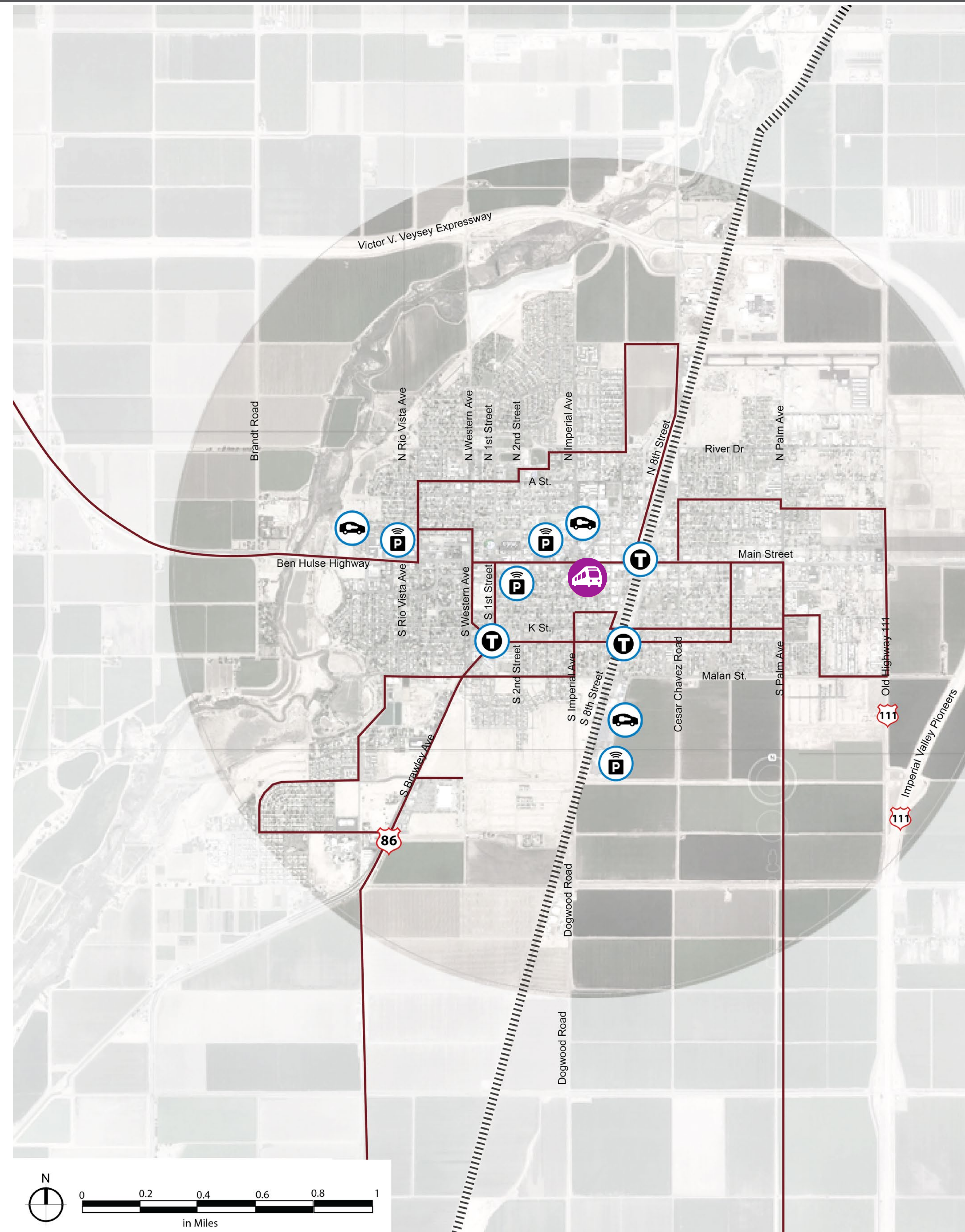


Brawley Mobility Hub

The Brawley Transit Center drive-shed is served with limited bus feeder routes. The proposals illustrated here intend to optimize the utilization of the existing infrastructure for motorized modes.

Proposed transit friendly improvements include provision of **transit signal priority** along key transit corridors. Shared use of parking infrastructure is proposed within existing parking lots in the vicinity of the Transit Center. **Smart parking applications** and **carshare alternatives** are proposed to be integrated with the shared parking interventions.



