

Alternative Bicycle Safety Signage

Fact Sheet



New traffic control practices and treatments are now available to harmonize motorized and nonmotorized transportation. This overview focuses on bicyclist-motorist interactions on the roadway in congested urban areas.



Figure 1



Figure 2

Warning vs. Regulatory Signage

Warning signs are characterized by a yellow background (Figure 1). Regulatory signs are characterized by a white background (Figure 2).

'Bikes May Use Full Lane' (R4-11) Sign

In early 2020, the Michigan Department of Transportation (MDOT) approved the 'Bikes May Use Full Lane' sign (Figure 2) for use in certain situations. The state law requires that bicyclists ride as close as practicable to the right-hand curb or edge of the roadway except when the lane is too narrow to permit a vehicle to safely overtake and pass a bicycle; in such cases this sign can now be installed. This is particularly relevant in congested urban areas.

Lansing, MI



Figure 3

Sharrow

A sharrow is a pavement marking used to indicate a shared-lane environment for all vehicles, as in Figure 3. The center of the marking must be at least 11 feet from the pavement edge if there is on-street parking, or 4 feet from the pavement edge if the travel lane is less than 14 feet wide.



Allston, MA

Figure 4

Super-Sharrow

Super-sharrows indicate a shared lane environment *and* designate specific space for bicyclists. They are essentially a "lane within a lane" and are currently placed with the center of the lane 10-15 feet away from the pavement edge.