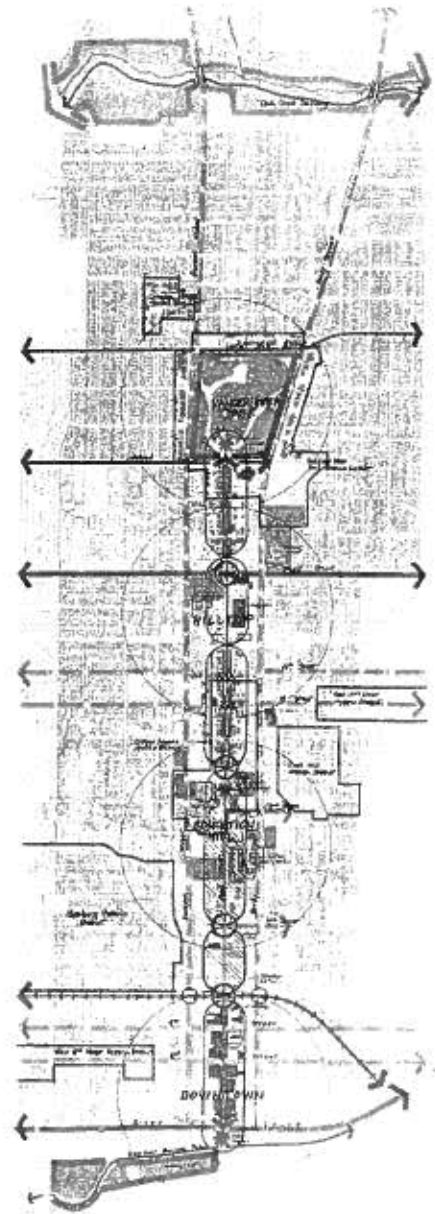


# Main Street Corridor Study

Rediscovering  
Davenport's City  
Beautiful Boulevard &  
Celebrating the  
Avenue of Fountains



*Prepared for:* The Bi-State Regional Commission

*Prepared by:* LDR International, Inc., an HNTB Company



March 2001

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## Purpose and Scope

In October 2000, LDR International, an HNTB Company, was engaged to prepare a Pre-Design Study of the Main Street Corridor, extending from 5<sup>th</sup> Street to Vander Veer Park in Davenport, Iowa. These plans and the report summarize a process and conceptual plans for revitalizing this important corridor into a linear parkway that would eventually extend south from the Mississippi Riverfront to Duck Creek Parkway to the north.

Specific plans, cross sections and recommendations focus on the 5th Street to Vander Veer Park area, primarily between the two major north/south arterials of Harrison Street and Brady Street.



*The Main Street corridor serves as a key north/south address street in the downtown grid system.*

This "Linear Parkway" theme embodies the Main Street Task Force's original vision of an enhancement strategy for the "City Beautiful Boulevard – Avenue of Fountains." The five objectives stated in its January 2000 paper are the common thread throughout the overall design and detail recommendations. They were originally defined as follows:

1. Provide **access** to destinations (educational, cultural and economic attractions)
2. Create a **linkage** of community amenities (link trails, LeClaire and Vander Veer Parks and Duck Creek Parkway)

3. **Beautify** the streetscape and adjacent properties (*emphasizing a pleasant environment for people*)
4. Promote **safety** (*pedestrians encouraged, bicyclists accommodated*)
5. **Calm** vehicular traffic (de-emphasize as thoroughfare for moving traffic through City)



*Streetscape improvements made on South Main Street since 1996.*

## Project Approach

LDR focused on creating a consensus-driven strategic initiative for revitalization, beautification and enhancement, identifying a phased strategy with order-of-magnitude costs.

A three-phase approach to the Pre-Design Study was followed over a five-month period.

- Phase One:* Reconnaissance, Analysis, Assessment  
*Phase Two:* Concept Development  
*Phase Three:* Final Plans, Phasing, Costs

Public/Corridor Community meetings were held during Phase One and Two to listen, present information and solicit input and comments.

## Acknowledgements

LDR/HNTB would like to acknowledge the active involvement and participation of the Main Street Task Force and Chairman throughout this process. Gary Vallem of the Bi-State Regional Commission played a key role in directing and coordinating the study.

We also would like to thank the other organizations that participated, including:

City of Davenport  
Riverboat Development Authority  
Davenport School District  
Palmer College of Chiropractic  
Downtown Partnership  
St. Ambrose University  
Hilltop Business Association  
Trinity Episcopal Cathedral  
Various Neighborhood Associations  
Interested and involved citizens of  
Davenport/Main Street Community and  
stakeholders

While LDR/HNTB assumes responsibility for the contents of this report and supporting digital products, we believe these recommendations reflect the desires, ideas and intentions of the Main Street Task Force and Corridor stakeholders.



*Main Street Task Force work session at Lyceum Hall.*

## Contents

The report is divided into five parts: Summary Analysis, Concept Development, Corridor District Plans, Corridor Identity and Theme, and The Way Forward. The corridor has been subdivided into four districts later described in the Summary Analysis section of the report.

### **Step 1: Summary Analysis**

- *Literature Review and Assessment* – History books, previous reports, plans and other related data were reviewed and analyzed.
- *Site Assessment* – On-site reconnaissance, documentation and photography was conducted to thoroughly understand and record all aspects of existing conditions of the corridor.
- *Leadership Interviews* – One-on-one and group interviews were conducted with key stakeholders, neighborhood groups and City officials.



*Community representatives review plans for Main Street as part of an open house forum*

- **Community Input** – Two community meetings were conducted to educate and engage the general public in the study. The first was mostly an educational session to explain the process and intent and to facilitate input on strengths, weaknesses, challenges and opportunities. The second was a detailed presentation of initial feedback and concept development.

## **Step 2: Concept Development**

Key input gathered from the previous phase led to identifying the “Roles of Main Street” and specific corridor districts. Creative solutions and alternatives were developed for three of the districts and presented as plans and in a slide presentation during the second phase of meetings and presentations.

## **Step 3: Corridor District Plans**

Specific plans and recommendations were developed for three of the corridor districts because of the greatest need, while the two predominantly residential areas required less improvement. Detailed recommendations were developed for each of the districts.

## **Step 4: Corridor Identity and Theme**

The City Beautiful Boulevard, the Avenue of Fountains and Davenport’s Main Street all evoke different themes and images. Because of the lineal nature of the corridor, two blocks wide by 16 blocks long (1.25 miles), a “Linear Parkway” or Main Street Parkway theme became evident. A mobility-friendly park linking the Mississippi River to Duck Creek Parkway will provide accessibility to key Davenport attractions, amenities, institutions and neighborhoods.

Existing and historical elements were reviewed and thematic design details were identified for respective districts and location of the corridor.

## **Step 5: The Way Forward**

Maintaining momentum is a formidable task. Involving the future commitment of the Task Force and public and private sectors will be needed to implement these recommendations.

During the first reconnaissance/kick-off trip at the beginning of October, LDR gained information about the corridor through:

- Literature review and assessment
- Site reconnaissance, observation and photography
- Leadership and corridor stakeholder interviews
- An initial Town Hall/public meeting
- Task Force work session

The history of the corridor, from its origins as a Sac Indian Trail to Davenport's "City Beautiful Boulevard," create an opportunity to return this street/corridor to its original stature.

The diversity of the corridor ranges from an urban environment in downtown to an educational campus, as residential neighborhood and service/commercial center. This diversity also extends east and west across both Brady and Harrison, linking historic residential neighborhoods to traditional, older strip commercial areas.



## Assets to Protect and Build Upon

Throughout the initial phase, a series of key assets were identified as important to protect and build upon. They included:

- *Views and Vistas* up and down Main Street – protect/preserve views and the view from the monument at 11<sup>th</sup>/12<sup>th</sup> Street south towards the Mississippi River.
- *Direct Linkage between Two Major Bicycling Paths* – reinforce the connections that citizens using bicycles can make between an urban path, the Duck Creek and the riverfront Mississippi River path.
- *Existing Vegetation* – preserve and retain existing trees through the Palmer/Central High School campus zone and residential zones that create a mature, stabilized environment in these specific areas.



*Extended view corridor to the Mississippi River.*



*Mature trees at 16<sup>th</sup> Street and Main Street.*



*Monument on Main Street between Central High School and Trinity Episcopal Cathedral.*



*Hanging basket program in downtown.*



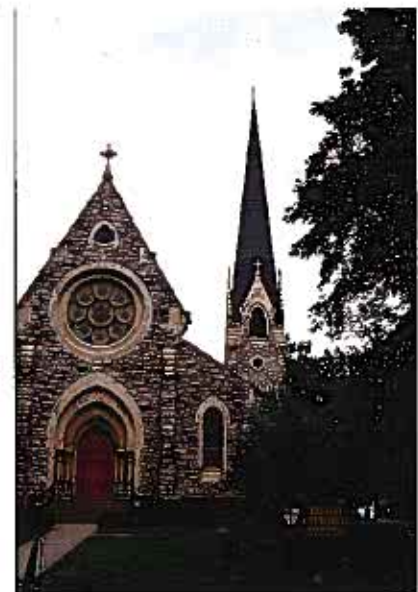
- *Fountains and Monuments as Focal Points* – reinforce the fountain-to-fountain theme and support the Vander Veer Park improvement plan that proposes rehabilitation/reconstruction of the fountain. Evaluate the appropriateness of carrying forward the themes/materials at Dillon Fountain and Plaza to the monument at 12<sup>th</sup> Street and Vander Veer Park enhancements.



*Dillon Fountain and Plaza at River Drive and South Main Street.*



- *Architecture with a Civic Presence* – respect/respond to the character/stature of architecture along the corridor, downtown, Palmer College, Central High School and Lyceum Hall, Trinity Episcopal Cathedral.



*Trinity Episcopal Cathedral – view from Main Street.*

- *On-Street Parking* – maintain a balance of on-street parking for businesses, student parking and residences throughout each of the districts. Selectively remove a percentage of parking to calm traffic and enhance the street cross section.



*On-street parking on Main Street at Palmer College*

- *Bus Stops/Transit Stops* – expand/add additional stops as needed, promoting increased transit accessibility north and south. Enhance existing stop(s) and transfer facilities at Main and Locust Streets.



*Bus stop/transfer at Main and Locust.*



*Bus loading/unloading at Central High School.*

- *Existing Pedestrian Walks* – retain/enhance the pedestrian friendliness of the corridor's sidewalks and footpaths.
- *Existing Business Intuitions and Residences* – Main Street has a unique character, accessibility and use not found on other north/south streets, thus providing the potential to be a greenway/linear parkway and mobility-friendly corridor.



*Revitalized landmarks – Palmer College rehabilitation of Lyceum Hall*



*Preserve and promote corridor businesses and landmarks.*



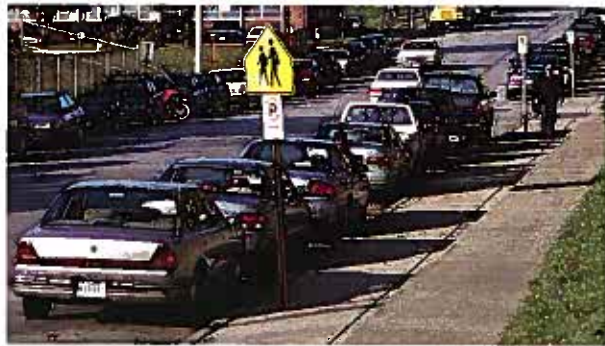
*Revitalization opportunities at Main and 5<sup>th</sup> Streets.*



## Issues and Challenges to Overcome

The corridor also presents some issues and challenges to overcome. Some of the prominent challenges highlighted in the assessment phase were:

- *On-street parking shortages* – address and evaluate where specific shortages exist and accommodate in off-street facilities.
- *Perception of Bicycling Safety* – emphasize changes beneficial to bicycling with multiple forms of public awareness.



*Parking demands from "corridor use generators."*



*Existing alley conditions at North Main.*

- *Lost Right-of-Way (ROW) areas/private encroachments in public ROW's* – recapture public ROW to provide for consistency of improvements within the ROW. Access, scale/width of sidewalks, planting zones, grass medians, signage and lighting must be implemented in a more holistic pattern.



- *High-speed traffic* – use effective and nationally implementable techniques of traffic calming to slow traffic, specifically from 5th Street to 7th/8th Streets.



*Co-use of corridor thoroughfare.*



*Peak hour congestion at Central High School.*

- *Lack of screened parking* – reinforce a greenway theme for adequately screening off-street parking.



- *Rail bridge deterioration* – improve this bridge, which is a prominent architectural element at the southern portal, both traveling north and south. Negotiate modest improvements with the railroad.



- *Overhead utilities* – creatively work with the local utility companies and phase out the limited overhead utilities.



- *Multiple curb cuts* – work with the city and key property owners to evaluate and combine multiple curb cuts, specifically at the bus transfer facility between Locust and 16th Street.



*Bus transfer facility between Locust and 16<sup>th</sup> Streets.*



- *Grade changes and topography* present unique challenges of accessibility and orientation.



- *Pedestrian/vehicular conflicts* – adopt recommended techniques and standards to accommodate pedestrian-friendly interface between pedestrians/bicyclists and vehicles.
- *Dumpster/service issues* – screen from roadway visibility



- *Variable ROW's (60-80-feet)* – recapture right-of-way (ROW) and work with corridor property owners to create a greater consistency in corridor greenway width. Landscape, enhance and maintain to a higher standard.

## Task Force/Community Input Highlights

During the initial phase, a series of common topics evolved from the input process from corridor stakeholders, the Task Force and the public. These topics not only confirmed the Task Force's original objectives, but also highlighted additional points for the plans to address.



Corridor community meeting at Central High School.

Specifics include:

- *Design Scheme* – the vision and plans should be pragmatic, affordable and implementable
- *Create a "WOW" Effect* – don't settle for second best, model investment of improvements to replicate those downtown

- *Don't anticipate one solution for bikeway accommodations* – evaluate all options for bicyclists
- *Design must calm traffic* – incorporate appropriate traffic calming solutions in design concepts
- *Shuttle Bus Route* – design should accommodate multiple modes of transportation – City Transit, future shuttle (size bus, etc.)
- *Locust Street and Main Street intersection is problematic* – design must address this busy intersection which is a northern corridor gateway
- *Study J. B. Young site* – evaluate open space/recreational space
- *Visual/Functional (Locust Street to 16<sup>th</sup> Street)* – visually enhance this zone while allowing for transit transfer and access to commercial uses
- *12<sup>th</sup> Street/Brady Street intersection needs traffic signal* – inform Department of Public Works of citizen concerns about this intersection
- *8<sup>th</sup> Street to 12<sup>th</sup> Street (campus atmosphere)* – create a distinct zone that accentuates the campus environments of Palmer College, Central High School and Trinity Cathedral between 8<sup>th</sup> Street and 12<sup>th</sup> Street
- *Evaluate one-way streets at 11<sup>th</sup> and 7<sup>th</sup> Streets*



