

CURB BULBOUTS

Curb Bulbouts extend the curb line out into the parking lane to reduce the width of the street.

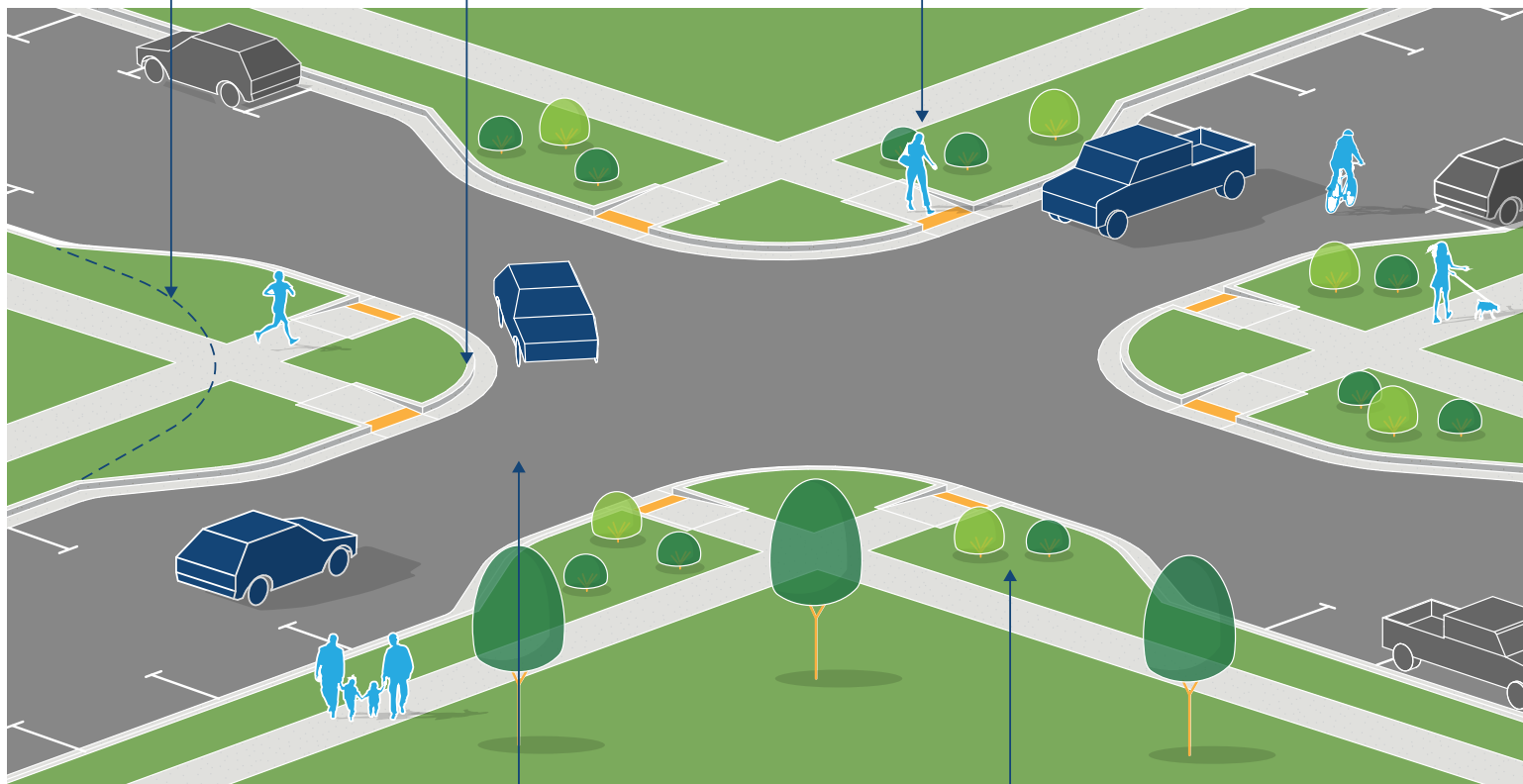
ORIGINAL CURB LOCATION

REDUCED TURNING RADIUS

A sharper corner requires drivers to slow down when turning

PEDESTRIAN VISIBILITY

People waiting to cross the street are positioned within drivers' field of vision. This makes drivers more likely to see and yield to pedestrians



SHORTER CROSSING DISTANCE

A narrowed intersection creates a shorter crossing distance for pedestrians and encourages drivers to slow down through the intersection

MORE USABLE SPACE

Curb bulbouts create more space for low greenery, bicycle parking, decorative pavement, information kiosks, etc. Treatment will vary depending on project



