

Huntsville MPO Bicycle Plan

Bicycle Infrastructure

Some or all of these treatments will be considered when making recommendations for growing the Huntsville MPO's bicycle network.

Place a sticker on one or two infrastructure improvements you would like to see.

Bicycle Facilities

The following facility types can make biking and using micromobility modes like scooters safer and easier.

Standard Bike Lanes

Bike lanes provide a designated lane for bicyclists. They are typically 5 to 6 feet wide and include white striping, bike symbol markings, and signage. Green paint can be used at intersections or other potential conflict zones. Striped buffers are recommended in most situations.



PLACE YOUR STICKER HERE

Buffered Bike Lanes

Buffered bike lanes are similar to standard bike lanes, but they include additional striping that creates a buffer (18 to 36 inches) between motorists and bicyclists.



PLACE YOUR STICKER HERE

Separated Bike Lanes

A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.



PLACE YOUR STICKER HERE

Two-Way Cycletrack

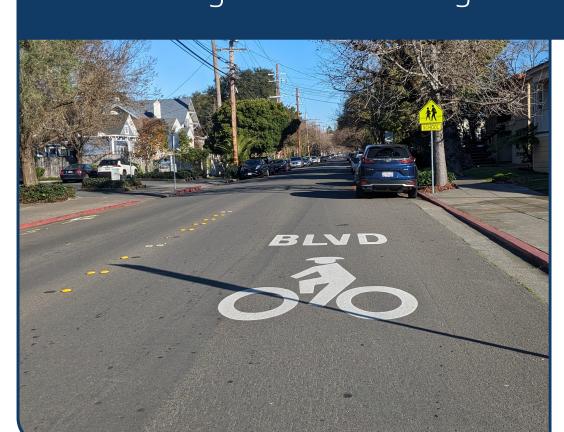
Two-way cycletracks are applicable in areas of high demand where it may not be desirable to have a shared facility for bicyclists, pedestrians, and runners. Cycletracks can be constructed by reallocating space on roadways, especially where there is excess capacity.



PLACE YOUR STICKER HERE

Bike Boulevard

Bike boulevards (sharrows) are recommended on low-speed (< 25 MPH), low-volume (< 3,000 average annual daily traffic) streets that may not have enough right-of-way, demand, or pavement width for a separated facility. Traffic calming and raised crossings are recommended along bike boulevards.



PLACE YOUR STICKER HERE

To learn more about the project, visit: huntsvillempo.org/bike-rocket-city



























