

OFFSET INTERSECTION IMPROVEMENTS

Many Neighborhood Byways include offset intersections, or junctions where a Neighborhood Byway aligns asymmetrically across an intersecting roadway. These discontinuities in the route require specific treatments, or **OFFSET INTERSECTION IMPROVEMENTS** to maintain the level of comfort and to provide awareness of how to follow the route.



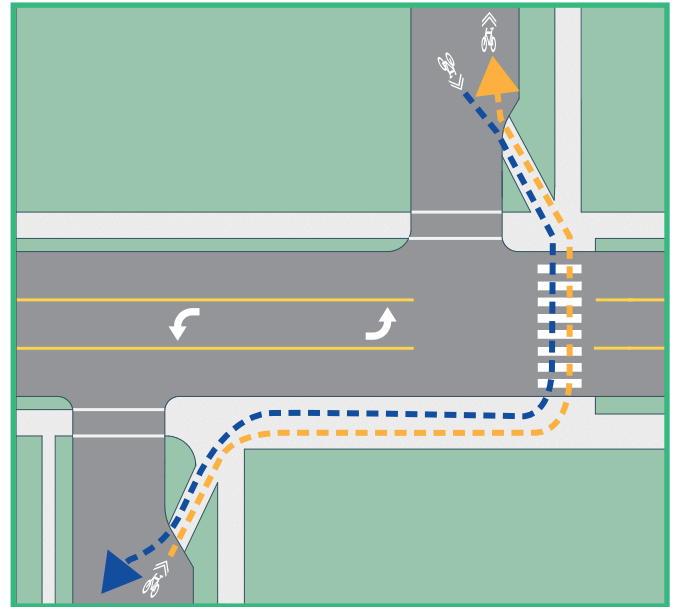
Improved Crossings



Route Wayfinding

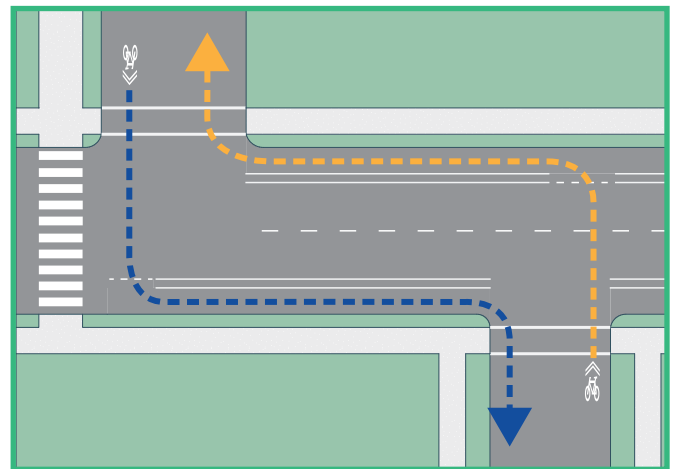
1. SIDEPATH OR RAISED SEPARATED TWO-WAY BIKE LANE

Sidepaths or Raised Two-way Separated Bike Lanes provide comfortable transitions to the Byways on both sides of the offset and would separate users from traffic on the intersecting street. This option maintains the highest degree of separation and level of comfort, but may not be necessary for offsets on lower volume streets. This treatment requires bikes to cross over in one direction and typically crosses bicyclists and pedestrians together at one shared crossing.



2. ON-STREET BIKE LANES

Adding on-street bike lanes may depend on whether it is a right or left offset. Left offsets tend to work better with using existing or created bike lanes. The Byway user crosses straight over the intersecting street then continues into the bike lane followed by a right turn onto the byway. With the right offset, the user will have an immediate right turn and need to turn left at some point after the first intersection. This angle is difficult to manage and may require developing a queuing space or other crossing assistance.



3. SHARED LANES

On intersecting streets with streets with relatively slow vehicle speeds and low traffic volumes, shared lanes can be used.

