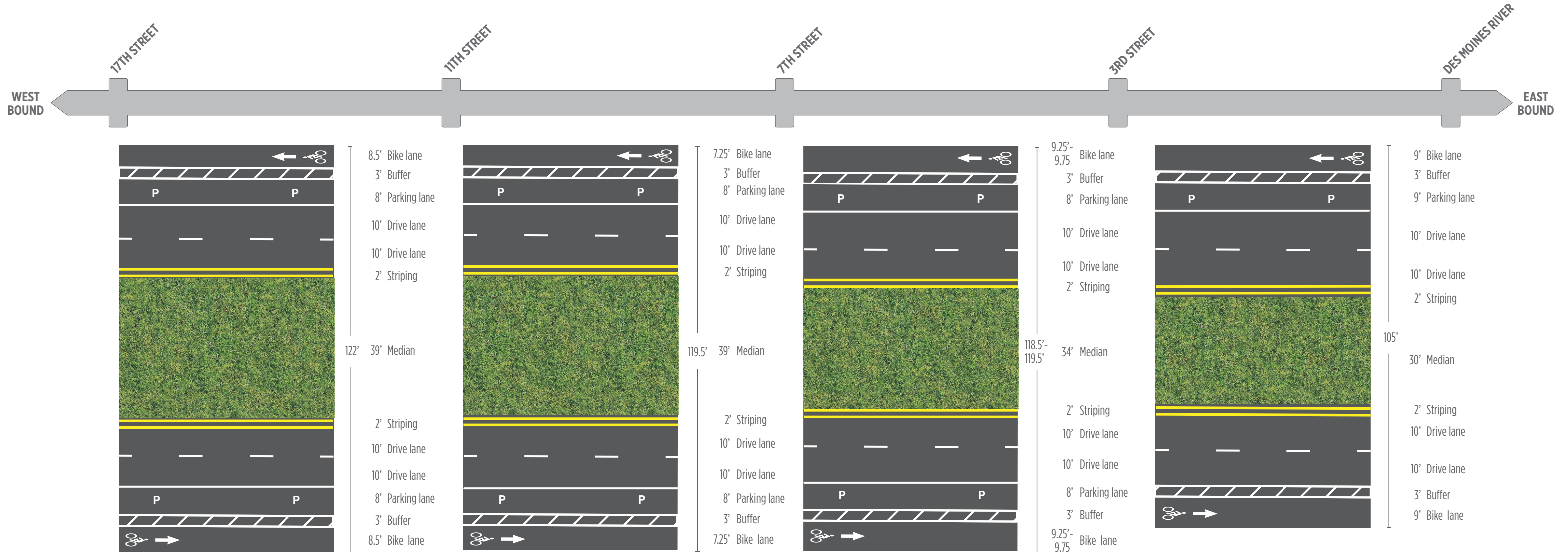


W MLK JR PARKWAY

17th Street to Des Moines River



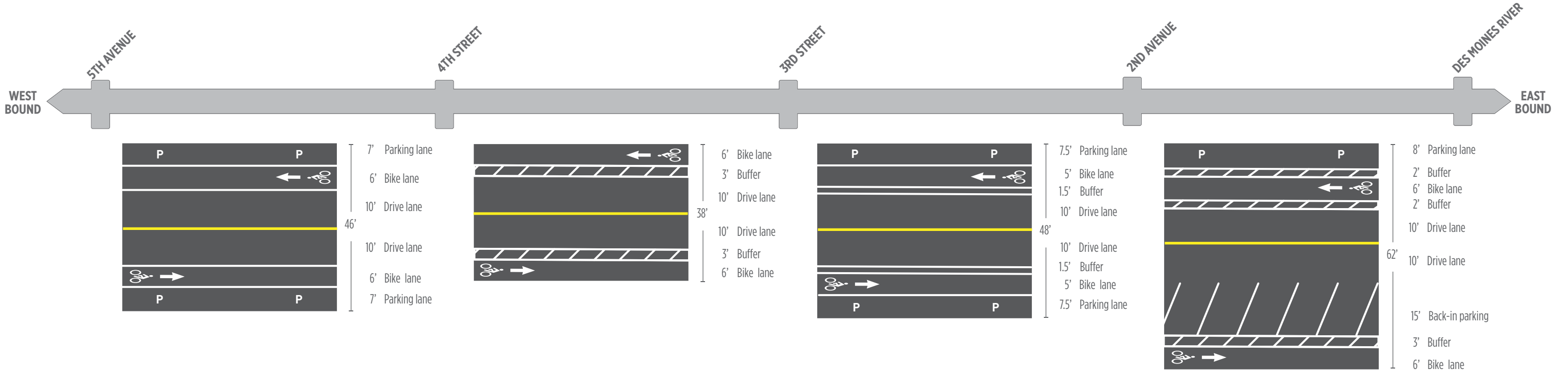
Long Term Considerations: Enhanced pedestrian crossings at 8th Street and 9th Street as development activity to the south of MLK increases.

