PEDESTRIAN FATALITY & SERIOUS INJURY RISK

- 18%
- 50%
- 77%

CONE OF VISION

As motor vehicle speeds increase, the risk of serious injury or fatality for a pedestrian also increases (AARP Impact Speed and a Pedestrian’s Risk of Serious Injury or Death 2011, p. 1). Also, motorist visual field and peripheral vision is reduced at higher speeds.
BENEFITS: SAFETY

- Fewer lanes means fewer conflicts

Source: Michael Ronkin. ODOT
ALVIN DRIVE
SAFE ROUTES TO SCHOOL

7' PARK
6' BIKE LANE
3' BUFFER
10' TRAVEL LANE
10' CENTER TURN LANE
10' TRAVEL LANE
3' BUFFER
6' BIKE LANE
7' PARK
62'
**BICYCLE FACILITIES**

**Class I Bike Path**
*(Physically separate from automobile traffic)*

Also known as separated bicycle 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 roadway and enhancing safety. That they are more exclusive in a visual range of bicyclists at all levels and ages.

Desired width of two-way bike path: 12 feet

**Class II Bike Lane**
*(Painted lane on street marked by signs)*

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.

Desired width of bike lane: 6 feet

**Buffered Bike Lane**

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.

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

**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 signage and/or pavement markings. "Sharrows" or shared lane markings can be used to delineate that the road is a shared-use facility. Sharrows or lane markings help to reinforce the legitimacy of bicycle traffic on the street, encourage proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.