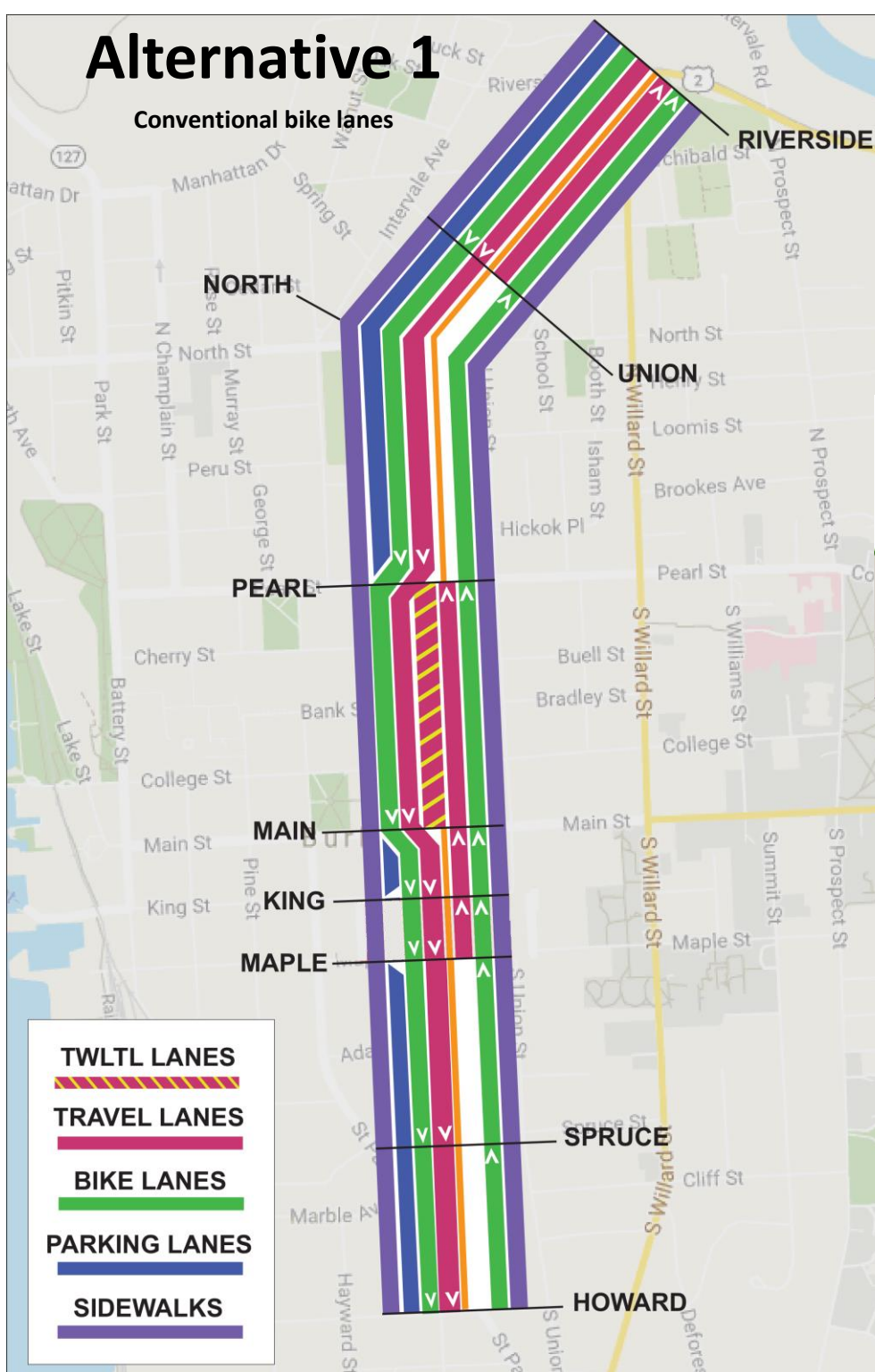


DRAFT Alternative Design Concepts – March 26, 2019

(see last page for current roadway configuration)

