

## 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.

## BUFFERED BIKE LANE



Buffered bike lanes are conventional bicycle 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.

## PROTECTED BIKE LANE



Protected bike lanes are at street level and use a variety of methods for physical protection from passing traffic. A protected 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/existing parking spaces, and more comfortable for bicyclists of all levels and ages.

## RAISED CYCLE TRACK



Raised cycle tracks are bicycle facilities that are vertically separated from motor vehicle traffic. Many are paired with a furnishing zone between the cycle track 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 CYCLE TRACK



Two-way cycle tracks are physically separated cycle tracks 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.

## BIKE PRIORITY STREET



Bicycle priority streets are roadways with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle priority streets 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 to “living street”).

## CONTRA-FLOW BIKE LANE



Contra-flow 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 street 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.

## SIGNED BIKE CONTRA-FLOW STREET



A signed bicycle contra-flow is a one-way residential street which is signed for two-way bicycle travel. Unstriped, signed bicycle contra-flow streets are roadways with low vehicular speeds and volumes that can assist bicyclists with making direct connections.

## ADVISORY BIKE LANE



An advisory bike lane is used on low-volume streets that are too narrow to fit bike lanes and car travel lanes separately. An advisory bike lane is marked with a dotted line to the left, directing

cars 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.

## 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 circulation 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.