Maintain existing left turn lanes at intersections



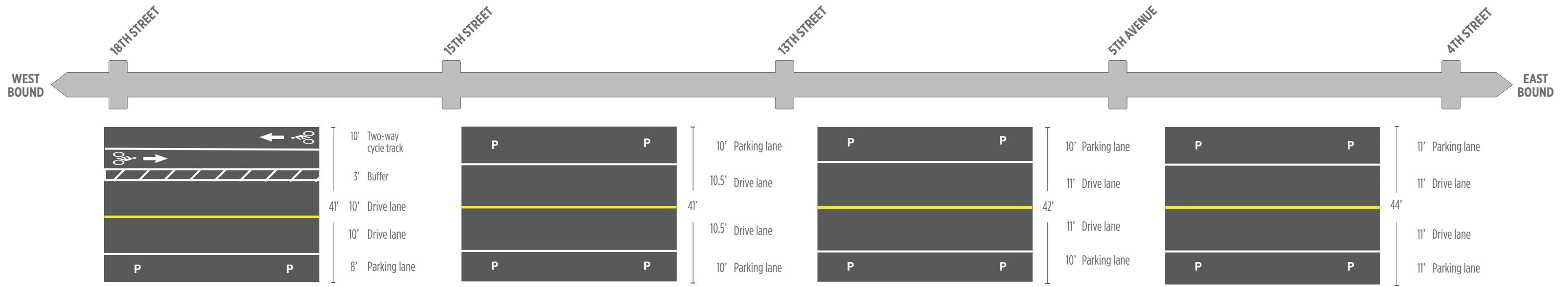
W WALNUT STREET

5th Avenue to Des Moines River



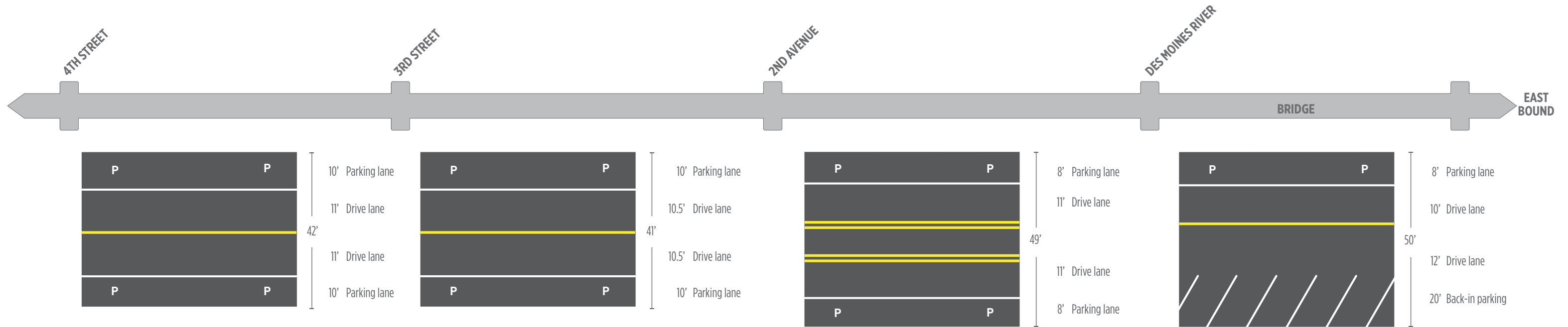
W LOCUST STREET

17th Street to Des Moines River



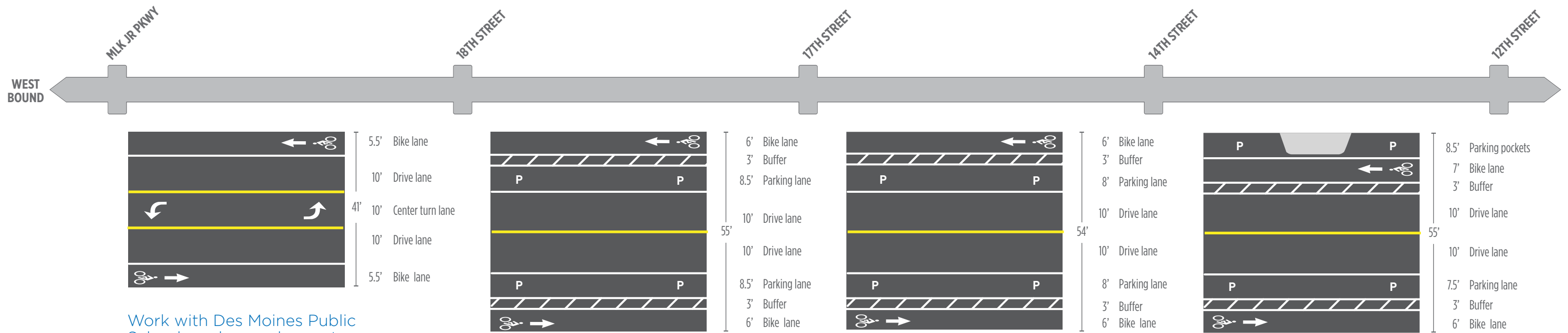
← Connection across Fleur Drive to Meredith Trail.
New traffic signal at Fleur Drive.

Left turn bays between 5th and 9th.

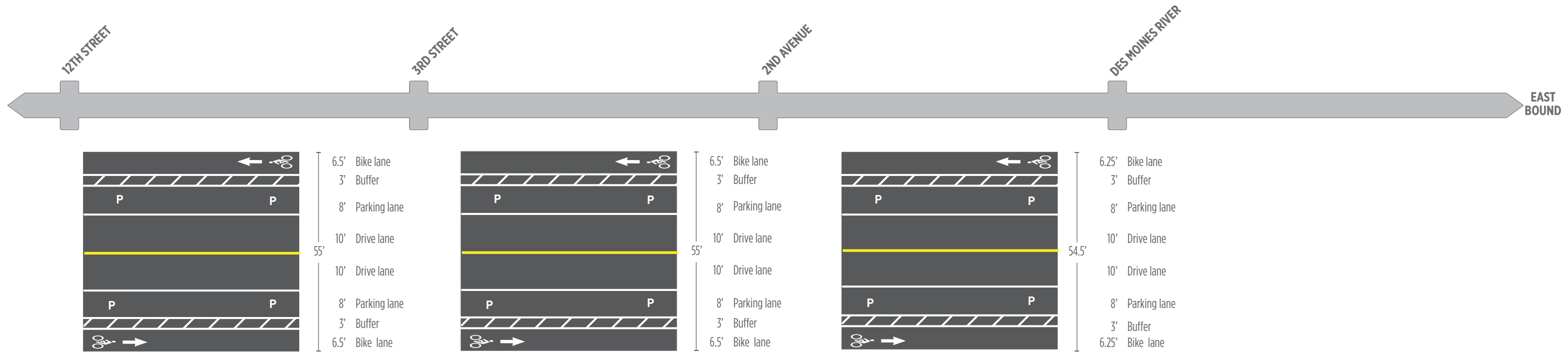


W GRAND AVENUE

MLK Jr Pkwy to 6th Avenue



Work with Des Moines Public Schools on bus and parent pick-up and drop-off locations.

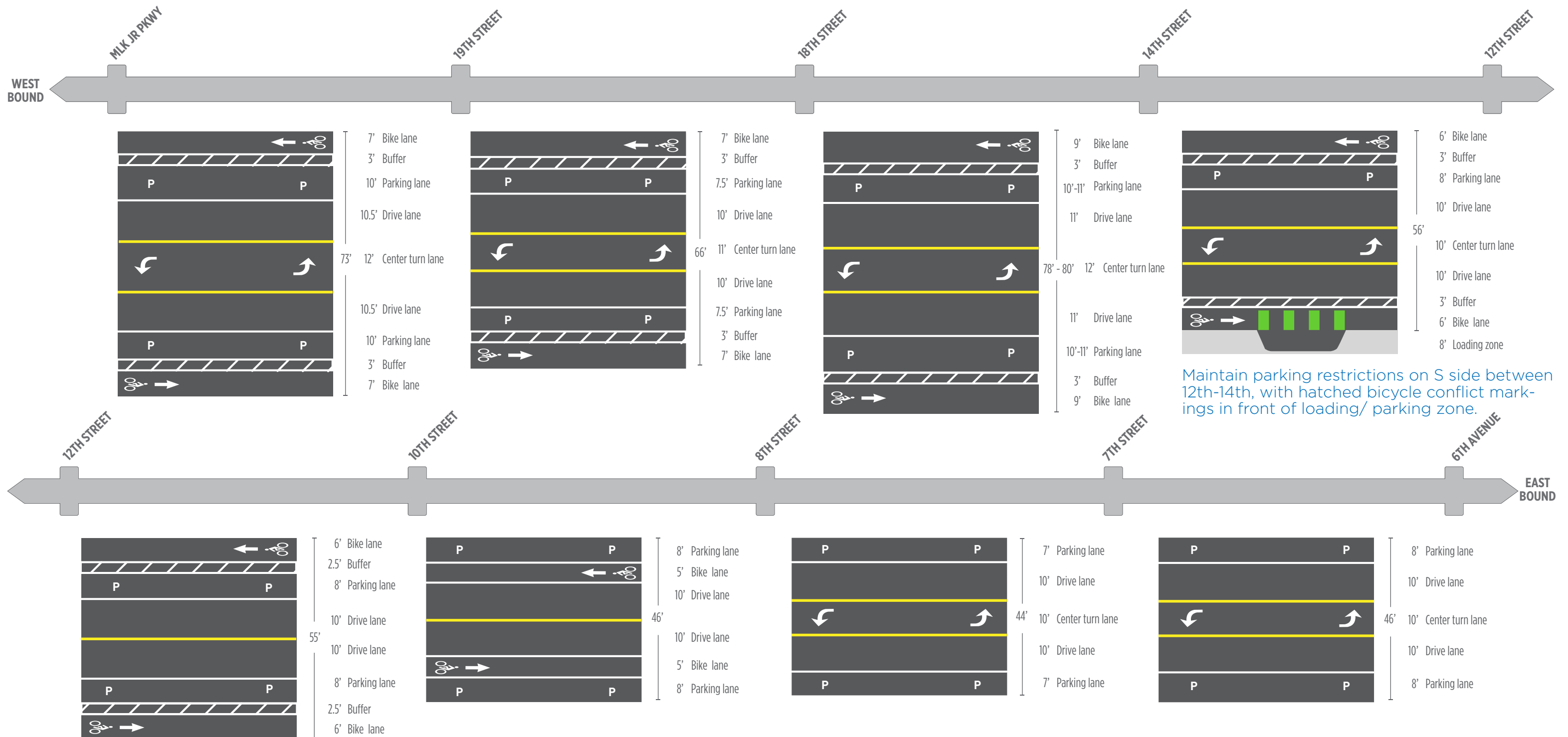


Left turn bays between 5th and 9th.

