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Minneapolis
New York
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Seattle
Washington D.C.

National Association of City Transportation Officials (NACTO)
Evolution of the NACTO Guide
Existing Design Guidance
Supplemental Design Guidance For Cities
Improve access to Transit
4 Types of Cyclists
Safety in Numbers

**Bicycle Ridership and Casualties, NYC**

- **Ridership**
- **Casualties**

**Daily Ridership**
- 200,000
- 180,000
- 160,000
- 140,000
- 120,000
- 100,000
- 80,000
- 60,000
- 40,000
- 20,000

**Annual Casualties**
- 10,000
- 9,000
- 8,000
- 7,000
- 6,000
- 5,000
- 4,000
- 3,000
- 2,000
- 1,000
- 0

Lawrence Avenue, Chicago
Benefits

NOT JUST COPENHAGEN
International Best Practices
Innovation in US Cities
Innovation in cities across the US
New York City, NY
San Francisco, CA
Philadelphia, PA
Washington, DC
Chicago, IL
Chicago, IL
NACTO Urban Bikeway Design Guide
City DOTs

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Washington D.C.
International Design Team

Peter Furth,  
Northeastern University

Donald Meeker,  
Meeker & Associates

Lynn Weigand,  
IPBI

David Parisi,  
Parisi Associates

Arjen Jaarsma,  
Netherlands

Niels Jensen,  
City of Copenhagen
21 Treatments

5 Categories
One-Way Protected Cycle Tracks

New York City
Print & PDF Guide
Treatment Categories
BIKE LANES
CYCLE TRACKS
SIGNING & MARKING
Fell Street Queuing Lane and Green Bicycle Lanes, San Francisco, CA

Fell Street is a high-volume, three-lane, one-way arterial heading west. A Class II bike facility (bike lane) exists to the left of the left-most through vehicle lane on Fell Street. An Arco gas station popular for its low prices is located at the southeast intersection of Fell and Divisadero Streets and has two driveways on Fell Street. Queuing cars sometimes block the bike lane as they wait to enter the gas station, and cyclists are forced into the busy through lanes to the right of the bike lane. In
Technical Guidance

A cycle track, like a bike lane, is a type of preferential lane as defined by the MUTCD. See MUTCD advice on diagonal striping Section 3B.24.05.

Bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.

4 in Normal white line
8 in Wide white line

When using a pavement marking buffer, desired parking lane and buffer combined width is 11 feet to discourage motor vehicle encroachment into the cycle zone.

Three feet is the desired width for a parking buffer to allow for passenger loading and to prevent door collisions.

If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. See MUTCD Section 3B.24. Raised medians or other barriers can also provide physical separation to the cycle track.

A BIKE ONLY legend (MUTCD 3D.01) may be used to supplement the preferential lane word or symbol marking.

The desired width for a cycle track should be 5 feet. In areas with high bicyclist volumes or uphill sections, the desired width should be 7 feet to allow for bicyclists passing each other.

A BIKE LANE sign (MUTCD R3-17) may be used to designate the portion of the street for preferential use by bicyclists. A supplemental "No Cars" selective exclusion sign may be added for further clarification.

Sidewalk curbs and furnishings should be used to prevent pedestrian use of the cycle zone. Gutter seams, drainage inlets, and utility covers should be configured so as not to impede bicycle travel and to facilitate run-off.

Cycle tracks may be shifted more closely to the travel lanes on minor intersection approaches to put bicyclists clearly in the field of view of motorists. (Not Shown).

Colored pavement may be used to further define the bicycle space.
Reference the guide as part of your Complete Streets Policy
Thank You