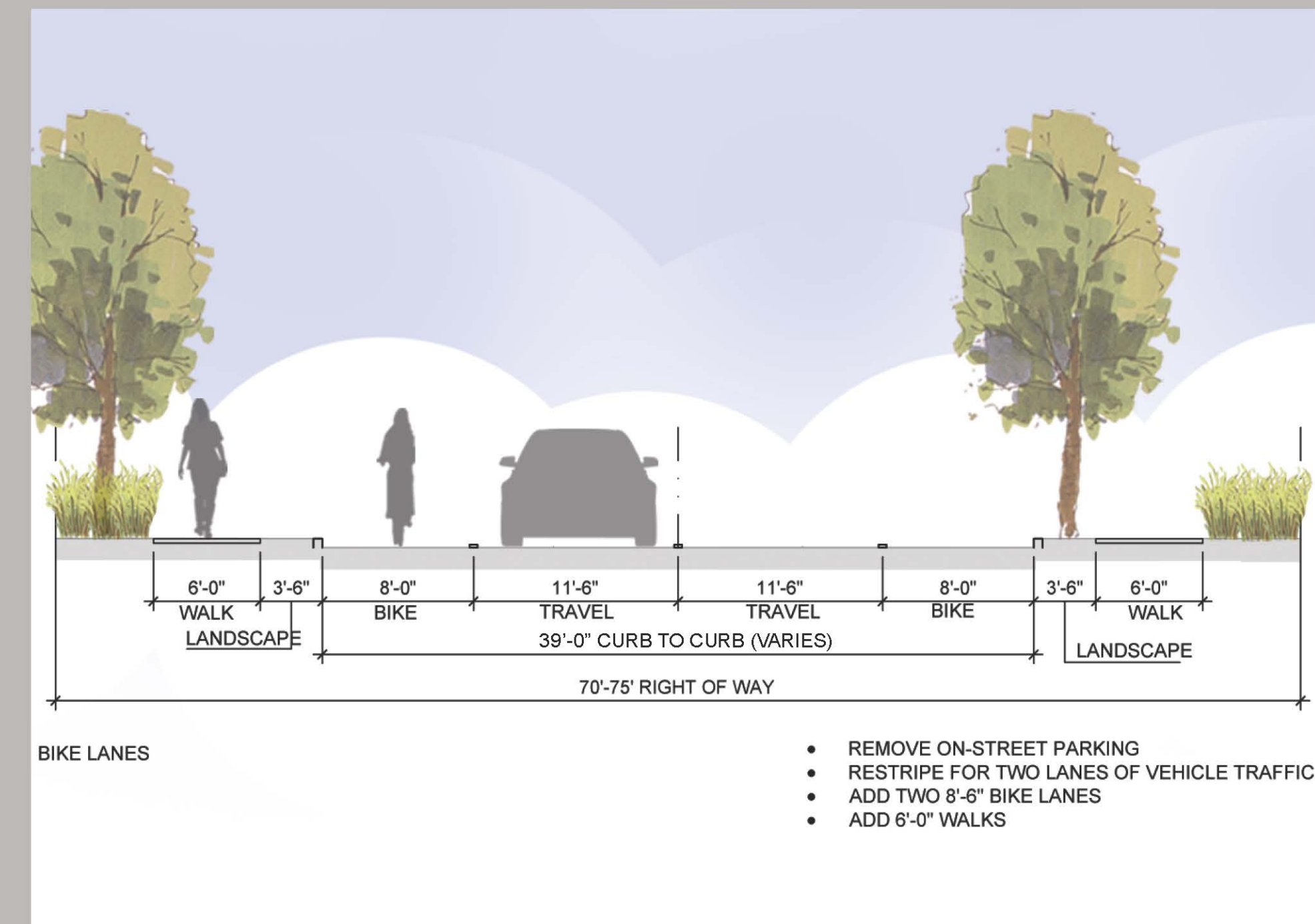


### ATTRIBUTES OF BIKE LANES

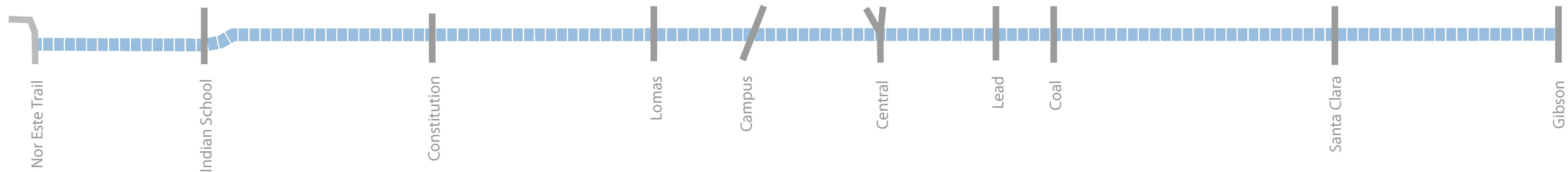
- Delineates space for bicyclists
- Reduces cyclists interferences from motorists
- Allow for predictable behavior for cyclists
- 5' - 6' lane width typical
- Narrows travel lanes to calm traffic
- Visually reminds drivers of cyclists' right to be in the street



