Rethinking Bike Lane Design Standards:

The Importance of an Operating Concept

(Derived from "Understanding Bicycle Transportation" Workshop)

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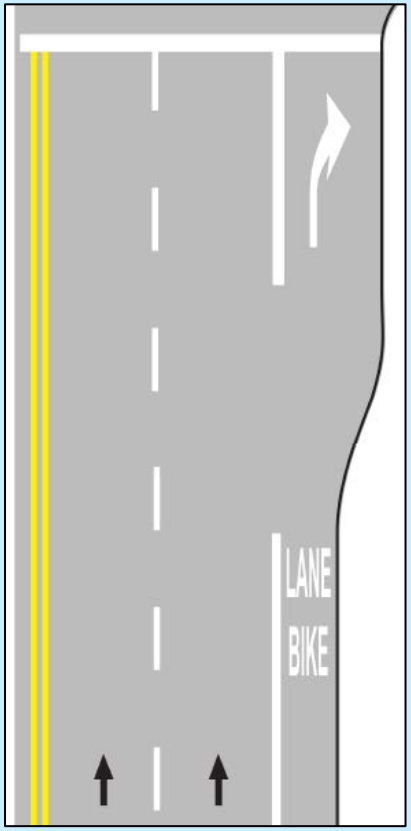
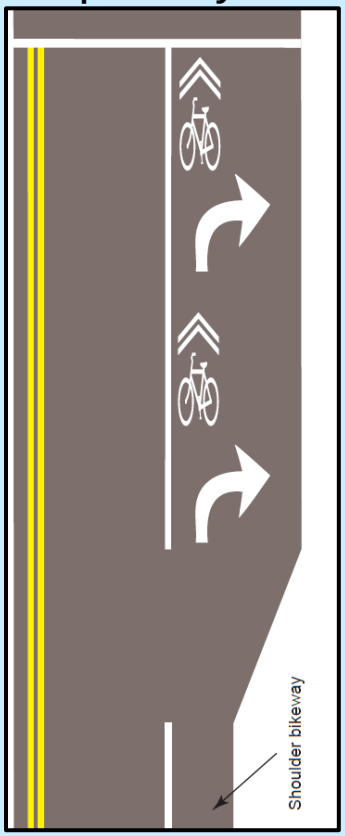
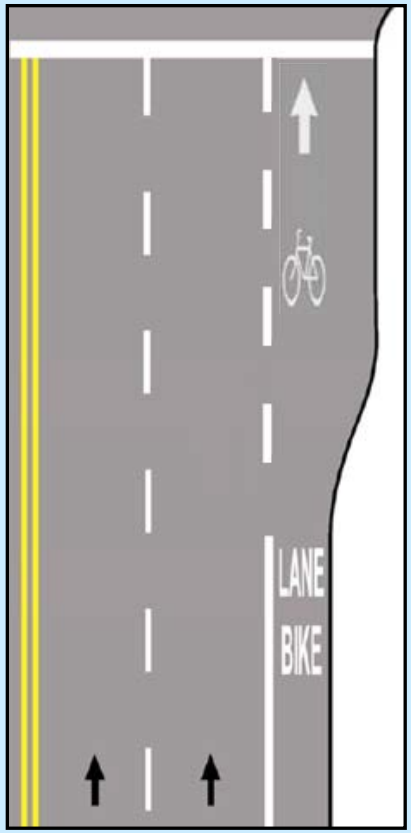
ITE Western/Midwestern District Annual Meeting Rapid City June 30, 2014







Presentation Topics

A. Types of bike lane crashes we can minimize with an Operating Concept for design

B. Why AASHTO *Bike Guide* and MUTCD bike lane guidance doesn't minimize crashes

C. Bike lane designs that reflect bike lane Operating Concept

A. Bike Lane Crashes We Can Minimize

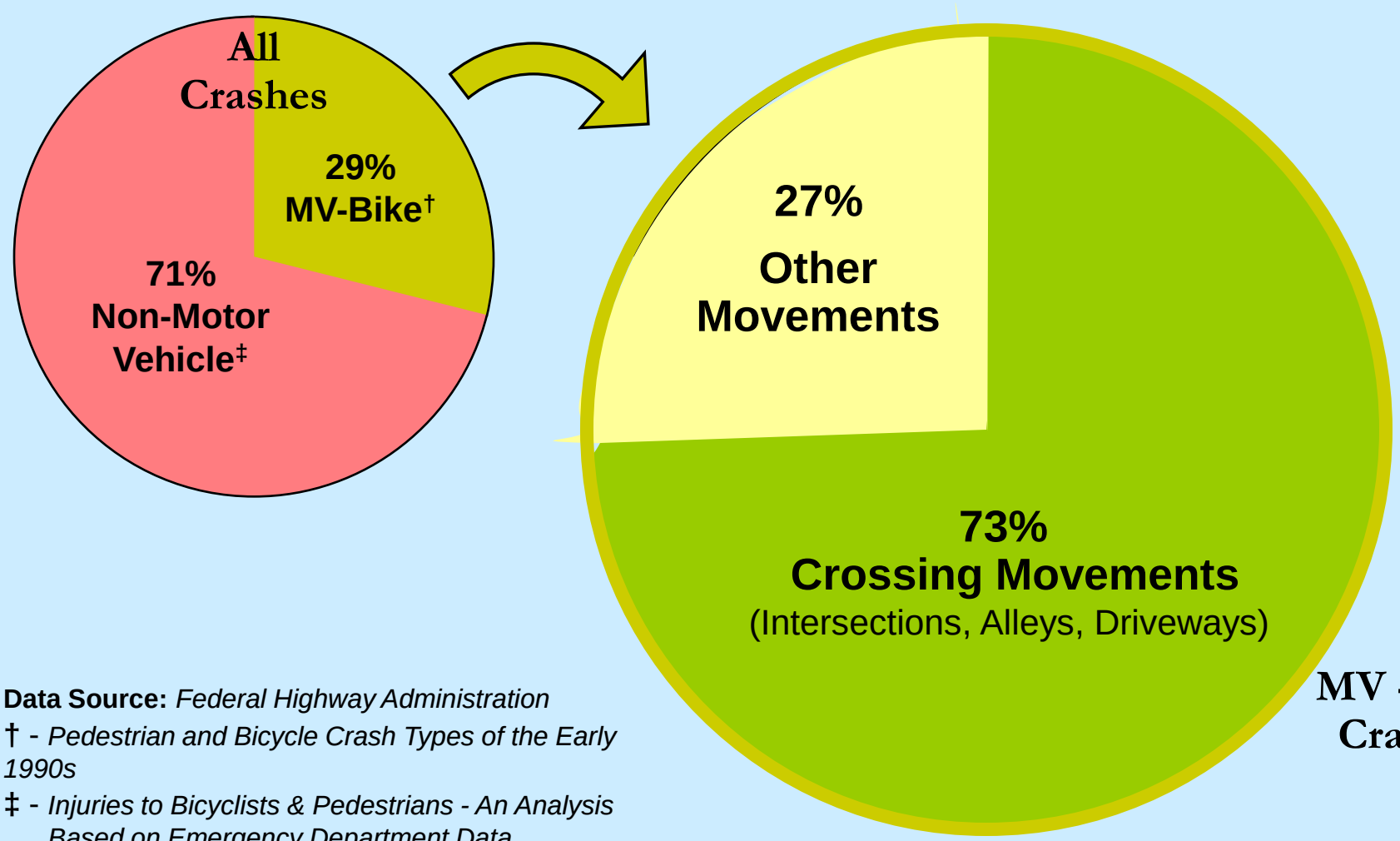
1) **Right Hook – Right turning drivers collide with through bicyclists**

2) **Left Cross – Left turning drivers collide with oncoming bicyclists**

3) **Drive Out – Driver exits driveway/alley without yielding**

4) **Dooring – Vehicle occupant opens door into bicyclist without yielding**

How Bike Crashes On Roads Occur



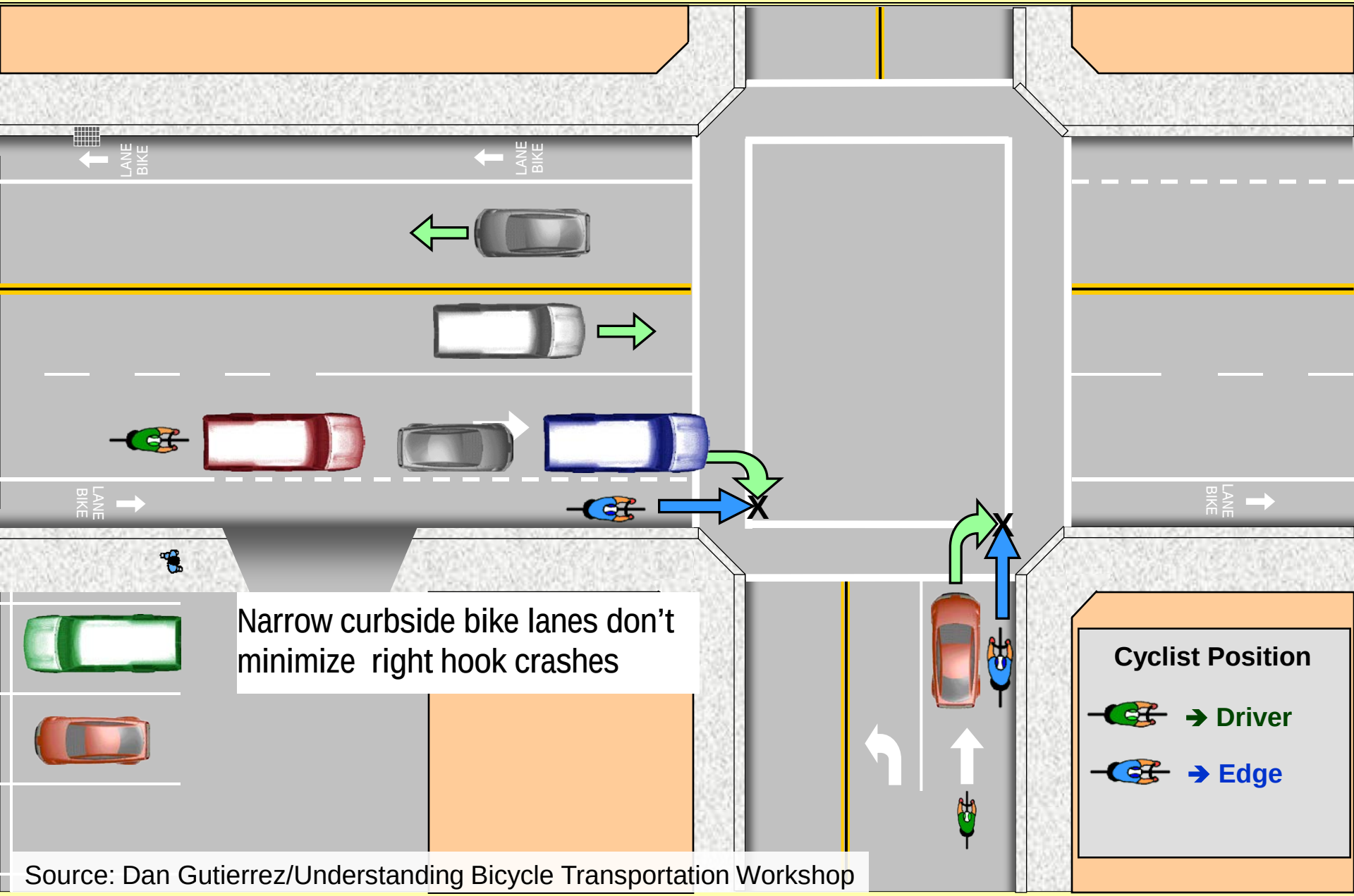
Data Source: *Federal Highway Administration*

† - *Pedestrian and Bicycle Crash Types of the Early 1990s*

‡ - *Injuries to Bicyclists & Pedestrians - An Analysis Based on Emergency Department Data*

