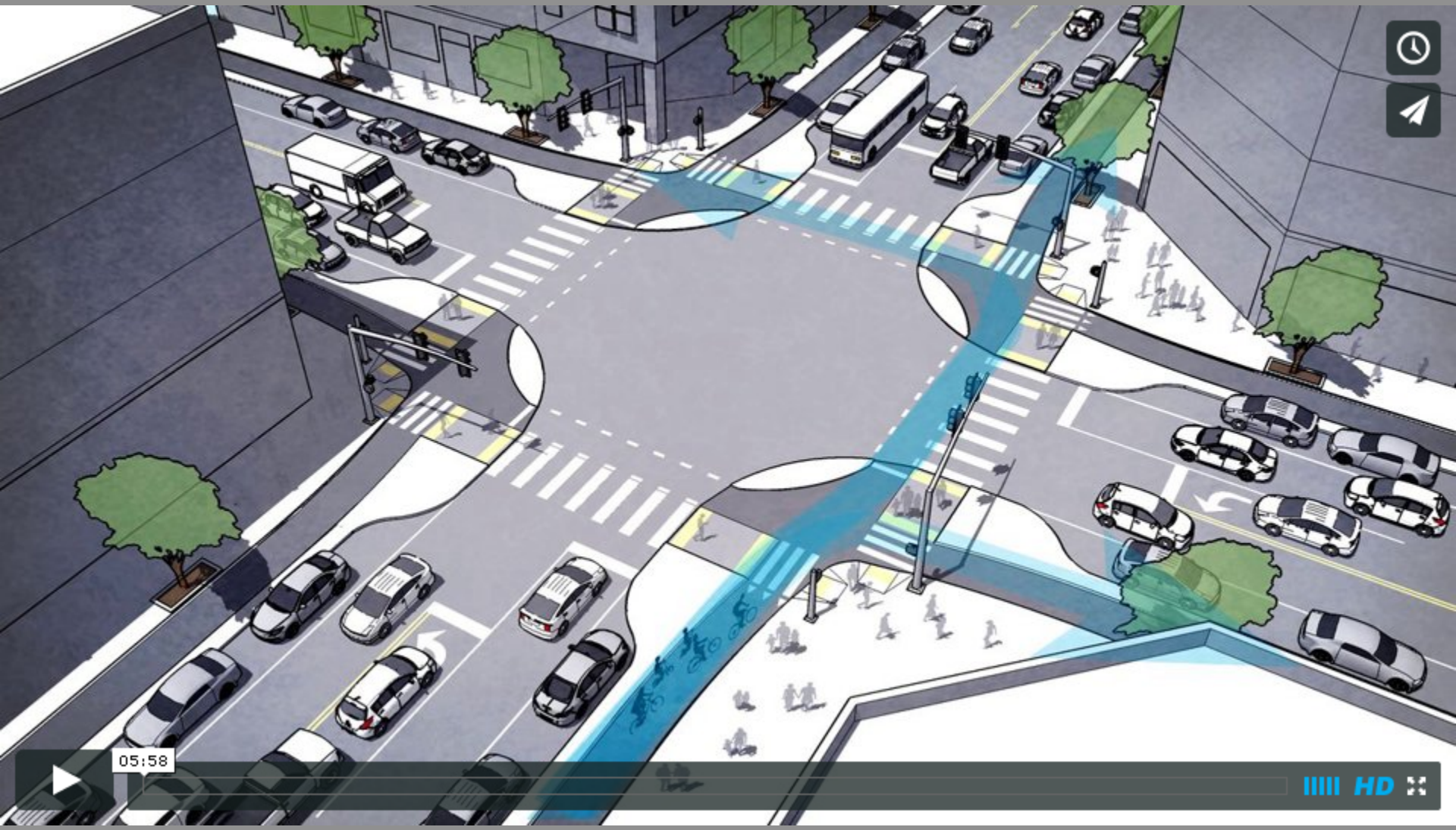
alta
PLANNING + DESIGN

The Protected Intersection

NACTO Designing Cities Conference 2015

Nick Falbo, Senior Planner
Alta Planning + Design



ProtectedIntersection.com

Requested by
ASSEMBLY CONCURRENT RESOLUTION NO. 26
1971 REGULAR SESSION

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

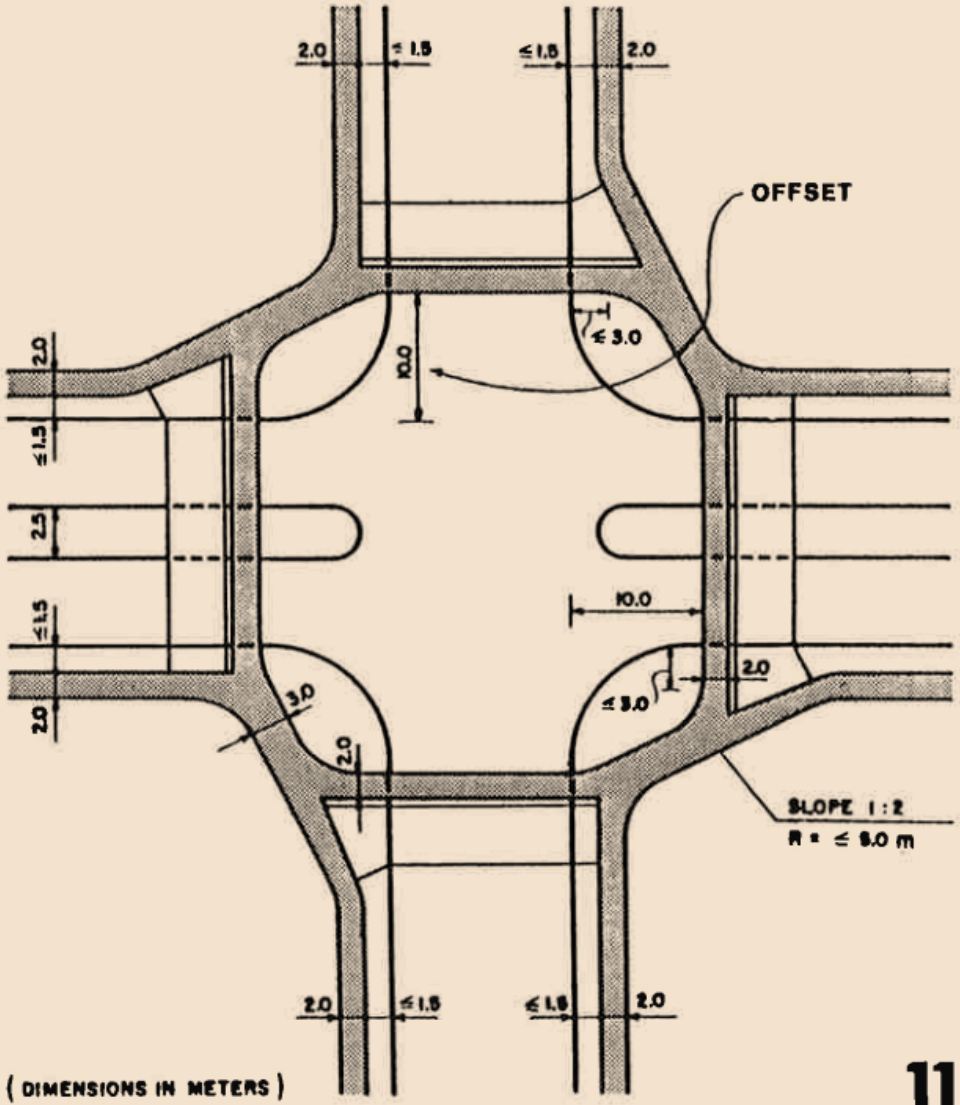
BIKEWAY PLANNING CRITERIA AND GUIDELINES

April 1972

Prepared by
INSTITUTE OF TRANSPORTATION
AND
TRAFFIC ENGINEERING

BIKEWAY PLANNING CRITERIA AND GUIDELINES

April 1972



(DIMENSIONS IN METERS)

