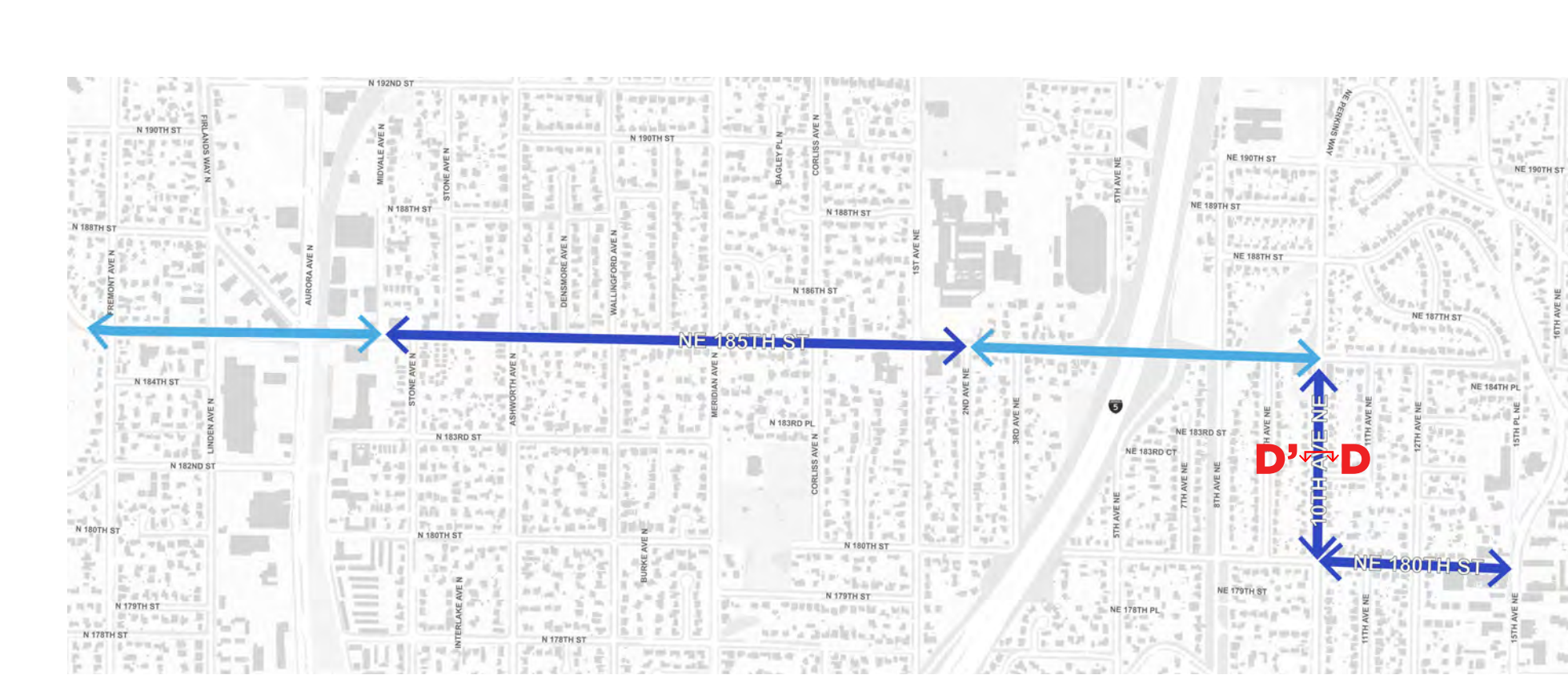
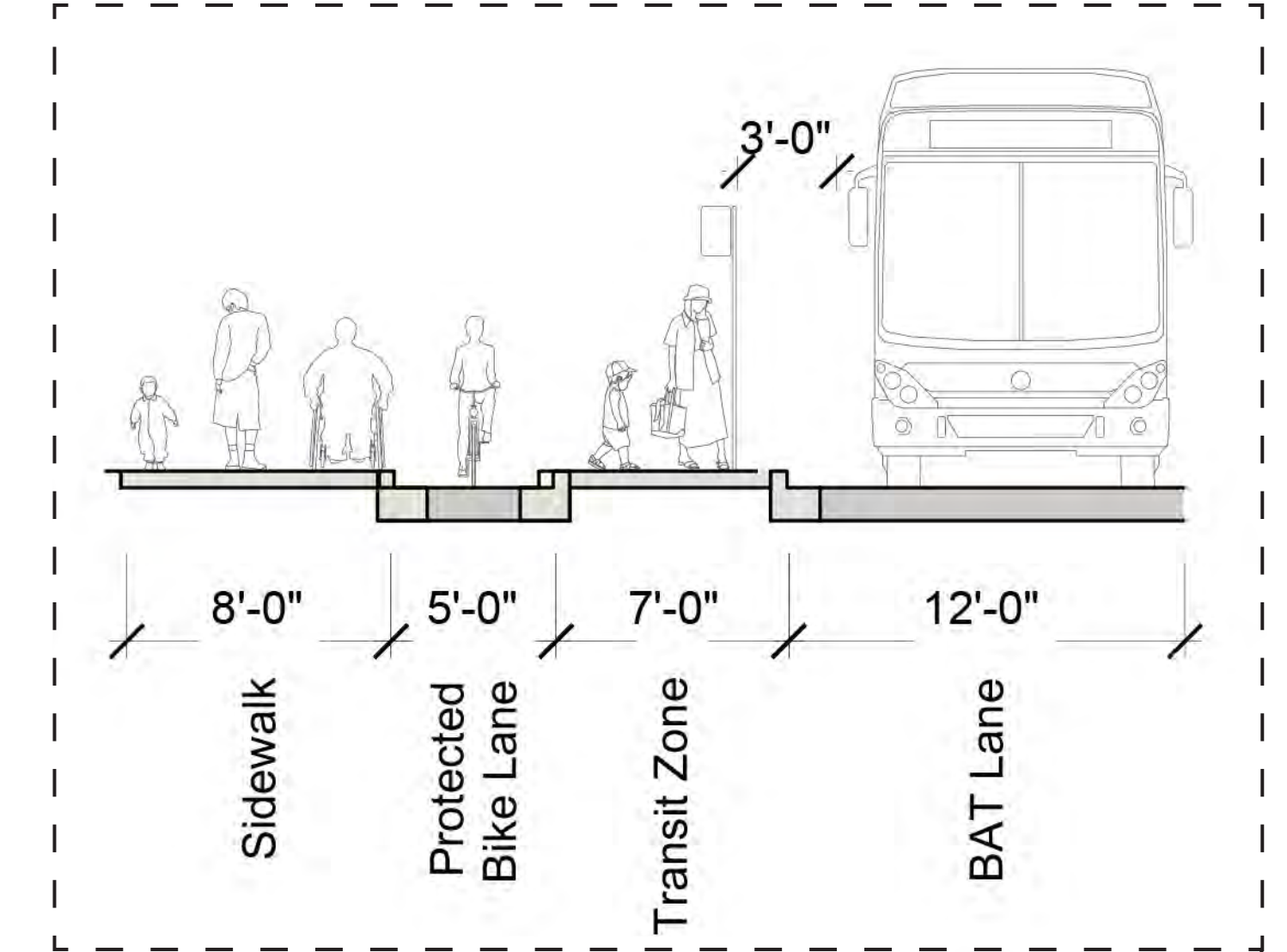


