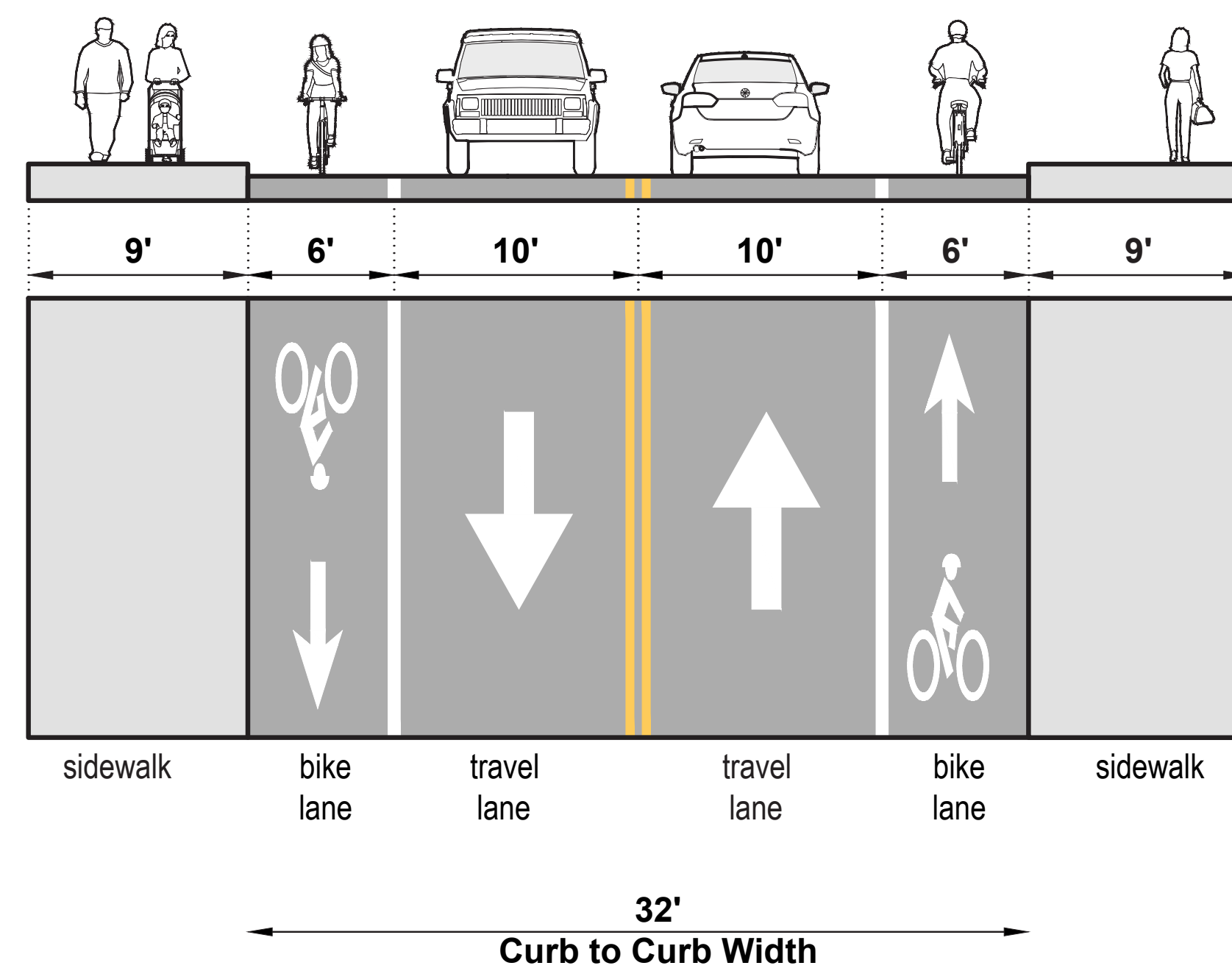




9TH STREET DESIGN CONCEPTS



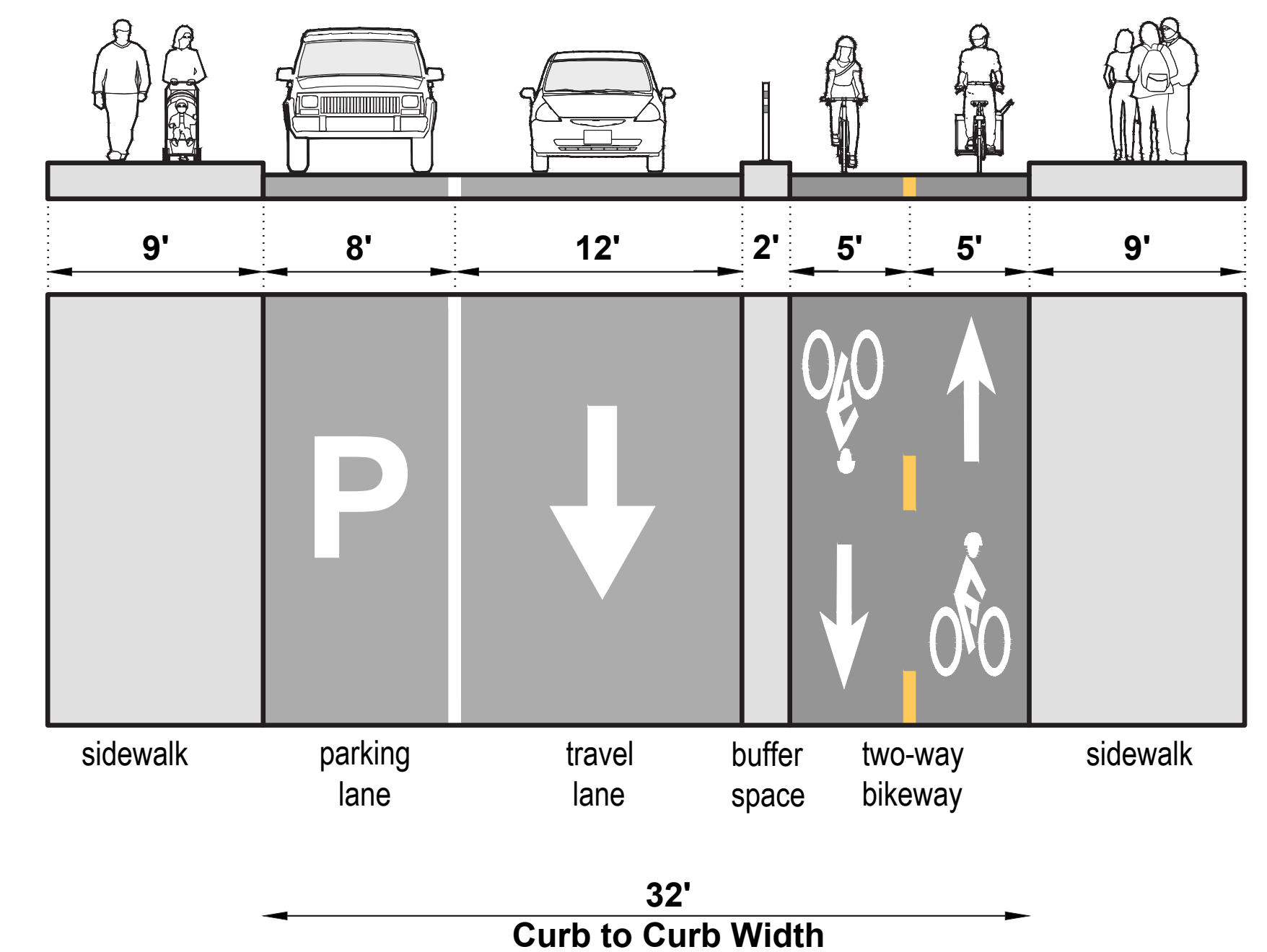
TWO-WAY MOTOR VEHICLE TRAVEL



9A STANDARD BIKE LANES, NO PARKING

- » Maintains two motor vehicle travel lanes
- » Removes on-street parking or other potential curbside uses (e.g. loading zones, valet parking, parklets, bike parking, etc.)
- » Bike lanes not vertically separated from motor vehicles
- » Snow clearing/removal is less difficult
- » This design concept with on-street bicycle lanes is being considered because of the narrow roadway width

ONE-WAY MOTOR VEHICLE TRAVEL



9B PROTECTED BIKE LANES, PARKING ON ONE SIDE

- » Converts two-way motor vehicle travel to one-way motor vehicle travel
- » Preserve on-street parking on one side of the street
- » Bike lanes vertically separated from motor vehicles
- » Drivers may not anticipate two-way bike traffic, additional driveway and intersection treatments may be warranted
- » Snow clearing/removal is more difficult and will need to be further analyzed for feasibility
- » The type of vertical separation for the protected bikeway is to-be-determined

