

# Buffered Bike Lanes

I. Is it legal to cross?

II. Do they conform to the MUTCD  
or are they an experiment?

III. Are they a good idea?

# I. Is the white painted island a barrier not to be legally crossed?



Paseo Del Mar, Los Angeles

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# CALIFORNIA VEHICLE CODE

**21651.** (a) Whenever a highway has been divided into two or more roadways by means of intermittent barriers or by means of a dividing section of not less than two feet in width, either unpaved or delineated by curbs, double-parallel lines, or other markings on the roadway, it is unlawful to do either of the following:

(1) To drive any **vehicle** over, upon, or across the dividing section.

## ***Conformity to Uniform Standards***

21401. (a) Except as provided in Section 21374, only those official traffic control devices that conform to the uniform standards and specifications promulgated by the Department of Transportation shall be placed upon a street or highway.

# California Manual on Uniform Traffic Control Devices

FHWA's MUTCD 2009 Edition as amended for use in California

California MUTCD 2012 Edition  
(FHWA's MUTCD 2009 Edition, as amended for use in California)

Page 657

## **PART 3** **MARKINGS**

## **Section 3A.06 Functions, Widths, and Patterns of Longitudinal Pavement Markings**

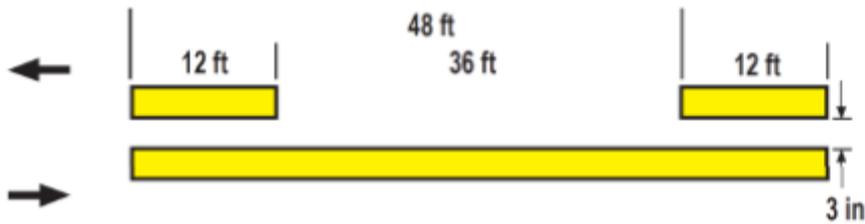
### **Standard:**

- 01 The general functions of longitudinal lines shall be:**
  - A. A double line indicates maximum or special restrictions,**
  - B. A solid line discourages or prohibits crossing (depending on the specific application),**
  - C. A broken line indicates a permissive condition, and**
  - D. A dotted line provides guidance or warning of a downstream change in lane function.**
- 02 The widths and patterns of longitudinal lines shall be as follows:**
  - A. Normal line—4 to 6 inches wide.**
  - B. Wide line—at least twice the width of a normal line.**
  - C. Double line—two parallel lines separated by a discernible space.**
  - D. Broken line—normal line segments separated by gaps.**

### **Standard:**

- 07 The widths and patterns of longitudinal lines shall conform to the details shown in Figures 3A-101(CA) through 3A-113(CA).**

**DETAIL 18**



One direction no-passing pattern for use on two-lane streets and highways (normally used on local streets and highways). See Note 2.

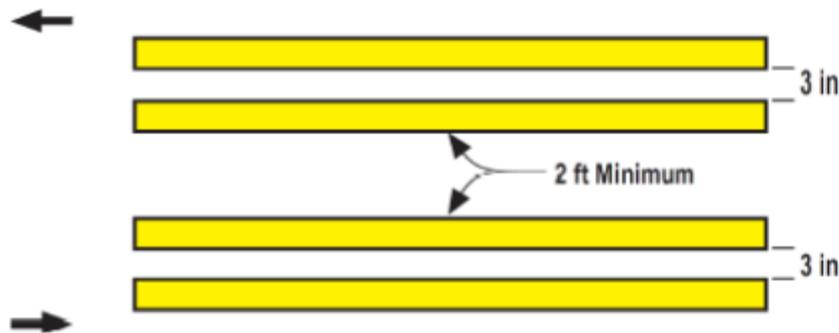
**DETAIL 21**



**POLICY**

Two-direction no-passing pattern for use on two-lane streets and highways (normally used on local streets and highways). See Note 2.

