

Existing Conditions



Continuous curb cuts along JFK Boulevard enhances conflict potential



Lack of protection for pedestrians discourages them from walking along JFK Boulevard



Missing or unidentified crosswalks discourage walkability



Unmanaged on-street parking and lack of sidewalks disconnect the neighborhood



Good street furniture and planters



Long separations between crosswalks presents a lack of awareness of pedestrians



Lots of paving encourages high traffic speeds

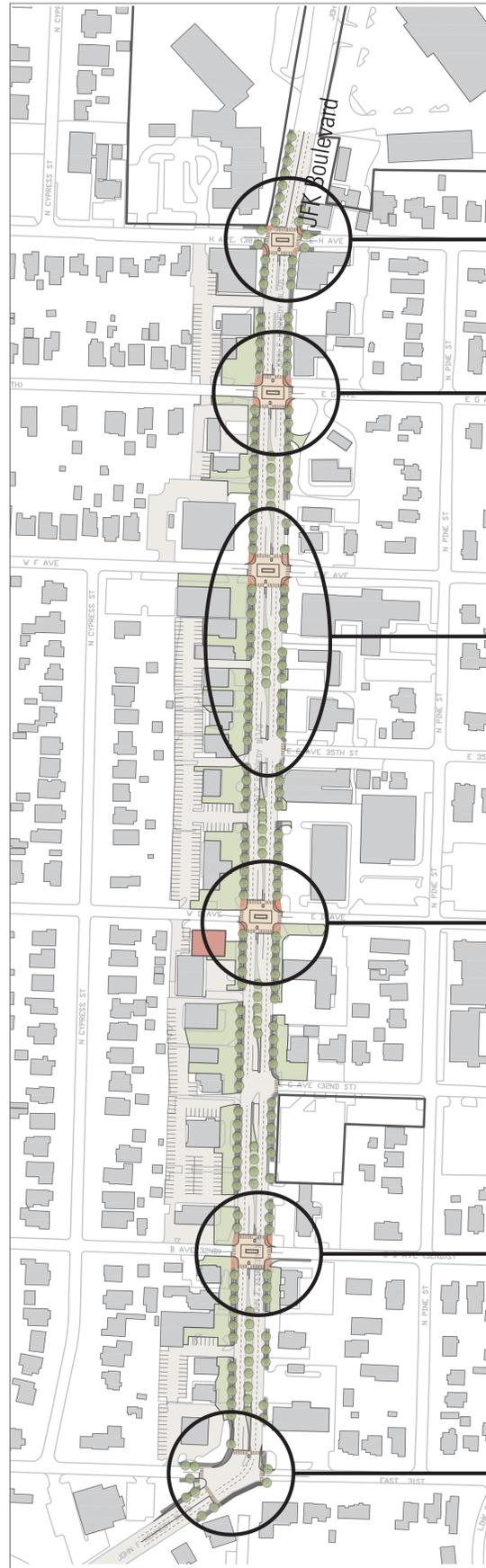


Too many obstacles inhibits pedestrian movement

Photomorph Visioning of A Avenue/Cherry Hill Intersection



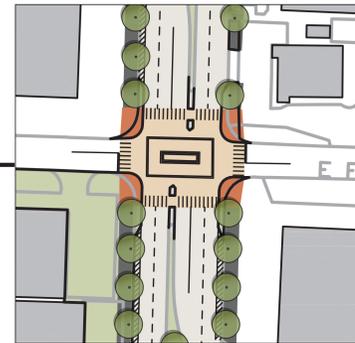
JFK Boulevard Proposed Improvements



Proposed Intersection Improvements

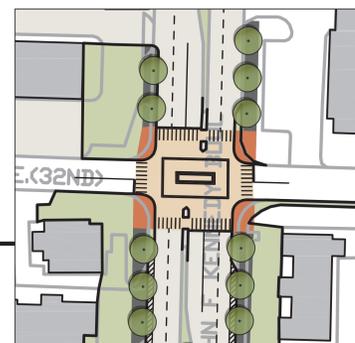


Proposed H Avenue - enhance corners, reduce lane width, enhance crosswalks

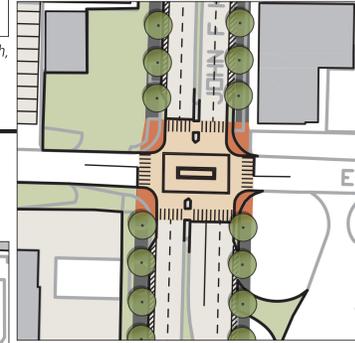


Proposed F Avenue - enhance corners, reduce lane width, enhance crosswalks, extend medians, reduce continuous curb cuts through access management