Long term vision to widen sidewalk where it was previously narrowed for parking.

HIGH STREET/INGERSOLL AVENUE

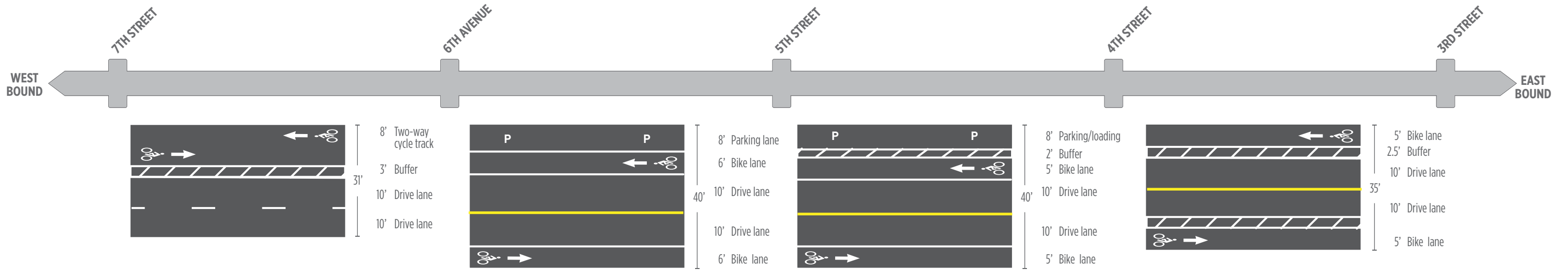
MLK Jr Pkwy to 6th Avenue



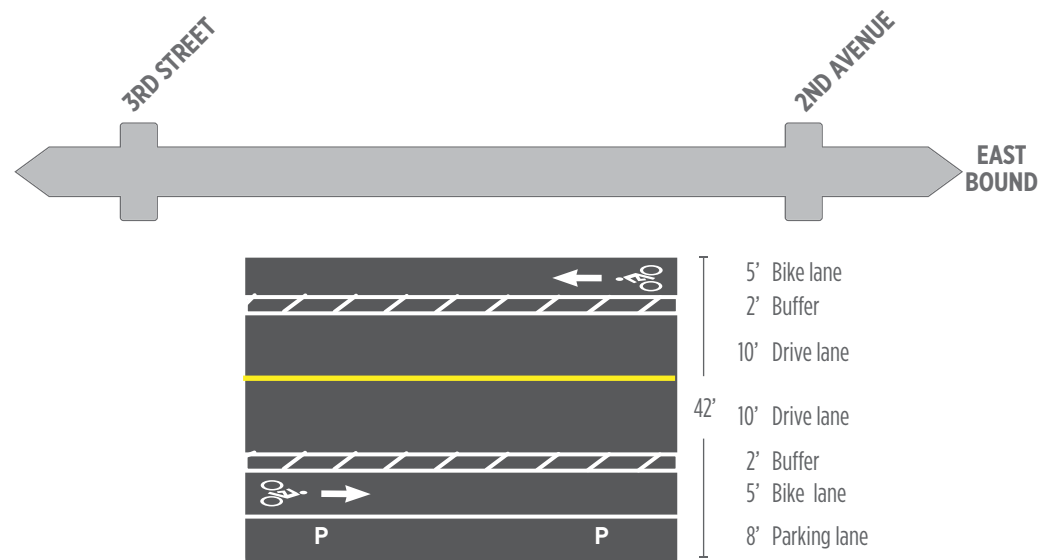
Long-term considerations: Re-build Ingersoll to 65' from MLK to 14th in BPDTPB (10 7.5 10 10 10 7.5 10) where B gets 3' buffer.

PARK STREET

7th Street to 2nd Avenue

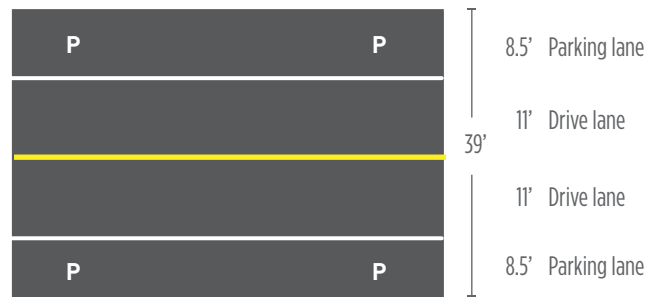
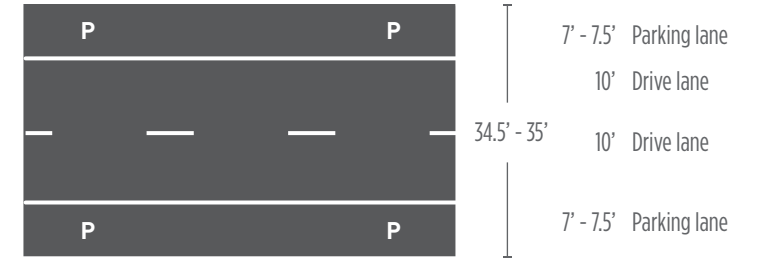
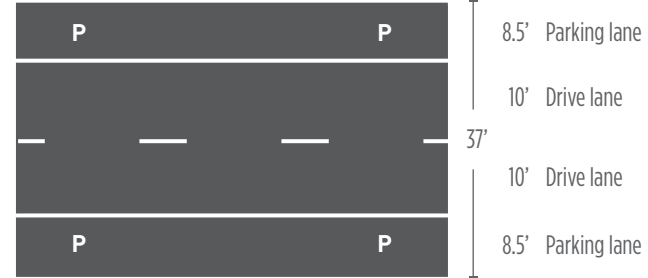
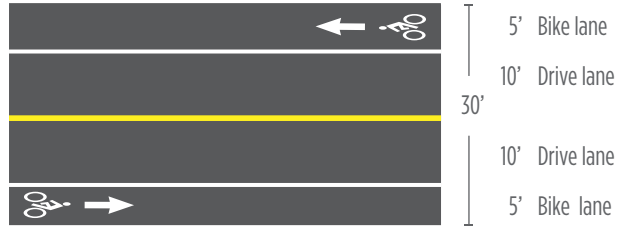
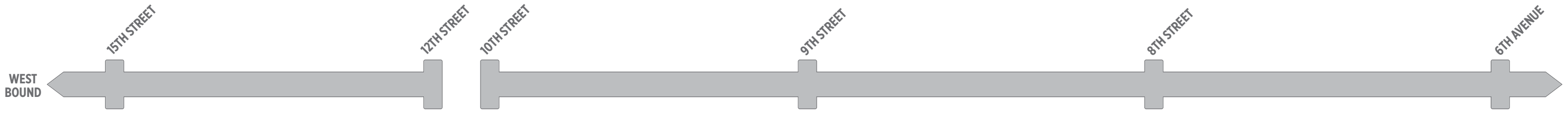


Long-term vision to move curbs back 8' with redevelopment to add on-street parking.