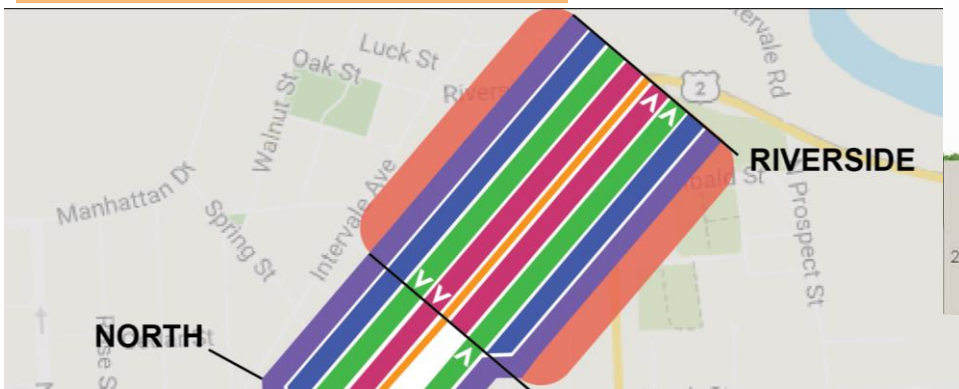
Alternative 1:

- Conventional bike lanes the entire corridor
- Removes parking on east side
- Lane reduction between Main and Pearl, adds center turn lane
- Removes parking on west side between King and Maple

