

Reconnecting Communities: MUSCATINE RIVERFRONT DEVELOPMENT



Reconnecting Communities: MUSCATINE RIVERFRONT DEVELOPMENT

Presented by:
Jim Harbaugh, PLA
Bolton & Menk



Jim Edgmond, PE
City Engineer
City of Muscatine



TAKE HOME POINTS.

PROBLEM SOLVING

Complex ISSUES, require
Complex SOLUTIONS

LINKING SPACES TOGETHER

This is not a one and done solution
to building up the vibrancy of
downtown and the riverfront

WHAT IT TAKES

One of the challenges of reaching
goals and realizing projects, is
removing or addressing the
barriers that will inhibit its success

WHAT DOES SUCCESS LOOK LIKE?

Think about what your community
assets and priorities are and then
focus on projects that will promote
the success of the priorities

COMMUNITY
PRIORITIES

COMMUNITY
ASSETS

Focus on projects that
will promote the
success of the
PRIORITIES

Muscatine...a long time ago.

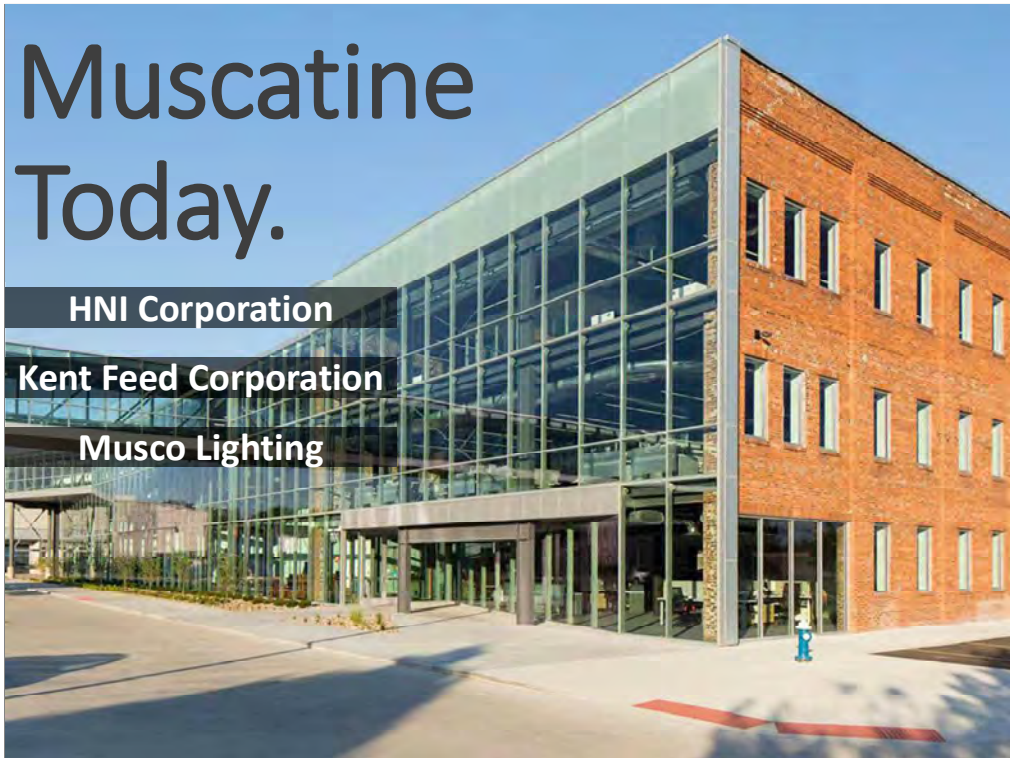


Muscatine Today.

HNI Corporation

Kent Feed Corporation

Musco Lighting



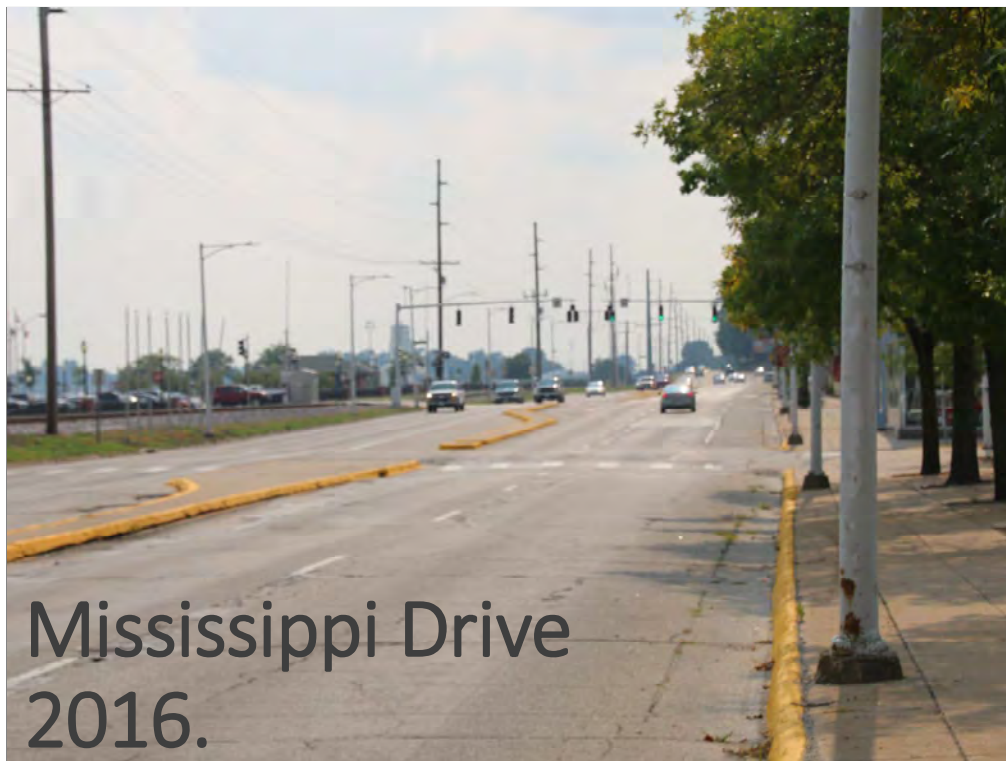
Merrill Hotel.



