All images of the 1st Avenue reconstruction project show a view of 1st Avenue from an overhead perspective looking northbound from the center of the cross section. As the image looks northbound, east is located to the viewers right, south is located closest to the bottom of the image frame, and west is located to the viewers left.

On the existing stretch of road south of the Greenway the image shows from left to right: 5 foot sidewalk, 4.5 foot grass boulevard, two 14 foot northbound travel lanes, one 6 foot northbound bike lane, 4.5 foot grass boulevard, and 5 foot sidewalk.

For the new concept for the stretch of road south of the Greenway the image shows from left to right: 6 foot sidewalk, 8 foot bidirectional (north and southbound) bike lane that will be normalized to the height of the sidewalk, 7.5 foot grass greenway, two 10 foot northbound travel lanes, 5 foot grass green space, and 6 foot sidewalk.

On the existing stretch of road between the Greenway to 28th Street the image shows from left to right: 4 foot boulevard, 8 foot sidewalk, one 12 foot and one 14 foot northbound travel lanes, one 6 foot northbound bike lane, 4.5 foot grass boulevard, and 5 foot sidewalk.

For the new concept for the stretch of road between the Greenway to 28th Street the image shows from left to right: 6 foot sidewalk, 8 foot bidirectional (north and southbound) bike lane that will be normalized to the height of the sidewalk, 5 foot grass greenway, 9 foot parking zone, 10 foot northbound travel lane, 7.5 foot grass green space, and 6 foot sidewalk.

On the existing stretch of road between 28th Street to Franklin Avenue the image shows from left to right: 6 foot sidewalk, 12 foot bidirectional (north and southbound) bike lane, 6 foot easement for bollards, 10 foot northbound travel lane, 8 parking zone, and 6 foot sidewalk.

For the new concept for the stretch between 28th Street to Franklin Avenue the image shows from left to right: 6 foot sidewalk, 8 foot bidirectional (north and southbound) bike lane that will be normalized to the height of the sidewalk, 9.5 foot grass greenway, 10 foot northbound travel lane, 8 foot parking zone, 5.5 foot grass green space, and 6 foot sidewalk.

On the existing stretch of road between Franklin Avenue to 16th Street the image shows from left to right: 6 foot sidewalk, 10.5 foot bidirectional (north and southbound) bike lane, 3 foot easement for bollards, 8 parking zone, 10 foot northbound travel lane, 8 parking zone, and 6 foot sidewalk.

For the new concept for the stretch between Franklin Avenue to 16th Street the image shows from left to right: 6 foot sidewalk, 8 foot bidirectional (north and southbound) bike lane that will be normalized to the height of the sidewalk, 9.5 foot grass greenway, 10 foot northbound travel lane, 8 foot parking zone, 5 foot grass green space, and 6 foot sidewalk.

On the existing stretch of road north of 16th Street the image shows from left to right: 6 foot sidewalk, 12 foot bidirectional (north and southbound) bike lane, 8.5 foot easement for bollards, two 10 foot northbound travel lanes, and 6 foot sidewalk.

For the new concept regarding Green Stormwater Infrastructure for the stretch north of 16th Street the image shows from left to right: 6 foot sidewalk, 8 foot bidirectional (north and southbound) bike lane that will be normalized to the height of the sidewalk, 9.5 foot grass greenway, two 10 foot northbound travel lanes, 9.5 foot grass green space, and 9 foot sidewalk.

For the new concept regarding parking for the stretch north of 16th Street the image shows from left to right: 6 foot sidewalk, 8 foot bidirectional (north and southbound) bike lane that will be normalized to the height of the sidewalk, 5 foot grass greenway, 9 foot parking zone, two 10 foot northbound travel lanes, and 8 foot sidewalk.