Conceptual Recommendations Near-Term

- Maintain existing curbs
- Add 8’ bike lanes on both sides
- Add a 4’ buffer zones adjacent to bike lanes on both sides of street
- Maintain two 12’ general purpose travel lanes (one each direction)
- Maintain the 14’ median in the center of the roadway, but enhance landscaping
- Add Bicycle Signal Detection at all intersections
- Introduce a consistent planting of street trees along both sides of street
- Add pedestrian scale street lights along both sides of street

Conceptual Recommendations Long-Term

- Maintain existing curbs
- Add 8’ bike lanes on both sides
- Add a 4’ buffer zones adjacent to bike lanes on both sides of street
- Maintain two 12’ general purpose travel lanes (one each direction)
- Maintain the 14’ median in the center of the roadway, but enhance landscaping
- Add Bicycle Signal Detection at all intersections
- Introduce a consistent planting of street trees along both sides of street
- Add pedestrian scale street lights along both sides of street

Key Interventions

- Painted Curb Extension
- Buffered Bike Lanes
- Arterial HOV Lanes
- Two-Way Cycle Track

Painted curb extensions are temporary interventions that expand the sidewalk in order to shorten crossing distances for pedestrians at an intersection but do not relocate the raised curb.

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.

High occupancy vehicle (HOV) lanes are restricted to use by vehicles with two or more passengers including carpools, vanpools, shuttles and transit, offering a bypass through congested corridors, while increasing person throughput.

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.

To improve bicyclist safety and comfort near on- and off-ramps, provide a ramp up to the sidewalk from bicycle lanes prior to these conflict zones, allowing bicyclists to ride on the sidewalk and use crosswalks to cross the highway ramps.