

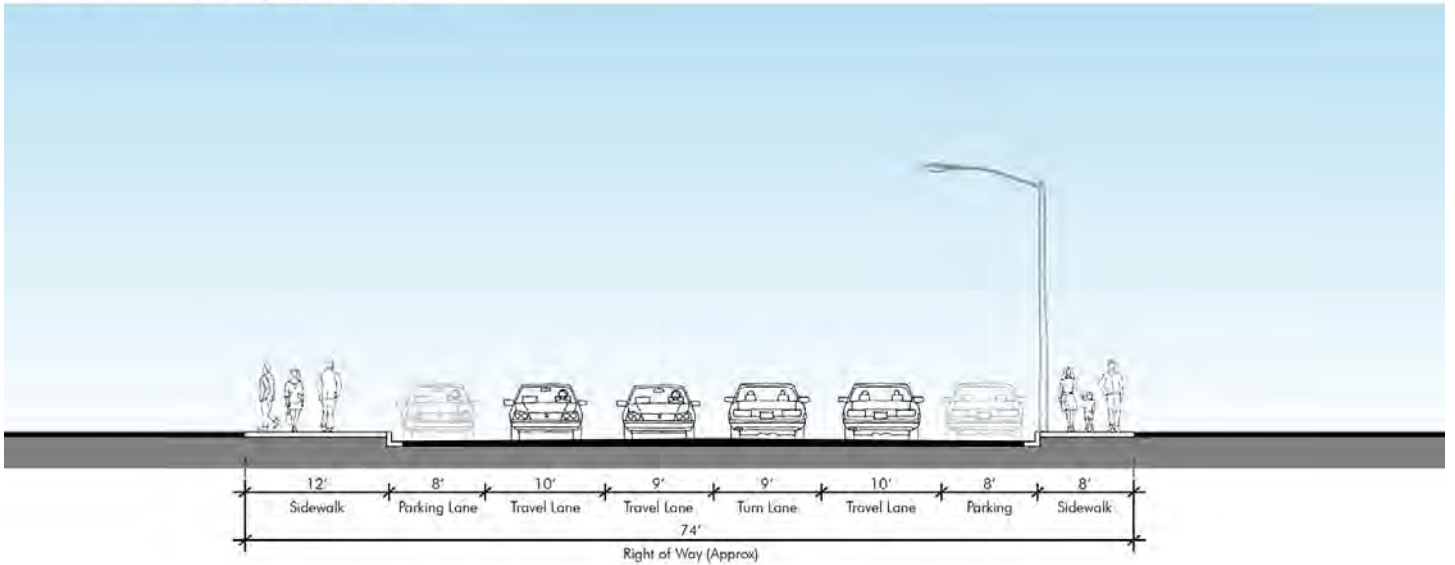




# ADDITIONAL STREETS



GREENE STREET : SECTION LOOKING NORTH (EXISTING)



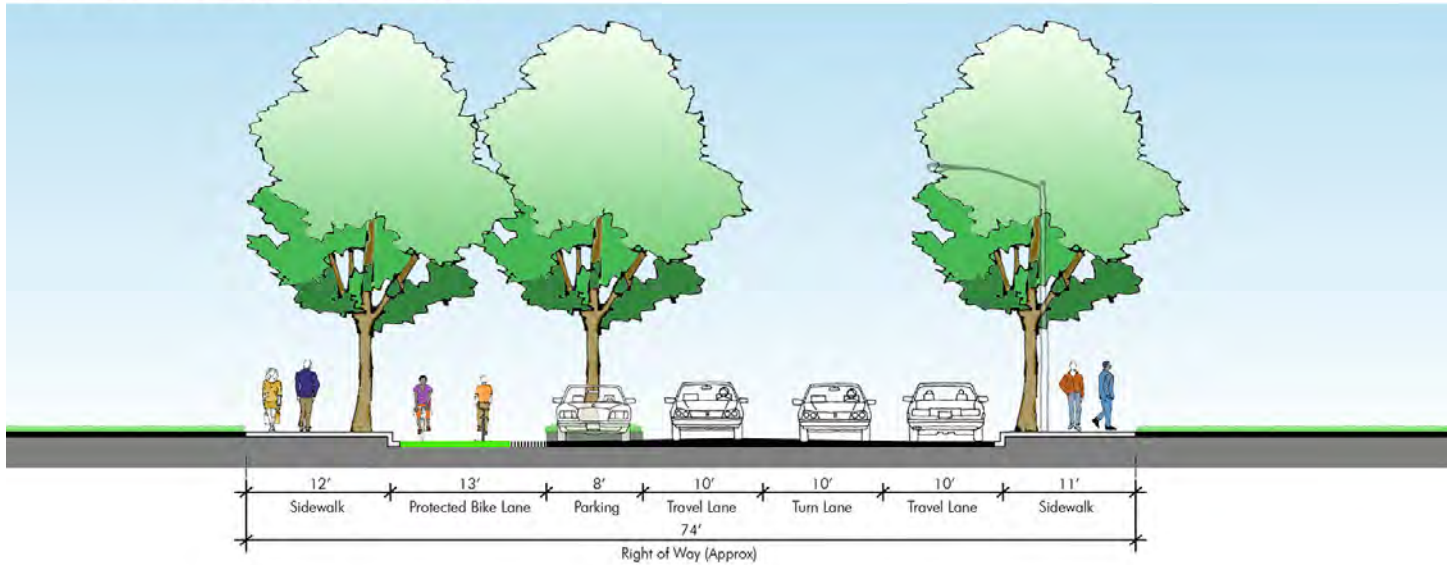
Existing condition along Green Street

## Existing Conditions

On the segment of Greene Street between Smith Street and Bellemeade Street, there are four lanes of fast-moving traffic and no bike facilities. While nearly three quarters of the right-of-way is devoted to automobile use, some of it is underused. Wide crossings create uncomfortable conditions for pedestrians. Most sidewalks are without street trees or buffers against moving traffic. The southern end of this segment has some architectural definition with the Wells Fargo tower, Marriott hotel, and North Elm Parking Garage, though their facades do not always contribute to a walkable streetscape. The northern end hosts smaller scale buildings that include community destinations such as Greensboro Music Company and the Idiot Box Comedy Club.



GREENE STREET : SECTION LOOKING NORTH (PROPOSED)



## Proposed Concept

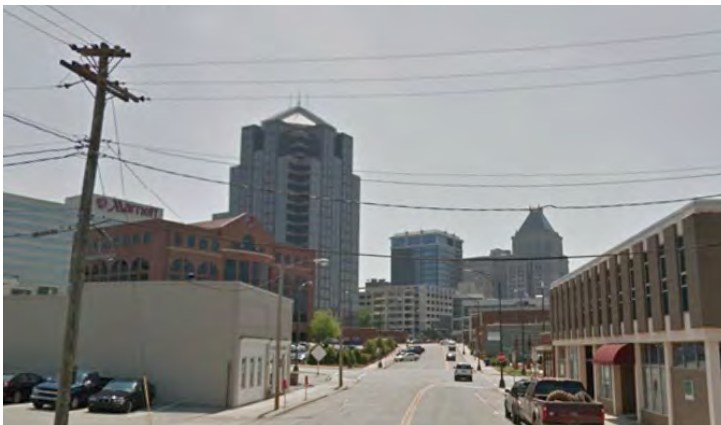
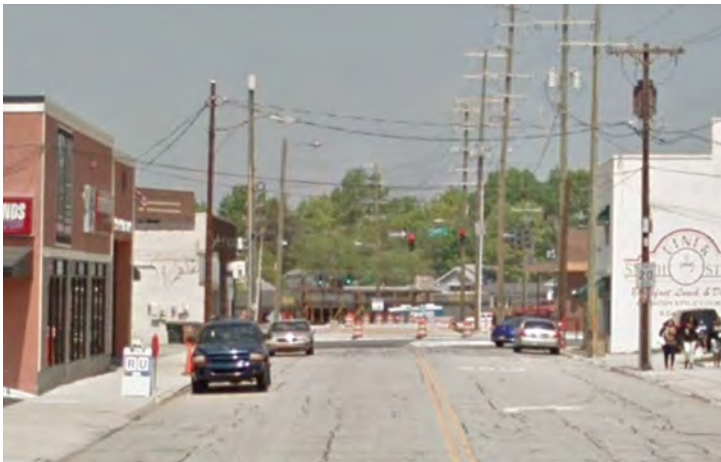
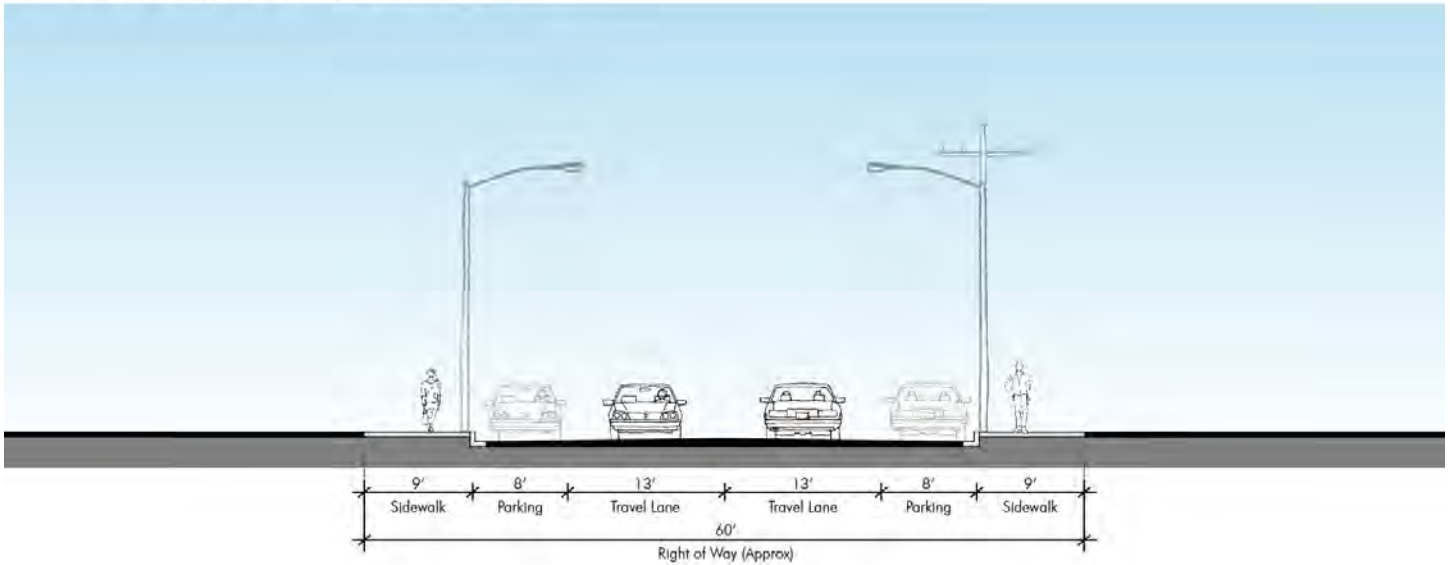
This reimagined segment of Greene Street provides increased access for cyclists, a safe and comfortable environment for pedestrians, and maintains efficient access for automobiles. Excess roadway is repurposed to provide three ten-foot travel lanes. The parking lane on the east side of the street is removed to accommodate a widened sidewalk. On the west side of the street, parking is maintained, and the lane serves as a buffer for a wide bike facility. Consistent street trees are planted on both sides of the corridor, as well as in stormwater planters throughout the parking lane. The streetscape design will be further evaluated as future developments occur along the corridor.



