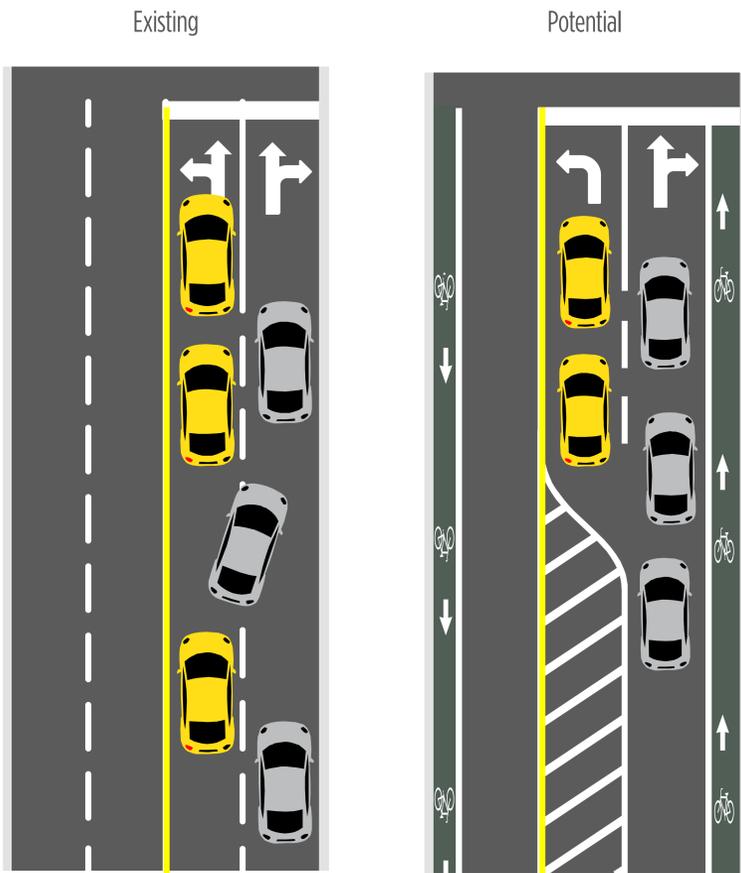


How would Robinson Street operate with a three-lane cross-section?

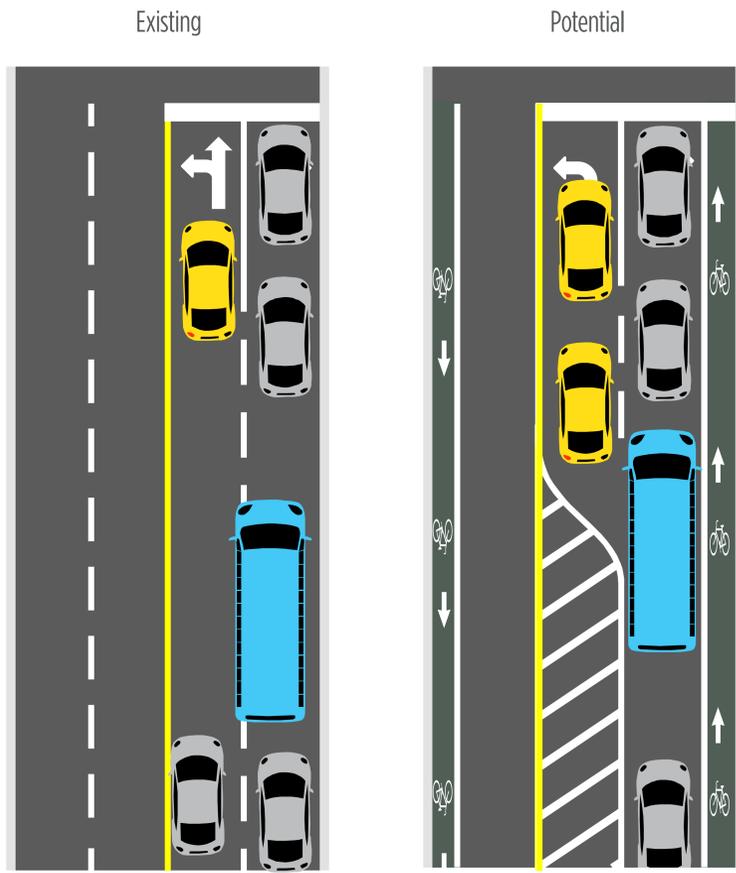
The capacity on Robinson Street is currently limited by vehicles waiting to turn, trucks and buses that do not fit in the travel lane, and cyclists who are required to ride in the travel lane. A three-lane cross-section can help address some of the capacity reductions and safety challenges that occur in an undivided four-lane roadway with no medians or consistent exclusive turn lanes.

