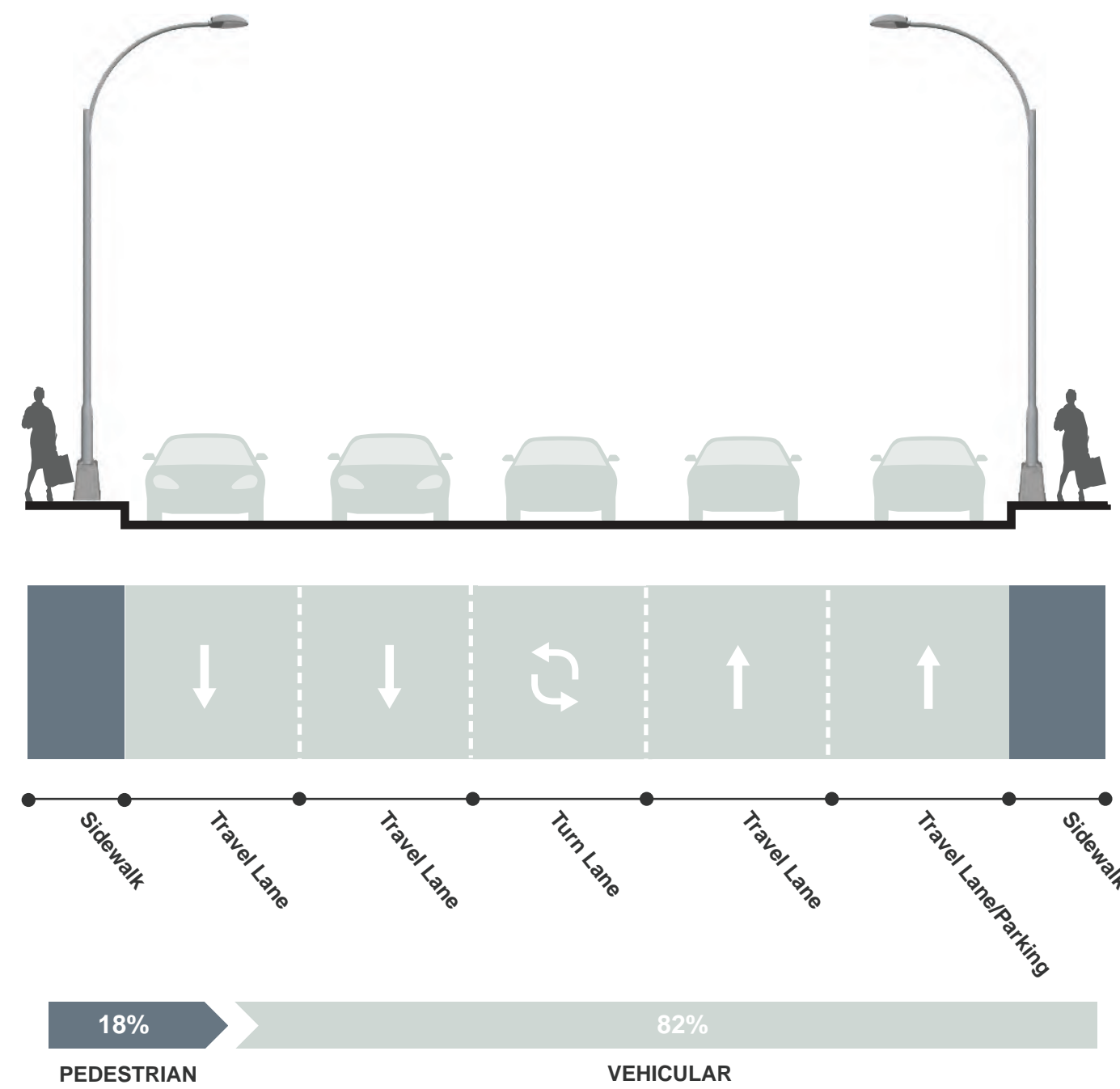
