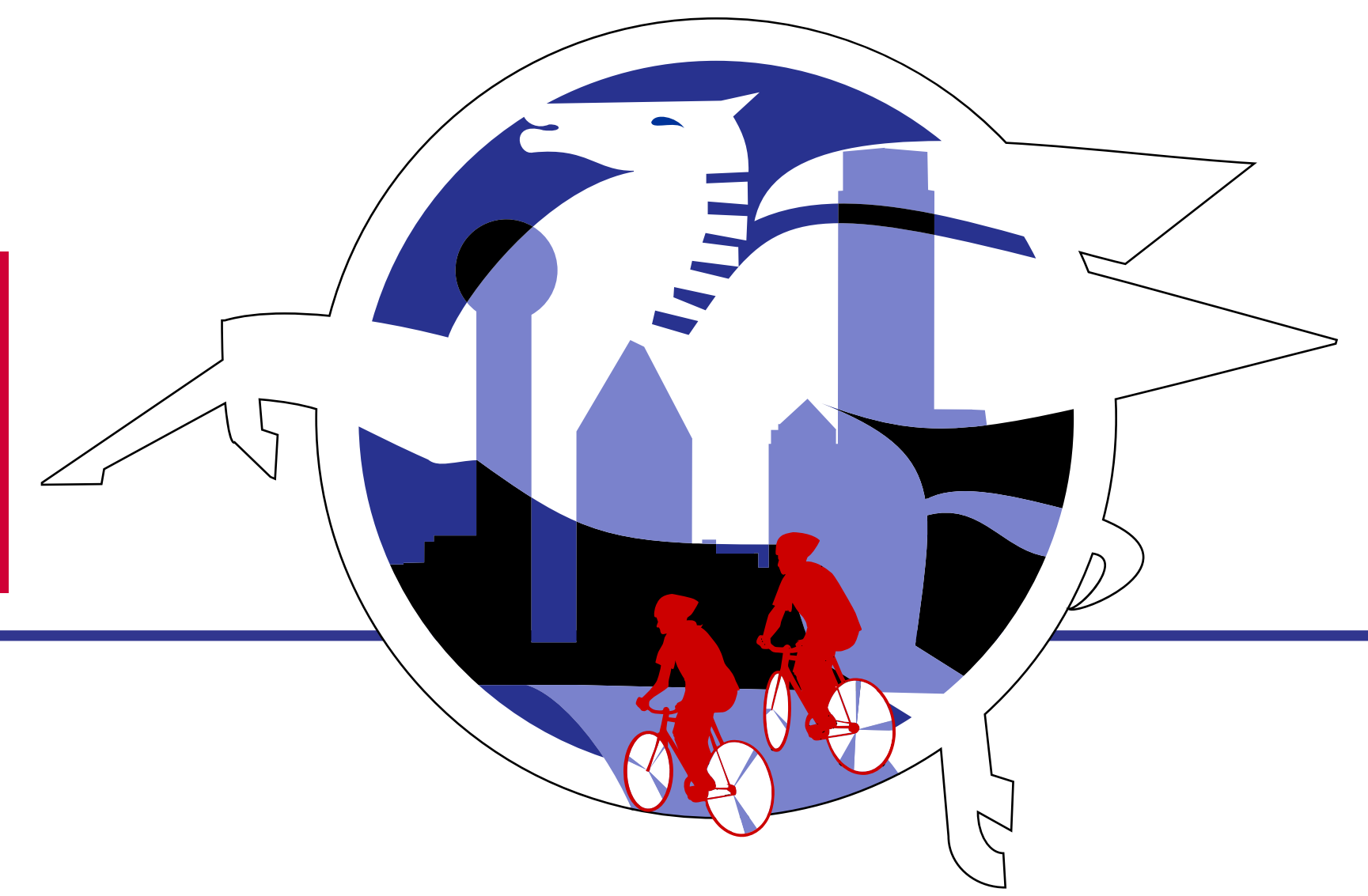
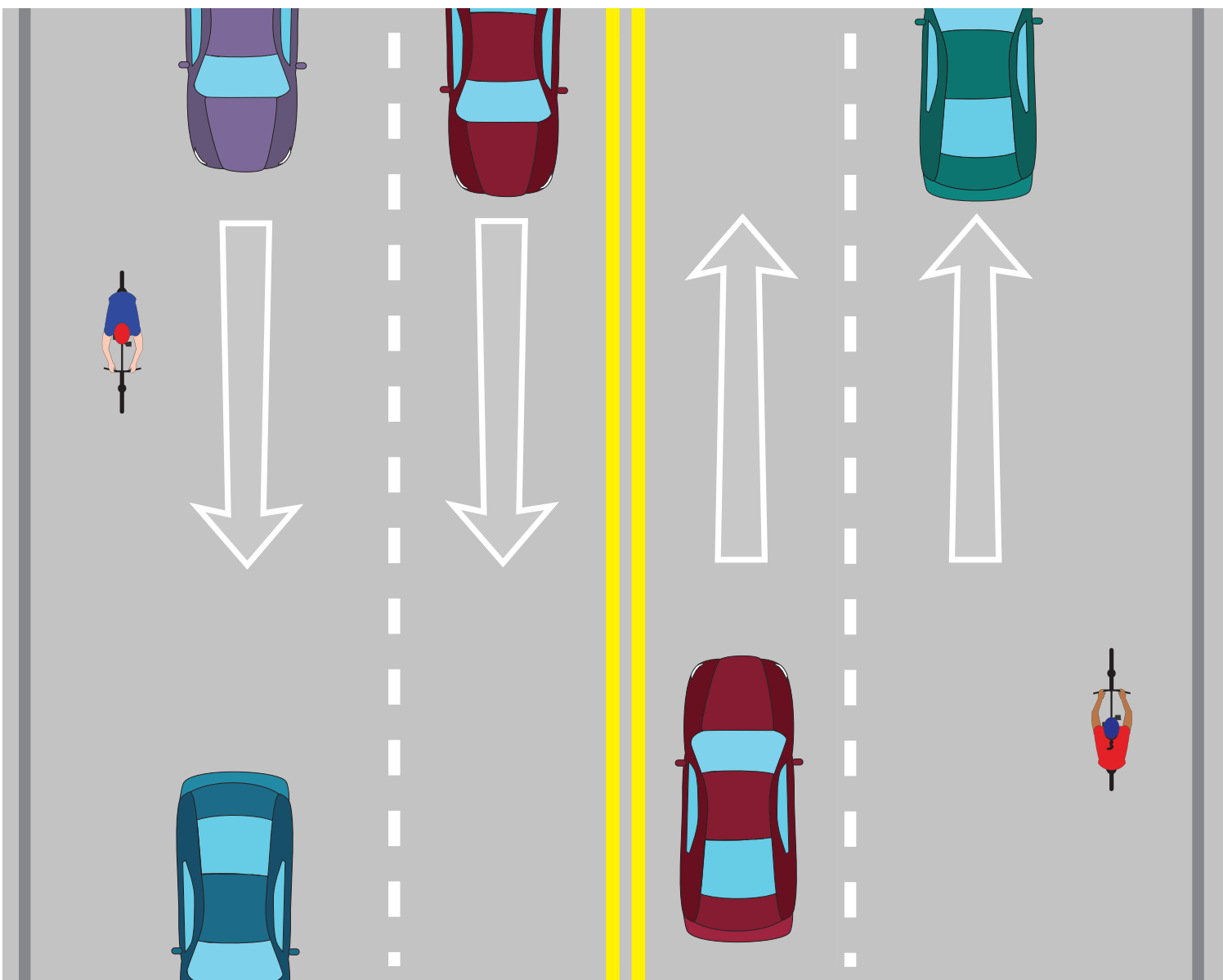


