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SECTION 900.00 – BICYCLE FACILITIES

Bicycle facilities are an important consideration in all design, construction and maintenance activities involving the State highway system. Sound engineering decisions and the proper application of available technology are needed to address the design, installation and maintenance of bicycle facilities on the State highway system.

SECTION 901.00 – GENERAL REQUIREMENTS

901.01 Legal Authority. All signing and pavement markings employed in the guidance and protection of bicyclists shall conform to the policy set forth in the [Manual on Uniform Traffic Control Devices](#), as adopted by the State, and to other related sections of this manual.

The Idaho Code references to bicyclists are as follows:

- 49-103 DEFINITIONS
- 49-714 HUMAN-POWERED VEHICLES - DUE CARE
- 49-715 RIDING ON BICYCLES
- 49-716 CLINGING TO OR FOLLOWING VEHICLES
- 49-717 POSITION ON HIGHWAY
- 49-718 RIDING TWO ABREAST
- 49-719 CARRYING ARTICLES
- 49-720 STOPPING - TURN AND STOP SIGNALS
- 49-721 BICYCLES ON SIDEWALKS
- 49-722 BICYCLE RACING
- 49-723 LIGHT AND REFLECTOR REQUIRED AT NIGHT
- 49-724 ADDITIONAL LIGHTS AUTHORIZED

901.02 Definitions.

- **Bicycle:** Every vehicle propelled solely by human power upon which any person may ride, except scooters and similar devices.
- **Bike Route:** See Designated Bicycle Route.
- **Bike Lane:** A portion of a roadway which has been designated by signing and pavement markings for the preferential or exclusive use by bicyclists. Bike lanes are established on urban arterial and major collector streets. They must always be one-way facilities and carry bicycle traffic in the same direction as adjacent motor vehicle traffic.
- **Bike Path:** See Shared-Use Path.

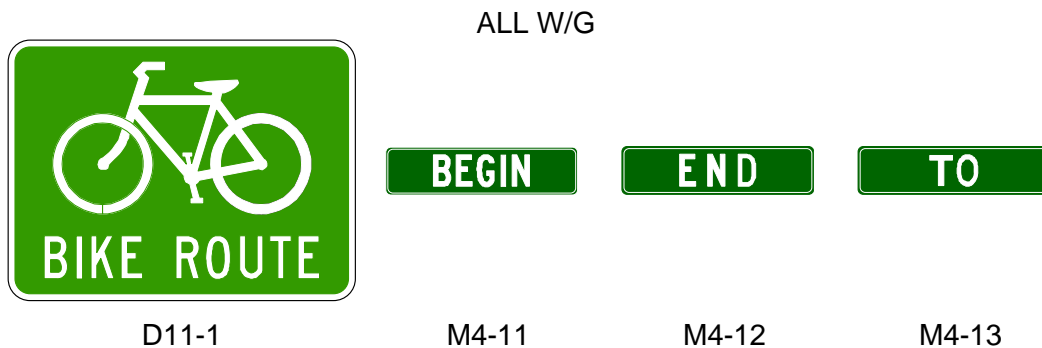
- **Bikeway:** Any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities is designated for the exclusive use of bicycles or are to be shared with other transportation modes.
- **Designated Bicycle Route:** A system of bikeways with appropriate direction and informational route markers, with or without specific bicycle route numbers.
- **Shared Use Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

SECTION 902.00 – SIGNING AND PAVEMENT MARKINGS

902.01 Uniformity. Signing and marking of bikeways must be uniform and consistent if bikeways are to command the respect of the public and provide safety to users. All signing and marking of bikeways must be warranted by use and need. **Care must be taken to avoid over signing of bikeways.**

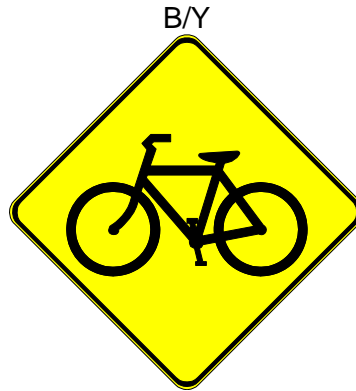
All designated bikeways should be properly signed and marked with appropriate regulatory, warning and destination signs as indicated in this section.

