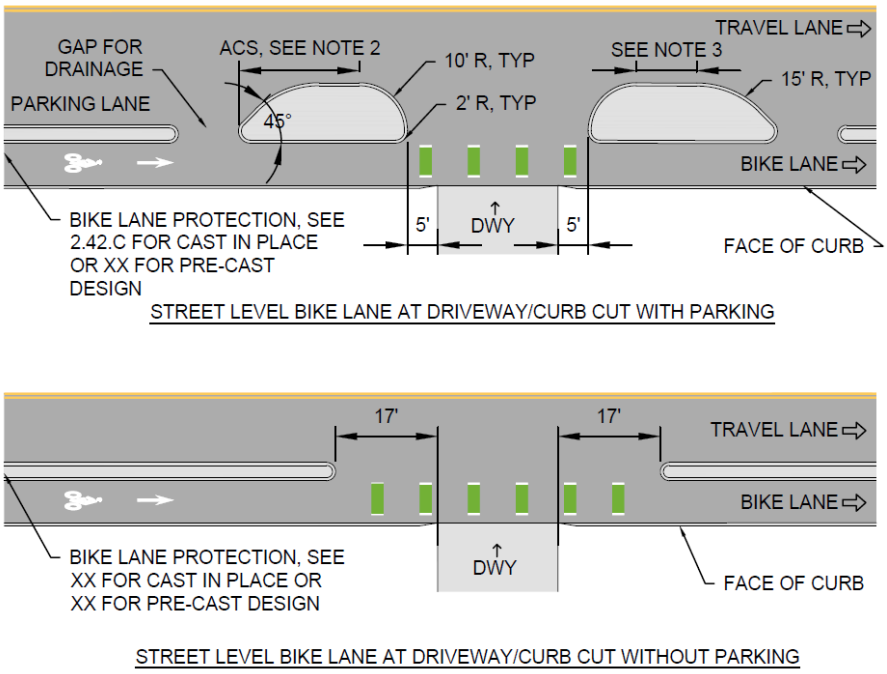

Figure 1 - Typical Layout for One-way Street Level Separated Bike Lanes at Driveways

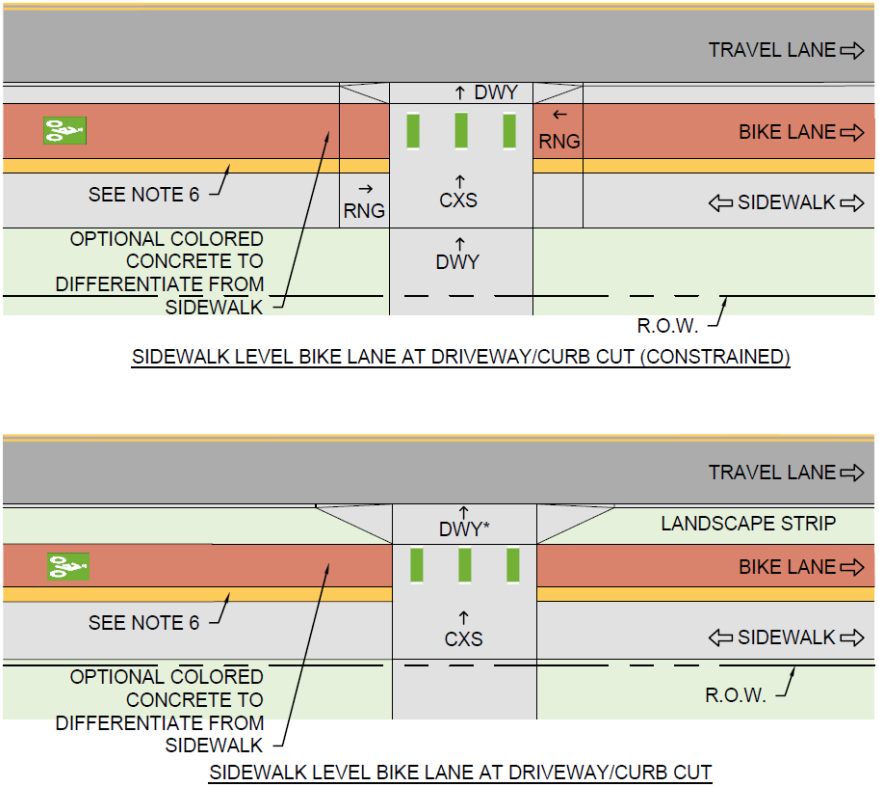

Figure 2 - Typical Layout for Sidewalk Level One-way Separated Bike Lanes at Driveways

Notes:

1. Design plans should be consulted for variations
2. Typical approach clear space (ACS) for driveways and alleys should be 20' as shown. in constrained locations the approach clear space may be measured from edge of driveway
3. In constrained locations the far-side buffer tangent may be reduced to 5'
4. See city of boulder design and construction standards, section 2.07, table 2.5 for standard lane widths
5. Bike lane tapers preferred at 7:1 shift, minimum 3:1 shift in constrained locations where speed is ≤ 13 mph
6. For bike lanes at sidewalk elevation without buffer treatment, 1' minimum directional indicator strip required within the sidewalk; typically located 1' from the edge of the bike lane.
7. Accessible ramp slope (RMP) = 7.8% (8.3% max)
8. Accessible cross slope (CXS) = 0.5-1.5% (2% max)
9. Accessible running slope (RNG) = 5% max
10. Driveway slope (DWY) = 12% max