

Innovative Bikeway Infrastructure

1. What is a “Sharrow?”

A Sharrow is a designation indicating to both bicyclists and motor vehicle drivers that a bicyclist should ride closer to the center of a lane. It is represented by a bicycle stencil with two chevrons painted in the right travel lane in the area where bicyclists are recommended to ride. Reasons for placing a sharrow stencil in the roadway include a substandard travel lane width, or where bicyclists must ride towards the middle of a lane to avoid the hazard of drivers opening doors in front of bicyclists. Sharrows work best on lower speed streets (less than 25 miles per hour)

2. What is a “Cycle Track?”

A Cycle Track is a common term for a Class IV “Separated Bikeway” (the official term used by Caltrans. A Class IV bikeway (separated bikeway) is for exclusive use of bicyclists and includes a separation from vehicular traffic. The separation may include grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

Studies out of Canada indicate that there is an increase in safety with bike lanes, and an even greater increase in safety with separated bikeways.^{1,2} A Study from Portland State University found that installing separated bikeways increase ridership, with 10% coming over from other modes, and 24% coming from other bike routes.

3. What is a Bike Box

A Bike Box is an area at an intersection designated for bicycles. It is placed in front of cars so bicyclists are visible. When the light changes, bicyclists move forward and motorists, able to see the bicyclists in front of them, can pass safely.

4. What are “Complete Streets?”

A complete street is a street that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, seniors, persons with disabilities, transit vehicles, truckers, and motorists. Every complete street looks different, according to its context, community preferences and needs.³

5. What is a bicycle Boulevard (Neighborhood Greenway)

A bicycle boulevard is a street (usually residential) where bicyclists and pedestrians have priority over cars. It is designed to reduce the number and speed of motor vehicles. These Boulevards are a relatively low cost treatment and designed for less experienced or risk-averse bicyclists. There are four operating standards

1. Low traffic (usually less than 1,500 vehicles/day) and speed (less than 25 mph)
2. Priority given to bicyclists
3. Long enough to provide continuity for typical bicycle trip (2-5 miles)
4. Logical, direct and convenient access to desired destinations
5. Can form a backbone network with other bikeways
6. Branding / Wayfinding

¹ <http://www.citylab.com/commute/2012/10/dedicated-bike-lanes-can-cut-cycling-injuries-half/3654/>

² <http://www.peopleforbikes.org/blog/entry/the-first-major-academic-study-of-protected-bike-lanes-in-the-u.s.-is-out>

³ <http://www.dot.ca.gov/transplanning/ocp/complete-streets.html>

- a. Guide cyclists along the way and to key discussions
- b. Signs and marking differentiate bicycle boulevards from other local streets