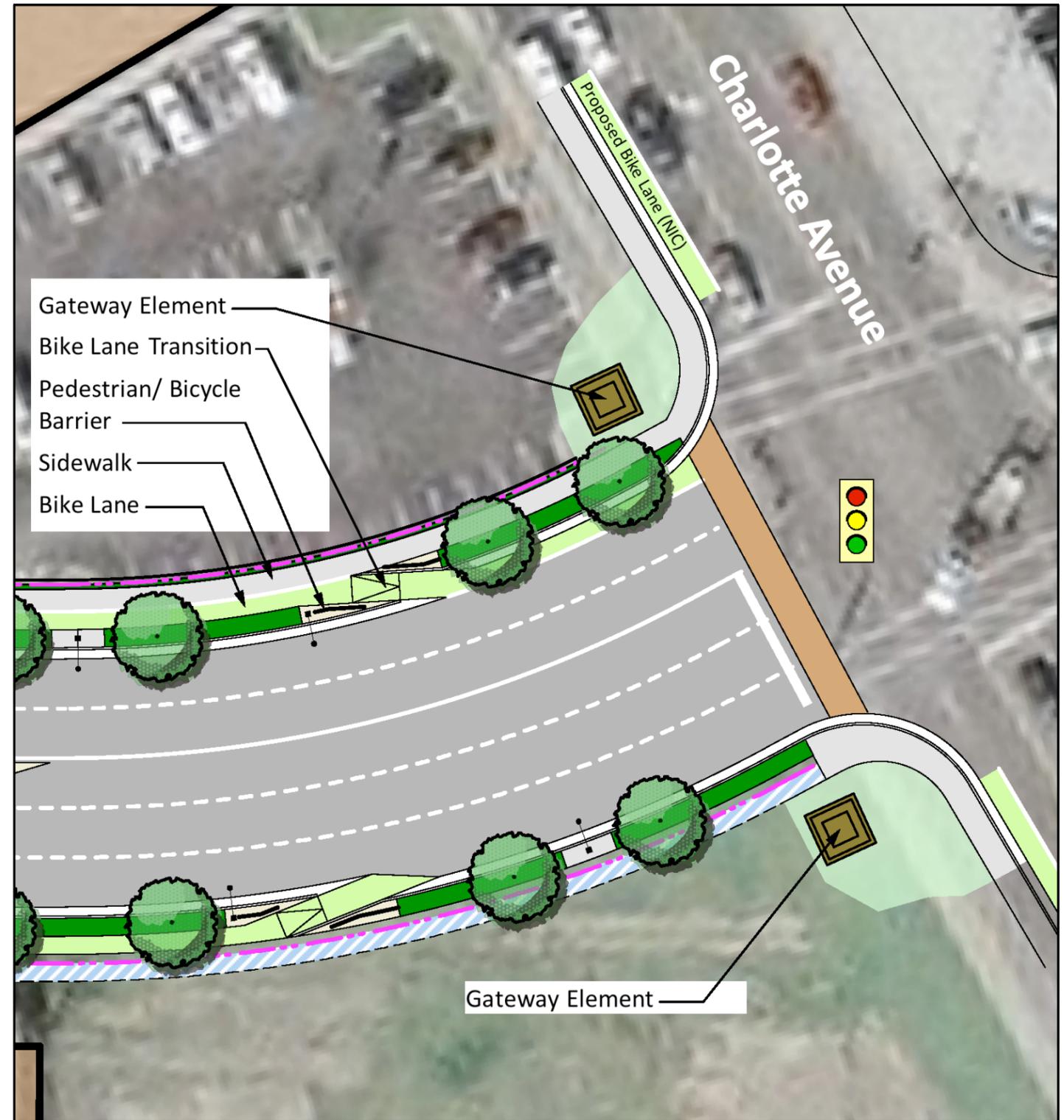
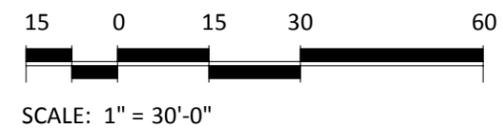


