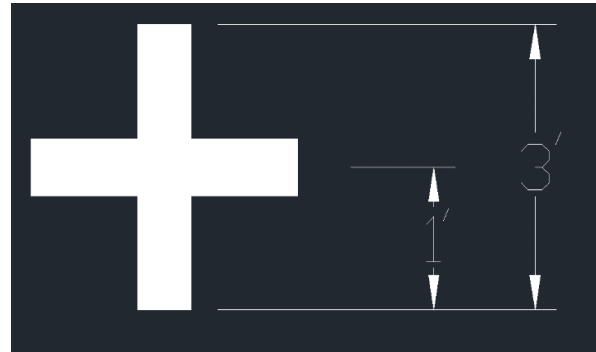


Final Design

The design includes the striping plan, traffic calming design and signage and way finding plan.

Striping Plan

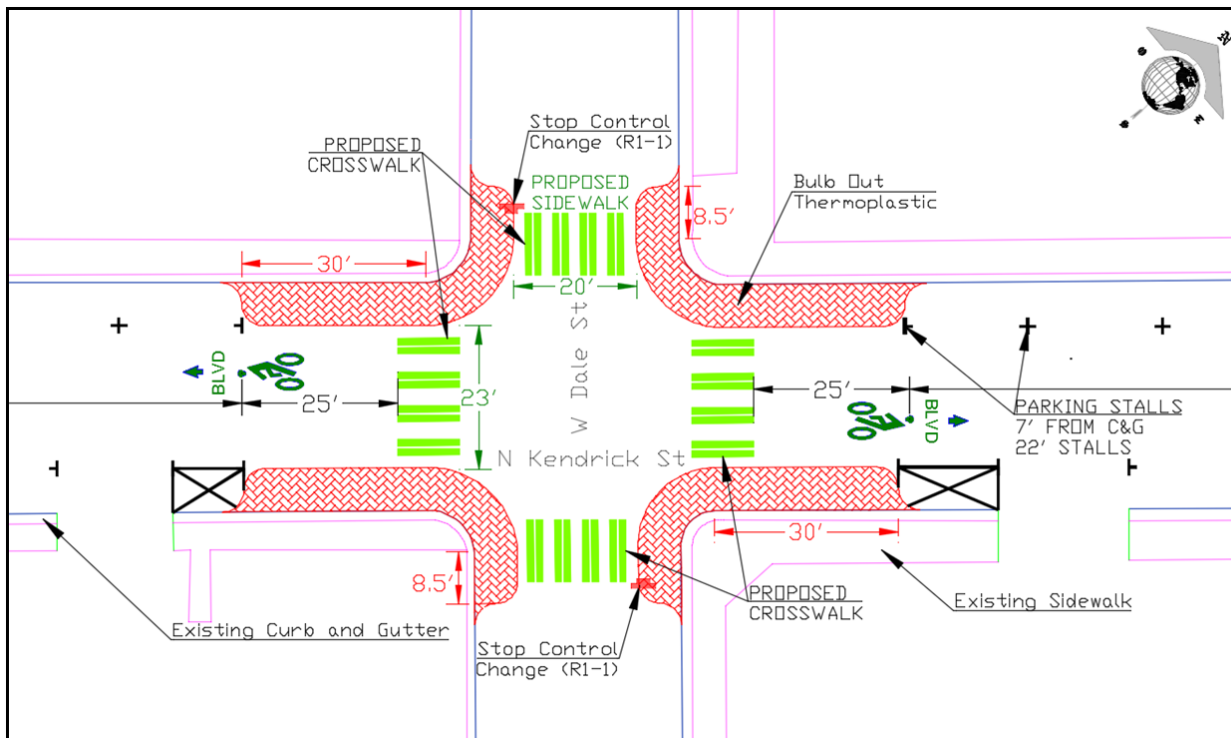
The final design for implementing a bicycle boulevard on Kendrick Street calls for two 7 foot parking lanes delineated by 'parking Ts'. Designed in accordance with the MUTCD and ADOT design manual, the 'parking Ts' are 1 foot thick retro reflective material extending 3 feet total.



