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INTRODUCTION

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WHY DID WE NEED A PLAN?

The well-being and quality of life for residents of East Baton Rouge Parish (EBRP) are the guiding principles found in the *2020 EBRP Pedestrian and Bicycle Master Plan* (2020 PBMP), which can be found in [Appendix A](#). The 2020 PBMP supported these values by planning alternative transportation options for all road users, including children, the elderly, persons with disabilities, and those who preferred the use of nonmotorized travel modes to commute. The 2020 PBMP offered a series of recommendations that included policy and programmatic recommendations, design guidelines, prioritization of proposed projects, and planning-level cost estimates.

The 2020 PBMP was a proactive approach and first step to creating a safer and more connected network for bicyclists and pedestrians in our community. Based on parish-wide concerns, needs assessment, and priority setting, the 2020 PBMP proposed strategies and guidelines for future capital investment and policies for bicycle and pedestrian facilities.

WHAT YOU NEED TO KNOW ABOUT THE 2020 PBMP

The 2020 PBMP was a “first step” in creating the biking and pedestrian network in the parish, and it laid the foundation for creating and implementing pedestrian and bicycle projects for people in our community. The original plan was developed by the Louisiana Department of Transportation and Development (LADOTD) and The Recreation and Park Commission for the Parish of East Baton Rouge (BREC), with contracting services from Arcadis U.S., Inc., and Toole Design Group (TDG).

The 2020 PBMP is often referred to as the “Bike/Ped Plan,” and the 2024 Update Steering Committee determined that the name should be changed from the former name, Pedestrian and Bicycle Master Plan to the Bike and Pedestrian Master Plan to align with the informal name that is commonly used. That document will be referred

to as the “2020 PBMP,” while this update will be referred to as the “2024 BPMP.”

The previous document included chapters on Planning and Public Engagement, Existing Conditions, Active Transportation Network Development, Policy and Program Recommendations, and Implementation. This update builds upon the 2020 PBMP and summarizes much of the data from that plan but it is intended to be a companion piece not a new plan.

2024 BPMP UPDATE

This 2024 BPMP update builds upon the successes of the 2020 PBMP, reconsiders the list of priority projects, and reevaluates the original network by phasing projects. This document is intended to be used as a guide for planners, decision makers, planners, and anyone who wants to learn more about alternative transportation options within our city. Additionally, this update includes illustrated definitions of cyclist and pedestrian facilities, a history of planning for cycling in Baton Rouge, a summary of existing conditions in the parish, maps of the existing and planned network, policy and program recommendations, and a revised implementation strategy. The effort was led by BREC and the City-Parish, with guidance from a steering committee and assistance from HNTB.

In mid-2023, a multi-disciplinary team of advocates, designers, planners, and engineers began the process of updating the Pedestrian and Bicycle Master Plan for East Baton Rouge Parish. The team included representatives from the City of Baton Rouge-Parish of East Baton Rouge (City-Parish), BREC, LADOTD, Federal Highway Administration (FHWA), the Capital Region Planning Commission (CRPC), the East Baton Rouge Planning Commission (Planning Commission), the Downtown Development District (DDD), and Bike Baton Rouge (Bike BR). Several consultants including Grey Engineering, HNTB, and Atlas Consulting Group, were also involved in the update process.

Additionally, the Complete Streets Advisory Committee (CSAC) was consulted for this document update and is represented on the steering committee. The CSAC is composed of eighteen members from organizations throughout the City-Parish, including representatives from the Planning Commission, BREC, the Federation of Greater Baton Rouge Civic Associations, the BR Area Chamber, Bike BR, and the Louisiana State Office of American Association of Retired Persons (AARP), a key member, representing older adults and others who are particularly dependent on walking as a mode of transportation and who are more vulnerable to injury from conflicts with motorized vehicles. AARP consistently advocates on behalf of these vulnerable users for pedestrian safety, and the organization supports efforts to make progress toward building pedestrian infrastructure through advocacy, training/support, and funding.

The 2024 BPMP Update Steering Committee is made up of the following people:

- **Fred Raiford**, City-Parish Department of Transportation and Drainage
- **Tom Stephens**, City-Parish Department of Transportation and Drainage
- **Vance Baldwin**, Planning Commission, CSAC
- **Reed Richard**, BREC System Planning
- **Ashley Braquet Gremillion**, BREC Urban Trails Division
- **Brett Wallace**, BREC Systems Planning
- **Kathy Stites**, BREC Urban Trails Division
- **Jay Haynes**, BREC Urban Trails Division
- **Lynley Farris**, BREC Communications, BikeBR
- **Laura Phillips**, Louisiana Division of FHWA
- **Jessica DeVille**, LADOTD
- **Sooraz Patro**, CRPC
- **Whitney Hoffman Sayal**, DDD, CSAC
- **Mark E. Martin**, CSAC
- **April Renard**, Grey Engineering
- **Lynn Maloney-Mujica**, HNTB
- **Brandon DeJean**, ATLAS

At the time of writing the 2024 BPMP update, the City-Parish is concurrently completing a 5-year update to the 2011 comprehensive plan, FUTUREBR, and as the BPMP is a part of the comprehensive plan, it is also being updated. When FUTUREBR was adopted, the East Baton Rouge Metropolitan Council (Metro Council) also adopted the 2014 EBRP Complete Streets Vision & Policy Statement ([Appendix B](#)).

In addition, a Complete Streets Ordinance, prepared under the auspices of CSAC, was adopted by the Metro Council in 2024 ([Appendix C](#)). The purpose of this ordinance is to “improve the lives of community members by leveraging transportation investments to create communities that are safe, walkable, bikeable, and accommodate all potential users—especially the City-Parish’s most vulnerable people...” The ordinance has sections on implementation, design standards, and performance measures to standardize the process of applying complete streets policy to all transportation projects.

Additional review was provided by Jessica Stroope, LSU AgCenter’s Healthy Communities Physical Activity Specialist, and a representative of the LADOTD Complete Streets Advisory Council (LACSAC). Meetings were held with the mayors or mayor’s representatives for each city within the City-Parish to ensure compliance with specific plans in place. Thank you to Mark Martin for preparing the history of biking in Baton Rouge which was condensed for this report; a full-length version can be found in [Appendix D](#). Special thanks to Angeline Fatima Asa, 2024 BREC intern, for creating the document design and layout, and for help with graphics.

VISION

The vision outlined in the 2020 PBMP is that “East Baton Rouge Parish will have a safe, comfortable, and connected bicycling and walking network, with easy access to local and regional destinations, providing healthy transportation and recreation choices for everyone.”

GOALS

- Increase the convenience and accessibility of the active transportation network (ATN) for users of all ages, abilities, and income levels.
- Improve the safety outcomes and minimize the stress levels for people who take trips using means other than a motor vehicle.
- Increase the number of active transportation network connections between origin areas and public destinations within the City-Parish.

