

THE QUARTER



CITY OF EAST MOLINE

# CITY OF EAST MOLINE GREATER DOWNTOWN REVITALIZATION

## STREETScape MASTER PLAN

THE BEND

THE RUST BELT

DOWNTOWN

BEND BLVD

12TH AVE

7TH ST

15TH AVE

13TH ST

MISSISSIPPI RIVER

BEACON PKWY

# STEERING COMMITTEE AGENDA

## A. BACKGROUND & SCHEDULE

## B. PREFERRED PLAN

- A. Downtown
- B. The Quarter
- C. The Rust Belt
- D. The Bend

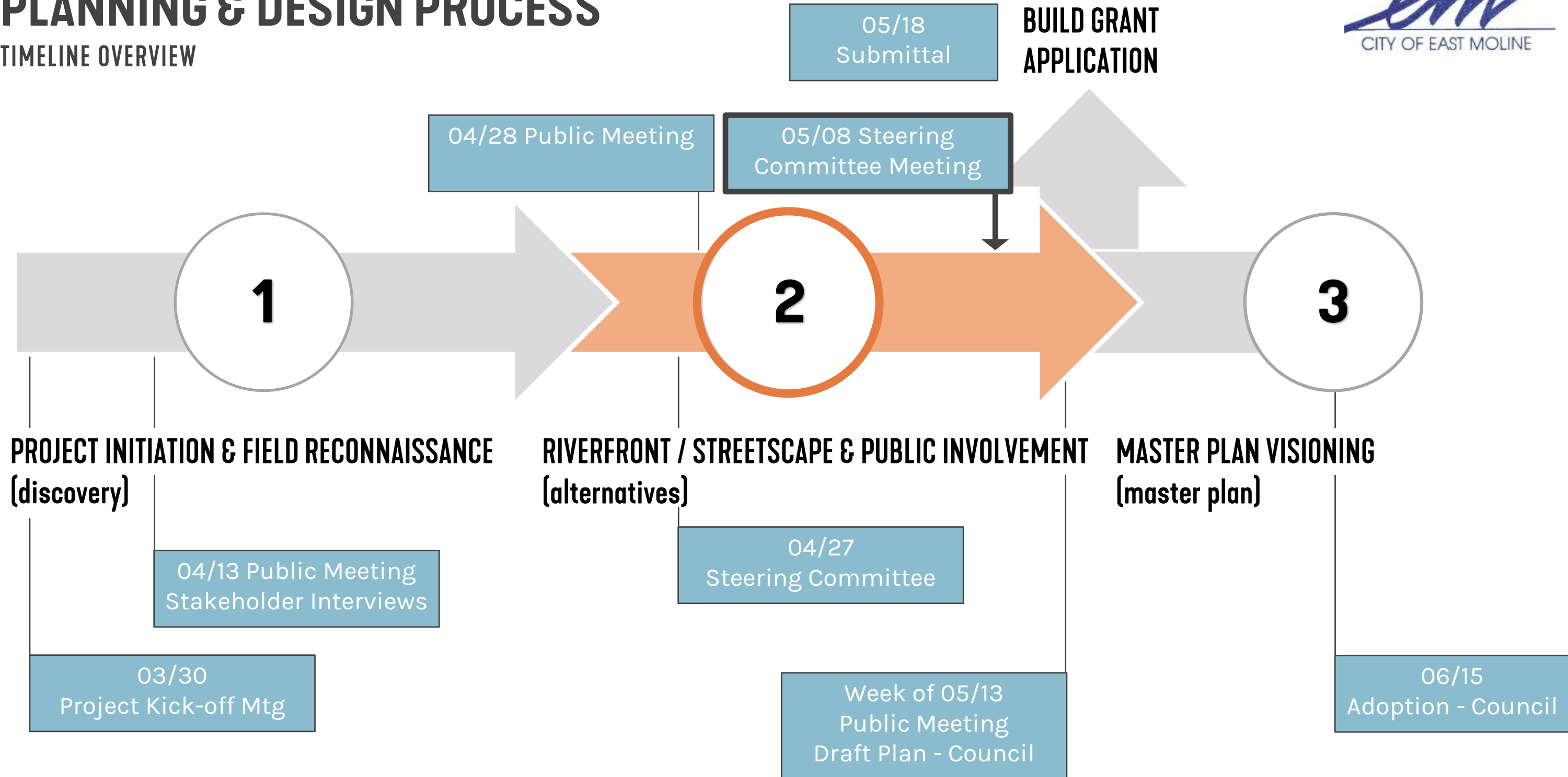
## C. COST AND PRIORITIZATION

- D. BUILD GRANT
- E. NEXT STEPS



# PLANNING & DESIGN PROCESS

## TIMELINE OVERVIEW



*EM*

CITY OF EAST MOLINE

# PREFERRED PLAN



**SMITHGROUP**

# PREFERRED PLAN



## Overall

- Wayfinding
- Multi-modal connections
- Streetscape and Key zones

## Downtown

- Festival Street
- Streetscape and wayfinding
- Amenities to draw
  - (splash play, dog park, event plaza)

## The Quarter

- Streetscape and Signage
- Connection to Nature

## The Bend and Rust Belt

- Streetscape and wayfinding
- 12<sup>th</sup> Avenue Greenway
- Railroad Tracks: At-grade & Pedestrian Bridge



# GOALS AND DESIGN DRIVERS

## Create environment that attracts business to the Greater Downtown Area

- a) Unify Downtown with Bend, Rustbelt and Quarter with multiple modes of transportation
- b) Establish a recognizable District
- c) Improvements to continue and enhance Revitalization Momentum
- d) Increase diversity of businesses





# GOALS AND DESIGN DRIVERS

## Enhance the consistency and quality of the Urban Landscape

- a) Utilize trees and plantings to establish East Moline as a unique place
- b) Reduce peak flows and improve water quality
- c) Increase tree canopy
- d) Connect to the Mississippi River





# GOALS AND DESIGN DRIVERS

**Improve quality of life by enhancing connectivity and safety**

- a) Improve wayfinding and branding
- b) Increase multi-modal connectivity
- c) Create safer streets through better lighting and improved railroad crossings
- d) Increase the accessibility and quality of sidewalks





# GOALS AND DESIGN DRIVERS

## Bring forth East Moline's Sense of Place

- a) Create a cohesive Downtown Area while enhancing the unique character of Downtown, the Bend, Rustbelt, and Quarter.
- b) Build on history and character of community
- c) Durable, straightforward aesthetic



# PREFERRED PLAN



## Overall

- Wayfinding
- Multi-modal connections
- Streetscape and Key zones

## Downtown

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CITY OF EAST MOLINE

# GREATER DOWNTOWN DISTRICTS



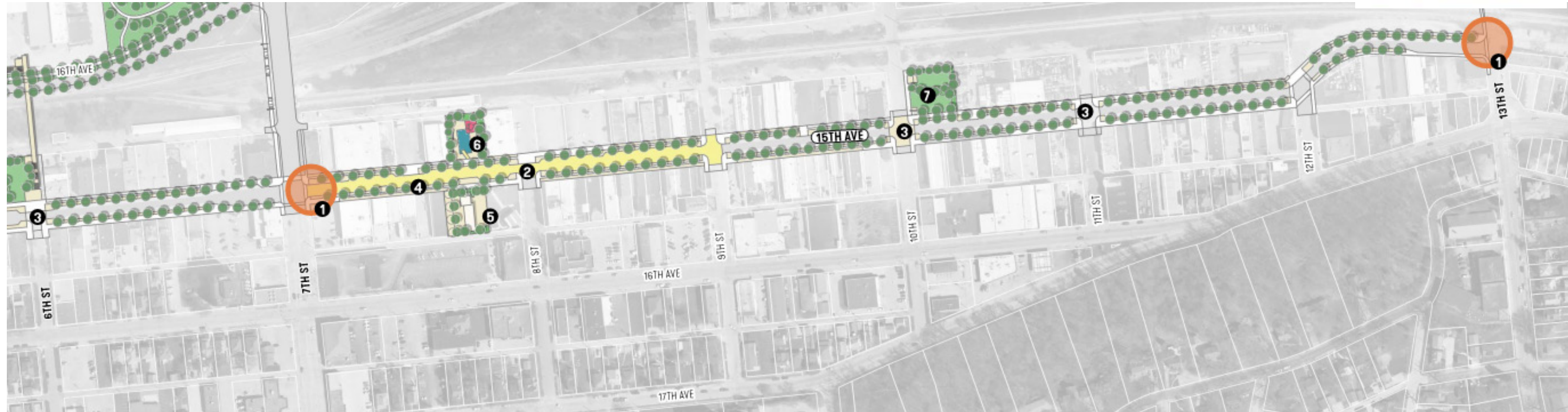
**SMITHGROUP**



## Downtown

1. Street Reconstruction
2. Use signage & streetscape to establish a district
3. Increase tree canopy to shade and unify
4. Visible Stormwater improvements
5. Create amenity zones and destinations
6. Improve pedestrian safety, accessibility and connectivity

