Design Alternatives

**OPTION 1A**

**Rechannelization**
- 4 lanes to 3 lanes
- 2 general purpose lanes
- Center left turn lane

**Key Features**
- Reduction in top collision types
  - Left turns
  - Sideswipe
  - Parked car
- Lower vehicle speeds
- Better conditions for pedestrians
- Opportunities for new crossings
- Improved efficiency
- Easier turning movements – especially for large vehicles

**Limitations**
- Initial modeling shows vehicle delays of +/- 2 minutes during peak hour traffic

**OPTION 1B**

**Rechannelization with Protected Bike Lanes**
- 2 general purpose lanes
- Center left turn lane
- Protected bike lanes from S Alaska Street to S Kenny Street (Columbia City to Hillman City)

**Key Features**
- Same benefits as Option 1b
- Significantly improved environment for people biking

**Limitations**
- Initial modeling shows vehicle delays of +/- 2 minutes during peak hour traffic
- Design challenges for protected bike lanes

**OPTION 2**

**Hybrid Design**
- 2 general purpose lanes
- Center left turn lane
- Intermittent transit lanes

**Key Features**
- Improves transit performance
- Fewer collisions
- Lower vehicular speeds

**Limitations**
- Some parking removal likely
- Some delay during peak hour traffic (+/- 2 min)