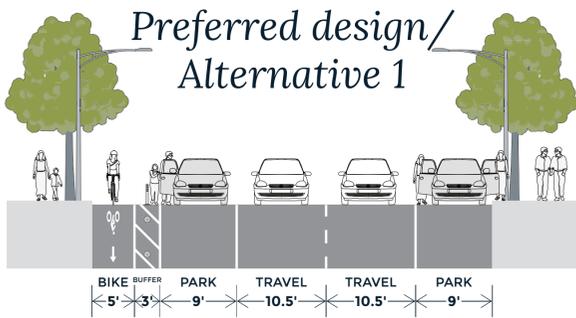


# BEACON STREET DESIGN ALTERNATIVES

## CONSIDERATIONS

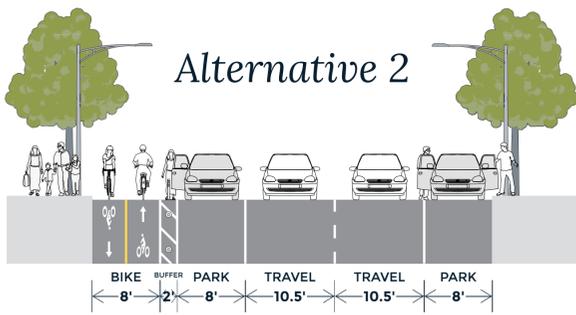
Alternative 1    Alternative 2    Alternative 3    Alternative 4

Improved safety	★ ★ ★	★ ★ ★	★ ★ ☆	★ ★ ★
Speed management	★ ★ ★	★ ★ ★	★ ☆ ☆	★ ★ ★
Pedestrian comfort	★ ★ ★	★ ★ ☆	★ ★ ☆	★ ★ ☆
Bicyclist comfort	★ ★ ☆	★ ★ ☆	★ ☆ ☆	★ ★ ☆
Quick buildability	★ ★ ★	★ ☆ ☆	★ ★ ★	★ ☆ ☆
Parking impacts	★ ★ ★	★ ★ ★	★ ★ ★	★ ☆ ☆
Signal changes	★ ★ ☆	★ ☆ ☆	★ ★ ☆	★ ★ ☆
User delay	★ ★ ★	★ ☆ ☆	★ ★ ★	★ ★ ★



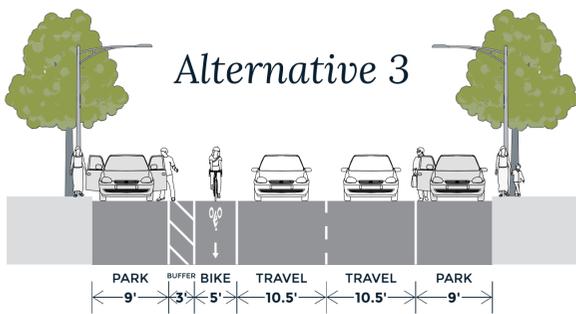
### CONSIDERATIONS

- Improved safety ★ ★ ★ Lane reductions can reduce the number and severity of crashes
- Speed management ★ ★ ★ Visually narrows the roadway to 21'
- Pedestrian comfort ★ ★ ★ Fewer lanes to cross at once
- Bicyclist comfort ★ ★ ☆ Physical separation without an inbound connection
- Quick buildability ★ ★ ★ Relatively simple markings, signs, and signal changes
- Parking impacts ★ ★ ★ Only eliminates spaces 10 (7 on Beacon St, 3 on side streets) for daylighting
- Signal changes ★ ★ ☆ Requires signal updates for Pedestrian Head Starts
- User delay ★ ★ ★ Balances wait times for people walking, driving, and biking



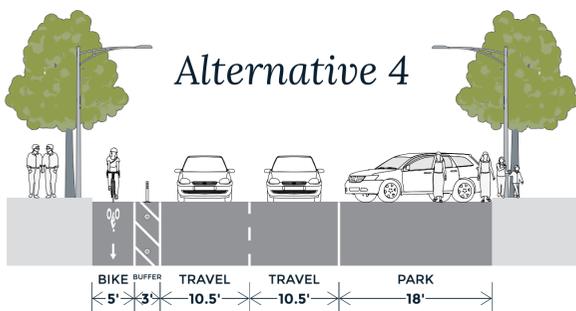
### CONSIDERATIONS

- Improved safety ★ ★ ★ Lane reductions can reduce the number and severity of crashes
- Speed management ★ ★ ★ Visually narrows the roadway to 21'
- Pedestrian comfort ★ ★ ☆ Fewer lanes to cross at once, but people may not expect two-way bike travel
- Bicyclist comfort ★ ★ ☆ Minimum widths, limited space for passing
- Quick buildability ★ ☆ ☆ Requires new signals and signal timing modifications
- Parking impacts ★ ★ ★ Only eliminates spaces 10 (7 on Beacon St, 3 on side streets) for daylighting
- Signal changes ★ ☆ ☆ Requires new signals and signal timing modifications
- User delay ★ ☆ ☆ Significant delay introduced for everyone due to two-way bike signals



### CONSIDERATIONS

- Improved safety ★ ★ ☆ Does not prevent double parking in the bike lane
- Speed management ★ ☆ ☆ Does not visually narrow the roadway
- Pedestrian comfort ★ ★ ☆ Still requires crossing three travel lanes at once
- Bicyclist comfort ★ ☆ ☆ No physical separation between cyclists and cars
- Quick buildability ★ ★ ★ Relatively simple markings, signs, and signal changes
- Parking impacts ★ ★ ★ Only eliminates 6 spaces (3 on Beacon St, 3 on side streets) for daylighting
- Signal changes ★ ★ ☆ Requires signal updates for Pedestrian Head Starts
- User delay ★ ★ ★ Balances wait times for people walking, driving, and biking



### CONSIDERATIONS

- Improved safety ★ ★ ★ Lane reductions can reduce the number and severity of crashes
- Speed management ★ ★ ★ Visually narrows the roadway to 21'
- Pedestrian comfort ★ ★ ☆ Still requires crossing three travel lanes at once
- Bicyclist comfort ★ ★ ☆ Physical separation without an inbound connection
- Quick buildability ★ ☆ ☆ Requires parking meter removal and re-installation
- Parking impacts ★ ☆ ☆ Consolidates all parking and eliminates 182 spaces
- Signal changes ★ ★ ☆ Requires signal updates for Pedestrian Head Starts
- User delay ★ ★ ★ Balances wait times for people walking, driving, and biking