

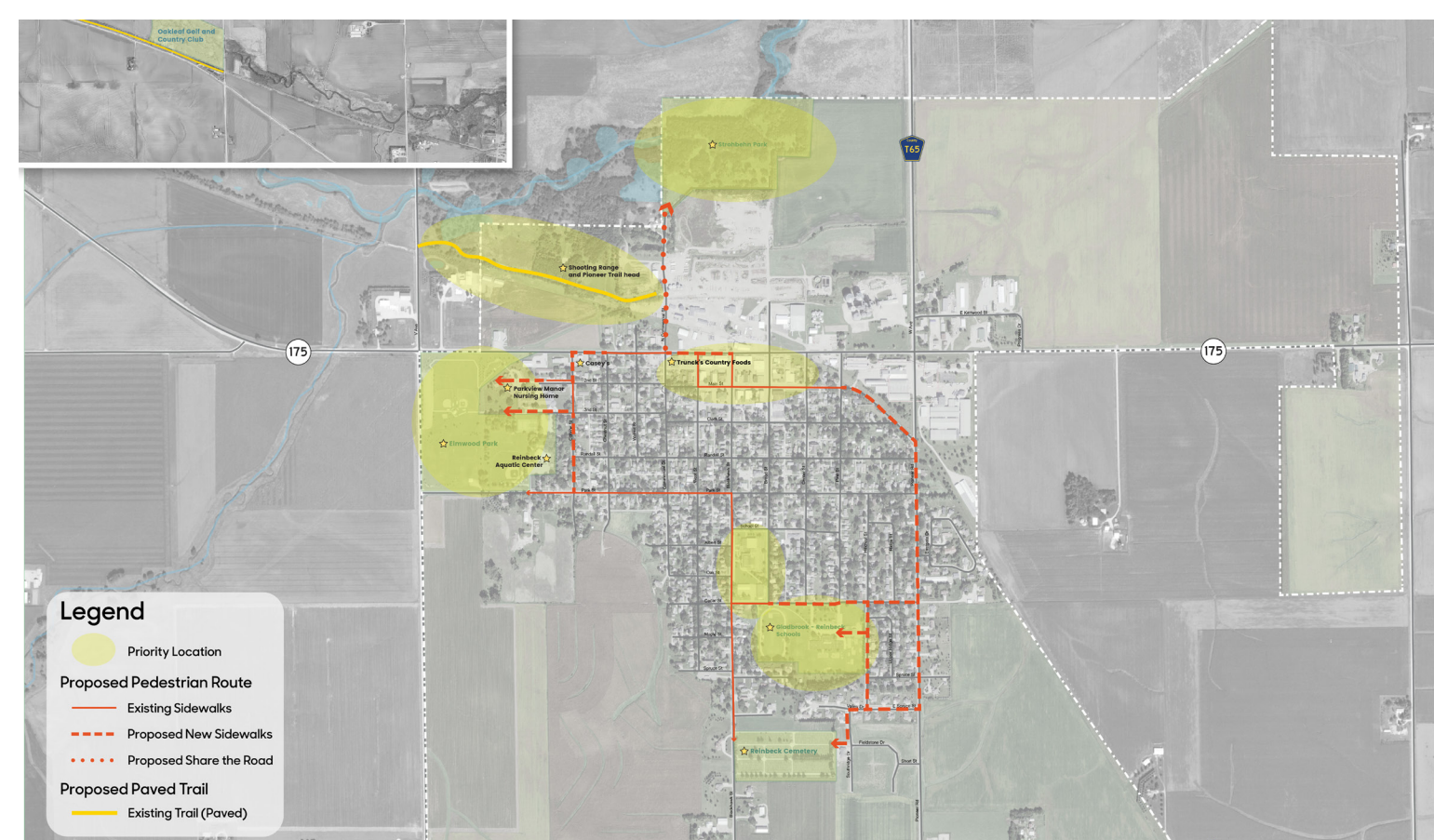
Concept Overview

The design team conducted a walk-by workshop where residents were able to leave feedback by emailing or text messaging the design team directly. Based on the results from the workshop, the analysis information, and the steering committee involvement, the U.S. Highway 175 corridor, Main Street, and sidewalks and trails were identified as being areas of high priority.

