Appendix B.

Projects Table
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<tr>
<th>PROJECT</th>
<th>TYPE</th>
<th>RECLASSIFICATION</th>
<th>PRIMARY RECOMMENDATION</th>
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<th>ALTERNATIVE RECOMMENDATION</th>
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</table>
| 1 - Fairview Street from Highland St to S of W McFadden Av | Enhanced crossings                        |                  | » Install median refuge island crossing to serve opposing bus stops at Highland  
» Narrow median and construct two-way cycle track on east side to connect McFadden to housing and proposed bike boulevard on Willits (left turn pockets at Highland can be maintained)  
» Consolidate driveways along Fairview near McFadden                                                                                                                                                                                                                                                                                                                                                                       | $1,520,625 |                                                                                             |          |
| 21 - Fairview Street from W Edinger Av to W Harvard St | Enhanced crossings                        |                  | » Remove eastbound curb lane from both sides of the Edinger at Fairview intersection  
» Evaluate potential to extend planned multi-purpose path on Fairview to McFadden  
» Curb radius reduction at cross streets                                                                                                                                                                                                                                                                                                                                                                                 | $255,000 |                                                                                             |          |
| 8 - MacArthur Boulevard from S Plaza Dr to E of S Bristol St | Narrow lanes + bike lanes                  |                  | » Narrow existing travel lanes to 10’ and median width to 2’ to add protected bike lanes where there is 88’ of curb to curb  
» Narrow existing travel lanes to 10’ and eliminate median to add bike lanes (no buffer) where there is 82’ of curb to curb  
» Enhanced crossing at Flower  
» Project #25 solutions will improve Bristol-MacArthur intersection                                                                                                                                                                                                                                                                                                                                                             | $2,546,400 | » Road buffet from western City limits to Flower  
» Add bike lanes  
» Enhanced crossing at Flower                                                                                           | $504,300  |
| 3 - 1st Street from Booth Street to Railroad | Road buffet + protected bike lanes         | X                | » Reclassify to Primary Arterial  
» Install road buffet with protected bike lanes  
» Relocate bus stops to far sides of 1st at Standard  
» Install traffic signal at Lacy, which will also serve opposing bus stops (modify stop locations as needed)  
» Consider leading pedestrian intervals at all signalized intersections through downtown                                                                                                                                                                                                                                                                                                                              | $1,830,450 | » Narrow lanes to 10’  
» Relocate bus stops to far sides of intersections near Standard  
» Consider leading pedestrian intervals at all signalized intersections through downtown  
» Bike boulevard on Walnut and/or 3rd Ave from Townsend to Railroad  
» Monitor speeds and collisions                                                                                                           | $868,050  |
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</table>
| 5 - 1st Street from W of S Monaco Dr to W of S Shelton St | Road buffet + protected bike lanes | X | » Reclassify to Primary Arterial  
» Install road buffet with protected bike lanes  
» Relocate bus stops from Daisy to Townsend for access to signalized crossing  
» Add enhanced crossing near post office bus stop (Western Ave)  
» Replace center turn lane with raised median and turn pockets | $4,188,900 | » Continue bike boulevard on Walnut and/or 3rd from Shelton to Townsend  
