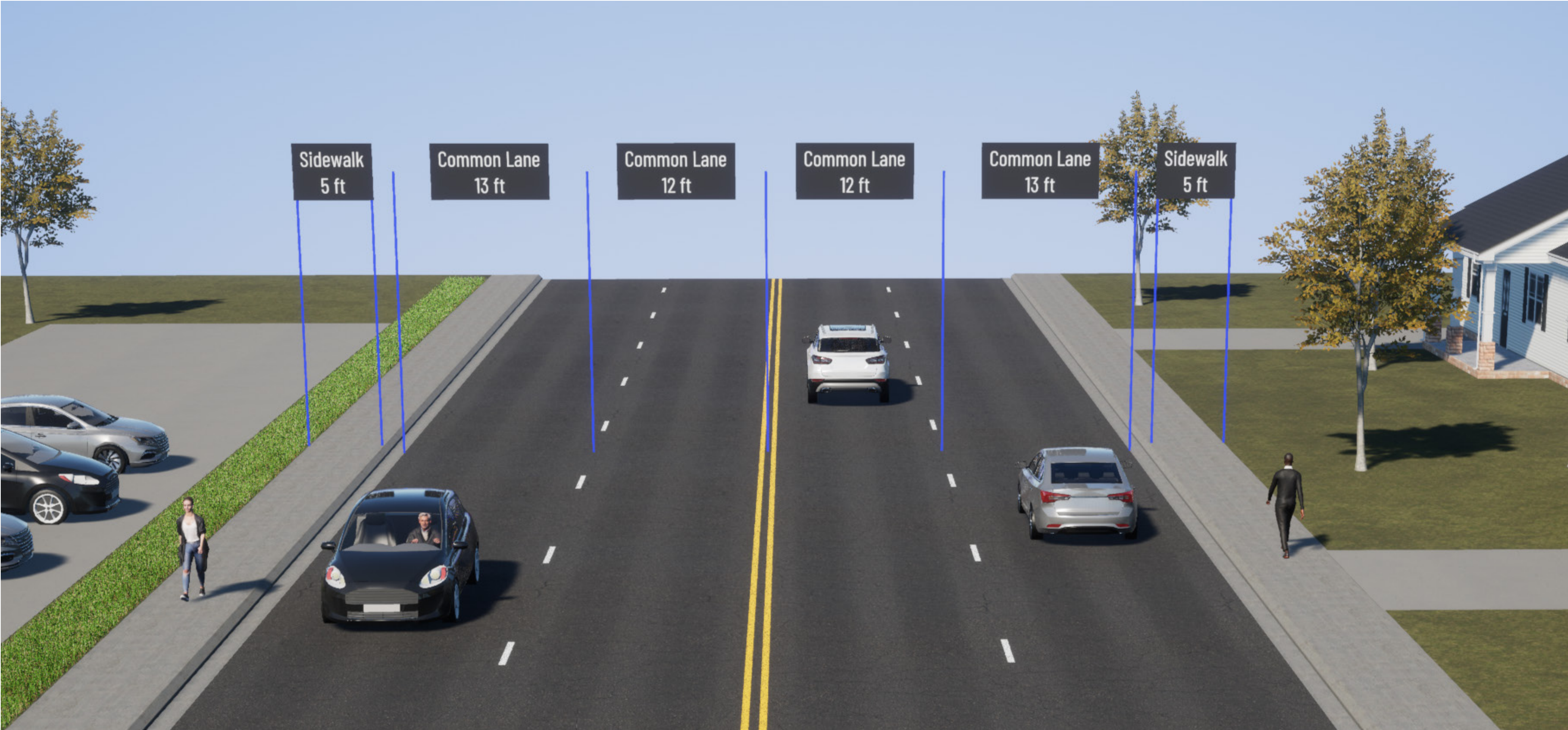


# Existing Conditions

## Riverside Boulevard to Gilgunn Way



- Four travel lanes, no two-way left turn lane
- Left turns from and onto Fruitridge may be challenging
- No bike lanes
- 5 ft sidewalks provided
- Long crossing distance for pedestrians

