Rebuilding Marion's Central Corridor

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Background (Pre 2009)

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Marion's Central Corridor

- Most prominent area
- Major east-west arterial (Business 151)
- Front door into the community
- Commercial backbone

Vision:

Revitalize the corridor as a regional-hub for businesses, urban living and entertainment – cementing Marion as an independent and self-sustaining regional destination

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Infrastructure Driving Investment

- Where did we start?

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Infrastructure Driving Investment

Fun Facts:

- 62% of parcels valued at $100,000 or less
- 53% of all traffic accidents along 1.2 mile stretch of 7th Avenue (vs. 150 miles of streets)

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Legacy Conditions

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Study Begins

- **Fall 2002:**
  Started applying for brownfield grants
- **Aug. 2004:**
  Phase I Area Wide ESA work completed
- **Nov. 2009:**
  Marion Central Corridor Master Plan adopted
- **Sept. 2011:**
  Uptown Streetscape Plan adopted
- **Oct. 2011:**
  West End Corridor Plan adopted

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Brownfield Investigation

- Brownfield: idle or underused site due to real or perceived environmental pollution
- City has received approx. $1.5M in Brownfield Assessment Grants related to this project
- City received ‘no further action’ letter for the former railroad ROW

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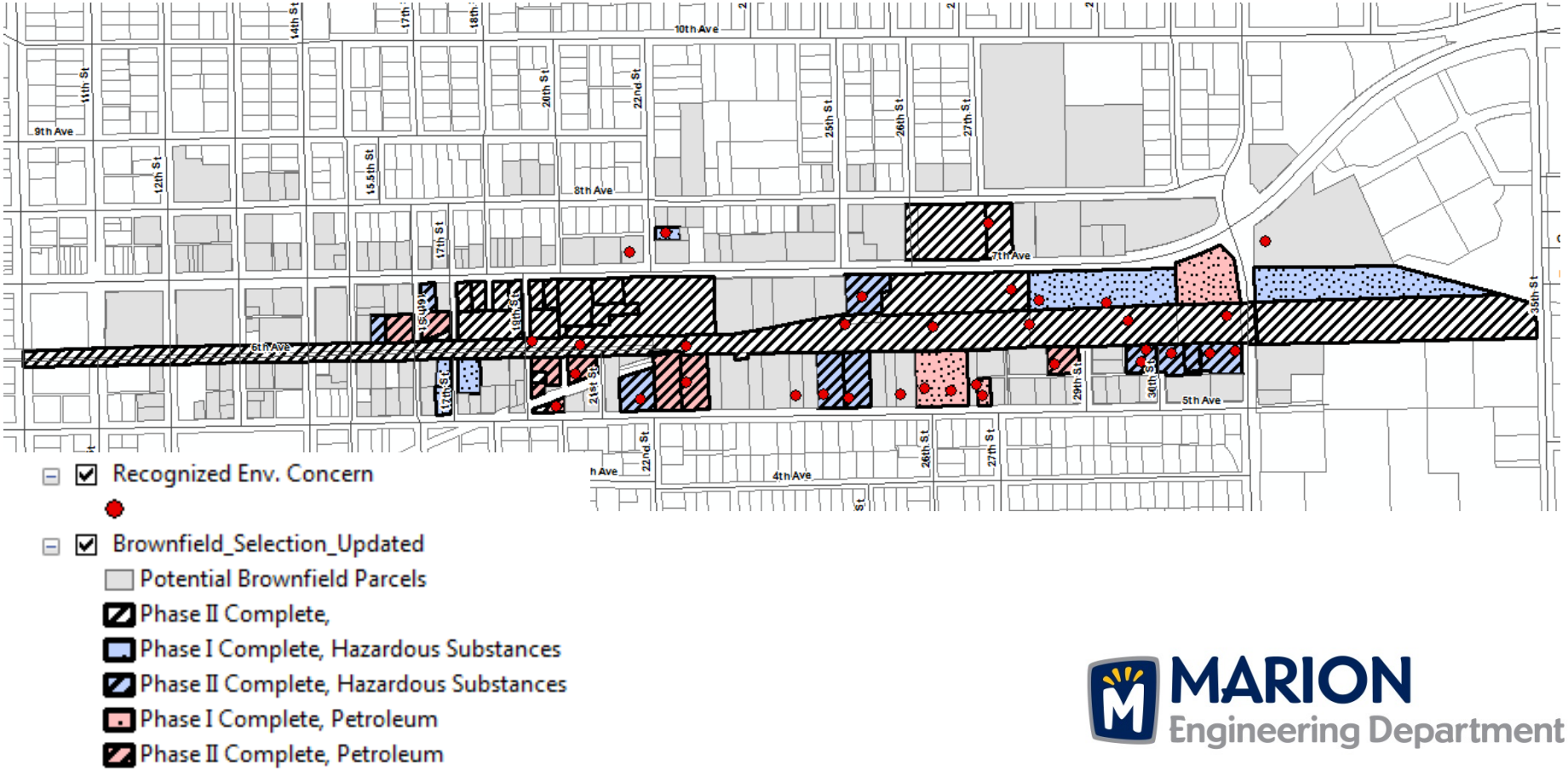
Brownfield Investigation

- Phase I ESAs: 281 properties identified
- Environmental Investigations: 14 completed



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Study Area

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Concepts

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Final Design

Features:

- Roundabouts defining new Uptown footprint
- Co-equal priority on 7th and 6th Avenues
- 3 Lane Cross-Sections
- Bicycle/Pedestrian Elements
- Varying Intensity of plantings and infrastructure

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ROI

Breakeven Point: 9.7 years

Design Life: 40 years

Net Gain: $49,716,000

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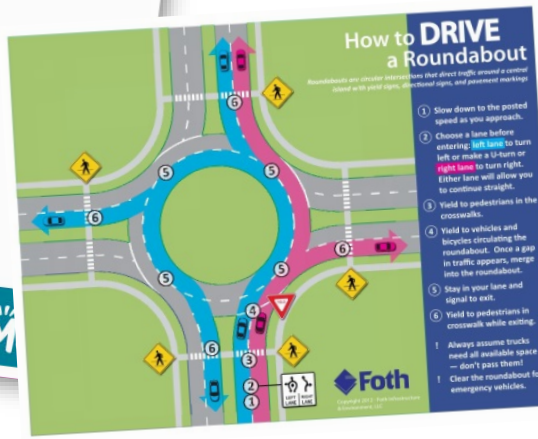
Public Engagement & Education

- Public Open Houses
- Project Website Pages
- Educational Materials
- Project Posters
- Marion Messenger
- Farmers' Market



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6th Avenue: 8th – 13th Street (2012)

- Central Corridor – Phase 1
  - Pedestrian accommodations
  - Brick street

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6th Avenue & 7th Street Viaduct (2012)

- Removal of the viaduct
- Project cost: $114,704
- Allows for the 6th Avenue & 7th Street roundabout connection to be made

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7th Avenue: 12th – 14th Street (2014)

- On-street parking was not allowed on the south side of these two blocks.
- Project cost: $200,433
- 10 additional on-street parking stalls were added to the Uptown area with this project.

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10th Street Reconstruction (2015)

- 10th Street: 5th – 6th Avenue
- Project cost: $341,000
- Only one block was reconstructed due to the unknown future elevation of 7th Avenue

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7th Avenue and 7th Street Roundabout (2016)

- Central Corridor - Phase 2
- West end gateway
- Commercial impacts
- 1st planned roundabout in the corridor

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7th Avenue and 7th Street Roundabout (2016)

- Federal-Aid project
- ROW acquisition
  - Total acquisitions – 3 parcels
    - Partial acquisition – 1 parcel
  - Temporary Easements – 19 parcels
  - 1 Land Swap
- Challenges
  - Public perception
  - Roundabout design
  - Construction staging
  - Maintaining access to businesses

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7th Avenue and 7th Street Roundabout (2016)

Funding:

- $2.9M Project
  - $1M from ICAAP (Iowa Clean Air Attainment Program)
  - General Obligation Bonds
  - No assessment

