



LOCATION

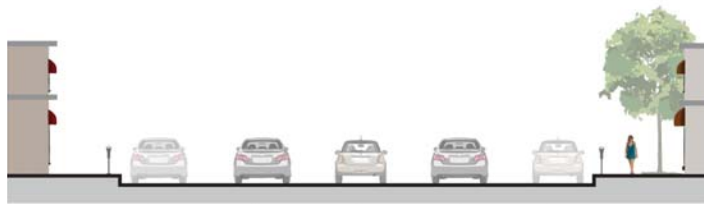


EXISTING PHOTO

Looking Northbound on 5th Avenue



POTENTIAL STREET SECTION DESIGN



Existing
 8' Parking Lane
 12' Travel Lane
 12' Travel Lane
 52' Curb-to-Curb
 12' Travel Lane
 12' Travel Lane
 8' Parking Lane



Potential
 10' Cycle Track
 5' Planted Side Median
 8' Parking Lane
 10' Travel Lane
 10' Travel Lane
 8' Parking Lane
 52' Curb-to-Curb

COMPARABLE IMAGES



BENEFITS

- Located directly on commercial corridor
- Supports placemaking and pedestrian-friendly design
- Improves safety through traffic calming design and separating users
- Increases visibility and accessibility of local businesses
- Provides opportunity for two-way bikeway

ADDITIONAL BENEFITS

ADDITIONAL CONSIDERATIONS



LOCATION

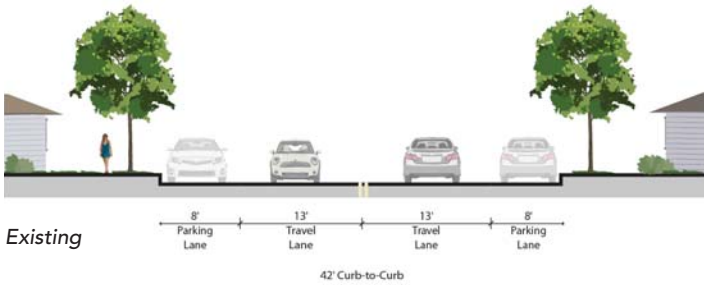


EXISTING PHOTO

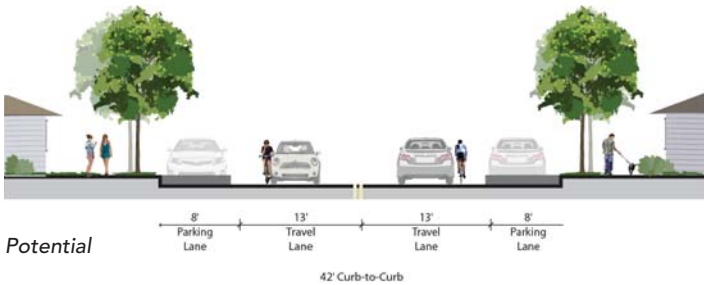
Looking Northbound on Georgia Street



POTENTIAL STREET SECTION DESIGN



COMPARABLE IMAGES



BENEFITS

- Complements existing pedestrian amenities
- Improves safety through traffic calming design

CONSIDERATIONS

- Does not provide direct commercial corridor access
- Creates a non-contiguous "zig-zag" north-south corridor
- Coordination with Rapid Bus construction schedule

ADDITIONAL BENEFITS

ADDITIONAL CONSIDERATIONS



LOCATION

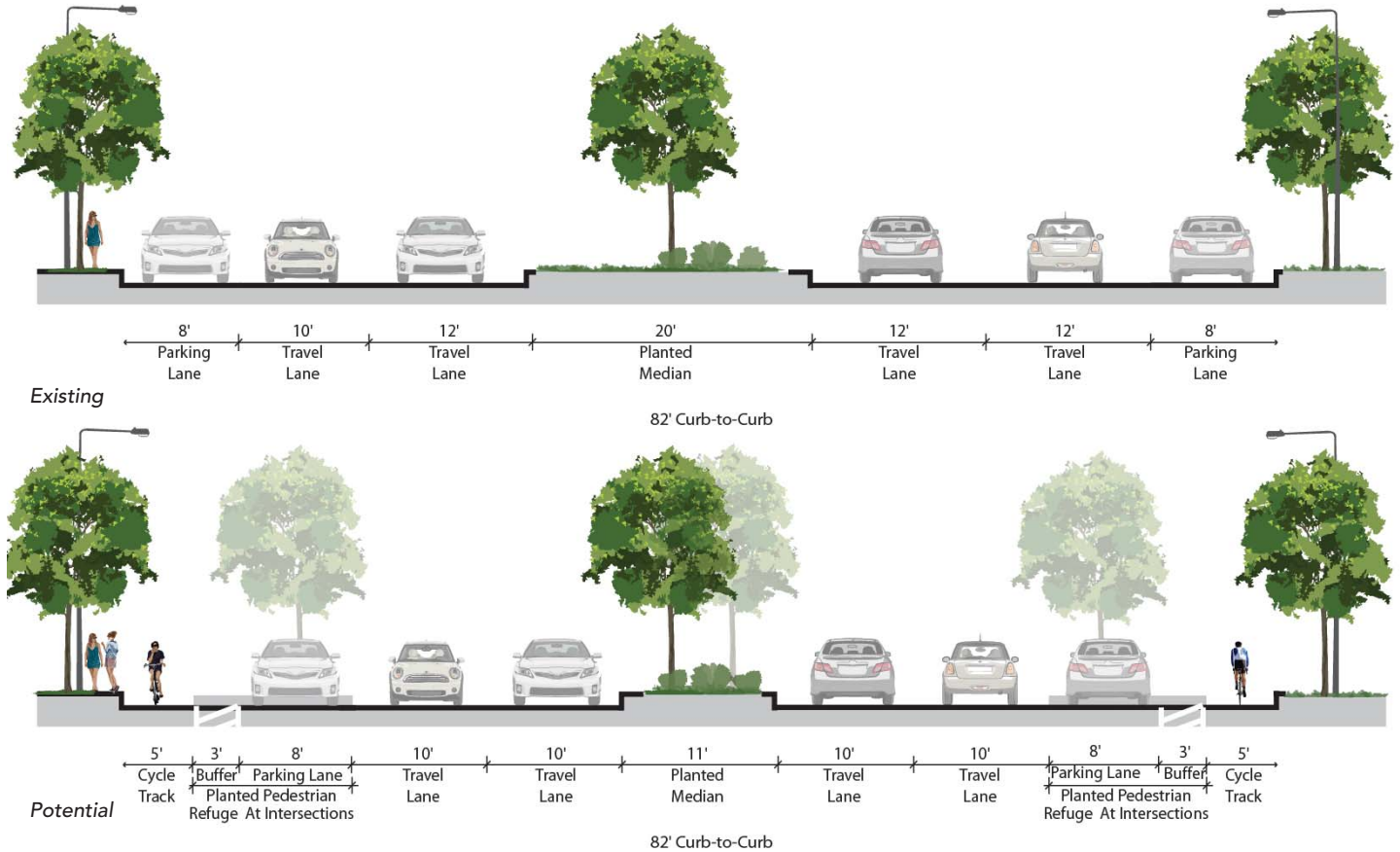


EXISTING PHOTO

Looking Northbound on Park Boulevard



POTNEITAL STREET SECTION DESIGN



COMPARABLE IMAGES



BENEFITS

- Complements existing pedestrian amenities
- Improves safety through traffic calming design and separating users