## Current Users

### Neighborhood Residents



### Bicycle Enthusiasts



### Middle/High School & College Students



### Local Commuters



### Visitors to Davenport



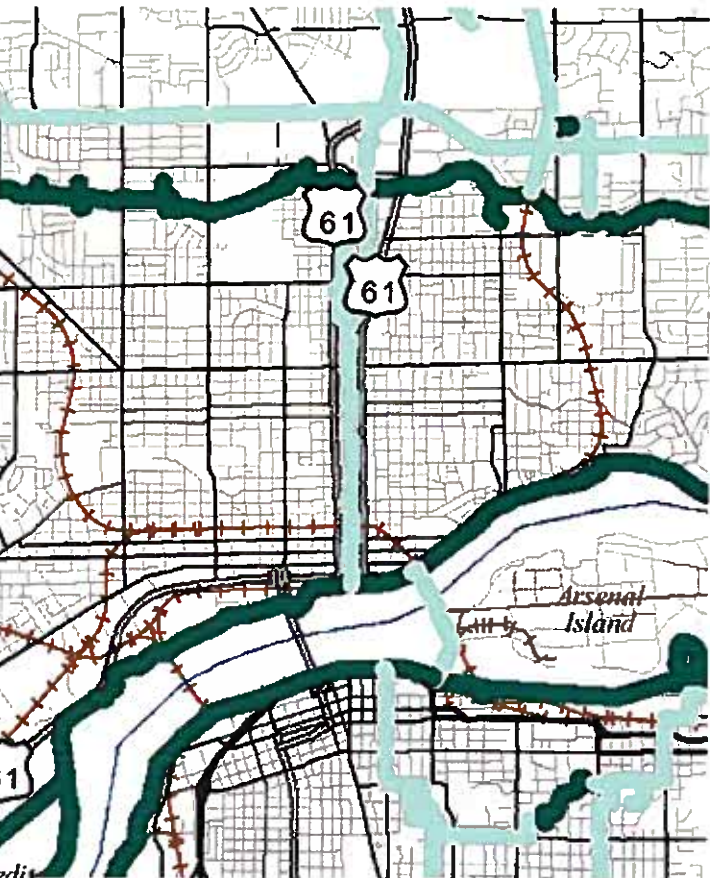
### Transit Riders



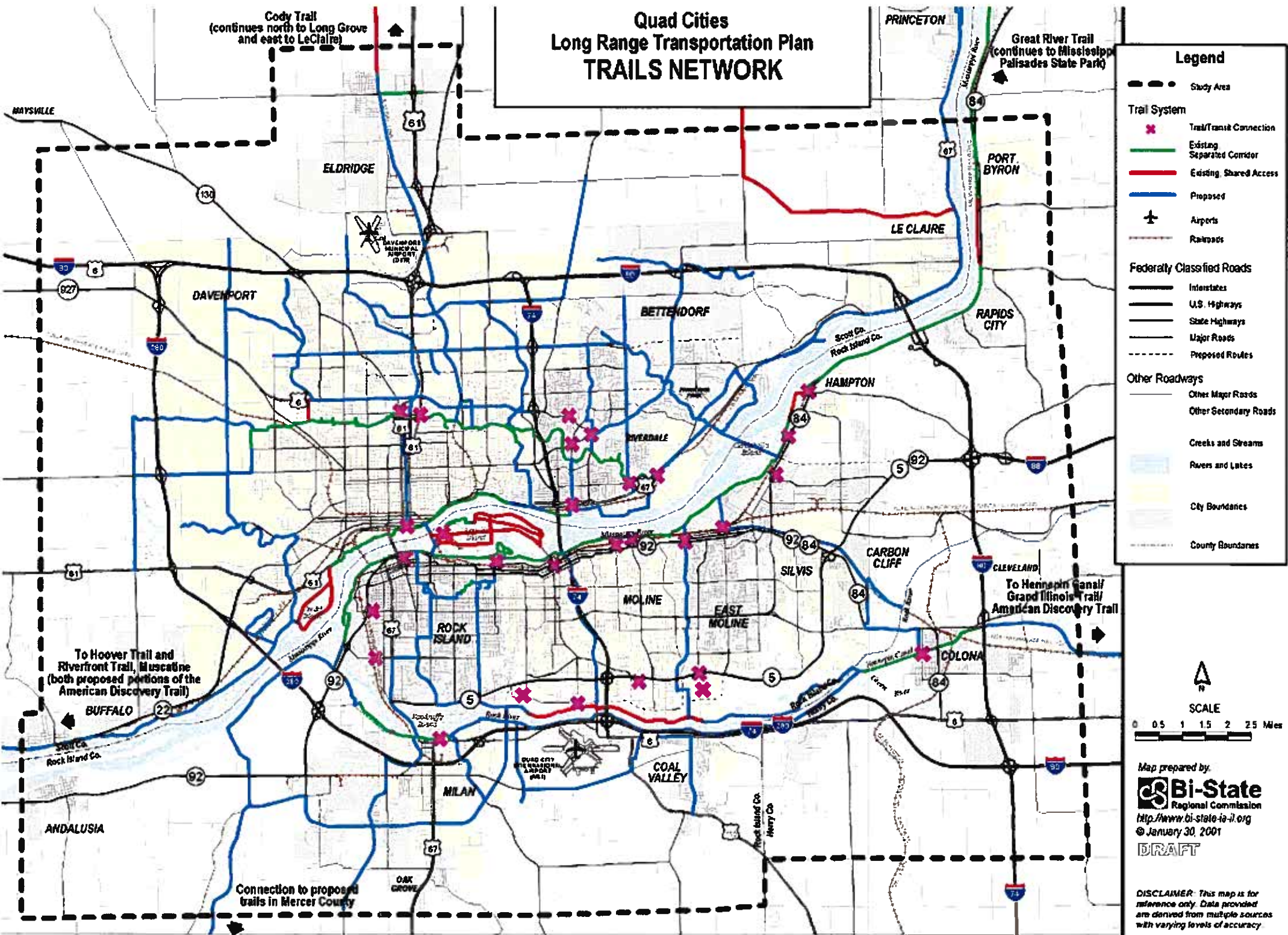


Regional System

Currently, the Quad City metropolitan area has several existing, separated corridor and shared access, multi-purpose trails which are used for a variety of transportation and recreation purposes. These trails are considered one of the Quad Cities best amenities and improve the quality of life. The trail system involves the reuse of rail corridors and historic transportation facilities, such as the historic Rock Island, Moline and Davenport rail depots. The regional trail network will continue to connect other modes of transportation in order to make the entire transportation network more accessible. Trails already connect with recreation areas, the roadway network and many transit routes.



Main Street Parkway – linkage of the Mississippi Trailway to Duck Creek Parkway.



Quad Cities Long-Range Transportation Plan – Trail System Map

Courtesy: Bi-State Regional Commission





*Stop signs at key intersection*



*Intersection curb extensions or "bump-outs."*



*Roundabouts as traffic calming methods*



*Medians used to narrow traffic lanes and enhance street environs.*



*Potential to decrease curb-to-curb dimensions to slow traffic on Main Street, between 8<sup>th</sup> Street and 5<sup>th</sup> Street.*



*Intersection curb extensions or "bump-outs."*

The theme of a linear parkway was derived from an evaluation of the role Main Street has played and currently plays in the Davenport Community. Those various roles are:

- An address street for business, institutions and cultural amenities and attractions
- An image-setter for Davenport
- A local traffic street
- A linear parkway between the riverfront and Vander Veer Park
- A parking resource
- A multi-modal corridor and linkage street

The concept plans that follow incorporate all of these various roles. Main Street will be multi-functional, multi-modal/accessible and an aesthetic, pedestrian/bicycle-friendly parkway from Downtown to Vander Veer Park.

This overall theme will be carried forward in the design details of the specific components of the plans. These are addressed later in the "Creating a Theme with Details" section.



*"Pavement, pavement, pavement". View south to downtown and the waterfront.*



*"Main Street" serving as a Linear Parkway.*



In 1996, LDR completed a set of Streetscape Master Plan Standards for the City of Davenport. The standards were developed to:

- Establish a hierarchical set of streetscape types which serve to represent Davenport
- Organize movement and activity
- Establish a strong sense of identity and place for the entire Downtown

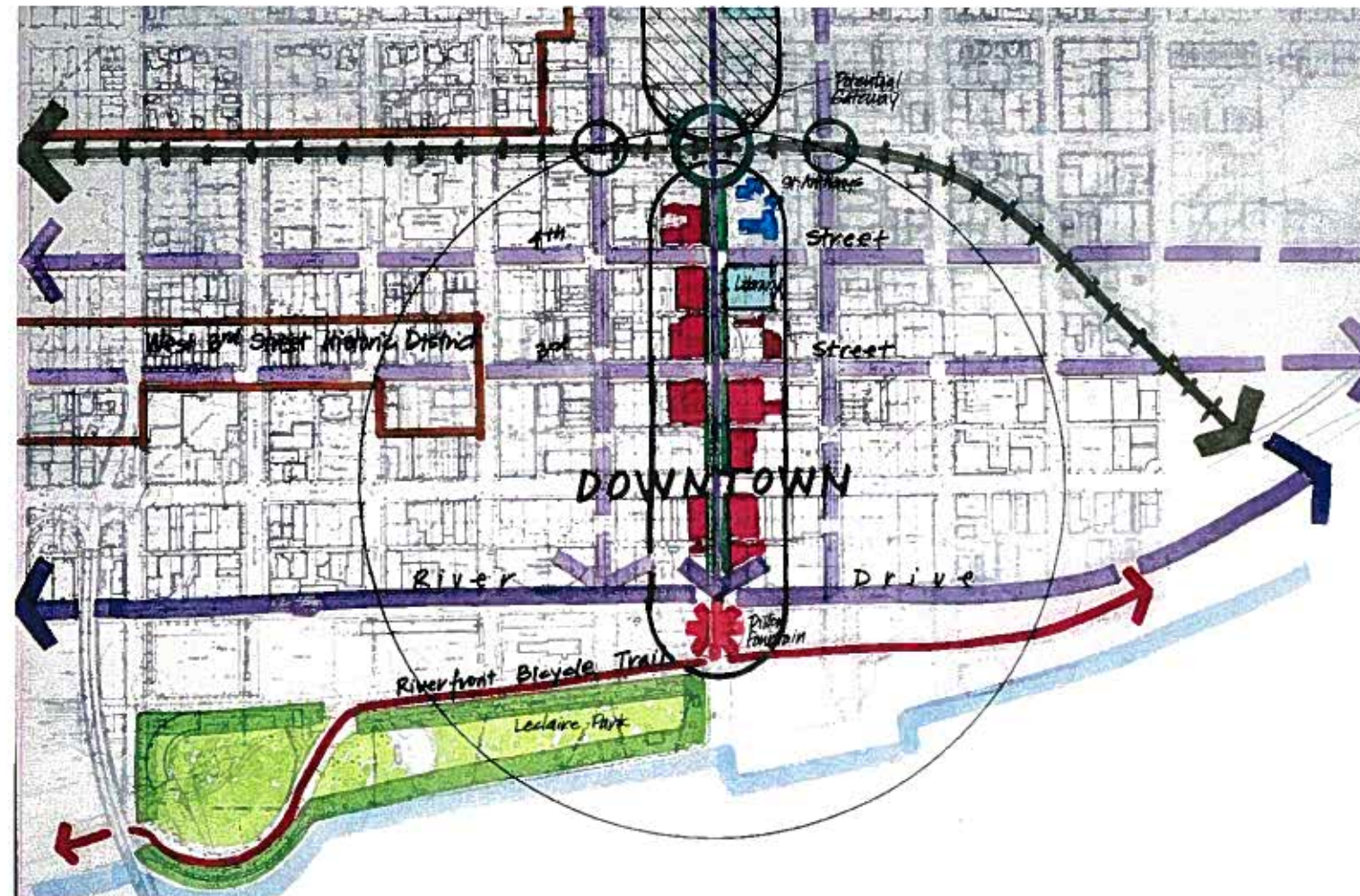


Overview of the 1996 Downtown Study Area

Since 1996 these standards have been followed and implemented at many locations – Beiderbecke Drive, Dillon Fountain, Main Street at River Drive, various locations on 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> Streets. An extensive hanging basket program was also adopted and these enhancements are transforming the appearance of downtown.



The Downtown palette of streetscape and furniture.



Similarly, the City of Davenport, Palmer College and the Riverboat Development Corporation have jointly ventured on gateway, signage, landscape and sidewalk/street improvements to the north around Palmer's campus, 8<sup>th</sup> Street and the intersections at Harrison Street and along Ripley Street.

These enhancements and improvements have set a tone and created a themed identity for Downtown Davenport and Palmer College's campus. Further detailed design of the Main Street corridor should build on this palette of themes, materials and elements to help unify revitalization improvements throughout this area of the city.

Sidewalk and crosswalk paving, street lights, benches, trash receptacles and tree species were installed on the southern half of Main Street between River Drive and 2<sup>nd</sup> Street. These treatments should be extended north to 5<sup>th</sup> Street. Currently, the street cross section reflects two travel lanes, two parking lanes and a quasi-center turn lane. Functional vehicular/bicycle travel lanes in this section of downtown should emulate the corridor theme of 15 feet shared travel lanes. Whether curbs should be brought closer together, parallel parking replaced with other parking or quasi-turn lanes omitted, one specific design theme should be considered.

## Key Recommendations

Initial LDR recommendations, which are not covered in this work effort, would include:

- 15-foot travel lanes with parallel parking are more conducive to safer bicycle/vehicular interface
- Traffic volumes on Main Street do not appear to warrant center turn lanes
- A 44-foot cross section would expand existing sidewalks and create a more pedestrian-prioritized character to these four blocks of Main Street.



Main Street improvements at River Drive. Curb extensions help define this gateway across from Dillon Fountain.



As previously mentioned, early in the initial phase it became evident to divide the corridor into specific districts. There are four thematic districts and five geographic. The residential themed district is actually in two zones. The districts are as follows:

- *Downtown Hillside District:* 5<sup>th</sup> Street to 8<sup>th</sup> Street
- *Education Hill District:* 8<sup>th</sup> Street to 12<sup>th</sup> Street
- *Residential Neighborhood Districts:*
  - 12<sup>th</sup> Street to 16<sup>th</sup> Street
  - Locust Street to Lombard Street
- *Hilltop Commercial District:* 16<sup>th</sup> Street to Locust Street



*The Residential Neighborhood District*



*The Education Hill District*



*The Downtown Hillside District*



*The Hilltop Commercial District*



The rail viaduct constitutes a gateway into the downtown from the north just past the 5<sup>th</sup> Street intersection. It also is the gateway of the corridor out of downtown. Proposed recommendations for this zone include:

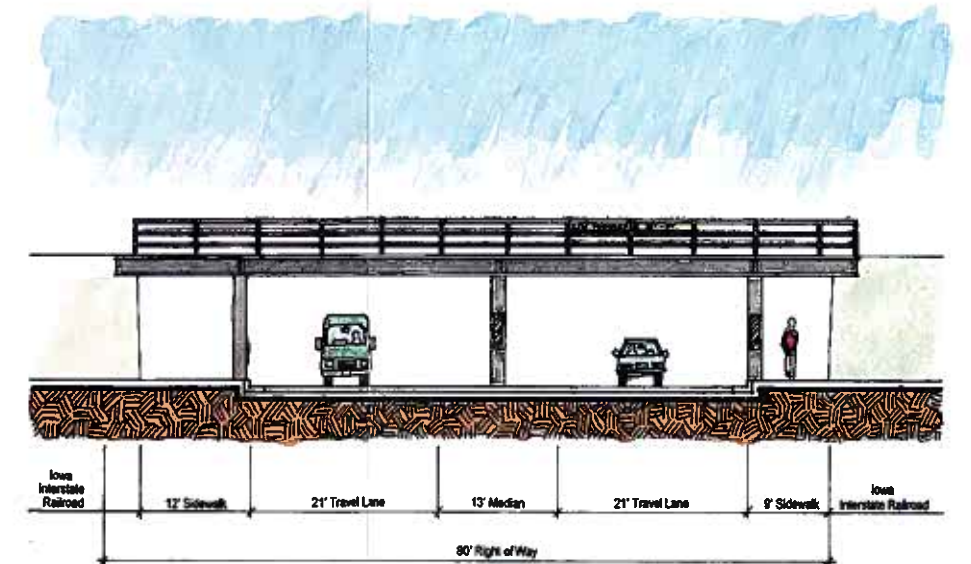
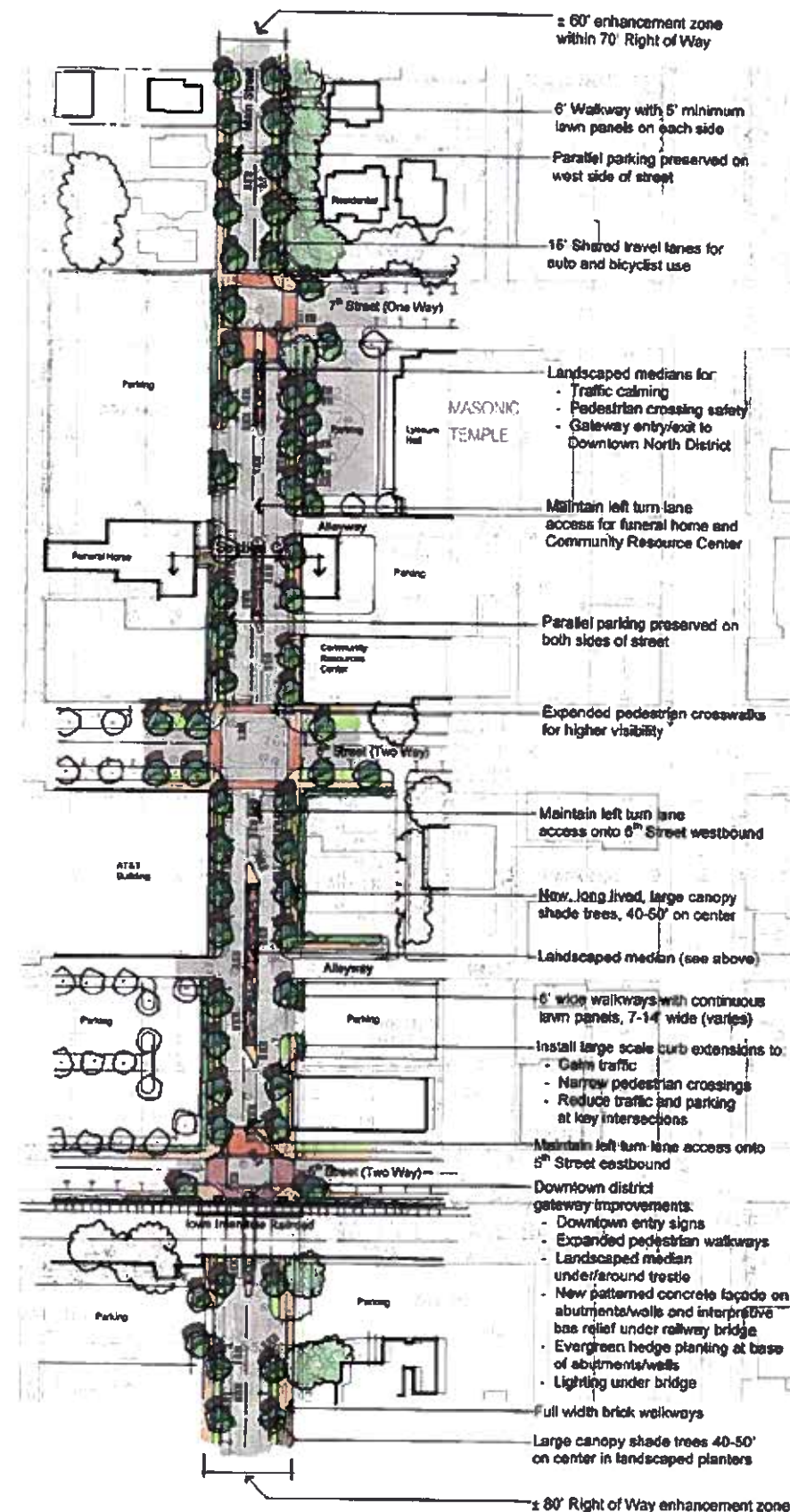
- Two 15-foot travel lanes, a 10-foot center turn lane and 20-foot ROW
- Two 15-foot travel lanes and 7-foot parking lanes (a 44-foot street section) from parking lot access just south of the rail viaduct to 4<sup>th</sup> Street
- Five-foot grass medians and eight-foot sidewalks, both sides, in the public right-of-way
- ROW rehabilitation of the railroad bridge, i.e., new railing from abutment to abutment, relocate "maximum height sign," repair, sandblast and paint in a thematic color scheme.
- Ornamental piers both north and south sides to disguise bridge columns and establish a portal theme for the Main Street Corridor. Parag the abutments to improve their aesthetic appearance. (Refer to illustrative cross sections and artist's rendering for graphic depiction.)



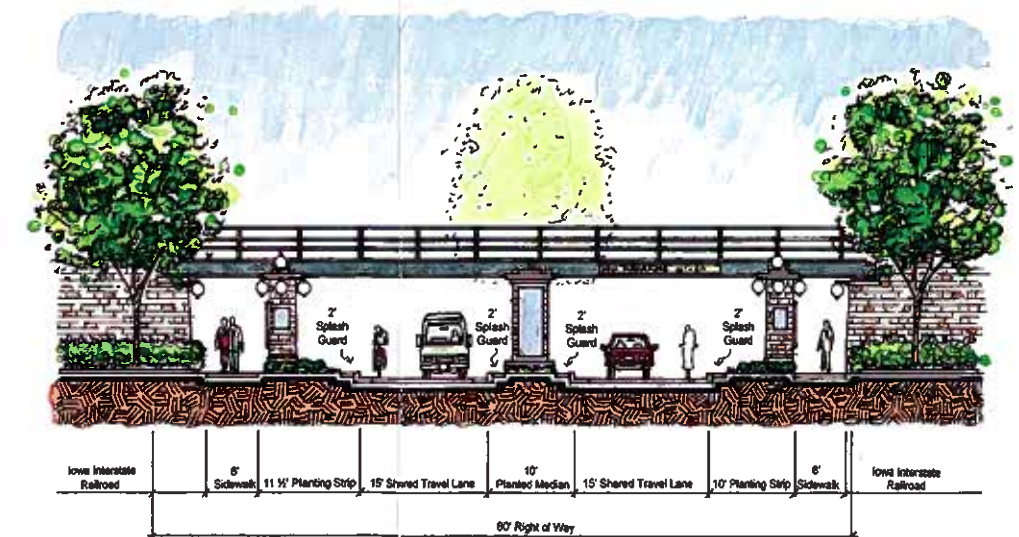
A rather stark gateway to the north.



Significant opportunities exist to improve this gateway "eyesore."



Existing cross section at Iowa Interstate Railroad Bridge.



Proposed cross section at Iowa Interstate Railroad Bridge.



# Downtown/Hillside District/Gateway Improvements 19



*Illustrative examples of design features in other communities.*



*Renovated railroad bridge in Wilmington, Delaware.*



*Gateway improvements in Joliet, Illinois.*





From the rail viaduct north to 7<sup>th</sup> Street, this zone is dominated by the AT&T Building, Lyceum Hall, the steep grade of Main Street and high-speed traffic. There are currently no traffic signals or stop signs between 4<sup>th</sup> Street and 8<sup>th</sup> Street. The street ROW and cross section also vary from south to north from 80-70-foot ROW and 56-44-foot street section.

Two alternatives were developed for this district –

**Alternative A:** median in the street/existing 56 foot, curb-to-curb street section.

**Alternative B:** remove center turn lane, narrow street section to 44 feet with expanded/landscaped right-of-way.



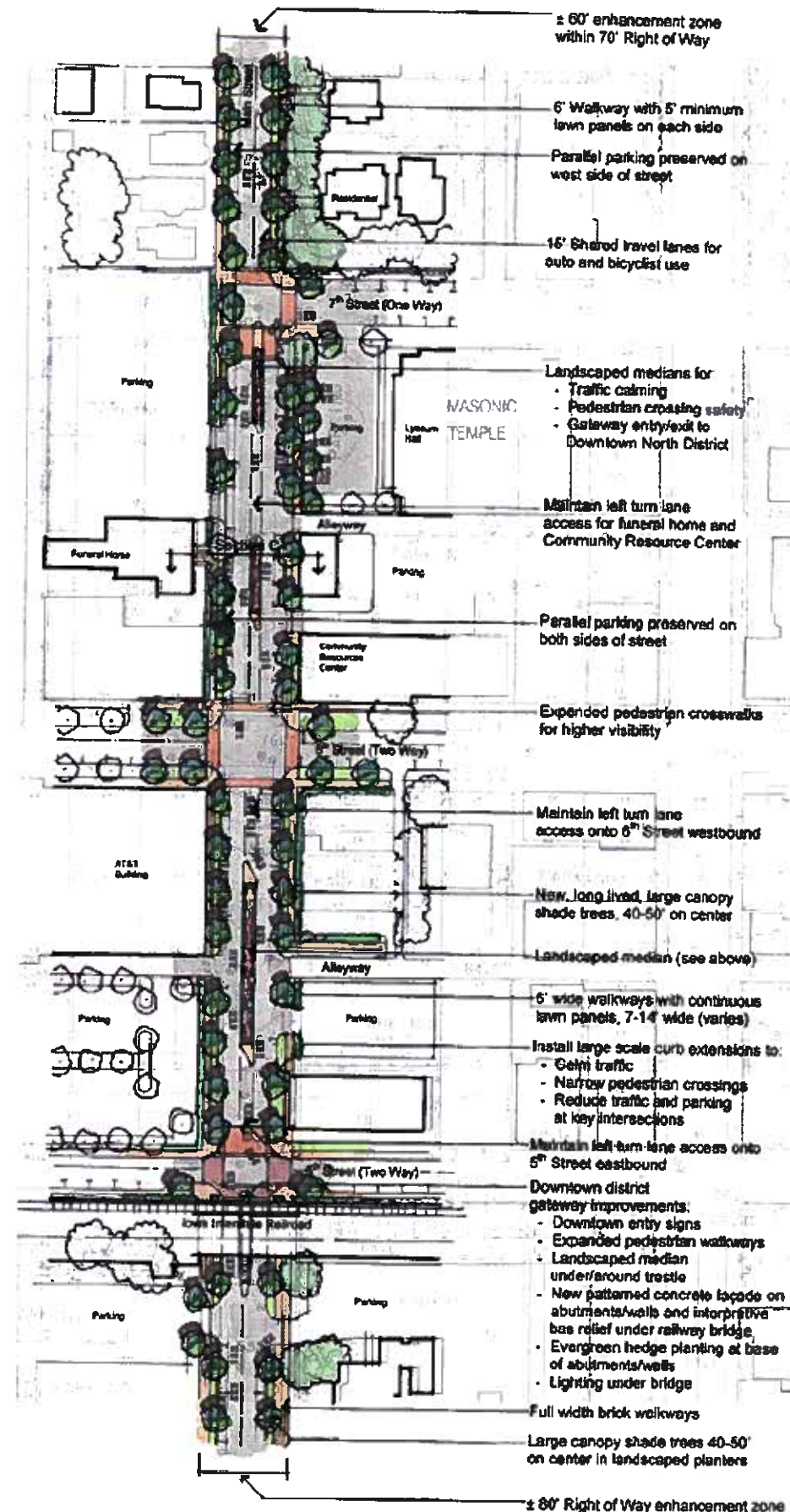
Main Street between 7<sup>th</sup> and 5<sup>th</sup> Streets.

## Key Recommendations

- Narrow roadway to calm traffic
- Eliminate left turn lane or change a portion to median
- Create medians for better pedestrian crossings
- Maintain on-street parking
- Create shared travel lanes for autos and cyclists
- Extend lighting from downtown
- Install lawn panels with 6' walks

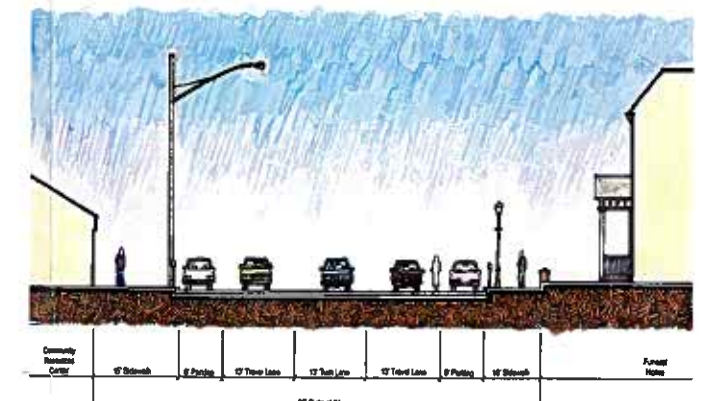


Median enhancements in Grand Rapids, Michigan.

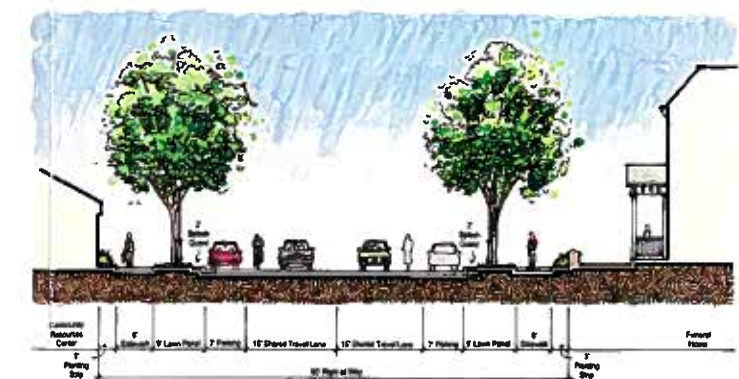


**Alternative A Streetscape:** This alternative retains the existing street section while adding a ten-foot median to the center of the street. Narrowing the curb-to-curb dimension at the intersections of 5<sup>th</sup> Street and 7<sup>th</sup> Street to 30 feet will create a portal effect while effectively calming traffic. Parallel parking is maintained and appropriate left turn lanes are retained at 5<sup>th</sup> and 6<sup>th</sup> Streets.

Five-foot grass medians are created curbside and provide a plant zone for new street trees, thus transforming this concrete-dominated area to a greener parkway. Tree varieties should respect the viewshed from the monument to the Mississippi and be more columnar in habit. Other plan highlights are adjacent to the plan and depicted in the following illustrative cross sections and comparable photographs.



Existing cross section between 6<sup>th</sup> and 7<sup>th</sup> Streets.



Proposed cross section between 6<sup>th</sup> and 7<sup>th</sup> Streets.



**Alternative B Streetscape:** This alternative narrows the street section from 56 feet to 44 feet – two 15- foot travel lanes and two seven-foot parking lanes. Medians are introduced at the intersections of 5<sup>th</sup> and 7<sup>th</sup> Street, and parking spaces are omitted to calm traffic. Expanded lawn panels and sidewalks recapture a more consistent street section typical of the north corridor. Ornamental lighting, similar to downtown, will also help theme this initial section.