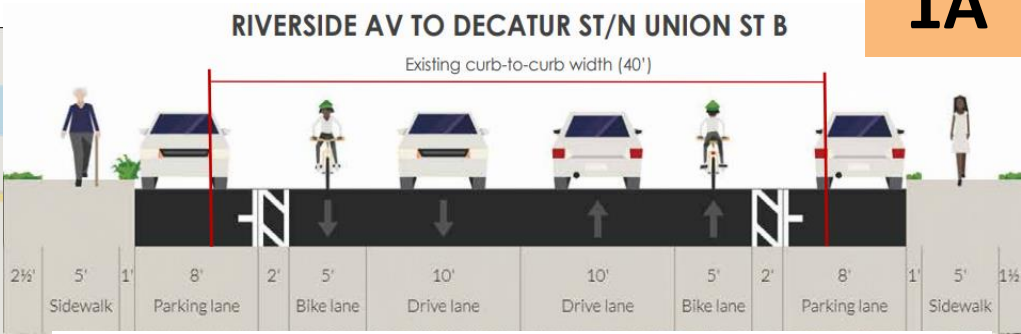


Alt. 1A and 1B

- Conventional bike lanes
- Maximize parking



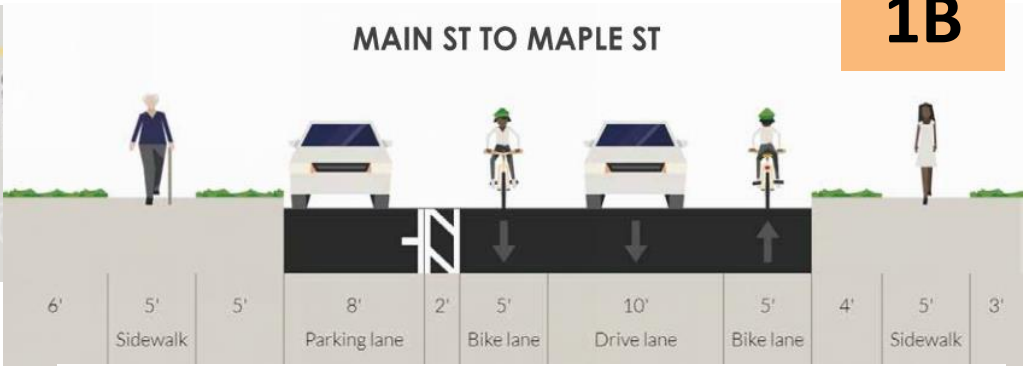
1A



- Widen curb, keep parking on east side, add bike lane buffer



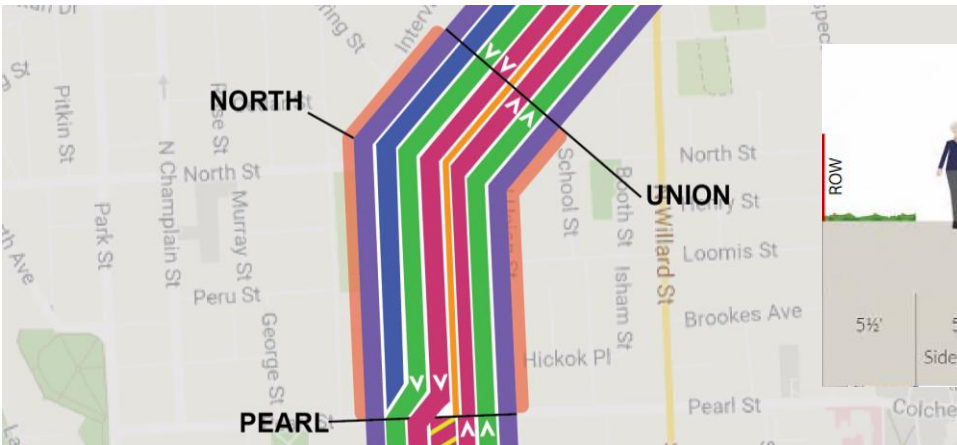
1B



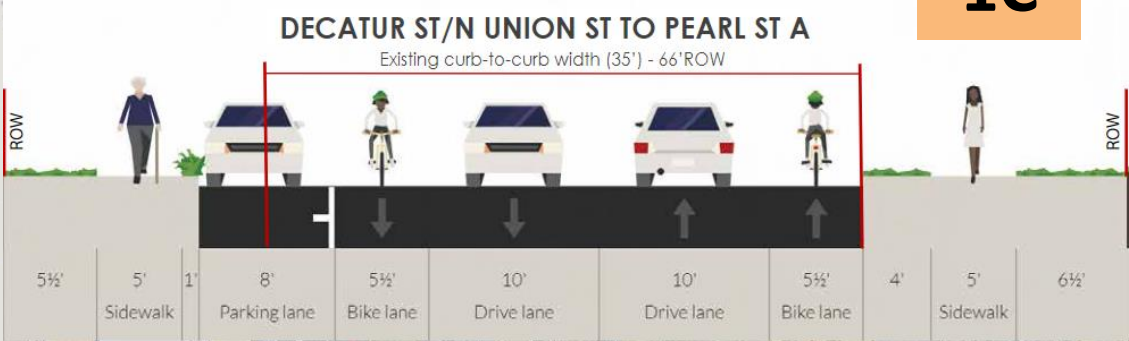
- Keep parking on west side, southbound vehicle travel only, add southbound bike lane buffer

