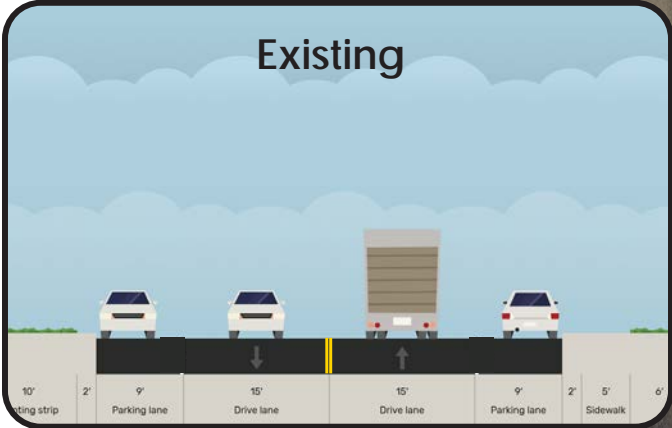




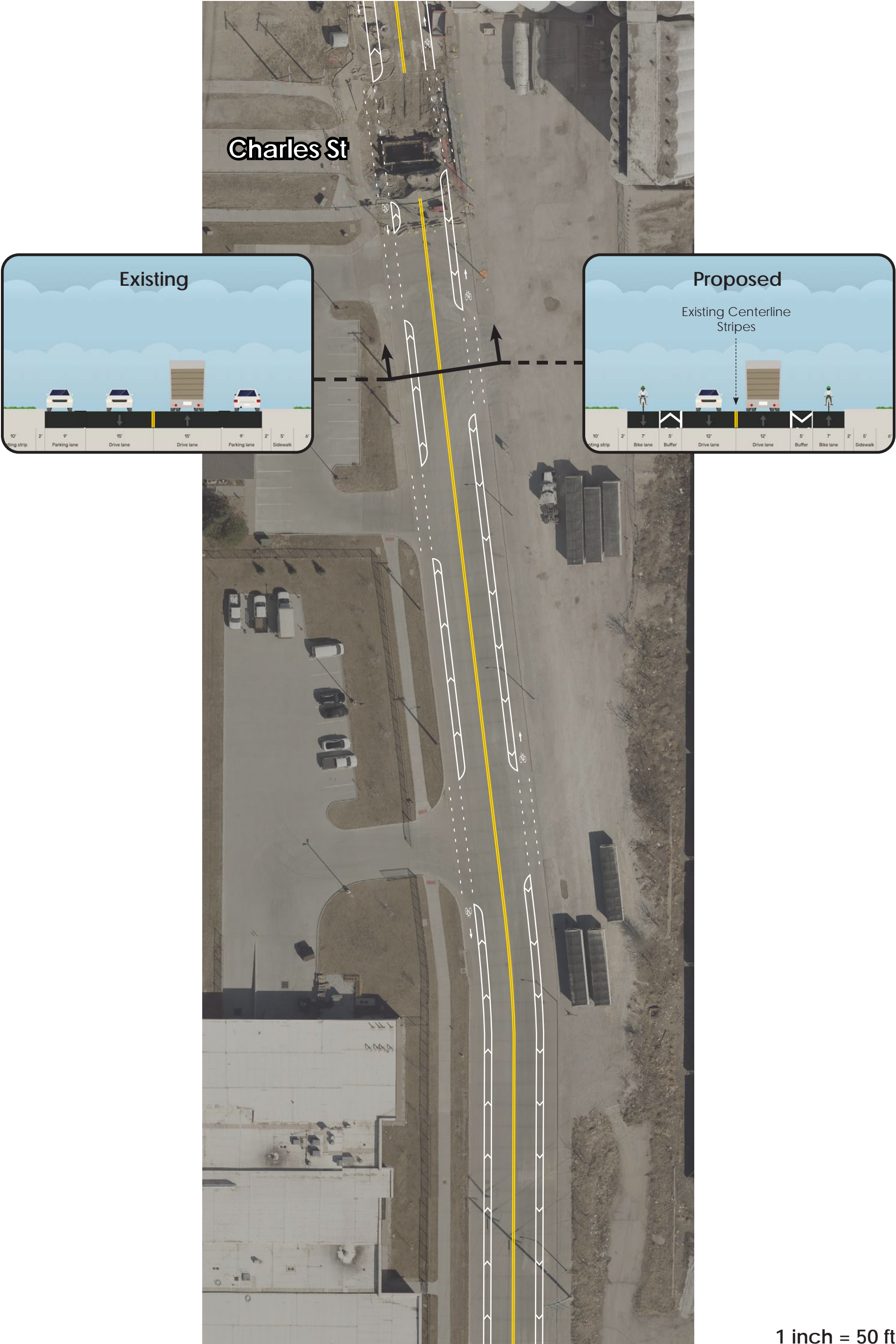
The cross-section north of Clark St is shown for reference (under construction as part of a combined sewer overflow (CSO) control project).