CLIMATE ACTION

According to the World Health Organization, evidence shows that, “policies that promote safe cycling and walking can play a crucial role in shaping health, mitigating climate change and improving the environment.” These shifts in transportation modality help reduce issues related to car traffic, such as traffic congestion and emissions of air pollution. Keeping the BPMP updated regularly, and following the guidance within it can help the City-Parish achieve some of the environmental benefits of providing alternative modes of transportation, including reduced air pollution, travel times, and VRU injuries and fatalities.

GUIDING PRINCIPLES

- A high-quality ATN should accommodate the widest possible range of existing and potential vulnerable road users (VRUs) in the community—whether they are pedestrians, cyclists, pedalcyclists, or users of micromobility devices—and offer a choice of routes to access key destinations.
- The ATN should follow universal design guidelines, and all paths and bikeways must be designed to meet Americans with Disability Act (ADA) guidelines.
- The ATN is a tool to create high-quality pedestrian environments that are navigable by walking, cycling, rolling, pedalcycling, or using a micromobility device, eliminating the need to use a motorized vehicle to access basic amenities. The ATN considers a 10-minute walk (generally ½ mile) and a 20-minute bike ride (2-3 miles) to be the minimum length for each type of trip.
- ATN routes must be safe, direct, continuous, and accessible, and make it easy to reach the desired destination using maps, wayfinding, and network branding.
- The safety and low-stress levels of all ATN users must be prioritized.

COMMITTEE ROLES + RESPONSIBILITIES

The roles and responsibilities assigned to the committees as part of the recently adopted Complete Streets Ordinance, and those of the steering committee responsible for guiding this update are laid out in **Table 1 – 1** below.

Table 1 - 1 . Roles of each Committee.

Committee	Roles	Responsibilities
BPMP Update Steering Committee	<ul style="list-style-type: none"> • Agency representatives • Decision makers Editors/writers • Network users 	<ul style="list-style-type: none"> • Review and revise PBMP every 4 years. • Attend bi-weekly review meetings. • Provide feedback and insight on the ATN. • Communication with CSAC
Complete Streets Advisory Committee (CSAC)	<ul style="list-style-type: none"> • Agency representatives • Advocacy representatives • Potential local project owners • Decision makers • Citizens 	<ul style="list-style-type: none"> • Attend monthly CSAC meetings. • Review/approve changes related to Complete Streets (CS) prior to action by the CSAC Technical Sub-Committee. • Review and recommend priority projects based on phasing plans. • Review performance measures to evaluate effectiveness of CS program. • Review reports of the CSAC Technical Sub-Committee and provide feedback. • Implement projects identified in the BPMP. • Provide annual report to the Metro Council on progress toward CS projects, BPMP implementation, and recommendations for improvement to the CS program.
CSAC Technical Sub-Committee	<ul style="list-style-type: none"> • Technical experts 	<ul style="list-style-type: none"> • Hold bi-annual meetings. • Guide implementation of CS Ordinance. • Provide technical assistance on development, design, and implementation of projects. • Develop an inventory of existing and planned CS infrastructure. • Evaluate new transportation projects. • Identify opportunities/barriers to implementation. • Complete an annual review of policies, design criteria, standards, and guidelines to ensure best practices. • Report on progress of CS implementation (summary included in Planning Commission’s annual report). • Assist in implementing projects/programs identified in the BPMP.

DOT SUPPORT OF BICYCLE AND PEDESTRIAN PROGRAMS

On March 11, 2010, the U.S. Department of Transportation (USDOT) issued the “United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations,” which states:

The DOT policy is to **incorporate safe and convenient walking and bicycling facilities into transportation projects**. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that **walking and bicycling provide—including health, safety, environmental, transportation, and quality of life**— transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

FHWA FOCUSED CITY APPROACH

FHWA applied the Focused Approach to Safety Initiative to address pedestrian and bicycle fatalities across the nation. Cities are designated as Focus Cities if they are among the top 20 cities for number of fatalities or if the fatality rate per population is greater than the average of the top 50 cities with the highest fatal crash rates. The City of Baton Rouge was designated as a Focus City in 2015.

To address pedestrian and bicycle safety, LADOTD initiated the *City of Baton Rouge Pedestrian and Bicycle Safety Action Plan (PBSAP)*. This project, in collaboration with BREC, was expanded to address bicycle and pedestrian issues holistically and is known as the 2020 PBMP.

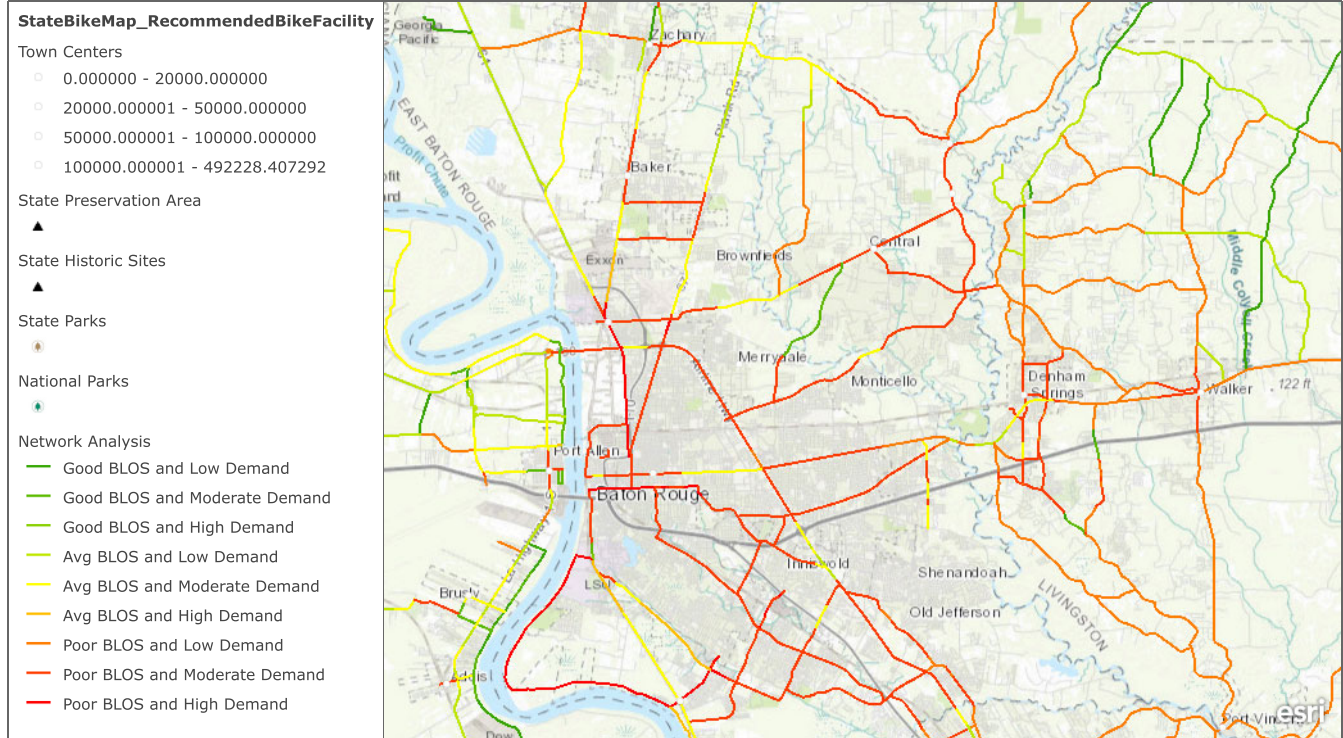
In 2021, FHWA updated the Focused Approach, and the major change is that Metropolitan Regions/Metropolitan Planning Organizations (MPOs), as opposed to individual cities, are identified. No Louisiana MPO was identified as a focus region; however, the state of Louisiana remains a focus area for injuries related to “roadway departure, intersections, and pedestrians.”

