

OPTION 1

TWO-WAY MOTOR VEHICLE CONCEPT WITH NO PARKING/LOADING PRESERVED

PROS

- Maintains direct access to local streets
- Two-way traffic can help reduce speeding along the corridor, providing greater comfort and safety for people walking and biking

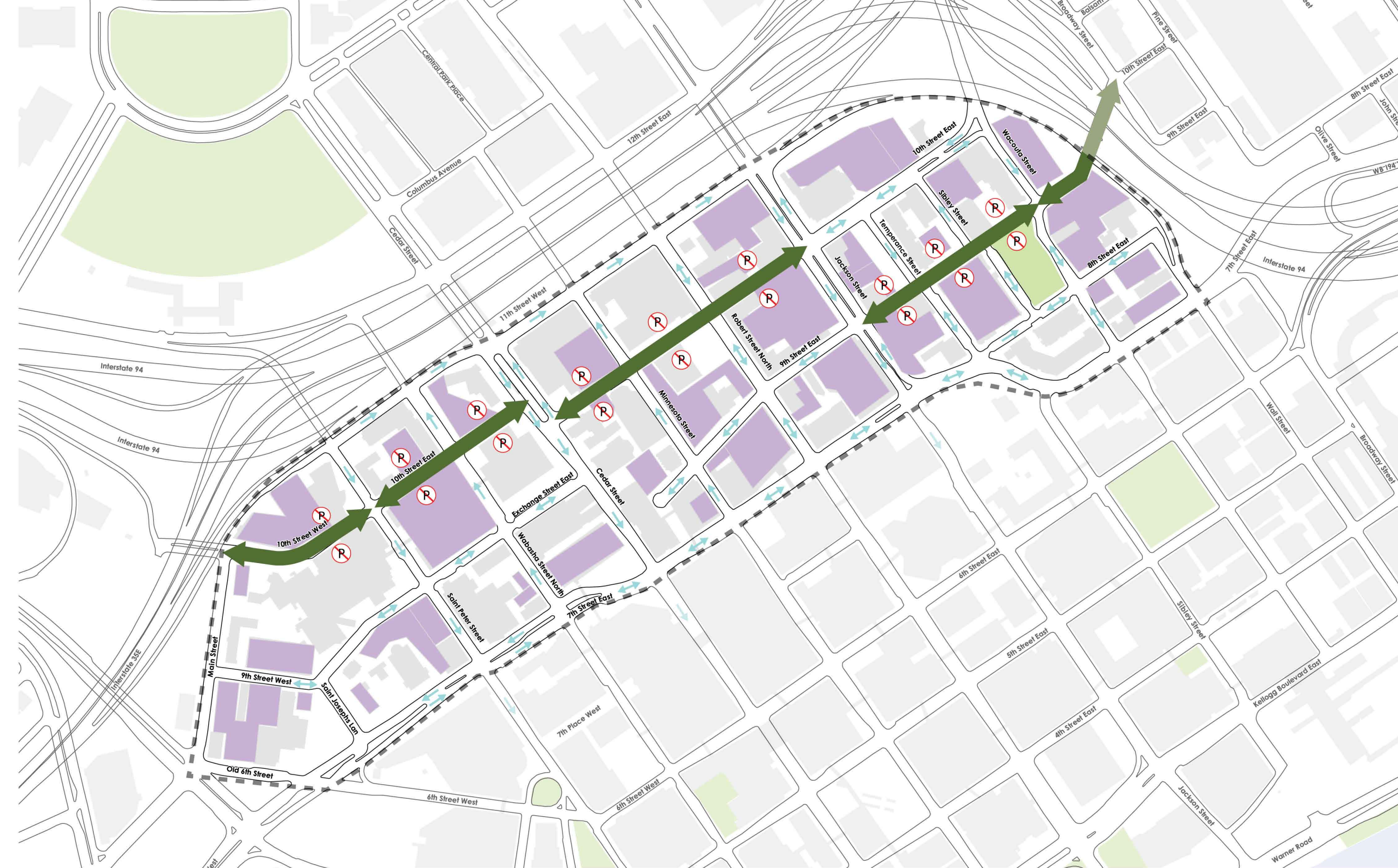
CONS

- Removes parking/loading on 9th Street and 10th Street through the project area.

