



- 1 Dedicated space within roadbed for safe cycling
- 2 Clear markings, barrier treatments/ buffers, and signage

## Provide space for essential workers and others to bike and roll safely while maintaining sufficient physical distance from others.

### CONTEXT

- Multilane streets, streets with wide lanes where demand is high.
- Streets that provide access to hospitals and other essential services; connector routes to parks and other open spaces.

### KEY STEPS

- Convert curbside parking or motor vehicle lane to bike lane. Optional: convert adjacent vehicle lane to passenger or freight loading, or parking.
- Designate start of lane with a barrier and sign, positioned so as not to block cyclists.
- Use reflective barriers such as traffic cones, flexible posts, bollards, plastic barriers, freestanding delineators, or traffic barrels.

**TIMELINE:** Days to plan, hours to implement.

**DURATION:** Days to months.



Credit: City of Toronto

### Toronto, Canada

ActiveTO rolled out new protected bike lanes marked with paint and dividers.

## Planning

- Prioritize filling gaps in existing bike networks, transit routes, bike routes awaiting implementation, and streets that already have ridership.
- Consider streets leading to hospitals, key health destinations, or along key transit routes to improve safety, especially for essential workers.
- Consider vehicle lanes adjacent to shared-use paths, roads, parks, or waterfronts.

## Engagement

- Partner with community groups, social service providers, bike coalitions, and bike shops; reach workers through employers.
- Ask stakeholders and advocates to place flyers, circulate notices to local/hyper-local online networks, or safely contact local residents.
- Tap community groups to identify key obstacles or issues affecting design or segment length.

## Design + Implementation

- Use light separation materials to separate bike and roll lane from other lanes.
- Use heavy separation at endcap locations and other sensitive points (e.g. major intersections, T-intersections).
- If parking lane exists, move away from curb or prohibit parking to make protected bike lane; 'floating' parking can provide additional protection for cyclists.
- Place signs on movable barriers at beginning of bike and roll lane, major intersections, and other high-volume turn locations.
- Use typical temporary lane control signs (Lane Closed Ahead, Right Lane Ends, or local equivalent) ahead of vehicle closure.
- Use temporary signs and markings to indicate where to bike or park.
- For recovery planning, upgrade from temporary to permanent materials. See [Urban Bikeway Design Guide](#).

## Monitoring

- Key criteria: number and percent change in demand; use an automated device, such as a tube counter, to collect counts.
- Check placement of equipment daily for the first few weekday and weekend days, then weekly.



Credit: madisonbikes.org



Credit: Kledina Skendo

### Madison, WI, USA

Madison added new bike lanes using freestanding delineator posts and closure signs mounted on traffic barricades to support more space for active recreation while maintaining physical distance between users.

### Tirana, Albania

Tirana converted parking lanes into protected bike lanes using plastic flexible delineator posts and yellow paint markings.