

Program Overview

The city of Marquette is one of 10 communities selected to participate in the 2023 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 (less than 10,000 residents).

Visioning Program Goals:

1. Develop a conceptual plan and implementation strategies alongside local community residents.
2. Enhance natural, cultural, and visual resources existing within communities.
3. Assist 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 strategies

Each visioning community is represented by a steering committee of local residents and stakeholders who take part in a series of meetings and focus groups that are facilitated by field coordinators from Trees Forever. The Community Visioning program, as part of Iowa State University's Landscape Architecture Extension, organizes initial focus groups with design interns as well as transportation needs and behaviors surveys. The program is sponsored by the Iowa Department of Transportation.

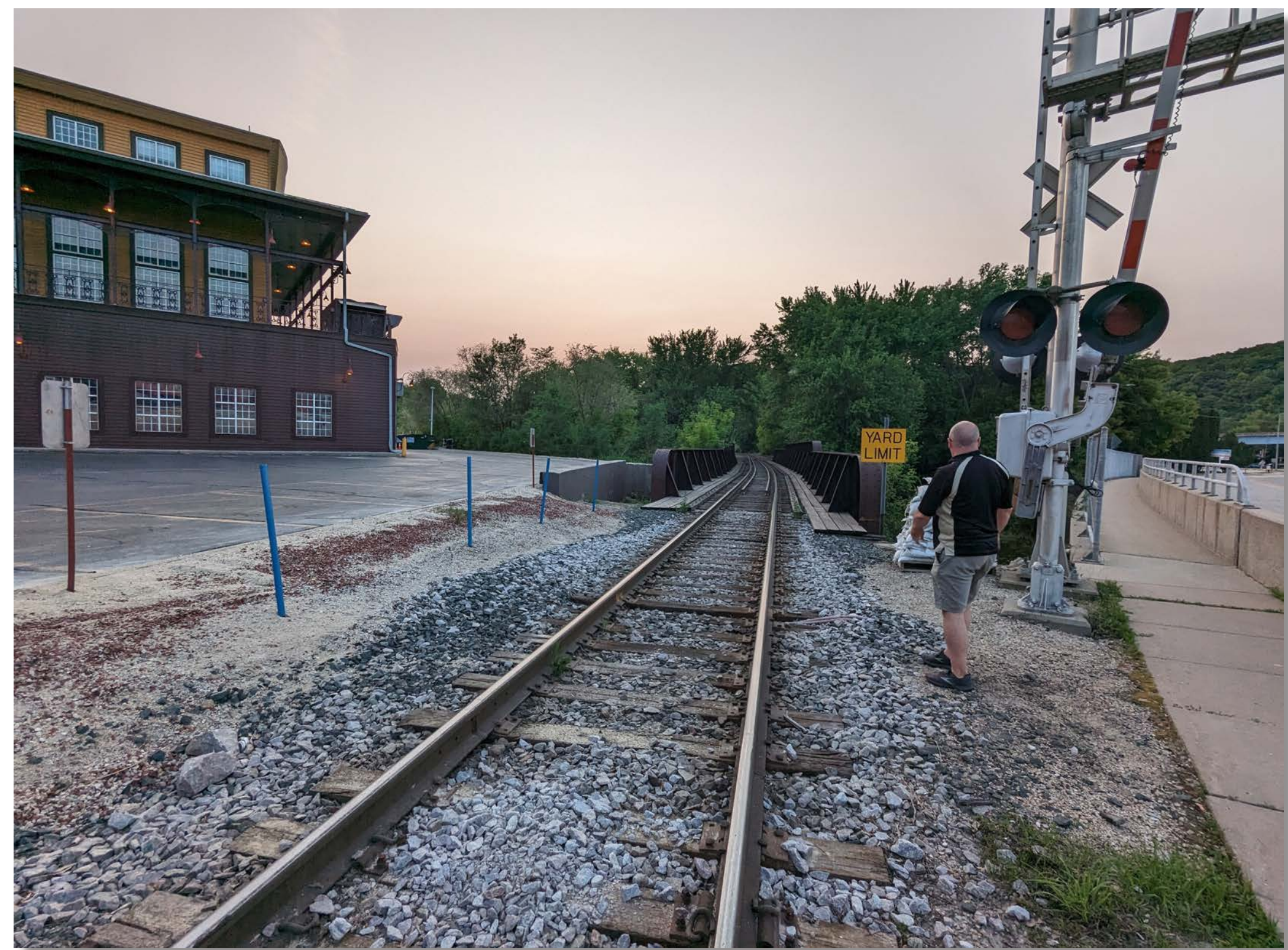
Community Goals

The Marquette steering committee identified a number of goals and priority areas during the visioning process, which include traffic-calming measures along Highway 76 at the intersection of Highway 18 and at the casino, a connection from The Bench neighborhood to the Driftless Area Wetland Centre and to downtown, additional downtown parking, creating a rest area in town, and new way-finding signage.