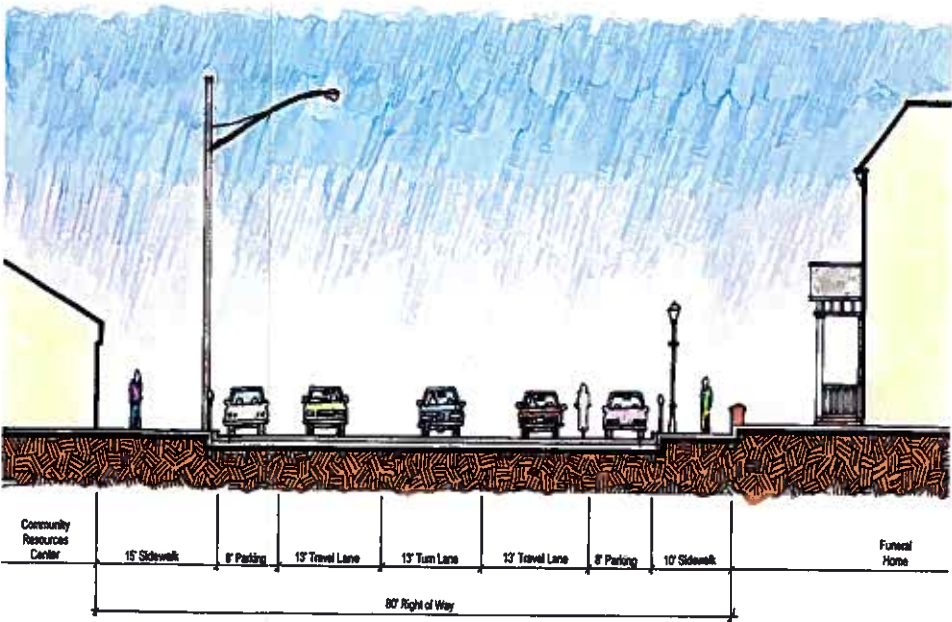
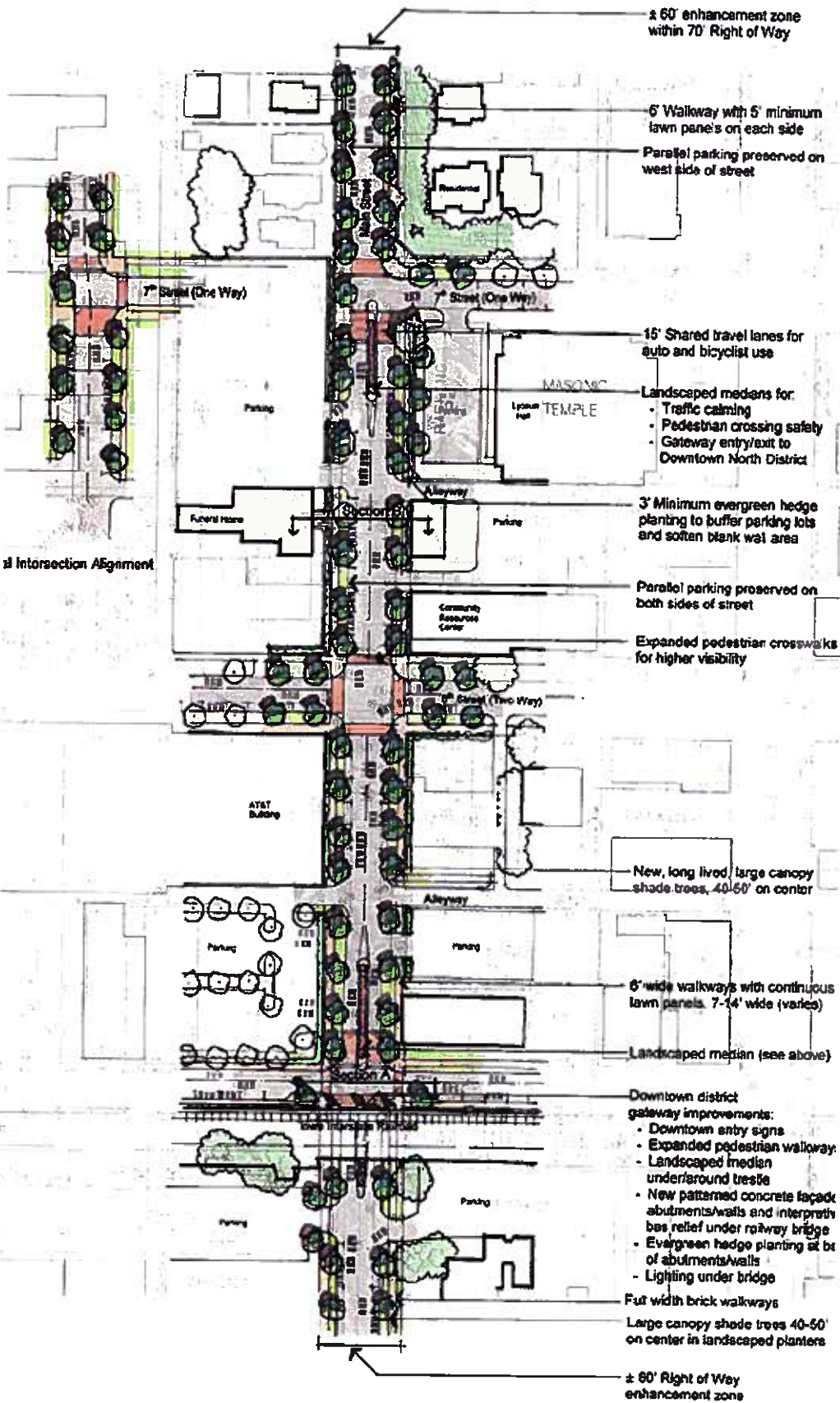
Other highlights include:

- Parking lot screening.
- An enhanced 5<sup>th</sup> Street corridor with parallel parking, sidewalk and planting zone on the south side of the street.
- Stamped asphalt crosswalks at portal intersections to help enforce traffic calming and designate crosswalks.

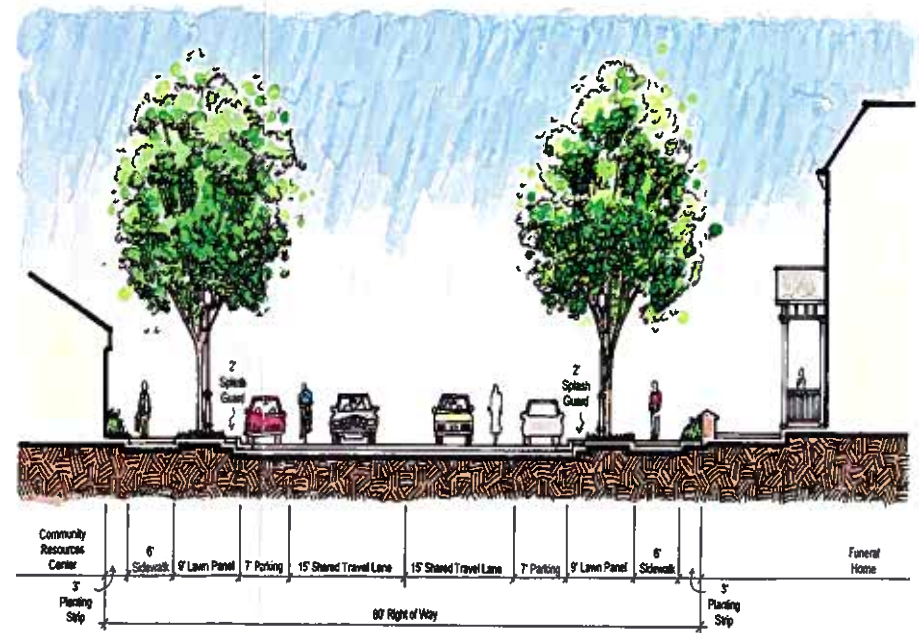
The zone between 7<sup>th</sup> Street and 8<sup>th</sup> Street should be narrowed from 44 feet to 37 feet – two 15 foot travel lanes and one seven foot parking lane continuous on the west side of the street. Narrowing the street cross section will allow for a grass median curbside on the east side of the street and more uniform planting of street trees on both sides of the street.



Expanded grass medians, maintenance edge band and setback sidewalks in Joliet, Illinois.



Existing cross section between 6<sup>th</sup> and 7<sup>th</sup> Streets.



Proposed cross section between 6<sup>th</sup> and 7<sup>th</sup> Streets.



Palmer College, Central High School and Trinity Episcopal Cathedral dominate the Education Hill District, from 8<sup>th</sup> Street to 12<sup>th</sup> Street. This zone is designed to present a campus theme from one end to the other. This zone will be less dominated by automobiles and more pedestrian in nature. On-street parking will be eliminated by 50% pedestrian crosswalks added and numerous traffic calming techniques will be utilized.

## Key Recommendations

As developed in the Hillside District, two alternatives were prepared for this zone, and their common recommendations as follows:

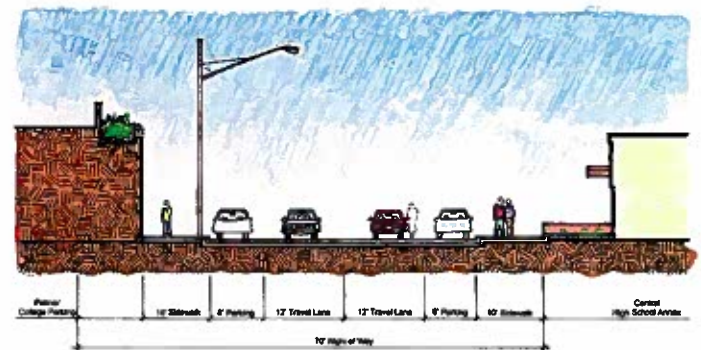
- Enhance Main Street as an address street
- Create campus gateways
- Expand pedestrian walkways and lawn panels
- Recognize potential for alternating parking
- Maintain some on-street parking
- Enlarge traffic circle around monument
- Maintain drop-off areas at monument
- Limit access to off-street parking



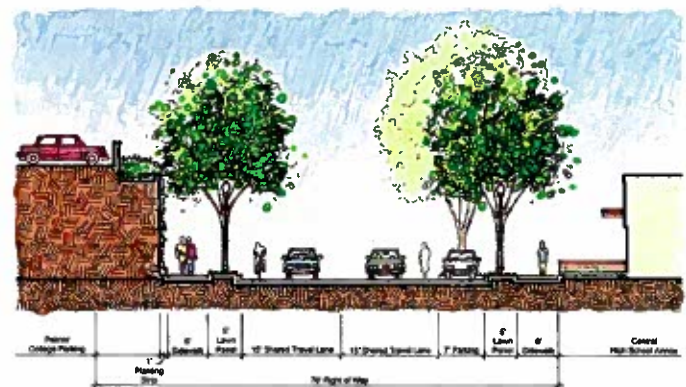
No sidewalk setbacks along Central High School grounds.

Other common elements of both concepts include:

- A 44-foot street section between 12<sup>th</sup> Street and 11<sup>th</sup> Street
- A 37-foot street section between 11<sup>th</sup> Street and 8<sup>th</sup> Street – two 15-foot travel lanes and one seven-foot parking lane.
- Curb extensions and road narrowing at all intersections – 8<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup> Streets
- Portal monumentation (piers) at 8<sup>th</sup> and 12<sup>th</sup> Street gateways
- More designated pedestrian crossings
- Increased lighting and emergency phone kiosks



Existing cross section between 8<sup>th</sup> and 11<sup>th</sup> Streets.



Proposed cross section between 8<sup>th</sup> and 11<sup>th</sup> Streets.

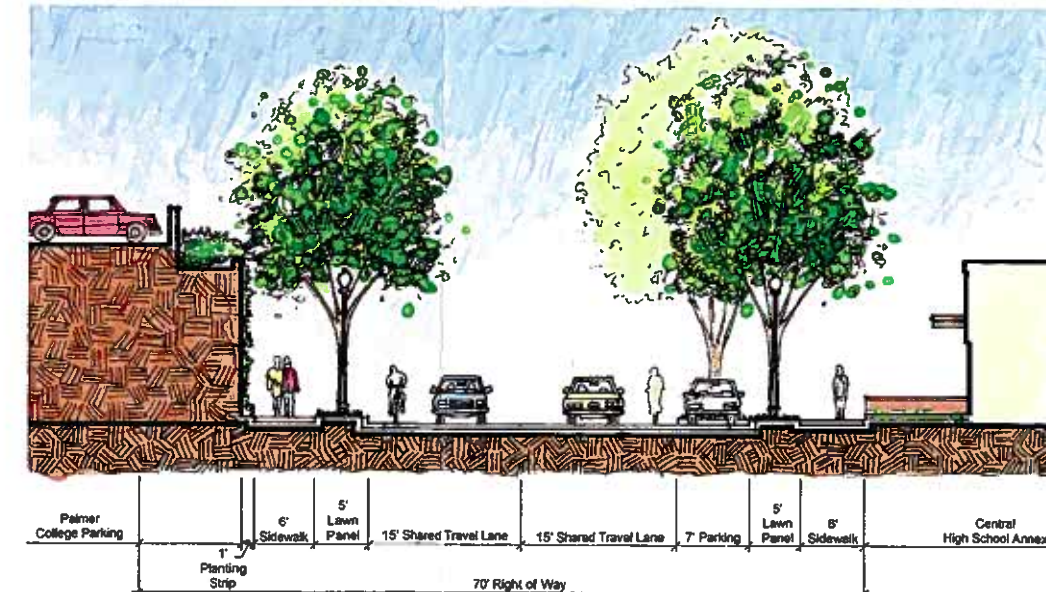
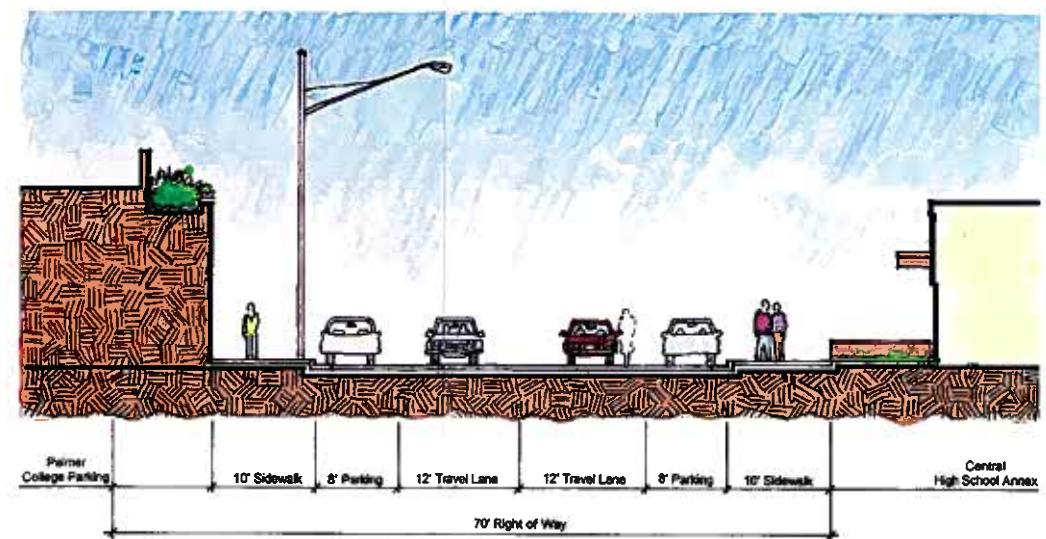
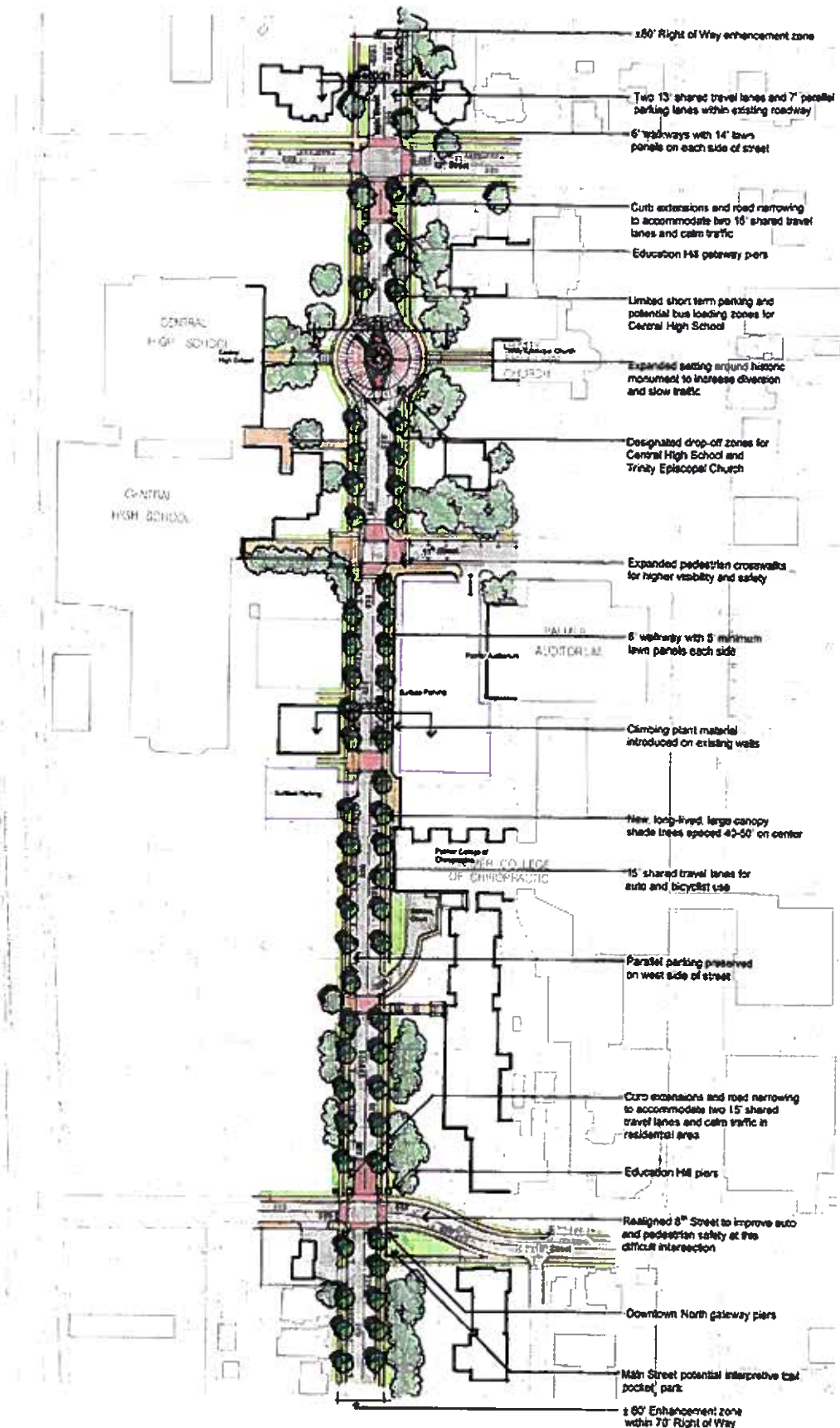


**Alternative A:** This concept alternative primarily illustrates traditional four-way intersections at 8<sup>th</sup> and 12<sup>th</sup> Streets and parallel parking on the west side of the street.