COMPLETE STREETS POLICY

With the adoption of the FUTUREBR Plan in September 2011, Metro Council for the City-Parish endorsed the adoption of a Complete Streets Policy and recommended it be implemented by 2013. A Complete Streets Policy was adopted in 2014, followed swiftly by the creation of the Complete Streets Advisory Committee (CSAC), which was previously referred to as the Complete Streets Citizens Advisory Committee. The 2020 PBMP built on this momentum to generate a more livable, healthier city by making more places more accessible to more people throughout the community.

At the writing of the 2024 BPMP, the CSAC was working on an update to the EBRP Complete Streets Policy, with the intent of creating an ordinance enforceable by the City-Parish. This ordinance was adopted in June of 2024.

Bicycle Planning Tool



City of Baton Rouge, Parish of East Baton Rouge, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Figure 1 - 1. LADOTD Bicycle Planning Tool showing Bicycle Level of Service, last updated 2019.

LADOTD COMPLETE STREETS POLICY

In 2009, LADOTD convened a Complete Streets Working Group in fulfillment of the request of the state legislature. This process resulted in the adoption of a Complete Streets Policy for LADOTD and the development of a final report, including recommendations for future actions. LADOTD’s Complete Streets Policy was awarded the “Innovations for Sustaining Places Award: Best Practices” by the American Planning Association Louisiana Chapter in 2011. The National Complete Streets Coalition’s 2011 Complete Streets Policy Analysis Report recognized Louisiana’s Complete Streets Policy as one of the best in the nation for its

comprehensiveness and strength. In 2016, LADOTD revised their [Complete Streets Policy](#) to include Context Sensitive Solutions that provide pedestrian and cyclists facilities on all new and reconstruction roadway projects where it is safe to do so.

In addition, LADOTD published a map of statewide recommendations for bicycle facilities known as the Bicycle Planning Tool to assist local agencies in selecting roadways for improvements and recommended treatments (**Figure 1 – 1**). This tool is an ArcGIS online map that grades the Bicycle Level of Service (BLOS) from A through F with an A being a good BLOS and F being the worst. The items listed in the map have been updated within this document.

ACRONYMS AND ABBREVIATIONS

ACS	American Community Survey
ADA	Americans with Disabilities Act
BCA	Benefit Cost Analysis
ATN	Active Transportation Network
Bike BR	Bike Baton Rouge
BLOS	Bicycle Level of Service
BPMP	East Baton Rouge Parish Bicycle and Pedestrian Master Plan
BREC	The Recreation and Park Commission for the Parish of East Baton Rouge
BIL	Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act)
BRT	Bus Rapid Transit
CAPP	Capital Area Pathways Project (BREC)
CATS	Capital Area Transit System
City-Parish	City of Baton Rouge-Parish of East Baton Rouge
CS	Complete Streets
CSAC	Complete Streets Advisory Committee
CRPC	Capital Region Planning Commission
DDD	Downtown Development District
USDOT	US Department of Transportation and Drainage
EBR	East Baton Rouge

This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.

ACRONYMS AND ABBREVIATIONS CONTINUED

EBRP	East Baton Rouge Parish
EBRGIS	EBR Geographic Information Systems
FHWA	Federal Highway Administration
Focused Approach	Focused Approach to Safety Initiative
HNTB	HNTB Corporation
LADOTD	Louisiana Department of Transportation and Development
LACSAC	Louisiana Complete Streets Advisory Council
LSU	Louisiana State University
2020 PBMP	EBRP Pedestrian and Bicycle Master Plan (2020)
2024 BPMP	EBRP Bicycle and Pedestrian Master Plan (2024)
MPH	Miles per hour
Metro Council	EBRP Metropolitan Council
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Device
PHB	Pedestrian hybrid beacon
PBSAP	City of Baton Rouge Pedestrian and Bicycle Safety Action Plan
SGA	Smart Growth America
TDG	Toole Design Group
US	United States
VRU/VRUs	Vulnerable Road User(s)

TYPICAL ROADWAY SECTION

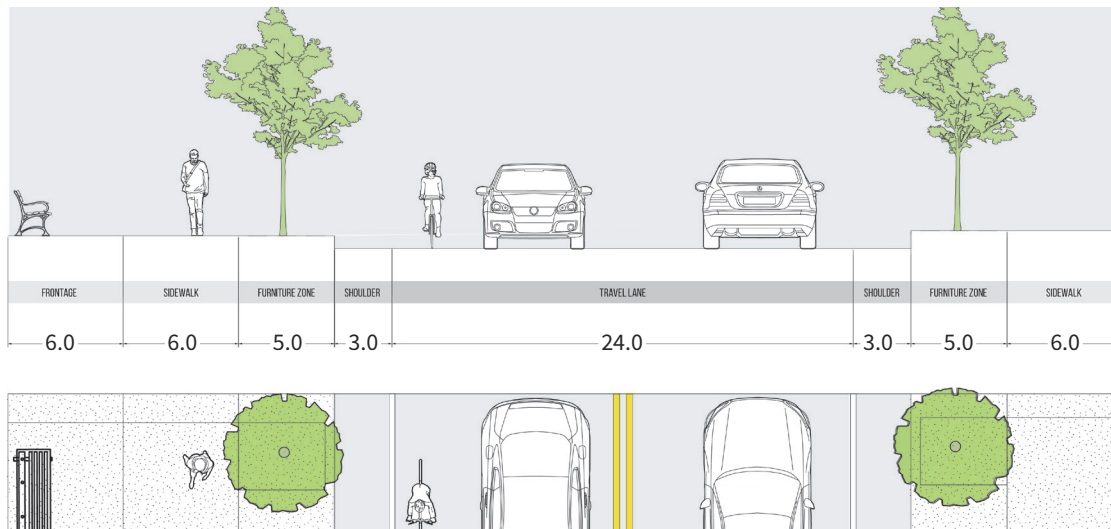


Figure 1 - 2. Typical roadway section. Courtesy of BREC.

TYPICAL DEFINITIONS + SCENARIOS

The following pages capture the essential definitions associated with walking and using cycling. The CSAC and the 2024 BPMP Update Committee developed the following definitions for urban conditions.

FACILITY TYPES

On-Road

Located in the roadway travel way, which is intended for use by motorists and cyclists.

