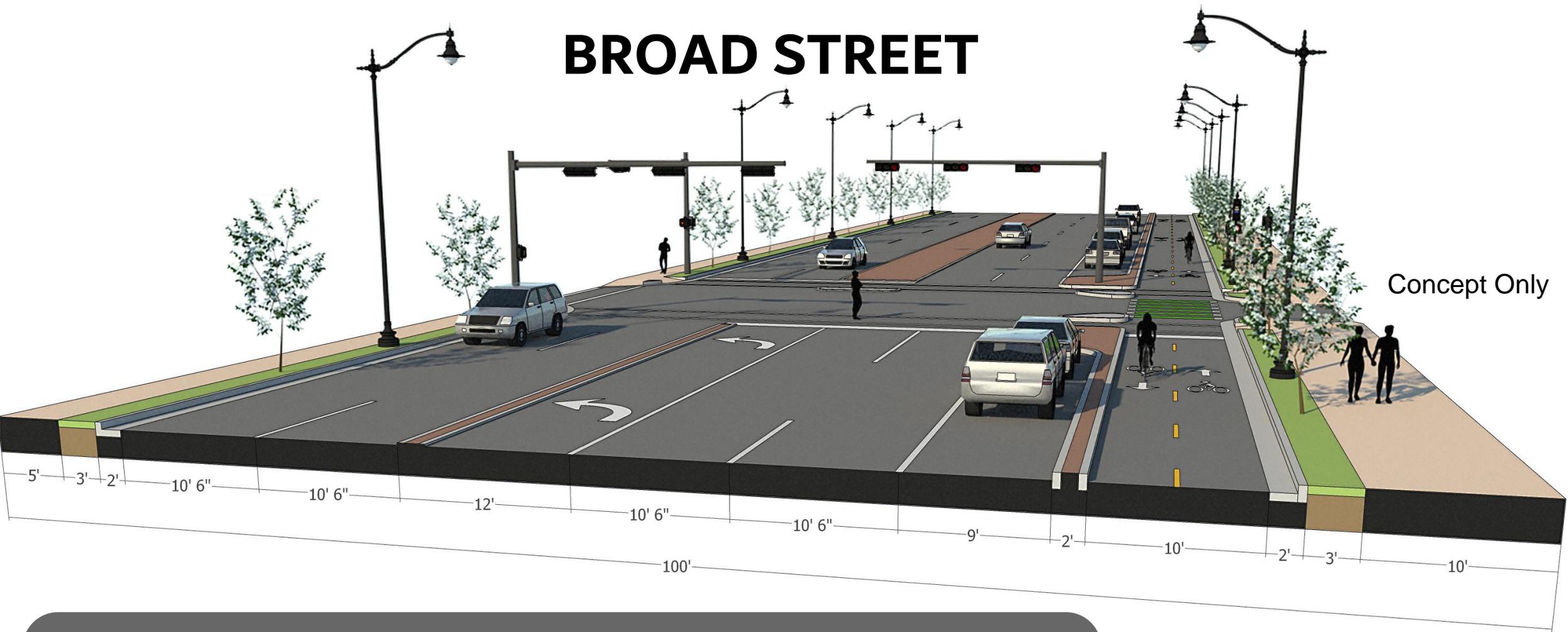


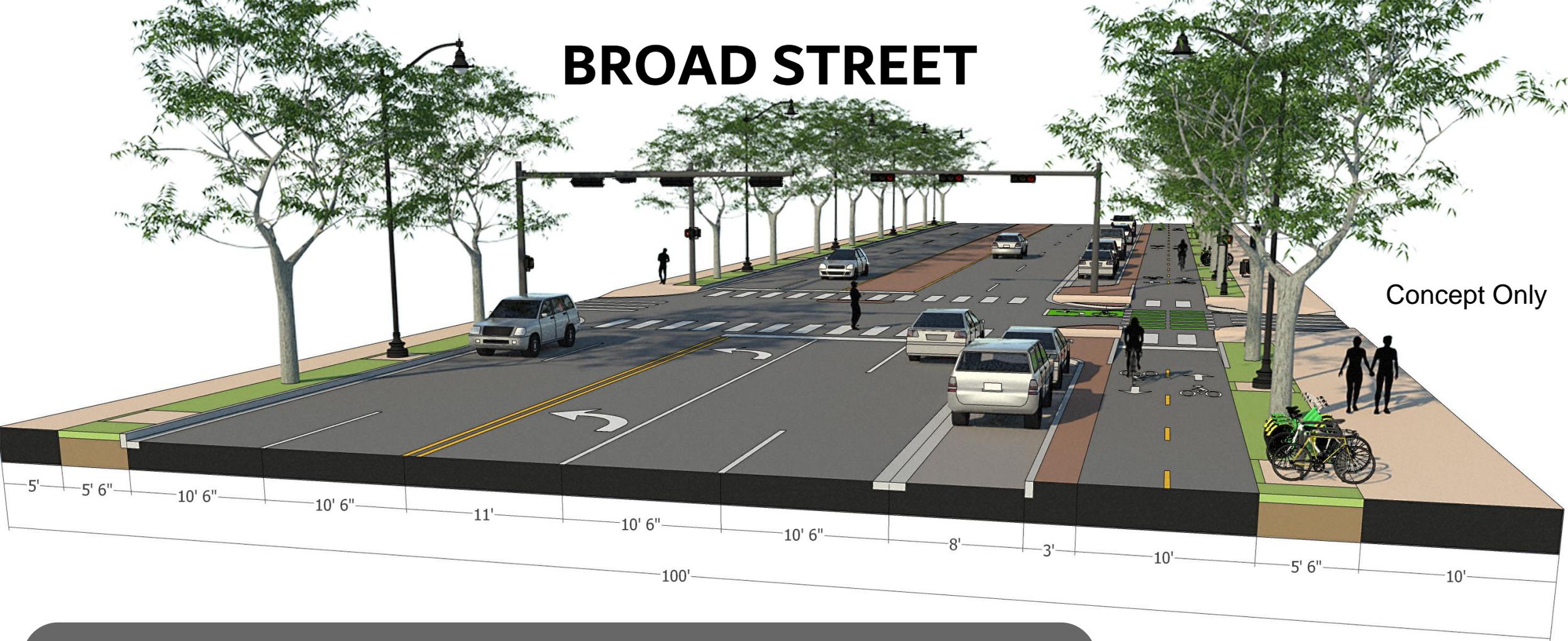
BROAD STREET



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.

