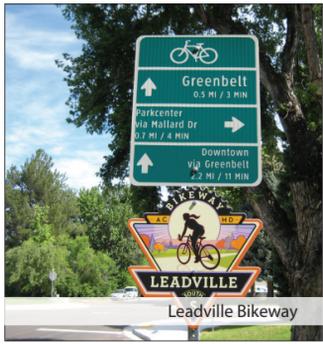


GARDEN CITY Bicycle & Pedestrian Plan

Bicycle Treatments



Leadville Bikeway

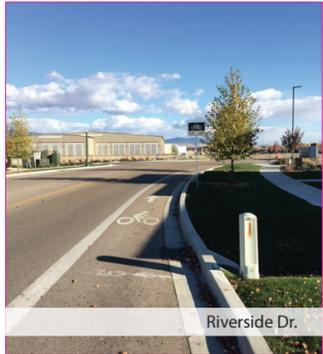


Jefferson St.

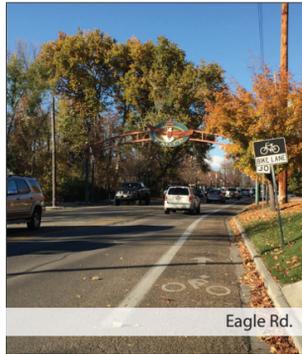
Signed Shared Roadway

Low volume and low speed streets that have signage and pavement markings indicating the street is a route to be used by cyclists.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Cost-effective and typically simple to implement Creates a comfortable, low-volume, low-speed space for bicyclists and pedestrians 	<ul style="list-style-type: none"> Does not provide physical separation between cyclists and motorists 	<ul style="list-style-type: none"> Streets parallel to larger, high traffic streets



Riverside Dr.



Eagle Rd.

Bike Lane

The area of roadway designated for non-motorized bicycle use, separated from vehicles by pavement markings.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Improves safety and comfort by increasing the visibility and awareness of cyclists Provides an exclusive space for bicyclists 	<ul style="list-style-type: none"> May still have conflicts with motorists (e.g., opened car doors), which can be reduced by providing a buffer space between the bike lane and the motor vehicle travel lane Motorists may illegally park in bike lane 	<ul style="list-style-type: none"> Non-local streets with adequate space for accommodation

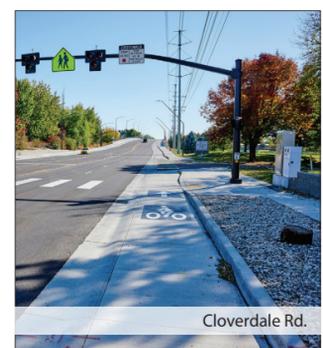


Capitol Blvd.

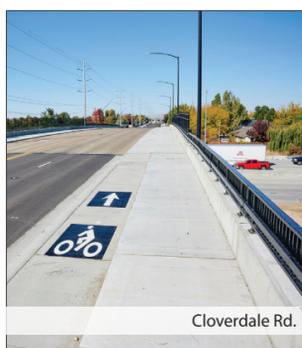
Buffered Bike Lane

On-street bike lanes that include an additional striped buffer of typically 2-3 between the bicycle lane and the motor vehicle lane and/or the motor vehicle parking lane.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Increased separation between people bicycling and people driving A buffer between the bike lane and parked cars can reduce the likelihood of "dooring." 	<ul style="list-style-type: none"> Does not provide a physical barrier, so may not be comfortable for all on busier streets Motorists may illegally park in bike lane 	<ul style="list-style-type: none"> Roads with moderate speeds and traffic volumes



Cloverdale Rd.



Cloverdale Rd.

Raised Bike Lane

An exclusive bike lane that is raised higher than the adjacent roadway (similar to a sidewalk, but may be a lower height than the adjacent sidewalk).

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Higher level of comfort than painted bike lanes Attractive to a wider spectrum of the public than bike lanes 	<ul style="list-style-type: none"> Expensive Bicyclists passing each other can be challenging, depending on the design 	<ul style="list-style-type: none"> Roads with higher speeds and traffic volumes



Seattle, WA



Main St.