Learn more at:
www.achdidaho.org
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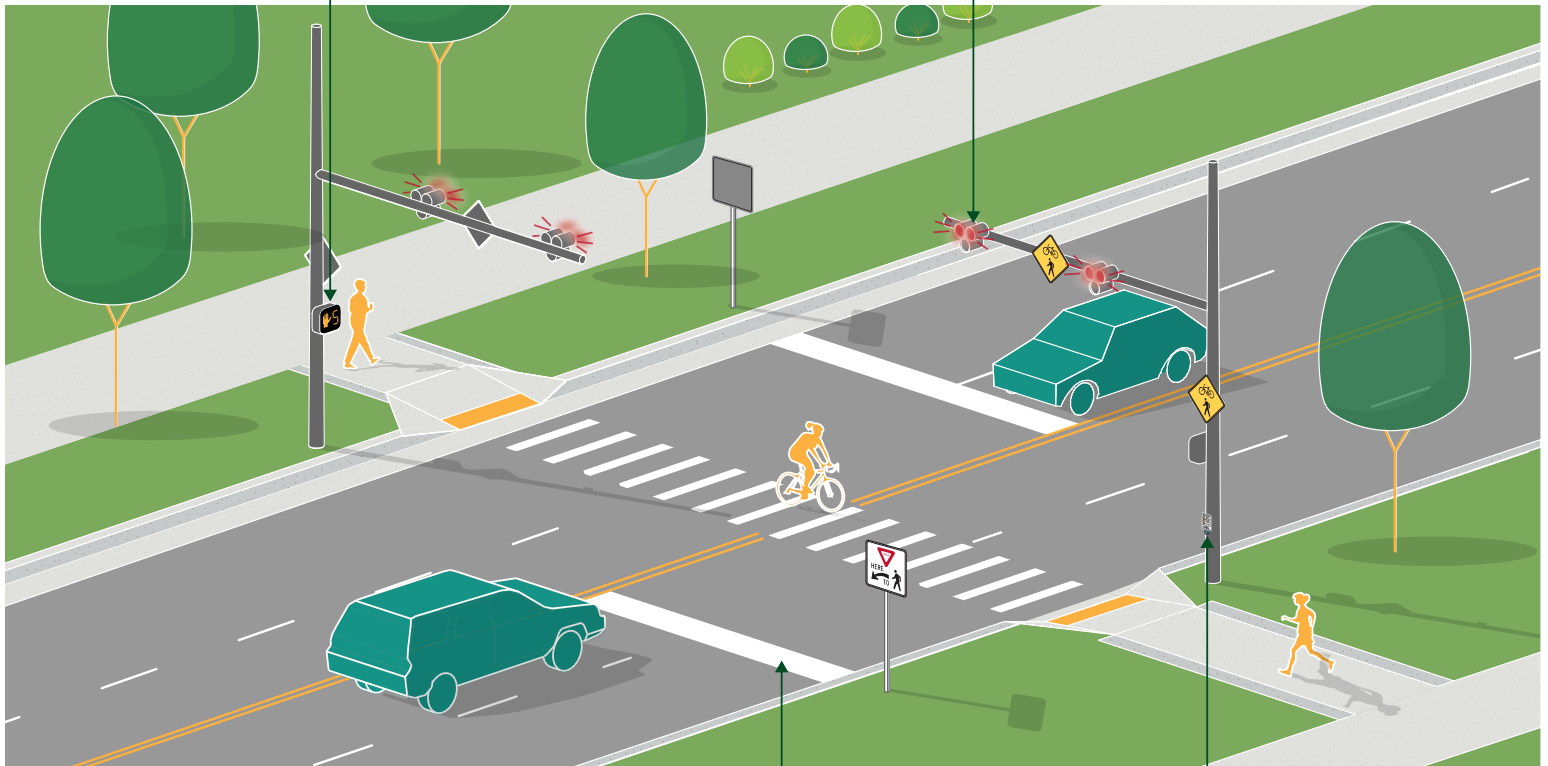
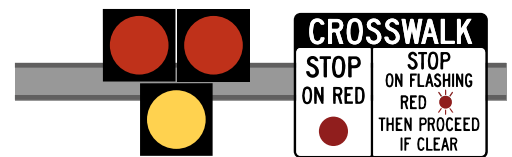
PEDESTRIAN HYBRID BEACON

A **Pedestrian Hybrid Beacon (PHB)** is a type of enhanced pedestrian crossing that requires drivers to stop for people using the crossing.

COUNTDOWN TIMER



BEACON & SIGNAGE



STOP BAR

Drivers stop at this location. If the red lights are solid, drivers must remain stopped. If the red lights are flashing, drivers must stop and can then proceed if no one is crossing

PUSH BUTTON

Pedestrians and bicyclists can activate the flashing beacons by pressing the push button



