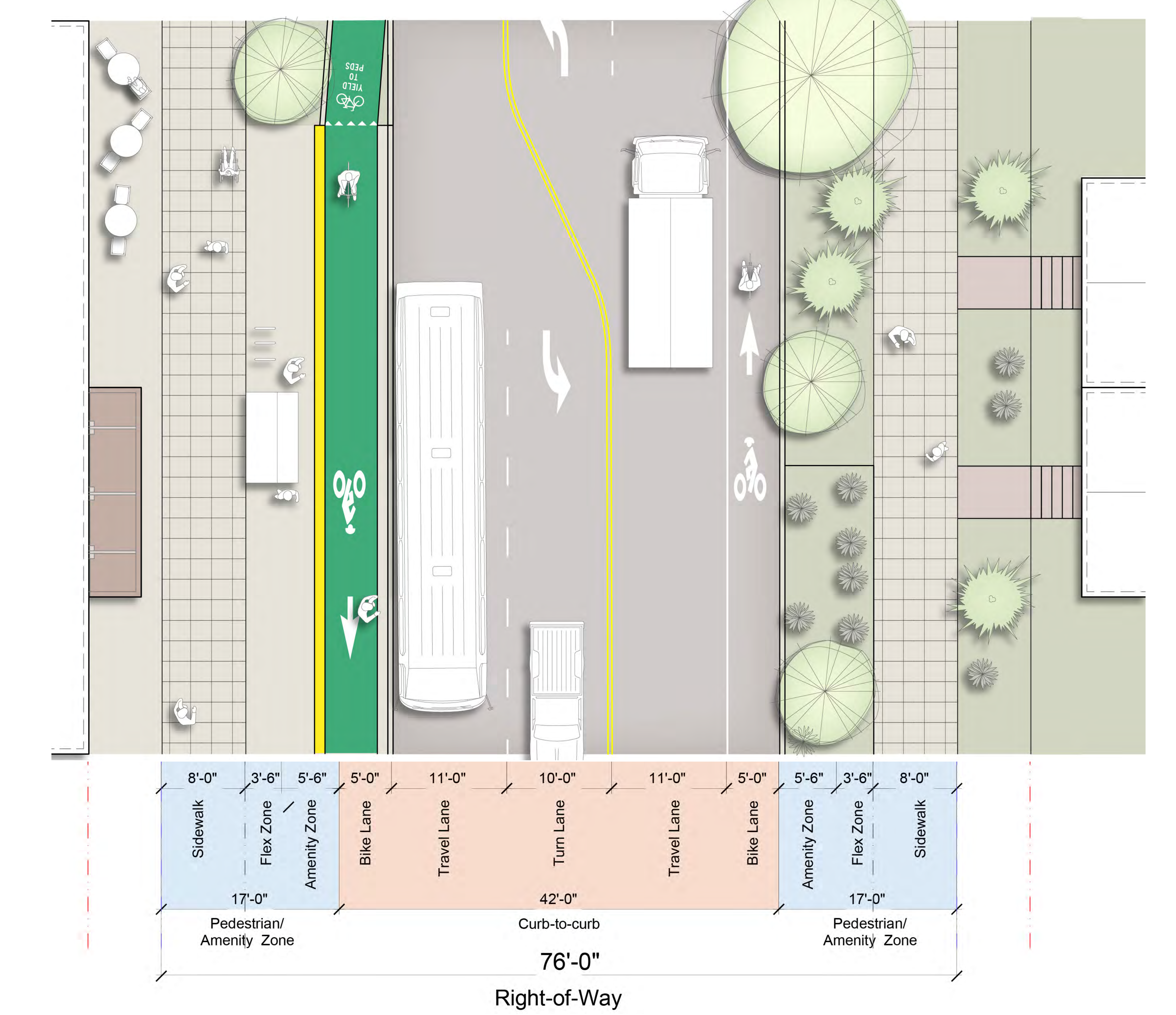
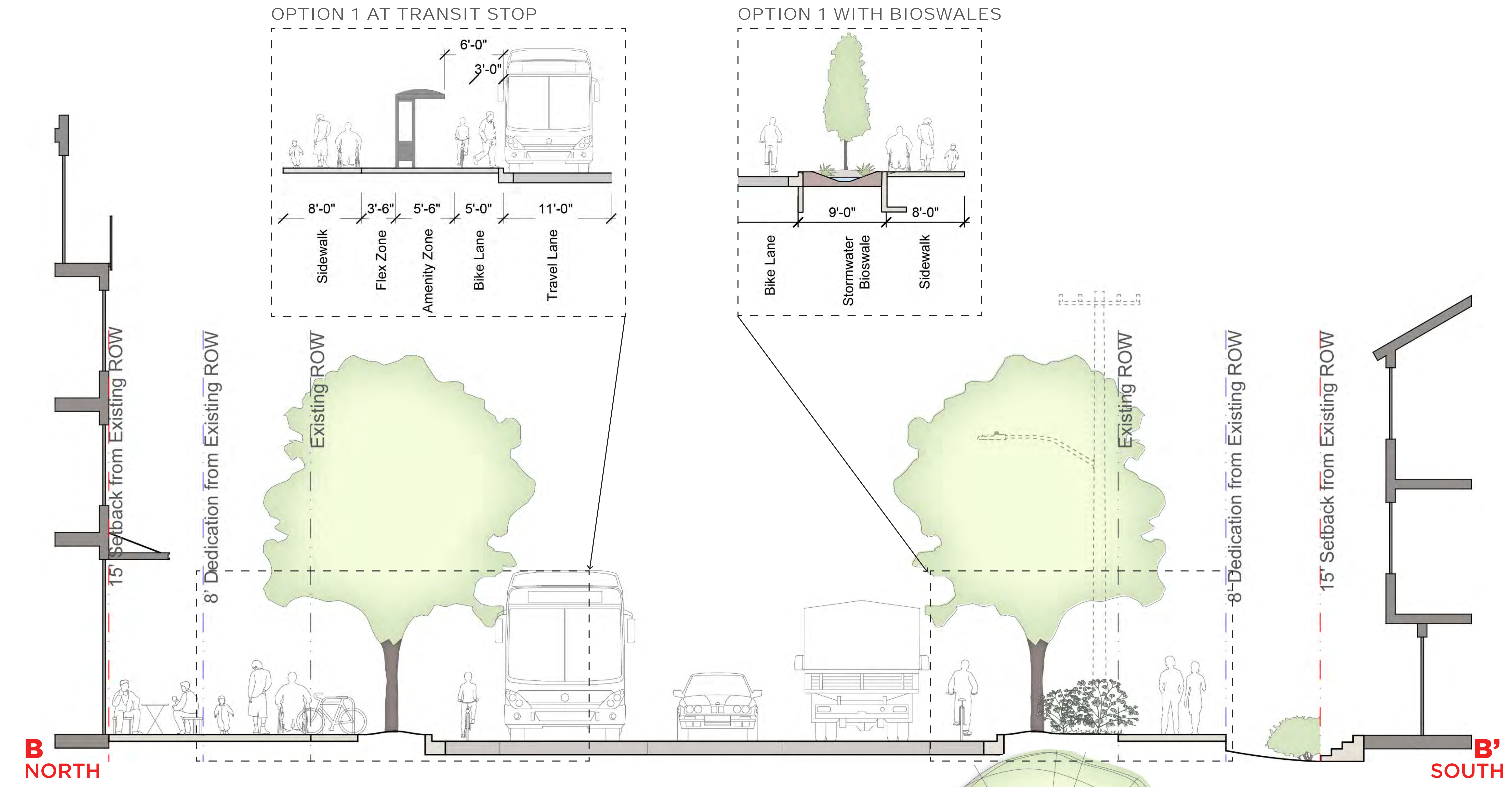
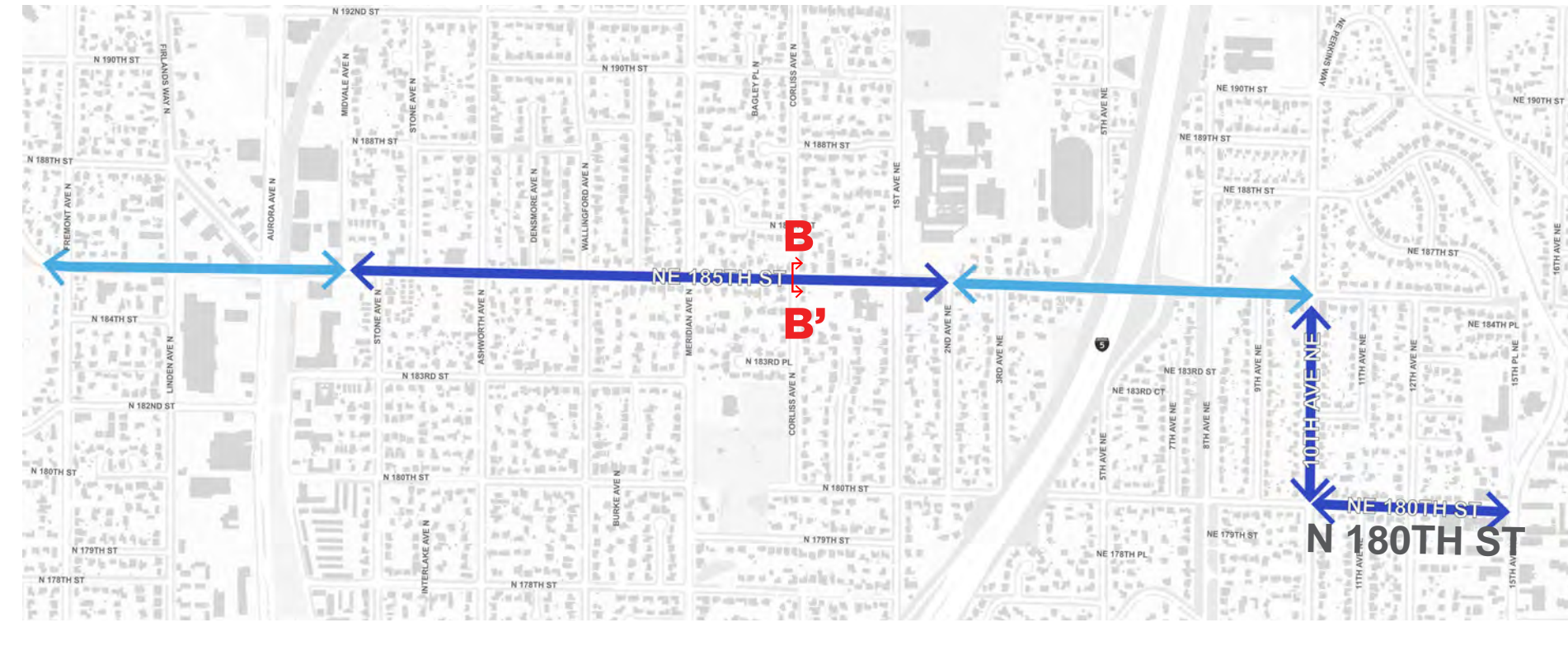
