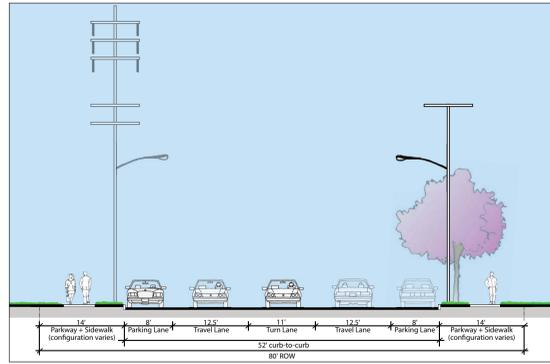


# National Avenue Corridor - Mobility Options

Existing Conditions - Typical street section

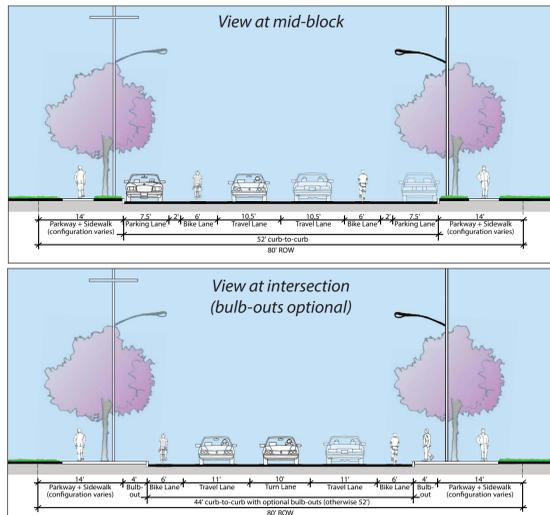


Existing Conditions - Plan diagram (representative segment)

