City of Raleigh
Standard Details

Bicycle Facilities
PLACEMENT & SPACING
PLACE BIKE LANE MARKINGS AT THE BEGINNING OF EACH BIKE LANE SEGMENT - I.E. AFTER EVERY INTERSECTION AND MAJOR DRIVEWAY AND WHERE BIKE LINES END.

CONSIDER ADDITIONAL BIKE LANE MARKINGS AS NEEDED TO CLEARLY DELINEATE THE BIKE LANE ON A CASE-BY-CASE BASIS. DESIRED SPACING IS 250' IN DOWNTOWN RALEIGH AND 500' ELSEWHERE.

BIKE LANE WIDTH, $W_1$
WHERE ADJACENT TO THE EDGE OF PAVEMENT, THE BIKE LANE WIDTH (EXCLUDING THE GUTTER PAN) SHOULD BE: 5' DESIRED 4' MINIMUM

BIKE LANE WIDTH, $W_2$
WHERE ADJACENT TO A PARKING LANE, THE BIKE LANE WIDTH SHOULD BE: 5' MINIMUM, 6' DESIRED 2' STRIPED BUFFER DESIRED

BIKE LANE WIDTH, $W_3$
THE PARKING LANE WIDTH (INCLUDING THE GUTTER PAN) SHOULD BE: 8' DESIRED 7.5' MINIMUM

BIKE LANE SIGN
WHERE THE BIKE LANE ENDS AT MID-BLOCK LOCATIONS, PLACE "BIKE LANE ENDS" SIGNAGE AT THE BEGINNING OF THE BIKE LANE MINI-SKIPS.

BIKE LANE MINI-SKIPS
USE 2' DASHED WITH 6' GAPS TO END BIKE LANE AND INDICATE CONFLICT ZONES, E.G. AT BUS STOPS.

CITY OF RALEIGH
STANDARD DETAIL

MEDIAN TRANSITIONS
END BIKE LANE AND PLACE SHARED LANE MARKINGS IN THE CENTER OF THE TRAVEL LANE THROUGH A MEDIAN AREA
BUFFER TRANSITION
TAPER THE START OF A BIKE LANE BUFFER BY NARROWING THE TRAVEL LANE.
A TAPER IS NOT REQUIRED AT THE END OF A BIKE LANE BUFFER UNLESS THE END OCCURS ON A HORIZONTAL CURVE.
TAPERS ARE NOT REQUIRED WHEN TRANSITION TO MINI-SKIPS AT CONFLICT ZONES I.E. BUS STOPS AND MAJOR DRIVEWAYS.

BUFFER WIDTH
WHERE PAVEMENT WIDTH ALLOWS FOR A BUFFER, THE BUFFER WIDTH SHOULD BE:
- 3' DESIRED
- 2' MINIMUM
USE DIAGONAL CROSS-HATCHING IN BUFFERS.

BIKE LANE MINI-SKIPS
USE 2' DASHED WITH 6' GAPS TO END BIKE LANES AND INDICATE CONFLICT ZONES, E.G. AT BUS STOPS.

PLACEMENT OF BUFFER FOR BIKE LANE MINI-SKIPS
WHERE THE BIKE LANE IS ADJACENT TO A PARKING LANE WITH LOW TURN OVER, PLACE THE BUFFER BETWEEN THE BIKE LANE AND THE TRAVEL LANE.
WHERE THE BIKE LANE IS ADJACENT TO A PARKING LANE WITH HIGH TURN OVER, PLACE THE BUFFER BETWEEN THE BIKE LANE AND THE PARKING LANE.
COMBINED LANE
WHERE PAVEMENT WIDTH DOES NOT ALLOW FOR BOTH A DEDICATED BIKE LANE AND DEDICATED RIGHT TURN LANE APPROACHING THE STOP BAR, USE OF A COMBINED BIKE LANE/RIGHT-TURN LANE IS PERMITTED.

PLACE SHARED LANE MARKINGS AT THE BEGINNING AND END ON THE LEFT SIDE OF THE COMBINED LANE.

COMBINED BIKE LANE/RIGHT-TURN LANE WIDTH, W₂
THE WIDTH OF THE COMBINED BIKE LANE/RIGHT-TURN LANE SHOULD BE: 9' MINIMUM 13' MAXIMUM

PLACE "EXCEPT BIKES" SUPPLEMENTAL PLACARD TO ANY* RIGHT TURN ONLY* SIGNAGE.

ADJACENT TO RIGHT-TURN LANE
USE BIKE LANE MINI-SKIPS THROUGH THE RIGHT-TURN LANE TAPER. THE BIKE LANE SHOULD CONTINUE TO THE LEFT OF THE RIGHT TURN LANE APPROACHING THE INTERSECTION.

PLACE "BEGIN RIGHT TURN YIELD TO BIKES" SIGNAGE AT BEGINNING OF RIGHT-TURN TAPER.

BIKE LANE WIDTH, W₁
WHERE ADJACENT TO A RIGHT TURN LANE, THE BIKE LANE WIDTH SHOULD BE: 6' DESIRED 4' MINIMUM

REFER TO NCDOT STANDARDS 1205.06, SHEET 1of 5, FOR FOR TURN ARROW AND TEXT SPACING

THRU LANE TRANSITION TO RIGHT-TURN LANE
USE MINI-SKIPS TO END THE BIKE LANE AT THE RIGHT-TURN LANE TRANSITION AND THEN CONTINUE BIKE LANE TO THE LEFT OF THE RIGHT-TURN LANE APPROACHING THE INTERSECTION.

