



**Neighborhood Infrastructure Bond
Project Updates
Neighborhood Presidents' Luncheon**

[What is it?]

- In the FY22 recommended budget presented in April 2021, City Council approved the inclusion of debt financing for a major investment in citywide infrastructure.
- The goal of the Neighborhood Infrastructure Bond (NIB) program was to accelerate the pace of investments in streets, sidewalks, parks and traffic management.
- Council was presented with a high-level breakdown of project categories and funding allocation in Spring/Summer 2021, received a preliminary project list in Fall 2021, established a list of focused projects at the council retreat in February 2022 and approved the final project list in March 2022.
- This funding will be paid for partially by redirecting recurring General Fund CIP money, and partially through new revenues provided by City growth. The annual debt payments for the program, estimated at \$2.5 million, will not require any tax increases to fund.
- The project list represents over a decade of normal funding for street and sidewalk projects, and the first large scale investment in traffic management technology for the City.

[Summary of Projects and Capacity]

- Approximately \$36,000,000 in bonds will be issued in 2 tranches (FY22 and FY24)
- Pre-Authorized Projects:
 - C-Fund Resurfacing Match - \$3 million
 - Public Safety Campus – TMC - \$4 million
 - Augusta Street Safety Improvements - \$250 thousand
 - Cleveland Park and Gower Park Court Improvement Design – \$40 thousand
- Available Capacity - \$28,710,000

Project Category	Cost of Recommended Projects
Roads, Streets, Bridges	\$10,450,000
Traffic Management	\$4,000,000
Sidewalks	\$6,699,240
Parks and Community Centers	\$4,840,000
Contingency/Project Management	\$2,720,760 (8.3%)
Total Project List	\$28,710,000



Roads, Streets and Bridges (RSB)

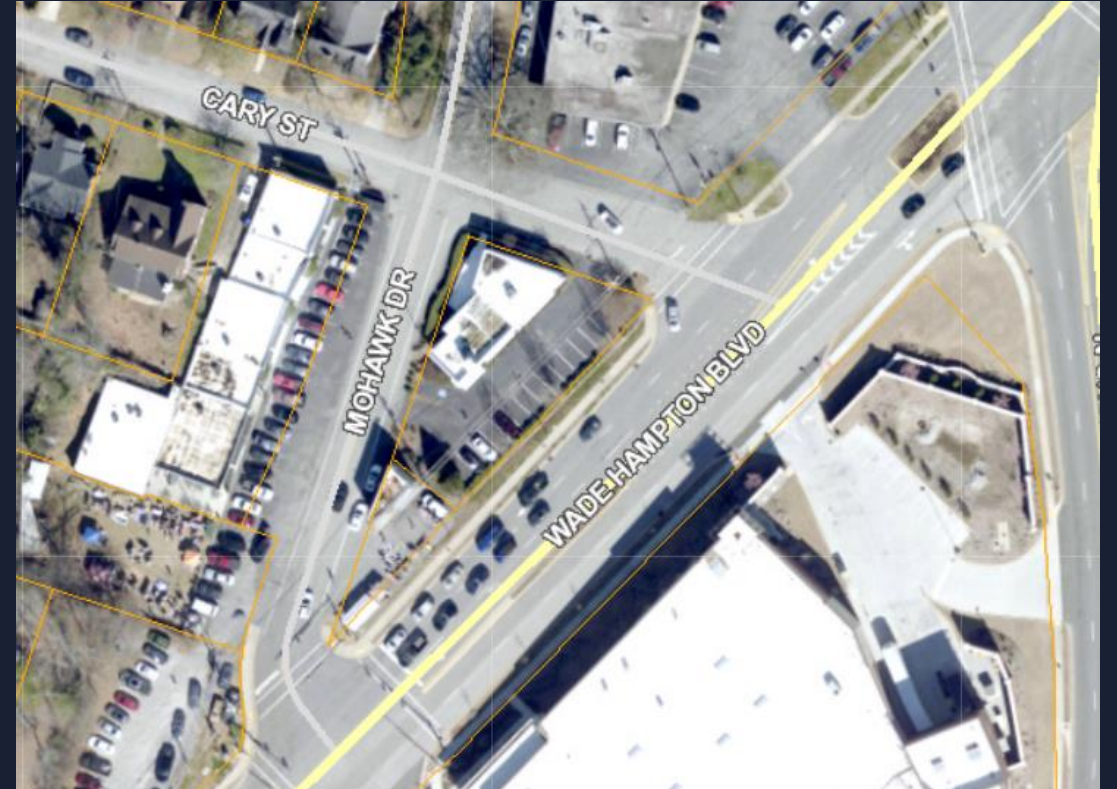
[Roads, Streets and Bridges Projects]

- Category Description: Investments in road/street resurfacing, intersection/traffic improvements, bridge replacement and new construction projects

Project Category	Description	Cost Estimate	Timeline
Resurfacing	Citywide Street resurfacing	\$6,000,000	Q2 2022
Road Improvements	Citywide Concrete Medians	\$500,000	Q3 2022
Road Improvements	Citywide Restriping	\$500,000	Q3 2022
Road Improvements	Mohawk/Wade Hampton Improvements	\$900,000	Q2 2023
Bridge Replacement	Williard Street Bridge	\$800,000	Q4 2023
Road Improvements	Pendleton/Vardry/Main Intersection	\$400,000	Q3 2023
Road Improvements	W. Antrim Road Diet	\$450,000	Q1 2023
Road Improvements	PHB Signals	\$900,000	Q4 2022
		\$10,450,000	

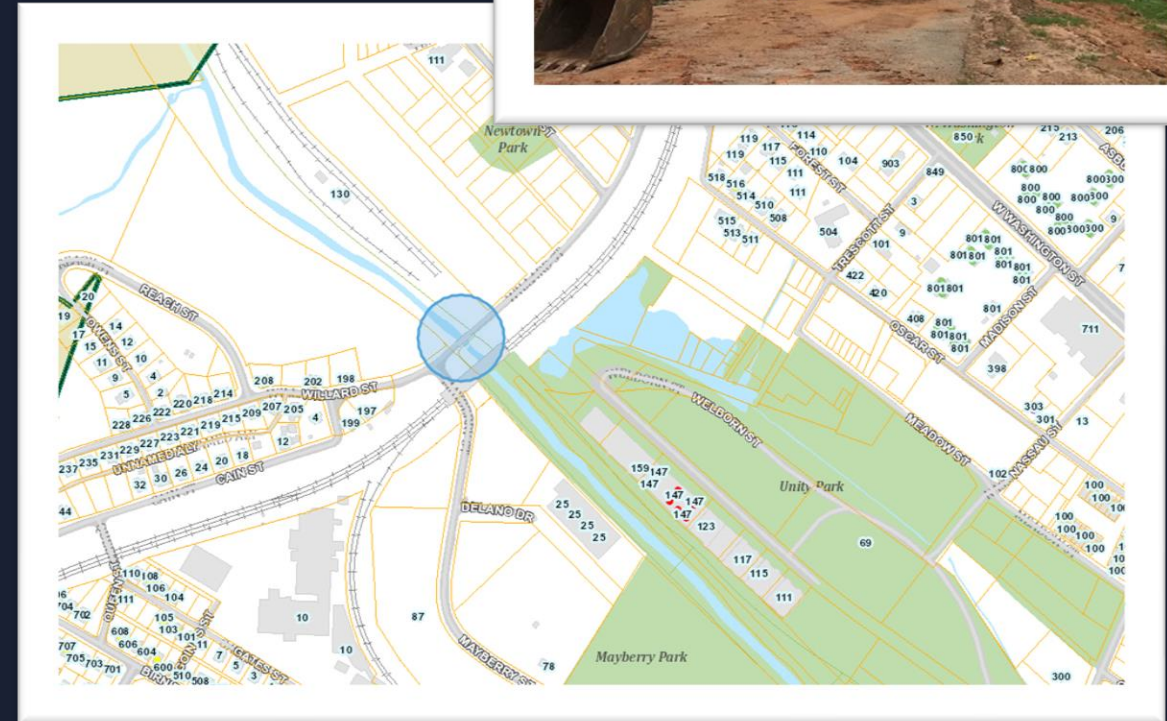
[Mohawk/Wade Hampton Improvements]

- Project Description: Streetscape at Mohawk/Wade Hampton including sidewalks, lighting, and landscaping.
- Identification Source: Wade Hampton Strategic Plan
- Estimated Cost: \$900,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q2 2023



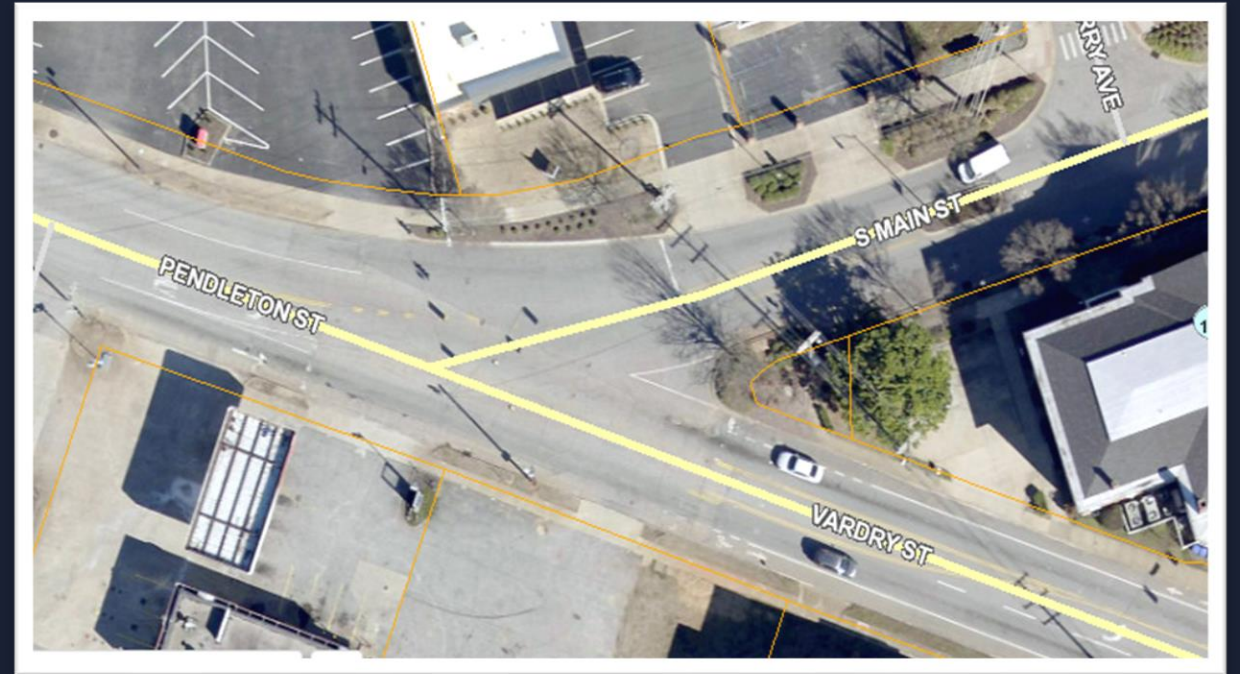
[Willard Street Bridge Replacement]

- Project Description: Replace the bridge on Willard Street and explore the feasibility of relocating the trail crossing under the bridge.
- Identification Source: Bridge Assessments
- Estimated Cost: \$800,000
- ROW Needed (Y/N)?: Yes
- Estimated Timeline to Begin Construction: Q4 2023



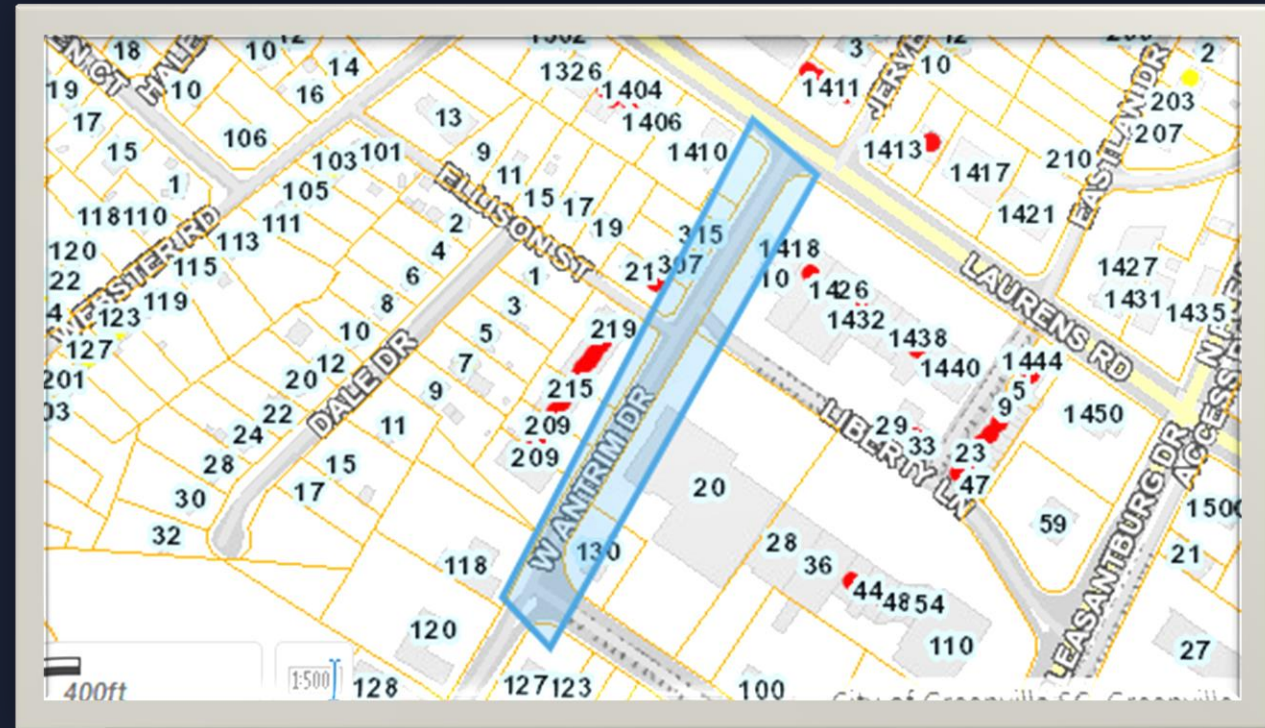
[Pendleton/Vardry/S. Main Intersection Improvements]

- Project Description: Enhance pedestrian safety at the intersection of Pendleton/Vardry/S. Main Street
- Identification Source: Project Request
- Estimated Cost: \$400,000
- ROW Needed (Y/N)?: Yes
- Estimated Timeline to Begin Construction: Q3 2023



