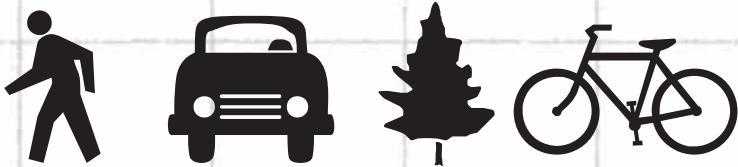
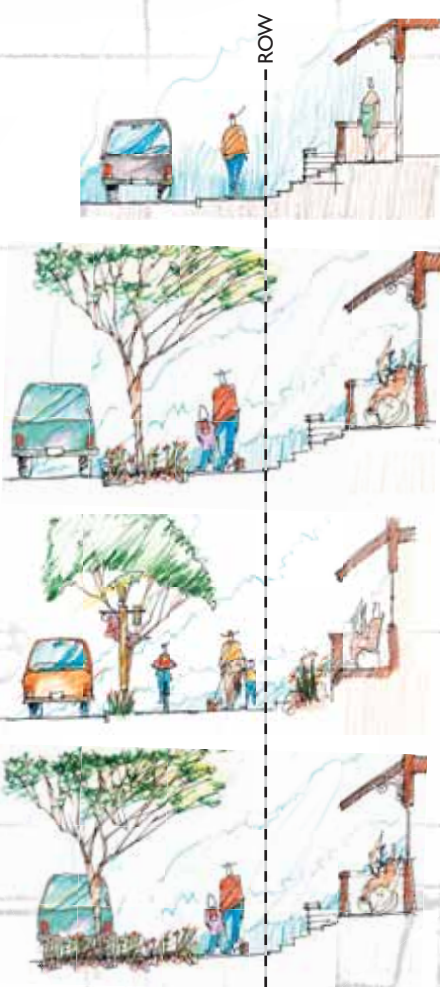


BALANCING THE RIGHT-OF-WAY

The public right-of-way is the city-owned land where the street, sidewalk, utilities and related infrastructure is developed. How a street ends up looking depends on the width of this right-of-way and the balance between the different uses that must be accommodated in this right-of-way. For example, on Pennsylvania Street, which has a fairly wide right-of-way, two wide travel lanes, two parking lanes, a planting strip and a sidewalk are accommodated. On 30th Street, several parking and travel lanes and a sidewalk occupy the right-of-way.



Reconfiguring the existing right-of-way is expensive, but Meridian Park could drastically improve its character by taking some space from the automobile and giving it to the pedestrian and to the streetscape. This balance between neighborhood-friendly uses (sidewalks, yards, and planting areas) and the automobile will vary by street, but generally there are three manners in which this balance can be shifted more towards the neighborhood uses.



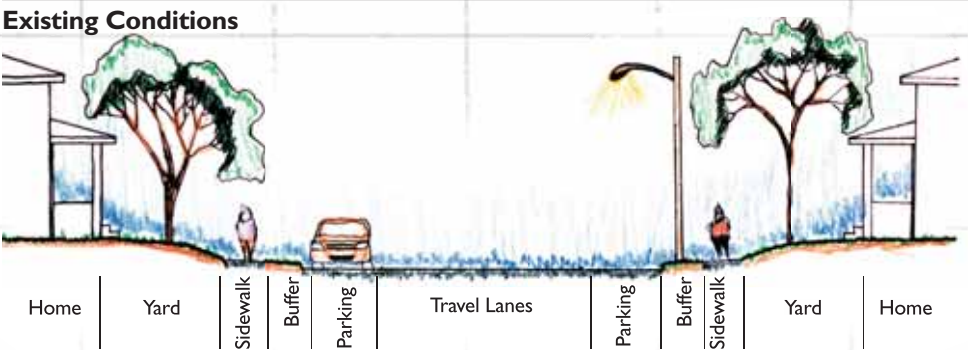
Existing Conditions. Most of the right-of-way is dedicated to the automobile, with a sidewalk squeezed in along the curb.

