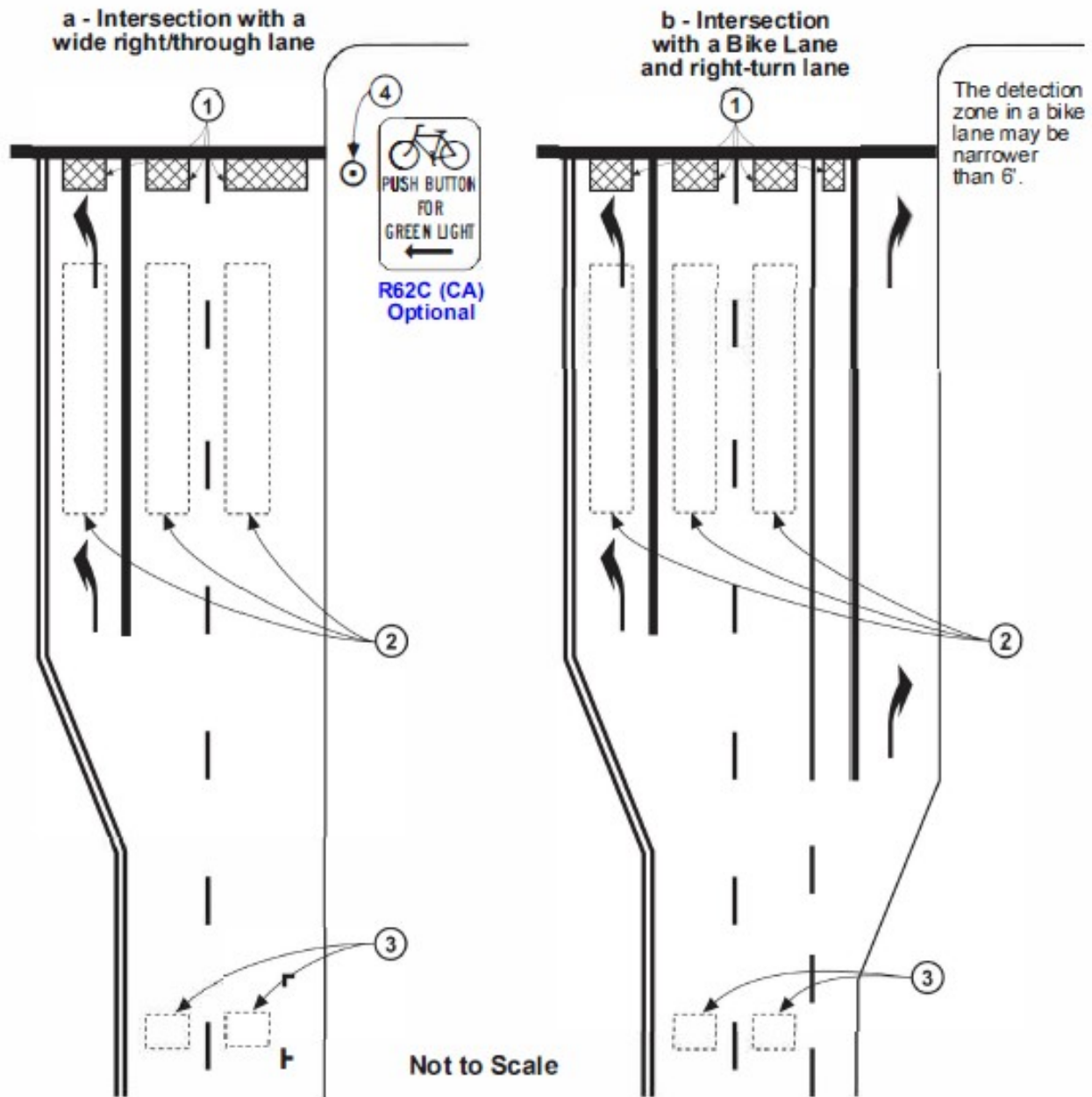


**Figure 4H-1. Typical Arrangements of
Bicycle Signal Faces**



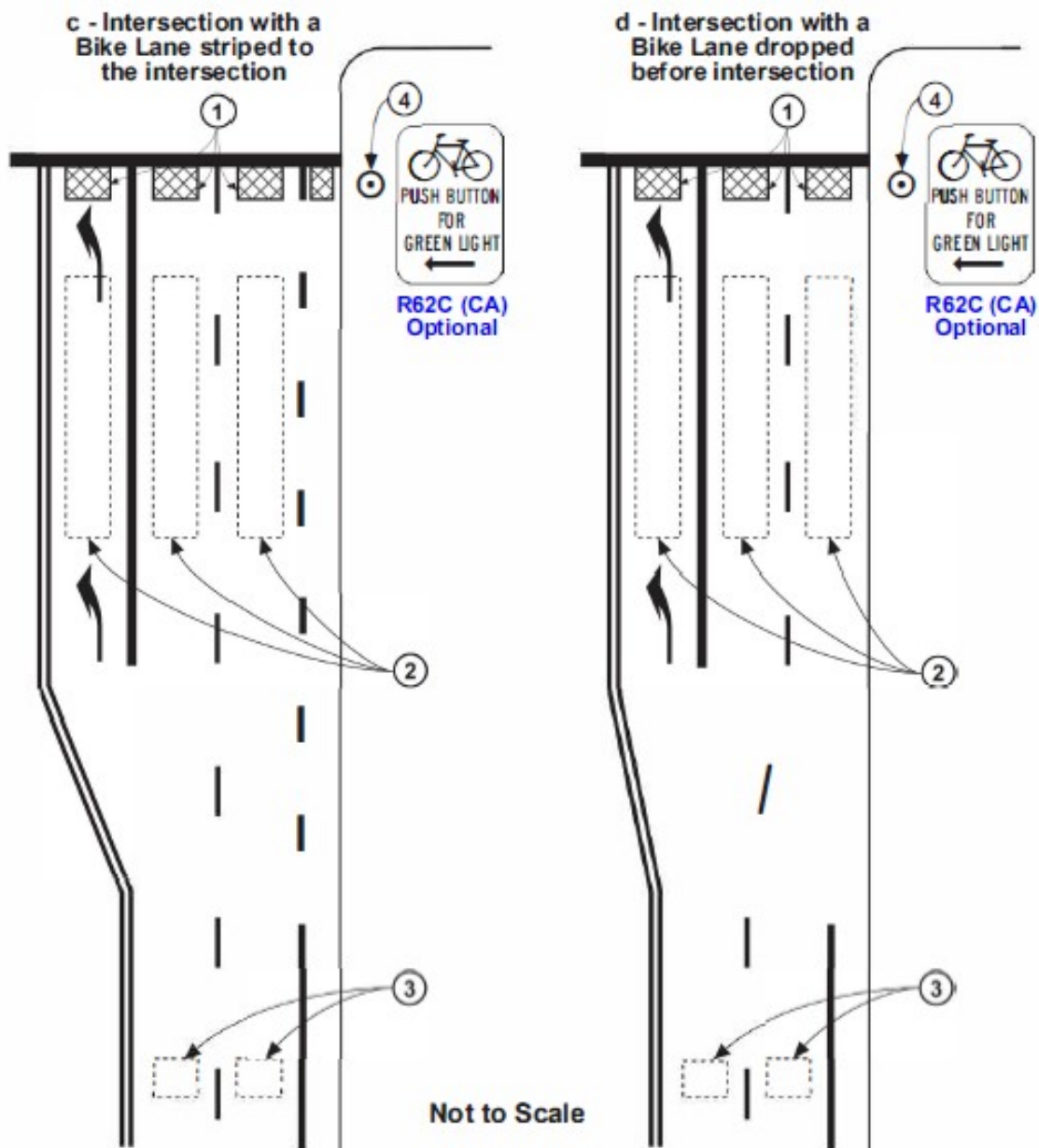
Figure 4H-101 (CA). Examples of Detection Systems (Sheet 1 of 3)



NOTES:

1. Typical technology-neutral limit line detection locations. See Section 4D.105 (CA).
2. Typical presence detection locations. See Section 4D.103 (CA).
3. Typical advance detection locations.
4. A bicyclist pushbutton may be used to activate a traffic signal to supplement the required limit line detection. A pushbutton should be located so it is convenient to use by bicyclists. See Section 9B.11 for bicycle regulatory signs.