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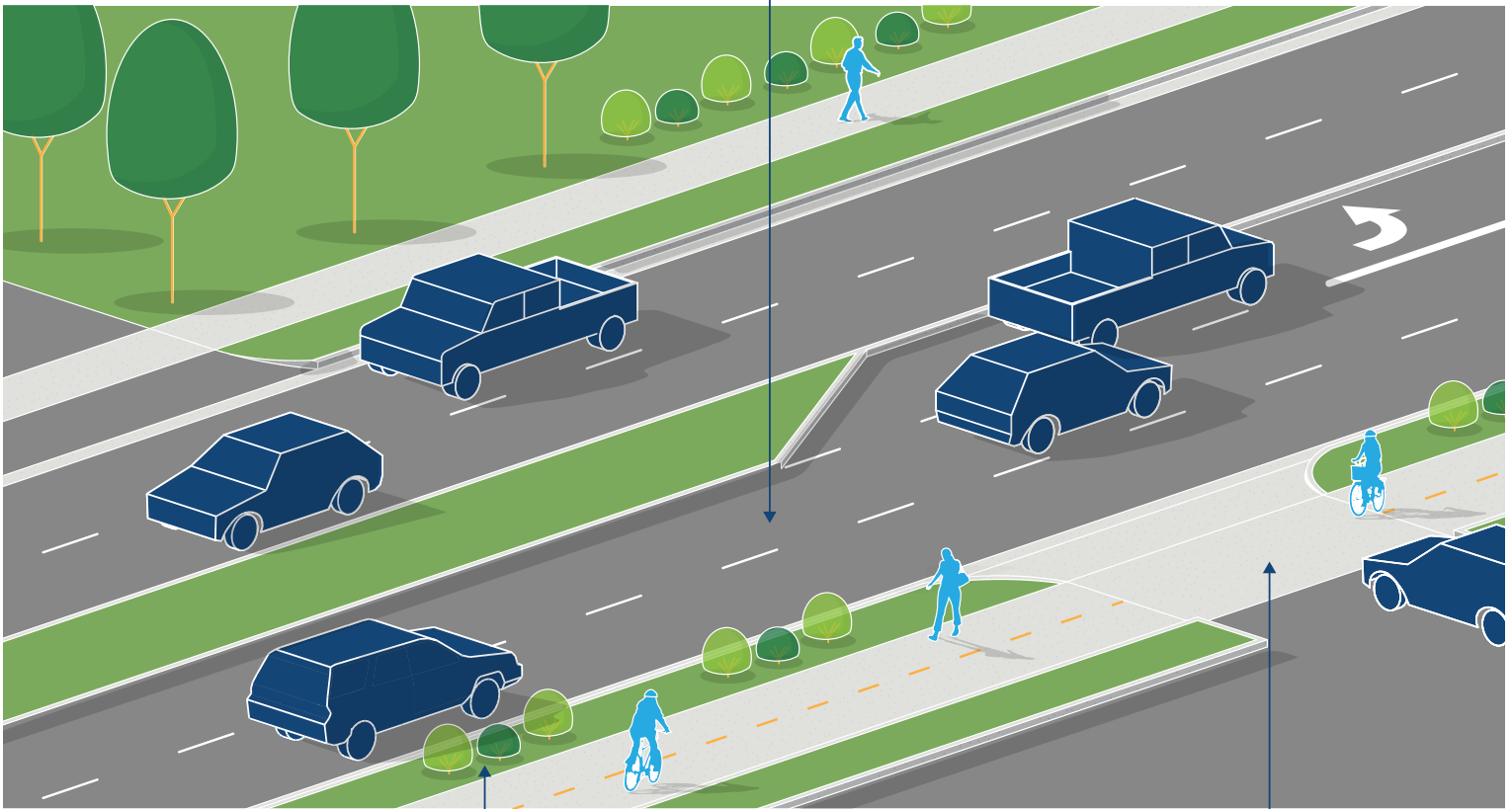


MULTI-USE PATH

Multi-use Paths are paved pathways that serve bicycling, walking, and other active modes in both directions.

LARGER ROADWAYS

Multi-use paths are prioritized along major roadways with higher speeds and more travel lanes where physical separation from motor vehicles is important, but they can be located along other roadways as well



STREET BUFFER

If space allows, a buffer between the multi-use path and the roadway increases bicyclist and pedestrian comfort and safety

DRIVEWAYS & SIDE STREETS

Drivers must pay close attention and yield to multi-use path users coming from both directions at driveways and side streets. Additionally, multi-use path users must use caution at driveways and side streets



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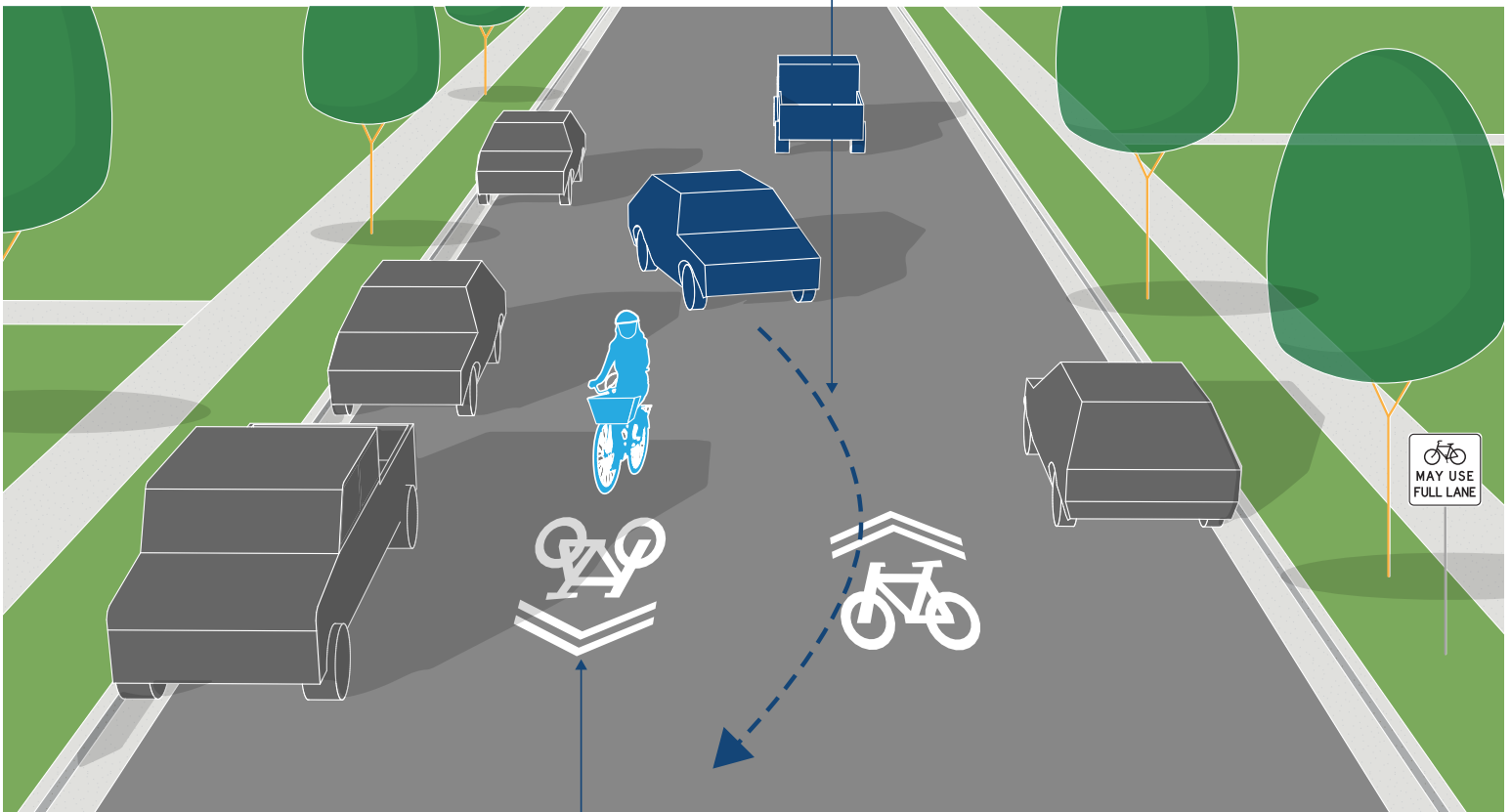


SHARROWS

A **Sharrow** (Share + Arrow) is a pavement marking used on streets where people on bicycles and people driving cars share the same space on the street.

PASSING BICYCLISTS

If drivers can safely pass bicyclists without speeding or interfering with oncoming traffic, they may do so. Drivers must pass at a safe distance between their vehicle and the bicyclist



SHARROW PLACEMENT

Sharrows are placed in the center of the travel lane to indicate that bicyclists may use the full lane



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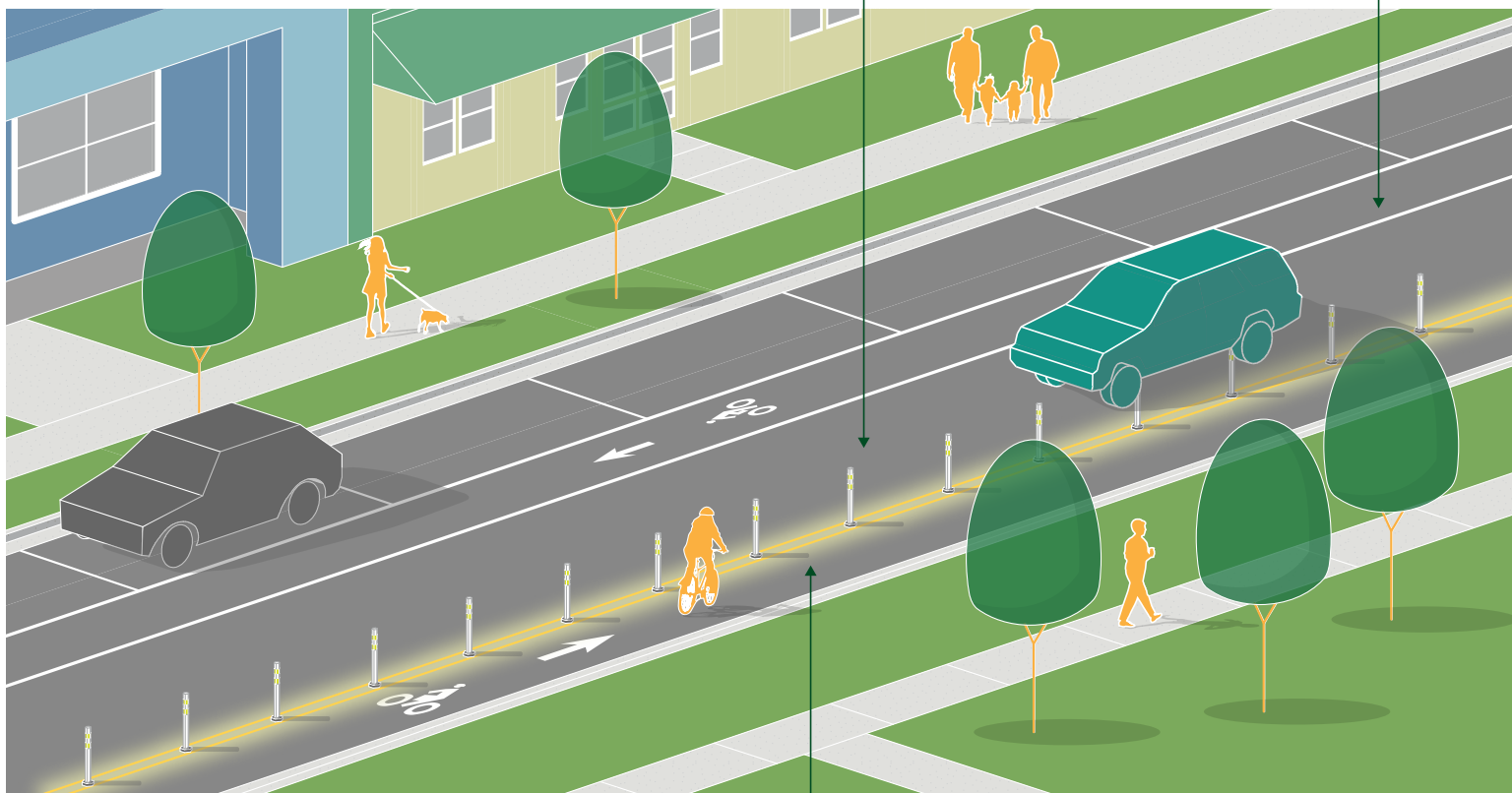
CONTRA-FLOW BIKE LANES

Contra-Flow Bike Lanes provide space for bicycle travel in the opposite direction of adjacent motor vehicle traffic, allowing for two-way bicycle access on one-way streets.

