

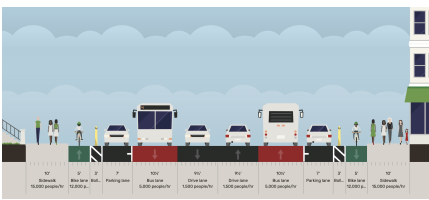
Vermont Ave Curb to Curb Width Constraints



Note: this graphic shows protected bike lanes in some sections north of Gage where only unprotected bike lanes are required under HLA. This is done because in many places there is enough room to protect bike lanes (3ft of width per lane) but not the width to do anything else i.e. 10ft for a center turn lane.

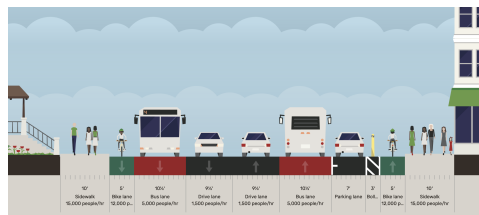
70ft

Most parking can be preserved and while accommodating mostly protected bike lanes.



60ft

Roughly 50% of parking can be preserved. Protected bike lanes fit in a single direction.



80ft

Parking can be preserved with protected bike lanes.

55ft

No parking here but fitting bike lanes requires modifying median or putting them on the sidewalk.

55ft

Bi-directional bike lanes will cause most parking to be lost.

HLA Requirements

↑ Minimum, unprotected bike lanes (Mobility Plan Bike Lane Network) are required north of Gage.

↓ Protected bike lanes (Mobility Plan Bike Enhanced Network) are required South of Gage.

100ft+

Protected bike lanes can be installed without parking loss.

Sunset
Wilshire
Pico
Washington
Adams
Jefferson
Expo
MLK
Vernon
Gage
Florence
Century
I-105
120th

Vermont Ave Parking Utilization

Source: 2017 Metro Vermont
Technical Analysis Chapter 2



Sunset
Sunset to Adams
currently off-peak
hour parking only

328 Parking Spaces
26% Utilization

Wilshire

Pico

295 Parking Spaces
39% Utilization

Washington

Adams

Jefferson

111 Parking Spaces
77% Utilization

Expo

0 Parking Spaces

MLK

Vernon

352 Parking Spaces
58% Utilization

Gage

Florence

442 Parking Spaces
71% Utilization

Manchester

Century

413 Parking Spaces
53% Utilization

I-105

120th