



**Lake Street Reconstruction and Streetscape Enhancement Project
Existing and Recommended Concept Comparison – Middle Segment**

The following is a comparison of the existing roadway/sidewalk configurations and those of the recommended concept for the middle segment on a block by block basis. This table was prepared to help identify the changes to the roadway configurations and sidewalk widths in concert with the roadway layouts.

Location	Existing Configuration	Recommended Configuration
5th Avenue to Portland Avenue	Two lanes in each direction Raised median at Portland No Parking on North Side Metered Parking on South Side (7 sp) 10' wide sidewalks	Two lanes in each direction Painted median at Portland Parking on North Side (5 sp) Parking on South Side (10 sp) 10' wide sidewalks (16' at bumpouts)
Portland Avenue to Oakland Avenue	Two lanes in each direction Left turn lane at Portland (Westbound Lake to Southbound Portland) Raised median at Oakland No Parking on North Side Metered Parking on South Side (6 sp) 10' wide sidewalks	Two lanes in each direction Left turn lane at Portland (Westbound Lake to Southbound Portland) Raised median <u>across</u> Oakland No Parking on North Side No Parking on South Side 10' wide sidewalks Bumpouts on Portland Avenue sidestreet
Oakland Avenue to Park Avenue	Two lanes in each direction Left turn lane at Park (Eastbound Lake to Northbound Park) Raised median at Oakland No Parking on North Side Metered Parking on South Side (4 sp) 10' wide sidewalks	Two lanes in each direction Left turn lane at Park (Eastbound Lake to Northbound Park) Raised median <u>across</u> Oakland No Parking on North Side No Parking on South Side 10' wide sidewalks Bumpouts on Park Avenue sidestreet
Park Avenue to Columbus Avenue	Two lanes in each direction Raised median at Park Avenue No Parking on North Side Metered Parking on South Side (9 sp) 10' wide sidewalks	Two lanes in each direction Painted median at Park Avenue Parking on North Side (7 sp) Parking on South Side (6 sp) 10' wide sidewalks Bumpouts on NE quadrant of Columbus Avenue

Location	Existing Configuration	Recommended Configuration
Columbus Avenue to Chicago Avenue	Two lanes in each direction Left turns prohibited during peak hours at Chicago Avenue Metered Parking on North Side (6sp) Metered Parking on South Side (7 sp) 10' wide sidewalks	Two lanes in each direction Left Turn Lane at Chicago Avenue Painted median at Columbus Avenue No Parking on North Side No Parking on South Side 10' wide sidewalks Chicago Avenue restriped as 3-lane
Chicago Avenue to Elliot Avenue (See note at bottom of page 5)	Two lanes in each direction Left Turns prohibited during peak hours at Chicago Avenue Metered Parking on North Side (4 sp) Metered Parking on South Side (7 sp) 10' wide sidewalks	Two lanes in each direction Left Turn Lane at Chicago Avenue Left Turn Lane at Elliot Avenue No Parking on North Side No Parking on South Side 10' wide sidewalks
Elliot Avenue to 10th Avenue (See note at bottom of page 5)	Two lanes in each direction No Parking on North Side Metered Parking on South Side (7 sp) 10' wide sidewalks	Two lanes in each direction Left Turn Lane at Elliot Avenue Left Turn Lane at 10th Avenue No Parking on North Side No Parking on South Side 10' wide sidewalks Bumpouts on 10 th Avenue sidestreet
10th Avenue to 11th Avenue (See note at bottom of page 5)	Two lanes in each direction Raised median at 11 th Avenue No Parking on North Side Metered Parking on South Side (11 sp) 10' wide sidewalks	Two lanes in each direction Left Turn Lane at 10th Avenue Left Turn Lane at 11th Avenue Potential New signal at 11 th Avenue No Parking on North Side No Parking on South Side 10' wide sidewalks Bumpouts on 10 th Avenue sidestreet
11th Avenue to 12th Avenue (See note at bottom of page 5)	Two lanes in each direction Raised median at 11 th Avenue No Parking on North Side Free Parking on South Side (5 sp) 10' wide sidewalks	Two lanes in each direction Left Turn Lane at 11th Avenue Potential New Signal at 11 th Avenue No Parking on North Side No Parking on South Side 10' wide sidewalks (16' @ bumpouts)
12th Avenue to 13th Avenue	Two lanes in each direction Free Parking on North Side (9 sp) Free Parking on South Side (9 sp) 10' wide sidewalks	Two lanes in each direction Parking on North Side (5 sp) Parking on South Side (6 sp) 10' wide sidewalks (16' @ bumpouts) Bumpouts on 12 th and 13 th Avenue sidestreets

Location	Existing Configuration	Recommended Configuration
13th Avenue to 14th Avenue	Two lanes in each direction Metered Parking on North Side (9 sp) Free Parking on South Side (5 sp) 10' wide sidewalks	Two lanes in each direction Parking on North Side (6 sp) Parking on South Side (7 sp) 10' wide sidewalks (16' @ bumpouts – both sides at 13 th and only on north side at 14 th) Bumpouts on 13 th and 14 th Avenue sidestreets
14th Avenue to 15th Avenue	Two lanes in each direction Metered Parking on North Side (7 sp) Metered Parking on South Side (5 sp) 10' wide sidewalks	Two lanes in each direction Parking on North Side (7 sp) Parking on South Side (6 sp) 10' wide sidewalks (16' @ bumpouts – at 14 th north side only, both sides at 15 th) Bumpouts on 14 th and 15 th Avenue sidestreets
15th Avenue to Bloomington Avenue	Two lanes in each direction Metered Parking on North Side (9 sp) Metered Parking on South Side (9 sp) 10' wide sidewalks Left turns prohibited at Bloomington during peak hours	Two lanes in each direction Parking on North Side (7 sp) Parking on South Side (7 sp) 10' wide sidewalks (16' @ bumpouts – at Bloomington southwest side only, both sides at 15 th) Bumpouts on 15 th Avenue sidestreet Left turns prohibited at Bloomington during peak hours Bloomington Avenue restriped as 3-lane
Bloomington Avenue to 16th Avenue	Two lanes in each direction Metered Parking on North Side (8 sp) Metered Parking on South Side (3 sp) 10' wide sidewalks Left turns prohibited at Bloomington during peak hours	Two lanes in each direction Parking on North Side (7 sp) Parking on South Side (4 sp) 10' wide sidewalks (16' @ bumpouts – at Bloomington northeast side only, both sides at 16 th) Bumpouts on 16 th Avenue sidestreet Left turns prohibited at Bloomington during peak hours Bloomington Avenue restriped as 3-lane

Location	Existing Configuration	Recommended Configuration
16th Avenue to 17th Avenue	Two lanes in each direction Free Parking on North Side (8 sp) Free Parking on South Side (7 sp) 10' wide sidewalks	Two lanes in each direction Parking on North Side (7 sp) Parking on South Side (9 sp) 10' wide sidewalks (16' @ bumpouts) Bumpouts on 16 th and 17 th Avenue sidestreets
17th Avenue to 18th Avenue	Two lanes in each direction Free Parking on North Side (4 sp) Metered Parking on South Side (10 sp) 10' wide sidewalks	Two lanes in each direction Painted median at 18 th Avenue Parking on North Side (4 sp) Parking on South Side (6 sp) 10' wide sidewalks (16' @ bumpouts – bumpouts at 17 th , variable width bumpouts of 12'-16' at 18 th) Bumpouts on 17 th and 18 th Avenue sidestreets
18th Avenue to Cedar Avenue	Two lanes in each direction Left turns prohibited at Cedar during peak hours Free Parking on North Side (10 sp) Free Parking on South Side (4 sp) 10' wide sidewalks	Two lanes in each direction Left Turn Lane at Cedar Avenue Raised median at 18th Avenue No Parking on North Side No Parking on South Side 10' wide sidewalks Reconstruct Cedar as 5-lane at intersection (two lanes in each direction with center turn lanes)
Cedar Avenue to Longfellow Avenue	Two lanes in each direction Left turns prohibited at Cedar during peak hours Free Parking on North Side (7 sp) Free Parking on South Side (9 sp) 10' wide sidewalks	Two lanes in each direction Left Turn Lane at Cedar Avenue Painted median at Longfellow Avenue No Parking on North Side No Parking on South Side 10' wide sidewalks (20' at bumpout on South side at Longfellow) Reconstruct Cedar as 5-lane at intersection (two lanes in each direction with center turn lanes)
Longfellow Avenue to 19th Avenue	Two lanes in each direction Free Parking on North Side (16 sp) Free Parking on South Side (6 sp) 10' wide sidewalks	Two lanes in each direction No Parking on North Side Parking on South Side (6 sp) 12' wide sidewalk north side 13' wide sidewalk south side (20' @ bumpouts – Longfellow and 19th)

Location	Existing Configuration	Recommended Configuration
19th Avenue to 20th Avenue	Two lanes in each direction Free Parking on North Side (7 sp) Free Parking on South Side (7 sp) 10' wide sidewalks	Two lanes in each direction No Parking on North Side Parking on South Side (6 sp) 12' wide sidewalk north side 13' wide sidewalk south side (20' @ bumpouts – 19 th and 20 th)
20th Avenue to 21st Avenue	Two lanes in each direction Free Parking on North Side (16 sp) Free Parking on South Side (6 sp) 10' wide sidewalks	Two lanes in each direction Left Turn Lane at 21st Avenue Painted median at 20th Avenue No Parking on North Side No Parking on South Side 10' wide sidewalks

**** NOTE: The recommended configurations may change in the segment between Chicago Avenue and 12th Avenue based on the results of the Traffic Report that will be prepared for the Great Lakes Center Redevelopment and the Midtown Transit Center – the conditions suggested here are based on the best information available at the time of preparing this comparison and recommended configurations.**

The comparison of the existing on-street parking on Lake Street and the number of parking space associated with the recommended concept follows. Note that the number of available parking spaces under the recommended concept may increase or decrease if bumpouts are added, lengthened, and/or eliminated. The available parking spaces listed in the above table and associated with the recommended concept are based on maximizing the locations for bumpouts, and do not include any parking spaces that could be added due to driveway closures.

Parking Summary: 258 spaces existing 128 spaces under recommended concept