Curb extensions at all intersections and pedestrian crosswalks will calm traffic. 8<sup>th</sup> Street was realigned to create an aligned intersection while creating a small park in the abandoned right-of-way. Monumentation of 8<sup>th</sup>/12<sup>th</sup> Streets creates the feeling of entering this campus zone, while uniform streetscape treatments will enhance the street creating a stronger connection between institutions. An expanded island around the Civil War monument and increased loading/unloading zones on the outer edges will also accentuate the entrances to Central High School and Trinity Episcopal Cathedral.



Lack of identity and environment between Central High School and Palmer College.





**Alternative B:** This alternative mimics Alternative A in most respects, except between the 8<sup>th</sup> Street and 11<sup>th</sup> Street. Traffic circles or roundabouts are proposed at the 8<sup>th</sup> and 12<sup>th</sup> Street intersections. These traffic circles allow for yielded/through movement and are used as traffic calming measures around the world. On-street parking will be halved and alternated from east to west sides of the street at designated pedestrian crossings where “chicanes” (or curb extensions) will also slow traffic.

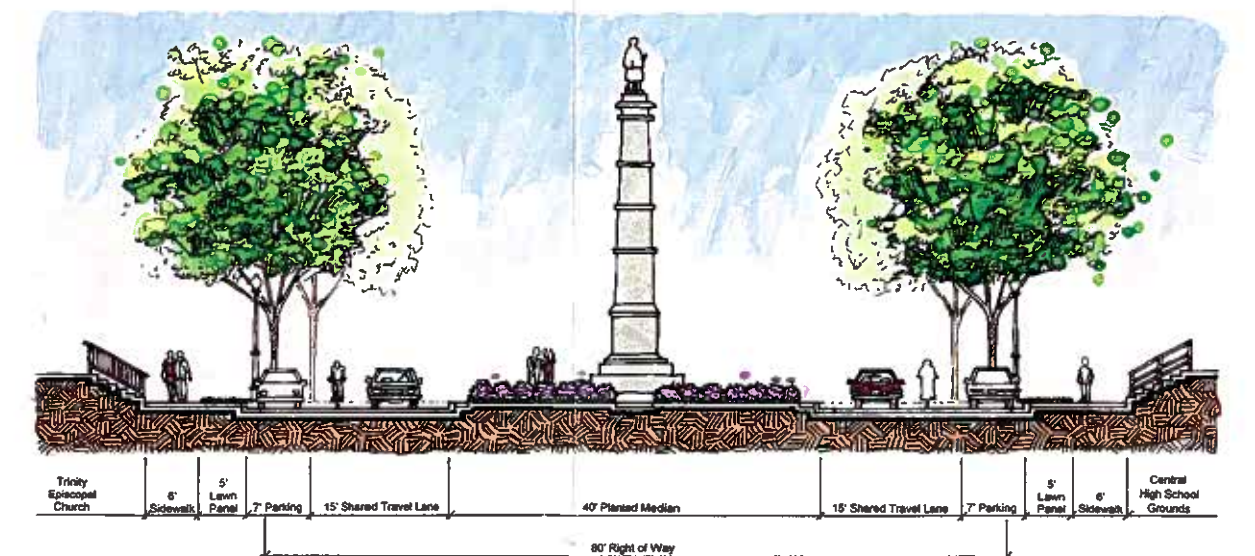
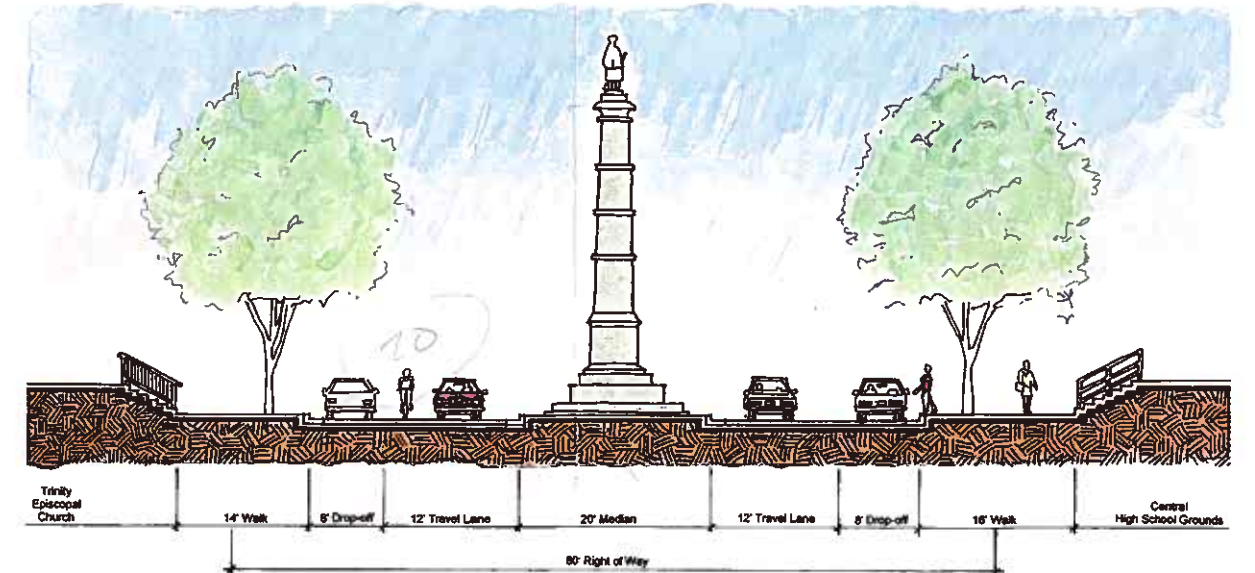
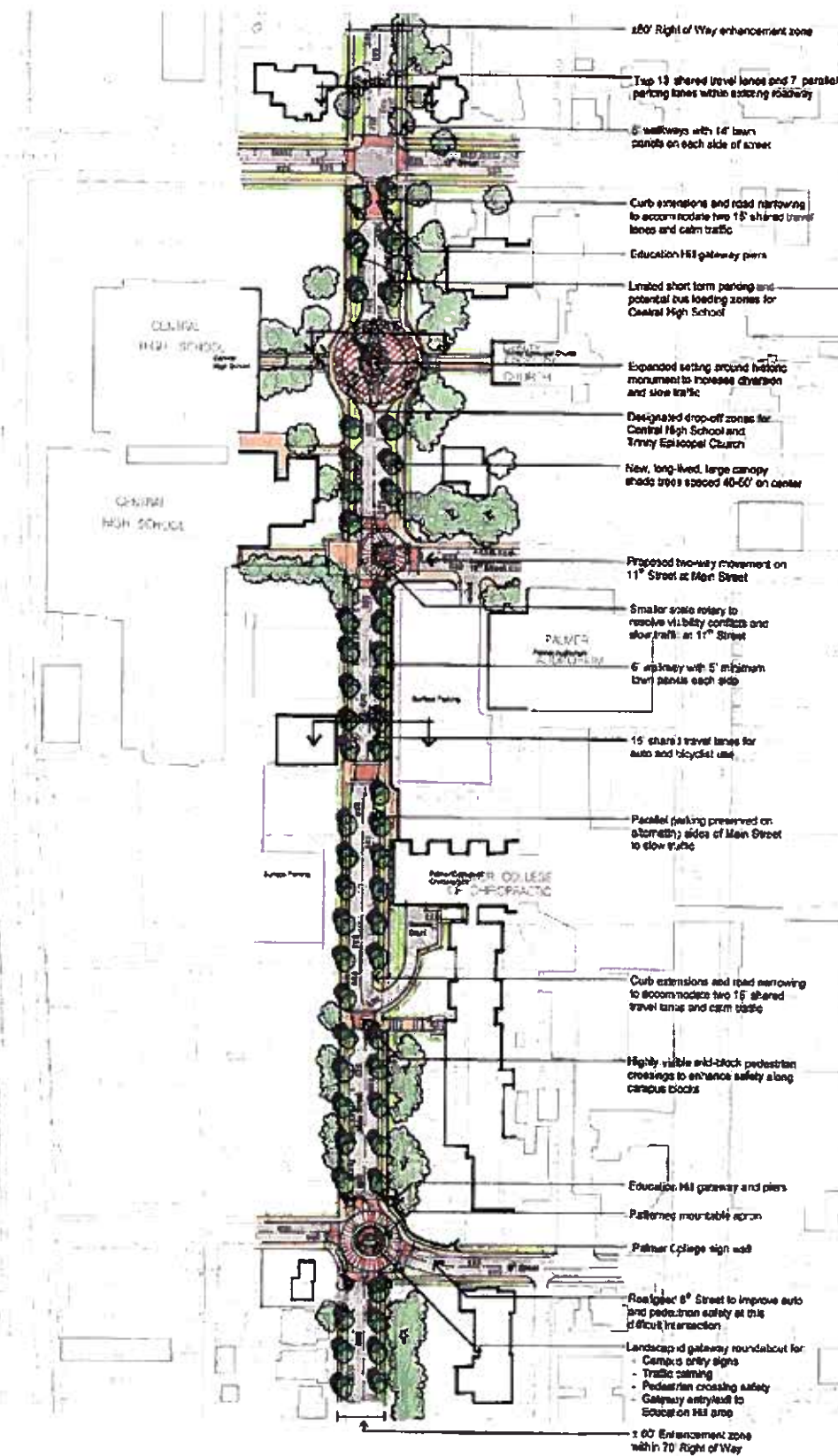
Monumentation with piers, lighting and landscaping will accentuate gateways at 8<sup>th</sup> Street and 12<sup>th</sup> Street.



A view south from the Civil War Monument on Main Street.



Roundabouts can be small and effectively calm traffic.



Monument enhancement and potential.





Campus entrance potential at Main Street and 8<sup>th</sup> Street.



Comparable images of monument piers, entrance signs and roundabout treatments.

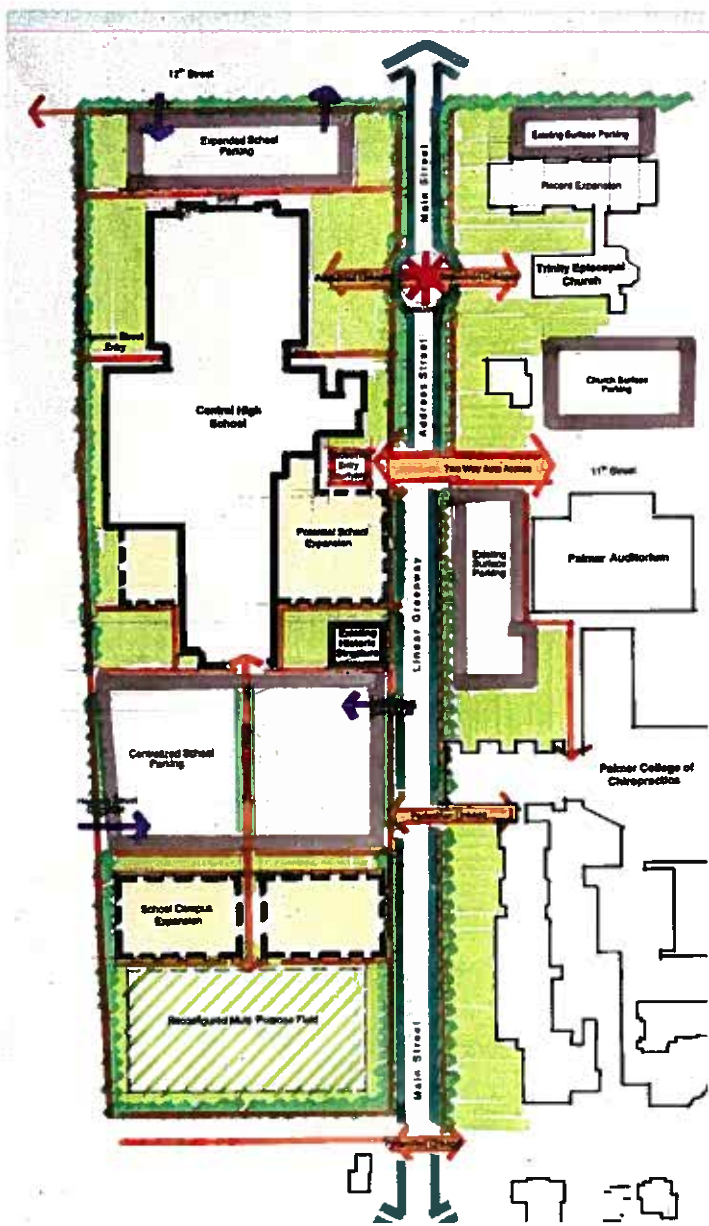


Central High School Campus

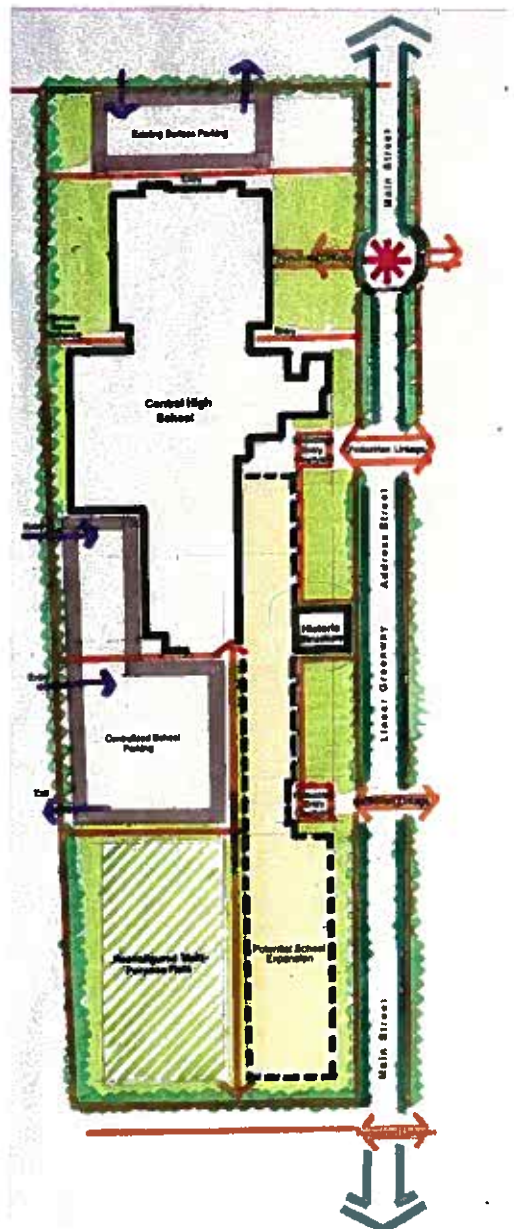
As part of the corridor plan, Central High School officials requested a brief analysis of their campus as they evaluate expansion plans for future growth. Three architectural/massing concepts were prepared to illustrate alternative design solutions. An expanded island around the Civil War monument and increased loading/unloading zones on the outer edges will also accentuate the entrances to Central High School and Trinity Episcopal Cathedral.



