

Bicycle Boulevard



DOT&PF Quarterly
Design Meeting
July 21, 2015



Acknowledgments



From left to right: Joe Gilpin, Alta;
Brooke Blessing, PM&E;
Lori Schanche, PLA, PM&E



Marc Frutiger, PE, PTOE, R&M



Van Le, AICP, R&M



BAD



GOOD



BETTER



AWESOME



EXCELLENT



PERFECT



YAY!



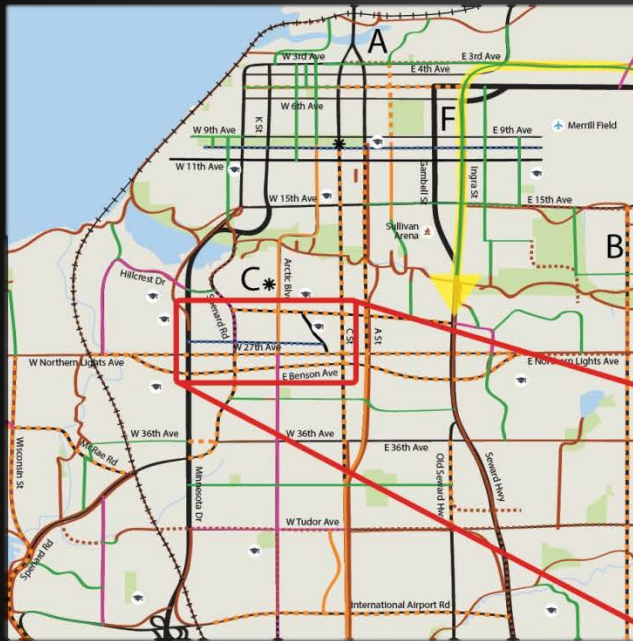
HANG ON.



WHAT JUST
HAPPENED?

Why?

- Adopted 2010 Anchorage Bicycle Plan



Recommends 4.6 miles of
Bicycle Boulevards



What?

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority.



Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

Where?

- Volume $\leq 3,000$ vehicles per day
($\leq 1,500$ preferred)
- Speed ≤ 25 mph (≤ 20 mph preferred)
- Connections between Schools, Parks,
Community Centers
- Parallel to commercial streets

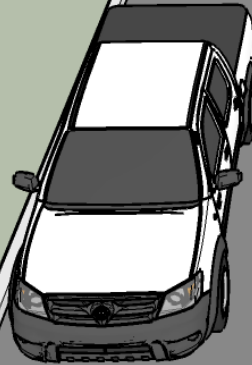
How?

Pedestrian &
Bicycle
Crossing
Enhancements



Community
Destinations

Green Infrastructure



Pavement
Markings



Unique
Branding



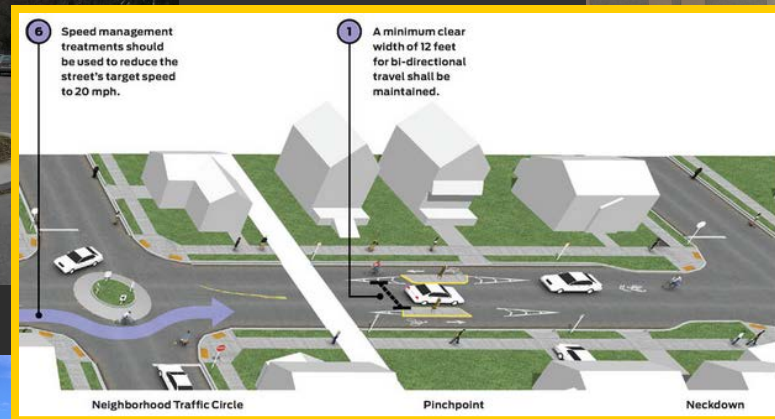
Reduced
Speed
Limit



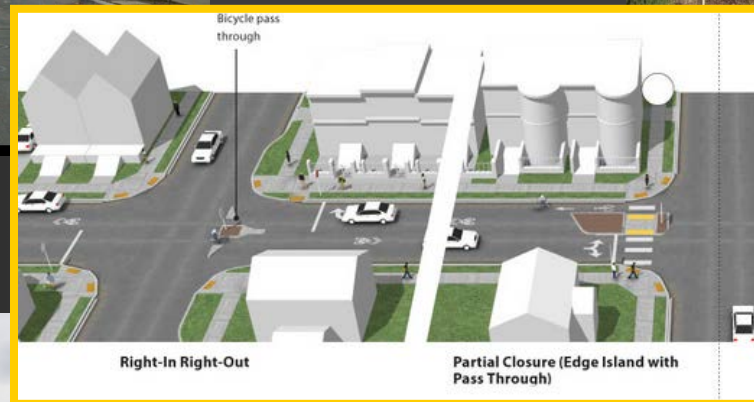
Speed Management



Speed Management (cont'd)