Left Turning Vehicle Operations



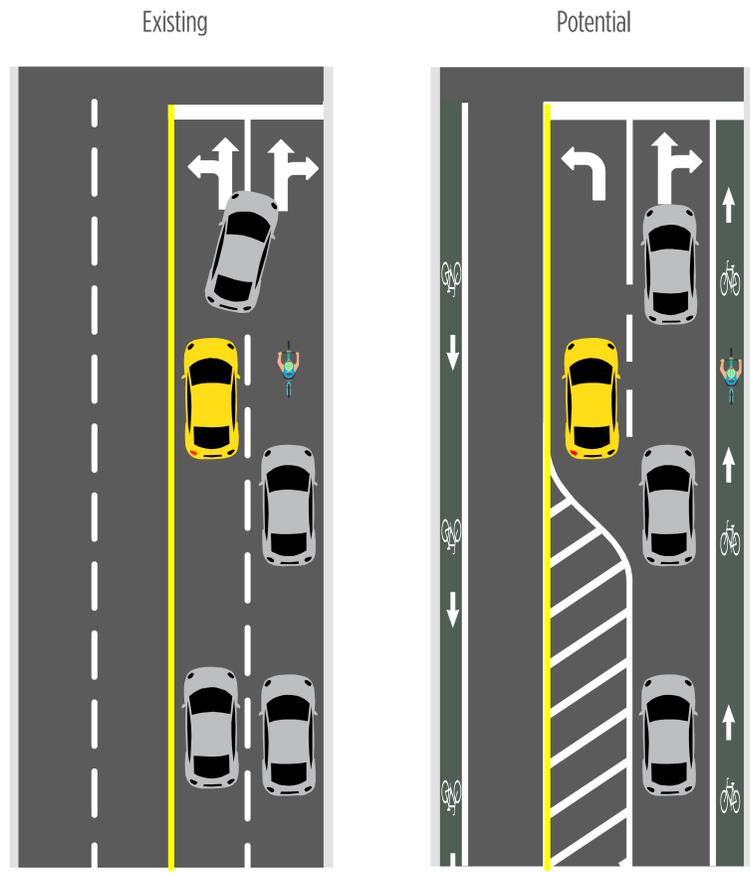
- Today, many intersections on Robinson Street do not have left turn lanes.
- Cars wanting to make a left turn stop through traffic behind them, often resulting in risky passing maneuvers.
- A three-lane cross section provides more opportunities for exclusive left turn lanes.
- The safety benefits of exclusive left turn lanes are also expected at unsignalized intersections.

Bus Operations



- LYNX buses are wider than the existing 9.5' lanes on Robinson St.
- Buses have been observed taking up both travel lanes, limiting the capacity of the four-lane section.
- With a three-lane section, the lanes would be widened (10' to 11') to fully accommodate wider vehicles and buses.

Bicycle Operations



- Bicycles are legally required to 'take the lane' when riding on Robinson St., often slowing down the vehicles behind them.
- A three-lane cross-section would provide a dedicated space for cyclists to ride safely and comfortably.

- Bicyclist
- Through Vehicle
- Left-Turning Vehicle
- Bus
- Bike Lanes