MOTORIZED SERVICES & AMENITIES



DRIVE SHED
5-minute drive

SMART PARKING

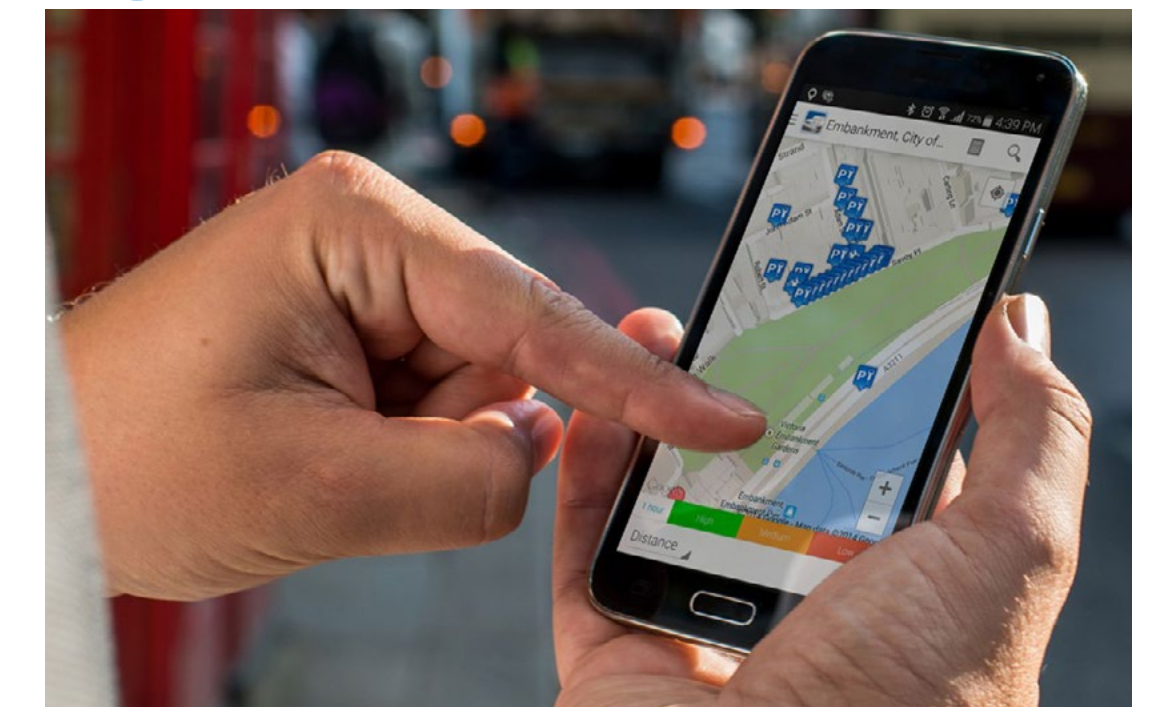


Image Source: smartparking.com/technologies/smartapp

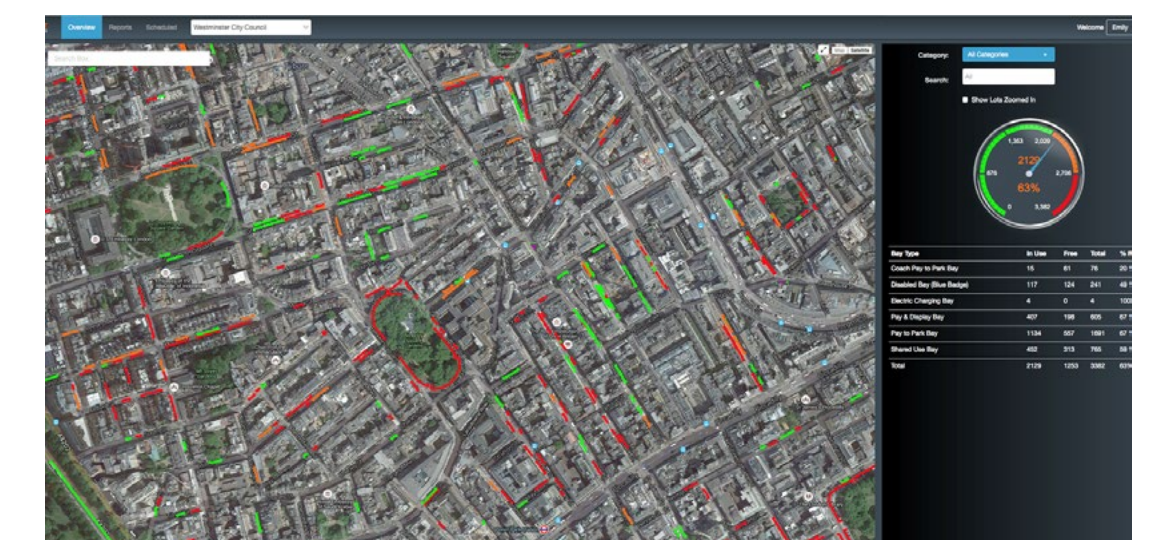


Image Source: smartparking.com/technologies/smartrep

Smart parking solutions can be used to help communicate parking information to users, streamline enforcement and maintenance practices, provide data on parking patterns within the community, and create a better experience for users.

CARSHARE



Image Source: expo2015news.org/expo2015-info-utili/3743/car-sharing-service-milan/



Image Source: sfenvironment.org/ccsf-carsharing

Carshare facility is provided by determining the demand and identifying the appropriate locations with designated parking with easy access to the transit stations.

LEGEND

- TRANSIT STATION
- TRANSIT SIGNAL PRIORITY
- PROPOSED TRANSIT SIGNAL PRIORITY
- PROPOSED SMART PARKING
- PROPOSED CARSHARE

Brawley Mobility Hub

There are few existing bike amenities within the Brawley Transit Center bike shed along key transportation corridors. The City of Brawley Bicycle Master Plan has proposed a number of bike facilities in the Brawley Bike Shed area. Gaps in existing and proposed bicycle facilities have been addressed through interventions such as bike crossings and better bike lane facilities as shown here.

Imperial Ave is a key connector between the northern and southern neighborhoods of Brawley. **Enhanced bike lane treatments with safer crossings** are proposed along this corridor.

Bike crossings are also proposed at critical intersections within the bike shed, where one or more bike paths intersect. **Bikeshare** is proposed as an alternative transportation mode for last mile connectivity.

Besides the transit center, bikeshare stations are proposed along Imperial Ave. Potential bike share locations will need to be studied further for future implementation.

Bike parking is proposed along key bike routes on Imperial Ave, Western Ave and Main Street, to enable convenient bike parking and encourage biking for shorter trips.



BIKE AMENITIES



BIKE SHED
5-minute bike ride



Image Source: nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/intersection-crossing-markings/



Image Source: kojects.com/2014/09/02/songdo-revisited/

Bike crossings guide the cyclists on a safe and direct path through intersections, thus enhancing the cycling environment and facilitating mobility.



Image Source: pinterest.com/globalgreen/bike-share-for-all/



Image Source: cityofkeywest-fl.gov/topic/subtopic.php?topicid=152&structureid=273

Bikeshare facility provides bikes on-demand for short-term use and are operated using various systems like kiosk based, dockless and geo-fencing technologies (non-kiosk based) and Ad Hoc bikesharing.

Brawley Mobility Hub

The immediate area around the Brawley Transit Center has good quality pedestrian infrastructure. However, the condition of pedestrian infrastructure deteriorates near adjoining residential neighborhoods. The pedestrian amenities proposals intend to ensure a pleasant and consistent pedestrian environment throughout the walk shed.

In the immediate vicinity of the station, a **pick-up/drop-off facility** is proposed to allow for smoother transfers. **Wayfinding signage** is proposed at key nodes to enhance navigability.

An existing parking lot near the transit center is proposed to be used as a **shared parking facility**. **Smart parking** applications are proposed to be integrated for better commuter experience.

The **Brawley Main Street plan** makes a number of recommendations for pedestrian safety and comfort. These are shown in the adjoining map. Mobility Hub components have also been added to these proposals.

Pedestrian and cyclist safety, which is a critical need along Main Street, is addressed through **addition/enhancements of pedestrian crossings and bike crossings**.

Enhanced pedestrian facilities, such as **pedestrian lighting and improved landscaping**, are also proposed on South 5th Street, 8th Street, 9th Street and D Street.