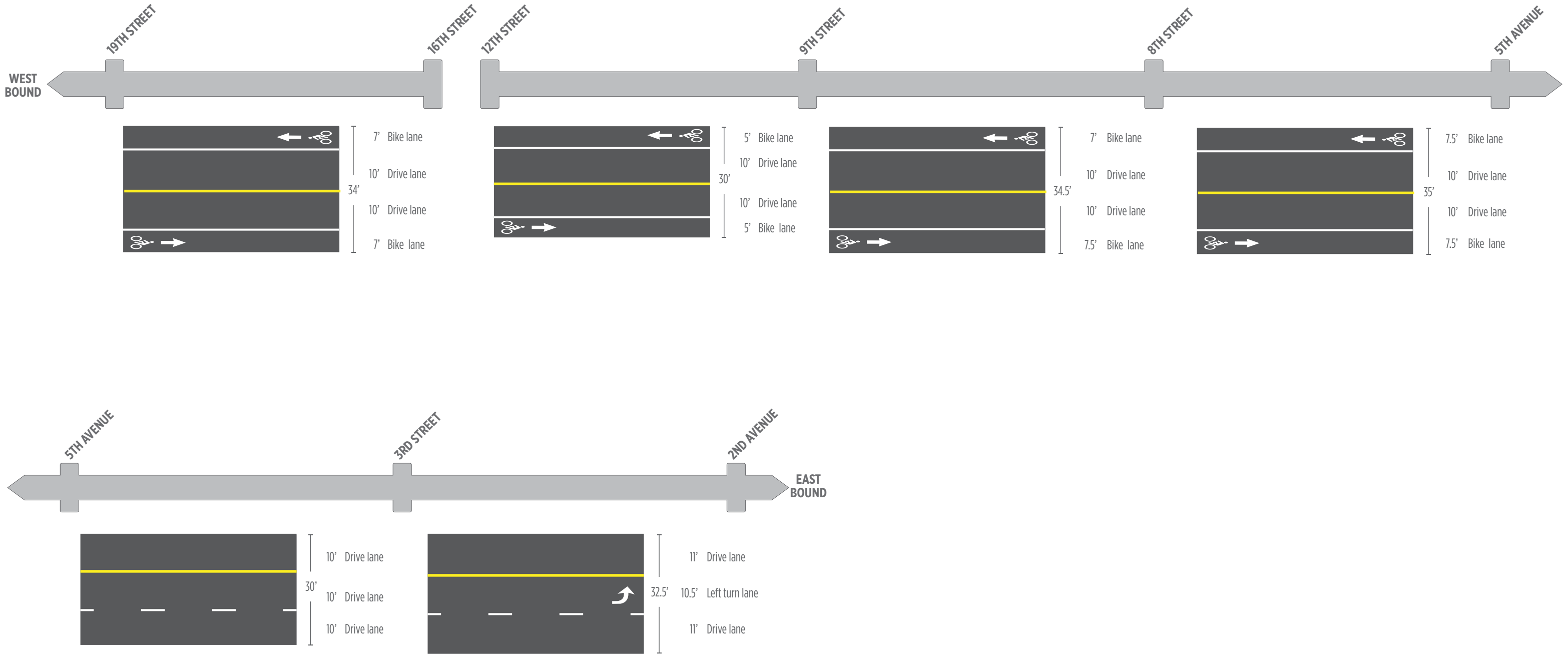
CENTER STREET

15th Street to 5th Avenue



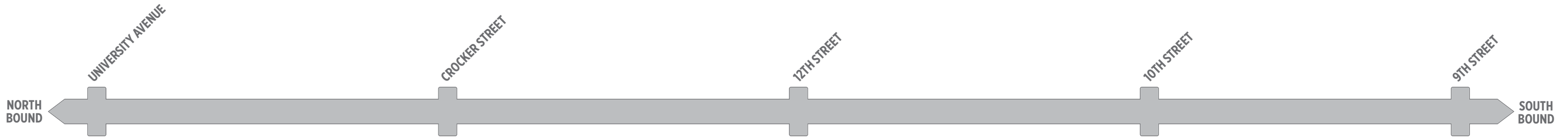
CROCKER STREET

19th Street to 2nd Avenue

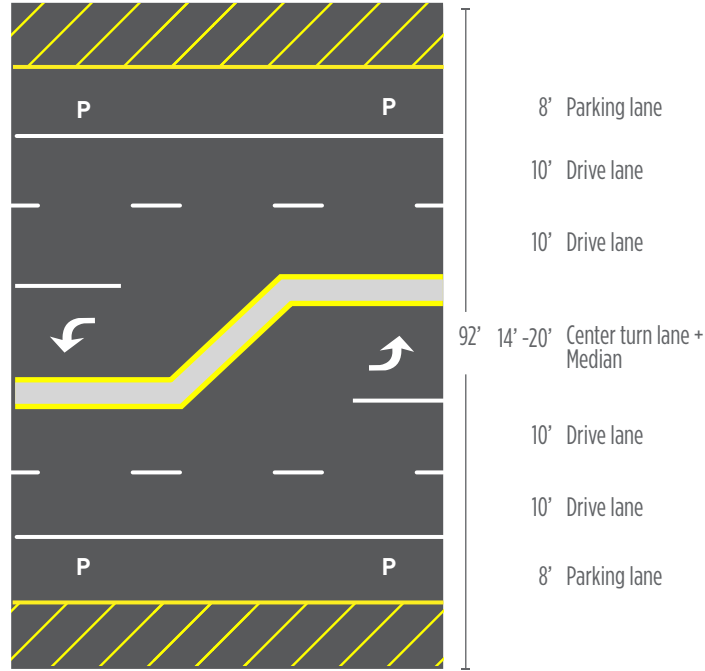


KEOSAUQUA WAY

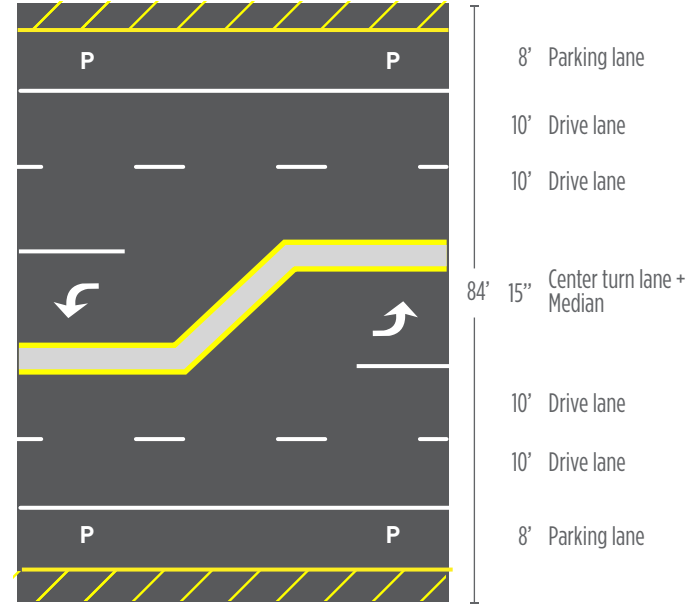
University Avenue to 9th Street



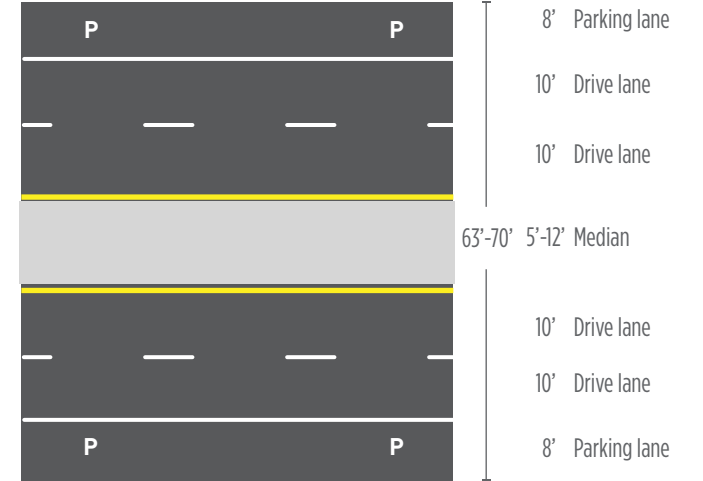
As currently configured. Pedestrian crossing enhancements at freeway ramps.



Enhanced pedestrian crossing at Crocker Street.



Enhanced pedestrian crossing at 12th Street.



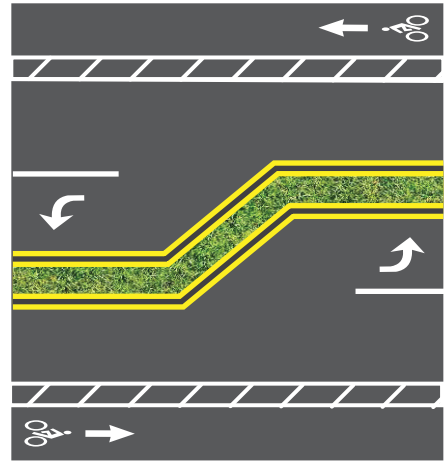
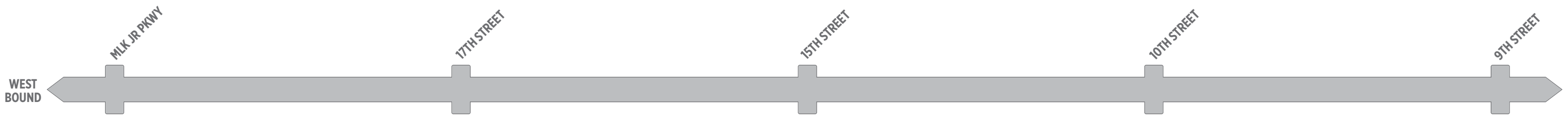
Long term vision to widen sidewalks and add landscaping.

Additionally, KEO offers a potential direct bicycling route from the northwest, and could be considered for bike lanes in the future provided the project also addresses geometry issues at freeway ramps and free right turns.

