

Alisal Vibrancy Plan: 2015 Ciclovía Booth Summary

Sunday, October 25, 2015. Salinas, CA

Introduction

On Sunday, October 25, 2015, East Salinas Building Healthy Communities (ES BHC), with the support of the City of Salinas and countless community groups, businesses, and individual volunteers organized and put on the third annual “Ciclovía” event in Salinas.

As a result of community input during the Salinas Economic Development Element and Downtown Vibrancy Plan planning processes, the City of Salinas has committed to identify funding to initiate an Alisal Vibrancy Plan for East Salinas. Building Healthy Communities – East Salinas¹ hosted a booth with “pop-up workshop” activities and a parklet at Ciclovía to identify resident community priorities. The data collected at this booth will be shared with the City to inform how they scope the project and to help support future grant funding applications.

The booth consisted of three activity boards for residents to share input, a parklet, and a children’s urban planning play area. The results of this effort are summarized below and the booth materials can be found in the appendix at the end of this document. To improve readability, when multiple people made the same comment, we consolidated the ideas into one phrase and included a count. When a comment was written in Spanish, this summary provides the English translation with the original Spanish phrase in parenthesis.

Key Themes

Throughout the three activities there were six key themes that emerged:

1. ***Better street and public space lighting and greenery.*** Community members want to see cleaner streets and public spaces with better lighting and more greenery (i.e., plants, trees, flowers, plazas, and greenways) to improve safety and encourage walkability.
2. ***Street improvement measures for pedestrians and cyclists.*** Participants believe that protected bike lanes, street lighting, bike/pedestrian wayfinding signage, wider sidewalks, bulb outs, road humps, road diets, and crosswalk lights would enhance pedestrian and bicyclist activity and safety in the Alisal.
3. ***Increased healthy food access.*** Residents want to purchase and grow healthy food in the Alisal including farmers markets, community gardens, and local stores that sell more fresh fruits and vegetables.

¹ The booth was made possible with funding from The California Endowment and technical assistance from Raimi + Associates.

4. **Park improvements and maintenance.** Participants were very enthusiastic about new parks as well as improvements and maintenance for existing parks.
5. **Public art.** People want to see more public art such as murals and sculptures in streets and other public spaces.
6. **More healthy activities and events.** Community members expressed a desire for more events and festivals that highlight both culture and health. They want opportunities to socialize and be more physically active with their friends, family, and neighbors.

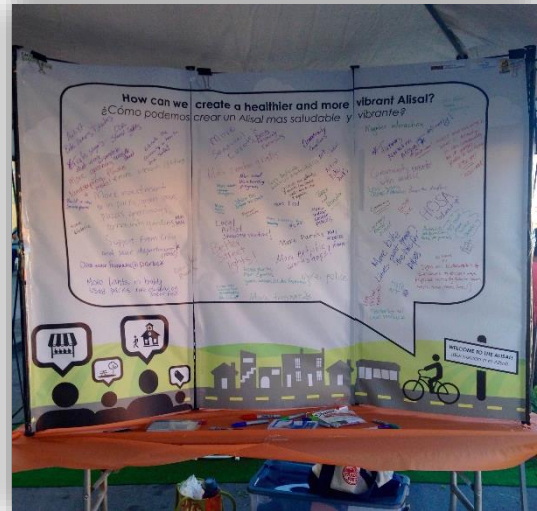
Activity #1: Alisal Vision

This board asked:

How can we create a healthier and more vibrant Alisal?

¿Cómo podemos crear un Alisal más saludable y vibrante?

Booth hosts encourage participants to write comments in the speech bubble.



Parks & Recreation

- Build a new skate park- 2
- More parks and recreation spaces for children and youth-4
- Cultural/Art events and healthy activities (Ciclovía, seasonal parades, festivals, carnivals, events with music, Zumba)- 8
- More indoor and outdoor soccer fields -2
- Cultural arts building
- Youth activities and programs (music, sports, skateboarding, art)- 7

Public Space Amenities

- Clean water fountains at parks
- Street art (paintings, sculptures, etc.)- 3
- Bike racks
- Wide Sidewalks (*Banquetas amplias*)
- More bike lines (green bike lanes, dividers, etc.) - 2
- Signs on sidewalks and staircases to encourage physical activity (calorie count, steps, quotes, healthy facts, etc.)
- Dredge/restore Carr Lake
- Clean and re-plant greenery leading to Carr Lake
- Community gardens- 2



- More greenery (landscaping, flowers, trees, plazas, green ways)- 5

Community Safety

- Traffic signals with ample crossing time for pedestrians
- Community education on safe driving
- Support from city and police department
- More sheriffs- 3
- More lights in streets, parks, streets, and soccer fields (*mas luces en calles, parques, y canchas de futbol*)- 5

Retail

- Farmers markets (healthy, fresh, organic produce)- 7
- Showcase local artists and vendors
- Markets that sell more fresh fruits and vegetables (*las tiendas vendan más frutas y vegetales*)
- Community Benefit District

Other

- Invest and maintain in what is already in our community be it parks, paths or building EQUITY! EQUIDAD!
- Gang reduction → Less crime
- Love
- HOSA (promote career opportunities in the health care industry)
- Neighbor interaction
- To have more safe streets

Activity #2: Alisal Corridor Improvement

This board asked:

What would make these Alisal streets more attractive?

¿Qué haría estas calles de Alisal más atractivas?



Participants were asked to write their ideas and place sticker dots on the street(s) that were relevant to their comment. The corridors options included: *Alisal St, John St, Market St, Williams Ave, Sanborn Rd*. People also had the opportunity to add in streets they felt were missing on the board. The results are listed below and the ideas have been reorganized in order of the highest number of votes.

Your Ideas/ Tus Ideas	Alisal St.	Sanborn Rd.	Market St.	Williams Rd.	John St.	Total Votes
Greenery <i>(Two votes for Towt St.)</i>	47	22	21	17	8	115
Clean and well-lit streets <i>(calles limpias y alusadas)</i>	31	20	19	14	11	95
More protected bike lanes	30	16	16	7	9	78
More Ciclovía and family events 1x a month or 3x a year minimum <i>(Mas Ciclovía y eventos familiares 1 al mes o 3x año minimo)</i>	38	9	11	7	5	70
Public Art <i>(Two votes for Towt St.)</i>	13	10	10	9	7	49
Wide sidewalks/walk paths <i>(banquetas amplias y caminos)</i>	8	6	6	7	9	36
Cafés for outdoor seating	11	3	4	5	4	27
Less fast food restaurants	5	5	5	5	5	25
Affordable houses	5	5	5	5	5	25
Street lighting and signs for pedestrians crossing the street	5	3	5	4	4	21
Traffic Calming Speed bumps and stop signs <i>(One vote for Towt St.)</i>	5	4	3	4	4	20
More little park for kids to ride bikes	6	3	4	3	4	20
Less traffic, more bicyclist	5	3	3	4	4	19
Police officers on bicycles <i>(policias en bicicleta)</i>	5	3	3	4	4	19
More recycling/garbage bins on the street <i>(mas botes de reciclaje y de basura en la calle)</i>	4	4	3	3	3	17
Mural paintings	5	3	4	3	2	17
Parking	5	3	5	1	1	15
Fruit vendors <i>(Vendedores de fruta)</i>	2	3	3	2	2	12
Fix sidewalk uprooted by trees	3	2	2	2	3	12
A youth-led cultural center	4	1	2	2	2	11
More park security	3	2	2	2	1	10
More skateparks / expand existing skatepark	2	2	2	2	1	9
Signs telling directions and destinations <i>(mas letreros peatonales)</i>	3	1	1	2	1	8

