

Pros & Cons of 5th Street Traffic Calming Concepts

Bike Lane Concept (Narrow Vehicle Travel Lanes and Add Outside Bike Lanes)

Pros

1. Narrows vehicular travel lanes which will encourage slower vehicle speeds. May deter cut-through traffic.
2. Provides multi-modal use of existing pavement width.
3. Low cost (striping and signing only)
4. Provides bike lane for cyclists (Tuscaloosa Area Bicycle and Pedestrian Plan 2012 recommended bicycle signs for 5th Street).

Cons

1. Bike lane narrower than desired. AASHTO recommends 5' wide minimum bike lane.
2. Maintenance crews will have to keep gutters clean and smooth seam between edge of pavement and concrete gutter.
3. Narrow bike lane may only be used by more advanced cyclists
4. Green bike lane paint is optional. However, if used, it is expensive to maintain.

Median Concept

Pros

1. Narrows travel lanes encouraging slower vehicle speeds. May deter cut-through traffic.
2. Low-growth landscaped medians can beautify area.
3. Can create a statement/focal backdrop for the area – a Gateway Project.

Cons

1. Median is broken up into small sections to provide access to all residential driveways.
2. Maintenance/Landscape crews will have to keep low-growth landscaping/medians watered, clean & planted.
3. Not great for bicycle share-the-road use. Cyclists will be in roadway, vehicles will have difficult time passing cyclists due to narrow lane width.
4. Larger vehicles will have a harder time accessing residential driveways. Median openings were designed using a large passenger car.
5. Higher construction cost than bike lane concept
6. For crash in an area which has raised medians, it will be harder to manage traffic.

“Bump-Outs” Concept

Pros

1. Provides speed reduction at intersections and through corridor. May deter cut-through traffic.
2. Provides for shorter pedestrian crossings.
3. Higher construction cost than bike lane concept but lower cost than median concept.
4. Added green space along roadway.
5. Easier maintenance than medians.

Cons

1. Not ideal for cyclists - cyclists forced from edge of road into narrow lane at bump-out locations.
2. Added storm drainage (inlets & pipes) – added construction cost & maintenance.