



# DOWNTOWN - TO - STATION BICYCLE CONNECTION OPTIONS

SOUTHERN CALIFORNIA



ASSOCIATION OF  
GOVERNMENTS



COMPASS  
BLUEPRINT

building partnerships. serving communities.



MAY 2010







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**In collaboration with**

**City of Corona Redevelopment  
Department**

This is a project of the City of Corona (City) with funding provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Demonstration Project Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals.

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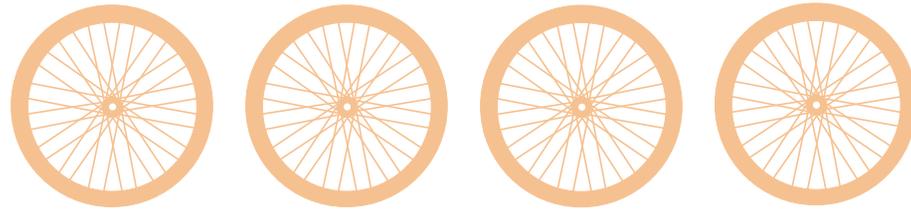
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# BACKGROUND

The SCAG Compass Blueprint program is a response to the growth pressures and many challenges facing our region. In 2000, SCAG initiated a visioning process to build a broad, regional framework that would assist local governments in developing solutions to transportation, housing, air quality, open space, and climate challenges. The visioning process resulted in the Compass Blueprint Growth Vision which is driven by the following key principles:

- Mobility - Getting where we want to go
- Livability - Creating positive communities
- Prosperity - Long-term health for the region
- Sustainability - Preserving natural surroundings

Guided by these principles, the Compass Blueprint strategy encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors,
- creating significant areas of mixed-use development and walkable communities,
- targeting growth around existing and planned transit stations, and
- preserving existing open space and stable residential areas.

To assist local jurisdictions evaluate their planning options and realize sustainable development opportunities in line with the Compass Blueprint Growth Vision, SCAG has developed the Compass Blueprint Demonstration Program. The Compass Blueprint Demonstration Program allows local governments to apply for planning service assistance, for qualifying projects, free of charge.

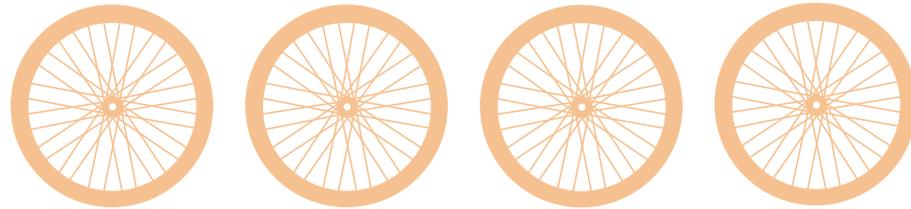
The City of Corona Redevelopment Department applied for these services and was selected for their Downtown Redevelopment Projects. The redevelopment sites are located within downtown Corona in close proximity to the 91 freeway and the North Main Street transit sites.

The City of Corona has been actively collaborating with SCAG and other public agencies such as RCTC, Caltrans, RTA, and WRCOG to enhance planning efforts in the City. These collaborations have led to studies and improvements in the downtown area that embody the principles of the Compass Blueprint Growth Vision.

Some of these studies and projects include, the construction of the North Main Street Metrolink Station, the construction of the Corona Transit Center (RTA's Bus Rapid Transit Station), implementation of the Caltrans Community Based Transportation grant currently underway for the study of linkages to/from Downtown and North Main Street transit sites, and a prior Compass Blueprint TOD study for the North Main Street area

In addition, downtown Corona has been the subject of the Urban Land Institute's Transit Oriented Development (TOD) marketplace program. The Urban Land Institute's TOD Marketplace program is an opportunity for developers and city planners to meet informally with each other and better understand what cities are looking for and what developers need, in practical terms, to make TOD projects feasible.

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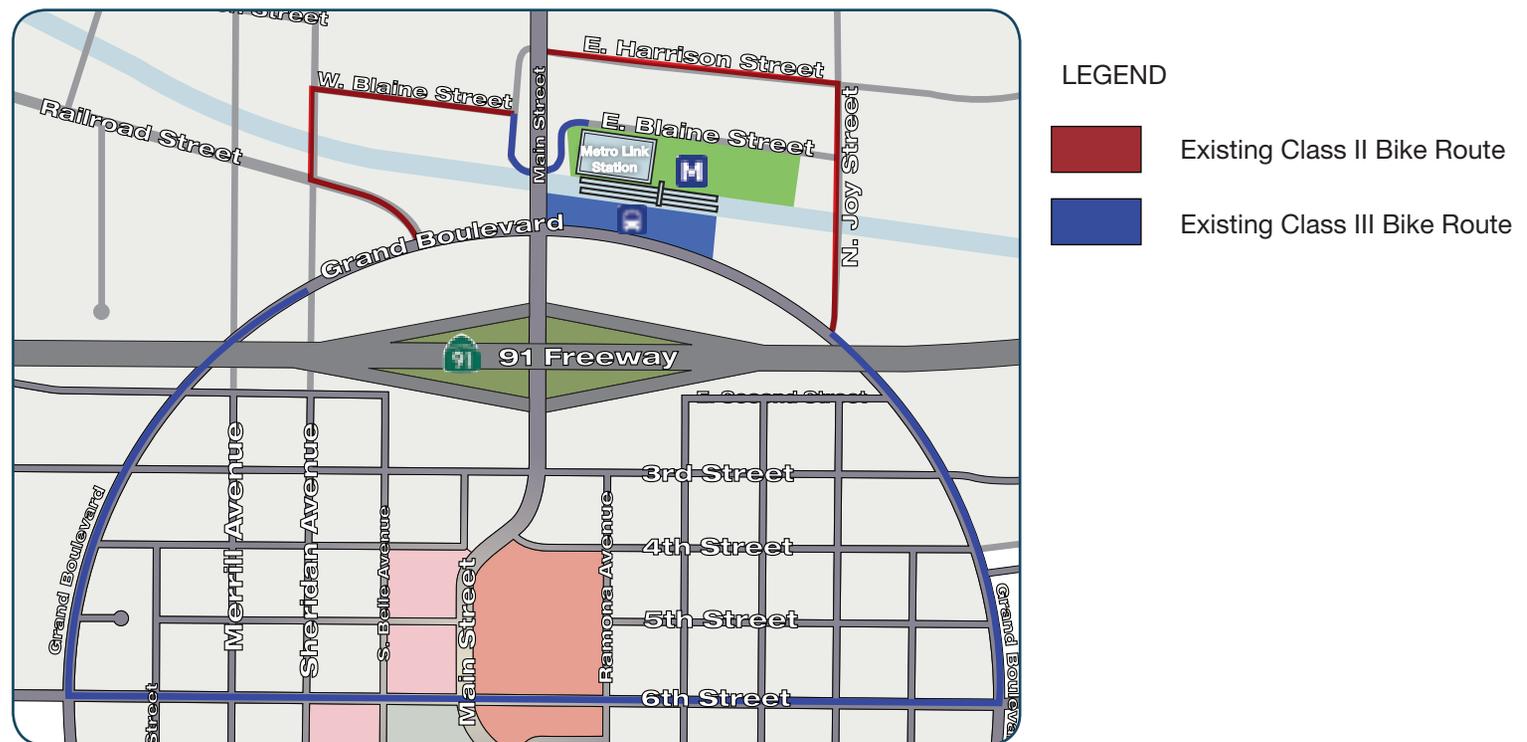
# SITE CONTEXT



