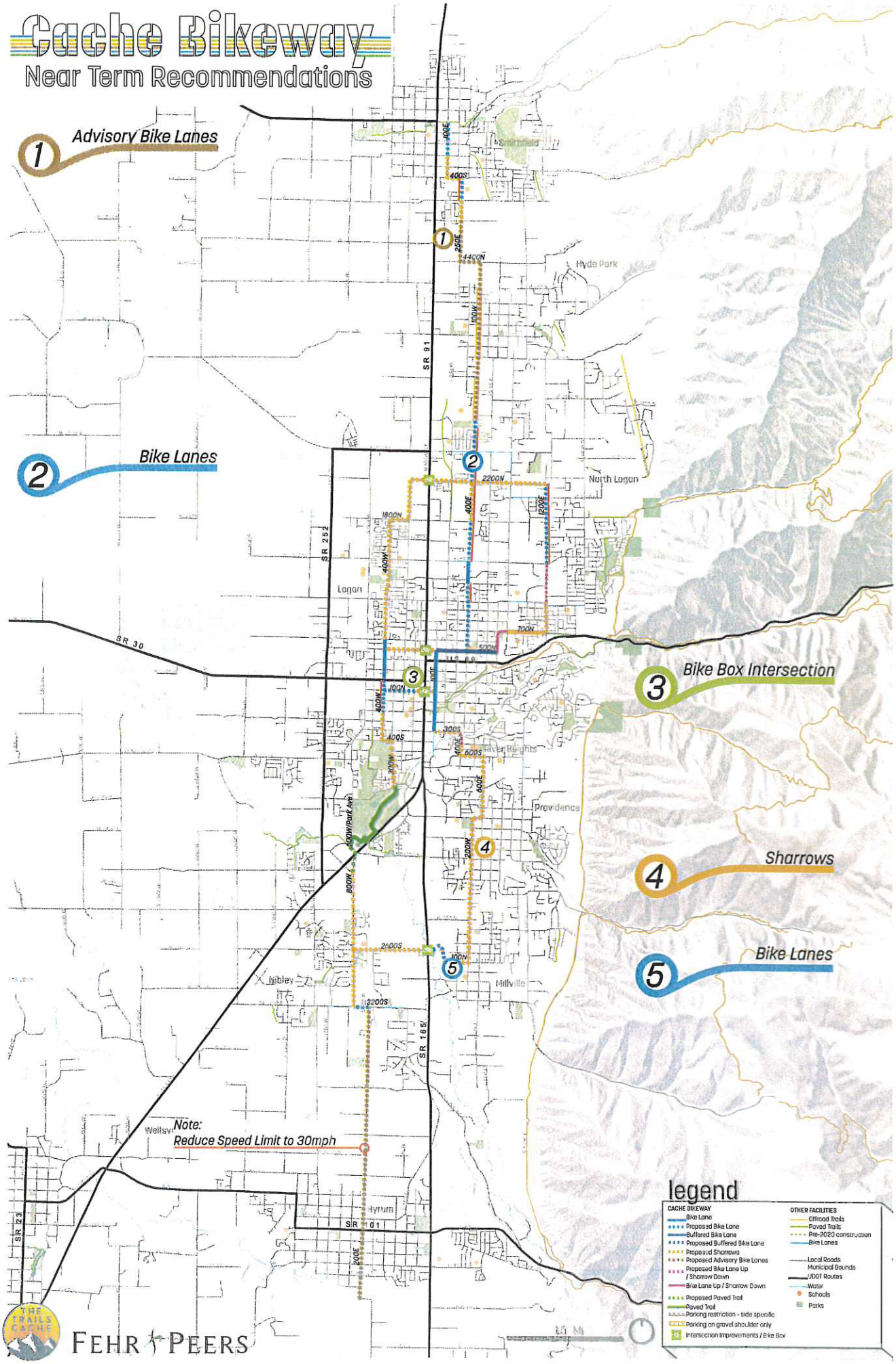
Cache Bikeway

Near Term Recommendations



