

Alternative	Strengths	Weaknesses	Opportunities	Threats
<b>Option #1</b> Buffered bike lane on shoulders (current proposal)	Low cost	Minimal bike facility for most of length (5' + 2' buffer)	Could provide interim while more complete project is developed	May require road widening/ROW at limited locations
	Marginally safer bicycle mode	Could further complicate bus stops		Least mode separation
	Quick implementation			Likely to have lowest speed reduction

<b>Option #2</b> Outside lanes become buffered bike lanes	Low cost	Less (if any) addressing of ped mode	Have space for either hard or soft buffers	Little mode separation
	Safer bicycle mode	Requires "proper-use" (bikes riding with traffic)	Opportunity for shared bus stop/bike lane combos	Likely to have low speed reduction
	No major drainage changes required	Work out complications with mail delivery, trash pick-up, brush pick-up, etc		Perception of low-utilization, therefore low benefit
	Minor changes to driveways			"Disabled lane" scenario
				High maintenance cost
				Possibly precludes needed turn lanes at some locations

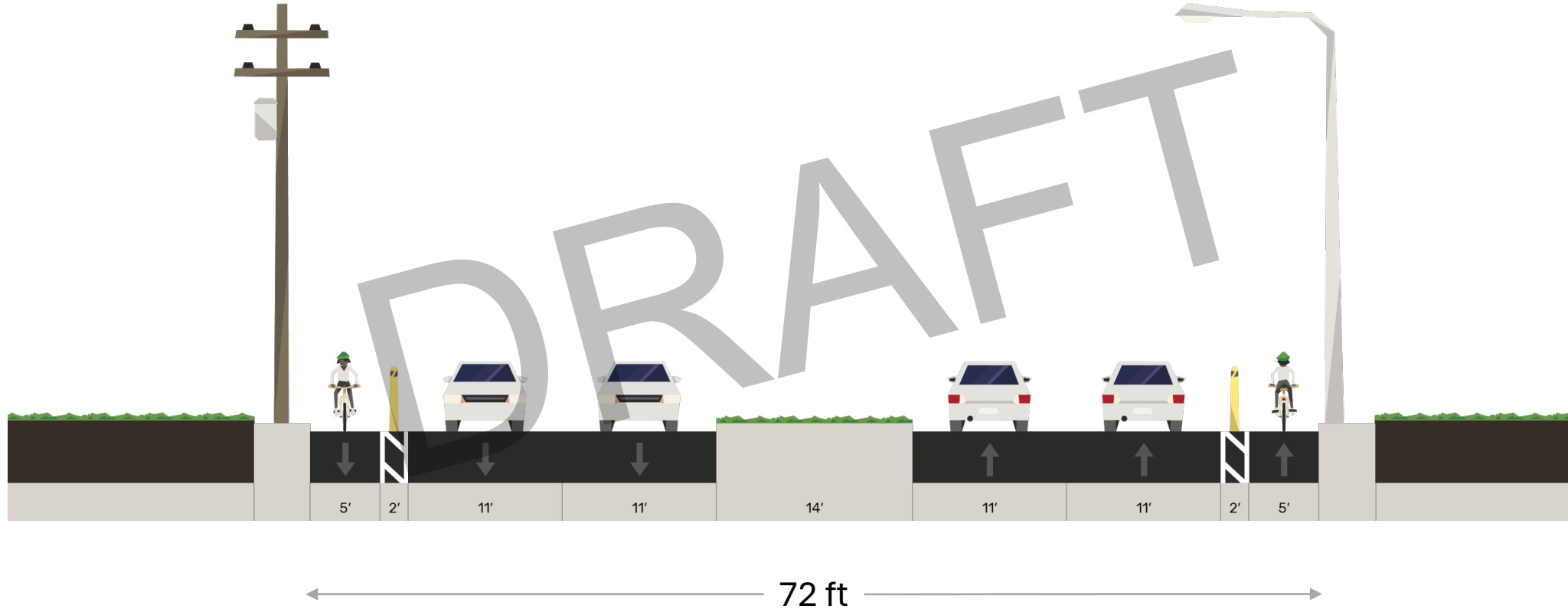
<b>Option #3</b> 2-3 lanes with separate MUP	Generous width for MUP	Driveway crossings of MUP	Extension of "greenway-like" facility from Whitsett Park	Perception of unreasonable/unnecessary effort
	Highest level of speed reduction	Requires separate construction of bus stops	High opportunity/desirability for large tree canopy	Car/ped mix on limited portions of route
	Avoidance of rebuilding difficult driveways (allows limited car access on path)	Requires additional street crossings	Unique greenway signalization at signalized intersections	Atypical layout may require more signage, etc.
	Street crossings two lanes, not four	New traffic patterns	All-new detection (all modes)	Statistics suggest 4 lane divided has lower crash rate than 2-3 lane
	Signal heads moved, but new signals not required		Might compare to: Woodmont, Battery, Blackman, Bell, Stewarts Ferry, others	
	High quality for all modes			