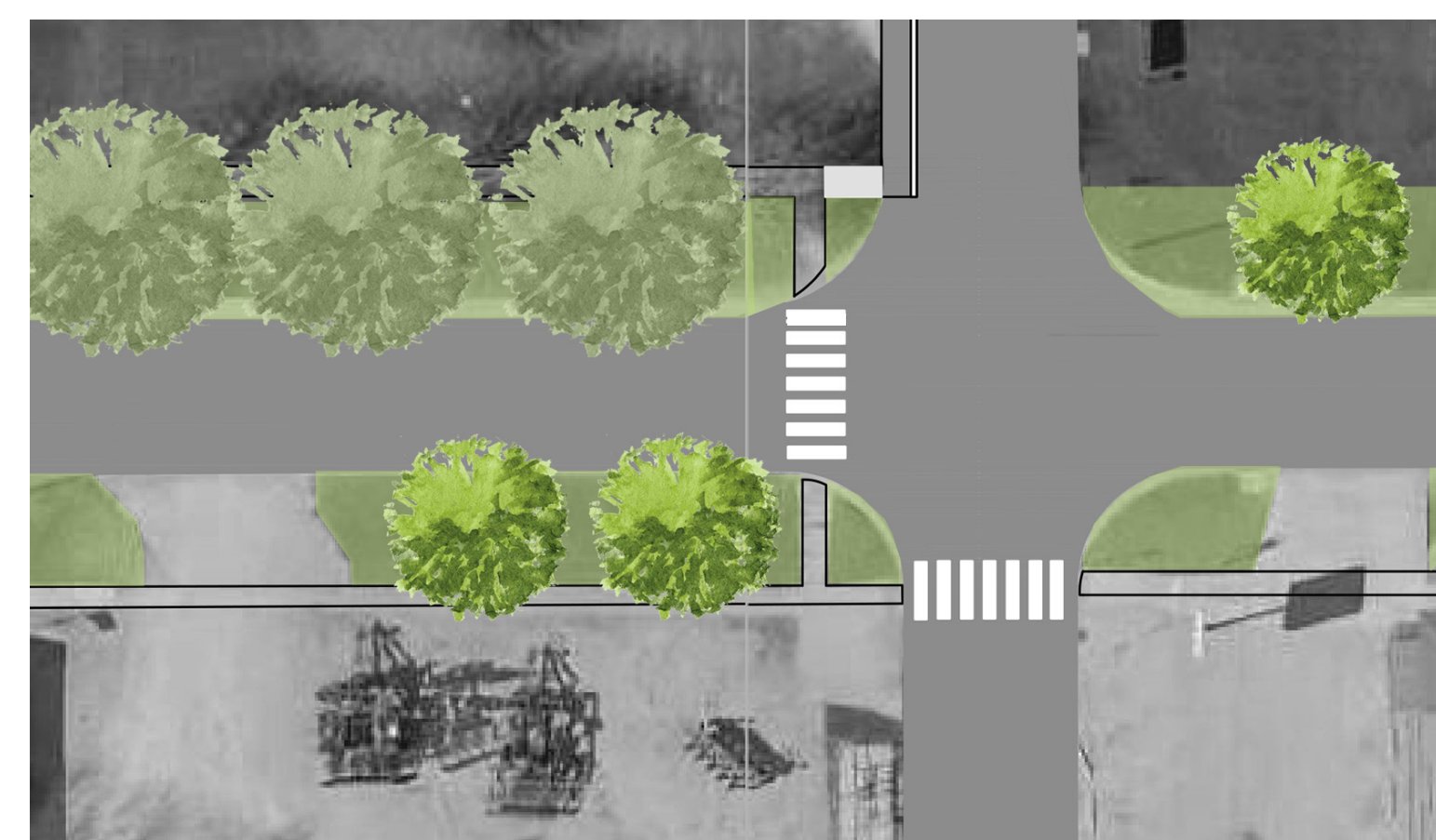
Enhancing the experience as you enter Reinbeck and creating a safe way to cross U.S. Highway 175 were top priorities. The corridor experience was described several times during the visioning process as "industrial looking". Although several popular destinations such as Strohbehn Park and the Pioneer Trail are accessed by crossing the highway, there are no designated crosswalks. Most of the major industries in Reinbeck are along Highway 175 close to the roadways some with little right-of-way. The design team proposed a boulevard of street trees and a pedestrian corridor on part of U.S. Highway 175. The proposed pedestrian corridor would include a designated crossing on U.S. Highway 175 and would connect to existing sidewalks leading to Main Street and the overall enhanced circulation plan.

The committee would like to see Pioneer Trail paved to create an accessible trail for all to enjoy. Improvements to the sidewalks and a highly-visible crosswalk across Highway 175 would allow residents to safely access the trail. Additional sidewalks along designated routes throughout Reinbeck would ensure safe routes to popular destinations such as the schools, parks, and Main Street.

Reinbeck has a prosperous Main Street with many businesses and services, but lacks amenities for pedestrians. Main Street has 45-degree angle parking on both sides, creating a large distance for pedestrians crossing the street. The design team is recommending adding bump-outs to the intersections on Main Street, which would lessen the distance pedestrians have to cross the street. The bump-outs also provided additional space for enhancements such as street trees, banners, and decorative paving.



Connectivity Assessment, Board 7



U.S. Highway 175 Improvements, Board 8



U.S. Highway 175 Enhancements, Board 9



Downtown Improvements, Board 10