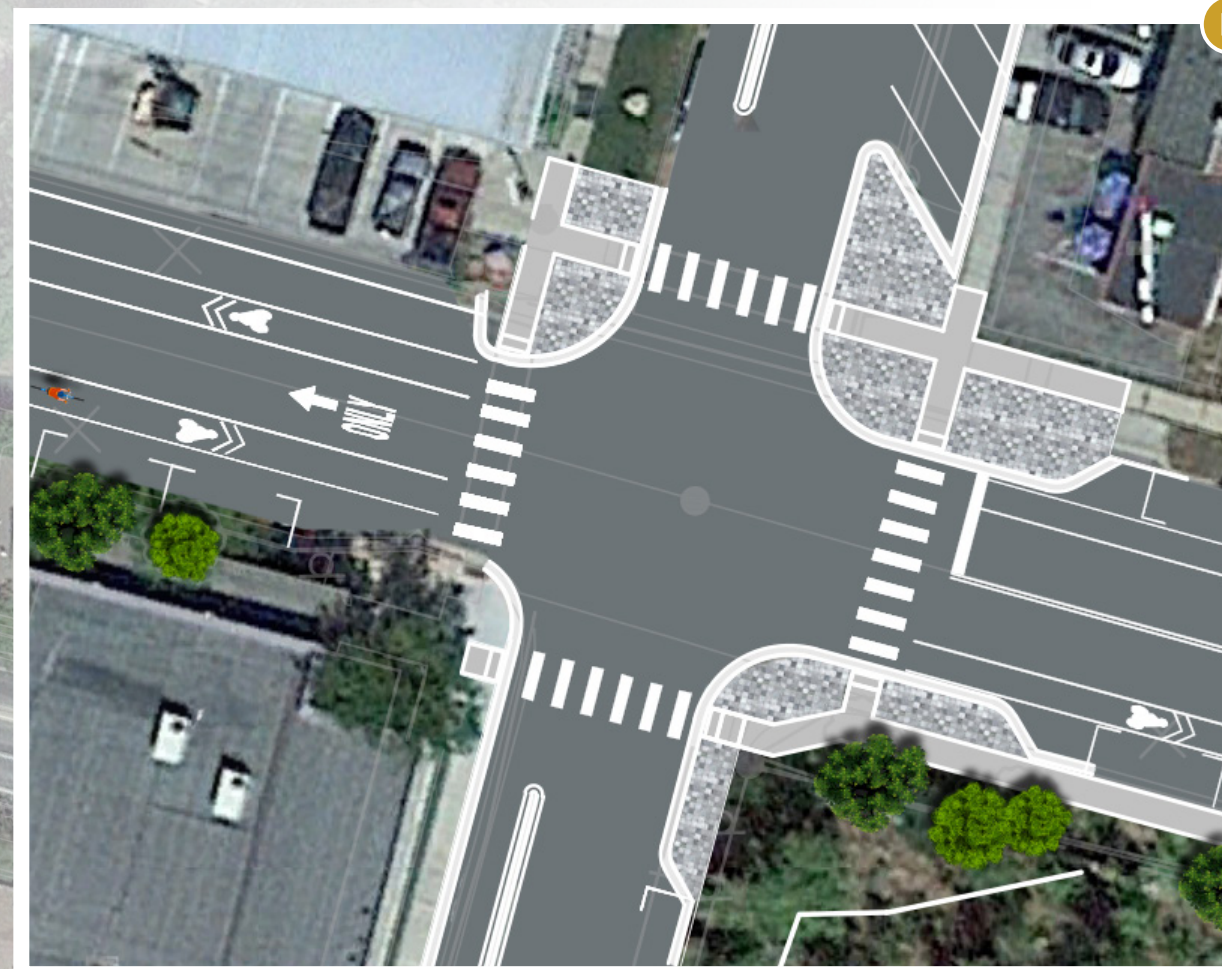
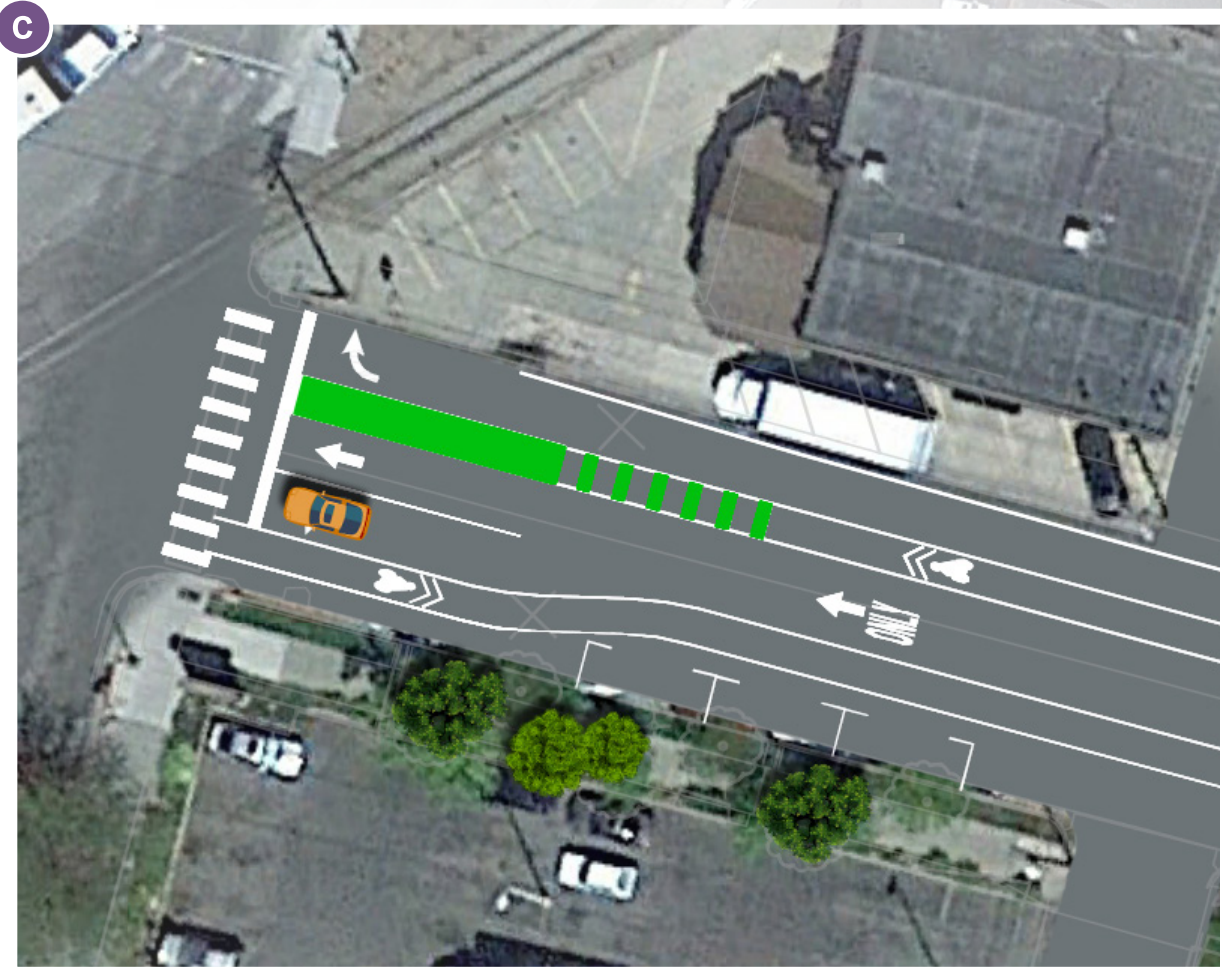
