

**January 13, 2015**

**BAC Technical Subcommittee Meeting on Door Zone Markings for Bike Lanes Next to Parking**

**Meeting Summary**

Introduction

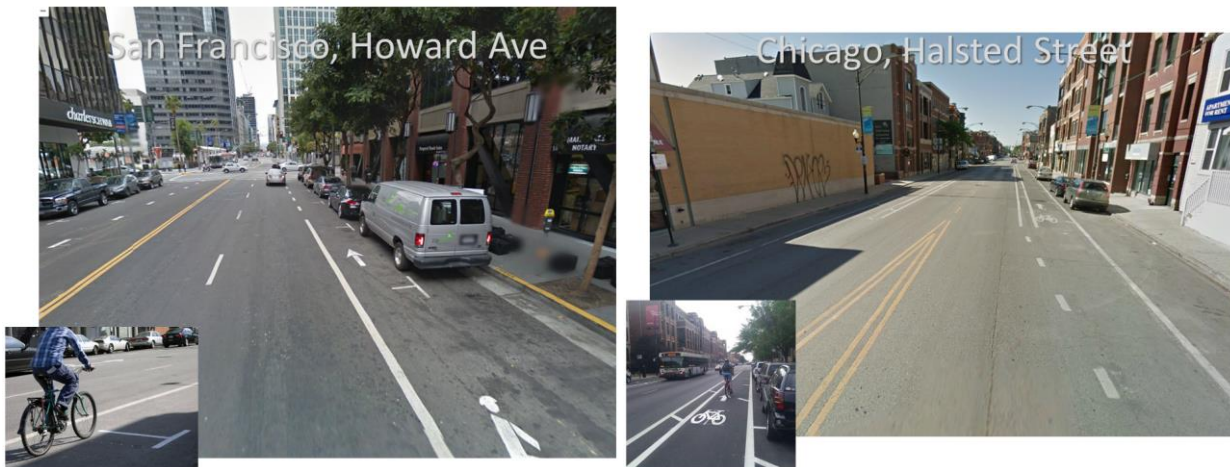
In the past, Austin has implemented 5' bike lanes next to 7' parking lanes. Now, the minimum desired width for bike lanes next to parked cars is a 6' bike lane next to an 8' parking lane. There are some cases where a bicycle lane is necessary, removing parking isn't feasible, and the street isn't wide enough to accommodate a 6' bike lane next to an 8' parking lane. Rather than not installing the bike lane, this group discussed using special markings to encourage safe positioning in the bike lane while still providing a dedicated space for bicyclists on the roadway.



Austin Example of 5' Bike Lane Next to 7' Parking Lane on E 5<sup>th</sup> Street

Examples from Other Cities

Other cities have used a range of different markings to indicate the door zone. A few examples are shown below.



Examples of Door Zone Markings from Other Cities



Examples of Door Zone Markings from Other Cities

### Austin Implementation

In 2008, Exposition Boulevard was the first street in Austin to have been designed with special markings for the door zone. Similar markings were used for bike lanes of substandard width in 2014. On La Crosse Ave, gore marks were used to delineate the door zone where a 5.5' bike lane was installed next to an 8' parking lane. On Dean Keeton, where there was higher parking turnover and demand, a 2' buffer zone was installed between a 7' parking lane and a 4' bike lane.



Exposition Boulevard



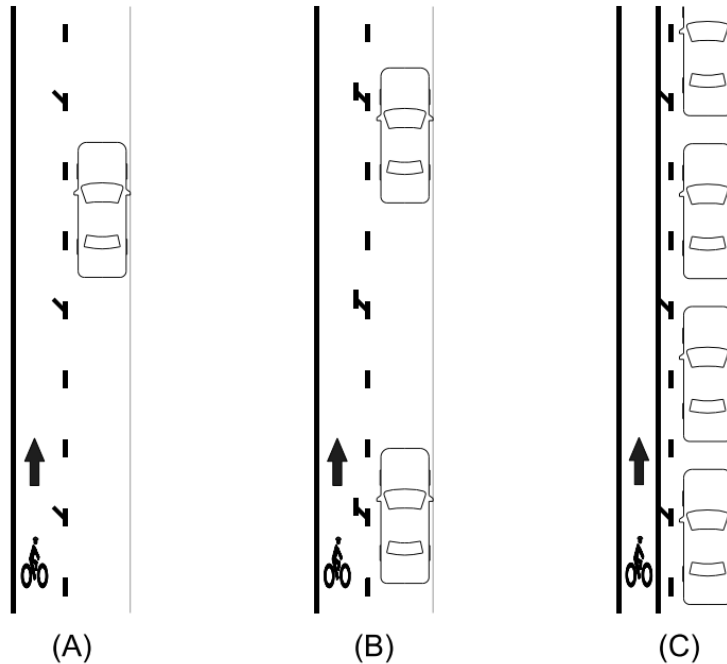
La Crosse Avenue



Dean Keeton Street

The subcommittee generally supported a tiered approach for door zone markings in Austin. For all bike lanes of substandard width a special door zone treatment based on the parking turnover and demand would be used. The figure below shows different treatments for different scenarios based on parking usage. The subcommittee favored this approach for a number of reasons, including the ability for markings to change over time to reflect changes in parking usage. The subcommittee also supported the gore marking being at least as wide as the width used for the bike lane line.

- A. Low Parking Demand, Low Parking Turnover
- B. Medium Parking Demand, Medium Parking Turnover
- C. High Parking Demand, High Parking Turnover



Door Zone Markings for Bike Lanes Next to Parking which are as Wide or Wider than CoA Standard

The technical subcommittee discussed using door zone markings on all bicycle lanes that are next to parking lanes, regardless of the width of the parking lane and the bike lane because inexperienced cyclists may try to ride as far away from traffic as possible even in a wide bicycle lane. In cases where parking demand, and therefore risk, is very low and where there could be miles of bike lane next to sporadically-used parking, the labor required to install special door zone treatments may not be worthwhile. Less labor intensive markings could be investigated for these scenarios. The technical subcommittee did not have any specific recommendations for bike lanes above the standard width.