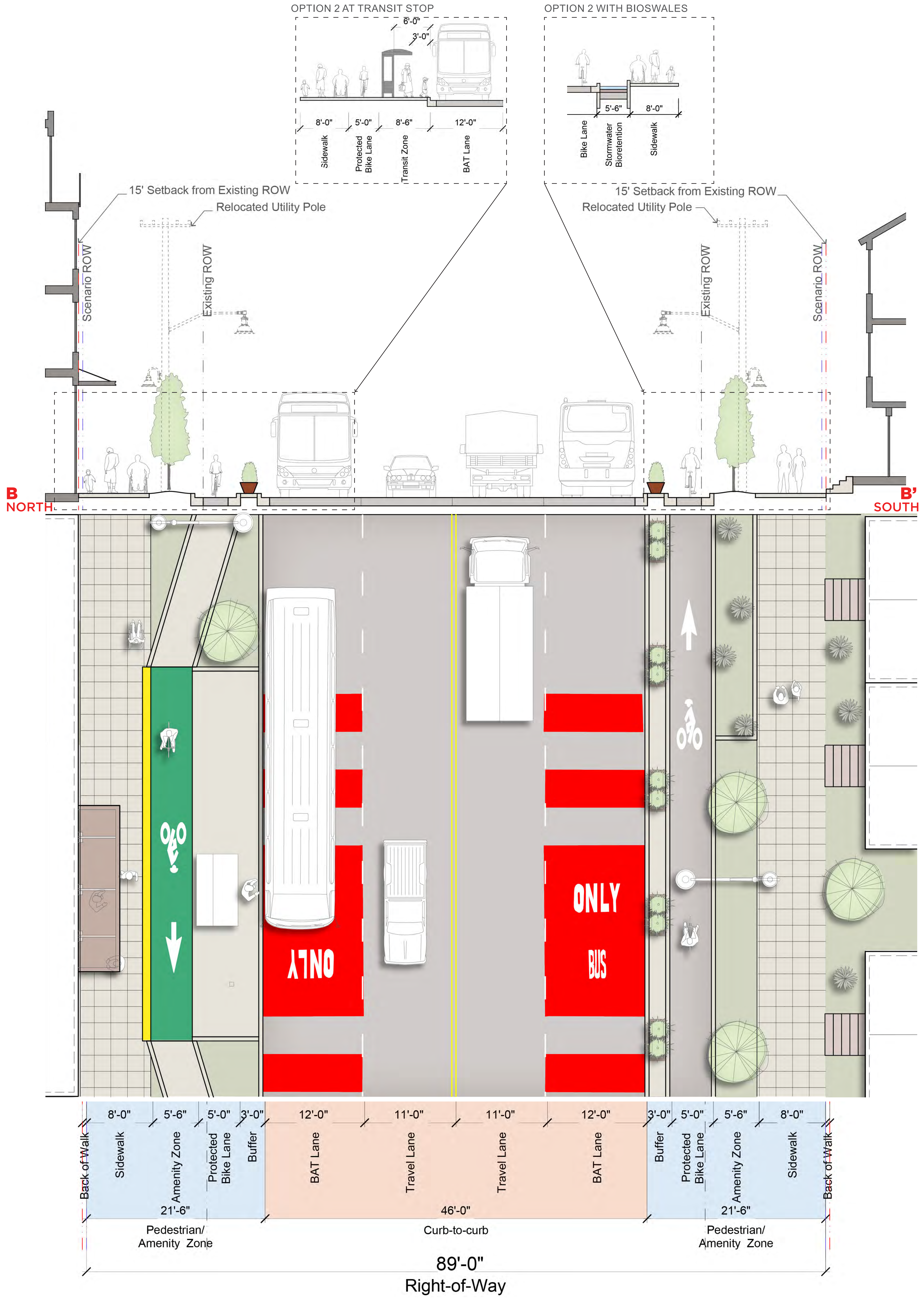
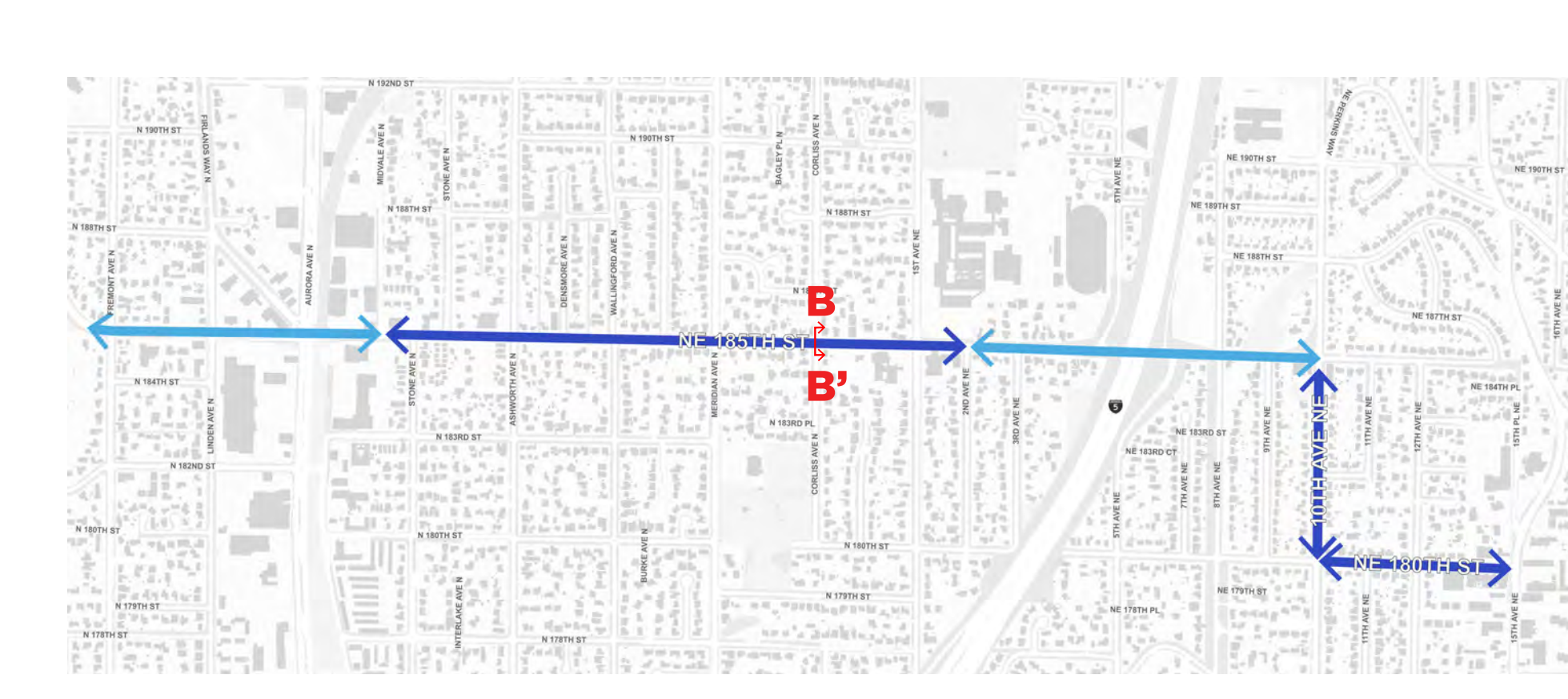


