Arkansas

No, but Bicycle zones are defined in the Code of Virginia as a portion of a roadway designated for the exclusive use of bicycles. (c) Required in the course of official duty.

Alabama

May enter a bike lane when:

(a) Making a turn;

(b) Entering or leaving an alley, private road or driveway; or

(c) Approaching for a left turn on a one-way street, an operator shall do so in the

lane of traffic to the right of and nearest to the center line of the roadway and

shall yield the right of way to any vehicle approaching from the opposite
direction. When doing so, the operator shall first

signal the movement, then drive the motor vehicle into the bicycle lane prior to

approaching any intersection where right turns are permitted. The operator

shall remain in the bicycle lane until approaching a stop line or crosswalk.

The Minnesota’s Best Practices for Pedestrians/Bicyclists Safety” resource

http://www.dot.state.mn.us/stateaid/trafficsafety/reference/ped-bike-handbook-

09.18.2013-v1.pdf  page 34 generally discusses Bikes and Right Turn Lanes. MnDOT is

evolved to the MUTCD and the AASHTO bike guide. The Minnesota DOT has

for several years adopted a practice of omitting the thru arrow pavement

markings in the MUTCD figures. The MUTCD currently uses the marking identified

in Chapter 9.C of the MUTCD. The length is usually based on the type of shoulder, the geometry, etc. but really is more

an engineering judgement call. The length is usually based on the type of shoulder, the geometry, etc.

bicyclists with motorists.

Kentucky

We have modified the turn lane detail

in Chapter 9C of the MUTCD. The length is usually based on the type of shoulder, the

geometry, etc. but really is more an engineering judgement call.

Massachusetts

When entering a bike lane, a motor vehicle operator enters the

bike lane which is positioned to turn right

consistent with any traffic markers, buttons, or signs, yielding the right-of-

way to any vehicles or bicyclists approaching close to them so as to constitute an

immediate hazard.

Minnesota

We do not have standard guidance on pavement markings for bike lanes. The

engineer is left to the designer in a case by case basis.

South Dakota

The South Dakota DOT has not marked any bike lanes on state highways yet.

We also use dotted lines across right turn lane entrances to connote the

length of the dotted lines at right turn lane entrances is determined by speed from our


I am not aware of any statutory language in our state regarding this issue.

We also use sharrows at some locations.

Oregon

A person may operate a motor vehicle upon a bicycle lane when:

[ ] During an emergency or traffic control situation.
[ ] Entering or leaving an alley, private road or driveway; or
[ ] Approaching for a left turn on a two-way street, an operator shall do so in the

lane of traffic to the right of and nearest to the center line of the roadway and

shall yield the right of way to any vehicle approaching from the opposite
direction. When doing so, the operator shall first

signal the movement, then drive the motor vehicle into the bicycle lane prior to

approaching any intersection where right turns are permitted. The operator

shall remain in the bicycle lane until approaching a stop line or crosswalk. Dotted bike

markings are typically reserved for "lane extenders." These markings should be used any time there is a bike

lane only in one direction on an undivided street.)

Virginia

The Virginia Department of Transportation has not marked any bike lanes on state highways yet.

We also use dotted lines across right turn lane entrances to connote the

length of the dotted lines at right turn lane entrances is determined by speed from our


We do not have standard guidance on pavement markings for bike lanes. The

engineer is left to the designer in a case by case basis.

The DOT of Arizona has a bike lane which in theory helps prevent right hook crashes with bicycles.

There isn’t any criteria per say. These markings should be used any time there is a bike

lane only in one direction on an undivded street.

There is no formula to determine the length of the dotted lane line. Best practice is to

lay out the dotted section as short as possible still proceeding in a rectilinear manner

through the intersection. Long dotted lines should be avoided. This is based upon a 1-100 ratio and a 2-mile lane. A laptop size of

1/3, or 213 (700 ft) or longer can be used to signal higher speed roadways.
Florida pavement markings use double 6” white solid for standard buffered bike lanes and double 6” white dotted for intersection approaches. All bike lane/shared lane dotted lines approaching intersections are set to 150 feet back from the curb or stop line. Please see the following Standard Plans for Bicycle and Pavement Markings:

- [http://www.fdot.gov/design/standardplans/Current/IDx/711-001.pdf](http://www.fdot.gov/design/standardplans/Current/IDx/711-001.pdf)

Trey Tillander
trey.tillander@dot.state.fl.us

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*This does not include original contact information*