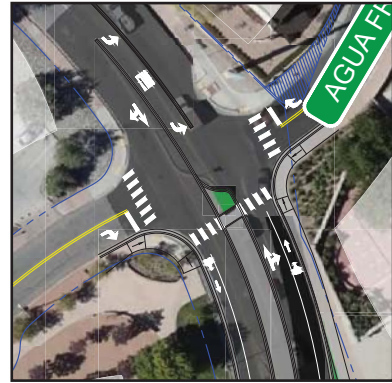


Intersection Treatments

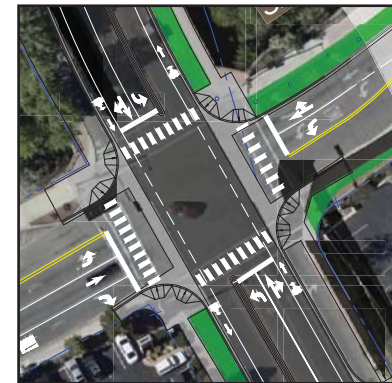
What will each intersection look like?

DE VARGAS ST / AGUA FRIA ST



Extend Median

ALAMEDA ST



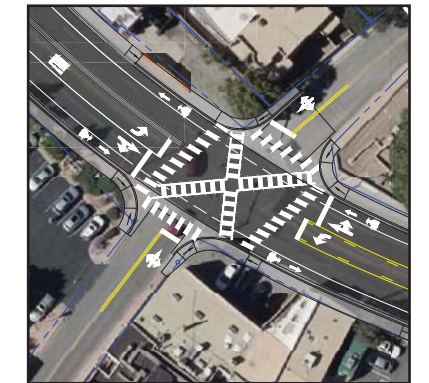
Eliminate EB Right-Turn Lane

WATER ST



Close Median

SAN FRANCISCO ST



Pedestrian Phase



JOHNSON ST



Left-Turn Bay

MCKENZIE ST / JEFFERSON ST



Extend Median

PARK AVE / CATRON ST



Add Median & Left-Turn Bay

JOSE ST



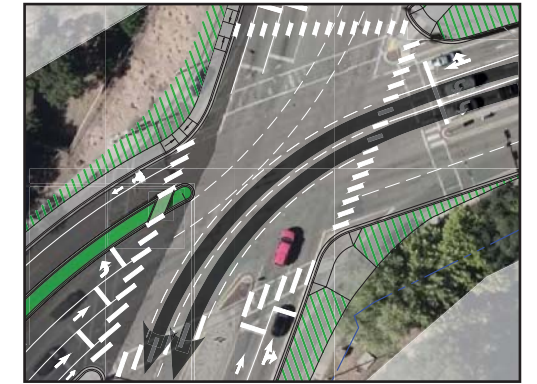
Full Access

SOLONA ST



Right-In/Right-Out/Left-Out

PASEO DE PERALTA



Double Southbound Left

Key Aspects of the Proposed Changes



20 mph Speed Limit

All corridor alternatives are designed for a 20-mph speed limit -- reduced from the current 25 mph -- which will enhance comfort and safety for pedestrians or cyclists



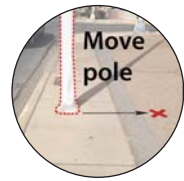
Wider Sidewalks

Sidewalk width along Guadalupe Street is generally 6 feet wide, but often narrows to 5 or less feet. All proposed alternatives would include sidewalks of at least 6 feet wide.



No New Right of Way

The enhancements proposed by each alternative will not require acquisition of new space outside of the existing right-of-way. Some proposals at particular intersections along the corridor may require purchase of new space.



Removal of Pedestrian Obstacles

Utility poles will be relocated if they currently reduce the clear path on the sidewalk to less than 36" wide. Driveways will also be reduced or modified to improve pedestrian safety and comfort.



Raised Medians

Raised medians with standard curbs will be constructed along the corridor. These medians are more visible and provide more of a "traffic calming" effect. Many existing medians will also be widened.



Improved Bicycle Facilities

Dedicated bicycle facilities and calmed traffic would result from any of the proposed alternatives. Bicycle lanes and off-street paths are proposed.

42% safety improvement in pedestrian-vehicle conflicts at intersections along the corridor

New bike lanes on each side of street, improving safety for both motorists and cyclists

ADA compliant corridor, with all sidewalks expanded to at least 6 feet wide and all curb ramps updated to ADA standards

11 driveways modified to improve safety, with no business access eliminated

Public Meeting – August 9th, 2018

Welcome

Tonight, we are reviewing the recommended changes to Guadalupe Street

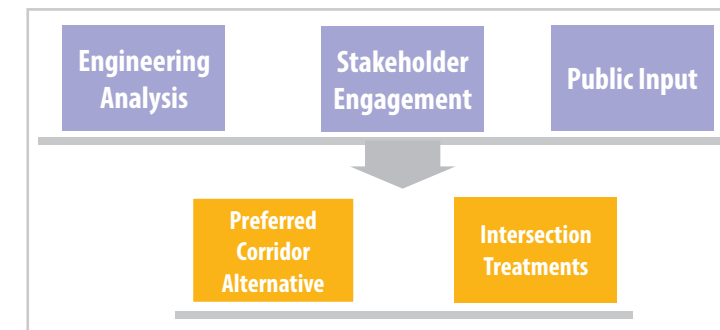
The purpose of this project is to:

- Identify a roadway typical section for the Guadalupe Street that will:
 - Improve sidewalks and ramps so to provide ADA accessibility and safely serve pedestrian traffic;
 - Improve corridor safety for all corridor users; and
 - Enhance economic development opportunities.

Project Design Elements include:

- Access management strategies and techniques;
- Enhanced street lighting; and
- Improved multimodal accommodation (pedestrian and bicycle).

Analysis and engagement with stakeholders and the public over the past 12 months has led to the development of these two key sets of recommendations.



Preferred Corridor Alternative

What will Guadalupe Street look like overall?

Two Lanes + Median + Bike Lane

Today, Guadalupe Street has two travel lanes and a center turn lane, which is replaced by a median at certain intersections. This alternative would extend the center median along most of the corridor, with occasional breaks to permit left turns. Two 5-foot bike lanes would be added outside of the travel lanes. Curbs and gutters would be improved, and sidewalks would be widened to at least 6 feet wide.

