

Cross Sections
May 7, 2007

Cross-Section Description		Railing	Sidewalk/Path	Inner Railing	Bike Lane	Flex Lane (Transit/Shoulder/Lane)	Lane	Lane	Lane	Flex Lane (Transit/Shoulder/Lane)	Bike Lane	Inner Railing	Sidewalk	Railing	Curb-to-Curb	Total Width	Staff Recommendation	Reason to Eliminate
Single Level	a	1	10	1.5			14		14			1.5	10	1	28	53	Advance	
	b	1.5	16				14	12	14				8	1.5	40	67	Eliminate	3 lanes provide little operational benefit compared to 2 lanes.
	c	1.5	12		6.5		12		12		6.5		12	1.5	37	64	Advance	
	d	1.5	16			12	12		12	12			8	1.5	48	75	Advance	
	e	1.5	8		5	12	12		12	12	5		8	1.5	58	77	Advance	
	f	1.5	20		6.5		12	12	12		6.5		8	1.5	49	80	Eliminate	3 lanes provide little operational benefit compared to 2 lanes.
	g	1.5	20		6.5	12	12		12	12	6.5		8	1.5	61	92	Eliminate	<ul style="list-style-type: none"> 4 lanes not compatible with existing Tacoma St. configuration. Functions able to be accommodated with narrower widths.
	h	1.5	20		6.5	12	12		12	12	6.5		8	1.5	61	92	Eliminate	<ul style="list-style-type: none"> 4 lanes not compatible with existing Tacoma St. configuration. Functions able to be accommodated with narrower widths.
Double Level	i	1.5					14		14					1.5	28	31	Advance	
	j	1.5	5				15		15				5	1.5	30	43	Advance	
	k	1.5	5			12	12		12	12			5	1.5	48	61	Advance	

(m) = minimum dimension
(d) = desirable dimension

These cross sections were selected from the nearly 50 cross section possibilities. They are recommended to advance in the screening analysis because they incorporate comparisons of key elements for travel/transit/flex lanes, bicycle lanes, sidewalks, and shared bicycle/pedestrian facilities. Results of the screening analysis will provide information useful for selecting cross sections to include in the Draft EIS.