Better pedestrians and bicycle connections across freeway and train tracks – easier to get around town	4	3	1			8
Less abandoned cars (<i>menos carros abandonados</i>)	2		1	2	2	7
Slower cars for kids walking to school (Sherwood)	2	1	1	1	1	6
Parklets	2	1	1	1	1	6
Public ashtray	1	2	1			4
Carr Lake park and bike path along drainage ditch. Cleaning tree planting creek leading to Carr Lake	3	1				4
Street furniture w/shading	1		1		1	3

Activity #3: Pedestrian & Bicycle Safety

This board asked:

What would make each intersection safer and more usable?

¿Qué haría cada intersección más segura y más fácil de usar?

The activity instructions had a board that showed a heat map of all pedestrian and bike collisions in East Salinas between 2004 and 2014. Next to the instructions, there were four additional boards each representing an intersection that BHC identified as “needing improvement”. Each intersection board contained an aerial photograph of the intersection with high numbers of pedestrian and bike collisions in East Salinas:

1. John St. & Sanborn Rd
2. E. Alisal St. & S. Hebron Ave
3. Del Monte Ave & Towt St
4. Williams Rd & Wren St



Each intersection board also contained a street view photo of the intersection and a table that contained facts about the intersection / streets in questions.

This table included:

- Surroundings
- Number of Travel and Turning Lanes
- Street Parking
- Traffic Signals
- Crosswalks
- ADA Ramps
- Bike Lanes
- Trees/Landscaping
- Speed Limit

The station also had a booklet (English and Spanish) showing examples of different *Street Improvement Measures (Medidas para el Mejoramiento de Calles)* and there were stickers that corresponded to examples in the booklet. Participants were asked to place any *Street Improvement Measure* stickers that they would like to see implemented directly on the map.



Street improvement measures included in the booklet and on the stickers included:

1. Diagonal Parking
2. Crosswalk Warning Lights
3. Widening Sidewalks or Narrowing Streets
4. Bulbs, Chokers, Neckdowns
5. Chicanes
6. Roundabouts
7. Raised center medians and crosswalks
8. Radar Speed Signs
9. 20 MPH Zones
10. Road humps, speed tables, cushions

The feedback for each intersections is shown below.



E. Alisal St & N. Hebbro Ave:

- Wide sidewalks
- Crosswalk Lights
- Road Diet



John St & S. Sanborn Rd.:

- Wide sidewalks
- Left turn signal
- Road humps
- Bulb out
- Road Diet



Williams Rd & Wren St:

- Wide sidewalks
- Crosswalk Lights
- Bike Lane



Del Monte Ave & Towt St:

- Wide sidewalks
- Renew sidewalks and streets
- 20 MPH Zone

Parklet: Public Space and Conversation Cards

We built a parklet with tables, chairs, umbrellas, and planters to provide a space for people to enjoy their food from local food vendors. Each table had a stack of conversation cards with questions in English and Spanish to encourage people to socialize and get to know each other.

A volunteer from the American Planning Association's Northern California chapter organized and provided the materials a children's table. The children's table had materials for kids to build a park or a healthy community. This table was very valuable in allowing parents to stop and participate in the booth activities.



Intersection Repair Mural

Through a collaboration between Building Healthy Communities – East Salinas, the City of Salinas, Raimi + Associates, and the Urban Arts Collaborative (UAC), we selected an intersection in the Alisal that could benefit from slower car travel speeds and beautification. The intersection of East Alisal and Wood Street was selected for an “intersection repair” – a mural right in the intersection. The City provided UAC with the street dimensions and the artists collaboratively designed a beautiful mandala to represent East Salinas. The City approved the design and cleaned the street so that UAC artists and Ciclovía attendees could paint the mural during the event.

Below is a description of the mural entitled “The Hands of Our Labor” written by UAC:

The hands pointing east symbolize the community members sharing the harvest of the Salinas Valley. Through their efforts of each individual with their hands in the ground; people from around the world get to enjoy the bounty of our land.

The hummingbird symbolize the sweetness of life, forward motion, she is protecting the fruit; she cross pollinated plants; hummingbirds move fast like farm workers to get the get the job done.

The four corners represent the symbol (as the hummingbird flies it uses its time in a productive efficient, proactive and meaningful ways. Being able to move in all directions while moving its wings faster than the eye can make out, that type of energy and versatility are representations of the capacity of the farm workers out in the fields. Sunflower symbolize adoration, loyalty, and longevity; provides energy in form of nourishment and vibrant mirrors the sun heat and light.

The Urban Art Collaborative Intersection Repair Participants included:

- Jesus Garcilazo
- Angel Nicholas Gonzalez
- Juan-Carlos Gonzalez
- Efrain Jimenez
- Giovanni Jimenez
- Rudy Jimenez
- Diana Renteria
- Liz Ruvalcaba
- Luis Rod



How can we create a healthier and more vibrant Alisal?
¿Cómo podemos crear un Alisal mas saludable y vibrante?





raimi+associates
the nature of community



raimi+associates
the nature of community

Pedestrian & Bicycle Safety

Seguridad de Peatones y Ciclistas

What would make each intersection safer and more usable?

STEP 1: Look at the street intersection closely and read “About the Intersection”

STEP 2: Think about measures that would make this intersection safer. *Feel free to refer to the “Street Improvement Measures” booklet located at the table for some examples*

