

7.2

RECOMMENDED BICYCLE FACILITY TYPES

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The plan recommends a network of different types of “bikeways,” a term that refers to on-road or off-road facilities designed and designated for travel by bicycle. Bikeway design may include pavement markings, signage, signals and geometric features.

Additional resources in the community include the CityLink (ridecitylink.org) resources provided by the Greater Peoria Mass Transit District and Bike Peoria a community resource promoting active safe biking advocacy.

BIKE LANE

A bike lane is established by marking a portion of a roadway for the preferential or exclusive use of bicycles. Bike lanes are recommended on two-way arterial, collector, and local streets where there is enough width to accommodate a bike lane in both directions, and on one-way streets, where there is enough width for a single bike lane. Implementation considerations include the following:

- Bike lanes should be a minimum of 5’ wide when next to on-street parking, or when prevailing operating speeds are 30 mph or higher.
- Additional bike lane width increases separation from parked and moving vehicles, improves user comfort, and allows for bicycles to pass without leaving the bike lane.
- A striped hatched area may be provided between the bike lane and the travel lane to provide additional separation and buffering between bicyclists and motorists.

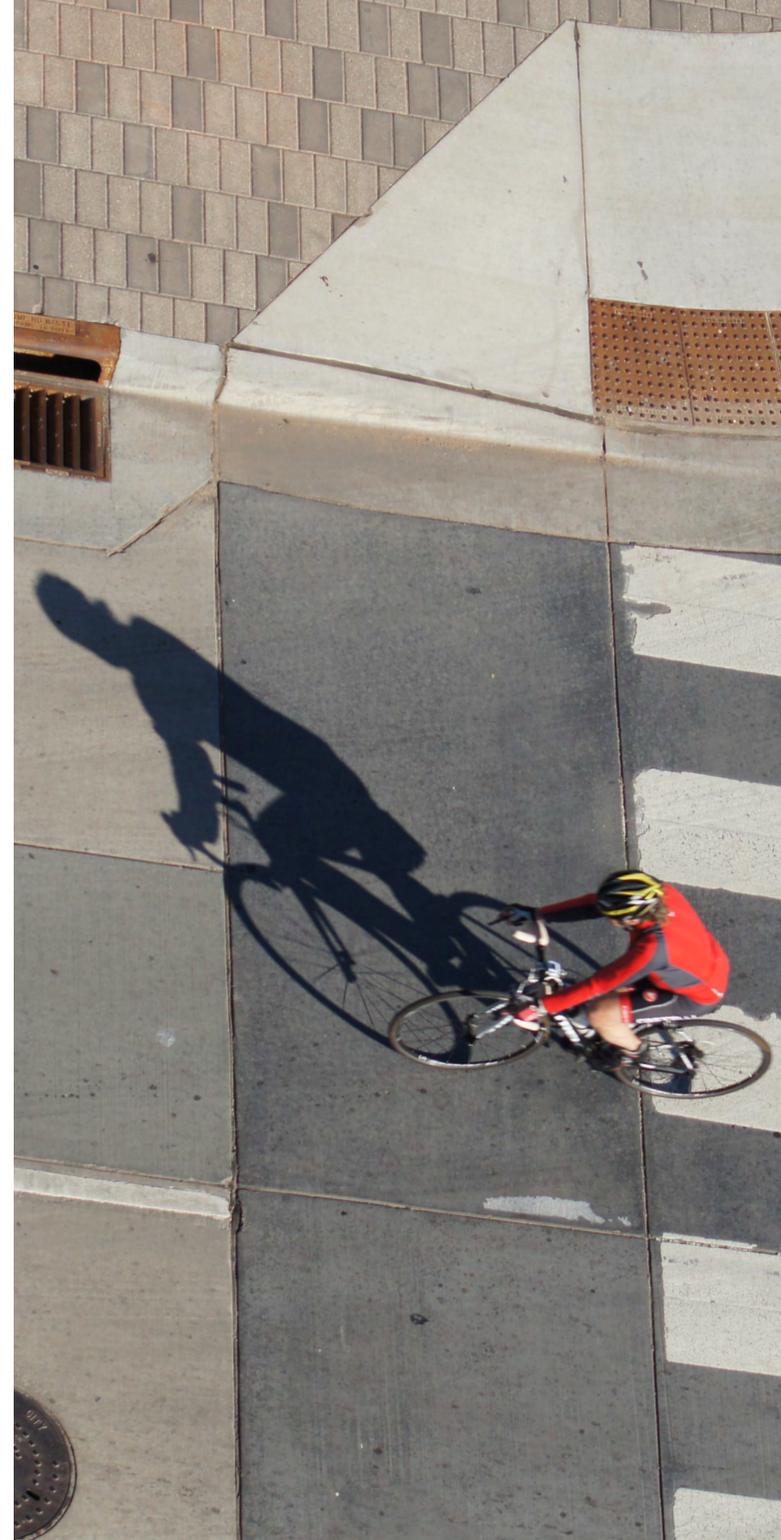
SHARROW LANE

The pavement marking is used to designate a bicycle facility on a street without sufficient width for bike lanes. A marked shared lane (sharrow) is a pavement marking symbol that is used to indicate the most appropriate position for a bicyclist to ride. Marked shared lanes direct bicyclists away from the door zone of parking cars and alert motorists of appropriate bicyclist positioning. The markings also provide a way-finding benefit to bicyclists on routes that have numerous turns or changes in direction. Marked shared lanes are not appropriate on street with speed limits greater than 35 mph.

