

**POLICY DIRECTIVE**

TR-0011 (REV 6/20/2005)

<b>TRAFFIC OPERATIONS POLICY DIRECTIVE</b>	NUMBER <b>05-10</b>	PAGE 1 OF 5
KRIS BALAJI, DIVISION CHIEF (Signature)	DATE ISSUED 09/12/2005	EFFECTIVE DATE Immediately
SUBJECT  <b>Shared Roadway Bicycle Marking</b>	DISTRIBUTION <input type="checkbox"/> All District Directors <input checked="" type="checkbox"/> All Deputy District Directors - Traffic Operations <input checked="" type="checkbox"/> All Deputy District Directors - Maintenance <input type="checkbox"/> All Deputy District Directors - Construction <input checked="" type="checkbox"/> All Deputy District Directors - Design <input checked="" type="checkbox"/> All Deputy District Directors - Transportation Planning <input type="checkbox"/> Chief, Division of Engineering Services <input checked="" type="checkbox"/> Chief Counsel, Legal Division <input checked="" type="checkbox"/> Publications (California Supplement Website) <a href="http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/index.htm">http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/index.htm</a> <input checked="" type="checkbox"/> Headquarters Division Chiefs for: Local Programs, Maintenance & Design	
DOES THIS DIRECTIVE AFFECT OR SUPERSEDE ANOTHER DOCUMENT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	IF YES, DESCRIBE	
WILL THIS DIRECTIVE BE INCORPORATED IN THE MUTCD 2003 CALIFORNIA SUPPLEMENT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF YES, DESCRIBE New Section 9C.103 and Figure 9C-107	

**DIRECTIVE**

A new MUTCD 2003 California Supplement **Section 9C.103 Shared Roadway Bicycle Marking** with **Figure 9C-107** are added to provide an optional marking for road users. This directive is effective immediately.

---

**IMPLEMENTATION**

The new MUTCD 2003 California Supplement Section 9C.103 with Figure 9C-107 are added as follows:

**Section 9C.103 Shared Roadway Bicycle Marking****Option:**

The Shared Roadway Bicycle Marking shown in Figure 9C-107 may be used to assist bicyclists with positioning on a shared roadway with on-street parallel parking and to alert road users of the location a bicyclist may occupy within the traveled way.

**Standard:**

**The Shared Roadway Bicycle Marking shall only be used on a roadway which has on-street parallel parking. If used, Shared Roadway Bicycle Markings shall be placed so that the centers of the markings are a minimum of 3.3 m (11 ft) from the curb face or edge of paved shoulder. On State Highways, the Shared Roadway Bicycle Marking shall be used only in urban areas.**

**Option:**

For rural areas, the SHARE THE ROAD (W16-1) plaque may be used in conjunction with the W11-1 bicycle warning sign (see Sections 2C.51 and 9B.18). Information for the practitioner regarding classification of rural versus urban roadways can be found at the following California Department of Transportation website: <http://www.dot.ca.gov/hq/tsip/hpms/Page1.php>

**Guidance:**

If used, the Shared Roadway Bicycle Marking should be placed immediately after an intersection and spaced at intervals of 75 m (250 ft) thereafter.

If used, the Shared Roadway Bicycle Marking should not be placed on roadways with a speed limit at or above 60 km/h (40 mph).

**Option:**

Where a Shared Roadway Bicycle Marking is used, the distance from the curb or edge of paved shoulder may be increased beyond 3.3 m (11 ft). The longitudinal spacing of the markings may be increased or reduced as needed for roadway and traffic conditions. Where used, bicycle guide or warning signs may supplement the Shared Roadway Bicycle Marking.

**Support:**

The Shared Roadway Bicycle Marking is intended to:

- \* Reduce the chance of bicyclists impacting open doors of parked vehicles on a shared roadway with on-street parallel parking.
  - \* Alert road users within a narrow traveled way of the lateral location where bicyclists ride.
  - \* Be used only on roadways without striped bicycle lanes or shoulders.
-

**BACKGROUND**

In a study conducted for the San Francisco Department of Parking and Traffic (SF DPT), the stencil markings improved both motorists' and cyclists' positions in the roadway. The markings also reduced sidewalk and wrong-way riding. This study for SF DPT was accepted by the California Traffic Control Devices Committee in 2004, which recommended that the Department approve the Shared Roadway Bicycle Marking as an optional marking for roadways in California. The methodology in Section 9C.103 provides guidance on the use and placement of the Shared Roadway Bicycle Marking.

