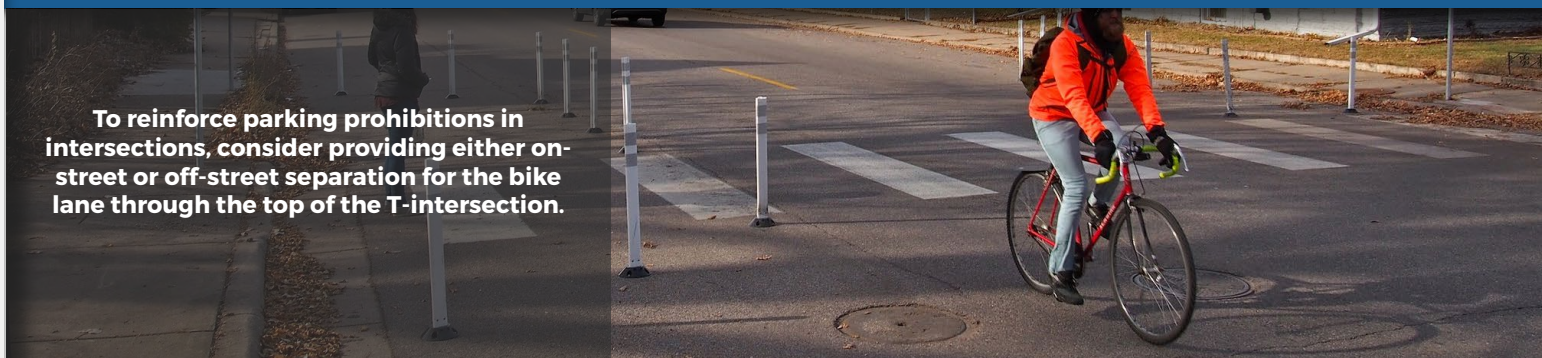


3.7E Bike lanes at t-intersections

To reinforce parking prohibitions in intersections, consider providing either on-street or off-street separation for the bike lane through the top of the T-intersection.



INTRODUCTION

To reinforce parking prohibitions in intersections, consider providing either on-street or off-street separation for the bike lane through the top of the T-intersection. Note that bikes must still yield to pedestrians crossing the bike lane.

Figure 3.7E.11: Bike lanes at t-intersections



DESIGN CONSIDERATIONS

A. Buffer

When adequate space is available, implement a buffer between the bike lane at the top of the T-intersection and the adjacent travel lane. Vertical delineation is preferred for on-street facilities.

B. Sidewalk-level bike facilities

When reconstructing a T-intersection or retrofitting the intersection with permanent materials, consider a sidewalk-level bike facility that continues through the top of the T-intersection. If this facility is intended as a shared use path, it should meet [shared use path](#) dimensions and standards.

C. On-street to off-street transitions

Sidewalk-level bicycle facilities should utilize bicycle slip ramps when transitioning to or from on-street bike lane.