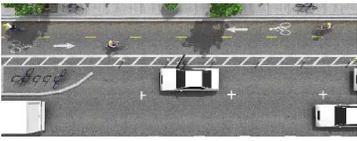


Bicycle Facility Matrix

Bicycle Facility Type	Illustration	Minimum Width Requirement	Potential Physical Changes	Trade-offs		Potential Designation
				Pros	Cons	
Cycle Track	<p>1-way</p> 	<ul style="list-style-type: none"> • minimum 8' (5' bikeway + 3' buffer) • desired 10' (7' bikeway + 3' buffer) 	<ul style="list-style-type: none"> • remove/reduce center left-turn lane or median • reduce travel lanes • narrow lane widths • remove parking • narrow sidewalks • add physical barrier between bikeway and vehicular traffic 	<ul style="list-style-type: none"> • attracts new cyclists • increases community physical activity • protects cyclists • improves comfort for cyclist • increases cycling rates • calms vehicle traffic 	<ul style="list-style-type: none"> • right-of-way requirements • cost • conflicts with driveways • conflicts with bus stops • parking reductions • vehicle capacity reduction 	Community Bikeway
	<p>2-way</p> 	<ul style="list-style-type: none"> • minimum 11' (8' bikeway + 3' buffer) • desired 14' (11' bikeway + 3' buffer) 	<ul style="list-style-type: none"> • remove/reduce center left-turn lane or median • reduce travel lanes • narrow lane widths • remove parking • narrow sidewalks • add physical barrier between bikeway and vehicular traffic 	<ul style="list-style-type: none"> • provides cyclist their own right-of-way • may provide more comfort for cyclist • may increase cycling rates 	<ul style="list-style-type: none"> • no physical separation between cyclists and vehicular traffic • parking reductions • vehicle capacity reductions 	Community Bikeway
Bike Lane	<p>buffered</p> 	<ul style="list-style-type: none"> • minimum 7' including buffer 	<ul style="list-style-type: none"> • remove/reduce center left-turn lane or median • reduce travel lanes • narrow lane widths • remove parking • narrow sidewalks • add striped buffer between bikeway and vehicular traffic 	<ul style="list-style-type: none"> • provides cyclist their own right-of-way • may provide more comfort for cyclist • may increase cycling rates 	<ul style="list-style-type: none"> • no physical separation between cyclists and vehicular traffic • parking reductions • vehicle capacity reductions 	Community Bikeway
	<p>conventional</p> 	<ul style="list-style-type: none"> • minimum 5' 	<ul style="list-style-type: none"> • remove/reduce center left-turn lane or median • reduce travel lanes • narrow lane widths • remove parking • narrow sidewalks • add striped buffer between bikeway and vehicular traffic 	<ul style="list-style-type: none"> • provides cyclist their own right-of-way • may provide more comfort for cyclist • may increase cycling rates 	<ul style="list-style-type: none"> • puts cyclists in the "door zone" • no buffer between cyclists and vehicular traffic • may not appeal to majority of current non-cycling populations 	Community Bikeway <i>(where ROW is constrained)</i> Neighborhood Bikeway
Mixed Flow	<p>boulevard</p> 	<ul style="list-style-type: none"> • no additional pavement width required • prioritized non-motorized modes through traffic calming and bicycle treatments, such as vertical and horizontal signage, wayfinding, etc. 	<ul style="list-style-type: none"> • traffic calming measures • traffic diverters • pavement markings • wayfinding signage 	<ul style="list-style-type: none"> • provides a low speed/low traffic volume cycling environment • prioritizes and clarifies cyclist travel through neighborhood 	<ul style="list-style-type: none"> • conflicts between cyclists and vehicular traffic 	Neighborhood Bikeway
	<p>marked route</p> 	<ul style="list-style-type: none"> • no additional pavement width required 	<ul style="list-style-type: none"> • pavement markings • wayfinding signage 	<ul style="list-style-type: none"> • raises motorist awareness of the presence of cyclists • helps to properly position cyclists 	<ul style="list-style-type: none"> • conflicts between cyclists and vehicular traffic • less attractive to majority of current non-cycling populations 	Neighborhood Bikeway