Before

N 8th and N 9th Sts
Existing Grid consists of primarily one-way streets

2-way Streets West of Kent increase complexity of intersections
**Volume Data**
**Already Happening**

- **N 7th St Peak Volumes:**
  - EB volumes are 3.5X higher than WB (62 / 17)

- **N 6th St Peak Volumes:**
  - WB Volumes are 4.5X higher than EB (72 / 16)

- **N 5th St Peak Volumes:**
  - EB volumes are 2.5X higher than WB (78 / 32)

- **N 4th St Peak Volumes:**
  - N/A (110/)
2-Way Meets 1-Way Leading to Confusion

1. Pedestrians – Conflicts are unexpected
2. Vehicles – Difficult to cross intersection
3. Cyclists – Unclear which direction traffic is approaching from
Solution

Proposed Network Improvements

Convert N 4th and N 5th, N 6th and N 7th – Into one-way loop roads

- Utilizes existing street grid efficiently
- Creates a consistent street network
- Eliminates turn bays at N 5th and N 7th (5 spaces x 2)
Solution
Eliminate EB Traffic at N 4th and N 6th Sts

Eliminate EB Traffic at WB Streets

• Improves Kent Ave crossing – vehicles come from only one direction

• Simplifies turn on to N 4th and N 6th - oncoming traffic no longer complicates turn from Kent Ave
Solution
Eliminate WB Traffic at N 5th and N 7th Sts

Eliminate WB Traffic at EB Streets

- Adds parking on Kent Ave – 10 spaces where turn bays used to be
- Improves N 5th and N 7th crossing – NO conflicts for pedestrians on west side
- Shorter crossing on Kent Ave – Turn bays become pedestrian islands
Summary
Kent Avenue Network Update

- Creates a clear consistent street network
- Adds parking on Kent Ave – 10 spaces
- Improves Kent Ave pedestrian crossing – by shortening crossing and minimizing conflicts
- Simplifies vehicle turns