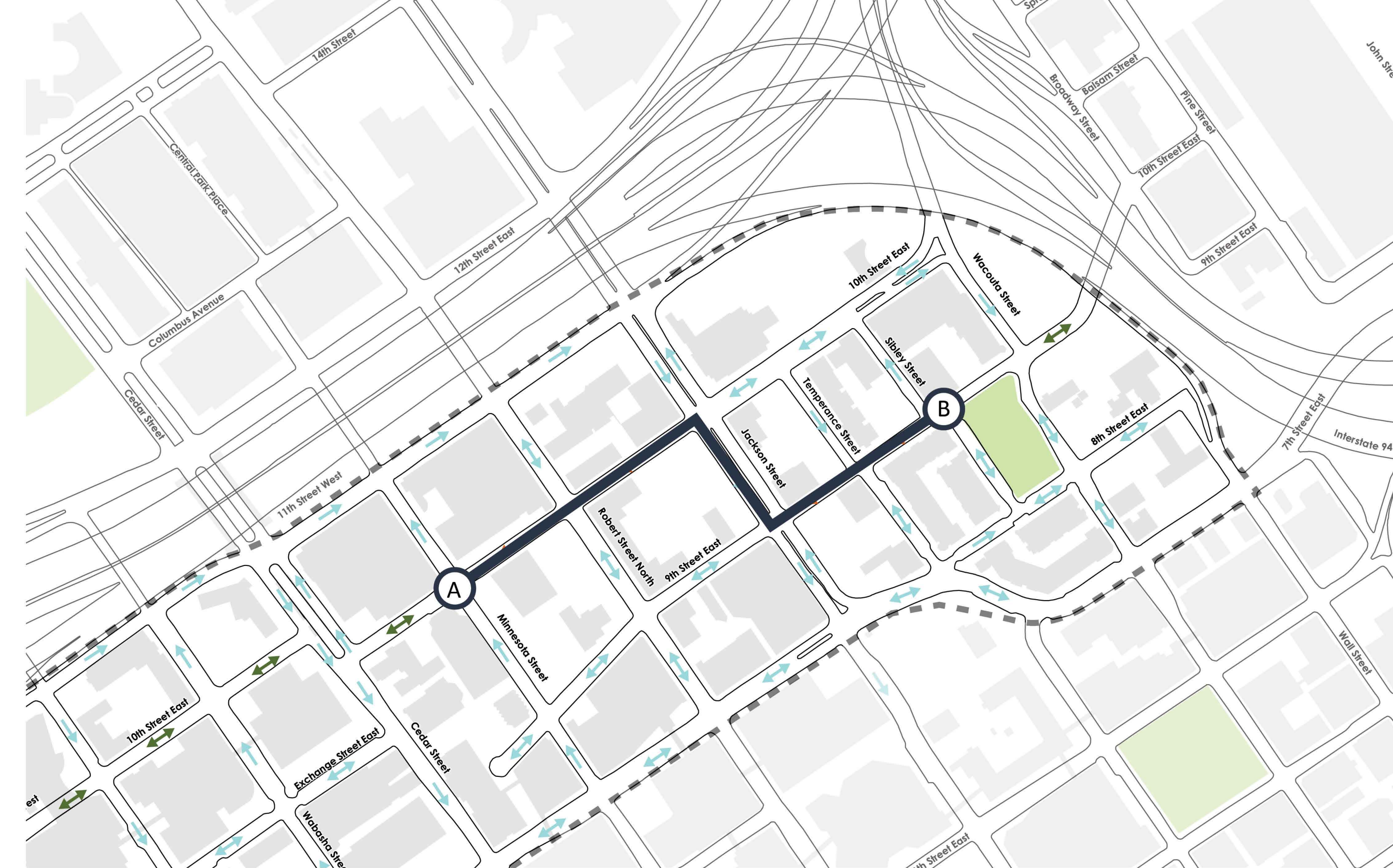
OTHER

- Existing parking ramps/lots in the area are underused (a 2015 parking study showed that a large portion of the ramps/lots in this area are less than 60% full, even during the busiest times of the day)

