

***			Role in bikeway network			
Road classification (typical)	Motor vehicle speed limit (typical)		Motor traffic ADT	Basic (bike commuter ADT <400)	Priority bikeway (bike ADT 200 – 1000)	Bicycle “superhighway” (bike ADT >800/day)
<b>Bike Path</b>	N/A (30 MPH)		0	Class I bike path		
<b>Alley</b>	15 MPH		500	Yield street/bike boulevard, bicycle right of way, chicanes, traffic diverters, mini roundabouts, other traffic control devices designed to slow vehicles to < 20 mph and keep motor vehicle volumes below 1,500 ADT, but target of bike volume double motor vehicle volume		
<b>Local street</b>	< 25 MPH		1,000 – 3,500			
<b>Collector</b>	< 35 MPH	One lane/direction	3,000 – 15,000	Class IV cycletrack preferred, buffered Class II bike lane, class II bike lane		Class IV cycletrack preferred; adjacent Class I bike path; buffered Class II bike lane;
		Two+ lanes/direction	10,000 – 30,000	Class IV cycletrack preferred, buffered Class II bike lane		
<b>Minor Arterial</b>	< 45 MPH				adjacent Class I bike path preferred, Class IV cycletrack	
<b>Major/Principal/Urban Arterial</b>	35-55 MPH		Irrelevant	Class IV cycletrack	dual adjacent Class I bike paths preferred; Class IV cycle tracks; ‘yield street’ frontage roads	
<b>Expressway/Freeway</b>	45-70 MPH		Irrelevant	adjacent Class I bike paths		

**Table 1. Option chart of preferred bikeways in context.**

Additionally, there is potential overlap of bikeway designations. The following guidance helps to clarify the distinction:

A contraflow bikeway that is designed for travel in the opposite direction as vehicular traffic on the same side of the roadway. However, contraflow bikeways should not be placed on two-way roadways except in extreme circumstances.

A buffered bike lane is a Class II Bikeway that has a marked (painted) buffer without flexible posts or inflexible barriers as the separation between the bike lane and the vehicular traffic lane. If a marked buffer is provided with flexible posts or inflexible physical barriers, this is considered a separated bikeway.

A two-way bikeway adjacent to vehicular traffic is typically a bike path (Class I Bikeway) and can be solely for bicycles only if there is an adjacent pedestrian facility (e.g., a sidewalk) per CVC 21966. However, if