ONE-WAY STREET

Contra-flow bike lanes are most common on one-way streets

CONVENTIONAL BIKE LANE



CONTRA-FLOW BIKE LANE

Depending on the street context, contra-flow bike lanes typically include curbing, delineator posts, or some other physical barrier



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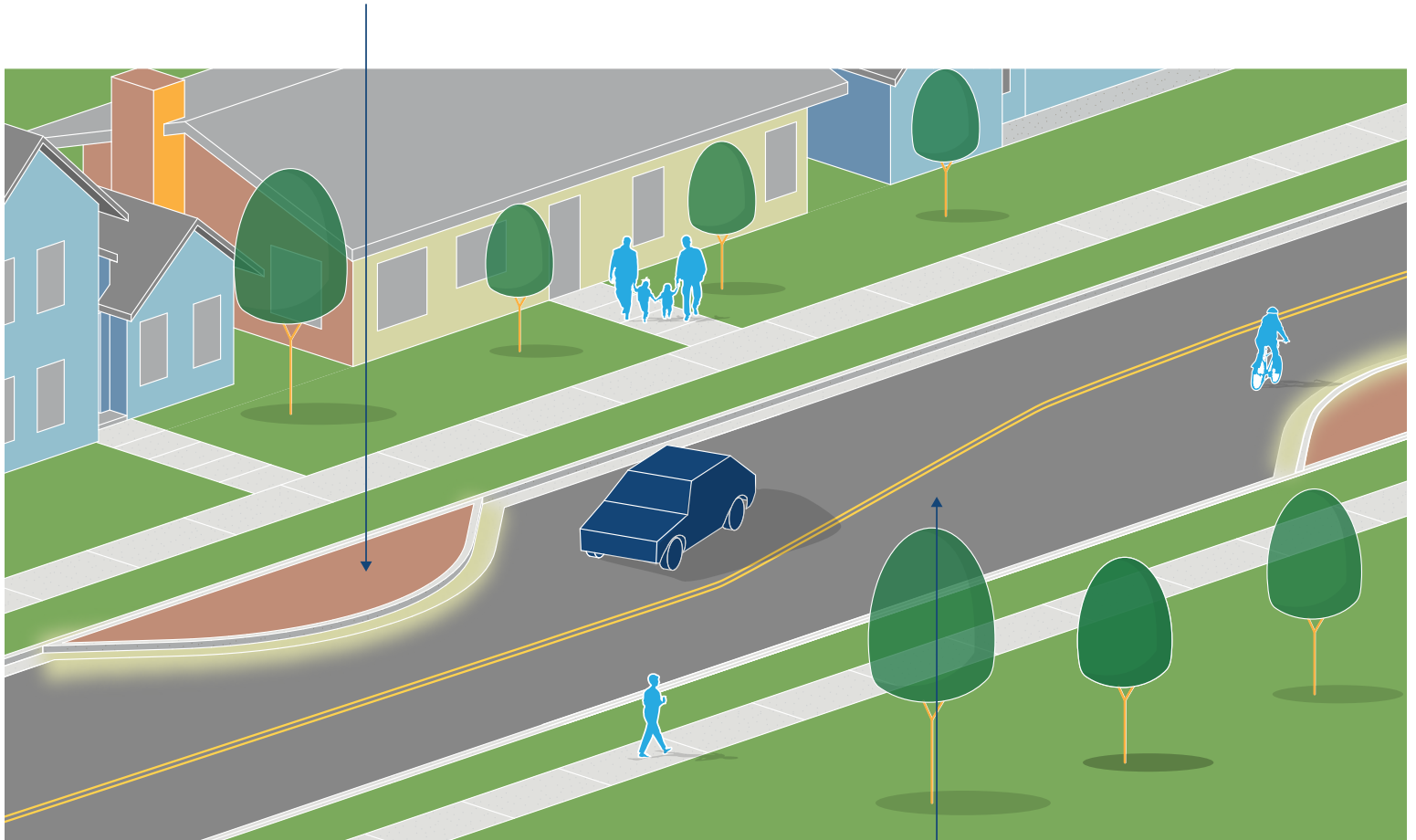


CHICANE

A **Chicane** is a series of alternating curves in the path of travel that slows motor vehicles down.

CURB BULBOUTS

Chicane curves can be created with alternating curb bulbouts, on-street parking, or other vertical features such as planters, concrete curbs, raised islands, or delineator posts. Treatment will vary depending on project



