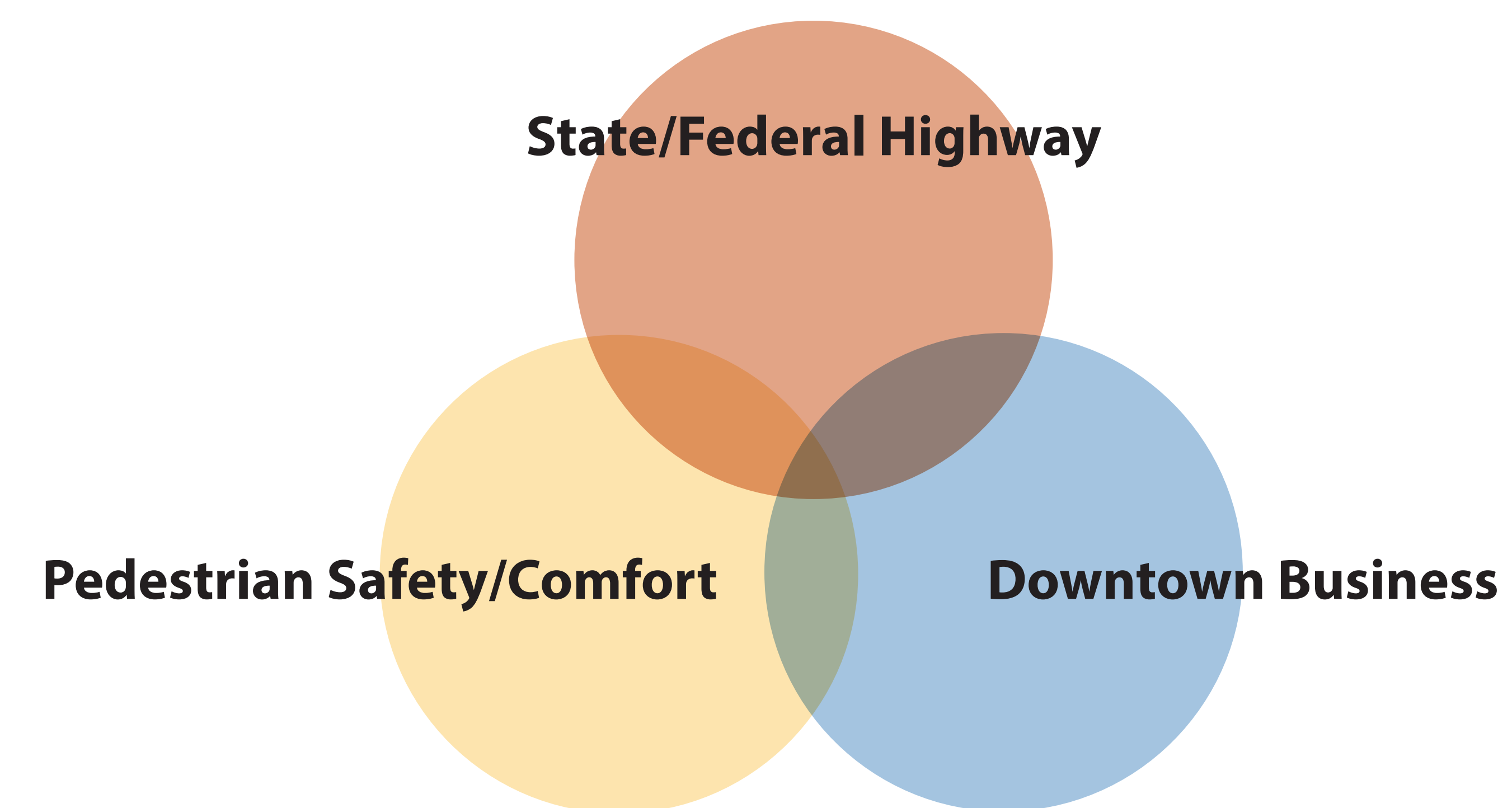


KEY CRITERIA FOR STREETSAPES

- Accessibility
- Visibility and effective lighting for safety
- Facilitate safe pedestrian movement
- Community identity and ‘sense of place’
- Respect and celebrate historic context
- Allow for flexibility & change
- Capacity for gathering and event areas
- Year round appeal and use
- Ease of maintenance
- Places for people
- Create balance of vehicular and pedestrian spaces
- Support and stimulate business growth

PROJECT GOALS

1. Activate ground floors to inspire business development
 - Improve overall character and ‘sense of place’
 - Create outdoor gathering and seating
 - Utilize alley connections where appropriate
2. Improve comfort and safety for pedestrians
 - Expand sidewalks where possible
 - Develop ‘edge’ at pedestrian spaces
3. Balance needs and traffic demands of Federal/State Highway with needs of a thriving downtown

