



Existing 7th St. corridor looking east from 1st Ave.



Existing 5th Ave. corridor south of 5th St. & RR tracking looking north



Pedestrian safety signage



Existing 5th St. looking east photo taken between 12th & 13th Ave.



Proposed Concept: This Primary Corridor incorporates improvements to enhance connectivity, safety, accessibility, and way-finding. Refer to board 10 for additional information on sidewalks and Primary Corridors.

Seventh Street (Primary Corridor) Enhancements

Seventh Street is one of the main routes that students take to get to the Durant schools. Residents indicated their concern for the safety of student pedestrians because there are no sidewalks in the block between 1st Ave. and 3rd Ave. and there are a lot of vehicles that use the street. To increase the safety of students who are walking and biking, the sidewalk width along 7th St. is proposed to be 6 feet wide. ADA-compliant curb ramps, along with painted and signed crosswalks, will further increase pedestrian safety.

Pedestrian and vehicular lighting is proposed for both safety and way-finding. Banners on the lights along 7th St. that incorporate the school logo and colors will enhance the identification of the corridor leading to the school.



Proposed Concept: This Primary Corridor incorporates improvements to enhance connectivity, safety, accessibility, way-finding, and aesthetics. Refer to board 10 for additional information on sidewalks and Primary Corridors.

Fifth Avenue (Primary Corridor) Enhancements

Fifth Avenue on the south side of 5th Street (Hwy. 6) is one of the main routes that residents on the south side of town use to access the Business Corridor, school, city parks, library, and municipal buildings. The primary concern of residents is for the safety of pedestrians due to the condition of the sidewalks and railroad pedestrian crossing.

The enhancements proposed and illustrated above include: 6' wide sidewalk, wider pedestrian railroad crossing to match the travelway of the sidewalk, vehicular and pedestrian lights for nighttime safety, banners to assist with way-finding, railway crossing safety signage for pedestrians, replacement of gravel along roadway edge with maintained grass, and reduction of access drives near the intersections to enhance safety and improve circulation.



Proposed Concept: This edit illustrates the streetscape elements that are proposed to be carried out from the Downtown District.

Business District

The Business District is one part of the Business Corridor; the other part is the Downtown District, which is addressed on Boards 14 and 15. The Business District is located on either side of the Downtown District and serves as the primary gateway.

The proposed concept is to create a unified Business Corridor where the streetscape character established in the downtown is extended into the Business District. As illustrated above, this is accomplished by: 6' wide sidewalks on each side of the street, pedestrian and vehicular lighting to highlight the area at night as well as provide for nighttime safety, permeable paving for the on-street parking area to assist in storm-water management, deciduous street trees in the grass boulevards to provide shade and enhance aesthetics, painted crosswalk at intersections for safety, and banners and way-finding signage to guide visitors.

Durant Corridors & Business District

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