Proposed Changes
Howard: Between 11th Street and 8th Street

**PARKING PROTECTION**
- Bicycle lanes are to the right of parked vehicles rather than left
- Greater separation between pedestrians and bicyclists and moving vehicles
- Prevents double parking in the bike lane
- Additional room for bicyclists to pass each other
- Reduces potential for “dooring”
- Accommodates on-street parking and loading needs

**INTERSECTION DAYLIGHTING**
- Increases the visibility of pedestrians and cyclists at intersections
- Helps kids and people in wheelchairs be seen
- Parking is restricted near crosswalks and intersections to increase visibility

**TWO-STAGE TURN BOX**
- Clarifies where cyclists can turn left to connect to other bike routes
- Brings awareness to all road users of where cyclists can be expected
- Reduces conflicts between turning cyclists and vehicles

**ADVANCED LIMIT LINES**
- Provides extra space between stopping vehicles and pedestrians in the crosswalk
- Typically placed 10’ before crosswalks
- Increases the visibility of pedestrians in the crosswalk to motorists

**MIXING ZONES**
- Positions vehicles to the curbside lane to reduce right-hooks with bicyclists
- Dashed green striping is used to caution where travel modes mingle
- Yield “teeth” markings indicate right turning vehicles must yield to cyclists
- Staff is currently looking into signal separation for right turning vehicles and through bikes

**CURB COLORS**
- General Meter Parking
- No Parking
- Accessible Parking
  - Parking for people with disabled placards only
- Commercial Loading
  - 30-minute metered commercial loading
  - Up to 3-minute passenger loading
- Short-Term Meter Parking
  - 10, 15 or 30 minute parking
  - Must pay parking meter
- Passenger Loading
  - 5-minute passenger loading only
  - Driver must be in vehicle
Proposed Changes
Howard: Between 8th Street and 6th Street

ADVANCED LIMIT LINES
» Provides extra space between stopping vehicles and pedestrians in the crosswalk
» Typically placed 10’ before crosswalks
» Increases the visibility of pedestrians in the crosswalk to motorists

CURB COLORS

PARKING PROTECTION
» Bicycle lanes are to the right of parked vehicles rather than left
» Greater separation between pedestrians and bicyclists and moving vehicles
» Prevents double parking in the bike lane
» Additional room for bicyclists to pass each other
» Reduces potential for “dooring”
» Accommodates on-street parking and loading needs

INTERSECTION DAYLIGHTING
» Increases the visibility of pedestrians and cyclists at intersections
» Helps kids and people in wheelchairs be seen
» Parking is restricted near crosswalks and intersections to increase visibility

MIXING ZONES
» Positions vehicles to the curbside lane to reduce right-hooks with bicyclists
» Dashed green striping is used to caution where travel modes mingle
» Yield “teeth” markings indicate right turning vehicles must yield to cyclists
» Staff is currently looking into signal separation for right turning vehicles and through bikes
Proposed Changes
Folsom: Between 4th Street and 5th Street

**CURB COLORS**
- General Meter Parking
- No Parking
- Accessible Parking
  - Parking for people with disabled placards only
- Commercial Loading
  - 30-minute metered commercial loading
  - Up to 3-minute passenger loading
- Short-Term Meter Parking
  - 10, 15 or 30 minute parking
  - Must pay parking meter
- Passenger Loading
  - 5-minute passenger loading only
  - Driver must be in vehicle

**PARKING PROTECTION**
- Bicycle lanes are to the right of parked vehicles rather than left
- Greater separation between pedestrians and bicyclists and moving vehicles
- Prevents double parking in the bike lane
- Additional room for bicyclists to pass each other
- Reduces potential for “dooring”
- Accommodates on-street parking and loading needs

**MIXING ZONES**
- Positions vehicles to the curbside lane to reduce right-hooks with bicyclists
- Dashed green striping is used to caution where travel modes mingle
- Yield “teeth” markings indicate right-turning vehicles must yield to cyclists
- Staff is currently looking into signal separation for right turning vehicles and through bikes

**ADVANCED LIMIT LINES**
- Provides extra space between stopping vehicles and pedestrians in the crosswalk
- Typically placed 10’ before crosswalks
- Increases the visibility of pedestrians in the crosswalk to motorists

**TWO-STAGE TURN BOX**
- Clarifies where cyclists can turn left to connect to other bike routes
- Brings awareness to all road users where cyclists can be expected
- Reduces conflicts between turning cyclists and vehicles

*For illustrative purposes only*