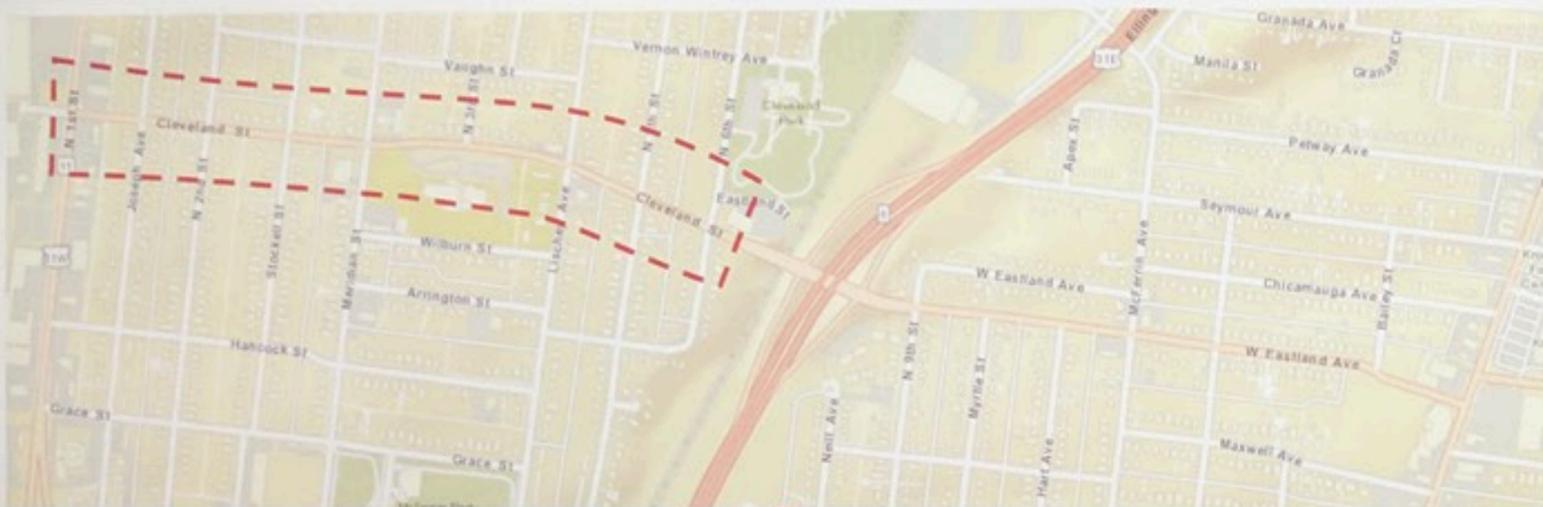


Western Section - Dickerson Pike to North 6th Street



Traffic Demand
Bike counts - Why 4?
- 25 mph! Please!

Western Section Photo



Curb Extension Example



*possible with options 1 and 3

Median Island Example

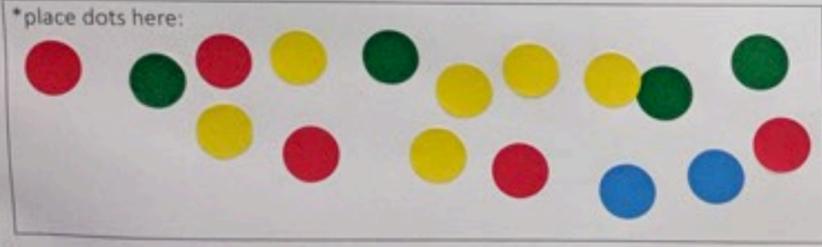


*possible with option 3

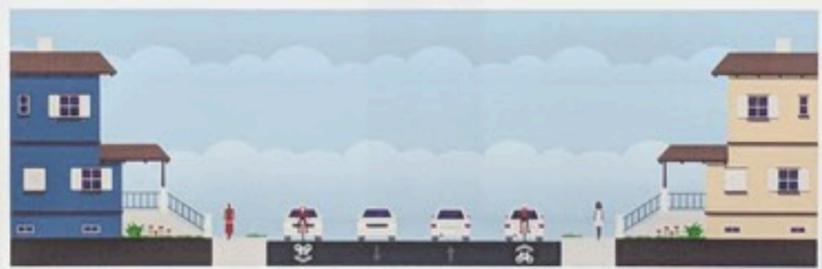
1. Parking, Bike Lanes, & Pedestrian Crossings



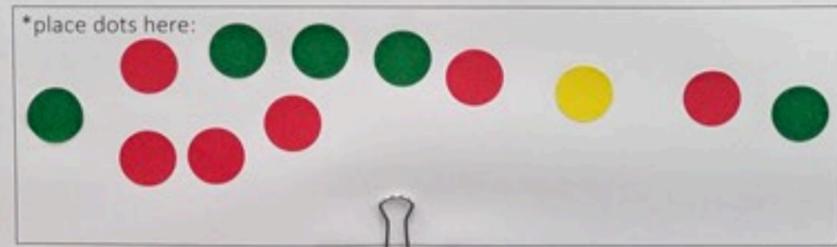
- Pros:
 - Creates opportunities to add curb extensions at intersections, which help reduce speeding and improve pedestrian crossing experience
 - Keeps parking for residents who live on Cleveland Street
 - Creates a low-stress biking experience per WalkBike plan recommendations
 - Mimics how the street currently operates—but more formalized
- Cons:
 - Reduces the total number of lanes from four to two (increase congestion during large events such as Titans games)
 - Bike lane is not protected from adjacent traffic
 - Does not add any dedicated turn lanes



2. Four Lanes for Cars (No Parking or Bike Lanes)



- Pros:
 - No changes to number of lanes on Cleveland Street
 - Flexibility on whether to keep street parking
 - Can create a calm, parallel neighborhood route for bicyclists
- Cons:
 - Not a low-stress experience for bicyclists on Cleveland Street
 - We can find a parallel route for bicyclists, but it will be less direct
 - Minimal opportunities for slowing down drivers
 - Does not improve pedestrian street crossing experience



3. Protected Bike Lanes + Turn Lanes (No Parking)



- Pros:
 - Adds a dedicated turn lane to make left turns easier
 - Creates opportunities to add curb extensions and median islands, which help reduce speeding and improve pedestrian crossing experience
 - Creates a very low-stress biking experience by protecting the bike lanes
- Cons:
 - Reduces the total number of lanes to two (plus a center turn lane)
 - Eliminates parking for residents who live on Cleveland Street
 - May complicate curbside activity, such as deliveries

