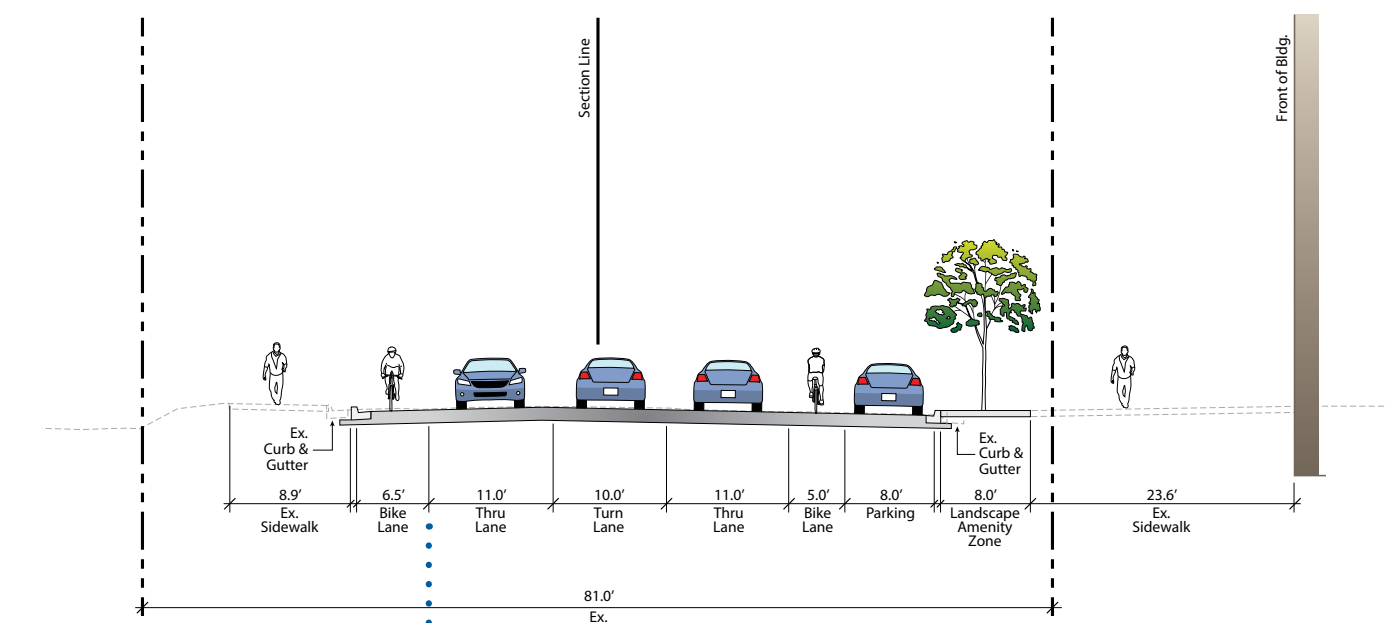


Broadway Reconstruction: Violet to US36

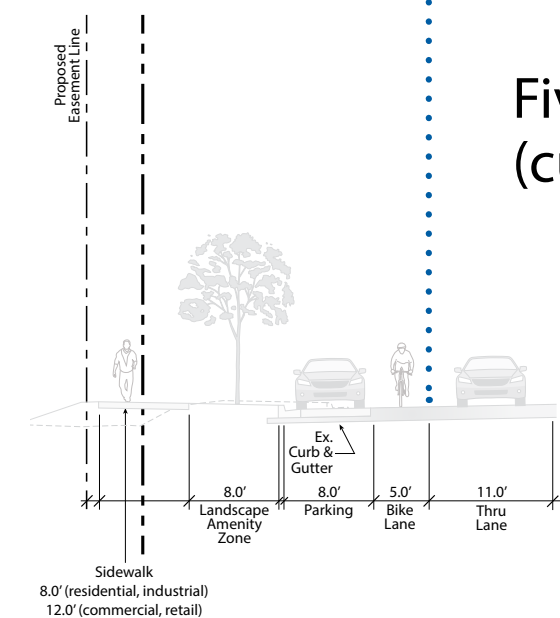
Bike Lane Alternatives Analysis and Evaluation Criteria