Current Concept Shown at Open House

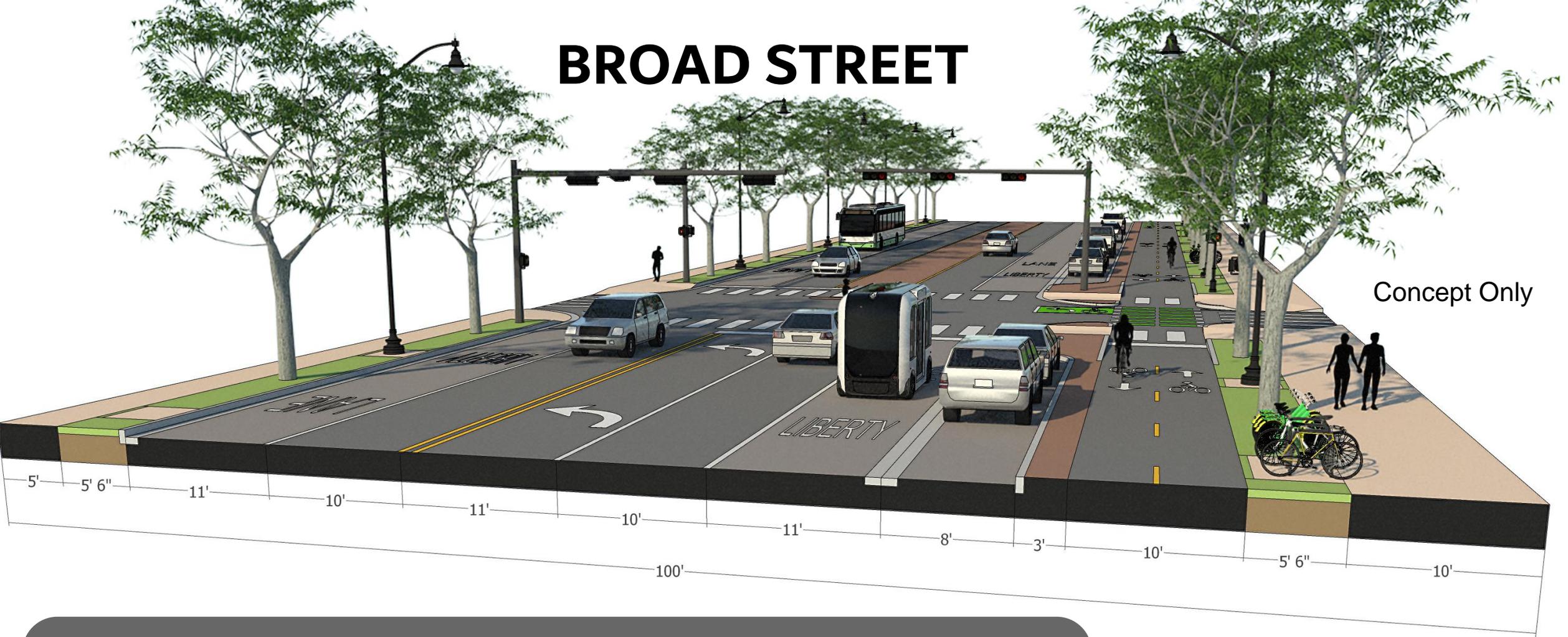
BROAD STREET



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.

