

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>College Blvd</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use Class I II or III	2										
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	40										
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	4										
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	12										
Pavement Factors (PF)*	Curb and gutter	0.25	✓									
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25									
	Location Factors (LF)*	<b>Typical Section Factors</b>										
Moderate grades		0.25	✓									
Frequent vert curves (poor sight dist)		0.25										
Frequent hor curves (poor sight dist)		0.25										
Uncontrolled right turn lanes		0.25										
Severe grades		0.50										
Center turn lane		0.25										
Median present		0.25										
Paved shoulder		0.75										
<b>Roadway and Parking Factors</b>												
Moderate level of off street parking	0.25											
High level of off street parking	0.50											
On street parallel parking	0.50											
On street angled parking	0.75											
On street truck parking	1.00											
Little or no adjacent parking	0.25											
<b>Total Location Factor</b>		0.25										
<b>Total Pavement and Location Factors</b>		0.5										
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

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Street <i>El Camino Real</i>		Segments												
<b>Suitability Factors</b>	<b>Factor Descriptions and Values</b>	<i>A</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>	
<b>Existing Bicycle Facilities</b>	Multiple use Class I II or III	2	2	2	2	2	2	2	2	2	2	2	2	
<b>Posted Speed Limit (S)*</b>	Posted speed limit in miles per hour (mph)	45	50	45	45	45	45	45	45	45	45	45	50	
<b>Traffic Volume (ADT)*</b>	Average daily trips (ADT)													
<b>Travel Lanes (L)*</b>	Number of travel lanes both ways	6	4	6	4	6	4	6	4	6	4	6	4	
<b>Outside Lane Width (W)*</b>	Lane width adequate marginal or inadequate	12	12	12	12	12	12	12	2	12	12	12	12	
<b>Pavement Factors (PF)*</b>	Curb and gutter	0.25	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	Patched or weathered paving	0.25							✓					
	Cracked paving	0.50												
	Moderate frequency of curb cuts	0.50												
	Rough RR crossing	0.50												
	High frequency of curb cuts	0.75												
	Drainage grates	0.75												
	Potholes or rough pavement edges	0.75												
	<b>Total Pavement Factor</b>		0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
<b>Location Factors (LF)*</b>	<b>Typical Section Factors</b>													
	Moderate grades	0.25	✓			✓	✓	✓	✓	✓	✓			
	Frequent vert curves (poor sight dist)	0.25												
	Frequent hor curves (poor sight dist)	0.25												
	Uncontrolled right turn lanes	0.25	✓	✓									✓	
	Severe grades	0.50		✓	✓									
	Center turn lane	0.25		✓		✓		✓	✓		✓		✓	
	Median present	0.25	✓		✓		✓		✓		✓		✓	
	Paved shoulder	0.75												
	<b>Roadway and Parking Factors</b>													
	Moderate level of off street parking	0.25										✓	✓	
	High level of off street parking	0.50												
	On street parallel parking	0.50												
	On-street angled parking	0.75												
	On street truck parking	1.00												
Little or no adjacent parking	0.25	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
<b>Total Location Factor</b>		0	0.25	0	-0.25	0.25	-0.25	-0.25	0.25	0	0.6	0.5		
<b>Total Pavement and Location Factors</b>		0.25	0.5	0.25	0	0	0	0.25	0	0.25	0.75	0.25		
<b>Segment Bicycling Suitability**</b>														

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street		Segments										
El Fuerte Street		1	2	3	4	5	6	7	8	9	10	
<b>Suitability Factors</b>	<b>Factor Descriptions and Values</b>											
Existing Bicycle Facilities	Multiple use Class I, II or III	-	-									
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	30	35									
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	2	2									
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	15	14									
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓								
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25	0.25								
	Location Factors (LF)*	<b>Typical Section Factors</b>										
Moderate grades		0.25										
Frequent vert. curves (poor sight dist.)		0.25										
Frequent hor. curves (poor sight dist.)		0.25										
Uncontrolled right turn lanes		0.25										
Severe grades		0.50	✓	✓								
Center turn lane		0.25										
Median present		0.25										
Paved shoulder		0.75										
<b>Roadway and Parking Factors</b>												
Moderate level of off street parking		0.25										
High level of off street parking		0.50										
On street parallel parking		0.50	✓	✓								
On street angled parking		0.75										
On street truck parking		1.00										
Little or no adjacent parking	0.25											
<b>Total Location Factor</b>		0	0									
<b>Total Pavement and Location Factors</b>		0.25	0.25									
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Faraday Drive</i>		Segments.									
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10
Existing Bicycle Facilities	Multiple use, Class I, II or III	2									
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	40									
Traffic Volume (ADT)*	Average daily trips (ADT)										
Travel Lanes (L)*	Number of travel lanes both ways	2									
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	12									
Pavement Factors (PF)*	Curb and gutter	0.25	✓								
	Patched or weathered paving	0.25									
	Cracked paving	0.50									
	Moderate frequency of curb cuts	0.50									
	Rough RR crossing	0.50									
	High frequency of curb cuts	0.75									
	Drainage grates	0.75									
	Potholes or rough pavement edges	0.75									
	<b>Total Pavement Factor</b>		0.25								
Location Factors (LF)*	<b>Typical Section Factors</b>										
	Moderate grades	0.25									
	Frequent vert curves (poor sight dist)	0.25									
	Frequent hor curves (poor sight dist)	0.25									
	Uncontrolled right turn lanes	0.25									
	Severe grades	0.50									
	Center turn lane	0.25	✓								
	Median present	0.25									
	Paved shoulder	0.75									
	<b>Roadway and Parking Factors</b>										
	Moderate level of off street parking	0.25	✓								
	High level of off street parking	0.50									
	On street parallel parking	0.50									
	On street angled parking	0.75									
On street truck parking	1.00										
Little or no adjacent parking	0.25										
<b>Total Location Factor</b>		0									
<b>Total Pavement and Location Factors</b>		0.25									
<b>Segment Bicycling Suitability**</b>											

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

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Street <i>Grand Avenue</i>		Segments.										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use, Class I II or III	2	2	2								
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	25	25	25								
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	4	4	4								
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	12	12	12								
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓	✓							
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25	0.25	0.25							
Location Factors (LF)*	<b>Typical Section Factors</b>											
	Moderate grades	0.25										
	Frequent vert curves (poor sight dist)	0.25										
	Frequent hor curves (poor sight dist)	0.25										
	Uncontrolled right turn lanes	0.25										
	Severe grades	0.50										
	Center turn lane	0.25										
	Median present	0.25	✓									
	Paved shoulder	0.75										
	<b>Roadway and Parking Factors</b>											
	Moderate level of off street parking	0.25										
	High level of off street parking	0.50										
	On street parallel parking	0.50	✓	✓								
	On street angled parking	0.75										
On street truck parking	1.00											
Little or no adjacent parking	0.25			✓								
<b>Total Location Factor</b>		0.25	0.5	0.25								
<b>Total Pavement and Location Factors</b>		0.5	0.75	0								
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

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Street <i>Harding Street</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use, Class I II or III	2										
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	25										
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	2										
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	12										
Pavement Factors (PF)*	Curb and gutter	0.25	✓									
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25									
	Location Factors (LF)*	<b>Typical Section Factors</b>										
Moderate grades		0.25										
Frequent vert curves (poor sight dist)		0.25										
Frequent hor curves (poor sight dist)		0.25										
Uncontrolled right turn lanes		0.25										
Severe grades		0.50										
Center turn lane		0.25										
Median present		0.25										
Paved shoulder		0.75										
<b>Roadway and Parking Factors</b>												
Moderate level of off street parking		0.25										
High level of off street parking		0.50										
On street parallel parking		0.50	✓									
On street angled parking		0.75										
On street truck parking		1.00										
Little or no adjacent parking	0.25											
<b>Total Location Factor</b>		0.5										
<b>Total Pavement and Location Factors</b>		0.75										
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

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Street <i>Highland Road</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use Class I II or III	-	-									
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	25	25									
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	2	2									
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	11	11									
Pavement Factors (PF)*	Curb and gutter	0.25										
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0	0								
	Location Factors (LF)*	<b>Typical Section Factors</b>										
Moderate grades		0.25										
Frequent vert curves (poor sight dist)		0.25										
Frequent hor curves (poor sight dist)		0.25										
Uncontrolled right turn lanes		0.25										
Severe grades		0.50										
Center turn lane		0.25										
Median present		0.25										
Paved shoulder		0.75										
<b>Roadway and Parking Factors</b>												
Moderate level of off street parking		0.25	✓	✓								
High level of off street parking		0.50										
On street parallel parking		0.50										
On street angled parking		0.75										
On street truck parking		1.00										
Little or no adjacent parking	0.25											
<b>Total Location Factor</b>		0.25	0.25	1								
<b>Total Pavement and Location Factors</b>		0.25	0.25	1								
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

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Street <i>Jefferson Street</i>		Segments									
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10
Existing Bicycle Facilities	Multiple use Class I II or III	2	-	2	-	-	-				
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)			25	25	25	25				
Traffic Volume (ADT)*	Average daily trips (ADT)										
Travel Lanes (L)*	Number of travel lanes both ways	2	2	2	2	2	2				
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	11	12	12	12	12	12				
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓	✓	✓	✓				
	Patched or weathered paving	0.25									
	Cracked paving	0.50									
	Moderate frequency of curb cuts	0.50									
	Rough RR crossing	0.50									
	High frequency of curb cuts	0.75									
	Drainage grates	0.75									
	Potholes or rough pavement edges	0.75									
	<b>Total Pavement Factor</b>		0.25	0.25	0.25	0.25	0.25	0.25			
Location Factors (LF)*	<b>Typical Section Factors</b>										
	Moderate grades	0.25									
	Frequent vert curves (poor sight dist)	0.25									
	Frequent hor curves (poor sight dist)	0.25	✓								
	Uncontrolled right turn lanes	0.25									
	Severe grades	0.50									
	Center turn lane	0.25									
	Median present	0.25									
	Paved shoulder	0.75									
	<b>Roadway and Parking Factors</b>										
	Moderate level of off street parking	0.25									
	High level of off street parking	0.50									
	On street parallel parking	0.50			✓	✓	✓	✓			
	On street angled parking	0.75									
	On street truck parking	1.00									
Little or no adjacent parking	0.25										
<b>Total Location Factor</b>		0.25	0	0.5	0.5	0.5	0.5				
<b>Total Pavement and Location Factors</b>		0.5	0.25	0.75	0.75	0.75	0.75				
<b>Segment Bicycling Suitability**</b>											

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)



# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street: Kelly Drive			Segments*										
Suitability Factors	Factor Descriptions and Values		1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use Class I, II or III		2										
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)		25										
Traffic Volume (ADT)*	Average daily trips (ADT)												
Travel Lanes (L)*	Number of travel lanes both ways		2										
Outside Lane Width (W)*	Lane width adequate marginal or inadequate		12										
Pavement Factors (PF)*	Curb and gutter	0.25	✓										
	Patched or weathered paving	0.25											
	Cracked paving	0.50											
	Moderate frequency of curb cuts	0.50											
	Rough RR crossing	0.50											
	High frequency of curb cuts	0.75											
	Drainage grates	0.75											
	Potholes or rough pavement edges	0.75											
<b>Total Pavement Factor</b>			0.25										
Location Factors (LF)*	<b>Typical Section Factors</b>												
	Moderate grades	0.25											
	Frequent vert curves (poor sight dist)	0.25											
	Frequent hor curves (poor sight dist)	0.25											
	Uncontrolled right turn lanes	0.25											
	Severe grades	0.50											
	Center turn lane	0.25											
	Median present	0.25											
	Paved shoulder	0.75											
	<b>Roadway and Parking Factors</b>												
	Moderate level of off street parking	0.25											
	High level of off street parking	0.50											
	On street parallel parking	0.50	✓										
	On street angled parking	0.75											
	On street truck parking	1.00											
Little or no adjacent parking	0.25												
<b>Total Location Factor</b>			0.50										
<b>Total Pavement and Location Factors</b>			0.75										
<b>Segment Bicycling Suitability**</b>													

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

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Street <i>La Costa Avenue</i>		Segments									
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10
Existing Bicycle Facilities	Multiple use Class I II or III	-	2	3	2	2	-				
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	30	30	40	40	40					
Traffic Volume (ADT)*	Average daily trips (ADT)										
Travel Lanes (L)*	Number of travel lanes both ways	4	4	2	4	2	2				
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	14	14	14	12	12	12				
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓	✓	✓	✓	✓			
	Patched or weathered paving	0.25					✓				
	Cracked paving	0.50									
	Moderate frequency of curb cuts	0.50			✓	✓					
	Rough RR crossing	0.50									
	High frequency of curb cuts	0.75									
	Drainage grates	0.75									
	Potholes or rough pavement edges	0.75									
	<b>Total Pavement Factor</b>		0.25	0.25	0.75	0.75	0.5	0.75			
Location Factors (LF)*	<b>Typical Section Factors</b>										
	Moderate grades	0.25			✓						
	Frequent vert curves (poor sight dist)	0.25									
	Frequent hor curves (poor sight dist)	0.25									
	Uncontrolled right turn lanes	0.25									
	Severe grades	0.50									
	Center turn lane	0.25			✓						
	Median present	0.25				✓					
	Paved shoulder	0.75						✓			
	<b>Roadway and Parking Factors</b>										
	Moderate level of off street parking	0.25									
	High level of off street parking	0.50									
	On street parallel parking	0.50			✓	✓					
	On street angled parking	0.75									
	On street truck parking	1.00									
Little or no adjacent parking	0.25						✓				
<b>Total Location Factor</b>		0	0	0.5	0.25	1.0	0				
<b>Total Pavement and Location Factors</b>		0.25	0.25	1.25	1.0	0.75	0.25				
<b>Segment Bicycling Suitability**</b>											

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street. <i>Laguna Drive</i>		Segments									
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10
Existing Bicycle Facilities	Multiple use, Class I, II or III	—									
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	25									
Traffic Volume (ADT)*	Average daily trips (ADT)										
Travel Lanes (L)*	Number of travel lanes both ways	2									
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	12									
Pavement Factors (PF)*	Curb and gutter	0.25									
	Patched or weathered paving	0.25									
	Cracked paving	0.50									
	Moderate frequency of curb cuts	0.50									
	Rough RR crossing	0.50									
	High frequency of curb cuts	0.75									
	Drainage grates	0.75									
	Potholes or rough pavement edges	0.75									
<b>Total Pavement Factor</b>		0.0									
Location Factors (LF)*	<b>Typical Section Factors</b>										
	Moderate grades	0.25									
	Frequent vert curves (poor sight dist)	0.25									
	Frequent hor curves (poor sight dist)	0.25									
	Uncontrolled right turn lanes	0.25									
	Severe grades	0.50									
	Center turn lane	0.25									
	Median present	0.25									
	Paved shoulder	0.75									
	<b>Roadway and Parking Factors</b>										
	Moderate level of off street parking	0.25									
	High level of off street parking	0.50									
	On street parallel parking	0.50	0.5								
	On street angled parking	0.75									
	On street truck parking	1.00									
Little or no adjacent parking	0.25										
<b>Total Location Factor</b>		0.5									
<b>Total Pavement and Location Factors</b>		0.5									
<b>Segment Bicycling Suitability**</b>											

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Las Flores Drive</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use Class I II or III	-										
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	25										
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	2										
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	12										
Pavement Factors (PF)*	Curb and gutter	0.25	✓									
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		<b>0.25</b>									
	Location Factors (LF)*	<b>Typical Section Factors</b>										
Moderate grades		0.25										
Frequent vert curves (poor sight dist)		0.25										
Frequent hor curves (poor sight dist)		0.25										
Uncontrolled right turn lanes		0.25	✓									
Severe grades		0.50										
Center turn lane		0.25										
Median present		0.25										
Paved shoulder		0.75										
<b>Roadway and Parking Factors</b>												
Moderate level of off street parking		0.25										
High level of off street parking		0.50										
On street parallel parking		0.50	✓									
On street angled parking		0.75										
On street truck parking		1.00										
Little or no adjacent parking	0.25											
<b>Total Location Factor</b>		<b>0.75</b>										
<b>Total Pavement and Location Factors</b>		<b>1.0</b>										
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Magnolia Avenue</i>		Segments									
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10
Existing Bicycle Facilities	Multiple use, Class I, II or III	3									
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	25									
Traffic Volume (ADT)*	Average daily trips (ADT)										
Travel Lanes (L)*	Number of travel lanes both ways	2									
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	11									
Pavement Factors (PF)*	Curb and gutter	0.25									
	Patched or weathered paving	0.25									
	Cracked paving	0.50									
	Moderate frequency of curb cuts	0.50									
	Rough RR crossing	0.50									
	High frequency of curb cuts	0.75									
	Drainage grates	0.75									
	Potholes or rough pavement edges	0.75									
	<b>Total Pavement Factor</b>		0								
Location Factors (LF)*	<b>Typical Section Factors</b>										
	Moderate grades	0.25									
	Frequent vert curves (poor sight dist)	0.25									
	Frequent hor curves (poor sight dist)	0.25									
	Uncontrolled right turn lanes	0.25									
	Severe grades	0.50									
	Center turn lane	0.25									
	Median present	0.25									
	Paved shoulder	0.75									
	<b>Roadway and Parking Factors</b>										
	Moderate level of off street parking	0.25									
	High level of off street parking	0.50									
	On street parallel parking	0.50	✓								
	On street angled parking	0.75									
On-street truck parking	1.00										
Little or no adjacent parking	0.25										
<b>Total Location Factor</b>		0.5									
<b>Total Pavement and Location Factors</b>		0.5									
<b>Segment Bicycling Suitability**</b>											

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Marron Road</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use, Class I II or III	2	-									
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	35	25									
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	4	2									
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	12	12									
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓								
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25   0.25									
Location Factors (LF)*	<b>Typical Section Factors</b>											
	Moderate grades	0.25										
	Frequent vert curves (poor sight dist)	0.25										
	Frequent hor curves (poor sight dist)	0.25										
	Uncontrolled right turn lanes	0.25										
	Severe grades	0.50										
	Center turn lane	0.25										
	Median present	0.25										
	Paved shoulder	0.75										
	<b>Roadway and Parking Factors</b>											
	Moderate level of off street parking	0.25		✓	✓							
	High level of off street parking	0.50	✓									
	On street parallel parking	0.50										
	On street angled parking	0.75										
	On street truck parking	1.00										
Little or no adjacent parking	0.25											
<b>Total Location Factor</b>		0.5   0.25										
<b>Total Pavement and Location Factors</b>		0.75   0.5										
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Melrose Avenue</i>		Segments.										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use, Class I, II or III	2										
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	45										
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	6										
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	14										
Pavement Factors (PF)*	Curb and gutter	0.25	✓									
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25									
Location Factors (LF)*	<b>Typical Section Factors</b>											
	Moderate grades	0.25										
	Frequent vert curves (poor sight dist)	0.25										
	Frequent hor curves (poor sight dist)	0.25										
	Uncontrolled right turn lanes	0.25										
	Severe grades	0.50										
	Center turn lane	0.25										
	Median present	-0.25	✓									
	Paved shoulder	-0.75										
	<b>Roadway and Parking Factors</b>											
	Moderate level of off street parking	0.25										
	High level of off street parking	0.50										
	On-street parallel parking	0.50										
	On street angled parking	0.75										
On street truck parking	1.00											
Little or no adjacent parking	0.25	✓										
<b>Total Location Factor</b>		-0.5										
<b>Total Pavement and Location Factors</b>		-0.25										
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Monroe Street</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use, Class I, II or III	2	-	-								
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	40	30	25								
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	2	2	2								
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	12	12	11								
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓								
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25	0.25	0							
	Location Factors (LF)*	<b>Typical Section Factors</b>										
Moderate grades		0.25										
Frequent vert. curves (poor sight dist.)		0.25										
Frequent hor. curves (poor sight dist.)		0.25										
Uncontrolled right turn lanes		0.25										
Severe grades		0.50	✓									
Center turn lane		0.25										
Median present		0.25										
Paved shoulder		0.75										
<b>Roadway and Parking Factors</b>												
Moderate level of off street parking		0.25			0.25							
High level of off street parking		0.50										
On street parallel parking		0.50										
On street angled parking		0.75										
On street truck parking		1.00										
Little or no adjacent parking	0.25	✓										
<b>Total Location Factor</b>		0.25	0	0.25								
<b>Total Pavement and Location Factors</b>		0.5	0.25	0.25								
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula = ADT/(L x 2500) + S/35 + (14 - W) + PF + LF \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)



# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Olivenhain Road</i>		Segments									
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10
Existing Bicycle Facilities	Multiple use Class I II or III	-	-	-							
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	25	40	40							
Traffic Volume (ADT)*	Average daily trips (ADT)										
Travel Lanes (L)*	Number of travel lanes both ways	2	4	2							
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	11	14	12							
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓							
	Patched or weathered paving	0.25	✓								
	Cracked paving	0.50									
	Moderate frequency of curb cuts	0.50									
	Rough RR crossing	0.50									
	High frequency of curb cuts	0.75									
	Drainage grates	0.75									
	Potholes or rough pavement edges	0.75	✓								
	<b>Total Pavement Factor</b>		1.0	0.25	0.25						
Location Factors (LF)*	<b>Typical Section Factors</b>										
	Moderate grades	0.25									
	Frequent vert curves (poor sight dist)	0.25									
	Frequent hor curves (poor sight dist)	0.25									
	Uncontrolled right turn lanes	0.25									
	Severe grades	0.50									
	Center turn lane	0.25									
	Median present	0.25			✓						
	Paved shoulder	0.75									
	<b>Roadway and Parking Factors</b>										
	Moderate level of off street parking	0.25									
	High level of off street parking	0.50									
	On-street parallel parking	0.50		✓							
	On-street angled parking	0.75									
	On-street truck parking	1.00									
Little or no adjacent parking	0.25	✓		✓							
<b>Total Location Factor</b>		0.25	0.5	0.5							
<b>Total Pavement and Location Factors</b>		0.75	0.75	0.25							
<b>Segment Bicycling Suitability**</b>											

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Palomar Airport Road</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use Class I II or III	-	2	-	2							
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)		55	55	55							
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	6	6	4	4							
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	11	12	12	12							
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓	✓							
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25	0.25	0.25	0.25						
Location Factors (LF)*	<b>Typical Section Factors</b>											
	Moderate grades	0.25										
	Frequent vert curves (poor sight dist)	0.25										
	Frequent hor curves (poor sight dist)	0.25										
	Uncontrolled right turn lanes	0.25	✓	✓								
	Severe grades	0.50										
	Center turn lane	0.25			✓							
	Median present	0.25		✓		✓						
	Paved shoulder	0.75										
	<b>Roadway and Parking Factors</b>											
	Moderate level of off street parking	0.25	✓									
	High level of off street parking	0.50		✓								
	On street parallel parking	0.50										
	On street angled parking	0.75										
	On street truck parking	1.00										
Little or no adjacent parking	0.25											
<b>Total Location Factor</b>		0.5	0.5	0.25	0.25							
<b>Total Pavement and Location Factors</b>		0.75	0.75	0	0							
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Park Drive</i>		Segments									
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10
Existing Bicycle Facilities	Multiple use Class I II or III	-	-								
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	25	35								
Traffic Volume (ADT)*	Average daily trips (ADT)										
Travel Lanes (L)*	Number of travel lanes both ways	2	2								
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	13	12								
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓							
	Patched or weathered paving	0.25									
	Cracked paving	0.50									
	Moderate frequency of curb cuts	0.50									
	Rough RR crossing	0.50									
	High frequency of curb cuts	0.75									
	Drainage grates	0.75									
	Potholes or rough pavement edges	0.75									
	<b>Total Pavement Factor</b>		0.25	0.15							
Location Factors (LF)*	<b>Typical Section Factors</b>										
	Moderate grades	0.25									
	Frequent vert. curves (poor sight dist.)	0.25									
	Frequent hor. curves (poor sight dist.)	0.25									
	Uncontrolled right turn lanes	0.25									
	Severe grades	0.50									
	Center turn lane	0.25									
	Median present	0.25									
	Paved shoulder	0.75									
	<b>Roadway and Parking Factors</b>										
	Moderate level of off street parking	0.25									
	High level of off street parking	0.50									
	On street parallel parking	0.50	✓	✓							
	On street angled parking	0.75									
	On street truck parking	1.00									
Little or no adjacent parking	0.25										
<b>Total Location Factor</b>		0.5	0.5								
<b>Total Pavement and Location Factors</b>		0.75	0.75								
<b>Segment Bicycling Suitability**</b>											

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Paseo del Norte</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use Class I II or III	-	2	2	2							
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	35	40									
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	4	4	4	2							
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	12	12	12	15							
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓	✓	✓						
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50	✓		✓							
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.75	0.25	0.75	0.25						
	Location Factors (LF)*	<b>Typical Section Factors</b>										
Moderate grades		0.25										
Frequent vert curves (poor sight dist)		0.25										
Frequent hor curves (poor sight dist)		0.25										
Uncontrolled right turn lanes		0.25										
Severe grades		0.50										
Center turn lane		0.25				✓						
Median present		0.25										
Paved shoulder		0.75										
<b>Roadway and Parking Factors</b>												
Moderate level of off street parking		0.25										
High level of off street parking		0.50	✓									
On street parallel parking		0.50	✓	✓	✓							
On street angled parking		0.75										
On-street truck parking		1.00										
Little or no adjacent parking	0.25				✓							
<b>Total Location Factor</b>		1.0	0.5	0.5	-0.5							
<b>Total Pavement and Location Factors</b>		1.75	0.75	1.25	-0.25							
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Pine Avenue</i>		Segments									
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10
Existing Bicycle Facilities	Multiple use Class I II or III	-									
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	25									
Traffic Volume (ADT)*	Average daily trips (ADT)										
Travel Lanes (L)*	Number of travel lanes both ways	2									
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	12									
Pavement Factors (PF)*	Curb and gutter	0.25	✓								
	Patched or weathered paving	0.25									
	Cracked paving	0.50									
	Moderate frequency of curb cuts	0.50									
	Rough RR crossing	0.50									
	High frequency of curb cuts	0.75									
	Drainage grates	0.75									
	Potholes or rough pavement edges	0.75									
	<b>Total Pavement Factor</b>		0.25								
Location Factors (LF)*	<b>Typical Section Factors</b>										
	Moderate grades	0.25									
	Frequent vert curves (poor sight dist)	0.25									
	Frequent hor curves (poor sight dist)	0.25									
	Uncontrolled right turn lanes	0.25									
	Severe grades	0.50									
	Center turn lane	0.25									
	Median present	0.25									
	Paved shoulder	0.75									
	<b>Roadway and Parking Factors</b>										
	Moderate level of off street parking	0.25									
	High level of off street parking	0.50									
	On street parallel parking	0.50	✓								
	On street angled parking	0.75									
	On street truck parking	1.00									
Little or no adjacent parking	0.25										
<b>Total Location Factor</b>		0.5									
<b>Total Pavement and Location Factors</b>		0.75									
<b>Segment Bicycling Suitability**</b>											

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Poinsettia Lane</i>		Segments:										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use, Class I, II or III	2	-	2								
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	30	30	40								
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	2	4	4								
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	11	12	12								
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓	✓							
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25	0.25	0.25							
	Location Factors (LF)*	<b>Typical Section Factors</b>										
Moderate grades		0.25			✓							
Frequent vert curves (poor sight dist)		0.25										
Frequent hor curves (poor sight dist)		0.25										
Uncontrolled right turn lanes		0.25										
Severe grades		0.50										
Center turn lane		0.25										
Median present		0.25			✓							
Paved shoulder		0.75										
<b>Roadway and Parking Factors</b>												
Moderate level of off street parking		0.25		✓								
High level of off street parking		0.50										
On street parallel parking		0.50										
On street angled parking		0.75										
On street truck parking		1.00										
Little or no adjacent parking	0.25											
<b>Total Location Factor</b>		0	0.25	0								
<b>Total Pavement and Location Factors</b>		0.25	0.5	0.25								
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Rancho Santa Fe Road</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use Class I, II or III	-	-	-								
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	40	40	45								
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	2	2	2								
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	11	12	11								
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓								
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25   0.25   0									
	Location Factors (LF)*	<b>Typical Section Factors</b>										
Moderate grades		0.25		✓								
Frequent vert. curves (poor sight dist.)		0.25										
Frequent hor. curves (poor sight dist.)		0.25										
Uncontrolled right turn lanes		0.25										
Severe grades		0.50	✓									
Center turn lane		0.25										
Median present		0.25										
Paved shoulder		0.75										
<b>Roadway and Parking Factors</b>												
Moderate level of off street parking		0.25										
High level of off street parking		0.50										
On street parallel parking		0.50										
On street angled parking		0.75										
On street truck parking	1.00											
Little or no adjacent parking	0.25	✓	✓	✓								
<b>Total Location Factor</b>		0.25   0   -0.25										
<b>Total Pavement and Location Factors</b>		0.5   0.25   -0.25										
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>State Street</i>		Segments									
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10
Existing Bicycle Facilities	Multiple use Class I II or III	-	-								
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	35	25								
Traffic Volume (ADT)*	Average daily trips (ADT)										
Travel Lanes (L)*	Number of travel lanes both ways	4	2								
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	12	12								
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓							
	Patched or weathered paving	0.25									
	Cracked paving	0.50									
	Moderate frequency of curb cuts	0.50		✓							
	Rough RR crossing	0.50									
	High frequency of curb cuts	0.75									
	Drainage grates	0.75									
	Potholes or rough pavement edges	0.75									
	<b>Total Pavement Factor</b>		0.25	0.75							
Location Factors (LF)*	<b>Typical Section Factors</b>										
	Moderate grades	0.25									
	Frequent vert curves (poor sight dist)	0.25									
	Frequent hor curves (poor sight dist)	0.25									
	Uncontrolled right turn lanes	0.25									
	Severe grades	0.50									
	Center turn lane	0.25									
	Median present	0.25									
	Paved shoulder	0.75									
	<b>Roadway and Parking Factors</b>										
	Moderate level of off street parking	0.25									
	High level of off street parking	0.50									
	On street parallel parking	0.50									
	On street angled parking	0.75		✓							
	On street truck parking	1.00									
Little or no adjacent parking	0.25	✓									
<b>Total Location Factor</b>		0.25	0.75								
<b>Total Pavement and Location Factors</b>		0	1.5								
<b>Segment Bicycling Suitability**</b>											

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)



# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Sunnyhill Drive</i>		Segments*									
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10
Existing Bicycle Facilities	Multiple use, Class I, II or III	-									
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	25									
Traffic Volume (ADT)*	Average daily trips (ADT)										
Travel Lanes (L)*	Number of travel lanes both ways	2									
Outside Lane Width (W)*	Lane width adequate, marginal or inadequate	12									
Pavement Factors (PF)*	Curb and gutter	0.25									
	Patched or weathered paving	0.25									
	Cracked paving	0.50									
	Moderate frequency of curb cuts	0.50									
	Rough RR crossing	0.50									
	High frequency of curb cuts	0.75									
	Drainage grates	0.75									
	Potholes or rough pavement edges	0.75									
	<b>Total Pavement Factor</b>		0.0								
Location Factors (LF)*	<b>Typical Section Factors</b>										
	Moderate grades	0.25									
	Frequent vert curves (poor sight dist)	0.25									
	Frequent hor curves (poor sight dist)	0.25									
	Uncontrolled right turn lanes	0.25									
	Severe grades	0.50									
	Center turn lane	0.25									
	Median present	-0.25									
	Paved shoulder	0.75									
	<b>Roadway and Parking Factors</b>										
	Moderate level of off street parking	0.25									
	High level of off street parking	0.50									
	On street parallel parking	0.50	0.5								
	On street angled parking	0.75									
	On street truck parking	1.00									
	Little or no adjacent parking	0.25									
<b>Total Location Factor</b>		0.5									
<b>Total Pavement and Location Factors</b>		0.5									
<b>Segment Bicycling Suitability**</b>											

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Tamarack Avenue</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use Class I II or III	2	2	2	-	2						
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)	40	35	35	35	30						
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	4	2	2	4	2						
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	12	12	12	12	12						
Pavement Factors (PF)*	Curb and gutter	0.25	✓	✓	✓	✓	✓					
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25 0.25 0.25 0.25 0.25									
Location Factors (LF)*	<b>Typical Section Factors</b>											
	Moderate grades	0.25										
	Frequent vert curves (poor sight dist)	0.25										
	Frequent hor curves (poor sight dist)	0.25										
	Uncontrolled right turn lanes	0.25				✓						
	Severe grades	0.50	✓	✓								
	Center turn lane	0.25										
	Median present	0.25	✓					✓				
	Paved shoulder	0.75										
	<b>Roadway and Parking Factors</b>											
	Moderate level of off street parking	0.25					✓					
	High level of off street parking	0.50										
	On street parallel parking	0.50			✓				✓			
	On street angled parking	0.75										
	On street truck parking	1.00										
	Little or no adjacent parking	0.25	✓	✓								
<b>Total Location Factor</b>		0 0.25 0.5 0.5 0.25										
<b>Total Pavement and Location Factors</b>		0.25	0.5	0.75	0.75	0.5						
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Valencia Avenue</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use Class I II or III											
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)											
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways											
Outside Lane Width (W)*	Lane width adequate marginal or inadequate											
Pavement Factors (PF)*	Curb and gutter	0.25										
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>											
	Location Factors (LF)*	<b>Typical Section Factors</b>										
Moderate grades		0.25										
Frequent vert curves (poor sight dist)		0.25										
Frequent hor curves (poor sight dist)		0.25										
Uncontrolled right turn lanes		0.25										
Severe grades		0.50										
Center turn lane		0.25										
Median present		0.25										
Paved shoulder		0.75										
<b>Roadway and Parking Factors</b>												
Moderate level of off street parking		0.25										
High level of off street parking		0.50										
On street parallel parking		0.50										
On street angled parking		0.75										
On street truck parking		1.00										
Little or no adjacent parking	0.25											
<b>Total Location Factor</b>												
<b>Total Pavement and Location Factors</b>												
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)

# Carlsbad Bikeway Master Plan - Roadway Segment Rating Matrix



Street <i>Windrose Circle</i>		Segments										
Suitability Factors	Factor Descriptions and Values	1	2	3	4	5	6	7	8	9	10	
Existing Bicycle Facilities	Multiple use Class I II or III	2										
Posted Speed Limit (S)*	Posted speed limit in miles per hour (mph)											
Traffic Volume (ADT)*	Average daily trips (ADT)											
Travel Lanes (L)*	Number of travel lanes both ways	4										
Outside Lane Width (W)*	Lane width adequate marginal or inadequate	12										
Pavement Factors (PF)*	Curb and gutter	0.25	✓									
	Patched or weathered paving	0.25										
	Cracked paving	0.50										
	Moderate frequency of curb cuts	0.50										
	Rough RR crossing	0.50										
	High frequency of curb cuts	0.75										
	Drainage grates	0.75										
	Potholes or rough pavement edges	0.75										
	<b>Total Pavement Factor</b>		0.25									
Location Factors (LF)*	<b>Typical Section Factors</b>											
	Moderate grades	0.25										
	Frequent vert curves (poor sight dist)	0.25										
	Frequent hor curves (poor sight dist)	0.25										
	Uncontrolled right turn lanes	0.25										
	Severe grades	0.50										
	Center turn lane	0.25										
	Median present	0.25	✓									
	Paved shoulder	0.75										
	<b>Roadway and Parking Factors</b>											
	Moderate level of off street parking	0.25	✓									
	High level of off street parking	0.50										
	On street parallel parking	0.50										
	On street angled parking	0.75										
	On street truck parking	1.00										
Little or no adjacent parking	0.25											
<b>Total Location Factor</b>		0										
<b>Total Pavement and Location Factors</b>		0.25										
<b>Segment Bicycling Suitability**</b>												

\*Bicycle Suitability Rating Formula =  $ADT / (L \times 2500) + S/35 + (14 - W) + PF + LF$  \*\*Excellent = 0 to 4 (Segments that exhibit extremely favorable characteristics for cycling) Good = 4 to 5 (Segments which are conducive to cycling but with some minor drawbacks) Fair = 5 to 6 (Segments of marginal desirability for cycling) Poor = 6 or above (Segments of questionable desirability and generally not recommended for cycling)



## City of Carlsbad Public Art Guidelines

### Artworks

The City of Carlsbad wishes to encourage the broadest interpretation of art and the diverse venues used by artists. The various media and materials which can be used by contemporary artists include:

- 1 Sculpture: Free-standing, wall supported or suspended, kinetic, electronic, etc., in any material or combination of materials.
- 2 Murals or portable paintings: In any material or variety of materials, with or without collage or the addition of non-traditional materials and means.
- 3 Earthworks, fiberworks, neon, glass, mosaics, photographs, prints, calligraphy, any combination of forms of media including sound, film, holographic and video systems, hybrids of any media and new genres.
- 4 Standardized fixtures such as gates, streetlights, etc., may be contracted to artists for unique or limited editions, provided the work is designed specifically for the city as public art.
- 5 Architectural elements designed and executed by visual artists in collaboration with an architect or landscape architect, which may be incorporated into, upon or adjacent to publicly funded structures.
- 6 Design elements incorporated into a capital improvements project that are designed by an artist for fabrication and execution by the project contractor.