## Option 1: Bike Lanes

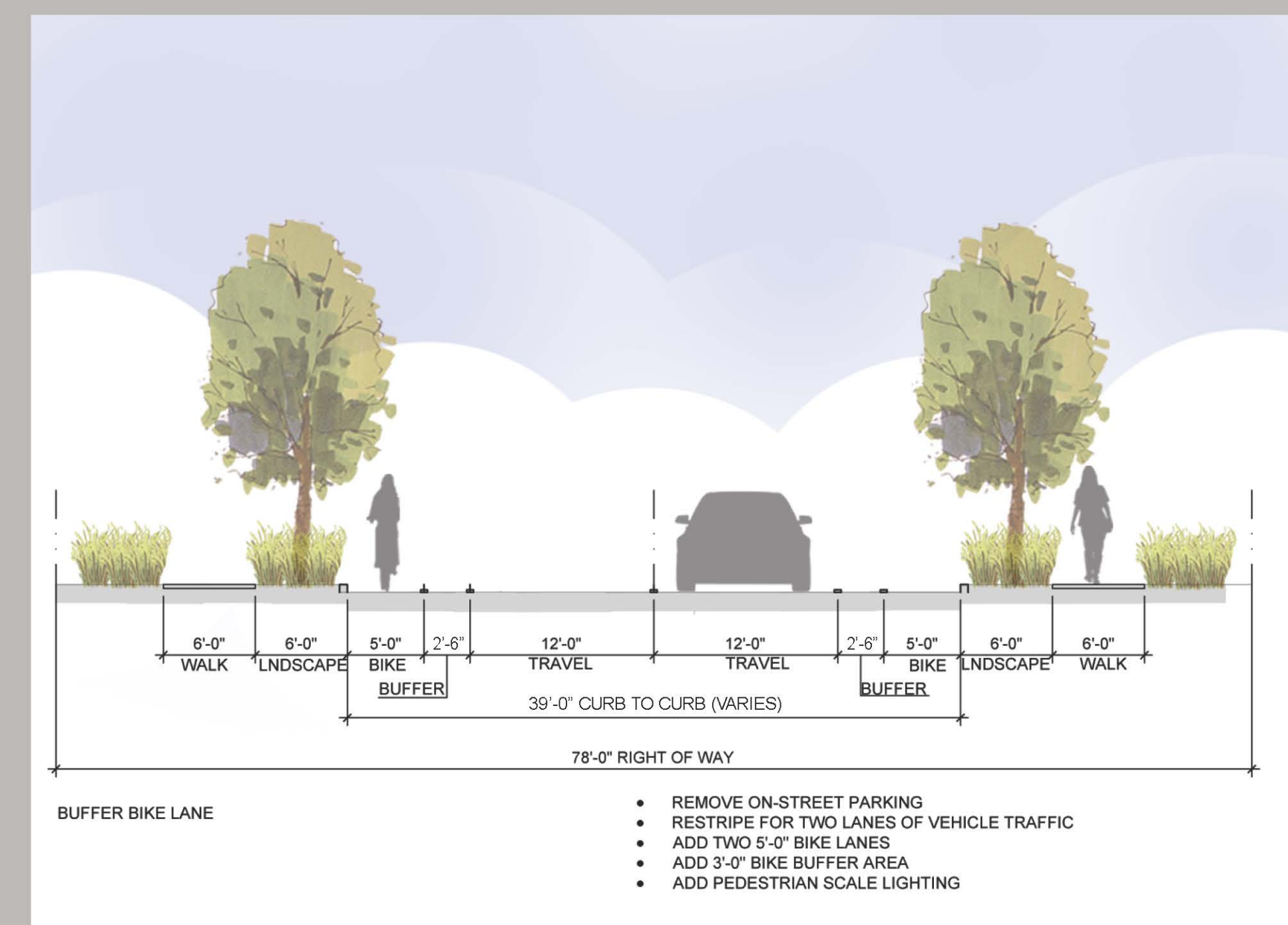
