



CONCEPT PLANS D COMPARISON CHART

BASIC FEATURES	EXISTING CONDITIONS	MEDIAN OPTION	
		With Full Length East Service Drive ¹	Without East Service Drive ¹
Median between northbound and southbound travel lanes for North Charles Street	NO	YES	YES
Number of northbound travel lanes along Charles Street	3 to 4 lanes	2 to 3 lanes between 25 th Street and 29 th Street ----- 2 lanes between 29 th Street and Art Museum Drive 3 lanes between Art Museum Drive and 33 rd Street 2 lanes north of 33 rd Street	2 to 3 lanes between 25 th Street and 29 th Street ----- 2 lanes between 29 th Street and Art Museum Drive 3 lanes between Art Museum Drive and 33 rd Street 2 lanes north of 33 rd Street
Service drives	East side only (14' wide, shared for parking and autos)	East side only ¹ (16' wide, shared for parking and autos)	NONE
Bicycle lanes (see Appendix 4)	None	East side (NB) in northbound lanes West side (SB) in southbound lanes (outside curb travel lane widened by 4') ²	East side (NB) in northbound lanes West side (SB) in southbound lanes (outside curb travel lane widened by 4') ²
Traffic Calming	None	Narrow lanes, Traffic Signals, well-marked Pedestrian Crossings, and other details to be developed	Narrow lanes, Traffic Signals, well-marked Pedestrian Crossings, and other details to be developed
Northbound left turn @ Art Museum Drive	No	Yes – Full time (separate turn lane)	Yes – Full time (separate turn lane)
Parking Supply (29 th Street to University Parkway) (see Appendix 3)	About 200 spaces west side: 5 spaces east side: 73 spaces service drive: 123 spaces	Detailed parking counts to be refined; but preliminary estimate is about 250 to 270 spaces.	Detailed parking counts to be refined; but preliminary estimate is about 140 to 150 spaces. ³

Footnotes

1. Future studies to address full-length vs. partial length service roads; perhaps provide East Service Drive only between 29th and 31st Streets and between 34th Street and University Parkway.
2. Exact location and width of bicycle lanes to be further evaluated in design development phase.
3. Further work on parking spaces required; at present, this option would have less parking than is permitted today **UNLESS** parking is permitted along the median during off-peak periods. Parking along the median in off-peak periods, however, may create safety problems for both traffic and pedestrians.