5th Avenue, Seattle

# BATTLEGROUND AVENUE

BATTLEGROUND AVENUE : SECTION LOOKING NORTH (EXISTING)

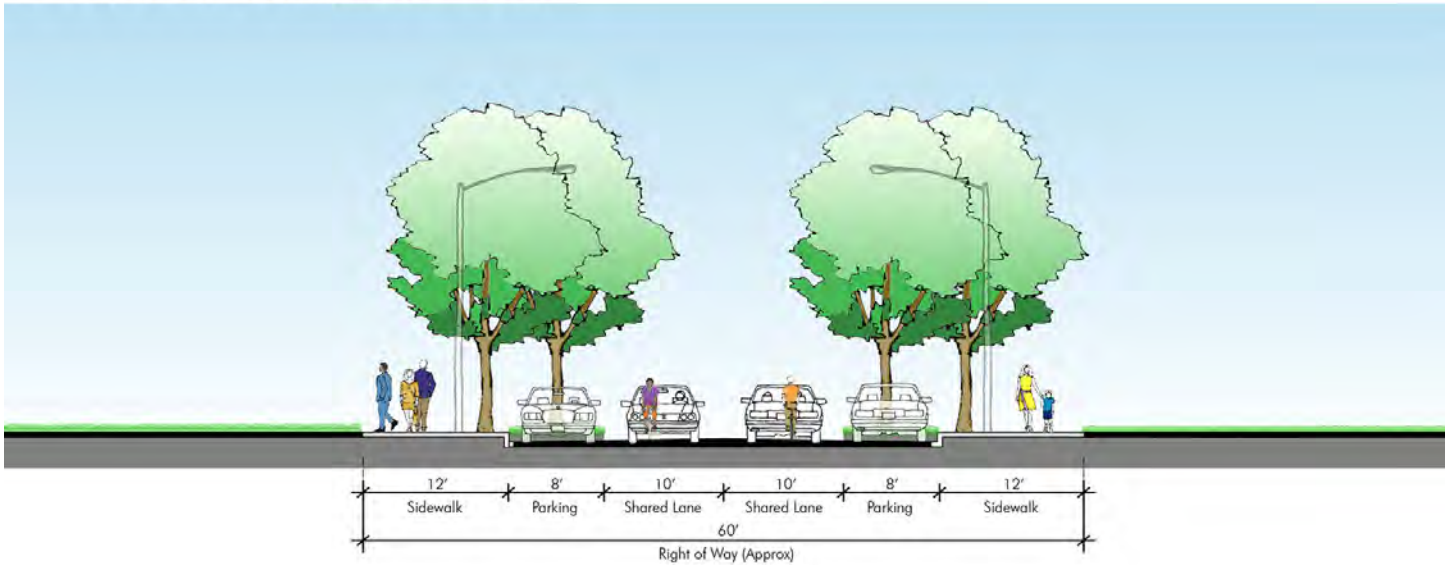


Existing condition along Battleground Avenue

## Existing Conditions

This one-block segment of Battleground Avenue between Smith Street and Lindsay Street has a narrow right-of-way. However, two wide travel lanes encourage fast moving traffic and no bike facilities are present. The street is framed by small scale buildings that house primarily offices and automotive services. The street is oriented to capture a unique and imageable view of the downtown skyline, but lacks street trees to frame the view and create a comfortable environment for pedestrians.

BATTLEGROUND AVENUE : SECTION LOOKING NORTH (PROPOSED)



## Proposed Concept

Traffic speeds are calmed by narrowing the travel lane width to ten feet, allowing cyclists to comfortably share the right-of-way with slow moving traffic. Bulbouts at intersections make for safer and shorter pedestrian crossings and sidewalks are widened to twelve feet on both sides of the street. Street trees are added to the sidewalks and parking lanes to improve safety and comfort for all users of the street and encourage private development to embrace the street.



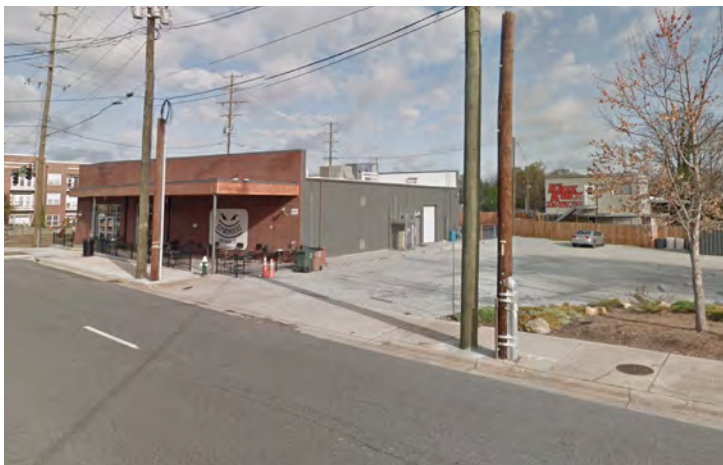
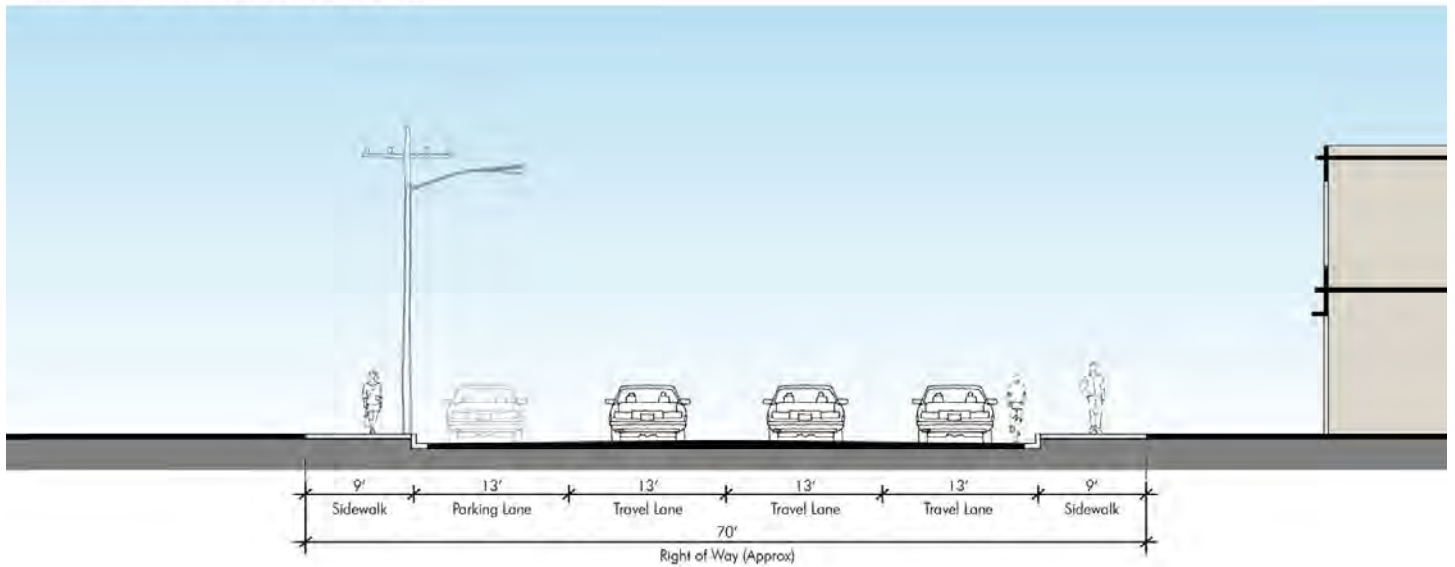
Murphy Avenue, Sunnyvale



Vancouver



SMITH STREET : SECTION LOOKING EAST (EXISTING)

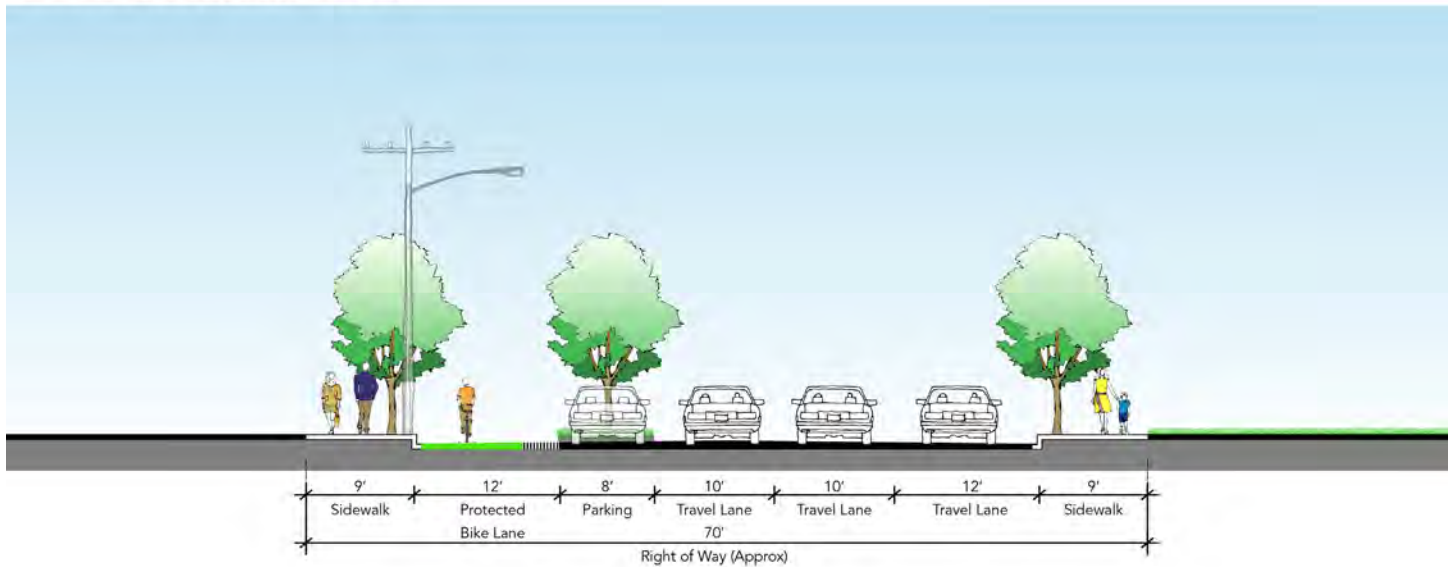


Existing condition along Smith Street

## Existing Conditions

Smith Street is characterized by three lanes of fast-moving one-way traffic with a parking lane on the segment between Eugene Street and Elm Street. Wide driveways, multiple intersections, and the lack of street trees create an uncomfortable environment for pedestrians. The street has the potential to link community destinations like the Holy Trinity Community Garden and St. Benedict's Catholic Church with recent development like the Greenway Apartments and Joymongers Brewing Company. Continued private investment in this corridor could be bolstered by making it safe and comfortable for cyclists and pedestrians.