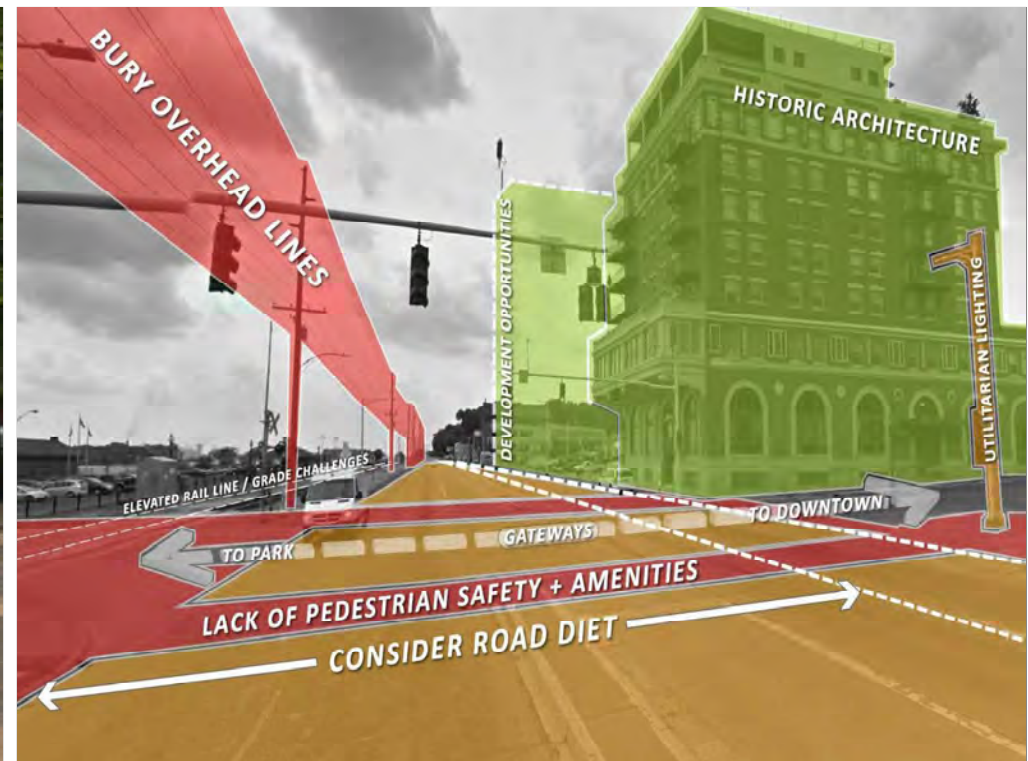
"Mississippi Drive"
1914.

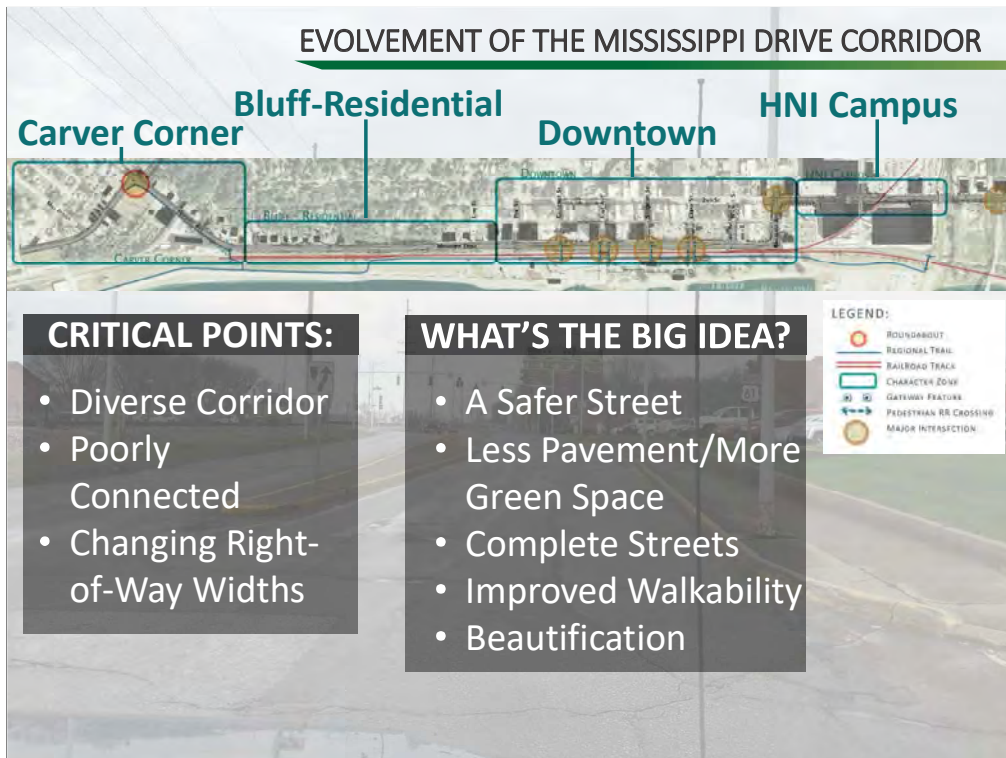


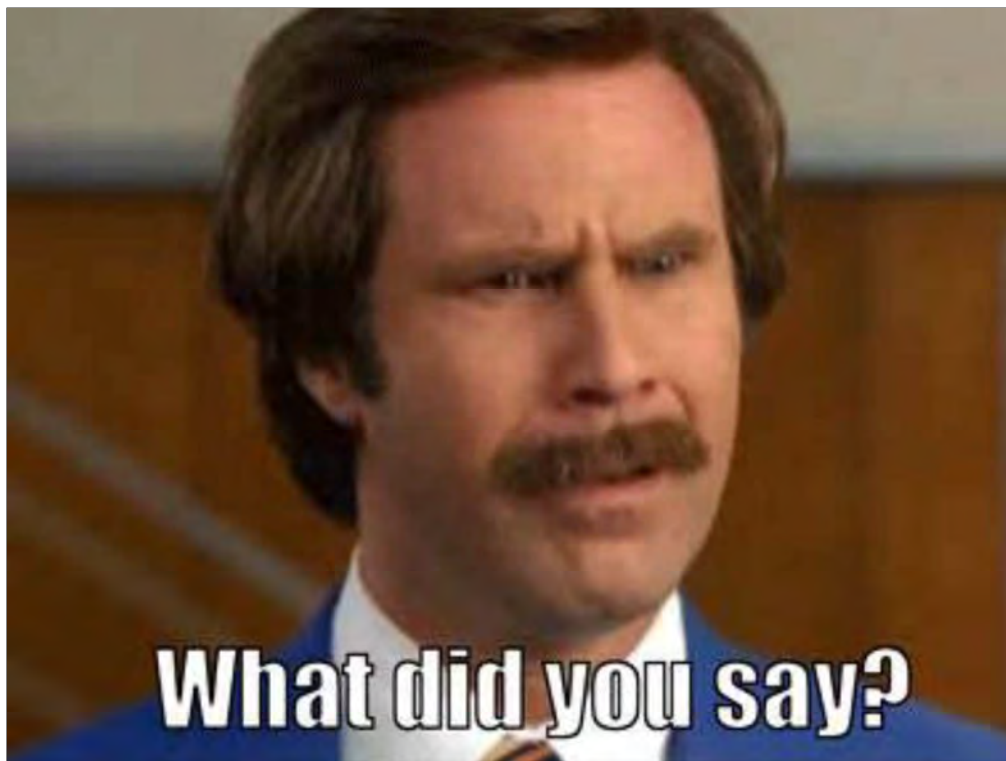
Mississippi Drive
2016.



Mississippi Drive
2016.







