

Typical Use

- Bicycle boulevards should not be used on roadways that have a posted speed greater than 25 mph.
- Bicycle boulevards are typically used on neighborhood streets or streets with low traffic and speeds.

Design Features

- Sharrow markings are typically placed in the center of the travel lane.
- If sharrows are placed next to parking, markings should be 3-4 feet from the parking lane, outside of the door zone.
- Markings should be placed after intersections and spaced at 250-foot intervals.

Further Considerations

- May need to consider modifying signal timing to induce a bicycle friendly travel speed.
- A “Bikes May Use Full Lane” should be installed to further educate all roadway users.

Materials & Maintenance

- Shared lane markings should be inspected annually and maintained accordingly.



Bicycle Boulevards and Sharrows

Bicycle boulevards (Class III Bikeways) are streets with low motorized traffic volumes and speeds and are designed to give bicycle travel the priority. Bicycle boulevards use signs, pavement markings, and speed and volume management to discourage speeding.