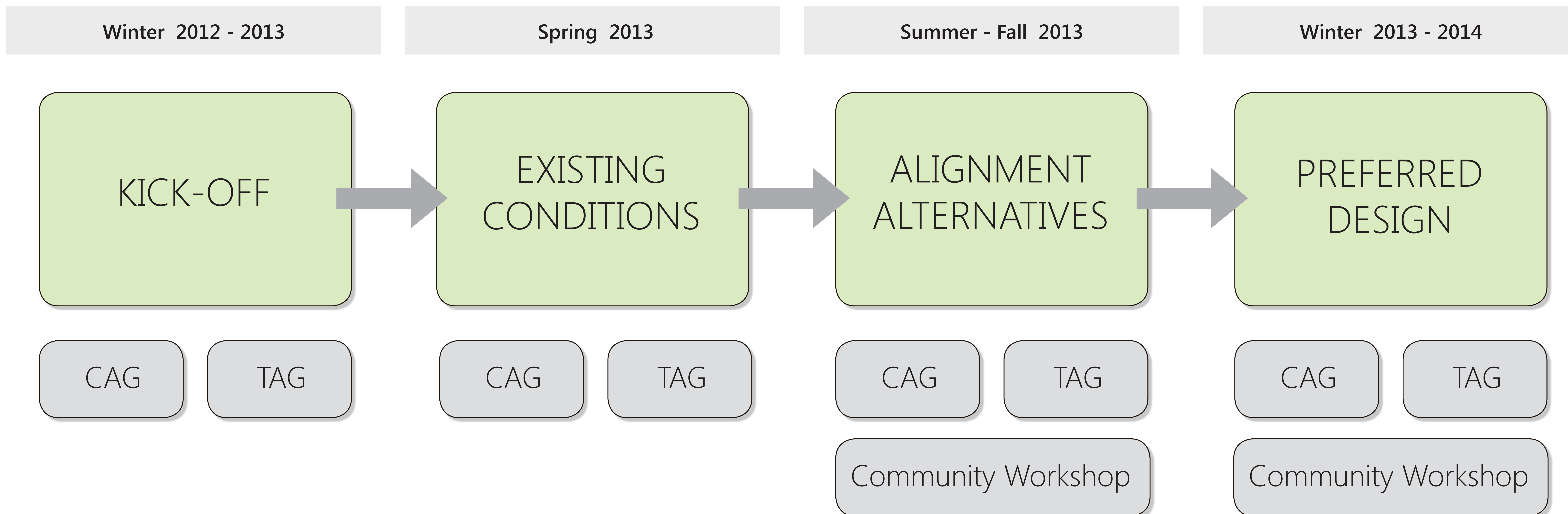


PROJECT GOALS



- 1** Provide safe, livable, complete streets that serve people of all ages and abilities
- 2** Provide direct access to schools, transit, community destinations, and commercial centers
- 3** Design innovative facilities with appropriate separation from vehicular traffic, traffic calming elements, and end-of-trip facilities
- 4** Be consistent with and leverage community planning efforts
- 5** Support place-making, sustainability, equity, and economic development and redevelopment efforts

PLANNING & DESIGN PROCESS



ECONOMIC & HEALTH BENEFITS



Increased Property Values: Homes located on a bicycle boulevard in Portland, OR are worth \$5,757 more than homes that are not. Source: "Valuing Bike Boulevards in Portland through Hedonic Regression" 2008



Increase in Retail Sales: Protected bike lanes on 8th and 9th Ave in New York City led to 49% increase in retail sales for locally based businesses compared to 3% borough-wide. Source: Measuring the Street, 2012

