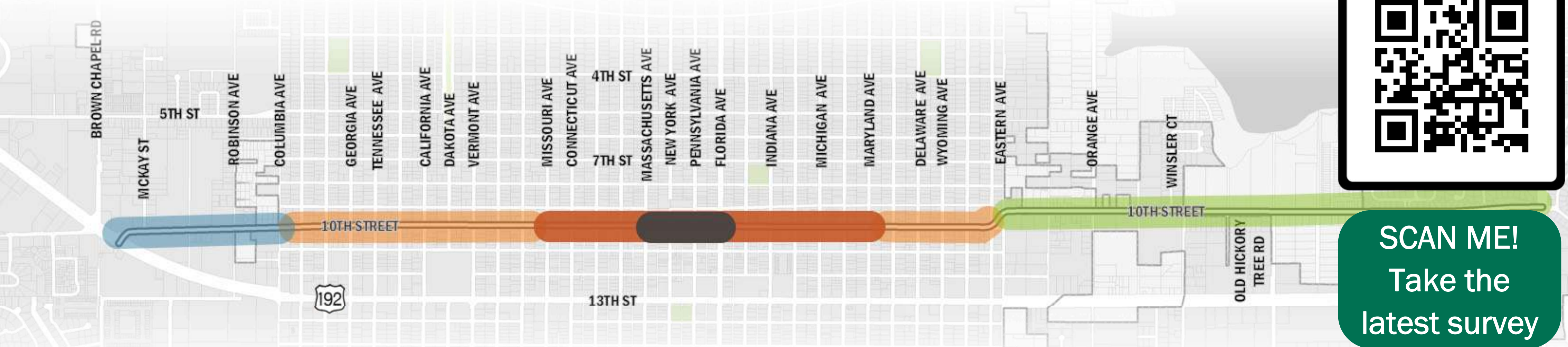


# 10<sup>th</sup> Street Possibilities

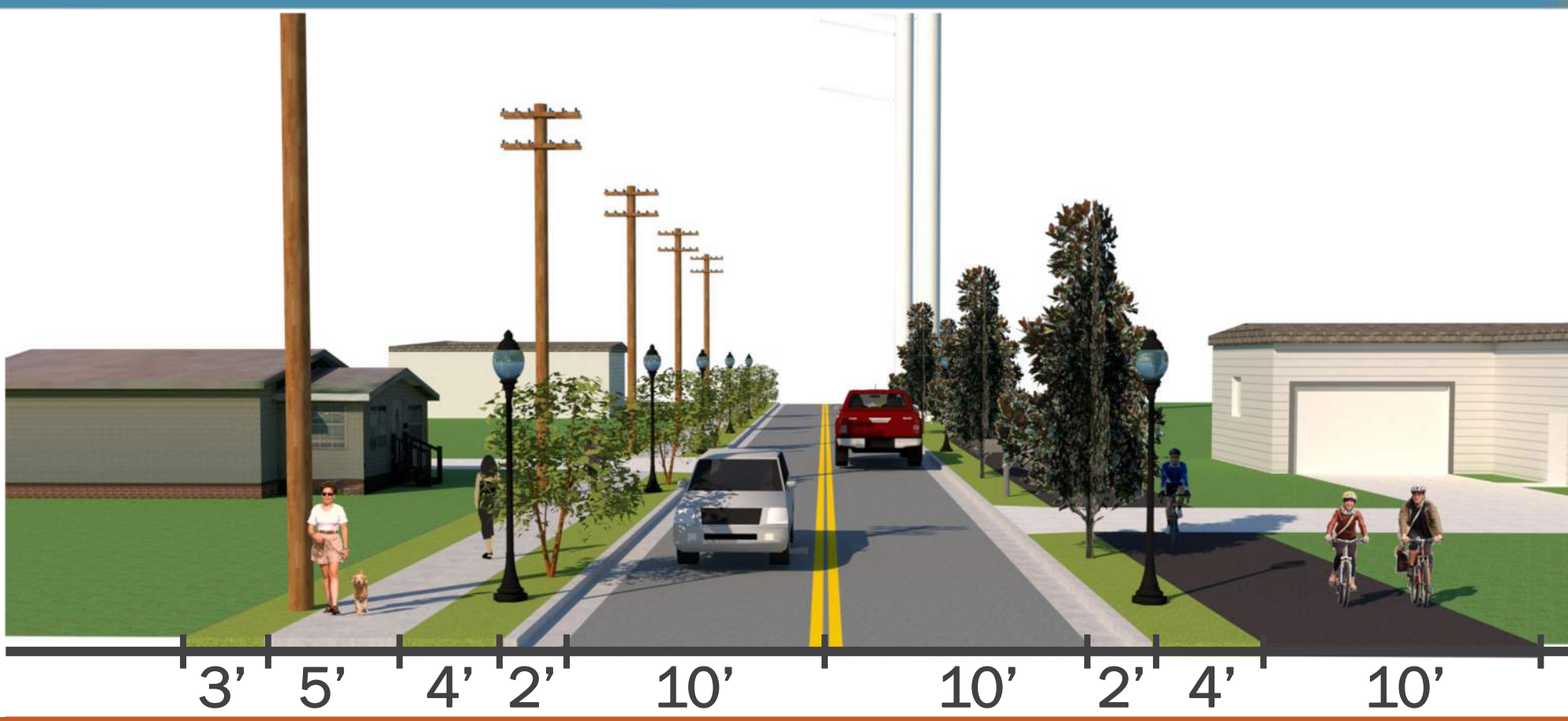
To accommodate pedestrians and bicyclists, sidewalks and a shared use path are proposed. Some areas may also have on-street parking. 10<sup>th</sup> Street was divided into five areas based on surrounding land use and context.