Alternate Concept: Wider Tree Planting Strips, Right-sized Lanes

BROAD STREET

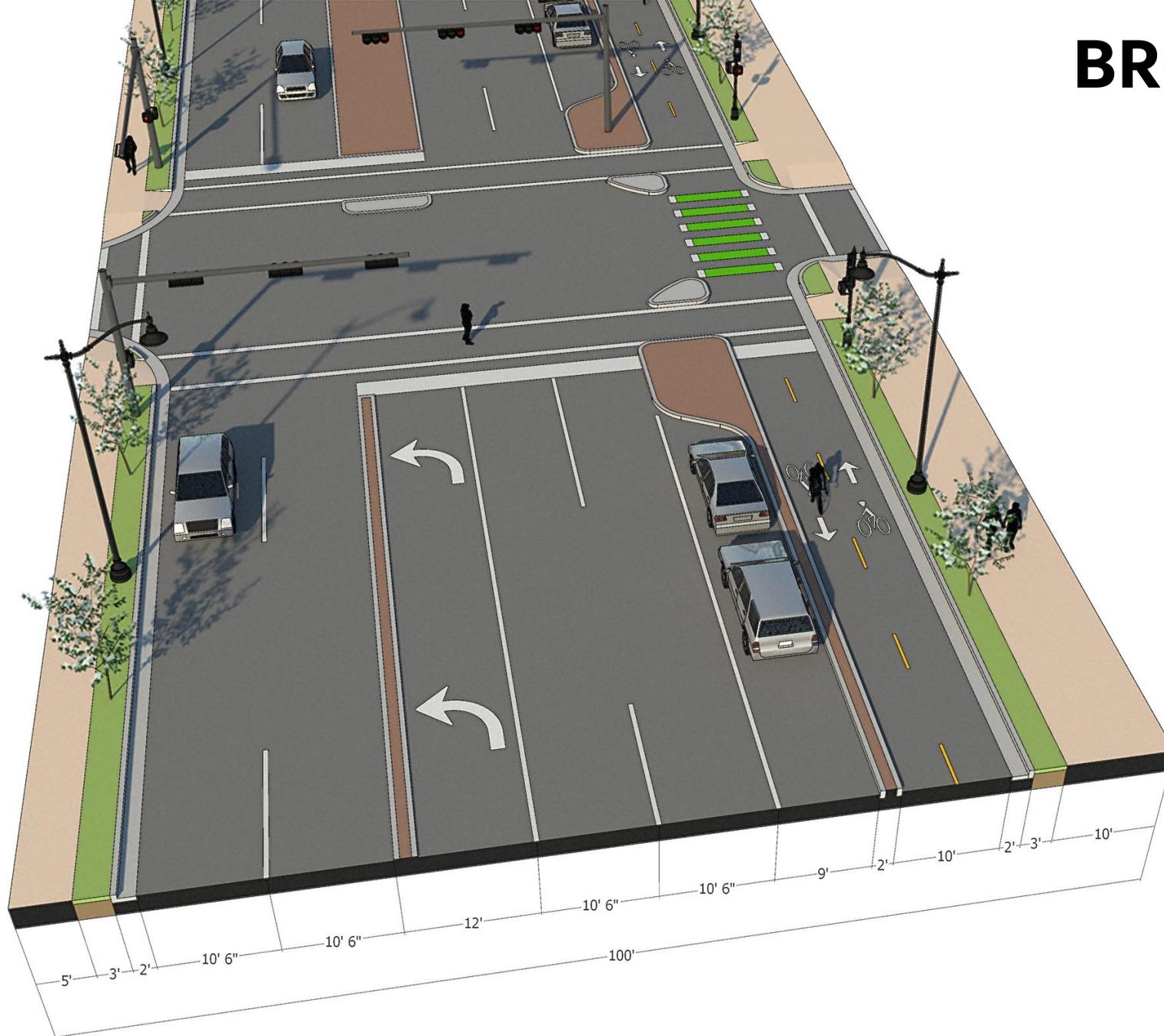


Dimensions in the alternate concept would lend themselves to future lane repurposing, such as outer lanes reserved for buses or Autonomous Rapid Transit (A.R.T.) vehicles that will have freedom to move without being stuck in car traffic.

