

S. Avondale / Kensington Traffic Calming / Bike Boulevard Tactical Urbanism Pilot Project

Intent

Given the increased amenities in and around Downtown Avondale Estates, some neighborhood streets are beginning to take on additional vehicular traffic. While a connected street grid is key to a good City, ensuring that the speed and volume of travel remains at a residential scale is key to the atmosphere and safety of the City's residential streets. From a design standpoint, many of the residential streets exhibit wider travel lanes, turn radii, and spaces much larger than the volume/scale they are actually intended to carry. This study utilizes South Avondale Road and Kensington Road as a pilot to test the opportunities to ameliorate these conditions to create a better pedestrian/cyclist/golf cart atmosphere. Of note, given the scale, connections, and desired speeds of this corridor, a Bicycle Boulevard, is a key component of this test fit. Bicycle Boulevards use signs, pavement markings, and speed and volume management to discourage through trips by motor vehicles to create a safe and convenient bike route.

This initial phase is strictly focused on a tactical urbanism approach. This means that the elements are generally temporary in order to help test what conditions work best. This will help determine the best approach for a permanent solution at a later phase. The information below reflect some of the elements and opportunities for the corridor. Some images show permanent examples that could replace the proposed temporary condition.

Traffic Calming & Amenity Elements

Striping / Marking

Striping: Utilized to help define narrower travel lane widths, parking areas, and non-travel areas.



Bike Boulevard Sharrow: Utilized to identify bike boulevard corridor while informing drivers and cyclist of path of travel for cyclist



Chicane: Chicanes slow drivers by alternating the travel lane width in certain areas along the corridor



Lane Shifts: Lane Shifts horizontally deflect vehicles by alternating travel lane width along the corridor in long spans to slow drivers and designate on-street parking areas



Signage

Reduced Speed Limit: Reduction to 20 mph corridor in order to allow cyclist and vehicles to travel at similar speeds

Bicycle Boulevard Signage: Added to street signs or speed limit signs to ensure all users are aware of the intent of this multi-modal corridor and to allow for a sense of place making

"Cyclist may use full lane": Typical of shared street conditions where the lane width is less than 14'. This ensure clarity to all users that a cyclist make occupy the center of the lane during travel



Vertical Elements

Raised Planters: A visual cue for drivers that helps identify non-vehicular areas. Help create a more desirable atmosphere for temporary streetscape applications while providing a buffer from travel



Wave Delineator: A visual cue to help define non-vehicular areas that are striped. Helps define path of travel and provides reflectivity at night. Less costly than raised planters.



Amenities

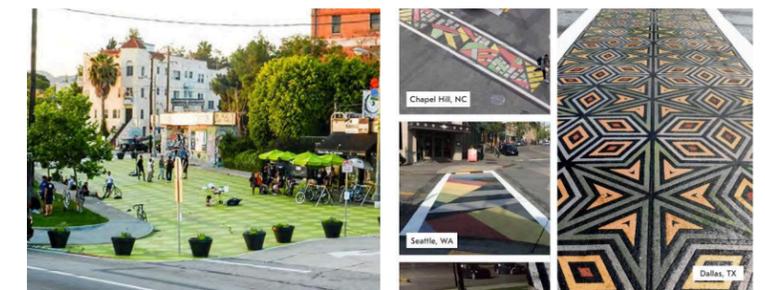
Bike Corral: Dedicated Bike Parking Area with "Fix-it" station



