Site audit prompts

LAND USE, BUILDINGS, & PUBLIC SPACE

- 1. Land use character, recent changes
- 2. What are the access and parking demands of the surrounding land uses?
- 3. Land uses that cause physical or other barriers?
- 4. Land use relate well to
 - Street function
 - Sidewalk width/use
 - Street/landscape
 - Parking (on or off-street, auto or bike, loading)
- 5. Setback proportional to street width and building height
- 6. Non-movement spaces:
 - place to sit or stand and talk
 - sidewalk sales
 - sidewalk café
 - public spaces
- 7. Continuous street wall?
- 8. Infill potential?
- 9. Wayfinding signs, banners, neighborhood identity

WALKWAYS

- 1. Straight and continuous
- 2. Driveways consolidated, narrow, raised to sidewalk level
- Can three people walk together on sidewalk? Or wider?

- 4. Separated from street by parked cars, curbs or clearance
- 5. Space for sidewalk furniture, storefronts, more people, trees?
- 6. Not obstructed by utilities
- 7. Cross slopes not to exceed 1:48
- 8. Street lighting illuminate the sidewalk

STREET CROSSINGS

Design walking

- quick gait (5 fps)
- slower walker (3 fps)
- 1. <u>Crossings along desire lines, even</u> <u>midblock</u>
- 2. Crossings at all legs of intersection
- 3. Short crossing distances
- 4. Vehicle turn speed during crossings
- 5. Crossings and waiting area within sight triangle
- 6. Align crossings with paths, alleys, entrances
- 7. Median or refuge, min. 6 feet
- 8. Curb ramp width of crosswalk
- Level landing at top of curb ramp, flush transition at gutter, no ponding at base of ramp
- 10. How are uncontrolled crossings accounted for?









CYCLEWAYS

Design Cycling

- 2 teenagers riding together
- Fast commuter
- 1. <u>Low speed, low volume = simple</u> <u>facilities, cyclists merge with traffic</u>
- 2. <u>High speed, high volume = bike lanes,</u> <u>cycle tracks</u>
- 3. Route cyclists through intersections or conflict points
- 4. Bike boxes and mixing zones
- 5. Design addresses:
 - Right hook turns
 - Dooring
 - Hit from behind
 - Skinny tires
- **6.** Bike parking in visible locations and near destinations

PUBLIC TRANSPORT

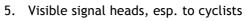
- Low speed, high volume = bus bulbs
- High speed, low volume = bus bays
- 1. Do bus drivers pull over at bus stop?
- 2. What do cyclists do when bus is at bus stop?
- 3. <u>Transit stops located to minimize walking</u> <u>distances</u>
- 4. Paved area at front and back doors
- 5. Shelters

SIGNALS

- 1. Predictable/natural signal phasing
- 2. Short cycle length to minimize delay
- 3. <u>Pedestrian interval in every cycle</u>
- 4. Fixed-time signals







- 6. Limit turns on red
- 7. Lagging turns over leading
- 8. Leading pedestrian/bike/transit intervals
- 9. Accessible Pedestrian Signals
- **10.** Signal hardware not obstruct pedestrians or visibility

MOTOR VEHICLES

Design Vehicle

- Turning speed: 15 mph
- Turns: 95th percentile truck/bus
- Control: fire truck (can mount sidewalk)
- 1. <u>Approach lanes = departure lanes, mirror</u> <u>turn lanes with medians</u>
- 2. Effective turning radius
- 3. <u>Convert excess asphalt to median, island,</u> sidewalk, etc.
- 4. Square off skews
- 5. Lane widths proportional to overall width
- 6. Clearly guide drivers
- 7. Stop lines
- 8. Curb extensions at parking
- 9. Parking lanes different color/texture

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10. Off-street parking visible and prominent