Alt. 1C and 1D

- Conventional or shared bike lanes
- Maximize parking
- Improve access to ONE



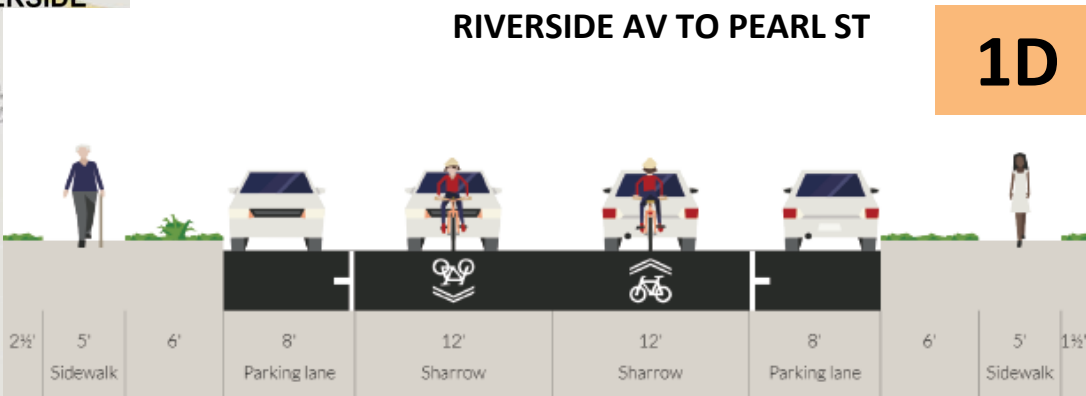
1C