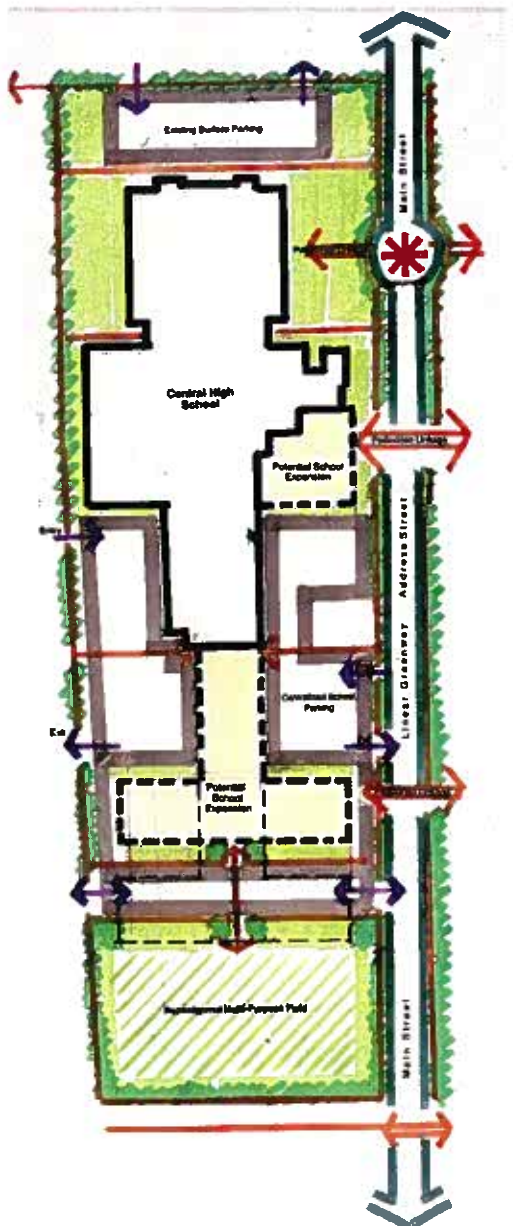
Campus corridor between Central High School and Palmer College.



**Concept A:** This concept maintains a similar layout and orientation to what exists today. Expansion could occur adjacent to the main structure with a central parking zone to the south. New development could be oriented south of the central parking zone and be multi-level on the existing slope. Orientation would be on parking and the multi-purpose open space adjacent to 8<sup>th</sup> Street



**Concept B:** This concept took a more linear approach respecting a prioritized orientation to Main Street. Building setbacks mimic those of Palmer College across the street with courtyard entrances at pivotal building locations. The multi-purpose field is reoriented north/south, and parking is amassed along the Harrison Street frontage. An additional building site is feasible at the corner of 12<sup>th</sup> Street and Main and could further enhance “eyes-on-the-street” in this sensitive corridor.



**Concept C:** This concept begins to illustrate a contiguous expansion that could elongate depending on growth demand. Multiple access points, continuous circulation and balanced off-street parking are all attributes of this alternative.

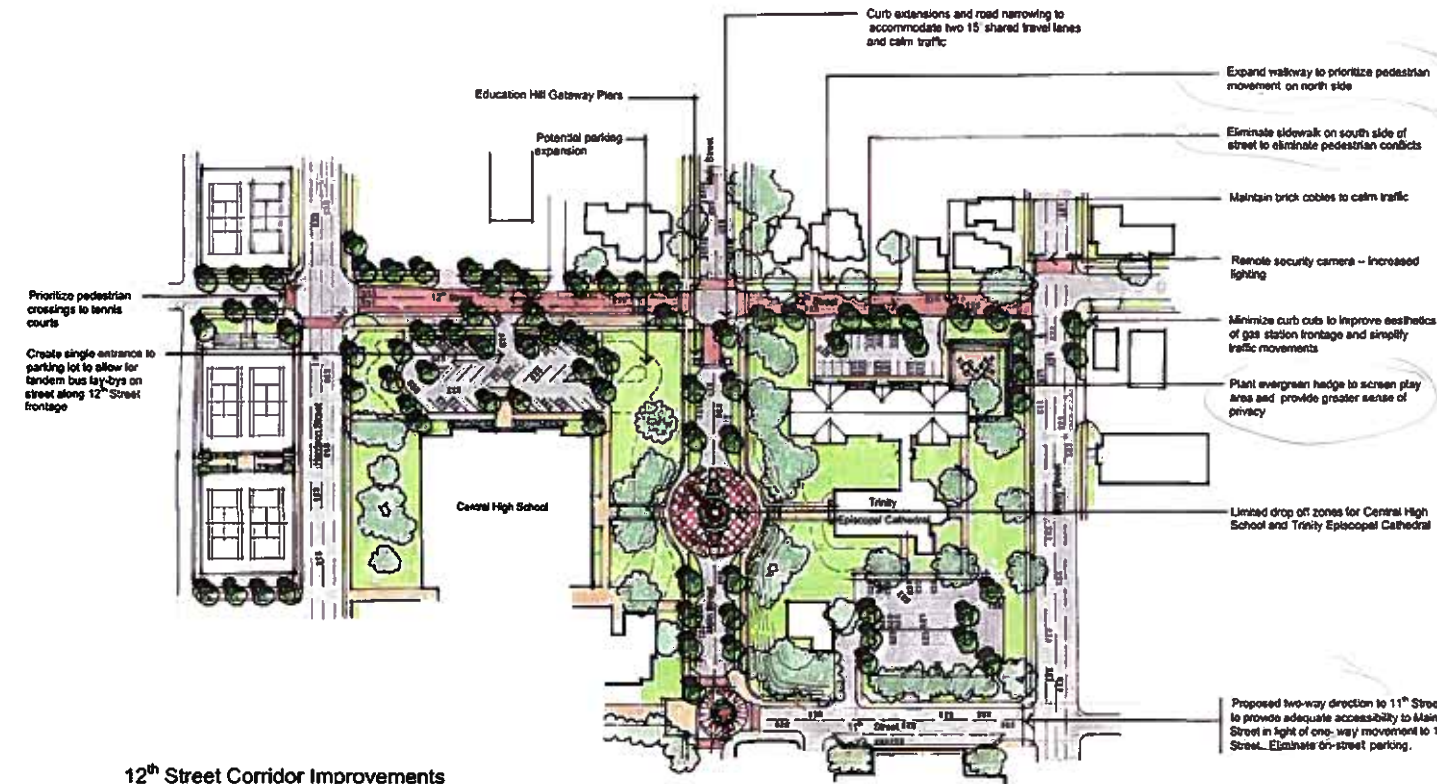


## The 12<sup>th</sup> Street Corridor

The 12<sup>th</sup> Street corridor plays a varied role as an active east/west spine in the Main Street corridor. It functions as an address street for Central High School and Trinity Episcopal Cathedral; it is an active pedestrian corridor between neighborhoods, recreation facilities and commercial nodes; it is a busy, highly trafficked street.

The primary emphasis should be to control vehicular movement/accessibility and pedestrian use. Calming these elements, limiting accessibility and monitoring activity are all potential means to alleviate some of these problems. Specific improvement recommendations include:

- Direct primary pedestrian movement to the north side of the street by expanding sidewalk, increased pedestrian lighting and monitoring activity with security cameras.
- Maintain brick cobbles in the street to calm and slow traffic
- Combine the double entrance of Central High School's parking lot entrance to a single one to facilitate designated bus/car lay-bys on the south side of the street, flanking the parking lot entrance.



12<sup>th</sup> Street Corridor Improvements

- Create one-way movement on 12<sup>th</sup> Street east, from Main to Brady and two-way movement on 11<sup>th</sup> Street (with no on-street parking) from Main to Brady as well. This will begin to deter voluminous traffic on 12<sup>th</sup> Street, prevent auto/pedestrian conflicts at the intersection of 12<sup>th</sup> and Main while continuing to provide access to Palmer College, Trinity Episcopal Cathedral and Central High School.
- Prioritize the location of pedestrian crosswalks at Brady and Harrison to encourage directional pedestrian movement.
- Limit or omit a curb cut at the gas station/convenient store to help remedy pedestrian conflict and improve the aesthetics of this commercial area.

Increase planting around Trinity Cathedral's outdoor play area to help visually screen the existing fence while creating more privacy for its users. Redirecting primary pedestrian movement to the north side of the street will also help buffer this sensitive area.



12<sup>th</sup> Street I



Existing street cob



12<sup>th</sup> Street at Central High School can accommodate more formalized bus loading and unloading.



Two-story stabilized residential zones exist along the corridor: one between 12<sup>th</sup> Street and 16<sup>th</sup> Street, the other between Locust Street and Lombard Street. These zones are characterized by 40-foot street sections, lawn panels (in most instances) adjacent to the curbs, mature trees and four-foot sidewalks.

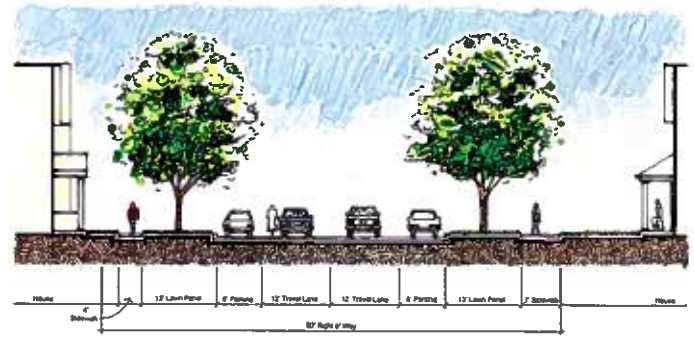


*Main Street between 12<sup>th</sup> and 16<sup>th</sup> Streets.*

## Key Recommendations

Key recommendations for both areas include:

- 13-foot shared auto and cyclist lanes with seven-foot parking lanes. This narrow dimension through both of these zones allows the curbs to remain in current locations. Four-way stop signs at all intersecting streets reinforce a calmed, safe environment. Little traffic volume exists north of Locust to Lombard as Main Street terminates at Vander Veer Park.
- Striped seven-foot on-street parking lanes allow for the 13-foot shared travel lanes while preserving all on-street parking spaces.
- Provide consistency of area in public right-of-way. Recapture any encroachments and provide:
  - Uniform 6-foot sidewalks
  - Lawn panels adjacent to the curb
  - New lighting
  - Two-foot splash band adjacent to curb
  - Uniform street tree planting in avenue void of trees



*Typical residential district street cross section.*



*Main Street between Locust and Lombard Streets.*



*Consistent right-of-way setbacks.*



This zone has a unique character of education and commercial. The commercial, however, backs out onto the Main Street corridor. Overhead utilities dominate the west side of the street, little to no street trees exist, and sidewalks abut the curbs through its entire length creating tenuous potential pedestrian/vehicular conflicts.

The commercial east side of the street is plagued with multiple curb cuts, narrow sidewalks, bus transfer and no public right-of-way between the commercial center and Locust Street.

Overhead utilities, a four-foot sidewalk adjacent to a chain link fence, no setbacks or landscape and a sea of asphalt oriented to Main Street dominate J. B. Young and the west side.



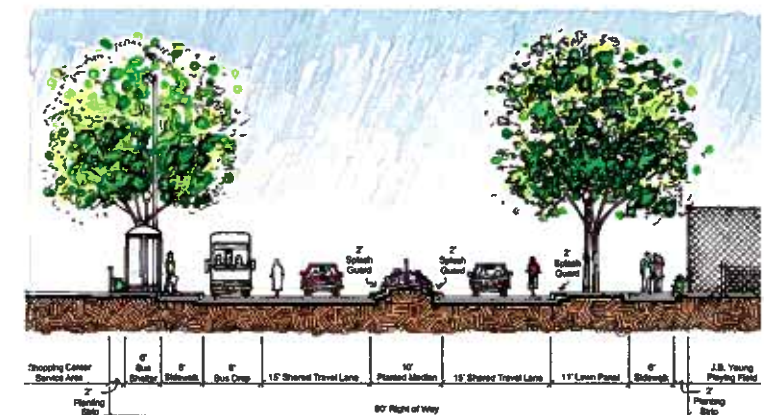
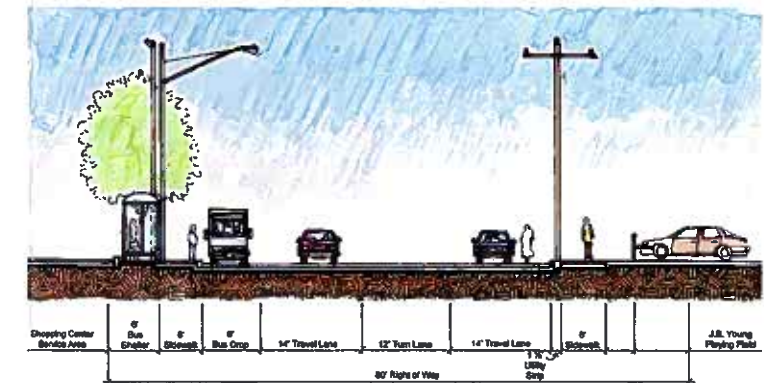
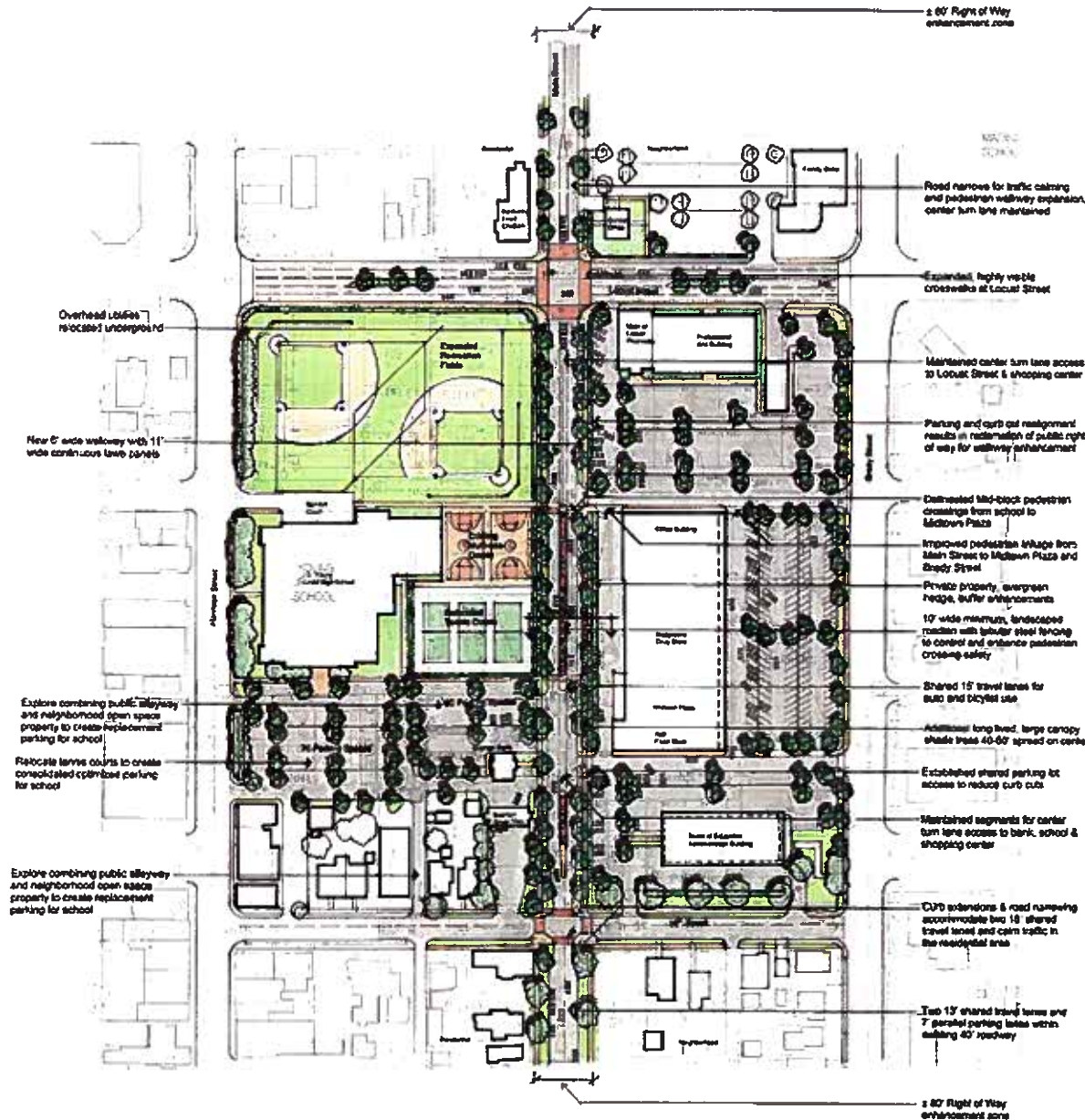
Shopping center service area requires screening enhancements to screen "backdoor" appearance.