PARKING

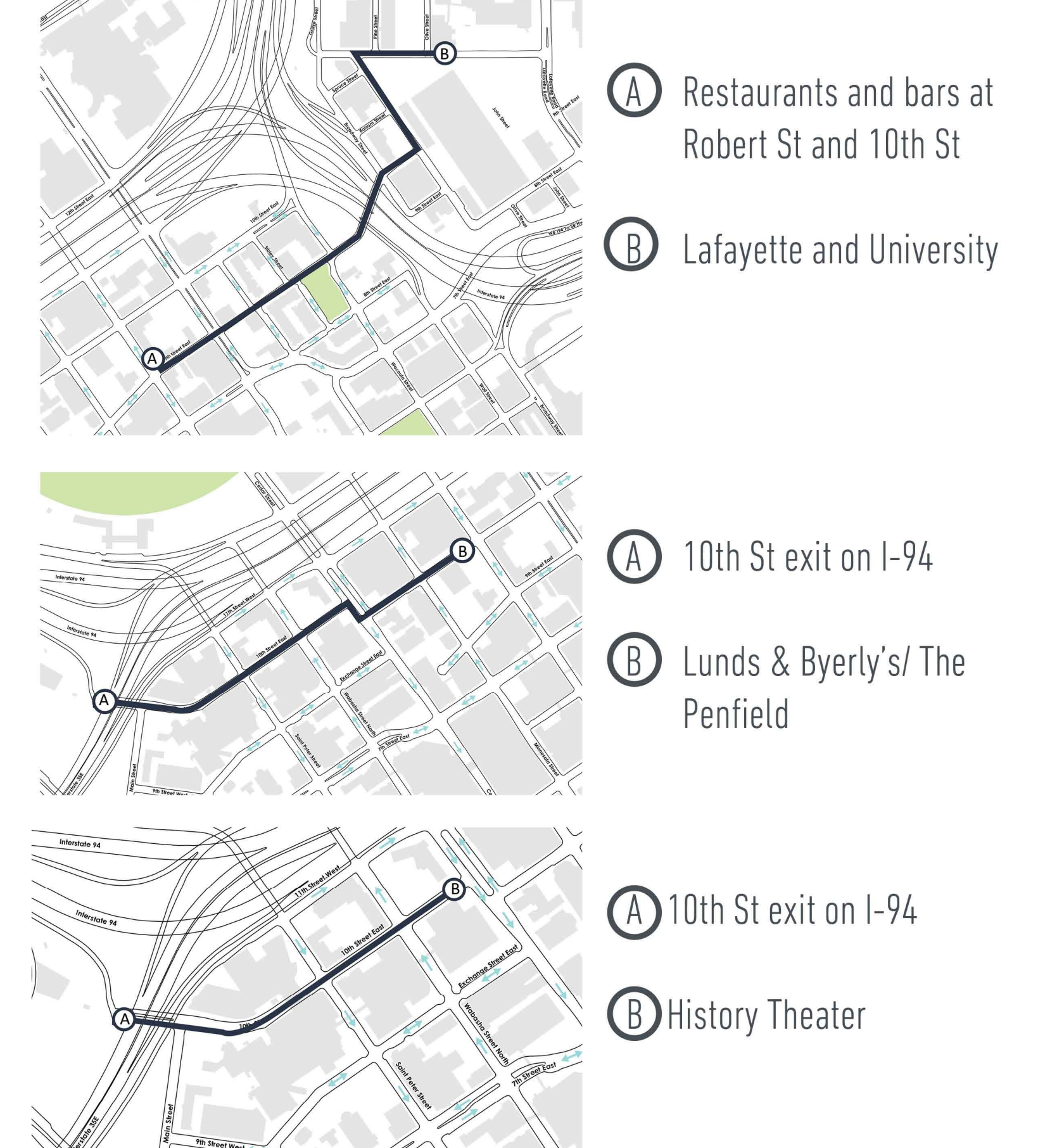


MOTOR VEHICLE CIRCULATION - SAMPLE ROUTE



ROUTE: (A) FIRE STATION NO. 8 TO (B) 9TH STREET LOFTS

OTHER SAMPLE ROUTES



OPTION 2

ONE-WAY MOTOR VEHICLE CONCEPT (BETWEEN