# 185<sup>TH</sup> STREET - B-B' OPTION 1 - THREE VEHICULAR LANES INCLUDING TURN LANE, AND BIKE LANES



		BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	HIGH					<ul style="list-style-type: none"> <li>42' street crossing</li> <li>3.5' flex zone + 5.5' amenity zones</li> </ul>	<ul style="list-style-type: none"> <li>Existing &amp; Option 1 have narrowest street crossing</li> <li>Flex zone + amenity zone provides best separation from vehicles</li> </ul>
	PEDESTRIAN MOBILITY	HIGH					<ul style="list-style-type: none"> <li>8' sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>8' sidewalk meets City's standard</li> </ul>
BICYCLE	BICYCLIST SAFETY	MED-HIGH					<ul style="list-style-type: none"> <li>5' bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>Minimal separation from vehicles</li> <li>Intersection improvements would enhance safety</li> </ul>
	BICYCLIST MOBILITY	MED-HIGH					<ul style="list-style-type: none"> <li>Pair of bike lanes for east/west travel</li> </ul>	<ul style="list-style-type: none"> <li>Potential to enhance connections to Interurban Trail and surrounding streets</li> </ul>
TRAFFIC	DRIVER SAFETY	MED-HIGH					<ul style="list-style-type: none"> <li>Narrow street slows down drivers</li> <li>Center turn lane provided</li> </ul>	<ul style="list-style-type: none"> <li>Turn pockets keep left turning vehicles out of travel lanes</li> </ul>
	TRAFFIC FLOW	MED					<ul style="list-style-type: none"> <li>One general purpose lane in each direction</li> </ul>	<ul style="list-style-type: none"> <li>Traffic Level of Service will fall by 2035</li> </ul>
	PARKING	LOW					<ul style="list-style-type: none"> <li>No parking in this segment</li> </ul>	<ul style="list-style-type: none"> <li>No room for parking</li> </ul>
TRANSIT	TRANSIT SPEED AND RELIABILITY	MED					<ul style="list-style-type: none"> <li>Buses and cars share the same 11' lane</li> </ul>	<ul style="list-style-type: none"> <li>No dedicated bus lanes</li> </ul>
LIVABILITY	ENVIRONMENT	MED-HIGH					<ul style="list-style-type: none"> <li>3.5' flex zone provides room for more plantings</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to assess preserving healthy existing trees</li> </ul>
	PLACEMAKING OPPORTUNITY	HIGH					<ul style="list-style-type: none"> <li>3.5' flex zone provides room for placemaking</li> </ul>	<ul style="list-style-type: none"> <li>Greatest room for placemaking</li> </ul>
	MODE SHIFT	MED					<ul style="list-style-type: none"> <li>Good spread of multimodal options, but doesn't support frequent transit service</li> </ul>	<ul style="list-style-type: none"> <li>Encourages medium mode shift</li> </ul>
COST	ROW IMPACT	HIGH					<ul style="list-style-type: none"> <li>Minimal impacts</li> </ul>	<ul style="list-style-type: none"> <li>Keeps existing curb lines</li> </ul>
	EASE OF IMPLEMENTATION	HIGH					<ul style="list-style-type: none"> <li>Easy to implement</li> </ul>	<ul style="list-style-type: none"> <li>Roadway option dovetails with bridge's roadway configuration</li> </ul>
	CAPITAL COST	MED-HIGH					<ul style="list-style-type: none"> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>Least expensive</li> </ul>

