

Bicycle Transportation Best Practices

Priority Recommendations • Western Nevada County

INFRASTRUCTURE

- **Separated Bike Lanes (reduces collisions by 50%)**
 - **Best Practice:** Use striping, delineators, or flexible posts to separate bike lanes from traffic
 - **Best Practice:** Prioritize separation on corridors with speeds ≥ 35 mph
- **Reduce intersection conflicts between bikes and vehicles**
 - **Best Practice:** Use green pavement markings through conflict zones
 - **Best Practice:** Pair with bike boxes at intersections
 - **Best Practice:** Use corner islands, turn wedges, or medians to slow turning vehicles
 - **Best Practice:** Maintain bike lane separation through intersections — no forced merges into traffic
- **Narrower Lane Widths (“Lane diets” reduce speeds=reduced collisions)**
 - **Best Practice:** Narrow vehicle travel lanes on key bicycle corridors to reduce vehicle speeds
 - **Best Practice:** Use reclaimed space for separated bike lanes or buffers
 - **Best Practice:** Apply green markings to clearly designate bicycle space
- **Shared Vehicle/Bike Lane.** **Best Practice:** “Bikes May Use Full Lane” signage

COST-EFFECTIVE OPPORTUNITIES

- **Repaving and Restriping Projects – Revise designs for these best practices**
 - **Best Practice:** Widen shoulders or add bike lane space
 - **Best Practice:** Correct pavement edge drop-offs and surface defects
 - **Best Practice:** Add green markings and separation features as part of design
 - **Best Practice:** Continue protected bike lanes through intersections — no forced merges
 - **Best Practice:** Use consistent, countywide pavement markings and signage

SIGNALS & INTERSECTIONS

- **Leading Pedestrian/Bicyclist Interval (LP/BI) Signals**
 - **Best Practice:** Provide cyclists a 3–7 second head start before parallel vehicle traffic (California law allows bikes to proceed on a leading pedestrian walk signal)
 - **Best Practice:** Install at high-volume intersections on pedestrian and bicycle corridors
- **Bike Boxes at Intersections**
 - **Best Practice:** Designated cyclist waiting area placed ahead of vehicle stop line
 - **Best Practice:** Pair with LP/BI signal for maximum protection

MAINTENANCE & STANDARDIZATION

- **Consistent Maintenance**
 - **Best Practice:** Sweep bike lanes at least monthly on arterials; immediately after storms or incidents
 - **Best Practice:** Address shoulder, pothole, and pavement edge drop-offs promptly
- **Standardized Markings & Signage**
 - **Best Practice:** Apply uniform markings and signage countywide
 - **Best Practice:** Refresh markings on the same cycle as vehicle lane markings