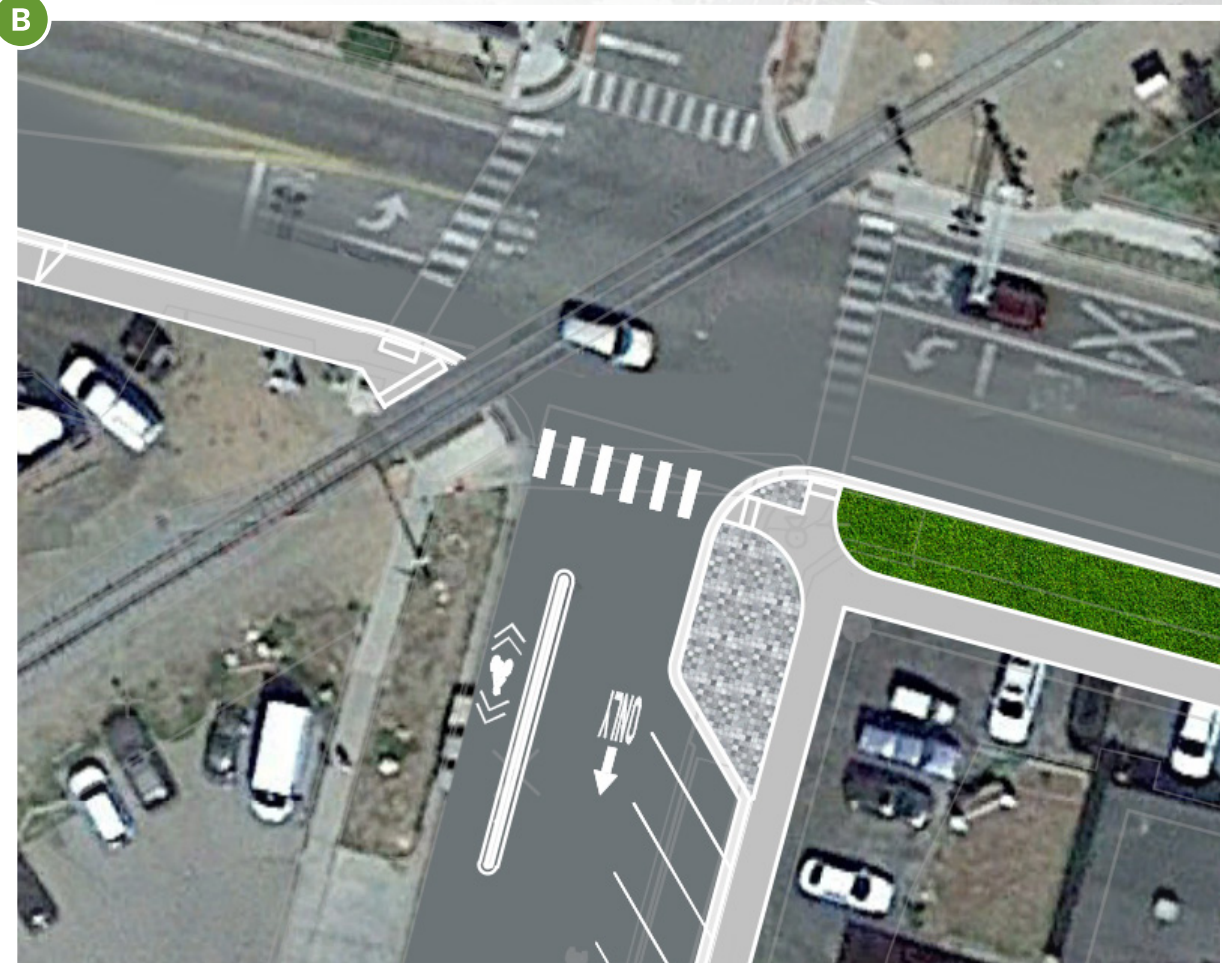
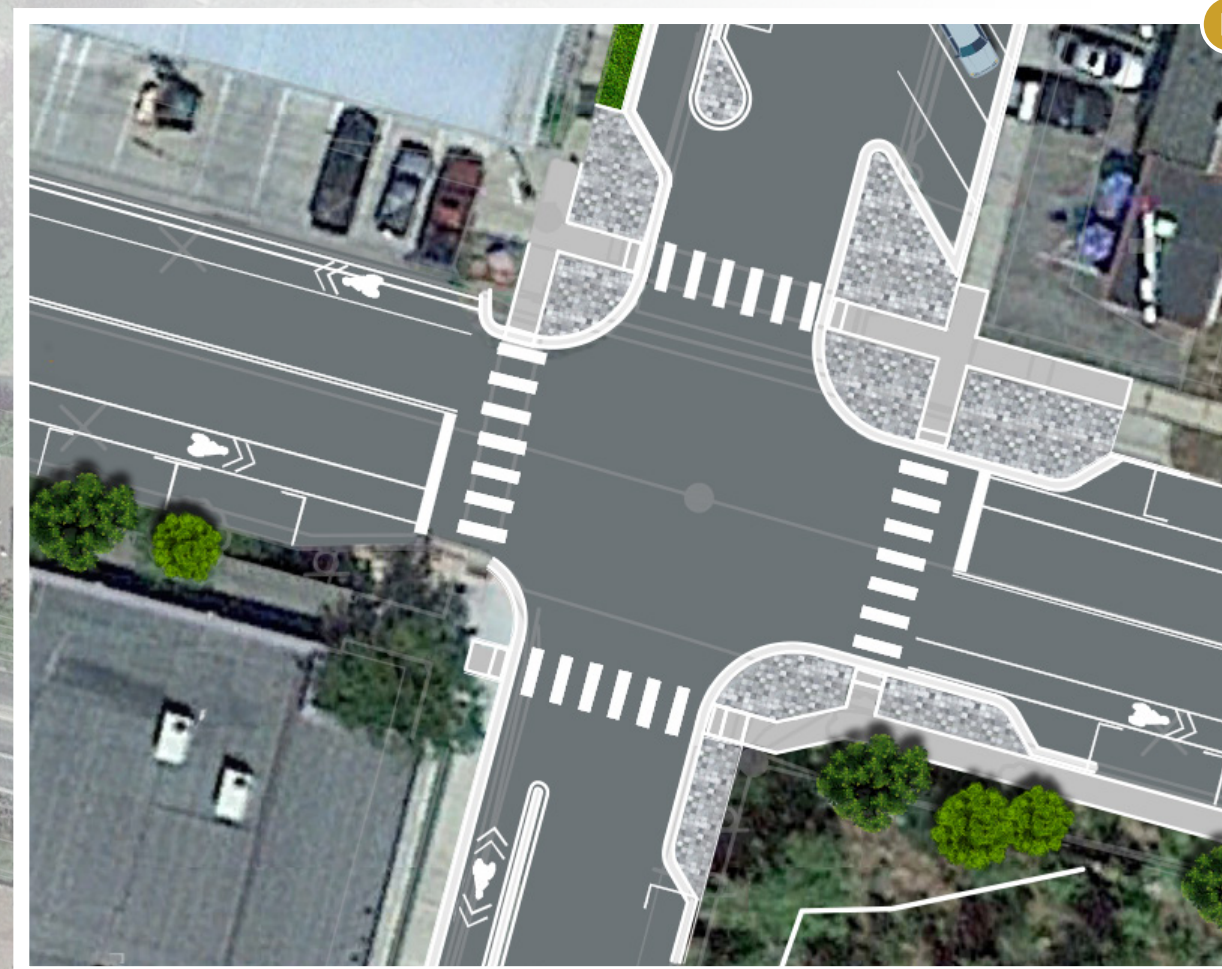
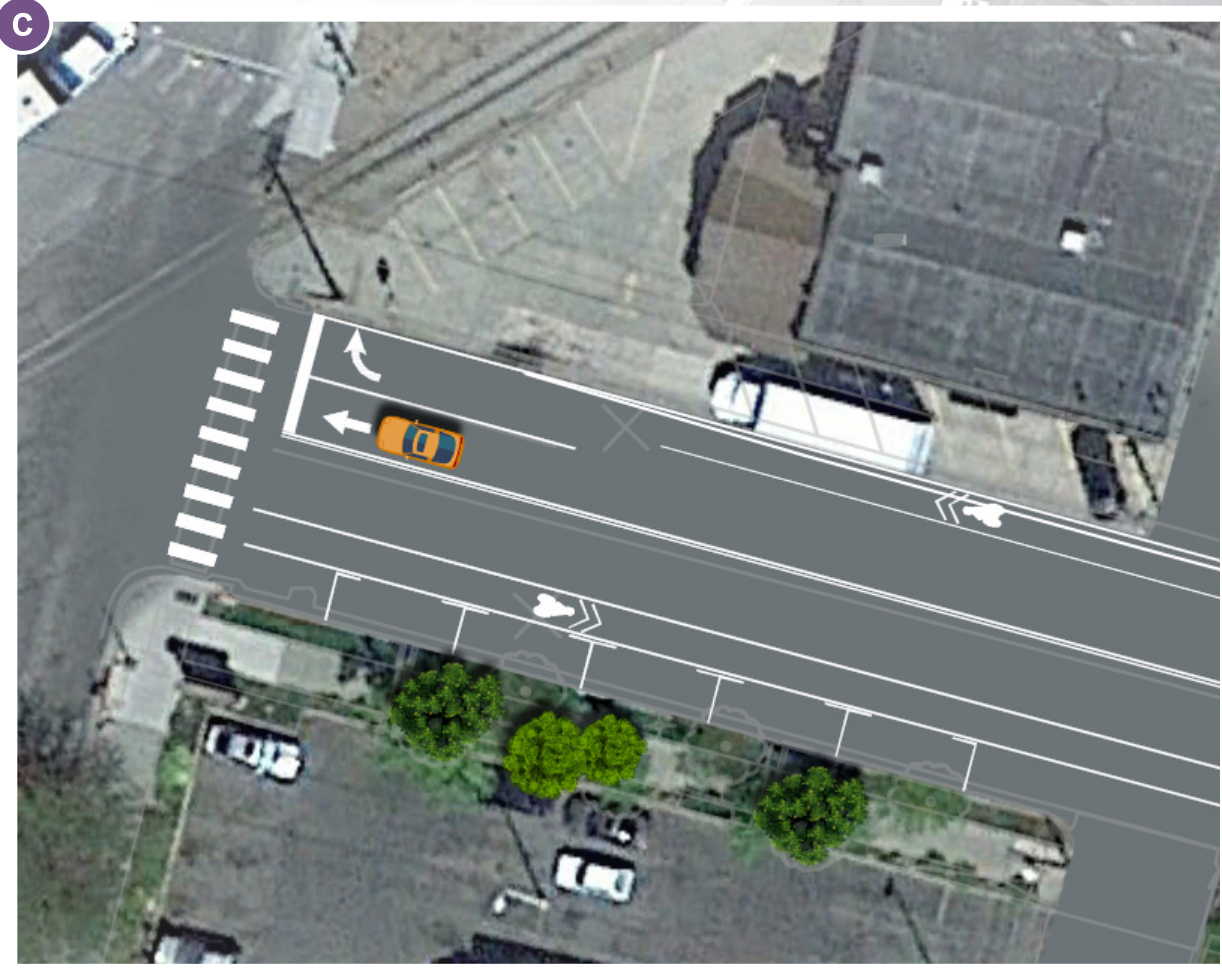