<b>Option #4</b> Total reconstruction of 3-5 lane complete street	High quality for all modes	Highest cost, construction impacts	Add-on other utility work, if needed	High safety risk during prolonged construction time
	Incorporate lower design speed while maintaining car/transit capacity	Major grading likely to require new features like ret walls	Incorporate roadway-scale landscaping	Perceived as going beyond safety project to a major capital improvement
	Easiest to accommodate standard bus stops		New signal infrastructure more likely to be absorbed into bigger budget	Environmental impacts in Mill Creek watershed?
				High cost to invite scrutiny of priorities

## Option #1 (current proposal)

Repurposes existing pavement width to maintain two travel lanes in each direction and existing median and add buffered bike lanes on existing shoulders.

Constrained sections have 10.5-foot lanes and 4-foot bike lane with no buffer.



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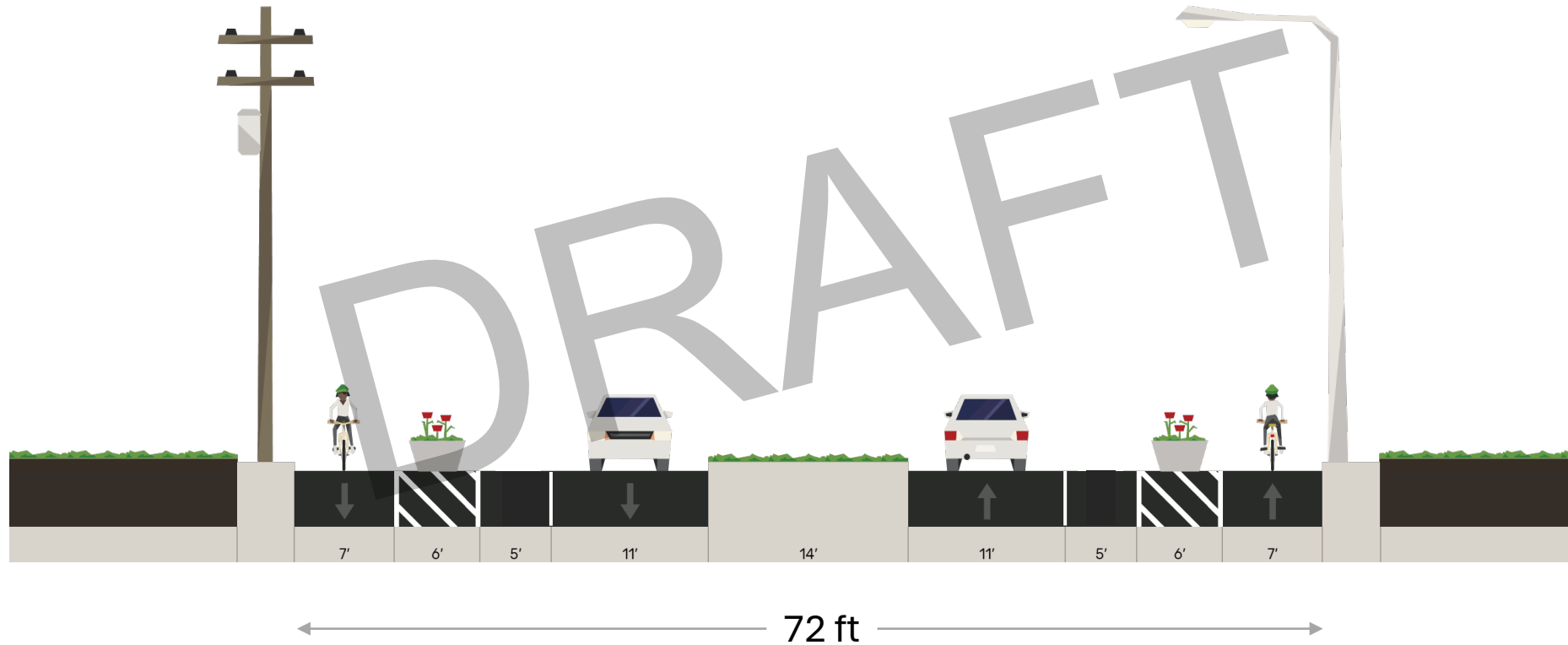
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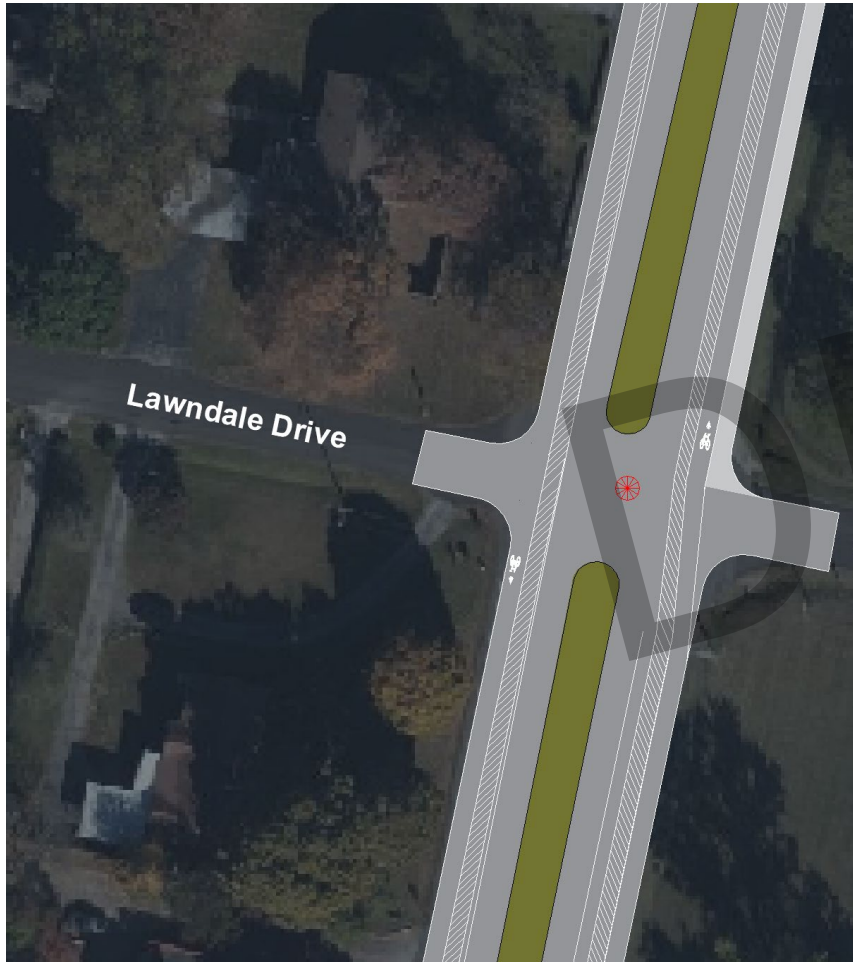
## Option #2

Repurposes existing pavement width to maintain one travel lane in each direction and existing median, convert outside travel lane/shoulder buffered bike lane with raised buffer/landscaping  
Constrained sections have variable outside shoulder widths



