**Carlson Blvd**

**Existing**

**Conceptual Recommendations**

- Bayview Avenue to Tehama Avenue
  - Four-lane to two-lane reduction (one in each direction) with center turn lanes at intersections
  - Stripe typical buffered bicycle lanes (1’1 travel lane, 4’ buffer, 7’ bike lane)

- Broadway to Bayview Avenue
  - Bicycle lanes (70’ cross section: 8’ parking, 6’ bicycle lanes, 11’ outside travel lanes, and 10’ inside travel lanes)

**Near-Term**

- Broadway to Bayview Avenue
  - Four-lane to two-lane reduction (one in each direction) with center turn lanes at intersections
  - Stripe typical buffered bicycle lanes (1’1 travel lane, 4’ buffer, 7’ bike lane)

- Bayview Avenue to Tehama Avenue
  - Bicycle lanes (70’ cross section: 8’ parking, 6’ bicycle lanes, 11’ outside travel lanes, and 10’ inside travel lanes)

**Long-Term**

- Broadway to Bayview Avenue
  - Four- to two-lane reduction (one lane in each direction) with center turn lanes at intersections
  - Add two-way cycletrack on the west side of the street (10’ bikeway, 3’ minimum buffer; install soft-hit posts, rumble strips separating buffer and travel lane)
  - Narrow travel lanes to 10’ southbound to accommodate wider bikeway
  - Northbound, assign additional roadway space from lane reduction to a widening the landscaped median
  - Consider widening the sidewalk (instead of widening the median) in the future if land uses with higher pedestrian demand redevelop

- Bayview Avenue to Tehama Avenue
  - Maintain Class II bicycle lanes within existing right-of-way, as proposed under the near-term improvements (70’ cross section: 8’ parking, 6’ bicycle lanes, 11’ outside travel lanes, and 10’ inside travel lanes)
  - Consider a four- to three-lane reduction with additional roadway space used to provide parking separated directional cycletracks (6’ bicycle lanes, 3’ buffers, 8’ parking, 11’ travel lanes, and 10’ two way left-turn lane). Provide 6’ raised median at unsignalized crosswalks.

**Roundabout Concept from Adopted Bike/Ped Plans**

- Define roadway edge with curb and gutter on northwest and southwest corners with curb extensions and squaring up crosswalks
- Closed sidewalk gap on north and south sides of Cutting Boulevard
- Provide extra wide sidewalk on the south side of Cutting with space marked for travel by bicycles, linking the proposed Spring Street bikeway to a wide crosswalk connection to the Carlson Boulevard cycle track.
- Widen southbound Carlson Boulevard approach to accommodate right-turn pocket
- Install separate bike phase or protected turn phasing across cycletrack
- Install Bicycle Signal Detection

**Key Interventions**

- **Two-Way Cycle Track**
  - Two-way cycle tracks are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road. They may require special considerations at driveway and side-street crossings.

- **Actuated Bike Signal**
  - Bike detection is used at actuated signals to alert the signal controller of bicycle crossing demand at an approach. Detection occurs either through the use of push-buttons or by automated means.

- **Street Balancing**
  - Re-balancing, or “Right-Sizing” means converting streets from 4 lanes to 3, including a center turn lane, with on-street bike lanes or cycle tracks. This can improve safety for all users with no reduction in vehicle capacity.

- **Curb Extensions**
  - Curb extensions expand the sidewalk in order to shorten crossing distances for pedestrians at an intersection and increase pedestrian visibility from vehicles.