902.02 Bike Routes For Shared Roadways.



Place “BIKE ROUTE” sign (D11-1) at the beginning of a designated bike route and after all major intersections. In rural areas, signs should be placed at a frequency equal to route marker signs. Wherever possible, “BIKE ROUTE” signs should be used in conjunction with route marker signs. Bike Route signing should indicate the terminal points of the routes as well as street names (D1-1B or D1-1C) and directional arrows (M7-1 through M7-7) as needed.

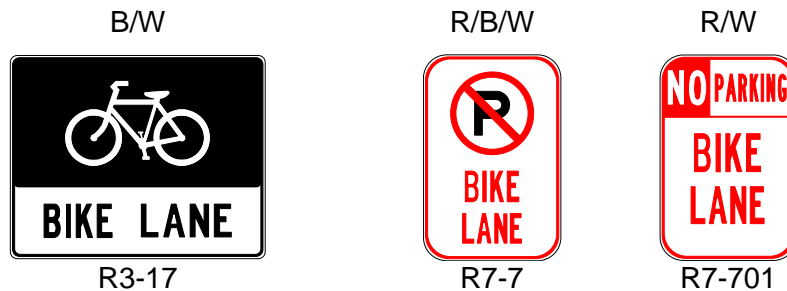
Directional, destination, and distance signs should be used in conjunction with the bike route signs to help guide bicyclists along a routing that differs from the standard route for motor vehicles. Directional and destination signs mounted under a bike route sign should be 24 inches wide.



Advance bike warning signs (W11-1) shall be used in advance of a point where bicycles cross the roadway. If the roadway condition is continuous, a supplemental sign “Next XX Miles” may be used. However, supplemental signs of this nature are not intended for use on city streets where bicyclists normally share the roadway.

Pavement Markings: Place a normal 4-inch wide white line on shared roadways.

902.03 Bike Lanes.

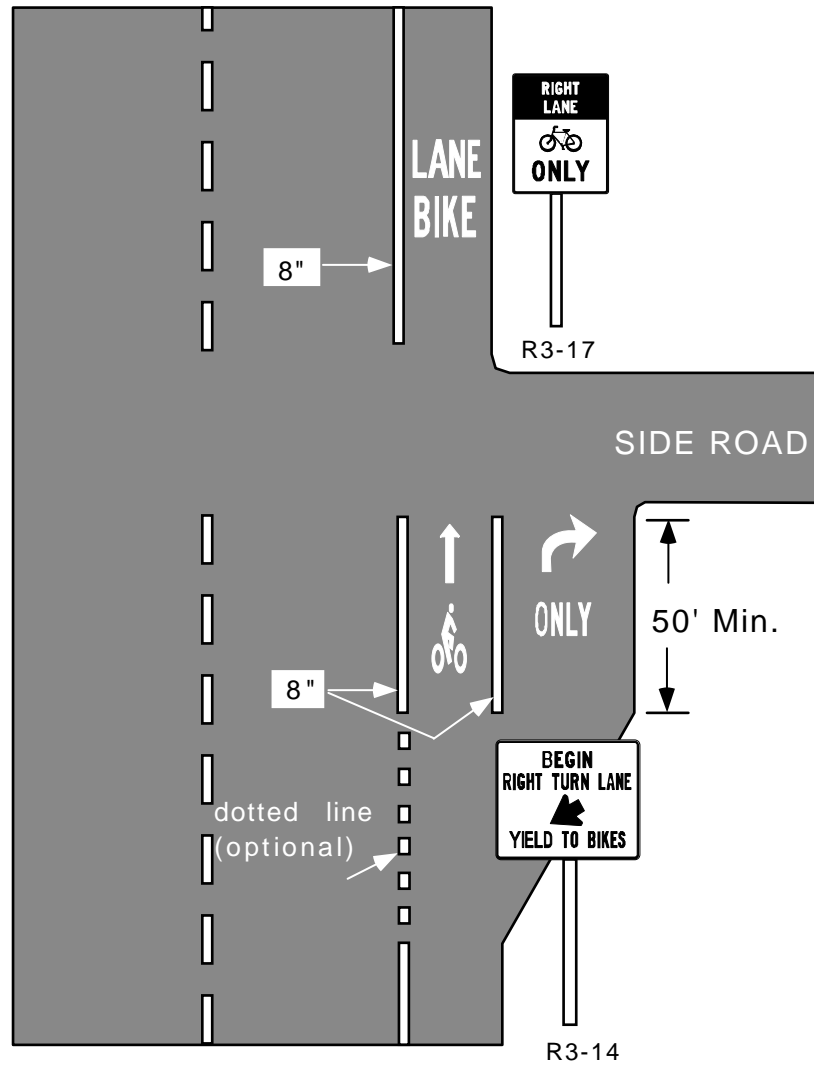


The “BIKE LANE” sign (R3-17) should be used only in conjunction with the approved [MUTCD](#) lane pavement symbol on marked bike lanes. Signs should be placed immediately after significant intersections and at intervals equal to the vehicle speed in mph x 40 ft. In a 35 mph speed zone, R3-17 signs would be placed every 1400 feet. R3-17 signs should not be used where a parking lane is placed between the bike lane and the curb (use pavement markings only). In rural settings where bike lanes are warranted, sign R3-17 should have a maximum spacing of one mile.

“AHEAD” (R3-17A) or “ENDS” (R3-17B) signs may be used to call attention to where a marked bike lane actually begins or ends. It is not needed where a bike lane ends and becomes a rural shared roadway, or vice-versa. If a bike lane has to be discontinued for a significant distance due to width constraints, place D11-1 bike route signs to maintain bikeway continuity.

The “NO PARKING BIKE LANE” (R7-7) may be used to alert motorists where parking in bike lanes is prohibited.

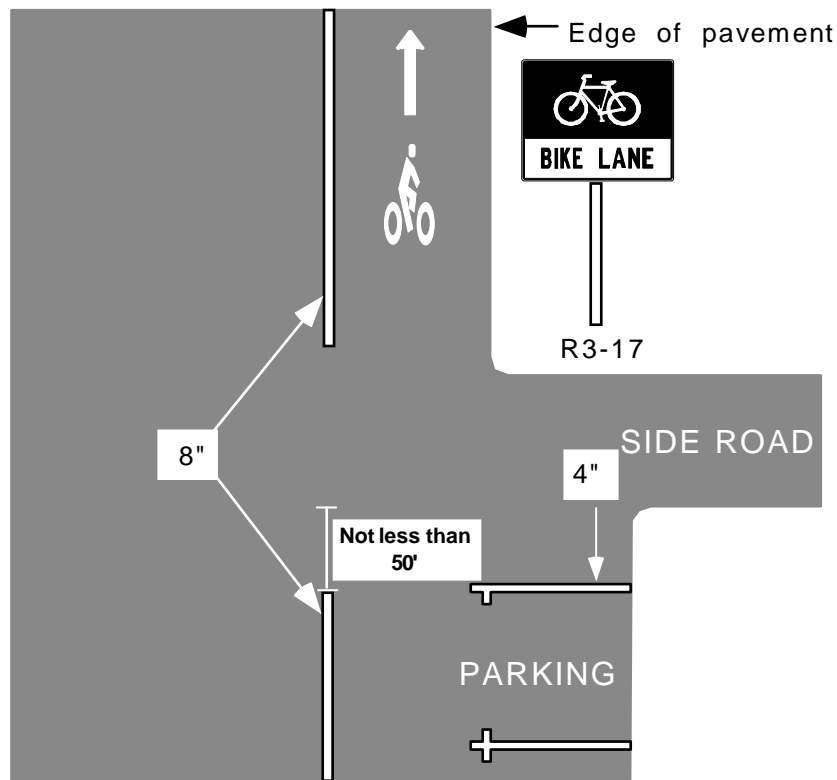
Figure 902.03-01 Bike Lane Adjacent To Roadway With Right-Turn Lane



Pavement Markings: Separate a bike lane from the adjacent roadway using a single, solid 8-inch wide white line.