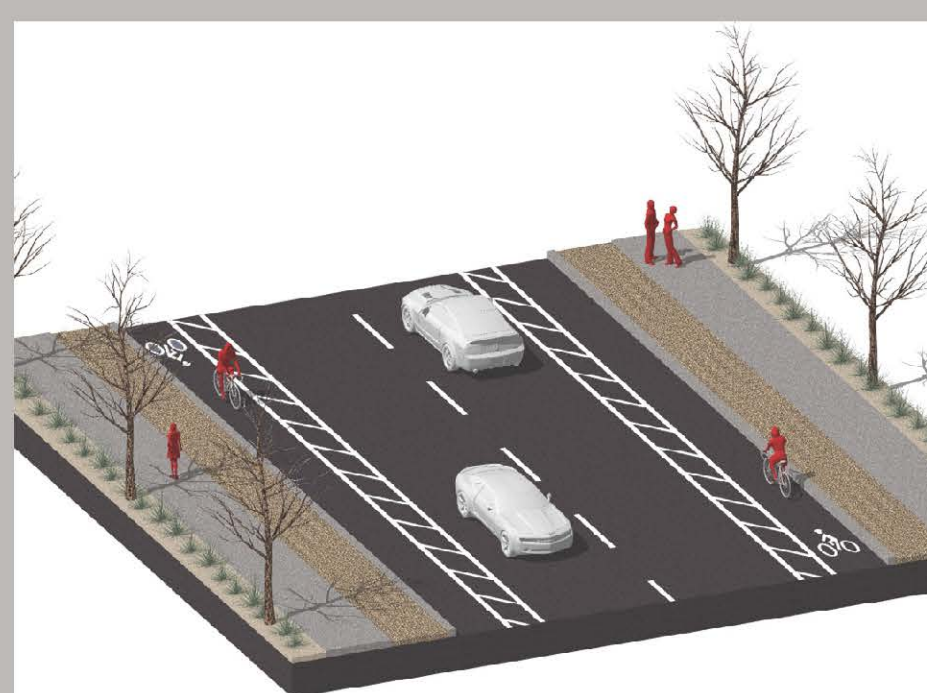
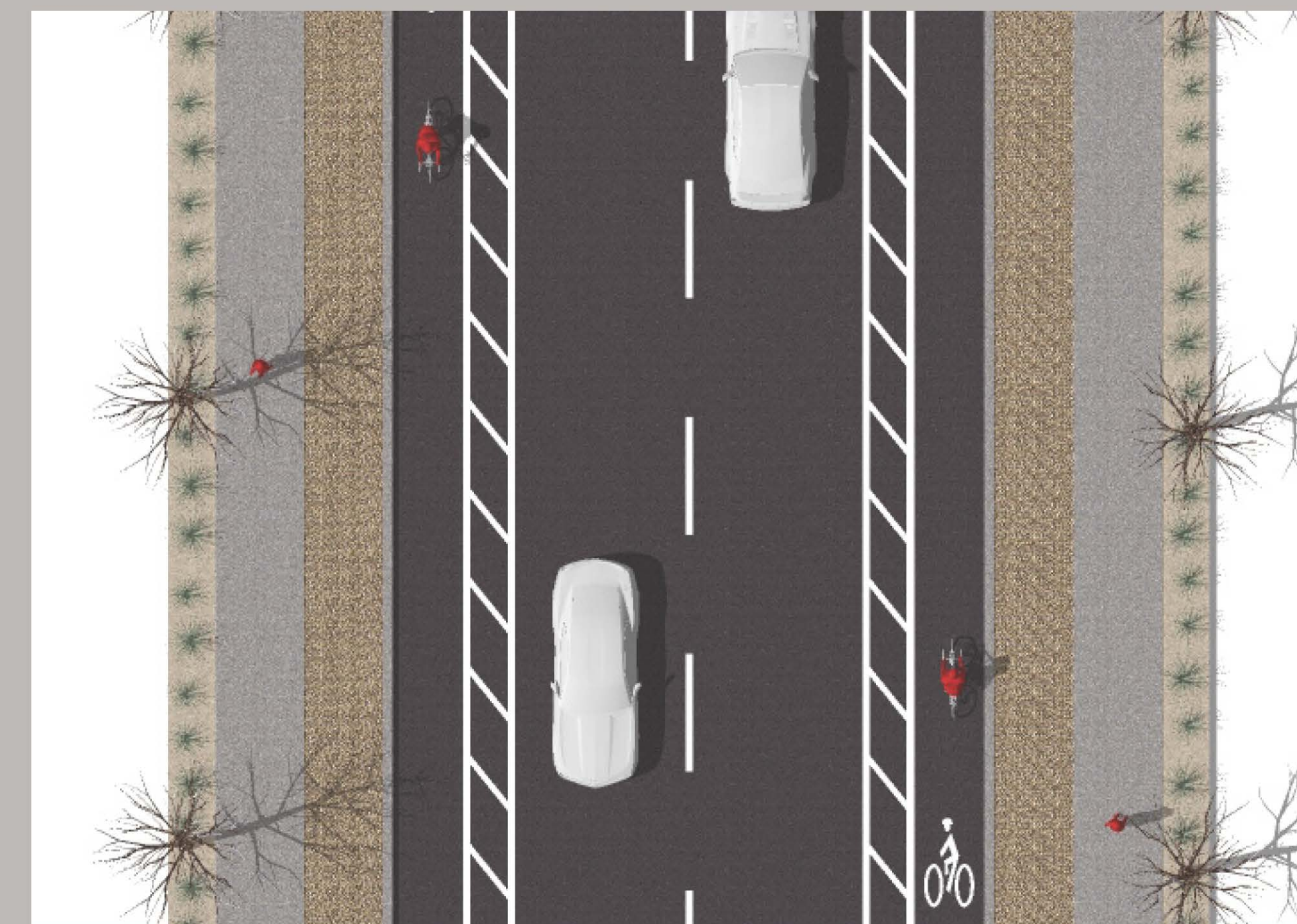
Girard Boulevard



