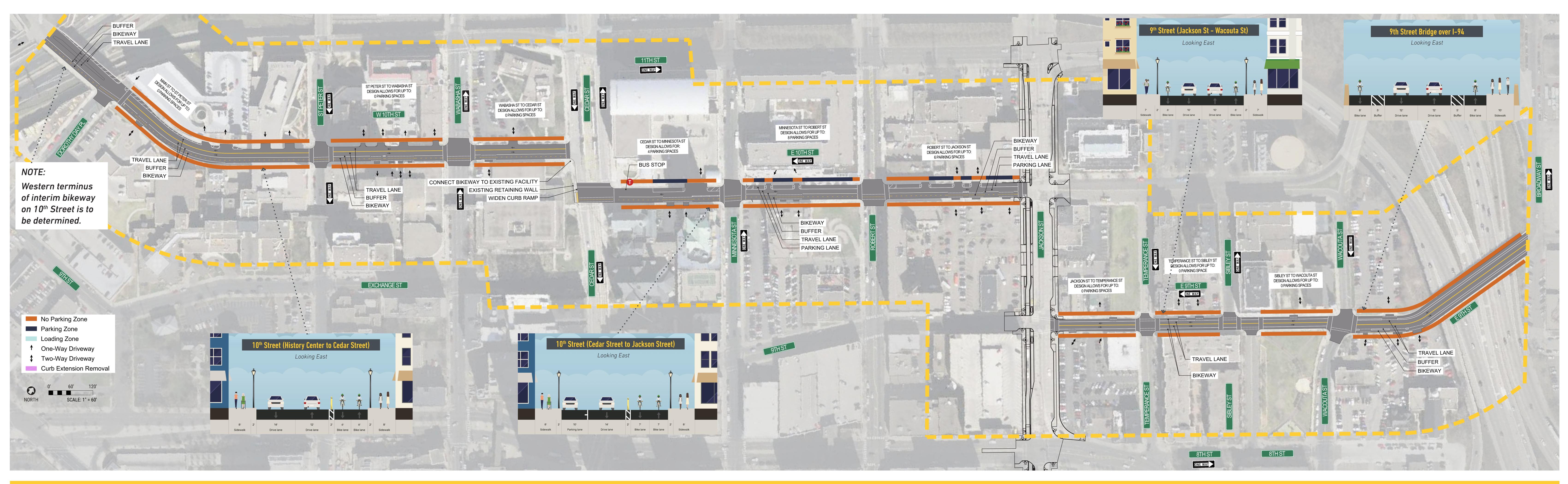


STREET/10TH STREET CORRIDOR



SEGMENT A: HISTORY CENTER TO CEDAR STREET

- Maintains two-way motor vehicle access to St. Joseph's Hospital as well as for vehicles exiting Greater on-street parking demand on this segment than others off I-94 ramp
- Less on-street parking demand on this segment
- Some portions of this segment do not currently have on-street parking
- Community members preferred two-way bikeway over on-way bikeways on both sides of street

REASONS FOR DESIGN CONCEPT RECOMMENDATIONS

SEGMENT B: CEDAR STREET TO JACKSON STREET

- Advantages of bikeway on the south side of 10th Street:
 - Avoids conflicts with Metro Transit bus stop east of Cedar Street
 - South side bikeway will minimize conflicts with fire vehicles
 - Simpler bikeway transition between 10th Street and Jackson Street

SEGMENT C: JACKSON STREET TO I-94 BRIDGE

- Maintains two-way motor vehicle travel



• Conventional, one-way bike lanes (and bike lanes with buffer) recommended due to budget constraints to construct a two-way separated bikeway

• Lower motor vehicle volumes on this segment compared to other two segments; thus the physically separated bike facility is less critical