|                  |           |         |                 |                        |
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| I Really Like It | I Like It | Neutral | I Don't Like It | I Really Don't Like It |
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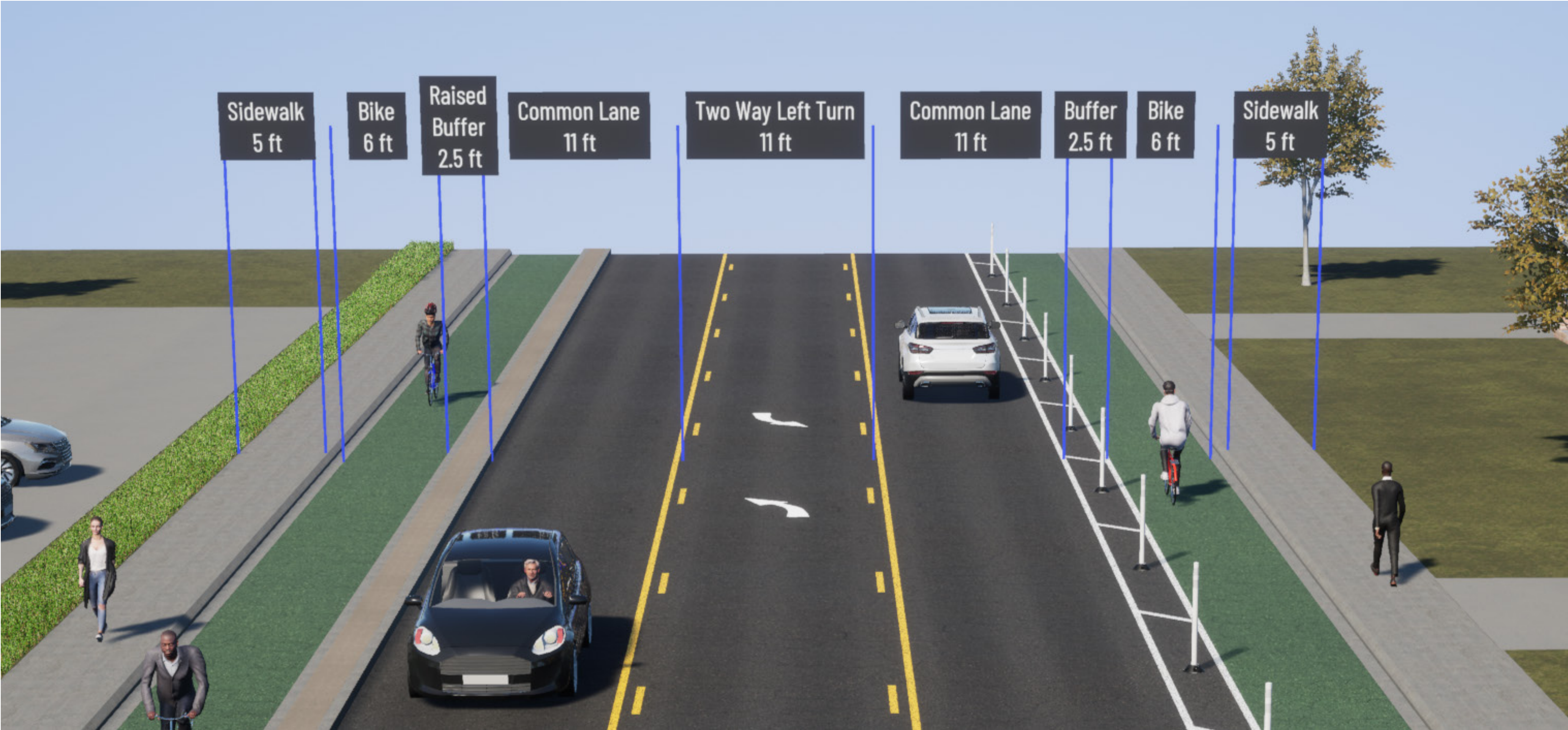
My favorite part is...

The part I really don't like is...



# Alternative 1 Base Improvements

## Riverside Boulevard to Gilgunn Way



- 4 to 3-lane conversion
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Separated bikeway with raised buffers or flexible delineators
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