### Exclusions

The following items are identified as ineligible for inclusion in the City's Art in Public Places Program. (These items may be funded through other programs or departments within the City, but they do not fall within the parameters of art in public places.)

- 1 Directional elements such as supergraphics, signage, or color coding except where these elements are integral parts of the original work of art.
- 2 "Art objects" which are mass produced as a standard design such as playground equipment, fountains or statuary objects.
- 3 Reproductions by mechanical or other means of original works of art, except in cases of film, video, photography, printmaking or other media arts, specifically commissioned by the City.
- 4 Decorative, ornamental or functional elements which are designed by the building architect as opposed to an artist commissioned for this purpose.
- 5 Landscape architecture and landscape gardening except where these elements are designed by an artist and/or are an integral part of the work of art by an artist.
- 6 Services or utilities necessary to operate or maintain the artwork over time.
- 7 Existing works of art offered for sale or donation to the City which do not have an established and recognized significance as art in public places among arts professionals and art appraisers.
- 8 Works of art which are not publicly accessible or visible.
- 9 Works of art which cannot reasonably be maintained within the resources allocated by the citizens of Carlsbad.



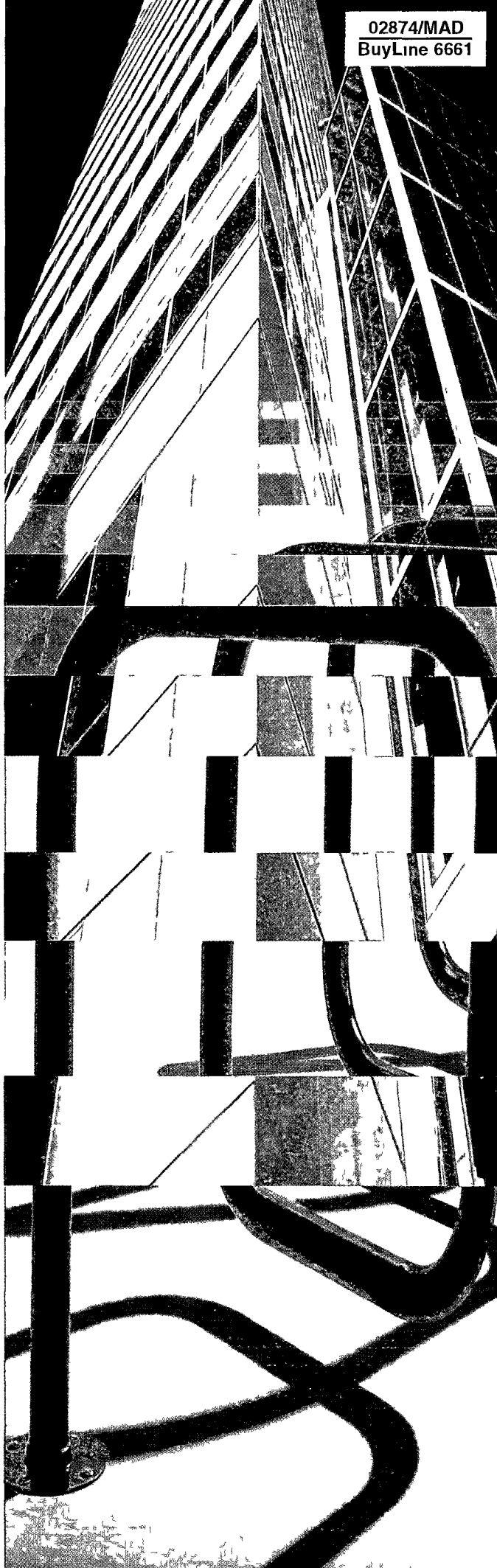
## Supplemental Facilities

*The following brochures are included to acquaint the reader with the range of site products readily available to municipalities for bikeway projects. Though the recommendations of fellow professionals who have utilized some of these products were employed in selecting these brochures for inclusion, no endorsement or recommendation of the products advertised in them is specifically intended or implied.*

*It is strongly recommended that qualified bicycle facility design professionals be consulted when determining which site products would best function for any particular situation, including, for examples, selection and installation guidelines.*

*Finally, new products are constantly being introduced and bicycle facility product selection need not be based solely on these brochures.*

02874/MAD  
BuyLine 6661



BIKE RACKS

THAT COMBINE

FORM AND

FUNCTION

**Madrax®**

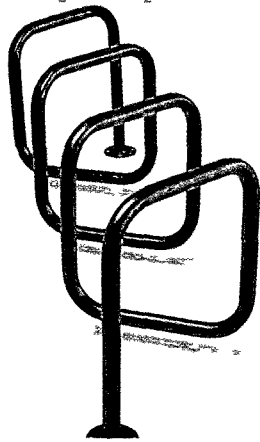
# Genesis™



The Genesis™ bicycle rack transcends form and function to make a bold aesthetic statement. When empty, the simple, floating concentric rings of the Genesis™ look like an attractive outdoor sculpture. When full, these same concentric rings park bikes safely and securely.

The Genesis™ offers two contact points at front and rear for locking. The unique concentric design of the Genesis™ helps guide bikes into proper parking position while providing double the parking space of typical serpentine racks.

The Genesis™ features a heavy-duty 2 3/8 (60mm) steel frame. It is available in configurations that park up to 8 bicycles. The Genesis™ is available in a galvanized finish or a wide range of powder coat colors. It is also available in stainless steel.



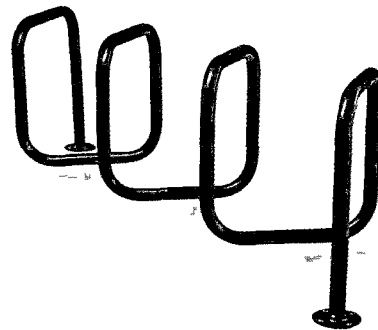
**Style** – unique concentric design makes the Genesis™ the ideal bicycle rack for buildings.

**Security** – heavy-duty construction and concentric design are ideal for use with U-type locks.



See SweetSource for additional product information. Call 1-800-551-3796 to order SweetSource.

Patent applied for



## GENESIS™ ORDER INFORMATION

Item No	Length (mm)	Description (Capacity)
GNS 4	43 (1092)	2 Hoop Genesis™ (4 Bikes)
GNS 6	70 1/8 (1781)	3 Hoop Genesis™ (6 Bikes)
GNS 8	97 1/4 (2470)	4 Hoop Genesis™ (8 Bikes)

Standard Height 34" (864mm)

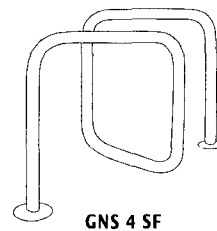
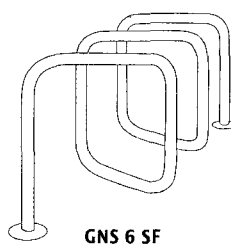
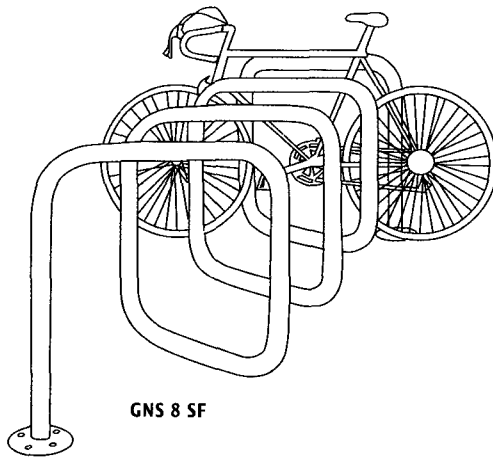
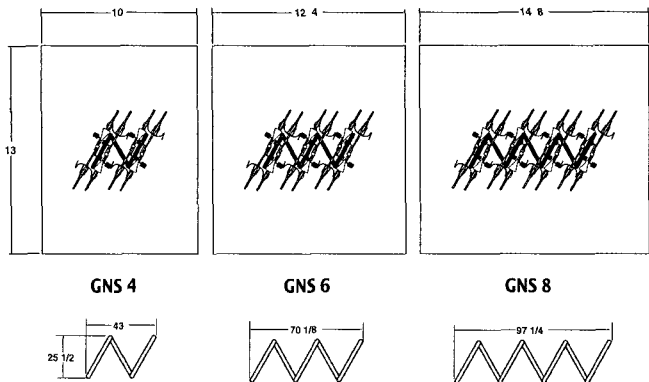
### Add Suffixes For Installation Method

(IG) – In Ground  
(SF) – Surface Flange Mount

### Add Suffixes For Finish/Material

(G) – Hot Dipped Galvanized After Fabrication  
(P) – TGIC Polyester Powder Coat  
See Page 8 for color selection  
(S) – Stainless Steel

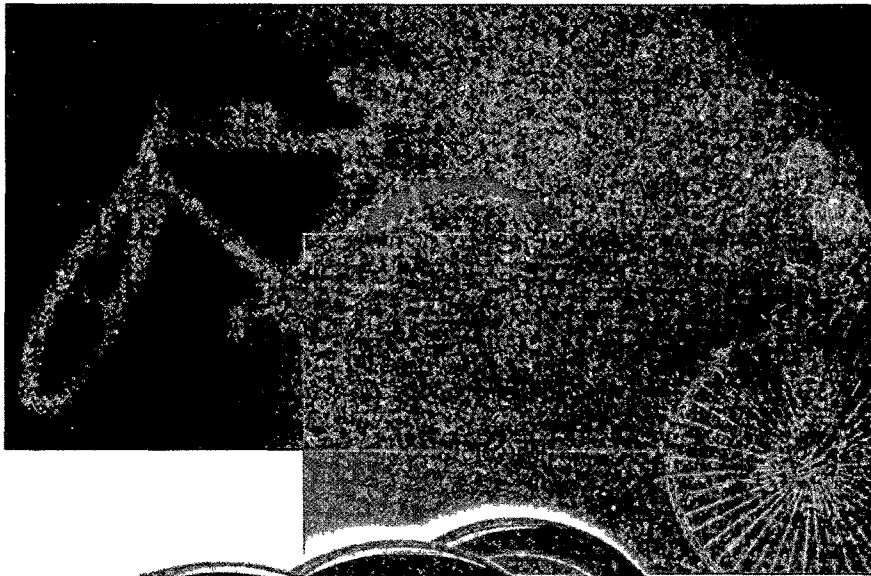
## SPACE REQUIREMENTS





# Circa 2000™

## Bicycle Parking For The New Millennium



Bicycle design is ever evolving. What cyclists rode in 1900 is nothing like what they ride today. What cyclists ride today, is nothing like what they'll ride in the new millennium. That's why Madrax created Circa 2000™ – a bicycle parking stand uniquely designed for today and tomorrow.

No matter how bikes evolve in the next thousand years, the Circa 2000™ will park them safely and securely. Circa's concentric design helps guide bikes into place while spacing them safely apart. Once in place, the Circa 2000™ offers bikes two distinct contact points, at front and rear, for secure locking.

Each circle of Circa 2000™ parks two bikes. Racks are available in configurations that park up to eight of present style bicycles. In the future, who knows how many bikes Circa 2000™ will park?

The Circa 2000™ bike rack is designed to last well into the next millennium. Its sturdy 1.90" (48 mm) O.D. diameter steel frame stands up under the most punishing use and hostile environments. In fact, NASA is currently evaluating Circa 2000™ for use on Mars (not really, but they should). The Circa 2000™ is available in a galvanized finish or a wide range of powder coat colors. It is also available in stainless steel.

It's impossible to know the future. We don't know what kind of bicycles people will ride during the next millennium. But, we do know one thing. As long as bikes have two wheels, they'll be parking them at Circa 2000™ bike racks.

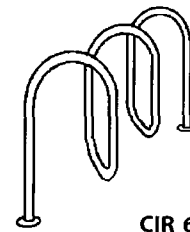
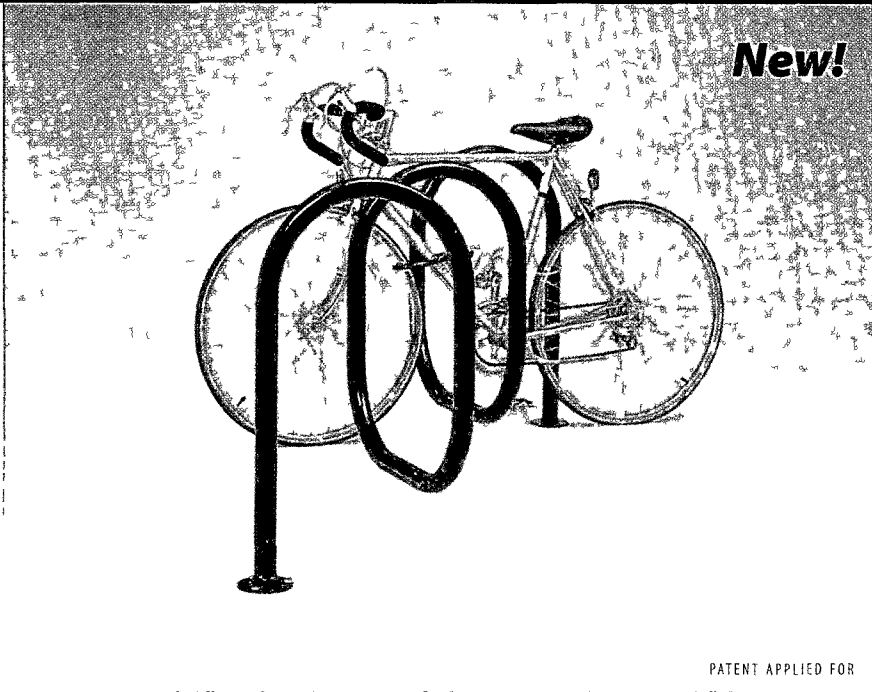
### Madrax

2210 Pinehurst Drive  
Middleton, WI 53562

TEL: (608) 831-9040  
FAX: (608) 831-7623  
TOLL FREE: (800) 448-7933  
e-mail: [graber@madrax.com](mailto:graber@madrax.com)  
Web Site:  
<http://www.madrax.com>

PATENT APPLIED FOR

# Circa 2000™



CIR 6 SF



U190 SF  
U Rack

(For Matching U Racks (For 2 Bikes)  
Please Refer To Our Item No U190)

## Circa 2000™ 1.90" OD

Item No.	Description (Capacity)	Wt.
CIR 4 G	2 Hoop Circa 2000™ (4 Bikes) 48 L Galvanized	32
CIR 4 P	2 Hoop Circa 2000™ (4 Bikes) 48 L Powder Coated	32
CIR 4 S	2 Hoop Circa 2000™ (4 Bikes) 48 L Stainless Steel	40
CIR 6 G	3 Hoop Circa 2000™ (6 Bikes) 80 L Galvanized	47
CIR 6 P	3 Hoop Circa 2000™ (6 Bikes) 80 L Powder Coated	47
CIR 6 S	3 Hoop Circa 2000™ (6 Bikes) 80 L Stainless Steel	60
CIR 8 G	4 Hoop Circa 2000™ (8 Bikes) 112 L Galvanized	62
CIR 8 P	4 Hoop Circa 2000™ (8 Bikes) 112 L Powder Coated	62
CIR 8 S	4 Hoop Circa 2000™ (8 Bikes) 112 L Stainless Steel	80

Standard Height 34 (864 mm)

### Please Add Suffixes For Installation Method

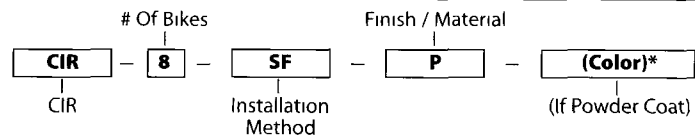
(IG) – In Ground (If Not Specified)  
(SF) – Surface Flange Mount

Grout Cover Set For In Ground Mount  
In Matching Finish

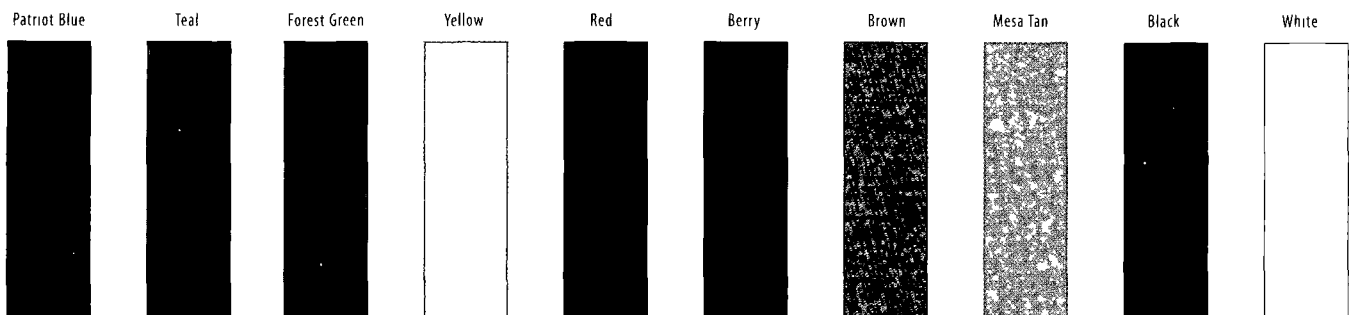
### Finish/Material

(G) – Hot Dipped Galvanized After  
Fabrication (If Not Specified)  
(P) – TGIC Polyester Powder Coat Color  
(S) – Stainless Steel

### ORDERING NOTATION FOR Circa 2000™



### STOCKED POWDER COAT FINISHES\*



Hundreds of additional powder coat colors available. Due to variations in the printing process colors shown may not be an exact match. Please request color charts from the factory. Specifications subject to change without prior notice. Printed in U.S.A.

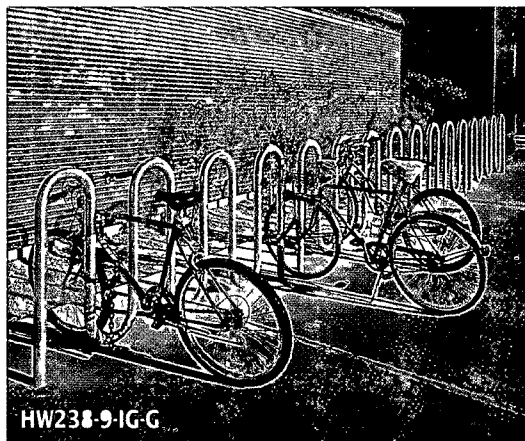
Circa 2000™ - Bicycle Parking For The Next Millennium

# Heavy Duty Winder & Winder-Plus

**The Heavy Duty Winder and Winder Plus** bicycle parking racks meet or exceed the specifications of similar serpentine type stands. In addition, their loop dimensions are calculated to provide sufficient clearance for bicycle handlebars, pedals, and seats – clearances not always available on all serpentine type stands. The overall height of 42 (1067mm) makes for easier loading of the racks from one or both sides.

The **Heavy Duty Winder's** massive frame (2 3/8 (60mm) O.D. structural steel) is suited to the most abusive institutional environment and allows the use of high security U type locks to secure the frame of the bicycle to the rack.

**The Winder Plus** bicycle parking rack has the same sleek modern look as heavy duty serpentine type racks with radii that provide even more clearance for bicycles than its big



brothers. The Winder Plus is constructed of strong high quality 1 5/8 (41mm) diameter structural steel tubing.

The Heavy Duty Winder and Winder Plus racks are available in 3, 5, 7, 9, 11, and 13 bike capacity models for below grade (standard) or surface mounting (13 bike models have an additional center support). They are offered in a hot dipped galvanized (standard), stainless steel, or electrostatically applied powder coat finish.

**Form** – massive contemporary looks blend nicely in any setting.

**Function** – high security U type locks can be used to secure bicycle frame to the rack.



See SweetSource for additional product information. Call 1 800 551-3796 to order SweetSource.

## WINDER SERIES ORDER INFORMATION

Heavy Duty Winder 2 3/8" OD			Winder Plus 1 5/8" OD	
Item No	Length (mm)	Description (Capacity)	Item No	Length (mm)
HW238 3*	145/8 (371)	1 Loop (3 Bikes)	WP158 3*	15 3/4 (400)
HW238 5	391/8 (994)	3 Loop (5 Bikes)	WP158 5	44 (1118)
HW238 7	635/8 (1616)	5 Loop (7 Bikes)	WP158 7	72 1/4 (1835)
HW238 9	885/8 (2251)	7 Loop (9 Bikes)	WP158 9	100 1/2 (2553)
HW238 11	1125/8 (2861)	9 Loop (11 Bikes)	WP158 11	128 3/4 (3270)
HW238 13	1375/8 (3496)	11 Loop (13 Bikes)	WP158 13**	157 (3988)

\*Ships UPS

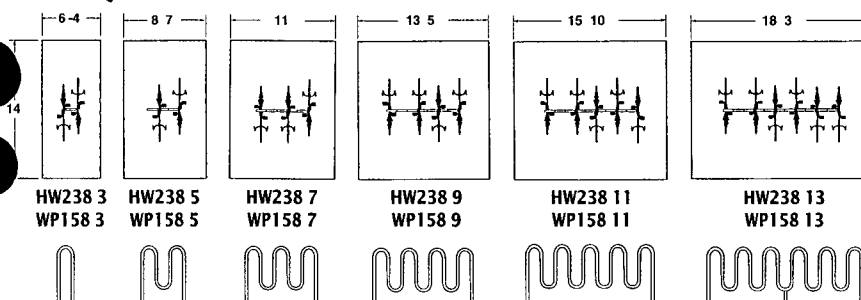
### Add Suffixes For Installation Method

- (IG) – In Ground (Standard)
- (SF) – Surface Flange Mount
- (SG) – Surface Gusset Mount (not available in Stainless Steel)

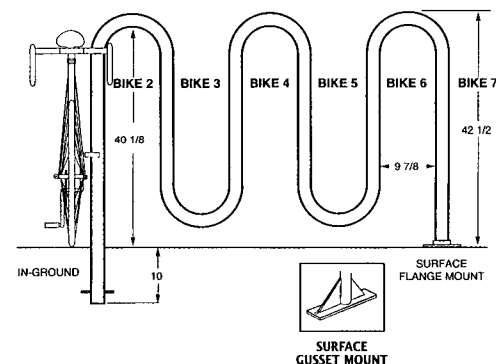
### Add Suffixes For Finish/Material

- (G) – Hot Dipped Galvanized After Fabrication (Standard)
  - (P) – TGIC Polyester Powder Coat (\*\*not available for WP158 13)
  - (S) – Stainless Steel (not available in Gusset Mount)
- See Page 8 for color selection

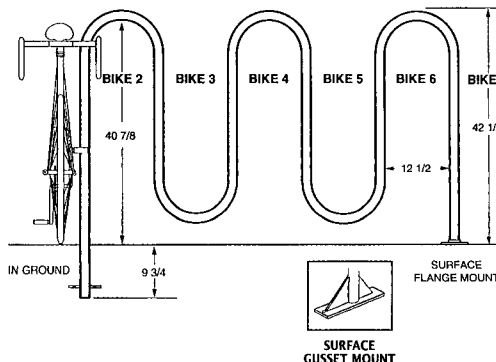
## SPACE REQUIREMENTS



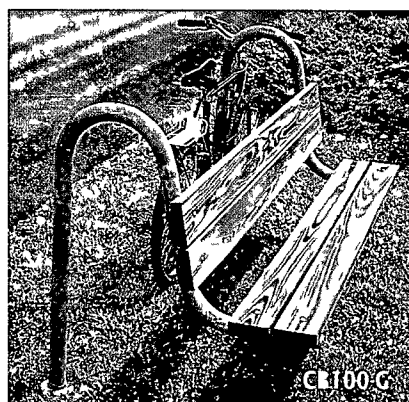
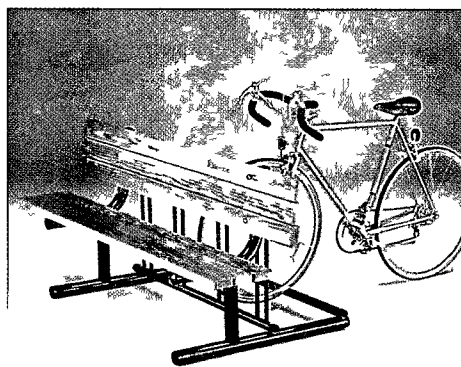
## HEAVY DUTY WINDER



## WINDER PLUS



# U-Two & Bike Benches®



**The U Two** is an attractive high function bicycle parking rack. It offers a secure, stable parking option for bicycles. The U type lockable U Two is offered in five configurations to accommodate 2 to 10 bikes. The U Two provides a stable two point contact when a bike is resting against it. The loops are attached to heavy duty galvanized rails for ease of installation.

**The Bike Bench®** bicycle parking rack (Patent Nos 5 098 155) is a unique alternative to unattractive conventional grid type parking racks. It provides the dual function of bicycle parking and outdoor seating in one attractive site furnishing. The Bike Bench® is perfect for bike trails, malls,

neighborhood parks, tennis courts, or wherever the needs of both cyclists and pedestrians must be served. The frame is constructed of 1 5/8" O.D. structural steel tubing.

**The Contemporary Bike Bench®** (Patent Nos 5 098 155) is a heavier 2 3/8" O.D. tubing version of the traditional Bike Bench®. It is a permanent mount rack that allows the use of U type locks.

## U TWO ORDER INFORMATION

Item No	Length (mm)	Description (Capacity)
UT160 2 IG*	N/A	1 Loop U Two (2 Bikes) In Ground
UT160 2 SF*	N/A	1 Loop U Two (2 Bikes) Surface Flange
UT160 4*	32 3/8 (822)	2 Loop U Two (4 Bikes)
UT160 6*	59 3/4 (1518)	3 Loop U Two (6 Bikes)
UT160 8*	87 1/8 (2213)	4 Loop U Two (8 Bikes)
UT160 10	114 1/2 (2908)	5 Loop U Two (10 Bikes)

\*Ships UPS

**Standard Height 34" (864mm)**

**Standard Width 16" (406mm)**

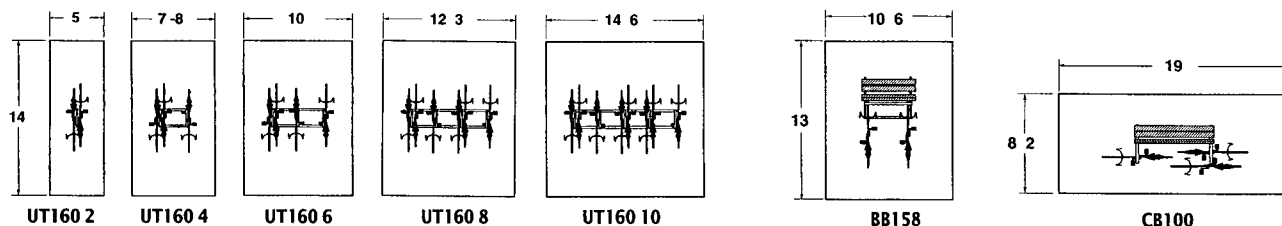
## Add Suffixes For Finish

(B) - Black Powder Coat Finished Loops

(G) - Hot Dipped Galvanized After Fabrication Loops

(Note: Rails are galvanized for both the Black and Galvanized Loops)

## SPACE REQUIREMENTS



## BIKE BENCH® ORDER INFORMATION

Item No	Length (mm)	Description (Capacity)
BB158*	72 (1829)	Frame Only (4 Bikes)
BB158W*	72 (1829)	Pressure treated Wood Seating (6 ea 2x4 Boards - 4 Bikes)
BB158R*	72 (1829)	Recycled Plastic Seating (2 ea Light Grey 2x10 Planks - 4 Bikes)

\*Ships UPS

## CONTEMPORARY BIKE BENCH® ORDER INFORMATION

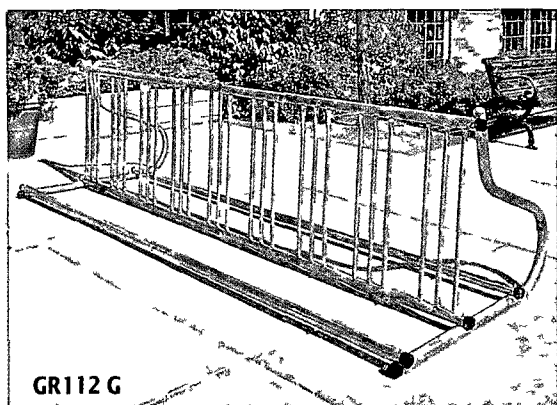
Item No	Length (mm)	Description (Capacity)
CB100	72 (1829)	Frame Only (4 Bikes)
CB100W	72 (1829)	Pressure treated Wood Seating (6 ea 2x4 Boards - 4 Bikes)
CB100R	72 (1829)	Recycled Plastic Seating (2 ea Light Grey 2x10 Planks - 4 Bikes)

## Add Suffixes For Finish

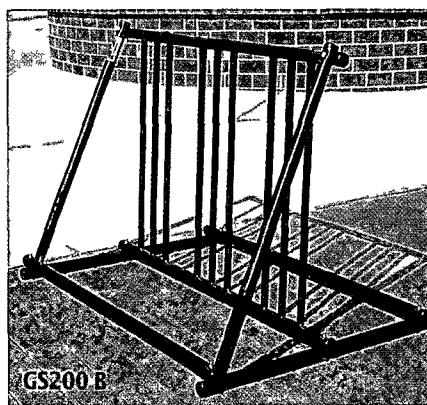
(B) - Black Powder Coat Finish

(G) - Hot Dipped Galvanized After Fabrication

# Gridrac, Grand Stand & Guard Rail 5



GR112 G



GS200 E



GD145 G

The **Gridrac** features a traditional design ideal for high volume/low security use. Choose either 48" or 110" long stands with parking spaces provided on one or both sides for up to 18 bicycles. Add on units are available for attachment to basic units for easy and economical expansion. The Gridrac is constructed of rugged 1 5/8" (41mm) O D and 3/4" (19mm) O D 14 gauge steel tubing. All vertical spacers are welded in place. **48" Gridracs ship UPS at substantial savings.**

The **Grand Stand** is an economically priced ruggedly constructed bicycle parking rack for the homeowner, small retailer, or small office. Its one piece grid frame is 1 1/4" (32mm) O D structural steel tubing with 3/4" structural

steel vertical spacers welded in place. The Grand Stand holds 6 bikes and is available in a black or galvanized finish.

The **Guard Rail** is designed to accommodate 2 to 4 bicycles with handlebars alternated. The user has the option of securing the bike's frame to the top or second rail. The length of the Guard Rail and the presence of the 1 5/8" (41mm) O D second rail also help prevent bicycles from sliding under the rack if the bike is inadvertently moved.

## GRIDRAC & GRAND STAND ORDER INFORMATION

Item No	Length (mm)	Description (Capacity)
GR110	48 (1219)	Gridrac Basic - park both sides (8 Bikes - 4 each side)
GR111*	48 (1219)	Gridrac Add on - park both sides (8 Bikes - 4 each side)
GR112 G**	110 (2794)	Gridrac Basic - park both sides (18 Bikes - 9 each side)
GR113 G*	110 (2794)	Gridrac Add on - park both sides (18 Bikes - 9 each side)
GR114*	48 (1219)	Gridrac Basic - park one side (4 Bikes)
GR115*	48 (1219)	Gridrac Add on - park one side (4 Bikes)
GR116 G**	110 (2794)	Gridrac Basic - park one side (9 Bikes)
GR117 G**	110 (2794)	Gridrac Add on - park one side (9 Bikes)
GS200*	39 1/2 (1003)	Grand Stand - park both sides (6 Bikes - 3 each side)

AK900

Concrete Anchor Kit for Gridracs (includes expansion bolts)

\*Ships UPS \*\*Powder coat finish not available

**Standard Width Gridrac 36" (914mm)**

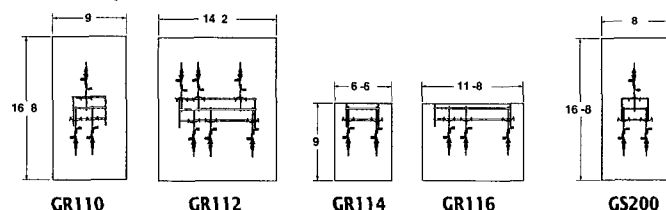
**Standard Width Grand Stand 29" (737mm)**

## Add Suffixes For Finish

(B) - Black Powder Coat Finish

(G) - Hot Dipped Galvanized After Fabrication

## SPACE REQUIREMENTS



## GUARD RAIL ORDER INFORMATION

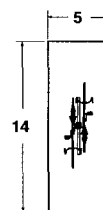
Item No	Length (mm)	Description (Capacity)
GD140 G	54 (1372)	Guard Rail (2 to 4 Bikes) - In Ground
GD145 G	54 (1372)	Guard Rail (2 to 4 Bikes) - Surface Mount

**Standard Height 33" (838mm)**

## Add Suffixes For Finish

(G) - Hot Dipped Galvanized After Fabrication

## SPACE REQUIREMENTS

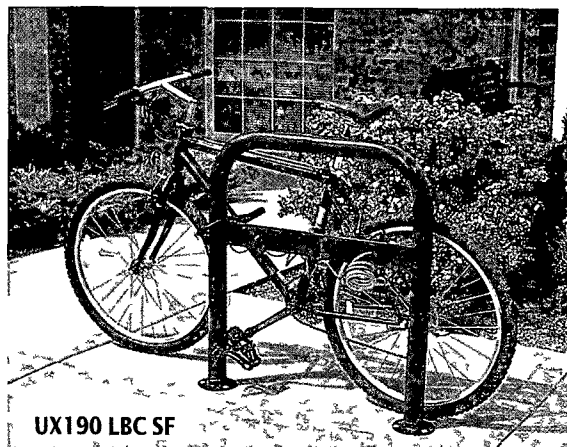


GD140/GD145

# 6 'U' Racks & Class II



U238 SF



UX190 LBC SF

The 'U' Rack provides economical secure bicycle parking for apartments retail outlets office malls or other settings where appearance is important but economy is a consideration

The U Rack is offered in two different sizes 2 3/8" O D (2 pipe) and 1 90" O D (1 1/2 pipe) structural steel tubing The U Rack allows the use of U type locks and two point contact when the bike is resting against it The lean bars add additional support by keeping the front wheel from turning

With the addition of cabling to the lean bar the U Rack meets Class II specifications by allowing the bike's frame and both wheels to be locked with one padlock

The U Rack is offered in an in ground or surface mount unit and can be shipped U P S

## U' RACK ORDER INFORMATION

### 2 3/8" OD Steel

Item No	Length (mm)	Description (Capacity)	Item No	Length (mm)
U238	22 (559)	U Rack (2 Bikes)	U190	20 (508)
UX238	30 (762)	30 U Rack (2 Bikes)	UX190	30 (762)
U238 LB	22 (559)	U Rack with Lean Bar (2 Bikes)	U190 LB	20 (508)
UX238 LB	30 (762)	30 U Rack with Lean Bar (2 Bikes)	UX190 LB	30 (762)
UX238 LBC	30 (762)	30 U Rack with Lean Bar and 2 Cables (2 Bikes)	UX190 LBC	30 (762)

### 1 90" OD Steel

Standard Height 34" (864mm)

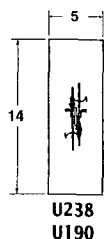
#### Add Suffixes For Installation Method

- (IG) - In Ground (Standard)
  - (SF) - Surface Flange Mount
- Other installation options are available upon request

#### Add Suffixes For Finish/Material

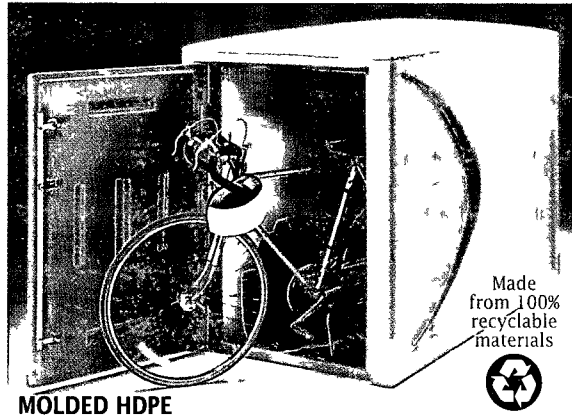
- (G) - Hot Dipped Galvanized After Fabrication
- (P) - TGIC Polyester Powder Coat
- See Page 8 for color selection
- (S) - Stainless Steel

## SPACE REQUIREMENTS

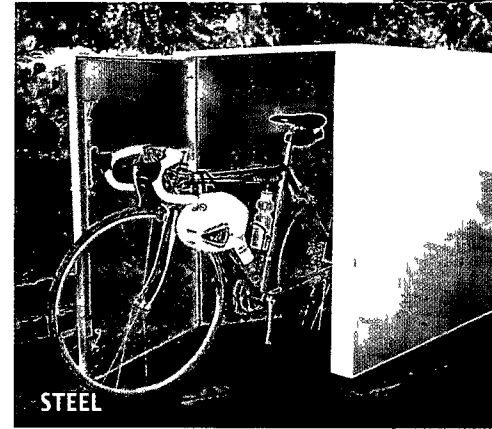


# Dura-Locker™ 7

**Dura Locker™** offers protection and selection. The Dura Locker™ provides bicycles with the highest level of security and protection. The solid heavy duty construction of these units makes them practically impervious to weather, vandalism or theft. It also means Dura Locker™ will provide many years of virtually maintenance free service.



**MOLDED HDPE**



**STEEL**

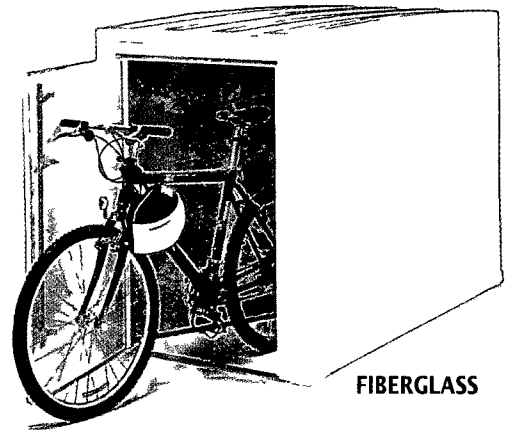
Dura Locker™ is the first locker manufacturer to offer lockers in fiberglass, molded HDPE, powder coated steel, and stainless steel materials. The wide selection of materials means there is a Dura Locker™ for virtually any budget, environment, or location.

Double door Dura Lockers™ park two bikes. It's easy to add more units, so Dura Locker™ expands with your needs. The tamper proof designs have no external fasteners. Units come



See **SweetSource** for additional product information. Call 1-800-551-3796 to order **SweetSource**.

with surface mounted anchor systems and adjustable feet for proper, easy installation.



**FIBERGLASS**

## DURA LOCKER™ ORDER INFORMATION

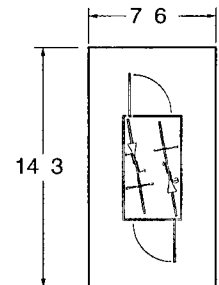
Item No	Length (mm)	Description (Locker Units-Capacity)
DL100 1	42 (1067)	Dura Locker™ (1 Unit - 1 Bike) (1 Door)
DL100 2	42 (1067)	Dura Locker™ (1 Unit - 2 Bikes)
DL100 4	84 (2134)	Dura Locker™ (2 Units - 4 Bikes)
DL100 6	126 (3200)	Dura Locker™ (3 Units - 6 Bikes)
DL100 8	168 (4267)	Dura Locker™ (4 Units - 8 Bikes)
DL100 10	210 (5334)	Dura Locker™ (5 Units - 10 Bikes)
DL100 12	252 (6401)	Dura Locker™ (6 Units - 12 Bikes)
DL100 14	294 (7468)	Dura Locker™ (7 Units - 14 Bikes)
DL100 16	336 (8534)	Dura Locker™ (8 Units - 16 Bikes)
DL100 18	378 (9601)	Dura Locker™ (9 Units - 18 Bikes)
DL100 20	420 (10668)	Dura Locker™ (10 Units - 20 Bikes)

**Standard Color - Sand Beige or Dove Grey**

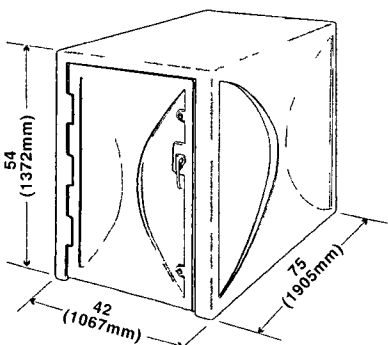
### Add Suffixes For Finish/Material

- (F) - Fiberglass
- (P) - TGIC Polyester Powder Coated Steel
- (R) - Roto Molded HDPE
- (S) - Stainless Steel

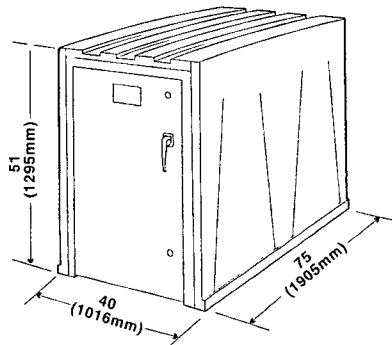
## SPACE REQUIREMENTS



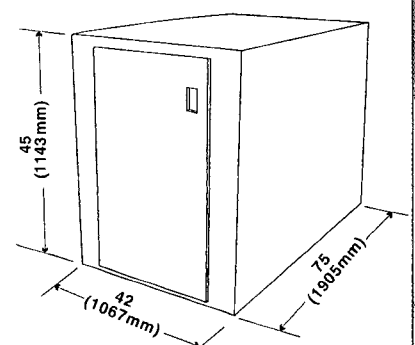
**DL100 2**



**MOLDED HDPE**



**FIBERGLASS**



**STEEL**

# Specifications

**Genesis™** - The bicycle parking rack shall be the GNS \_\_\_ (insert Bike Capacity Finish and Installation Method) Genesis™ \_\_\_ bike capacity parking rack as manufactured by Madrax Inc Galvanized and Powder Coated Versions Rack shall be constructed of ASTM A53 2 Schedule 40 steel pipe (2 3/8 O D x 154 wall) Stainless Steel Rack shall be constructed of ASTM A312



See **SweetSource** for additional product information. Call 1-800-551-3796 to order **SweetSource**

2 Schedule 40 TP 304 stainless steel (2 3/8 O D x 154 wall)

**Heavy Duty Winder** - The bicycle parking rack shall be the HW238 \_\_\_ (insert Bike Capacity Finish and Installation Method) Heavy Duty Winder \_\_\_ bike capacity parking rack as manufactured by Madrax Inc Rack shall be a minimum of 42 High to provide proper clearance for parked bicycles Galvanized & Powder Coated Versions Rack shall be constructed of ASTM A53 2 Schedule 40 steel pipe (2 3/8 O D x 154 wall) Stainless Steel Rack shall be constructed of ASTM



See **SweetSource** for additional product information. Call 1-800-551-3796 to order **SweetSource**

A312 2 Schedule 40 TP 304 stainless steel (2 3/8 O D x 154 wall)

**Winder Plus** - The bicycle parking rack shall be the WP158 \_\_\_ (insert Bike Capacity Finish and Installation Method) Winder Plus \_\_\_ bike capacity parking rack as manufactured by Madrax Inc Rack shall be a minimum of 42 High to provide proper clearance for parked bicycles Rack shall be of one piece construction to prevent disassembly Rack shall be constructed of 1 5/8 O D - 12 ga (109 wall) structural steel tubing

**U Two** - The bicycle parking rack shall be the UT160 \_\_\_ (insert Bike Capacity and Finish selection) U Two \_\_\_ bike capacity rack as manufactured by Madrax Inc Rack shall be constructed of 1 5/8 O D - 13 ga (095 wall) structural steel tubing and 2 x 1 steel rail

**Bike Bench®** - The bicycle parking rack shall be the BB158 \_\_\_ (insert Item Nos and Finish selection) Bike Bench® 4 bike capacity rack as manufactured by Madrax Inc Rack shall be constructed of 1 5/8 O D and 3/4 O D -14 ga (083 wall) structural steel tubing with **all** members of the grid section welded

**Contemporary Bike Bench®** - The bicycle parking rack shall be the CB100 G Contemporary Bike Bench® 4 bike capacity rack as manufactured by Madrax Inc Rack shall be constructed of ASTM A53 2 Schedule 40 steel pipe (2 3/8 O D x 154 wall)

**Gridrac** - The bicycle parking rack shall be the GR11 \_\_\_ (insert Item Nos and Finish selection) Gridrac \_\_\_ bike capacity rack as manufactured by Madrax Inc Rack shall be constructed of 1 5/8 O D and 3/4 O D - 14 ga (083 wall) structural steel tubing with **all** members of the grid section welded

**Grand Stand** - The bicycle parking rack shall be the GS200 \_\_\_ (insert Finish) Grand Stand 6 bike capacity rack as manufactured by Madrax Inc Rack shall be constructed of 1 1/4 O D and 3/4 O D - 16 ga (065 wall) structural steel tubing with **all** members of the grid section welded

**Guard Rail** - The bicycle parking rack shall be the GD14 \_\_\_ G (insert Item Nos selection) Guard Rail \_\_\_ bike capacity rack as manufactured by Madrax Inc Rack shall be constructed of 1 7/8 O D - 10 ga (134 wall) structural steel tubing

**'U' Rack & Class II** - The bicycle parking rack shall be \_\_\_ (insert Item Nos Finish and Installation Method) U Rack 2 bike capacity parking rack as manufactured by Madrax Inc Rack shall be of one piece construction to prevent disassembly Rack shall be constructed of structural steel

**Dura Locker™** - The bicycle locker shall be the DL100 \_\_\_ (insert Bike Capacity and Finish/Material) as manufactured by Madrax Inc



See **SweetSource** for additional product information. Call 1-800-551-3796 to order **SweetSource**

## FINISHES

### Galvanized ( G )

The parking rack shall be hot dipped galvanized after fabrication Rack shall be hand filed to remove galvanizing flash

### Powder Coat ( P ) / Black Powder Coat ( B )

Rack shall be powder coated after complete fabrication with triglycidyl isocyanurate (TGIC) powder a polyester coating The color shall be \_\_\_ (list color) To insure powder coat adhesion steel must be free of any scale paint varnish or rust Substrate preparation prior to powder coating is to include a chemical wash and rinse followed with an iron phosphate treatment

### Stainless Steel ( S )

Satin #4

## INSTALLATION METHOD

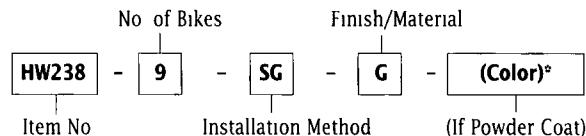
In Ground ( IG ) (Standard)

Surface Flange Mount ( SF )

Surface Gusset Mount ( SG )

## ORDERING NOTATION

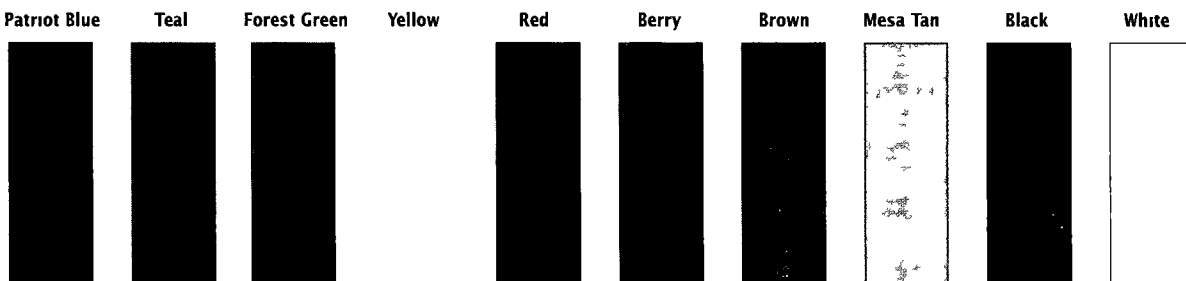
Example for Heavy Duty Winder **HW238-9-SG-G-TEAL**



**Madrax**  
A T L Graber Co

2210 Pinehurst Drive  
Middleton, WI 53562  
800 448 7931  
PHONE 608 831 9040  
FAX 608 831 7623

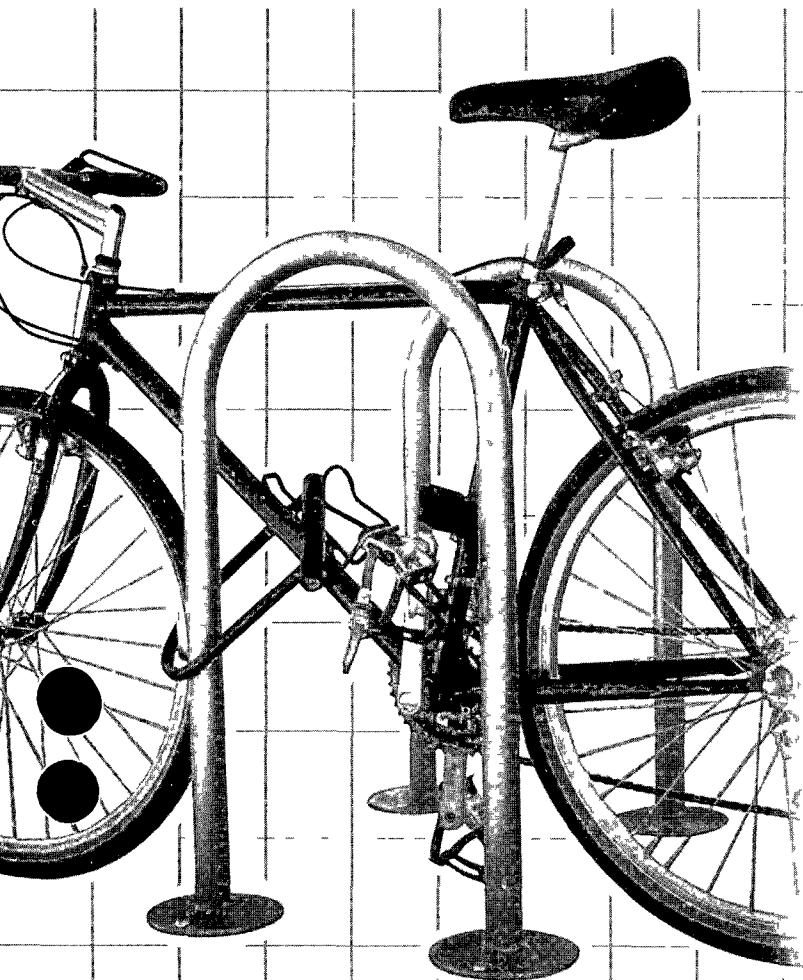
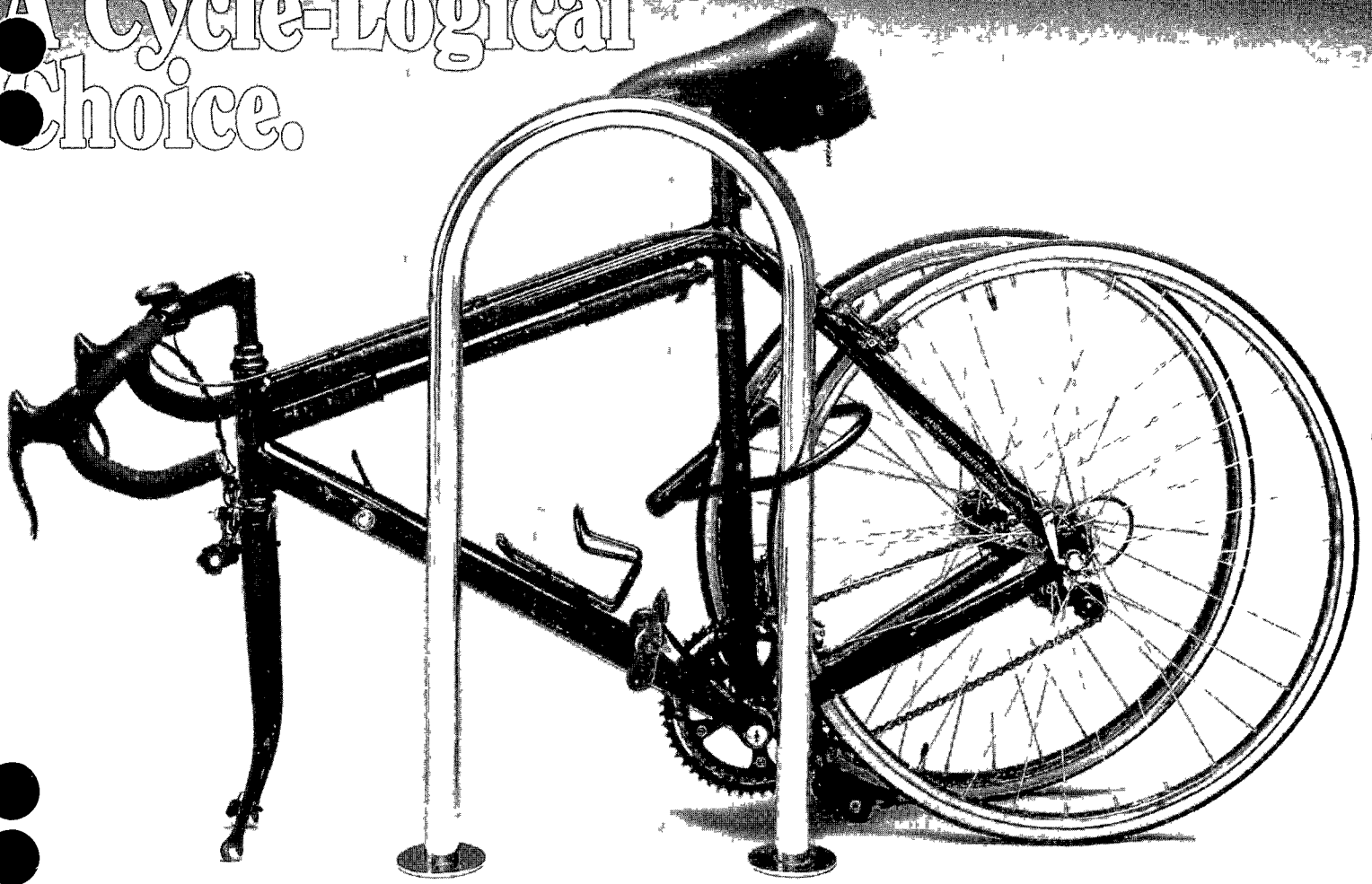
### STOCKED POWDER COAT FINISHES\*



Hundreds of additional powder coat colors available Due to variations in the printing process colors shown may not be an exact match Please request color charts from the factory Specifications subject to change without prior notice Printed in U S A © Copyright 1995



# A Cycle-Logical Choice.



## The Bike Rib®

The Bike Rib®'s user friendly design allows easy lock-up of bike-frame and wheels – AND promotes organized and efficient bike parking. The Bike Rib® fits where other racks won't and provides optimum flexibility in site orientation.

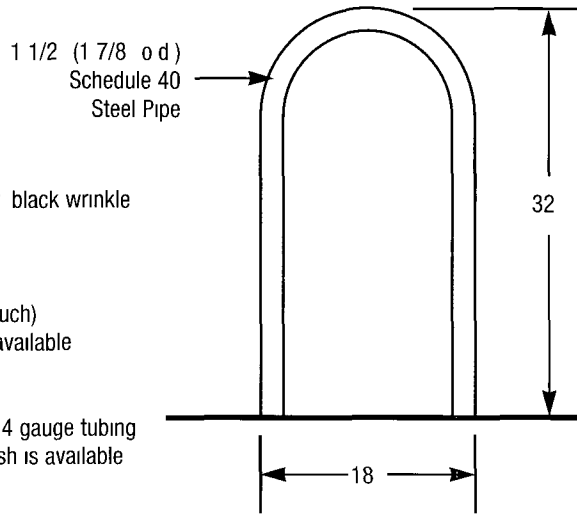


**Making Bike Racks  
That Work.**

# THE BIKE RIB® SPECIFICATIONS

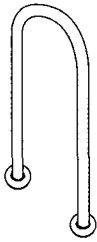
## FINISH OPTIONS

- Galvanized**  
 Hot dipped after fabrication
- Powder Coat Paint**  
 Polyester powder coat Standard color black wrinkle  
 Other colors available
- Thermo Plastic Coating**  
 A kind to the bike finish (soft to the touch)  
 Standard color black Limited colors available
- Stainless Steel**  
 A 1 1/2 T304 stainless 083 wall/14 gauge tubing  
 with #4 (brushed) to #7 (polished) finish is available



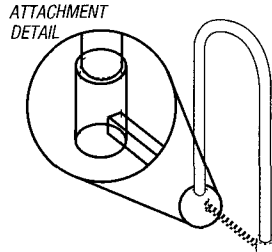
\*other sizes and dimensions available

## MOUNTING OPTIONS



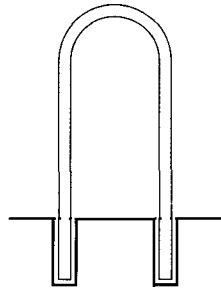
### Surface Mount

6 1/2 x 3/16 round base plates – two anchor holes each  
 Drill four 1/2 d holes for drop in expansion anchors and attach rack with bolts Bolts and anchors included



### Imbedded

The rack drops 4 into sleeves imbedded in concrete and anchored with epoxy



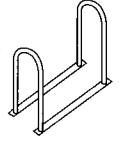
### Inground

The rack is left long to accommodate core drilling (approx 4 ) or up to 12 long for below grade installation

Model numbers correspond to number of bikes each rack holds

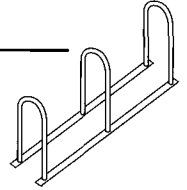
### MODEL #BR4

30 long



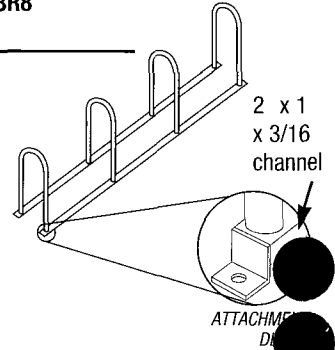
### MODEL #BR6

60 long



### MODEL #BR8

84 long



## GROUPING OPTIONS

### The Bike Rib® Rack

is a series of Bike Rib®s connected to bottom rails using stainless steel security bolts washers and locking nuts The simple on site assembly makes shipping and handling of racks easy Fully welded assembly also available For anchoring rack to surface see attachment detail above and surface mounting instructions Anchors and bolts included

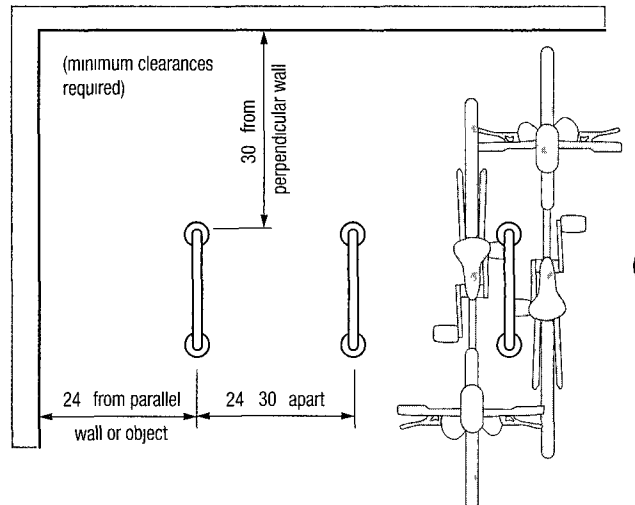
Function First Bike Security was established to encourage bicycle use as a transportation alternative to automobiles Our goal is to provide products that support cycling



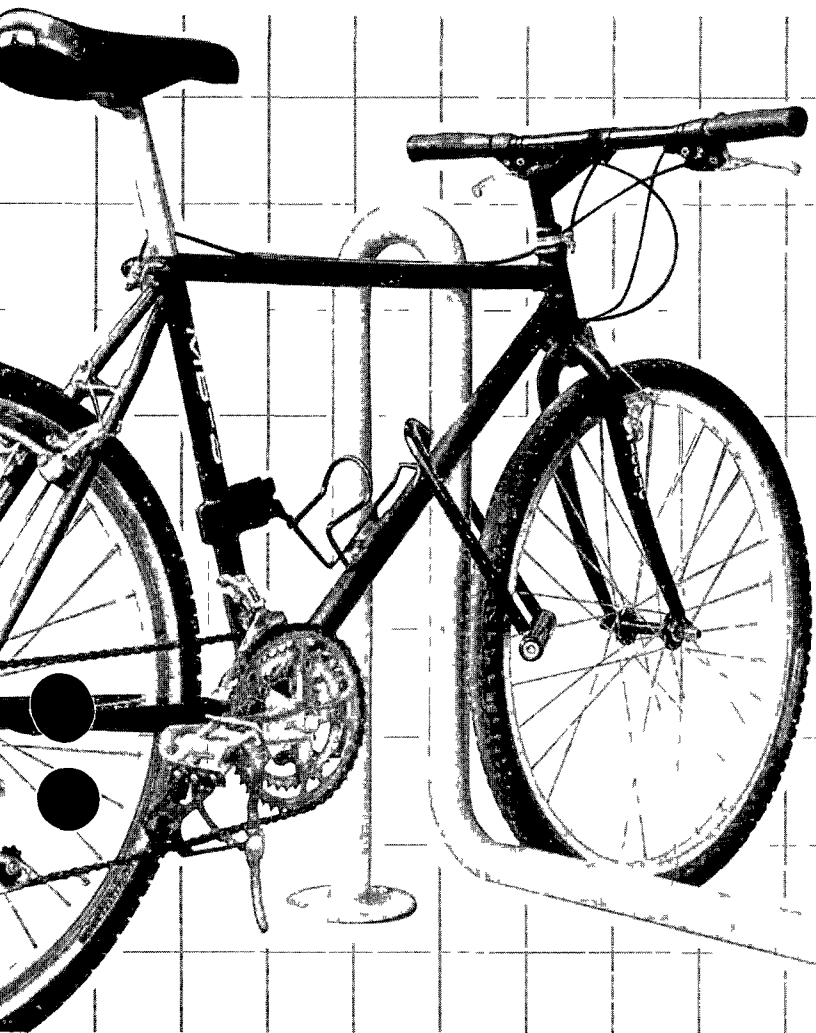
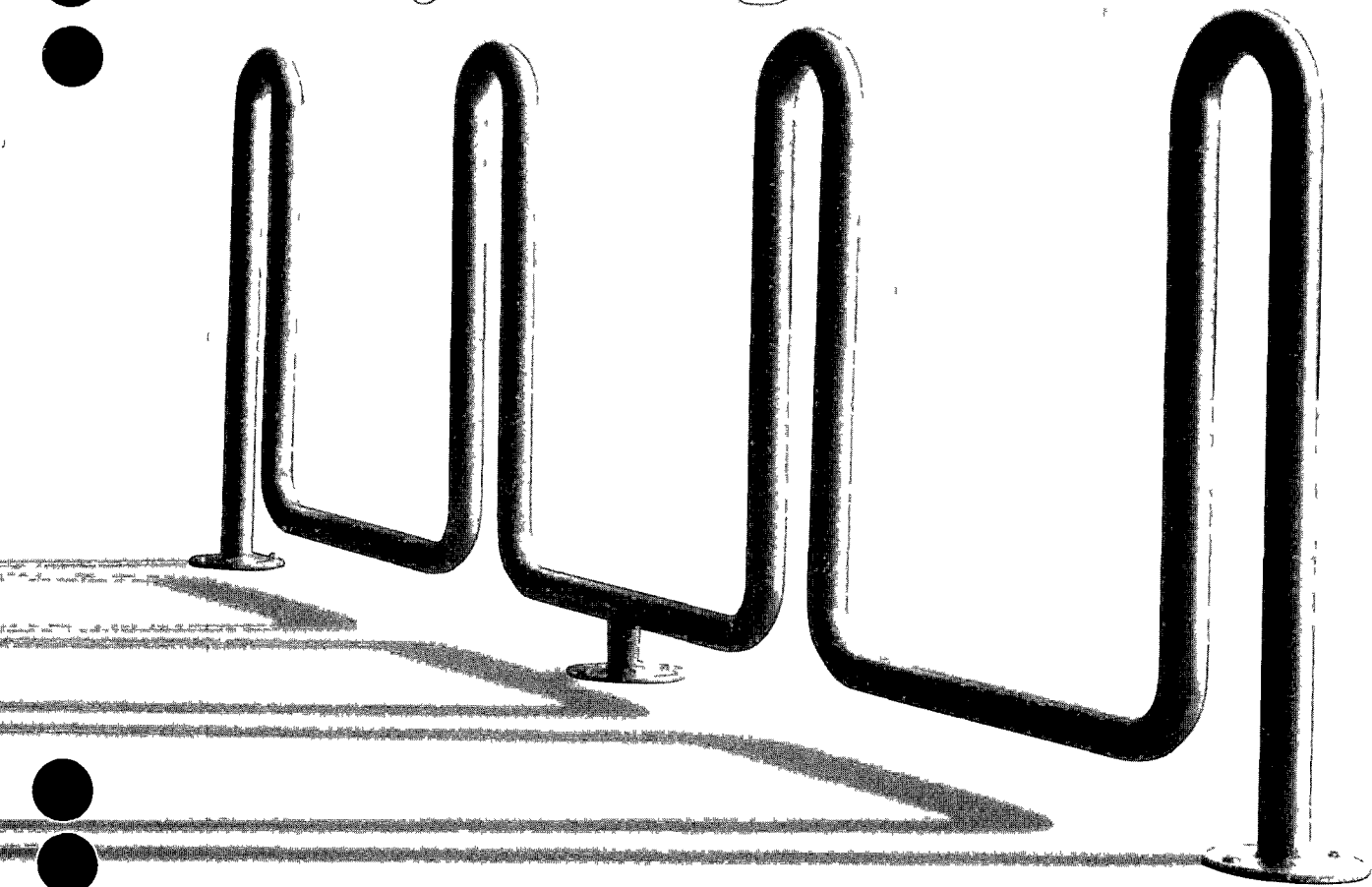
Function First Bike Security  
 PO Box 44137  
 Tucson, AZ 85733 4137  
 (520) 322 9626 or 1 888 BIKE RIB  
 Fax (520) 326 4801

## PLACEMENT SUGGESTIONS For the Bike Rib®

The Bike Rib® bike rack provides optimum flexibility in site orientation It can be positioned in many ways – parallel (as illustrated) end to end at a 45 degree angle in groups (see above right) or dispersed around a building



# A Cycle-Logical Choice.



## The Bike Rib® Series II

The Series II emphasizes function over form. The result is a very aesthetic bike rack that allows equal access at each point of attachment and easy lock-up of bike frame and wheels.

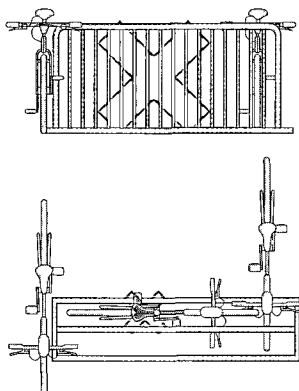


**Making Bike Racks  
That Work.**

## A LITTLE HISTORY

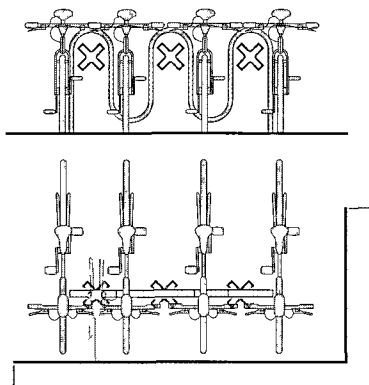
### Traditional Linear Bike Racks

Obviously obsolete – it's not enough to lock just the front wheel. When used as intended, this design prohibits the use of the U lock on the bike frame except when parking at either end of the rack. The remainder of the bikes are left unsecured.



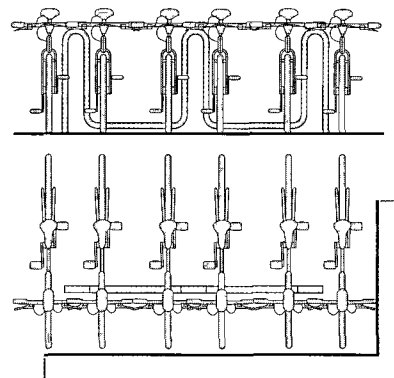
### The Serpentine-Shaped Rack (adding visual appeal to bike parking)

Better than its predecessor, but the design creates its own set of problems. Difficulty in bike placement and access can cause this rack to become full at two-thirds of its intended capacity. An interesting form, but not the most functional bike rack.

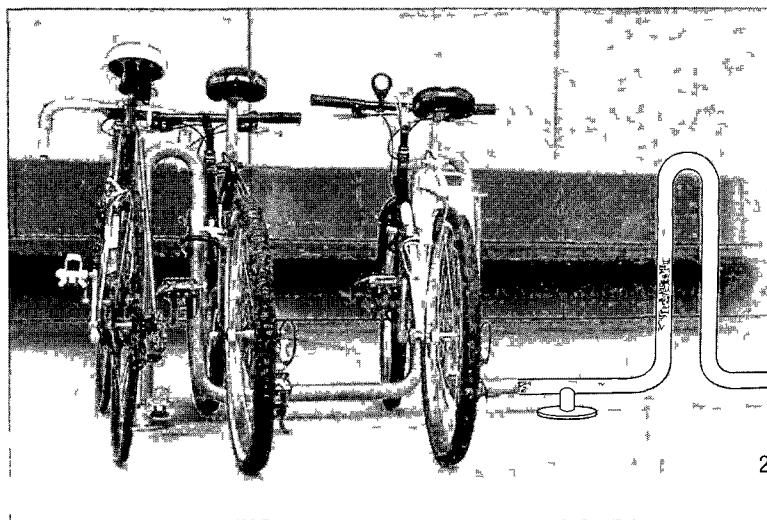


### The Bike Rib® Series II (form following function)

Each bike has equal access to the rack for locking bike frame and front wheel (the front wheel is the most vulnerable to theft). Parking only requires access from one side and all bikes may be parked in the same direction. The rack may be placed as little as two feet from adjacent wall or object.



## INTRODUCING THE BIKE RIB® SERIES II

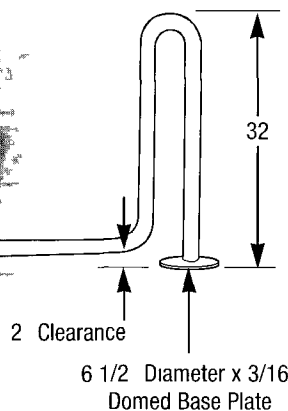


## SPECIFICATIONS

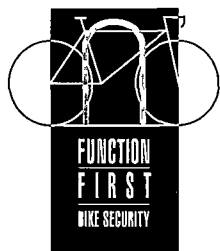
1 1/2 (1 7/8 od)  
Schedule 40 Steel Pipe

## FINISH OPTIONS

- **Powder Coat Paint**  
A polyester powder coat  
Standard color: black wrinkle  
Other colors available
- **Thermo Plastic Coating**  
A kind to the bike finish (soft to the touch)  
Standard color: black  
Limited colors available
- **Galvanized**  
Hot dipped after fabrication



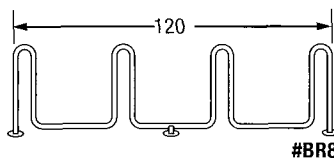
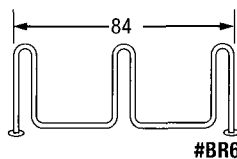
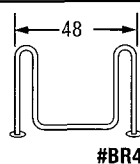
Function First Bike Security was established to encourage bicycle use as a transportation alternative to automobiles. Our goal is to provide products that support cycling.



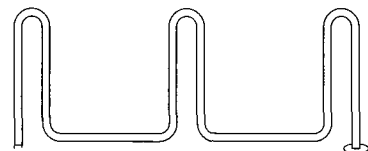
Function First Bike Security  
PO Box 44137  
Tucson, AZ 85733 4137  
(520) 322 9626 or 1 888 BIKE RIB  
Fax (520) 326 4801

## MODELS

Model numbers correspond to the number of bikes each rack holds.



## MOUNTING OPTIONS



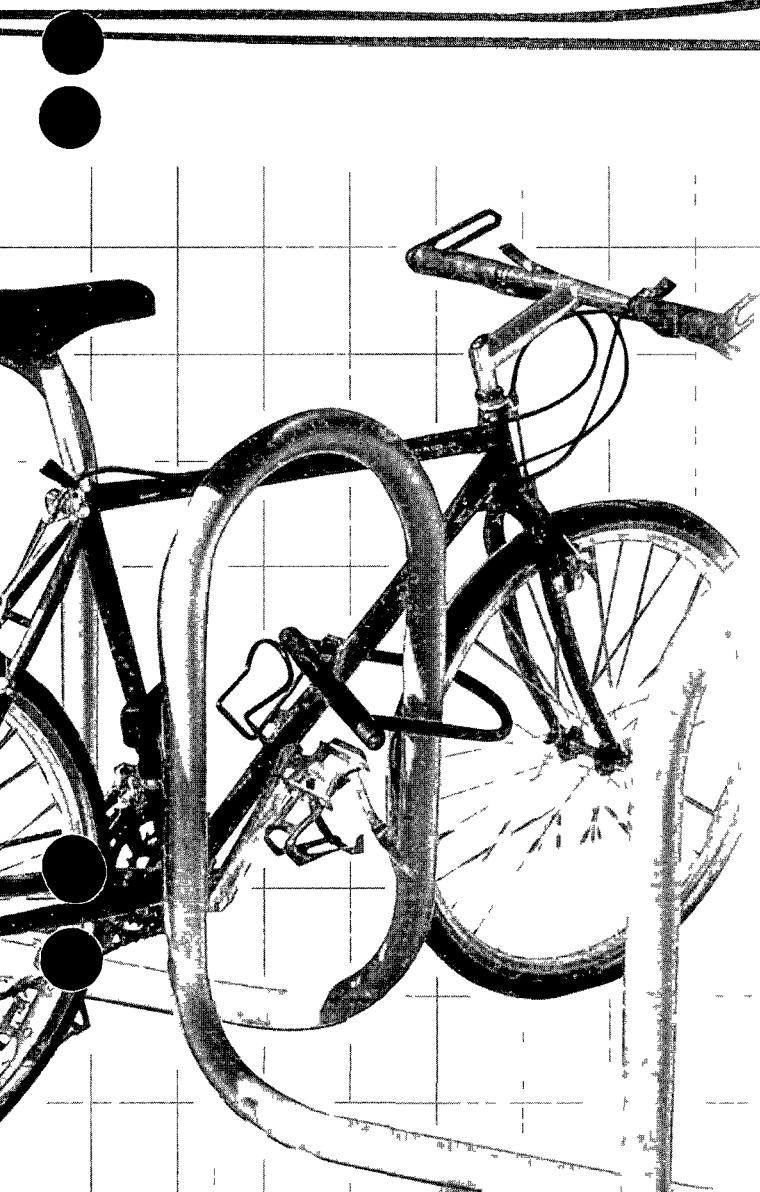
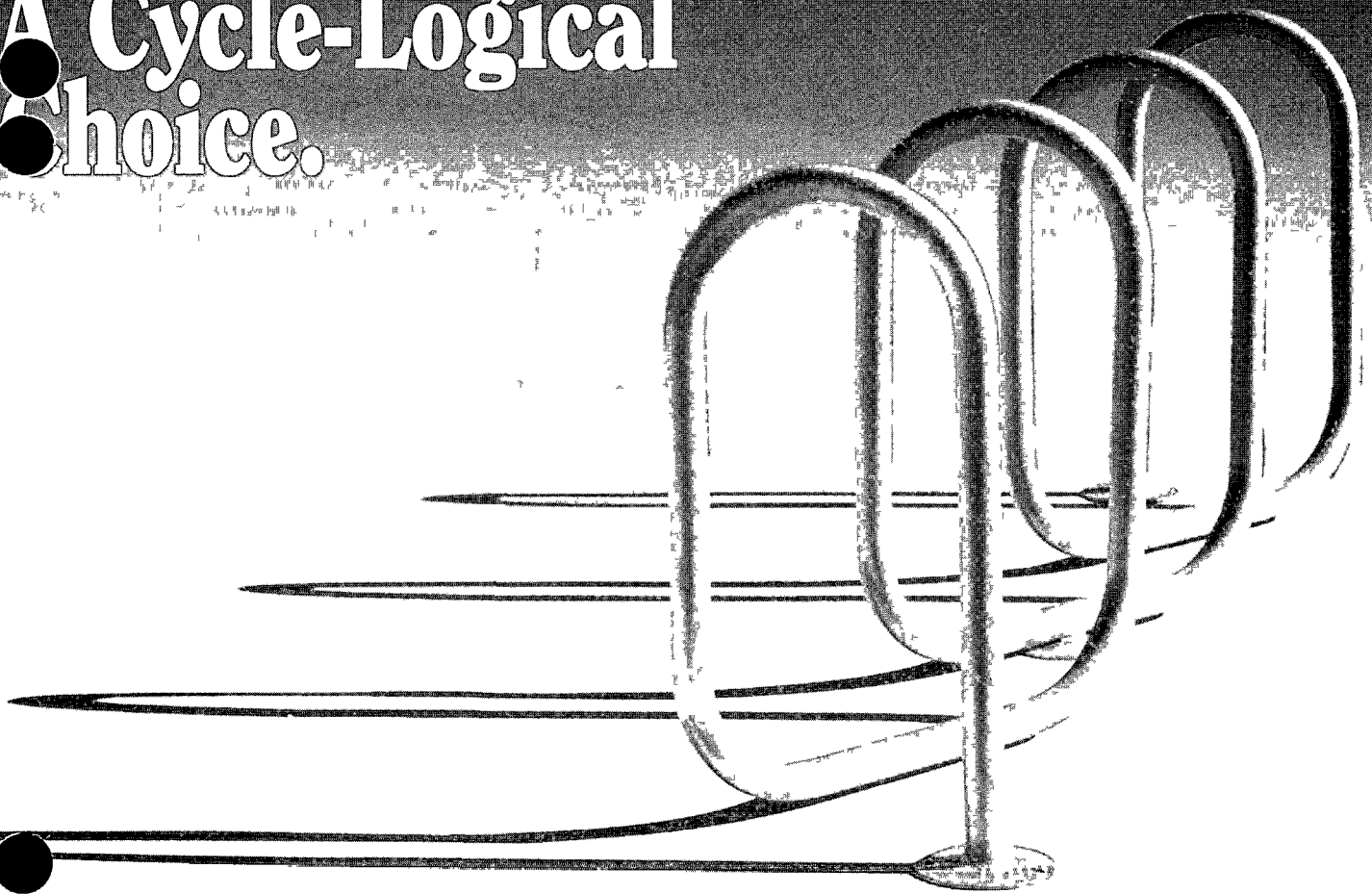
### Inground

The rack is left long to accommodate core drilling (approx 4") or up to 12" long for below grade installation.

### Surface Mount

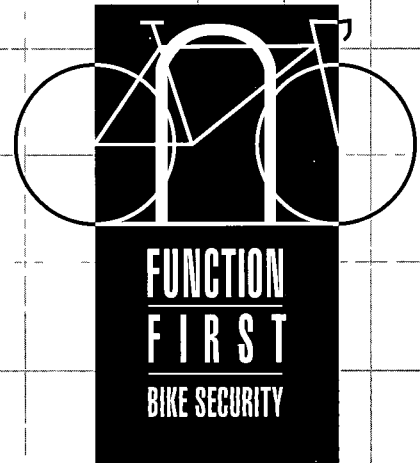
6 1/2 x 3/16 round base plates – two anchor holes each. Drill four 1/2" diameter holes for drop in expansion anchors and attach rack with bolts. Bolts and anchors included.

# A Cycle-Logical Choice.



## The Bike Rib® Series III

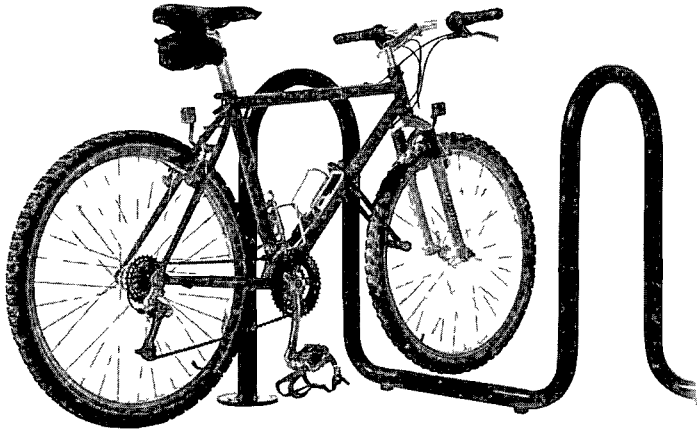
The Series III combines the proven functionality of the Bike Rib® with a contemporary sculptural appeal resulting in an aesthetic, user friendly rack that promotes organized and efficient bike parking



**Making Bike Racks  
That Work.**

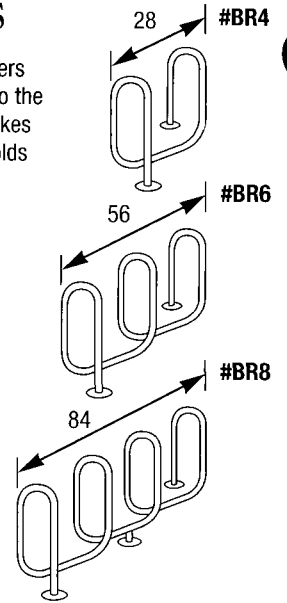
## THE BIKE RIB® SERIES III – FORM FOLLOWING FUNCTION

Each rib of the rack supports two bikes. Each bike has equal access to the rack for locking bike frame and wheels (the front wheel is the most vulnerable to theft). Parking only requires access from one side and all bikes may be parked in the same direction. The rack may be placed as little as two feet from adjacent wall or object.

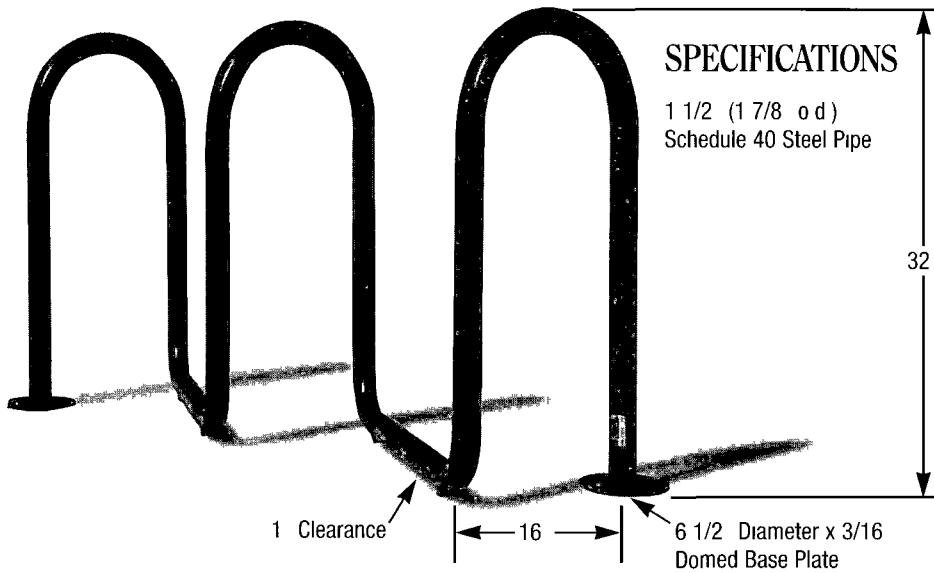


## MODELS

Model numbers correspond to the number of bikes each rack holds.



## INTRODUCING THE BIKE RIB® SERIES III



### SPECIFICATIONS

1 1/2 (1 7/8 o.d.)  
Schedule 40 Steel Pipe

32

1 Clearance

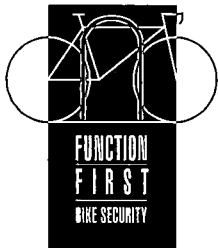
16

6 1/2 Diameter x 3/16  
Domed Base Plate

## FINISH OPTIONS

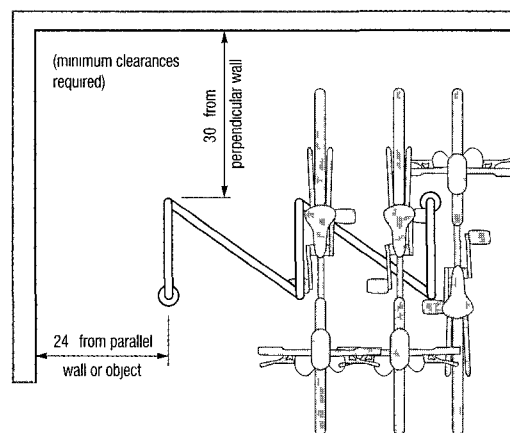
- **Powder Coat Paint**  
A polyester powder coat applied to pipe. Standard color black wrinkle. Other colors available.
- **Thermo Plastic Coating**  
A kind to the bike finish (soft to the touch). Standard color black. Limited colors available.
- **Galvanized**  
Hot dipped after fabrication.

Function First Bike Security was established to encourage bicycle use as a transportation alternative to automobiles. Our goal is to provide products that support cycling.

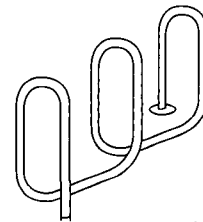


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## PLACEMENT SUGGESTIONS



## MOUNTING INSTRUCTIONS



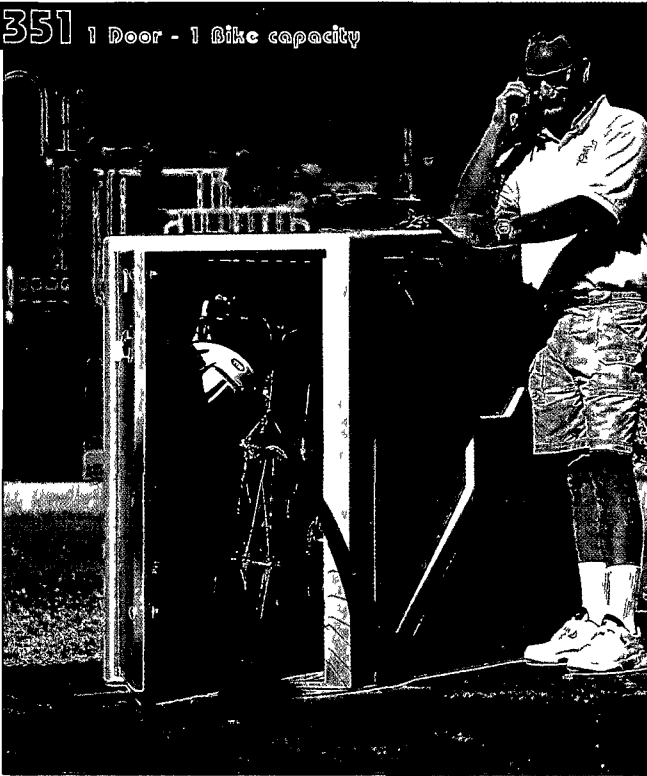
### Inground

The rack is left long to accommodate core drilling (approx 4") or up to 12" long for below grade installation.

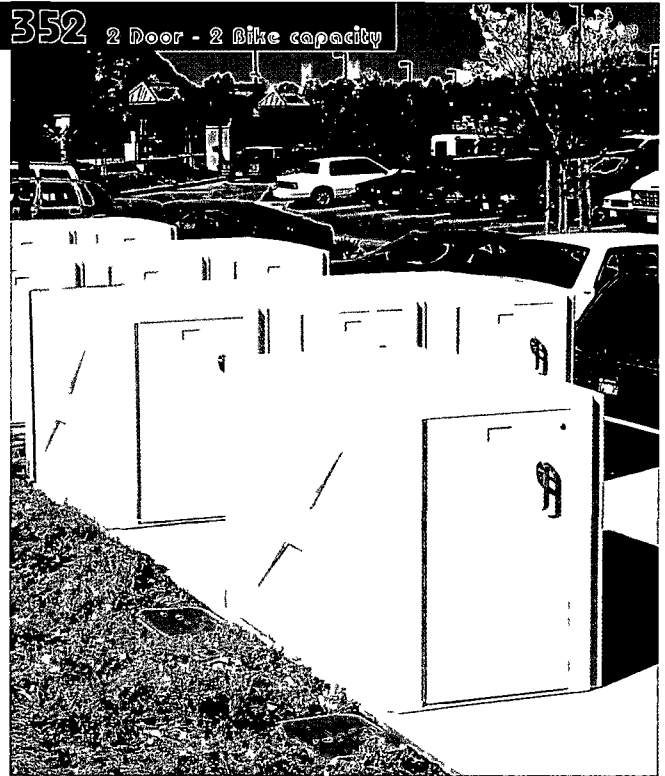
### Surface Mount

6 1/2 x 3/16 round base plates  
two anchor holes each  
Drill four 1/2" d holes for drop in expansion anchors and attach rack with bolts. Bolts and anchors include.

351 1 Door - 1 Bike capacity



352 2 Door - 2 Bike capacity



# BIKE-SHELL<sup>TM</sup> series

## The BIKE-SHELL<sup>TM</sup> Solution

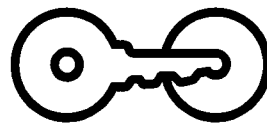
- The Model 352 is our best made bike locker more durable more attractive and lower maintenance than all others
- The construction of fiberglass reinforced plastic is highly resistant to impact and scratching
- The finish never needs painting will not rust or corrode and is extremely resistant to most stains
- The standard key lock mechanism is completely internal and resists tampering
- Reduced costs due to low maintenance and long life
- Security free due to built in door locks with concealed hinges Locking bar from top to bottom of door

American Bicycle Security Company is one of the largest makers of bike security systems in the world with dozens of satisfied customers and hundreds of successful installations throughout the United States

Our wide experience can help you get your bicycle transportation program off the ground and running fast Phone today for more information concerning the new line of lockers

Visit our web site for custom design ideas  
[//www.ameribike.com/](http://www.ameribike.com/)

**AMERICAN BICYCLE**

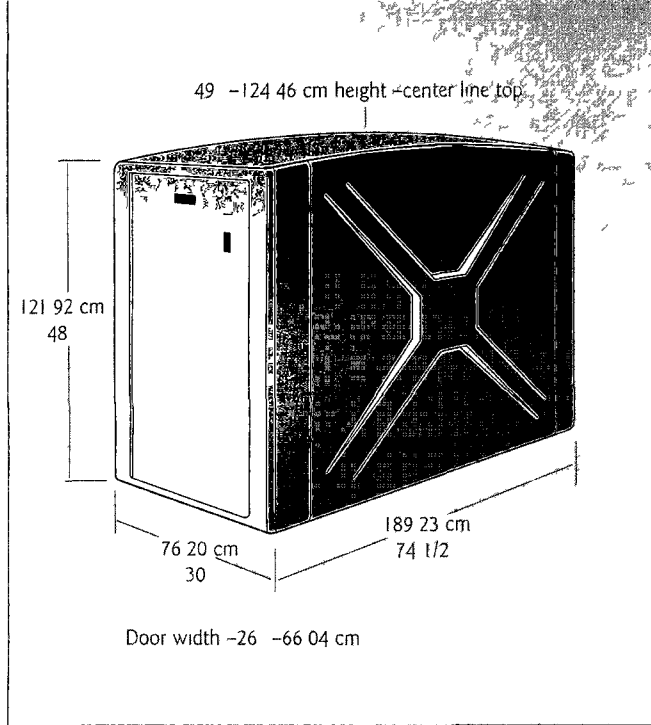


**SECURITY COMPANY**<sup>TM</sup>

### For further information

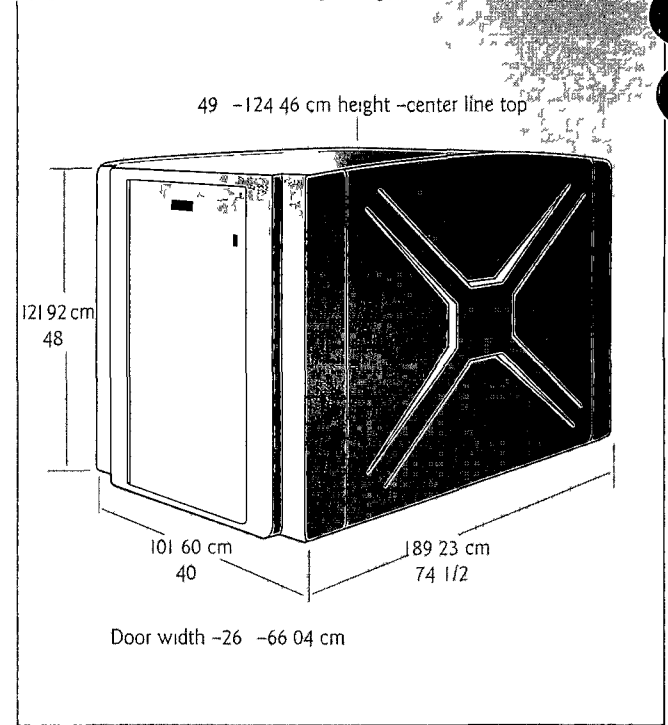
American Bicycle Security Company  
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Tel 800 245 3723 805 933 3688  
Fax 805 933 1865  
e mail [turtle@ameribike.com](mailto:turtle@ameribike.com)  
[http //www.ameribike.com/](http://www.ameribike.com/)

### 351 1 Door - 1 Bike capacity



Patent No. D378 033

### 352 2 Door - 2 Bike capacity



Patent No. D378 033

#### Specifications

##### Structure and Finish

Molded composite lockers shall be manufactured with fiberglass reinforced plastic with a solid color stipple texture finish. Finish allows easy removal of graffiti and is resistant to impact, scratches and UV damage. Lockers shall not use an external or internal frame. Walls and top shall be double wall construction for high strength and insulation from the elements. Roof shall be crowned for water run off and all corners are curved. Finish does not need painting, resists impact plus chemicals and stains. Materials will withstand extremes in temperature and other weather/environmental conditions. Interior walls shall be OSB exterior board. The locker body components shall be joined by internal fasteners. Seven standard colors or CUSTOM COLORS can be matched with a color sample.

##### Locks and Locking Hardware

Chicago ACI II 7 pin tumbler Pop Out T Handle locks with three keys and removable lock cylinders. Internal locking hardware consists of a sliding locking bar 4 feet 2 inches in length which is

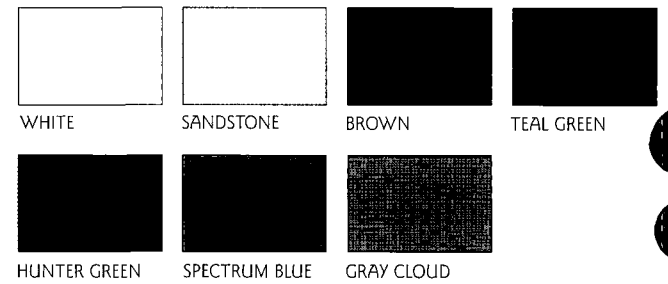
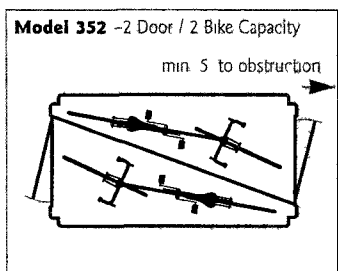
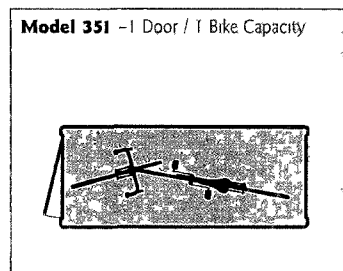
Architects and designers see our integrated site amenities catalog - integrated seats, planters and custom artistic molded designs

secured to the door with 1/2 inch stainless steel bolts and rides on teflon washers. Movement of locking bar is controlled by stainless steel cams attached to the shaft of the lock. Lock is recessed in the door face. High quality heavy gauge stainless steel continuous door hinge will not rust. All fasteners and assembly hardware is zinc plated or better.

##### Optional Features

- Heavy Duty pad lock system that will accommodate high security pad locks
- MEDECO Stainless Steel high security T Handle lock
- Coin and Token operated locks for collection or return
- Ventilation system includes stainless steel louvered vents on exterior walls for dissipation of heat and dampness. Also allows air exchange throughout all lockers.

See price sheet for more options

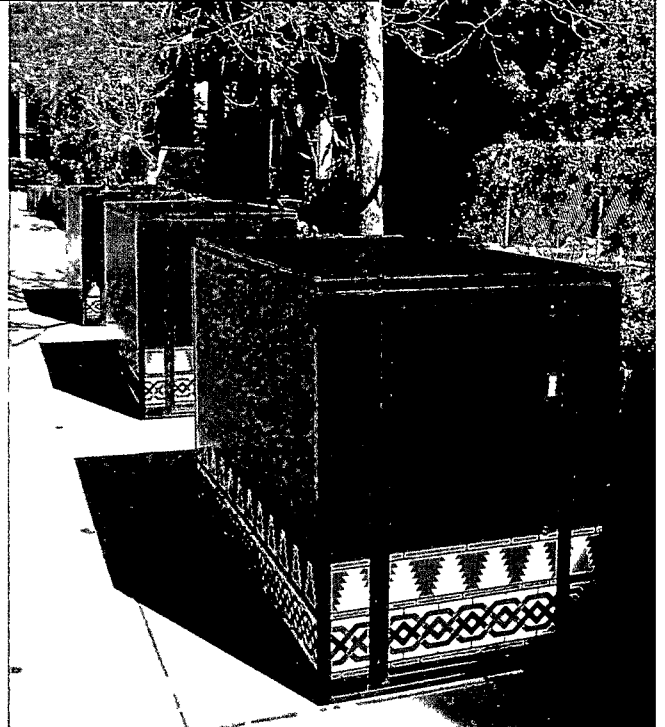




251 1 Door - 1 Bike capacity



252 2 Door - 2 Bike capacity



# BIKE-SHELL™ series

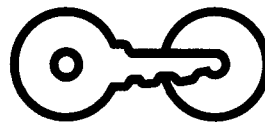
## The BIKE-SHELL™ Solution

- The model 251 & 252 Series is our mid price bike locker made for all climates using FRP finish with plywood core
- One piece frame with pre hung door alleviates adjustment
- The locker is of fiberglass reinforced plastic and is highly resistant to impact and scratching
- The outer finish never needs painting will not rust or corrode and is extremely resistant to most stains and chemicals
- The standard key lock mechanism is completely internal and resists tampering
- Modular design

American Bicycle Security Company is one of the largest makers of bike security systems in the world with dozens of satisfied customers and hundreds of successful installations throughout the United States

Our wide experience can help you get your bicycle transportation program off the ground and running fast Phone today or visit our web site for more information concerning our new line of lockers and features

**AMERICAN BICYCLE**

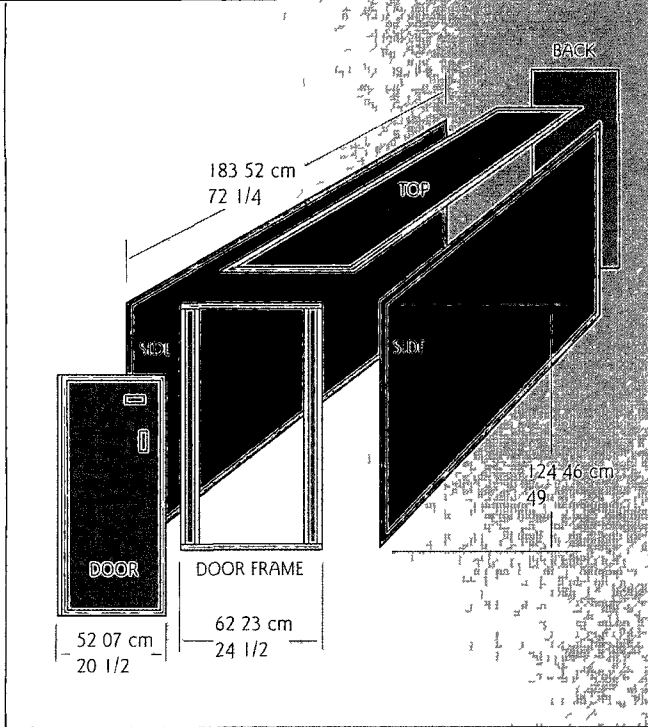


**SECURITY COMPANY™**

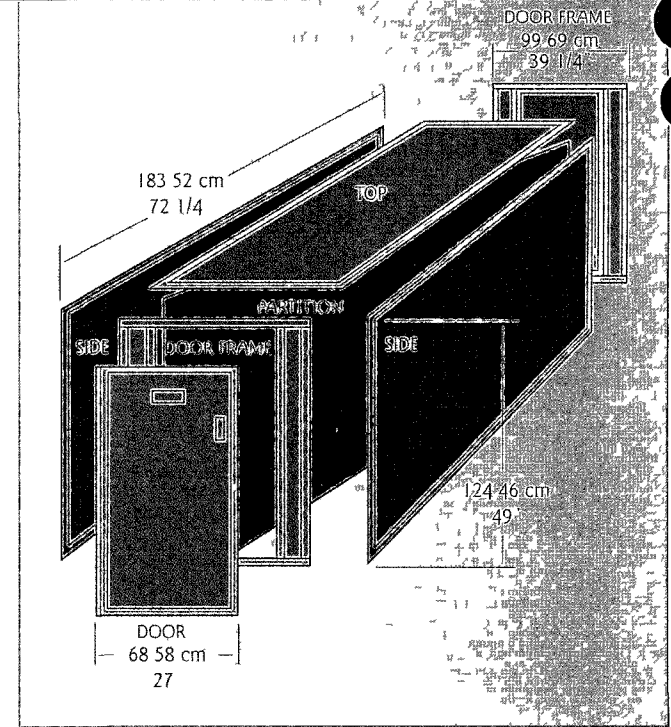
### For further information

American Bicycle Security Company  
PO Box 7359 Ventura CA 93006  
Tel 800 245 3723 805 933 3688  
Fax 805 933 1865  
e mail [turtle@ameribike.com](mailto:turtle@ameribike.com)  
[http //www.ameribike.com/](http://www.ameribike.com/)

## 251 1 Door - 1 Bike



## 252 2 Doors - 2 Bikes



### Specifications

#### Structure and finish

Exterior walls tops doors and door frames made of colored fiber glass reinforced plastic with DF ext grade core (ASTM PSI 83) Solid color never needs painting is graffiti resistant and resists impact and scratches Interior walls of OSB exterior board Standard color is tan Bottom of all walls are encapsulated in plastic or aluminum extrusions for superior durability

#### Frame

Walls tops and door frames shall lock together utilizing custom extrusions manufactured from 6063 T5 Commercial Anodized aluminum

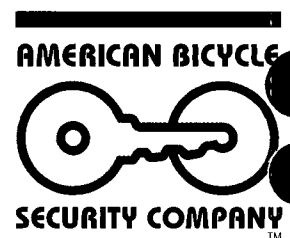
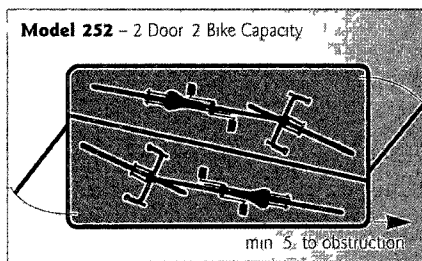
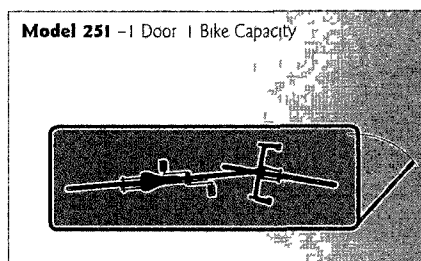
Visit our web site for the most current list of new designs and features //www.ameribike.com/

#### Locks and Locking Hardware

Chicago ACI II 7 pin tumbler Pop Out T Handle locks with three keys and removable lock cylinders Internal locking hardware consists of five chromolly steel cams controlling an extruded aluminum locking bar which engages the door frame over 3 foot span High quality custom extruded continuous door hinge has no hinge pins to wear or rust All fasteners and assembly hardware is zinc plated or better and internal to prevent tampering

#### Optional features

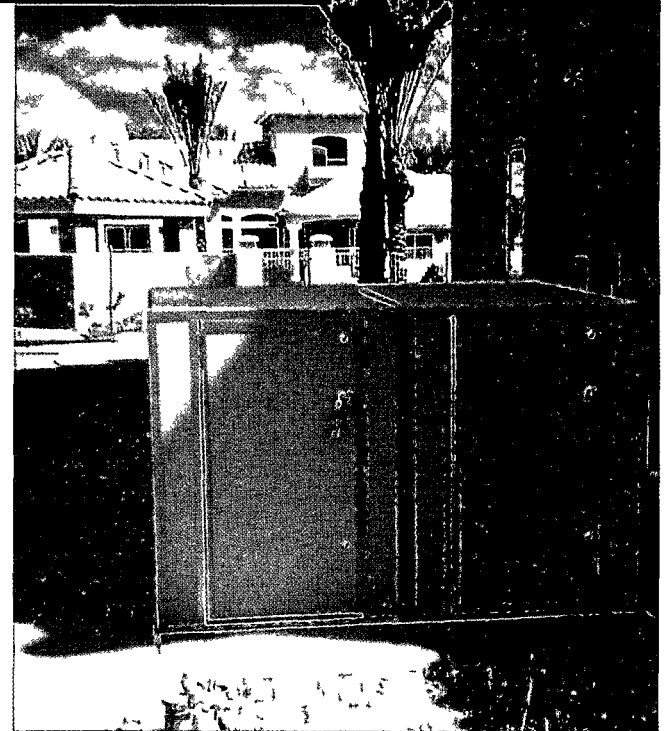
- Heavy Duty pad lock system that will accommodate high security pad locks
  - MEDECO Stainless Steel high security T Handle lock
  - Coin and Token operated locks for collection or return
  - Ventilation system includes stainless steel louvered vents on exterior walls for dissipation of heat and dampness Also allows air exchange throughout all lockers
- See price sheet for more options



201 1 Door - 1 Bike



202 2 Doors - 2 Bikes



# BIKE-SHELL<sup>TM</sup> series

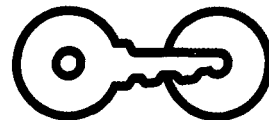
## The Bike-Shell<sup>TM</sup> Solution

- Model 201 & 202 Series is designed for the economically motivated buyer using FRP materials with OSB marine core
- One piece frame with pre hung door alleviates adjustment
- An exterior of fiberglass reinforced plastic is highly resistant to impact and scratching
- The outer finish never needs painting will not rust or corrode and is extremely resistant to most stains and chemicals
- The standard key lock mechanism is completely internal and resists tampering (System for user provided padlock is also available)
- Security free due to built in door locks with concealed hinges Locking bar from top to bottom

American Bicycle Security Company is one of the largest makers of bike security systems in the world with dozens of satisfied customers and hundreds of successful installations throughout the United States

Our wide experience can help you get your bicycle transportation program off the ground and running fast. Phone today for more information concerning our new line of lockers

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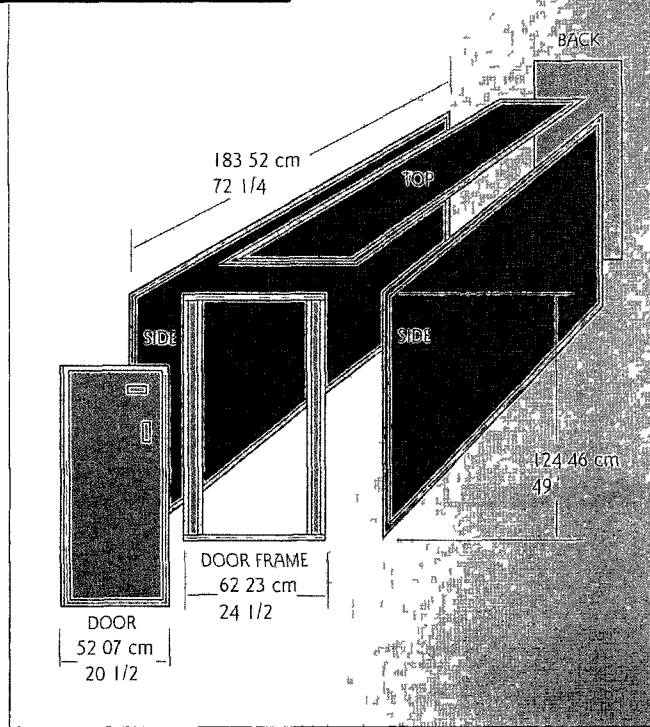


**SECURITY COMPANY**

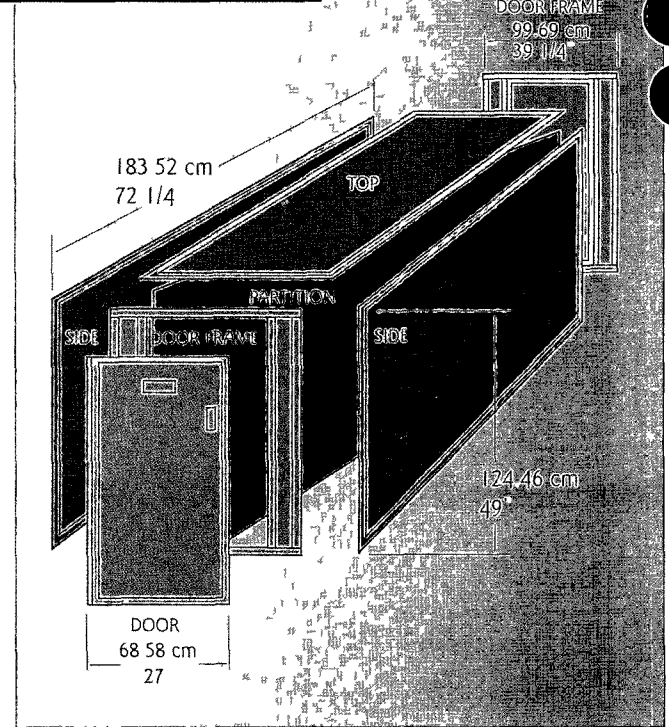
### For further information

American Bicycle Security Company  
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Fax 805 933 1865  
e mail [turtle@ameribike.com](mailto:turtle@ameribike.com)  
[http //www.ameribike.com/](http://www.ameribike.com/)

## 201 1 Door - 1 Bike



## 202 2 Doors - 2 Bikes



### Specifications

#### Structure and finish

Walls tops doors and door frames made of colored fiberglass reinforced plastic with OSB core. Solid color never needs painting. Is graffiti resistant and resists impact and scratches. Interior walls of OSB sealed two side. Standard color is tan. Bottom of all walls are encapsulated in plastic or aluminum extrusion for superior durability.

#### Frame

Walls tops and door frames shall lock together utilizing custom extrusion manufactured from 6063 T5 commercial anodized aluminum.

#### Locks and locking hardware

Chicago ACI II 7 pin tumbler Pop Out T handle locks with three keys and removable lock cylinders. Internal locking hardware consists of six chromolly steel cams controlling an extruded aluminum locking bar which engages the door frame over 3 foot span. High quality custom extruded continuous door hinge has no hinge pins to wear or rust. All fastener and assembly hardware is zinc plated or better and internal to prevent tampering.

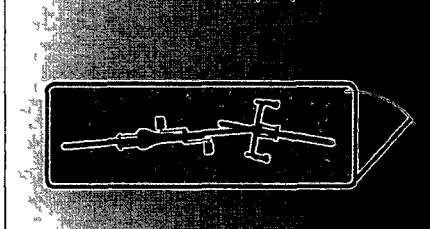
#### Optional features

- Heavy Duty pad lock system that will accommodate high security pad locks
- MEDECO Stainless Steel high security T Handle lock
- Coin and Token operated locks for collection or return
- Ventilation system includes stainless steel louvered vents on exterior walls for dissipation of heat and dampness. Also allows air exchange throughout all lockers.

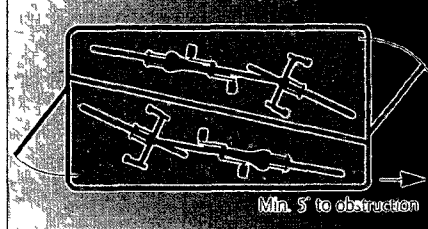
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See price sheet for more options

Model 201 - 1 Door - 1 Bike Capacity



Model 202 - 2 Door - 2 Bike Capacity



AMERICAN BICYCLE  
SECURITY COMPANY™

201P - 251P



# BIKE-SHELL<sup>TM</sup> series

## The Bike-Shell<sup>TM</sup> Solution

- The Pie design is our most creative design in configuration to date to accommodate those buyers who are limited by certain space requirements
- User friendly with easy access proves highly functional for the cyclist
- The construction of fiberglass reinforced plastic is highly resistant to impact and scratching
- The finish never needs painting will not rust or corrode and is extremely resistant to most stains
- The standard key-lock mechanism is completely internal and resists tampering
- Security free due to built in door locks with concealed hinges Locking bar from top to bottom

American Bicycle Security Company is one of the largest makers of bike security systems in the world with dozens of satisfied customers and hundreds of successful installations throughout the United States

Our wide experience can help you get your bicycle transportation program off the ground and running fast. Phone today for more information concerning our new line of lockers

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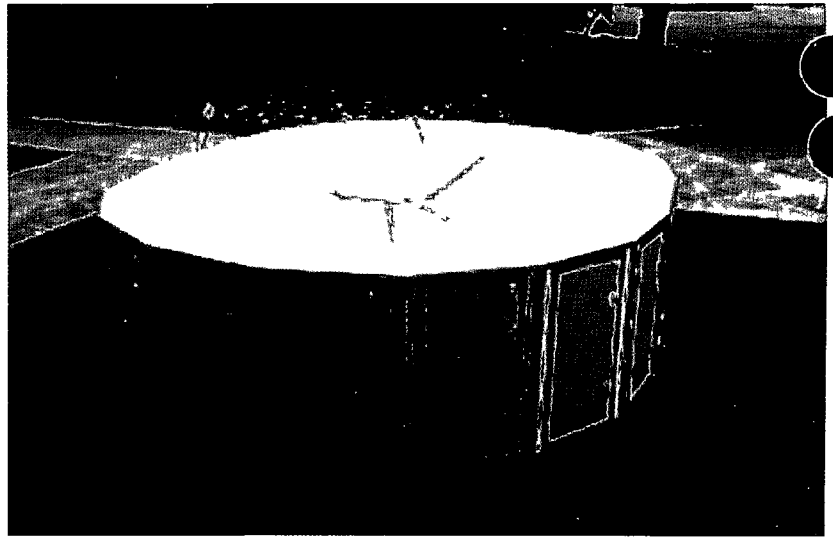
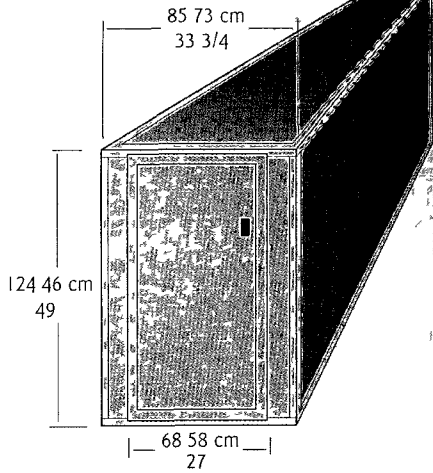
**SECURITY COMPANY**<sup>TM</sup>

### For further information

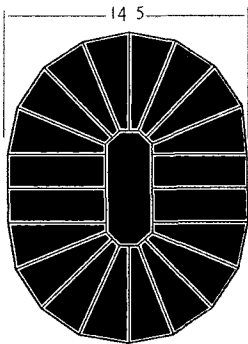
American Bicycle Security Company  
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e mail [turtle@amerbike.com](mailto:turtle@amerbike.com)  
[http //www.amerbike.com/](http://www.amerbike.com/)

201P - 251P

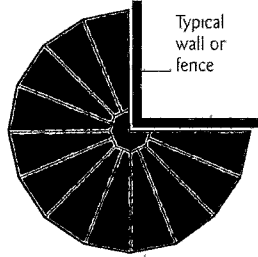
13 97 cm  
5 1/2



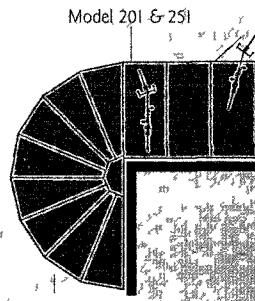
**BIKE-SHELL Bike Locker Layouts**



Circular (16 unit)



Three Quarter (12 unit)



Model 201P & 251P

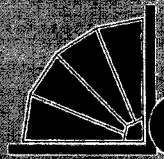
Part oval



Half (8 unit)



Linear



Quarter (4 unit)

**Specifications**

**Structure and finish**

Walls tops doors and door frames made of colored fiberglass reinforced plastic 201P with OSB core and 251P with DF ext grade core (ASTM PSI 83) Solid color never needs painting is graffiti resistant and resists impact and scratches Interior walls of OSB sealed two side Standard color is tan Bottom of all walls are encapsulated in plastic or aluminum extrusion for superior durability

**Frame**

Walls tops and door frames shall lock together utilizing custom extrusion manufactured from 6063 T5 commercial anodized aluminum

**Locks and locking hardware**

Chicago ACI II 7 pin tumbler Pop Out T handle locks with three keys and removable lock cylinders Internal locking hardware consists of five chromolly steel cams controlling an extruded aluminum locking bar which engages the door frame over 3 span High quality custom extruded continuous door hinge has no hinge pins to wear or rust All fastener and assembly hardware is zinc plated or better and internal to prevent tampering

**Optional features**

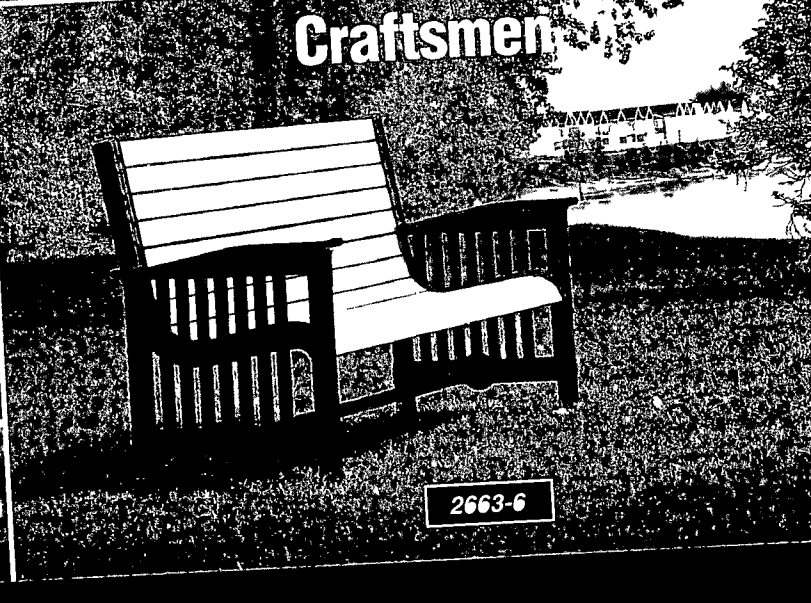
- Heavy Duty pad lock handle system that will accommodate high security pad locks
- MEDECO Stainless Steel high security T Handle lock
- Coin and Token operated locks for collection or return
- Ventilation system includes stainless steel louvered vents on exterior walls for dissipation of heat and dampness Also allows air exchange throughout all lockers

See price sheet for more options

**Visit our web site for the most current list of new designs and features //www.ameribike.com/**

# TimberForm® Site Complements

02870/COL  
BuyLine 5466





2646-6

**TimberForm Palomar**

This bold and straightforward contemporary site furnishing family features a heavy duty *schedule 40* steel pipe support system with a choice of seating surfaces for use in the most demanding installations. The series includes benches, seats and matching litter containers.

**Seating Surfaces**

Seating surfaces are offered in perforated steel, half round steel bar or your choice of kiln dried Alaska yellow cedar, Marine Teak or Purpleheart wood slats.

**Litter Containers**

Complementary perforated steel litter containers are offered in both tilt out and hinged lid versions. Each features a locking top with easy access to the 23 gallon interior steel liner.

**Colors**

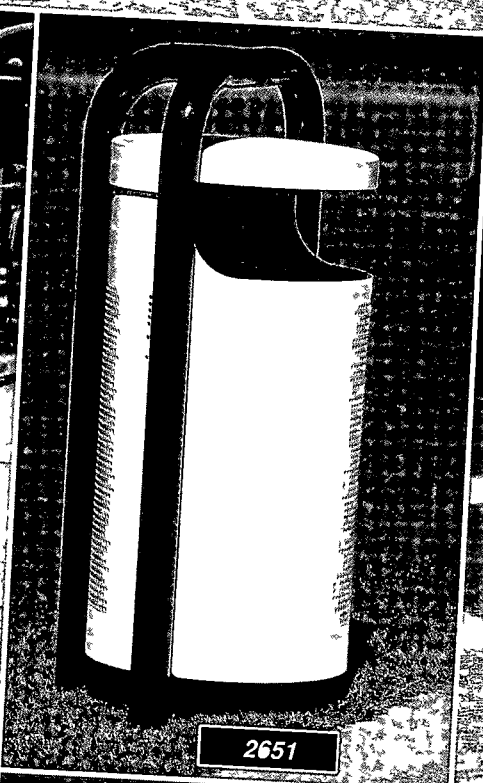
Choose from ten standard and over 170 special CASPAX 7™ designer colors.

**Mounting**

Permanent embedment or pedestal (surface) mounting.



2641-6 & 2654



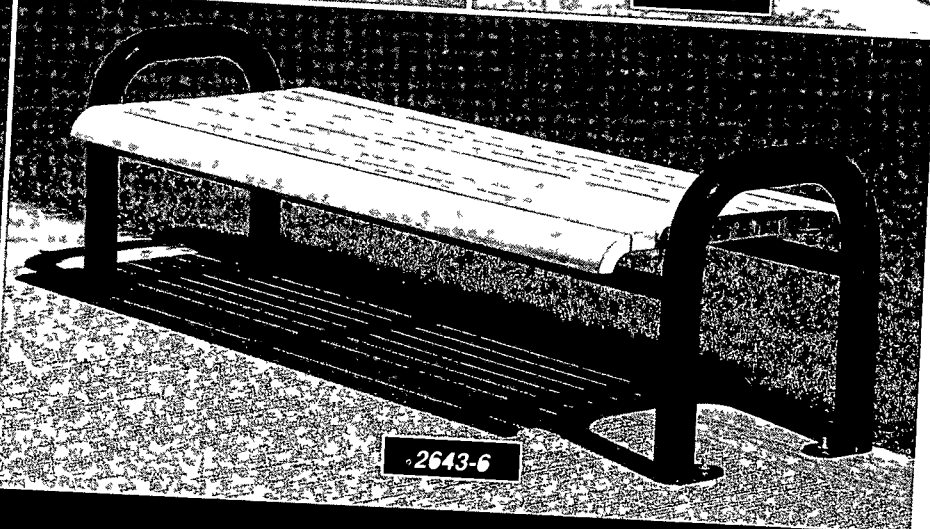
2651



2645-6



2647-6



2643-6



# TimberForm® Site Complements

02870/COL  
BuyLine 5466

## About the Company

TimberForm Site Complements are manufactured and distributed throughout the world by Columbia Cascade Company. For over a quarter of a century, site related products carrying the TimberForm brand name have earned a reputation for design excellence, durability and value.

In addition to site furniture, the company produces a complete line of playground equipment and outdoor fitness systems under the trade names TimberForm and PipeLine<sup>®</sup>. See the back cover of this brochure for examples.

Matching CycLoops<sup>™</sup> bicycle racks and CycLocker<sup>™</sup> bicycle lockers appear in Sweet's Catalog under File Number 02842 COL.

## This Brochure

These 16 pages present a brief overview of our most popular site furnishing design families. A detailed presentation of each product and series appears in the TimberForm Site Complement Catalog. Several examples of our play equipment and fitness systems are shown on the last page of this brochure.

## Site Catalog, Drawings, Specifications and Samples

For a copy of our comprehensive site complement catalog, specific product drawings and specifications (for inclusion in bid documents) or to view wood or color coating samples, contact your nearby TimberForm regional representative. Current delivered prices will also be provided upon request.

## Regional Representatives

Columbia Cascade maintains a worldwide network of experienced women and men who are familiar with all of our products. They can provide knowledgeable input during the early planning stages of a project. For the name and phone number of the TimberForm representative serving your area, call the Sweet's BuyLine 24 hours a day, seven days a week.

If immediate product information or consultation is required, please contact our Oregon design headquarters toll free at 1-800-547-1940. To identify yourself as a professional specifier, request extension 970.

Our headquarters facsimile number is 503/223-4530 and our Oregon telephone number is 503/223-1157.

# TimberForm® Willow<sup>™</sup> Patents pending

## TimberForm Willow

This fresh family of unique street, park and mall furniture incorporates graceful design elements into each of the products. The strong, all-steel welded construction features round rod willows and Schedule 40 pipe frames. The series includes bench, seat, settee and chair, plus matching litter containers, ash receptacle and planter.

## Seating Surfaces

All seating surfaces are of contoured rectangular formed steel tube.

## Litter Containers

Matching steel litter containers are offered with 18-gallon steel liner. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top and Hamper Top.

## Complementary Accessories

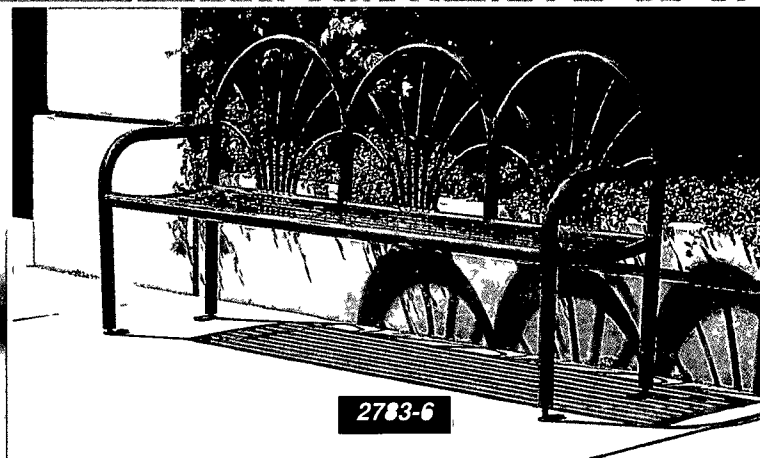
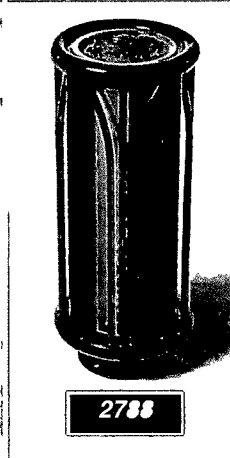
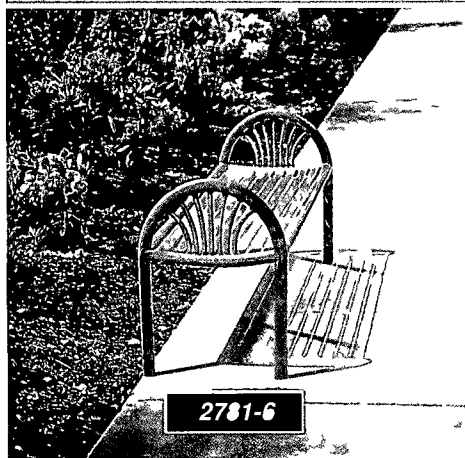
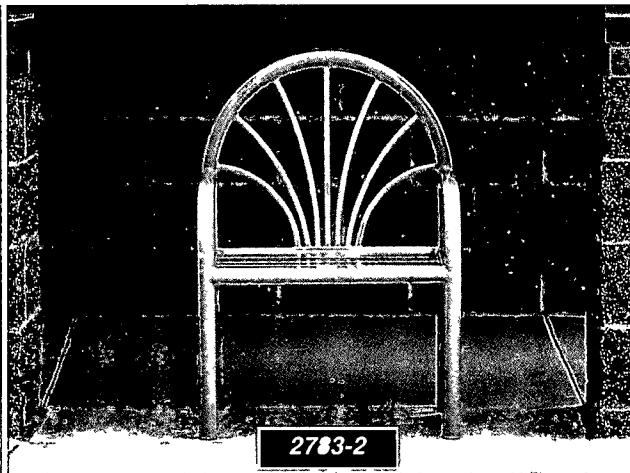
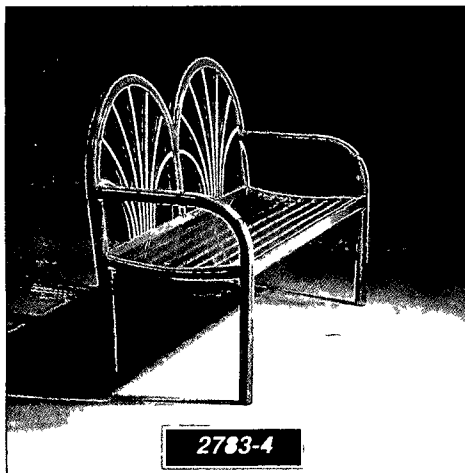
Ash receptacle and planter.

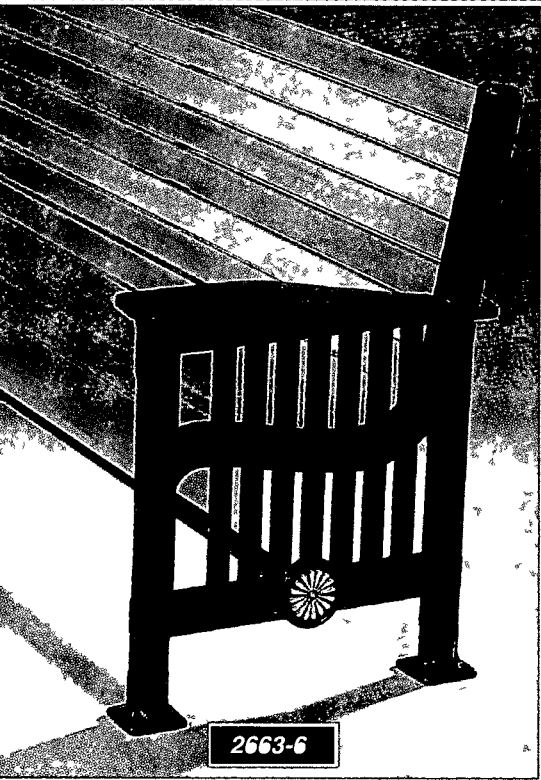
## Colors

Choose from ten standard and over 170 special CASPAX 7<sup>™</sup> designer colors.

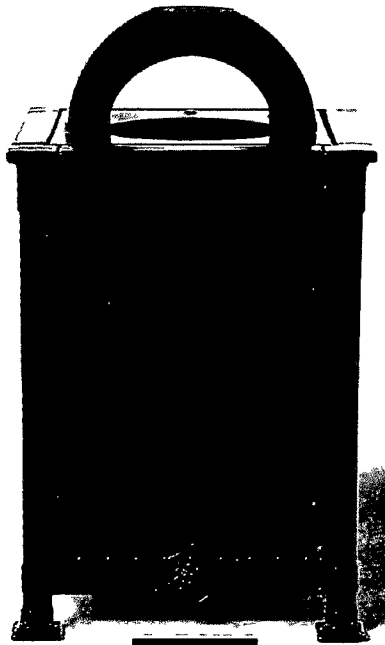
## Mounting

Permanent embedment, pedestal (surface) mounting or leveling (movable).





2663-6



2667-AT

**TimberForm Craftsmen**

Inspired by the subtle design qualities of Gustav Leopold and J George Stickley's 1901 American Craftsman wooden furniture this award winning series replicates that distinct period style in cast metal. The TimberForm Craftsmen family of classic site furnishings features benches and seats of cast metal with wood slats and cast litter containers.

**Graphics and Lettering**

The chrysanthemum graphic shown (far left) is the standard motif on all castings; a rhododendron emblem (see below) is optional. Custom symbols and logos can be included in relief on any cast face; lettering can be added on seats and litter containers.

**Seating Surfaces**

Wood seating surfaces are offered in kiln dried Alaska yellow cedar, Marine Teak or Purpleheart.

**Litter Containers**

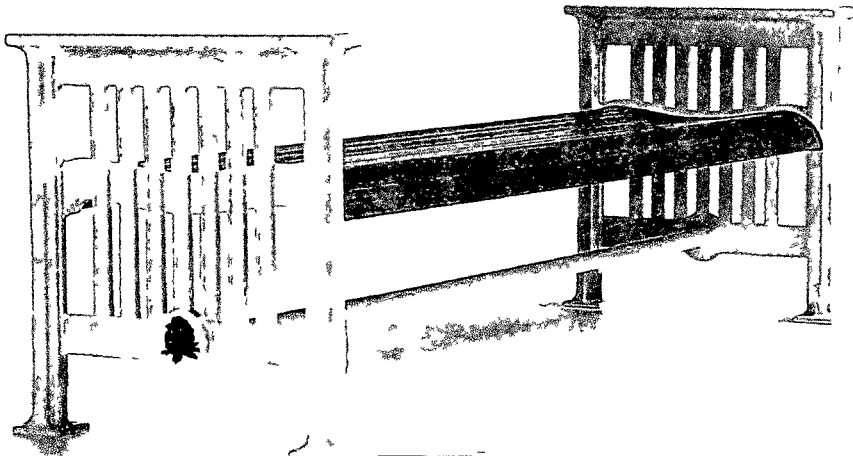
Cast surround includes a metal 32 gallon steel liner. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top, Hamper Top, Hamper Top with ash tray, and Hamper Top with covered ash tray.

**Colors**

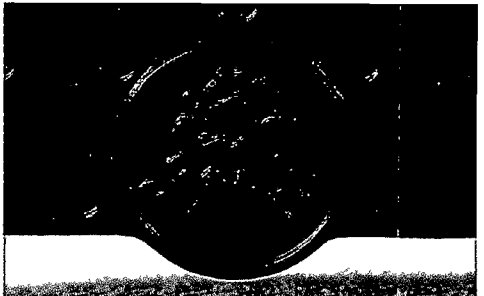
Choose from ten standard and over 170 special CASPAX 7 designer colors.

**Mounting**

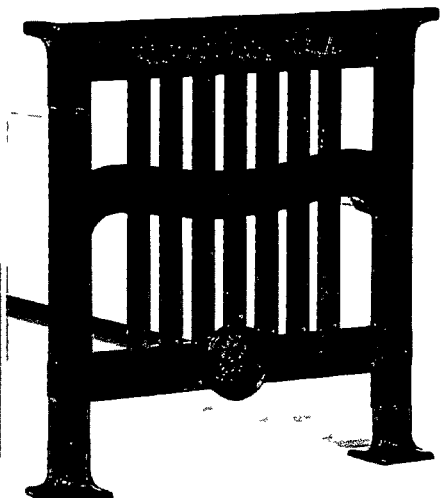
Permanent surface mounting or movable applications.



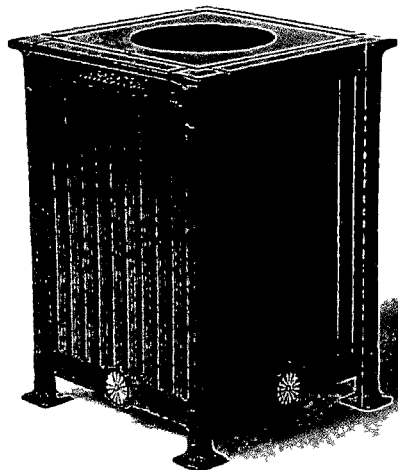
2660-6



2663-6



2660-6



2667-FT

## TimberForm Renaissance

The TimberForm Renaissance family of solid steel furnishings offers traditional styling with unparalleled utility for use in the most demanding public settings indoors or out. The series includes benches, seats, litter containers, an ash receptacle and a planter.

### Seating Surfaces

Contoured seating surfaces are of formed steel.

### Seating Options

Wall mount seats and intermediate armrests on all benches and seats are available.

### Litter Containers

Two sizes of formed steel litter containers are offered. One uses a standard capacity 23 gallon steel liner, the other a large capacity 32 gallon liner. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top, or Hamper Top.

### Complementary Accessories

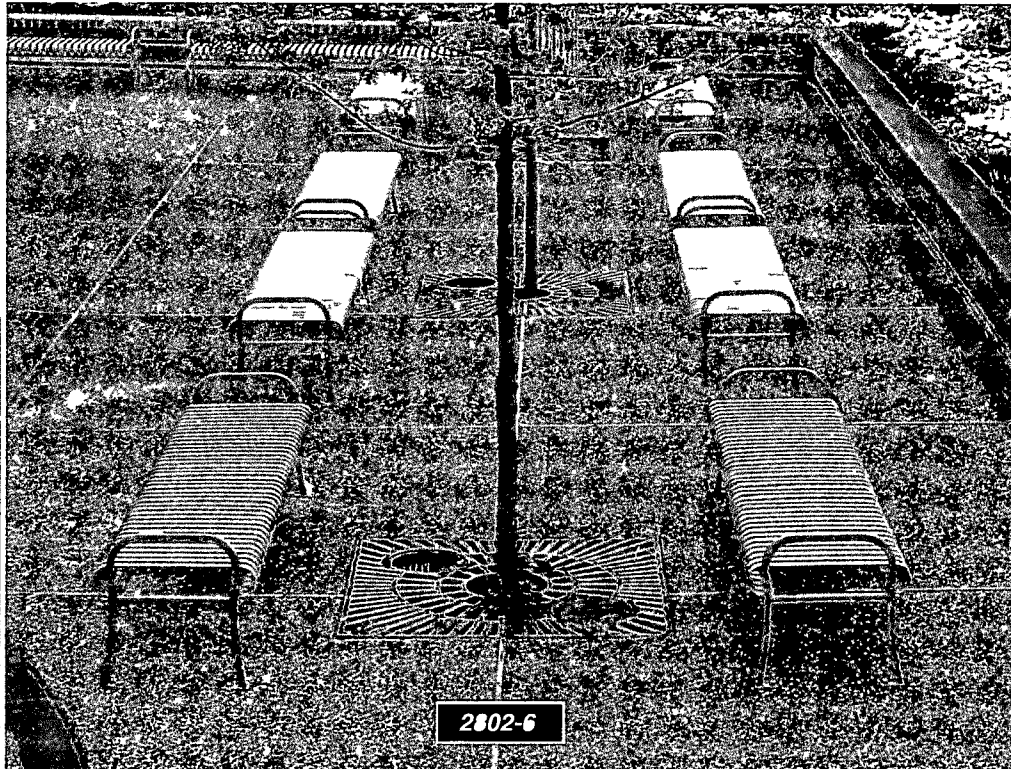
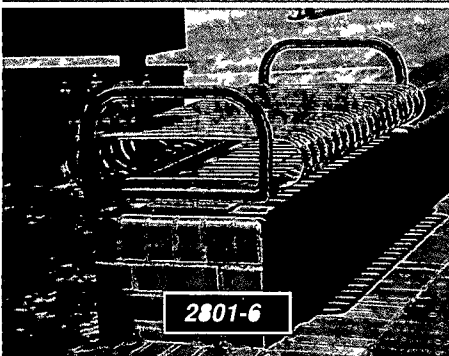
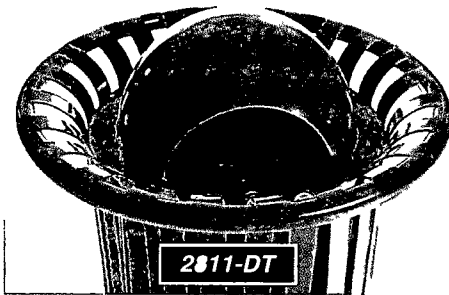
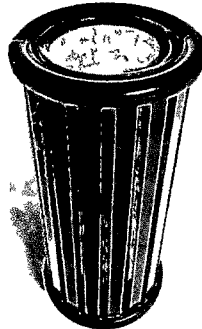
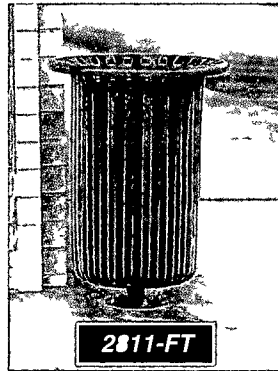
Matching ash receptacle 2812 and a planter is offered.

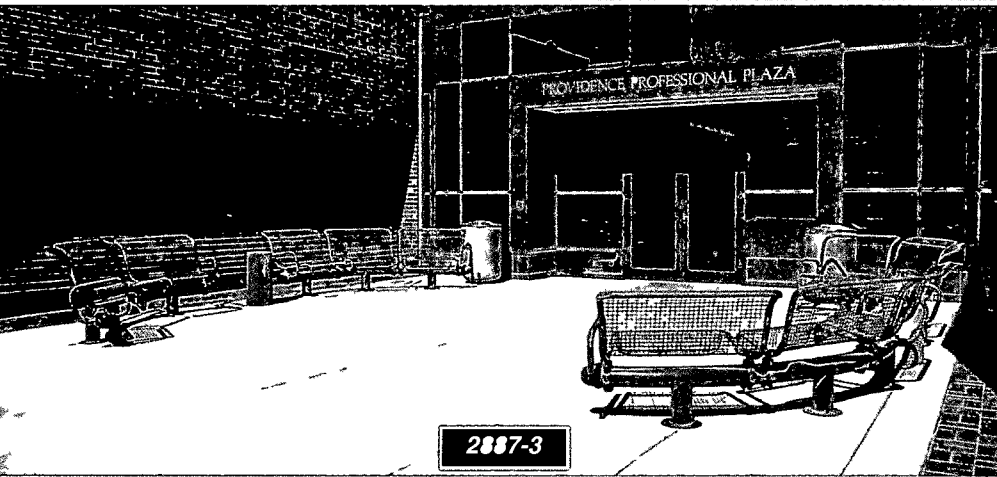
### Colors

Choose from ten standard and over 170 special CASPAX 7 designer colors.

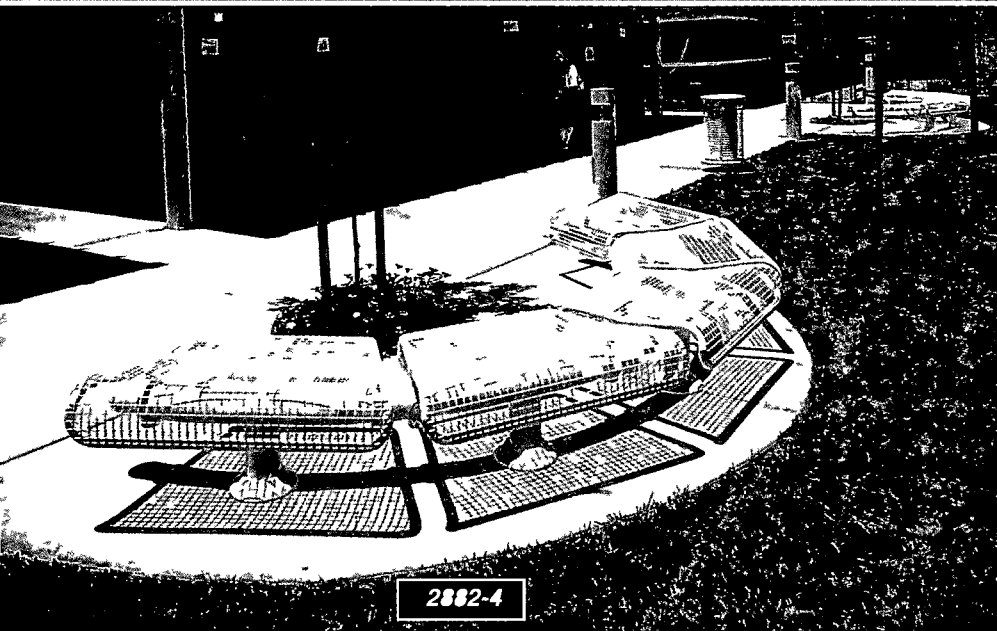
### Mounting

Permanent surface or movable depending on model.

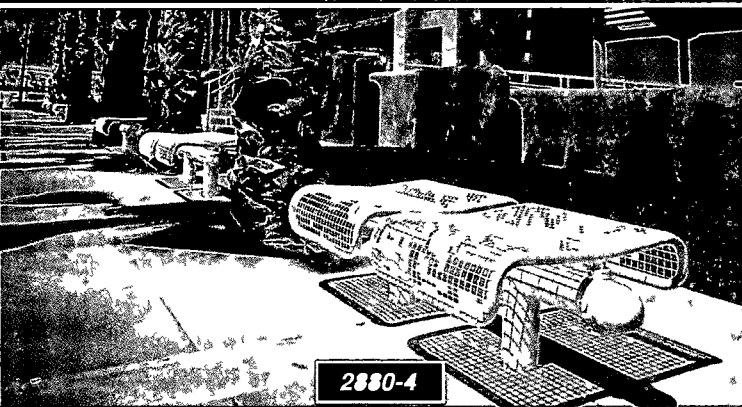




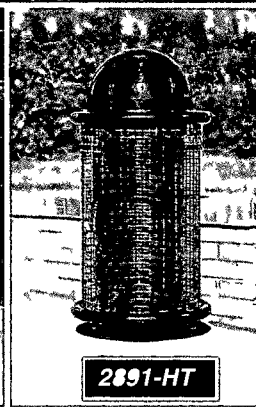
2887-3



2882-4



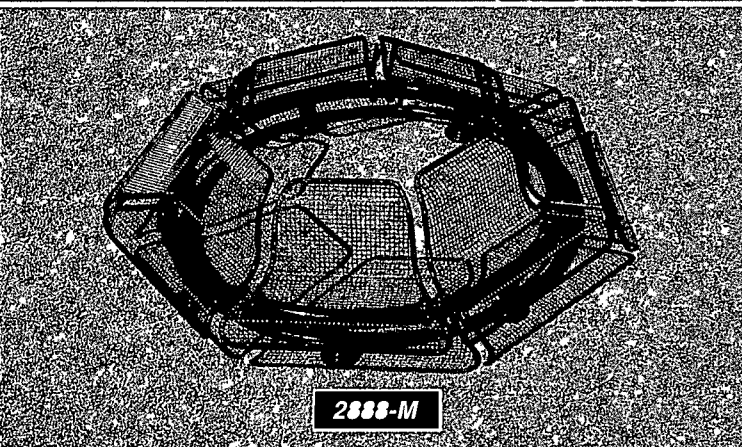
2880-4



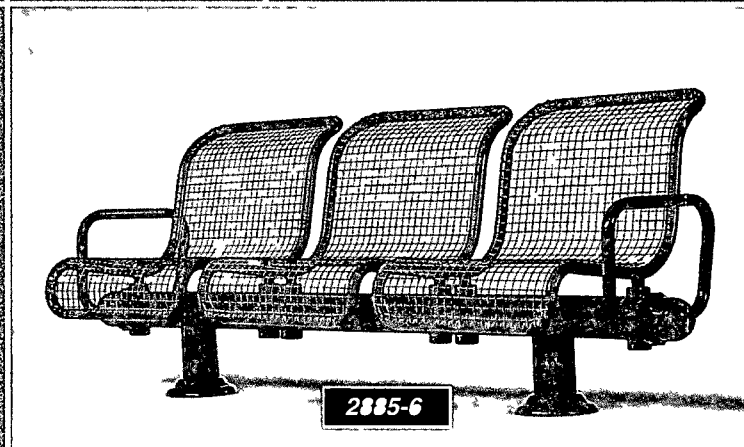
2891-HT



Profile Chairs & Tables



2888-M



2885-6

**TimberForm Profile**

The TimberForm Profile family of contemporary site furnishings features welded wire surfaces supported by strong *schedule 40* round steel pipe frames. The series includes straight and curved benches and seats, tables, plus litter containers, an ash receptacle, and a planter.

**Seating Surfaces**

Seating surfaces are welded wire.

**Seating Options**

Choose from modular straight or curved seats and benches with individual seating pods and optional armrests on the ends only or also between sections. Non-modular seats and benches in lengths of six and eight feet are also offered in this series.

**Litter Container**

Litter container is welded wire and includes an 18-gallon steel liner. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top, or Hamper Top.

**Complementary Accessories**

Welded wire ash receptacle and planter, GameBoard for tables.

**Colors**

Choose from ten standard and over 170 special CASPAX 7 designer colors.

**Mounting**

Permanent embedment or pedestal (surface) mounting. Pedestal mount includes matching base covers to conceal fasteners.

# TimberForm® Skyline™

02870/COL  
BuyLine 5466

## TimberForm Skyline

The TimberForm Skyline series is a modern design family of site furnishings featuring benches and seats with cast metal frames and wood slats. Matching wood surrounds appear on the litter container, ash receptacle and planter.

### Lettering

Custom lettering can be included in relief on the cast metal seat and bench end frames.

### Seating Surfaces

Wood seating surfaces are offered in kiln dried Alaska yellow cedar, Marine Teak or Purpleheart.

### Litter Containers

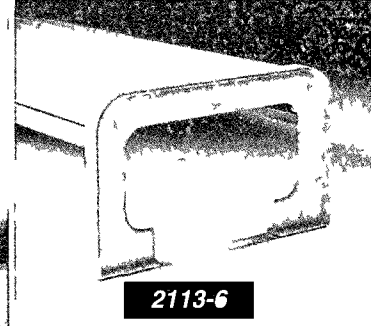
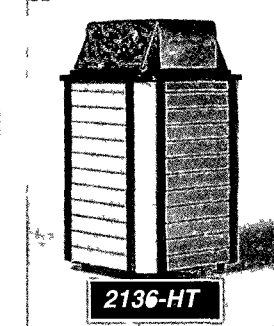
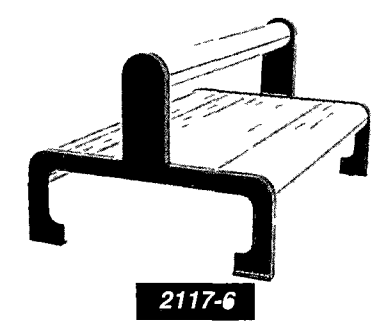
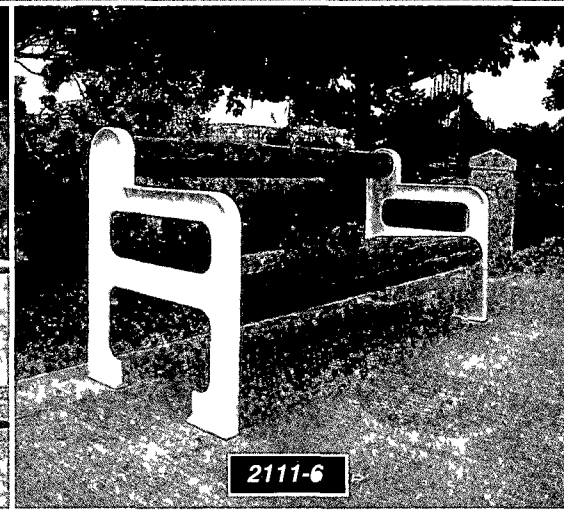
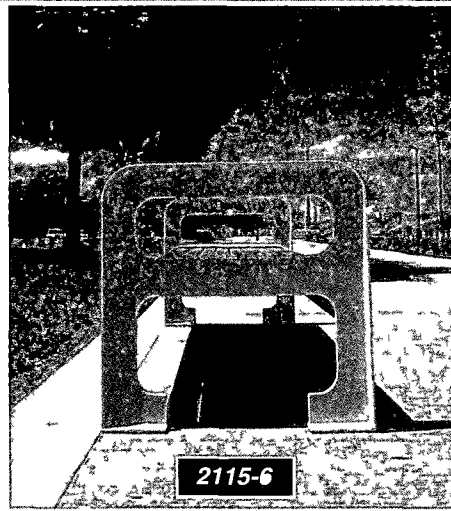
Includes a metal 36 gallon steel liner. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top, Hamper Top, Hamper Top with ash tray, or Hamper Top with covered ash tray.

### Colors

Choose from ten standard and over 170 special CASPAX 7 designer colors.

### Mounting

Permanent or movable surface applications.



# TimberForm® Madison™

## TimberForm Madison

The stalwart TimberForm Madison family of site furnishings features substantial tubular steel frames with premium 3 x 4 wood or recycled plastic seating surfaces.

### Seating Surfaces

Seating surfaces are of premium kiln dried Douglas fir or recycled plastic.

### Litter Containers

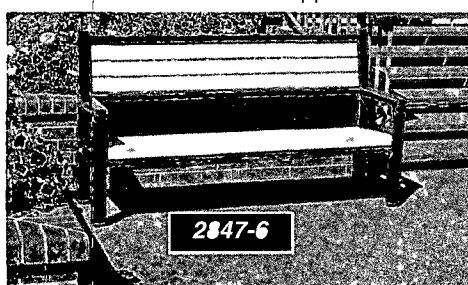
Kiln dried wood surround includes a metal 36 gallon liner featuring side removal. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top, Hamper Top, Hamper Top with ash tray, or Hamper Top with covered ash tray.

### Colors

Choose from ten standard and over 170 special CASPAX 7 designer colors.

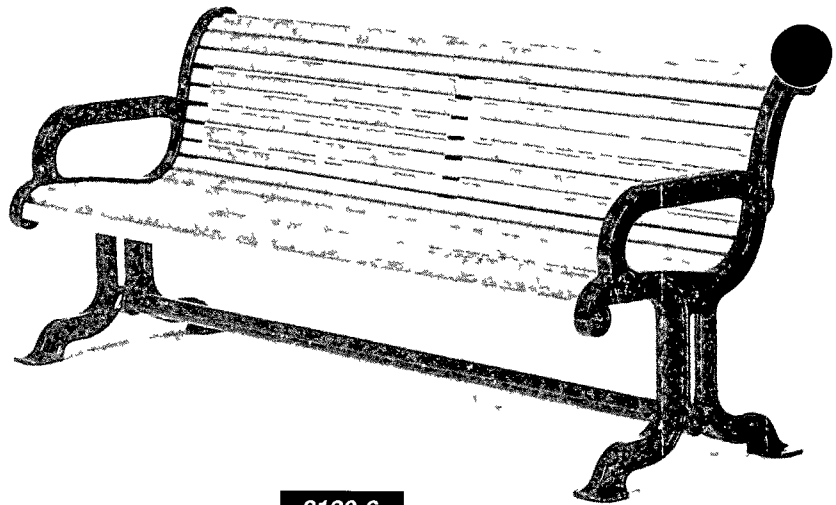
### Mounting

Permanent embedment or pedestal (surface) mounting with leveling feet. Also offered for moveable applications.

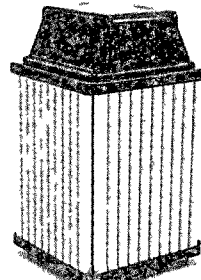




**2120-6**



**2120-6**



**2126-HT**

**TimberForm Restoration**

The TimberForm Restoration series is a twin family of site furnishings featuring benches and seats with cast iron frames and wood slats. Matching wood surrounds appear on the litter container, ash receptacle and planter.

Two design series are offered. One, the 2118 style (facing page), features wide sweeping armrests with a rose relief cast in the bench and seat ends. It was the recipient of the prestigious G Mark of design excellence from the Japanese government. The other, the 2120 style (this page), is a classical civic furniture design with simplified elements. Each style has been successfully used for interior and exterior applications throughout the world.

**Symbols and Logos**

Custom symbols and graphics can be included in relief on seat and bench ends, replacing the existing motifs.

**Seating Surfaces**

Wood seating surfaces are offered in kiln dried Alaska yellow cedar, Marine Teak or Purpleheart.

**Seating Options**

Long lengths, intermediate support frames and armrests are offered.

**Litter Containers**

Matching wood surrounds a metal 21 or 36 gallon steel liner. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top, Hamper Top, Hamper Top with ash tray, or Hamper Top with covered ash tray.

**Complementary Accessories**

Matching ash receptacles and planters.

**Colors**

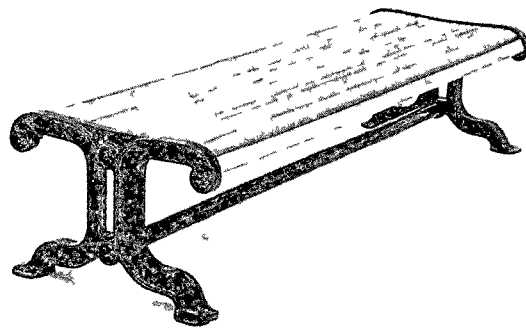
Choose from ten standard and over 170 special CASPAX 7 designer colors.

**Mounting**

Permanent surface mounting or movable applications.



**2120-6**



**2122-6**

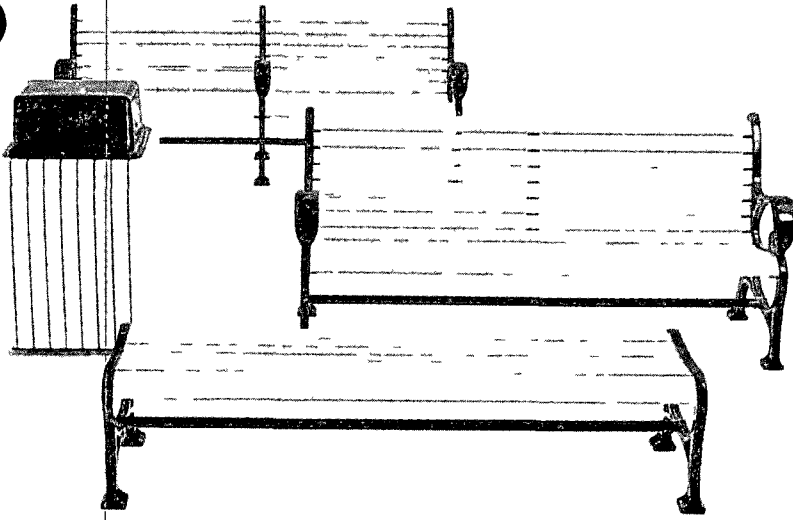


**2120-6**

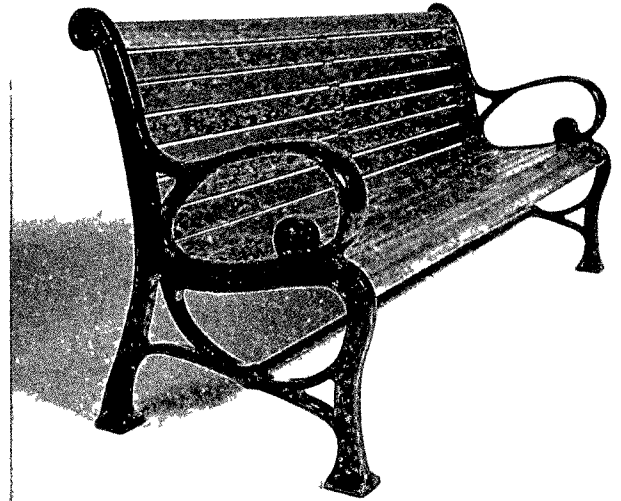


# TimberForm® Restoration™

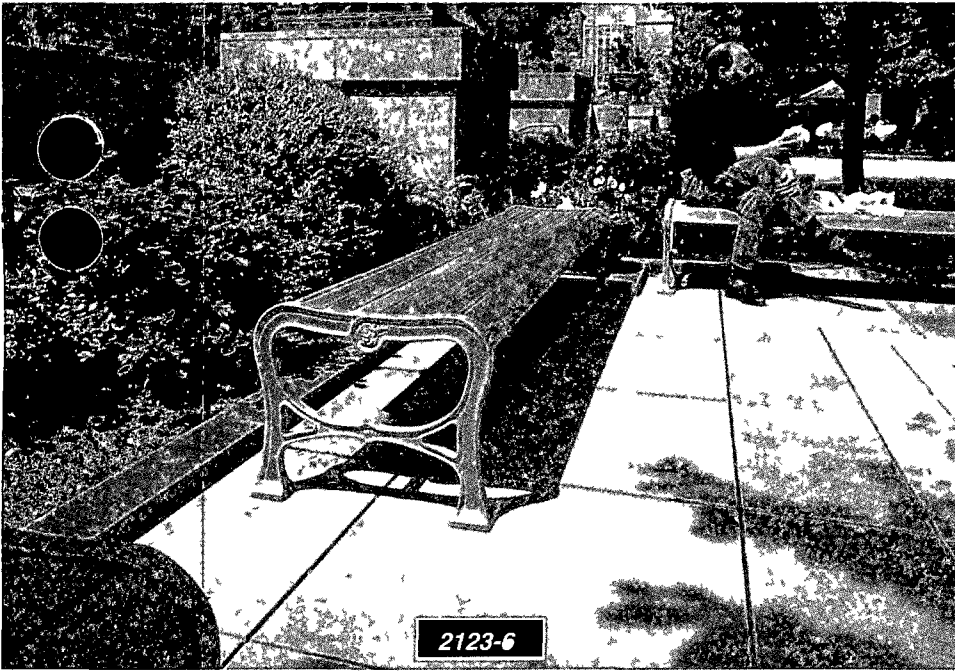
02870/COL  
BuyLine 5466



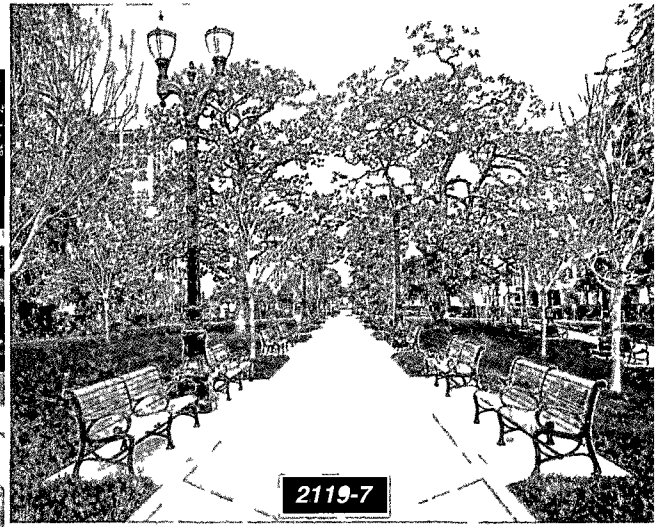
Front to back 2123-6, 2107-HT, 2118-6, 2119-7



2118-6



2123-6



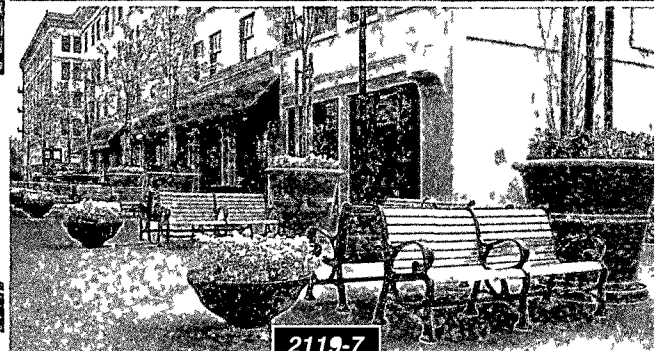
2119-7



2118-6 & 2814-AT



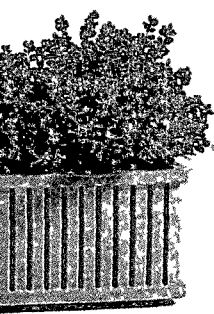
2119-8 & 2119-14



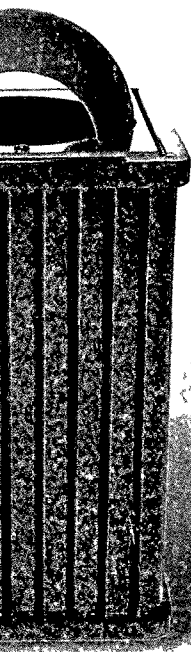
2119-7



2824-6



7-3516



31-DT

### TimberForm Manor

The TimberForm Manor family of classic Early American styled estate furnishings features all steel construction for the toughest applications. The series includes arched back, straight back and curved seating, plus matching accessory table, litter containers, ash receptacle and planters.

### Seating Surfaces

All seating surfaces are of formed steel.

### Seating Options

Intermediate and center armrests can be added.

### Litter Containers

Two sizes of matching steel litter containers are offered: one uses a standard capacity 21 gallon steel liner, the other a large capacity 36 gallon insert. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top, Hamper Top, Hamper Top with ash tray, and Hamper Top with covered ash tray.

### Complementary Accessories

Accessory table, GameBoard, ash receptacle and planters.

### Colors

Choose from ten standard and over 170 special CASPAX 7 designer colors.

### Mounting

Permanent embedment or pedestal (surface) mounting with leveling feet. Also offered for moveable applications.



## TimberForm Plaza

The elegant TimberForm Plaza family of site furniture features wood slats that appear to float above the round steel frames. Benches and seats are offered with and without armrests. The series includes straight single benches and seats, sectional curved multiple benches plus two litter containers, an ash receptacle and a planter.

### Seating Surfaces

Wood seating surfaces are offered in kiln dried Alaska yellow cedar, Marine Teak or Purpleheart.

### Seating Options

Benches can be used back to back for a unique appearance and enhanced space utility.

### Litter Containers

Two sizes of wood faced litter containers are offered: one uses a standard capacity 18 gallon steel liner, the other a large capacity 32 gallon insert. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top, or Hamper Top.

### Complementary Accessories

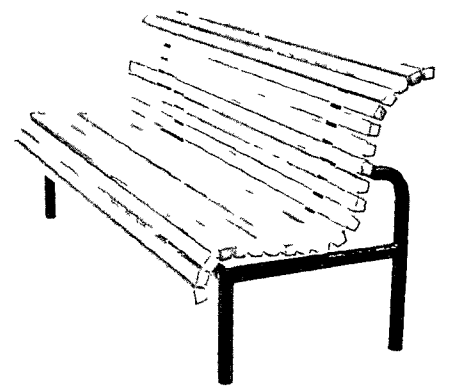
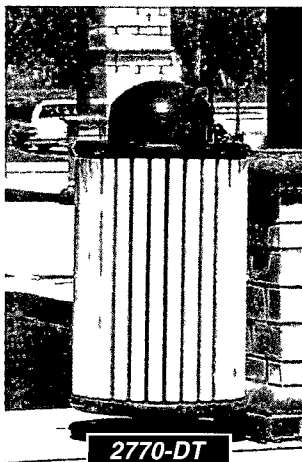
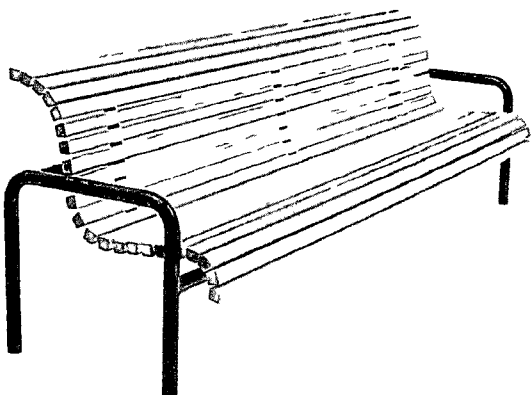
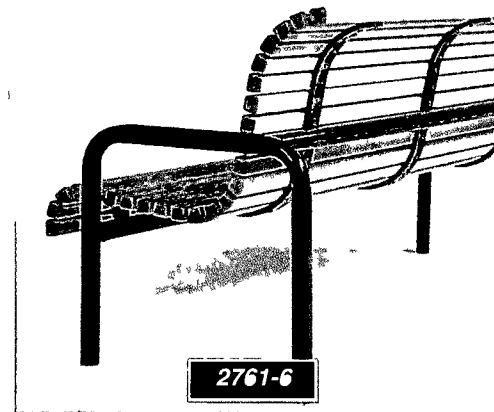
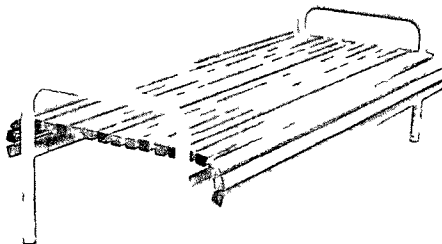
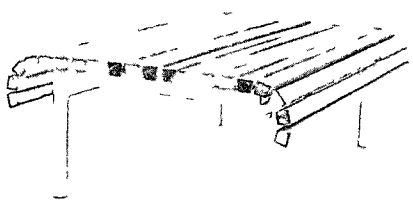
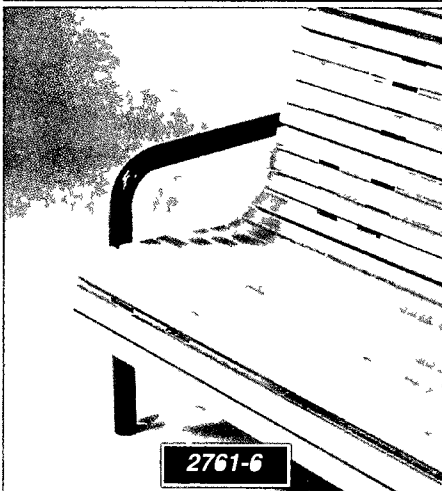
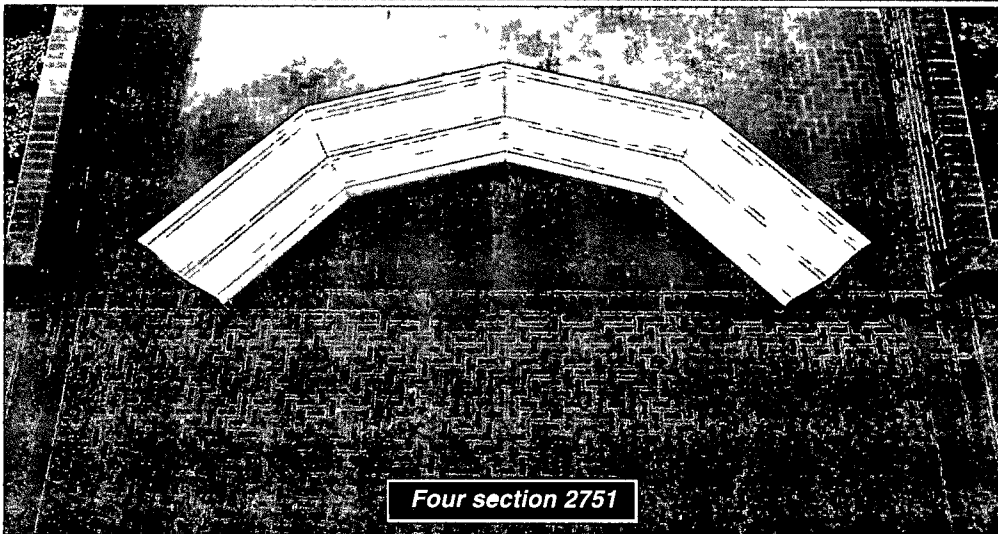
Raised Double Seat 2731-6 can function as a table with or without GameBoard. Other accessories include an ash receptacle and a planter.

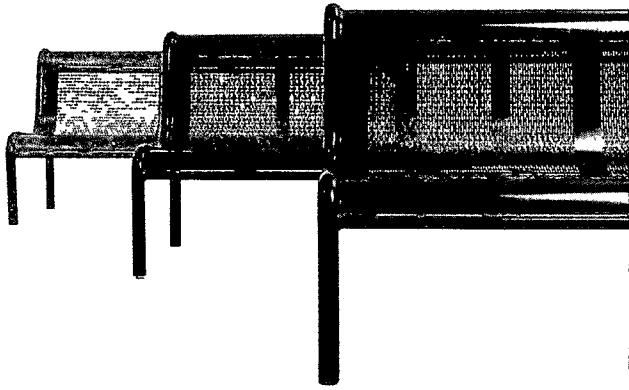
### Colors

Choose from ten standard and over 170 special CASPAX 7 designer colors.

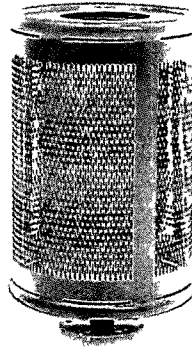
### Mounting

By permanent embedment or pedestal (surface) mounting with leveling feet.





2603-6



2605-FT

## TimberForm Boulevard

This elegant all steel series of furnishings includes a matching seat bench picnic table litter container ash receptacle and planter. Using 14 gauge perforated steel supported by strong *schedule 40* pipe (rather than thin walled tubing) this stylistic family is equally at home on the street or at the mall.

### Seating Surfaces

Seating surface is patterned perforated steel.

### Litter Containers

Perforated steel surround with an 18 gallon steel liner. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top, or Hamper Top.

### Complementary Accessories

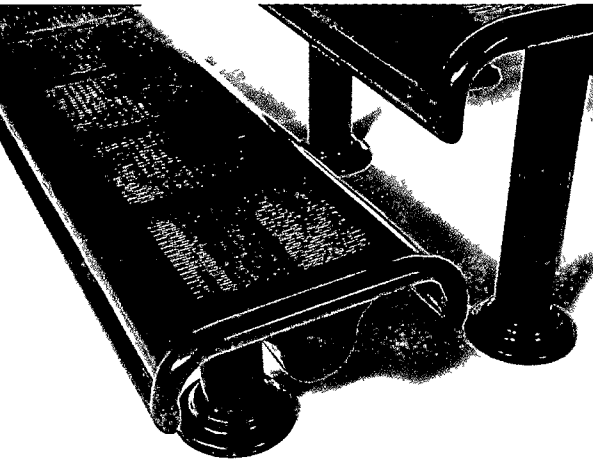
Other accessories include an ash receptacle, a planter, and a picnic table.

### Colors

Choose from ten standard and over 170 special CASPAX 7 designer colors.

### Mounting

Permanent embedment or pedestal (surface) mounting with leveling feet.

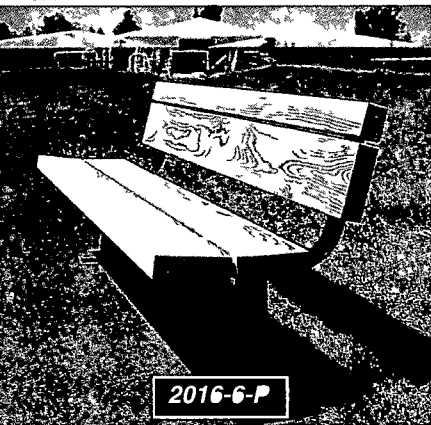


2638-6



2601-6

# TimberForm® Parkway™



2016-G-P



2062 & 2063

## TimberForm Parkway

TimberForm Parkway furnishings use premium kiln dried Douglas fir slats with steel frames. Choose from seats, benches, picnic and game tables, litter containers, ash receptacle and planters.

### Seating and Table Surfaces

Wood seating and table surfaces are patterned kiln dried Douglas fir.

### Seating Options

Straight back and contour benches, wall mount benches and seats, double benches and platform seats.

### Litter Containers

Wood surround with a 36 gallon steel liner. All top options available.

### Complementary Accessories

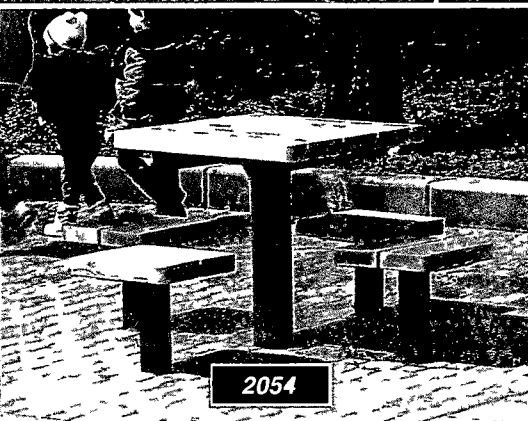
Several standard and accessible picnic and game tables, GameBoard, litter receptacle holder, ash receptacle and planter.

### Colors

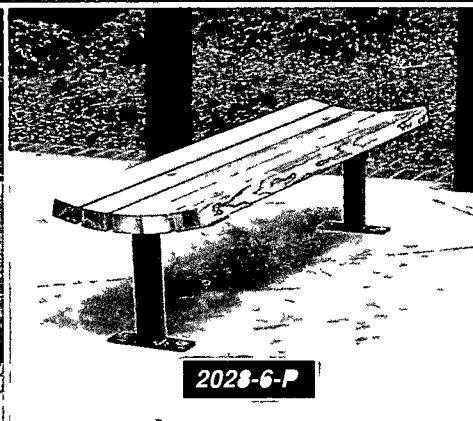
Ten standard color coating hues.

### Mounting

Permanent embedment or pedestal (surface) mounting.



2054



2028-G-P

# TimberForm® Greenway™

02870/COL  
BuyLine 5466

## TimberForm Greenway

Time proven functional and tough TimberForm Greenway park furnishings use premium kiln dried Douglas fir slats with steel frames. Choose from seats, benches, picnic and game tables, litter containers, ash receptacle and planters.

### Seating and Table Surfaces

Wood seating and table surfaces are patterned kiln dried Douglas fir.

### Seating Options

Select from flat back and contour benches, wall mount benches and seats, double benches and platform seats.

### Litter Containers

Wood surround with a 36 gallon steel liner. Top options: Open Top, Flat Top, Domed Top, Ash/Dome Top, Hamper Top, Hamper Top with ash tray, or Hamper Top with covered ash tray.

