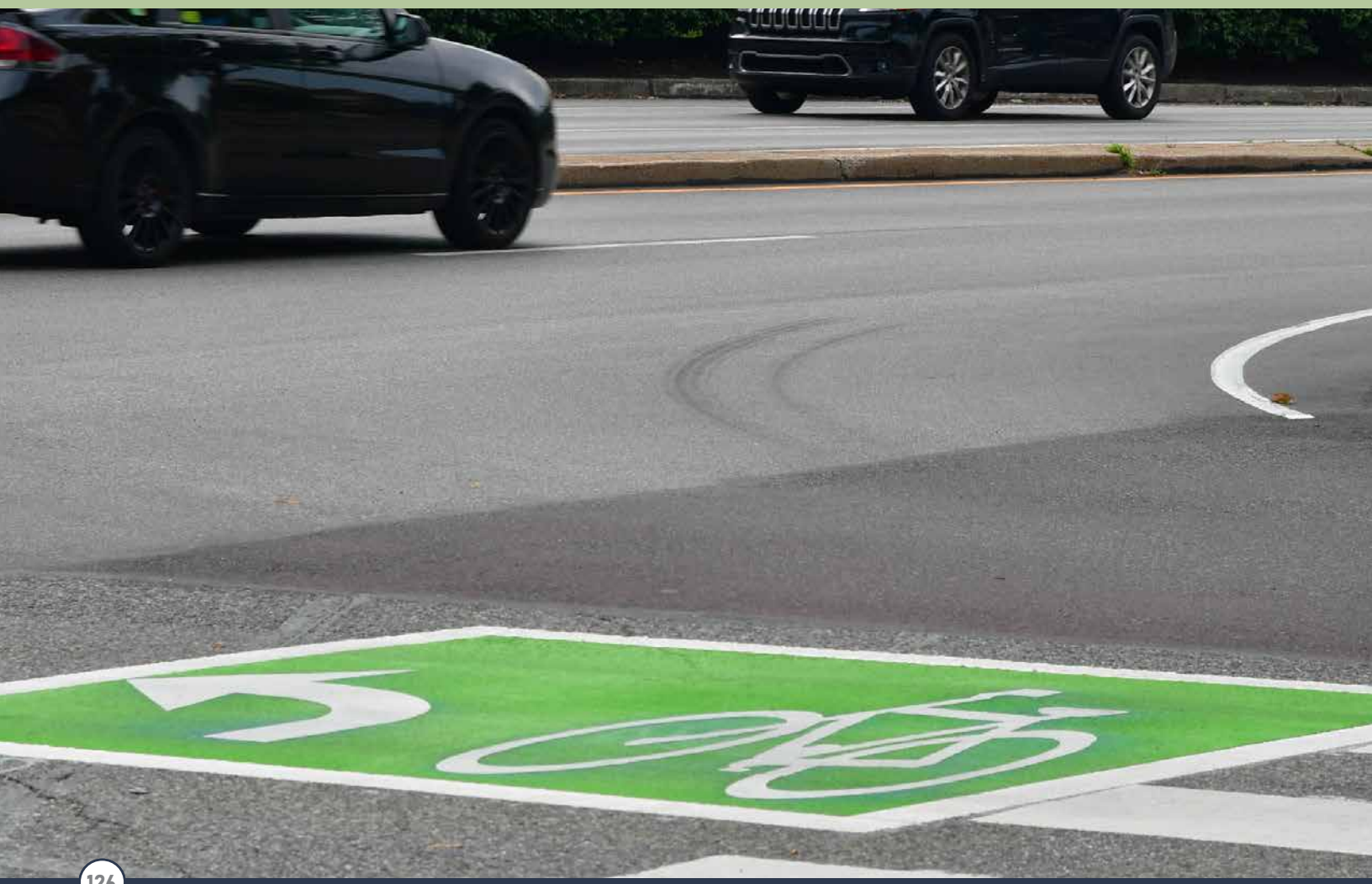