@ 31st Avenue/ Park Place



@ Charlotte Avenue

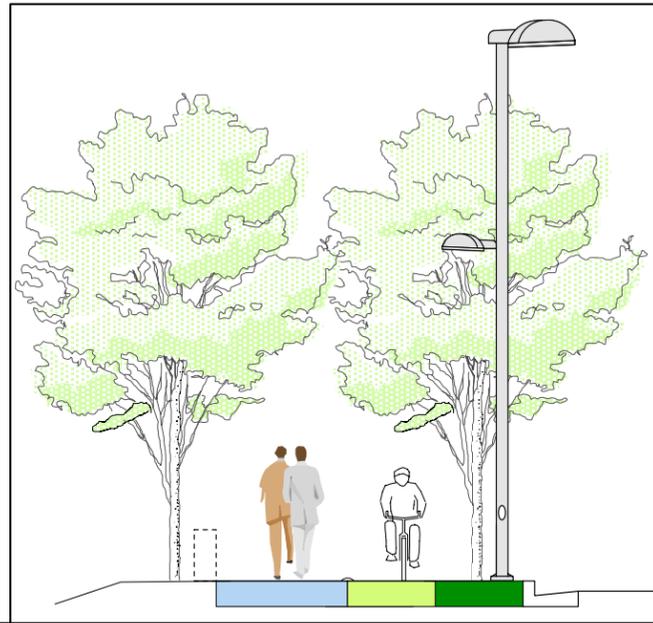


GRESHAM  
SMITH AND  
PARTNERS



Hawkins Partners, Inc.  
landscape architects

2010-6-18



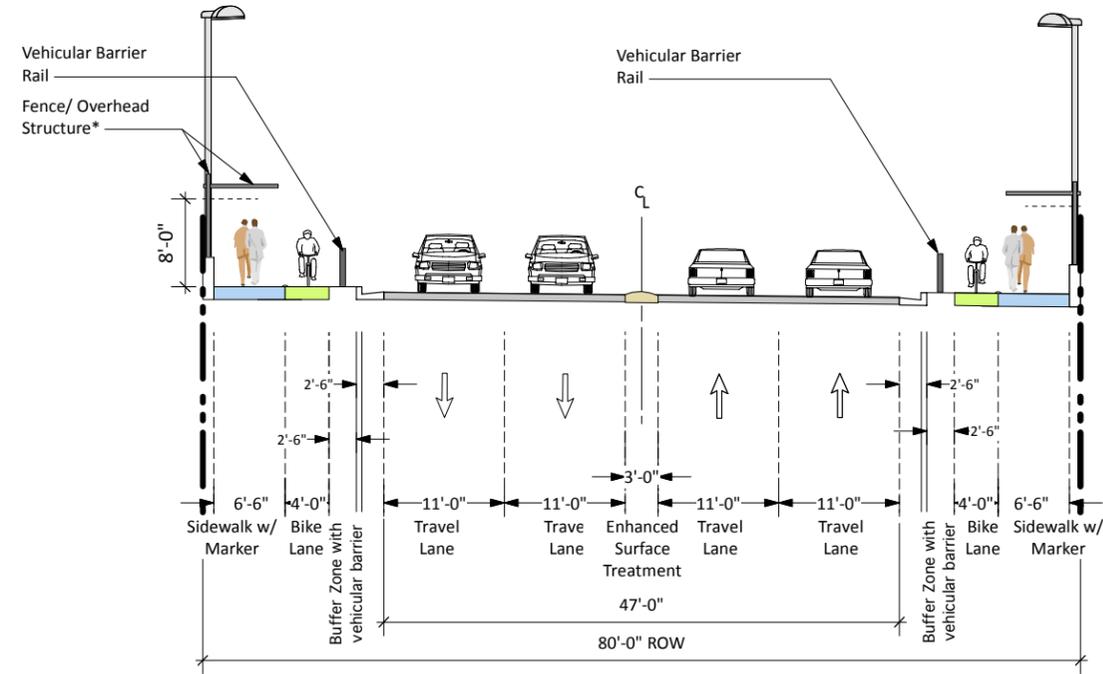
### Bike/ Ped Separated Path

The 28th Avenue Connector incorporates a recommendation for a Bike/Ped Separated Path on each side of the main road. The pedestrian and cyclist are physically separated from the travel lanes by vertical separation (curb height) and by horizontal separation (a landscape buffer area or vehicular rail buffer). Bicyclists transition into wider travel lanes at the primary intersections.