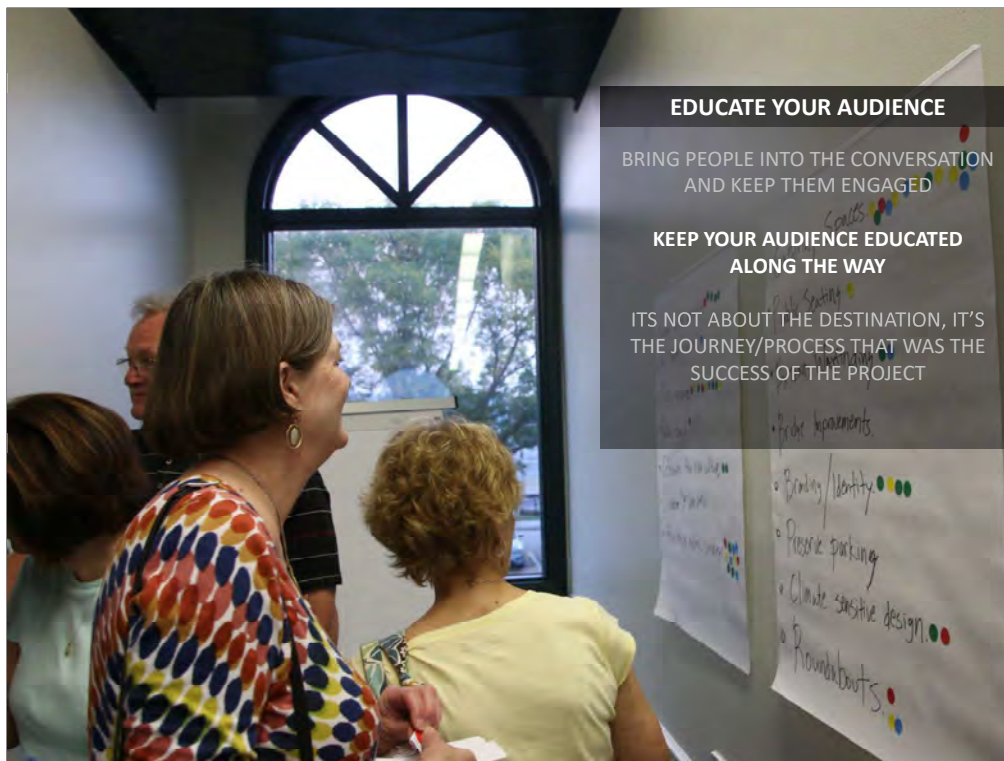
In-Person

- Pop-Up Meetings
- Partnership & Agency Coordination
- Open Houses
- Committees & Focus Groups

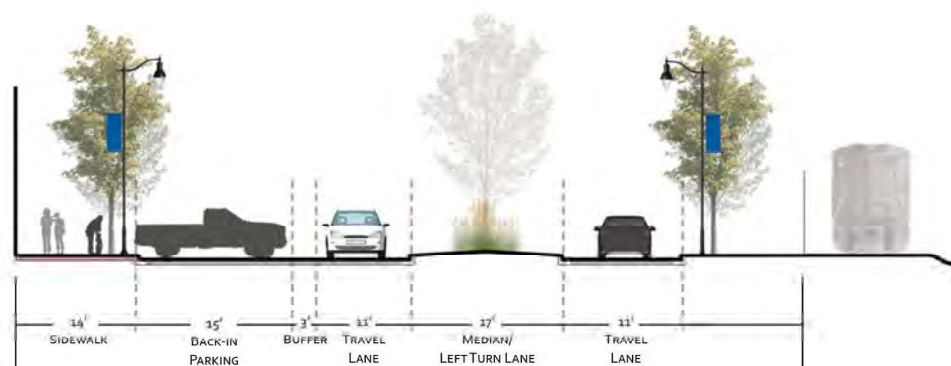
Online

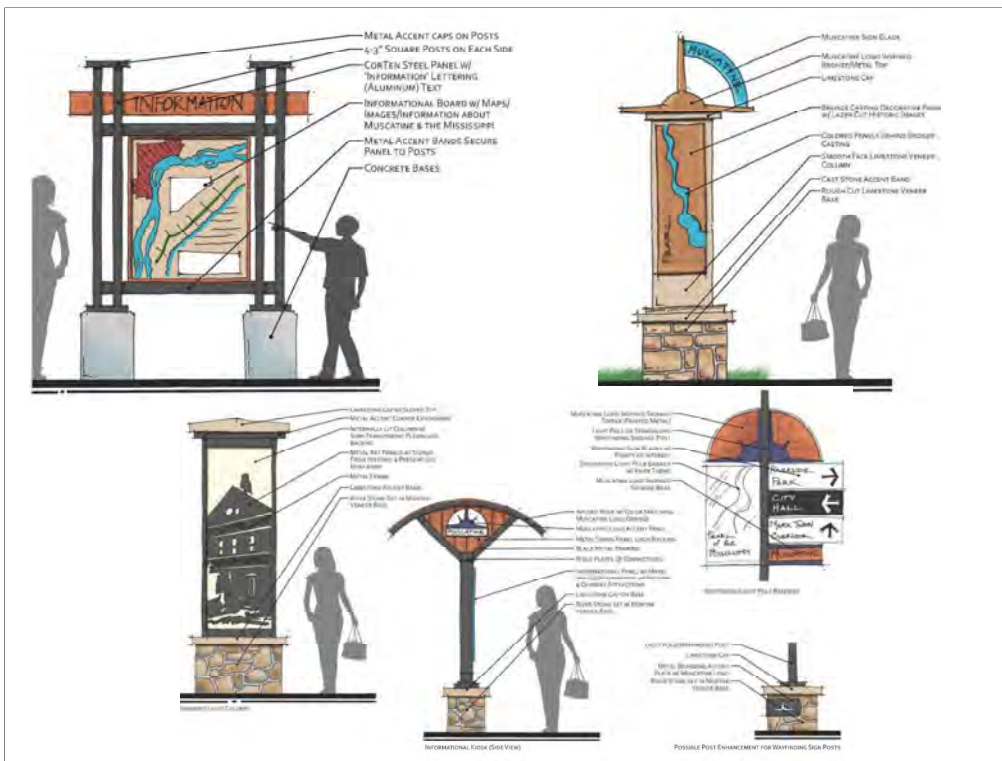
- Email & Text-To-Subscribe
- Outreach Analytics
- Online Comment Mapping
- Digital Campaign & Social Media