SMITH STREET : SECTION LOOKING EAST (PROPOSED)



## Proposed Concept

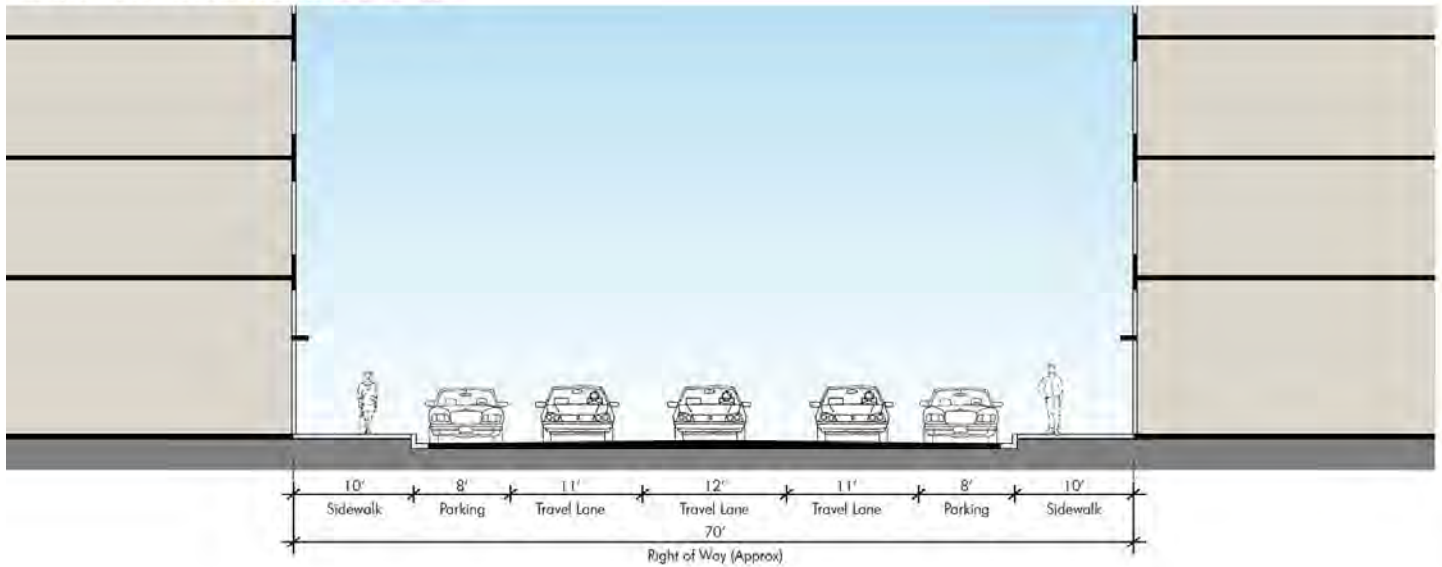
The proposed streetscape makes this segment of Smith Street a Commerce Collector that provides access for all modes of travel and is a magnet for continued private investment and development. A parking lane is added to provide easy access to existing and future businesses and acts as a buffer to a low-stress bike facility. Street trees are added on either side of the street as well as in stormwater planters along the parking lane. Efficient automotive travel is maintained along three travel lanes, while lane width is reduced to calm traffic and increase pedestrian comfort and safety.



Rosemead Boulevard, Temple City



FRIENDLY STREET : SECTION LOOKING EAST (EXISTING)

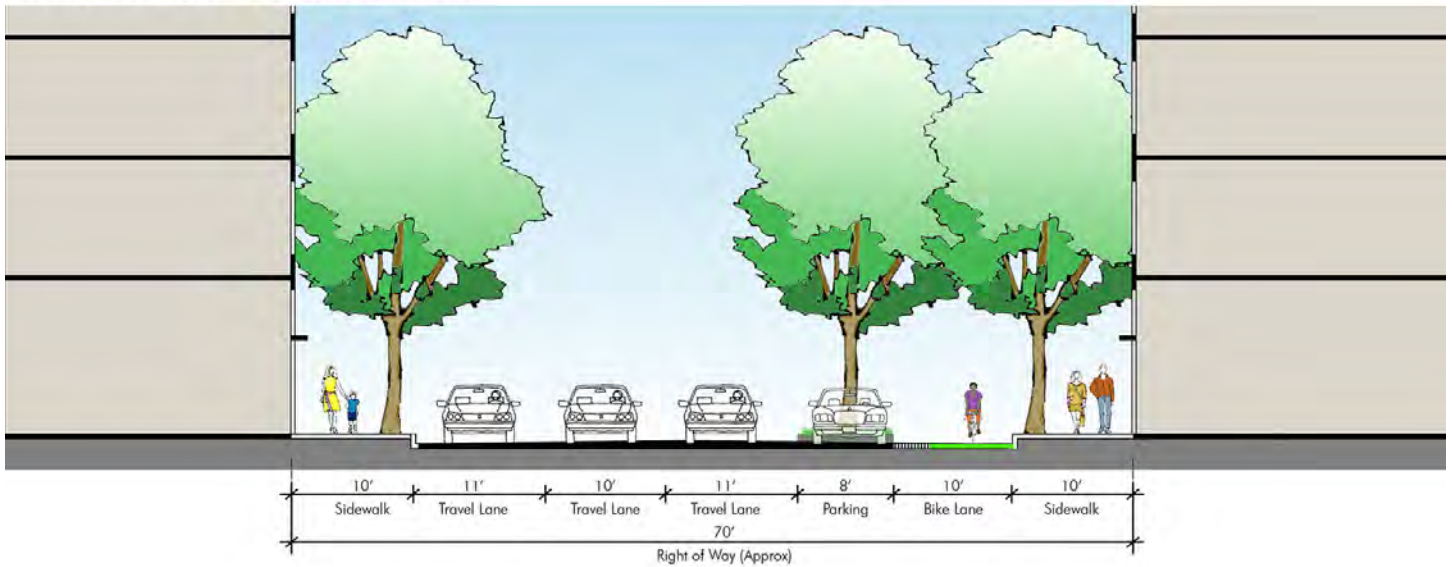


Existing condition along Friendly Avenue

## Existing Conditions

Together with east-bound Market Street, it serves as a key commuter route and gateway to downtown. Friendly Avenue hosts fast-moving west-bound traffic along four wide lanes. While the corridor moves automotive traffic quickly, it does not serve as a comfortable facility for other modes of travel. Sidewalks are of adequate width, but wide crossings and the lack of street trees do not welcome pedestrians. Cyclists face high-stress conditions with fast moving traffic.

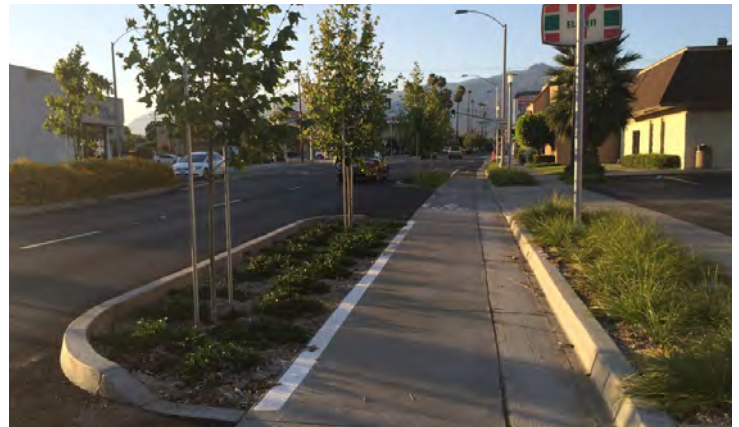
FRIENDLY STREET : SECTION LOOKING EAST (PROPOSED)



\*Note: This is typical of Friendly Street overall, but the project block has City Center Park adjacent, as seen on the following spread.

## Proposed Concept

This Community Connector is envisioned to serve as a key route, not just for automotive commuters, but also pedestrians and cyclists. It is a welcoming gateway to downtown that is integrated with the greenway belt and incorporates a low-stress bike facility that is buffered by a parking lane and stormwater planters. On-street parking and an enhanced pedestrian environment with trees on either side of the street creates a bustling and comfortable multi-modal corridor that attracts economic development and private investment.

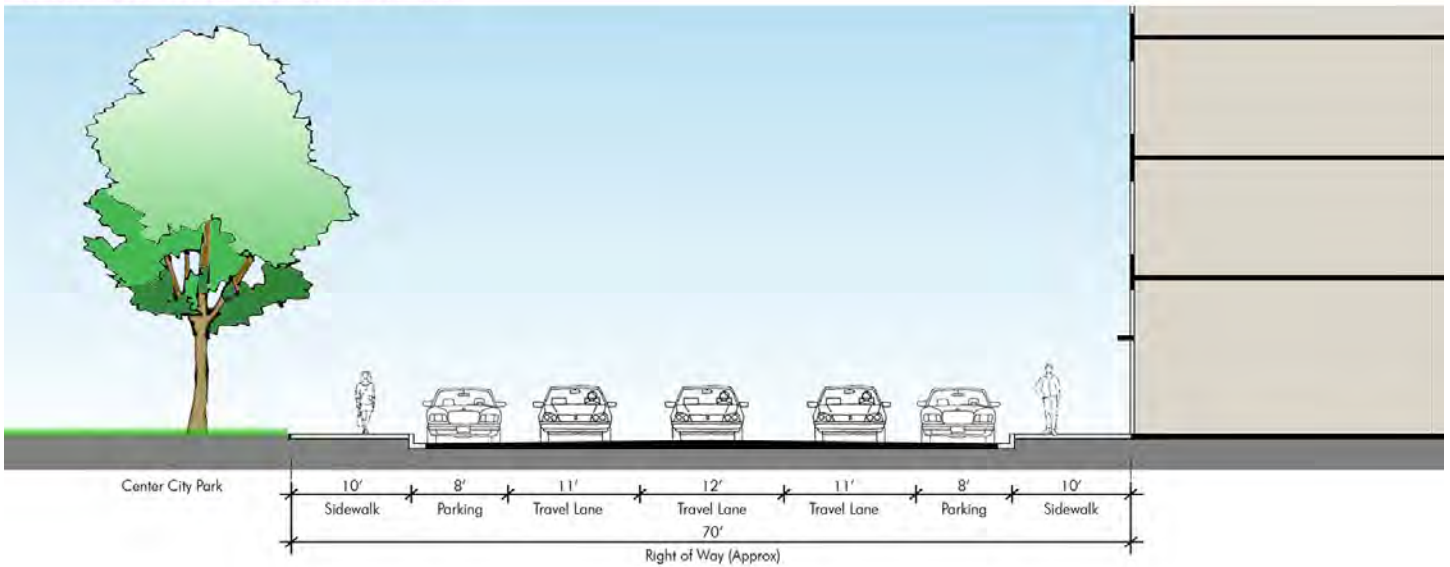


Cycle Track, Mountain View, CA



# FRIENDLY AVENUE

FRIENDLY STREET : SECTION LOOKING EAST (EXISTING)