» Narrow to 10' lanes to make room for bike lanes from end of Walnut/1st to new bike lanes on 1st west of Santa Ana River (no bike boulevard option in this section)  
» Relocate bus stops from Daisy to Townsend for access to signalized crossing  
» Add enhanced crossing near post office bus stop (Western Ave) | $712,350 |
| 7 - 1st Street from W of Harbor Boulevard to Susan Street | Road buffet + protected bike lanes enhanced | X | » Reclassify to Primary Arterial  
» Install road buffet with protected bike lanes  
» Add enhanced crossing near S Gunther  
» Stripe zebra crosswalks on 1st at Harbor and 1st at Jackson  
» Consider removing second left turn lane from 1st at Harbor; to reduce exposure and maintain bike lane through intersection  
» Replace center turn lane with raised median and turn pockets | $1,583,700 | » Narrow lanes to 10'  
» Enhanced crossing near S Gunther to address history of pedestrian crashes (1,300 feet between signals at Harbor and Jackson)  
» Stripe zebra crosswalks on 1st at Harbor and 1st at Jackson  
» Consider removing second left turn lane from 1st at Harbor; to reduce exposure and maintain bike lane through intersection | $525,450 |
| 4 - 1st Street from Hathaway Street to I-5 | Road buffet + buffered bike lanes | X | » Install road buffet with buffered bike lanes  
» Relocate eastbound bus stop at N Lyon to far side of intersection  
» Time signals to 35 mph | $534,600 | » Relocate eastbound bus stop at N Lyon to far side of intersection  
» Time signals to 35 mph  
» No parallel bike routes available in this section  
» There is not room for adding bike lanes without eliminating a travel lane | $23,100 |
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</table>
| 2 - Bristol Street from Riverglen Ln to W Park Ln | Narrow lanes + buffered or protected bike lanes | » Narrow lanes to 10' to add buffered or protected bike lanes  
» Consider removing dedicated turn lanes at intersections for wider bike facility and reduced exposure for pedestrians  
» Consolidate driveways on NE corner of Bristol at Memory  
» Add missing crosswalk on south leg of Bristol and Memory  
» Synchronize signals to 35 miles per hour;  
» Variable speed message sign for vehicles entering the city  
» Extend medians in locations that would not preclude future lane reduction or reclassification to add bike lanes  
» Monitor speeds and collisions | $849,600 | » If speeds and collisions don't decrease sufficiently, reclassify to Primary Arterial  
» Install road buffet to 5 lanes and add buffered or protected bike lanes  
» Consider median refuge island approximately 500’ N of Memory Lane to serve commercial land uses and address mid-block pedestrian collisions | $126,900 |
| 25 - Bristol Street from Glenwood Place to Sunflower Avenue | Narrow lanes + bike lanes | » Narrow lanes to 10’ and add bike lanes  
» Relocate northbound bus stop at Warner to far side of intersection  
» Relocate southbound stop at MacArthur closer to intersection; add enhanced pedestrian crossing at driveway mid-block  
» Add pedestrian recall across Callens Commons  
» Median refuge island crossing at St Gertrude Place near bus stop  
» Reduce curb radius at NE corner of Alton and Bristol  
» Prohibit right turn on red or install LPI  
» Pursue bike boulevard between Bristol and Flower  
» Monitor speeds and collisions | $1,030,275 | » If speeds and collisions don't decrease sufficiently, reclassify to Primary Arterial due to high incidence of both pedestrian and bike collisions  
» Install road buffet to 5 lanes and add buffered bike lanes | $518,700 |
| 27 - Bristol Street from 21st Street to S of Edinger Avenue | Narrow lanes + buffered or protected bike lanes | » Narrow lanes to 10 feet  
» Add buffered or protected bike lanes  
» Close right turn lanes at high collision intersections (17th, 1st, McFadden)  
» Alternatively, remove left turn lane or narrow all lanes and add median refuge island at centerline  
» Add leading pedestrian interval  
» Pursue parallel bike boulevard  
» Monitor speeds and collisions | $1,937,700 | » If speeds and collisions don't decrease sufficiently, reclassify to Primary Arterial due to high incidence of both pedestrian and bike collisions  
» Road buffet to 5 lanes and add buffered bike lanes  
» Include protected intersection at 17th at Bristol | $709,800 |
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| 10 - Grand Avenue from I-5 to E Fruit St | Narrow lanes + bike lanes | » Narrow lanes and add bike lanes to support completion of bike lanes on Grand within City limits  
  » Add dedicated bicycle movements across freeway ramps (possibly using west sidewalk beneath freeway)  
