

Draft Guidelines for On-street bike lanes April, 2015

These guidelines are for striping of non-separated bike lanes. They are not hard and fast rules that may never be violated. 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

Consider removing and/or narrowing parking and/or car lanes. 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

1. If sidewalk is present on one side of the street, no walkway is needed on the street.
2. If there is no sidewalk on either side of the street, provide at least a 5' wide walkway on at least one side of the street.
3. In other areas, usually provide walkway as in 2, but consider the length of missing walkway, continuity of bicycle and pedestrian facilities on adjacent parts of the streets, crosswalks that connect to walkways, etc.
4. Do not place bike symbols in shared bicycle/walkway areas
5. If width of shared bicycle/walkway area is 7' or wider, place no parking signs.

3. Area for biking

Minimum Bike Lane Widths	
Condition	Minimum Bike Lane Width
No curb	4'
When buffer is present	
Other	5'

Buffers	
Buffer width	Cross hatching
2' (minimum)	None
3' (typical maximum)	Interior diagonal cross-hatching consists of a 4" wide white lines angled at 45 degrees and striped at 20-foot intervals.

Bike Lane and Buffer	
Amount of width available for bikes beyond minimum	Bike Lane and Buffer
Less than minimum	No bike lanes.
Less than 2'	Bike lane without buffer.
More than 2' and less than 3'	Bike lane with buffer.
More than 3'	Bike lane with buffer. Use any remaining area to widen, in this order,:
	1. Parking buffer when parking present (18" minimum).
	2. Pedestrian walkway up to 6 feet in width.
	3. Wider bike lane/buffer up to a 5-foot bike lane and 3-foot buffer.
	4. Wider car lane(s).

Example of bike lane layout without parking, with curb		
Width available for bikes	Bike Buffer width	Bike lane width from face of curb to center of bike lane marking
5'	0	5'
5.5'	0	5.5'
6'	2'	4'
6.5'	2'	4.5'
7'	2'	5'
7.5'	2'	5.5'
8'	3'	5'

4. General guidelines

1. Lane and buffer widths are measured from center of lines and faces of curbs
2. Car lane widths: 10 feet typical, 12 feet maximum
3. Typical taper rate for bike lane & buffer is 35:1
4. Car parking lane width with bike lane: 7' minimum, 8' is desirable
5. 6" white lines delineate bike lanes and buffers
6. Consistent lane widths and buffers for cars and bikes in both directions of travel, symmetric around the center line of pavement and along roadway segment are desirable
7. Extruded curb can be used between a walkway and a bike lane. It is usually not used between a car lane and bike lane.