

Final Presentation

Prince Ave. Charrette



This Presentation has 5 components and will last 1:30 hours. Enjoy!

Landscape Solutions:

1. Gateway to a Place
2. Bury Utilities- Raise a Forest
3. Planted Medians & Crosswalk Safe Havens
4. Pedestrian Friendly Streets
5. Parking Lot Planting Incentives
6. Greenspace & Neighborhood Park Network
7. Landscape Enhancement & Protection

1. LANDSCAPE

2. HISTORIC
RESOURCES

3. PLANNING

4. DESIGN

5. TRAFFIC

Plant the painted median with Prince Avenue's
dogwoods and shade trees



1. Gateway to a Place

- Identify Prince Avenue as a neighborhood- not just a thoroughfare
- Establish a threshold at the intersection of Hawthorne and Prince
- Anchor Prince Avenue as a boulevard of trees

1. LANDSCAPE





WELCOME TO PRINCE

VIEW TOWARDS DOWNTOWN

The Landscape: Trees, Lawns, and Parks

Benefits of the Gateway

- Increase tree plantings along Prince Avenue
- Create a sense of enclosure to slow traffic
- Increase safety of residents and users – pedestrians, drivers, & cyclists

2. Burying Utilities – Raising a Forest

- Visual clutter created by utility lines
- Restricted tree canopy
- Lack of shade and business exposure
- Without utility lines, tree size is dictated by the ‘verge’ size
- Direct relation between verge width and tree size (caliber, spread, height)

1.

LANDSCAPE

2.

HISTORIC
RESOURCES

3.

PLANNING

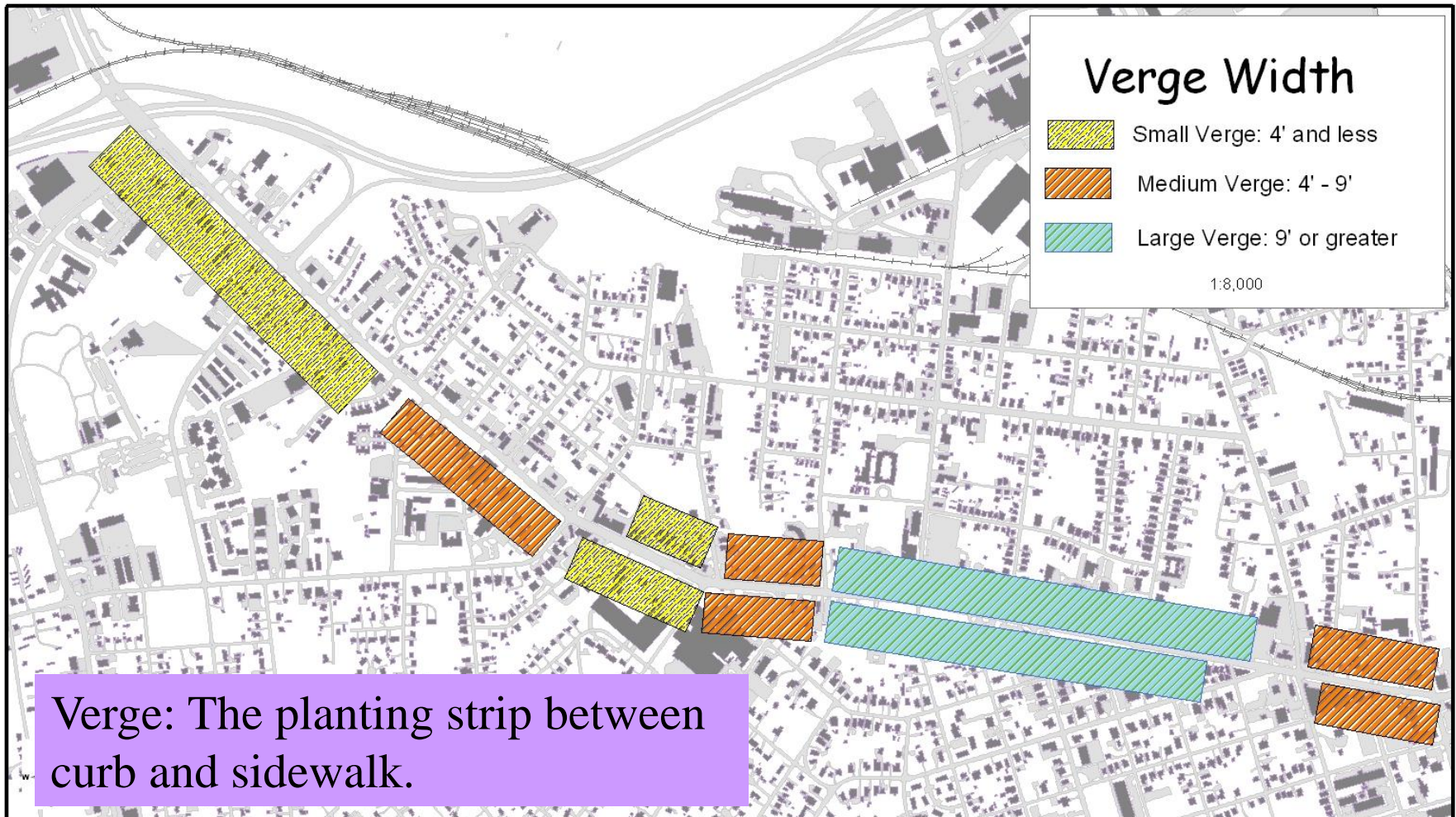
4.

DESIGN

5.

TRAFFIC

2. Burying Utilities – Raising a Forest



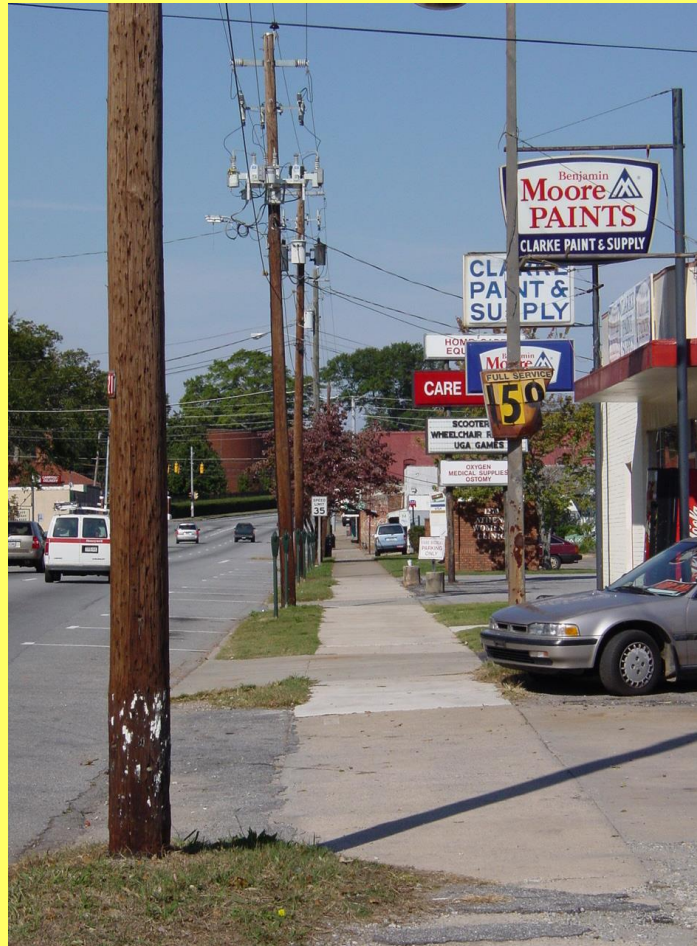
1. LANDSCAPE

2. HISTORIC
RESOURCES

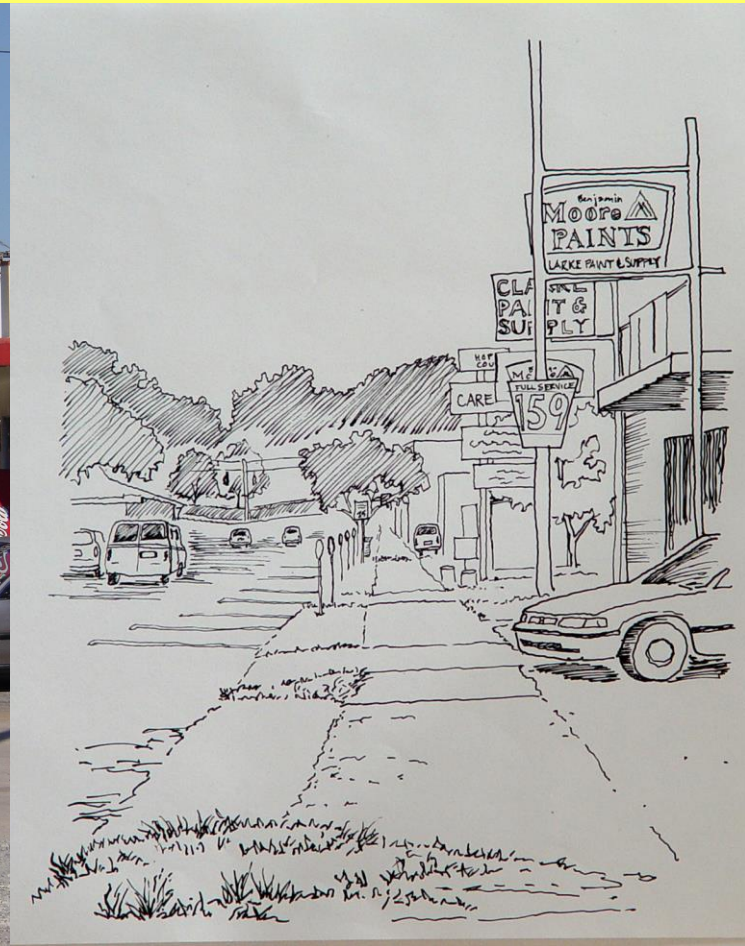
3. PLANNING

4. DESIGN

5. TRAFFIC



Existing View towards
Normaltown



Utility Removal

1.

LANDSCAPE

2.

HISTORIC
RESOURCES

3.

PLANNING

4.

DESIGN

5.

TRAFFIC

Solution!

Result of burying
utility lines and
installing trees in the
verge.



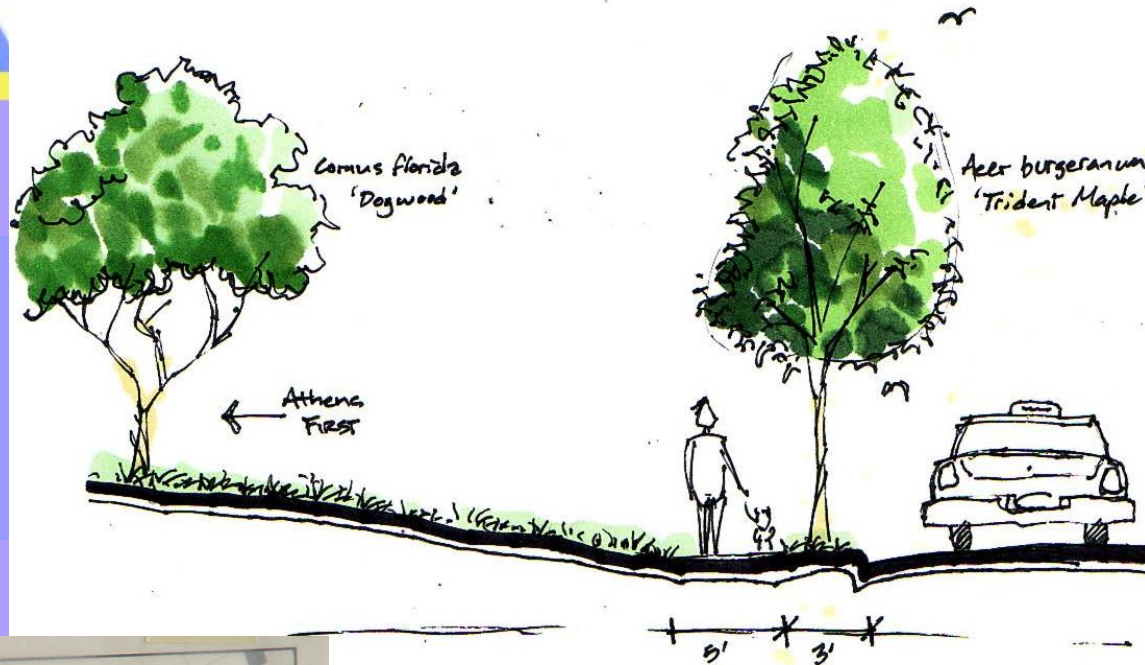
1.

LANDSCAPE

2

HISTORIC
RESOURCES

Small Verge:
Less than 4'
in width



SMALL VERGE

Scale: $\frac{1}{8}'' = 1'-0''$



1.