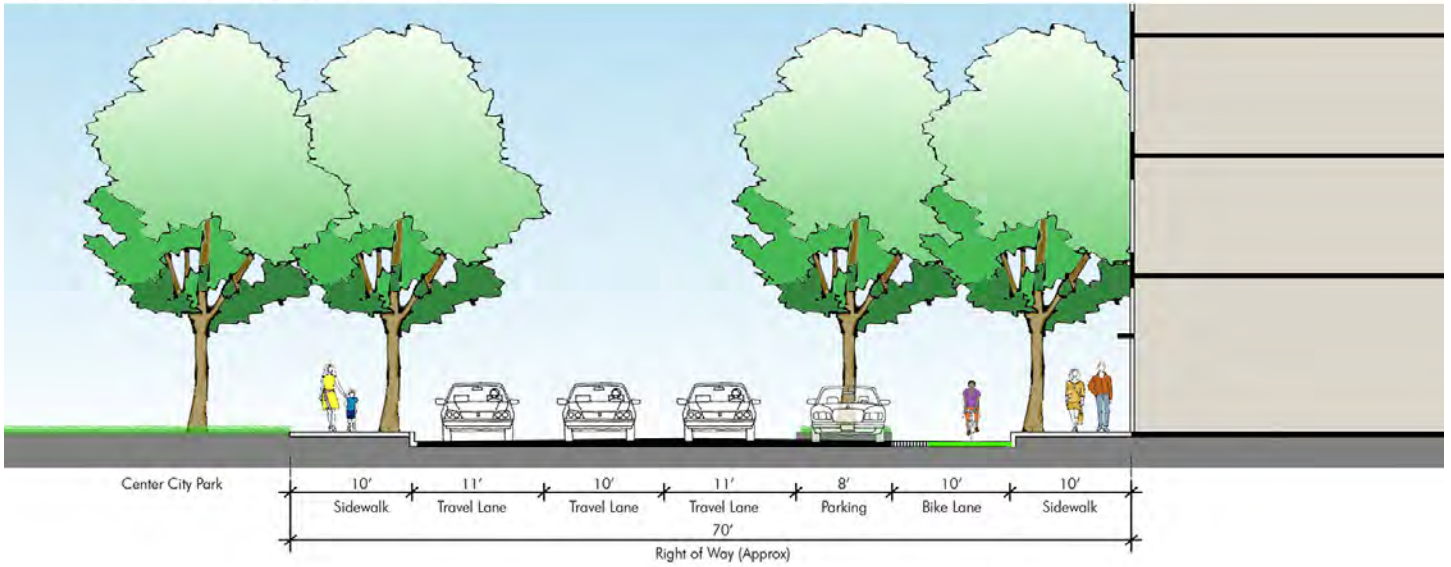


Center City Park

## Project Area

The segment of Friendly Avenue between Elm Street and Davie Street has a similar right-of-way to the prototypical condition described on the previous spread. However, this block currently has parallel parking lanes on either side of the street and wide, uncomfortable crossings to access the Center City Park.

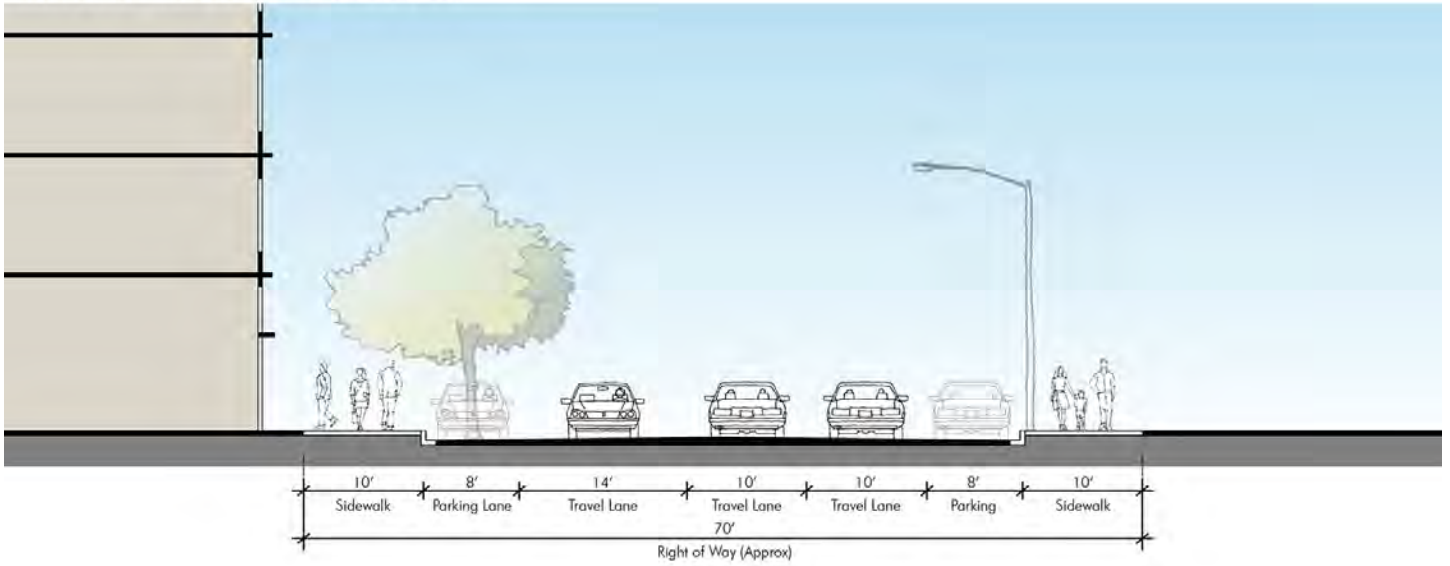
FRIENDLY STREET : SECTION LOOKING EAST (PROPOSED)



9th Avenue, New York City



EUGENE STREET : SECTION LOOKING NORTH (EXISTING)

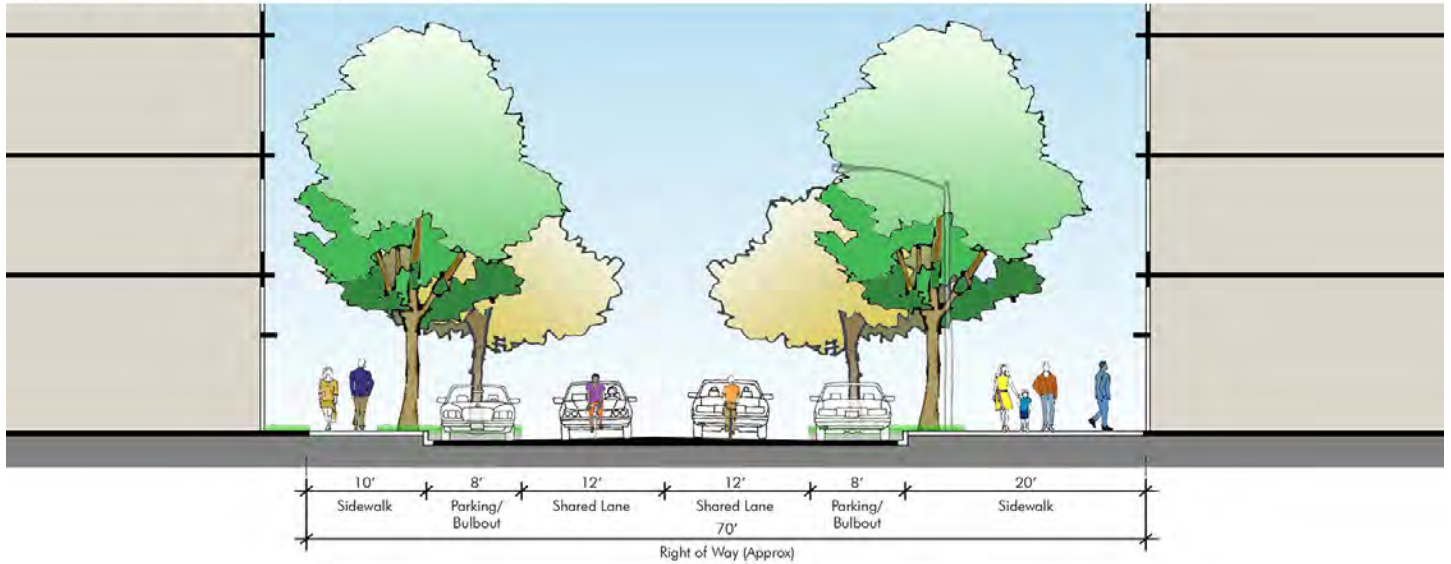


Existing condition along Eugene Street

## Existing Conditions

The segment of Eugene Street between Smith Street and Bellemeade Street links large scale community destinations and recent development including the baseball stadium, Hyatt Place, and Greenway apartments. It provides key access to the Downtown Greensboro Greenway, but no bike facilities are present. Two north-bound travel lanes are appropriately scaled, though the single south-bound lane is wide and encourages high travel speeds. Sidewalks are of comfortable width, but they lack street trees to enhance the pedestrian environment.

EUGENE STREET : SECTION LOOKING NORTH (PROPOSED)



## Proposed Concept

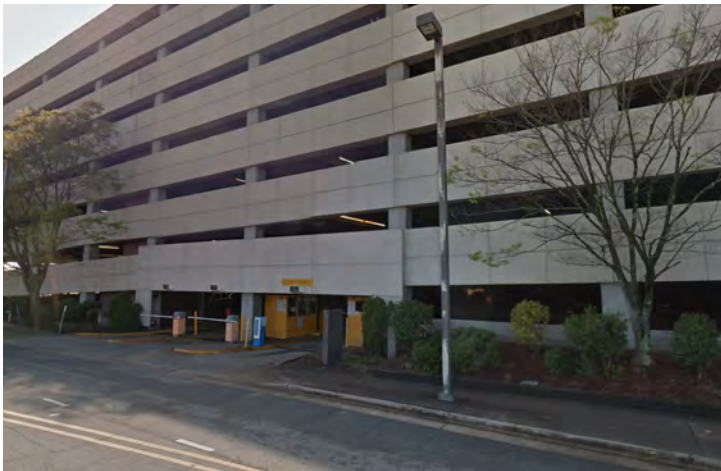
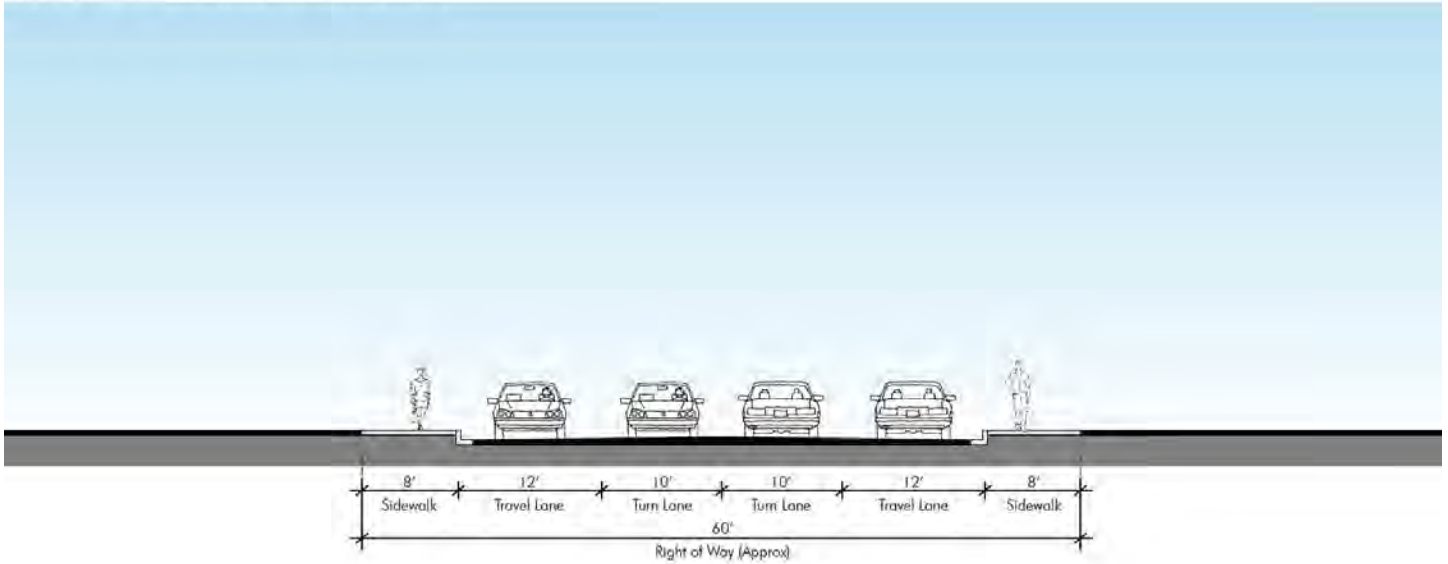
With new investment and planned development, this segment of Eugene Street is transitioning into a vibrant mixed-use street. Strategic investments in improving pedestrian and bike facilities will encourage continued private investment. Four rows of street trees along the sidewalk and in planters provide a better context for existing and forthcoming buildings to better engage the street. Cyclists share lanes with slow moving traffic and a widened sidewalk with high-quality furnishings increases pedestrian comfort.