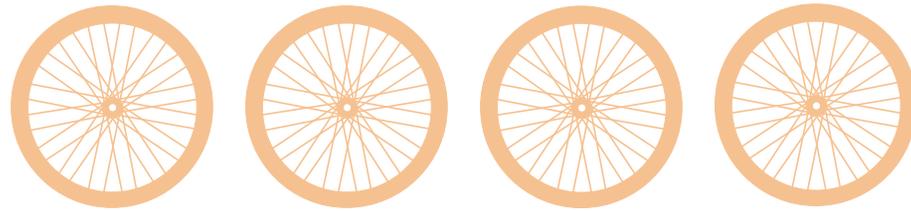
During the 1970s, 1980s, and 1990s new commercial centers were developed outside of the Downtown and attracted the major grocery store chains and retailers by their larger parcels and convenient parking. The Downtown evolved as an inconsistent mix of community and automobile oriented uses, including retail, automobile supply and service, restaurant, personal and business service, real estate and other offices, and similar uses developed on shallow parcels that primarily abutted single-family residential neighborhoods.

Efforts were initiated to reshape the central portion of the Downtown based on suburban principles of larger parcels with plentiful parking, in the form of the Corona Mall. This was intended to create the capacity and land configuration to enable the Downtown to effectively compete with the new centers. However, the City was unable to attract a major retailer or other destination use to the Corona Mall, and the revitalization efforts have had marginal success.

Downtown Corona is connected to the North Main Street transit areas by existing bike routes located along Sixth Street, Grand Boulevard, and other secondary routes.



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# PROJECT SUMMARY

The Downtown Corona Compass Blueprint Demonstration Project is intended to evaluate the adequacy of existing bicycle connections from the Downtown to the North Main Street transit areas. In addition, the Demonstration Project will analyze land use and market feasibility for specific redevelopment project sites within the Downtown, including the downtown mall site.

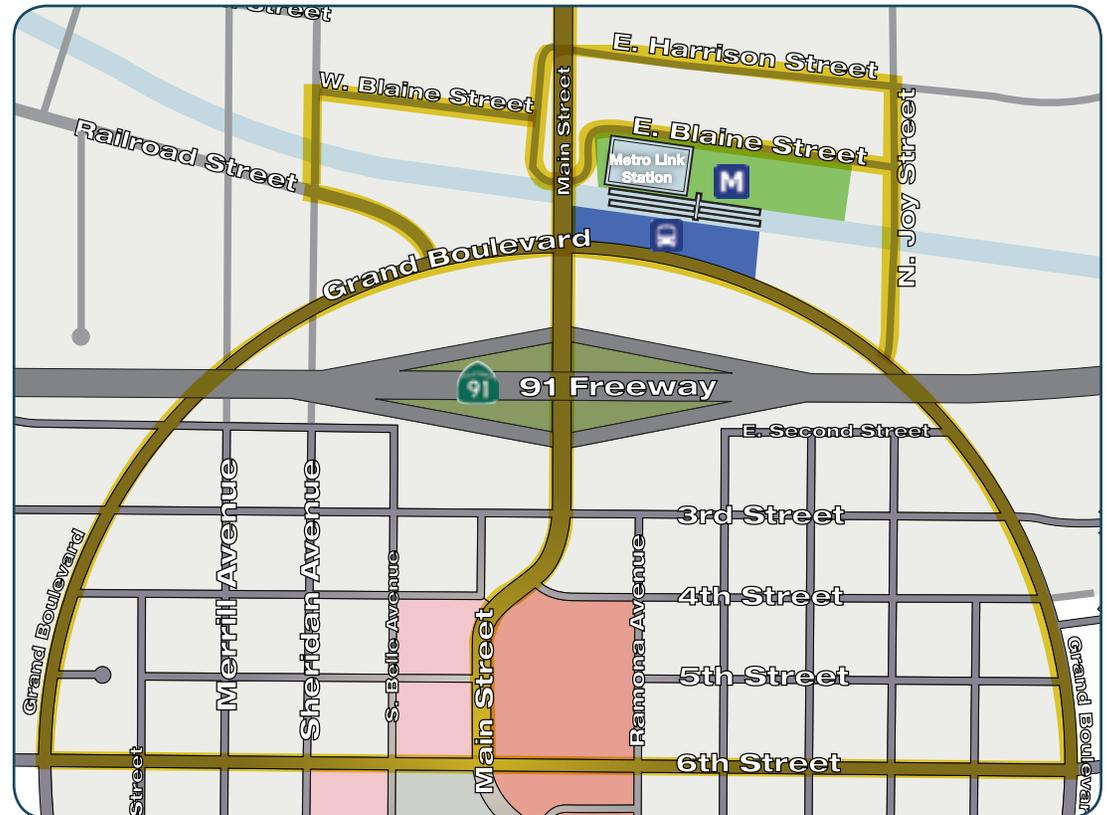
This report analyzes the existing bicycle routes along Main Street and other key routes from Downtown to the North Main Street transit areas. Planning bicycle connections from Downtown Corona to the North Main Street transit areas recognizes that cyclists may be coming from different parts of Downtown. Further, different bicyclists may have different preferences, particularly when traveling on busy arterial streets is concerned. More experienced bicyclists will ride on busy streets, such as Main Street, while others will avoid them. Therefore, this study provides access alternatives using Main Street, as well as the east and west segments of Grand Boulevard.

This report focuses on an analysis of the following roadways:

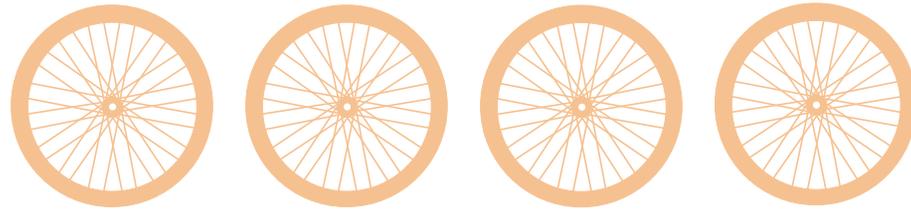
- Main Street
- Grand Boulevard
- Sixth Street
- Harrison Street
- Joy Street
- Blaine Street
- Railroad Street
- Sheridan Street
- Direct Metrolink and Multimodal Station Access

For each key segment of these streets this report analyzes:

- existing conditions,
- preferred treatments, and
- recommendation options.



