

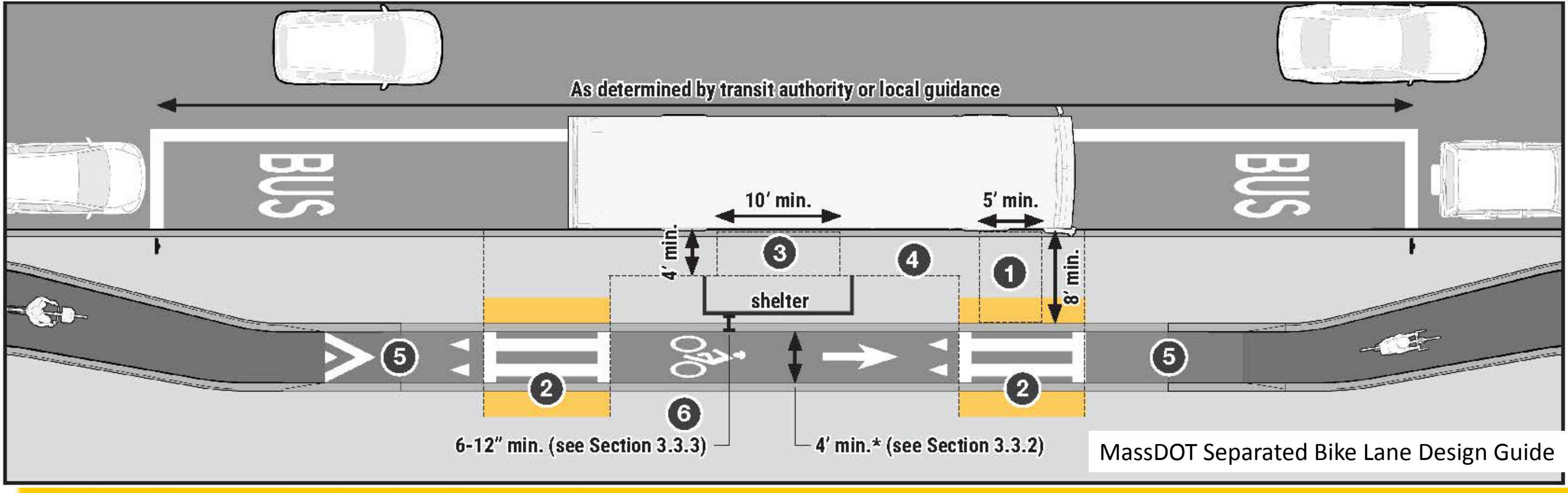
WELCOME

AMHERST AVENUE BIKEWAY
FROM WINDHAM LANE TO ARCOLA AVENUE
PUBLIC MEETING
OCTOBER 3, 2019



PROPOSED TREATMENTS

FLOATING BUS STOP



SHARED LANE



SEPARATED BIKE LANES



TWO-WAY CYCLE TRACK



Note: Display examples are for illustrative purposes only. Project specific improvements will require further evaluation and design for applicability on a case by case basis.



