

Oregon Street Design

Concept Layout Summary

January 21, 2021

Note - All concepts are consistent in the ROW constrained (west end) of the corridor from Langer Farms Parkway through the Oregon Street curve. Concept variations summarized below vary from the Zenport development east to the Murdock Road roundabout – All three concepts hold the established Zenport development north side curb line.

Concept A – Provides a three-lane section (center turn lane)

PROS	CONS
Meets TSP requirement to provide left-turn lane where warranted	Additional paved roadway width means limited southside landscaping and limited width sidewalks can be provided. Installation Westbrookes would reduce available travel width for pedestrian to absolute minimum width (4')
Reduces turning delay in future conditions (LOS C) for left-turning vehicles from the residential streets	Additional lane of vehicle traffic for pedestrians to contend with at crossings
Continues established Zenport curbline	

Concept B – Provides a two-lane section (NO center turn lane) and only an eastbound on-street bike lane.

PROS	CONS
Additional space available for southside landscaping and widened sidewalk (widths flexible from what's shown for sidewalk/landscaping), better facilitating Westbrookes without reducing pedestrian travel way widths	Does not meet TSP requirement to provide left-turn lane where warranted (left-turn volume warrant is met)
By holding Zenport curbline all the way to the roundabout, there would be the potential in the future to fit in the center turn lane by adjusting the south curbline, if needed.	Increased delay for turning movements from the residential streets (LOS D) but still meets City LOS E operating standard for stop-control
Continues established Zenport curbline	Travel lane transition needed near roundabout (more awkward transition than Option C)

Concept C – Provides a two-lane (NO center turn lane) and on-street bike lanes in both directions

PROS	CONS
TSP friendlier of the two lane concepts – provides on-street bike lanes in both direction where feasible	Does not meet TSP requirement to provide left-turn lane where warranted (left-turn volume warrant is met)
Ease of future conversion to provide center turn lane, if needed in future, without needing to reconstruction south curblines	Increased delay for turning movements from the residential streets (LOS D), but still meets City LOS E operating standard for stop-control
Landscaping buffer fits on both north and south sides of road, facilitating Westbrookes without being obstructions in pedestrian travel ways	Westbound bicycle lane does not fit along entire corridor (ramped to pathway near Zenport)
Travel lanes transition near roundabout is smoother than Option B (less new striping, curblines needed)	
Reduces footprint into wetland area over the three-lane concept (A)	
Continues established Zenport curblines	