Off-Road

Located outside of the travel lane and shoulder, including sidewalks, sidepaths, multi-use paths, and greenways.

Bikeway

Any road, street, path, or travel way that is suitable for bicycle travel, regardless of whether such facilities are designed for the exclusive use of bicycles or to be shared with other transportation modes.

Roadway/Travel Way

Portion of a street or highway, including the shoulder, that is improved, designed, or ordinarily used for all vehicular travel.

Travel Lane

Lanes designated for vehicular travel within the roadway/travel way. This does not include the shoulder.

Shoulder

Paved outer section of a road, contiguous to travel lanes and not separated by a curb or gutter, allowing motor vehicles to pull out of the travel lane to stop or pass other vehicles when the travel lane(s) are blocked without crossing into the adjacent oncoming travel lane. Precedence for use of a shoulder should be given to emergency vehicles, and when no pedestrian or bicycle accommodations are provided, to cyclists and pedestrians.*

Sidewalk

Paved surface, typically four to six feet wide, separated from the roadway by a vertical curb and used as a pedestrian walkway. Typically, a pedestrian-only area. The sidewalk may be used by cyclists in some instances, although they must yield the right-of-way to pedestrians and give audible signals before overtaking and passing a pedestrian.

Furniture Zone

Paved section between the curb and the unobstructed pedestrian way in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree wells, and bicycle parking are located.

Frontage Zone

Area adjacent to the property line consisting of both the structure and the facade of the building fronting the street, as well as the space immediately adjacent to the building.

INTRODUCTION

TYPICAL COMPLETE STREETS SECTION

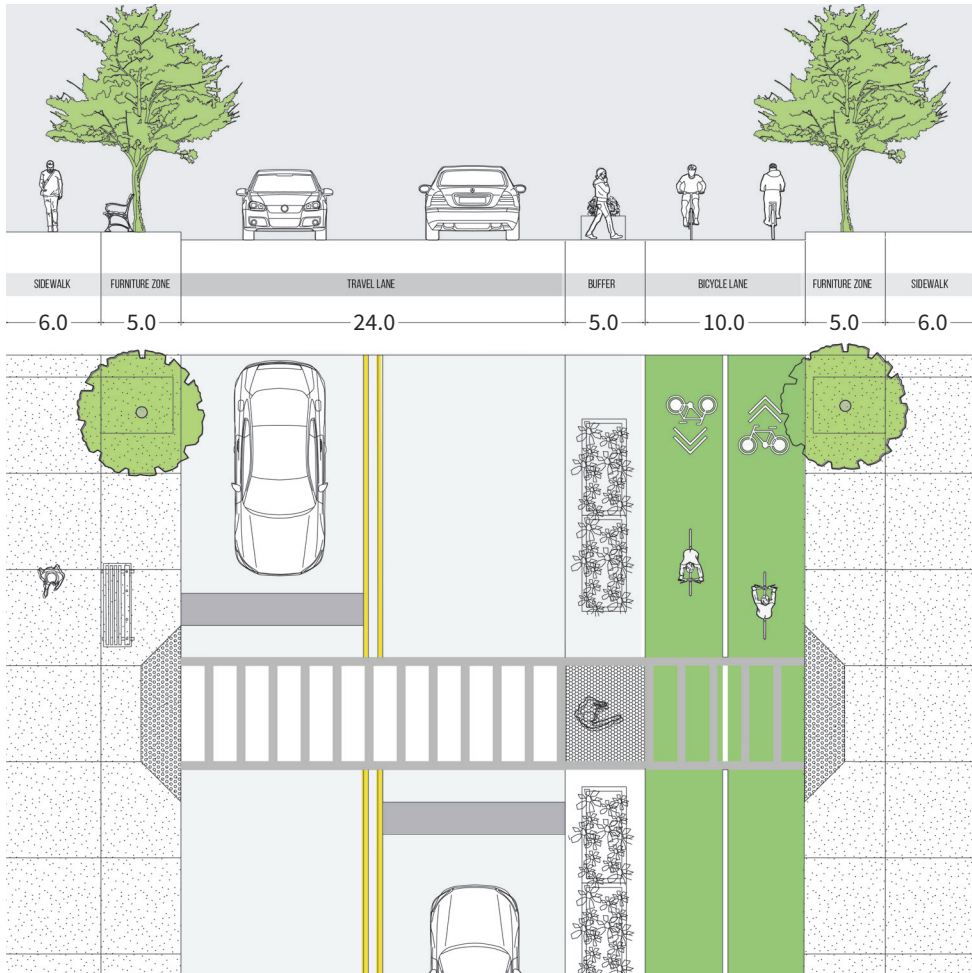


Figure 1 - 3. Typical Complete Streets section with crosswalk, showing the travel lane, biking facility, sidewalk, and furniture zone. Courtesy of BREC.

POLICIES AND GUIDELINES

Complete Street

Streets and pathways designed and operated to enable a safer and more efficient transportation network and support mobility for all users, i.e., people of all ages and abilities, regardless of whether traveling as drivers, pedestrians, bicyclists, or public transportation riders.

Overall Transportation Network

Network that includes all transportation facilities, including those for motorists and non-motorists.

Active Transportation Network (ATN)

Network of paths including on- and off-road facilities, intended for use by non-motorists, located within and outside of the overall transportation network. In general, the City-Parish is responsible for the operation and maintenance of all on-road facilities described within the ATN. The responsibility for off-road facilities may be shared by other agencies, including BREC, and other stakeholders.

*A roadway shoulder is “on-road” and, if paved and “of sufficient width,” is considered by the 2016 LADOTD Complete Streets Policy to be an appropriate bicycle accommodation. The 2024 BPMP does not consider a shoulder without additional treatments to be a recommended facility for VRUs.



Figure 1 - 4 . Types of mobility devices. Courtesy of BREC.

USER TYPES

Vulnerable Road User

Any non-motorist including a pedestrian, a person operating a wheelchair or other personal mobility device (motorized or non-motorized), and a person operating a bicycle (motorized or non-motorized) or other similar means of non-motorized vehicular transportation (see 2024 EBRP Complete Streets Ordinance).

Pedestrian

A person on foot, either walking, using a wheelchair or ADA-approved mobility device, or rolling. This person is also defined as a vulnerable road user.

Rolling

Traveling by skates, skateboard, scooter, or other wheeled human-powered device. People who roll but are not using a pedalcycle are included in the definition of a pedestrian.

Cyclist

A person who operates or rides pedalcycle: a pedal powered transport device. A person can ride the following pedalcycles and be considered a cyclist: unicycle, bicycle, tricycle, quadracycle, and electric and motorized bicycles (see LA RS 32:1 for most recent definitions).

Pedalcyclist

Wheeled transport devices with a seat for each rider, and on which a person or persons may travel by pedaling or with minor motorized assistance (see Louisiana Revised Statutes 32:1 for most recent definitions of electric and motorized bicycles).