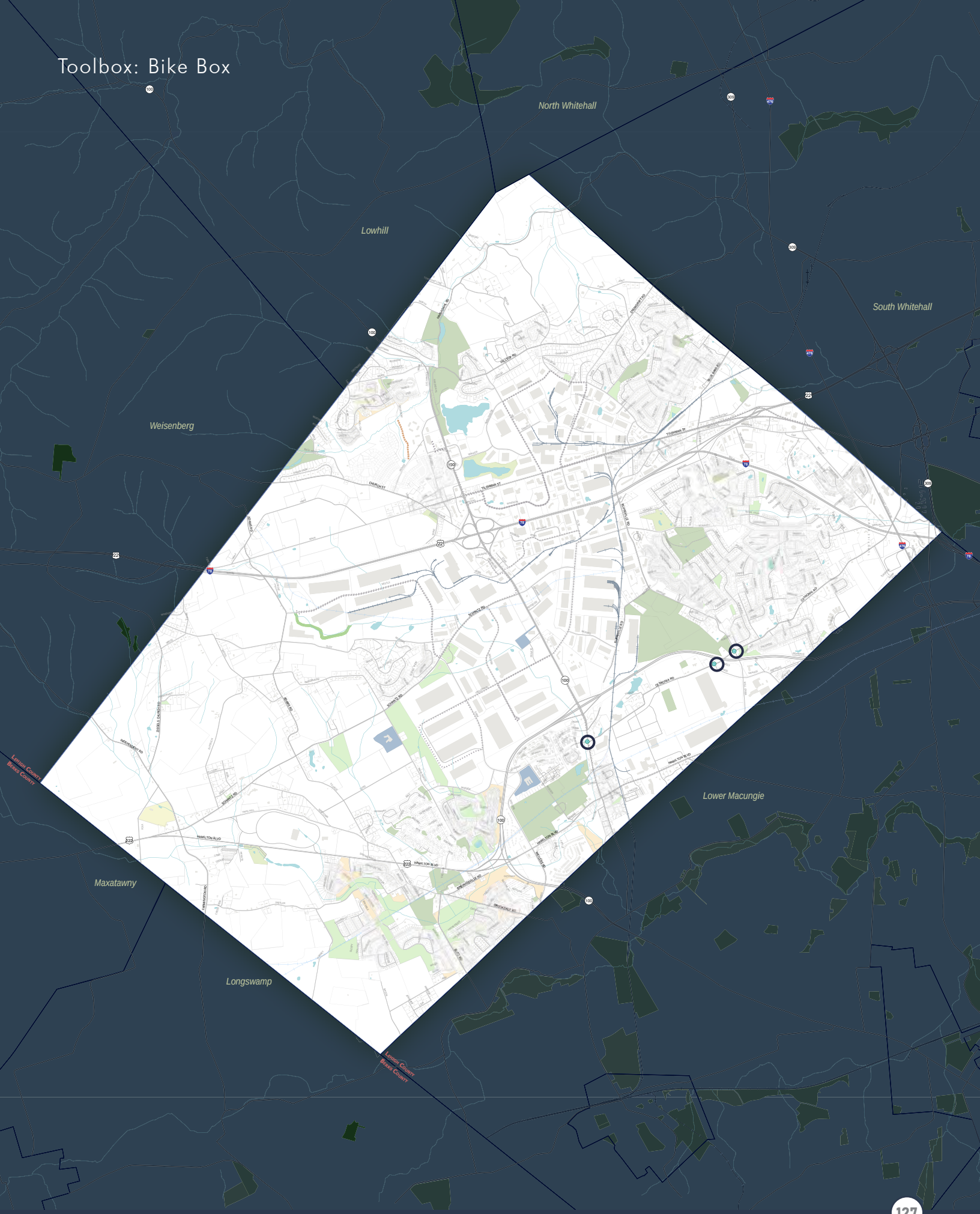
Bike Box