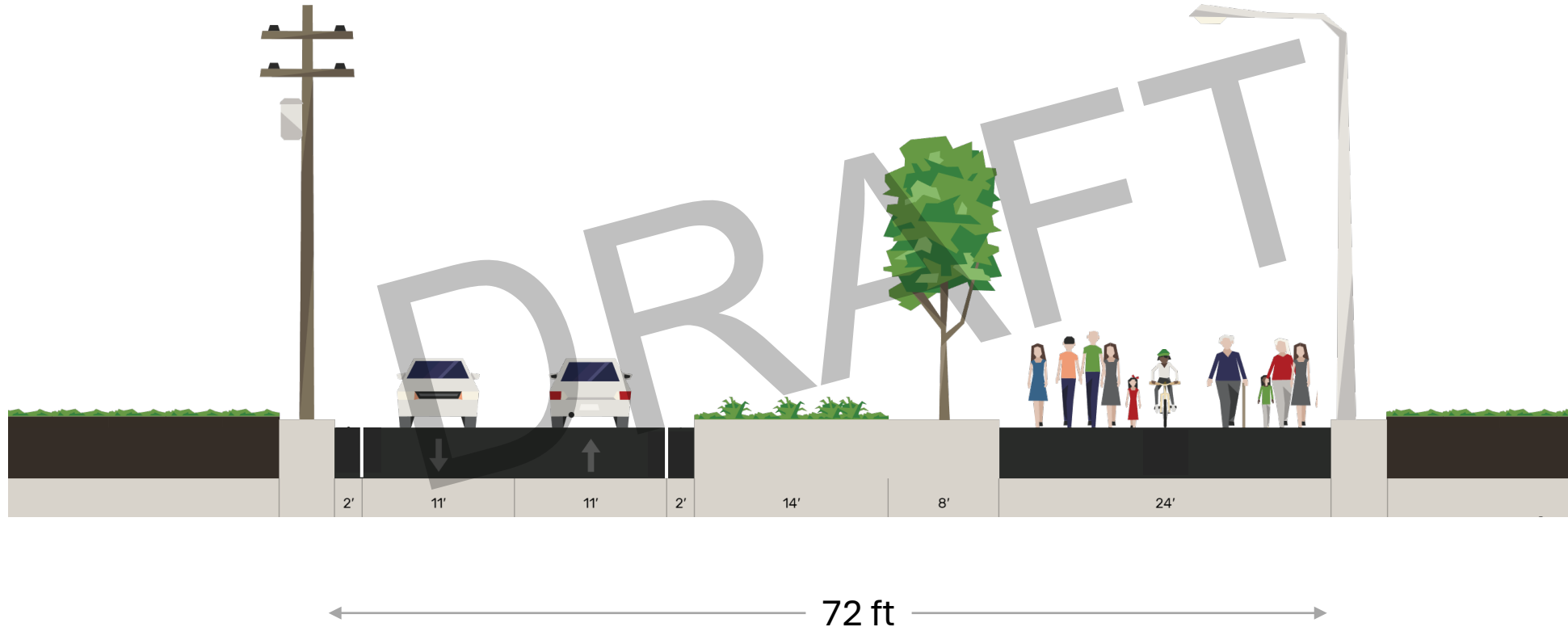
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