

Proposed Changes Howard: Between 11th Street and 8th Street

*For illustrative purposes only

CURB COLORS

	General Meter Parking		Accessible Parking • Parking for people with disabled placards only
	Commercial Loading • 30-minute metered commercial loading • Up to 3-minute passenger loading		Short-Term Meter Parking • 10, 15 or 30 minute parking • Must pay parking meter
	Passenger Loading • 5-minute passenger loading only • Driver must be in vehicle		No Parking

INTERSECTION DAYLIGHTING

- » Increases the visibility of pedestrians and cyclists at intersections
- » Helps kids and people in wheelchairs be seen
- » Parking is restricted near crosswalks and intersections to increase visibility

PARKING PROTECTION

- » Bicycle lanes are to the right of parked vehicles rather than left
- » Greater separation between pedestrians and bicyclists and moving vehicles
- » Prevents double parking in the bike lane
- » Additional room for bicyclists to pass each other
- » Reduces potential for "dooring"
- » Accommodates on-street parking and loading needs

ADVANCED LIMIT LINES

- » Provides extra space between stopping vehicles and pedestrians in the crosswalk
- » Typically placed 10' before crosswalks
- » Increases the visibility of pedestrians in the crosswalk to motorists

CURB COLORS

	Accessible Parking • Parking for people with disabled placards only		Short-Term Meter Parking • 10, 15 or 30 minute parking • Must pay parking meter		No Parking
	General Meter Parking		Commercial Loading • 30-minute metered commercial loading • Up to 3-minute passenger loading		Passenger Loading • 5-minute passenger loading only • Driver must be in vehicle

CURB COLORS

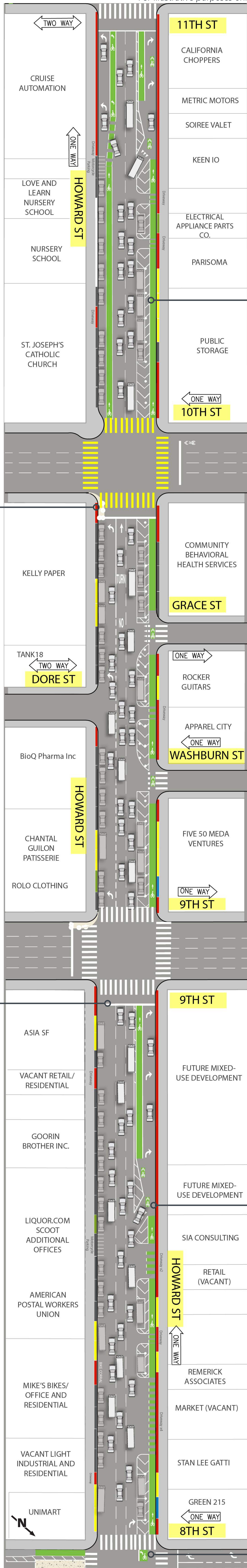
	General Meter Parking		Accessible Parking • Parking for people with disabled placards only
	Commercial Loading • 30-minute metered commercial loading • Up to 3-minute passenger loading		Short-Term Meter Parking • 10, 15 or 30 minute parking • Must pay parking meter
	Passenger Loading • 5-minute passenger loading only • Driver must be in vehicle		No Parking

MIXING ZONES

- » Positions vehicles to the curbside lane to reduce right-hooks with bicyclists
- » Dashed green striping is used to caution where travel modes mingle
- » Yield "teeth" markings indicate right turning vehicles must yield to cyclists
- » Staff is currently looking into signal separation for right turning vehicles and through bikes

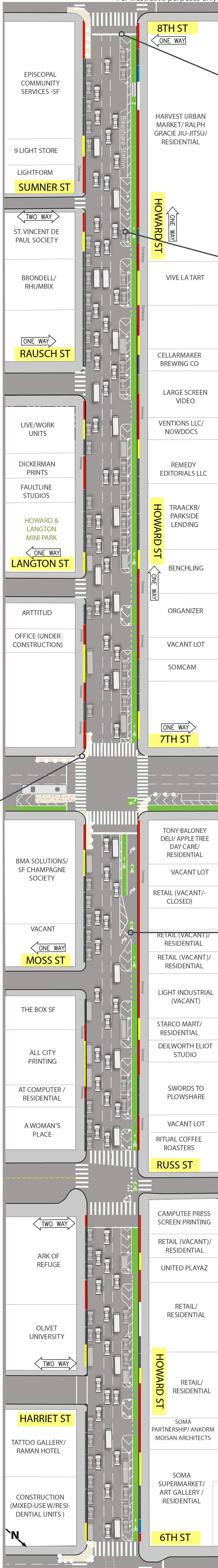
TWO-STAGE TURN BOX

- » Clarifies where cyclists can turn left to connect to other bike routes
- » Brings awareness to all road users of where cyclists can be expected
- » Reduces conflict between turning bicyclists and vehicles



