It is along street segments where the separation and protection methods of cycle tracks offer more comfort than conventional bicycle lanes, and are more attractive to a wide spectrum of the public.

Separation Methods
Physical barriers and can include bollards, parking, a planter strip, an extruded curb, or on-street parking.

One-Way Cycle Tracks
One-way cycle tracks are configured with two separate bikeway treads on each side of the street, traveling in the direction of adjacent general purpose travel lanes.

Two-Way Cycle Tracks
Two-way cycle tracks allow bicycle movement in both directions on one side of the street.
**Cycle Track Design Best Practices**

**Cycle Track Intersections**

- Furnishings and other features should accommodate clear visibility to and from all driveway crossings.
- Openings in the barrier or curb are needed at driveways or other access points to allow vehicle crossing.
- Street level cycle tracks should indicate potential conflict areas with dotted lane lines, colored pavement, and signs.

**Driveways**

At driveways and crossings of minor streets bicyclists in the cycle track have priority over turning vehicles.

- Short turn lane lengths encourage slower motor vehicle travel speeds.
- Yield marking and signage indicates bicyclist priority in the mixing zone.
- Potential conflicts are negotiated in advance of the intersection.

**Mixing Zones**

A cycle track mixing zone is a shared lane intended for use by bicyclists and turning motor vehicles.

**Major Street Crossings**

Cycle tracks approaching major intersections must minimize and mitigate potential conflicts with turning motor vehicles.

- Demand-only bicycle signals can be implemented to reduce vehicle delay and to prevent an empty signal phase from regularly occurring.
- Turns from cycle tracks may be protected by a parking lane or other physical buffer.
- Consider using colored pavement inside the box to further define the bicycle space.

**Two Stage Turn Box**

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

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**Onward!** Providing more travel choices helps improve overall mobility in Calgary’s transportation system.

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**THE CITY OF CALGARY**
Cycle Track Design Best Practices

Transit Stops

Waiting passengers should be accommodated outside of the cycle track path.

Cycle tracks at transit stops are meant to prioritize both bicycling and transit efficiency by reducing conflicts in the roadway.

Signal Detection

Bicycle detection is used at actuated signals to alert the signal controller of bicycle crossing demand on a particular approach.

Bicycle Signal

Bicycle signal heads use standard three-lens signal heads in green, yellow, and red, with a bicycle symbol lens cover.

Bicycle detection marking symbol

In cycle track loop detection

1/2 size near-side bicycle signal for greater visibility

Visual variation in signal head housing may increase awareness

Bicycle signals must utilize appropriate detection and actuation

Transit Stops

Cycle track buffer adjacent to disabled parking spaces must provide for loading and maneuverability of people in wheelchairs or other mobility devices.

Accessible Parking

Curb ramp located near accessible parking spaces

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Cycle Track Design

Typical Cross Sections

Convert one lane of motor vehicle travel to a two way cycle track on the right side of the road. This should be combined with a one way cycle track on an adjacent street couplet for optimum connectivity. Motorists are accustomed to cyclists being on the right.

Convert one lane of motor vehicle travel to a one way cycle track on the left side of the road. This should be combined with a one way cycle track on an adjacent street couplet for optimum connectivity. Motorists are accustomed to cyclists being on the right.

Convert one lane of motor vehicle travel to a two way cycle track. This scenario is most beneficial when a high number of destinations are located on a particular road.

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Cycle Track Design
Typical Cross Sections

Two Way, Two Lane with Parking

Two Way, Multi-Lane Road

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Cycle Track Design

**Typical Intersections**

**Two Way Cycle Track**
At the intersection with another two way cycle track two stage turn boxes are provided at the intersection of the cycle tracks for cyclists turning left.

**Right Side Cycle Track**
At the intersection with a two way cycle track a two stage turn box is added for cyclists turning from the one way cycle track to the two way cycle track.

**Left Side Cycle Track**
At the intersection with a two way cycle track a two stage turn box is added for cyclists turning from the two way cycle track to the one way cycle track.

**Transit**
Two stage turn boxes for left turning cyclists are located in either the shadow of the parking or by shifting the crosswalk way from the intersection.

**Cycle Tracks on Two Way Road**
At the intersection with a cycle track a two stage turn boxes are added for each left turn movement at the intersection.

**Cycle Tracks at Bike Lanes**
Two stage turn boxes for left turning cyclists are located in either the shadow of the parking or by shifting the crosswalk way from the intersection.

*NOTE: signalization and night turn accommodations are dependent on traffic volumes*