At intersection turn lanes, place short, through bike lane line segments at intersections to the left of right-turn-only motor vehicles lanes (or right of left-turn-only lanes). The through bike lane segment should be connected to the preceding bike lane with 50-200ft of dotted line consisting of an 8-inch x 24-inch line and 6-foot gaps to allow turning motorists to cross the bike lane. Normally, pavement marking should be discontinued through the intersection and resumed after the intersection. Place bicycle stencils within the bike lane adjacent to R3-16 signs and the turn lane.

Figure 902.03-02 Bike Lane Adjacent To Roadway With Parking

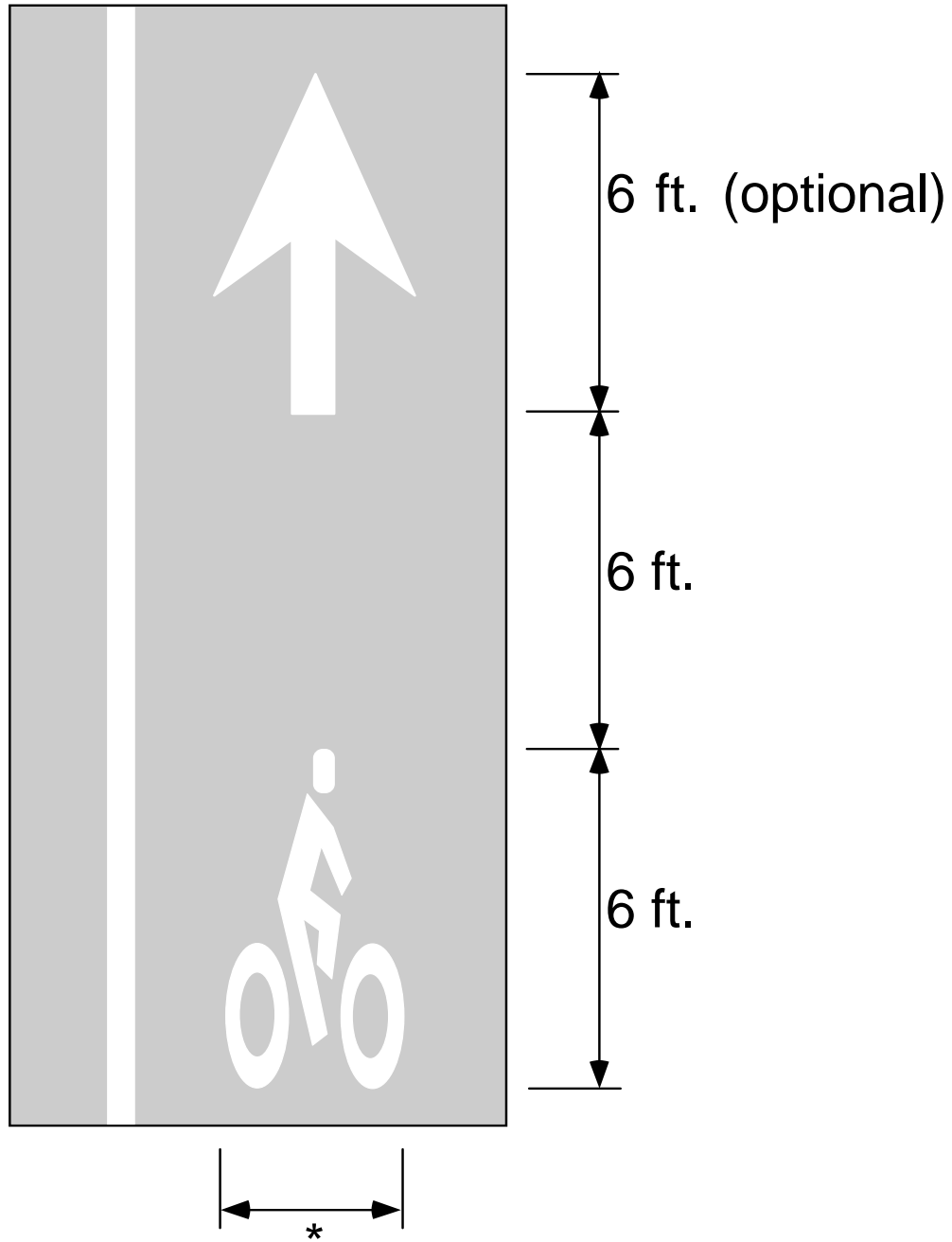


Pavement Markings: Place bicycle stencils within the bike lane adjacent to every R3-16 sign (see [Figure 203.03-01](#)). Pavement markings without sign R3-16 may be placed more often, such as a mid-block reminder when intersections are widely spaced. The pavement markings without sign R3-16 should also be used after significant intersections where the bike lane is adjacent to a parking lane and to identify short, through bike lane segments adjacent to turn lanes at intersections.

