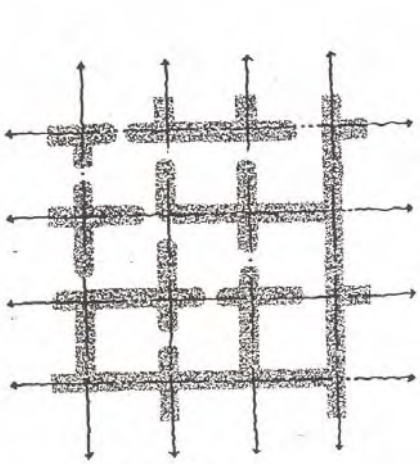
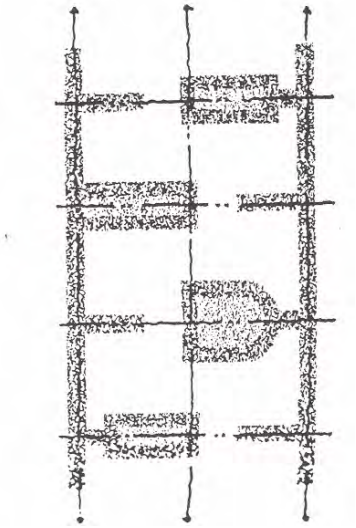
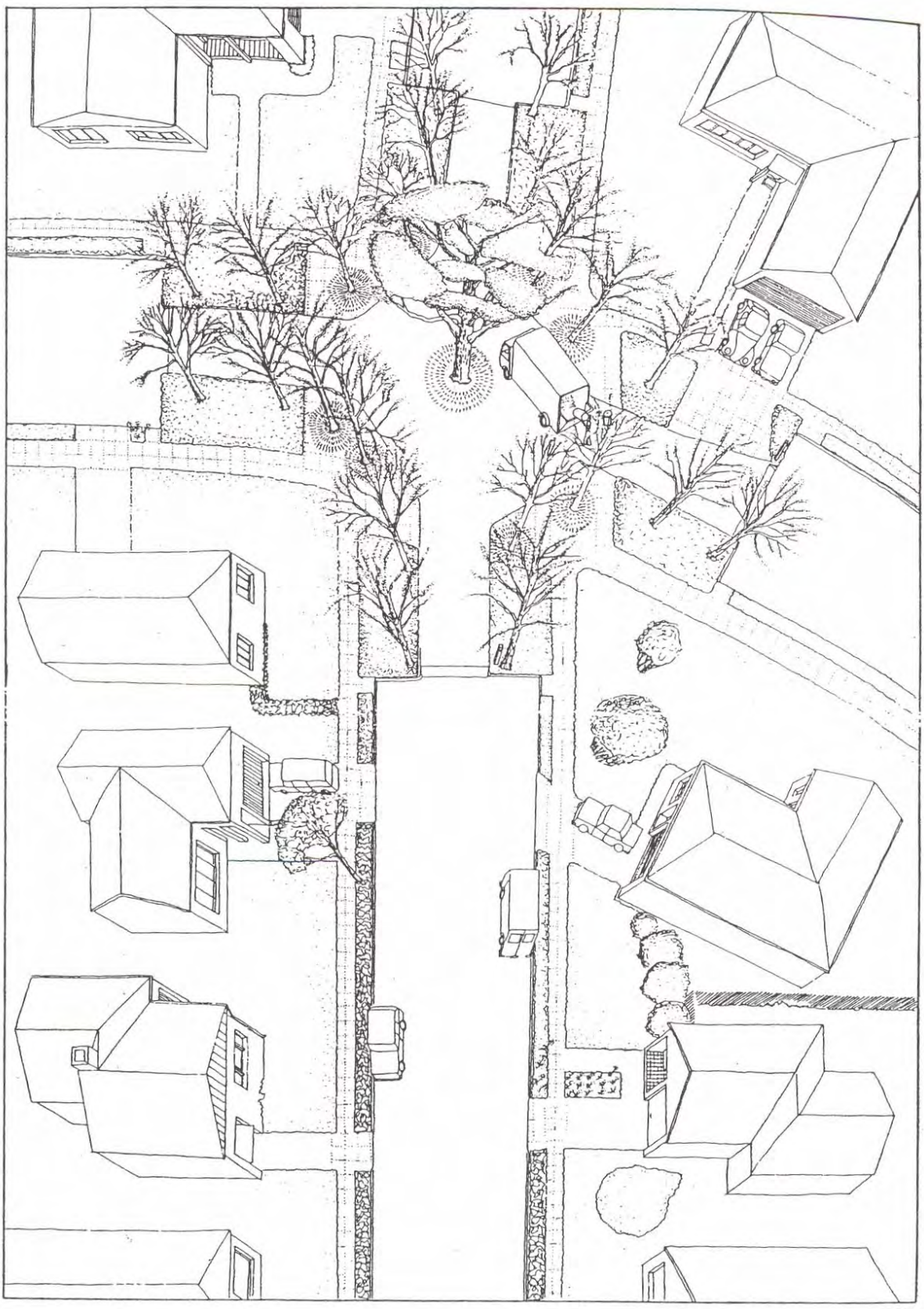
