

THE STITCH

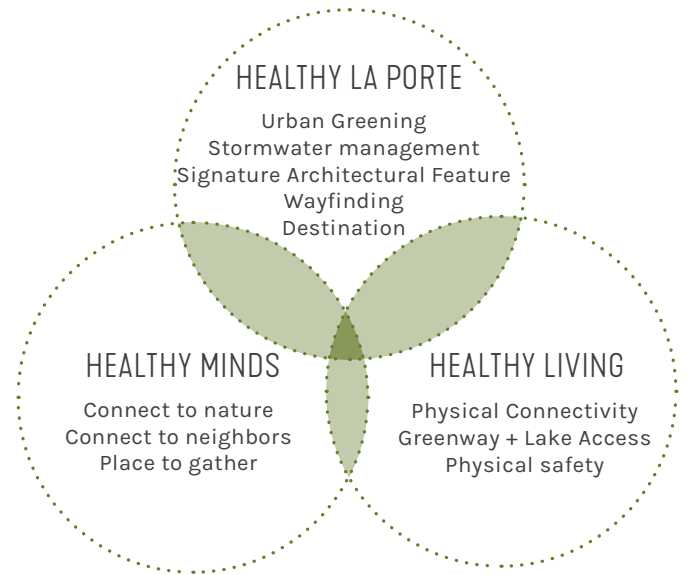
The Stitch envisions linking the downtown core with Clear Lake through a series of enhancements to the pedestrian experience including: 1) re-purposing the municipal parking lot into a new civic event plaza named Monroe Landing, 2) improving the streetscape character along Lincolnway and Monroe Street, 3) constructing a new pedestrian bridge at the terminus of Monroe Street to span the railroad, and 4) a new civic greenspace located at the new La Porte YMCA Community Center along Clear Lake. The new event plaza downtown will complement the existing 618 Plaza and create a threshold of public space along Lincolnway. These spaces will serve community functions such as farmer's markets, art fairs, exhibitions, or celebrations.

The pair of public spaces will provide sanctuary for the pedestrian while reorienting foot traffic north and south along the gateway. The Monroe streetscape will be a shared festival street prioritizing pedestrians and creating additional flexible space during large events. The streetscape serves as the tie between elements, joining them with a continuous paving treatment, vegetation, and furnishings. The bridge is a significant architectural symbol with high visibility. This will encourage pedestrians to travel The Stitch making a casual jaunt to Clear Lake little effort.



PERFORMANCE METRICS:

Consisting of four sections, The Stitch is a significant public works project in terms of scope, and also very significant in terms of benefiting community health. A comprehensive view of community health includes metrics for physical activity, social engagement, and environmental well-being. All portions of the projects have a consistent aim to create places for people to gather, socialize, and to see and be seen in the community; to create physical access for pedestrians between districts and destinations; and to create moments of respite amongst the hard, hot surfaces of downtown.



EXISTING CONDITIONS



APPROACHING THE RAILROAD CROSSING AT MONROE WHERE THE STITCH PEDESTRIAN BRIDGE IS PROPOSED



THE MUNICIPAL PARKING LOT AT THE CORNER OF LINCOLNWAY AND MONROE WHERE A NEW PUBLIC GREENSPACE IS PROPOSED

PROPOSED VISION FOR THE STITCH



THE STITCH STRATEGIES

The Stitch advances concepts pervasive throughout all sub-projects to promote healthy living multidimensional. Aspects include the ability to physically move about safely, to steward a well-functioning ecosystem, and provide opportunities for social interaction amongst the community. Objectives below emphasize the importance of Monroe as the main conduit north to south, its significance as a green corridor, and its advantageous location to enhance public space downtown.

1. CREATE AN EXTENSION OF FOX PARK IN DOWNTOWN

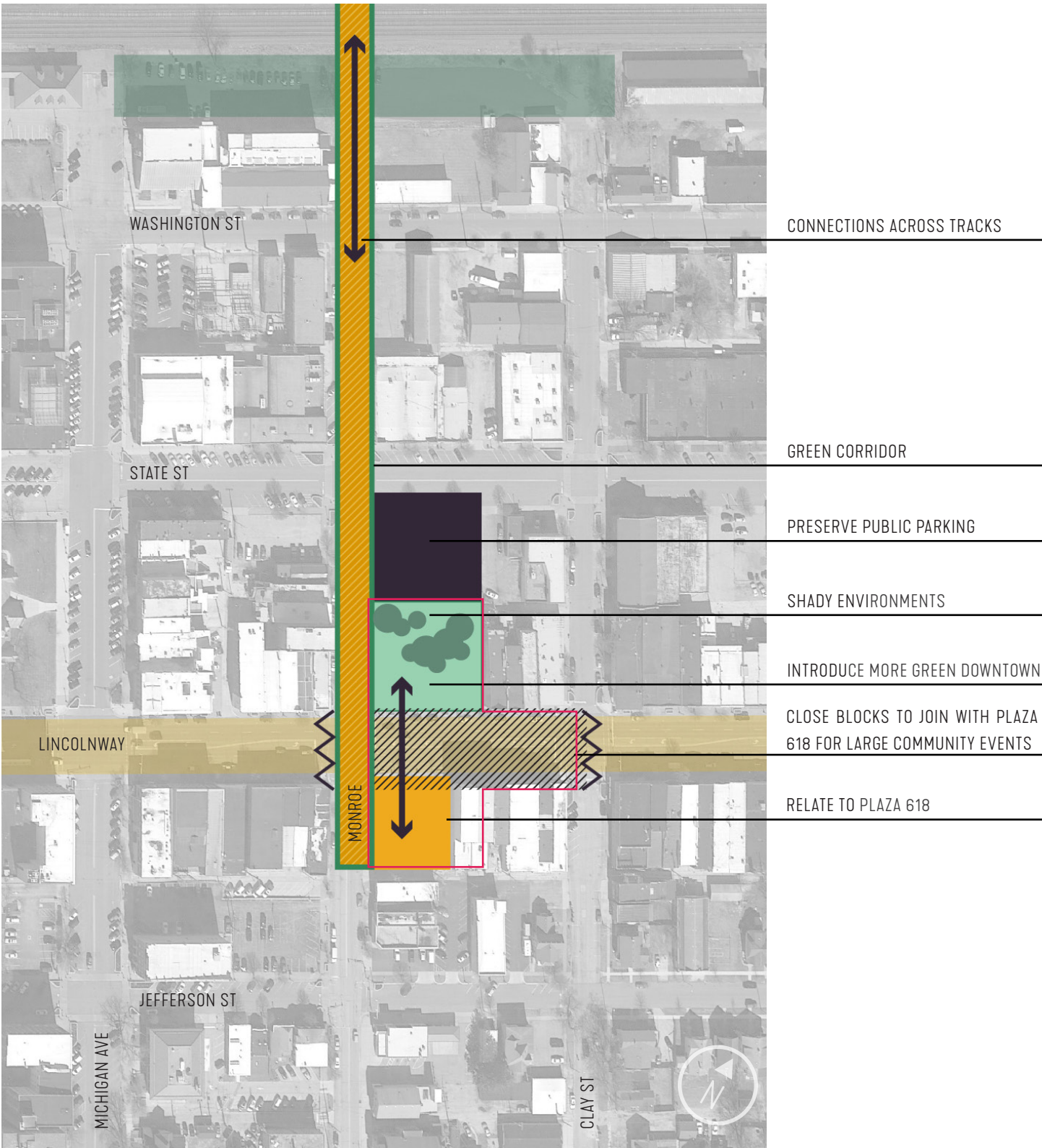
Vary the urban experience by introducing a naturalized aesthetic downtown that feels as an extension of the park system. Create an inviting main circulatory spine for pedestrians down Monroe by physically linking downtown to Clear Lake over the railroad.

