

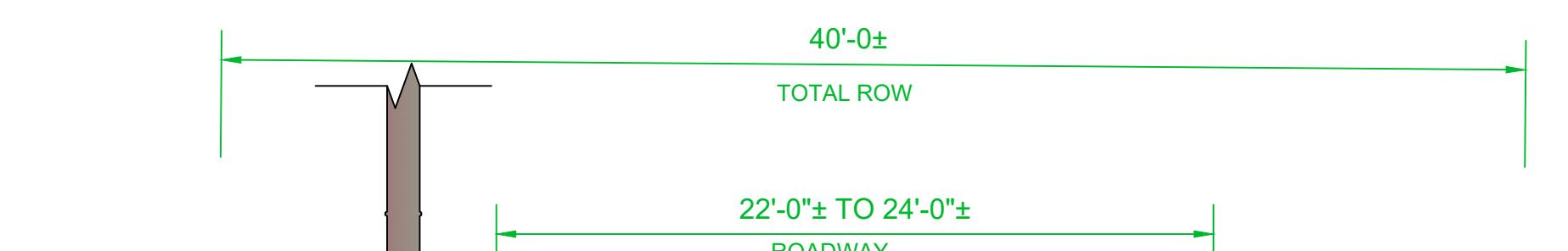


CONCEPT A
**(SPEED HUMP AND TIME RESTRICTION
FOR THRU TRAFFIC)**

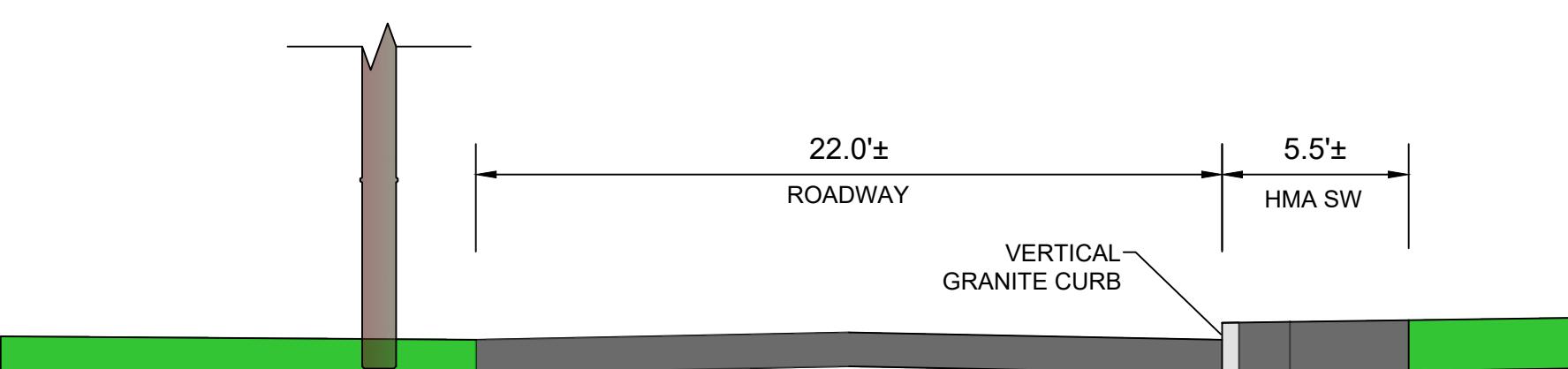
PROS	CONS
REDUCE TRAVEL SPEED	INCONVENIENCE FOR SNOW PLOWING OPERATIONS
REDUCE CUT-THROUGH TRAFFIC DURING RESTRICTED HOURS	MIGHT NOT BE EFFECTIVE WITHOUT POLICE ENFORCEMENT
PROVIDE PEDESTRIAN ACCOMMODATION ALONG SOUTHERN SIDE OF 10TH ST	CUT-THROUGH TRAFFIC WILL CONTINUE DURING UNRESTRICTED TIMES