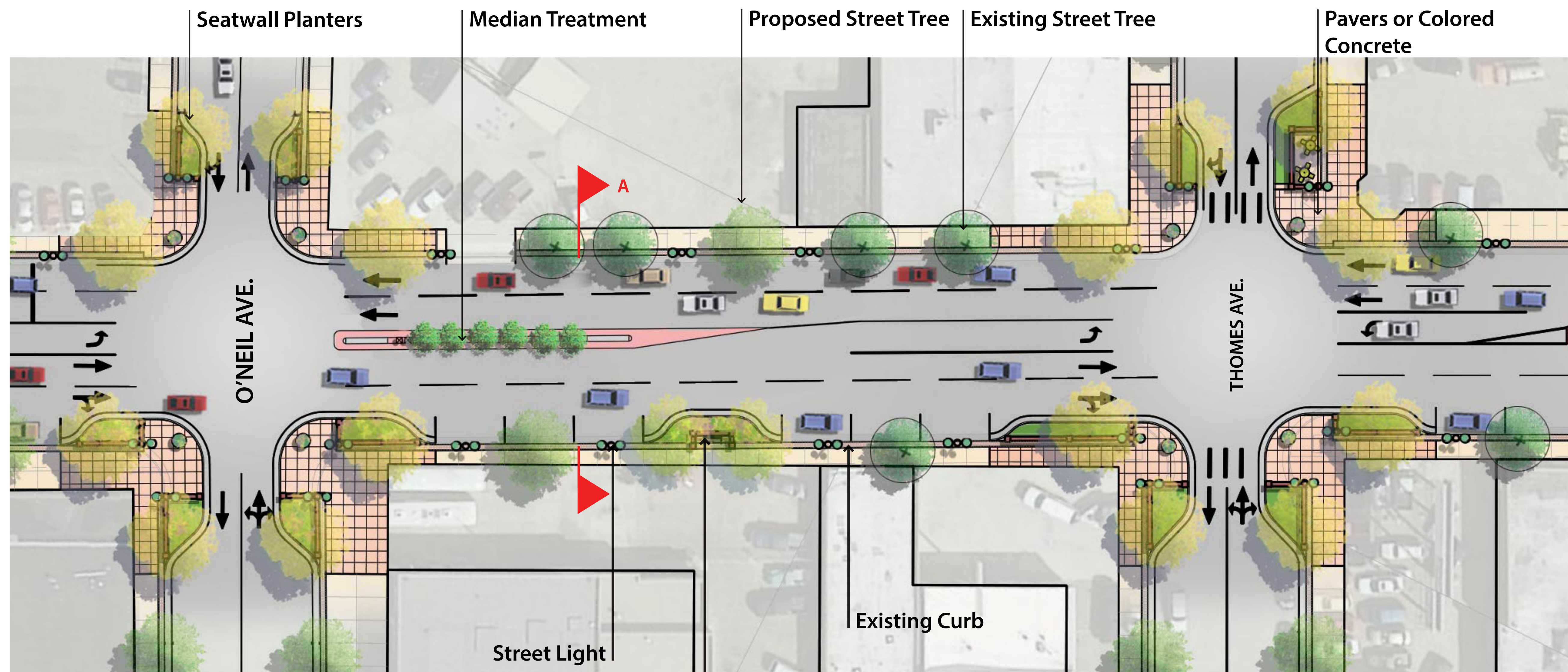


Lincolnway Placemaking Pedestrian and Urban Design Plan

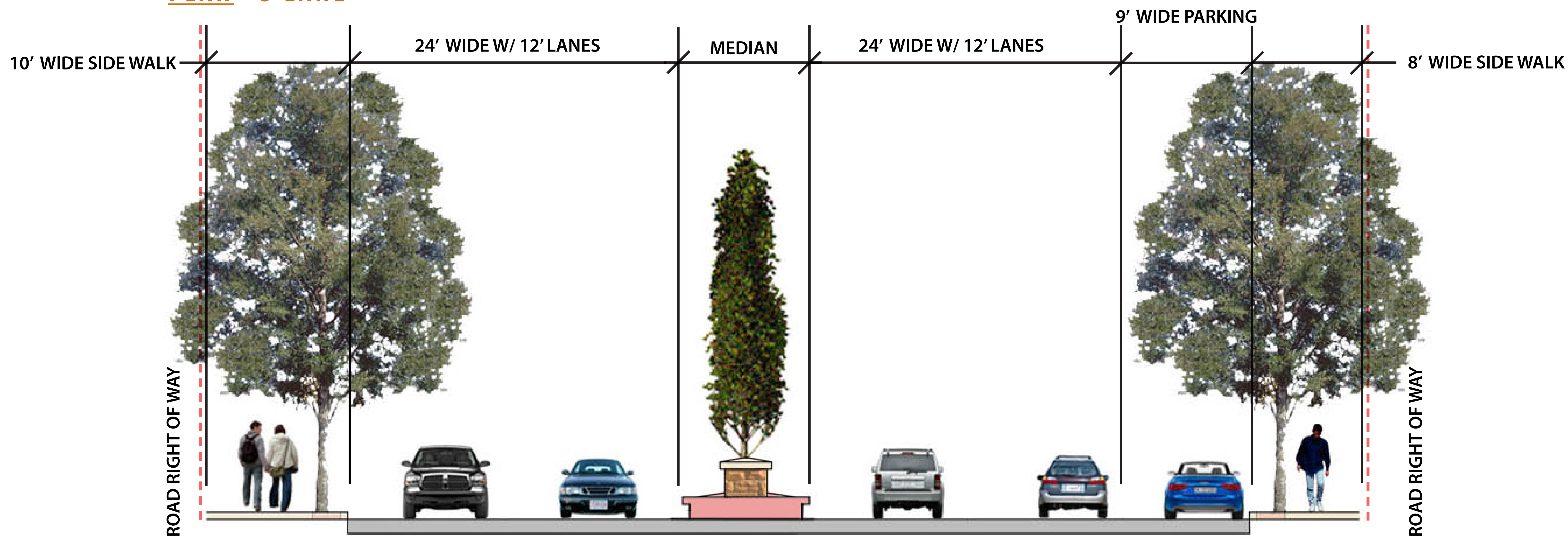


Lincolnway Placemaking Pedestrian and Urban Design Plan

Design Influences



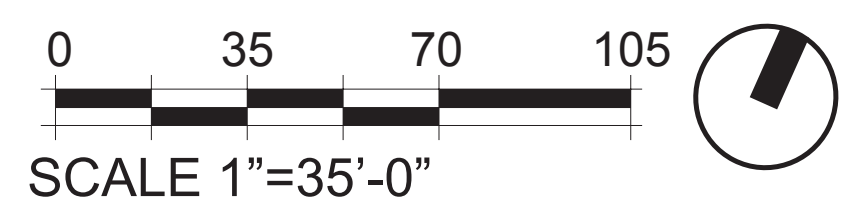
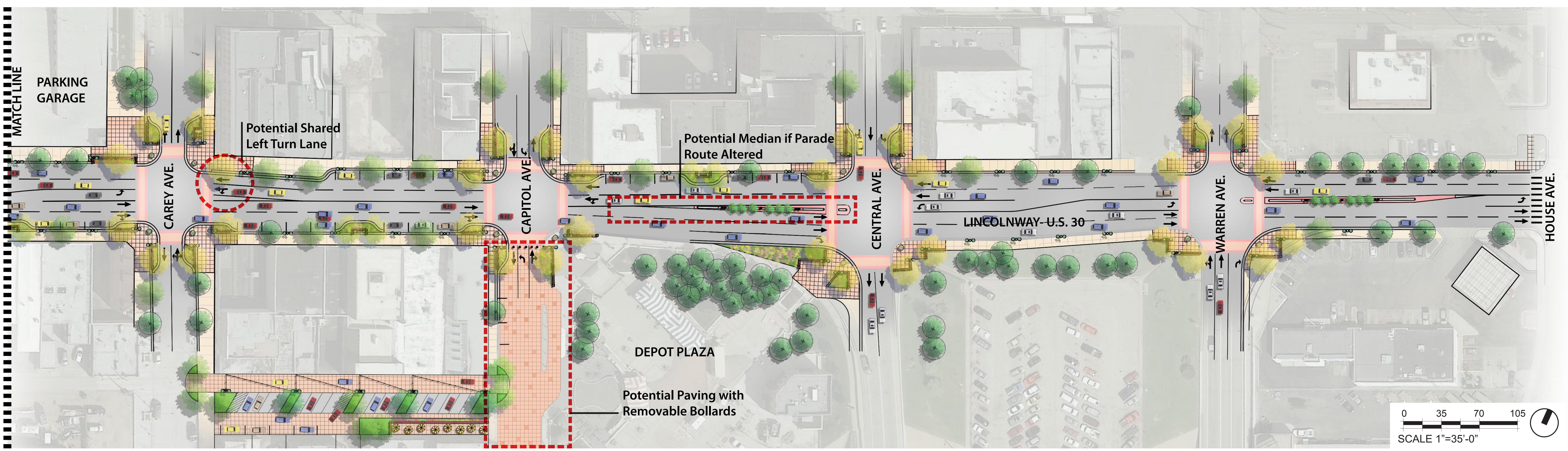
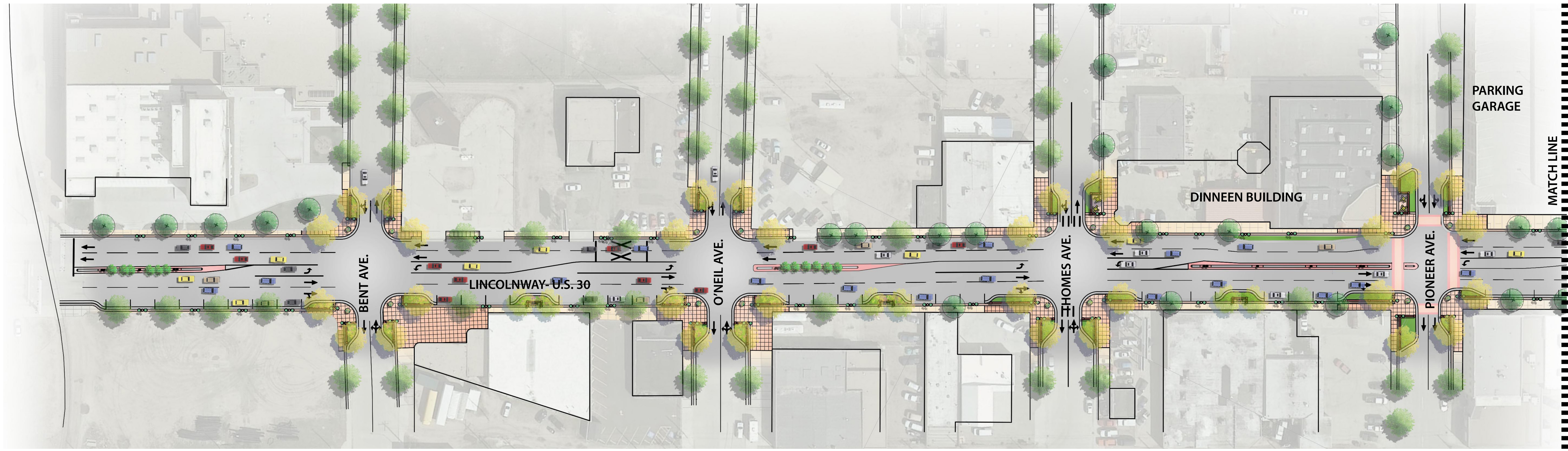
PLAN - 5 LANE



SECTION A - 5 LANE

Lincolnway Placemaking Pedestrian and Urban Design Plan

5 Lane Basic Framework - O'Neil to Thomes



Lincolnway Placemaking Pedestrian and Urban Design Plan

5 Lane Plan - House Ave. to Railroad Tracks



Lincolnway Placemaking Pedestrian and Urban Design Plan

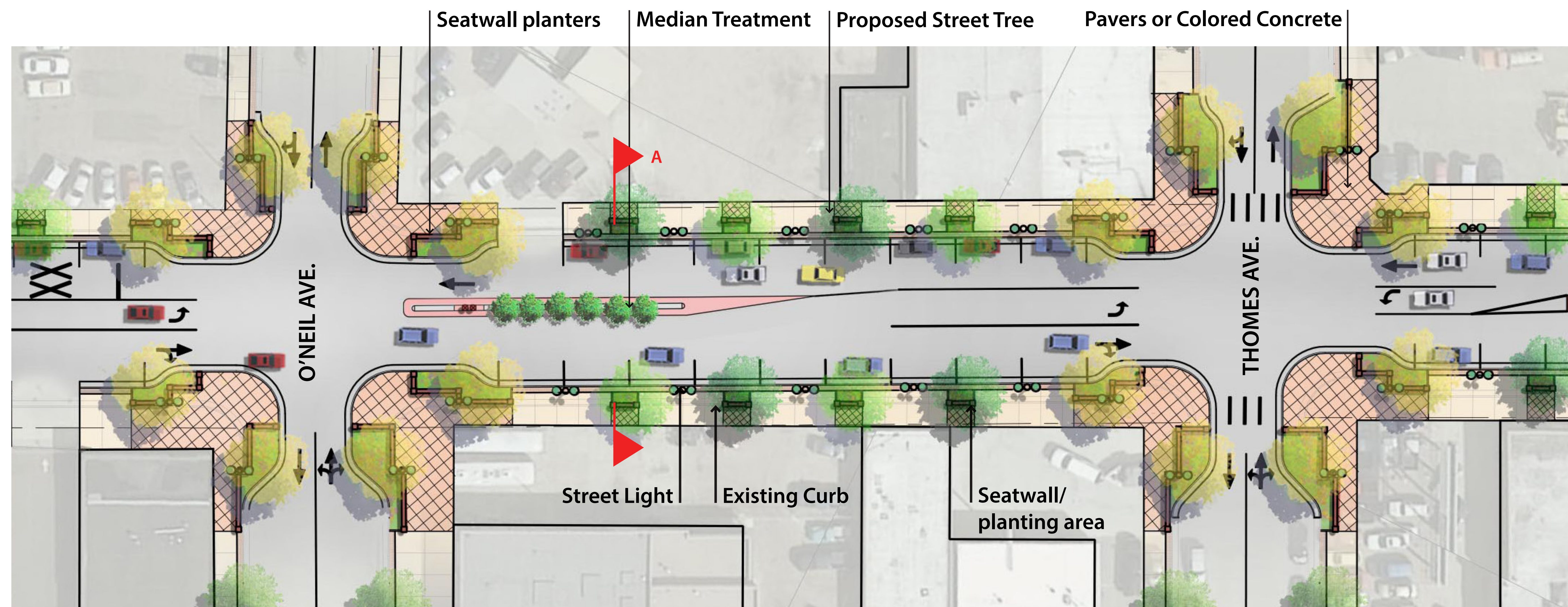
5 Lane - View Looking East at Carey Ave.