2. CREATE A GREEN NODE AND CORRIDOR

Downtown La Porte has limited green space, and with Monroe's highly visible this roadway can be used as a demonstration to the values of green infrastructure. Create a green spine down Monroe to increase street trees and treat stormwater runoff. Use light colored pavement to reduce radiant heat, providing occupiable lawn space under shade, and increasing the density of street trees all have cooling effects.

3. ENHANCE VALUE AND QUALITY OF PUBLIC SPACE

Build off existing assets by creating a flexible and programmable space to compliment Plaza 618. Small events can be hosted in this plaza, whereas large events can annex Lincolnway and Plaza 618 for festivals and parades. Monroe Street as a festival street shifts the focus to prioritize the pedestrian and lends itself to closure for large functions.





MONROE LANDING COMMUNITY FLEXIBLE GREENSPACE ACCOMMODATING DOWNTOWN EVENTS

0' 15' 30'

MONROE LANDING

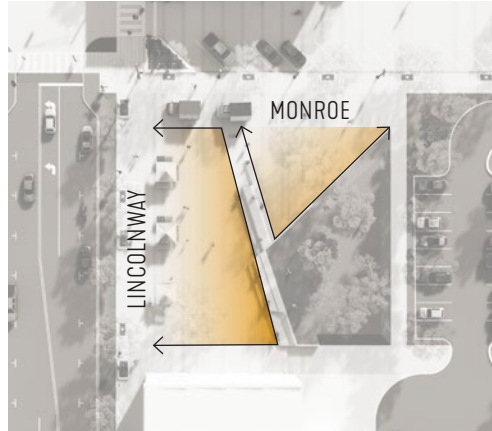
Providing complementary community gathering space adjacent to Plaza 618 fortifies the network of public spaces downtown and allows for closing Lincolnway to facilitate large community functions such as festivals or markets. This space is dichotomous to Plaza 618 offering a flexible, programmable space broken by an interjection of green forest literally bringing Fox Park downtown. An unfolding wooden bench artfully contains the forest edge providing a variety of seating options under canopy. This space is an extension of Fox Park working to introduce the forest character and develop the extensive greening practices initiated by the Lincolnway sub-project.



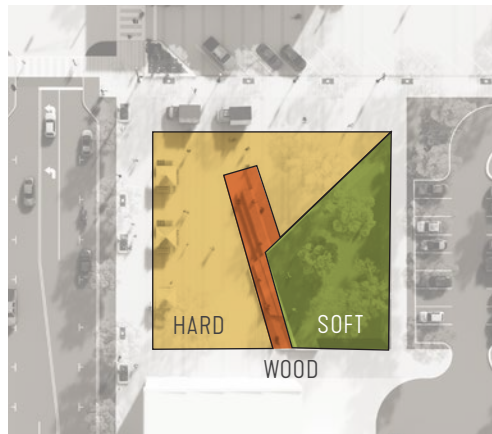
- D** FOREST GROVE
- E** PLAZA WITH PATTERNED PAVEMENT
- F** STRIPE EXITING PARKING LOT
- G** VEGETATED BUFFER



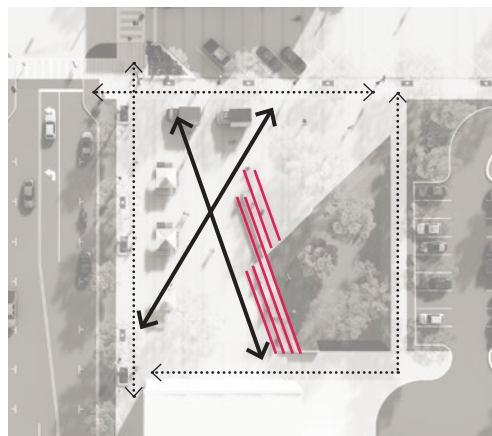
MONROE LANDING DURING A SMALL EVENT WITH BOOTHS AND FOOD TRUCKS.



SPATIAL ORGANIZATION



MATERIALITY



CIRCULATION + SEATING



THE HEART OF LA PORTE: PRIORITY PROJECT DRAWINGS



MONROE STREETScape SITE PLAN



A congregation of public spaces at the corner of Monroe and Lincolnway create an active node of civic engagement. Coupled with the pedestrian bridge across the railroad, this activity promotes the Monroe corridor as a central spine for pedestrian and bike mobility. Streetscape strategies seek to visually unify this corridor and state the importance through materiality. Converting Monroe into a festival street prioritizes bikes and pedestrians over the automobile, reinforcing community values prioritizing public space. Similar to Lincolnway improvements, a continuous vegetated band buffers pedestrians from vehicles while tempering radiant heat. This band provides opportunity to treat

stormwater runoff, integrate art, and thicken street tree plantings while providing a unique wayfinding mnemonic. Light colored pavement reflects more solar radiation resulting in cooler environments. Furnishings along this corridor are consistent with fixtures throughout the downtown to pay homage to the historic character, and could be painted to provide a distinguished modern spin to wayfinding.