**DETAIL 28**

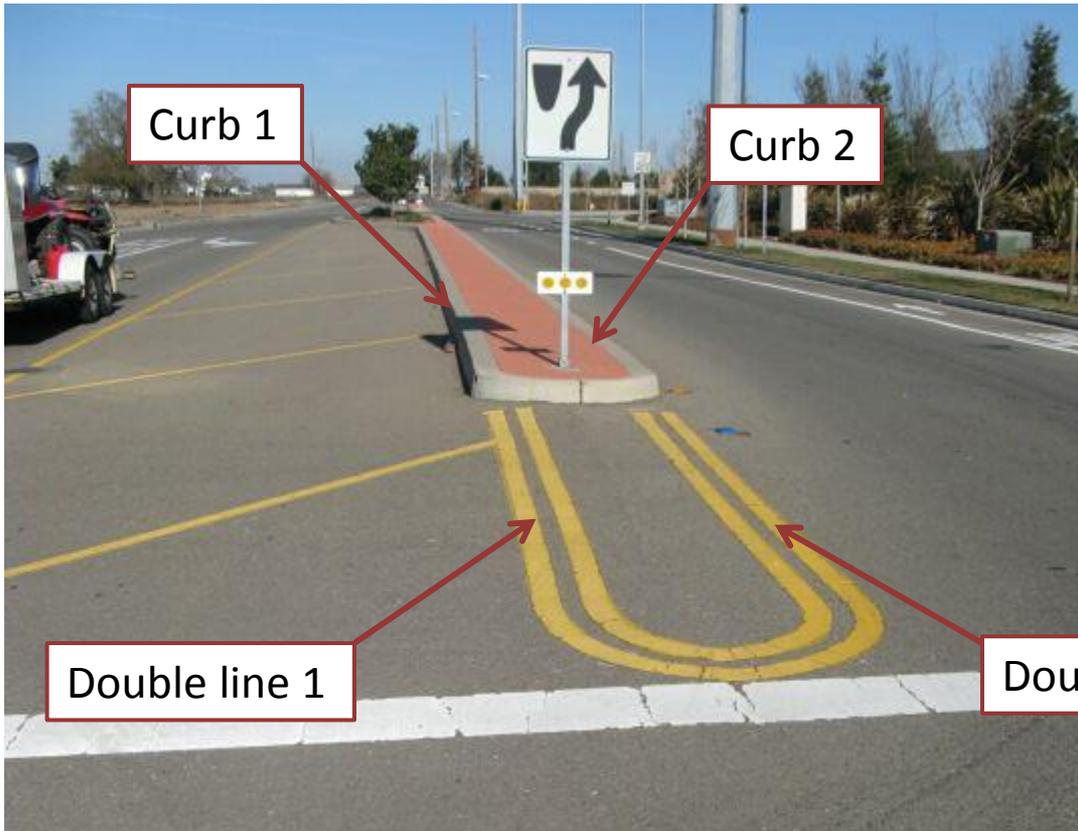


**POLICY**

Double Left Edge Line pattern for use on all-paved sections of streets and highways (normally used on local streets and highways). See Note 2.



2' wide unpaved



Curb 1

Curb 2

Double line 1

Double line 2

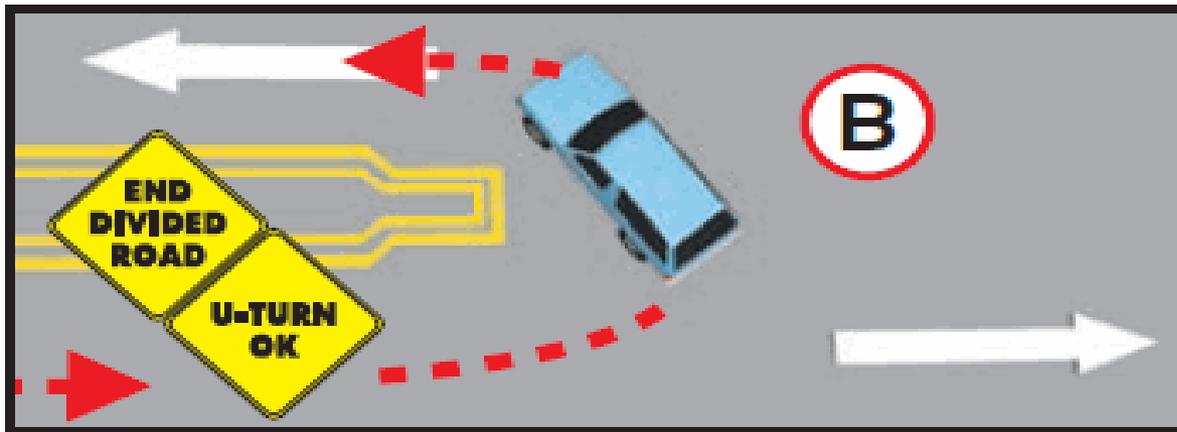
**CVC 21651.** ..... dividing section of not less than two feet in width, either unpaved or delineated by curbs, double-parallel lines, ..... it is unlawful to do either of the following: (1) To drive any **vehicle** over, upon, or across the dividing section. ....

