



Buffered Bike Lanes

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Criteria & Standards

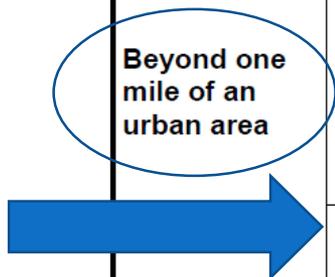
- Table 8.1.1 in PPM
- Chapter 8.4.1 of the PPM
- Urban Buffer maps online at <http://www.dot.state.fl.us/rddesign/PPMManual/BufferMaps.shtm>
- Index 17347

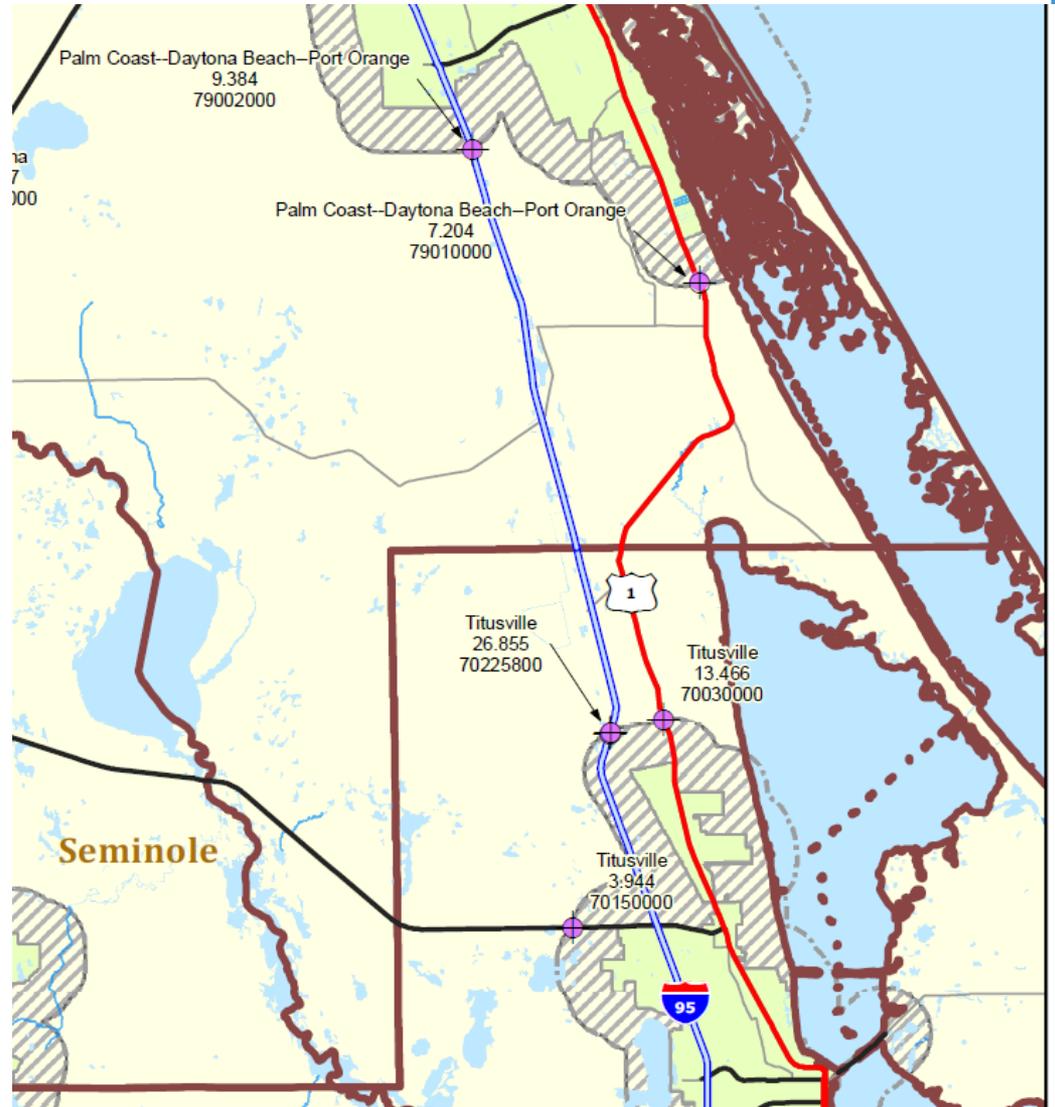
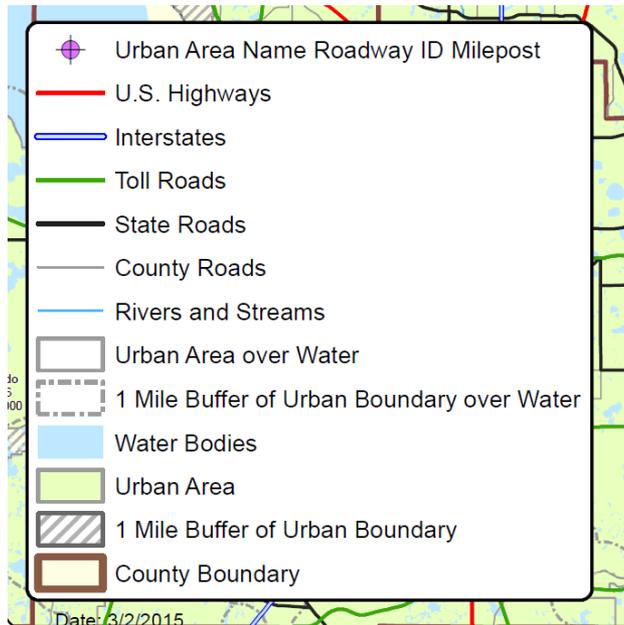