Redefining Mississippi Drive





Quiet Zones | Short vs Long-Term Solutions

Short-Term Solution – As Per Merrill Hotel

Temp. closure of pedestrian crossings

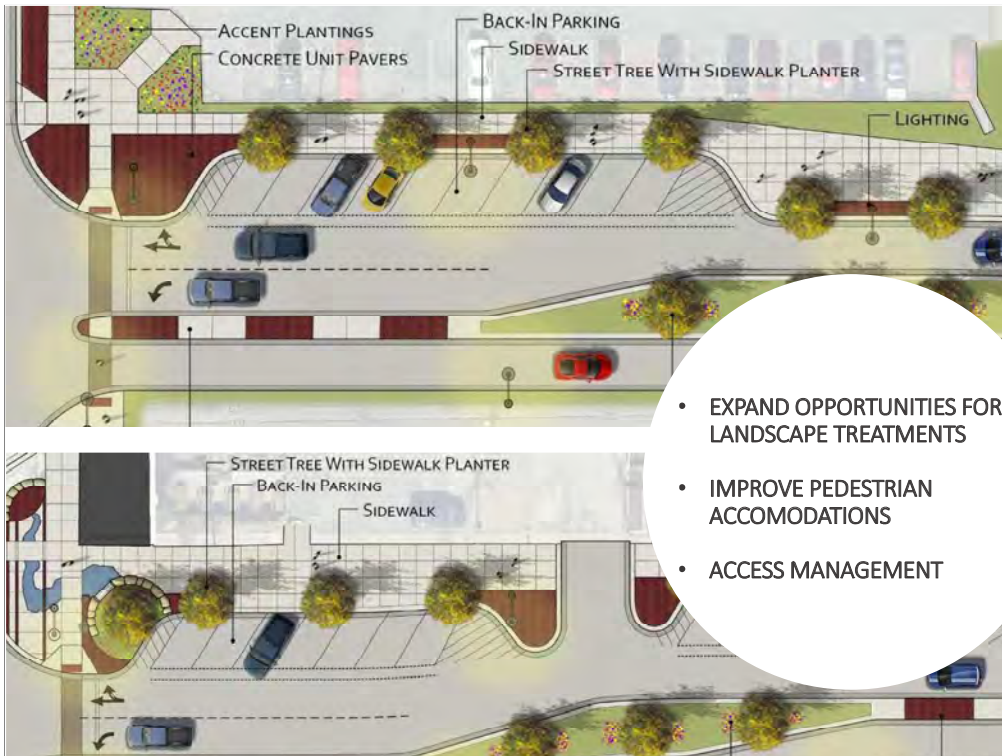


Gated pedestrian crossings

Long-Term Solution

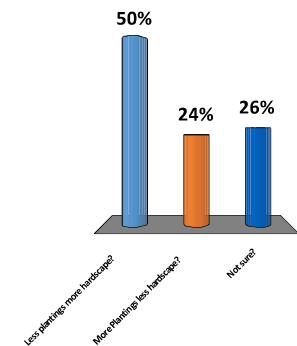


Quiet Zones compliant vehic./ped. crossing



Do you prefer:

- A. Less plantings more hardscape?
- B. More Plantings less hardscape?
- C. Not sure?



NUMBERS AROUND ROUNDAOBOUTS

89% reduction in **FATAL** crashes

75% reduction in **INJURY** crashes

40% reduction in all crashes

Roundabouts eliminate T-bone and head-on crashes that occur at traditional intersections and are the leading cause of injury-related crashes.

Key Characteristics of a Roundabout



15-20 mph average speeds
easier to react to pedestrians and merge with vehicles



only **8** conflict points
vs. **32** in a traditional intersection

Saves traffic moving:
Reduced stopping and starting time.
Reduced idling time.

Pedestrian Safety:

1/2 the pedestrian crossing distance
vs. a traditional intersection crosswalk

pedestrian refuge allows for shorter crossing distance with **2** stage crossing

Crosswalks setback from intersection traffic

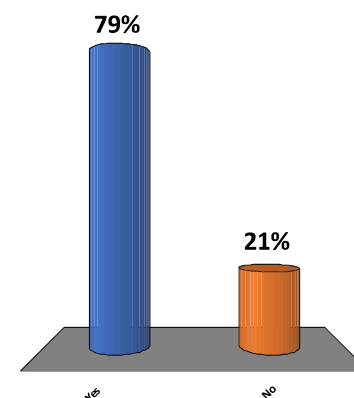


83% of vehicles yield to pedestrians in a roundabout
vs. **7%** in a traditional intersection

BOLTON & MENK
Real People. Real Solutions.



If this option was feasible for implementation, would you be in favor?



Back-In Parking?

The same movement as parallel parking –

It's as easy as:

1. Signal
2. Stop
3. Reverse

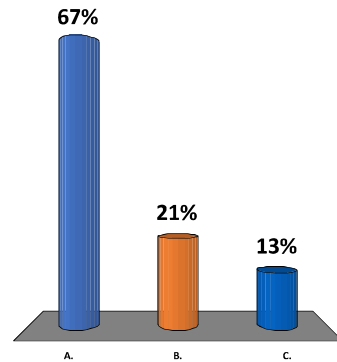
Advantages:

- More Parking Stalls
- Curbside Loading
- Better Sight Lines



Regarding back-in parking, I think:

- A. We should consider it as an option
- B. We should stick to parallel parking
- C. I'm not sure, I would like to learn more



Construction Staging

OVERALL STAGING AND TRAFFIC CONTROL



A1 WESTBOUND DETOUR



A1 EASTBOUND DETOUR



Construction Staging (Continued)

STAGE A2



B1 WESTBOUND DETOUR



B1 EASTBOUND DETOUR



Construction Staging (Continued)