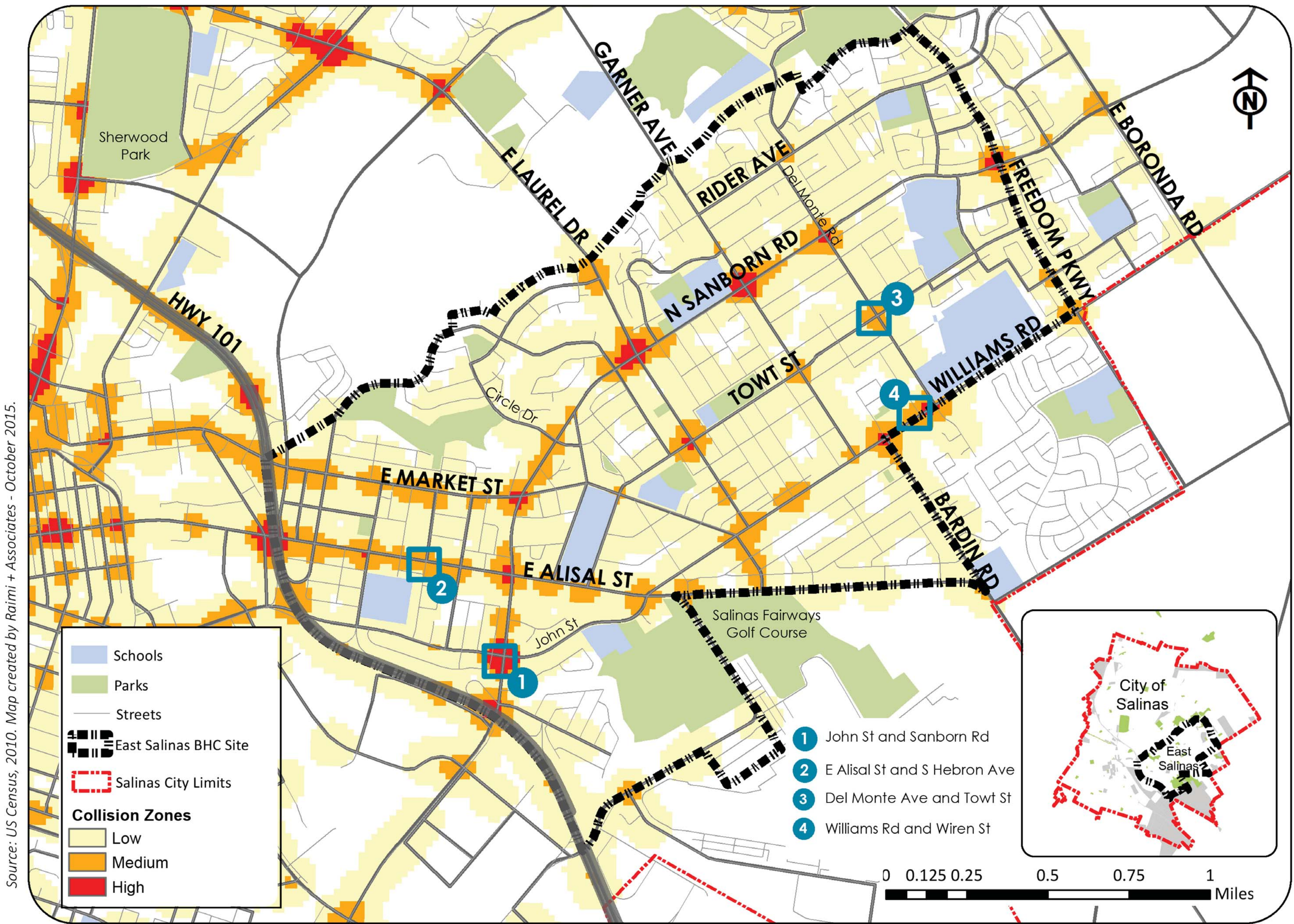
STEP 3: Place any *Street Improvement Measure stickers* that you would like to see implemented directly on the map

¿Qué haría que cada intersección más seguro y más fácil de usar?

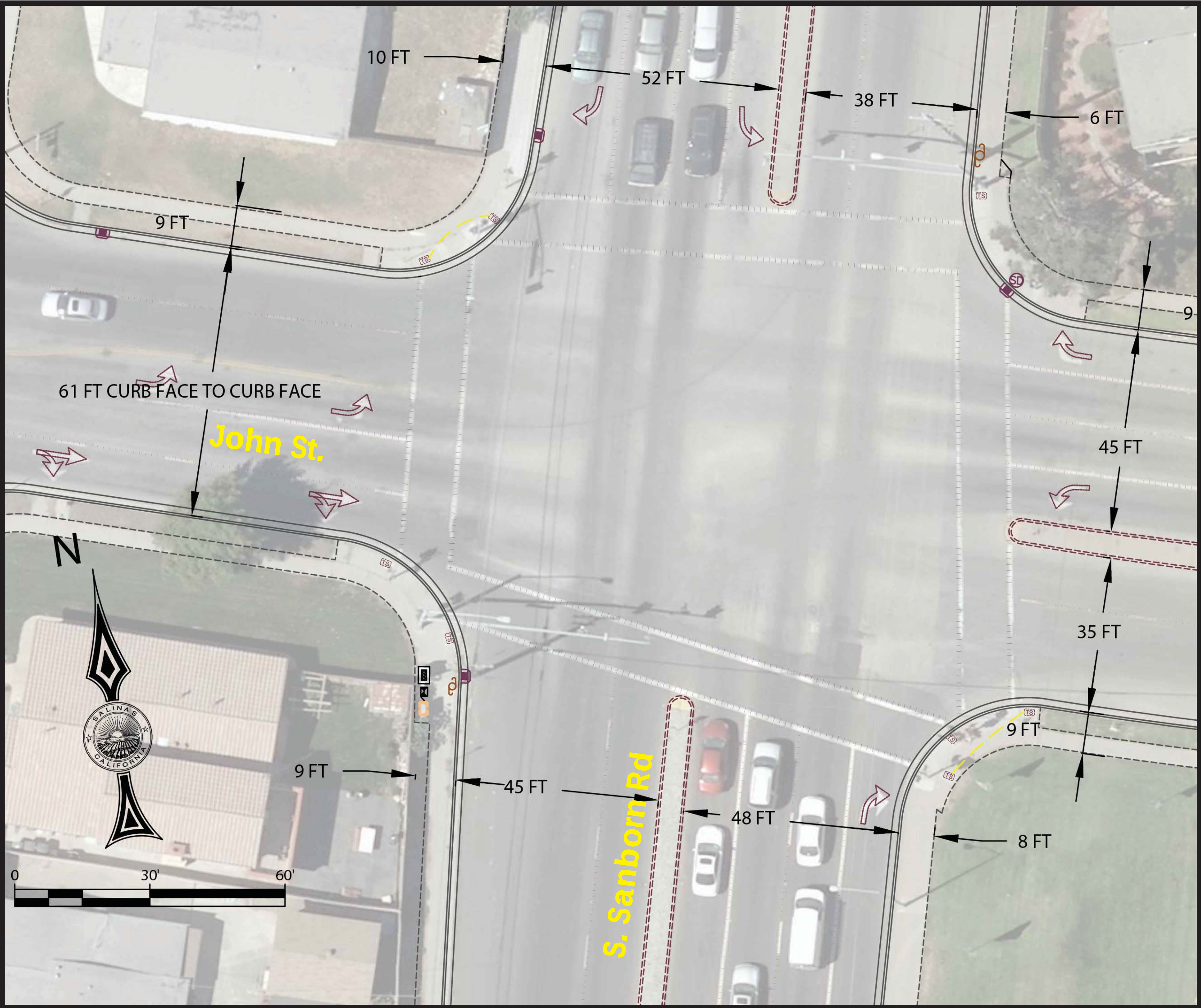
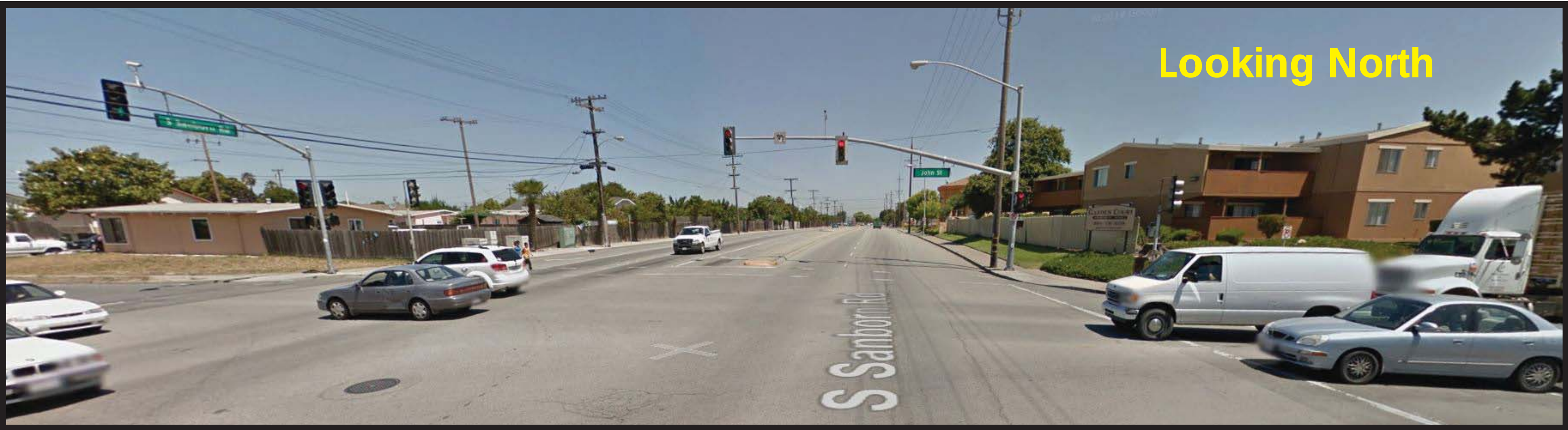
PASO 1: Mire la intersección y lea “Sobre la intersección”