### Complementary Accessories

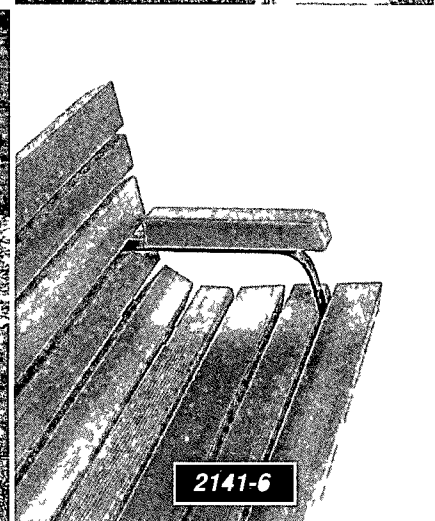
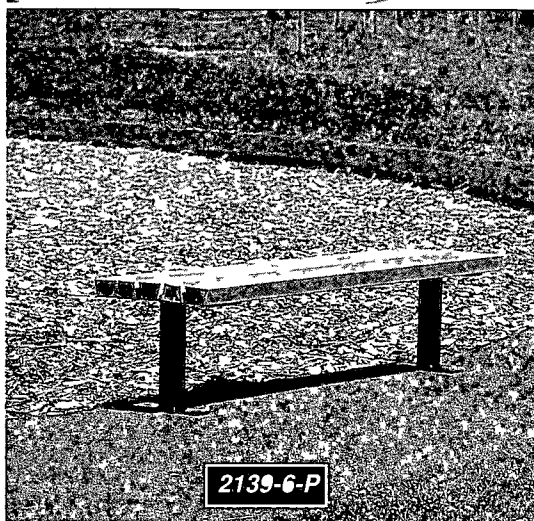
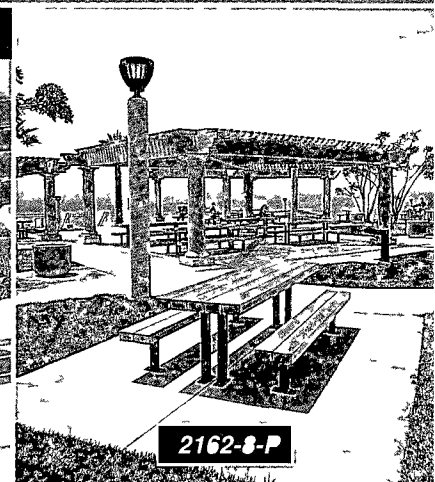
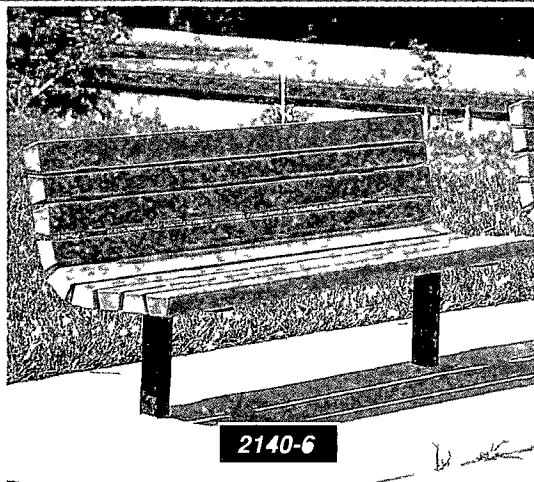
Several standard and accessible picnic and game tables, GameBoard, litter containers and planter.

### Colors

For metal frames, choose from 10 standard powder coating hues.

### Mounting

Permanent embedment or pedestal (surface) mount.

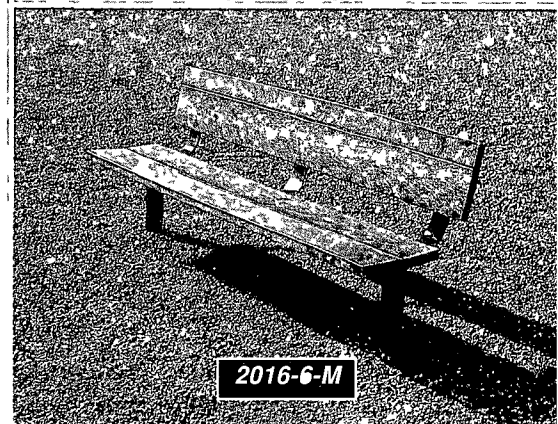
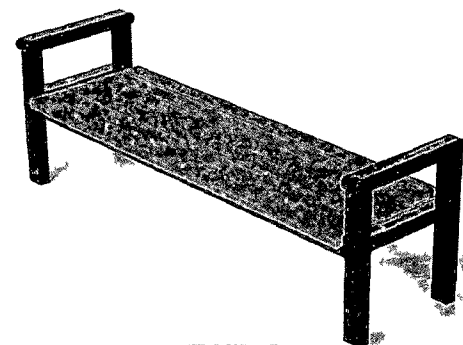


# TimberForm® Recycled Plastic ♻️

## TimberForm Recycled Slats

Selected TimberForm benches, seats, picnic and game tables are offered with recycled plastic slats. Shown here are examples from the Madison™ and

Parkway™ families. Contact your nearby representative for availability on products from other design series.

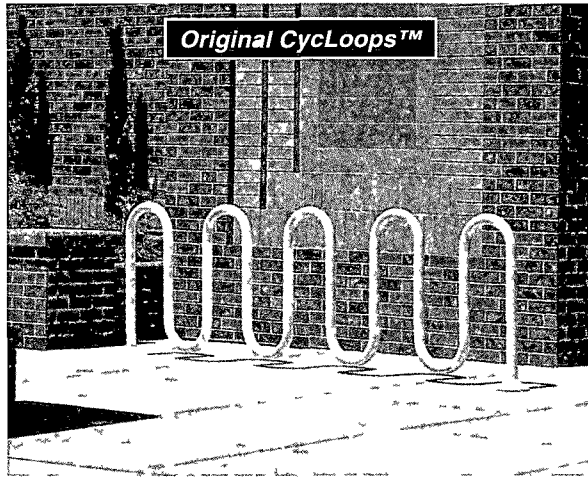


## Other Products for the Site

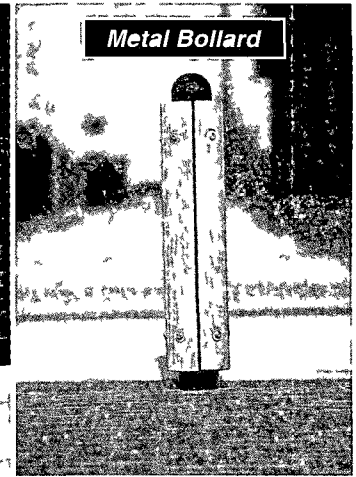
In addition to the sampling of site furnishings shown in this brochure we manufacture hundreds of other site complements. Among them metal bollards, timber and metal sign structures, picnic and game tables.

### CycLoops & CycLockers

We offer four styles of bike racks and single or multiple bicycle lockers in a full range of colors to match our TimberForm Site Complements. For a complete presentation see Sweet's Catalog File 02842 COL or request a copy of the CycLoops and CycLocker bicycle security brochures.

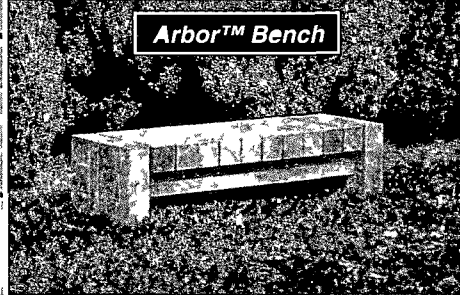
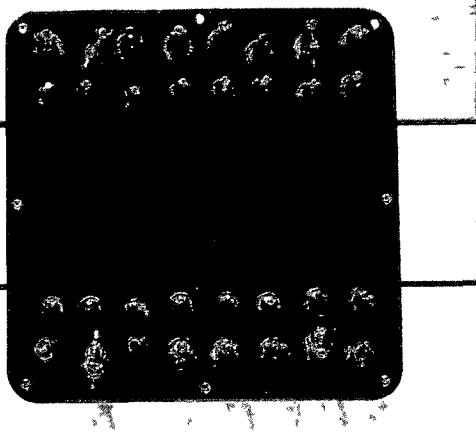


**Original CycLoops™**



**Metal Bollard**

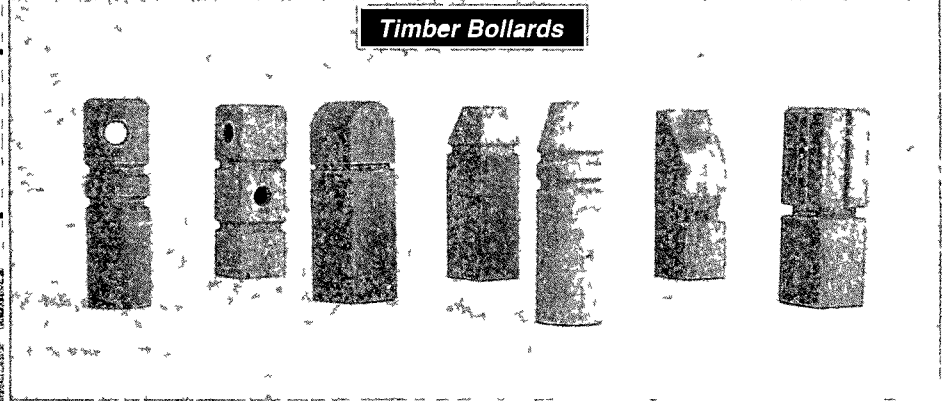
**GameBoard™**



**Arbor™ Bench**

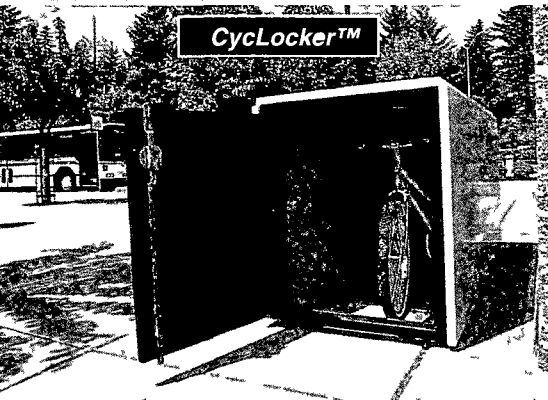


**Arbor™ Picnic Table**

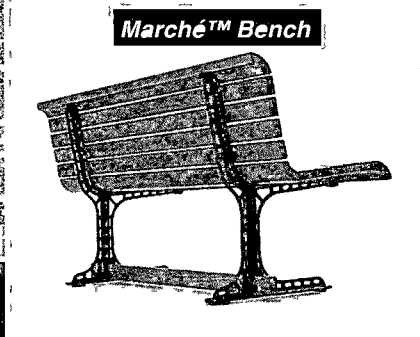


**Timber Bollards**

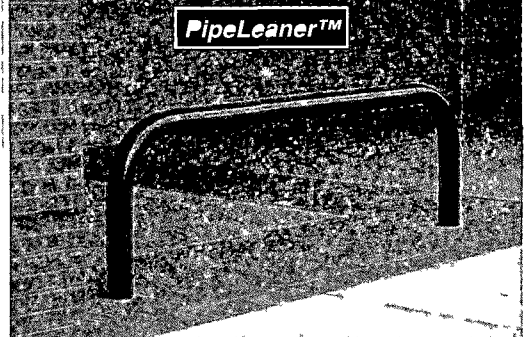
**CycLocker™**



**Marché™ Bench**



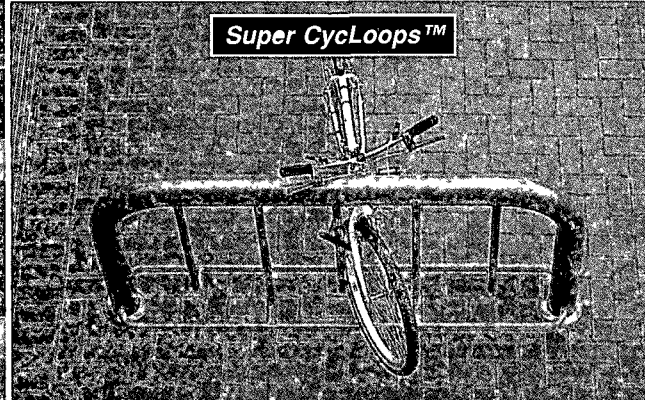
**PipeLeaner™**



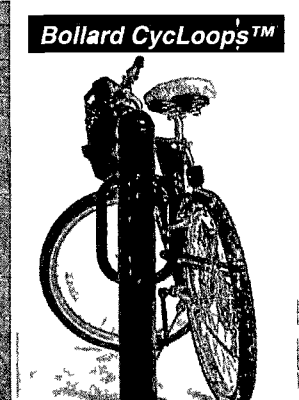
**Metal Sign**



**Super CycLoops™**



**Bollard CycLoops™**



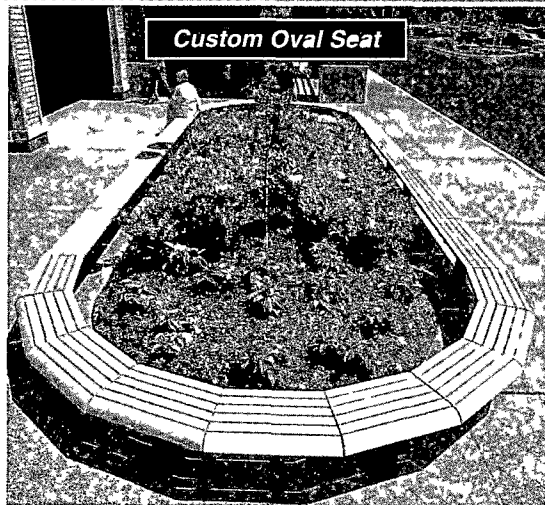
# Custom Site Products

02870/COL  
BuyLine 5466

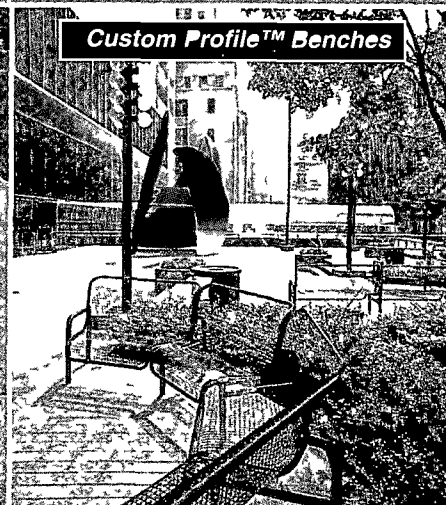
## Custom Site Products

We are often called upon by architects landscape architects and designers to produce unique products of their own design or for custom modifications of our cataloged items for special applications

As one of the world's leading producers of wood and metal site furnishings we have the ability, experience and manufacturing capability to produce almost any product destined for the site. We actively encourage designer input and solicit inquiries for custom designed or modified products. Contact your nearby TimberForm Site Complement representative for more information and specification assistance.



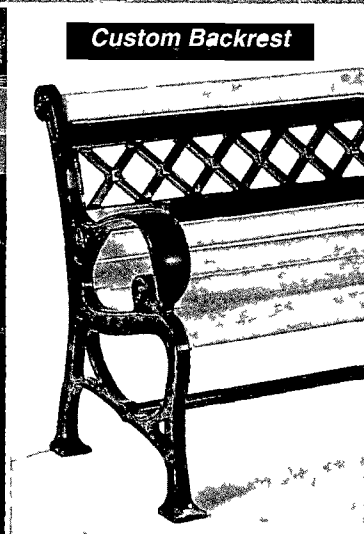
Custom Oval Seat



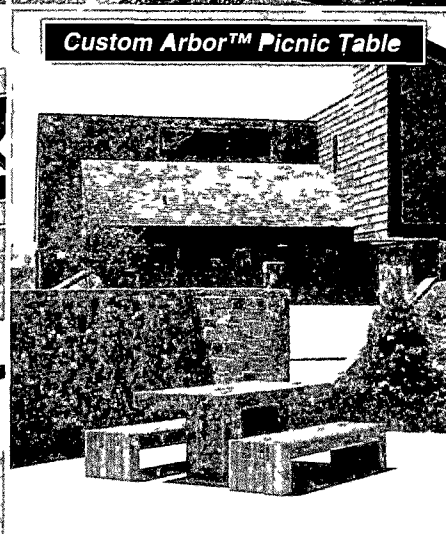
Custom Profile™ Benches



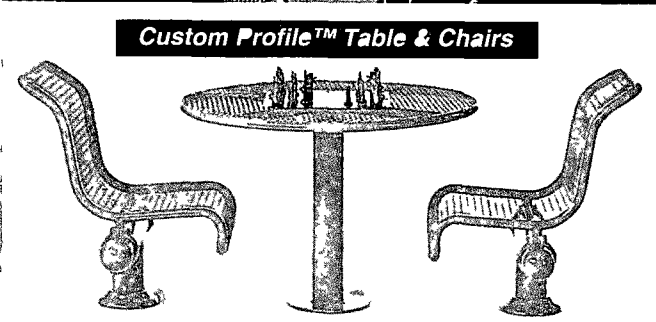
Custom Manor™ Tables & Chairs



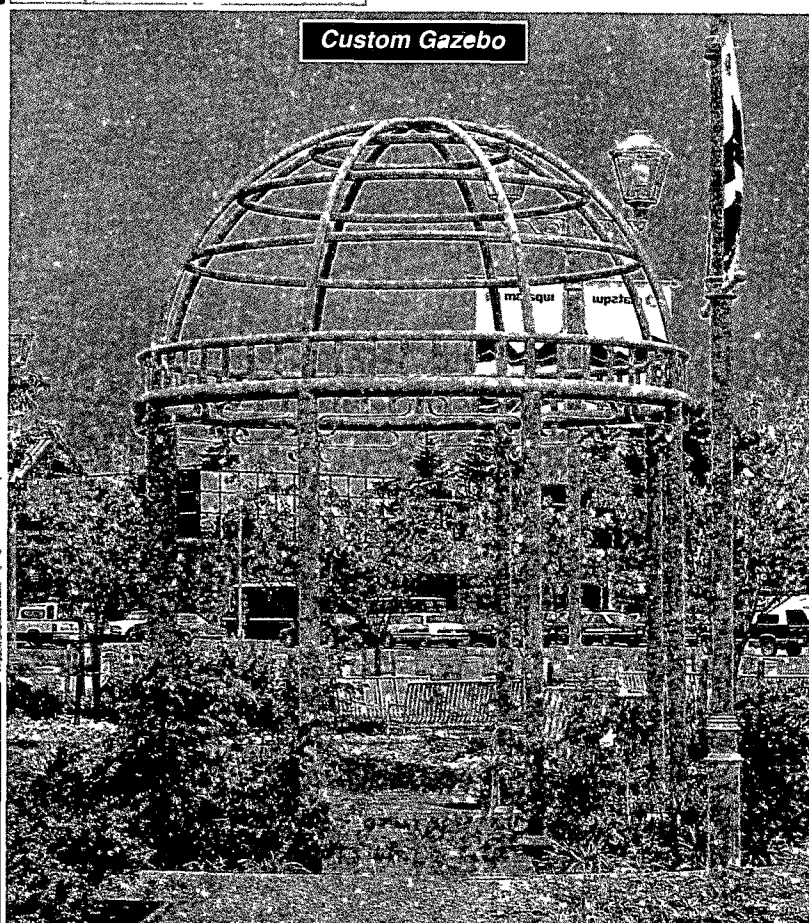
Custom Backrest



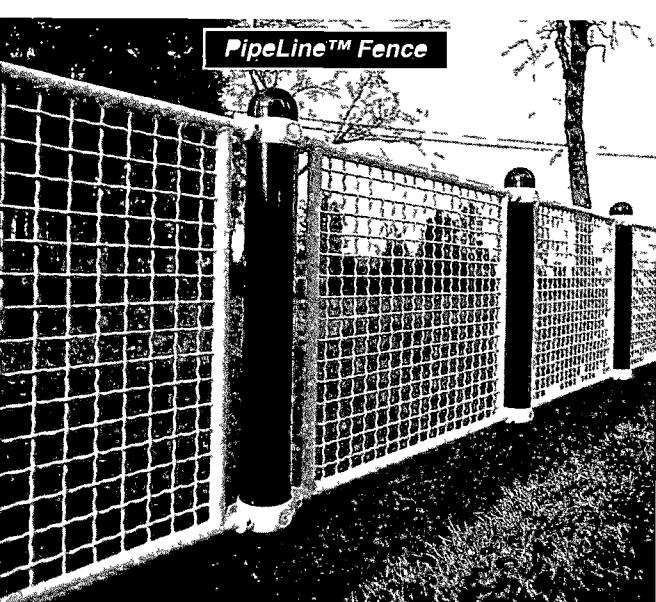
Custom Arbor™ Picnic Table



Custom Profile™ Table & Chairs



Custom Gazebo



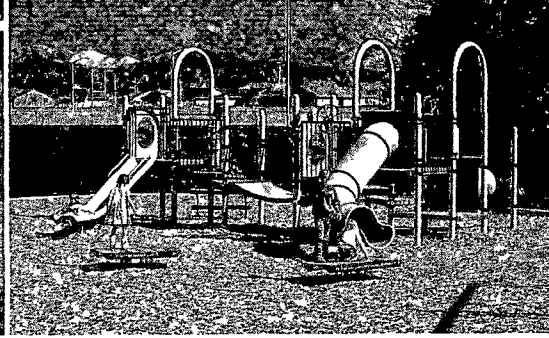
PipeLine™ Fence

# Columbia Cascade Playground Equipment

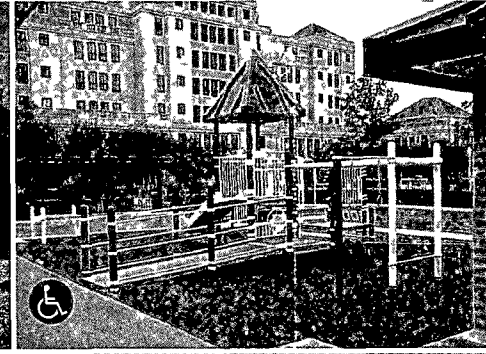
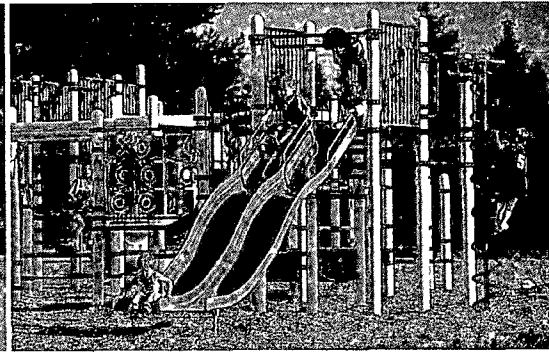
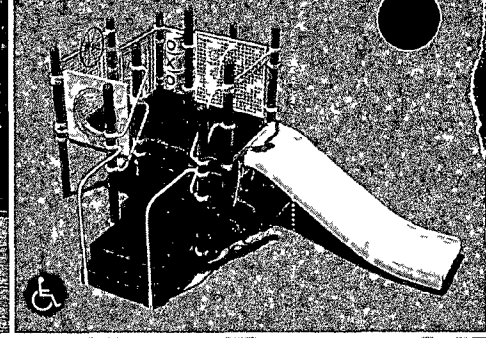
**TimberForm®**



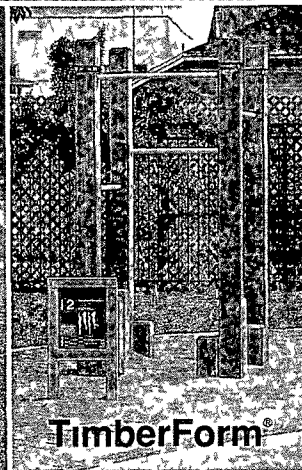
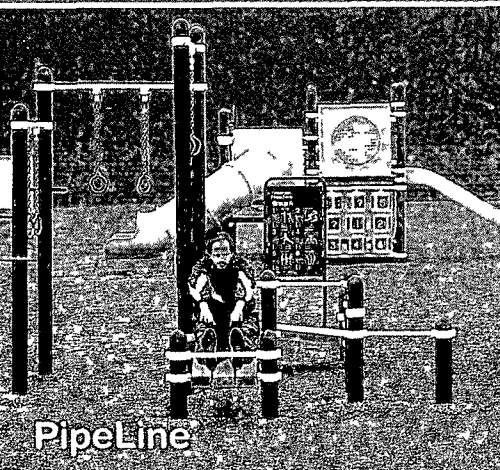
**PipeLine®**



**Accessible**



## Outdoor Fitness Systems



### Site Complements Catalog

A comprehensive and detailed specifier catalog of TimberForm Site Complements plus wood and color samples are available by contacting your nearby TimberForm regional site furniture representative or our design headquarters at Portland Oregon

### Play Equipment and Fitness Catalogs

Play Equipment and/or Fitness System catalogs are available from your regional TimberForm & PipeLine representative. Call the Sweet's BuyLine or the toll free number listed below for the name and telephone number of the technical representative serving your area

For representative or product information, call toll-free 1-800/547-1940, request extension 970

# Columbia Cascade

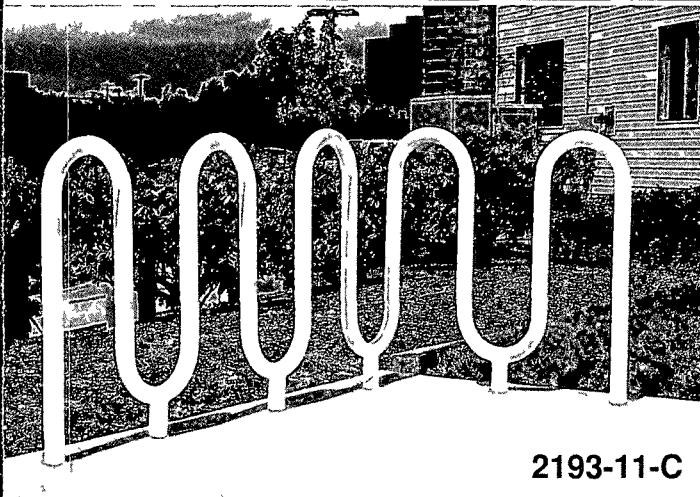
1975 S.W. Fifth Avenue  
Portland, Oregon 97201-5293 U.S.A.

Telephone 503/223-1157 Facsimile 503/223-4530

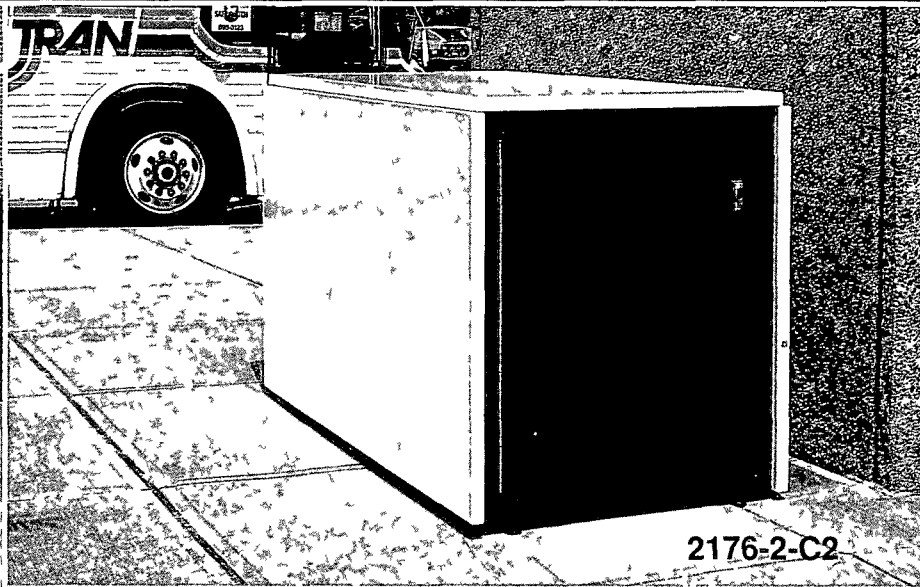
Publication No. SC-970  
Copyright 1996 Columbia Cascade Company,  
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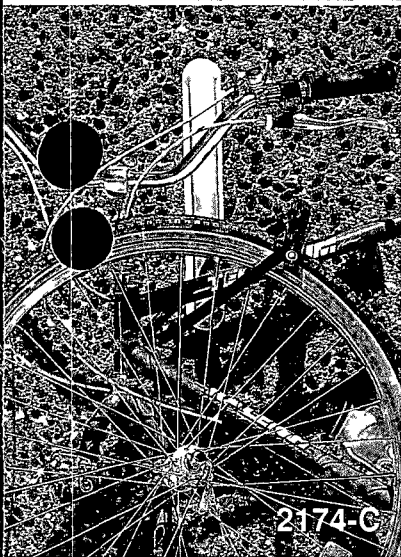
## A Catalog of Bicycle Management Products



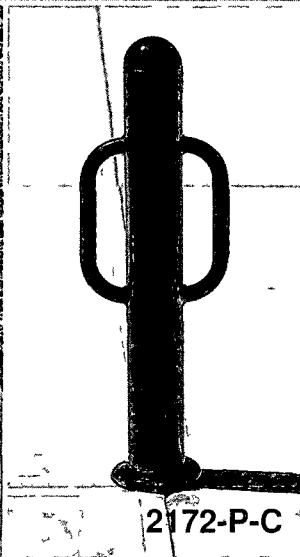
2193-11-C



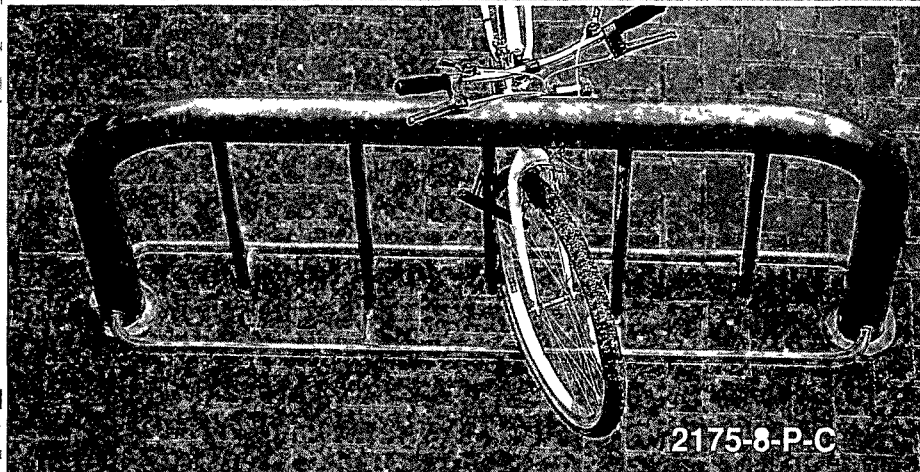
2176-2-C2



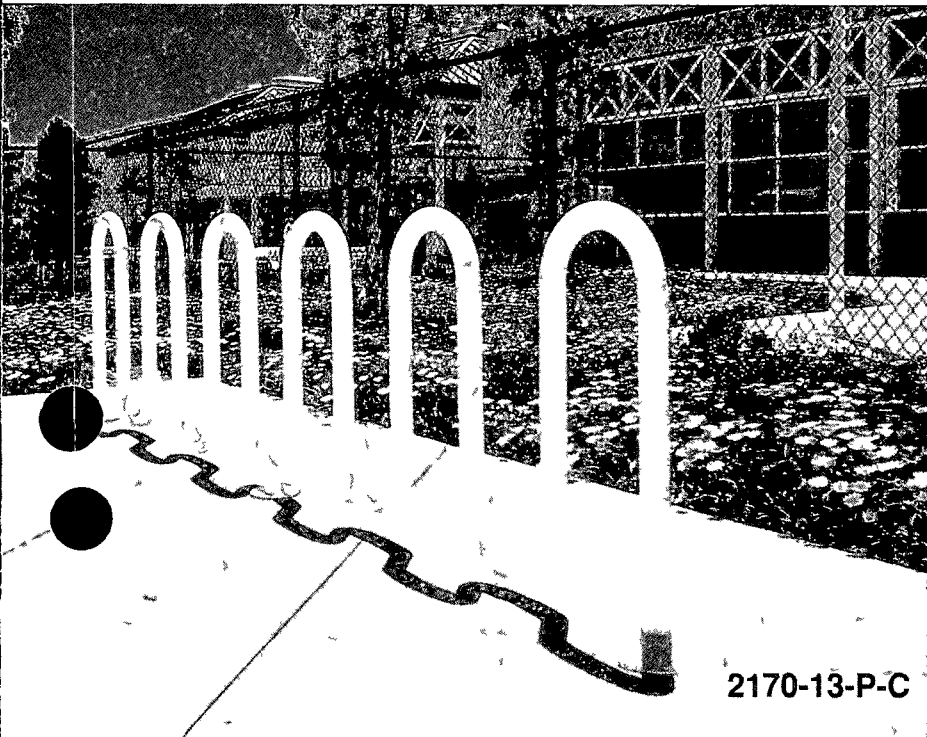
2174-C



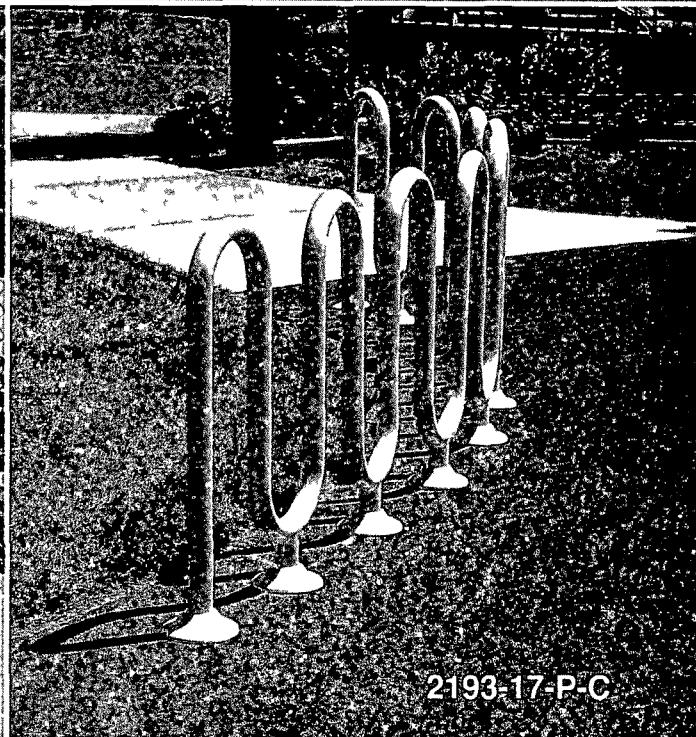
2172-P-C



2175-8-P-C

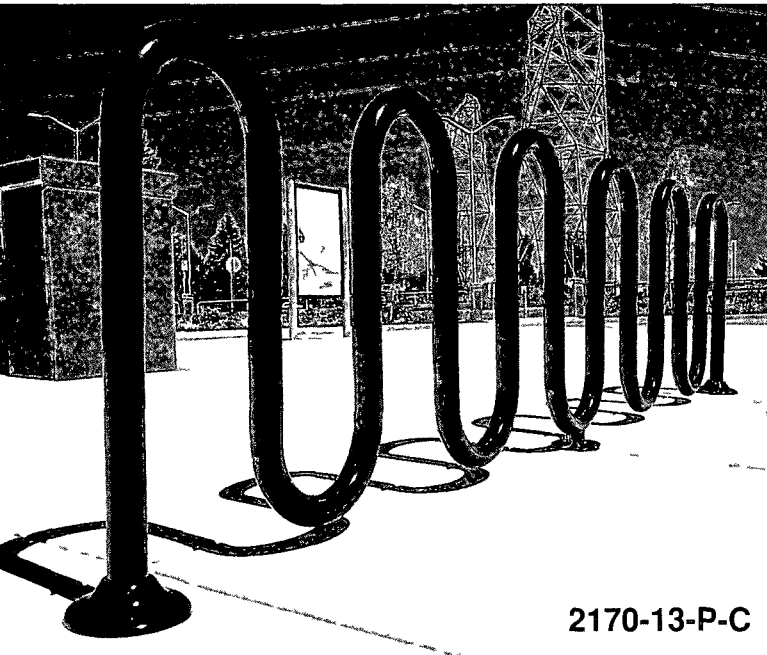


2170-13-P-C



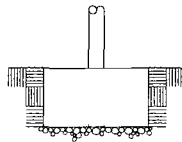
2193-17-P-C

# Original CycLoops™

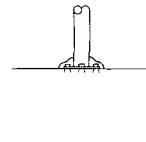


**Original CycLoops** are the time proven favorite of the design community. These looped bike racks are offered in five standard lengths to accommodate from five through 13 bicycles. Each is formed from a single 2 3/8 (60mm) diameter ASTM *schedule 40* steel pipe. Standard mounting is by embedment. Pedestal (surface) mounting with matching base cover is optional. Choose from 10 standard color coating hues or from a wide spectrum of nearly 200 special CASPAX 7™ designer colors. CASPAX 7 is an electrostatically applied colored polyester powder coating applied to a thickness of 6.8 mils (152µm) and oven cured at 400° F (204° C) to chemically bond the finish to the metal substrate. A stainless steel version (*schedule 40 type 304*) is offered for elegant settings and a galvanized version is available for utilitarian applications.

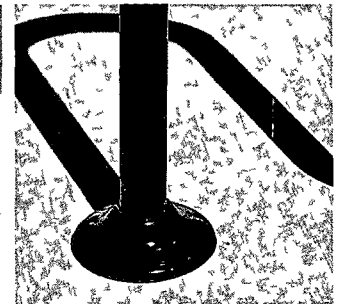
## Typical CycLoops Mounting Details



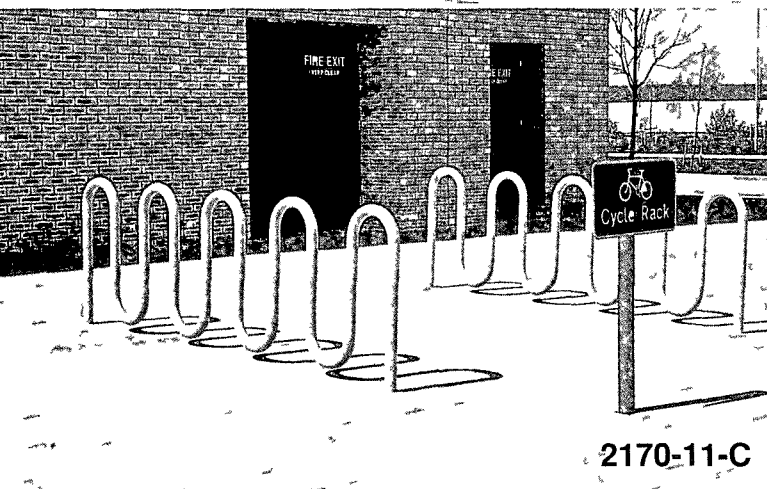
Embedment



Pedestal



CycLoops Base Cover



2170 5

2170 7

2170 9

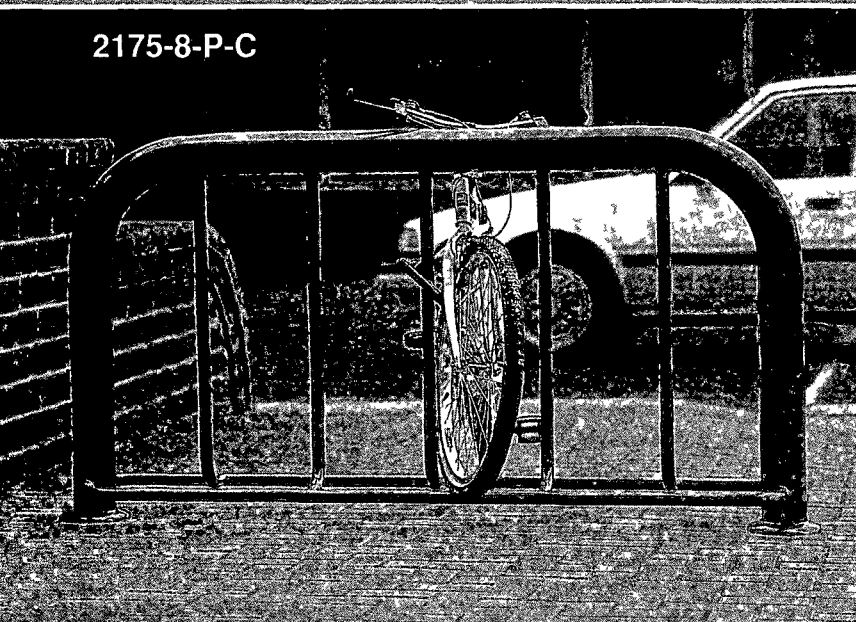


2170 11

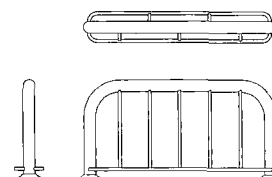
2170 13

# Super CycLoops™

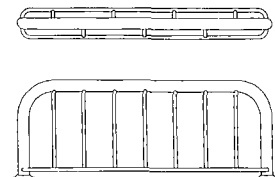
2175-8-P-C



**Super CycLoops** bike racks employ hefty 4 1/2 (115mm) diameter ASTM *schedule 40* steel pipe with integral smaller steel dividers permanently welded in place. Two lengths are offered to accommodate eight (2175 8) or ten (2175 10) bicycles each with embedment or pedestal (surface) mount option. Matching base covers are supplied with all Super CycLoops. Color coated stainless steel or galvanized finished bike racks are available.



2175-8



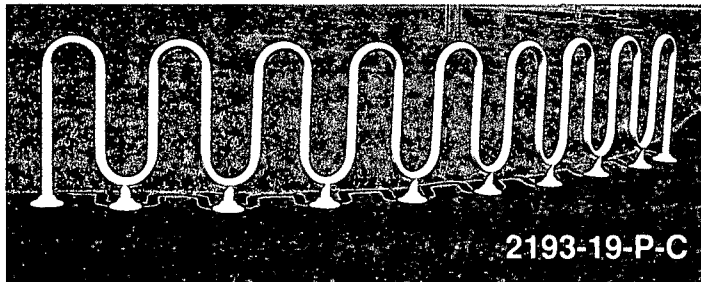
2175 10



# Curvy CycLoops™

02874/COL  
BuyLine 6299

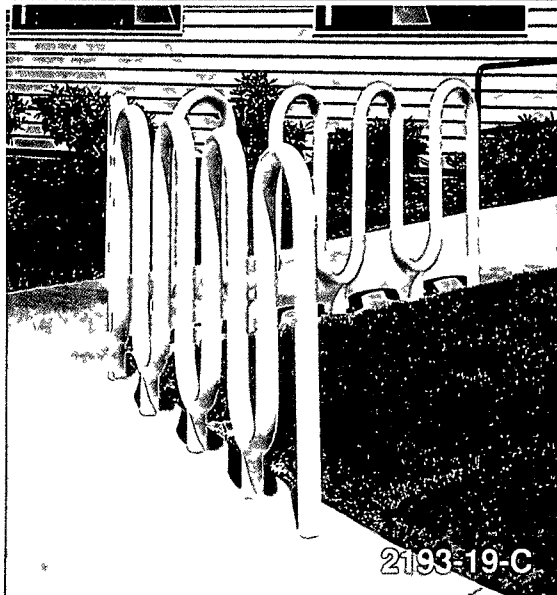
**Curvy CycLoops** are a modular alternative to the Original CycLoops design. Sections can be configured in almost any length and in circular, semicircle, right angle, polygon, or serpentine layouts. The design possibilities are limitless. Material specifications are the same as Original CycLoops (at left) and either embedment or pedestal mounting is offered. Available in all coating colors and in stainless steel. Protected by U.S. Patent Des. 372,889.



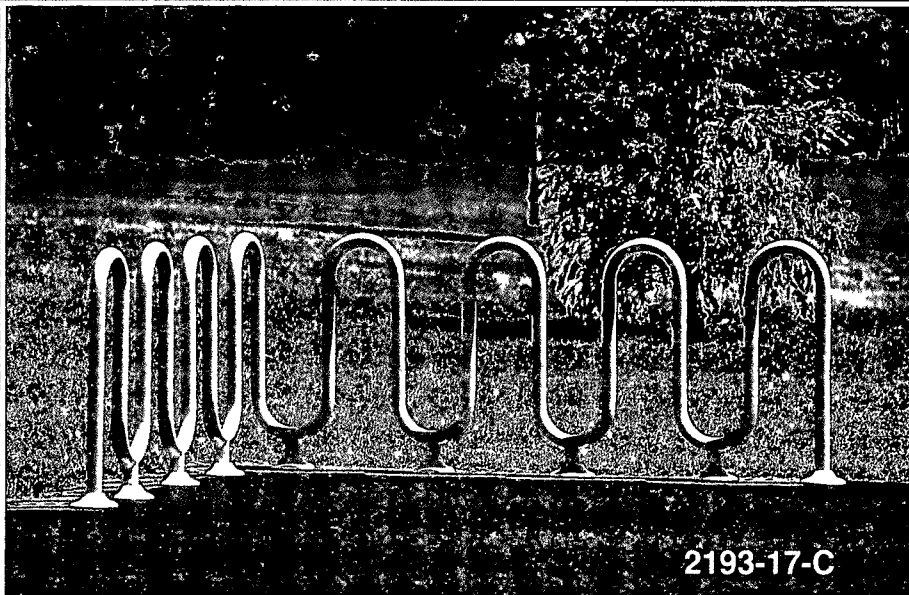
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2193-32-P-C



2193-19-C

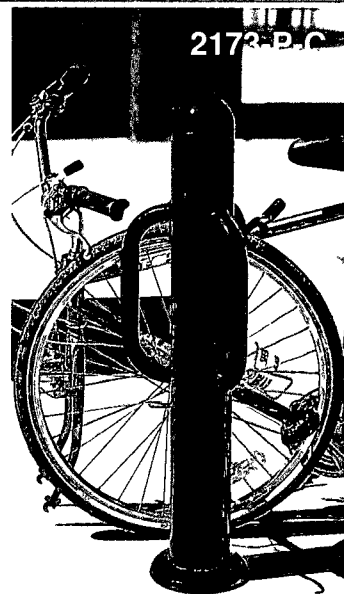


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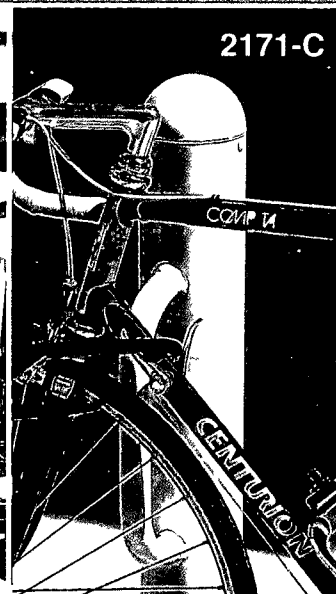
# Bollard & Wall CycLoops™

**Bollard CycLoops** are domed 4 1/2 (115mm) diameter ASTM schedule 40 steel posts that are 3 (915mm) tall. Integral steel loop(s) are at bike height. Select from one, two, or three loop models. Polyester color powder coating or galvanizing are finish options. Mounting is pedestal (surface) mount with matching base cover or embedment. (A removable version is offered for special applications.)

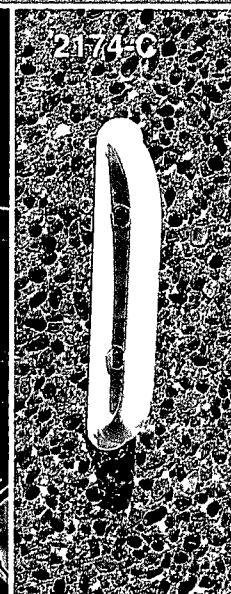
**Wall CycLoops** is a single loop (one bike) 1 5/16 (33mm) diameter ASTM schedule 40 curved steel pipe permanently welded to a 16 (405mm) long mounting plate. Polyester color powder coating or galvanizing are finish options. Wall CycLoops are attached to existing walls or building facades, singularly or in rows.



2173-P-C



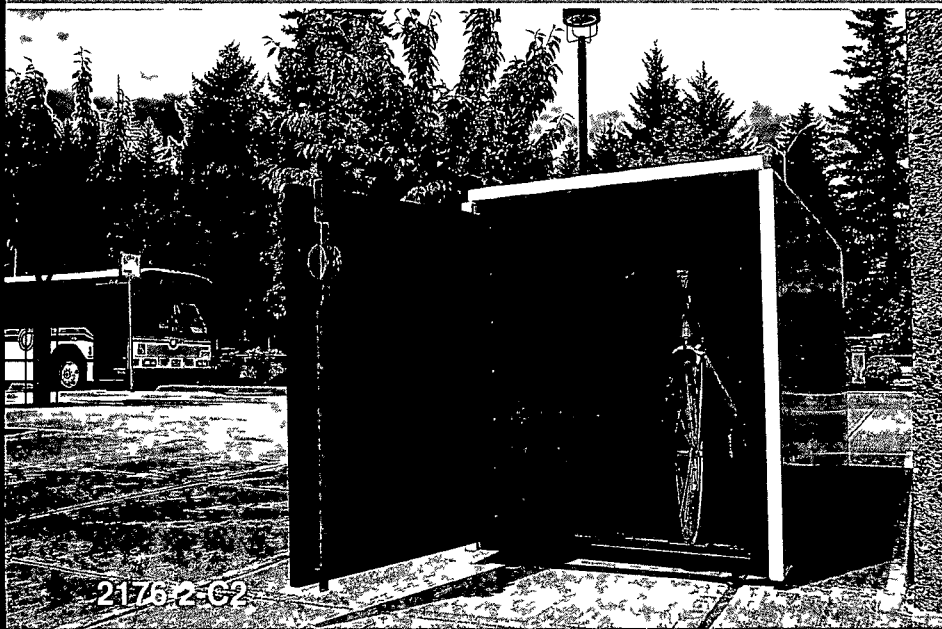
2171-C



2174-C

# CycLocker®

For complementary Site Furnishings and Playground Equipment products see our other Sweet's Catalog presentations located at 02870/COL and 02882/COL.



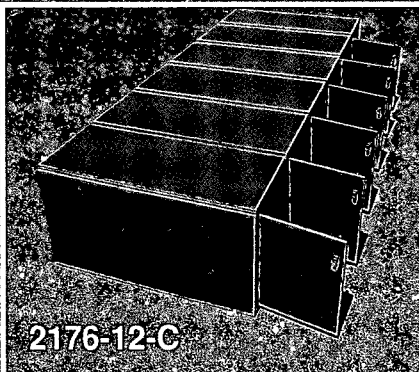
2176-2-C2



2176-2-S



2176-2-C2

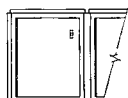


2176-12-C

The **CycLocker** is a modular bicycle storage cabinet 3 3 (990mm) wide 7 4 (2235mm) long and 3 10 (1170mm) high. Each module is diagonally separated to accommodate two bikes with access via a door on each end. Modules can be used separately or in linear combination with a shared common wall. The frame is tubular steel; the roof and walls are 16 gauge (1.5mm) steel sheet. Interior dividers are of 1/2 (13mm) medium density overlaid marine plywood. Each door incorporates a stainless steel piano hinge and a heavy duty key locking latch assembly that features a dual top and bottom deadlock latch with an interior manual lock release mechanism for safety. CycLocker modules are surface mounted using anchor bolts. Polyester color powder coating, two-toned color schemes or stainless steel finish options are available.



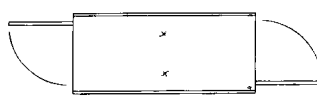
2176-2



Multiple Unit

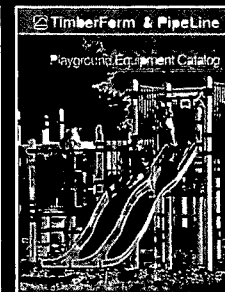
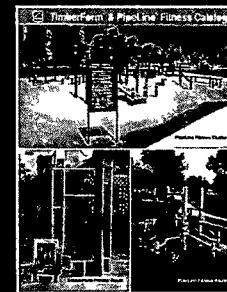
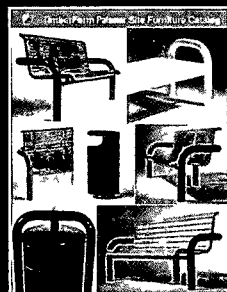


Side Elevation



Cutaway Plan-view

## Additional Catalogs Feature Site Furniture, Outdoor Fitness Systems and Playground Equipment



For representative or product information, call toll-free 1-800-547-1940; request extension 948

Visit us on the internet at [www.timberform.com](http://www.timberform.com) Our e-mail address is [hq@timberform.com](mailto:hq@timberform.com)



**Columbia Cascade**

1975 S.W. Fifth Avenue  
Portland, Oregon 97201-5293 U.S.A.  
Telephone 503/223-1157 Facsimile 503/223-4530

Publication No. SC 977

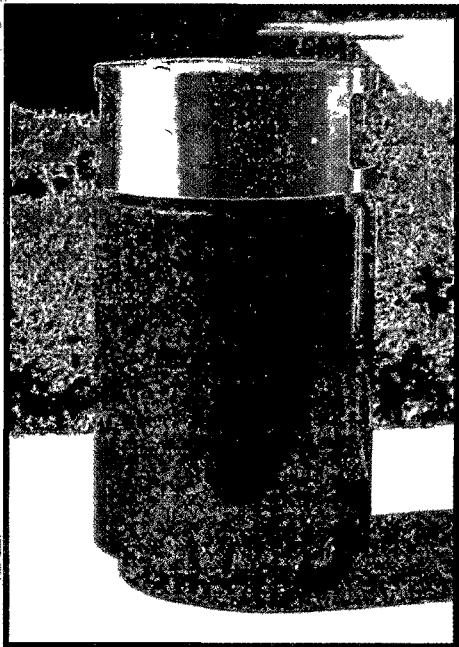
Makers of TimberForm® & PipeLine® Playground Equipment and Outdoor Fitness Systems, TimberForm Site Furniture and CycLoops & CycLocker Bicycle Management Products.

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# Classic Simplicity - RSO-25

THE RSO SERIES OF LITTER RECEPTACLES

Now you can provide safer working conditions, reduce your insurance costs and increase worker productivity with the Cost Container Litter



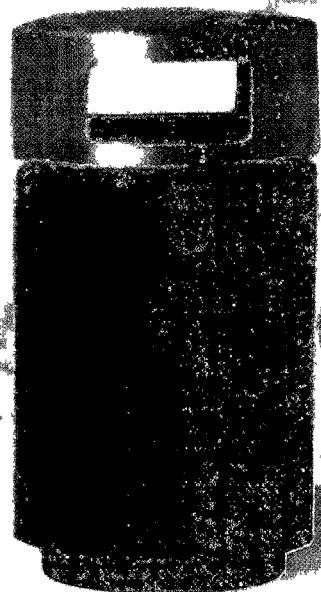
Receptacle from McClintock Metal. The unique side loading design reduces the risk of costly back injuries, providing safe, easy access for unloading without the need to lift the 32 gallon interior receptacle over the top of the unit. Designed and manufactured in the USA, the Cost Container also helps you reduce maintenance costs, thanks to its vandal-resistant finish. Unlike stone or concrete

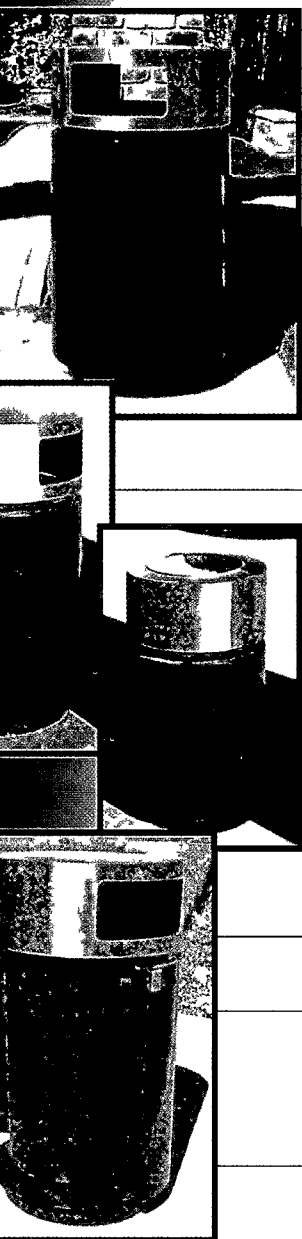
containers, graffiti is easily removed from the smooth surface with a mild solvent.



Manufactured by  
**McCLINTOCK  
METAL FABRICATORS, INC.**

455 Harter Ave  
Woodland, CA 95776  
(530) 666-6007  
1-800-350-3588  
FAX (530) 666-7071  
email [bearproof@aol.com](mailto:bearproof@aol.com)





***The RSO-25***

Available in monochromatic all-steel construction, or with brushed stainless steel tops. Other options include ash urns and controller/litter receptacle combinations

***Advanced Side Loading Design***

Reduces risk of back injury and associated insurance claims  
High density polyethylene liner included

***5 Minute Graffiti Solution***

Quick, easy cleanup

***Stainless Steel Continuous Hinge***

Rust-free performance

***Durable-Vandal Resistant***

Low maintenance, long life

***Sleek Lines-Small Footprint***

No front or rear side. Enhances vintage or contemporary streetscapes

***Easy Installation***

Free standing or bolt down

***ADA Compliant***

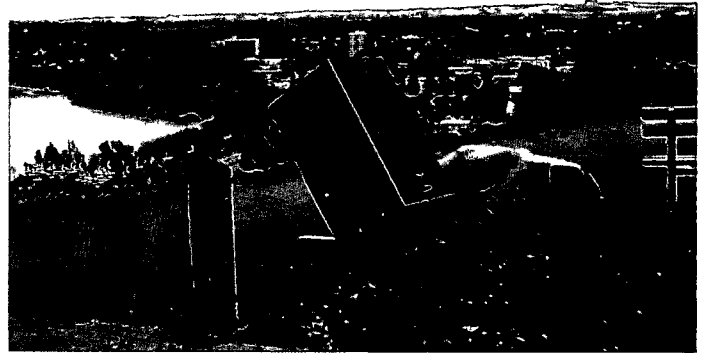
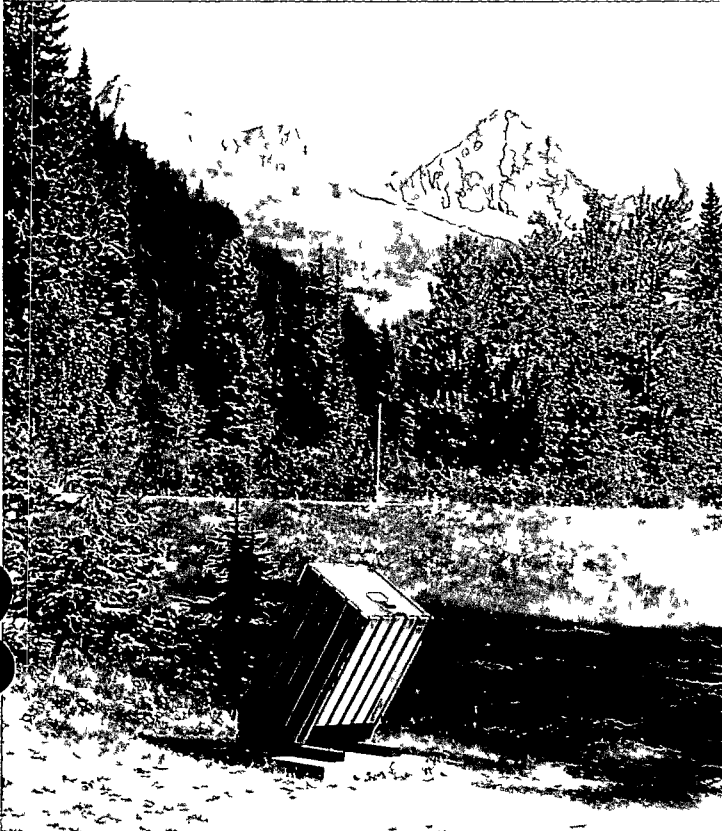
***The RSO-25***

The litter receptacle specified by the City of San Jose, California, for the Downtown Streetscape Master Plan

Capacity	32 Gallons
Dimensions	24 Diameter 44 Height 30 3/4 to the opening
Weight	150 pounds
Operation	Side swings open to unload so operators don't need to lift the filled interior receptacle over the top
Construction Body	12 gauge (0.1046 thick) ASTM A 569 steel
Floor Plate and Hinge	Type 304 stainless steel
Top	11 gauge (0.1196" thick) ASTM A 569 steel (standard), 11 gauge type 304 stainless steel (optional)
Liner	32 gallon high density polyethylene with cut out handholds for lifting
Finish	Tnemec Series 74 Endura-Shield IV polyurethane high gloss non chalking graffiti resistant. Approved by the City of San Jose, California, Santa Clara Transit Authority and San Francisco Bay Area Rapid Transit. Standard color is dark green or navy, wide selection of optional colors
Lock	Tamper resistant keyless lock with interior latch guard
Materials	Minimum 20% recycled steel
Installation	Unit can be free standing or attached to the ground with concealed internal fasteners or mounted on imbedded anchors concealed under unit

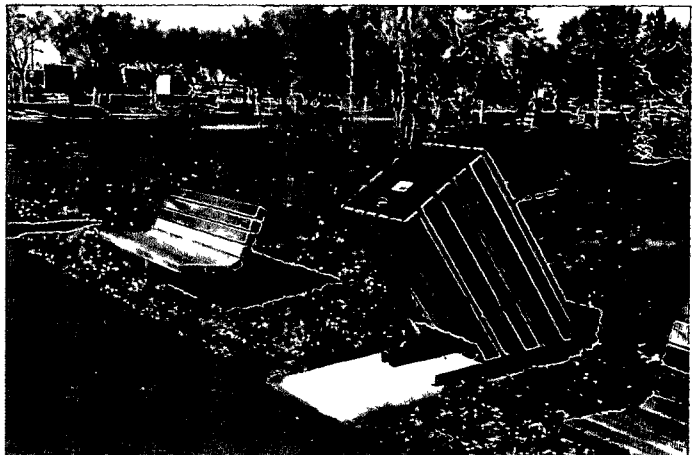
# HAUL-ALL®

# HID-A-BAG®



## Hid-A-Bag® features

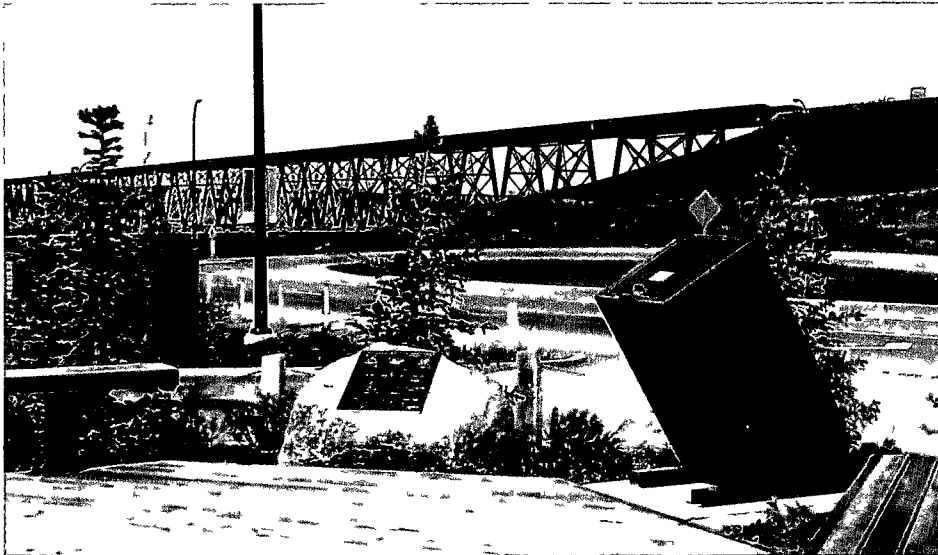
- Sturdy construction designed to stop animal access
- Mounting holes for permanent bolt down sites
- Easy to use, self-closing wind-proof loading lids
- Convenient removal of bagged garbage



## Complete the Landscape



# HID-A-BAG®

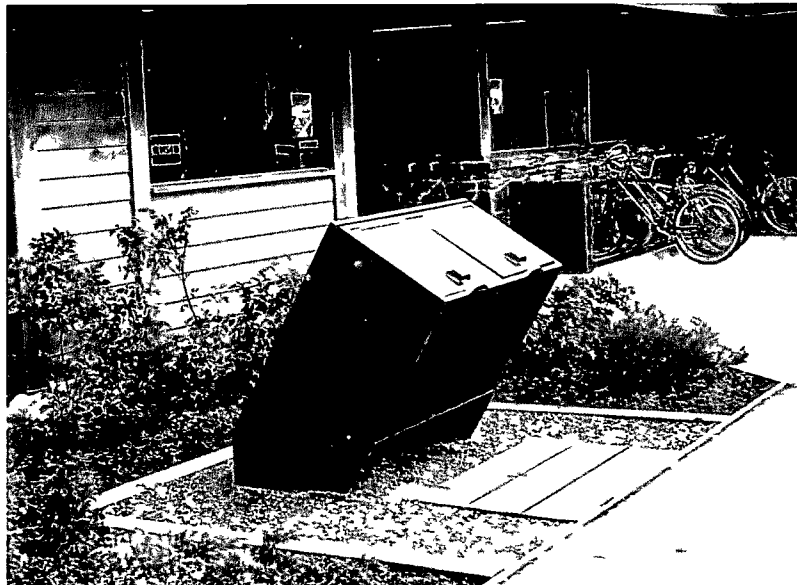
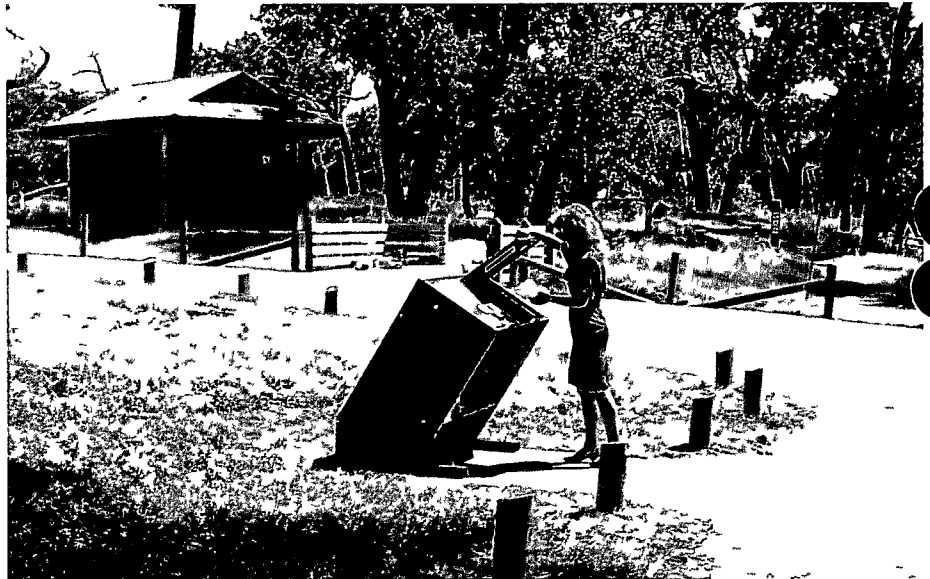


## USED BY

- Parks National
- Provincial
- State
- Municipal
- Golf Courses
- Campgrounds
- Rest Areas
- Dept of Highways
- Resorts
- Schools
- Playgrounds
- Ski Lodges
- Recreation Areas

## Hid-A-Bag® advantages

- Rust protected using galvanneal steel, stainless hinges and handles, with durable urethane paint
- Aesthetically designed and coloured to blend in with any environment
- Securely mounted to concrete base, controlled access to unloading door with optional keylock
- Slide-out bag minimizes lifting



Self closing lids with or without Animal Proof latches

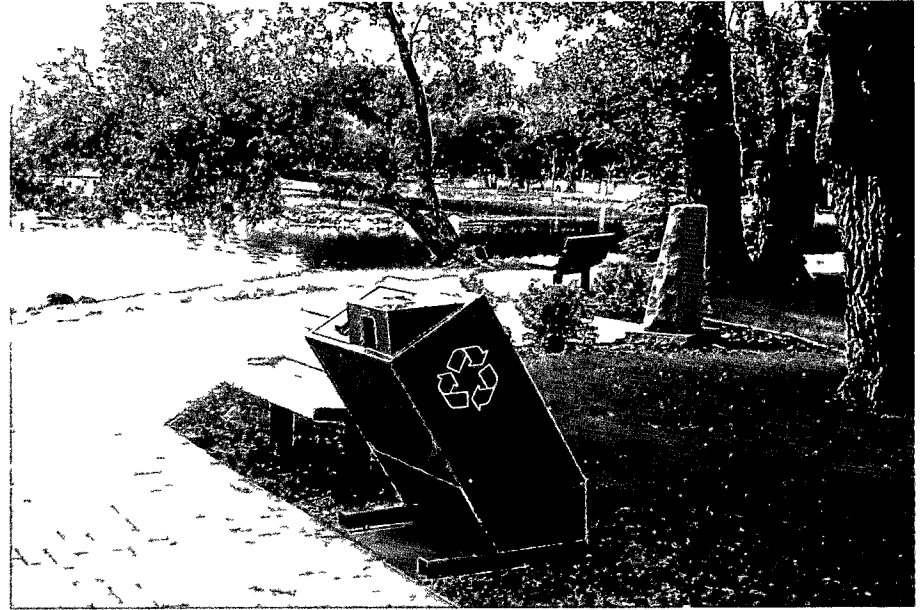
## HID-A-BAG SPECIFICATIONS

	HID A BAG I	HID A BAG II
CAPACITY	70 Gal (260 L)	130 Gal (500L)
DIMENSIONS	Width 26 (660)	48 (1 200)
	Depth 42 (1 070)	42 (1 070)
	Height 48 (1 220)	48 (1 220)
WEIGHT	Standard 220 lbs (100 kg)	295 lbs (135 kg)
	w/1 x 4 Cedar 240 lbs (110 kg)	Not Available
PRECAST MOUNTING PADS AND STEPS AVAILABLE		
BAG REQUIREMENTS	2.5 mil 42 x 50 (1 070 x 1 270)	
	OPTION Reuseable Bags	

HID A BAG and the shape of the HID A BAG container are registered Trademarks of Haul All Equipment Ltd

# “Quality Products”

The Hid-A-Bag Mini is available as a single or double unit, with or without cedar facing. Lid options include "animal-proof" latches, a recycling top or a combination waste/recycling lid as shown.



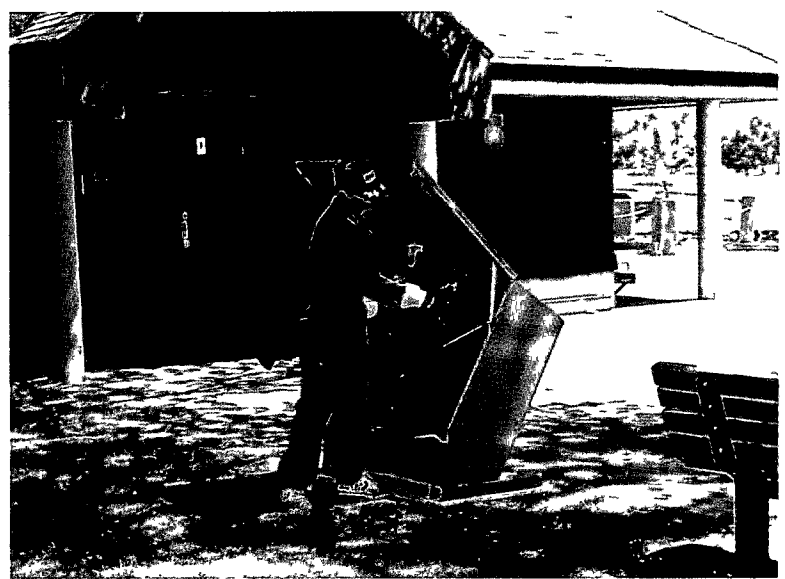
- Hid-A-Bags are easily installed with precast mounting pads
- The Mini uses a standard refuse bag or an optional reusable bag
- To remove refuse simply pull out hinged bag rack, slip off the top of the bag and slide the contents out

### HID-A-BAG MINI SPECIFICATIONS

		MINI I	MINI II
CAPACITY		32 Gal (120 L)	60 Gal (225L)
DIMENSIONS	Width	21 (530)	38 (960)
	Depth	34 (860)	34 (860)
	Height	42 (1 065)	42 (1 065)
WEIGHT	Standard	155 lbs (70 kg)	225 lbs (102 kg)
	w/1 x 4 Cedar	170 lbs (77 kg)	250 lbs (113 kg)

PRECAST MOUNTING PADS AND STEPS AVAILABLE

BAG REQUIREMENTS 2.5 mil 30 x 42 (760 x 1 070)  
 OPTION Reuseable Bags



# "Efficient Service"