



## Bike lanes

Bike lanes are appropriate on streets with heavy traffic and along major bikeway corridors. At minimum, bike lanes should be 5-foot wide. Where possible, and especially when adjacent to parked cars, 6-foot wide lanes are preferred as they allow cyclists to ride further away from cars and avoid the “door zone” of parked cars. When no on-street parking is allowed, on-curb bike lanes can be four feet wide (excluding the gutter pan). Bike lanes are marked by a solid line separating the bike lane from the motor vehicle travel lane. Various designs and treatments exist for bike lanes as they approach an intersection. Generally, bike lanes reinforce proper roadway etiquette, raise the visibility of bicyclists, and help both bicyclists and drivers behave predictably when sharing road space. They can also serve to narrow wide roadways, which helps to reduce vehicle speeds and increase the sense of safety for wary cyclists.

*Images (clockwise from main image):*

**Bike lane in Kenilworth, IL.**

Source: Active Transportation Alliance.

**Additional examples:**

Sources: Greg Griffin; Dan Burden; National Association of City Transportation Officials (NACTO) Bike Design Guide; Dan Burden.