
Appendix A Potential SW Alder Street / SW 14th
Avenue Bicycle Connection

POTENTIAL SW ALDER STREET/SW 14TH AVENUE BICYCLE CONNECTION

The project team also explored options for providing north-south bicycle connectivity along SW 14th Avenue in the vicinity of the SW Alder Street-SW Washington Street couplet, if a contraflow bike facility is included on Alder Street in the future. The feasibility of such a connection will be addressed as part of the upcoming Central City Multimodal Safety Plan, but the project team documented two route concept options for future consideration.

Option #1 - Two-way Protected Bicycle Facility on East Side

Figure 17 illustrates a conceptual layout of Option #1 highlighting the key elements as discussed below:

- Introduces a two-way protected bicycle facility along the east side of SW 14th Avenue between SW Alder Street and SW Washington Street.
 - Removes on-street parking along the east side to accommodate the bicycle facility.
 - Modifies curb-return in the northeast corner of the SW 14th Avenue/ SW Alder Street intersection to accommodate the bicycle facility.
 - Likely alters the signal phasing and timing at the SW 14th Avenue/ SW Alder Street intersection.
- Provides a westbound short left-turn bicycle lane on SW Washington Street.

Option #2 - Contraflow Protected Bicycle Lane on West Side

Figure 18 shows a conceptual layout of Option #2 highlighting the key elements as discussed below:

- Introduces a contraflow protected bicycle lane along the west side of SW 14th Avenue between SW Alder Street and SW Washington Street.
 - Removes third northbound lane for the block between SW Alder Street and SW Washington Street
 - Suggests an unsignalized side-street left-turn for bicycles from westbound SW Washington Street to southbound SW 14th Avenue
 - Likely does not necessitate changes to signal timing and phasing at the SW 14th Avenue/SW Alder Street intersection
- Provides a short westbound left-turn bicycle lane on SW Washington Street.

Both options would also be compatible with a two-way protected bicycle facility on the north side of SW Alder Street, if it is part of the selected alternative. In addition, both options could be designed to include protected intersection treatments for bicyclists at the SW Alder Street/SW 14th Avenue intersection.



