

DCS Update Phase 2
 60% Recommendations (April 2022)
 2.11 Bicycle Facilities and Multi-Use Path Design
 (E) Separated Bike Lanes (One-Way and Two-Way)

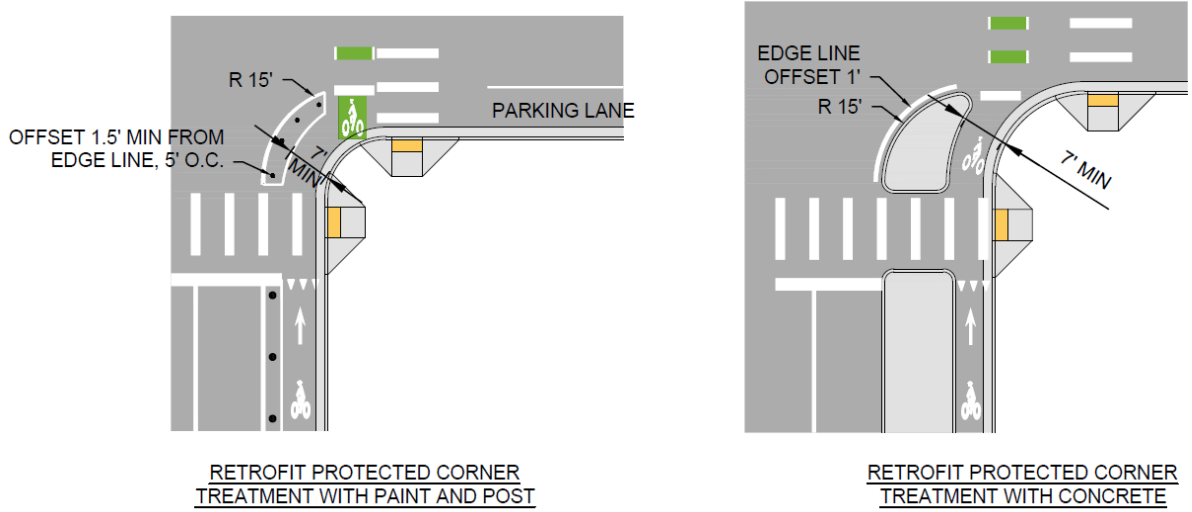


Figure 1 - Typical Layout of Street Level Separated Bike Lanes at Intersection in Retrofit Conditions

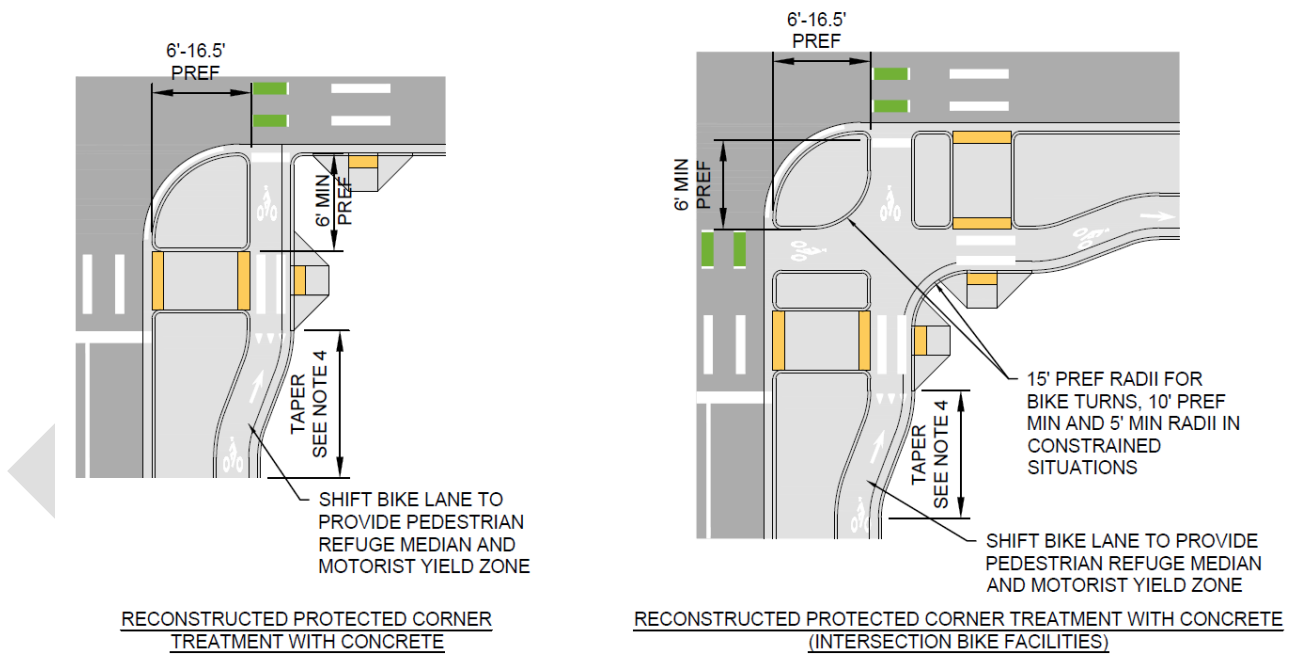


Figure 2 - Typical Layout of Street Level Separated Bike Lanes at Intersections in Reconstructed Condition

Notes:

1. Design plans should be consulted for variations
2. Size and shape of corner treatments are dependent on intersection characteristics
3. See city of boulder design and construction standards, section 2.07, table 2.5 for standard lane widths

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4. Bike lane tapers preferred at 7:1 shift, minimum 3:1 shift in constrained locations where speed is ≤ 13 mph

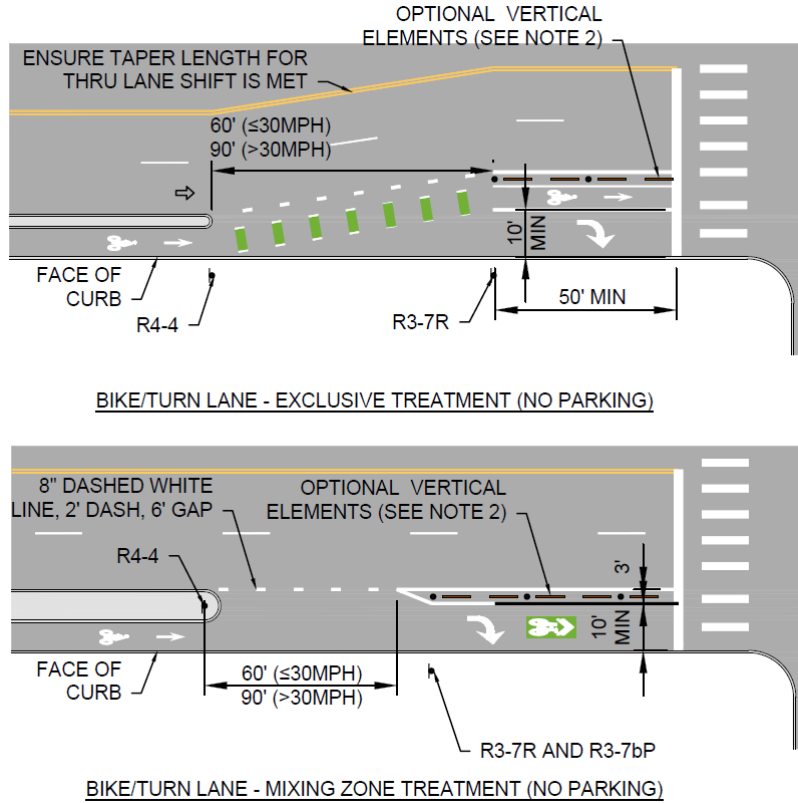


Figure 3 - Typical Layout of One-way Separated Bike Lane and Right Turn Lane

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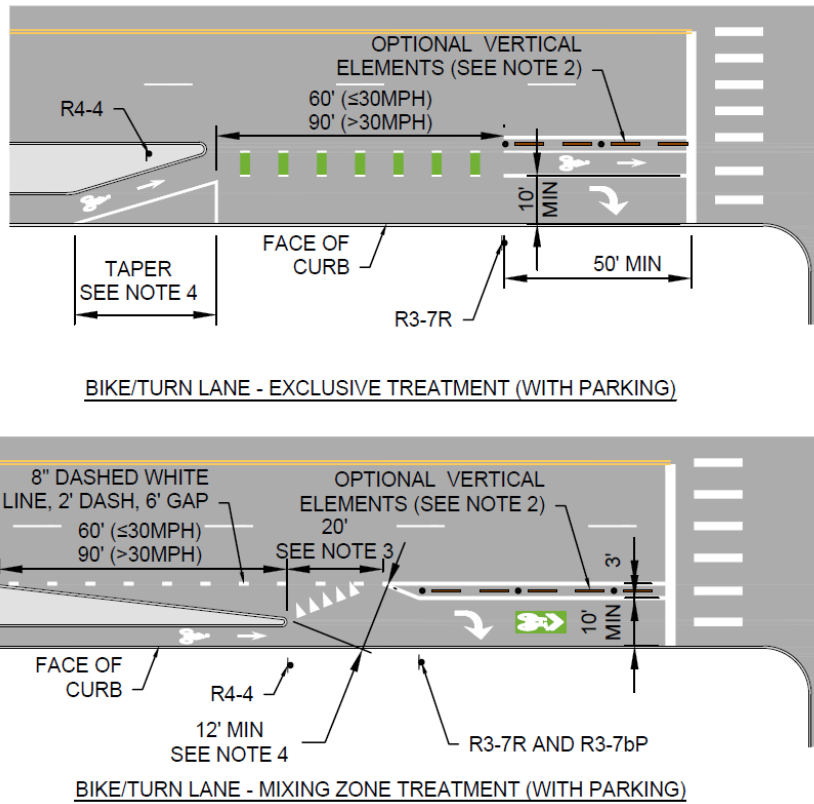


Figure 4 - Typical Layout of One-way Separated Bike Lane and Right Turn Lane

Notes:

1. Design plans should be consulted for variations
2. Vertical elements may be excluded or modified as needed to accommodate truck and/or transit vehicles
3. 25' minimum where high bus volume is anticipated
4. 13' minimum where high bus volume is anticipated
5. Bike lane tapers preferred at 7:1 shift, minimum 3:1 shift in constrained locations where speed is ≤ 13 mph
6. See city of boulder design and construction standards, section 2.07, table 2.5 for standard lane widths
7. A ramp up to sidewalk may be provided for people on bicycles prior to vehicular mixing zone to provide a low stress alternative