

SHARED-USE PATHS / TRAILS / WIDE SIDEWALKS



CYCLE TRACKS / SEPARATED BIKE LANES



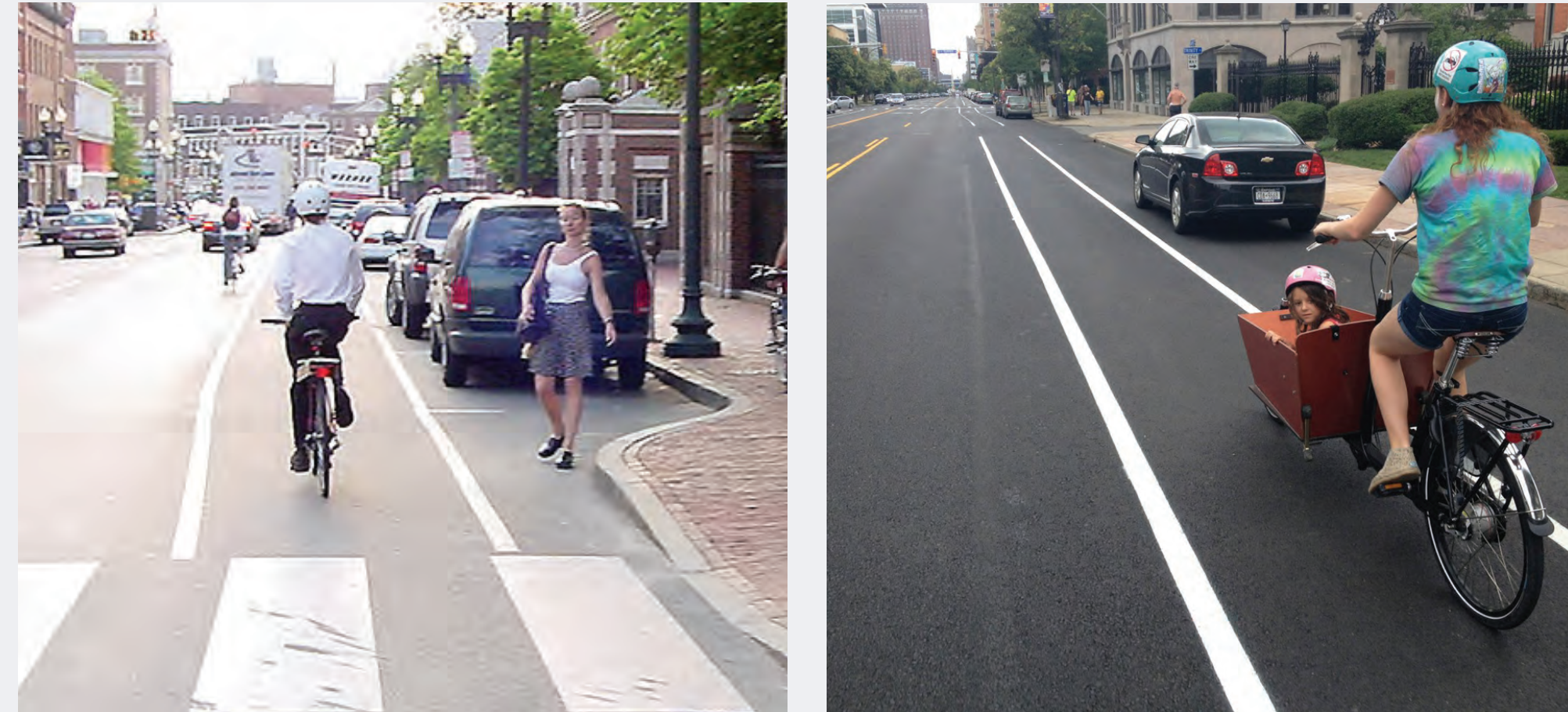
A CYCLE TRACK IS AN EXCLUSIVE BIKE FACILITY THAT COMBINES THE USER EXPERIENCE OF A SEPARATED PATH WITH THE ON-STREET INFRASTRUCTURE OF A CONVENTIONAL BIKE LANE. A CYCLE TRACK IS PHYSICALLY SEPARATED FROM MOTOR TRAFFIC AND DISTINCT FROM THE SIDEWALK (NACTO).