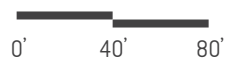


- A** CONTINUOUS GREEN BAND ALONG EAST EDGE
- B** DENSIFY STREET TREES ON BOTH SIDES OF STREET
- C** BRIDGE ARTWORK
- D** DECORATIVE PAVING TREATMENT
- E** FURNISHINGS AT INTERSECTIONS: STREET LIGHTS WITH BANNERS, PLANTERS, BENCHES, SIGNAGE, DECORATIVE PAVING

MONROE PEDESTRIAN BRIDGE



- A** BRIDGE ACCESS AT MONROE WITH ENTRY PLAZA
- B** HERITAGE WALK CONNECTING TRAIN DEPOT
- C** RELOCATED PUBLIC PARKING ALONG RAILROAD
- D** PEDESTRIAN BRIDGE
- E** LANDFORM GROUNDING NORTHERN ACCESS OF BRIDGE
- F** NEW LAKE STREET REALIGNMENT- SEE CLEAR LAKE ROADWAY IMPROVEMENTS SUBPROJECT
- G** COMMUNITY SPACE ALONG YMCA LAKEFRONT- SEE GREENWAY SUBPROJECT

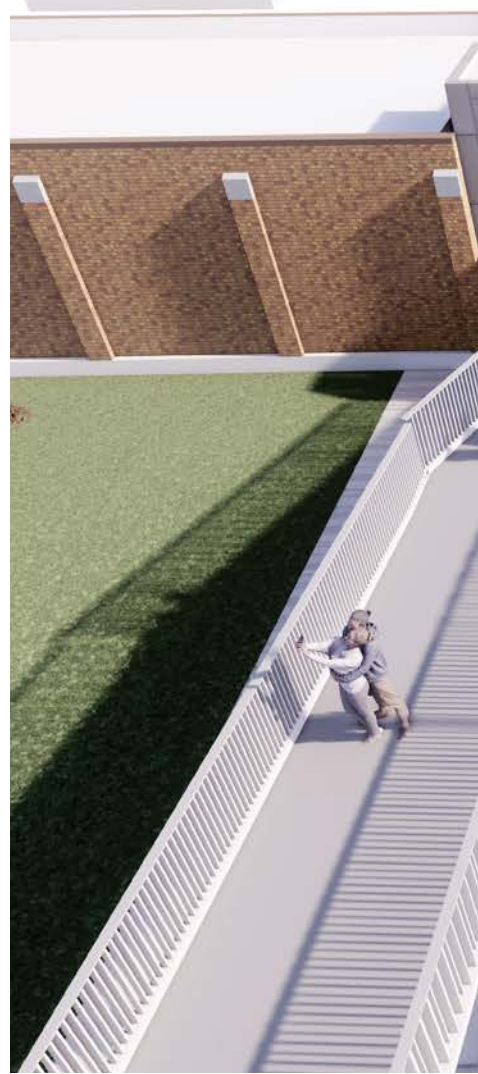


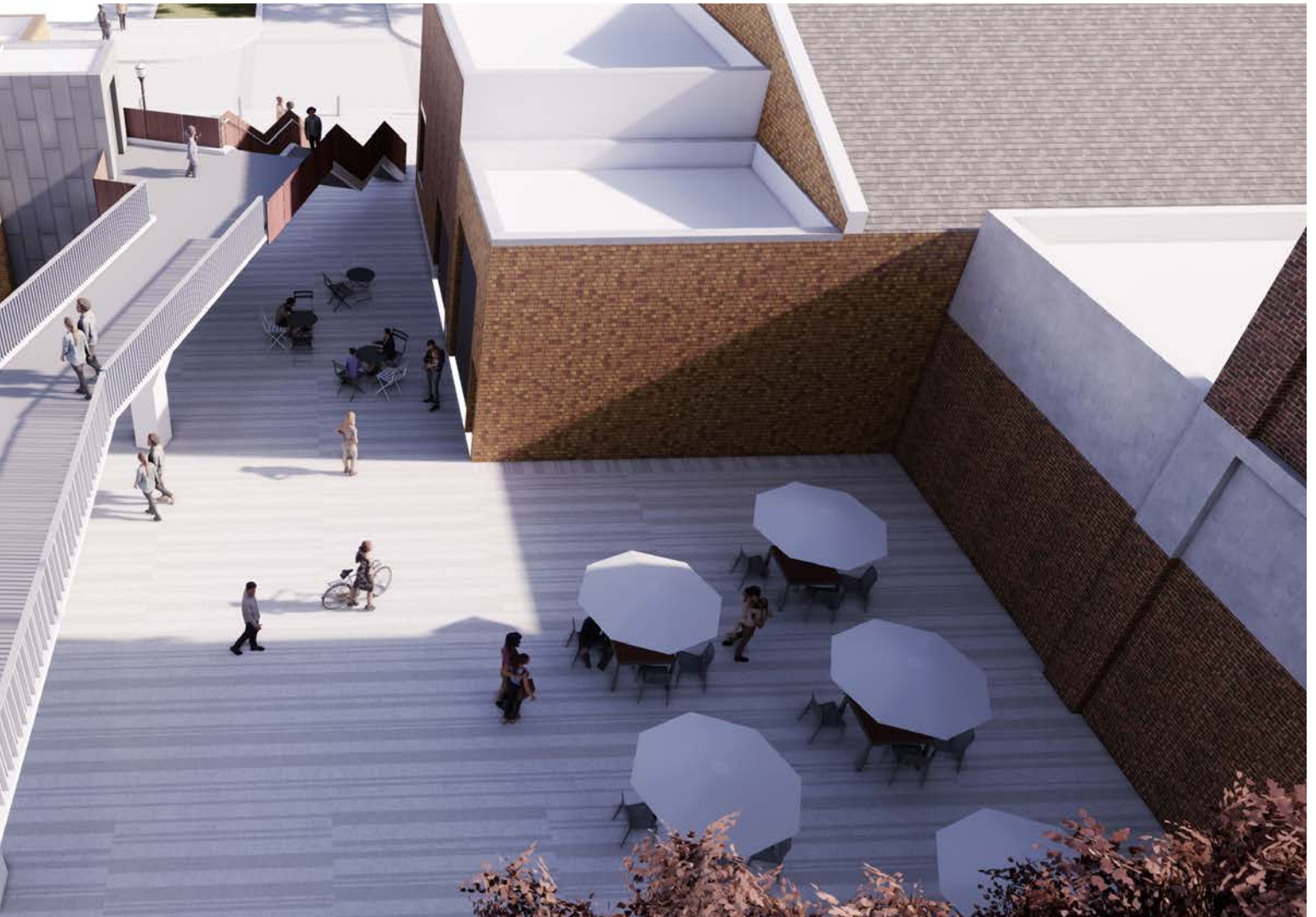


LOOKING NORTH FROM LINCOLNWAY, THE BRIDGE ENTRY TERMINATES THE VIEW DOWN MONROE.