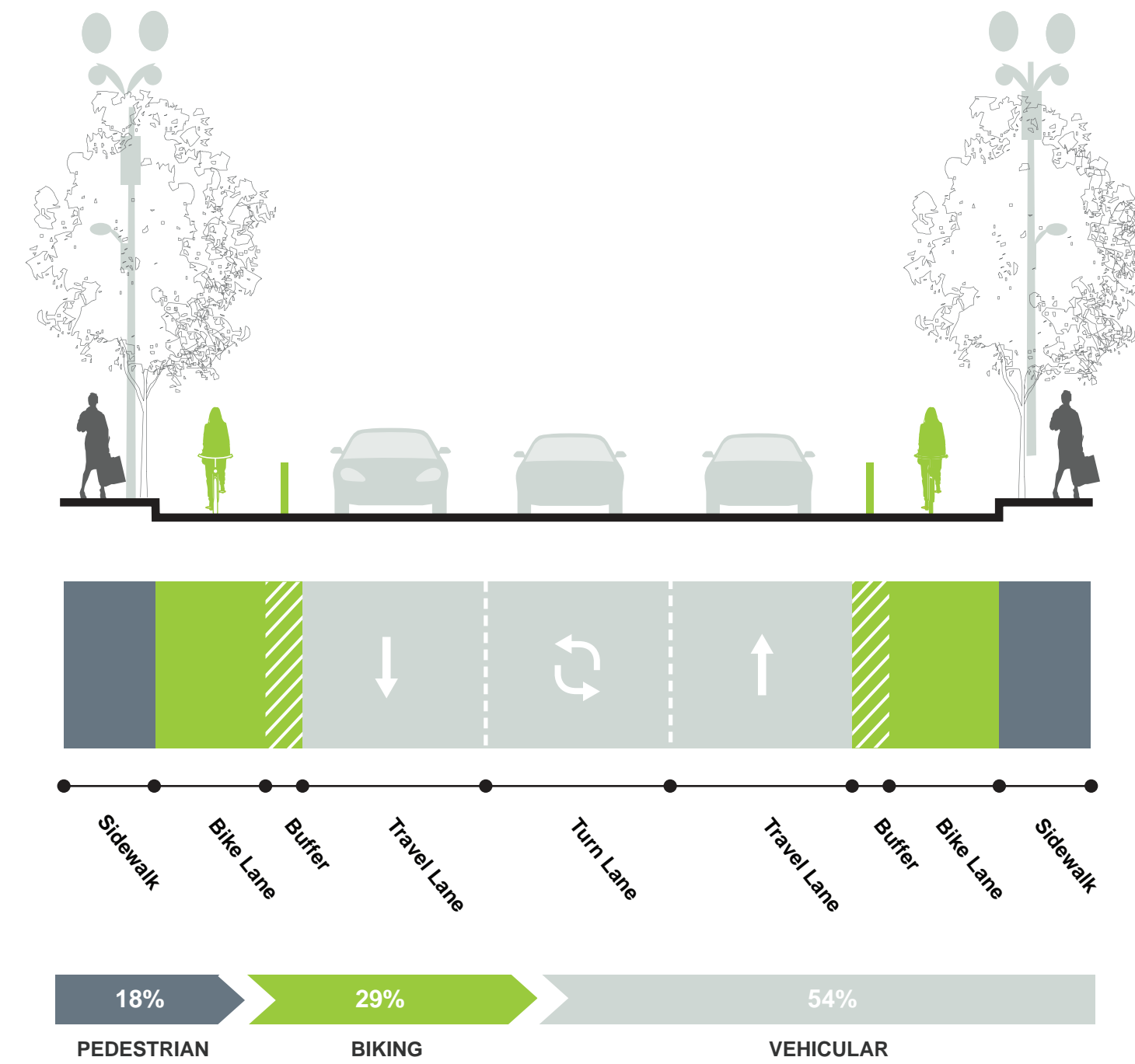