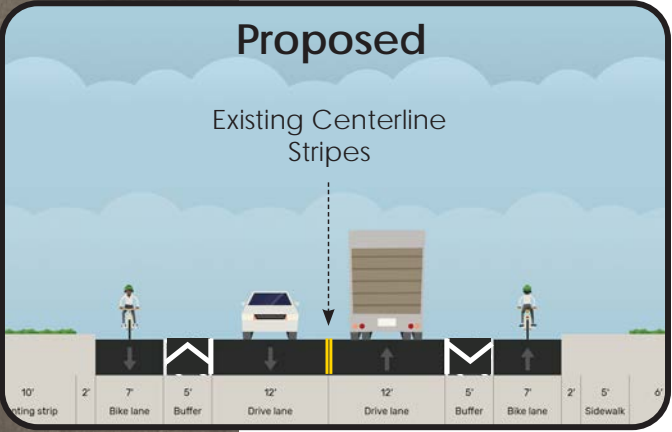
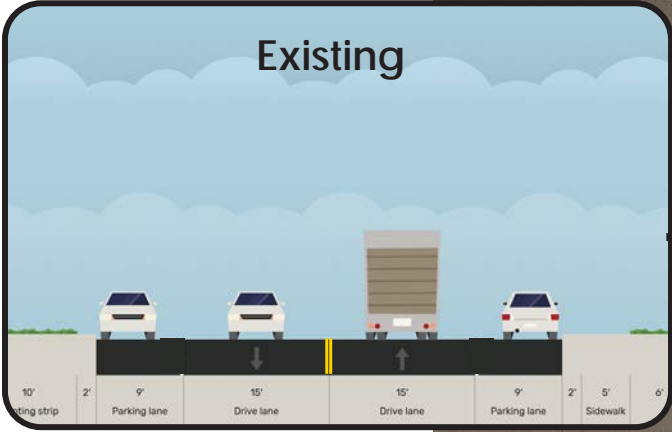


16th St between Nicholas St and Clark St currently has two wide travel lanes and allows on-street parking on both sides, although utilization of this parking is typically low.



16th St between Nicholas St and Clark St is not part of the street resurfacing project, but will be completed as a striping project concurrently with the resurfacing south of Nicholas St in order to connect the bike lanes being installed by the CSO Project to the north and the resurfacing project to the south, creating continuous bike lanes for approximately 2 miles. The concept proposes striping wide buffered bike lanes. The existing double yellow centerline striping will remain in place.

