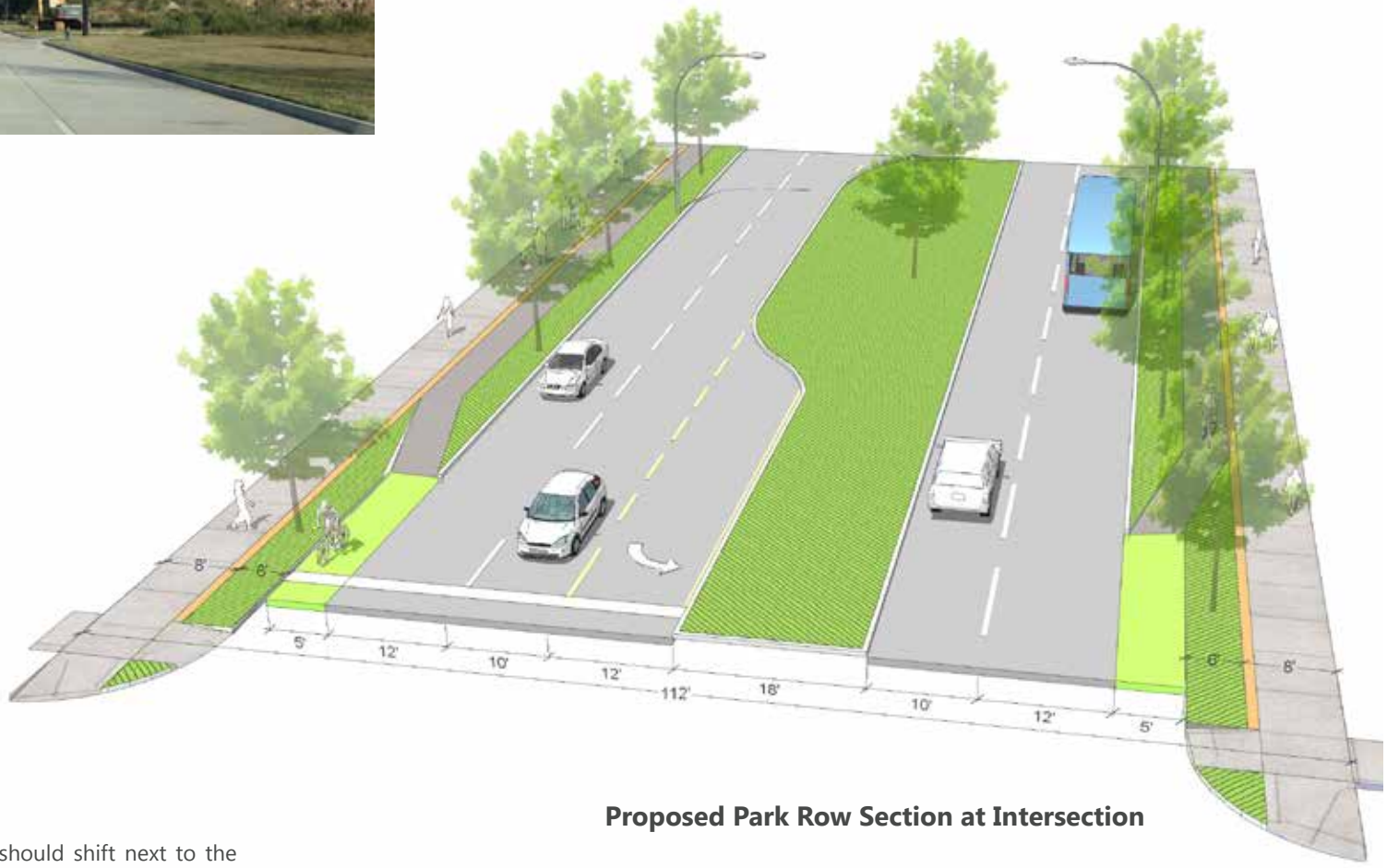
PARK ROW

Park Row is an existing four-lane street, but it has not yet been completed to its full length. The section currently underway is similar in design to the existing section. The master plan recommends building sidewalks and one-way separated bicycle facilities in the generous landscape area on both sides of the street. The idea is to keep the retrofit costs down by not having to alter the curbs between the intersections. The character of Park Row should be continued through to North Dairy Ashford Road.

Proposed Park Row Section

Existing Park Row



Proposed Park Row Section at Intersection

Intersection Design

At the intersections, bike lanes should shift next to the right-hand motor vehicle lane so drivers can see the cyclists when the cyclists are crossing the side streets. At the intersections, the bike lane would resemble a regular bike lane. A transition would need to be built for a short section on the near and far sides of the intersections to provide space for the bike lane. An example of this condition can be seen on Carrall Street in downtown Vancouver, British Columbia.