|                  |           |         |                 |                        |
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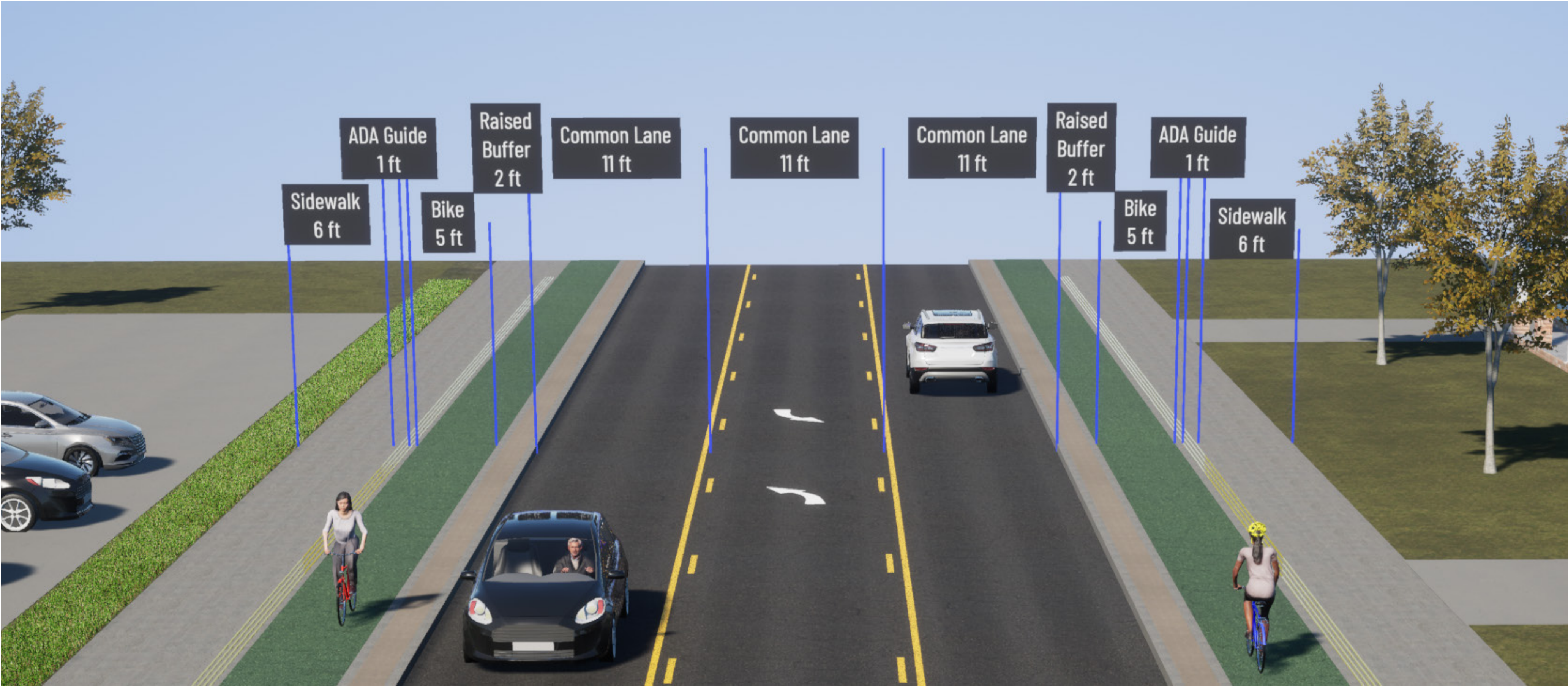
My favorite part is...

The part I really don't like is...



# Alternative 2 Enhanced Improvements

## Riverside Boulevard to Gilgunn Way



- 4 to 3-lane conversion
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Elevated separated bikeway with buffer
- ADA Tactile Warning Delineator (TWD) buffer between pedestrians and bicyclists
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