PATH OF TRAVEL

Chicanes force drivers to make a lateral shift in their path of travel



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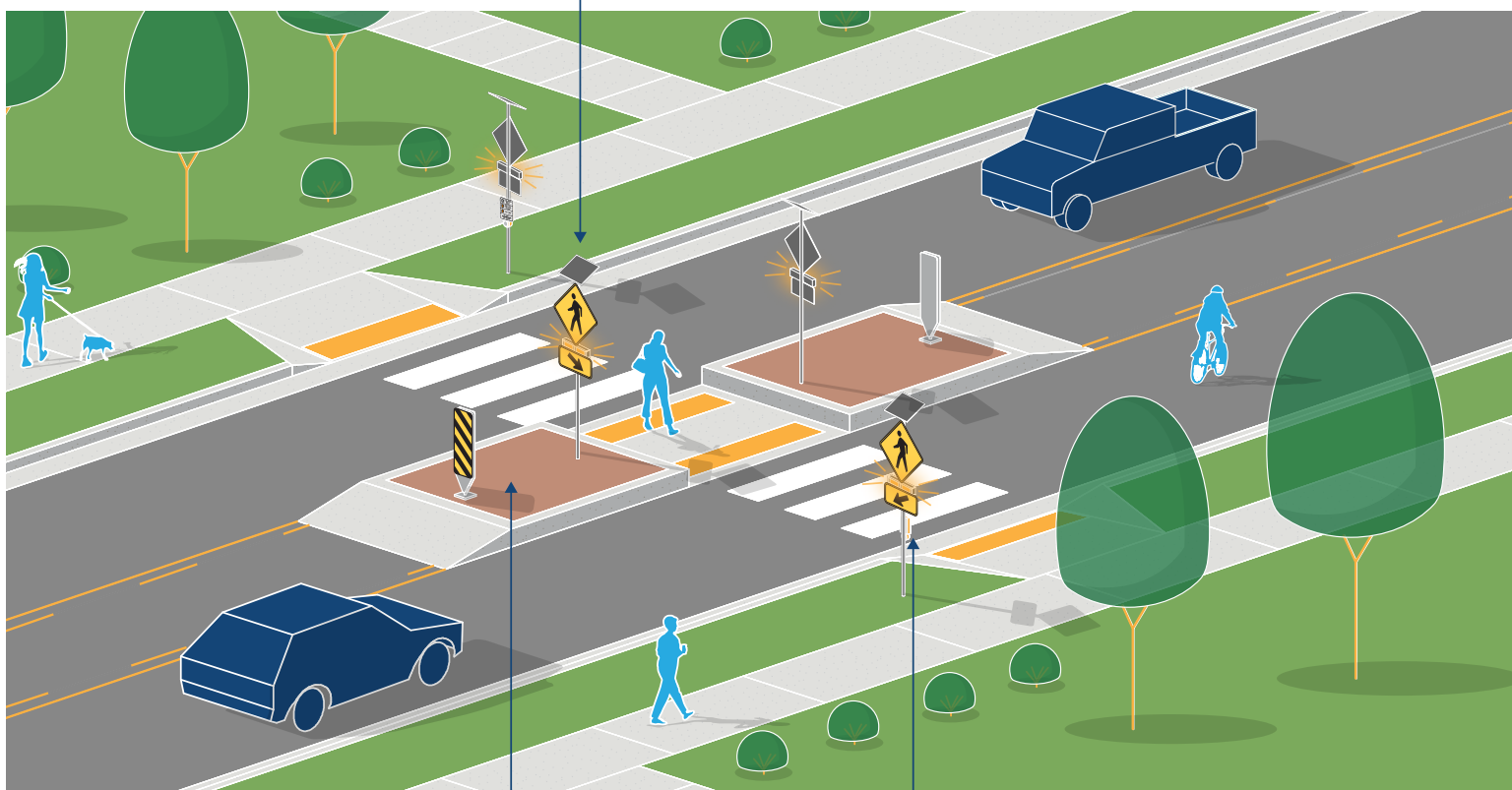


RECTANGULAR RAPID FLASHING BEACON

A **Rectangular Rapid Flashing Beacon (RRFB)** is a type of enhanced pedestrian crossing that uses flashing signals and signage to increase pedestrian visibility.

SIGNAGE & BEACON

RRFBs consist of pedestrian and/or bicycle warning signage and a yellow flashing beacon mounted on a post



PEDESTRIAN REFUGE ISLAND

Enhanced crossings with RRFBs may include a raised median to increase pedestrian comfort and safety

PUSH BUTTON

Pedestrians and bicyclists can activate the flashing beacons by pressing the push button. Once activated, pedestrians should still use caution and only cross once traffic has stopped



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BLOCKED BIKE LANES

Blocked Bike Lanes present danger for bicyclists traveling in the lane. Bike lanes must be kept clear of trash bins, parked cars, or any other objects.

VEHICLE LOADING/UNLOADING

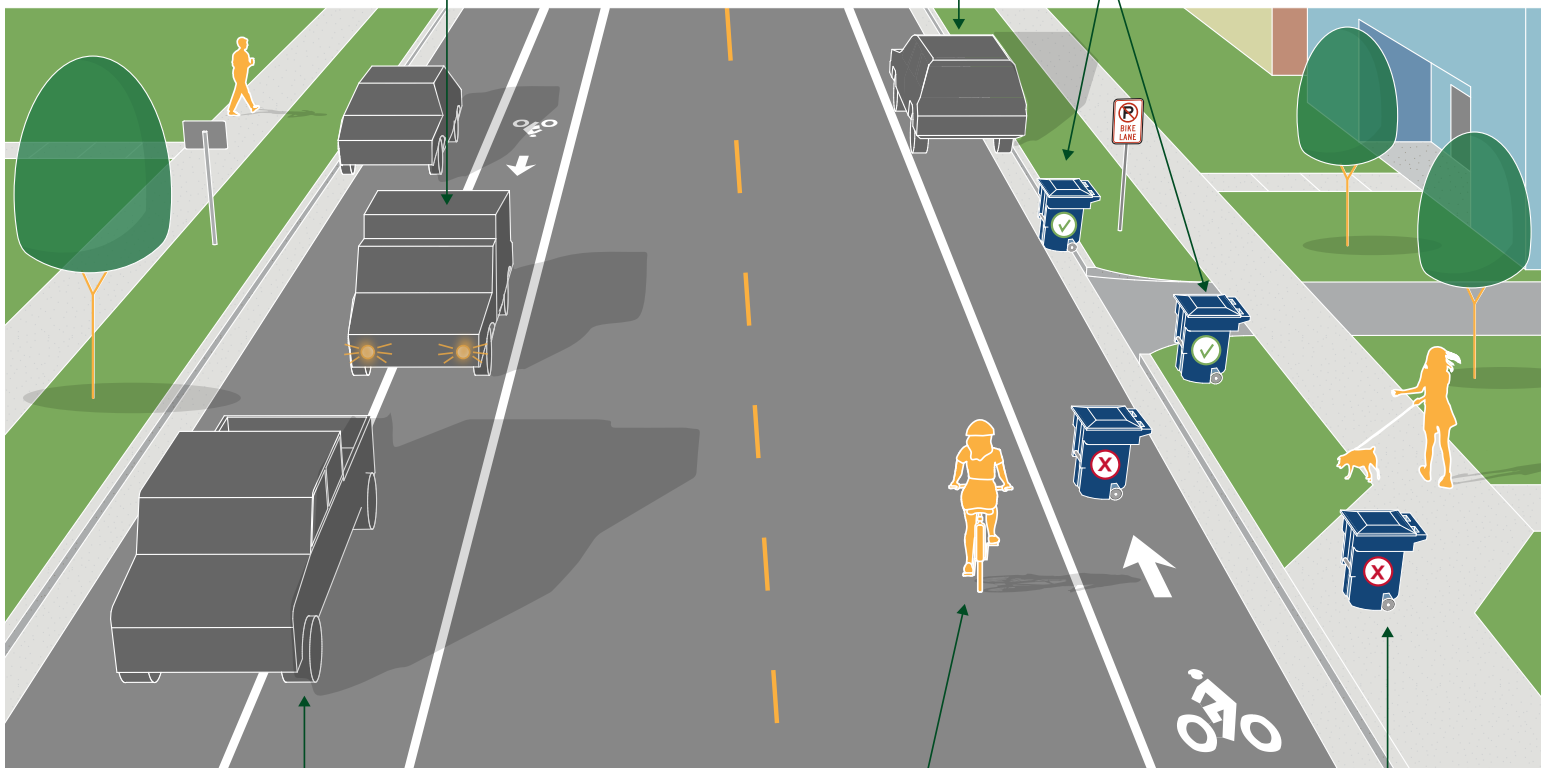
Vehicles picking up/dropping off people or goods should not wait in the bike lane, even if hazard lights are used

