There are many forms of bicycle route facilities. The most basic consists simply of route signage. The most complex are multimodal path systems completely separated from the street network. The Third Street Corridor Plans use three different forms of bike facilities. These are Shared Lanes (marked with Sharrows), Designated Bike Lanes (as currently exist in front of the High School), and Separated Two Way Bike Lanes. The first two facilities are used in Plan A and Plan B. The Separated Bike Lanes are used in Plan C.

The concept of this type of facility is that it provides a physical separation of the bicycle lanes from the vehicle lanes while remaining within the curb lines of the street. This separation makes the lanes more attractive to less confident riders as they do not have to navigate the vehicle travel lanes with the exceptions of street crossings.

The use of special green crosswalk markings designate the locations where the Separated Bike Lanes traverse the cross streets and serve to enhance vehicle driver awareness of the existence of the bike lanes and the likelihood of encountering a bicycle there. These crossings should be treated the same as pedestrian crosswalks with right of way given to the bicycles by the vehicles.

In Plan C the Separated Two Way Bike Lanes vary in width throughout the length of the Corridor. At the widest, the lanes are five feet (5’) each with a one foot (1’) wide buffer between the bike lanes and the adjacent parking lane or vehicle lane. At the narrowest, the bike lanes are three and one half feet wide (3.5’) with a one foot (1’) wide buffer.

Can you picture how wide that would be? Would it be comfortable to ride in? Look at the floor behind you. The markings on the floor and the buffer near the wall are a full size replica of what the system would look like on the street. Ride your “bike” down the lane to get a feel for how it would work!