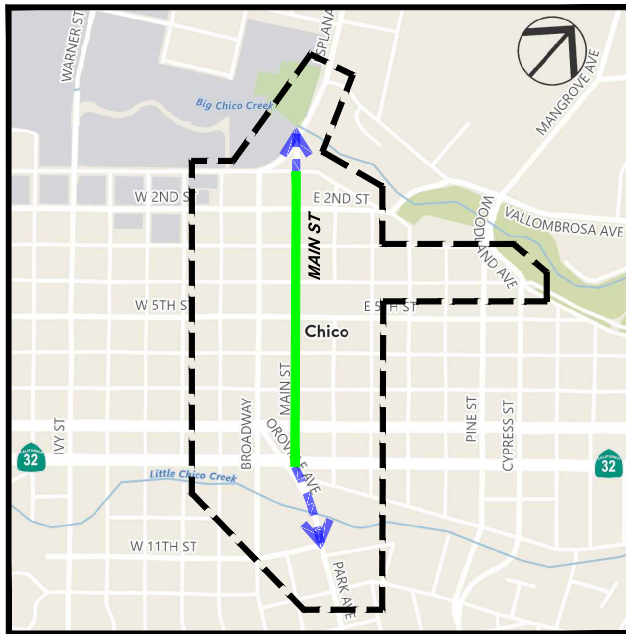




PROS:

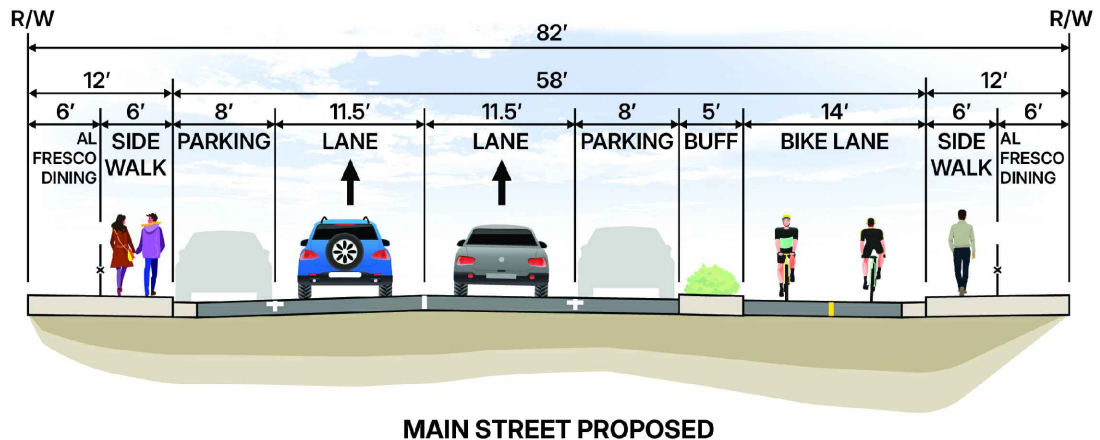
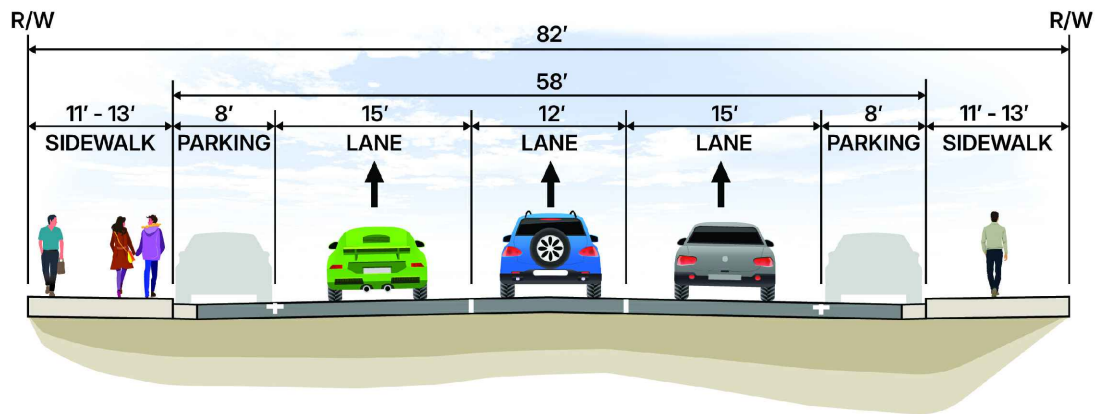
- TWO-WAY CLASS IV ALLOWS FOR CONTRAFLOW MOVEMENT, REDUCING TRAVEL TIME.
- CLASS IV WORKS WITH PROTECTED INTERSECTIONS.
- ACCOMMODATES FUTURE AL FRESCO DINING SPACE.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS AND REMOVAL OF A TRAVEL LANE TO MAKE ROOM FOR BIKEWAY.

CONS:

- DEVELOPING LOADING ZONES CURBSIDE AND DRIVEWAY DAYLIGHTING COULD REDUCE PARKING.

LEGEND:

- = LIMIT OF PROPOSED STREET IMPROVEMENTS
- = BIKE ROUTE TO ESPLANADE/PARK AVE

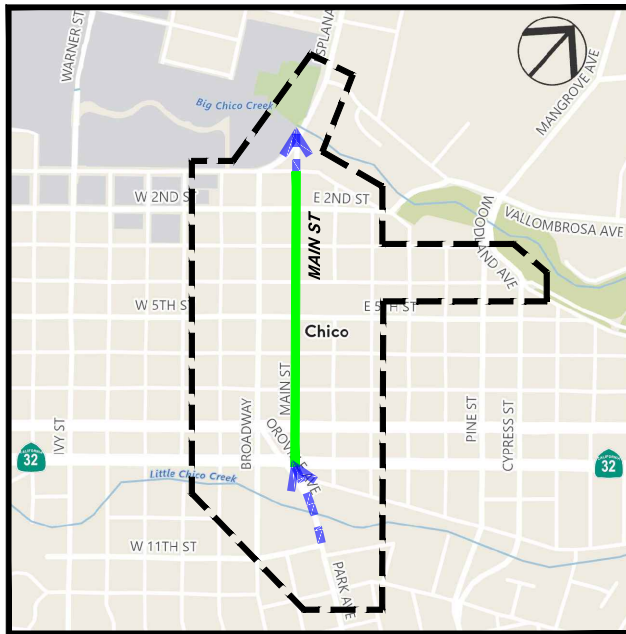


DESIGN CRITERIA

POSTED SPEED= 25 MPH
 ADT= NB (4TH TO 5TH) = 9700
 NB (7TH TO 8TH/SR32) = 9210
 STREET R/W= 82'

MAIN STREET

TWO-WAY CLASS IV BIKEWAY



PROS:

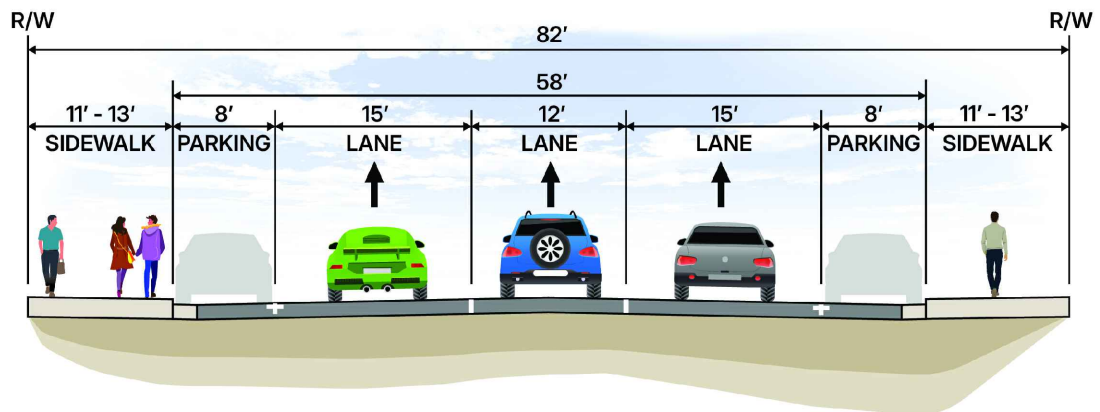
- ADDS DEDICATED SPACE FOR A VERTICAL BARRIER TO PROTECT CYCLISTS FOR IMPROVED COMFORT AND SAFETY.
- CLASS IV WORKS WITH PROTECTED INTERSECTIONS.
- ACCOMMODATES FUTURE AL FRESCO DINING SPACE.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS AND REMOVAL OF A TRAVEL LANE TO MAKE ROOM FOR BIKEWAY.

CONS:

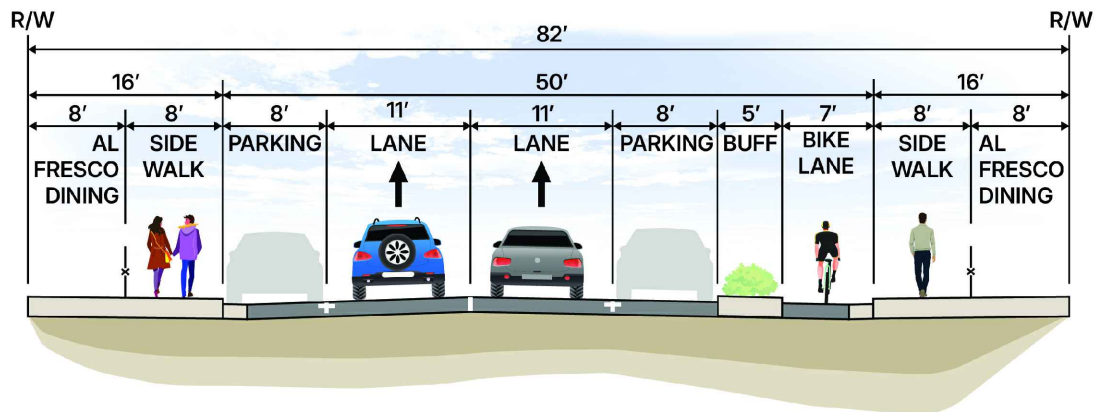
- DEVELOPING LOADING ZONES CURBSIDE AND DRIVEWAY DAYLIGHTING COULD REDUCE PARKING.

LEGEND:

- = LIMIT OF PROPOSED STREET IMPROVEMENTS
- = BIKE ROUTE TO ESPLANADE/PARK AVE



MAIN STREET EXISTING



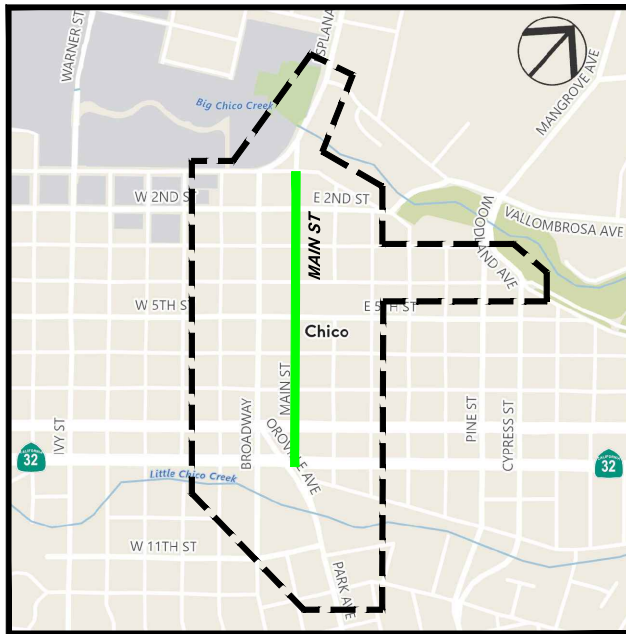
MAIN STREET PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= NB (4TH TO 5TH) = 9700
NB (7TH TO 8TH/SR32) = 9210
STREET R/W= 82'

MAIN STREET

ONE-WAY CLASS IV BIKEWAY



PROS:

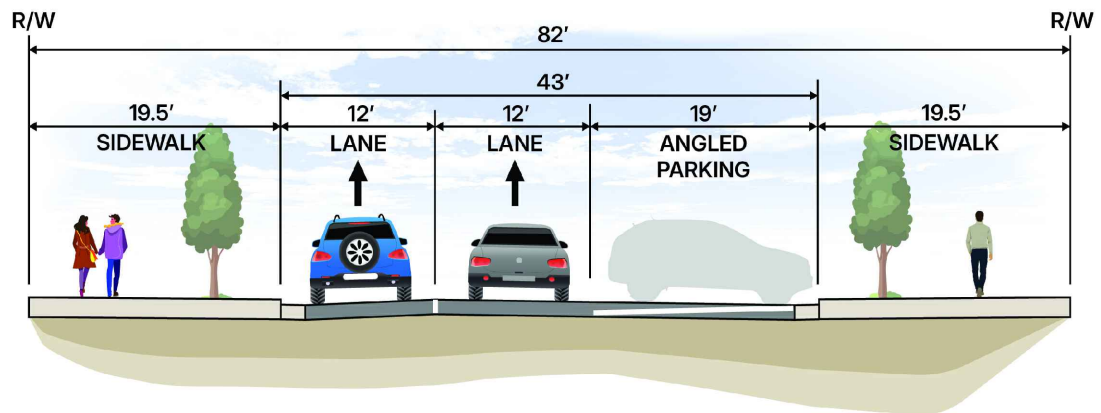
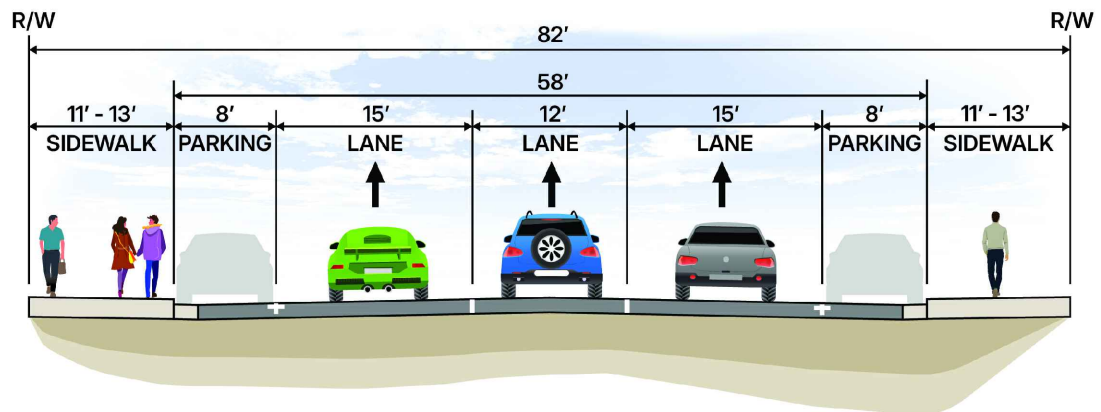
- LANE REDUCTION AND REDUCED LANE WIDTH SLOWS VEHICLE SPEEDS.
- WIDER SIDEWALKS ALLOW DEDICATED SPACE FOR STREETSCAPE ENHANCEMENTS AND FRONTAGE IMPROVEMENTS.

CONS:

- ALTHOUGH PARALLEL PARKING CONVERSION TO ANGLED PARKING INCREASES AVAILABLE SPACES, THERE IS A LOSS OF PARKING ON ONE SIDE OF THE STREET.
- NO SPACE FOR BIKE LANE.

LEGEND:

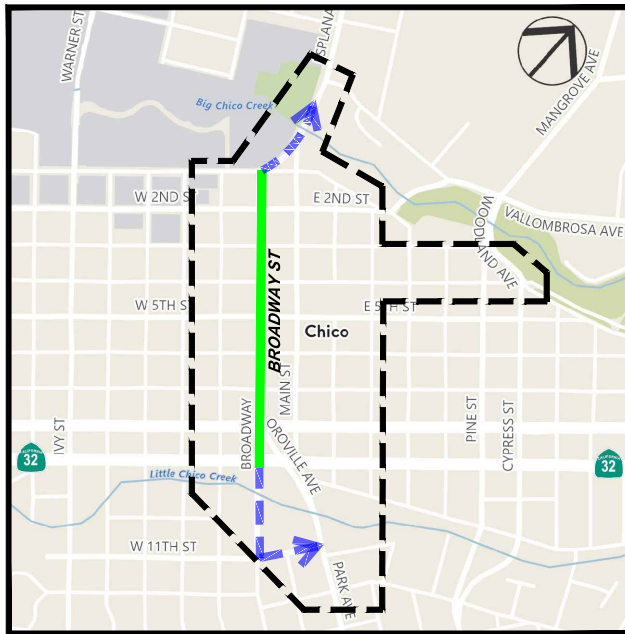
 = LIMIT OF PROPOSED STREET IMPROVEMENTS



DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= NB (4TH TO 5TH) = 9700
NB (7TH TO 8TH/SR32) = 9210
STREET R/W= 82'

MAIN STREET



PROS:

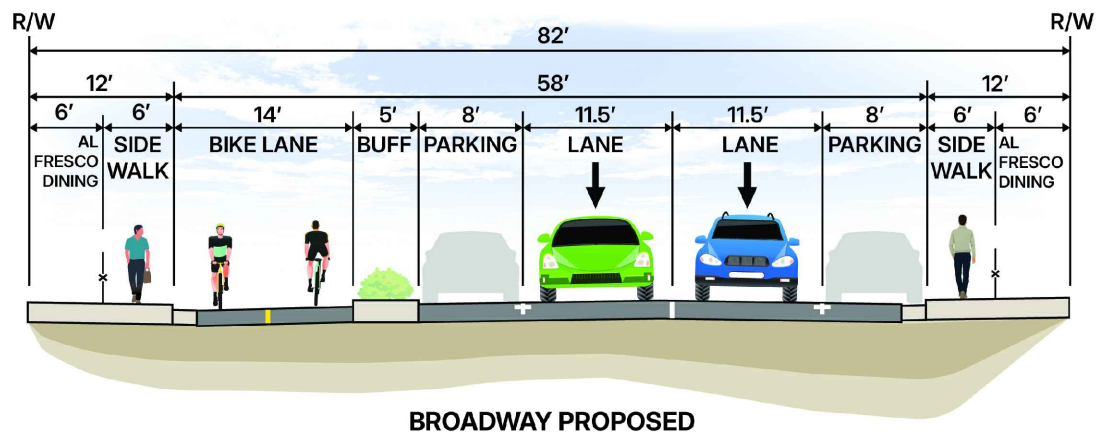
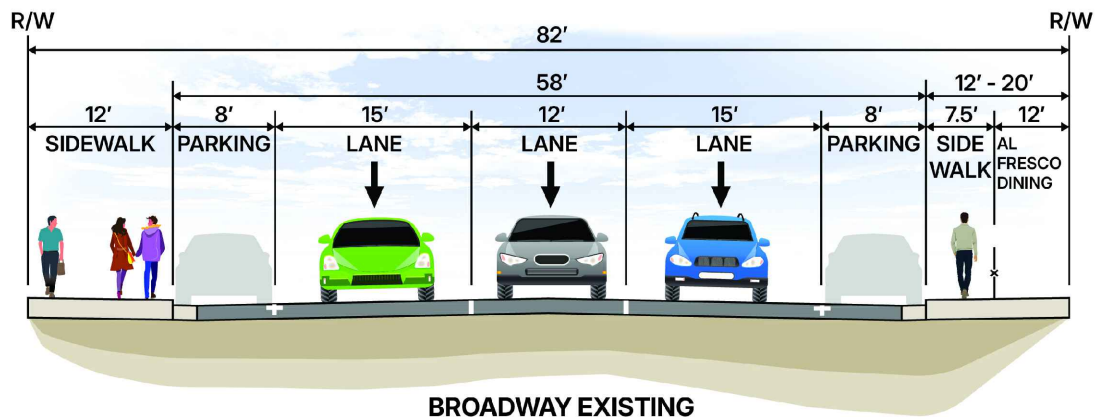
- TWO-WAY CLASS IV ALLOWS FOR CONTRAFLOW MOVEMENT, REDUCING TRAVEL TIME.
- CLASS IV WORKS WITH PROTECTED INTERSECTIONS.
- ACCOMMODATES FUTURE AL FRESCO DINING SPACE.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS AND REMOVAL OF A TRAVEL LANE TO MAKE ROOM FOR BIKEWAY.

CONS:

- DEVELOPING LOADING ZONES CURBSIDE AND DRIVEWAY DAYLIGHTING COULD REDUCE PARKING.

LEGEND:

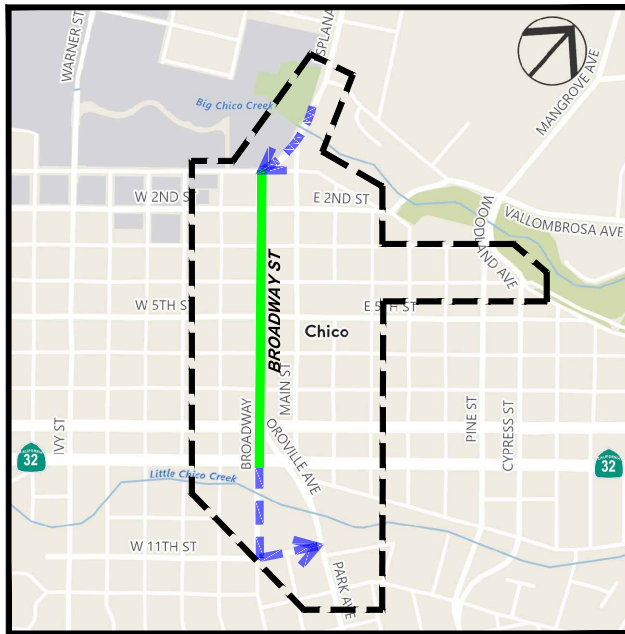
- = LIMIT OF PROPOSED STREET IMPROVEMENTS
- = BIKE ROUTE TO ESPLANADE/PARK AVE



DESIGN CRITERIA

POSTED SPEED= 25 MPH
 ADT= SB (W1ST TO W2ND) = 11070
 SB (W4TH TO W5TH) = 8480
 SB (W7TH TO W8TH) = 8340
 STREET R/W= 82'

BROADWAY STREET
 TWO-WAY CLASS IV BIKEWAY



PROS:

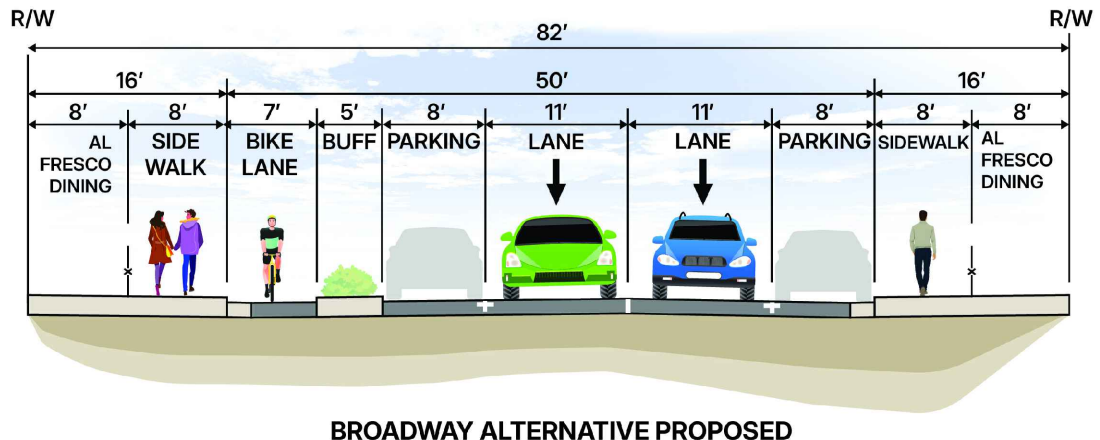
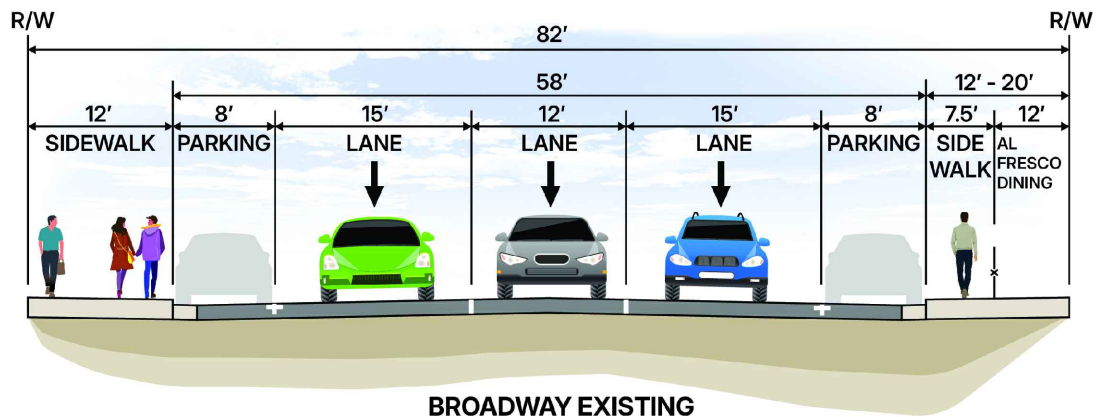
- ADDS DEDICATED SPACE FOR A VERTICAL BARRIER TO PROTECT CYCLISTS FOR IMPROVED COMFORT AND SAFETY.
- CLASS IV WORKS WITH PROTECTED INTERSECTIONS.
- ACCOMMODATES FUTURE AL FRESCO DINING SPACE.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS AND REMOVAL OF A TRAVEL LANE TO MAKE ROOM FOR BIKEWAY.