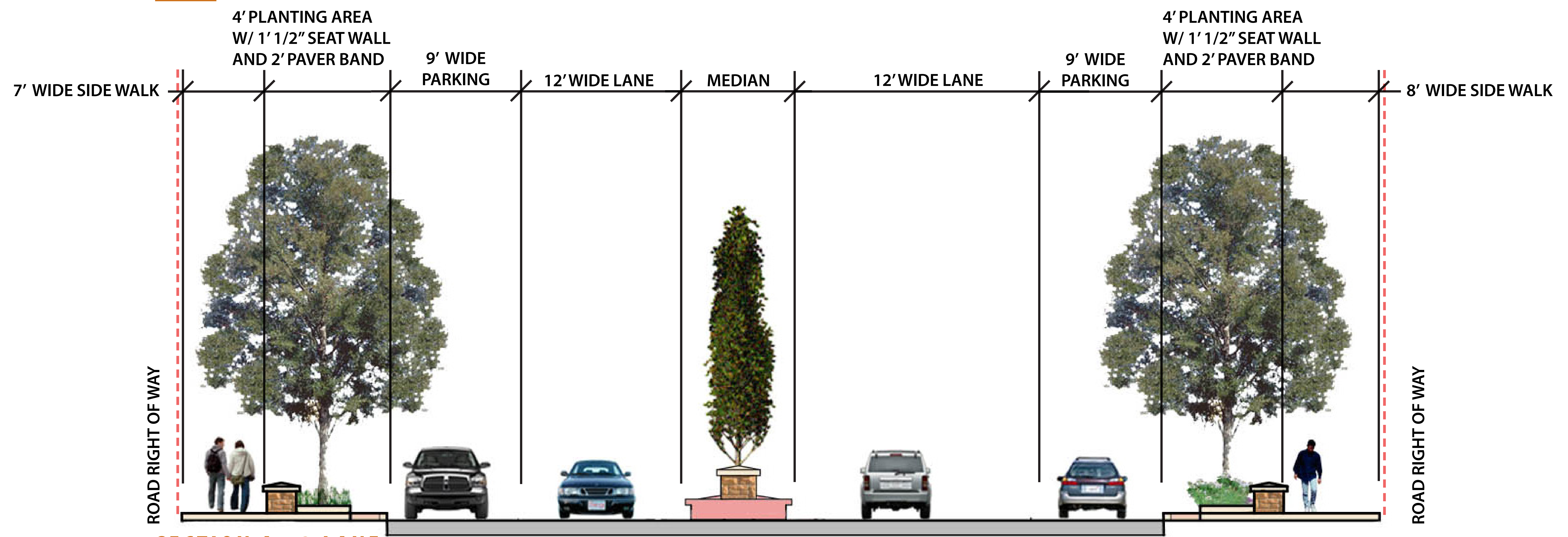
Fehr + Peers



russell+mills
studios



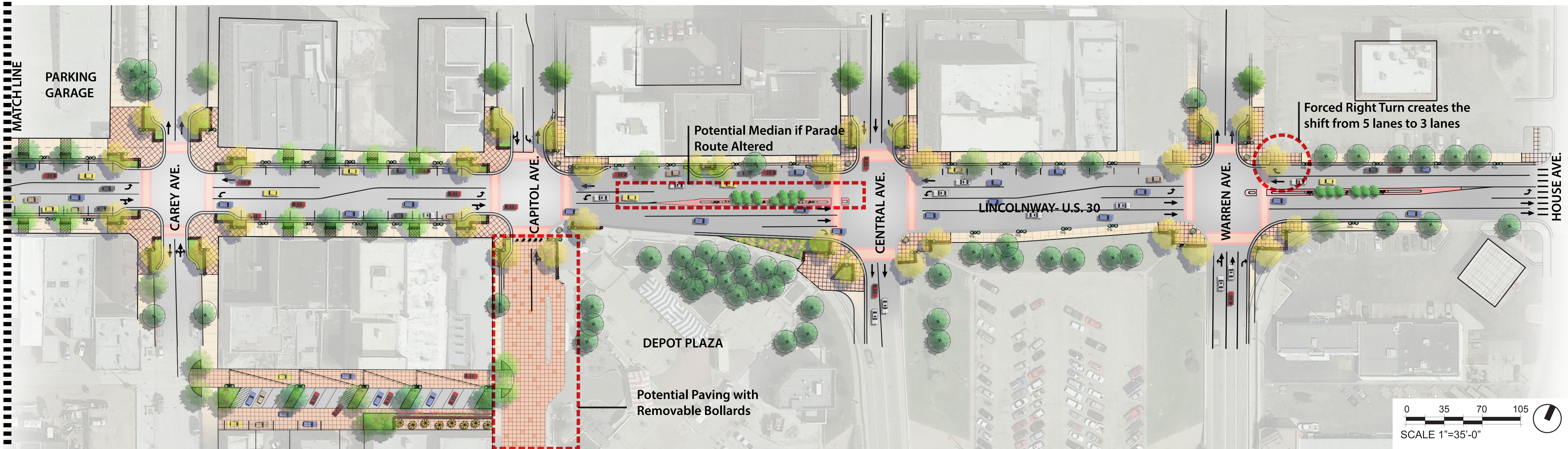
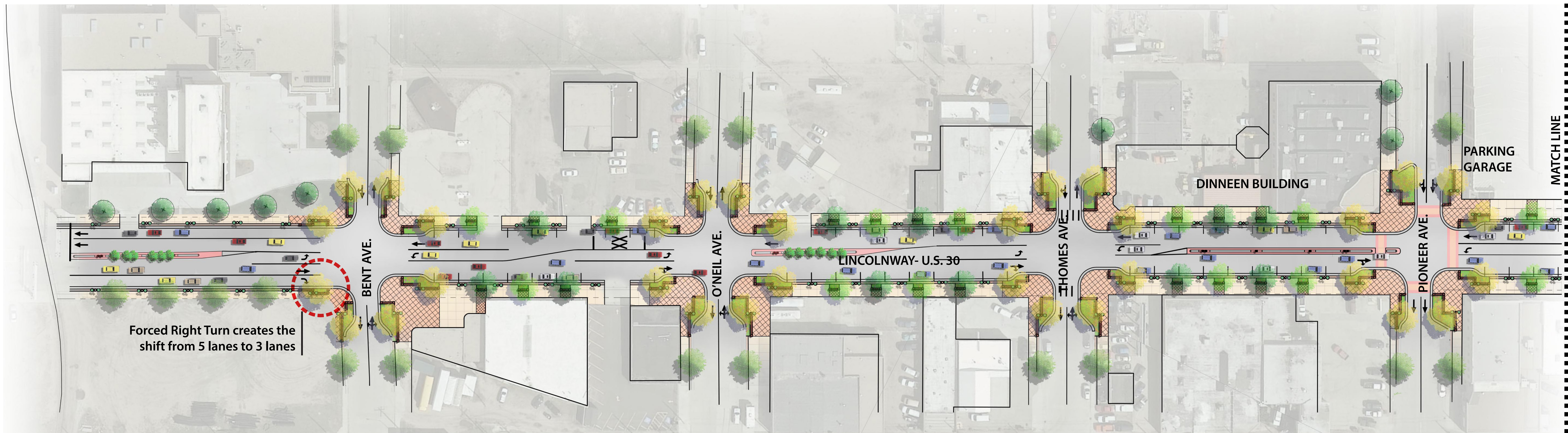
PLAN - 3 LANE