Three bike facility design options were evaluated during the conceptual design process:

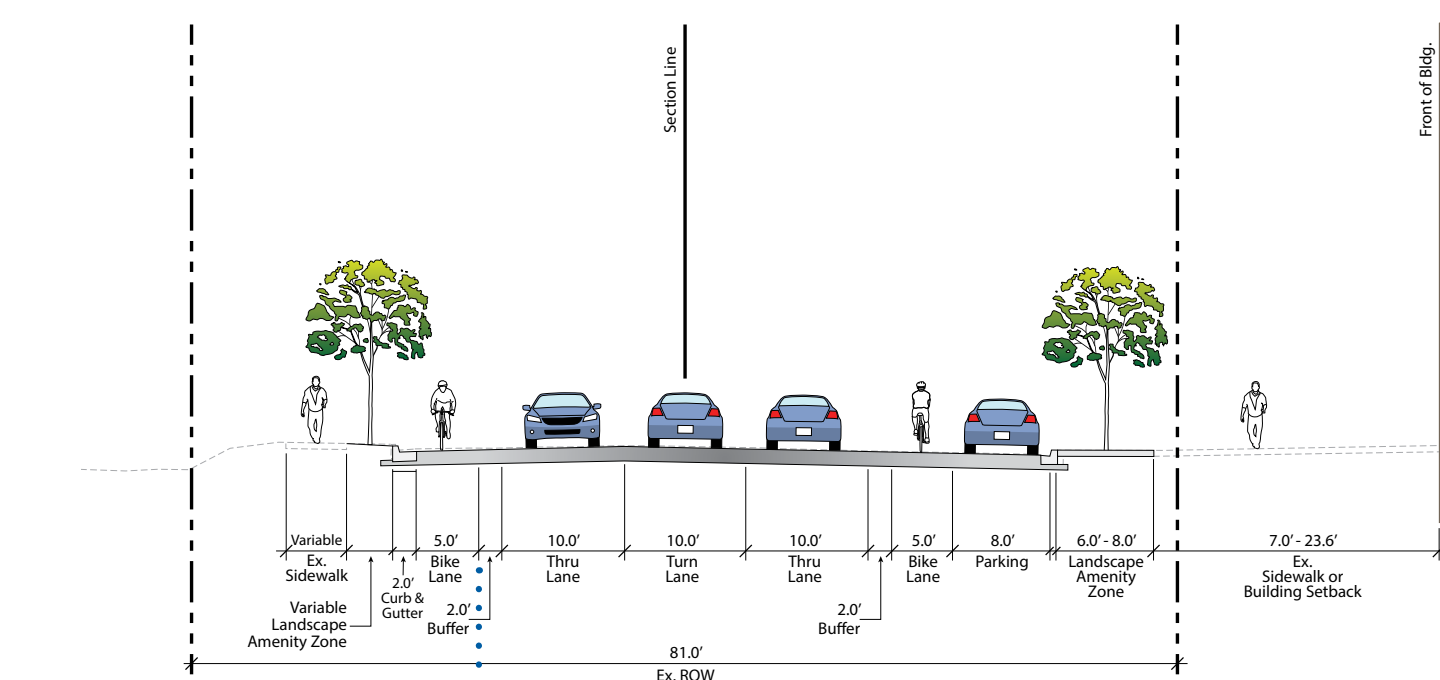
Option 1



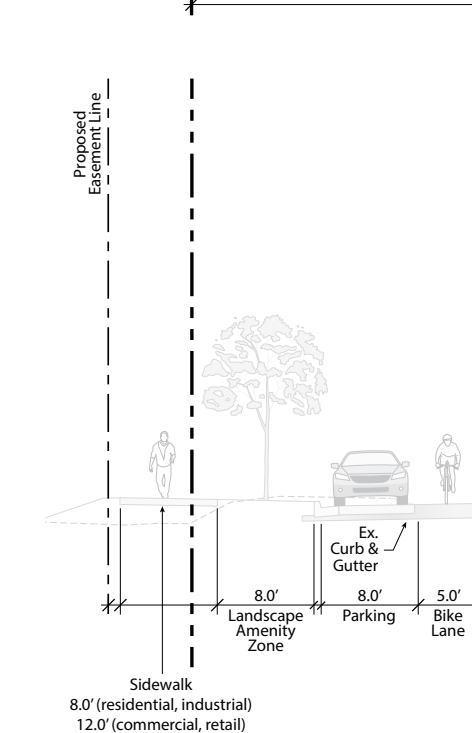
Five foot-wide on-street bike lanes (current city standard for bike lanes)