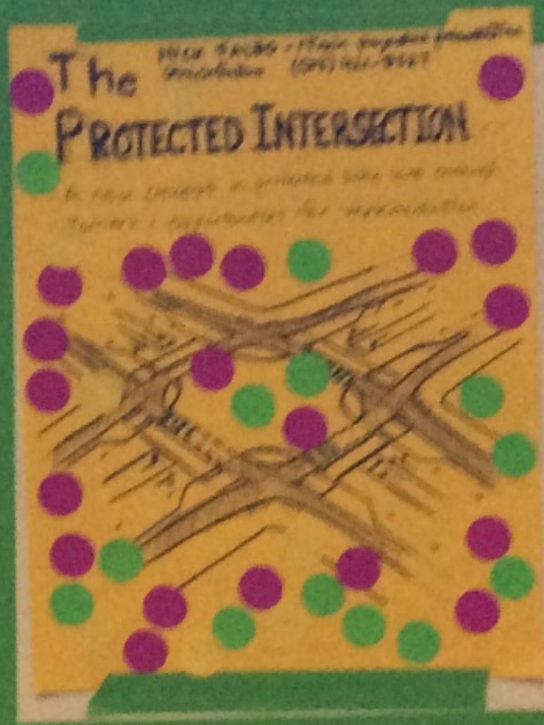
11

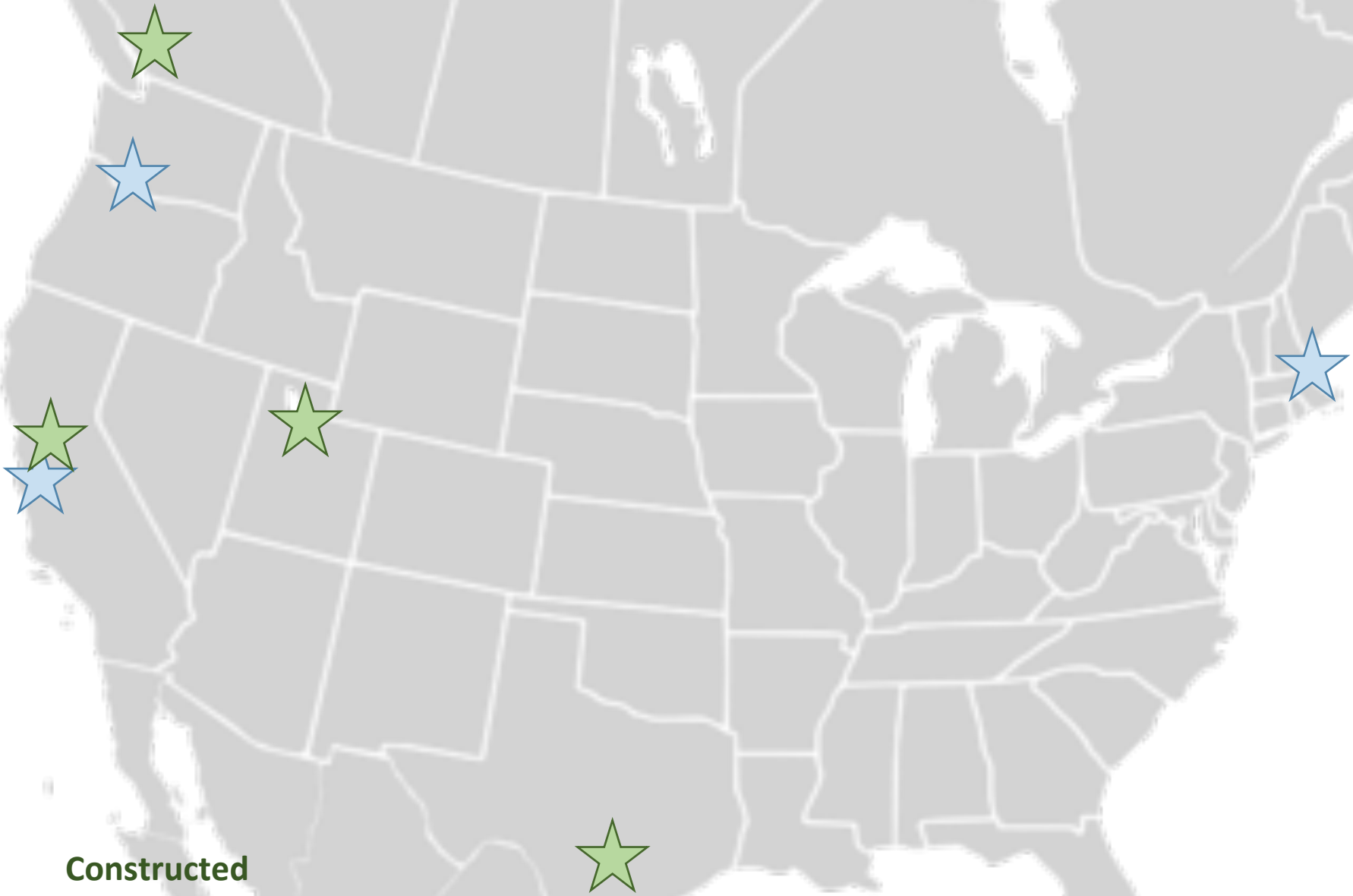
OFFSET PATHWAY CROSSING

Embarcadero
3rd Floor

Market Street
3rd Floor

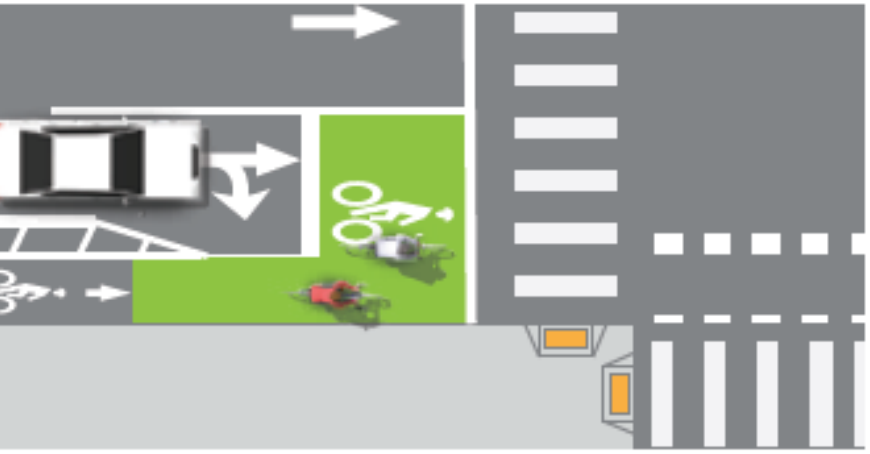
Creating cultured a&Vision for VISION



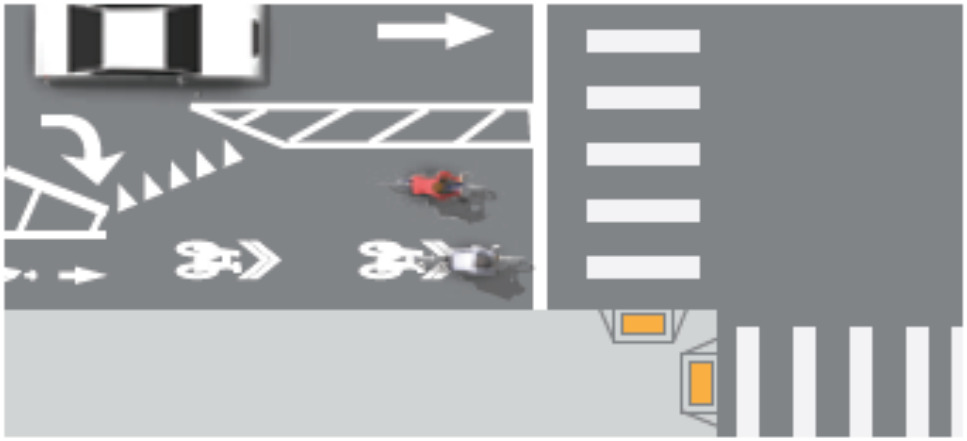

Constructed
Planned/Proposed

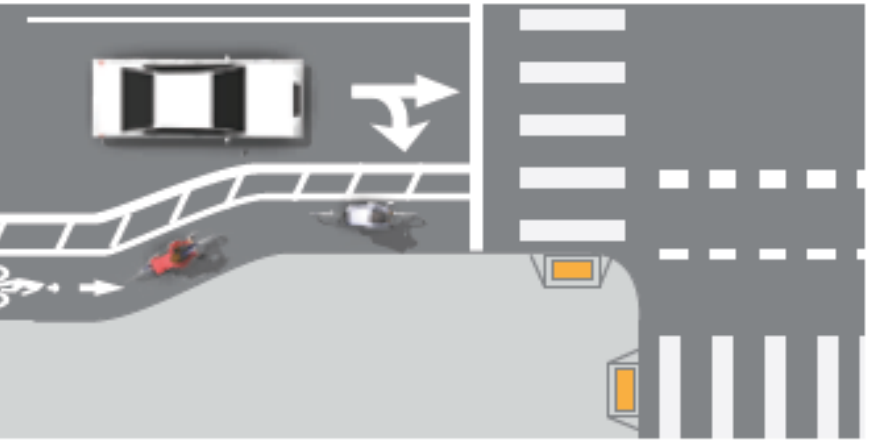
Conventional Intersection Design Strategies

Bike Box

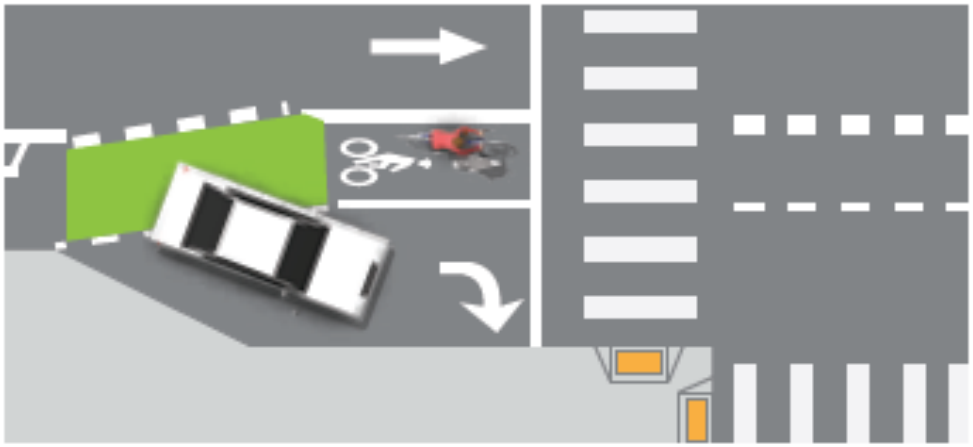


Mixing Zone





“Bend-in”