Key recommendations for the public right-of-way include:

- Combine curb cuts on the east side of the street to better control ingress and egress from the commercial center. This will also facilitate the ability to introduce a median into the central portion of the street to control pedestrian crossing movements. A landscaped median with three-foot high fence and dedicated, demarked pedestrian crossings will encourage safer, controlled crossing points.

- Recapture lost right-of-way on both sides of the street to regain a consistent 80-foot ROW at this important **northern gateway** to the Main Street corridor. Twenty-foot rights-of-way on both sides of the street will allow for 11-foot lawn panels, 5-6-foot walks and 2-4-foot setbacks back of the sidewalk. Moving the overhead utilities underground and planting street trees will transform this back door/back alley entrance to the Main Street Parkway.

- Screen and hide service dumpsters to also clean up the area.



In addition to public rights-of-way improvements, LDR assessed both the commercial center area and J. B. Young Campus. Key recommendations for the commercial area include:

- Combining curb cuts along Main Street and Brady Street to facilitate more controlled ingress and egress.
- Re-striping the parking lots to increase parking and improve internal circulation.
- Planting additional shade trees and hedges to shade and screen parking lots and edges abutting public rights-of-way.



## Key Recommendations

Recommendations for the Davenport School District Administrator/J. B. Young Campus include:

- Overall campus enhancement, create an environment for passive, outdoor use beyond concrete and asphalt.
- Relocate tennis courts and construct formal multi-purpose courts on the east side of the school.
- Convert existing tennis court area to parking.
- Remove parking from northwest corner of campus and relocate to southwest corner. Expand and revise layout of recreational grounds.



*Existing Main Street at J.B. Young School.*



*Proposed enhancements to the above area.*



*Median treatments.*



*Median crosswalks.*

## ***“Main Street Parkway”***

### ***The Avenue of Fountains***

This linear parkway theme is an ideal blend of terminology. It encapsulates the greenway theme of the Mississippi Riverway and Duck Creek Parkway systems, the urban realm in which it exists and it embodies the idea of movement and mobility. It also identifies a “linear” movement that travels through various districts, connects and links with community amenities and has a geographical beginning and end (the Mississippi River/LeClaire Park and Vander Veer Park).



*Establishing a logotype for the corridor can help establish a visual theme.*

Other historical themes exist and can be incorporated in specific details or through interpretive signage. These themes include:

- Main Street, which was originally a Sac Native American Trail
- Palmer College
- Numerous residential neighborhoods
- Central High School
- Vander Veer Park
- Trinity Episcopal Cathedral



*Main Street's many stories and theme can be continued through public art, markers, and interpretive signage efforts along the corridor.*



*Continued wayfinding implementation along Main Street will help to convey the themes.*



## Theming

Davenport has begun to establish a recognizable theme in the Downtown District by following the Streetscape Master Plan Design Standards established for the "Civic Core" in October 1996. Implementation of consistent, durable, quality streetscape and park elements include historic style pedestrians lights, steel strap & cast iron benches and trash receptacles, outdoor dining tables, patterned brick paving panels, curbed in-ground planters, pedestrian orientation kiosks and interpretive signage marking key points of interest. These elements were designed and selected for the Downtown area to begin to create a unified and strong sense of place. The result has been just that, a noteworthy, positive change in first impressions and lasting perceptions of the Downtown district.



*Recent streetscape and open space enhancements have set a new standard for Davenport to uphold.*

The focus now for the rest of Main Street is to build upon the public realm successes from Dillon Fountain to Third Street and continue the streetscape theme up to Vander Veer Park. That is, continue with the style of lighting, benches, trash receptacles, paving design and visitor signage from South Main Street, but look for opportunities to customize elements and make the streetscape unique to Davenport. This unique quality can be expressed in both subtle and bold ways. This section will illustrate how the details of Main Street can help to

establish a memorable theme and experience for residents, students, workers and visitors to the corridor. Many of the detailed streetscape recommendations from the Downtown Streetscape design Standards have been incorporated in this section for continuity in design, however, in some instances detailed design solutions and /or furnishing specifications have been slightly modified to fit the character and lower intensity of overall use envisioned for the northern blocks of Main Street. This corridor will get its unique qualities simply by responding to the existing mix of civic, historical, cultural, educational and spiritual themes that are generated by the land uses along the Corridor.



*A varied mix of uses along the corridor helps to give each portion of the corridor a special presence.*



## Detailing

The detail elements of the Main Street streetscape will play a vital role in continuing the desired theme or sense of place begun in the downtown environs. The elements being considered in this summary are paving, crosswalks, lights, benches, trash receptacles, planters, bicycle stands, drinking fountains, shelters and general plant material categories. For this project, many of these elements have been chosen as stock items that have the potential to be easily and economically modified to convey a custom design for the corridor, depending on the desired look and budget. No matter which direction is chosen, very careful study must be taken when organizing the family of streetscape elements to be used. The information presented in this section is only intended to serve as a preliminary, conceptual look at the palette of elements for the Main Street corridor. The next steps, schematic design and design development, will present the forum for further research, brain-storming and consensus on the specific design applications for the corridor.

## Building to Last

At this point in the design process, it is important to think of the Main Street streetscape as a long-term investment for Davenport with a relatively long life expectancy void of excessive wear, maintenance and as such their quality should not be compromised by budget. Streetscape elements should be chosen for their overall response to design, cost, structural stability and durability. The elements presented in this section have been selected with these qualities in mind as well as past experiences with similar models or manufacturers. They are intended to serve as guidelines for comparison with local manufacturers offering the same or similar streetscape elements. With these comparisons, the City will then determine the adopted standards for implementing Davenport's Main Street Streetscape Vision.

The common objective for this corridor should be to build off of the successful elements that exist today, while seeking out new ways to sensitively blend in additional details and embellishments that will make the Main Street experience in Davenport unique, but simple and distinguished in appearance. This will be accomplished by implementing the recommended conceptual elements that follow:

## Gateways

Gateways, portals, and entries are symbolically important because they announce that one has entered a unique place. From a hierarchy point of view, primary gateways are at Lombard, Locust and the rail viaduct. Secondary gateways at Education Hill are at 12<sup>th</sup> Street and 8<sup>th</sup> Street. Piers, monuments, walls and/or signage are appropriate elements to communicate this.

Existing elements in the downtown streetscape palette should also be considered – ornamental pedestrian lights, limited use of flower baskets, benches and or brick paving materials.



*Dillon Fountain and Plaza serves as the south end gateway for Main Street.*



*Comparable image of the Education Hill District gateway envisioned for the corridor.*

Elements on Palmer's or Central High's campus may also be appropriate. Similar themes to the Palmer College/Gold Coast Neighborhood walls (brick, light colored mortar and precast concrete) may also have a unifying theme in the Education Hill District.

The following series of images and descriptions illustrate examples locally and from other communities around the country.

## Lighting

Adequate lighting is essential to both the business community, residents, and visitors because it increases visibility and thus security, while also creating an ambiance for the corridor that is not expressed with normal, functional "cobra-head" streetlights.



*Lighting as a theme at night.*

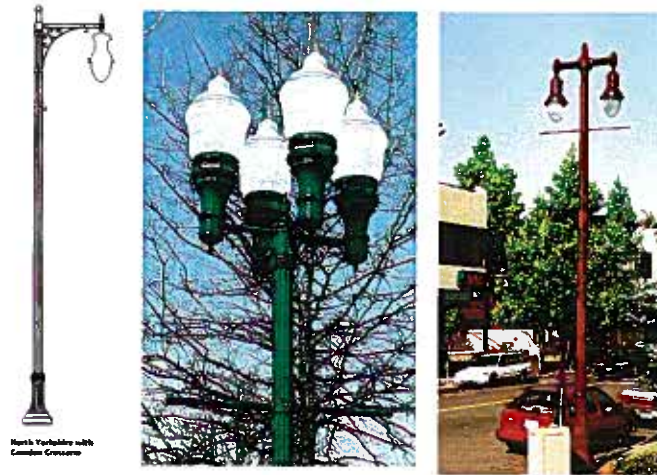
## Street Lighting

Streetlights are generally 20-30 feet in height, and are used at intersections and midblock alleys to provide adequate light levels at important traffic decision points. Design and appearance should be simple and unobtrusive. They are not part of the sidewalk setting and attention should not be drawn to them, however, there are "tear-drop" models available which are now designed to be functional while also complementing the design appearance of the smaller pedestrian fixtures that are used to light both the walkway and the roadway.



*Current street lights in use on vehicular corridors, such as Harrison and Brady Streets*





## Recommendations:

- Construction – Cast Iron and Steel Poles
- Model and Manufacturer – Halophane Outdoor Architectural Lighting, North Yorkshire Style with Camden Crossarms , 20" diameter base with Memphis Tear Drop Series Luminaire
- Location – Street and alleyway intersections along Main Street. Focus on 5<sup>th</sup> Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, 12<sup>th</sup> Street, 16<sup>th</sup> Street, Locust Street and Lombard Street.
- Color – Black matte finish

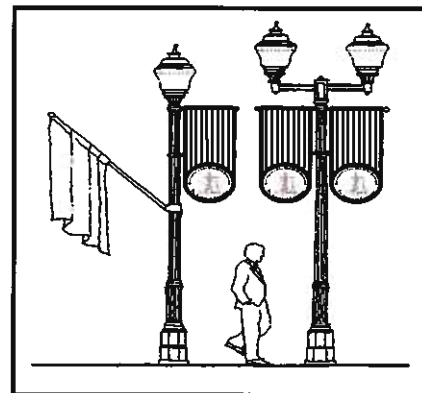
## Pedestrian Walkway Lighting

Pedestrian lights are generally set on 12 to 15 foot poles at 50 to 80 foot intervals. Besides providing adequate ambient lighting for pedestrians and the street, they are an important decorative element. The design of pedestrian lights should give direction to the theme and character for the area. These lights are primarily recommended for Main Street as an extension of the Downtown and riverfront park environs.. Alternative pedestrian lights may be considered on a project-by-project basis for other public, private or institutional projects such as Central High School, Palmer College, Vander Veer Park, etc.



## Recommendations:

- Construction – Commercial cast aluminum, 3" to 4" diameter smooth tapered lighting post with a decorative ornamental base. Hollophane Glass Acorn "Granville" Luminaire with 150 watt high pressure sodium lamp.
- Model and Manufacturer – City of Davenport Standards.
- Location – Standard setback from curb, align between parked cars, if possible, 88' on center, Single luminaries to be located along street between intersections, dual or quad luminaries to be used at key gateways along the corridor such as the railway crossing, 5<sup>th</sup> Street, 8<sup>th</sup> Street, 12<sup>th</sup> Street, Locust Street, Lombard Street
- Color – Black matte finish.



The current downtown light fixture can be modified to present a stately image for the Main Street Corridor.



*Double luminaries or hanging accent plants can be used selectively at key gateway intersections.*

## Paving Design

Special sidewalk treatments such as the use of bricks or concrete pavers, add color and interest to a streetscape environment. Masonry pavers (if properly set) are cost effective over the long term because of their durability and ability to be removed and reset. With concrete sidewalks, the constant need for access to utilities or simple walkway repair in commercial areas frequently results in unsightly concrete patching. The level of quality in the streetscape environment can be greatly enhanced through the introduction of special paving, especially along Davenport's Main Street corridor.



*Typical varied concrete sidewalk condition along the corridor.*

As in the Downtown, the paving design envisioned for the remaining blocks of the Main Street corridor would use modular, brick paving as either an accent, "splash" band along the roadway or the entire 5'-0" to 6'-0" walkways would be formed in the brick pattern used in the accent panels between Third Street and River Drive. In either case, special areas that will receive a lot of pedestrian use should have decorative pavers incorporated into the design. These areas would include the gateway entrances, pocket parks, arrival and drop-off points, transit stops, and traffic calming features such as the medians or roundabouts.



*Current paving pattern in use in the downtown streetscape for Main Street.*

### Brick Paver Recommendations:

- Construction - Sand set brick pavers laid in 45 degree herringbone pattern with double header course brick accent band
- Type and Manufacturer - United Brick & Tile of Iowa (Adel, Iowa)



*Preferred character of new streetscape walkways.*



## *Poured Concrete Recommendations:*

- Construction - 4" to 6" thick concrete slab on compacted 4" to 6" gravel base in pedestrian areas only. In areas where vehicles will be crossing the streetscape, a thicker reinforced concrete slab and gravel base is recommended. The concrete walk will be scored and jointed in a rectangular panels with a 1:2 panel size ratio and laid in a staggered "London Paver", running bond pattern depending on the proposed width of the sidewalk.
- Type and Manufacturer - Poured in place concrete. Panels to be broom finish with smooth, tooled edges. A local Davenport supplier should be used.
- Color - Natural, Buff or an approved equal.



*Optional treatment of corridor streetscape using economical material choices.*

## **Crosswalk Design**

Pedestrian crosswalks in the Main Street study area should be consistent in layout and design, however, the materials used for implementation may differ between crossings. Typical crosswalks should be painted. The dimensions for crosswalks may also vary from intersection to intersection. It is generally desirable to align the outer limits of crosswalks with the building facades or right-of-way limits of the two intersecting streets. The inner limits of the crosswalks are then defined by adopting standard dimensions for crossing widths (ranging

from 10 to 15' or equal to the sidewalk width).

This approach allows the streetscape to continue visually across the road. However, this method does not always work due to misaligned building facades, curvilinear streets or streets that are misaligned, such as the intersection of Eighth and Main Streets. Crossing widths should be maximized wherever possible to increase their visibility from automobiles.

All final crosswalk designs should be reviewed for their compliance with the Americans with Disabilities Act Accessibility Guidelines.



*Specifically paved crosswalk should be limited to key gateway intersections.*



*Stamped asphalt crosswalks can provide an aesthetic solution that tolerates snow removal.*

## Streetscape Furniture

Streetscape furniture should be uniform in character throughout the Main Street Corridor; however, variations in construction methods and material use can be explored to fit the varied settings. An example would be using the same style metal bench as the Downtown, but substituting wood slats for the iron straps, to be more residential in character in the upper blocks. This approach will help provide visual continuity along the street, while also reducing maintenance and stockpiling of spare parts. The family of street furniture for the main Street corridor should include the following:

Decorative Street Lights	Bicycle Racks
Pedestrian Lights	Bollards
Benches	Drinking Fountains
Trash Receptacles	Dumpster Enclosures
Plant Materials	

### ***General Streetscape Recommendations that apply from the Downtown Streetscape Design Standards***

- Streetscape furniture should be limited to a single "palette" and apply to the entire corridor.
- Only strong and durable elements should be selected. The extra cost for quality will ultimately provide savings over the life expectancy of cheaper fixtures.
- Furniture and landscaping should have an adequate setback from the curb to avoid damage from trucks and automobiles.
- The family of streetscape furniture should be adapted for use in parks and open spaces.

Open space within private developments should be required to use the same street furniture in their site plans, where continuity is important. Otherwise, individual identity may be appropriate.

## ***Streetscape Furniture Color***

Careful use of color offers the opportunity to create fresh impressions, and strengthen a streetscape scheme. Adopting a new color, to be used on all streetscape furniture, will help provide continuity along Main Street. The use of a single universal color will also simplify maintenance and coordination between different agencies when specifying new furniture.