  » Install conflict markings at Grand and E Santa Ana Blvd, to reduce conflicts on Grand between southbound through bicycle movements and right turning vehicle movements  
  » Coordinate with Caltrans to secure 10’ lane width to provide bicycle lanes due to safety and lack of alternative routes | $440,850 | | | |
| 20 - Grand Avenue from E 6th St to E Chestnut Av | Bike lanes | » Install bike lanes to support completion of bike lanes on Grand within City limits  
  » The section from 4th to 6th requires careful design due to offset curb lines | $129,600 | » If speeds and collisions don’t decrease sufficiently, reclassify and road buffet and add protected bike lanes | $1,032,000 |
| 6 - Edinger Avenue from S Fairview St to Center St | Buffered bike lanes | » Increase bicycle/motor vehicle separation with buffered bike lanes  
  » Add sidewalks from west of Sullivan to Gordon;  
  » Eliminate RTOR and install LPIs at Edinger and Fairview  
  » Redo speed survey after installation to determine if speed limit can be reduced | $597,900 | | | |
| 19 - Edinger Avenue from S Ross St to E of S Maple St | Road buffet + buffered bike lanes | » Add buffered bike lanes  
  » Road buffet to 3 lanes east of Broadway  
  » Install curb extensions and crosswalks at Cypress and other locations with on street parking  
  » Curb radius reductions at Orange and Sycamore  
  » Look for opportunities to remove left turn pockets to eliminate conflicts between pedestrians and turning vehicles | $2,693,700 | | | |
<p>| 29 - Edinger Avenue from Rene Drive to S Towner St | Protected bike lanes | » Add protected bike lanes | $1,381,950 | | | |</p>
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</table>
| 9 - McFadden Avenue from S Graham Ln to S Shelton St | Road buffet + protected bike lanes | X | » Downgrade McFadden to Divided Collector within City limits  
» Road buffet to 3 lanes and protected bike lane west of Bristol  
» Restripe with buffered bike lane on 2 lane section east of Bristol | $218,625 | » Relocate school crossing at Graham to Pacific when planned traffic signal is installed  
» Median refuge island crossing at S Baker Street  
» Pursue parallel bike boulevard per city map | $137,250 |
| 26 - McFadden Avenue from Harbor Boulevard to E of S Susan St | Road buffet + protected bike lanes | X | » Downgrade McFadden to Divided Collector within City limits  
» Road buffet to 3 lanes and protected bike lane  
» This solution would also extend to #9 and benefit high collision intersections at #105, 106 and 107 | $547,500 | » Narrow lanes to 10' and add bike lanes  
» Narrow lanes on bridge and widen sidewalks to accommodate bicycle travel across bridge  
» This solution meets minimum standard lane widths, but will be uncomfortable based on typical large vehicle traffic and other roadway conditions | $100,500 |
| 12 - Main Street from E 10th St to E Saint Gertrude Pl | Speed management and signal modifications | | » Speed Limit Reduction to 25 through signal synchronization  
» Leading pedestrian intervals at all intersections | $70,200 | » If speeds and collisions don’t decrease sufficiently, reclassify and road buffet and add bike lanes | $552,000 |
| 18 - Main Street from Santa Clara Avenue to E 12th St | Speed management and signal modifications | | » Speed limit reduction to 25 and leading pedestrian intervals at all signalized intersections  
» Support bike boulevard on parallel streets (e.g. Orange). See project 24 for bicycle enhancements on Broadway across I-5  
» Study signal warrant for Main at 15th  
» Relocate bus stops to far sides of intersection at 15th | $417,000 | » If speeds and collisions don’t decrease sufficiently, reclassify and road buffet and add bike lanes | $218,400 |
| 37 - Main Street from Warner Avenue to S of Goetz Avenue | Speed management and signal modifications | | » Speed limit reduction to 25 and leading pedestrian intervals at all signalized intersections  
» Enhanced crossing at Main and Central | $52,800 | » If speeds and collisions don’t decrease sufficiently, reclassify and road buffet and add bike lanes | $67,200 |
| 34 - Main Street from Town And Country Road to I-5 | Speed management and signal modifications | | » Signal synchronization  
» Curb radius reduction on NE corner of Main at Mainplace | $15,375 | » If speeds and collisions don’t decrease sufficiently, reclassify and road buffet and add bike lanes | $163,800 |
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</table>
| 28 - Washington Avenue from N Van Ness Av to N Bush St | Bicycle boulevard | | » Curb radius reduction at all intersections between Van Ness and Bush  
» Traffic calming and bicycle boulevard treatments from Fairview to I-5  
» Create connection to Santa Ana River Trail by opening cul-de-sac at Fairview for bicycles and pedestrians use  
