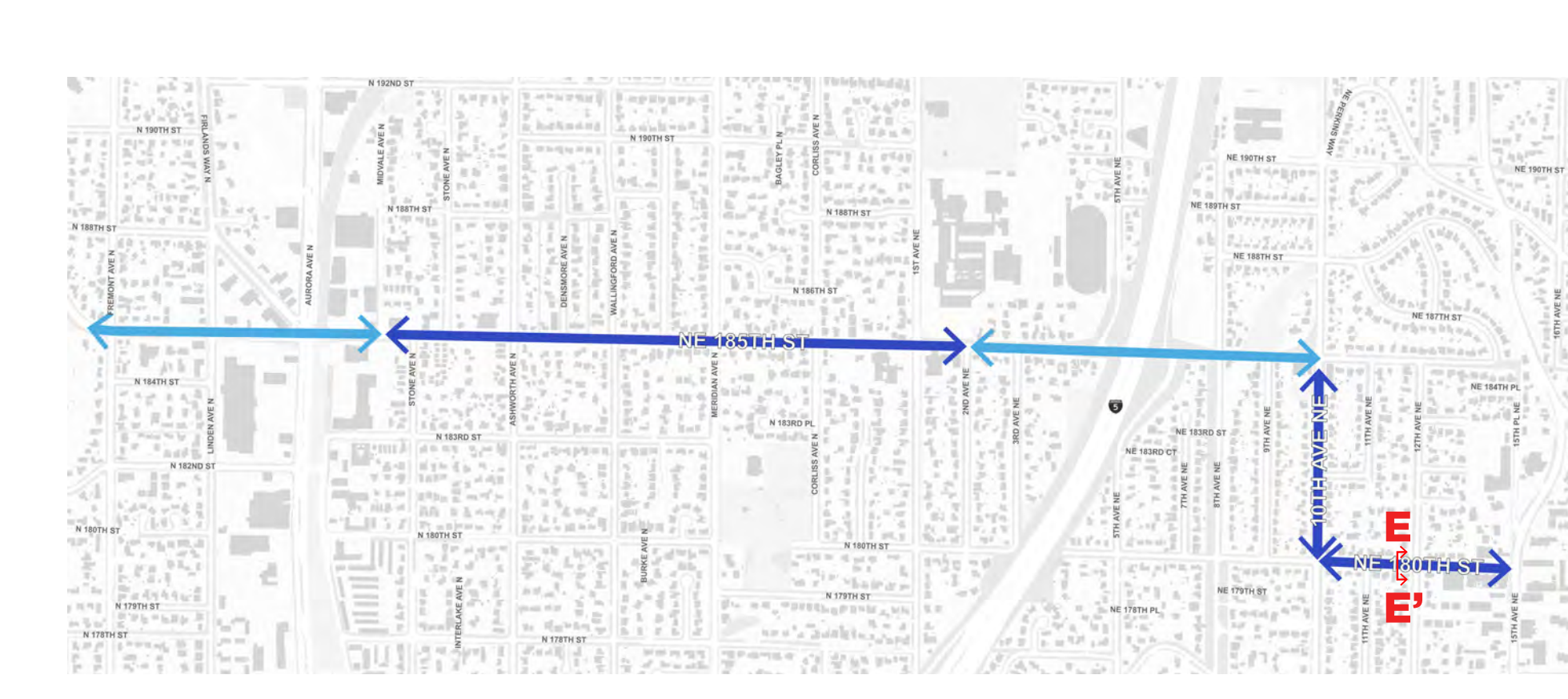
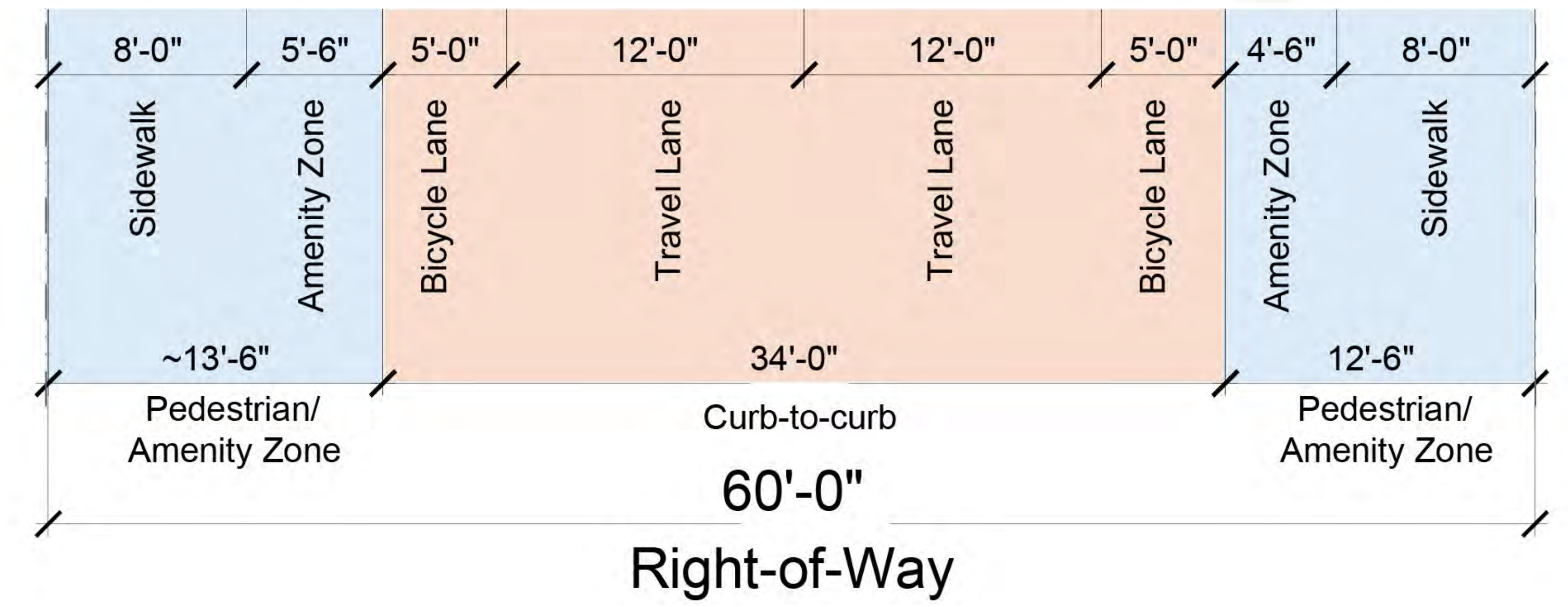
