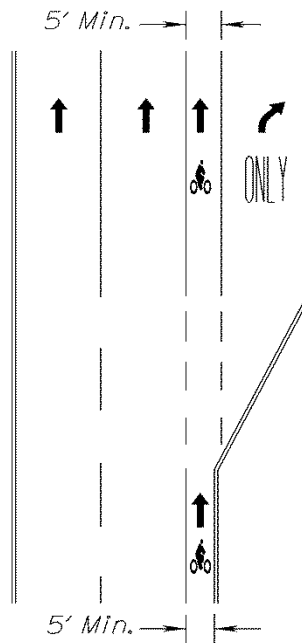


- Bike Lanes and Turning Lanes

Bike lanes complicate bicycle and motor vehicle turning movements at intersections. It is preferable to continue the bike lane through the intersection. For example, locations where a bike lane approaches an intersection the bike lane is to be a minimum of 5 feet wide and\* continue parallel to the left of a right turn lane. See Figure A-5-3 below.



**FIGURE A-5-3**  
**RIGHT TURN ONLY LANE**

- Bicycle Lanes Approaching Right-Turn-Only Lanes

NOTES: For other intersection situations see the AASHTO Guide for the Development of Bicycle Facilities. For current typical bicycle lane pavement markings see VDOT [Road and Bridge Standards](#) or current insertable sheets.

Figure A-5-3 presents a treatment for pavement markings where a bike lane approaches a motorist right-turn-only lane. The design of bike lanes should include appropriate signing at intersections to warn of conflicts. The approach shoulder width should be provided through the intersection, where feasible, to accommodate right turning bicyclists or bicyclists who prefer to use crosswalks to negotiate the intersection.

---

\* Rev.1/17