# DOWNTOWN PLAN



- 1** Gateway
- 2** Festival Street (Curbless)
- 3** Raised Crosswalk
  - (Wayfinding Node)
- 4** Landscape, Lighting & Green Infrastructure
- 5** Expand Runner's Park
  - Parking / Plaza
  - Outdoor Restaurant Seating
- 6** Proposed Park
  - Interactive Water Feature
- 7** Proposed Park
  - Dog Park

# PLACEMAKING



# FESTIVAL STREET - 7<sup>TH</sup> TO 9<sup>TH</sup> STREET



# FESTIVAL STREET - 7<sup>TH</sup> TO 8<sup>TH</sup> STREET



# 15<sup>TH</sup> AVENUE SECTION



# MEANDERED PEDESTRIAN ZONE



**AMENITY ZONE ADJUST TO STREET**



**AMENITY ZONE ADJUST TO BUILDINGS**

# STREETSCAPE CHARACTER – INDUSTRIAL, DURABLE

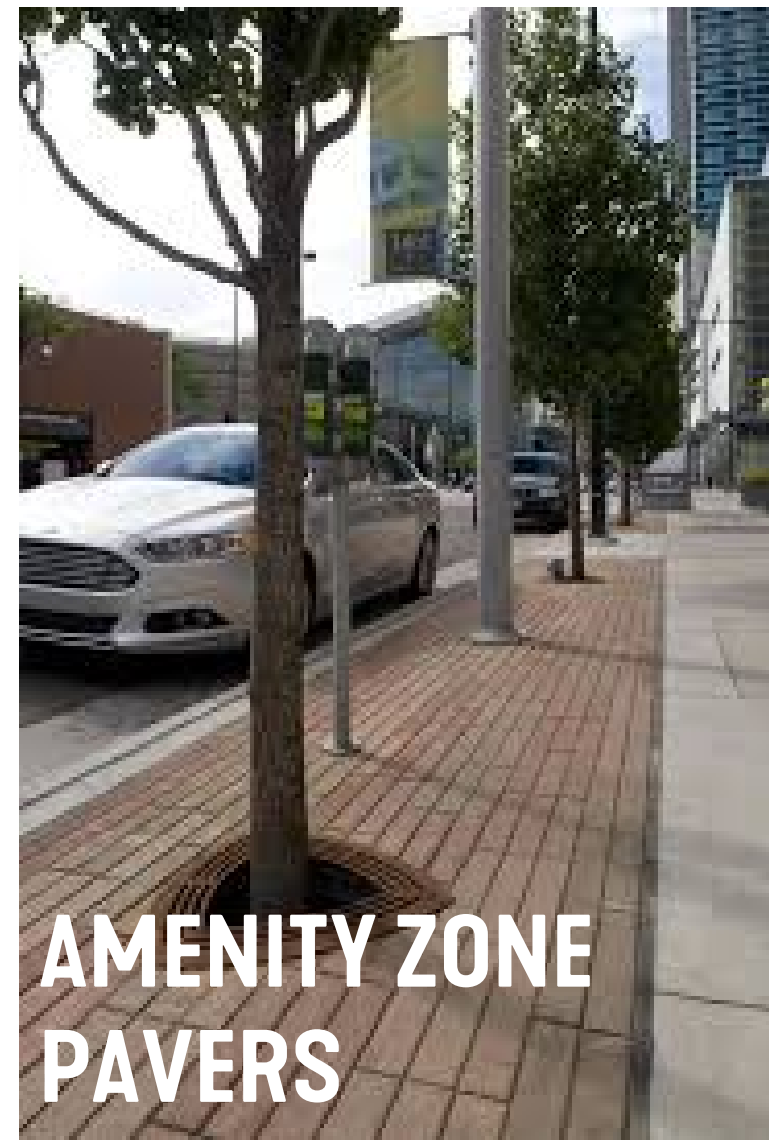


# STREETSCAPE AMENITIES – NATURAL MATERIALS

**WAYFINDING**



**TEXTURED CONCRETE**



**AMENITY ZONE PAVERS**



**SEATING**



**LIGHTING**

# DOWNTOWN PLAN - DISCUSSION



- 1** Gateway
- 2** Festival Street (Curbless)
- 3** Raised Crosswalk
  - (Wayfinding Node)
- 4** Landscape, Lighting & Green Infrastructure
- 5** Expand Runner's Park
  - Parking / Plaza
  - Outdoor Restaurant Seating
- 6** Proposed Park
  - Interactive Water Feature
- 7** Proposed Park
  - Dog Park



## The Quarter

1. Increase Pedestrian connectivity
2. Establish a consistent streetscape amenities
3. Wetlands as amenity
4. Signage and Wayfinding
5. River Connection
6. Sidewalk along Harvest Way