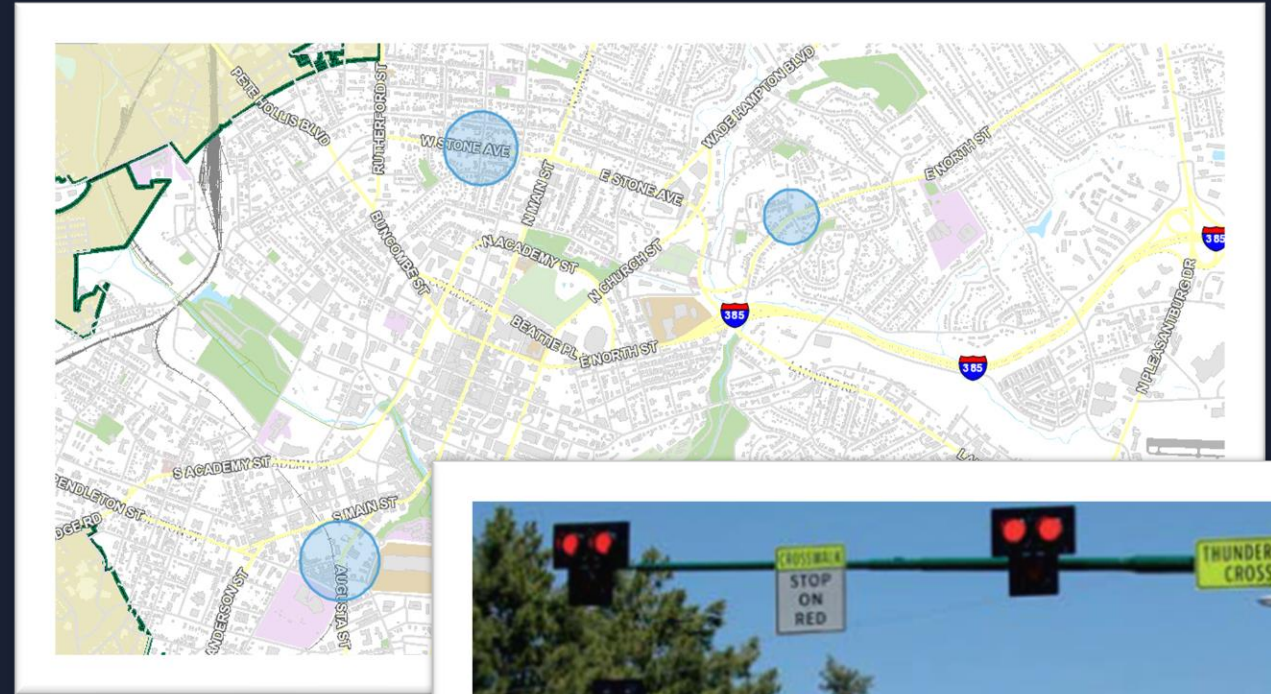
[W. Antrim Road Diet]

- Project Description: Remove one lane of travel and install a sidewalk with a curb lawn along the west side of W. Antrim between Laurens Road and Greenacre.
- Identification Source: Project Request
- Estimated Cost: \$450,000 (Includes \$200k for irrigation/landscaping/lighting)
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q1 2023



[PHB Signal Installation]

- Project Description: Pedestrian Hybrid Signal Installations at E.North near Chestnut Street, Stone Avenue near Wilton, and Augusta Street near Field Street.
- Identification Source: Project Request
- Estimated Cost: \$900,000 (\$300,000 each location)
- ROW Needed (Y/N)?: Yes
- Estimated Timeline to Begin Construction: Q4 2022





Traffic Management Projects

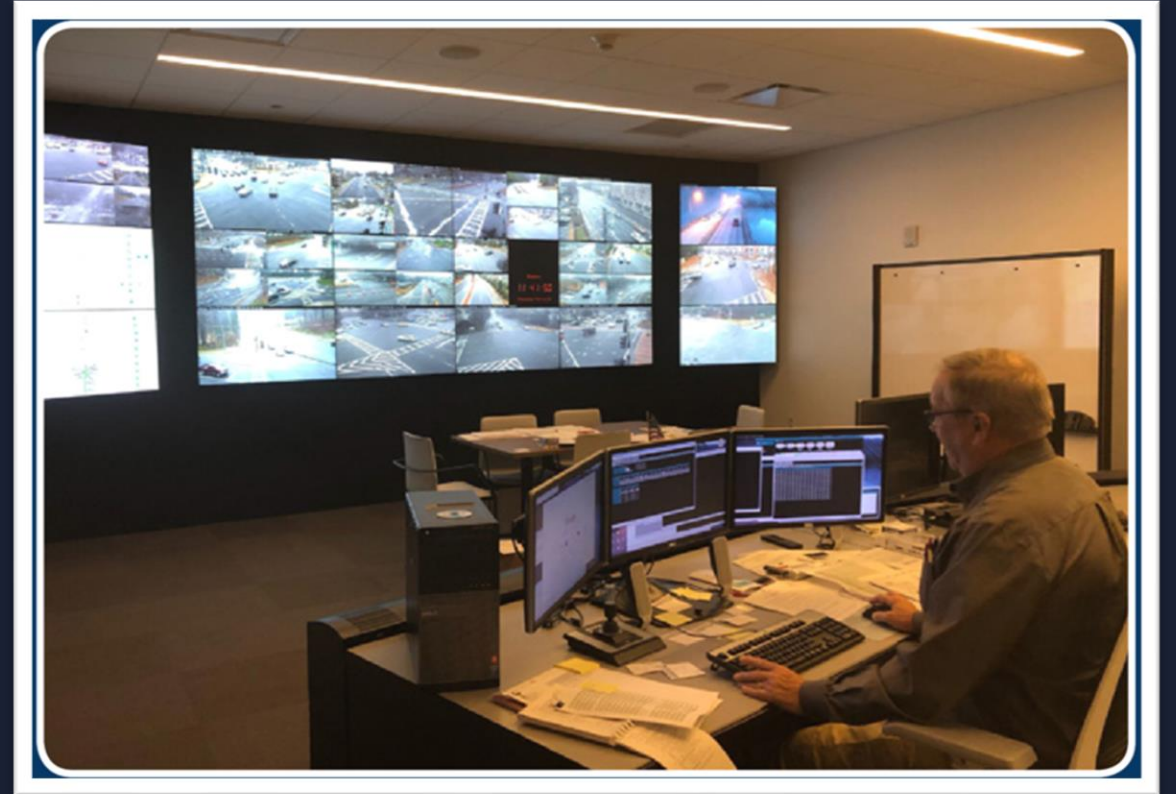
[Traffic Management Projects]

- Category Description: Investments in equipment and technology to better manage traffic throughout the City

Project Category	Description	Cost Estimate	Timeline
Equipment	Traffic Count Stations	\$250,000	Q3 2022
Equipment	Video Monitoring Cameras	\$200,000	Q2 2022
Technology	Travel Time Monitoring	\$500,000	Q2 2022
Equipment	Signal Detection	\$200,000	Q2 2022
Plan/Design	ITS Master Plan	\$150,000	Q4 2022
Technology	Emergency Signal Preemption	\$1,200,000	Q3 2022
Equipment	Uninterruptible Power Supply	\$1,500,000	Q2 2022
Total		\$4,000,000	

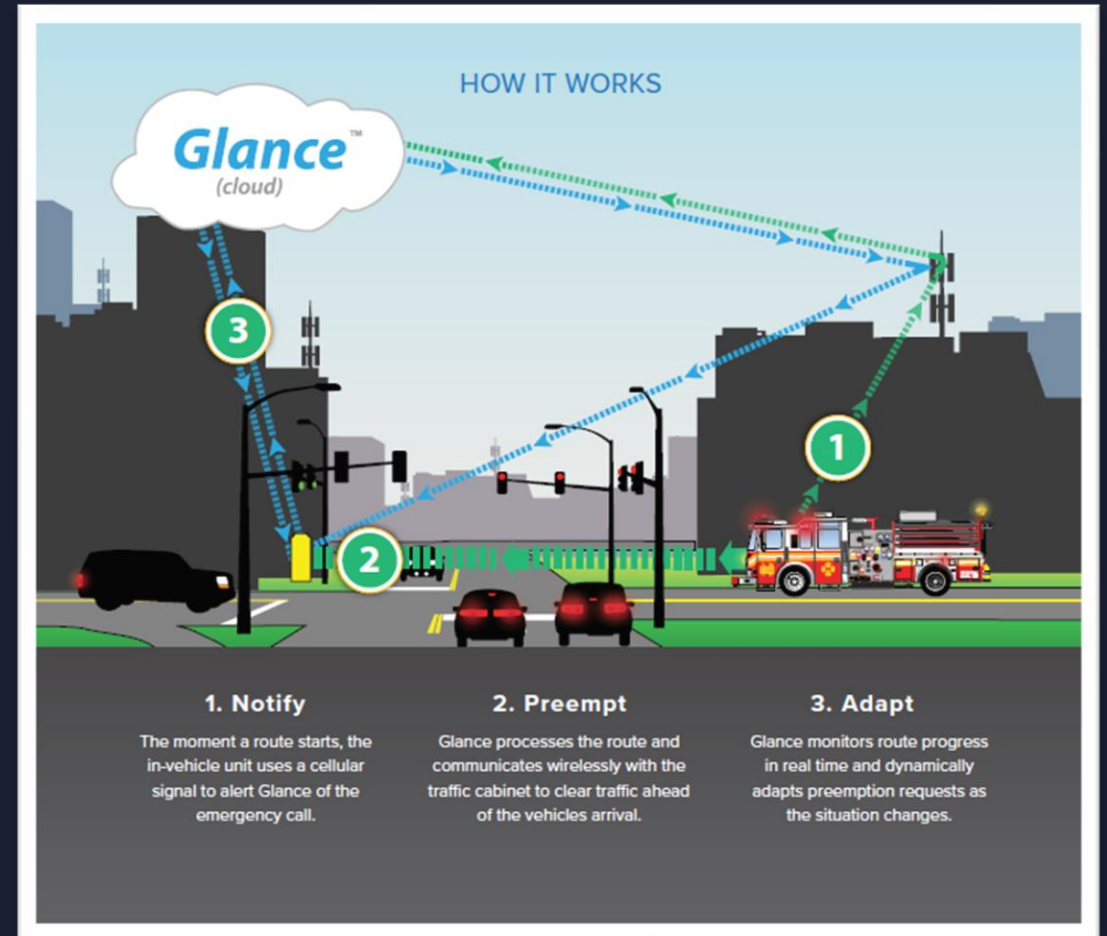
[ITS Master Plan]

