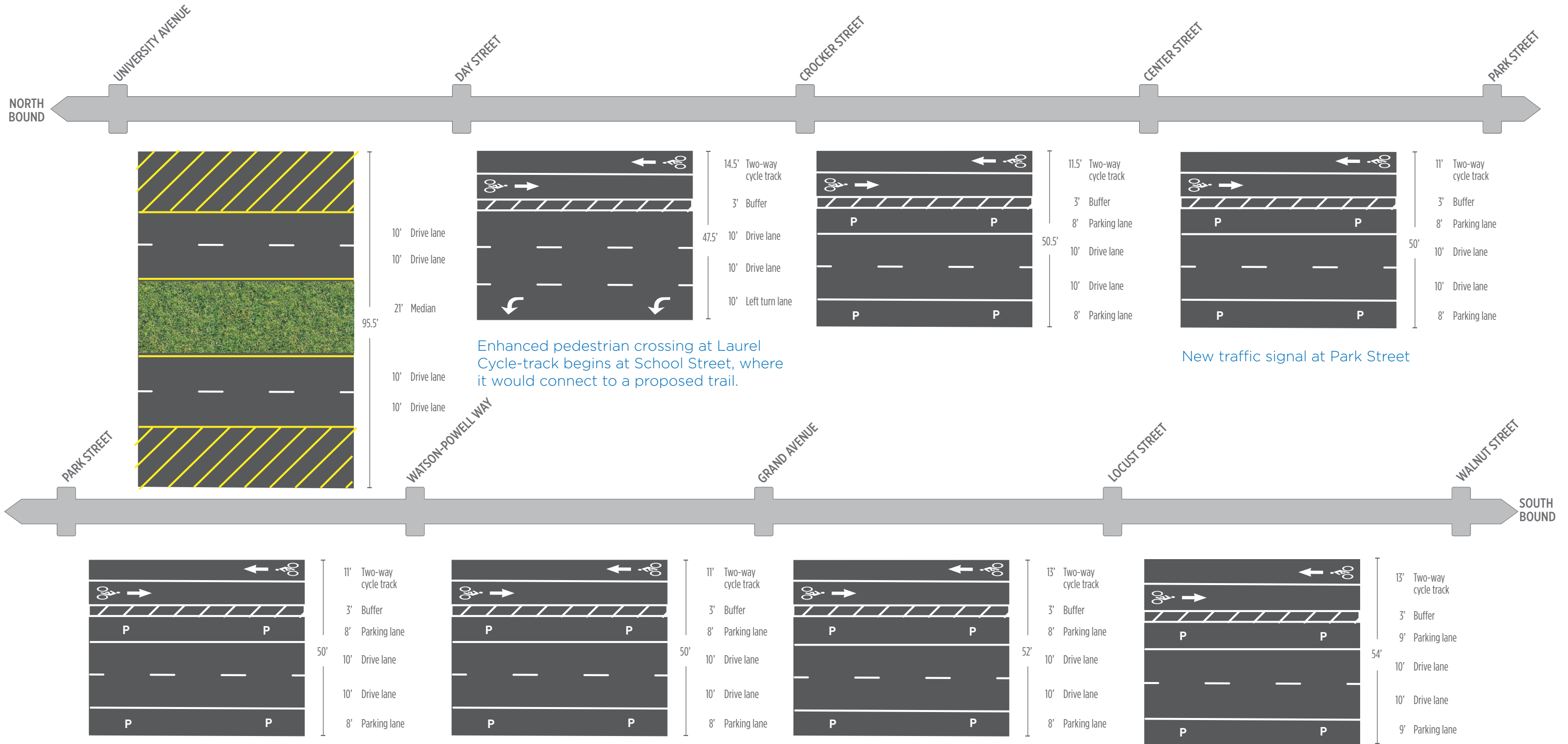


# 2ND AVENUE

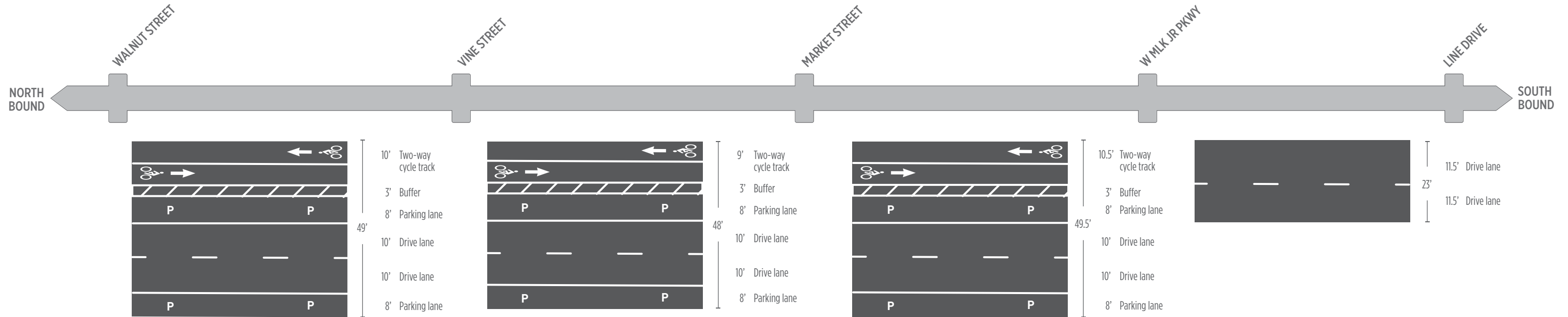
Page 1 of 2: University Avenue to Walnut Street



The above configuration is recommended for day 1 implementation. The need for peak hour parking restrictions on one or both sides will be evaluated during the detailed design phase, or as part of operational studies completed over time if demand increases. One or both parking lanes would be striped as 10' and the cycle track narrowed accordingly.

# 2ND AVENUE

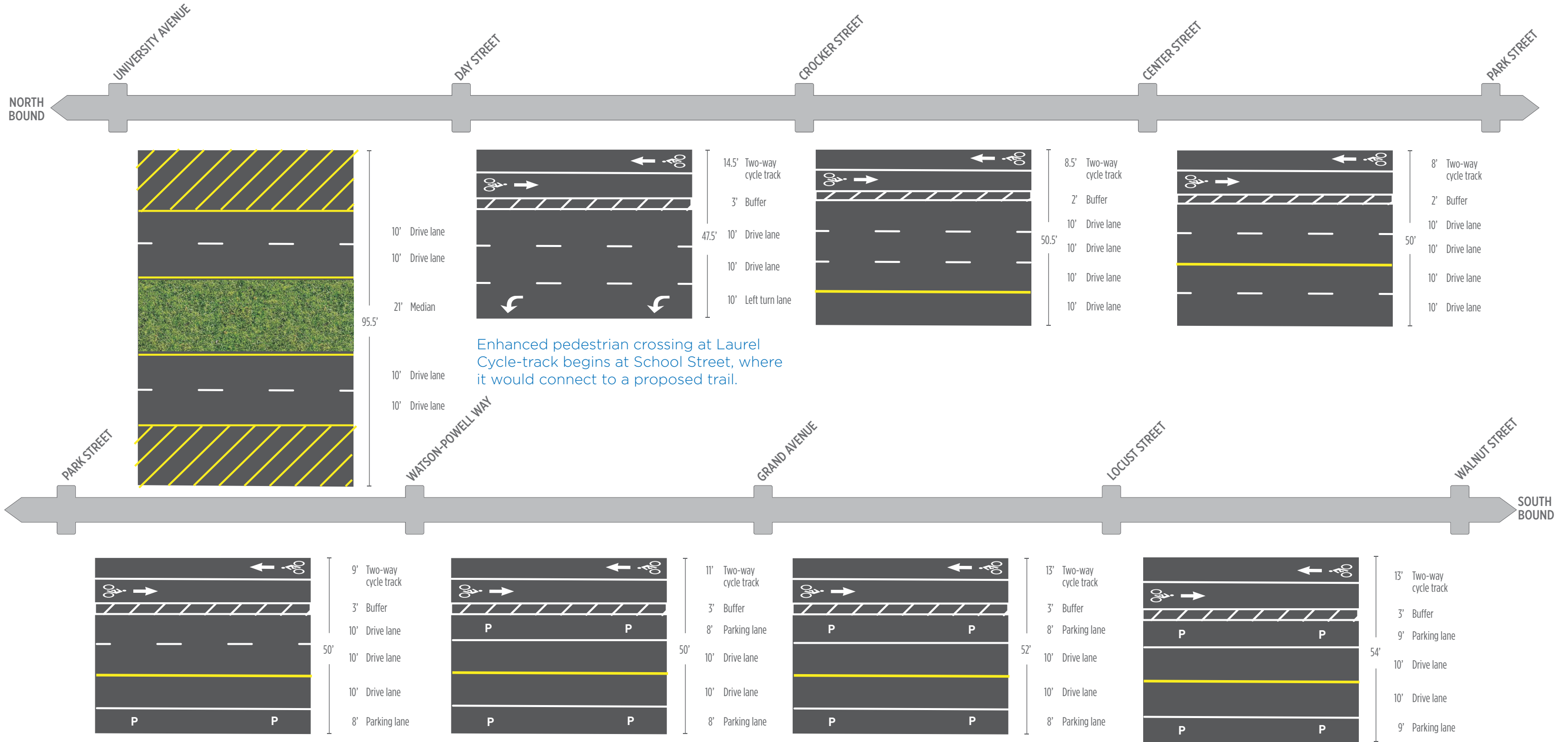
Page 2 of 2: Walnut Street to W MLK Jr Pkwy



The above configuration is recommended for day 1 implementation. The need for peak hour parking restrictions on one or both sides will be evaluated during the detailed design phase, or as part of operational studies completed over time if demand increases. One or both parking lanes would be striped as 10' and the cycle track narrowed accordingly.

# 2ND AVENUE (LONG-TERM ASPIRATIONAL DESIGN)

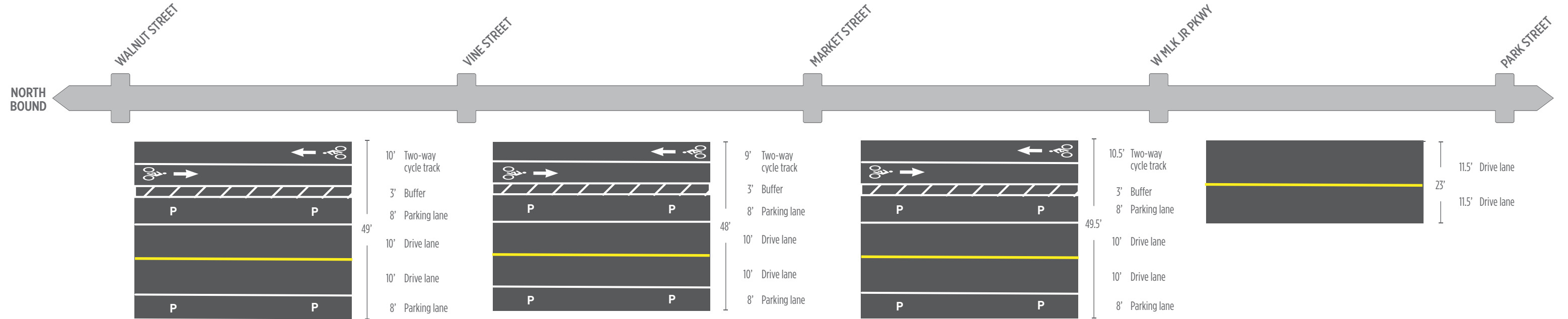
Page 1 of 2: University Avenue to Walnut Street



This configuration reflects a potential future design that has not been modeled.

