

Buffered Bicycle Lanes

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Overview

- Definition of buffered bicycle lanes
- Purpose/context on the state highway system
- Fowler resurfacing project 429077-2
- Bicycle facilities on the state highway system



Definition

- A buffered bicycle lane (BBL) is designed so that it provides a **more protected and comfortable space** for cyclists than a conventional bike lane and does not have the same **barriers to sight lines** as a Cycle Track – where view of cyclists may be obstructed by parked cars.
- **Wide range** of definitions and designs from across the world.

Buffered bicycle lane

- Does not necessarily incorporate physical protection (curbing, flex-posts, etc).
- Does not receive dedicated traffic control (bicycle traffic signals, etc.).
- **Not the same thing as a cycle track**, which are two-way and typically runs shorter distances and incorporates a physical barrier.

Buffered Bike Lane - Oregon

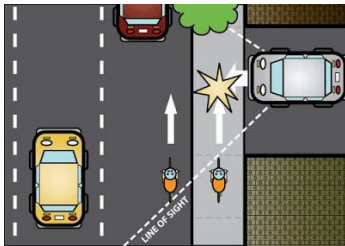


Cycle Track - Clearwater



Myths about bike lanes

- “Most bike crashes occur from behind”
 - WRONG: Most crashes involve turning movements at driveways and intersections. Especially common when riding the **wrong way** (against traffic) and/or **on the sidewalk**.



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Sidewalk riding

- Legal riding space for bicycles, however you accept **rights** and **responsibilities** of a pedestrian. Always yield to pedestrians and **use due care**.
- Riding the wrong way on the sidewalk is usually not illegal but it is a **bad idea**.
- Typically suitable for children, less experienced cyclists and casual/recreational riders.
- If you're in a hurry, you should be in the road.



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Bike Lane riding

- Legal riding space for bicycles, however you accept the rights and responsibilities of a **vehicle**. Obey all traffic control devices.
- Vehicles are prohibited, except in some circumstances.
- Riding the wrong way is illegal.
- Typically suitable for more experienced cyclists and commuters.

