

Motorist-Directed Signage – Options to “Share the Road”



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What to do to roads like this?

Especially, popular biking routes having more traffic?

Ideally – dedicated space

If not, then what?



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Motorist-Directed Signage?

What signage is available to alert and educate motorists about driving by bikes?

Is there a preferred sign, recommended for consistent use in Illinois?



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Motorist-Directed Signage

STATE LAW



Local examples: Kane DOT; Lake DOT

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Motorist-Directed Signage



"Share the Road"

- Has been in MUTCD
- Starting to fall out of favor due to misinterpretations, ineffectiveness
- 2015 study; DE & OR DOTs

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Motorist-Directed Signage



"Bikes May Use Full Lane" - BMUFL

- Now in MUTCD (2009):
- *Where no bike lanes, shoulders; and lanes too narrow for car/bike side-by-side*
- *Bikes might occupy travel lane*

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Motorist-Directed Signage

BMUFL questions:



- When does bike need full lane?
- When is BMUFL the best option?
- What lane width too narrow for car/bike side-by-side?

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Exceptions to “ride far right” law

Includes:

- Approaching where a right-turn authorized
- Preparing for left turn
- Riding at/near normal traffic speed
- Avoiding parked cars



Logical places to bike near center of lane – and for BMUFL signs!

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Exceptions to “ride far right” law

Another: substandard width lanes – too narrow for car/bike side-by-side within lane

<14' according to 2012 AASHTO (page 4-3)



So... BMUFL signs could be used on any <14' lane – but should they?

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Discouraging the squeeze-by

Forcing a partial lane change –
18-36" usually sufficient

If only exception is substandard
lane width, is BMUFL overkill?



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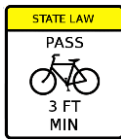
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Alternatives to BMUFL sign



Cape Coral, FL



CA DOT

← Not (yet)
MUTCD-compliant

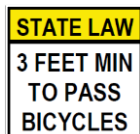
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Alternatives to BMUFL sign

MUTCD-compliant →
(IDOT-verified)



FHWA & IDOT: Legal for road agencies to use now

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Ride Illinois suggestions



BMUFL: where cyclists logically ride near center, per many ride far-right exceptions



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Ride Illinois suggestions



BMUFL: where cyclists logically ride near center, per many ride far-right exceptions



When **BMUFL** conditions **not** met...

Change lanes: *one* option where lane width < 14' (partial lane change needed)



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Ride Illinois suggestions



BMUFL: where cyclists logically ride near center, per many ride far-right exceptions



When **BMUFL** conditions **not** met...

Change lanes: *one* option where lane width < 14' (partial lane change needed)



3' Law: *another* option for < 14' width; *only* option 14' or more (same lane passing)



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More from FHWA, IDOT

FHWA: Restrict to problem or crash locations

IDOT: Prefers one sign to avoid confusion:

- 3' law sign – directly seen in law
- Change lanes sign – some concerns

IDOT: Interested in 3' law sign becoming IL standard – testing first

STATE LAW
3 FEET MIN
TO PASS
BICYCLES

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Our future steps



Seek problem locations from cyclists, clubs
Request agencies to install signage –
offering to help pay for them

Also, work with IDOT on 3' law sign as state
standard

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Questions?



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