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. (NACTO)



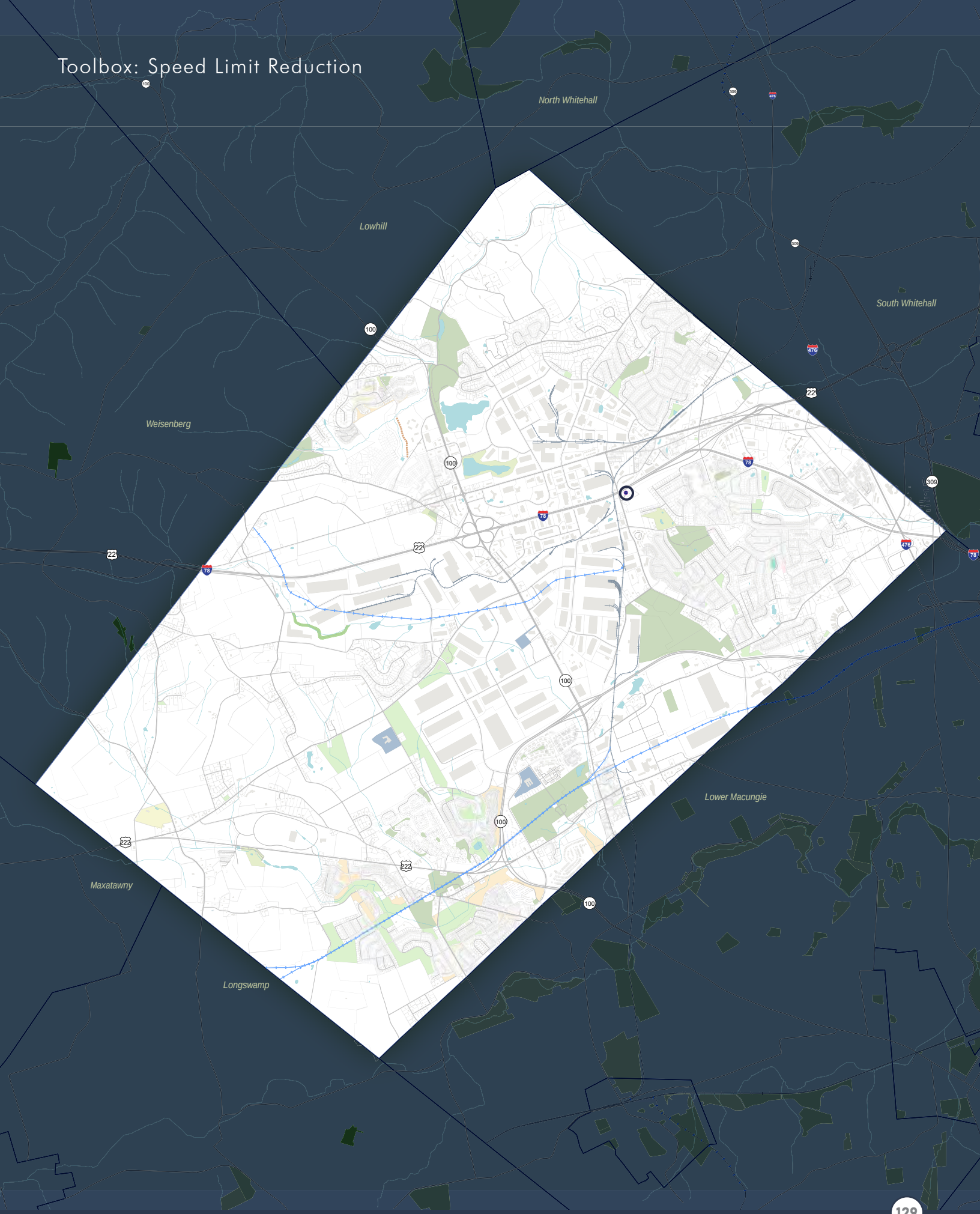
Toolbox: Bike Box



Speed Limit Reduction

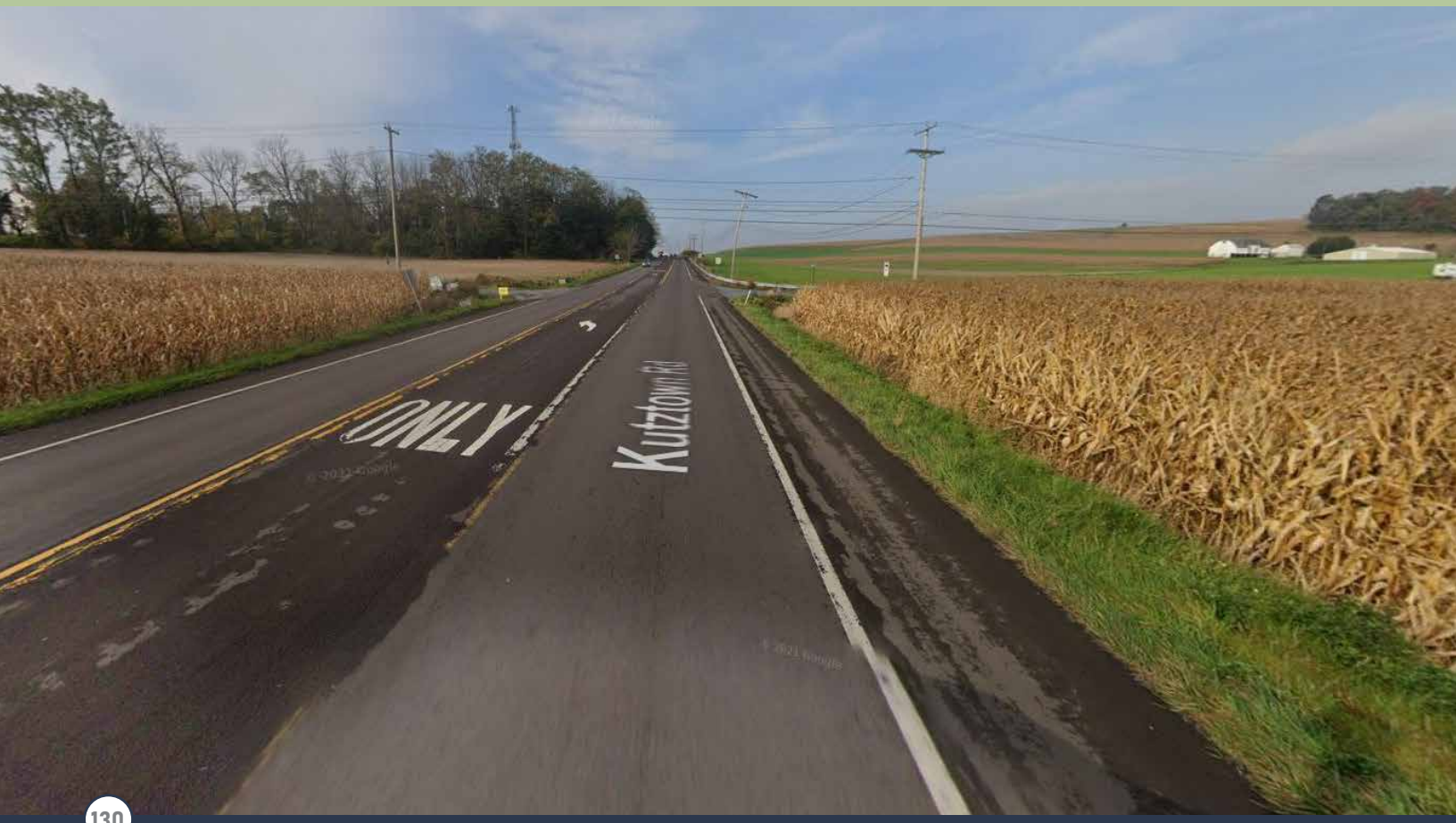
Speed limit reduction can lower crash and fatality rates. At speed limits above 40 MPH the risk of pedestrian fatality is 85% whereas at 30-35 it is 45%. Furthermore, at 20-25 MPH the risk of fatality is 5%. Additionally, the stopping distance for 40 MPH and above is 118', where 30-35 MPH is 75' and 20-25 is 40'.