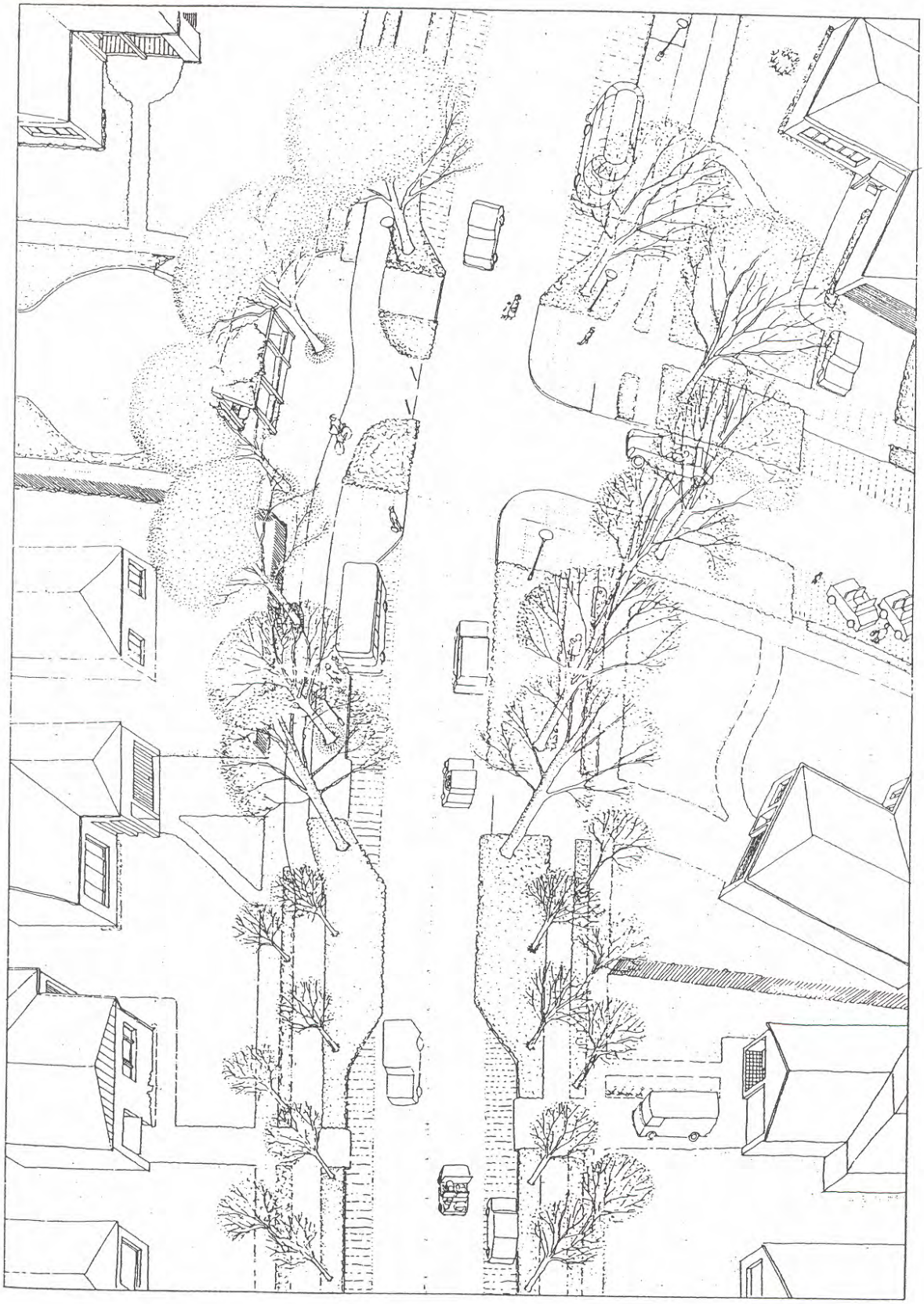
CHAPTER 6 - APPENDIX E
STREET GRID, STREETSCAPE, AND PATHWAY EXAMPLES

