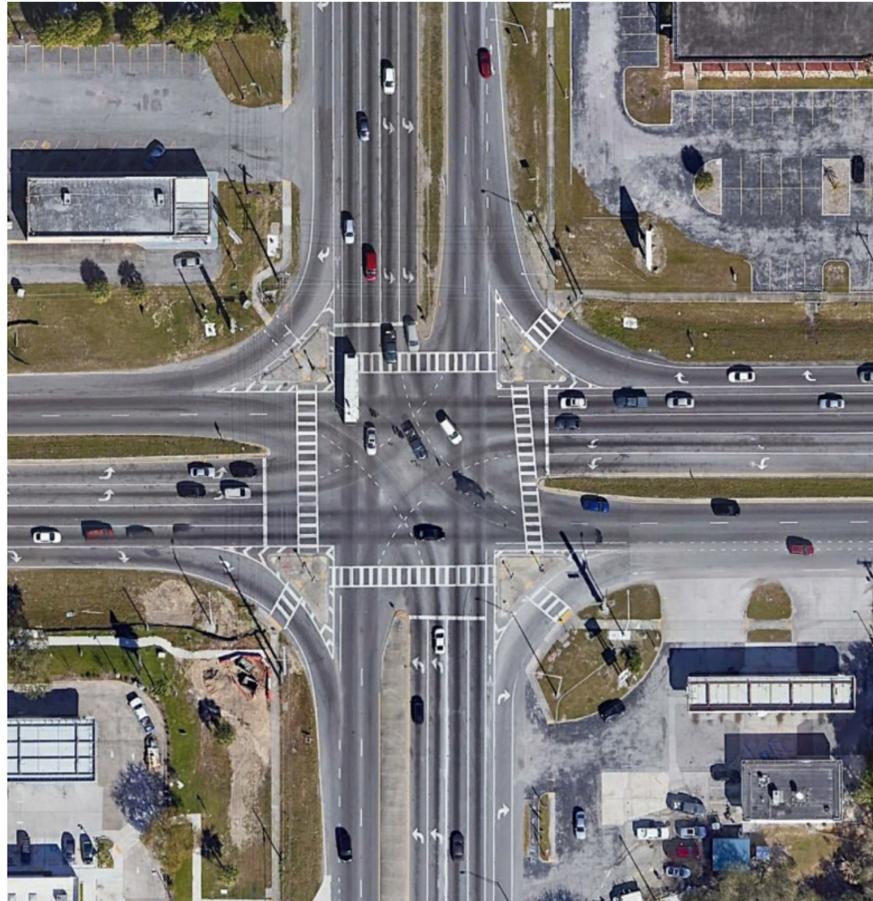
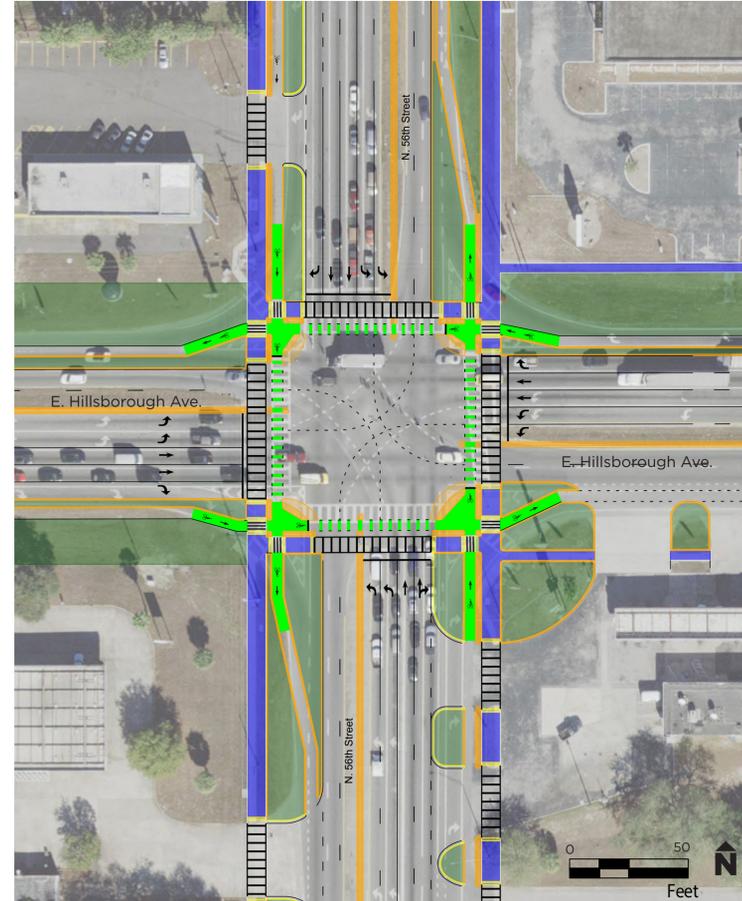


