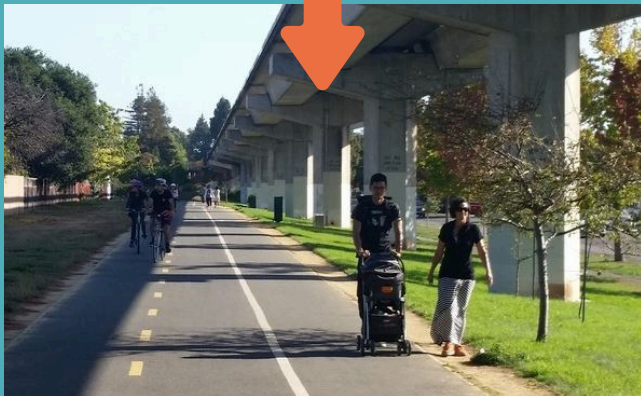


GREEN MOBILITY AMBASSDORS: ALL ABOUT BIKEWAYS BIKEWAY TYPES



Biking and Walking Paths (Class 1)

A multi-use path is totally separated from traffic. These are great but more costly and take longer to plan, fund, and construct compared to other facilities.



Bike Lanes (Class 2)

A bike lane designates space for bikes on a street, using only paint. Sometimes a wide painted buffer can help add distance between bikes and cars.



Regular bike lane



Buffered bike lane

Bike lanes can be to the left of car parking aisles, or they can be curbside in areas with no car parking.

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Bike Routes (Class 3)

A bike route is a road where bikes and cars share the lane, sometimes with a bike symbol to indicate bikes will be there.

This type of bikeway is good for **quiet neighborhood streets**, sometimes called a bike boulevard.



Bike boulevard



Bike route

Separated Bikeway (Class 4)

A separated (or "protected") bikeway is like a bike lane on the street but with some type of physical separation, like a curb, white bollards, or planters. These can be one-way or two-way, depending on the street.



Sidewalk level



Street level

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Green Bikeways

Bikeways can be painted green, entirely or just in part. The green highlights the existing facility but it does not change the bikeway type or its function.



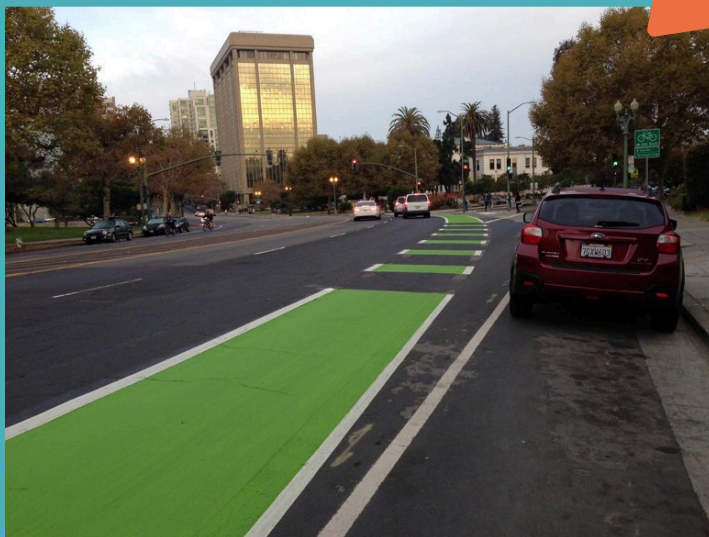
**Green painted Bike Lane
(Class 2)**



**Green painted Bike Route
(Class 3)**

Dashed Green

Sometimes dashed green paint is used at conflict points where bike traffic crosses paths with cars, like at driveways or intersections.



**Dashed-green painted
conflict point**



**Green painted Separated
Bikeway (Class 4)**

Intersection Features

How bikeways are handled through intersections is important to help reduce conflicts and increase comfort, especially for making difficult left turns. Here are a few potential treatments.

A protected intersection positions bike riders further up from car traffic to get a head start at a green light, and it slows right turning car movements across the bikeway.

It also allows bike riders to make a left turn in two stages by proceeding straight through to the far corner, then turning left and proceeding through to the far corner again.

This avoids having to merge across car traffic to the left turn lane.



This is a two-stage turn box, which also allows a bike rider to make a left turn in two movements without having to merge into a center turn lane, but without the physical separation of a protected intersection.



This is a protected intersection from a bike rider's point of view.