- Project Description: ITS Master Plan to guide implementation of smart infrastructure and the design and construction of a city Traffic Management Center
- Identification Source: Project Request
- Estimated Cost: \$150,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q4 2022



[Emergency Signal Preemption]

- Project Description: Equip all signal cabinets with emergency preemption units
- Identification Source: Project Request
- Estimated Cost: \$1,200,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q3 2022



[Uninterruptible Power Supply]

- Project Description: Contract to furnish and install signal cabinets with uninterruptible power supply units
- Identification Source: Project Request
- Estimated Cost: \$1,500,000
- ROW Needed (Y/N)?: No
- Estimated Timeline to Begin Construction: Q2 2022





Sidewalk Projects

[Sidewalk Projects]

- Project Description: Sidewalk project on various City streets.
- Identification Source: Sidewalk Rankings/Project Request
- Estimated Cost: \$8,700,000 (includes \$2m from FY23/FY24 NSTEP)
- ROW Needed (Y/N)?: Yes
- Estimated Timeline to Begin Construction: Q3 2022

Street	Cross Streets	Total Cost	Timeline
LONG HILL STREET	RICE STREET TO END	\$448,800.00	Q3 2022
POTOMAC AVENUE	PANAMA AVENUE TO PRINCE AVENUE	\$785,400.00	Q3 2022
DOE STREET	ENDEL STREET TO EXISTING SIDEWALK	\$93,500.00	Q3 2022
CHICK SPRINGS RD	LOTUS COURT TO MOHAWK DRIVE	\$690,030.00	Q2 2023
MOHAWK DR	CHICK SPRINGS TO WADE HAMPTON	\$645,150.00	Q2 2023
GALLIVAN STREET	MOHAWK DRIVE TO PARKWOOD DRIVE	\$112,200.00	Q2 2023
ALGONQUIN TRAIL	NORTH SIDE BETWEEN 10 AND 18	\$136,510.00	Q2 2023
HENDERSON ROAD	LAURENS ROAD TO ANNACEY PLACE, HIGHCROFT COURT SUBDIVISION TO WEMBLEY ROAD	\$867,680.00	Q2 2023
WEMBLEY ROAD	HENDERSON ROAD TO SHELBURNE ROAD	\$570,350.00	Q3 2023
KEITH DR	PERRIN STREET TO LOWNDES HILL, WOODLARK TO PLEASANTBURG	\$1,368,840.00	Q3 2023
LOWNDES HILL RD/OVERBROOK RD	E NORTH STREET TO KEITH DRIVE	\$1,858,780.00	Q3 2023
WEBSTER RD.	WARREN CT TO ALLENDALE LN	\$1,122,000.00	Q3 2023



Parks and Community Center Projects

[Proposed Projects]

Cleveland	Court Reconstruction	\$1,300,000	reconstruct courts and add pickleball
David Hellams	Court Reconstruction	\$90,000	resurface court
Gower Park	Court Reconstruction	\$700,000	reconstruct courts and add pickleball
	Parking Lot Renovation	\$250,000	reconstruct parking lot (LWCF grant)
Holmes Park	Court Reconstruction	\$85,000	
	Parking Lot Renovation	\$250,000	reconstruct parking lot
	Park Shelter Replacement	\$25,000	replace with aluminum shelter
McPherson Park	Court Reconstruction	\$100,000	tennis only
Newtown Park	Court Reconstruction	\$25,000	basketball court
Nicholtown	Center Renovation	\$1,800,000	reconstruction on current footprint
	Add Walking Track	\$15,000	to be installed behind basketball court
	Replace Park Shelter	\$25,000	replace with aluminum shelter
North Main Rotary Park	Field Improvements	\$150,000	renovate field, improve stormwater drainage
Pinckney Fludd Park	Court Reconstruction	\$25,000	basketball court

[Cleveland Park Improvements]

- Project Description: rehabilitate the courts to add dedicated pickleball and improve efficiency,
- Estimated Cost: \$1,300,000
- Estimated Timeline to Begin Design: Q3 2022



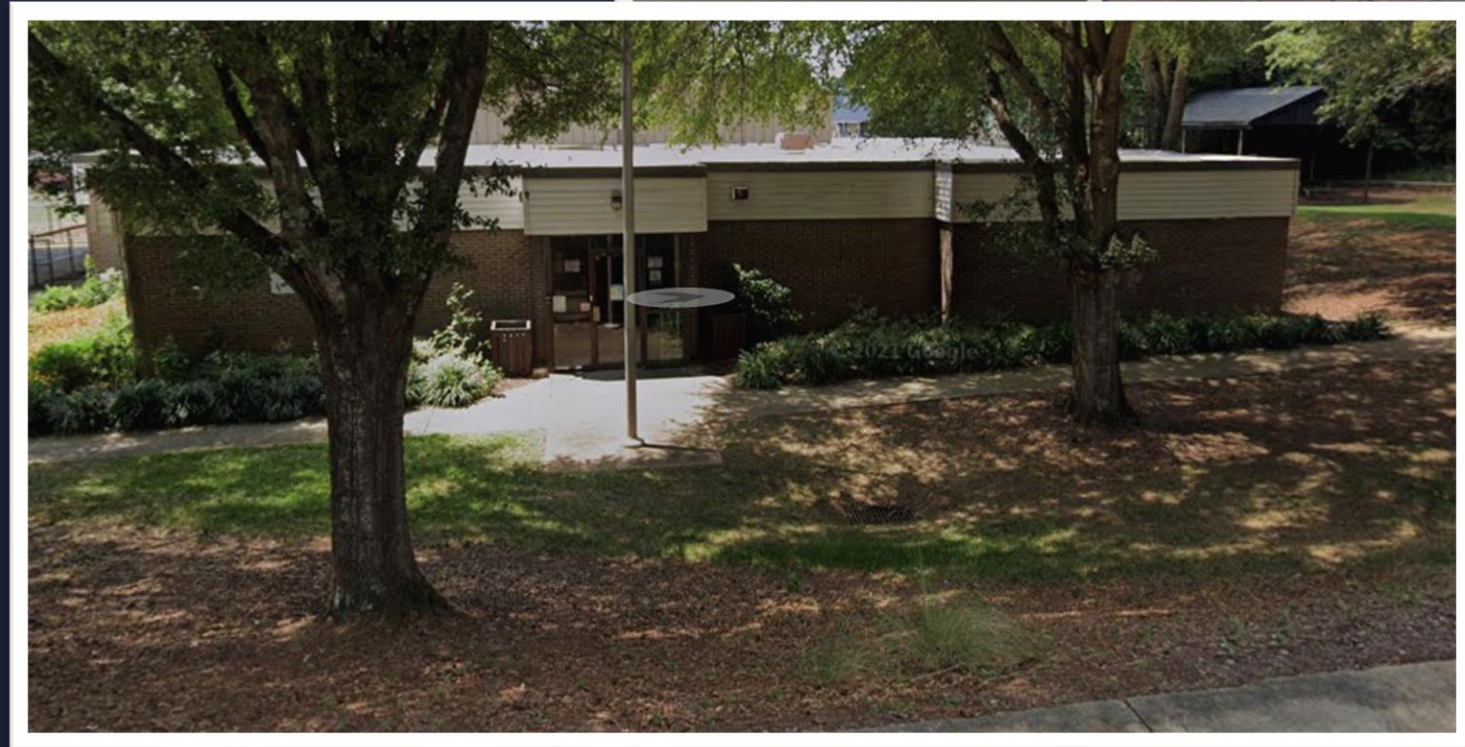
[Gower Park Court / Parking Lot Improvements]

