



Division St: The Great Divide

Division St is the major dividing line of the entire route. Distinctly different types of bicycling environments exist to the north and south.

To the north, the route utilizes residential streets with low traffic volumes and speeds, with a direct alignment to its connection at the north end.

To the south, the most direct route, 52nd Ave, requires using a relatively high traffic volume and speed arterial environment. Safely accommodating bicycles requires bicycle lanes, which also requires on-street parking removal from one side of the street.

Because of the discontinuous nature of the street network, local street alternatives west and east of 52nd Ave require significant amounts of out-of-direction travel, which is a major deterrent to encouraging cycling.

The project spent a significant amount of time early on in the process discussing the relative merits of each alignment option, as well as other alternatives.

Direct Route: 52nd Ave

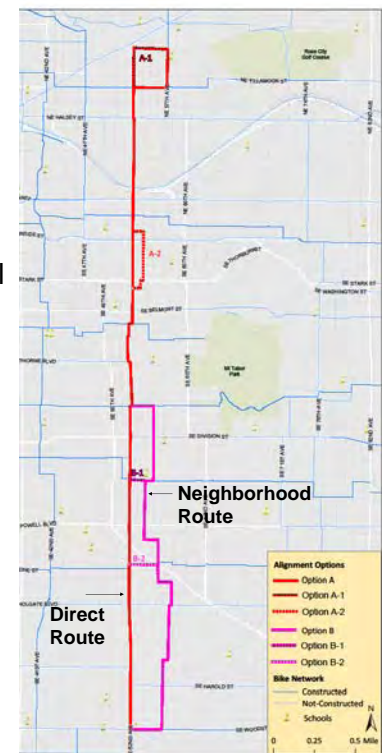
This alignment is the one originally identified in the 1996 and 2010 Bicycle Master Plan.

- Directness: best serves the needs of experienced cyclists who are comfortable with bicycle lanes
- On-street parking utilization data indicates that impacts of parking removal to adjacent properties will be minimal.

Neighborhood Route: various streets east of 52nd

This alignment was the best local alternative to 52nd Ave studied.

- Family friendly: best serves the needs of the 'interested but concerned' cyclists.
- No on-street parking removal required.
- Out-of direction travel: poor street connectivity requires significant amount of out-of-direction travel (over ½ mile).



Recommendation

Provide both the Direct Route and the Neighborhood Route to serve the needs of the broadest range of users.