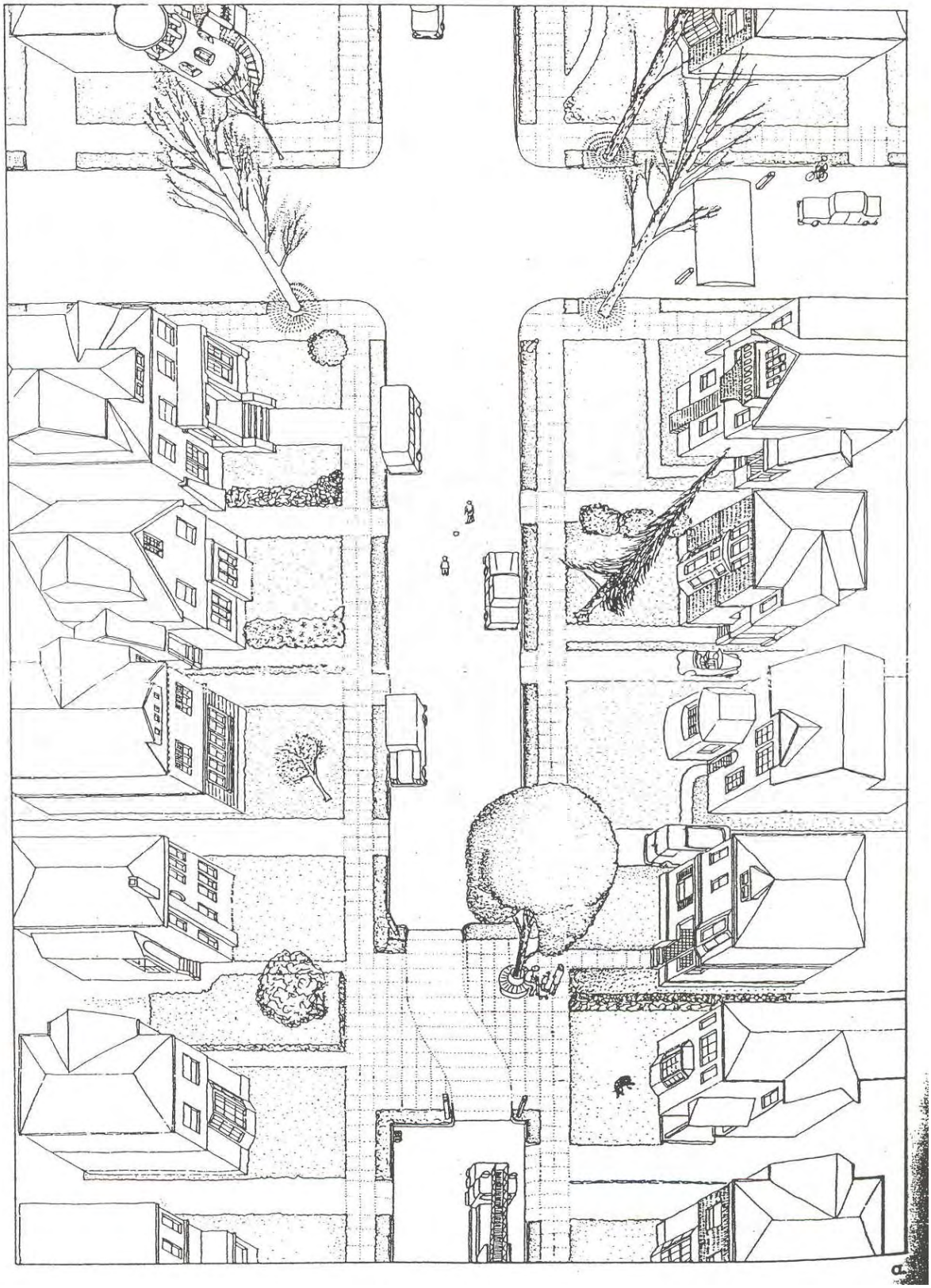
Gridiron with pedestrian connectedness and vehicular disconnectedness. 	Connected cul-de-sacs and courts with public spaces. 
Conventional cul-de-sac pattern. 	Pedestrian connected cul-de-sacs. 