- Project Description: rehabilitate the courts to add dedicated pickleball and improve efficiency of space, new parking lot with landscaping
- Estimated Cost: \$1,500,000
- Estimated Timeline to Begin Construction: Q3 2022
- Suggested Fund: NIB and LWCF Grant (application in progress, due March 1)



[Nicholtown Community Center Improvements]

- Project Description: complete facility renovation, to include new basketball court, updated facility, addition of walking track, new park shelter, improved drainage
- Estimated Cost: \$1.8 million
- Estimated Timeline to Begin Construction: Q2 2023 – following feasibility study







Pedestrian Safety Study

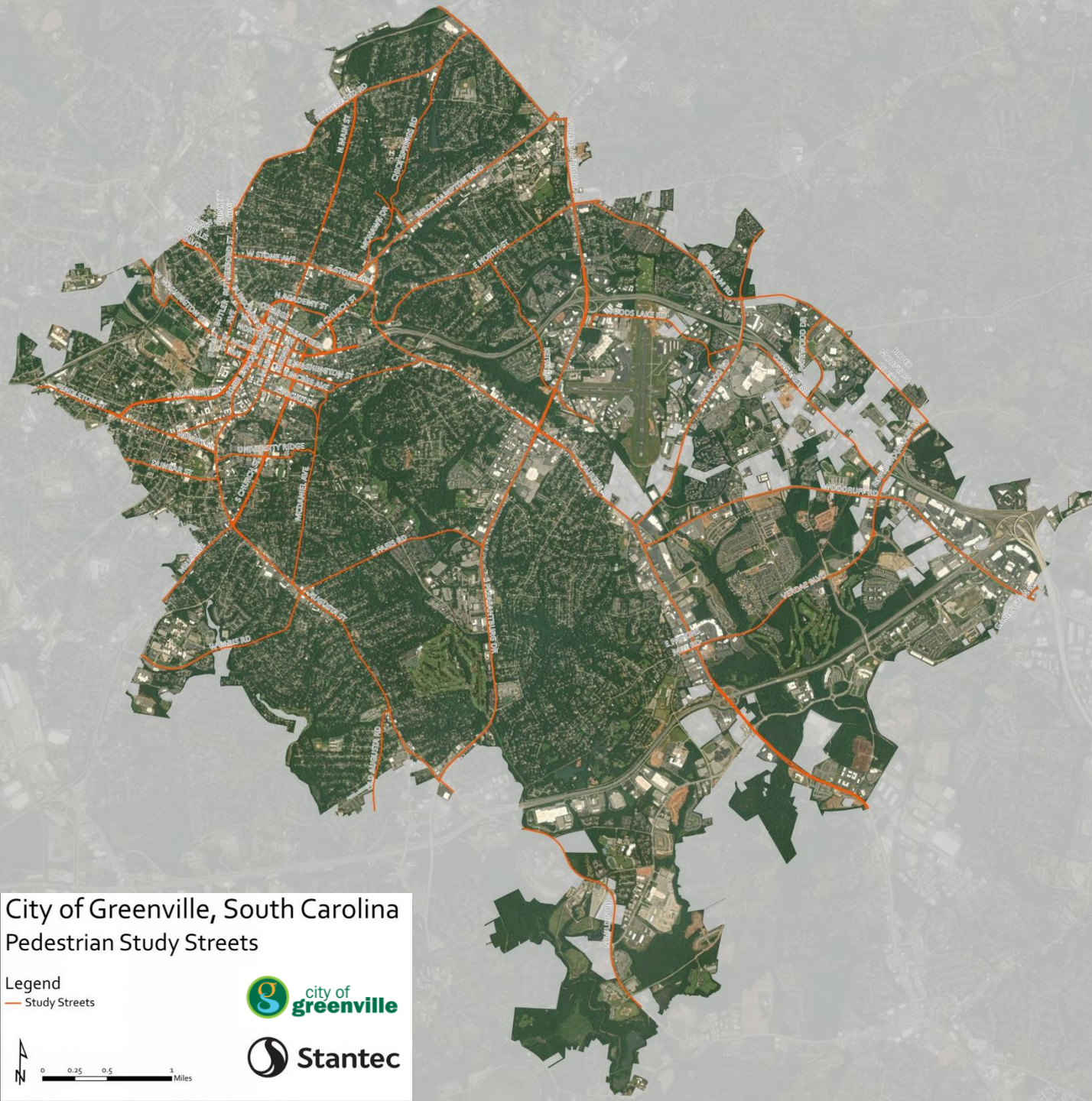


Project Overview

Goal – increase pedestrian safety by reducing the rate and number of fatal and injury crashes involving pedestrians in the City. The study is to be complementary to SCDOT's statewide Pedestrian Safety Plan.

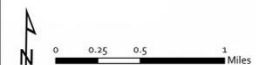
Study Area – 64 Total Corridors:

- Highest traffic volume
- High pedestrian crash experience
- At/near school zones



City of Greenville, South Carolina
Pedestrian Study Streets

Legend
— Study Streets



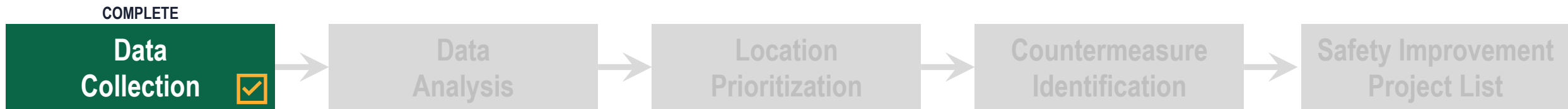


Study Process





Study Process



Crash Data

Pedestrian Collisions from 2016 through 2021

- Location
- Direction of Travel
- Date/Time
- Road Surface Condition
- Lighting Condition
- Weather Condition
- Contributing Factor(s)
- Traffic Control Type/Crosswalk Available

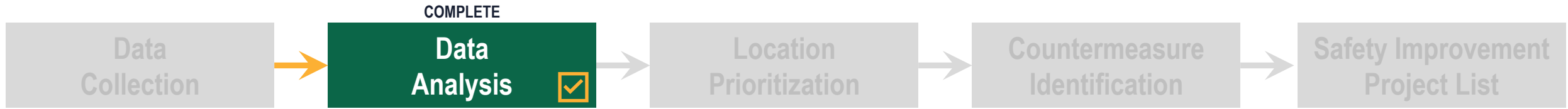
GIS Data

City of Greenville | SCDOT | Census Tracts

- Average Annual Daily Traffic
- Posted Speed Limit
- Number of Travel Lanes
- Functional Classification
- Demographics
- School Locations
- Public Park Locations
- Transit Stop Locations



