

This presentation is about whether the white painted island is a barrier not to be legally crossed, not if the idea of buffered bike lanes is good or bad.



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.

California
Manual on Uniform
Traffic Control Devices
for Streets and Highways
(FHWA's MUTCD 2003 Edition
including Revisions 1 and 2,
as amended for use in California)

PART 3
Markings

Section 3A.01 Functions and Limitations

The general functions of longitudinal lines are:

- 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.

Section 3A.05 Widths and Patterns of Longitudinal Pavement Markings

Standard:

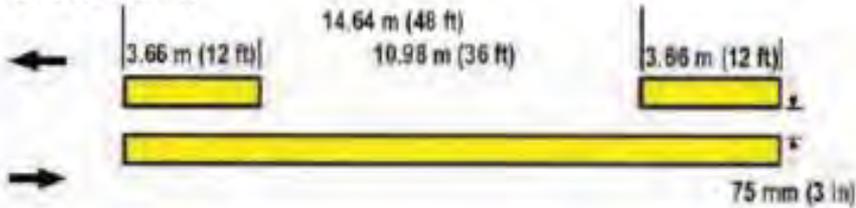
The widths and patterns of longitudinal lines shall be as follows:

- A. A normal line is 100 to 150 mm (4 to 6 in) wide.
- B. A wide line is at least twice the width of a normal line. The width of the line indicates the degree of emphasis.
- C. A double line consists of two parallel lines separated by a discernible space.
- D. A broken line consists of normal line segments separated by gaps.
- E. A dotted line shall consist of noticeably shorter line segments separated by shorter gaps than used for a broken line. The width of a dotted line shall be at least the same as the width of the line it extends.

Standard:

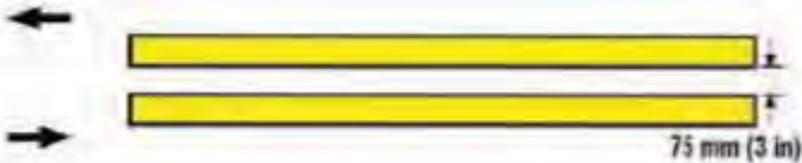
The widths and patterns of longitudinal lines shall conform to the details shown in Figures 3A-101(CA) through 3A-112(CA).

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.

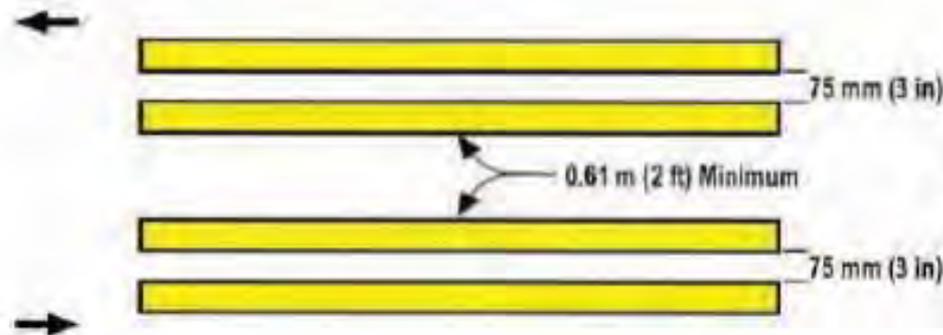
DETAIL 21



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.

EXAMPLES OF DETAIL 28



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

What about this?



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:

Where crossing the lane line markings with care is permitted, the lane line markings shall consist of a normal broken white line.

Where crossing the lane line markings is discouraged, the lane line markings shall consist of a normal solid white line.

Option:

Solid white lane line markings may be used to separate through traffic lanes from auxiliary lanes, such as uphill truck lanes, left- or right-turn lanes, and preferential lanes. They may also be used to separate traffic lanes approaching an intersection.

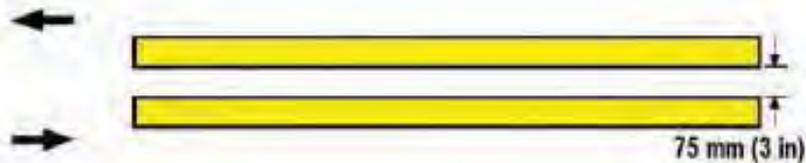
Wide solid lane line markings may be used for greater emphasis.

Standard:

Where crossing the lane line markings is prohibited, the lane line markings shall consist of two normal solid white lines.

Detail 21 – but white instead of yellow.

DETAIL 21



Section 3B.05 Other White Longitudinal Pavement Markings

Standard:

A channelizing line shall be a wide or double solid white line.

Option:

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:

Other pavement markings in the channelizing island area shall be white.

Section 3B.101(CA) Diagonal and Chevron Markings

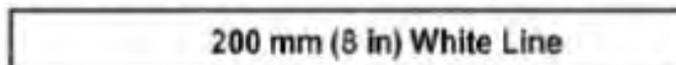
Guidance:

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.

Diagonal lines, when used, should be installed between an edge line and traffic island, or between pairs of double yellow lines.

Chevron markings, when used, should be installed between channelizing lines for traffic flows in the same direction.