LANDSCAPE

2

HISTORIC
RESOURCE

Medium Verge:
Between 4' – 9'
in width



MEDIUM VERGE

SCALE: $\frac{1}{8}" = 1'-0"$



Large Verge:
Greater than 9'
in width



LARGE VERGE

SCALE: 1/8" = 1'-0"

3. Planted Medians and Crosswalk Safe Havens

- Introduce medians to:
 - help slow traffic
 - provide safe crossings for pedestrians
 - create more greenspace through canopy and color
 - enhance identity of corridor
 - define traffic patterns

- Loss of economic vitality due to inaccessibility
- No crosswalk- Dangerous!
- Unused paved median spaces
- Traffic very fast



- Median added to provide safe crossing for pedestrians
- Slows and defines traffic patterns
- Adds greenspace



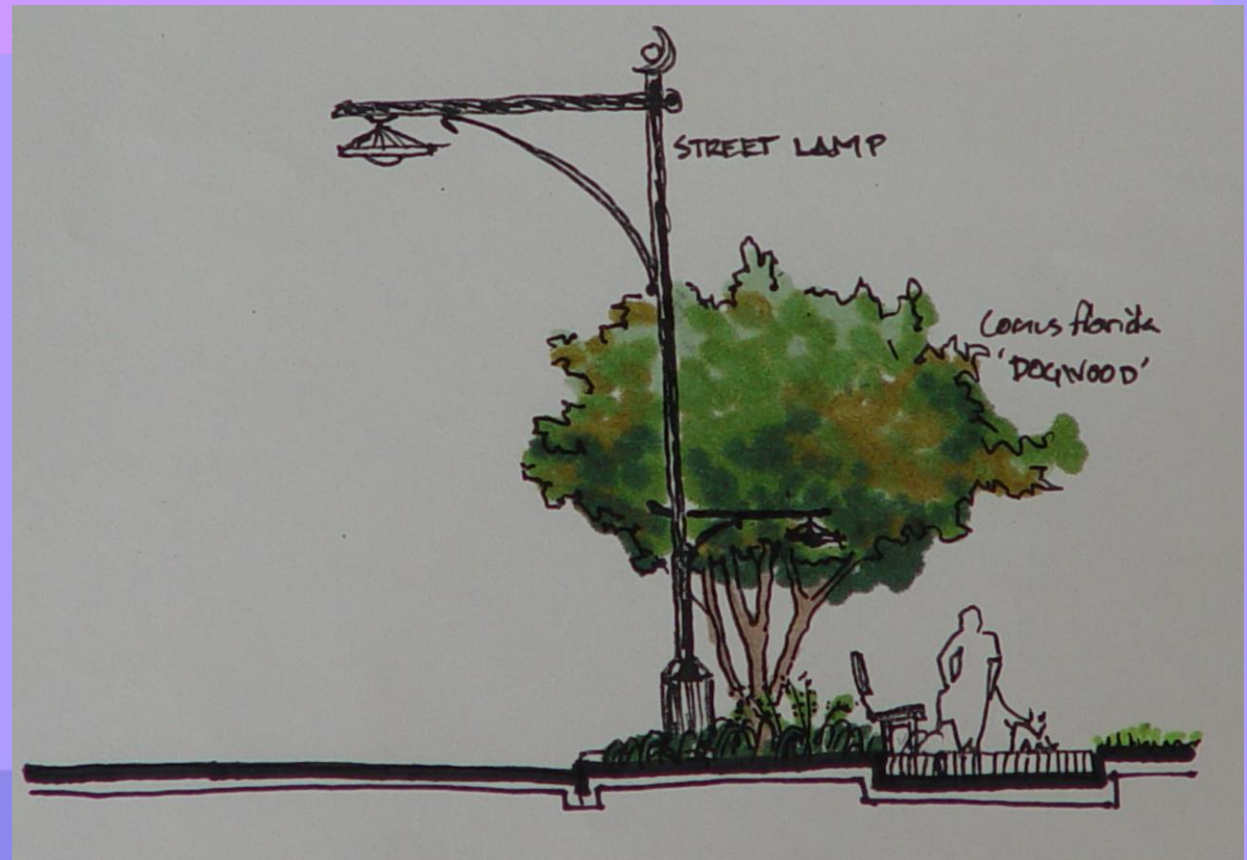
4. Pedestrian-Friendly Streets

- Increase safety and security
- Create an inviting walking experience along the entire corridor
- Establish Prince Avenue as a distinctive place

- Plant more trees in the 'Verge'
- Shade trees reduce hot summer temperatures



- Continue using dogwoods as a human-scale tree to separate pedestrians from traffic
- Street trees have been shown to reduce traffic speeds



- Provide a barrier from traffic where none exists
- Introduce planters and pedestrian lighting



- Introduce street furniture and improve amenities
 - Vine-clad bus shelters
 - Drinking fountains
 - Benches
 - Lighting
 - Planters



1.

LANDSCAPE

2.

HISTORIC
RESOURCES

3.

PLANNING

4.

DESIGN

5.

TRAFFIC

5. Parking Lot Planting Incentives: Current Situation

- Old Parking Standards
 - Emphasis on number of spaces
 - No standard for aesthetic, environmental or human health
- Existing Design Standard for New Parking Lots
 - Mandates landscaping
 - 1 tree for every 7 parking spaces
 - 25% of site must be landscaped

Solution: Planting Incentives for Existing Parking Lots

- Retrofitting Pre-existing Lots
 - Tax incentives ?
 - ACC provides lowered tree or construction cost ?
 - Intrinsic incentives
 - People more apt to patronize business
 - Positive contribution to community
- Many Parking Lots Underused
 - Cutting pavement doesn't necessitate cutting number of spaces
 - Greening unused pavement
 - Pervious overflow parking

The Landscape: Trees, Lawns, and Parks

- Benefits of Standards

- Aesthetic- more pleasant communities
- Reduces heat island effect (20 degree difference)
- Watershed stewardship stormwater mitigation, protects streams, groundwater recharge
- Human health

1. LANDSCAPE

2. HISTORIC
RESOURCES

3. PLANNING

4. DESIGN

5. TRAFFIC



Problem & Solution



Solution!



Result of applying the existing ordinance

1. LANDSCAPE

2 HISTORIC
RESOURCES

3 PLANNING

4 DESIGN

5 TRAFFIC

Opportunity?



Solution!

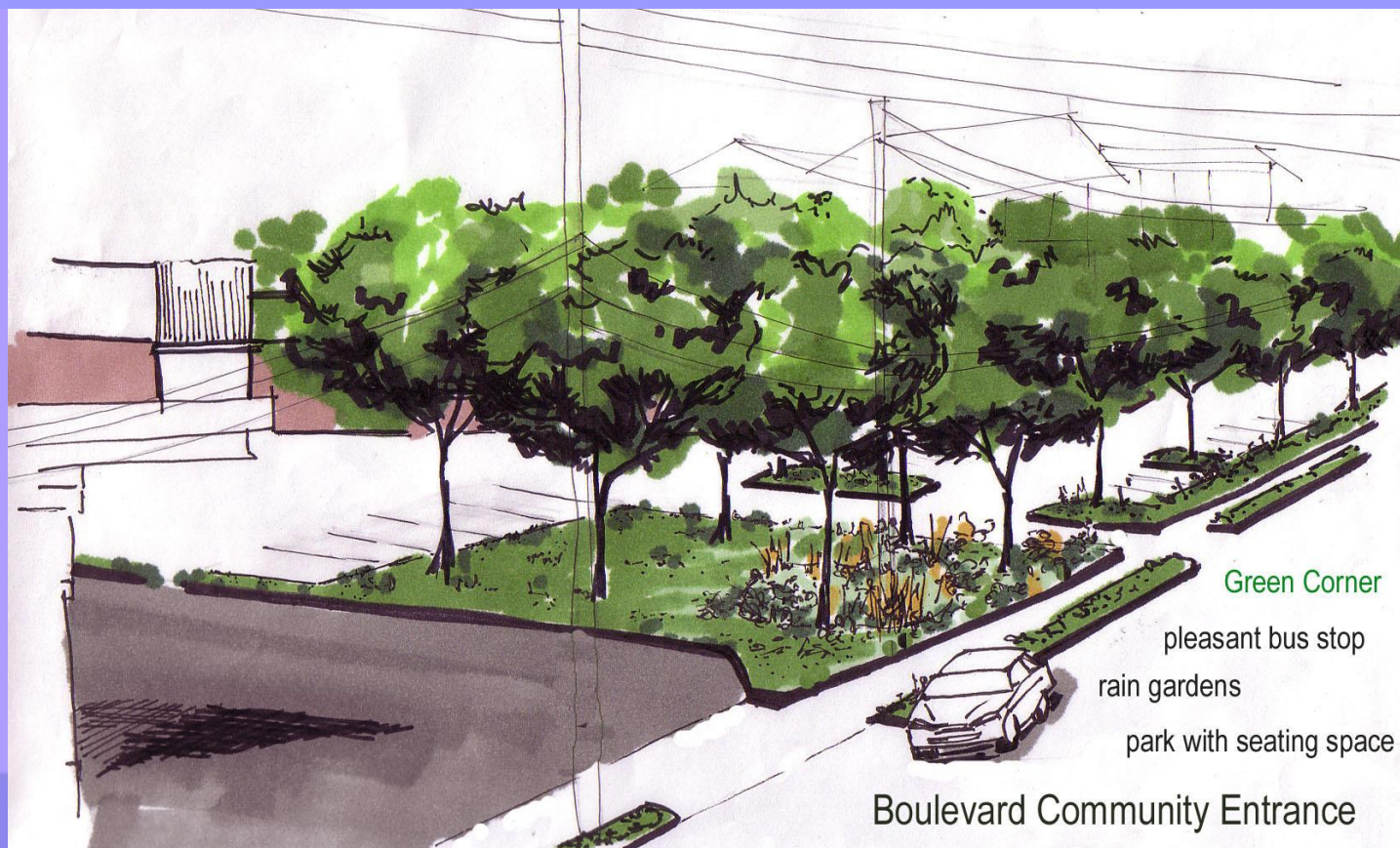


Result of applying existing ordinance

Opportunity?



Solution!



Green Corner

pleasant bus stop

rain gardens

park with seating space

Boulevard Community Entrance

6. Greenspace & Neighborhood Park Network

- Our opportunities for future neighborhood parks compete with the current demand for infill housing
- No more lost opportunities for parks!
- Park Network for Healthy Neighborhood Lifestyle
- A place for Fitness and Fun
- A home for Flora and Fauna.

Open Space Inventory

- Open Space Opportunities
- Existing Parks

Map labels include: Bishop Park, Ocala River Greenway, Hwy 10 Loop, Railroad, Boulevard, Prince, Cobb, Kings, and an arrow pointing 'EXTENDING NORTH'.

1. LANDSCAPE

2 HISTORIC
RESOURCES

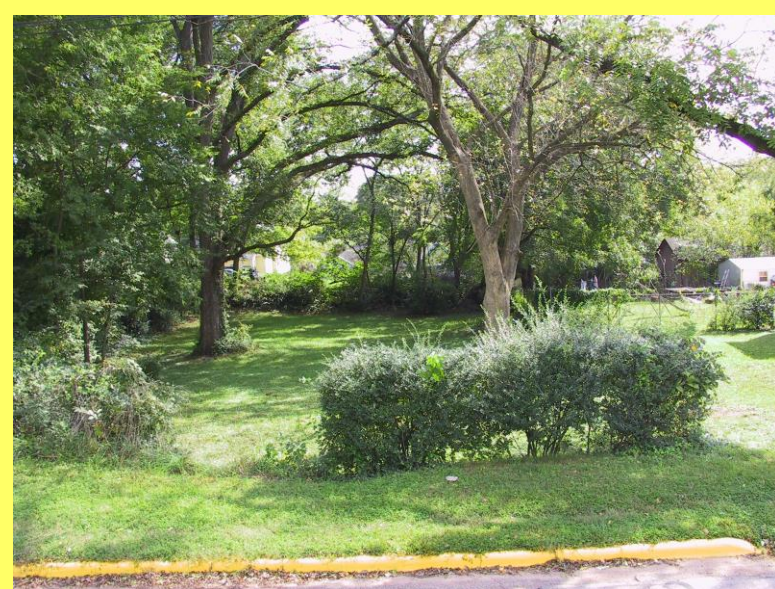
3 PLANNING

4 DESIGN

5 TRAFFIC

Existing Opportunities

The Landscape: Trees, Lawns, and Parks



1. LANDSCAPE

2. HISTORIC
RESOURCES

3. PLANNING

4. DESIGN

5. TRAFFIC

The Landscape: Trees, Lawns, and Parks

Future?



Existing



1. LANDSCAPE

2. HISTORIC
RESOURCES

3. PLANNING

4. DESIGN

5. TRAFFIC

The Landscape: Trees, Lawns, and Parks



Future ?