# BICYCLE FACILITIES DEFINITIONS



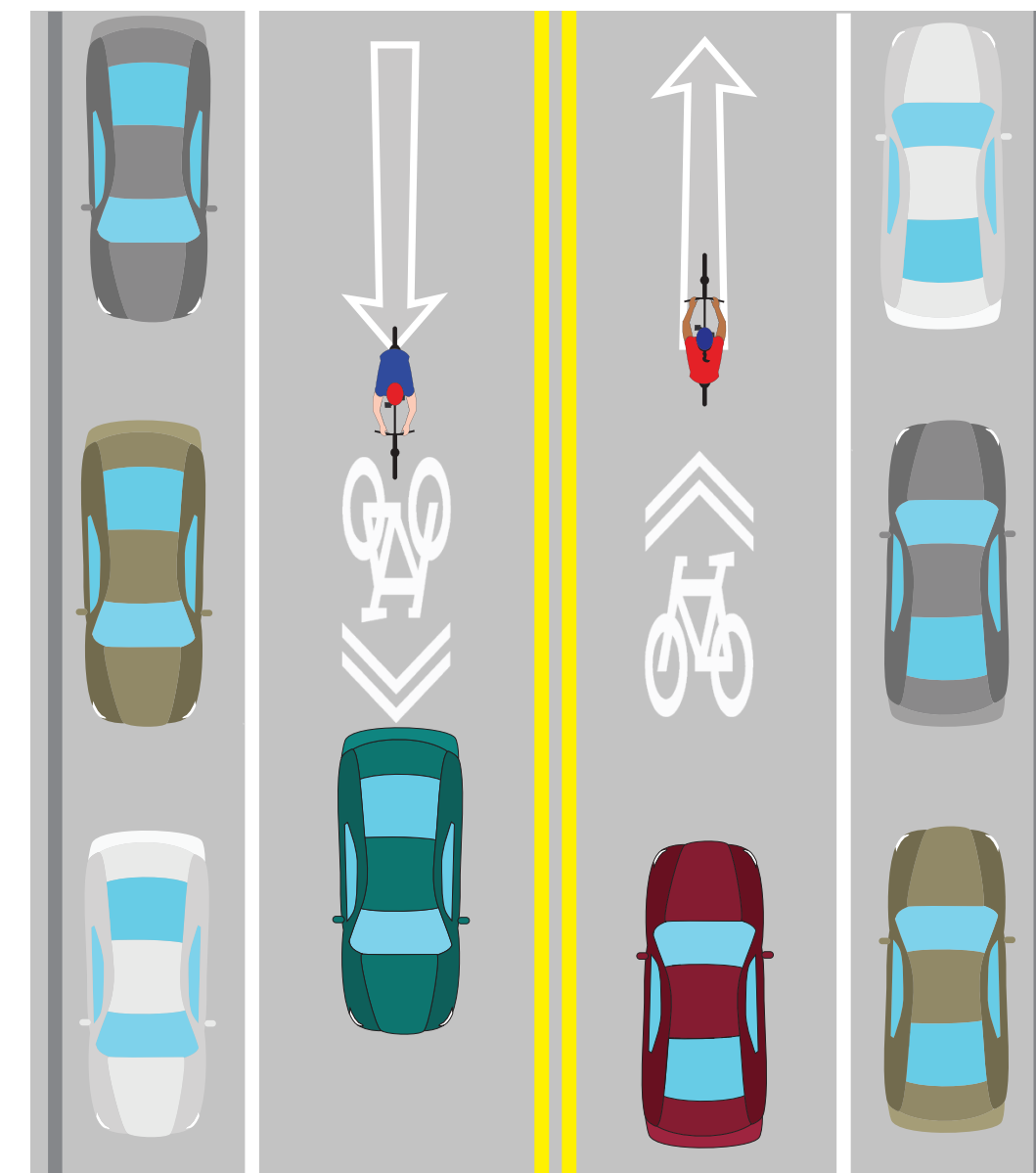
## SHARED LANE (wide curb/outside lanes)