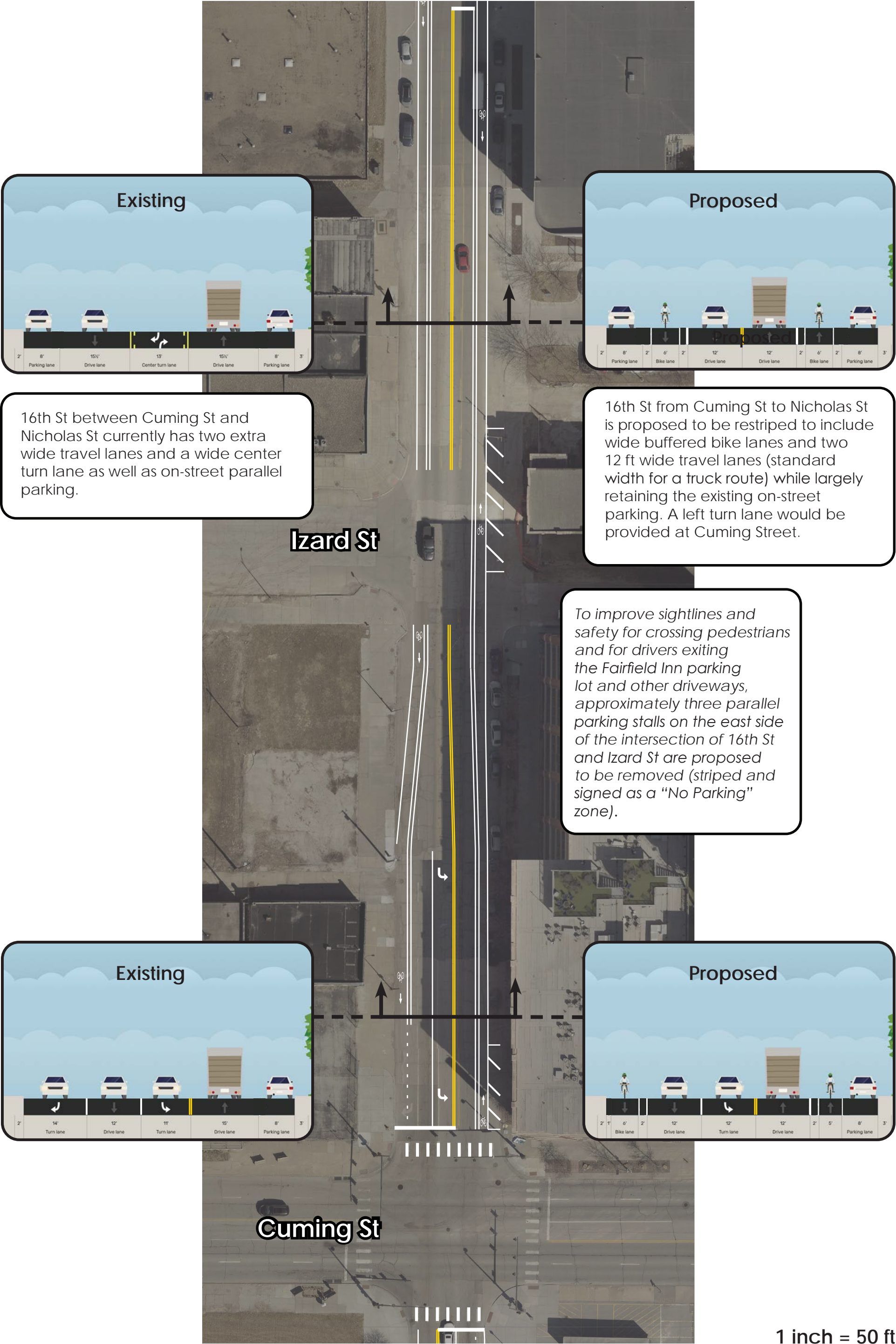


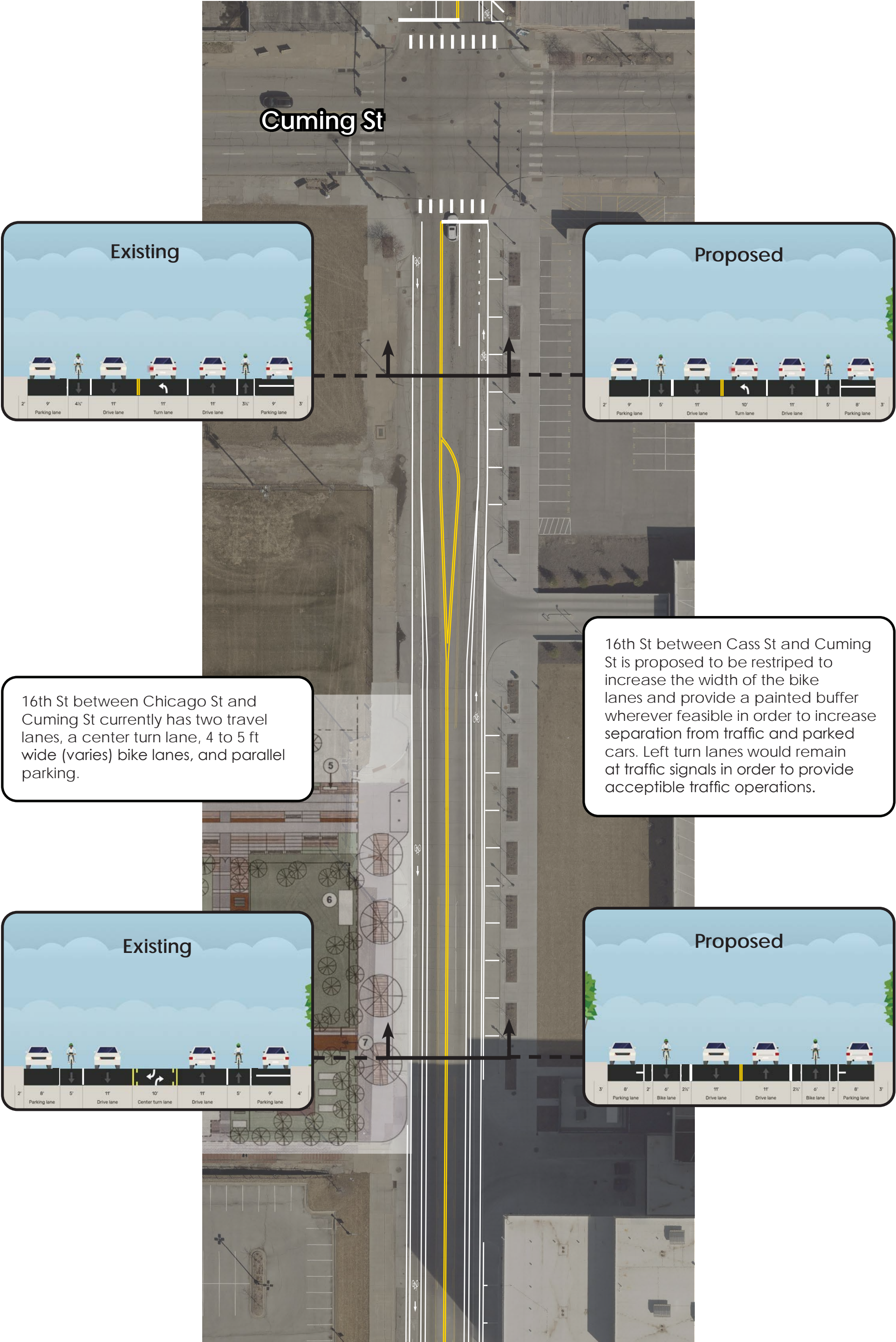


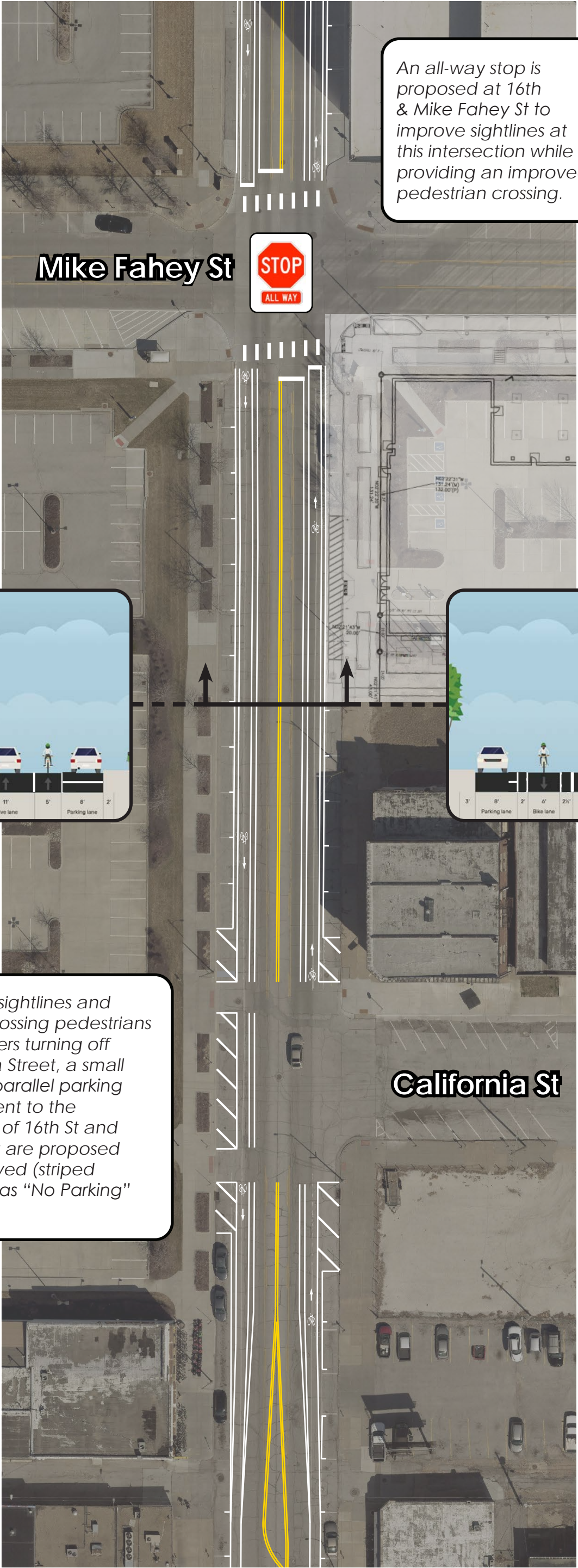
An all-way stop is proposed at 16th & Nicholas to address issues with poor sightlines at this intersection while providing an improved pedestrian crossing.