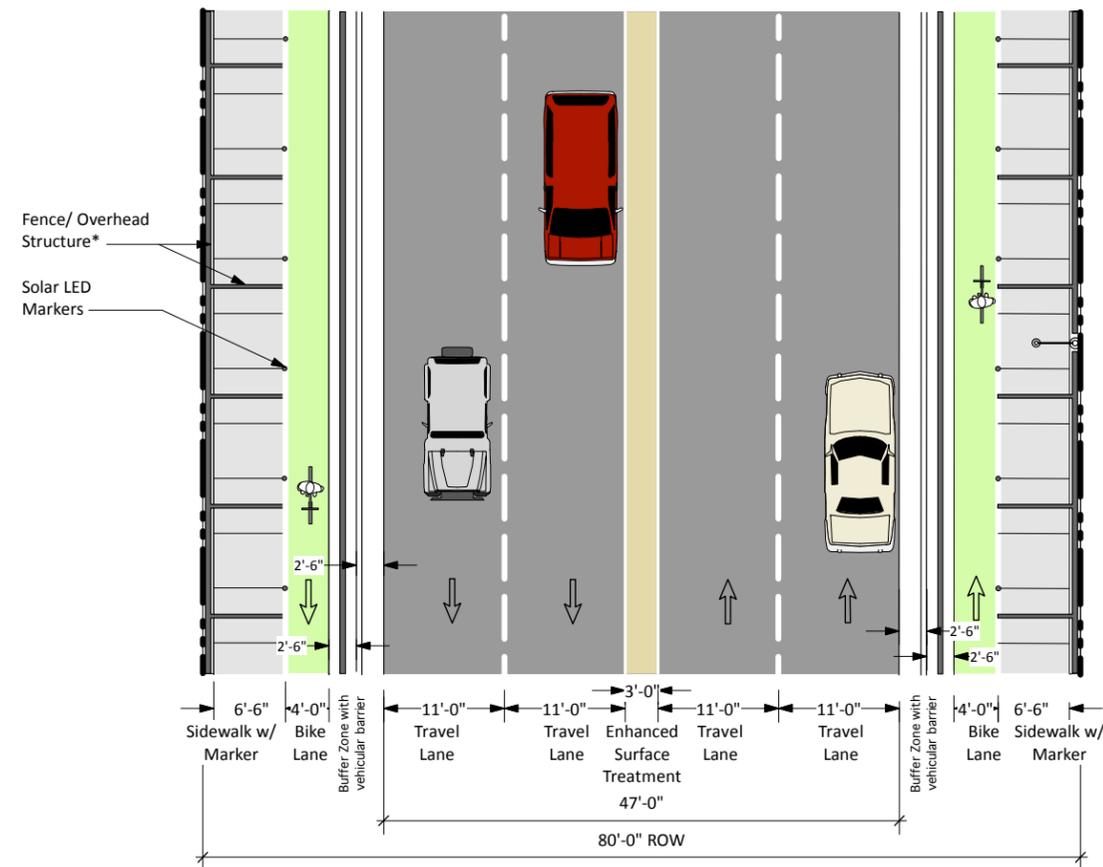
Refer to Sections 1-3 for Typical Cross-sections of the proposed roadway. Variations on the Standard Section (Section #2) occur at the Transition Zones near the intersections of 31st Ave/ Park Place and Charlotte Avenue. Refer to Sheet 2 for Detailed Plans of the respective Transition Zones.

#### Considerations:

- + Buffer zone barrier between travel lanes and bike/sidewalk provides better sense of safety and security for cyclists and pedestrians
  - + Limited number of intersections/driveways allow for minimal vehicular conflicts
  - + Narrower perceived roadway width due to narrower continuous paved cross section (59')
  - + Perceived "borrowed" space having sidewalk and bike lane adjacent to one another
  - + Adding solar LED road studs as lane markers between bike lane and sidewalk add physical demarcation, perceived reduced conflict
  - + Width could allow for planter zone which can accommodate trees
  - + Stormwater: center median and lower side planting zone can be rain garden to accommodate stormwater
  - + Reduced maintenance cost for bike lane – less debris, less wear and tear
- Bike lanes next to sidewalk could result in conflicts
  - Separation of bike lanes from roadway results in conflicts at intersections and driveways. (However, there will be only one intersection and few private driveways in the project)
  - Cannot take advantage of the 2' gutter width on both sides – added to travel lane