A lane of a traveled way that is open to bicycle travel and vehicular use.



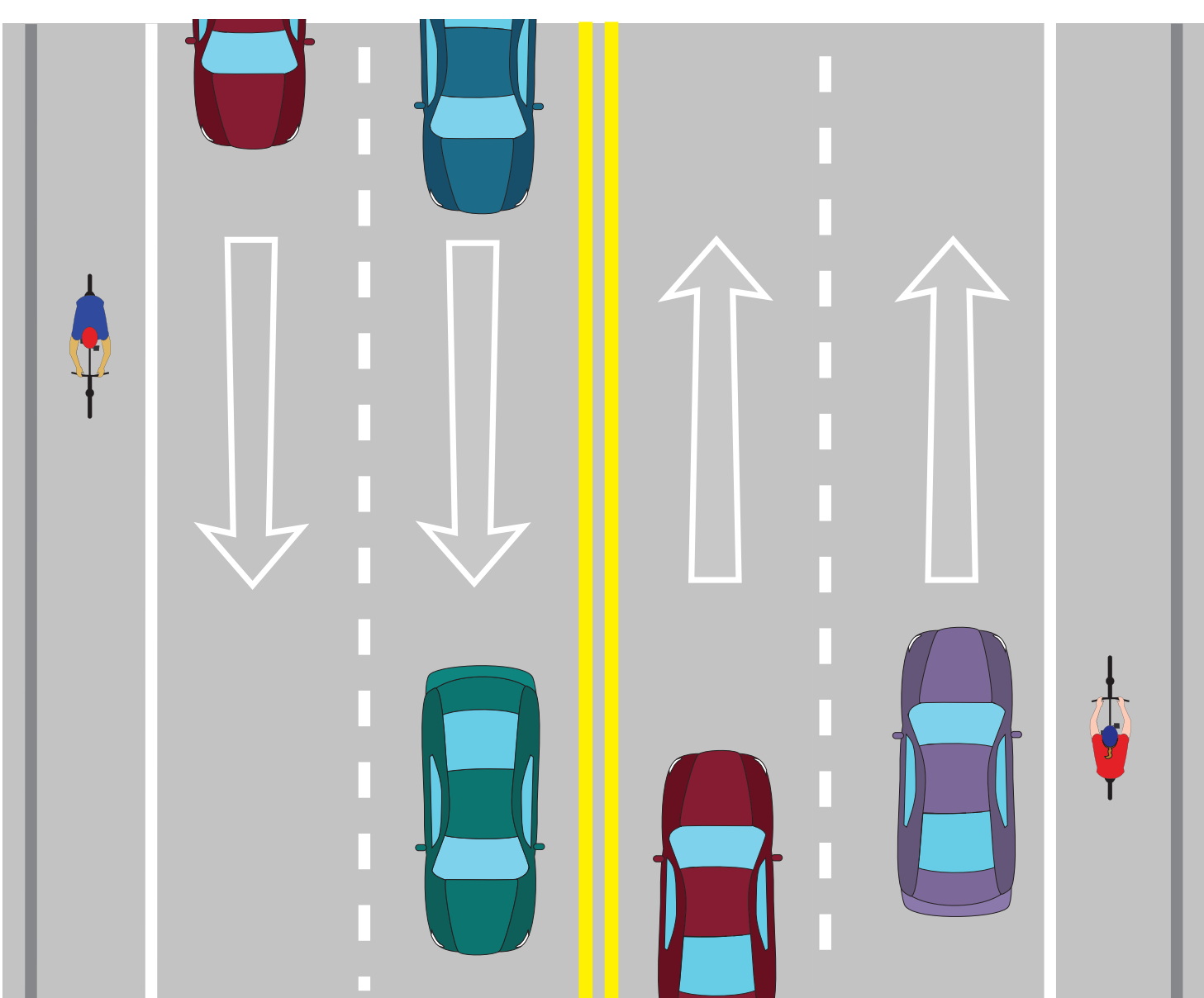
## SHARED LANE MARKINGS (sharrow)