CONS:

- DEVELOPING LOADING ZONES CURBSIDE AND DRIVEWAY DAYLIGHTING COULD REDUCE PARKING.

LEGEND:

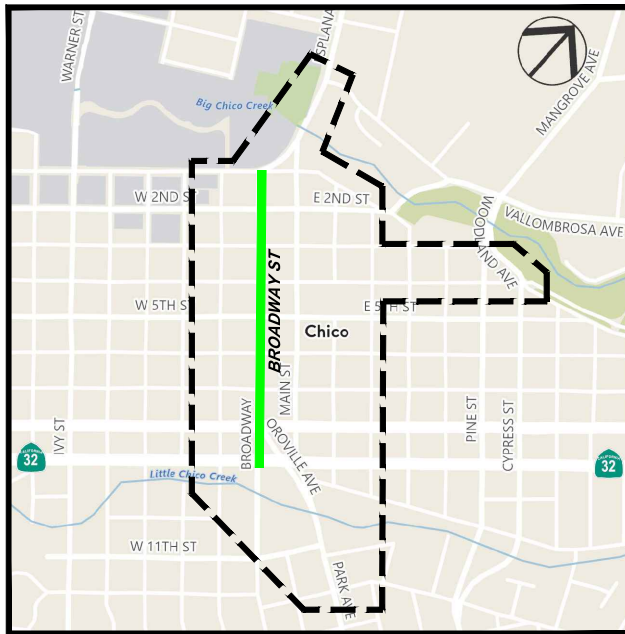
- = LIMIT OF PROPOSED STREET IMPROVEMENTS
- = BIKE ROUTE TO ESPLANADE/PARK AVE



DESIGN CRITERIA

POSTED SPEED= 25 MPH
 ADT= SB (W1ST TO W2ND) = 11070
 SB (W4TH TO W5TH) = 8480
 SB (W7TH TO W8TH) = 8340
 STREET R/W= 82'

BROADWAY STREET
ONE-WAY CLASS IV BIKEWAY



PROS:

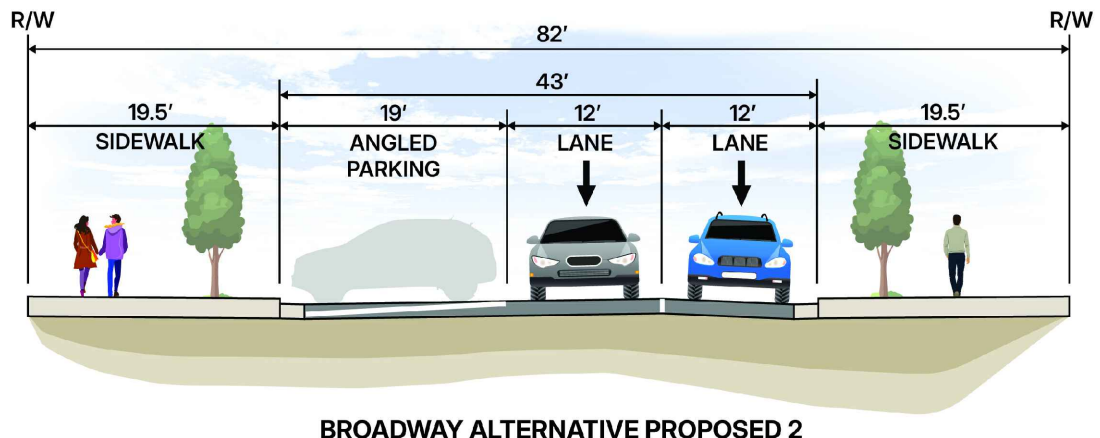
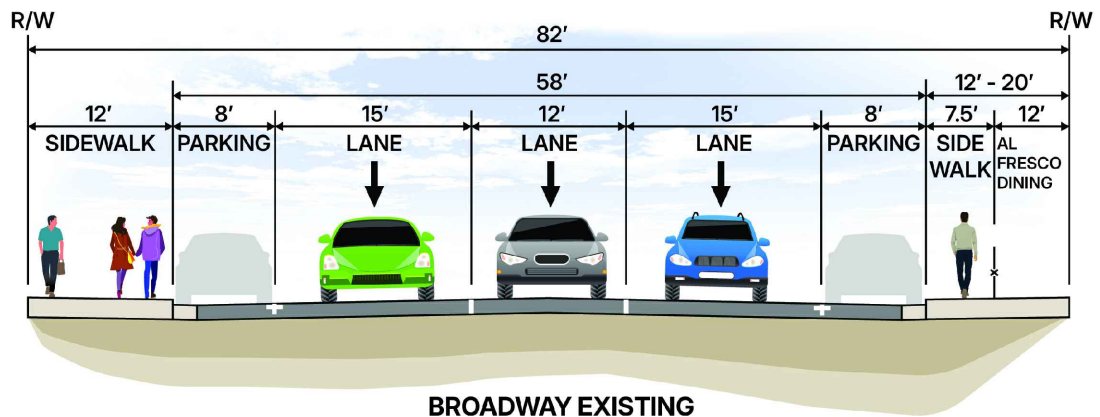
- LANE REDUCTION AND REDUCED LANE WIDTH SLOWS VEHICLE SPEEDS.
- WIDER SIDEWALKS ALLOW DEDICATED SPACE FOR STREETSCAPE ENHANCEMENTS AND FRONTAGE IMPROVEMENTS.

CONS:

- ALTHOUGH PARALLEL PARKING CONVERSION TO ANGLED PARKING INCREASES AVAILABLE SPACES, THERE IS A LOSS OF PARKING ON ONE SIDE OF THE STREET.
- NO SPACE FOR BIKE LANE.

LEGEND:

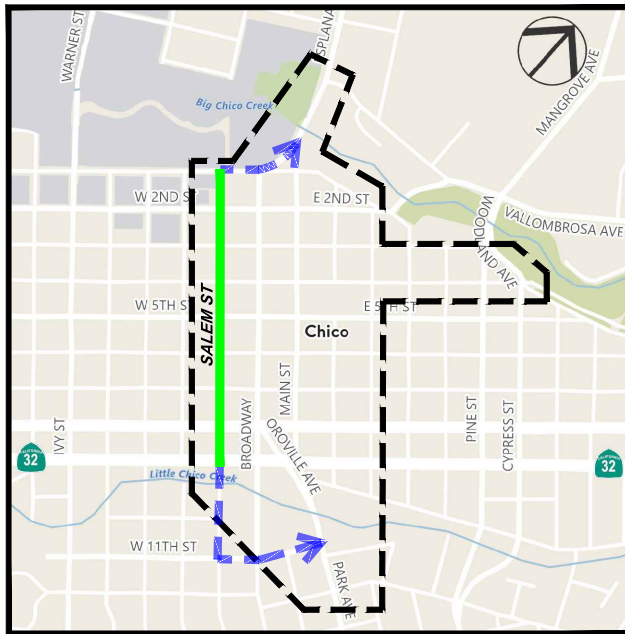
■ = LIMIT OF PROPOSED STREET IMPROVEMENTS



DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= SB (W1ST TO W2ND) = 11070
SB (W4TH TO W5TH) = 8480
SB (W7TH TO W8TH) = 8340
STREET R/W= 82'

BROADWAY STREET



PROS:

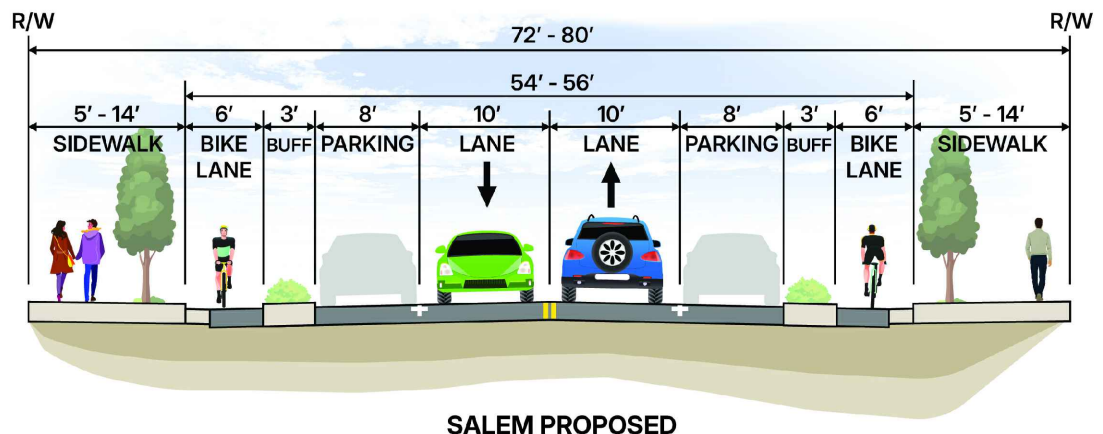
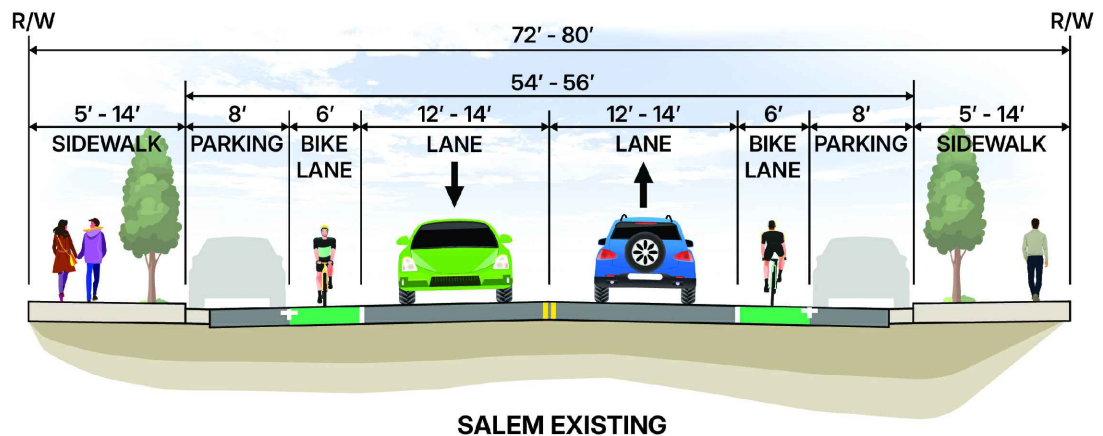
- ADDS DEDICATED SPACE FOR A VERTICAL BARRIER TO PROTECT CYCLISTS FOR IMPROVED COMFORT AND SAFETY.
- CLASS IV WORKS WITH PROTECTED INTERSECTIONS.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS.

CONS:

- DRIVEWAY DAYLIGHTING COULD REDUCE PARKING.