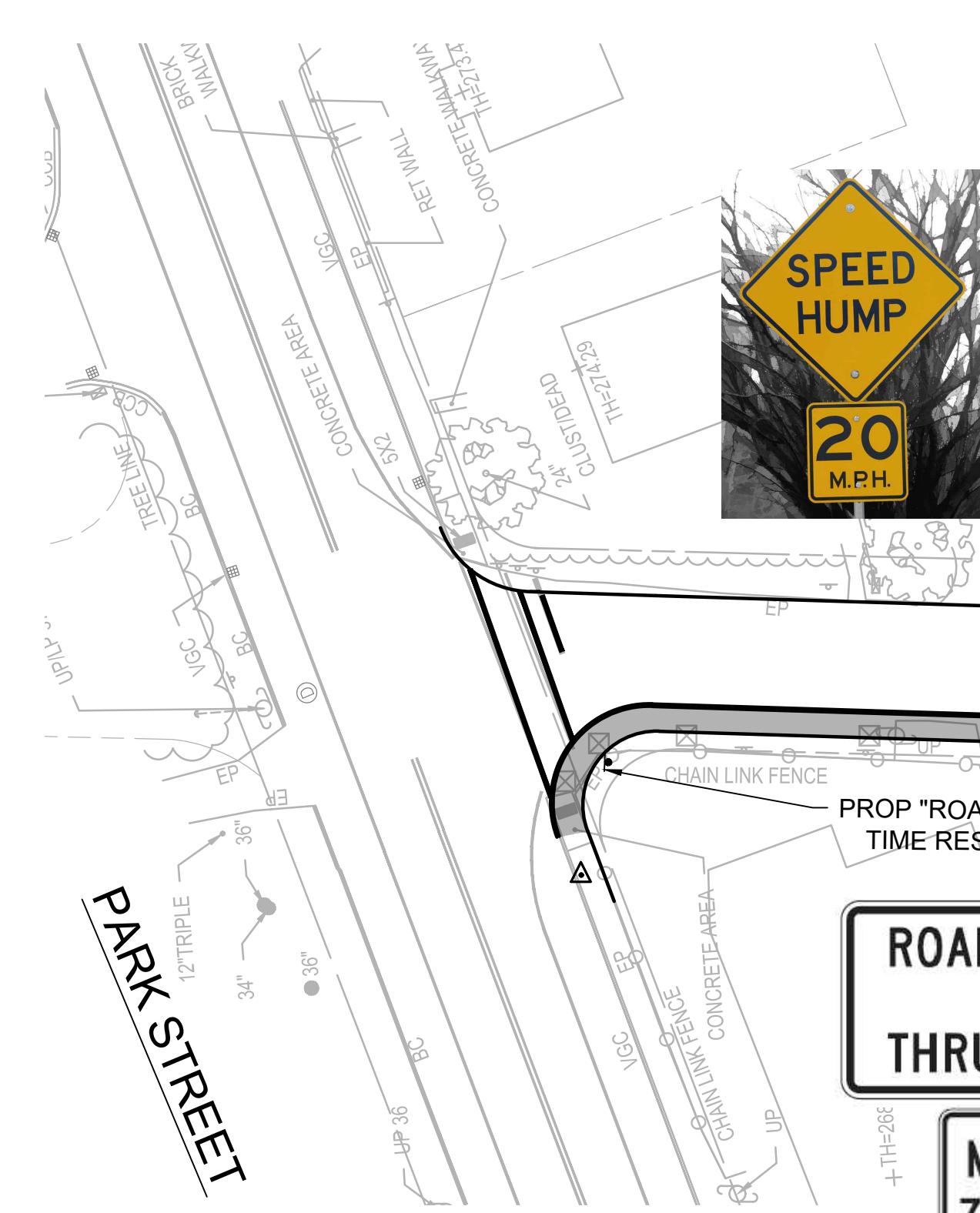
SCALE: 1" = 30'