73% of car-bike crashes are due to crossing movements

1. Right Hook Crash Risk vs Road Position



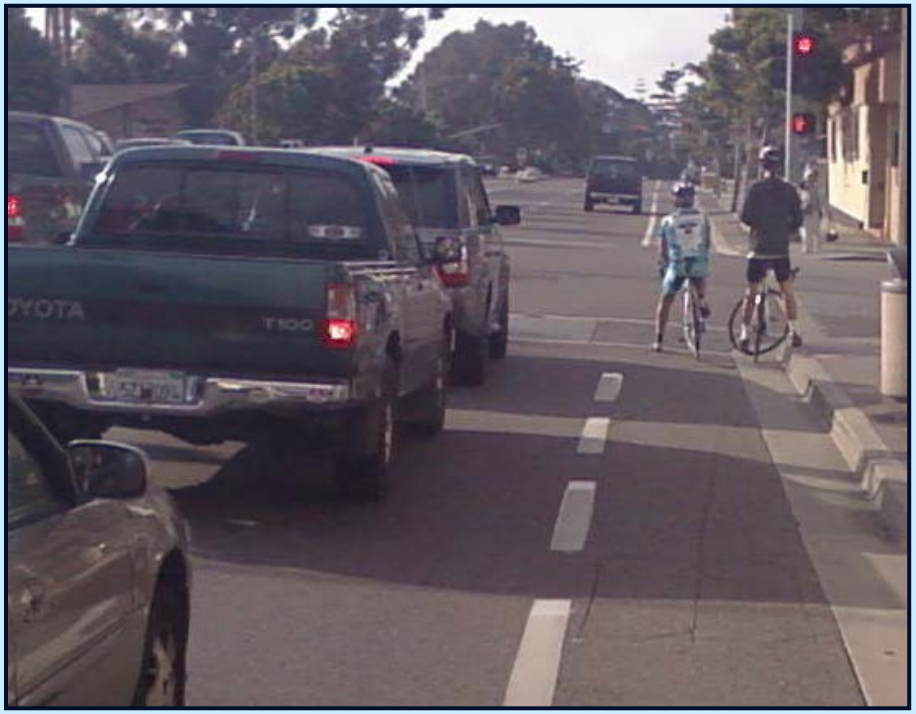
Narrow curbside bike lanes don't minimize right hook crashes

Source: Dan Gutierrez/Understanding Bicycle Transportation Workshop

Two Elements of Right Hook Crashes

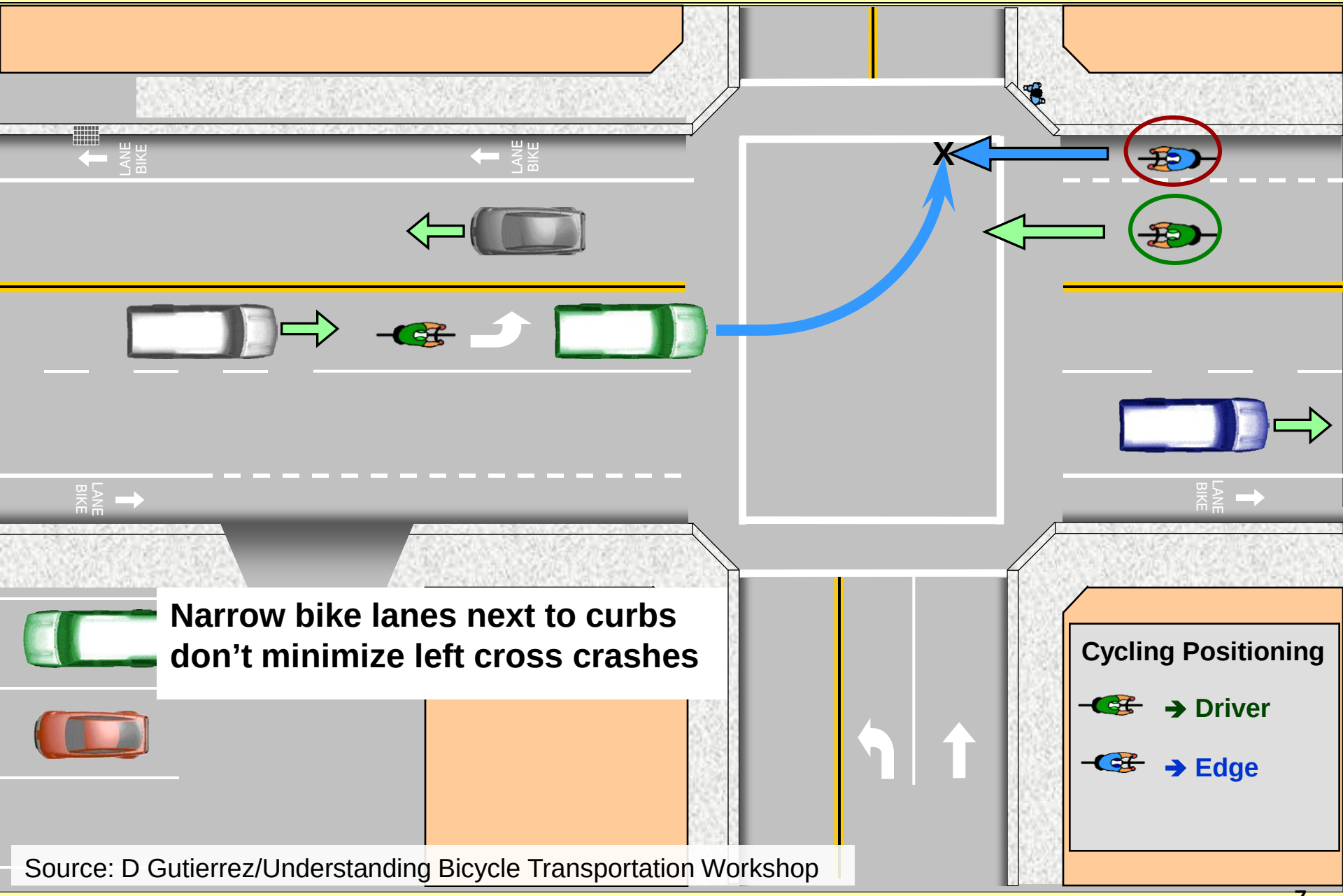
Motorists fail to merge into narrow bike lane before right turn

Source: D Gutierrez/Understanding Bicycle Transportation Workshop



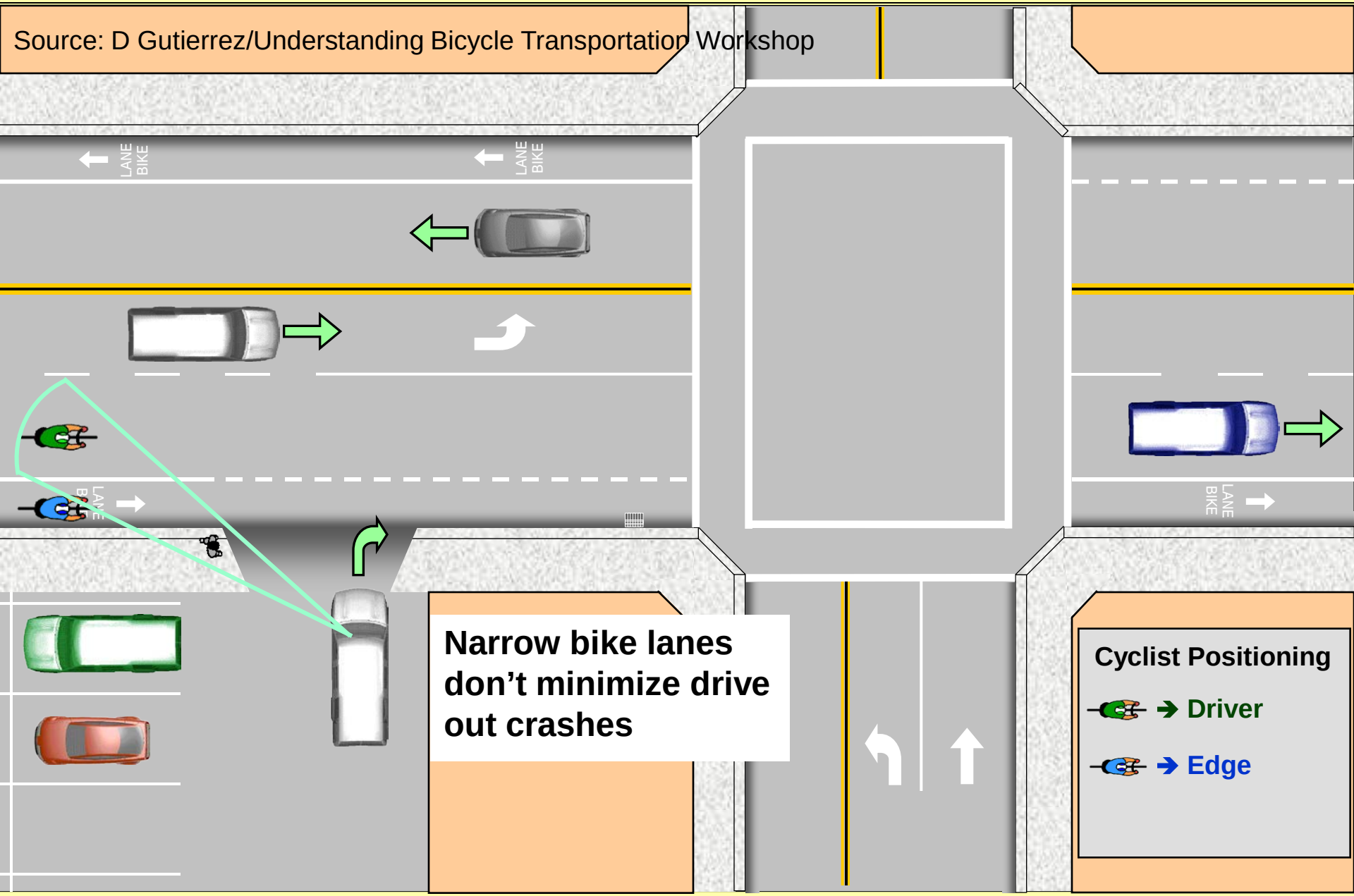
Cyclists in bike lane stay at edge at intersection