LOCATION

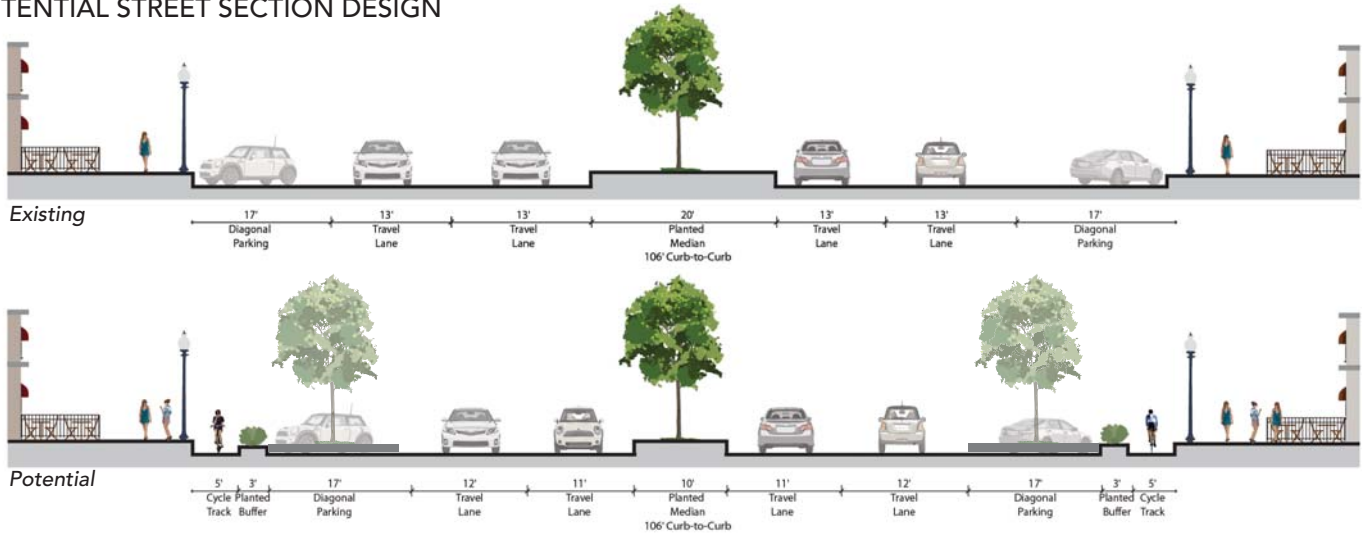


EXISTING PHOTO

Looking Eastbound on University Avenue



POTENTIAL STREET SECTION DESIGN



COMPARABLE IMAGES



BENEFITS

- Located directly on commercial corridor
- Separates users: bikes, pedestrians, vehicles (University)
- Supports placemaking and pedestrian-friendly design
- Improves safety through traffic calming design and separating users
- Increases visibility and accessibility of local businesses
- Supports a more contiguous east-west corridor

CONSIDERATIONS

- Removal of parking spaces on University Ave (estimated 11 spaces)
- Requires median reconstruction/refinement on University and Normal