# QUARTER PLAN

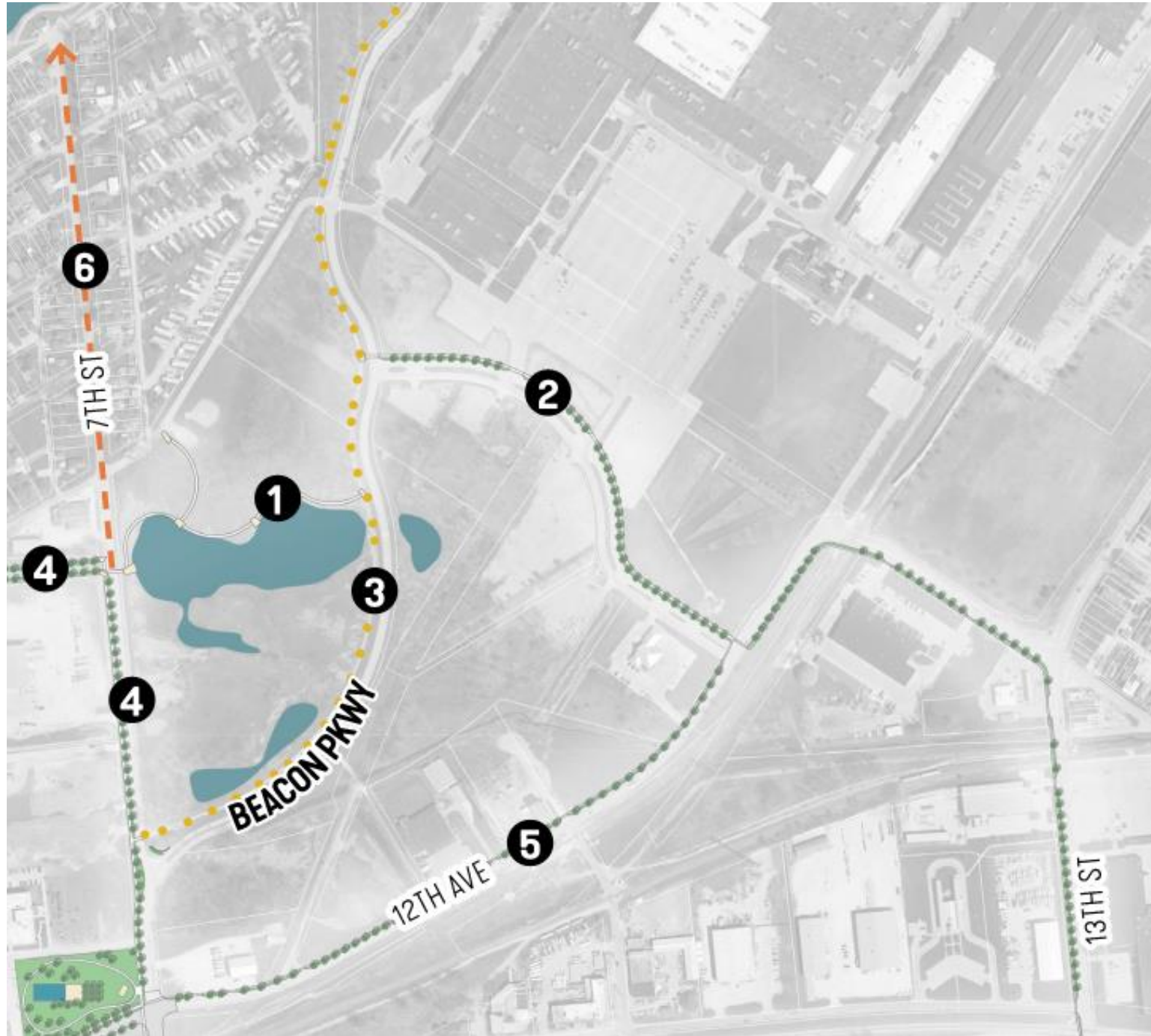


- 1** Create Trail Connection to Existing Wetland
- 2** 10' Trail along Harvest Way
- 3** Improve Wayfinding & Streetscape along Beacon Parkway
- 4** 10' Trail along 7th St & 6th Ave
- 5** Sidewalk along 12th Ave
- 6** Bike Sharrow along 7th St

# THE QUARTER – CREATE CONNECTIONS TO NATURE



# QUARTER PLAN - DISCUSSION



- 1** Create Trail Connection to Existing Wetland
- 2** 10' Trail along Harvest Way
- 3** Improve Wayfinding & Streetscape along Beacon Parkway
- 4** 10' Trail along 7th St & 6th Ave
- 5** Sidewalk along 12th Ave
- 6** Bike Sharrows along 7th St



## The Rust Belt

1. Provide multi-use path along 12<sup>th</sup> Street to improve connectivity
2. Increase lighting for pedestrian Safety
3. Sidewalks and streetscape on 7<sup>th</sup>, improve connections to the Bend and downtown
4. Integrated wayfinding
5. Potential park on 7th

# 12TH AVENUE PLAN



- 1** 12th Avenue Greenway
- 2** Improved At-Grade Railroad Crossings
- 3** Pedestrian Bridge
- 4** Corner Park
- 5** Wayfinding Plazas

# 12<sup>TH</sup> AVENUE SECTION – 12<sup>TH</sup> AVENUE GREENWAY (RELOCATE UTILITIES)

WAYFINDING NODE

RUST BELT PARKING

RAILROAD ROW



# 12<sup>TH</sup> AVENUE - DISCUSSION



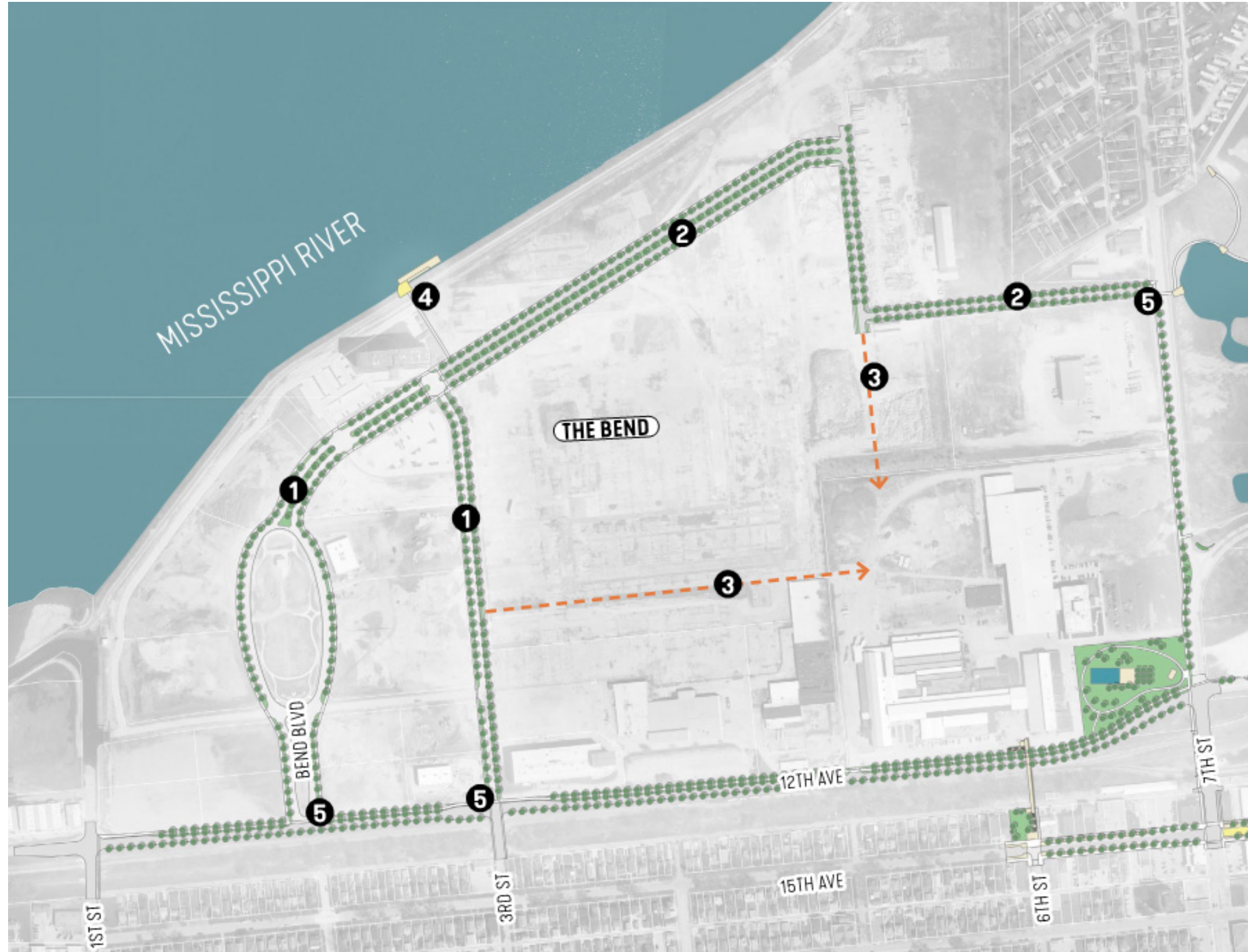
- 1** 12th Avenue Greenway
- 2** Improved At-Grade Railroad Crossings
- 3** Corner Park
- 4** Pedestrian Bridge (Master Plan)
- 5** Wayfinding Plazas
- 6** Sidewalk Connection to Harvest Way



## The Bend

1. Sidewalks and landscaping that fit with desired development
2. Establish wayfinding system
3. Continue to build out the street network
4. Multi-modal connections
  1. Bike Route
  2. Transit Route
  3. Pedestrian
  4. River Connection