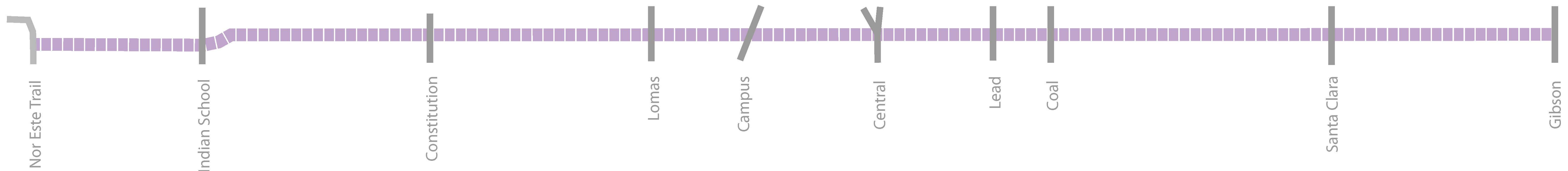


## ATTRIBUTES OF BUFFERED BIKE LANES

- Conventional bicycle lane with a designated buffer space
- Increase physical separation between vehicles and cyclists
- Clear demarcation of bicycle lanes
- 2'- 3' buffer width typical
- May necessitate elimination of on-street parking in some locations
- Narrows travel lanes to calm traffic
- Can reduce risk of doorway crashes if buffer is adjacent to parked car lane
- Increase cyclist comfort level
- Allows for cyclists to pass each other without encroaching on vehicular traffic lanes

