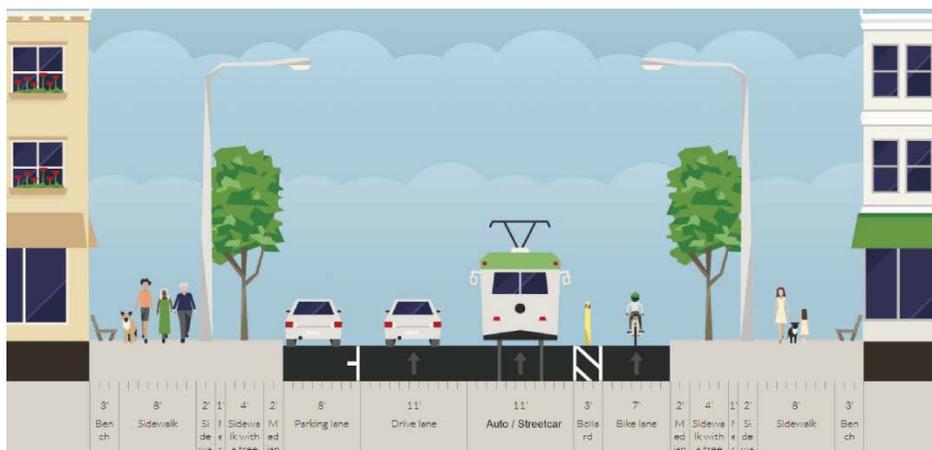


One-Way Concept

1-1B: Two-Lanes with Right-Side Transit and Protected Bike Lane



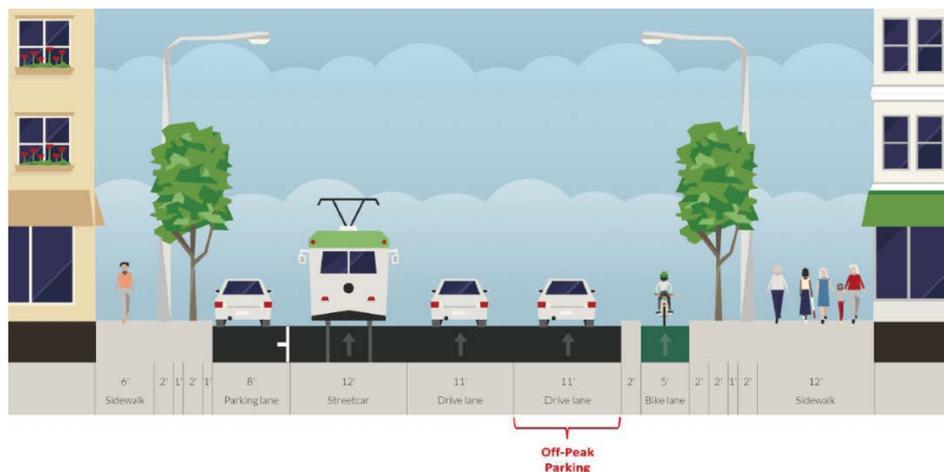
Description:

Reconstruct roadway for one-way operation with two travel lanes and parking on one side, which would accommodate a protected bike lane and an expanded pedestrian zone.