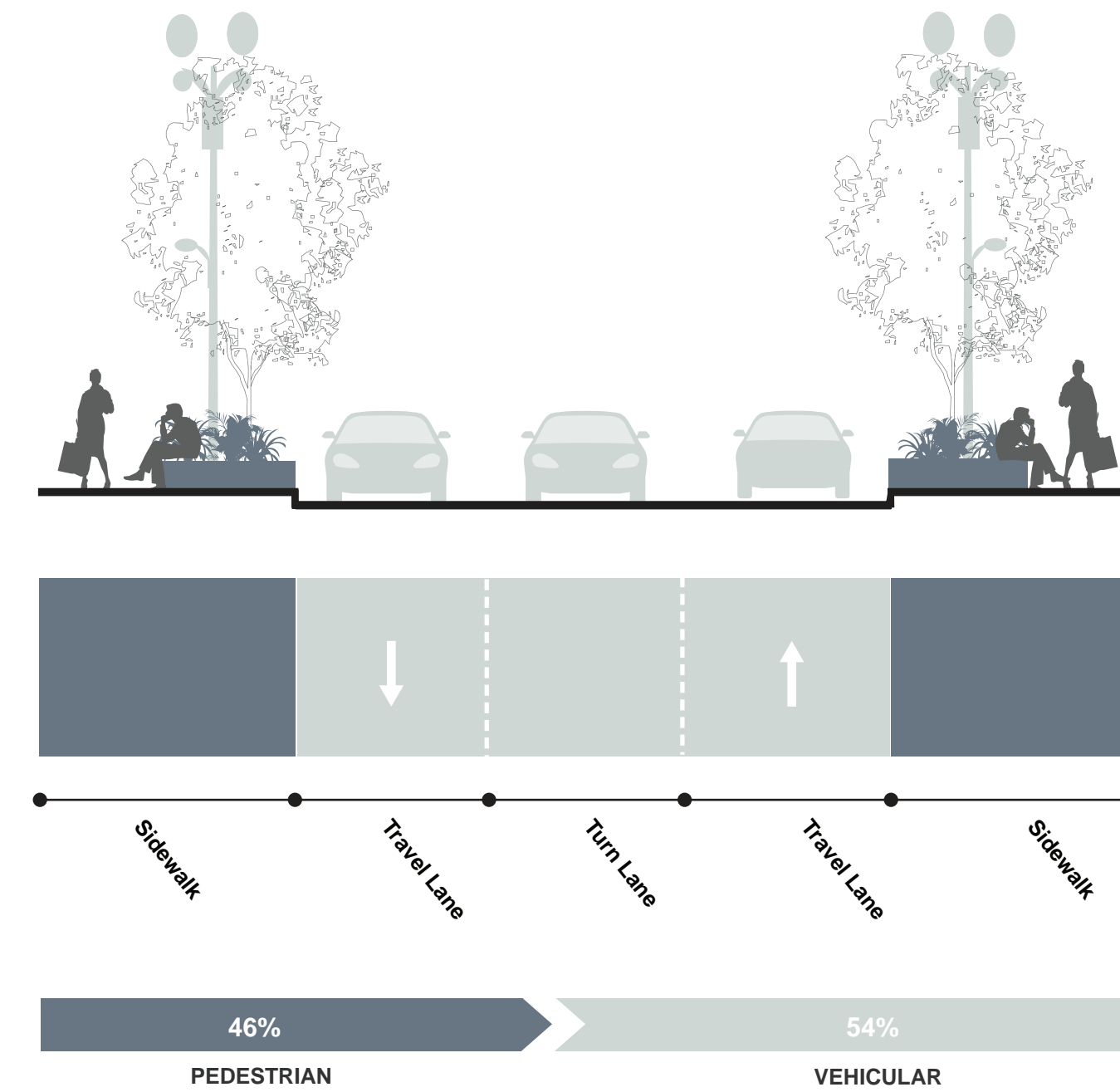
TYPICAL STREET



BIKE FRIENDLY



PEDESTRIAN FRIENDLY



MULTI-MODAL



PROS

- Vehicular priority
- On street parking

CONS

- Limited space for pedestrians
- Narrow sidewalks
- Lack of safety for both pedestrians and bicyclists
- High vehicular speeds
- Limited space for amenities (e.g. lighting, trees, etc.)

PROS

- Dedicated space for bikes (safest option for bicyclists)
- Bike lane acts as a buffer for pedestrians using the sidewalk
- Narrow street encourages a reduction of unsafe traffic speeds
- Opportunity for landscaping, street trees, and pedestrian lighting

CONS

- Narrow sidewalk
- Vehicular lane reduction/loss of parking

PROS

- Wider sidewalks for pedestrians
- Opportunity for landscaping, street trees, pedestrian lighting, and outdoor dining
- Sidewalk extension provides extra room for pedestrian amenities (e.g. benches, informational signage)
- Narrow street encourages a reduction of unsafe traffic speeds

CONS

- Vehicular lane reduction/loss of parking
- Bikes share lanes with vehicles

PROS

- Accommodation of all modes
- Bulbouts shorten crossing distance
- Occasional sidewalk extension provides extra room for pedestrian amenities (e.g. benches, informational signage, and dedicated transit stop) and parking
- Narrow street encourages a reduction of unsafe traffic speeds
- Opportunity for landscaping, street trees, pedestrian lighting, and overall nicer pedestrian experience

CONS

- Vehicular lane reduction/loss of parking
- Bikes share lanes with vehicles



REDUCED ACCIDENTS

Providing raised medians or pedestrian refuge areas at pedestrian crossings at marked crosswalks has demonstrated a 46% reduction in pedestrian crashes.