IMPACT SUMMARY MATRIX

ALTERNATIVE	ALT 1	ALT 2	ALT 3A	ALT 3B
DESCRIPTION	SEPARATED BIKE LANES WITH SHARED LANE. Separated bike lanes on both sides of the roadway. From Blueridge Ave to Arcola Ave the NB direction is a shared lane.	SEPARATED BIKE LANES WITH ROADWAY WIDENING. Separated bike lanes on both sides of the roadway along the entire corridor. Roadway widening from Blueridge Ave to Arcola Ave.	TWO-WAY CYCLE TRACK WITHIN EXISTING ROADWAY. Two-way cycle track on the SB side of the roadway along the entire corridor.	TWO-WAY CYCLE TRACK WITH ROADWAY WIDENING. Two-way cycle track on the SB side of the roadway along the entire corridor. Roadway widening from Prichard Rd to Reedie Dr and Blueridge Ave to Arcola Ave.
UTILITIES	No Impact	One Utility Pole will need to be relocated.	No Impact	14 Utility Poles will need to be relocated.
PARKING	<ul style="list-style-type: none"> • 71 Spaces lost • 59 Permit Spaces • 12 Metered/ No Restrictions 	<ul style="list-style-type: none"> • 39 Spaces Lost • 27 Permit Spaces • 12 Metered/ No Restrictions 	<ul style="list-style-type: none"> • 76 Spaces Lost • 0 Permit Spaces • 76 Metered/ No Restrictions 	<ul style="list-style-type: none"> • 12 Spaces Lost • 0 Permit Spaces • 12 Metered/ No Restrictions
STREET TREES	No Impact	12 Street Trees will need to be removed.	No Impact	19 Street Trees will need to be removed.
TRANSIT	Shared Cycle Track Stops and Bus Stops without Bicycle Protection	Shared Cycle Track Stops and Floating Bus Stops	Shared Cycle Track Stops and Floating Bus Stops	Floating Bus Stops
INFRASTRUCTURE	Curb reconstruction at Blueridge Ave. Existing bioentention facilities will be removed at Elkins St.	Curb reconstruction at Blueridge Ave. Existing bioentention facilities will be removed at Elkins St. Roadway widening from Blueridge Ave to Arcola Ave.	Curb reconstruction at Blueridge Ave. One of two bioentention facilities will be removed at Elkins St.	Curb reconstruction at Blueridge Ave. One of two bioentention facilities will be removed at Elkins St. Roadway widening from Prichard Rd to Reedie Dr and Blueridge Ave to Arcola Ave.
ESTIMATED COST	\$2,079,336	\$2,973,105	\$1,862,504	\$3,284,806
ADVANTAGES	Lower cost and Limit of Disturbance.	Less parking will need to be removed to accommodate bicycle facility.	Lowest cost amongst alternatives.	The least amount of parking will need to be removed with this alternative.
DISADVANTAGES	Significant parking will need to be removed to accommodate bicycle facility.	Larger limit of disturbance and higher cost from roadway widening.	Two-Way Cycle track intersection crossings may be more dangerous in comparison to separated bike lanes. The most parking is lost with this alternative.	Largest Limit of Disturbance and impact to utilities and trees.



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CONNECTIONS

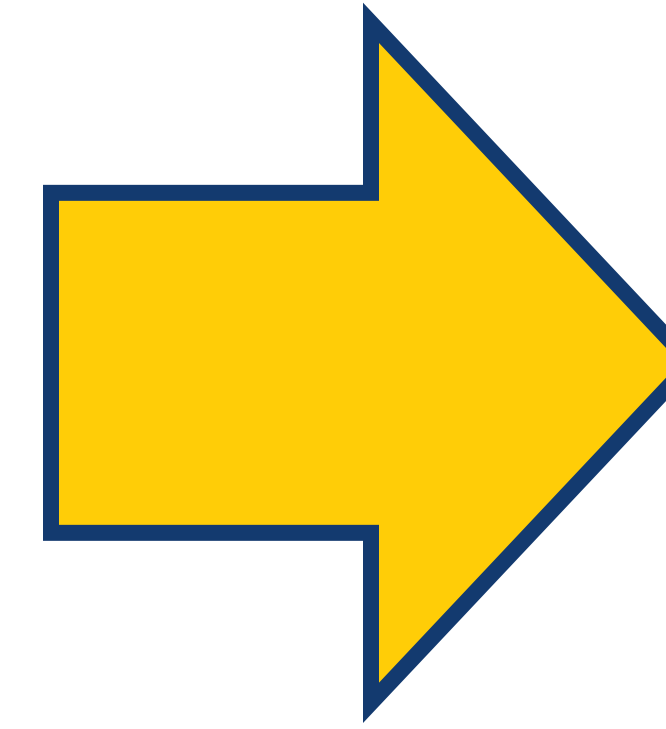


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AMHERST AVENUE BIKEWAY

Existing



Proposed

