

Grove Design Alternatives

(Proposed by UO PPPM Professor, Marc Schlossberg)

Design 1 is more of a standard design, adding buffered bike lanes on both sides, removes the center stripe, and creates a 2-way center car lane that is not quite 2 cars wide (like an advisory lane). The parking remains and with the parked cars providing protection for the bike lane - a “floating” parking strip.

Design 2 makes two different sections 1-way streets for cars, but in opposite directions coming off Maxwell (northbound vehicle traffic only from Maxwell to Silver and southbound vehicle traffic only from Maxwell to Howard). As such, the streets become local streets only. There would be one way bike lanes on each side and parking would remain along the entire street.

Design 1: Standard

Grove between Howard & Maxwell (26'), from west to east:

- Bike lane – 4'
- Painted buffer – 2'
- Car lane – 14' - include 2 speed humps
- C Painted buffer – 2'
- Bike lane – 4'

Grove between Maxwell and Silver (34'), from west to east:

- Bike lane – 4'
- Painted buffer – 2'
- Car lane – 14' - include 2 speed humps
- Parking lane – 8'
- Painted buffer – 2'
- Bike lane – 4'

Design 2: Filtering w/ 1-way cars

Grove between Howard & Maxwell (26'), from west to east:

Turn into 1 way car street southbound w/ bike lanes in each direction and add 'cars do not enter' signs and bulb out at entrance point from intersection.

- Bike lane – 6'
- Painted buffer – 2'
- Car lane – 10' - include 2 speed humps
- Painted buffer – 2'
- Bike lane – 6'

Grove between Maxwell and Silver (34'), from west to east:

Turn into 1 way car street northbound w/ bike lanes in each direction and add 'cars do not enter' signs and bulb out at entrance point from intersection.

- Bike lane – 6'
- Painted buffer – 2'
- Car lane – 10' - include 2 speed humps
- Parking lane – 8'
- Painted Buffer – 2'
- Bike lane – 6'