# 185<sup>TH</sup> STREET - B-B' OPTION 2 - FOUR VEHICULAR LANES INCLUDING BAT LANES, AND PROTECTED BIKE LANES

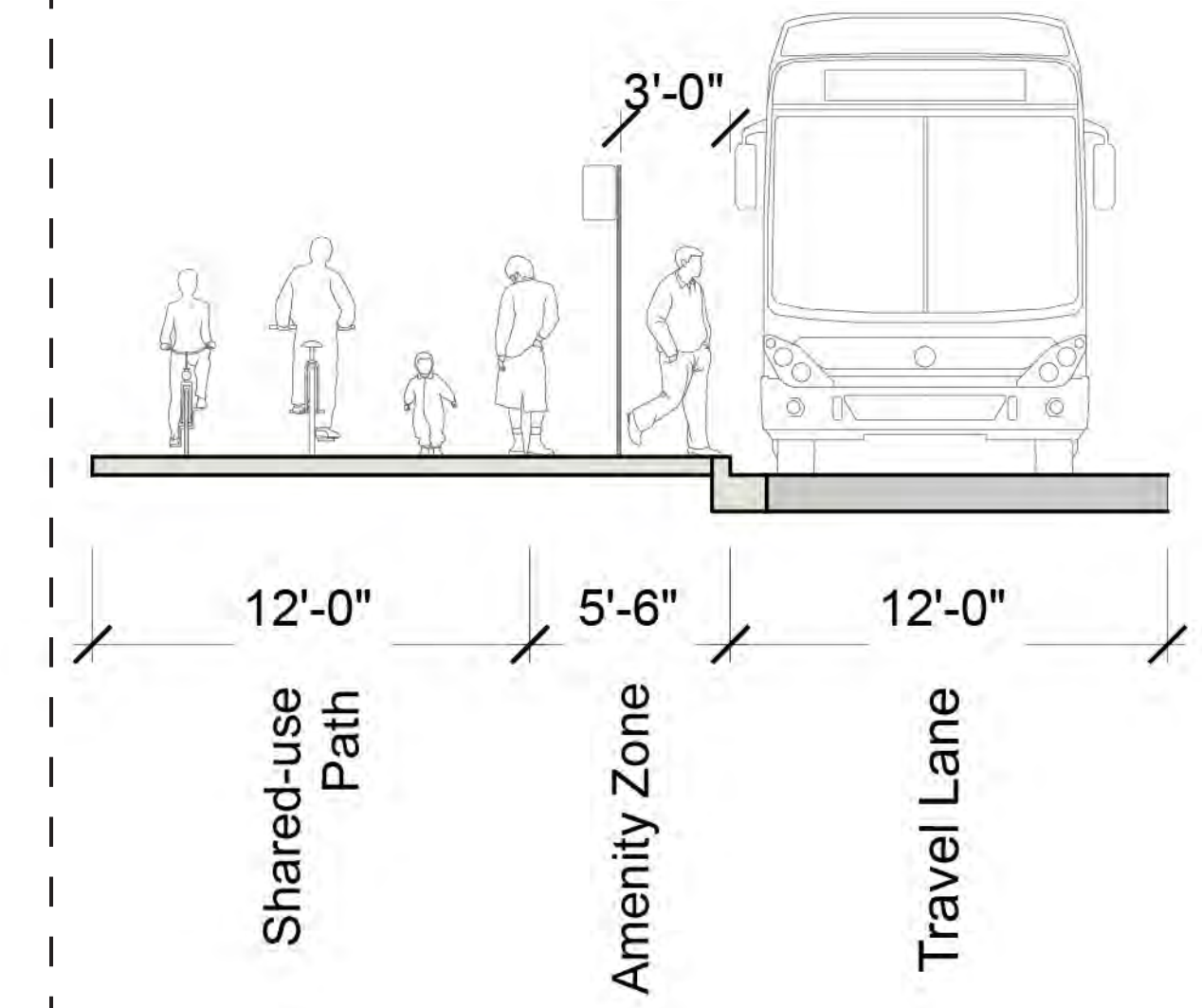


		BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	MED-LOW		MED	MED-HIGH		<ul style="list-style-type: none"> <li>46' street crossing</li> <li>5.5' amenity zones</li> </ul>	<ul style="list-style-type: none"> <li>Medium wide street crossing</li> <li>Amenity zone provides good separation from vehicles</li> </ul>
	PEDESTRIAN MOBILITY	MED-HIGH					<ul style="list-style-type: none"> <li>8' sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>8' sidewalk meets City's standard</li> </ul>
BICYCLE	BICYCLIST SAFETY	HIGH					<ul style="list-style-type: none"> <li>5' protected bike lanes with 3' buffer</li> </ul>	<ul style="list-style-type: none"> <li>Greatest separation from vehicles and pedestrians</li> <li>Intersections improvements would enhance safety</li> </ul>
	BICYCLIST MOBILITY	HIGH					<ul style="list-style-type: none"> <li>Pair of protected bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>Easy to connect to Interurban Trail and surrounding streets</li> </ul>
TRAFFIC	DRIVER SAFETY	MED-LOW		MED	MED-HIGH		<ul style="list-style-type: none"> <li>No turn lanes</li> </ul>	<ul style="list-style-type: none"> <li>Good mode separation</li> <li>Conflict between left turning vehicles and through vehicles</li> </ul>
	TRAFFIC FLOW	MED-LOW		MED	MED-HIGH		<ul style="list-style-type: none"> <li>One general purpose lane in each direction</li> </ul>	<ul style="list-style-type: none"> <li>Traffic Level of Service will fall by 2035, but BAT lanes will provide additional capacity</li> </ul>
	PARKING	MED-LOW		MED	MED-HIGH		<ul style="list-style-type: none"> <li>Option for parking at non-peak times</li> </ul>	<ul style="list-style-type: none"> <li>BAT lanes could support parking during non-peak times</li> </ul>
TRANSIT	TRANSIT SPEED AND RELIABILITY	HIGH					<ul style="list-style-type: none"> <li>12' Dedicated BAT lanes</li> </ul>	<ul style="list-style-type: none"> <li>Supports frequent bus service</li> </ul>
LIVABILITY	ENVIRONMENT	MED-LOW		MED	MED-HIGH		<ul style="list-style-type: none"> <li>Amenity zones provide room for new trees and plantings</li> </ul>	<ul style="list-style-type: none"> <li>New trees would need to be smaller in stature to avoid conflicts with above ground utility poles</li> <li>Option 2 &amp; 3 offer the potential to preserve existing trees on the north side</li> </ul>
	PLACEMAKING OPPORTUNITY	MED-LOW		MED	MED-HIGH		<ul style="list-style-type: none"> <li>Potential placemaking opportunities in planters, paving patterns, banners, and amenity zones</li> </ul>	<ul style="list-style-type: none"> <li>Some room for placemaking</li> </ul>
	MODE SHIFT	HIGH					<ul style="list-style-type: none"> <li>Best spread of multimodal options, including frequent transit service</li> </ul>	<ul style="list-style-type: none"> <li>Encourages highest mode shift</li> </ul>
COST	ROW IMPACT	LOW	MED-LOW		MED-HIGH		<ul style="list-style-type: none"> <li>High impacts</li> </ul>	<ul style="list-style-type: none"> <li>Option 2 or 3 have similar right-of-way impacts</li> </ul>
	EASE OF IMPLEMENTATION	MED-LOW		MED	MED-HIGH		<ul style="list-style-type: none"> <li>Moderately easy to implement</li> </ul>	<ul style="list-style-type: none"> <li>Can be transitioned to bridge's roadway configuration</li> </ul>
	CAPITAL COST	LOW	MED-LOW		MED-HIGH		<ul style="list-style-type: none"> <li>---</li> </ul>	<ul style="list-style-type: none"> <li>Most expensive</li> </ul>

