



**California Traffic Control Devices Committee (CTCDC)
Agenda Item Report**



Meeting Date: November 7, 2024	From: Florencia Allenger, Caltrans
Item Number: 24-16	
Sponsored By: Amjad Obeid, Caltrans	Presented By: Florencia Allenger, Caltrans
Description: Revision to the current California Manual on Uniform Traffic Control Devices (CA MUTCD 2014, Revision 8) Section 9C.07, to reflect SB 1216 requirements for Shared Lane Marking usage.	

Recommendation:

Motion by committee to recommend inclusion of the proposed revision to CA MUTCD Section 9C.07, to prohibit installing new Shared Lane Markings on a roadway that has a posted speed limit greater than 30 miles per hour except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection.

Agency Making Request/Sponsor:

Florencia Allenger, Caltrans / Amjad Obeid, Caltrans

Background:

Senate Bill 1216 passed and was approved by the Governor on 9/27/2024. This bill adds Section 891.9 to the Streets and Highways Code:

891.9.

(a) On and after January 1, 2025, an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted shall not install a new sharrow on a highway that has a posted speed limit greater than 30 miles per hour, except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection.

(b) For purposes of this section, "sharrow" means the marking in Figure 9C-9 of the 2014 California Manual on Uniform Traffic Control Devices, Revision 8.

We propose to revise the current CA MUTCD (2014, Revision 8) Section 9C.07 Shared Lane Marking to match this new prohibition.

Attachments:

- Attachment A – Proposed changes to CA MUTCD (2014, Revision 8) Section 9C.07
- Attachment B – CA MUTCD Figure 9C-9. Shared Lane Marking



ATTACHMENT A



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Attachment A – Proposed changes to CA MUTCD (2014, Revision 8) Section 9C.07

Proposal:

Note:

- Black text is consistent with the Federal MUTCD.
- Blue text is current text as amended for use in California.
- ~~Struck-out red~~ text is to be deleted from the CA MUTCD.
- Red text is newly proposed text.

Section 9C.07 Shared Lane Marking

Option:

01 The Shared Lane Marking shown in Figure 9C-9 may be used to:

- A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist’s impacting the open door of a parked vehicle,
- B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- D. Encourage safe passing of bicyclists by motorists, ~~and~~
- E. Reduce the incidence of wrong-way bicycling.
- F. Assist bicyclists with lateral positioning within a traffic circle or roundabout (See Figure 9C.107),
- G. Supplement a signed bicycle route that is identified as a Class III bicycle facility,
- H. Encourage the lateral positioning of bicyclists away from on-street angled parking, and
- I. Indicate that a bicycle can travel straight through a right-turn or left-turn only lane.

Guidance:

~~02 Except as provided in Paragraph 02a and 02b, the Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.~~

Standard:

02 New Shared Lane Markings shall not be installed on roadways that have a posted speed limit greater than 30 miles per hour, except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection.

Option:

~~02a The Shared Lane Marking may be placed on roadways that have a speed limit above 35 mph, where there is bicycle travel and there is no marked bicycle lane and the right hand traffic lane is too narrow to allow motor vehicles to safely pass bicyclists.~~

02~~a~~^b The Shared Lane Marking may be placed in a right-turn or left-turn only lane to indicate that bicycle may travel straight through an intersection.

Support:

02~~e~~^b On roadways that have a speed limit above 35 mph, a Class II bikeway or Class IV bikeway is more appropriate to facilitate bicycle travel.

Standard:

03 Shared Lane Markings shall not be used on shoulders, separated bikeways or in designated bicycle lanes.

Lateral Positioning

Support:

03a The effective lane width as used in this section indicates the width of the pavement available after subtracting the width of the parked vehicle and door zone from the distance of the lane line/centerline to the face of the curb/edge of the pavement.

Guidance:

04 *If used in a shared lane with on-street parallel parking, if the effective lane width is 14 feet or greater, Shared Lane Markings should be placed so that the centers of the markings are at least ~~11~~ 13 feet from the face of the curb, or from the edge of the pavement where there is no curb. If the effective lane width is less than 14 feet, the marking should be centered within the effective lane width. See Figure 9C-108(CA).*

05 *If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be centered in the travel lane. If used on a street without on-street parking that has an outside travel lane with lane width equal to 14 feet or greater, the shared lane markings should be centered at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.*

05a *If used on a shared right-turn or left-turn only lane that is less than 14 feet wide, to indicate that a bicycle may travel straight through an intersection, the centers of the Shared Lane Markings should be centered in the travel lane. If used on a shared right-turn or left-turn only lane that is 14 feet or greater, the Shared Lane Markings should be centered at least 4 feet from the edge of channelizing line. See Figure 9C-111(CA) and Figure 9C-112(CA).*

05b *Placing Shared Lane Markings on the wheel paths should be avoided where possible.*

Support:

05c When a shared lane is sufficiently wide that motor vehicles can pass bicyclists within the lane, the purpose of the Shared Lane Marking is to indicate a bicyclist line of travel that facilitates passing while avoiding fixed obstructions (e.g. drainage inlet, gutter joint). When a shared lane is not wide enough to enable passing with adequate clearance, the purpose of the marking is to indicate a bicyclist line of travel that deters passing within the lane.

Spacing

Guidance:

06 *If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.*

Option:

06a Closer spacing between Shared Lane Markings may be considered approaching, traversing, and departing intersections, where there is higher potential for conflicts between motorists and bicyclists. See Figure 9C-109(CA).

06b Closer spacing between Shared Lane Markings may be considered where there are sight distance constraints, for example, approaching the crest of a vertical curve.

06c Closer spacing between Shared Lane Markings may be considered to guide bicyclists when deviating from a straight line of travel (e.g. merging, angled railroad crossing).

Option:

07 Section 9B.06 describes a Bicycles May Use Full Lane sign that may be used in addition to or instead of the Shared Lane Marking to inform road users that bicyclists might occupy the travel lane.



ATTACHMENT B

Attachment B – CA MUTCD Figure 9C-9. Shared Lane Marking

Figure 9C-9. Shared Lane Marking