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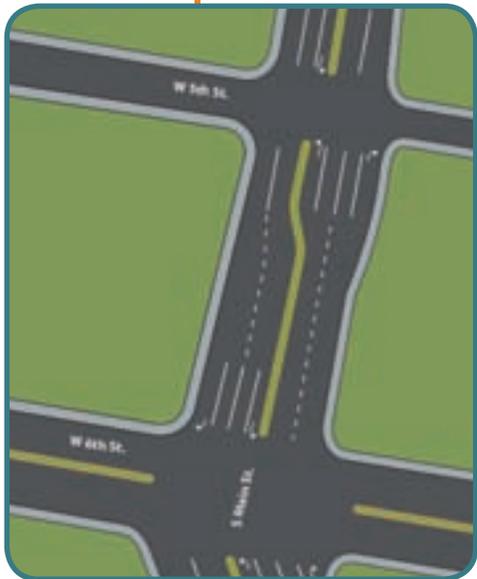


### EXISTING CONDITIONS

- Two travel lanes each side of median
- 28' to median
- A left and right-turn lane southbound at Sixth Street – 41'6" wide
- A left and right-turn lane northbound at Fifth Street – 48' wide

### PREFERRED TREATMENT

- Add 6' to 7'-wide colored bike lanes mid-block (where there are no turn lanes beyond a continuous center turn lane)
- Add 6'-wide colored bike lane in conflict zone (the area where motorists cross a bike lane to enter a right-turn lane) approaching right-turn lane northbound
- Add 6'-wide colored bike lane between right-turn lane and through lane northbound
- Colored bike lanes, especially in conflict zone, will require approval to experiment (not clear if experimentation is needed with colored bike lanes along continuous lanes)



BEFORE

### OPTIONS

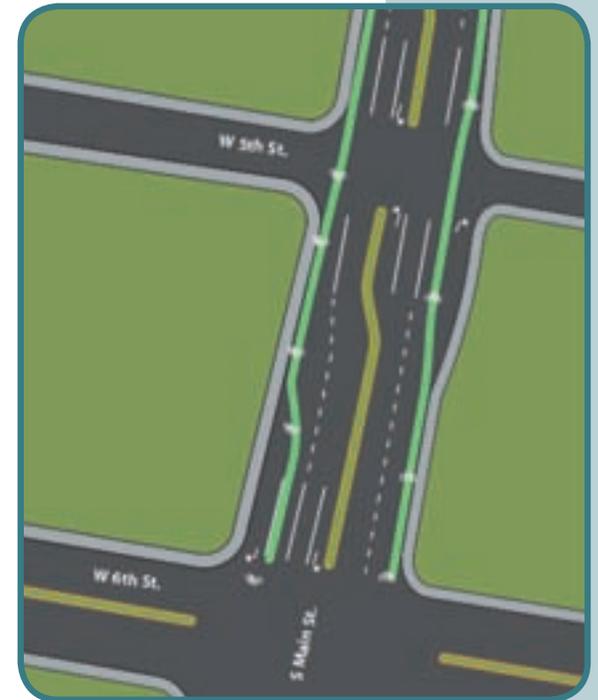
- Add the bike lanes without the coloring
- Reduce the bike lane widths to 5'

### PROS:

Easier to implement since colored bike lanes may or may not need experimental approval. Less expensive.

### CONS:

Less visible, less prominent, less comfortable for cyclists.



AFTER



### EXISTING CONDITIONS

- Two travel lanes each side of median
- 28'-33' to median
- A left-turn lane southbound at shopping center entrance – 48'-wide
- A left-turn lane northbound at Third Street – 38' wide

### PREFERRED TREATMENT

- Add 6' to 7'-wide colored bike lanes mid-block
- Colored bike lanes may require approval to experiment



### OPTIONS

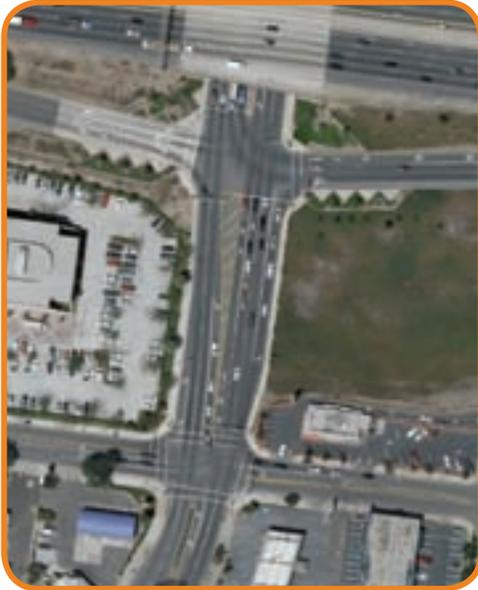
- Add the bike lanes without the coloring
- Reduce the bike lane widths to 5'

### PROS:

Easier to implement since colored bike lanes may or may not need experimental approval. Less expensive.

### CONS:

Less visible, less prominent, less comfortable for cyclists.



## EXISTING CONDITIONS

- Three travel lanes northbound; right-turn lane at on-ramp
- Two travel lanes southbound; right and left-turn lanes at Third Street
- 90' just north of Third Street
- 102' just south of freeway ramps

## PREFERRED TREATMENT

- Add 6' to 7'-wide colored bike lanes mid-block
- Add 6'-wide colored bike lane in conflict zone approaching right-turn lane northbound
- Add 6'-wide colored bike lane between right-turn lane and through lane northbound
- Add 6'-wide colored bike lane between right-turn lane and through lane southbound
- Colored bike lanes, especially in conflict zone (not clear with continuous lane), will require approval to experiment



### OPTIONS

- Add the bike lanes without the coloring
- Reduce the bike lane widths to 5'

### PROS:

Easier to implement since colored bike lanes may or may not need experimental approval. Less expensive.

### CONS:

Less visible, less prominent, less comfortable for cyclists.





### EXISTING CONDITIONS

- Two travel lanes and a right-turn lane northbound; 40' to median
- Two travel lanes with right-and left-turn lanes southbound; 51'6" to median

### PREFERRED TREATMENT

- Add 6' to 7'-wide colored bike lanes
- Add 6'-wide bike lane between right-turn lane and through lanes southbound



#### OPTIONS

- Add the bike lanes without the coloring
- Reduce the bike lane widths to 5'

#### PROS:

Easier to implement since colored bike lanes may or may not need experimental approval. Less expensive.

#### CONS:

Less visible, less prominent, less comfortable for cyclists.



### EXISTING CONDITIONS

- Two travel lanes and two left-turn lanes northbound
- Three travel lanes southbound
- 80' wide

### PREFERRED TREATMENT

- Eliminate one left-turn lane northbound
- Add 6' to 7'-wide colored bike lanes



### OPTIONS

- Add the bike lanes without the coloring
- Keep both left-turn lanes and reduce the bike lane widths to 5'

### PROS:

Easier to implement since colored bike lanes may or may not need experimental approval. Less expensive. Retains more road capacity.

### CONS:

Less visible, less prominent, less comfortable for cyclists.



### EXISTING CONDITIONS

- Three travel lanes in each direction and a left-turn lane southbound at Grand Boulevard; 79' wide
- Three travel lanes each side of median
- 35' each side of median

### PREFERRED TREATMENT

- Eliminate one lane in each direction
- Add 6' to 7'-wide colored bike lanes
- Add painted, hatched-out buffer between the bike lanes and travel lanes
- Painted, hatched-out buffers may require application to experiment



### OPTIONS

- Add the bike lanes without the coloring
- Keep all lanes and reduce the bike lane widths to 5'
- Eliminate the painted, hatched out buffer

### PROS:

Easier to implement since colored bike lanes and painted, hatched-out buffers may or may not need experimental approval. Less expensive. Retains more road capacity.