- Widen curb, two-way vehicle travel north of Pearl



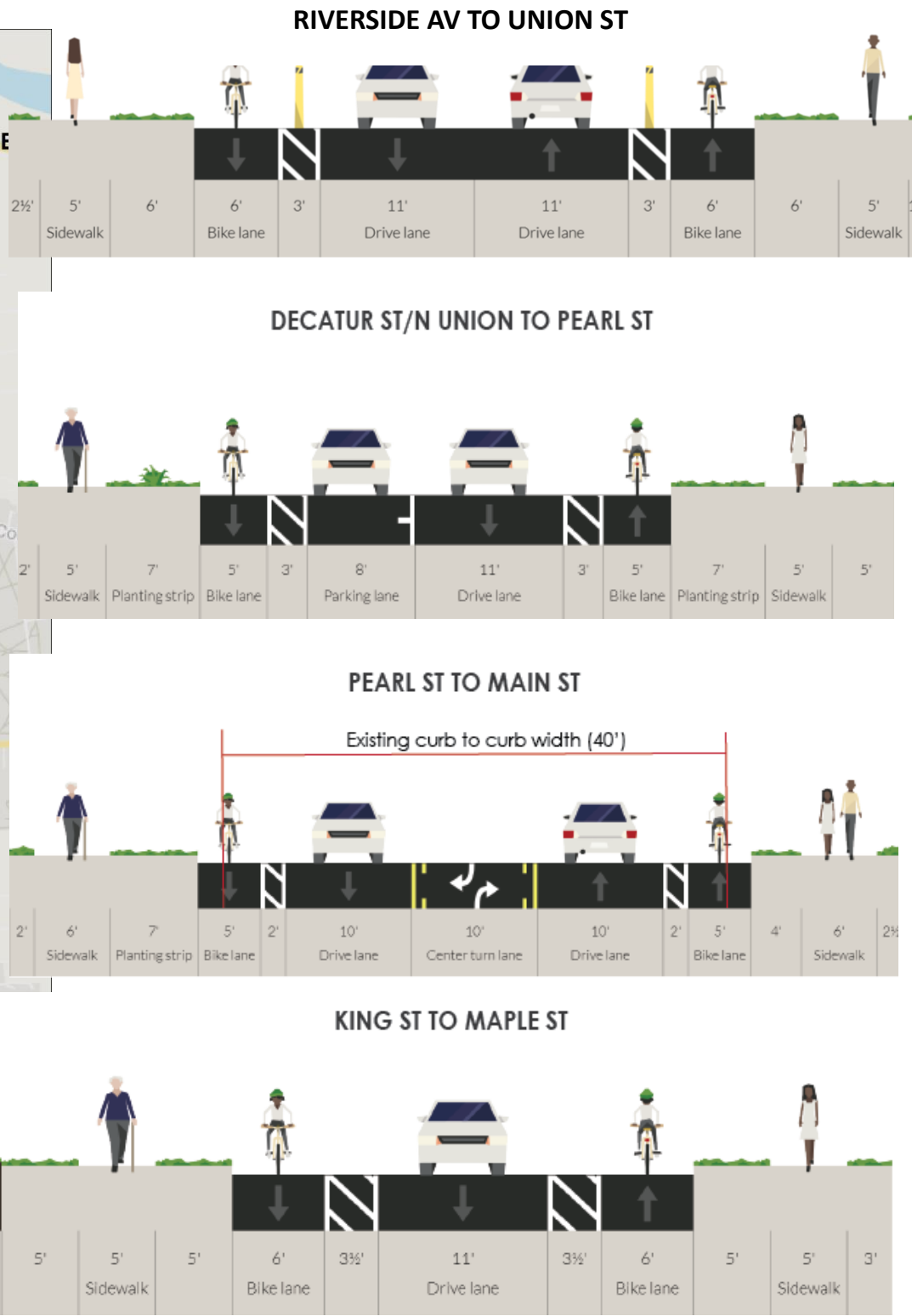
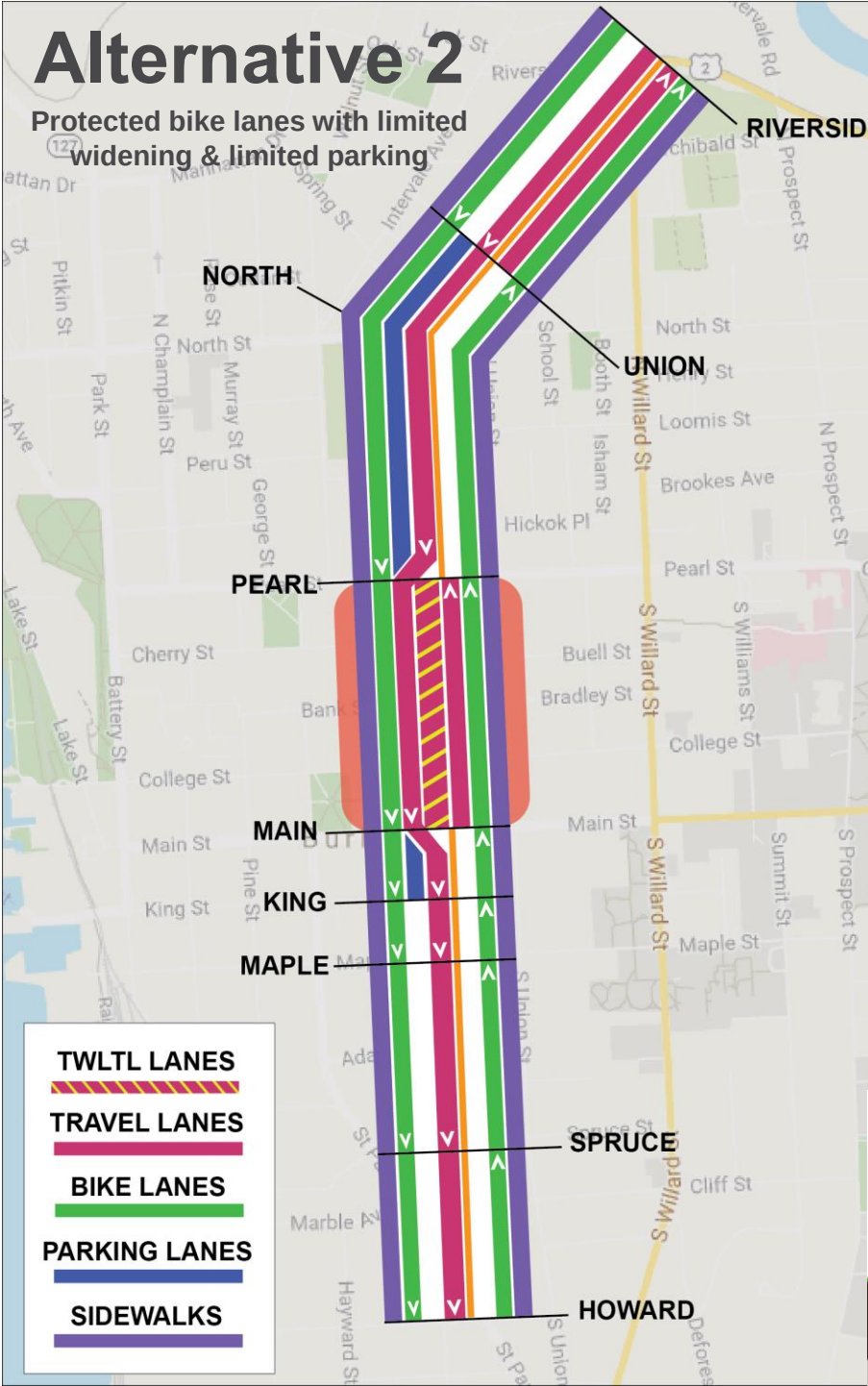
1D



