FIGURE 4.20 - ON-ROAD TRAILS: TRAIL ALONG ROAD (LEFT) & ON-ROAD CYCLE TRACK (RIGHT)





FIGURE 4.19 - TRAIL WITHIN PARK



FIGURE 4.21 - PROTOTYPICAL COMPLETE STREET



ACTIVE SIDEWALKS

Sidewalks should be smooth, wide, feel safe, and have appropriate transitions to the street, making them easy to walk or use a wheelchair on

DEDICATED BIKE LANES

Simple pavement markings creating a dedicated bike lane make both metorist and bicycle movement more predictable, and therefore safer for both. They may increase the likelihood of casual riders using bicycles for transportation

ACTIVE ROADWAY

One lane of car traffic going in each direction with a two-way-fleft-turn-lane (TWLTL) in the center would reduce the amount of car crashes on Government Street by providing turning vehicles a refuge from through traffic, while keeping through traffic moving more efficiently

SAFE CROSSWALKS

Clearly marked crosswalks allow pedestrians and wheelchair users to cross streets safely, while making sure cars know where to expect them

PLANTING STRIP

Street trees and landscaping slow speeding traffic, improve the aesthetics of the roadway, provide shade, and create a buffer between cars and people, making a more inviting environment for pedestrians

GREEN Spaces

Parks and public green spaces create a destination, encouraging community interaction and providing a rest from the surrounding urban environment



Wells Road, near the Brooks County line