

# Corridor Design and Management Elements

## BIKE, PEDESTRIAN AND STREETScape FACILITIES

### CROSSINGS



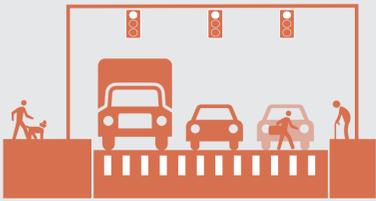
- New crossings of Arapahoe Avenue (per City's Pedestrian Crossing Guidelines)



Foster Road, Portland, OR

Comments:

### INTERSECTION COMFORT & SAFETY



- Safety treatment at intersections, for example reduced curb radius to slow turning speeds, high visibility crosswalks, bicycle intersection crossings



Davis, CA

Comments:

### MULTI-USE PATH



- Multi-use path shared by people traveling on foot and by bicycle



Comments:

### SEPARATED MULTI-USE PATH



- Physical buffer or pavement markings separate people walking from people on bicycles



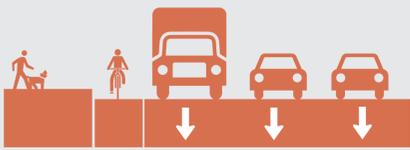
Portland, OR

Comments:

# Corridor Design and Management Elements

## BIKE, PEDESTRIAN AND STREETScape FACILITIES

### BIKE LANES



- Dedicated space for bicycling delineated by pavement striping



Arapahoe Avenue, Boulder, CO

Comments:

### BUFFERED BIKE LANES



- Dedicated space for bicycling enhanced with an additional striped buffer



Baseline Road, Boulder, CO

Comments:

### PROTECTED BIKE LANES



- Dedicated space for bicycling separated from roadway by a physical buffer



Denver, CO

Comments:

### SHARED BICYCLE-TRANSIT LANES



- Transit lanes may be shared with bicycles, but generally not recommended in high-speed corridors



Portland, OR

Comments:

# Corridor Design and Management Elements

## BIKE, PEDESTRIAN AND STREETScape FACILITIES

### AMENITY ZONE FEATURES



- Street lighting
- Wayfinding
- Planters
- Bus shelters
- Benches
- Public art
- Bicycle parking



Comments:

### LANDSCAPING



- Street trees and other landscaping



Comments:

### PUBLIC ART

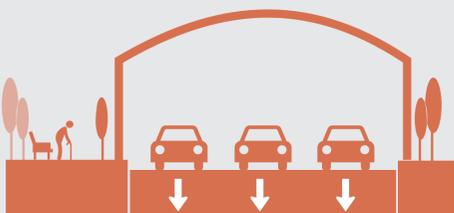


- Art installations in the public right-of-way



Comments:

### GATEWAY FEATURES



- Art and amenities to visually identify eastern end of corridor

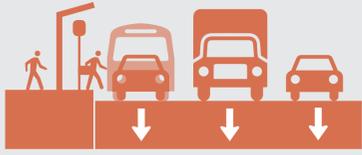


Comments:

# Corridor Design and Management Elements

## TRANSIT AND TDM

### SIDE RUNNING BUS IN MIXED TRAFFIC



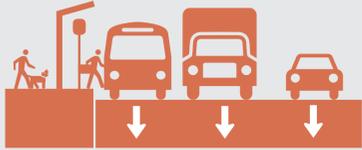
- Transit and general-purpose traffic in shared lane



Arapahoe Avenue, Boulder, CO

Comments:

### ENHANCED BUS



- Enhanced amenities at stops, such as real-time arrival information and electronic ticketing
- Does not have dedicated lanes



Kansas City, MO

Comments:

### PEAK ONLY EXCLUSIVE TRANSIT LANES



- Lanes reserved for transit during peak hours



Comments:

### BETTER TIMED TRANSFERS AND INFORMATION



- Better timing of transit connections
- Real-time information



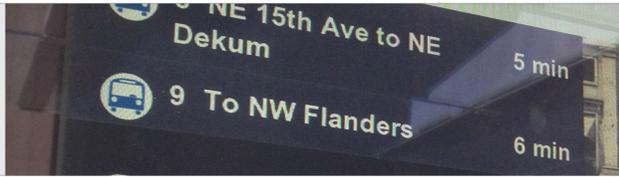
Real-time information and wayfinding at enhanced bus stop  
New York City

Comments:

# Corridor Design and Management Elements

## TRANSIT AND TDM

### REAL TIME, APP-BASED INFORMATION



Comments:

### EXPANDED ECOPASS



Comments:

### BUS RAPID TRANSIT (BRT): SIDE RUNNING IN BUSINESS ACCESS & TRANSIT LANE



- BRT running along the curb, often in a dedicated "business and transit" or BAT lane that allows right-turns for all vehicles



Comments:

### BUS RAPID TRANSIT (BRT): CENTER RUNNING IN DEDICATED LANES



- BRT running in its own lane in the median



Comments:

### STREETCAR OR LIGHT RAIL



- Streetcar typically operates in mixed traffic
- Light rail typically has dedicated right-of-way



Comments:

# Corridor Design and Management Elements

## TRANSIT AND TDM

### IMPROVED TRANSIT AMENITIES



- Shelters
- Benches
- Maps and schedules



Arapahoe Ave, Boulder, CO

Comments:

### PARK AND RIDES



- Parking facilities at transit stations, "edge" parking, or shared parking integrated into new development



Kansas City

Comments:

### PARKING MANAGEMENT



- Effective management of parking supply, such as shared parking or district management



Comments:

### FIRST/LAST MILE CONNECTIONS AND SHARED USE MOBILITY



- Transportation options including bike share, shuttles, and ridesourcing to get people from transit to their final destination



Bike Share, Boulder, CO

Car Share

Comments:

# Corridor Design and Management Elements

## VEHICULAR

### THREE TRAVEL LANES PER DIRECTION

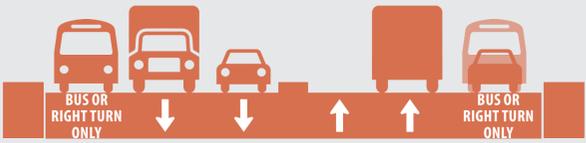


- Three general-purpose travel lanes per direction (typical existing condition on much of the East Arapahoe corridor)



Comments:

### REPURPOSE TRAVEL LANES - TWO GENERAL PURPOSE LANES PER DIRECTION



- Reallocate street space for exclusive transit lanes, bicycle facilities, and/or streetscape enhancements



Comments:

### MAINTAIN THREE TRAVEL LANES - ADD SPACE FOR TRANSIT AND/OR BIKES



- Maintain three general-purpose travel lanes per direction and add space for exclusive transit lanes, bicycle facilities, and/or streetscape enhancements



Comments:

# Corridor Design and Management Elements

## VEHICULAR

### ADDING GENERAL PURPOSE LANES (EAST END OF CORRIDOR)

- Increases vehicle capacity at east end of corridor



Comments:

### REVERSIBLE GENERAL PURPOSE LANES

- Provides additional capacity for peak direction of travel



Comments:

### WIDER GENERAL PURPOSE LANES

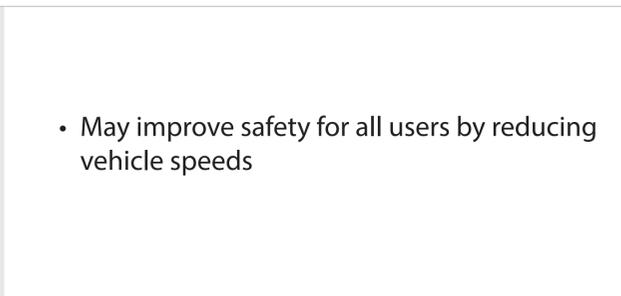
- May improve accommodation for freight
- May increase vehicle speeds



Comments:

### NARROWER GENERAL PURPOSE TRAVEL LANES

- May improve safety for all users by reducing vehicle speeds



Comments:

### HIGH OCCUPANCY VEHICLE (HOV) LANES

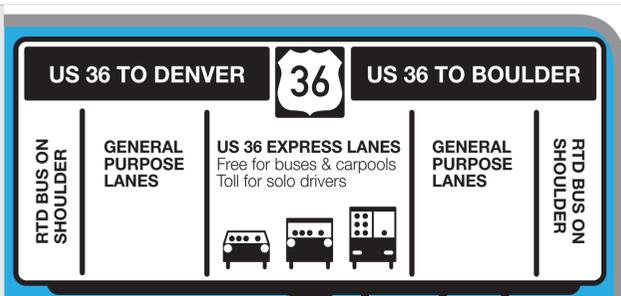
- Can be used by vehicles with 2 or more occupants only



Comments:

### MANAGED LANES/EXPRESS LANES

- Lanes are free for high occupancy vehicles, solo drivers pay a toll



Comments:

# Corridor Design and Management Elements

## VEHICULAR

### BETTER SIGNAL TIMING



- Improve coordination of signals to improve traffic flow and minimize conflicts between different users

Comments:

### REDUCED SPEED LIMIT

- Currently 45 mph on much of Arapahoe Avenue



Comments:

### EMERGENCY VEHICLE ACCESS

- Emergency vehicle access to Boulder Community Health



Comments:

### ACCESS MANAGEMENT

- Minimize driveways and reduce conflict points



Comments:

### ROUNDBABOUTS



Comments:

### SAFETY IMPROVEMENTS / REDUCE CONFLICTS



Comments:

### VEHICLE OVERPASS

- Arapahoe Avenue at Foothills Parkway



Comments: