

Attachment 5: Potential Benefits Summary

Table 1. Benefits Summary – 64-Foot-Wide Section

	No Build		Concept A - Two Lanes, Turn Lane, Buffered Bike Lanes		Concept B - Two Lanes, Turn Lane, Parking- Protected Bike Lanes		Concept C - Four Lanes, Buffered Bike Lanes (No Parking One Side)	
	Yes	No	Yes	No	Yes	No	Yes	No
Benefits for Bicyclists								
Adds a bicycle facility		•	•		•		•	
Provides physical separation between traffic and bicyclists		•		•	•			•
Encourages bicyclists to not ride on sidewalks		•	•		•		•	
Provides consistent clear visibility of bicyclists		•	•			•	•	
Allows bicyclists to maneuver around debris	•		•			•	•	
Allows bicyclists to make mid-block turns	•		•			•	•	
Benefits for Drivers								
Maximizes roadway and intersection capacity	•			•		•	•	
Potential to significantly reduce vehicle collisions		•	•		•			•
Adds a turn lane for safer turning maneuvers		•	•		•			•
Benefits for Community and Residents								
Reduces VMT		•	•		•		•	
Maintains existing on-street parking capacity	•		•		•			•
Encourages slower automobile speeds		•	•		•			•
Incorporates traffic calming measures		•	•		•			•
Does not increase pedestrian mid-block crossing demand	•		•		•			•
Maintains existing residential trash collection plan	•		•			•		•
Allows residents to participate in Annual Cleanup Campaign	•		•			•		•
Does not require construction funding	•			•		•		•

Table 2. Benefits Summary – 38-Foot-Wide Section

	No Build		Concept D - Two Lanes, Bike Boulevard		Concept E - Two Lanes, Buffered Bike Lanes (No Parking Both Sides)		Concept F - Two Lanes, Bike Lanes (No Parking One Side)	
	Yes	No	Yes	No	Yes	No	Yes	No
Benefits for Bicyclists								
Adds a bicycle facility		•	•		•		•	
Encourages bicyclists to not ride on sidewalks		•	•		•		•	
Provides consistent clear visibility of bicyclists		•		•	•		•	
Allows bicyclists to maneuver around debris	•		•		•			•
Benefits for Community and Residents								
Reduces VMT		•	•		•		•	
Maintains existing on-street parking capacity	•		•			•		•
Encourages slower automobile speeds		•	•		•		•	
Incorporates traffic calming measures		•	•			•		•
Does not increase pedestrian mid-block crossing demand	•		•			•		•
Maintains existing residential trash collection plan	•		•			•		•
Allows residents to participate in Annual Cleanup Campaign	•		•			•		•
Does not require construction funding	•			•		•		•

NOTE: Table 2 has fewer rows than Table 1, as several benefits remain unchanged across all alternatives.