

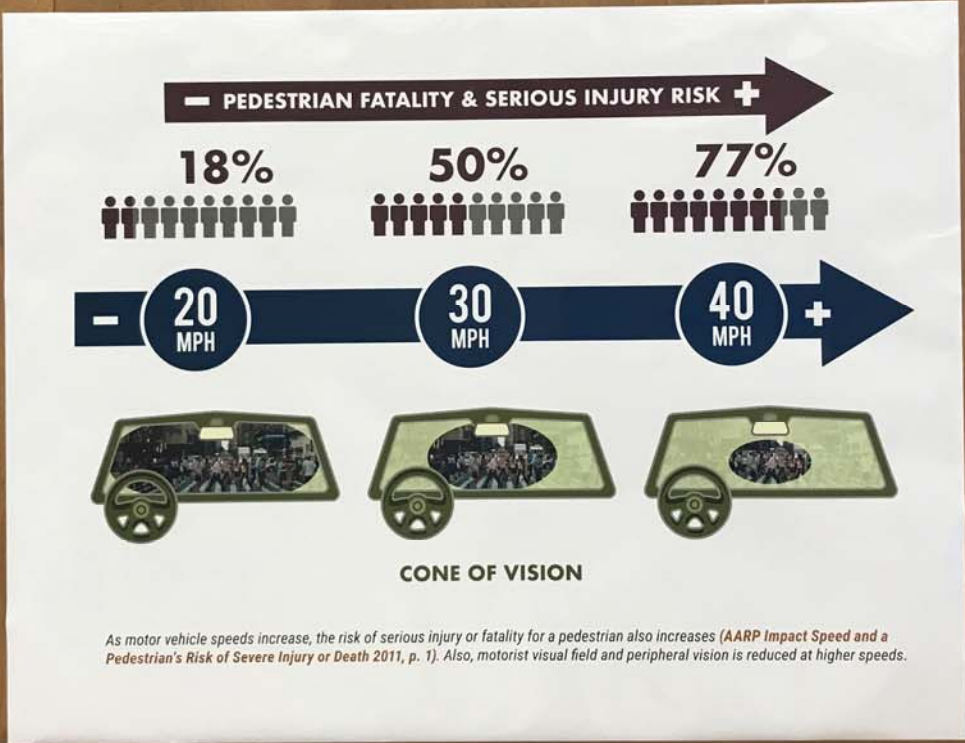
WHAT'S THE PROBLEM?



City of Sullivan Alvin Dr. Collisions: 2008-2017



WHAT'S THE PROBLEM?



**SOLUTION:
COMPLETE STREETS**

COMPLETE STREETS DEFINED

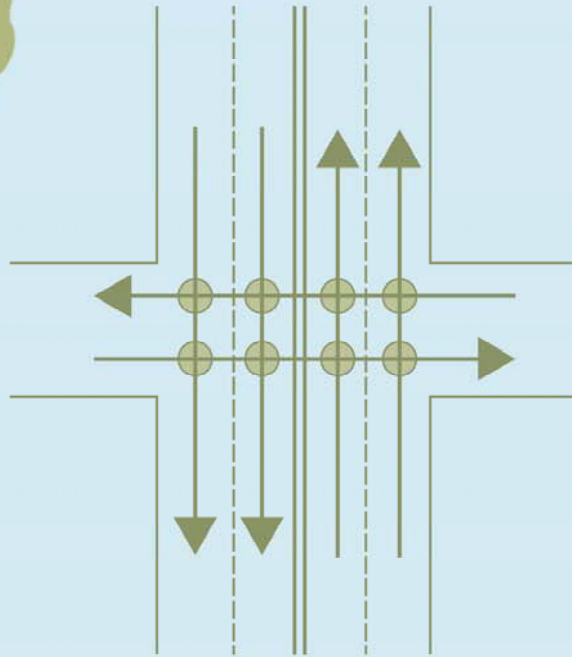
A Complete Street is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders and motorists.

