<table>
<tr><th colspan="2" rowspan="2">Functional classification [1]</th><th rowspan="2">Motor vehicle speed limit (typical)</th><th rowspan="2">Motor traffic ADT</th><th colspan="3">Role in bikeway network</th></tr>
<tr><th>Basic (bike ADT < 400)</th><th>Priority bikeway (bike ADT 200 – 1000)</th><th>Bicycle “superhighway” (bike ADT>800/day)</th></tr>
<tr><td colspan="2">Bike Path</td><td>N/A (30 MPH)</td><td>[2]</td><td colspan="3">Class I bike path</td></tr>
<tr><td colspan="2">Alley</td><td>15 MPH [3]</td><td>500</td><td colspan="3" rowspan="2">Yield street/bike boulevard with sharrows; design for 20 MPH speeds including chicanes, mini roundabouts, other traffic control devices to keep speeds low;</td></tr>
<tr><td colspan="2" rowspan="4">Local street</td><td>≤25 MPH [4]</td><td>1,000 – 2,000</td></tr>
<tr><td rowspan="2">2,000 - 3,500</td><td colspan="2">Class II bike lanes</td><td>measures to reduce traffic to a target motor vehicle volume < 2,000 ADT or half of bike volume and implement local streets strategies presented above</td></tr>
<tr><td>> 25 MPH</td><td colspan="2" rowspan="2">Class IV cycletracks preferred, Class II bike lanes (buffered optional)</td><td rowspan="3">Class IV cycletracks preferred, parallel Class I bike path, buffered Class II bike lanes</td></tr>
<tr><td rowspan="2">Collector</td><td>One lane/direction</td><td>≤ 35 MPH</td><td>3,000 –16,000</td></tr>
<tr><td>Two+ lanes</td><td rowspan="2">≤ 40 MPH</td><td>10,000 –35,000</td><td colspan="2" rowspan="2">Class IV cycletrack preferred, buffered Class II bike lanes</td></tr>
<tr><td colspan="2" rowspan="2">Arterial</td><td rowspan="2">parallel Class I bike path preferred, Class IV cycletracks</td></tr>
<tr><td>Over 40 MPH</td><td>Irrelevant</td><td>Class IV cycletracks</td><td colspan="2">dual parallel Class I bike paths preferred; Class IV cycletracks; ‘yield street’ frontage roads</td></tr>
<tr><td colspan="2">Expressway/Freeway</td><td>45-70 MPH</td><td></td><td colspan="3">parallel Class I bike path(s) [7]</td></tr>
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