Micromobility-User

Small, motor-assisted or fully motorized, low-speed personal transportation devices. Generally, these devices can reach a top speed of 30 mph or less and are usually less than three feet wide. Examples include electric standing scooters, electric skateboards, hoverboards, and electric bicycles.

Motorist

A person who drives a self-propelled vehicle not operated upon rails excluding micromobility and shared mobility devices.

TYPICAL CROSSWALK

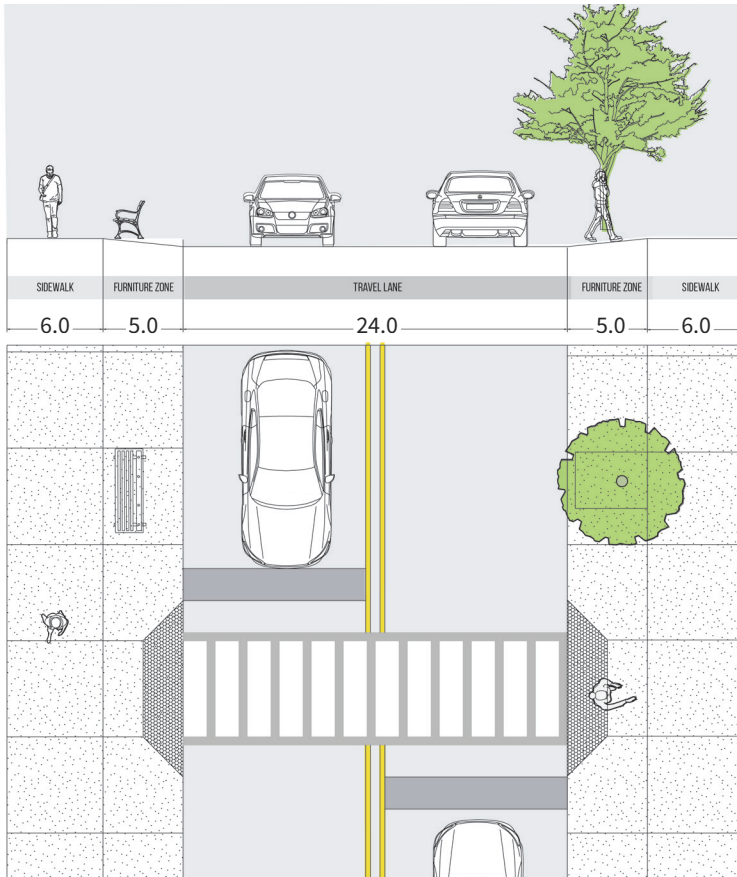


Figure 1 - 5. Typical crosswalk section, showing the travel lane, sidewalk, and furniture zone. Courtesy of BREC.

ON-ROAD FACILITIES

Crosswalk

Area designated at a roadway intersection, connecting adjacent sidewalks or shoulders, allowing for safer pedestrian or bicycle movement across motor vehicle travel lanes.

Mid-block Crosswalk

Mid-block crosswalks facilitate crossings between protected crossings at intersections allowing pedestrians to cross to places they want to go but that are not well served by the existing pedestrian facilities. Mid-block crosswalks facilitate crossings between intersections that may be spaced too far apart to encourage compliance by pedestrians. Mid-block crossings are most useful and safe when combined with medians or pedestrian refuges.

Wayfinding

A wayfinding system consists of comprehensive signage and pavement markings to guide users to destinations along recommended ATN routes. Wayfinding should orient the user, and help the user choose a route, maintain that route, and recognize when they have arrived at their destination. It should be simple, consistent, and predictable, and it should be clear enough to read while in motion. For an excerpt of the BREC Signage & Wayfinding Graphics Standards Manual, which details various signage types for use in different situations, see Appendix H.



Shared Lane Markings

Shared Lane Markings, or “Sharrows,” are part of a complete bikeway network using pavement markings to indicate a shared travel lane environment for cyclists and motorists, while also providing travel direction and wayfinding. This kind of treatment is only appropriate for roadways with posted speeds of 25MPH or less with low traffic volumes.

BICYCLE BOULEVARD

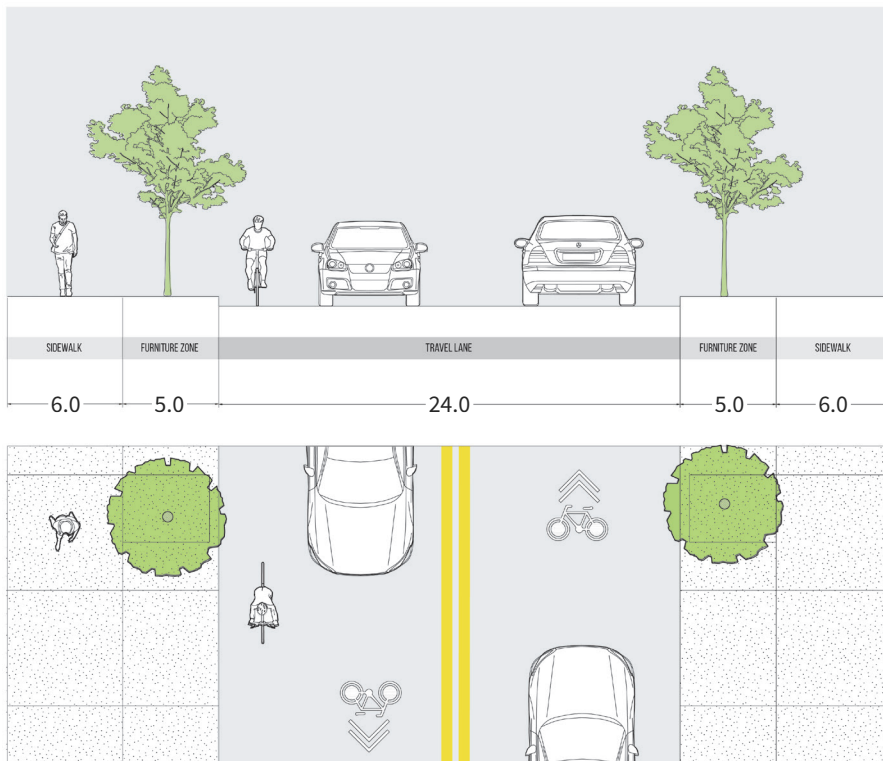


Figure 1 - 6. Typical bicycle boulevard section, showing shared lane markings in the travel lane, sidewalk, and furniture zone. Courtesy of BREC.

Bicycle (Bike) Boulevard

Shared street with low motorized traffic volumes and speeds, designated and designed to give cyclists travel priority. Bicycle boulevards should utilize wayfinding and may incorporate traffic calming features, such as speed tables and bump outs where appropriate. Every local street is technically a bicycle boulevard, but only those in the recommended ATN are signed.