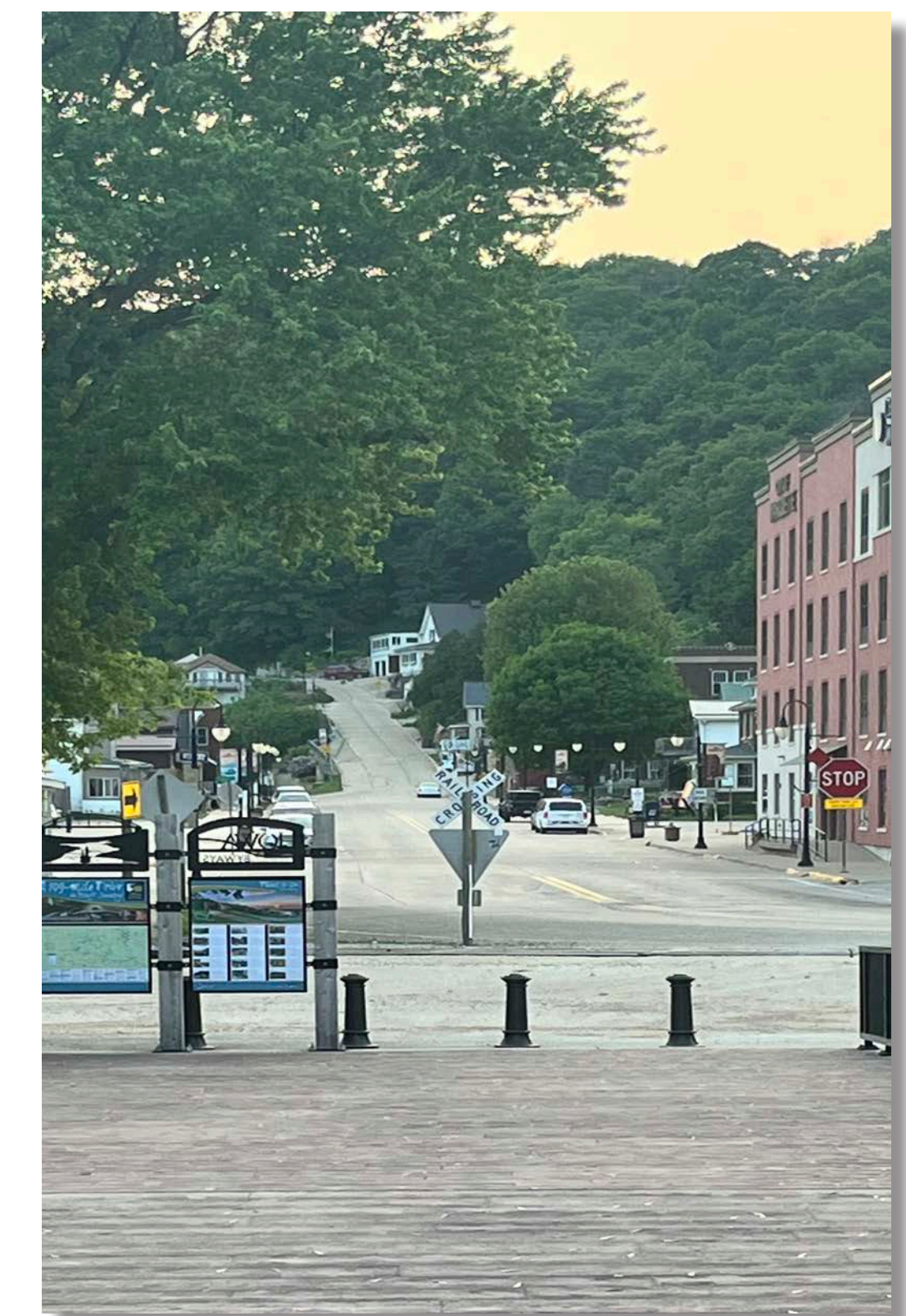
Capturing the Marquette Vision

Based on the needs and desires of the local residents, as well as a detailed inventory of community resources, the design team developed transportation-based community improvement project concepts, which are illustrated in the following set of presentation boards:

1. Program Overview
2. Bioregional Assessment
3. Transportation Assets and Barriers Assessment
4. Transportation Inventory and Analysis
5. What, Where, & Why?
6. Concept Overview
7. Connecting Two Cities
8. Downtown & Streetscape Enhancements
9. Depot Museum & Rest Area Improvements
10. 1st Street Safety and Walkability
11. The Bench, Wetland Centre, and Downtown
12. Identity and Way-finding
13. Implementation Plan



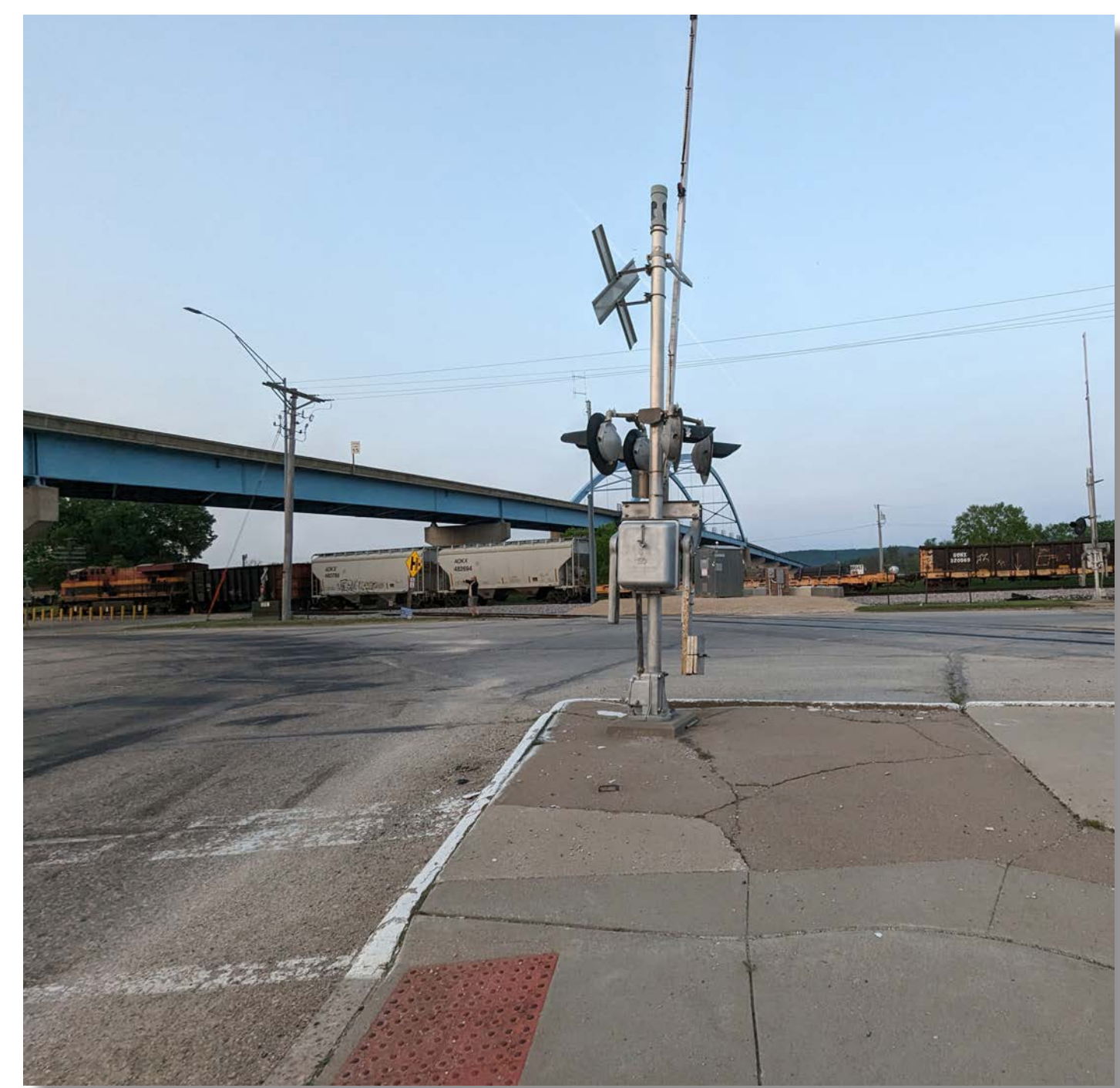
The railroad creates challenges for both vehicular and pedestrian traffic. The community would like an accessible, always available pedestrian crossing of the railroad tracks and Highway 76 to access the marina and pier.



