**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 line. The consultant, Charlier Associates, Inc., has developed a draft plan for public review. This plan is the result of a series of community meetings that took place in 2009.

**Why Completing Primary Corridors is Important**

Bicyclists need safe, convenient, and uninterrupted travel corridors for bicycling to be an effective mode of personal transportation. The major goal of this plan is to create a interconnected system of bicycling corridors that will enable people to easily ride their bikes for short trips around town. This system will provide an opportunity for community-wide bicycling and will reduce dependency on motorized travel for short trips.

The recommended bicycling system combines various types of highly visible, designated facilities to create a complete network of primary corridors. This network of primary corridors will provide the necessary links to fully connect the City of Arvada to its regional system of bicycling access provided by the Golden to Wheat Ridge bike trail and RTD’s BNSF Community Trail.

Components of primary corridors include blow-up details for areas within 1/2-mile of each of the FasTracks stations, and identification of a system of facilities to provide a safe route for bicyclists. The accompanying map identifies primary corridors and their associated facilities.

**PRIMARY NORTH-SOUTH BICYCLING CORRIDORS**

- **Ridgeway Road**: This proposed on-street route provides a grade separation of the Sheridan Rd. and State Highway 70 intersection, which will be designated as a shared-use roadway through use of sharrows and signage.
- **Oak Street / Miller Street**: This corridor provides north-south connectivity from existing bike lanes on Allendale Drive to the Van Biber Creek Trail. The linkage between these two elements is recommended.
- **Garrison Street**: The north-south corridor runs along the eastern edge of the Anadara Ridge Station area. Designating on-street bike lanes is recommended.
- **City of Wheatridge**: The City of Wheatridge has long-range plans to complete a bike/ped facility within the city limits. This path connects the northwest portion of the study area with the City of Arvada.
- **Olde Wadsworth Boulevard**: This corridor is recommended for shared roadway use. The Wadsworth Boulevard corridor provides north-south connectivity between W. 64th Avenue and the Clear Creek Trail.

**PRIMARY EAST-WEST BICYCLING CORRIDORS**

- **Miller Street (Green Street)**: This corridor is recommended for shared roadway use. The Miller Street corridor connects the northwestern portion of the study area.
- **Lamar Street**: This corridor is recommended for shared roadway use. The Lamar Street corridor connects the northeastern portion of the study area.
- **Pierce Street / Arrowhead Path**: This corridor is recommended for shared roadway use. The Pierce Street corridor connects the northwestern portion of the study area.
- **Platte Street / Middle Street**: This corridor is recommended for shared roadway use. The Platte Street corridor connects the southeastern portion of the study area.
- **Southwark Street**

**Components of the Study**

- **Bicycling System Components**: This map shows the primary corridors and the corresponding map identifies missing links in areas outside of the study area.
- **Bicycling System Recommendations**: This section provides detailed recommendations for the primary corridors.
- **Bicycling System Design**: This section provides design recommendations for the primary corridors.
- **Bicycling System Implementation**: This section provides implementation recommendations for the primary corridors.

**Proposed Recommendations for Public Review and Comment**

August 2009 Draft

Prepared by Charlier Associates, Inc.