Roadway Design Toolkit: Bikeway Classes

Application

• River, Rail, or Utility Corridors

Advantages

• Low-conflict, low-stress conditions

pedestrians.

• High bicycle travel speed potential

Disadvantages

- Arterial Crossings
- Potential Bike/Ped Conflicts
- Expensive, Difficult to Implement Widely

Application

• Moderate to high traffic roadways

Advantages

- Encourages bicycle use on the street
- Identifies proper positioning in the street

Disadvantages

- Not comfortable for inexperienced bicyclists
- No dedicated space for bicyclists





City of **Burlingame**

California Drive Bike Facility Project



Class II: Bicycle Lane A striped bike lane along the length of a roadway for bicyclists to travel along a street that can be buffered or non-buffered.





Application

• Streets with higher motor speeds/volumes (Auto traffic > 3,000 ADT)

Advantages

- Generally provides most direct route and access to destinations
- Clarifies lane use

Disadvantages

• Space requirements can require removal of parking or an excessive travel lane

Application

 Arterial roadways with higher speeds and volumes

Advantages

 Reduces conflict with moving traffic

Disadvantages

- Non-standard left turns
- Potentially high cost



Roadway Design Toolkit: Intersection Treatments

Application

• Areas with low to moderate right turn volumes

Advantages

- Slows vehicles to bicycle speeds
- Requires all road users to negotiate upstream

Disadvantages

• Not recommended if right turn volumes are high

through traveling bicyclists.



Application

• At existing turn channelized turn lanes

Advantages

• Reduces conflicts between motor vehicles and people walking/on bikes.

Disadvantages

• High-speed channelized right turns can be dangerous for pedestrians





City of **Burlingame**

California Drive Bike Facility Project





Application

 Bike lane crossings at minor streets where major street traffic does not stop

Advantages

• Higher bicyclist visibility

Disadvantages

Some parking loss

Application

- Intersections, "T" intersections, and midblock crossings
- Advantages
- Reduces crossing distance
- Some speed reduction
- Crossing points more visible

Disadvantages

- Potential parking loss
- Potential drainage issues





Roadway Design Toolkit: Streetscape Amenities

Application

- Local roads with higher than desired vehicle speeds
- Local roadway intersections where stop controls are not desirable

Advantages

- Aesthetics/landscaping opportunity
- Does not require bicyclists to stop

Disadvantages

Maintenance

Application

• Locations needing improved storm water infrastructure

Advantages

- May be configured as traffic calming
- Environmental benefits
- Aesthetic benefits

Disadvantages

- Maintenance
- Possible sight distance issues

Speed control measures utilize physical elements and markings to deflect motor vehicle travel and reduce speeds.



Green Infrastructure Green infrastructure and landscaping can treat and slow runoff from impervious surface areas, such as roadways, sidewalks, and buildings.





City of **Burlingame**

California Drive Bike Facility Project



Green pavement-enhanced markings indicate a shared environment with higher than usual priority to bicycle traffic.





Application

 Moderate to high traffic shared roadways

Advantages

• Encourage bicycle use of the street

Disadvantages

- Not necessarily low stress
- Maintenance costs

Application

- As needed
- Advantages
- Familiarize users with local bicycle network
- Identify destinations
- Overcome "barriers to entry" for new bicyclists

Disadvantages

• Maintenance