7. Landscape Enhancement & Protection

- No real protection for existing public or private trees.
- ‘Cut now, ask for forgiveness later’ attitude
- Need for public/private partnerships for protection, replacement, & maintenance of street trees
- Need for adoption of tree ordinance

Potential Elements of a Tree Ordinance:

- Requirements for minimum tree canopy on new construction in Single Family Residential lots
- Protect Street Trees from trimming and utility construction
- Provide clear incentives for compliance
- Provide clear penalties for non-compliance
- Review all requests for removal for “mature” trees

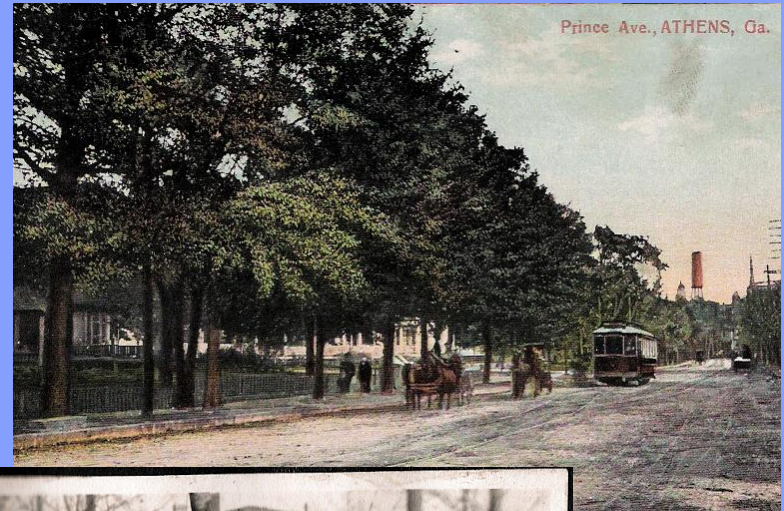
Final Presentation

Prince Ave. Charrette



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Historic Resources: Memory or Reality



You wouldn't
believe what it
used to be...



1 LANDSCAPE

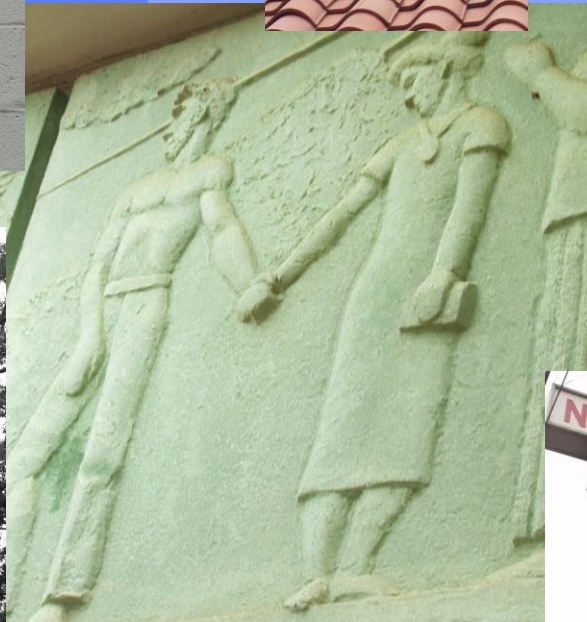
2. HISTORIC
RESOURCES

3 PLANNING

4 DESIGN

5 TRAFFIC

Historic Resources: Memory or Reality



...or what it is.

1 LANDSCAPE

2. HISTORIC
RESOURCES

3 PLANNING

4 DESIGN

5 TRAFFIC

Historic Resources: Memory or Reality

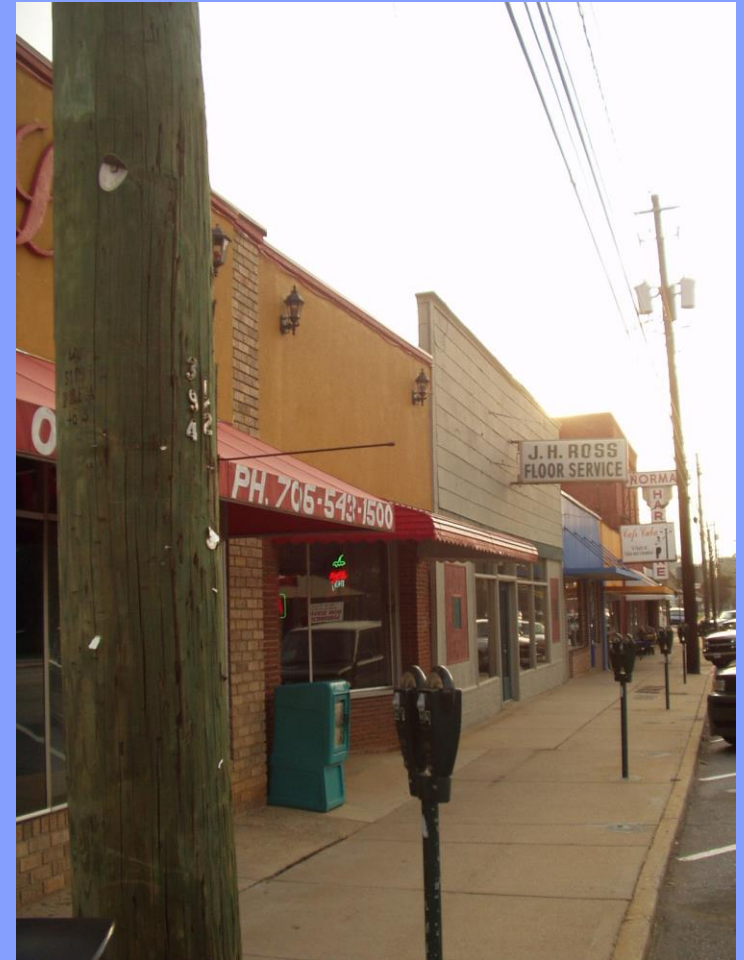
Preserve

Historic Resources: Memory or Reality

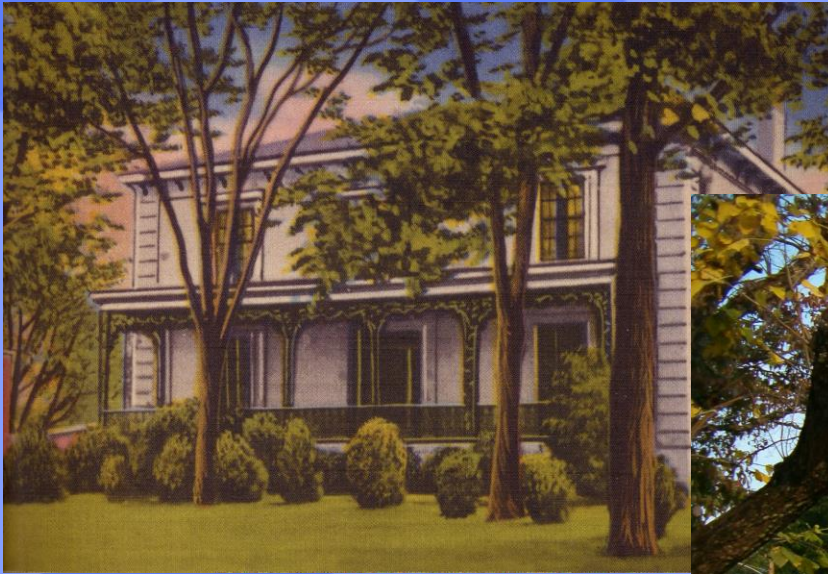


Incentives for Normaltown

The eclectic mix of small businesses in Normaltown should be encouraged through a set of incentives tailored to the area.



Historic Resources: Memory or Reality



Church Owned Property

Church owned properties are a significant part of the historic resources on Prince. Churches and the community need a shared dialogue regarding these resources.



Historic Resources: Memory or Reality



Local Designation

For some historic resources, specific preservation tools, such as local designation, may be necessary.



1 LANDSCAPE

2. HISTORIC
RESOURCES

3 PLANNING

4 DESIGN

5 TRAFFIC

Historic Resources: Memory or Reality

Build

Historic Resources: Memory or Reality



Bottleworks Area



Central Prince



Normaltown



Navy School

Character Areas

Different sections of Prince require different solutions.



West Prince

Historic Resources: Memory or Reality

Character Area: Bottleworks Area



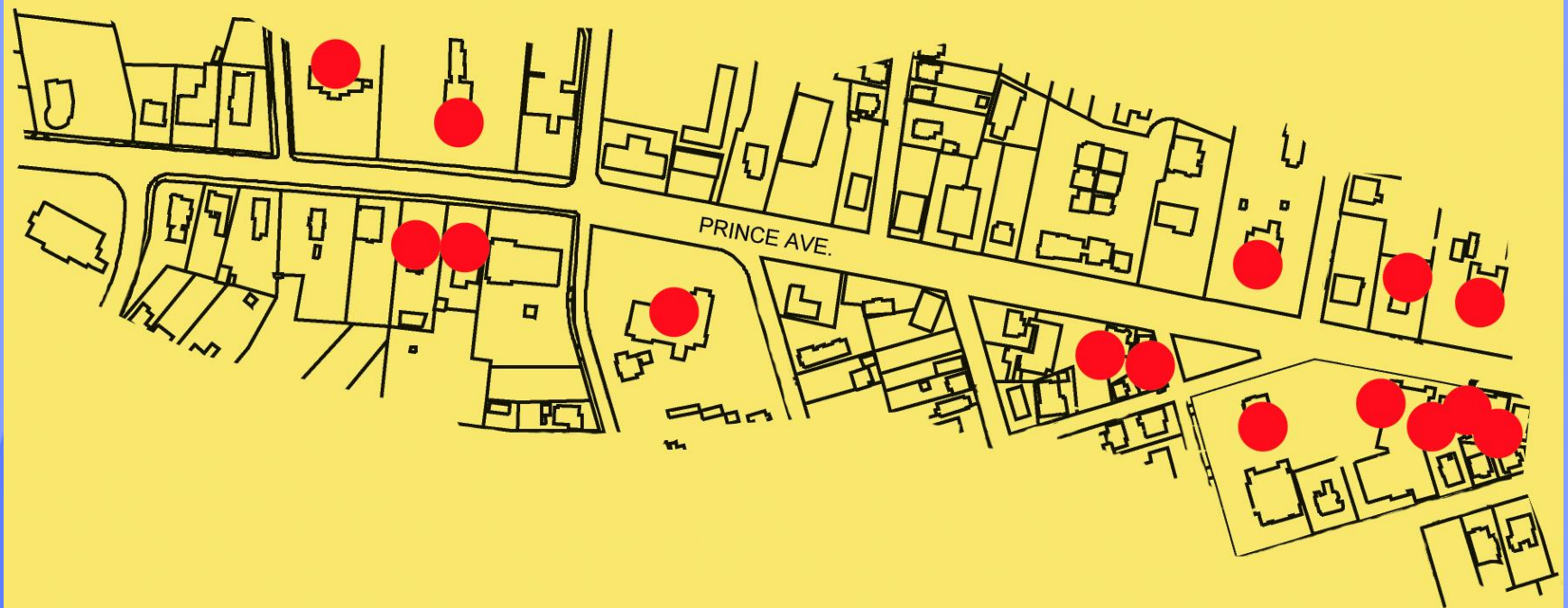
Historic Resources: Memory or Reality



Bottleworks Area

New building should take their cue from the defining urban elements of the area.

Character Area: Central Prince



Historic Resources: Memory or Reality



Central Prince

The grand avenue character of this area is maintained in new building through wide setbacks and landscaping.



Historic Resources: Memory or Reality

Character Area: Normaltown



Historic Resources: Memory or Reality



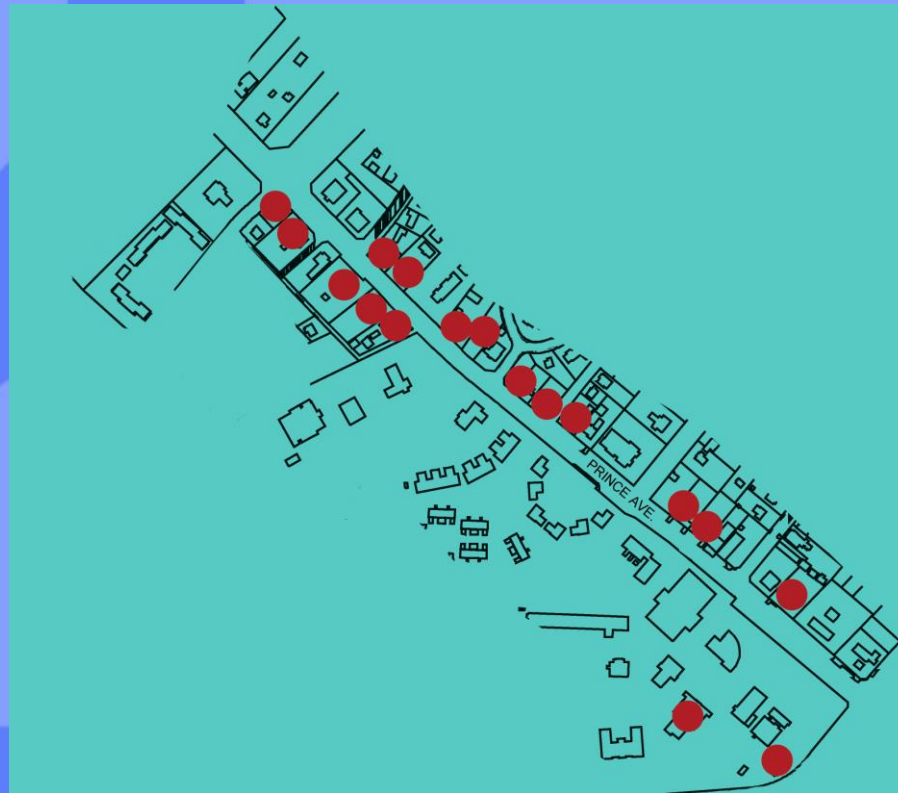
Normaltown

Redevelopment should preserve Normaltown's unique combination of urban and small town character.