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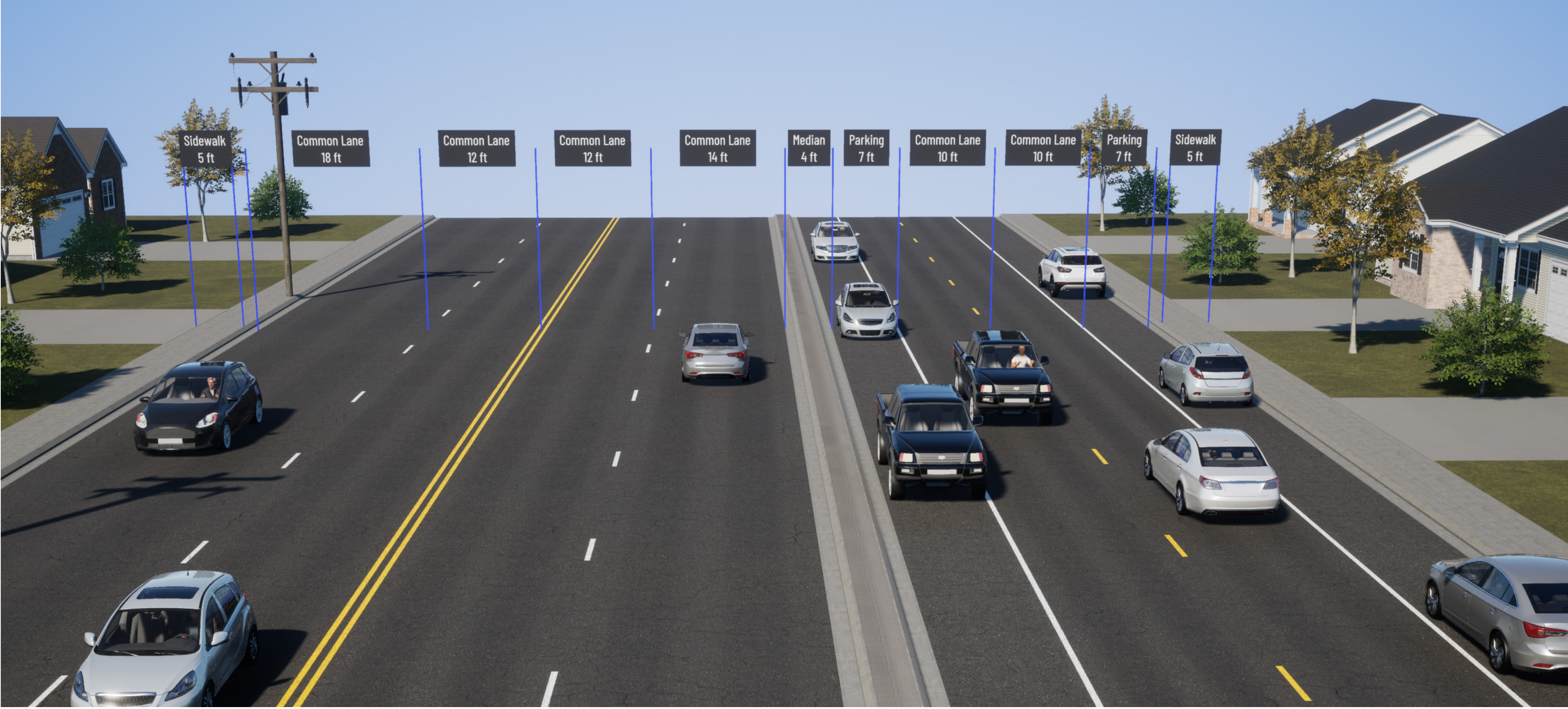
My favorite part is...

The part I really don't like is...



# Existing Conditions

## Gilgunn Way to 24<sup>th</sup> Street



- 4 travel lanes with no center two-way left-turn lane and two-lane Frontage Road with on-street parking on both sides
- Narrow raised median separating Fruitridge Road and Frontage Road
- Left turns from and onto Fruitridge may be challenging
- Bicycle route on Frontage Road requires bicyclists to exit and re-enter main road
- Sidewalks provided but Frontage Road requires pedestrians to divert from main road

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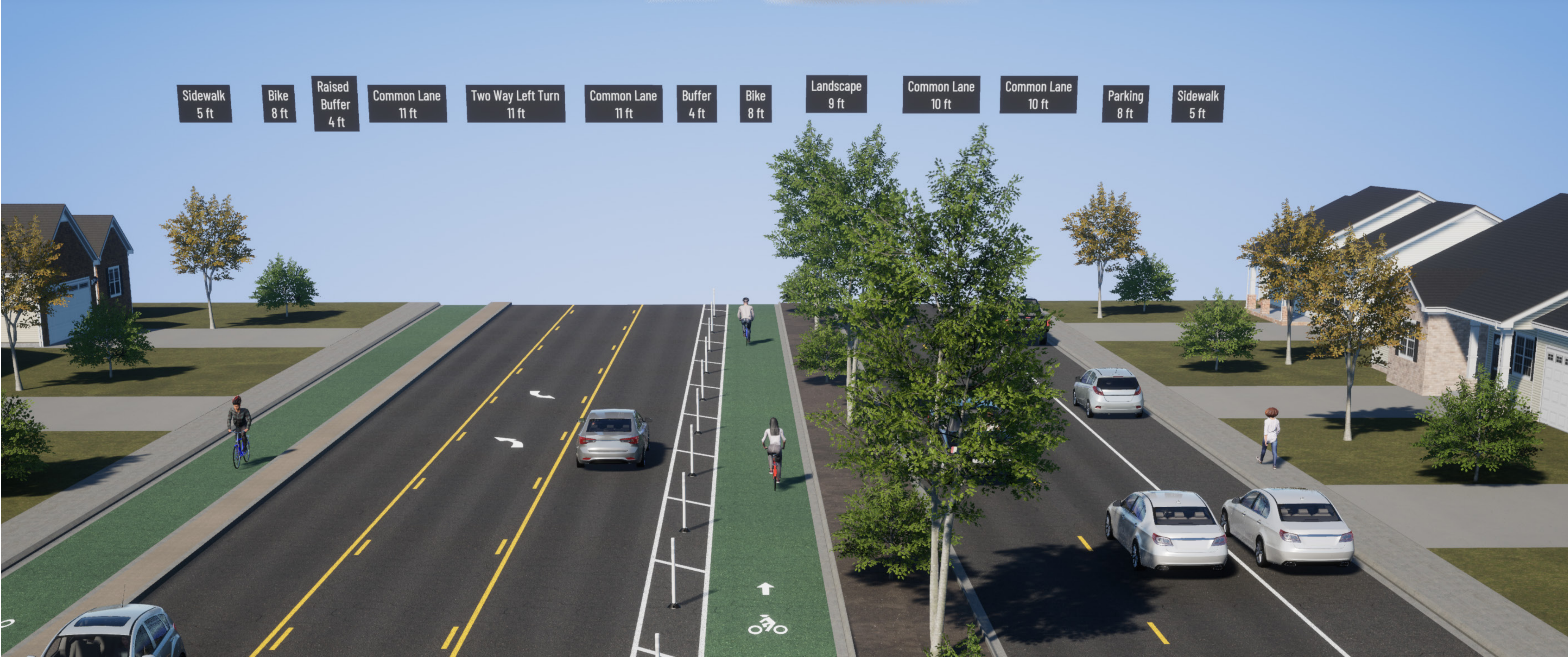
My favorite part is...

The part I really don't like is...



# Alternative 1 Base Improvements

## Gilgunn Way to 24<sup>th</sup> Street



- 4 to 3-lane conversion on Fruitridge Road
- On-street parking retained along Frontage Road on residential side
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Separated bikeway with raised buffers or flexible delineators
- Widened Frontage Road median provides opportunities to plant shade trees
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

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| I Really Like It | I Like It | Neutral | I Don't Like It | I Really Don't Like It |
|------------------|-----------|---------|-----------------|------------------------|

My favorite part is...

The part I really don't like is...



# Alternative 2 Enhanced Improvements

## Gilgunn Way to 24<sup>th</sup> Street



- 4 to 3-lane conversion on Fruitridge Road
- On-street parking retained along Frontage Road on residential side
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Elevated separated bikeway with raised buffers
- Widened Frontage Road median provides opportunities to plant shade trees
- Landscape buffer between Fruitridge Road sidewalk and bikeway provides opportunity for tree planting
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

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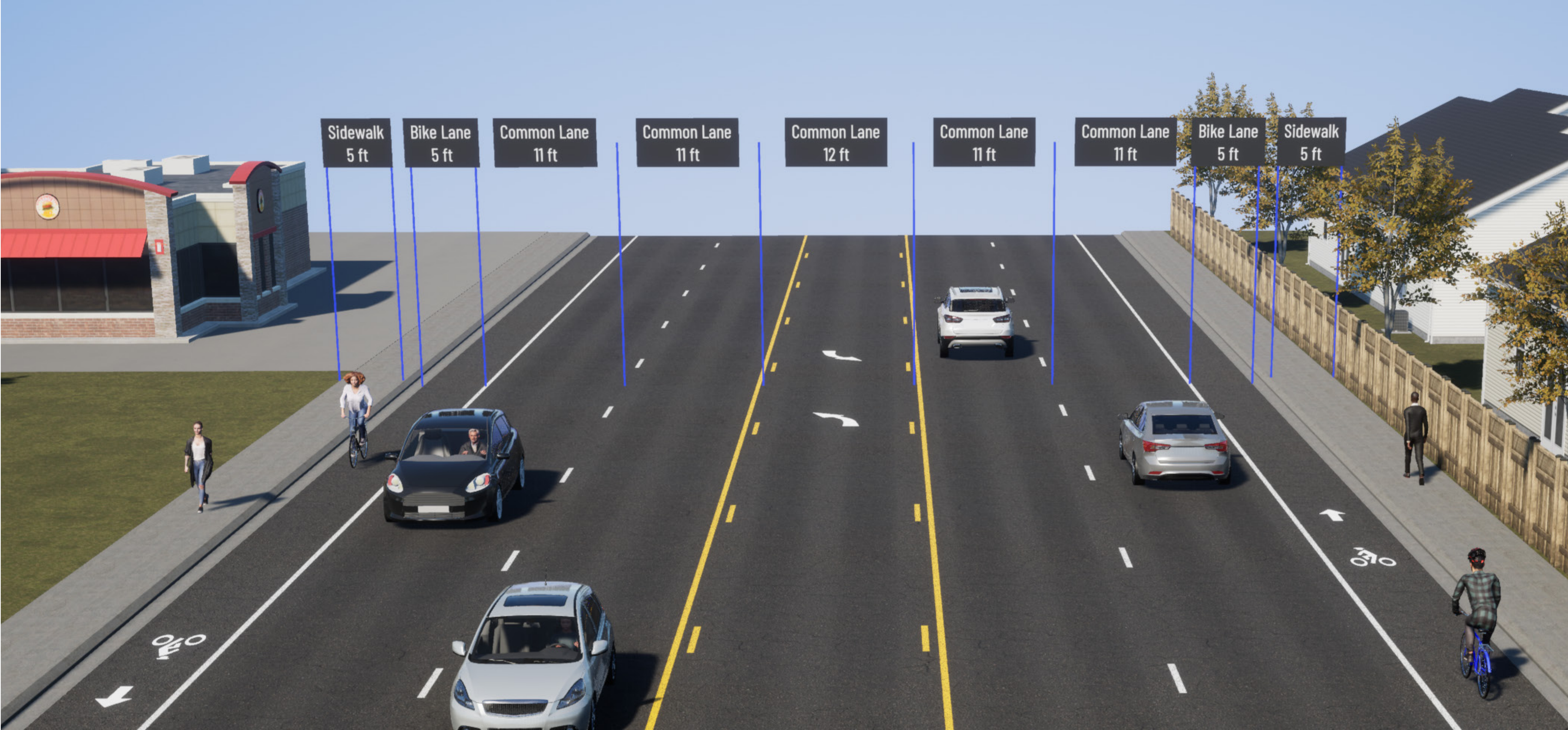
My favorite part is...

