

23rd Ave Corridor Cross Section Possibilities



| Corridor Features | Summary of Current Conditions | 4 – Lane Section | 3 – Lane Section |
|-------------------|---|--|---|
| Bicycles | <ul style="list-style-type: none"> •Bicycles travel with vehicles •Bicycle facility on the corridor identified in 2007 Bike Master Plan (BMP) and 2012 draft update •2012 BMP update process is considering parallel routes acknowledging inherent conflict with transit | <ul style="list-style-type: none"> •Travel in existing travel lanes with no formal bicycle facility •A number of potential parallel route alternatives •Potential for intersection improvements to facilitate movements for access to parallel routes | <ul style="list-style-type: none"> •Cycle-track : Needs at least 8-10 feet of space with a 2-foot buffer; with a max of 42' of available right-of-way, adding cycle track or bike lanes would require the curb to remain as is, which limits ability to expand sidewalks and results in narrow travel lanes for motor vehicles and transit •Dedicated Bike lanes: 5-foot standard; bike lane would be discontinued at several key intersections; conflict with transit at bus stops along entire corridor •Parallel Route: A number of potential parallel route alternatives; potential for intersection and other improvements to facilitate movements for access to parallel routes •Sidewalk improvements would eliminate the ability to add bike facilities, but would permit wider lane widths that could accommodate experienced bicycle riders within the outside travel lanes |
| Pedestrians | <ul style="list-style-type: none"> •Narrow and obstructed sidewalks •Limited buffer to traffic •Inconsistent pedestrian environment | <ul style="list-style-type: none"> •Address sidewalk conflicts within existing space •Repairs need to provide a minimum of four-foot passing width | <ul style="list-style-type: none"> •Potential to move curb to widen sidewalk •Opportunity to add planting area and space for utility/trolley support poles •Reduce top end speeding •Opportunities for additional crosswalks |

Continued

23rd Ave Corridor Cross Section Possibilities Cont.

| Corridor Features | Summary of Current Conditions | 4 – Lane Section | 3 – Lane Section |
|-------------------|--|---|---|
| Transit | <ul style="list-style-type: none"> •Existing priority bus corridor (Route 48, with some segments used by other routes as well) with in lane stops •Will remain a primary transit corridor •Limited passenger waiting areas at some bus stops •Existing grant dollars devoted to facilitate transit specific improvements | <ul style="list-style-type: none"> •In lane stops •Permits vehicle to pass loading/unloading buses | <ul style="list-style-type: none"> •In lane stops with signal queue jumps at some intersections. With only one lane in each direction there would be no passing option for cars •Potential to expand passenger waiting areas at bus stops •Developing bicycle facilities would narrow travel lanes, potentially affecting transit operations |
| Vehicles/Freight | <ul style="list-style-type: none"> •Major arterial •Oversized freight route | <ul style="list-style-type: none"> •Four narrow travel lanes •No center turn lane •Limited transit passenger waiting areas at some bus stops | <ul style="list-style-type: none"> •Two primary travel lanes •Center turn lane •Delays at in-lane bus stop locations •Reverting back to four-lanes at some intersections would be necessary |
| Trees/Landscaping | <ul style="list-style-type: none"> •Some trees and landscaping planters •Inconsistent along the corridor | <ul style="list-style-type: none"> •Dependent on tree condition assessment and sidewalk deficiencies | <ul style="list-style-type: none"> •Move curb to widen sidewalk •Add planting area |
| Parking | <ul style="list-style-type: none"> •No on-street parking | <ul style="list-style-type: none"> •No on-street parking | <ul style="list-style-type: none"> •Potential for on-street parking if space is not used for travel modes •Travel modes take priority |