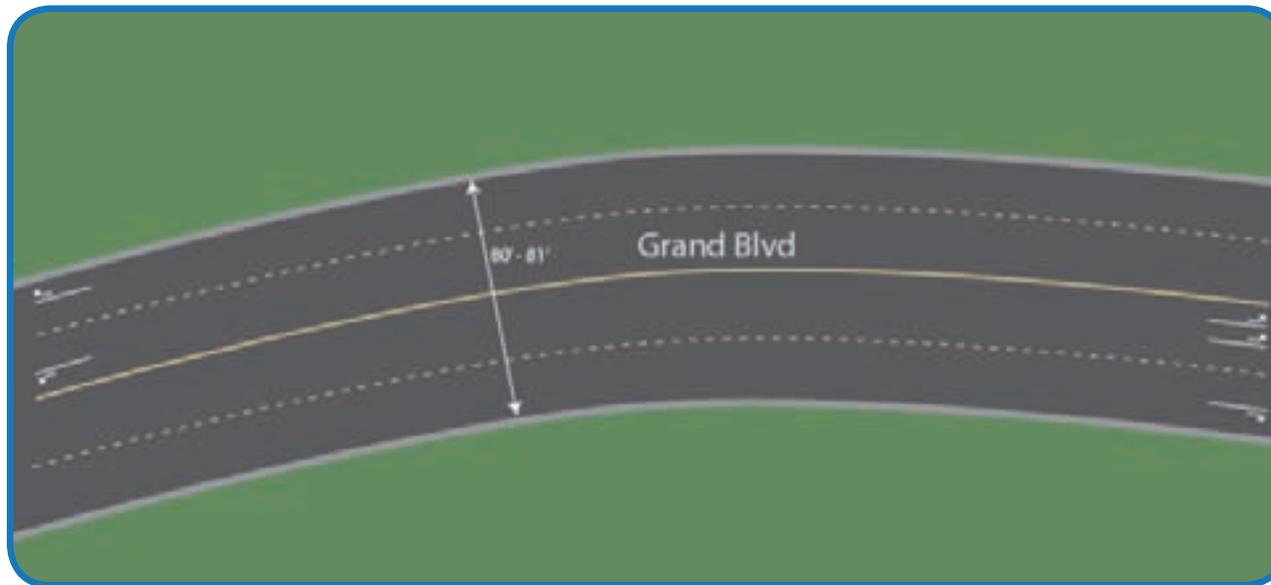
### CONS:

Less visible, less prominent, less comfortable for cyclists.



## EXISTING CONDITIONS

- Two travel lanes in each direction
- Two left-turn lanes eastbound at Main Street
- One right-turn lane eastbound at Main Street
- One right-turn lane westbound at Railroad Street and at Sheridan Street
- Left-turn lane the whole way
- 80'-81' wide



BEFORE

# GRAND BOULEVARD

PREFERRED TREATMENT	Preferred Treatment	Full Road Diet #1	Full Road Diet #2	Lower-Cost Road Diet
	Eliminate one travel lane in each direction			
	Eliminate one left-turn lane eastbound			
	Eliminate right-turn lane westbound onto Railroad Street and Sheridan Street			
	Narrow existing travel lanes to 10'-11' and turn lanes to 10'			
	Widen sidewalks by 2'			
	Add 11'-12'-wide parkway to both sides with landscaping; move poles etc. from sidewalk to parkway			
	Add 13'-14'-wide parkway to both sides with landscaping; move poles etc. from sidewalk to parkway (wider parkway instead of widen sidewalk)			
	Add 7'-wide colored bike lanes			
	Add 6'-wide colored bike lanes			
	Add 6'-7'-wide colored bike lane eastbound at Main Street to the left of the right-turn lane			
	Add 6'-wide colored bike lane eastbound at Main Street to the left of the right-turn lane			
	Add 8'-wide landscaped median; 18'-wide mid-block where no left-turn lanes exist			
Add 2'-wide painted, hatched-out buffer between the bike lanes and travel lanes (instead of median)				
New curb-to-curb width 54'; 17'-18' to median				
New curb-to-curb width 54'				

<b>OPTION</b>	Full Road Diet #2
<b>PROS:</b>	Adds more protection for cyclists. Less expensive.
<b>CONS:</b>	Does less to calm and beautify street.

<b>OPTION</b>	Lower Cost Road Diet
<b>PROS:</b>	Adds more protection for cyclists. Less expensive.
<b>CONS:</b>	Does less to calm and beautify street. Does less to help pedestrians.



AFTER

	OPTION 1	OPTION 2
OPTIONS	<ul style="list-style-type: none"> <li>Eliminate one left-turn lane eastbound</li> <li>Add 6'-wide colored bike lanes</li> <li>Add 6'-wide colored bike lane eastbound at Main Street to the left of the right-turn lane</li> <li>Add 2'-wide painted, hatched-out buffer between the bike lanes and travel lanes</li> </ul>	<ul style="list-style-type: none"> <li>Narrow all travel lanes to 10'</li> <li>Add 5'-wide colored bike lanes (no road diet or other changes to roadway)</li> <li>Add 5'-wide colored bike lane eastbound at Main Street to the left of the right-turn lane</li> </ul>
PROS:	Retains more road capacity. Significantly less expensive. Faster to implement. Could be done as an interim step to a preferred option.	Retains more road capacity. Significantly less expensive. Faster to implement. Could be done as an interim step to preferred option.
CONS:	Does less to calm and beautify street. Does less to help pedestrians.	Less visible, less prominent, less comfortable for cyclists. Does nothing to calm and beautify street. Does less to help pedestrians.

*Roundabouts offer intersection treatment that enables users of the street to travel through the intersection with minimal delay. Cyclists find this especially advantageous as stopping and reaccelerating requires significantly more energy than maintaining continuous momentum. Roundabouts also eliminate "T-bone" crashes, and others as well since they reduce the potential number of conflict points from 32 in a conventional intersection, to just eight. They have a better safety record than conventional intersections because they reduce the number of potential conflicts with turning vehicles. Further, roundabouts are more efficient in moving traffic than signals and can help to compensate for the loss of road capacity from road diets. They also bring opportunities for beautification by creating places that can be landscaped.*

OTHER OPTIONS	Add the bike lanes without the coloring	Use only sharrows; extend from Sheridan Street to Main Street	If road diet is implemented, eliminate left-turn lanes and put in roundabouts at Railroad Street and Sheridan Street	With road diet add on-street parking instead of median or wider parkways
PROS:	Easier to implement since colored bike lanes may or may not need experimental approval. Less expensive.	Easier to implement. Slightly less expensive than bike lanes. Much less expensive than road diets with changed curbs.	Safer for cyclists and motorists. More convenient for cyclists and motorists. Adds road capacity and compensates for loss of lanes. An opportunity to beautify the street.	Inexpensive way to calm traffic and provide pedestrian buffer. Adds parking.
CONS:	Less visible, less prominent, less comfortable for cyclists.	Doesn't provide lane reserved for cyclists. Does nothing to calm traffic, beautify the street or help pedestrians.	Cost. People not used to roundabouts.	Not as safe or comfortable for cyclists. Does less to beautify the street.