» Add signage to direct users north along sidewalk to river trail | $725,010 | » Narrow travel lanes to 10’  
» Curb radii reduction  
» Leading pedestrian and bicycle intervals at high crash intersections  
» No parallel bike boulevard available in this section | |
| 17 - 17th Street from W of N Lincoln Av to Concord St | Road buffet + protected bike lanes | X | » Install road buffet and protected bike lane  
» Curb radius reductions  
» Leading pedestrian and bicycle intervals at high collision intersection of 17th and Grand | $2,139,600 | » Short term solutions:  
» Narrow travel lanes to 10’  
» Curb radii reduction  
» Leading pedestrian and bicycle intervals at high crash intersections of Bristol and Fairview  
» No parallel bike boulevard available in this section | $270,225 |
| 16 - 17th Street from Buena St to Bristol Street | Road buffet + protected bike lanes | X | » Install road buffet and protected bike lane;  
» Curb radius reductions  
» Leading pedestrian and bicycle intervals at high crash intersections of Bristol and Fairview  
» Include protected intersection on Bristol at 17th  
» Redo speed survey after installation to determine if speed limit can be reduced | $2,877,150 | » Short term solutions:  
» Narrow travel lanes to 10’  
» Curb radii reduction  
» Leading pedestrian and bicycle intervals at high crash intersections of Bristol and Fairview  
» Pursue parallel bike boulevard on W Washington Ave; include connection to Fairview at western extent to allow crossing of Santa Ana River | $753,810 |
| 11 - 17th Street from Olive Street to I-5 | Road buffet + protected bike lanes | X | » Install road buffet and protected bike lane;  
» Curb radius reductions  
» Leading pedestrian and bicycle intervals at high crash intersection of Spurgeon  
» Relocate Westbound Bus Stops at Flowers Broadway and Main to far side  
» Redo speed survey after installation to determine if speed limit can be reduced  
» Install median refuge crossing at Bush | $2,345,100 | » Narrow travel lanes to 10’;  
» Curb Radius Reductions  
» Leading pedestrian and bicycle intervals at high crash intersection of Spurgeon  
» Relocate Westbound Bus Stops at Flowers Broadway and Main to far side  
» Pursue parallel bike boulevard on W Washington Ave  
» Fencing to prevent pedestrian access | $512,250 |
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<tr>
<td>32 - 17th Street from Williams Street to Route 55</td>
<td>Road buffet + protected</td>
<td>X</td>
<td>Install road buffet and protected bike lane</td>
<td>$1,117,950</td>
<td>Narrow travel lanes to 10'</td>
<td>$164,700</td>
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<td>bike lanes</td>
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<td>Leading pedestrian and bicycle intervals at high crash intersection of Tustin Ave</td>
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<td>Leading pedestrian and bicycle intervals at high crash intersection of Tustin Ave</td>
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<td>Variable speed message sign for vehicles entering the city</td>
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<td>Redo speed survey after installation to determine if speed limit can be reduced</td>
<td></td>
<td>No opportunities for parallel bike boulevard in this section</td>
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<tr>
<td>14 - Harbor Boulevard from Westminster Av to City Limits</td>
<td>Narrow lanes + bike lanes</td>
<td></td>
<td>Pursue the MPAH Multi-Modal Transportation Arterial designation</td>
<td>$742,650</td>
<td>Protected bike lane through ROW acquisition as properties redevelop</td>
<td>$1,861,500</td>
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<td>Narrow lanes and add bike lanes or wide shoulders depending on space</td>
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<td>Add protected intersection at 1st</td>
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<td>Move all bus stops to far sides of intersections and reduce curb radii at all unsignalized intersections</td>
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<td></td>
<td>Remove northbound right turn lane at McFadden</td>
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<td>Remove curb lane and add curb extension at 5th</td>
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<td></td>
<td>Curb radius reductions at 1st, and Westminster</td>
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<td>Install signal or midblock crossing at Washington;</td>
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<td>This project should extend to the southern City limits</td>
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<tr>
<td>23 - Tustin Avenue from E Grovemont St to E Lenita Ln</td>
<td>Road buffet + protected</td>
<td>X</td>
<td>Downgrade to Primary Arterial</td>