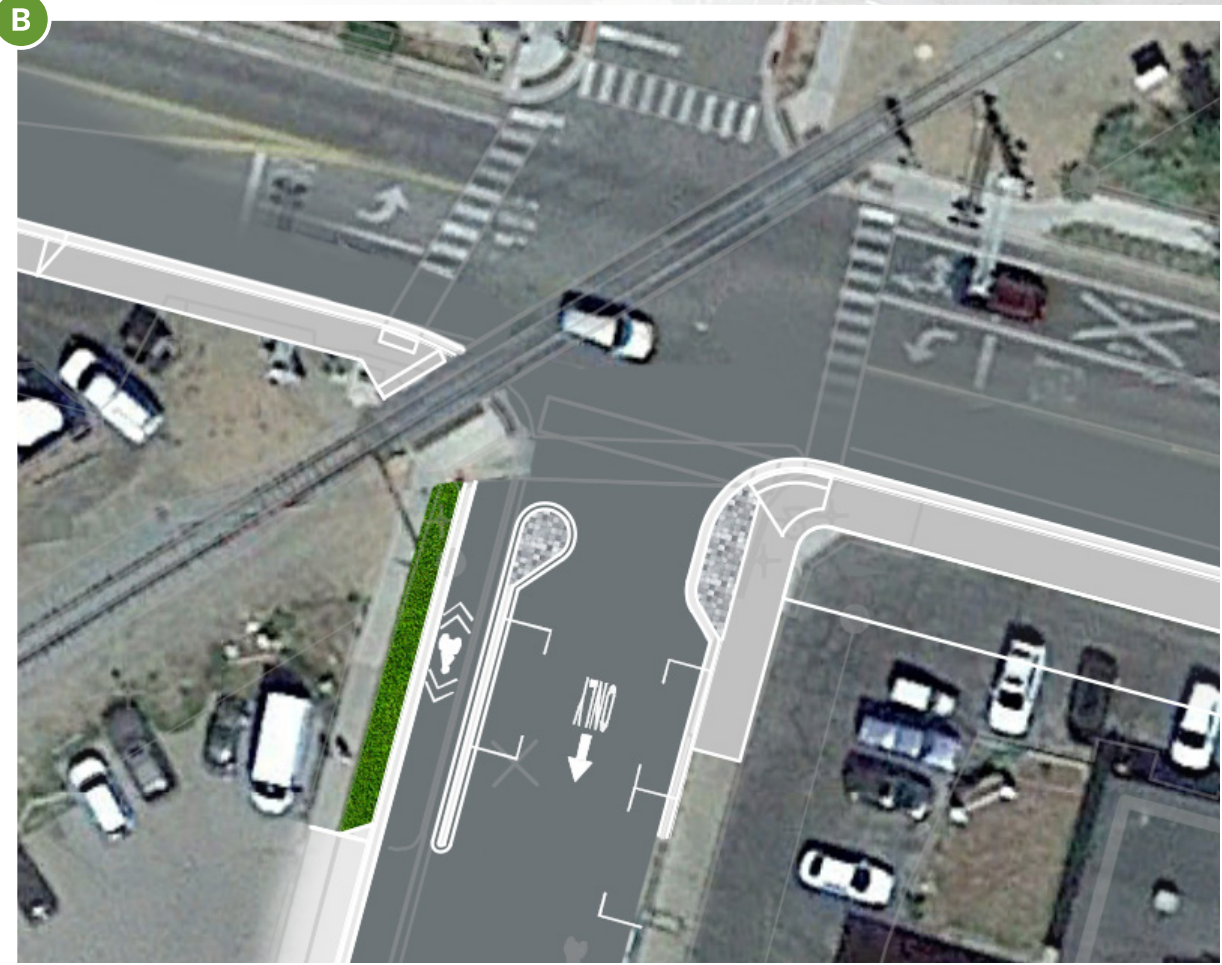