New York, NY



LINDSAY STREET : SECTION LOOKING EAST (EXISTING)

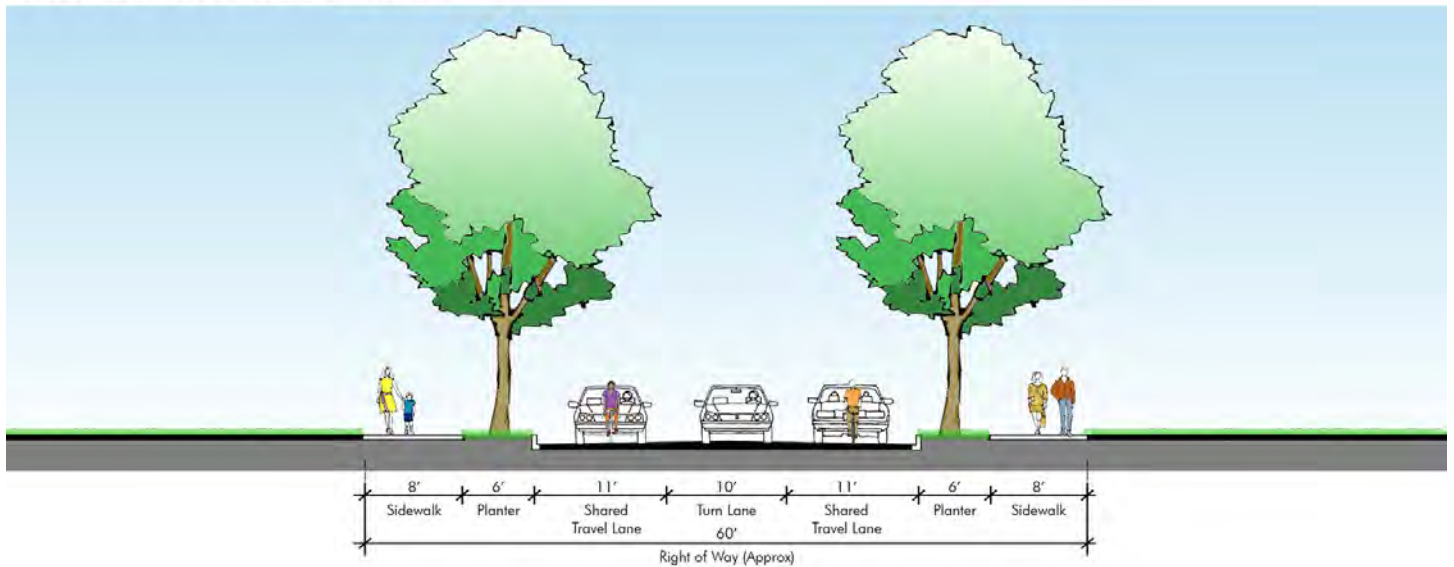


Existing condition along Lindsay Street

## Existing Conditions

Lindsay is a curving local street that is anchored by major cultural destinations. To the east, it links with the re-envisioned Signature Destination Church Street at a key cultural node including the Children’s Museum, Greensboro History Museum, and Greensboro Public Library. On the western end, it connects to a major entertainment hub including the baseball stadium. As the street wraps around irregularly shaped blocks, it is characterized by both long and short distances between crossings, with the longest between North Elm Street and Summit Avenue. The narrow right of way does not host any bike facilities and is dominated by four lanes of traffic and unprotected sidewalks.

LINDSAY STREET : SECTION LOOKING EAST (EXISTING)



## Proposed Concept

Lindsay Street serves as an intimate local mixed-use street that provides safe and comfortable access to all modes of travel and links key destinations. An eleven-foot travel lane in each direction along with a central turn lane, ensure efficient automotive travel. Cyclists experience low-stress biking conditions as they share the right-of-way with slow moving traffic. Six-foot planted strips with street trees on each side of the street create a buffer between pedestrians and traffic. This improves the overall aesthetic character of this Urban Flex Street and provides the right context for buildings to actively engage the street.

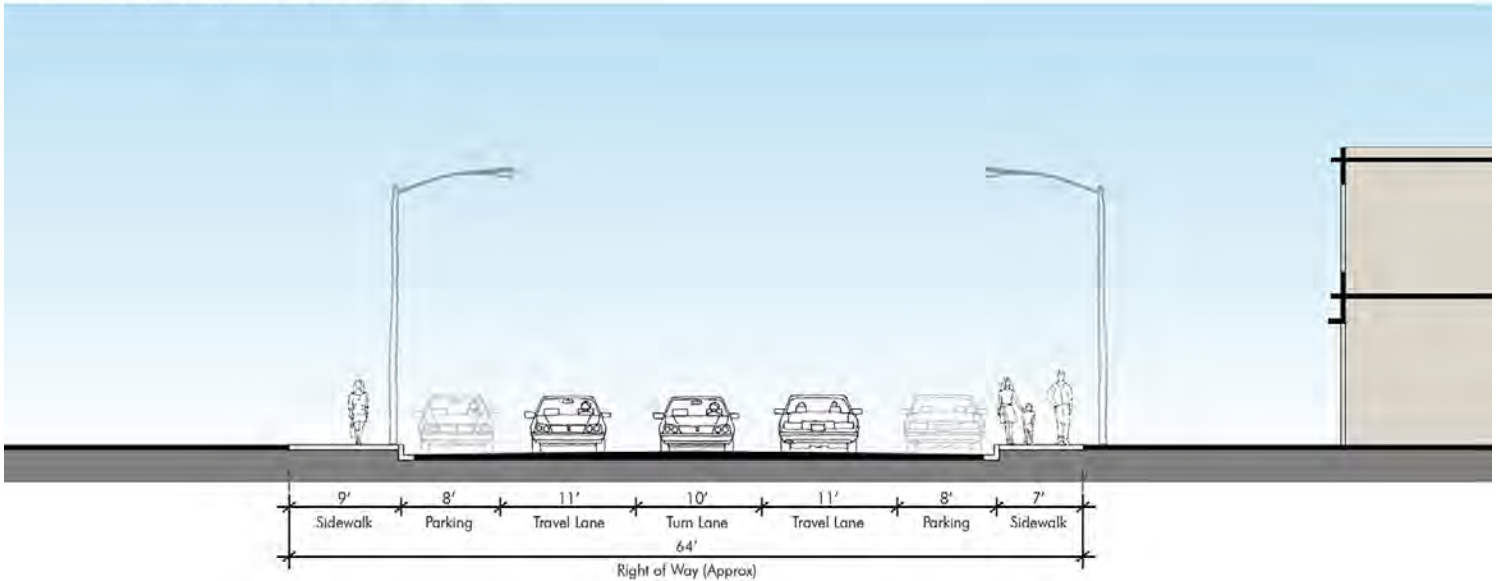


40th Street, Oakland



# WASHINGTON STREET

WASHINGTON STREET : SECTION LOOKING EAST (EXISTING)

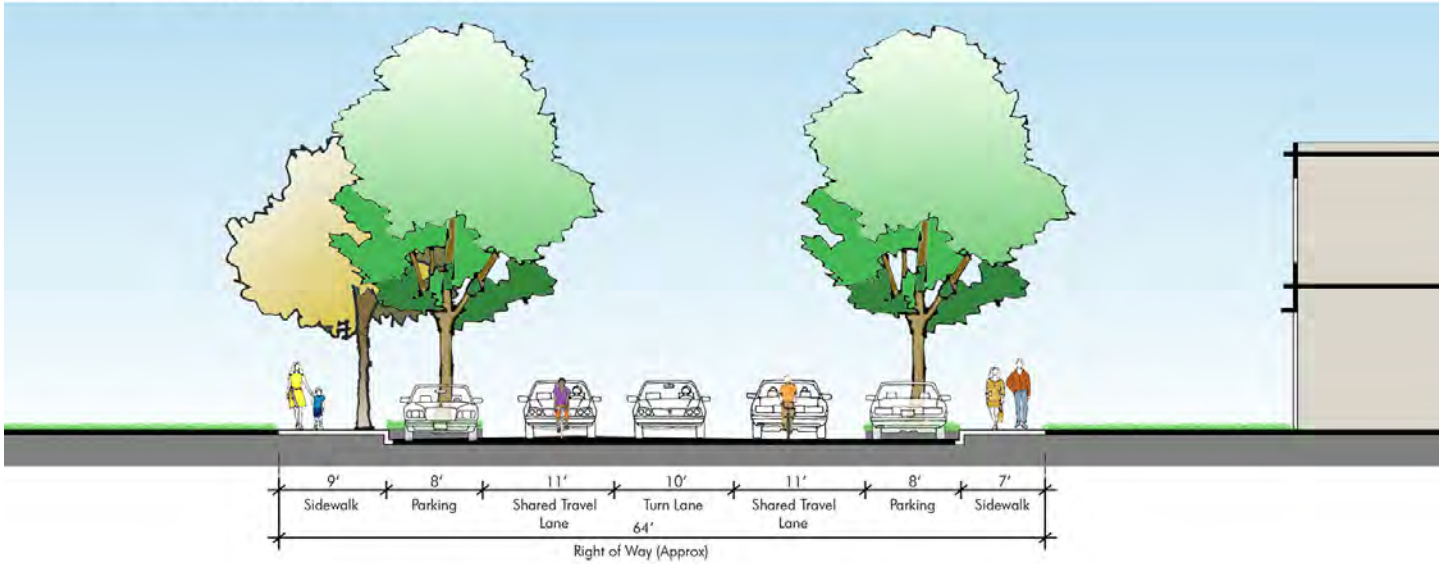


Existing condition along Washington Street

## Existing Conditions

Serving a diverse mix of uses ranging from hotels, civic destinations, and the regional transportation hub at the J. Douglas Gaylon Depot, Washington Street is a key local access street. With two travel lanes, a turn lane, two parking lanes, and narrow unprotected sidewalks, three quarters of the right-of-way are devoted to automobile uses. Wide crossings create uncomfortable crossing conditions for pedestrians and the lack of bike facilities limits cyclist access to the forthcoming Downtown Greensboro Greenway at Murrow Boulevard.