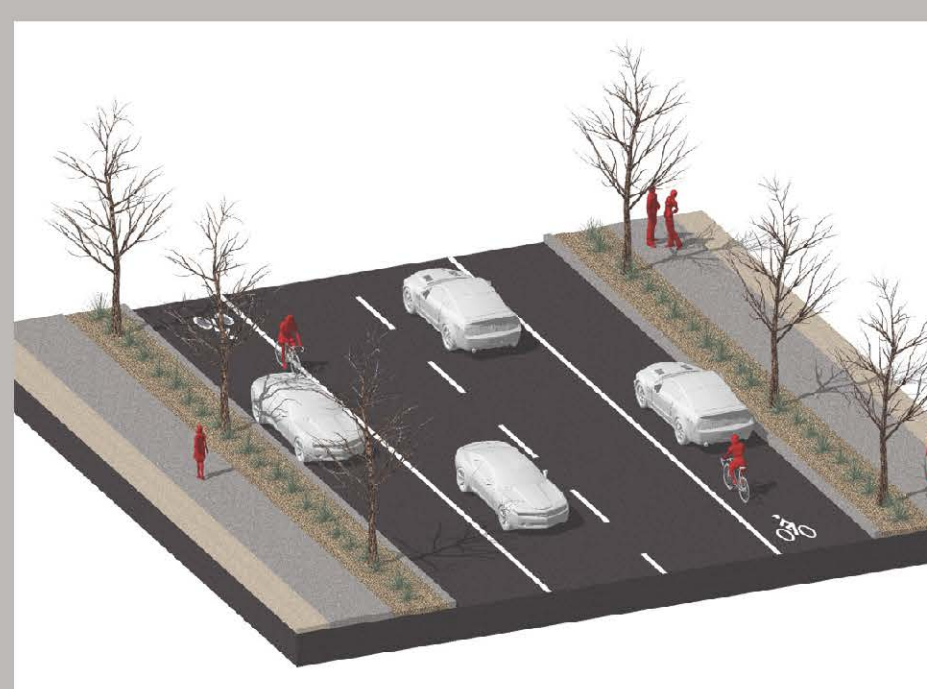
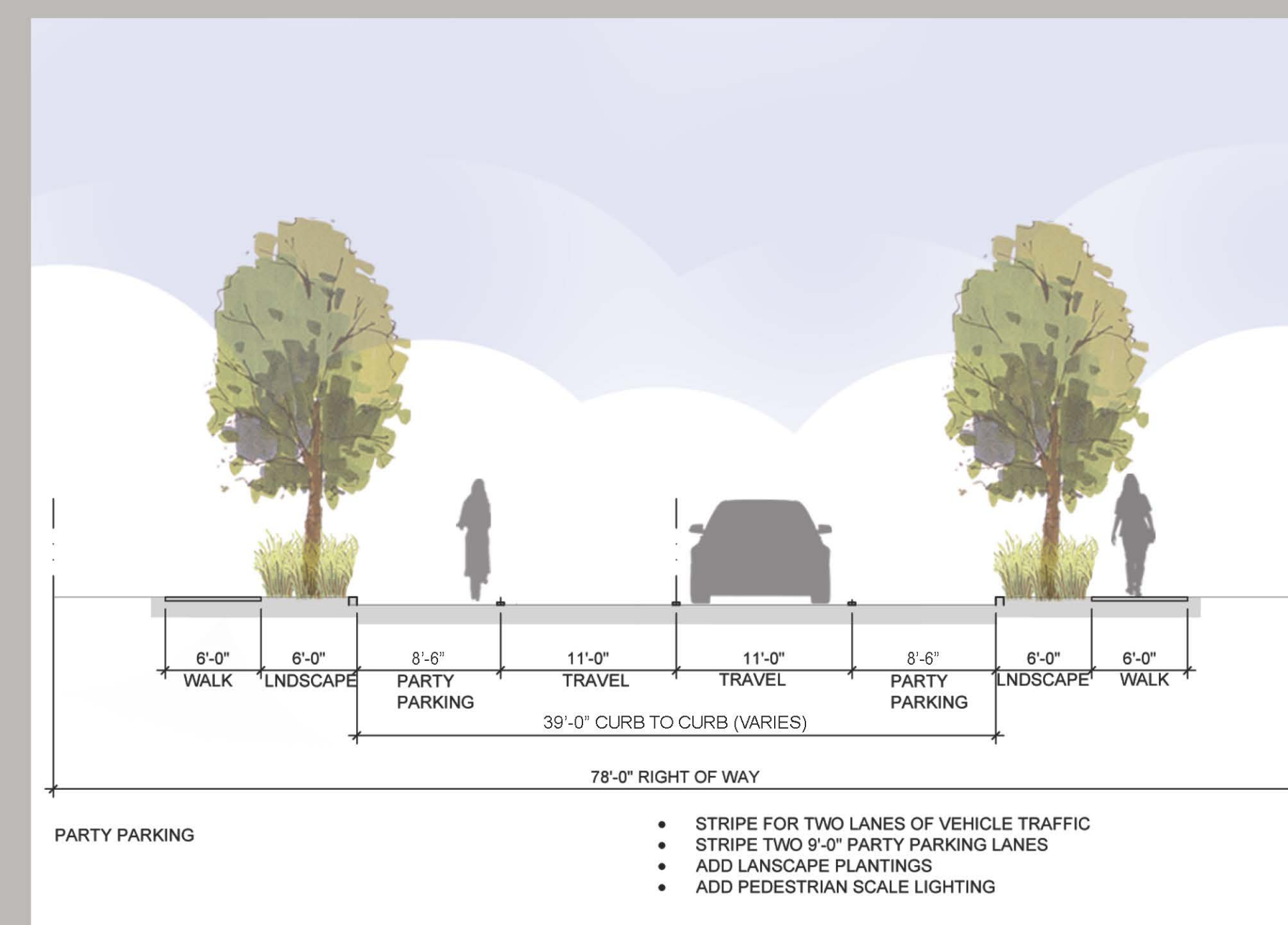
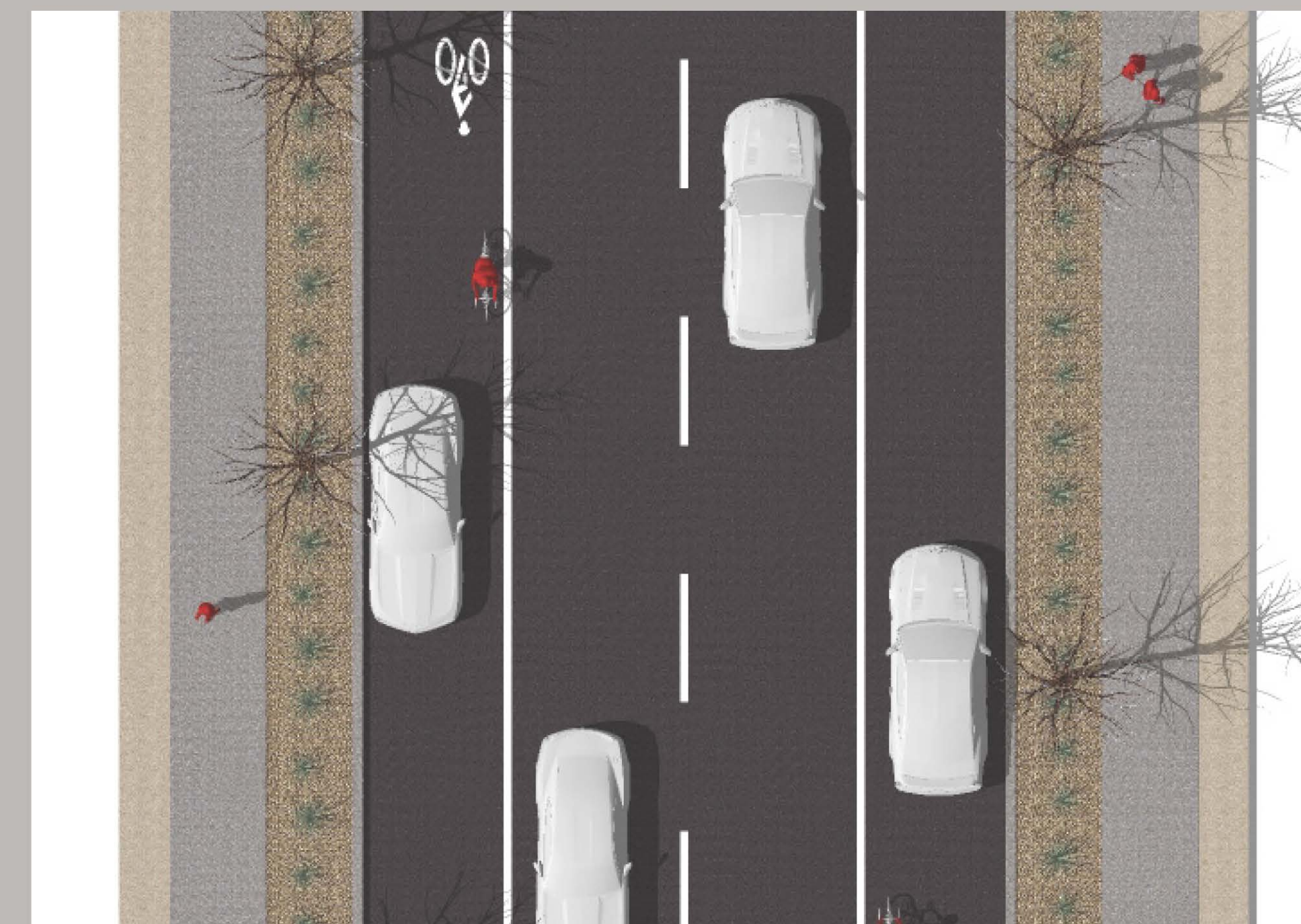


