

# Bicycling Facilities

These bicycle facilities and improvements are part of the bicycle planning “toolbox” and will be considered as the Alameda Active Transportation Plan recommendations are developed. Bicycle facilities are used by people who ride bicycles, electric bicycles, scooters, or other similar wheeled devices provided through programs like bikeshare.



## SHARED-USE PATH

- Physically separated from motor vehicle traffic
- Comfortable for a wide range of users
- Provides connectivity to on-street bicycle network
- May not serve all destinations directly
- May have separate paths designated for walking and bicycling



## SEPARATED BIKE LANE

- Provides bike-only facility physically separated from automobile travel lane and distinct from sidewalk
- Separated from traffic by curb, bollards, planters, parked cars and/or other vertical elements
- Appropriate on medium- and high-volume streets



## BUFFERED BIKE LANE

- Increases riding space and comfort by adding a painted buffer to a standard bike lane
- Buffer located either between the bike lane and automobile travel lane, or between bike lane and parking
- Appropriate on medium- to high-volume streets



## BIKE LANE

- Provides dedicated space for bicyclists on the street with pavement markings
- Appropriate on medium- or low-volume streets



## BICYCLE BOULEVARD

- Prioritizes bicycle movement and minimizes bicycle stops along low volume streets
- Pavement markings are often paired with traffic calming measures (e.g., traffic circles, speed tables...etc.)
- Appropriate on low-volume streets, usually in residential areas



## BIKE BOX

- Dedicated space between the crosswalk and vehicle stop line where bicyclists can wait during the red light at signalized intersections
- Improve visibility and motorists' awareness of bicyclists at intersections



## TWO-STAGE LEFT TURN BOX

- Designates an area without vehicle conflicts for bicyclists to wait for traffic to clear before proceeding in a different direction of travel
- Provides a way for bicyclists to make turns without having to merge across multiple lanes of traffic
- Appropriate at multi-lane intersections where bicyclists frequently turn left from a facility on the right side of the roadway, or at locations with separated bike lanes or shared-used paths where it is not possible for bicyclists to merge into motor vehicle lanes in advance of the intersection



## PAINTED CONFLICT MARKINGS

- Improves visibility of bike lanes through intersections and alerts all roadway users of expected behaviors
- Reduces conflicts with turning vehicles
- Recommended for select conflict locations



## BIKE DETECTION/PUSH BUTTON

- Bicycle push buttons are located on signal poles within reach of a bicyclist waiting in the roadway; the buttons trigger a green light for bicyclists once pushed (similar to pedestrian push buttons)
- Bicycle detectors are located in the street at intersections and trigger a green light for bicyclists who wait above the detector marking



## WAYFINDING SIGNAGE

- Helps bicyclists identify the best routes to destinations and directs bicyclists to connecting routes
- Usually includes signage and pavement markings
- Signs may indicate distances or travel times to destinations