SAINT PETER STREET AND WACOUTA STREET) WITH SOME PARKING/LOADING PRESERVED

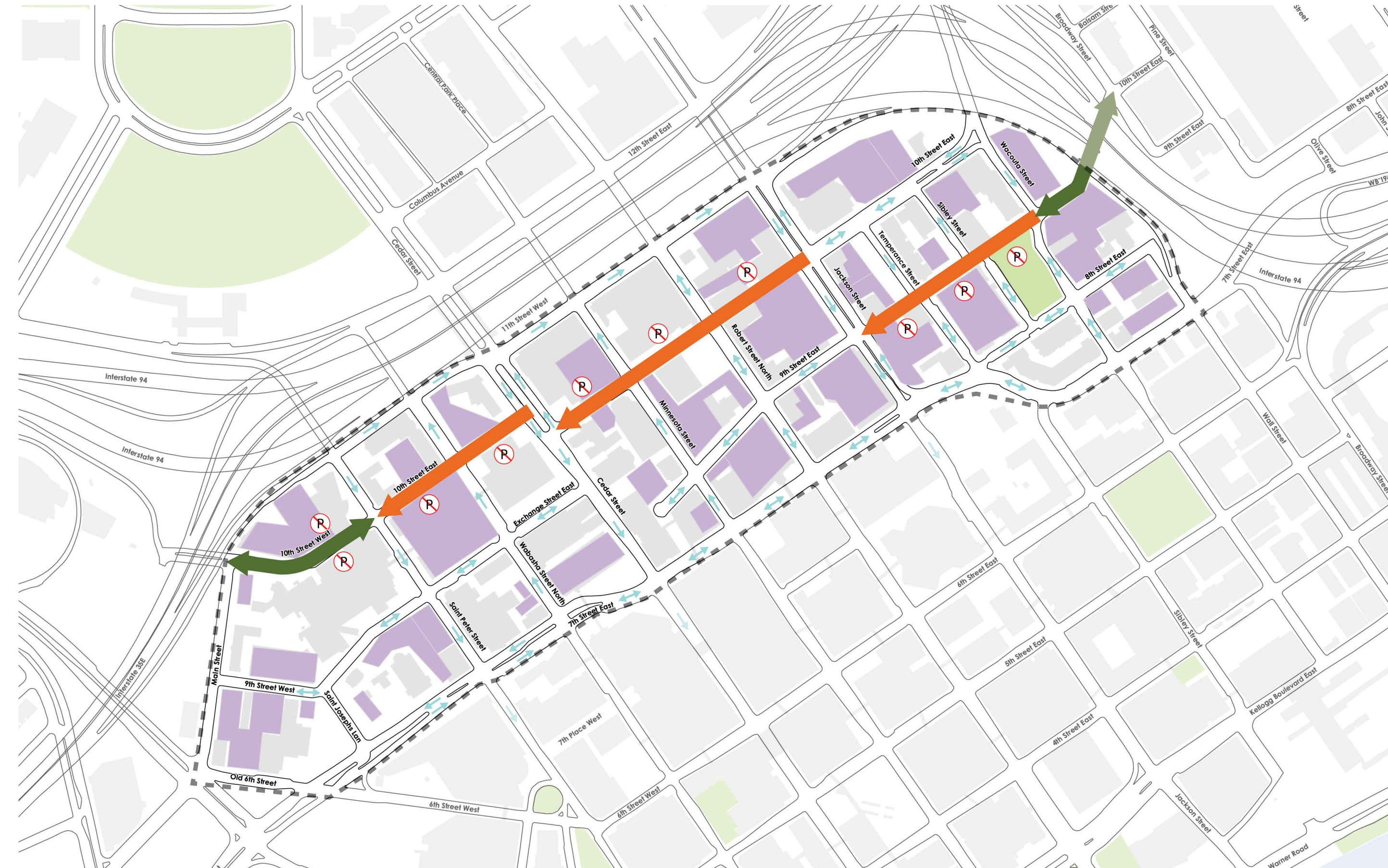
PROS

- Preserves some parking spaces and loading zones along 9th and 10th Street through the project area