Category	Pros	Cons
Mobility and Safety	<ul style="list-style-type: none"> Minimum 11' lanes. Design speed reflects desired traffic speed. Reduce travel speeds and traffic calming Bus and streetcar will operate as one effective lane with high transit activity. 	<ul style="list-style-type: none"> Restricts roadway with two travel lanes. Increase response time for emergency vehicles and trucks during peak hour/direction.
Bicycle and Pedestrian	<ul style="list-style-type: none"> Delineated protected bikeway adds additional separation with travel lane. Increases the sidewalk space from 12' to 20'. Prioritizes pedestrian experience. Reduces street crossing distance 	<ul style="list-style-type: none"> Requires bicyclists to shift behind bus shelters.
Transit	<ul style="list-style-type: none"> Less bike conflict with transit loading Meets 10' loading area requirement. All Transit loading on one side of the street. Shared transit stops 	<ul style="list-style-type: none"> Conflict with bike lane and transit loading area requires special design treatments Increased transit times and reduced transit service reliability
Quality of Life	<ul style="list-style-type: none"> Greatest emphasis on pedestrians and shortest crossing distance of all concepts evaluated. Largest pedestrian zone of all concepts. Option to add curb extension on parking side. Provides options for all modes of transit. May result as greatest speed reduction of all concepts considered. Improves pedestrian experience and offers streetscape opportunities. Offers better balance between all modes. 	<ul style="list-style-type: none"> Extended periods of congestion during evening rush hour.
Economic Development	<ul style="list-style-type: none"> Slows traffic through area and increases visibility of businesses. 	<ul style="list-style-type: none"> Extended periods of congestion during evening commute period may limit activity during evening rush hour. Removes parking on one side. May divert traffic from neighborhood and businesses.

One-Way Concept

1-2B: Three-Lanes with Off-Peak Parking, Left-Side Streetcar, and Protected Bike Lane



Description:

Reconstruct roadway for one-way operation with two travel lanes, parking on one side, protected bike lane, and off-peak parking, which would allow one lane to serve as a travel lane at peak period.

Category	Pros	Cons
Mobility and Safety	<ul style="list-style-type: none"> • Minimum 11' lanes. • Maintains 3 travel lanes during peak hour/ direction. • Reduce travel speeds and traffic calming. • Best access for emergency vehicles and trucks. 	<ul style="list-style-type: none"> • Requires travel lane width for off-peak parking • May promote higher vehicle speeds during off peak periods.
Bicycle and Pedestrian	<ul style="list-style-type: none"> • Protected bikeway adds physical barrier between bike lane and travel lane. • Less bike conflict with transit loading • Protected bike lane design may provide additional space in pedestrian realm based upon facility design. 	<ul style="list-style-type: none"> • Removes east side curb extensions (west side curb extensions remain).
Transit	<ul style="list-style-type: none"> • Will meet 10' transit loading area requirement. • More reliable transit service and predictable travel times 	<ul style="list-style-type: none"> • Transit loading on both sides of roadway. May cause bus and streetcar station confusion for riders.
Quality of Life	<ul style="list-style-type: none"> • Option to add curb extension on parking side • Provides options for all modes of transit • Median provides pedestrian refuge and sense of increased pedestrian zone • May offer streetscape additional opportunities with larger pedestrian realm • Operates as two travel lanes for the majority • Offers better balance between all modes 	<ul style="list-style-type: none"> • Longer effective crossing distance than existing • Maintains existing sidewalk widths.
Economic Development	<ul style="list-style-type: none"> • Maintains one side permanent parking and provides a second parking lane during non-peak hours/direction. • Slows traffic through area and increases visibility of businesses. 	<ul style="list-style-type: none"> • Removes parking on one side during peak period/direction.

One-Way Concept

1-2C: Three-Lanes with Right-Side Transit and Protected Bike Lane



Description:

Reconstruct roadway for one-way operation with three travel lanes and parking on one side, which would accommodate a protected bike lane.

Category	Pros	Cons
Mobility and Safety	<ul style="list-style-type: none"> • Minimum 11' lanes. • Maintains 3 travel lanes. • Reduce travel speeds and traffic calming. • Best access for emergency vehicles and trucks. 	<ul style="list-style-type: none"> • May promote higher vehicle speeds during off peak periods.
Bicycle and Pedestrian	<ul style="list-style-type: none"> • Protected bike lane adds physical barrier between travel lane. • Protected bike lane design may provide additional space in pedestrian realm based upon facility design. 	<ul style="list-style-type: none"> • Requires bicyclists to shift behind bus shelters. • Removes east side curb extensions (west side curb extensions remain).
Transit	<ul style="list-style-type: none"> • Will meet 10' transit loading area requirement. • At a minimum, maintains existing 12' pedestrian zone at loading areas • All Transit loading on one side of the street. • More reliable transit service and predictable travel times 	<ul style="list-style-type: none"> • Conflict with bike lane and transit loading area requires special design treatments
Quality of Life	<ul style="list-style-type: none"> • Option to add curb extension on parking side • Provides options for all modes of transit • Median provides pedestrian refuge and sense of increased pedestrian zone • Offers better balance between all modes 	<ul style="list-style-type: none"> • Longer effective crossing distance than existing. • Maintains existing sidewalk widths.
Economic Development	<ul style="list-style-type: none"> • Slows traffic through area and increases visibility of businesses. 	<ul style="list-style-type: none"> • Removes parking on one side.