# 2ND AVENUE (LONG-TERM ASPIRATIONAL DESIGN)

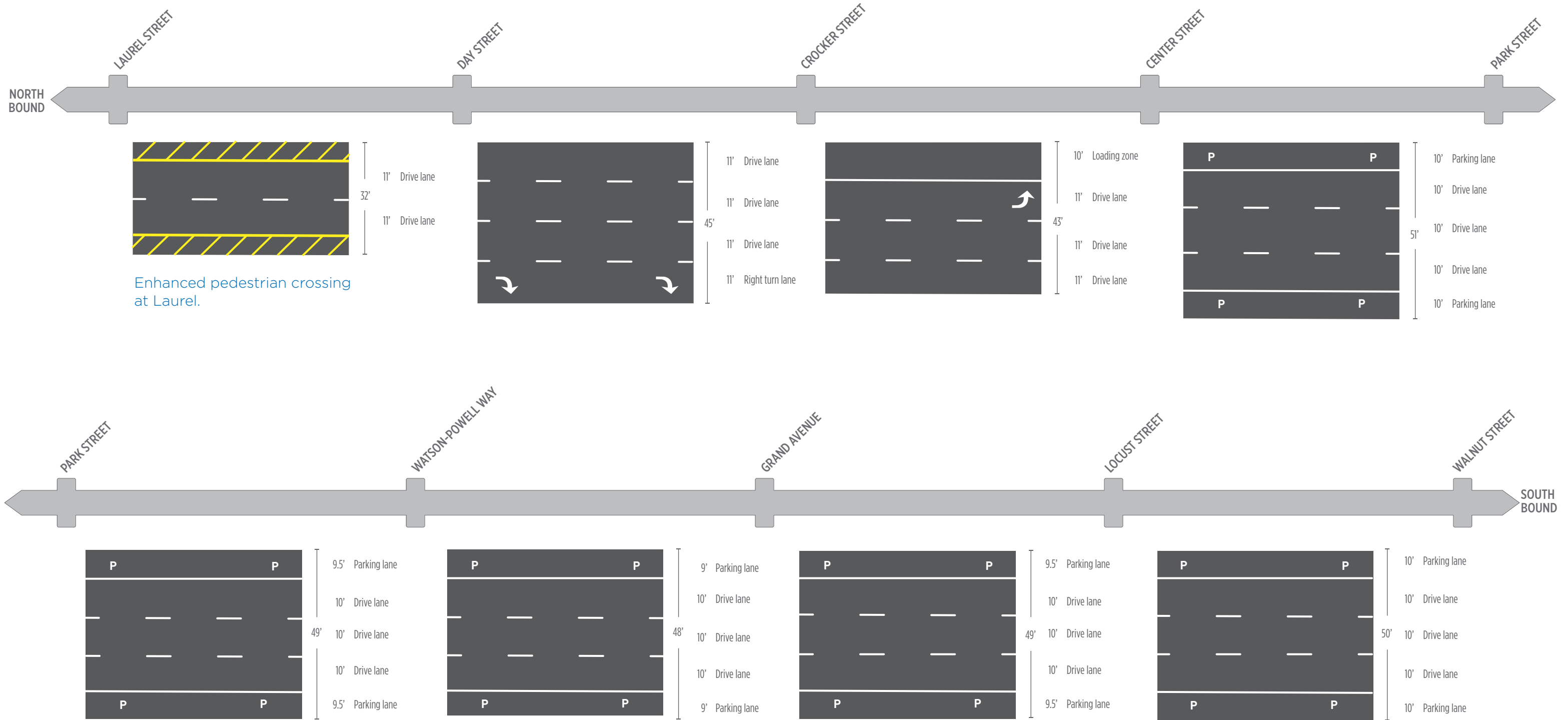
Page 2 of 2: Walnut Street to W MLK Jr Pkwy



This configuration reflects a potential future design that has not been modeled.

# 3RD STREET

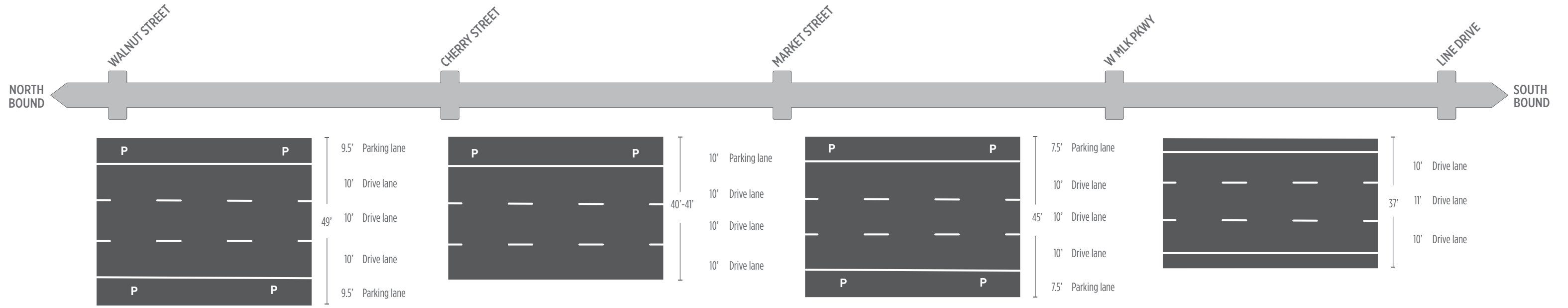
Page 1 of 2: Laurel Street to Walnut Street



Enhanced pedestrian crossing at Laurel.

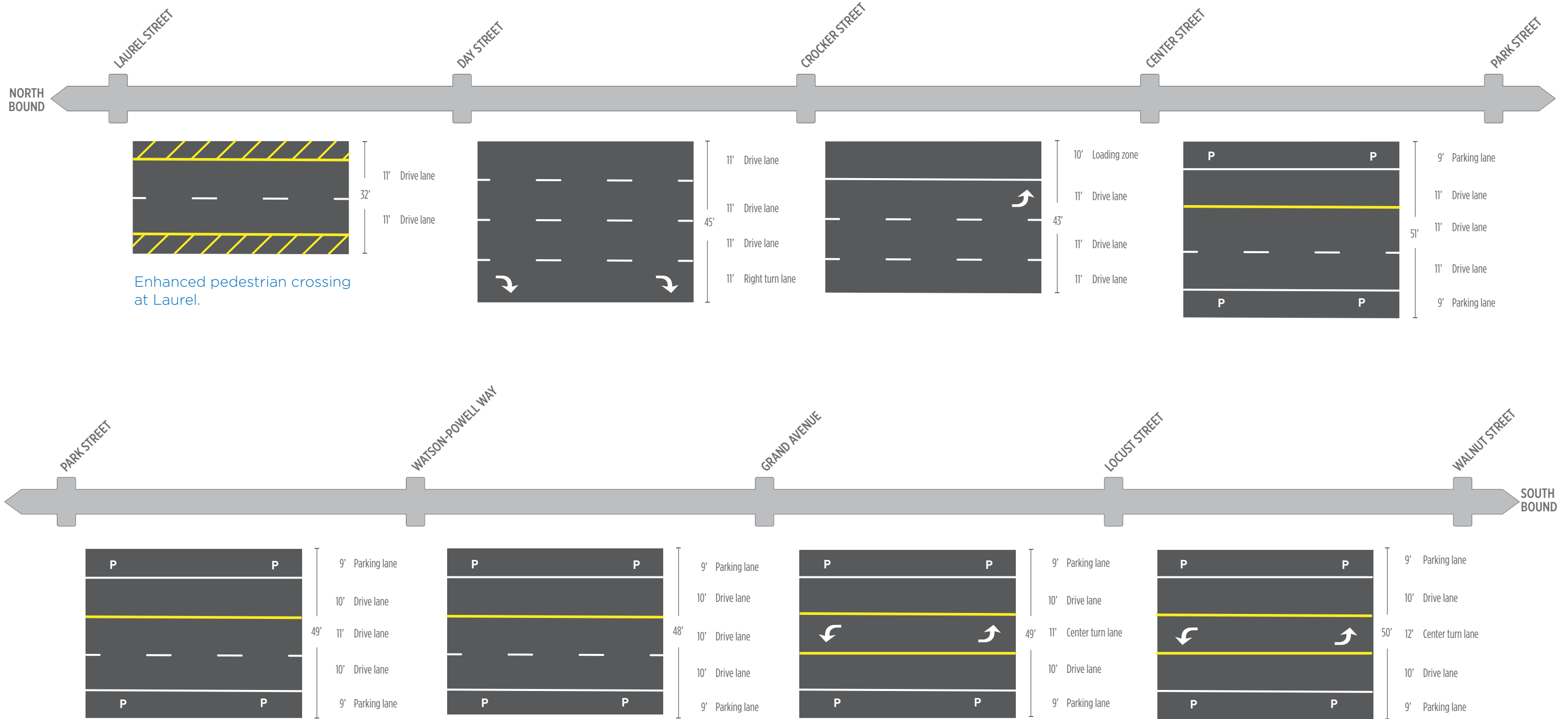
# 3RD STREET

Page 2 of 2: Walnut Street to Line Dr



# 3RD STREET (LONG-TERM ASPIRATIONAL DESIGN)

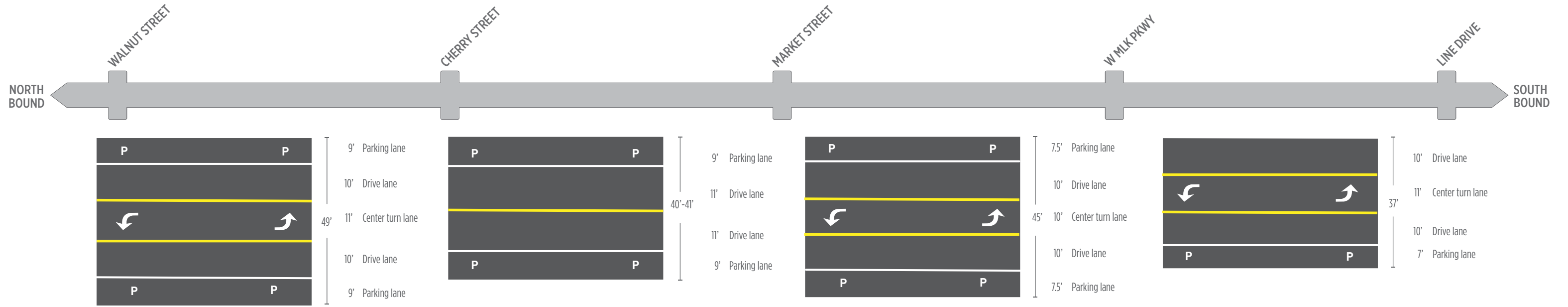
Page 1 of 2: Laurel Street to Walnut Street



This configuration reflects a potential future design that has not been modeled.

# 3RD STREET (LONG-TERM ASPIRATIONAL DESIGN)

Page 2 of 2: Walnut Street to Line Dr

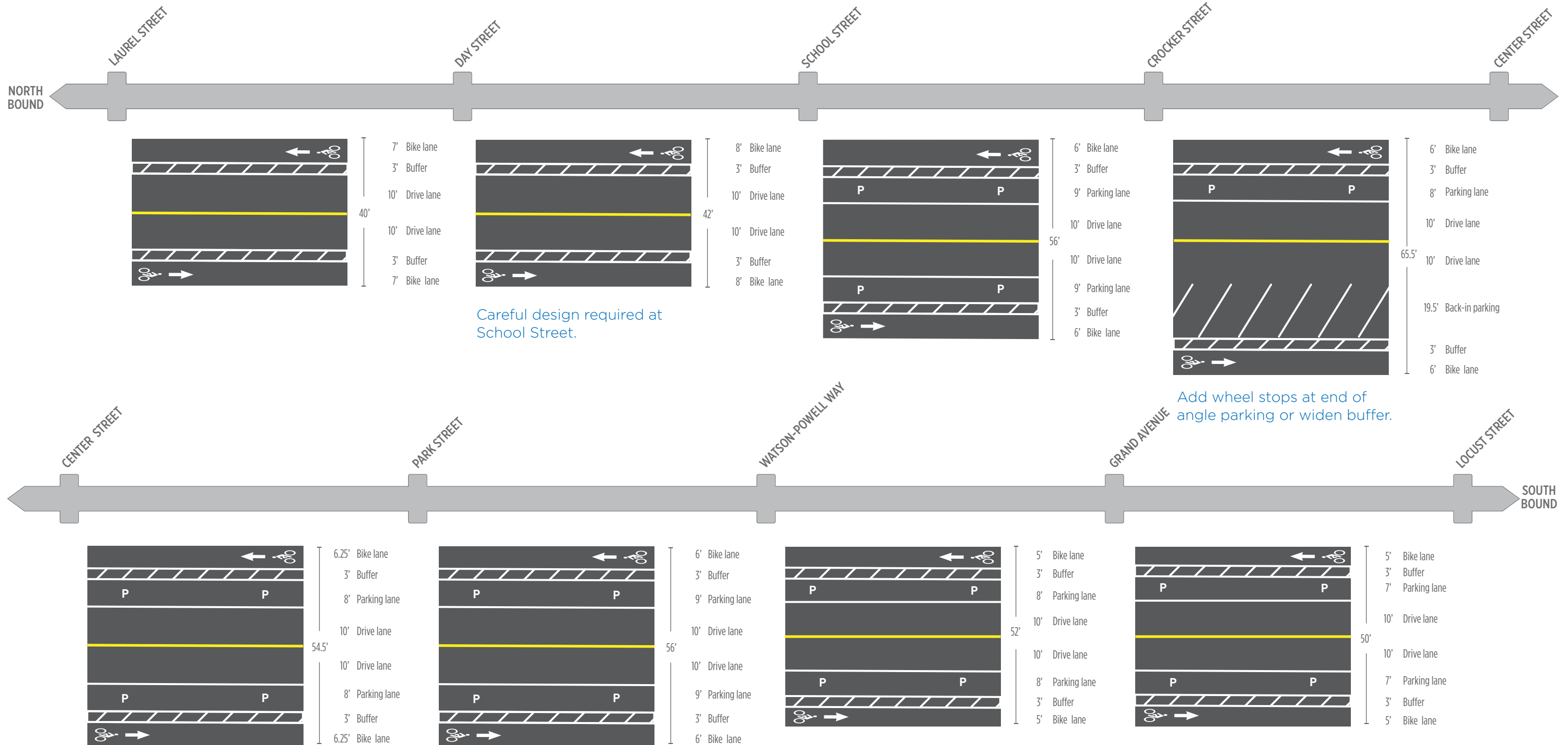


This configuration reflects a potential future design that has not been modeled.