Toolbox: Speed Limit Reduction

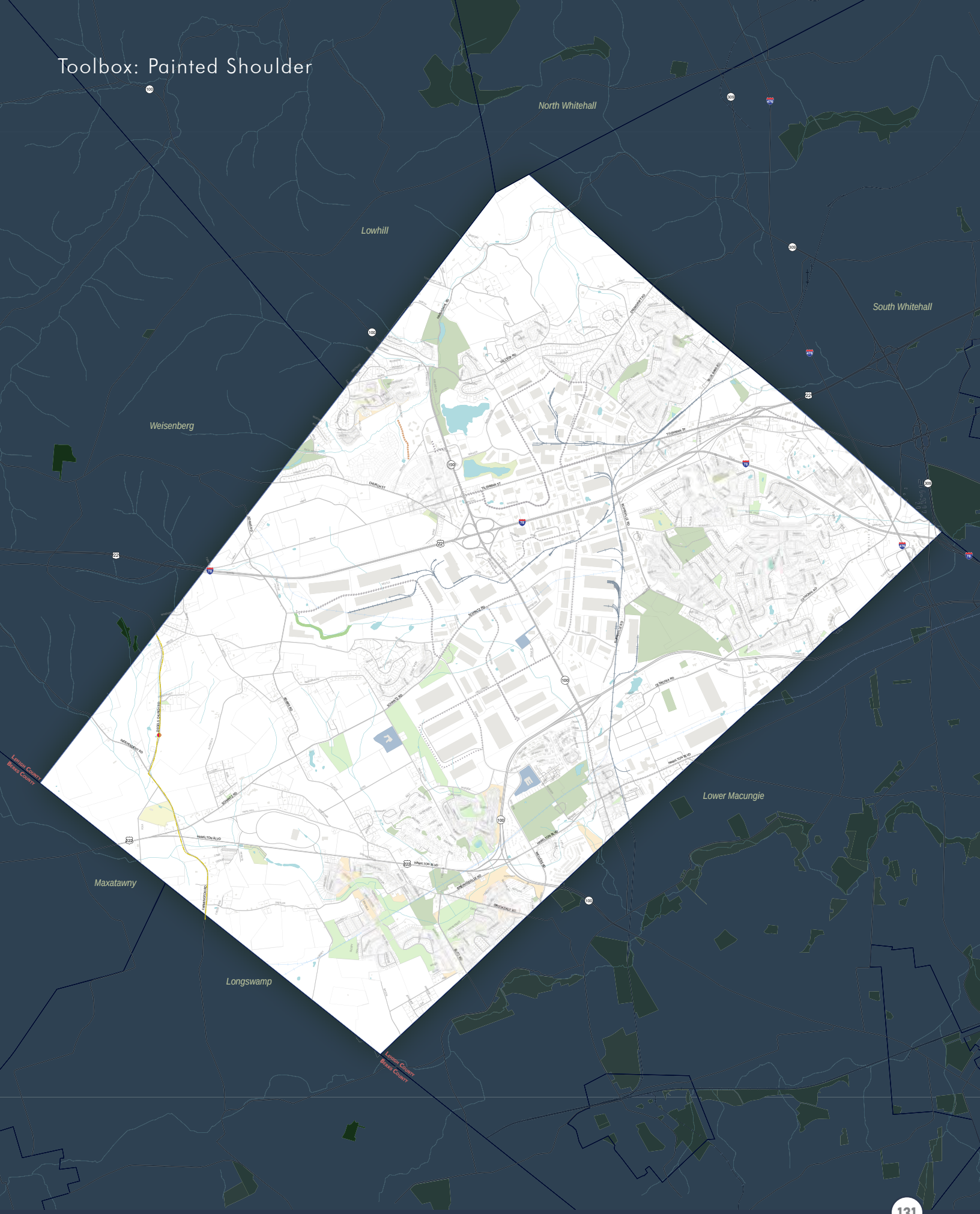


Painted Shoulder

A paved shoulder which meets the width requirements of a roadway based on its speed may be deemed a bicycle facility. A roadway whose speed limit exceeds 35 MPH should have a shoulder between four and six feet to meet this requirement. A roadway with a high percentage of heavy vehicles, or a roadway which exceeds 50 MPH, must have an eight-foot shoulder for it to be deemed a bicycle facility.



