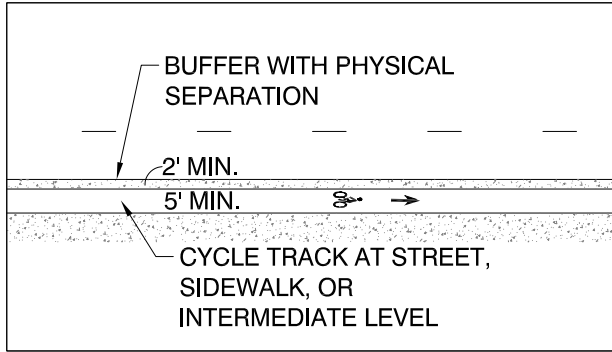
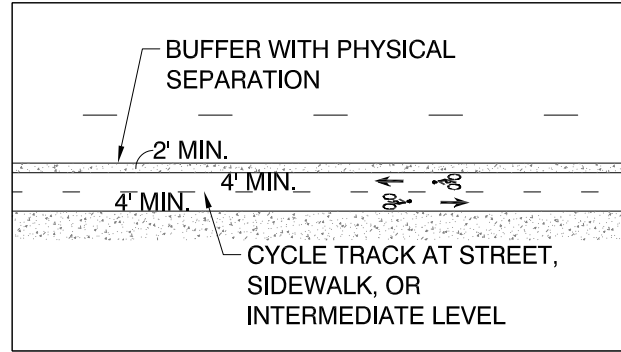


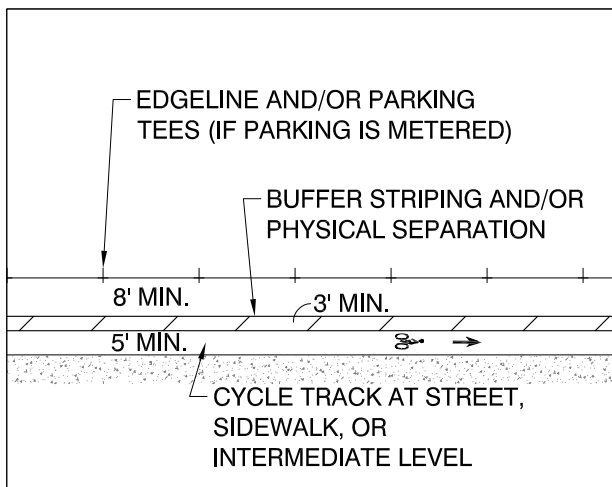
**ONE-WAY CYCLE TRACK WITH  
NO ADJACENT PARKING**



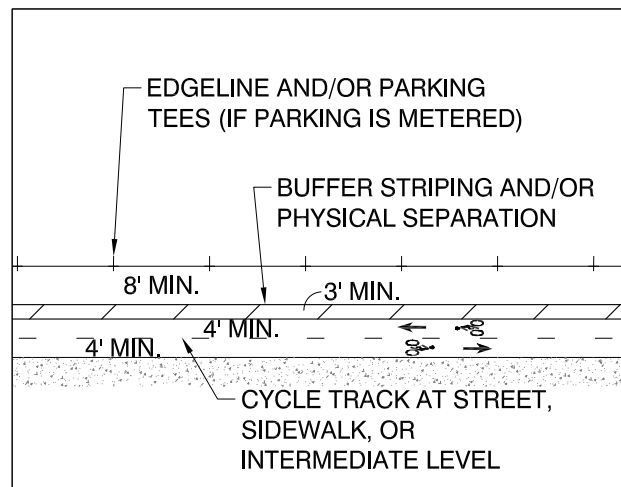
**TWO-WAY CYCLE TRACK WITH  
NO ADJACENT PARKING**



**ONE-WAY PARKING  
SEPARATED CYCLE TRACK**



**TWO-WAY PARKING  
SEPARATED CYCLE TRACK**



**NOTES**

1. This detail provides basic minimum desirable widths for cycle tracks, cycle track buffers and adjacent parking lanes (if present). These minimum dimensions should be exceeded in all but the most constrained conditions. How to distribute additional available width between these elements is context sensitive and should be determined using engineering judgement and the criteria below.
2. If existing gutters or drainage inlets protrude into the cycle track such that there is a longitudinal seam within the bikeway, and these structures cannot be reconstructed to move the seam out of the bikeway, the affected bike lane direction (if two-way) should be widened such that the rideable surface clear of the seam is at least 4-ft wide.
3. Where high bicycle volumes are expected, the cycle track should be 7-feet or wider in each direction, to allow for passing and/or side-by-side riding.
4. For parking separated cycle tracks, striped buffer areas may be widened and any vertical separation should include regular breaks to provide access to parked vehicles.
5. At accessible parking and loading zones, the striped buffer shall be 5-foot wide (min.) to provide an access aisle connecting to a crosswalk and/or curb ramp per ADA guidelines. The access aisle should be at the same grade as the cycle track and the cycle track may be narrowed to 4 feet (if necessary) for the length of the access aisle.
6. The width between the curb and any vertical separation elements should be at least the fleet maintenance vehicle width.

NOT TO SCALE



**CITY OF OAKLAND**

DEPARTMENT OF TRANSPORTATION | SAFE STREETS DIVISION  
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**SEPARATED BIKE LANE  
(CYCLE TRACK)  
MINIMUM WIDTHS**

**CROSS-SECTION  
DETAILS**

SCALE: NTS

DWG. NO.

DATE: MAR 2021

CS-4