PARKING IN THE BIKE LANE

Vehicles should never park in a bike lane. Signage is often posted to provide an additional reminder

TRASH BIN PLACEMENT

When a bike lane is present, trash bins should be placed up against the curb or within the sidewalk buffer, if available



PARTIALLY BLOCKED BIKE LANE

Parked cars should be completely clear of the bike lane

BICYCLIST SAFETY

Blocked bike lanes force bicyclists to swerve into the travel lane with motor vehicles

SIDEWALK OBSTRUCTIONS

To maintain an ADA-compliant path, trash bins should not be placed in the sidewalk



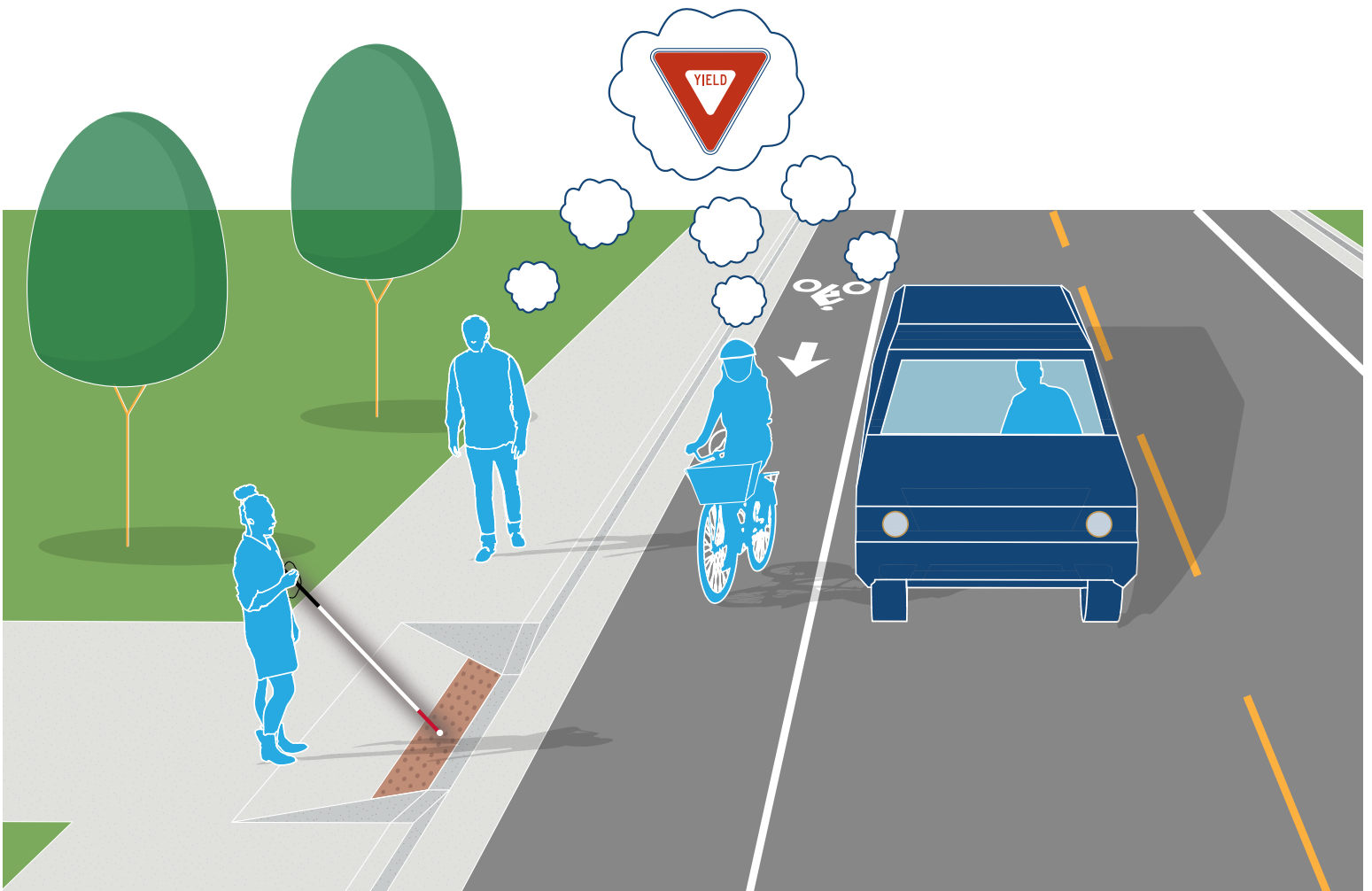
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WHITE CANE LAW

