

Concept Overview

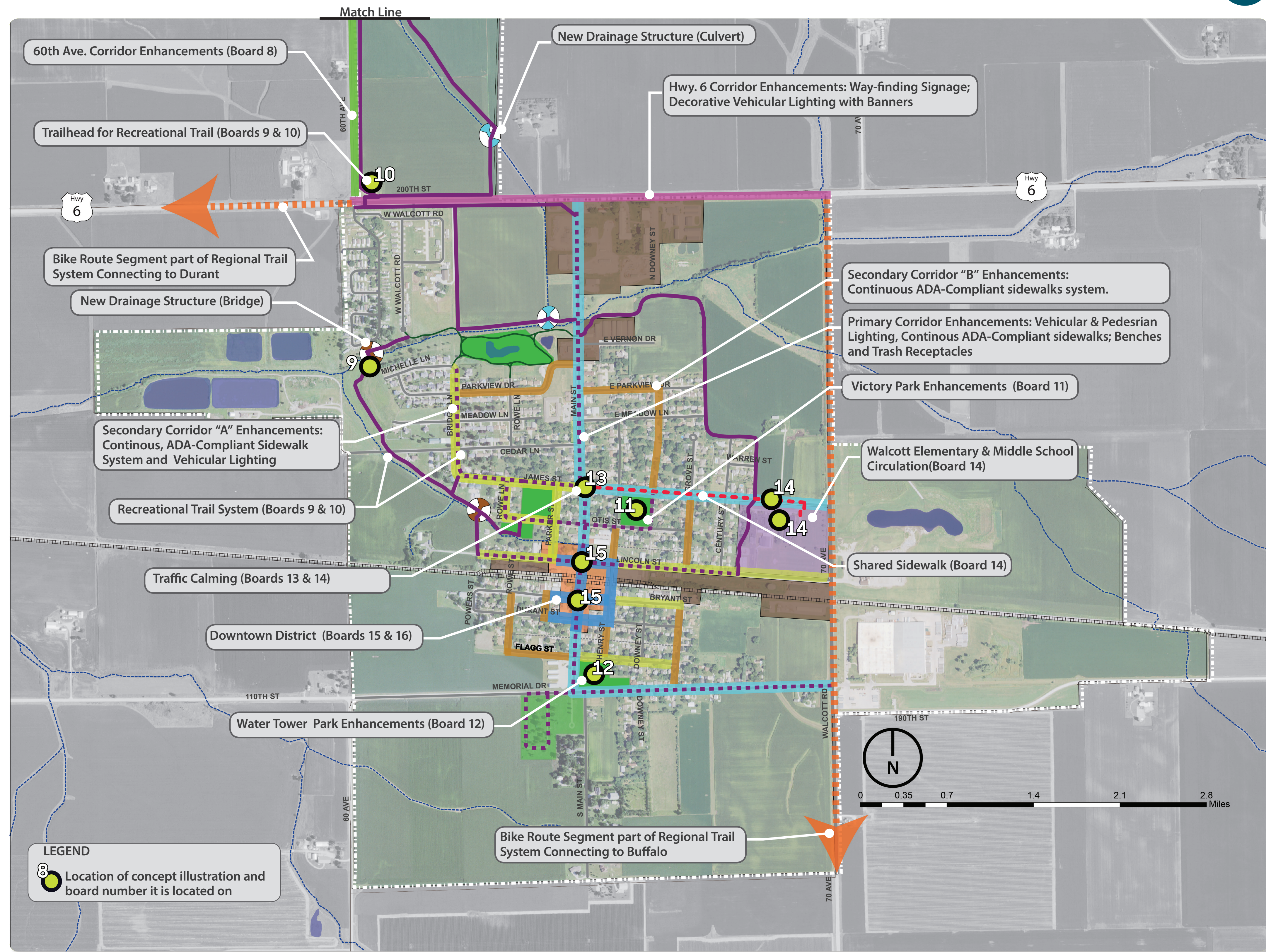
The concept plan to the right is based on Walcott resident input and brings together their ideas, goals, and visions for improvements. The goal of the concept plan is to integrate these into a cohesive plan that can be implemented over time as funding and other resources become available. This long-term visioning and planning process is essential for a community to be able to provide sustainable, functional, and beneficial improvements that are holistic and provide them with the best return on investment.



The above map shows the I-80 Exit to Walcott. Not to scale.

After reviewing the results of the inventory and analysis of community resources and focus groups, the Walcott steering committee members set goals to help them realize their community vision. Following the goal-setting process, the design team facilitated a conceptual design workshop to provide community members with concept visualizations and the opportunity to interact with the design team and steering committee and provide their feedback. Based on the comments received, the design team refined and prepared additional concepts, which are illustrated in these sets of boards.

- **Downtown District:** This corridor has the widest sidewalks, decorative pedestrian and vehicular lighting, and the most streetscape amenities. See boards 15 & 16.
- **Primary Corridor:** This corridor continues the streetscape of the downtown district, but at a reduced scale. Sidewalks with a minimum width of 6' are proposed for both sides of the street, with the exception of the north side of E. James St. starting near Y40 and ending at Parker St. - this is proposed to be a shared sidewalk that is 8' wide. Both pedestrian and vehicular decorative lighting is proposed, as well as periodic benches when there is available space. See board 13.
- **Secondary Corridor:** These corridors are residential streets that serve "collector" streets for pedestrians to get to and from the Downtown District and Primary Corridor. These are classified as "A" and "B" with "A" being the first priority to complete. The streets are to have continuous 5'-wide ADA-compliant sidewalks on each side of the street and vehicular lighting.
- **Remaining City Streets:** The remaining city streets are proposed to have continuous ADA-compliant sidewalks. There is no lighting proposed other than at the end of each block by the intersections.



Concept Master Plan



Concept Plan Overview

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