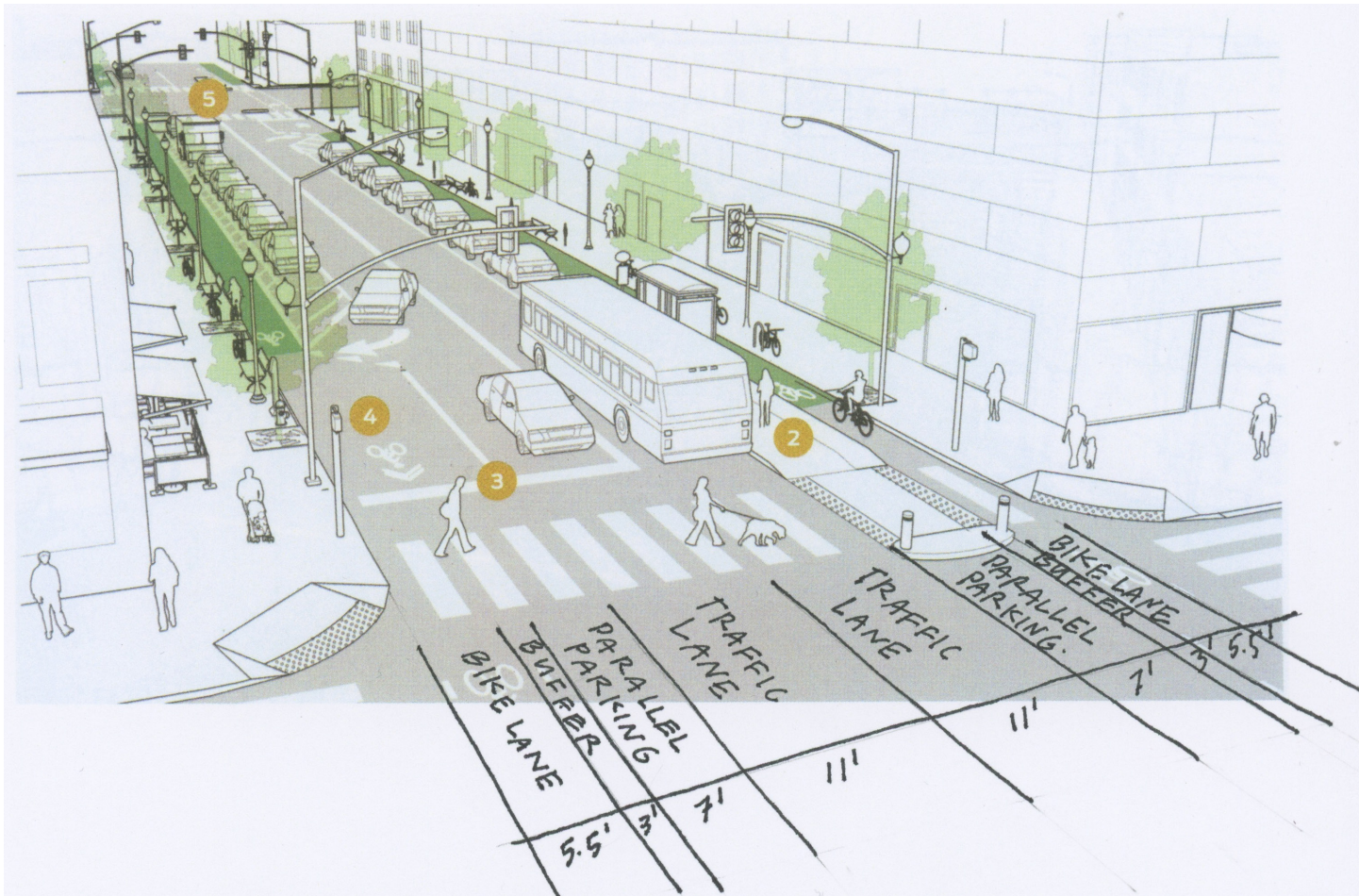


# Improve the Streetscape of the Central Avenue District



Alternate two-way street scheme. (Source: Urban Street Design Guide, National Association of City Transportation Officials, drawing modified by Shannon Criss)

### COMMUNITY NEED

The City has hired BHC Rhodes Civil Engineering to design streetscape modifications along Central Avenue between 5th to 17th Streets. Public representatives have spoken about these proposals as the first step in improving the road condition of the Avenue by repairing the road surfaces, and in the future, as money becomes available more amenities will be added. What is needed? We have taken the opportunity to relay some of the characteristics and elements that we have heard from local residents, business owners and leadership identified:

- improve the condition of Avenue sidewalks so that they are continuous,

accessible and safe

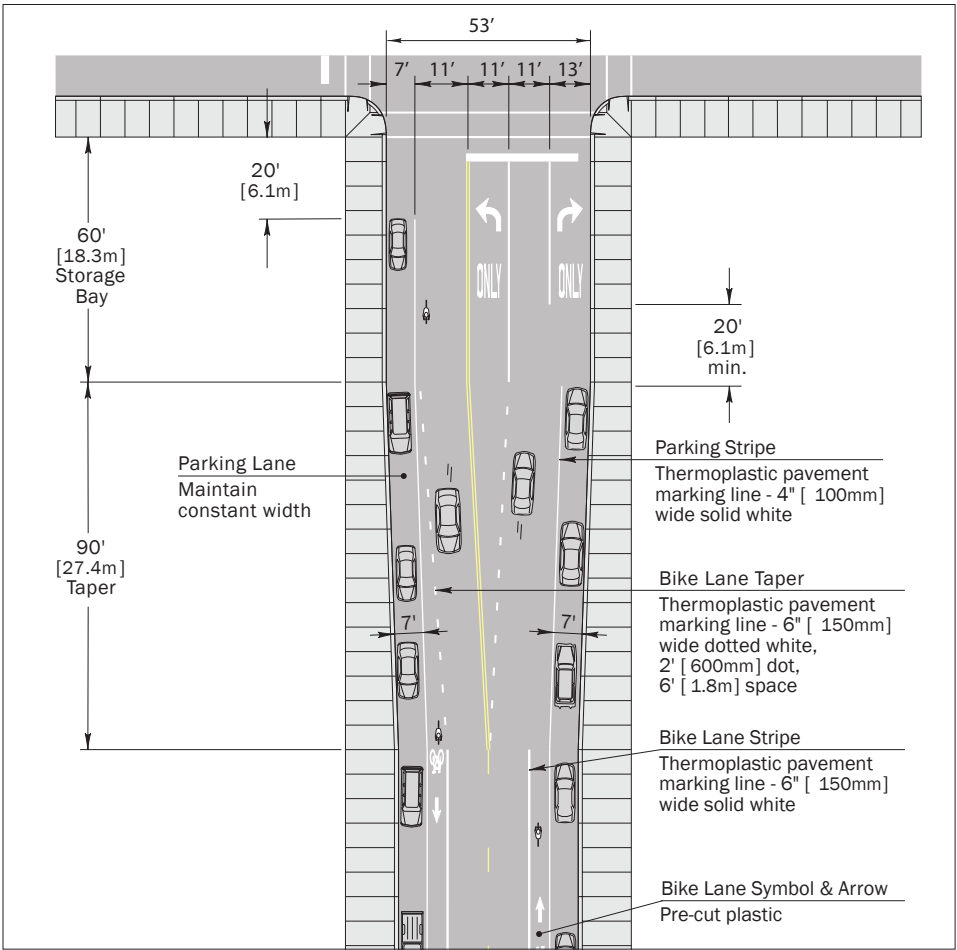
- slow down the traffic so that pedestrians can cross more safely ('road diet' strategies with pedestrian-crossing signals and marked crosswalks at block and mid-block locations)
- provide safe lanes for bicyclists;
- provide more plantings and trees to beautify the street;
- provide streetlights to make the street safer for pedestrians;
- make the Avenue more attractive to increase a street café atmosphere

It is felt by many that if the streetscape could be made to make the area more attractive, safer and supportive to local

restaurants and retail life, it will not only support local residents but will draw others outside the community to come shop and dine.

### PROCESS

Based on input from those that attended various fall events and suggestions by business owners, there is a strong suggestion to focus on improving the area between 10th to 19th Streets. The width of the Avenue has a curb-to-curb dimension ranging from 53' to 57'. Based on these dimensions, two alternative street-scape plans are developed and exhibited to illustrate what may be possible.



Alternative #2, Intersection scheme. (Source: "Bike Lane Design Guide." Chicagoland Bicycle Federation, Chicago Department of Transportation, Chicago, IL.)

*Central Avenue Alternative #1 Scheme:* 19th to 14th Streets. This scheme provides an alternative vision of incorporating a protected two-way bike lane with landscaping provided in a median to slow traffic and promote safety.

*Central Avenue Alternative #2 Scheme:* 13th to 10th Streets. This scheme provides a vision of incorporating two bicycle lanes on either side of the road, with parallel parking and a third-turning lane for vehicular traffic.

In mid-November 2015, the engineers publicly presented their proposed roadway improvement schemes. Specific dimensions were not provided on the drawings, Alternative #2 scheme could be

adapted with designated bike lanes.

### NEXT STEPS

Seek feedback from a variety of stakeholder business owners, nearby residents, civic leadership and engineers to see if the alternative schemes are appealing and possible to incorporate with the proposed roadway improvements. To incorporate these amenities in the future will require that the proposed roadwork (with traffic, bike and parking lanes) be established to receive future additions. With some coordination between community-interested parties and the engineers, we anticipate that the ultimate vision for this street can be realized—making safer, more attractive and sustainable, alternative transportation possible.

### PROJECT FACTS

Timeline: August 2015-Present

### PROJECT PARTICIPANTS

- Rabia Bajwa
- Jeremy Chuon
- Caitlin Fitzgerald
- Violette Franchi
- Shelby Hartman
- Brittany Hediger
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### COMMUNITY PARTNERS

- Central Avenue Betterment Association (CABA)
- Healthy Communities Wyandotte
- Health Care Foundation of Greater Kansas City
- Wyandotte Health Foundation

### ACKNOWLEDGEMENTS

- Marty Thoennes, CABA
- Edgar Galicia, CABA

