

Traffic

Alternative A and *Alternative B* both:

- show the pro-time lanes removed.
- show left turn pocket at 39th
- show a 4 lane cross-section at 34th for emergency bus pull-out

Existing Cross-section shows pedestrian, and stormwater improvements that can be made given the existing cross-section.

The critical difference between *Alternative A* and *Alternative B* is the lane configuration at key intersections.

Alternative A:

- shows curb extensions at all the intersections

Alternative B

- shows a 4 lane cross-section at major signalized intersections:
 - 11th and 12th
 - 7-corners (20th – 21st)
 - 26th
- shows 2 westbound lanes, with 1 eastbound lane at 17th because eastbound traffic doesn't turn left

Parking/Stormwater/Pedestrian improvements

Alternative A and *Alternative B* show different ways that the space between the existing curb and the remaining travel lanes can be used. Different combinations of parking, pedestrian curb extensions, and stormwater planters and curb extensions are shown. Except at key intersections, the pedestrian and stormwater improvements shown can be implemented with either the A or B traffic alternative.

Alternative A

- shows long stormwater curb extensions on Division (displacing more parking)
- does not show stormwater curb extensions on the side streets

Alternative B

- shows short stormwater curb extensions on Division (displacing less parking)
- shows stormwater curb extensions on the side streets

Alternative A and *Alternative B* both show:

- increased and improved pedestrian crossings and curb extensions,

- modifications to bus stop locations
- new trees.

It is important to understand that the different stormwater configurations are irrespective of the traffic travel lanes, meaning that there is no reason long stormwater curb extensions can't be implemented in *Alternative B*, and that short stormwater curb extensions can't be implemented in *Alternative A*. The different alternatives were drawn to show a variety of possibilities.

The new trees shown on the plan are representative of space available. Each location will have to be vetted to make sure that they don't block signs, doorways or access, and are acceptable to the property owner.