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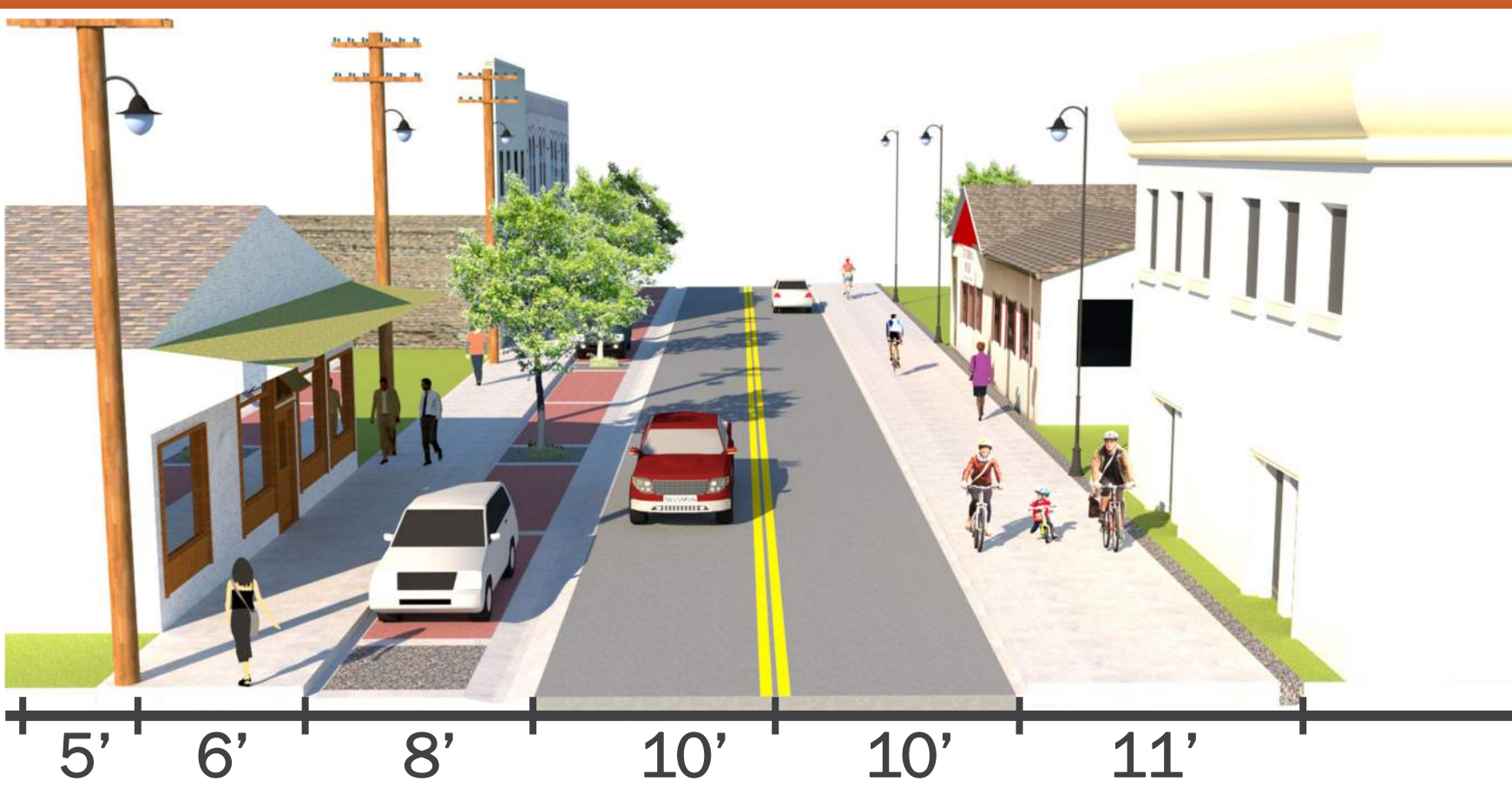


## Medical Arts / Historic Grid (50-ft right-of-way)



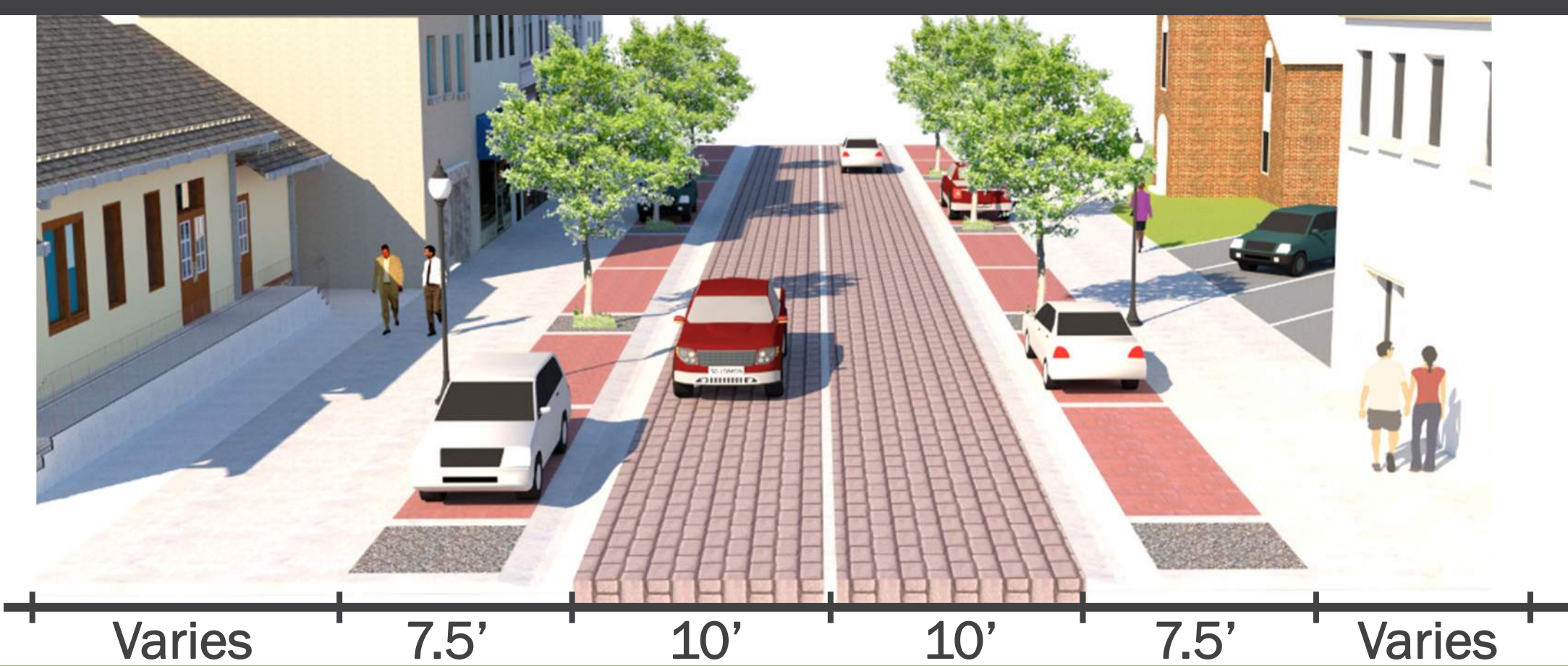
- 10-ft vehicle lanes
- 10-ft shared use path (one side)
- 5-ft sidewalk (one side)
- No on-street parking
- Two 4-ft landscape/tree areas
- 7-ft for curb, gutter, utilities