# GRAND BOULEVARD



### EXISTING CONDITIONS

- Two travel lanes in each direction
- Left-turn lane the whole way
- Signalized intersections at Second Street, Third Street and Sixth Street
- Class III signed bike route with sharrows
- 61'-62' wide

<b>OPTION</b>	Road Diet #2
<b>PROS:</b>	Less expensive. People not used to roundabouts. Easier to implement. Could be done and an interim step.
<b>CONS:</b>	Wouldn't realize the safety, convenience or road capacity benefits of the roundabouts, or the opportunity to beautify the street.

<b>OPTION</b>	Road Diet # 3
<b>PROS:</b>	Less expensive. Easier to implement.
<b>CONS:</b>	Wouldn't realize as many of the benefits of traffic calming or beautifying the street.

<b>PREFERRED TREATMENT</b>	Preferred Treatment	Road Diet #1	Road Diet #2	Road Diet #3
	Eliminate one travel lane in each direction			
	Eliminate left-turn lanes			
	Replace traffic signals with roundabouts at Second Street and Third Street			
	Replace traffic signals with roundabouts at Sixth Street if road diet is implemented there			
	Narrow existing travel lanes to 11'			
	Add 7'-wide colored bike lanes			
	Add 6'-wide colored bike lanes			
	Add 25'-wide landscaped median			
	Add 25'-wide landscaped median; interspersed with 15'-wide median and 10' left-turn lanes			
	Add landscaping to existing wide parkways			
Add 2'-wide painted, hatched-out buffer between the bike lanes and travel lanes				

# GRAND BOULEVARD

OPTIONS	Add 5'-wide colored bike lanes (no road diet or other changes to roadway)	Add the bike lanes without the coloring	With road diet add on-street parking instead of median
PROS:	Easier to implement since colored bike lanes and painted, hatched-out buffers may or may not need experimental approval. Less expensive. Retains more road capacity. Less long term maintenance.	Easier to implement since colored bike lanes and painted, hatched-out buffers may or may not need experimental approval. Less expensive. Retains more road capacity.	Inexpensive way to calm traffic and provide pedestrian buffer. Adds parking.
CONS:	Less visible, less prominent, less comfortable for cyclists.	Less visible, less prominent, less comfortable for cyclists.	Not as safe or comfortable for cyclists. Does less to beautify the street.



### EXISTING CONDITIONS

- Two travel lanes in each direction
- Left-turn lane the whole way
- Signalized intersection at Third Street
- Class III signed bike route with sharrows
- 60' wide

## PREFERRED TREATMENT

Preferred Treatment	Road Diet #1	Road Diet #2	Road Diet #3
Eliminate one travel lane in each direction			
Eliminate left-turn lanes			
Replace traffic signals with roundabout at Joy Street			
Replace signalized intersection at Third Street with a roundabout			
Replace traffic signals with roundabouts at Sixth Street if road diet is implemented there			
Narrow existing travel lanes to 11'			
Add 7'-wide colored bike lanes			
Add 6'-wide colored bike lanes			
Add 24'-wide landscaped median			
Add 24'-wide landscaped median; interspersed with 14'-wide median and 10' left-turn lanes			
Add landscaping to existing wide parkways			
Add 2'-wide painted, hatched-out buffer between the bike lanes and travel lanes			

### OPTION

Road Diet #2

### PROS:

Less expensive. People not used to roundabouts. Easier to implement. Could be done and an interim step.

### CONS:

Wouldn't realize the safety, convenience or road capacity benefits, or the opportunity to beautify the street.

### OPTION

Road Diet # 3

### PROS:

Adds more protection for cyclists. Less expensive. Easier to implement. Could be done and an interim step

### CONS:

Wouldn't realize the safety, convenience or road capacity benefits from roundabouts, or the opportunity to beautify the street.

OPTIONS	Add 5'-wide colored bike lanes (no road diet or other changes to roadway)	Add the bike lanes without the coloring	With road diet add on-street parking instead of median
PROS:	Easier to implement since colored bike lanes and painted, hatched-out buffers may or may not need experimental approval. Slightly less expensive. Retains more road capacity.	Easier to implement since colored bike lanes and painted, hatched-out buffers may or may not need experimental approval. Less expensive. Retains more road capacity. Less long term maintenance.	Inexpensive way to calm traffic and provide pedestrian buffer. Adds parking.
CONS:	Less visible, less prominent, less comfortable for cyclists.	Less visible, less prominent, less comfortable for cyclists.	Not as safe or comfortable for cyclists. Does less to beautify the street.



## EXISTING CONDITIONS

- Two travel lanes in each direction
- Left-turn lane the whole way
- Signalized intersection at Joy Street and Sixth Street
- 70' wide
- On-street parking exists in some places

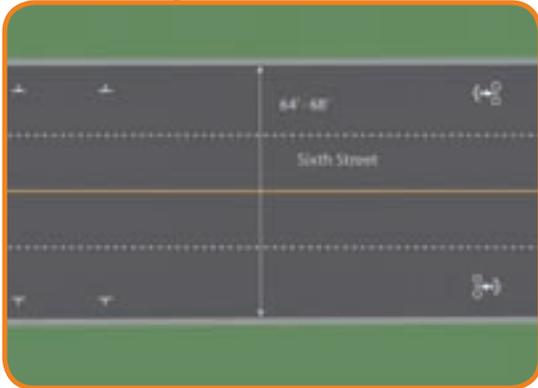
## PREFERRED TREATMENT

- Same as between Sixth Street and Joy Street
- Since cross-section is 10' wider with narrow parkways and obstructions in sidewalks, widen parkways and add landscaping

From Grand Boulevard (west) to Grand Boulevard (east)

## EXISTING CONDITIONS

- Two travel lanes in each direction
- Center left-turn lane the whole way
- Median from ½ block west of Main Street to Ramona Avenue
- Signalized intersections at both intersections of Grand Boulevard and Main Street
- Class III signed bike route with sharrows
- On-street parking in some places
- 64'-68' wide



BEFORE



# SIXTH STREET

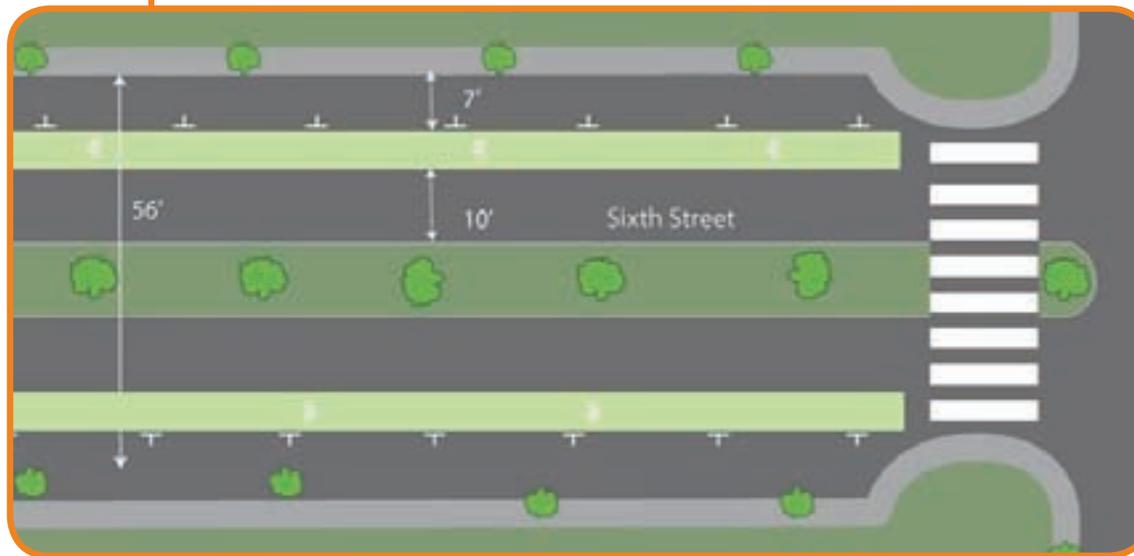
From Grand Boulevard (west) to Grand Boulevard (east)



## PREFERRED TREATMENT (ROAD DIET)

Change cross section to:

- 10'-wide travel lane in each direction
- 7' parking lanes
- Eliminate turn lanes; replace with roundabouts except at Main Street
- 6'-wide colored bike lanes in each direction
- 10-wide landscaped median
- Widen sidewalk and add streetscaping
- Add curb extensions at intersections
- 56' curb-to-curb



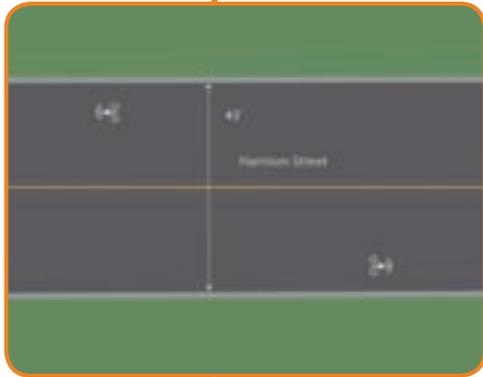
AFTER PREFERRED TREATMENT (ROAD DIET)

OPTIONS	<ul style="list-style-type: none"> <li>• Keep turn lanes instead of roundabouts</li> <li>• Add the bike lanes without the coloring</li> </ul>		
PROS:	<table border="1"> <tr> <td> <p>Less expensive. People not used to roundabouts. Easier to implement. Could be done as an interim step.</p> </td> <td> <p>Easier to implement since colored bike lanes may or may not need experimental approval. Slightly less expensive. Retains more road capacity.</p> </td> </tr> </table>	<p>Less expensive. People not used to roundabouts. Easier to implement. Could be done as an interim step.</p>	<p>Easier to implement since colored bike lanes may or may not need experimental approval. Slightly less expensive. Retains more road capacity.</p>
<p>Less expensive. People not used to roundabouts. Easier to implement. Could be done as an interim step.</p>	<p>Easier to implement since colored bike lanes may or may not need experimental approval. Slightly less expensive. Retains more road capacity.</p>		
CONS:	<table border="1"> <tr> <td> <p>Less ability to calm the street, widen sidewalks or beautify the street. Wouldn't realize the same safety benefits.</p> </td> <td> <p>Less visible, less prominent, less comfortable for cyclists.</p> </td> </tr> </table>	<p>Less ability to calm the street, widen sidewalks or beautify the street. Wouldn't realize the same safety benefits.</p>	<p>Less visible, less prominent, less comfortable for cyclists.</p>
<p>Less ability to calm the street, widen sidewalks or beautify the street. Wouldn't realize the same safety benefits.</p>	<p>Less visible, less prominent, less comfortable for cyclists.</p>		

If road diet is implemented on Grand Boulevard, replace signals with roundabouts.

# HARRISON STREET

From Blaine Street to Main Street (west of Main street)



BEFORE

## EXISTING CONDITIONS

- Class III signed bike route
- Two lanes with on-street parking
- 43' wide

## PREFERRED TREATMENT

- Remove on-street parking on east side of the street
- Add 7'-wide colored bike lanes
- Add 2'-wide painted, hatched-out buffer

### OPTIONS

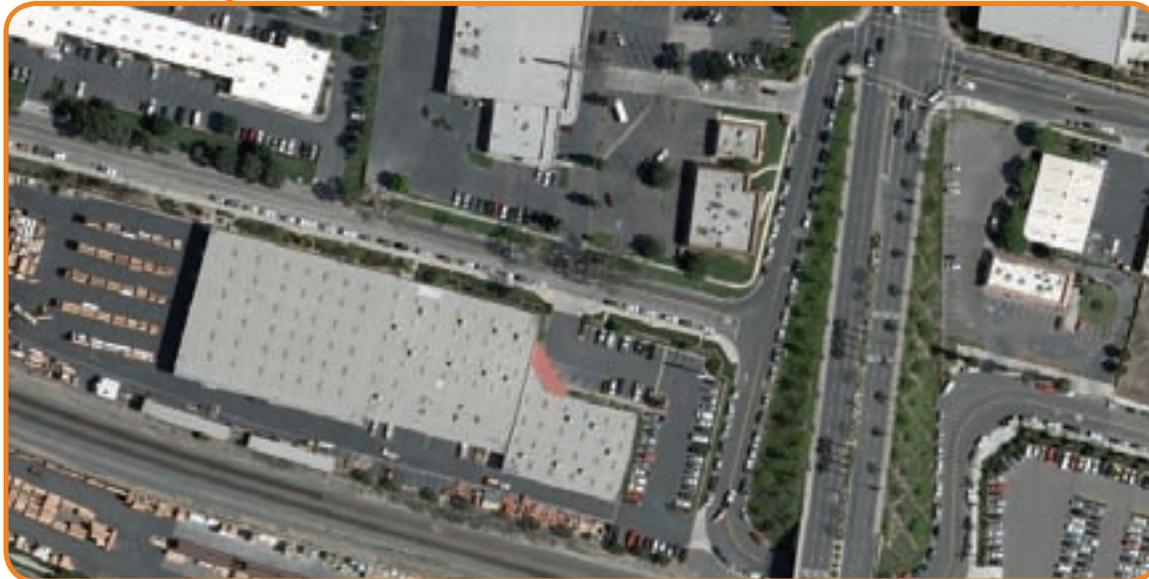
- Add the bike lanes without the coloring
- Add the bike lanes without the painted, hatched out buffer
- Stripe the bike lanes to 5' or 6' wide

### PROS:

Easier to implement since colored bike lanes and painted, hatched-out buffers may or may not need experimental approval. Less expensive. Retains more road capacity.

### CONS:

Less visible, less prominent, less comfortable for cyclists.



