Current concept provides for “tree lawns” (planting strips) that are too narrow to allow for meaningful shade trees; crosswalks are conventional low-visibility parallel bars; bike turns are unclear; parking aisles are too wide.
Alternate concept provides for wider tree planting areas, permitting meaningful shade trees; high-visibility crosswalks; bike turns with 2-stage queuing boxes; right-sized turn lanes and parking aisles for slower, safer speeds.
Dimensions in the alternate concept would lend themselves to future lane repurposing, such as outer lanes reserved for buses or Autonomous Rapid Transit (A.R.T.) vehicles that will have freedom to move without being stuck in car traffic.
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Ample rows of large shade trees are part of Mobile’s culture, brand, and image.
When provided sufficient room to grow and planted with the correct details like root barriers & special soils, the trees will not necessarily buckle sidewalks nor produce other hazards.
Urban Street Design Guide

Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street’s safety without impacting traffic operations.

The measured saturation flow rates are similar for lane widths between 10 feet and 12 feet...Thus, so long as all other geometric and traffic signalization conditions remain constant, there is no measurable decrease in urban street capacity when through lane widths are narrowed from 12 feet to 10 feet. Appendix A-P, p. A152, Florida Department of Transportation (2007). Appendix A-P and Appendix Q. Conserve By Bicycle Program Study Final Report. Tallahassee, FL: FDOT.

Travel lanes are striped to define the intended path of travel for vehicles along a corridor. Historically, wider travel lanes (11–13 feet) have been favored to create a more forgiving buffer to drivers, especially in high-speed environments where narrow lanes may feel uncomfortable or increase potential for side-swipe collisions.

Lane widths less than 12 feet have also historically been assumed to decrease traffic flow and capacity, a claim new research refutes.¹

There is substantial support in street design literature for 10’ travel lanes and 7’-8’ parking lanes.
The most important factor for safety is the speed of the moving vehicles. The correct target speed must be selected. Slower is safer, and permits better lane widths, tree setbacks, etc.
Slower speeds improve safety because drivers can perceive more of their surroundings, and have more time to react. When a collision does occur, there is less physical force in the crash.
Modern crosswalks employ the highly noticeable and elegant “piano-key” or “zebra” pattern. These bars alert drivers & improve yielding behavior.
2-STAGE TURN BOXES

Bicyclists using the cycle track will need to turn left across Broad Street onto streets that do not have specific bike accommodation. The queuing box allows for a safe 2-stage turn.

- **Queue box shall be placed in a protected area, typically within an on-street parking lane or cycle track buffer.**
- **Optional queue box location inline with cross traffic.**
- **Optional queue box location included.**
The illustrated cross-section will allow for future use of one lane in each direction for transit-only lanes, or even “Liberty Lanes” that also allow other vehicles that help solve pressing public problems.

3-person Cars
Ride-hailing Services
CarShare Services

Autonomous Cars
Electric Cars
First Responders

Local Shuttle Trolleys
Hotel & Employer Shuttles
Buses