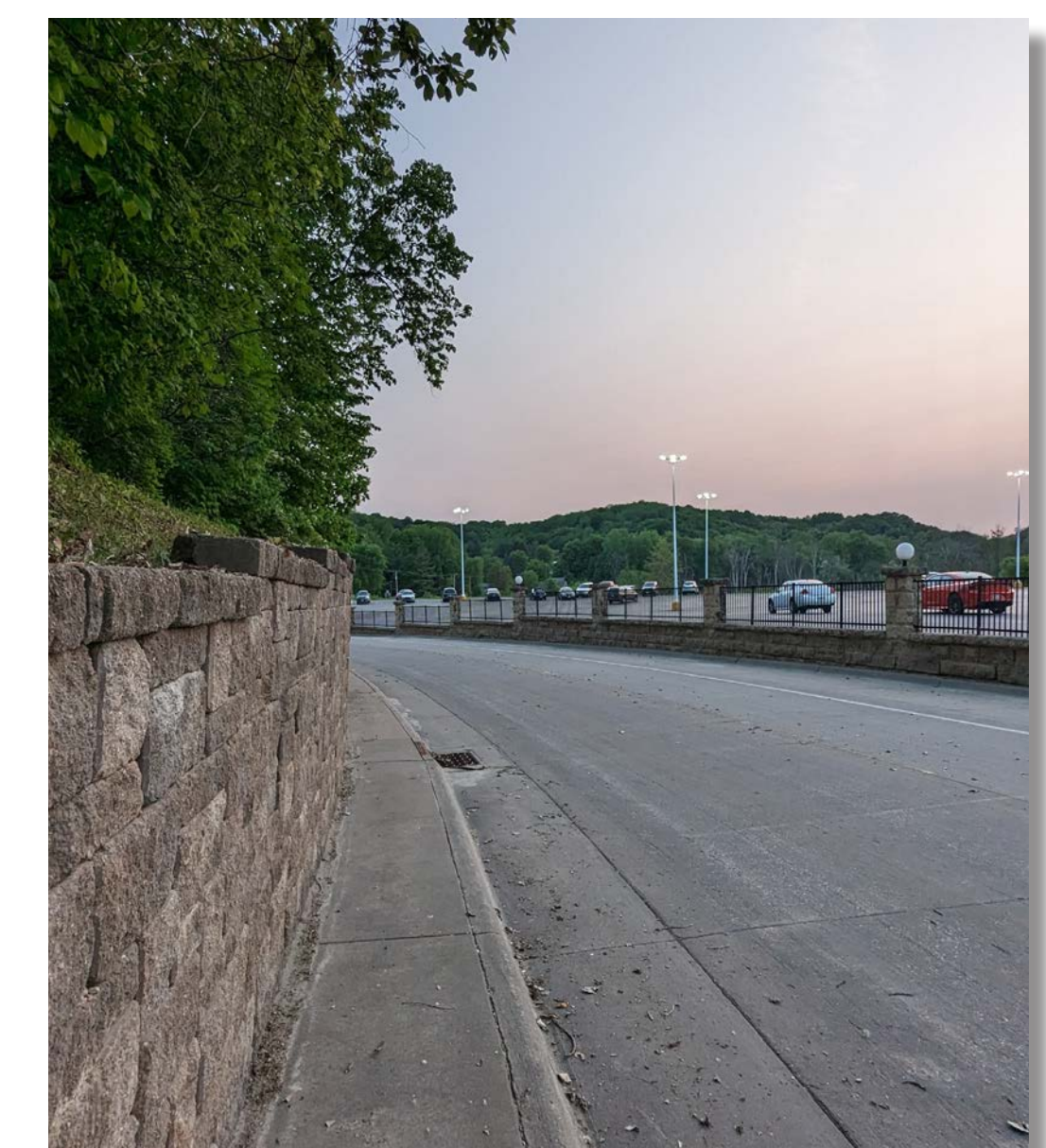
Downtown parallel parking in front of businesses is insufficient. The steering committee prioritized evaluating other parking configurations.



Connecting downtown and neighborhoods to the Driftless Area Wetland Centre is a priority to better serve young residents and increase utilization. The design team was given a tour of the Centre to understand the programs and potential connectivity options.



The intersection of the Highway 18 off-ramp and 1st Street (Highway 76). The intersection lacks signage and the crosswalks are dilapidated.



The current sidewalk along Anti Monopoly Way leads to The Bench neighborhood. It is an insufficient connection to the neighborhood because the narrow sidewalk is curbed and not ADA accessible.

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