# California Driver Handbook - Traffic Lanes

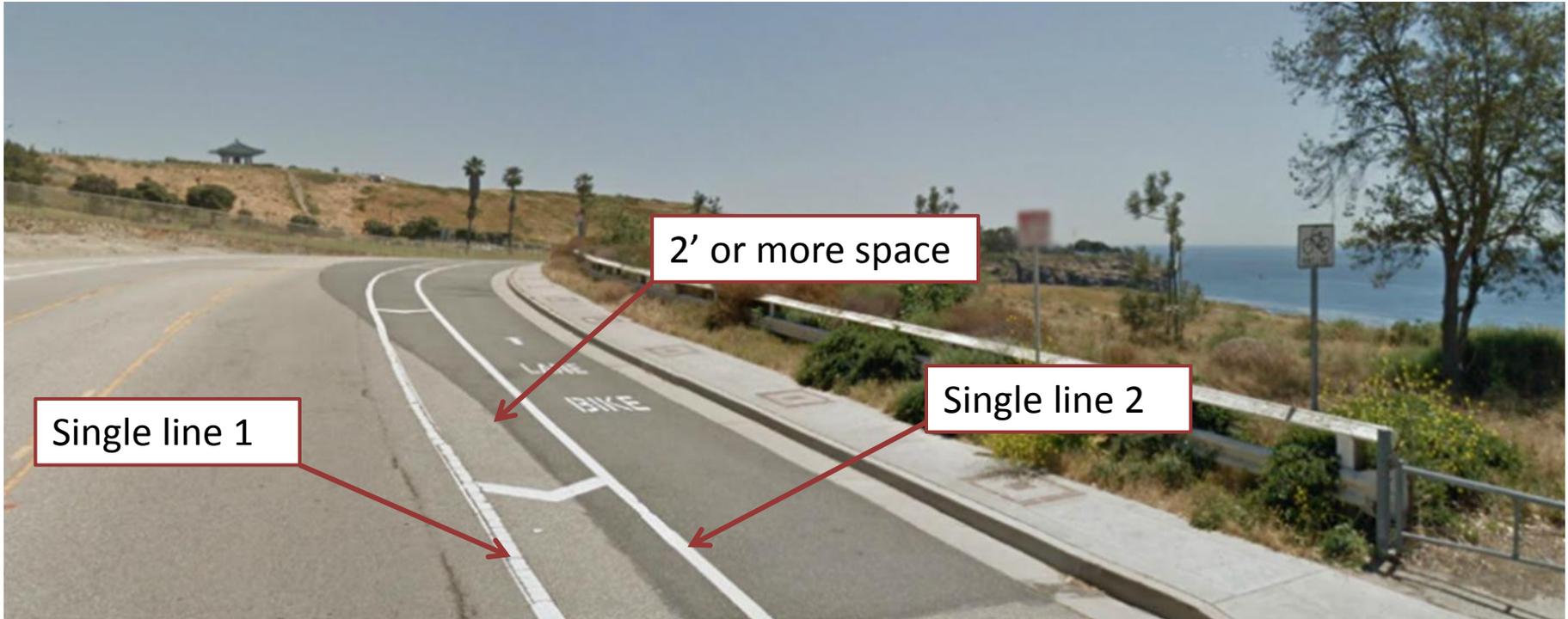
**Two solid yellow** lines indicate no passing. Never drive to the left of these lines unless you are:

- Turning left at an intersection.
- Turning into or out of a private road or driveway.
- In a carpool lane that has a designated entrance on the left.
- Instructed by construction or other signs to drive on the other side of the road because your side of the road is closed or blocked.

