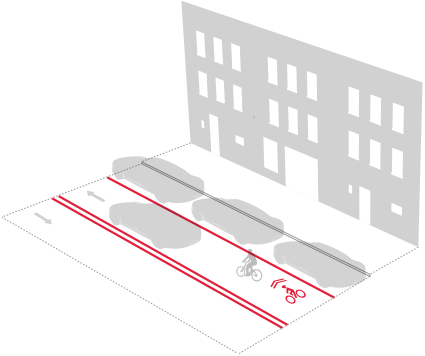
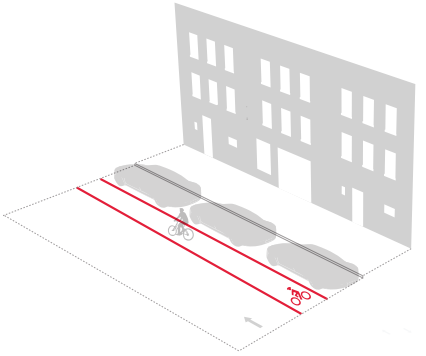
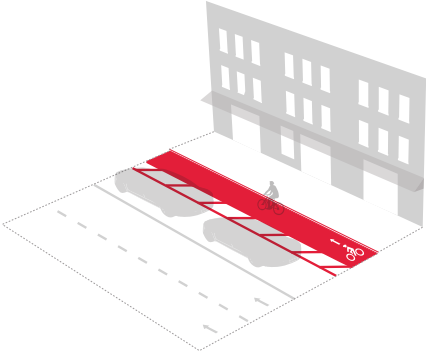
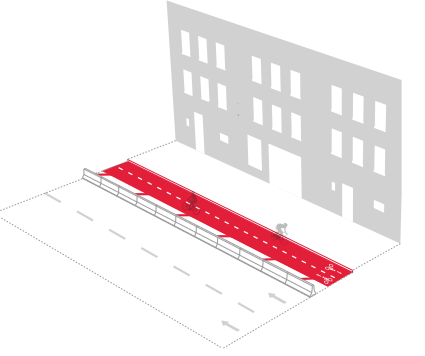
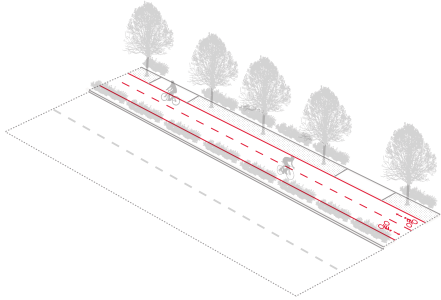


TABLE 2B: BIKE LANES

	Conventional Bike Lane		Protected Bike Lane		
	<div>Shared Lane</div> <div>Ex: 48th Street, Queens</div> <div></div>	<div>Conventional Bike Lane</div> <div>Ex: Van Duzer Street, Staten Island</div> <div></div>	<div>One-Way Protected Bike Lane</div> <div>Ex: 55th Street, Manhattan</div> <div></div>	<div>Two-Way Protected Bike Lane</div> <div>Ex: Prospect Park West, Brooklyn</div> <div></div>	<div>Grade-Separated Bike Lane</div> <div>Ex: Sands Street, Brooklyn</div> <div></div>
Space Required	None	5-6' standard	4' min. lane + 3' min. buffer + 4' min. buffer if no maintenance plan (does not apply if parking-protected)	8' min. (4' min. each lane) + 3' min. buffer if no maintenance plan + 2' if protected by Jersey barrier	5' min. one-way, 8' min. two-way + buffer for edge treatments and any obstructions
Ideal Application	<ul style="list-style-type: none">One- or two-lane streetNo excess road spaceConnected to other bike facilities	<ul style="list-style-type: none">One- or two-lane streetExcess road spaceLow potential for intrusion into bike lane	<ul style="list-style-type: none">Excess road spaceLow-speed vehicular trafficHigh potential for intrusion into bike lane	<ul style="list-style-type: none">Favorable edge conditionsExcess road spaceAdjacent to parks and waterfront public spacesWithin industrial areas	<ul style="list-style-type: none">As part of a continuous "Greenway"Adjacent to or through parks and waterfront public spaces
Advantages	<ul style="list-style-type: none">Clear, easy to follow bike routeHeightens driver awareness of cyclistsPreserves curbside accessSimple implementation	<ul style="list-style-type: none">Dedicated roadway space for cyclingPreserves curbside accessSimple implementation	<ul style="list-style-type: none">Protection for cyclistsProven safety benefits for all modesEnhanced pedestrian safety and comfortAllows for pedestrian improvements like safety islands	<ul style="list-style-type: none">More spatially efficient than two separate one-way bike lanesEnhanced visibility of cyclistsEnhanced access and circulation next to parks and public spacesSafer passing for cyclists traveling at different speeds	<ul style="list-style-type: none">Greatest safety benefit to cyclistsConnects cycling facilities where on-street facilities are infeasiblePreserves curbside access
Disadvantages	<ul style="list-style-type: none">Does not provide dedicated roadway space for cyclingCyclists not separated from traffic	<ul style="list-style-type: none">Vehicular intrusion remains possibleCyclists have minimal separation from trafficPerceived as less safe than protected lanes	<ul style="list-style-type: none">Parking impactsLoading activity occurs across bike laneChallenging to regulate floating parkingBike signal timing may impact trafficMaintenance plan required at ped. safety islands for lanes under 11' wideComplex review and implementation	<ul style="list-style-type: none">Parking impactsBike signal timing may impact trafficRequires turn controls or restrictions on a two-way streetComplex review and implementation	<ul style="list-style-type: none">Often requires capital reconstructionComplex review and implementation
Green Pavement	<ul style="list-style-type: none">None	<ul style="list-style-type: none">Standard if lane is immediately adjacent to curb, especially in areas with high pedestrian volumesStandard if lane is located between a travel lane and a turn lane ("pocket lane")	<ul style="list-style-type: none">Standard if there is high parking turnover; not recommended at locations with low turnoverNot used when protected by a permanent, continuous vertical element	<ul style="list-style-type: none">Preferred if lane is exclusive to cyclists and/or is in an area with high pedestrian volumes	<ul style="list-style-type: none">Not used when protected by a permanent, continuous vertical element (e.g., curb, Jersey barrier)
Intersection Treatments	<ul style="list-style-type: none">Chevrons to indicate bike facility	<ul style="list-style-type: none">Chevrons to indicate bike facility	<ul style="list-style-type: none">Turn restrictions may be needed at complex intersectionsShared crossing ("mixing zone"), separated crossing ("signal-protected turn"), or offset crossing ("protected intersection") to manage turning conflictChevrons to indicate bike facility	<ul style="list-style-type: none">Turn restrictions may be needed at complex intersectionsSeparated crossing ("signal-protected turn") or offset crossing ("protected intersection") to manage turning conflictChevrons to indicate bike facility	<ul style="list-style-type: none">Separated crossing ("signal-protected turn") or offset crossing ("protected intersection") to manage turning conflictChevrons to indicate bike facility