Toolbox: Painted Shoulder



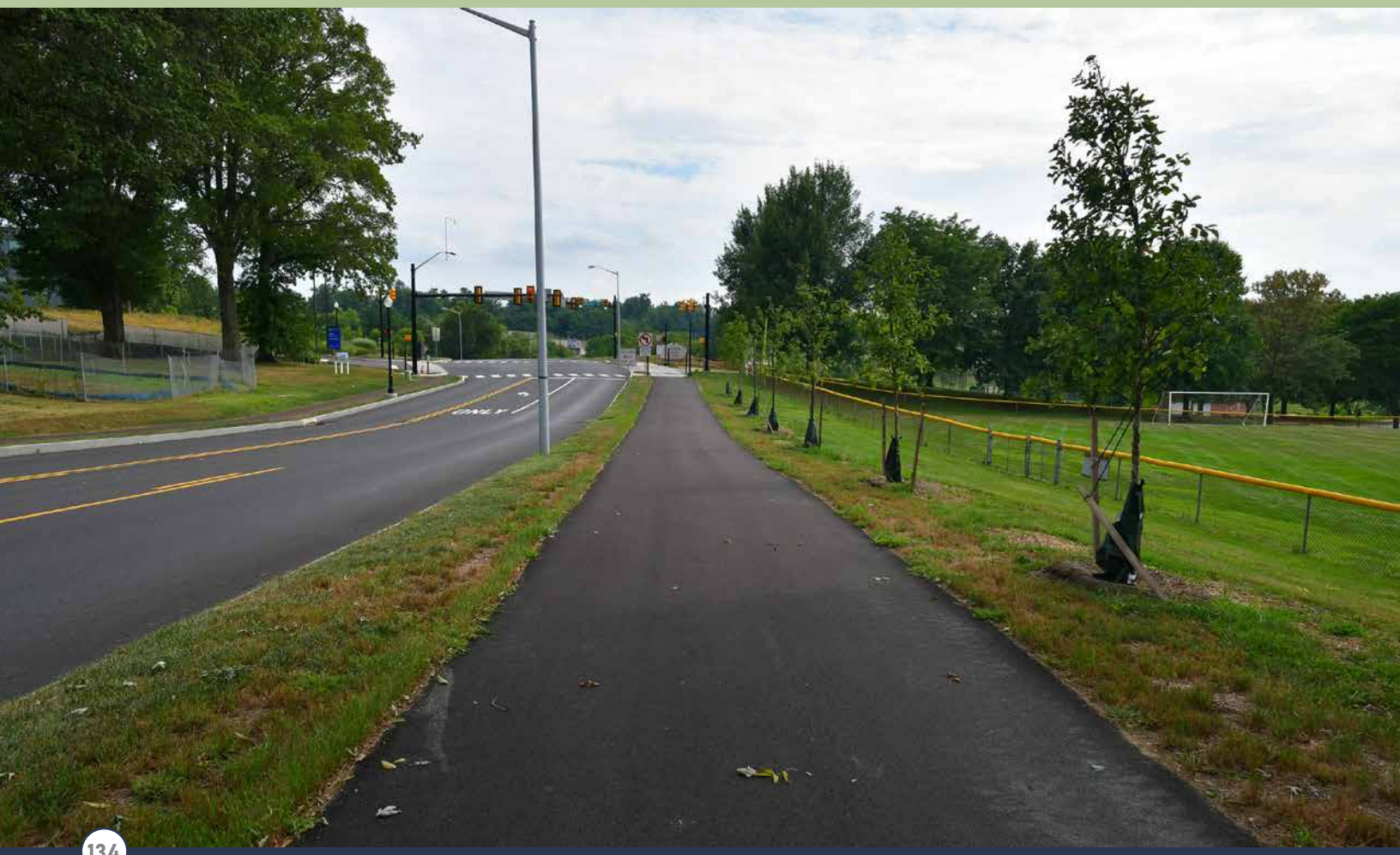
Multi-Use Trail

Multi-use trails, or shared use paths, provide a paved, physically separated route for non-motorized vehicles. Design of these facilities should comply with current ADA requirements. The minimum trail width is 10′ to 14′ (8′ is acceptable in certain circumstances). The maximum grade on a multi-use trail is 5% or match the adjacent roadway. In any circumstance, a grade of 8% may only exist for a maximum of 200 feet.