AFTER

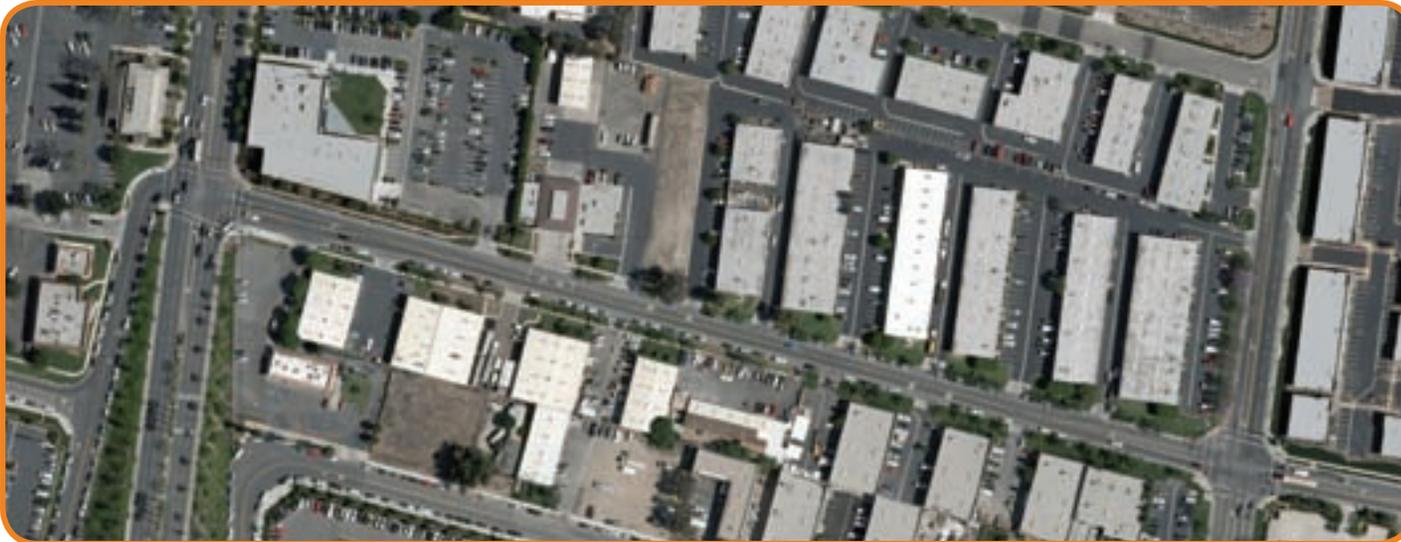


## EXISTING CONDITIONS

- Two travel lanes
- On-street parking on both sides
- 11'-wide travel lanes, 4'-wide bike lanes, 7'-wide parking lanes
- 44'-wide

## PREFERRED TREATMENT

- Narrow travel lanes to 10'
- Widen bike lanes to 5'



## From Harrison Street to Grand Boulevard

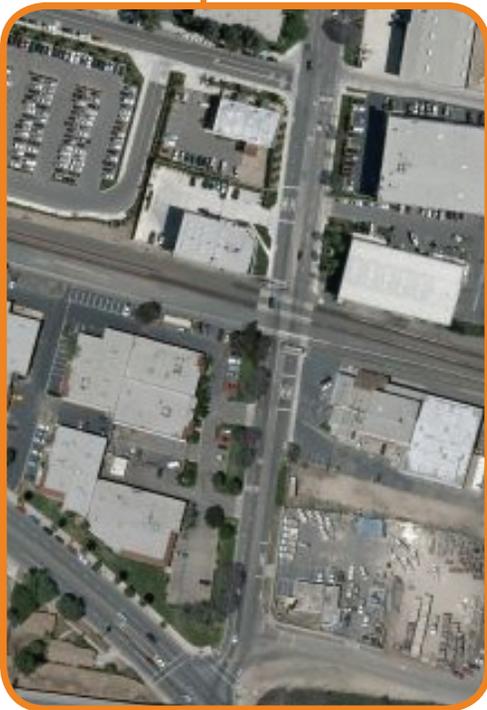


### EXISTING CONDITIONS

- Four travel lanes
- Left-turn lane
- 5'-wide bike lanes
- Signalized intersections at Harrison Street and Grand Boulevard

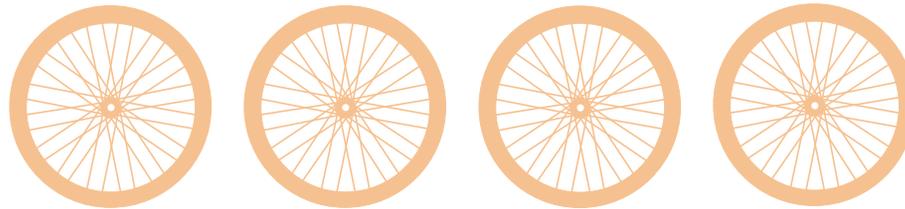
### PREFERRED TREATMENT

- Eliminate one travel lane in each direction
- Replace traffic signals with roundabouts at Harrison Street and Blaine Street
- If road diet is implemented on Grand Boulevard, replace signal with roundabout
- Widen bike lanes to 7'
- Add 2'-wide painted, hatched-out buffer



OPTIONS	PROS:	CONS:
<ul style="list-style-type: none"> <li>• Eliminate left-turn lanes without road diet</li> <li>• Eliminate lanes and maintain left-turn lane</li> <li>• Add the bike lanes without the coloring</li> <li>• Add the bike lanes without the painted, hatched out buffer</li> <li>• Stripe the bike lanes to 5'-6' wide</li> </ul>	<p>Would provide space for better bike lanes while maintaining road capacity.</p>	<p>Less protected and less comfortable for bicyclists.</p>
<ul style="list-style-type: none"> <li>• Eliminate lanes and maintain left-turn lane</li> </ul>	<p>Would provide space for better bike lanes while maintaining most road capacity.</p>	<p>Less protected and less comfortable for bicyclists.</p>
<ul style="list-style-type: none"> <li>• Add the bike lanes without the coloring</li> <li>• Add the bike lanes without the painted, hatched out buffer</li> <li>• Stripe the bike lanes to 5'-6' wide</li> </ul>	<p>Easier to implement since colored bike lanes and painted, hatched-out buffers may or may not need experimental approval. Slightly less expensive.</p>	<p>Less visible, less prominent, less comfortable for cyclists.</p>

