SHORT AND MEDIUM TERM SOLUTIONS FOR VISION ZERO
COMPLETE SIDEWALK NETWORK & ENHANCE PEDESTRIAN SAFETY AND COMFORT

Problems:
» The pedestrian environment is poorly separated from fast moving traffic.
» Sidewalks are not continuous.
» Driveways and pedestrian ramps are often not ADA compliant.
» Existing sidewalks are narrow and poorly maintained.
» Continuous right turn lanes that function as through lanes bring fast/weaving traffic near to the edge of the roadway.

Potential Solutions:
» Create continuous ADA compliant sidewalks by filling sidewalk network gaps.
  » Some areas may require short retaining walls due to grading issues.
» Create a landscaped buffer between curb and sidewalk / sidepath wherever possible.
» Plant shade giving street trees wherever space allows, to create a pleasant environment, provide a buffer and slow traffic.
» Retrofit driveways and pedestrian ramps to make them ADA compliant. At driveways, short ramps can enable sidewalks to remain at one level.
» Add pedestrian scale lighting and improve maintenance protocols to ensure full sidewalk is passable for its whole length.

FILL IN SIDEWALK GAPS
» Create continuous ADA compliant sidewalks.
» Create a landscape buffer between curb and sidewalk / sidepath wherever possible.
» Plant shade giving street trees wherever space allows.

RETROFIT DRIVEWAYS TO MAKE THEM ADA COMPLIANT
» Use short driveway ramps to create continuous ADA compliant sidewalks / sidepath
  » Route the level sidewalk behind this ramp.
  » Creating a short ramp can reduce speeds of turning vehicles.

ADD CURB EXTENSIONS TO DISCONTINUE RIGHT TURN LANES
» Interruptions in right turn lane created by curb extensions prevents its use as through travel lane.
» Curb extensions help reduce speed of turning vehicles.
» Curb extensions help shorten crossing distance for pedestrians.
**Problems:**
- The pedestrian environment is poorly separated from fast moving traffic.
- Many driveways and pedestrian ramps are not ADA compliant.
- Un-signalized crossings across 6-7 lanes.
- Matthew Henson Trail crossing design and timing.
- Channelized right turn lanes at Connecticut Ave.
- Lack of pedestrian refuge islands at many intersections.
- Many bus stops have no crossing opportunities.
- Top traffic speeds are high.

**Potential Solutions:**
- Retrofit existing and add new pedestrian curb ramps to be ADA compliant.
- Create direct and short crossings.
- Reduce top speeds with traffic calming techniques.
- Add pedestrian refuge islands to shorted crossings.

**ADD PEDESTRIAN REFUGE ISLANDS AND SIGNAL CONTROL TO ALL PEDESTRIAN CROSSINGS**
- At each un-signalized intersection study the feasibility of adding a traffic signal.
- Add signal controls similar to the Matthew Henson Trail crossing to mid-block crossings as well as any new crossings.
- Consider adding new crossings at bus stop locations.
- Add transit shelters and other facilities at bus stops.

**RETROFIT EXISTING INTERSECTION CROSSINGS**
- Ensure all curb ramps are ADA compliant.
- Add ladder style crosswalk markings on all legs.
- Create bidirectional pedestrian curb ramps wherever possible.
- Reduce turning radii wherever possible.

**MATTHEW HENSON TRAIL CROSSING**
- Create short direct crossing.
- Reduces crossing distance from 240 feet to 115 feet.
- Keeps signal control as is existing.

**ADD RAISED CROSSWALKS ON CHANNELIZED RIGHT**
- Helps reduce speeds for turning vehicles.
- Keeps crossings at sidewalk level and prioritized pedestrians.
- Could be signal controlled with Pedestrian Hybrid Beacon.
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**CREATE CONTINUOUS BICYCLE FACILITY**

**Problems:**
- Bicycling along a high traffic, high speed road is unsafe and/or uncomfortable for most riders

**Potential Solutions:**
- Transform wide shoulders into 2-way separated bike lanes where applicable.
- In constrained sections, widen existing sidewalk to create minimum 8’ wide sidepath, or create new sidepaths where no sidewalks exist and where there is no frontage road or shoulder.
- Convert frontage roads to two-way bikeways, including a “sharrow” marking in the direction of traffic and contra-flow bike lane in the opposing direction.
- Create a neighborhood greenway on parallel residential streets. Neighborhood greenway treatments can include traffic calming devices, bicycle pavement markings, enhanced signs and way-finding, etc.

**SIDEPATHS**
- Widen existing sidewalk to create minimum 8’ wide sidepath, or create new sidepaths where no sidewalks exist and where there is no frontage road or shoulder.

**POTENTIAL BICYCLE FACILITIES**

**TWO-WAY SEPARATED BIKE LANES ON SHOULDERS**
- Transform wide shoulders into 2-way separated bike lanes.
- Use a vertical element to create a physical separation for bicyclists.
- Add shade giving street trees wherever possible.

**SHARROWS AND CONTRA-FLOW BIKE LANE ON FRONTAGE ROADS**
- Stripe frontage roads as shared roads with sharrow markings and contra-flow bike lanes

**NEIGHBORHOOD GREENWAY ON PARALLEL STREETS**
- Create a neighborhood greenway on parallel residential streets. Neighborhood greenway treatments can include traffic calming devices, bicycle pavement markings, enhanced signage and way-finding, etc.