2. Left Cross Crash Risk vs Road Position

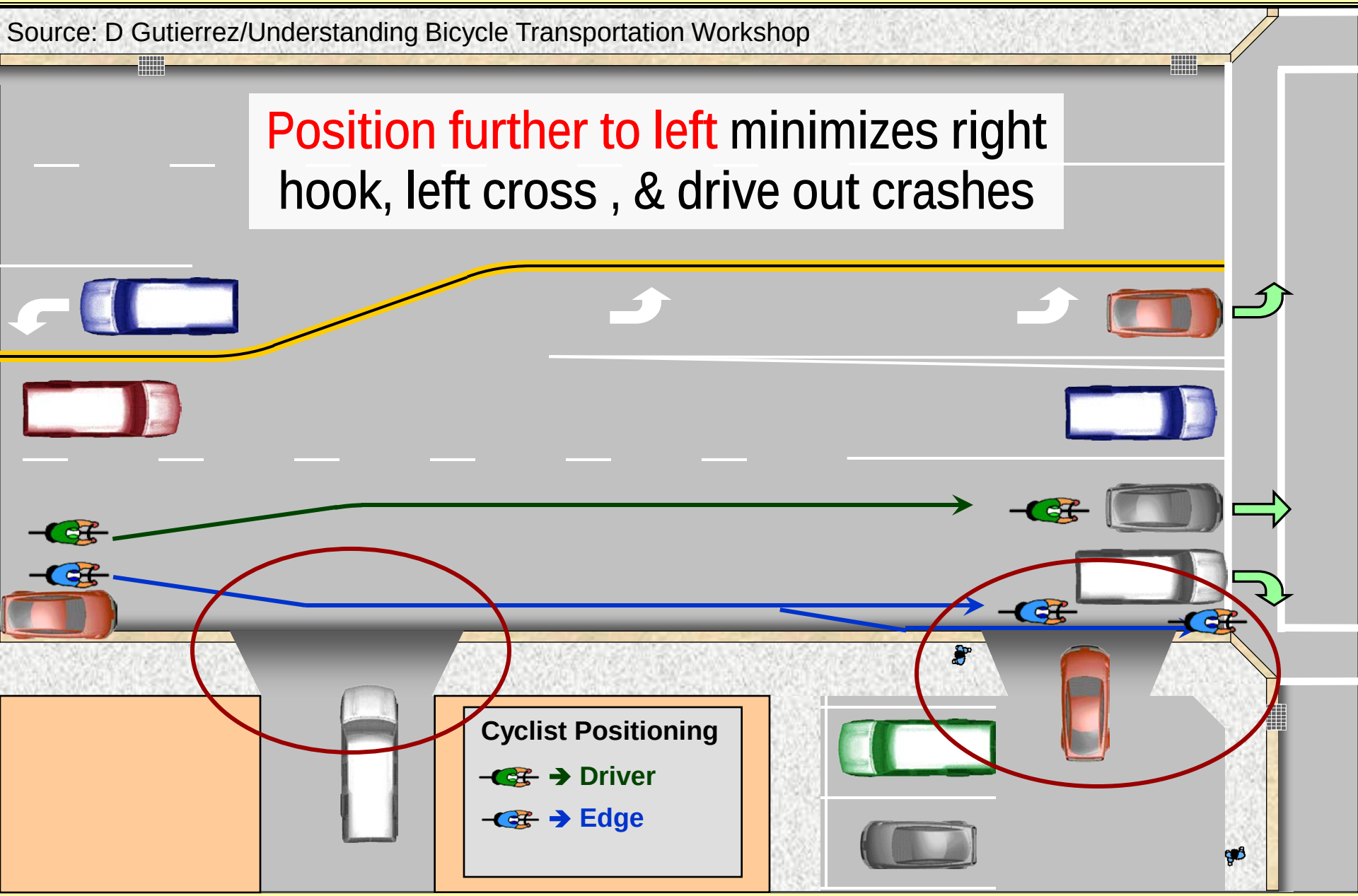


Source: D Gutierrez/Understanding Bicycle Transportation Workshop

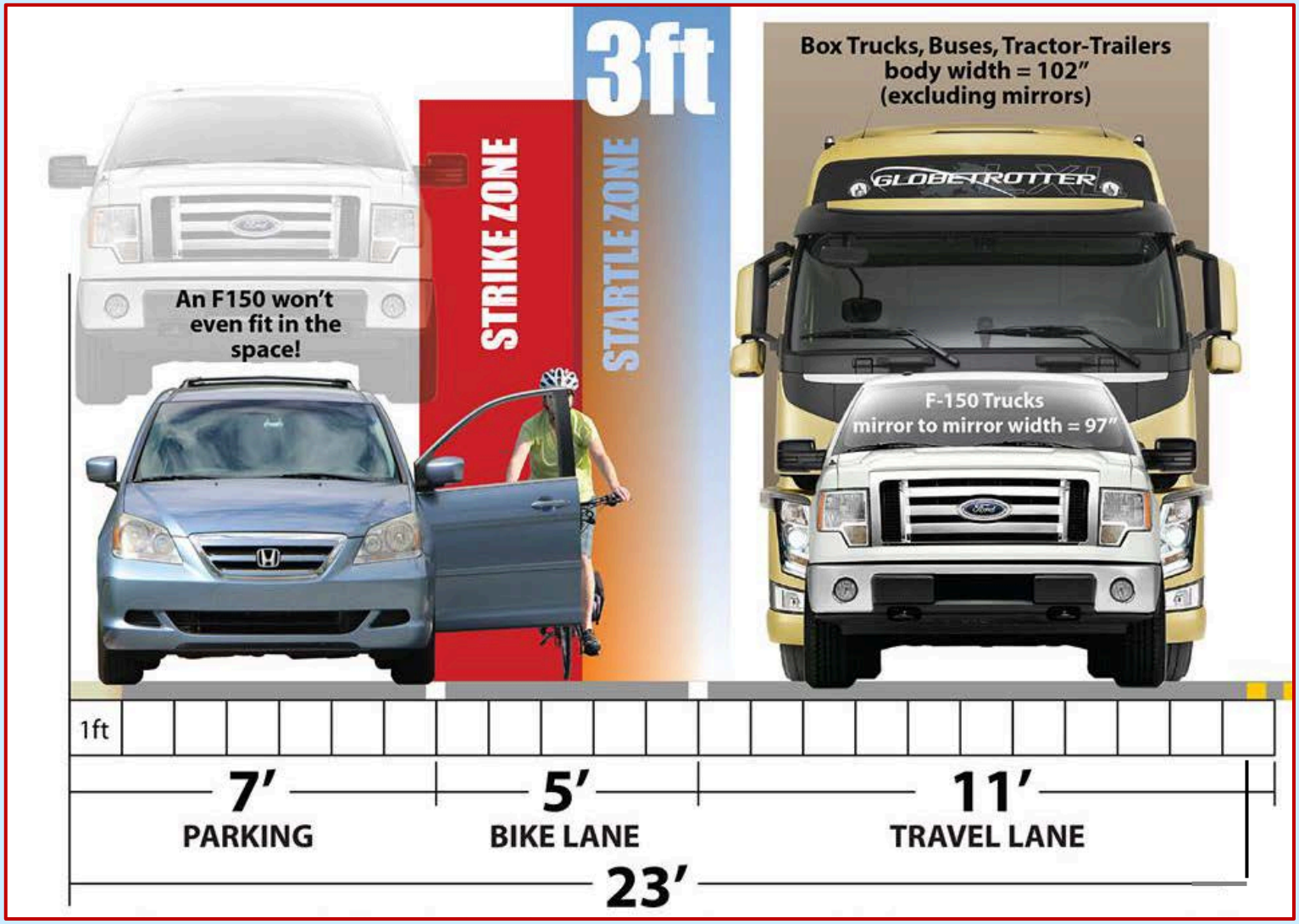
3. Drive Out Crash Risk vs Road Position



Crossing Crash Avoidance



4. Dooring Crash Risk – 12’/7’ Bike Lane



Source: www.iamtraffic.org

Impossible to Avoid Door Zone in 12’/7’ Bike Lane

Source: Vinny R, English Wikipedia Project

12’/7’ striping per AASHTO *Bike Guide*

Operating Concept For Bike Lanes

1. *Design for bicyclists with less confidence/crash avoidance skills.*
2. Apply traffic lane design principles
3. Minimize exposure to hazards:
   - turning, drive out, door zone
   - road surface, debris
4. Induce safe behavior: yielding, merging into bike lane to turn

Photos: D Gutierrez Understanding Bicycle Transportation Workshop

Rethinking Bike Lane Design Standards

A. Types of bike lane crashes we can minimize with an Operating Concept for design

B. Why AASHTO *Bike Guide* and MUTCD bike lane guidance doesn't minimize crashes

C. Bike lane designs that reflect bike lane Operating Concept

AASHTO *Bike Guide* - Bicyclist Operating Space

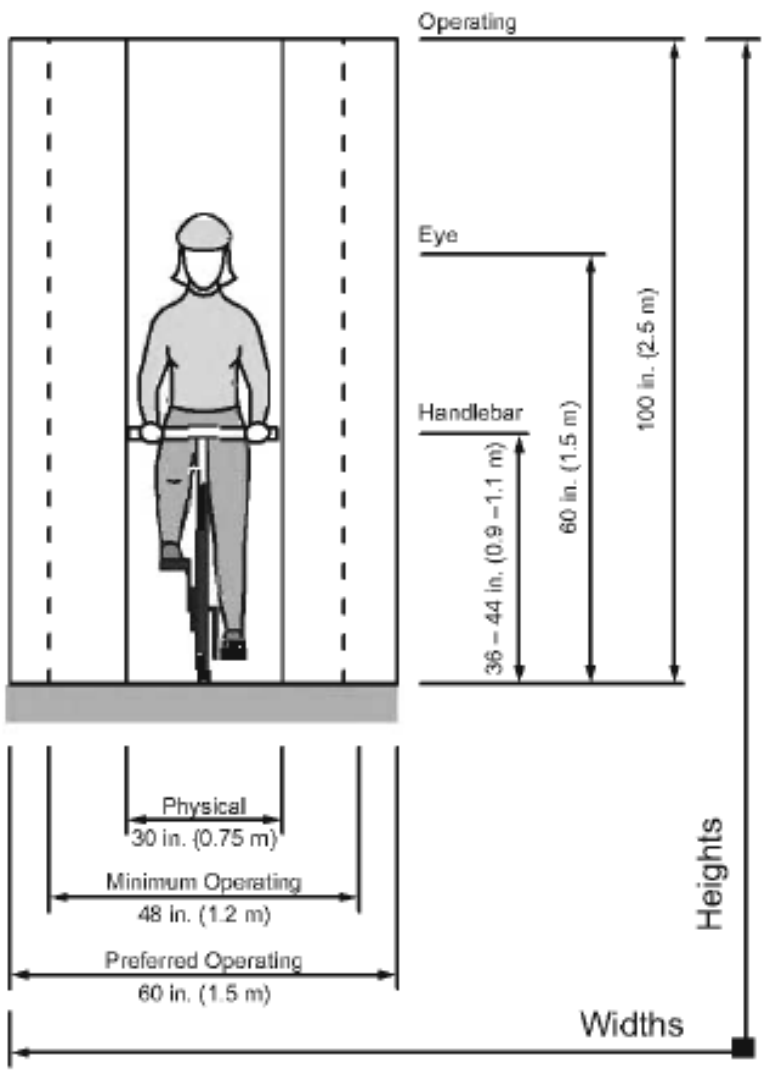


Figure 3-1. Bicyclist Operating Space

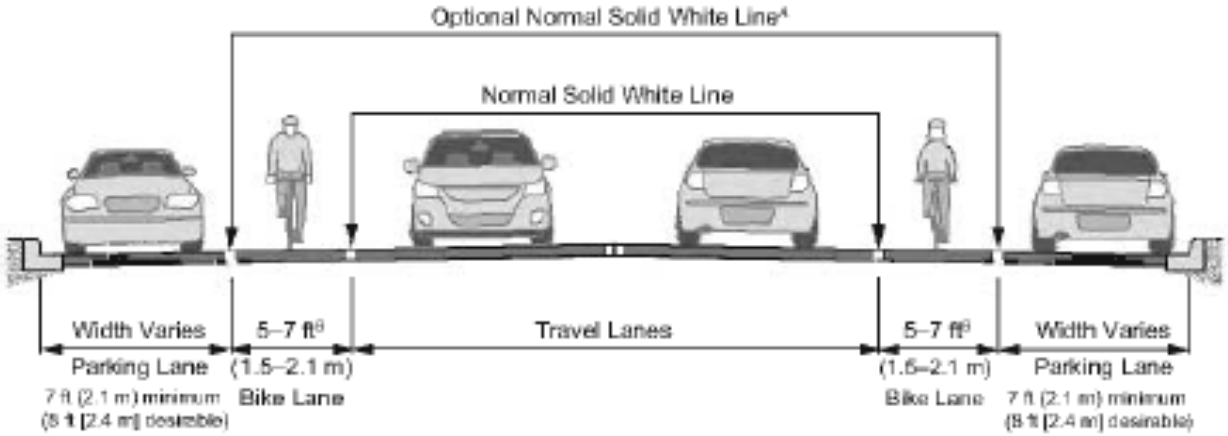
30” Cyclist Needs 4-5’ Operating Space

Doesn’t include “shy distance” to objects

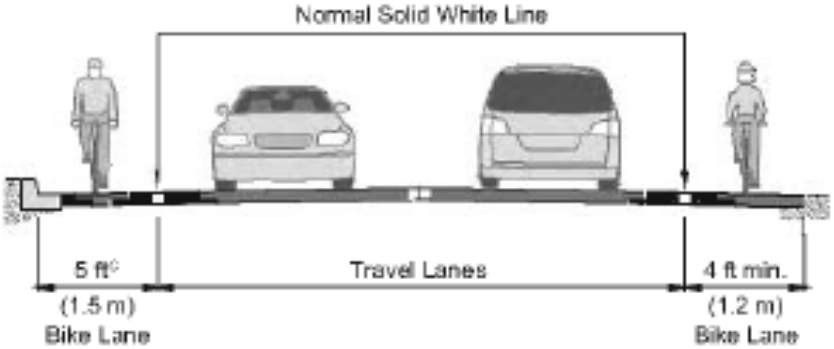
No guidance on clearance to traffic

Source: AASHTO Guide for the Development of Bicycle Facilities 2012 4th Ed

AASHTO 2012 *Bike Guide* – Bike Lane & Parking Width



On Street Parking



Parking Prohibited

Notes:

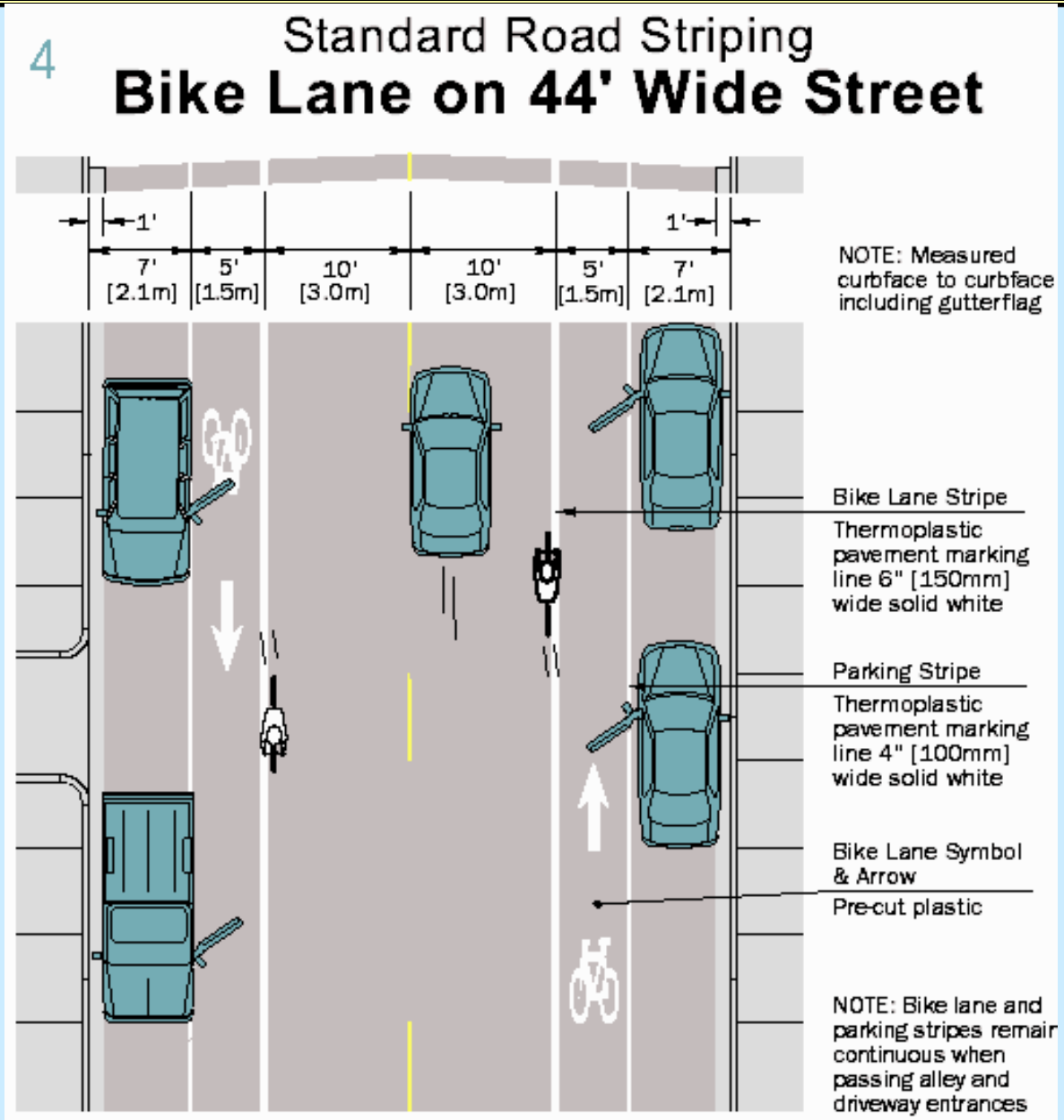
A An optional normal (4–6-in./100–150-mm) solid white line may be helpful even when no parking stalls are marked (because parking is light), to make the presence of a bicycle lane more evident. Parking stall markings may also be used.

B Bike lanes up to 7 ft (2.1 m) in width may be considered adjacent to narrow parking lanes with high turnover.

C On extremely constrained, low-speed roadways (45 mph [70 km/h] or less) with curbs but no gutter, where the preferred bike lane width cannot be achieved despite narrowing all other travel lanes to their minimum widths, a 4-ft (1.2-m) wide bike lane can be used.

Fig 4-14 Typical Bike Lane Cross Section

Bike Lane and Parking Width – To Scale



- **Shows open door**
- **Vehicle 1' from curb**
- **1' shy distance between cyclist edge and door edge**

From: Truewheelers.org

AASHTO *Bike Guide* – Bike Lane Shifts Left for RT Lane

scenario is the least preferred option and should be avoided where practicable. In this situation, the "BEGIN RIGHT TURN LANE YIELD TO BIKES" sign should not be used, since bicyclists are the users who need to yield as they are weaving across the path of motor vehicle traffic.

Figure 4-21. Example of Bike Lane with Through Lane Transitioning to Right-Turn-Only Lane

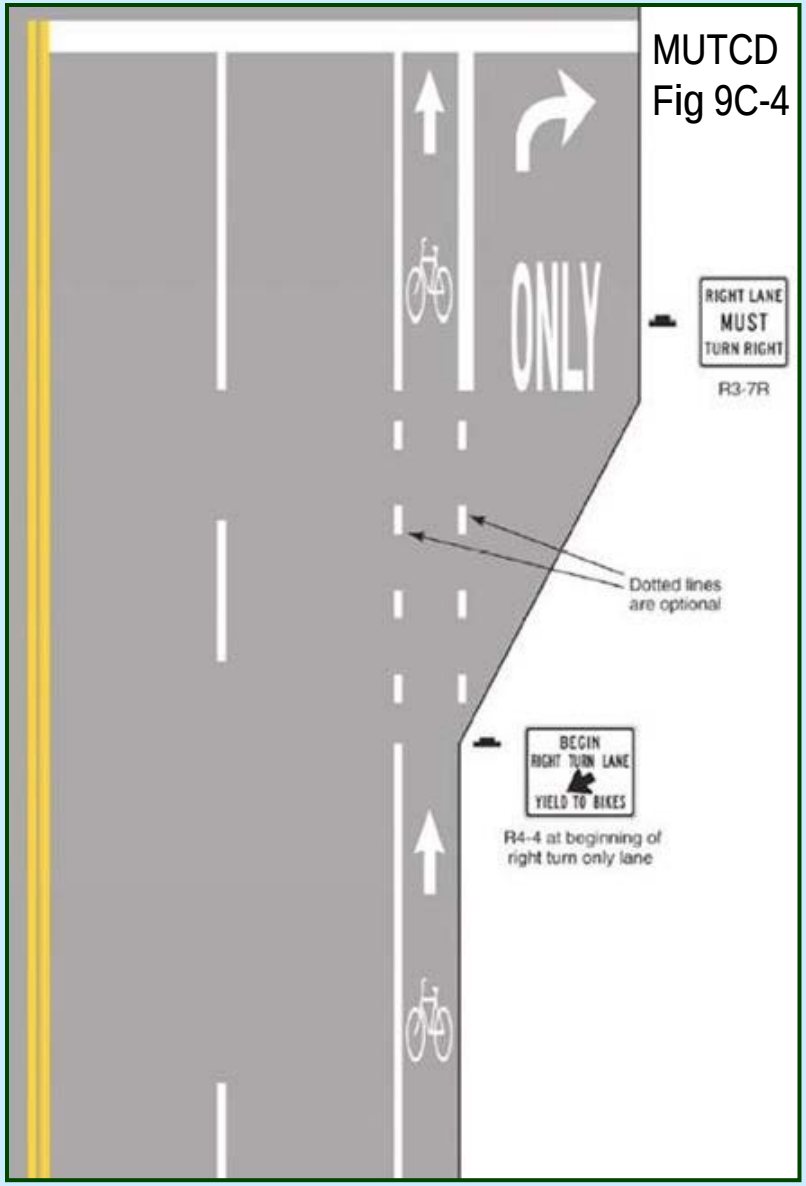
- Is *Bike Guide* correct?
- Through bicyclists merge left, turning motorists merge right
- Who should yield? It's <u>ambiguous</u>