Protected Bike Lane

An exclusive bike lane separated from vehicle travel lanes, parking lanes, and sidewalks. Parked cars or other vertical elements separate bike lane from moving traffic and bike lane is next to curb.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Higher level of comfort than painted bike lanes Reduced risk of doors opening into the lane compared to a typical bike lane Attractive to a wider spectrum of the public than bike lanes 	<ul style="list-style-type: none"> May be more expensive than a standard bike lane Requires more space than bike lanes 	<ul style="list-style-type: none"> Roads with higher speeds and traffic volumes

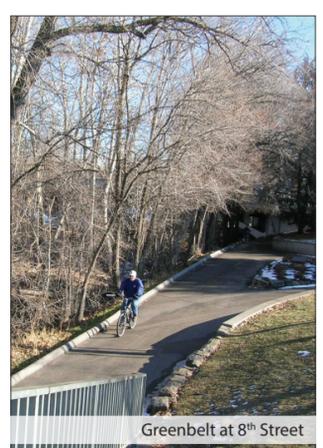


Washington DC

Two-Way Cycle Track

A protected bike lane with two-way bicycle traffic. Parked cars or other vertical elements separate bike lane from moving traffic and bike lane is next to curb.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Requires less space than two one-way protected bike lanes Reduced risk of doors opening into the lane compared to a typical bike lane Attractive to a wider spectrum of the public than bike lanes 	<ul style="list-style-type: none"> May be more expensive than a standard bike lane Requires more space than bike lanes Intersection conflicts 	<ul style="list-style-type: none"> Roads with higher speeds and traffic volumes, especially one-way streets or streets where it makes sense to only have the bike lane on one side



Greenbelt at 8th Street



Greenbelt near Shakespeare Festival

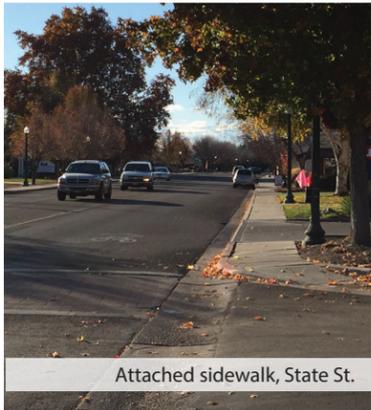
Shared Use Pathways

Paved pathways away from the road and out of the path of turning vehicles designed with adequate space for pedestrian and bicyclist use.

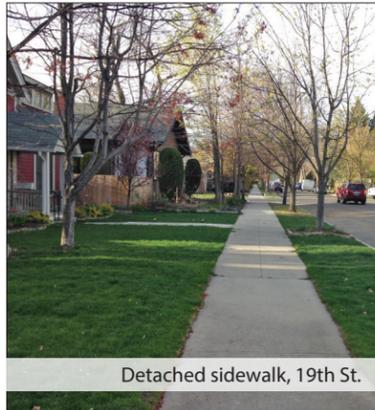
ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Separates bicyclists from vehicle traffic Combination of pedestrians and bicyclists may require less space than separate facilities for each 	<ul style="list-style-type: none"> Needs adequate space to accommodate buffer from street and width to allow the passing of bicyclists and pedestrians Bicycle and pedestrian conflicts High potential for crashes in highly urban areas or along roads with driveways 	<ul style="list-style-type: none"> Parallel to high-speed, limited-access roads

GARDEN CITY Bicycle & Pedestrian Plan

Pedestrian & Crossing Treatments



Attached sidewalk, State St.

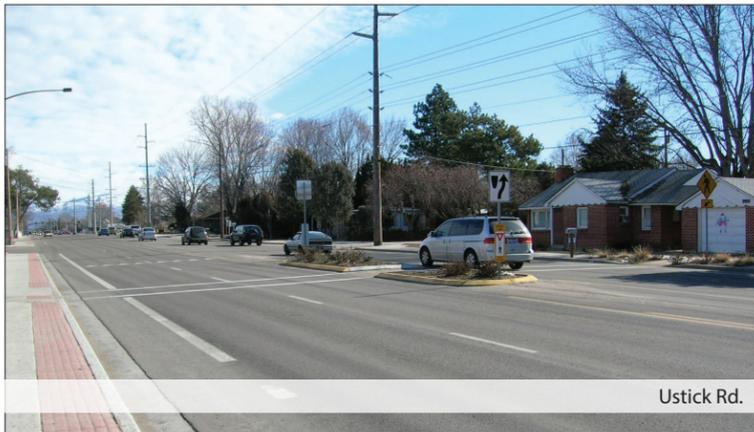


Detached sidewalk, 19th St.

