

# Advisory Bike Lanes

Advisory bike lanes are used on streets that are too narrow for dedicated bike lanes. Advisory bike lanes look like dedicated bike lanes, except a dashed line is used in place of a solid bike lane stripe. A dashed line signals to drivers that they may drive in the bike lane space when a bicyclist is not present.

Advisory bike lanes do not narrow the travel lanes or reduce the amount of roadway space that can be used by motor vehicles.

Advisory lanes bring greater awareness to the roadway as shared space and can help to reduce vehicle speeds and improve roadway safety.

Advisory bike lanes can be found on Wooddale Avenue, between W. 50th Street and Valley View Road, and on W. 54th Street, between France Avenue and Minnehaha Boulevard.

## When you drive:

- Drive as you would on any road without a center stripe, staying to the right of oncoming traffic.
- It is OK to drive in the advisory lane when a bicycle is not present.
- If a bicycle is in the advisory lane, move to the left, fully into the center area, to pass.
- If there is oncoming traffic in the center area, hang back behind the bicyclist until it is safe to pass.
- When passing, state law requires motorists to leave at least three feet of distance between their vehicle and the bicyclist.

## When you bike:

- Watch for motorists driving in or merging into the advisory lane.
- Always use caution and assume that turning or merging motor vehicles may not see you.
- When leaving the bike lane (such as to make a left turn) look behind you and signal your intentions.



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*Motorists may drive in the advisory bike lane when a cyclist is not present. To pass a cyclist, move fully into the center area when safe.*

### Are advisory bike lanes experimental?

Experimentation is a formal process by which the Federal Highway Administration evaluates the safety and efficacy of new traffic control devices. Devices that are shown to be safe, to perform as intended, and to be understood by the general public are eligible to be considered for inclusion in a future edition of the Manual of Uniform Traffic Control Devices, the publication that governs the use of traffic control devices on public streets and highways.

Advisory bike lanes are currently being evaluated in Minneapolis and Edina.

For more information, please call the Edina Engineering Department, 952-826-0371.

