



STREAMLINE
ARCHITECTS

HILLTOP MASTER PLAN | 08.20.2025

[HILLTOP TEAM]



Brian Kramer

Executive Director - Hilltop Campus Village

Brian is a lifelong resident of the Quad Cities. Brian got his BA in Political Science from the University of Northern Iowa in 2002 and his MPA from the University of Ohio in 2019. Brian joined the Hilltop Campus Village as the Executive Director in May of 2023. Brian is excited about the future of the Hilltop Campus Village because of the many opportunities and directions that this important community can go.



Andrew Dasso

Principal Architect

Andrew started [design] [build] by architects in 2015, which as of 2018 has been rebranded to Streamline Architects. He works on all stages of the project from initial client contact through construction. Throughout his career, Andrew has stressed the importance of an integrated design team where the owner, architect, consultants, and contractors work together to deliver a high-quality project and he continues to look for new state-of-the-art methods to achieve this goal.



Saloni Patel

Senior Architect

Saloni Sheth, AIA, NCARB, LEED AP, is a Senior Architect and has been with Streamline Architects since 2019. She is responsible for project design, document coordination, and construction administration for new and existing projects. She is a licensed architect and holds licenses in Illinois, Iowa, Pennsylvania, and Montana. Saloni holds a Master of Architecture as well as a Master of Civil Engineering with a specialization in Cost Management, both from the University of Illinois at Urbana-Champaign.



Noah Strausser

Project Manager

Noah is a project manager with experience in residential, commercial, and park projects. With every project, he hopes to give clients exactly what they need in a one-of-a-kind package. Through renderings and animations, he gives clients an inspirational and accurate glimpse of their completed projects. Outside of work, Noah is a member of the Riverchor Community Choir and sits on the board of the Niabi Zoo and Forest Preserves Foundation.



Naveen Reddy Baarla

Architectural Designer

Naveen holds a Master of Architecture degree with a concentration in Building Performance from the University of Illinois Urbana-Champaign. He joined Streamline in 2024, driven by a passion for solving design challenges in innovative and artistic ways that meet client needs. Naveen is committed to designing buildings that are not only functional but also socially responsible and environmentally sustainable.



Jessica Molacek

Director of Marketing + Brand Creation

Jessica joined Streamline Architects in 2022, bringing over a decade of experience in shaping brands that tell a story. With a background rooted in hospitality design, she's created everything from bold restaurant identities to refined hotel branding across the Midwest. Her journey has also taken her into the worlds of casinos, gaming, and even banking—each adding a new layer to her creative approach. Logos are her love language, and she thrives on building brands that look great and feel personal. For Jessica, great design is about capturing the heart of an idea and turning it into something people connect with.



AGENDA |

Intersections
Main Street
Gateway signage
Wayfinding signage



POST-IT ACTIVITY

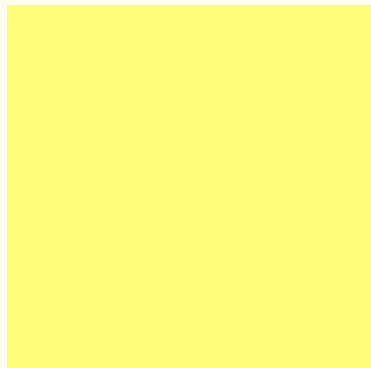


Pros

Please use 1 post-it of EACH color to write down your comments for EACH intervention proposed.



Cons



Suggestions

INTERSECTIONS



Pedestrian Bulb-Outs

The adjacent precedents are examples of "bulb-outs", safe zones for pedestrians that are established through paint and vertical elements like planter boxes or bollards. These safe zones reduce the distance that pedestrians need to cross, especially when used in combination with road diets that reduce the width of lanes, number of lanes, or both. Bulb-outs typically project into the roadway the same depth as a parallel parking lane. They can also make pedestrians more visible to turning cars.

Along Brady and Harrison, bulb-outs could be implemented in place of more permanent infrastructural interventions like extending the curb. Bulb-outs can be used throughout the Hilltop as a temporary measure until more substantial curb extensions can be built. These are one part of creating a safer, healthier, and more welcoming community.