CONVENTIONAL BICYCLE LANE

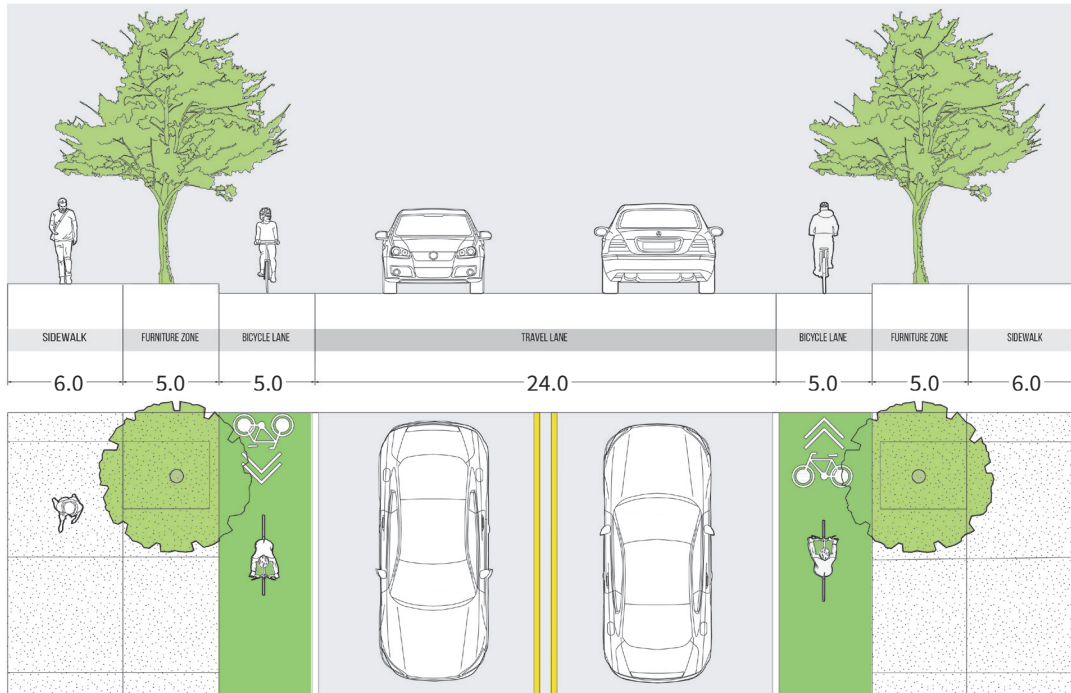


Figure 1 - 7. Typical section of a conventional bike lane, showing the travel lane, bike lane, sidewalk, frontage, and furniture zone. Courtesy of BREC.

Bicycle Lane, Conventional

Bikeway in the roadway abutting a motor vehicle travel lane, flowing in the same direction as motorized traffic, and also identified by pavement markings and signage. Conventional Bicycle Lanes are typically on the right side of the travel way—unless on one-way streets—and located between the adjacent travel lane and curb, road edge, or parking lane.

BUFFERED BICYCLE LANE

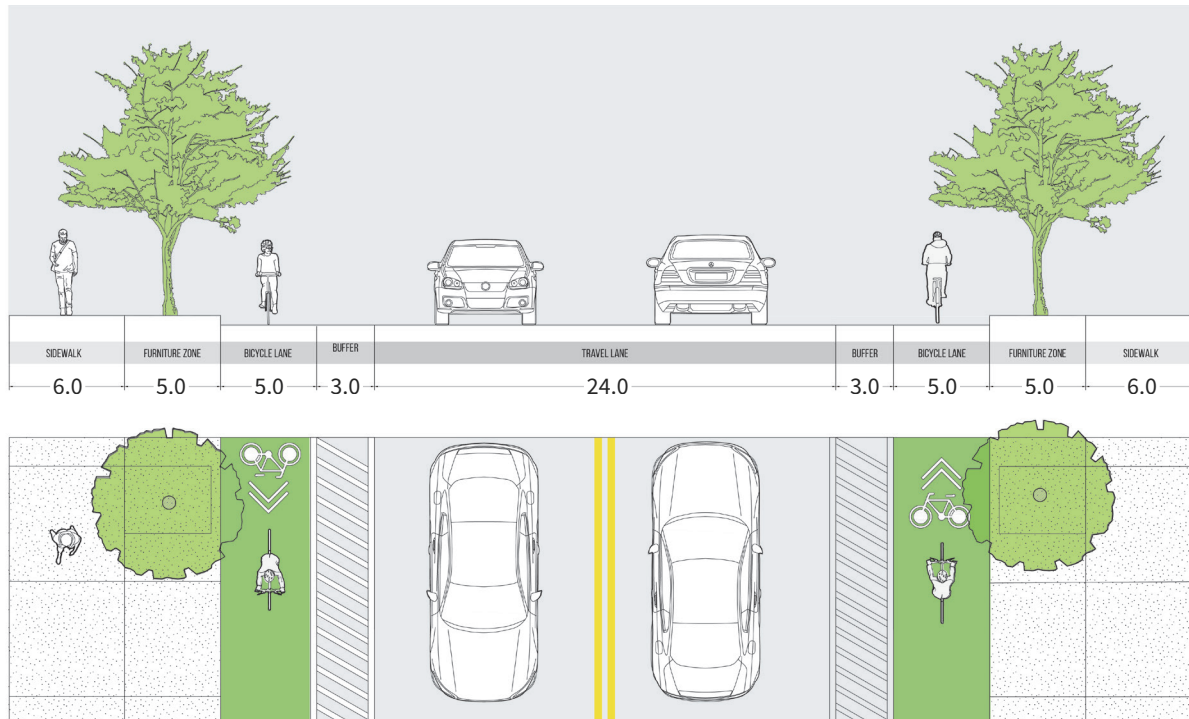


Figure 1 - 8 . Typical section of a buffered bike lane with a painted buffer. Courtesy of BREC.