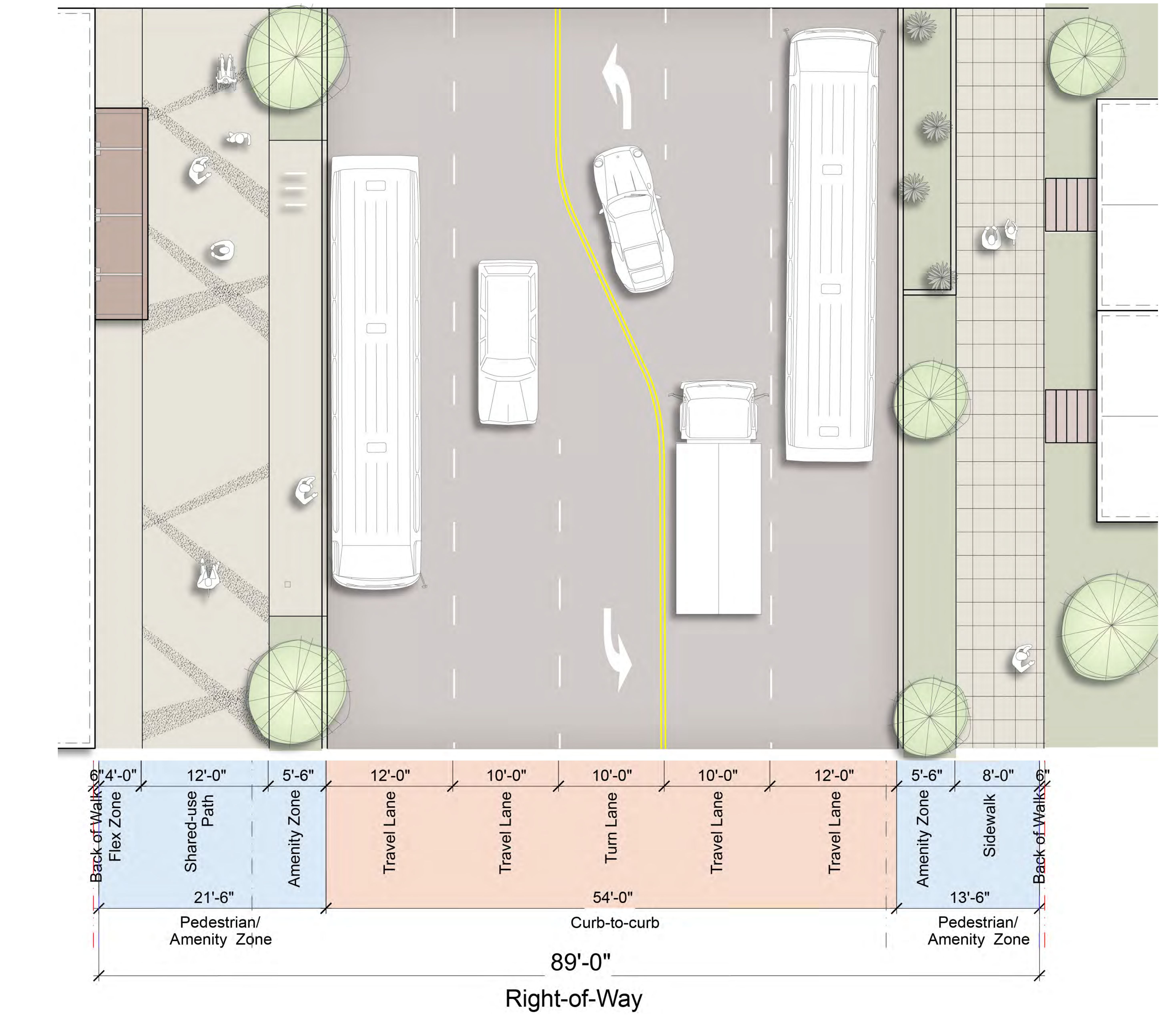
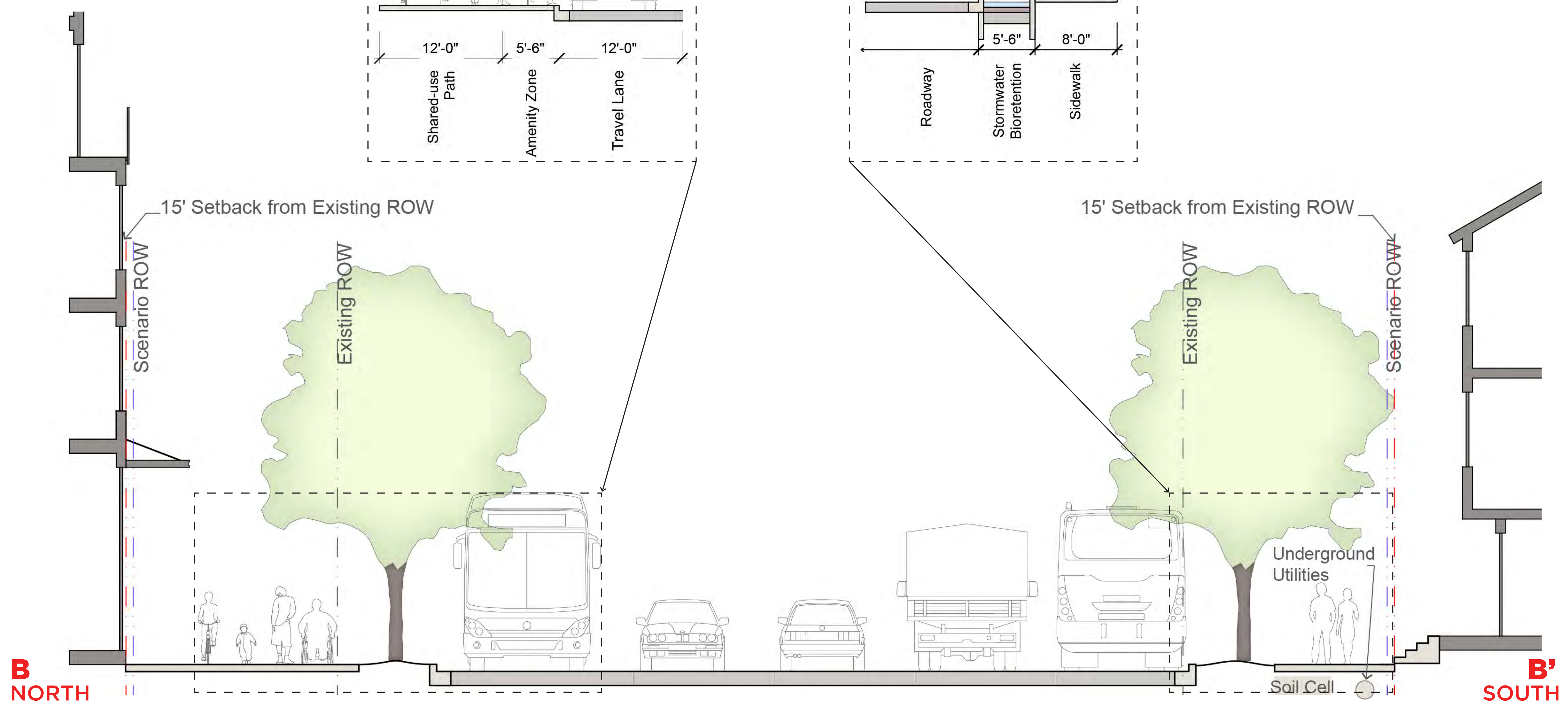
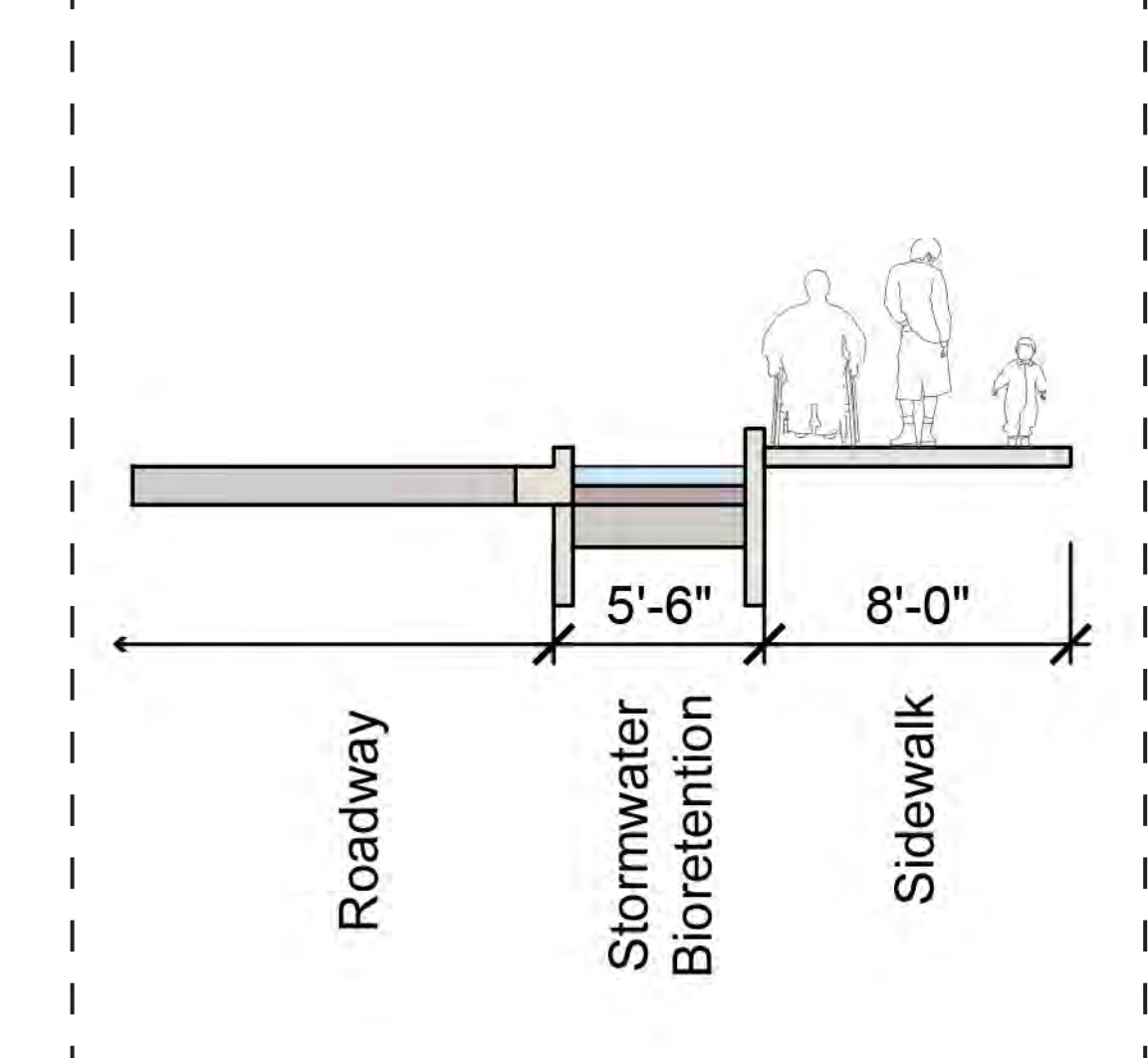
# 185<sup>TH</sup> STREET - B-B' OPTION 3 - FIVE VEHICULAR LANES INCLUDING TURN LANE, AND SHARED USE PATH