# 10<sup>TH</sup> AVENUE - D-D'

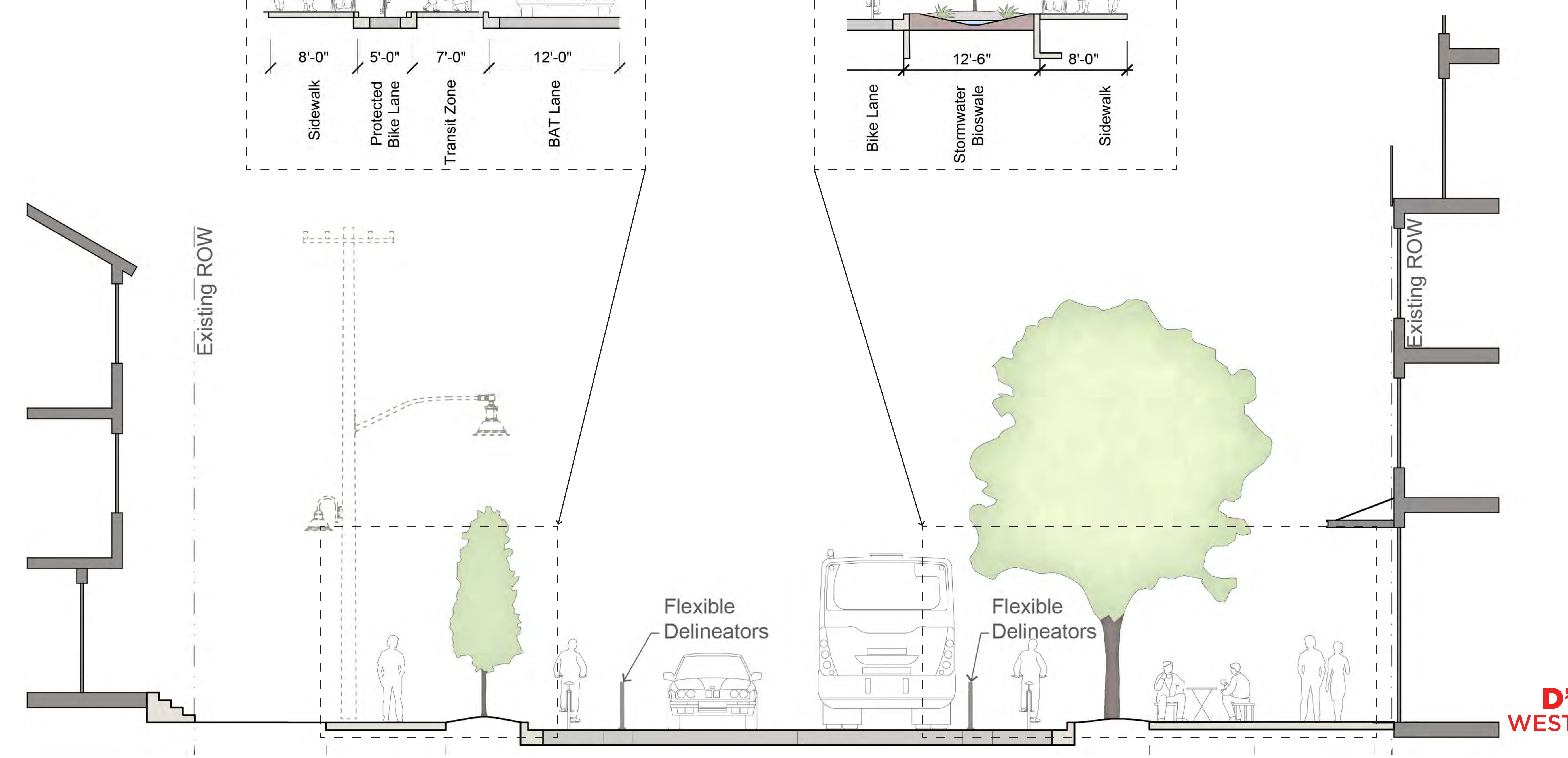
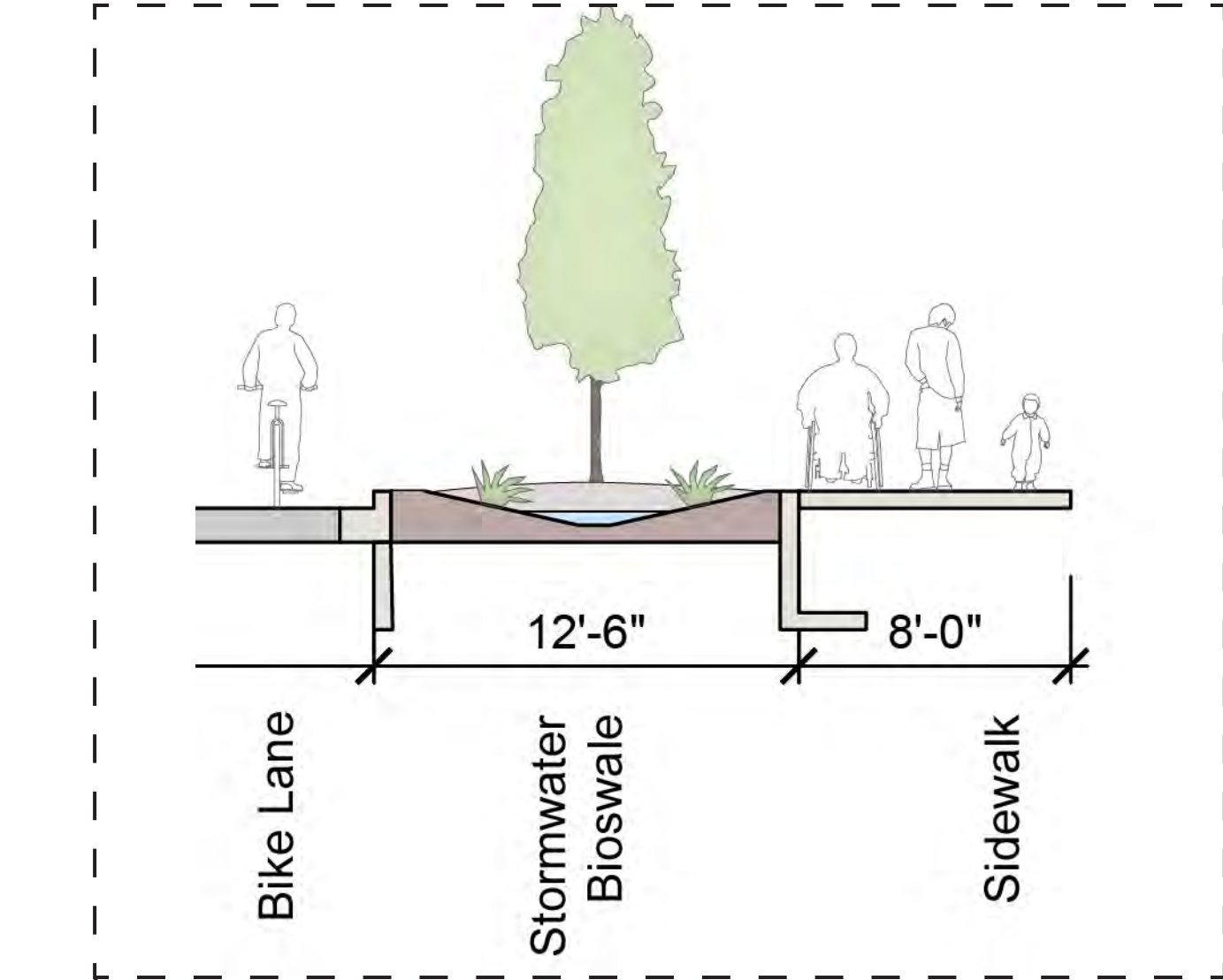
## OPTION 1 - TWO VEHICULAR LANES WITH BUFFERED BIKE LANES



OPTION 1 AT TRANSIT STOP

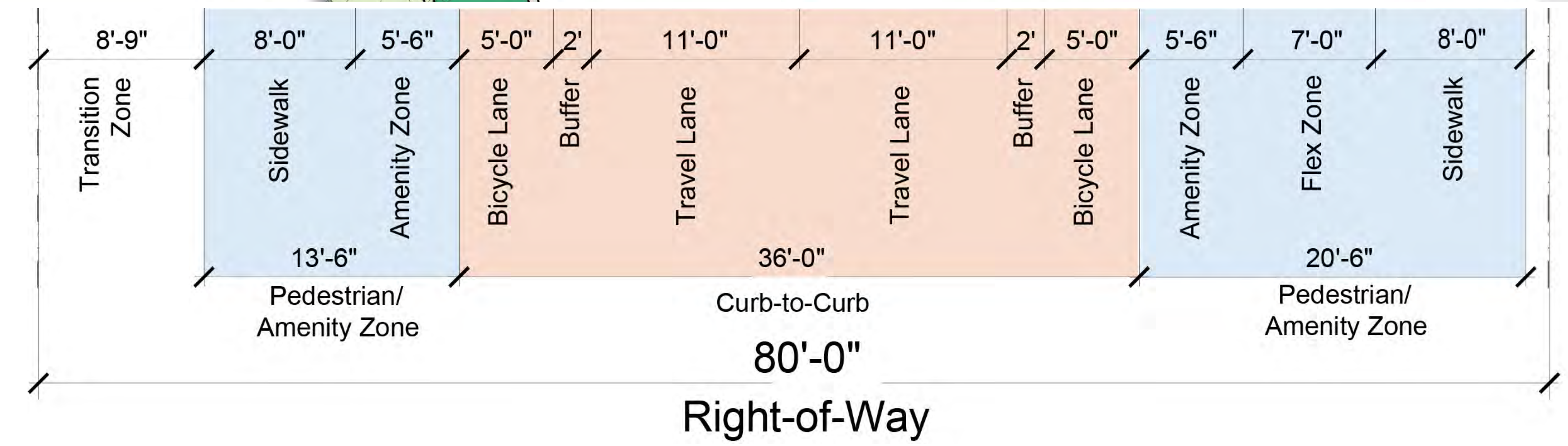
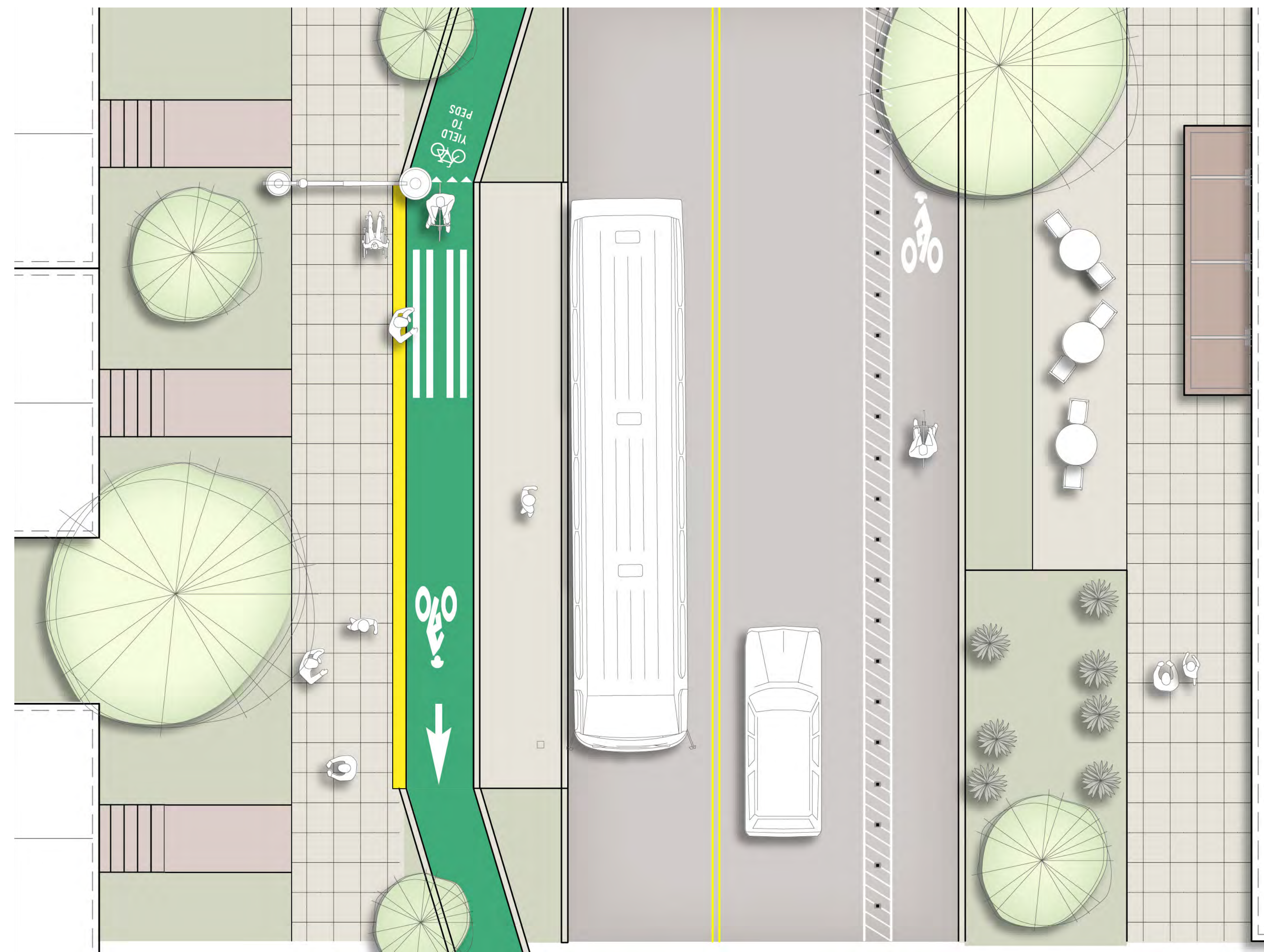


