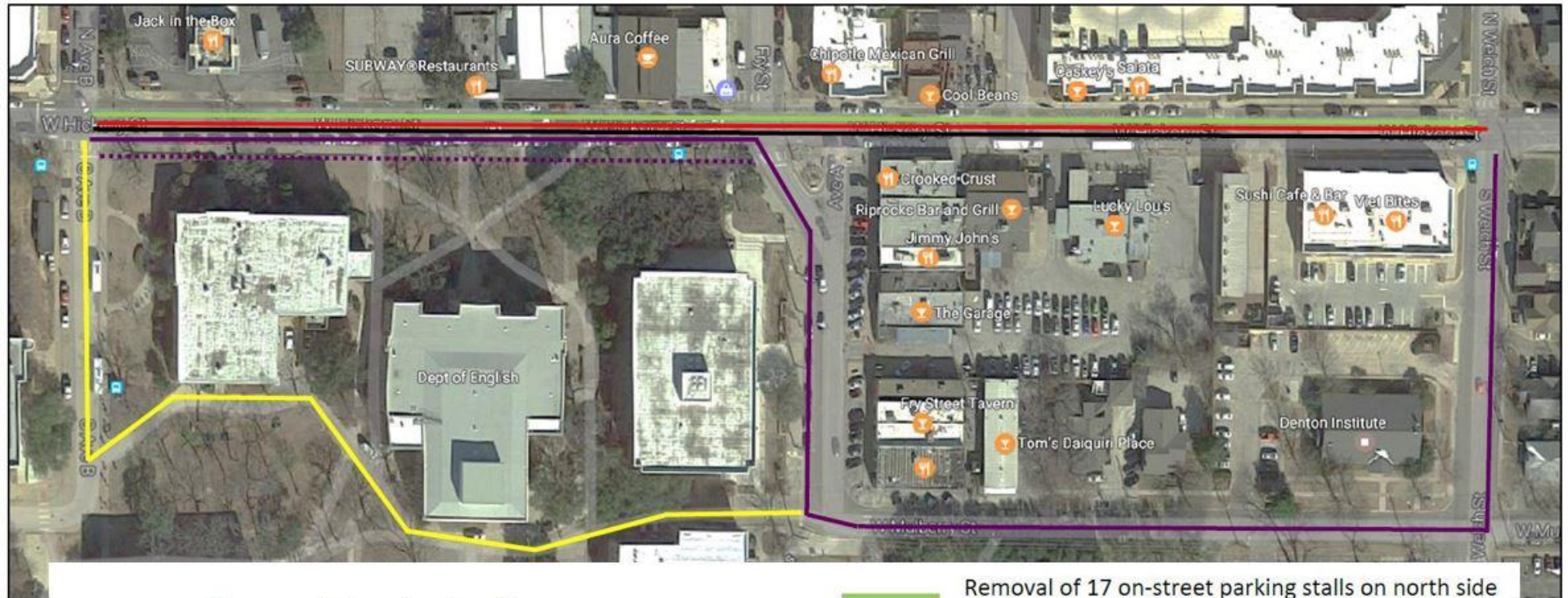


Options for W Hickory Street Bike Accommodations



— No removal of on-street parking
Sharrows

— Removal of 22 on-street parking stalls on south side
Reroute through Ave A/Mulberry/Welch

..... No removal of on-street parking; construct widened
sidewalk for use by people on bikes and on foot
Reroute through Ave A/Mulberry/Welch

— Removal of 17 on-street parking stalls on north side
Use parking on south side as a buffer for bike lane

