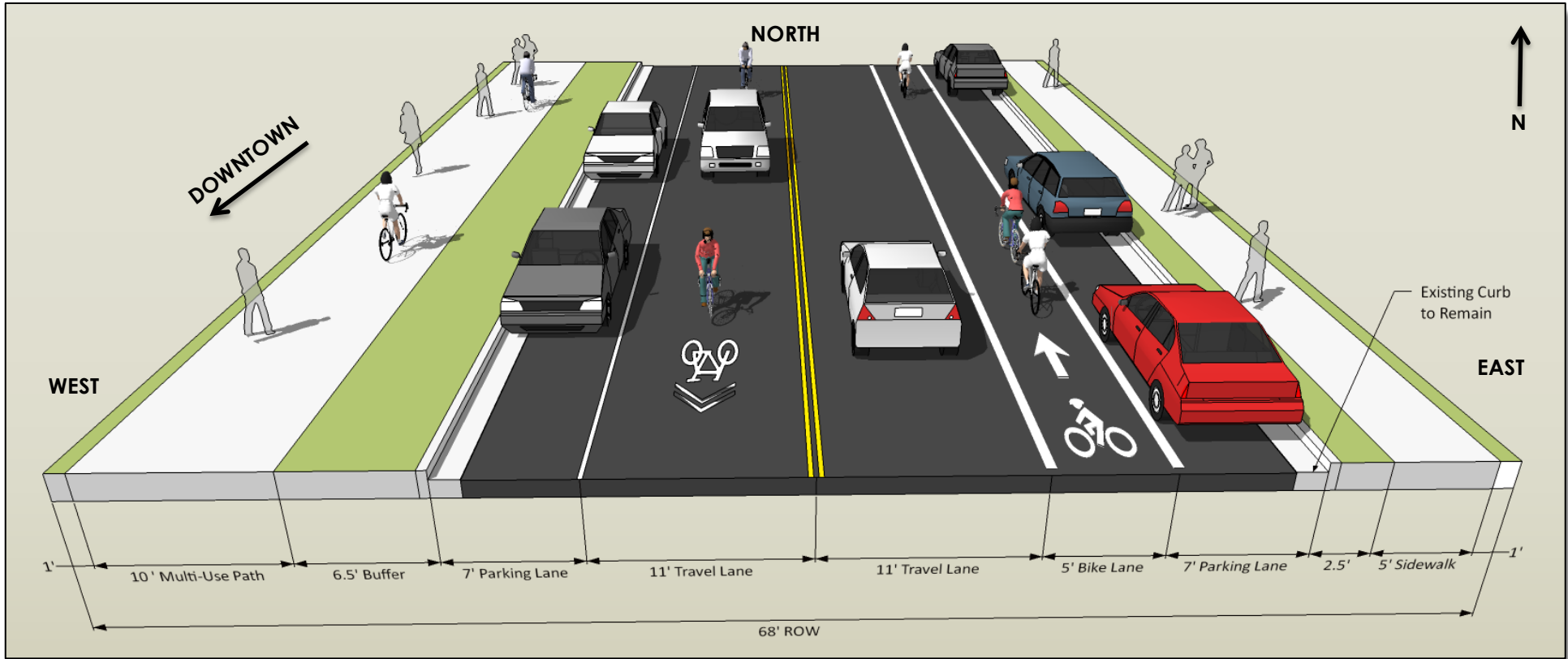


CHURCH STREET ALTERNATE No. 1 – BIKE LANES, ON-STREET PARKING, SIDEWALK AND MULTI-USE PATH

This alternate incorporates a 5-foot sidewalk along the eastern side of Church Street, a 10-foot Multi-Use Path along the western side, and on-street parking and bike lanes within the pavement area. The existing curb and gutter along the eastern side of Church Street will remain while the curb and gutter along the western side will be moved closer to the roadway.

