Bicycle Treatments

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.

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<th>ADVANTAGES</th>
<th>CHALLENGES</th>
<th>LOCATION TYPE</th>
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| - Cost-effective and typically simple to implement  
- Creates a comfortable, low-volume, low-speed space for bicyclists and pedestrians | - Does not provide physical separation between cyclists and motorists | - Streets parallel to larger, high traffic streets |

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

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| - Improves safety and comfort by increasing the visibility and awareness of cyclists  
- Provides an exclusive space for bicyclists | - 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 | - Non-local streets with adequate space for accommodation |

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.

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| - Increased separation between people bicycling and people driving  
- A buffer between the bike lane and parked cars can reduce the likelihood of “dooring.” | - Does not provide a physical barrier, so may not be comfortable for all on busier streets  
- Motorists may illegally park in bike lane | - Roads with moderate speeds and traffic volumes |