If parking is allowed next to a bike lane, the parking area should be defined by parking space markings or a solid 4-inch wide line.

NOTE: The Preferential Lane Symbol (“diamond”) previously used as a pavement marking shall no longer be used for bikeways due to the confusion with the use of the diamond for High Occupant Vehicle (HOV) lanes.

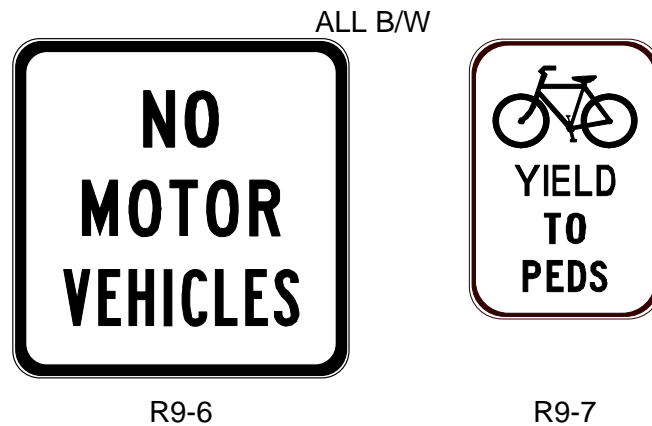
Figure 902.03-03 Pavement Stencils



*Size to fit width of bike facility.
Typical legend is 1.5 times as tall as it is wide.

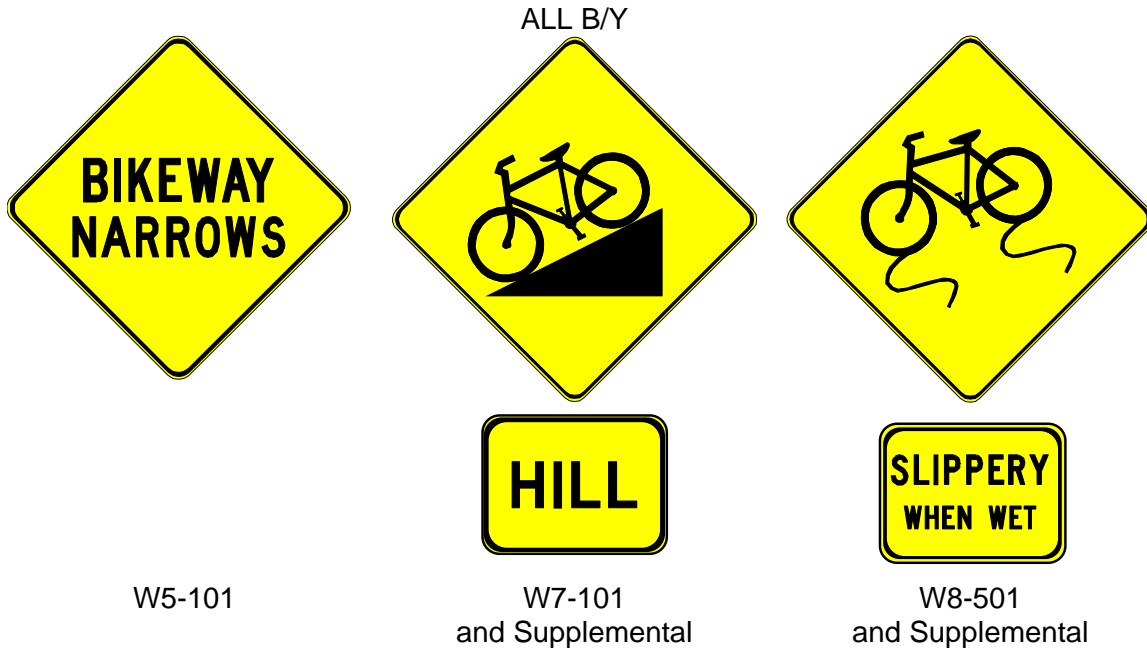
902.04 Shared Use Paths. Separated path signs serve three basic purposes: to regulate bicycle usage, to direct bicyclists along pre-established routes, and to warn bicyclists of unexpected conditions. The bottom edge of signs should be 5 feet above the path. If a secondary sign is mounted below another sign, it should be a minimum of 4 feet above the path. Signs should have sufficient lateral clearance from the edge of the separated path, minimum 3 feet. The basic principles and standards for the signing and marking of separated paths are contained [Part 9 of the MUTCD](#).