**Two sets of solid double yellow lines spaced 2 feet or more apart are considered a barrier.** Do not drive on or over this barrier or make a left turn or a U-turn across it except at designated openings (See diagram).



# *What about this?*



*Delineated by a single line – CVC 21651  
does not apply.*

# Wait a minute Dan, aren't those "other markings"?

## CALIFORNIA VEHICLE CODE

**21651.** (a) Whenever a highway has been divided into two or more roadways by means of intermittent barriers or by means of a dividing section of not less than two feet in width, either unpaved or delineated by curbs, double-parallel lines, **or other markings on the roadway, .....**

## ***Distinctive Roadway Markings***

## **CALIFORNIA VEHICLE CODE**

21459. (a) The Department of Transportation in respect to state highways and a local authority with respect to highways under its jurisdiction, is authorized to place and maintain upon highways distinctive roadway markings as described and with the effect set forth in Section 21460. (b) The distinctive roadway markings shall be employed to designate any portion of a highway where the volume of traffic or the vertical or other curvature of the roadway renders it hazardous to drive on the left side of the marking or to indicate no driving to the left as provided in Section 21460, and shall not be employed for any other purpose.

(c) Any pavement marking other than as described in this section placed by the Department of Transportation or any local authority shall not be effective to indicate no driving over or to the left of the marking.

# CALIFORNIA VEHICLE CODE

## **Double Lines**

21460. (a) If double parallel solid yellow lines are in place, a person driving a vehicle shall not drive to the left of the lines, except as permitted in this section.

(b) If double parallel solid white lines are in place, a person driving a vehicle shall not cross any part of those double solid white lines, except as permitted in this section or Section 21655.8.

## II. Does it conform to MUTCD?

For the sake of argument, maybe CVC 21651 doesn't apply, but there are no buffered bike lanes in the MUTCD or HDM. That puts you in violation of CVC 21401.

### *Conformity to Uniform Standards*

21401. (a) Except as provided in Section 21374, only those official traffic control devices that conform to the uniform standards and specifications promulgated by the Department of Transportation shall be placed upon a street or highway.

## CHAPTER 3D. MARKINGS FOR PREFERENTIAL LANES

### Section 3D.01 Preferential Lane Word and Symbol Markings

Support:

01 Preferential lanes are established for one or more of a wide variety of special uses, including, but not limited to, high-occupancy vehicle (HOV) lanes, ETC lanes, high-occupancy toll (HOT) priced managed lanes, bicycle lanes, bus only lanes, taxi only lanes, and light rail transit only lanes.

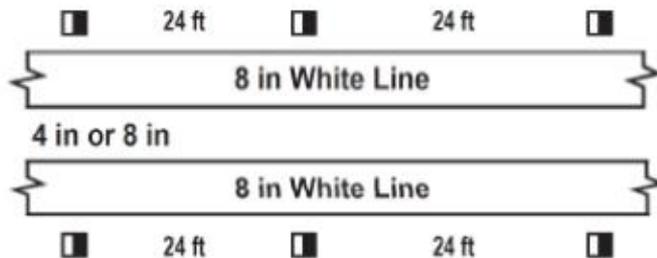
### Section 3D.02 Preferential Lane Longitudinal Markings for Motor Vehicles

**D. Buffer-separated (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 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. A wide solid double white line along both edges of the buffer space where crossing the buffer space is prohibited.~~
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 (see Detail 45 in Figure 3A-113(CA)).
- ~~2. A wide solid single white line along both edges of the buffer space where crossing of the buffer space is discouraged.~~
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 44 in Figure 3A-113(CA)).