PASO 2: Piense en las medidas que harían esta intersección más segura. Para ver algunos ejemplos. consulte el folleto “Medidas para el Mejoramiento de Calles” ubicado en la mesa

PASO 3: Coloque directamente en el mapa calcamonias de Medidas para el Mejoramiento de Calles que le gustaría ver implementadas



All Pedestrian and Bike Collisions in East Salinas, CA (2004-2014)



About the Intersection

Surroundings: Multifamily residential, Econo Lodge motel, Valero gas station, market & liquor store, auto accessories, fast food restaurants (Little Ceasars Pizza, Burger King, etc.)

	John St (East-West)	S. Sanborn Rd. (North-South)
Number of lanes:	2 way traffic, 2 travel lanes in each direction, R&L turn lanes, median on E segment.	2 way traffic, 2 travel lanes in each direction, R&L turn lanes, median on N & S segment.
Street Parking:	None	None
Traffic Signal:	No Left turn signals	Left turn signals in both direction
Crosswalks:	Old and faded paint	Old and faded paint
ADA ramps:	NE: Single, SE: Double , NW: Double, SW: Single	
Bike Lanes:	None	None
Trees/Landscaping:	Minimal street trees	None
Speed Limit:	35mph	35mph

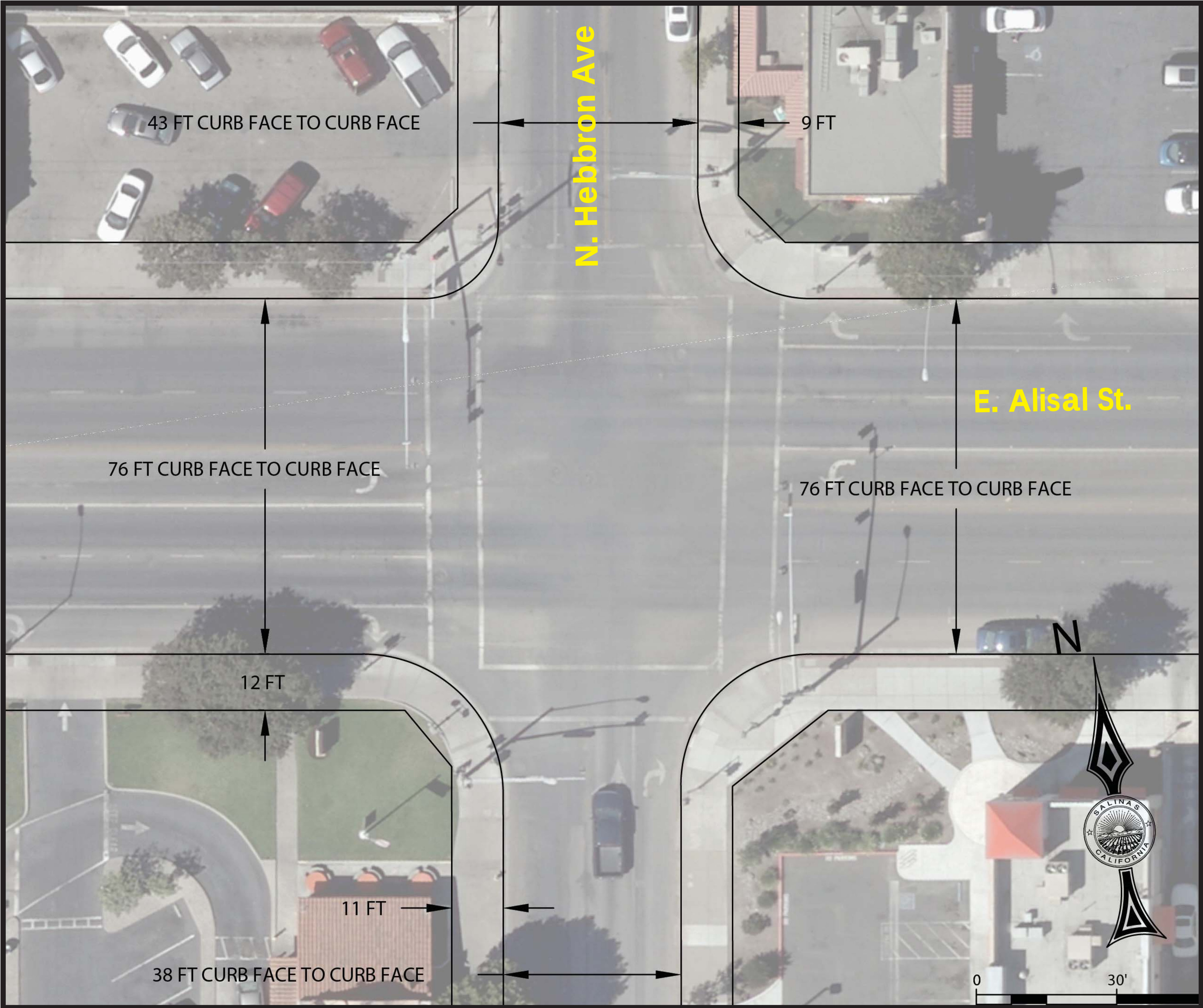
Sobre la Intersección

Alrededores: Residencial multi-familia, negocios: Econo Lodge motel, gasolinera Valero, de mercado y tienda de licores, accesorios de automóviles, restaurantes de comida rápida (Little Ceasars Pizza, Burger King)