Historic Resources: Memory or Reality

Character Area: West Prince



Historic Resources: Memory or Reality

West Prince

Rehabilitation and reuse should maintain the residential character of this area of Prince.



Historic Resources: Memory or Reality



Navy School

Should it revert to private use, the distinct historic elements of this area should inform new development.

Historic Resources: Memory or Reality



New Construction
Development should
respect historic
setbacks.

Historic Resources: Memory or Reality



Neighborhood Planning Units

Distinct neighborhoods require citizen engagement in the planning process.

Many such neighborhoods exist along Prince.

1 LANDSCAPE

2. HISTORIC
RESOURCES

3 PLANNING

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5 TRAFFIC

Historic Resources: Memory or Reality

Celebrate

Historic Resources: Memory or Reality



Bus Shelter Displays

These large signs would discuss historic themes along Prince Avenue.

foot PRINCE

prince ave. streetcar

In 1885 a Mr. Snodgrass from Texas organized the first street railway in Athens. His streetcars were powered by small mules which he sent in from Texas, and his three cars were called "Lucy Cobb," "Pocahontas," and "No. 2." The company logo was "twenty-seven car-miles per bale of hay."

On June 23, 1891, the first electric streetcar moved down Prince and Milledge avenues, Barber and Lumpkin Streets, and the Boulevard. Dams and power plants were built at Mitchell Bridge and Tallapoosa Shoals to provide the necessary electricity.

The introduction of the electric streetcars in Athens stimulated growth of new houses near already-established avenues like Prince.



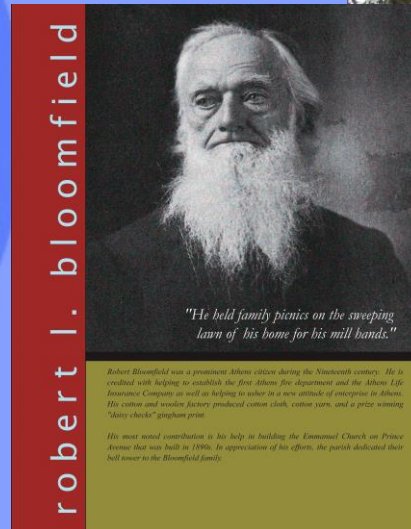
"Lucy Cobb, Pocahontas, and No. 2"

street railway

Historic Resources: Memory or Reality

Historical Interest Signs

These smaller signs will feature individual personalities and sites related to Prince Avenue.



foot PRINCE



Historic Resources: Memory or Reality

Heritage Walk Brochure

Designed to promote pedestrian traffic along Prince Avenue, a heritage walk will highlight the historic and modern amenities of the corridor.

History of Prince Avenue

Prince Avenue is one of Athen's earliest arteries and runs through the middle of several Historic Districts. Prince Avenue's charm stems from its collection of important structures from different periods of Athens history. Near downtown Athens, large white columned antebellum mansions are found along with the late 19th century Emmanuel Episcopal Church and the old Coca-Cola bottling plant. The campus of the old Normal School for teachers now houses the Navy Supply Corps School and the adjacent commercial district called Normaltown. Prince Avenue stands as a museum of monuments in the history of Athens. So take a stroll down Prince Avenue and discover its past and place in Southern history.



Statement of Purpose

footPRINCE is a heritage program for Prince Avenue designed to promote heritage tourism, educate pedestrians, citizens, and tourists about Prince Avenue's interesting past and importance, and promote pedestrian activities along the corridor. footPRINCE is a self-guided walking tour leading tourists up and down Prince Avenue on foot. At various landmarks or sites associated with significant Prince Avenue residents from the past, the viewer will be presented with information about Prince Avenue's unique history. The plan consists of two types of displays-- a large format display and a smaller, street level display. While this educational program could be placed anywhere, one potential implementation of this program would be to tie it in to existing Athens Transit bus stops along Prince Avenue. The large format kiosks could be affixed to the back wall of bus stop shelters and the smaller displays, consisting of a historic photo and limited, yet engaging related text, could be placed at bus stops along Prince without shelters. A brochure with a map of Prince marked with individual footPRINCE sites could be obtained at the Visitor Center and Prince Avenue businesses.

foot PRINCE

foot PRINCE

A heritage walk along Prince Avenue



Normal School, University Campus, 1900

Historic Resources: Memory or Reality

Open Doors Day

This annual event would allow the public to see the corridor's historic structures in a new and more personal way.



Historic Resources: Memory or Reality



Neighborhood Events

Social events strengthen communities and increase appreciation of historic resources.

An annual themed corridor festival could augment smaller gatherings that happen regularly and generate tourism.



Final Presentation

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1 LANDSCAPE

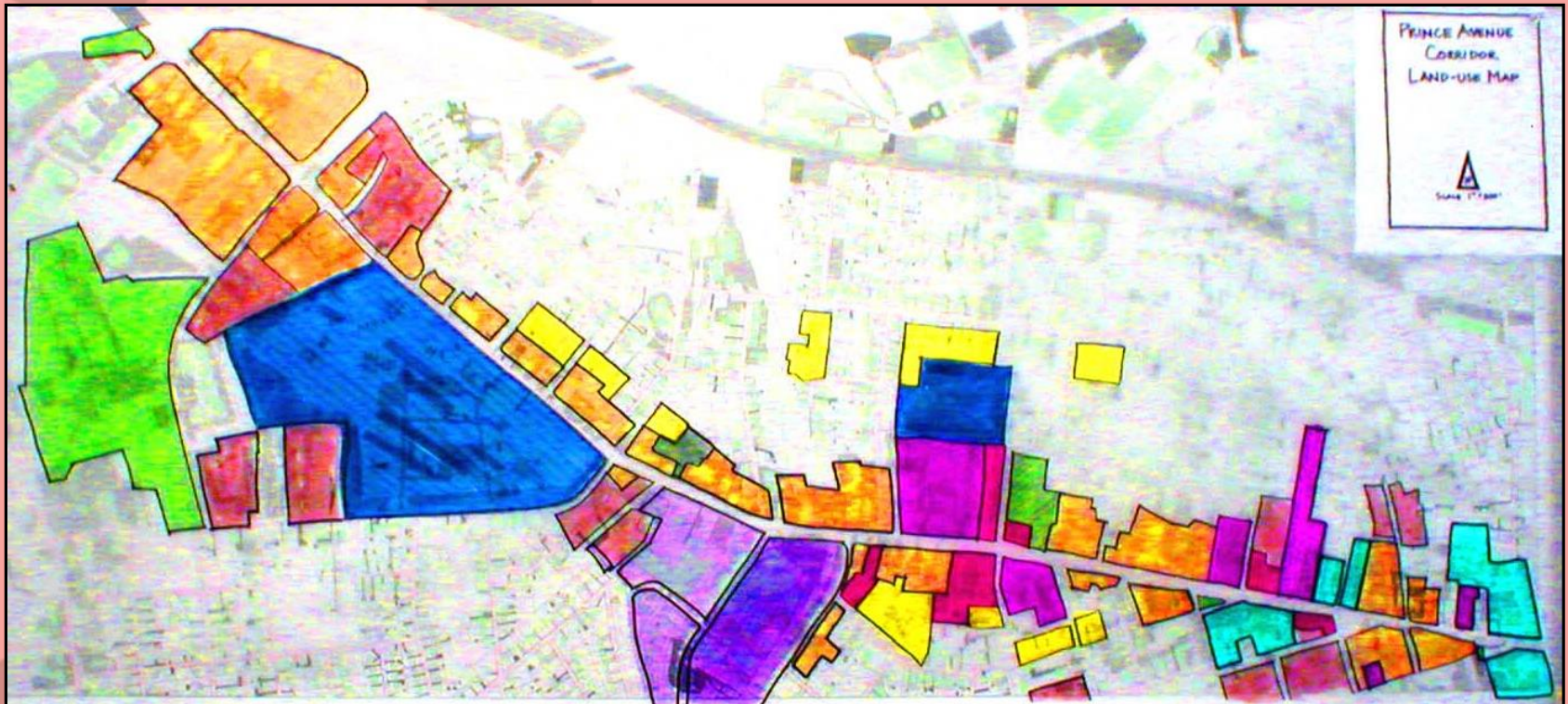
2 HISTORIC
RESOURCES

3. PLANNING

4 DESIGN

5 TRAFFIC

Diversity of Uses: The Right Mix Makes a Difference



Existing and Potential Land Uses

1 LANDSCAPE

2 HISTORIC
RESOURCES

3. PLANNING

4 DESIGN

5 TRAFFIC

Diversity of Uses: The Right Mix Makes a Difference

Development of High Intensity Activity Centers

*Transfer of
Development
Rights*



1 LANDSCAPE

2 HISTORIC
RESOURCES

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Diversity of Uses: The Right Mix Makes a Difference

**Development of
High Intensity
Activity Centers**



Medical Office Sprawl

Diversity of Uses: The Right Mix Makes a Difference

Development of High Intensity Activity Centers

West Side Mixed Use Medical



Diversity of Uses: The Right Mix Makes a Difference



Development of High Intensity Activity Centers

Design Standards for Transitional Areas

1 LANDSCAPE

2 HISTORIC
RESOURCES

3. PLANNING

4 DESIGN

5 TRAFFIC

Diversity of Uses: The Right Mix Makes a Difference

**Development of
High Intensity
Activity Centers**

***Incorporating
Mixed Use Design***



1 LANDSCAPE

2 HISTORIC
RESOURCES

3. PLANNING

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Diversity of Uses: The Right Mix Makes a Difference



Connectivity Between Uses

On Street Green Buffer

Diversity of Uses: The Right Mix Makes a Difference



Proposed Areas of Connectivity



Connectivity Between Uses

Crosswalks In Activity Centers

Diversity of Uses: The Right Mix Makes a Difference

**Connectivity
Between Uses**

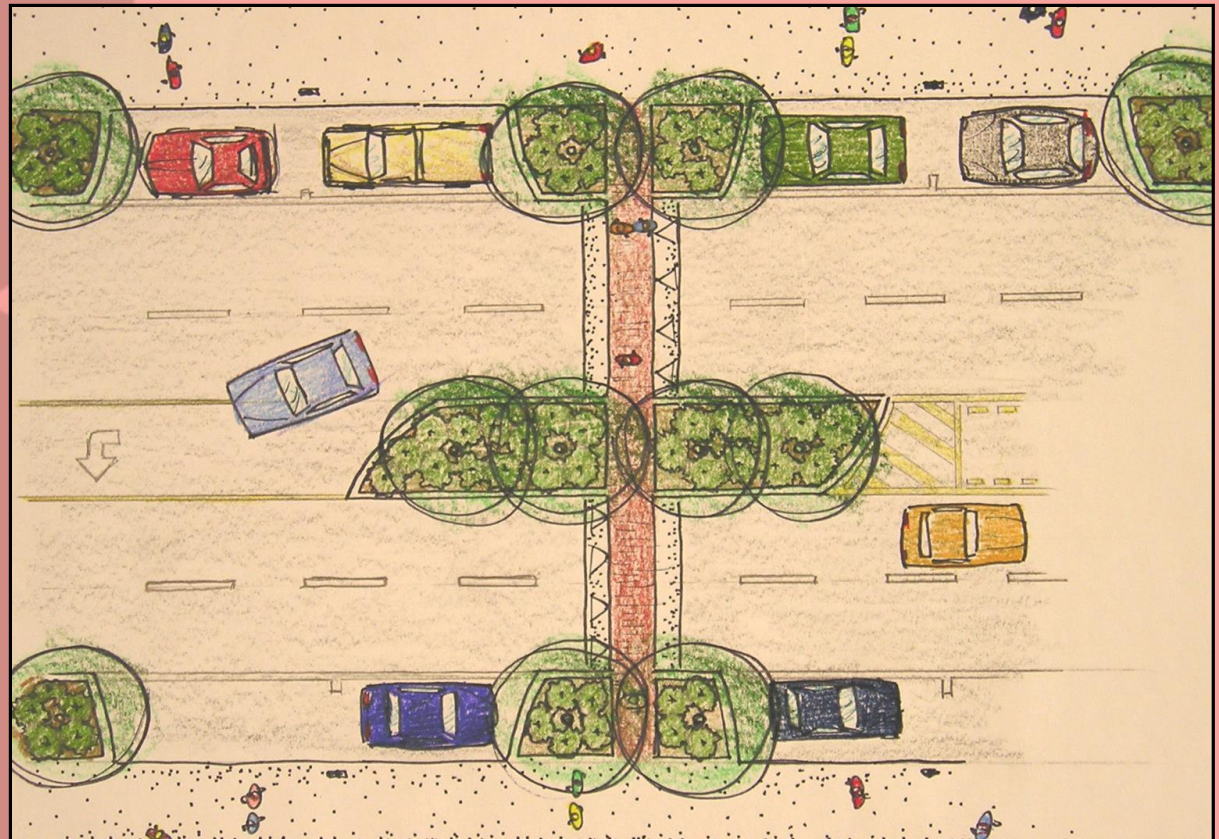
***Raised Crosswalks
In Activity Centers***