The selected color for all furniture will be black with a matte finish. Black is the adopted standard for the Downtown portion of the Main Street. It has also been or is being used as the standard on a variety of street furnishings in or around the Main Street study area. If another color is desired, careful thought must be given to where the best, least noticeable locations are for converting over to the new element color. Typically this would be handled at a gateway portal, side street intersection or major shift in roadway alignment. The impact of a change in color can be best minimized by using a very dark version of the color selected, i.e., "Midnight Blue" or "Midnight Green". Under interior lighting conditions the colors will appear to be almost black in color, however, under normal sunlight conditions these same dark samples will sparkle with color. It is critical to analyze color selections under the conditions that they will be seen.



## Benches

Benches offer a place to rest, wait and people watch. Placement should depend on need and not interfere with pedestrian movement. Because of the prevalence of narrow sidewalks and less intensive use in this section of the Main Street, the use and placement of benches along Main Street will be limited to strategic locations where ample space can be obtained to avoid impacts to pedestrian and bicycle flow. More opportunities for benches may develop, but benches should be placed separately and only where there is evident need.



*Benches should be clustered only in places where they will be used.*

## Recommendations

**Construction** - Benches with contoured metal strapping and wood seats are the most comfortable. Current advances in reinforced, recycled plastic slats have proven to be effective against vandalism, seasonal wear and life-cycle costing. The frame or end members should be heavy, cast metal for quality and durability.

**Model and Manufacturer** - In recent years the availability of quality benches has increased. There are many standard models on the market which are compatible with any downtown theme and would be half the cost of a custom design. The Dumor, Model 58 metal strap bench has been implemented throughout the downtown since 1996. As discussed above, this model was recommended for its resistance to vandalism, easy maintenance and historic character. Taking its lead from the Model 58

bench, the Task Force is recommending that a recycled slat bench with cast iron ends for the remainder of Main Street, however it is not a Dumor product. Instead, the recommendation is to use a Victor Stanley recycled slat bench because it is made of higher quality ductile iron and each slat is 2"x3" rather than the more common, bulky 2"x4"), slotted and supported with an embedded piece of steel strapping to resist warping. If a wooden-slat bench is



*Existing Dumor metal strap bench in Downtown Davenport.*

preferred for Main Street over the recycled materials, special care must be taken to select strong, durable woods such as Mahogany or Ipe and being committed to maintaining its appearance, i.e., replacing and refinishing slats.



*Dumor recycled plastic slat bench.*



*Recommended Victor Stanley recycled slat benches.*

**Locations** – Library, church entrances, school pick-up zones, transit stops, pocket parks, park entrances, public building plazas and entrances, etc.

**Installation** – Anchored to concrete base of sidewalk with tamper resistant bolts

**Color** - Metal end pieces should conform to Downtown Davenport adopted standard, applied at factory, if applicable. Black matte finish. Recycled plastic slats with a "Cherry" or "Walnut" finish are recommended.

**Size** – Both Victor Stanley and Dumor models are available in extended lengths in multiples of 6' and 8'.

## **Trash Receptacles**

This often-overlooked fixture can play a very important role in the quality of the streetscape environment. If receptacles are available, the public will use them. When properly designed, they can be an attractive sidewalk element. The introduction of a name or logo into the design can help personalize the streetscape.

### **Recommendations**

**Construction** - Receptacles of metal strap or rods containing a basket or liner have proven to be the most durable.

**Model and Manufacturer** - Dumor, Inc., Model 87 metal receptacle with hinged, spun steel cover or the Victor Stanley, Model TS-36 with black tubular steel frame and recycled slats to match the bench finish discussed above.



*Current metal strap finish receptacle in use in the downtown.*

**Color** – Black, matte finish.

**Location** - Receptacles should be placed where people stop or congregate, such as intersections and bus stop areas where seating is available. Also consider baskets near food take-outs. They should not be placed where they interfere with pedestrian movement. Most locations can be accommodated within the lawn panel areas that are proposed for the corridor. Where possible, trash receptacles should be positioned entirely on pavement to avoid repetitive compaction and wear in lawn areas.



*Proposed trash receptacle for remainder of Main Street corridor.*



## Landscaped Tree Planters

As mentioned previously, in-ground planters or continuous lawn/ groundcover panels are preferred over tree grates for the long term health of newly planted street trees. The planting bed concept provides for greener streetscape environment while improving water absorption, lessening the risk of compaction and providing ample room for root growth. People are discouraged from walking through the plant beds by elevating them slightly with a coping edge or curb and planting with ground cover or low shrub masses (that do not grow higher than one foot) or by providing small connecting walks between on-street parking and the sidewalk. If ground covers are used, they can be underplanted with seasonal bulbs to provide color with a minimum amount of maintenance.



*Preferred planting approach for the Main Street corridor with trees in lawn panels.*

The in-ground planters should only be used in areas where a circulation/area of a width at least eight feet can be maintained. If planting beds are used on narrower walks, pedestrians will feel confined and may disregard the planter boundaries by walking through them. In these situations it is better to use tree grates.



### *Recommendations:*

**Construction** – Raised planters should be 6" wide by 3" high curb with a top chamfered edge and a bottom shadow reveal. The at-grade lawn/groundcover panels should be defined by the neighboring sidewalk, connecting walks and an 18" splash band immediately behind the curb.

**Model and Manufacturer** – Should be constructed by local precast concrete manufacturer in the Davenport area.

**Location** – Raised planters should only be considered in curb extension areas where ample room is provided and conflicts with parallel parking or drop-off are minimized. Lawn/groundcover panels with splash band

should be used along all parallel parking and drive lane areas.

## Seasonal Landscape Planters

Annual flowers add an additional celebration of season color to many public spaces, whether planted in plant beds or in pots or planters. Geraniums, pansies and alyssum offer a seasonal mix of color that extend the flowering season from April into November.

Fiberglass planters are recommended because of their resistance to salt, high-powered spray, cleaners, and fertilizers. They are available in a wide array of colors and sizes that will complement many public spaces.



*Movable planters provide opportunities to introduce colorful plantings to the streetscape.*

## Recommendations

**Model and Manufacturer** – Tulip Collection  
Fiberglass Planters from Landscape Forms, Inc.

**Construction** – Fiberglass with solid orthophthalic polyester gel coat surfaces.

**Location** – Library Square, church entrances, school pick-up zones, transit stops, pocket parks, park entrances, public building plazas and entrances, etc.

**Color** – Ivy, Terra-cotta or Ebony Granite finish.



*Hanging baskets should also be used sparingly to carry the theme at key intersections.*

## Bicycle Racks

Bicycle racks are often left out of streetscape plans because they are not seen as being an essential item. They are in fact an important item, but they must be strategically placed where they will be used, yet not impede pedestrian movements.



There have been numerous occasions where bicycles have been chained to other pieces of street furniture, municipal signs or trees due to a lack of bicycle stands, especially in the Education Hill area. This is not only visually unappealing, but more importantly, it requires more maintenance in order to keep the streetscape furniture in good condition. Providing bicycle stands will help minimize this maintenance problem and will, hopefully, encourage the use of bicycles.





*Bike racks must be carefully selected to fit the space in which they are planned.*

## **Recommendations**

**Construction** - Rolled Steel

**Model and Manufacturer** – Multi-loop bike rack with 3 to 5 loops or approved equal, available at either Dumor, Inc. or Victor Stanley, Inc.

**Location** – Library Square, Palmer College, Central High School, J.B.Young Junior High School, Vander Veer Park

**Color** - Conform to Downtown Davenport adopted standard, applied at factory. Black matte finish.

## **Bollards**

Along Main Street there may be a need to provide places where parallel parking for the disabled is provided. Disabled curbside access can be improved through the use of flush mounted curbs in combination with cast iron bollards. In this scenario a standard curb would transition down to a flush band for the length of the disabled parking area to provide easy access to the sidewalk from multiple points. Bollards can also be used as accent elements to restrict traffic from entering pedestrian priority and pedestrian only areas, such as the primary walkways leading into Central High School. These are often times occupied by service vehicles by day and visitors in the evening. In this option, bollards would be placed at 10' to

15' intervals to prevent access to and parking on the sidewalks.

## **Recommendations**

**Construction** - Cast Iron with a deep 12 flute pattern. Provided with either a bulb or lighted top.

**Model and Manufacturer** – Hamilton Series, Unique Solutions Innovative Lighting Products or an approved equal.

**Location** – In parallel parking areas for the disabled or parallel service lanes where a flush mounted curb is desirable, as well as, areas where wide walkways invite illegal vehicular access and parking.

**Color** - Conform to Downtown Davenport adopted standard, applied at factory. Black matte finish.

## **Drinking Fountains**

Drinking fountains should be simple in design and located in areas of high pedestrian activity. They are generally used in urban parks and streetscapes, which double as festival areas during parts of the year or serve as a major multi-use recreational corridor for the City. Since Main Street is envisioned as a multi-use recreational corridor linking the Riverway Trail with the Duck Creek Parkway Trail it is appropriate to locate drinking fountains at highly visible, strategic locations along the corridor, such as at the top of the hill climb and within resting areas.

## Recommendations

**Construction** - Cast iron, stainless steel and brass parts.

**Model and Manufacturer** - Anti-freezing M-30, by Murdock Inc. or an approved equal. The M-43 Pedestal Mount by Murdock Inc. or an approved equal is recommended for disabled use.

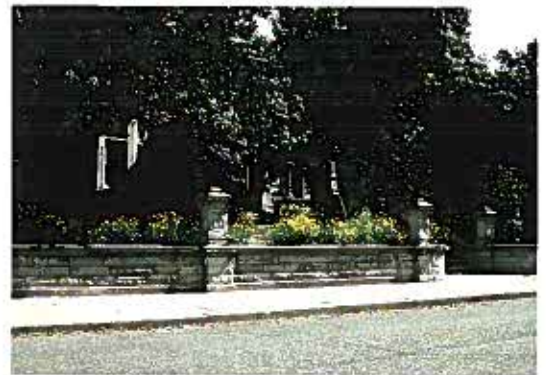
**Location** - Library Square, Lyceum Hall, Palmer College, Central High School, J.B. Young Playground or neighboring transit stop and Vander Veer Park entrance.

**Color** - Conform to Downtown Davenport adopted standard, applied at factory. Black matte finish.

## Wall and Fence Treatments



*Existing walls can be cleaned and repaired.*



*Wall treatments along Main Street.*



*Chain link fences should be replaced with more decorative steel alternatives.*



*Ornamental fences and railings at Trinity Episcopal Church.*





## Surface Parking Treatments

Parking lots, if properly designed and screened, can contribute to urban character and provide an attractive pedestrian environment. A low evergreen hedge or masonry wall will screen wheels, bumpers and paving, thereby eliminating the harshest visual aspects of the parking lot while also providing for surveillance and security.



*Excellent example of the optional parking screen treatment.*

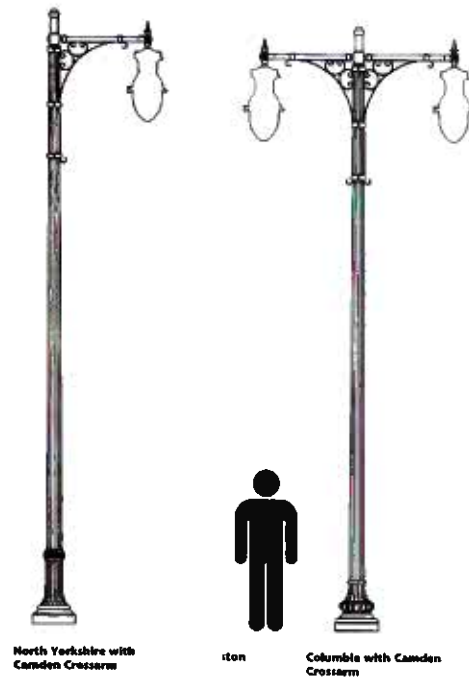
### Recommendations

#### Layout Design

There should be a 15' optimum sidewalk zone around the perimeter of the parking lot to provide for adequate streetscape treatments. Curb cuts should be kept to a minimum, generally one per block face.

#### Lighting

Historic style, street lighting fixtures (described previously) should be installed within central landscaped islands at 100' to 120' intervals. For parking lots exceeding two bays in width, lighting should be installed in alternating bays.



### Landscape Requirements

All surface parking should have adequate landscape screening along all edges, which are exposed to public right-of-ways

The landscape bed for the parking lot screening should be a minimum of 8'-12' wide.

### Other Guideline and Design Standard Documents

Creating a quality environment for downtown Davenport's streets cannot end with the development, adoption and enforcement of the Streetscape Design Standards presented in this report. There are a series of other companion studies and documents, which need to be commissioned to provide a quality experience for visitors to the downtown. They are:

- Public Regulatory Signage Program
- Public Directional Signage Program
- Private Signage Guidelines
- Private Façade Renovation Guidelines

Each of these documents should be commissioned, prepared and formally be adopted to reinforce the efforts of the Streetscape Master Plan. Without them, the revitalization of the Main Street environs will be incomplete. A brief description of what each study might entail is outlined below for consideration.

## ***Public Regulatory Signage Program***

Public signs clutter Main Street's appearance due to their random placement, piecemeal implementation, proliferation and utilitarian, rather than aesthetic, fabrication.



A detailed Regulatory Sign Program for Main Street should be prepared to provide the guidelines for correcting and preventing signage problems. Such a document would look at uniformity of signage design, sign placement in the streetscape environment, sign consolidation methods, conveying community identity, uniform sign construction practices and alternatives to signs for communication. This document could be prepared in tandem with the Public Directional Sign Program presented below to maintain uniformity and compatibility in the design recommendations.

## ***Public Directional Signage Program***



*Street signs can be themed along the corridor.*

Davenport has begun to implement a Downtown directional sign system where the majority of public signs are traffic enforcement messages. A comprehensive Directional Signage Program for Downtown and Main Street is a critical element for establishing visitor legibility in complex urban environments.

The typical Downtown Sign Program is composed of two categories of signs - vehicular and pedestrian. Vehicular signage is designed to be read from a moving vehicle at varying speeds depending on the sign's purpose. Examples of vehicular signs include city gateway and directional signs, downtown gateway and direction signs and trailblazers.



Pedestrian signage is meant to be read while walking or standing and can usually communicate more information to the visitor depending on its intended purpose. Examples of pedestrian signs include city map directories, points of interest signs and trail route markers.



*Current gateway sign theme in the Education Hill District.*

Adopting and implementing an effective sign program for the downtown and the Main Street corridor, which incorporates these elements, will help visitors and bicyclists to find their way, while also contributing to the City's positive image.



*The current wayfinding system should be expanded up Main Street and modified to adapt to streetscape spaces more limited.*

The ultimate implementation of the corridor will be contingent on funding. Davenport One has been instrumental in being the conduit to implement many of the downtown improvements. The RDA has also played a paramount role in assisting the funding of many city-wide initiatives. These partnerships have proven fruitful in the past/present and should be used as models in the implementation of Main Street Parkway.

The City of Davenport must undertake a leadership role in helping orchestrate the corridor implementation. Most of the proposed improvements will occur in public rights-of-way, either existing available right-of-way or land that must be recaptured from private property owners who have encroached development into this area.

## Phasing

A proposed sequence of phasing could begin at the south end and move north to Vander Veer Park. This would build on the downtown improvements, orchestrate a new portal at the rail viaduct and create a dramatic impact in the Hillside District.

Subsequent improvements through Education Hill would then build off of the momentum of improvements underway at Palmer and Central.

Hilltop Commercial Center may be longer term when J.B. Young or the facility may have a more secure future and when the utilities may be under-grounded.

Both residential zones could be implemented at anytime considering they have the lowest cost improvements within the corridor.

## Costs

Order-of-magnitude cost estimates for the corridor improvements have been estimated as follows:

Phase One	\$100,000
Railway Viaduct/South Gateway	

Phase Two	
Residential: 12 <sup>th</sup> -16 <sup>th</sup>	\$199,000
Residential: Locust-Lombard	\$165,000

Phase Three	\$410,000
Hillside Improvements	

Phase Four	\$100,000
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Phase Five	\$610,000-840,000
Education Hill	

Phase Six	\$285,000
Hilltop District	

<b>Total</b>	<b>\$1,969,999 -- \$2,199,000</b>
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Ninety percent of the above costs occur within a public right-of-way. Partnering will be a key objective to the phased implementation of these improvements.