



National Committee on Uniform Traffic Control Devices

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3 **NOTE: This is a recommendation by NCUTCD to FHWA to add or revise the**
4 **content of the MUTCD. This proposal by itself does not constitute official**
5 **standards or guidance. Regardless of NCUTCD approval status, any proposed**
6 **change or revision has no legal or official status until specifically approved by**
7 **FHWA through either the Interim Approval process or adoption into a new edition**
8 **of the MUTCD.**

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10 **TECHNICAL COMMITTEE:** Bicycle Technical Committee

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12 **TOPIC:** Contraflow Bicycle Lanes

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14 **STATUS/DATE OF ACTION:**

15 **BTC Drafts:** 01/08/2013
16 **BTC Approval:** 01/09/2014
17 **MTC Concurrence:** 01/09/2014
18 **Transmitted to Sponsors:** 03/25/2014
19 **TC Revision:** 06/27/2014
20 **Council Approval:** **06/28/2014 (v1.6)**

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22 **ORIGIN OF REQUEST:** FHWA

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24 **AFFECTED SECTIONS OF MUTCD:** Section 9C.05 - Bicycle Lane Markings

25
26 **SUMMARY:** Provides for bicycle lanes to facilitate travel by bicycle in the opposite
27 direction where travel lanes carry traffic in a single direction.

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29 **DISCUSSION:** Contraflow Bicycle Lanes have been provided by many communities
30 throughout the U.S., including:

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32 Boulder CO Burlington VT Eugene OR
33 Portland OR Corvallis OR Washington DC
34 Ithaca NY Chicago IL Madison WI
35 Gainesville FL Tucson AZ Atlanta GA (2014)
36 Lansing MI Minneapolis MN Helena MT
37 Cambridge MA Brookline MA Boise ID
38 Silver Spring MD Newport Beach CA Pasadena CA
39 San Francisco CA
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1 Many of these installations have been in place for over ten years, including Eugene,
2 Corvallis, Madison and Newport Beach. Most agencies have not reported significant
3 issues. Examples include relatively low volume, low speed streets generally providing
4 stop controls for side streets, as well as heavily used downtown streets providing traffic
5 signal control at intersections.

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7 The NCUTCD Markings Technical Committee reviewed and concurred with this
8 proposal in January 2014.

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10 **RECOMMENDED MUTCD PROVISIONS/ REVISIONS:**

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12 Add the following text to Section 9C.04 Markings for Bicycle Lanes (following the end of
13 all existing text):

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15 Support:

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17 15 A contraflow bicycle lane is an area of the roadway designated to allow for the lawful use by
18 bicyclists to travel in the opposite direction from traffic on a roadway that allows traffic to travel
19 in only one direction.

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21 Guidance:

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23 16 Where used, a contraflow bicycle lane should be marked such that bicyclists in the contraflow
24 lane travel on their right-hand side of the road in accordance with normal rules of the road, with
25 opposing traffic on the left.

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27 Standard:

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29 17 Where used, a contraflow bicycle lane shall be separated from opposite-direction travel
30 by use of a solid double yellow center line marking, or a painted or raised median island.
31 See Figure 9C-x1 and 9C-x2.

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33 18 Where intersection traffic controls along the street exist, (e.g., stop signs, flashing light
34 signals, or traffic signals), appropriate devices shall be oriented toward bicyclists in the
35 contraflow lane.

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37 Guidance:

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39 19 A buffer per Section 3B.24 or an island should be used to separate the contraflow lane from
40 adjacent travel lanes at posted speeds of 40 mph and above.

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42 Option:

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44 20 A bicycle lane for travel in the same direction as the general purpose lanes may be placed on
45 the left hand side of the general purpose lanes.

