





New Ave Bikeway - Option Matrix



SEGMENT	ALTERNATIVE	PROS	CONS	PROPOSED TYPICAL (Generated from Streetmix.net)
Auburn Ave to Devonshire Ave (Sta. 102+75 To 105+25, Lt)	<b>Alternative 1 (Shown on Concept Plan)</b> - Reduce Road Width 1' - Rebuild Sidewalk as 8' Shared Use Path (SUP) with 2' Buffer	- Maintains On Street Parking - Off Street Bicycle Accommodations	- SUP is 8' Wide (10' Preferred) - Higher Potential for Bike/Ped Conflicts - Frontage Road Width Reduced by 1'+/- - 1 Utility Pole Relocation - Fence Relocations - Removal of Trees/Landscaping - Reconstruct Driveway/Walkway Tie-Ins - Reduction in width of median separating MD 650 and Service Road	
	<b>Alternative 2</b> - Reduce Road Width 8' - Rebuild Sidewalk as 10' Shared Use Path (SUP) with 2' Buffer - Hold Back Edge of Existing Sidewalk	- No Impacts to Fence or Trees - Off Street Bicycle Accommodations - SUP Meets Recommended 10' Width and has a 2' buffer	- Removes Existing On Street Parking - Higher Potential for Bike/Ped Conflicts - Reconstruct Driveway/Walkway Tie-Ins - Reduction in width of median separating MD 650 and Frontage Road	
	<b>Alternative 3</b> - Remove Parking and Restripe as SB Sharrow and NB Contra-Flow Bike Lane	- Utilizes Existing Sidewalk and Curb - No Impacts to Fence, Trees, or Driveway/Walkway Tie-ins - No Utility Pole Impacts - Least Impact/Low Cost - Alternative 3B provides further separation of Contra-Flow Riders from MD 650	- Removes Existing On Street Parking - Existing Sidewalk Does Not Meet ADA Requirements. Recommend Construction of Passing Areas Every 200'	<div><p>Alternative 3A</p></div> <div><p>Alternative 3B</p></div>

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Devonshire Ave to Larch Ave (Sta. 105+75 To 111+00, Lt)	<b>Alternative 1 (Shown on Concept Plan)</b> - Reduce Road Width 1.5' - Reconstruct Sidewalk as 8' SUP	- Maintains On Street Parking - Off Street Bicycle Accommodations	- SUP is 8' Wide (10' Preferred) - Higher Potential for Bike/Ped Conflicts - Frontage Road Width Reduced by 1.5'+/- - No Buffer between SUP and Road - 4 Utility Pole Relocations - Fence Relocations - Removal of Trees/Landscaping - Reconstruct Driveway/Walkway Tie-Ins - Requires Retaining Wall - Requires Signal Modifications at Larch Ave	
	<b>Alternative 2</b> - Implement SB Shared Lane Along Service Road - Implement NB Shared Lanes Along Local Streets	- No Impacts to Fence, Trees, Driveway/Walkway Tie-ins, Utility Poles - Maintains On Street Parking - Least Impact/Low Cost - Utilizes Existing Sidewalk and Curb	- Requires NB Bicycle Route to use Secondary Roads (Sharrows and Signing to be installed) - On Street Bicycle Accommodations - Does Not Provide Continuity with Adjacent Blocks - No Dedicated Bike Facility may Encourage Sidewalk Riding - Existing Sidewalk Does Not Meet ADA. Recommend Construction of Passing Areas Every 200'	 Green Arrows Depict Shared Lane Routes
Larch Ave to Sligo Creek Pkwy (Sta. 111+25 To 123+25, Lt)	<b>Alternative 1 (Shown on Concept Plan)</b> - Construct 10' Wide SUP with 9' min Buffer behind Ex. Curb	- Off Street Bicycle Accommodations - SUP Meets Recommended 10' Width and has a 9' min buffer (Except at the Sligo Creek Intersection where an 8' SUP with 2' Buffer is Provided)	- Impacts M-NCPPC, WSSC, and Vanic Properties - Requires 600 L.F. of Retaining Walls (4'-8' Height) - Potential Stream/Wetland/Tree Impacts - Potential Utility Pole Guy Wire Relocation - Requires Electric Meter Relocation	
Sligo Creek Pkwy to Glenside Drive (Sta. 124+00 To 127+75, Lt)	<b>Alternative 1 (Shown on Concept Plan)</b> - Construct 10' Wide SUP with 10' min Buffer behind Ex. Curb	- Off Street Bicycle Accommodations - SUP is 10' Wide with a 10' min Buffer - Existing Sidewalk Remains in place	- Impacts M-NCPPC and Brightlight Baptist Church Properties - Requires Bike/Pedestrian Bridge - Potential Floodplain Impacts - Potential Utility Pole Guy Wire Relocation - Removal of Trees	