WASHINGTON STREET : SECTION LOOKING EAST (PROPOSED)



## Proposed Concept

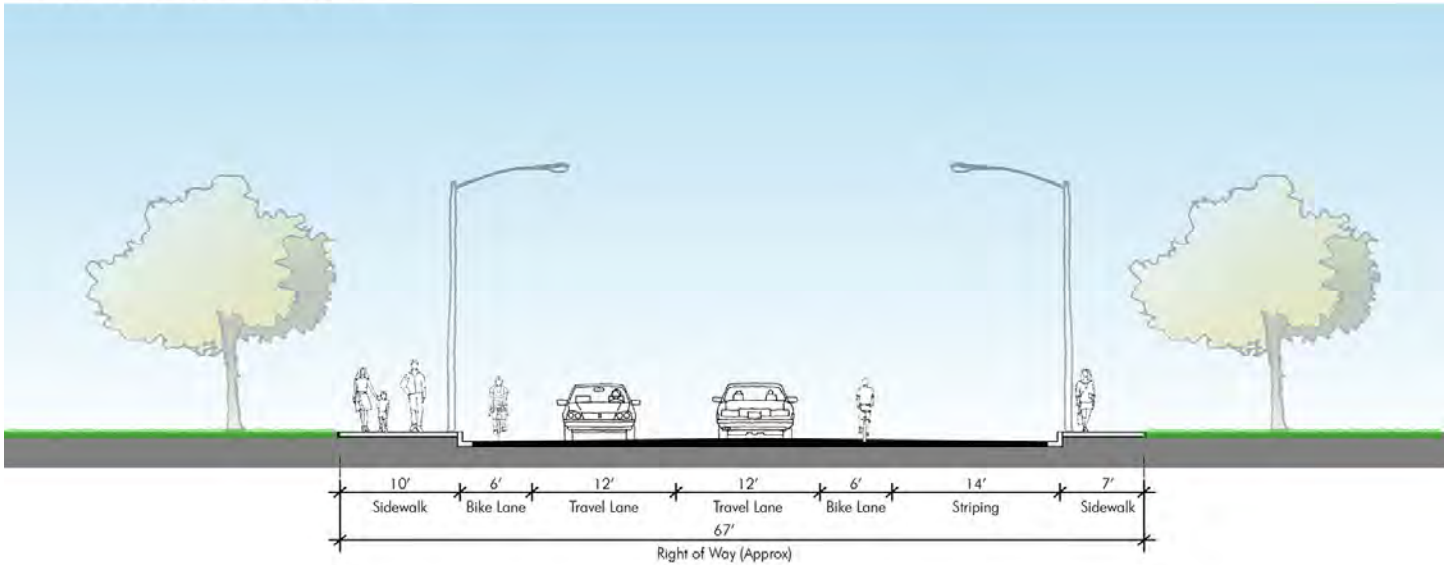
The travel lanes and turn lane are maintained at the existing width. Street trees are added in stormwater planters within the parking lane, fostering an increased sense of enclosure. Appropriate signage will allow cyclists to share travel lanes with slow moving automobiles, providing low-stress access to the Downtown Greensboro Greenway.



2nd Avenue, Long Beach



E MCGEE: SECTION LOOKING EAST (EXISTING)

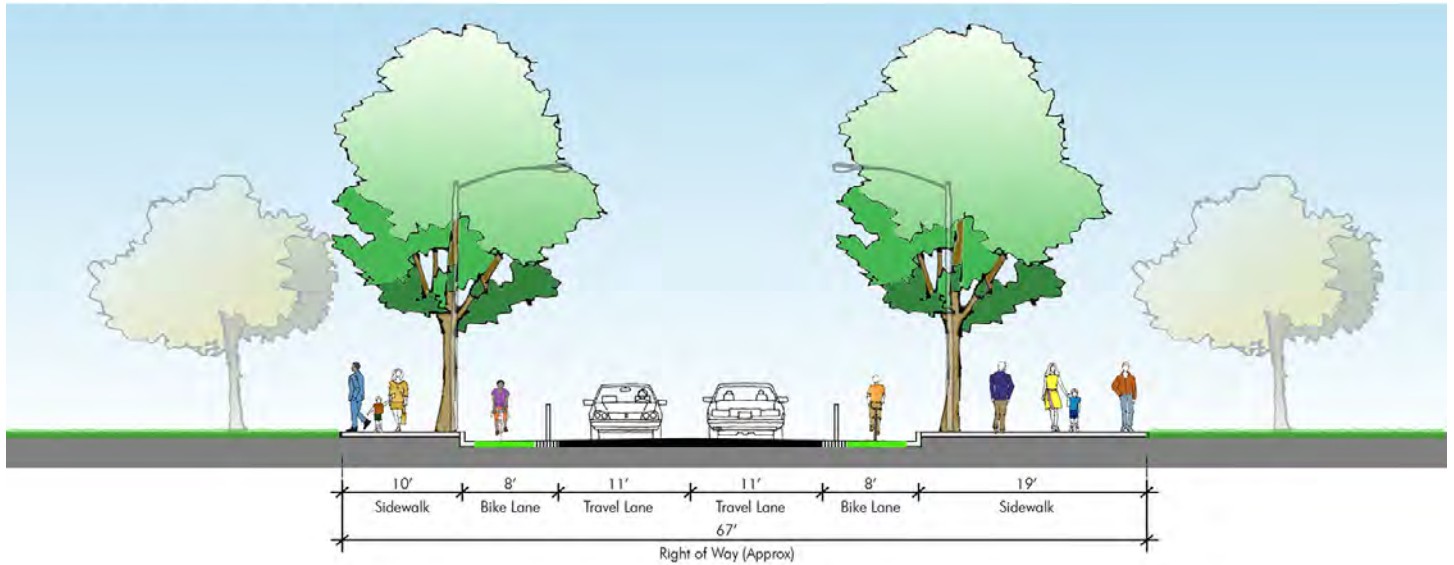


Existing condition along East McGee Street

## Existing Conditions

In this short stretch of McGee Street, the right of way varies as it wraps its way under the railroad with frequent intersections at South Elm Street, South Davie Street, and Martin Luther King Jr Drive. There are bike facilities, but their alignment may cause conflicts between cyclists and automotive traffic, especially in the south-bound direction. This segment is anchored by a human-scaled and active street front at the intersection with South Elm Street and features open space with mature trees that frame the right of way. The structural supports of the railroad overpass, together with varied intersection conditions, pose unique challenges for the redesign of East McGee Street.

E MCGEE: SECTION LOOKING EAST (PROPOSED)



## Proposed Concept

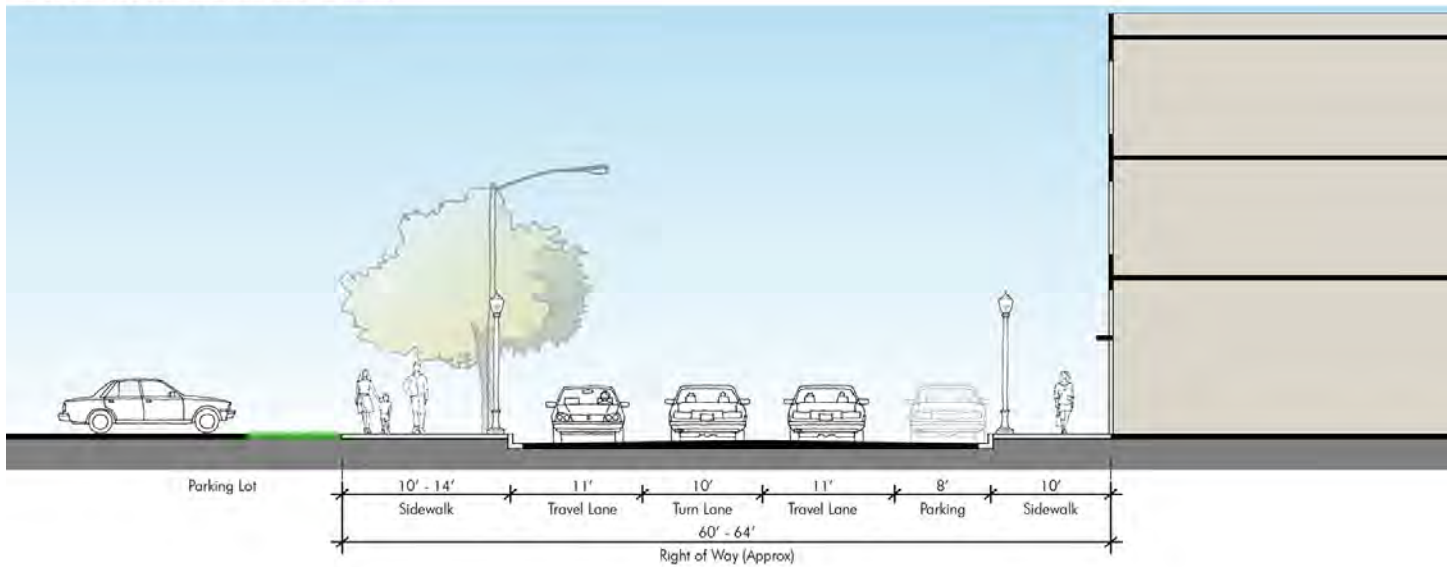
The bike facilities along this curving street segment are reimagined to promote cyclist safety and comfort, while maintaining efficient automotive traffic flow. Bike lanes are either buffered against moving traffic with painted stripes or become integrated in a shared bike-ped facility. A simplified central median around the railroad overpass supports makes this complicated series of intersections more legible and safe for all users.



Protected bike lane, Fremont, CA



W MCGEE: SECTION LOOKING EAST (EXISTING)

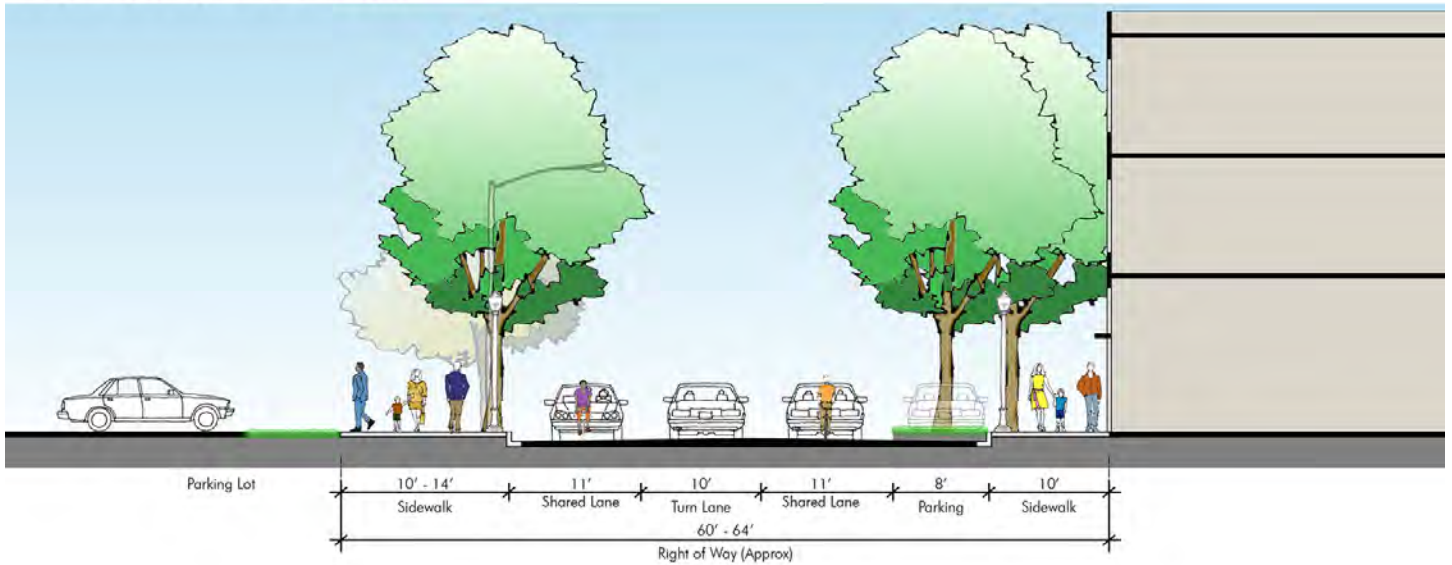


Existing condition along West McGee Street

## Existing Conditions

The one block segment of West McGee Street from the roundabout intersection with Greene Street to South Elm Street hosts two travel lanes and a central turn lane. A parallel parking lane on the south side of the street provides space for customer parking and loading to local businesses. The architectural definition of the block is varied. Some small-scale commercial buildings activate McGee Street with an awnings and articulated facades, while others face Elm Street and have facades that do not contribute to active street life along McGee.

