


# ATTACHMENT 1

PROPOSAL ELEMENTS	PROPOSAL MERITS
 <p>The landscape plan shows a curved intersection of State Street and De La Vina Street. Key features include a free right-turn lane on State Street, a bike lane along De La Vina Street, and a pedestrian crossing. Various plant species are indicated with callouts and photos, such as trees, shrubs, and groundcover. A north arrow and scale bar are also present.</p>	<ul style="list-style-type: none"> <li>• State street crossing will be initiated from the corner instead of on island</li> <li>• Slower speeds to Samarkand crosswalk should increase yield rate</li> <li>• DLV turns from 3 crosswalks into 1 crosswalk, and State turns from 2 crosswalks into 1 crosswalk</li> <li>• Reduces the pedestrian exposure by reducing the crossing distance along State crossing DLV &amp; protected by the pedestrian phase of the signal</li> <li>• Access for downstream driveways should improve because oncoming vehicle speeds are slower</li> <li>• The asphalt is recaptured to landscaping, improving sustainability</li> </ul>

**Concept 1: Remove Free-Right Turn**

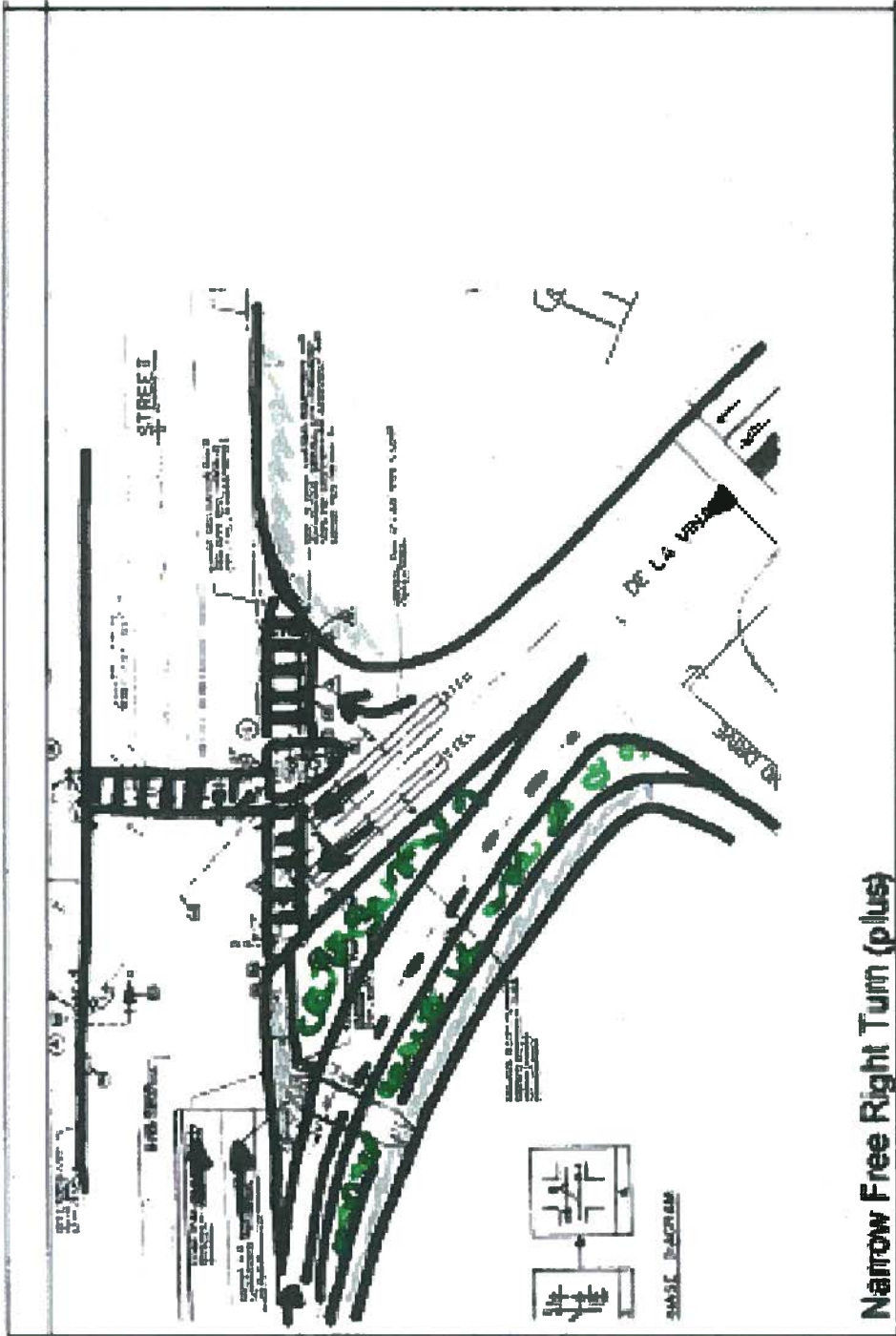
<p><b>PROPOSAL ELEMENTS</b></p> <ul style="list-style-type: none"> <li>• Free right turn lane replaced with smaller park</li> <li>• Exclusive NB De La Vina right turn lane replaced with curb extension</li> <li>• Existing island reduced to 40%</li> <li>• 80' right turn pocket on State</li> <li>• Bike lane to left of right turn pocket on State</li> <li>• 90' pedestrian De La Vina crossing with one refuge</li> </ul>	<p><b>PROPOSAL MERITS</b></p> <ul style="list-style-type: none"> <li>• State street crossing will be initiated from the corner instead of on island</li> <li>• Slower speeds to Samarkand crosswalk should increase yield rate</li> <li>• DLV turns from 3 crosswalks into 2 crosswalks, and State turns from 2 crosswalks into 1 crosswalk</li> <li>• Reduces the pedestrian exposure by reducing the crossing distance along state crossing</li> <li>• DLV &amp; protected by the pedestrian phase of the signal</li> <li>• Access for downstream driveways should improve because oncoming vehicle speeds are slower</li> <li>• The asphalt is recaptured to landscaping, improving sustainability</li> </ul>
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**Remove Free Right Turn and Maintain Island**

**Concept 2: Remove Free-Right Turn and Maintain Island**

<p><b>PROPOSAL ELEMENTS</b></p> <ul style="list-style-type: none"> <li>• Free right turn lane is reduced to '12' plus 6' bike lane</li> <li>• Landscaped parkway adjacent to curb</li> <li>• No change in NB De La Vina approach</li> <li>• Curb side bike lane east-bound State Street</li> <li>• Option of closing NB De La Vina right turn lane</li> <li>• Option of adding pedestrian refuge and curb extension on De La Vina at Samarkand</li> <li>• 190' pedestrian De La Vina crossing with two refuges</li> </ul>	<p><b>PROPOSAL MERITS</b></p> <ul style="list-style-type: none"> <li>• Speed reduction in free right turn should increase yield rate at Samarkand crosswalk</li> <li>• State Street through bike lane adjacent to curb</li> <li>• Enhanced pedestrian crossing at Samarkand</li> <li>• Maintains existing island</li> <li>• Provides landscaped parkway adjacent to free right turn</li> <li>• State street crossing could be initiated from the corner instead of on island</li> <li>• Access for downstream driveways should improve because oncoming vehicle speeds are slower</li> <li>• Low cost due to minimal change to existing traffic signal</li> </ul>
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**Narrow Free Right Turn (plus)**

**Concept 3: Narrow Free-Right Turn (plus additional optional features)**