## **DEFINITIONS**

When used in this Traffic Operations Policy Directive, the text shall be defined as follows:

- 1) **Standard** - a statement of required, mandatory, or specifically prohibited practice. All standards text appears in **bold** type. The verb **shall** is typically used. Standards are sometimes modified by Options.
- 2) Guidance - a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgement or engineering study indicates the deviation to be appropriate. All Guidance statements text appears in underlined type. The verb should is typically used. Guidance statements are sometimes modified by Options.
- 3) Option - a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements text appears in normal type. The verb may is typically used.
- 4) Support - an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements text appears in normal type. The verbs shall, should and may are not used in Support statements.

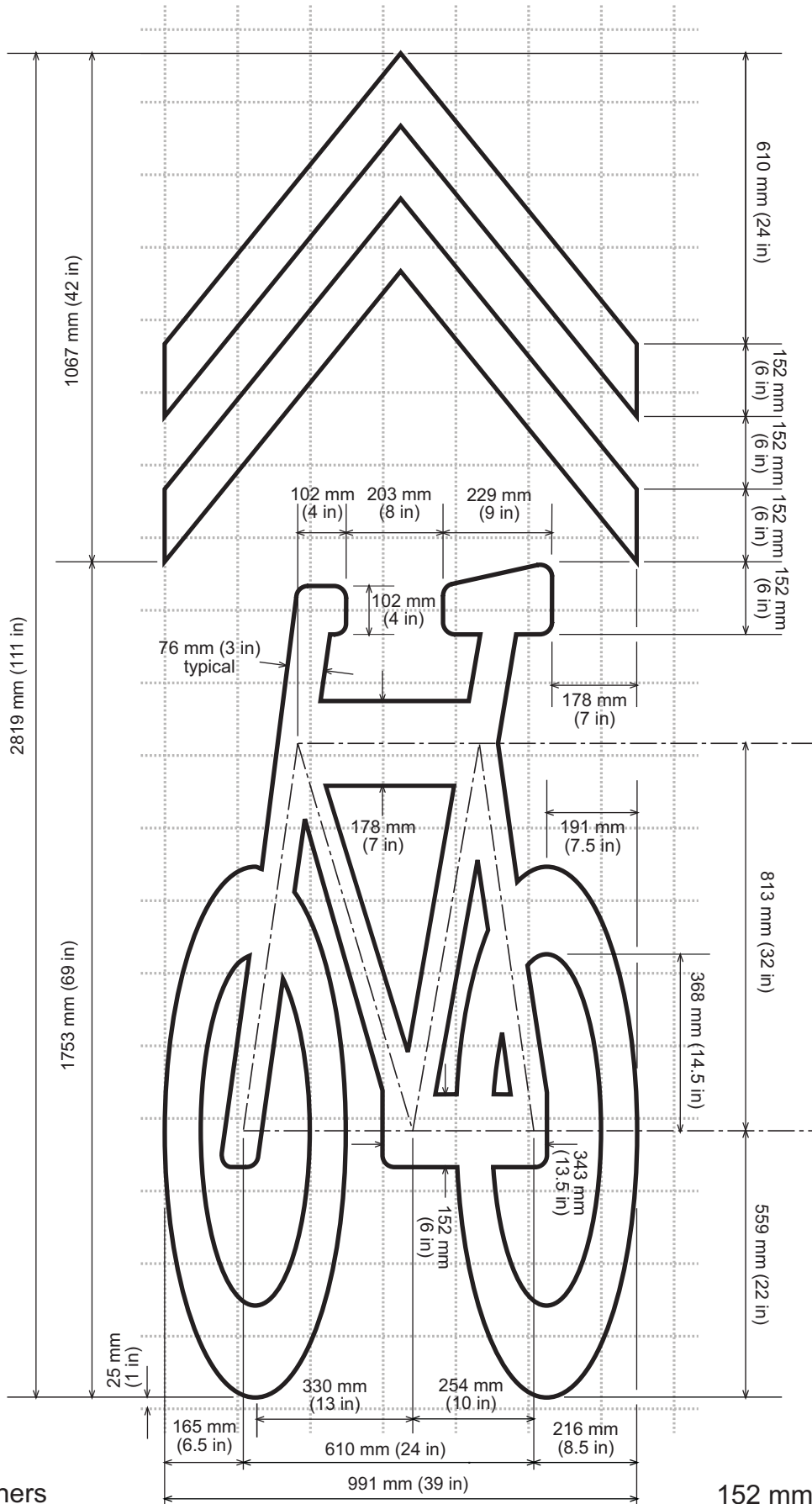
## **ATTACHMENTS**

Figure 9C-107 Shared Roadway Bicycle Marking

---

---

**Figure 9C-107. Shared Roadway Bicycle Marking**



All rounded corners  
25 mm (1 in) radius

152 mm x 152 mm grid  
(6 in x 6 in)

NO SCALE