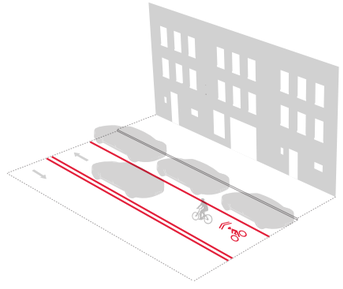
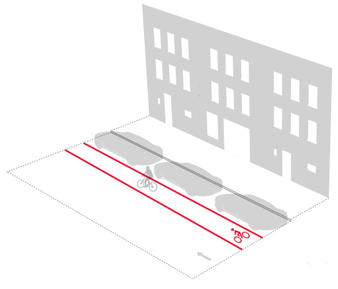
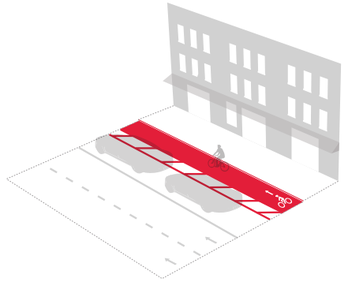
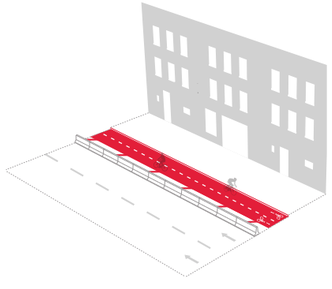
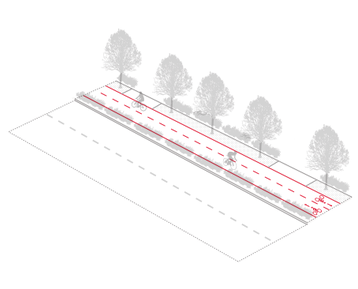
TABLE 2B: BIKE LANES

		Conventional Bike Lane	Protected Bike Lane		
	Shared Lane *Ex: 48th Street, Queens*	**Conventional Bike Lane** *Ex: Van Duzer Street, Staten Island*	**One-Way Protected Bike Lane** *Ex: 55th Street, Manhattan*	**Two-Way Protected Bike Lane** *Ex: Prospect Park West, Brooklyn*	**Grade-Separated Bike Lane** *Ex: Sands Street, Brooklyn*
					
Space Required	None	5-6' standard	4' min. lane + 3' min. buffer + 4' min. buffer if no maintenance plan (does not apply if parking-protected)	8' min. (4' min. each lane) + 3' min. buffer if no maintenance plan + 2' if protected by Jersey barrier	5' min. one-way, 8' min. two-way + buffer for edge treatments and any obstructions
Ideal Application	o One- or two-lane street o No excess road space o Connected to other bike facilities	o One- or two-lane street o Excess road space o Low potential for intrusion into bike lane	o Excess road space o Low-speed vehicular traffic o High potential for intrusion into bike lane	o Favorable edge conditions o Excess road space o Adjacent to parks and waterfront public spaces o Within industrial areas	o As part of a continuous "Greenway" o Adjacent to or through parks and waterfront public spaces
Advantages	o Clear, easy to follow bike route o Heightens driver awareness of cyclists o Preserves curbside access o Simple implementation	o Dedicated roadway space for cycling o Preserves curbside access o Simple implementation	o Protection for cyclists o Proven safety benefits for all modes o Enhanced pedestrian safety and comfort o Allows for pedestrian improvements like safety islands	o More spatially efficient than two separate one-way bike lanes o Enhanced visibility of cyclists o Enhanced access and circulation next to parks and public spaces o Safer passing for cyclists traveling at different speeds	o Greatest safety benefit to cyclists o Connects cycling facilities where on-street facilities are infeasible o Preserves curbside access
Disadvantages	o Does not provide dedicated roadway space for cycling o Cyclists not separated from traffic	o Vehicular intrusion remains possible o Cyclists have minimal separation from traffic o Perceived as less safe than protected lanes	o Parking impacts o Loading activity occurs across bike lane o Challenging to regulate floating parking o Bike signal timing may impact traffic o Maintenance plan required at ped. safety islands for lanes under 11' wide o Complex review and implementation	o Parking impacts o Bike signal timing may impact traffic o Requires turn controls or restrictions on a two-way street o Complex review and implementation	o Often requires capital reconstruction o Complex review and implementation
Green Pavement	o None	o Standard if lane is immediately adjacent to curb, especially in areas with high pedestrian volumes o Standard if lane is located between a travel lane and a turn lane ("pocket lane")	o Standard if there is high parking turnover; not recommended at locations with low turnover o Not used when protected by a permanent, continuous vertical element	o Preferred if lane is exclusive to cyclists and/or is in an area with high pedestrian volumes	o Not used when protected by a permanent, continuous vertical element (e.g., curb, Jersey barrier)
Intersection Treatments	o Chevrons to indicate bike facility	o Chevrons to indicate bike facility	o Turn restrictions may be needed at complex intersections o Shared crossing ("mixing zone"), separated crossing ("signal-protected turn"), or offset crossing ("protected intersection") to manage turning conflict o Chevrons to indicate bike facility	o Turn restrictions may be needed at complex intersections o Separated crossing ("signal-protected turn") or offset crossing ("protected intersection") to manage turning conflict o Chevrons to indicate bike facility	o Separated crossing ("signal-protected turn") or offset crossing ("protected intersection") to manage turning conflict o Chevrons to indicate bike facility