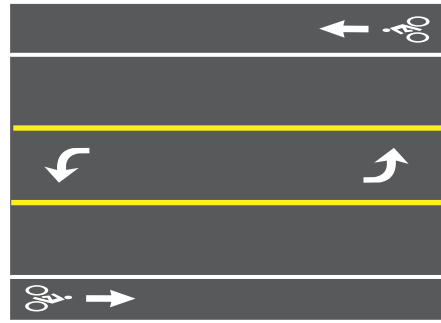


UNIVERSITY AVENUE

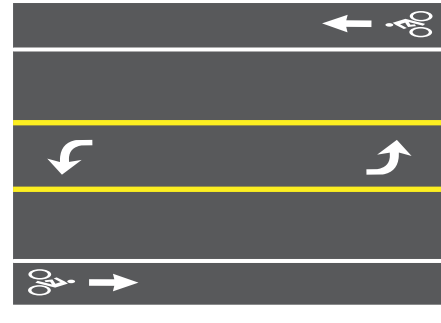
MLK Jr Pkwy to Des Moines River



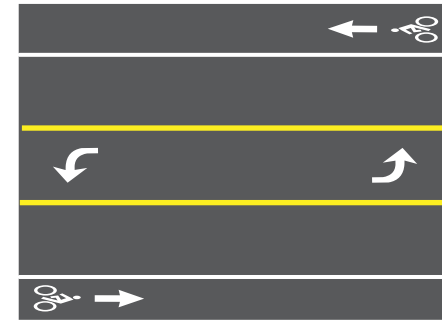
8' Bike lane
3' Buffer
10' Drive lane
63' 14' Center turn lane + Median
10' Drive lane
3' Buffer
8' Bike lane



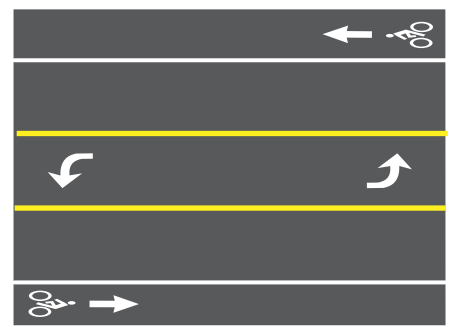
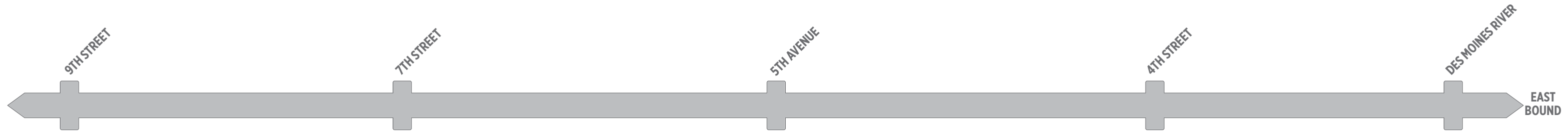
7' Bike lane
10' Drive lane
44' 10' Center turn lane
10' Drive lane
7' Bike lane



6' Bike lane
10' Drive lane
42' 10' Center turn lane
10' Drive lane
6' Bike lane

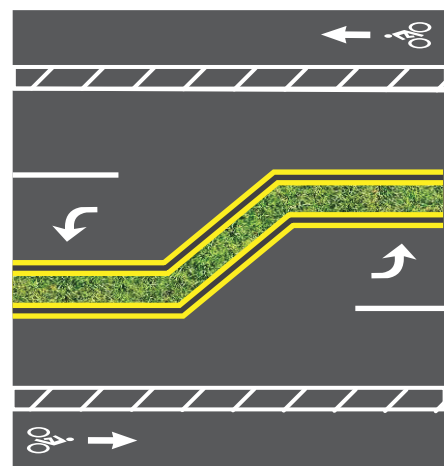


7' Bike lane
10' Drive lane
44' 10' Center turn lane
10' Drive lane
7' Bike lane

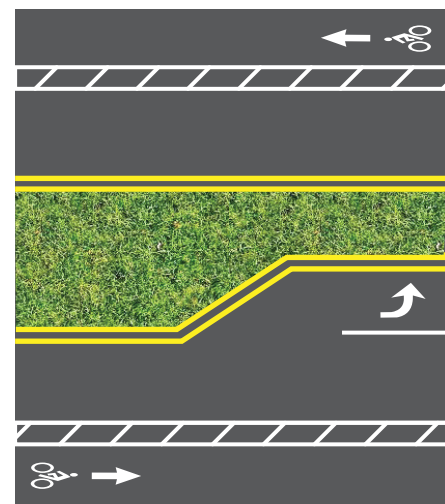


6.5' Bike lane
10' Drive lane
43' 10' Center turn lane
10' Drive lane
6.5' Bike lane

Enhanced pedestrian crossing at 8th Street.