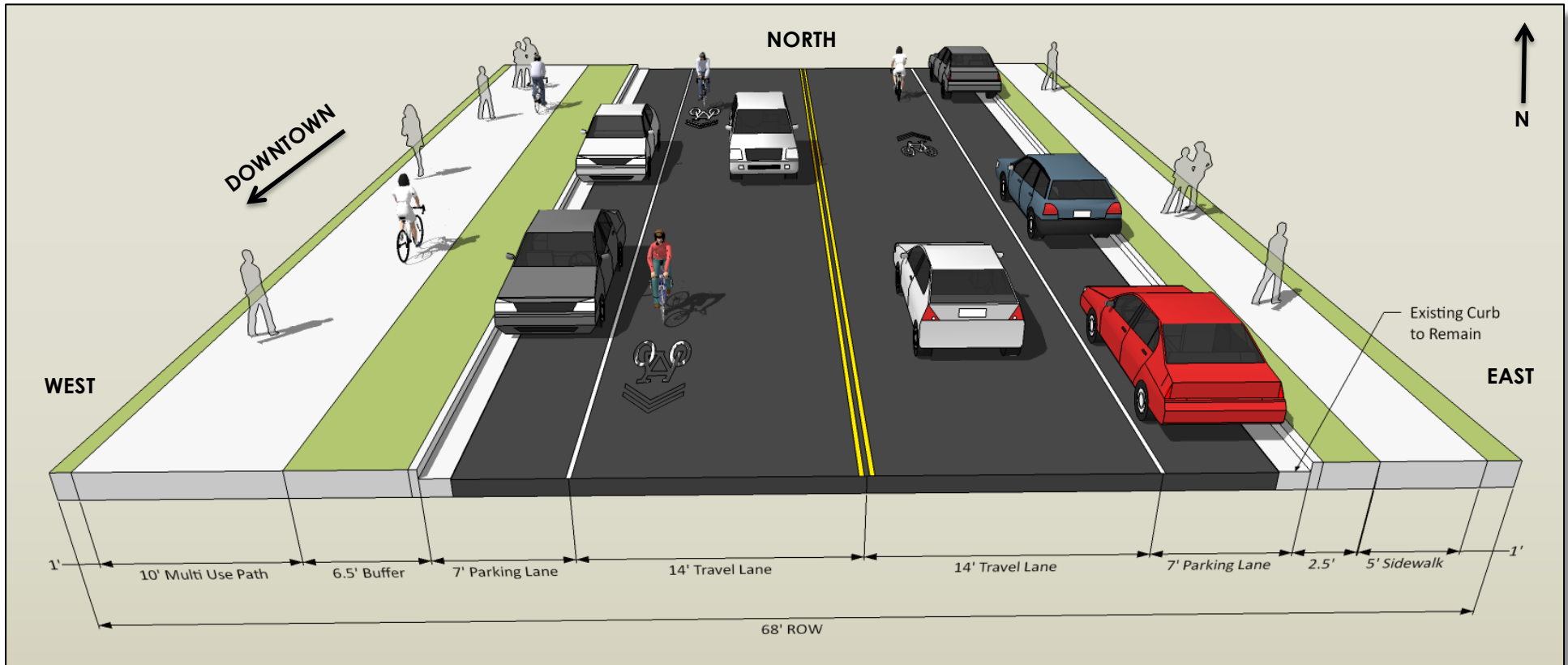
PROS	CONS
Dedicated Multi-Use Path that is Attractive to a Wide Range of Uses for All Ages	Minimum Green Space within Shoulder Areas
On-Street Parking at Select Locations	
Separate Dedicated Bike Lanes for Experienced Cyclists	
Sidewalk Opposite Multi-Use Path	
Lower Construction Costs (Maintain Curb and Gutter along Eastern Side)	
Multi-Use Path is Buffered from Travel Lanes	



CHURCH STREET ALTERNATE No. 2 – UPHILL BIKE LANE, ON-STREET PARKING, SIDEWALK AND MULTI-USE PATH

This alternate incorporates a 5-foot sidewalk along the eastern side of Church Street, a 10-foot Multi-Use Path along the western side and on-street parking along each side. The existing curb and gutter along the eastern side of Church Street will remain while the curb and gutter along the western side will be moved closer to the roadway. The uphill direction will incorporate a separate dedicated bike lane while the downhill direction will utilize an 11-foot shared lane. The buffer area between the Multi-Use Path and the on-street parking is increased.

