The Plan A Concept (see drawing sets) includes the use of Curb Extensions throughout the length of the Corridor. These extensions provide a substantial benefit to pedestrian traffic in the form of shortened crosswalk lengths and improved visibility to vehicle operators. They also encourage vehicular traffic speed reductions due to the resulting narrowing of the street at intersections. Due to the existing narrow width of the street (30’ wide) between the Van Buren intersection and the Blaine Street intersection and the desire to maintain existing on-street parking, no bicycle lanes are proposed in Plan A in this area of the Corridor. Bicycles will share the road with vehicular traffic. Unique components of Plan A are shown below:

- **Bike lanes:**
  - 6’ wide with door zone buffer from Washington Street to Adams Street (south side only)
  - 6’ wide from Adams Street to Polk Street (south side only)
  - No Bike lanes from Polk Street to Blaine Street
  - 5’ wide with door zone buffer from mid-block east of Blaine Street to Mountain View Road (south side)
  - 5’ wide from Blaine Street to Mountain View Road (north side)

- **Parking:**
  - On-Street Parking from Washington Street to Adams Street (both sides)
  - On-Street Parking from Adams Street to Polk Street (north side only)
  - On-Street Parking from Polk Street to Paradise Creek east of Roosevelt Street (south side only)

- **Curb Extensions:**
  - NW corner of Polk Street
  - SE corner of Polk Street
  - SW corner of Monroe Street
  - SE corner of Monroe Street
  - SW corner of Hayes Street (double extension)
  - SE corner of Hayes Street
  - NW corner of Blaine Street
  - SW corner of Blaine Street (double extension)
  - SE corner of Blaine Street
  - SW corner of Grant Street
  - SE corner of Grant Street
  - SW corner of Cleveland Street
  - SE corner of Cleveland Street
  - SW corner of Roosevelt Street
  - SE corner of Roosevelt Street