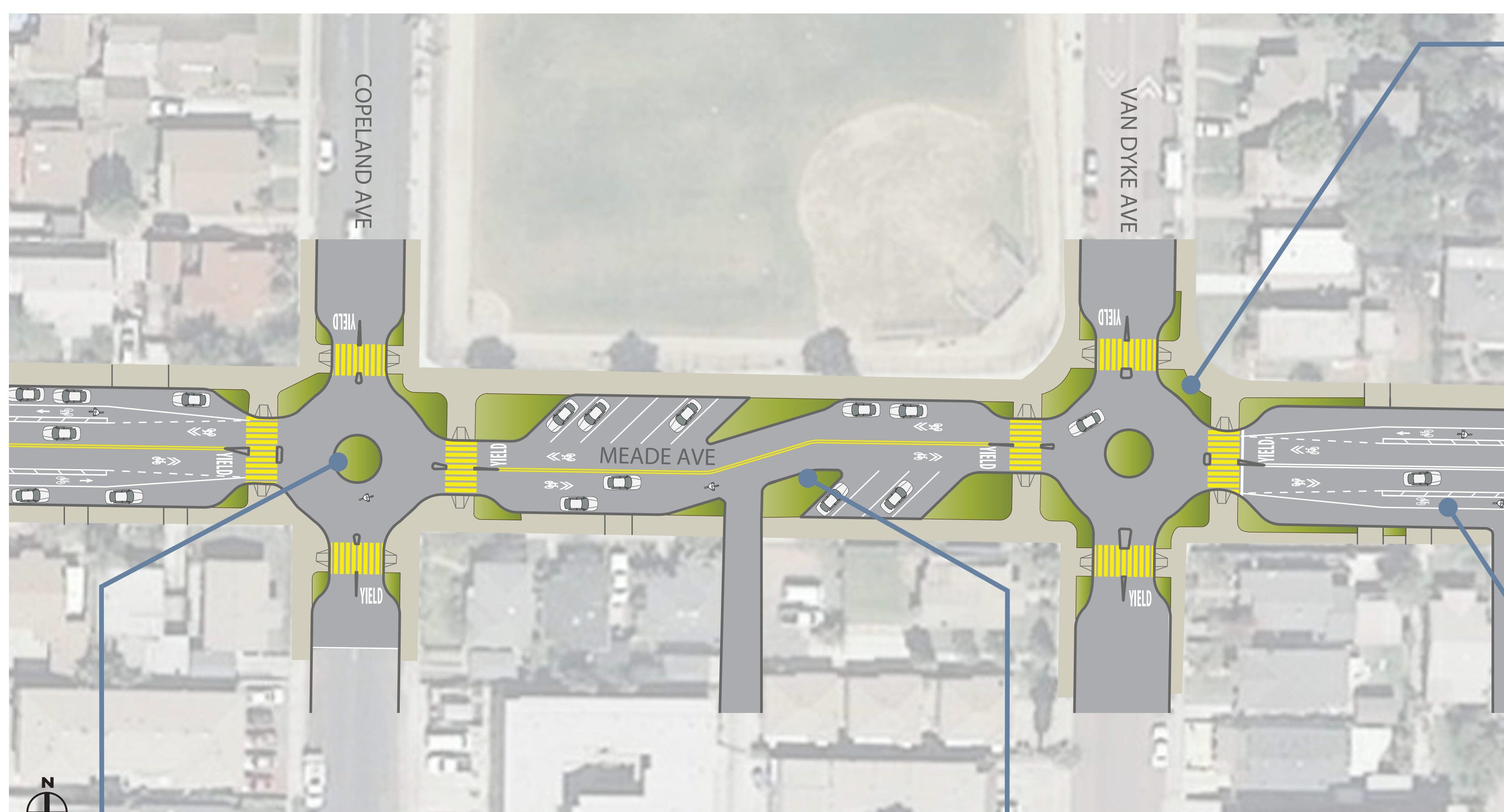


Job Creation: On an average, every \$1M spent on bicycle infrastructure helped create 11.4 jobs compared to 7.8 jobs for road-only infrastructure jobs. Source: Pedestrian & Bicycle Infrastructure: A National Study of Employment Impacts



People who ride their bike regularly benefit in many different ways: Up to 32% use fewer sick days. Up to 55% have lower health costs. Up to 52% increase productivity. Source: pg 25, http://www.peoplepoweredmovement.org/site/images/uploads/Protected_Bike_Lanes_Mean_Business.pdf

