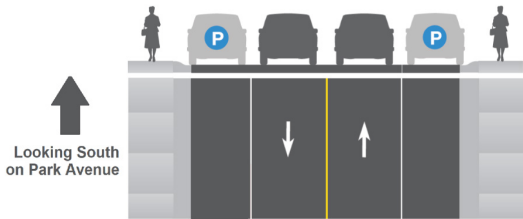


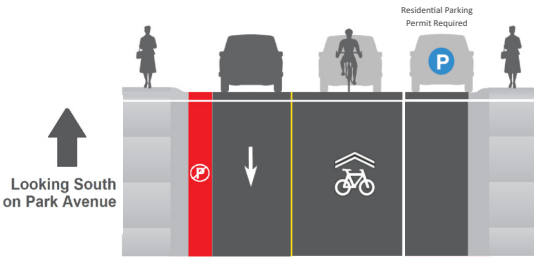
Project Goals:

- Explore unconventional ideas for allocating space by mode
- Acknowledge and build upon past community engagement and traffic calming plans
- Provide transit priority
- Better accommodate bicycles and pedestrians
- Test parking reconfigurations and a residential parking permit program



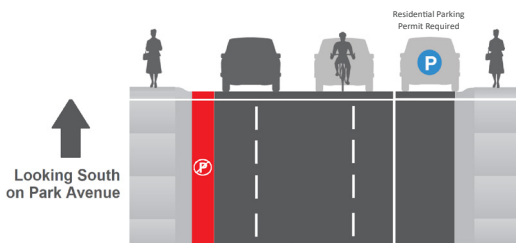
EXISTING LAYOUT

Existing layout includes parking on both sides
Narrow roadway often increases travel times for transit
Doesn't allow adequate space for active transportation users



OPTION A - CONVENTIONAL TREATMENT

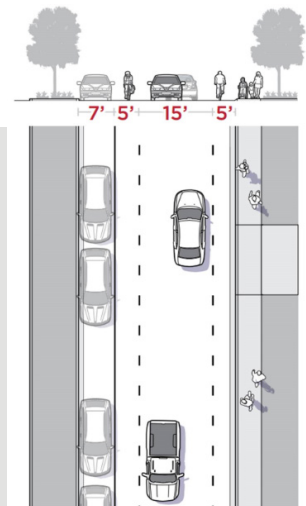
Basic layout with a minimal re-striping change
Remove parking on the east side of the street
Widen the southbound (uphill) lane to give bicyclists and transit vehicles more space
Parking is for residential permit holders only



OPTION B - EXPLORATORY TREATMENTS

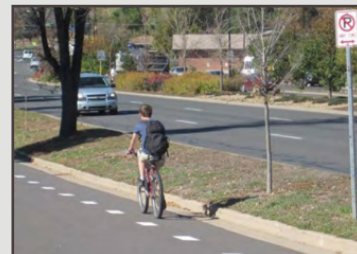
Advisory bike lane allows for flex space on narrow roadway
Provides dedicated space for bicycles most of the time
Remove parking on east side
Parking is for residential permit holders only

This is one example of a treatment, staff can explore additional



CASE STUDY: Boulder, CO HARVARD STREET

Harvard Street connects residential areas to commercial and University facilities. Boulder City did not have existing problems on this corridor, but wanted to experiment with reallocating space to bicyclists. Motorists have a larger parallel facility already.



Deemed a successful project and good for constrained spaces and small budgets.