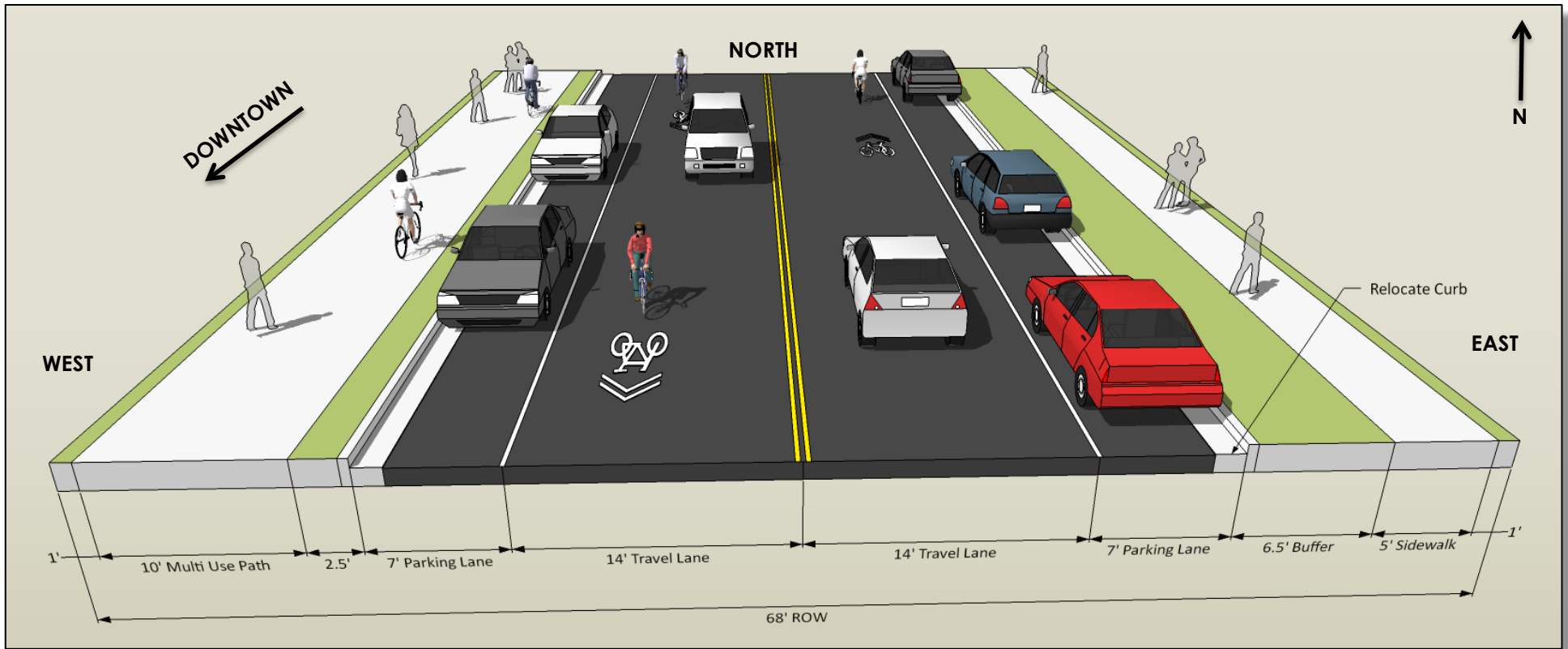
PROS	CONS
Dedicated Multi-Use Path that is Attractive to a Wide Range of Uses for All Ages	No Separate Dedicated Bike Lane in Downhill Direction
On-Street Parking at Select Locations	Bike Facility Varies Between Shared and Dedicated Uses
Separate Dedicated Bike Lane in the Uphill Direction Instead of Shared Lane	Difficult to Incorporate Design within Roadway Corridor
Sidewalk Opposite Multi-Use Path	
Larger Green Space area adjacent to Multi-Use Path	
Lower Construction Costs (Maintain Curb and Gutter along Eastern Side)	



CHURCH STREET ALTERNATE No. 3 – SHARED LANES, ON-STREET PARKING, SIDEWALK AND MULTI-USE PATH

This alternate incorporates a 5-foot sidewalk along the eastern side of Church Street, a 10-foot Multi-Use Path along the western side and on-street parking along each side. The existing curb and gutter along the eastern side of Church Street will remain while the curb and gutter along the western side will be moved closer to the roadway. The travel lanes are increased to 14-feet to allow for shared use and the buffer area between the Multi-Use Path and the on-street parking is increased.

