

Cache Bikeway

Near Term Recommendations

1 Advisory Bike Lanes

2 Bike Lanes

3 Bike Box Intersection

4 Sharrows

5 Bike Lanes

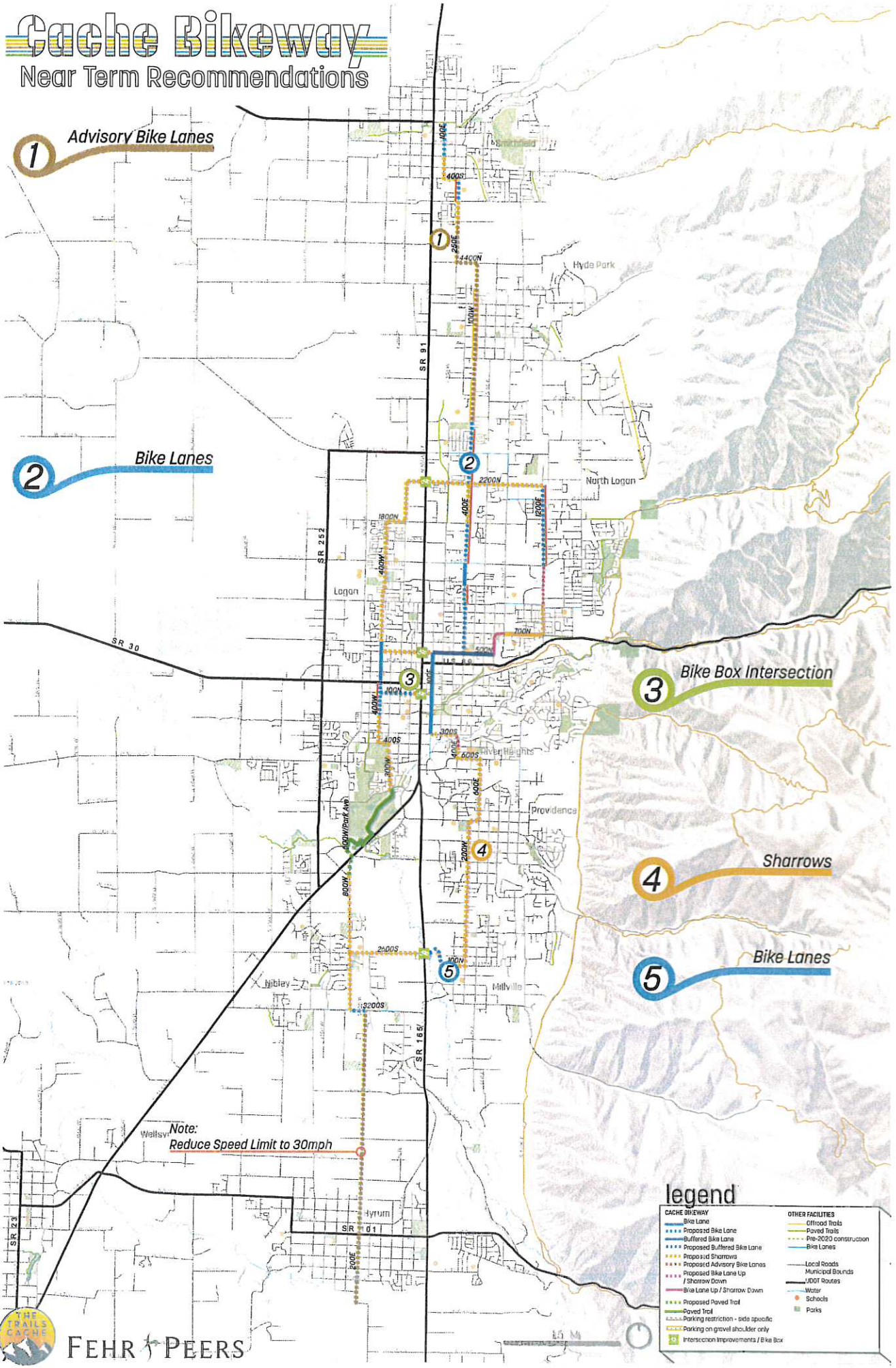
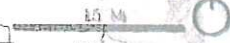
Note:
Reduce Speed Limit to 30mph

Legend

CACHE BIKEWAY		OTHER FACILITIES	
	Bike Lane		Offroad Trails
	Proposed Bike Lane		Paved Trails
	Buffered Bike Lane		Pre-2020 construction
	Proposed Buffered Bike Lane		Bike Lanes
	Proposed Sharrows		Local Roads
	Proposed Advisory Bike Lanes		Municipal Bounds
	Proposed Bike Lane Up / Sharrows Down		HOV Routes
	Bike Lane Up / Sharrows Down		Water
	Proposed Paved Trail		Schools
	Paved Trail		Parks
	Parking restriction - side specific		
	Parking restriction on gravel shoulder only		
	Intersection Improvements / Bike Box		

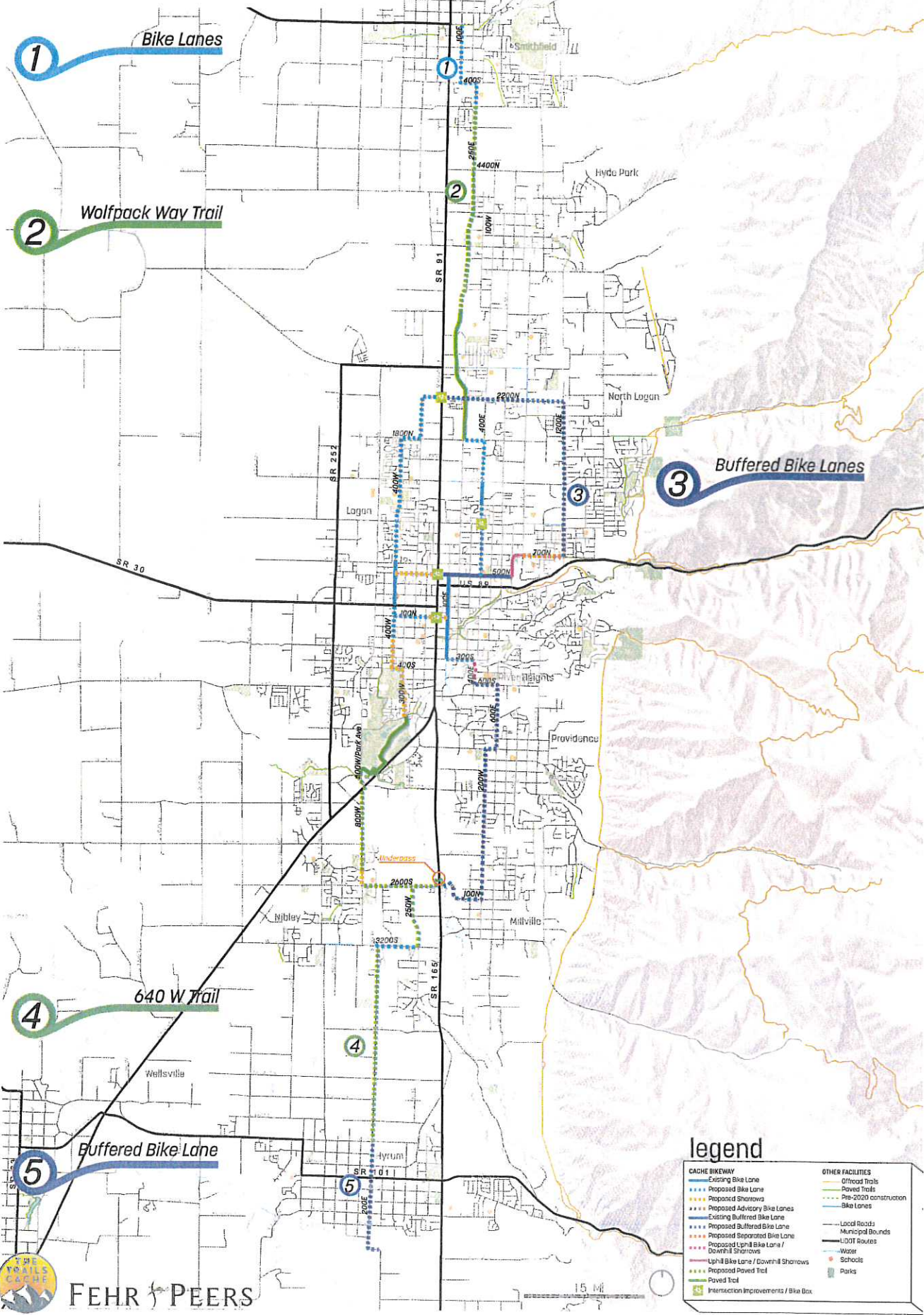


FEHR PEERS



Cache Bikeway

Long Term Recommendations



1

Bike Lanes

2

Wolfpack Way Trail

3

Buffered Bike Lanes

4

640 W Trail

5

Buffered Bike Lane

Legend

CACHE BIKEWAY	OTHER FACILITIES
— Existing Bike Lane	— Offroad Trails
— Proposed Bike Lane	— Paved Trails
— Proposed Shared	— Pre-2020 construction
— Proposed Advisory Bike Lanes	— Bike Lanes
— Existing Buffered Bike Lanes	— Local Roads