Pedestrian Safety:

Proposed recommendations at the intersection of Harrison and Locust include a road diet to reduce the width of the existing lanes and create a small buffer zone along the west lane. Introduce a dedicated turning lane at the intersection to reduce Harrison to three lanes further north than it currently is. Paint extended pedestrian bulb-outs and protect them with concrete planter boxes and bollards.



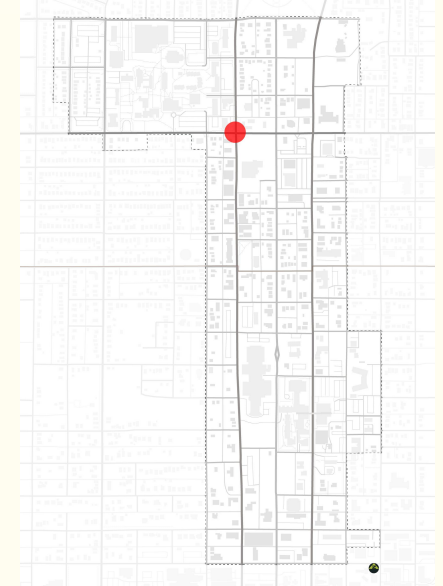
Placemaking:

Bulb-outs provide opportunities for community artists to paint street murals. Regular upkeep will be required to keep them beautiful and eye-catching to serve their safety function.



INTERSECTIONS

Harrison and Locust



Harrison Street (44 ft wide)

Lanes from West to East:

- 2ft buffer zone
- 12 ft turn-only lane
- 10 ft drive lane (x2)
- 11 ft drive lane

Extend landscaping and curb into existing drive lane, reduce westbound roadway to one through lane and one turn lane.

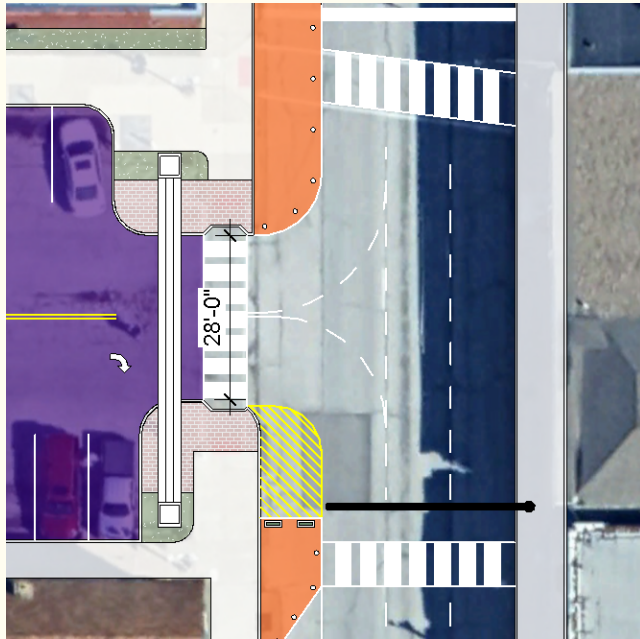
Add median island.

Repaint crosswalks with white bars to increase visibility.



Pedestrian Safety:

Proposed recommendations at the intersection of Harrison and 16th include new pedestrian bulb-outs extending into the parking lane, painted in Hilltop-brand colors and protected by concrete planter boxes and bollards. Reduce the crossing width at 16th Street by extending the curb further into the intersection.



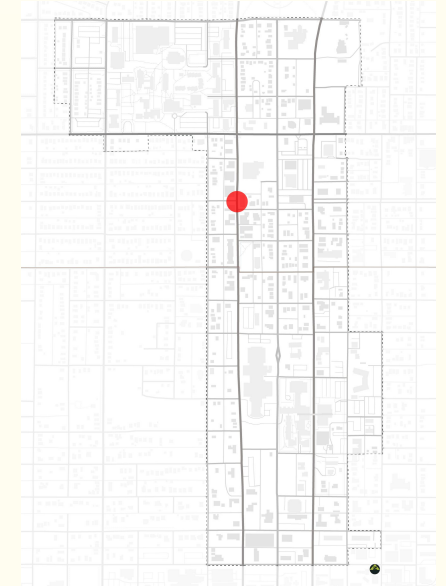
Placemaking:

Using lighting, colored pavement, or other techniques, distinguish the stretch of 16th Street between Ripley and Harrison. This part of the street can be closed off and access controlled to host community events. A decorative archway can be introduced across 16th Street to further define the area.



