



Existing Photo 12a: Photo taken from U.S. 30 looking westerly along the U.S. 30 corridor



Existing Photo 12c: Photo taken from U.S. 30 looking southerly along 2nd Street, the primary corridor to the downtown and school



Example 12e: Directional sign showing three destinations



Example 12f: Decorative pavement (colored & stamped concrete)



Example 12g: Decorative light and banner



Photo edit 12b: Proposed way-finding signage helps eliminate multiple signs that create a cluttered look while strengthening the city's identity



Photo edit 12d: Decorative lighting with banners, ADA compliant sidewalks, way-finding directional signage, decorative pavement for crosswalks all aid in emphasizing the importance of this corridor to visitors



Legend	
(A)	8' MINIMUM VERTICAL CLEARANCE
(B)	2' MINIMUM HORIZONTAL CLEARANCE
(C)	5' WIDE SIDEWALK (RECOMMENDED MINIMUM)

Typical section 12h: Proposed typical sidewalk section

### Sidewalk Accessibility

Accessibility means different things to different people, depending upon their experience and needs. Ensuring pedestrian accessibility requires the consideration of a number of factors including: width, surface materials used, longitudinal and cross slope, distance from horizontal and vertical obstructions, site distances and clear zones at intersections, surface finish, joint construction, and presence of curbs or steps.

The typical section shown in 12h illustrates the minimum recommended widths for the sidewalks and the minimum vertical and horizontal distance needed from obstructions.

### Streetscape Enhancements Overview

Establishing a streetscape that is both functional and aesthetic is critical to attracting visitors, future development, and potential businesses. The streetscape must be able to effectively accommodate both vehicular and pedestrian traffic while being inviting to both the businesses and visitors.

Decreasing excess signage by implementing an organized way-finding system as shown in photo edit 12b can greatly improve the corridor aesthetics.

### Complete Streets

Establishing a successful streetscape is not just about curb appeal; it is also about taking into account users of all ages and abilities, regardless of their mode of transportation. This method of design is called Complete Streets. Complete Streets enable safe, convenient, and comfortable travel. The proposed concept shown in photo edit 12d illustrates this approach.

Some of the benefits of the proposed concept include improved accessibility, connectivity, safety, enhanced way-finding, and circulation.

Second Street is a primary corridor; however, to visitors there is nothing to distinguish it from the other streets. The concept shown in photo edit 12d illustrates some of the enhancements proposed to depict its importance. These same enhancements will continue along 2nd Street, through the downtown and to the school. It is essential to continue carrying out the same elements along the entire corridor and not introduce new styles or materials to avoid creating a look of chaos.

Images 12e through 12g show the proposed way-finding directional signage, the decorative stamped concrete crosswalk, and the decorative light.