Purpose of a BBL standard

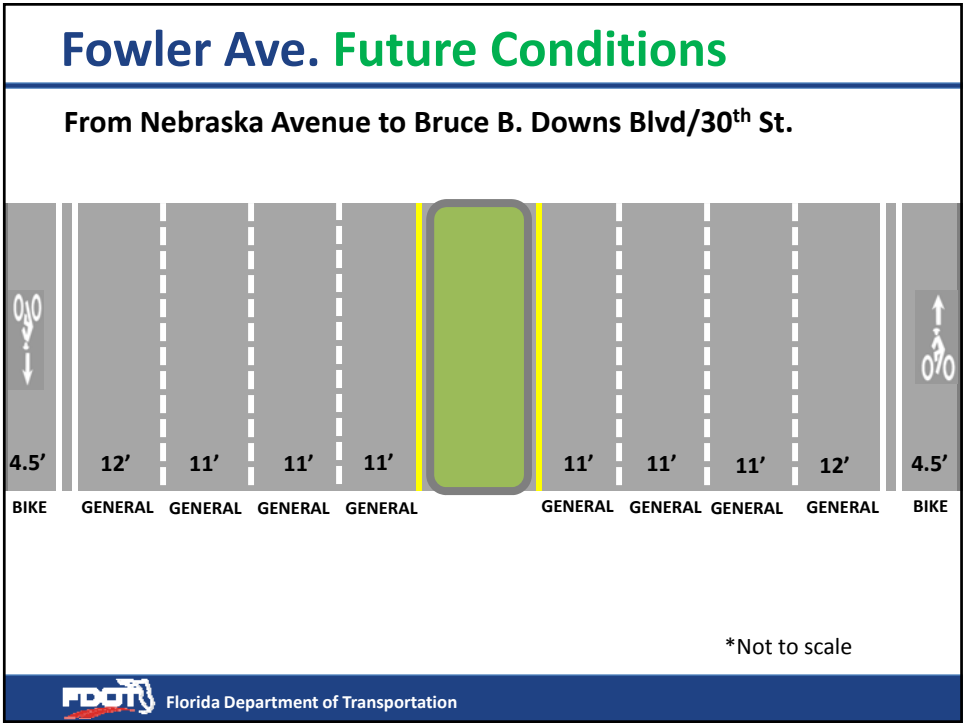
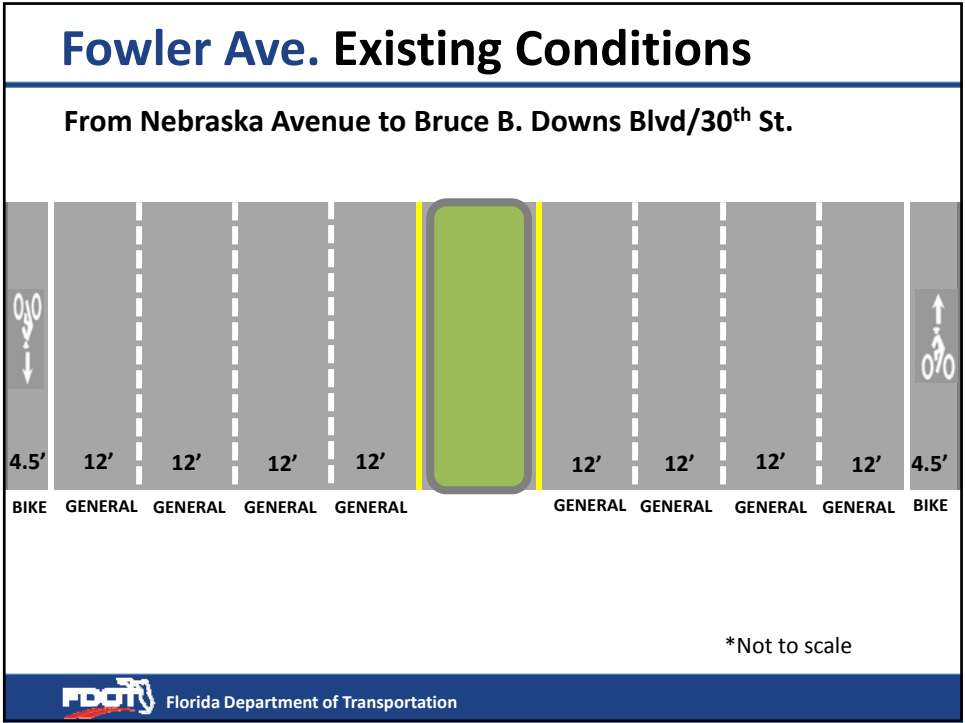
- Encourage proper use and improve safety (both perceived and actual) of on-street bike lanes.
- Provide **another** standard option to existing menu of acceptable facility designs
 - Shared-lane markings (sharrows)
 - Standard 4' bicycle lane
 - **Buffered bicycle lane** ←
 - Shared-use path
- **Feasible** and **implementable** solution to be considered on RRR projects on the state highway system.

Fowler resurfacing project 429077-2

- Nebraska Avenue to Bruce B. Downs Blvd/30th St.
- Routine maintenance project – **limited in scope**
- Median modifications, traffic signal upgrades, ADA improvements.
- Addressing minor pedestrian safety improvements at 15th Street
- Buffered bicycle lane component (pilot)

Fowler resurfacing project 429077-2

- Buffered bicycle lane component (pilot)
 - Pilot design approved by FDOT Central Roadway Design Office
 - 5' designated bicycle lane with 2' striped buffer
 - Consistent with statewide policy discussion
 - **Minimal increase in cost**, absorbed by existing budget.



Fowler resurfacing project 429077-2

- Construction estimated to begin March 2015
- Construction duration approx. 1 year
- Total project cost \$4.8 Million

Thank you

Questions?

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