

<p align="center">New York State Department of Transportation</p> <p align="center">OFFICE of TRAFFIC SAFETY & MOBILITY</p>		<p align="center">TRAFFIC SAFETY & MOBILITY</p> <p align="center">INSTRUCTION</p>	<p align="center">TSMI</p> <p align="center">13-07</p> <p align="center">Code: TO</p>								
<p>Title: SHARED LANE MARKING (SLM) POLICY</p>											
<p>Target Audience:</p> <table border="0"> <tr> <td><input checked="" type="checkbox"/> Regional Traffic Engineer</td> <td><input type="checkbox"/> Construction</td> </tr> <tr> <td><input type="checkbox"/> Operations & Asset Mgt. Div.</td> <td><input checked="" type="checkbox"/> Design</td> </tr> <tr> <td><input checked="" type="checkbox"/> Regional Dir. of Operations</td> <td><input checked="" type="checkbox"/> Maintenance</td> </tr> <tr> <td><input checked="" type="checkbox"/> Regional Director</td> <td><input checked="" type="checkbox"/> Policy & Planning Div.</td> </tr> </table>	<input checked="" type="checkbox"/> Regional Traffic Engineer	<input type="checkbox"/> Construction	<input type="checkbox"/> Operations & Asset Mgt. Div.	<input checked="" type="checkbox"/> Design	<input checked="" type="checkbox"/> Regional Dir. of Operations	<input checked="" type="checkbox"/> Maintenance	<input checked="" type="checkbox"/> Regional Director	<input checked="" type="checkbox"/> Policy & Planning Div.	<p>Approved:</p>  <p>Todd B. Westhuis, P.E., Acting Director Office of Traffic Safety & Mobility</p>		<p align="right">12/09/2013 Date</p>
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ADMINISTRATIVE INFORMATION:

- This Office of Traffic Safety & Mobility Instruction (TSMI) is effective immediately.

PURPOSE: The purpose of this TSMI is to transmit NYSDOT's Shared Lane Marking (SLM) policy.

TECHNICAL INFORMATION:

- This policy discontinues the use of the SHARE THE ROAD (W16-1P) plaque, and creates a new IN LANE (NYW5-32P) plaque.
- This policy will be incorporated into the next NYS Supplement revision.

TRANSMITTED MATERIALS: *NYSDOT Shared Lane Marking (SLM) Policy.*

BACKGROUND: The 2009 MUTCD added a new pavement marking called a *shared lane marking* (sometimes informally called a *sharrow*) as an optional traffic control device to be used as deemed appropriate. Anticipating requests from the public to use this device, the Office of Traffic Safety & Mobility held a meeting in February 2012 with public stakeholders and key Department personnel to craft a draft policy. The policy was finalized in December 2012 after incorporating comments submitted by citizens, public agencies, and Department personnel.

CONTACT: Direct questions regarding this issuance to Barbara S. Abrahamer, PE, PTOE of the Office of Traffic Safety and Mobility at (518) 457-1795 or via e-mail at barbara.abrahamer@dot.ny.gov.

NYS DOT Shared Lane Marking (SLM) Policy



Purpose

The purpose of this policy is to explain how Shared Lane Markings (SLMs, sometimes referred to as “sharrows”) will be used on highways under the jurisdiction of the New York State Department of Transportation. Information about this traffic control device can be found in Section 9C.07 of the *Manual on Uniform Traffic Control Devices (MUTCD)*. It is expected that this guidance will ultimately be incorporated into the NYS Supplement, thereby making the policy applicable to all highways in New York State open to public travel.

Background

In determining when SLMs should be used, general MUTCD guidance regarding traffic control devices should be kept in mind:

The purpose of traffic control devices, as well as the principles for their use, is to promote highway safety and efficiency by providing for the orderly movement of all road users on streets, highways, bikeways, and private roads open to public travel throughout the Nation.

Traffic control devices notify road users of regulations and provide warning and guidance needed for the uniform and efficient operation of all elements of the traffic stream in a manner intended to minimize the occurrences of crashes.