Increase Buffer. Taking 3 to 4 feet from the roadway can allow the planting of street trees and other landscaping. This drastically improves the look of both the street and adjacent homes, as well as improving safety for pedestrians.

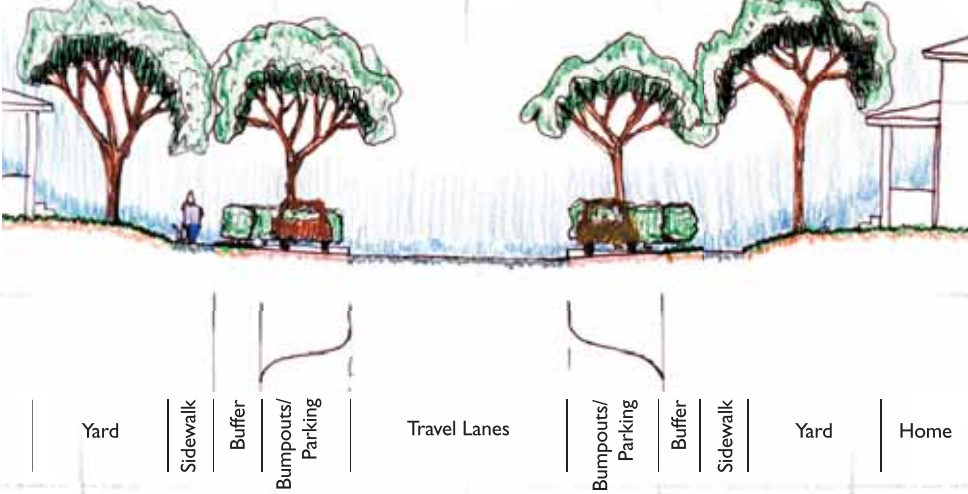
Increase Sidewalk. Where space allows, a widened sidewalk and an increased planting buffer can be used. This could be used near schools, retail, or other high-pedestrian areas, or where bicycle lanes are needed.

Add Bump-Outs. Where parking is required, street trees can be planted in bump-outs, which are planting areas that extend into the parking lane at periodic intervals.