The “big table” – 8.1.1

Table 8.1.1 Bicycle Facilities

Location	Condition	Type of Work		
		New Construction, Reconstruction	Resurfacing, Restoration, Rehabilitation (RRR) ^{1, 2, 3}	Traffic Operations, Intersection Improvements
In or within one mile of an urban area	All	Buffered Bicycle Lane	Buffered Bicycle Lane, Bicycle Lane, Wide Curb Lane, or Shared Lane with Shared Lane Markings (acceptable for posted speed 35 mph or less)	Buffered Bicycle Lane, Bicycle Lane, Wide Curb Lane, or Shared Lane with Shared Lane Markings (acceptable for posted speed 35 mph or less)
Beyond one mile of an urban area	Curb and Gutter	Buffered Bicycle Lane	Buffered Bicycle Lane, Bicycle Lane, Wide Curb Lane, or Shared Lane with Shared Lane Markings (acceptable for posted speed 35 mph or less)	Buffered Bicycle Lane, Bicycle Lane, Wide Curb Lane, or Shared Lane with Shared Lane Markings (acceptable for posted speed 35 mph or less)
	Flush Shoulder	Paved Shoulder	Paved Shoulder	Paved Shoulder





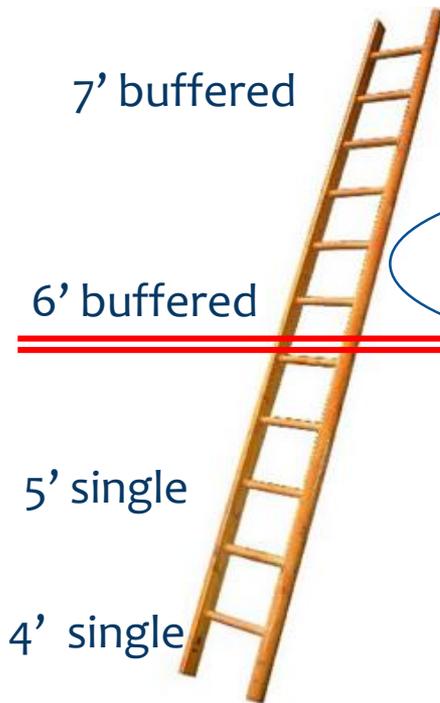
Chapter 8.4.4 – the “ladder”

For new construction or reconstruction projects, both flush shoulder and curb and gutter facilities, the standard width of a buffered bicycle lane is 7 feet. For high-speed urban/suburban arterials with curb and gutter on the outside, the standard width of a buffered bicycle lane is 6.5 feet.

