



ADVISORY BICYCLE LANE

Advisory bicycle lanes are bicycle lanes that drivers can enter into and are marked with a dashed instead of solid line. They make safe bicycle and vehicle travel possible on narrow roads, by dedicating a space for people on bicycles that require motorists to use the street as a yield street. Advisory bicycle lanes can be used where the width of a two-way street is too narrow for the installation of a standard or separated bicycle lane, and are often accompanied by a centerline removal.

USE

- Advisory bicycle lanes are only appropriate on lower volume streets with daily vehicle volumes below 1,500, although they may be used on streets with volumes of up to 3,000 ADT.
- Advisory bicycle lanes may only be used on low speed streets at or below 25 mph.
- Advisory bicycle lanes are intended for use on two-way streets.
- Advisory bicycle lanes may be appropriate treatments in the community bicycle network given the low volumes and low speeds of the streets on which they are applied. They are also desirable as facilities in the commuter bicycle network.

DESIGN

- Streets with advisory bicycle lanes are similar to yield streets. They consist of one travel way in the center without a center lane marking. The bicycle lanes are marked outside the travel way with a solid white line on the right and a dotted line to the left. Motorists are expected to use the center of the travel way, away from the bicycle space. If a motorist encounters an oncoming vehicle they must yield to passing bicyclists and then use a portion of the shared bicycle lanes to pass.
- The minimum lateral width of travel lane is 16' between advisory bicycle lanes.
- Advisory bicycle lanes require careful design at intersections to minimize conflicts with turning vehicles and to improve legibility, visibility, and predictability for all travelers.

SPECIAL CONSIDERATIONS

- Motorists are allowed to merge into the advisory bicycle lane. However, motorists must first yield to bicyclists in the bicycle lane.
- Bicyclists must be prepared for a motorist in a vehicle to enter the bicycle lane more often than on streets with conventional bicycle facilities.

OPERATIONS AND MAINTENANCE

- Advisory bicycle lane markings may require frequent repainting because of the increased motor vehicle travel on the dashed white pavement markings.

REFERENCES

- FHWA. Bicycle Facilities and the Manual on Uniform Traffic Control Devices. Dashed Bicycle Lanes https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/mutcd/dashed_bike_lanes.cfm

