

Table 10: Downtown Focus Area Concepts

Concepts for Downtown Focus Area		How do concepts address the goals?	Do concepts address corridor needs?		
			Pavement Conditions	Safety and Mobility	Walkability and Bikeability
<b>A</b>	Reconstruct Main Avenue (US 10) as a Three-lane undivided roadway from the river to 8th Street (US 75)	<ul style="list-style-type: none"> <li>Reconstructs poor pavement conditions</li> <li>Promotes a more pedestrian-friendly environment</li> <li>On-street parking can stimulate economic growth and improve safety for pedestrians by creating a barrier</li> </ul>	Yes	Yes	Yes
<b>B</b>	Reconstruct Main Avenue (US 10) as a Five-lane undivided roadway from the river through 8th Street (US 75)	<ul style="list-style-type: none"> <li>Reconstructs poor pavement conditions</li> <li>Maintains existing safety and mobility conditions</li> </ul>	Yes	Yes	No
<b>C</b>	Reconstruct Center Avenue as a Three-lane undivided roadway from 8th Street to 11th Street	<ul style="list-style-type: none"> <li>Reconstructs poor pavement conditions</li> <li>Promotes a more pedestrian-friendly environment</li> <li>On-street parking can stimulate economic growth and improve safety for pedestrians by creating a barrier</li> </ul>	Yes	Yes	Yes
<b>D</b>	Minimize lane widths along all roadways	<ul style="list-style-type: none"> <li>Reduced lane widths help promote slower driving speeds and slower speeds reduce the severity of crashes</li> <li>Narrower streets shorten the distance pedestrians need to cross major roadways (US 10)</li> <li>Reduced lane widths provide more space to be used as green space or for wider sidewalks/trails</li> </ul>	Yes	Yes	Yes
<b>E</b>	Install curb bump-outs with marked pedestrian crossing at 7th Street for pedestrians crossing Main Avenue (US 10)	<ul style="list-style-type: none"> <li>Curb bump-outs shorten the crossing distance which limits exposure to pedestrians from vehicular traffic</li> <li>Marked crossing provides designated crossing location while alerting drivers to where pedestrians are crossing</li> </ul>	No	Yes	Yes
<b>F</b>	* Install marked pedestrian safety island at 7th Street for pedestrians crossing Main Avenue (US 10)	<ul style="list-style-type: none"> <li>Pedestrian safety island limits exposure to pedestrians from vehicular traffic by providing a refuge</li> <li>Marked crossing provides designated crossing location while alerting drivers to where pedestrians are crossing</li> </ul>	No	Yes	Yes
<b>G</b>	Convert 5th Street to two-way street between Main Avenue (US 10) and 2nd Avenue	<ul style="list-style-type: none"> <li>Two-way streets are good for business and stimulate economic growth</li> </ul>	No	No	No
<b>H</b>	Install dynamic signs that alert drivers of when trains are approaching (locations to be determined during project development)	<ul style="list-style-type: none"> <li>Improves mobility by alerting drivers to alternate routes during train events, which cause major delays today</li> </ul>	No	Yes	No
<b>I</b>	Utilize dead-end spaces for public uses like park space, benches, or parking	<ul style="list-style-type: none"> <li>Improve "Gateway" feel</li> </ul>	No	No	No

Note: \* Optional crossing pending further study regarding demand for crossing following future downtown redevelopment.

Table 13: US 75 South Focus Area Concepts

Concepts for US 75 South		How do concepts address the goals?	Do concepts address corridor needs?		
			Pavement Conditions	Safety and Mobility	Walkability and Bikeability
<b>A</b>	Reconstruct entire corridor	<ul style="list-style-type: none"> <li>Reconstructs poor pavement conditions</li> </ul>	Yes	Yes	Yes
<b>B</b>	Minimize lane widths along entire corridor	<ul style="list-style-type: none"> <li>Reduced lane widths help promote slower driving speeds and slower speeds reduce the severity of crashes</li> <li>Narrower streets shorten the distance pedestrians need to cross major roadways (US 75)</li> <li>Reduced lane widths provide more space to be used as green space or for wider sidewalks/trails</li> </ul>	Yes	Yes	Yes
<b>C</b>	Use 4th Street and 5th Street or 11th Street for parallel bike route	<ul style="list-style-type: none"> <li>Moving bike route to adjacent corridors maintains “Gateway” feel for corridor since trees will not need to be demolished</li> <li>Parallel routes promote bikeability by connecting other routes</li> </ul>	No	No	Yes
<b>D</b>	Restrict access at 2nd Avenue and install marked pedestrian safety island for pedestrians crossing 8th Street (US 75)	<ul style="list-style-type: none"> <li>Access restriction addresses near and long-term needs by addressing an existing safety issue</li> <li>Pedestrian safety island limits exposure to pedestrians from vehicular traffic by providing a refuge</li> <li>Marked crossing provides designated crossing location while alerting drivers to where pedestrians are crossing</li> </ul>	No	Yes	Yes
<b>E</b>	Install traffic signal control at 4th Avenue when warranted by traffic levels	<ul style="list-style-type: none"> <li>Addresses long-term needs by providing accommodating additional traffic that will shift to 4th Avenue from 2nd Avenue caused by the access restriction at 2nd Avenue</li> <li>Traffic signals are effective at stopping traffic to allow pedestrians to cross a major roadway (US 75)</li> </ul>	No	Yes	Yes
<b>F</b>	Minimize “jog” in corridor between 4th Avenue and 6th Avenue	<ul style="list-style-type: none"> <li>Provides flexibility for near and long-term needs by addressing an existing lane continuity issue</li> </ul>	No	Yes	No
<b>G</b>	Revise intersection geometry and lane usage, and make signal timing improvements, including installing a leading pedestrian interval and install dynamic no right-turn on red, at 12th Avenue	<ul style="list-style-type: none"> <li>Addresses near and long-term needs by reducing overall vehicle delays</li> <li>Improves walkability by enhancing visibility of pedestrians in the intersection to reinforce their priority over turning vehicles</li> </ul>	No	Yes	Yes