Diversity of Uses: The Right Mix Makes a Difference

Parking Solutions

*Parallel Parking
With Tree Islands*



Diversity of Uses: The Right Mix Makes a Difference

Shared parking behind buildings reduces the number of street cuts and adds continuity to the sidewalks

**Parking
Solutions**



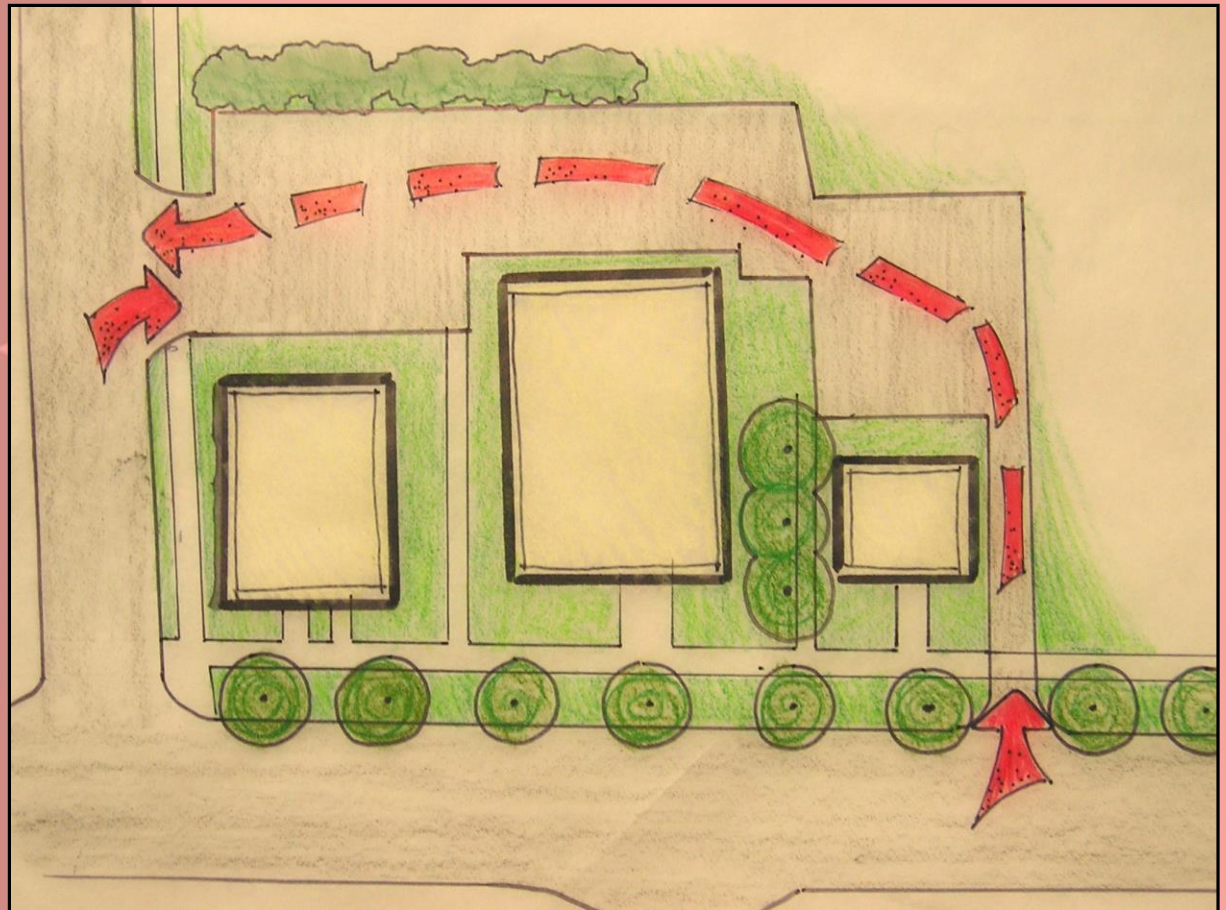
***Shared
Parking***



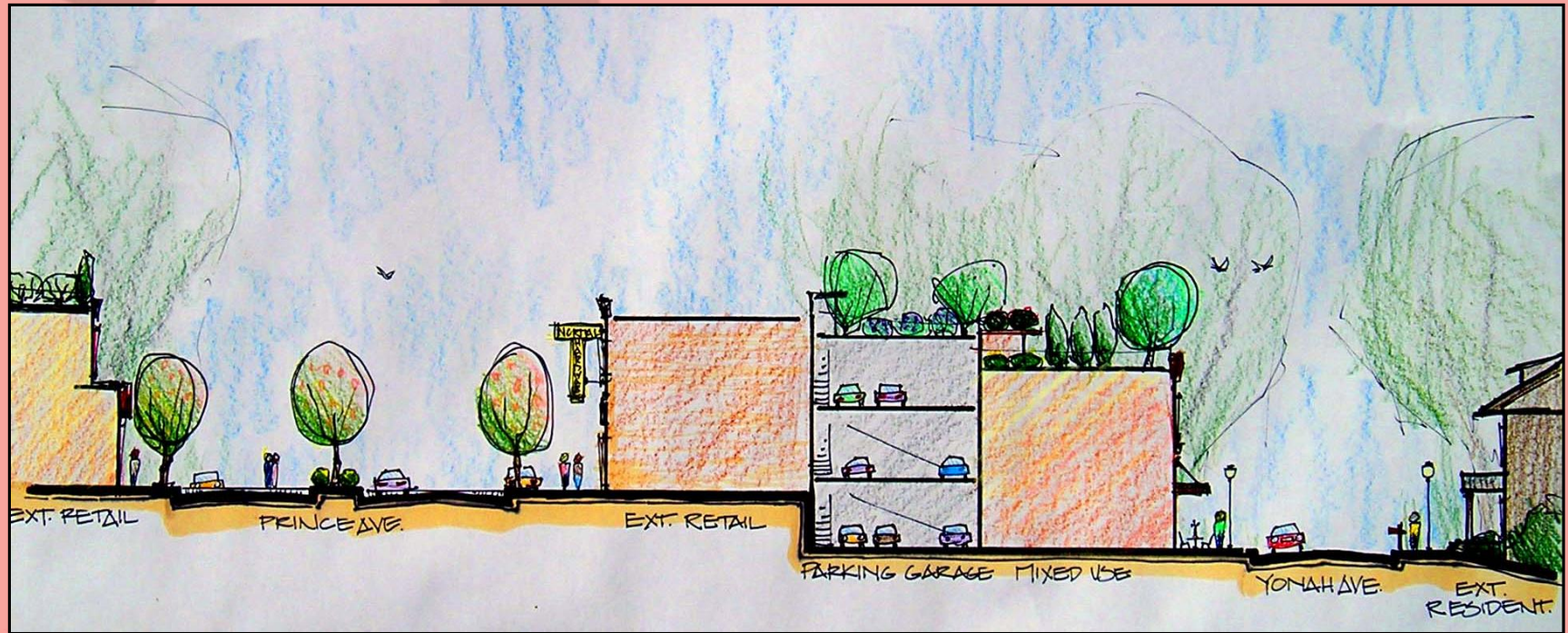
Diversity of Uses: The Right Mix Makes a Difference

Parking Solutions

Shared Parking



Diversity of Uses: The Right Mix Makes a Difference



Parking Solutions

Parking Decks With Green Roofs

Diversity of Uses: The Right Mix Makes a Difference



Parking Solutions

Parking Decks With Green Roofs

1 LANDSCAPE

2 HISTORIC
RESOURCES

3. PLANNING

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Diversity of Uses: The Right Mix Makes a Difference



Green/Gathering Spaces

1 LANDSCAPE

2 HISTORIC
RESOURCES

3. PLANNING

4 DESIGN

5 TRAFFIC

Diversity of Uses: The Right Mix Makes a Difference

Green/Gathering Spaces

*Potential
Street Closure*



1 LANDSCAPE

2 HISTORIC
RESOURCES

3. PLANNING

4 DESIGN

5 TRAFFIC

Diversity of Uses: The Right Mix Makes a Difference

**Green/Gathering
Spaces**

***Underutilized
Private Space***



Diversity of Uses: The Right Mix Makes a Difference

Green/Gathering Spaces

*Private Space
for Public Use*



1 LANDSCAPE

2 HISTORIC
RESOURCES

3. PLANNING

4 DESIGN

5 TRAFFIC

Diversity of Uses: The Right Mix Makes a Difference

Green/Gathering Spaces

Vibrant Public Space



Diversity of Uses: The Right Mix Makes a Difference



- **High Intensity Activity Centers**
- **Connectivity Between Uses**
- **Parking Solutions**
- **Green/Gathering Spaces**

Final Presentation

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Urban Design: Neighborhoods, Commercial Centers + Public Amenities

PRINCE AVENUE

**MANY POSITIVE FEATURES
CURRENTLY – IT'S NOT
BROKEN WHEN COMPARED
WITH ATLANTA HIGHWAY**



1 LANDSCAPE

2 HISTORIC
RESOURCES

3 PLANNING

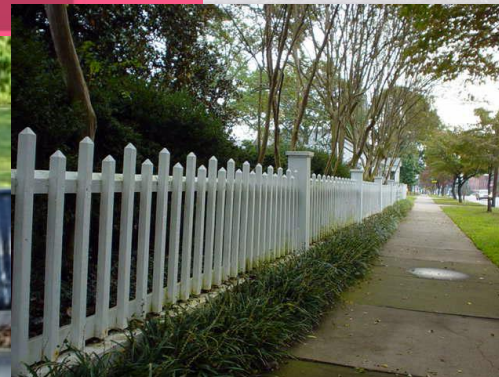
4. DESIGN

5 TRAFFIC

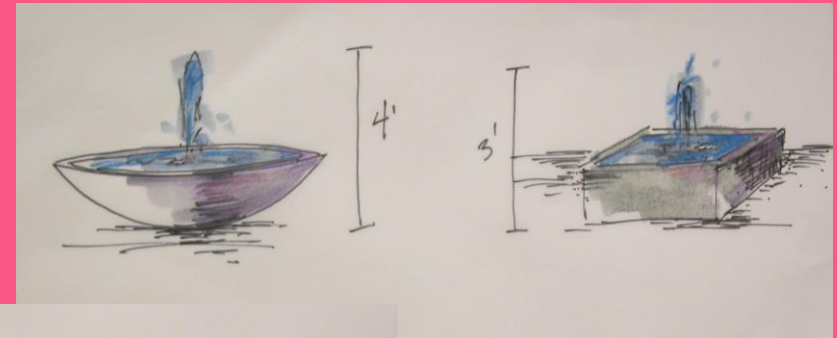
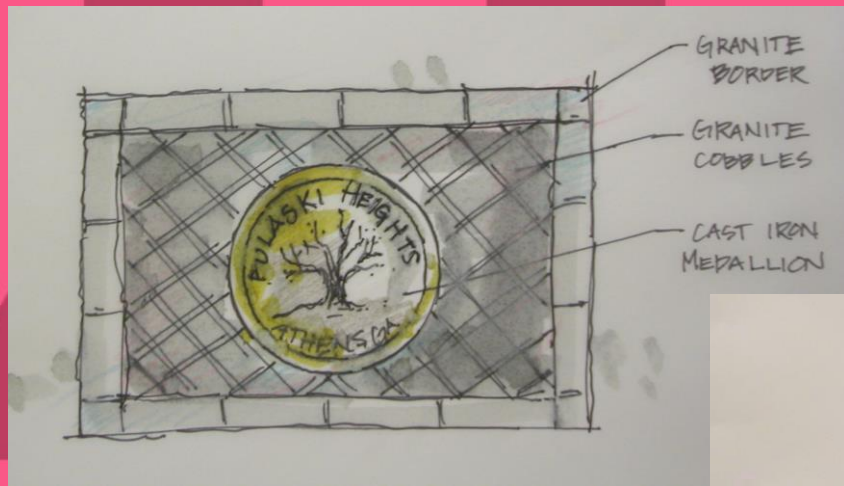
Urban Design: Neighborhoods, Commercial Centers + Public Amenities