Alternate Concept: Future Flexibility for Lane Repurposing

BROAD STREET

Concept Only



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Alternate Concept: Future Flexibility for Lane Repurposing



SHADE TREES

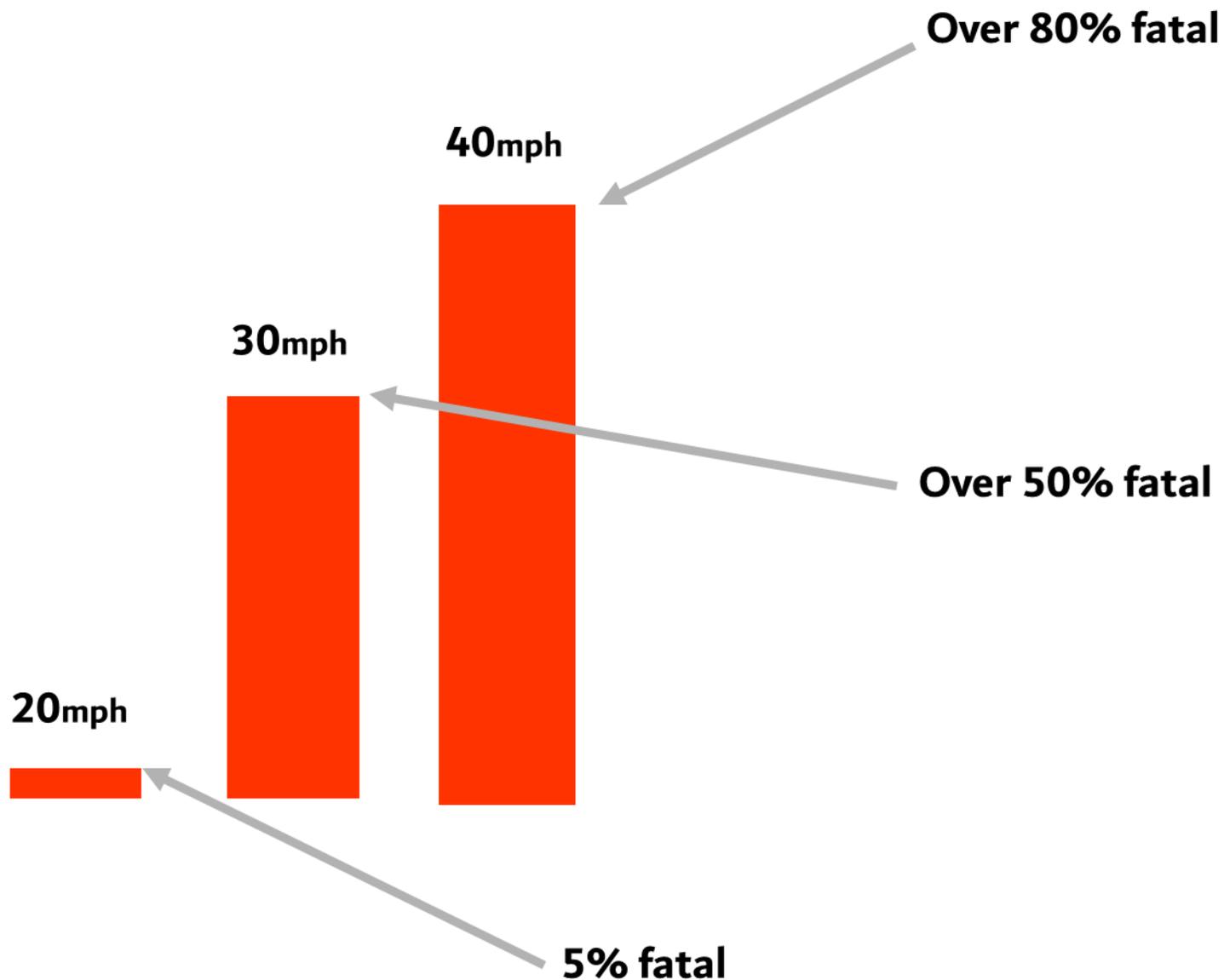
Ample rows of large shade trees are part of Mobile's culture, brand, and image.

