# TYPES OF BIKE LANES

**Class | Trails** are off the street and separated from other traffic. The East Bay Greenway will include this type of facility.







**Class II Standard Bike Lanes** are on the street with a painted stripe between the bike lane and traffic. This type of facility is not proposed for the Corridor.





Dublin. Source: Kittelson & Associates



Source: City of Hayward.

### Source: Alameda CTC

## Class II Buffered Bike Lanes are on the street with a painted buffer zone between the bike lane and traffic.



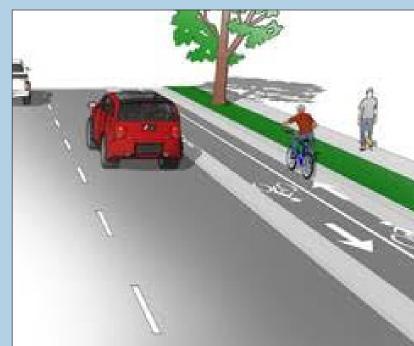


Fairfax, CA. Source: NACTO.

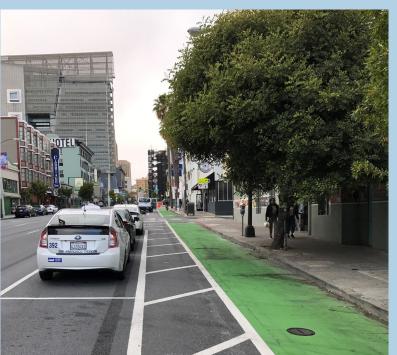


Fremont. Source: East Bay Times.

Class IV Protected Bike Lanes are on the street but are physically separated from traffic by parked cars, posts, or other vertical barriers. Class IV bike lanes require more space within the right of way than Class II or Class II buffered lanes.



Source: Alameda CTC



San Francisco. Source: Hoodline.



Source: Alameda CTC

East Bay Greenway. Source: Alameda CTC.

Source: Alameda CTC



San Francisco. Source: Kittelson & Associates

# Let Us Know Your Thoughts

If Class II Buffered Bike Lanes were implemented on this corridor today, would you be more likely to ride a bike? Absolutely No way

If Class II Buffered Bike Lanes were implemented would you be more likely to encourage your family members ride a bike, such as your children or aging parents? Absolutely No way

If Class IV Protected Bike Lanes were implemented on this corridor today, would you be more likely to ride a bike? Absolutely No way

If Class IV Buffered Bike Lanes were implemented would you be more likely to encourage your family members ride a bike, such as your children or aging parents? Absolutely No way





Source: Kittelson & Associates.

Note: Class II Standard Bike Lanes and Class III Signed Bike Routes are included to present the full range of bike classifications. However, these facilities are not proposed for this project.



# Class III Signed Bike

**Routes** are designed so that bicyclists share the lane with other traffic. They include markings on the pavement (sharrows) and signage indicating motorists should share the lane. This type of facility is not proposed for the Corridor.