# THE BEND – STREETScape MASTER PLAN



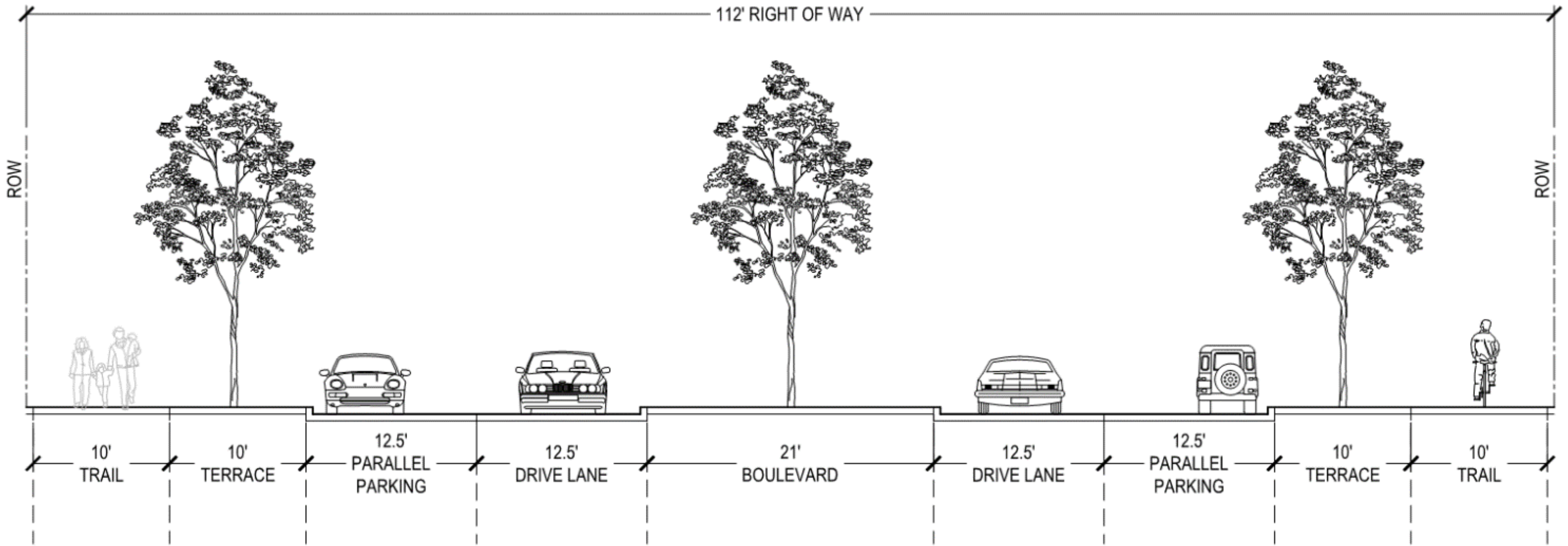
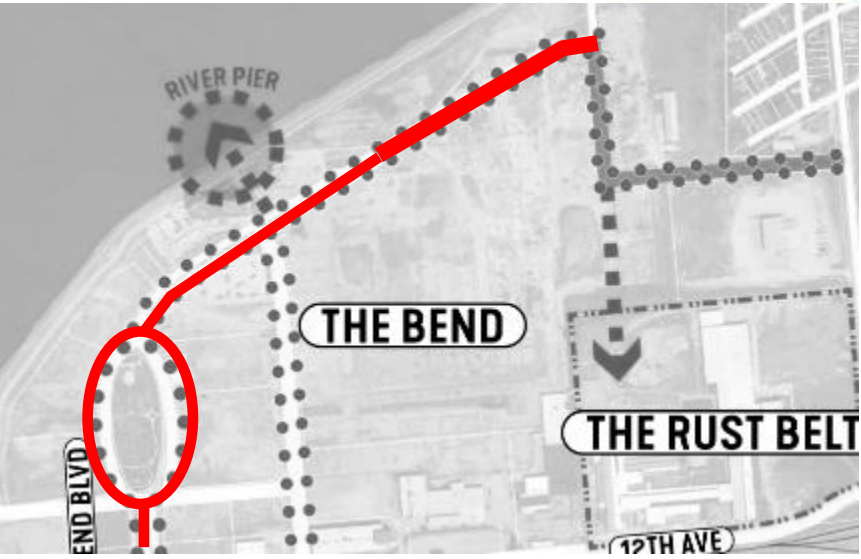
- 1** Install Streetscape Amenities
- 2** Construct Bend Blvd & 6th Ave
- 3** Connect to the Rust Belt
- 4** Connect to the River with Public Pier
- 5** Wayfinding Plazas

# CONNECT TO THE RIVER



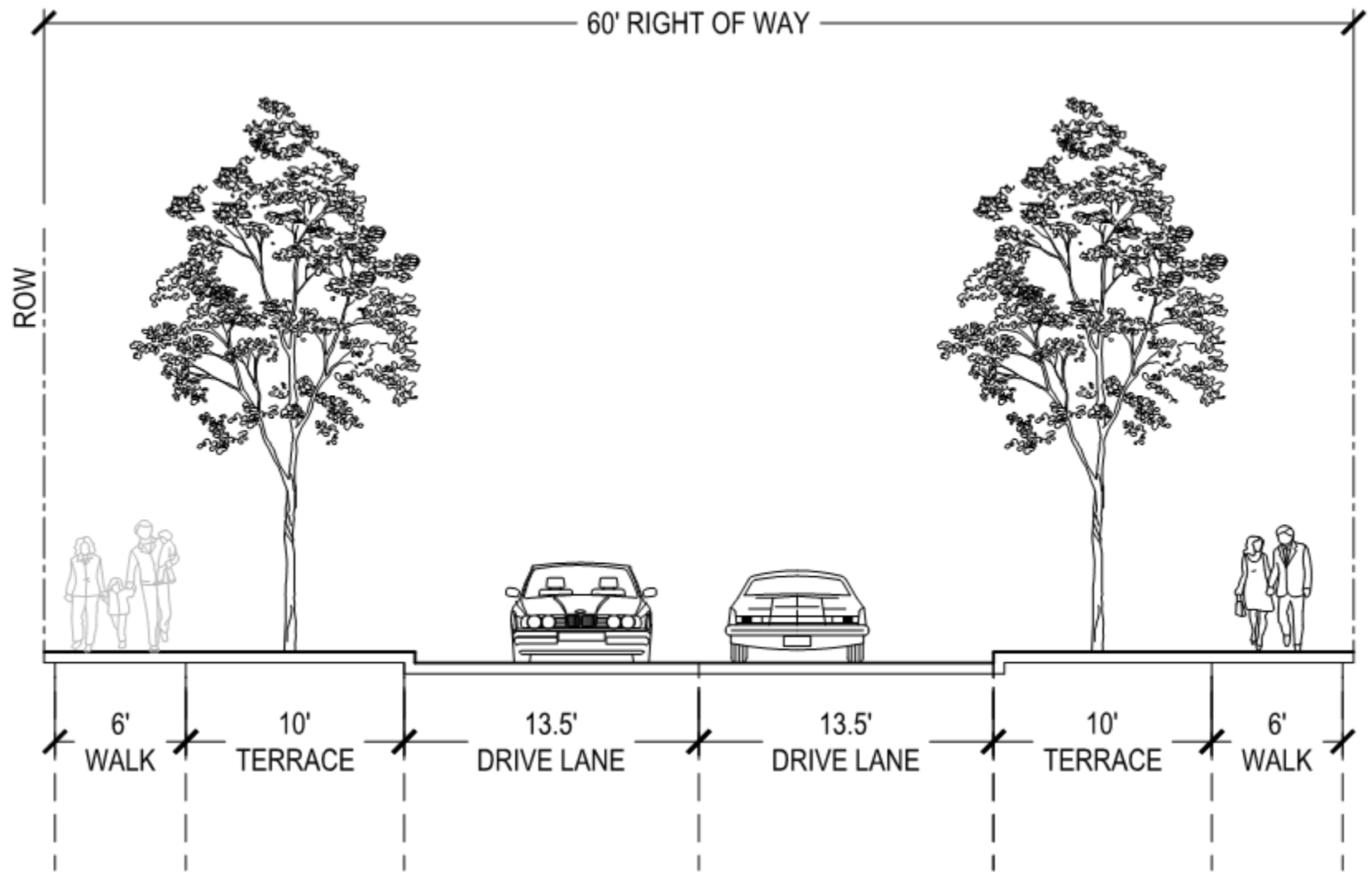
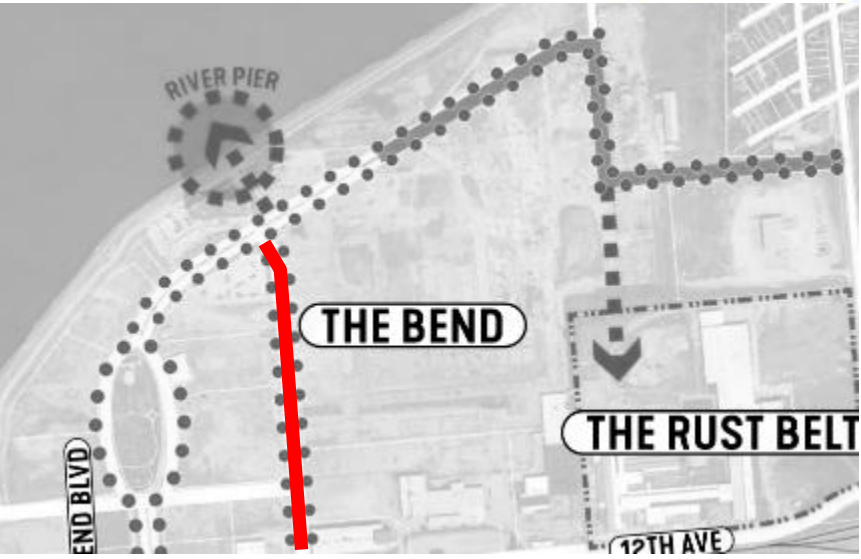
# BEND BOULEVARD – PROPOSED SECTION