— Proposed Buffered Bike Lane	— Municipal Bounds
— Proposed Separated Bike Lane	— L/ODT Routes
— Proposed Uphill Bike Lane / Downhill Shared	— Water
— Uphill Bike Lane / Downhill Shared	— Schools
— Proposed Paved Trail	— Parks
— Paved Trail	— Intercourse Improvements / Bike Box



FEHR PEERS

15 MI



Cache Bikeway

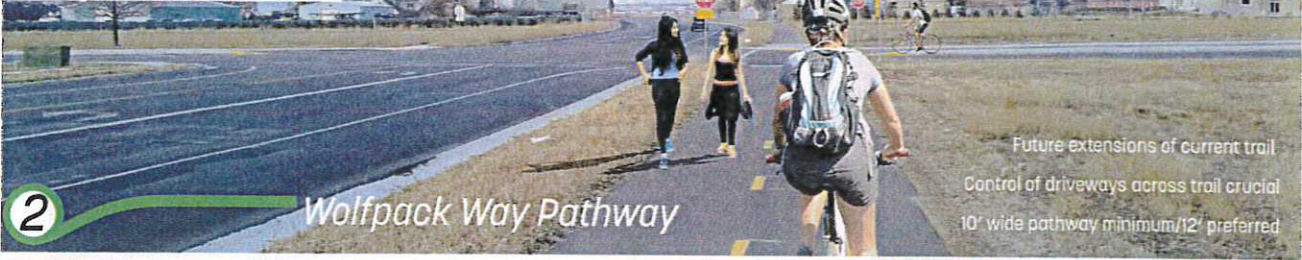
Long Term Recommendations



1

Smithfield Bike Lanes

- 11' Travel Lanes
- No street parking provided
- 5' bike lanes
- Expanded, paved shoulder



2

Wolfpack Way Pathway

- Future extensions of current trail
- Control of driveways across trail crucial
- 10' wide pathway minimum/12' preferred



3

1200E Buffered Bike Lanes

- 11' travel lanes
- 5' bike lane & 2' buffer
- Parking west side only



4

640W Rail Trail

10' buffer 12' Trail 18' Buffer



5

Hyrum Buffered Bike Lanes

- 8' parking
- 7' bike lane and buffer stripe
- 11' travel lanes
- Expanded street section to accommodate parking and bike lanes

