Key Interventions

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. This example shows a buffer on both sides of the bicycle lane. These facilities are more comfortable and lower stress for many bicyclists.

**Conceptual Recommendations Near-Term Option A**
- Stripe 7’ parking lanes on both sides of street
- Add 6’ bike lanes on both sides
- Maintain two 10’ general purpose travel lanes in the center of the roadway

**Conceptual Recommendations Near-Term Option B**
- Stripe 8’ parking lanes on both sides of street
- Add a 3’ buffer zone adjacent to parking lane on both sides
- Paint in-lane sharrows in travel lanes to indicate that cyclists share the entire lane
- Maintain two 11’ shared general purpose travel lanes in the center of the roadway

**Conceptual Recommendations Long-Term**
- Stripe 7’ parking lane on one side of street only
- Add 5’ bike lanes on both sides
- Add 2’ buffer zone adjacent to bike lane on side w/no parking lane
- Add 3’ buffer zone adjacent to bike lane on side w/parking lane
- Maintain two 11’ general purpose travel lanes in the center of the roadway

Sharrows are road markings used to indicate a shared lane environment for bicycles and automobiles. These can be highlighted with green pavement, which further highlight the presence of bicyclists and provide clear wayfinding to cyclists.

**Conceptual Recommendations Under All Scenarios**
- Maintain existing curb lines
- Underground overhead utility lines
- Introduce a consistent planting of street trees along both sides of street
- Add pedestrian scale street lights along both sides of street
- Add ADA accessible curb ramps at all intersections
- Add crosswalks at all major intersections