Whether it is traveling to school or traveling home,
let's keep our kids **safe**.

**ALVIN DRIVE
SAFE ROUTES TO SCHOOL**

BENEFITS: SAFETY

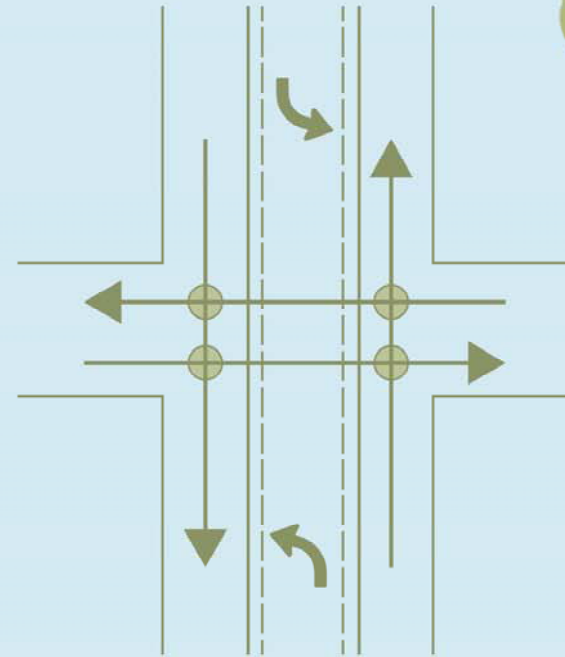
- Fewer lanes means fewer conflicts



Four-lane undivided

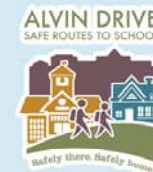


Conflict Point



Three-lane

Source: Michael Ronkin, ODOT



BEFORE



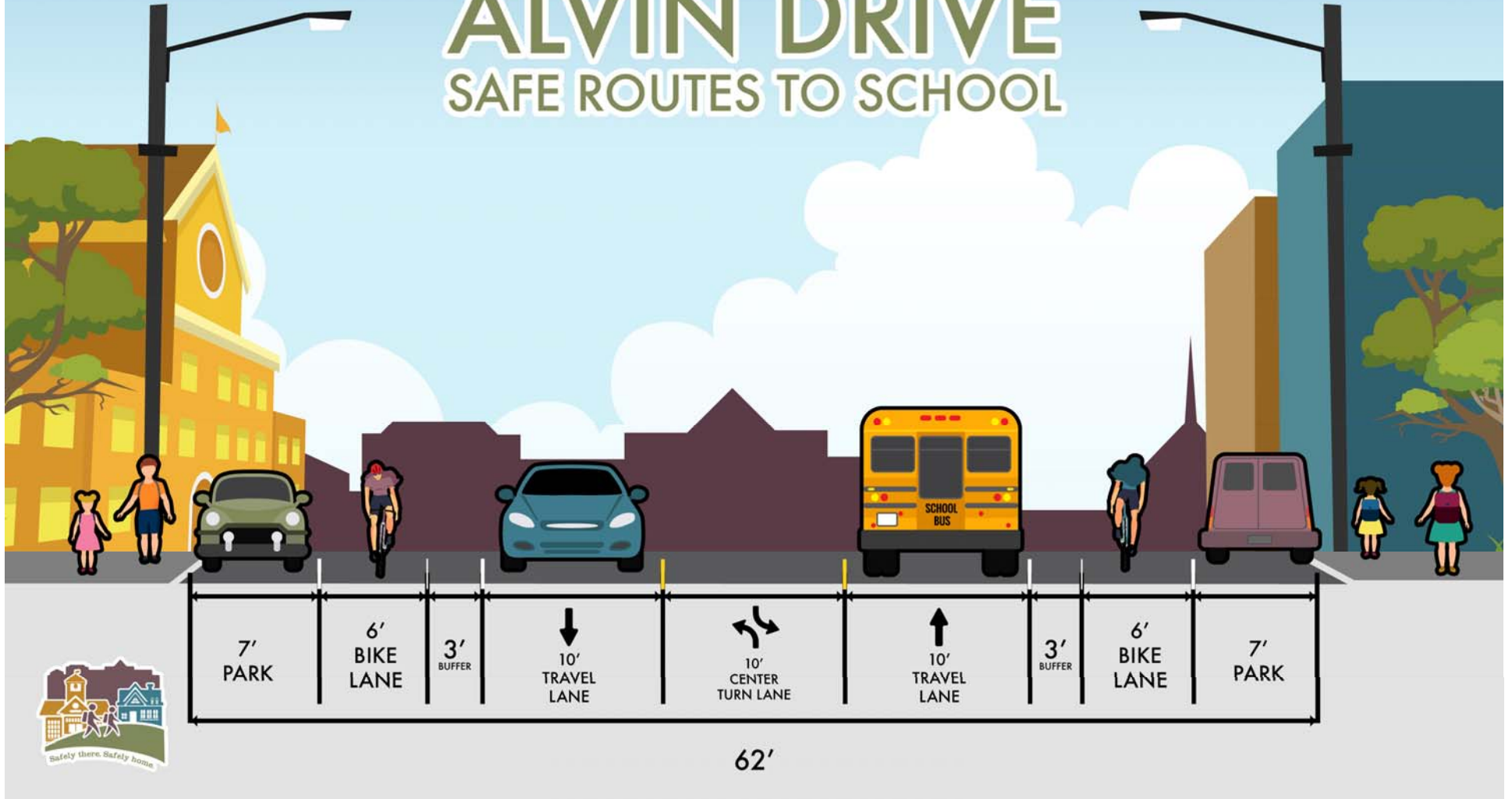
ALVIN DRIVE
SAFE ROUTES TO SCHOOL





ALVIN DRIVE

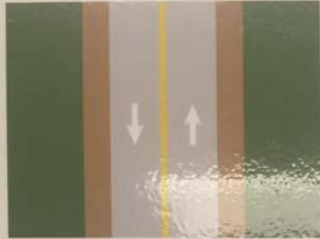
SAFE ROUTES TO SCHOOL



BICYCLE FACILITIES

Class I Bike Path

(Physically separate from automobile traffic)



Desired width of two-way bike path: 12 feet

Also known as shared-use or multi-use paths; they are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. Bike paths are physically separated from vehicular traffic and can be one-way or two-way facilities. Bike paths dedicate and protect space for bicyclists and pedestrians, improving the perceived comfort and safety of its users. Thus they are more attractive to a wider range of bicyclists at all levels and ages.

Class II Bike Lane

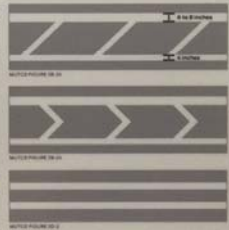
(Painted lane on street marked by signs)



Desired width of bike lane: 6 feet

Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. They are one-way facilities on either side of a roadway. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. They also facilitate predictable behavior and movements between bicyclists and motorists.

Buffered Bike Lane



Desired width of buffer: 3 feet
Desired minimum width of bike lane next to on street parking: 5 feet

When possible, bike lanes should be enhanced with treatments that improve safety and connectivity. Buffered bike lanes are conventional bike lanes paired with a designated buffer space that further separates the bicycle lane from the adjacent motor vehicle travel and/or parking lane. The buffer area can have interior diagonal cross hatching or chevron markings. Separation may also be provided between bike lane striping and the parallel parking boundary to reduce door zone conflicts.

Class III Bike Route

(On street, marked by signs)



Bike routes provide shared use with motor vehicle traffic within the same travel lane. Bike routes provide continuity to other bike facilities. They can be designated by signs and/or pavement markings. "Sharrows" or shared lane markings can be used to delineate that the road is a shared-use facility. Shared lane markings help to reinforce the legitimacy of bicycle traffic on the street, recommend proper cyclist positioning, and may be configured to offer directional and wayfinding guidance.