

Urban Bikeway Design Guide, Third Edition

Errata and Technical Corrections

NACTO has issued the following erratum, including technical corrections, for the first printing of the *Urban Bikeway Design Guide, Third Edition*. Below, please find:

- A table documenting errors and corrections
- Updated versions of each page needing correction

NACTO is responsible for all errors, not its working group, technical consultants, publisher, or editors.

SECTION	PAGE	EXISTING TEXT	CORRECTED TEXT	DATE CORRECTED
4.3.2	330	<p>Left Turns Over Bikeways on Two-Way Streets</p> <p>The first sentence of the final paragraph starting with “If left turning drivers must cross two or more general travel lanes...” is incorrect.</p>	<p>The corrected text is as follows: “If left turning drivers must cross two or more general travel lanes, including transit lanes, before crossing a unidirectional bikeway, apply a partially-protected or protected bike phase when left turn volume exceeds approximately 1.5 per cycle.”</p>	January 2025
4.3.2	330	<p>Left Turns Over Bikeways on Two-Way Streets</p> <p>The “Vehicles per Cycle Across Two or More Lanes and a Unidirectional Bikeway” table incorrectly referenced right-turning volumes, not left-turning volumes.</p>	<p>The corrected page included in this document shows the correct table.</p>	January 2025

While these conflicts can be mitigated through geometric design, such as centerline hardening¹⁶ and visibility zones, phase separation is often necessary. Where vehicular left turns cross only one general travel lane, a partially protected or protected bike phase

is necessary above 2 turns per cycle when the bikeway is unidirectional and approximately 1 per cycle over bidirectional bikeways.

If left turning drivers must cross two or more general travel lanes, including transit lanes, before

crossing a unidirectional bikeway, apply a partially-protected or protected bike phase when left turn volume exceeds approximately 1.5 per cycle. If the bikeway is bidirectional, left turns and bike-way movements cannot concur concurrently.

[TABLE CORRECTED
JANUARY 2025]

VEHICLES PER CYCLE ACROSS TWO OR MORE LANES AND A UNIDIRECTIONAL BIKEWAY													
		Hourly Left Turn Volume											
		25	50	75	100	125	150	175	200	225	250	275	300
Cycle Length (Seconds)	50	0.3	0.7	1	1.4	1.7	2.1	2.4	2.8	3.1	3.5	3.8	4.2
	60	0.4	0.8	1.3	1.7	2.1	2.5	2.9	3.3	3.8	4.2	4.6	5
	70	0.5	1	1.5	1.9	2.4	2.9	3.4	3.9	4.4	4.9	5.3	5.8
	80	0.6	1.1	1.7	2.2	2.8	3.3	3.9	4.4	5	5.6	6.1	6.7
	90	0.6	1.3	1.9	2.5	3.1	3.8	4.4	5	5.6	6.3	6.9	7.5
	100	0.7	1.4	2.1	2.8	3.5	4.2	4.9	5.6	6.3	6.9	7.6	8.3
	110	0.8	1.5	2.3	3.1	3.8	4.6	5.3	6.1	6.9	7.6	8.4	9.2
	120	0.8	1.7	2.5	3.3	4.2	5	5.8	6.7	7.5	7.5	9.2	10

VEHICLES PER CYCLE ACROSS TWO OR MORE LANES AND A BIDIRECTIONAL BIKEWAY													
		Hourly Left Turn Volume											
		25	50	75	100	125	150	175	200	225	250	275	300
Cycle Length (Seconds)	50	0.3	0.7	1	1.4	1.7	2.1	2.4	2.8	3.1	3.5	3.8	4.2
	60	0.4	0.8	1.3	1.7	2.1	2.5	2.9	3.3	3.8	4.2	4.6	5
	70	0.5	1	1.5	1.9	2.4	2.9	3.4	3.9	4.4	4.9	5.3	5.8
	80	0.6	1.1	1.7	2.2	2.8	3.3	3.9	4.4	5	5.6	6.1	6.7
	90	0.6	1.3	1.9	2.5	3.1	3.8	4.4	5	5.6	6.3	6.9	7.5
	100	0.7	1.4	2.1	2.8	3.5	4.2	4.9	5.6	6.3	6.9	7.6	8.3
	110	0.8	1.5	2.3	3.1	3.8	4.6	5.3	6.1	6.9	7.6	8.4	9.2
	120	0.8	1.7	2.5	3.3	4.2	5	5.8	6.7	7.5	7.5	9.2	10

NOTE: No permissive or protected-permissive allowed.

Permissive
 Partially Protected
 Protected