What is the Bicycle-Enhanced Network?

The proposed Bicycle-Enhanced Network (BEN) is a 180-mile subset of the larger Citywide Bikeway System identified in the 2010 Bicycle Plan. The Bicycle-Enhanced streets will work in conjunction with existing paths and lanes to provide a low-stress network of bikeways for all types of riders, utilizing select roadways from the Backbone (arterial) and Neighborhood (bicycle friendly streets) Networks.

While many bicycle facilities will be implemented as envisioned by the Bicycle Master Plan, streets on the Bicycle-Enhanced Network will receive treatments beyond a regular bicycle lane or shared lane marking such as buffered lanes, cycle tracks, and intersection enhancements, and will prioritize improvements for bicyclists relative to other roadway users.

Classification of Bicycle Enhancements

Improvements along the Bicycle-Enhanced Network will primarily consist of right-of-way infrastructure improvements, signal timing infrastructure improvements, and end of trip facilities. Network sections on a Bicycle Friendly Street will receive traffic diversion treatments, which calm traffic and reduce cut through traffic. Bicycle enhancements are classified as moderate or comprehensive based on their benefits and intensity of implementation.

- **Moderate enhancements** typically include buffered bicycle lanes that do not require intersection signalization for bicycles or turning-movement restrictions for motor vehicles.

- **Comprehensive enhancements** include cycle tracks that offer an increased degree of separation between bicyclists and the adjacent travel lanes; in addition, cycle tracks would likely implement signalization for bicycles and turning-movement restrictions for motor vehicles.
Enhancements on the Bicycle-Enhanced Network (BEN)
2010 Bicycle Master Plan Technical Design Handbook

**Backbone (arterial) Network Streets Enhancements**
- Wide bicycle lane with pavement markings
- Raised bicycle lanes
- Cycle tracks – protected bicycle lanes
- Colored bicycle lanes in conflict areas
- Colored bicycle lanes at interchanges
- Bicycle box
- Two stage turn queue boxes

**Neighborhood (BFS) Network Streets Enhancements**
- Mini-roundabouts
- Stop signs on cross streets
- Curb bulbouts and high visibility crosswalks
- Diagonal diverter
- Bicycle signals at major intersection crossings
- Crossing islands
- Bicycle only left turn pocket

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**Cycle tracks with vertical stanchions**
*photo credit: Fehr & Peers*

**Bicycle signals at major intersections**
*photo credit: http://www.pedbikeimages.org*

**Marked and colored bicycle lanes at intersections**
*photo credit: Fehr & Peers*

**High visibility crosswalk and crossing island**
*photo credit: http://www.pedbikeimages.org*