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).