

ATTACHMENT 2

Item	Recommendation	Advantages	Disadvantages	Alternatives
Pavement treatment	Overlay	Cost efficient	Expense	Slurry seal
Minimum lane widths	11-foot vehicle lanes, 6-foot sidewalks, 5-foot Class II bicycle lanes 5 feet, with 3-foot buffer where practicable	Maximizes use for all, traffic-calming	May result in some sidewalk narrower than at present	Leave as-is
Road diet	One vehicle lane in each direction	Maximizes use for all, traffic-calming	Fewer lanes between Grand and Fair Oaks	Leave as-is
On street parking	Eliminate on west side of North Halcyon	Enables Class II bicycle lane, meets grant objective	Some businesses lose on-street parking	Leave as-is, install Class III ("sharrow") bicycle lane
Halcyon/fair Oaks	Roundabout	Safer, more efficient traffic flow	Expense	Traffic signal
Halcyon/grand	Traffic signal	Safer, more efficient traffic flow	Expense, roundabout needs significant right-of-way	Roundabout
Bicycle box	Do not include	Avoids perceived versus actual safety	Included in conceptual plan	Include
Bicycle lanes	Class II, buffered where practicable	Creates safe continuous bicycle route, more cost-efficient than Class IV	None identified	Leave as-is or Class IV
Green paint	Include at conflict points (intersections)	Increases bicycle path visibility	Expense	Do not include
Trees	Evaluate case-by-case. Remove and replace as appropriate	Lower long term maintenance	Lose beautiful mature trees	Leave in place