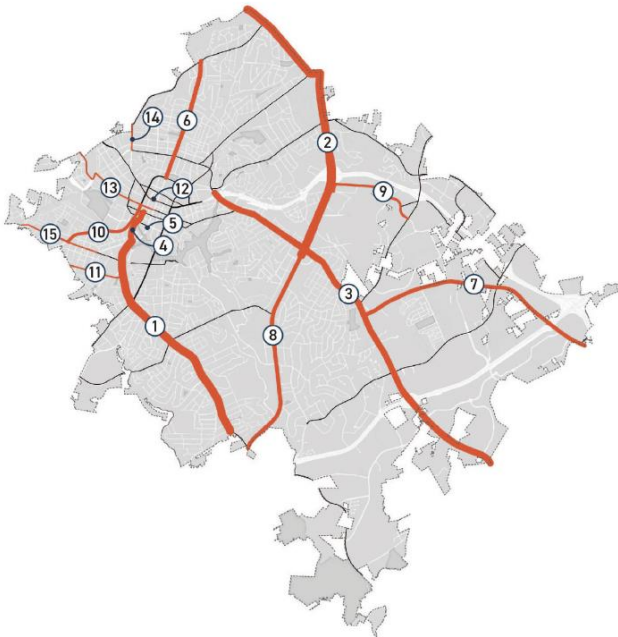
Study Process



High Crash Locations

High Risk Locations

APPROXIMATELY **53%** OF ALL PEDESTRIAN COLLISIONS IN THE **PAST 6 YEARS** HAPPENED ON THESE **15 STREETS**



①	Augusta Street	6%
②	North Pleasantburg Drive	5.5%
③	Laurens Road	4.5%
④	River Street	4.5%
⑤	South Main Street	4%
⑥	North Main Street	3.5%
⑦	Woodruff Road	3.5%
⑧	South Pleasantburg Drive	3.5%
⑨	Woods Lake Road	3%
⑩	South Academy Street	3%
⑪	Dunbar Street	2.5%
⑫	West North Street	2.5%
⑬	West Washington Street	2.5%
⑭	Rutherford Street	2.5%
⑮	Pendleton Street	2.5%

Roadway Characteristics

- Functional Classification
- Number of Lanes
- Speed Limit

Proximity to City Services/Other

- School Zones
- Parks
- Alcohol Sales
- Shelters

Demographics

- Percentage of Poverty
- Transit Stops/Mile
- Percentage of Households without a Vehicle

Crash Risk

- Population Density
- Crash History
- Average Annual Daily Traffic



Study Process

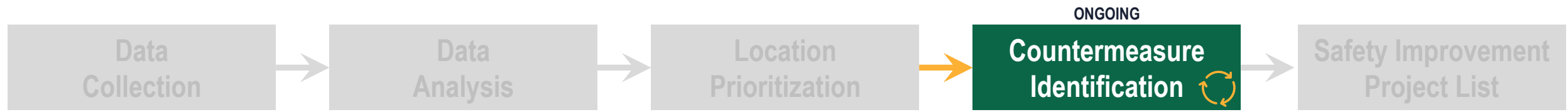


		Prioritize Each Factor	×	Assign Score for Each Study Corridor	=	Weighted Score For Each Corridor Enabling for Ranking of Corridor Priorities
Roadway Characteristics	Functional Class	___%		Local	-	Principal Arterial
	Number of Lanes	___%		Two	-	Six
	Speed Limit	___%		25 MPH	-	45 MPH
Proximity to City Services/Other	School Zones	___%		> 1 Mile	-	< 1 Mile
	Parks	___%		> 1 Mile	-	< 1 Mile
	Alcohol Sales	___%		> 1 Mile	-	< 1 Mile
	Shelters	___%		> 1 Mile	-	< 1 Mile
Demographics	% of Poverty	___%		0 – 5%	-	> 20 %
	Transit Stops/Mile	___%		>8	-	<4
	% Households w/o Veh.	___%		0 – 5%	-	> 25 %
Crash Risk	Population Density	___%		< 100/mile ²	-	>2000/mile ²
	Crash History	___%		0/mile	-	>20/mile
	AADT	___%		<5000	-	>45000

$$\sum = 100\%$$



Study Process




LIGHTING AND ILLUMINATION

WHAT DOES IT DO?

- Better lighting helps motorists see pedestrians better and objects in the road.

HOW CAN IT HELP?

- Intersection lighting can reduce pedestrian crashes up to 42%



HIGH-VISIBILITY CROSSWALKS

WHAT DOES IT DO?

- Makes crosswalks easier to see

HOW CAN IT HELP?

- High-visibility crosswalks can reduce pedestrian injury crashes up to 40%



SIDEWALKS, WALKING PATHS, & PAVED SHOULDERS

WHAT DOES IT DO?

- Provides dedicated space, separate from the road and public right-of-way for people to walk, run, skate, bike, etc.

HOW CAN IT HELP?

- Sidewalks create a 65-89% reduction in crashes involving pedestrians walking along roadways
- Paved shoulders create a 71% reduction in crashes involving pedestrians walking along roadways



RAISED MEDIAN & PEDESTRIAN REFUGE ISLAND

WHAT DOES IT DO?

- Separates vehicles moving in different directions
- Provides space for pedestrians to stop while crossing the road and can have lighting and/or landscaping
- Breaks up walking distance and allows pedestrians to focus on one direction vehicles are moving in at a time

HOW CAN IT HELP?

- 46% reduction in pedestrian crashes at medians with marked crosswalks
- 56% reduction in pedestrian crashes at intersections with pedestrian refuge islands



ADVANCE YIELD/STOP PAVEMENT MARKINGS

WHAT DOES IT DO?

- Makes it easier for drivers to see people by giving them warning of a crosswalk.

HOW CAN IT HELP?

- Advance yield or stop markings and signs can reduce pedestrian crashes up to 25%



IN-STREET PEDESTRIAN CROSSING SIGN (R1-6)

WHAT DOES IT DO?

- Reminds roadway users of laws regarding right-of-way



LEADING PEDESTRIAN INTERVALS (LPI)

WHAT DOES IT DO?

- Changes the sign to say "walk" before vehicles get the signal to enter the intersection.

HOW CAN IT HELP?

- 13% reduction in pedestrian-vehicle crashes at intersections



PEDESTRIAN COUNTDOWN SIGNAL

WHAT DOES IT DO?

- Tells you how long you have to cross the street safely.

HOW CAN IT HELP?

- Reduce pedestrian crashes by up to 10%



PEDESTRIAN HYBRID BEACONS (PHB)

WHAT DOES IT DO?

- Helps pedestrians cross at mid-block or uncontrolled intersection locations by stopping vehicles.

HOW CAN IT HELP?

- Reduce pedestrian crashes by 55%



RECTANGULAR RAPID FLASHING BEACONS (RRFB)

WHAT DOES IT DO?

- Flashes bright lights to let drivers know a crosswalk is there. For use at uncontrolled pedestrian and school crosswalk locations.

HOW CAN IT HELP?

- Reduce pedestrian crashes by up to 47%



SPEED HUMPS/SPEED TABLES

WHAT DOES IT DO?

- Reduces vehicle speeds and enhances pedestrian environment at pedestrian crossings



YIELD/STOP HERE TO PEDESTRIAN SIGN (R1-5)

WHAT DOES IT DO?


- Provides advance warning to drivers of a marked crosswalk



EXCLUSIVE PEDESTRIAN PHASES

WHAT DOES IT DO?

- Creates a light/signal cycle that's for pedestrians only instead of both pedestrians and cars.



IMPROVE RIGHT-TURN SLIP LANE DESIGN

WHAT DOES IT DO?

- Better slip lane design can slow down turning vehicles to help pedestrians and vehicles see each other. It also means less time a pedestrian is in the road, and can simplify the intersection design.




PEDESTRIAN HYBRID BEACONS (PHB)

WHAT DOES IT DO?

- Helps pedestrians cross at mid-block or uncontrolled intersection locations by stopping vehicles.

HOW CAN IT HELP?

- Reduce pedestrian crashes by 55%



RECTANGULAR RAPID FLASHING BEACONS (RRFB)

WHAT DOES IT DO?

- Flashes bright lights to let drivers know a crosswalk is there. For use at uncontrolled pedestrian and school crosswalk locations.

HOW CAN IT HELP?


- Reduce pedestrian crashes by up to 47%



CURB RADIUS REDUCTION

WHAT DOES IT DO?

- Makes vehicles have to turn more sharply, which can make them move more slowly.



CURB EXTENSIONS

WHAT DOES IT DO?

- Makes a separate place for pedestrians, helps pedestrians and vehicles see each other better, can encourage vehicles to move more slowly and makes pedestrian crossings shorter.



RAISED PEDESTRIAN CROSSINGS

WHAT DOES IT DO?

- Helps drivers see pedestrians better and encourages them to drive slower.

