

BIKE LANE



Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street. Benefits include providing obvious space on the road for cyclists and sending a message to other road users to expect cyclists.

LEFT-SIDE BIKE LANE



Left-side bike lanes are conventional bike lanes placed on the left side of one-way streets or two-way median-divided streets. They are usually done where the majority of bicycle traffic is going straight or accessing streets or other connections more easily from the left side. Benefits include avoidance of potential right-side bike lane conflicts on streets, such as parking or buses.

CONTRAFLOW BIKE LANE



Contraflow bicycle lanes are bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic instreet into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only. One advantage is that they can provide more direct connections for cyclists.

BUFFERED BIKE LANE



Buffered bike lanes are conventional bike lanes with a designated buffer space separating the bicycle lane from the parking lane. Benefits include reduced risk of “dooring” and greater space for cyclists to maneuver. Potential disadvantage is that motorists and delivery vehicles are more likely to illegally park in the lane.

SEPARATED BIKE LANE



Separated bike lanes are at street level and use a variety of methods for physical protection from passing traffic. A separated bike lane may use a parking lane or other barrier between the bike lane and the motor vehicle travel lane. Benefits include a reduced risk of “dooring,” preventing double-parking, reducing risks from motorists entering/exiting parking spaces, and being more comfortable for bicyclists of all levels and ages.

RAISED SEPARATED BIKE LANE



Raised separated bike lanes are bicycle facilities that are vertically separated from motor vehicle traffic. Many are paired with a furnishing zone between the bike lane and motor vehicle travel lane and/or pedestrian area. Benefits include that motorists are kept from easily entering and it is more attractive to a wider range of bicyclists at all levels and ages than less separated facilities.

TWO-WAY SEPARATED BIKE LANE



Two-way separated bike lanes are physically separated bike lanes that allow bicycle movement in both directions on one side of the road. This facility dedicates and protects space for bicyclists by improving perceived comfort and safety. A two-way facility usually requires less space than two one-way facilities, and can make maintenance easier.

ADVISORY BIKE LANE



An advisory bike lane is used on low-volume streets that are too narrow to fit bike lanes and travel lanes separately. An advisory bike lane is marked with a dotted line to the left, directing motorists to travel outside the lane if possible. These markings give bicyclists a space to ride, but are also available to motorists if space is needed to pass oncoming traffic.

BIKE BOULEVARD



Bike boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bike boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

SHARED STREET



A shared street in this meaning is one where there is no curbed delineation between the roadway and the sidewalk and all users share the space. Vehicle volumes are either low or discouraged. The concept is also known as a “woonerf” (a Dutch term loosely translated into “living street”).

SHARED USE PATH



A shared-use path is defined as a trail permitting more than one type of user. Paths serve as part of a transportation system and support multiple recreation opportunities, such as walking, bicycling, and inline skating. A shared-use path is physically separated from motor vehicular traffic with an open space or barrier.

BUS-BIKE LANES



Shared bus-bike lanes are not a high-comfort facility but can be considered on streets with slow speeds and low-to-moderate bus headways where dedicated bus and separated bicycle facilities cannot be provided.

FLOATING BUS STOP



A floating bus stop creates a dedicated passenger platform between the motor vehicle lane and the bike lane. Bus passengers must cross the separated bike lane when entering and exiting the platform.

SHARE LANE MARKING



Shared Lane Markings (SLMs) or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits, SLMs reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.

BIKE ROUTE WAYFINDING



A bicycle wayfinding system consists of signing and/or pavement markings to guide bicyclists to their destinations.

COLORED PAVEMENT MARKING



Colored pavement within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas and in areas with pressure for illegal parking.

BIKE BOX



A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. They increase visibility of bicyclists and reduce signal delay for bicyclists. Bike boxes that extend across an entire intersection can also facilitate bicyclist left turn positioning during red lights.

BIKE SIGNAL



Bicycle signals and beacons facilitate bicyclist crossings of roadways. Bicycle signals make crossing intersections safer for bicyclists by clarifying when to enter an intersection and by restricting conflicting vehicle movements.

PROTECTED INTERSECTION



Protected intersections are extensions of existing curblines that provide bicyclists with vertical and horizontal separation from motor vehicles through an intersection. They are typically constructed of concrete, however may also use quick-build materials as interim facilities.