

Section 9C.07 Shared Lane Marking

Option:

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.

Guidance:

The Shared Lane Marking should not be placed on roadways that have a speed limit above 50 km/h or 35 mph.

Standard:

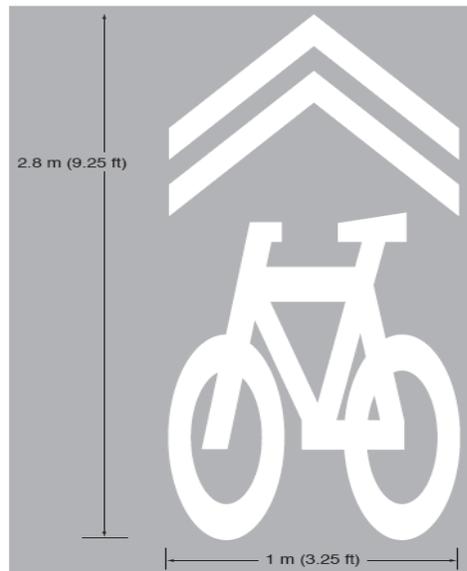
Shared Lane Markings shall not be used on shoulders or in designated bicycle lanes.

If used in a shared lane with on-street parallel parking, Shared Lane Markings shall be placed so that the centers of the markings are at least 3.4 m (11 ft) from the face of the curb, or from the edge of the pavement where there is no curb.

Guidance:

If used on a street without on-street parking that has an outside travel lane that is less than 4.3 m (14 ft) wide, the centers of the Shared Lane Markings should be at least 1.2 m (4 ft) from the face of the curb, or from the edge of the pavement where there is no curb. If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 75 m (250 ft) thereafter.

Figure 9C-9. Shared Lane Marking



The MUTCD advises that Sharrows be used only on urban streets with a speed limit of 35 mph or lower and not on bike lanes. Therefore, on facilities where speeds are greater than 35 mph the bike route should be identified by signs only, unless a shoulder serves as a bike lane. Individual jurisdictions may decide at their discretion if any unique condition other than this may warrant Sharrows.

The following guidance is provided on marking and signing of bike routes to assure continuity throughout the region. Specific guidance pertains only to shared lanes and roadways in rural areas. The MUTCD should be consulted for other conditions, including bike lanes in urban areas.

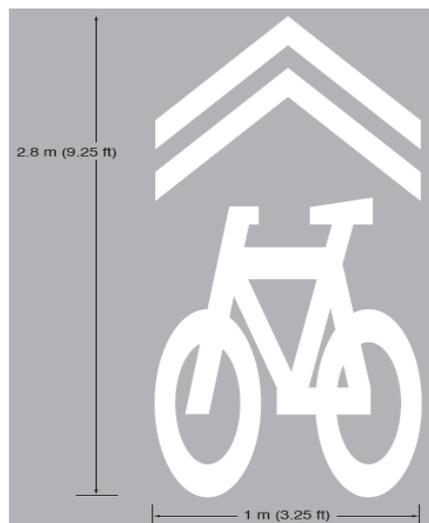
Bicycle Route Signs

Bicycle route signs are the only consistent bicycle route identification that can be used for multi-use paths, bike lanes, and shared use lanes. Since many of the bike routes within central Arkansas include several of these different types of facilities, all routes should be identified by one of the following bike route signs (D11-1, D11-1c, M1-8, M1-8a). **If a member jurisdiction wants to identify a route by a particular number or name, the member jurisdiction should request that Metroplan provide a route number so that number duplication is avoided within central Arkansas.**



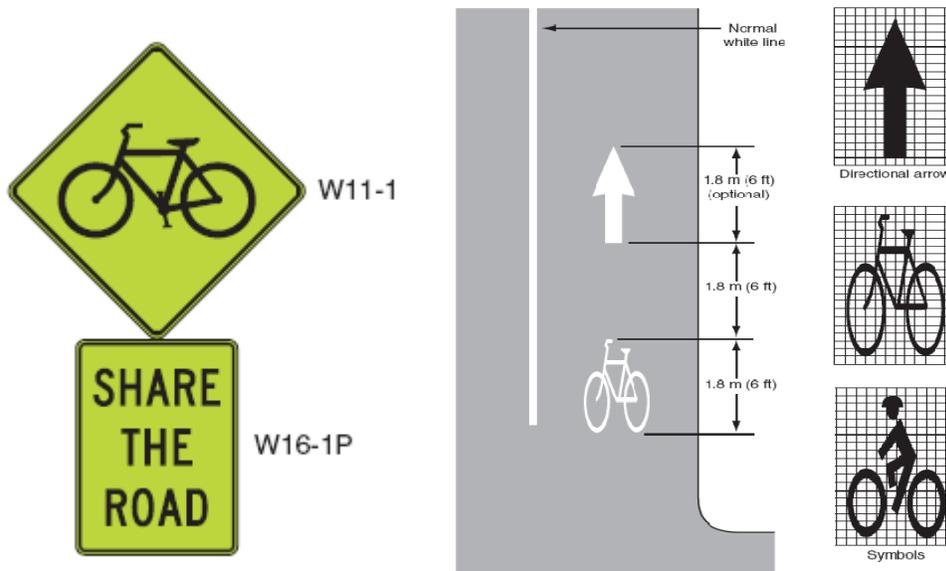
Shared Lane (Speed \leq 35 mph)

On shared use lanes in urban areas where the speed limit is 35 mph or less, Sharrows (Figure 9C-9) may be used as a pavement marking to alert motorists to the presence of bicyclist and to direct bikers more readily. Sharrows should be located a minimum of 4 feet from the edge of the marked travel lane (or face of curb with no parking). Sharrows should be placed after intersections and at intervals not greater than 250 feet or as seen fit by the member jurisdiction. In addition to Sharrows, the bike route should also be identified by bike route signs (D11-1, D11-1c, M1-8, M1-8a) placed at $\frac{1}{4}$ to $\frac{1}{2}$ mile intervals and at other locations as need.



Rural Bike Route (Speed >35 mph) with Shoulder

On rural roadways where the speed limit is greater than 35 mph and paved shoulders of at least 4 feet (5 feet preferred) exists, the shoulder will be considered a bike lane. The bike route should be identified by the use of bike route signs (D11-1, D11-1c, M1-8, or M1-8a) and bicycle lane symbol markings (Figure 9C-6) placed on the shoulder at ½ to 1 mile intervals, and at other locations as needed. To provide additional warning to drivers that they should watch for bicyclists the bicycle sign (W11-1) and share-the-road plaque (W16-1P) may be used periodically along the route.



Where shoulders serve as a bike lane, rumble strips should be avoided unless a full 4 feet of rideable surface is provided between the rumble strip and the edge of paving. Where the shoulder surface contains loose gravel or other potential dangers to bicyclists, the shoulder should not be considered a bike lane.

Rural Bike Route (Speed >35 mph) No Shoulder – Shared Lane

On rural roadways where the speed limit is greater than 35 mph and there is a lack of shoulders (or is of inadequate width for a bike lane) the bike route should be identified only by bike route signs (D11-1, D11-1c, M1-8, M1-8a) placed at ½ to 1 mile intervals and at other locations as needed. To provide additional warning to drivers that they should watch for bicyclists the bicycle sign (W11-1), share the road plaque (W16-1P), or bicycles may use full lane (R4-11) sign may be used along the route. Sharrows should not be used for this condition.