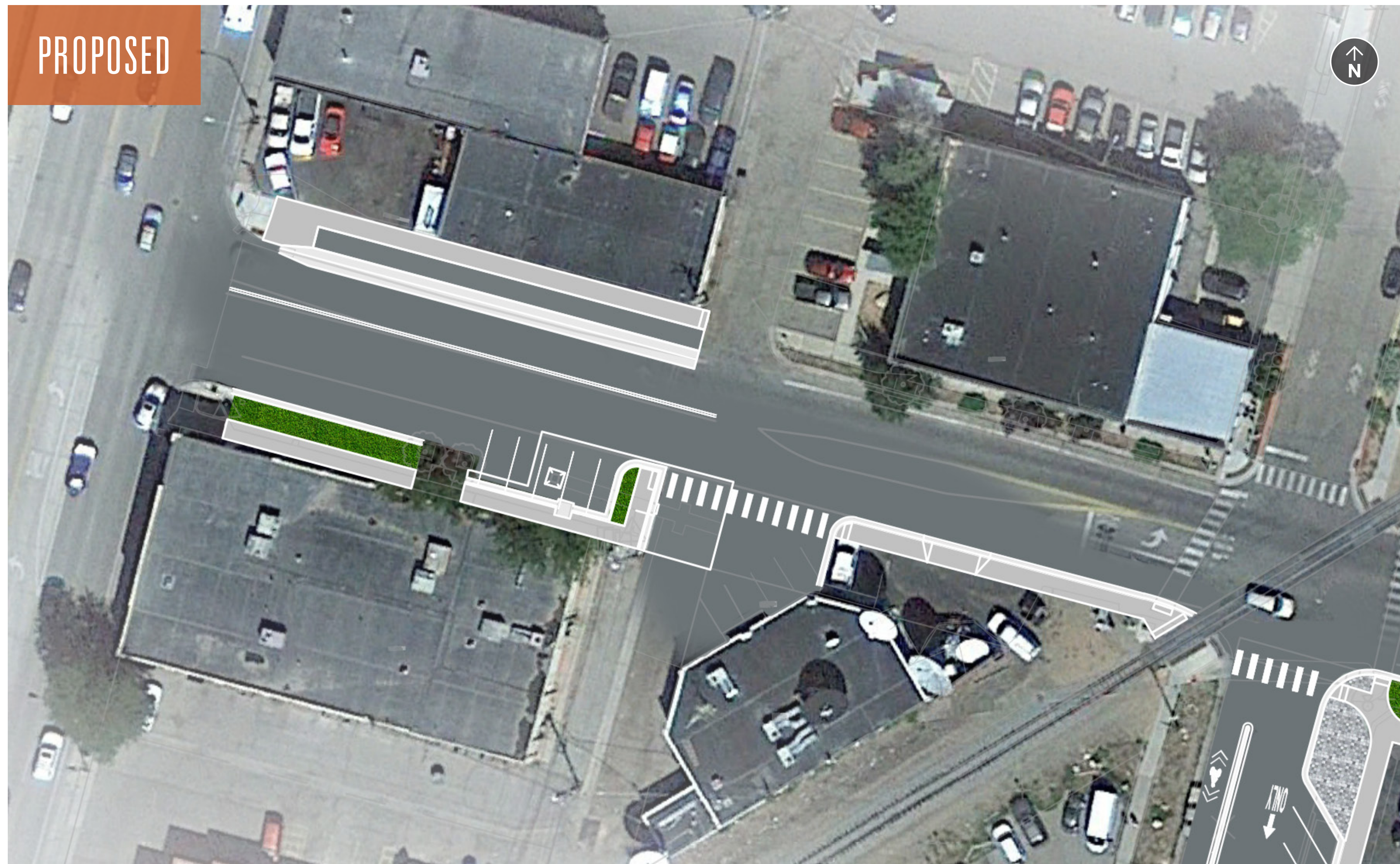
MIDTOWN IMPROVEMENTS | ALT1



MIDTOWN IMPROVEMENTS | ALT 2



MIDTOWN IMPROVEMENTS | 15TH ST & MAIN AVE

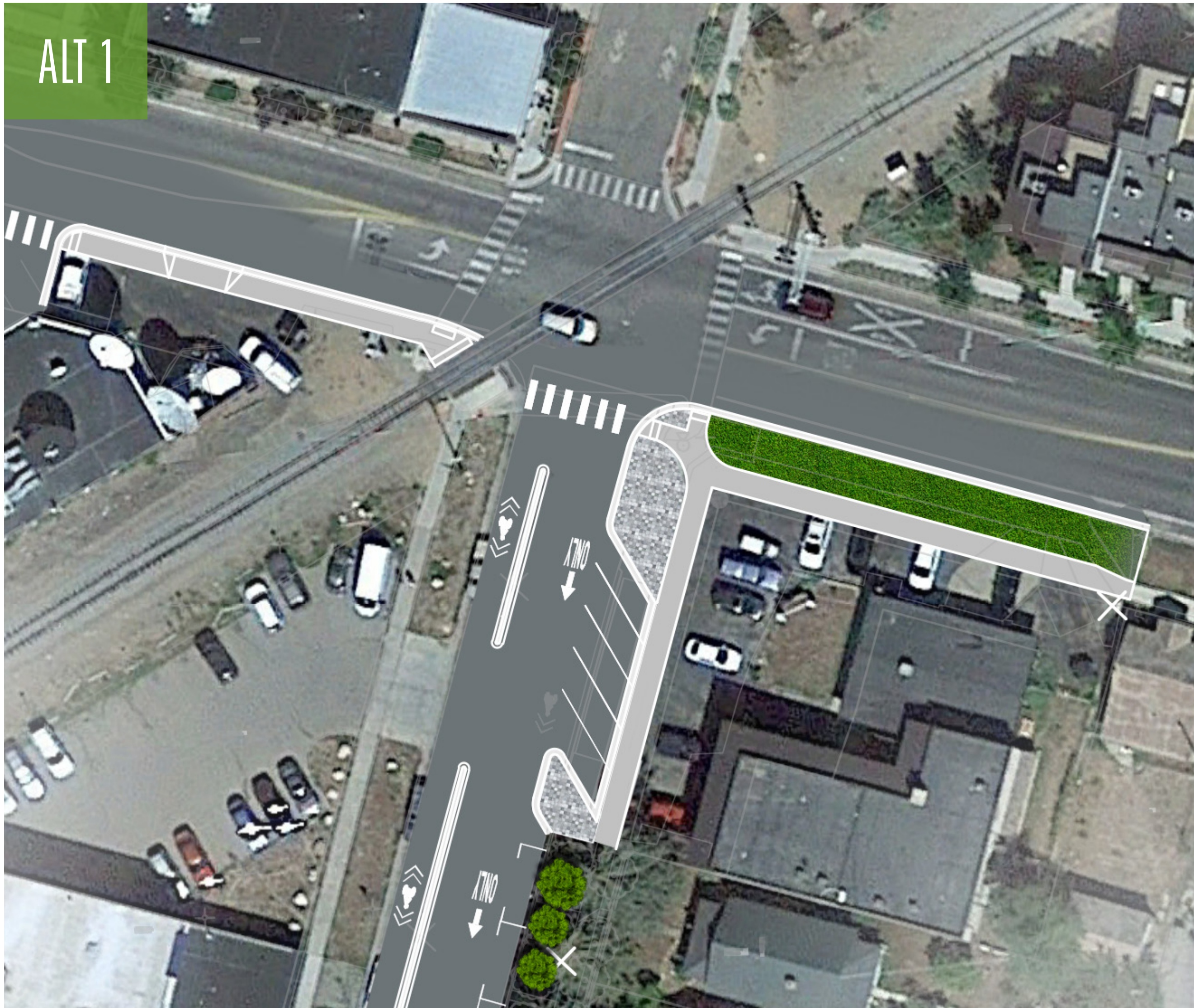


On the north side of 15th Street, the proposed design consists of a 6-ft sidewalk along the ROW and a 6-ft cross pan along the existing edge of road to divert flows away from the auto shop. There is a transition zone of asphalt between the cross pan and sidewalk to help with drainage and maintain vehicle access to the auto shop.

On the south side of 15th Street, the proposed design calls for widening the existing sidewalk along the right-of-way to 6-ft and will extend from Main Street, east to the alley with the addition of new curb and gutter. Existing parking spaces to the west of the building entrance are to be removed and replaced by a strip of landscaping, while the current parking spaces to the east of the building entrance will remain.

Moving eastward through the alley, a new crosswalk will connect with another proposed section of sidewalk, curb and gutter that will extend to 2nd Avenue. This section of sidewalk will have a driveway cut to maintain access to business parking and dumpster. The 15th Street roadway is to maintain existing striping patterns.

MIDTOWN IMPROVEMENTS | 15TH ST & 2ND AVE



Alternative 1: On the south side of 15th Street, the proposed design consists of new curb and gutter, sidewalk, and curb ramps at all intersections and drive crossings. To the east of 2nd Avenue, a strip of landscaping will act as a buffer between the sidewalk and 15th Street.