Proposed Changes Howard: Between 8th Street and 6th Street

*For illustrative purposes only

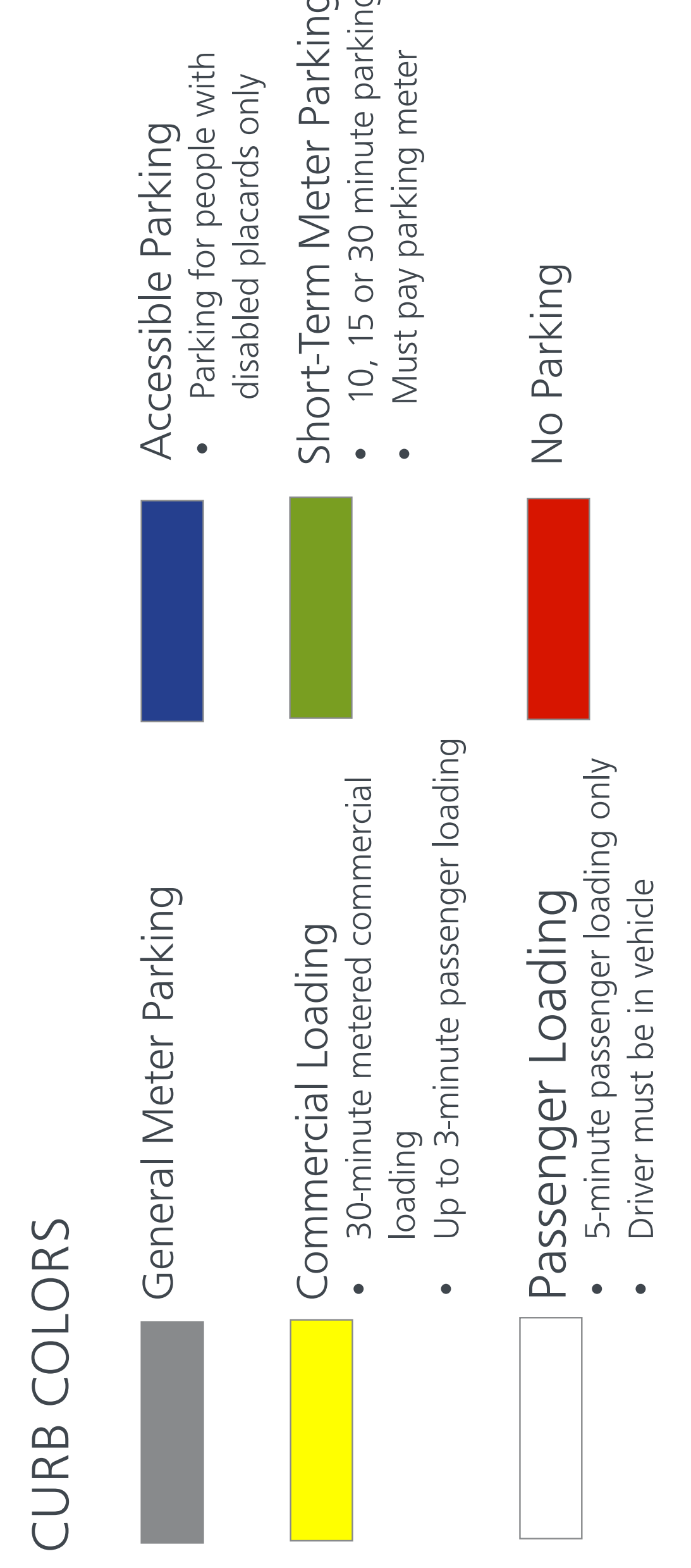


ADVANCED LIMIT LINES

- » Provides extra space between stopping vehicles and pedestrians in the crosswalk
- » Typically placed 10' before crosswalks
- » Increases the visibility of pedestrians in the crosswalk to motorists