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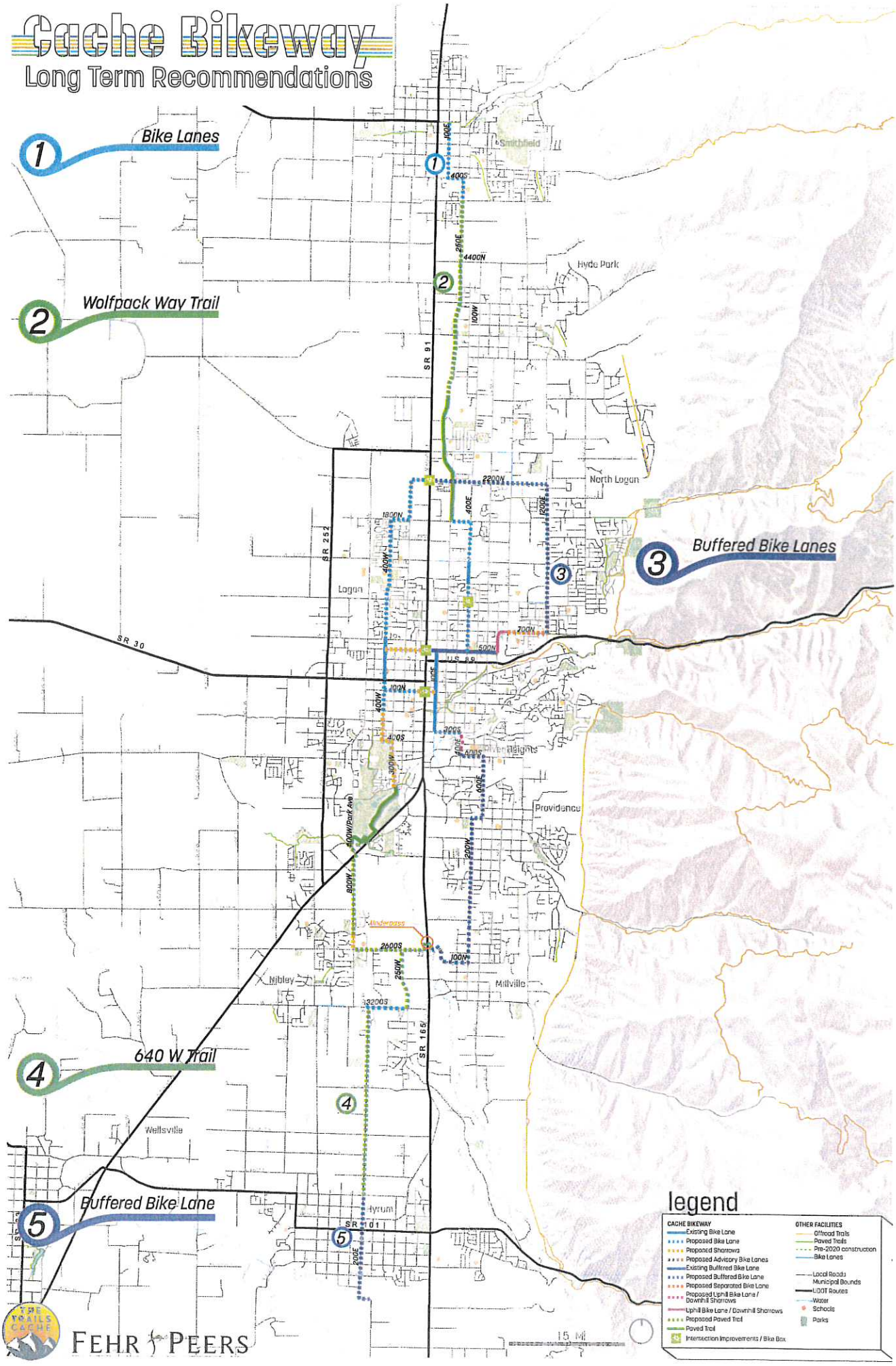
Cache Bikeway

