

Paragraph 3 of Section 3D.02 of the CA MUTCD is proposed to be edited as follows:

Longitudinal pavement markings for preferential lanes shall be as follows (these same requirements are presented in tabular form in Table 3D-1):

A. Barrier-separated, non-reversible preferential lane—the longitudinal pavement markings for preferential lanes that are physically separated from the other travel lanes by a barrier or median shall consist of a normal solid single yellow line at the left-hand edge of the travel lane(s), and a normal solid single white line at the right-hand edge of the travel lane(s) (see Drawing A in Figure 3D-1).

B. Barrier-separated, reversible preferential lane—the longitudinal pavement markings for reversible preferential lanes that are physically separated from the other travel lanes by a barrier or median shall consist of a normal solid single white line at both edges of the travel lane(s) (see Drawing B in Figure 3D-1).

C. Buffer-separated (left-hand side) preferential lane—the longitudinal pavement markings for a fulltime or part-time preferential lane on the left-hand side of and separated from the other travel lanes by a neutral buffer space shall consist of a normal solid single yellow line at the left-hand edge of the preferential travel lane(s) and one of the following at the right-hand edge of the preferential travel lane(s):

1. Two sets of wide solid double white lines where crossing the buffer space is prohibited and the buffer width is ~~4 feet or greater~~ *greater than 2 feet* (see Drawing A in Figure 3D-2 and Detail 45 in Figure 3A-113(CA)).

2. A set of wide solid double white lines where crossing the buffer space is prohibited and the buffer width is 2 feet (see Drawing A in Figure 3D-2 and Detail 44B in Figure 3A-113(CA)).

3. A wide broken single white lane line within the allocated buffer space (resulting in wider lanes), where crossing the buffer space is permitted (see bottom half of Drawing C in Figure 3D-2 and Detail 42 in Figure 3A-113(CA)).

D. Buffer-separated (right-hand side) preferential lane—the longitudinal pavement markings for a fulltime or part-time preferential lane on the right-hand side of and separated from the other travel lanes by a neutral buffer space shall consist of a normal solid single white line at the right-hand edge of the preferential travel lane(s) if warranted (see Section 3B.07) and one of the following at the left-hand edge of the preferential travel lane(s) (see Drawing D in Figure 3D-2):

1. Two sets of wide solid double white lines where crossing the buffer space is prohibited and the buffer width is 4 feet or greater ~~greater than 2 feet~~ (see Detail 45 in Figure 3A-113(CA)).

2. A set of wide solid double white lines where crossing the buffer space is prohibited and the buffer width is 2 feet (see Detail 44B in Figure 3A-113(CA)).

3. A wide broken single white line within the allocated buffer space (resulting in wider lanes), where crossing the buffer space is permitted (see Detail 42 in Figure 3A-113(CA)).

4. A wide dotted single white lane line within the allocated buffer space (resulting in wider lanes) where crossing the buffer space is permitted for any vehicle to perform a right-turn maneuver (see Detail 37 in Figure 3A-111(CA)).

E. Contiguous (left-hand side) preferential lane—the longitudinal pavement markings for a full-time or part-time preferential lane on the left-hand side of and contiguous to the other travel lanes shall consist of a normal solid single yellow line at the left-hand edge of the preferential travel lane(s) and one of the following at the right-hand edge of the preferential travel lane(s):

1. A wide solid double white lane line where crossing is prohibited (see Drawing A in Figure 3D-3 and Detail 44A in Figure 3A-113(CA)).

2. A wide solid single white lane line where crossing is discouraged (see Drawing B in Figure 3D-3 and Detail 43 38B in Figure 3A-113112(CA)).

3. A wide solid broken single white lane line where crossing is permitted (see Drawing C in Figure 3D-3 and Detail 42 in Figure 3A-113(CA)).

~~4. A normal broken white line where crossing is permitted on preferential lanes that operate for only certain periods of the day. In these cases, markings shall conform to the purpose the lane serves a majority of the time.~~

F. Contiguous (right-hand side) preferential lane—the longitudinal pavement markings for a full-time or part-time preferential lane on the right-hand side of and contiguous to the other travel lanes shall consist of a normal solid single white line at the right-hand edge of the preferential travel lane(s) if warranted (see Section 3B.07) and one of the following at the left-hand edge of the preferential travel lane(s) (see Drawing D in Figure 3D-3):

1. A wide solid double white lane line where crossing is prohibited (see Detail 44A in Figure 3A-113(CA)).

2. A wide solid single white lane line where crossing is discouraged (see Detail 43 38B in Figure 3A-113112(CA)).

3. A wide broken single white lane line where crossing is permitted (see Detail 42 in Figure 3A-113(CA)).

4. A wide dotted single white lane line where crossing is permitted for any vehicle to perform a right turn maneuver (see Detail 37 in Figure 3A-111(CA)).

~~5. A normal broken white line where crossing is permitted on preferential lanes that operate for only certain periods of the day. In these cases, markings shall conform to the purpose the lane serves a majority of the time.~~

Paragraph 4a of Section 3D.02 of the CA MUTCD is proposed to be edited as follows:

On State highways, Buffer buffer widths between 4 2 feet and 12 feet (see Figure 3A-113(CA), Detail 45) should shall be avoided, except when transitioning between narrow and wide buffer areas.