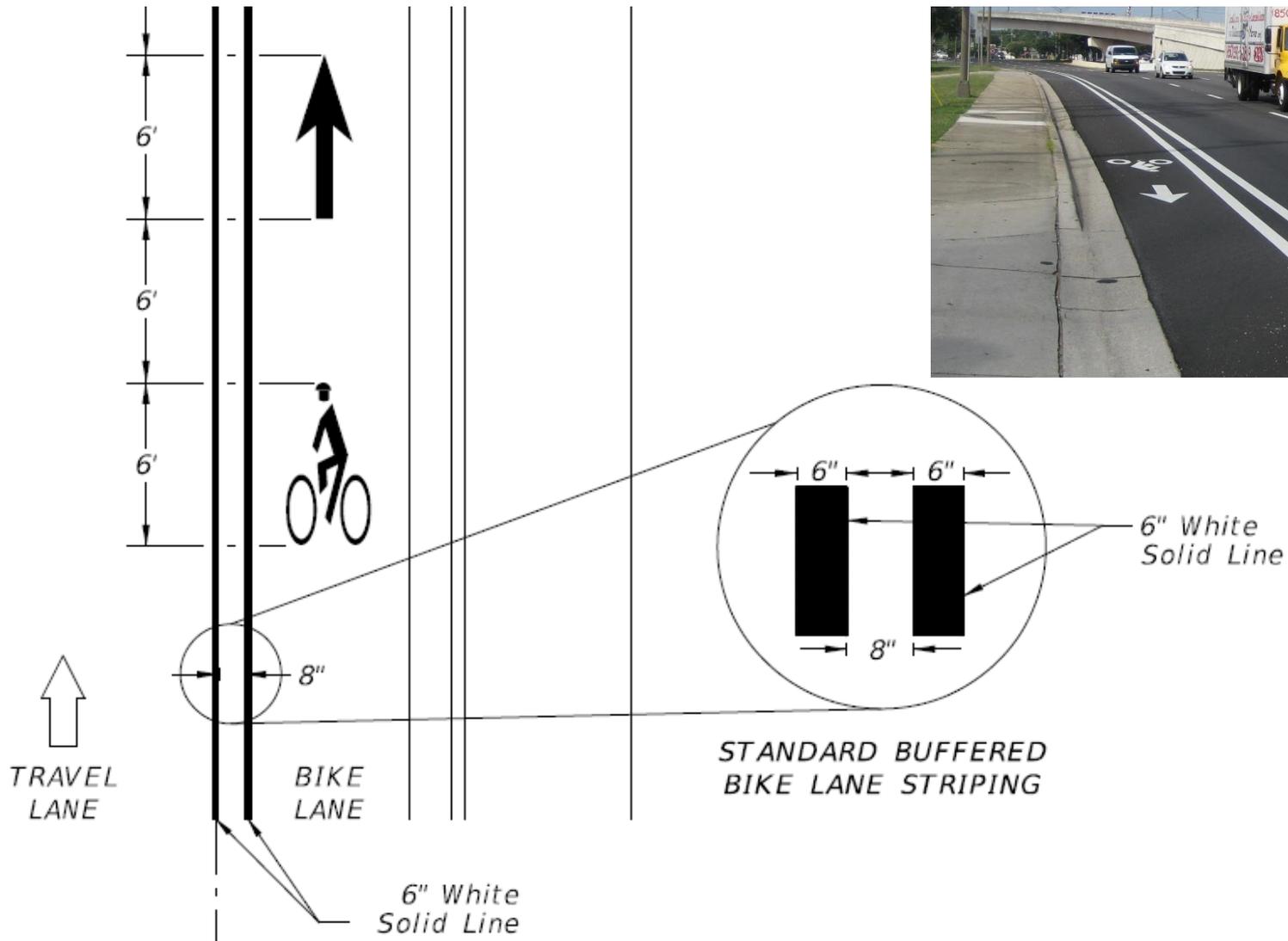
For RRR projects, the distribution of available roadway width may require a bicycle lane other than the standard buffered bicycle lane (refer to **Section 25.4.19.2** of this Volume). When providing a bicycle lane on a RRR project, the options in the order of priority are:

1. 7 foot buffered bicycle lane
2. 6 foot buffered bicycle lane
3. 5 foot conventional bicycle lane
4. 4 foot conventional bicycle lane

The buffer stops here!

