



SHOULDER BIKEWAYS

Shoulder bikeways, or paved shoulders, include roadways that provide adequate shoulder width for safe bicycling. Located on streets without curb and gutters, shoulder bikeways include signing and striping, but do not always include bicycle stencils.



SHARED LANE MARKINGS

Shared lane markings (also known as “sharrows”) are high-visibility pavement markings that heighten the awareness of cyclists sharing the road with motorists. These markings are often used on streets where bike lanes are desirable but are not possible due to physical or other constraints. The markings are positioned strategically in the travel lane to encourage cyclists to ride in a straight line so their movements are predictable to motorists, while also riding at an appropriate distance from the “door zone” of adjacent parked cars. In some communities, the use of shared lane markings has also expanded to the “bicycle boulevard” network, both to heighten awareness of the street’s function as a bicycle route, and to serve as a bicyclist wayfinding tool.



BIKE LANES

Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and include pavement stencils. Bike lanes are typically most appropriate on major streets (e.g., Arterials and Collectors) where higher traffic volumes and speeds create a greater need for separation between cyclists and motorists.



BICYCLE BOULEVARDS

Bicycle boulevards are lower-volume and lower-speed streets that are optimized for bicycle travel through treatments such as traffic calming, bicycle wayfinding signage, pavement markings, and intersection crossing treatments. The treatments are intended to prioritize bicycle circulation while discouraging non-local cut-through traffic. Bicycle boulevards go beyond signed bike routes to create a safe and attractive riding environment for cyclists of all ages, abilities, and comfort levels.



BUFFERED BIKE LANES

Buffered bicycle lanes are designed to increase the space between the bicycle lanes and the travel lane or parked cars. They are appropriate on streets with high automobile traffic volumes and speeds, on-street parked cars, and higher volumes of truck or oversized vehicle traffic.



GREENWAYS

Cheyenne has made great strides in developing a comprehensive Greenway system. The City and MPO are currently working to obtain funding to design and build facilities that will close existing system gaps. Examples include segments near Holliday Park and Avenue C near Arp Elementary. The proposed bicycle network includes a diverse Greenway system including shorter path segments to streamline links where street connectivity is lacking, to longer segments traversing larger geographic areas. Some proposed path corridors would involve upgrading existing sidewalks passing through parks, or upgrading existing unpaved paths to accommodate a broader range of users.

Bikeway Facility Types

