1. Stops serving high-frequency routes should be twice as long as the dimensions shown, or as otherwise approved by the Transit Division.
2. See TT-02 for bus stop pad design specifications.
3. The bikeway shifting taper should be 7:1 preferred, 3:1 minimum.

Notes:

3. The bikeway shifting taper should be 7:1 preferred, 3:1 minimum.

City of Raleigh
Standard Detail

Typical Bus Stop
At Curb-Level Bikeway

TT-01.2