

## **Iris Alternative B Criteria**

Community Cycles criteria for Option B (two-way cycle path on North side with 4:3 conversion).

### **Transit Stops**

- A raised crossing for pedestrians to get to bus island \*across\* bike path.
- Narrow the bike path a hair where the bus stops to allow for a floating island. Lots of places, like DC & Paris, are doing this sort of installation. Some width could also be taken from the center turn lane instead of the bike lane, but we'd be ok if it needed to come from the bike lane (though the bike lane would need to stay wide enough for emergency vehicles).
- Question: Would it be better or worse to shrink the bus stop (red) area? Users in Boulder exit from both front and back doors, so smaller would be great, but limited to door-span.

### **Signal & Turning Restrictions (non-negotiable; essential for safety)**

- **No right turns on red permitted across the cycle track**
- **All signalized left turns must be fully protected (green arrow only) across the cycle track at all times**
- **Signalize the left turn out from Safeway's north side or remove this turning movement.**
- **Signalize the left turn into Safeway or not allow left turns in by cars.**
- **Remove the left turn from westbound Iris into Safeway or signalize.**
- **The eastbound left out of Willow Springs is dangerous; do not permit.**

### **Queuing**

- Design around sufficient bike queuing space (more than 1 bike) for getting people on bikes into the contraflow bike lane portion of 2-way track.
- Design around sufficient bike queuing space (more than 1 bike) for 2 stage turns
- Design to get drivers to queue behind the cycle track AND the sidewalk so that drivers don't stop in either.