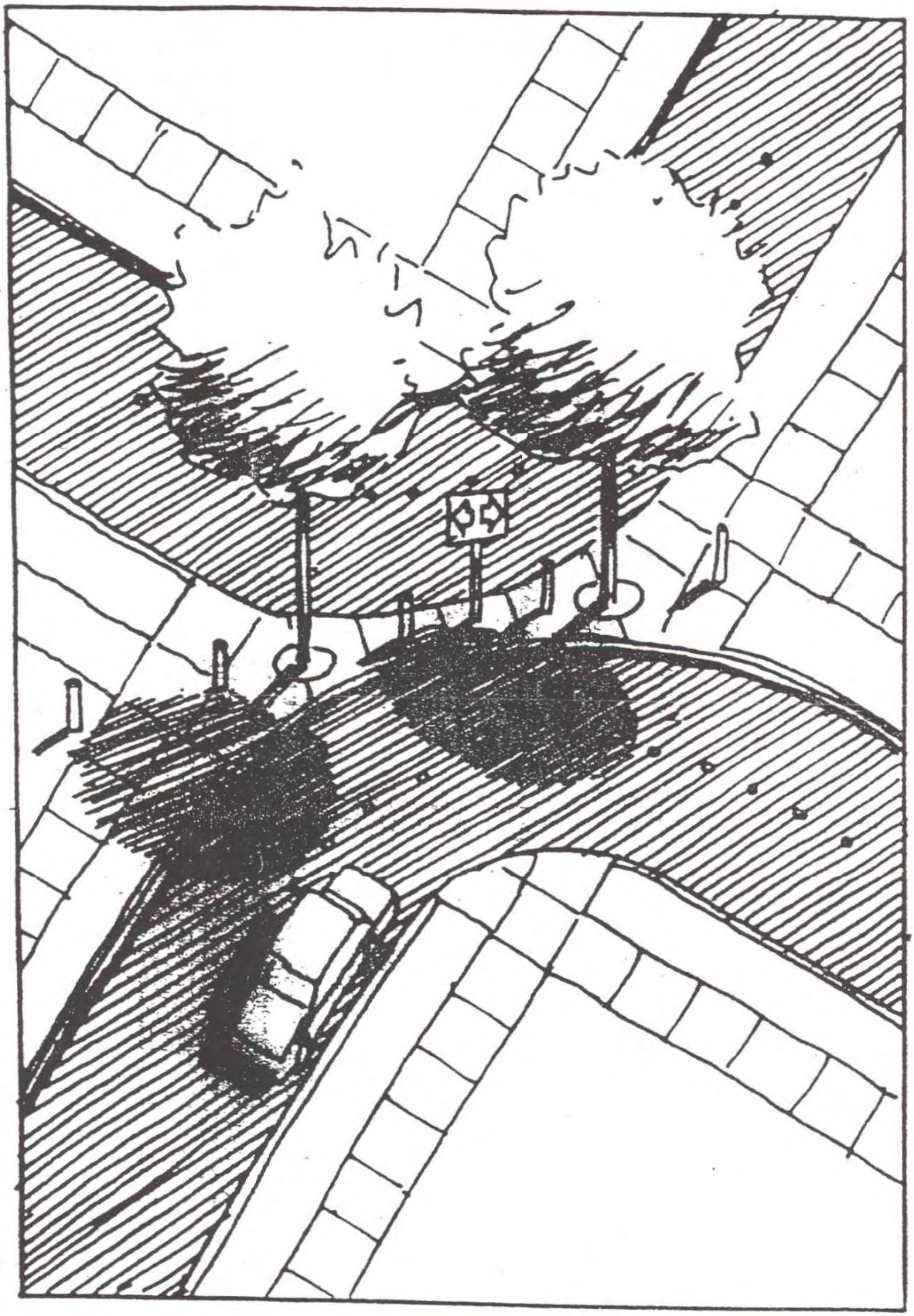
27-3. Streets laid out in the 1950 automobile suburb were designed foremost as speedy and efficient channels for car traffic. The strategic placement of trees on (this page) a street with low traffic volumes, and (b) the same street redesigned for high volumes, can enhance the aesthetic and recreational character of the street, while improving its safety.