## STREETSCAPE IMPROVEMENTS



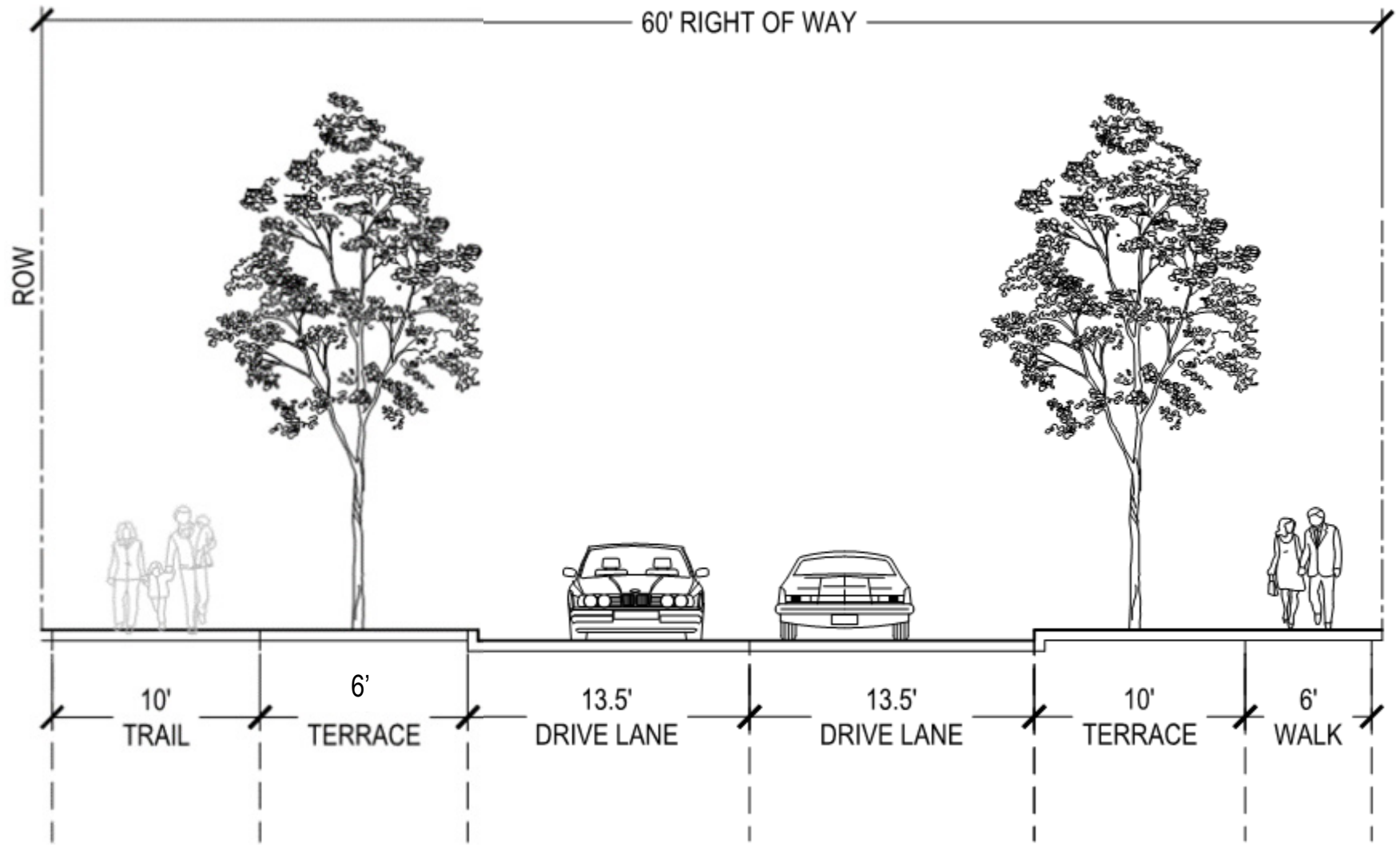
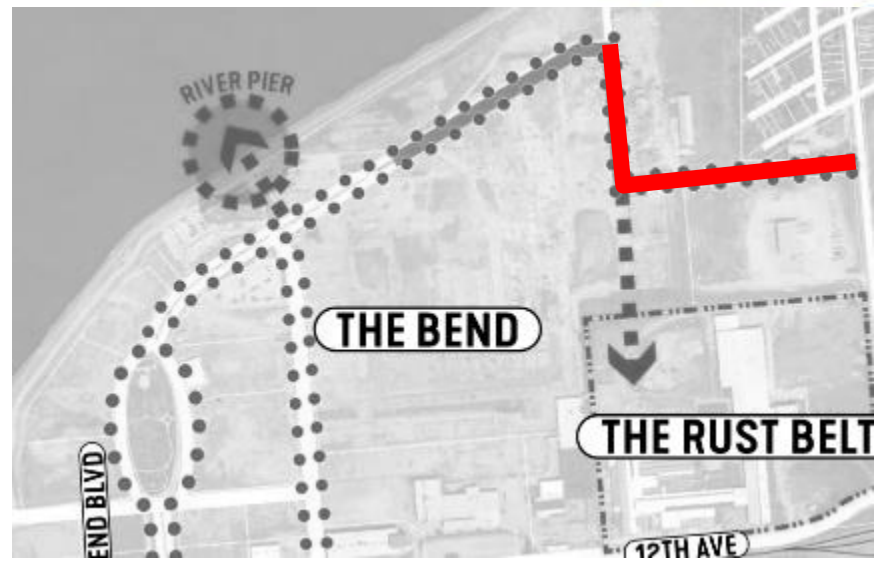
# 3<sup>RD</sup> STREET – PROPOSED SECTION

