PEDESTRIANS AND BICYCLISTS

Install Bicycle Boulevard

A bicycle boulevard is a low-speed street optimized for bicycle travel by using traffic calming, signage, and pavement markings to prioritize bicyclist movement while discouraging through traffic by motor vehicles.

Implementation Strategy

How and Where to Apply

- Bicycle boulevards are applied to low-volume, low-speed local or collector streets that run parallel to major corridors or connect key destinations such as schools, parks, and commercial centers.
- Ideal candidate routes are continuous, have few stop signs or traffic signals, and intersect with major streets where enhanced bicycle crossing improvements can be added (e.g., median refuges, curb extensions, HAWK signals).
- Best suited for low-volume local streets that parallel major corridors; avoid where traffic volumes or speeds are too high to be managed with calming alone.

Use in a Safe System Approach

Installing bicycle boulevards supports the Safe Road Users element by recognizing human mistakes and vulnerability. Traffic calming and priority treatments add redundancy and reinforce that death and serious injuries are unacceptable.

Key Stakeholders

State DOTs, MPOs, bicycle advocacy groups, community associations, safety advocacy groups, engineering consultants, active road users.

Proactive Implementation

Bicycle boulevards can be proactively identified through active transportation plans, public input, or network gap analyses. Implementation often occurs alongside Safe Routes to School, Vision Zero, or local bike master planning efforts, particularly in communities aiming to increase bicycle mode share or reduce neighborhood cut-through traffic.

Countermeasure Overview

Objective: Reduce bicycle crashes along roadways.
Strategy: Provide safe roadway facilities for parallel travel.

Selected Related Countermeasures

- CM1 Install Speed Humps
- CM2 Install Bicycle Wayfinding Signage
- CM3 Enhance Bicycle Crossings at Arterials

Cost: $$ (Moderate)
Service Life: 20 years
Benefit-Cost Ratio: 2.2:1

Targeted Solution

CONTRIBUTING FACTORS	▪ Limited visibility ▪ Driver distraction/ inattention ▪ Failure to yield
TARGET CRASH TYPE	▪ Bicyclist ▪ Crossing-related
ROAD FACILITY TYPE (ARTERIAL, COLLECTOR, LOCAL)	▪ N/A
AREA TYPE	▪ Urban ▪ Suburban

Safety Linkage

NCHRP 500 Series	Pedestrians and bicyclists
SAFE SYSTEM APPROACH	Safe Road Users
AASHTO'S TOWARD ZERO DEATHS	Safer Vulnerable Users
SAFE SYSTEM ROADWAY DESIGN (TIER 1, TIER 2, TIER 3, TIER 4)	Tier 1

Bicycle Boulevard. Source: VHB.

Safety Benefits

63%

Reduces vehicle-bicycle crashes and all severity levels on urban and suburban roads (CMF ID: 3092)

Resources

- NACTO Urban Bikeway Design Guide
- FHWA Small Town and Rural Multimodal Networks Guide
- FHWA Separated Bike Lane Planning and Design Guide
- ITE Designing Walkable Urban Thoroughfares