Segment 3: Donald Drive to Corliss Drive Revised Design Options

Note: Iterations or combinations of facilities (vehicular travel and center turn lanes, multi-use path (MUP), sidewalks, and bike lanes) in addition to those shown here may be possible.

**Typical Existing Condition**

**Short-Term**

- Short-Term Option A:
  - Retain four travel lanes; narrow lanes to 10.5’ wide
  - Bike lanes
  - Parking (alternating sides)

- Short-Term Option B:
  - Convert one travel lane to a center turn lane; narrow lanes to 10.5’ wide
  - Bike lane (northbound)
  - West side MUP
  - Parking (alternating sides)

- Short-Term Option C:
  - Remove two travel lanes and add a center turn lane; narrow lanes to 11’ wide
  - Bike lanes (both sides)
  - West side MUP
  - Parking (alternating sides)

**Long-Term**

- Long-Term Option A:
  - Retain four travel lanes or convert one travel lane to a center turn lane; narrow lanes to 11’ wide
  - Bike lane (both sides)
  - Parking (alternating sides)

- Long-Term Option B:
  - Convert one travel lane to a center turn lane; narrow lanes to 10.5’ wide
  - Could convert center turn lane to a travel lane if additional capacity is needed
  - Bike lanes (both sides)
  - East side sidewalk and west side MUP
  - Parking (alternating sides)
  - Underground utilities (necessary with west side MUP, but optional with west side sidewalk)

- Long-Term Option C:
  - Convert one travel lane to a center turn lane; narrow lanes to 11’ wide
  - Could convert center turn lane to a travel lane if additional capacity is needed
  - Bike lanes (both sides)
  - East side sidewalk and west side MUP
  - Parking (alternating sides)
  - Underground utilities (necessary with west side MUP, but optional with west side sidewalk)

Alternatives:

- West side sidewalk and east side MUP
- West and east side sidewalks (no MUP)