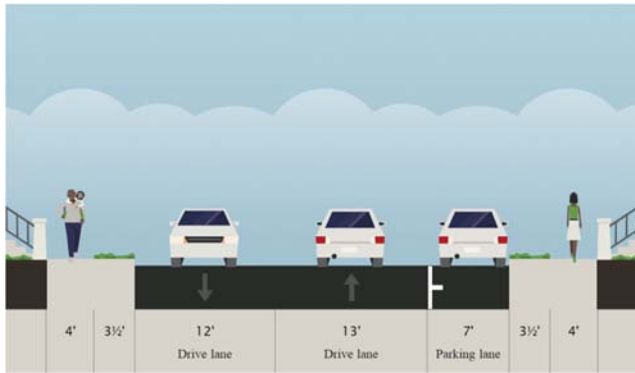


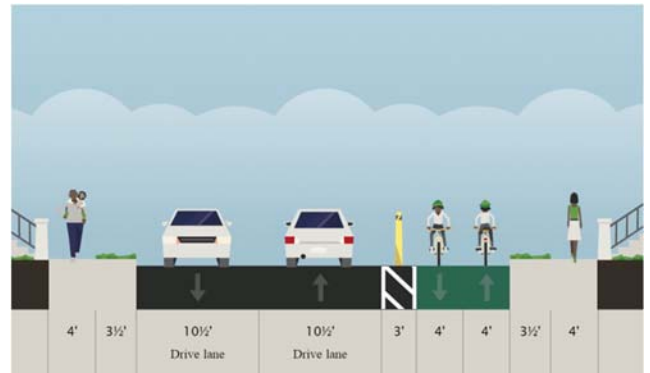
Legacy Trail Phase 3 - Alternative Typical Section Fact Sheet

Existing Conditions



- No dedicated bicycle facilities exist along the Third Street and Fourth Street corridors.
- On-street parking is provided for a significant portion of the study routes. Parking is primarily used by Residents and Transylvania University students along Fourth Street and patrons of businesses along Third Street.
- The curb to curb width varies along the corridor from 28 feet to 35 feet in width. Nearly 50 percent of the route is 32 feet wide or less with approximately 20 percent less than 30 feet.

Two-Way Protected Bicycle Lane Alternative



- Provides for a dedicated bicycle facility that is more desirable for recreational use.
- Requires elimination of on-street parking and turn lanes at intersections.
- Based on case study research, signal timing and phasing modifications are required for the corridor to restrict turning movement conflicts. This will require review of multiple street corridors.
- Roadway widening through narrow portions is necessary to provide minimum buffer and maintain adequate vehicular travel lane width.
- This non-standard design application will require public education as well as coordination/review with other city departments.

Traditional Bike Lane Alternative



- Provides for a dedicated bicycle facility using traditional bike lanes.
- Requires elimination of on-street parking and turn lanes at intersections.
- The application of traditional bike lanes is a lower cost alternative compared to the two-way protected bike lane alternative.
- Bike lanes are less desirable for recreational users.

Enhanced Shared Lane Alternative



- Provides markings on the existing street to improve driver awareness of bicyclists who will "share" the road.
- Maintains a physical connection to the existing trail, but loses the continuity of the unique character.
- Intermixing vehicular and bicycle traffic reduces the feeling of safety and security of recreational/family users.
- Allows existing on-street parking to remain as is.
- Lowest cost option of any of the alternatives.