Long Term Recommendations



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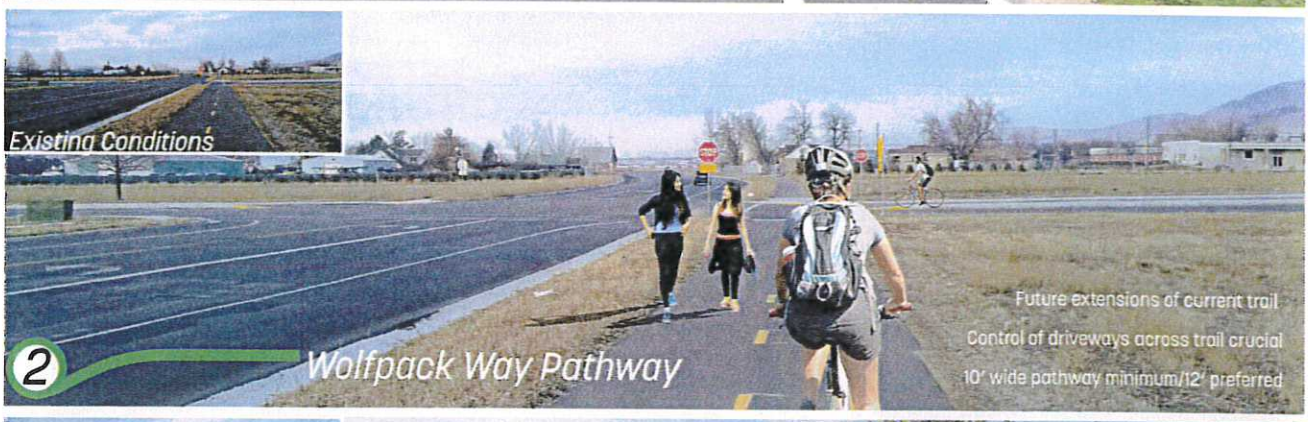
Cache Bikeway
Long Term Recommendations



Cache Bikeway
Near Term Recommendations

1 County Advisory Bike Lane

Two 5' advisory bike lanes
One 12' dual direction center lane

2 North Logan Bike Lanes

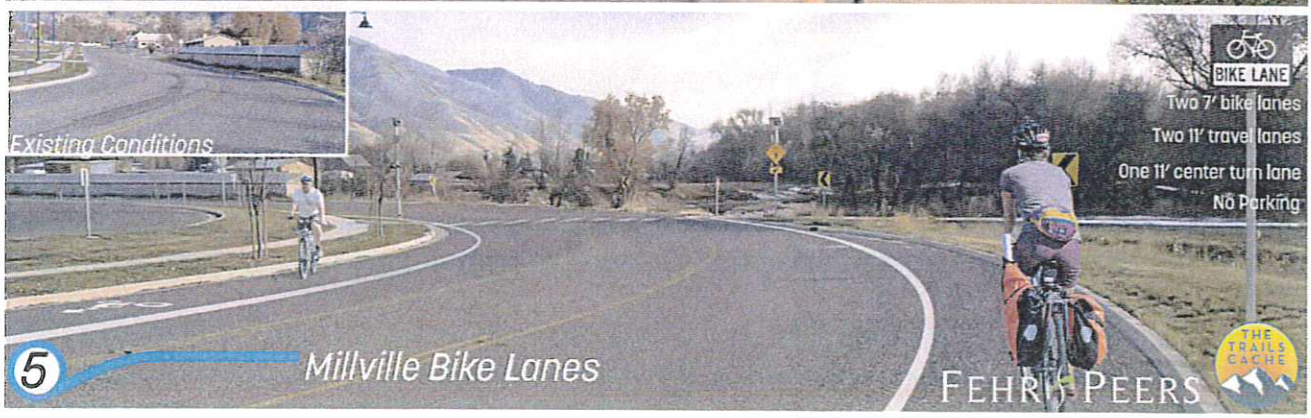
Two 7' bike lanes
Two 11' travel lanes
One 9' parking stall on west of roadway

3 Logan Bike Boxes

Sharrows until 100 E / 100 W to accommodate parking
Restricts right hand turns onto Main from 100N
5' wide egress lane
12' deep bike box
12' deep bike box, replaces right turn priority

4 Providence Sharrows

Sharrows placed center of travel lane, every 250'