1 Guidance:

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3 21 Where signs are provided to regulate turns from streets or driveways that intersect with a
4 roadway that has a contraflow bicycle lane, One Way (R6-1 or R6-2) signs should not be used.
5 Turn Prohibition signs (R3-1 or R3-2) with supplemental R5-xxP Except Bicycles plaques should
6 be used. If DO NOT ENTER signs (R5-1) are used, an Except Bicycle plaque should be placed
7 under the DO NOT ENTER sign. See Figure 9C-x2. (Note: the R5-xxP Except Bicycles
8 **regulatory plaque was approved by NCUTCD in June 2010)**

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10 Support:

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12 22 Contraflow bicycle travel can be unexpected by motorists crossing the contraflow bicycle
13 lane when entering, exiting, or crossing the roadway. Consideration of additional signalization,
14 signing and/or marking treatments is appropriate for intersections, alleys, grade crossings, and
15 driveways.

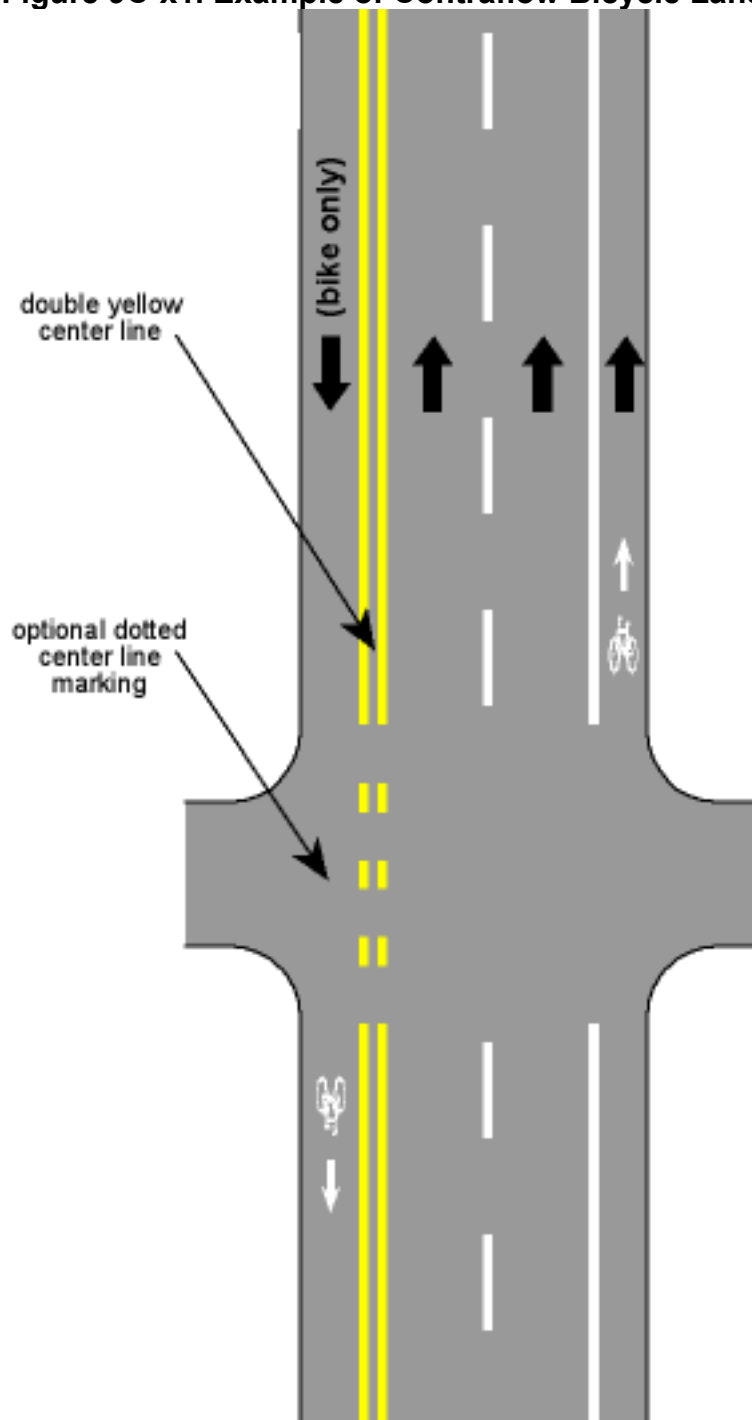
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17 Option:

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19 23 At locations where a contraflow bicycle lane is provided across an intersection or a driveway
20 entrance, pavement markings that inform intersection or driveway traffic of the presence of the
21 bicycle facility and the direction of permitted bicycle traffic may be placed within the contraflow
22 bicycle lane across the intersection or driveway opening.