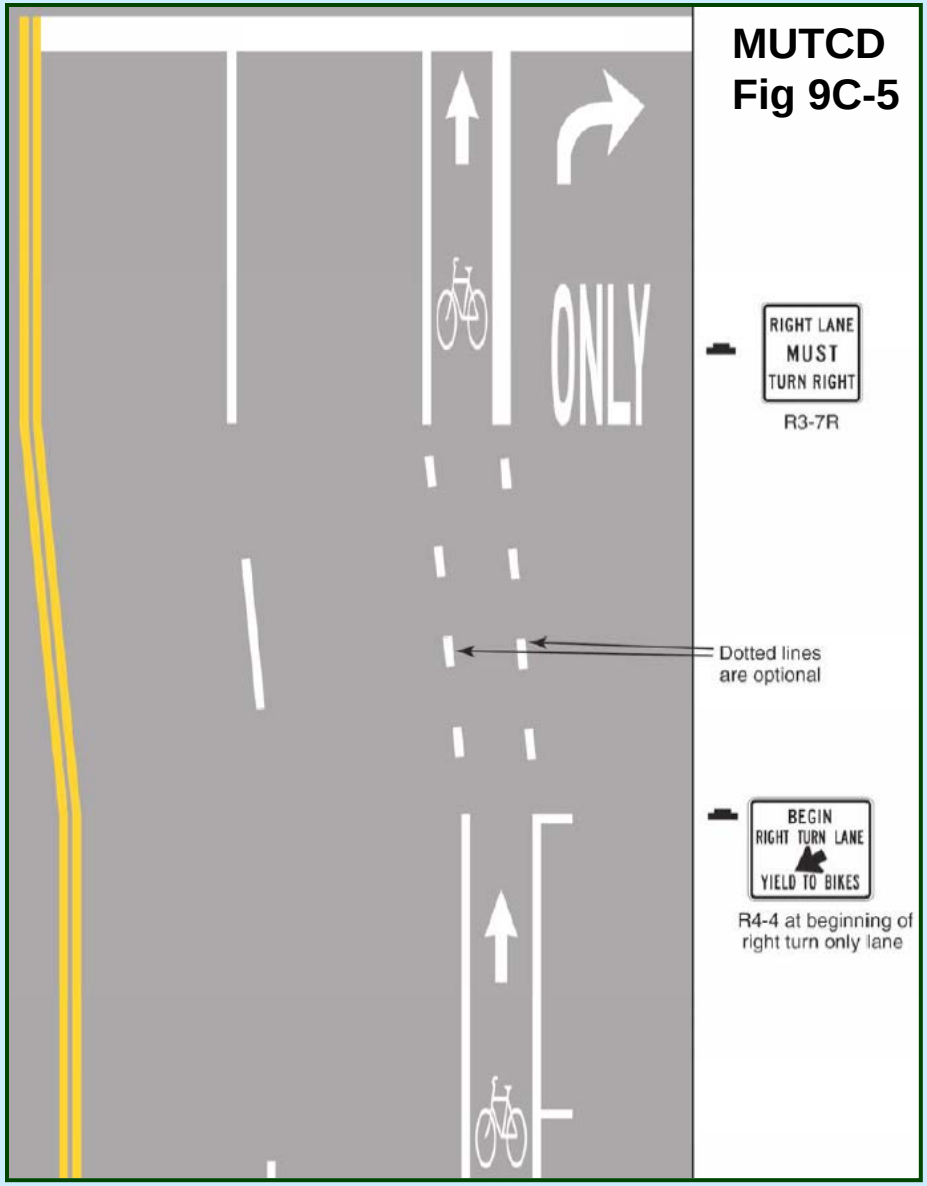
Bike Lane Shifts For Right Turn Lane

Source: D Gutierrez/Understanding Bicycle Transportation Workshop

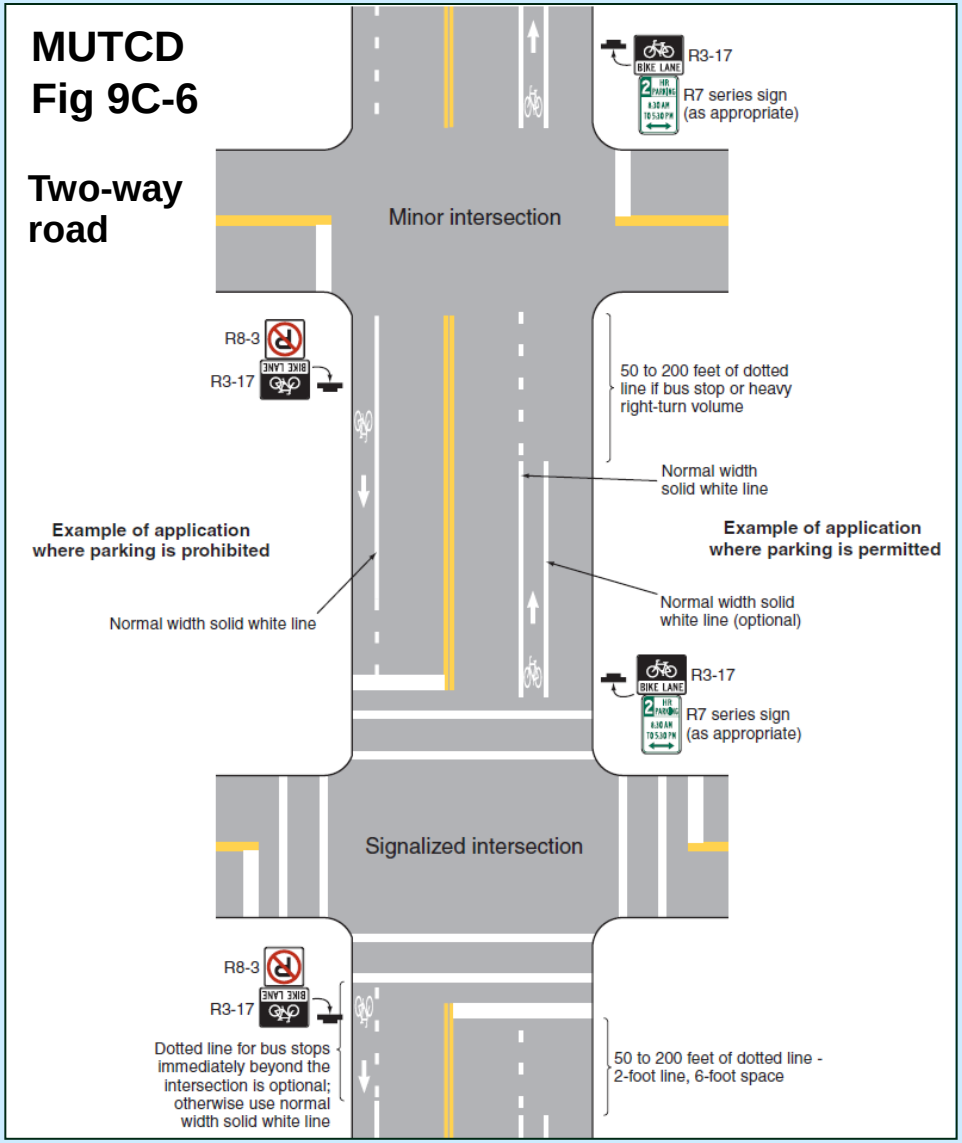
Failed attempt to rectify yielding ambiguity

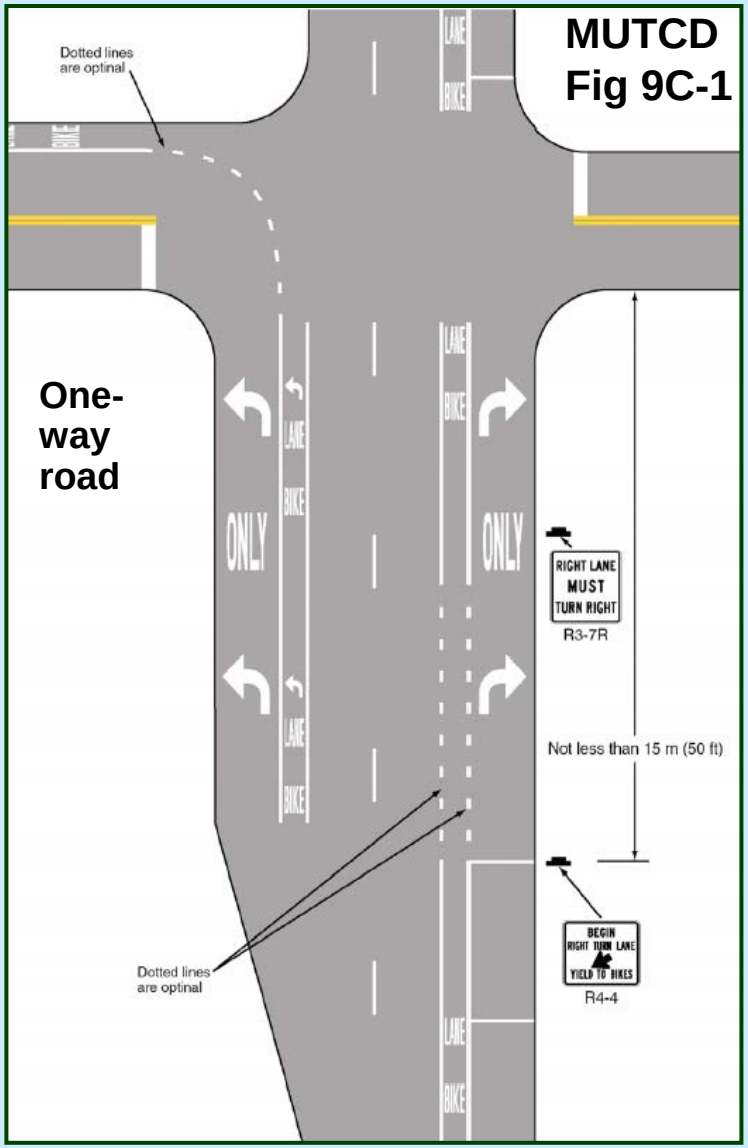
MUTCD - Bike Lane Striping at RTOLs





MUTCD Bike Lane Striping Figures





No standards or guidance for striping or parking setback from corner

Driver Fails to Enter 6’ Bike Lane Next to Parking

Source: Google Earth

Need MUTCD guidance for “no parking” setback from corner to induce drivers to merge into bike lanes before turning

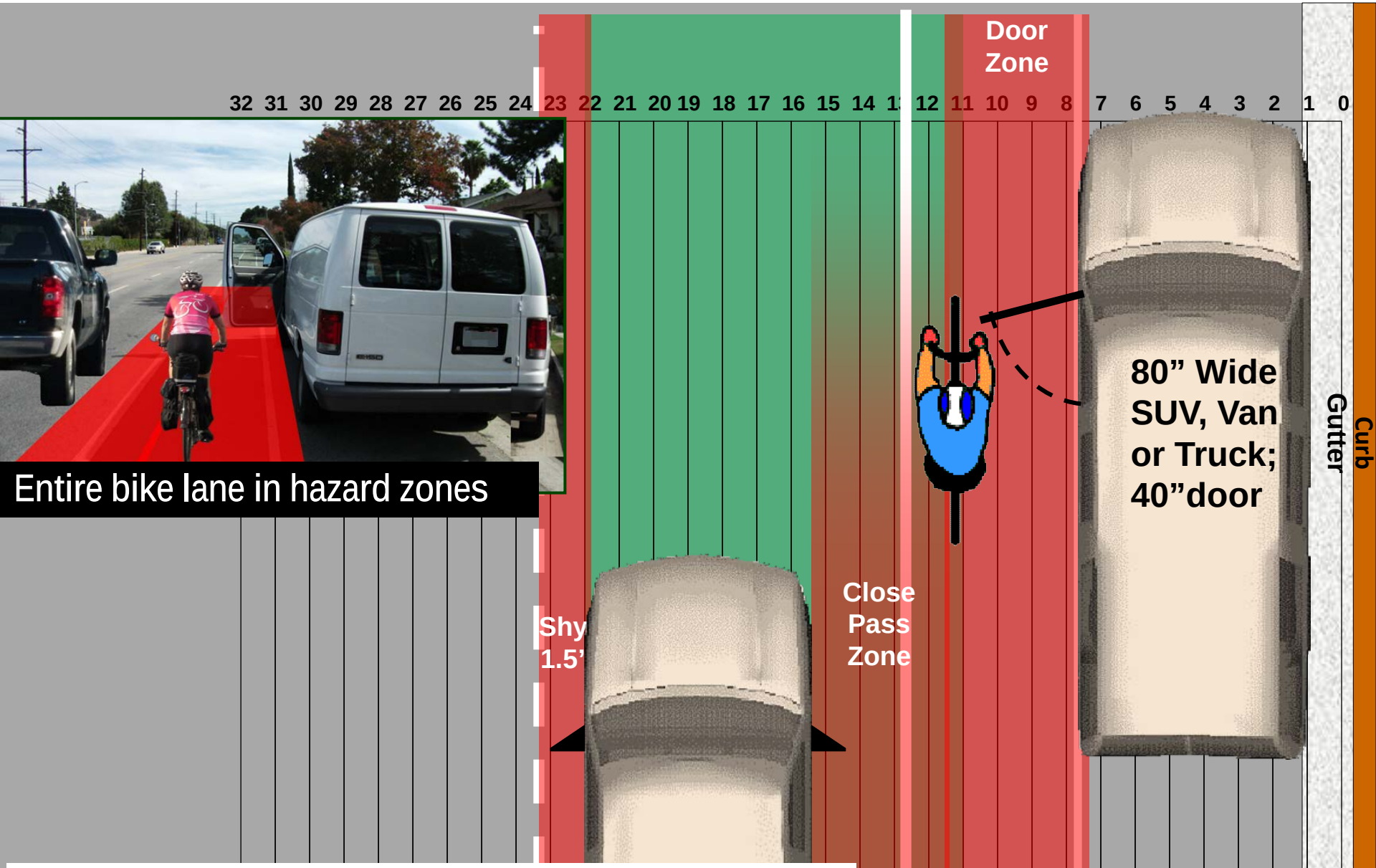
Bike Guide/MUTCD Compliant Bike Lane (no parking)

Bike lane encourages cyclist to stay in right hook position

Source: Understanding Bicycle Transportation Workshop

Do drivers recognize narrow bike lane as right turn lane?

Bike Lane Next to Parking - 13/8’ Bike Lane too Narrow



Source: D Gutierrez/Understanding Bicycle Transportation Workshop

13/7' Bike Lane Per *Bike Guide* Recommendation

Source: Ed Cox

Source: Cyclemoco.com

Source: Cyclemoco.com

- Is riding on the bike lane stripe the Operating Concept?
- Where should a bicyclist with a child trailer operate?

