

Towne Avenue Bike Lane Striping

The City of Claremont recently improved Towne Avenue from Foothill Boulevard to Base Line Road utilizing a Complete Streets Design. The new street improvements incorporate design elements to reduce speeds and increase visibility for cyclists and pedestrians.

The width of the lanes was reduced, new landscaped medians added, and protected bike lanes created in sections where space allowed. The City also added green paint to bike lanes in areas where drivers and cyclists are at a higher risk of colliding.

Green bike lanes make drivers and bicyclists more aware of each other as they share the road. This increased visibility enhances safety by reducing collisions. The green paint does not change the rules of the road.

For drivers and cyclist unfamiliar with the green striping and signage, here is an explanation:

Solid Green with dashed white lines

Bicyclist have the right of way and motorists may enter to cross the bike lanes when safe to do so.

Solid green with solid white line

Bicyclist have the right of way and motorists may NOT cross except to enter a driveway.

Dashed green areas

The dashed green areas are where cars and bikes are intended to cross paths. Motorists are expected to yield to cyclist. Drivers must yield to bicyclists before driving across the dashed paint and must make a right turn from as far right as possible. Doing so helps prevent a collision called the "right hook" when a car makes a right turn in front of a bicyclist. On Towne Avenue, bike yield signs have been installed at the beginning of these sections. (White sign with red triangle and bike symbol)

Buffered Bike Lane

Bicycle lanes paired with solid white line buffer space. This provides greater distance between motor vehicles and bicyclist. Cars may NOT cross.

Green Bike Box – Intersections

A bike box is an area at the head of a traffic lane at signalized intersections. During the red light phase, bicyclists are safe and visible ahead of the traffic. It facilitates left turn



Figure 1 Protected bike lane



Figure 2 Dashed Green Area



Figure 3 Buffered Bike Lane

positioning at intersections during the red light phase and allows cyclists to move from the right hand lane to the left turn lane position. Motorists must stop behind white stop line at red light and allow cyclists to go first when light turns green.

Towne Avenue has a combination of all of the green paint designations. Several sections of the street also include protected bike lanes that are separated from motorists by concrete medians. Towne Avenue was not wide enough in some sections to accommodate protected bike lanes the entire length.



Figure 4 Green Bike Box



Figure 5 Yield Sign