- Two-way vehicle travel north of Pearl with shared bicycle lanes
- Parking on both sides

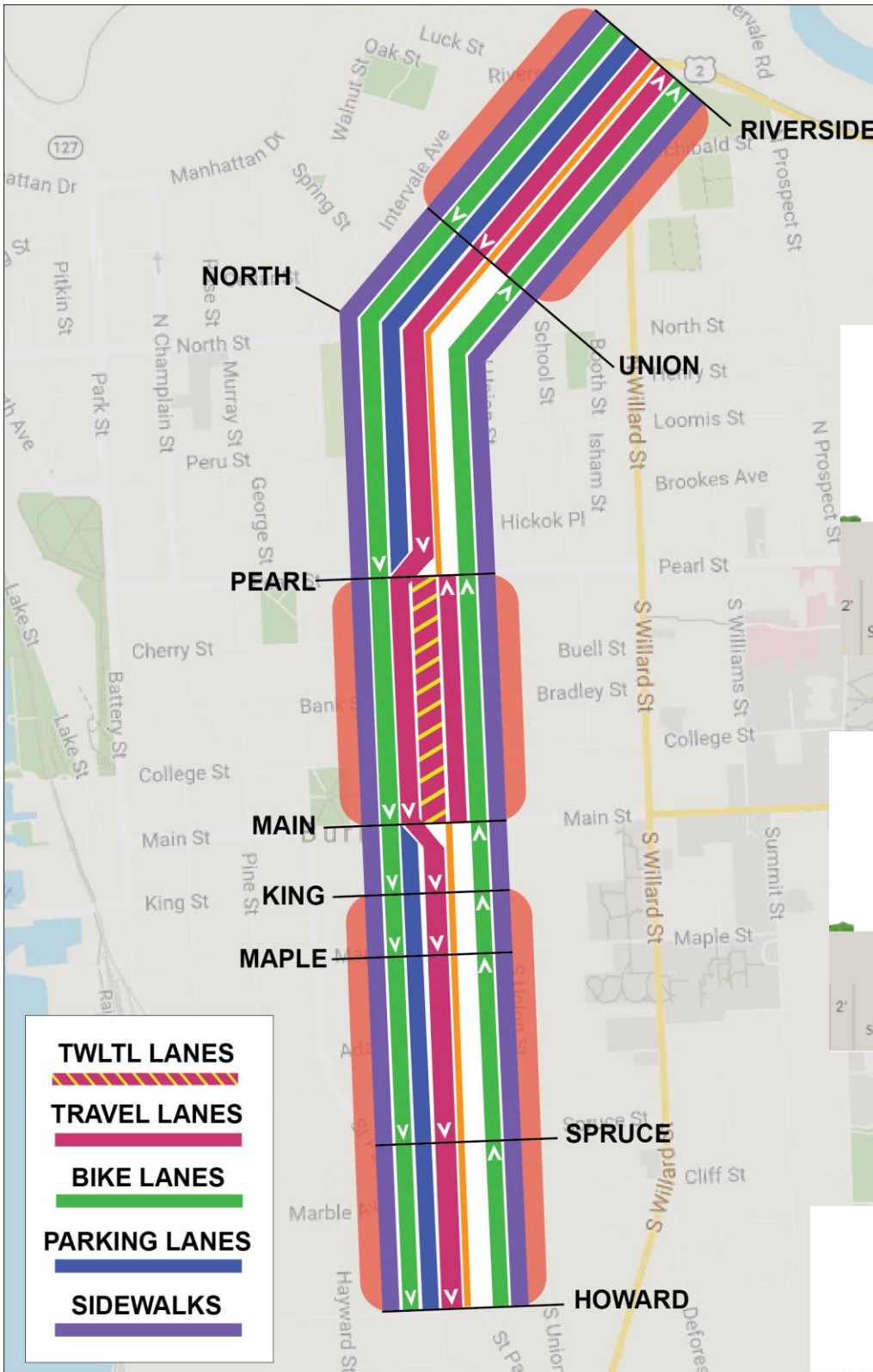
Alternative 2:

- Protected bike lanes the entire corridor
- Widen curbs to get buffered bike lane between Pearl and Main
- Lane reduction between Main and Pearl, adds center turn lane
- Eliminates most parking (except between Decatur/North Union and Pearl; and Main to King)
- Southbound vehicle travel only south of Main



