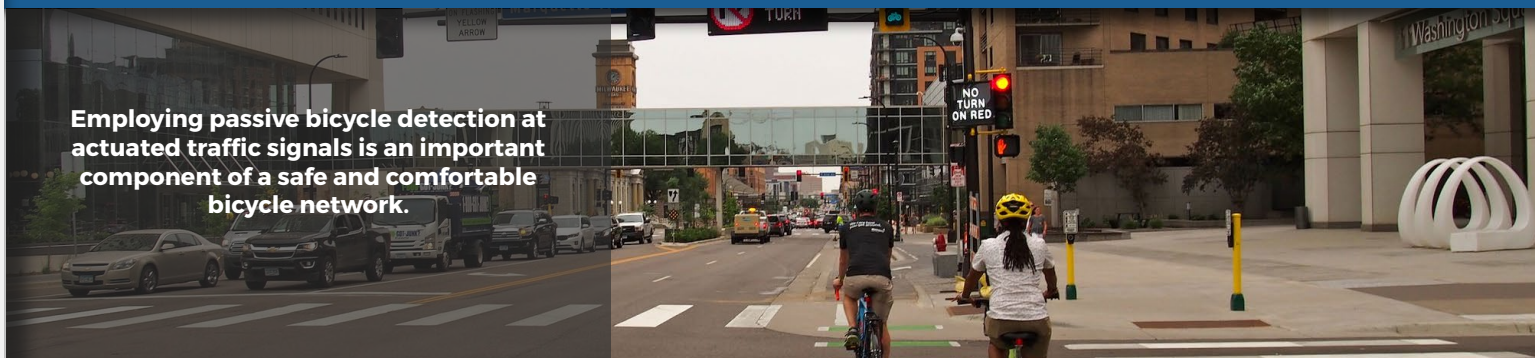


Employing passive bicycle detection at actuated traffic signals is an important component of a safe and comfortable bicycle network.



INTRODUCTION

Employing passive bicycle detection at actuated traffic signals is an important component of a safe and comfortable bicycle network and supports bicycling as a practical means of transportation

Figure 3.7E.14: Bicycle detection at signalized intersections

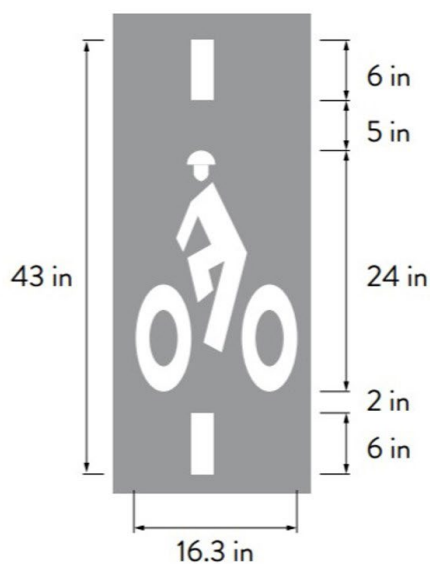


EXHIBIT 4-23: Bicycle Detection Pavement Marking Dimensions



EXHIBIT 4-24: R10-22 Sign

DESIGN CONSIDERATIONS

A. Actuated Signals

At actuated signals, passive detection is preferred whenever possible.

B. APS

Where accessible pedestrian signal push buttons are required, passive detection can still be implemented.

C. Detection Location

Passive detection should be located across the entire bicycle path, in any two-stage turn box or bike box, and adjacent to a curb (or other footrest) whenever possible.

D. Pavement Markings

When using inductive loop detection, the bicycle detector pavement marking can be used to identify the best place for a bicyclist to position their bike for detection, and can be supplemented with a Bicycle Signal Actuation sign (R10-22). See Figure 3.7E.13 for more details.