

## Recommended Concepts

These ideas are presented further on the subsequent boards



### Narrow Vehicle Lanes

Narrow the vehicle lanes from 11-feet to 10-feet to accommodate changes within the existing roadway footprint.



### Chicanes

A chicane is a shallow S-shaped turn that requires drivers to turn slightly left and then right to stay on the road, which slows them down.



### Sidewalks

Sidewalks installed in the current parking lanes on the north side will narrow the roadway and provide pedestrians safety and mobility throughout the corridor.



### Rectangular Rapid Flashing Beacon (RRFB)

RRFBs function as a warning beacon at pedestrian crossings.



### Bulb-outs

Bulb-outs extend the sidewalk and curb, reducing crossing distance for pedestrians.

## Ideas Not Moved Forward



### Speed Bumps

Not effective unless installed at regular intervals along the street at 300-foot spacing. This is not practical for Kootenai Street's character or usage.



### Leaving As Is

The existing street configuration does not calm traffic and will not meet the needs and intent of the neighborhood petition to address speed issues.



### Roundabout

The traffic volumes on Kootenai Street do not require roundabout control. Roundabouts would require significant amounts of right-of-way and would impact adjacent properties and trees.



### Median Islands

Median islands separate opposing lanes of traffic. *This was removed from consideration based on preferences expressed at Public Open House #2.*



### More Traffic Signals

The traffic volumes on Kootenai Street do not require traffic signal control. Additional traffic signals would disrupt the flow of traffic on Kootenai Street, and do not address traffic calming needs.

