

# 3A: WEST/HARRINGTON INSIDE BLOCK SPLIT 1-WAY BIKES



One way cycle track split between West and Harrington Streets from Martin Street to Peace Street:

Existing Parking Spaces Affected: **114**

Existing Loading Zones Affected: **6 material, one combo, 3 taxi/passenger**

Seven Parking Deck Entrances

**Cost Range: \$35,000 to 50,000**--bikes use same signals/controls as motor traffic

If required to move RR Gate/Signal on northbound side of West Street--additional cost \$50,000-\$125,000--current indication is it is not required.

Scorecard:

Best Practices Based on National Guidelines (FHWA/NACTO):

Guidance here is to use where there are:

- Streets with parking lanes.
- Streets on which conventional bike lanes would cause many bicyclists to feel stress due to parking conflicts
- Streets for which conflicts at intersections can be effectively mitigated.
- Along streets with high bicycle volumes.
- Along streets with high motor vehicle volumes and/or speeds.

Pros:

- **Avoids conflicts with contraflow bicycle traffic at intersections & driveways**
- Avoids additional costs for signals and railroad crossing control
- More intuitive for drivers and bicyclists
- Easier bicycle access to destinations on both sides
- Could allow parking to be converted to Bus Rapid Transit lane in the future

Cons:

- Not intuitive for first time bicycle users
- Requires additional wayfinding signage & markings

**GIVE US YOUR FEEDBACK**

Vote on preferred option by placing a green sticker on your first choice and a bronze sticker on your second choice (below).