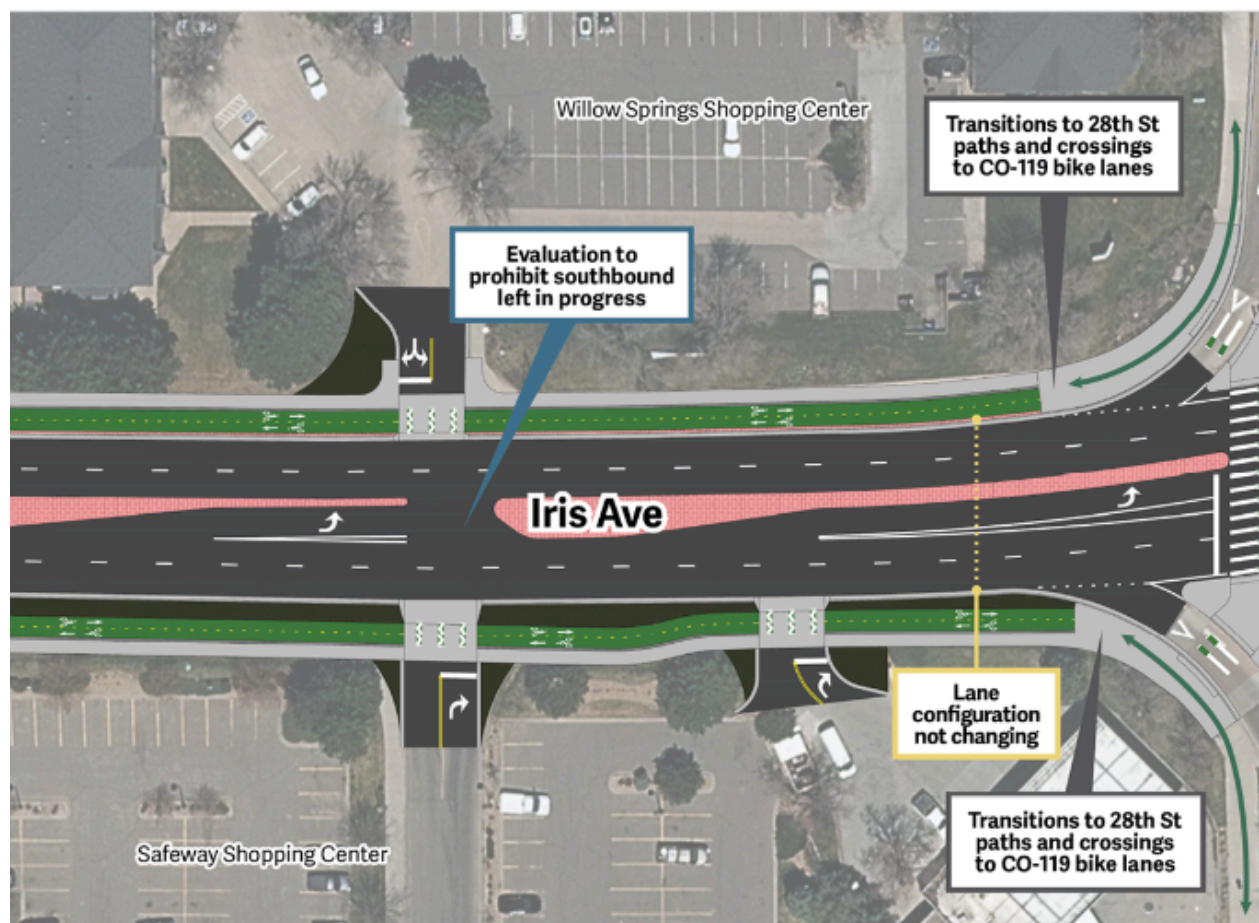
### **Minor Intersections / Driveways**

- Indicate right of way at minor (unsignalized) intersections for vulnerable users, beyond signs. This could mean raising the path or using a vertical element to make drivers have to go over something when crossing the cyclepath and sidewalk but some sort of indicator is needed so motorists can predict bicyclists coming from 2 directions.
- Could we use inductive loop sensors to detect and indicate the presence of cyclists? Sensors must be extremely reliable, since if the sensor doesn't work and then drivers think they're in the clear—just as they don't stop for pedestrians at Folsom-Walnut crosswalk unless the lights are blinking.

- Make the cycle track barrier permeable and easy for people to get into and out of the cyclepath. This is particularly important at 15th and 16th St, e.g. for access to Community Gardens. More like Baseline (more permeable) than Folsom would be preferred.
- Consider more permeability across Iris. This would help attenuate the neighborhood-bisector nature of Iris (where it really acts to separate/segregate the north/south neighborhoods).
- Reconstructed 6ft sidewalks on the south side of Iris for a Complete street. Also for Cyclists that need to travel a short distance.

### Willow Springs

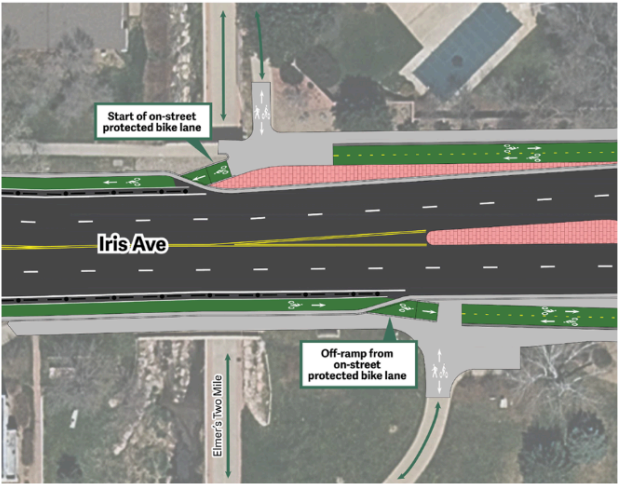
- The biggest issue is likely Eastbound car traffic turning across the cycle path and not seeing cyclists heading east (in the same direction). Allow left turn in but not out of Willow Springs.



### Elmers Area

- Add eastbound protected bike lane on the south side of Iris, east of Folsom for bikers heading north on Folsom and then east on Iris. e.g. South side of right panel (below) should look like the bottom of the left panel.

**ONE-WAY PROTECTED BIKE LANES  
AND CONNECTION TO ELMER'S TWO MILE**



**TWO-WAY PROTECTED BIKE LANES  
AND CONNECTION TO ELMER'S TWO MILE**