	John St (Este-Oeste)	S. Sanborn Rd. (Norte-Sur)
Número de carriles:	Transito en doble circulación, 2 carriles de circulación en cada sentido, carril de giro a la derecha y a la izquierda, mediana en el segmento E.	Transito en doble circulación, 2 carriles de circulación en cada sentido, carril de giro a la derecha y a la izquierda, mediana en el segmento N y S.
Estacionamiento en la calle:	Ninguno	Ninguno
Señal de trafico:	No hay señales de giro a la izquierda	Si hay señales de giro
Paso de peatones:	Pintura vieja y desvanecida	Pintura vieja y desvanecida
Rampas en banquetas:	NE: Una, SE: Doble , NO: Double, SO: Una	
Carriles de bicicletas:	Ninguno	Ninguno
Árboles	Pocos árboles	Ninguno
Límite de velocidad:	35mph	35mph

2

E. Alisal Street & N. Hebbron Ave.



About the intersection

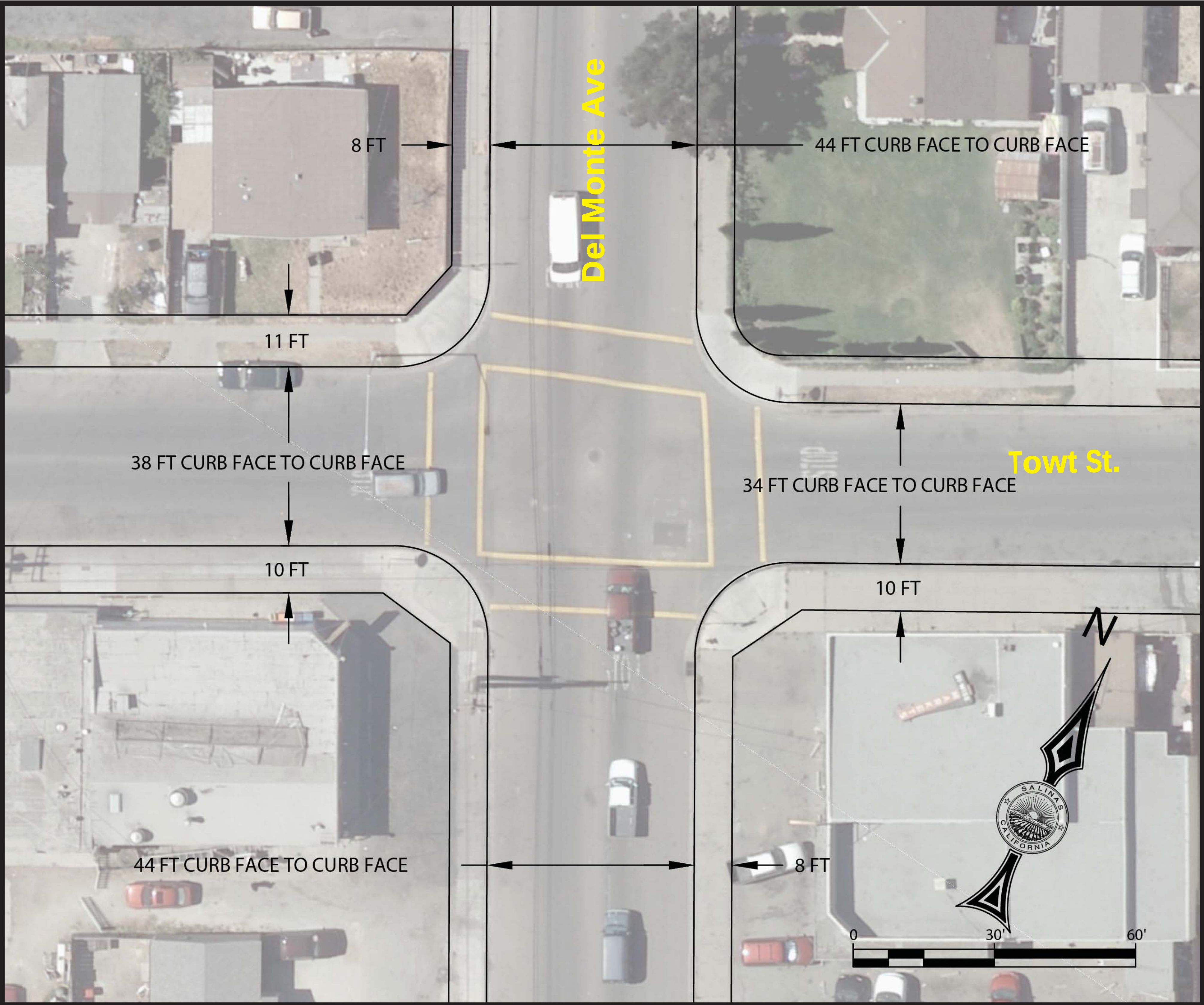
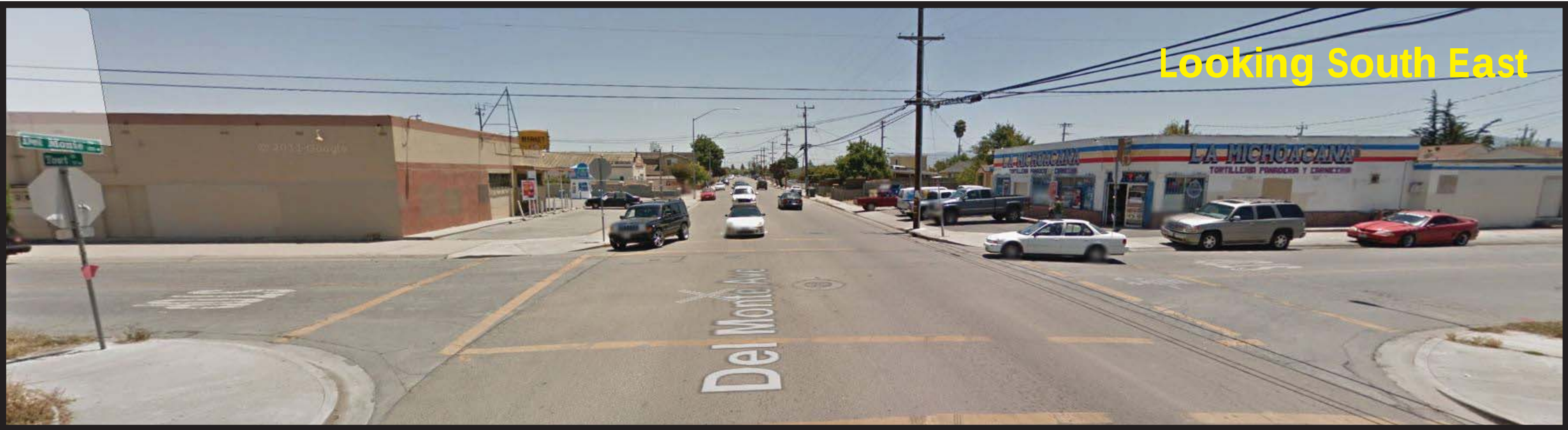
Surroundings: Residential and commercial. Fast Food restaurants (KFC, Taco Bell, Wienerschnitzel), local businesses (bridal shops, produce markets, Alisal Pizzeria, El Pollo Dorado, Payless, Salinas Furniture, Indoor Swap Meet), WIC, Goodwill, etc.