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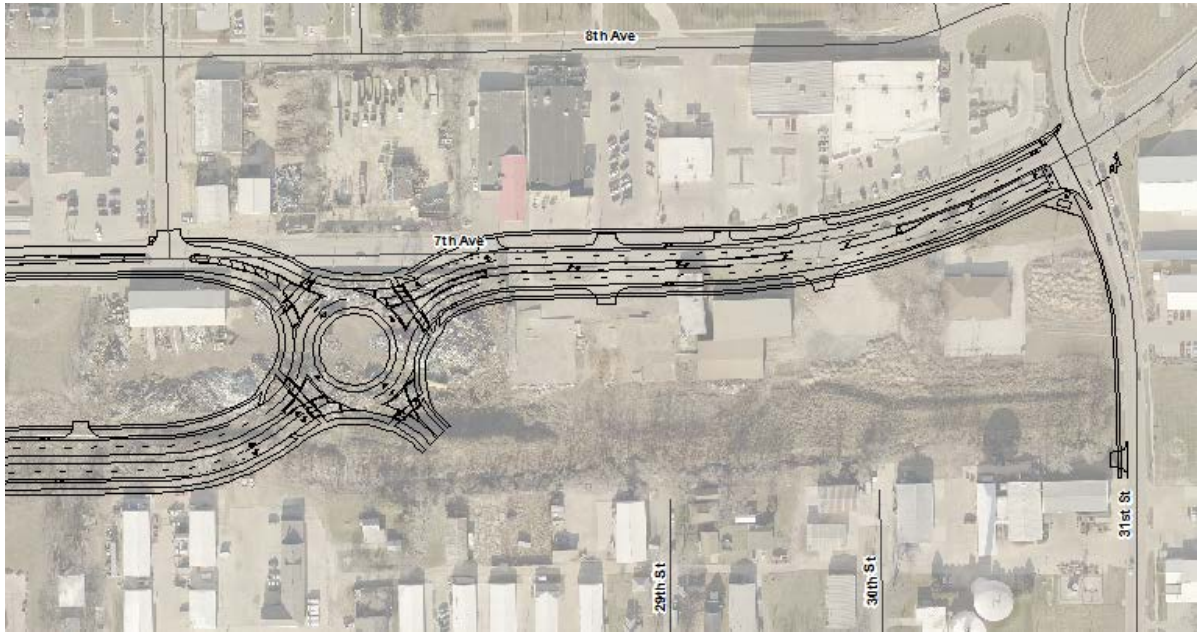
7th Avenue & 26th Street Roundabout (2016)

- Central Corridor - Phase 3
- East end roundabout
- Former Marion Iron site
- New commercial development underway



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7th Avenue & 26th Street Roundabout (2016)

Funding

- This is a joint public/private project
- ~$2.3M Project (This Part)
  - Development Agreement
  - General Obligation Bonds
  - TIF (Tax Increment Financing)
  - No assessment

7th Avenue & 26th Street Roundabout (2016)

- Developer (Public/Private Partnership): City of Marion and Genesis Equities
- Working days and completion date are set and controlled by the developer, but are tracked by City.
- Challenges
  - Former industrial site
  - Acquisitions

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Upcoming Phases

- Construction of and improvements to 6th Avenue: 13th- 26th Street
- To be completed in multiple phases
- Working on acquisitions and temporary construction easements

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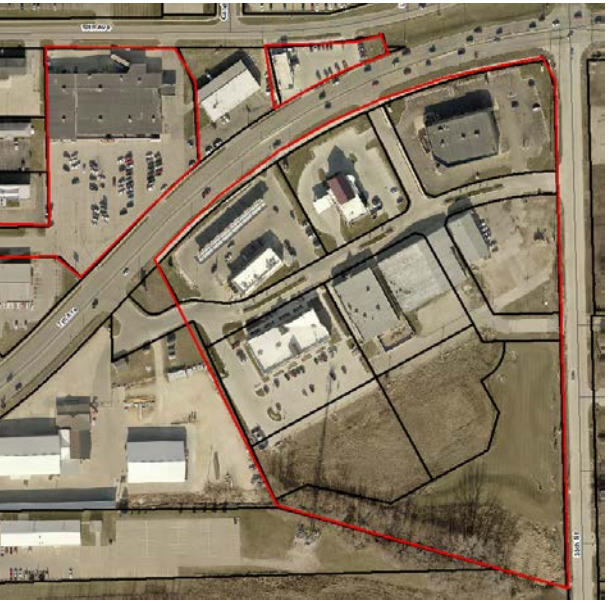
Commercial Development



Final Thoughts

- Strategic investments in infrastructure can attract economic development, and they do
- Capital projects can be used to drive reinvestment
- Don’t let your elected officials forget that infrastructure is an investment in your community!

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Questions?