

Bicycle Facilities

Louisville is creating an all ages and abilities citywide network; a network that meets the needs of our neighborhoods, businesses, and helps make our streets safer for everyone. We help you understand what the symbols and new infrastructure mean below.



Sharrows

Shared Lane Markings (SLMs), or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street and recommend proper bicyclist positioning.



Bike Lane

A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists.



Buffered Lanes

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.



What is a Contra-Flow Bike Lane?

Contra-flow bicycle lanes are bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only. Contra-flow lanes are separated with yellow center lane striping.



Left-Side Bike Lanes

Left-side bike lanes are conventional bike lanes placed on the left side of one-way streets.



Shared-Use Path

A shared-use path serves as part of a transportation circulation system and supports multiple recreation opportunities, such as walking, bicycling, and inline skating. Shared-use-paths are physically separated from motor vehicular traffic with an open space or barrier.



Bike Box

A Bike Box is a new road treatment being installed at select intersections around the city. The boxes create a safe space for cyclists to stop while waiting for the light to change at busy intersections. Bike Boxes were designed with motorists in mind. They make it easier to see cyclists, by moving them out of your blind spot and into a highly visible area.



Two-stage Turn Queue Box

Location: 6th St at W Kentucky St.

Description: Two-stage turn queue boxes offer bicyclists a safe way make left turns at multi-lane signalized intersections from a right side cycle track or bike lane

More information: <http://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/two-stage-turn-queue-boxes/>



Green Bars in Mixing Zone Areas- Right Turn Lanes

Locations: 6th St. and Jefferson, 6th St. and Muhammad Ali, 6th and Broadway

Description: Color pavement markings are used to bring attention to an area of roadway where regulatory controls are sending clear messages to motorists and cyclists about expected behavior. Color pavement markings and changing patterns in the roadway catch the attention of the alert and informed traveler. There are now instances where green color is used to help define exclusive areas for people bicycling. Also, Louisville is highlighting mixing areas at right turn lanes where motorists can cross over the bike lane at the green bar treatment that is outlined with white skipped marks. For more information: <http://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/colored-bike-facilities/>

If you are approaching an intersection that has green bars that are outlined with white skip marks this is what you need to know:

When You Drive:

- When you prepare to cross a green skipped bars, always signal, check your blind spot, and yield to bicyclists in the mixing area.
- If there aren't any cyclist, make your transition into the right turn lane over the green bars that are outlined with white skip marks

When You Bike:

- Green colored pavement and white dotted lines are a reminder that you can expect to encounter a right turning motorist.
- Approach intersections cautiously, and assume that turning or merging vehicles do not see you.
- When approaching the mixing area, look behind you to check for right-turning motor vehicles.



Bike Detectors

Place your bicycle tires on this marking which will help turn a red light to a green light. Inductive loop sensors, commonly used for detection of traffic at demand-actuated traffic signals, can be configured and adjusted to detect bicycles with metal rims.



Bike Counters

Bike counters appear on our roadways as two Pneumatic TUBE sensors laid over the road or the bicycle lane, perpendicular to traffic flow. The system automatically monitors the speed and distance between the two bicycle wheels. Thanks to this information, the Pneumatic TUBES sensors are able to extract directional data, discriminating bicycles from motorized vehicles in mixed traffic, extract directional data and accurately count the number of cyclists in a group.

Popular Questions

Can I ride my bike on the sidewalk?

No person over 11 years old shall operate a bicycle on any sidewalk in Louisville Metro, and nobody of any age shall ride on the sidewalk downtown. This does not apply to officers of Louisville Metro Police Department or Downtown Management District Cleaning and Safety Team personnel. Please click [here](#) for more information.

Can I park my car in the bike lane?

No person shall operate a motorized vehicle on a designated bike path or bike lane.

Can I drive my car in the bike lane?

No person shall operate a motorized vehicle on a designated bike path or bike lane.