Sidewalks

Sidewalks may be directly adjacent to the edge of the roadway (attached) or separated with a buffer space (detached).

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Improves pedestrian comfort and reduces crashes by providing separation from motor vehicles Provides a dedicated space for pedestrians 	<ul style="list-style-type: none"> Can be costly to install, particularly if stormwater drainage is not already present May require right-of-way purchase 	<ul style="list-style-type: none"> Along any urban street



Ustick Rd.

Raised Median/Refuge Island

Provides a protected area in the middle of a crosswalk for pedestrians to stop while crossing street.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Reduces the number of crashes at marked and unmarked crosswalks Preferred on multi-lane streets Requires shorter gaps in traffic to cross the street 	<ul style="list-style-type: none"> Must have at least 6 feet of space to accommodate wheelchairs; not all streets will have adequate space Physical barrier in the street Can limit motor vehicle access 	<ul style="list-style-type: none"> Areas with high volume traffic conflict or high pedestrian crash locations



Apple St.



River St., near Boise Public Library

Rectangular Rapid Flashing Beacon

Signs with a pedestrian-activated “strobe-light” flashing pattern that attracts attention and notifies motorists that pedestrians are crossing.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Typically increases yielding by drivers compared to marked crosswalks only Warning information is at eye level of drivers 	<ul style="list-style-type: none"> Motorists may not understand flashing lights Requires pedestrian activation 	<ul style="list-style-type: none"> Areas with high mid-block crossings



Ustick Rd.

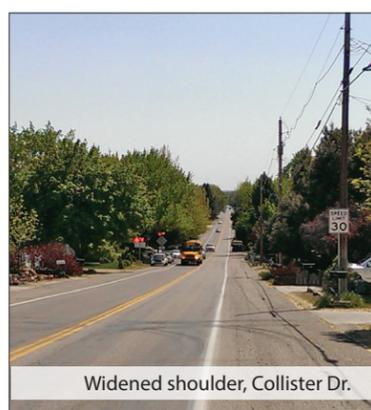


Victory Rd.

Pedestrian Hybrid Beacon

Pedestrian activated beacon, unlit when not in use, begins with a yellow light alerting drivers to slow, and then a solid red light requiring drivers to stop while pedestrians have the right-of-way to cross the street.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> A very high rate of motorists yielding to pedestrians Drivers don't have to wait as long at hybrid beacons compared to other signalized intersections 	<ul style="list-style-type: none"> Expensive compared to other crossing treatments Requires pedestrian activation 	<ul style="list-style-type: none"> Larger roadways where mid-block crossing is difficult or crossing opportunities are limited School walk route connectivity



Widened shoulder, Collister Dr.



Widened shoulder, Linder Rd.

Widened Shoulders

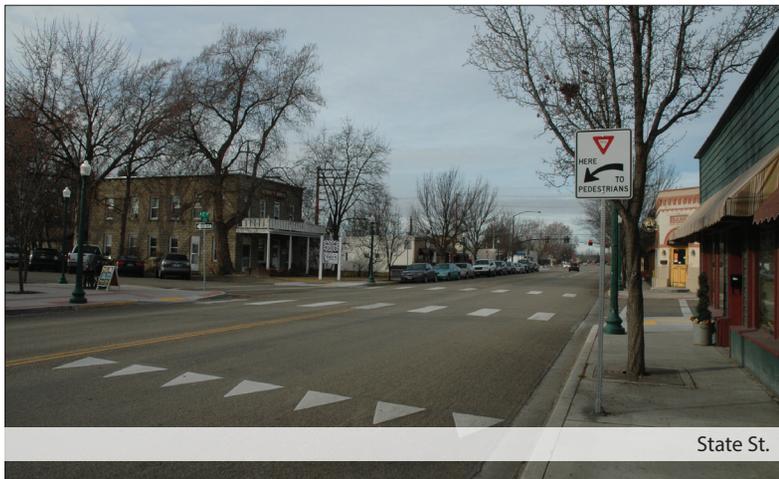
Widened shoulders are directly adjacent to the edge of the roadway or separated with a curb.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Provides a dedicated space for pedestrians and bicyclists Not as costly as sidewalk No storm drain needed 	<ul style="list-style-type: none"> Not as comfortable for pedestrians as sidewalk On-street parking may reduce space available 	<ul style="list-style-type: none"> Along any urban or rural street