Volume Management



Volume Management (cont'd)



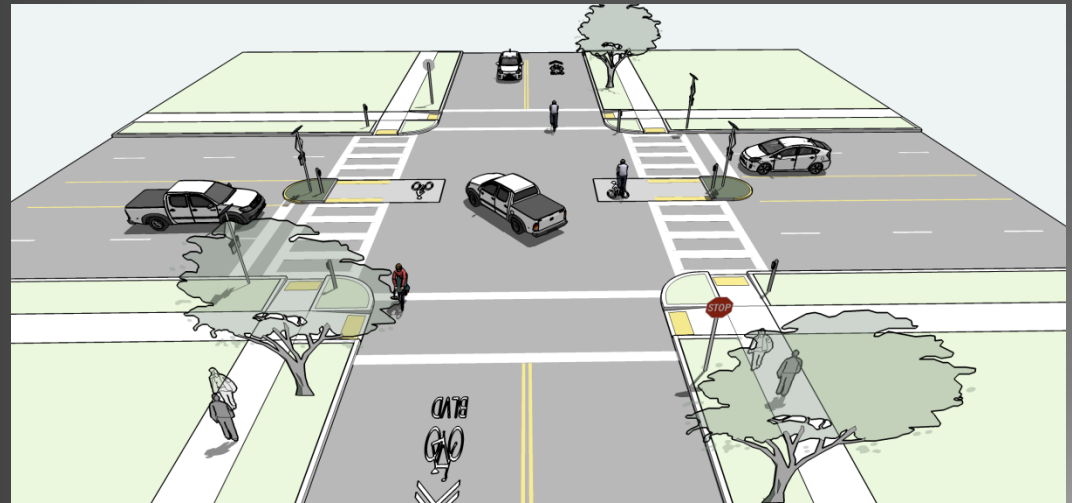
Minor Intersections

Design Guidance

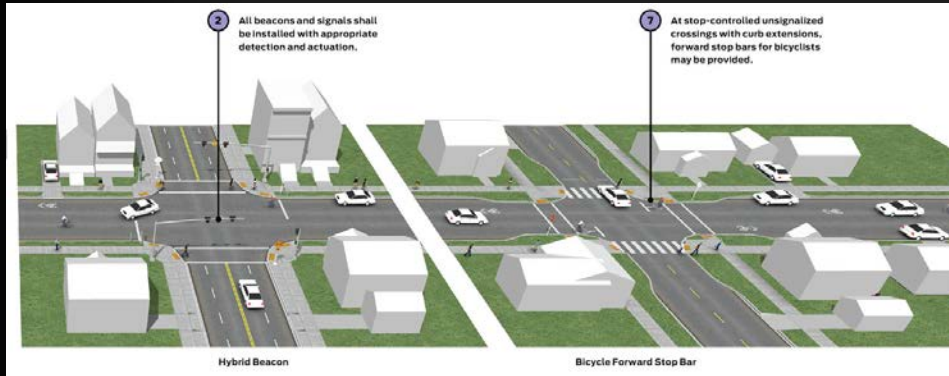
Minor Street Crossings



Major Intersections



Major Intersections (cont'd)

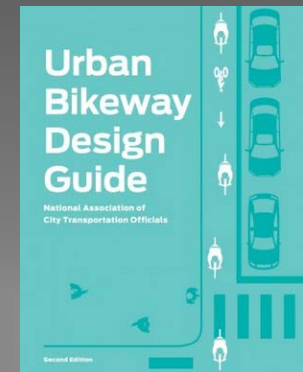


Offset Intersections



More Information

- West 27th Ave Pedestrian Safety Improvements Project
www.W27thAveImprovements.com
- 2010 Anchorage Bicycle Plan
www.muni.org/Departments/OCPD/Planning/AMATS
- National Association of City Transportation Officials (NACTO)
www.nacto.org/publication/urban-bikeway-design-guide/



Thanks for listening!

Questions?

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