SECTION A - 3 LANE

Lincolnway Placemaking Pedestrian and Urban Design Plan

3 Lane Basic Framework - O'Neil to Thomes

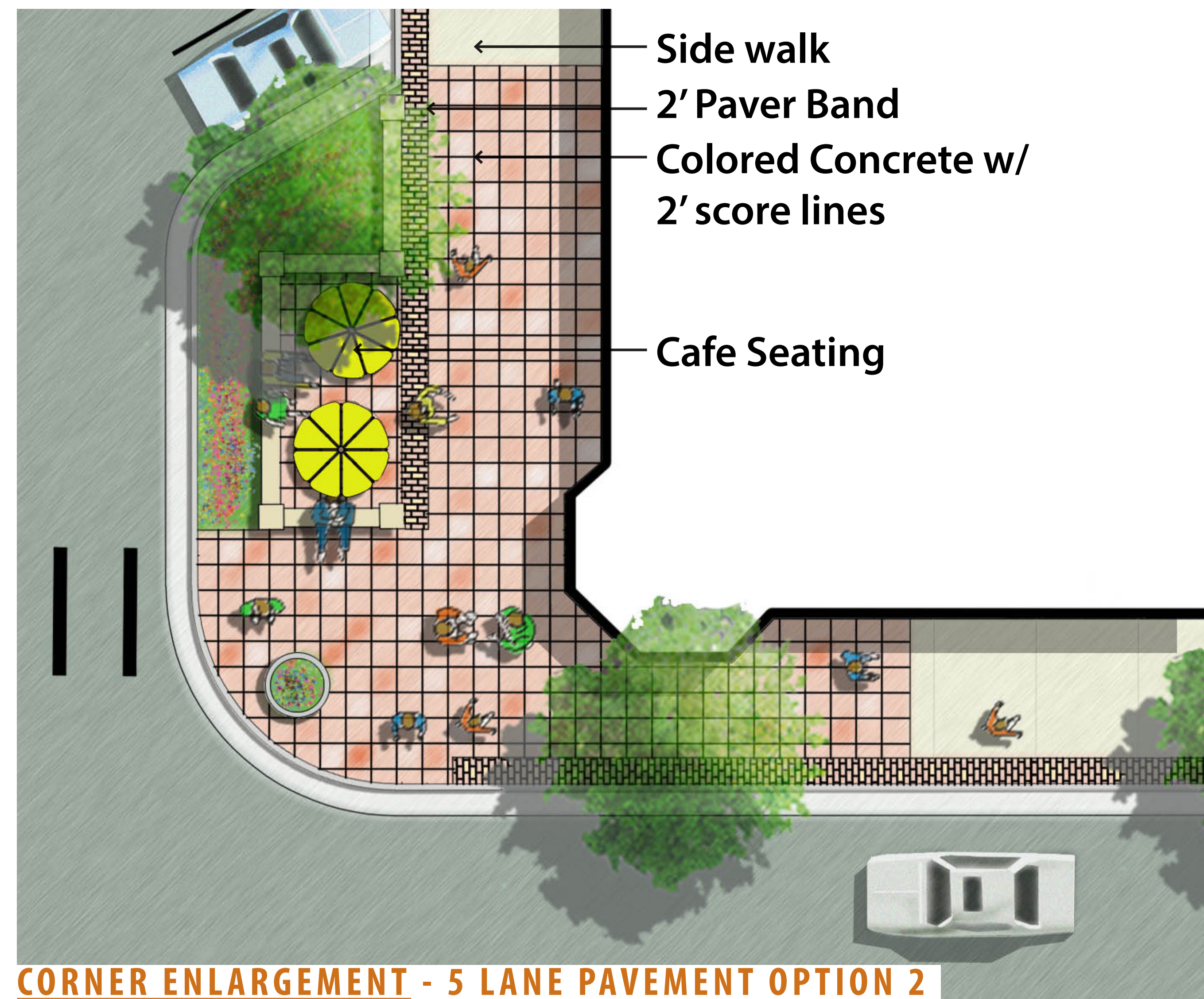


Lincolnway Placemaking Pedestrian and Urban Design Plan

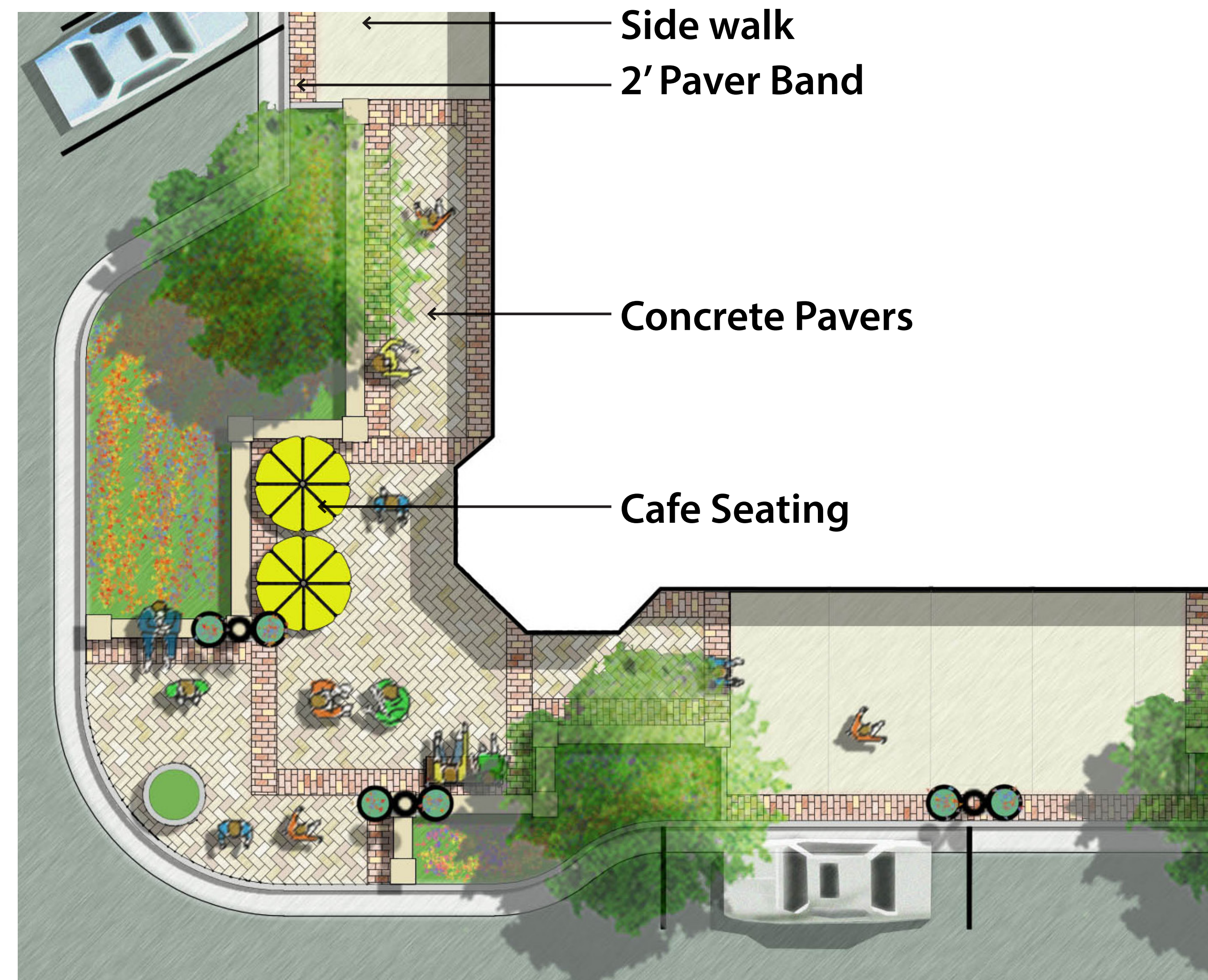
3 Lane Plan - House Ave. to Railroad Tracks