## Historic Core (50-ft right-of-way)



- 10-ft vehicle lanes
- 11-ft shared use path (one side)
- 6 ft sidewalk (one side)
- 8-ft for on-street parking (one side)
- Trees between parking spaces
- 5-ft for curb, gutter, utilities

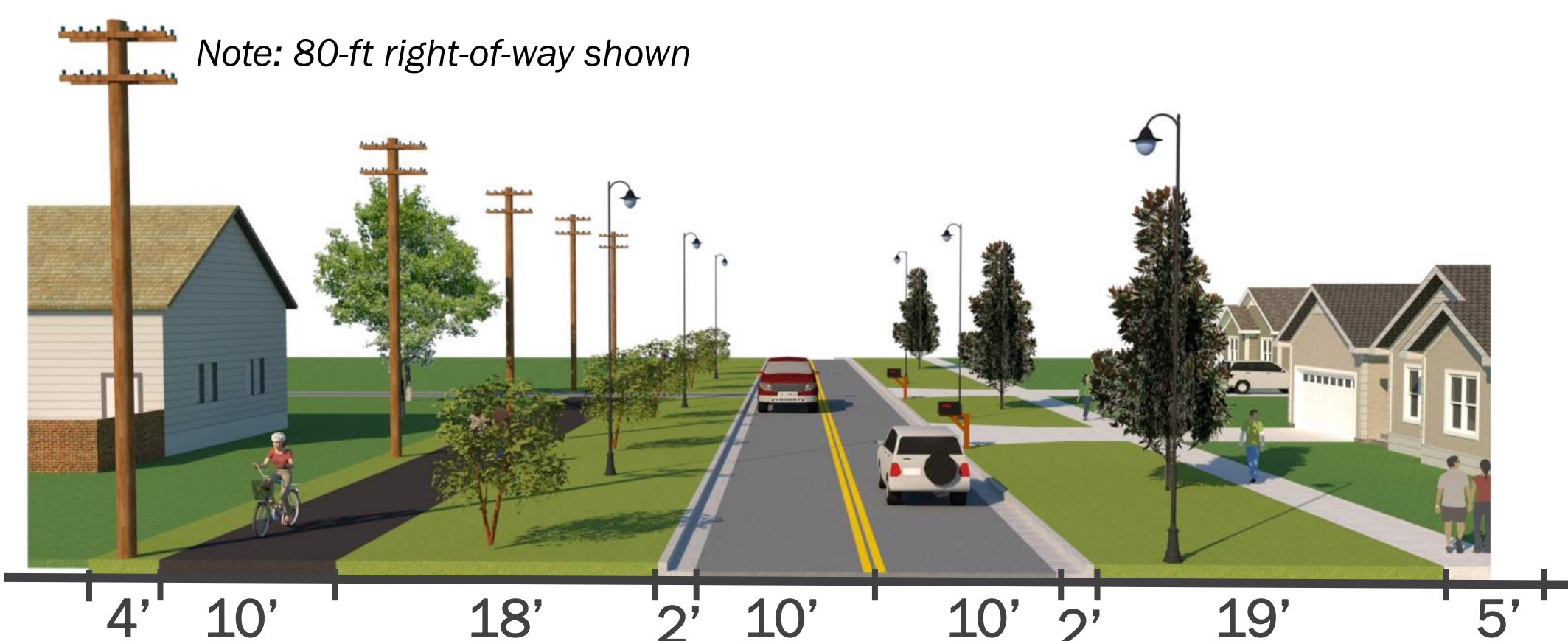
## Downtown Area (50-ft right-of-way)



- 10-ft vehicle lanes
- No shared use path
- Sidewalk varies, 10.5-ft max. (both sides)
- 7.5-ft for on-street parking (both sides)
- Trees between parking spaces
- 4-ft for curb, gutter, utilities

*Note: This design was completed as part of a separate project.*

## Suburban Transition (50 to 80-ft right-of-way)



- 10-ft vehicle lanes
- 10-ft shared use path (one side)
- 5-ft sidewalk (one side)
- No on-street parking
- Two ~5 to 19-ft landscape/tree areas
- 5 to 9-ft for curb, gutter, utilities