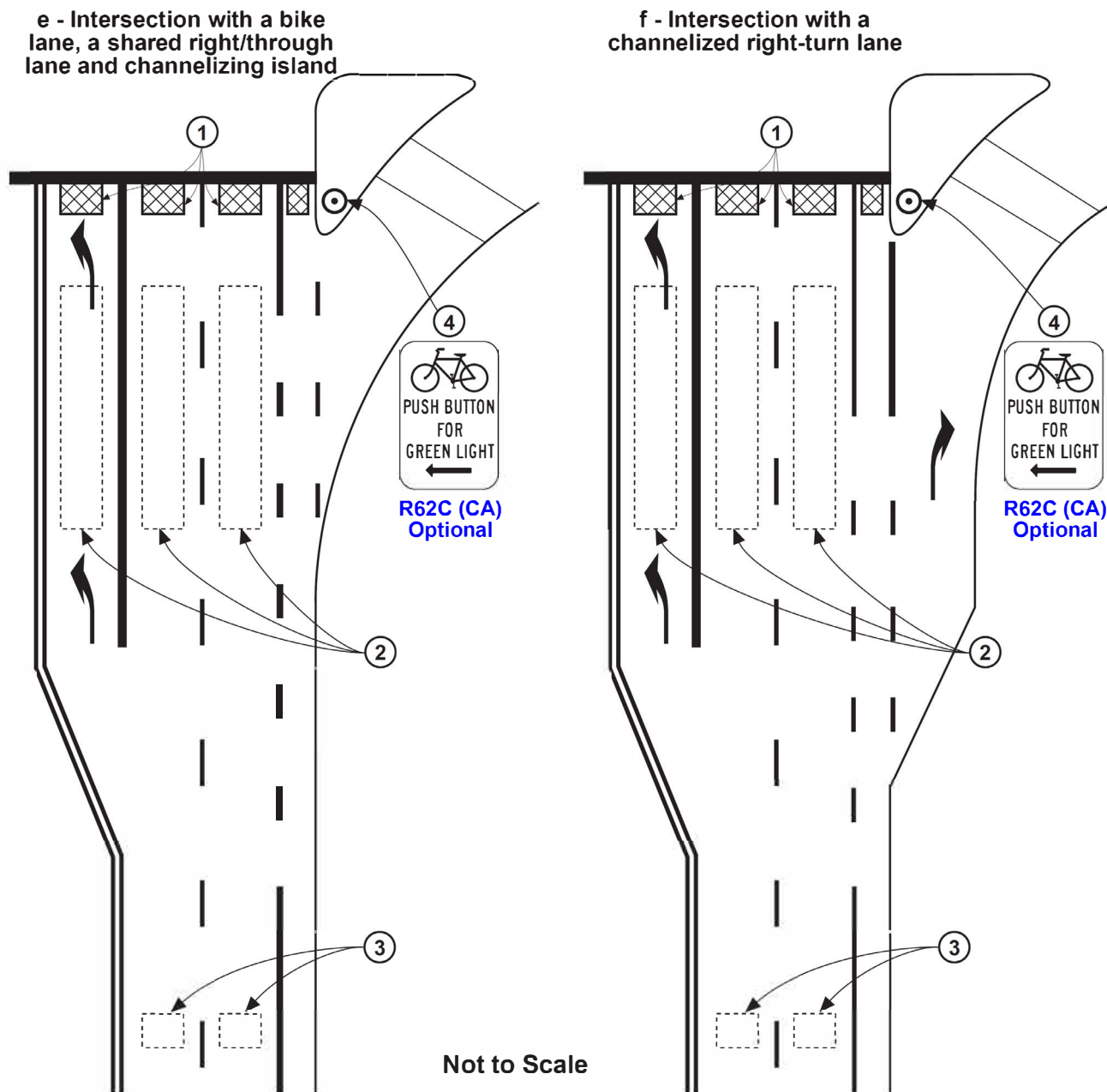
Figure 4H-101 (CA). Examples of Detection Systems (Sheet 2 of 3)



NOTES:

1. Typical technology-neutral limit line detection locations. See Section 4D.105 (CA).
2. Typical presence detection locations. See Section 4D.103 (CA).
3. Typical advance detection locations.
4. A bicyclist pushbutton may be used to activate a traffic signal to supplement the required limit line detection. A pushbutton should be located so it is convenient to use by bicyclists. See Section 9B.11 for bicycle regulatory signs.

Figure 4H-101 (CA). Examples of Detection Systems (Sheet 3 of 3)



NOTES:

1. Typical technology-neutral limit line detection locations. See Section 4D.105 (CA).
2. Typical presence detection locations. See Section 4D.103 (CA).
3. Typical advance detection locations.
4. A bicyclist pushbutton may be used to activate a traffic signal to supplement the required limit line detection. A pushbutton should be located so it is convenient to use by bicyclists. See Section 9B.11 for bicycle regulatory signs.