

CONCEPT 1
Parallel parking on west side near center, converts to turn lanes where appropriate. No bike lanes until intersection with Fletcher. Between Fletcher and Alpine, bike lanes introduced at sidewalk level with time-limited parallel parking on east side of street.

Speed Limit Reduction

Controlling motor vehicle speed is one of the most important ways to reduce fatalities and serious injuries from crashes. Setting an appropriate speed limit, not just for vehicles, but for all road users, is essential to a safe systems approach.
Potential crash reduction: 7%

Road Diet / Roadway Reconfiguration

Reducing lanes or lane widths, adding dedicated turn lanes, and introducing new features such as bicycle lanes and sidewalks.
Potential crash reduction: 47%

Speed Bumps/Cushions

Reduce speeds and provide visual cues to slow travel speeds, particularly near pedestrian crosswalks. Speed cushions are like speed humps, but have a gap cut into them to enable vehicles with wider wheel bases (firetrucks, buses, etc.) to pass through with minimal interruption.



Speed cushions in Alameda, CA (Source: National Association of Transportation Officials)

Sidewalks

Providing dedicated space for pedestrians, separate from motor vehicles, enhances the safety of vulnerable road users.

Bicycle Lane

A dedicated facility that separates motor vehicles from cyclists removes conflicts and reduces crashes between the two.
Potential crash reduction: 49%

Corridor Access Management

Controlling entry and exit points along a roadway improves safety for all users. This includes consolidating driveways, limiting movements in and out of driveways, and adding dedicated turn lanes.
Potential crash reduction: 13% (25% reduction in non-fatal crashes)

Crosswalk Visibility Enhancements

Improved lighting, high visibility crosswalk patterns, and enhanced signage at crosswalks signals to motorists that pedestrians have priority for crossings.
Potential crash reduction: 15%

Leading Pedestrian Interval (at signals)

Provides pedestrians a 3-7 second head start to cross a signalized intersection. Increases visibility of pedestrians and increases likelihood of vehicles yielding to pedestrians.
Potential crash reduction: 10%

Clarifying Intersection Limits (delineation and markings)

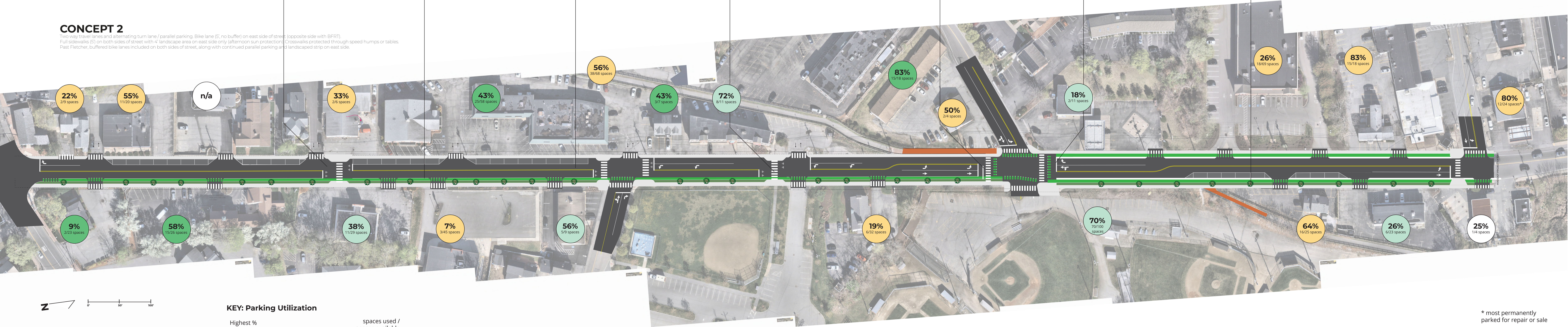
Pavement markings are critical in providing visual designations for appropriate spaces for different roadway users. They provide motorists with sufficient space to queue and make turning movements, separate from other vehicles; stop bars allow pedestrians and bicyclists to traverse crossings with ample space between themselves and motor vehicles.

Street Trees & Landscaping

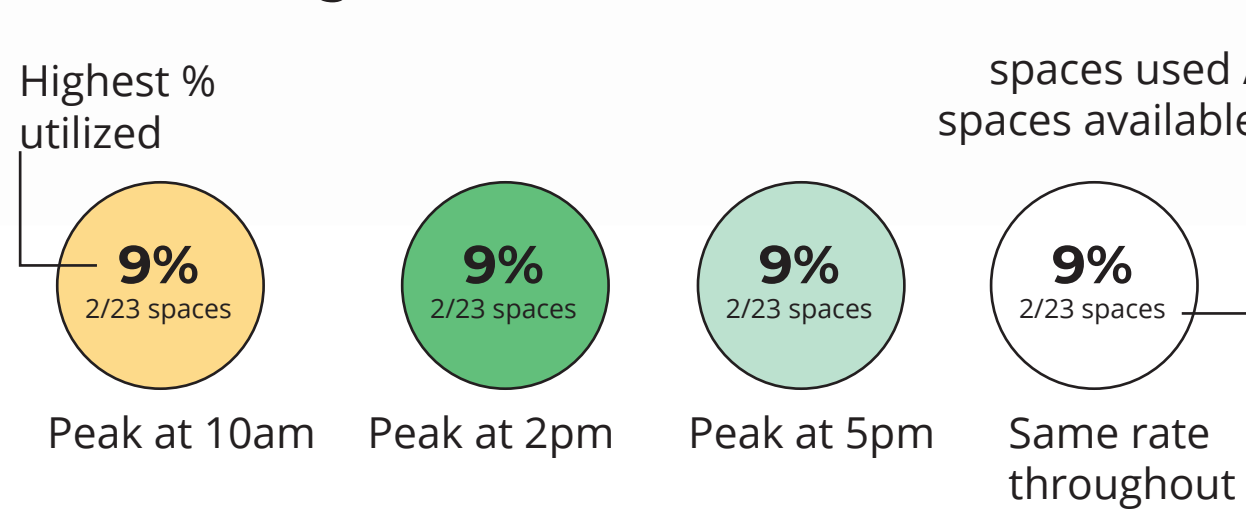
Act as a visual barrier that protects pedestrians and cyclists from motorized traffic, while also creating an appealing and inviting environment in which to travel. Landscaping clearly demarcates where the roadway space ends and the pedestrian space begins. It may also visually narrow the roadway, resulting in lower motorists speeds.

CONCEPT 2

Two way travel lanes and alternating turn lane / parallel parking. Bike lane (5', no buffer) on east side of street (opposite side with BFR). Full sidewalks (5') on both sides of street with 4' landscape area on east side only (afternoon sun protection). Crosswalks protected through speed humps or tables. Past Fletcher, buffered bike lanes included on both sides of street, along with continued parallel parking and landscaped strip on east side.



KEY: Parking Utilization



* most permanently parked for repair or sale