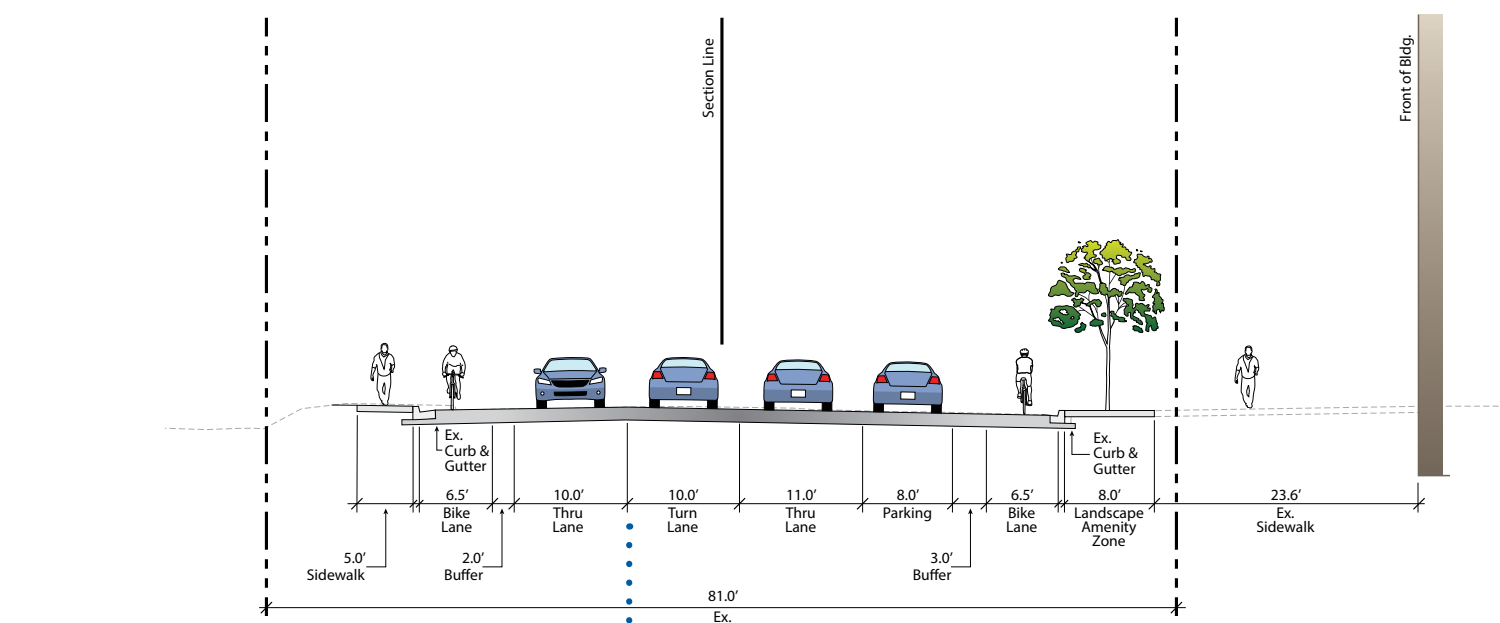
Option 2 - (Recommended Option)