SPACE IS PROVIDED ALONG THE BRIDGE FOR VIEWING PASSING TRAINS.





THE BRIDGES LANDING GARDEN PROVIDING A DESTINATION TO EAT AND DRINK IN THE OPEN AIR.

THE NORTH LANDING

- A** MONROE PEDESTRIAN BRIDGE
- B** BOARDWALKS
- C** GREAT LAWN WITH LANDFORM
- D** STORMWATER FEATURE
- E** COMMUNITY CENTER
- F** CLEAR LAKE GREENWAY
- G** BASKETBALL COURTS
- H** WATERSIDE PAVILION WITH KAYAK/ BOAT LAUNCH
- I** PARKING SERVICING GREENWAY AND DUNES CENTER
- J** NATURALIZED SHORELINE





CLEAR LAKE



0' 60' 120'

STATEMENT OF PROBABLE COSTS

THE STITCH				
Monroe Corridor				
Unit Description	Unit	Quantity	Unit Cost	Total Cost
Pedestrian Bridge				
Base Bride (Assumed 1100 LFT @ 12 ft wide)	SFT	13,200	\$ 300.00	\$ 3,960,000.00
South Bridge Access with Entry Plaza	LS	1	\$ 450,000.00	\$ 450,000.00
North Bridge Access with Landform	LS	1	\$ 450,000.00	\$ 450,000.00
Bridge Astetics/Lighting	LS	1	\$ 500,000.00	\$ 500,000.00
Heritage Walk	LFT	400	\$ 200.00	\$ 80,000.00
Monroe Streetscape (3 blocks- Washington to Jefferson)				
Convert to angled parking on sideblocks (east side only)	Block	3	\$ 150,000.00	\$ 450,000.00
Festival Street- painted concrete	Block	3		\$ -
Lighting Fixtures	Block	3	\$ 75,000.00	\$ 225,000.00
Street trees and additional street plantings	Block	3	\$ 15,000.00	\$ 45,000.00
Art	LS	1	\$ 300,000.00	\$ 300,000.00
Monroe Park	LS	1	\$ 800,000.00	\$ 800,000.00
Parking Lot Improvements				
State and Monroe Lot	Space	40	\$ 2,500.00	\$ 100,000.00
Railroad Parking Area	Space	150	\$ 4,000.00	\$ 600,000.00
			Estimated Total	\$ 7,960,000.00
			30% Contingency	\$ 2,388,000.00
			Total with Contingency	\$ 10,348,000.00

LINCOLNWAY IMPROVEMENTS

The historic downtown of La Porte represents a powerful symbol for the legacy of the city and contains most of the city's historic architecture and civic buildings. Lincolnway is the main thoroughfare of downtown, loaded with restaurants and retail stores, but currently the street is not inviting for a stroll to explore the shops due to the large volume and speed of traffic. Future plans seeks to alleviate the amount of semi-truck traffic, but currently, this composes a significant portion of downtown traffic.

Lincolnway is a state highway with over 21,000 trips a day and a 5-lane cross section that facilitates vehicular circulation effectively although hindering the pedestrian experience. Trucks are loud, large, and move quickly through downtown. Long-term plans

to include a semi-truck diversion route as well as pursuing highway relinquishing from the State. These strategies will allow for a modified cross section that can reallocate the vehicular roadway for pedestrians. Suggested traffic calming methodologies presented to the community that received favorable appeal include measures to slow vehicular speeds by reducing the number of travel lanes, reduce the amount of on street parking, and expand pedestrian zones to provide more vegetation and buffer space from cars.

CONTRIBUTIONS TO COMMUNITY HEALTH

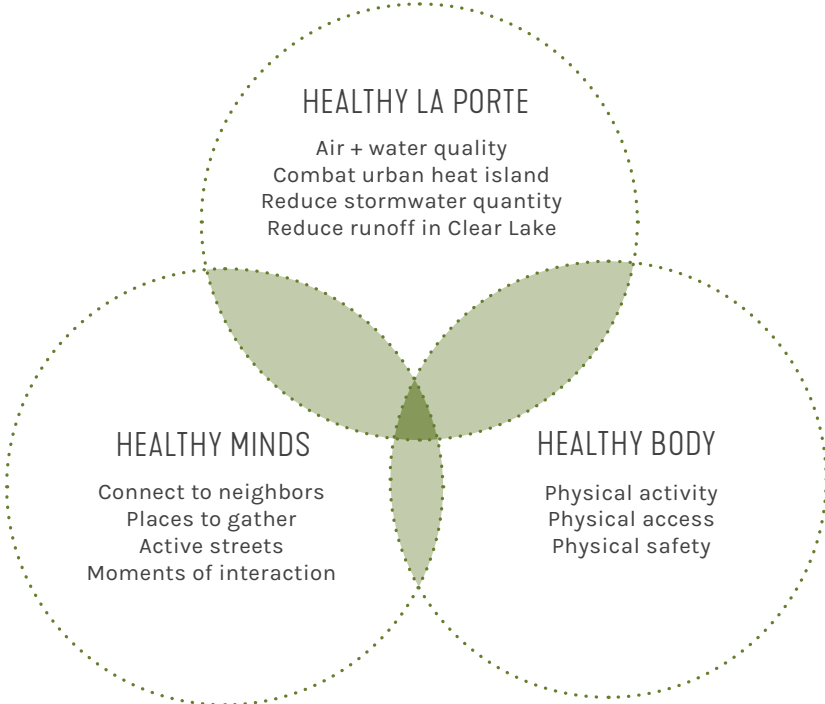
The community envisions Lincolnway long term as a main corridor for pedestrian mobility, a street that performs well ecologically, and provides opportunity to greet others among the storefronts or public spaces. Often referred to as a Complete Street, these offer many social, environmental, and physical opportunities that enrich the urban experience. Increasing accessibility between home, work, and retail destinations bolsters economic growth and stability in the downtown. Streets with a collective aim also reduce modal conflict and create tactful separation between moving automobiles and pedestrians. Increased safety encourages walkable environments and help combat the obesity epidemic.

Additionally, walking more and driving less results in better air quality and less noise.

Complete streets also seek to reduce the number of vehicular lanes and reallocate this space for the pedestrian in the form of expanded retail and restaurant space for social distancing or as vegetated area to treat stormwater. The downtown runoff ultimately ends up in Clear Lake, and stormwater best management practices are essential for achieving higher water quality, reducing runoff volume, and provide opportunities for public education.



LINCOLNWAY PRESENT DAY



A HEALTHIER LINCOLNWAY

The downtown core is a single district nestled in the heart of the community geographically adjacent to New Porte Landing and Clear Lake, although clear connections between these district is not evident. A Healthier Lincolnway concept targets building connections from where people work and shop to where people can play and explore. Facilitated by other sub-projects such as the Monroe Corridor and the Clear Lake Greenway, downtown's destinations will be quickly accessible to and from public parks community spaces, and natural resources offered a short distance away but are currently inaccessible.

Strategies for increased connectivity and amplified street character include traffic calming, fostering a safe place to walk, greening the streetscape, and creating opportunities to socialize are central tenants to a Healthier Lincolnway. Long term highway relinquishment will allow modification to the existing road profile. Coupled with a semi-truck detour route, these measures will allow for a reduction in roadway width, thereby creating spaces for pedestrian amenities. Tactical improvements can serve a proof of concept in the short term and catalyze more permanent strategies in future phases. Tactical approaches are low cost, immediate improvements that often utilize parking lanes for gathering spaces, such as al fresco dining.

CALM TRAFFIC

Long-range goals for Lincolnway focus on a truck diversion route to alleviate the volume and frequency of semis downtown. Reducing the overall volume allows for a modified cross section incorporating strategies to slow vehicular speed and provide safe walking conditions.

FOSTER A PEDESTRIAN REALM

The community values a reallocation of space used for roadways and parking for enhancements to the pedestrian realm. Along Lincolnway, providing amenities, safety, and equitable access is paramount to the long-term vision the community desires. The reclaimed parking spaces can be used for outdoor dining and retail.

EXTENSIVE DOWNTOWN GREENING (MICROCLIMATES)

Amplify downtown green by creating a continuous vegetated band downtown provides a visual unity, creates opportunities to create interesting stormwater management features, and provides opportunity to supplement existing street trees to provide shade and separate from vehicles when walking or dining outside.

CREATING SOCIAL SPACES

As the main business corridor of downtown, Lincolnway has the opportunity to foster community interaction between those shopping, dining, or walking the streets. Creating a open space for community events such as farmers markets and festivals, brings people together promoting social interaction.



BUMP OUTS



IMPROVE VISIBILITY OF CROSSINGS



RAISED INTERSECTIONS



AMENITIES



SAFETY/ BUFFER FROM STREET



ADA ACCESSIBILITY + SMOOTH WALKWAYS



STREET TREES



STORMWATER



GREEN BUFFERS



OUTDOOR DINING



STREETSIDE GATHERING

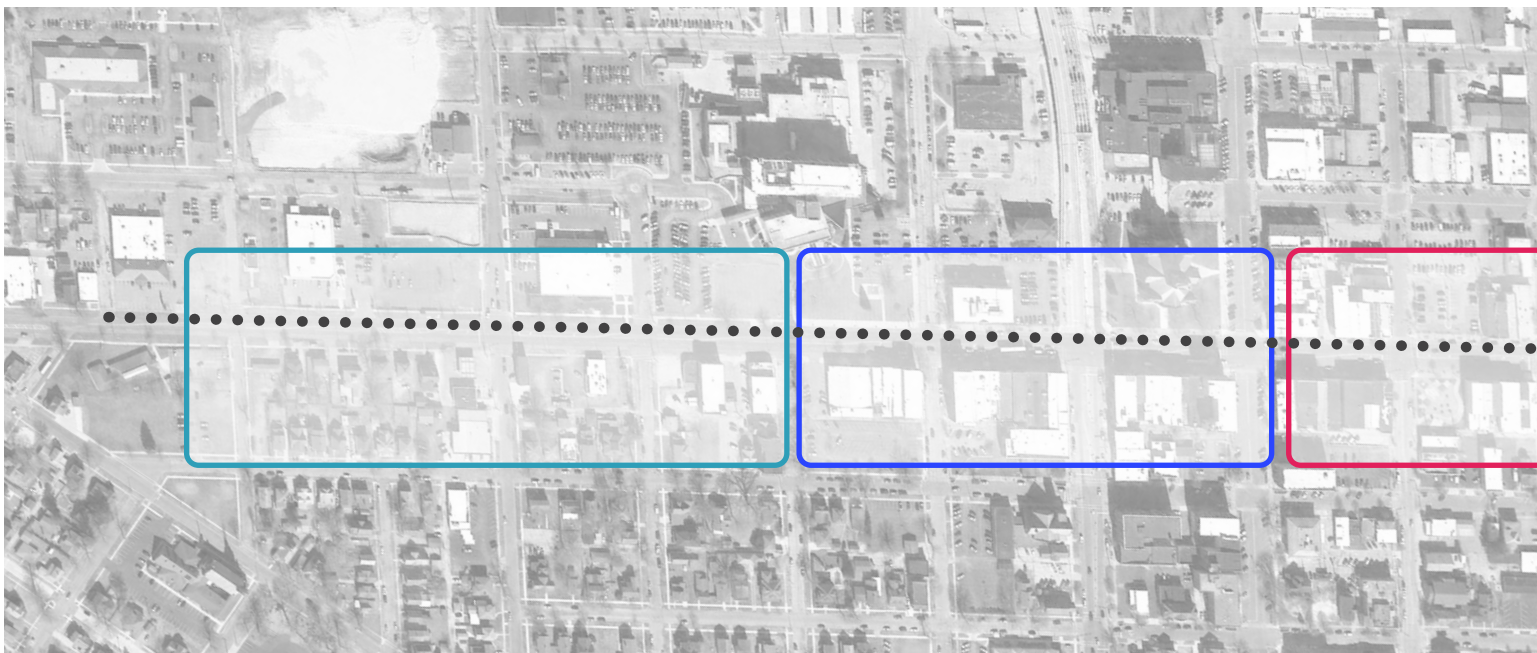


FESTIVAL STREET

LINCOLNWAY DOWNTOWN CORE

Lincolnway from State Hwy 35 to Linwood Ave represents the downtown core with the most density and commercial activity. This quickly transitions into businesses with surface lots to the west and neighborhoods to the east. The downtown core is a hub of activity averaging roughly 21,000 trips daily. Plans for a future truck bypass route will alleviate the traffic volume through this corridor east to west. Traffic volumes north-south along State Highway 35 will remain well used by large trucks. For these reasons, the core area of study focuses on improvements from

Michigan Ave. to Linwood Ave., and maintaining the existing cross section at the intersections adjacent to State Highway 35. Transition blocks on either ends will continue to function as two travels lanes with a center turn lane and without on-street parking.



