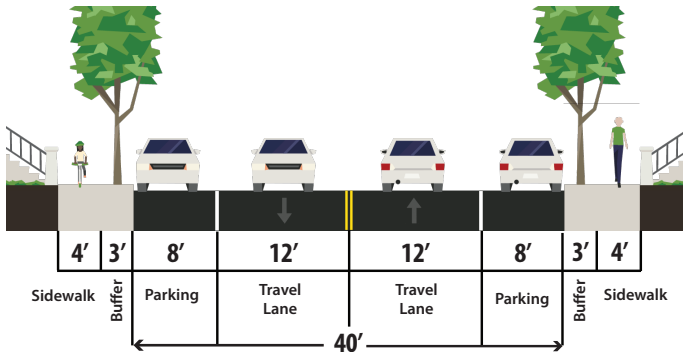


ADVISORY BIKE LANES ON OSBORNE AVENUE (CR 2)

EXISTING CONDITIONS

Cross Section

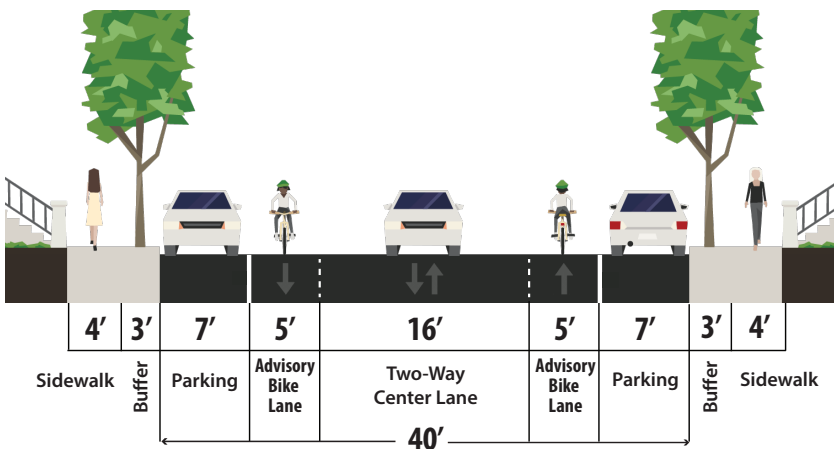


Description & Issues

Osborne Avenue is heavily utilized by pedestrians and bicyclists accessing the train station. It is also part of GO Bay Head's Princeton Avenue Bike Tour. The 25 mph, low motor vehicle volume road (<1,000 adt) is 40' wide and permits on-street parking on both sides of the street. Speeding was identified as an issue by the Steering Committee.

PROPOSED IMPROVEMENTS

Cross Section

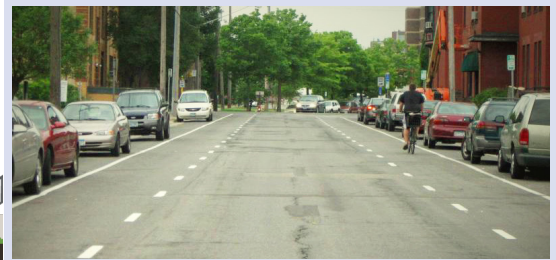


- Remove the yellow center line and add advisory bike lanes, a dashed white line 5' from the parking edge line with Bicycle Lane pavement markings and Bike Lane signs (R3-17).
- Install Two-Way Traffic warning signs (W6-3).
- Green-colored pavement can be used, but should be limited to mixing/weaving locations and/or as a background conspicuity enhancement to the bicycle symbol, arrow, and/or pavement word markings used to mark the dashed advisory bike lane.

Benefits

- Advisory bike lanes are a viable option when the roadway is too narrow for conventional bike lanes.
- Striping offers visual separation; defines a lane where bicycles are expected to operate.
- Motorists tend to travel slower due to friction created with oncoming vehicles; advisory bike lanes have an excellent safety record.

Example of Advisory Bike Lanes



Source: BikeWalkTwinCities.org

Design Elements



Figure 9C-3. Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes