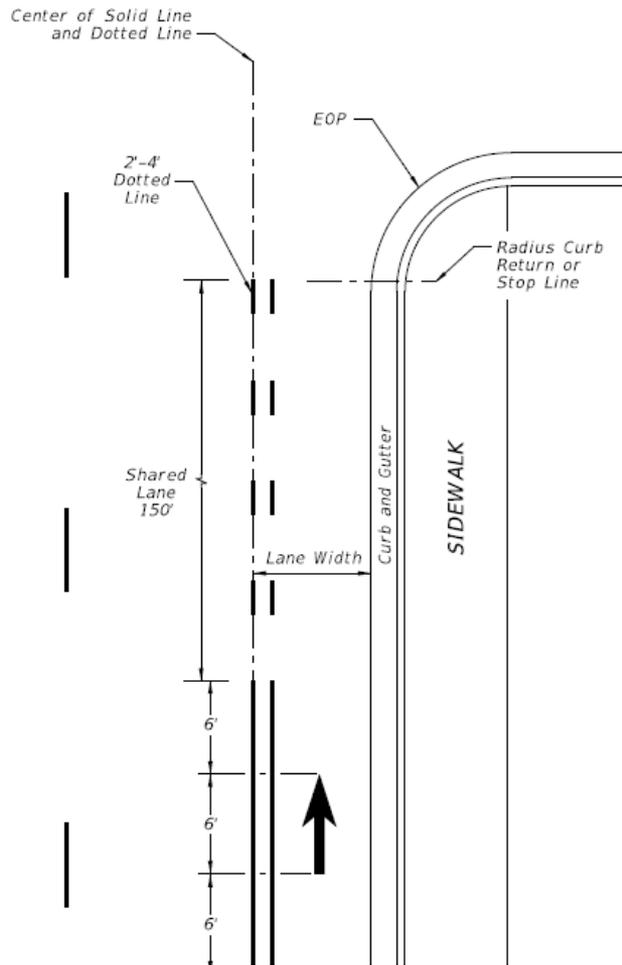


How to draw the buffer...

