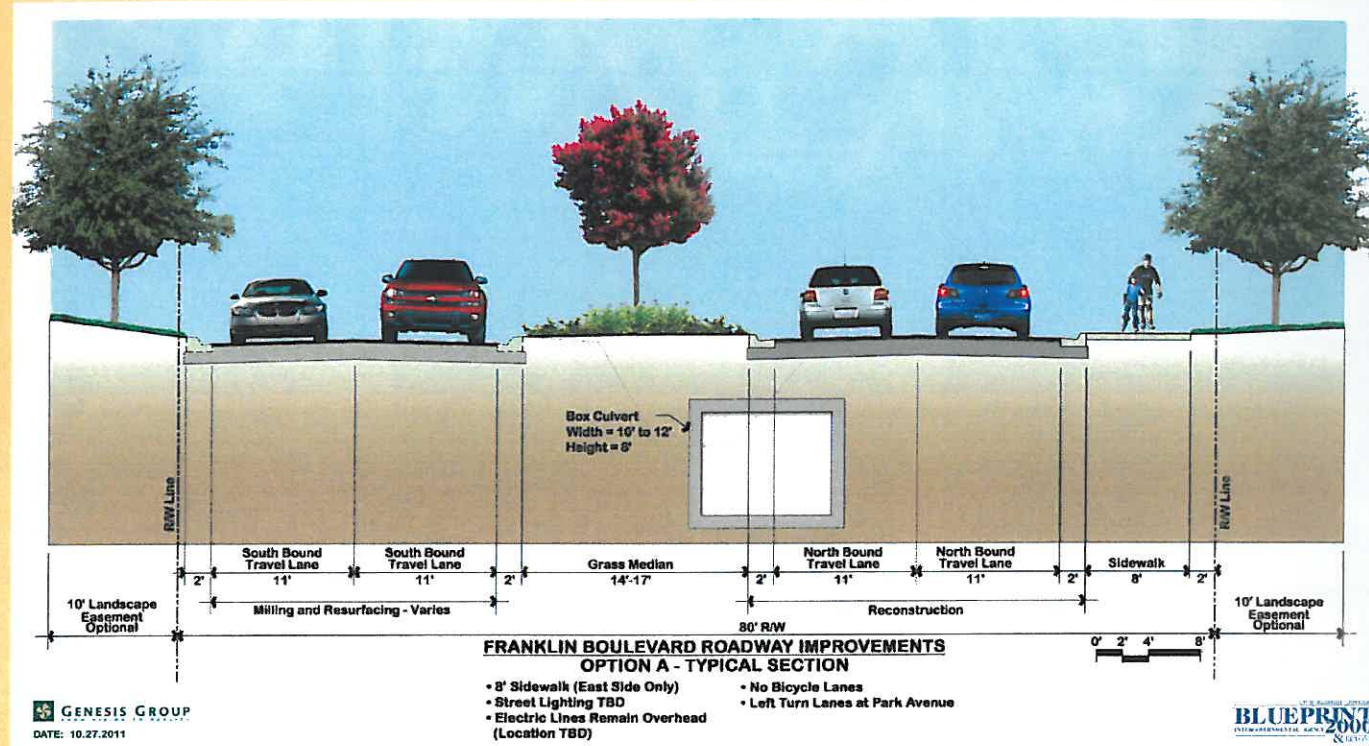


FRANKLIN BOULEVARD ROADWAY OPTIONS

OPTION A



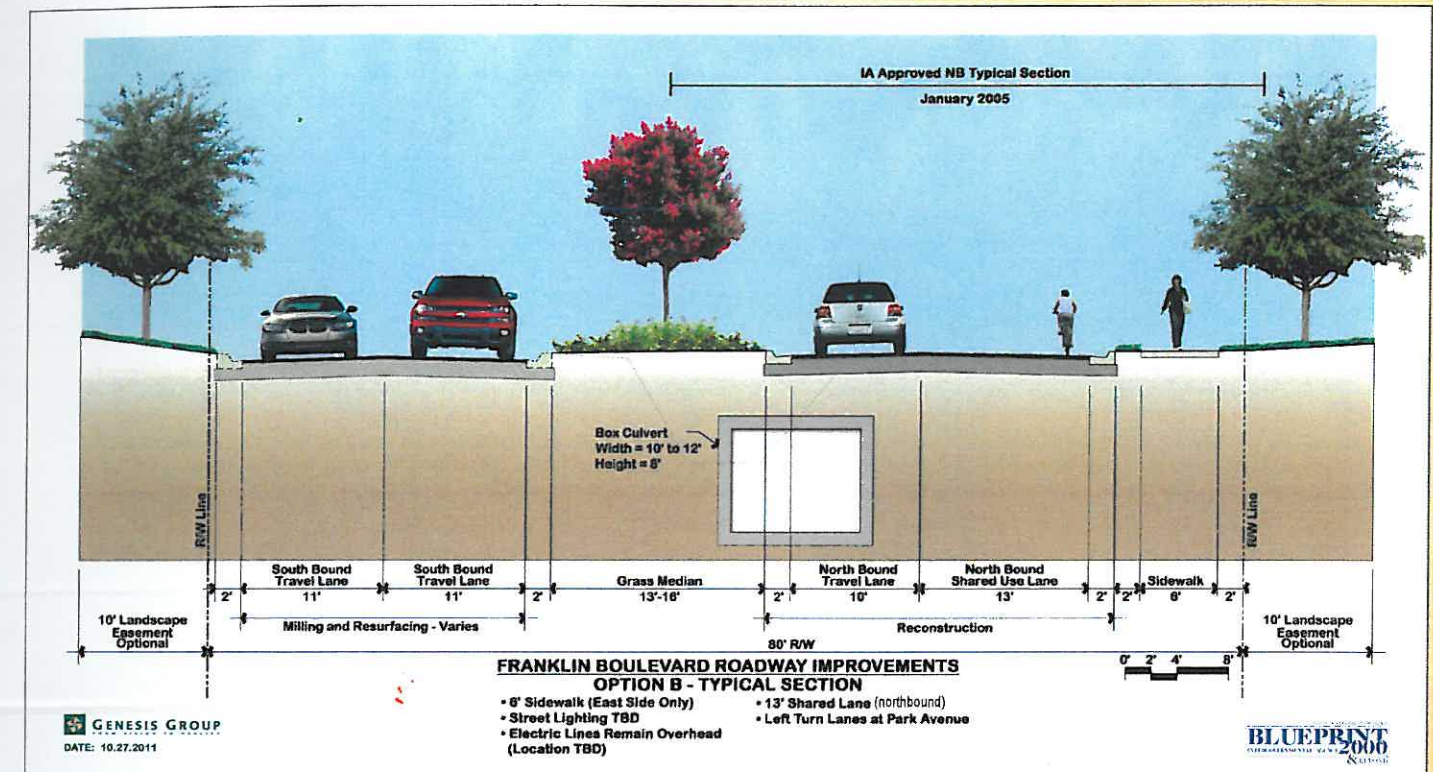
Pros:

- ◆ Maintains current traffic capacity
- ◆ Provides 8-foot sidewalk on east side
- ◆ Allows relocation for COT Electric on east side
- ◆ Allows for future conversion to 2-lane roadway

Cons:

- ◆ Will require right-of acquisition or easement on west side for future sidewalk
- ◆ Southbound lanes will have to be reconstructed in future
- ◆ Least friendly for bicycle commuters