STAGE C1



STAGE C2



STAGE C3



Flood Resiliency | During Construction



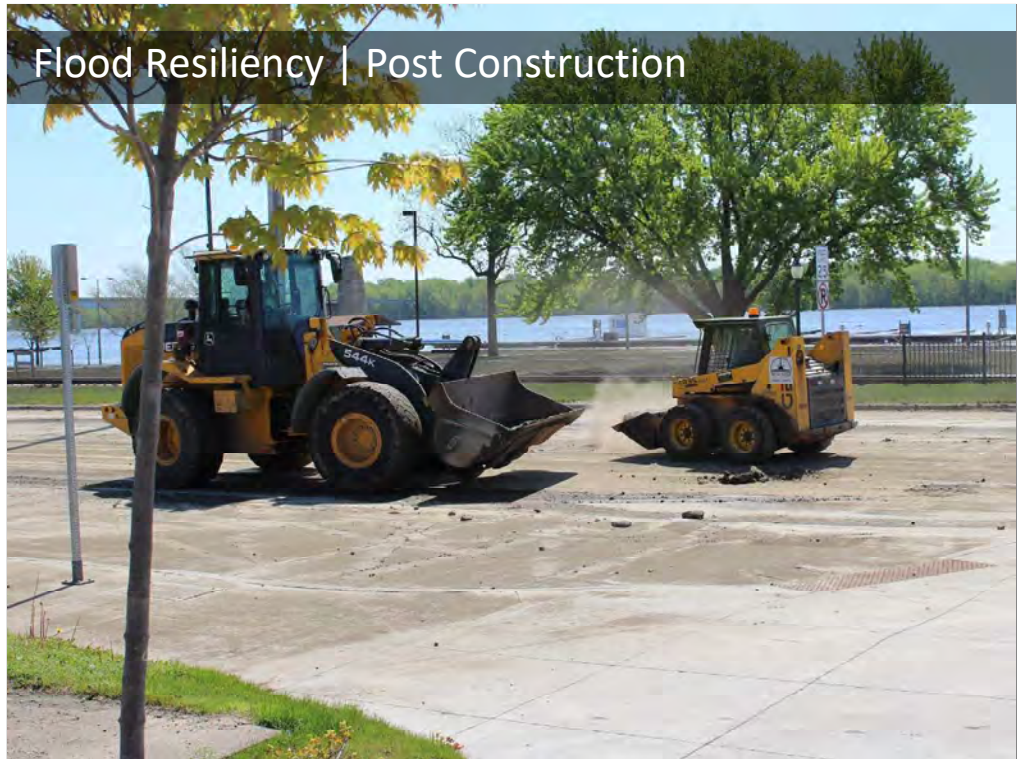
Flood Resiliency | During Construction



Flood Resiliency | Post Construction



Flood Resiliency | Post Construction



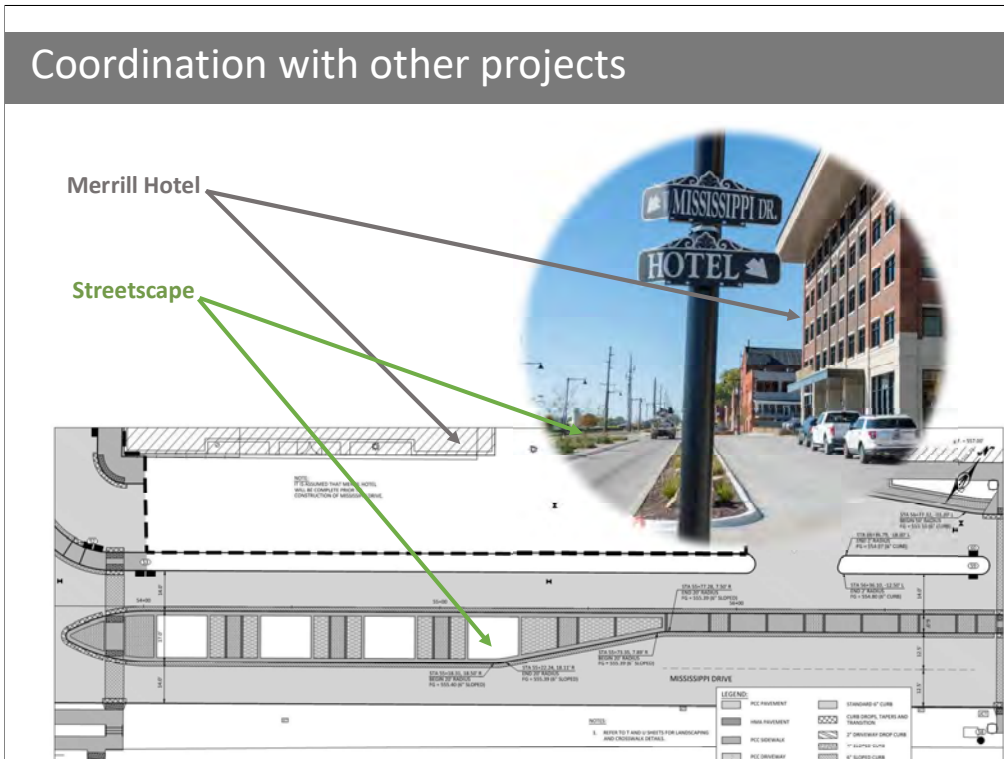
Flood Resiliency | Post Construction



Coordination with other projects



Coordination with other projects

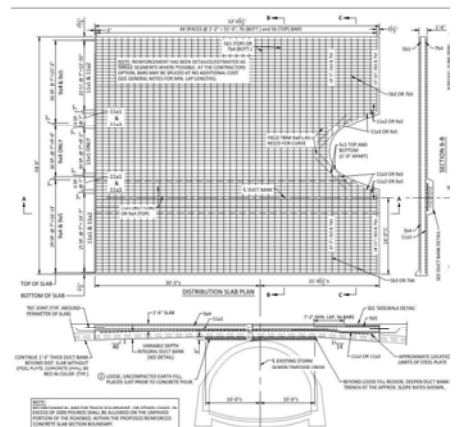


Working around historic structures

Papoose Creek Extension



Plans Addressing Papoose Creek Tunnel



Underground Utility Coordination



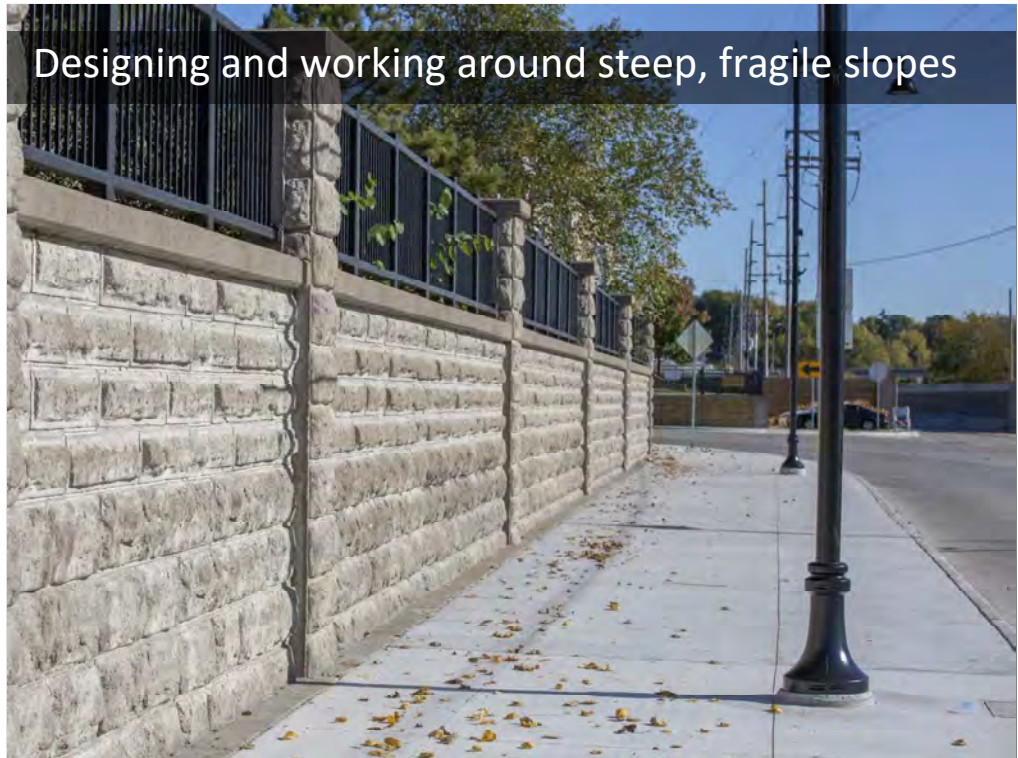
Designing and working around steep, fragile slopes