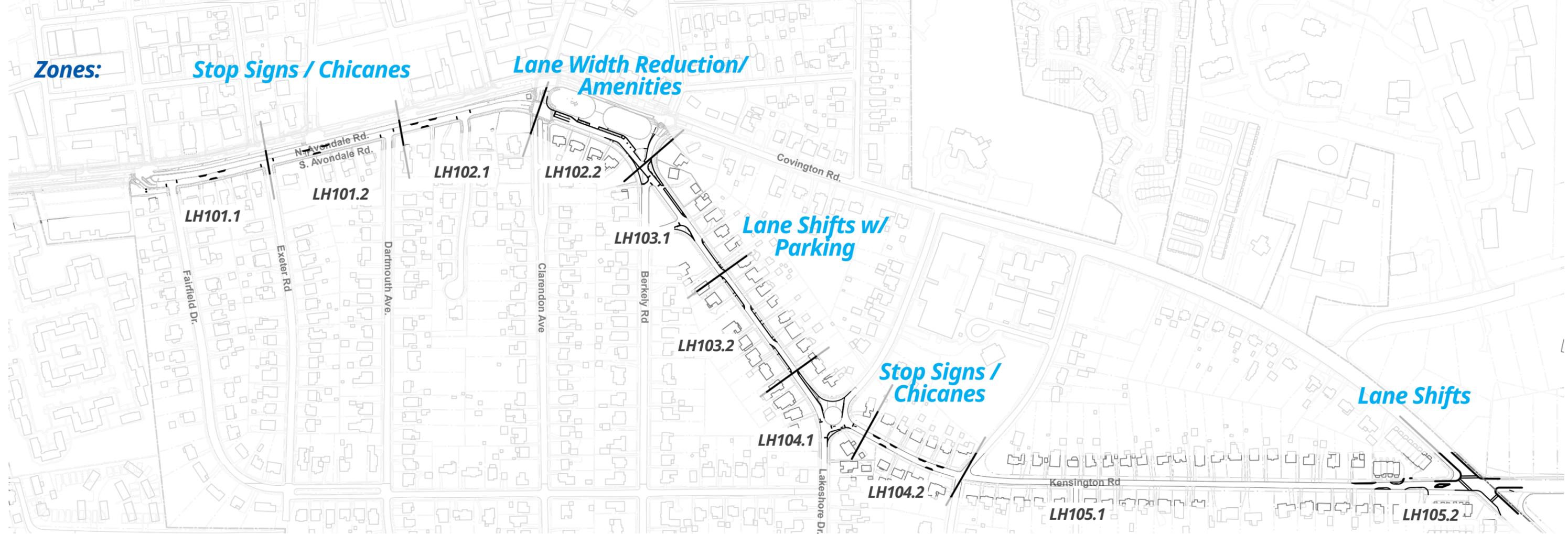
Golf Cart Parking: Dedicated golf-cart parking for easier access to Downtown without crossing N. Avondale



Public Art/Murals/Public Space: Many of the areas that will be striped off become opportunities for potential murals, public art, plants, and impromptu seating space



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General Notes

1. All Existing Speed Limit Signs to be replaced with "20 mph" signs
2. All existing stop bars or crosswalks to be re-striped as necessary
3. Utilize existing signage pole where possible
4. Plans are based on a survey and non-survey data, layout to be field verified.
5. All sign posts to be installed to allow for mounting of signs to face against direction of travel
6. All striping to be 6" wide per MUTCD standards unless otherwise stated.
7. Bicycle Boulevard Sign design TBD. Placeholder shown.
8. Center striping to be removed
9. Minimum two-way travel lane width: 22' maximum: 24'
10. Shop drawings of all vertical elements and required stencils to be provided by contractor

1. Take-offs (For preliminary pricing. Amounts to be verified per plans by contractor)

1. Thermoplastic Striping (includes stop bars, Crosswalks, Double-Yellow Striping)

1. Stop Bars (2' x 11' Typ.): 24 units
2. Crosswalk (See City for Typ Detail): 16 units
3. Double Yellow Striping: 65 LF

2. White Paint (Sherwin Williams Armorseal Tread-Plex or Equal)

1. Bike Boulevard Sharrows (12'-0" x 3'-8 Total Boundary, to be Stenciled): 20
2. Street Striping (6" Depth includes all boundary striping in roadway including parking edges): Approx. 3,704 Linear Feet
3. Golf Cart Parking Stencil (4' x 3' Typ.): 17 units
4. Small Dots for Pedestrian Walkway (1' 6" Diameter): 34 units
5. Pedestrian Symbol Dot (5' - 6" Diameter): 5 units
6. Diagonal 45 degree Striping (4' spacing, 6" depth): 15,000 Square Feet

3. Vertical Separator (Saris Wave Delineator as basis of design): 64 units

Refer to plans for counts on additional furniture and signage