The part I really don't like is...



# Existing Conditions

## 24<sup>th</sup> Street to Stockton Boulevard



- 4 travel lanes with a center two-way left-turn lane
- 5 ft bike lanes
- Sidewalks are present
- Long crossing distance for pedestrians

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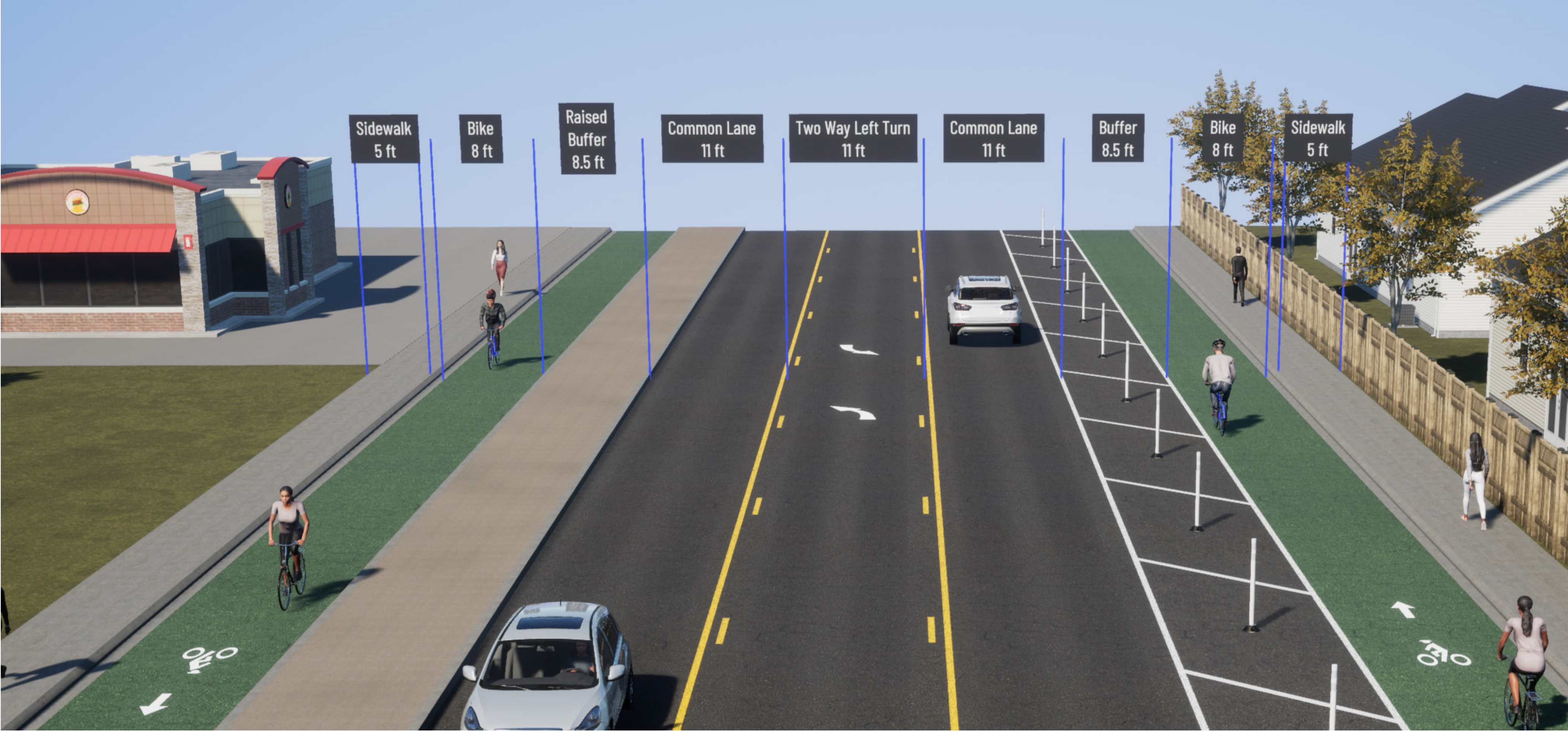
My favorite part is...

