

Why Research Parkway – Why Traffic Calming and Buffered Bicycle Lanes?

- An east-west bicycle route is needed in the Research Parkway Corridor
- Research Parkway has more the twice the needed capacity
 LOS D Capacity = 60,000 vehicles per day vs. Existing Volume = 20,000 vehicles per day
- Research Parkway is no longer part of a planned regional beltway route
 Briargate Parkway will perform that function
- Excess capacity and limited access on Research Parkway may promote unsafe vehicle speeds

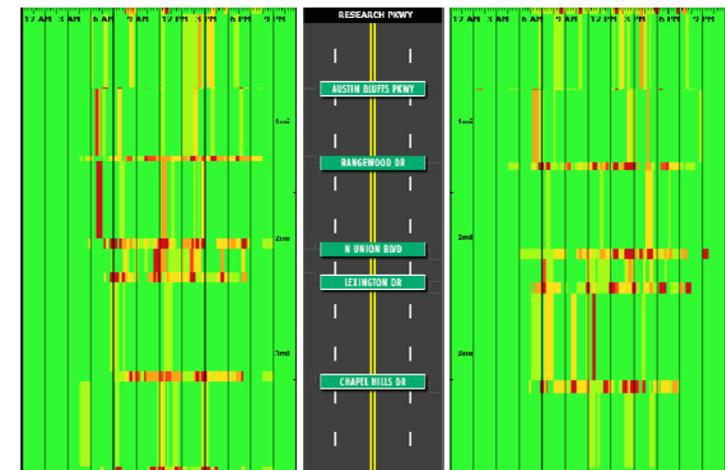


Planning Time Index – Ratio of 95th Percent Peak Period Travel Time to Free-Flow Travel Time



Issues, Considerations and Goals

- Will capacity reduction to 4 lanes produce congestion?
- Are average speeds high and will speeds be reduced with 4 lanes and buffered bicycle lanes?
- Is corridor safety worse than expected, and will safety be improved with 4 lanes and buffered bicycle lanes?



Ratio of Free-Flow Speed to Measured Speed



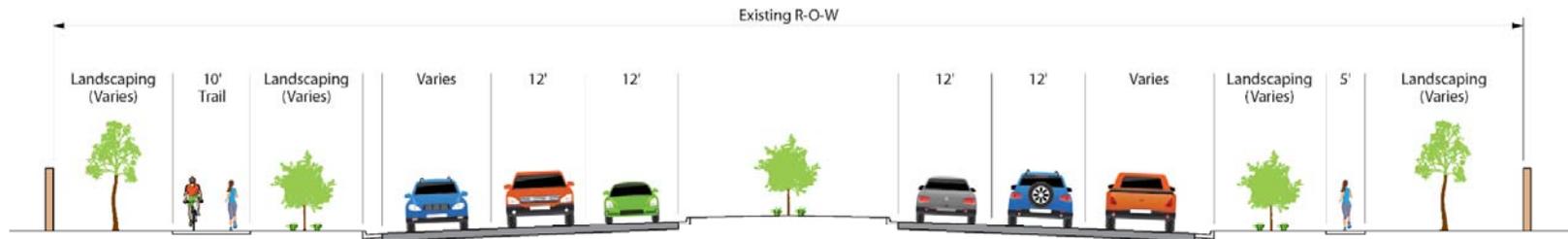
Linkages: Research Parkway Protected Bike Lanes - Existing Trails and Bike Routes



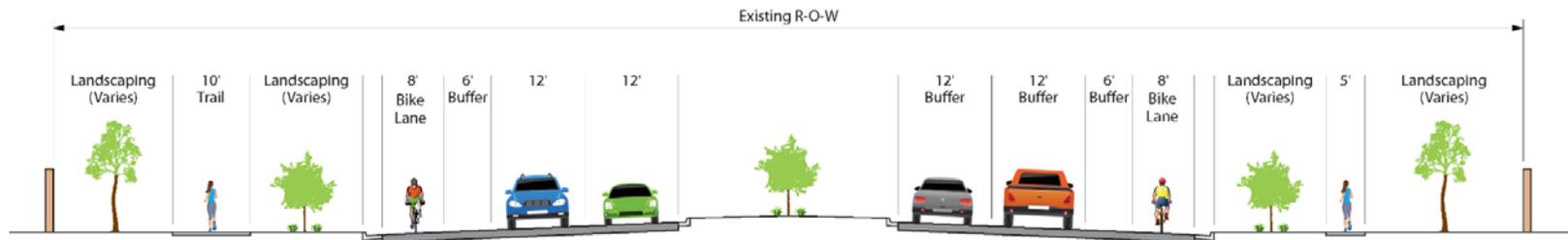
Research Parkway On-Street Protected Bicycle Trail Facilities Connections

- West - North-South Skyline Trail Connection
- East - North-South/East-West Briargate Trail Connection
- Various - Research Parkway Trail Connections
- Various - North-South Local/Neighborhood Trail Connections

Buffered Bicycle Lane Layout - Research Parkway



Existing Roadway Section



Proposed Roadway Section
With Buffered Bike Lanes



1 - Union Boulevard Intersection



2 - Midblock Segment - Between Union Boulevard and Rangewood Drive



3 - Rangewood Drive Intersection



Plan Views - Location Key Map