TEAGARDEN STREET

TYLER STREET

CHICAGO STREET

PERRY STREET

MADISON STREET

US HIGHWAY 35

MICHIGAN AVE

MONROE STREET



0' 200' 400'

INTERSECTION OF LINCOLNWAY AND MONROE ST.

CURRENT TWO-WAY PM PEAK VOLUME

~21,000 VEHICLES

PROJECTED 2040 TWO-WAY PM PEAK VOLUME

WITH BYPASS

18,540 VEHICLES

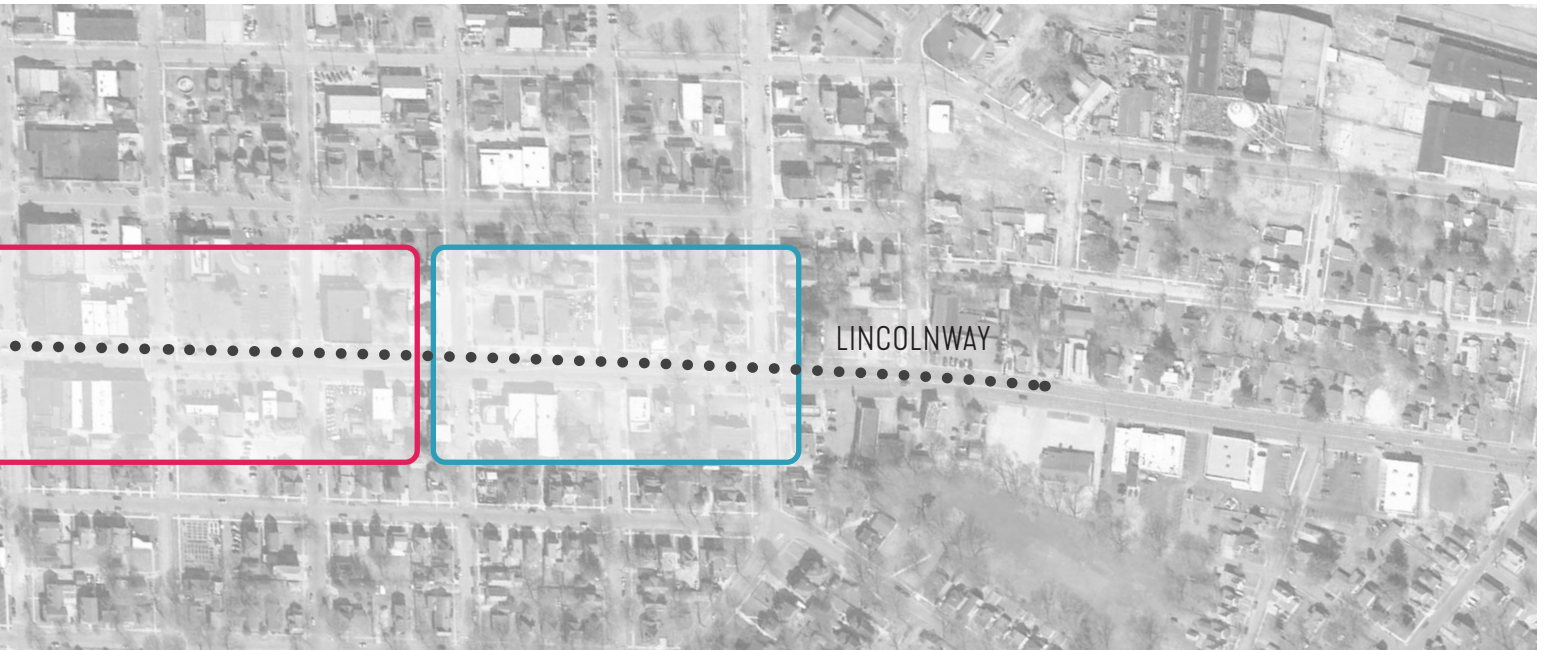
1,610 LARGE VEH. (9%)

PROJECTED 2040 TWO-WAY PM PEAK VOLUME

WITHOUT BYPASS

18,040 VEHICLES

3,640 LARGE VEH. (20%)



