

Alternative A1—Revised “woonerf” street

Measurements:

11 foot decluttered sidewalk, 8 foot parking lane with curb extensions, 11 foot drive lane with sharrows, center line, 11 foot drive lane with sharrows, 8 foot parking lane with curb extensions, 11 foot decluttered sidewalk

There are 47 parallel parking spaces distributed on both sides of the street between 8th Street and Ridge McIntire Road. There is an option to replace some parking spaces with parklets, outdoor dining or bicycle parking.

Raised intersections from previous version have been eliminated. Intersections have mini roundabouts for traffic calming.

The travel lanes are bicycle/motor vehicle shared.

At bus stops, bicycles are able to pass stopped buses on the right by following a designated path called a “bicycle queue jump”

Sidewalk level is maintained at driveway crossings.

Tree and planting zone located within curb extensions.

Alternative A2—Dual cycle track on north side

Measurements:

9 foot decluttered sidewalk, 8 foot parking lane with curb extensions, 11 foot drive lane, center line, 11 foot drive lane, 3 foot buffer, 5 foot bike lane, 5 foot bike lane, 8 foot decluttered sidewalk

There are 28 parallel parking spaces located on the south side of the street between 8th Street and Ridge McIntire Road. There is an option to replace some parking spaces with parklets, outdoor dining or bicycle parking.

Two-way cycle traffic is located in protected lanes on the north side of the street. There are transition zones to traditional bike lanes at 4th Street and 10th Street.

Locating both bicycle lanes on one side of the street reduces eliminates the need for a buffer on both sides of the street.

Sidewalk and cycle track level is maintained at driveway crossings.

Tree and planting zone located within curb extensions on the south side of the street, and within the cycle track buffer on the north side of the street.

Alternative B1—Multi-use Boulevard with parking in center; typical cross-section

Measurements:

10 foot sidewalk, 11 foot drive lane with sharrows, 18 foot back-in angled parking with tree stops, 11 foot drive lane with sharrows, 10 foot sidewalk

There are 70-80 back in angled parking spaces in the center of the street from 8th Street to Ridge McIntire Road.

The travel lanes would be bicycle/motor vehicle shared.

There is an option for the center parking lane to serve other uses at specific times. For example, during morning rush hour it would be closed to parking and used as a bicycle priority lane. The parking could also be closed on Saturdays for special events.

Sidewalk level is maintained at driveway crossings.

Trees are planted within the 10 foot sidewalk on both sides as well as interspersed in the center parking lane.

The idea is modeled after a project in Lancaster,

CA: <https://www.youtube.com/watch?v=pojylzK2uSM>

Alternative B2—Multi-use Boulevard; Bus Bulb detail for the stops west of 4th Street.

Measurements:

9 foot sidewalk, 5 foot bike queue jump, 6 foot transit shelter zone, 10 foot travel lane, centerline, 10 foot travel lane, 6 foot transit shelter zone, 5 foot bike queue jump, 9 foot sidewalk

Center parking is discontinued and curb extensions with transit shelters narrow the road to two 10 foot travel lanes.

At the bus bulb, bicycles are able to pass stopped buses on the right by following a designated path called a “bicycle queue jump”

10th Street to Jefferson Park Avenue

Measurements:

9.5 foot sidewalk, 5 foot bike lane, 11 foot travel lane, center line, 11 foot travel lane, 5 foot bike lane, 7 foot parking lane with curb extensions, 11.5 foot sidewalk