Designing and working around steep, fragile slopes



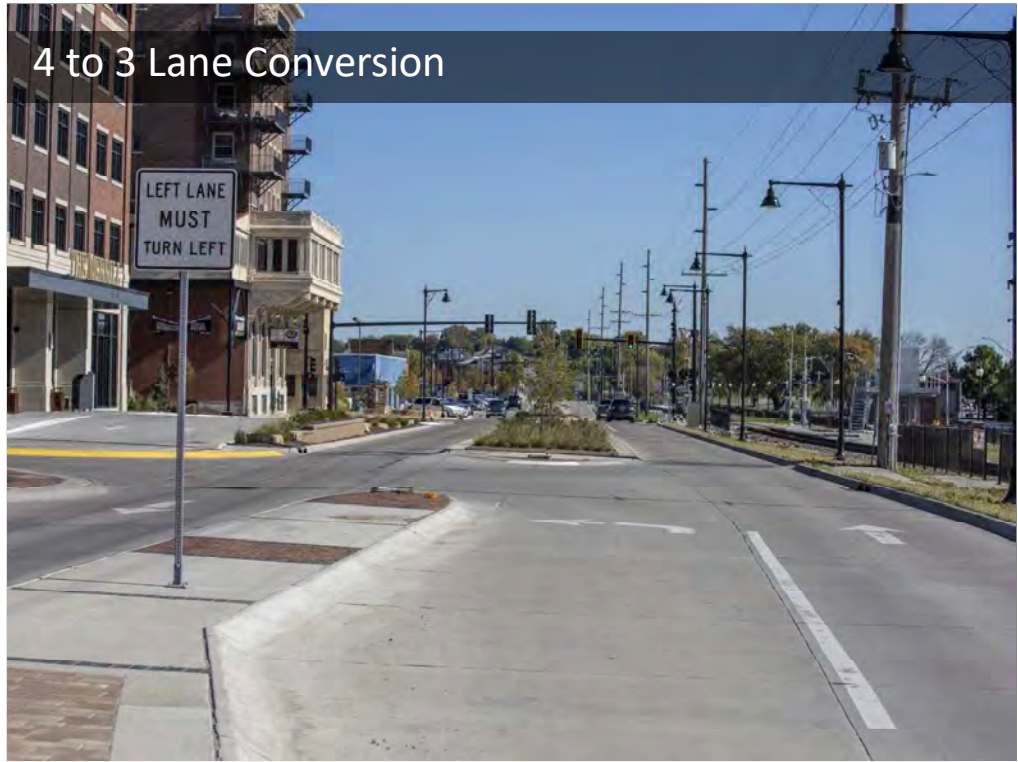
Designing and working around steep, fragile slopes