To be effective, a traffic control device should meet five basic requirements:

- A. Fulfill a need;*
- B. Command attention;*
- C. Convey a clear, simple meaning;*
- D. Command respect from road users; and*
- E. Give adequate time for proper response.*

SLM use should also correctly reflect the legal rights/obligations of bicyclists and motorists, and promote safe and effective bicycling techniques. See Figure 1 for an illustration that summarizes these principles.

Policy

SLMs should only be used to indicate the presence of a *narrow lane*; a narrow lane is a lane that is less than 14' wide and does not allow motorists and bicyclists to safely travel side-by-side within the lane. In a narrow lane, motorists and bicyclists must travel one after the other, rather than side-by-side, and a motorist must leave the lane to safely pass the bicyclist. SLMs should not be used to indicate the desired position for a bicyclist, as the optimal position can change depending on a number of varying factors.

In conjunction with the SLM policy, the SHARE THE ROAD plaque will be eliminated from use due to misconceptions about its meaning to both motorists and bicyclists. Instead, the following signing policy shall be used:

- On any facility (both low-speed and high-speed), the Bicycle (W11-1) warning sign may be used alone to warn motorists of the presence of bicyclists, either on the shoulder or in a wide ($\geq 14'$) outside lane.
- A new Narrow Lane assembly, consisting of the Bicycle sign + a new IN LANE plaque (NYW5-32P), should be used with SLMs in the manner described in the Implementation section. (See Figure 2 for layout of the IN LANE plaque.)
- The Narrow Lane assembly may be used on any facility (both low-speed and high-speed), where side-by-side travel within the outside lane is not possible. SLMs do not need to be present to use this assembly.



Implementation

Table 1 shall be used to determine the need for SLMs.

Table 2 shall be used to determine the placement of SLMs. On a facility with on-street parking, SLMs shall be placed in the center of the *effective lane*, which is the lane width between the left edge shy zone and the door zone. (See Figure 1 for a graphic explanation of the term *effective lane*.) On a facility without on-street parking, SLMs shall be placed in the center of the actual lane.

Where used, SLMs should be placed approximately 250' apart. In addition to regular interval spacing, SLMs should be placed immediately before and immediately after intersections, and at other strategic locations dependent upon specific needs (e.g., conflict points).

Where SLMs are used, the Bicycle sign + IN LANE plaque assembly should be placed at the location of the first SLM, and may be repeated as deemed appropriate within the section. It is neither necessary nor desirable to supplement every SLM with the sign assembly.

Where the Bicycle sign, or the Bicycle sign + IN LANE plaque assembly, is used without accompanying SLMs, its need and placement should be in accordance with Section 2C.49 of the MUTCD. The advance posting distance for the first sign should be determined using Condition C in Table NY2C-4 of the NYS Supplement. Additional signs should be placed at suitable locations, and at appropriate intervals, within the section of highway where the bicycle activity occurs.

TABLE 1 – When to use SLMs

A. SLMs SHALL NOT be used where:	Notes
The usable width of the right lane is equal to or greater than 14' where parking is not allowed.	14' is the minimum acceptable width to allow for side-by-side travel. When determining the usual width of the lane, the presence of deteriorated pavement, drainage structures, and other obstacles to bicycle operation should be considered. A wide lane containing such obstacles may actually function as a narrow lane in terms of usable width, and may be considered for SLMs.
The usable width of the right lane + a marked parking lane is equal to or greater than 26'.	26' allows for side-by-side travel with a bicyclist out of the door zone. When determining the usual width of the lane, the presence of deteriorated pavement, drainage structures, and other obstacles to bicycle operation should be considered. A wide lane containing such obstacles may actually function as a narrow lane in terms of usable width, and may be considered for SLMs.
B. SLMs SHOULD NOT be used where:	
The speed limit is 40 mph or greater.	This is an explicit MUTCD provision.
A shoulder exists.	The key here is whether or not a motorist would have to leave the lane in order to pass the bicyclist. While a bicyclist is not legally obligated to use the shoulder, it is often most practical to use a shoulder. NYSDOT does not want to disadvantage bicyclists who choose either option. Generally, the presence of a shoulder should disqualify a location for an SLM. If both a narrow lane and narrow shoulder exist, however, or an existing shoulder is not usable, an SLM could be considered subject to the other restrictions of this policy.
The condition upon which the SLM need is based does not exist during most of the daylight hours.	An example is on-street parking that only occurs during limited hours.
A reasonable level of bicycle usage (actual & potential) does not exist.	A lack of bicycle usage reduces the conflict potential and the need for countermeasures. Some reasons for potential increases in bicycle usage include planned local development, and a public perception of the highway being safer for bicyclists with SLMs.
A reasonable level of motor vehicle usage (actual & potential) does not exist.	A lack of motor vehicle volume reduces the conflict potential and the need for countermeasures. One reason for a potential increase in vehicular usage is a change in land use.
C. SLMs MAY be used where:	
There's a wrong-way biking problem.	SHALL and SHOULD restrictions in A & B of this table still apply.
There's a sidewalk biking problem.	SHALL and SHOULD restrictions in A & B of this table still apply.
An actual or potential conflict exists between bikes and motor vehicles.	Examples include parked cars, driveways, and intersections; SHALL and SHOULD restrictions in A & B of this table still apply.
It's unclear (either to motorists or bicyclists) what lane a bicyclist should be using.	Examples are dedicated turning lanes; SHALL and SHOULD restrictions in A & B of this table still apply.