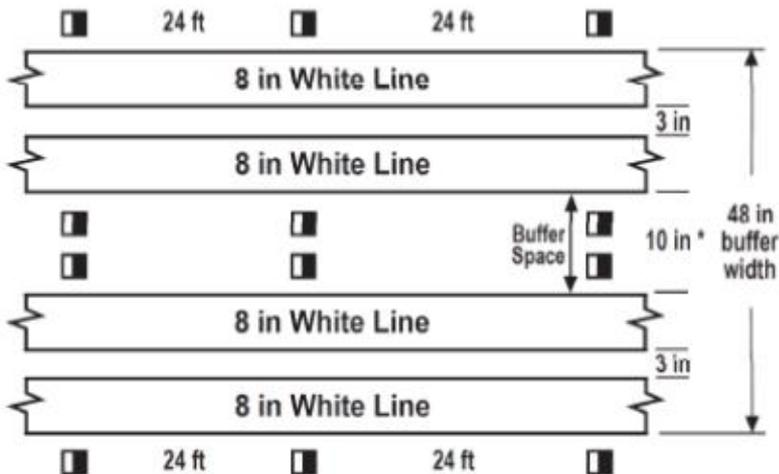
**Figure 3A-113 (CA). Examples of Preferential Lane Lines**

**DETAIL 44 - Contiguous, Access Prohibited**



See Figure 3D-3.A. An 8 inch separation creates a 2 foot buffer width.

