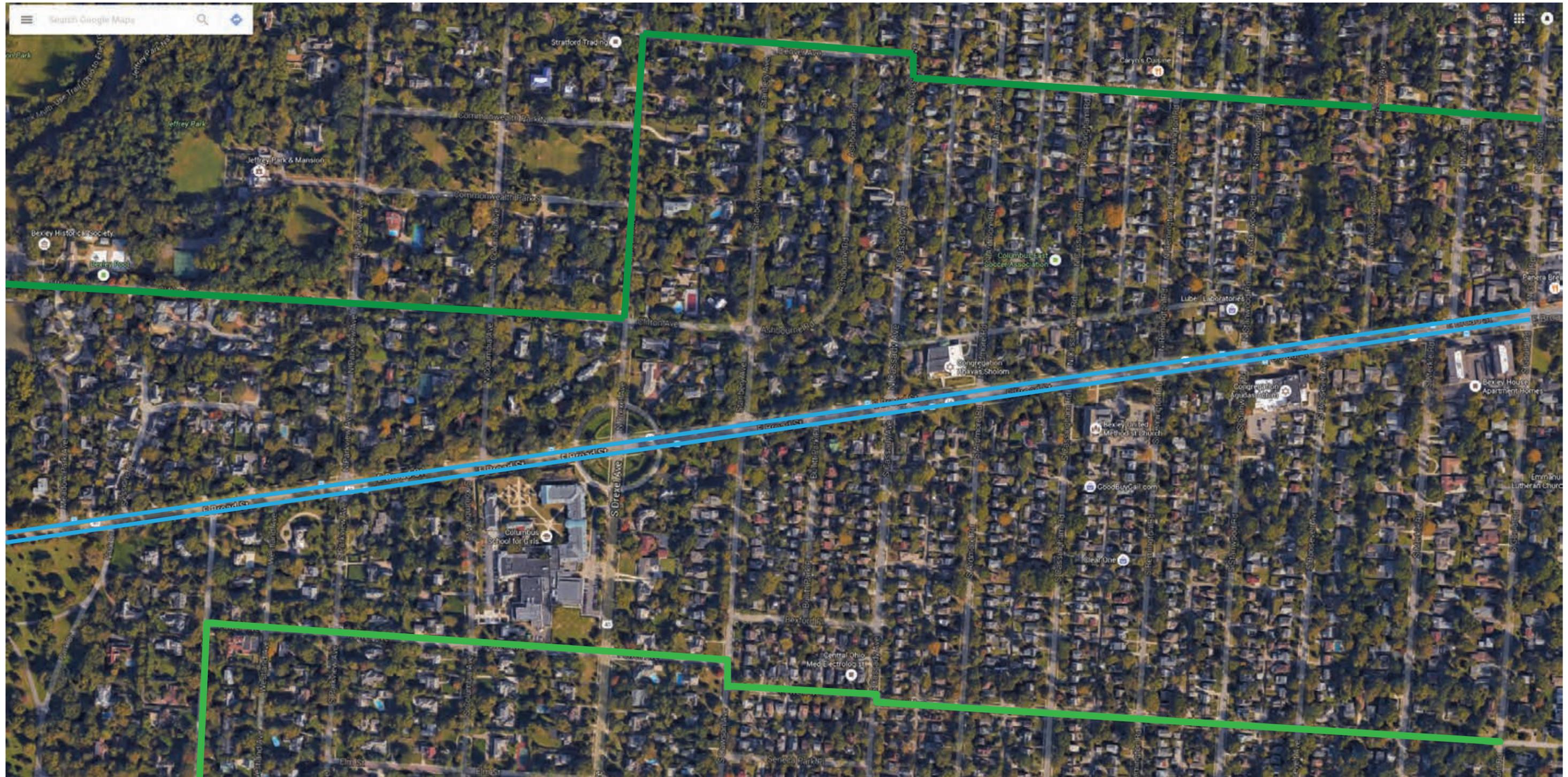


Proposed Bike Route Plan - North & Central Bexley

City of Bexley

rev. January, 2016

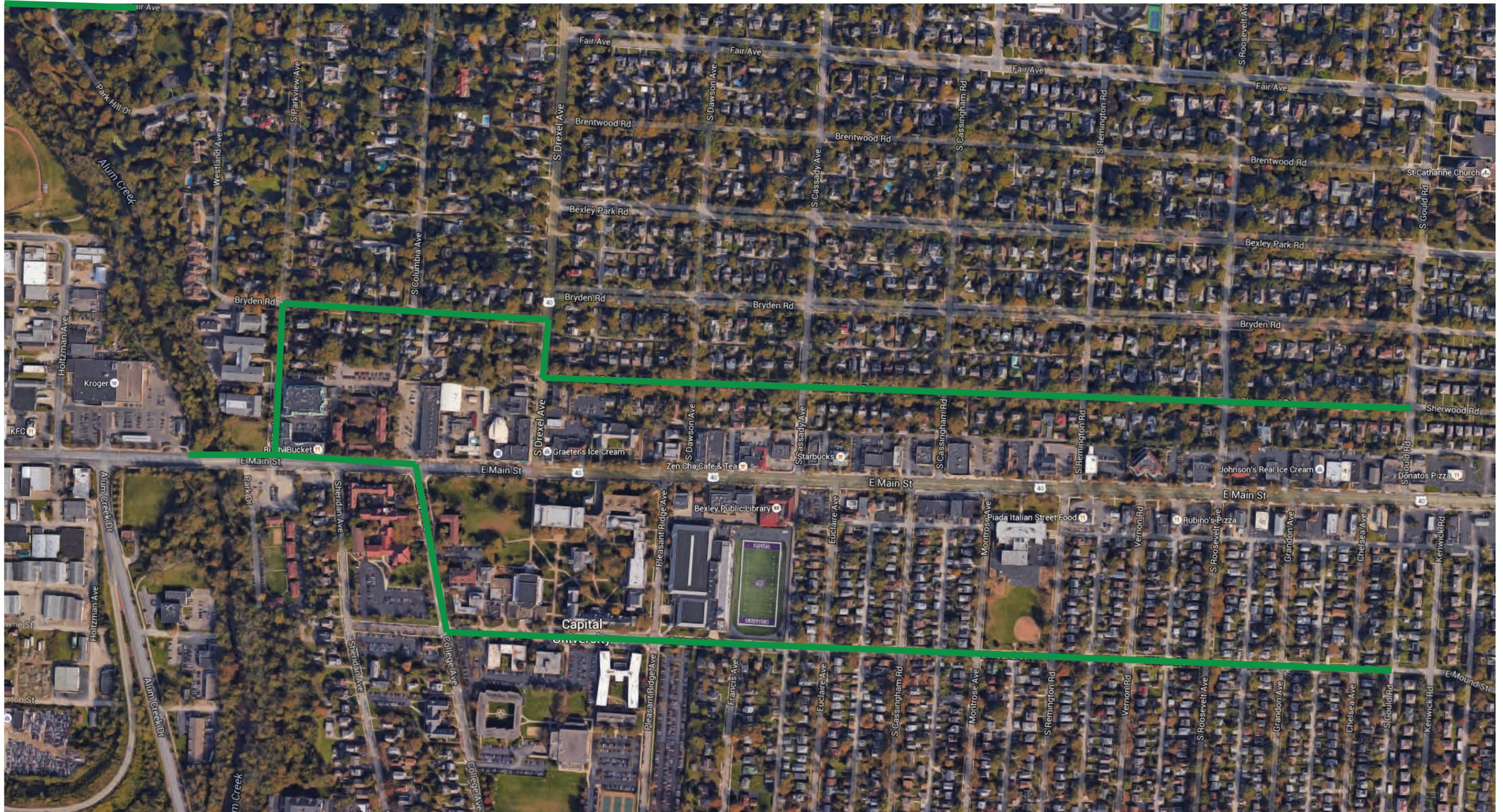


-  Commuter share-row
-  Recreational/casual bike boulevards

Proposed Bike Route Plan - Central & South Bexley

City of Bexley

rev. January, 2016



Marked bike route - combination of bike boulevards (Sherwood/Bryden/Mound, and sharerow (Main)



Bicycle Boulevards
Bicycle Boulevard Signs and Pavement Markings - Identification Sign



Bicycle Boulevards
Bicycle Boulevard Signs and Pavement Markings - Decision Sign



Bicycle Boulevards
Bicycle Boulevard Signs and Pavement Markings - Turn Markings

Design Guidance

Signs and Pavement Markings



Required Features

1 Bicycle wayfinding signage and pavement markings shall be included on bicycle boulevards. Pavement markings and identification/wayfinding signs provide a strong visual identity for the street and designate the corridor as a bicycle route.

2 Where the bicycle boulevard turns or jogs into another street, signs and/or markings shall be provided to indicate how users can remain on the route.

3 Center line stripes (if present) shall be removed or not repainted, except for short sections on intersection approaches that

have a stop line or traffic circle. Drivers have an easier time passing bicyclists on roads that do not have centerline stripes. If vehicles cannot easily pass each other using the full width of the street, it is likely that there is too much traffic for the street to be a successful bicycle boulevard.¹⁴

Recommended Features

4 Pavement markings should be large enough to be visible to all road users: 112 inches by 40 inches (the standard size of a shared lane marking) is the minimum recommended size.

5 Decision and turn signs should include destinations with arrows and distance and/or bicycling times. Bicycling time should assume a typical speed of 10 mph.