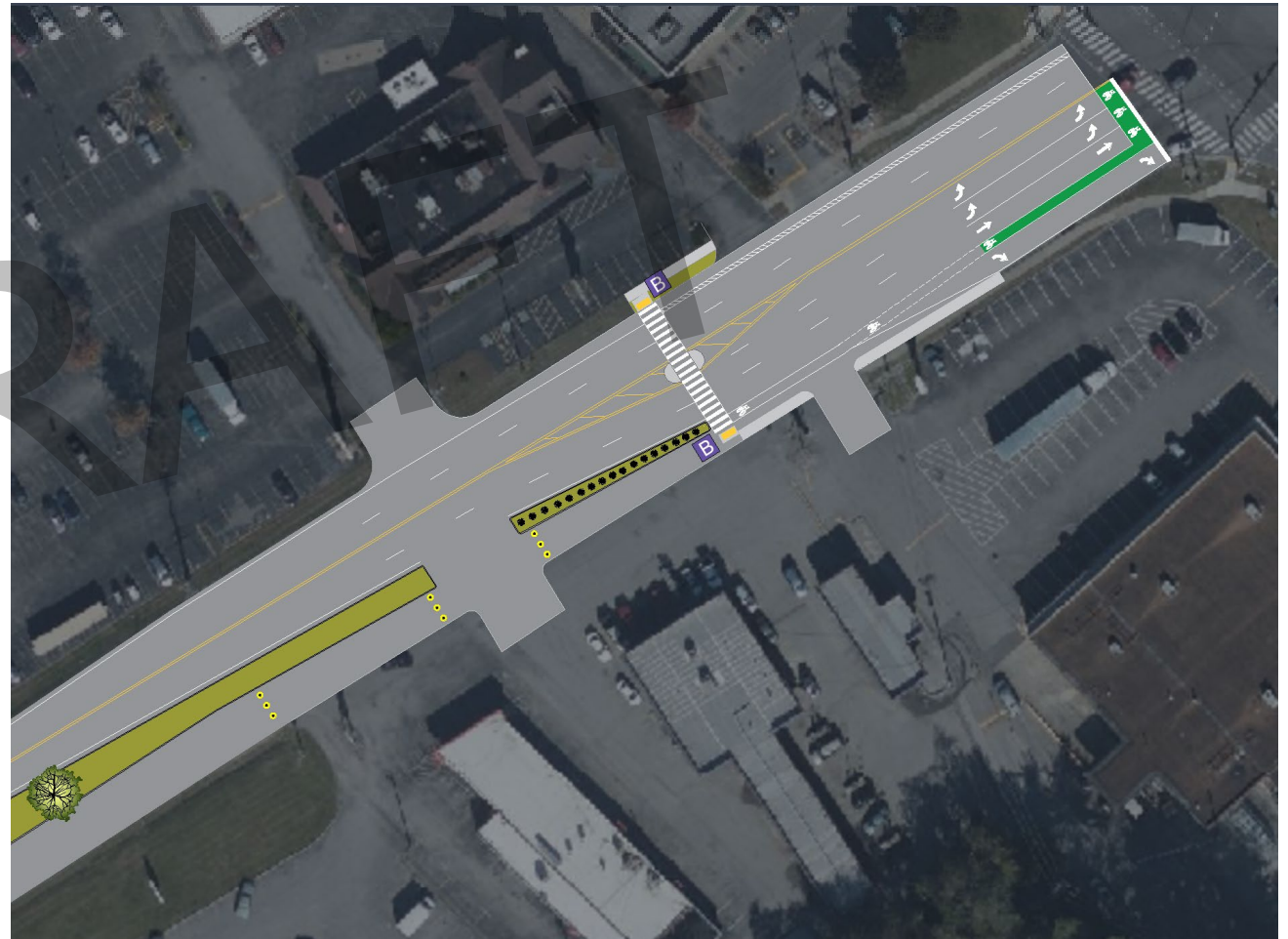
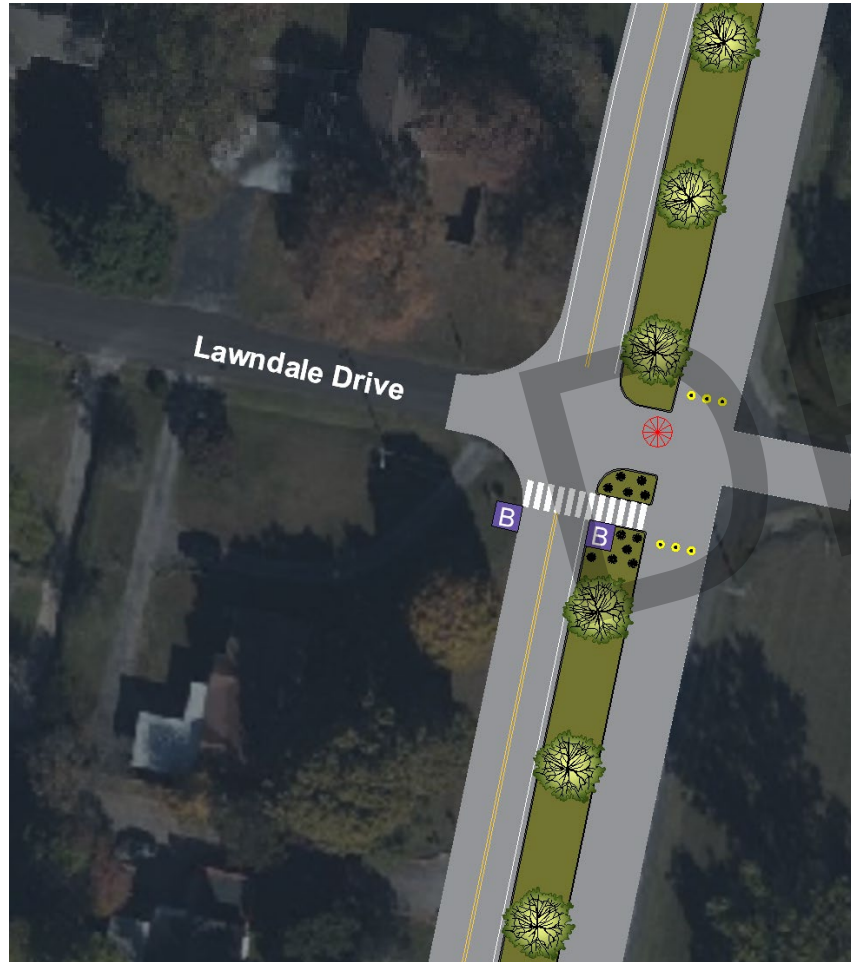
### Option #3