White Cane Law gives the right-of-way to visually-impaired individuals carrying a white cane. Motorists, bicyclists, pedestrians, and other roadway users must yield to these individuals on a sidewalk, multi-use path, or as they cross the street.



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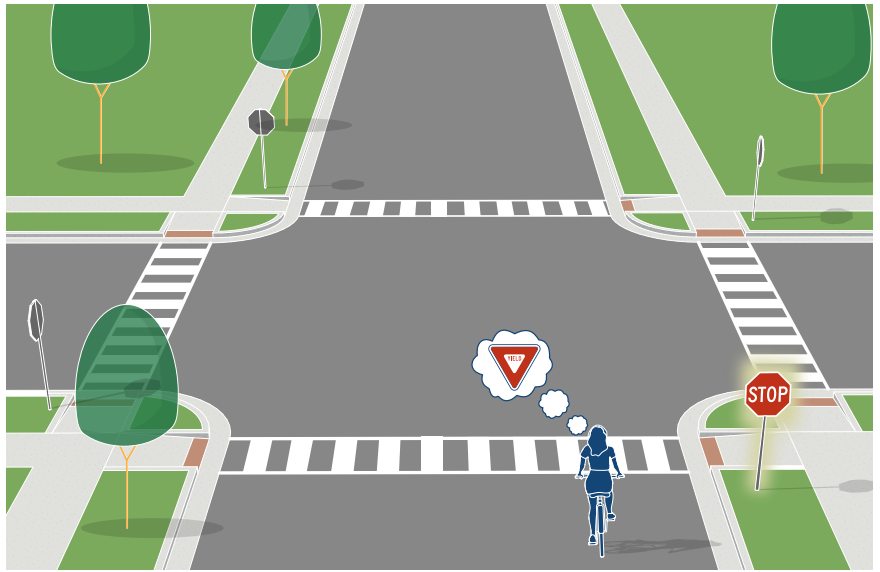
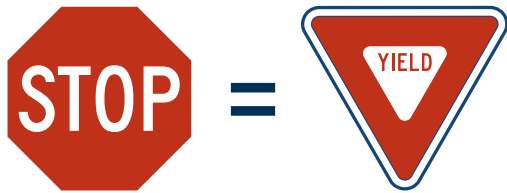


IDAHO STOP LAW

The **Idaho Stop Law** allows bicyclists to treat a stop sign as a yield sign and a red light as a stop sign.

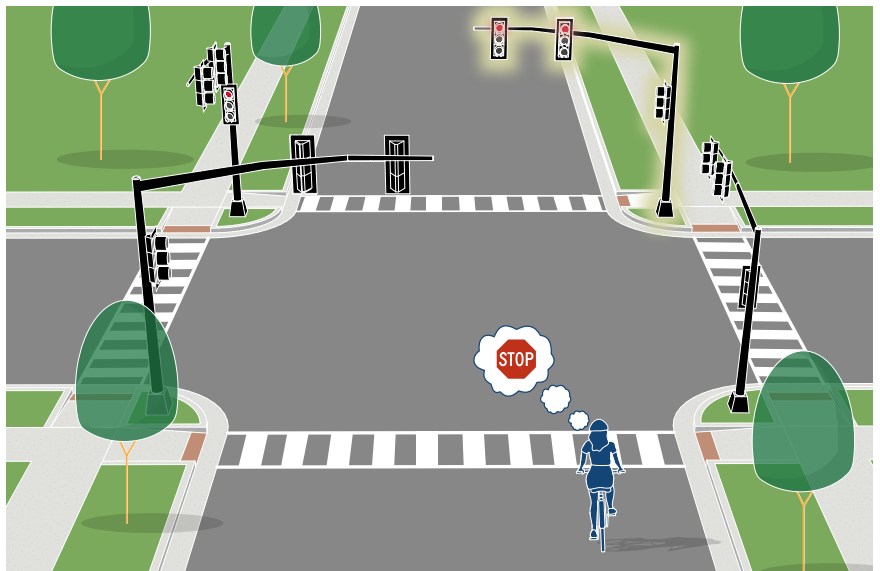
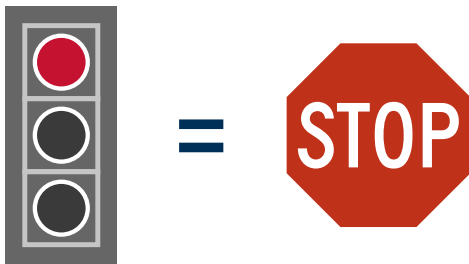
BICYCLIST AT A STOP SIGN

Bicyclists must yield to other traffic, but are not required to come to a complete stop.



BICYCLIST AT A RED TRAFFIC SIGNAL

Bicyclists must come to a complete stop at red lights, but may proceed if they look and see that no traffic is present.



FUN FACT! Idaho was the first state to adopt this law in 1982. That's why it's called the Idaho Stop Law. It was not until 2017 that other states started adopting it.



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