



# GETTING THERE BY ALTERNATIVE MEANS

A GUIDE TO BICYCLE FACILITIES

# A BICYCLE IS AN EXCELLENT OPTION FOR BOTH TRANSPORTATION AND RECREATION.

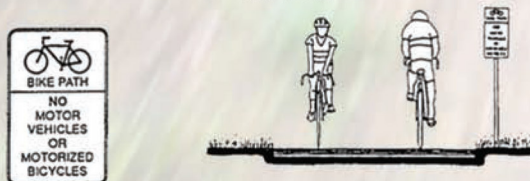
Our region offers a variety of bikeways, paths, dedicated on-street facilities and marked bike routes. This guide will introduce you to the many facilities you may experience in North Texas.

Please note that while the laws of the state apply to all riders, individual cities and towns may have additional regulations. Please check with each jurisdiction to ensure that you are riding safely and legally.

To facilitate bicycle travel, facility types are generally grouped into one of three classes: **Class I Bikeways**, **Class II Bikeways** and **Class III Bikeways**.

Typically referred to as a bike path or trail, a **Class I bikeway** provides bicycle travel on a paved right-of-way completely separated from any street or highway. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross-flow by motor vehicles and pedestrian conflicts can be minimized.

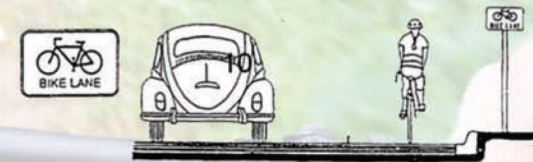
Class I Bike Path



Source: Dallas Bike Plan

Typically referred to as a bike lane, a **Class II bikeway** provides a striped and stenciled lane for one-way travel on a street or highway. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each.

Class II Bike Lane



Source: Dallas Bike Plan

Generally referred to as a bike route, a **Class III bikeway** provides for shared use with motor vehicle traffic and is identified by signing and/or bicycle pavement markings. Bike routes are shared facilities that serve either to:

- (a) Provide continuity to other bicycle facilities (usually Class II bikeways) or
- (b) Designate preferred routes through high demand corridors. Normally, bike routes are shared with motor vehicles.

Class III Bike Route

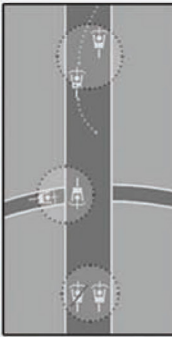


Source: Dallas Bike Plan

# SHARED USE PATHS (TRAILS)

are facilities separated from motor vehicle traffic by an open space or barrier, either within the existing roadway or within an independent right-of-way. Bicyclists, pedestrians, joggers and skaters often use these paths. Shared use paths or trails are appropriate in areas not well served by the street system, such as in long, relatively uninterrupted corridors like waterways, utility corridors and rail lines. They are often elements of a community trail plan. Shared use paths may also be integrated into the street network with new subdivisions that preserve right-of-way.

Biking on Trails



- **PASS ON THE LEFT**  
WARN OTHERS WHEN PASSING
- **YIELD AT CROSSINGS**  
LOOK BOTH WAYS BEFORE PROCEEDING
- **KEEP TO THE RIGHT**  
AVOID INTERFERING WITH ONCOMING RIDERS

Source: Dallas Bike Plan

# CYCLE TRACKS

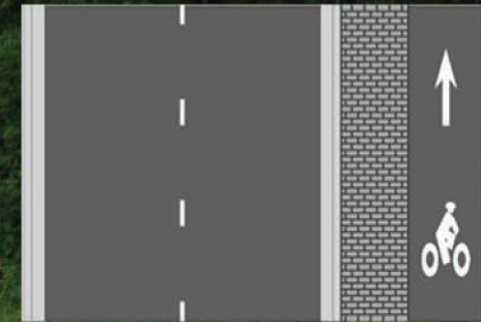
are exclusive bike facilities that are physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—

**they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes and sidewalks.**

In situations where on-street parking is allowed, cycle tracks are located to the curb-side of the parking (in contrast to bike lanes).