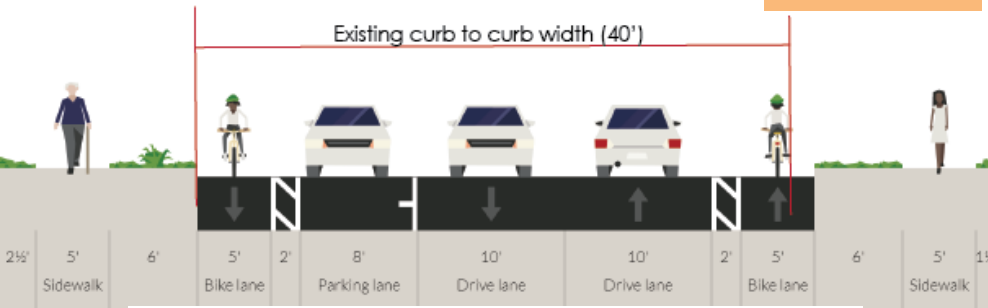
Alt. 2 Option

One-way conventional / protected bike lanes + retain some parking



RIVERSIDE AV TO DECATUR ST/N UNION

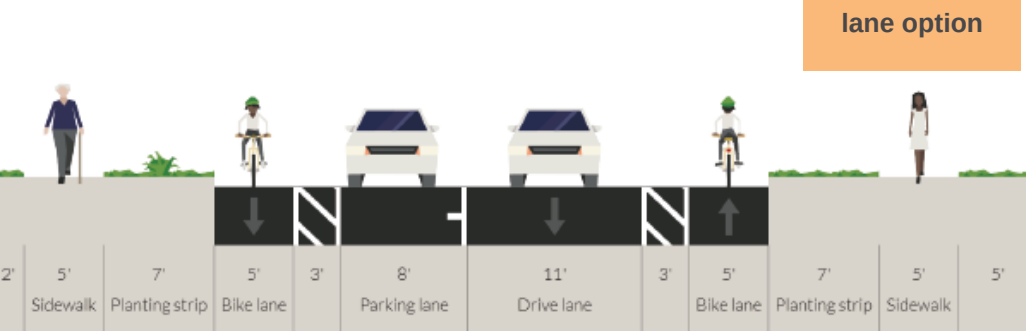
SB protected lane option



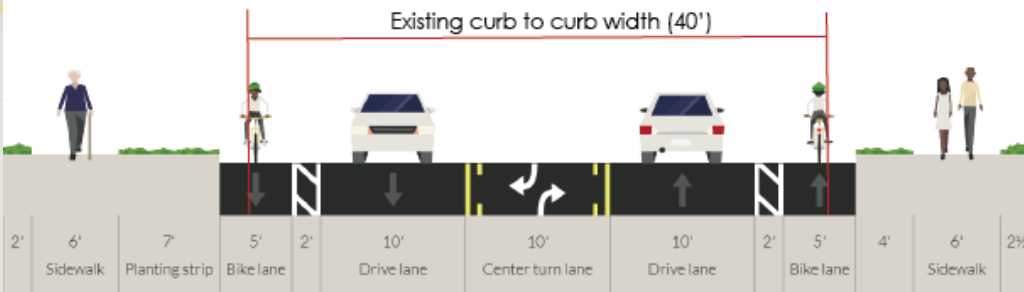
- Widen curb to retain parking on west side
- Buffered bike lanes

DECATUR ST/N UNION TO PEARL ST

Protected lane option



PEARL ST TO MAIN ST



KING ST TO HOWARD ST

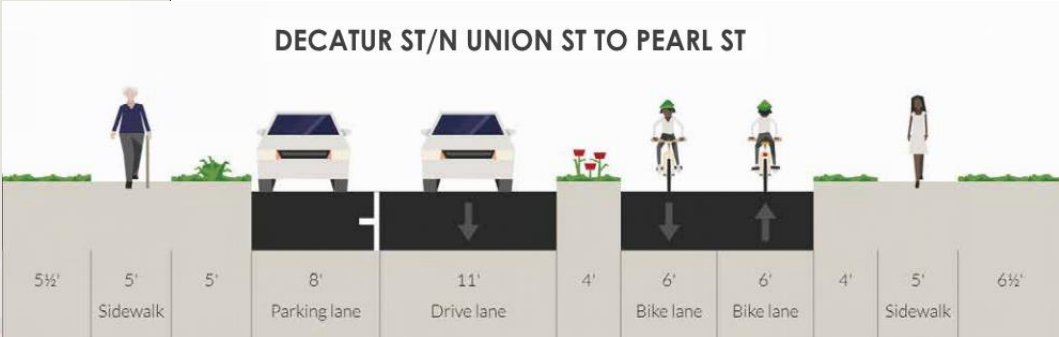
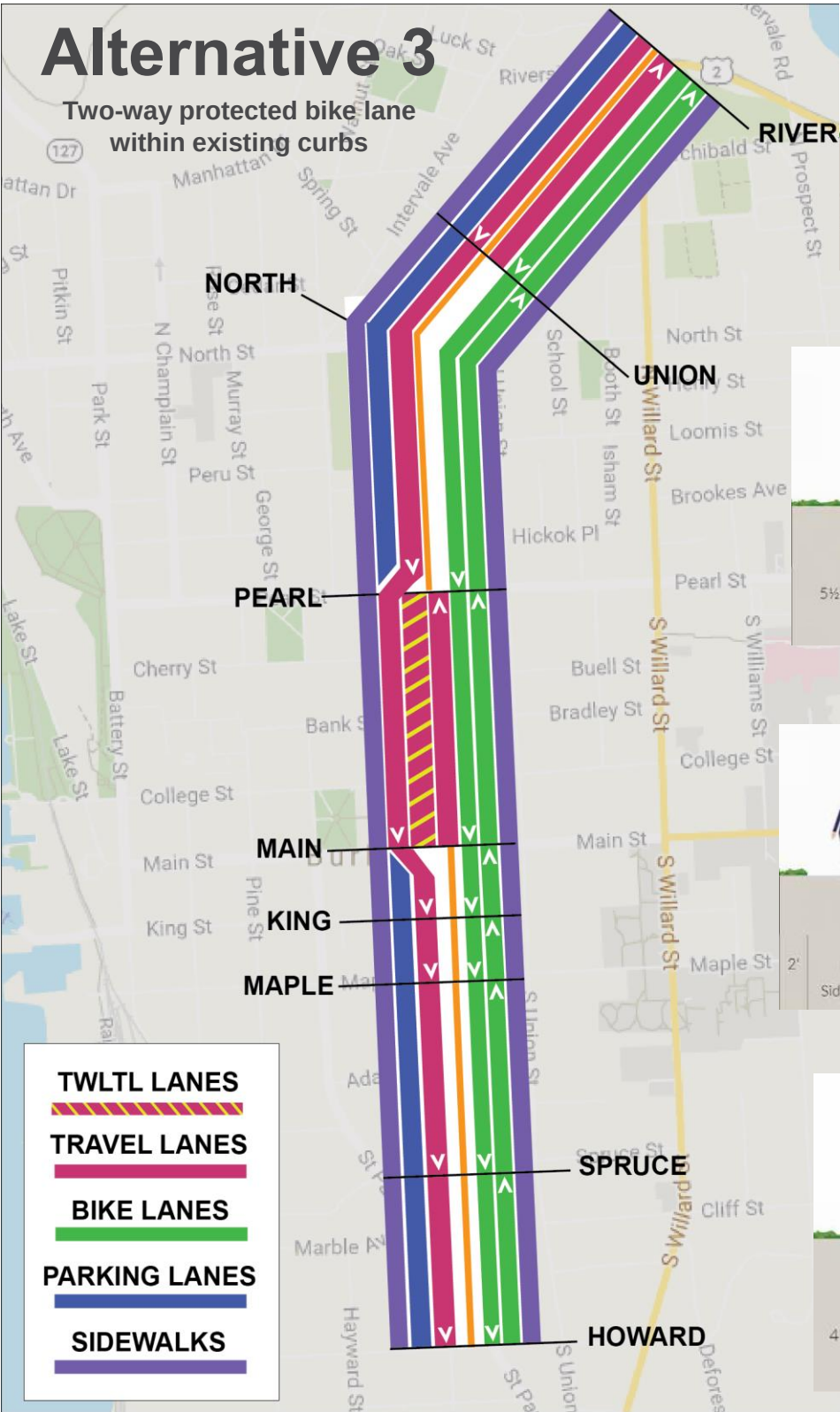
Protected lane option