Cache Bikeway

Near Term Recommendations

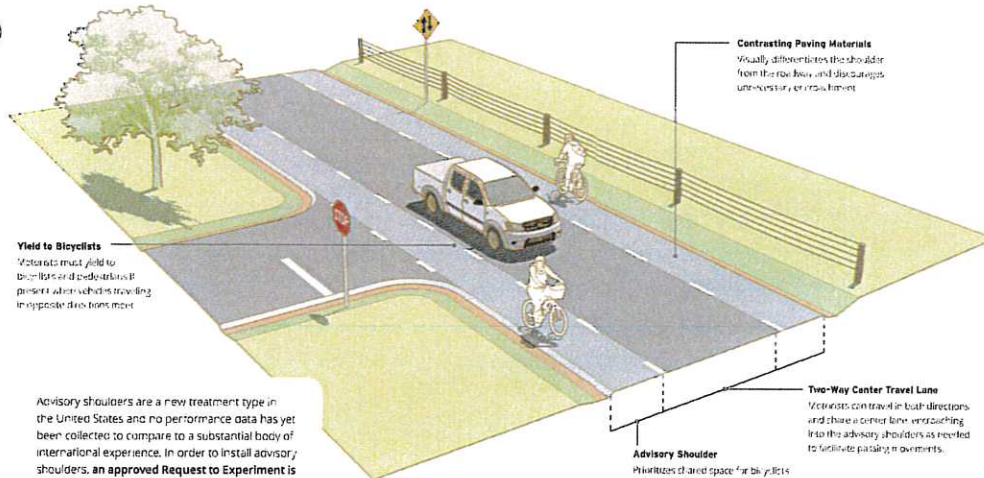


Cache Bikeway

ADVISORY BIKE LANES

CHAPTER 2 | MIXED TRAFFIC FACILITIES

SMALL TOWN AND RURAL MULTIMODAL NETWORKS



Yield to Bicyclists
Motorists must yield to bicyclists and pedestrians if present when vehicle is traveling in opposite directions meet.

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."

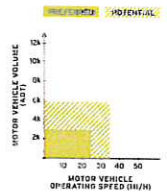
Contrasting Paving Materials
Visually differentiates the shoulder from the travel and stop lanes, use texture, or color treatment.

Two-Way Center Travel Lane
Motorists can travel in both directions and share a center line, venturing into the advisory shoulders as needed to facilitate passing movements.

Advisory Shoulder
Prioritizes shared space for bicyclists and occasional pedestrian travel.

VEHICLE

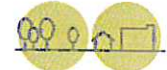
Speed and Volume
Most appropriate on routes with low to moderate volumes and moderate speed motor vehicles.



Network
Applies to constrained connections between built-up areas.



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



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.

ADVANTAGES

- Provides a delineated but non-exclusive space available for biking on a roadway, allowing for narrower or dedicated shoulders.
- May reduce some types of crashes due to related motor vehicle travel speeds.
- Minimizes potential impacts to rural and suburban travel efficiency and 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 rural environment through reduced paved surface requirements.

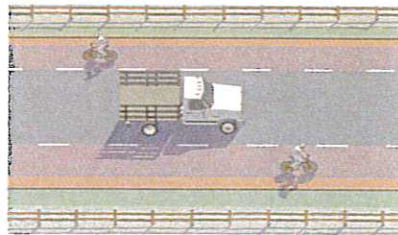
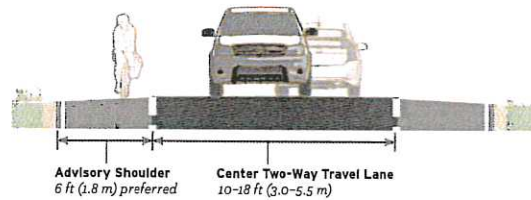


Figure 2-10. Motorists travel in the center two-way travel lane. When

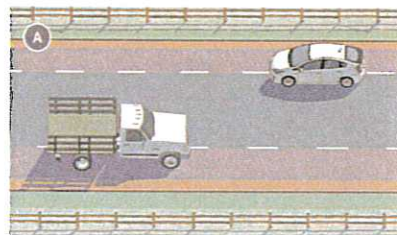
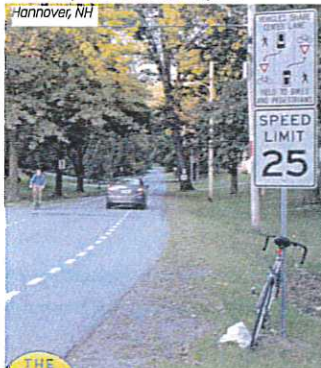


