



SHARED LANE MARKINGS

- » Encourages bicyclists to position themselves appropriately in lanes too narrow for a motor vehicle and a bicycle to comfortably travel side by side within the same traffic lane.
- » Alerts motor vehicle drivers to the potential presence of bicyclists.
- » Alerts road users of the lateral position bicyclists are expected to occupy within the travel lane.
- » Demonstrated to increase the distance between bicyclists and parked cars, keeping bicyclists out of the "door zone."
- » Requires no additional street space.
- » Reduces the incidence of wrong-way bicycling.
- » **Implementation: lowest cost, widest**

TRADE OFFS

FOR BICYCLISTS: *No separation*

EASE OF IMPLEMENTATION: *High*



BIKE LANES

- » Increases bicyclist comfort and confidence on busy streets.
- » Creates separation between bicyclists and automobiles.
- » Increases predictability of bicyclist and motorist positioning.
- » Increases total capacities of streets carrying traffic.
- » Visually reminds motorists of bicyclists' right to the street.

BUFFERED BIKE LANES

- » Provides greater shy distance between vehicles and bicyclists.
- » Provides space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane.
- » Appeals to a wider cross-section of bicycle users.
- » Encourages bicycling by contributing to the perception of safety among users of the bicycle network.
- » **Implementation: higher cost, wide application, limited by roadway width/ROW**

TRADE OFFS

FOR BICYCLISTS: *Better separation*

EASE OF IMPLEMENTATION: *Medium*



CYCLE TRACKS

- » Dedicates and protects space for bicyclists in order to improve perceived comfort and safety.
- » Eliminates risk and fear of collisions with over-taking vehicles.
- » Reduces risk of 'dooring' compared to a bike lane and eliminates the risk of a doored bicyclist being run over by a motor vehicle.
- » Prevents double-parking, unlike a bike lane.
- » More attractive for bicyclists of all levels and ages.
- » **Implementation: highest cost, narrower application, additional design/operations analysis, limited by roadway width/ROW**

TRADE OFFS

FOR BICYCLISTS: *Separation*

EASE OF IMPLEMENTATION: *Low*