



National Committee on Uniform Traffic Control Devices

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Item No.: 20B-BIK-01

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

TECHNICAL COMMITTEE: Bicycle Technical Committee
ITEM NUMBER: 20B-BIK-01
TOPIC: Buffered and Separated Bicycle Lane Extension Markings
ORIGIN OF REQUEST: Bicycle Technical Committee
AFFECTED SECTIONS OF MUTCD: Section 9C.04

DEVELOPMENT HISTORY:

- Approved by Technical Committee: 06/20/2018
- Concurrence Markings Technical Committee: 06/20/2018
- Concurrence for revision Markings Technical Committee: 01/09/2020
- Approved by Bicycle Technical Committee: 01/09/2020
- Approved by NCUTCD Council: MM/DD/YYYY

This is a proposal for recommended changes to the MUTCD that has been developed by a technical committee of the NCUTCD. The NCUTCD is distributing it to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. If approved by the NCUTCD Council, the recommended changes will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

SUMMARY:

This proposal provides Standards and Guidance for marking buffered bicycle lanes and separated bicycle lanes where crossing the bicycle lane is permitted and for extending these bicycle lanes through intersections to denote the expected path for bicyclists and advise motorists that bicyclists are likely to use the intended path.

DISCUSSION:

FHWA has indicated that the extension of bicycle lanes through intersections is allowable under existing MUTCD provisions in Section 3B.08, however, there are no specific Standards or Guidance for extensions of bicycle lane lines. A proposal for bicycle lane extensions was developed by the Bicycle Technical Committee (BTC) in collaboration with the Markings Technical Committee and approved by Council on 6/28/2014.

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36 FHWA has also indicated that buffered bicycle lanes can be installed as buffer-separated
37 preferential lanes as defined in Section 1A.13 and in accordance with the Standards and
38 Guidance in Section 3B.24 and Section 3D.02. These lanes have been installed at numerous
39 locations but the pavement marking patterns have not been uniform. The BTC developed a
40 proposal for buffered bicycle lane markings including markings at driveways or minor
41 commercial entrances where turns across the bicycle lane are permitted. The proposal was
42 approved by Council on 6/28/14.

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44 In May 2015, FHWA published the *Separated Bike Lane Planning and Design Guide*. Separated
45 bicycle lanes are defined by FHWA as an exclusive facility for bicyclists that is located within or
46 directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a
47 vertical element. Separated bicycle lanes are differentiated from standard and buffered bicycle
48 lanes by the vertical element. They are differentiated from shared use paths (and sidepaths) by
49 their more proximate relationship to the adjacent roadway and the fact that they are bicycle-only
50 facilities.

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52 Buffered bicycle lanes and separated bicycle lanes have been installed at numerous locations
53 throughout the US, however, there is a lack of uniformity in the pattern of pavement markings
54 where vehicles are permitted to cross these bicycle lanes to make a right (left) turn or to extend
55 these bicycle lanes through intersections. Section 3D.02 Preferential Lane Longitudinal
56 Markings for Motor Vehicles and Figures 3D-2 and 3D-3 illustrate the use of wide dotted single
57 white lines for locations where crossing the preferential use lane is permitted. This proposal will
58 include Options for the uniform installation of markings to discontinue the buffer and to extend
59 the bicycle lanes and separated bicycle lanes through intersections consistent with Section 3B.08
60 and for where crossing of these bicycle lanes is permitted consistent with Section 3D.02.

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62 **RECOMMENDED MUTCD CHANGES**

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64 The following present the proposed changes to the current MUTCD within the context of the
65 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
66 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
67 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
68 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
69 comments may be provided with the MUTCD text. These comments are indicated by
70 **[highlighted light blue in brackets]**.

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73 **PART 9. TRAFFIC CONTROL FOR BICYCLE FACILITIES**

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75 **CHAPTER 9C. MARKINGS**

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77 **Section 9C.04 Markings for Bicycle Lanes**

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79 **Section 9C.XX Bicycle Lane Line Extensions through Intersections**

80 **Option:**

81 01 Bicycle lane markings may be extended through intersections consistent with the provisions
82 of Section 3B.08. (Approved by NCUTCD Council 6/28/14)

83 01a Wide dotted single white lane lines may be used to define bicycle lanes where turns are
84 permitted across buffered bicycle lanes and separated bicycle lanes at mid-block locations or to
85 extend buffered bicycle lanes and separated bicycle lanes through intersections consistent with
86 provisions of Section 3D.02 for preferential lane longitudinal markings and Figure 9C-XX.

87 02 Green colored pavements may be used in conjunction with the extension of bicycle lanes
88 through intersections, consistent with (the Section that the IA is finalized within). (Approved by
89 NCUTCD Council 6/28/14)

90 03 White markings as depicted in Figure 9C-9 but omitting the bicycle symbol, or bicycle lane
91 markings, may be used within the boundaries of bicycle lane extensions. (Approved by
92 NCUTCD Council 6/28/14)

Figure 9C - XX. Example of Intersection Crossing Pavement Markings for Buffered Bicycle Lane/Separated Bicycle Lane Extension

