

Bike Lanes on Streets and Highways

Separated Bike Lanes – A.K.A. Cycle Tracks

Separated lanes have some type of physical barrier separation including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking between moving vehicles, bikes, and sidewalks.



Separated Bike Lanes can be:

One-way Separated Bike Lanes



One-way separated bike lanes can come in many different styles, but have one thing in common; some type of physical barrier between moving cars and bikes. Sometimes the barrier is a vertical post (also called a bollard), other times landscaping, curbs, a small difference in pavement height, or rows of parked cars.

Or

Two-way Separated Bike Lanes



Usually found along wide, one-way streets, two-way lanes allow people on bikes to travel in both directions on one side of the street.

Class II Bike Lane



The Class II bike lane has been a part of California's street and highway terminology since the mid-1970's and is found on streets and highways of all widths and sizes.

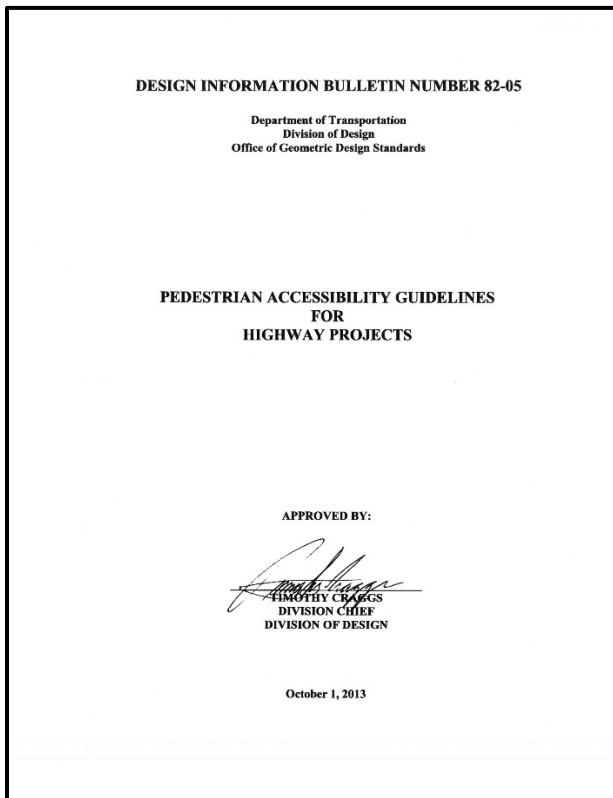
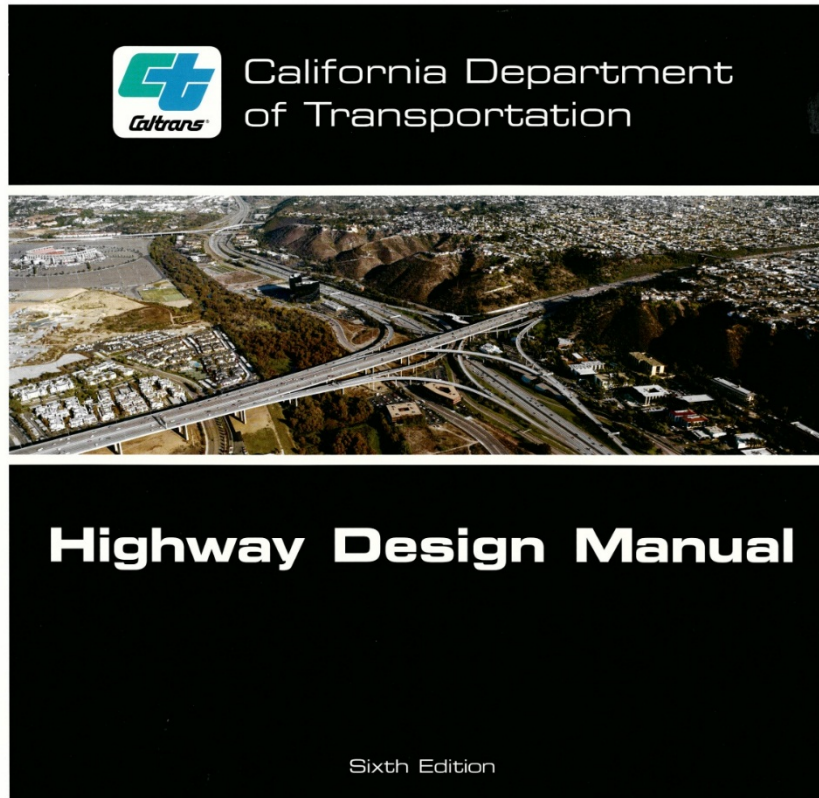
Buffered Bike Lane



