

TYPES OF PROPOSED BIKE LANES



Sharrow Lane

- Highest Level of Stress (LOS)
- Lane is shared with cars
- Acceptable for low speed roads
- Low cost option
- Not a recognized bike lane (NACTO standards)



Standard Bike Lane

- Medium LOS
- Simple striping on street
- Recommended for medium and low volume streets
- Cheapest type of bike lane



Buffered Bike Lane

- Lower LOS
- Further separation from cars
- Good for medium/high speed roads
- High comfort for cyclists
- Moderate Cost Item
- Takes up more lane width



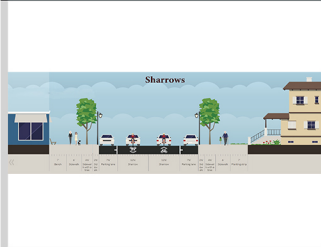
Protected Bike Lane

- Low LOS
- Physically separates bicycle traffic from general use lanes
- Recommended for areas with high traffic and high bicycle volume
- Higher cost item



Off-Street Bike Lane

- Lowest LOS
- Bicycle traffic is completely separate from motor vehicles
- Recommended for areas with high traffic and high bicycle volume
- Higher cost item



Context Sensitive Design

The bike lane should be chosen based on local street conditions. Sharrow lanes work best on lower volume roads, especially when combine with traffic calming measures. Standard bike lanes and buffered bike lanes work best on medium volume roads. Protected bike lanes and off-street bike lanes are most appropriate along streets with high volumes and high speeds. Off-street bike lanes offer additional protection from air pollution along high volume roads.