

ALTERNATIVE SCREENING

Screening Results (1 of 2)

Alternative 1

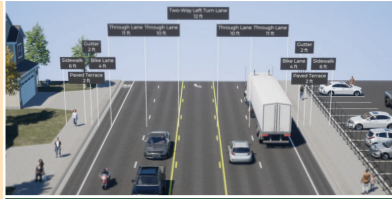
Alternative 2

7th St - Adams St

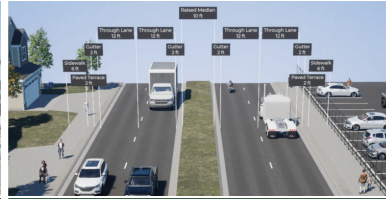


Factors Favoring Alternative 1:

- Lower crash frequency
- Presence of bicycle facilities
- Bicycle facility continuity



Narrow Lanes, Add Street-Level Bike Lanes



Pavement Rehab Only

Factors Favoring Alternative 2:

- Lower cost

Adams St - Jackson St

SB
(Johnson St - Jackson St)

Remove Parking, Add Street-Level Bike Lane

NB

Remove Lane, Add Separated Bike Lane

SB
(Adams St - Johnson St)

Narrow Lanes, Add Street-Level Bike Lane

Factors Favoring Alternative 1:

- Lower crash frequency
- Presence of bicycle facilities
- Bicycle facility continuity



SB
(Johnson St - Jackson St)

Pavement Rehab Only

SB
(Adams St - Johnson St)

Pavement Rehab Only

NB

Remove Lane, Add Parking

Factors Favoring Alternative 2:

- Lower cost
- Fewer parking space removals
- Fewer tree removals

Jackson St - King St

Factors Favoring Alternative 1:

- Lowest cost
- Lowest crash frequency
- Most excess capacity
- Fewest driveway closures
- Least complex bike facilities
- Fewest tree removals
- Most opportunities for enhanced landscaping
- Bicycle facility consistency
- City Preferred



Alternative 1a:

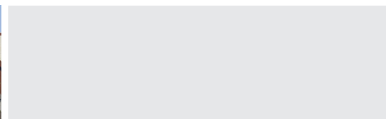
- Lowest crash frequency
- Most excess capacity



Lane Reconfiguration, Parking-Separated Bike Lanes



Lane Reconfiguration, Separated Bike Lanes (Left Side)



Lane Reconfiguration, Separated Cycle Track (Left Side)



Lane Reconfiguration, Separated Cycle Track (Left Side)

Factors Favoring Alternative 2:

- Most bike/ped crossing improvements
- Fewest bike facility/driveway conflicts
- Fewest parking space removals
- Most opportunities for enhanced landscaping

King St - La Crosse St

Factors Favoring Alternative 1:

- Lowest crash frequency
- Most excess capacity
- Fewest driveway closures
- Least complex bike facilities
- Most opportunities for enhanced landscaping
- Bicycle facility consistency
- Lowest cost
- City preferred



Alternative 1a:

- Lowest crash frequency
- Most excess capacity
- Fewest driveway closures



Remove Parking, Parking-Separated Bike Lanes



Remove Parking, Separated Bike Lanes (Left Side)



Narrow Parking Lanes, Widen Sidewalk



Remove Parking, Separated Cycle Track (Left Side)

Factors Favoring Alternative 2:

- Fewest parking space removals
- Most excess capacity
- Fewest driveway closures
- Least complex bike facilities
- Most opportunities for enhanced landscaping

Alternative 2a:

- Most bike/ped crossing improvements
- Fewest bike facility / driveway conflicts
- Fewest parking space removals
- Most opportunities for enhanced landscaping



Recommended Alternatives