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# BLAINE STREET

From Joy Street to Harrison Street



## EXISTING CONDITIONS

- Two lanes with parking on one side only
- 44' wide

## PREFERRED TREATMENT

- Add 6'-wide bike lanes on both sides



# BLAINE STREET

From Harrison Street to Sheridan Street

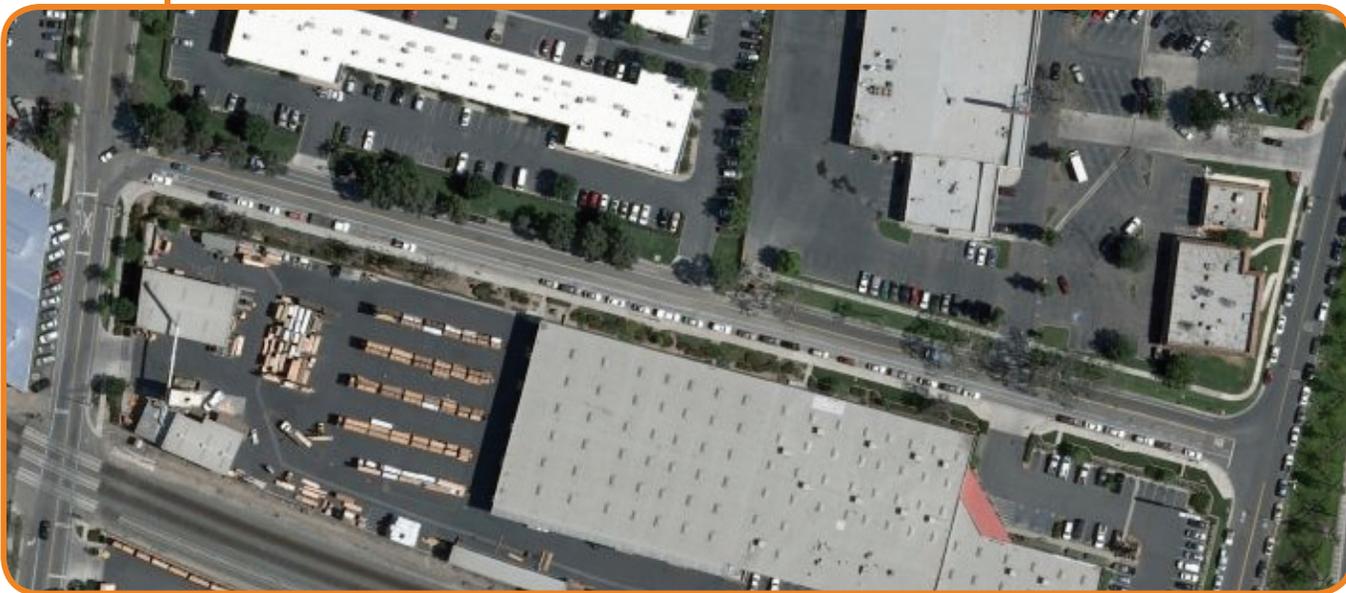


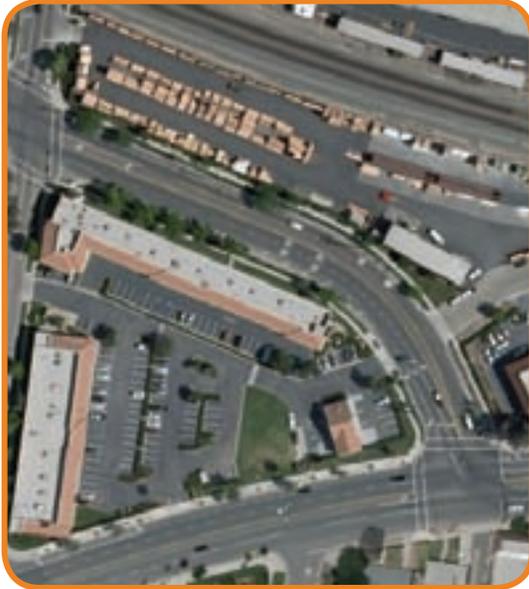
## EXISTING CONDITIONS

- Two lanes with parking on south side
- 5'-wide bike lanes
- 40' wide

## PREFERRED TREATMENT

- Widen bike lanes to 6'





## EXISTING CONDITIONS

- One travel lane westbound
- Two travel lanes eastbound
- Two-way left-turn lane
- 5' bike lanes
- Painted, hatched-out buffer for short stretch
- 64'-wide

## PREFERRED TREATMENT

- Eliminate one travel lane eastbound
- Widen bike lanes to 6' feet
- Extend painted, hatched-out buffer
- Add 4'-wide painted, hatched out buffer to north side

### OPTIONS

- Widen bike lanes to 7' without the painted, hatched-out buffer

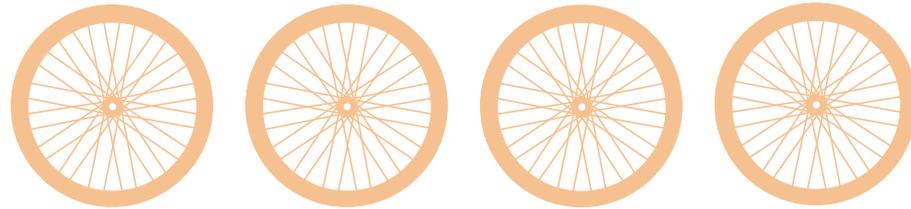
### PROS:

Easier to implement since painted, hatched-out buffers may or may not need experimental approval. Slightly less expensive. Retains more road capacity.

### CONS:

Less visible, less prominent, less comfortable for cyclists.

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## EXISTING CONDITIONS

- Two lanes
- 5'-wide bike lanes on both sides between Blaine Street and railroad tracks
- 5'-wide bike lane on east side between Railroad Street and railroad tracks; right-turn lane southbound
- 45' wide

## PREFERRED TREATMENT

- Add 7'-wide bike lane on east side between Railroad Street and railroad tracks
- Widen bike lanes to 7'

### OPTIONS

- Widen bike lanes to only 6'

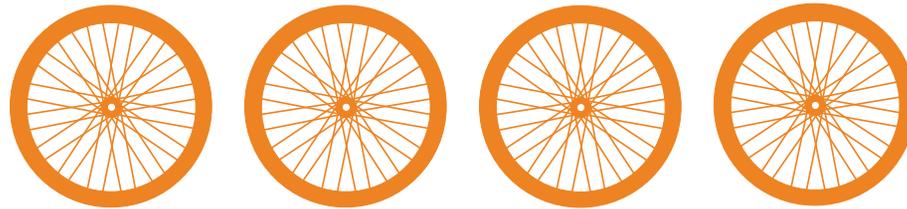
### PROS:

More space for motor vehicles.

### CONS:

Less prominent, less comfortable for cyclists.

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# DIRECT STATION ACCESS



## Access from Sheridan Street

PREFERRED  
TREATMENT

- Add a bike path leading directly from Sheridan Street to the train platform on the north side of the tracks

## Access from Joy Street

PREFERRED  
TREATMENT

- Add a bike path leading directly from Joy Street to the train platform on the north side of the tracks
- Add a second bike path leading directly from Joy Street to the train platform on the south side of the middle track
- Add bicycle parking to platform for middle track

OPTION 1

- Add only the path to the north track; cyclists going to the other platform would use the pedestrian bridge to cross the tracks

### PROS:

Less expensive. Likely more acceptable to railroad interests.

### CONS:

Less convenient for passengers boarding trains on the south side.

# DIRECT STATION ACCESS

## Access from Main Street South of Grand Boulevard to Station

- Add ramp from east side of Main Street just north of freeway off-ramps on the north side of the freeway to the south side of the park-and-ride lot
- Add 12'-wide bike path from this point along the back of the south side of the park-and-ride lot to the end of the cul-de-sac on Victoria Avenue
- Add bi-directional sharrows in and out of Victoria Avenue to the station
- Add a zebra-stripe signalized crosswalk on the north side of the freeway on-ramps to cross Main Street for southbound cyclists that have used this new connection from the train station

## Access from Main Street Railroad Bridge

*Preferred Treatment (Not advantageous if Access from Main Street South of Grand Boulevard to Station project is implemented.)*

Add ramp from the bridge to the north track platform at the train station; this will have to circle or zigzag to maintain ADA standards

	Option 1	Option 2
	<ul style="list-style-type: none"> <li>• Add a ramp further north using the topography north of Blaine Street</li> <li>• Bring ramp down to join Blaine Street and to route cyclists on Blaine Street</li> <li>• Remove the sign that prohibits southbound turning into station</li> </ul>	<ul style="list-style-type: none"> <li>• Route cyclists to Harrison Street and to turn right</li> <li>• Add bike path between Main Street and private commercial parking lot from Harrison Street to Blaine Street and route cyclists onto Blaine Street</li> <li>• Remove the sign that prohibits southbound turning into station</li> </ul>
Pros:	Less Expensive	Much less expensive. Would improve pedestrian access north of the station.
Cons:	Less direct	Less direct

# RECOMMENDATION SUMMARY