# Option 2: Buffered Bike Lanes

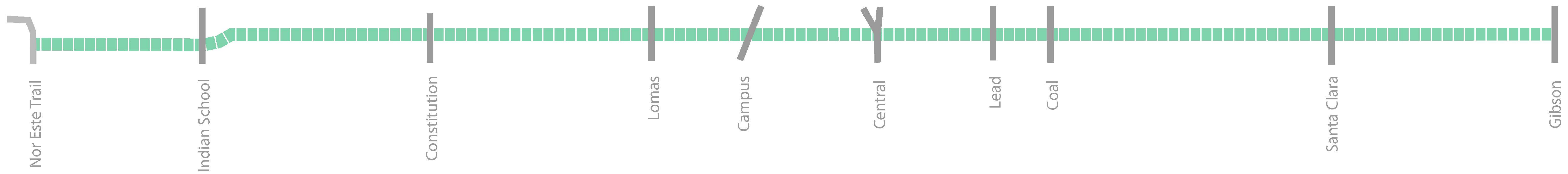


### ATTRIBUTES OF PARTY PARKING

- Provides overflow parking for adjacent properties
- Wide de-facto bicycle lane
- Can increase separation between cyclists and autos
- May cause cyclists to pass vehicles in door zone
- Auto parking causes cyclists to weave into traffic lane to avoid auto
- 10'-12' width typical
- Inappropriate for streets with high on-street parking demand