\* Public Art opportunity



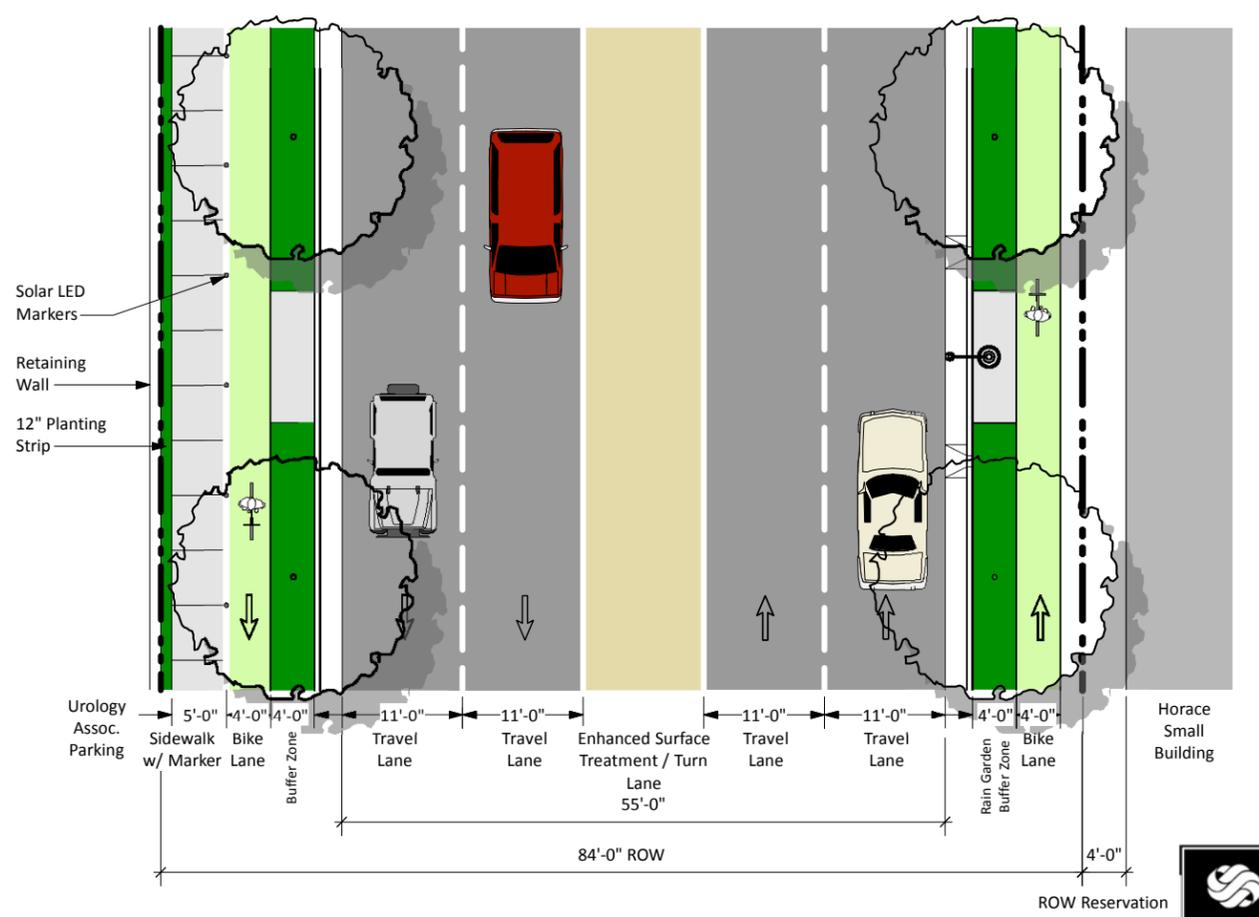
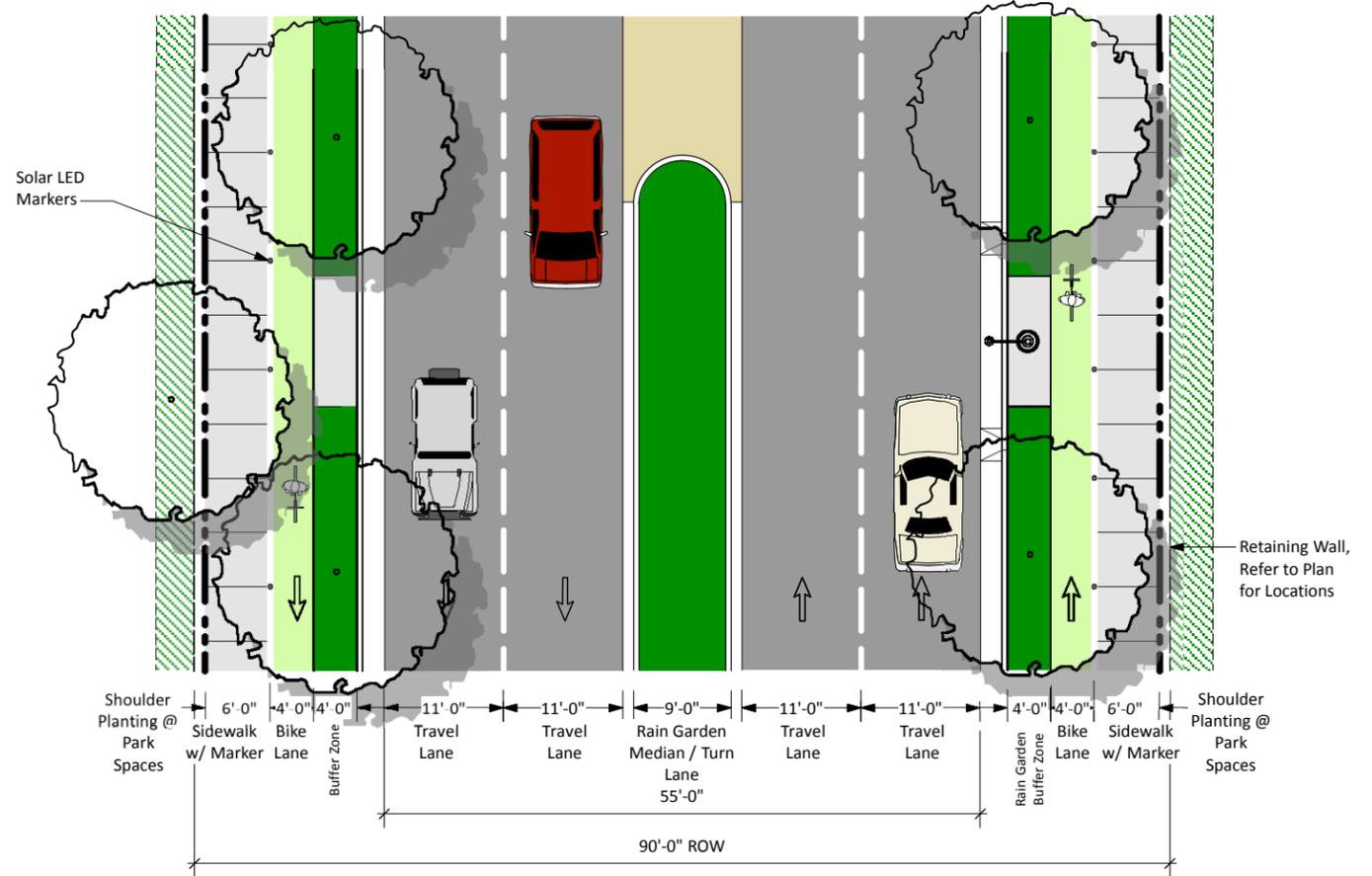