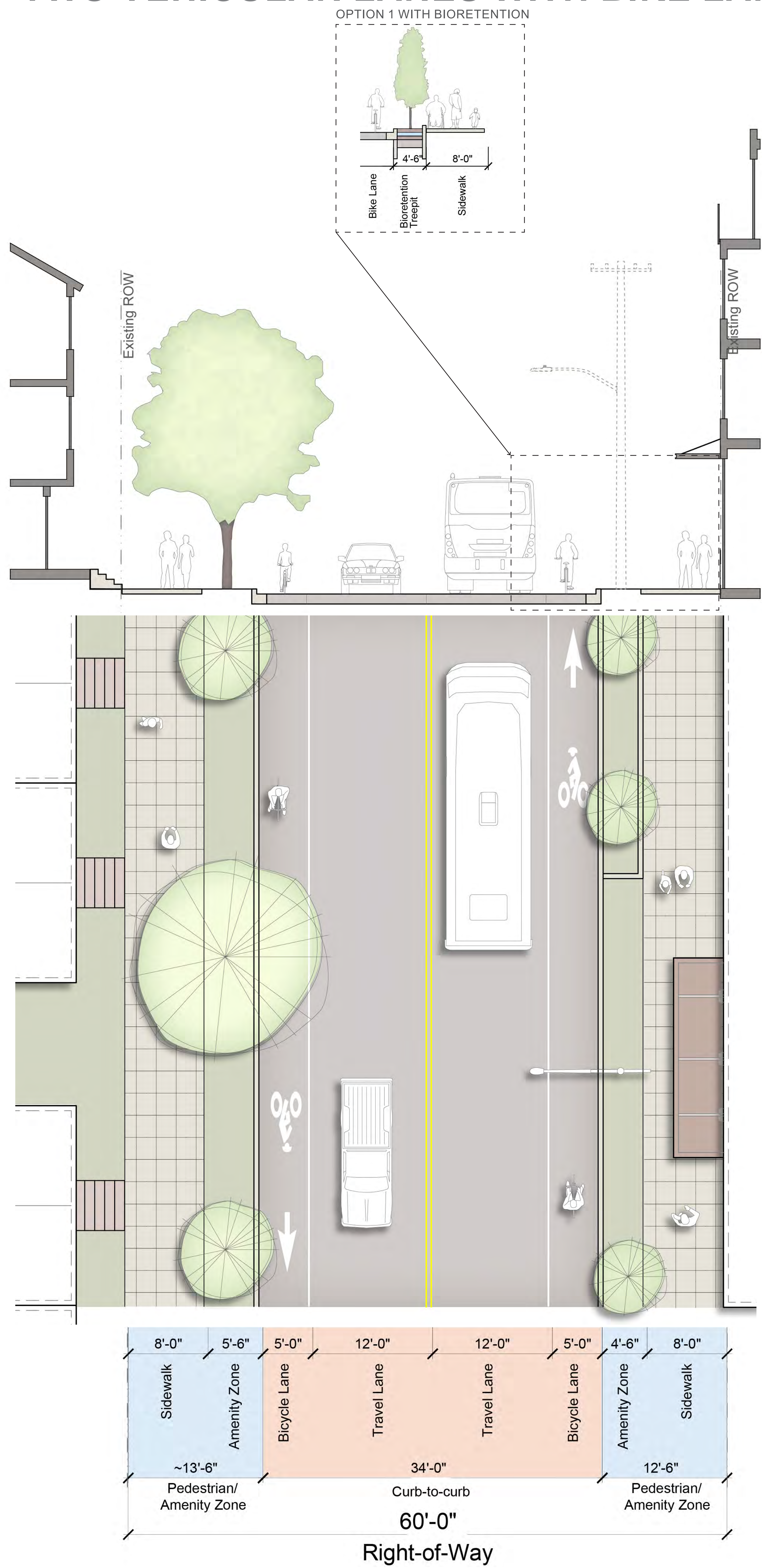