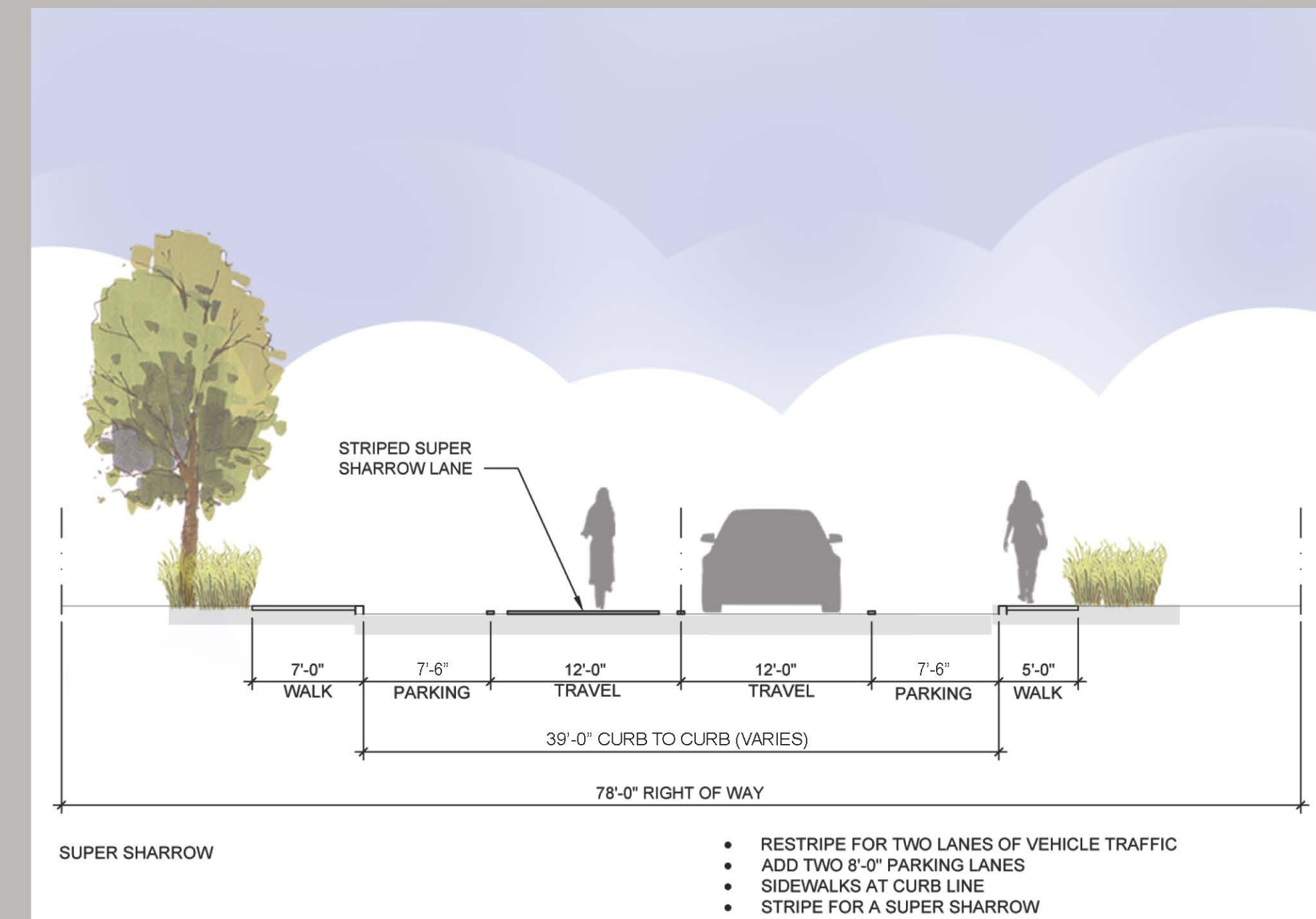
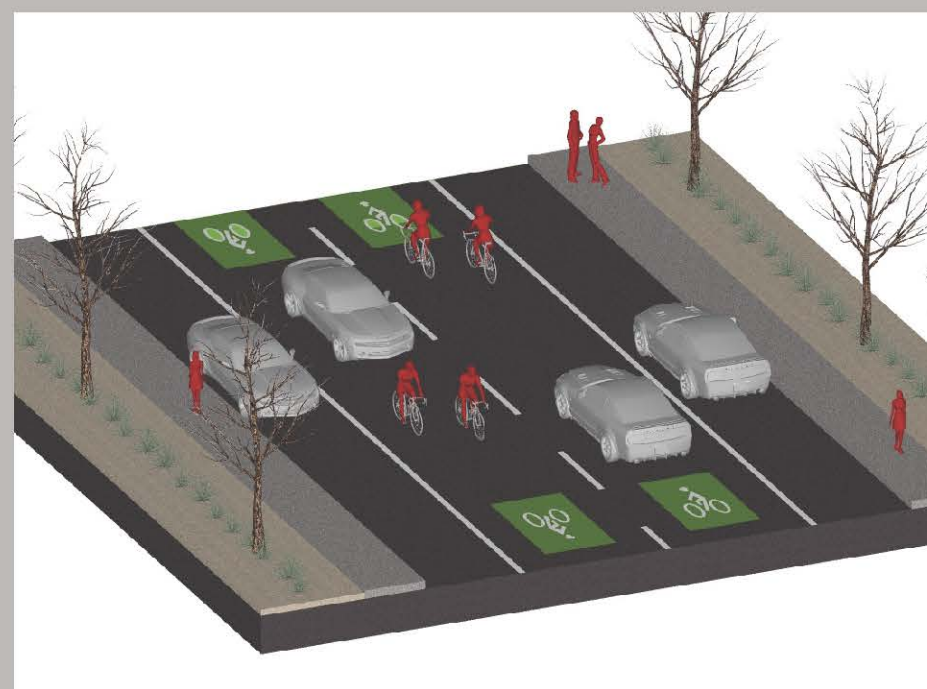
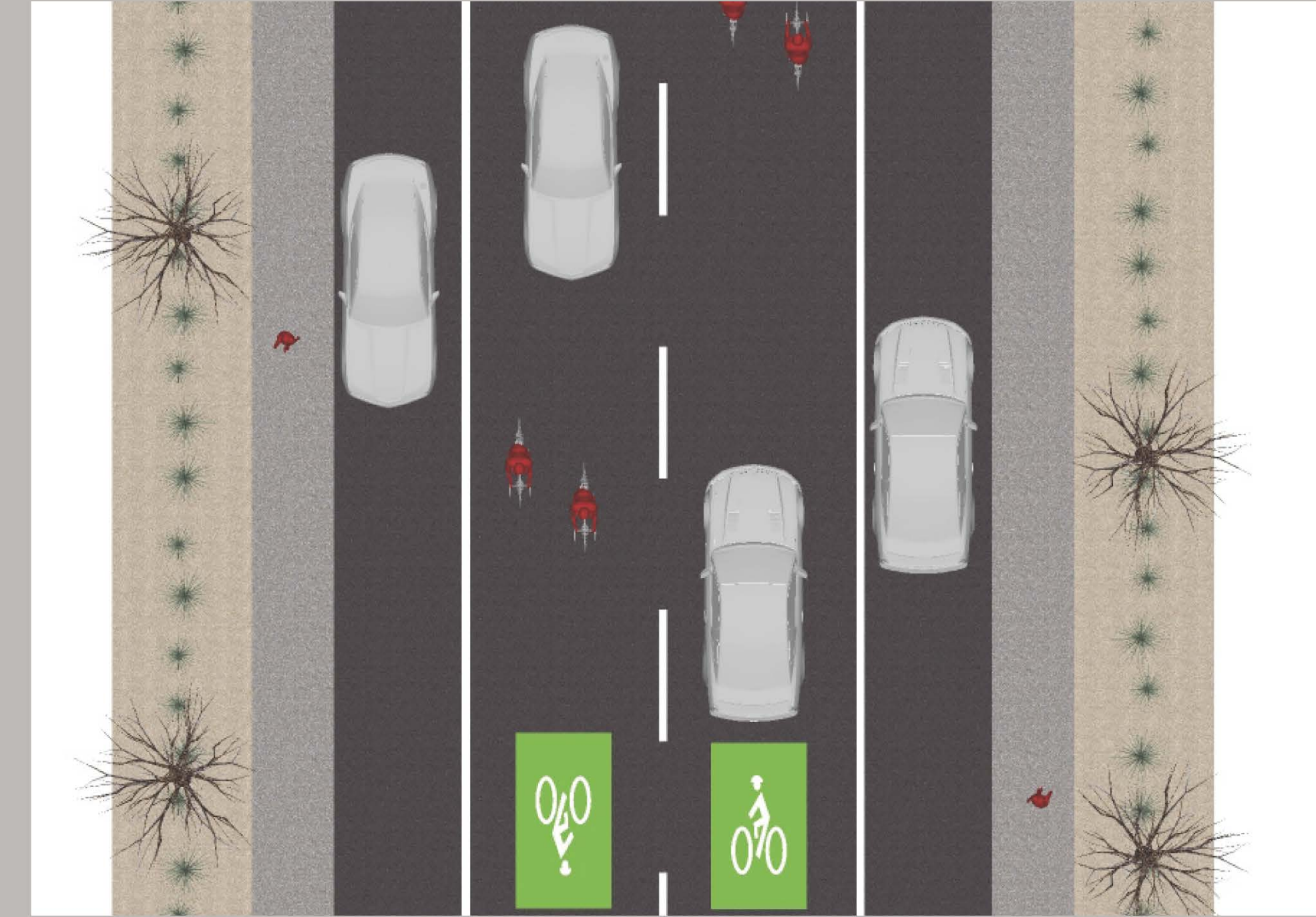
## Option 3: Party Parking



### ATTRIBUTES OF SUPER SHARROWS

Shared-lane arrows = "Sharrows"

- Designate traffic lanes as shared lane between motorists and cyclists
- Painted stencil markings delineate where cyclists should ride within the travel lane
- Minimize parking impacts
- Visually reminds drivers of bicyclist right to be in street



## Option 4: Super Sharrows