

CENTRAL WEST FOCUS AREA POTENTIAL PLANNING TOOLS



Posted on this wall are some “planning tools” that are being used around the nation to address issues of connectivity, pedestrian and bicycle safety, environmental sustainability, and so on.

Please spend a few minutes learning about these tools, and tell us which of these you think might be useful to consider applying in the CWFA.



PLEASE PLACE A “STAR” ON THOSE TOOLS THAT YOU FEEL IT MIGHT BE USEFUL TO CONSIDER...

Special thanks to Nelson \ Nygaard

MEDIAN ISLAND

WHAT: Vehicle-prohibited area in the middle of the street.

HOW: Raised, planted, and/or painted area in the center line of the street.

WHERE: Any street, but valuable in high pedestrian areas.

WHY: Narrow lanes slow traffic, and provide pedestrian haven, LID and beautification.



HIGH VISIBILITY CROSSWALK

WHAT: More visible sidewalk than typical parallel lines.

HOW: Wider bands of highly reflective paint or marking.

WHERE: Higher volume streets, school zones.

WHY: Increase visibility of pedestrians, safety and awareness.



SHARROW

WHAT: Bicycle symbol and arrows indicating bicyclists may use lane.

HOW: Pavement marking placed in right travel lane of street.

WHERE: May be located on nearly any street.

WHY: Increased awareness of drivers and guidance to bikes where to ride.



CURB EXTENSION (a.k.a. Bulb Out)

WHAT: Extension of the pedestrian space into the roadway space.

HOW: Uses space between last legal parking space and corner.

WHERE: Corners or mid block locations.

WHY: Reduces pedestrian crossing distance and exposure to cars.



CYCLE TRACK

WHAT: Protected on-road bicycle space.

HOW: Separate with parked cars, paint markings, and/or posts.

WHERE: May be located on any street.

WHY: Safe place to ride for any age or ability.