## STREETScape IMPROVEMENTS

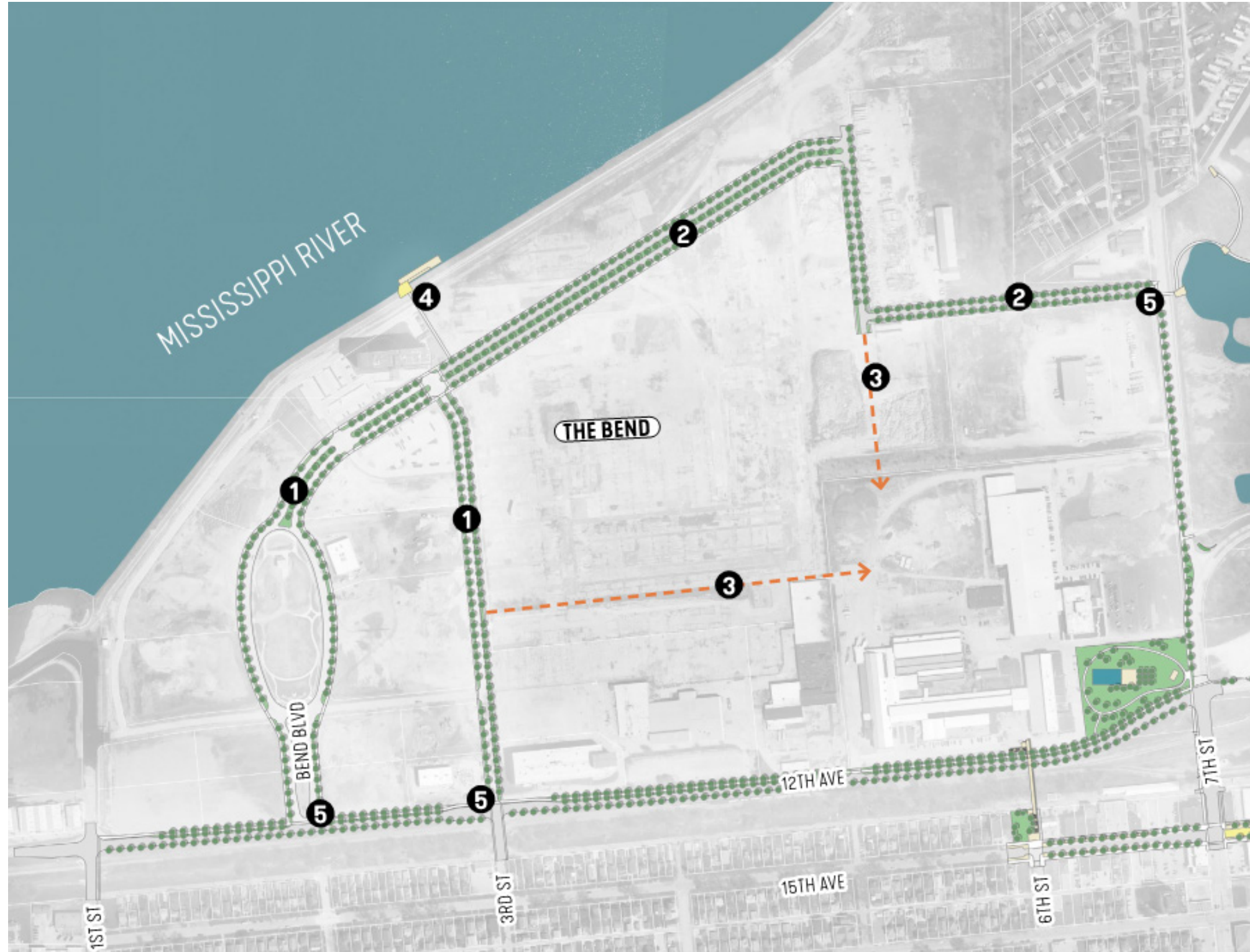


# 6<sup>TH</sup> AVE – PROPOSED SECTION

## STREETScape IMPROVEMENTS



# THE BEND – DISCUSSION



- 1** Install Streetscape Amenities
- 2** Construct Bend Blvd & 6th Ave
- 3** Connect to the Rust Belt
- 4** Connect to the River with Public Pier
- 5** Wayfinding Plazas



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# COSTS & PRIORITIZATION



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# DOWNTOWN OPPORTUNITIES COST



- 1** Gateway
- 2** Festival Street (Curbless)
- 3** Raised Crosswalk
  - (Wayfinding Node)
- 4** Landscape, Lighting & Green Infrastructure

- 5** Expand Runner's Park
  - Parking / Plaza
  - Outdoor Restaurant Seating
- 6** Proposed Park
  - Interactive Water Feature

- 7** Proposed Park
  - Dog Park

**Cost 1-4: \$10,058,011**

**Cost 5-7: \$3,101,518**

# QUARTER OPPORTUNITIES COST



## The Quarter

- 1** Create Trail Connection to the Existing Wetland
  - Cost 1- \$494,581
- 2** 10' Trail Connections along Harvest Way
  - Cost 2- \$516,885
- 3** Improve Wayfinding and Streetscaping along Beacon Parkway to blend with other areas
  - Cost 3- \$673,210
- 4** Provide Bike Trail Along 7<sup>th</sup> Street to 6<sup>th</sup> Avenue
  - Cost 4- \$626,976
- 5** 12<sup>th</sup> Avenue Sidewalk
  - Cost 5- \$176,785

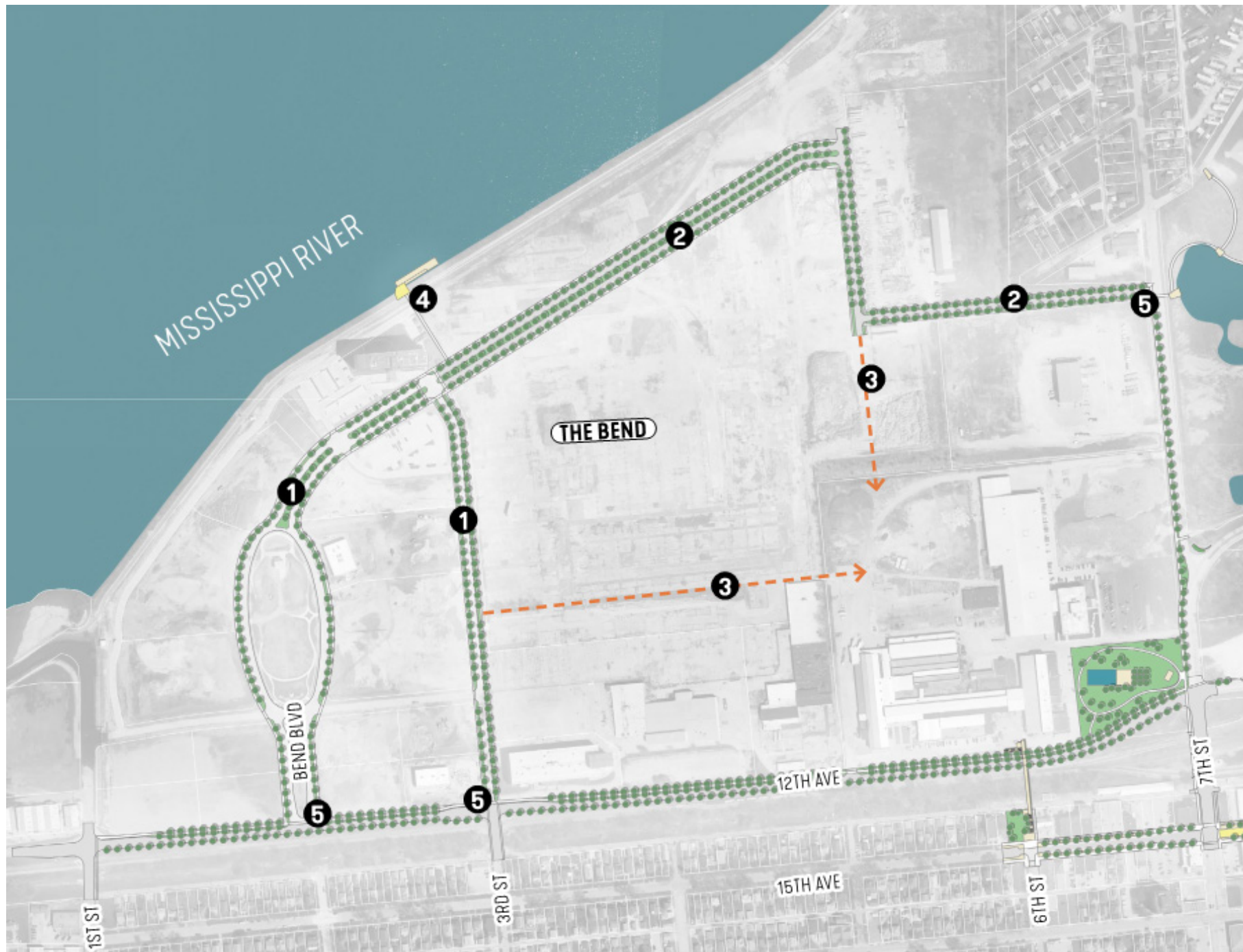
# THE RUST BELT – OPPORTUNITIES COST



## The Rust Belt

- 1** Improve Connectivity along 12 Ave & 7<sup>th</sup> Street
  - Cost 1- \$7,205,172
- 2** Improved 7<sup>th</sup> Street & Railway Crossing At-Grade
  - Cost 2-\$1,506,000
- 3** Pedestrian Bridge
  - Cost 3-\$5,000,000
- 4** Develop Corner Park
  - Cost 4-\$4,374,086