Table 13: US 75 South Focus Concepts (continued)

Concepts for US 75 South		How do concepts address the goals?	Do concepts address corridor needs?		
			Pavement Conditions	Safety and Mobility	Walkability and Bikeability
<b>H</b>	Reinstall traffic signal control at 7th Avenue and 20th Avenue	<ul style="list-style-type: none"> <li>Addresses long-term needs by providing accommodating additional traffic that will shift to 4th Avenue from 2nd Avenue caused by the access restriction at 2nd Avenue</li> <li>Traffic signals are effective at stopping traffic to allow pedestrians to cross a major roadway such as 8th Street (US 75)</li> </ul>	No	Yes	Yes
<b>I</b>	Reinstall enhanced pedestrian crossing treatment at 10th Avenue (type to be determined during preliminary engineering)	<ul style="list-style-type: none"> <li>Enhanced pedestrian crossings are effective at stopping traffic to allow pedestrians to cross a major roadway such as 8th Street (US 75)</li> <li>10th Avenue is a key crossing location to connect to the pedestrian and bicycle system</li> </ul>	No	No	Yes
<b>J</b>	Construct separated bike facility along east frontage road between 20th and 24th Avenues	<ul style="list-style-type: none"> <li>Fills gap between 20th and 24th Avenues</li> <li>Provides connection between 12th Avenue and across I-94</li> </ul>	No	No	Yes
<b>K</b>	Tie into recent reconstruction at 24th Avenue	<ul style="list-style-type: none"> <li>Completes overall corridor reconstruction</li> </ul>	Yes	No	No

Table 16: US 10 East Focus Area Concepts

Concepts for US 10 East		How do concepts address the goals?	Do concepts address corridor needs?		
			Pavement Conditions	Safety and Mobility	Walkability and Bikeability
<b>A</b>	Reconstruct entire corridor while narrowing the median to remove the wide median	<ul style="list-style-type: none"> <li>Reconstructs poor pavement conditions</li> <li>Narrowing the median promotes the urban character for the corridor connecting US 10 with downtown</li> </ul>	Yes	Yes	Yes
<b>B</b>	Construct a shared-use path along both the north and the south sides US 10 between 21st Street/ 1st Avenue and 28th Street	<ul style="list-style-type: none"> <li>Provides connection for pedestrians and bicycles between the downtown connections and trails that already exist on the east end of the corridor</li> </ul>	No	No	Yes
<b>C</b>	Construct a shared-use path along 1st Avenue between 21st Street/1st Avenue and 11th Street	<ul style="list-style-type: none"> <li>Provides connection for pedestrians and bicycles between downtown and US 10 east of downtown</li> <li>Existing railroad bridge makes it difficult to construct trail along US 10 from 11th Street to 1st Avenue/21st Street</li> </ul>	No	No	Yes
<b>D</b>	Revise intersection geometry, remove split-phased signal timing, and construct a pedestrian and bicycle underpass near the intersection	<ul style="list-style-type: none"> <li>Mobility is improved by removing the split-phasing at the traffic signal</li> <li>Pedestrian/bicycle tunnel provides key connection for users south of US 10 to cross to the north side</li> </ul>	No	Yes	Yes
<b>E</b>	Construct continuous green-T intersection at US 10/US 75 intersection	<ul style="list-style-type: none"> <li>Green-T accommodates traffic levels while ensuring queues between the 1st Avenue/21st Avenue intersection and the US 10/US 75 intersection can be accommodated</li> <li>Provides signalization for the westbound thru and southbound left-turn conflict</li> <li>Overall mobility is improved</li> </ul>	No	Yes	Yes
<b>F</b>	Provide signalized full-access intersections at 28th Street and 32nd Street east of US 75 (and restrict access at the other intersections)	<ul style="list-style-type: none"> <li>Proper access management minimizes conflicts and improves the safety and mobility of the intersections</li> </ul>	No	Yes	No
<b>G</b>	Restrict access at south frontage road at 34th Street to a right-in/right-out access	<ul style="list-style-type: none"> <li>Access is too close to US 10 causing safety issues</li> </ul>	No	Yes	No
<b>H</b>	Connect frontage road between 26th and 30th Streets	<ul style="list-style-type: none"> <li>Promotes connectivity with access restrictions</li> </ul>	No	Yes	No