


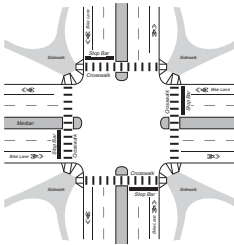


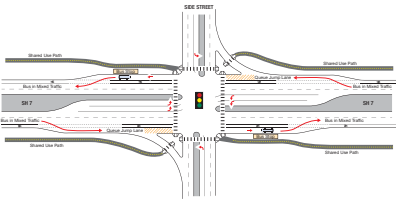



Treatment	Example	Key Considerations	Recommendations
<p>Bike Lanes - A portion of the roadway designated by striping, signage, and pavement markings for exclusive use of bicyclists</p>		<ul style="list-style-type: none"> Provides a separate space for experienced and confident bicyclists who are comfortable riding adjacent to travel lanes 	<p>Provide bike lanes on entire length of corridor from US 287 to US 85 (except through interchange, where bicyclists would use shared use paths); typically within 12' shoulder</p>
<p>Shared Use Paths - Two-directional path used by both bicyclists and pedestrians and separated from motorized traffic</p>		<ul style="list-style-type: none"> Provides separation between bicyclists/pedestrians and motorized traffic Accommodates recreational and less experienced bicyclists 	<p>Provide shared use paths on both sides of SH 7 from 119th Street to US 85</p>
<p>Sidewalk - Pedestrian only facility, preferably separated from the roadway with a buffer</p>		<ul style="list-style-type: none"> Attached and/or detached sidewalks exist in select locations along SH 7 	<p>Retain sidewalks through Lafayette</p>
<p>At-Grade Crossing - Treatments – Enhancements to designate a location where pedestrians can cross the roadway</p>	<ul style="list-style-type: none"> Median refuge Pedestrian actuation Pavement markings and raised crossings Lighting 	<ul style="list-style-type: none"> Can improve visibility of crossing for pedestrians and motorists Can minimize crossing distance and improve pedestrian safety 	<p>Incorporate pedestrian treatments in all appropriate intersection designs along corridor</p>
<p>Grade Separated Crossings - Facilities for bicyclists /pedestrians and motorized traffic to cross at different levels</p>		<ul style="list-style-type: none"> Eliminates conflicts between bicycle/pedestrians and motorists Potential to improve traffic operations by eliminating pedestrian phase at signalized intersection Must be easy to access to encourage use by bicyclists/pedestrians 	<p>Accommodate grade separated crossings at:</p> <ul style="list-style-type: none"> Coal Creek Huron Street South Platte River West of Jackson St. West of Quebec St.

Treatment	Example	Key Considerations	Recommendations
<p>Transit Amenities - Bus stops, shelters, pull-outs to support transit service</p>		<ul style="list-style-type: none"> Since there is currently no transit service along the SH 7 corridor, no transit amenities exist 	<p>Provide transit amenities at appropriate locations to support future local and regional transit service along the corridor</p>
<p>Queue Jump Lanes - Special priority lane at intersection approach that allows transit vehicle to bypass queued vehicles</p>	 <p><i>NOTE: Location of bus stops and queue jump lane configuration to be determined on a location by location basis in the design phase.</i></p>	<ul style="list-style-type: none"> Can improve transit travel times and reliability 	<p>Incorporate queue jump lanes at major signalized intersections along the corridor</p>
<p>Hard Shoulder Running Bus - The use of shoulders as a bus only lane</p>		<ul style="list-style-type: none"> The forecast travel demand for 2035 does not warrant a bus-only lane There is potential demand for enhanced transit service along SH 7 beyond 2035 	<p>Provide wide shoulders (12 feet) along SH 7 corridor and adequate pavement thickness to not preclude the option of hard shoulder running buses in the future</p>