Repurposes existing pavement width to maintain existing median, convert the north/west side of corridor to include one travel lane in each direction with shoulders, converts south/east side of corridor to include additional landscaping buffer and multiuse path



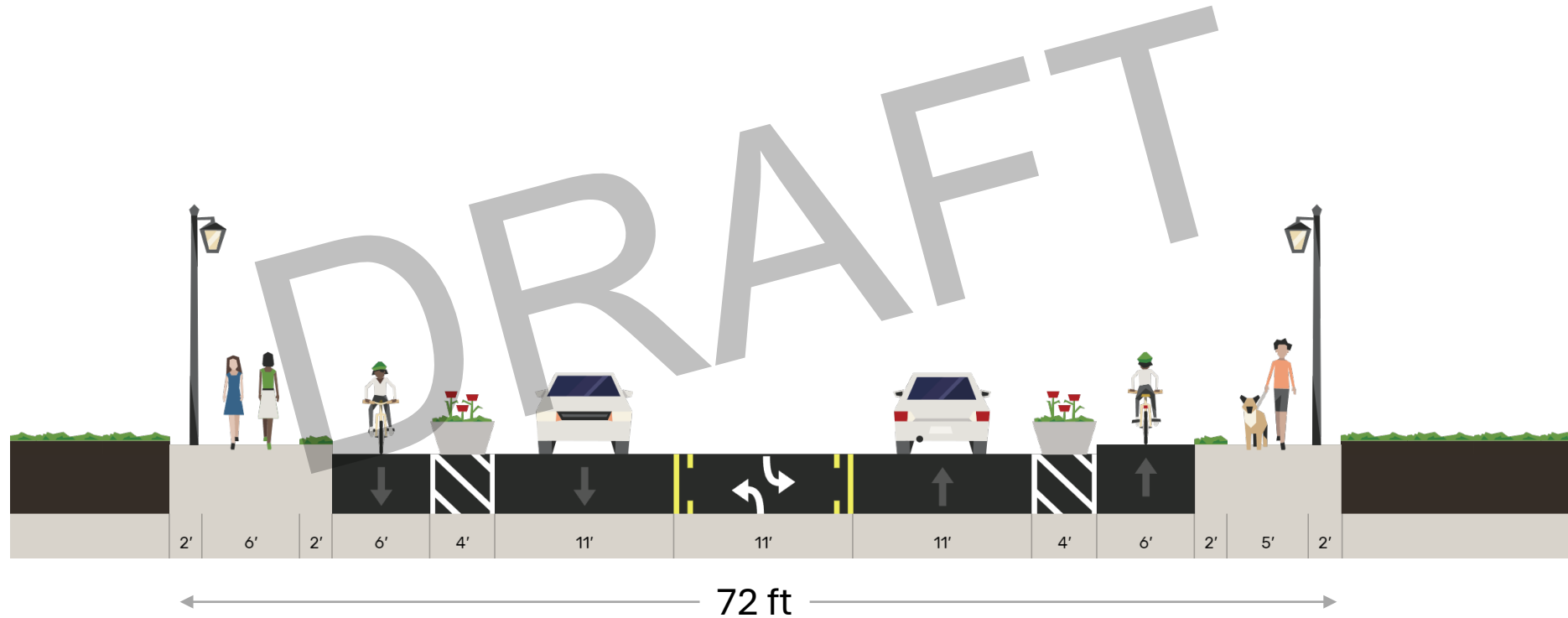
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## Option #4

Completely reconfigures corridor to a 3-lane cross section to include one travel lane in each direction with center turn lane, raised buffer, bike lane, buffered sidewalks, and pedestrian-scale street lighting





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