

Guidelines for On-street bike lanes (January 2016)

These guidelines are for striping of non-separated bike lanes. They are not hard and fast rules to keep flexibility in design. There are often competing interests that will have to be balanced to provide the best design. AASHTO and NACTO Guidelines should be consulted in the design of bike lanes.

1. Space for Bikes and Peds

General Considerations

Consider removing and/or narrowing parking and/or car lanes. If at all possible, install bicycle facilities on both sides of the roadway, as long as there is a walkway on one side.

Decisions are usually based on:

The volumes various modes, improvement of the quality of bicycling and walking facilities possible with removal and any other appropriate considerations. Outreach/notification is needed when parking or car lanes are proposed for removal.

2. Area for Walking

Walkway Guidelines

- A. If a walkway (sidewalk or paved shoulder) exists along one side of a street segment, there is no need to provide a walkway on the other side of the street segment.
- B. If there is no sidewalk on either side of the street, provide a 5' wide (min.) walkway on at least one side of the street.
- C. In other areas, usually provide walkway (as in B above), but consider the length of missing walkway, continuity of bicycle and pedestrian facilities on adjacent parts of the street, crosswalks that connect to walkways, etc.
- D. Do not place pavement markings in shared bicycle/walkway areas.
- E. If width of shared bicycle/walkway area is 7' or wider, place no parking signs.

3. Area for Biking

Bike Lane Design Guidelines

Condition	Minimum Bike Lane Width	Available width for Bike Facility	Suggested Bike Travel Lane Width ¹	Bike Lane/Travel Lane Buffer ^{2,3}
No curb or other barriers	4 feet	4'	4'	0'
		> 4' to 6'	4' to 6'	0'
		≥ 6' to 7'	4' to 5'	2'
		> 7' and < 8'	5' to 6'	2'
		≥ 8' < 9.5'	5' to 6.5'	3'
		≥ 9.5' w/o Parking	6.5'	3'
		≥ 9.5' w/ Parking (D)	5'	3'
Curb or other barriers	5 feet	5'	5'	0'
		> 5' and < 6'	> 5' and < 6'	0'
		6'	4'	2'
		> 6' and < 8'	4' to 6'	2'
		≥ 8' < 9.5'	5' to 6.5'	3'
		≥ 9.5' w/o Parking	6.5'	3'
		≥ 9.5' w/ Parking (D)	5'	3'

Notes:

- A. Bike travel lane width measured from pavement edge, face of curb or face of barrier to the center of bike lane marking.
- B. Buffer is measured from the center to center of lane markings.
- C. Buffers are cross-hatched. Interior diagonal cross-hatching consists of a 4" wide white lines angled at 45 degrees and striped at 20-foot intervals.
- D. Use 1.5' to 3' wide parking buffer.

4. General Guidelines

General Guidelines for Channelization

- A. Car lane widths: 10 feet typical, 12 feet maximum
- B. Typical taper rate for bike lane & buffer is 35:1
- C. Car parking lane width with bike lane: 7' minimum, 8' is desirable
- D. 6" white lines delineate bike lanes and buffers
- E. Consistent lane widths and buffers for cars and bikes between both directions of travel, symmetric around the center line of pavement and along roadway segment are desirable.
- F. Maintain consistent travel lane width, then buffer width and vary bike lane width.
- G. Extruded curb can be used between a walkway and a bike lane. It is usually not used between a car lane and bike lane.