



ARVADA TOD ACCESS PLAN

Citywide Bicycle System Overview & Connections

August 2009 Draft

Proposed recommendations for Public Review and Comment



prepared by Charlier Associates, Inc.

About this Study

The City of Arvada is developing a plan for non-motorized access to the three future TOD sites along RTD's Gold Line light rail corridor. Working with local interest groups and building off of existing planning efforts completed for the community, the City's consultant, Charlier Associates, Inc., has developed a draft access plan for public review.

Components include blow-up details for areas within 1/2-mile of each of the FasTracks stations, and identification of a system of primary corridors that will link the future TOD sites with the larger community-wide bicycling network. The descriptions below and the accompanying map identify missing links in southeastern portion of the citywide system, and make facility recommendations based on traffic speed, volume and expected non-motorized use.

Why Completing Primary Corridors is Important

Bicyclists need safe, convenient, and uninterrupted travel corridors for bicycling to be an effective mode of personal transportation for work commute trips, running errands, or access to transit. Nationally, bicycle trips average 2.5 miles in length, so a major goal of this plan is to create an interconnected system of bicycling corridors at least this long that will enable people to easily ride their bikes for short trips around town. Combined with transit, the bicycle mode offers Arvada residents that opportunity to travel greater distances without the increasing costs and congestion associated with automobile travel.

The recommended bicycling system combines various types of highly visible, designated facilities to create a complete network that will provide options for experienced cyclists and those residents desiring assistance when cycling throughout the community.

PRIMARY EAST-WEST BICYCLING CORRIDORS

Ralston Creek Trail

This primary off-street bikeway is an existing paved multiuse path that generally follows the Ralston Creek diagonally across Arvada, linking to the regional Clear Creek Trail. The bikeway uses short stretches of on-road routing to complete missing path segments.

W. 64th Avenue

This proposed on-street route provides east-west connectivity in the northern portion of the study area. Recommendations include extending bike lanes west to Allison Street and east to Tennyson Street, with a short section of shared roadway between Allison and Carr.

W. 60th Avenue

This on-street corridor runs north of the Sheridan TOD site, between Pierce Street and Tennyson Street. The relatively narrow, low-volume section between Pierce and Sheridan is recommended as a shared roadway, while on-street bike lanes are proposed east of Sheridan when the roadway widens.

Van Bibber Creek Trail / W. 57th Avenue / Grandview Avenue

This east-west corridor will be created by relocating and extending the Van Bibber Creek Trail west to Independence Street, using the existing bicycle lanes on W. 57th Ave. until Yukon Street, striping one block of Yukon with bike lanes, and continuing on Grandview, which will be designated as a shared-use roadway through use of sharrow pavement markings and signage.

Ridge Road

This recommended on-road route located immediately north of the Arvada Ridge Station should have share-the-road warning signage posted as an interim measure. As the surrounding TOD area redevelops, roadway widening is desired to include bike lanes or paved shoulders due to the direct access provided to the FasTracks station.

Station Connector Route

Since development of an off-road trail immediately parallel to the BNSF and FasTracks rail lines is not feasible due to right-of-way constraints, this on-road route is needed to link Arvada's TOD station areas together. The identified route follows a combination of low-volume local streets recommended for sharrow marking, and moderate-volume streets striped with bicycle lanes.

W. 52nd Avenue Sidepath

This auto-dominated corridor has an existing sidepath along most of the south side from Allison to Marshall Streets. Improvements are warranted to complete missing links and strips crosswalks at potential conflict points between motorized and non-motorized users.

Clear Creek Trail

This 19-mile regional multiuse pathway connects communities between Golden and Commerce City, skirting the southern edge of the City of Arvada just south of I-70 in the City of Wheatridge.

PRIMARY NORTH-SOUTH BICYCLING CORRIDORS

Oak Street / Miller Street

This corridor provides north-south connectivity from existing bike lanes on Allendale Drive to the Van Bibber Creek Trail, south to the Arvada Ridge station. Oak Street is recommended as a shared roadway north of Ralston Road, with striped on-street parking. This section will connect to existing on-street bike lanes on the southern portion of Oak and Miller Street.

Kipling Parkway

A sidepath facility exists on the east side of Kipling, with incomplete segments on the west side. To the south, the City of Wheatridge has long-range plans to complete a bike/ped facility within the Kipling corridor. This path connects the northwest portion of the study area to the Arvada Ridge station, and intersects with the Van Bibber Creek Trail.

Independence Street

This north-south corridor runs along the eastern edge of the Arvada Ridge station area. Designating on-street bike lanes is recommended.

Garrison Street

Garrison extends south from Oberon Road to the Clear Creek Trail, intersecting the Ralston Creek Trail. The linkage between these two major trail systems makes Garrison a key north-south corridor. Bike route signage is need from W. 62nd Avenue to the Clear Creek Trail.

Carr Street / Balsam Street

This corridor extends from W. 52nd Ave. to north of W. 64th Ave., intersecting the Ralston Creek Trail. Bike lanes are recommended on Carr Street extending from the Ralston Creek Trail to north of W. 64th Ave. A signed, shared roadway is recommended on Balsam Street due to the narrower width and lower traffic volumes.

Olde Wadsworth Boulevard

Bike lanes are recommended north of the Ralston Creek Trail to connect to major community destinations and commercial centers.

Pierce Street / Wadsworth Bypass Path

The Pierce Street segment of this corridor extends north from the Ralston Creek Trail to W. 68th Avenue. Bike lanes are recommended north of W. 62nd Ave., with a signed shared roadway south of 62nd when the roadway narrows.

Lamar Street / Marshall Street

Designated on-street bike lanes are recommended between W. 68th Avenue and the Clear Creek Trail to provide north-south connectivity.

Tennyson Street

Tennyson provides north-south connectivity along the eastern edge of Arvada, connecting from W. 64th Avenue to the Clear Creek Trail. The corridor is envisioned as the primary route for bicycle access to the Sheridan station, with bicycle lanes recommended.



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