The part I really don't like is...



# Alternative 1 Base Improvements

## 24<sup>th</sup> Street to Stockton Boulevard



- 5 to 3-lane conversion on Fruitridge Road
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Separated bikeway with raised buffers or flexible delineators
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

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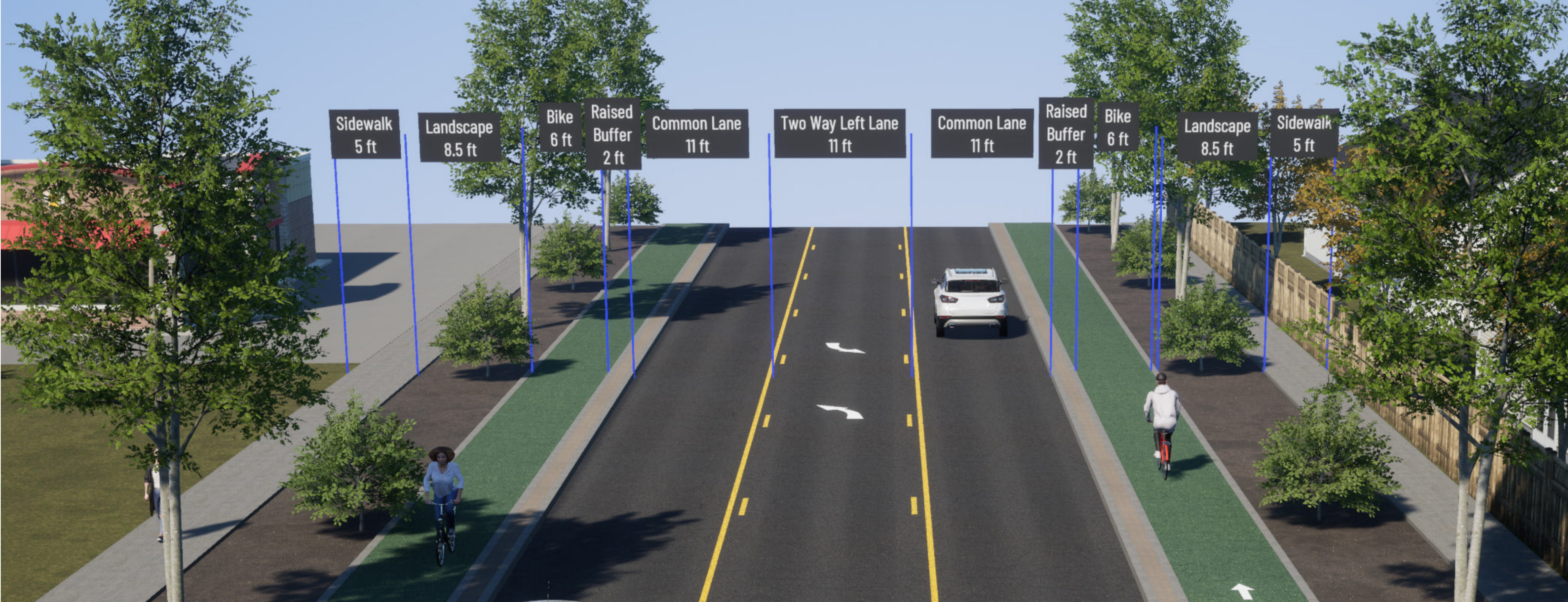
My favorite part is...