**NEIGHBORHOOD
IDENTIFIERS & UNIFIERS:**

**CAN CONSISTENT MARKERS
& STREET AMENITIES
CREATE A COHESIVE PRINCE
CORRIDOR?**



Urban Design: Neighborhoods, Commercial Centers + Public Amenities



1

LANDSCAPE

2

HISTORIC
RESOURCES

3

PLANNING

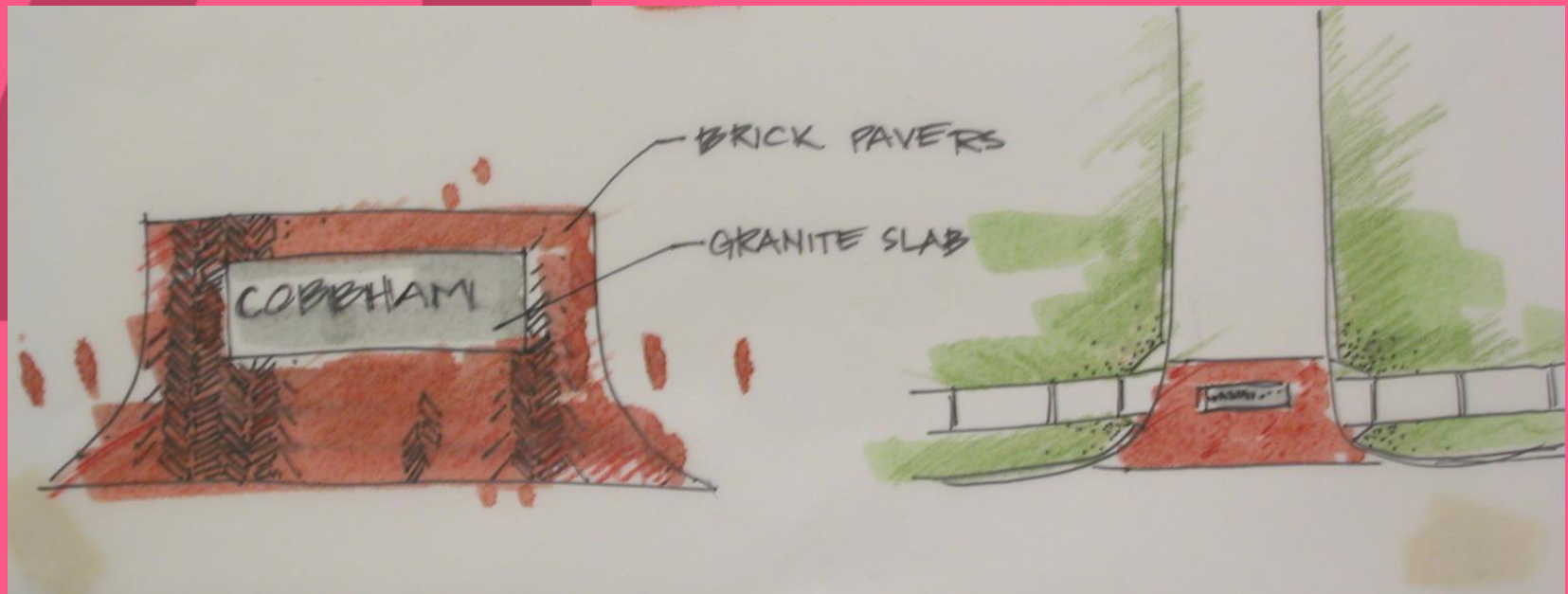
4.

DESIGN

5

TRAFFIC

Urban Design: Neighborhoods, Commercial Centers + Public Amenities



Urban Design: Neighborhoods, Commercial Centers + Public Amenities

BUS STOPS

THERE SEEM TO BE AN
ADEQUATE NUMBER OF
BUS STOPS BUT ONLY A
FEW OFFER A SEAT AND
ONLY ONE OFFERS
SHELTER.

WOULD MORE PEOPLE
UTILIZE THE MASS TRANSIT
IF THEY PROVIDE SHELTER
FROM THE ELEMENTS?



1

LANDSCAPE

2

HISTORIC
RESOURCES

3

PLANNING

4.

DESIGN

5

TRAFFIC

Urban Design: Neighborhoods, Commercial Centers + Public Amenities

BUS STOPS

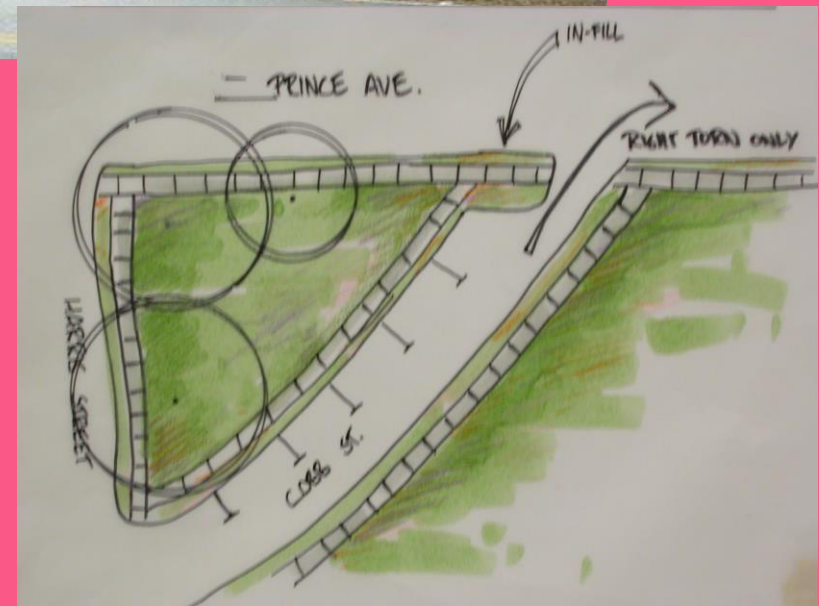
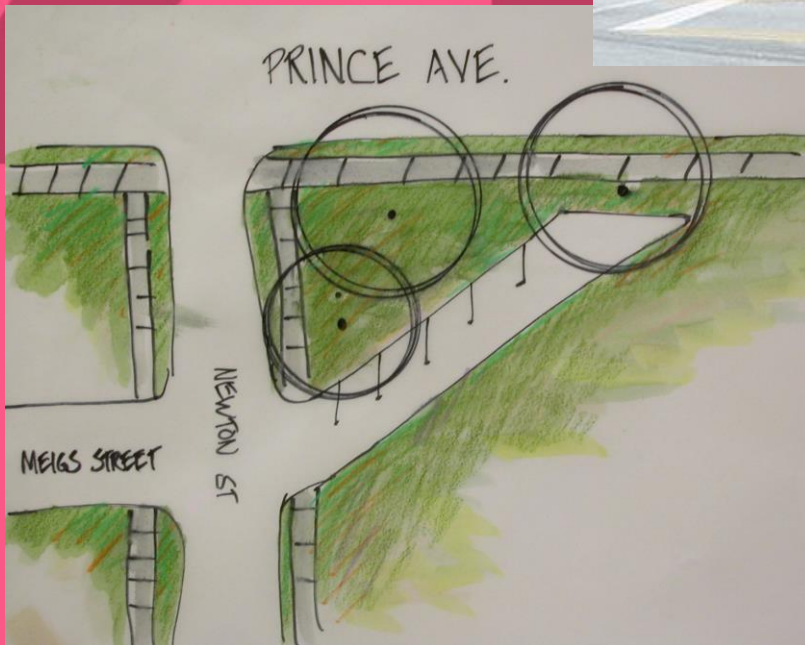
**WE PROPOSE A
COMPETITION TO CREATE
BUS SHELTERS WHICH ARE
UNIQUE TO PRINCE
AVENUE.**



**DOES THE COMMUNITY
WANT TO IMPROVE
CURRENT BUS STATIONS
WITH UNIQUE BUS
SHELTERS?**



Urban Design: Neighborhoods, Commercial Centers + Public Amenities



1 LANDSCAPE

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Urban Design: Neighborhoods, Commercial Centers + Public Amenities

INTRODUCING GREEN SPACE & PUBLIC SPACE



1

LANDSCAPE

2

HISTORIC
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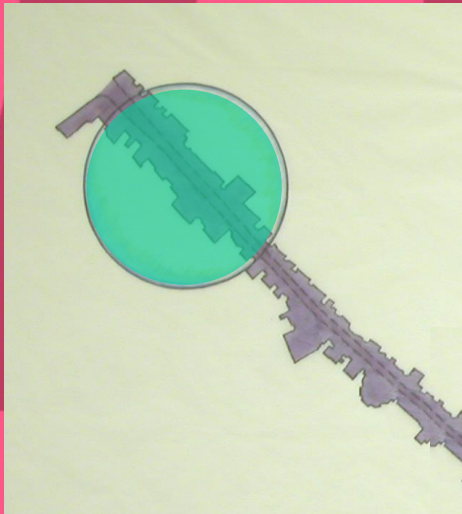
DESIGN

