

GENERAL**1. Description**

This standard identifies minimum requirements that shall be met for all bicycle lanes in the design and construction of elements for Arlington County Horizontal Design Standards. The development of this standard is to provide greater guidance in the design and construction of bicycle lanes while meeting the County's guiding principles for increasing safety and accessibility and balancing the use of the Right-of-Way between all modes of transportation.

2. Related Arlington County Standards

- A. Arlington County Master Transportation Plan – Bicycle Element
- B. Arlington County Bicycle Map
- C. Arlington County Bus Stop Design Standards

3. Applicable Standards and Specifications

- A. Virginia Department of Transportation (VDOT) Road and Bridge Standards.
- B. Manual of Uniform Traffic Control Devices (MUTCD)
- C. American Association of State Highway Transportation Officials (AASHTO) – Guide for Development of Bicycle Facilities

4. Quality Assurance

- A. Reserved

5. Submittals

- A. Design and placement of all bicycle lanes shall be approved by DES Transportation Engineering and Operations Bureau (TE&O).

DESIGN CONSIDERATIONS

A. Definition

A bicycle lane is a portion of a roadway that has been designated by signing and/or pavement markings for the preferential or exclusive use of bicyclists.

B. Purpose of Bicycle Lanes

To delineate road space for preferential use by cyclists
 Integrating bicyclists into complicated intersection traffic patterns
 Separating bicyclists from motor vehicles
 Encourage increased bicycle use
 Increase motorist awareness of bicyclists

PLACEMENT

- A. Placement – Bicycle lanes may be placed on arterial and neighborhood principal streets consistent with the Arlington County Master Transportation Plan – Bicycle Element and other locations as identified by the Transportation Planning Bureau.

Bicycle lanes should be continuous along roadway segments (between intersections).
 Bicycle lanes shall be marked as follows:

1. Striped to the right of through travel lanes and shared through right lanes.
2. Striped to the left of exclusive right turn lanes.
3. Striped to the right of exclusive left turn lanes.
4. Bicycle symbols shall be placed 25' from the face of curb of intersecting streets

Shared Lane markings may be used on streets where there is not sufficient space for a designated bicycle lane. Shared lane markings shall not be placed on shoulders or in designated bicycle lanes and shall not be placed on roadways with a speed limit above 35 mph. Refer to the MUTCD for further guidance on shared travel lanes.

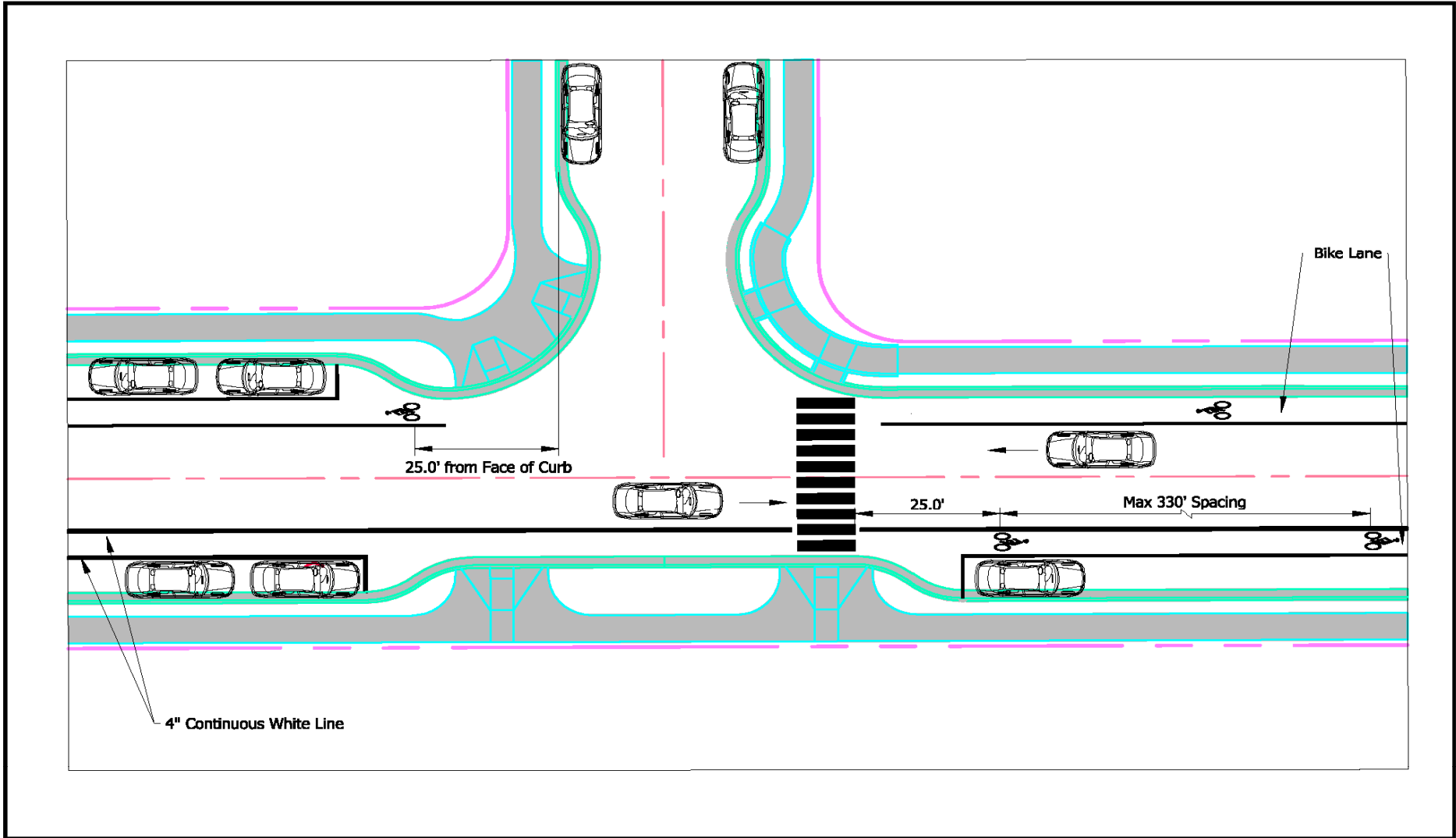
DESIGN

A. Dimensions

1. Width- The minimum width of a bicycle lane is 5' with a maximum width of 6' measured from the face of the curb or edge of parking lane. Exceptions to these widths may be granted based on engineering judgment on a case by case basis and shall be approved by the TE&O Bureau chief.

B. Materials

1. Bicycle lanes shall be marked with a 4" white thermoplastic line.
2. Bicycle Symbols shall be marked with white thermoplastic.