The part I really don't like is...



# Alternative 2 Enhanced Improvements

## 24<sup>th</sup> Street to Stockton Boulevard



- 5 to 3-lane conversion on Fruitridge Road
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Elevated separated bikeways with raised buffer
- Planter strips on both sides of roadway allow opportunity for shade trees
- Sidewalks buffered from travel lanes by planter with shade trees and separated bikeway
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

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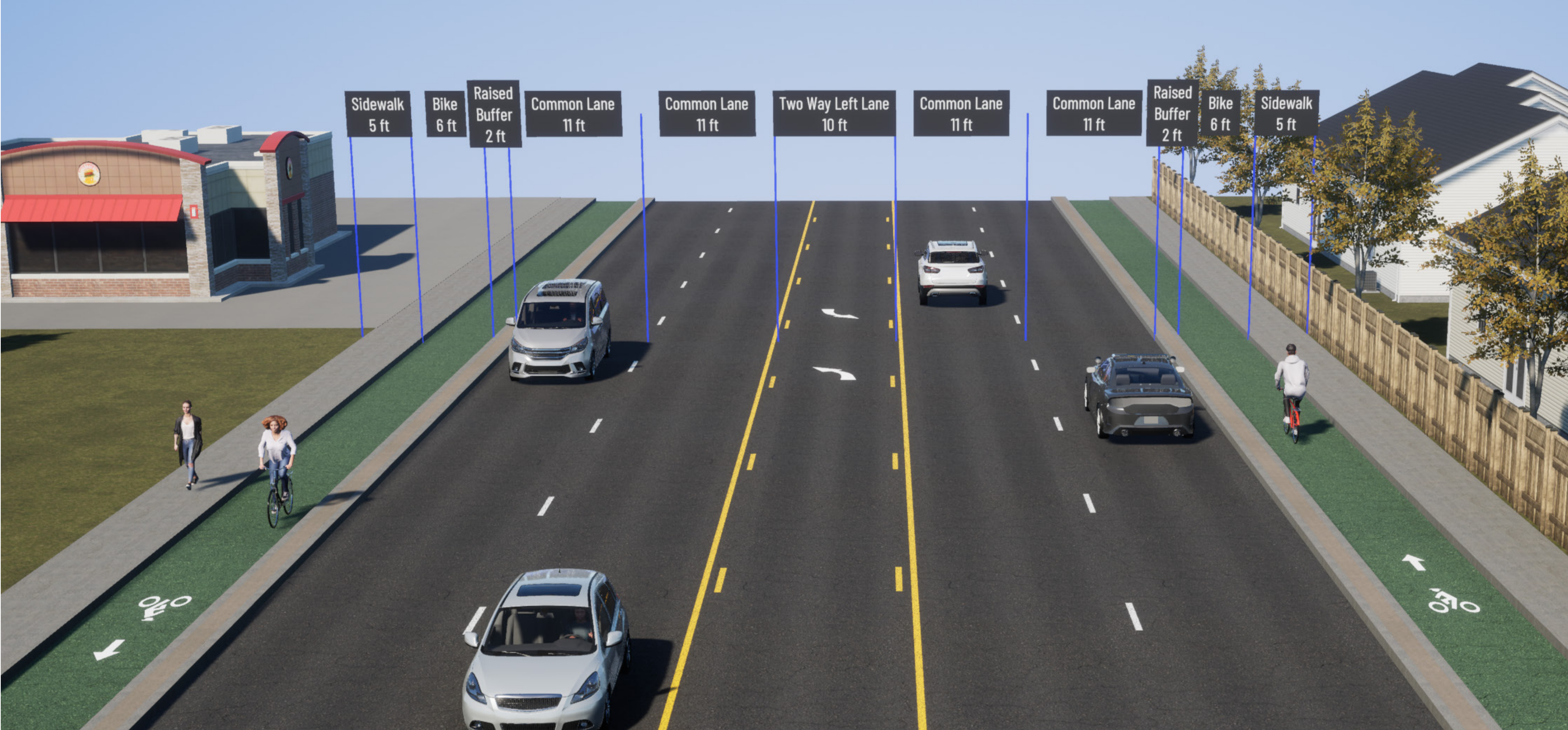
My favorite part is...

The part I really don't like is...



# Alternative 3 Half Road Diet

## 24<sup>th</sup> Street to Stockton Boulevard



- Retains current travel lane configuration
- Separated bikeways with raised buffer
- May require right-of-way acquisition and utility relocation
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

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My favorite part is...

The part I really don't like is...