HOW CAN IT HELP?

- Reduce pedestrian crashes by 45%



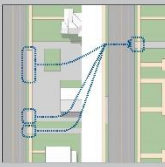
ACCESS MANAGEMENT

WHAT DOES IT DO?

- Reduces the number of places where vehicles can pull out and hit pedestrians while walking.

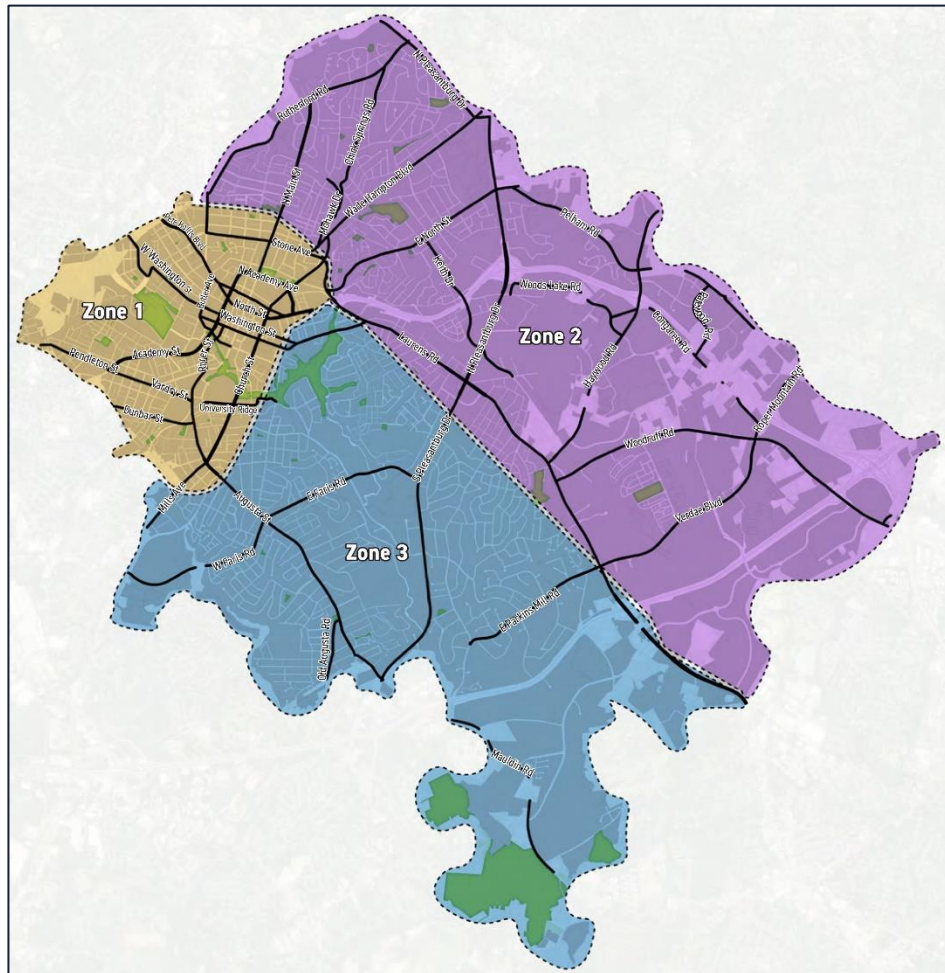
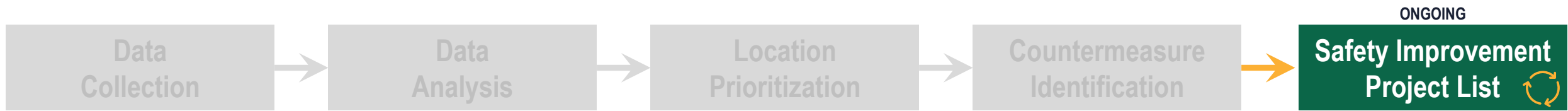
HOW CAN IT HELP?

- Up to 25-31% reduction in fatal and injury crashes along urban/suburban arterials





Study Process



**Prioritization of Corridors +
Countermeasure Identification =**

**List of Specific, High Priority Safety Improvement Projects to
be Implemented in the Study Area Zones**



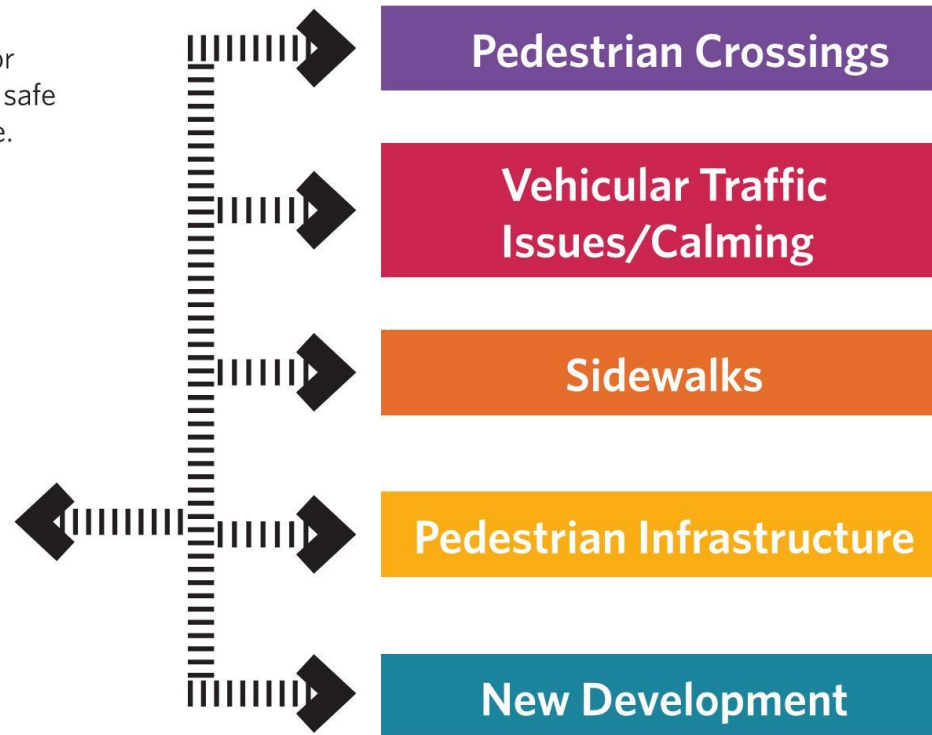
Study Process



Survey Summary

WHAT WE HEARD

A web-based survey used a pin map for participants to identify places they felt safe and unsafe as pedestrians in Greenville. 1,026 were recorded. The results are summarized on the following pages.



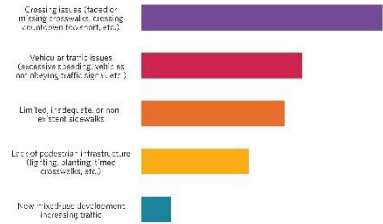


Study Process

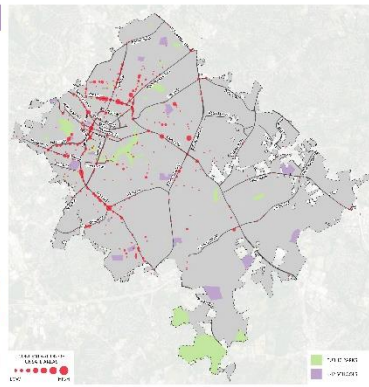


City of Greenville | Pedestrian Safety Study WHAT WE HEARD

WHAT MAKES PEDESTRIANS FEEL UNSAFE IN GREENVILLE?

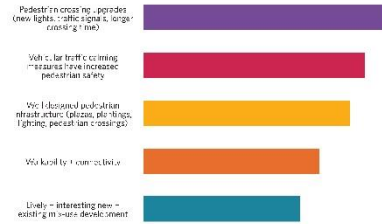


WHERE DO PEDESTRIANS FEEL UNSAFE IN GREENVILLE?

