

OFFSET INTERSECTION IMPROVEMENTS

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



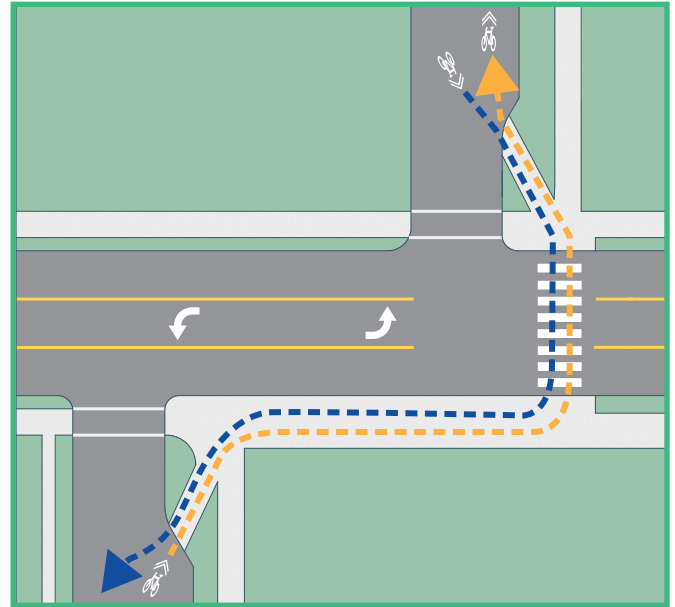
Improved Crossings



Route Wayfinding

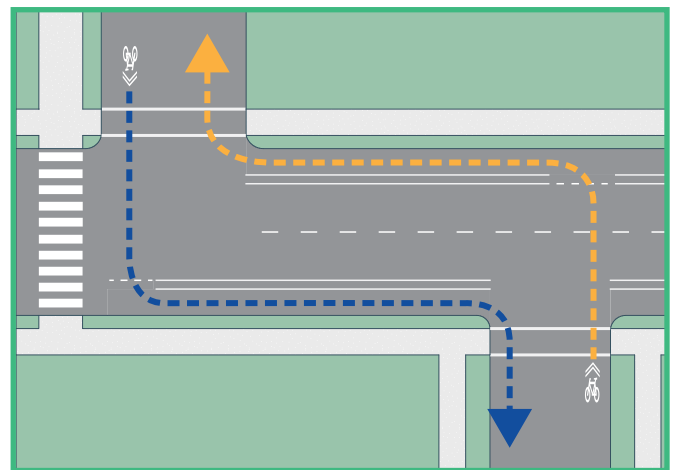
1. OPTION 1: SIDEPATH OR RAISED SEPARATED TWO-WAY BIKE LANE

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 across lower volume streets. This treatment requires bicyclists to cross over in one direction and typically crosses bicyclists and pedestrians together at one shared crossing.



2. OPTION 2: ON-STREET BIKE LANES

Using existing or adding short sections of on-street bike lanes may be used. Left offsets often work better with existing/created bike lanes. Byway users cross straight on the intersecting street, then continue in the bike lane before turning right onto the Byway. With a right offset, users immediately turn right, then turn left after the first intersection. This angle is difficult to manage and may require a queuing space or other crossing assistance.



3. OPTION 3: SHARED LANES

Shared lanes can be used on intersecting streets that meet Neighborhood Byway requirements for traffic speed and volume limits.

