



Existing Photo 14a: Photo taken from north side of Main St. & E. Washington intersection looking south along Main St.

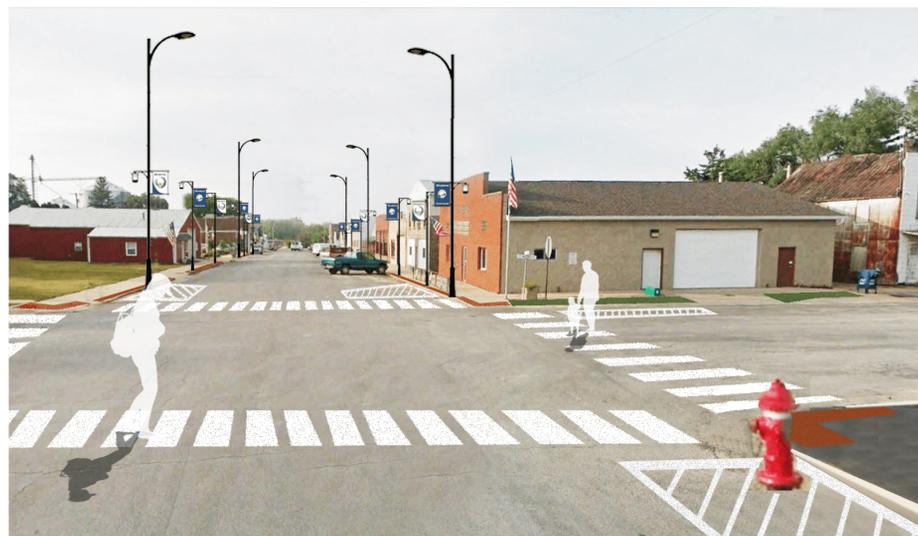


Photo edit 14b: This concept illustrates a retrofit, where the existing paving and sidewalks remain



Photo edit 14c: This concept illustrates a more comprehensive approach, where the overhead utility is placed underground and the street pavement is redone.

Downtown

Establishing a streetscape that is both functional and aesthetic is critical to have a thriving downtown. The streetscape must be able to effectively accommodate both vehicular and pedestrian traffic while being inviting to both businesses and visitors.

Traditionally, bump-outs and/or re-configuration of on street parking provide the opportunity to incorporate greenery, such as street trees or plantings into a streetscapes to improve the aesthetics of the area while enhancing the users comfort and enjoyment. Due to the city's need to not lose any parking, the design quickly abandoned reconfiguration of the parking and focused on bump-outs. While beautification and adding greenery was cited by numerous user groups as being a priority for downtown, the attendees at the design workshop were overwhelmingly against bump-outs. Even with in field installations on the day of the workshop that represented the proposed bump-outs (showing no loss of parking and sufficient turning radii for semis), the attendees still did not want them. Based on the feedback from the design workshop and other constraints, the incorporation of greenery was abandoned.

The enhancements proposed for the downtown area are illustrated in photo edits 14b and 14c and the pocket park plan and sketches (14d - 14f). The enhancements are intended to aid in improving accessibility, connectivity, safety, way-finding, circulation and the overall aesthetics of the downtown area. These enhancements include:

- ADA-compliant sidewalks and ramps on both sides of the street and ADA-compliant crosswalks - all to encourage pedestrian traffic
- Decorative pavement inlay in the bumper overhang and utility zone of the sidewalk to help define the walking area
- Way-finding signage to help visitors navigate to Wheatland's important destinations
- Reduce driveway width to recommended widths in order to create a defined edge which improves aesthetics, safety and circulation
- Clearly marked parking stall lines to maximize parking spaces
- Clearly marked no parking zones to improve safety and circulation
- Demarcation of crosswalks with pavement marking paint or with decorative pavement in order to define pedestrian crossings
- Designated handicapped stalls placed in each block of the downtown to comply with governmental regulatory requirements
- Decorative lighting with banners to reinforce city branding efforts
- Pocket park in an empty lot located at the southwest end of Main St.

The proposed pocket part integrates the railroad identity into both the proposed pergolia and shaded seating (design sybmolizes railroad tracks). Native prairie/pollinator gardens that are confined between walkways and/or paved mowing



Figure 14d: Sketch of proposed pergola

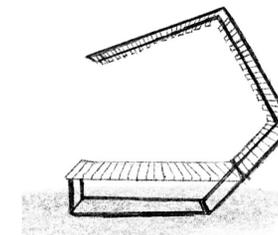
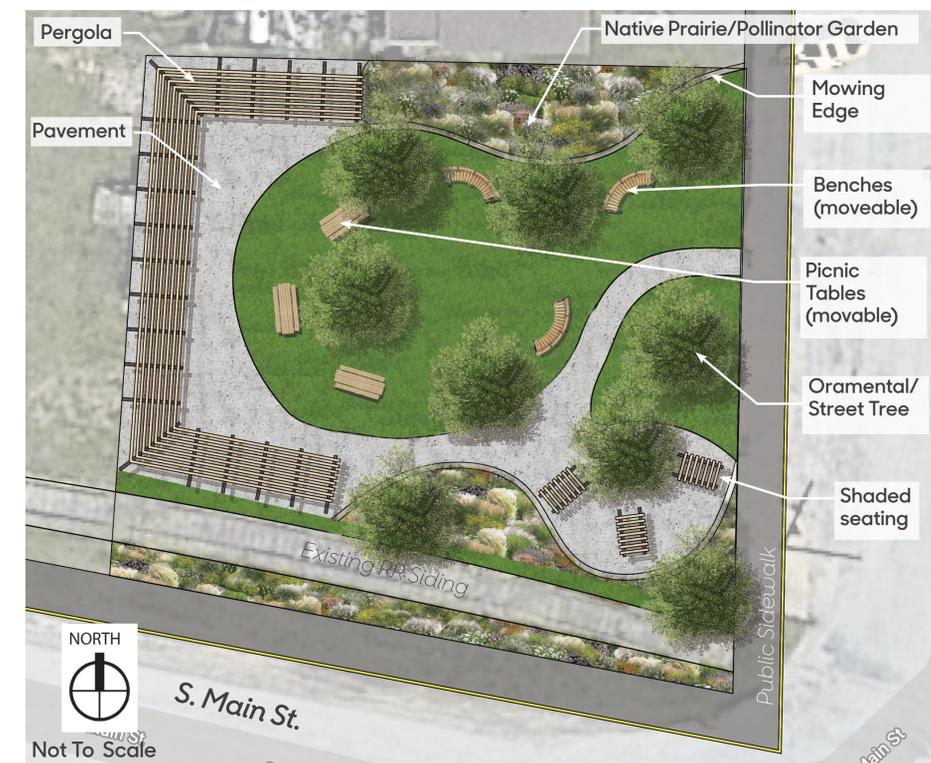


Figure 14e: Sketch of proposed shaded seating



Concept Plan 14f: Pocket park proposed for empty lot located to the southwest of the intersection of Madison St. and S. Main St.

edges create a low maintenance perimeter to help define the boundary and provide year round interest. The movable benches and picnic tables in the central lawn area can be easily moved or repositioned to allow the area to serve as an open space for community events and gatherings.

Implementing the proposed enhancements should be part of the city's overall revitalization plan and efforts for attracting businesses and people to Wheatland. Improvements proposed for the downtown can be retrofitted into the existing streetscape as illustrated in photo edit 14b or can be part of a larger streetscape renovation (photo edit 14c), either way, the enhancements can be staged/phased in over a period of time as resources allow.