The following intersection alternative is an example of proposed treatments at 56th Street & Hillsborough Avenue. Please write your feedback about the intersection alternative on the comment form.

### BASE CONDITIONS



### ALTERNATIVE CONFIGURATION



Removes channelized right-turns, keeping right turn lanes on three approaches



Reduces turning speeds



Increases average vehicle delay by 3 seconds during PM peak hour



Reduces pedestrian crossing distance from 180 ft. to 70 ft.



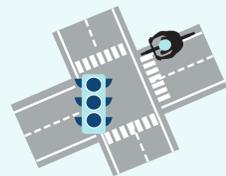
Reduces pedestrian conflict points



Provides space for protected bicycle intersection



May reduce bicycle, left-turn, and angle crashes



- Protected intersections keep bicycles physically separate from motor vehicles up until the intersection, providing a high degree of comfort and safety for people of all ages and abilities.



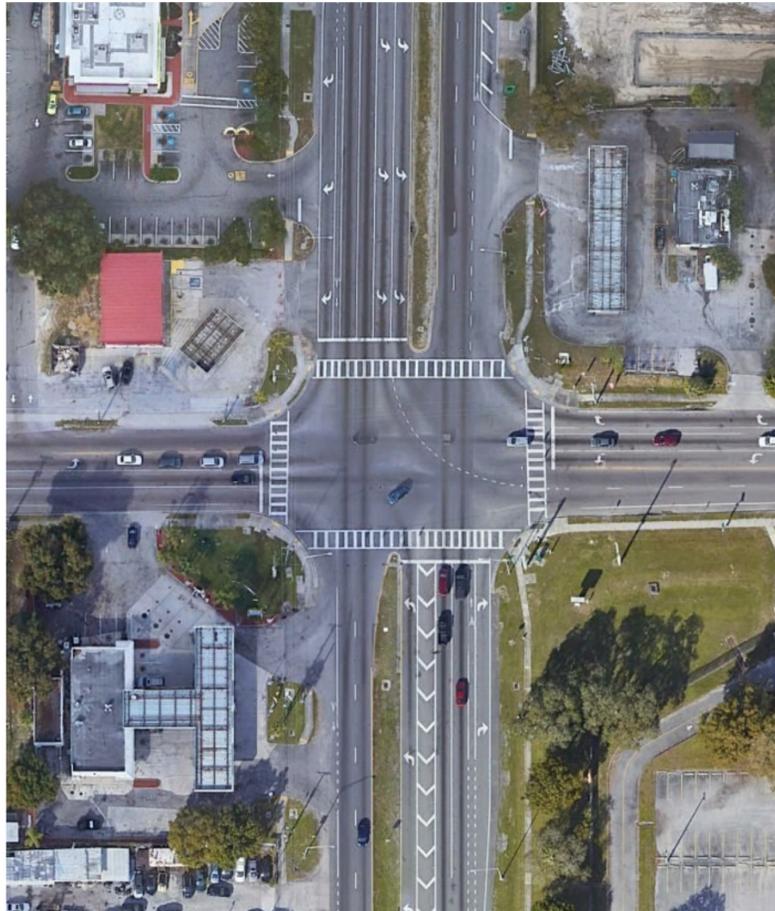
- Corner islands extend the protected bike lane's separation as far into the intersection as possible and tightening the corner's turn radius. They create a bike queue area after the crosswalk, the natural place for people on bikes to wait.



