



Recommended Bicycle Facilities Along High Speed Roadways with Limited Access

MOST DESIRED

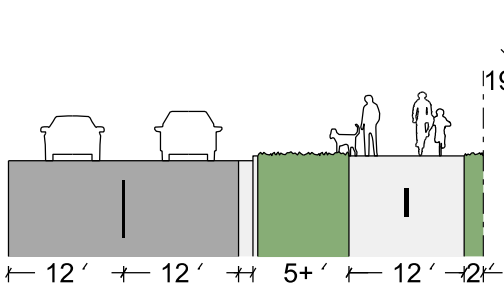
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LEAST DESIRED

NOT APPROPRIATE

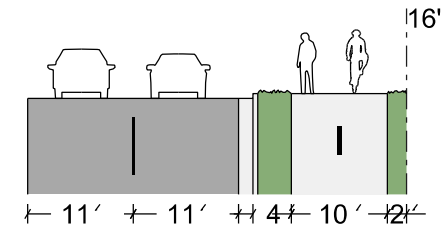
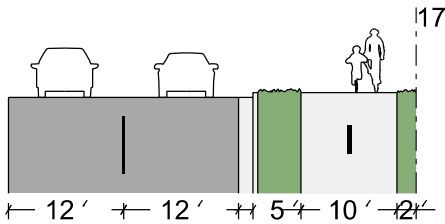
Two-way SUP



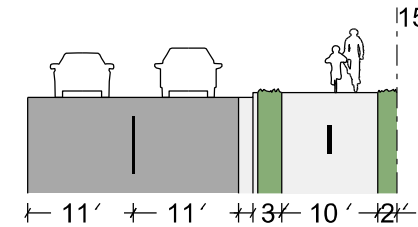
Available Width
FOC to ROW

Set back Shared Use Path (SUP) and widen to 12' as ROW allows

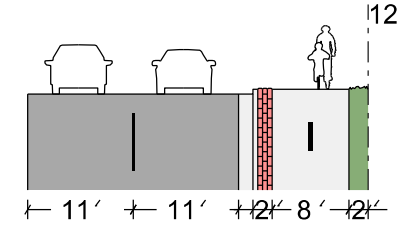
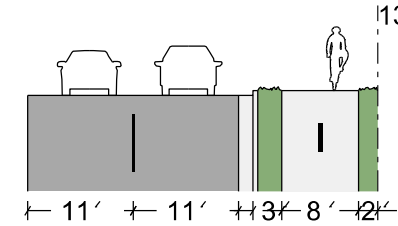
If pedestrian volumes is expected to be significant physical separation between pedestrians and cyclists is recommended



Frontage road lanes should be narrowed to 11' when SUP and buffer are less than 10' and 5' respectively

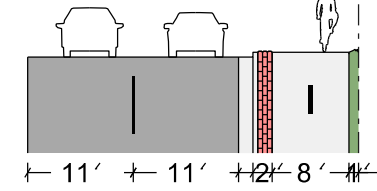


Narrow buffer to 3' before reducing SUP width less than 10'



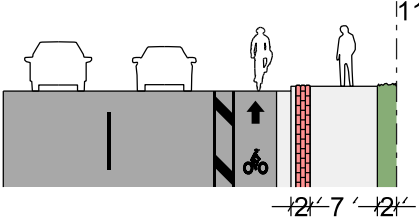
Switch to hardscape colored and textured buffer (pavers or stamped concrete) when less than 3'

All widths (11' Shown)



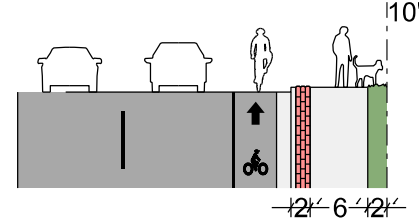
Reduce buffer to ROW if grades allow to provide a wider SUP

One-way SUP with buffer



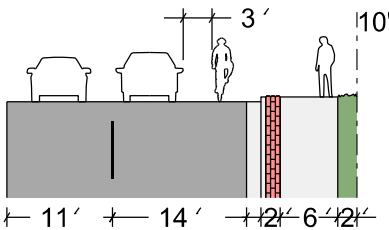
Reducing the path to less than 8' should be done only when all other reasonable alternatives have been exhausted

At path widths less than 8' a bicycle lane or buffered bicycle lane is a desirable on-street bicycle facility



For short distances (less than a few hundred feet), due to physical or ROW constraints, and if light pedestrian densities are expected, a 6-7' narrowed pathway with buffer can serve as a sufficient bicycle facility

Wide Curb Lanes



Wide curb lanes are not appropriate on high speed roadways and is not an adequate facility on roadways over 35MPH

Austin's safe passing law makes it difficult to legally pass without making a lane change