LEGEND:

- = LIMIT OF PROPOSED STREET IMPROVEMENTS
- = BIKE ROUTE TO ESPLANADE/PARK AVE

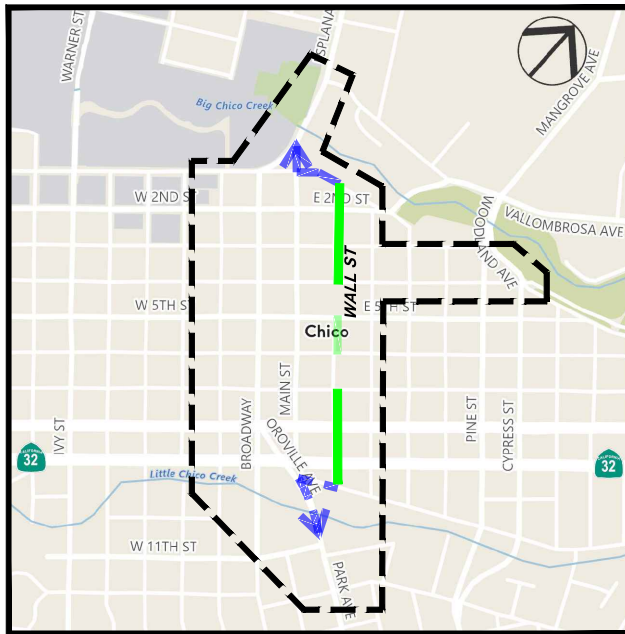


DESIGN CRITERIA

POSTED SPEED= 25 MPH
 ADT= S OF 2ND : 3100 *, S OF 5TH : 2800 *, S OF 8TH : 1400 *
 STREET R/W= 72'-80'

* ADT OBTAINED USING A FACTOR REPRESENTING THE RATIO OF ADT TO PEAK HOUR INTERSECTION COUNTS

SALEM STREET
 2 ONE-WAY CLASS IV BIKEWAY



PROS:

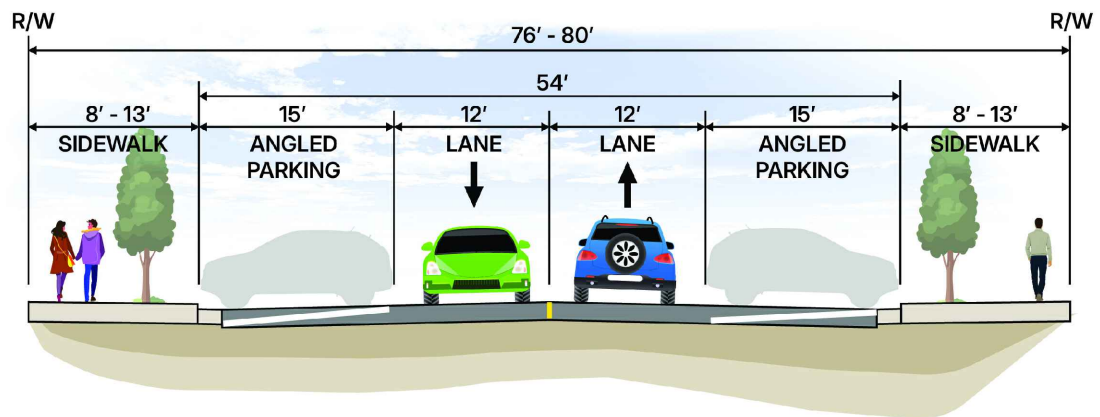
- PARKING PROTECTED BIKE LANES ADD DEDICATED SPACE FOR A VERTICAL BARRIER TO PROTECT CYCLISTS FOR IMPROVED COMFORT AND SAFETY.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETScape ENHANCEMENT OPPORTUNITIES.

CONS:

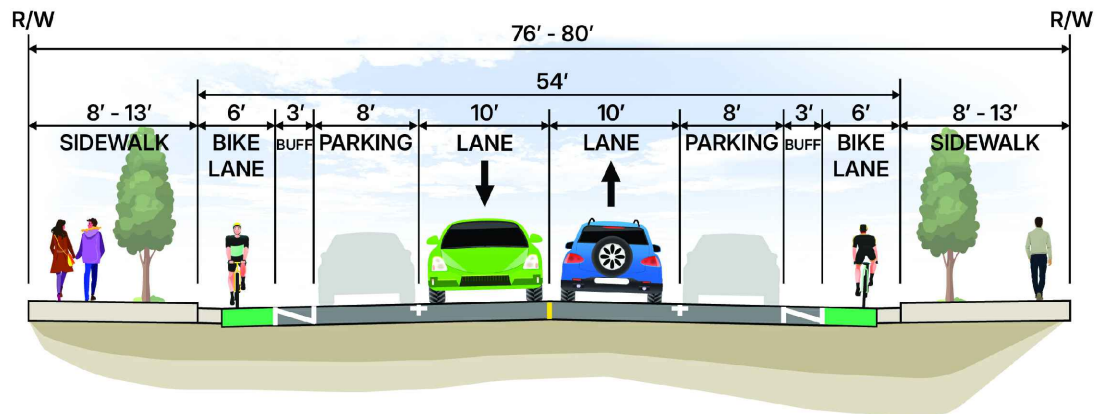
- LOSS OF PARKING DUE TO REMOVAL OF DIAGONAL PARKING SPACES TO IMPLEMENT PARALLEL PARKING SPACES.

LEGEND:

- = LIMIT OF PROPOSED STREET IMPROVEMENTS
- = BIKE ROUTE TO ESPLANADE/PARK AVE



(1ST TO 4TH) WALL STREET EXISTING

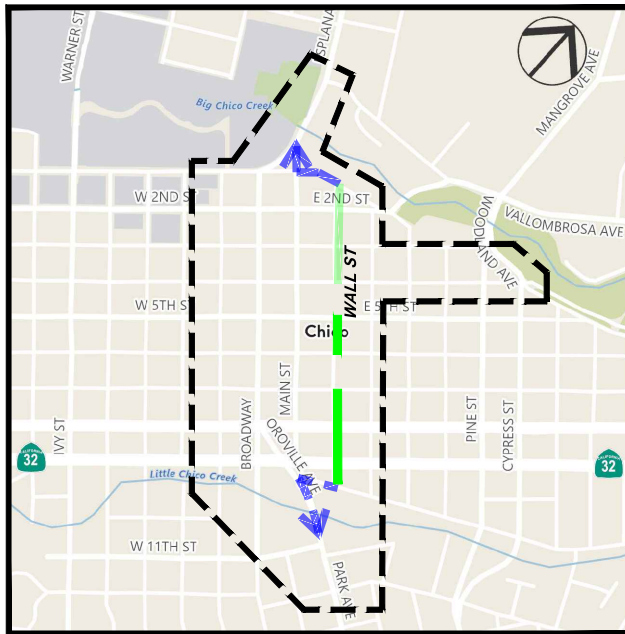


(1ST TO 4TH) WALL STREET PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= 470
STREET R/W= 76'-80'

WALL STREET
*PARKING PROTECTED
CLASS IV BIKEWAY*



PROS:

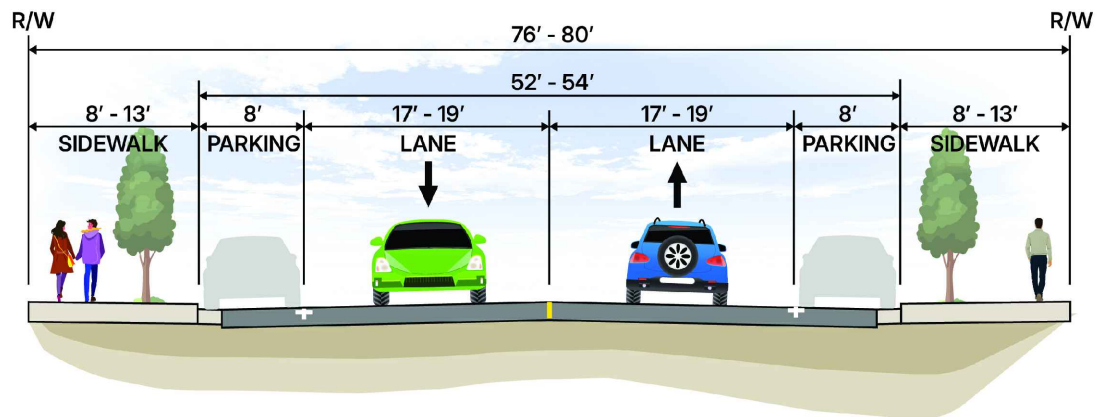
- PARKING PROTECTED BIKE LANES ADD DEDICATED SPACE FOR A VERTICAL BARRIER TO PROTECT CYCLISTS FOR IMPROVED COMFORT AND SAFETY.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETScape ENHANCEMENT OPPORTUNITIES.

CONS:

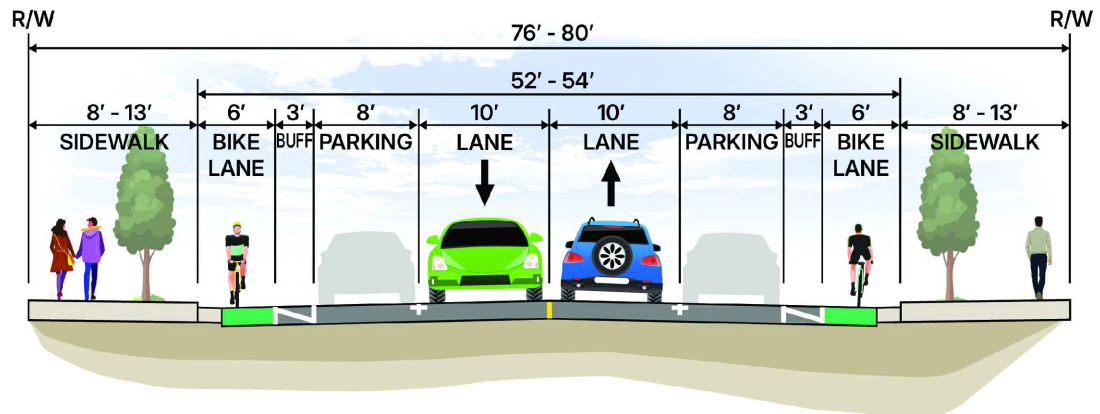
- CYCLISTS SHARE SPACE WITH VEHICLES.
- DIAGONAL PARKING CONFLICTS WITH CYCLISTS.

LEGEND:

- = LIMIT OF PROPOSED STREET IMPROVEMENTS
- = BIKE ROUTE TO ESPLANADE/PARK AVE



(5TH TO 9TH) WALL STREET EXISTING

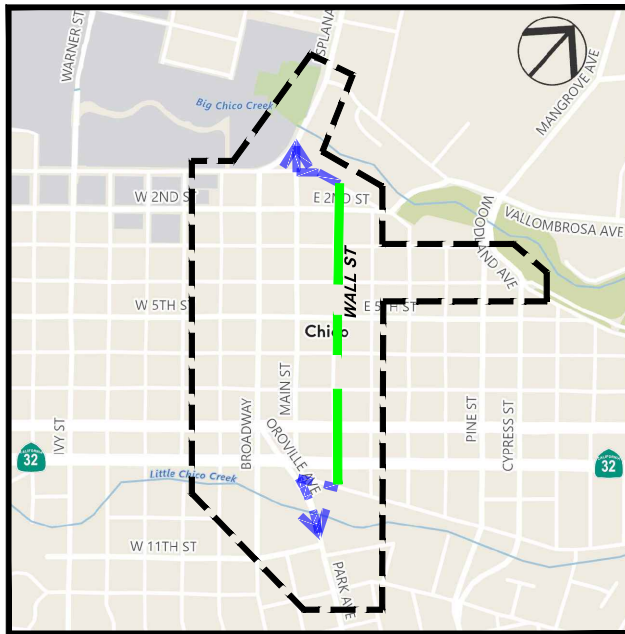


(5TH TO 9TH) WALL STREET PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= 470
STREET R/W= 76'-80'

WALL STREET
*PARKING PROTECTED
CLASS IV BIKEWAY*



PROS:

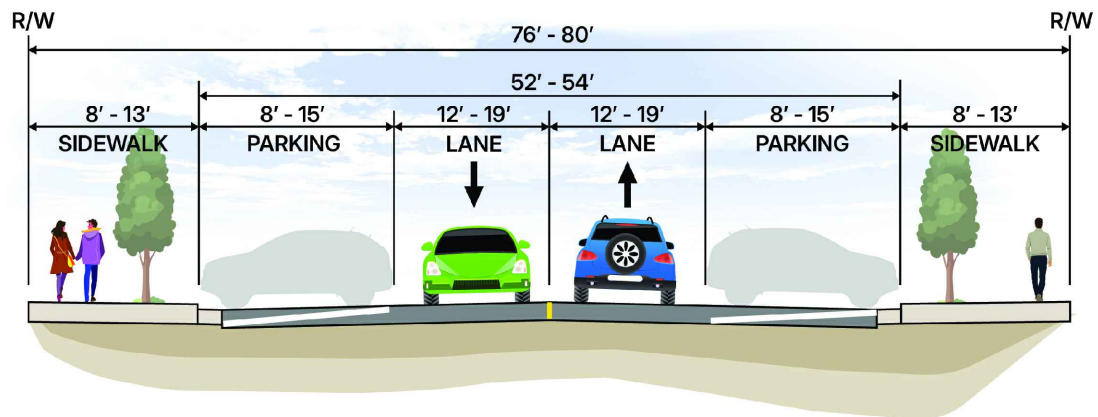
- LOW VOLUME, LOW SPEED STREET SUPPORTS THE DEVELOPMENT OF BIKE BOULEVARDS, WHICH CAN REDUCE VEHICLE SPEEDS AND REDUCE THROUGH TRAFFIC WITH IMPLANTATION OF TRAFFIC CALMING MEASURES.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETScape ENHANCEMENT OPPORTUNITIES.

CONS:

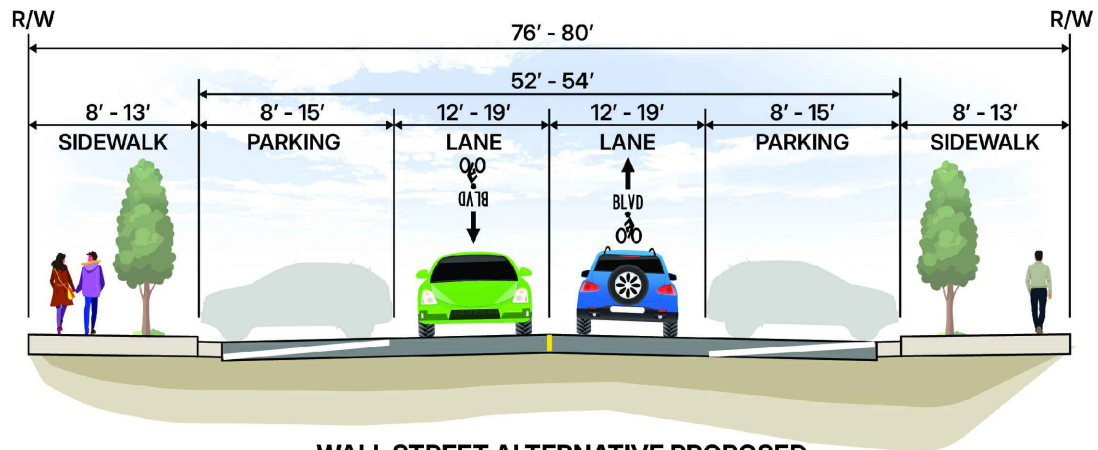
- CYCLISTS SHARE SPACE WITH VEHICLES.
- DIAGONAL PARKING CONFLICTS WITH CYCLISTS.

LEGEND:

- = LIMIT OF PROPOSED STREET IMPROVEMENTS
- = BIKE ROUTE TO ESPLANADE/PARK AVE



WALL STREET EXISTING



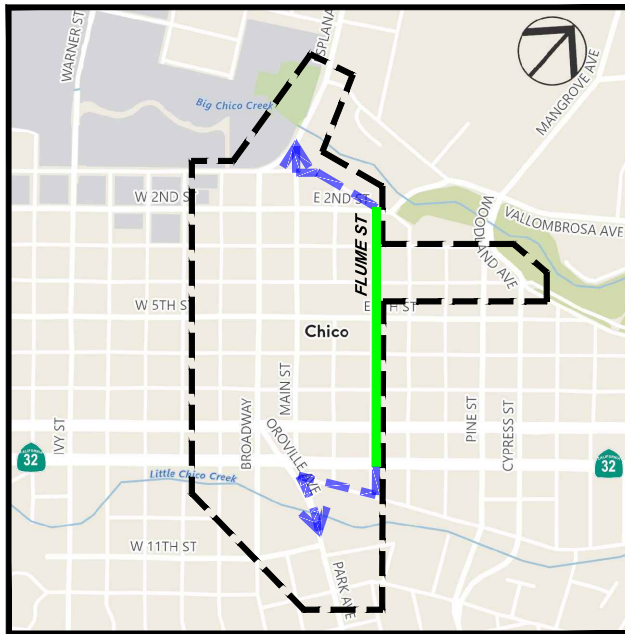
WALL STREET ALTERNATIVE PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= 470
STREET R/W= 76'-80'

WALL STREET

CLASS III BIKE BOULEVARD



PROS:

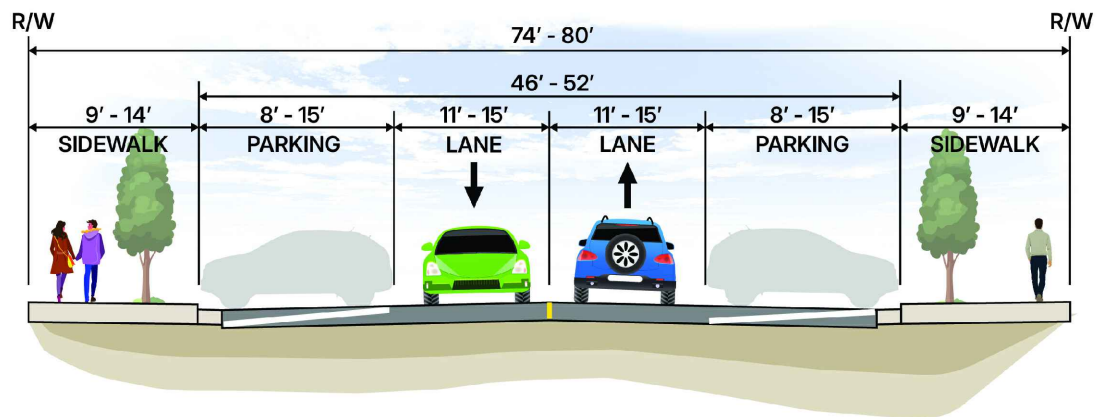
- PARKING PROTECTED BIKE LANES ADD DEDICATED SPACE FOR A VERTICAL BARRIER TO PROTECT CYCLISTS FOR IMPROVED COMFORT AND SAFETY.
- BUFFERED CLASS II BIKE LANES PROVIDE GREATER DISTANCE BETWEEN CYCLISTS AND VEHICLES, ENHANCING SAFETY.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETScape ENHANCEMENT OPPORTUNITIES.

CONS:

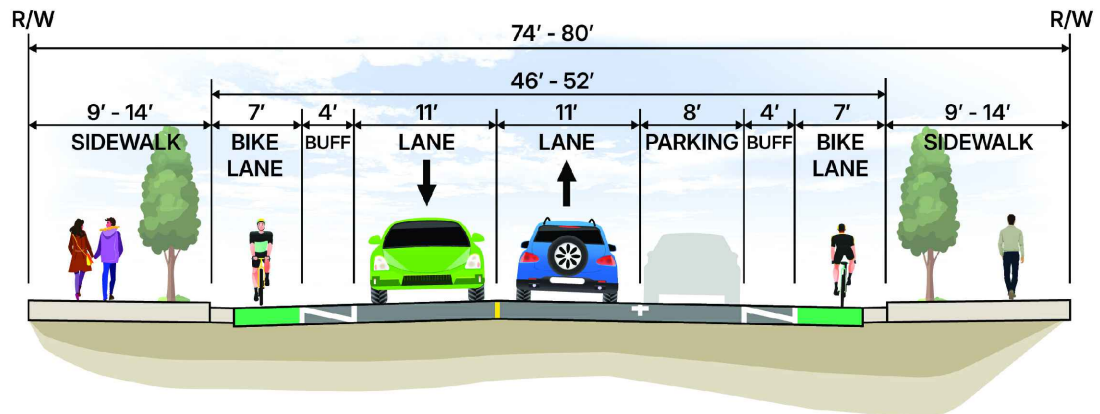
- LOSS OF PARKING DUE TO REMOVAL OF DIAGONAL PARKING TO IMPLEMENT PARALLEL PARKING ON ONE SIDE.

LEGEND:

- = LIMIT OF PROPOSED STREET IMPROVEMENTS
- = BIKE ROUTE TO ESPLANADE/PARK AVE



FLUME STREET EXISTING



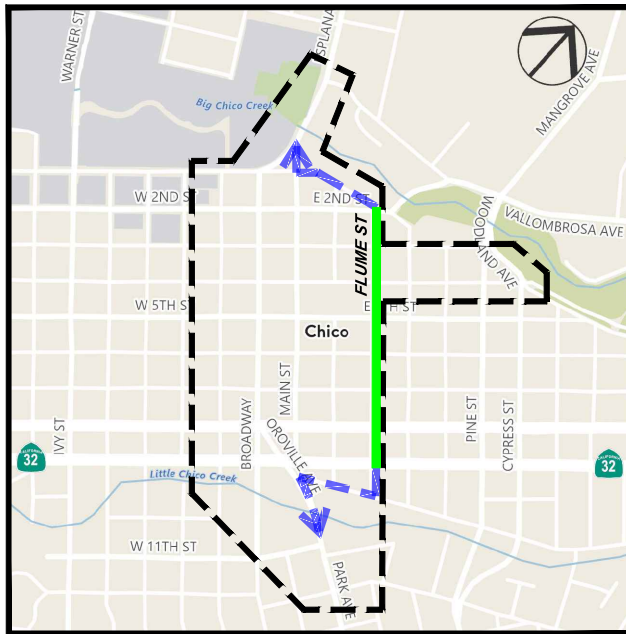
FLUME STREET PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= 2160
STREET R/W= 78'-80'

FLUME STREET

*CLASS II AND PARKING PROTECTED
CLASS IV BIKEWAY*



PROS:

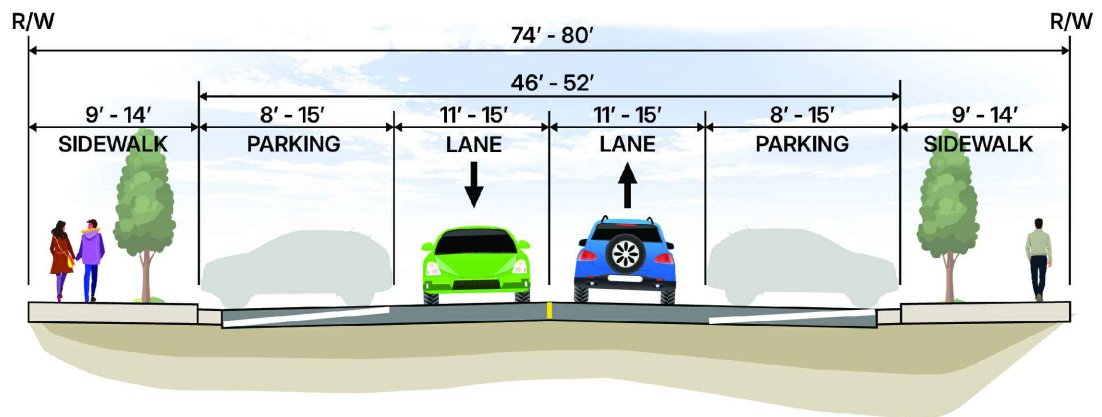
- LOW VOLUME, LOW SPEED STREET SUPPORTS THE DEVELOPMENT OF BIKE BOULEVARDS, WHICH CAN REDUCE VEHICLE SPEEDS AND REDUCE THROUGH TRAFFIC WITH IMPLANTATION OF TRAFFIC CALMING MEASURES.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETScape ENHANCEMENT OPPORTUNITIES.

