CITY OF TUCSON
TRANSPORTATION & MOBILITY

DEPARTMENT OF TRANSPORTATION & MOBILITY
POLICY / PROCEDURE BULLETIN

SUBJECT: Use of the R4-11 Bicycles May Use Full Lane Sign in Construction Zones	NUMBER	PAGE
	6.01.1	1 of 2
	EFFECTIVE DATE: June 15, 2023	

☐	All Divisions	•	Traffic Engineering	**Transportation Director Approval:**	**Revised Date:**
☐	Director's Office	☐	Real Estate		
☐	Management Services	☐	Transit		**APWA Management Practices: 30.13**
•	Engineering	•	Streets & Traffic Maintenance		
☐	Park Tucson				

1.0 Description and Purpose

The Manual On Uniform Traffic Control Devices (MUTCD) provides standards and guidance for the use of permanent and temporary signs in the public rights-of-way. Among the signs available for use in Chapter 9 (Traffic Control For Bicycle Facilities) is the R4-11 (Bicycle Symbol MAY USE FULL LANE). According to the MUTCD, this sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side. The Tucson Department of Transportation and Mobility (DTM) has determined that lanes that are less than 14 feet in width are too narrow for bicyclists and motor vehicles to operate side by side.

Contractors working in the public right-of-way develop Temporary Traffic Control Plans that identify where construction activities occur and where traffic, including motor vehicles, buses, pedestrians, and bicycles travel through and past the construction zone. This policy specifies that bicycles shall be accommodated through construction zones and identifies when it is appropriate to use the R4-11 Bicycles May Use Full Lane sign.

2.0 Procedure

Contractors submit for approval to DTM a Traffic Control Plan that identifies signing, striping, and barricading for a construction zone in the public right-of-way. Where the contractor finds it necessary for construction activities to occupy an existing bicycle lane, thereby making the bicycle lane unusable by bicycles, the Traffic Control Plan shall identify how bicycles are accommodated through the construction zone including the consideration of reasonable bicycle detour routes.

Table 1 below provides guidance on the appropriate accommodation for bicyclists, and when the R4-11 Bicycles May Use Full Lane sign may be used.

Table 1

Lane Width	Posted Speeds 30 MPH or Less	Posted Speeds Greater than 30 MPH
Less than 14 ft	Use of the R4-11 alone is acceptable and preferred over the SHARE THE ROAD sign.	Provide reasonable alternative for cyclists, such as a paved path, space behind barricades, or a bike detour. Depending on conditions it may be acceptable to direct cyclists to the sidewalk, if properly signed.
14 ft or greater	Use of R4-11 not recommended since bicycles and motor vehicles can safely operate in the shared lane. Use the SHARE THE ROAD sign.	Provide a reasonable alternative for cyclists, such as a paved path, space behind barricades, or a bike detour. Depending on conditions it may be acceptable to direct cyclists to the sidewalk, if properly signed.

3.0 Distribution

Director's Office
Engineering Division
Traffic Engineering Division
Bicycle/Pedestrian Program Coordinator

4.0 References

2009 Manual on Uniform Traffic Control Devices