— No removal of on-street parking
Reroute through UNT Campus, Mulberry and Welch

— Remove on-street parking stalls on south side
from Ave B to Welch

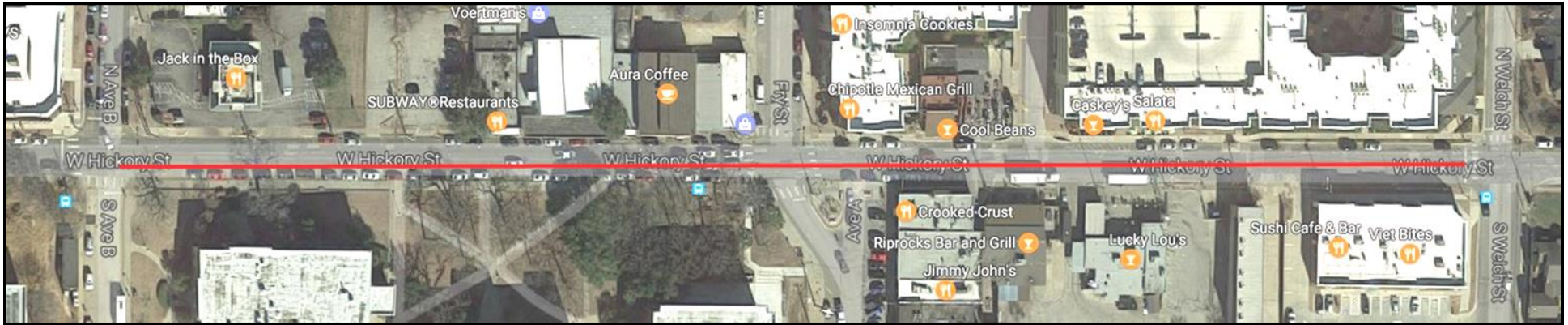
Recommendations that include on-street parking removal

<u>Option</u>	<u>Bike Accommodation</u>	<u>Pros</u>	<u>Cons</u>
1 Remove 22 parking stalls between Avenue B and A, and 6 parking stalls between Avenue A and Welch St, both on the south side	Buffered bike lane from Avenue B to Welch	Completes continuous bike lane from Bonnie Brae to Carroll; in accordance with adopted Bike Plan; safest option that keeps people on bicycles on the same facility type	Removal of on-street parking stalls near businesses
2 Remove 18 parking stalls from Avenue B to A on north side; remove 6 parking stalls from Avenue A/Fry St to Welch Street on the south side	Protected bike lane from Avenue B to A; buffered bike lane from Avenue A to Welch	Completes continuous bike lane from Bonnie Brae to Carroll; in accordance with adopted Bike Plan; safest option that keeps people on bicycles on the same facility type; saves 3 on-street parking stalls	Creates a one-block travel lane misalignment; taper distance for travel lane switch would remove additional parking stalls; places on-street parking on opposite side of businesses
3 Remove 22 parking stalls from Avenue B to A on the south side, with reroute through Ave A/Mulberry Welch	Buffered bike lane from Avenue B to A	Completes portion of bike route as per the adopted Bike Plan	Creates a long, non-direct re-route
4 Remove 22 parking stalls from Avenue B to A on the south side	Bike lane with bollards from Avenue B to A, sharrows and signs from Avenue A to Welch	Completes link as per spirit of the adopted Bike Plan, but not the recommended accommodation.	Leaves out a one-block segment of a bike route corridor; leaves people on bikes vulnerable to delivery trucks, sight issues from driveways

Recommendations that do not include on-street parking removal

<u>Option</u>	<u>Bike Accommodation</u>	<u>Pros</u>	<u>Cons</u>
5 Keep all existing on-street parking	Sharrows and signs from Avenue B to Welch	Maintains on-street parking	Forces people on bikes to switch between bike facilities; bikes slow traffic in main lanes
6 Keep all existing on-street parking	Reroute people on bikes at Avenue B through UNT Campus to Mulberry, to connect back to Hickory from Welch	Maintains on-street parking	Reroutes people on bikes through pedestrian-heavy traffic area; least direct route option; likely to not be used
7 Keep all existing on-street parking	Reroute people on bikes to a widened sidewalk w/striped bike lane and pedestrian lane between Avenue B and A, to connect back to Hickory from Mulberry and Welch	Maintains on-street parking	Reroutes people on bikes to a pedestrian-heavy area that will be difficult to control; transition back on to street difficult; least direct route option; likely not be used by people on bikes and creates conflict with high-volume pedestrian area

Recommended option: Remove parking stalls on south side of Hickory Street to facilitate bike lane



- Implements 2012 Bike Plan as adopted
- Most-direct route
- Safest option for people on bikes
- Completes bike route on Hickory St
- Reduces traffic-slowing maneuvers to parallel park
- Provides better clearance zone for bus stop
- Promotes riding in street instead of sidewalk