

Why are bikeways on the left-hand side?

When designing separated bikeways, our current approach is to opt for the side which has the fewest inherent conflicts. The presence of active bus routes with frequent stops is one of the factors we consider, as well as if one side has notably more driveways/alleys/cross streets. On 19th Street, because of the presence of the rail running between 19th and 20th Street, there are significantly fewer alley crossings, driveways, and cross-streets on the east side of the street, which is the left side. This allows for more uninterrupted bikeways with fewer vehicle conflict points. These are the primary considerations of picking sides, but other factors included feedback we received that many users of the northbound 21st Street bikeway may be heading to locations to the west (downtown, convention center, Memorial, etc.) and that a left side bikeway would be consistent with common travel patterns. *This is similar to what we currently have on P, Q, and 9th Streets (on the left) that were installed in 2018-19.*

Why different from 10th and J Streets?

10th Street doesn't have an active RT bus route, and the State Capitol is a significant destination so that bikeway was placed on the right. J Street does have a bus route, but the bikeway was placed on the right to avoid conflict with the freeway ramps at Cap City Freeway.

What's happening at intersections?

- The project includes “**daylighting**” at all corners, which restricts parking for at least 20-30' from a crosswalk to improve the visibility of people walking and bicycling. Additional lengths of parking restrictions occur on the bikeway approach to intersections, to provide increased sight lines of people bicycling.
- We are also implementing “**turn wedges**”, which use paint, flexible posts, or concrete to create a wedge that turning drivers should turn around, to slow-turning vehicles. The turn wedges will also help facilitate turning movements for people bicycling.
- At 21st Street at I Street, a **new bicycle signal** will be provided to allow bicyclists to transition from the left-side bikeway to their destination of choice, and intersection markings will provide visual cues to the paths of travel. The bicycle signal and intersection markings will be installed with the I Street corridor improvements.

Making turns:

Making right turns from a left-side bikeway can be done either by making a two-stage turn or leaving the bikeway in advance and taking the lane. This would be the same if the bikeway was on the right and one wanted to make a left turn.

Why separated bikeways?

The city's goal is to expand a low-street network of bikeways that is all ages and abilities – a network that is comfortable for someone who isn't a 'bicyclist' but is someone who might choose to travel by bicycle. Or someone who is 12 years old. We know, based on data from other cities, that separated bikeways can increase the number of people who choose to travel by bicycle and that's one of our City's goals.

Why are there a few blocks of buffered bike lanes?

The project will be installing approximately 70 blocks of bikeway improvements, and over 90% of those will provide parking-separated bikeways. There are a few locations where, due to curbside uses or frequency/spacing of driveways, the bikeway transitions to a buffered bike lane. The project team avoided implementing buffered bike lanes in locations where land use might encourage double parking, which is a common challenge with the facility type.