7th Street Rogue River Crossing

**EXISTING**

| 5' Sidewalk | 15' Drive lane | 14' Drive lane | 5' Bike lane | 5' Sidewalk |

**ALTERNATIVE – SHARED USE PATH**

| 11' Shared Use Path | 2' | 12' Drive lane | 12' Drive lane | 2' | 5' Sidewalk |
7th Street through Downtown

EXISTING

ALTERNATIVE A – TWO-WAY CYCLE TRACK ON EAST SIDE

ALTERNATIVE A – TWO-WAY CYCLE TRACK ON WEST SIDE
M Street between 5th Street and 6th Street

**EXISTING**

**ALTERNATIVE A – BIKE LANES**

**ALTERNATIVE B – BUFFERED BIKE LANES**
### US 199 between OR 99 and Park Street

#### EXISTING

<table>
<thead>
<tr>
<th>6’ Shoulder</th>
<th>12’ Drive lane</th>
<th>12’ Drive lane</th>
<th>5’ Buffer</th>
<th>12’ Drive lane</th>
<th>12’ Drive lane</th>
<th>6’ Shoulder</th>
</tr>
</thead>
</table>

#### ALTERNATIVE – SHARED USE PATH

<table>
<thead>
<tr>
<th>2’</th>
<th>12’ Drive lane</th>
<th>11’ Drive lane</th>
<th>4’ Buffer</th>
<th>11’ Drive lane</th>
<th>12’ Drive lane</th>
<th>2’ 1’</th>
<th>10’ Shared Use Path</th>
</tr>
</thead>
</table>
US 199 Rogue River Crossing

EXISTING

ALTERNATIVE – TWO-WAY CYCLE TRACK
US 199 Railroad Overpass

EXISTING

ALTERNATIVE – SHARED USE PATH
Bike Boxes

Implementation of a bike box on the eastbound Park Street approach at the intersection of 7th Street and Park Street would facilitate cyclist left turns onto improved bike accommodations on 7th Street toward downtown. Facilitating the cyclist left turn would require extending the bike box across both the dedicated eastbound through and eastbound left turn lanes on Park Street. The National Association of City Transportation Officials (NACTO) provides the following design guidance:

Bike boxes may extend across multiple travel lanes to facilitate bicyclist left turn positioning. A two-stage turn queue box may be an alternative approach to facilitating left turns where there are multiple vehicle through lanes.

To traverse a multi-lane bike box, significant lateral movement by the bicyclist is needed. This maneuver can take time and could potentially create conflicts by providing a green light for motorists while bicyclists are moving laterally through the bike box. For this reason, careful consideration should be given before applying.

Exhibit A. Examples of Multi-Lane Bike Boxes. Source: NACTO