# 5TH AVENUE

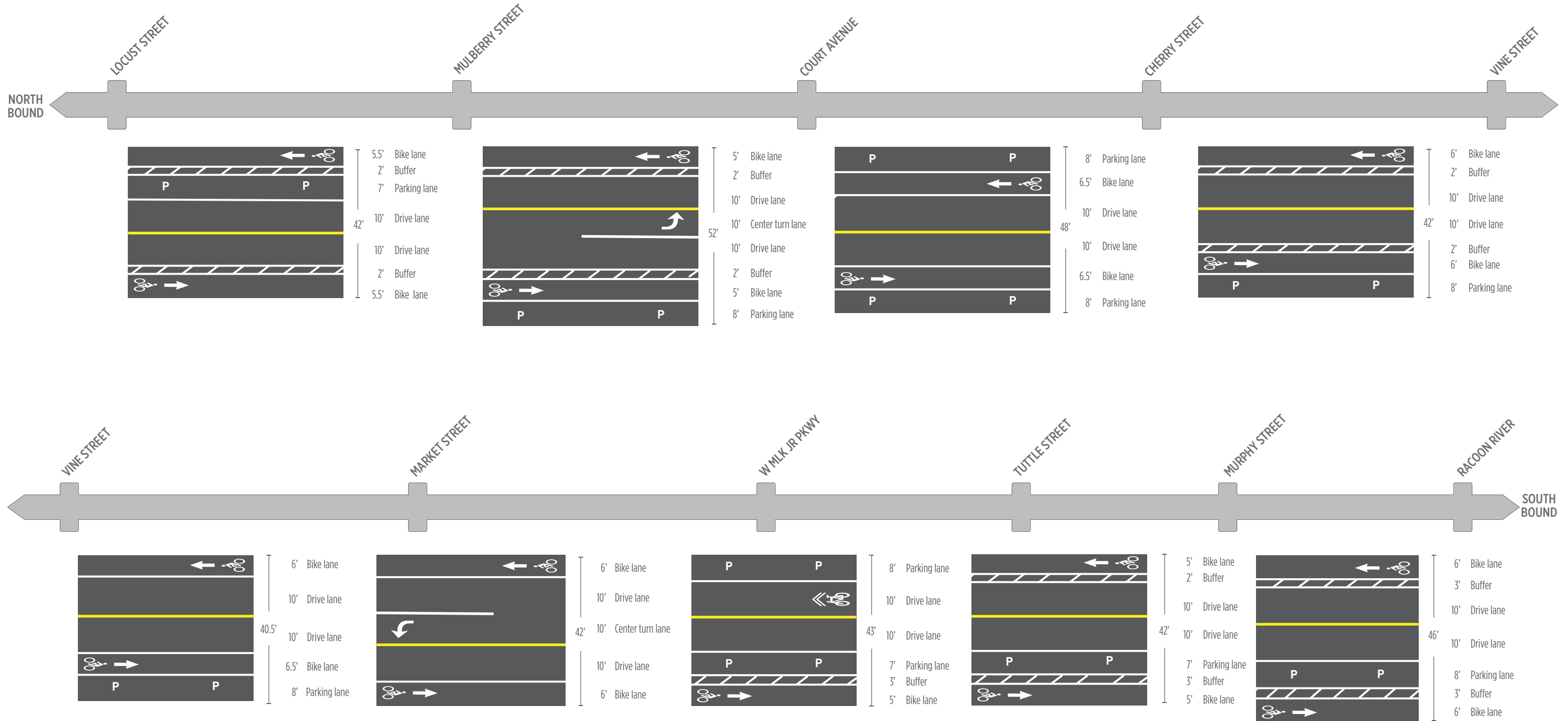
Page 1 of 2: Laurel Street to Walnut Street



The above configuration is recommended for day 1 implementation. The need for peak hour parking restrictions on one or both sides (from Grand to I-235) will be evaluated during the detailed design phase, or as part of operational studies completed over time if demand increases. One or both parking lanes would be striped as 10' and the bike lane narrowed accordingly.

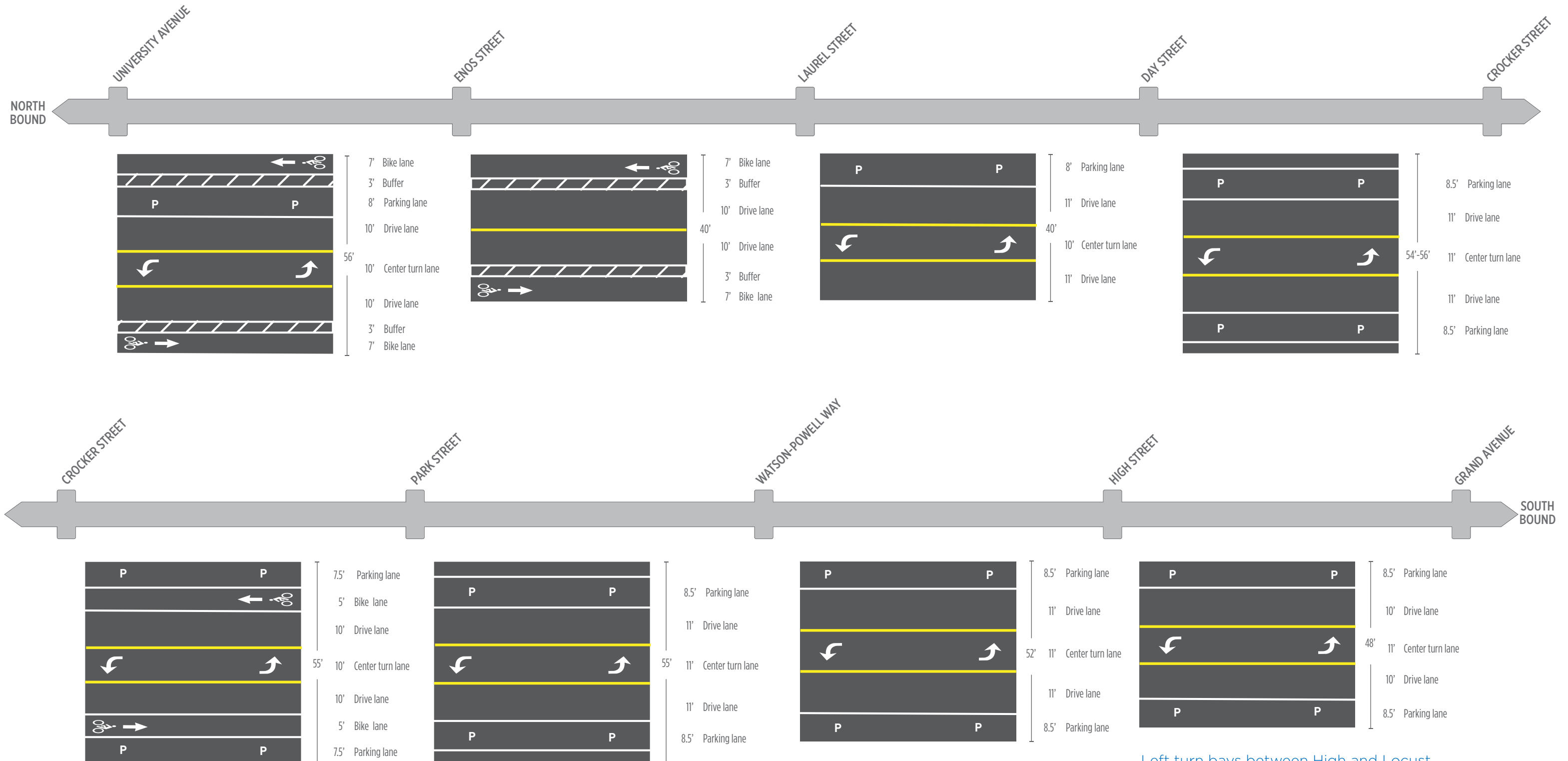
# 5TH AVENUE

Page 2 of 2: Locust Street to Racoon River



# 6TH AVENUE

Page 1 of 2: University Avenue to Mulberry Street

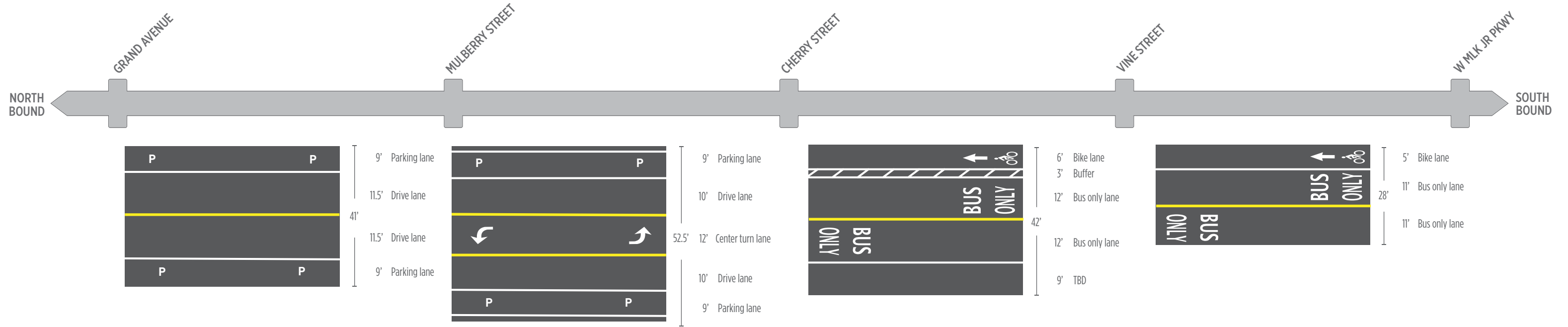


Left turn bays between High and Locust.

The above configuration is recommended for day 1 implementation. The need for peak hour parking restrictions on one or both sides (from Grand to I-235) will be evaluated during the detailed design phase, or as part of operational studies completed over time if demand increases. One or both parking lanes would be striped as 10' and the travel lanes narrowed accordingly.

