



National Committee on Uniform Traffic Control Devices

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Item No.: 20B-BIK-02

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

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TECHNICAL COMMITTEE: Bicycle Technical Committee
ITEM NUMBER: 20B-BIK-02
TOPIC: Bicycle Lane Type Definitions
ORIGIN OF REQUEST: Bicycle Technical Committee & Edit Committee
AFFECTED SECTIONS OF MUTCD: Section 1A.13

DEVELOPMENT HISTORY:

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- Approved by Bicycle Technical Committee: 06/17/2020
 - Approved by Edit Committee: 06/22/2020
 - Approved by NCUTCD Council: MM/DD/YYYY

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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:

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This proposal provides a revision to Section 1A.13 item #23 for definition of bicycle lane to include definitions of the various types of bicycle lanes previously approved by NCUTCD and a new definition for separated bicycle lanes.

DISCUSSION

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In May 2015, FHWA published the *Separated Bike Lane Planning and Design Guide*. Separated bicycle lanes are differentiated from standard and buffered bicycle lanes by the placement of vertical elements in the buffered area or by placement of a physical barrier adjacent to the general purpose lane. They are differentiated from shared use paths (and sidepaths) by their more proximate relationship to the adjacent roadway and the fact that they are bicycle-only facilities. The proposed definition of separated bicycle lane is consistent with existing definitions in Section 1A.13 #19 Barrier-Separated Lanes and #25 Buffer-Separated Lanes.

36 **RECOMMENDED MUTCD CHANGES**

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38 The following present the proposed changes to the current MUTCD within the context of the
39 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
40 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
41 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
42 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
43 comments may be provided with the MUTCD text. These comments are indicated by
44 highlighted light blue in brackets.

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46 **PART 1. GENERAL**

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48 **CHAPTER 1A. GENERAL**

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50 **Section 1A.13 Definitions of Headings, Words, and Phrases in this Manual**

51 **Standard:**

52 **23. Bicycle Lane**—a portion of a roadway that has been designated for preferential or
53 exclusive use by bicyclists by pavement markings and, if used, signs. Types of bicycle
54 lanes include:

55 A. A contraflow bicycle lane is an area of the roadway designated to allow for the
56 lawful use by bicyclists to travel in the opposite direction from traffic on a
57 roadway that allows traffic to travel in only one direction. [6/28/2014, 14B-BIK-04]

58 B. Buffered bicycle lane is a bicycle lane that is separated from the adjacent general-
59 purpose lane or parking lane by a pattern of standard longitudinal markings. The
60 buffer area might include chevron or diagonal markings. [6/28/2014, 14B-BIK-02]

61 C. A separated bicycle lane is a barrier-separated lane or a buffer-separated lane that
62 includes vertical elements. Vertical elements include but are not limited to
63 channelizing devices, parked vehicles, or raised islands in the buffer.