DETAIL 38A - Channelizing Line



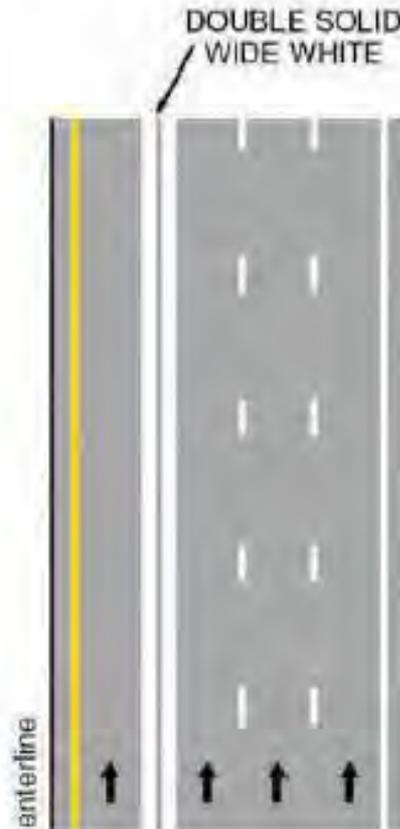
Typical channelizing line for use on Left-Turn or Right-Turn lanes on local streets and highways and freeway off-ramp terminals.

Figure 3B-26. Examples of Markings for Preferential Lanes
(Sheet 1 of 2)

a - Physically separated permanent lane(s)



**b - Full-time concurrent lane(s)
where enter/exit movements
are PROHIBITED**



**c - Concurrent lane(s) where
enter/exit movements
are DISCOURAGED**

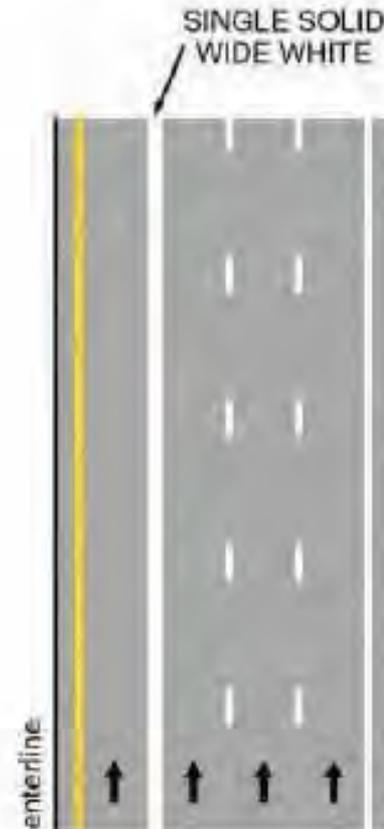
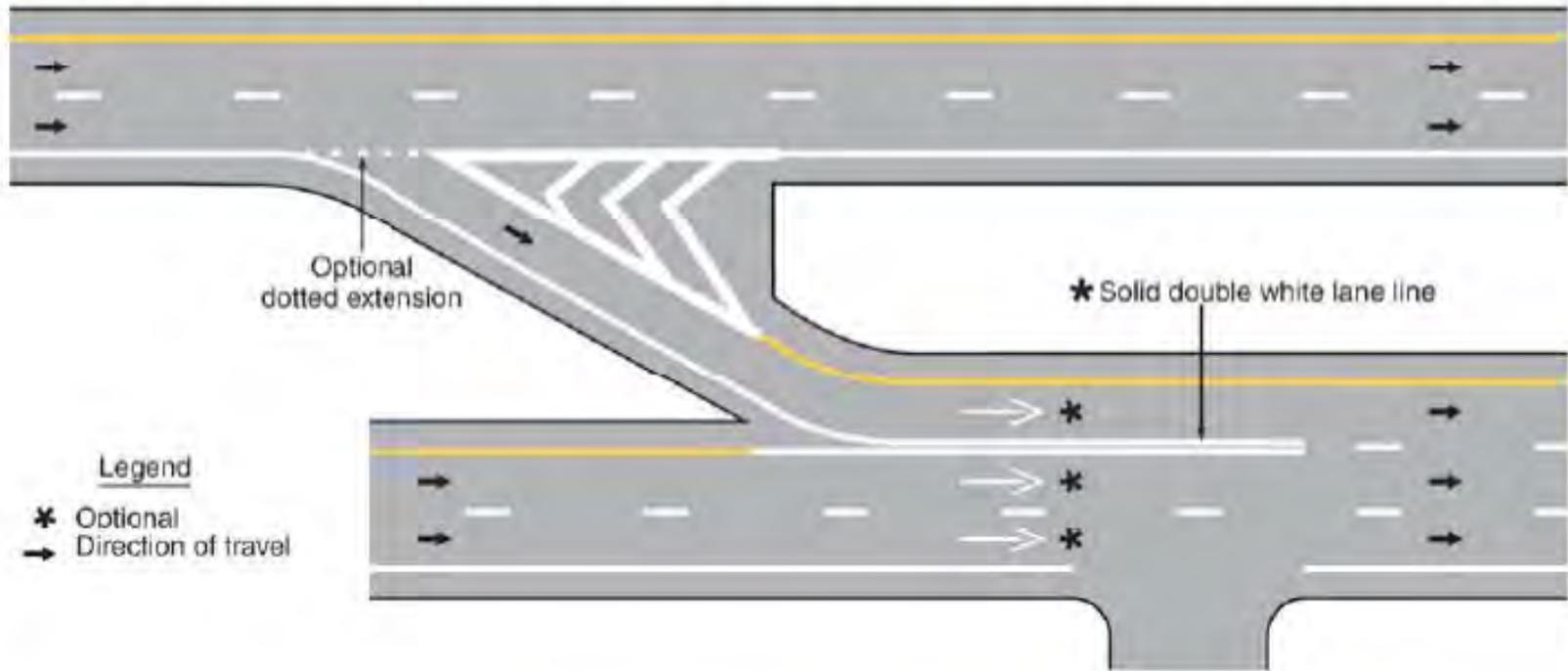


Figure 3B-12. Example of Solid Double White Lines Used to Prohibit Lane Changing



Channelization – Crossing discouraged, but not prohibited.