CONS:

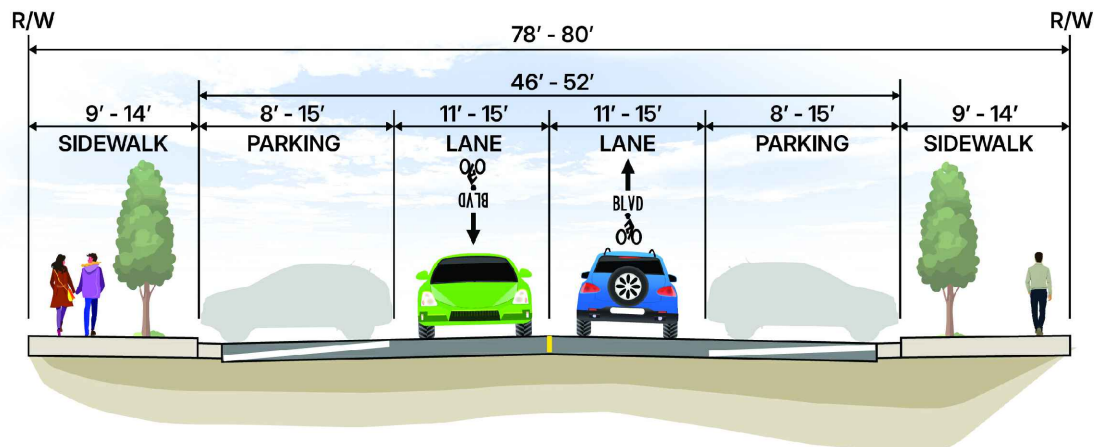
- CYCLISTS SHARE SPACE WITH VEHICLES.

LEGEND:

- = LIMIT OF PROPOSED STREET IMPROVEMENTS
- = BIKE ROUTE TO ESPLANADE/PARK AVE



FLUME STREET EXISTING

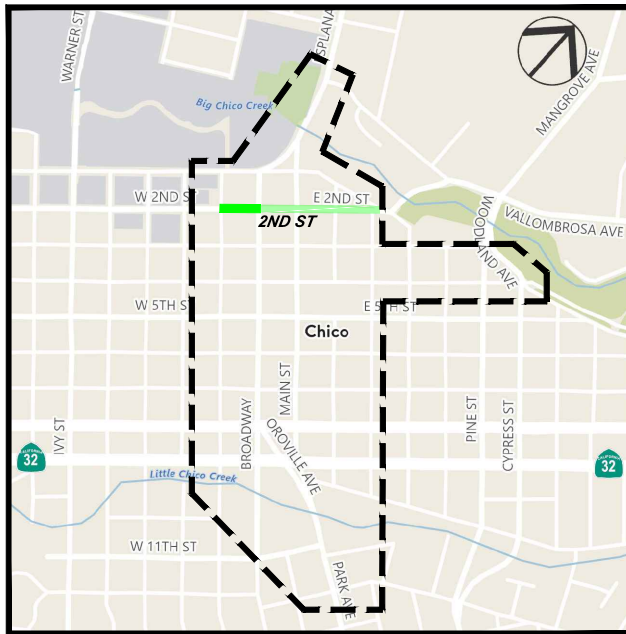


FLUME STREET ALTERNATIVE PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= 2160
STREET R/W= 78'-80'

FLUME STREET
CLASS III BIKE BOULEVARD



PROS:

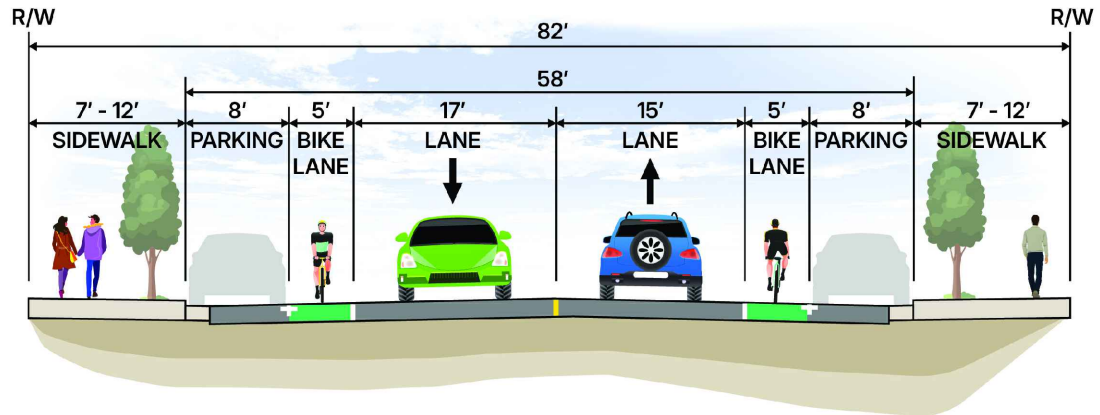
- BUFFERED CLASS II BIKE LANES PROVIDE GREATER DISTANCE BETWEEN CYCLISTS AND VEHICLES, ENHANCING SAFETY.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETScape ENHANCEMENT OPPORTUNITIES.

CONS:

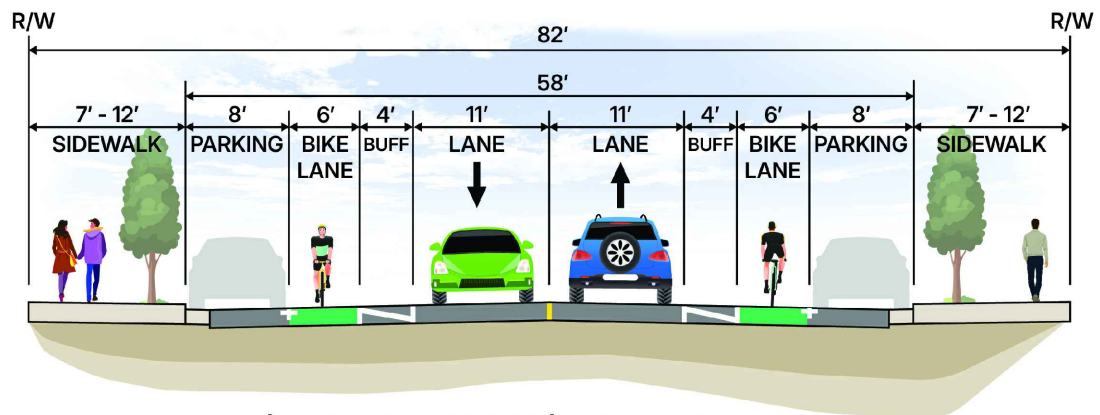
- DRIVEWAY DAYLIGHTING COULD REDUCE PARKING.

LEGEND:

= LIMIT OF PROPOSED STREET IMPROVEMENTS



(SALEM TO BROADWAY) 2ND STREET EXISTING



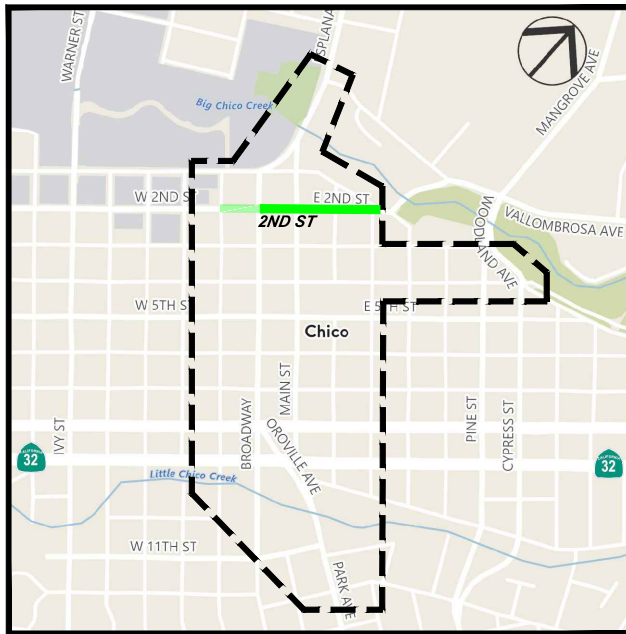
(SALEM TO BROADWAY) 2ND STREET PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= W : (SALEM TO BROADWAY) = 7090
E: (MAIN TO WALL) = 4870
STREET R/W= 82'

2ND STREET

BUFFERED CLASS II BIKEWAY



PROS:

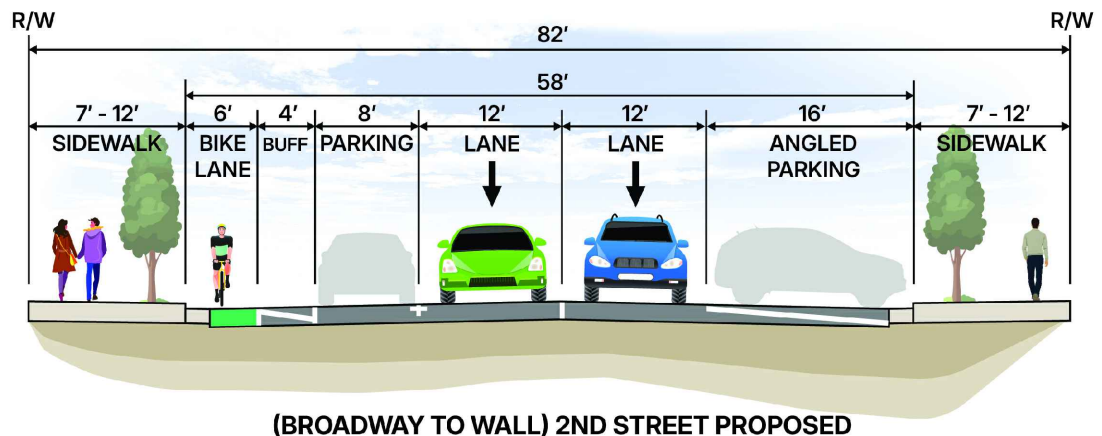
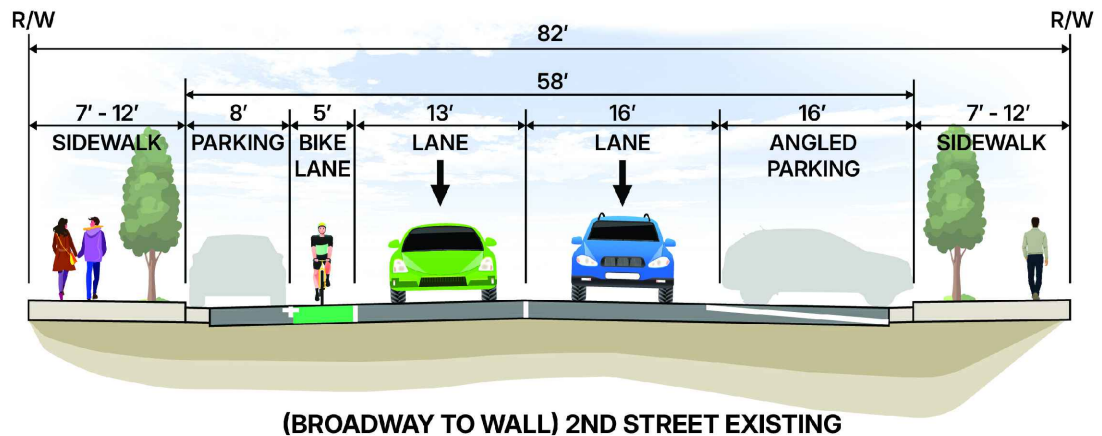
- PARKING PROTECTED BIKE LANES ADD DEDICATED SPACE FOR A VERTICAL BARRIER TO PROTECT CYCLISTS FOR IMPROVED COMFORT AND SAFETY.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETScape ENHANCEMENT OPPORTUNITIES.

CONS:

- DRIVEWAY DAYLIGHTING COULD REDUCE PARKING.