180TH STREET - E-E' OPTION 1 - TWO VEHICULAR LANES WITH BIKE LANES



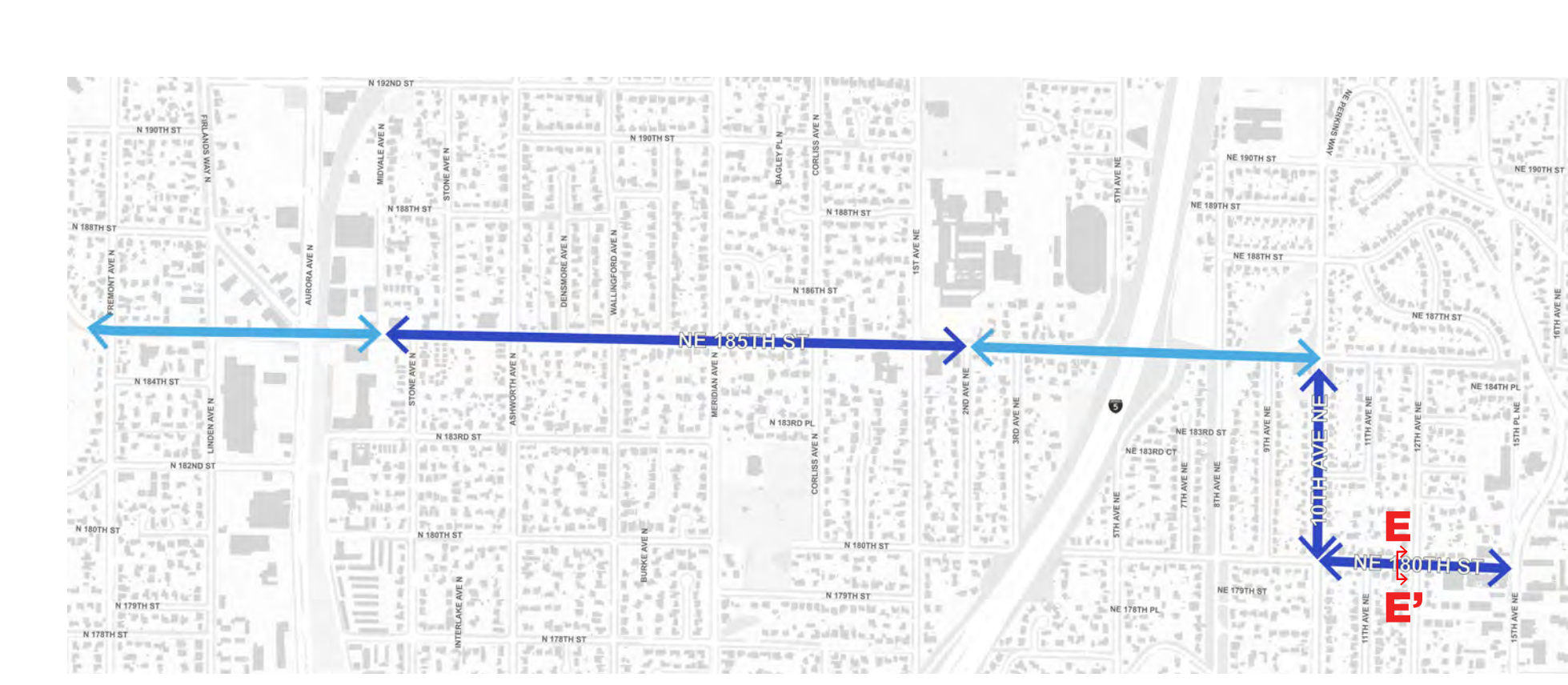
E
NORTH

E'
SOUTH



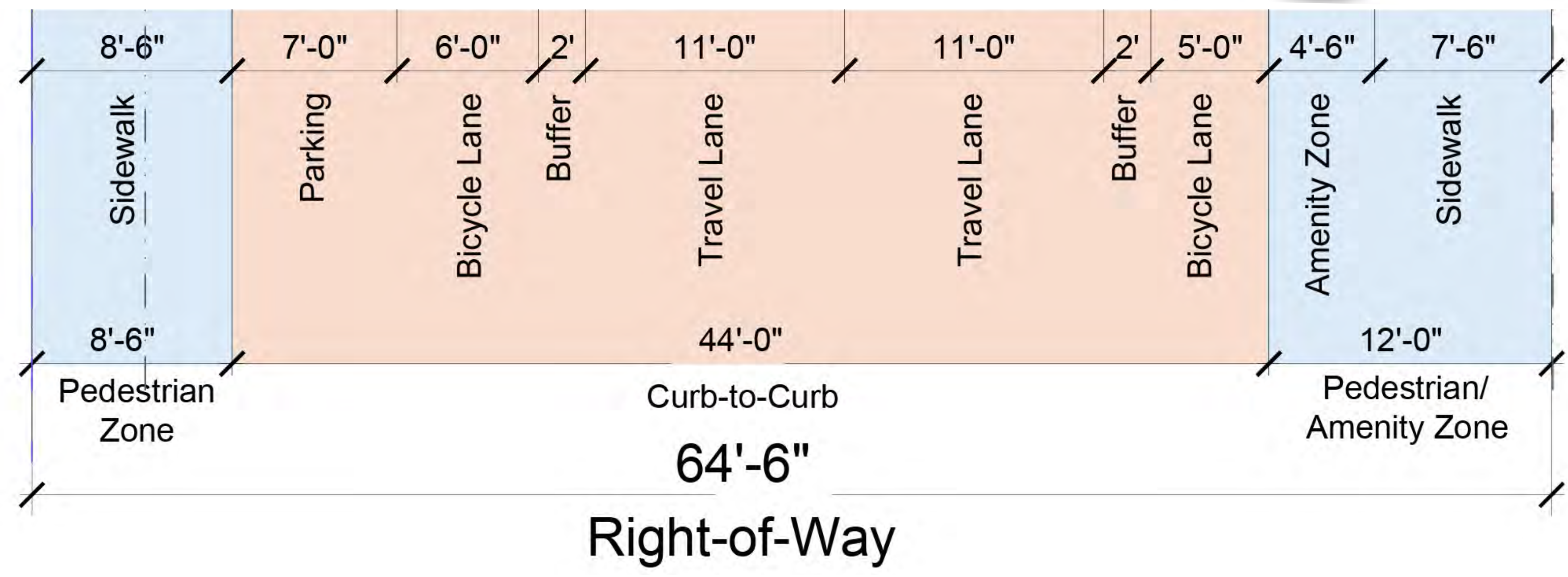
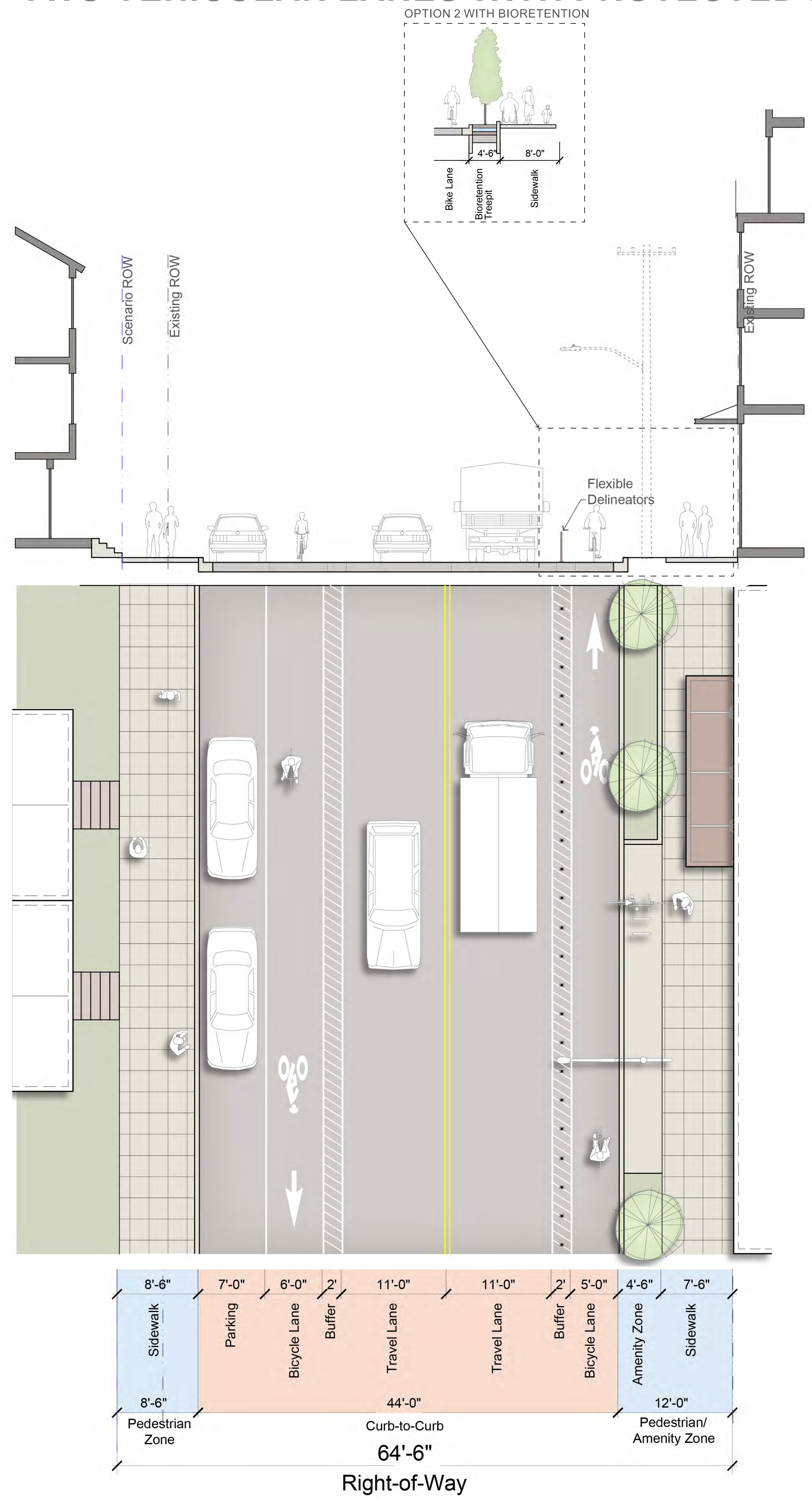
	BENEFIT MEASURE	BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	[High Benefit]					• 34' street crossing at curb bulbs	• 2nd narrowest crossing
	PEDESTRIAN MOBILITY	[High Benefit]					• 8' sidewalks	• Sidewalk width meets City's standard
BICYCLE	BICYCLIST SAFETY	[High Benefit]					• 5' bike lanes	• Moderate separation from vehicles and pedestrians
