STREETSCAPES

KANSAS CITY, MO

Figure 3.1.1

Figure 3.1.2

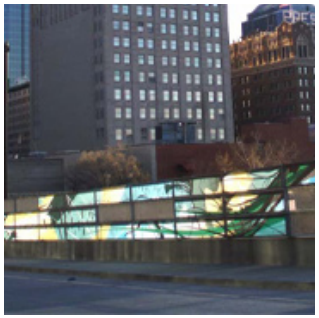

Figure 3.1.3

Figure 3.1.4

Streetscape Plan

Purpose of the Master Plan:

- Reflect agreement on how to transform the character and spirit of the pedestrian experience in Downtown
- Continue the process of creating a vibrant, active, mixed-use urban center

Improvements:

- They added new streetlights, planters and street furniture.
- Planted new trees, flowers, and shrubbery.
- Designed a new system of pavers making it more aesthetically pleasing.
- Added custom-designed artworks.

Figure 3.1.5

STREETSCAPES

CARY, NC

In spring 2007, the town began preliminary design of the Downtown Cary Streetscape Project - Setting the Stage for a unique and vibrant downtown destination. The project includes more than two miles of streetscape and roadway improvement design on Academy Street, Chatham Street, and North Harrison Avenue. The estimated project cost is $36.6 million, which includes $2.6 million for the replacement and upgrades to underground utilities.

Proposed improvements include:

- Pedestrian-friendly design elements such as on-street parking, plantings, and widened sidewalks
- Integration of public art into elements such as sidewalk furniture, lighting, benches, bus shelters, trash receptacles, and signage
- Drainage system improvements and other utility modifications
- New traffic control measures, such as roundabouts
- Gateway design features

Figure 3.1.6 A. Before

Figure 3.1.7 A. After

Figure 3.1.8 B. After

Figure3.1.9\ B After

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Pringle Creek in Salem, OR

In 2007, Pringle Creek was named Land Development of the Year by the National Association of Home Builders in a new category of the National Green Building Awards. The use of porous paving in this town is the largest community porous asphalt and concrete road system in North America.

Benefits of Green Streets:

- Green streets are narrower than conventional streets, using less materials to build.
- Narrow streets also help slow automobile traffic, creating pedestrian-friendly walkable environments for the residents and visitors of the city.

Figure 3.1.10 After porous paving

Figure 3.1.11 Before porous paving

Figure 3.1.12 Before porous paving

Figure 3.1.13 Porous paving

Figure 3.1.14 Aesthetics of mixing porous and traditional paving

Figure 3.1.14 After porous paving

Figure 3.1.15 After porous paving

GREENWAYS

Homewood Shades Creek Greenway in Birmingham, Alabama

This greenway is a six mile long multi-use trail for pedestrian and cycling activities in the Birmingham metropolitan area. It connects one city park in the east passing under boulevards and highways and through shopping mall complexes to finally connect to the park in west portion of the city. It offers a great linkage for citizens to walk and cycle to various shops, schools, and offices for transportation, exercise and recreation. One university, two high schools, two major shopping areas, six residential neighborhoods, several apartment complexes, many office buildings, several churches, the army national guard, and two existing parks all have access to the greenway. Homewood now has safe pedestrian access from east to west without crossing vehicular traffic. Stone columns mark the trail heads along with stone retaining walls and small bridges crossing swales along the route with the stone being reminiscent of the stone used throughout the area. Trees are planted along the trail where needed for screening and shade as well as soil stabilization along the creek.

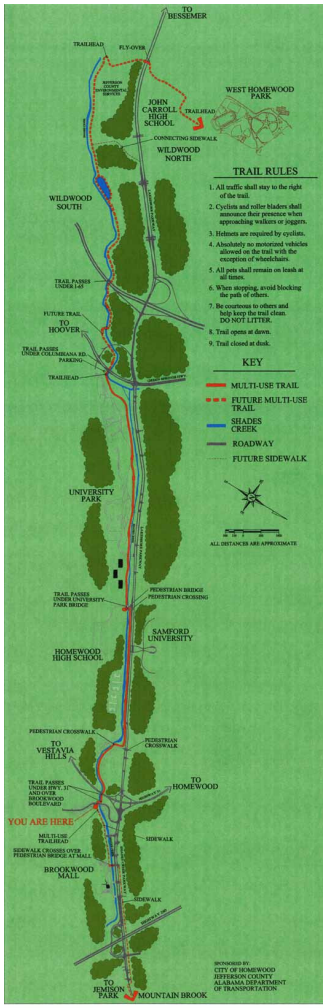

Figure 3.1.16 Master site plan

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