ONE-WAY BIKE TRAVEL

TWO-WAY BIKE TRAVEL



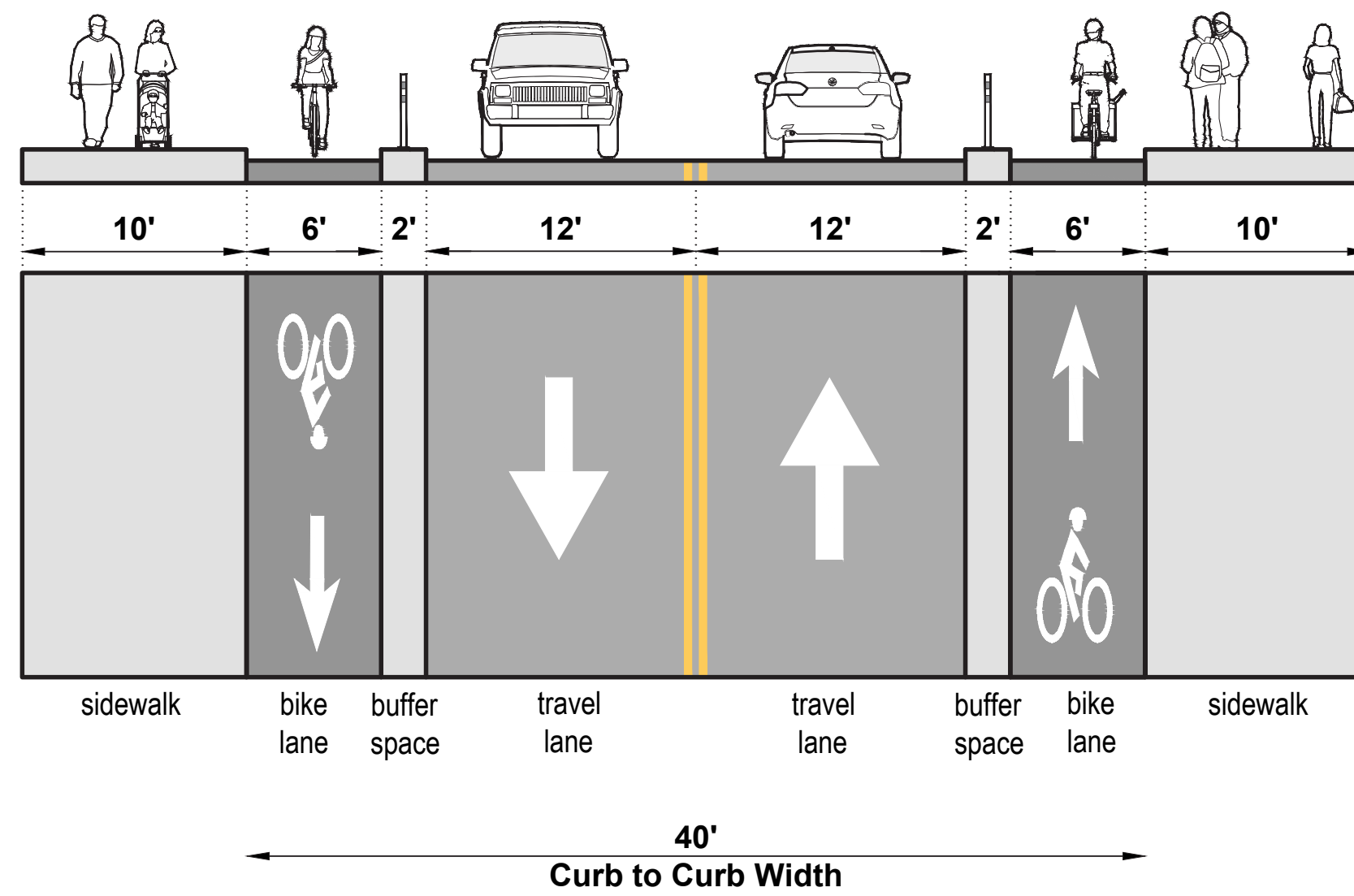
10TH STREET DESIGN CONCEPTS



ONE-WAY BIKE TRAVEL

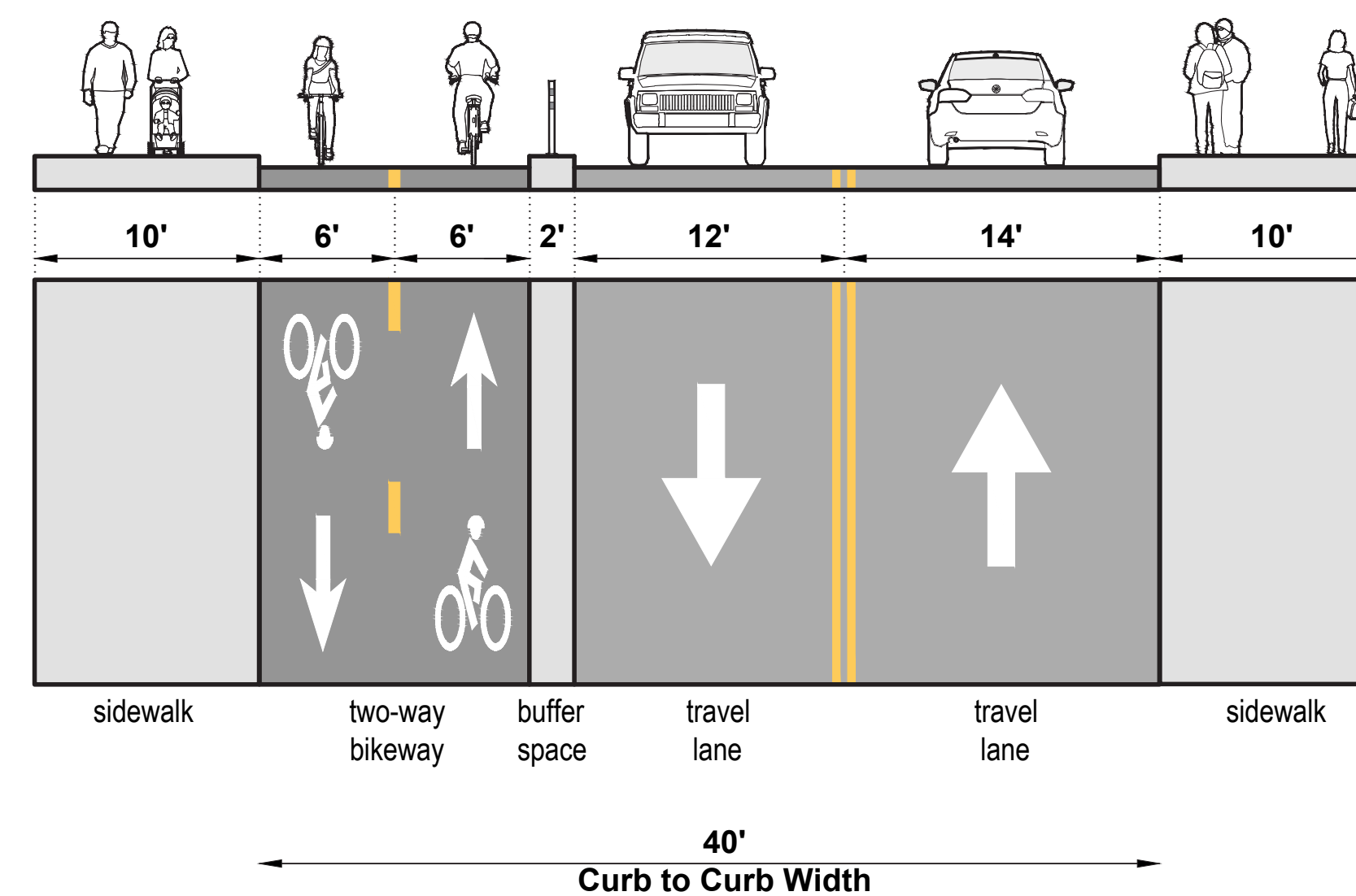
TWO-WAY BIKE TRAVEL

TWO-WAY MOTOR VEHICLE TRAVEL