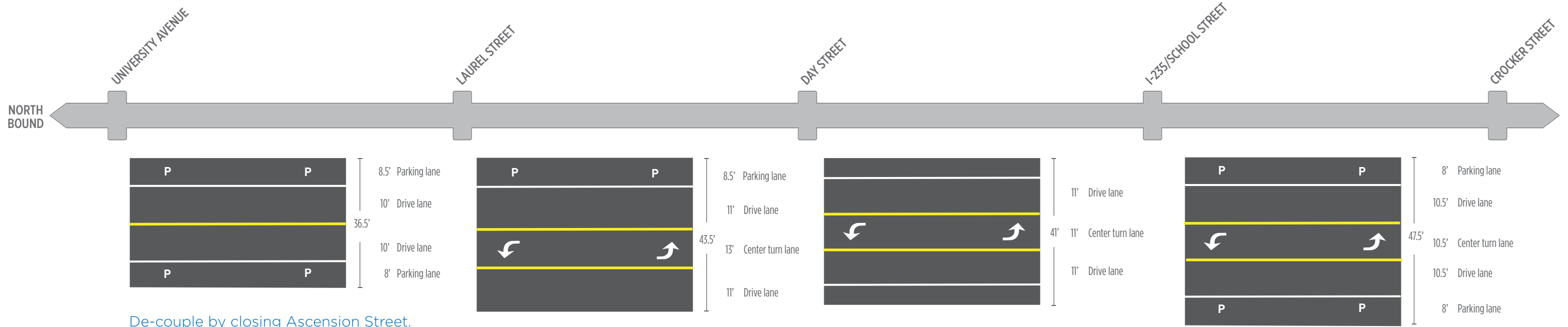
# 6TH AVENUE

Page 2 of 2: Mulberry Street to W MLK JR Pkwy

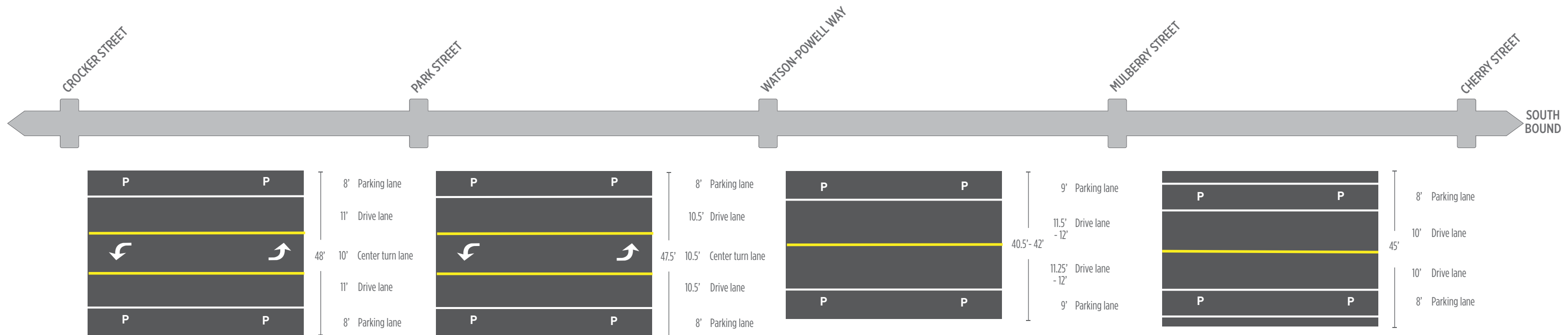


# 7TH STREET

Page 1 of 2: University Avenue to W. MLK Jr. Pkwy



De-couple by closing Ascension Street.



Evaluate need for SB right turn lane at Center to aid morning loading into garage on Center.

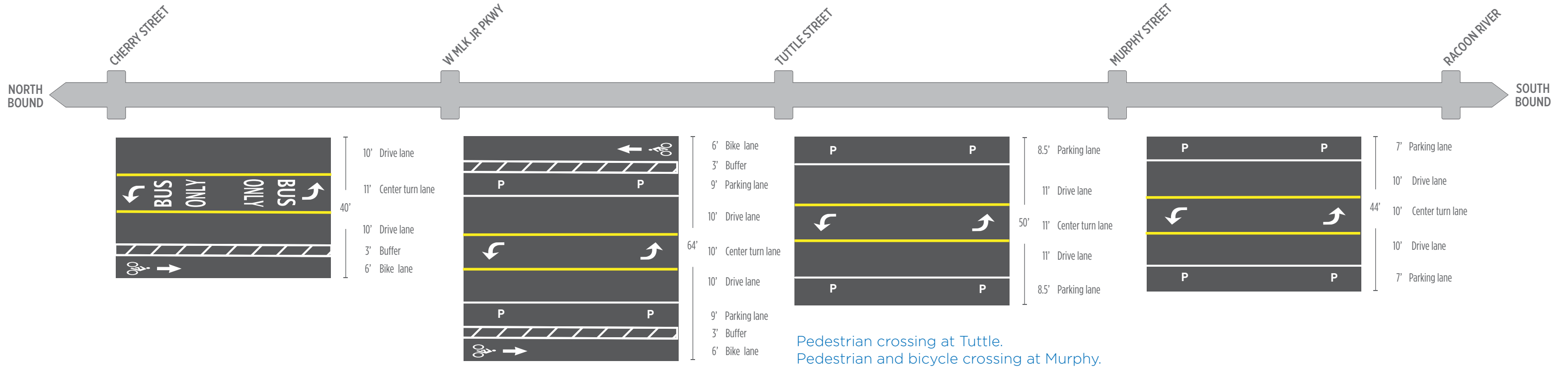
Left turn bays between High and Locust.

Evaluate need for afternoon peak hour parking restrictions on west side to aid unloading of EMC parking garage.

The above configuration is recommended for day 1 implementation. The need for peak hour parking restrictions on one or both sides (from Grand to I-235) will be evaluated during the detailed design phase, or as part of operational studies completed over time if demand increases. One or both parking lanes would be striped as 10' and the travel lanes narrowed accordingly.

# 7TH STREET

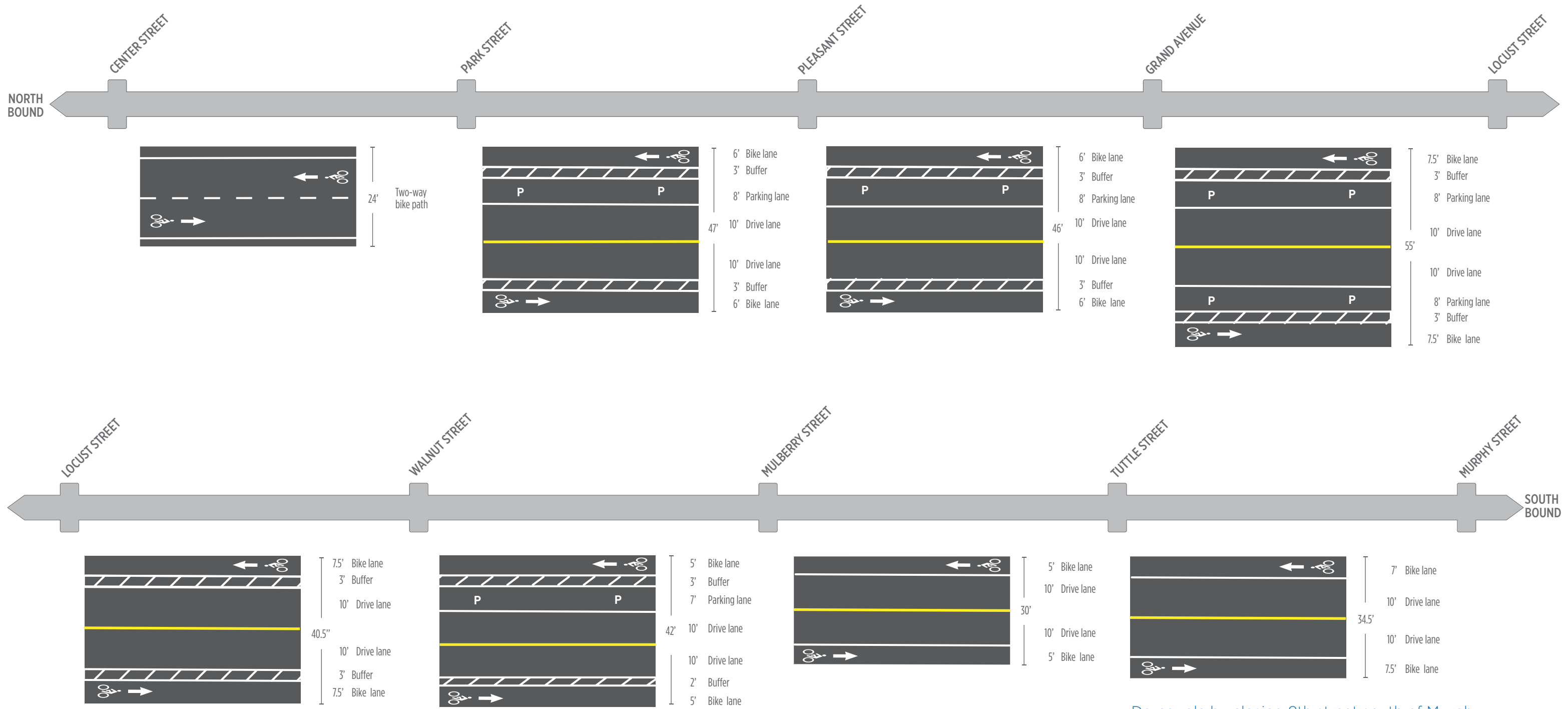
Page 2 of 2: W. MLK Jr. Pkwy to Racoon River



Pedestrian crossing at Tuttle.  
Pedestrian and bicycle crossing at Murphy.

# 8TH STREET

University Avenue to Murphy Street

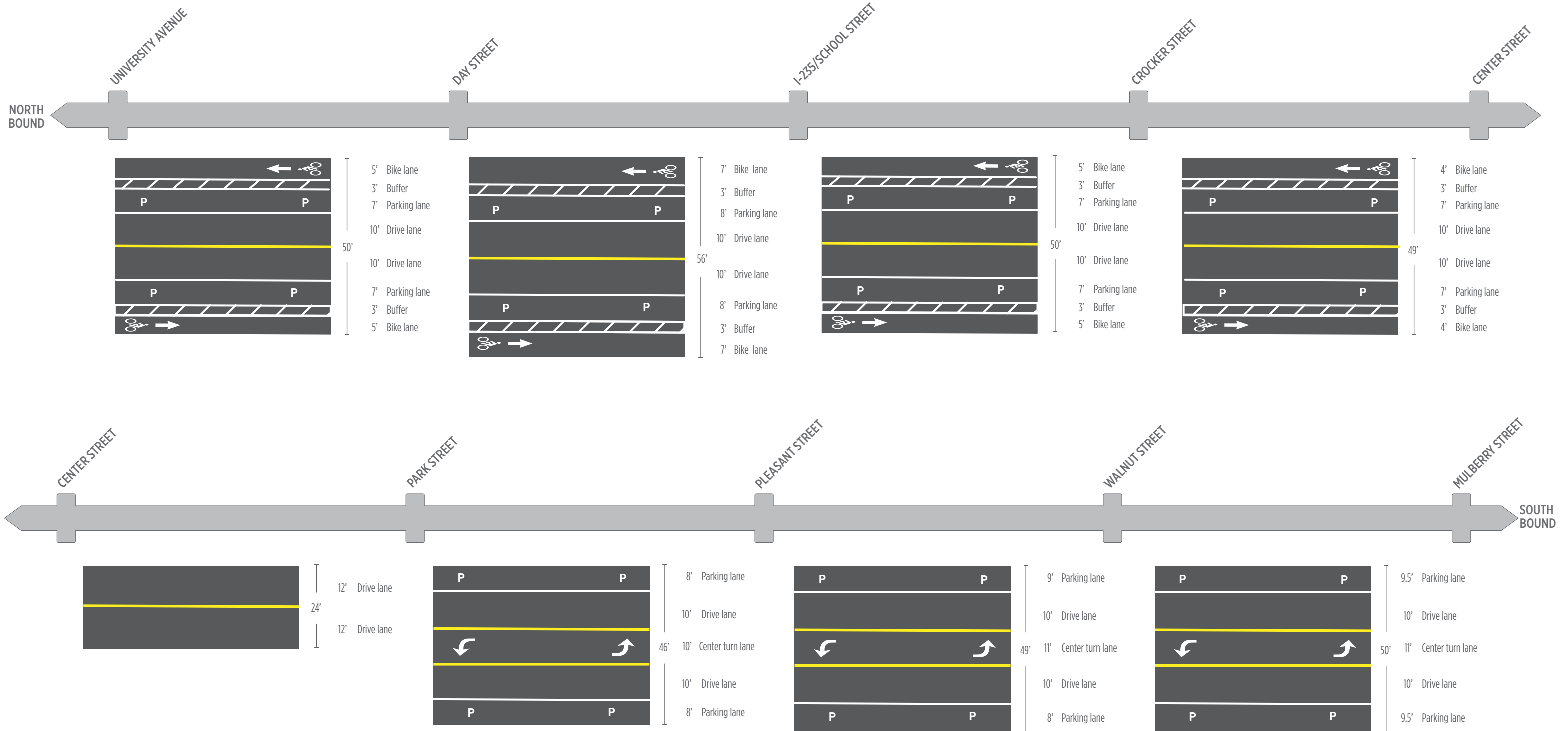


De-couple by closing 8th street south of Murphy.  
 Pedestrian crossing at Tuttle.  
 Pedestrian and bicycle crossing at Murphy.

The above configuration is recommended for day 1 implementation. The need for peak hour parking restrictions on one side (from Grand to Park) will be evaluated during the detailed design phase, or as part of operational studies completed over time if demand increases. The parking lane would be striped as 10' and each bike lane narrowed by 1' accordingly.

