When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the crosswalk, or if no crosswalk is provided, at least 100 feet before the beginning of the right-turn lane. Through bicycle lane markings should resume to the left of the right turn only lane.

Standard: pavement markings. (see Section 9B.04) may also be used, but to avoid overuse of the signs not necessarily adjacent to every set of Option: circulatory roadway.

Guidance: least 100 feet before the yield line, or if no yield line is provided, then at least 100 feet before the edge of the bicycle lane, which is the preferred method for making the right turn. Raised devices used to define a bicycle lane can also cause problems in cleaning and maintaining the bicycle lane. If a capacity analysis indicates the need for an optional through-right turn lane, the bicycle lane should be discontinued at the intersection approach.

Figure 9C-5. Example of Bicycle Lane Treatment at Parking Lane

Bicycle lanes shall not be provided on the circular roadway of a roundabout. Posts or raised pavement markers should not be used to separate bicycle lanes from adjacent travel lanes.

An optional through-right turn lane next to a right turn only lane should not be used where there is a through intersection.

Support: Bicycle lane markings should stop at least 100 feet before the crosswalk, or if no crosswalk is provided, at least 100 feet before the beginning of the right-turn lane. Through bicycle lane markings should resume to the left of the right turn only lane.