A pavement marking symbol that indicates an appropriate bicycle positioning in a shared lane.



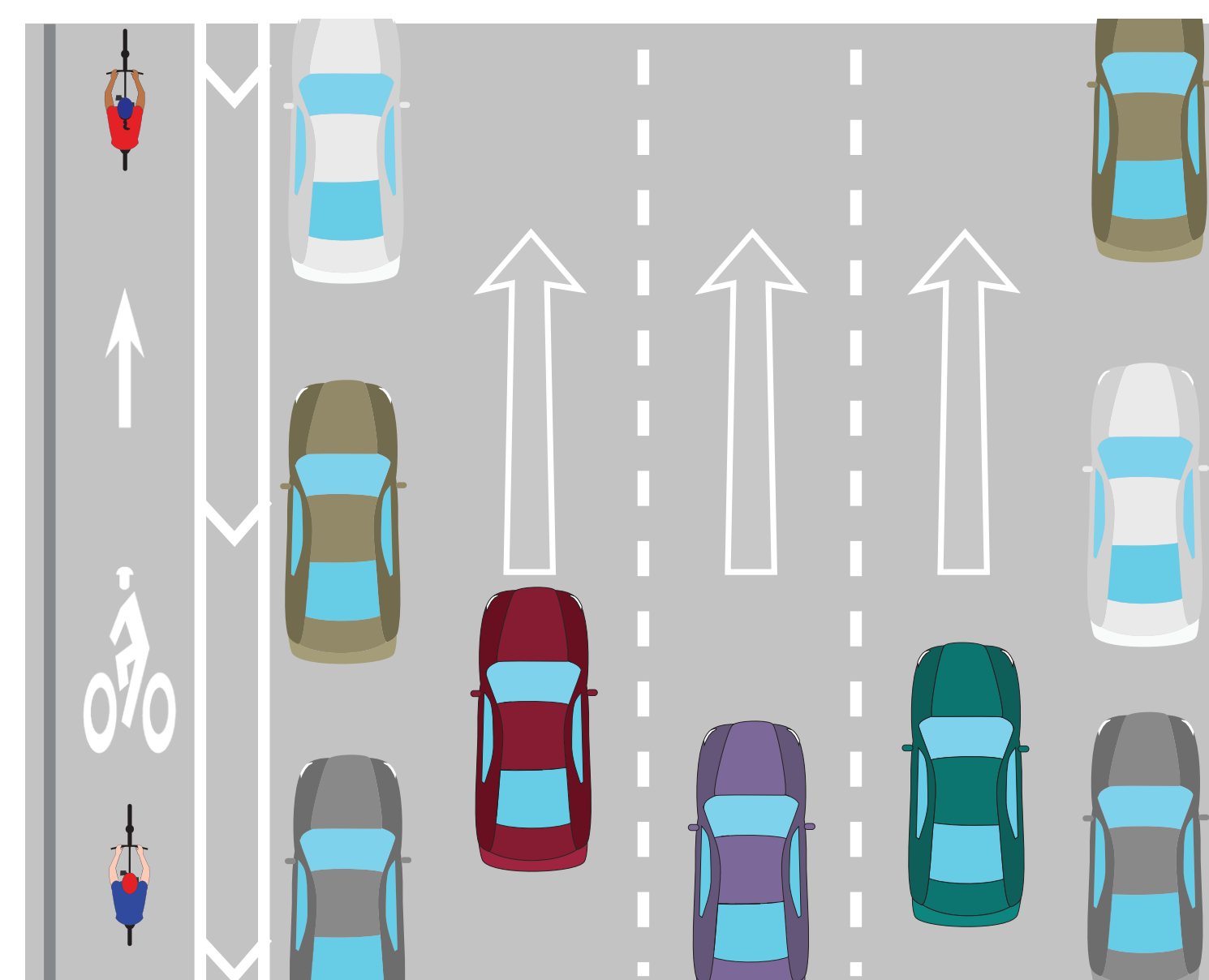
## SHOULDER

The portion of the roadway contiguous with the traveled way, for accommodation of stopped vehicles, emergency use and lateral support of sub-base, base and surface courses, often used by cyclists where paved.



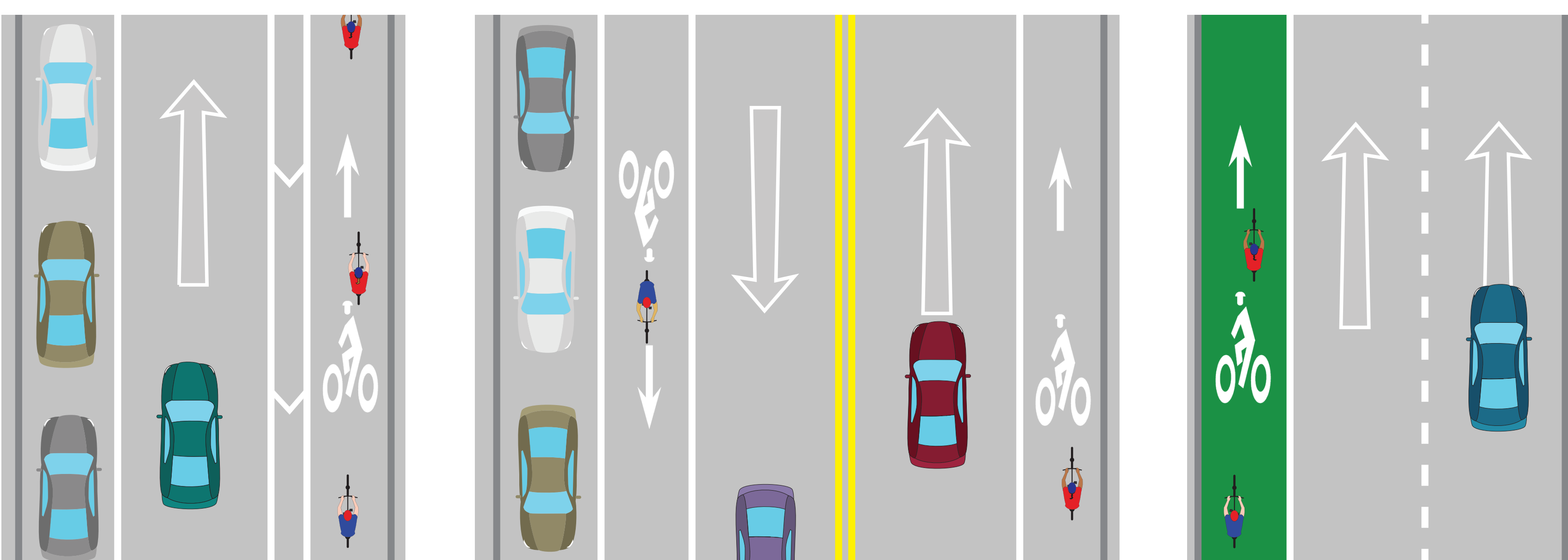
## CYCLE TRACK

A portion of a right-of-way contiguous with the traveled way, which has been designated by pavement markings and, if used, signs, for the exclusive use of bicyclists. Cycle tracks are typically one-way (not always), may or may not be raised above the roadway and are separated from the motor vehicle lane by a barrier or buffer such as a rolled curb, cross-hatched paint, planting strip or parked cars.

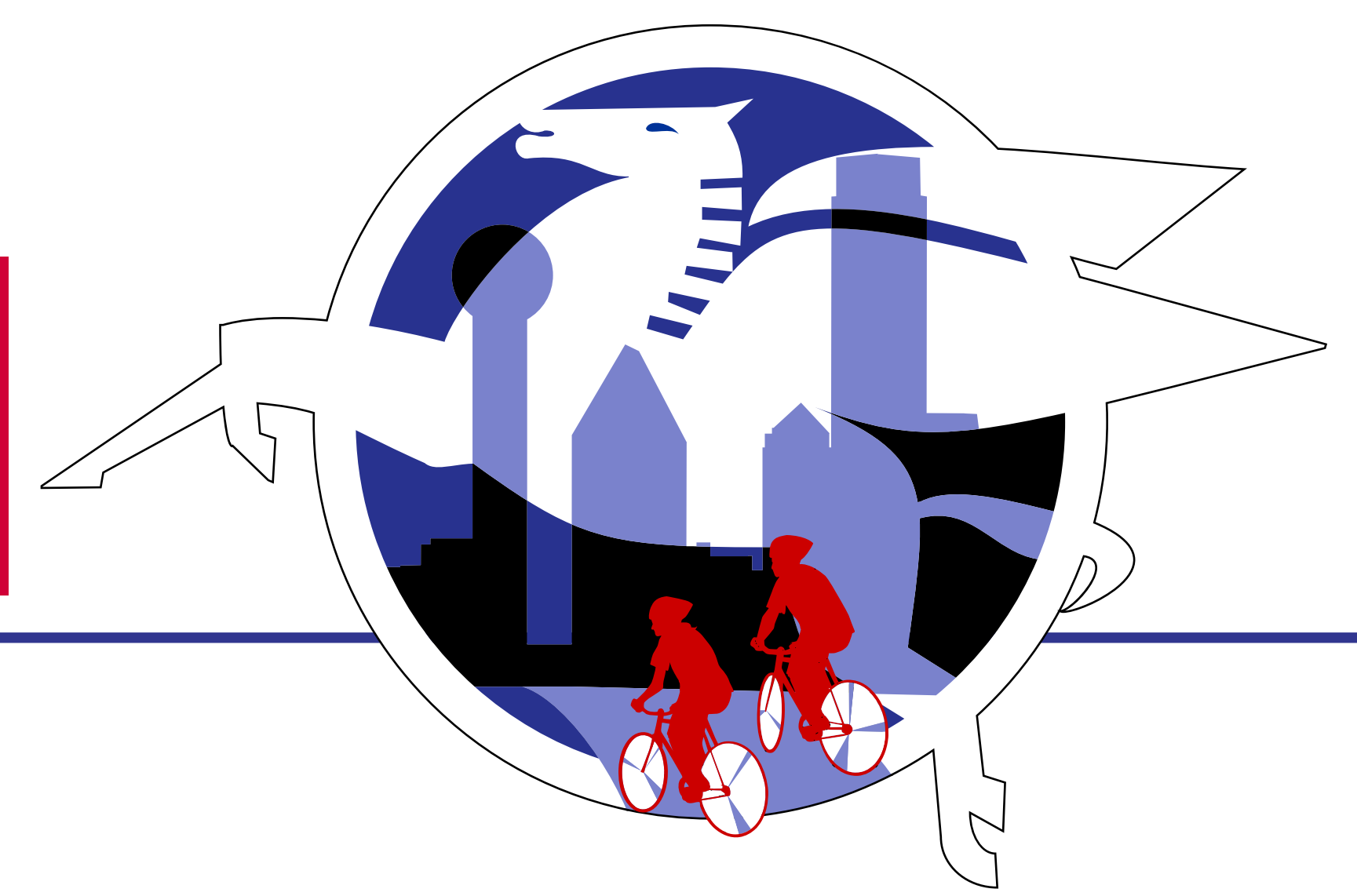


## BICYCLE LANE OR BIKE LANE

A portion of a roadway which has been designated by pavement markings and, if used, signs, for the preferential or exclusive use of bicyclists.

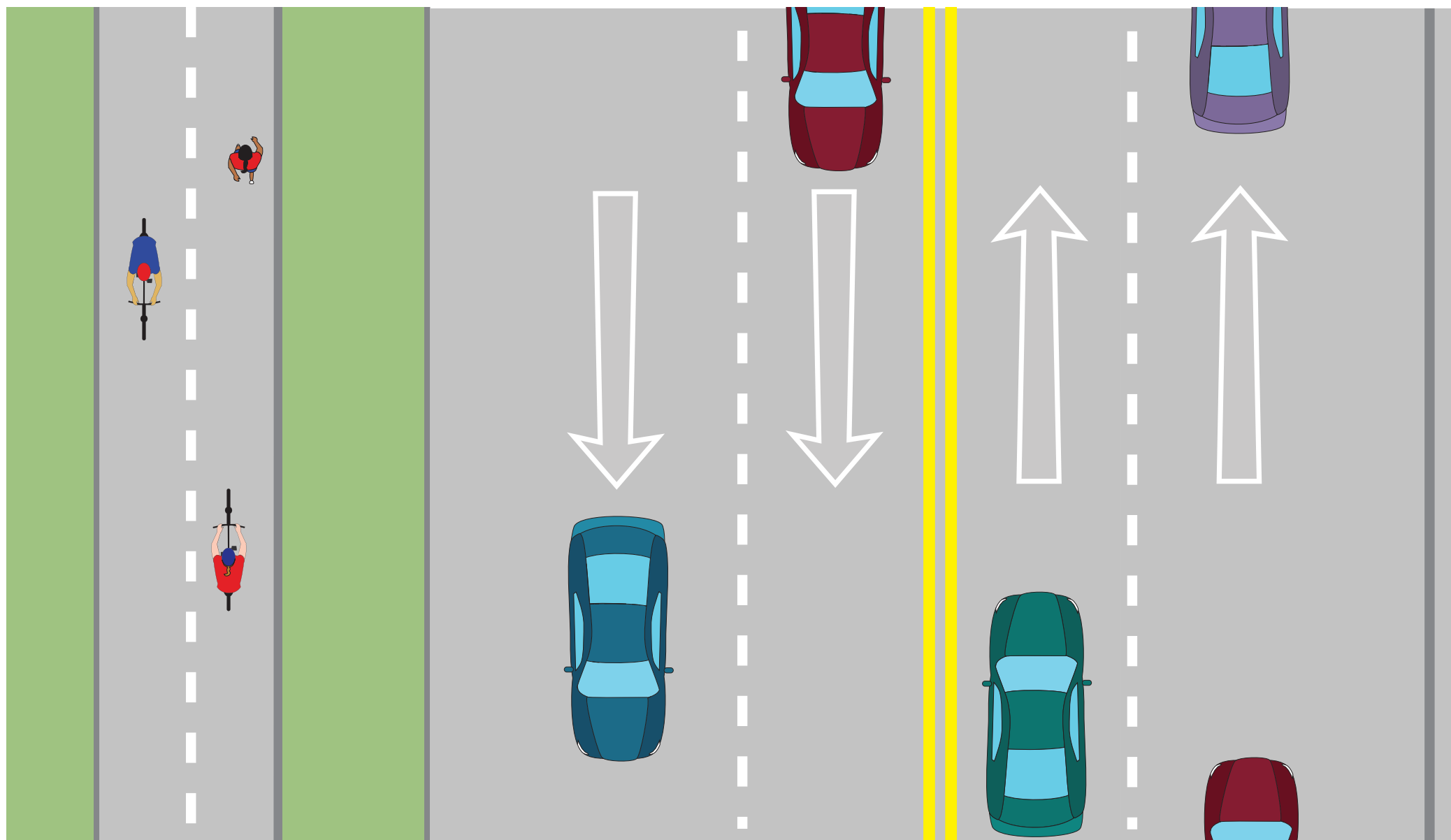


# BICYCLE FACILITIES DEFINITIONS



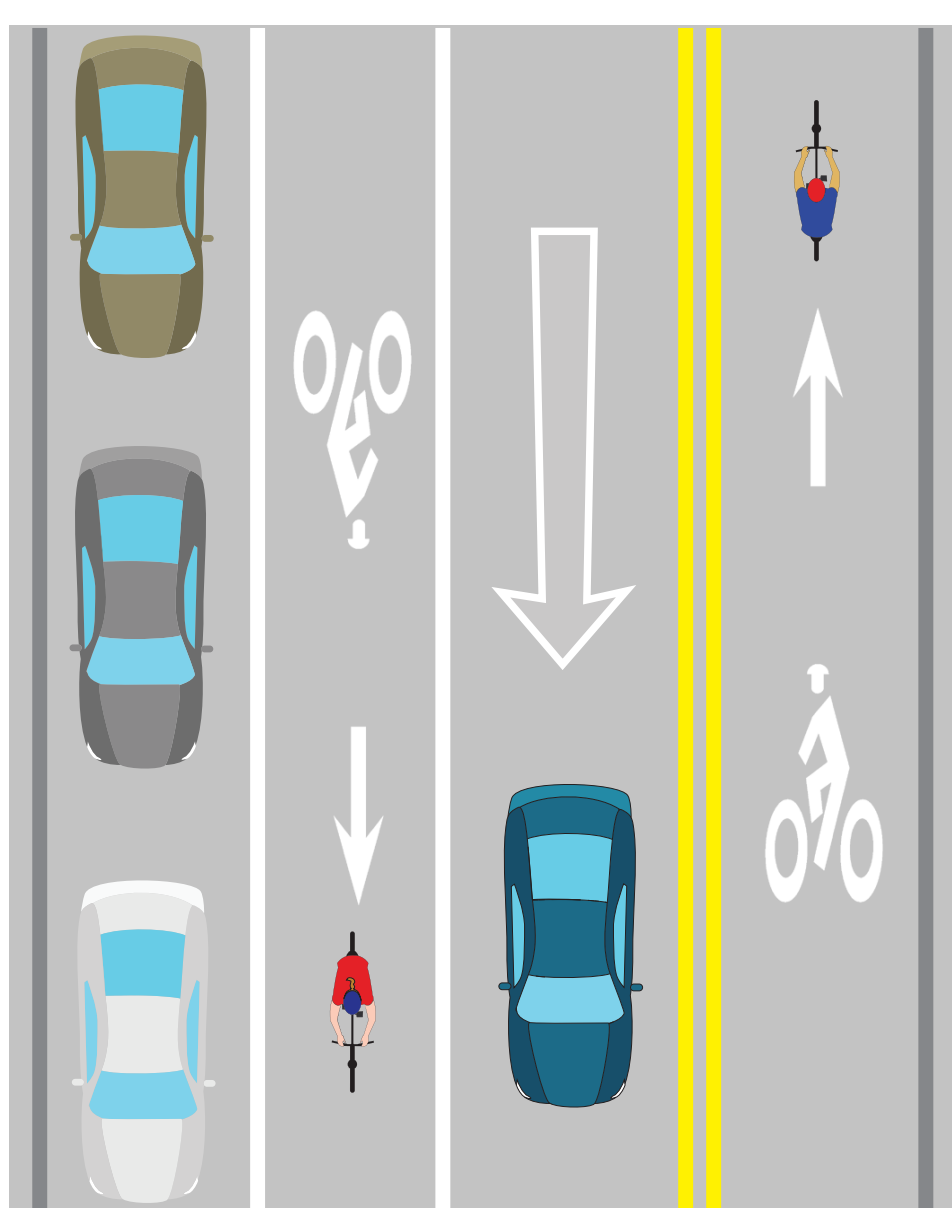
## SHARED USE PATH

A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.



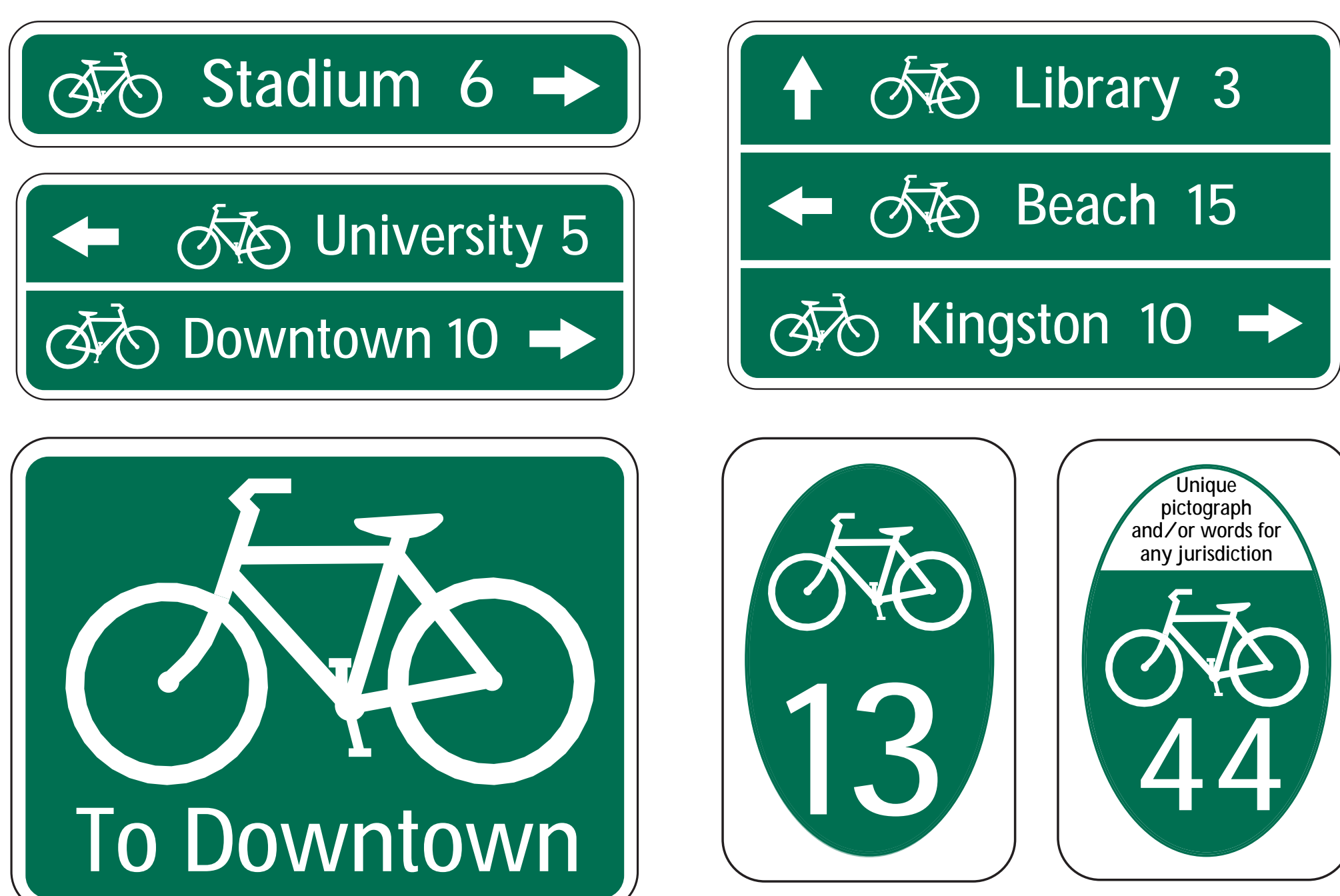
## CONTRA-FLOW BICYCLE LANE

Bicycle lane separated by a yellow centerline marking on a street with one-way motor vehicle traffic, to allow contra-flow bicycle traffic.



## SIGNED BICYCLE ROUTE

A roadway or bikeway designated by the jurisdiction having authority with BIKE ROUTE signs, along which bicycle guide signs may provide directional and distance information.



## BICYCLE PARKING

Bicycle racks should be designed so that they:

- Support the bicycle at two points above its center of gravity.
- Accommodate high security U-shaped bike locks.
- Accommodate locks securing the frame and one or both wheels (preferably without removing the front wheel from the bicycle.)
- Provide adequate distance [minimum 36" (91cm)] between spaces so that bicycles do not interfere with each other
- Do not contain protruding elements or sharp edges.
- Do not bend wheels or damage other bicycle parts.
- Do not require the user to lift the bicycle off the ground.



## BICYCLE BOULEVARD

A bicycle boulevard is a local street or series of contiguous street segments that have been modified to function as a through street for bicyclists while discouraging through automobile travel. Local access is maintained.

A bicycle boulevard incorporates several design elements to accommodate bicyclists. These may include, but are not limited to:

- Traffic diverters for motor vehicles – bikes permitted passage
- Stop signs on side streets to allow free flow of bicyclists
- Traffic circles to slow motor vehicles
- Wayfinding signs for bicyclists
- Shared lane markings where appropriate
- Crossing Improvements at major streets

Every street is different and will require varying levels of treatment.