ADDITIONAL BENEFITS

ADDITIONAL CONSIDERATIONS



LOCATION

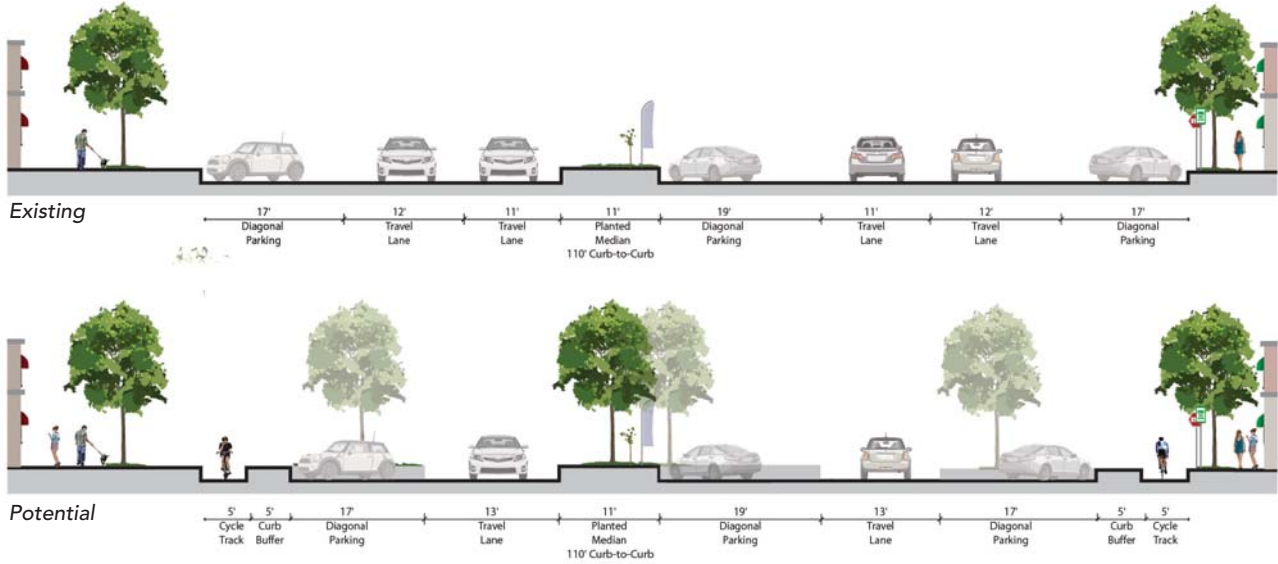


EXISTING PHOTO

Looking Northbound on Normal Street



POTENTIAL STREET SECTION DESIGN



COMPARABLE IMAGES





LOCATION

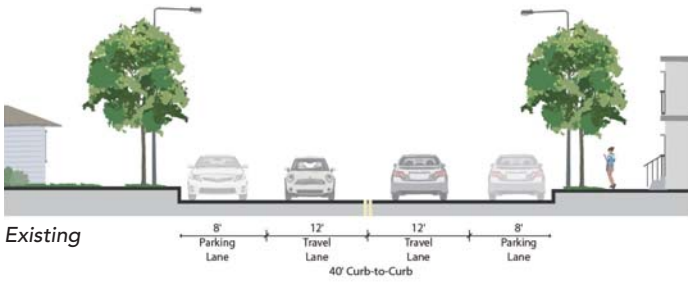


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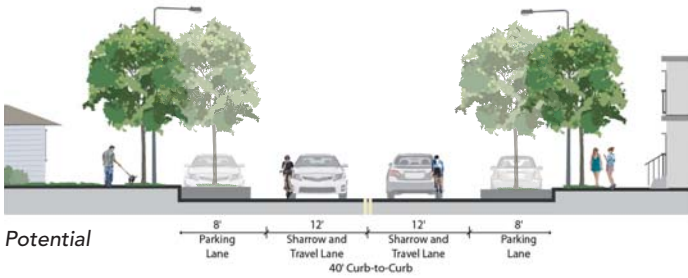
Looking Northbound on Herbert Street



POTENTIAL STREET SECTION DESIGN



COMPARABLE IMAGES





LOCATION

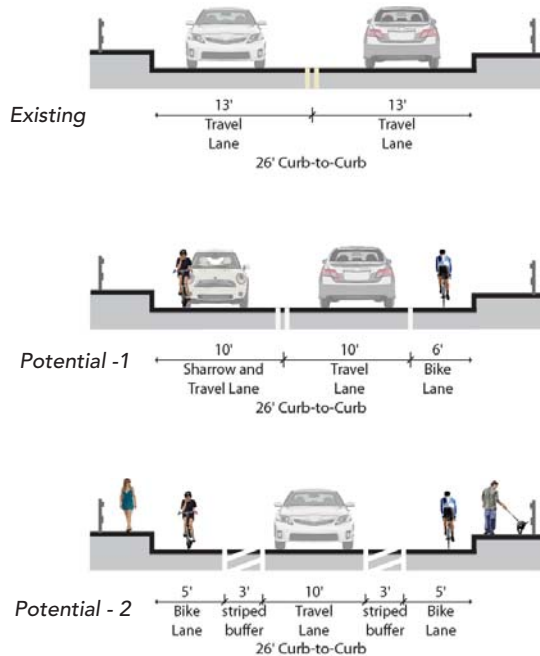


EXISTING PHOTO

Looking Eastbound on Robinson Avenue



POTENTIAL STREET SECTION DESIGN



COMPARABLE IMAGES



BENEFITS

- Complements existing pedestrian amenities;
- Improves safety through traffic calming design and separating users
- Reduces cut through traffic (Hillcrest to east of SR 163)

