

2 way cycletracks on 2-way streets

Examples and Qualities
A good fit for Palo Alto??

Why Cycletracks?

Separated bikeway

Separates bikes from auto traffic,
with a barrier

Cyclists report they are more
comfortable, and more likely to
use.

Especially attractive on busy
streets with fast / heavy traffic.

If you can fit this in, why not?



2-Way Cycle Tracks on 2-Way Streets

Same attraction - separates bicycling traffic from auto traffic

Big Problem. Where to put the 2-way bike traffic?

- Put it in the middle? How do you get there?
- Put it on the side? It is wrong-way!!
 - Right way traffic is difficult to see, next to the curb.
 - Wrong way traffic is completely unexpected.
- How dangerous is it? How do you keep it safe?

Denmark: No standards for 2-way cycletracks on 2-way streets, only consider implementation in special cases.

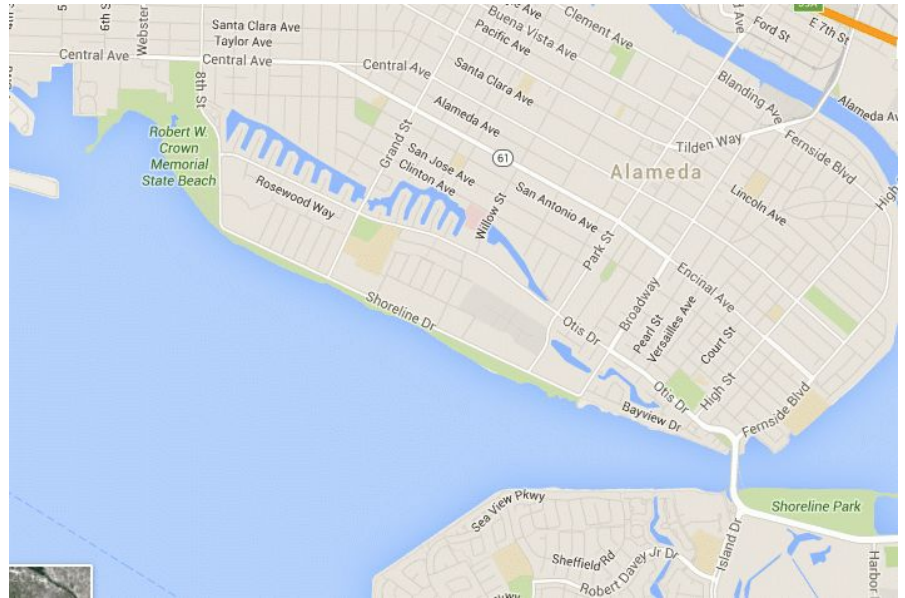
Alameda CA: Shore Line Drive/Westline Drive Cycle Track

2 way cycletrack on West side of Shore Line drive.

No cross traffic. It is on the beach side of the street.

Approx. 2 miles long.

Zero conflicts, except for access to the bikeway.



J Street 2 way cycletrack in Davis

Very short, connects middle school to a bike path.

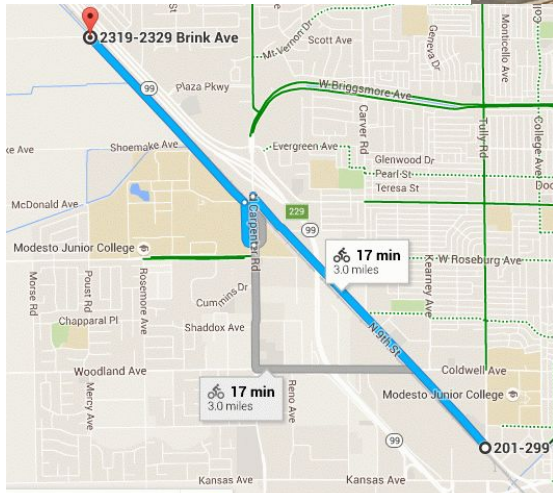
400 feet long

One apartment complex driveway, with good visibility.



9th Street and Brink Ave, Modesto CA

Takes advantage of alignment next to highway 99 and rail line.
Fewer cross streets. 3 miles total.
1 cross street in 1.5 miles on 9th.
Few driveways.



Pennsylvania Ave, Washington DC

URBAN! 1.1 Miles

In the middle of the street!

No driveways!

No right turn conflicts.

**Stoplight controlled
access to the cycletrack,
and controlling left turns.**

Really cool to ride!



Washington DC 15th Ave.

Extension of Pennsylvania Ave to Lafayette Park.

0.2 Mi.

1 driveway with cross traffic, at a light.

No crossing streets.

Cycletrack separates bikes from busy traffic.



How do transportation planners keep these safe?

Few cross streets

- Take advantage of local geography:
Highways, train tracks, parks, beaches.

These approaches are found in all these examples.

Few driveways of any sort.

- Use geography
- Business areas (or no-driveway roads.)
- Cycletrack in the middle.

Signals at **all** crossing intersections.

Special signal phasing.

Palo Alto 2-way Proposals

Loma Verde from Bryant to Ross

- Residential, with driveways at every home.
- Stop controlled intersections.
- Replaces bike lanes.
- Benefit: More comfortable
Safer (between driveways).

Los Robles (Similar, not being pursued)

Churchill

- Residential, many driveways.
- Benefit: Connects to Pathway.
- Replaces bike lanes (or parking).

Park Blvd

- 0.6 miles
- 4 crossing streets, currently stops.
 - 2 are minor. Page Mill will likely get a signal.
- 10 business driveways.
- Benefit:
 - Protected lane instead of busy traffic crossing the bike lane at Page Mill.

Why did I do this?

I think most of the Palo Alto proposals are dangerous, creating wrong way riding conditions for cyclists, in environments where it is impossible to protect the bicyclists from all drivers.

I would like to see an extraordinary benefit for any 2-way cycletrack proposal on a 2-way street if that proposal includes hazards like:

- Stop controlled intersections
- Driveways crossing the cycletrack, especially business driveways.

Conditions should be safer after any cycletrack is installed.