Drop to regular bike lane

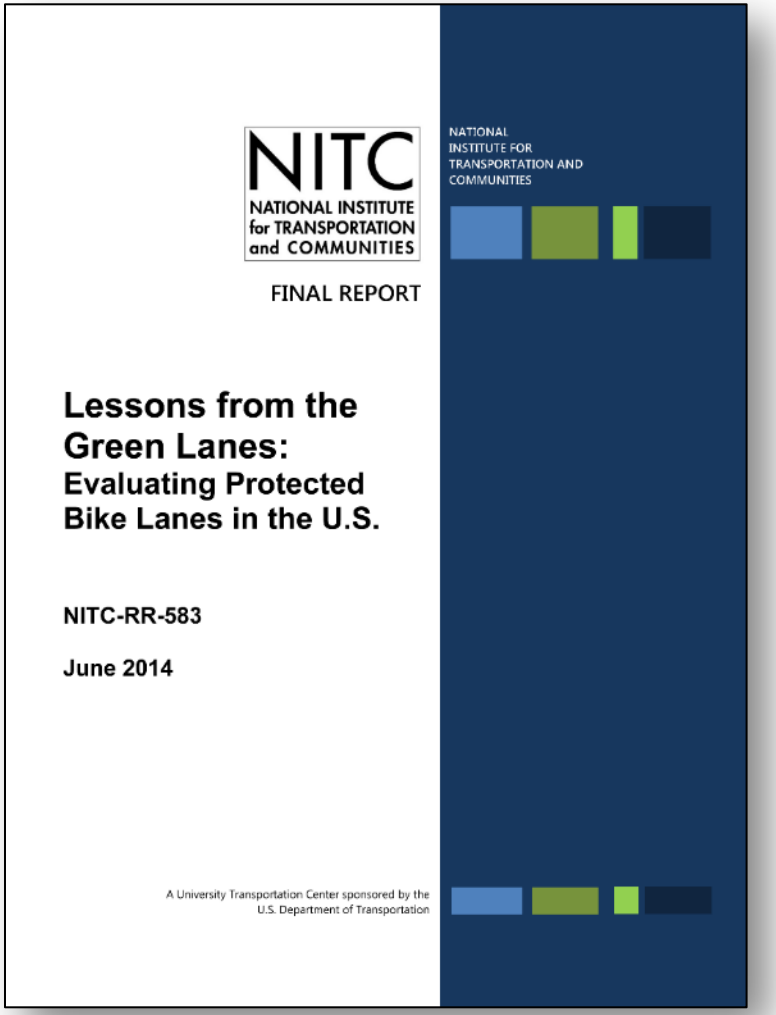
Increase Awareness

Increase Conspicuity

Isolate Conflicts

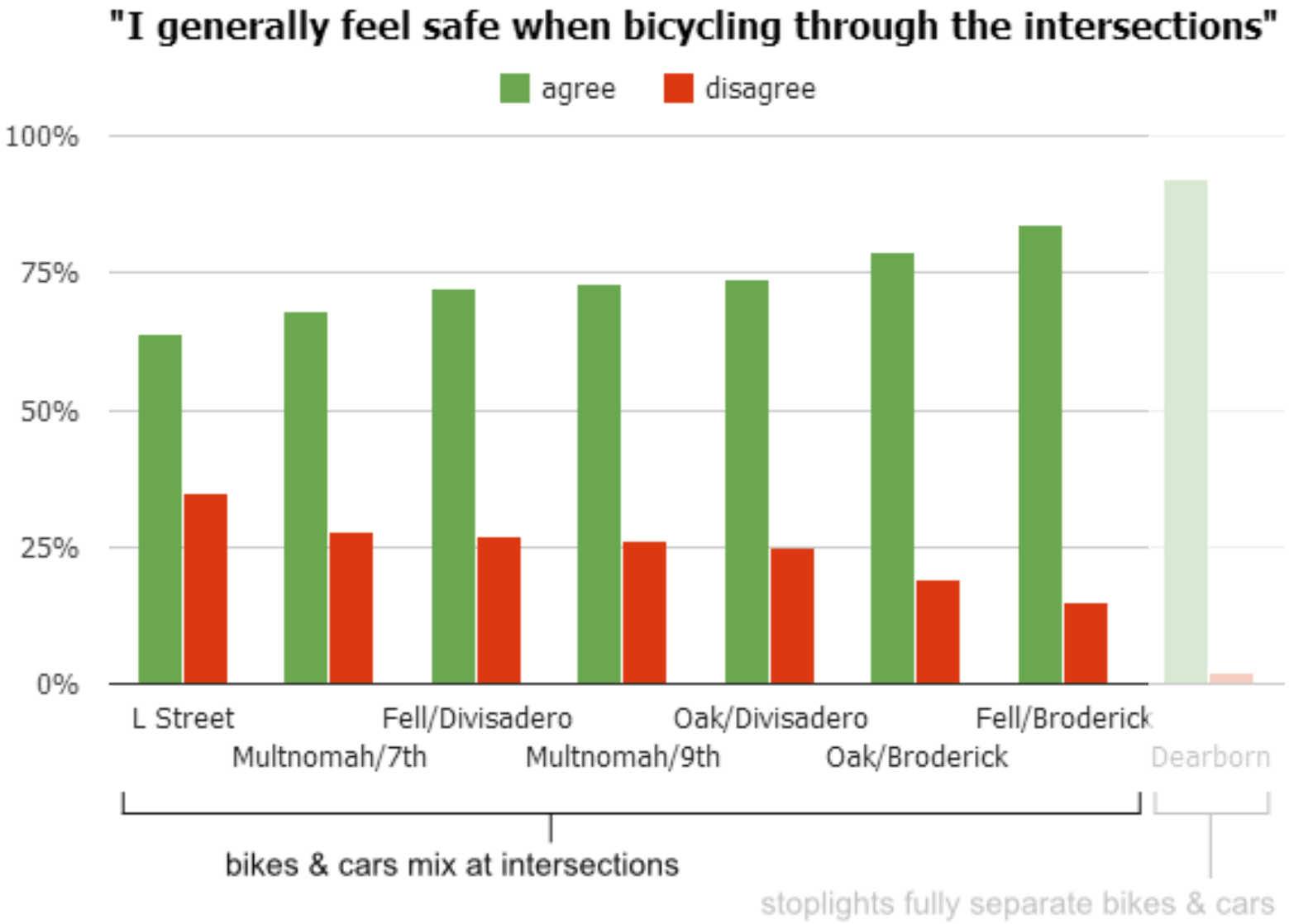
Assign Priority

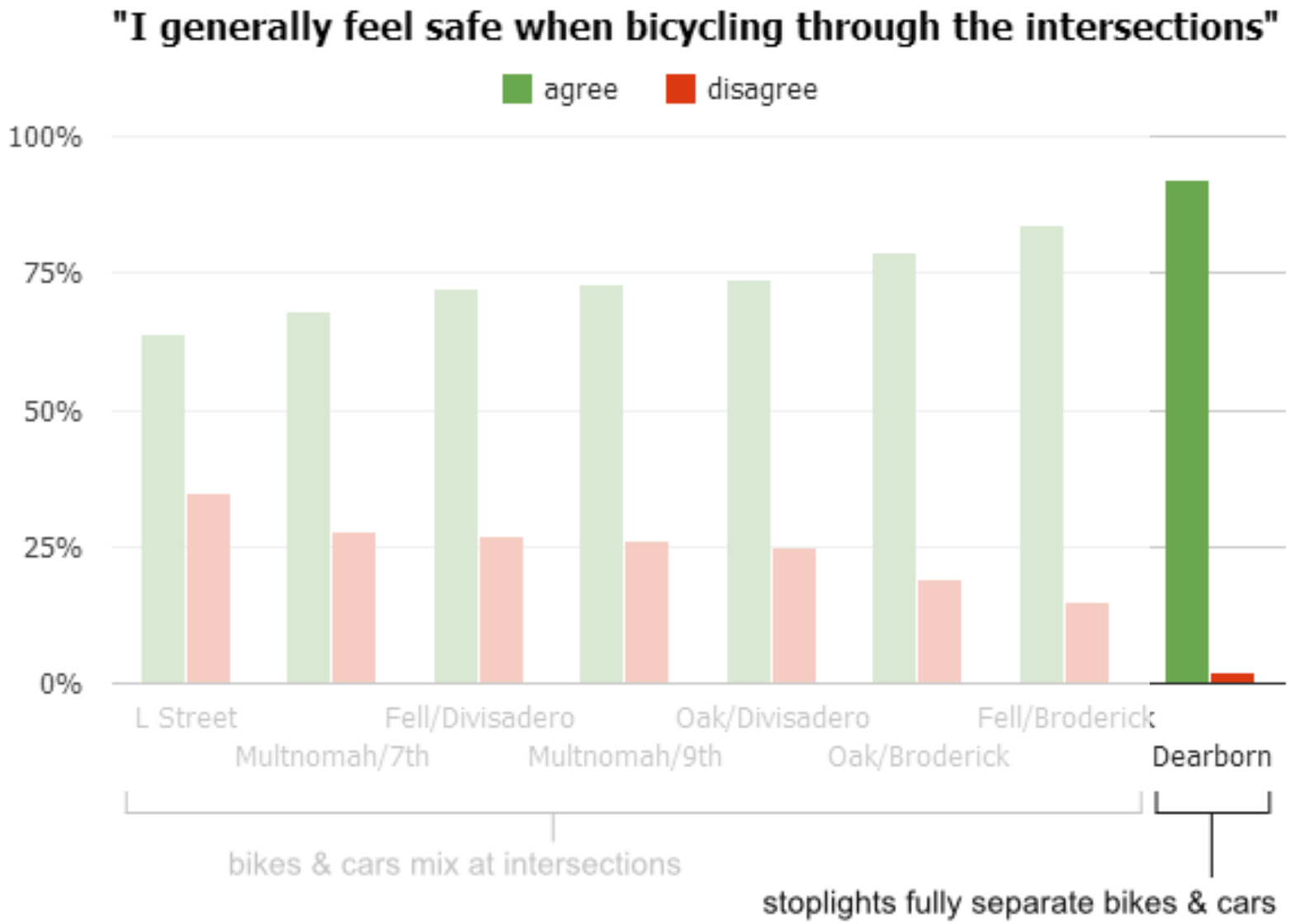
~~Maintain Bikeway Comfort~~



"I generally feel safe when bicycling through the intersection."

Agree or Disagree?


"I generally feel safe when bicycling through the intersections"
agree
disagree
100%
75%
50%
25%
0%
L Street
Multnomah/7th
Fell/Divisadero
Multnomah/9th
Oak/Divisadero
Oak/Broderick
Fell/Broderick
Dearborn
bikes & cars mix at intersections
stoplights fully separate bikes & cars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Dearborn
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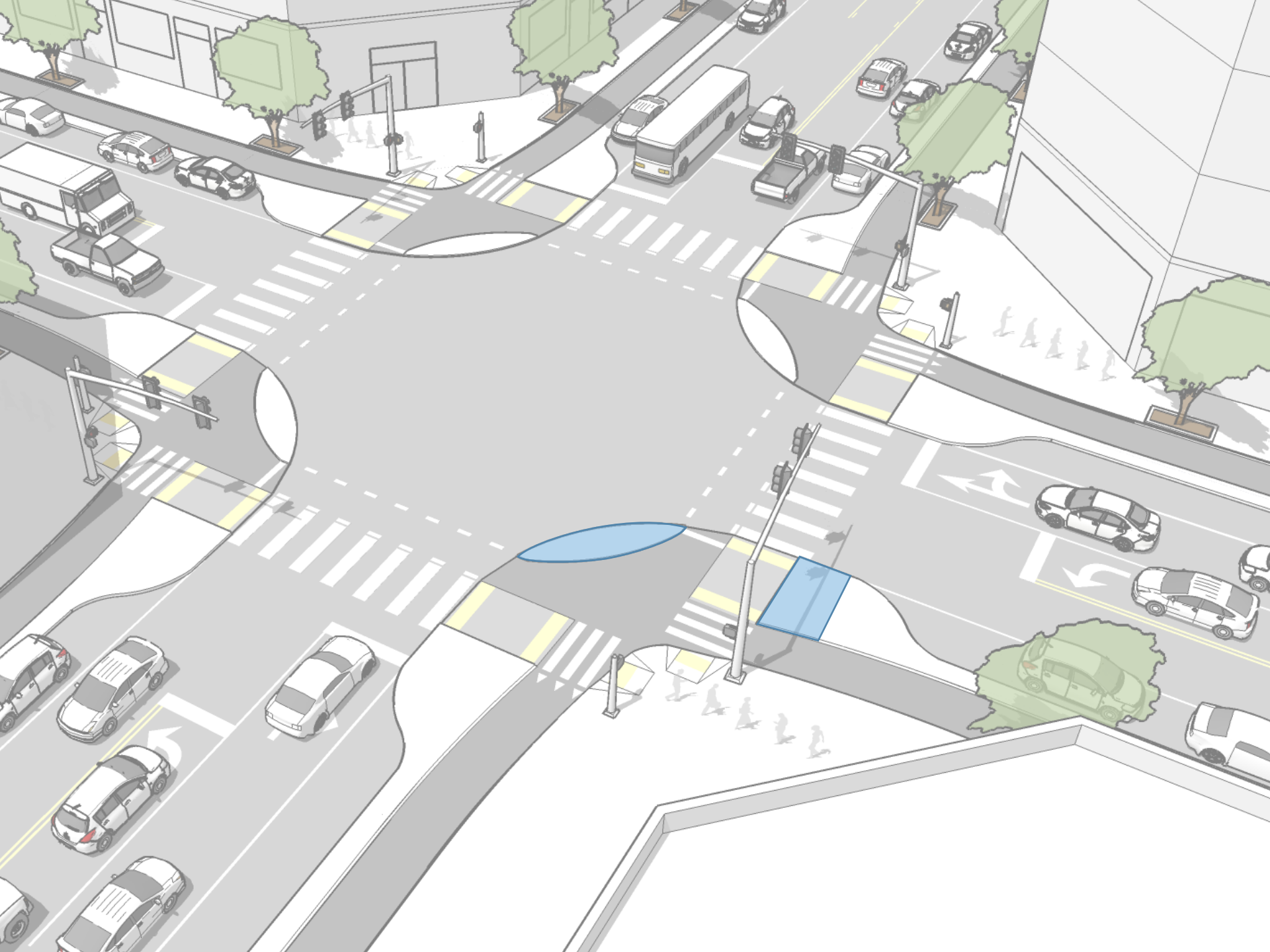
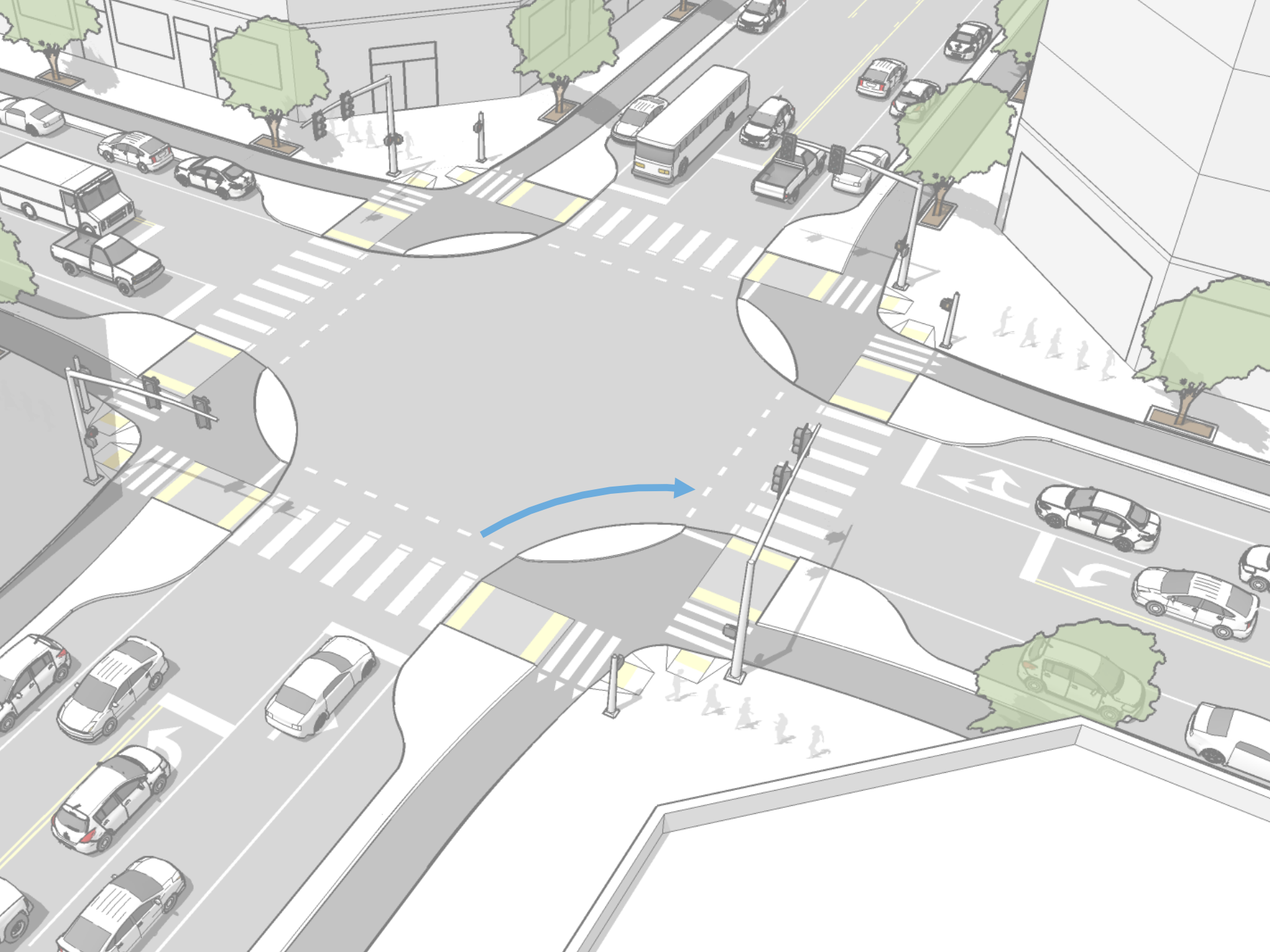
Maintain Bikeway Comfort