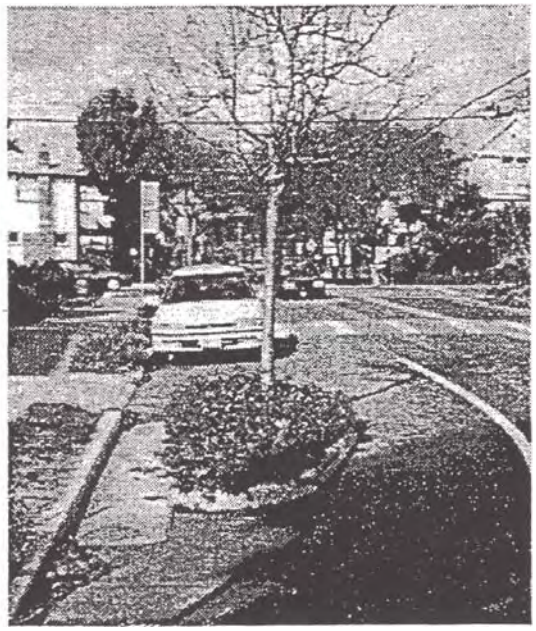
b.



27-2. Streetcar suburbs with (a) lightly trafficked streets would benefit from attractively designed speed bumps that could also serve as pedestrian rest areas, and from amenities, such as bus shelters which would enhance residents' use of public transit.



Diagonal Diverters



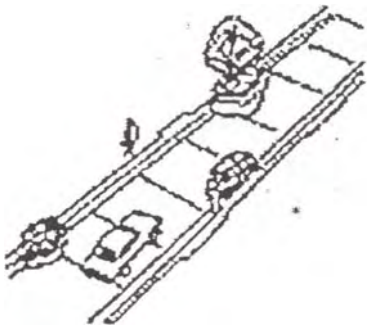


Figure 31. Pinch Points in Pavement

Typical Application

Effective in limiting the ability of cars to pass one another through narrow pavement, and thus reduce speeds.

Description

Constrictions are built in a form of extended planters or sidewalks at intervals along one side or both sides of the street. Width is influenced by various factors such as traffic, volume, provision for large vehicles and one or two-way traffic. Pinch points are usually most effective when combined with other controlling measures such as speed bumps. Provisions for cyclists and drainage may be necessary in some cases.

This European technique for controlling traffic is not widely used in the United States. Seven of the surveyed cities indicate actual use of the technique, and ten others show an interest and possible application in future development. The majority of cities (52) have not used the technique.