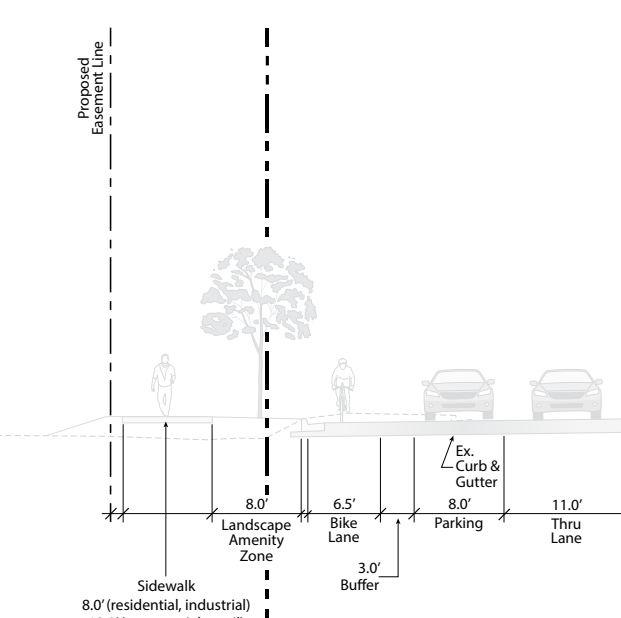
Buffered bike lanes (5 foot-wide bike lane and 2 foot-wide striped buffer between vehicle thru-lanes and bike lanes)



Option 3



Parking protected-bike lane (5 foot-wide bike lane and 3 foot-wide striped buffer between bike lane and on-street parking)



Criteria Ratings: ● (High) - Meets Criteria - Highly Preferred ● (High) - Meets Criteria - Preferred ● (Medium) - Somewhat Meets Criteria - Acceptable ● (Low) - Poorly Meets Criteria - Undesirable ● (Low) - Poorly Meets Criteria - Unacceptable

Evaluation process:

The options were assessed to understand how their characteristics interact with factors such as Economic Vitality, Social Equity, Environmental Quality, Transportation Functionality, Safety, Community Preference, Funding, Constructability and Operations & Maintenance.

Option 2 - Buffered Bike Lanes was selected for the following reasons:

- Buffered bike lanes as the facility type appeals to a wider range of ages and abilities compared to Option 1, was the preference from online and onsite community feedback, and is more consistent with the North Boulder Subcommunity Plan for placemaking, social interaction and arts promotion.
- The cost of this facility can be covered with the project budget, is less costly and complex for construction and duration compared to Option 3, and can fit within existing and anticipated future public right-of-way and dedications.
- The buffered bike lane supports economic vitality of this corridor with an improved cycling condition from the current one and no anticipated long-term impacts to the adjacent businesses nor a reduction in on-street parking which is often a concern of adjacent businesses.

Categories	Option 1	Option 2	Option 3
Economic Vitality	● (High) - Meets Criteria - Preferred	● (High) - Meets Criteria - Preferred	● (Medium) - Somewhat Meets Criteria - Acceptable
Social Equity	● (Medium) - Somewhat Meets Criteria - Acceptable	● (High) - Meets Criteria - Preferred	● (High) - Meets Criteria - Preferred
Environmental Quality	● (High) - Meets Criteria - Preferred	● (High) - Meets Criteria - Preferred	● (Low) - Poorly Meets Criteria - Undesirable
Transportation Functionality	● (Medium) - Somewhat Meets Criteria - Acceptable	● (Medium) - Somewhat Meets Criteria - Acceptable	● (High) - Meets Criteria - Preferred
Safety	● (Medium) - Somewhat Meets Criteria - Acceptable	● (High) - Meets Criteria - Preferred	● (High) - Meets Criteria - Preferred
Community Preference	● (Medium) - Somewhat Meets Criteria - Acceptable	● (High) - Meets Criteria - Preferred	● (High) - Meets Criteria - Preferred
Funding	● (High) - Meets Criteria - Preferred	● (Medium) - Somewhat Meets Criteria - Acceptable	● (Low) - Poorly Meets Criteria - Unacceptable
Constructability	● (High) - Meets Criteria - Preferred	● (High) - Meets Criteria - Preferred	● (Low) - Poorly Meets Criteria - Unacceptable
Operations & Maintenance	● (Medium) - Somewhat Meets Criteria - Acceptable	● (Medium) - Somewhat Meets Criteria - Acceptable	● (Low) - Poorly Meets Criteria - Unacceptable
Totals	● (High) - Meets Criteria - Preferred	● (High) - Meets Criteria - Preferred	● (Medium) - Somewhat Meets Criteria - Acceptable



City of Boulder
Public Works

Funding Partners:

