



⊗ 13 feet is recommended where there is substantial parking or turn over of parked cars is high (e.g. commercial areas).

⊗⊗ 7 feet for Residential Streets and 8 feet for Commercial and mix use Streets.*

(2) PARKING PERMITTED WITHOUT PARKING STRIPE OR STALL

(Bike lane not designated or marked)

FIGURE A-5-1

SIGNED SHARED ROADWAYS

The distinction between shared roadways and signed shared roadways is that signed are those that have been identified by signing as preferred bike routes.

BIKE LANES

Bike lanes are incorporated into a roadway design when it is desirable to delineate available road space for use by bicyclists and motorists. Delineating bike lanes is not recommended within a required paved shoulder area. Urban settings will typically use a bike lane to accommodate bicyclists (See Figure A-5-2, (1)). Rural areas will normally make use of a 4' minimum paved shoulder to accommodate bicyclists (See Figure A-5-2, (2)). Drainage grates, railroad crossings, traffic control devices, etc must be evaluated and modified if necessary for bicycle use.

Bike lanes should be one-way facilities and carry bike traffic in the same direction as adjacent motor vehicle traffic. Two-way bike lanes on one side of the roadway are not recommended when they result in bicycle riding against the flow of motor vehicle traffic. In general, on one-way streets, a bike lane should be placed only on the right side of the street.

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