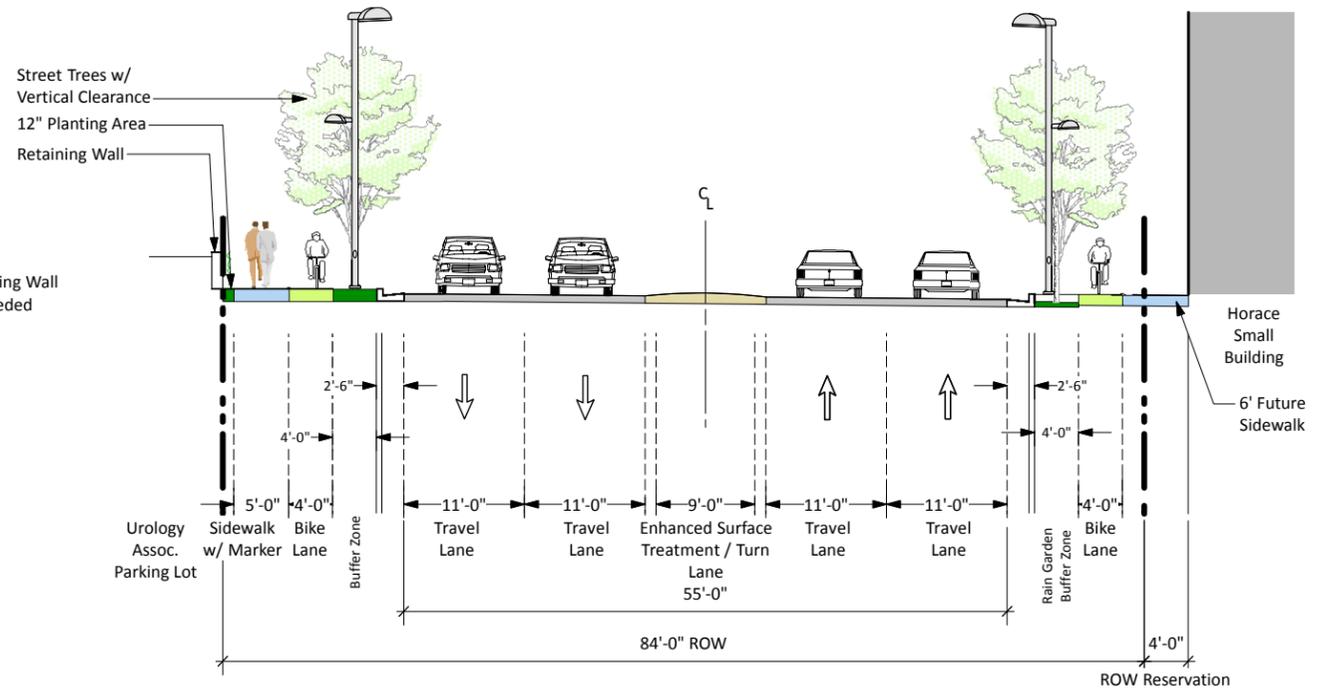
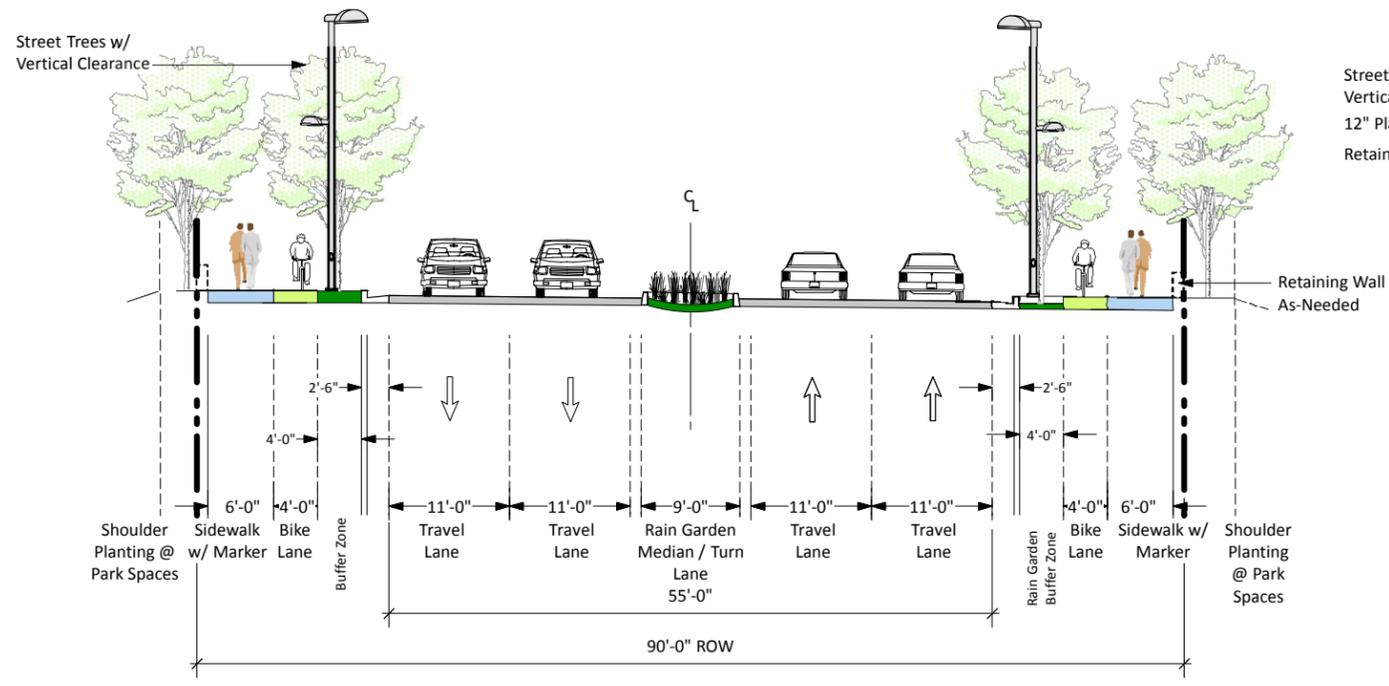
### SECTION 1: Bridge at CSX



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**SECTION 2: Standard Cross-section**

**SECTION 3: @ Urology Assoc./Horace Small Building**

