

# BICYCLE FACILITY TYPES: WHICH DO YOU PREFER AND WHERE SHOULD THEY GO?

*Bicycle Facilities come in many different forms and types, but they are all designed to accommodate bicycle travel in an effort to improve safety and convenience. Facilities can include off-street paths, striped bicycle lanes, or signed bicycle routes. Which facility types would you like to see recommended as part of this planning effort? **Please provide your thoughts on the forms below.***

## OFF-STREET BIKE PATHS

Bike Paths (also called multi-use or shared use paths) offer completely segregated space away from the street for pedestrians, bicyclists, and other users of non-motorized transportation. These paths often link parks and other recreation destinations, and some serve broader regional connection purposes. Shared-use paths may exist as sidepaths, paralleling roadways throughout the city and offering off-road space for pedestrians and bicyclists. Shared-use paths are generally comfortable for users of all ages and abilities.



## CONVENTIONAL BIKE LANE

Bike lanes designate a portion of the roadway for exclusive use by bicyclists. Lanes are defined by striping, pavement markings and signage. Bike lanes create separation between cyclists and motorists and increase cyclist comfort and visibility. Conventional bike lanes can be striped adjacent to the curb where no parking exists or between on-street parking lanes and the outside motor vehicle travel lanes, and they include pavement stencils.



## SIGNED, SHARED ROADWAY / BIKE ROUTE

A Signed Shared Roadway (also called a Bike Route) is a bikeway where cyclists share the travel lane with motor vehicles. It can be designated with Bike Route signage, or supplemented with the use of the Shared Lane Marking (“Sharrow”). These pavement markings are used to communicate the bicyclist’s right to use the full roadway space for his or her travel. Sharrows help bicyclists position themselves safely in travel lanes too narrow for a motor vehicle and a bicycle to comfortably travel side by side.



## BUFFERED BIKE LANE

Buffered bike lanes are conventional bicycle lanes with a designated buffer space separating the bicycle lane from the adjacent motor vehicle traffic lane and / or a parking lane. The buffer helps increase rider comfort by providing extra distance between moving vehicles and the bike lane. If the buffer is in between the bike lane and the parking lane, this helps reduce the risk of “dooring.”



## PROTECTED BIKE LANE (CYCLE TRACK)

A Protected Bike Lane, or “Cycle Track”, is an exclusive bike facility separated from motor traffic and distinct from the sidewalk. Cycle tracks may accommodate one-way or two-way bicycle traffic, and they can be at street level, at sidewalk level, or at an intermediate level. A street level cycle track is separated from motor traffic by raised medians, on-street parking, or bollards.



## PAVED SHOULDER

Paved shoulders are hybrid bicycle facilities on roadways where there is additional space between the outer travel lanes and the edge of the right of way. Typically, paved shoulders are marked with a solid white line. Similar to bike lanes, paved shoulders provide separated space for the operation of bicycles. However, unlike bike lanes, paved shoulders are not considered travel lanes, and therefore may be used for temporary storage of disabled vehicles and vehicle parking, unless prohibited.