EXISTING CONDITIONS



**PROPOSED HMA SIDEWALK
ALONG SOUTHERN SIDE**

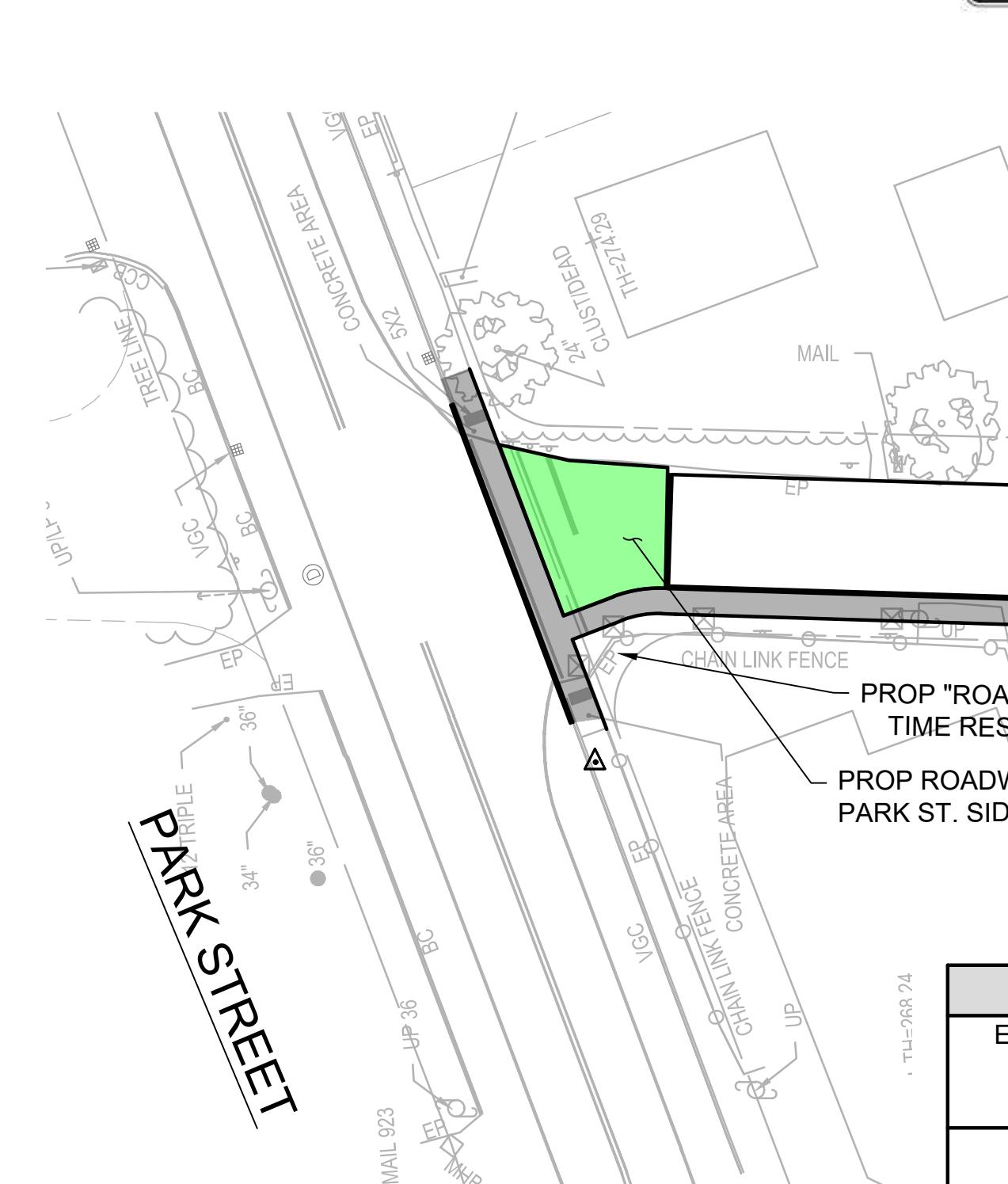


PROS	CONS
ELIMINATE WESTBOUND CUT-THROUGH TRAFFIC DURING ALL TIMES	INCONVENIENCE FOR 10TH STREET RESIDENTS NO LONGER ALLOWED TO ENTER AT TURNPIKE STREET
ELIMINATE CUT-THROUGH EASTBOUND TRAFFIC DURING PEAK COMMUTER TIMES	EASTBOUND CUT-THROUGH TRAFFIC WILL CONTINUE DURING UNRESTRICTED TIMES
PROVIDE PEDESTRIAN ACCOMMODATION ALONG SOUTHERN SIDE OF 10TH STREET	MIGHT NOT BE EFFECTIVE WITHOUT POLICE ENFORCEMENT



PROP "DO NOT ENTER" SIGN (TYP)

CONCEPT B (ONE WAY EXIT)



PROS	CONS
ELIMINATE ALL CUT-THROUGH TRAFFIC	SLIGHT INCONVENIENCE FOR 10TH STREET RESIDENT TURNING FROM TURNPIKE STREET
PROVIDE PEDESTRIAN ACCOMMODATION ALONG SOUTHERN SIDE OF 10TH STREET	SLIGHT INCONVENIENCE FOR CENTRAL FLORIST & NURSERY LOADING/ DELIVERING USING DRIVEWAY ON 10TH STREET



PROP "DEAD END" SIGN

CONCEPT C (PARTIAL ONE-WAY)



SCALE: 1" = 30'
30 0 30 60