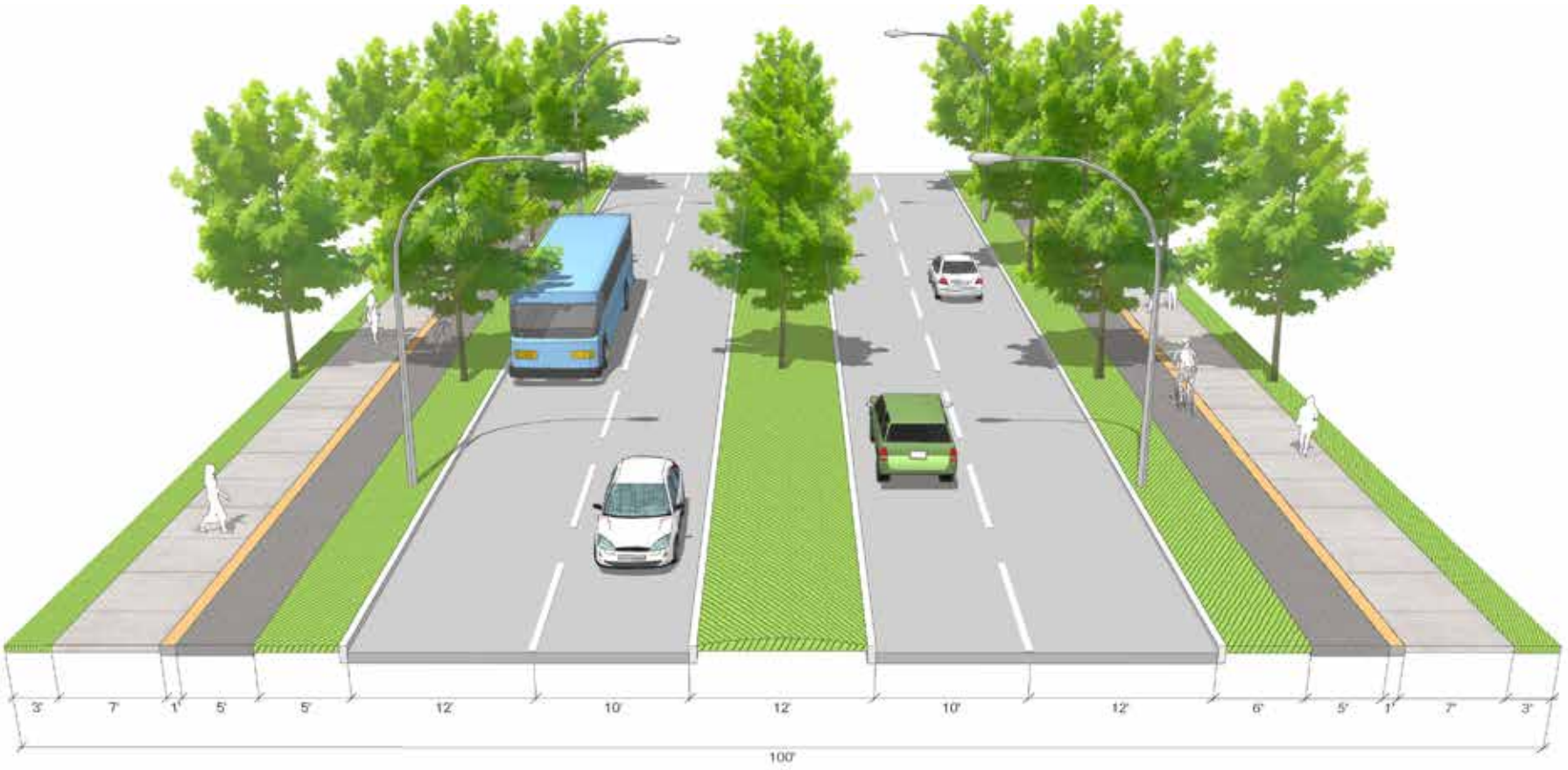
Many locations west of SH-6 do not have space to implement the proposed section and will need to be rebuilt with the alternate section to complete the entirety of Park Row as a complete street.

Western Park Row Section (West of Rt. 6)

It is possible to accommodate all of the elements required to transform Park Row into a complete street within the existing 100-foot right-of-way. The street can be rebuilt with a smaller median and thus a smaller cross section dimension. By doing this, the bicycle lanes and sidewalks can all fit within the 100 feet.

While this option is more costly than the primary section proposed, it may be required in portions of Park Row to the west of State Highway 6 where the 30-foot landscape buffers do not exist in a continuous form.

Proposed Alternative to Park Row Section at Intersection



Proposed Western Park Row Section (West of Rt. 6)