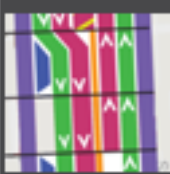
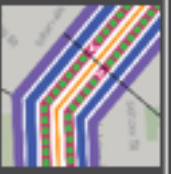
- Widen curb to retain parking on west side

Alternative 3:

- Two-way protected bike lane the entire corridor
- Removes parking on east side
- Lane reduction between Main and Pearl, adds center turn lane
- Southbound vehicle travel only south of Main



Alternative Summary

	Conventional Lanes					Protected Lanes		2-way Protected Lanes
	1	1a	1b	1c	1d	2	2a	3
								
Continuous Conventional Bike Lanes	X	X	X	X				
Continuous Protected Bike Lanes						X	X	X
Shared Lanes (north of Pearl)					X			
Two-Way Vehicles: Union to Pearl				X	X			
Two-Way Vehicles: Main to Maple	X	X		X	X			
Maintain Existing Curb	X		X		X			X
 Total Parking Change	-123	-90	-113	-123	-22	-281	-185	-123
Green Strip Impacts (SF)	0	10,000-16,000	0	9,200	0	6,400	9,200	0
Reconstructed Curb (FT)	0	1,600-3,200	0	2,300	0	1,600	2,300	0
Relative Magnitude of Construction Costs	\$	\$\$-\$\$\$	\$	\$\$-\$\$\$	\$-\$\$	\$\$	\$\$\$	\$

Other metrics to consider as part of evaluation process:

Bicycle Level of Stress
Pedestrian Quality of Service
Transit Quality of Service
Vehicle Congestion
Safety for all Users
Change in Parking Spaces

Utility Poles Impacted
Street Trees Impacted
Change in Green Strip Width
Curb Changes
Cost
Equity

Loading Zones
Neighborhood Access
Stormwater Opportunities

More?



Existing Roadway Configuration