Nicholas St







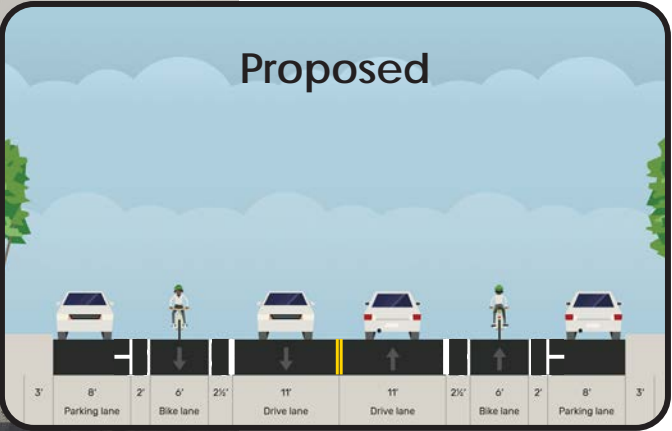
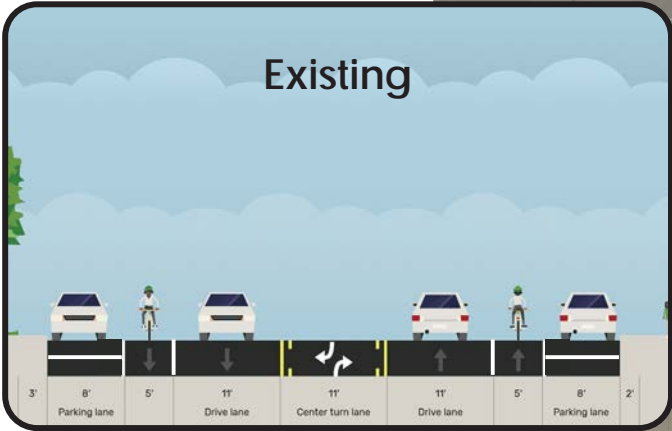


An all-way stop is proposed at 16th & Mike Fahey St to improve sightlines at this intersection while providing an improved pedestrian crossing.

Mike Fahey St



California St



To improve sightlines and safety for crossing pedestrians and for drivers turning off of California Street, a small number of parallel parking stalls adjacent to the intersection of 16th St and California St are proposed to be removed (striped and signed as "No Parking" zones).

