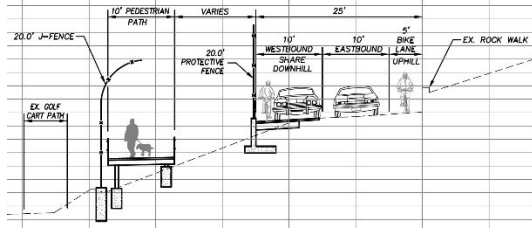
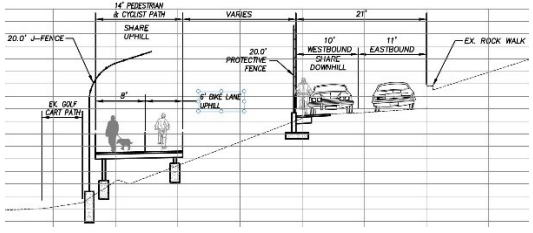
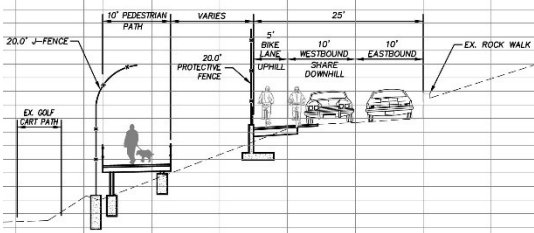
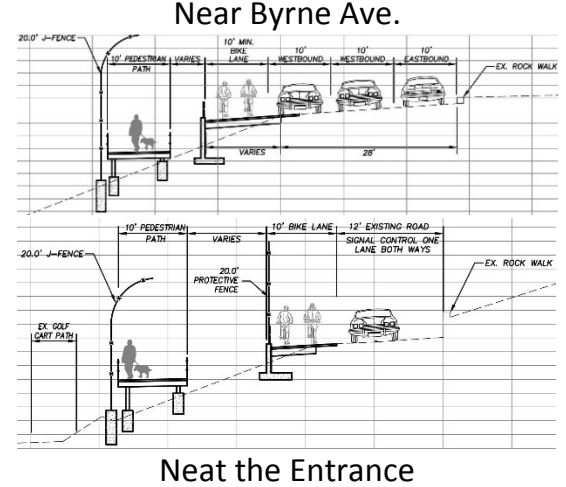


Alternatives Comparison*

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Descriptions	A Climbing Bike Lane (5') wide next to the Existing Rock Retaining Wall.	A Climbing Bike Lane (5') next to the ADA Path for a total of <u>14'</u> wide.	A Climbing Bike Lane (5') next to Descending Auto Lane w/ Traffic Delineator separation.	New Traffic Signals control a Bi-Directional Auto Lane next to the rock wall & a 10' wide 2-way Bike Lane.	2 traffic lanes & two 5' wide sidewalks for a total of 30' wide.
Cross-Sections					
FACTORS\SCORE	HIGH	HIGH	MODERATE	LOWEST	LOW
SAFETY	High	High	Moderate	Moderate	Low
ROAD WIDENING	Moderate	Lowest	Moderate	Highest	High
TREE LOSS (# OF TREES)	High (21)	Low (9)	High (21)	Low (9)	High (29)
TRAFFIC IMPACT	Low	Low	Low	High	Low
CONSTRUCTABILITY	Moderate	Easy	Moderate	Difficult	Difficult

***Notes:**

- All Alternatives have two 10' wide auto lanes except Alternative D which has one 12' wide Bi-Directional auto lane.
- All Alternatives, the Descending Bikes share the lane with the Descending autos except in Alternative D where they have a dedicated lane adjacent to the auto lane.
- All Alternatives, the 10' wide Concrete Path for Pedestrian & ADA access are designed on the existing sloped embankment north of the Access Road.