

Bicycle Boulevard Network

A growing concept in the transportation field is the idea of “8 to 80” places – if you create a place that’s good for an 8 year old and good for an 80 year old, you will create a successful city for everyone. Bicycle Boulevards (also known as **Quiet Streets, Neighborhood Greenways, and Neighborhood Byways**) are intended to appeal to casual, inexperienced and younger bicyclists who would not otherwise be willing to ride with motor vehicle traffic.

The map to the right presents the proposed priority bicycle and pedestrian network for the Borough of Bay Head. These routes were selected because they are low volume, low speed streets. However, bicyclist comfort and safety can be enhanced through a combination of **signs and pavement markings, traffic calming strategies, and crossing and intersection treatments**. These minor, cost-effective treatments not only benefit people on bicycles, but also help create and maintain “quiet” streets that **benefit residents and improve safety for all road users**.

These recommendations are considered planning-level, meaning that they should be used as a guide. More detailed design studies will be required to examine specific site conditions and develop specific designs that reflect conditions and constraints. In addition, this network reflects the long-term vision. Implementation will not happen overnight.

Signs & Pavement Markings

At a minimum, the **entire network** should have distinctive pavement markings and signs.



Large bicycle boulevard pavement markings alert motorists to the likely presence of bicyclists on this street. Credit: City of Minneapolis



Street signs can be used to indicate that the street is a bicycle boulevard. Credit: NACTO



Painted intersections, or street quilts, improve road safety, bring community's together, and are an opportunity for local branding. Credit: Laura Torchio.



This confirmation sign reminds users that they are on a bicycle boulevard and provides distance to upcoming destinations. Credit: BicycleTucson.com

Traffic Calming (speed and volume management)

Bicycle boulevards should have a maximum posted speed of 25 mph. Many jurisdictions sign bicycle boulevards at 15 or 20 mph. Lower speeds reduce the likelihood of crashes by increasing driver response time and reduce the likelihood of a serious injury should a crash occur. Volume management treatments (forced turns, closures, diverters) are used on streets that exceed 3,000 vehicles per day. Most of the streets in Bay Head’s proposed network do not exceed this threshold.



Speed humps prevent motor vehicles from speeding through neighborhoods and generally have a negligible impact on the amount of time it takes for residents to access their property. Credit: NACTO

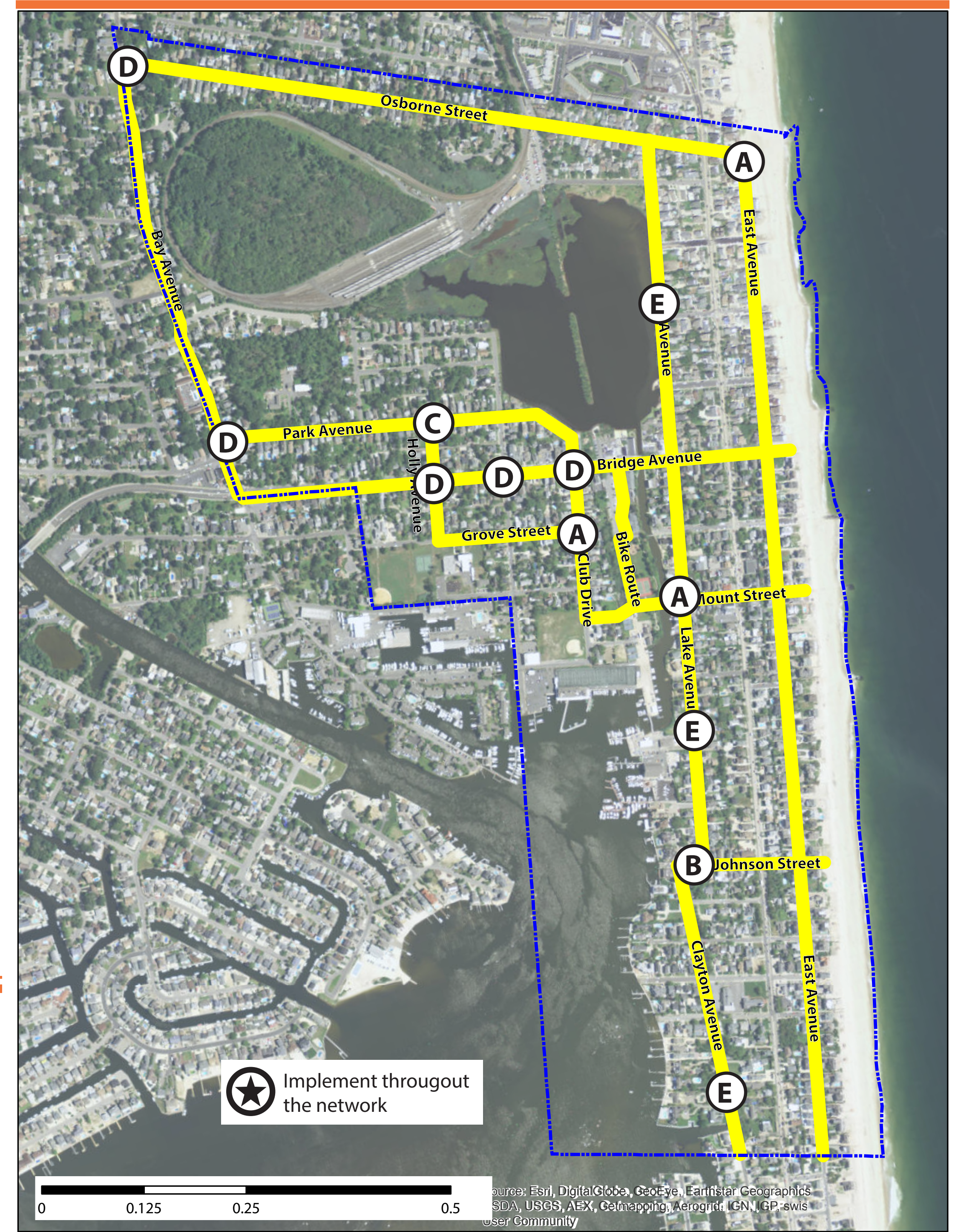


Ocean City, NJ has set a 15 mph speed limit on the Haven Avenue Bicycle Boulevard to reduce the speed differential between motor vehicles and bicycles. Credit: RBA



Curb Extensions visually narrow the street, reduce the crossing distance for pedestrians and bicyclists, and can increase the amount of space for street furniture and trees. Credit: RBA

Priority Bicycle and Pedestrian Network



Crossings and Intersections

Bicycle boulevards should have right-of-way priority (where practical) and minimize delay by limiting the number of stop signs along the route.



This neighborhood traffic circle reduces speeds and user conflicts. Credit: NACTO



This green-backed sharrow clearly shows how to follow the bicycle boulevard route. Credit: NACTO



A bicycle forward stop bar, used in conjunction with a curb extension, improves bicyclists' view of cross traffic. Credit: NACTO