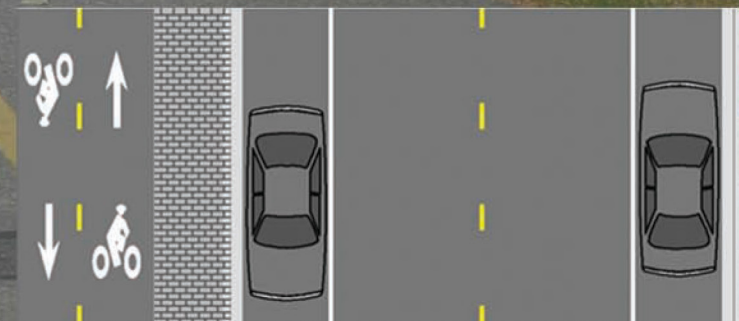
Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking or bollards.

Two-Lane Road with One Way Cycle Track and No Parking



Source: Dallas Bike Plan

Two-Lane Road with Two Way Cycle Track on One Side and Parking on Both Sides



Source: Dallas Bike Plan

# BUFFERED BIKE LANES

provide a painted divider between the bike lane and the travel lanes. This additional space can improve the comfort of cyclists as they don't have to ride as close to motor vehicles.

**Buffered bike lanes can also be used to slow traffic as they narrow the travel lanes.**

An additional buffer may be used between parked cars and bike lanes to direct cyclists to ride outside of the door zone of the parked cars.

Buffered bike lanes are most appropriate on wide, busy streets. They can be used on streets where physically separating the bike lanes with cycle tracks is undesirable for cost, operational or maintenance reasons.

# BIKE LANES

designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.



Four-Lane Road with Bike Lanes, Median and Parking on One Side



Two-Lane Road with Buffered Bike Lane and No Parking



Four-Lane Road with Buffered Bike Lanes and No Parking



Source: Dallas Bike Plan

Buffered Bike Lane, Austin, Texas



Source: pedbikeimages.com

# PAVED SHOULDERS

are provided on rural highways for a variety of safety, operational and maintenance reasons; they provide a place for bicyclists to ride at their own pace, out of the stream of motorized traffic. A minimum width of six feet is recommended for shoulders that provide for bicycle use. This allows a cyclist to ride far enough from the edge of pavement to avoid debris and far enough from passing vehicles to avoid conflicts. On roads with prevailing speeds over 45 mph, eight feet is preferred.

Four-Lane Road with Paved Shoulder, Median and No Parking



Background Source: Thinkstock

Source: Dallas Bike Plan



Source: Thinkstock

# SHARED LANE MARKINGS

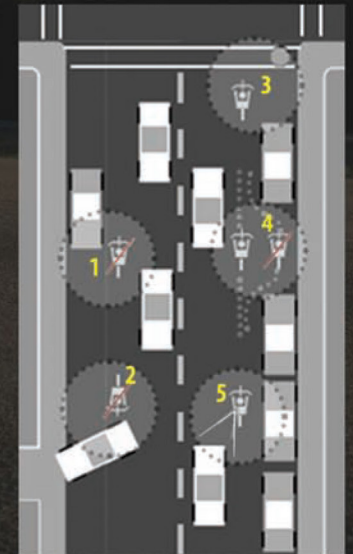
or sharrows, are an additional treatment for a shared roadway. The stencils can serve a number of purposes:

**stencils remind bicyclists to ride further from parked cars to prevent "dooring" collisions, they make motorists aware of bicycles potentially in the travel lane and they show bicyclists the correct direction of travel.**

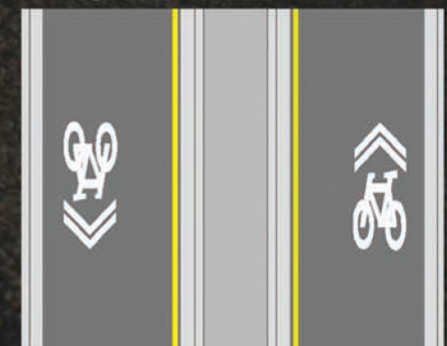
Sharrows are placed in the center of the shared travel lane to promote cyclists taking the lane.

