BICYCLE LANES

More Information: tti.tamu.edu/policy/how-to-fix-congestion

COST $ $ $ $ $

TIME MODERATE

IMPACT STATE REGIONAL LOCAL CORRIDOR SPOT

WHO CITY/STATE

HURDLES RIGHT-OF-WAY

Description

Bicycle lanes mark a safe space on the road for bicyclists to ride. The markings include a white stripe, the bicycle symbol, an arrow showing direction of travel, and a black BIKE LANE sign. Bicycle lanes are usually placed on the outside of each direction of traffic.

Bicycle lanes improve safety by:

- Increasing the number of bicyclists riding in the correct direction.
- Making bicyclist positioning in the lane more predictable for motorists.
- Decreasing the number of motorists swerving into other lanes to get around the bicyclist.

Bicycle lanes also increase the street's efficiency by providing space for both bicycles and vehicles. The bicycle lane encourages more bicycling, allowing the street to move more people.

Target Market

- Urban, mixed-use areas on or along congested roadways. Bicycle lanes can reduce congestion in these areas.
- Arterial and collector streets with moderate vehicle speeds and volumes exceeding 3,000 vehicles per day that connect residential areas to employment and shopping centers.

Conventional bicycle lanes suit many ages and skill levels, but most people want additional barriers to bicycle comfortably on roadways with higher speeds and volumes. Striped buffers and physical barriers, such as in cycle tracks, increase bicycling and reduce crash rates.

How Will This Help?

- **Reduces vehicle congestion.** Bicycle lanes provide an alternative for shorter trips and increase the efficiency of the street for vehicles and bicycles.
- **Improves air quality.** Fewer vehicles on the road mean reduced combustion engine use and better air quality. A bicycle lane separated from vehicles produces better air quality for bicyclists and pedestrians.
- **Reduces bicyclist and vehicle crashes.** Bicycle lanes improve safety by separating traffic, reducing vehicle encroachments into other lanes, and highlighting conflict points.

SUCCESS STORIES

Austin, Texas

2X the percent of commuters regularly cycling between 2000 and 2011.

29% **Crashes reduced:** Bike lanes as part of a road diet on Dean Keeton Street, a major arterial intersection IH 35.

The Michigan Department of Transportation (MDOT) used federal funding to reconstruct Michigan Ave. in Detroit and responded to public requests for bicycle lanes. MDOT reconfigured the roadway to have two 12-foot lanes, a center turning lane, a 5-foot bicycle lane, and a 10-foot parking lane.

Bicycling increased
29 to 135%

Implementation Issues

In some areas, it may be difficult to make room for bicycle lanes. Planners sometimes have to consider tradeoffs between bicycle lanes, vehicle lanes, and parking. Public input is important for meeting community expectations.