



LIVING LAB PHASE II:
FACILITIES INFORMATION

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Intersection and Street Markings

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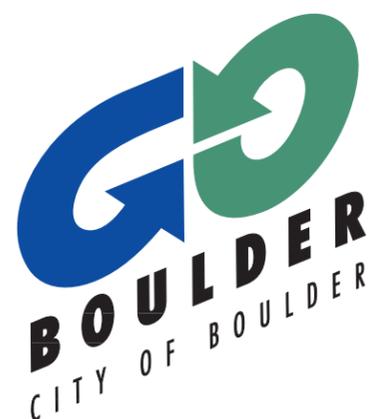


In 2013, the City of Boulder introduced Phase I of the Living Lab program to test innovative bicycle facilities, with the intent of increasing trips by enhancing the existing system for cyclists of all ages and riding abilities.

In 2015, Phase II of the Living Lab was expanded to test new types of multimodal facilities, including the repurposing of existing vehicle lanes and the installation of buffered and protected bike lanes.

Whether you walk, drive, bike or bus, we want to know about your experience!

Visit BoulderLivingLab.net for more information.



Types of Bike Lanes



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On-Street Bike Lanes

A designated space on the road for cyclists that is separate from the vehicle travel lane.



Buffered Bike Lanes

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.



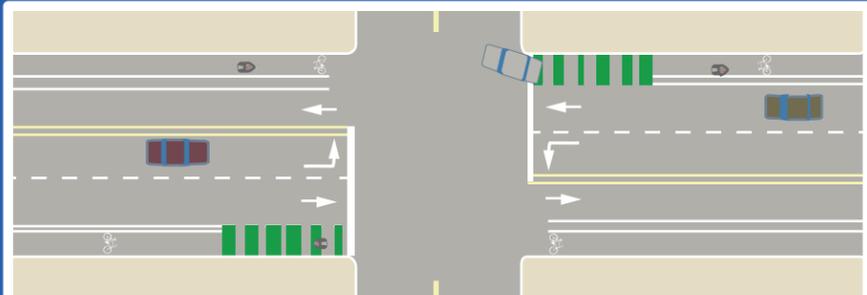
Protected Bike Lanes

A protected bike lane is an on-street buffered bicycle lane that is physically separated from vehicle traffic by flexible posts, parked vehicles, planters, or a curb.

Intersection Markings

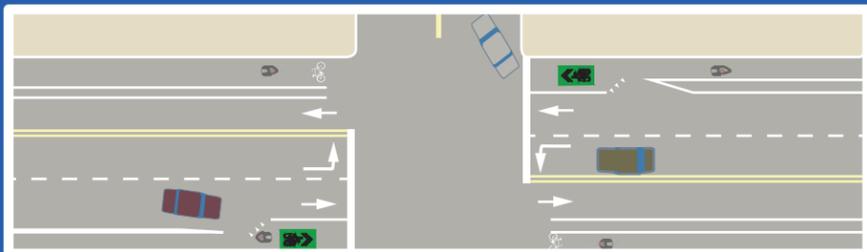


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Green Dash

Dashed green lines signify the area where right-turning motor vehicles and bicyclists share the right lane. This treatment advises motorists and bicyclists of proper lane positioning. It maintains bicyclist safety in the absence of a dedicated bicycle through lane. This treatment is used when there is a relatively low volume of right-turning vehicles.



Mixing Zone

A mixing zone is a combined bike lane/vehicle turn lane. It places a bicyclist within the inside portion of a dedicated motor vehicle turn lane. A shared lane marking is used to clarify the bicyclists' position within the combined lane and reinforce the legitimacy of bicycle traffic in the lane. This treatment is used when there is a medium volume of right-turning vehicles.



Transition

Upon approaching an intersection, the bike lane transitions from next to the curb into the street while maintaining a designated lane between the vehicle travel lane and right turn lane. A green skip marking indicates the area where motor vehicles pass across the bike lane into the right turn lane. This type of intersection increases the visibility of bicyclists and motorists in advance of the intersection and mitigates the risk of "right-hook" crashes with turning motorists. This treatment is used when there is a high volume of right-turning vehicles.

Street Markings



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Green Markings

Colored pavement within a bicycle lane increases the visibility of the bicycle facility, and identifies potential areas of conflict. Colored pavement can be utilized either as a corridor treatment along the length of a bike lane or protected bike lane, or as a spot treatment, such as a bike box, conflict area, or intersection crossing marking. Green is the only color approved by the Federal Highway Administration to indicate bicycle facilities.



Intersection Crossing

Symbols are installed to help with way-finding and provide bicyclist positioning. These markings can be more visible than signs and also help bicyclists navigate difficult turns. Intersection crossing markings indicate the intended path of bicyclists.



Bike Box

A bike box is a designated area in front of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible place to wait during the red signal phase. Bike boxes help prevent 'right-hook' conflicts with turning vehicles at the start of the green indication. Bike boxes also group bicyclists together to clear an intersection quickly, minimizing impediments to buses or other traffic. Motor vehicles are prohibited from making right turns during red signals and must yield to bicyclists within the bike box.