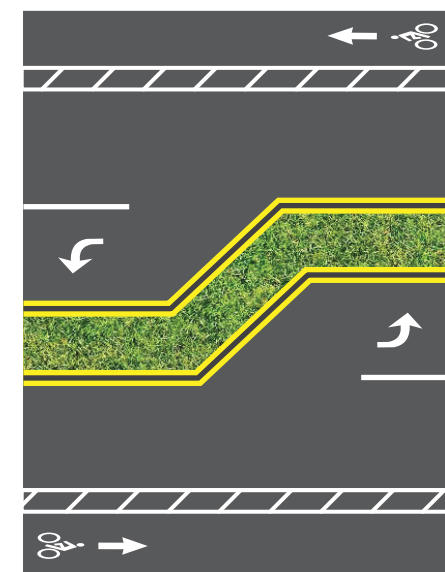


8' Bike lane
3' Buffer
11' Drive lane
2' Striping
64' - 65' 14' Center turn lane + Median
2' Striping
11' Drive lane
3' Buffer
8' Bike lane



8' Bike lane
3' Buffer
10' Drive lane
2' Striping
60' - 82' 14' - 28' Median / Left turn lane
2' Striping
10' Drive lane
3' Buffer
8' Bike lane

Enhanced pedestrian crossing at 4th Street.



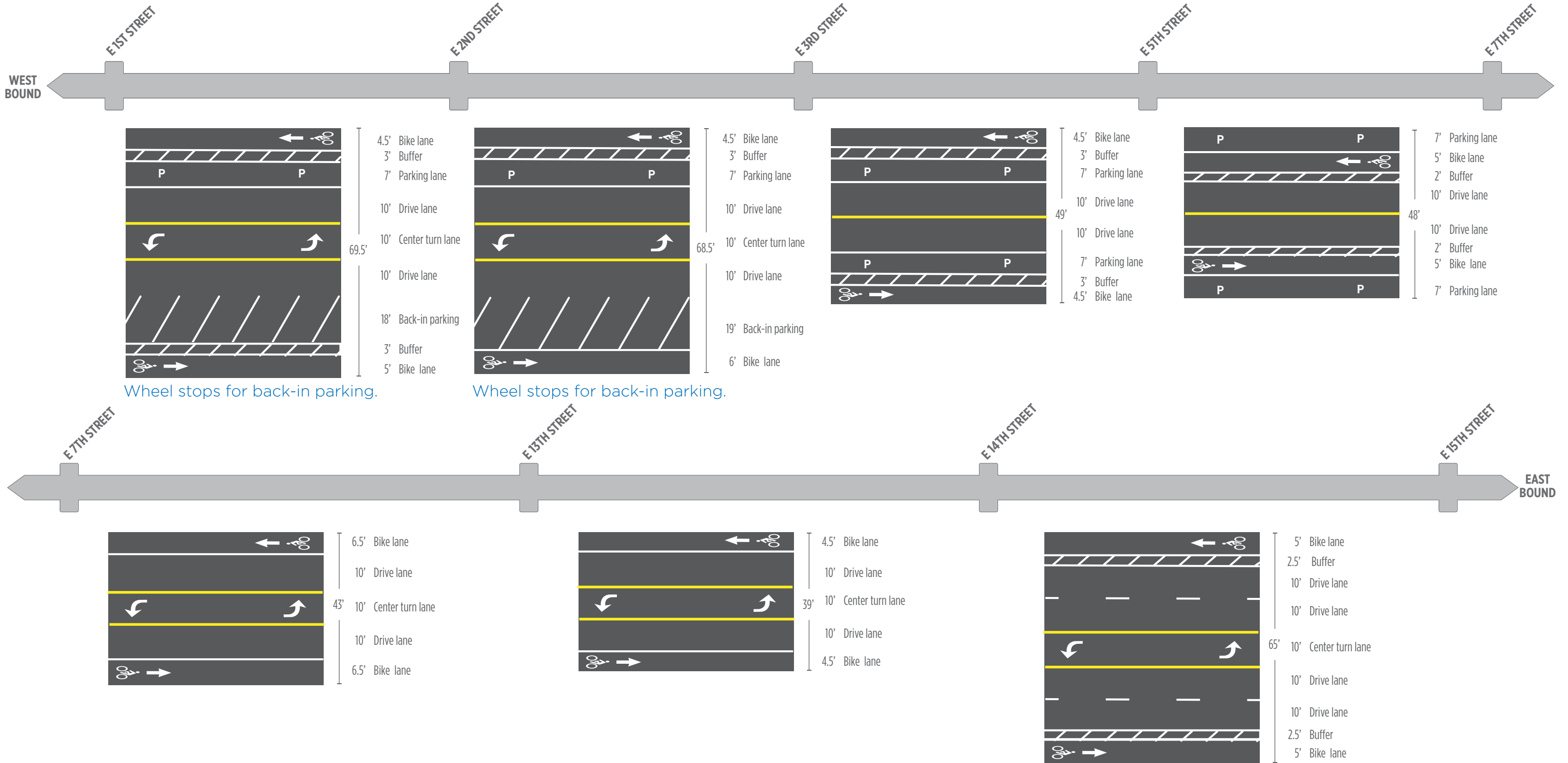
8' Bike lane
3' Buffer
12' Drive lane
2' Striping
80' 30' Center turn lane + Median
2' Striping
12' Drive lane
3' Buffer
8' Bike lane

Enhanced pedestrian crossing at 3rd Street.



