

Bicycle Recommendations

To improve bicycle mobility within Downtown, it is recommended that the Town invest both in providing lower-stress bicycle facilities as well as improving bicycle access into Downtown.

A future Downtown bicycle network for Castle Rock should include a network of shared roadways, designated by sharrow pavement markings as shown in the example below, and shared alleys. The alleys identified for the bicycle network should be upgraded so that they have surfaces amenable to bicyclists, such as the example shown from Longmont, CO, but continue to support vehicle traffic such as freight deliveries and alternative access for the Downtown businesses.

These facilities should be complemented by multi-use pathways that are designated routes for bicycles to move throughout Downtown. These paths consist of wider sidewalk or pathway that can accommodate bicycles and pedestrians together.

Proposed bicycle network is shown on the next page.



*Shared Roadway (sharrow marking) with Angled Parking
Example from Kansas City, KS*



Example of Proposed Multi-use Pathway



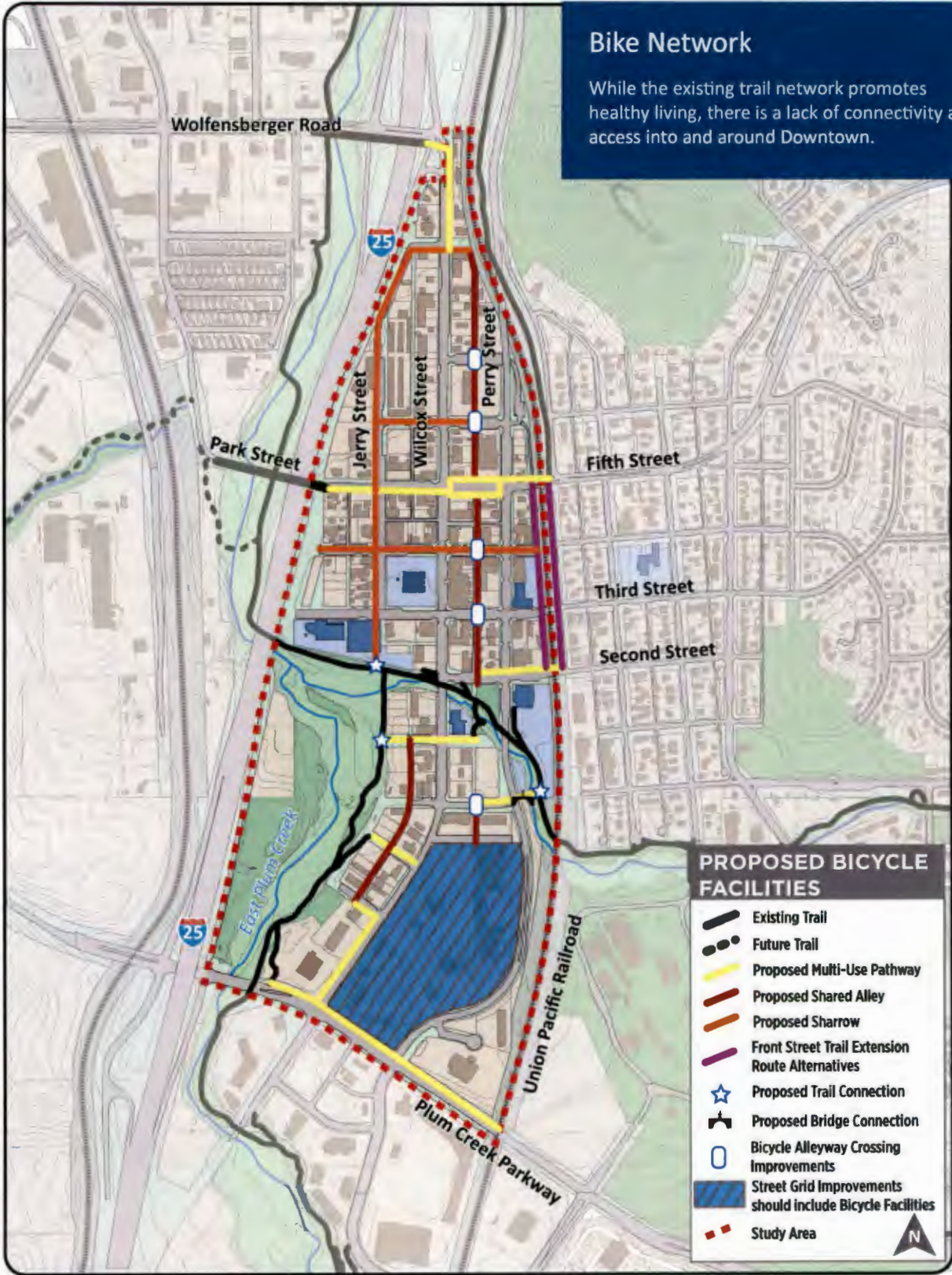
Existing Alleyway, North of Second Street



Shared Alley Examples from Longmont, CO



BICYCLE INFRASTRUCTURE RECOMMENDATIONS



At locations where a shared alley is provided, additional attention must be given to make sure alley crossings at roadways are visible and safe for bicyclists. These crossing locations should be outfitted with safety treatments, similar to the mid-block crossing locations within Downtown.