CONSIDERATIONS

- Requires changes to circulation pattern across the Robinson/SR163 bridge
- Creates a non-contiguous "zig-zag" east-west corridor

ADDITIONAL BENEFITS

ADDITIONAL CONSIDERATIONS



LOCATION

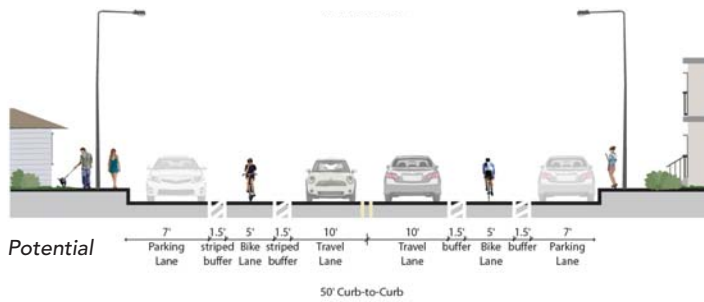
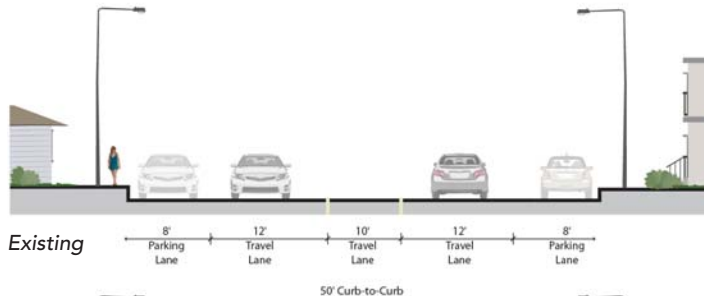


EXISTING PHOTO

Looking Eastbound on Robinson Avenue



POTENTIAL STREET SECTION DESIGN



COMPARABLE IMAGES



BENEFITS

- Complements existing pedestrian amenities;
- Improves safety through traffic calming design and separating users
- Reduces cut through traffic (Hillcrest to east of SR 163)

CONSIDERATIONS

- Requires changes to circulation pattern across the Robinson/SR163 bridge
- Creates a non-contiguous "zig-zag" east-west corridor

ADDITIONAL BENEFITS

ADDITIONAL CONSIDERATIONS



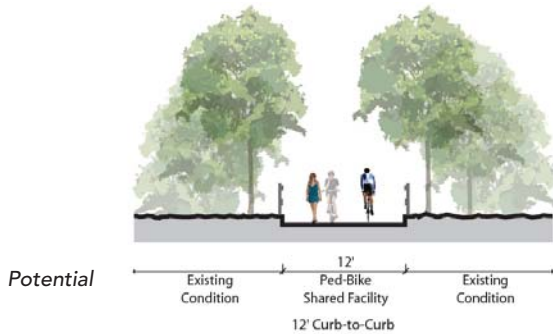
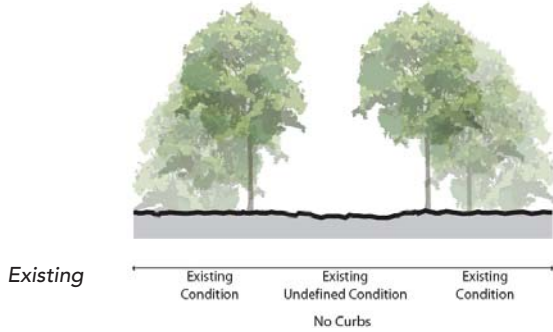
LOCATION



EXISTING PHOTO *Looking Westbound on Pennsylvania at Vermont*



POTENTIAL STREET SECTION DESIGN



COMPARABLE IMAGES



BENEFITS

- Creates new pedestrian and bike connections across SR163

CONSIDERATIONS

- 3 blocks from commercial corridor
- New bridge over Caltrans's SR163

ADDITIONAL BENEFITS

ADDITIONAL CONSIDERATIONS
