

- **Bike Lane** - A portion of the roadway designated by striping, signing, and/or pavement markings for preferential or exclusive use of bicycles. On urban projects the bike lane width is the distance from the face of the curb or front edge of gutter pan to the bike lane stripe. Therefore, the bike lane stripe will lie 4 feet minimum from the front edge of the gutter pan and 5 feet minimum from the face of curb without gutter pan. See Figure A-5-2.

Note: Delineating bike lanes within the limits of a required shoulder area is not permitted.

- **Shoulder** - A paved portion of the roadway to the right of the edge stripe on which bicyclists may ride. These areas are not to be marked or signed as 'bike lanes'.
- **Separate Bike Lane** - A facility (also sometimes called “cycle tracks” or “protected bike lane”) located within or directly adjacent to the roadway and physically separated from the travelway.*

The FHWA publication categorizes bicyclists into three groups. Group A are advanced bicyclists with experience who can operate under most traffic conditions. Group B are basic bicyclists who are casual or new adult and teenage riders with less confidence of their ability to operate in traffic without special provisions for bicycles. Group C, children, are pre-teen riders whose roadway use is initially monitored by parents.

Tables A-5-1 through A-5-6 indicates the appropriate design treatments given various sets of traffic operations and design factors. The design treatments are considered "desirable widths" by the FHWA. There are three basic types of roadway sections for bicycles; urban without parking, urban with parking, and rural. Controlled-access freeways are considered a special case and are not addressed by the tables.

Roadway improvements such as bicycle facilities depend on the roadway's design. Bicycle facilities located on independent alignment depend on many factors, including the performance capabilities of the bicyclist and the bicycle. The following tables do not include any specific recommendations for separate bike facilities and their design standards are addressed under VDOT/AASHTO Design Guidelines for Shared-Use Paths.

* Rev. 1/17