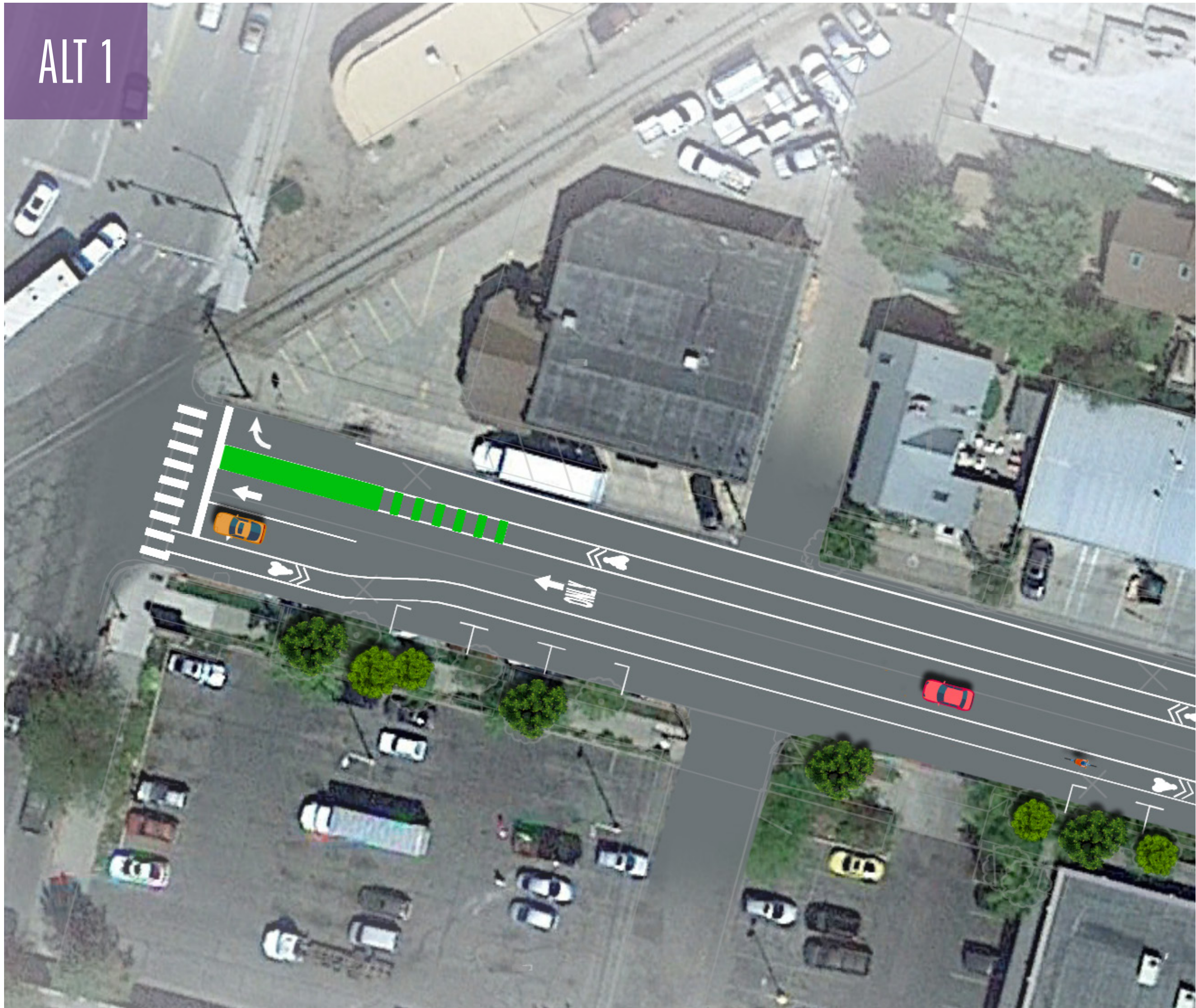
2nd Avenue is proposed to be a one-way street southbound. The west side of 2nd Avenue features a two-way cycle track (10 ft) separated from the roadway by a curb and gutter median. The east side of 2nd Avenue features new curb and gutter, sidewalk, and five angled parking spaces.



Alternative 2: On the south side of 15th Street, the proposed design consists of new curb and gutter, sidewalk, and curb ramps at all intersections and drive crossings. To the east of 2nd Avenue, there is no landscaping strip (as seen in Alt 1), and instead, the design maintains access to the business with a drive cut in the sidewalk.

2nd Avenue is proposed to be a one-way street southbound. The west side of 2nd Avenue features a diminished landscape strip along new curb and gutter, a two-way cycle track (10 ft) separated from the roadway by a curb and gutter median with new parallel parking spaces along the east edge of the median. The east side of 2nd Avenue features a small stretch new curb and gutter with sidewalk and maintains the south access to the business on the corner.

