

3.4K Bike lanes, unprotected

Bike lanes provided dedicated space in the roadway through signing and striping for people to bike or travel via micromobility.



INTRODUCTION

Bike lanes provided dedicated space in the roadway through signing and striping for people to bike or travel via micromobility. Bike lanes or buffered bike lanes may be considered with any street retrofit project that overlaps with the [All Ages and Abilities Network](#). Unprotected bike lanes should generally not be used for street reconstruction projects as they are not low-stress All Ages and Abilities bikeways.

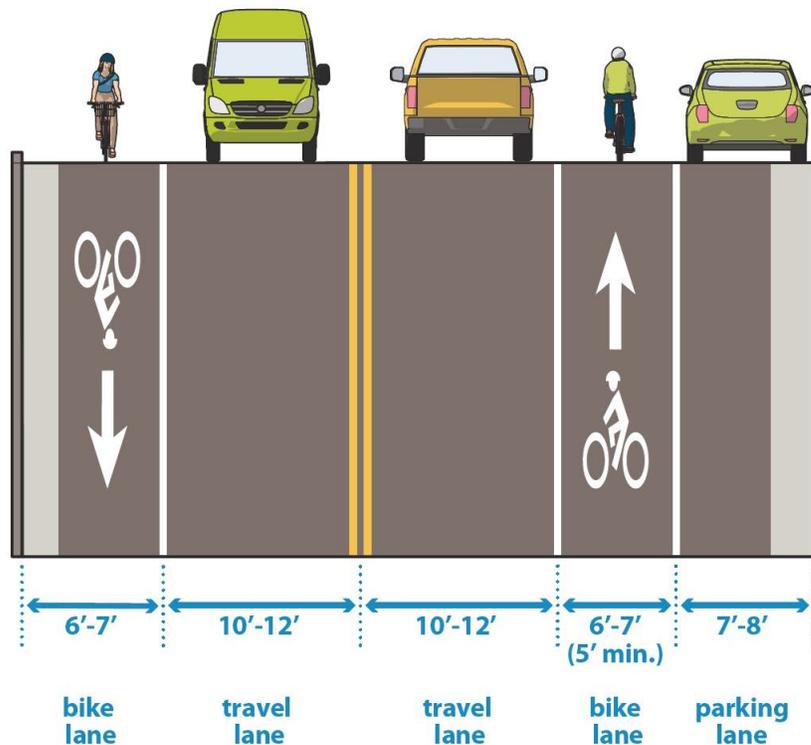
Figure 3.4K.1:

Bike lane dimensions table

Bike Lane	Preferred Width (ft)	Minimum Width (ft)
Adjacent to parking lane	6-7	5
Adjacent to curb (including 2' gutter pan)	6-7	6

Figure 3.4K.2:

Bike lane dimensions graphic



Preferred widths shown - see chart for more information

DESIGN CONSIDERATIONS

A. Operation	Bike lanes are intended for one-way travel and are typically provided on both sides of two-way streets, and on one side of one-way streets.
B. Dimensions	<ol style="list-style-type: none"> 1. Preferred width for bike lanes is 6-7 feet, and the constrained minimum width is 5 feet. 2. Bike lanes directly adjacent to the curb should include a minimum of 4 feet of smooth, rideable surface, excluding any adjacent gutter pan. 3. Wider bike lanes are preferred in environments with higher traffic volumes, higher traffic speeds, corridors with a high percentage of heavy vehicles, and where adjacent parking utilization and/or turnover is high. 4. When bike lanes are adjacent to parking lanes, bike lanes should be 6 to 7 feet wide to reduce door zone conflicts. Consider buffered bike lanes or wider parking lanes (8' or wider) where feasible for improved winter maintenance of the bike lane.
C. Space constrained locations	Where space is constrained adjacent to a curb extension, a modified B612 (1') curb may be used for short durations to maintain additional smooth rideable bike lane surface. Locations for installing modified B612 must be reviewed and approved by Surface Water and Sewers before installation.
D. Maintenance	Reliable snow and ice clearance/removal for standard unprotected bike lanes is challenging, especially when located adjacent to a parking lane.
E. Intersection guidance	See also bikeway intersection design guidance .