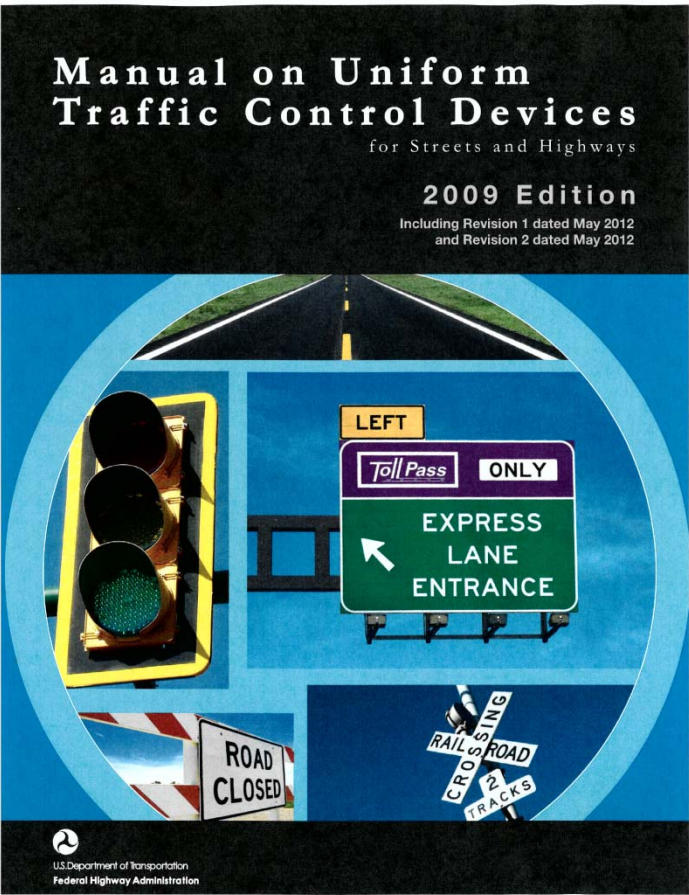
Similar to Class II Bike Lanes, a buffered bike lane uses additional striping and pavement width to provide additional space between the bicycles and the motorized vehicles.

Guidance & Publication Examples

➤ California Department of Transportation (Caltrans)

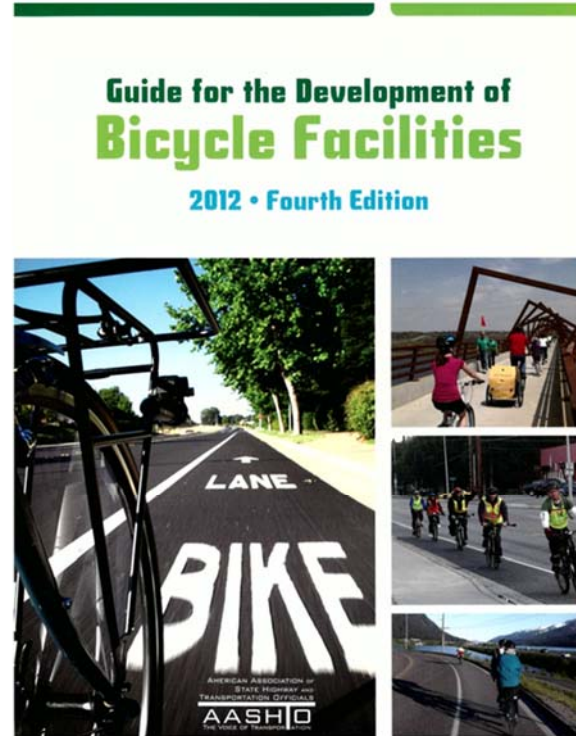
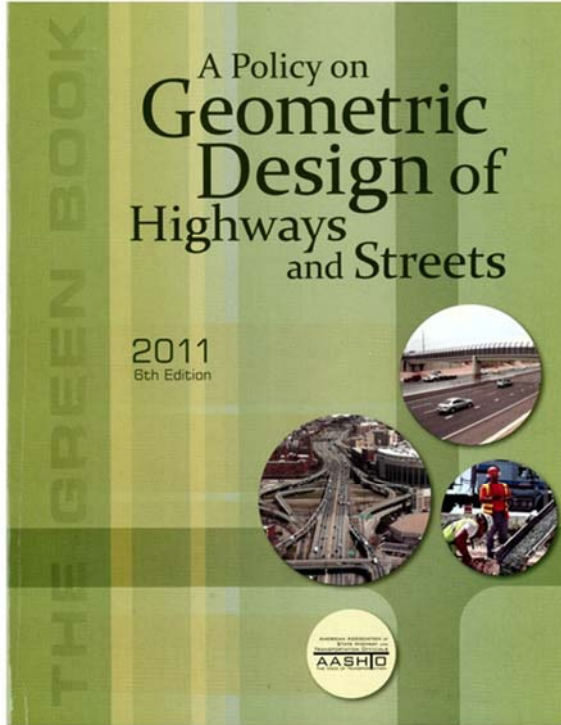


