CARGILL PLANT

Bike Box Benefits
- Increases visibility of bicyclists.
- Reduces right-hook conflicts with bicyclists.
- Facilitates the transition from bike lane to left-side bike lane.
- Helps prevent "right-hook" conflicts at start of green indication.
- Allows bicyclists priority to clear intersection quickly, minimizing impediment to transit or other traffic.
- Pedestrians benefit from reduced vehicle encroachment into the crosswalk.

(SOURCE: NACTO Urban Bikeway Design Guide)

E. LEE ST.

<-- REMOVE PARKING ON WEST SIDE -->

BLOUNT ST

BLEDSOE AVE.

E. SOUTH ST.

E. LENOIR ST.

E. CABARRUS ST.

TYPICAL CROSS-SECTION WITH BIKE LANE & ON-STREET PARKING (BOTH SIDES)

E. DAVIE ST.

E. MARTIN ST

GORALEIGH STATION

HOKE ST.

INSTALL WARNING SIGNAGE

BRANCH ST.

BRAGG ST.

SOUTH PARK NEIGHBORHOOD

MARTIN LUTHER KING JR. BLVD

<-- ADD BIKE LANE & REMOVE PARKING ON EAST SIDE -->

SHAW UNIVERSITY

<-- REMOVE PARKING ON WEST SIDE -->

CITY MARKET

MOORE SQUARE

E. HARGETT ST

<-- REMOVE PARKING ON EAST SIDE -->

PERSON ST

<-- REMOVE PARKING ON EAST SIDE -->

<-- REMOVE PARKING ON EAST SIDE -->

<-- ADD PARKING ON EAST SIDE -->

<-- REMOVE OFF PEAK PARKING ON EAST SIDE -->

MOORE SQUARE MIDDLE SCHOOL

TYPICAL CROSS-SECTION WITH BUFFERED BIKE LANE & ON-STREET PARKING (ONE SIDE)

Two-stage Turn Queue Box
- Provides bicyclists the ability to safely and comfortably make left turns.
- Provides a formal queuing space for bicyclists making a two-stage turn.
- Reduces turning conflicts between bicyclists and motor vehicles.
- Prevents conflicts arising from bicyclists queuing in a bike lane or crosswalk.
- Separates turning bicyclists from through bicyclists.

(SOURCE: NACTO Urban Bikeway Design Guide)

Blount/Person Phase I Implementation

Hoke Street to Martin Street

BIKERALEIGH

STEWART