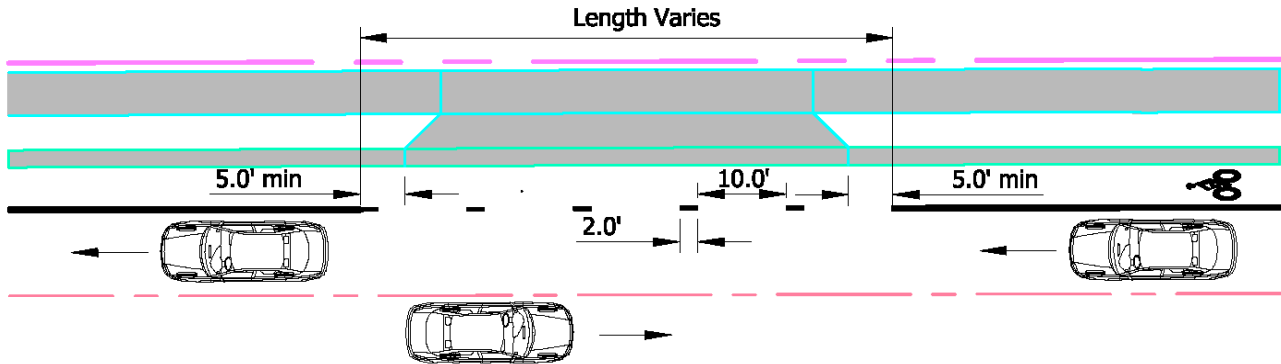


TYPICAL BICYCLE LANE PLACEMENT

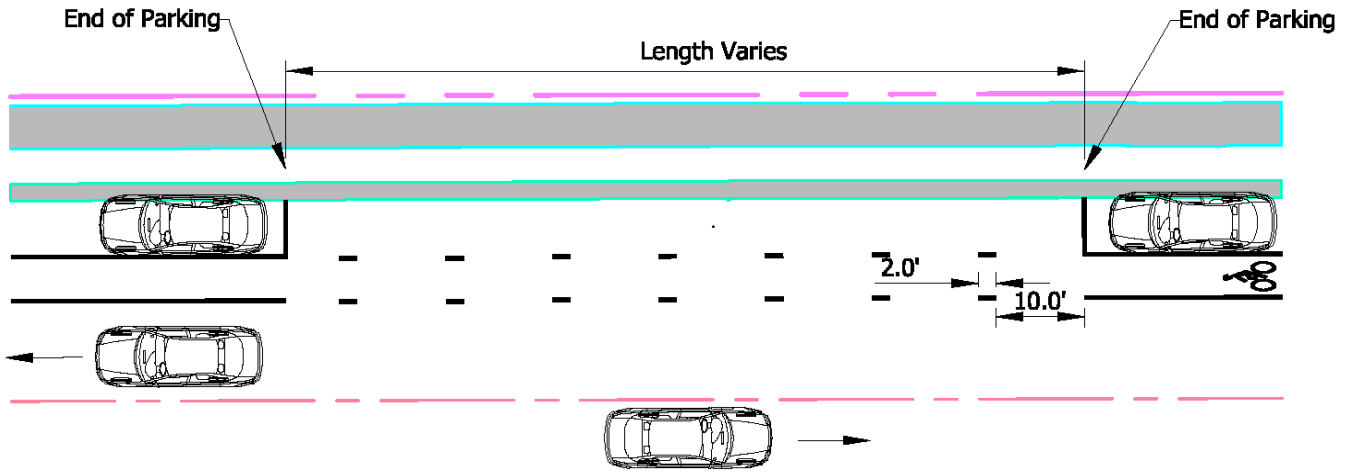


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Bicycle Lane Adjacent to Curb with Bus Stop
or Large Commercial Driveways
Refer to MUTCD for Further Details
Note: For Bus Stops Refer to the Arlington
County Bus Stop Design Standards



Bicycle Lane Adjacent to Parking Lane with
Bus Stop or Large Commercial Driveways
Refer to MUTCD for Further Details