# 9TH STREET

Page 1 of 2: University Avenue to Mulberry Street

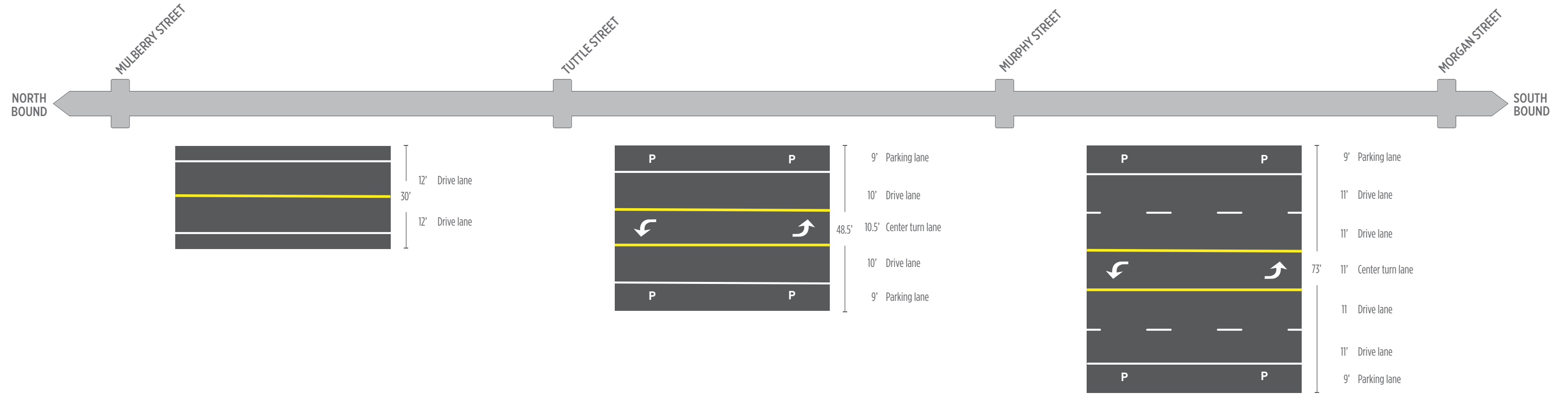


The above configuration is recommended for day 1 implementation. The need for peak hour parking restrictions on one side (from Grand to Park) will be evaluated during the detailed design phase, or as part of operational studies completed over time if demand increases. The parking lane would be striped as 10' and the center turn lane eliminated.



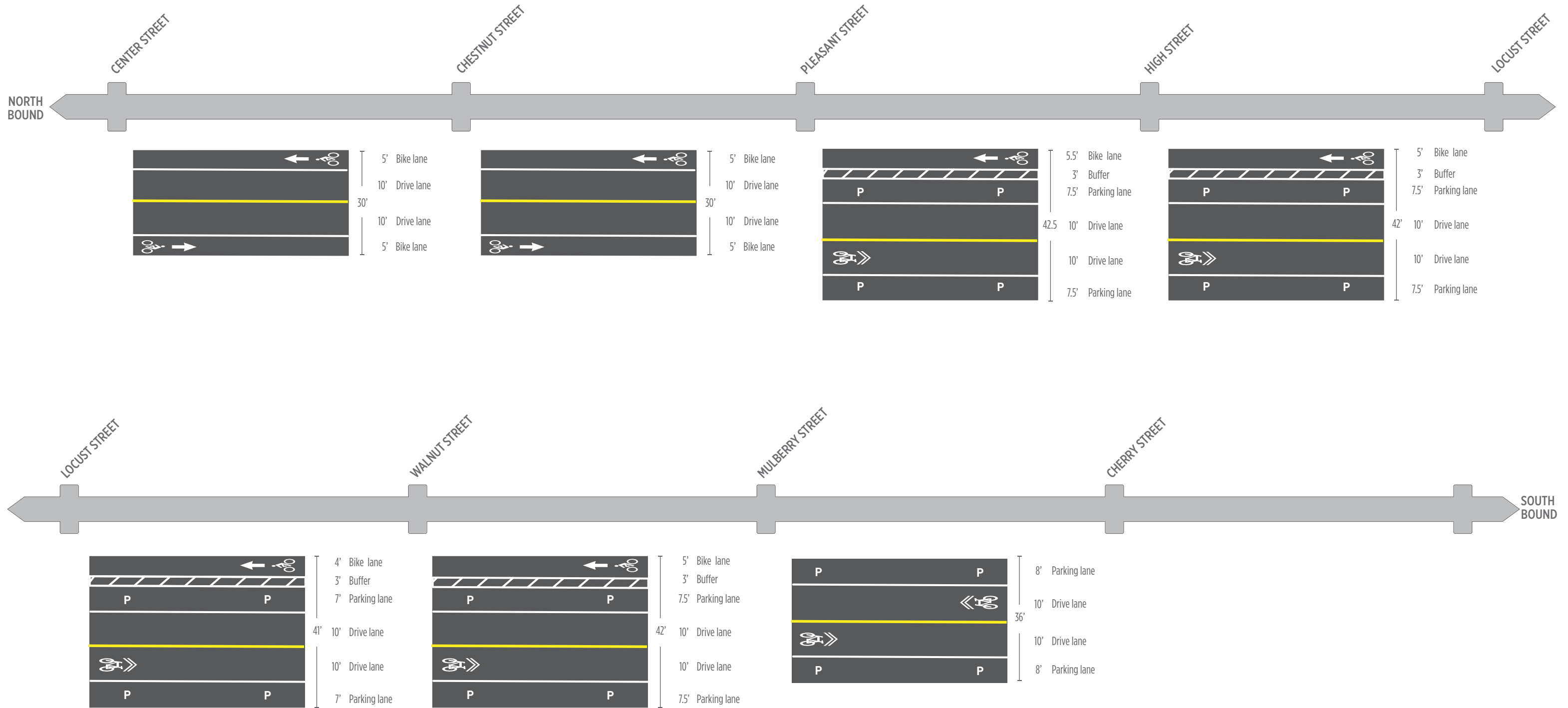
# 9TH STREET

Page 2 of 2: Mulberry Street to Morgan Street



# 10TH STREET

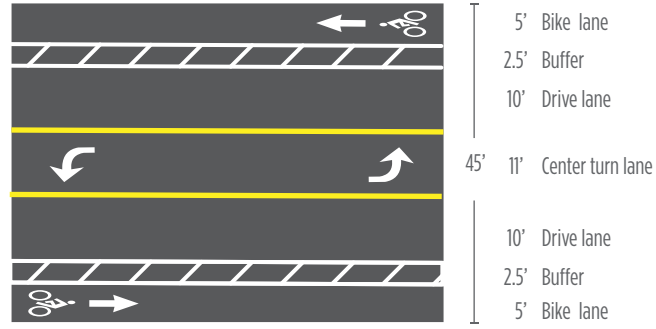
Chestnut Street to Vine Street



The above configuration is recommended for day 1 implementation. The need for peak hour parking restrictions on one or both sides (from Grand to Pleasant ) will be evaluated during the detailed design phase, or as part of operational studies completed over time if demand increases. One or both parking lanes would be striped as 10' and the bike lane narrowed accordingly.

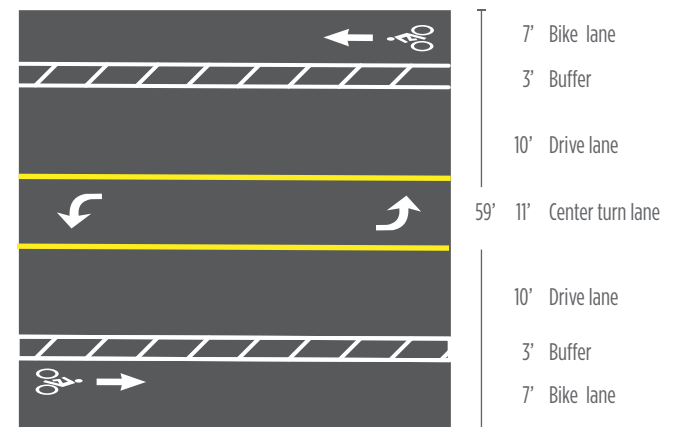
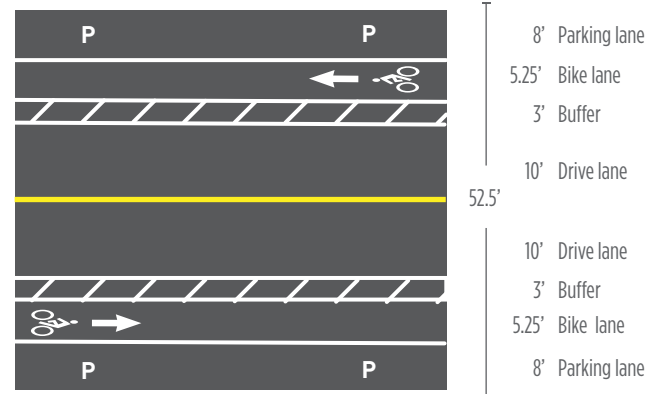
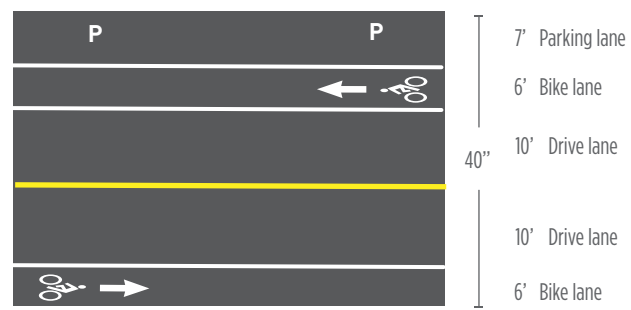
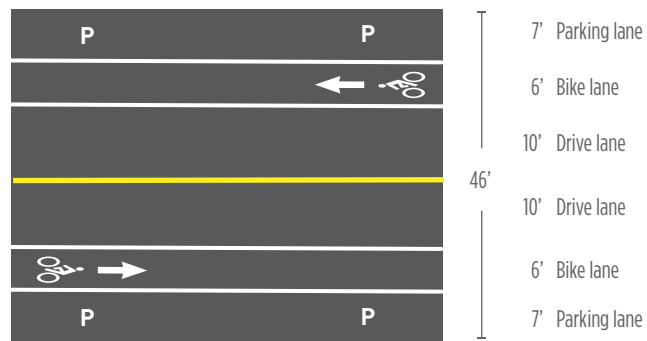
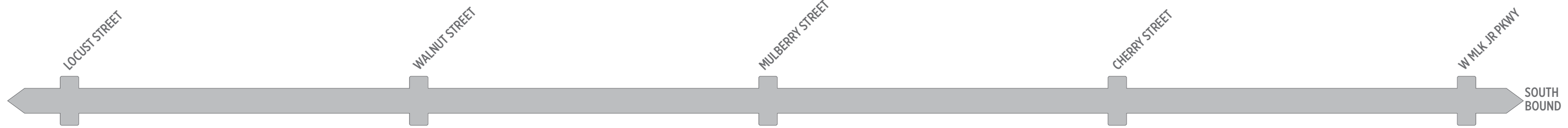
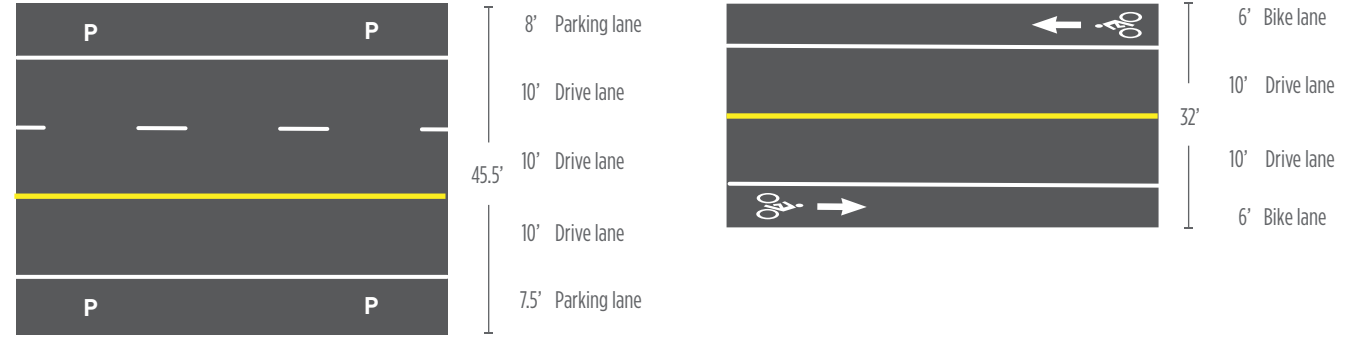
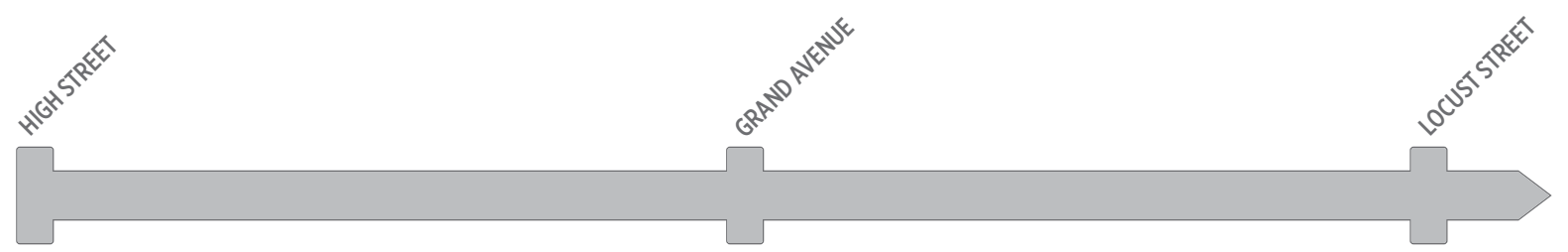
# 12TH STREET