**DETAIL 45 - Buffer-Separated, Access Prohibited**

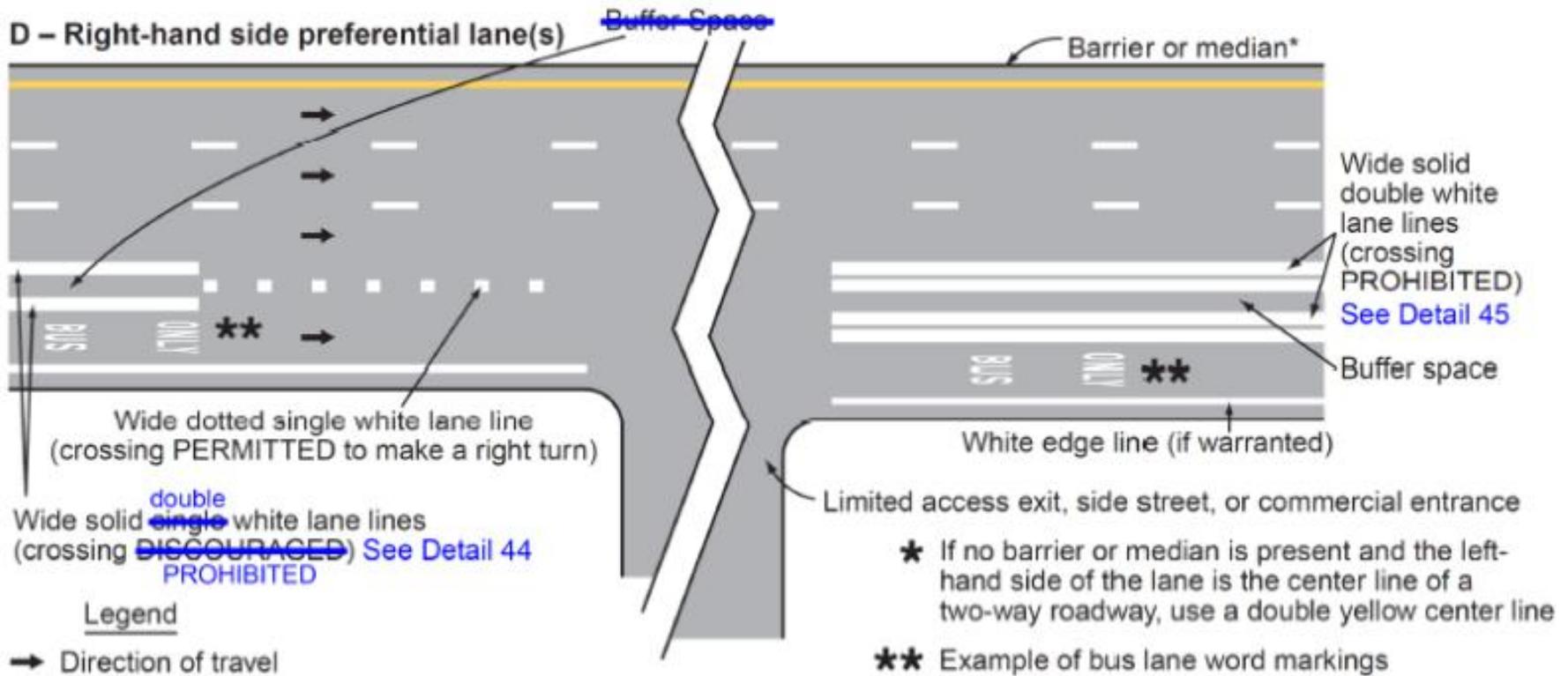


See Figure 3D-2.A

\* If buffer space is wider than 4 feet, then chevron markings are required (see Figure 3D.2(A) and Section 3B-24).

NOT TO SCALE

Figure 3D-2. Markings for Buffer-Separated Preferential Lanes (Sheet 2 of 2)



# *What about this?*





It's not a buffered bike lane.

### **Section 3B.04 White Lane Line Pavement Markings and Warrants**

#### **Standard:**

When used, lane line pavement markings delineating the separation of traffic lanes that have the same direction of travel shall be white.

#### **Standard:**

<sup>05</sup> Except as provided in Paragraph 6, where crossing the lane line markings with care is permitted, the lane line markings shall consist of a normal broken white line.

#### **Standard:**

<sup>20</sup> Where crossing the lane line markings is discouraged, the lane line markings shall consist of a normal or wide solid white line.

#### **Standard:**

<sup>30</sup> Where crossing the lane line markings is prohibited, the lane line markings shall consist of a solid double white line (see Figure 3B-12).

### **Section 3B.05 Other White Longitudinal Pavement Markings**

#### **Standard:**

<sup>01</sup> A channelizing line shall be a wide or double solid white line.

#### **Option:**

<sup>02</sup> Channelizing lines may be used to form channelizing islands where traffic traveling in the same direction is permitted on both sides of the island.

#### **Standard:**

<sup>03</sup> Other pavement markings in the channelizing island area shall be white.

## Section 3B.24 Chevron and Diagonal Crosshatch Markings

Option:

<sup>01</sup> Chevron and diagonal crosshatch markings may be used to discourage travel on certain paved areas, such as shoulders, gore areas, flush median areas between solid double yellow center line markings or between white channelizing lines approaching obstructions in the roadway (see Section 3B.10 and Figure 3B-15), between solid double yellow center line markings forming flush medians or channelized travel paths at intersections (see Figures 3B-2 and 3B-5), **buffer spaces between preferential lanes and general-purpose lanes** (see Figures 3D-2 and 3D-4), and at grade crossings (see Part 8).

<sup>06</sup> *Diagonal and chevron markings should be used, when in the opinion of an engineer, it is necessary to add emphasis or to discourage vehicular travel upon a paint formed roadway feature such as an unusually wide shoulder area, a pedestrian refuge island, or a traffic divisional or channelization island.*

