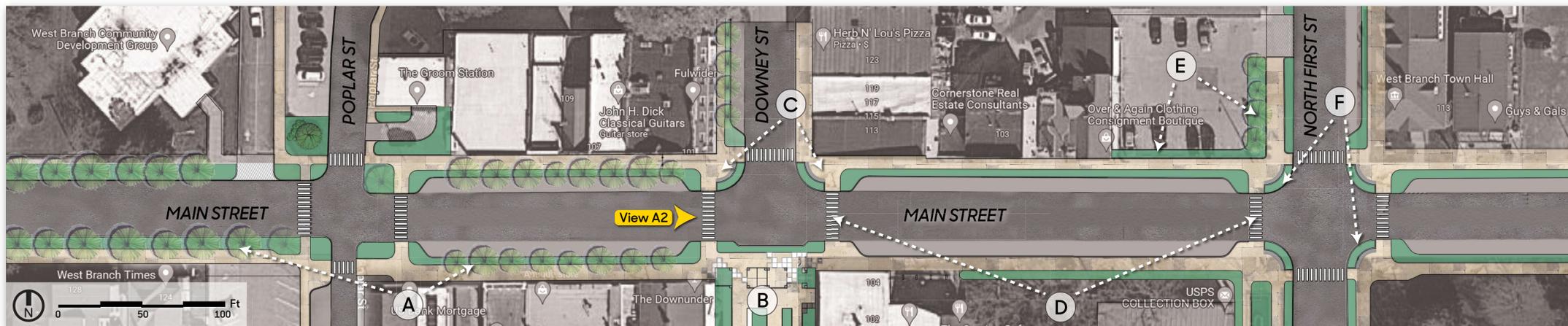




Existing Site Plan - Main Street



Proposed Site Plan - Main Street

### Downtown Streetscape

Downtown West Branch has much to offer for shopping, dining, and other services. To continue to attract visitors and businesses, as well as maintain existing businesses, the West Branch visioning committee deemed it important to address the downtown streetscape and identify it as a priority area.

The concepts proposed for the enhanced streetscape will improve vehicular and pedestrian circulation by further defining the edges of the travelways of each. The space definition will be done through a variety of methods, including landscape bump-outs, street trees, low-growing/low-maintenance plantings, accessible pedestrian elevation changes, decorative paving, site furniture, and green visual barriers. Changing the angled parking areas along Main Street to parallel parking is also proposed to integrate more green space and provide more edge definition.

#### Legend

- (A) Street Trees & Plantings
- (B) Heritage Square Park
- (C) Seating
- (D) Crosswalks With Pedestrian Refuge
- (E) Green Visual Barrier
- (F) Landscape Bump-Out



View A1 - Existing Main Street



View A2 - Proposed Main Street

# West Branch Downtown Streetscape

### Martin Gardner Architecture

Designer: Kyle Martin, Landscape Architect: Meg Flenker

Intern: Zahra Salahshoor

Iowa State University | Trees Forever | Iowa Department of Transportation





Proposed Plan - Main Street



Existing photo taken looking westerly along Main Street; as can be seen, stairs and high curbs without railing create a falling hazard.



Option 1: Edited image illustrating the proposed concept to raise the street level to the existing sidewalk level. This option requires a small ramp and stairs to enter the building. Raising the entire street also potentially mitigates similar elevation changes at other storefront entryways.

### Downtown Accessibility

Accessibility, circulation and user comfort are major concerns for the downtown area. The existing downtown sidewalks are higher than the adjacent curbs, resulting in a "step" that may be as high as 2.5 feet in some places.

Option 1: One possible solution, more comprehensive though more disruptive to business, is to conduct a larger street improvement plan that would include regrading the entire street to create less elevation change between the street, sidewalk, and building entrances. At this corner the street is raised to mitigate the elevation change.

Option 2: Another solution at some locations would be to lower the sidewalk nearer to street level. This creates a more uniform pedestrian experience from block to block without reconstructing the street. However, this option tends to create more extreme elevation transitions from the sidewalk to building entrances. Seen here, the elevation change shows a longer ramp and several more stairs than Option 1.



Youth

"[At the intersection of Main and Downey Street] there [are] stairs down and it's kind of annoying because if you want to ride your bike and you're on [the sidewalk], then you have to get off..."



Mobility Challenged

"What I find is the transition between the...curbs are all wheelchair friendly, but...there [are] transitions between concrete and asphalt that are problematic. I know one day I almost face-planted myself going...from the post office onto Main Street."



Steering Committee

"If you try to walk up the sidewalk [on the west side of N Downey Street] you can't get to the street...It's an elevated sidewalk...People fall off it and need ambulance attention on a regular basis."



Option 2: Edited image illustrating the proposed concept to lower the existing sidewalk to the street level. This option requires a new ramp and stairs to enter the building. Lowering the sidewalk also requires insulation and material dressing of the building foundation

# West Branch Accessibility and Safety

### Martin Gardner Architecture

Designer: Kyle Martin, Landscape Architect: Meg Flenker

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