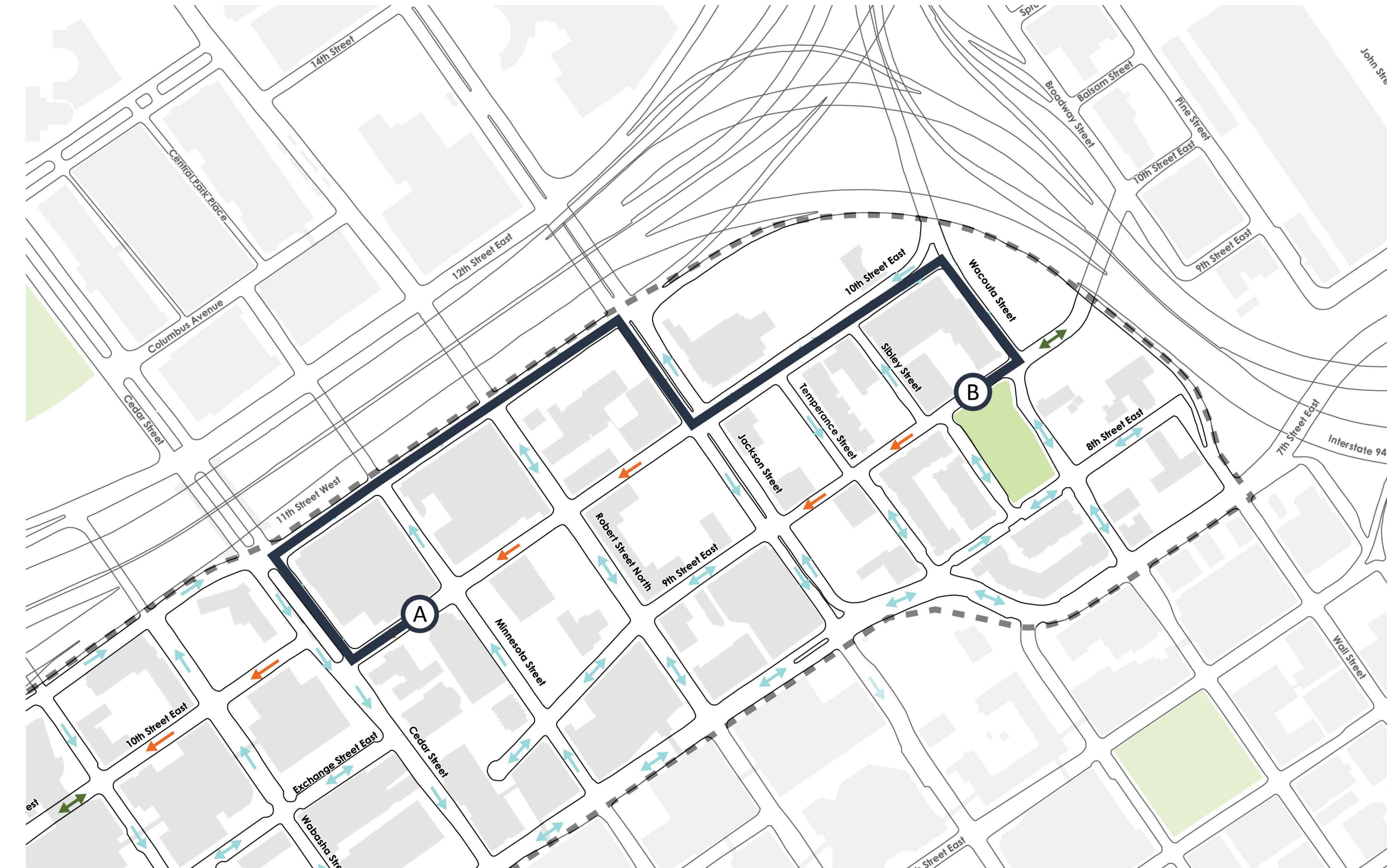
CONS

- Reduces direct motor vehicle access to businesses, attractions, and residences (Eastbound motor vehicle traffic will need to take indirect routes to access local businesses, services, attractions, and residences)
- One-way corridors tend to result in higher driving speeds which often result in lower comfort and safety for people walking and biking