W MCGEE: SECTION LOOKING EAST (PROPOSED)



## Proposed Concept

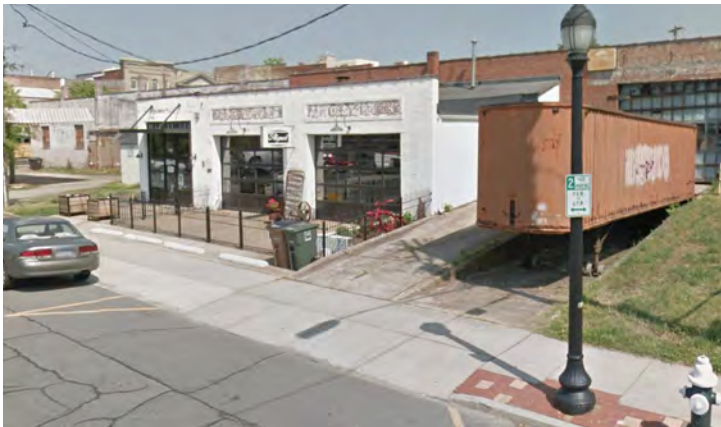
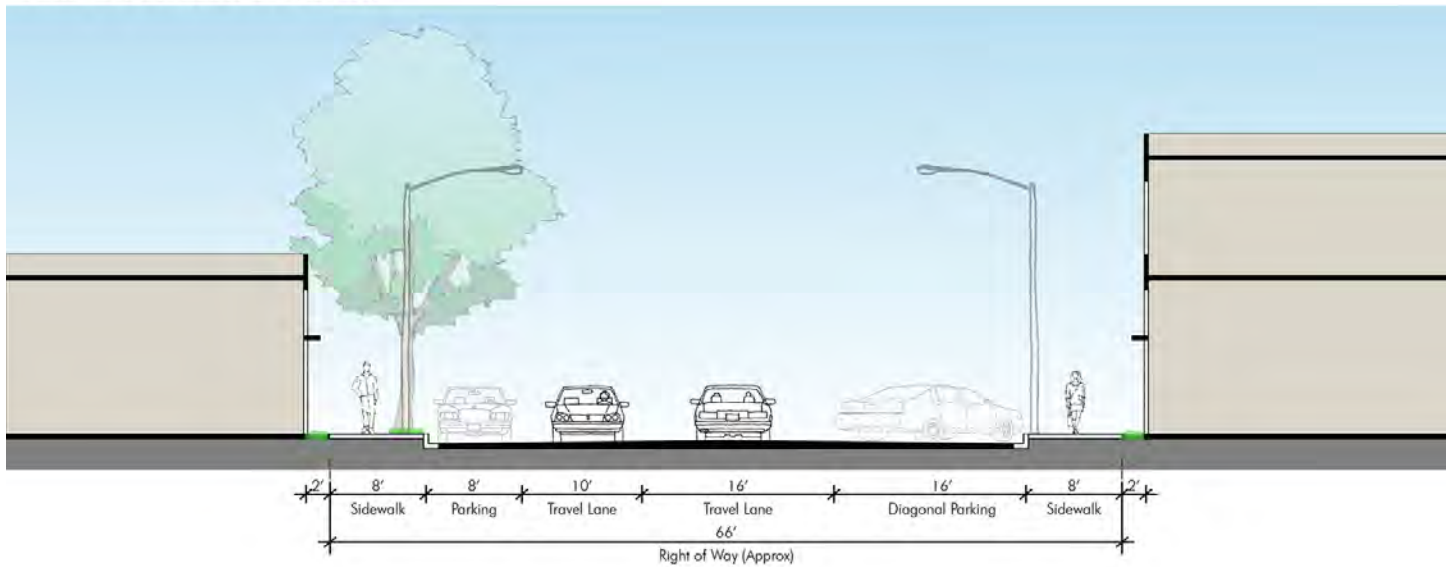
Three rows of street trees tie the street together with a cohesive rhythm and offer a sense of enclosure that calms traffic. Cyclists share lanes with slow moving traffic. Planters are included in the parallel parking lane on the south side of the street and serve as green infrastructure while contributing to pedestrian comfort.



Bell Street, Seattle



E LEWIS: SECTION LOOKING EAST (EXISTING)

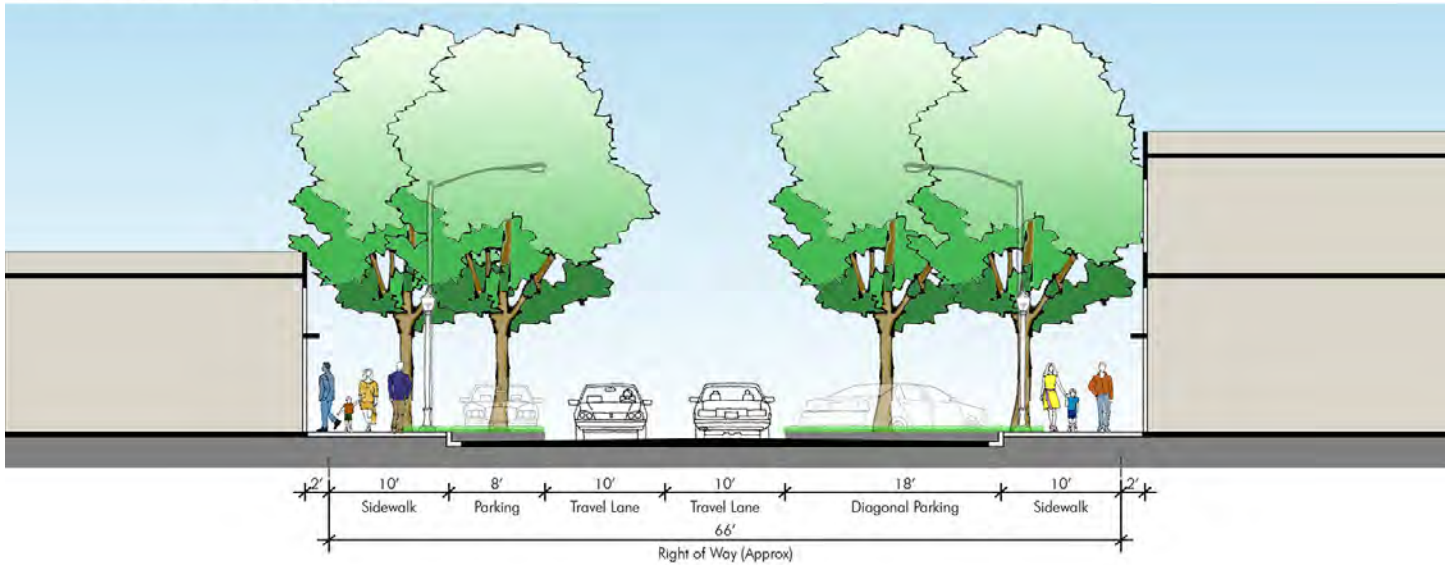


Existing condition along East Lewis Street

## Existing Conditions

Varied setbacks, land use, and driveways contribute to an eclectic character along Lewis Street between South Elm Street and Arlington Street. The street has a relatively wide right of way compared to West Lewis and can accommodate both parallel and diagonal parking that support nearby bars and restaurants. Narrow sidewalks and the lack of prominent entry elements or consistent framing features do not contribute to pedestrian comfort.

E LEWIS: SECTION LOOKING EAST (PROPOSED)



## Proposed Concept

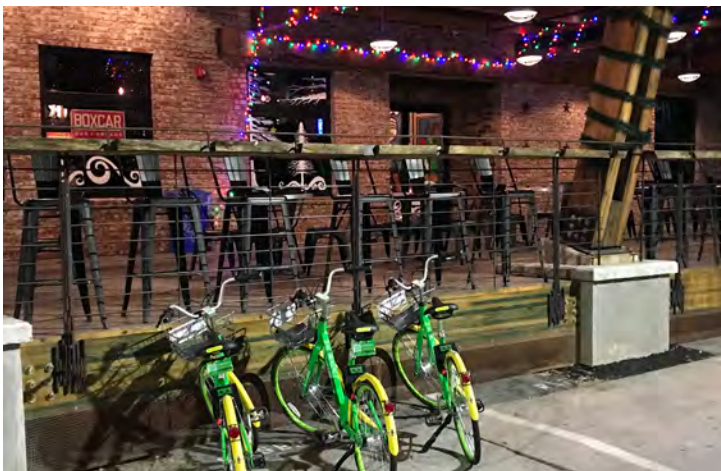
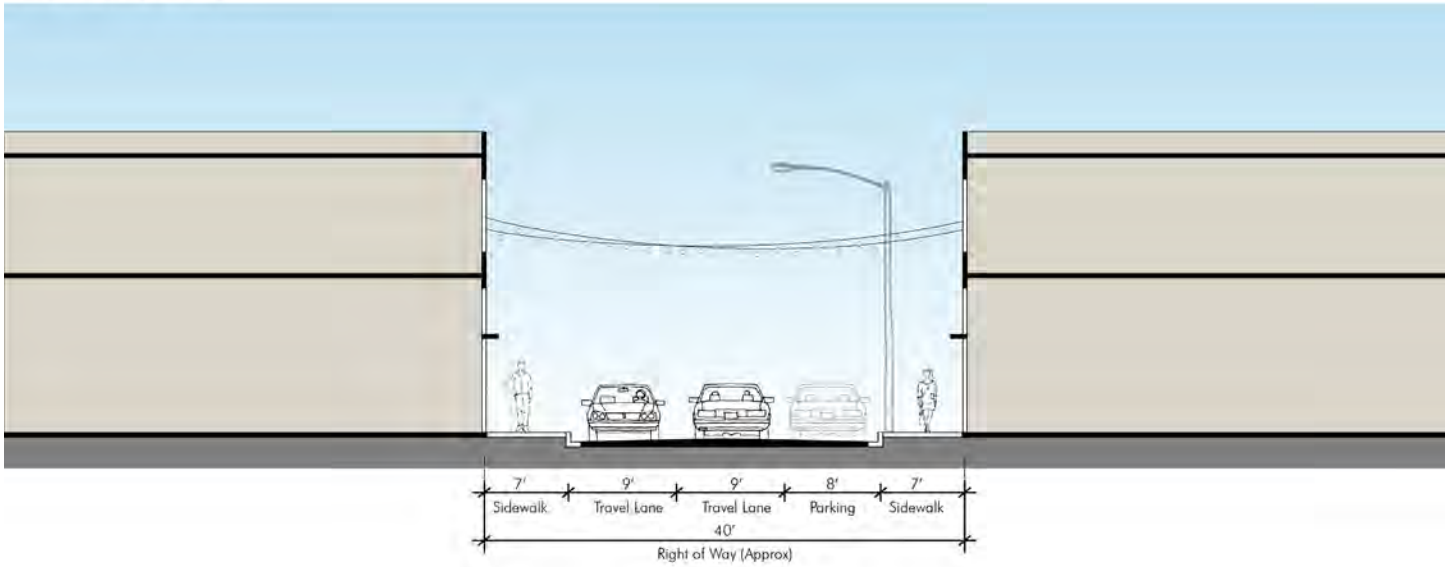
Two ten-foot travel lanes maintain efficient access to on-street parking facilities and minimal through traffic. Sidewalks are widened, and planters are included in the parking lanes. Four rows of street trees create visual consistency along the block and provide framing elements that enhance pedestrian comfort.



Winnipeg, Manitoba



Lewis Street - Existing Section - 01

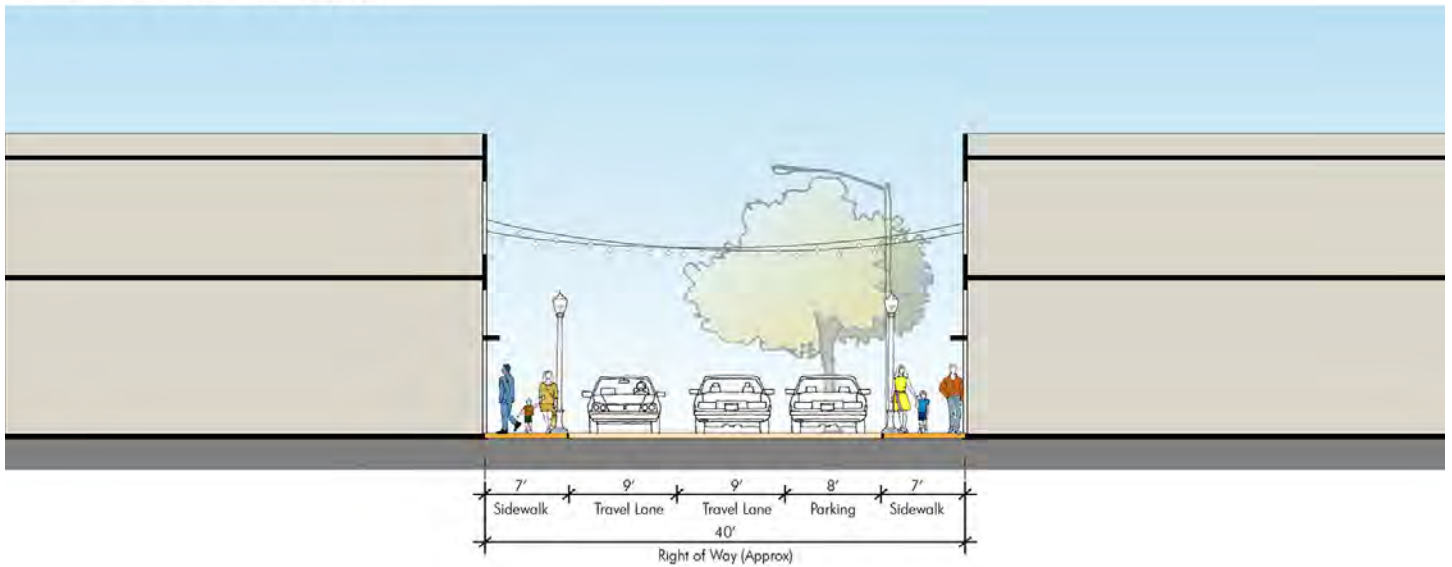


Existing condition along West Lewis Street

## Existing Conditions

With a narrow right of way and clear architectural definition, West Lewis street has an intimate pedestrian scale. Overhead lighting elements provide a prominent nighttime gateway feature from South Elm Street. This Signature Destination Street is an active nightlife center featuring breweries and gastropubs that are oriented toward the street with outdoor seating and articulated facades. The street does not serve through traffic and changes in character throughout the day and night.

W LEWIS: SECTION LOOKING EAST (PROPOSED)



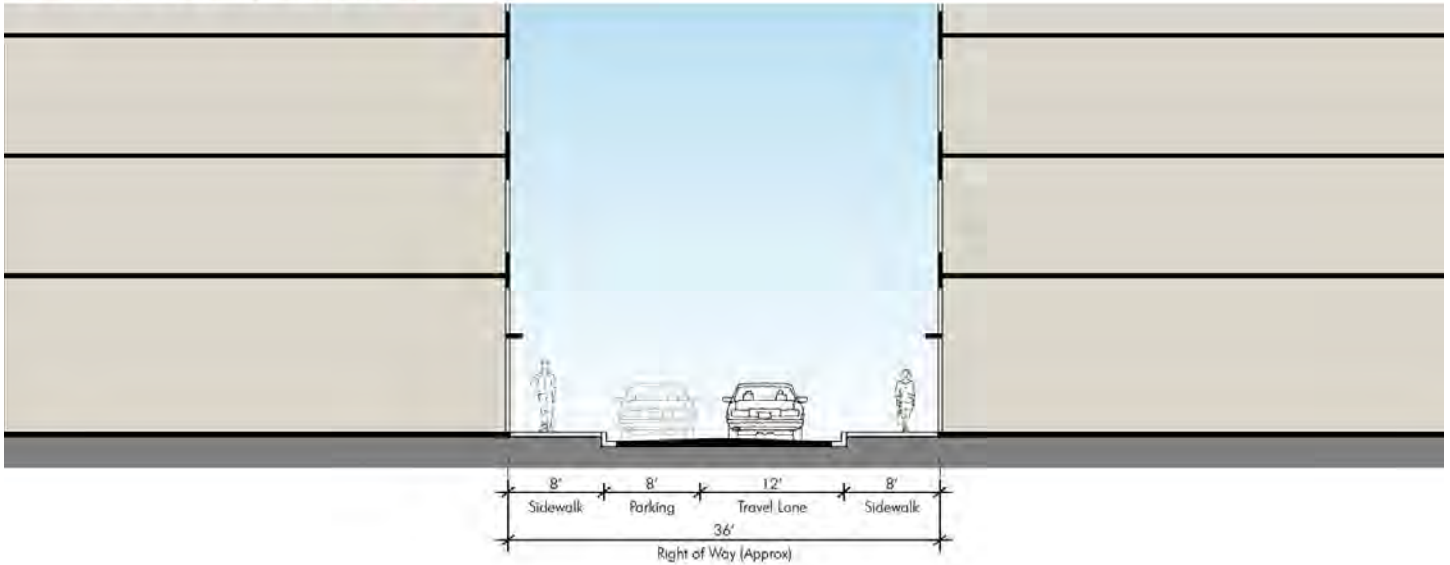
## Proposed Concept

A curbsless street maintains vehicular access to businesses for loading and unloading, while creating a pedestrian space that is free of trip hazards. Human-scaled lighting elements and street trees enhance pedestrian safety and comfort. Without the need to serve through traffic, the street has the flexibility to be closed to automobiles during certain events or times of the day, becoming a vibrant, plaza-like destination that supports local businesses.



Old Town, Alexandria, Virginia

FEBRUARY ONE: SECTION LOOKING EAST (EXISTING)



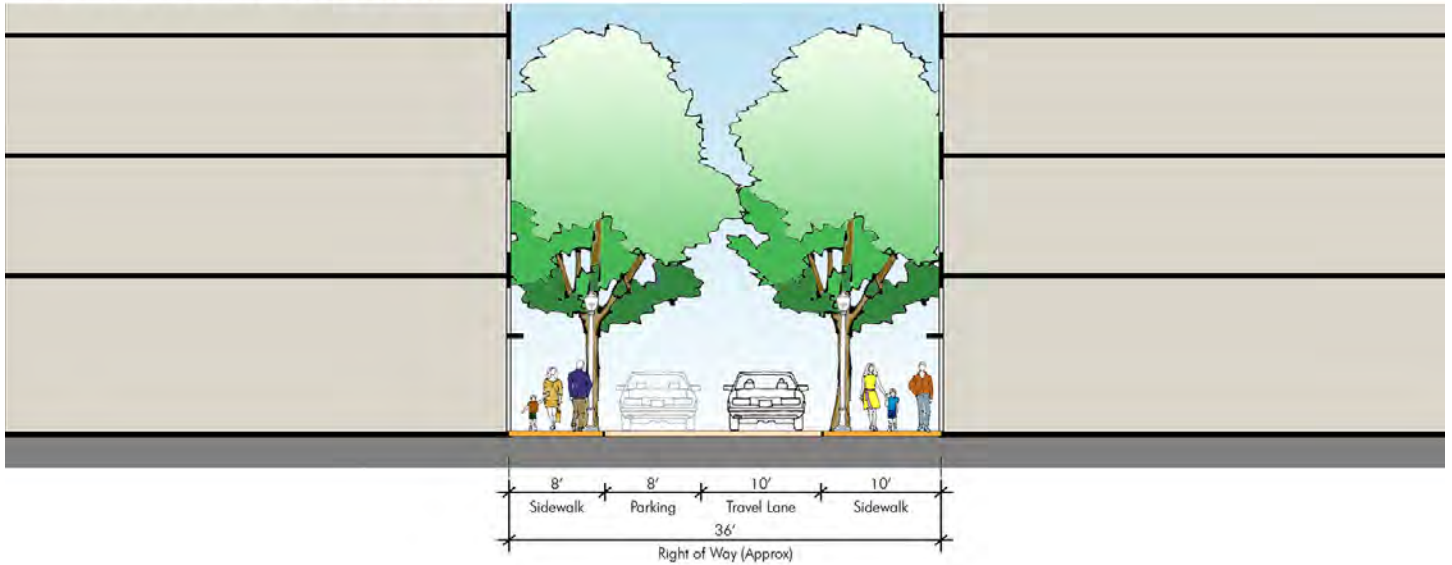
Existing condition along February One Place

## Existing Conditions

February One Place is a narrow Passage Street in the heart of downtown. The one-block segment anchored by the Civic Campus on Greene Street and the International Civil Right Center on Elm Street has a single east-bound travel lane. An eight foot parallel parking lane provides space for loading and access to local businesses. The passageway has a clear sense of architectural definition and provides valuable pedestrian access with an intimate human scale.



FEBRUARY ONE: SECTION LOOKING EAST (PROPOSED)



## Proposed Concept

Two rows of street trees further enhance a sense of enclosure along the Passage Street, and human-scaled lighting promote pedestrian safety and comfort. While the parking and travel lane are maintained to support essential access to local businesses, the street is curbless and has the flexibility to be converted into an urban living room without trip hazards during street festivals on Elm Street.



Linden Alley, San Francisco