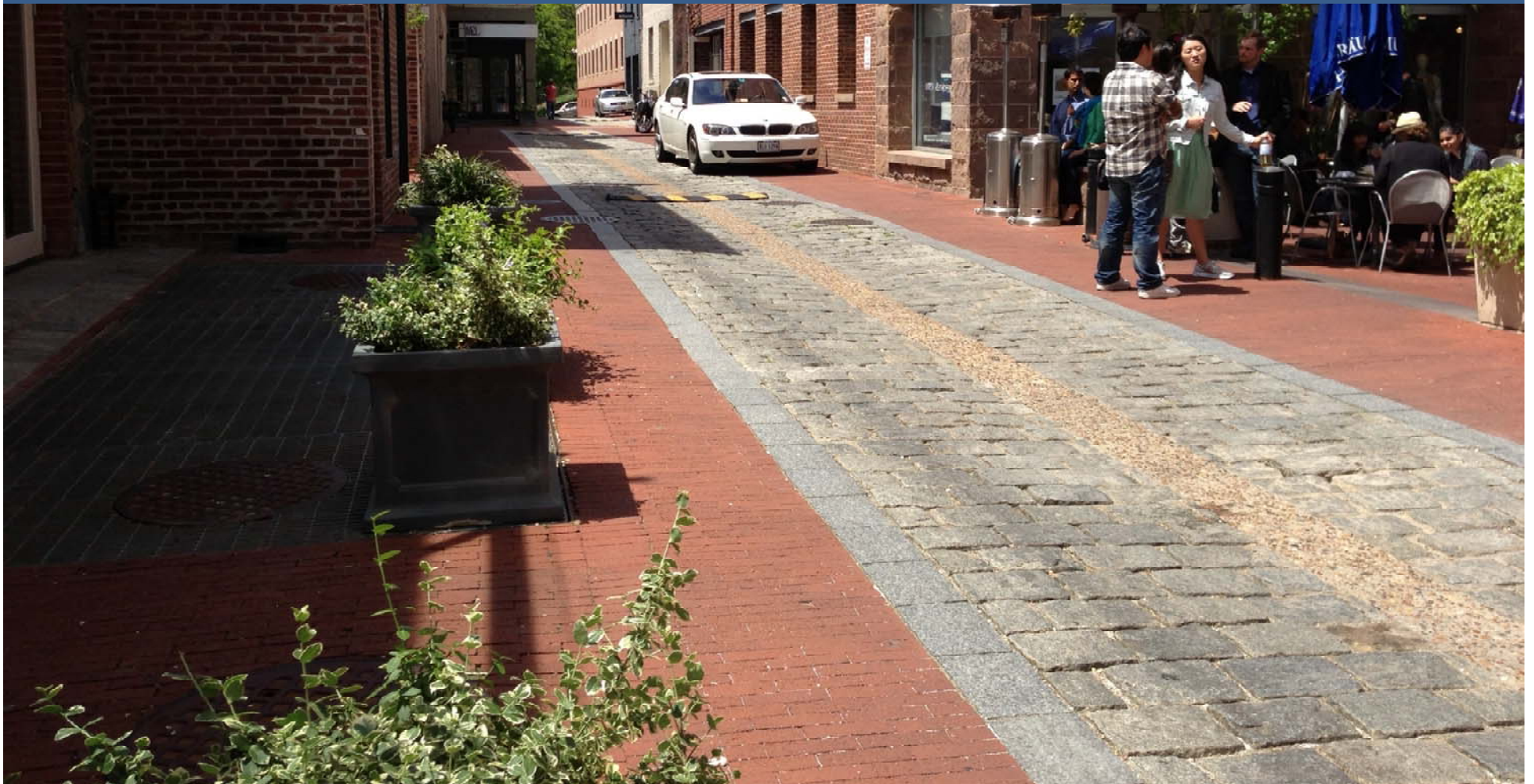
WOONERF

WHAT: Mixed use, very slow speed street, also called a “home zone” street.

HOW: Pedestrians, bikes and vehicles share the street.

WHERE: Very local streets.

WHY: Extends community space to street and significantly slows traffic.



RIGHT IN / RIGHT OUT

WHAT: Feature in the roadway that allows only right turns.

HOW: Raised curbed island or barrier.

WHERE: Typically used on local streets.

WHY: Reduce through-traffic volumes.





SPEED HUMP

WHAT: Humped area of the street designed to slow auto speeds.

HOW: Raised asphalt extending across the street.

WHERE: Typically lower volume streets without emergency vehicles or buses.

WHY: Slows vehicle speeds in pedestrian areas.

RADAR SPEED SIGN

WHAT: Dynamic display of real vehicle speed.

HOW: Radar detecting dynamic display sign.

WHERE: Any street, but typically modest to higher volume streets or school zones.

WHY: Makes drivers more aware of travel speed, slows speed.





TREE BOX FILTER

WHAT: Mini bioretention areas installed beneath trees.

HOW: Diverts and captures water from street and sidewalk.

WHERE: Tree box locations on relatively flat streets.

WHY: Reduces storm system overload and flooding.

RAISED CROSSWALK

WHAT: An extension of the sidewalk across the road bringing vehicles to pedestrian level.

HOW: Raised roadway or sidewalk material.

WHERE: High pedestrian areas, school zones.

WHY: Prioritizes pedestrians, increases visibility, slows speeds.