<td>$825,000</td>
<td>Narrow existing travel lanes to 10' to add 7’ buffered bike lanes</td>
<td>$258,900</td>
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<tr>
<td></td>
<td>bike lanes</td>
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<td>Install road buffet and protected bike lanes</td>
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<td>Curb radius reduction at all intersections</td>
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<td>Curb radius reduction at all intersections</td>
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<td>Left Turn Protection on Santa Clara at Tustin</td>
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<td>Left Turn Protection on Santa Clara at Tustin</td>
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<td>Fencing to prevent pedestrian crossings near bus stops north of Franzen</td>
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<td>Midblock crossing w refuge islands at bus stops N of Franzen, or at Franzen (relocate southbound stop)</td>
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<td>No opportunities for parallel bike boulevard in this section</td>
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<td>Redo speed survey after installation to determine if speed limit can be reduced</td>
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| 24 - Broadway from W Halesworth St to W Richland St | Bicycle boulevard/ Road buffet | X | » Bike boulevard from St Gertrude or St Andrew to 1st  
» Road buffet and add on-street parking and sharrows from 3rd to Santa Ana Boulevard  
» Road buffet from Santa Ana Boulevard to 17th, reduce to 3 lanes and add protected bike lanes  
» Consider continuing road buffet and bike lanes all the way and across I-5  
» Curb radius reductions at all intersections from Halesworth to Richland  
» Leading pedestrian intervals at 1st  
» Recommended project is from Memory Lane to St Gertrude | $2,120,400 | » Curb radius reduction at all intersections from Halesworth to Richland  
» Leading Pedestrian Intervals and automatic pedestrian recall at signalized intersections  
» Support bike boulevard on parallel streets (e.g. Orange as in Project #12) | $546,000 |
| 13 - Warner Avenue from Broadway to E of S Maple St | Narrow lanes + bike lanes | | » Narrow lanes on Warner and add bike lanes where space allows  
» Monitor 85% speeds and reduce to 30-35 mph if possible  
» Develop parallel bike boulevard on St Gertrude or St Andrew  
» Monitor speeds and collisions | $182,550 | » If speeds and collisions don't decrease sufficiently, reclassify and road buffet and add protected bike lanes | $625,500 |
| 15 - Warner Avenue from S Pacific Av to S Park Dr | Narrow lanes + bike lanes | | » Narrow lanes on Warner and add bike lanes where space allows  
» Monitor 85% speeds and reduce to 30-35 mph if possible  
» Develop parallel bike boulevard on St Gertrude or St Andrew  
» Monitor speeds and collisions | $189,150 | » If speeds and collisions don't decrease sufficiently, reclassify and road buffet and add protected bike lanes | $1,188,000 |
| 31 - Civic Center Drive from N Parton St to Mortimer Street | Buffered bike lanes | | » Continue recently implemented buffered bike lanes to French  
» Leading pedestrian intervals at permissive signals  
» Restrict RTOR  
» Monitor speeds and collisions | $119,010 | » If speeds and collisions don't decrease sufficiently, reclassify and road buffet and add protected bike lanes | $657,000 |
| 30 - Ross Street from Civic Center Dr W to W 1st St | Enhanced crossings and protected bike lanes | | » Curb radius reductions at all intersections  
» Enhance existing crossings with high visibility crosswalks and RRFB, especially at 4th  
» Add protected bike lanes | $1,114,200 | | |
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| 22 - Newhope Street from W Hazard Av to S of W 1st St                 | Buffered bike lanes      |                  | » Install buffered bike lanes  
» Remove on-street parking where necessary;  
» Monitor 85% speeds and reduce to 30-35 mph if possible  
» Curb radius reduction at 5th, Hazard, and all unsignalized cross streets                                                                                                                                                | $228,750 |                                                              |          |
| 33 - 4th Street from N Lacey St to N Wright St                         | Road buffet + protected bike lanes | X                | » Downgrade to Divided Collector  
» Install road buffet and protected bike lanes                                                                                                                                                                                                                                                                                                           | $438,000 | No opportunities for lane narrowing or parallel bike boulevard in this section |          |