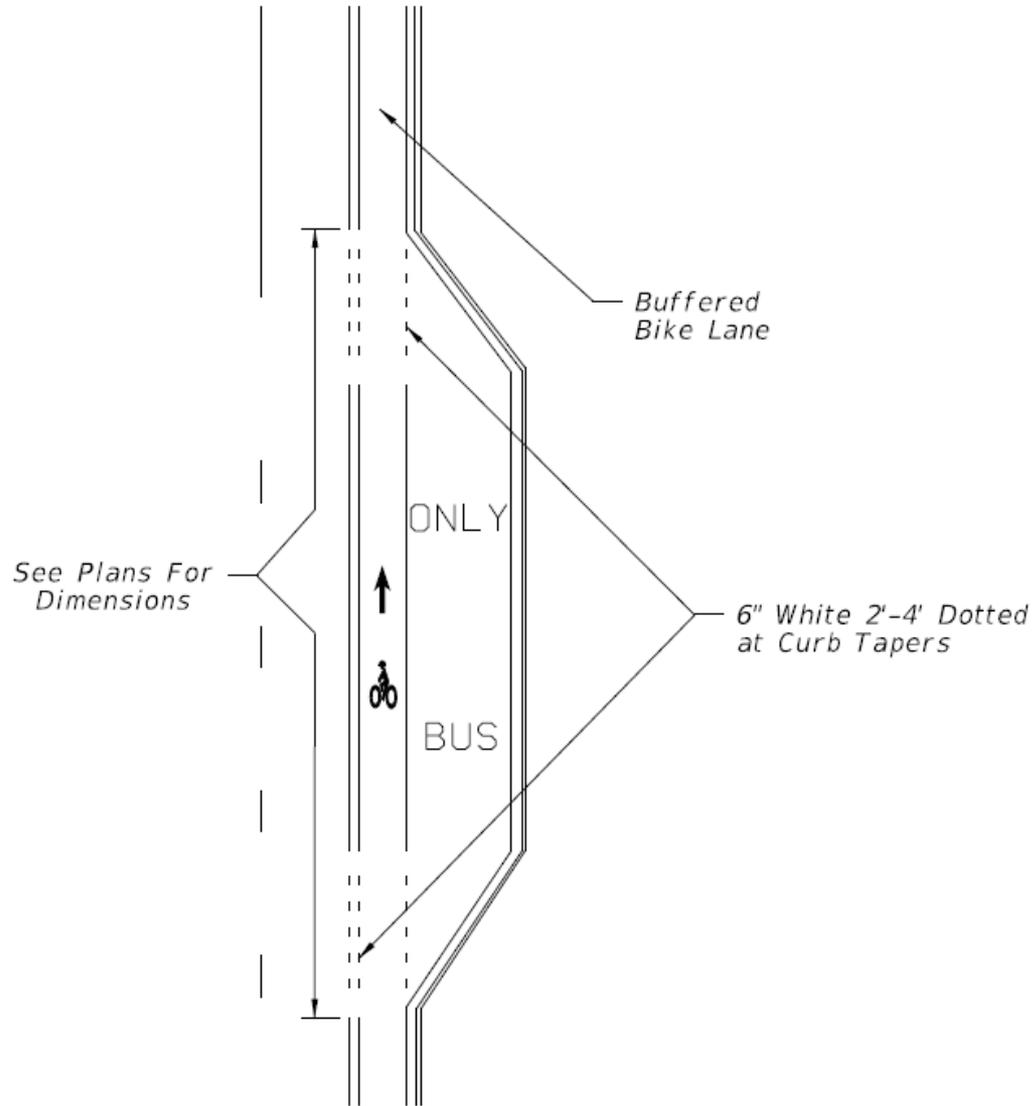


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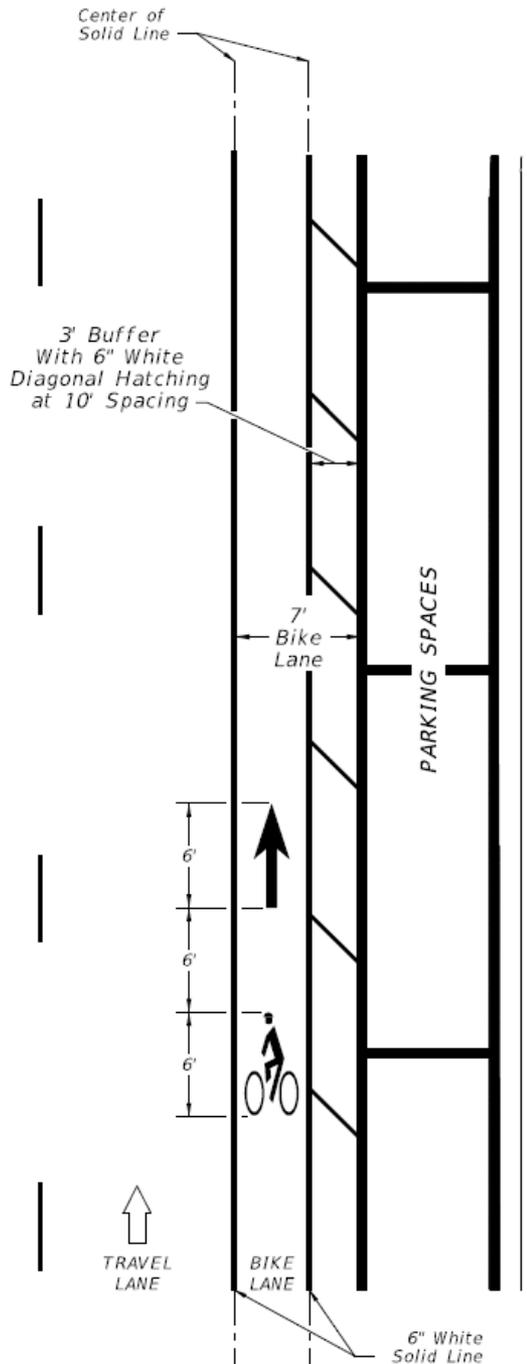
At the intersections...



