

- 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

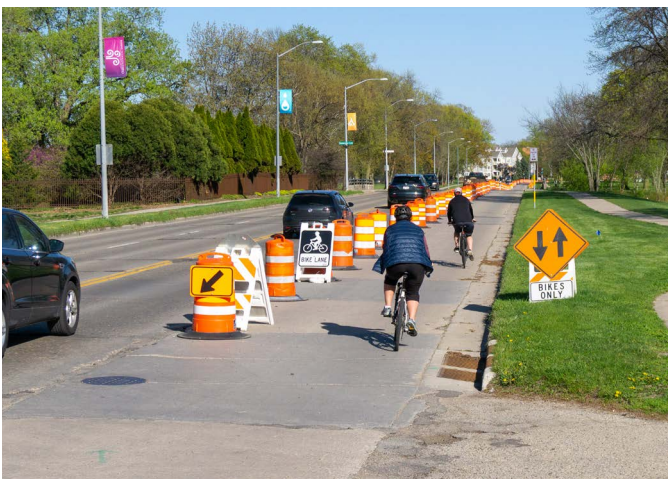
- Partner with community groups, social service providers, bike coalitions, and bike shops; reach workers through employers.
- Ask stakeholders and advocates to place flyers, circulate notices to local/hyper-local online networks, or safely contact local residents.
- Tap community groups to identify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