

# 26th Street Alternatives Considerations

	Existing Conditions	ALTERNATIVE: Speed Cushions	ALTERNATIVE: Medians
<b>Vision Zero</b>	Traffic crashes with higher speeds are more likely to result in serious injuries or fatalities and can also reduce the travel comfort and security of people walking and bicycling.	Motor vehicle speeds reduced. Reduced potential for serious injuries and fatalities from traffic crashes. Increases comfort and security of people walking and bicycling.	Motor vehicle speeds reduced. Reduced potential for serious injuries and fatalities from traffic crashes. Increases comfort and security of people walking and bicycling.
<b>Travel Mobility</b>	No impact Missing sidewalk on west side.	Motorists and cyclists required to traverse eight speed cushions. People walking in the southbound bike lane will be adjacent to fewer speeding vehicles.	Motorists and cyclists required to traverse five medians. In one median alternative, cyclists are required to merge into the travel lane with motorists through the median. People walking in the southbound bike lane will be adjacent to fewer speeding vehicles.
<b>Speed Reduction Target Speed</b>	85th Percentile Speed Kalmia Ave to Norwood Ave: 36 mph Norwood Ave to Jay Rd: 32 mph	Speed reduction is dependent on the number and spacing of speed cushions. Target speed: 25 mph	Speed reduction is dependent on the horizontal curve design and number of medians. Note that there are fewer medians in the section between Norwood and Jay which may lead to less effective speed management. Target speed: 25 mph
<b>Driveways, Alleys, Parking</b>	No impact	No impact	No impact
<b>Vehicular Sight Distance</b> <i>from Minor Street to Oncoming Vehicles on Major Street</i>	No impact	No impact	Potential impact if vegetation is incorporated into medians. Consider street lighting.
<b>Emergency Route Impact</b>	No impact	Least impact on response time.	Minimal impact on response time (maintains minimum 12' path).
<b>Floodplain</b>	No impact	No impact	Floodplain mitigation required with improvements.
<b>Noise</b>	No impact	Some noise from braking, acceleration, and traversing.	No impact
<b>Private Property</b>	No Impact	No impact	No impact
<b>Maintenance</b>	No impact	No impact	Some impact
<b>Visual Impact Street Character</b>	No impact	Some change to aesthetic character of street.	Significant changes to character of street (more so with vegetation). Shown to change driver's visual perception.
<b>Cost</b>	None	\$2,500 – \$6,000 (Each) \$20,000 – \$48,000 (Total)	\$20,000 – \$50,000 (Each) \$160,000 – \$400,000 (Total)