

Option G.

Trinity Drive -- On Street Parking

The On-Street Parking option features one lane of traffic in each direction, a center turn lane, five foot bike lanes on both sides, and on-street parking. The on-street parking alternates with landscaping creating a buffer between the pedestrian and the lanes of traffic. Sidewalks are wide at eight feet. This design includes roundabout intersections.

For single lanes in each direction to be feasible, the traffic volumes on Trinity Drive requires roundabout intersections

The table below provides a look at the advantages and drawbacks of the design.

Advantages	Drawbacks	Challenges
<ul style="list-style-type: none">▪ Provides for pedestrian and bicycle modes▪ Pleasant and safe pedestrian and bicycle environment on north side▪ Pedestrian access both sides▪ Landscape or parking buffer between travel lanes and sidewalk▪ Traffic calming▪ Visual & aesthetic appeal	<ul style="list-style-type: none">▪ No median▪ Little demand for on-street parking with current development along Trinity Drive	<ul style="list-style-type: none">▪ Public acceptance of roundabout intersections▪ Requires additional right-of-way at intersections to accommodate roundabouts