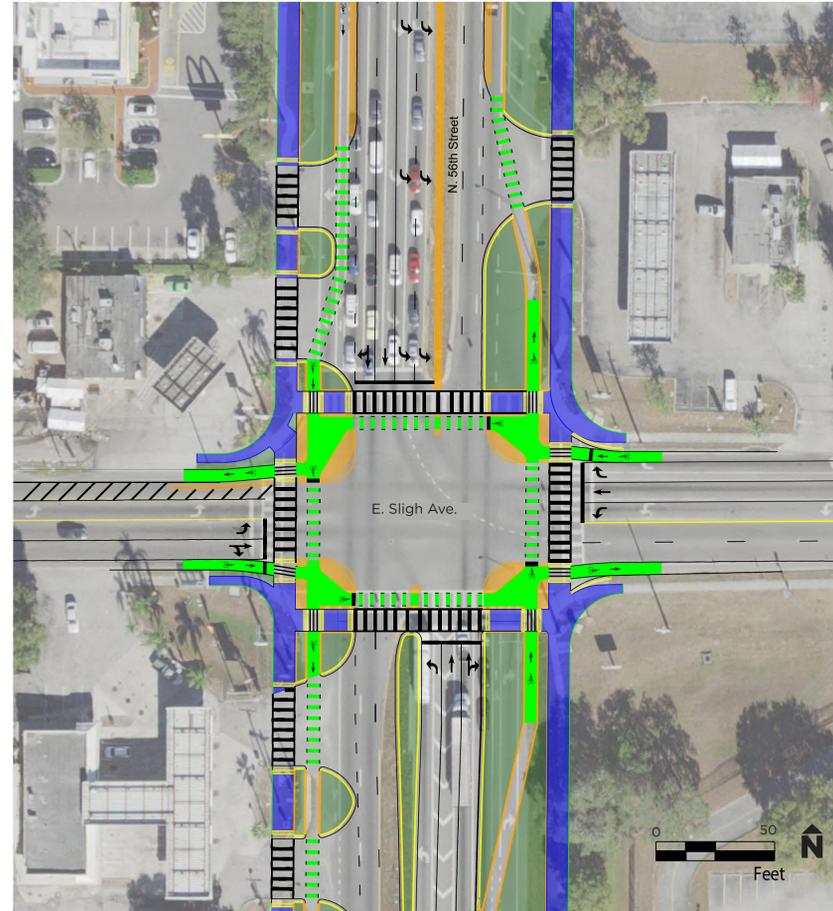
- The setback creates a waiting zone for turning cars, where drivers can yield to bikes after starting to turn but before crossing the path of oncoming bicycles.

The following intersection alternative is an example of proposed treatments at 56th Street & Sligh Avenue. Please write your feedback about the intersection alternative on the comment form.

### BASE CONDITIONS



### ALTERNATIVE CONFIGURATION



Removes channelized right-turns, keeping right turn lanes on three approaches



Reduces turning speeds



Increases average vehicle delay from 50 seconds to 65 second during PM peak hour



Reduces crossing distance from 120 ft to 70 ft



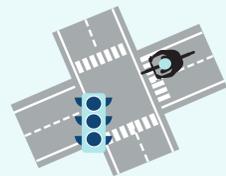
Reduces pedestrian delay by 14 seconds



Provides space for protected bicycle intersection



May reduce pedestrian, bicycle crashes, left turn, and angle crashes



- Protected intersections keep bicycles physically separate from motor vehicles up until the intersection, providing a high degree of comfort and safety for people of all ages and abilities.



- Corner islands extend the protected bike lane's separation as far into the intersection as possible and tightening the corner's turn radius. They create a bike queue area after the crosswalk, the natural place for people on bikes to wait.



- The setback creates a waiting zone for turning cars, where drivers can yield to bikes after starting to turn but before crossing the path of oncoming bicycles.