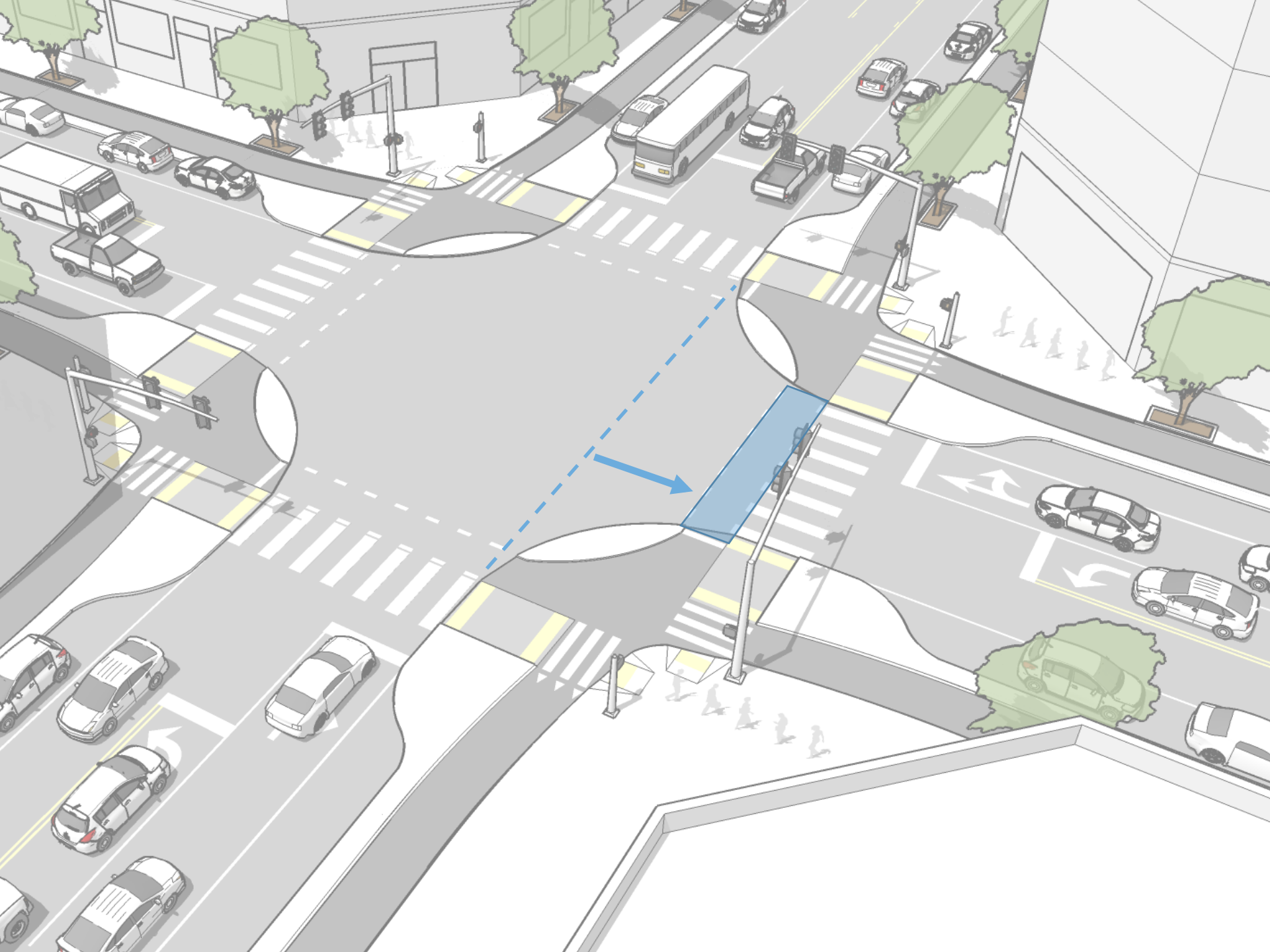
How Protected is Protected?

