GREEN BIKE LANE SIGNING AND STRIPING
SCENARIO GBL3
RIGHT TURN ONLY DROP LANE WITH SHARED LANE

Table 1

<table>
<thead>
<tr>
<th>Width</th>
<th>Sign Placement (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>850</td>
</tr>
<tr>
<td>60</td>
<td>950</td>
</tr>
<tr>
<td>80</td>
<td>1000</td>
</tr>
<tr>
<td>100</td>
<td>750</td>
</tr>
</tbody>
</table>

Notes:
1. Unless stated otherwise, sign spacing is dependent upon speed, volume, traffic conditions and presence of other signs.
2. Warning sign placement is based on posted speed and traffic conditions per county policy and the manual on uniform traffic control devices.
3. If the curb lane volume exceeds 3,500 vehicles per day, use the bike on road sign.
4. Green bike lane permitted in heavy conflict area based on engineering decision with Clark County Traffic Engineer approval.

Department of Public Works
Clark County
Washington

T18.0
07/17/19

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