PROTECTED BICYCLE LANE

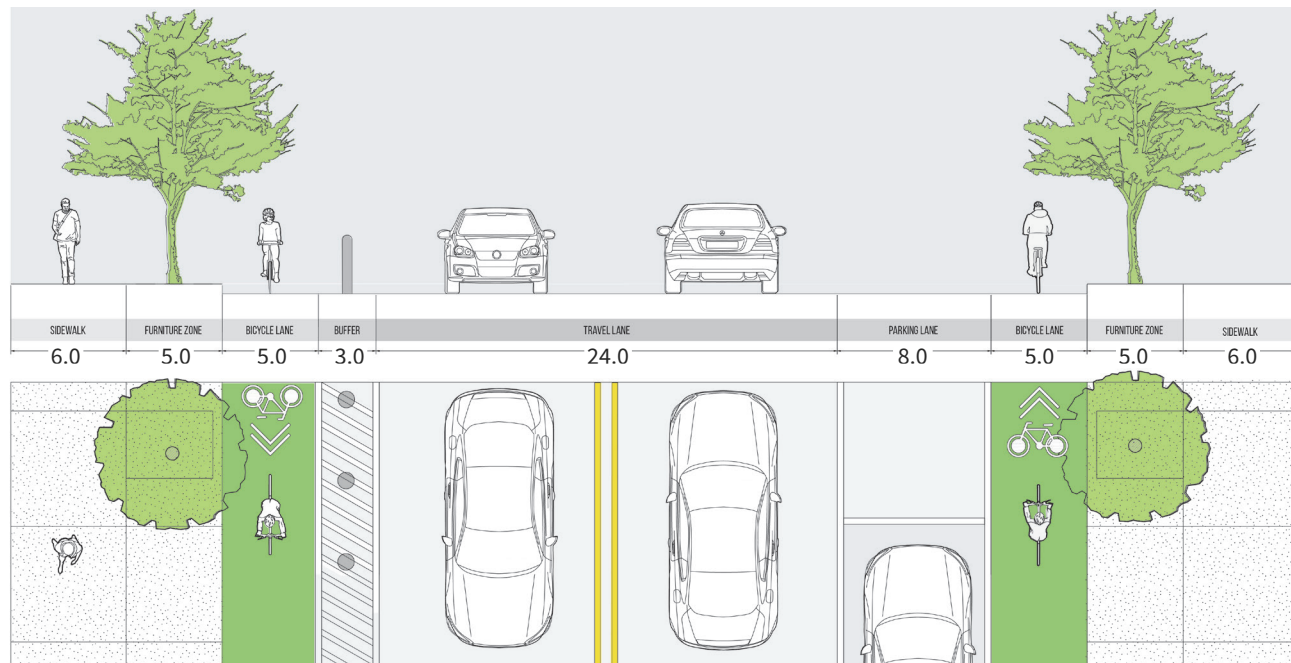


Figure 1 - 9 . Typical section of a protected bike lane with two types of vertical buffers, bollards and parallel parking. Courtesy of BREC.

INTRODUCTION

BICYCLE LANE, CONTRA-FLOW

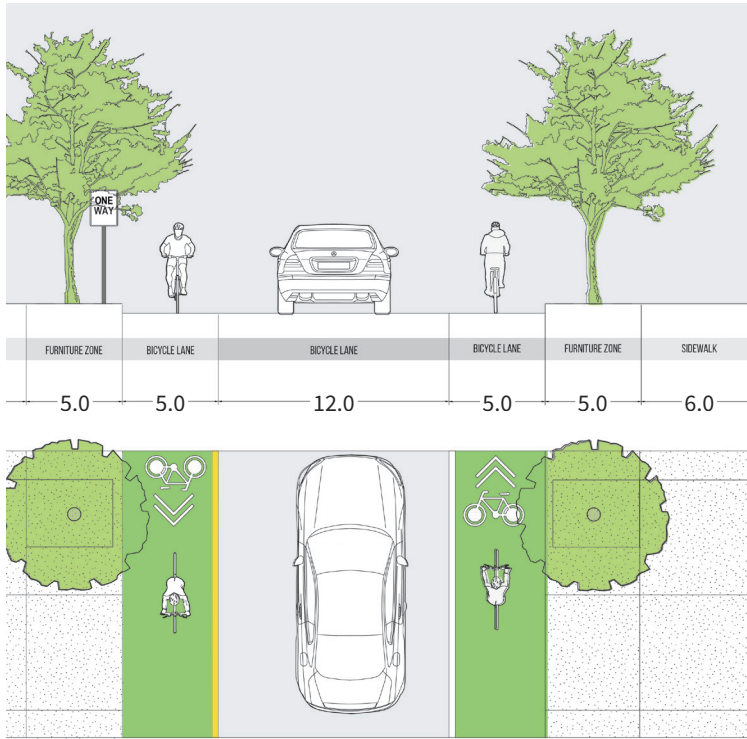


Figure 1 - 10 . Section showing a contra-flow bicycle lanes going in the opposite direction of traffic. Courtesy of BREC.

Bicycle Lane, Buffered

Bikeway with a separated buffer space between the bicycle lane and the adjacent motor vehicle travel lane and/or parking lane. Buffer separation may include rumble strips, textured pavement, channelizing devices, or similar ground-level restrictions.

Bicycle Lane, Protected

Bikeway physically separated from motor vehicle traffic by a vertical barrier such as a berm or flexible flaps. Vertical barriers are not preferred because of maintenance and safety issues but may be considered for special situations.

Bicycle Lane, Contra-Flow

Bikeway designed to allow bicycle travel in the opposite direction of one-way motor vehicle traffic. Contra-flow Bicycle Lanes and Conventional Bicycle Lanes can be utilized on opposite sides of a one-way street to provide two-way bicycle travel.

CYCLE TRACK

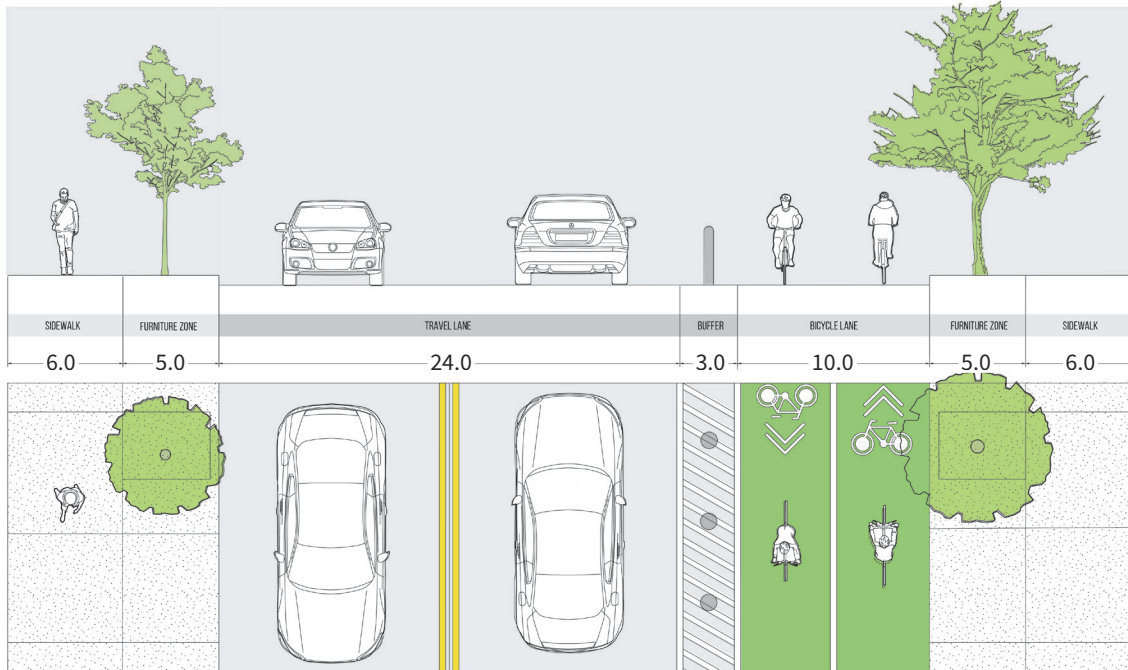


Figure 1 - 11. Section showing a cycle track, with two bike lanes going in both directions. Courtesy of BREC.

