

Bike Boulevards

Shandon Area:

Blossom, Wheat, Heyward, Yale, Holly, Sims, Ott

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

Note: All images and information from NACTO - Urban Bikeway Guidelines unless specifically noted.



Bike Lanes

Shandon Area:

Kilbourn, Woodrow, Devine

A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists.

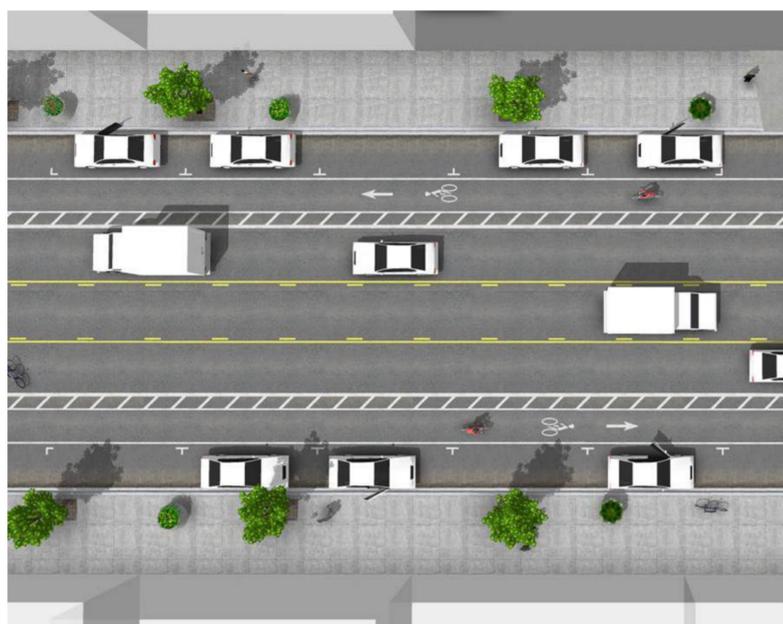


Buffered Bike Lanes

Shandon Area:

Harden

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.



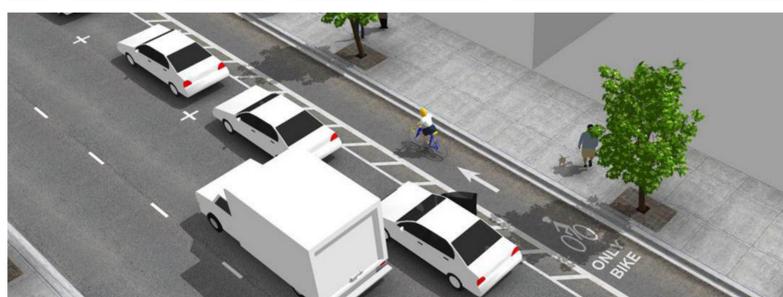
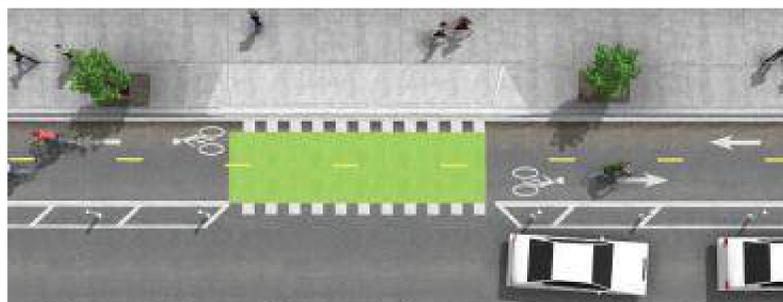
Cycle Track (1 & 2 Way)

Shandon Area:

Rosewood

Two-way cycle tracks (also known as protected bike lanes, separated bikeways, and on-street bike paths) are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road.

Two-way cycle tracks share some of the same design characteristics as one-way tracks, but may require additional considerations at driveway and side-street crossings.



General

Bicycle boulevards should have a maximum posted speed of 25 mph. Some jurisdictions are starting to sign residential speed limits below 25 mph. Simply changing the speed limit is unlikely to reduce speeds; speed management and street design techniques are necessary. Once actual speeds decrease, lower speed limit signs can reinforce the desired speed with regulatory control. Targeted enforcement is also recommended.

Note: All images and information from NACTO - Urban Bikeway Guidelines unless specifically noted.



