CLASS III BIKE ROUTE

CLASS II BIKE LANE

CLASS II BIKE LANE

60 DEGREE BACK-IN ONLY ANGLE PARKING

ONE-WAY STREETS WITH PARKING LANE ON OPPOSITE SIDE OR TWO-WAY STREETS

CLASS III BIKE ROUTE

CLASS II BIKE LANE

CLASS II BIKE LANE

60 DEGREE BACK-IN ONLY ANGLE PARKING

90 DEGREE BACK-IN ONLY ANGLE PARKING

ONE-WAY STREETS WITH "NO STANDING ANYTIME" REGULATIONS ON OPPOSITE SIDE OF ANGLE PARKING
CLASS 1A: SIGNAL PROTECTED ONE WAY PATH (8 AV)

CLASS 1B: PROTECTED ONE-WAY PATH WITH MIXING ZONES (GRAND ST)

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC OPERATIONS
26-11 Jamaica Plaza West
LIC, NY 11101
EXAMPLES OF CLASS I BIKE LANE MARKINGS
8 AVENUE AND GRAND ST

REVISIONS
DATE APPD DESCRIPTION

[Blank table with columns for Date, APPD, and Description]
STOP CONTROLLED OR SIGNALIZED BIKE PATH WITH PEDESTRIAN CROSSINGS

PATHWAY WITH STANDARD CROSSWALK

12" SOLID WHITE

24" WHITE STOP LINE
12" SOLID WHITE

4" YELLOW P ED-A-TRAK

PATHWAY WITH SCHOOL CROSSWALK

12" SOLID WHITE

24" WHITE STOP LINE
12" SOLID WHITE

4" YELLOW P ED-A-TRAK

PATHWAY WITH HI-VIS CROSSWALK

12" SOLID WHITE (YP)

24" WHITE STOP LINE (YP)
12" SOLID WHITE (YP)

4" YELLOW P ED-A-TRAK

UNCONTROLLED SHARED BICYCLE / PEDESTRIAN PATH

UNCONTROLLED BICYCLE PATH

UNCONTROLLED

CROSSING MARKINGS DETAILS

STOP OR SIGNAL CONTROLLED

UNCONTRO LLED

- One pair of chevrons must be added for each additional moving lane positioned at the center of the lane
- For crosswalk detail see typical drawing TCW-1
TYPICAL BUS STOP

SCALE: 1"=30'

TYPICAL BUS STOP WITH SCHOOL X-WALK & OTHER WORD MESSAGES

NOTE: A MINIMUM DISTANCE OF 20' IS REQUIRED FROM THE CLOSEST EDGE OF THE BUS STOP MESSAGE TO THE "SCHOOL X-WALK" WORD MESSAGE OR OTHER WORD MESSAGE. IF THIS DISTANCE IS NOT AVAILABLE, THE BUS STOP WORD MESSAGE, SCHOOL X-WALK WORD MESSAGE, AND OTHER WORD MESSAGES ARE INSTALLED. (TYPICALLY, "SCHOOL X-WALK" WORD MESSAGES ARE PLACED APPROX. 120' FROM THE CURB LANE.

TYPICAL LAYOVER BUS STOP

SCALE: 1"=30'
Table 2C-4. Guidelines for Advance Placement of Warning Signs
(English Units)

<table>
<thead>
<tr>
<th>Posted or 85th-Percentile Speed</th>
<th>Condition A: High Judgment required*</th>
<th>Condition B: Stop condition*</th>
<th>Condition C: Delegation to the listed advisory speed (mph) for the condition*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>40</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>40 mph</td>
<td>175 R</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>25 mph</td>
<td>250 R</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>30 mph</td>
<td>325 R</td>
<td>100 R</td>
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<tr>
<td>35 mph</td>
<td>400 R</td>
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<td>100 R</td>
</tr>
<tr>
<td>40 mph</td>
<td>475 R</td>
<td>225 R</td>
<td>150 R</td>
</tr>
<tr>
<td>45 mph</td>
<td>550 R</td>
<td>300 R</td>
<td>225 R</td>
</tr>
<tr>
<td>50 mph</td>
<td>625 R</td>
<td>375 R</td>
<td>300 R</td>
</tr>
<tr>
<td>55 mph</td>
<td>700 R</td>
<td>450 R</td>
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<tr>
<td>60 mph</td>
<td>775 R</td>
<td>525 R</td>
<td>475 R</td>
</tr>
<tr>
<td>65 mph</td>
<td>850 R</td>
<td>600 R</td>
<td>500 R</td>
</tr>
</tbody>
</table>

Notes:
1. The distances are adjusted for a sign legibility distance of 50 m (175 ft) which is the appropriate legibility distance for a 125 mm (5 in) Series D word legend. The distances may be adjusted by deducting another 30 m (100 ft) if sign symbols are used. Adjustments may be made for grades if appropriate.
2. Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical examples are Merge, Right Lane Ends, etc. The distances are determined by providing the driver a PEV time of 5.7 to 10.0 seconds plus 4.5 seconds for vehicle maneuvers minus the legibility distance of 50 m (175 ft) for the appropriate sign.
3. Typical conditions are locations where the road user must decrease speed to maneuver through the warning condition. Typical examples are Turn, Curve, or Cross Road. The distances are determined by providing a 1.6 second PEV time (1990 AASHTO, page 119), a vehicle deceleration rate of 3 m/second^2 (10 feet/second^2), minus the sign legibility distance of 50 m (175 ft).
4. No suggested minimum distances are provided for these speeds, as placement location is dependent on site conditions and other signing to provide an adequate advance warning for the driver.

A three-lane roadway should be marked with a centerline for two-lane approach operation on the approach to a crossing.

On multi-lane roads, the transverse bands should extend across all approach lanes, and individual RCR symbols should be used in each approach lane.
NUMBER OF STRIPS VARY PER INSTALLATION

PLAN VIEW
RUMBLE STRIP PAD
(ONE LOCATION)

1/2" TOTAL HEIGHT (6 - 125 MILS "LIFTS")

SINGLE STRIPE
CROSS SECTION
SPEED BUMP SYMBOL AND WORD MESSAGE INSTALLATION

NOTE:
ON MULTILANE ROADWAYS ONE BUMP SYMBOL AND ONE WORD MESSAGE SHALL BE INSTALLED FOR EACH TRAVEL LANE.

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC OPERATIONS
28-11 Queens Plaza North
L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS
FOR SPEED BUMP

DRAWMG
TSB-1

APPROVED
CHECKED
Borough
Scale
Date

4717/02