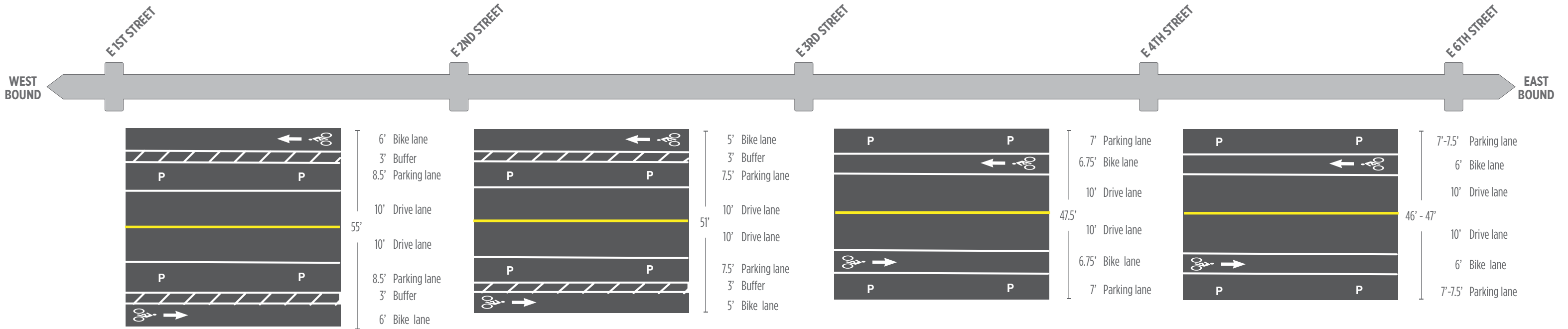
E COURT AVENUE

E 1st Street to E 15th Street



E WALNUT STREET

E 1st Street to E 6th Street

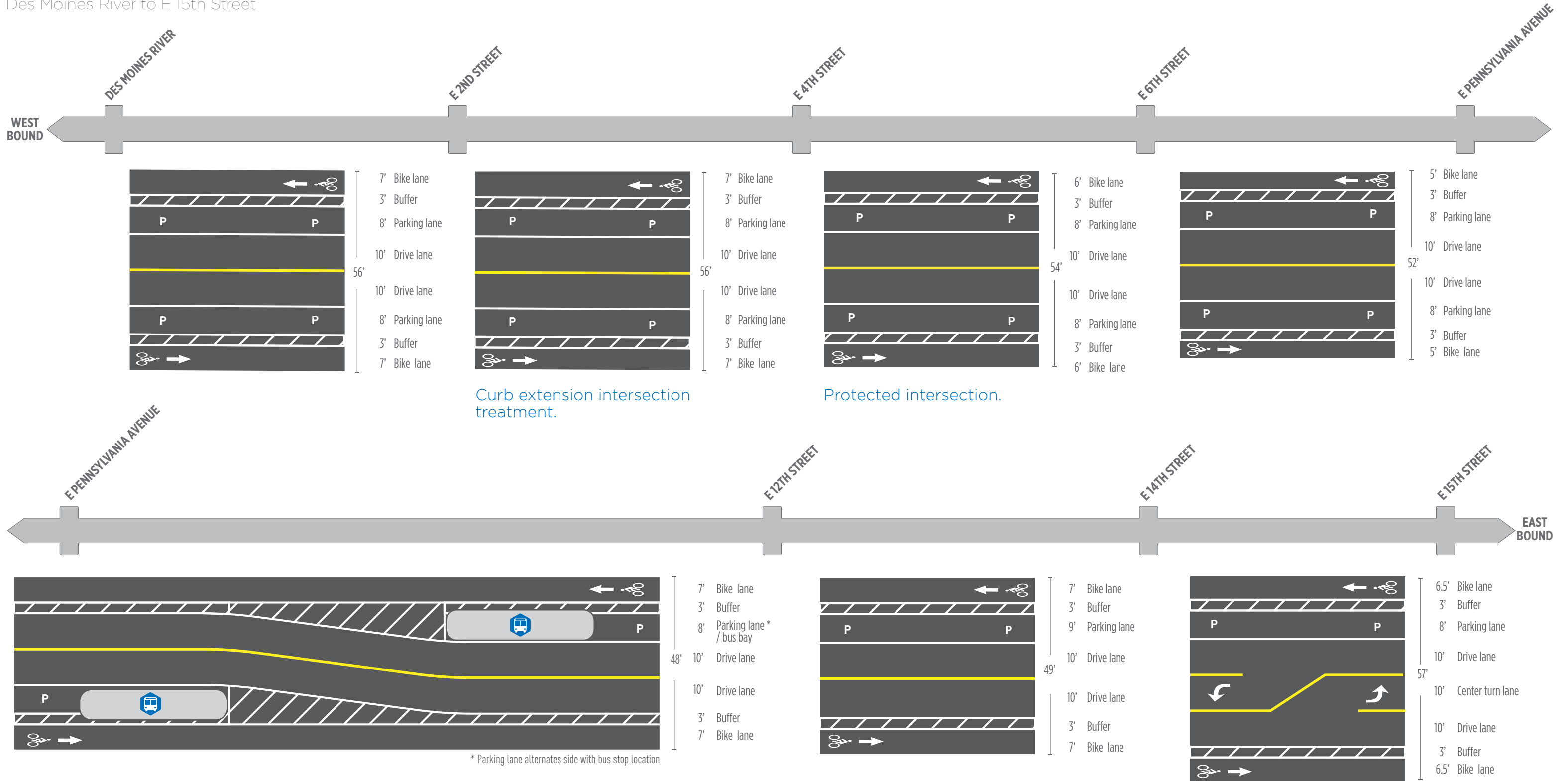


This project to widen existing bike lanes can be implemented the next time E Walnut is up for resurfacing.