TABLE 2 – SLM Placement	
A. With On-Street Parking	
Width of Outside Lane + Parking	Distance from Curb/Edge of Pavement
17'	13.5'
18'	14'
19'	14.5'
20'	15'
21'	15.5'
22'	16'
23'	16.5'
24'	17'
25'	17.5'
B. Without On-Street Parking	
All widths < 14'	Center of Lane

Figure 1 – Bicyclist Positioning

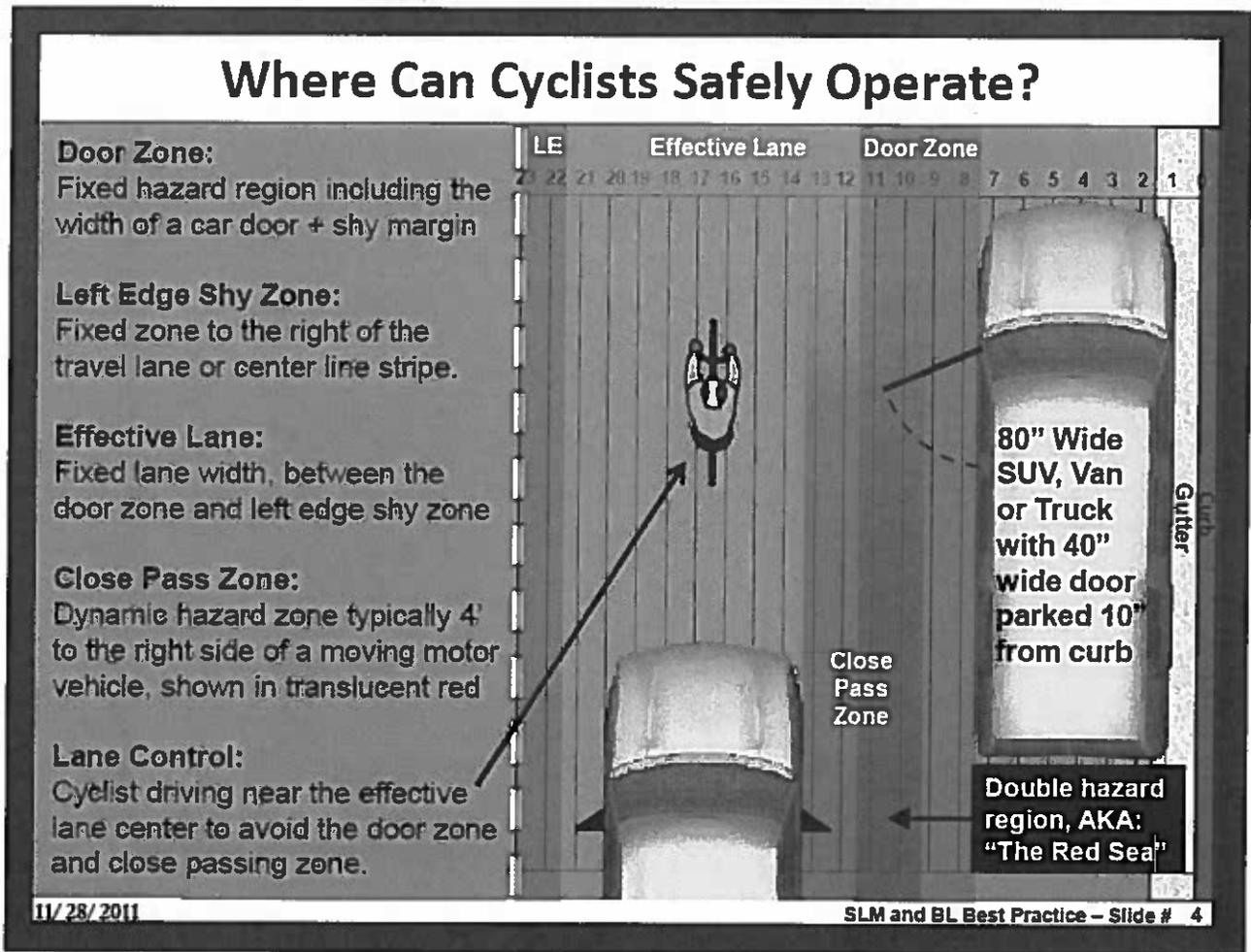
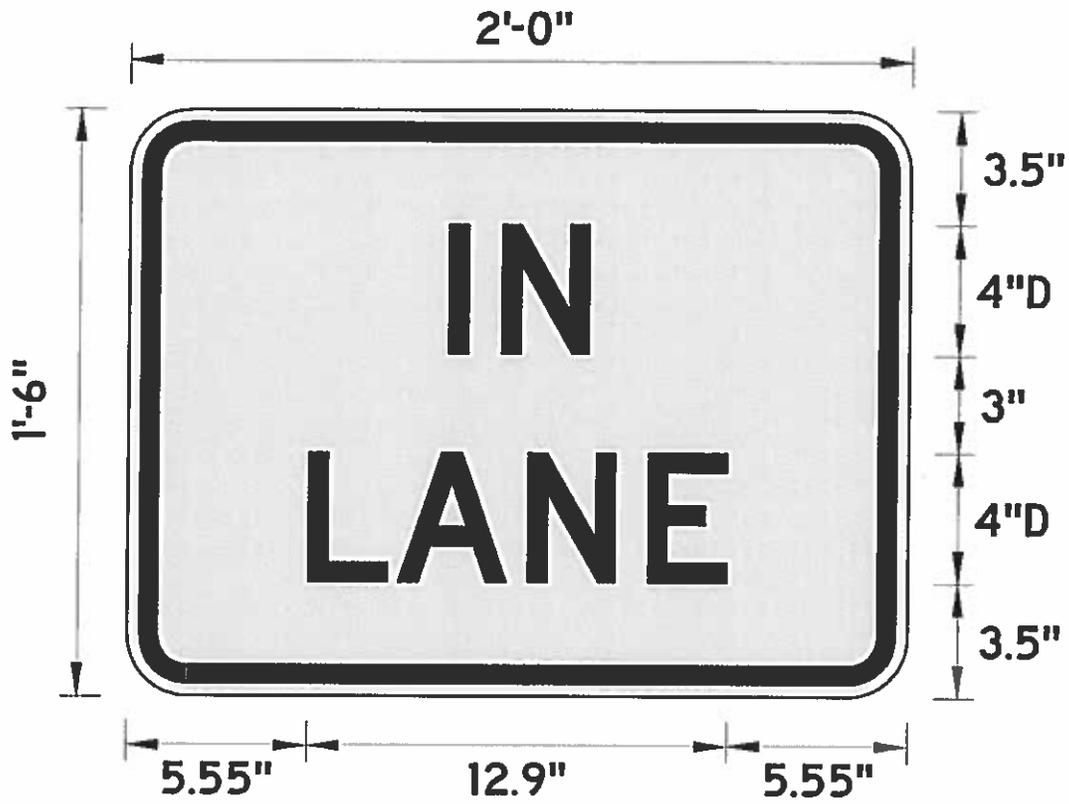


Figure 2 - IN LANE Plaque (NYW5-32P)



**BORDER
R=1.5"
TH=0.63"
IN=0.38"**