Cutting Blvd

**Existing**

- Maintain existing curbs
- Provide one 12’ general purpose traffic lane in each direction
- Create a 16’ center median (10’ turn lane plus 6’ median refuge)
- Add 8’ bicycle lanes to each side of the road, with 4’ striped buffer between bike and traffic lanes
- Add 8’ parking lanes along both sides of street
- Reduce existing planting strip to create 10’ sidewalks on both sides of street
- Introduce a consistent planting of street trees along both sides of street
- Add pedestrian scale street lights along both sides of street
- Add curb extensions, pedestrian refuges, high-visibility crosswalk striping, and ADA-accessible curb ramps at priority crossing locations
- Install bicycle signal detection at signalized intersections

**Long-Term**

- Median-running transitway w/bicycle lanes & 4- to 2-lane reduction per the Pedestrian Plan
- East Cutting (with existing raised median) has Class II bicycle lanes on frontage/local access roads on both sides of the street. Class II bicycle lanes on the frontage/local access road can be striped with or without lane reduction
- West Cutting (with striped center left-turn lane) has on-street Class II bike lanes. Dedicated bike facilities are feasible with either parking removal or lane reduction on West Cutting
- On westbound Cutting Blvd west of Hoffman Blvd close Class II bike lane gap through either:
  - Reduction of median
  - Reduction of sidewalk extension on north side
  - Removal of crossing arm in median & lengthen existing crossing arm on roadway edge

**Near-Term**

- Maintain existing curbs
- Provide one 12’ general purpose traffic lane in each direction
- Create a 16’ center median (10’ turn lane plus 6’ median refuge)
- Add 8’ bicycle lanes to each side of the road, with 4’ striped buffer between bike and traffic lanes
- Add 8’ parking lanes along both sides of street
- Reduce existing planting strip to create 10’ sidewalks on both sides of street
- Introduce a consistent planting of street trees along both sides of street
- Add pedestrian scale street lights along both sides of street
- Add curb extensions, pedestrian refuges, high-visibility crosswalk striping, and ADA-accessible curb ramps at priority crossing locations
- Install bicycle signal detection at signalized intersections

**Key Interventions**

- **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.

- **Buffered Bike Lanes**
  - Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

- **Transit Signal Priority**
  - Transit Signal Priority enhances transit speed and reliability by giving transit vehicles and early green light, or extending a green light to allow an approaching bus or train to pass.

- **Median Transitway**
  - Median transit lanes reduce curbside conflicts with right-turning vehicles and numerous driveways. The lanes are intended to maintain reliable service and reduce travel times through the corridor.