

## 5.1 Bicycle Priority Streets

In some areas, particularly residential neighbourhoods, design treatments can be used to create ‘Bicycle Priority Streets’, which are often referred to as ‘Bicycle Boulevards’ or ‘Local Bicycle Streets’.

Bicycle Priority Streets are typically low-volume, low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming, traffic reduction, signage, pavement markings and intersection crossing treatments. These treatments allow through movements for cyclists while discouraging similar through trips by non-local motorized traffic.

**Figure 5.1** illustrates a variety of design elements which may be considered by practitioners when designing a bicycle boulevard. Some of the design elements, such as signage and pavement markings are already an integral part of on-road bicycle facilities such as signed bicycle routes and bicycle lanes. Practitioners should refer to the appropriate subsection within **Section 4** for design guidance. The other design elements discussed below are context sensitive and should be considered based on the unique set of site characteristics of the corridor.

**Traffic Reduction** on bicycle boulevards may be achieved through the implementation of culs-de-sac to restrict through motorized traffic while still providing through access for non-motorized traffic.

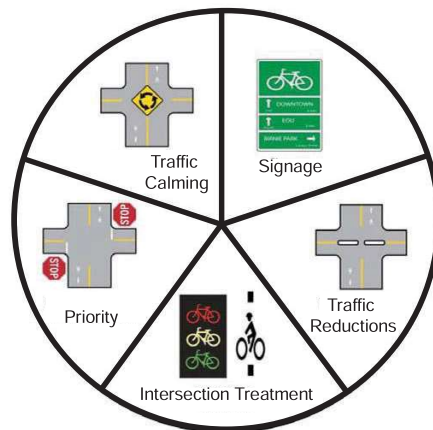
**Intersection Treatments** such as bike boxes, advanced stop bars, bicycle actuated signals, cross-rides and refuge islands can improve a cyclist’s ability to cross a major roadway more comfortably and safely.

**Priority** given to travel on Bicycle Boulevard through the use of pavement markings as well as stop and yield signs on intersecting roadways.

**Traffic Calming** measures such as roundabouts, speed tables, road diets and reduced speed limits aim to reduce the speed and volume of motor vehicle traffic on a particular roadway. However, consideration must be given to ensure traffic calming designs do not adversely affect cyclists (refer to **Section 5.1.1** for design guidance).

**Figure 5.2** illustrates the implementation of these design elements within a typical Bicycle Priority Street.

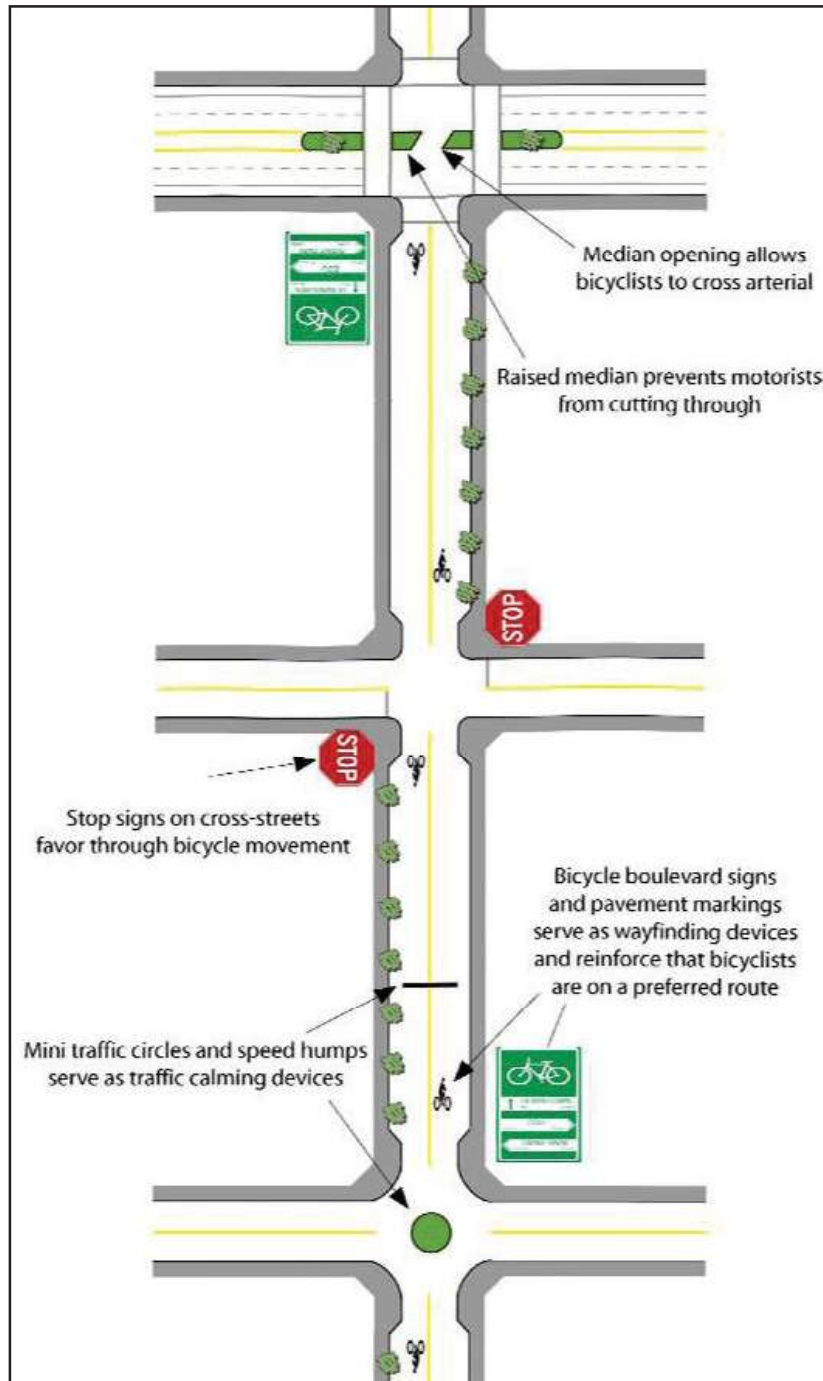
**Figure 5.1 – Bicycle Priority Street Design Elements**



Source: IBPI Fundamentals of Bicycle Boulevard Planning & Design, 2009

**Figure 5.2 – Design Elements on a Typical Bicycle Priority Street**

(Signs not directly related to the bicycle facility, including some stop signs, have been omitted for clarity)



Source: IBPI Fundamentals of Bicycle Boulevard Planning & Design, 2009