OPTION 1 WITH BIOSWALES



D  
EAST

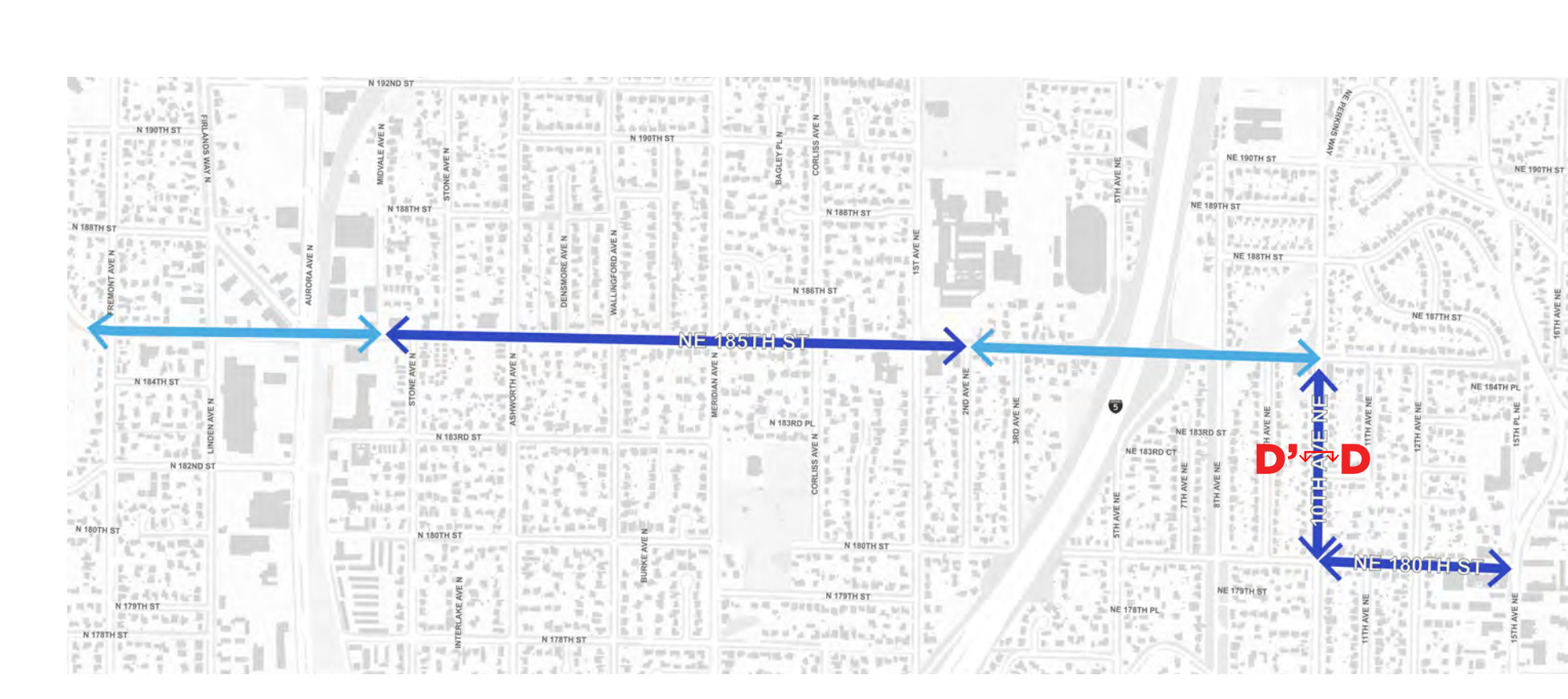
D'  
WEST



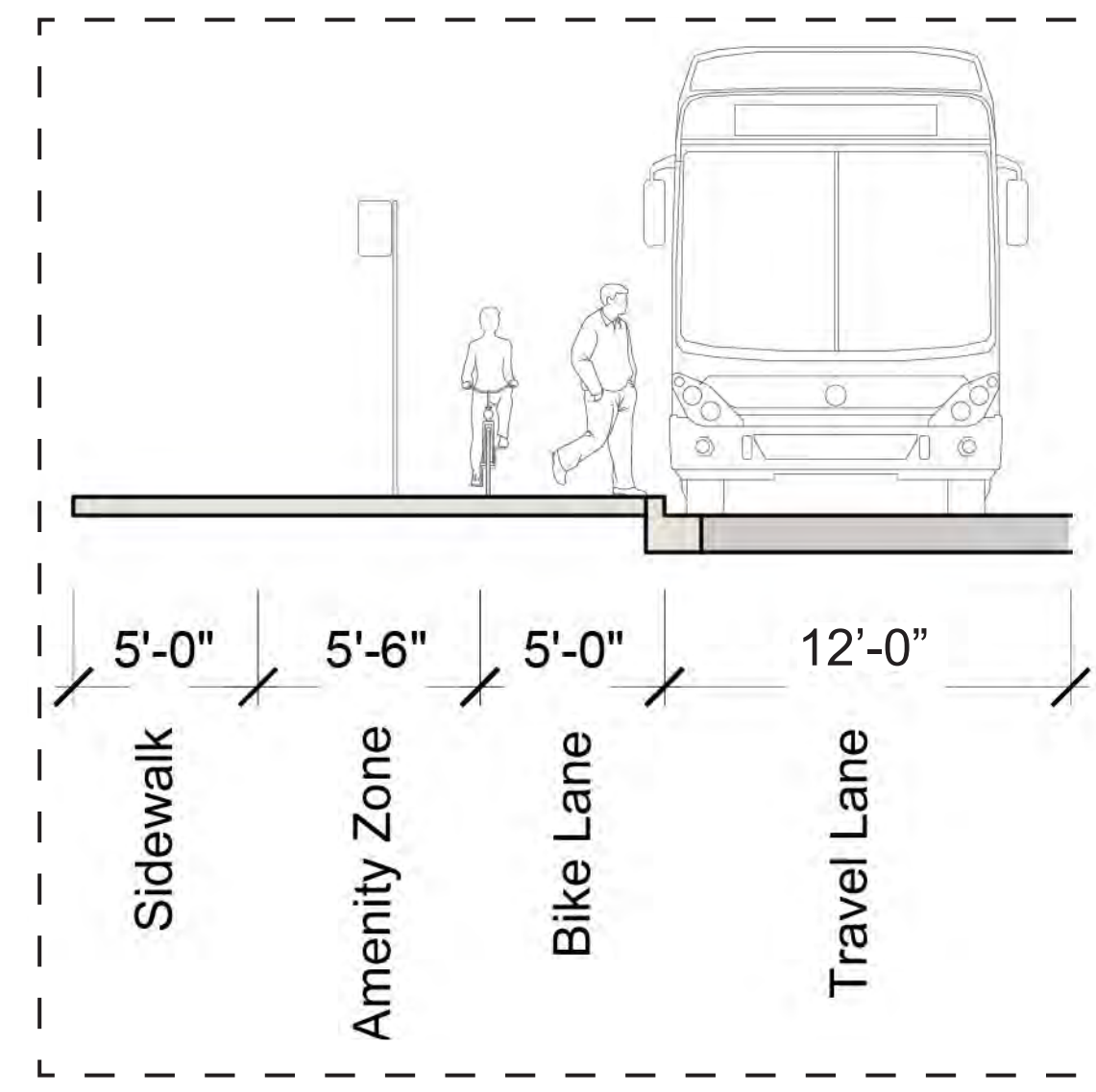
		BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	[Green]					<ul style="list-style-type: none"> <li>35' street crossing</li> <li>5.5' amenity zone on both sides plus 7' flex zone on west side</li> </ul>	<ul style="list-style-type: none"> <li>Medium wide street crossing</li> <li>Amenity zone provides good separation from vehicles</li> </ul>
	PEDESTRIAN MOBILITY	[Green]					<ul style="list-style-type: none"> <li>8' sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>8' sidewalk meets City's standard</li> </ul>
BICYCLE	BICYCLIST SAFETY	[Green]					<ul style="list-style-type: none"> <li>5' bike lanes with 2' buffer</li> </ul>	<ul style="list-style-type: none"> <li>Greatest separation from vehicles and pedestrians</li> </ul>
	BICYCLIST MOBILITY	[Green]					<ul style="list-style-type: none"> <li>Pair of buffered bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>Easy to connect to surrounding streets</li> </ul>
TRAFFIC	DRIVER SAFETY	[Yellow]					<ul style="list-style-type: none"> <li>No turn lanes</li> </ul>	<ul style="list-style-type: none"> <li>Autos and buses share the same lane</li> </ul>
	TRAFFIC FLOW	[Green]					<ul style="list-style-type: none"> <li>One general purpose lane in each direction</li> </ul>	<ul style="list-style-type: none"> <li>Traffic Level of Service will fail by 2035</li> </ul>
	PARKING	[Red]	[Green]				<ul style="list-style-type: none"> <li>No parking</li> </ul>	<ul style="list-style-type: none"> <li>--</li> </ul>
TRANSIT	TRANSIT SPEED AND RELIABILITY	[Green]					<ul style="list-style-type: none"> <li>11' lanes shared by transit and autos</li> </ul>	<ul style="list-style-type: none"> <li>No dedicated bus lanes</li> </ul>
LIVABILITY	ENVIRONMENT	[Green]					<ul style="list-style-type: none"> <li>Amenity zones provide room for new trees and plantings</li> </ul>	<ul style="list-style-type: none"> <li>Least amount of new paving</li> </ul>
	PLACEMAKING OPPORTUNITY	[Green]					<ul style="list-style-type: none"> <li>7' flex zone and ~8' transition zone provides room for placemaking</li> </ul>	<ul style="list-style-type: none"> <li>Option 1 and 2 provide generous room for placemaking</li> </ul>
	MODE SHIFT	[Green]					<ul style="list-style-type: none"> <li>Good spread of multimodal options, including frequent transit service</li> </ul>	<ul style="list-style-type: none"> <li>Encourages moderate mode shift</li> </ul>
COST	ROW IMPACT	[Green]					<ul style="list-style-type: none"> <li>Low impacts</li> </ul>	<ul style="list-style-type: none"> <li>All options have similar right-of-way impacts</li> </ul>
	EASE OF IMPLEMENTATION	[Green]					<ul style="list-style-type: none"> <li>Easy to transition</li> </ul>	<ul style="list-style-type: none"> <li>--</li> </ul>
	CAPITAL COST	[Green]					<ul style="list-style-type: none"> <li>--</li> </ul>	<ul style="list-style-type: none"> <li>Least expensive</li> </ul>