Different streets require different solutions to create safe, comfortable, and convenient bicycling conditions. Neighborhood streets with low speeds and lighter traffic may only need shared lane markings and wayfinding signs, while busier streets with higher speeds may need buffered bike lanes or cycle tracks to provide greater separation between bicyclists and motor vehicles. The bicycle facilities listed here are used to create the draft Iowa City Bicycle Network.

BUFFERED BIKE LANES



CONVENTIONAL BIKE LANES



ADVISORY BIKE LANE



SHOULDER BIKEWAY



BICYCLE BOULEVARDS



BICYCLE BOULEVARDS ARE STREETS WITH LOW MOTORIZED TRAFFIC VOLUMES AND SPEEDS, DESIGNATED AND DESIGNED TO GIVE BICYCLE TRAVEL PRIORITY. BICYCLE BOULEVARDS USE SIGNS, PAVEMENT MARKINGS, AND SPEED AND VOLUME MANAGEMENT MEASURES TO DISCOURAGE THROUGH TRIPS BY MOTOR VEHICLES AND CREATE SAFE, CONVENIENT BICYCLE CROSSINGS OF BUSY ARTERIAL STREETS (NACTO).

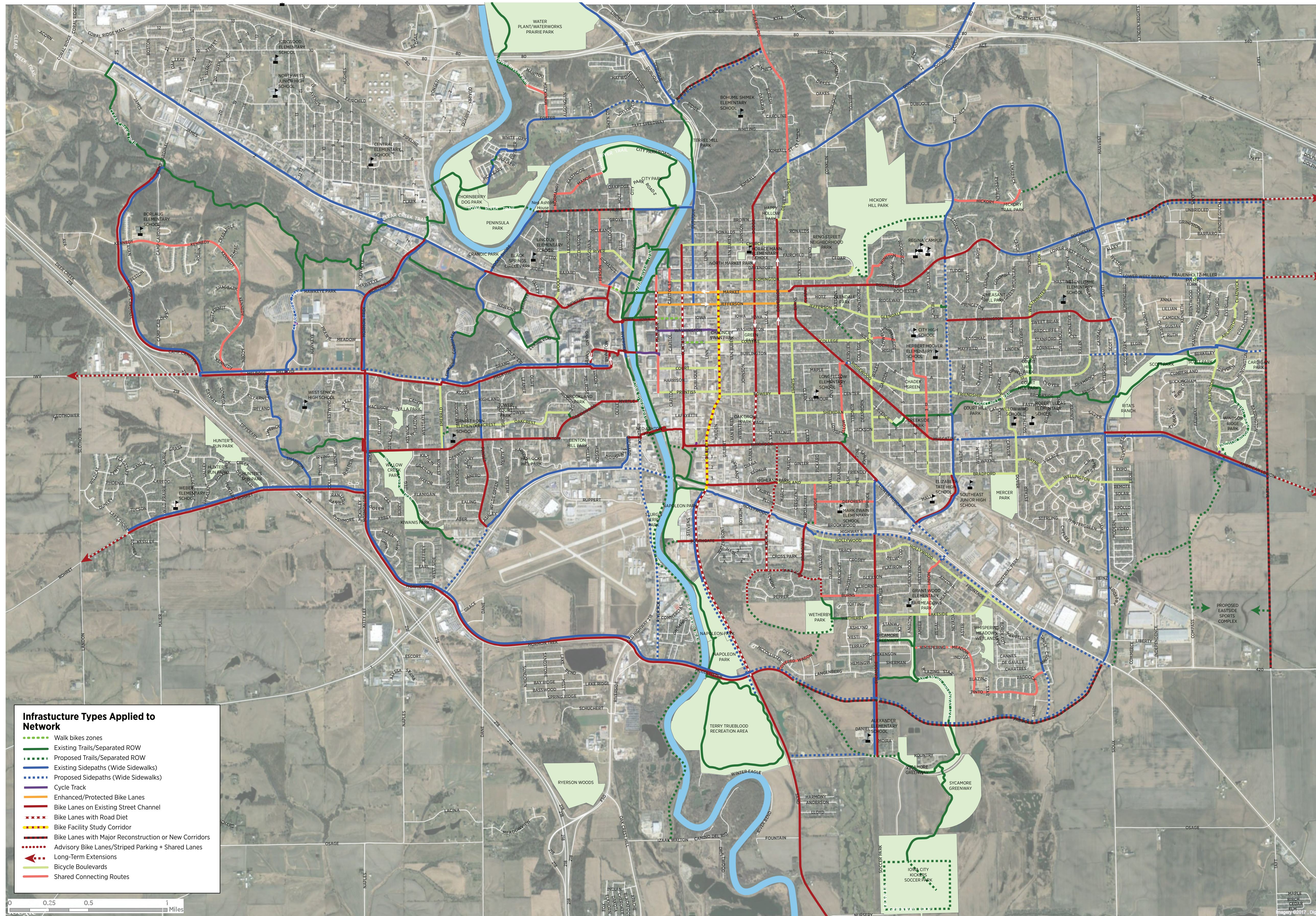
SHARED LANE MARKINGS (SHARROWS)