	Alisal St. (East-West)	Hebbron Ave. (North-South)
Number of lanes:	2 way traffic, 2 travel lanes in each direction, R&L turn lanes	2 way traffic, 1 travel lanes in each direction, R&L turn lanes
Street Parking:	Yes	Yes
Traffic Signal:	Left turn signals in both direction	No Left turn signals
Crosswalks:	Old and faded paint	Old and faded paint
ADA ramps:	Single curb cuts at each corner	
Bike Lanes:	None	None
Trees/Landscaping:	Minimal street trees	Minimal street trees
Speed Limit:	35mph	35mph

Sobre la Intersección

Alrededores: Residencial multi-familia, restaurantes de comida rápida (KFC, Taco Bell, Wienerschnitzel), empresas locales (tiendas de novias, producen mercados, Alisal Pizzeria, El Pollo Dorado, Payless, Salinas de muebles, de Swap Meet cubierta), WIC, Goodwill, etc.

	Alisal St. (Este-Oeste)	Hebbron Ave. (Norte-Sur)
Número de carriles:	Transito en doble circulación, 2 carriles de circulación en cada sentido, carril de giro a la derecha y a la izquierda.	Transito en doble circulación, 2 carriles de circulación en cada sentido, carril de giro a la derecha y a la izquierda.
Estacionamiento en la calle:	Si	Si
Señal de trafico:	Si hay señales de giro	No hay señales de giro a la izquierda
Paso de peatones:	Pintura vieja y desvanecida	Pintura vieja y desvanecida
Rampas en banquetas:	Uno en cada esquina	
Carriles de bicicletas:	Ninguno	Ninguno
Árboles	Pocos árboles	Pocos árboles
Límite de velocidad:	35mph	35mph



About the Intersection

Surroundings: Multi-family residential, La Michoacana Bakery, Fruteria la Mexicana, Alisal High School, Alisal Community School, Alisal Family Resource Center

	Del Monte Ave.	Towt St.
Number of lanes:	2 way traffic, 1 travel lanes in each direction	2 way traffic, 1 travel lanes in each direction
Street Parking:	Yes	Yes
Traffic Signal:	Four way stop sign	
Crosswalks:	Old and faded paint	Old and faded paint
ADA ramps:	Single curb cuts at each corner	
Bike Lanes:	None	None
Trees/Landscaping:	Minimal street trees	Minimal street trees
Speed Limit:	25mph. No visible speed limit signs.	25mph. No visible signs speed limit signs.

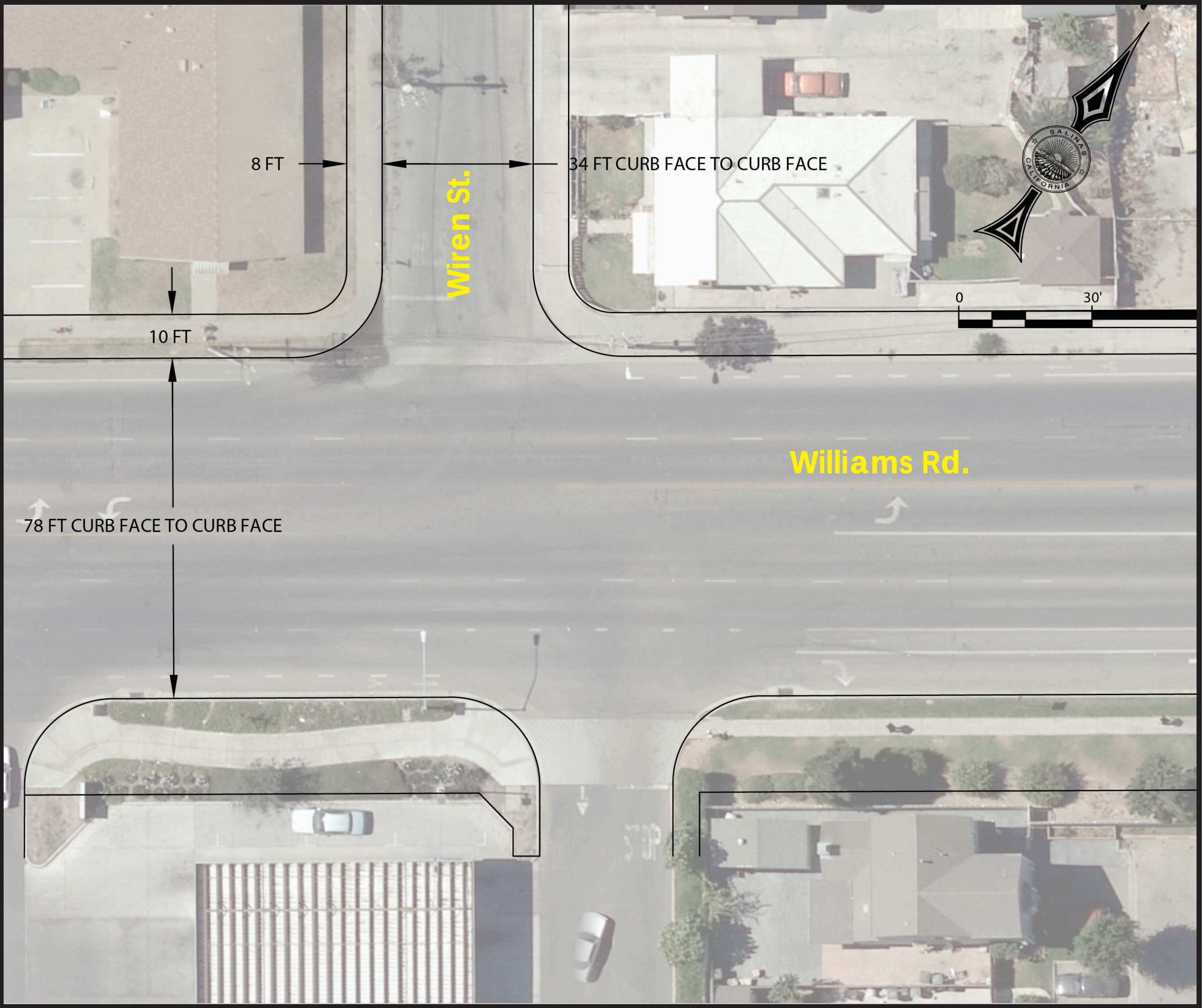
Sobre la Intersección

Alrededores: Residencial multi-familia, La Michoacana Bakery, Fruteria la Mexicana, Alisal High School, Alisal Community School, Alisal Family Resource Center

	Del Monte Ave.	Towt St.
Número de carriles:	Transito en doble circulación, 1 carril de circulación en cada sentido	Transito en doble circulación, 1 carril de circulación en cada sentido
Estacionamiento en la calle:	Yes	Yes
Señal de trafico:	Parada de cuatro vías con señal de alto	
Paso de peatones:	Pintura vieja y desvanecida	Pintura vieja y desvanecida
Rampas en banquetas:	Uno en cada esquina	
Carriles de bicicletas:	Ninguno	Ninguno
Árboles	Pocos árboles	Pocos árboles
Límite de velocidad:	25mph. Ningun letrero de velocidad.	35mph. Ningun letrero de velocidad.

4

Williams Road & Wiren Street



About the Intersection			Sobre la Intersección		
Surroundings: Multifamily residential, Commercial Plaza (McDonalds, Super Taqueria, Subway, RideAid, DC Fashion Mart, etc.), ARCO, Cesar Chavez Library, Alisal Community School, Alisal Family Resource Center, Alisal High School.			Alrededores: Residencial multi-familiar, Plaza Comercial (McDonalds, Super Taqueria, Subway, RideAid, DC Fashion Mart, etc.), gasolinera ARCO, Cesar Chavez Library, Alisal Community School, Alisal Family Resource Center, Alisal High School.		
	<u>Williams Rd</u>	<u>Wiren St.</u>		<u>Williams Rd.</u>	<u>Wiren St.</u>
Number of lanes:	2 way traffic, 2 travel lanes in each direction, R&L turn lanes	2 way traffic, 1 travel lane in each direction	Número de carriles:	Transito en doble circulación, 2 carriles de circulación en cada sentido, carril de giro a la derecha y a la izquierda	Transito en doble circulación, 1 carril de circulación en cada sentido
Street Parking:	None	Yes	Estacionamiento en la calle:	Ninguno	Si
Traffic Signal:	None	Stop sign	Señal de trafico::	Ninguno	Parada con señal de alto
Crosswalks:	None	Old and faded paint, broken sidewalk, craked cement.	Paso de peatones:	Pintura vieja y desvanecida	Pintura vieja y desvanecida, banquetas y crucero quebrado
ADA ramps:	None		Rampas en banquetas:	Ninguna	
Bike Lanes:	Yes, faded paint and ends one block down	None	Carriles de bicicletas:	Si, pintura vieja y termina en una cuadra	Ninguno
Trees/Landscaping:	Minimal street trees	None	Árboles	Pocos árboles	Ninguno
Speed Limit:	35mph	25mph	Límite de velocidad:	35mph	25mph

street IMPROVEMENT measures



This document was prepared by Raimi + Associates for Building Healthy Communities - East Salinas with support from The California Endowment.

Sources

Catherine Berthod, Engineer And Urban Planner, Ministère Des Transports Du Québec, and Presentation Prepared For The Session. Traffic Calming Speed Humps and Speed Cushions (n.d.): n. pag. Nacto.org. Web.

"Traffic Calming 101 - Project for Public Spaces." Project for Public Spaces. N.p., n.d. Web. 14 Oct. 2015.

1 diagonal parking



BENEFITS

- Increases number of parking spaces
- Simple and inexpensive
- Changes both the perception and the function of a street
- Shortens the "peering distance" for people crossing the street
- Drivers must increase awareness of cars and pedestrians
- Narrows width of travel lane and or removes a travel lane



2 crosswalk warning lights



BENEFITS

- Alerts drivers of pedestrian crosswalk (especially at night)
- Increases safety and yield rates at uncontrolled crosswalks
- Great and easy way to increase walkability in a community without significant infrastructure changes

3 widening sidewalks or narrowing streets

Wide Sidewalk



Road Diet



BENEFITS

- Narrowing lanes and widening sidewalks eases crossing for pedestrians and gives them more space to walk
- Lanes can be changed from cars to public transit and/or bike lanes
- Traffic lanes can be transformed into bicycle lanes
- All street lanes can be narrowed together to create more room for non-auto uses
- Vertical elements like trees or bollards further reduce the “optical width” of a narrowed street, thereby discouraging speeding



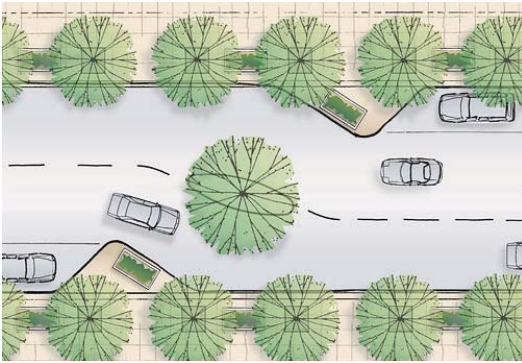
4 bulbs, chokers, neckdowns



BENEFITS

- Shortens the crossing distance
- Defines parking bays
- Function as entry points
- Deflects through traffic at a corner
- Provide space for amenities and enhancements (e.g. kiosks, trees, lighting)
- Chokers are easily negotiable by large vehicles (such as fire trucks)
- If designed well, they can have positive aesthetic value
- They reduce both speeds and volumes

5 chicanes



BENEFITS

- Narrow, curving roads encourage motorists to drive more slowly and carefully
- An undulating path interrupts any clear view ahead and compels drivers to slow down
- Chicanes can be formed using sculpture, plantings and parking to enhance the appearance and function of a street
- Chicanes discourage high speeds by forcing horizontal deflection
- Chicanes are best used on narrow roads, to prevent cars from swinging out to maintain their speed around the bends
- They are easily negotiable by large vehicles (such as fire trucks) except under heavy traffic conditions

6 roundabouts



BENEFITS

- Create a "calmed," steady flow of traffic
- Reduction in conflict points, which can lead to fewer accidents
- Traffic signals are not customarily required (although traffic control signs are prominent)
- Roundabouts can moderate traffic speeds on an arterial
- Aesthetically pleasing if well landscaped
- Enhanced safety compared to traffic signals
- Can minimize queuing at the approaches to the intersection
- Less expensive to operate than traffic signals

8 raised center medians and crosswalks



BENEFITS

- Curtail vehicle space (medians)
- Improve safety for both pedestrians and vehicles (medians and crosswalks)
- Provide a safe in-between refuge for pedestrians as they make their way across the street, split up a lengthy curb-to-curb distance (especially helpful for people who cannot move quickly) (medians)
- They can have positive aesthetic value with trees, flowers, sculptures, paint, pavers, lights, and other amenities (medians and crosswalk)
- Effective in reducing speeds (medians)
- Designate crosswalk as a legal and safe space for pedestrians
- Medians are especially useful on wide streets

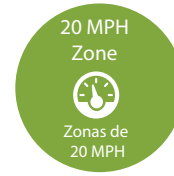
9 Radar Speed Signs



BENEFITS

- Effectively slows traffic down
- Can be mobile/temporary
- Makes drivers aware of speeding

10 20 MPH Zones



If pedestrians are hit by a:



BENEFITS

- Reduces the number of casualties
- Reduces fuel usage
- 20mph limits are most appropriate for roads where average speeds are already low, and the guidance suggests below 20 mph
- Less congestion on city streets



11 road humps, speed tables, cushions

Road Humps

Topes

BENEFITS

- Proven, lasting effectiveness at reducing speed
- Speed cushions do not present any notable disadvantages for emergency vehicles
- At an intersection, a speed hump can serve as a raised crosswalk. When it extends across an entire intersection, it acts as a raised intersection
- Good effectiveness at moderate cost compared to other traffic calming measures
- Visual and tactile way to slow down traffic



medidas para EL MEJORAMIENTO de calles



The
California
Endowment



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Ciclovia Salinas



Where the Streets are Yours! ¡Donde las Calles son Suyas!