# 10<sup>TH</sup> AVENUE - D-D'

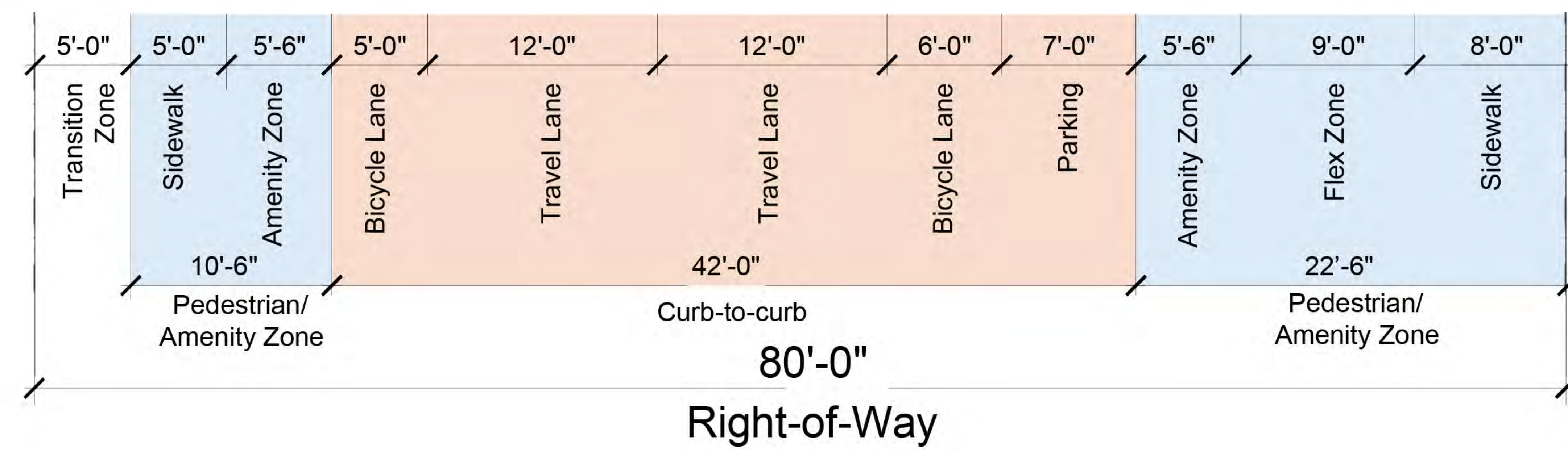
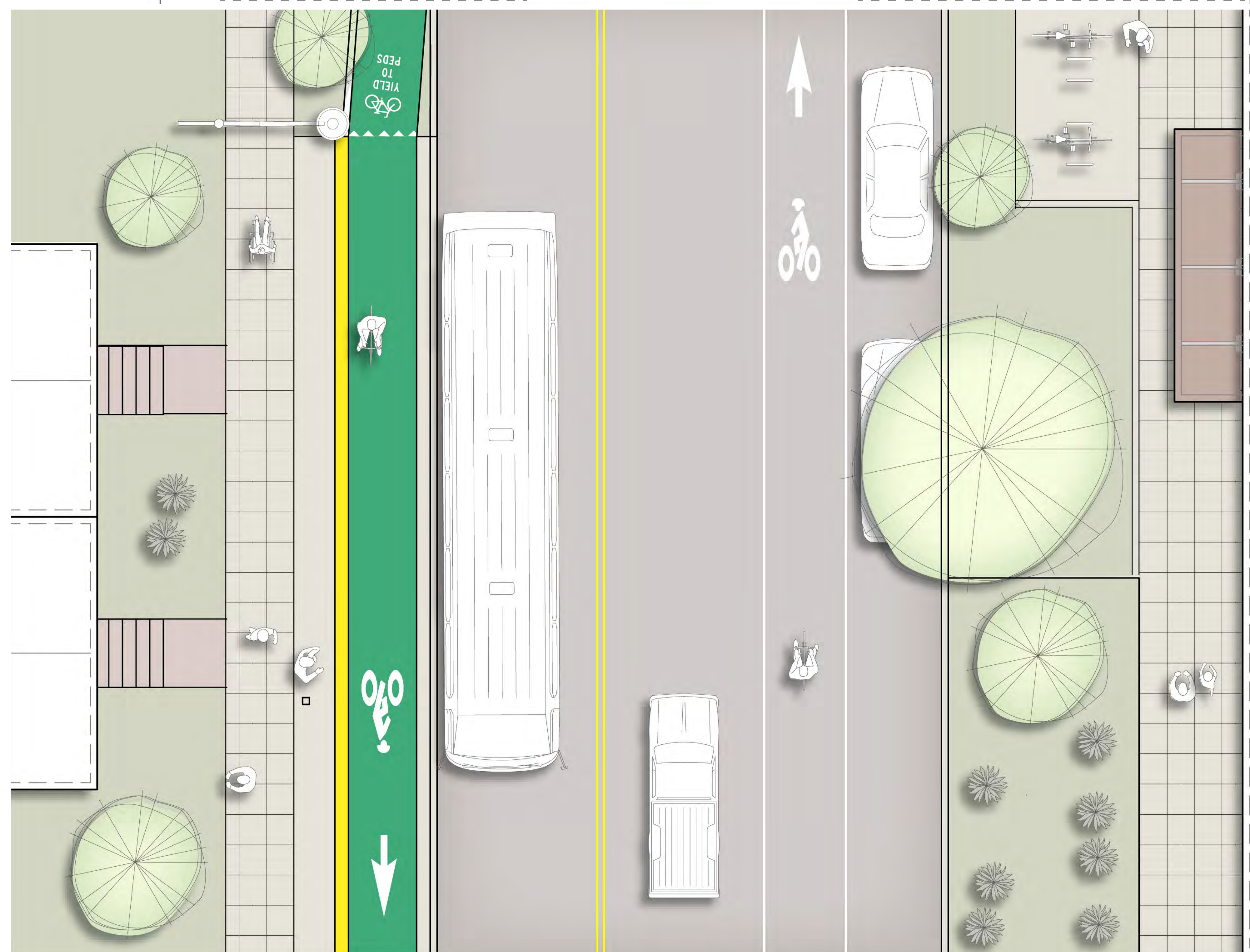
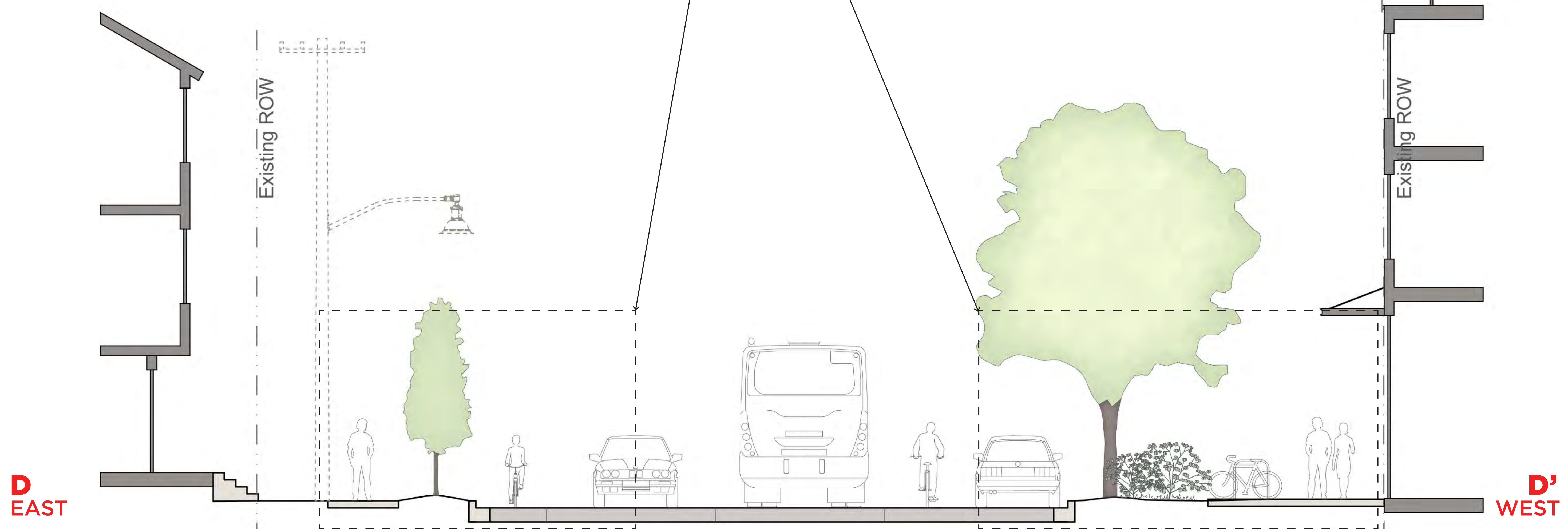
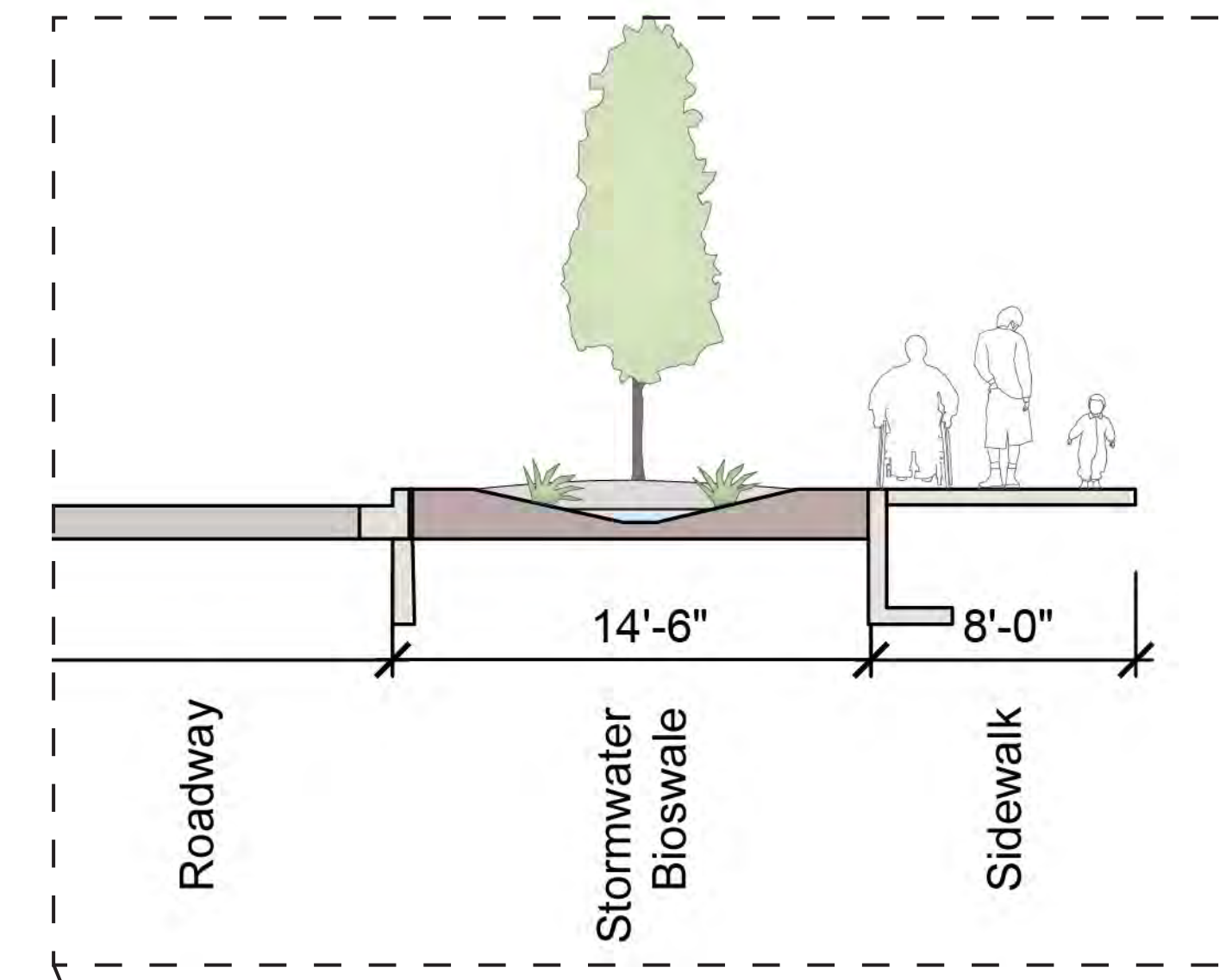
## OPTION 2 - TWO VEHICULAR LANES WITH BIKE LANES, AND PARKING



OPTION 2 AT TRANSIT STOP

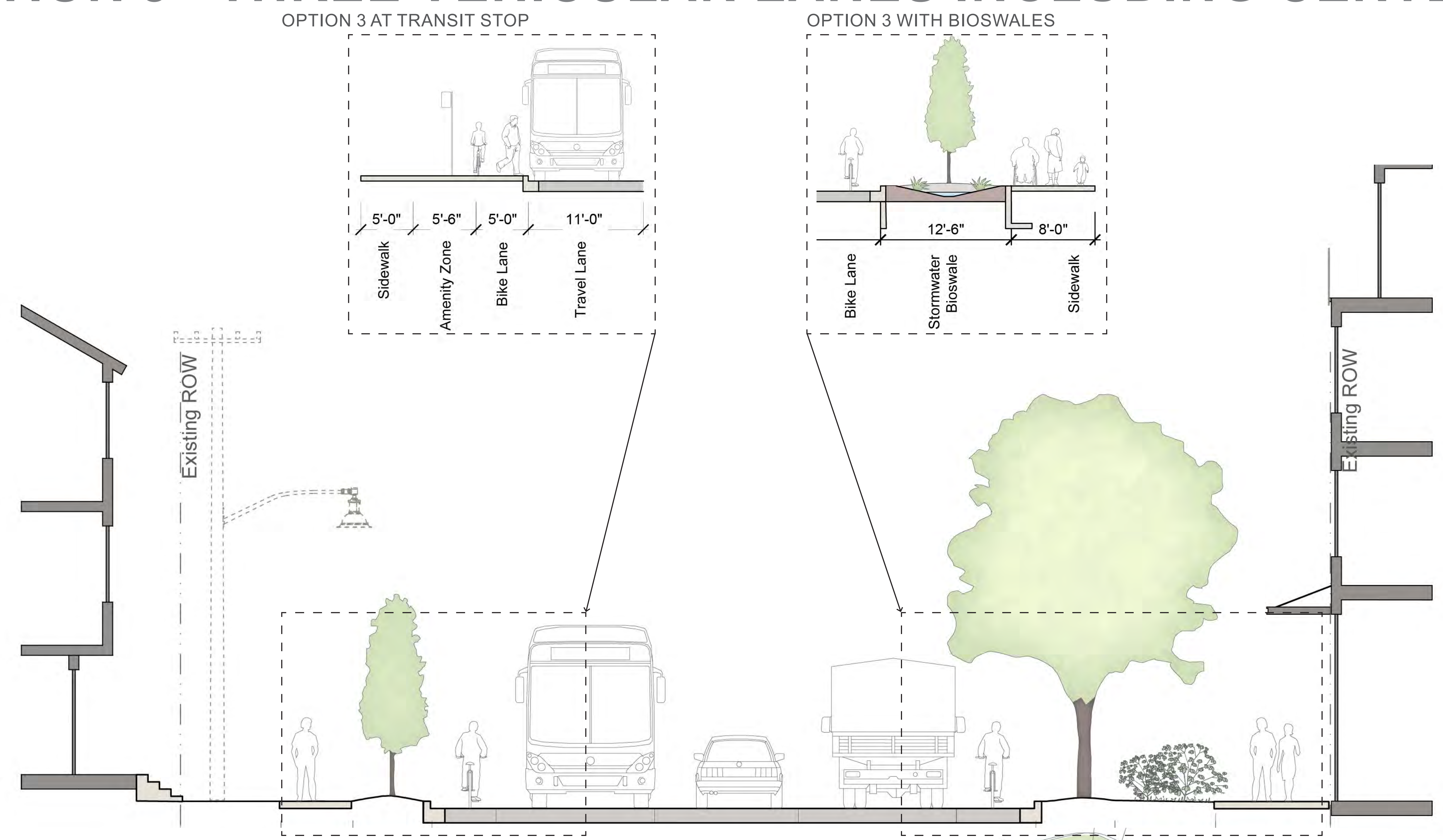
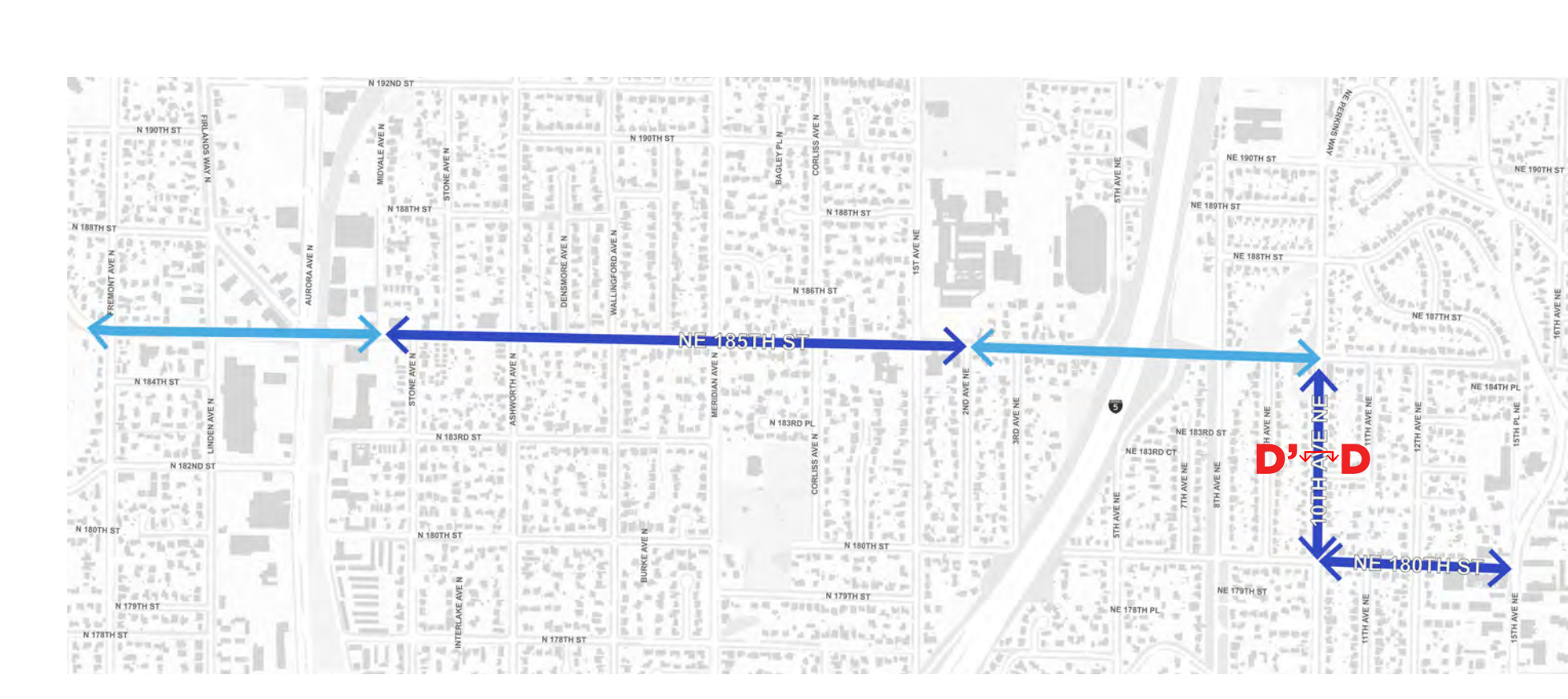