Van Houten, Ron and J.E. Louis Malenfant, Canadian Research on Pedestrian Safety, Report No. FHWA/RD-99/090, Federal Highway Administration, Washington, DC, 1999.



CHANGING DEMOGRAPHIC

The percentage of people who have ceased driving doubles each decade after age 65. Providing mobility options to a rising number of older non-drivers will be a planning challenge as both life expectancy and the number of older Americans grow.

National Household Travel Survey, 2009



REDUCED DRIVER/PEDESTRIAN CONFLICTS

One study found that use of a “Stop Here For Pedestrians” sign alone reduced conflicts between drivers and pedestrians by 67%. With the addition of an advanced stop line, this type of conflict was reduced by 90% compared to baseline levels.

<http://www.walkinginfo.org/pedsafe/treatments.cfm?codename=1a>



STRENGTHENED LOCAL ECONOMY

Patrons of retail businesses who arrive by foot and bicycle in a neighborhood shopping area visit the most often and spend the most money per month.

Toronto Clean Air Partnership, 2009



IMPROVED SAFETY

Rapid flash beacons combined with signage and pavement markings have been shown to increase the percentage of motorists who stop for pedestrians from approximately 18% before the improvement to nearly 80% after.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=290076>



COST SAVINGS

Families living in walkable areas save \$400 to \$500 monthly in auto costs compared to those in auto-dependent communities.

Center for Neighborhood Technology & Surface Transp. Policy Project, 2000



IMPROVED PROPERTY VALUES

Traffic calming has many benefits besides reducing speeding and collisions. It results in streets that feel safe; it attracts investment and new businesses; it improves social links; and it raises property values.

Lockwood, Ian M., and Timothy Stillings. “Traffic Calming for Crime Reduction and Neighborhood Revitalization.” The Peoria Chronicle. N.p., n.d. Web. 29 May 2013. <<http://peoria-chronicle.com/>>.



INCREASING RIDERSHIP

After a bike lane was installed in an urban, mixed income, setting, data showed a 57% increase in the average number of riders per day. There was a 133% increase among adult female riders and a 44% increase among adult males.

Dept of Community Health Sciences, Tulane University School of Public Health and Tropical Medicine, New Orleans, LA, USA.



Mid-block Crossing and Pedestrian Refuge, Santa Monica Blvd.



Bulbouts, Norwich Dr.



Safety Signage, Various Locations



Bike Signage, Various Locations



Pedestrian Refuge and Traffic Diverter, Detroit St. & Lexington Ave.



Bike Lane and West Hollywood Sign, San Vicente Blvd.