Este documento fue preparado por Raimi + Associates para Construyendo Comunidades Saludables en el Este de Salinas con el apoyo de The California Endowment.

Bibliografía

Catherine Berthod, Engineer And Urban Planner, Ministère Des Transports Du Québec, and Presentation Prepared For The Session. Traffic Calming Speed Humps and Speed Cushions (n.d.): n. pag. Nacto.org. Web.

"Traffic Calming 101 - Project for Public Spaces." Project for Public Spaces. N.p., n.d. Web. 14 Oct. 2015.

1 Estacionamiento diagonal



BENEFICIOS

- Aumenta el número de estacionamiento
- Fácil y barato
- Cambia tanto la percepción y la función de una calle
- Acorta la "distancia de la mirada" para las personas que cruzan la calle
- Los conductores deben aumentar el conocimiento de los coches y los peatones
- Disminuye lo ancho del carril de circulación y o elimina un carril de circulación



2 luces de advertencia del paso de peatones



BENEFICIOS

- Alerta a los conductores del paso de peatones (especialmente por la noche)
- Aumenta la seguridad y el índice de ceder el paso en los cruces peatonales no controlados
- Manera excelente y fácil para aumentar la posibilidad de caminar en una comunidad sin cambios significativos de infraestructura

3 banquetas amplias o calles estrechas

Wide Sidewalk



Banquetas Amplias

Road Diet



Calles Estrechas

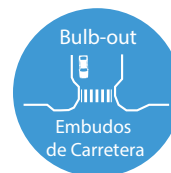
BENEFICIOS

- Alivia el cruce para los peatones y les da más espacio para caminar
- Los carriles de tráfico se pueden cambiar de automóviles a transporte público y / o carriles de bicicleta
- Todos los carriles de la calle pueden ser reducidos para crear más espacio para usos no automóviles
- Los elementos verticales como árboles o bolardos reducen el "ancho Óptico" de una calle estrecha, con lo que desalienta aumentar la velocidad



4

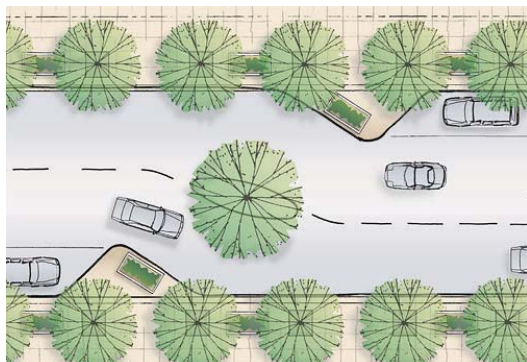
embudos y estrechamientos de carretera



BENEFICIOS

- Acortan la distancia de cruce
- Definen puestos de estacionamiento
- Funcionan como puntos de entrada
- Desvían el tráfico en una esquina
- Proporcionan espacio para instalaciones y mejoras (por ejemplo, kioscos, árboles, iluminación)
- Embudos son fácilmente negociables por vehículos de gran tamaño (como camiones de bomberos)
- Si se diseñan bien, pueden tener valor estético positivo
- Reducen velocidades y volúmenes

5 chicanas



BENEFICIOS

- Carreteras curvadas estrechas animan a los automovilistas a conducir más despacio y con cuidado
- Un camino ondulante interrumpe cualquier vista libre y obliga a los conductores a reducir la velocidad
- Las chicanas se pueden formar usando escultura, plantaciones y estacionamiento para mejorar la apariencia y función de una calle
- Las chicanas desalientan altas velocidades al forzar desviación horizontal
- Las chicanas son mejor utilizadas en las carreteras estrechas para evitar que los coches se salgan hacia afuera al mantener su velocidad en las curvas
- Son fácilmente negociables por vehículos de gran tamaño (como camiones de bomberos), excepto bajo condiciones de tráfico pesado

6 rotondas/glorietas



BENEFICIOS

- Crean un "calmado", el flujo constante de tráfico
- Reducción de los puntos de conflicto, que puede conducir a menos accidentes
- No se requieren habitualmente las señales de tráfico (aunque las señales de control de tráfico son prominentes)
- Las rotondas/glorietas pueden moderar la velocidad del tráfico en un arterial
- Estéticamente agradable si bien ajardinada
- Mejora de la seguridad en comparación con las señales de tráfico
- Puede reducir las colas en los accesos a la intersección
- Menos costoso de operar que las señales de tráfico

8 medianas elevadas y paso de peatones



BENEFICIOS

- Las medianas restringen el espacio del vehículo
- Las medianas y pasos de peatones mejoran la seguridad tanto para los peatones y vehículos
- Las medianas proporcionan un refugio intermediario para los peatones, ya que hacen su camino a salvo al otro lado de la calle, dividen una distancia larga de banqueta a banqueta (especialmente útil para las personas que no pueden moverse rápidamente)
- Las medianas y pasos de peatones pueden tener valor estético positivo con árboles, flores, esculturas, pinturas, adoquines, luces y otros servicios.
- Las medianas son efectivas en la reducción de las velocidades
- El cruce peatonal designado como un espacio legal y seguro para los peatones
- Las medianas son especialmente útiles en las calles anchas

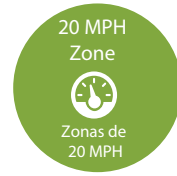
9 radares de límite de velocidad



BENEFICIOS

- Efectivamente desacelera el tráfico
- Puede ser móvil / temporal
- Hace conductores conscientes del exceso de velocidad

10 zonas de 20 MPH



If pedestrians are hit by a:



BENEFICIOS

- Reducen el número de víctimas
- Reducen el consumo de combustible
- Límites de 20 mph son los más apropiados para las carreteras donde la velocidad media ya es baja, y la guía sugiere bajo 20 mph.
- Menos congestión en calles de la ciudad



11 topes, mesas de velocidad, cojines de velocidad

Road Humps

Topes

BENEFICIOS

- Eficiencia durable en reducir la velocidad
- Cojines de velocidad no presentan desventajas notables para los vehículos de emergencia
- En cualquier intersección, un tope puede servir como cruces peatonales elevados. Cuando se extiende a través de toda una intersección, actúa como una intersección elevada.
- Eficiente en costo moderado en comparación con otras medidas de templado de tráfico
- Baja la velocidad del tráfico de manera táctil y visual