OPTION 2 WITH BIOSWALES



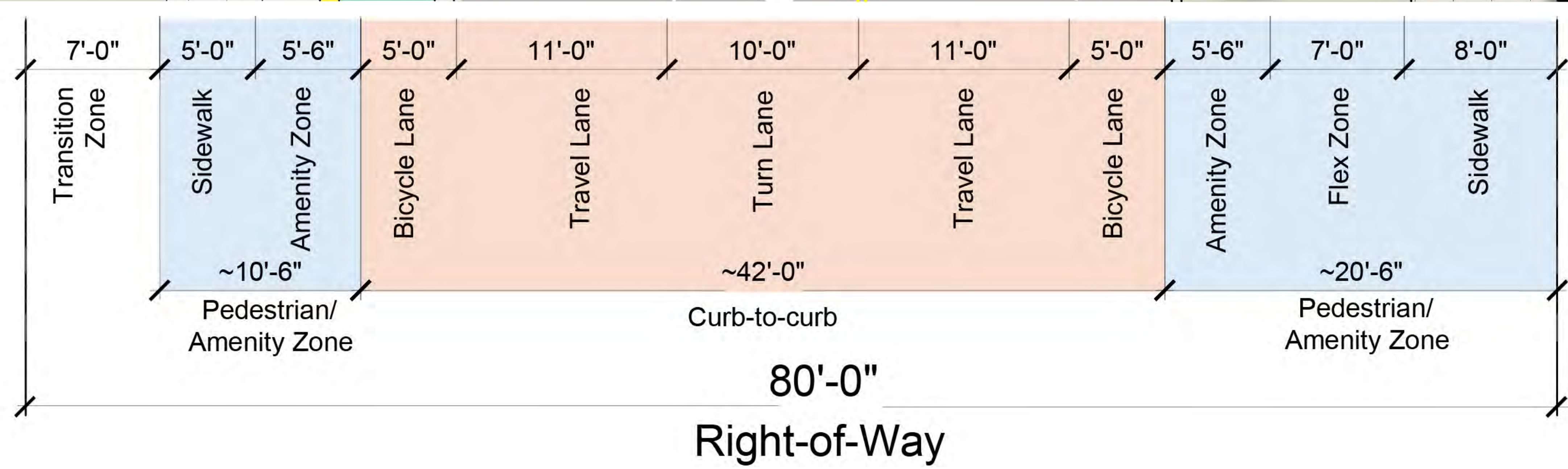
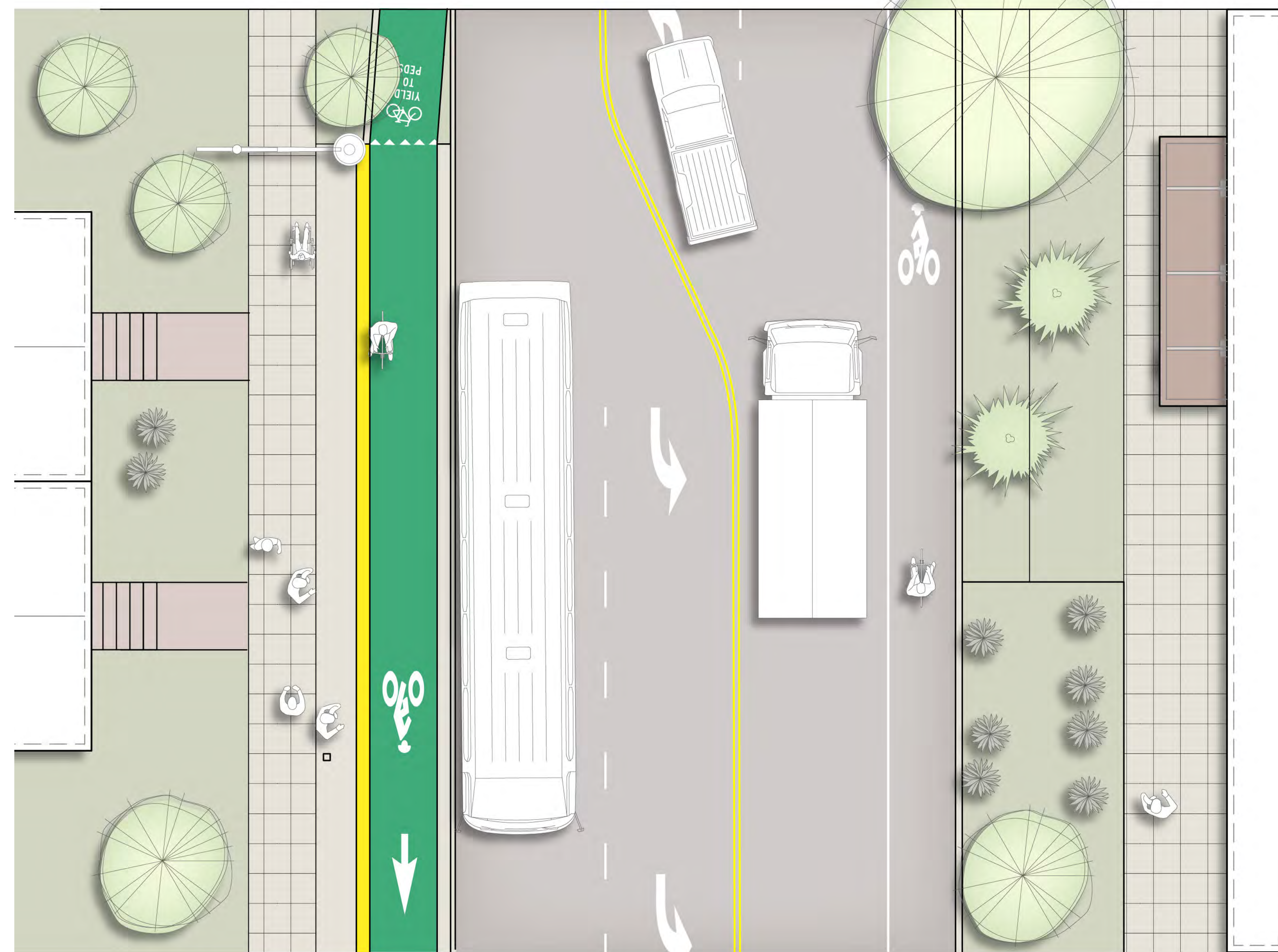
	BENEFIT MEASURE	BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	[High Benefit]					<ul style="list-style-type: none"> <li>35' street crossing at curb bulbs</li> <li>Curb bulbs at crossing make it the narrowest crossing</li> </ul>	<ul style="list-style-type: none"> <li>Narrowest crossing</li> <li>Amenity zones and flex zone on west side provides best separation from vehicles</li> </ul>
	PEDESTRIAN MOBILITY	[High Benefit]					<ul style="list-style-type: none"> <li>5' sidewalk on east side</li> <li>8' sidewalk on west side</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalk width meet City's standard for zoning</li> </ul>
BICYCLE	BICYCLIST SAFETY	[Med-High Benefit]					<ul style="list-style-type: none"> <li>5' bike lane on east side</li> <li>6' bike lane on west side adjacent to parking</li> </ul>	<ul style="list-style-type: none"> <li>Moderate separation from vehicles and pedestrians</li> <li>Parking next to bike lane creates potential conflicts</li> </ul>
	BICYCLIST MOBILITY	[Med-High Benefit]					<ul style="list-style-type: none"> <li>Pair of bike lanes for north/south travel</li> </ul>	<ul style="list-style-type: none"> <li>Potential to enhance connections to surrounding streets</li> </ul>
TRAFFIC	DRIVER SAFETY	[High Benefit]					<ul style="list-style-type: none"> <li>No turn lanes</li> </ul>	<ul style="list-style-type: none"> <li>Parking creates conflicts with through traffic</li> </ul>
	TRAFFIC FLOW	[High Benefit]					<ul style="list-style-type: none"> <li>One general purpose lane in each direction</li> </ul>	<ul style="list-style-type: none"> <li>Traffic Level of Service will fall by 2035</li> <li>Parking slows down traffic</li> </ul>
TRANSIT	PARKING	[Med-High Benefit]					<ul style="list-style-type: none"> <li>Provides parking</li> </ul>	<ul style="list-style-type: none"> <li>Only option that provides parking</li> </ul>
	TRANSIT SPEED AND RELIABILITY	[Med-High Benefit]					<ul style="list-style-type: none"> <li>12' lanes shared by transit and autos</li> </ul>	<ul style="list-style-type: none"> <li>Parking creates conflicts for buses</li> </ul>
LIVABILITY	ENVIRONMENT	[Med-High Benefit]					<ul style="list-style-type: none"> <li>Amenity zones, flex zone, and curb bulbs provide room for new trees and plantings</li> </ul>	<ul style="list-style-type: none"> <li>Moderate amount of new paving</li> </ul>
	PLACEMAKING OPPORTUNITY	[High Benefit]					<ul style="list-style-type: none"> <li>9' flex zone and parking bulb-outs provide room for placemaking</li> </ul>	<ul style="list-style-type: none"> <li>Option 1 and 2 provide generous room for placemaking</li> </ul>
COST	MODE SHIFT	[Med-High Benefit]					<ul style="list-style-type: none"> <li>Good spread of multimodal options, including frequent transit service</li> </ul>	<ul style="list-style-type: none"> <li>Encourages mode shift</li> </ul>
	ROW IMPACT	[High Benefit]					<ul style="list-style-type: none"> <li>Low impacts</li> </ul>	<ul style="list-style-type: none"> <li>All options have similar right-of-way impacts</li> </ul>
	EASE OF IMPLEMENTATION	[Med-High Benefit]					<ul style="list-style-type: none"> <li>Moderate ease of transition</li> </ul>	<ul style="list-style-type: none"> <li>---</li> </ul>
	CAPITAL COST	[Low-Med Benefit]					<ul style="list-style-type: none"> <li>---</li> </ul>	<ul style="list-style-type: none"> <li>Most expensive</li> </ul>

# 10<sup>TH</sup> AVENUE - D-D' OPTION 3 - THREE VEHICULAR LANES INCLUDING CENTER TURN LANE, AND BIKE LANES



D EAST

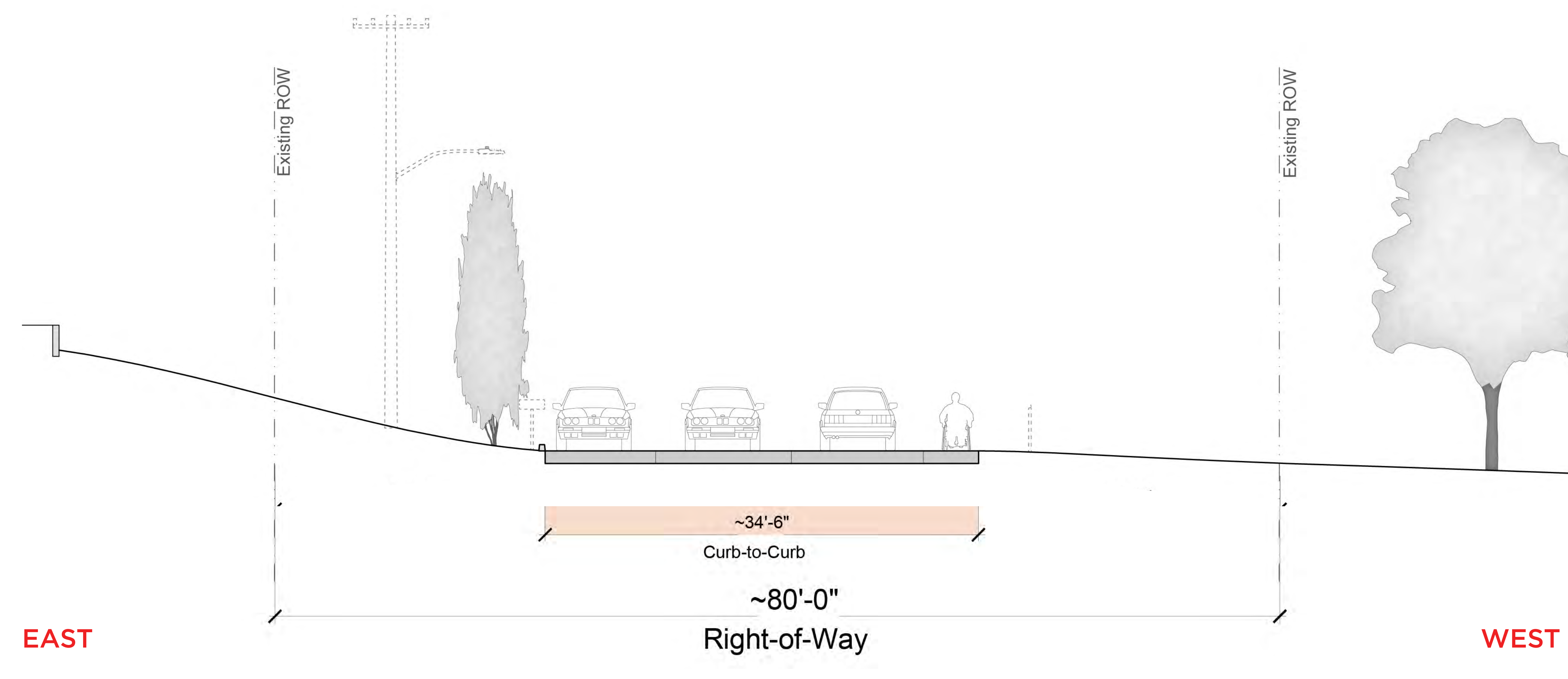
D' WEST



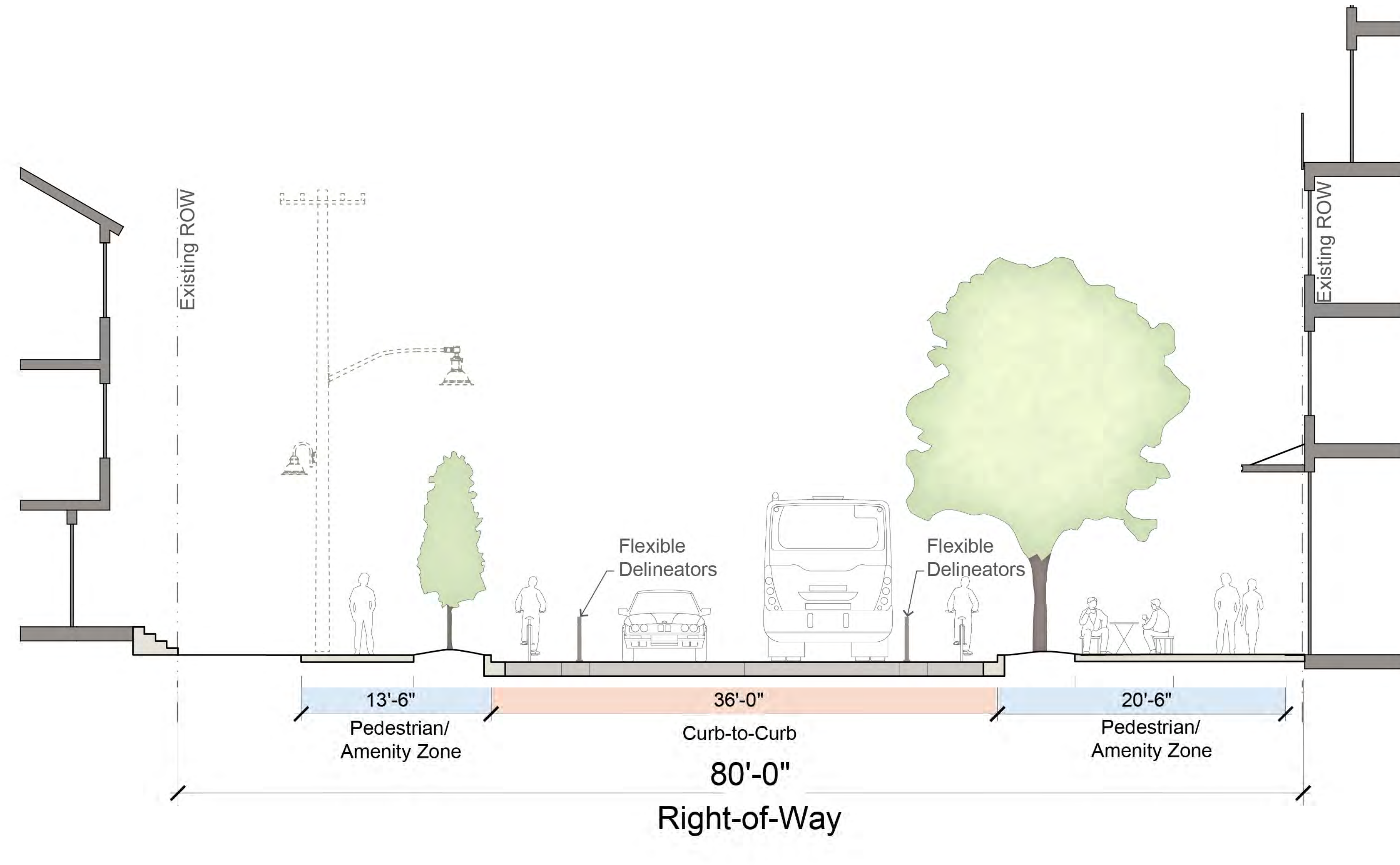
	BENEFIT MEASURE	BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	MED-LOW			MED		• 42' street crossing at curb bulbs	• Widest crossing • Amenity zones and flex zone on west side provides best separation from vehicles
	PEDESTRIAN MOBILITY	MED-LOW			MED		• 5' sidewalk on east side • 8' sidewalk on west side	• Sidewalk width meet City's standard for zoning
BICYCLE	BICYCLIST SAFETY	MED			MED-HIGH		• 5' bike lanes	• Moderate separation from vehicles and pedestrians
	BICYCLIST MOBILITY	MED			MED-HIGH		• Pair of bike lanes for north/south travel	• Potential to enhance connections to surrounding streets
TRAFFIC	DRIVER SAFETY	MED			MED-HIGH		• Provides turn lanes	• Only option that provides center turn lane
	TRAFFIC FLOW	HIGH					• One general purpose lane in each direction • Center turn lane reduces traffic back-ups	• Acceptable Traffic Level of Service in 2035
	PARKING	LOW					• No parking	--
TRANSIT	TRANSIT SPEED AND RELIABILITY	HIGH					• 11' lanes shared by transit and autos	• Center turn lane supports frequent bus service
LIVABILITY	ENVIRONMENT	MED-LOW		MED			• Amenity zones and flex zone provide room for new trees and plantings	• Most amount of new paving
	PLACEMAKING OPPORTUNITY	MED			MED-HIGH		• 7' flex zone provides room for placemaking	• Moderate room for placemaking
	MODE SHIFT	HIGH					• Best spread of multimodal options, including frequent transit service	• Encourages highest mode shift
COST	ROW IMPACT	MED			MED-HIGH		• Low impacts	• All options have similar right-of-way impacts
	EASE OF IMPLEMENTATION	MED					• Easy to transition	--
	CAPITAL COST	MED-LOW			MED		--	• Moderately expensive