LEGEND:

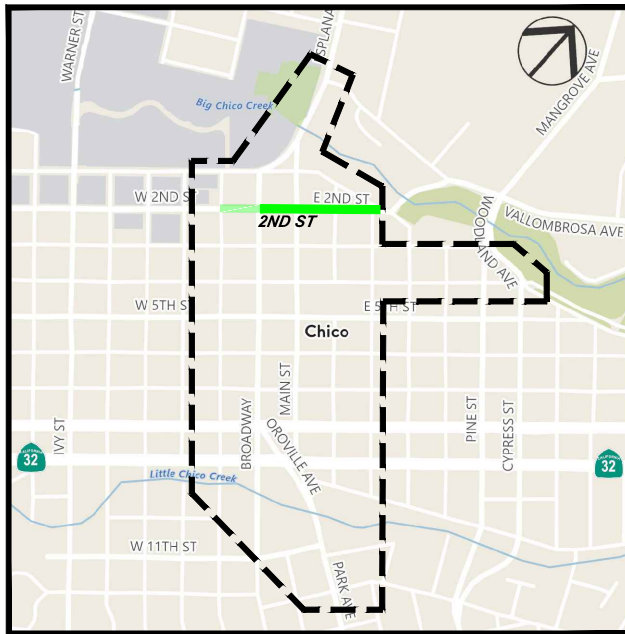
 = LIMIT OF PROPOSED STREET IMPROVEMENTS



DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= W : (SALEM TO BROADWAY) = 7090
E : (MAIN TO WALL) = 4870
STREET R/W= 82'

2ND STREET
*PARKING PROTECTED
CLASS IV BIKEWAY*



PROS:

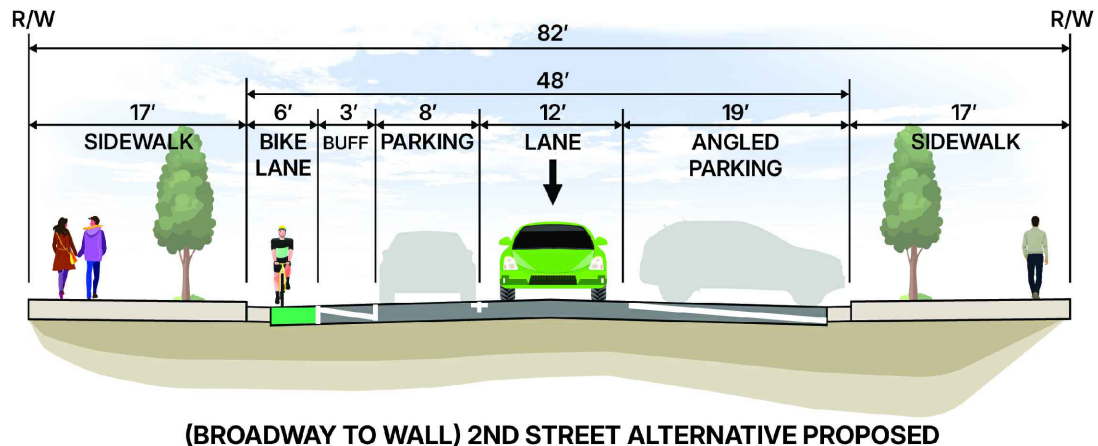
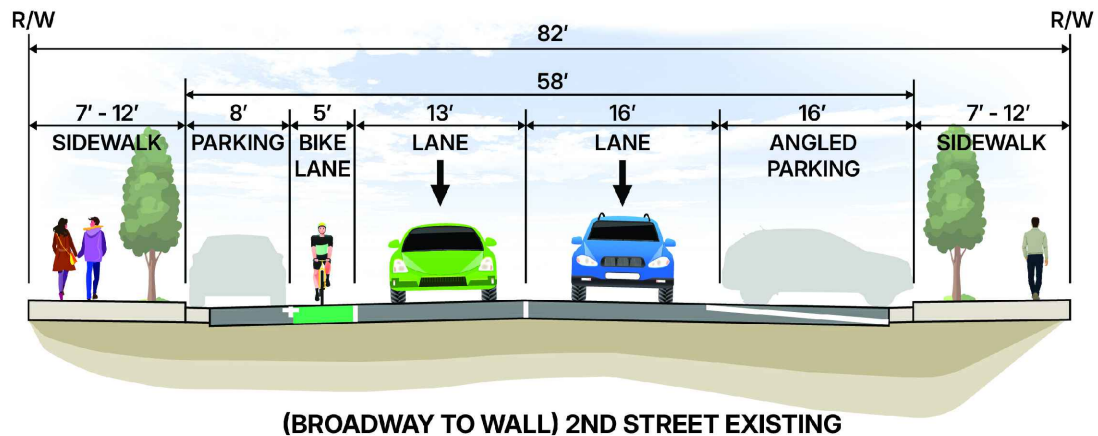
- PARKING PROTECTED BIKE LANES ADD DEDICATED SPACE FOR A VERTICAL BARRIER TO PROTECT CYCLISTS FOR IMPROVED COMFORT AND SAFETY.
- LANE REDUCTION AND REDUCED LANE WIDTH SLOWS VEHICLE SPEEDS.
- WIDER SIDEWALKS ALLOW DEDICATED SPACE FOR STREETSCAPE ENHANCEMENT AND FRONTAGE IMPROVEMENTS.
- MAINTAINS PARKING.

CONS:

- DRIVEWAY DAYLIGHTING COULD REDUCE PARKING.

LEGEND:

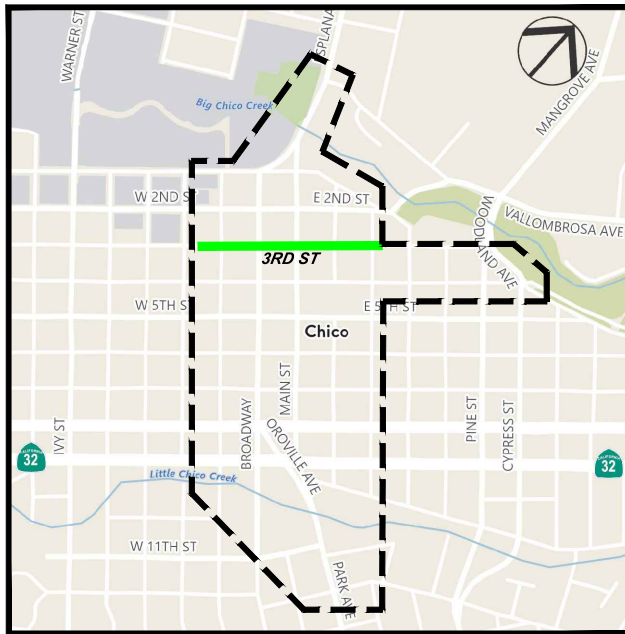
 = LIMIT OF PROPOSED STREET IMPROVEMENTS



DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= W : (SALEM TO BROADWAY) = 7090
E : (MAIN TO WALL) = 4870
STREET R/W= 82'

2ND STREET
*PARKING PROTECTED
CLASS IV BIKEWAY*



PROS:

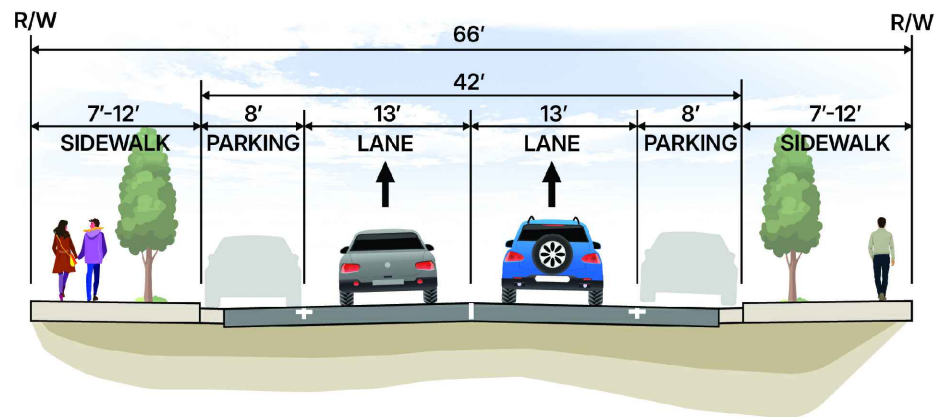
- ADDS A CLASS II BIKE LANE TO 3RD, IMPROVING CONNECTIVITY.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETScape ENHANCEMENT OPPORTUNITIES.

CONS:

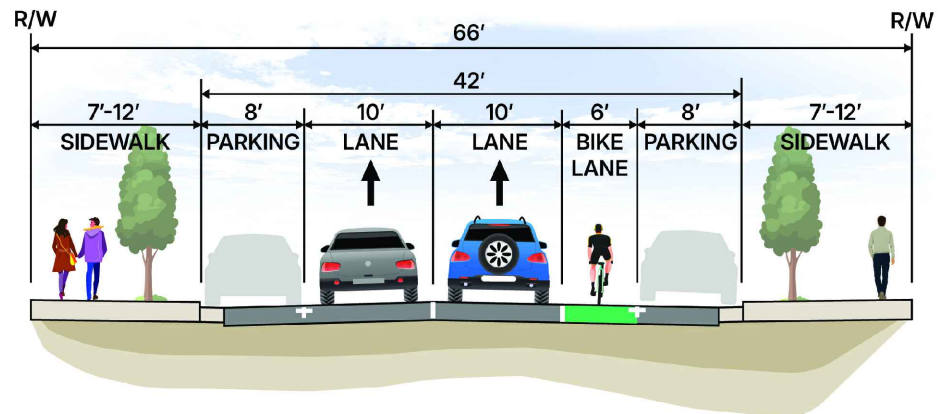
- LACKS SPACE TO ADD A VERTICAL OR HORIZONTAL BUFFER FOR SAFETY AND COMFORT.
- DRIVEWAY DAYLIGHTING COULD REDUCE PARKING.

LEGEND:

— = LIMIT OF PROPOSED STREET IMPROVEMENTS



3RD STREET EXISTING

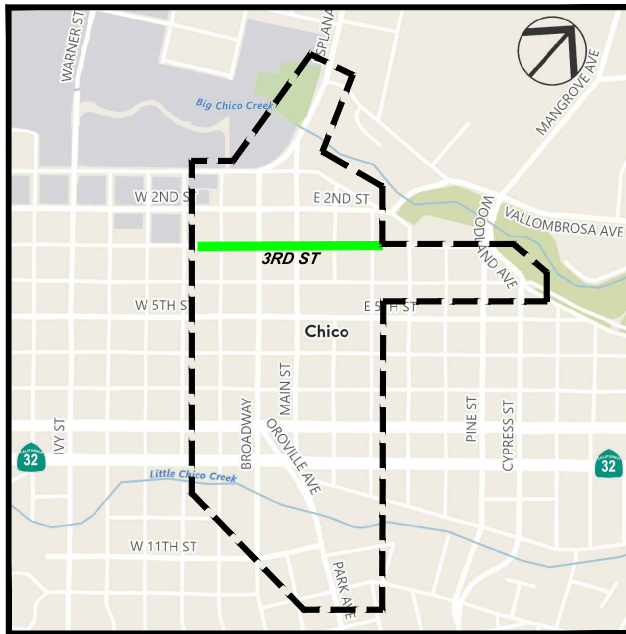


3RD STREET PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= W : (MAIN TO BROADWAY) = 2110
E: (MAIN TO WALL) =1410
STREET R/W= 66'

3RD STREET
CLASS II BIKEWAY



PROS:

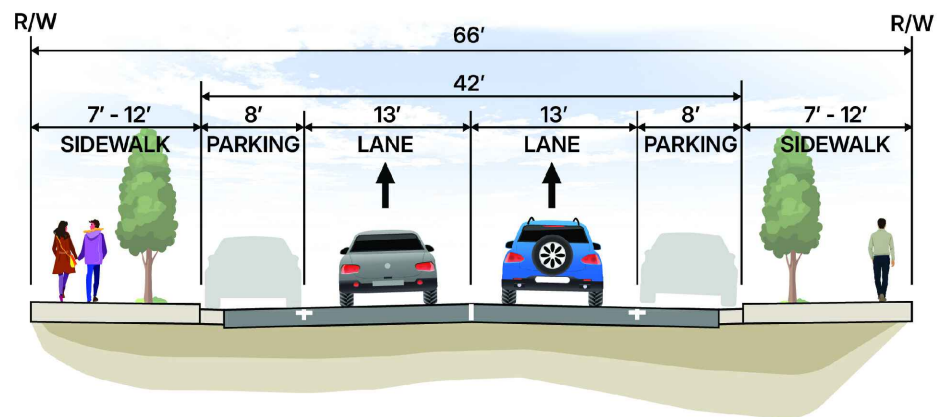
- LOW VOLUME, LOW SPEED STREET SUPPORTS THE DEVELOPMENT OF BIKE BOULEVARDS, WHICH CAN REDUCE VEHICLE SPEEDS AND REDUCE THROUGH TRAFFIC WITH TRAFFIC CALMING MEASURES.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETScape ENHANCEMENT OPPORTUNITIES.