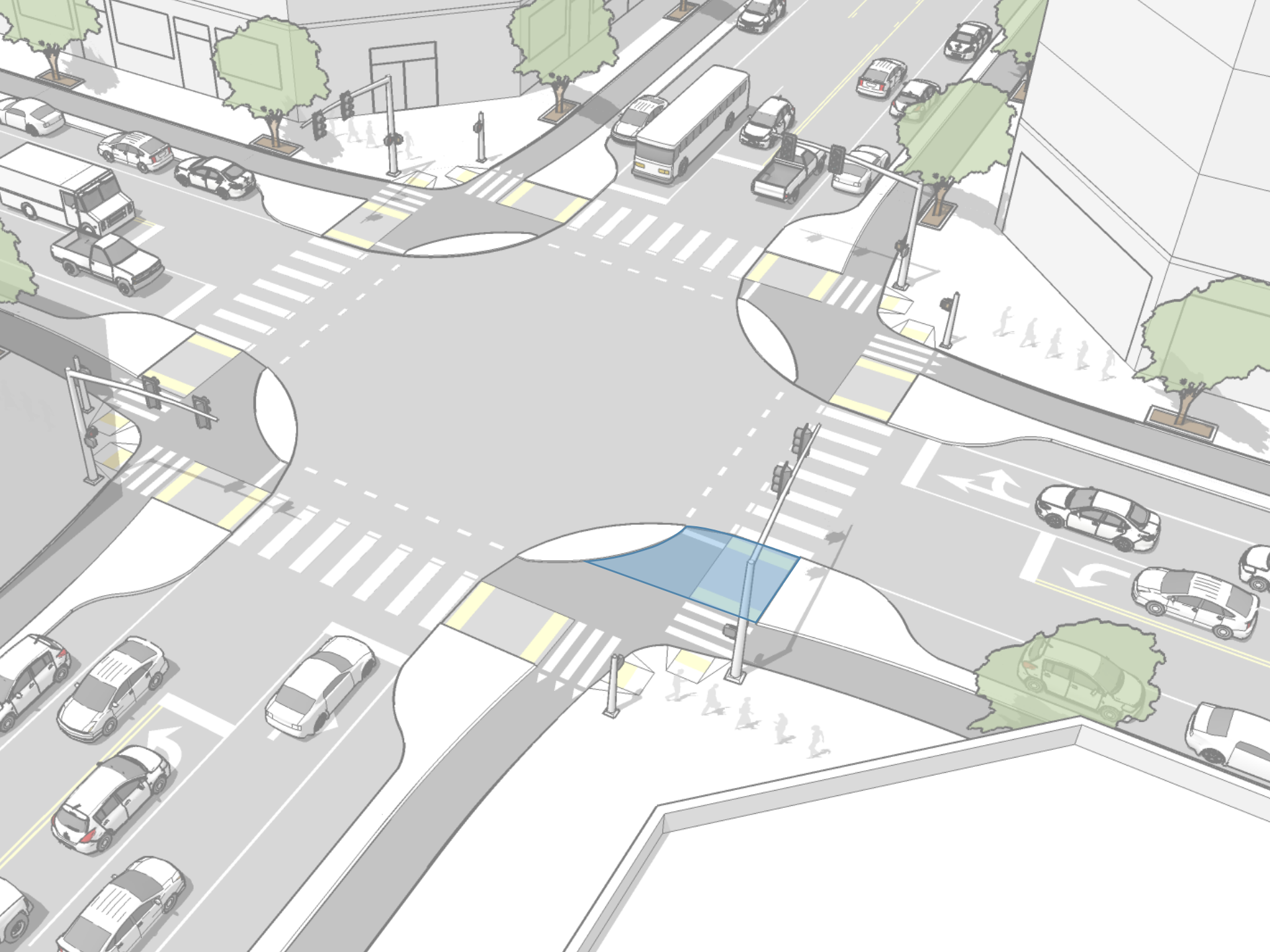
[Working] Definition

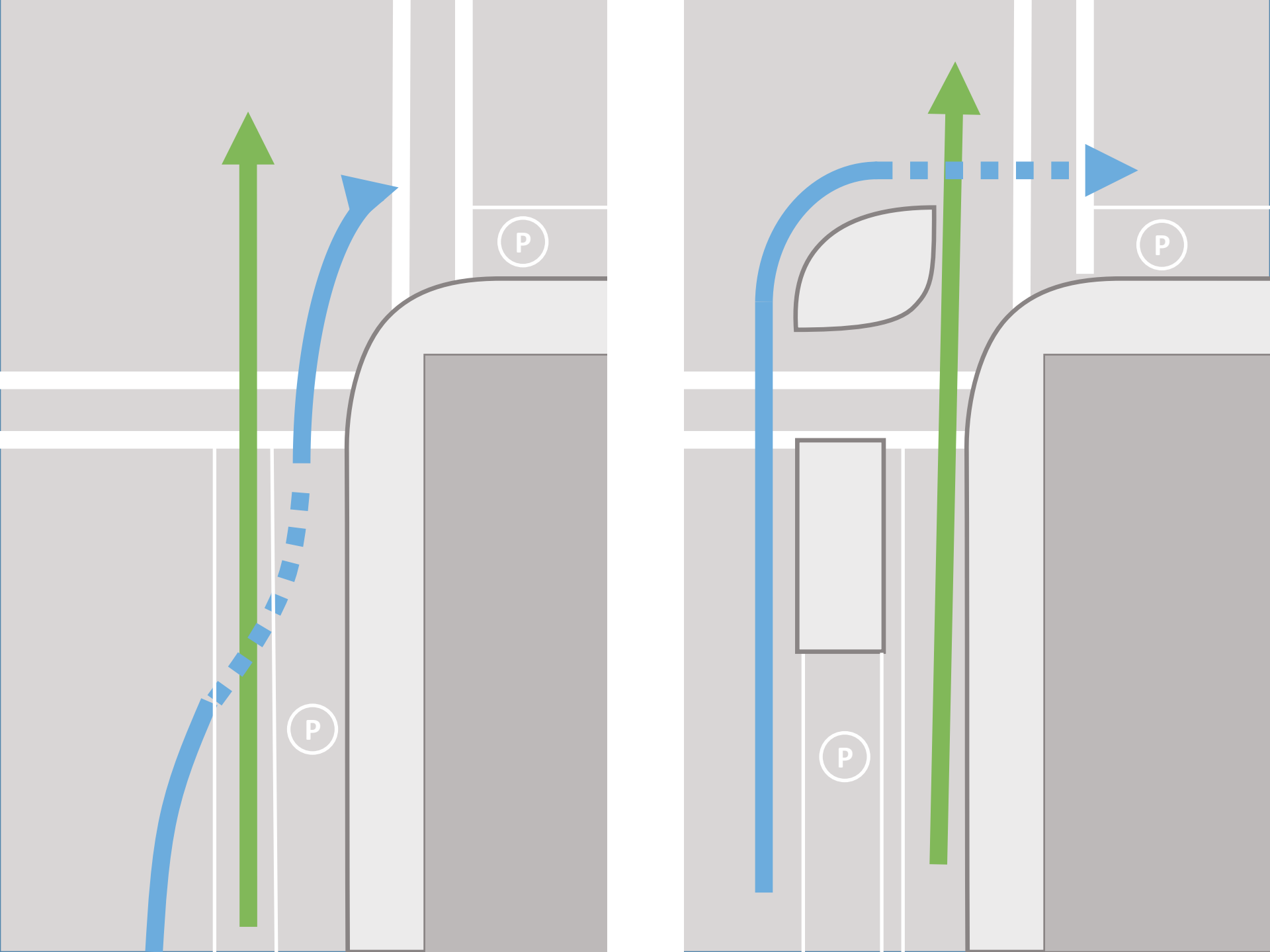
A setback bikeway crossing design using physical separation within the intersection to define the turning paths of motor vehicles, slow motor-vehicle turning speed, promote yielding to bicyclists and offer comfort for bicyclists waiting within the intersection at a red signal.