Crocker Street to MLK Jr Parkway



New traffic signal at Center Street

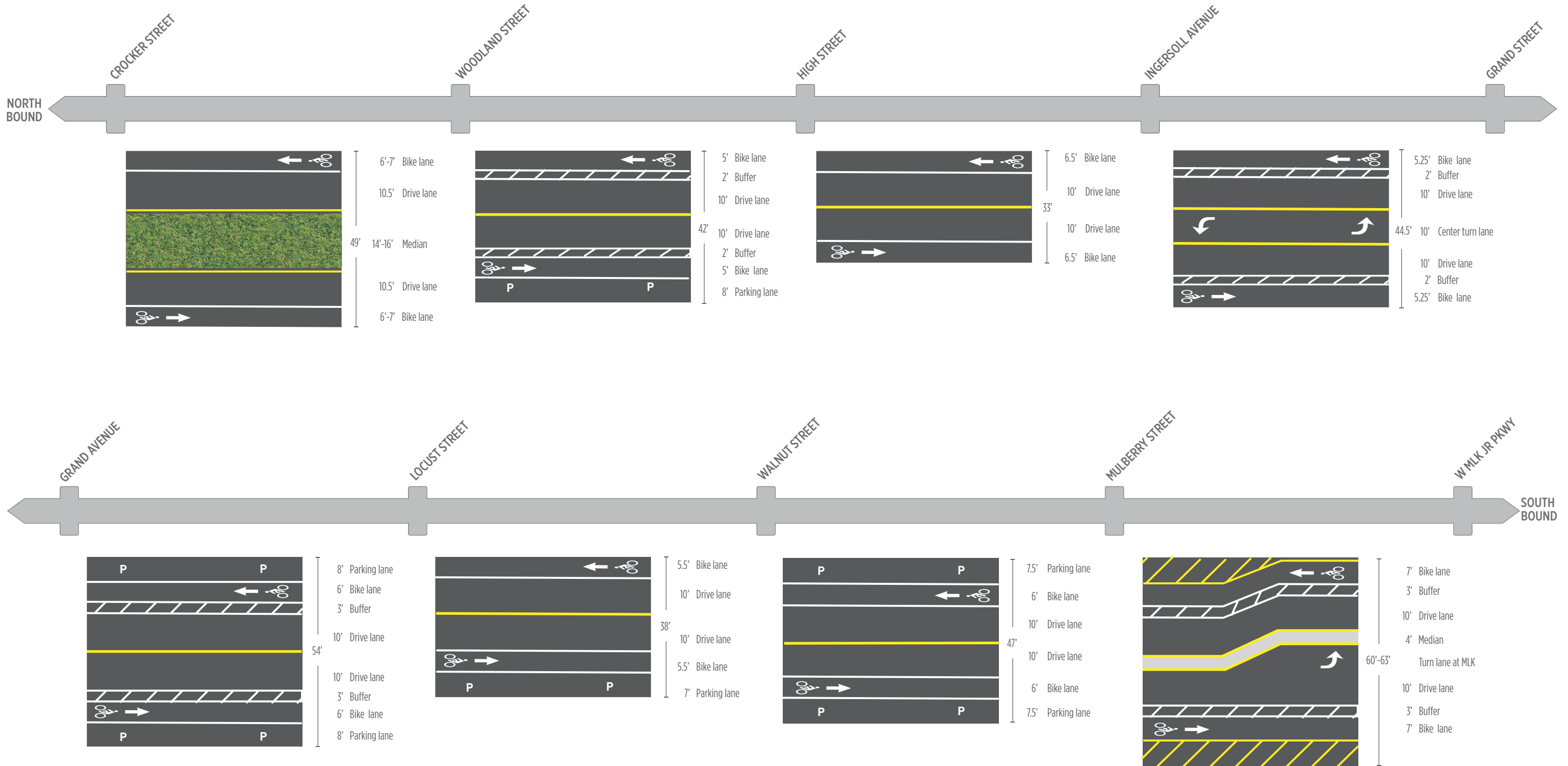
The configuration shown from High to Grand is recommended for day 1 implementation. The need for peak hour parking restrictions will be evaluated during the detailed design phase, or as part of operational studies completed over time if demand increases. The west side parking lane would be striped as 10' and the parking on the east side would be eliminated.



8' TBD

# 15TH STREET

Crocker Street to MLK Jr Parkway



Enhanced pedestrian crossing at 15th and Pleasant. Add zebra crosswalks to all legs. Tighten geometry of corners on the east side of the intersection. Consider 'your speed' sign for downhill traffic on 15th.

