

Bike Facilities

Bike facilities increase the capacity, safety, and comfort of bicycle usage, while improving mobility and replacing vehicle trips.





TRANSPORTATION NEEDS ADDRESSED

 CAPACITY & DEMAND	 TRAVEL TIME
 RELIABILITY	 MOBILITY
 ECONOMIC DEVELOPMENT	 SAFETY
 ENVIRONMENTAL IMPACT	 ACCESS
	 MULTIMODALITY








COST MAGNITUDE

CAPITAL COST	
OPERATION AND MAINTENANCE COST	




WHEN TO CONSIDER THIS STRATEGY

-  ARTERIAL AND COLLECTOR ROADWAYS CONNECTING RESIDENTIAL COMMUNITIES AND POPULAR DESTINATIONS
-  URBAN AREAS WITH MIXED-USE DEVELOPMENT, INCLUDING RESIDENTIAL, SHOPPING, AND BUSINESS.





COMPLIMENTARY STRATEGIES

-  PEDESTRIAN FACILITIES
-  INTEGRATED CORRIDOR MANAGEMENT
-  SAFETY COUNTERMEASURES
-  SIGNING
-  ROAD DIETS
-  TRAFFIC CALMING
-  PAVEMENT MARKETING

HOW WILL THIS HELP?

-  Gives roadway users an alternative mode of transportation
-  Reduce environmental impacts by replacing vehicle trips
-  Promotes healthy living through physical activity

HOW DOES IT WORK?

-  Bike facilities can increase safety by separating bicyclists from vehicular traffic
-  Can employ striped bike lanes, protected bike lanes or cycle tracks, and bike trails
-  Bike-share programs are another form of bike facility
-  Bike facilities should be part of any comprehensive transportation plan

CONSIDERATIONS

+ PLANNERS AND ENGINEERS SHOULD FOLLOW MDOT STATE HIGHWAY ADMINISTRATION'S BICYCLE POLICY & DESIGN GUIDELINES.