More on this later...



**BUS BAY DETAIL
CURB AND GUTTER TYPICAL SECTION**



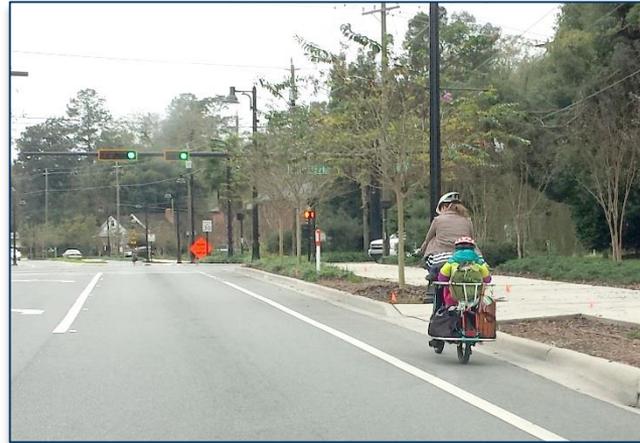
Basic questions

- Are you on-street, or off-street?
 - Off-road is a path
 - On-street is a bike lane, sharrow, or unmarked lane

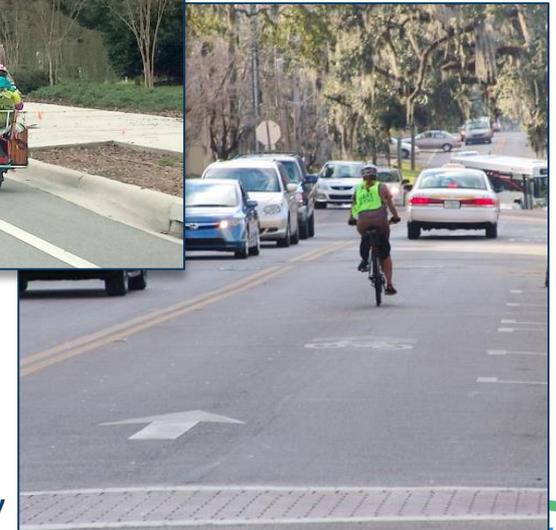
Off-street shared use path



On-street bike lane

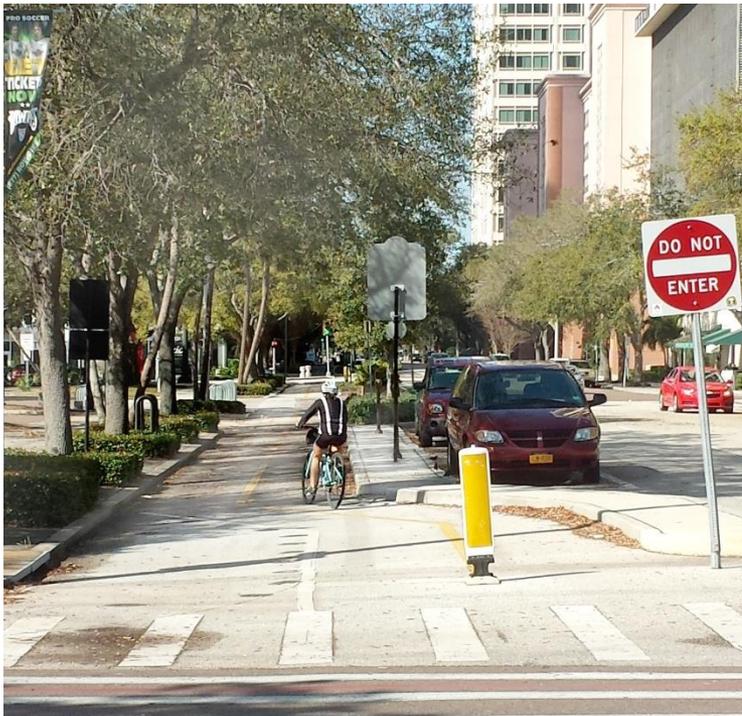


On-street sharrow



- Are you protected, or not protected?
 - Protected means a physical barrier (e.g. a curb)
 - A buffer is NOT a physical barrier

Off-street Protected Cycle Track



On-street Buffered bike lane markings
– NOT protected



- How do we mark a buffer?
 - Common markings
 - FDOT's standard markings

Old buffer markings



New standard markings



A buffered bike lane is not...