Bike Guide - Recommended "Wider" Bike Lanes

Source: D Gutierrez/Understanding Bicycle Transportation Workshop

Source: www.labreform.org

14'/8' Striping

14'/9' Striping

BL stripe at 14' is still a door zone bike lane

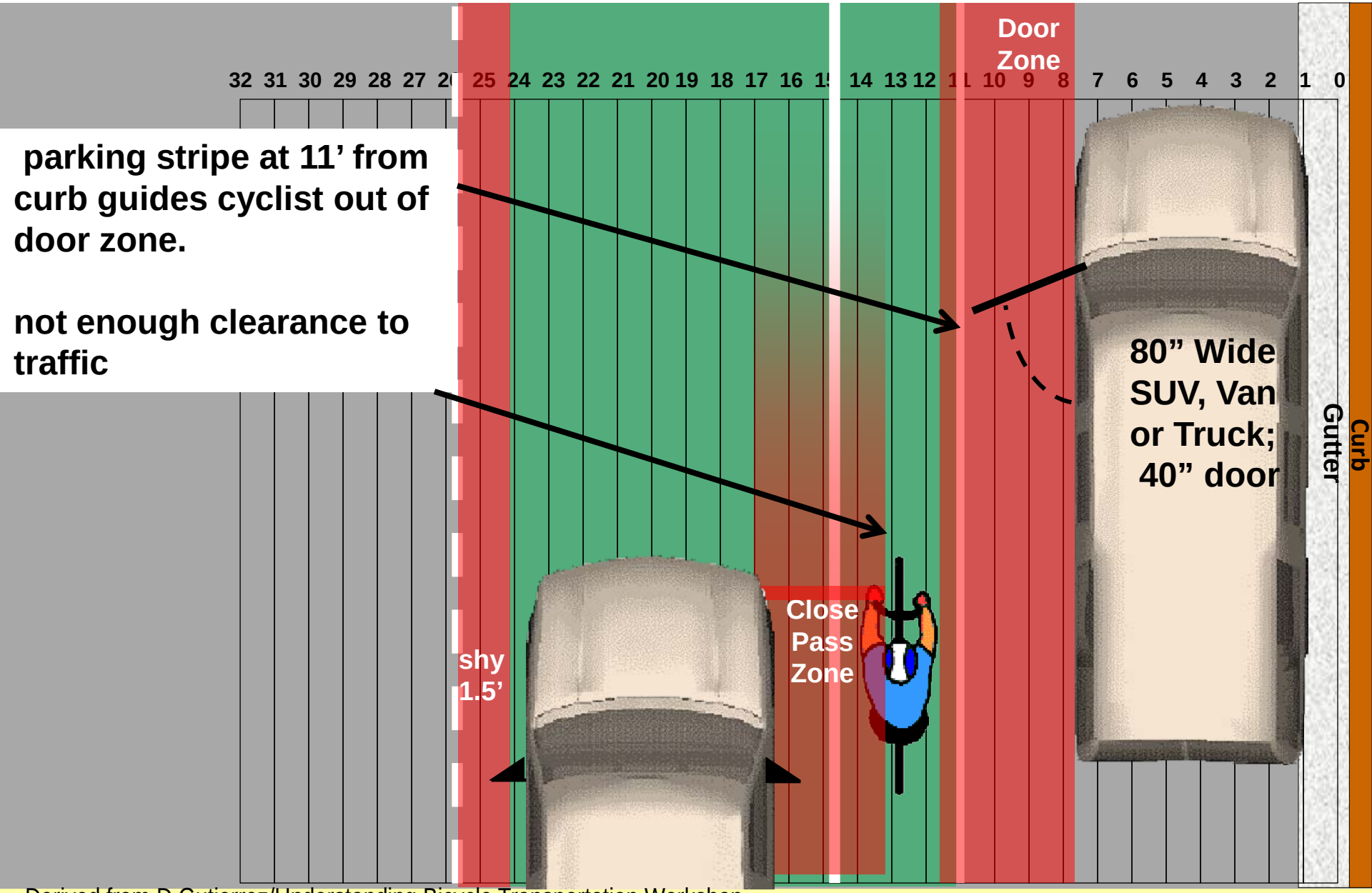
Rethinking Bike Lane Design Standards

A. Types of bike lane crashes we can minimize with an Operating Concept for design

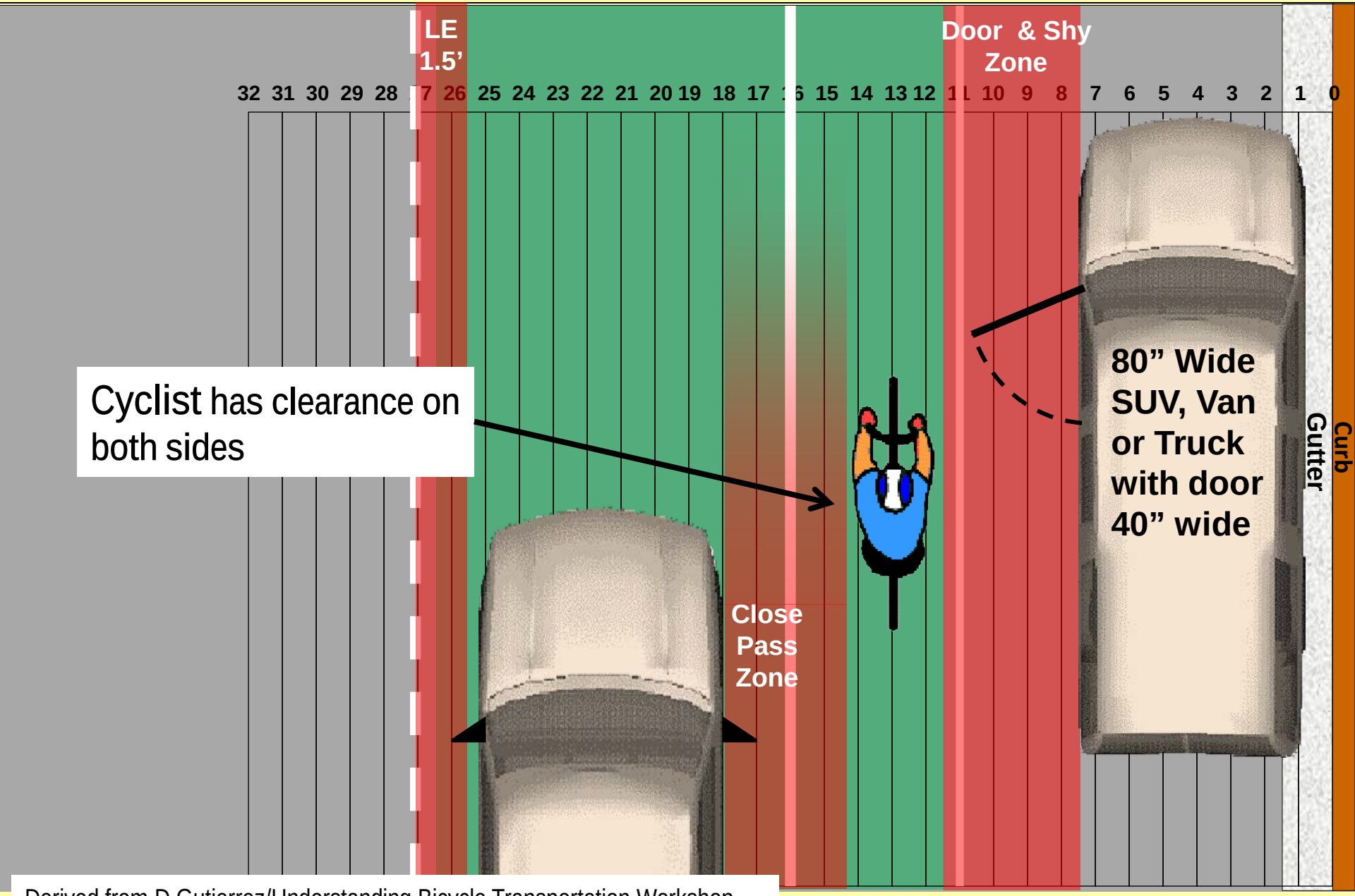
B. Why AASHTO *Bike Guide* and MUTCD bike lane guidance doesn't minimize crashes

C. **Bike lane designs that reflect bike lane Operating Concept**

15’/11’ - Out of Door Zone But Not Enough Clearance to Traffic

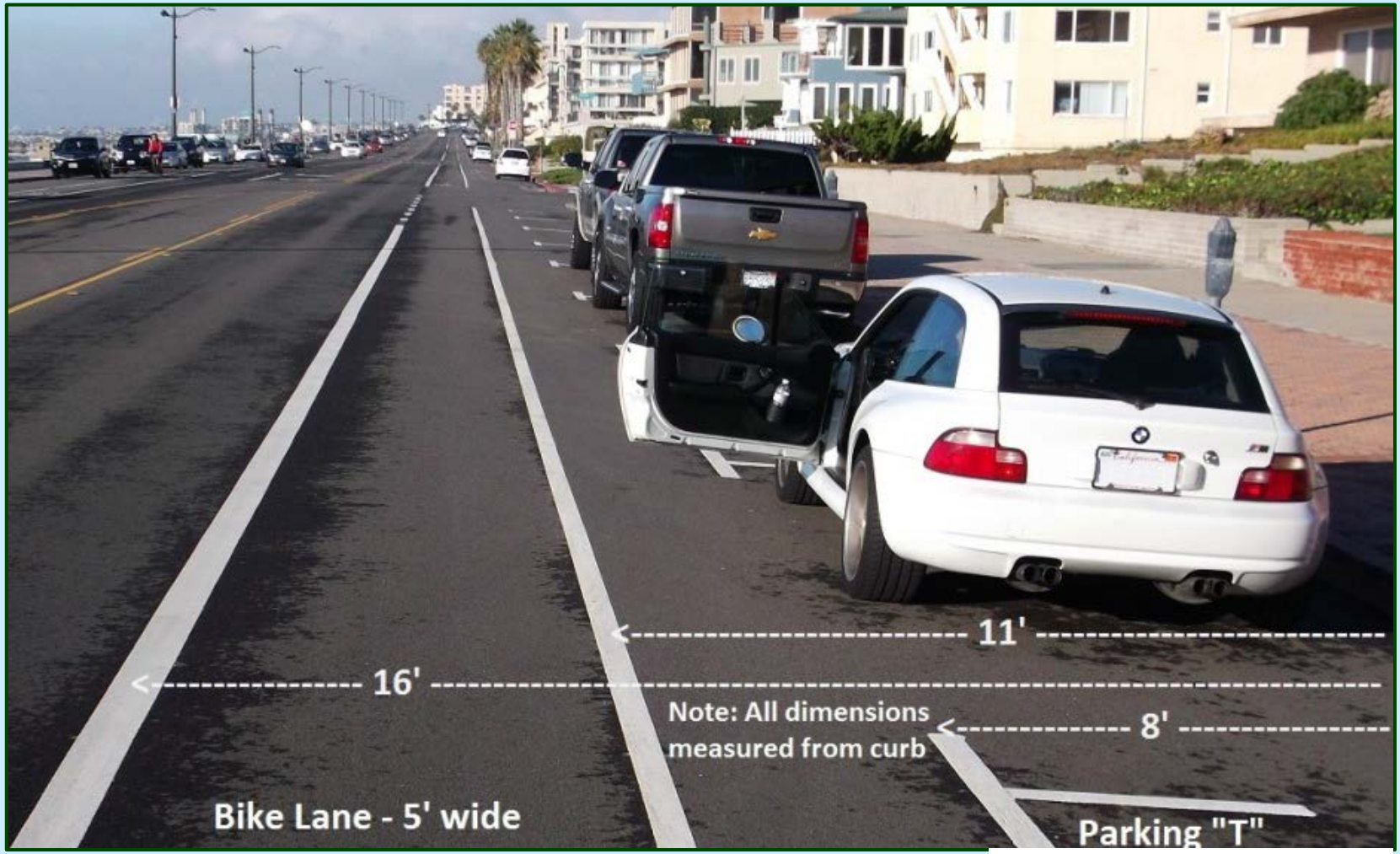


16’/11’ Should Be The Minimum Next to Parking



Derived from D Gutierrez/Understanding Bicycle Transportation Workshop

16’/11’ Should Be The Minimum Next to Parking



Source: D Gutierrez/Understanding Bicycle Transportation Workshop

Redondo Beach, CA

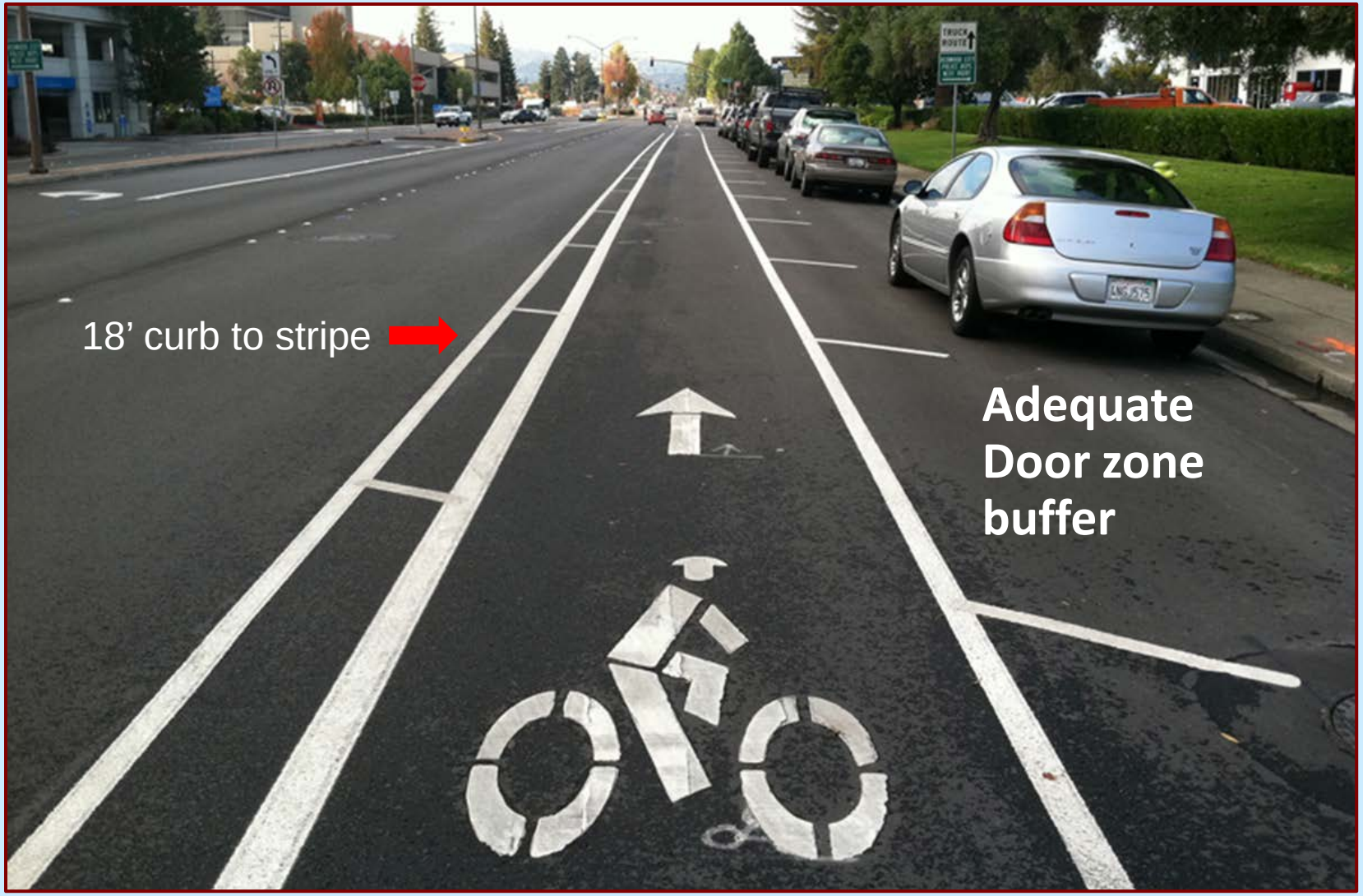
17’/12’ Bike Lane Preferred Next to Parking

Redondo Beach, CA

Source: D Gutierrez/Understanding Bicycle Transportation Workshop

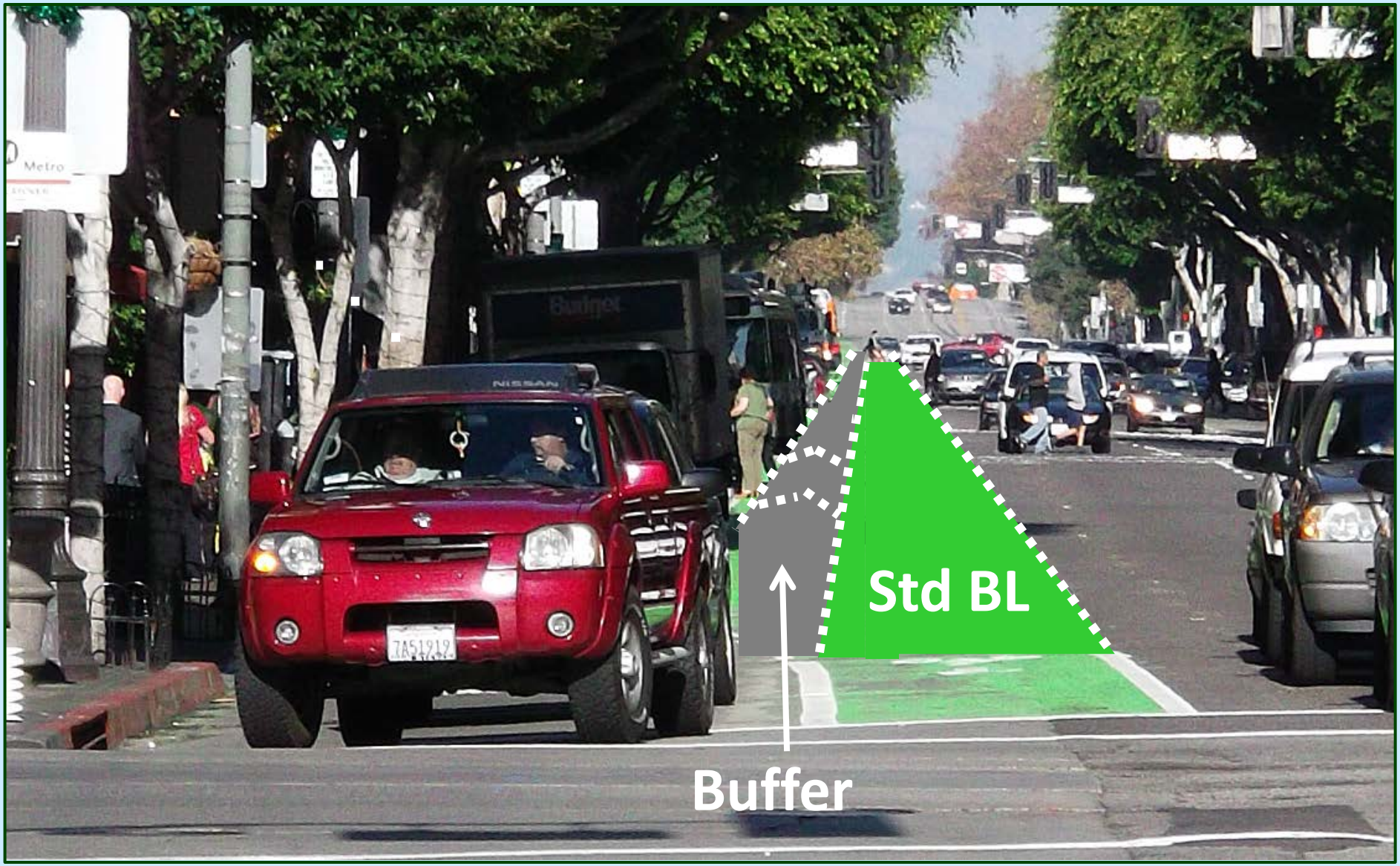
Bicyclist is clear of door zone anywhere in bike lane

Right Buffer Warns Bicyclist of Dooring Hazard



Source: D Gutierrez/Understanding Bicycle Transportation Workshop

Move Buffer From Left of Bike Lane to Door Zone



Source: D Gutierrez/Understanding Bicycle Transportation Workshop

Right Buffer Where Parking is Prohibited

Source: D Gutierrez/Understanding Bicycle Transportation Workshop

Left Buffer Can Increase Turning and Drive Out Crashes

Source: D Gutierrez/Understanding Bicycle Transportation Workshop

- Induces motorist to merge late or turn across cyclist's path
- Induces cyclists to stay far to the right

“Curb Diving” Left Buffered Bikeway

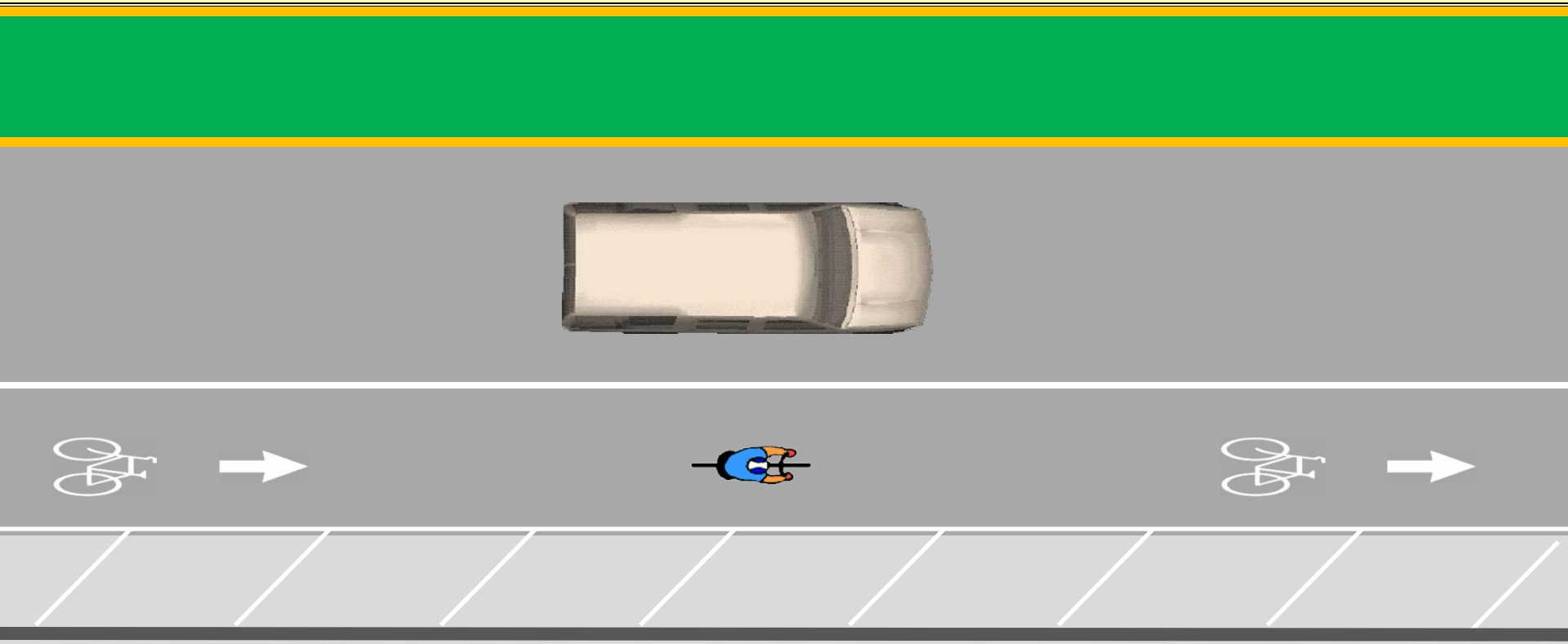
Source: D Gutierrez/Understanding Bicycle Transportation Workshop

Bike lane hugs curb instead of maintaining a consistent lateral position, forcing bicyclists to keep shifting position

Right Buffer Applies Operating Concept

Source: D Gutierrrez/Understanding Bicycle Transportation Workshop

Right Side Buffer, Parking Prohibited - Midblock



Source: D Gutierrez/Understanding Bicycle Transportation Workshop

- Increases visibility of cyclists
- Brings entire bike lane out of the gutter, away from crash hazards
- Allows cyclist to control clearance to traffic lane