# THE BEND – OPPORTUNITIES COST

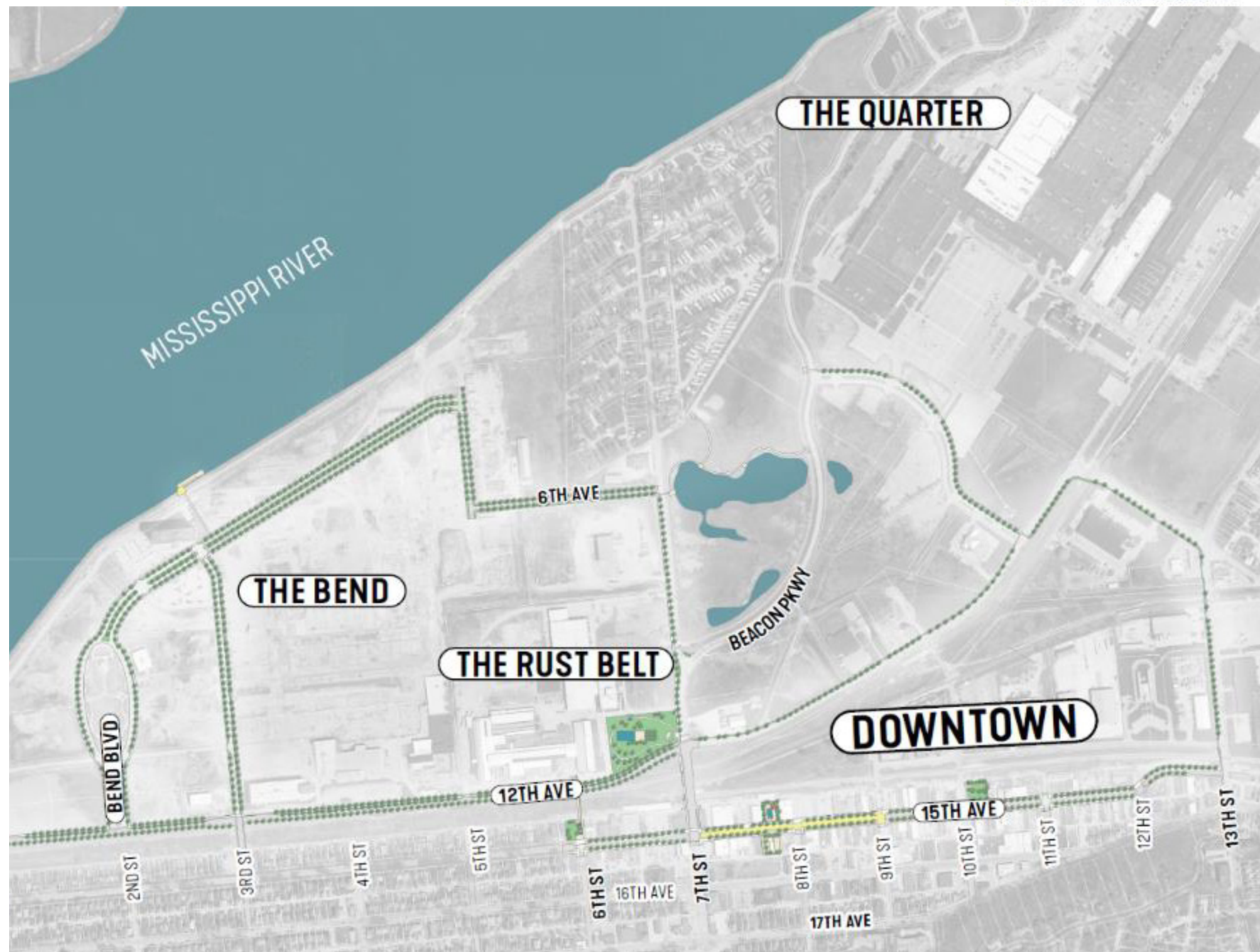


## The Bend

- 1 Existing Street Landscape**
  - Bend Blvd
  - 3<sup>rd</sup> Street
- 2 Construct Streets & Landscape**
  - Bend Blvd
  - 6<sup>th</sup> Ave
- 3 Connect to the Rust Belt**
  - Cost 1-3 - \$9,811,337
- 4 Connect to the River with Public Pier**
  - Channel Cat Connection
  - Cost 4 - \$4,314,800

# TOTAL COST & DISCUSSION

- 15<sup>th</sup> Avenue (6<sup>th</sup> Street-13<sup>th</sup> Street) - **\$10,058,011**
- Downtown 3 Parks - **\$3,101,518**
- 12th Avenue (1st Street – 7th Street)- **\$7,205,172**
- Corner Park - **\$4,374,086**
- Bend Blvd - **\$9,811,337**
- 7th Street (15th Ave-12th Ave) - **\$1,506,001**
- 7<sup>th</sup> Street Trail (12th to 6<sup>th</sup> Avenue) - **\$626,976**
- Wetland Trail - **\$494,581**
- Beacon Parkway - **\$673,210**
- Harvest Way - **\$516,885**
- 12th Av Sidewalk (7th St-Harvest) - **\$176,785**
- River Pier - **\$4,314,800**
- Total – **\$42,859,362**



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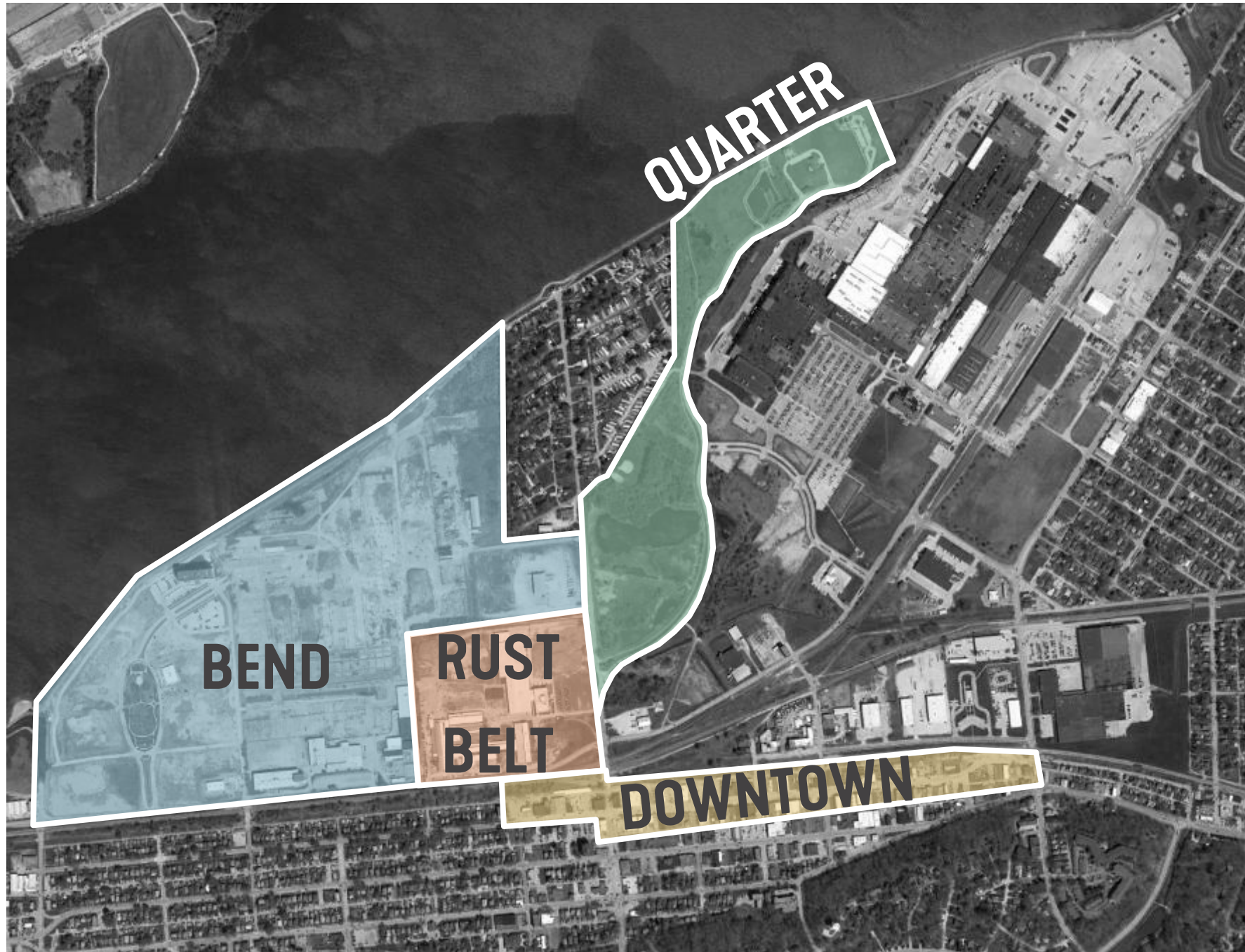
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# BUILD GRANT



