The city's existing bike network can be expanded through relatively small and cost-effective interventions focusing on connecting riders to existing bike lanes, parks and open space, schools and municipal buildings.

### Existing Conditions

The City of Littleton Bikeway Design Guide offers two types of recommendations: one, the best facilities possible and two, the most cost-efficient facilities.

### Key Takeaways

- The City of Littleton Bikeway Design Guide offers two types of recommendations: one, the best facilities possible and two, the most cost-efficient facilities.

- The four typologies in the guide can be applied to any street in the city to find the best-fit bike facility.

### Purpose

In 2019 the City of Littleton adopted its first Transportation Master Plan (TMP). The TMP planning process highlighted the need to expand and modernize the city's bike network. The Littleton Bikeway Design Guide offers a typology system allowing city staff to categorize Littleton's different streets in order to determine and pick the best type of bike infrastructure.

### Recommendations

- **Sharrows**: for low-traffic and slow streets, to be used in addition to other traffic calming measures

- **Super Sharrows**: for streets where bike lanes may not be feasible, but cyclists have priority

- **Conventional Bike Lanes**: for streets with higher volumes and speed

- **Buffered Bike Lanes**: for streets with high traffic volumes and fast speeds

- **Protected Bike Lanes**: for streets with the highest traffic volumes and high speeds

- **Through Bike Lane**: allows cyclists priority when crossing complex intersections

- **Buffered Bike Box**: provides shelter for cyclists from right turning vehicles and improved sight lines

- **Cross Bike**: provides a crossing for cyclists where they do not need to dismount

- **Super Sharrows**: for streets where bike lanes may not be feasible, but cyclists have priority

- **Curb Extension**: narrow the roadway at an intersection to slow vehicles

### Typologies

<table>
<thead>
<tr>
<th>Typology</th>
<th># of lanes</th>
<th>Traffic Volume</th>
<th>Intersections</th>
<th>Connectivity</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Simple</td>
<td>2</td>
<td>&gt;2,000</td>
<td>0-4</td>
<td>1</td>
<td>0.5-0.8</td>
</tr>
<tr>
<td>2 - Moderate</td>
<td>2</td>
<td>2,000 - 2,999</td>
<td>5-9</td>
<td>2</td>
<td>0.5-0.8</td>
</tr>
<tr>
<td>3 - Complex</td>
<td>3</td>
<td>3,000 - 3,999</td>
<td>10-14</td>
<td>3</td>
<td>0.9+</td>
</tr>
<tr>
<td>4 - Most Complex</td>
<td>4</td>
<td>4,000+</td>
<td>15+</td>
<td>4</td>
<td>0.9+</td>
</tr>
</tbody>
</table>

Typology 1: Simple  
Typology 2: Moderate  
Typology 3: Complex  
Typology 4: Most Complex