Stand by:

The future is coming…
Energizing Main Street

Sponsors:
New Hampshire Main Street Program
Dover Main Street Program
September, 2003
Dan Burden, Walkable Communities, Inc.
Consider curb extensions the norm...
... not something you add to a street
What would the street look like without on-street parking?
Now think of parking as the bonus!

Tada! Look like curb extensions...
Road
Diets
1800 vehicles per hour per lane

800 vehicles per hour Per lane
Asylum Avenue Near Prospect
Intersections
Mountain View, California
Common Elements

Pedestrian and Bike Friendly Intersection

Median Nose

Channelized Island

Median Cut Full width

Bike Lanes

Two ADA Ramps Per Corner
Venice, Florida
1990

Speeds dropped from low 30s to 15-20 mph
Older people came back
Disabled came back
Store occupancy rate 100%
Narrow Streets / Wide Nodes

400

600 + 600 = 1200 VPH

4 lane road

600

1200

2 lane road
Cotati, California:
Old Redwood Highway looking north
Gridley, California:
State Highway 99 looking north
Example Roundabout

Benefits:
Injuries reduced 90%
30% more traffic capacity
Gateway entry
Pedestrian friendly
Speeds controlled
Reduced noise
Reduced pollution
Reduced maintenance
Business friendly
Modesto Roundabout
LaLoma and “G” Streets
20,000 vehicles per day
Roundabouts work in Snow Country
Our Place

Our People
STATE LAW

YIELD TO

IN CROSSWALK
PUSH BUTTON FOR WALK SIGNAL
8' WIDE MEDIAN PROVIDES REFUGE FOR PEDESTRIAN CROSSING

CROSSWALK STRIPING
Example Intersection Realignment
Median Curb Extension
For more than forty years, while suburban outer rings have been built we have failed to develop guidance for crossings midblock. Signals on busy roads are rarely placed at frequencies greater than 1/2 mile. This leaves the engineer with little to go on. Fortunately, today many communities are learning the skills to place effective crossings on two-lane and some multi-lane roadways. One or two features are used for 2-lane roads, while 4 or more devices, including signals in some locations,
Intersections
And
Midblock Crossings
ONE EXCELLENT INTERSECTION
(Dan's Version)
Level of Service F  Level of Service B
Common Elements
Pedestrian and Bike Friendly Intersection

- Median Nose
- Channelized Island
  - Full width
- Bike Lanes
- Two ADA Ramps Per Corner
Level of Service F

Level of Service B
RIGHT-TURN SLIP LANE DESIGN

OLD Way

High speed, low visibility of pedestrians, a real head turner

New proposal

Vehicle speeds 14 to 18 mph, good visibility of pedestrians

Wide Angle

55 to 60 degree angle between vehicle flows.

Tighter angle

20° 20°
RIGHT-TURN SLIP LANE

Cut through medians and islands for pedestrians

50 to 60 degree angle between vehicle flows.

25 to 40 feet radius depending on design vehicle

150 to 275 feet radius

Long radius followed by short

Bicycle lane
Tail Faces Approaching Motorist
Crossing One Car Length Back (20-26 Feet)

55-60 Degree Angle

Eliminates Right Turning Conflicts

Shortens Crossing Time and Distance

Tail Faces Approaching Motorist
Compact Intersections
Traffic Operations
Stop Bar Meets Standards, But Too Close
Stop Bar pulled back. Breaks Guidelines
Roundabouts
Cotati, California:
Old Redwood Highway looking north
Gridley, California:
State Highway 99 looking north
Roundabouts work in Snow Country
Car entering from signal typically waits 10-60 seconds
Car during off peak enters without delay
Car during peak waits for an opening gap or event

1. Pedestrian crosses street
2. Cars exits
3. Car makes turn
4. Car pulls out
Scale 1 in to 30 ft
Central Island 46' D
Truck Apron 8' wide
1CD 84' D
Crosswalks 8'

Bird Rock Avenue Roundabout

68 Feet
14 Feet
18 Seconds
4 seconds