CLAY STREET

JACKSON STREET




DETROIT STREET

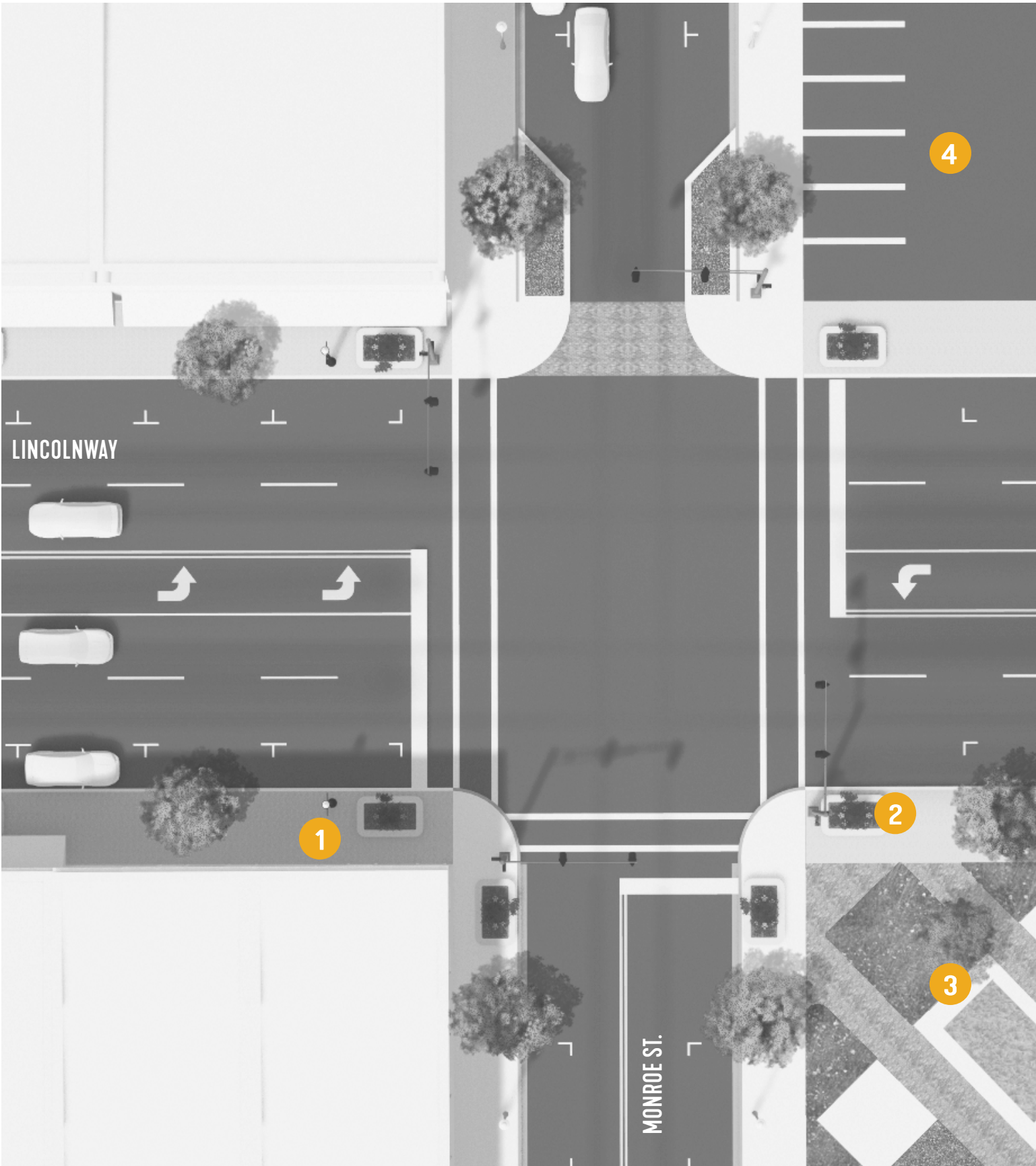
LINWOOD AVE

ADAMS ST

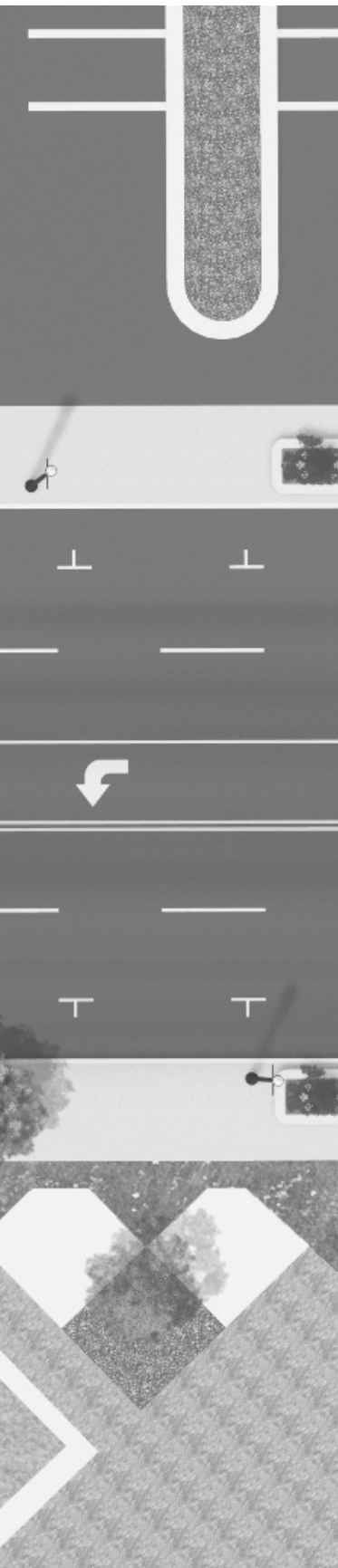
TIPTON STREET

LINCOLNWAY

-  DOWNTOWN CORE (AREA OF STUDY)
-  HWY 35 INTERSECTION
-  TRANSITION BLOCKS



0' 20' 40'



EXISTING ROAD CROSS SECTION FOR THE DOWNTOWN CORE

EXISTING FEATURES:

- 1 STREET TREES
- 2 STREET-SIDE PLANTERS
- 3 PLAZA 618
- 4 MUNICIPAL PARKING LOT



0' 20' 40'



IDEAL ROAD CROSS SECTION FOR THE DOWNTOWN CORE

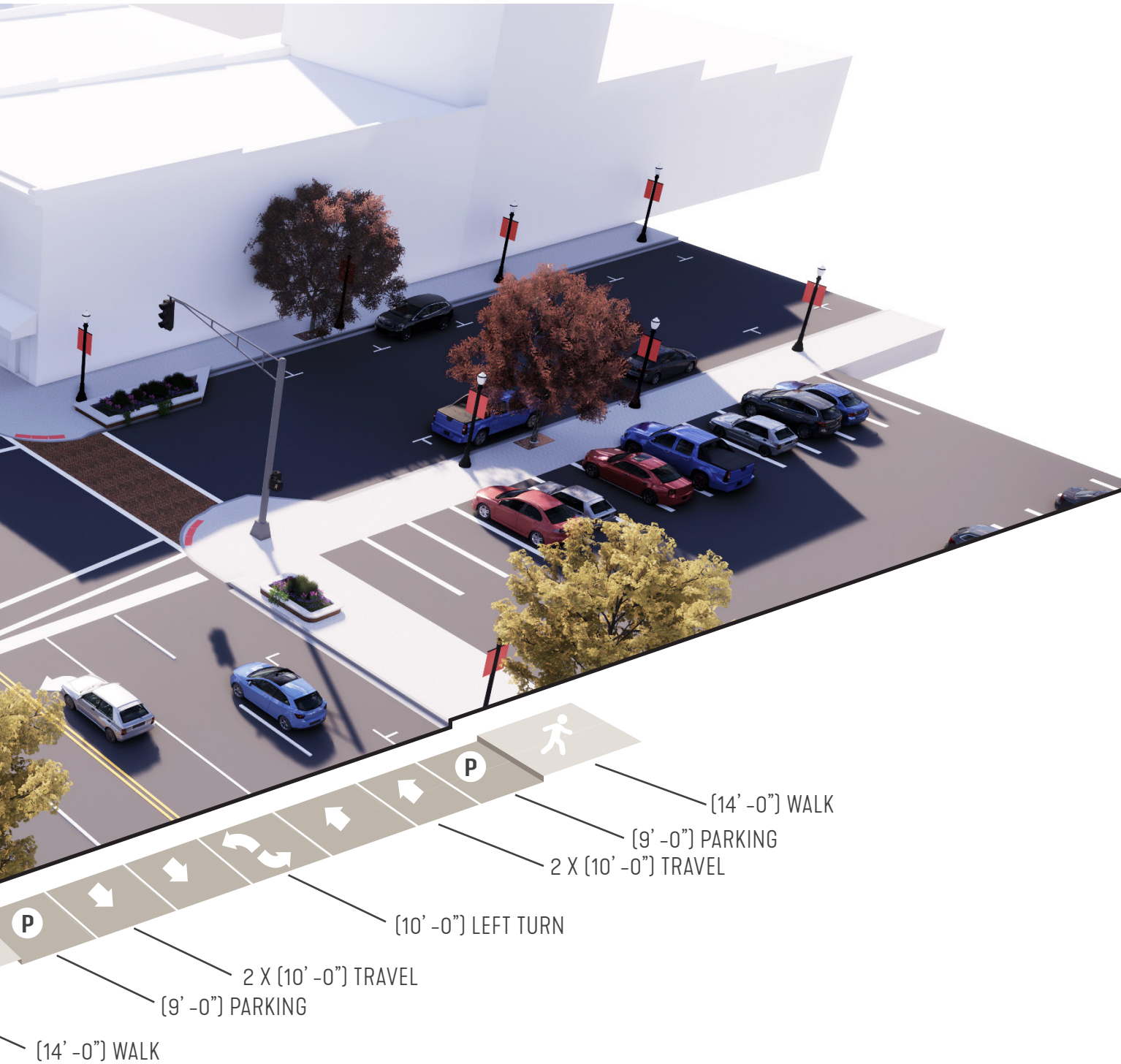
NEW FEATURES:

- A** STORMWATER / AMENITY ZONE
- B** REDUCE ROAD PROFILE TO 3 TRAVEL LANES
- C** STANDARDIZE STREET TREE SPACING
- D** PARALLEL PARKING BOTH SIDES
- E** BUMPOUTS TO SHORTEN CROSSINGS
- F** ANGLE PARKING ON SIDE BLOCKS
- G** ACCENTUATE PLANTINGS ALONG MONROE ST.
- H** RAISED INTERSECTION
- I** FESTIVAL STREET AT MONROE ST.
- J** MONROE LANDING GREENSPACE

EXISTING FEATURES:

- 1** STREET TREES
- 2** STREET-SIDE PLANTERS
- 3** PLAZA 618





EXISTING CONDITIONS



TACTICAL IMPROVEMENTS



A TACTICAL IMPROVEMENTS IN PARKING LANE:
PROTECT ENDS
CREATE SEPARATION FROM TRAFFIC
PROVIDE OCCUPIABLE SPACE

PHASE 1

TACTICAL IMPROVEMENTS TO BOTH NORTH AND SOUTH SIDES OF LINCOLNWAY

- A** CLAIM PARKING LANE ON NORTH SIDE PARKING LANE FOR TACTICAL IMPROVEMENTS
- B** ENHANCE CROSSINGS BY PAINTING CROSSWALKS





PHASE 2

GREENING NORTH SIDE OF LINCOLNWAY

- A** MOVE CURB TO FORMALIZE GREEN ZONE ALONG NORTH SIDE
- B** ADD BUMP-OUTS TO SHORTEN CROSSING DISTANCE
- C** MONROE STREET LANDING





PHASE 3

POST RELINQUISHMENT IDEAL SECTION

- | | | | |
|----------|------------------------------|----------|--|
| A | RAISED BRICK CROSSWALK | D | ANGLE PARKING ON SIDE BLOCKS |
| B | ADD BUMP-OUTS TO SIDE BLOCKS | E | EXTEND IMPROVEMENTS TO SOUTH SIDE |
| C | WIDEN ALL CROSSINGS | F | SPECIAL PAVING ALONG MONROE ST. CORRIDOR |



- A** STORMWATER / AMENITY ZONE
- B** REDUCE ROAD PROFILE TO 3 TRAVEL LANES
- C** STANDARDIZE STREET TREE SPACING

- D** PARALLEL PARKING BOTH SIDES
- E** BUMPOUTS TO SHORTEN CROSSINGS
- F** ANGLE PARKING ON SIDE BLOCKS



G

ACCENTUATE PLANTINGS ALONG MONROE ST.

H

RAISED INTERSECTION

I

FESTIVAL STREET AT MONROE ST.

J

MONROE LANDING GREENSPACE

K



IMPROVED INTERSECTION AT THE CORNER OF LINCOLNWAY AND MONROE STREET



STATEMENT OF PROBABLE COSTS

LINCOLNWAY IMPROVEMENTS				
Item	Unit	Quantity	Unit Cost	Total Cost
Tactical Improvement on Northside of Lincolnway				
Paint Parking Lane North side of Lincolnway for pedestrian zone	SFT	15000	\$ 10.00	\$ 150,000.00
Planters and plants to protect amenity zone (Temporary "bump outs")	Intersection	6	\$ 15,000.00	\$ 90,000.00
Furnishings (removable during winter months)	Interesection	6	\$ 20,000.00	\$ 120,000.00
Paint Crosswalks	Intersection	6	\$ 8,000.00	\$ 48,000.00
Greening the northside of Linconway				
Implement Monroe Street Landing (see Monroe Street Landing Sub-Project)			--	
Convert painted amenity zone from painted concrete to stormwater vegetation	Block	5	\$ 300,000.00	\$ 1,500,000.00
<i>Construct new curb</i>				
<i>Street Trees</i>				
<i>Street Lighting</i>				
Add bumpouts on northside of Lincolnway	Intersection	6	\$ 30,000.00	\$ 180,000.00
Signage and wayfinding for downtown	LS	1	\$ 50,000.00	\$ 50,000.00
Post Relinquishment Ideal Section				
Raised intersection at Monroe intersection	LS	1	\$ 250,000.00	\$ 250,000.00
Replace concrete with brick at all crossings	Intersection	5	\$ 30,000.00	\$ 150,000.00
add bumpouts to south side of street and sideblocks	Intersection	5	\$ 30,000.00	\$ 150,000.00
widen all crossings to 14' to match sidewalk width	Intersection	5	\$ 8,000.00	\$ 40,000.00
				\$ -
Convert parking lane to green stormwater zone on southside of Lincolnway	Block	5	\$ 450,000.00	\$ 2,250,000.00
			Total Cost	\$ 4,978,000.00
			30% Contingency	\$ 1,493,400.00
			Total w/ Contingency	\$ 6,471,400.00



EXISTING CONDITIONS



TACTICAL IMPROVEMENTS



GREENING THE NORTHSIDE OF LINCOLNWAY



POST RELINQUISHMENT IDEAL SECTION