5 Millville Bike Lanes

Two 7' bike lanes
Two 11' travel lanes
One 11' center turn lane
No Parking

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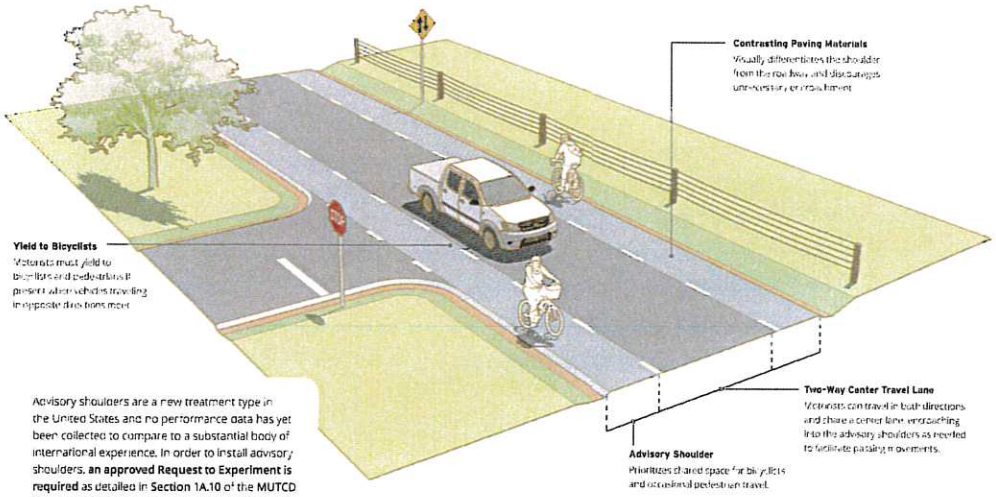
Cache Bikeway
ADVISORY BIKE LANES



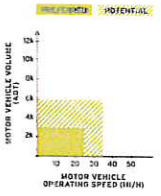
Advisory shoulders are a new treatment type in the United States and no performance data has yet been collected to compare to a substantial body of international experience. In order to install advisory shoulders, **an approved Request to Experiment is required** as detailed in **Section 1A.10** of the MUTCD. FHWA is also accepting requests for experimentation with a similar treatment called "dashed bicycle lanes."

Advisory Shoulder

Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic.

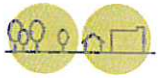
APPLICATION

Speed and Volume
Most appropriate on streets with low to moderate volumes and moderate speed motor vehicles.[2]



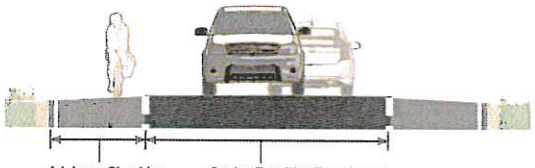
Network
Applies to constrained connections between built-up areas.

Land Use
For use outside, between, and within built-up areas with bicycle and pedestrian demand and limited available paved roadway surface.



BENEFITS

- Provides a delineated but nonmotorized space available for biking on a roadway, otherwise too narrow for dedicated shoulders.
- May reduce some types of crashes due to reduced motor vehicle travel speeds.[1]
- Minimizes potential impacts to wetlands or natural resources through efficient use of existing space.
- Functions well within a rural and small town traffic and land use context.
- Increases predictability and clarifies desired lateral positioning between people bicycling or walking and people driving in a narrow roadway.
- May function as an interim measure where plans include shoulder widening in the future.
- Supports the natural environment through reduced paved surface requirements.



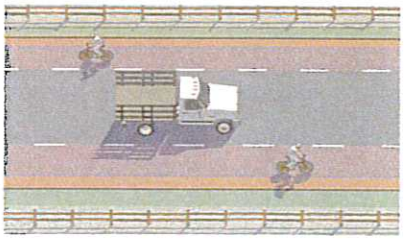


Figure 2-10. Motorists travel in the center two-way travel lane. When

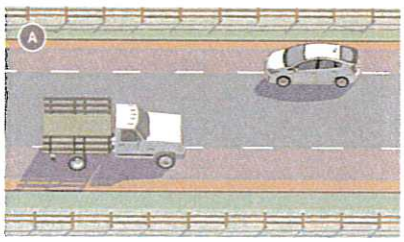
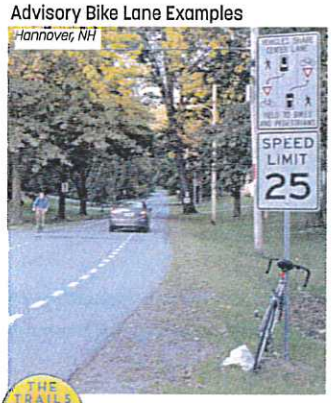