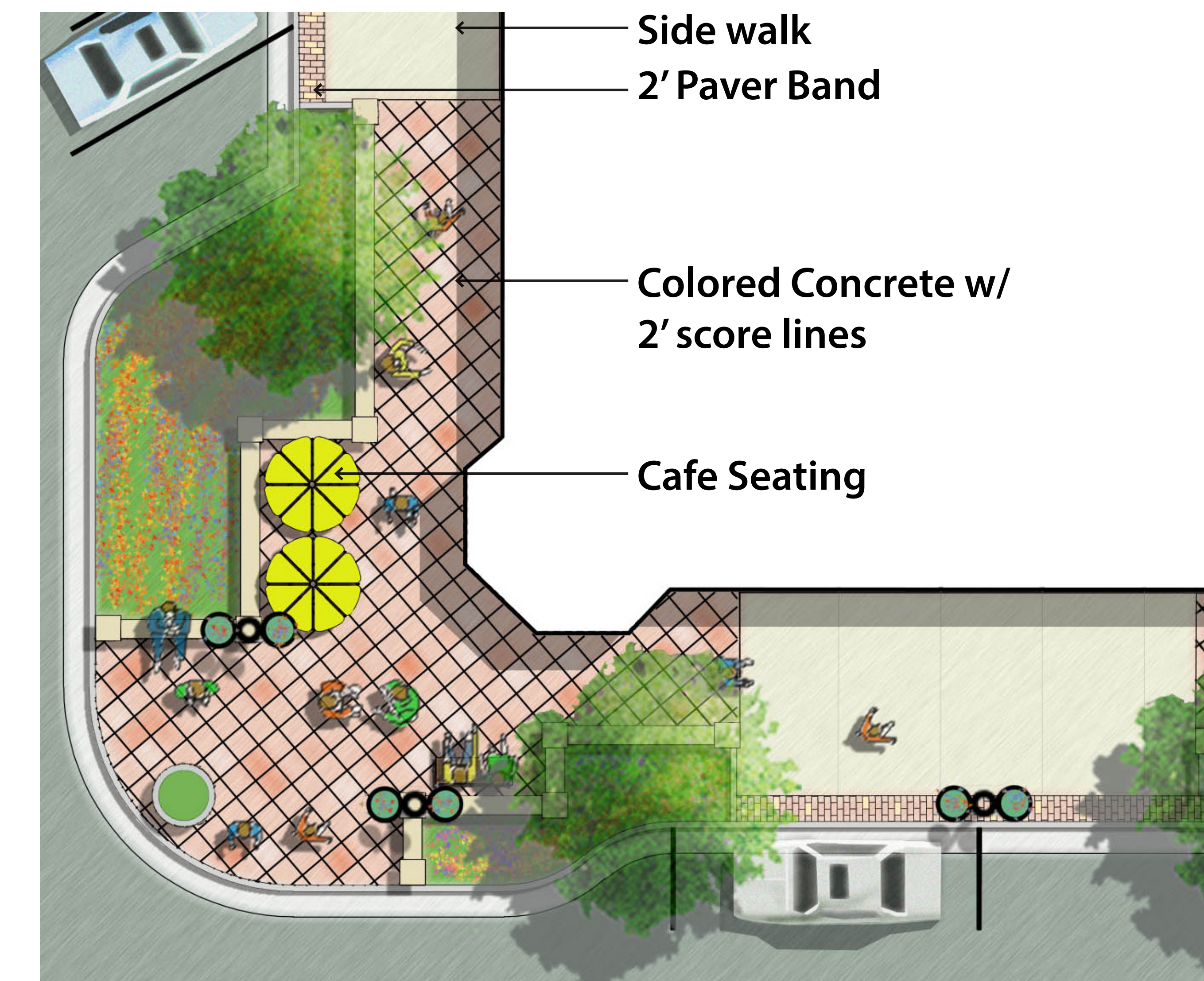
CORNER ENLARGEMENT - 5 LANE PAVEMENT OPTION 1



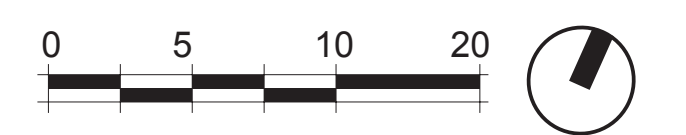
CORNER ENLARGEMENT - 5 LANE PAVEMENT OPTION 2



CORNER ENLARGEMENT - 3 LANE PAVEMENT OPTION 1



CORNER ENLARGEMENT - 3 LANE PAVEMENT OPTION 2



Lincolnway Placemaking Pedestrian and Urban Design Plan

Corner Enlargements



Lincolnway Placemaking Pedestrian and Urban Design Plan

3 Lane - View Looking South at Central Ave.



CAPITOL AVE. - BEFORE



CENTRAL AVE. - BEFORE



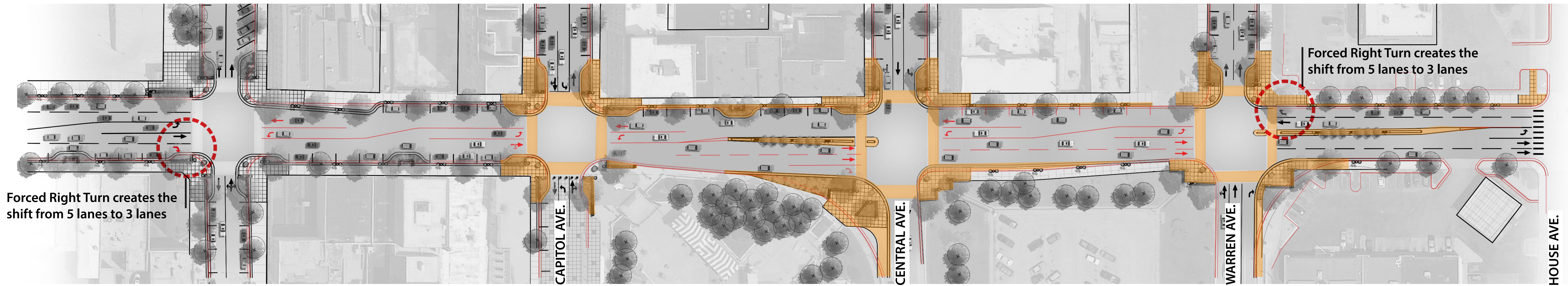
CAPITOL AVE. - AFTER



CENTRAL AVE. - AFTER

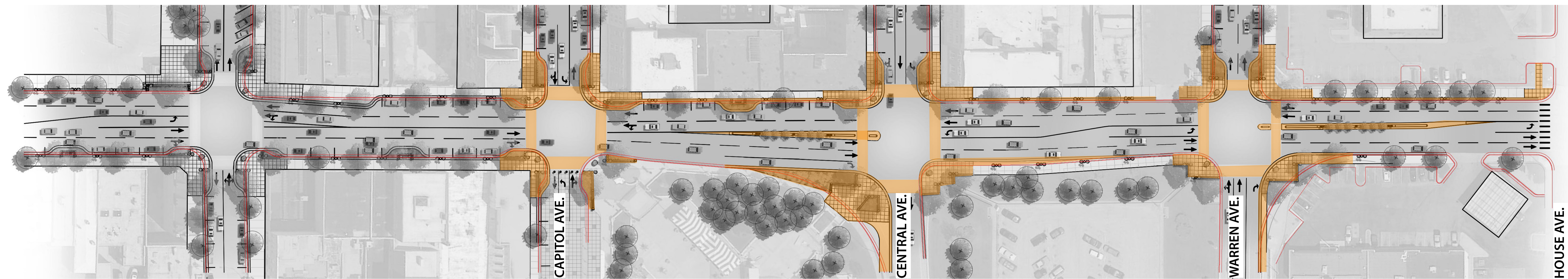
Lincolnway Placemaking Pedestrian and Urban Design Plan

Capitol and Central Ave. Enhancement Visual Simulations



3 Lane Striping Implementation

- Remove Warren and Central Ave. porkchop turn lanes
- Gateway medians
- Gateway wayfinding structure
- Corner treatments and bulb-outs
- New Street Furniture
- Striping

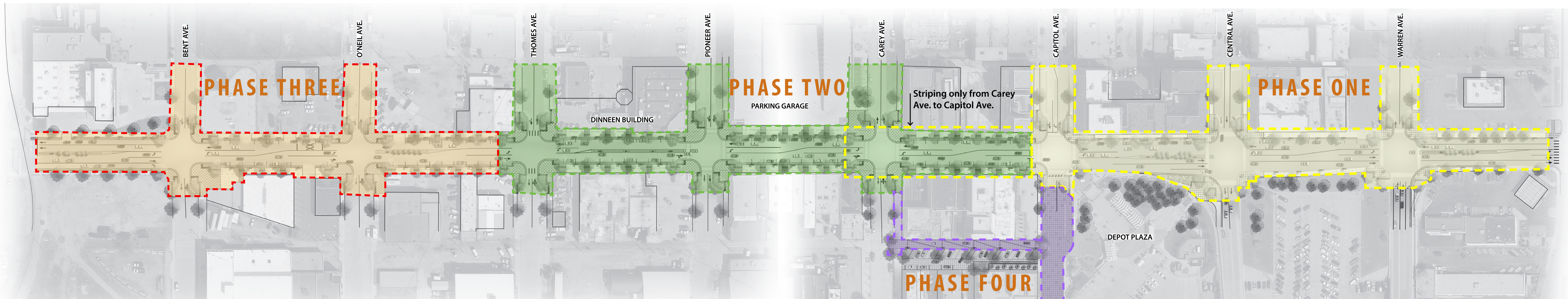


5 Lane Striping Implementation

- Remove Warren and Central Ave. porkchop turn lanes
- Gateway medians
- Gateway wayfinding structure
- Corner treatments and bulb-outs
- New Street Furniture
- Striping

Lincolnway Placemaking Pedestrian and Urban Design Plan

Flexible Phase 1 Implementation - Functional with 3 or 5 Lane Cross Section



Phase Three

- 3 Lane: \$2,344,455
- 5 Lane: \$1,511,153

Phase Three:

3 Lane - \$2,344,455

- Utility relocation.
- Curb and gutter.
- Corner bulb-outs.
- Median treatment.
- New sidewalks.

- New planter walls.
- Corner enhancements.
- Crosswalk enhancements.
- Lane and Parking striping.
- Street trees and Planting beds.
- Site furnishings and new street lighting.

5 Lane - \$1,511,153

- Remove and reconstruct corner blub-outs.
- Remove lighting.
- Utility relocation.
- Mid-block blub-outs.
- Crosswalk enhancements.
- Median treatment.
- Corner walls and enhancement features.
- Lane and Parking striping.
- Street trees and Planting beds.
- Site furnishings and new street lighting.