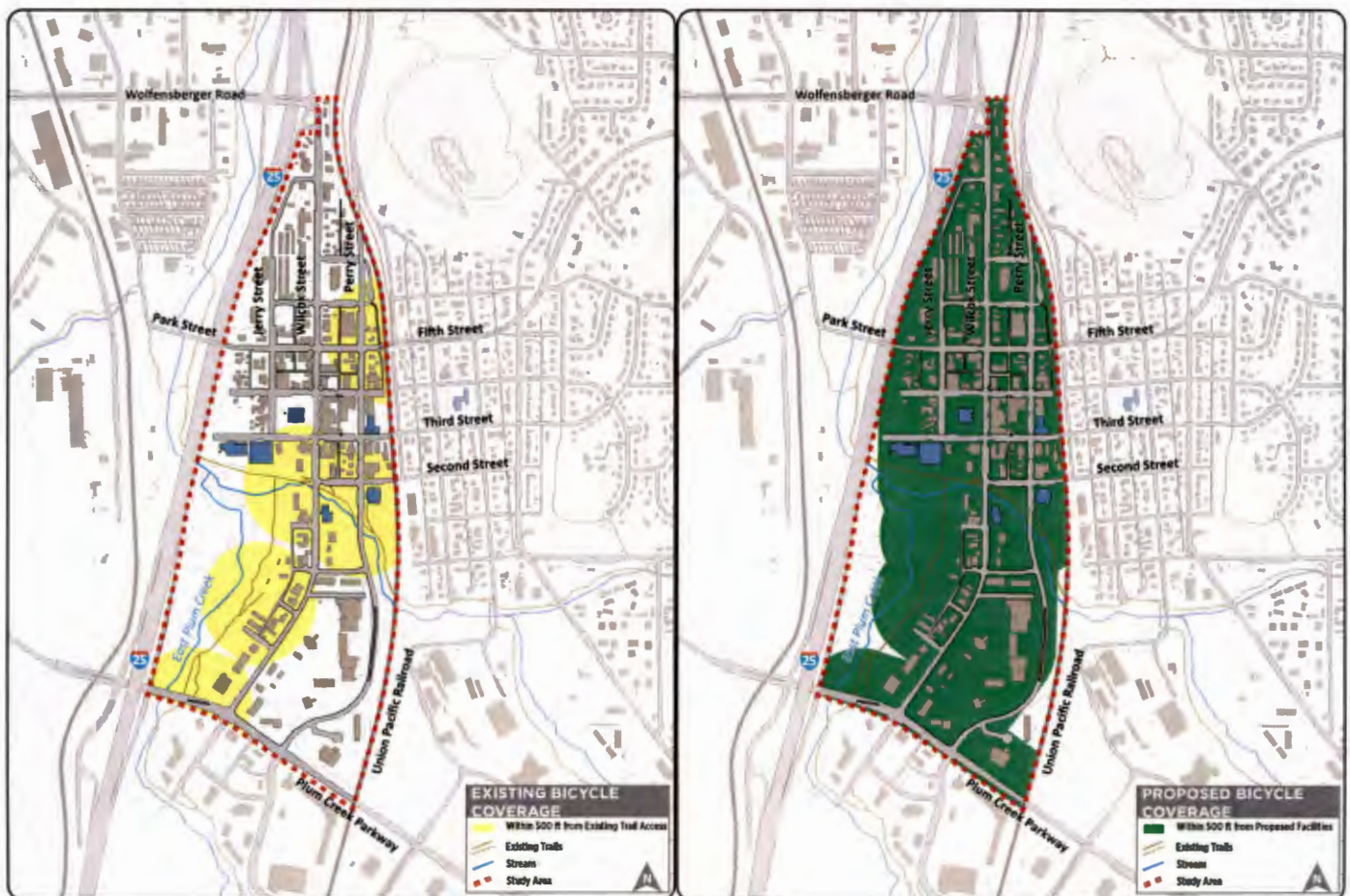
One exception is the crossing location at Fifth Street, where bicyclists should be routed to use an existing intersection crosswalk at either Wilcox or Perry Streets, as opposed to creating a mid-block crossing across Fifth Street. Volumes along Fifth Street make a mid-block crossing location undesirable due to the impacts it would have on bicyclist safety and traffic delay.

In addition to outfitting alleys and implementing new trails, a set of new access points into Downtown from the trail system should be constructed, mainly in the area near East Plum Creek, south of the County building.

Increasing accessibility for bicyclists will help attract more local and out-of-town visitors into Downtown Castle Rock while not concurrently placing additional strain on vehicular parking in Downtown.

By implementing the recommended bicycle facilities on the roadways and alleys, 85% of Downtown will be accessible by a low-stress bicycle facility, more than doubling the current level of accessibility (40%).

BICYCLE INFRASTRUCTURE COVERAGE COMPARISON



IMPROVED ALLEYWAYS



Existing Alley



Active Alley Cross-Section

Note: These renderings are conceptual, specific requirements will be determined in final design



Active Alley

An Active Alley is an upgraded alleyway which provides higher quality amenities. Typically these would include surfacing that is welcoming to pedestrians and bicyclists, increased lighting, amenities, while providing business access for vehicles.

Active Alley Example Rendering