## BIKING ON THE ROAD

1. KEEP TO THE RIGHT. RIDING AGAINST TRAFFIC IS DANGEROUS AND ILLEGAL
2. OBEY ALL TRAFFIC REGULATIONS. RIDE PREDICTABLY AND FOLLOW THE LAW
3. BEWARE AT INTERSECTIONS. DRIVERS MAY NOT SEE YOU APPROACHING
4. RIDE IN A STRAIGHT LINE. AVOID WEAVING BETWEEN PARKED CARS
5. SCAN THE ROAD. USE MIRRORS TO CHECK TRAFFIC



Two-Lane Shared Lane Marking with No Parking



Source: Dallas Bike Plan

# BICYCLE BOULEVARDS

are enhanced shared roadways. A local street is modified to function as a prioritized "through" street for bicyclists while maintaining local access for automobiles. This is done by adding traffic-calming devices to reduce motor vehicle speeds and auto through trips, and installing traffic controls that limit conflicts between motorists and bicyclists and give priority to through bicyclist movement.

**One key advantage of bicycle boulevards is that they attract cyclists who do not feel comfortable on busy streets and prefer to ride on lower speed traffic streets.**

Bicycle travel on local streets is generally compatible with local land uses (e.g., residential and some retail). Residents who want slower traffic on neighborhood streets often like measures that support bicycle boulevards.

Bicycle Boulevards, Austin, Texas



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org)

Wide Curb Lanes, Austin, Texas



Source: [www.pedbikeimages.org](http://www.pedbikeimages.org)

## WIDE CURB LANES

are shared roadways that are 14- to 15-foot-wide travel lanes that allow for a motor vehicle to pass a cyclist in the same lane. Wide curb lanes do not provide an exclusive facility for cyclists; they simply allow a passenger vehicle to pass cyclists within a travel lane if cyclists are riding far enough to the right. Wide curb lanes can encourage higher motor vehicle speeds and should be used by cyclists carefully.

# TEST YOUR BICYCLE FACILITY IQ

- |                            |  |                      |
|----------------------------|--|----------------------|
| 1 <input type="checkbox"/> | Exclusive facility separated from roadway  | A Bike Lane          |
| 2 <input type="checkbox"/> | Enhanced shared roadway  | B Sharrow            |
| 3 <input type="checkbox"/> | Exclusive facility physically separated from motor traffic                       | C Buffered Bike Lane |
| 4 <input type="checkbox"/> | Exclusive space in the roadway designated through pavement markings              | D Shared Use Path    |
| 5 <input type="checkbox"/> | Facility typically provided on rural highways                                    | E Cycle Track        |
| 6 <input type="checkbox"/> | Enhanced shared roadway designated through pavement markings                     | F Bicycle Boulevard  |
| 7 <input type="checkbox"/> | Shared roadway   | G Paved Shoulder     |
| 8 <input type="checkbox"/> | Exclusive space in the roadway designated through pavement markings and a buffer | H Wide Curb Lane     |

1 D 2 F 3 E 4 A 5 G 6 B 7 H 8 C

## TAKE NOTICE

STATE OF TEXAS  
LAW

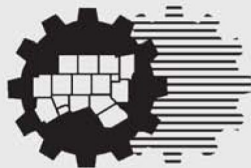


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It is important to note that bicycles are permitted on all roads in the state of Texas (unless specifically prohibited).

The designation of certain roads as Class II or III bicycle facilities is not intended to imply that these are the only roadways intended for bicycle use or that bicyclists should not be riding on other streets.

Rather, the designation of a network of Classes II and III on-street bikeways recognizes that certain roadways are optimal bicycle routes, for reasons such as directness or access to significant destinations.



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