



Proposed Improvements on North Adams Street address pedestrian concerns and increase the aesthetics of downtown

Downtown Improvements

"[We need to] make sure that there is a good walking surface right through our downtown because that's where [visitors] are going to be walking. That's where our impression of the town is..." (Re: What People Said, 3b).

Wellsburg's downtown (North Adams Street) is not located on major thoroughfares and is currently a one-way street for the two blocks that the business district utilizes. The one-way orientation is confusing to visitors and the street width can be unsafe for pedestrians crossing the street. The sidewalks are crumbling in some areas and the rusted light poles are leaning, causing concerns for residents. One resident even stated that the first thing they would do if they won the lottery would be to fix the sidewalks and light poles downtown (Re: What People Said, 3b).

Visioning committee members expressed a desire for a pocket park to be located downtown in one of the available spaces. Their hope is to have a place where people can relax, sit, and enjoy downtown. The design team located an appropriate space but alternate locations on North Adams Street are also suitable. The pocket park could include brick or colored concrete paving that would contrast with the standard concrete sidewalks, and ornamental trees, shrubs and bistro tables for seating.

Due to the need for light poles and sidewalks, Alliant Energy suggested that the electrical lines on North Adams could also be buried, improving the overall aesthetics of downtown. The design team is suggested new sidewalks, light poles, amenities, and street-tree plantings. To address the issue of pedestrian

safety, the design team is recommending changing the existing one-way traffic to two-way traffic and using bump-outs for the intersections of 4th Street, 3rd Street and 2nd Street and North Adams Street. Changing the existing one-way traffic to two-way traffic reduces travel speeds and is less confusing for visitors. Bump-outs reduce the distance pedestrians must travel while crossing the street, making for safer crosswalks, in this case reducing the distance by 36 feet. A bonus is that the additional space they provide could be used to add amenities such as planters with street trees and updated light fixtures. Integrating street trees into the streetscape adds to the overall ambiance and provides shade for downtown.

Legend

- 1. Proposed two-way traffic
- 2. Proposed bump-outs (typical)
- 3. Proposed tactile warning pavement (typical)
- 4. Proposed highly-visible crosswalks (typical)
- 5. Proposed street-tree plantings with perennial grasses underneath (typical)
- 6. Proposed angled parking (typical)
- 7. Proposed pocket park with vegetation & outdoor seating

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