

## VISUAL GLOSSARY – BIKE FACILITIES

# Rolling Improvements

Most Separation

Least Separation



### Shared-Use Path

Paved paths shared by people walking and rolling completely separated from motor vehicle traffic. Comfortable for people of all ages and abilities.  
Example: Regnart Creek Trail.



### Separated Bikeway

An on-street bike lane that is separated from motor vehicle traffic by a vertical barrier such as bollards, raised medians, planters, or parked cars.  
Example: Lawson Middle School.



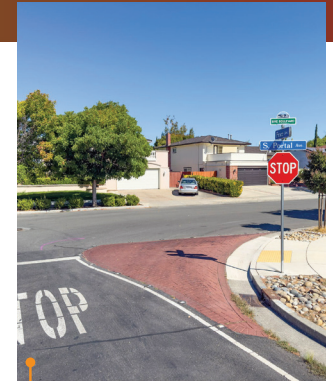
### Buffered Bike Lane

A conventional bike lane paired with a buffer space that separates the bike lane from adjacent motor vehicle travel lane and/or parking lane.  
Example: Bollinger Rd.



### Bike Lane

Dedicated lane for bicycle travel adjacent to traffic. Separated from motor vehicle traffic or parking by painted line.  
Example: Wolfe Rd.



### Neighborhood Bike Route

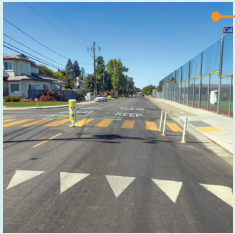
Signed bike route, sharing the roadway with motor vehicles on quiet neighborhood streets. Includes signs, street markings, and substantial traffic calming.  
Example: Price Ave.

# VISUAL GLOSSARY – PEDESTRIAN FACILITIES

## Walking Improvements

Pedestrian crossing improvements were classified into three groups. Each of these groups represents a “basket” of options, some of which may be considered for use at each location shown in the pedestrian recommendations map. Typologies will be applied to intersections on a case-by-case basis based on City engineering judgment.

### Group A—Crossing Improvements



#### Advanced Stop/Yield Bar

Advanced stop or yield bar markings are placed in advance of a crosswalk to discourage drivers from encroaching on the crosswalk.



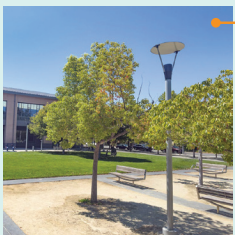
#### In-Street Crossing Sign

In-street crossing signs reinforce the driver requirement to yield the right of way to pedestrians at designated pedestrian crossing locations.



#### High-Visibility Crosswalk

High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.



#### Visibility Improvements

Effective street lighting at pedestrian crossing locations increases vehicle operators' ability to see crosswalk and pedestrian users.

### Group B—Geometric Changes



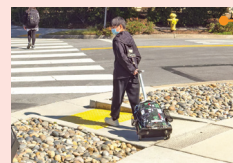
#### Median Refuge Islands

Median refuge islands help improve access for people walking by increasing visibility and allowing pedestrians to cross one direction of traffic at a time. Improve ease of crossing at mid-block locations.



#### Curb Extensions

Curb extensions minimize exposure for people crossing the street by shortening crossing distance and giving them a better chance to see and be seen before committing to crossing.



#### Curb Ramp

Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, hand carts, bicycles, and for people who have trouble stepping up and down high curbs.

### Group C—Traffic Control Improvements



#### Leading Pedestrian Interval

Leading Pedestrian Intervals (LPIs) give a walk signal to pedestrian before the traffic signal turns green for vehicles. This allows pedestrians to enter the crosswalk before drivers start moving, increasing pedestrian visibility to turning drivers.



#### Rectangular Rapid Flashing Beacon

Rectangular Rapid Flash Beacons (RRFBs) are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance on multi-lane or high-volume roadways. Activated with a push-button.