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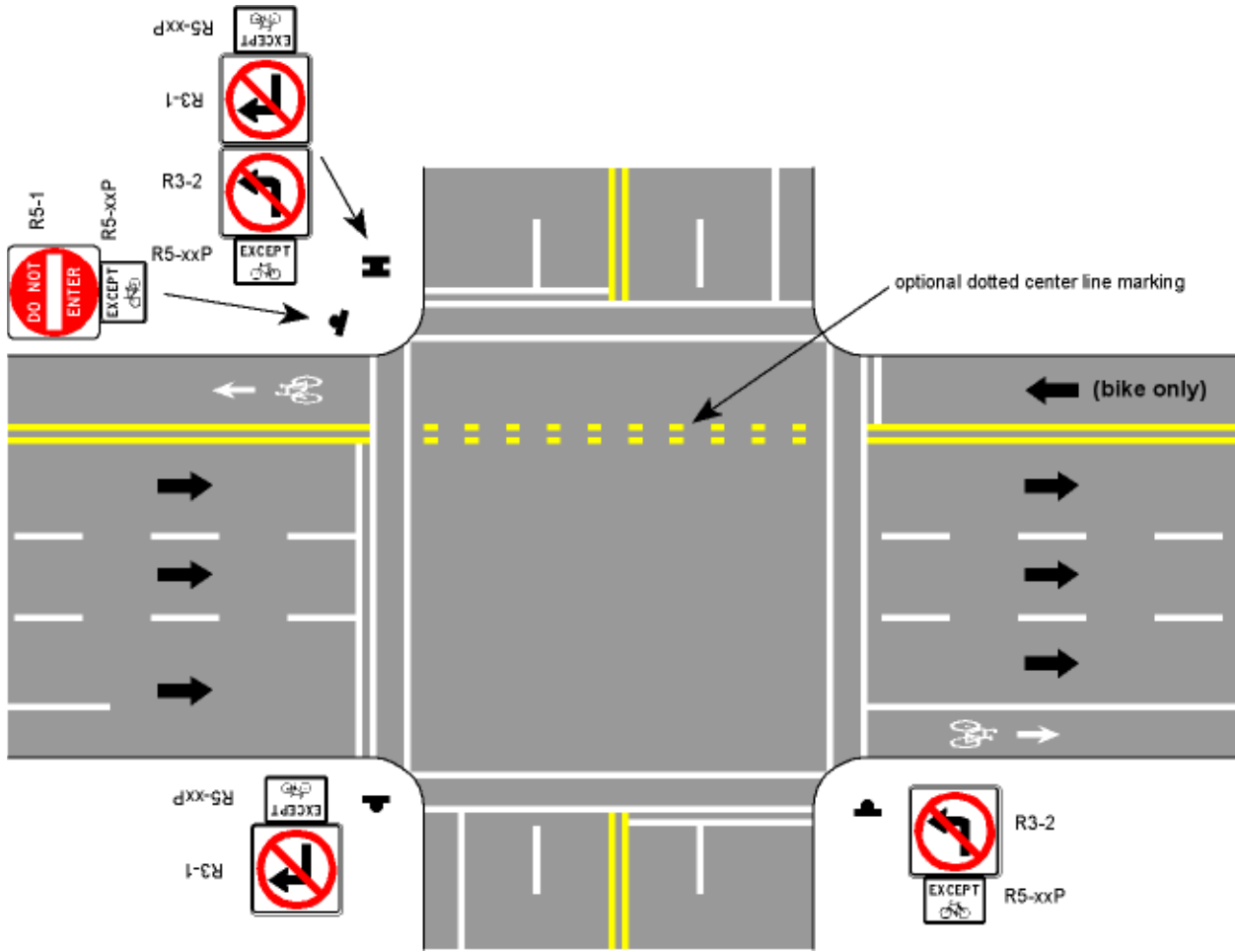
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Figure 9C-x1. Example of Contraflow Bicycle Lane



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1 Figure 9C-x2. Example of Signing for Contraflow Bicycle Lanes at Intersections
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