SHARED ROADWAY



INFRASTRUCTURE TYPES APPLIED TO THE NETWORK



The **Infrastructure Types Map** applies appropriate infrastructure solutions to each of the street segments and routes displayed in the Bikeways Network. These applications address such factors as available right-of-way or street width, possible opportunities, needs or plans for future street construction or improvement, traffic volumes, and surrounding environment. The infrastructure categories include:

Walk Bike Zones. These are auto-free zones that serve segments with high pedestrian density such as the Downtown Pedestrian Mall. Bikes must be walked in these areas.

Trails. Trails as indicated will be generally 10-foot wide paved facilities. Some local trails may be reduced to 8-feet if space is limited, but this reduction will only ordinarily apply to connector rather than principal trails.
Network Applications: Principal and Connector Trails

Sidepaths (Widened Sidewalks). Sidepaths will be generally 10-foot wide paved facilities with limited area reductions to 8 feet where space is limited. Design standards will address major issues such as intersections and driveway crossing design and markings, signage, and minimum separation from curbs.
Network Applications: Sidepaths

Cycle tracks. Cycle tracks are one- or two-way on-street facilities separated from the sidewalk by a curb and protected from moving traffic by parking lanes and a painted, landscaped, or raised buffer. Applications in Iowa City are limited to Washington Street downtown and a Burlington Street connection to Madison Street.
Network Applications: Principal On-Street Bikeways

Protected (or buffered) bike lanes. Protected bike lanes are separated from moving traffic by a painted buffer area. Usually, parking remains along the curb. Buffered bike lanes are proposed for the Market/Jefferson one-way pair.
Network Applications: Principal On-Street Bikeways

Bike lanes on existing street channel. These corridors will typically accommodate conventional bike lanes within their existing curb-to-curb width. Most of these corridors have minimum on-street parking. In some cases, parking may be limited to one side of the street. Ideally, bike lanes should be provided in both directions, but in some cases where parking must be retained, a single direction bike lane with a shared lane in the opposite direction may be used.
Network Applications: Principal On-Street Bikeways

Bike Lanes with Road Diet. These corridors typically have four lanes, but can accommodate bike lanes with a reduction from four to three lanes, using a two-way center turn lane. Gilbert Street is identified as a Bike Facility Study Corridor – a street with high demand by both motorists and bicyclists within a limited corridor.
Network Applications: Principal On-Street Bikeways

Bike Lanes with Major Reconstruction or New Corridor. These corridors either require major street reconstruction to accommodate needed bike lanes or are proposed streets that should provide bike lanes with their development. If possible, protected bike lanes are preferable to conventional bike lanes.
Network Applications: Principal On-Street Bikeways

Advisory Bike Lanes. This category includes several options: striping parking lanes that are not explicitly marked as a bike lane, used with or without shared lane markings in the travel lane; or, on streets lacking space for exclusive bike lanes, indicating a bicycle territory in a travel lane using a dashed line or contrasting pavement pattern or color. Pilot projects for this application include Sandusky Street and Keokuk Street north of Highway 6.
Network Applications: Principal On-Street Bikeways

Bicycle Boulevards. Bicycle boulevards use minor infrastructure improvements such as signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets. In the Iowa City network, they provide important connections and alternatives to more heavily traveled trafficways.
Network Applications: Connector Bikeways

Shared Connecting Routes. These relatively short connecting routes require no significant changes or infrastructure other than wayfinding signage.
Network Applications: Connector Bikeways