

Guidelines for Bicycle Facilities in Conway

The Conway Bicycle Planning Task Force has adopted the following guidelines and recommendations for the design of bicycle facilities in Conway. These guidelines follow generally the guidelines found in the “Guide for the Development of Bicycle Facilities” produced by the American Association of State Highway and Transportation Officials (AASHTO).

Bicycle Lanes

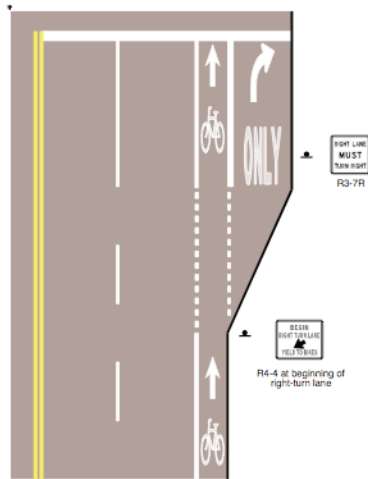
Bicycle lanes are lanes on a street or highway that are dedicated for bicycle use. These lanes are generally part of the roadway surface and are separated from motor vehicle lanes by a white 4-inch stripe and a symbol that indicates they are meant for bicycle use. We recommend the following design guidelines for bicycle lanes:

- a. Bike lanes should be constructed to a minimum width of 4 feet. A width of 5 feet is preferred.
- b. When a marked parking stall is immediately adjacent to the bike lane the width of the bike lane should be no less than 5 feet. Bike lanes should be adjacent to the traffic lanes. They should not be adjacent to the curb when marked parking lanes are present.
- c. A marked parking lane should be used when on-street parking is permitted. We do not believe a lane that is shared by cyclists and parked vehicles is adequate.
- d. Obstructions such as manholes and drainage grates should not be placed in bicycle lanes if at all possible. When these obstructions are unavoidable drainage grates should be positioned so that the slats are perpendicular to the direction of travel and other obstructions should be kept flush to the road surface.

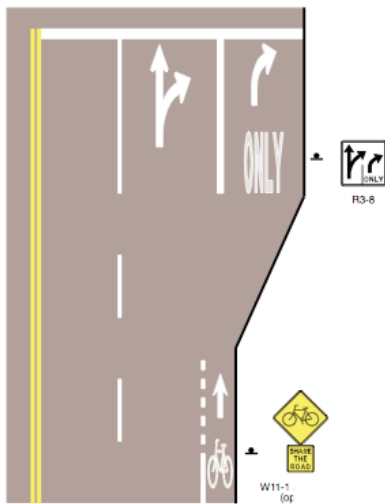
Street Intersections

There are several good ways to design intersections to accommodate bicycles. Multilane intersections are preferred that provide designated lanes for left turns, right turns, and straight travel. When possible a bicycle lane should be placed between the straight travel and right-turn lane (see diagram A below). When space will not allow this it is acceptable for the bike lane to end in a dashed line prior to the intersection (see diagram B below). In these cases straight-going cyclists will merge with motor traffic through the intersection. We recognize that the vast majority of intersections in Conway do not employ a dedicated right-turn lane due to space restrictions. While this design is not preferred it is acceptable for a bike lane to end in dashes prior to the intersection so that cyclists can merge with motor traffic through the intersection. It should be noted that a dedicated turn bay should be employed alongside a bicycle lane as shown in Diagram A in any location where right-turn volume is expected to be heavy. This design is not limited to intersections.

a. Diagram A – Preferred Intersection Design



b. Diagram B – Acceptable Intersection Design



d. Optional right/straight and right-turn-only

Street Design Standards

Medians are preferred over turn lanes. As a street is modified to accommodate more traffic it automatically makes bicycle travel more difficult. Medians give cyclists a buffer zone when crossing a street and make turning movements more predictable. A solid left-turn lane puts cyclists at extra risk because motorists turning movements are unpredictable. Wide streets without medians also make crossing very difficult for cyclists. For this reason a median should be used (at least at intersections) on streets with 4 or more traffic lanes.

Collector and arterial streets should generally employ bicycle facilities (even if they are not designated as bicycle routes) unless there is a good reason not to. These reasons might include low expected usage and poor usage conditions.

A street should employ shared road markings (such as Sharrows) if it is a designated bike route and the combination of right of way width and on-street parking will not accommodate a dedicated bicycle lane.

Multi-use Paths

A multi-use path is an off-road, paved path that is meant for non-motorized users.

- a. A two-lane multi-use path should be a minimum of 10 feet in width.
- b. Multi-use paths that are expected to see high traffic volumes should be paved to a width of 12 to 14 feet.
- c. Multi-use paths should cross streets and other paths at 90-degree angles when possible. The crossing angle should never be less than 45 degrees.
- d. Multi-use paths should typically cross streets at signaled intersections. This will allow bicyclists and pedestrians to use signaled crosswalks when crossing streets. These crosswalks should be at least as wide as the paths they connect to.
- e. Midblock street crossings should be avoided on high-traffic roads.

A sidepath is a multi-use path that runs alongside a street parallel to motor traffic but separated from the street. These paths should not be used in places where they must cross many streets and driveways (in general, more than 2 streets or driveways per half mile). An on-street bicycle lane is preferred in these cases. When sidepaths are employed they should maintain a minimum of 5 feet of separation from the street. If a 5-foot separation is not possible a physical barrier should be placed between the street and path.