SAFETY & ENVIRONMENTAL BENEFITS



CURB EXTENSIONS

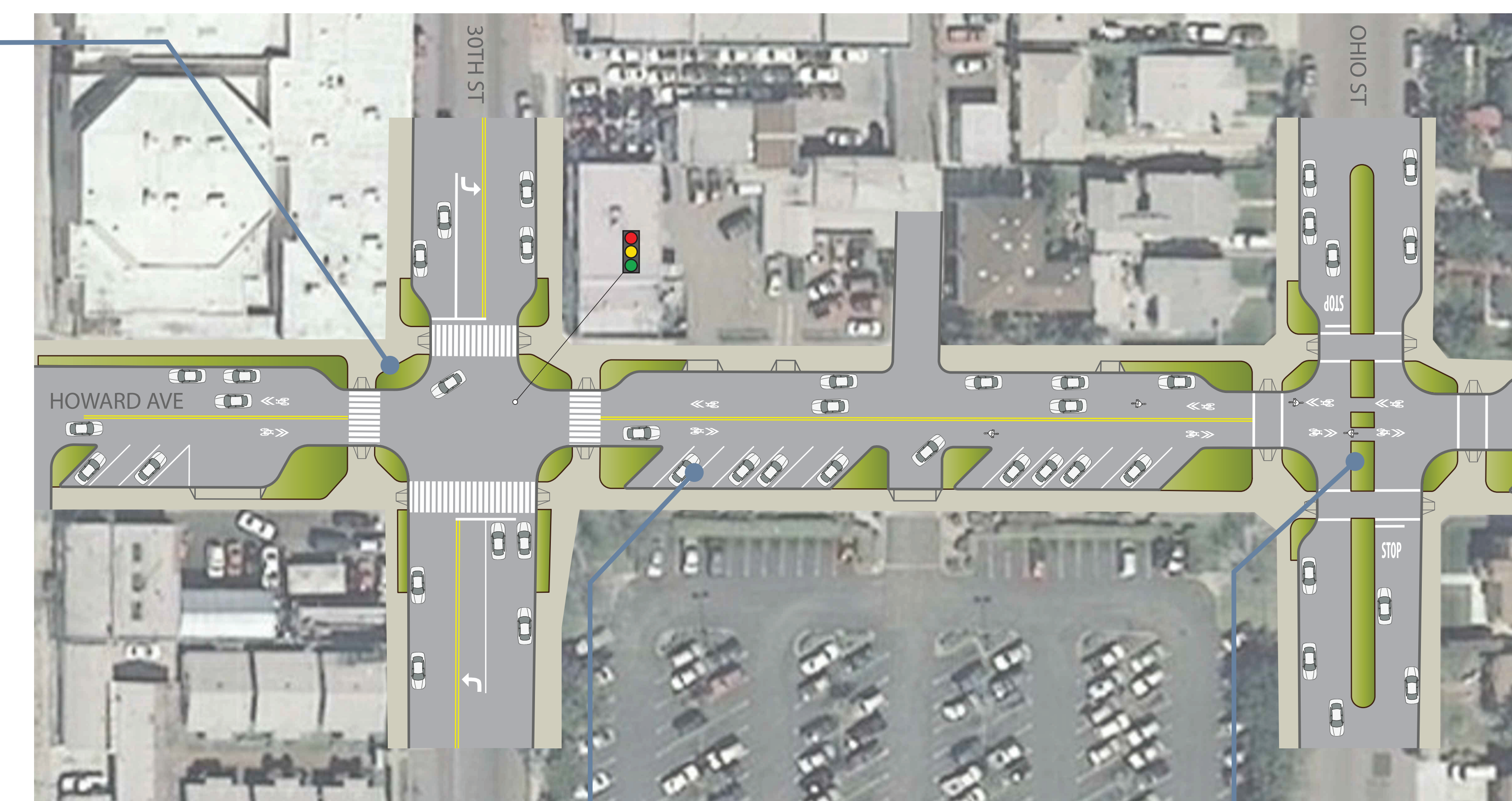
Traffic-calming measure meant to reduce speeding and increase driver awareness. Consists of an extension of the curb into the street, making the pedestrian space making the sidewalk and/or landscaping space wider.

- + Narrows the distance that a pedestrian has to cross and decreases pedestrian exposure to vehicles
- + Increases the sidewalk space on the corners
- + Improves pedestrian visibility
- + Lowers vehicle turning speeds
- + Provides opportunity to store and treat storm water runoff

BUFFERED BIKE LANES

A painted buffer zone between a bike lane and the adjacent travel lane.

- + Increases the comfort for people riding bikes by providing increased separation from vehicular traffic



BACK-IN ANGLED PARKING

Reorients traditional head-in angle parking to allow drivers to back into a diagonal parking space.

- + Improves driver visibility of approaching traffic and people riding bikes
- + Improves vehicle passenger safety, especially for children, as open doors of the vehicle block pedestrian access to the travel lane and guide pedestrians to the sidewalk
- + Eases loading of cargo into trunk of vehicle

MEDIAN ISLAND

Islands located along the centerline of a street continuing through an intersection to prevent vehicle through movement at a cross street, while allowing people walking and biking to continue through the intersection.

- + Improves safety by preventing dangerous turning movements
- + Reduces cut-through traffic

MINI-ROUNDBOUT

A circular intersection where traffic circulates around a central island. Curb extensions and splitter islands deflect oncoming traffic to slow vehicle speed as cars enter the circle.

- + Can reduce crash frequency and severity
- + Can calm two streets at once
- + Allow people riding bikes and driving cars to legally maintain some momentum through the intersection
- + Opportunity for stormwater capture and landscape plantings.

CHICANE

Curb extensions that alternate from one side of the street to the other, forming S-shaped curves along the roadway. They interrupt straight stretches of roadway. They can be created by alternating on-street parking between each side of the street.

- + Slows vehicle speeds
- + Shortens pedestrian crossing distance
- + Easily negotiable by large vehicles on low volume streets