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Glenside Drive to Merwood Drive (Sta. 128+00 To 134+00, Lt)	<b>Alternative 1A (Shown on Concept Plan)</b> - Reduce Width of Median Island to 3.5' - Restripe Service Rd with SB Sharrow and NB Contra-Flow Lane	- Maintains On Street Parking - Utilizes Existing Sidewalk and Curb on Outside Edge of Frontage Road - No Impacts to Fence, Trees, or Driveway/Walkway Tie-ins - Removes Pedestrians from Service Road Median	- 4 Utility Pole Relocations (Requires Utility Poles be relocated within 3.5' wide median) - Reduction in width of median separating MD 650 and Service Road - Existing Sidewalk Does Not Meet ADA Requirements. Recommend Construction of Passing Areas Every 200'	
	<b>Alternative 1B and 1C</b>	<b>Alternative 1B (In Addition to 1A Pros):</b> - Provides further separation of NB and SB Bicyclists from MD 650 <b>Alternative 1C (In Addition to 1A Pros):</b> - Provides further separation of NB Bicyclists from MD 650 - Parking Located on Typical Side of Road	<b>Alternative 1B (In Addition to 1A Cons):</b> - Non typical parking location - Narrow median offers limited access to parked vehicles - Non Traditional Lane Configuration - Pedestrians must cross bike lane and travel lane to access parked cars <b>Alternative 1C (In Addition to 1A Cons):</b> - No buffer between Parking Lane and Contra-Flow Lane (Potential Conflicts)	
	<b>Alternative 2</b> - Remove On-Street Parking - Restripe as SB Sharrow and NB Contra-Flow Lane	- Provides Buffer Between Contra-Flow Lane and Shared Lane - No Impacts to frontage road median except at intersection - Least Impact/Low Cost	- Removes On-Street Parking	
	<b>Alternative 3</b> - Reduce Width of Median Island to 3.5' - Reconstruct Sidewalk as 8' SUP (Min.) with 2' Buffer	- Maintains On Street Parking - Off Street Bicycle Accommodations - Removes Pedestrians from Service Road Median	- SUP Is 8' Minimum Width - 4 Potential Utility Pole Relocations (Relocated to proposed 3.5' Wide Median) - Reconstruct Driveway/Walkway Tie-Ins - In Select Locations no Buffer between SUP and Road - Higher Potential for Bike/Ped Conflicts - Reduction in width of median separating MD 650 and Service Road	