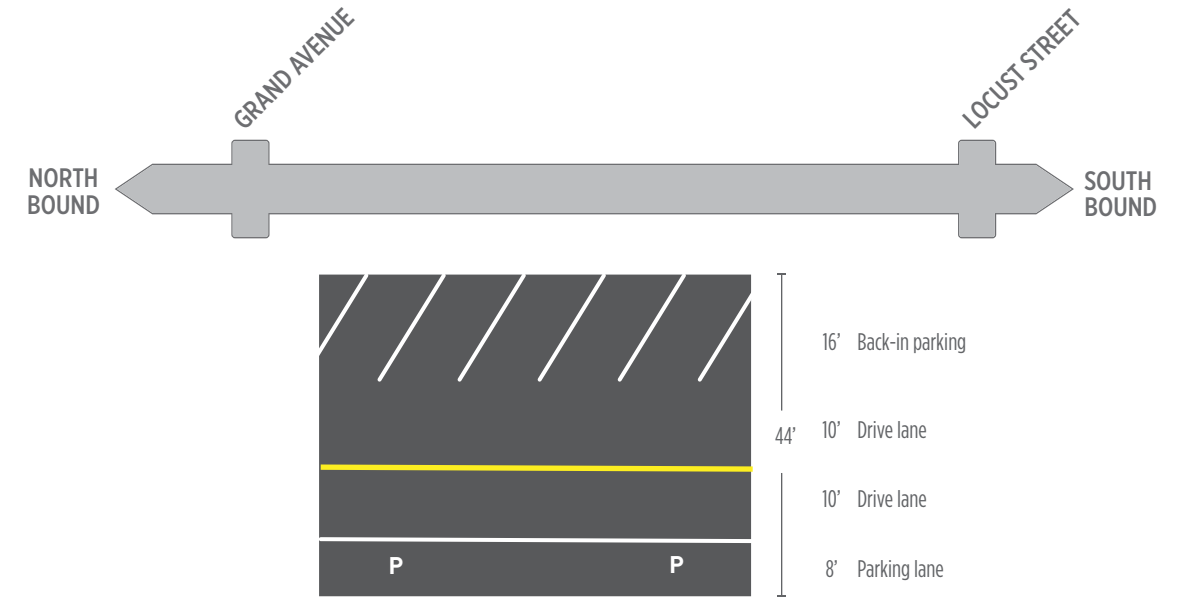
# 4TH AVENUE

One-way to two-way conversion



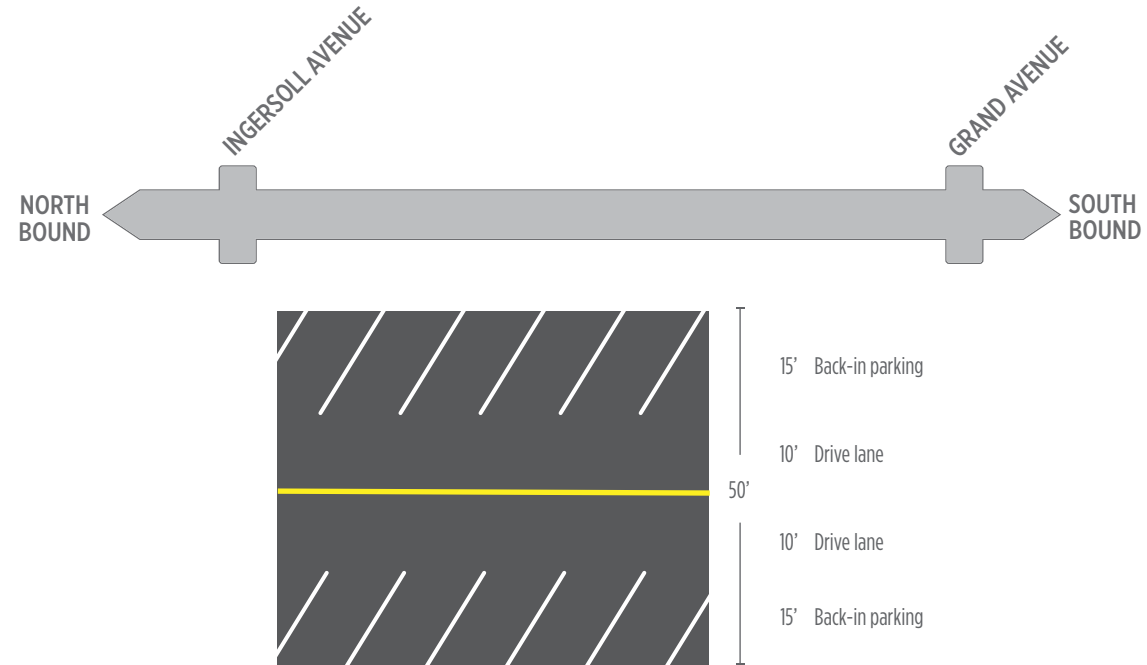
# 17TH AVENUE

One-way to two-way conversion



# 18TH AVENUE

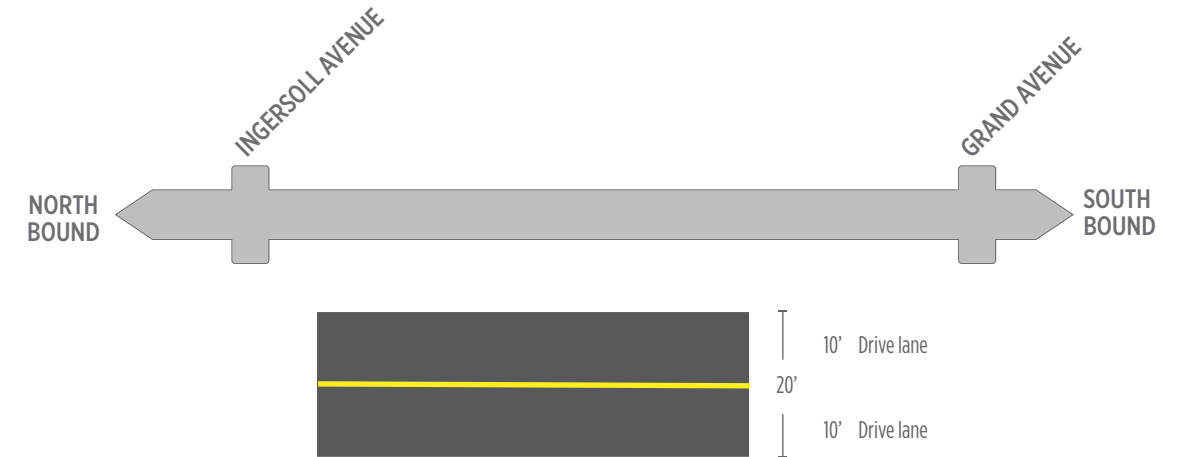
One-way to two-way conversion



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

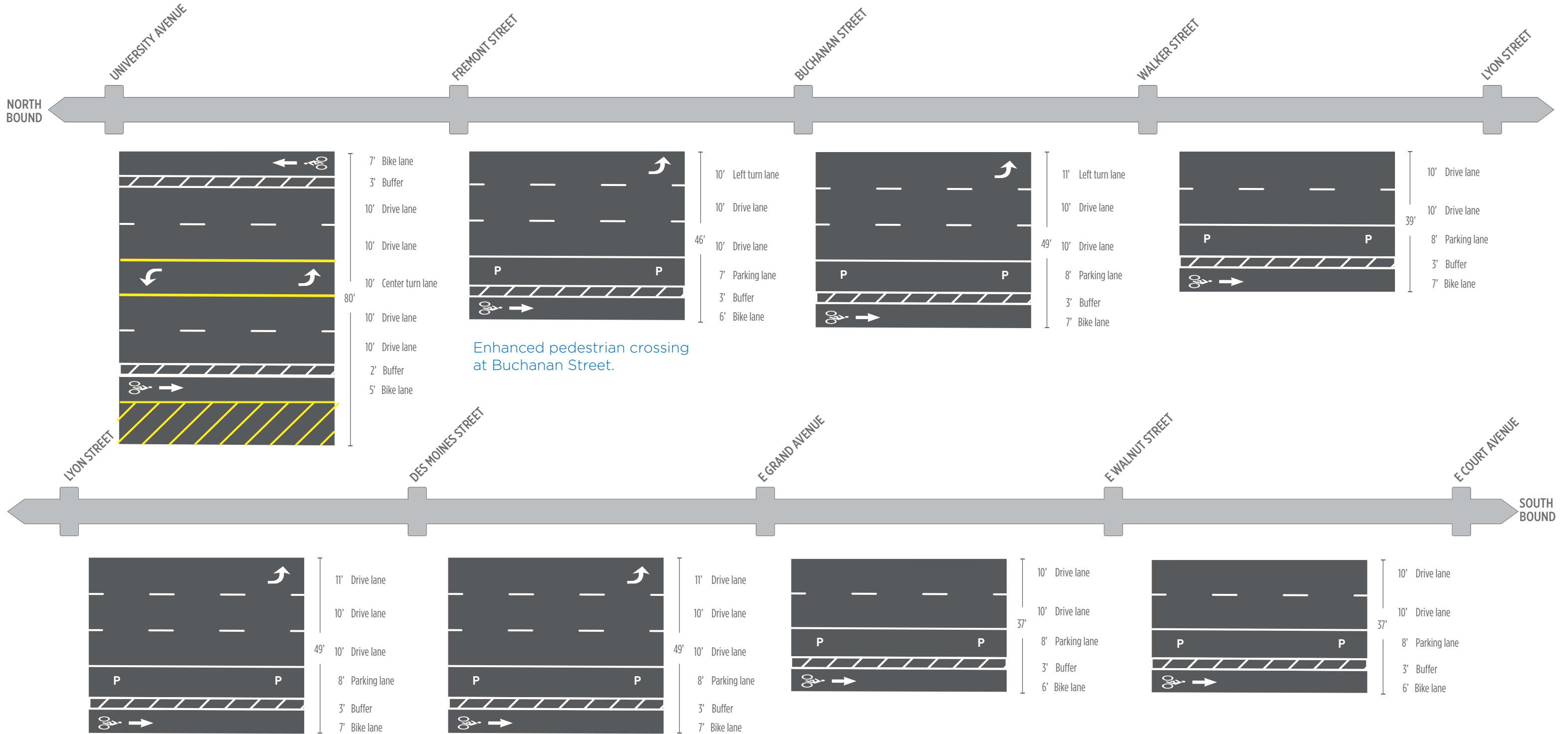
# 19TH AVENUE

One-way to two-way conversion



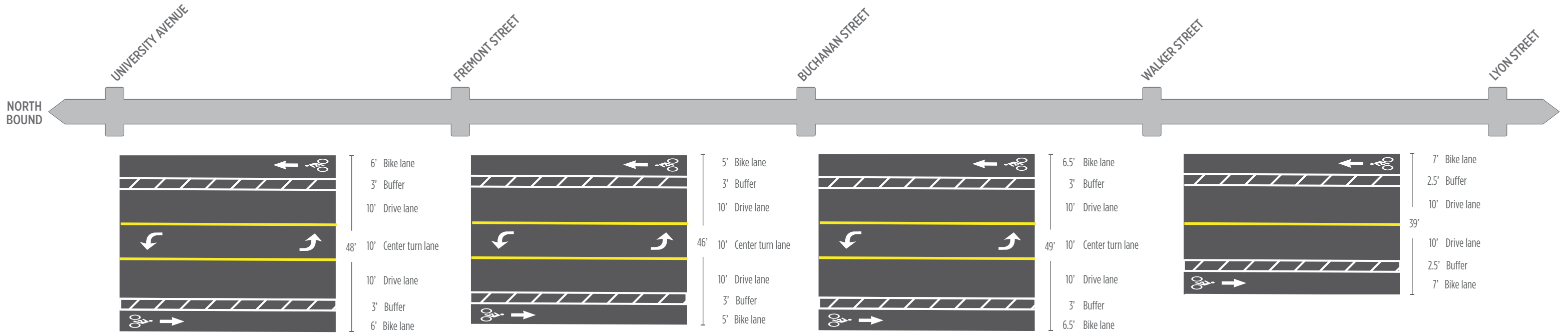
# E 14TH STREET (INTERIM SOLUTION)

University Avenue to E Court Avenue

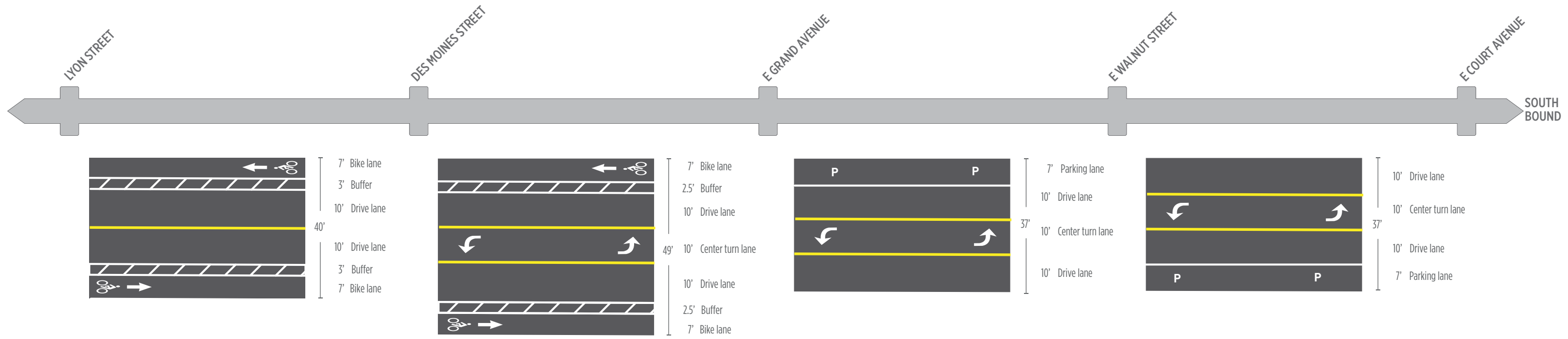


# E 14TH STREET (LONG TERM SOLUTION)

University Avenue to E Court Avenue

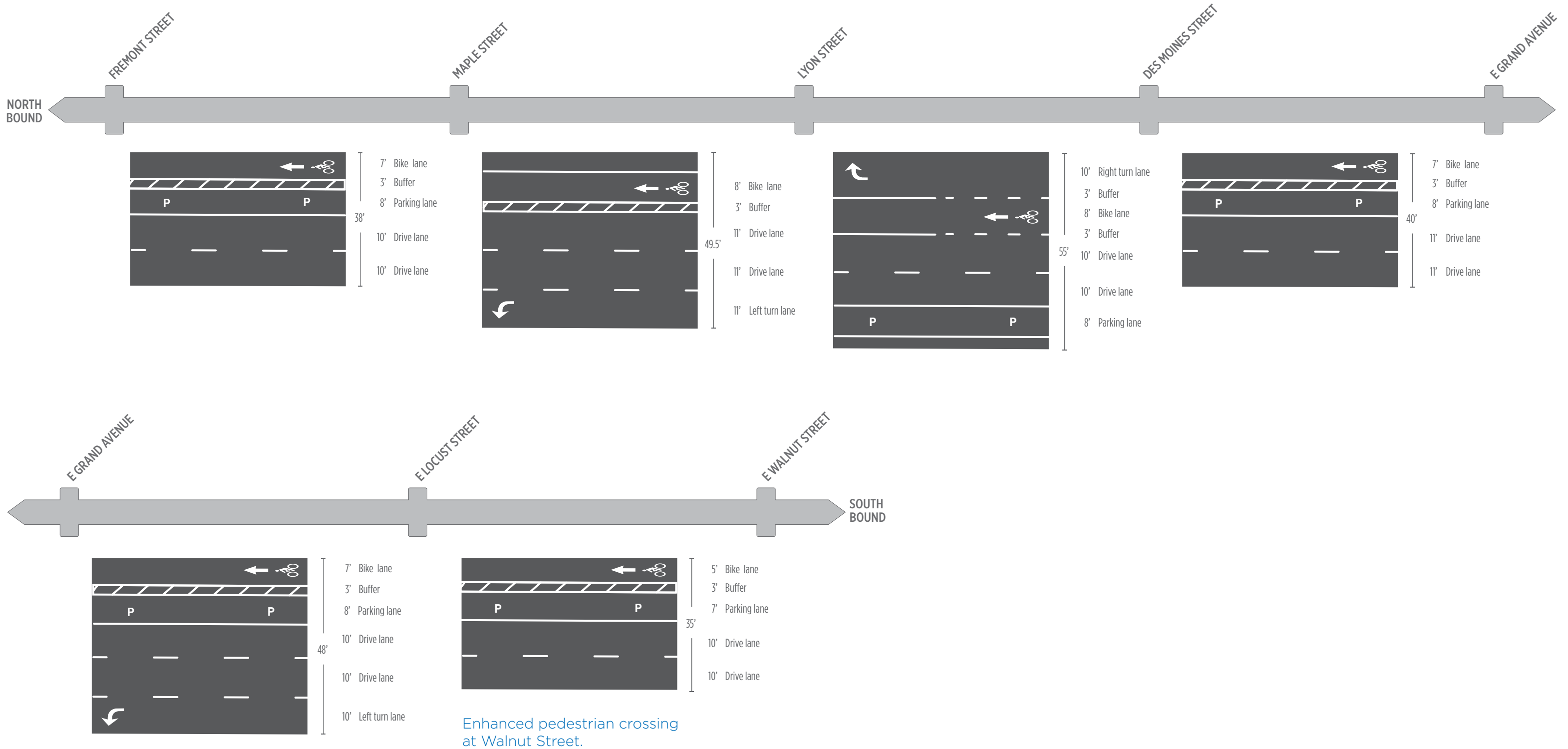


Reduce width from 80' to 48'



# E 15TH STREET (INTERIM SOLUTION)

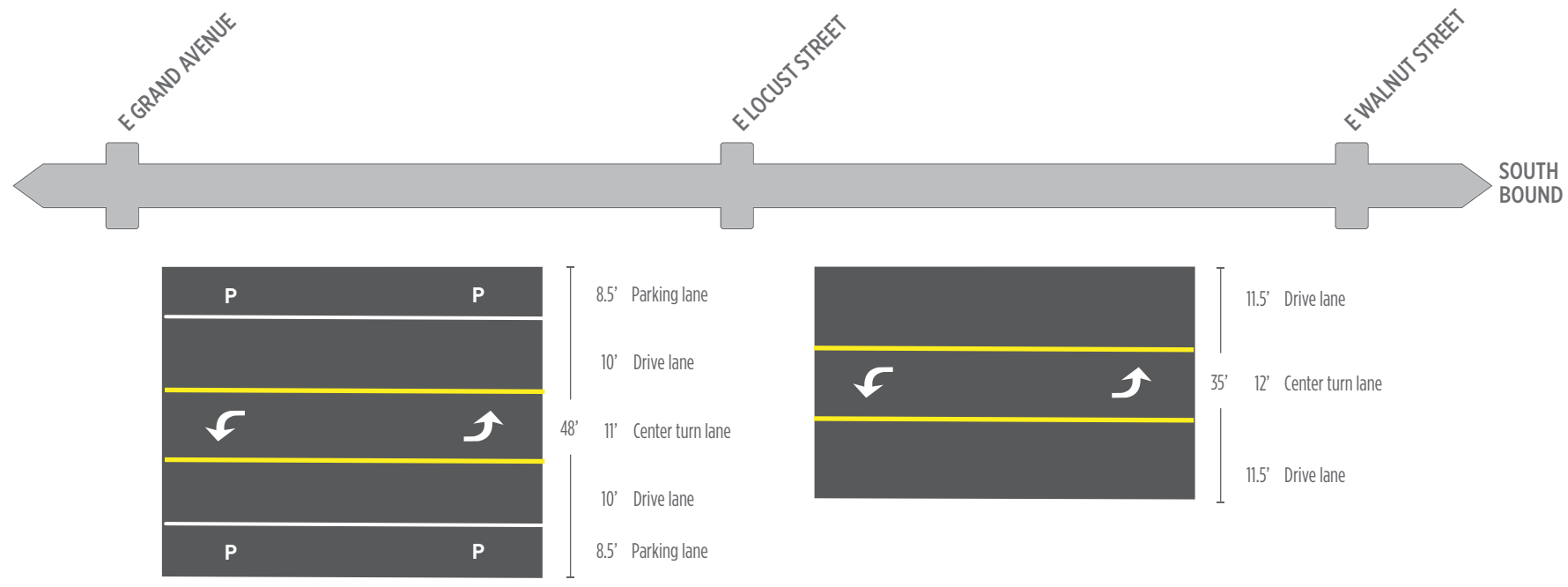
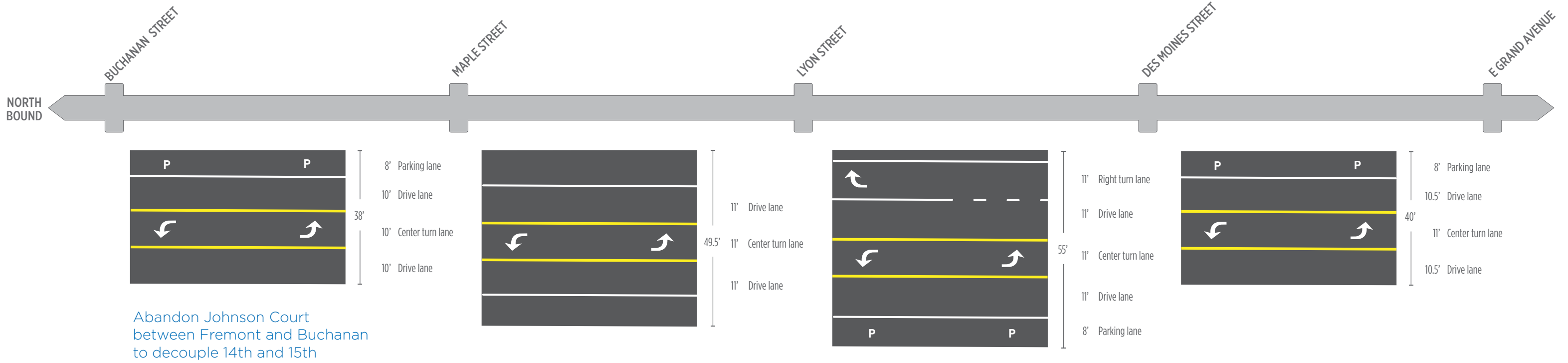
Fremont Street to E Court Avenue





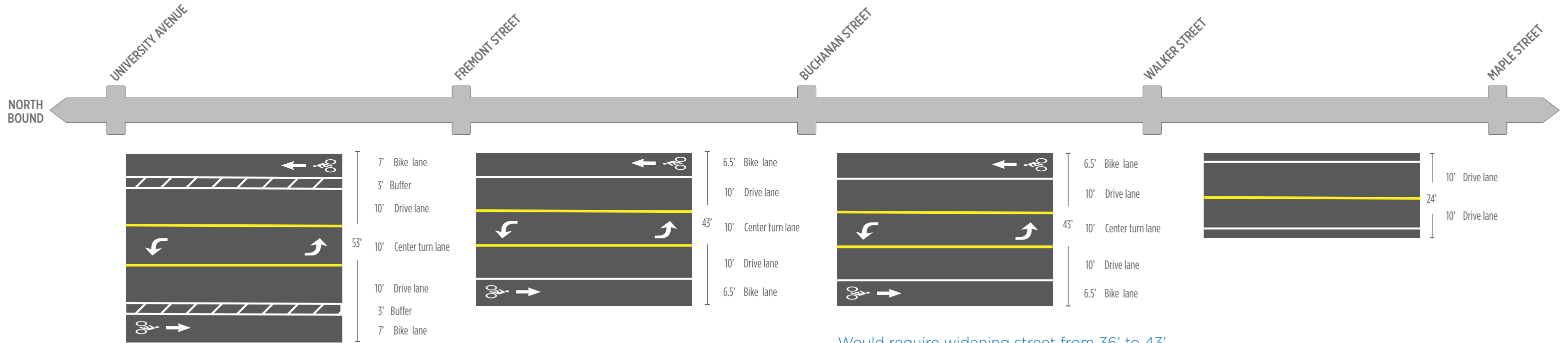
# E 15TH STREET (LONG TERM SOLUTION)

Fremont Street to E Court Avenue

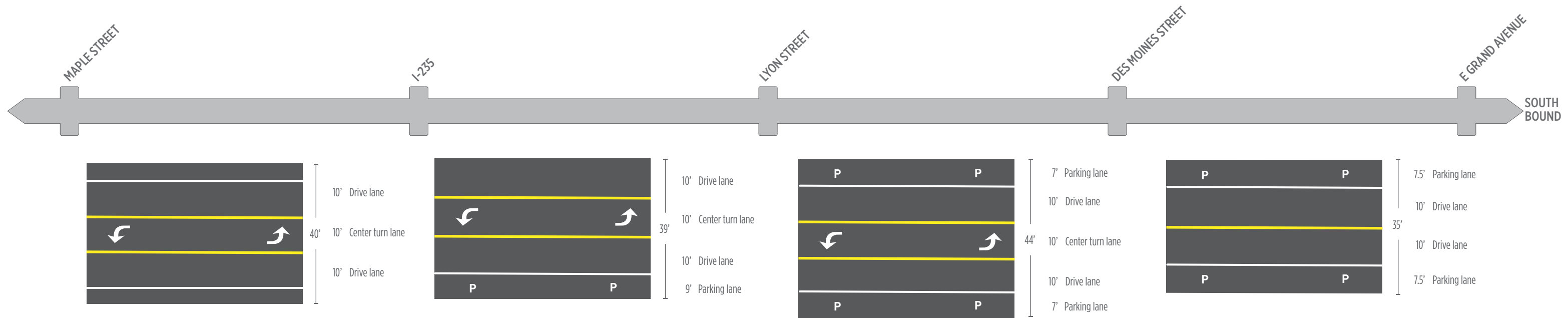


# PENNSYLVANIA AVENUE

Page 1 of 2: University Avenue to E Grand Avenue



Would require widening street from 36' to 43'.  
Bike lane continues south on E 6th.

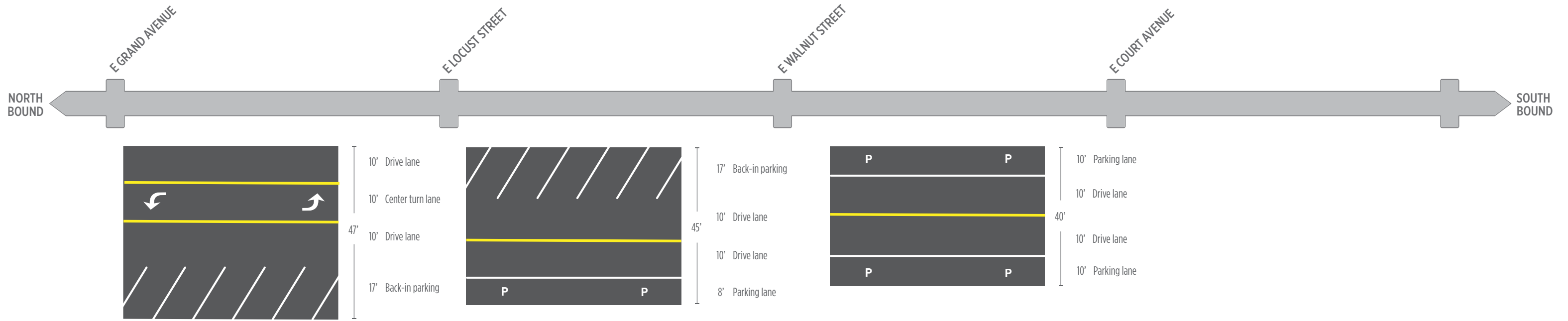


New traffic signal as part of decoupling north of I-235



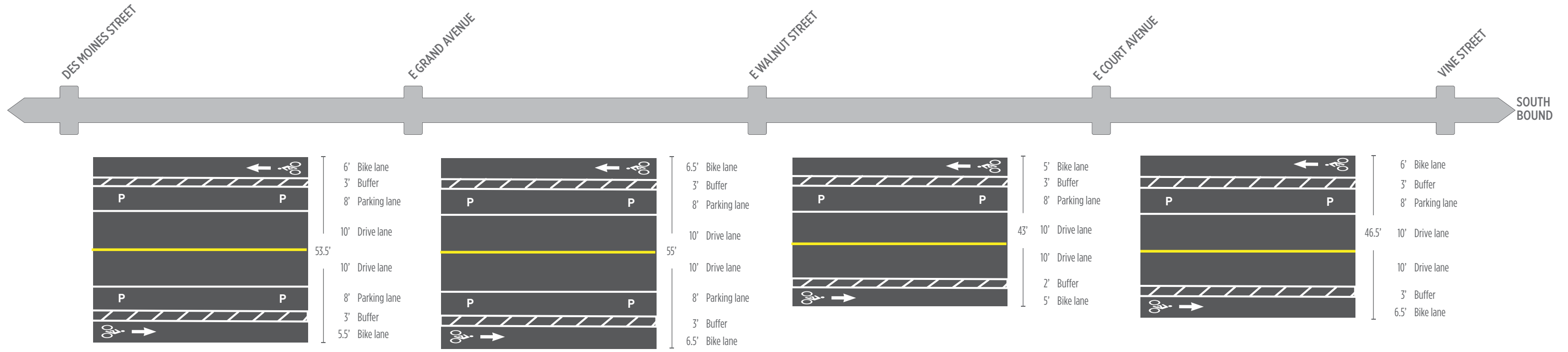
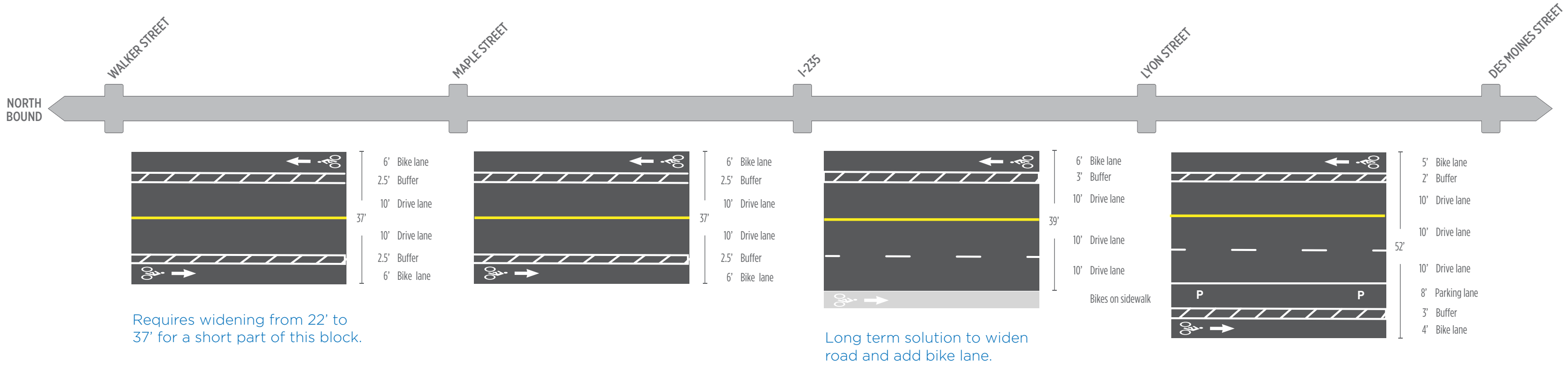
# PENNSYLVANIA AVENUE

Page 2 of 2: E Grand Avenue to E Court Avenue



# E 6TH STREET

Page 1 of 2: Buchanan Street to E Court Street



# E 6TH STREET

Page 2 of 2: E Court Street to Racoon River