Figure 2-11. When two motor vehicles meet, motorists may need to

Advisory Bike Lane Examples



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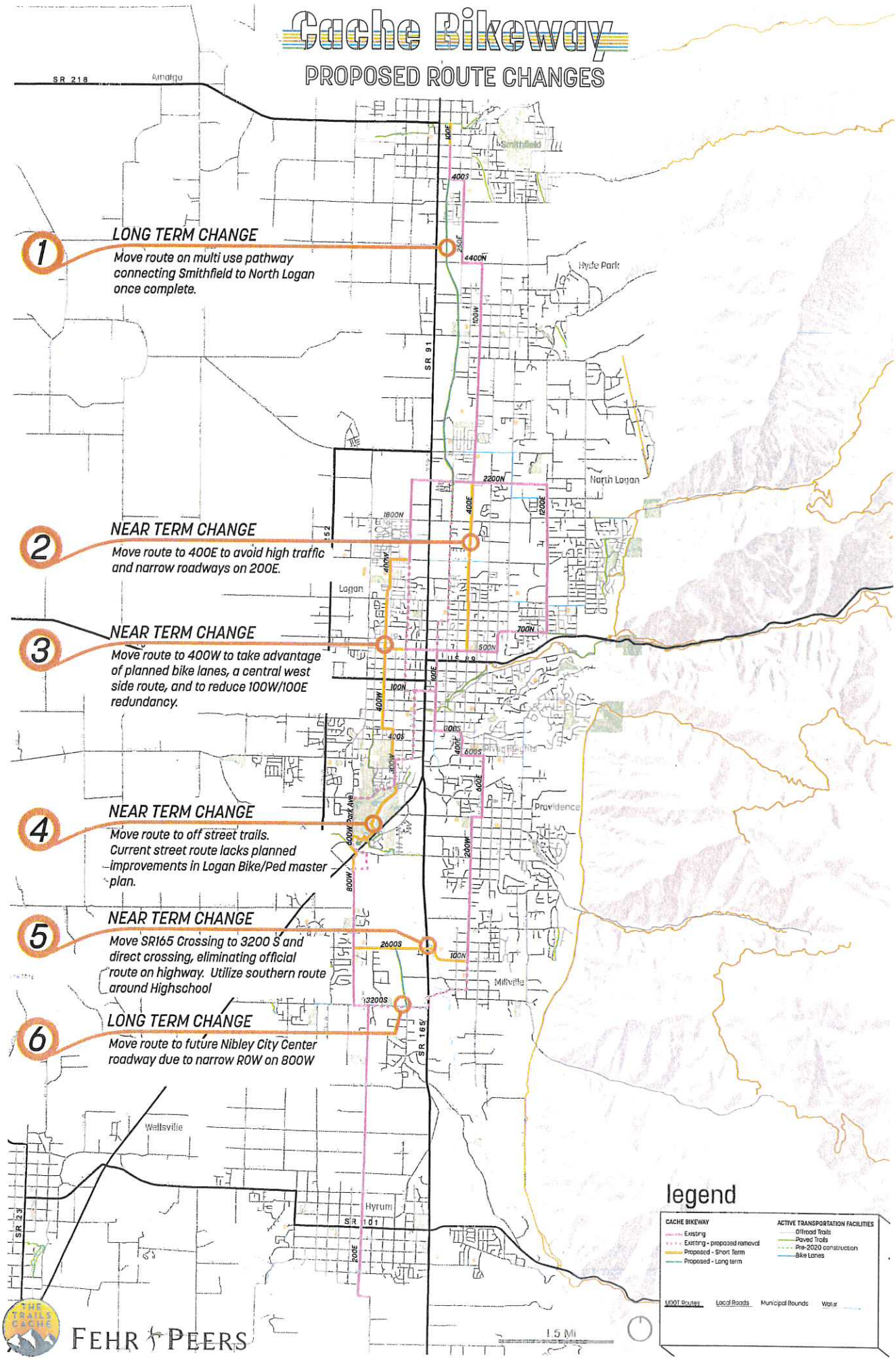
PROPOSED ROUTE CHANGES