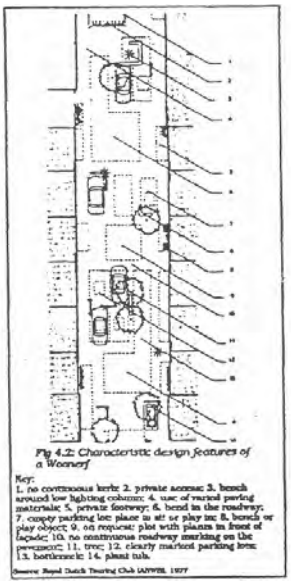


Figure 41. Shared Streets

Description

The shared street concept (Woonerf) is the prevalent technique for residential neighborhood traffic control in Europe. Its fundamental concept is an antithesis to the notion of segregating pedestrians and vehicles. It is defined by the elimination of the traditional division between roadway and sidewalks. One road surface is created and the maximum vehicle speed is restricted to a walking pace. Thus pedestrians, children at play, bicyclists, parked cars, and moving cars all share the same surface. Though it seems these uses conflict with each other, the physical design is such that the pedestrian has primary rights, while the driver is the intruder. Various studies and surveys conducted in the last twenty years indicate a considerable reduction in traffic speed and accidents. They also show an increase of street's social interaction, play, and a high degree of satisfaction by the residents.

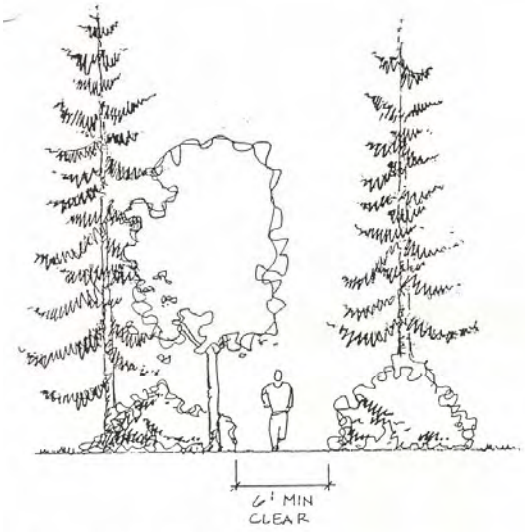


Figure IV - 9. Use Trail

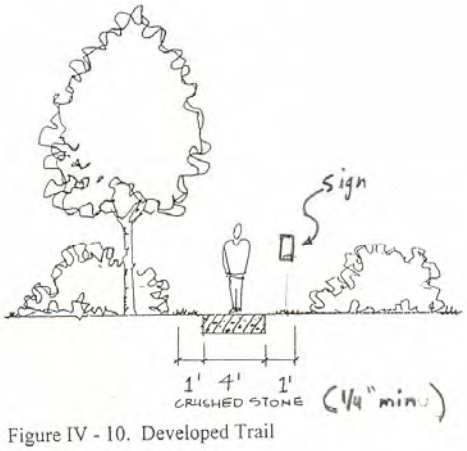
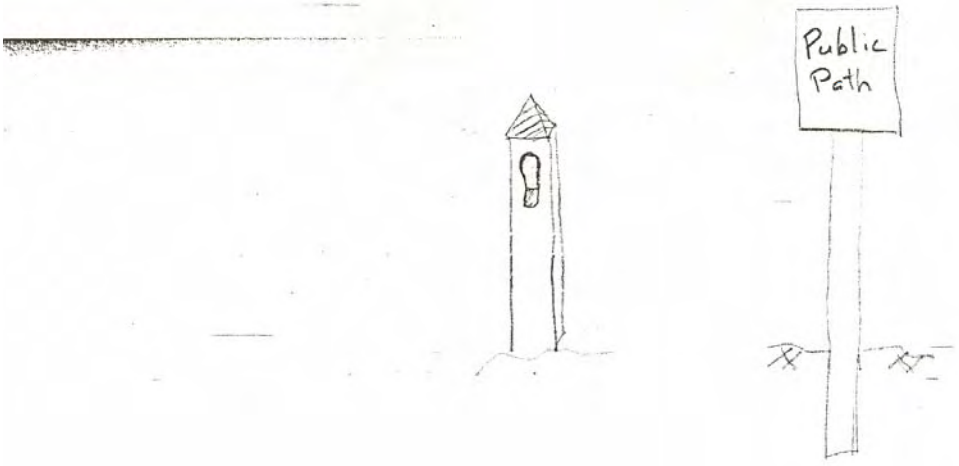


Figure IV - 10. Developed Trail

Secondary Neighborhood Connectors



NEIGHBORHOOD STREETS
ALTERNATIVE USE OF RIGHTS-OF-WAY