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# BUILD GRANT



- **Narrative**
  - Project Description
  - Project Location
  - Project Funding
  - Selection Criteria
    - Safety, State of Good Repair, Economic Competitiveness, Environmental Sustainability, Quality of Life, Innovation, Partnership
  - Environmental Risk
  - Benefit Cost Analysis
- **Appendices- (on City Website)**
  - Letters of Support
  - Previous Planning Documents
  - Project Costs
  - Benefit Cost Analysis
- \$25 Million Grant
- 20% Match

# PROJECT FUNDING

## Total Masterplan Cost

BUILD Grant -\$25,000,0000

BIG Grant -\$1,750,000

Federal Grant(Channel Cat)-  
\$1,500,000

Local - \$15,870,575

Other Possible Funding-  
ITEP(IDOT) \$2M, STBG Funds(Bi-  
State)\$3-4M

## BUILD Grant Cost

BUILD Grant -\$25,000,0000

Local - \$5,000,000



# PROJECT COST



## Cost Summary in Constant 2018 Dollars

| Project Year  | Analysis Year | Cost of Improvements          | Maintenance               | Total Costs<br>Undiscounted | NPV of Costs                 |
|---------------|---------------|-------------------------------|---------------------------|-----------------------------|------------------------------|
|               |               | Capital Costs<br>Undiscounted | O&M Costs<br>Undiscounted |                             | Total Costs @<br>7% Discount |
| 1             | 2018          | \$ 10,000,000.00              | \$ -                      | \$ 10,000,000.00            | \$ 9,345,794.39              |
| 2             | 2019          | \$ 1,687,000.00               | \$ -                      | \$ 1,687,000.00             | \$ 1,473,491.13              |
| 3             | 2020          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 4             | 2021          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 5             | 2022          | \$ 12,847,452.00              | \$ -                      | \$ 12,847,452               | \$ 9,801,260                 |
| 6             | 2023          | \$ 12,361,484.00              | \$ -                      | \$ 12,361,484               | \$ 8,813,567                 |
| 7             | 2024          | \$ 8,135,683.00               | \$ -                      | \$ 8,135,683                | \$ 5,421,149                 |
| 8             | 2025          | \$ 3,377,789.00               | \$ -                      | \$ 3,377,789                | \$ 2,103,517                 |
| 9             | 2026          | \$ 1,164,335.00               | \$ -                      | \$ 1,164,335                | \$ 677,654                   |
| 10            | 2027          | \$ 4,986,166.00               | \$ -                      | \$ 4,986,166                | \$ 2,712,144                 |
| 11            | 2028          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 12            | 2029          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 13            | 2030          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 14            | 2031          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 15            | 2032          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 16            | 2033          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 17            | 2034          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 18            | 2035          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 19            | 2036          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 20            | 2037          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 21            | 2038          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 22            | 2039          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 23            | 2040          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 24            | 2041          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 25            | 2042          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| 26            | 2043          | \$ -                          | \$ -                      | \$ -                        | \$ -                         |
| <b>Totals</b> |               | <b>\$ 54,559,909</b>          | <b>\$ -</b>               | <b>\$ 54,559,909</b>        | <b>\$ 40,348,576</b>         |



# BENEFIT-COST ANALYSIS - BCA



| Benefits Summary in Constant 2018 Dollars |   |                       |                       |
|---|---|-----------------------|-----------------------|
| Type of Impact                            | Benefit                                 | Undiscounted Benefit  | Value @ 7% Discount   |
| Livability                                | Increased Property Value                | \$ 9,643,400          | \$ 5,612,547          |
|   | New Properties - Values                 | \$ 195,515,000        | \$ 85,516,963         |
| Economic Competitiveness                  | Increased Business/Tourism              | \$ 328,965,000        | \$ 142,242,350        |
|   | Vehicle Operating Costs (VMT Reduction) | \$ 10,770,541         | \$ 2,837,516          |
| Safety                                    | Crash Reduction                         | \$ 1,134,944          | \$ 458,638            |
| Environmental                             | Reduced Emissions                       | \$ 713,875            | \$ 305,695            |
| <b>Total Benefits</b>                     |   | <b>\$ 546,742,760</b> | <b>\$ 236,973,708</b> |

| Benefit-Cost Summary in 2018 Dollars |                |
|--------------------------------------|----------------|
|                                      | 7% Discount    |
| Total Benefits                       | \$ 236,973,708 |
| Total Costs                          | \$ 40,348,576  |
| <b>Benefit-Cost Ratio</b>            | <b>5.87</b>    |

- So the project is at a 5.87 for 7% Discount BCA right now. This 7% Discount is what the USDOT will look at for the BCA.

An architectural rendering of a park area. In the center, a large, curved concrete structure features the name 'ROSENER'S PARK' in large, dark letters. A paved walkway leads through the park, where several people are walking. To the left, there is a fenced-in area with a bench and a small structure. In the background, there are modern buildings, including one with a sign that says 'TRUBAIN COMMUNITY BANK'. The overall scene is a detailed illustration of a public space.

**QUESTIONS?**



**SMITHGROUP**

# NEXT STEPS

- A. REFINE PREFERRED CONCEPT**
- B. MAY 13 COUNCIL / PUBLIC MEETING**
- C. SUBMIT BUILD GRANT, MAY 18**
- D. COUNCIL / PUBLIC MEETING MID-JUNE TO ANNOUNCED**



# QUESTIONS OR COMMENTS?

## PLEASE CONTACT

**TIM KAMMLER**  
DIRECTOR OF ENGINEERING

tkammler@eastmoline.com  
(309)752-1595

## VISIT

<https://www.facebook.com/cityofeastmoline/>

<https://www.eastmoline.com/civic/alerts.aspx?aid=227>



An architectural rendering of a park area. In the center, a large, curved concrete structure features the words 'THANK YOU' in bold, white, sans-serif capital letters. The structure is surrounded by a paved walkway and a low metal fence. In the background, there is a modern building with large windows and a sign that reads 'TRUBAIN COMMUNITY CENTER'. To the left, there are several trees and a white SUV. To the right, there is a tent with the text 'JULY 4TH FIRE' on it. The overall scene is a detailed architectural visualization of a public space.

**THANK YOU**



**SMITHGROUP**