| 36 - 5th Street from W of N Fairview St to N Nantucket Pl              | Narrow lanes + bike lanes |                  | » Narrow lanes and add bike lanes, pending further study as part of the Central Santa Ana Complete Streets plan                                                                                                                                                                                                                                           | $72,000  |                                                              |          |
| 35 - Lyon Street from 1st Street to Chestnut Avenue                    | High visibility pavement markings |                  | » Green conflict marking and high visibility crosswalks at Chestnut  
» Develop bike boulevard from 4th and along N Wright, Palm St and N Lyon St to bring users to E Chestnut crossing of I-5  
» Utilize green backed sharrows along this route                                                                                                                                                                                                                                           | $220,950 |                                                              |          |
| 101 - 1st Street & Euclid Street                                       | Intersection enhancements |                  | » The bicycle facility proposed on 1st will reduce crossing distance and improve pedestrian safety  
» Leading pedestrian intervals and RTOR restriction                                                                                                                                                                                                                                                                                                      | $192,720 | Three Euclid intersections experience high collision trends. If speeds and collisions don’t decrease sufficiently, reclassify and road buffet and add protected bike lanes  
» Install red light camera if program is re-instated |          |
| 102 - Greenville Street & MacArthur Boulevard                          | Road buffet               |                  | » Road buffet proposed in Project #8 will add bike lanes and reduce pedestrian exposure at this intersection                                                                                                                                                                                                                                           | N/A      |                                                              |          |
| 103 - Harbor Boulevard & Warner Avenue                                 | Intersection reconfiguration |                  | » Remove turn lanes on all approaches to reduce crossing distance                                                                                                                                                                                                                                                                                      | $405,825 | Three Euclid intersections experience high collision trends. If speeds and collisions don’t decrease sufficiently, reclassify and road buffet and add protected bike lanes |          |
| 104 - Euclid Street & Hazard Avenue                                    | Intersection enhancements |                  | » Curb radius reductions, high visibility crosswalks, and protected left turn phases for turns from Hazard Avenue                                                                                                                                                                                                                                         | $250,800 | Three Euclid intersections experience high collision trends. If speeds and collisions don’t decrease sufficiently, reclassify and road buffet and add protected bike lanes |          |
| 105 - Euclid Street & McFadden Avenue                                  | Road buffet               |                  | » McFadden road buffet corridor project (#9 and #26) will reduce pedestrian exposure at this intersection                                                                                                                                                                                                                                           | N/A      | Three Euclid intersections experience high collision trends. If speeds and collisions don’t decrease sufficiently, reclassify and road buffet and add protected bike lanes |          |