OPTION 3 AT TRANSIT STOP



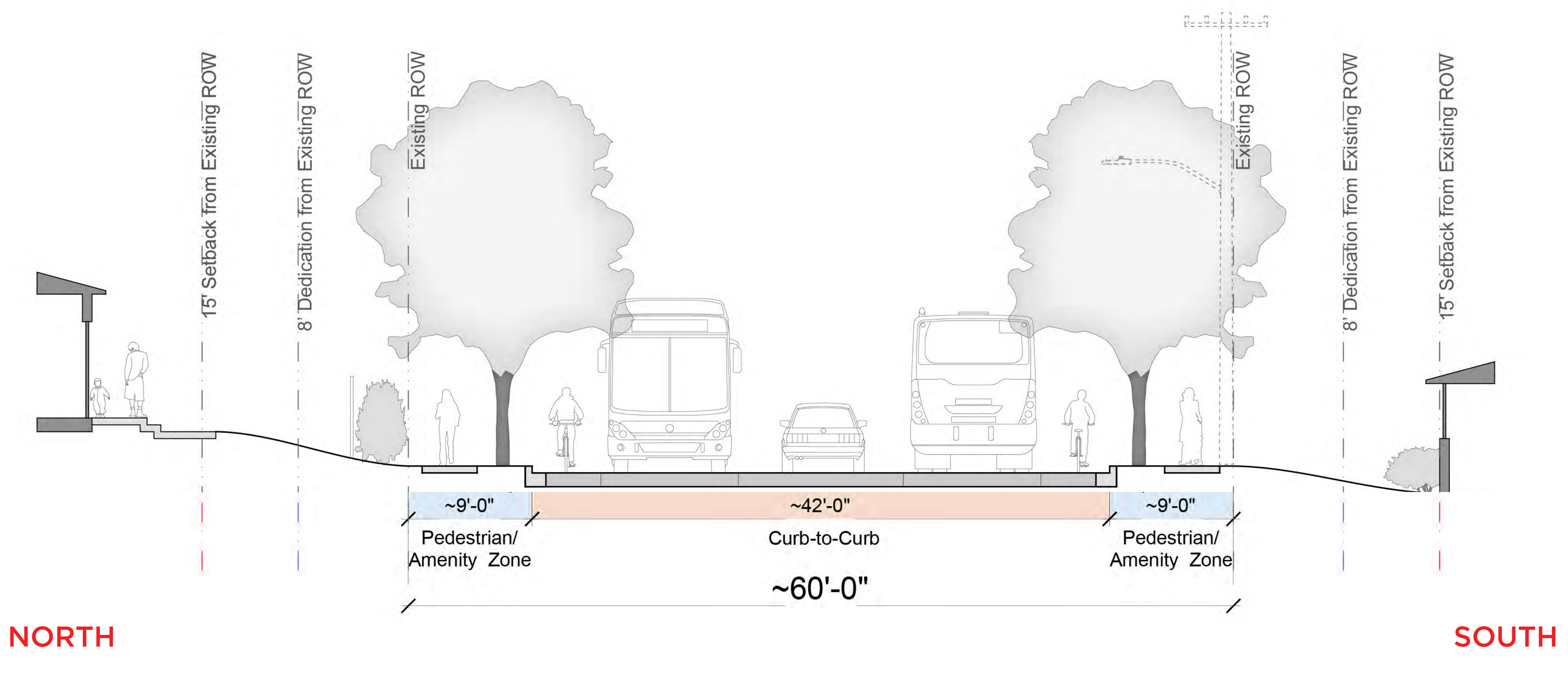
OPTION 3 WITH BIOSWALES



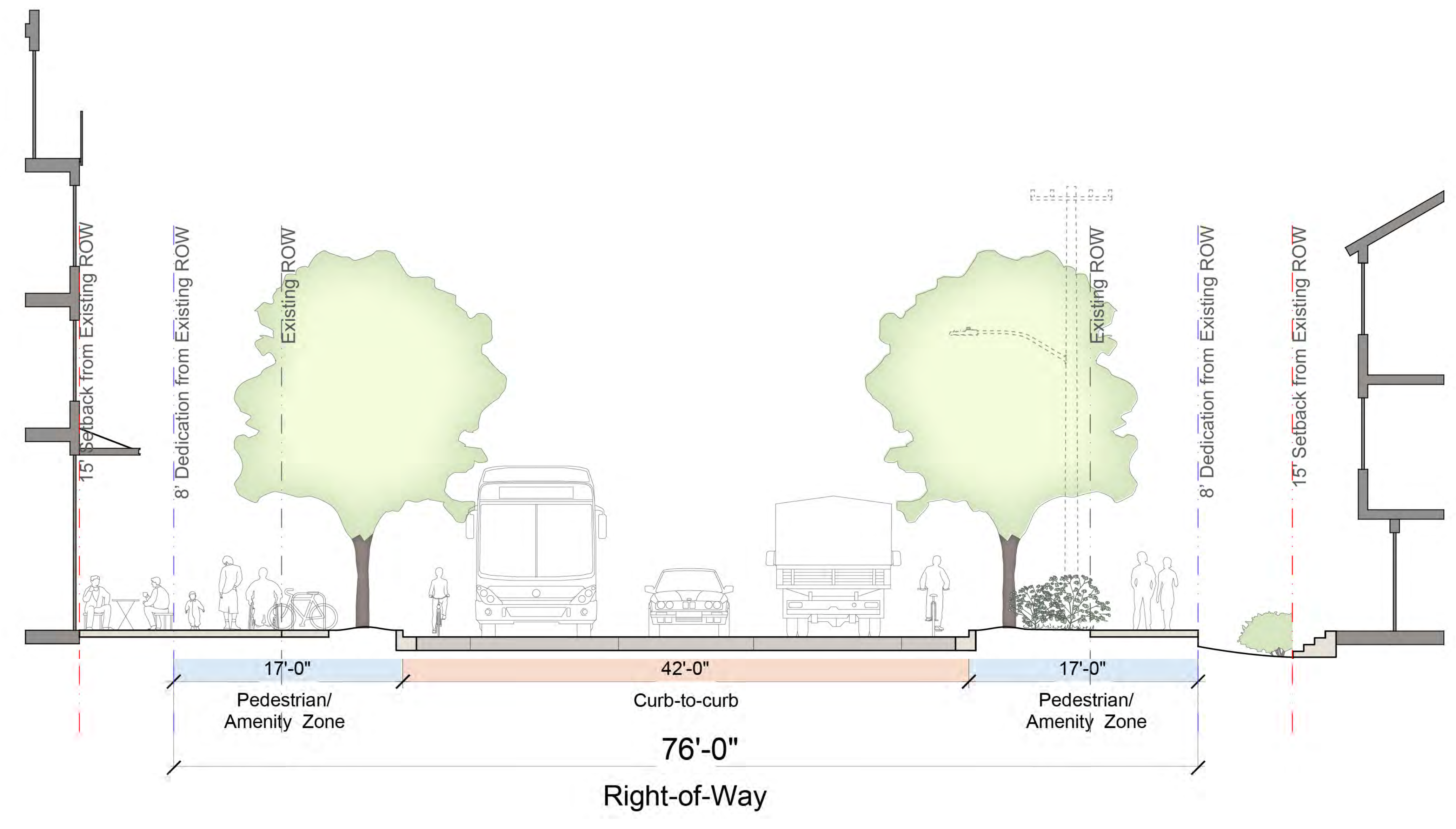
		BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	MED			HIGH		<ul style="list-style-type: none"> <li>54' street crossing</li> <li>5.5' amenity zones</li> </ul>	<ul style="list-style-type: none"> <li>Widest street crossing</li> <li>High separation from vehicles, but must share path with bicyclists</li> </ul>
	PEDESTRIAN MOBILITY	MED			HIGH		<ul style="list-style-type: none"> <li>12' shared-use path on north side</li> <li>8' sidewalk on south side</li> </ul>	<ul style="list-style-type: none"> <li>12' shared use path meets AASHTO standards</li> <li>8' sidewalk meets City's standard</li> </ul>
BICYCLE	BICYCLIST SAFETY	MED			HIGH		<ul style="list-style-type: none"> <li>12' shared-use path on north side</li> </ul>	<ul style="list-style-type: none"> <li>High separation from vehicles, but must share path with pedestrians</li> <li>Intersections improvements would enhance safety</li> </ul>
	BICYCLIST MOBILITY	MED			HIGH		<ul style="list-style-type: none"> <li>East/west bike trips are both accommodated on shared-use path on north side</li> </ul>	<ul style="list-style-type: none"> <li>Harder to transition from shared-use path to surrounding street network</li> </ul>
TRAFFIC	DRIVER SAFETY	HIGH					<ul style="list-style-type: none"> <li>Center turn lane provided</li> </ul>	<ul style="list-style-type: none"> <li>Autos and buses share the same lane</li> <li>Turn pockets keep left turning vehicles out of travel lanes</li> </ul>
	TRAFFIC FLOW	HIGH					<ul style="list-style-type: none"> <li>Two general purpose lanes in each direction</li> <li>Center turn lane reduces traffic back-ups</li> </ul>	<ul style="list-style-type: none"> <li>Traffic Level of Service will borderline fail by 2035</li> <li>Provides greatest capacity and lowest delay</li> </ul>
	PARKING	MED			HIGH		<ul style="list-style-type: none"> <li>Option for parking during non-peak times</li> </ul>	<ul style="list-style-type: none"> <li>Curb lanes could support parking during non-peak times</li> </ul>
TRANSIT	TRANSIT SPEED AND RELIABILITY	MED			HIGH		<ul style="list-style-type: none"> <li>Buses and cars share the 12' curb lanes</li> </ul>	<ul style="list-style-type: none"> <li>No dedicated bus lane</li> </ul>
LIVABILITY	ENVIRONMENT	MED			HIGH		<ul style="list-style-type: none"> <li>Amenity zone provides room for new trees and plantings</li> </ul>	<ul style="list-style-type: none"> <li>Potential new larger canopy trees, if utilities are undergrounded</li> <li>Option 2 &amp; 3 offer the potential to preserve existing trees on the north side</li> </ul>
	PLACEMAKING OPPORTUNITY	LOW	MED		HIGH		<ul style="list-style-type: none"> <li>Potential placemaking opportunities in paving patterns, banners, and amenity zones</li> </ul>	<ul style="list-style-type: none"> <li>Least room for placemaking</li> </ul>
	MODE SHIFT	LOW	MED		HIGH		<ul style="list-style-type: none"> <li>Encourages some mode shift</li> </ul>	<ul style="list-style-type: none"> <li>Accommodates motor vehicle trips</li> </ul>
COST	ROW IMPACT	LOW	MED		HIGH		<ul style="list-style-type: none"> <li>High impacts</li> </ul>	<ul style="list-style-type: none"> <li>Option 2 or 3 have similar right-of-way impacts</li> </ul>
	EASE OF IMPLEMENTATION	LOW	MED		HIGH		<ul style="list-style-type: none"> <li>Difficult to transition</li> </ul>	<ul style="list-style-type: none"> <li>Hardest to transition to bridge's roadway configuration</li> </ul>
	CAPITAL COST	LOW	MED		HIGH		<ul style="list-style-type: none"> <li>If undergrounding utilities were selected, this would be the most expensive option.</li> </ul>	<ul style="list-style-type: none"> <li>Moderately expensive</li> </ul>

