

	OPTION #1	OPTION #2	OPTION #3
	One-way Northbound	One-way Southbound	Two-way Traffic
Parking:	Back-in angle parking both sides of St. Helens Avenue.	Head-in Parking both sides of St. Helens Avenue.	Back-in angle parking for northbound traffic. Head-in parking for southbound traffic.
	When backing out, only need to pay attention to one-way traffic.	When backing out, only need to pay attention to one-way traffic.	When backing out, must pay attention to two-way traffic.
	All angle parking both sides of St. Helens.	All angle parking both sides of St. Helens.	Mix of angle parking and parallel parking needed due to roadway width needed for two lanes and vaulted sidewalk.
	Provides for 86 parking stalls.	Provides for 96 parking stalls.	Provides for 77 parking stalls.
	Accommodates parking for larger vehicles.	Accommodates parking for larger vehicles.	Accommodates parking for larger vehicles.
Roadway Geometry:	St. Helens alignment promotes traffic calming.	No traffic calming impact on St. Helens.	St. Helens alignment promotes traffic calming.
	Forces traffic on Opera Alley to reduce speed or stop when entering St. Helens Avenue.	Opera Alley traffic can easily turn onto St. Helens without reducing speed.	Forces traffic on Opera Alley to reduce speed or stop when entering St. Helens Avenue.
	Allows northbound turning movement for TFD, etc., from Opera Alley onto S. Helens.	Allows southbound turning movement for TFD, etc., from Opera Alley onto S. Helens.	TFD and truck turning movements from Opera Alley onto St. Helens for northbound traffic will be difficult and will force traffic to use on-coming lane.
	Traffic speed uphill tend to be slower than those downhill.	Traffic speed down-hill tends to be higher.	N/A
	Wide travel lane (20 feet) tends to increase traffic speed.	Wide travel lane (20 feet) tends to increase traffic speed.	Wide travel lanes tend to increase traffic speed. Lane striping (visual narrowing) can help address this concern.
	May be able to accommodate bike lane and one lane of travel. <i>May also provide some visual narrowing for speed reduction. More data needed as this tends to be a conflict with angle parking.</i>	May be able to accommodate bike lane and one lane of travel. <i>May also provide some visual narrowing for speed reduction. More data needed as this tends to be a conflict with angle parking.</i>	Cannot accommodate bike lanes and allow for two-way traffic.
Market and St. Helens Intersection:	No conflict	Potential left turn conflict with motorists turning left from Market onto South 7th and motorist turning left from Market onto St. Helens.	Potential left turn conflict with motorists turning left from Market onto South 7th and motorist turning left from Market onto St. Helens.
9th and Market Intersection:	A.M. peak hour traffic can use Broadway, St. Helens or Market Street. May help evenly distribute traffic.	A.M. peak hour traffic must use Broadway or Market to access 9th Street on-ramp. May provide Level of Service impact/mitigation.	A.M. peak hour traffic can use Broadway, St. Helens or Market Street. May help evenly distribute traffic.
	P.M. peak hour traffic must use Broadway or Market to access 9th Street on-ramp. May provide Level of Service impact/mitigation.	P.M. peak hour traffic can use Broadway, St. Helens or Market Street. May help evenly distribute traffic.	P.M. peak hour traffic can use Broadway, St. Helens or Market Street. May help evenly distribute traffic.
Pedestrian Amenities:	Pedestrians need to cross only one lane of traffic.	Pedestrians need to cross only one lane of traffic.	Pedestrians need to cross two lanes of traffic.
	Reduces overall crossing distance.	Reduces overall crossing distance.	Crossing distance slightly increases.
	Potential for two pedestrian crosswalks unless the desire is to maximize angle parking.	Potential for two pedestrian crosswalks unless the desire is to maximize angle parking.	Due to parallel parking, to maximize number of parking stalls, only one crosswalk shown .
	Northerly crosswalk outside of Opera Alley turning movement. Safer for peds.	Northerly crosswalk outside of Opera Alley turning movement. Safer for peds.	Crosswalk conflicts with northbound turning movement off of Opera Alley onto St. Helens.

	Provides 14 foot of sidewalk along most of St. Helens. However, in areas with vaulted walk, sidewalk width will be reduced to allow for potted trees, etc.	Provides 14 foot of sidewalk along most of St. Helens. However, in areas with vaulted walk, sidewalk width will be reduced to allow for potted trees, etc.	Provides for much larger sidewalks.

Sign-in Sheet

St. Helens Avenue