5

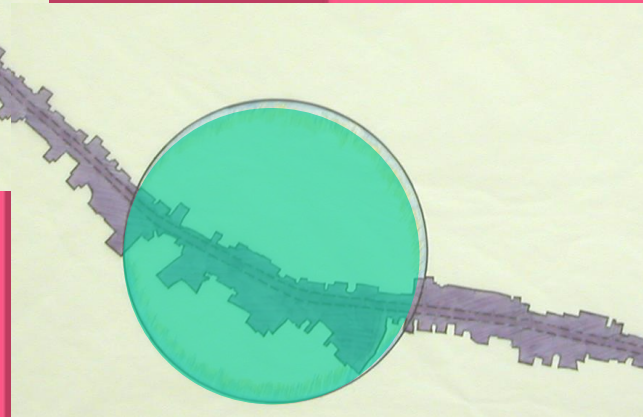
TRAFFIC

Urban Design: Neighborhoods, Commercial Centers + Public Amenities

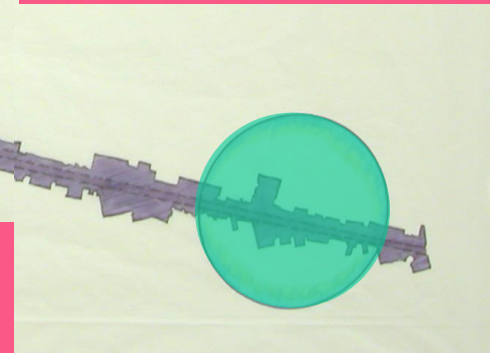
Sunset District



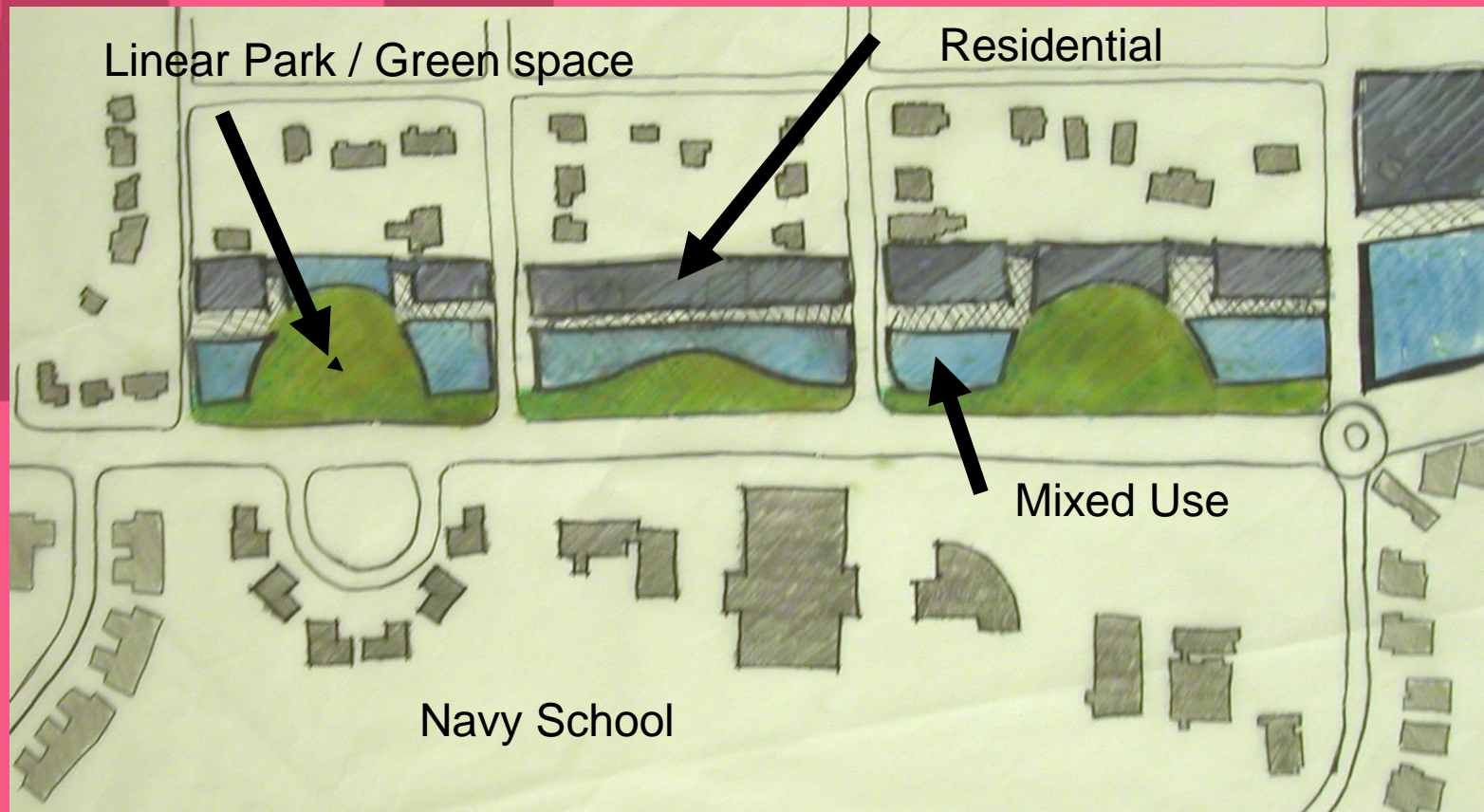
Normaltown District



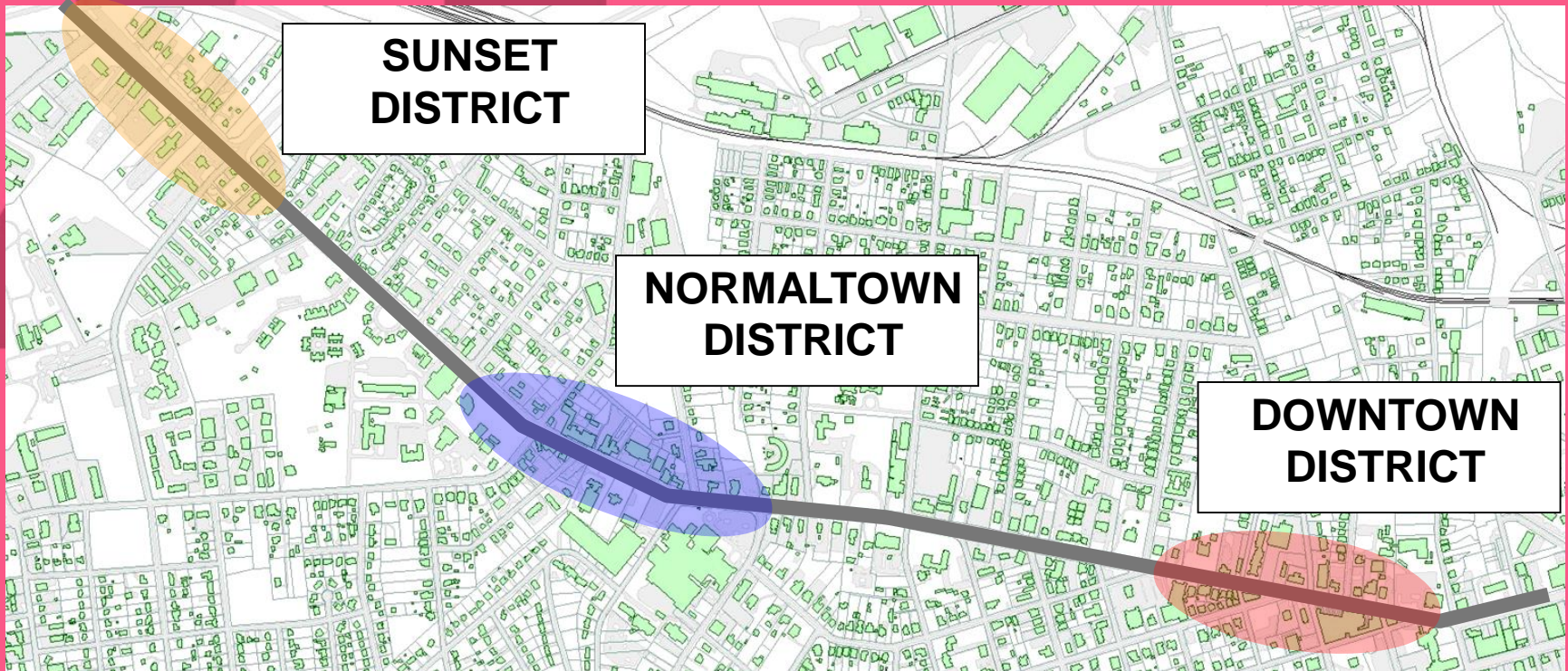
Downtown District



Urban Design: Neighborhoods, Commercial Centers + Public Amenities

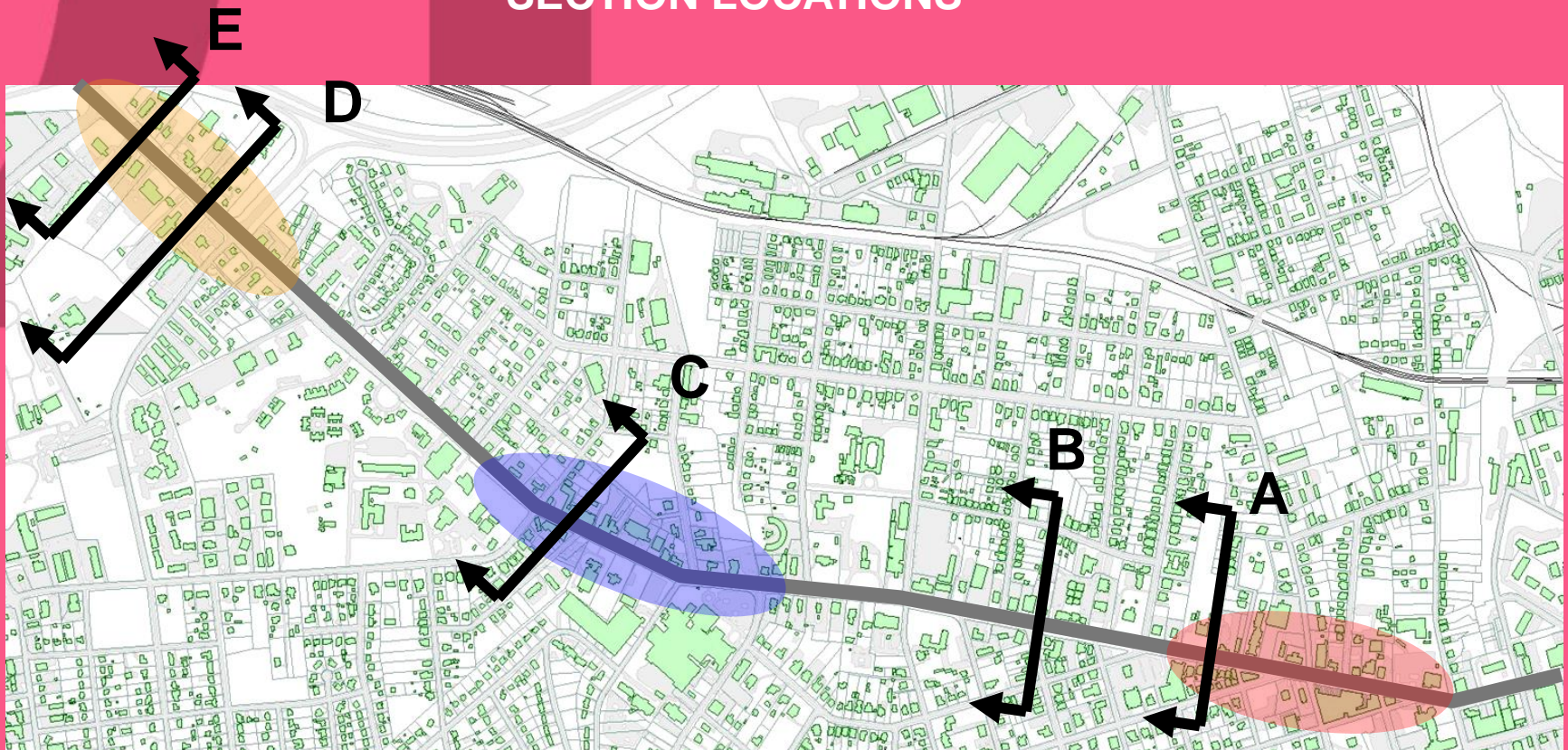


Urban Design: Neighborhoods, Commercial Centers + Public Amenities



Urban Design: Neighborhoods, Commercial Centers + Public Amenities

SECTION LOCATIONS



1 LANDSCAPE

2 HISTORIC
RESOURCES

3 PLANNING

4. DESIGN

5 TRAFFIC

Urban Design: Neighborhoods, Commercial Centers + Public Amenities

NEIGHBORHOOD IDENTIFIERS / UNIFIERS:



Urban Design: Neighborhoods, Commercial Centers + Public Amenities



Section A – Newton Street

1 LANDSCAPE

2 HISTORIC
RESOURCES

3 PLANNING

4. DESIGN

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Urban Design: Neighborhoods, Commercial Centers + Public Amenities



Section B – Suntrust Bank Area



Section C – Normaltown

1 LANDSCAPE

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Urban Design: Neighborhoods, Commercial Centers + Public Amenities



Section D – Connection to Bishop Park



Section E – New Zoning Proposal in Sunset District

1

LANDSCAPE

2

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Urban Design: Neighborhoods, Commercial Centers + Public Amenities

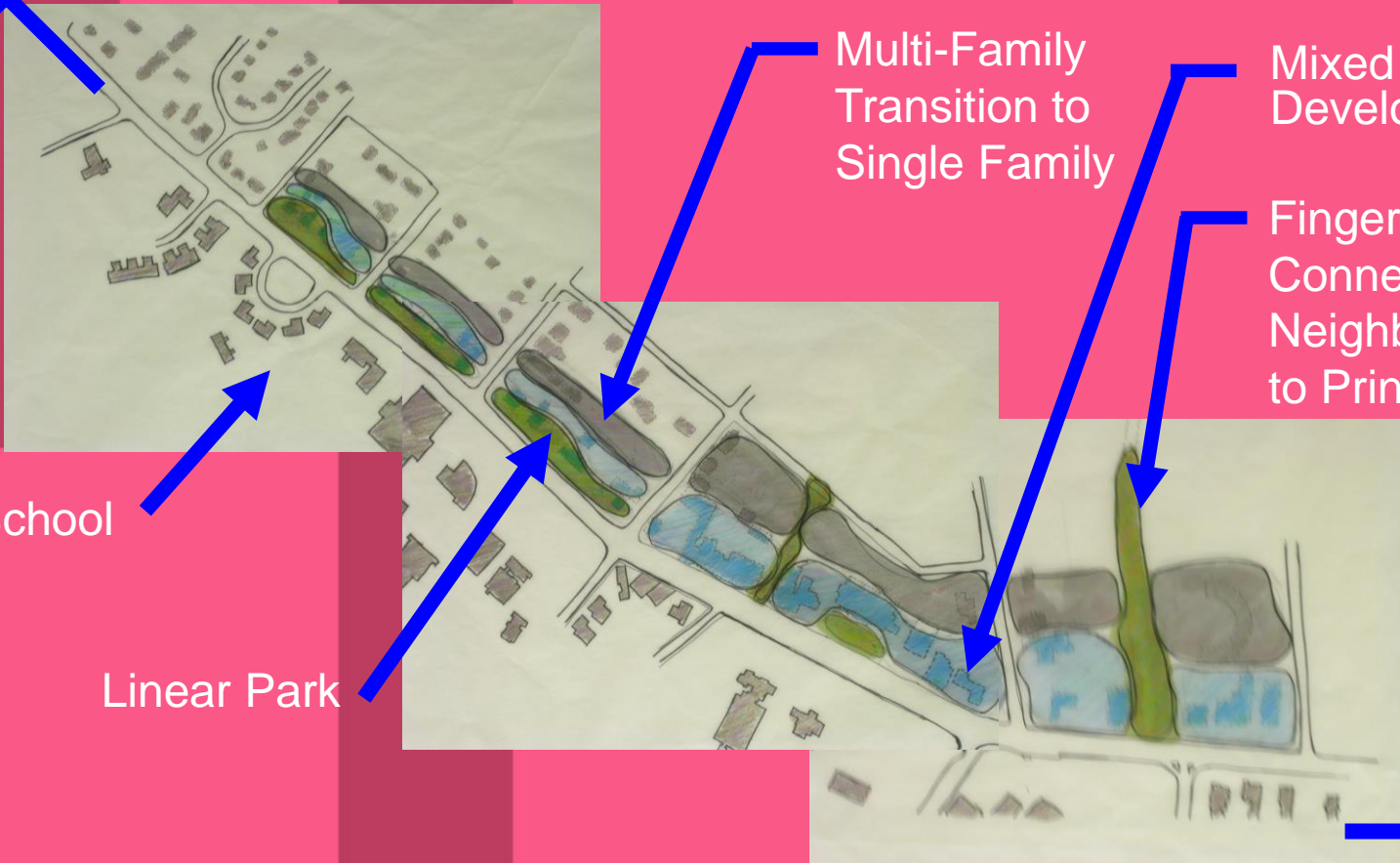
Loop

Multi-Family
Transition to
Single FamilyMixed Use
DevelopmentFinger Park –
Connecting
Neighborhood
to Prince