# 185TH STREET - B-B' ALL OPTIONS COMPARISON

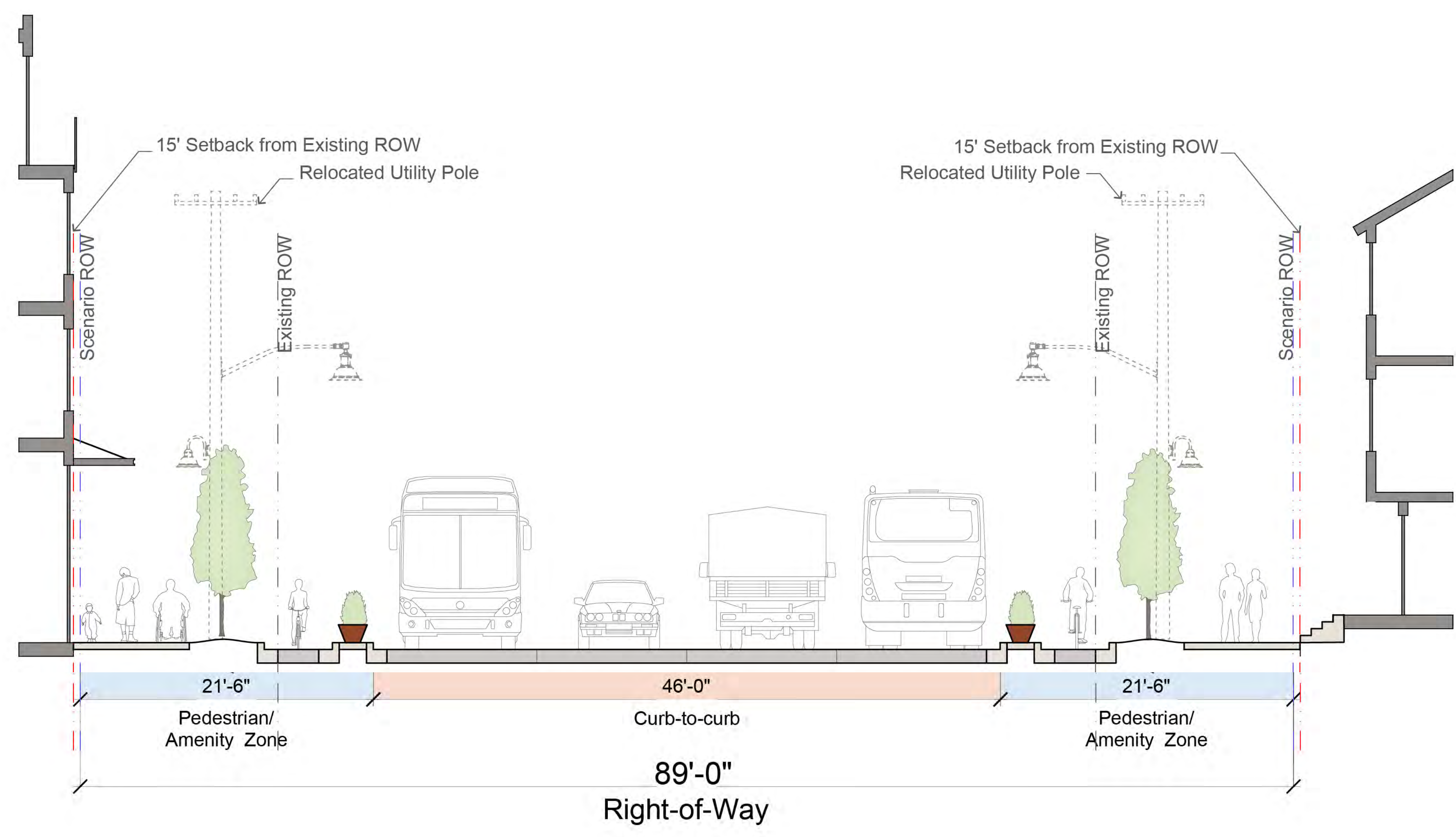
## EXISTING



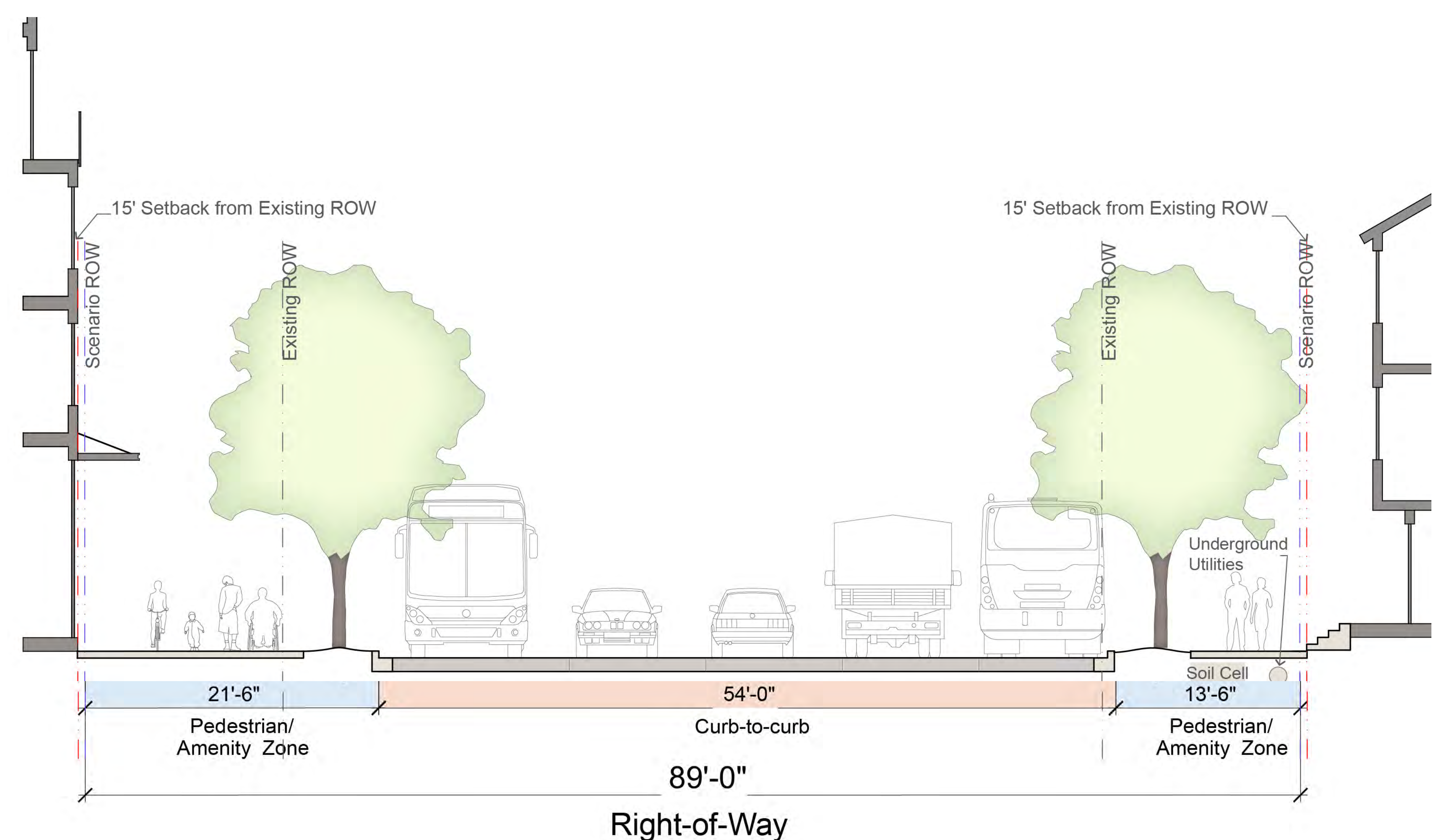
## OPTION 1



## OPTION 2



## OPTION 3



## BENEFIT MEASURE COMPARISON

		EXISTING CONDITIONS				
		LOW	MED-LOW	MED	MED-HIGH	HIGH
PEDESTRIAN	PEDESTRIAN SAFETY	MED-LOW		MED	MED-HIGH	HIGH
	PEDESTRIAN MOBILITY	MED-LOW		MED	MED-HIGH	HIGH
BICYCLE	BICYCLIST SAFETY	MED-LOW		MED	MED-HIGH	HIGH
	BICYCLIST MOBILITY	MED-LOW		MED	MED-HIGH	HIGH
TRAFFIC	DRIVER SAFETY	MED			MED-HIGH	HIGH
	TRAFFIC FLOW	LOW	MED-LOW	MED	MED-HIGH	HIGH
	PARKING	LOW	MED-LOW	MED	MED-HIGH	HIGH
TRANSIT	TRANSIT SPEED AND RELIABILITY	LOW	MED-LOW	MED	MED-HIGH	HIGH
	ENVIRONMENT	LOW	MED-LOW	MED	MED-HIGH	HIGH
LIVABILITY	PLACEMAKING OPPORTUNITY	LOW	MED-LOW	MED	MED-HIGH	HIGH
	MODE SHIFT	LOW	MED-LOW	MED	MED-HIGH	HIGH
	ROW IMPACT	LOW	MED-LOW	MED	MED-HIGH	HIGH
COST	EASE OF IMPLEMENTATION	LOW	MED-LOW	MED	MED-HIGH	HIGH
	CAPITAL COST	LOW	MED-LOW	MED	MED-HIGH	HIGH

		OPTION 1				
		LOW	MED-LOW	MED	MED-HIGH	HIGH
PEDESTRIAN	PEDESTRIAN SAFETY	HIGH				
	PEDESTRIAN MOBILITY	HIGH				
BICYCLE	BICYCLIST SAFETY	MED			MED-HIGH	HIGH
	BICYCLIST MOBILITY	MED			MED-HIGH	HIGH
TRAFFIC	DRIVER SAFETY	MED				HIGH
	TRAFFIC FLOW	LOW	MED-LOW	MED	MED-HIGH	HIGH
	PARKING	LOW	MED-LOW	MED	MED-HIGH	HIGH
TRANSIT	TRANSIT SPEED AND RELIABILITY	LOW	MED-LOW	MED	MED-HIGH	HIGH
	ENVIRONMENT	LOW	MED-LOW	MED	MED-HIGH	HIGH