	BICYCLIST MOBILITY	[High Benefit]					• Pair of bike lanes for east/west travel	• Potential to enhance connections to surrounding streets
TRAFFIC	DRIVER SAFETY	[High Benefit]					• No turn lanes	• Added curbs provide traffic calming
	TRAFFIC FLOW	[High Benefit]					• One general purpose lane in each direction	• Acceptable Traffic Level of Service in 2035
	PARKING	[Low Benefit]	[High Benefit]				• No new parking	--
TRANSIT	TRANSIT SPEED AND RELIABILITY	[High Benefit]					• 12' lanes shared by transit and autos	• Supports transit service
LIVABILITY	ENVIRONMENT	[High Benefit]					• Room for trees in amenity zone on north side	• Moderate amount of new paving
	PLACEMAKING OPPORTUNITY	[High Benefit]					• Potential placemaking opportunities in paving patterns, banners, and amenity zones	• Some room for placemaking
	MODE SHIFT	[High Benefit]					• Good spread of multimodal options, including transit service	• Encourages mode shift
COST	ROW IMPACT	[High Benefit]					• Minimal impacts	• Stays within the right-of-way
	EASE OF IMPLEMENTATION	[High Benefit]					• Easy to implement	• Some transition required to dovetail with existing
	CAPITAL COST	[High Benefit]					--	• Least expensive