Cycle Track

Protected bikeway that is physically separated from the roadway by either vertical barriers, curbs, or other elevation change, and made distinct from sidewalks and parking spaces.

OFF-ROAD

Multi-Use Paths

Also known as a shared-use paths, sidepaths, or greenways, these facilities typically connect cultural, recreational, and other community assets.

Sidepath

Two-way, multi-use path parallel to and physically separated from the adjacent roadway. The major differences between a sidepath and a sidewalk is that sidepaths are typically a minimum of 8 feet to 14 feet wide, and they accommodate all non-motorized users.

Greenway

Multi-use path located within parks, natural environments, or urban settings where landscape provides a buffer between motor vehicles and facility users. This is generally located outside of any roadway right of way.

MULTI-USE PATHS

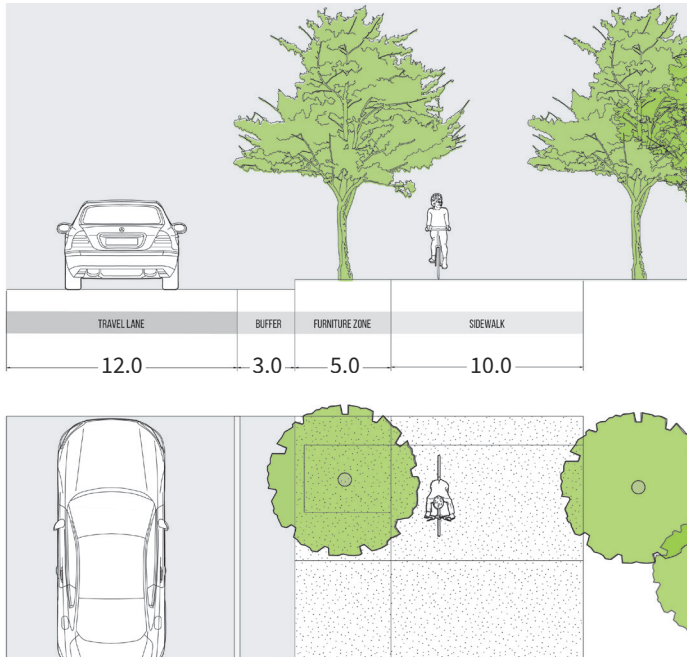


Figure 1 - 13. Section showing a shared-use path, which is separated from and adjacent to the roadway. Courtesy of BREC.

SIDEPATH

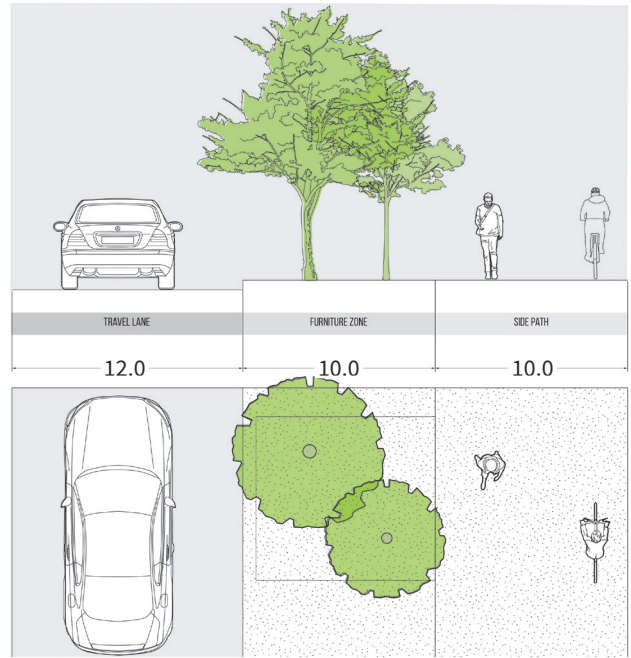


Figure 1 - 12. Section showing a sidepath, which is separated from and adjacent to the roadway. Courtesy of BREC.

GREENWAY

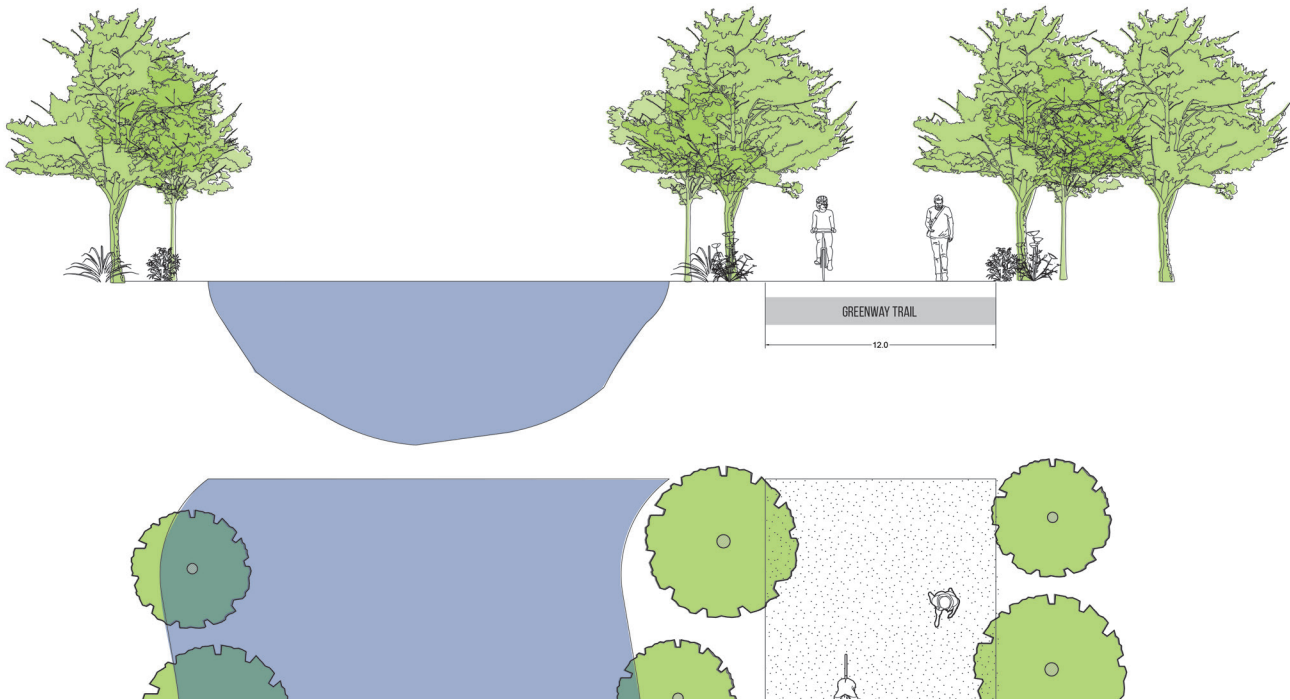


Figure 1 - 14. Section showing a greenway, which is typically located adjacent to a waterway or other natural feature. Courtesy of BREC.