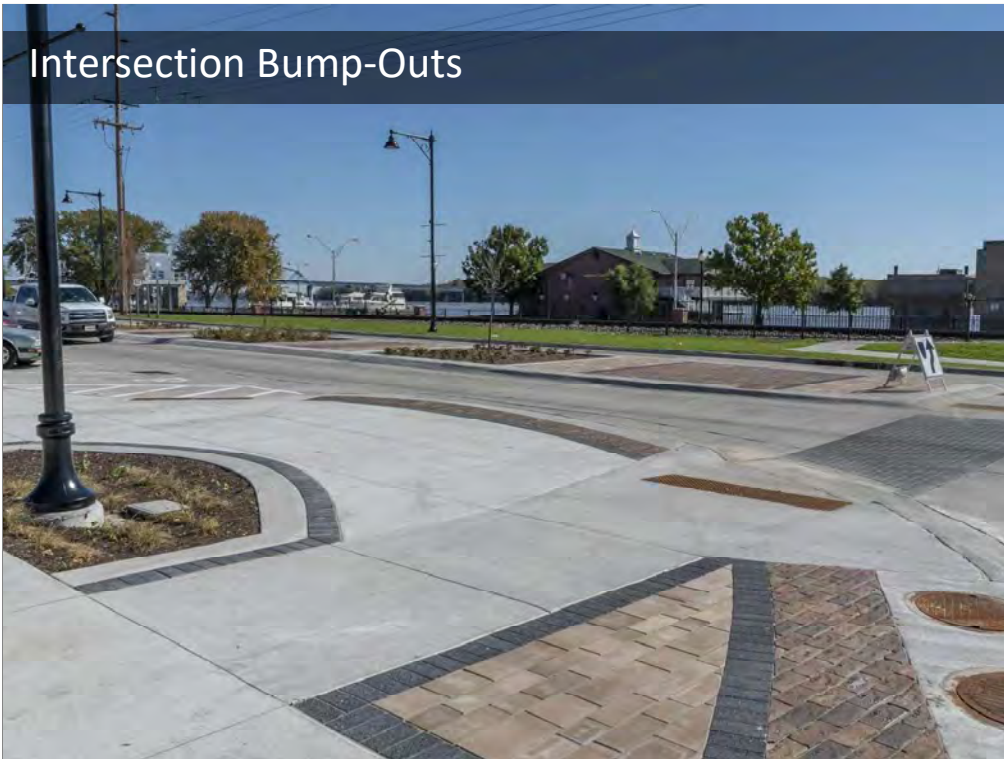
Mississippi Drive 2019



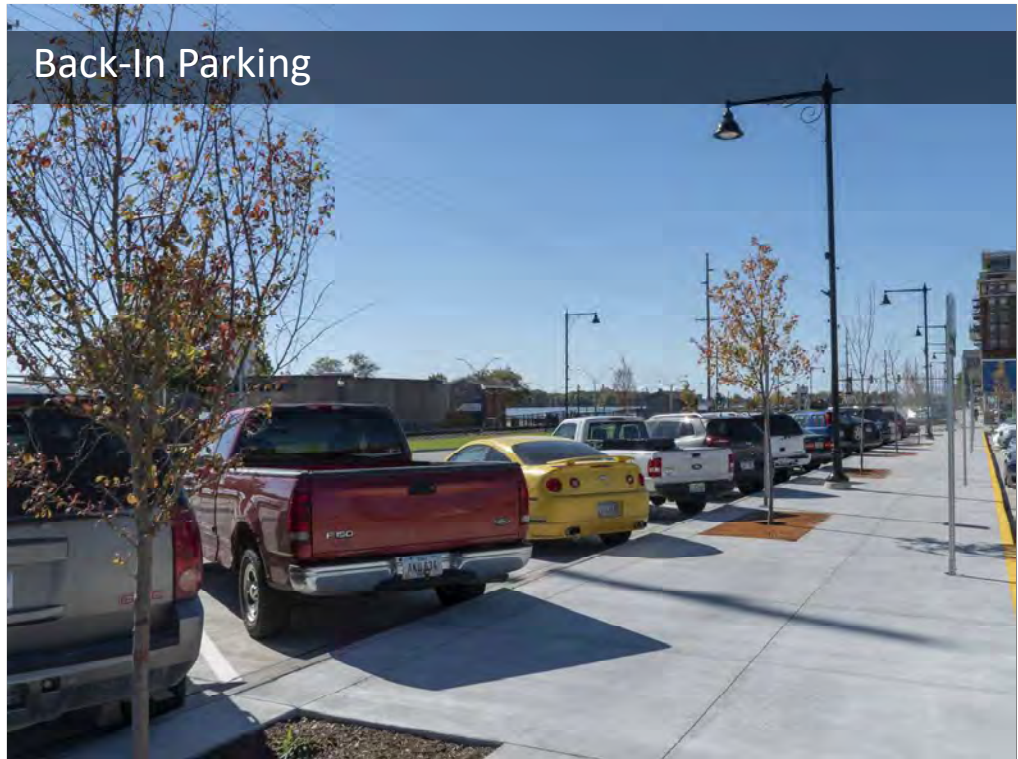
4 to 3 Lane Conversion



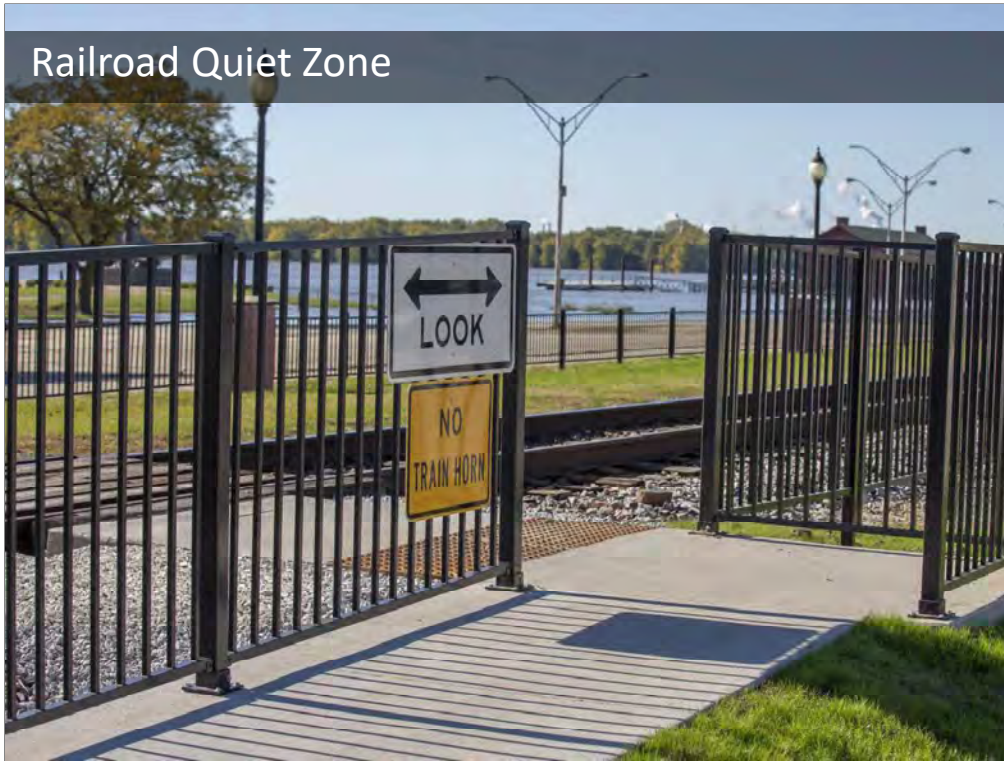
Intersection Bump-Outs



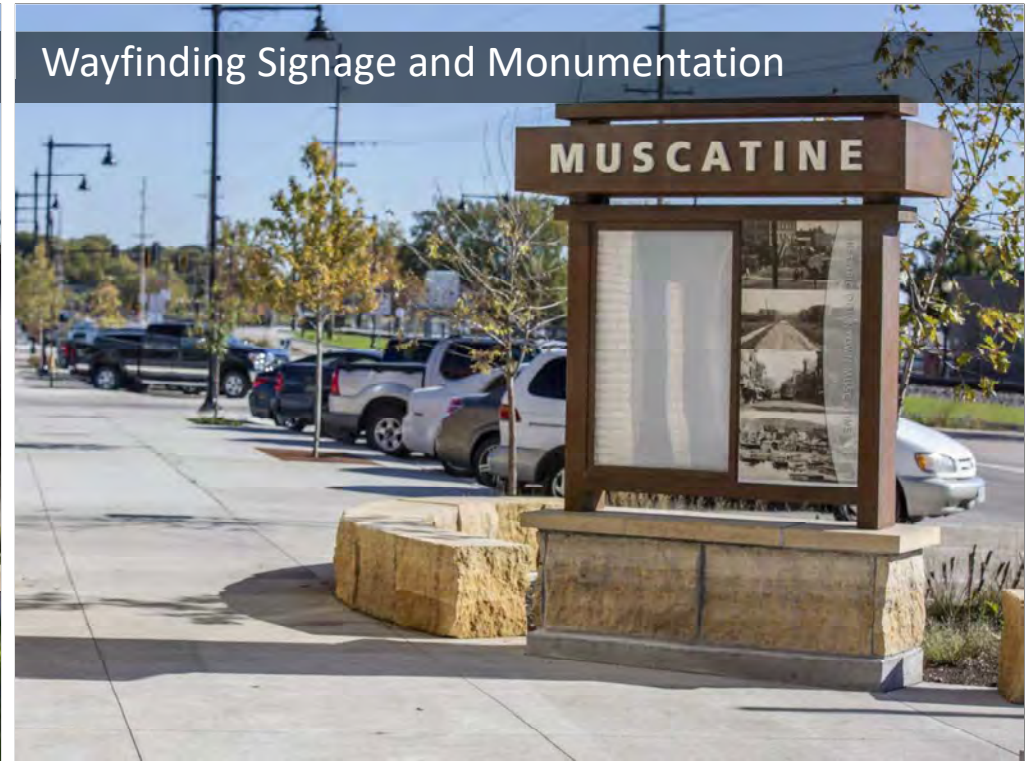
Back-In Parking



Railroad Quiet Zone



Wayfinding Signage and Monumentation



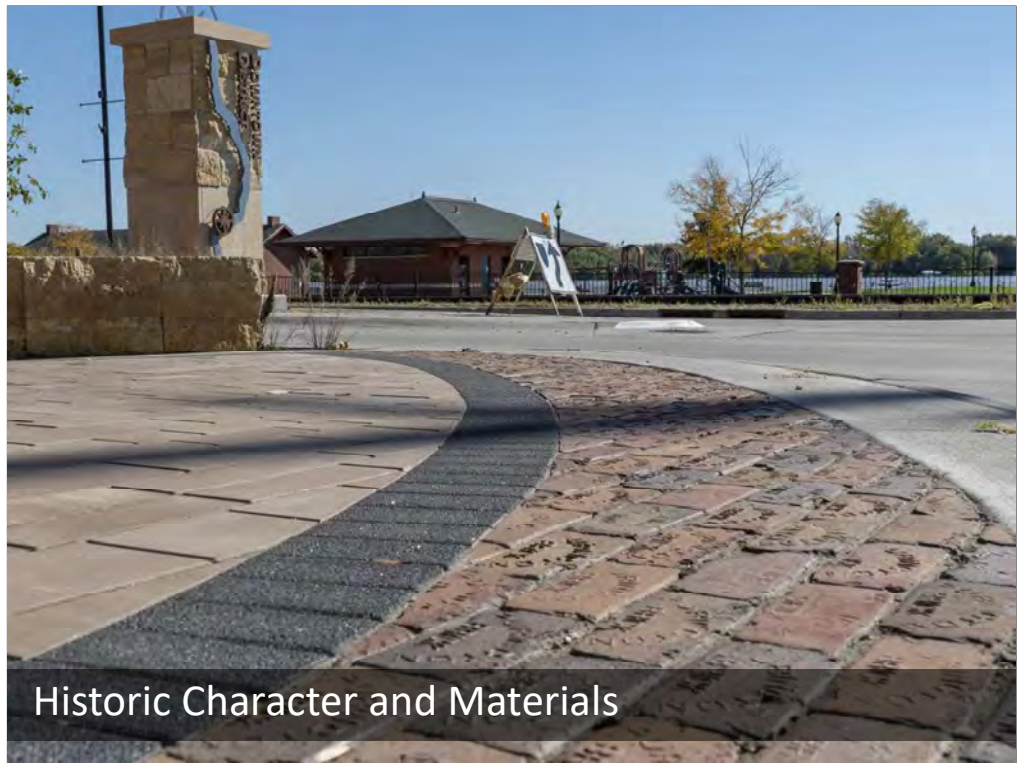
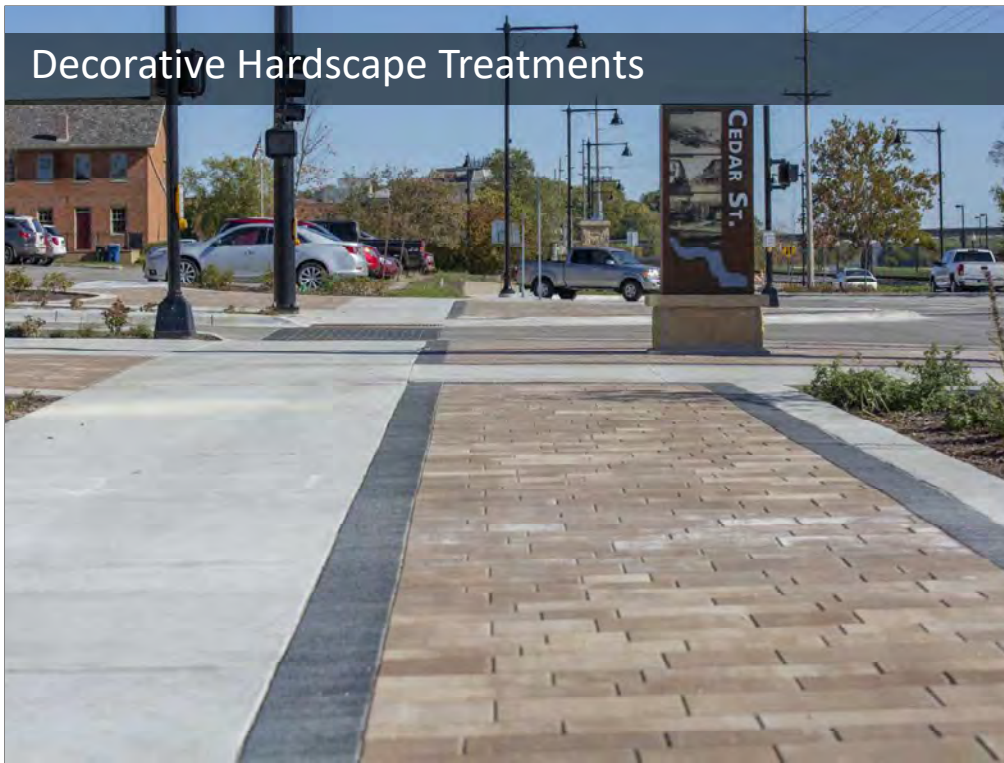
Mississippi Drive 2019



Expanded Landscape Amenities



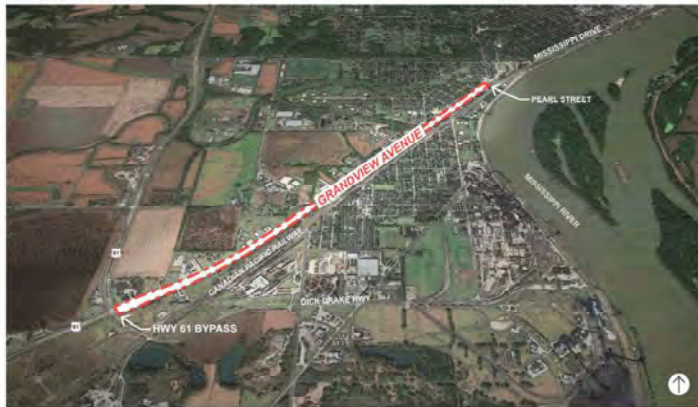
Decorative Hardscape Treatments



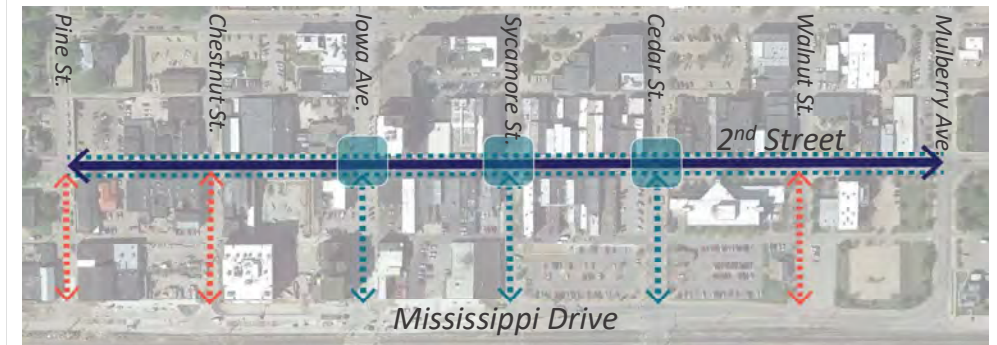
Historic Character and Materials

Continued Momentum – *Grandview Ave.*

PROJECT EXTENTS



Continued Momentum – *2nd St.*



Reconnecting Communities: MUSCATINE RIVERFRONT DEVELOPMENT

Contact:

Jim Harbaugh, PLA

515-664-5333

James.Harbaugh@Bolton-menk.com

Bolton & Menk



**BOLTON
& MENK**

Real People. Real Solutions.

Jim Edgmond, PE

563-264-1550

Jedgmond@muscatineiowa.gov

City Engineer

City of Muscatine