Bike Racks, various locations



Traffic Circle, Various Locations



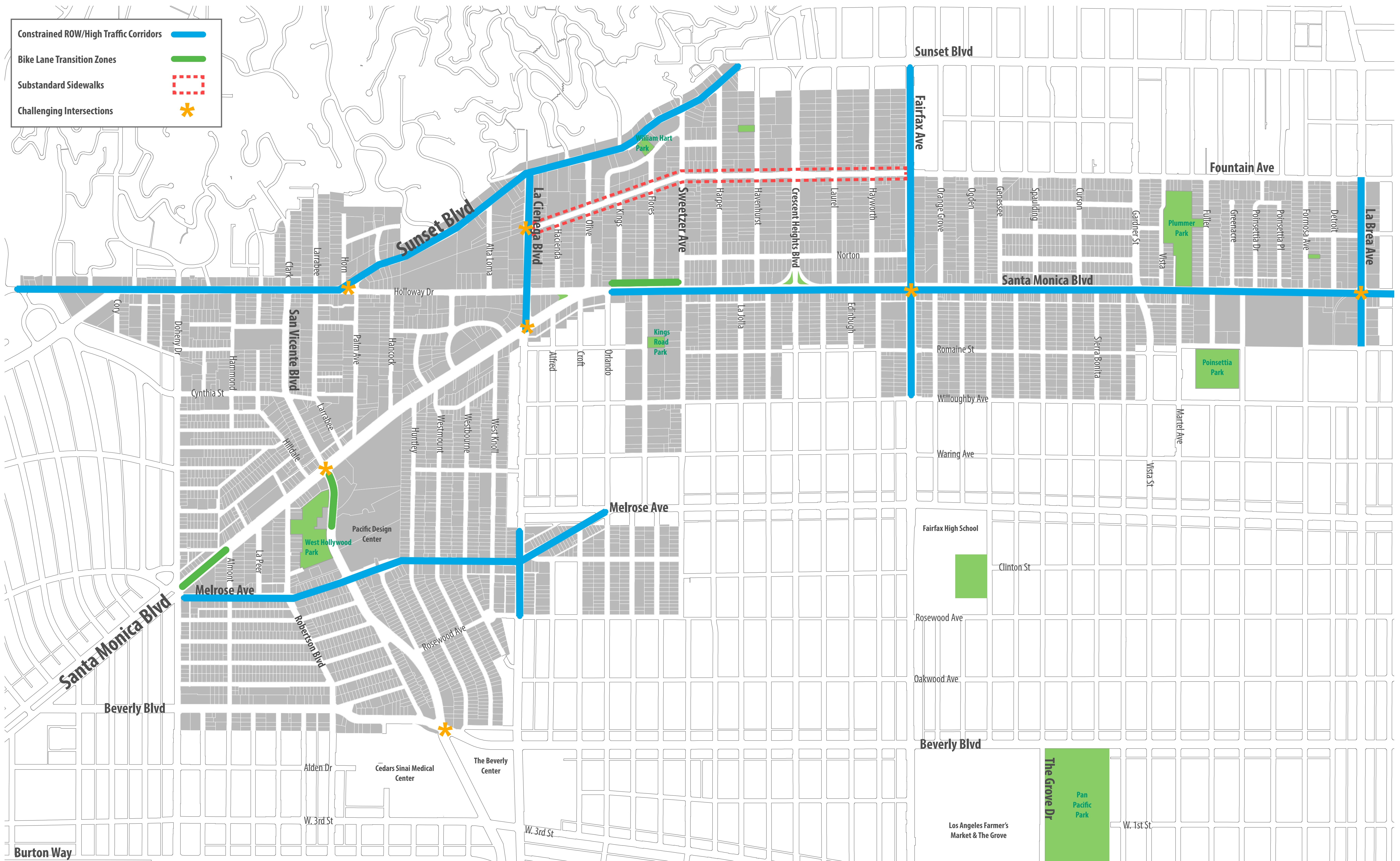
Crosswalk Treatments, Various Locations

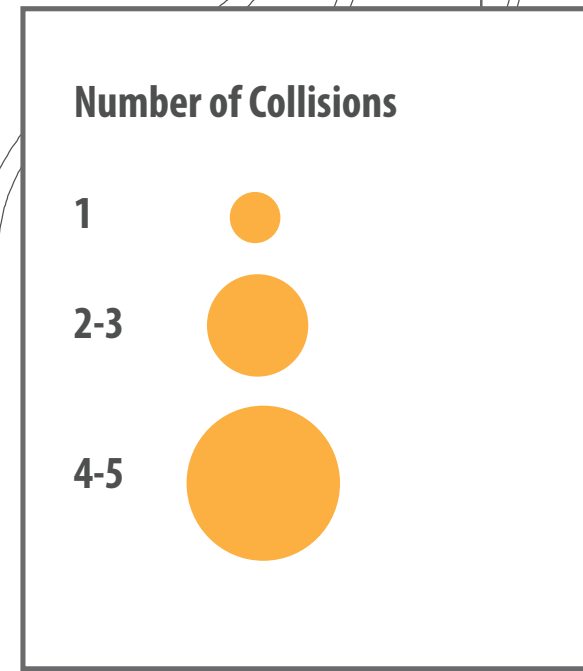


Bicycle Sharrows, Sweetzer Ave.

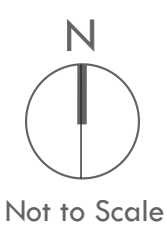


Rapid Flashing Beacons, Santa Monica Blvd.





SOURCE: SWITRS



Not to Scale

