

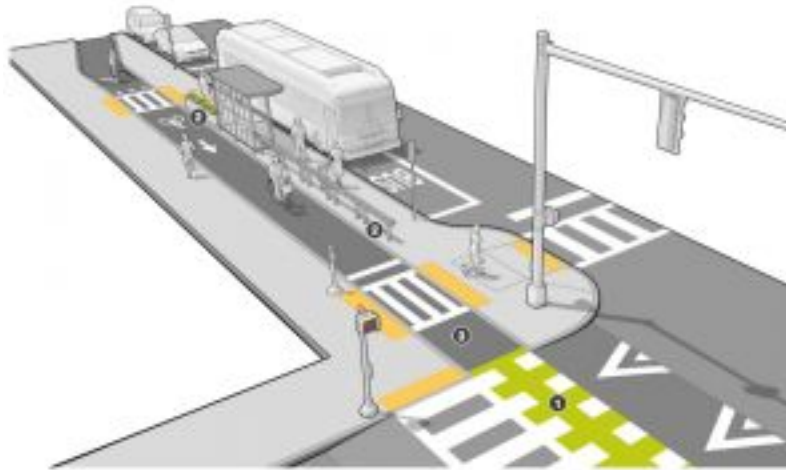
Design Elements for Pilot Protected Bicycle Lanes

Cambridge Bicycle Safety¹
April 2017

Cambridge Bicycle Safety suggests that the following three design elements be incorporated into the design of the Cambridge St protected bicycle lane pilot and all other protected bicycle lane designs to come.

1. The protected bicycle lanes need to be physically separated from parked and moving cars along the entire length of the protected lane. This can be accomplished using a range of options from flex posts to pre-cast curbing and planters.

2. Vehicles such as buses, taxis/Uber/Lyft, and delivery vehicles should not need to, or be able to, block or stop in the bike lane. Floating bus stops – where the bus stops in the travel lane and picks up riders from a raised platform – and appropriate signage and physical barriers to prevent disruptive stopping in the bicycle lane should be included. Here is an example from the MassDOT separated bike lane design guide:



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MassDOT Separated Bike Lane Planning & Design Guide

3. Designated loading zones need to be provided elsewhere to make sure that deliveries and passenger pickup/dropoff can take place. Loading zones are crucial for small businesses who depend on deliveries, and they are also important because they provide an alternative to stopping in the bicycle lane.

¹ Cambridge Bicycle Safety (CBS) is a group of Cambridge residents interested in promoting safety for cyclists of all ages and abilities in Cambridge, Massachusetts. <http://www.cambridgebikesafety.org>