



Bicycle Best Practices

Cycle Tracks



Broadway Cycle Track

- Uses park cars as buffer
- \$80,000
- “Copenhagen lefts”





Buffered Bike Lanes

- Added comfort for cyclists and motorists
- Ideally buffered on inside and outside (“dooring”)
- 18” – 3’ in width
- Passing cyclists additional space
- Additional space requirements, maintenance

Neighborhood Greenways/Bike Boulevards





Bike Boulevards

- Appeal to “interested, but concerned” riders
- Parallel to major commercial streets
- Reduce vehicular speeds and cut-through traffic (speed bumps, traffic diverters)
- Flipped stop signs
- Wayfinding and signage
- Branding, public art



Sharrows

- Shared lane markings
- Signal to motorists to expect bicyclists
- Best suited where bike lanes are not feasible or streets with lower speeds and traffic volumes
- Reduce “dooring”
- Can be confusing to cars and cyclists

Intersections & Crossing Treatments



Bellevue, WA

Signals & Timing





Bike Boxes

- Designed to reduce “right hook” collisions
- Early research findings (Dill & Monsere, 2010):
 - Compliance and understanding is high
 - Pedestrians are benefitting
 - Reduced conflicts
 - Improved perceptions of safety
 - Benefit of color = uncertain

Street Sweeping/ Snow removal



- Shorter, narrower (7.5 feet wide) vehicles
- Prioritization (designated key bikeways)
- Geothermal heated bikeways in Canada
- Self-reporting

Drainage Grates



Bicycle Parking