# 10<sup>TH</sup> AVE - D-D' ALL OPTIONS COMPARISON

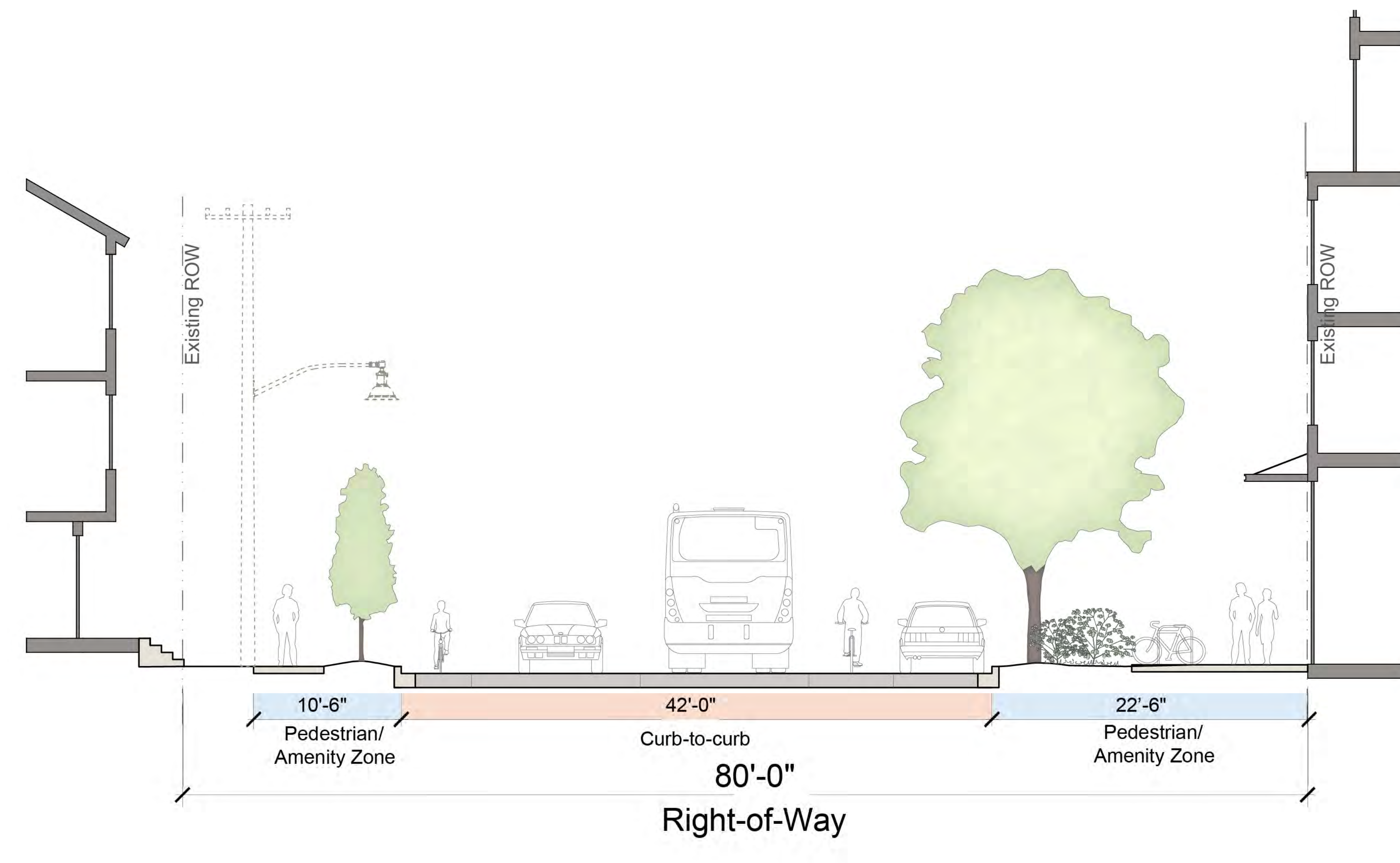
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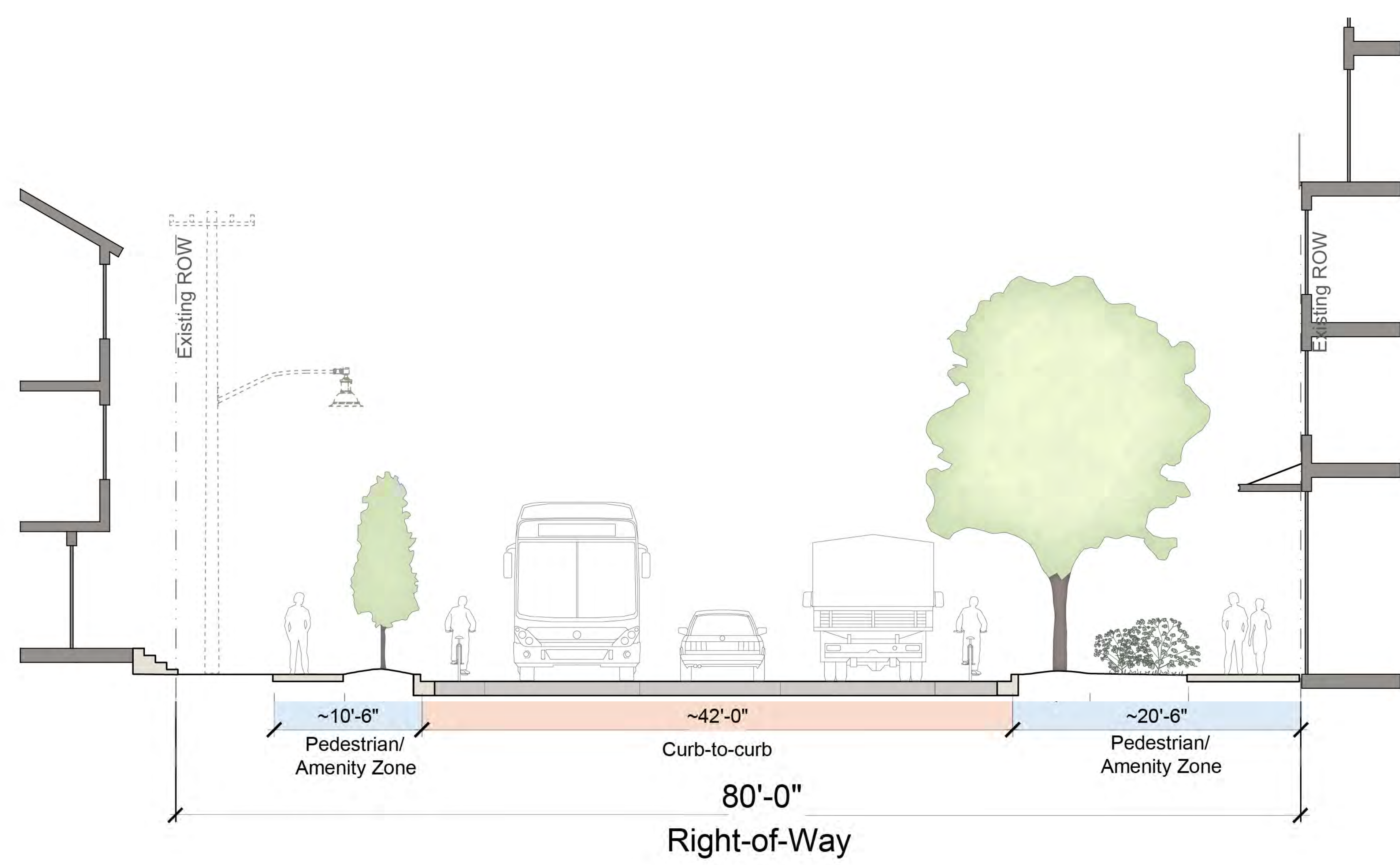
OPTION 1



OPTION 2



OPTION 3



## BENEFIT MEASURE COMPARISON

		EXISTING CONDITIONS				
		LOW	MED-LOW	MED	MED-HIGH	HIGH
PEDESTRIAN	PEDESTRIAN SAFETY	LOW				
	PEDESTRIAN MOBILITY	LOW				
BICYCLE	BICYCLIST SAFETY	LOW				
	BICYCLIST MOBILITY	LOW				
TRAFFIC	DRIVER SAFETY	MED-LOW				
	TRAFFIC FLOW	MED-LOW				
	PARKING	MED-LOW				
TRANSIT	TRANSIT SPEED AND RELIABILITY	MED				
LIVABILITY	ENVIRONMENT	LOW				
	PLACEMAKING OPPORTUNITY	LOW				
	MODE SHIFT	LOW				
COST	ROW IMPACT	HIGH				
	EASE OF IMPLEMENTATION	HIGH				
	CAPITAL COST	HIGH				

		OPTION 1				
		LOW	MED-LOW	MED	MED-HIGH	HIGH
PEDESTRIAN	PEDESTRIAN SAFETY					
	PEDESTRIAN MOBILITY					
BICYCLE	BICYCLIST SAFETY					
	BICYCLIST MOBILITY					
TRAFFIC	DRIVER SAFETY					
	TRAFFIC FLOW					
	PARKING	LOW				
TRANSIT	TRANSIT SPEED AND RELIABILITY					
LIVABILITY	ENVIRONMENT					
	PLACEMAKING OPPORTUNITY					
	MODE SHIFT					
COST	ROW IMPACT					
	EASE OF IMPLEMENTATION					
	CAPITAL COST					

		OPTION 2				
		LOW	MED-LOW	MED	MED-HIGH	HIGH
PEDESTRIAN	PEDESTRIAN SAFETY					
	PEDESTRIAN MOBILITY					
BICYCLE	BICYCLIST SAFETY					
	BICYCLIST MOBILITY					
TRAFFIC	DRIVER SAFETY					
	TRAFFIC FLOW					
	PARKING					
TRANSIT	TRANSIT SPEED AND RELIABILITY					
LIVABILITY	ENVIRONMENT					
	PLACEMAKING OPPORTUNITY					
	MODE SHIFT					
COST	ROW IMPACT					
	EASE OF IMPLEMENTATION					
	CAPITAL COST					

		OPTION 3				
		LOW	MED-LOW	MED	MED-HIGH	HIGH
PEDESTRIAN	PEDESTRIAN SAFETY					
	PEDESTRIAN MOBILITY					
BICYCLE	BICYCLIST SAFETY					
	BICYCLIST MOBILITY					
TRAFFIC	DRIVER SAFETY					
	TRAFFIC FLOW					
	PARKING	LOW				
TRANSIT	TRANSIT SPEED AND RELIABILITY					
LIVABILITY	ENVIRONMENT					
	PLACEMAKING OPPORTUNITY					
	MODE SHIFT					
COST	ROW IMPACT					
	EASE OF IMPLEMENTATION					
	CAPITAL COST					

## STREET SECTION OPTIONS