Right Side Buffer - Midblock

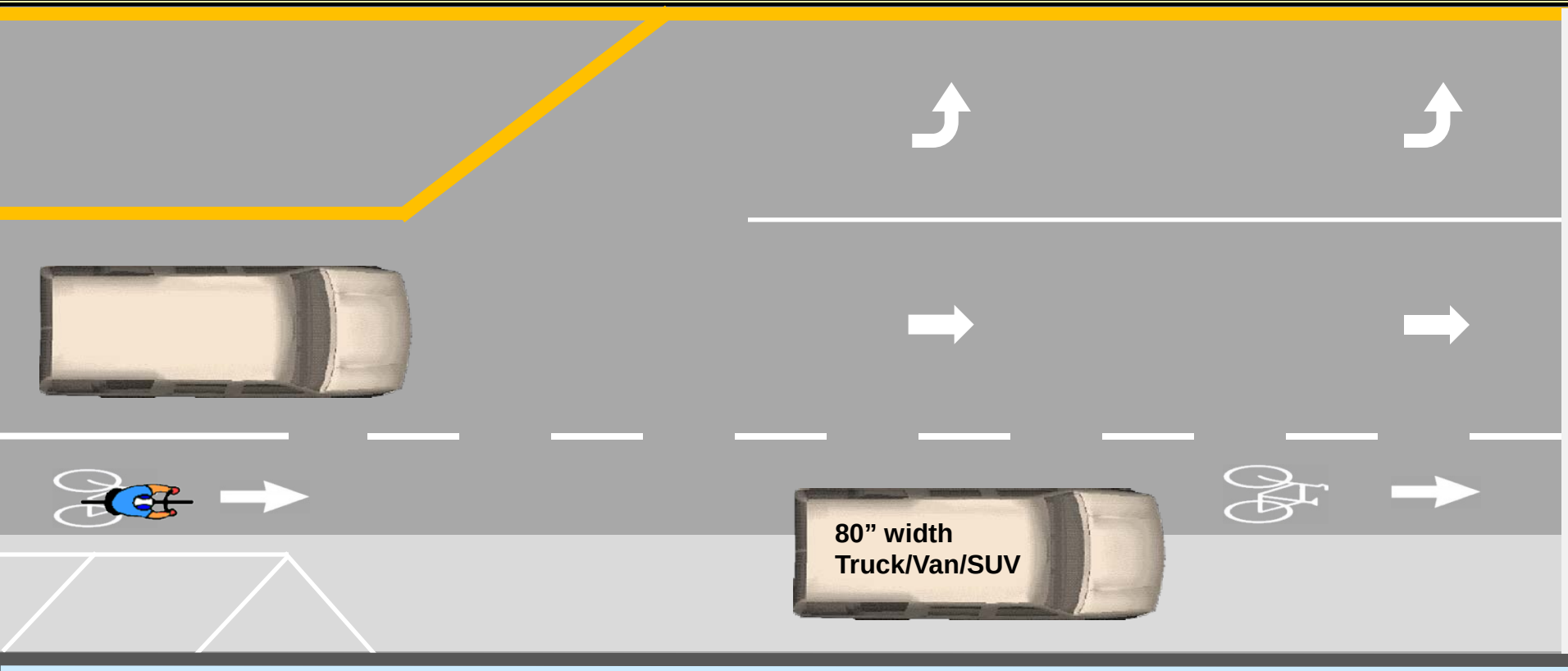
Source: D Gutierrrez/Understanding Bicycle Transportation Workshop

Right Side Buffer - Midblock

Source: D Gutierrrez/Understanding Bicycle Transportation Workshop

4' buffer is too narrow to mistake for parking lane

Intersection Approach – Right Buffer



- Buffer is dropped for right turns from bike lane
- Bike markings on left to show position for through travel
- Add sign to MUTCD ?

Source: D Gutierrez/Understanding Bicycle Transportation Workshop

Bike Lane Dropped for Right Turn Lane

Source: D Gutierrez/Understanding Bicycle Transportation Workshop

Yielding Ambiguity

Compare to Wide Bike Lane at Intersection

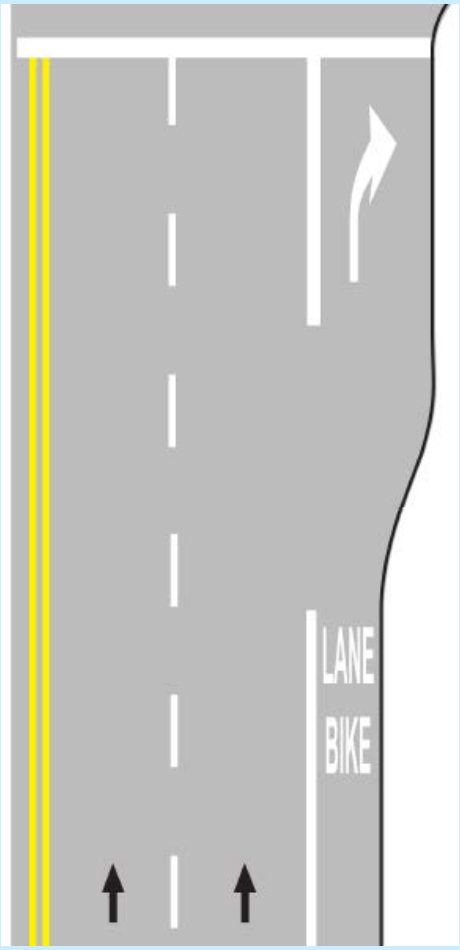
Source: D Gutierrrez/Understanding Bicycle Transportation Workshop

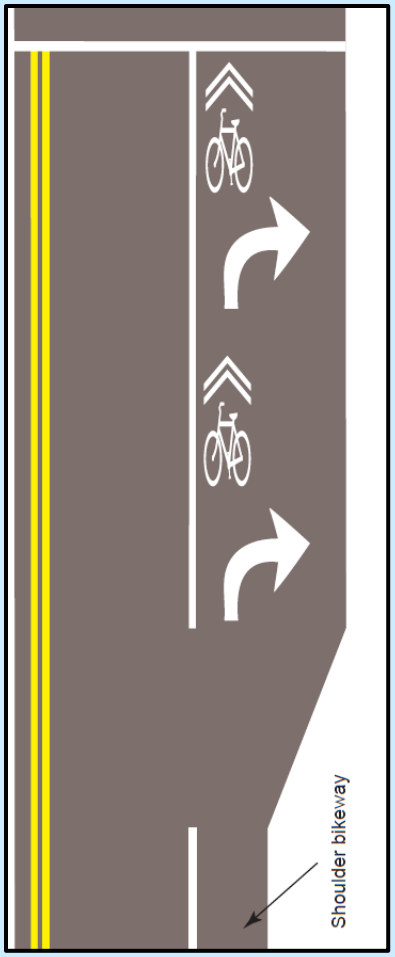
- Encourages merge into BL for right turns
- Adequate clearance from adjacent traffic lane
- Consistent/continuous travel path, aligns with bike lane on far side
- Minimizes drive out crash risk
- Bicyclist more visible to oncoming left turning traffic

Right Buffered Bike Lane – Near Side & Far Side

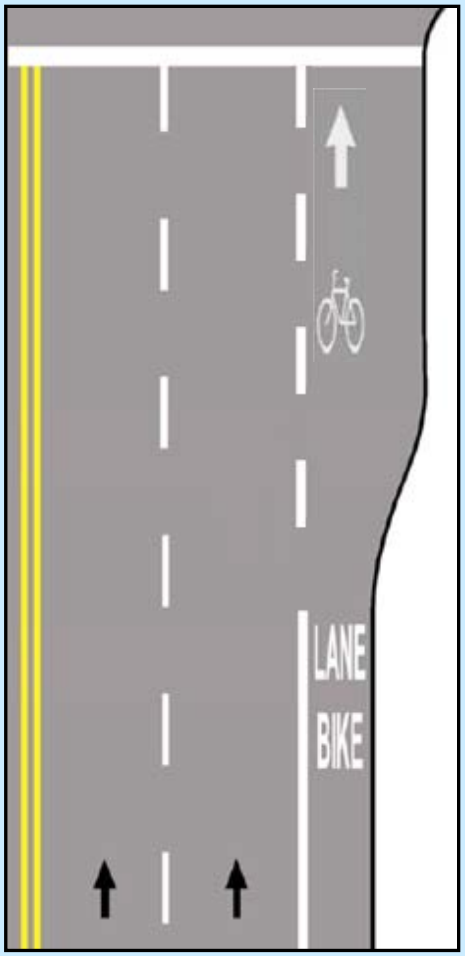
Source: D Gutierrez/Understanding Bicycle Transportation Workshop

Compare 3 Intersection Design Options





Source: John Ciccarelli



Source: D Gutierrez/Understanding Bicycle Transportation Workshop

Wide BL Applies Operating Concept

BL drops for RTL

POOR

RTL, exception for through bikes

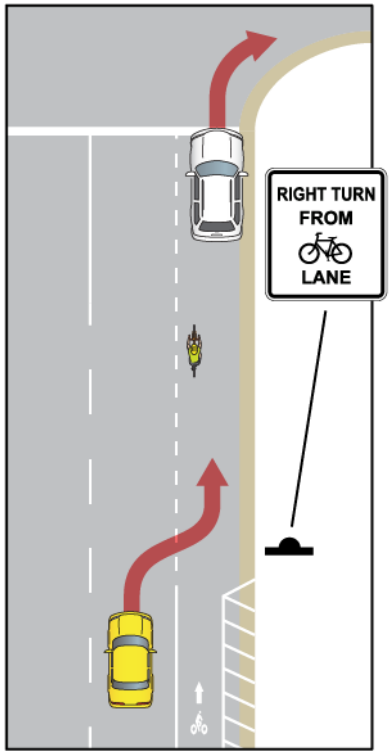
BETTER

Continuous wide BL

BEST

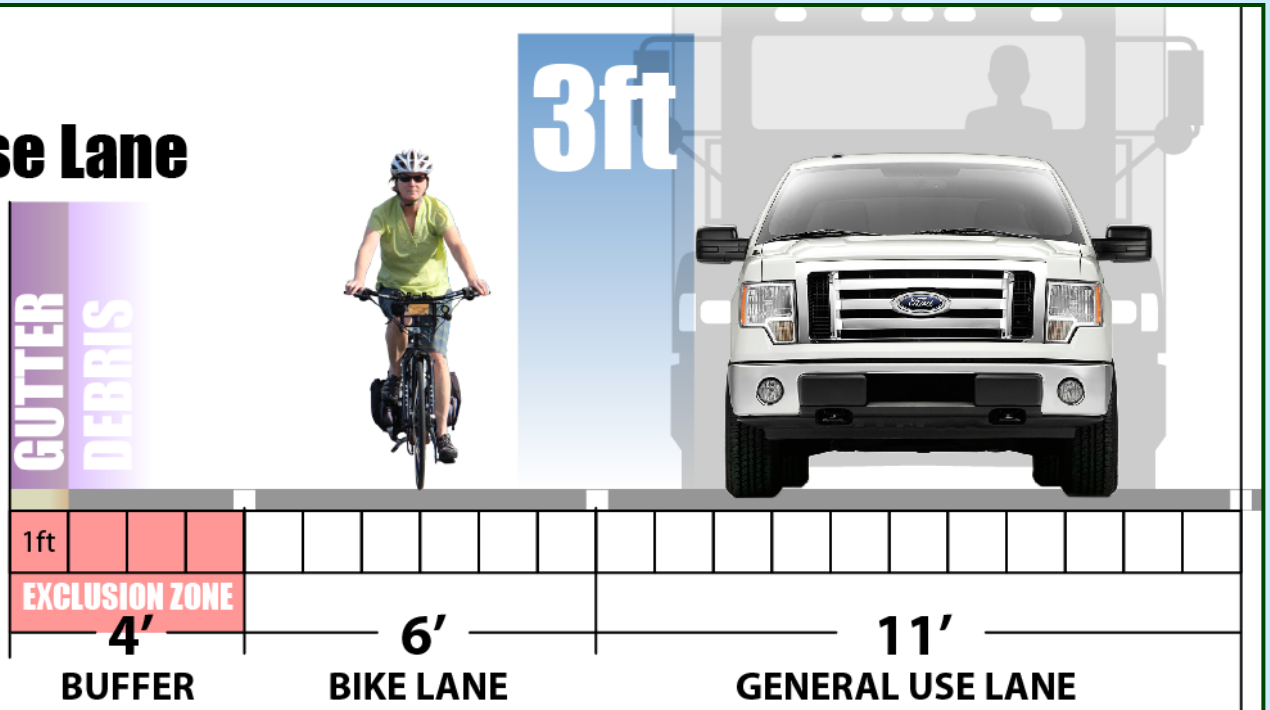
iamtraffic: Drop Buffer – Use BL for Right Turns

Preferential Use Lane



Buffer discontinued and bike lane line dashed 200ft before an intersection. Right-turning motorists must make turns from the bike lane and yield to bikes.

/iamtrafficorg



A **Preferential Use Lane** is designed with the same consideration given to bus and HOV lanes.

- Must provide adequate operating space and clearance from vehicles in adjacent lanes.
- Must offer the same vantage as the drivers of other vehicles (outside exclusion zone).
- Intersection design must encourage right turning drivers to merge into—not turn across—the lane.

If there is not enough space to do this, then full use of a regular 10-12ft travel lane should be encouraged.

EXAMPLE: SAN PEDRO, CA

Rethinking Bike Lane Design Standards - Summary

A. We can minimize bike lane crashes with an Operating Concept for bike lanes

B. Improve AASHTO *Bike Guide* and MUTCD guidance with a sound bike lane Operating Concept

C. You can use bike lane designs that apply an Operating Concept <u>now</u>