OPTION B



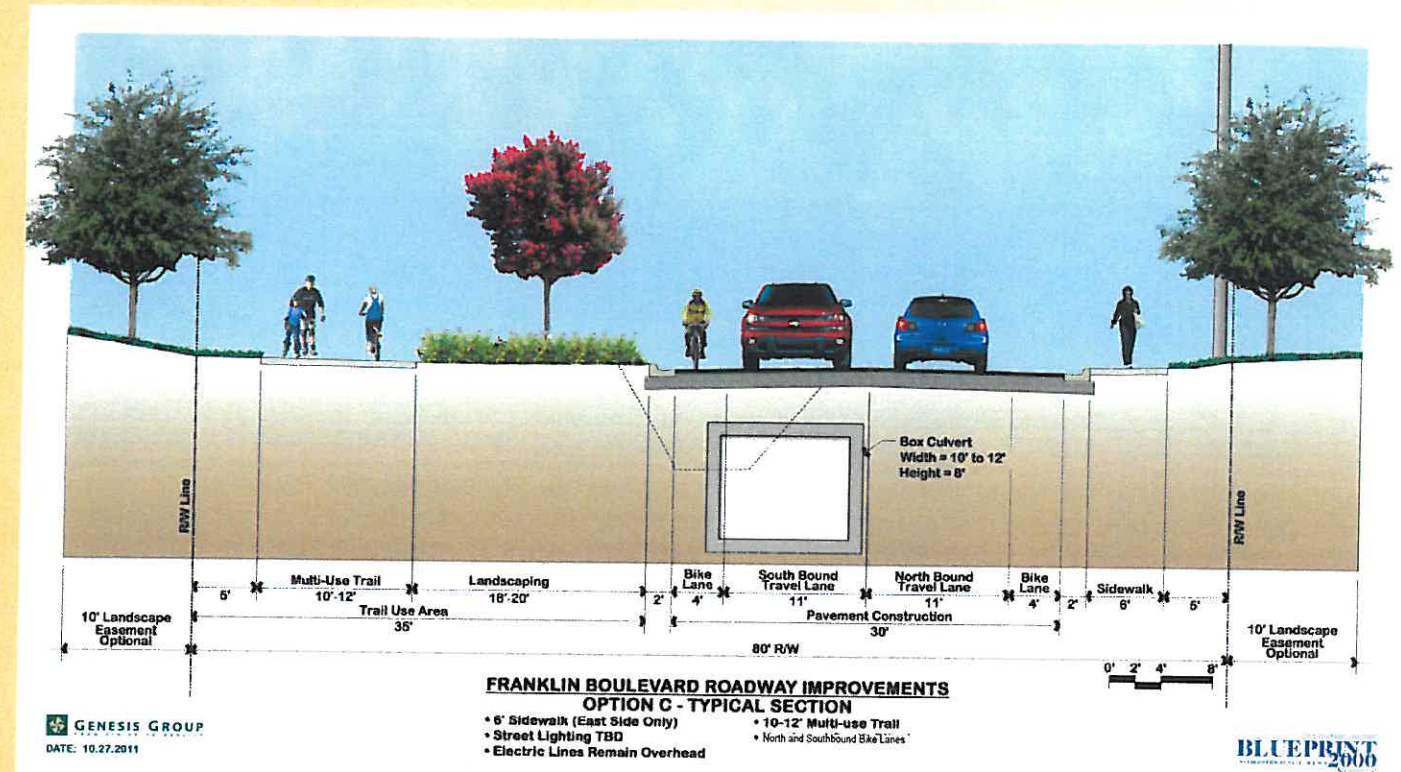
Pros:

- ◆ Maintains current traffic capacity
- ◆ Enhanced bike facilities over Option A
- ◆ Provides 6-foot sidewalk on east side
- ◆ Allows relocation for COT Electric on east side
- ◆ Allows for future conversion to 2-lane roadway
- ◆ 10-foot travel lane may slow traffic

Cons:

- ◆ Will require right-of-way acquisition or easement on west side for future sidewalk
- ◆ Southbound lanes will have to be reconstructed in future

OPTION C



Pros:

- ◆ Dedicated 4-foot bike lane in both directions
- ◆ Sidewalk on east side, multi-use trail on west side
- ◆ Expanded greenway and amenity/landscape potential
- ◆ Becomes more of a “local” street; may reduce speeds
- ◆ Accommodates improved side street drainage (west side), via swale
- ◆ No right-of-way acquisition and minimal easements necessary
- ◆ Allows relocation for COT Electric on east side and easier underground utility work on west side
- ◆ Completes Capital Cascades Trail – Segment 1

Cons:

- ◆ Once constructed, cannot go back to 4 lanes
- ◆ Reduced traffic capacity