10A PROTECTED BIKE LANES, NO PARKING

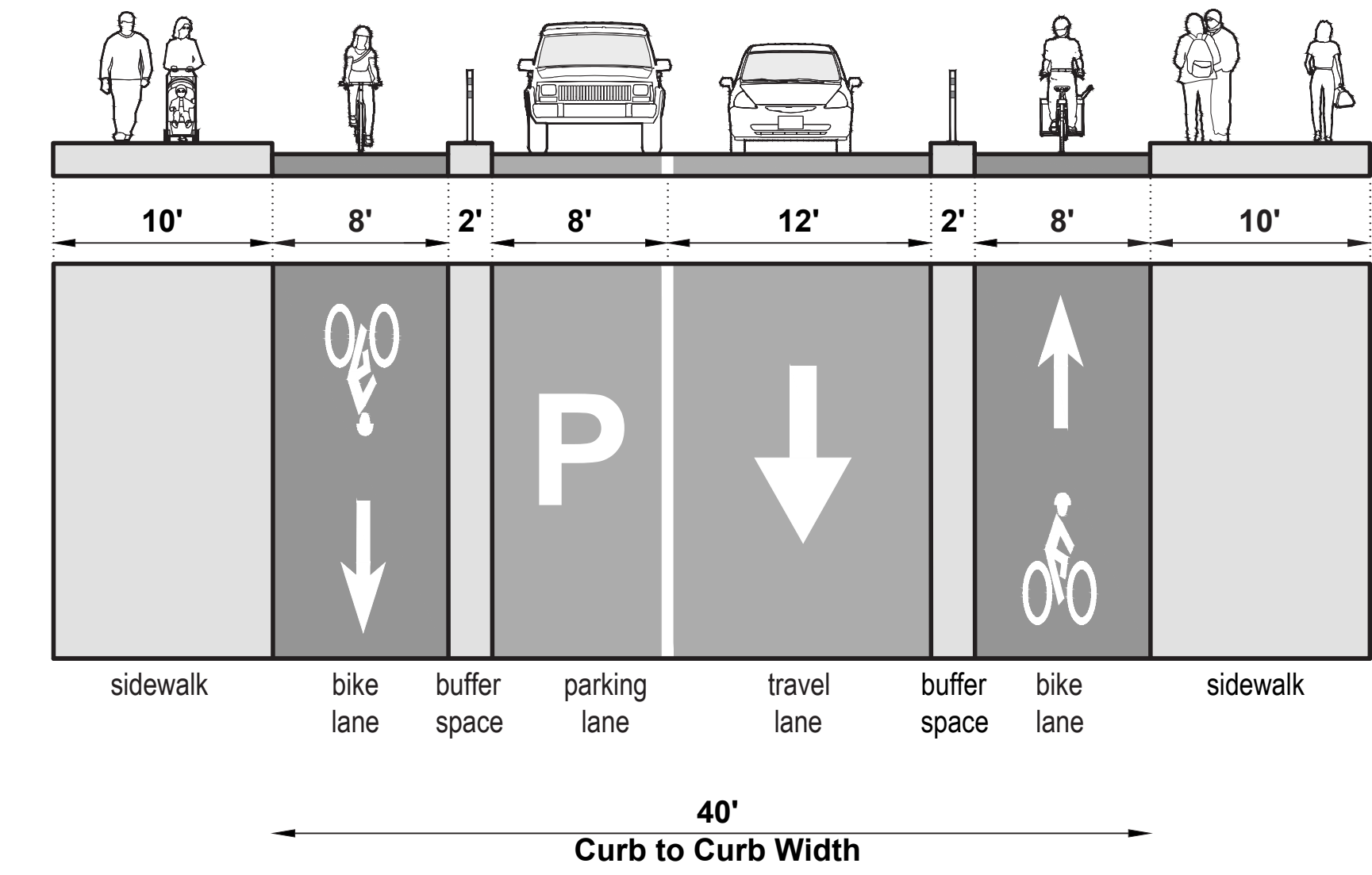
- » Maintains two motor vehicle travel lanes
- » Removes on-street parking or other potential curbside uses (e.g. loading zones, valet parking, parklets, bike parking, etc.)
- » Bike lanes vertically separated from motor vehicles
- » Snow clearing/removal is more difficult
- » The type of vertical separation for the protected bikeway is to-be-determined



