



# Traditional Bicycle Lane



## DESCRIPTION

- A traditional bicycle lane is a portion of the roadway designated by pavement markings and signing for the preferential use of bicycles.
- Traditional bicycle lanes run along the curb, shoulder, or on-street parking lane, and provide horizontal separation (for example solid white lines) from traffic.
- Drivers may cross through only to make a right turn or to enter/exit a parking spot. Bicyclists may leave the lane to pass other users, make turns, or avoid obstacles.

## CONTEXT

- A traditional bicycle lane is often installed on streets with moderate average daily traffic, speed limits below 35 mph, and with high transit vehicle volumes. On low speed streets with higher volumes, a traditional bicycle lane is preferred over a wide curb lane.
- On streets with higher traffic volumes, steep grades, high truck traffic, or high parking turnover, treatments that provide greater physical separation should be considered.

## BENEFITS

- ✓ **Improved safety**
- ✓ **Improved comfort**
- ✓ **Traffic compliance**
- ✓ **Increased efficiency**



Town of Amherst, Virginia

## POLICY AND DESIGN GUIDANCE

- Wider bicycle lanes provide higher levels of capacity and comfort and they facilitate safer passing and side-by-side riding without needing to leave the bicycle lane.
- A single solid white line is often used to demarcate the lane and minimize conflicts with parked cars or adjacent vehicles. Lane markings may be dashed through intersections or other merging areas.
- Green pavement markings may be used to increase the visibility of the bike lane.
- Bicycle lane pavement markings should be periodically stenciled in the bike lane, especially following intersections.
- Traditional bicycle lanes typically cost \$85,000-\$320,000 per mile (high end assumes continuous application of green pavement markings in conflict areas).

For more information on **Traditional Bicycle Lanes** and other bicycle and pedestrian treatments, visit [virginiadot.org/programs/bikeped/bicycle\\_and\\_pedestrian\\_treatments.asp](http://virginiadot.org/programs/bikeped/bicycle_and_pedestrian_treatments.asp)



## RESOURCES

Legal definitions and regulations:

[Code of Virginia](#)

Treatment applications and general design guidance:

[NACTO](#)

[AASHTO](#)

Geometric design guidance for Virginia:

[VDOT Road Design Manual](#)

Pavement markings, placement, and spacing:

[MUTCD](#)

[VDOT 2016 Road and Bridge Standards](#)

[Virginia Supplement to the MUTCD](#)

Rural applications:

[Small Town and Rural Design Guide](#)

Guidelines are provided for informational purposes only. For detailed design guidance, please refer directly to design manuals and standards.