



GAVIN NEWSOM, MAYOR
BOND M. YEE, ACTING EXECUTIVE DIRECTOR

September 13, 2005

Mr. Devinder Singh
Executive Secretary
California Traffic Control Device Committee
Dept. of Transportation, Div. of Traffic Operations MS 36
PO Box 942874
Sacramento, CA 94274-0001

Dear Mr. Singh:

This letter is in regards to Caltrans Traffic Operations Directive Policy 05-10 adopted September 12, 2005 (see Attachment A). This item was formerly known as the Bicycle Pavement Marking Item 00-1 while being discussed by the California Traffic Control Device Committee (CTCDC).

The San Francisco Department of Parking and Traffic (DPT) does not agree with some of the changes Caltrans made to the language approved by the CTCDC. Though a number of modifications were made just prior to the adoption of the language by Caltrans without public discussion or notification, the primary section of Policy 05-10 DPT would like Caltrans to reconsider is:

“Standard: The Shared Roadway Bicycle Marking shall only be used on a roadway which has on-street parallel parking. ...”

While the report provided by DPT titled “San Francisco’s Shared Lane Pavement Markings: Improving Bicycle Safety” did study the effectiveness of markings along parallel parking, it was generally recognized by DPT and the CTCDC that the markings are inherently useful in correctly positioning cyclists on the roadway regardless of whether parallel parking is in the area or not. This was reflected by the language unanimously approved by the CTCDC on August 12, 2004 (please see Attachment B for reference) which stated, in part:

“Option: The Shared Lane Marking shown in Figure 9C-107, may be used in shared lanes to improve bicyclists’ positioning on roadways, encourages cycling in the correct direction, discourage cycling on sidewalks, and to decrease motor vehicle/bicycle conflicts by informing motorists where to expect cyclists, especially on urban and suburban roadways with narrow curb lanes.”

and

“Guidance: On streets with no on-street parking, the marking should be placed so that it directs cyclists away from conditions alongside the curb face edge that compromise cyclists’ safety, such as drain grates and longitudinal gutter joints.”

DPT believes that the Standard language in Policy 05-10 limiting the use of the marking to streets with parallel parking is not necessary and limits the effective use of the marking. There are many other situations where the marking can be very useful for improving cyclist positioning and motorist awareness of where cyclists should be, such as on streets with no parking or angled parking where the curb lane is of substandard width (as defined by California Vehicle Code section 21202).

We ask that Policy 05-10 be rewritten to remove the sentence, “The Shared Roadway Bicycle Marking shall only be used on a roadway which has on-street parallel parking,” and that a section similar to what was part of the language approved at the August 12, 2004 meeting be included: “On street with no on-street parking, the marking should be placed so that it directs cyclists away from conditions alongside the curb face edge that compromise cyclists’ safety, such as drain grates and longitudinal gutter joints.”

In a previous draft titled Traffic Operations Directive Policy 05-02 dated May 17, 2005, Caltrans included language building upon this section which stated “If used on a street without on-street parking in a directional traveled way less than 4.3 m (14 ft) wide, the Shared Roadway Bicycle Marking should be installed near the center of the traveled way.” We believe Caltrans, at this point, was taking a direction in line with the spirit of the CTCDC recommendation and what many believe is an effective use of the marking. We ask that the CTCDC review Policy 05-10 and recommend the above changes and other changes that may be necessary so that Policy 05-10 reflects what the CTCDC approved in August 2004.

If you have any questions, please feel free to contact Mike Sallaberry of my staff at (415) 554-2351.

Sincerely,

Bond M. Yee
Executive Director

Enclosures

cc: Johnny Bhular, Caltrans
Jack Fleck, City Traffic Engineer, DPT
Ken McGuire, Caltrans
Gerry Meis, Caltrans
Peter Tannen, Bicycle Program Manager, DPT

BMV:PT:ms

Attachment A
Caltrans Traffic Operations Directive Policy #05-10 of September 12, 2005
Policy Language for MUTCD CA Supplement: Shared Roadway Bicycle Marking

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.

Attachment B
Portion of CTCDC Meeting Minutes, August 12, 2004
Discussion of Language for Shared Lane (Roadway) Marking

Farhad Mansourian and Hamid Bahadori agreed with the revised language and amended the motion in two parts as follows:

Motion:

Part I: Recommend that Caltrans adopt Figure 9C-107 “Chevron Bike Symbol” as a standard traffic control device in California.

Part II: Recommend that Caltrans adopt the language for Support, Option, Standard, Guidance and Option as revised by Chairman Fisher, under Section 9C.103. The language is as follows:

Section 9C.103 Shared Lane Marking

Support:

The Shared Lane Marking is intended to improve the positioning of bicyclists on roadways with significant bicycle usage and parked vehicles where the curb lanes are too narrow for motorists and bicyclists to travel side by side within the lane.

Option:

The Shared Lane Marking shown in Figure 9C-107, may be used in shared lanes to improve bicyclists’ positioning on roadways, encourages cycling in the correct direction, discourage cycling on sidewalks, and to decrease motor vehicle/bicycle conflicts by informing motorists where to expect cyclists, especially on urban and suburban roadways with narrow curb lanes.

Standard:

If used, Shared Lane Marking shall be placed so that its center is a minimum of 3.4-m (11 ft) from the curb face with on-street parking.

Guidance:

On street with no on-street parking, the marking should be placed so that it directs cyclists away from conditions alongside the curb face edge that compromise cyclists’ safety, such as drain grates and longitudinal gutter joints.

If used, the Shared Lane Marking generally should be spaced at 75-m (250-ft) interval

Option:

The spacing may be increased or decreased based on judgment. On streets with down grades, higher speeds or wide parked vehicles the distance from the curb lane may be increased beyond 3.4 m (11 ft).

Motion Carried 8-0.