Broadway - Winthrop: 13 existing parking spots

Winthrop - Kenmore: 25 existing parking spots

Kenmore - Sheridan: 20 existing parking spots

EXISTING CONDITIONS
EXISTING CONDITIONS
COMMUNITY EVENTS

April 25, 2014

ARGYLE STREETSCAPE
Pedestrian Access Advisory Committee Meeting
PROJECT GOALS

1. Improve infrastructure by creating a cohesive and flexible streetscape plan within funding limitations

2. Support existing Argyle St. merchants and their customers and bolster Argyle St. as a regional business destination

3. Brand Argyle St. business district and develop community identification

4. Implement streetscape and infrastructure elements that increase public safety and deter negative activity

5. Provide a complete and shared street that benefits the flow of pedestrian, vehicular and bike traffic equally
WHAT IS A SHARED STREET?

“Shared Space is more a way of thinking than it is a design concept. It is most readily recognized as a street space where all traffic control devices such as signals and stop signs, all markings such as crosswalks, and all signing have been removed. Curbing is removed to blur the lines between sidewalks and motorized travel way. The philosophy is that absence of all of those features forces all users of the space — from pedestrians to drivers — to negotiate passage through the space via eye contact and person to person negotiation.”

- Gary Toth, Aug. 17, 2009 http://www.pps.org/blog/shared-space

DESIGN ELEMENTS

- Speeds less than 15 mph
- Blurred lines between pedestrian and vehicular spaces
- Removal of barrier curbs

BENEFITS

- Kensington High Street in London showed a 43% decrease in casualties/injuries over a two year period after converted to a Shared Street
- Increased safety through individual responsibility
- Expansion of Public Urban Space
- Increased pedestrian and bicycle traffic
- Drivers are fourteen times more likely to give-way to pedestrians
- Promotes economic development
- Flexible for street fairs, markets, parades
- Promotes safe and comfortable outdoor cafe space
SHARED STREET CASE STUDIES

New Road - Brighton, England

Allen Street - Buffalo, New York

King Street - Kitchener, Ontario

ARGYLE STREETSCAPE
Pedestrian Access Advisory Committee Meeting
SHARED STREET CASE STUDIES: Bell Street, Seattle, Washington

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ARGYLE STREETSCAPE
Pedestrian Access Advisory Committee Meeting
PROPOSED PLAN - OVERALL

EXISTING ROW

66' RIGHT-OF-WAY

16' PERMEABLE PAVERS

CLEAR PATH

30' OPEN SPACE: SITE FURNISHINGS CAPES, TREE PITS

7' PARKING

10' TRAVEL LANE

10' TRAVEL LANE

7' PARKING

16' OPEN SPACE: SITE FURNISHINGS CAPES, TREE PITS

7' MIN CLEAR PATH

30' UNIT PAVERS

66' RIGHT-OF-WAY

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PROPOSED CROSS SECTIONS

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Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)

- Initial ADAAG requirement for detectable warnings at hazardous vehicle areas, but with no definition of “hazardous vehicular area”

- In 2004, ADAAG was updated to remove references to hazardous vehicle areas and specific requirements for placements of detectable warnings (excluding transit platform boarding edges)

Public Rights-of-way Accessibility Guidelines (PROWAG)

2005 PROWAG draft updated requirements for detectable warnings: “...where curb ramps, blended transitions, or landings provide a flush pedestrian connection to the street. Sidewalk crossings of residential driveways should not generally be provided with detectable warnings, since the pedestrian right-of-way continues across most driveway aprons and overuse of detectable warning surfaces should be avoided in the interests of message clarity. However, where commercial driveways are provided with traffic control devices or otherwise are permitted to operate like public streets, detectable warnings should be provided at the junction between the pedestrian route and the street.”

PROWAG has not been adopted by the Department of Justice yet.

Coordinated with MOPD who:

- Reviewed the proposed Public Right of Way Guidelines to determine if there is anything directly applicable to shared streets that is being proposed.

- Reviewed DOJ and Access Board websites for guidance on shared street issues

- Conducted legal research to determine if any applicable caselaw exists regarding shared streets

- Reviewed Illinois Accessibility Code, 2010 ADA Standards and Chicago Building Code to determine whether existing regulations require truncated domes to indicate shared street boundaries

- Conducted internet research to determine how other jurisdictions (including other countries) use materials to provide indication of shared street boundaries for people with disabilities including people who are blind or have visual impairments.

- Talked by telephone with MOPD representatives from Boston and San Francisco regarding their experiences with shared streets to determine how they analyzed the problem.

- Reviewed reports from Seattle, San Francisco and other jurisdictions to determine shared street designs.
What are other cities doing?

San Francisco - Shared Public Ways
- “Visual/tactile cues should be provided to identify the presence of a shared public way as distinct from a traditional street, and to delineate between pedestrian-only and shared zones. Visual/tactile cues should be provided at all edges between pedestrian-only and shared zones, including from the crossing sidewalk. Visual/tactile cues should not impair the potential use of the entire right-of-way by all users.”
- “Where a shared public way leads to curbs, crosswalks and standard streets, curb ramps with detectable warnings must be provided.”
- Jefferson Street - “The Mayor’s Office of Disabilities has been working with Lighthouse for the Blind and other disabilities advocacy groups to come up with solutions for visually impaired street users that meet ADA guidelines and also account for streets with less rigid divisions between elements. Central delineators, or slightly raised and beveled street pavers, define the boundary between pedestrian safe zones on the street and sections where cars will drive.”

Boston, Massachusetts - Shared Streets
- Included in the Boston Complete Streets Guidelines.
- No specific guidelines for ADA or visual/tactile cues.

Cambridge, Massachusetts
- Includes a 2’ stretch truncated domes at the entrances to the shared streets.

Auckland, New Zealand
- Responded to disability groups’ concerns by ensuring that a strip of “accessible zone” would be retained in the design. This strip is made off limits to vehicles by strategically placed street furniture, while the building edge and paving strips provide guidance to vision-impaired people.
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Pedestrian Access Advisory Committee Meeting
PROPOSED PLAN - INFRASTRUCTURE ENLARGEMENT

ARGYLE STREET

ALLEY

PAVER TYPE B (PARKING LANE)

DETECTIBLE WARNING PAVER (AT BACK OF PARKING LANE)

PAVER TYPE A "PEDESTRIAN CLEAR PATH"

CONCRETE GUTTER

BOLLARDS SPACED 8' ON CENTER

ADA ACCESSIBLE WARNING TILE

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Pedestrian Access Advisory Committee Meeting
CROSS SECTION

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EXISTING ROW

7' MIN
CLEAR PATH

0' - 9'
OPEN SPACE:
SITE FURNISHINGS
CAFES, TREE PITS

7'
PARKING

10'
TRAVEL LANE

10'
TRAVEL LANE

7'
PARKING

0' - 9'
OPEN SPACE:
SITE FURNISHINGS
CAFES, TREE PITS

7' MIN
CLEAR PATH

16'
PERMEABLE PAVERS

30'
UNIT PAVERS

66'
RIGHT-OF-WAY

16'
PERMEABLE PAVERS
PAVER ELEMENTS

Permeable pavers

ADA WARNING TILE

PAVER COLOR A

PAVER COLOR B

Gray 24" wide detectible warning paver

PAVERS FROM R.O.W. - R.O.W.
PROPOSED ELEMENTS

- Infiltration planters
- Trees in grates
- Bike racks
- Trash receptacles
- Davit light poles
- Bollards (based on funding availability)

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BROADWAY PEDESTRIAN REFUGE ISLAND

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THANK YOU FOR YOUR TIME

Questions...Comments...

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