Image: PBIC - Image Library Dan Burden 6-25-09

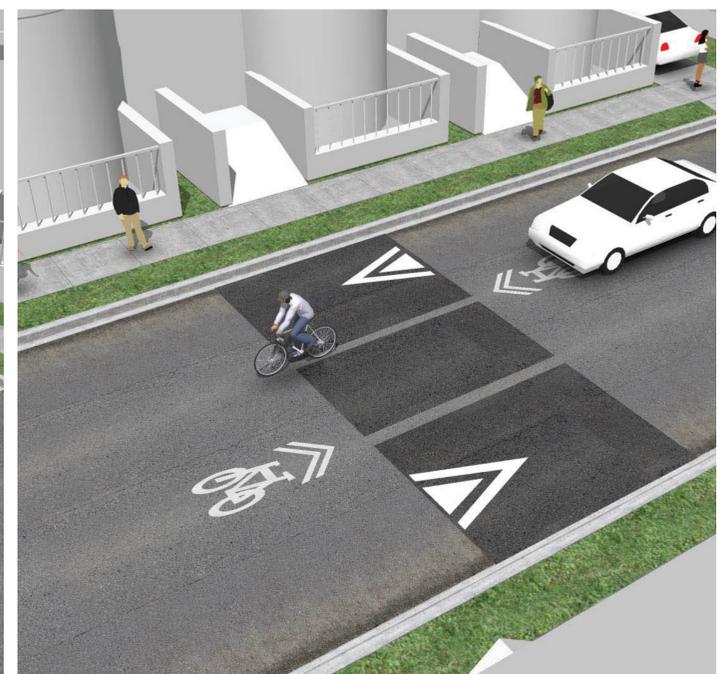


Image: PBIC - Image Library Larry Shaeffer - 6-10-2009 Arlington VA

Vertical Deflection

Vertical speed control measures are composed of wide, slight pavement elevations that self-enforce a slower speed for motorists. Note: the type of narrow, abrupt speed bumps used in private driveways or parking lots are not recommended for public streets and are a hazard to bicyclists. Some examples of recommended speed management treatments include the following:

- Speed humps,
- Speed cushions or speed lumps,
- Speed tables,
- Split speed tables,
- Raised crosswalk.



Horizontal Deflection

Horizontal speed control measures cause motorists to slow down in response to either a visually narrower roadway or a need to navigate a curving travel lane. Where traffic calming features do not extend beyond the parking lane, they visually narrow the road and improve the approaching bicyclists' view of cross traffic, but do not act as speed management. Under these conditions bicyclists are comfortable taking the lane and overtaking cars do not encroach on bicyclists' space. Where possible, provide sufficient space for bicyclists to pass around the outside of the elements.

Examples of horizontal deflection include the following:

- Curb extensions or bulb-outs,
- Edge islands,
- Neighborhood traffic circles,
- Chicanes,
- Pinchpoint or choker,
- Neckdowns,
- Center island,
- Skinny streets or queuing streets,

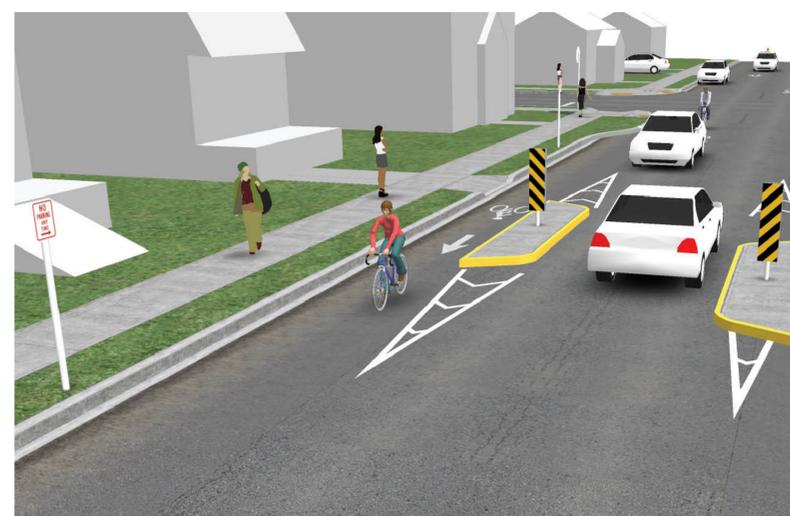


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