Phase Two

- 3 Lane: \$3,142,693
- 5 Lane: \$2,518,466

Phase Two:

3 Lane - \$3,142,693

- Utility relocation.
- Curb and gutter.
- Corner bulb-outs.
- Median treatment.
- New sidewalks.

- New planter walls.
- Corner enhancements.
- Crosswalk enhancements.
- Land and Parking striping
- Street trees and Planting beds.
- Site furnishings and new street lighting.

5 Lane - \$2,518,466

- Remove and reconstruct corner blub-outs.
- Remove lighting.
- Utility relocation.
- Mid-block blub-outs.
- Crosswalk enhancements.
- Median treatment.
- Corner walls and enhancement features.
- Lane and Parking striping.
- Street trees and Planting beds.
- Site furnishings and new street lighting.

Phase Four

- TOTAL \$871,569

Phase One

- 3 Lane: \$2,658,461
- 5 Lane: \$2,658,461

Phase One:

3 Lane and 5 Lane - \$2,658,461

- Remove Porkchop @ Warren Ave. and Central Ave.
- Reconstruct corner blub-outs.
- Utility relocations.
- Median treatment.
- Gateway Wayfinding structure.
- Mid-block blub-outs.
- Crosswalk enhancements.
- Lane and Parking striping.
- Street trees and Planting beds.
- Site furnishings and new street lighting.
- Corner enhancement features.

Total Costs:

- 3 Lane = \$8,856,166
- 5 Lane = \$6,688,080
- Alley = \$871,569

Short Term Improvements:

- Pedestrian Signal Timing

	Downtown Business Enhancements			Pedestrian Safety and Experience			Downtown Gateway			Vehicular			Other	
Corridor Alternative	Streetscape Opportunities, i.e. café seating	Streetscape Enhancements	Parking Availability	Crossing Distance and Convenience	Pedestrian Refuge	Sidewalk Width and Comfort	Welcoming Intersections	Gateway Treatments	Street Trees/Medians	Vehicular Travel Time	Traffic Calming	Level of Service	Cost Effectiveness	Public/Stakeholder Input
Existing Roadway	Lower	Lower	Lower	Lower	Lower	Lower	Lower	Lower	Lower	Higher	Lower	Higher	N/A	N/A
Alternative A - 3 Lane Plan <small>Proposes to remove 2 existing lanes of traffic, turn lanes and medians and add intersection bulb-outs with on-street parking.</small>	Higher	Higher	Higher	Higher	Higher	Higher	Higher	Higher	Higher	Lower	Higher	Lower	Lower	Higher
Alternative B - 5 Lane Plan <small>Retain 5 lanes of travel with turn lanes and medians and add intersection bulb-outs.</small>	Average	Average	Lower	Average	Average	Average	Higher	Higher	Average	Higher	Average	Higher	Average	Average
Alternative C - Hybrid Plan <small>Depicts 3 lane roadway from Bent Ave. to Carey Ave. and 5 lane roadway from Carey Ave. extending to east</small>	Average	Average	Average	Average	Average	Average	Higher	Higher	Average	Average	Average	Average	Average	N/A
Legend														
	Higher	Higher Relative Rating												
	Average	Average Relative Rating												
	Lower	Lower Relative Rating												

Lincolnway Placemaking Pedestrian and Urban Design Plan

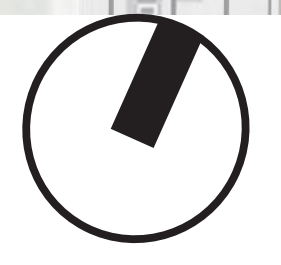
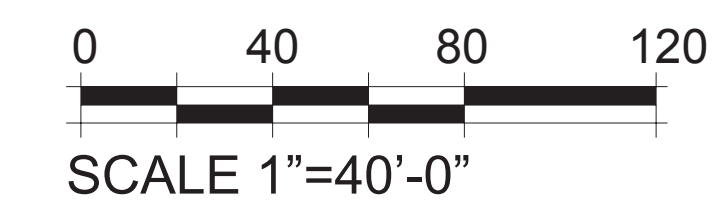
Alternative Evaluation Final Matrix



Lincolnway Intersection Level-of-Service Comparison Table

Summary: Lincolnway was analyzed with the existing lane configuration and with a 3-lane option between Pioneer Avenue and Warren Avenue (downtown).
The analysis also evaluated various cycle length options for the 3-lane option.

Intersection	Ex. Config.	2014 Existing – PM Peak Hour				2035 Future – PM Peak Hour				Legend:
		Ex. Config.	3-Lane Option			Ex. Config.	3-Lane Option			
			Ex. Timing 60-65 sec	Ex. Timing 60-65 sec	Optimized 75 sec		Optimized 90 sec	Ex. Timing 60-65 sec	Ex. Timing 60-65 sec	
1 Bent Avenue	SS	●	●	●	●	●	●	●	●	PM Peak LOS ● LOS A or B ● LOS C ● LOS D ● LOS E ● LOS F <i>SS= Side Street</i> <i>Stop Controlled intersection LOS is the worse approach.</i> <i>Signalized intersection LOS is overall performance.</i> <i>*The intersection operates acceptably; however, there is one approach that operates at LOS E.</i>
2 O'Neil Avenue	SS	●	●	●	●	●	●	●	●	
3 Thomes Avenue	SS	●	●	●	●	●	●	●	●	
4 Pioneer Avenue		●	●	●	●	●	●	●	●	
5 Carey Avenue		●	●*	●	●	●	●	●	●	
6 Capitol Avenue		●	●	●	●	●	●	●	●	
7 Central Avenue		●	●	●	●	●*	●*	●*	●	
8 Warren Avenue		●	●	●*	●*	●	●	●	●	
9 House Avenue	SS	●	●	●	●	●	●	●	●	
10 Evans Avenue		●	●	●	●	●	●	●	●	
11 Morrie Avenue		●	●	●	●	●	●	●	●	
12 Dunn Avenue		●	●	●	●	●	●	●	●	
13 Logan Avenue		●	●	●	●	●	●	●	●	



17th & 18th Street Downtown Enhancements Pedestrian and Urban Design Plan

Reconstructed Framework Master Plan



Fehr + Peers
 russell+mills
 studios



EXISTING CONDITION



PROPOSED CONDITION - Additive/Retrofit



PROPOSED CONDITION - Reconstructed

17th & 18th Street Downtown Enhancements Pedestrian and Urban Design Plan

Capitol Ave. and 17th Street Simulations