6 Advanced crossing warning signs such as MUTCD sign W11-1 (bicycle crossing) may be supplemented with AHEAD plaque) should be placed on intersecting streets with more than 5,000 vpd. A non-standard sign using the coloration and style of other bicycle boulevard signs may be used with an arrow showing bi-directional cross traffic.

7 On narrow local streets where it can be difficult for cars traveling in opposite directions to pass, pavement markings should be applied in closer intervals near the center of the travel lane.

Optional Features

8 Signs may differ from those outlined in the MUTCD to highlight or brand the bicycle boulevard network. If used, signs shall be consistent in content, design, and intent; colors reserved by the MUTCD Section 1A.12 for regulatory and warning road signs (red, yellow, orange, etc.) are not recommended. Green, blue and purple are commonly used.

9 Confirmation signs may include destinations and distance and/or bicycling times.

10 To minimize sign clutter, a bicycle symbol may be placed on a standard street name sign, along with distinctive coloration.¹⁵

11 Either shared lane markings or non-standard markings may be used along bicycle boulevards.

12 On particularly narrow streets (approximately 25 feet wide with parking), shared lane marking stencils may be placed either in the center of the lane facing each other, or with the bicycle marking in the center of the roadway and two sets of chevrons offset 1 foot in each direction or travel.

13 For wayfinding purposes, the orientation of the chevron marking at offset intersections may be adjusted to direct bicyclists along discontinuous routes. Alternatively, an arrow may be used with the chevrons to indicate the direction of the turn.

14 On-street parking spaces may be delineated with paint or other materials to clearly indicate where a vehicle should be parked and to discourage motorists from parking their vehicles too far into the adjacent travel lane.¹⁶

