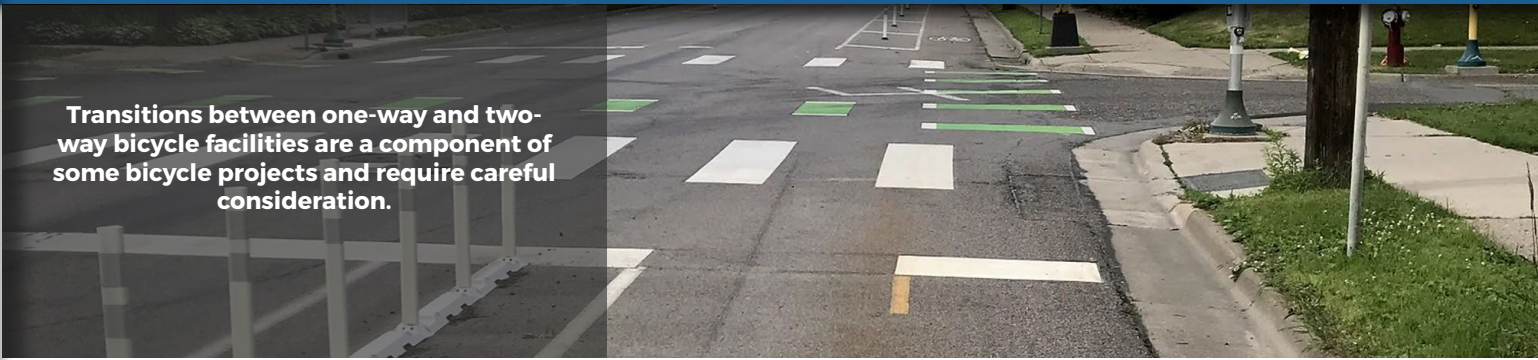


3.7E Two-way bikeway transitions

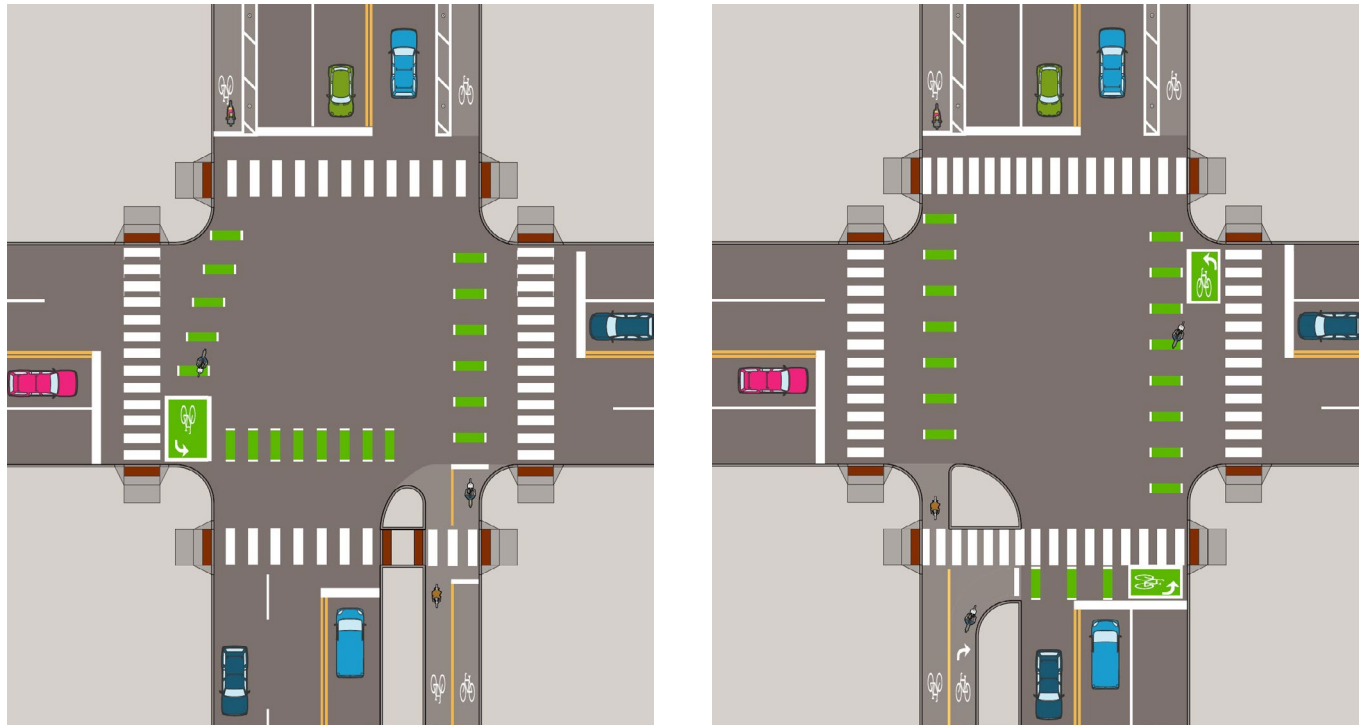
Transitions between one-way and two-way bicycle facilities are a component of some bicycle projects and require careful consideration.



INTRODUCTION

Transitions between one-way and two-way bicycle facilities are a component of some bicycle projects and require careful consideration. Transitions between two-way and one-way bicycle facilities requires people biking contra-flow to traffic to cross the street. Transition design should reflect the unique context of the intersection where it is located and should reinforce a clear travel path across the intersection and clear right of way priority for users.

Figure 3.7E.6: Two-way bikeway transitions



DESIGN CONSIDERATIONS

A. Striping	<ol style="list-style-type: none"> 1. Consider the use of green conflict zone markings, including solid green (non-dashed) markings to indicate the appropriate travel path for transitioning across the roadway. 2. Stop bars should be installed wherever bicycles transition across the roadway to prevent encroachment into the transition area.
B. Location	<p>Bicycle transitions across the roadway may be located on either side of the adjacent crosswalk.</p>
C. Signage	<p>"NO TURN ON RED" (R10-11) signage may be necessary at some or all legs where the bicycle transitions and two-stage turn boxes are located.</p>
D. Two-stage turn boxes	<p>Two-stage turn boxes (see figure 3.7E.6) may be employed to assist in transitioning across the roadway, especially at locations with high traffic volumes.</p>
E. Signal coordination	<p>At signalized intersections, the bicycle transition should be coordinated with the cross-street signal phase to cross the roadway.</p>
F. Signal heads and phasing	<p>Bicycle-specific signal heads and phasing may be installed to assist bicycles transitioning across the roadway.</p>