CONS:

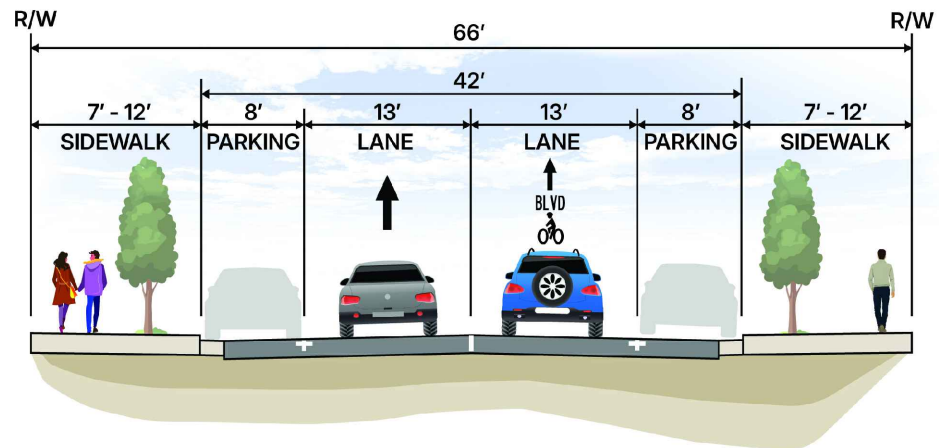
- CYCLISTS SHARE SPACE WITH VEHICLES.

LEGEND:

— = LIMIT OF PROPOSED STREET IMPROVEMENTS



3RD STREET EXISTING



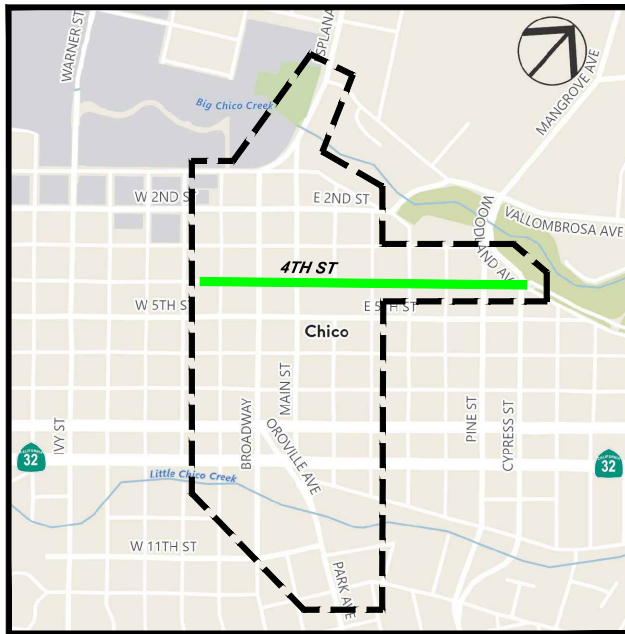
3RD STREET ALTERNATIVE PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= W : (MAIN TO BROADWAY) = 2110
E: (MAIN TO WALL) =1410
STREET R/W= 66'

3RD STREET

CLASS III BIKE BOULEVARD



PROS:

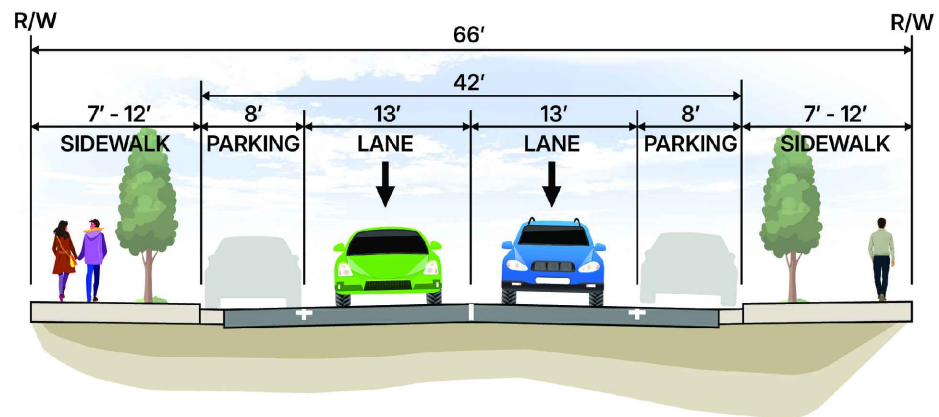
- TWO-WAY CLASS IV ALLOWS FOR CONTRAFLOW MOVEMENT, REDUCING TRAVEL TIME.
- CLASS IV WORKS WITH PROTECTED INTERSECTIONS.
- REDUCED LANE WIDTHS TO SLOW VEHICLE SPEEDS AND REMOVAL OF A TRAVEL LANE TO MAKE ROOM FOR BIKEWAY.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETSCAPE ENHANCEMENT OPPORTUNITIES.

CONS:

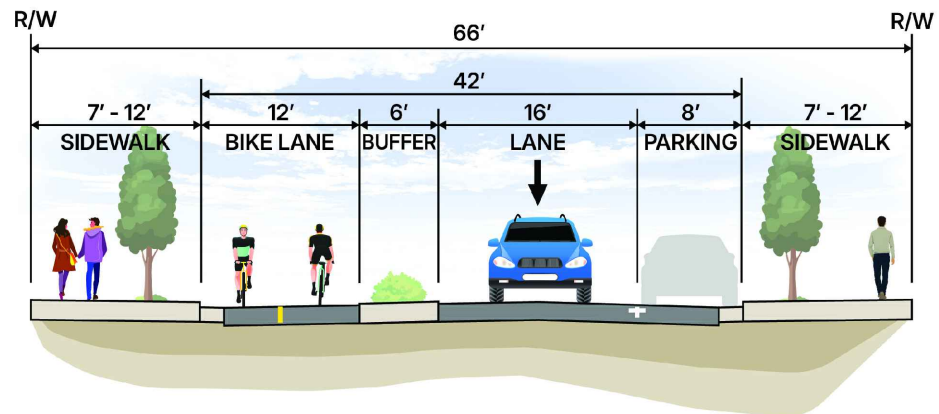
- DRIVEWAY DAYLIGHTING COULD REDUCE PARKING.

LEGEND:

— = LIMIT OF PROPOSED STREET IMPROVEMENTS



4TH STREET EXISTING



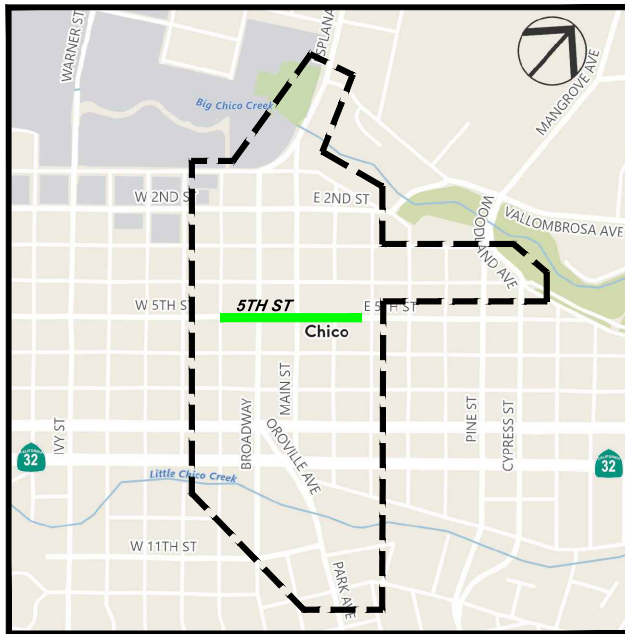
4TH STREET PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
 ADT= W : (SALEM TO BROADWAY) = 1640
 E: (FLUME TO WALL) = 1170
 E: (PINE TO CYPRUS) = 930
 STREET R/W= 66'

4TH STREET

TWO-WAY CLASS IV BIKEWAY



PROS:

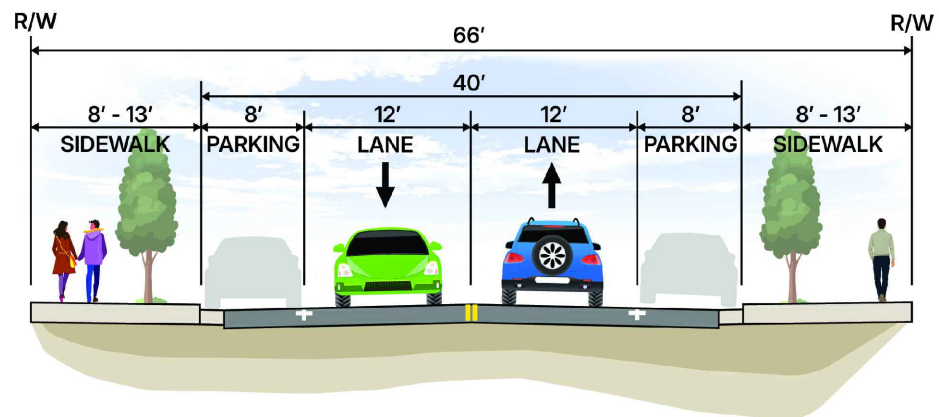
- LOW VOLUME, LOW SPEED STREET SUPPORTS THE DEVELOPMENT OF BIKE BOULEVARDS, WHICH CAN REDUCE VEHICLE SPEEDS AND REDUCE THROUGH TRAFFIC WITH IMPLANTATION OF TRAFFIC CALMING MEASURES.
- MAINTAINS SIDEWALK WIDTH, PROVIDING STREETScape ENHANCEMENT OPPORTUNITIES.

CONS:

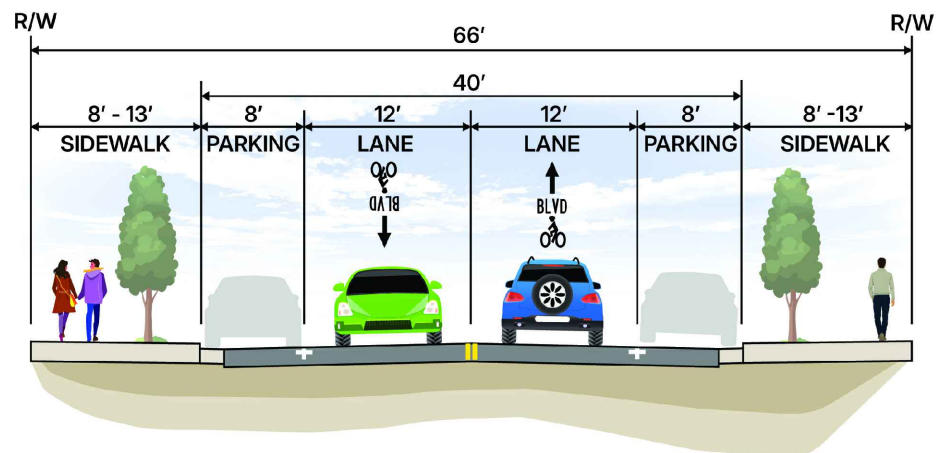
- CYCLISTS SHARE SPACE WITH VEHICLES.

LEGEND:

= LIMIT OF PROPOSED STREET IMPROVEMENTS



5TH STREET EXISTING



5TH STREET PROPOSED

DESIGN CRITERIA

POSTED SPEED= 25 MPH
ADT= E OF MAIN : 1800 *, E OF BROADWAY : 3500 *
STREET R/W= 66'

* ADT OBTAINED USING A FACTOR REPRESENTING THE RATIO OF ADT TO PEAK HOUR INTERSECTION COUNTS

5TH STREET

CLASS III BIKE BOULEVARD