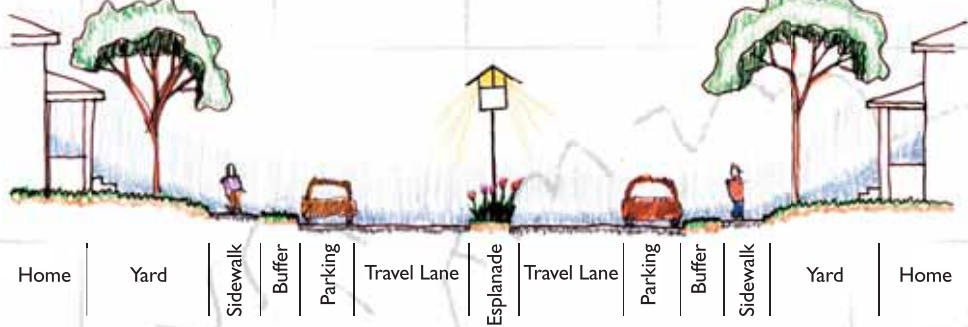
EXAMPLE: PENNSYLVANIA STREET



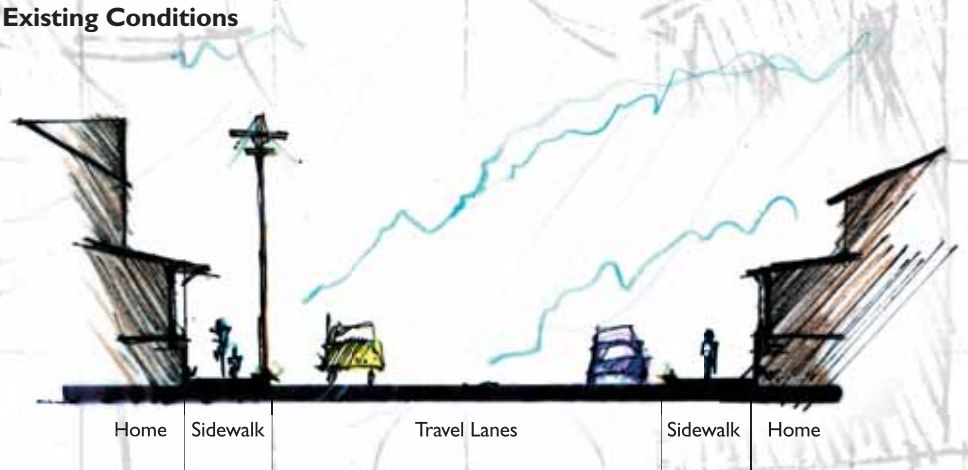
Alternative 1: “Parkway” with Bump-Outs



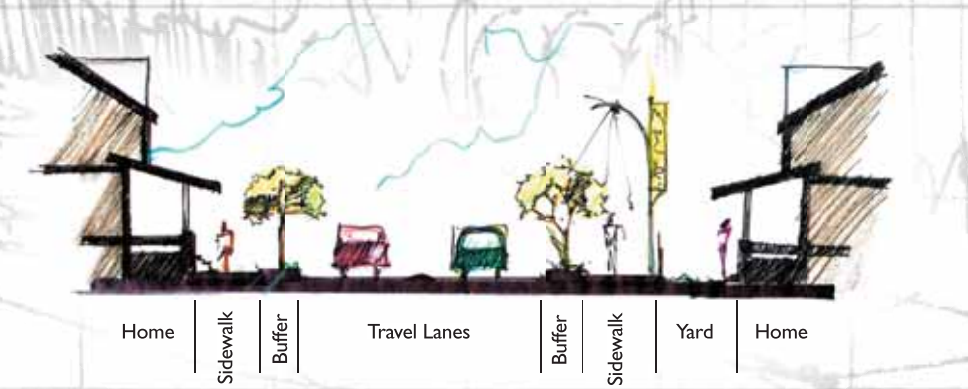
Alternative 2: “Boulevard” with Esplanade Median



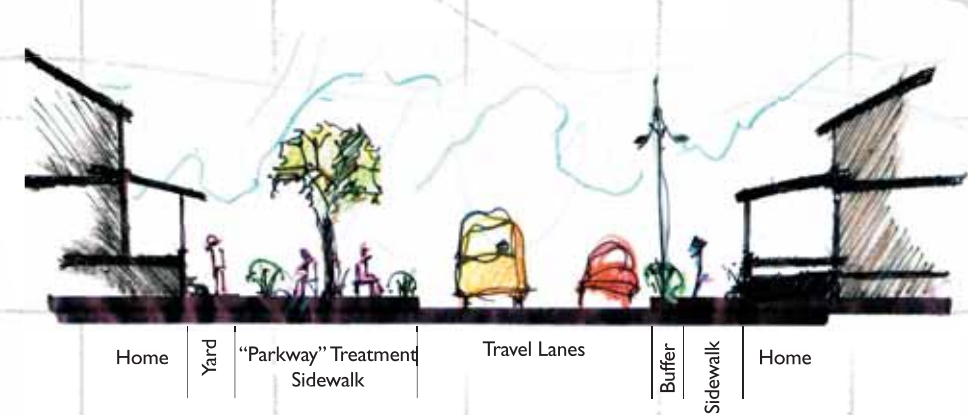
EXAMPLE: 30TH STREET



Alternative 1: Add Buffers and/or Yard Space



Alternative 2: Add Buffers with Wide Parkway Treatment



“BUMP-OUTS”



Bump-outs are an excellent way to introduce street trees into a street while not reducing the width of the travel lanes and still accommodating parking needs. Bump-outs usually are placed at intersections, where they narrow the distance of the pedestrian crossing while increasing pedestrian visibility and safety. They are also placed at regular intervals along the street, where they provide space for street trees and/or lights.

Bump-outs are also considered a traffic-calming device because they psychologically narrow the street, which can cause drivers to slow.

Bump-outs are used extensively in Fall Creek Place, shown here, just south of the Meridian Park neighborhood. They are an excellent way to introduce greenery and character to an area.

