NACTO Urban Bikeway Design Guide

October 29, 2013
Winter 2009
NACTO Launches Cities for Cycling Project
Bikeway Design Guidance in 2009
Four Types of Transportation Cyclists
By Proportion of Population

Bike Lanes

Need Protected Facilities

Interested but Concerned
60%

No Way No How
33%

Strong & Fearless
<1%

Enthused & Confident
7%

Credit: Roger Geller, City of Portland
“The bicycle has become an important element for consideration in the highway design process. Fortunately, the existing street and highway system provides most of the mileage needed for bicycle travel.”

- 900 pages of guidance
- Less than 1 page on bicycles
# FHWA Status of Existing Bikeway Treatments

<table>
<thead>
<tr>
<th>Description of Bicycle Facilities</th>
<th>Status in the FHWA’s Manual on Uniform Traffic Control Devices (MUTCD)</th>
<th>Are FHWA Experiments in Progress?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bike Lanes</strong></td>
<td><strong>Signs and Markings</strong></td>
<td></td>
</tr>
<tr>
<td>Conventional bike lanes</td>
<td>Can be implemented at present time</td>
<td></td>
</tr>
<tr>
<td>Continuation of bike lanes up to intersections</td>
<td>Can be implemented at present time</td>
<td></td>
</tr>
<tr>
<td>Dashed bike lanes through intersections</td>
<td>Can be implemented at present time</td>
<td></td>
</tr>
<tr>
<td>Use of green pavement markings for bike lanes and cycle tracks within intersections</td>
<td>Interim approval has been granted. Requests to use green colored pavement need to comply with the provisions of Paragraphs 14 through 22 of Section 1A.10</td>
<td>Yes</td>
</tr>
<tr>
<td>Green bike lanes at conflict points such as heavy turning and merging locations</td>
<td>Interim approval has been granted. Requests to use green colored pavement need to comply with the provisions of Paragraphs 14 through 22 of Section 1A.10</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Spring 2011
First Online Edition and Free PDF Released
Professionals
- Federal
- State
- Local

City Leaders
- Policymakers

Advocates
- State
- Local
- Bloggers

Direct Outreach
Webinars
Conferences

Endorsement Campaign

Direct Outreach
## Using and adopting the NACTO Guide

<table>
<thead>
<tr>
<th>Level of Government</th>
<th>Process</th>
</tr>
</thead>
</table>
| Federal             | - Changes to MUTCD (Green Color, Bike Box, Bike Signal)  
|                     | - Secretary LaHood endorsement  
|                     | - Federal Policy statement |
| State               | - Complete Streets Policy  
|                     | - Adoption through Reference  
|                     | - Legislative Action |
| Local               | - Endorsement  
|                     | - Resolution  
|                     | - Ordinance  
|                     | - Administrative Action/Policy  
|                     | - Implementation  
|                     | - Complete streets |
Official endorsements

Alexandria, VA
Ann Arbor, MI
Arlington, VA
Atlanta, GA
Austin, TX
Baltimore, MD
Boston, MA
Boulder, CO
Cambridge, MA
Charlotte, NC
Charleston, SC
Cheyenne, WY
Chicago, IL
Fargo, ND
Fort Collins, CO
Fort Wayne, IN
Hoboken, NJ
Indianapolis, IN
Los Angeles, CA
Manhattan, KS
Memphis, TN
Miami, FL
Minneapolis, MN
New York, NY
Norfolk, VA
Oakland, CA
Orlando, FL
Omaha, NE
Philadelphia, PA
Pittsburgh, PA
Phoenix, AZ
Portland, OR
Rochester, NY
Salt Lake City, UT
San Francisco, CA
Seattle, WA
Sioux Falls, SD
St. Petersburg, FL
Tacoma, WA
Trenton, NJ
Washington, DC
Fall 2011
Secretary LaHood Endorses NACTO Guide
Official Print Guide First Edition Released
2009-2012
Cities for Cycling Road Shows

2009-10
Boston
Philadelphia
Baltimore

2011
Chicago

2012
Atlanta
Memphis
Types of Cycle Tracks and Intersection Design Strategies
One-way Protected Cycle Track
One-way Cycle Track
Austin, TX
Raised Cycle Track
Raised Cycle Track (two-way)
Indianapolis, IN
Two-way Cycle Track
Two-way Cycle Track
Chicago, IL
Two-way Cycle Track
Indianapolis, IN
Two-way Cycle Track
Austin, TX
Mixing Zone
Mixing Zone
New York, NY
Cycle Track Intersection Approach Strategies
Bicycle Signals
Intersection Crossing and Two-stage Turn
Chicago, IL
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