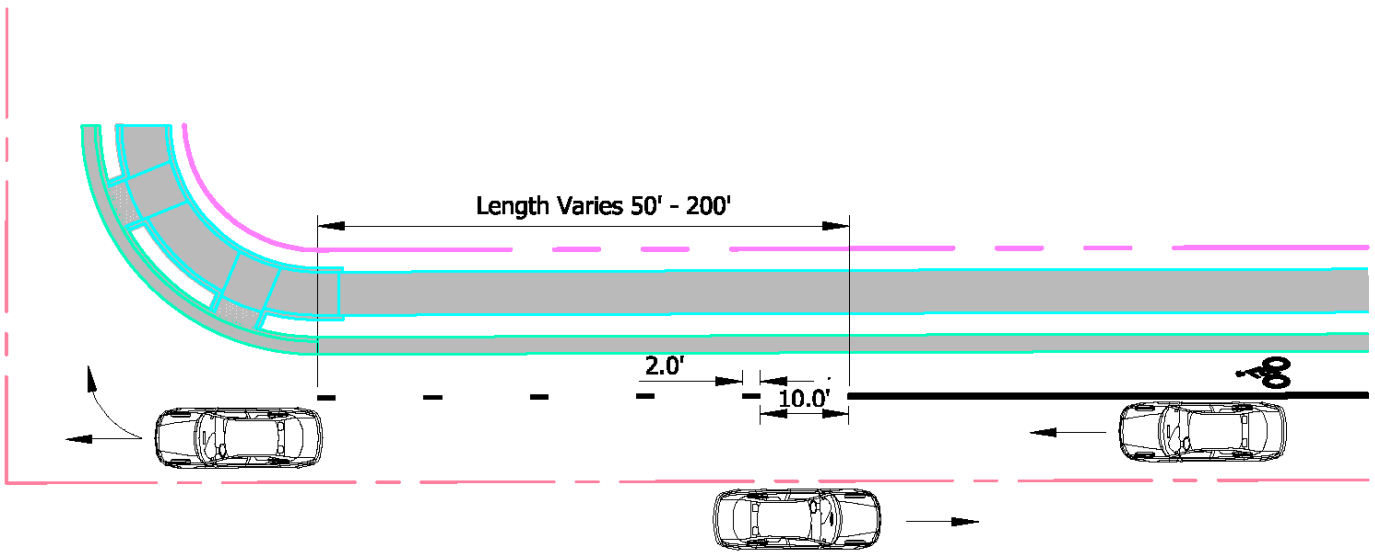
TYPICAL BICYCLE LANE PLACEMENT

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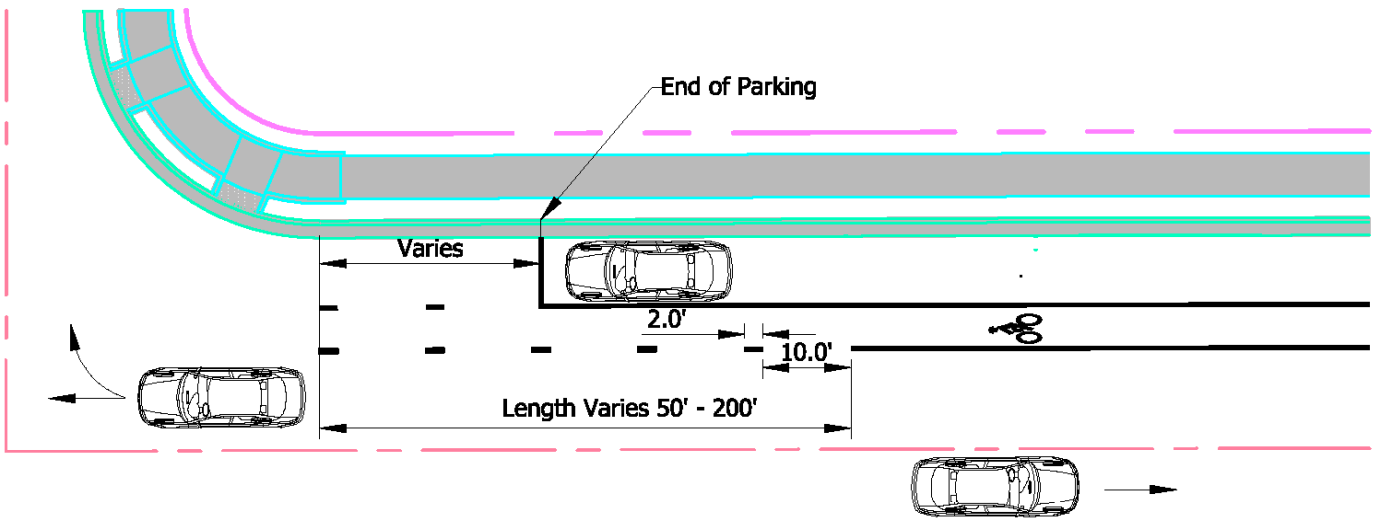


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Bicycle Lane Adjacent to Curb for Signalized Intersections or Heavy Right Turns
Refer to MUTCD for Further Details



Bicycle Lane Adjacent to Parking Lane for Signalized Intersections or Heavy Right Turns
Refer to MUTCD for Further Details