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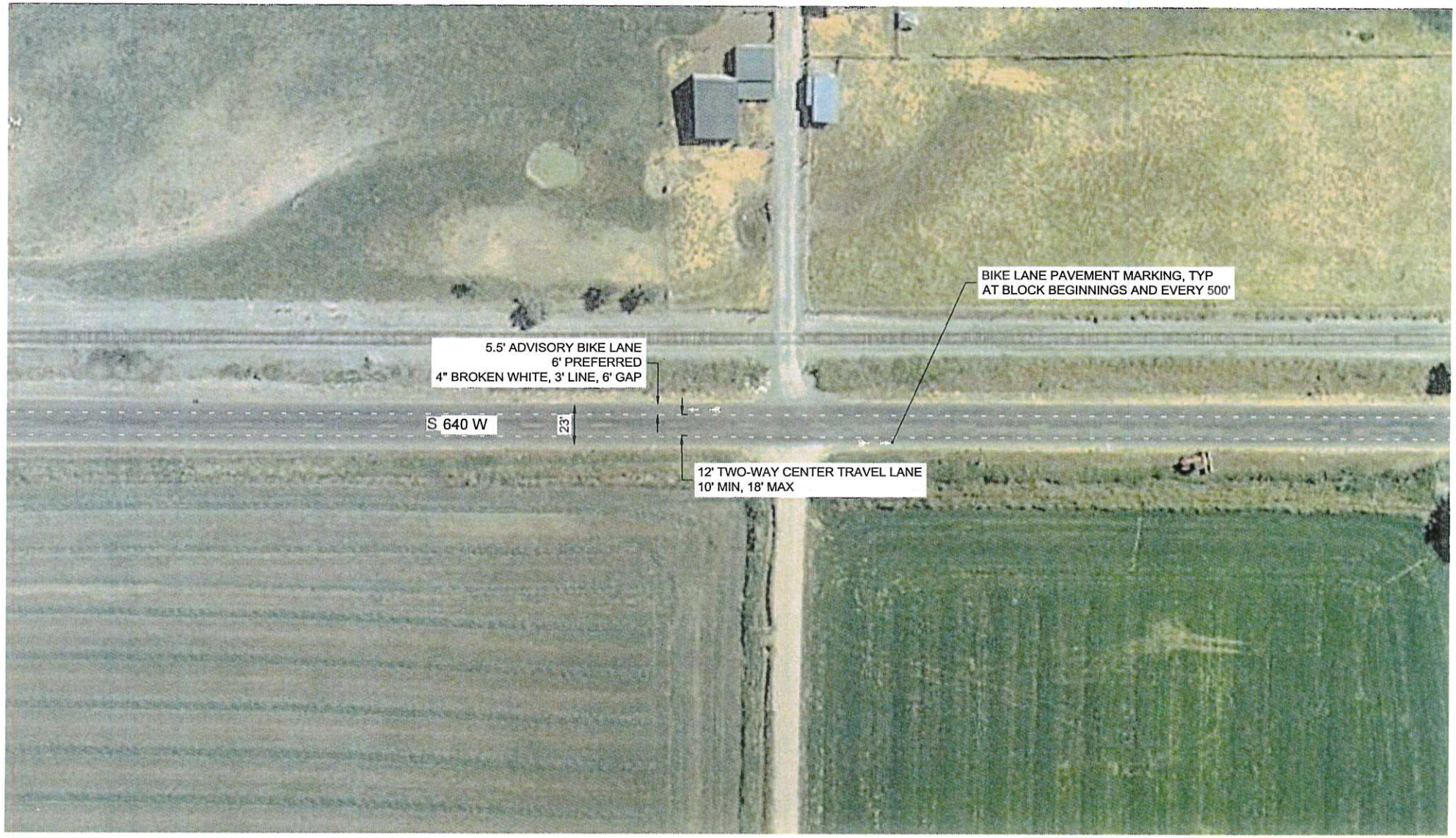
