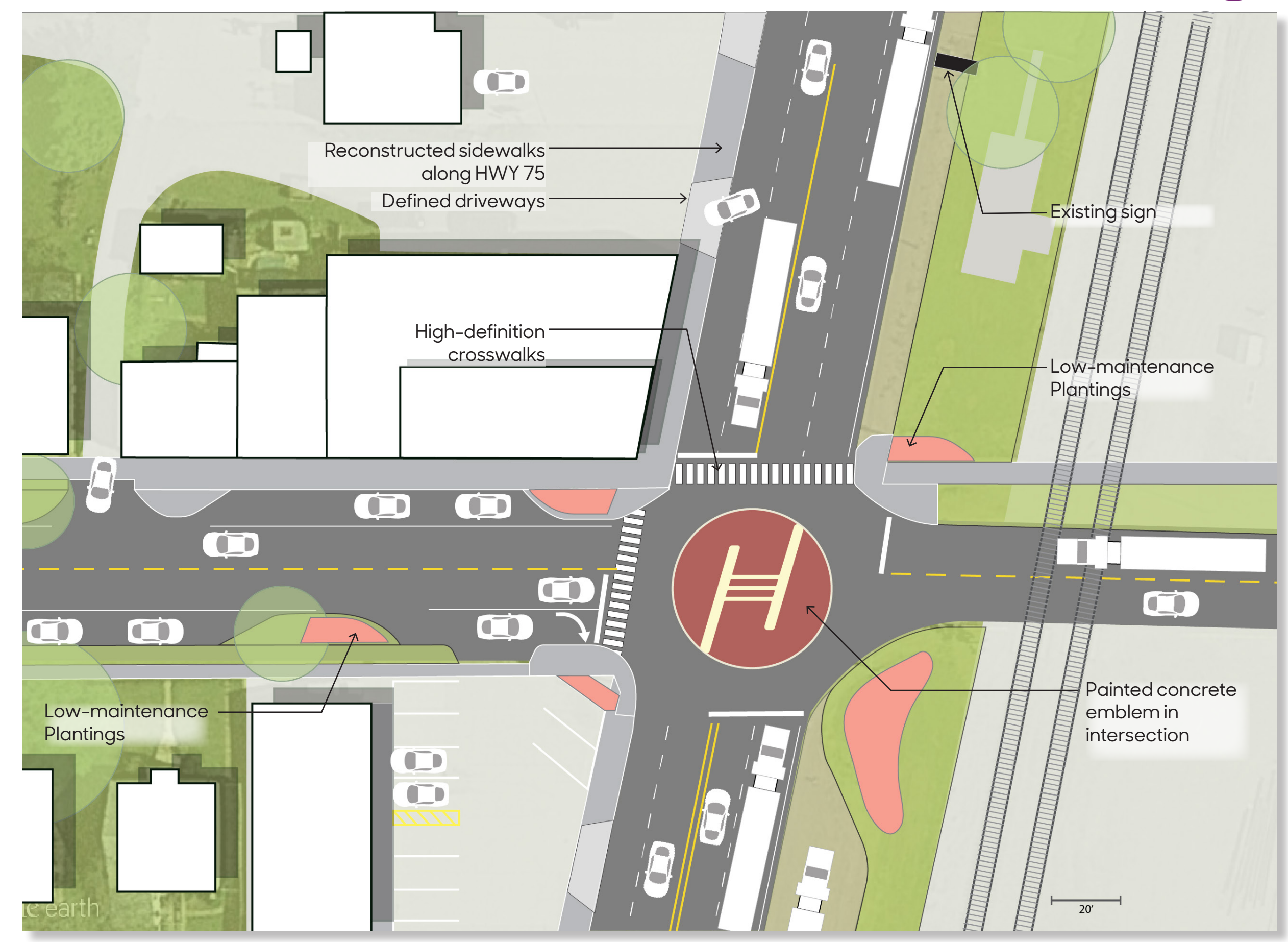


STREETSCAPE STRATEGIES

- Provide visible, well-marked crossings
- Include crosswalks at all intersections linked to the trail
- Narrow the road widths through bump-outs to slow traffic on HWY 75 and Main Street
- Maintain street parking and define parking areas with bump-outs
- Increase greenspace to create a more welcoming environment
- Introduce streetscape elements such as lighting with banners, plantings, and paving details to increase community identity
- Enhance the HWY 75/Main Street intersection to create awareness of the downtown business district
- Extend Main Street streetscape improvements from City Hall to Hinton City Park



Reconstruction of the sidewalks along the west side of HWY 75 will help to make a more accessible corridor for pedestrians. It will also define driveways into businesses, reducing points of conflict for motorists and pedestrians.

On Main Street the major change involves the use of bump-outs to provide the perception of a narrower

roadway. Plantings, trees, pedestrian-scale lighting, and paving details create a downtown character for Main Street, which driver's perceive to be areas where traffic speeds are slower. The bump-outs reduce overall road widths creating comfortable crossings for pedestrians and increasing visibility for drivers. The bump-outs also define areas for on-street parking.



The pavement detail in the heart of the intersection takes its cues from the orientation of the railroad and highway. Based on the flow of the Floyd River and the line of the Loess Hills, the primary north-south route is tilted on a slight axis. The original community then developed straight east-west off the railroad axis. The three crossbars of the "H" represent the prominence of the railroad as a historic driver for the community and the three main lines that still define its eastern edge today. The symbol of the "H" is utilized throughout the proposal for banners, community signs, and murals.



Downtown Streetscape

Iowa State University Community Design Lab

LAs: Chad Hunter & Carl Rogers
Interns: Riley Dunn & Laura Schwartz

Iowa State University | Trees Forever | Iowa Department of Transportation