10C PROTECTED BIKE LANES, NO PARKING

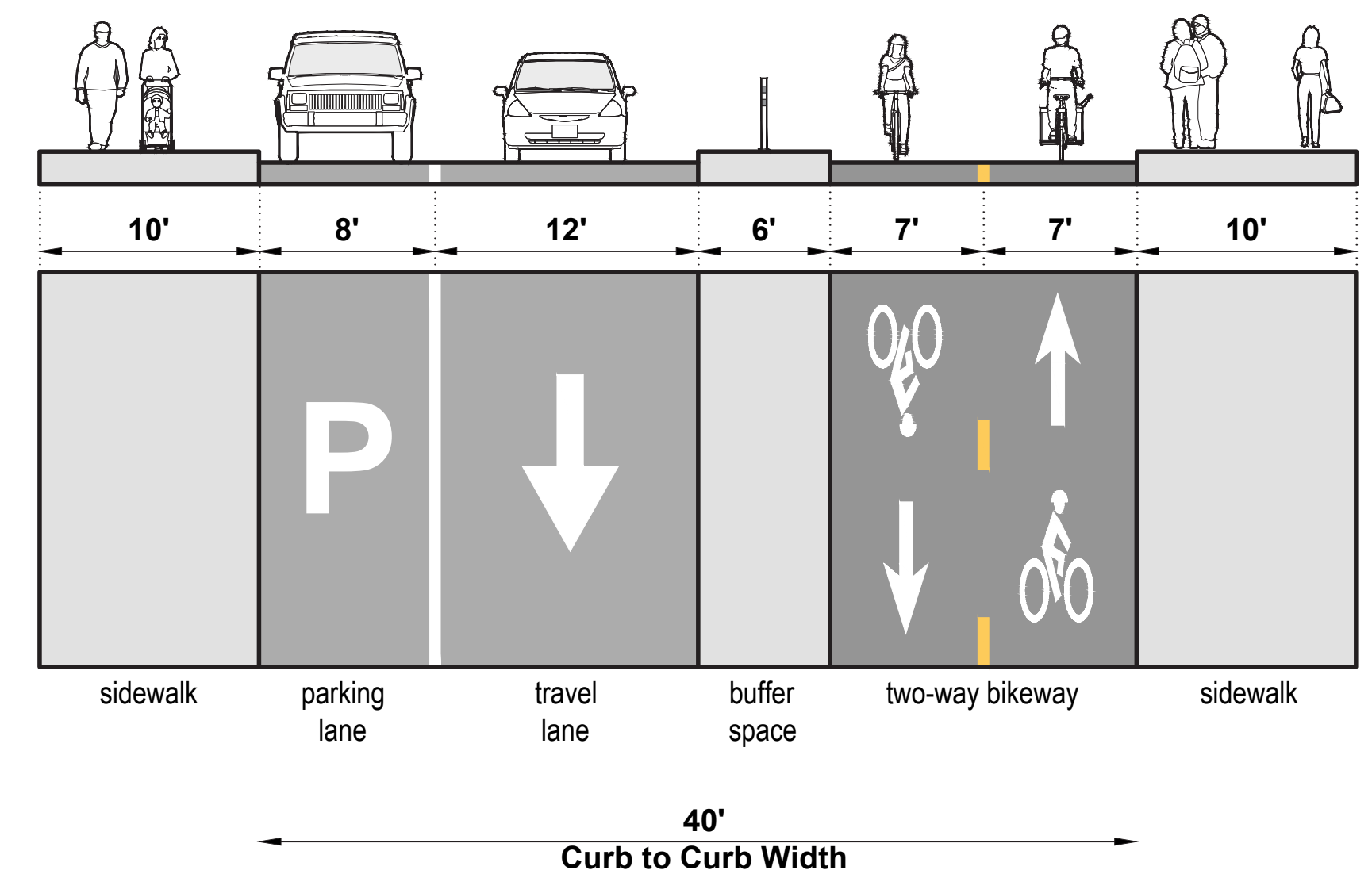
- » Maintains two motor vehicle travel lanes
- » Removes on-street parking or other potential curbside uses (e.g. loading zones, valet parking, parklets, bike parking, etc.)
- » Bike lanes vertically separated from motor vehicles
- » Drivers may not anticipate two-way bike traffic, additional driveway and intersection treatments may be warranted
- » Snow clearing/removal is more difficult
- » The type of vertical separation for the protected bikeway is to-be-determined

ONE-WAY MOTOR VEHICLE TRAVEL



10B PROTECTED BIKE LANES, PARKING ON ONE SIDE

- » Converts two-way motor vehicle travel to one-way motor vehicle travel
- » Preserves on-street parking on one side of the street
- » Bike lanes vertically separated from motor vehicles
- » A bike lane in the opposite direction of motor vehicle travel may be less comfortable for some users
- » Drivers may not anticipate two-way bike traffic, additional driveway and intersection treatments may be warranted
- » Snow clearing/removal is more difficult
- » The type of vertical separation for the protected bikeway is to-be-determined



10D PROTECTED BIKE LANES, PARKING ON ONE SIDE

- » Converts two-way motor vehicle travel to one-way motor vehicle travel
- » Preserve on-street parking on one side of the street
- » Bike lanes vertically separated from motor vehicles
- » Drivers may not anticipate two-way bike traffic, additional driveway and intersection treatments may be warranted
- » Snow clearing/removal is more difficult
- » The type of vertical separation for the protected bikeway is to-be-determined