PARKING

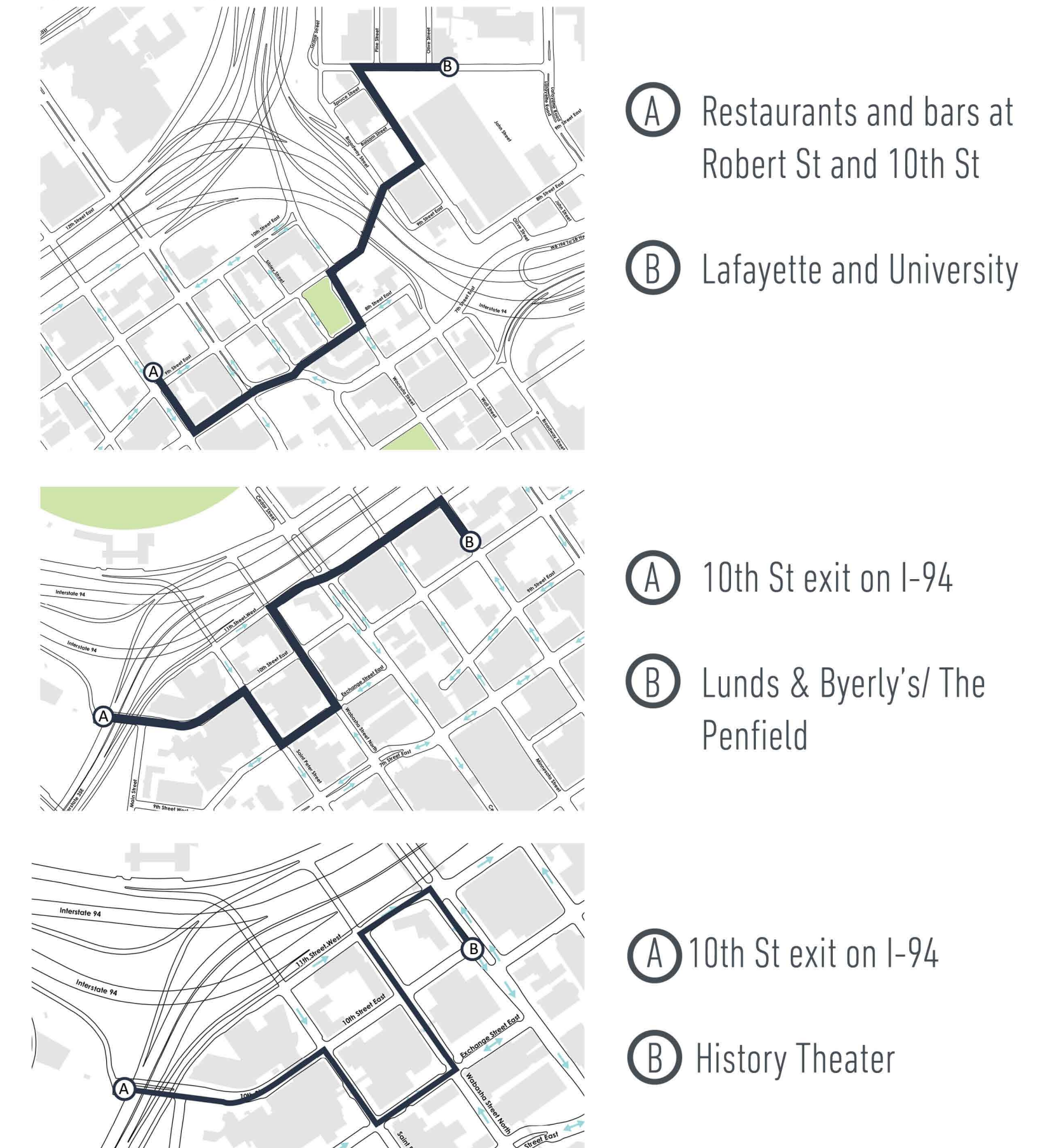


MOTOR VEHICLE CIRCULATION - SAMPLE ROUTE



ROUTE: (A) FIRE STATION NO. 8 TO (B) 9TH STREET LOFTS

OTHER SAMPLE ROUTES



LEGEND

	One-way segment		Existing one-way
	Two-way segment		Existing two-way
	Existing parking ramps and surface parking		
	No Parking/Loading provided on 9th and/or 10th Street		
	9th St/10th St Study Area		