PARKING PROTECTION

- » Bicycle lanes are to the right of parked vehicles rather than left
- » Greater separation between pedestrians and bicyclists and moving vehicles
- » Prevents double parking in the bike lane
- » Additional room for bicyclists to pass each other
- » Reduces potential for "dooring"
- » Accommodates on-street parking and loading needs

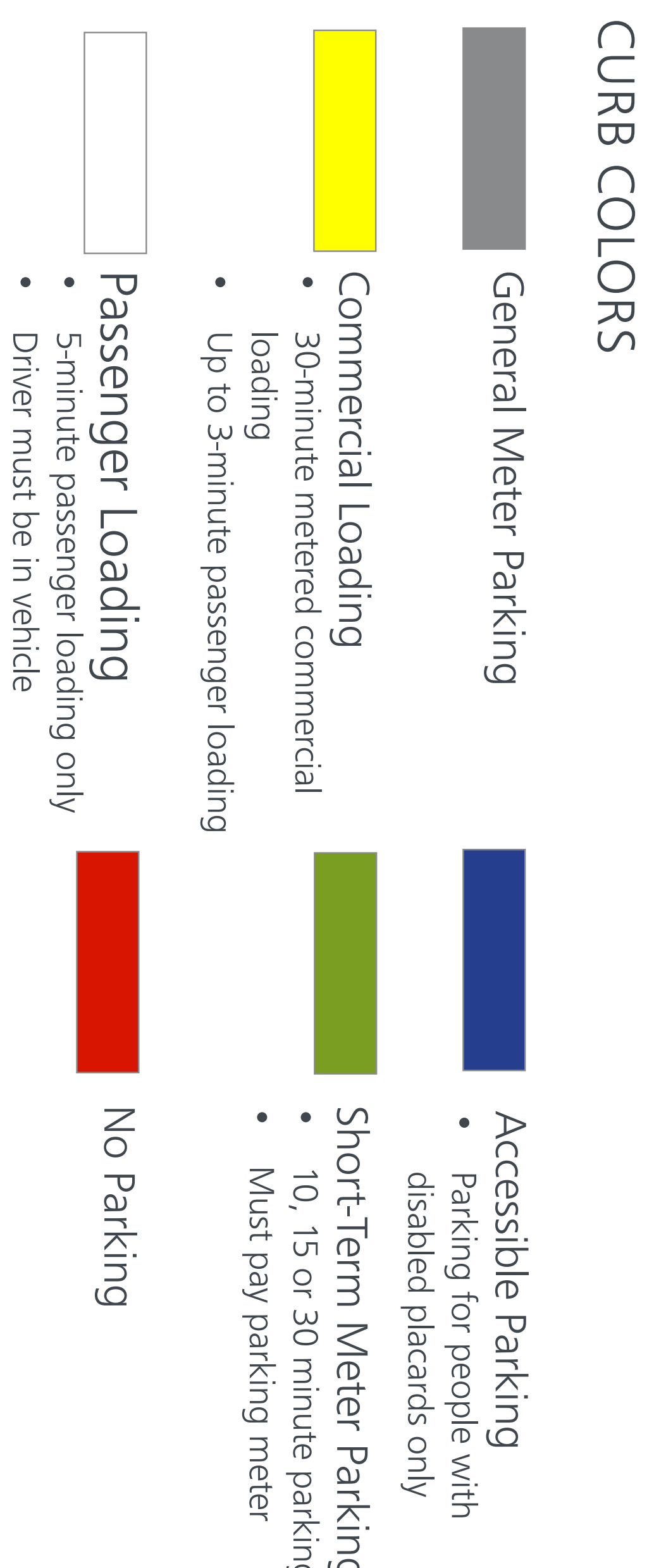


INTERSECTION DAYLIGHTING

- » Increases the visibility of pedestrians and cyclists at intersections
- » Helps kids and people in wheelchairs be seen
- » Parking is restricted near crosswalks and intersections to increase visibility

MIXING ZONES

- » Positions vehicles to the curbside lane to reduce right-hooks with bicyclists
- » Dashed green striping is used to caution where travel modes mingle
- » Yield "teeth" markings indicate right turning vehicles must yield to cyclists
- » Staff is currently looking into signal separation for right turning vehicles and through bikes