Toolbox: Multi-Use Trail

Side Path

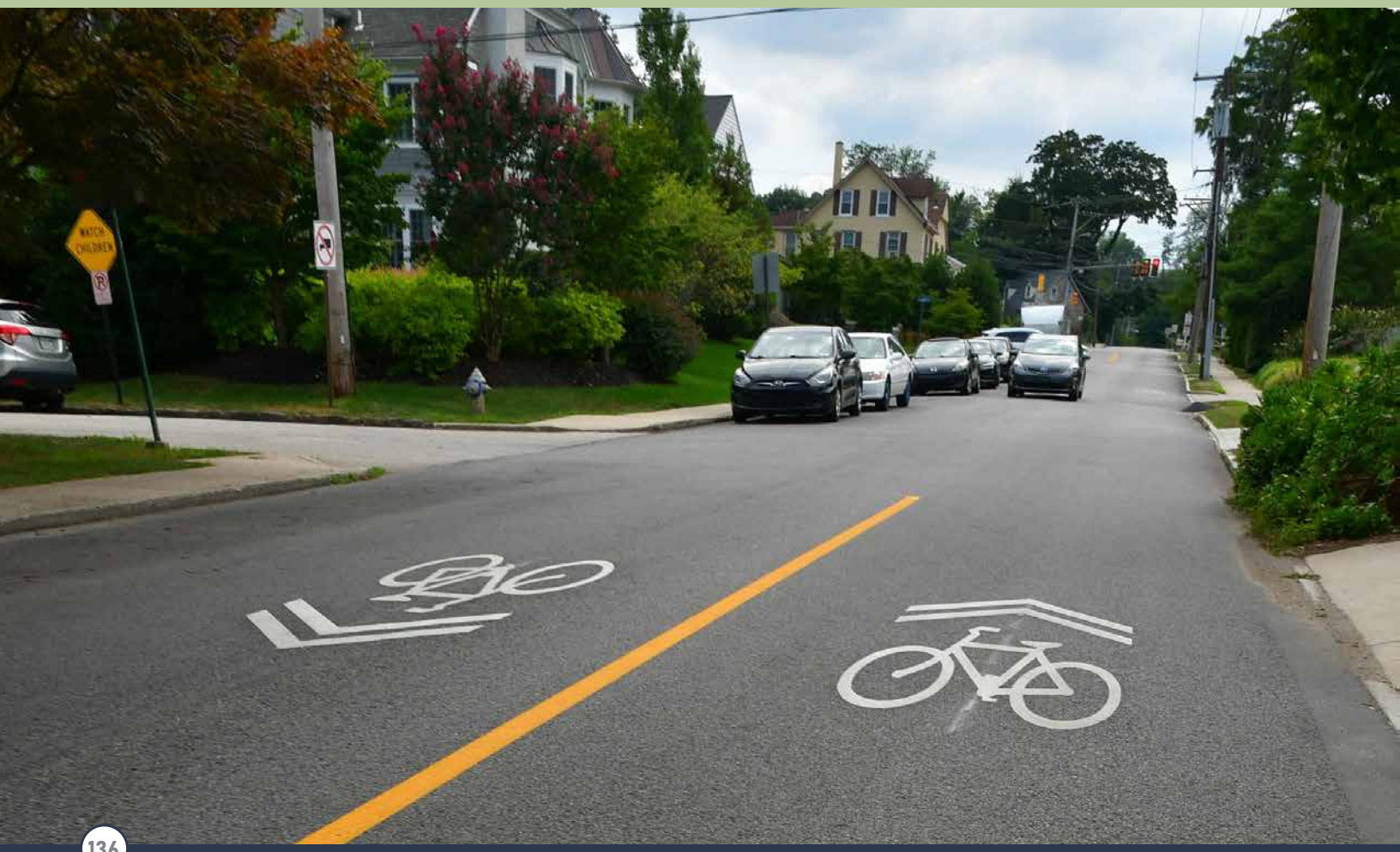
Side paths, like multi-use trails, are paved routes for non-motorized vehicles. Side paths are located parallel to a vehicular roadway and have specific setback requirements. A side path must be 5′ feet from the cartway or have a physical barrier such as a guide railing.



Toolbox: Side Path

Sharrow

Sharrows are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits, shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.



Toolbox: Sharrow

Bicycle Lane

Bicycle lanes designate an on-road lane exclusively for bicycles through markings and signage. The desirable bicycle lane width, adjacent to the curb face, is 6 feet. Bicycle lanes are typically located in the right lane moving with traffic, however there are circumstances where left hand bike lanes, and contra-flow (against traffic) lanes are justified. Bike lanes are most helpful on streets with a posted speed greater than 25 MPH and over 3,000 motor vehicle average daily traffic.

Toolbox: Bicycle Lane