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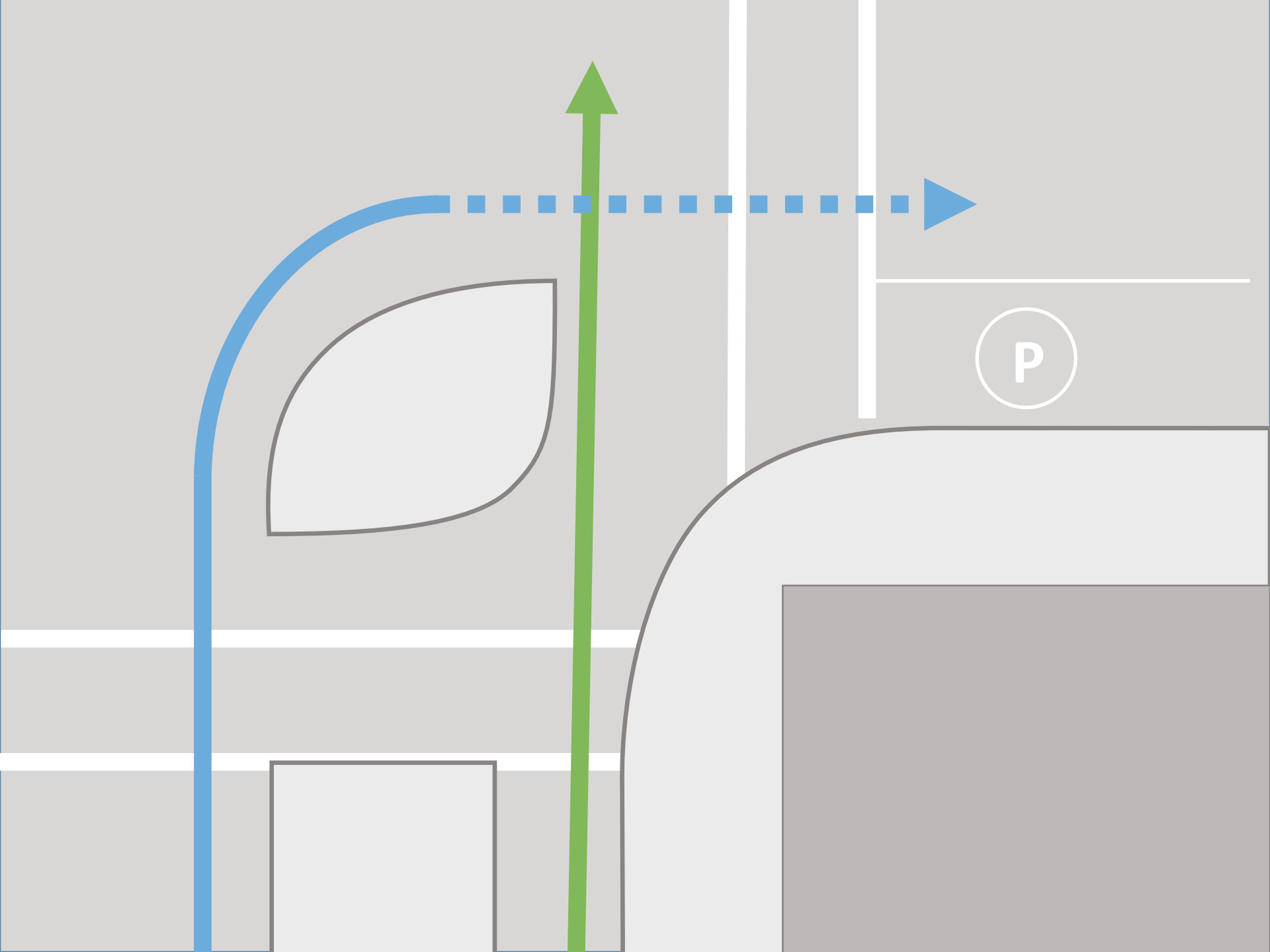
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Austin, TX

Photo: Greg Griffin Via Flickr (CC BY-NC 2.0)

200 W
BIKE LANE

Austin, TX

Photo: Greg Griffin Via Flickr (CC BY-NC 2.0)

Davis, CA

Thank You

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