GARDEN CITY

Bicycle & Pedestrian Plan

Crossing Treatments



High Visibility Crosswalks

Clear, reflective roadway markings and devices at intersections on priority pedestrian links, located only where motorists should expect pedestrians with sufficient sight distance and reaction time.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Warns motorists of potential for pedestrians Designates a preferred location for pedestrians Idaho law requires motorists yield to pedestrians in crosswalks Relatively inexpensive to install 	<ul style="list-style-type: none"> Most effective with other traffic control (signals, stop signs) or physical treatments (bulb outs) that help to reinforce drivers yielding to pedestrians Motorists may ignore 	<ul style="list-style-type: none"> Intersections and preferred mid-block crossing locations



Raised Crosswalk

A pedestrian crossing area raised higher to give motorists and pedestrians a better view of the crossing area. A raised crosswalk is essentially a speed table marked and signed for pedestrian crossing.

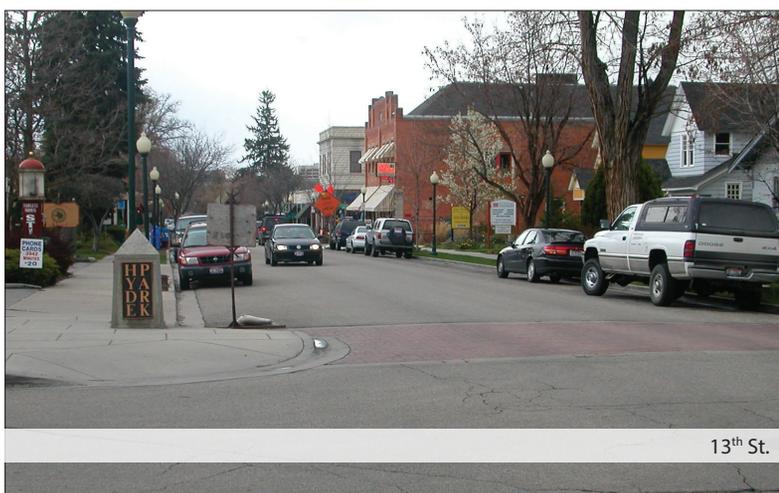
ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Provides better view for pedestrians and motorists Slows motorists travel speeds Broad application on both arterial & collector streets 	<ul style="list-style-type: none"> Can be difficult to navigate for large trucks, buses, snow plows. Would require coordination with emergency responders 	<ul style="list-style-type: none"> Areas where driver speeding is a problem and/or it is difficult to cross the street



In-Street "Yield to Pedestrians" Signs

Signs placed in the middle of crosswalks to increase driver awareness of pedestrians and the legal responsibility in Idaho to yield right-of-way to pedestrians in a crosswalk.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Can increase the number of motorists who yield to pedestrians in the crosswalk Reinforces the rights of pedestrians crossing the road 	<ul style="list-style-type: none"> If used too often, motorists may be more likely to ignore the signs They don't have much effect on wider roads 	<ul style="list-style-type: none"> Areas with high mid-block crossings and/or poor yield rates by motorists School zones



Bulb-Outs/Curb Extensions

An extension of the curb or the sidewalk into the street, usually at an intersection, that narrows the road, inhibits fast turns, and shortens the crossing distance for pedestrians.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Shorter crossing distances for pedestrians Reduces motorists' turning speeds Increased visibility between motorists and pedestrians Enables tree and landscape planting and water runoff treatment 	<ul style="list-style-type: none"> Can only be used on streets with on-street parking Physical barrier can be exposed to traffic Greater cost and time to install than high visibility crosswalks 	<ul style="list-style-type: none"> Streets with on-street parking