BIKE LANE MINI-SKIPS
USE 2' DASHED WITH 6' GAPS TO END BIKE LANES AND INDICATE CONFLICT ZONES.
INTERSECTIONS
DISCONTINUE BIKE LANE MARKINGS THROUGH SIGNALIZED AND UNSIGNALIZED INTERSECTIONS.

WHERE CONDITIONS WARRANT (LONG CROSSING DISTANCES, TRAVEL LANE OFFSETS, HIGH RIGHT-TURN VOLUMES, ETC.), MINI-SKIPS AND BIKE LANE MARKINGS MAY BE USED THROUGH THE INTERSECTION.

AT T-INTERSECTIONS, A BIKE LANE AT THE "TOP" OF THE "T" SHOULD BE STRIPED SOLID THROUGH THE INTERSECTION.

MAJOR DRIVEWAYS
USE BIKE LANE MINI-SKIPS AT HIGH-VOLUME DRIVEWAYS, E.G. RETAIL CENTERS, APARTMENTS, ETC.

MINOR DRIVEWAYS
USE SOLID BIKE LANE STRIPING AT LOW-VOLUME DRIVEWAYS, E.G. SINGLE-FAMILY HOMES, FARMS, ETC.
**PLACE** **MENT AND SPACING**

PLACE SHARED LANE MARKINGS AFTER EVERY INTERSECTION AND MAJOR HIGHWAYS.

ADDITIONALLY, PLACE SHARED LANE MARKINGS EVERY 150' IN DOWNTOWN RALEIGH AND 250' ELSEWHERE.

---

**WIDE LANES**

WHERE THE TRAVEL LANE WIDTH IS 13', PLACE SHARED LANE MARKINGS 4' FROM THE EDGE OF PAVEMENT (MEASURED FROM THE APEX OF THE CHEVRON), EXCLUDING THE GUTTER PAN.

WHERE THE TRAVEL LANE WIDTH IS 14' OR WIDER, INSTALL BIKE LANE MARKINGS.

---

**NARROW LANES OR ADJACENT TO PARKING LANES**

WHERE THE TRAVEL LANE WIDTH IS LESS THAN 13' OR WHERE ADJACENT TO PARKING LANES, PLACE SHARED LANE MARKINGS IN THE CENTER OF THE TRAVEL LANE.

---

**STREET CRITERIA**

SHARED LANE MARKINGS DO NOT ESTABLISH A BICYCLE FACILITY AND SHOULD ONLY BE USED WHEN ONE OR MORE OF THE CONDITIONS APPLY:

- THE POSTED SPEED LIMIT OR PREVAILING SPEED IS 25 MPH OR LESS.
- THE AVERAGE DAILY TRAFFIC VOLUME IS 4,000 VEHICLES OR LESS.
- PLACEMENT THROUGH MEDIAN AREAS OR COMBINED BIKE LANE/RIGHT-TURN LANE.
- INSTALLATION PAIRED WITH TRAFFIC CALMING MEASURES, WAYFINDING SIGNAGE, AND INTERSECTION TREATMENTS TO ESTABLISH A NEIGHBORHOOD BIKEWAY.

---

**CITY OF RALEIGH**

**STANDARD DETAIL**

**SHARED LANE**

**SIGNS & MARKINGS**

**B-10.05**
**City of Raleigh**

**Standard Detail**

**DATE: 8/2020**

**BICYCLE MARKING**

**B-10.06**

- **Edge Line**
  - White (90 mil)
  - 4" wide

- **Lane Line**
  - White (120 mil)
  - 4" wide

- **2'-6'/SP MINI-SKIP LINE**
  - White
  - 2" wide
  - 6" long

- **Normal White Line**
  - 72 inches long
  - 40 inches wide

- **Bicycle Marking**
  - 40 inches wide
  - 112 inches long
BIKE LANE
R3-17
YIELD
R7-9
BIKE LANE
START
R3-17bP
ENDS
R4-4
BIKE LANE
BEGIN
RIGHT TURN LANE
YIELD TO BIKES
R10-15 MODIFIED
TURNING VEHICLES
RIGHT
YIELD TO
BIKE LANE
NO PARKING
R8-8
BIKE LANE
ENDS
R3-17bP
Curb

Wheel Stop

Sidewalk

4" Solid White Thermoplastic Strip

Parked Tick Mark

Street

NOTES:
1. Wheel stops to be equipped with retroreflective markings.
2. Angled racks may also be used.

Bike Rack Corral

City of Raleigh

Standard Detail

Revisions

Date: 8/2020

Not to Scale

B-20.02

Wheel Stop
BIKE RACK INSTALLATION:
SURFACE MOUNT - WHEN INSTALLED ON CONCRETE SURFACE, USE 3/8" ANCHORS TO PLATE MOUNT. SHIM AS NECESSARY TO ENSURE VERTICAL PLACEMENT.

IN-GROUND MOUNT - WHEN INSTALLED ON PAVERS OR OTHER NON-STABLE SURFACES, EMBED INTO BASE. CORE HOLES NO LESS THAN 3" IN DIAMETER AND 10" DEEP.