180TH STREET - E-E' OPTION 2 - TWO VEHICULAR LANES WITH PROTECTED BIKE LANES, AND PARKING



E
NORTH

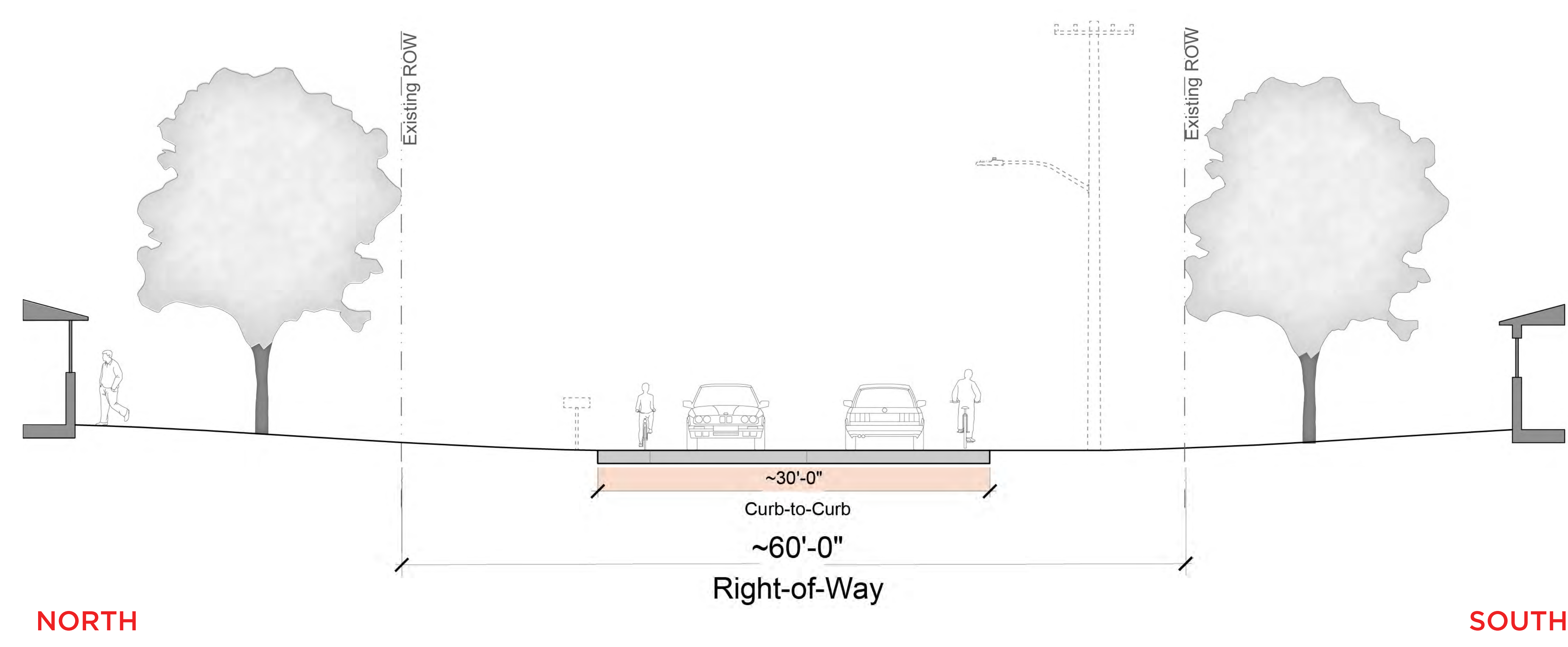
E
SOUTH



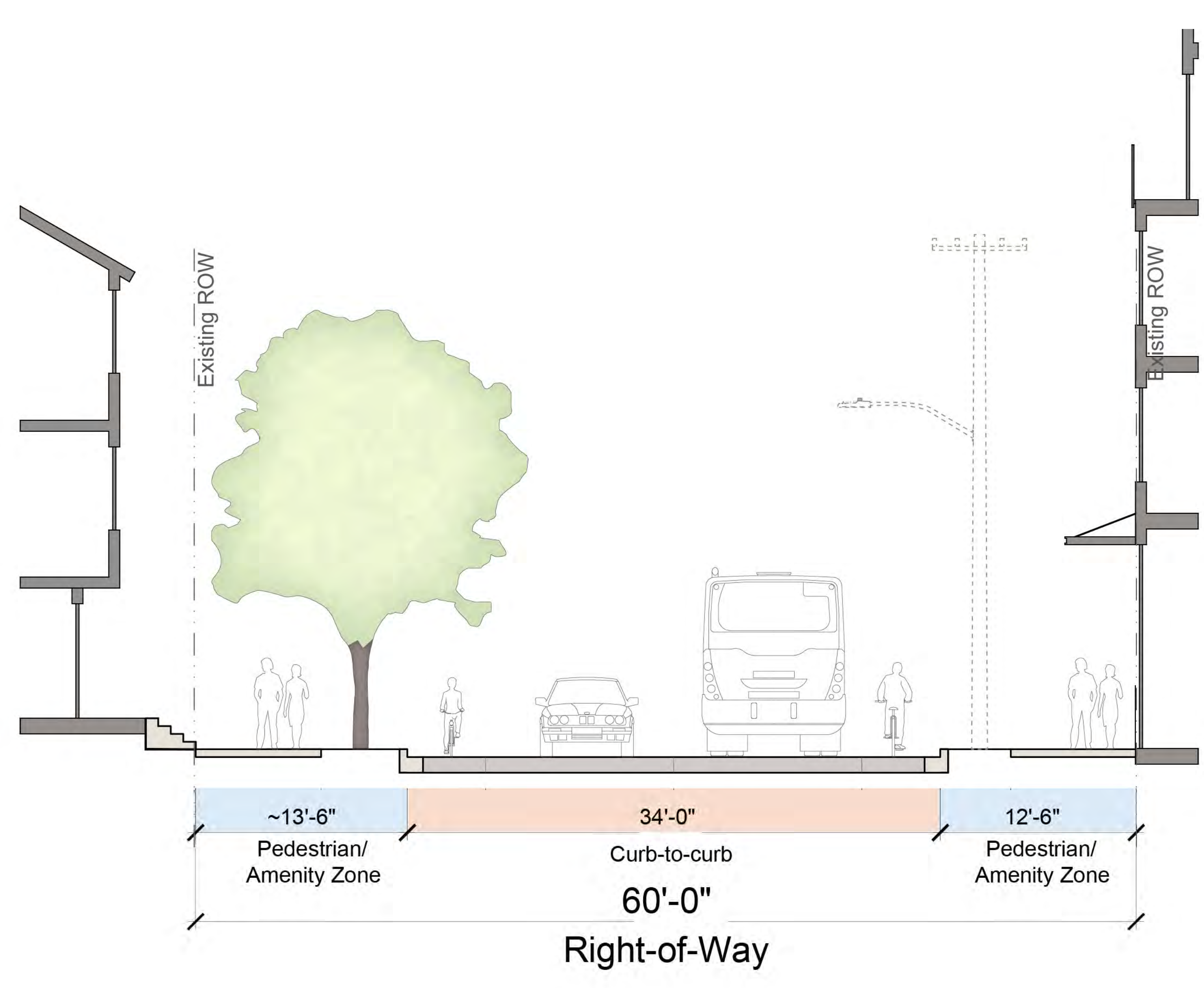
		BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	MED			HIGH		• 37' street crossing at curb bulbs	• Widest crossing • No amenity zone on north side and substandard amenity zone on south side provides minimal separation from vehicles
	PEDESTRIAN MOBILITY	MED			HIGH		• ~8.5' sidewalk on north side • ~7.5' sidewalk on south side	• Sidewalk width is less than 8'
BICYCLE	BICYCLIST SAFETY	HIGH					• 5' bike lane with 2' buffer on east side • 6' bike lane with 2' buffer on west side adjacent to parking	• Moderate separation from vehicles and pedestrians • Parking next to bike lane creates potential conflicts
	BICYCLIST MOBILITY	HIGH					• Pair of bike lanes for north/south travel	• Potential to enhance connections to surrounding streets
TRAFFIC	DRIVER SAFETY	HIGH					• No turn lanes	• Parking creates conflicts with through traffic
	TRAFFIC FLOW	HIGH					• One general purpose lane in each direction	• Acceptable Traffic Level of Service in 2035
	PARKING	HIGH					• Provides parking	• Only option that provides parking
TRANSIT	TRANSIT SPEED AND RELIABILITY	MED			HIGH		• 11' lanes shared by transit and autos	• Parking creates conflicts for buses
LIVABILITY	ENVIRONMENT	LOW	MED-LOW					• No room for trees in amenity zone • Moderate amount of new paving
	PLACEMAKING OPPORTUNITY	LOW	MED-LOW					• Potential placemaking opportunities in paving patterns, banners, and amenity zones • Least amount of room for placemaking
	MODE SHIFT	LOW	MED-LOW					• Good spread of multimodal options, including transit service • Space for parking narrows travel lanes width of pedestrian zone
COST	ROW IMPACT	LOW	MED-LOW					• Most impacts • Exceeds the existing right-of-way
	EASE OF IMPLEMENTATION	LOW	MED-LOW					• Moderate effort to implement • Expansion of curb lines add complexity
	CAPITAL COST	LOW	MED-LOW					• Most expensive