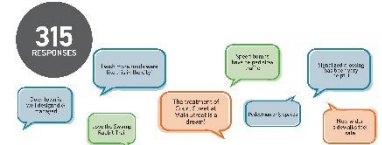
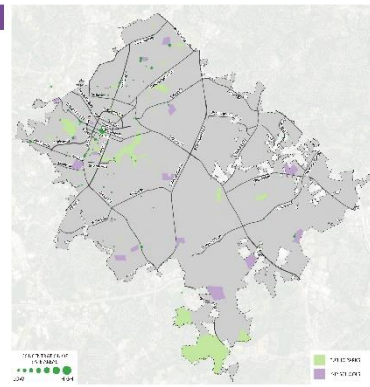


City of Greenville | Pedestrian Safety Study WHAT WE HEARD

WHAT MAKES PEDESTRIANS FEEL SAFE IN GREENVILLE?



WHERE DO PEDESTRIANS FEEL SAFE IN GREENVILLE?



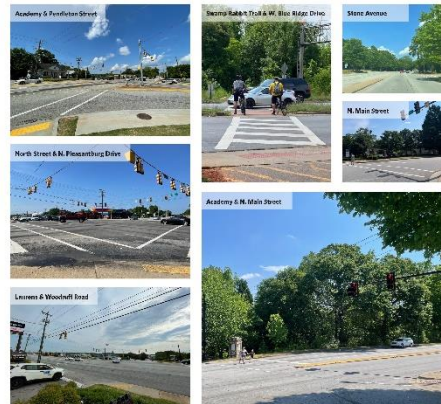
City of Greenville | Pedestrian Safety Study HOW CAN SAFETY BE IMPROVED?

MOST PREFERRED CHARACTER OF WALKABLE STREETS



COMMUNITY'S PREFERRED PEDESTRIAN SAFETY INTERVENTIONS

- 1 High-visibility crosswalks
- 2 Curb extensions
- 3 Sidewalks, walking paths, & paved shoulders
- 4 Pedestrian hybrid beacons (PHB)
- 5 Raised pedestrian crossings
- 6 Lighting & illumination
- 7 Rectangular rapid flashing beacons (RRFB)
- 8 Exclusive pedestrian phases
- 9 In-street pedestrian crossing sign (R1-6)



COMMON AREAS PEDESTRIANS DO NOT FEEL SAFE IN GREENVILLE

- 1 Academy Street
- 2 Stone Avenue
- 3 North Main Street
- 4 Augusta Street
- 5 Laurens Road
- 6 S. Academy & Pendleton St. (intersection)
- 7 Augusta & Vardry St. (intersection)
- 8 Buncombe St. & Butler Ave./Atwood St.



COMMON AREAS & ELEMENTS THAT MAKE PEDESTRIANS FEEL SAFE IN GREENVILLE

- 1 Main Street
- 2 One City Plaza
- 3 South Main Street Plaza
- 4 Planted buffers (Pendleton St.)
- 5 Eugenia Duke Bridge/Falls Park
- 6 Swamp Rabbit Trail
- 7 Raised crosswalks (Hampton Ave.)
- 8 Speed Humps (Bennett St.)

<p>1 HIGH-VISIBILITY CROSSWALKS</p> <p>WHAT DOES IT DO?</p> <ul style="list-style-type: none"> Increases visibility of pedestrians to motorists. <p>HOW CAN IT HELP?</p> <ul style="list-style-type: none"> Reduces pedestrian crashes by 25%. 	<p>2 CURB EXTENSIONS</p> <p>WHAT DOES IT DO?</p> <ul style="list-style-type: none"> Reduces the distance pedestrians need to cross the street. <p>HOW CAN IT HELP?</p> <ul style="list-style-type: none"> Reduces pedestrian crashes by 25%. 	<p>3 SIDEWALKS, WALKING PATHS, & PAVED SHOULDERS</p> <p>WHAT DOES IT DO?</p> <ul style="list-style-type: none"> Provides a dedicated space for pedestrians, away from motor vehicles. <p>HOW CAN IT HELP?</p> <ul style="list-style-type: none"> Reduces pedestrian crashes by 25%.
<p>4 PEDESTRIAN HYBRID BEACONS (PHB)</p> <p>WHAT DOES IT DO?</p> <ul style="list-style-type: none"> Flashes yellow lights when a pedestrian is crossing the street. <p>HOW CAN IT HELP?</p> <ul style="list-style-type: none"> Reduces pedestrian crashes by 25%. 	<p>5 RAISED PEDESTRIAN CROSSINGS</p> <p>WHAT DOES IT DO?</p> <ul style="list-style-type: none"> Reduces the height of the curb, making it easier for pedestrians to cross. <p>HOW CAN IT HELP?</p> <ul style="list-style-type: none"> Reduces pedestrian crashes by 25%. 	<p>6 LIGHTING AND ILLUMINATION</p> <p>WHAT DOES IT DO?</p> <ul style="list-style-type: none"> Increases the visibility of pedestrians to motorists. <p>HOW CAN IT HELP?</p> <ul style="list-style-type: none"> Reduces pedestrian crashes by 25%.
<p>7 RECTANGULAR RAPID FLASHING BEACONS (RRFB)</p> <p>WHAT DOES IT DO?</p> <ul style="list-style-type: none"> Flashes yellow lights when a pedestrian is crossing the street. <p>HOW CAN IT HELP?</p> <ul style="list-style-type: none"> Reduces pedestrian crashes by 25%. 	<p>8 EXCLUSIVE PEDESTRIAN PHASES</p> <p>WHAT DOES IT DO?</p> <ul style="list-style-type: none"> Provides a dedicated time for pedestrians to cross the street. <p>HOW CAN IT HELP?</p> <ul style="list-style-type: none"> Reduces pedestrian crashes by 25%. 	<p>9 IN-STREET PEDESTRIAN CROSSING SIGN (R1-6)</p> <p>WHAT DOES IT DO?</p> <ul style="list-style-type: none"> Increases the visibility of pedestrians to motorists. <p>HOW CAN IT HELP?</p> <ul style="list-style-type: none"> Reduces pedestrian crashes by 25%.



Study Process



I am extremely proud of the work Greenville has done to put people before cars. Density + walkability translates to economic growth, and Greenville has realized that building pleasant, car-free environments where people actually want to be is a winning strategy. C.g. nobody goes ~~to~~ enjoys walking alongside polluted streets like Haywood Rd.

We were crossing the street at S. Academy + Falls Park Dr. in front of Trailside at Peedy Point apartments + were nearly hit by a car turning left while the walk design was on. There is no reason cars should have a green light at the same time pedestrians are crossing. It's a recipe for disaster.



I have seen small children nearly hit by vehicles where roads intersect with the Swamp Rabbit Trail several times. The speed bumps help, but we need stop signs so cars are required to stop + look for pedestrians + cyclists before passing. Some cars fly through w/ no regard for pedestrian safety +

Check out Berlin, Germany's "Ampelmann", basically the mascot of pedestrian crossing. With iconic branding, pedestrian crossings could become "fun" rather than mere annoyance to drivers!

Same type of calming
West Broad
to Main
River St

Road diets
Priced on-street parking
Small turning radius
Narrow travel lanes + slip lanes
Less turn lanes

The intersection of S. Academy and W. Mcbee is very dangerous to cross. Haywood & Woodruff are actively hostile to anybody outside of a car.



* Enforcement of parking + traffic laws/ordinances (streets ± neighborhood streets i.e. Alta Vista area esp. w/in blocks of parks)
* Suggestion: Citizen →

Perry Avenue
Light @ Pendleton + Arrowood
Eliminate Left In onto Perry
Eliminate Right Out

Even though GVL was featured in Spect's "Walkability," the gateway into GVL from Barcombe/Atwood Butler is a "hostile" road way. At bare, minimum, please immediately lengthen the sidewalk crossing.

Pendleton Street from Vandrey to Village of W. 6th needs a road diet. Vehicles move too fast - do not look for pedestrians when turning - Needs to be accommodated by cyclists + pedestrians

Wide sidewalks are amazing!

MORE ROAD DIET
- NARROWER ROADS AND TRAVEL LANES



Next Steps

- Finalize Corridor Prioritization
- Finalize Countermeasure Identification
- Develop List of Safety Projects





Pedestrian Safety Study