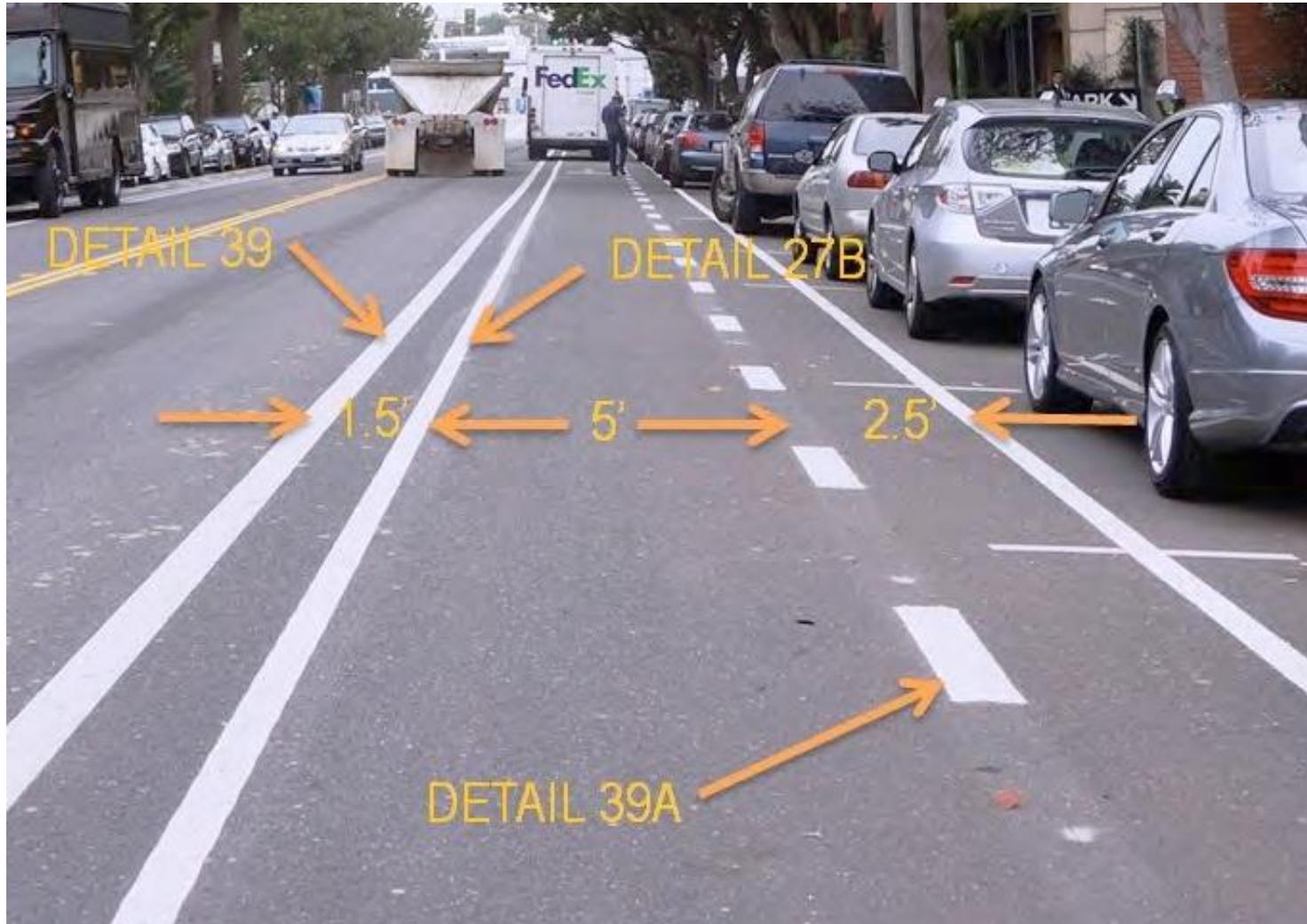
<sup>07</sup> *Diagonal lines, when used, should be installed between an edge line and traffic island, or between pairs of double yellow lines.*

<sup>08</sup> *Chevron markings, when used, should be installed between channelizing lines for traffic flows in the same direction.*

# Channelization – Crossing discouraged, but not prohibited. Conforms to MUTCD.



# Looks Like an Experiment.



Bike lane and (MUTCD 3B.24) diagonal crosshatch to discourage travel on certain paved areas, such as shoulders. Conforms to MUTCD.



# III. Is it a good idea? It depends on the context.



Paseo Del Mar, Los Angeles