INTERSECTIONS

Harrison and 16th



Harrison Street (44 ft wide)

Lanes from West to East:
2ft buffer zone
with concrete planter boxes
9ft parallel parking
11 ft drive lane (x3)

Replace traffic light and use leading pedestrian intervals to make crossing safer.

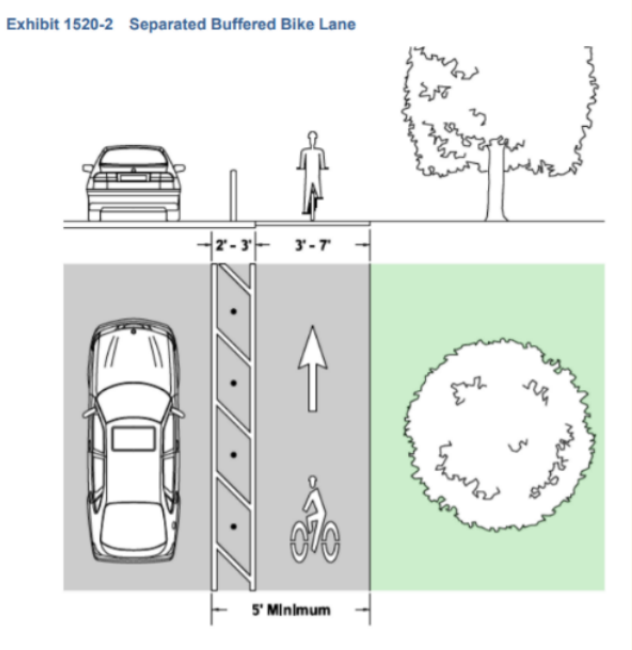
Repaint crosswalks with white bars to increase visibility.

Extend bump-outs into street and protect with concrete planters.



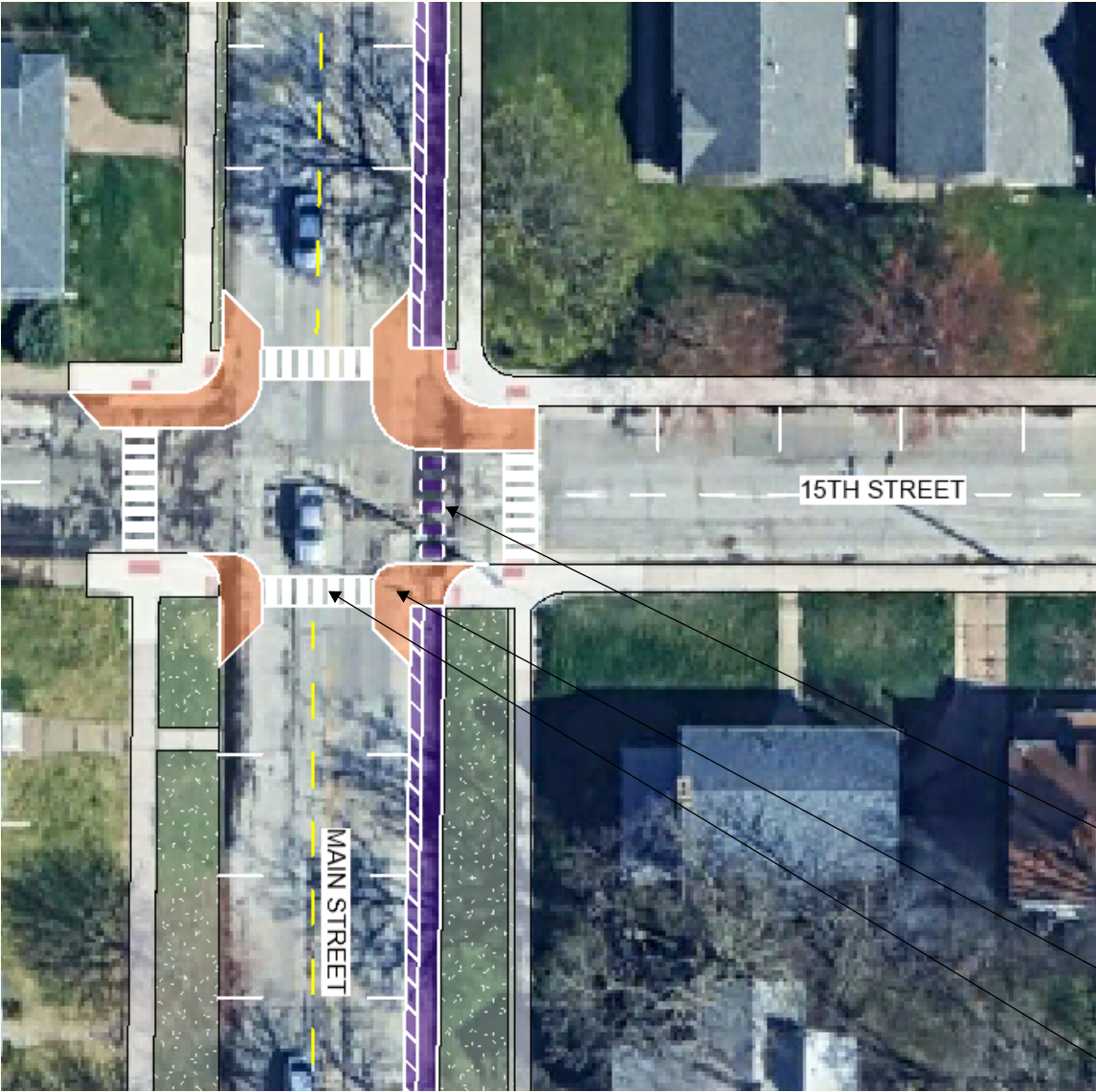
Pedestrian Safety:

Proposed recommendations along main street include a road diet, reducing the over-sized lanes to 10 feet to reduce traffic speeds. Curb extensions would reduce the crossing distance for pedestrians and offer place-making opportunities. Planting additional trees between the road and sidewalk will beautify the street, protect the sidewalk, and shade pedestrians and cyclists.

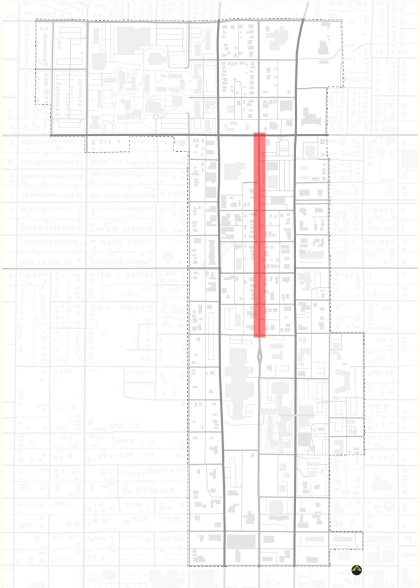


Parking Separated Bicycle Lane (PSBL):

The above image, from the Philadelphia PSBL Study by Kittelson & Associates, shows a typical bike lane protected by a buffer zone of painted striping and bollards. Parked vehicles act as another buffer further protecting cyclists from vehicular traffic.



MAIN STREET



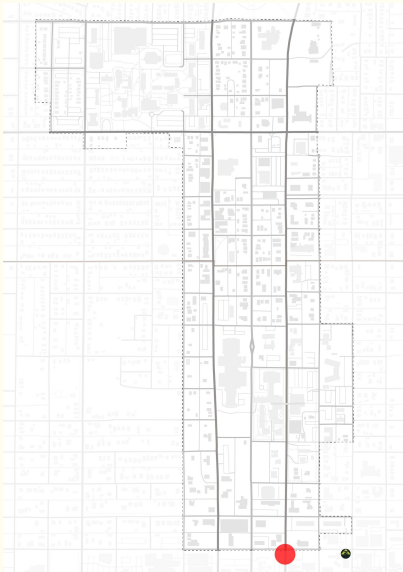
Main Street (40 ft wide)
Lanes from West to East:
7ft parallel parking
10ft drive lane (x2)
7ft parallel parking
6ft bike lane (incl. buffer)

- Continue bike lane across intersections and curb cuts for alleys and driveways.
- Paint pedestrian bulb-outs or extend curbs into intersection.
- Paint in crosswalks for greater visibility.