MIDTOWN IMPROVEMENTS | 14TH ST & MAIN AVE

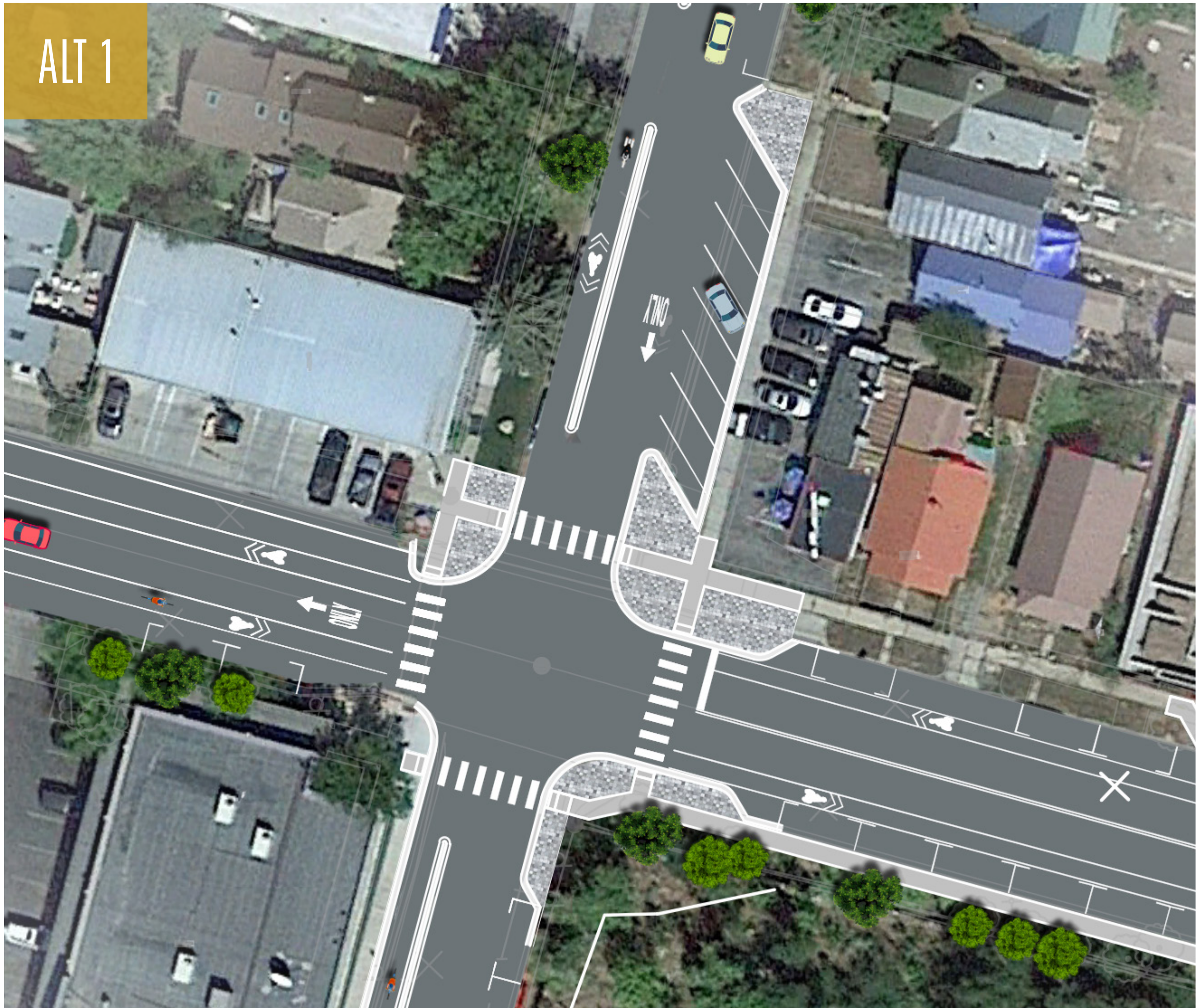


Alternative 1: It is proposed that 14th Street become a one-way street westbound with bike lanes in both directions and parallel parking on the south side of the street.



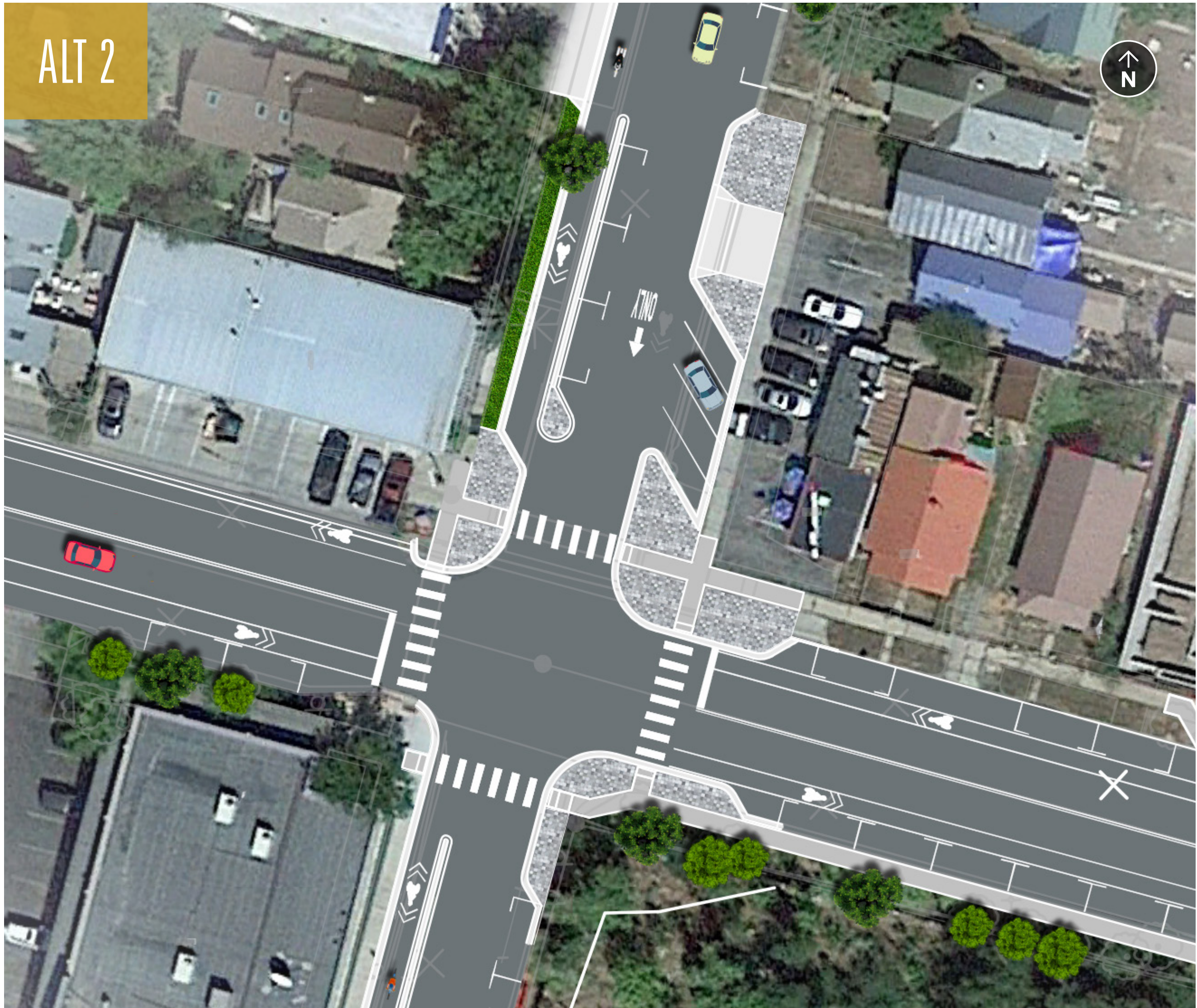
Alternative 2: It is proposed that 14th Street remains a two-way street, with existing bike lanes and parallel parking.

MIDTOWN IMPROVEMENTS | 14TH ST & 2ND AVE



Alternative 1: All four corners of the intersection feature proposed curb and gutter bulb out improvements with new sidewalk extensions and curb ramps. To the north and south of the intersection, the west side of 2nd Avenue features a two-way cycle track (10 ft) separated from the roadway by a curb and gutter median. The east side of 2nd Avenue, north of the intersection, features new curb and gutter along with eight angled parking spaces up against the existing sidewalk. The east side of 2nd Avenue, south of the intersection, maintains existing parallel parking past the proposed curb and gutter bulb out improvements.

West of the intersection, it is proposed that 14th Street become a one-way street westbound with bike lanes in both directions and parallel parking on the south side of the street. While to the east of the intersection, 14th Street remains a two-street with existing bike lanes and parallel parking but adds new sidewalk along the southeast.



Alternative 2: All four corners of the intersection feature proposed curb and gutter bulb out improvements with new sidewalk extensions and curb ramps. To the north of the intersection, the west side of 2nd Avenue features a diminished landscape strip along new curb and gutter, a two-way cycle track (10 ft) separated from the roadway by a curb and gutter median with new parallel parking spaces along the east edge of the median. The east side of 2nd Avenue features a drive access and four angled parking spaces. South of the intersection, 2nd Avenue features the same proposed improvements as in Alt 1.