LIVABILITY	PLACEMAKING OPPORTUNITY	HIGH				
	MODE SHIFT	MED			MED-HIGH	HIGH
	ROW IMPACT	HIGH				
COST	EASE OF IMPLEMENTATION	HIGH				
	CAPITAL COST	MED			MED-HIGH	HIGH

		OPTION 2				
		LOW	MED-LOW	MED	MED-HIGH	HIGH
PEDESTRIAN	PEDESTRIAN SAFETY	MED			MED-HIGH	HIGH
	PEDESTRIAN MOBILITY	MED				HIGH
BICYCLE	BICYCLIST SAFETY	HIGH				
	BICYCLIST MOBILITY	HIGH				
TRAFFIC	DRIVER SAFETY	MED				HIGH
	TRAFFIC FLOW	LOW	MED-LOW	MED	MED-HIGH	HIGH
	PARKING	LOW	MED-LOW	MED	MED-HIGH	HIGH
TRANSIT	TRANSIT SPEED AND RELIABILITY	HIGH				
	ENVIRONMENT	MED				HIGH
LIVABILITY	PLACEMAKING OPPORTUNITY	HIGH				
	MODE SHIFT	HIGH				
	ROW IMPACT	LOW	MED-LOW	MED	MED-HIGH	HIGH
COST	EASE OF IMPLEMENTATION	LOW	MED-LOW	MED	MED-HIGH	HIGH
	CAPITAL COST	LOW	MED-LOW	MED	MED-HIGH	HIGH

		OPTION 3				
		LOW	MED-LOW	MED	MED-HIGH	HIGH
PEDESTRIAN	PEDESTRIAN SAFETY	MED				HIGH
	PEDESTRIAN MOBILITY	HIGH				
BICYCLE	BICYCLIST SAFETY	MED			MED-HIGH	HIGH
	BICYCLIST MOBILITY	MED			MED-HIGH	HIGH
TRAFFIC	DRIVER SAFETY	HIGH				
	TRAFFIC FLOW	HIGH				
	PARKING	MED				HIGH
TRANSIT	TRANSIT SPEED AND RELIABILITY	LOW	MED-LOW	MED	MED-HIGH	HIGH
	ENVIRONMENT	LOW	MED-LOW	MED	MED-HIGH	HIGH
LIVABILITY	PLACEMAKING OPPORTUNITY	LOW	MED-LOW	MED	MED-HIGH	HIGH
	MODE SHIFT	LOW	MED-LOW	MED	MED-HIGH	HIGH
	ROW IMPACT	LOW	MED-LOW	MED	MED-HIGH	HIGH
COST	EASE OF IMPLEMENTATION	LOW	MED-LOW	MED	MED-HIGH	HIGH
	CAPITAL COST	LOW	MED-LOW	MED	MED-HIGH	HIGH

# STREET SECTION OPTIONS