Two-Way Concept

2-1A: Three-Lane with Standard Bike Lane, and No Streetcar (Interim Re-striping)



Description:

Restripe roadway for two-way operation with three travel lanes and standard bike lane, while maintaining parking on both sides and existing pedestrian zone.

Category	Pros	Cons
Mobility and Safety	<ul style="list-style-type: none"> Two northbound through lanes of traffic Minimum 11' lanes. Incorporates traffic calming and reduced travel speeds. Increases local circulation with one southbound lane. 	<ul style="list-style-type: none"> Added congestion and delays in peak hour/direction expected with removing a travel lane and added conflicting movements. Increased number of vehicle and pedestrian conflict points.
Bicycle and Pedestrian	<ul style="list-style-type: none"> Provides dedicated bicycle space with striped lane. Maintains existing 12' pedestrian zone and curb extensions on both sides. 	<ul style="list-style-type: none"> Standard bike lane offers minimum level of separation from travel lane. Conflicts at bus stops.
Transit	<ul style="list-style-type: none"> Travel lane configuration will be maintained and facilitates future streetcar implementation. 	<ul style="list-style-type: none"> Bus stop and bike lane conflict requires shared space or special design treatment at stops. Increased transit times and reduced transit service reliability
Quality of Life	<ul style="list-style-type: none"> Curb extensions can be maintained on both sides. Shortest crossing distance of all two-way preferred concepts. Provides options for all modes of transit. Offers better balance between all modes. 	<ul style="list-style-type: none"> Maintains existing sidewalk widths. Extended periods of congestion during evening rush hour.
Economic Development	<ul style="list-style-type: none"> Striping retrofit option without full construction. Offers interim phase before streetcar is added. Maintains two sided parking. 	<ul style="list-style-type: none"> Extended periods of congestion during evening commute period may limit activity during evening rush hour. May divert traffic from neighborhood and businesses.

Two-Way Concept

2-1B: Three-Lanes with One Parking Lane, Right-Side Transit, and Protected Bike Lane



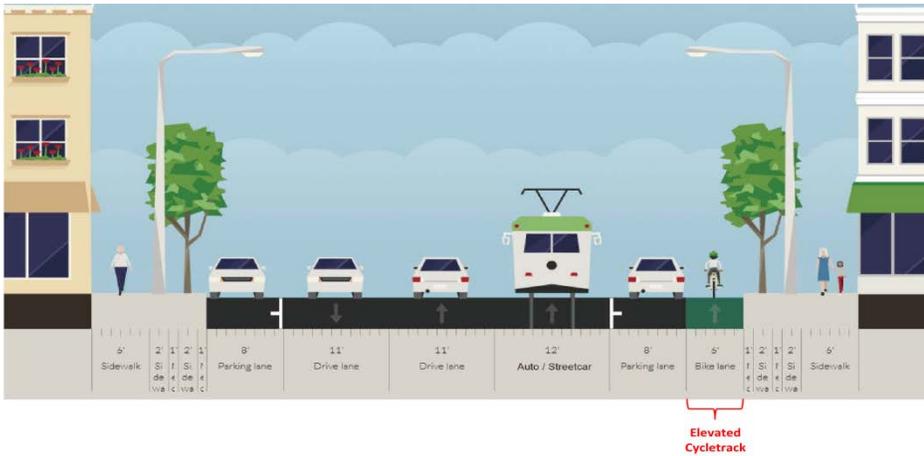
Description:

Reconstruct roadway for two-way operation with three travel lanes and parking on one side, which would accommodate a protected bike lane.