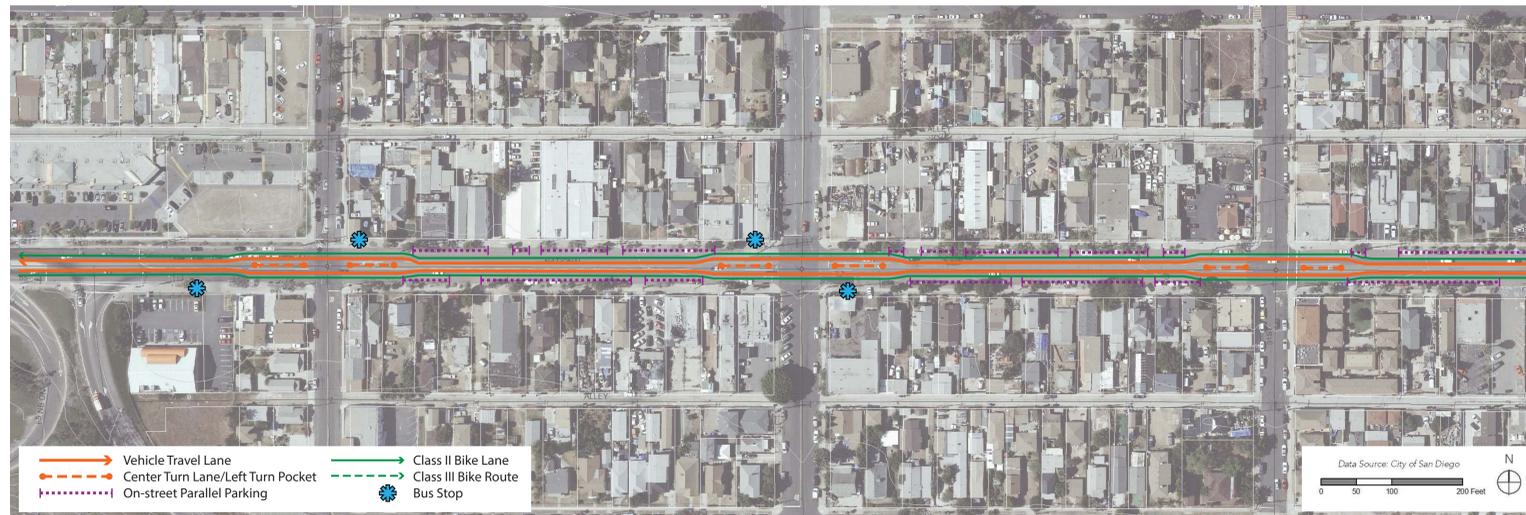


- Pros:
- No changes needed to existing curbs or striping
  - Accommodates vehicle left turns along each block
- Cons:
- No dedicated bicycle facilities
  - On-street parking causes potential “dooring” conflict for bicyclists on both sides of National Avenue

Preferred Option - Remove center turn lane, add bike lanes

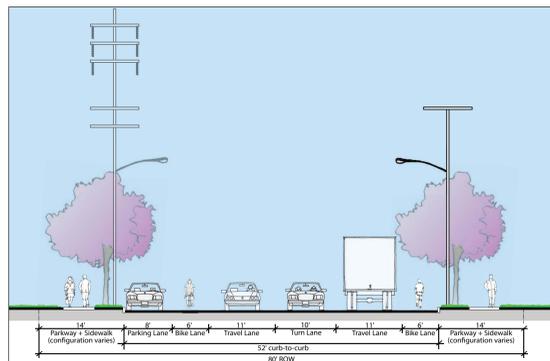


Option 1 - Plan diagram (representative segment)



- Pros:
- No changes needed to existing curbs
  - Class II bike lanes are safer than existing conditions or Class III bike routes
  - Buffer between bike lanes and on-street parking reduces potential “dooring” conflicts
  - Opportunity for pedestrian-friendly intersection bulb-outs
  - Potential for reduction in travel speeds
- Cons:
- Removes left turn opportunities for vehicles mid-block
  - Removes on-street parking near intersections (approx. 74 parallel parking spaces along entire corridor, about 17%)
  - Added cost to install optional intersection bulb-outs

Option reviewed/rejected - Remove parking one side for bike lanes

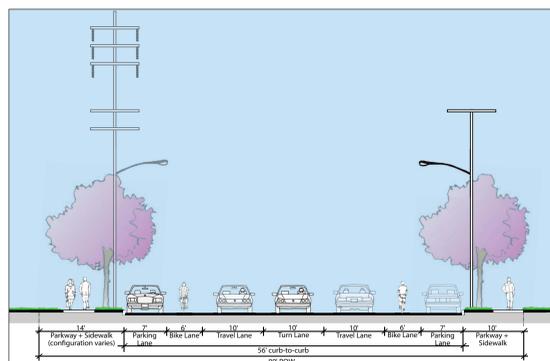


Option reviewed/rejected - Plan diagram (representative segment)



- Pros:
- No changes needed to existing curbs
  - Class II bike lanes are safer than existing conditions or Class III bike routes
  - Retains left turn opportunities for vehicles mid-block
  - Intersection bulb-outs are possible with this option
- Cons:
- Removes about 48% of on-street parking along the entire corridor (approx. 210 parallel spaces total) - see inset diagram showing proposed parking configuration
  - “Dooring” of bicyclists still a possibility next to parking
  - Added cost to install optional intersection bulb-outs

Option reviewed/rejected - Widen road/reduce sidewalk



Option reviewed/rejected - Plan diagram (representative segment)



- Pros:
- Class II bike lanes are safer than existing conditions or Class III bike routes
  - Retains on-street parking (both sides of street) and center left turn lane
- Cons:
- Expensive and likely infeasible to expand street and reduce parkway/sidewalk along one side of the entire corridor (approx. 1.8 miles)
  - On-street parking causes potential “dooring” conflict with bicyclists on both sides of National Avenue
  - Narrower travel lanes