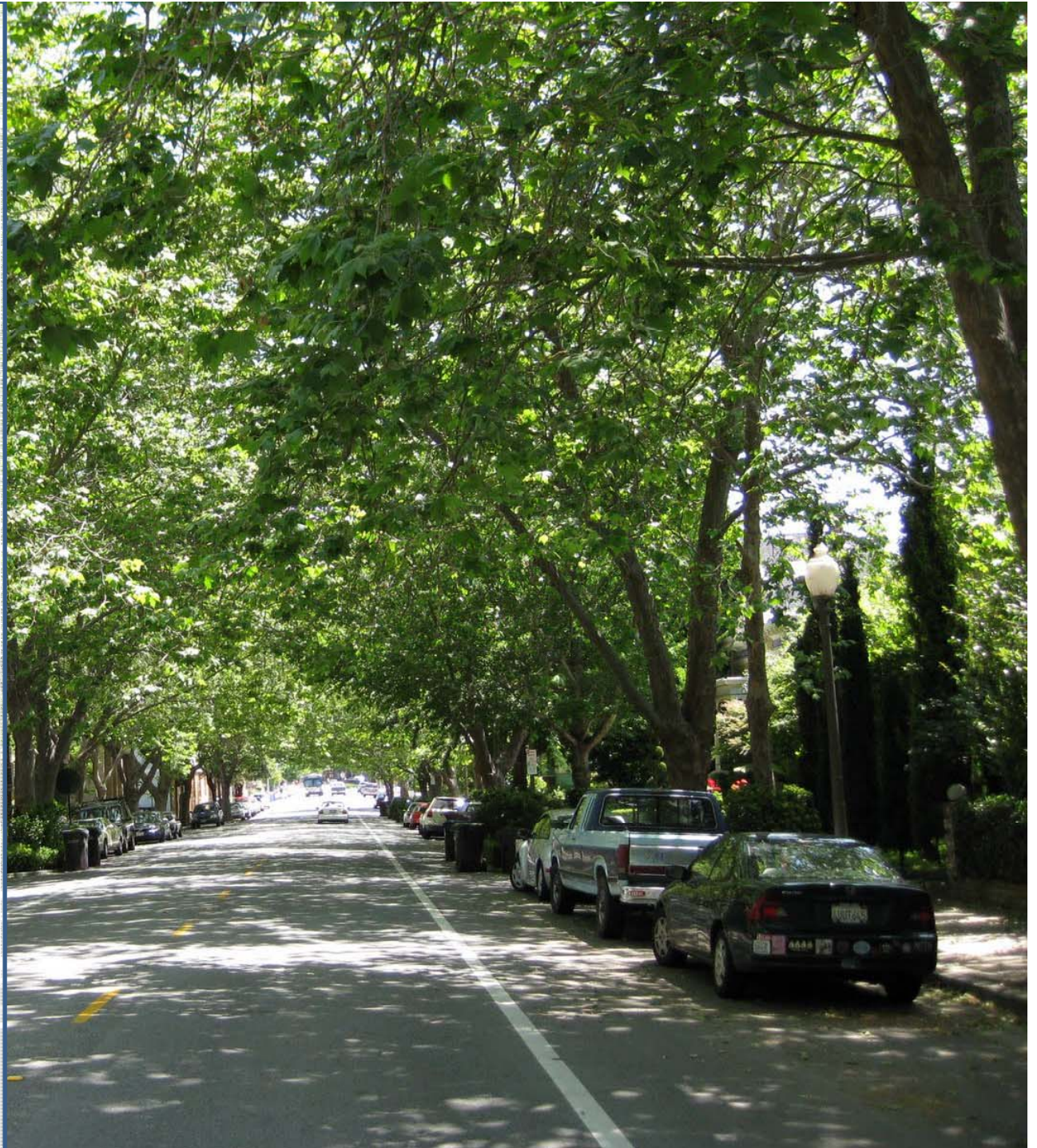
STREET TREES

WHAT: Trees planted along the curbline of the street.

HOW: Tree boxes and planting strips.

WHERE: All streets.

WHY: Slows traffic by enclosing the street, reduces stormwater, provides shade to street.



GREEN ALLEY

WHAT: Alley designed to reduce runoff and increase stormwater retention.

HOW: Reduced pavement, more planting.

WHERE: Low-traffic alleys.

WHY: Reduces stormwater runoff.





BIOSWALE

WHAT: Special planting box that collects and captures stormwater.

HOW: Specialized plants and soil.

WHERE: Sidewalks, medians, bulb outs.

WHY: Reduces strain on storm drains.

NEIGHBORHOOD GREENWAY

WHAT: A neighborhood street designed to prioritize very local community travel and green spaces.

HOW: Various tools to limit cut-through traffic and slow speeds to human speed.

WHERE: Low volume streets.

WHY: To encourage and accommodate travel around the community.



BIKE LANES

WHAT: 4'-6' wide lanes reserved for bicyclists.

HOW: Pavement striping and markings.

WHERE: Typically along the right side of the road. May be on streets of low or higher volumes.

WHY: Increases bicyclist safety and comfort.



PEDESTRIAN REFUGE

WHAT: An area in the middle of the street where pedestrians can wait, safe from traffic.

HOW: May be a raised, planted, and/or painted area extending a few feet or a whole block.

WHERE: In the middle of streets or in wide turn radii.

WHY: Increases pedestrian safety and channelizes vehicles safely.



COMPLETE STREETS

WHAT: Streets for everyone, designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

HOW: Complete Streets make it easy to walk and cross the street, ride a bicycle, access transit stations, and take transit.

WHERE: Anywhere people travel using multiple modes of transportation.

WHY: Incomplete streets – those designed with only cars in mind – limit transportation choices by making walking, bicycling, and taking public transit inconvenient, unattractive, and, too often, dangerous.