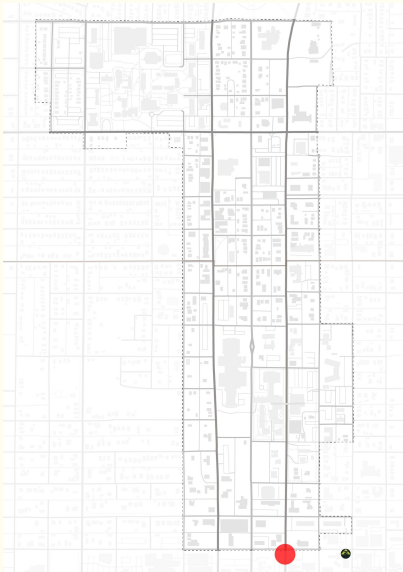
Existing

GATEWAY SIGNAGE



Proposed

GATEWAY SIGNAGE



Proposed

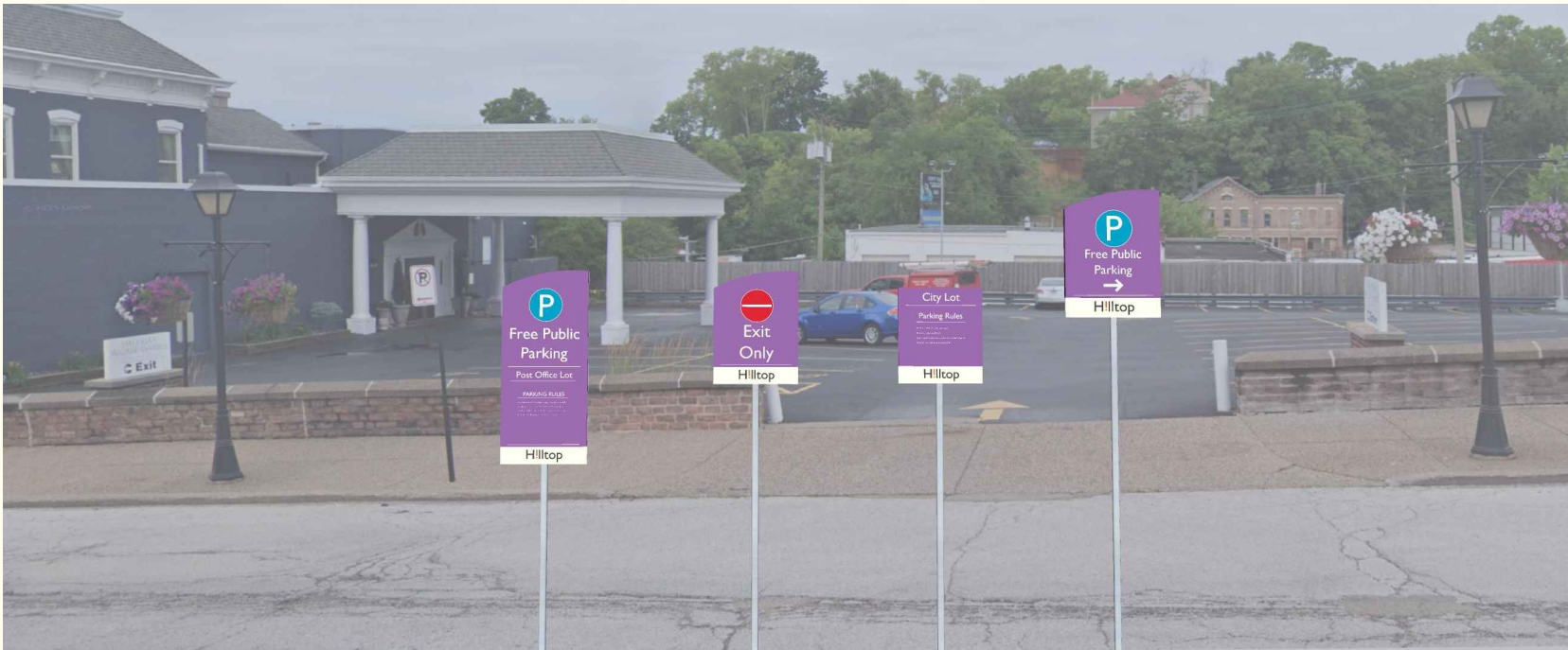
GATEWAY SIGNAGE





WAYFINDING SIGNAGE

Destination signage to match most recent lampposts



Additional signage to coordinate as required



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