CYCLE TRACK

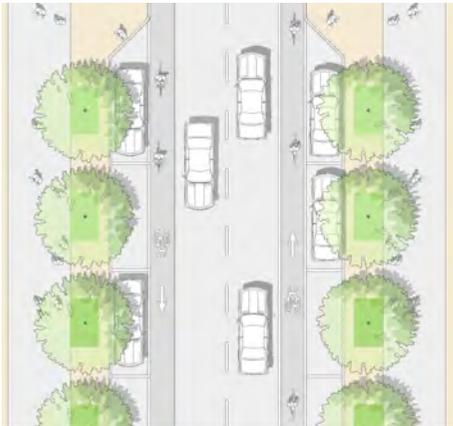
A cycle track is a bicycle facility that is physically separated from both the roadway and the sidewalk. A cycle track may be constructed at the same grade as the street by using a combination of physical barriers such as on-street parking and/or flex posts to define the bicycle space, or it may be constructed at the elevation of the sidewalk typically adjacent to the curb. Cycle tracks can provide users with a higher level of comfort and may be appropriate on wider streets where double parking and/or higher vehicle speeds are a concern. On two-way streets, cycle tracks should generally be designed for one-way operation in the same direction as adjacent traffic. On one-way streets, a cycle track on the left side of the street can allow for two-way bicycle operation, and the reverse allows for two-way bicycle operation, with the direction operating as a contra-flow lane. Implementation considerations include the following:

- Successful use of this design typically requires removal of parking spaces near intersections to provide adequate sight distance and, depending on operations, may require separate bicycle signals.
- Cycle tracks are most successful on wide, busy streets with high traffic speeds, as the parking stalls and curb/tree boundary act as safety barriers for the biker.



BICYCLE FACILITY TYPES

BICYCLE LANES



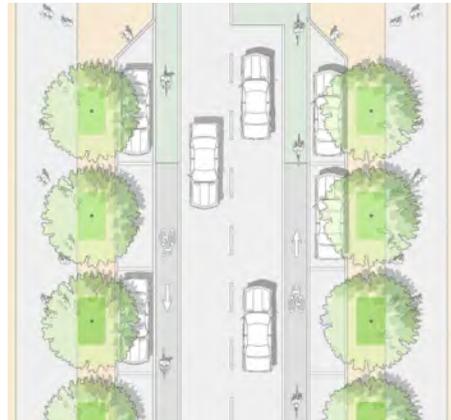
Description

Experimental striped or colored treatment to deter parking where parking/stopping in bike lane may be an issue.

Use

Typically installed by reallocating existing street space (i.e. narrowing other travel lanes, removing travel lanes, and/or reconfiguring parking lanes).

BIKE BOX



Description

Used at Intersections to give bikers the right of way. This also allows for drivers to be more aware of bikers when stopped at an intersection. This also gives bikers more of an opportunity to make a safe turn.

Use

Typically used with bike lanes at intersections. Could be used on one and two-way roads.

SHARROW LANES



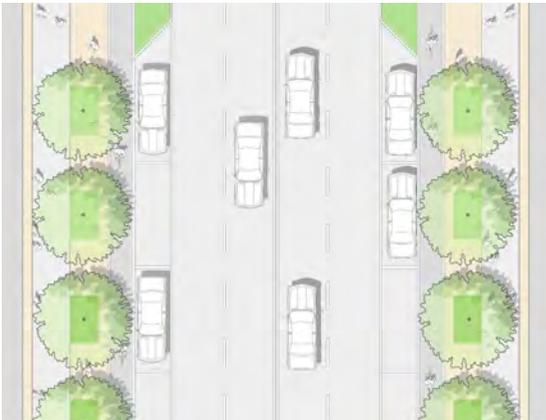
Description

Shared-use; marking used to indicate positions; Marking may be on left side or both sides; often one-way pairs for routing.

Use

Typically installed on streets where space constraints make it impossible to provide bicycle lanes. Shared lane markings should not be used on streets with speed limits higher than 35 mph.

CYCLE TRACK (MAIN STREET / HAMILTON BOULEVARD)



Description

Shared-use; Marking used to indicate positions; marking may be on left side or both sides; often one-way pair for routing.

Use

Typically installed on streets with higher traffic volume and/or speeds, with long blocks and therefore fewer intersections.