Parking 'T' design

Traffic Calming

Eliminating the stop signs along the route may make Kendrick Street into an attractive shortcut to motorists. Therefore, to manage any increased speeds or traffic volumes along the corridor the application of bulb out treatments and speed tables will be utilized. The intersection of Kendrick Street and Elm Street will receive a bulb-out treatment. This treatment narrows the travel way which creates traffic calming that lowers speeds and discourages high traffic volumes.



Bulb-Out Traffic Calming Treatment at Kendrick Street and Dale Avenue

Signage and Wayfinding Plan

Unique signage and pavement markings provide wayfinding for the new bicycle boulevard. These signs and markings provide a strong photographic uniqueness for the street and label the corridor as a bicycle route. They indicate that the roadway is intended as a shared, slow street, and reinforce the intention of priority for bicyclists along the given route. They alone do not create a safe and effective bicycle boulevard, but they act as reinforcements to the traffic calming and operation changes made to the roadway.



Figure 16: Modified Kendrick Street Sign

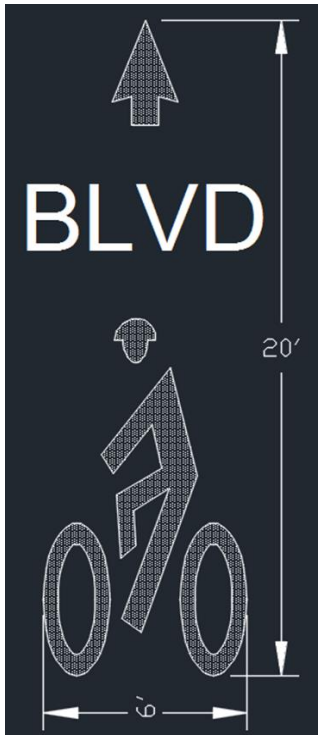


Figure 17: Pavement Marking

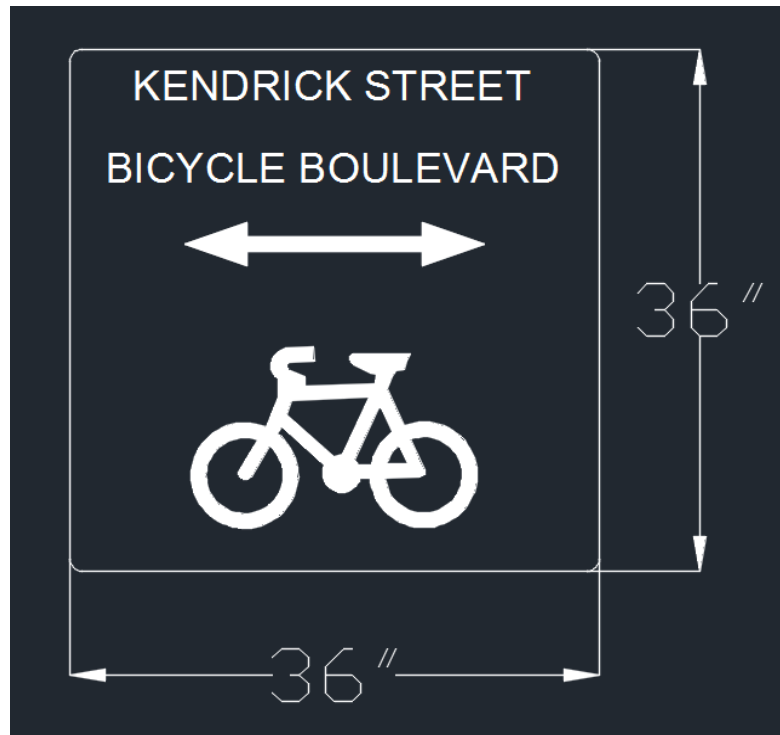


Figure 18: Advanced Boulevard Wayfinding Sign

*Further information can be found on the final report document.