➤ Federal Highway Administration (FHWA) Guidance

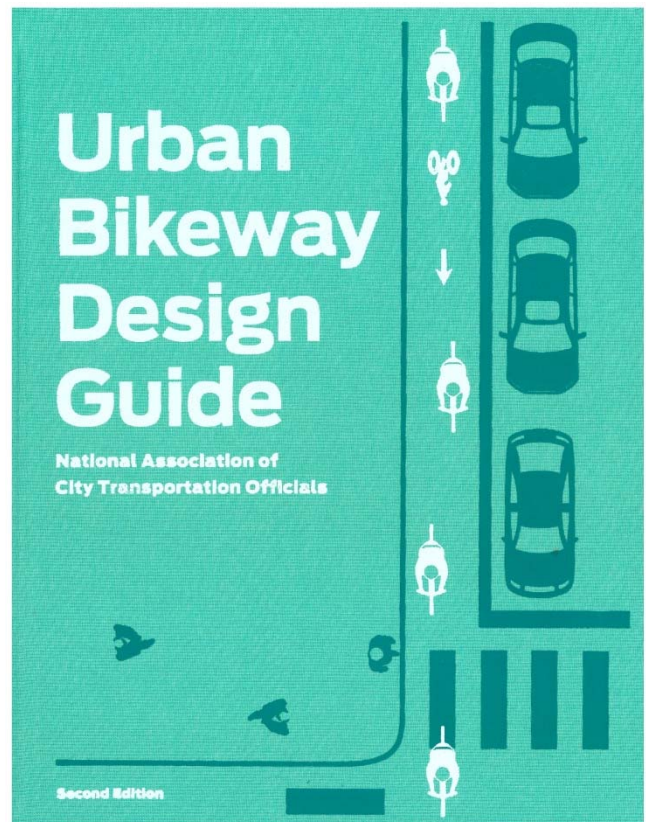
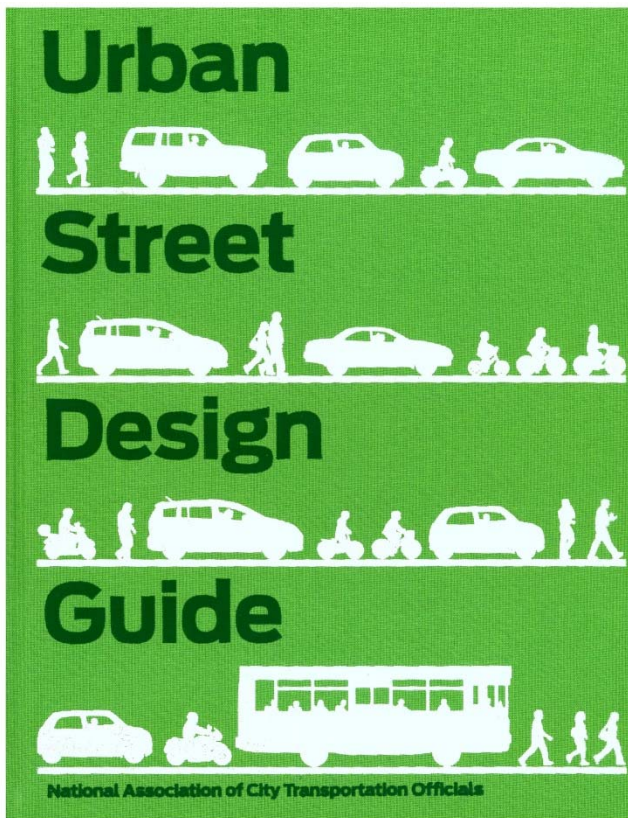


➤ National Publications

American Association of State Highway & Transportation Officials (AASHTO)



National Association of City Transportation Officials (NACTO)



➤ City Guidance

Interest in separated bikeways on city streets has grown and led to their development in a number of cities in the United States. Design practitioners have used what information is available, as well as, their best engineering judgment to address design, safety and operations issues. For example, the following cities have designed and constructed separated bikeways and have some institutional knowledge available on separated bikeways:

- Chicago, Illinois
- Long Beach, California
- Minneapolis, Minnesota
- New York, New York
- Portland, Oregon
- San Francisco, California
- Washington, DC

➤ International Guidance

CROW Design Manual for Bicycle Traffic (Netherlands)