- An “off-street” facility (shared use path)
- A “protected/separated” bike lane
- A “cycle track”



**You are either on the street, or not on the street.
Figure out which you are, and design accordingly.**

A buffered bike lane is...

- On street
- Just a bike lane
- At least 6' wide (7' standard)
- But it looks wide enough to drive in...
- The buffer is only there to make it look too skinny to drive in...







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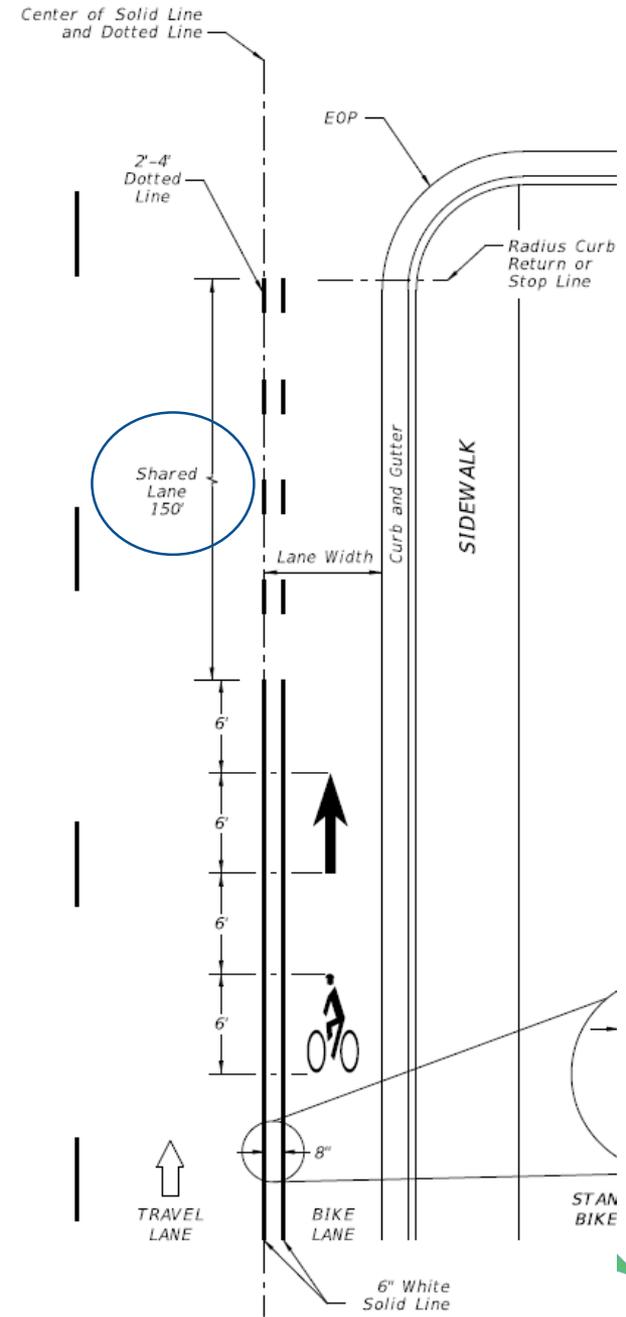
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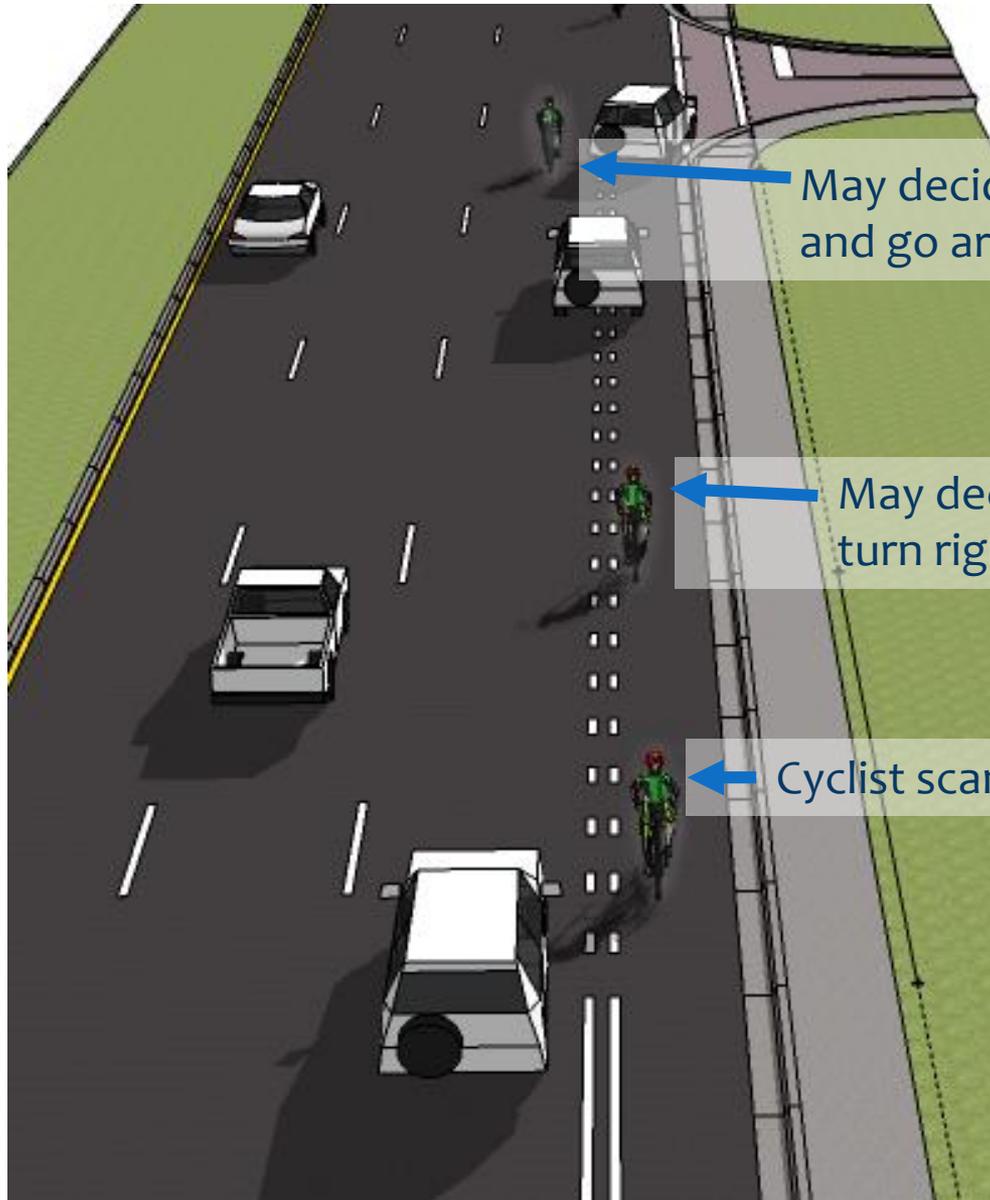
Riding in a bike lane...

- Is riding in traffic
- Cyclists must still understand traffic operations to ride safely
- Is not suitable for children or adults with limited understanding of traffic operating principles
- Example – Intersection treatment



Cyclist scans for right-turning traffic on approach to green signal





May decide to exit bike lane, control travel lane, and go around turning vehicle

May decide to slow and let motorist merge and turn right or...

Cyclist scans for right-turning traffic at dotted lines











Bike lane design

- Think of the bike lane as just a very skinny through-travel lane
- Route through intersections as if it were a through-travel lane
- Ok to discontinue if it cannot be routed logically
- DON'T try to make it into a shared use path!



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