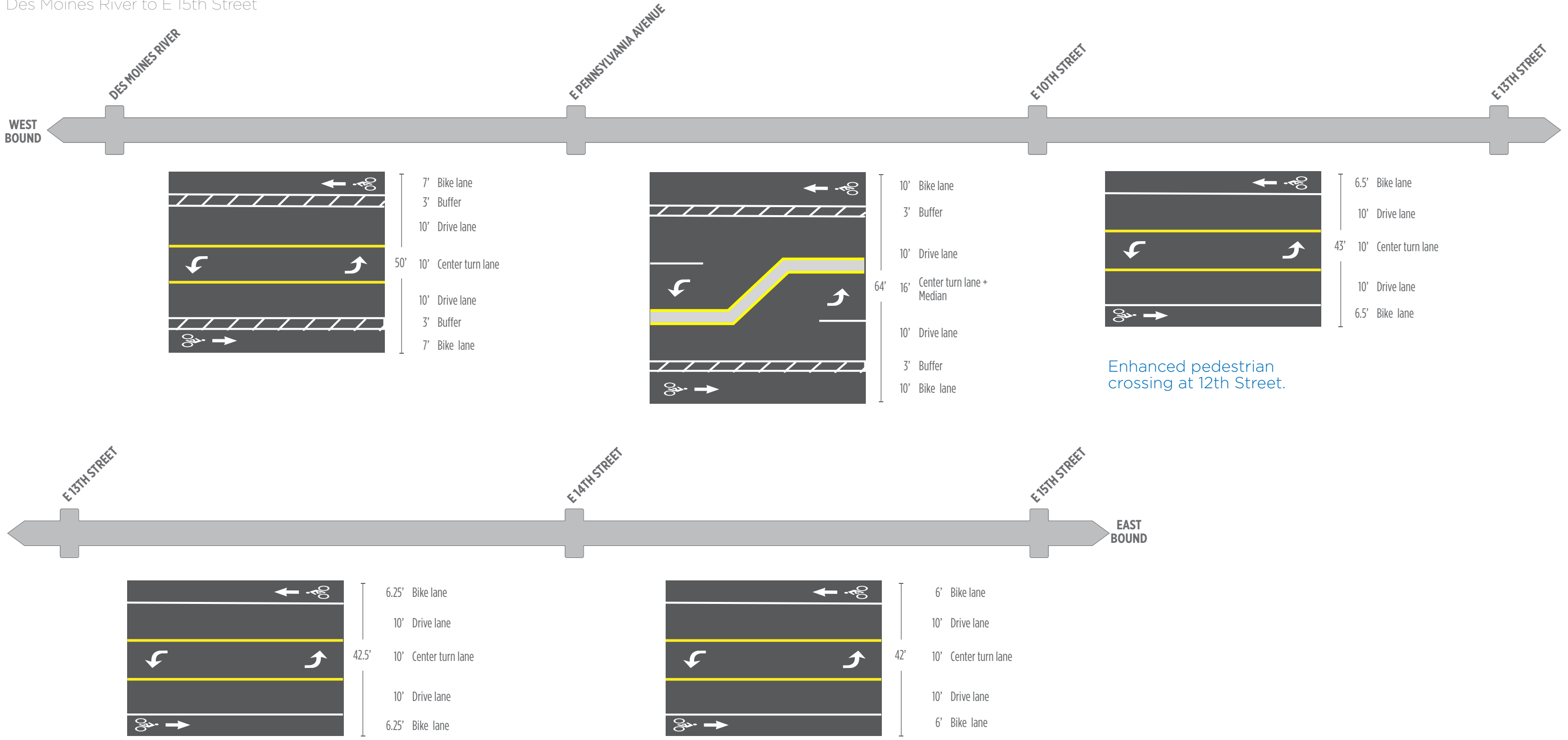
E GRAND AVENUE

Des Moines River to E 15th Street



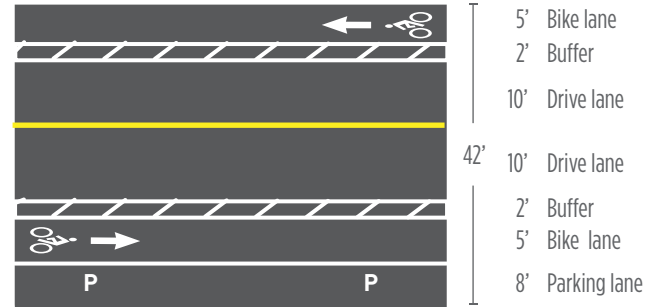
E UNIVERSITY AVENUE

Des Moines River to E 15th Street



CHERRY STREET

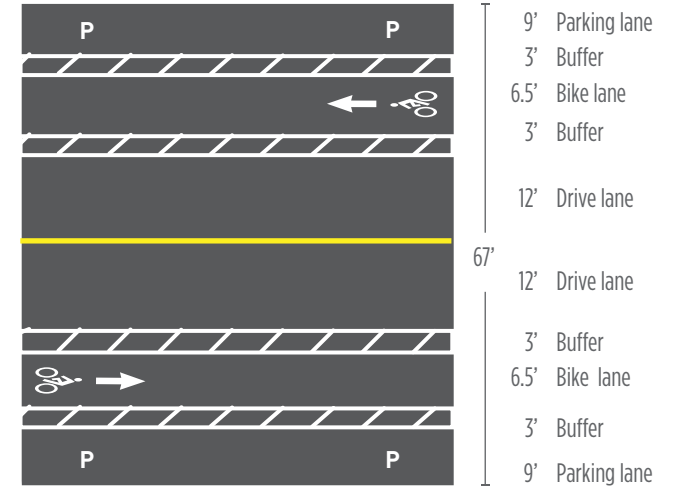
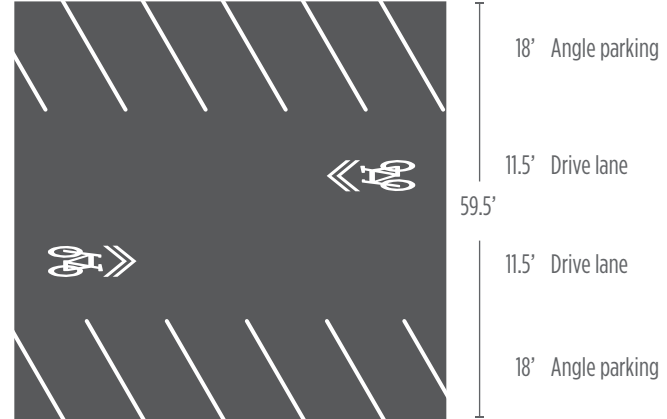
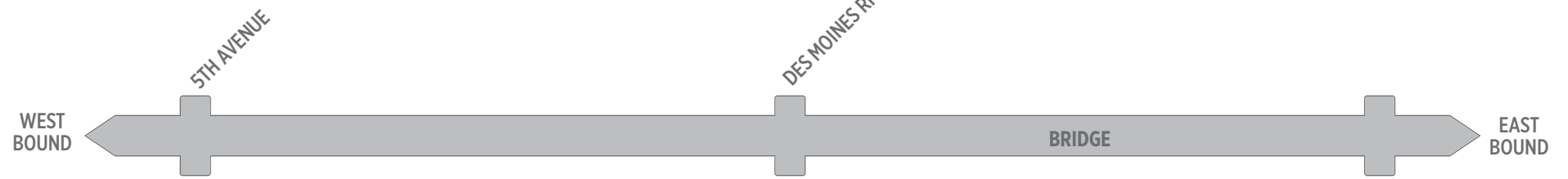
6th Avenue to 5th Avenue



Connection from 5th Street bike lane to DART Central Station.

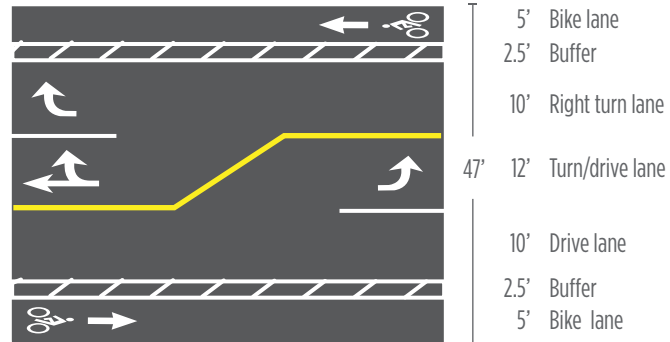
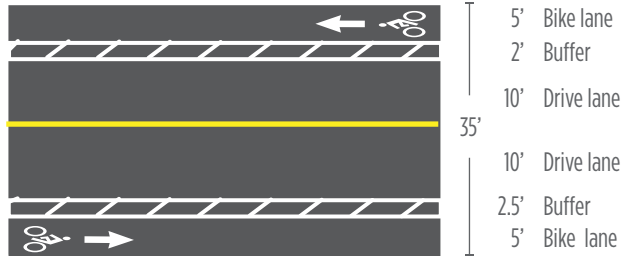
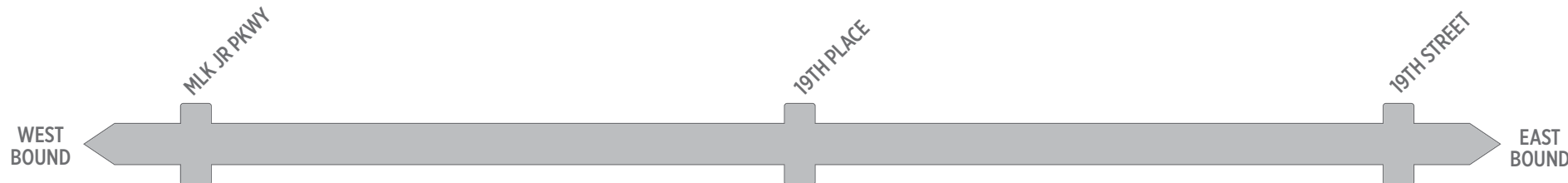
W COURT AVENUE

5th Avenue to Bridge



COTTAGE GROVE AVENUE

MLK Jr Pkwy to 19th Street



Bike signal at 19th place
"No right turn on red" display
when bike signal is green.