

DESIGN ELEMENT: Bikeway Marking

DISCUSSION

The California Manual of Uniform Traffic Control Devices (CA-MUTCD) dictates how certain street elements shall and should be striped in order for streetscape elements to be legible, intelligible, and uniform across the State.

With respect to the striping of Class I, Class II, and Class IV bikeway facilities, there are options provided to the designer in the type of marking that can be used to denote the various bikeways. For Class I facilities, either a bike symbol or “BIKE PATH” markings are permissible. For Class II facilities, a bike symbol, a helmeted bicyclist, or “BIKE LANE” markings are permissible. For Class IV facilities, a bike symbol or helmeted bicyclist markings are permissible.

The one marking type that is permissible across all bikeways is the bike symbol. The bike symbol is also used when striping shared lane markings or sharrows on Class III facilities. The bike symbol is additionally predominantly used in signage associated with bikeways, including detours, wayfinding, and bike parking signage. Further, the bike symbol is used internationally in neighboring countries. For the purpose of clarity and consistency, and other associated benefits, LADOT will employ the bike symbol as the preferred marking type for striping bikeways. The bike symbol is illustrated in the figure below (see option A - Bike Symbol).

Benefits

- Creates consistency in design within each respective Class and across bikeway types
- Provides clarity to users of bikeways
- Simplifies work orders by creating universal preference in marking type
- Is consistent with bikeway symbol used internationally, including in Canada and Mexico
- Can discourage profiling or reduce erroneous citations for lack of helmet use by phasing out prevalence of helmeted bicyclist marking

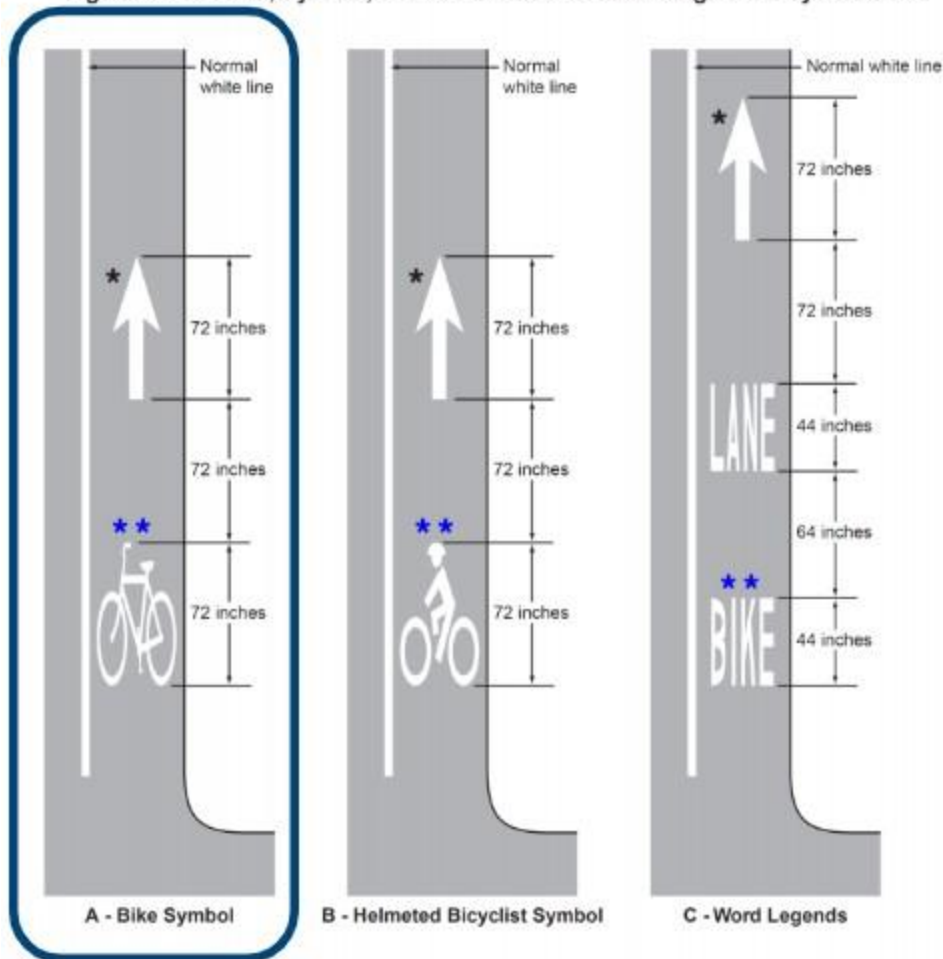
Issues / Concerns

- Availability of preferred marking type at time of project implementation

California MUTCD 2014 Edition
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

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Figure 9C-3. Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes



LADOT Preferred

Legend

- ★ Optional
- ★★ Required on far side of each intersection, optional at other locations

Excerpt from CA MUTCD. The “Bike Symbol” is LADOT’s preferred marking type for striping new bikeways and when refreshing faded markings on existing bikeways

APPLICATIONS

The bike symbol marking **shall** be explicitly specified when preparing Geometric Design plans, and requested as preferred marking type, if available, when preparing Work Orders for striping of new bikeways or refreshing existing bikeways.

DESIGN GUIDANCE

The Department prefers 90mil stencils and pre-formed bike symbol markings; however, a 125mil stencil can be used if it is the only option available at time of installation. The 90mil and pre-formed markings are smoother and easier to ride over without jostling a bikeway user, in addition to being easier for field crews to implement.