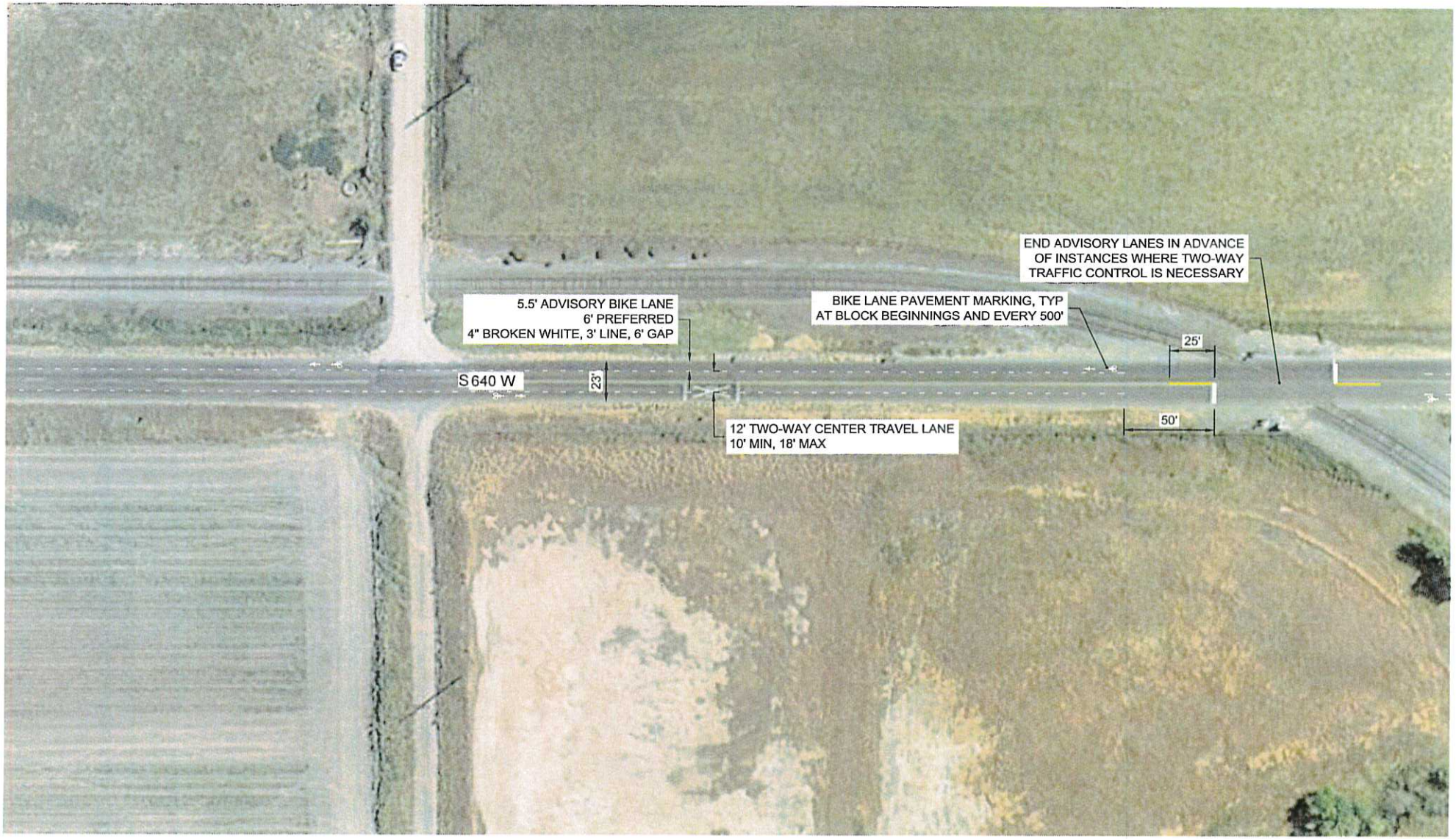


NIBLEY, UT
ADVISORY BIKE LANES



NIBLEY, UT
ADVISORY BIKE LANES