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Merwood Drive to Kingwood Drive (Sta. 134+75 To 140+50, Lt)	<b>Alternative 1A (Shown on Concept Plan)</b> - Reduce Width of Median Island to 3.5' - Restripe Service Rd with SB Sharrow and NB Contra-Flow Lane	- Maintains On Street Parking - Utilizes Existing Sidewalk and Curb on Outside Edge of Frontage Road - No Impacts to Fence, Trees, or Driveway/Walkway Tie-ins - Removes Pedestrians from Service Road Median	- 4 Potential Utility Pole Relocations - Contra-Flow Lane is Min. 4' Wide (MDSHA Bicycle Guidelines allow 4' width for Posted Speed <35 MPH) - Reduction in width of median separating MD 650 and Service Road - Existing Sidewalk Does Not Meet ADA Requirements. Recommend Construction of Passing Areas Every 200'	
	<b>Alternative 1B and 1C</b>	<b>Alternative 1B (In Addition to 1A Pros):</b> - Provides further separation of NB and SB Bicyclists from MD 650  <b>Alternative 1C (In Addition to 1A Pros):</b> - Provides further separation of NB Bicyclists from MD 650 - Parking Located on Typical Side of Road	<b>Alternative 1B (In Addition to 1A Cons):</b> - Non typical parking location - Narrow median offers limited access to parked vehicles - Non Traditional Lane Configuration - Pedestrians must cross bike lane and travel lane to access parked cars  <b>Alternative 1C (In Addition to 1A Cons):</b> - No buffer between Parking Lane and Contra-Flow Lane (Potential Conflicts)	
	<b>Alternative 2</b> - Remove On-Street Parking - Restripe as SB Sharrow and NB Contra-Flow Lane	- Provides Buffer Between Contra-Flow Lane and Shared Lane - No Impacts to frontage road median except at intersection - No Utility Pole Relocation - Least Impact/Low Cost	- Removes On-Street Parking - Requires reconstruction of curb, sidewalk, median, and bus stop at Merwood Drive Intersection to install Contra-Flow Lane - Impacts to Gadsden Property	
	<b>Alternative 3</b> - Reduce Width of Median Island to 3.5' - Reconstruct Sidewalk as 8' SUP (Min.) with 2' Buffer	- Maintains On Street Parking - Off Street Bicycle Accommodations - Removes Pedestrians from Service Road Median	- SUP Is 8' Minimum Width - 4 Potential Utility Pole Relocations (Relocated to proposed 3.5' Wide Median) - Reconstruct Driveway/Walkway Tie-Ins  - In Select Locations no Buffer between SUP and Road - Reduction in width of median separating MD 650 and Service Road - Higher Potential for Bike/Ped Conflicts - High Impact/Most Expensive to Construct	

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SEGMENT	ALTERNATIVE	PROS	CONS	PROPOSED TYPICAL (Generated from Streetmix.net)
Kingwood Drive to Holton Lane (Sta. 141+00 To 143+00, Lt)	<b>Alternative 1 (Shown on Concept Plan)</b> - Remove On-Street Parking - Restripe as SB Sharrow and NB Contra-Flow Lane	- Provides Buffer Between Contra-Flow Lane and Shared Lane - No Impacts to frontage road median except at intersection - Maintains Existing Grass Buffer between back of curb and sidewalk - Relocates Bus Stop off of median - Lower Impact/Low Cost	- Removes On-Street Parking - Existing Sidewalk Does Not Meet ADA Requirements. Recommend Construction of Passing Areas Every 200' - Buffer Width is Minimum (3' Preferred)	
	<b>Alternative 1B</b> - Remove On-Street Parking - Restripe as SB Sharrow and NB Contra-Flow Lane	- Provides Buffer Between Contra-Flow Lane and Shared Lane - No Impacts to frontage road median except at intersection - Maintains Existing Grass Buffer between back of curb and sidewalk - Relocates Bus Stop off of median - Lower Impact/Low Cost - Northbound Bicyclists moved to farside away from MD 650	- Removes On-Street Parking - Existing Sidewalk Does Not Meet ADA Requirements. Recommend Construction of Passing Areas Every 200' - Buffer Width is Minimum (3' Preferred)	
	<b>Alternative 2</b> - Reconstruct Sidewalk as 8' SUP (Min.) with 2' Buffer	- Maintains On Street Parking - Off Street Bicycle Accommodations - Relocates Bus Stop off of median	- SUP Is 8' Minimum Width - Reconstruct Walkway Tie-Ins - Higher Impact/Higher Cost	