ROUNDABOUT

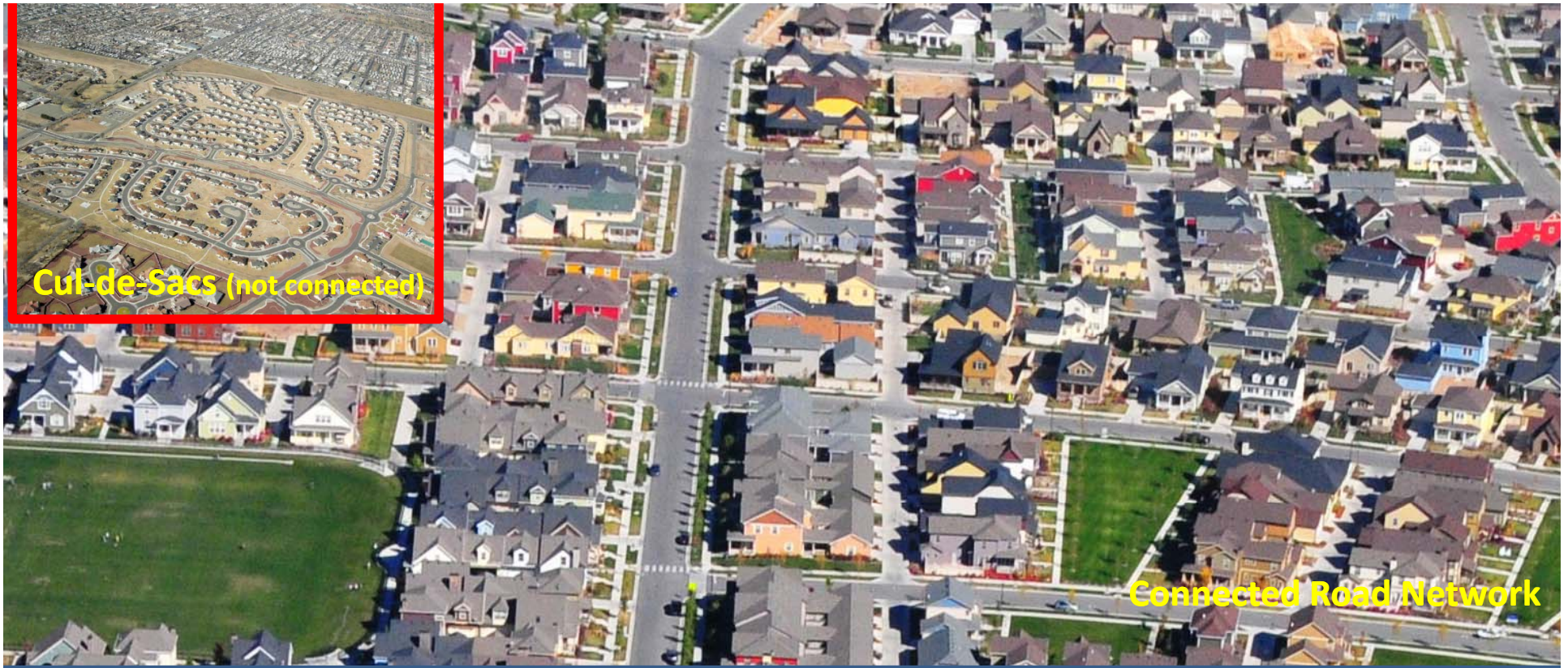
WHAT: Raised circular area in the middle of an intersection where traffic is slowed and flows almost continuously in one direction, with exits onto intersecting roads.

HOW: Requires motorists to yield on entry, eliminates weaving, keeps speeds low, and allows for high vehicle capacity; crashes are few and minor.

WHERE: At roadway intersections.

WHY: Improved safety, reduced congestion, decreased pollution and fuel usage, cost efficiency, aesthetically pleasing.





CONNECTED ROAD NETWORK

WHAT: A connected grid of streets that includes multiple street intersections.

HOW: Enables multiple routes between destinations, thereby minimizing traffic congestion on main roads and making it easier to walk to destinations.

WHERE: Cities, suburbs and small towns; anywhere people live, work, and go to school.

WHY: Creates safer and more efficient road systems, reduces block sizes and travel distances, makes it easier to get from one place to another.

MIXED USE

WHAT: Development that combines multiple uses (i.e., residential, commercial, cultural, institutional, or industrial) into a single building or neighborhood.

HOW: Vertically (multiple uses within a building) or horizontally (multiple uses located adjacent to one another on a single block)

WHERE: Any urban, suburban, small town or village area.

WHY: More walkable and compact development patterns, greater housing variety, reduced distances between destinations.





MULTI-USE TRAILS

WHAT: A trail that can be used by a variety of users for multiple activities.

HOW: Can function as a recreational amenity or serve daily transportation needs.

WHERE: Wherever a separated right-of-way can be acquired, with connections to neighborhood streets and destinations.

WHY: Provides a route for bicyclists and pedestrians who prefer separation from traffic; provides an alternative mode of travel that fosters active and healthy lifestyles.



HAWK BEACONS

WHAT: A traffic signal installed at mid-block crosswalks that remains dark until a pedestrian presses a button to activate the system.

HOW: When activated, the system flashes a sequence of amber warning beacons followed by red "stop" beacons, alerting motorists that they must stop.

WHERE: Mid-block crossings.

WHY: Improved safety; provides safety similar to a traffic signal, but at a fraction of the cost; increased motorist compliance.