SHADE TREES



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.

SPEED



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.

Vision Cone

A driver's visual focus diminishes as speed increases.



15 mph

15 mph



20 mph

20 mph



25 mph

25 mph



30 mph

30 mph

SPEED

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.

HIGH VISIBILITY CROSSWALKS



Modern crosswalks employ the highly noticeable and elegant “piano-key” or “zebra” pattern. These bars alert drivers & improve yielding behavior.

2-STAGE TURN BOXES

Design Guidance

Two-Stage Turn Queue Box

Required Features

- 1 An area shall be designated to hold queuing bicyclists and formalize two-stage turn maneuvers.⁷¹
- 2 Pavement markings shall include a bicycle stencil and a turn arrow to clearly indicate proper bicycle direction and positioning.



SALT LAKE CITY, UT (PHOTO: SALT LAKE CITY PUBLIC WORKS)

3 The queue box shall be placed in a protected area. Typically this is within an on-street parking lane or between the bicycle lane and the pedestrian crossing.

4 In cities that permit right turns on red signal indications, a "No Turn on Red" sign shall be installed overhead to prevent vehicles from entering the queuing area. (MUTCD Section 2B.54)

Recommended Features

5 In cases where a constrained roadway geometry or right of way prevents the creation of a dedicated two stage turn queue box in a protected location:

- The pedestrian crosswalk may be adjusted or realigned to enable space for a queue box.

- A bike box may be provided behind the pedestrian crossing to serve the same purpose. This configuration should only be considered if pedestrian volumes are low, as bicyclists must yield to pedestrians in the crosswalk before entering the queue.

6 The queue box should be positioned laterally in the cross-street, to promote visibility of bicyclists.

7 Colored paving inside of the queuing area should be used to further define the bicycle space.

8 Markings across intersections should be used to define through bicyclist positioning.



Cycle Track Buffer Configuration



Parking Lane Configuration



Crosswalk Setback Configuration

Wider corner radii, set back pedestrian crossing, and/or narrowed bikeway space, provides opportunity for queue box.

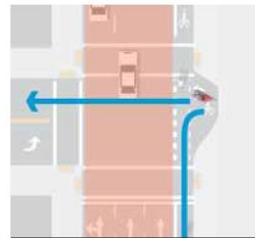


Bike Box Configuration

Bicyclists yield to pedestrians. Not recommended in areas with high pedestrian volumes.



T-Intersection Parking Lane Configuration



T-Intersection "Jughandle" Sidewalk Configuration



3 Queue box shall be placed in a protected area. Typically within an on-street parking lane or cycle track buffer.

6 Optional queue box location in line with cross traffic.

9 Optional queue box location outside of traffic flow.

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.

Optional Features

9 The queue box may be placed laterally in the cross street parking lane rather than in front of the travel lane. This may allow bicyclists to leave into the cross street through movement if no dedicated bicycle facility is present since the parking lane is typically occupied.

10 At midblock turning location the queue box may be integrated into the sidewalk space. This configuration is also known as a "jughandle." Consider the use of some form of signalization at these locations.

11 Signage may be used to define proper positioning and improve visibility of the queue box.

12 A bicycle signal, with leading bicycle interval, may be installed in conjunction with the queue box.

13 Guide lines, pavement stencils, and colored pavement may be used to lead bicyclists into the queue box.

FUTURE LANE REPURPOSING



LIBERTY LANE

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