180TH STREET - E-E' ALL OPTIONS COMPARISON

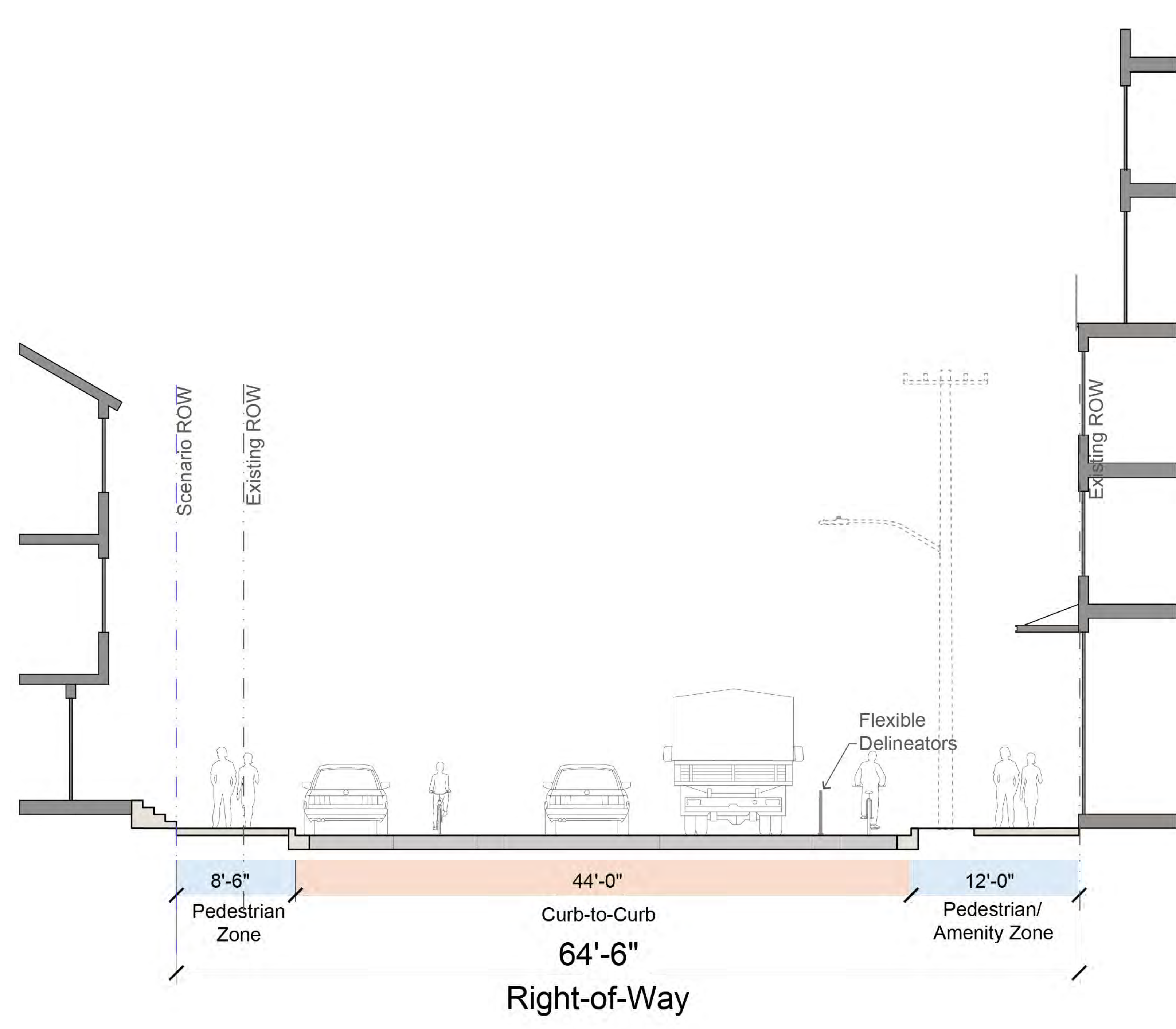
EXISTING



OPTION 1



OPTION 2



BENEFIT MEASURE COMPARISON

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

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

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