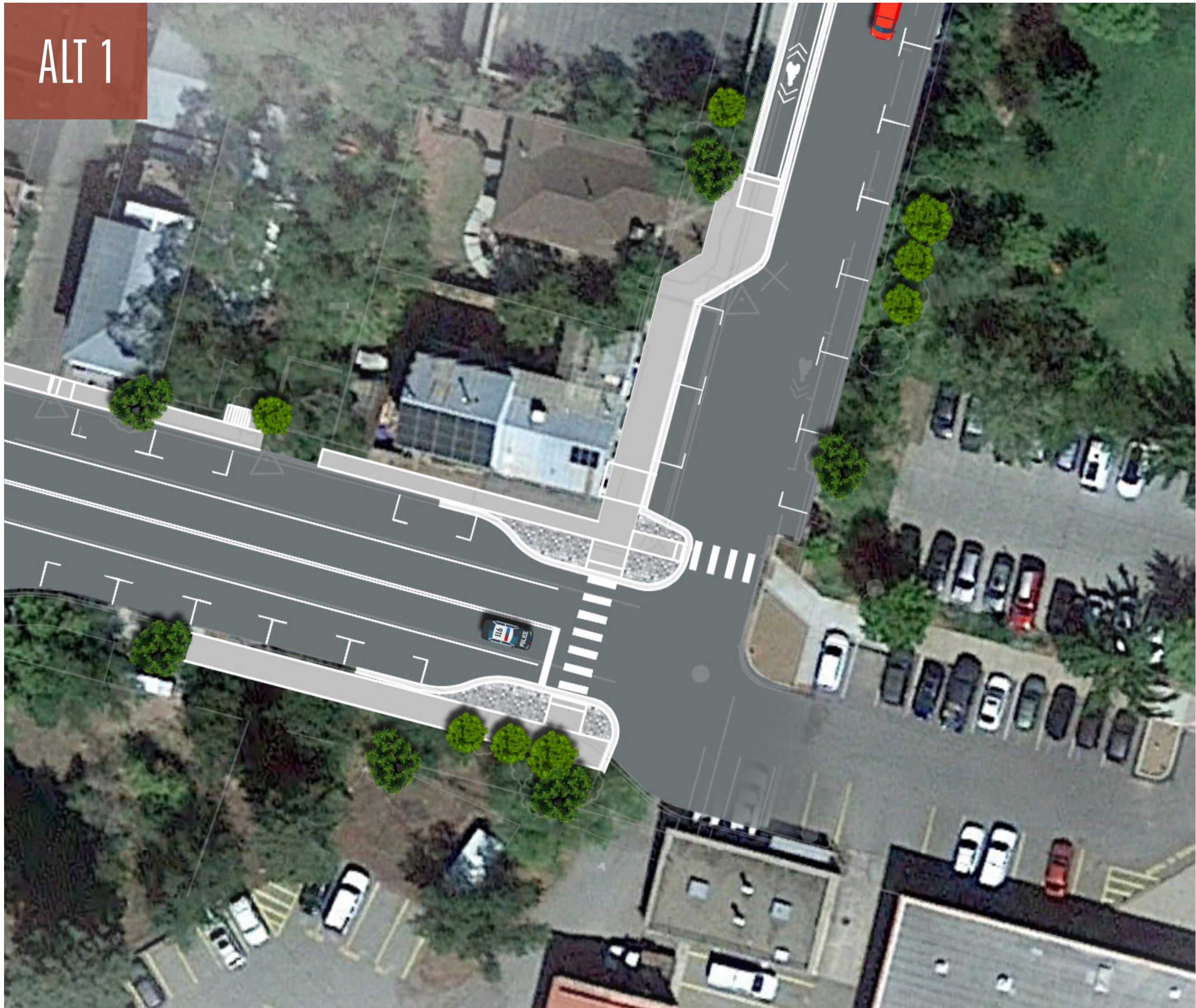
To the east and west of the intersection, it is proposed that 14th Street remains a two-street with existing bike lanes and parallel parking but adds new sidewalk to the southeast of the intersection.

MIDTOWN IMPROVEMENTS | 13TH ST & MAIN AVE



At the corner of 13th Street and Main Street, the proposed design features new detectable warning plates for the crosswalks. To the east of the intersection, both the north and south sides of 13th Street have proposed sidewalk improvements. Roadway striping and parking will match the existing configuration.

MIDTOWN IMPROVEMENTS | 13TH ST & 2ND AVE



Alternative 1: Both the northwest and southwest corners of the intersection feature proposed curb and gutter bulb out improvements with new curb ramps. Additionally, sidewalk improvements are proposed on both sides of 13th Street extending west. As part of the sidewalk improvements along the north side of 13th Street an existing staircase is to be redesigned north of the sidewalk to maintain access to those residences.

To the north of the intersection, along the west side of 2nd Avenue, the proposed two-way cycle track transitions up into the existing sidewalk, which will be widened to 10 ft. Three, existing parallel parking spaces will remain and drive access to the corner building will be maintained with a section of rollover curb and gutter.



Alternative 2: All of the same improvements described in Alt 1 are also proposed in Alt 2, with the exception of the west side of 2nd Avenue to the north of the intersection. Instead of the two-way cycle track transitioning up into the existing sidewalk, it will transition into the roadway just before reaching 2nd Avenue. Thus, there are no remaining parallel parking spots, but drive access to the building on the corner will again be maintained with a section of rollover curb and gutter. To keep effective stormwater drainage with this alternative, the design proposes a concrete cross pan (seen outlined with white lines) to convey water north and then west across the cycle track to a new storm inlet.



CFI

The continuous flow intersection (CFI) facilitates concurrent traffic movements to reduce congestion and increase safety. The primary conflict with the existing intersection at 3rd Ave. and 15th St./Florida Rd., results from drivers needing to cross continual through traffic when making a Northbound left (NBL) from 3rd Ave. or a Southbound left (SBL) onto 3rd Ave., with the SBL also having the right-of-way over the NBL. The CFI minimizes this conflict by synchronizing these left turns with traffic signals, while revised lane configurations allow the opposing traffic to cross outside of the intersection on 3rd Ave.



MINI RAB

The mini, single-lane roundabout eliminates the need for all existing left turn and right turn lanes. Continuous traffic flow is promoted with standard roundabout yield procedures. Additionally, more direct pedestrian crossings are provided on all three sides of the roundabout just outside of where vehicles are to yield. Access to private lots (with ability to turn around) prior to RAB will be maintained.



Building a Better World
for All of Us