

street alternatives



Existing Conditions

- Four Travel Lanes with Continuous Center Turn Lane
- Heavy and Fast Traffic
- Narrow Sidewalks and Unsafe Pedestrian Crossings
- Utility Lines in Sidewalk



Proposed Option I: "Road Diet"

- Two Travel Lanes with Center Turn Lane, much like Broad Ripple Ave.
- Reclamation of Street for Expanded Sidewalks & Pedestrian Use
- Narrower Street to Calm Traffic
- Room for Additional Landscaping and Pedestrian-Scale Lighting
- Relocation or Burial of Utility Lines



Proposed Option II: "Parkway"

- Elimination of select deteriorated buildings along 16th Street
- Creation of wide "parkway" to connect Monon Trail to Fall Creek Greenway
- Two Travel Lanes with Center Turn Lane, much like Broad Ripple Ave.
- Reclamation of Street for Expanded Sidewalks & Pedestrian Use
- Narrower Street to Calm Traffic
- Relocation or Burial of Utility Lines

Can We Reduce the Lanes?

Traffic along 16th Street is both an asset and a liability. Traffic is needed to support the retail and other commercial activities desired along the corridor by the neighborhood. At the same time, the volume and speed of traffic combined with narrow sidewalks produce a very unsafe and uncomfortable pedestrian experience—which is also needed and desired by the neighborhood. Recently the Broad Ripple Village neighborhood faced a similar issue with Broad Ripple Avenue, which had two travel lanes in each direction with a parking lane on each side. The road was restriped to make one travel lane in each direction with a center turn lane. By comparing the traffic volumes on 16th Street to Broad Ripple Avenue (which need to be updated should this option be considered), it can be seen that 16th Street actually has less traffic, making the three-lane option an option for further consideration.

Broad Ripple Avenue Traffic Volumes



16th Street Traffic Volumes



16th at Alabama



16th at Central



16th at Delaware