Bike Route signs (D11-1) are used to identify separated paths or routes and should be installed at access points to paths. They should be accompanied by appropriate arrows and message signs to direct bicyclists to pathways or to indicate a change in the direction of a path or route.



Erect regulatory signs at points where the regulation applies. Common regulatory pathway signs include “STOP”, “YIELD”, “NO MOTOR VEHICLES” (R9-6), and “YIELD TO PEDS” (R9-7). In cases where a pathway runs parallel to a roadway, use of special bicycle stop and yield signs may eliminate confusion.

Wherever a path crosses a roadway or branches off into another path, bicyclists should be provided with clear directional and destination signs. Also, it is helpful to post street name signs at street crossings and access points.



Warning signs should be used in advance of potentially hazardous conditions, such as curves, turns, intersections, Stop Ahead, railroad crossings, steep grades and bikeway narrows.

On high-use paths, additional signing may be necessary to protect pedestrians (see [Idaho Code 49-721](#) - Bicycles on sidewalks).

Pavement Markings: Where there is heavy multiple use of a path that is at least 10 feet wide, a broken yellow centerline pavement marking may be used to separate the traveled way into two directions. The [MUTCD](#) recommends a 3 foot centerline paint segment with 9 foot gaps between segments. Through curves and areas of poor sight distance, a solid centerline pavement marking should be used.

902.05 Bicycle Warning Signs



Share the Road -- In situations where there is a need to warn drivers to watch for other slower forms of transportation traveling along the highway, such as bicycles, a SHARE THE ROAD (W16-1) plaque may be used as a supplemental sign to the main symbol sign (W11-1).

Narrow Shoulders -- Signs to warn both motorists and bicyclists about narrow shoulders along the highway and the requirement to share the available roadway may be required when the safety and operational efficiency of a segment of highway is affected due to the following elements:

- Operational conflicts between motorists and bicyclists;
- Narrow roadway shoulders;
- Curves or hills;
- Reduced sight distance; and
- Higher volumes of tourist traffic, which may include a higher percentage of recreational vehicles.

Signs should not be installed if the roadway section allows for motorists to pass bicyclists with minimal interference thus maintaining the safety and operational efficiency of the highway.

If required, install the warning signs according to the following guidelines:

1. A single W11-1 symbol sign and the supplemental W5-5 sign should be installed as an assembly at the beginning of the area of reduced shoulder width for each direction of travel. Signs should not be repeated throughout the area and should encompass the full length including any smaller areas less than one (1) mile in length even though they may have sufficient shoulder width.
2. The W11-1 bicycle symbol sign and the W16-1, "Share the Road" supplemental sign should be installed sparingly as an assembly between each of the beginning warning signs as a reminder to both motorists and bicyclists that they are in area where sharing the roadway is required.
3. Mileage on the W5-5 signs should be specified to the nearest mile and cover the full extent of the narrow shoulder area.