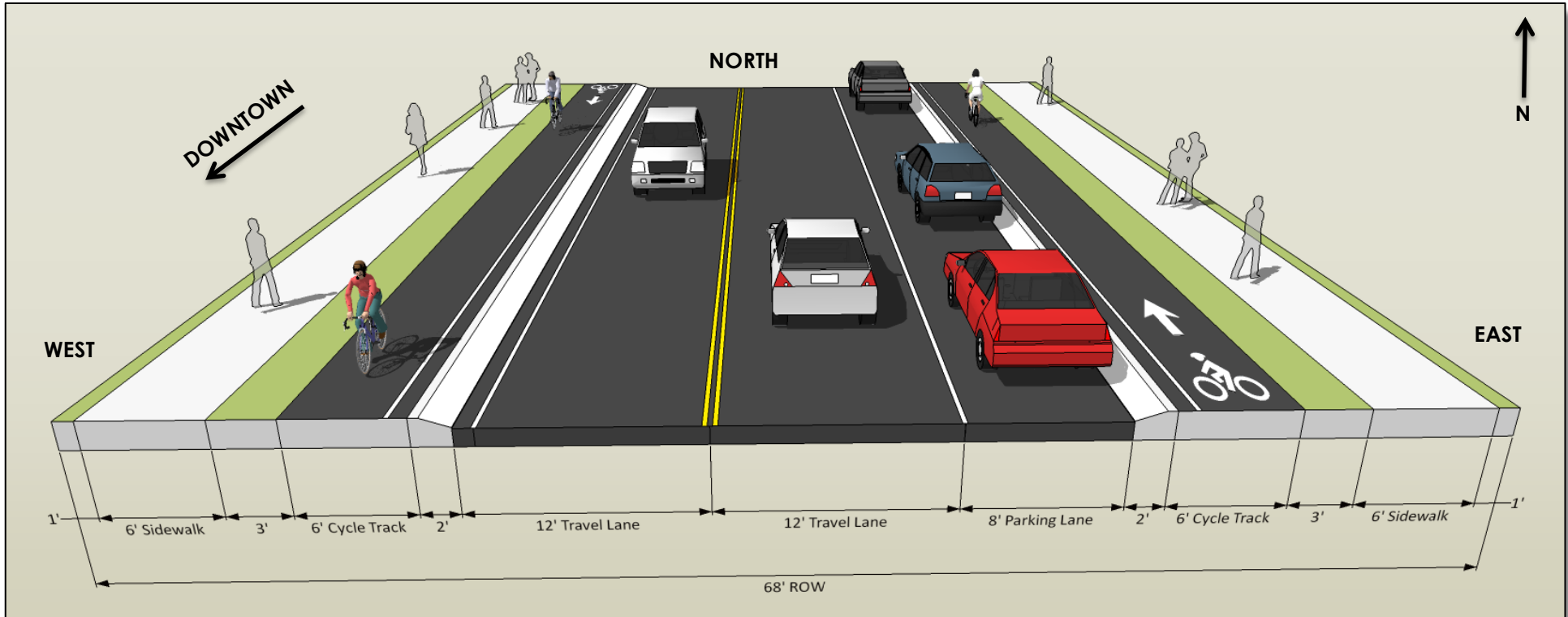
PROS	CONS
Dedicated Multi-Use Path that is Attractive to a Wide Range of Uses for All Ages	No Dedicated Bike Lanes
On-Street Parking at Select Locations	Bike Speed in Uphill Direction can be a Concern
Larger Green Space area adjacent to Multi-Use Path	
Sidewalk opposite Multi-Use Path	
14-foot Shared Lanes for Experienced Cyclists	
Lower Construction Costs (Maintain Curb and Gutter along Eastern Side)	



CHURCH STREET ALTERNATE No. 4 – SHARED LANES, ON-STREET PARKING, SIDEWALK AND MULTI-USE PATH

This alternate incorporates a 5-foot sidewalk along the eastern side of Church Street, a 10-foot Multi-Use Path along the western side and on-street parking along each side. The existing curb and gutter along the each side of Church Street will be moved closer to the roadway to incorporate the proposed improvements. The travel lanes are increased to 14-feet to allow for shared use and the buffer area between the sidewalk and the on-street parking is increased.