Category	Pros	Cons
Mobility and Safety	<ul style="list-style-type: none"> Two northbound through lanes of traffic. Minimum 11' lanes. Incorporates traffic calming and reduced travel speeds. Increases local circulation with one southbound lane. 	<ul style="list-style-type: none"> Added congestion and delays in peak hour/direction expected with removing a travel lane and added conflicting movements. Increased number of vehicle and pedestrian conflict points.
Bicycle and Pedestrian	<ul style="list-style-type: none"> Protected bikeway adds physical barrier between bike and vehicle lane. Protected bike lane design may provide additional space in pedestrian realm based upon facility design. 	<ul style="list-style-type: none"> Requires bicyclists to shift behind bus shelters. Removes curb extensions on east side (west side extensions remain).
Transit	<ul style="list-style-type: none"> Will meet 10' transit loading area requirement. At a minimum, maintains existing 12' pedestrian zone at loading areas All Transit loading on one side of the street. Provides space to address bike/transit loading conflicts. 	<ul style="list-style-type: none"> Conflict with bike lane and transit loading area requires special design treatments. Increased transit times and reduced transit service reliability
Quality of Life	<ul style="list-style-type: none"> Option to add curb extension on parking side. Provides options for all modes of transit Median provides pedestrian refuge and sense of increased pedestrian zone May offer streetscape additional opportunities with larger pedestrian realm Offers better balance between all modes. 	<ul style="list-style-type: none"> Longer effective crossing distance than existing. Maintains existing sidewalk widths. Extended periods of congestion during evening rush hour.
Economic Development	<ul style="list-style-type: none"> Slows traffic through area and increases visibility of businesses. 	<ul style="list-style-type: none"> Removes parking on one side. Extended periods of congestion during evening commute period may limit activity during evening rush hour. May divert traffic from neighborhood and businesses.

Two-Way Concept

2-1C: Three-Lanes with Two Parking Lanes, Right-Side Transit and Protected Bike Lane



Description:

Reconstruct roadway for two-way operation with three travel lanes and parking on both sides, while providing a protected bike lane.

Category	Pros	Cons
Mobility and Safety	<ul style="list-style-type: none"> Two northbound through lanes of traffic. Minimum 11' lanes. Incorporates traffic calming and reduced travel speeds. Increases local circulation with one southbound lane. 	<ul style="list-style-type: none"> Added congestion and delays in peak hour/direction expected with removing a travel lane and added conflicting movements. Increased number of vehicle and pedestrian conflict points.
Bicycle and Pedestrian	<ul style="list-style-type: none"> Adds protected bike lane. May provides opportunity to have some curb extensions on both sides of the roadway. 	<ul style="list-style-type: none"> Pedestrian/Bicycle conflicts at intersections require special design treatments. Reduces existing 12' pedestrian zone. Curb extension on east may require removal (west side extensions remain). Limited space to add bike facility meeting design standards and requires reducing pedestrian space.
Transit	<ul style="list-style-type: none"> Will meet 10' transit loading area requirement. Maintains a 12' pedestrian zone at loading areas at station areas All Transit loading on one side of the street. Provides space to address bike/transit loading conflicts. 	<ul style="list-style-type: none"> Conflict with bike lane and transit loading area requires special design treatments. Increased transit times and reduced transit service reliability
Quality of Life	<ul style="list-style-type: none"> Option to add curb extension on parking side without bicycle facility. Provides options for all modes of transit. 	<ul style="list-style-type: none"> Maintains existing sidewalk widths. Limits balance between all modes. Extended periods of congestion during evening rush hour.
Economic Development	<ul style="list-style-type: none"> Slows traffic through area and increases visibility of businesses. 	<ul style="list-style-type: none"> Extended periods of congestion during evening commute period may limit activity during evening rush hour. May divert traffic from neighborhood and businesses.