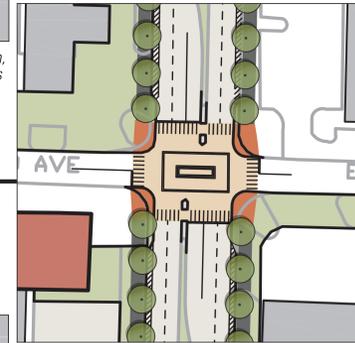
Option: Create shared parking in rear of buildings to alleviate need for parking in front, then front can be greens, outdoor dining or public gathering spots.



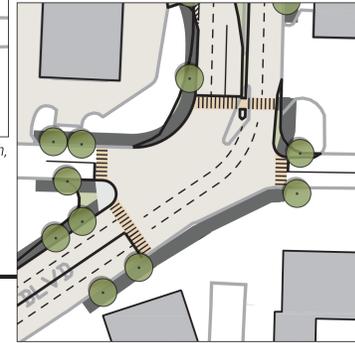
Proposed B Avenue - enhance corners, reduce lane width, enhance crosswalks, extend medians



Proposed G Avenue - enhance corners, reduce lane width, enhance crosswalks, extend medians



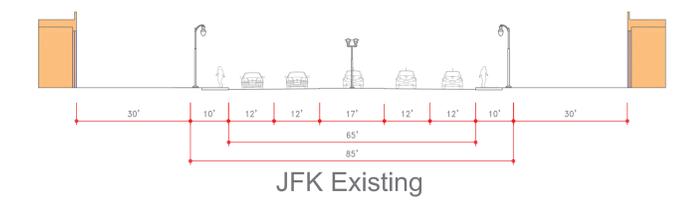
Proposed D Avenue - enhance corners, reduce lane width, enhance crosswalks, extend medians, promote buildings to build to the corner



Proposed A Avenue/Cherry Hill - enhance corners, fix left turn, reduce lane width, enhance crosswalks

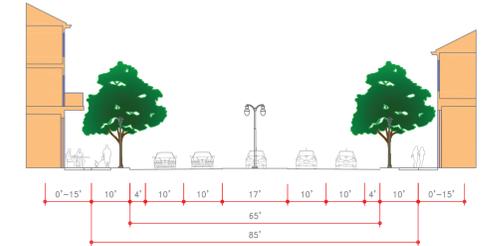
Option: This may be a candidate for a round-a-bout, or Elipt-a-bout, further engineering and traffic modeling required for

Street Cross Sections



JFK Existing

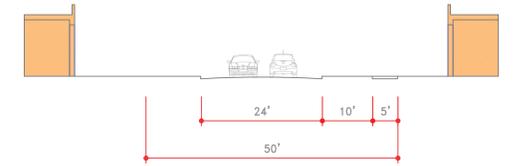
Existing JFK Boulevard Typical Street Section



JFK Proposed

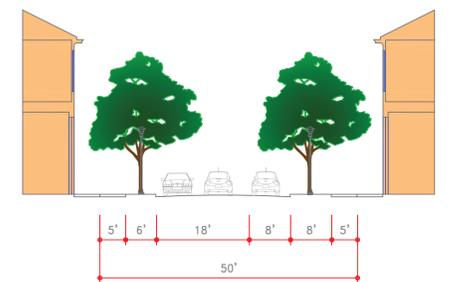
Proposed JFK Boulevard Typical Street Section - Lane width reduction, median extensions (still permitting left turn bays), buffer created on the sidewalk edge, sidewalk moved 5 feet off of curb for landscaping and street trees, additional sidewalk provided by new development.

Option: Buffer would be the minimum for a bike lane, though preferred width is 5 feet minimum. In addition, bike boxes would be required at intersections in the right lanes for bike preference during traffic flow as lights change.



Existing East and West Alphabet Streets

Existing Side Street Typical Street Section



Proposed East and West

Proposed Side Street Typical Street Section - Typical perpendicular streets to JFK Boulevard have enough room for two way traffic, plus one side of parallel parking and sidewalks on both sides.

Option: Where a new development desires additional parking, more room can be provided for that parking (8 feet for additional parallel; 12 feet to change one side parallel to angled)