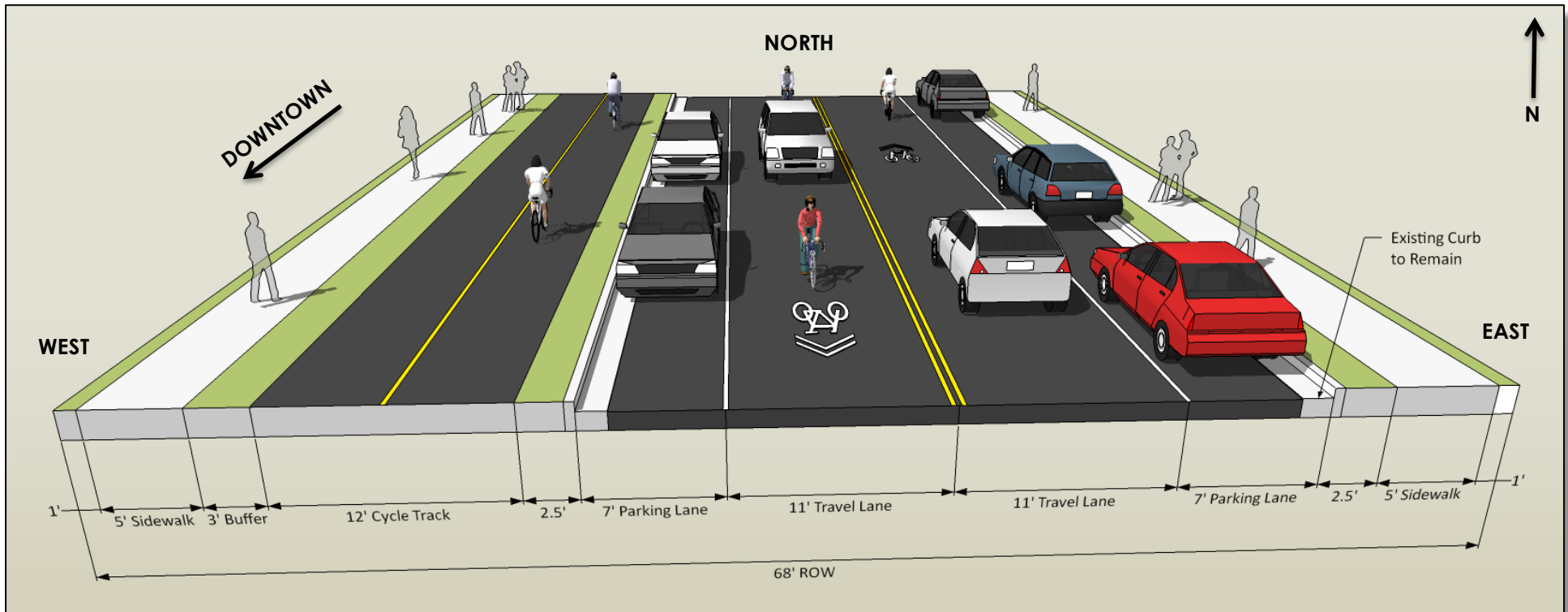
PROS	CONS
Dedicated Multi-Use Path that is Attractive to a Wide Range of Uses for All Ages	No Dedicated Bike Lanes
On-Street Parking at Select Locations	Bike Speed in Uphill Direction can be a Concern
Sidewalk opposite Multi-Use Path	Minimum Green Space Adjacent to Multi-Use Path
Larger Green Space Area Adjacent to Sidewalk	Additional Costs to Move Both Existing Curb Lines Closer to Roadway
14-foot Shared Lanes for Experienced Cyclists	



CHURCH STREET ALTERNATE No. 5 – ONE-WAY CYCLE TRACK, ON-STREET PARKING AND SIDEWALKS

This alternate incorporates a 6-foot sidewalk and a 6-foot cycle track along each side of Church Street, with on-street parking along the eastern side. The existing curb and gutter along each side of the roadway will be moved closer to the roadway to incorporate the proposed improvements.

PROS	CONS
Sidewalks along Each Side of Roadway	Cycle Track adjacent to Roadway on Western Side (Minimal Buffer Area)
On-Street Parking (One Side Only)	Minimum Buffer Between On-Street Parking and Cycle Track (East Side)
Cycle Track in Each Direction	Minimum Green Space within Shoulder Areas
Cycle Track Separated from Travel Lanes	Can be Difficult to Incorporate this Design at Driveways
Cycle Track has a Higher Level of Security than Bike Lanes	Cycle Track not Designed for Shared Use (Walking and Biking)
Cycle Track is Attractive to a Wide Range of Bicyclists at all Levels and Ages	Cycle Track Maintenance (Debris Removal) Can Be More Frequent than for Streets
	Additional Costs to Move Both Existing Curb Lines Closer to the Roadway



CHURCH STREET ALTERNATE No. 6 – TWO-WAY CYCLE TRACK, ON-STREET PARKING AND SIDEWALKS

This option incorporates a 5-foot sidewalk along each side of Church Street, a 12-foot two-way cycle track along the western side, and on-street parking along each side. The existing curb and gutter along the eastern side of Church Street will remain while the curb and gutter along the western side will be moved closer to the roadway.

PROS	CONS
Sidewalks along Each Side of Roadway	Minimum Green Space within Shoulder Areas
On-Street Parking at Select Locations	Can be Difficult to Incorporate this Design at Driveways
Shared Lanes for Experienced Cyclists	Cycle Track Maintenance (Debris Removal) Can Be More Frequent than for Streets
Cycle Track Separated from Travel Lanes	Cycle Track not Designed for Shared Use (Walking and Biking)
Cycle Track has a Higher Level of Security than Bike Lanes	
Cycle Track is Attractive to a Wide Range of Bicyclists at all Levels and Ages	
Lower Construction Costs (Maintain Curb and Gutter along Eastern Side)	