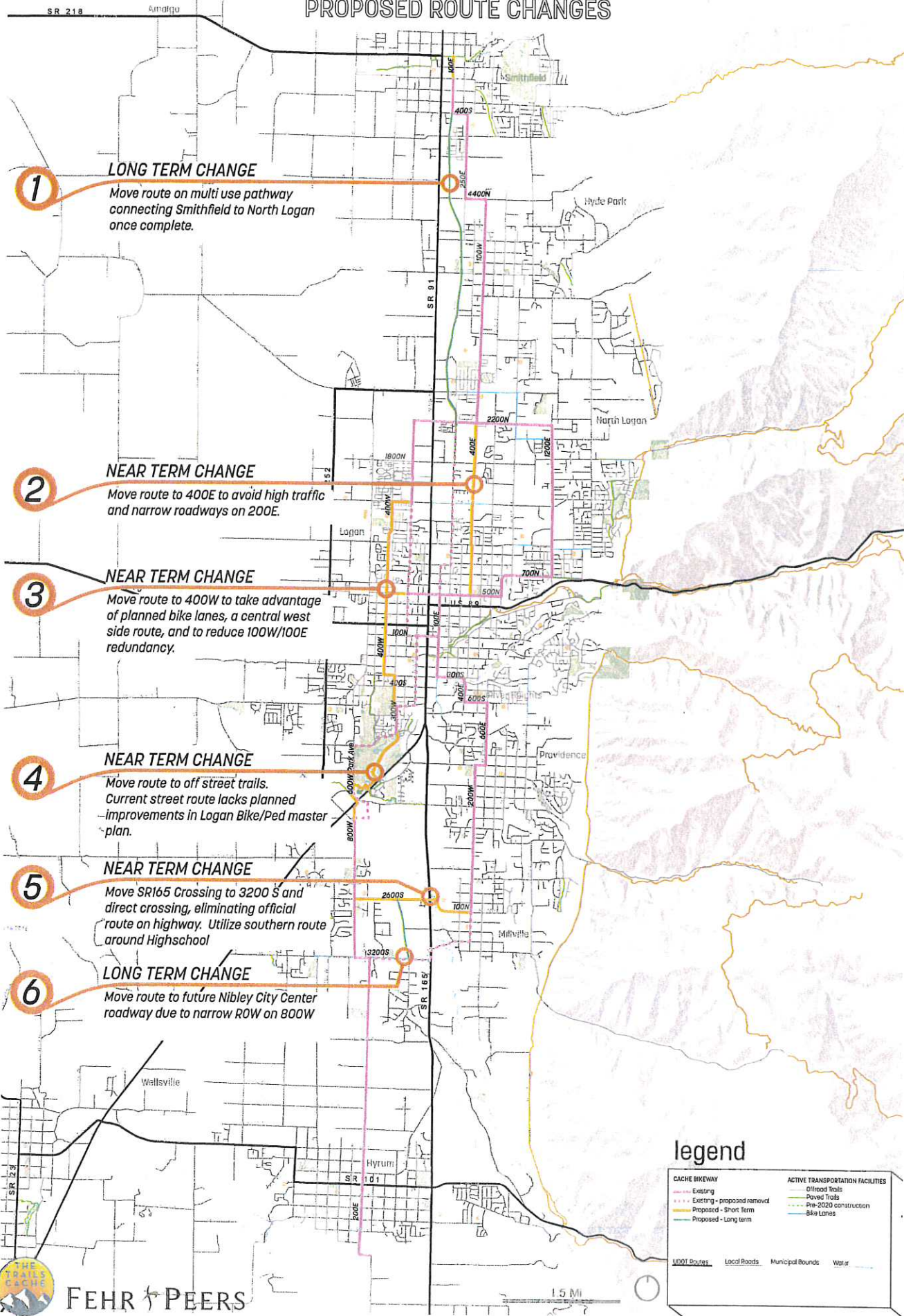
Figure 2-11. When two motor vehicles meet, motorists may need to

Advisory Bike Lane Examples



Cache Bikeway

PROPOSED ROUTE CHANGES



1 LONG TERM CHANGE
 Move route on multi use pathway connecting Smithfield to North Logan once complete.

2 NEAR TERM CHANGE
 Move route to 400E to avoid high traffic and narrow roadways on 200E.

3 NEAR TERM CHANGE
 Move route to 400W to take advantage of planned bike lanes, a central west side route, and to reduce 100W/100E redundancy.

4 NEAR TERM CHANGE
 Move route to off street trails. Current street route lacks planned improvements in Logan Bike/Ped master plan.

5 NEAR TERM CHANGE
 Move SR165 Crossing to 3200 S and direct crossing, eliminating official route on highway. Utilize southern route around Highschool

6 LONG TERM CHANGE
 Move route to future Nibley City Center roadway due to narrow ROW on 800W

Legend

CACHE BIKEWAY		ACTIVE TRANSPORTATION FACILITIES	
—	Existing	—	Offroad Trails
---	Existing - proposed removal	—	Paved Trails
---	Proposed - Short Term	---	Pre-2020 construction
---	Proposed - Long term	---	Bike Lanes

---	Local Roads	---	Municipal Bounds	---	Water
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NIBLEY, UT
ADVISORY BIKE LANES



NIBLEY, UT
ADVISORY BIKE LANES