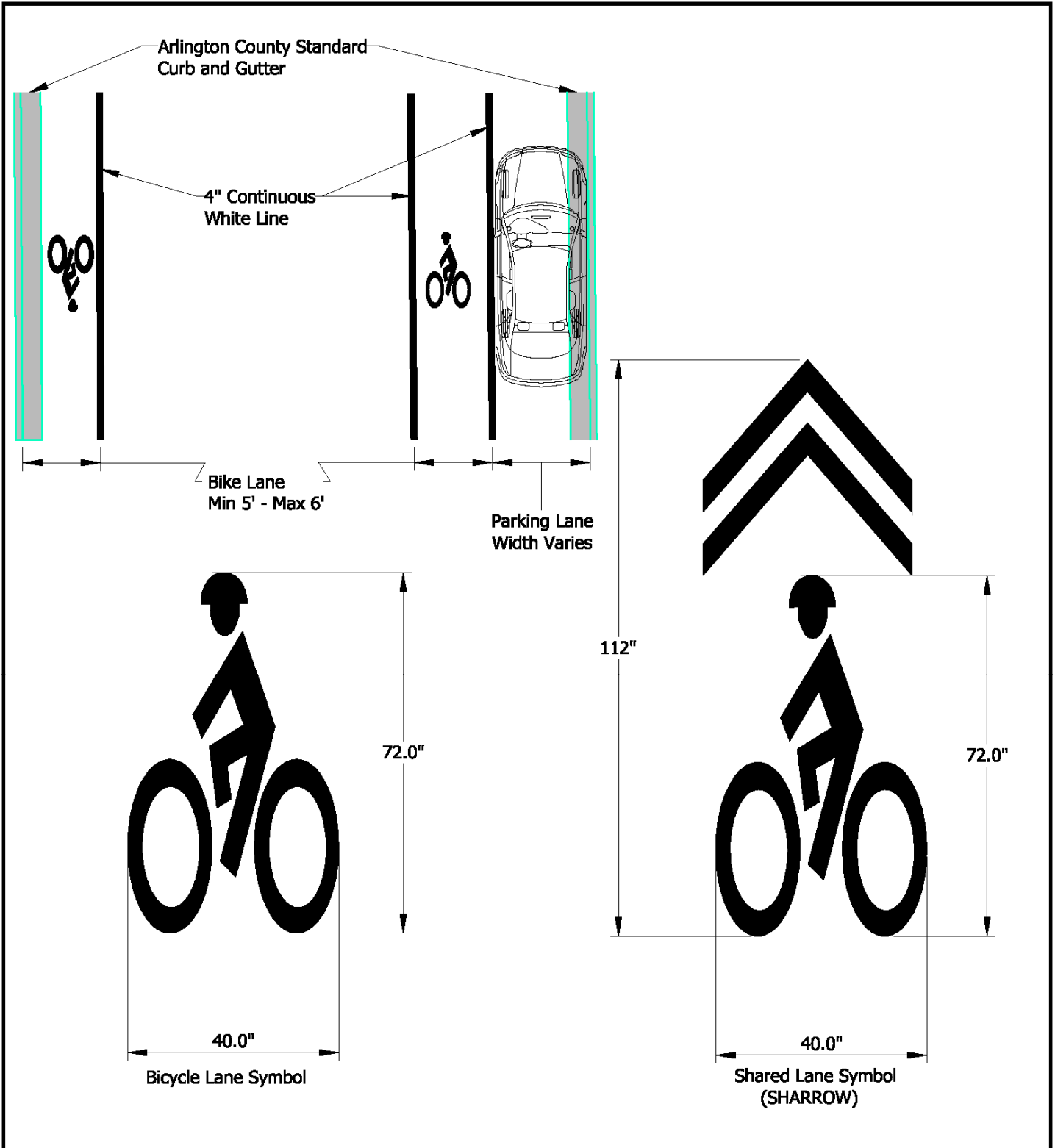
TYPICAL BICYCLE LANE PLACEMENT

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TYPICAL BICYCLE MARKING DIMENSIONS

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