



STIMSON AVENUE - ALTERNATIVES MATRIX

12/11/2018



	<u>BEST</u>	<u>GOOD</u>	<u>FAIR</u>	<u>WORST</u>
Evaluation Criteria	ALTERNATIVE 1 (Shared Use Path)	ALTERNATIVE 2 (Bike Lanes)	ALTERNATIVE 3 (Parking & Shared Use Path)	
Traffic Operations (LOS, potential conflicts between modes)	Good LOS at signalized intersections. 2-Lane roadway creates rear-end crash potential with left-turning vehicles; slows through vehicle speed. SUP separates bicycles from vehicles, bicycles mix with pedestrians.	Good LOS at signalized intersections. 2-Lane roadway creates rear-end crash potential with left-turning vehicles; slows through vehicle speed. Bike Lanes in road but separate from vehicles and pedestrians.	Good LOS at signalized intersections. 2-Lane roadway creates rear-end crash potential with left-turning vehicles; slows through vehicle speed. SUP separates bicycles from vehicles, bicycles mix with pedestrians.	
Traffic Calming	2-lane roadway helps calm traffic with perceived narrowness of road and potential for turning vehicles to slow traffic.	2-lane roadway helps calm traffic with perceived narrowness of road and potential for turning vehicles to slow traffic. Presence of Bike Lanes will likely diminish this effect.	2-lane roadway helps calm traffic with perceived narrowness of road and potential for turning vehicles to slow traffic.	
Bicyclist Comfort All Ages and Abilities Level of Stress	SUP is All Ages and Abilities facility with low level of stress.	Bike lanes on a low volume, low speed road like Stimson likely provides Level of Stress 3	SUP is All Ages and Abilities facility with low level of stress.	
Wide Sidewalks for Enhanced Access to Businesses	Sidewalk in addition to the SUP on south side provides wide sidewalk area.	Sidewalk is separate from bicycle facility.	SUP on south side provides wide sidewalk area.	
Bus Stops & Pedestrian Access	SUP along roadway provides direct pedestrian access to buses.	Bike Lanes along roadway provides direct pedestrian access to buses, assuming bus occupies bike lane for bus boarding and exiting.	SUP along roadway provides direct pedestrian access to buses. Larger buffer spaces provides better boarding and exiting space.	
Bicyclist vs Pedestrian Conflicts	SUP combines bicyclist and pedestrians into the same space.	Bike lanes split bicyclists and pedestrians into separate spaces.	SUP combines bicyclist and pedestrians into the same space.	
Bicyclist vs Access Point Conflicts	SUP introduces two-way bicyclist traffic around driveways and side streets.	Bike lanes separate cyclist direction of travel to appropriate side of the street. One-way bicyclist traffic around driveways and side streets.	SUP introduces two-way bicyclist traffic around driveways and side streets.	