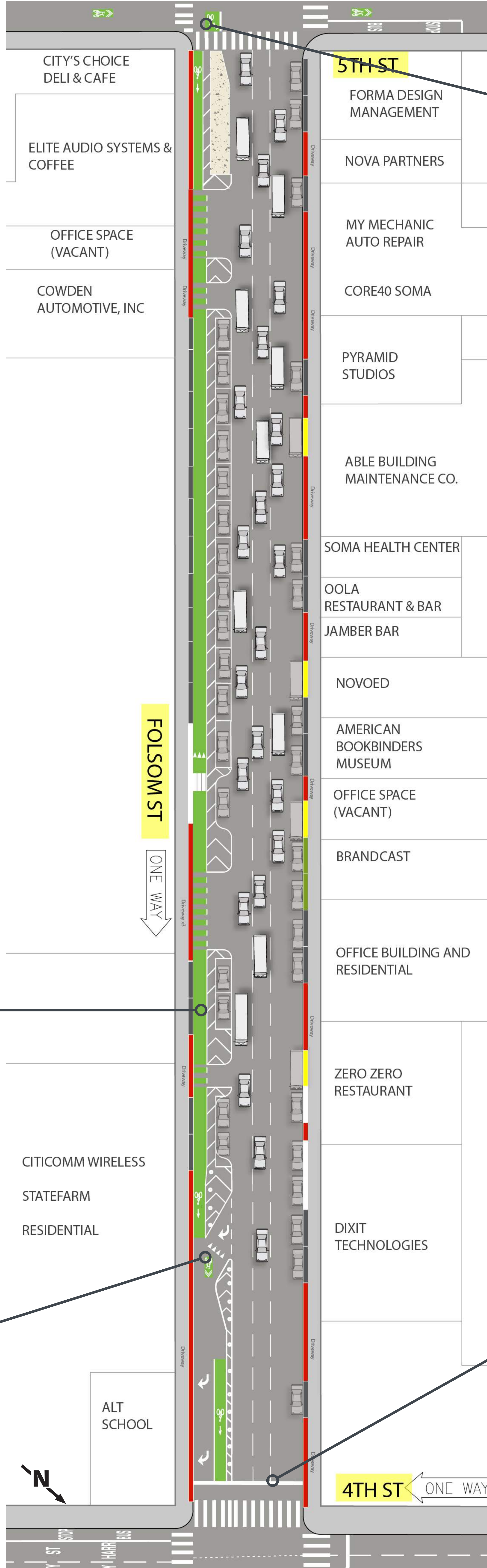




Proposed Changes

Folsom: Between 4th Street and 5th Street

*For illustrative purposes only



TWO-STAGE TURN BOX

- » Clarifies where cyclists can turn left to connect to other bike routes
- » Brings awareness to all road users of where cyclists can be expected
- » Reduces conflicts between turning cyclists and vehicles

CURB COLORS

- General Meter Parking** (Grey)
- Commercial Loading** (Yellow)
 - 30-minute metered commercial loading
 - Up to 3-minute passenger loading
- Passenger Loading** (White)
 - 5-minute passenger loading only
 - Driver must be in vehicle
- Accessible Parking** (Blue)
 - Parking for people with disabled placards only
- Short-Term Meter Parking** (Green)
 - 10, 15 or 30 minute parking
 - Must pay parking meter
- No Parking** (Red)

CURB COLORS

- Accessible Parking** (Blue)
 - Parking for people with disabled placards only
- General Meter Parking** (Grey)
- Commercial Loading** (Yellow)
 - 30-minute metered commercial loading
 - Up to 3-minute passenger loading
- Passenger Loading** (White)
 - 5-minute passenger loading only
 - Driver must be in vehicle
- Short-Term Meter Parking** (Green)
 - 10, 15 or 30 minute parking
 - Must pay parking meter
- No Parking** (Red)

PARKING PROTECTION

- » Bicycle lanes are to the right of parked vehicles rather than left
- » Greater separation between pedestrians and bicyclists and moving vehicles
- » Prevents double parking in the bike lane
- » Additional room for bicyclists to pass each other
- » Reduces potential for "dooring"
- » Accommodates on-street parking and loading needs

MIXING ZONES

- » Positions vehicles to the curbside lane to reduce right-hooks with bicyclists
- » Dashed green striping is used to caution where travel modes mingle
- » Yield "teeth" markings indicate right-turning vehicles must yield to cyclists
- » Staff is currently looking into signal separation for right turning vehicles and through bikes

ADVANCED LIMIT LINES

- » Provides extra space between stopping vehicles and pedestrians in the crosswalk
- » Typically placed 10' before crosswalks
- » Increases the visibility of pedestrians in the crosswalk to motorists