Navy School

Linear Park

Downtown



1

LANDSCAPE

2

HISTORIC
RESOURCES

3

PLANNING

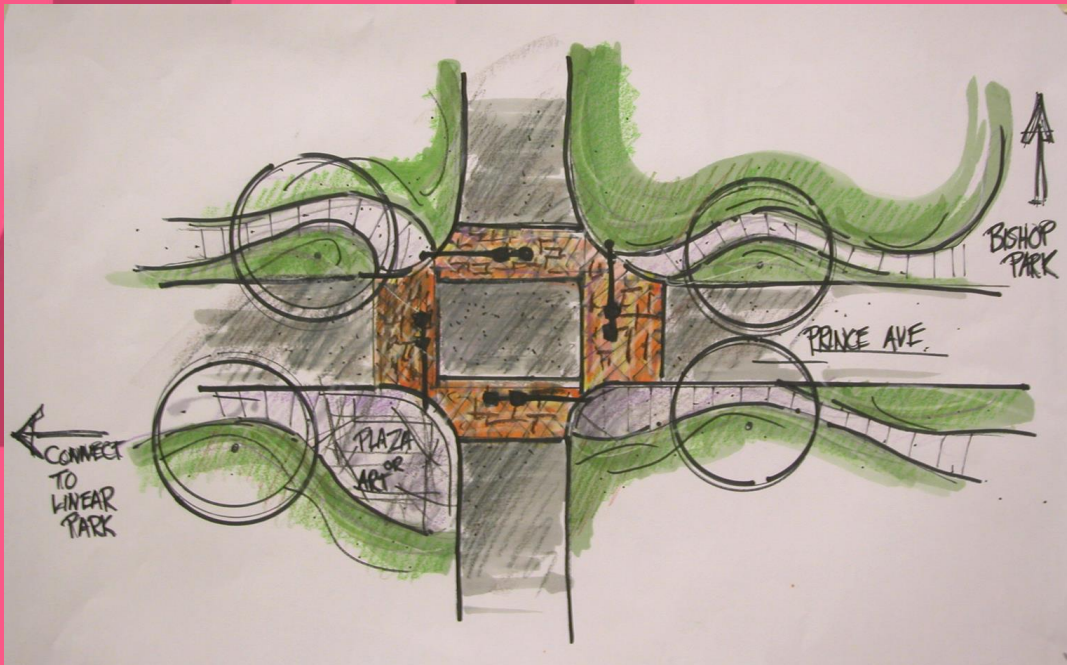
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DESIGN

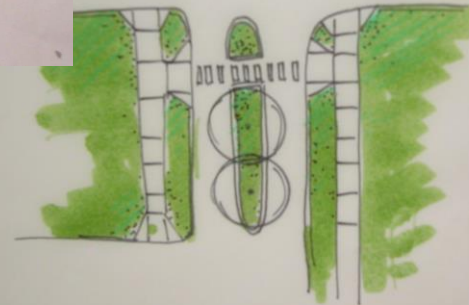
5

TRAFFIC

Urban Design: Neighborhoods, Commercial Centers + Public Amenities



MEDIAN DESIGN TYP.
PEDESTRIAN REFUGE.



Urban Design: Neighborhoods, Commercial Centers + Public Amenities

BIKE RACKS

**NEW CONSTRUCTION IN
CLARKE COUNTY IS
REQUIRED TO HAVE A BIKE
RACK ON THE SITE.**

**CAN WE LOOK BEYOND THE
STANDARD BIKE RACK TO
MAKE SOMETHING BOTH
FUNCTIONAL AND UNIQUE
TO PRINCE AVENUE?**



Urban Design: Neighborhoods, Commercial Centers + Public Amenities

BIKE RACKS

A FUNCTIONAL PIECE OF
STREETScape PROMOTING
ALTERNATIVE
TRANSPORTATION AND
REAFFIRMING
NEIGHBORHOOD IDENTITIES.

WE SEE THIS AS AN
OPPORTUNITY FOR A DESIGN
COMPETITION WHICH COULD
UTILIZE LOCAL ARTISTS.

DOES THE PUBLIC WANT TO
IMPROVE CURRENT BIKE
RACKS WITH CREATIVE
SOLUTIONS?



Urban Design: Neighborhoods, Commercial Centers + Public Amenities



**DOES THE COMMUNITY WANT TO
INTRODUCE PUBLIC ART INTO THE
PRINCE AVENUE STREETScape?**

Urban Design: Neighborhoods, Commercial Centers + Public Amenities

Improve Public Features

- Linear parks, finger parks, and pocket parks
- Public art
- Bus stops
- Neighborhood identity
- Pedestrian refuge

Balance Spaces

- Mixed-use zoning (retail on ground floor and residences above)
- Centralized medical offices help to avoid sprawl
- Curb cut reduction

Link Existing and Future Improvements

- Downtown District (in transition)
- Normal Town District (existing)
- Sunset District (future potential)
- Green space corridor connections

Final Presentation

Prince Ave. Charrette



This Presentation has 5 components and will last 1:30 hours. Enjoy!

1

LANDSCAPE

2

HISTORIC
RESOURCES

3

PLANNING

4

DESIGN

5.

TRAFFIC

Traffic: Corridor Design, Safety Issues and Accessibility

TRAFFIC SPEED

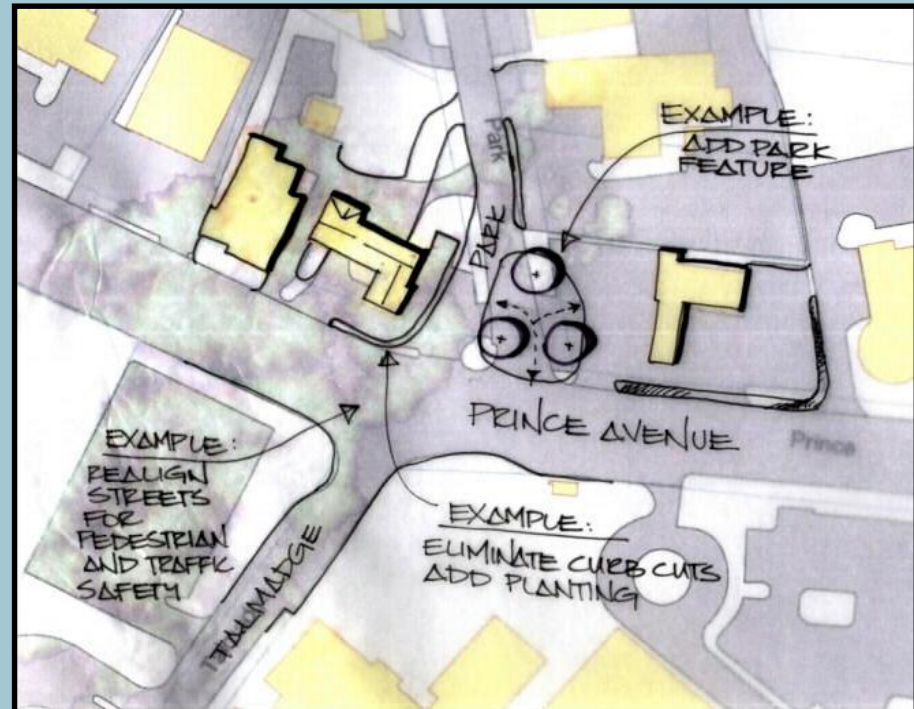
Is excessive speed a problem on Prince?



TRAFFIC SPEED

Is excessive speed a problem on Prince?

- **Reconfigurations**
- **Curb-cut standards**
- **Sign standards**
- **Other road improvements**
- **Speed enforcement**



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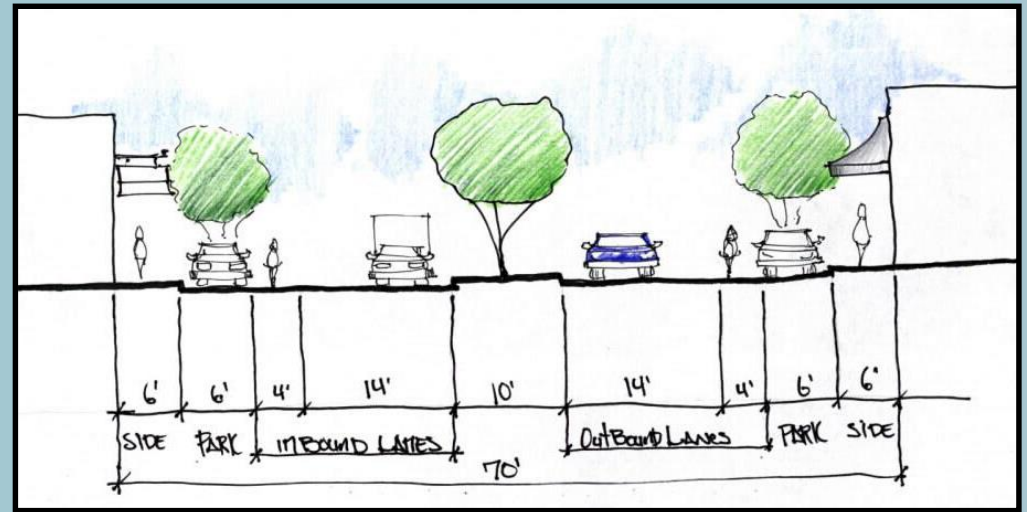


PEDESTRIAN SAFETY

Is pedestrian safety a concern on Prince Avenue?

Complete sidewalks along both sides of Prince

- Landscaping
- Additional crosswalks
- Crosswalk standards
- Enforcement of pedestrian right-of-way
- Road Closings at North Pope and North Newton

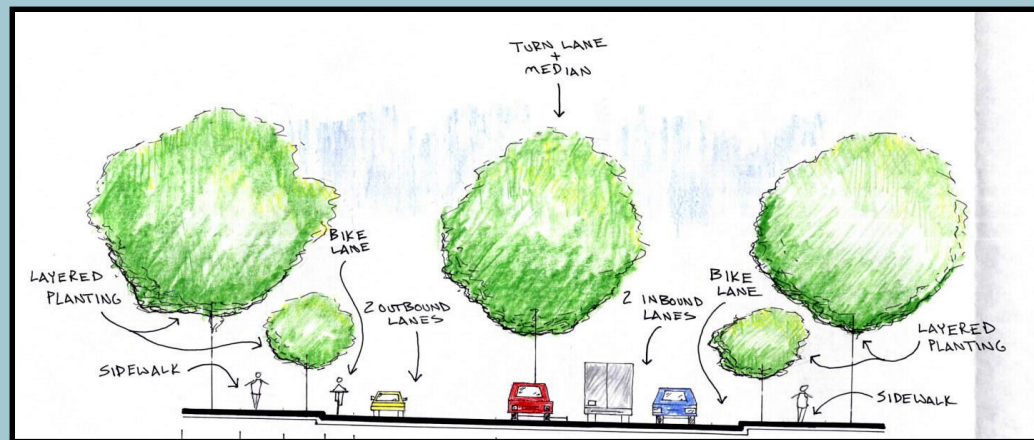


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3

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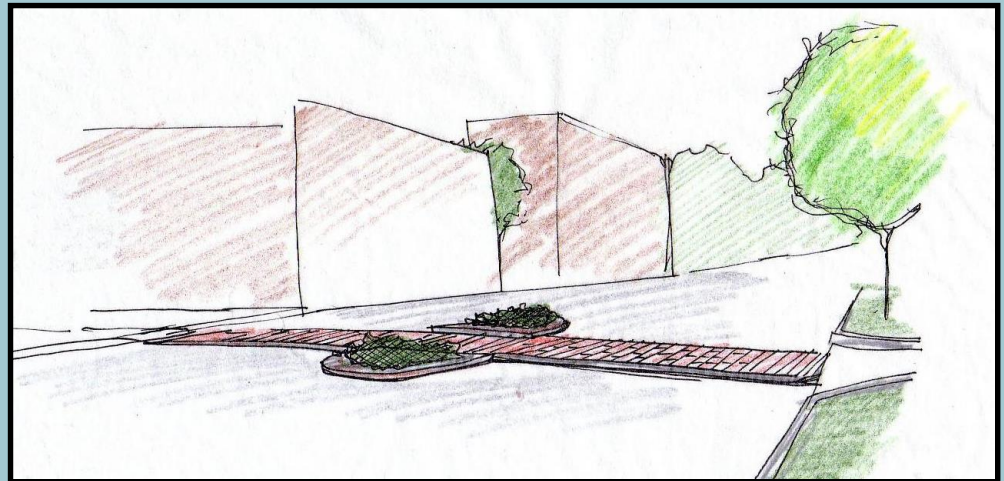
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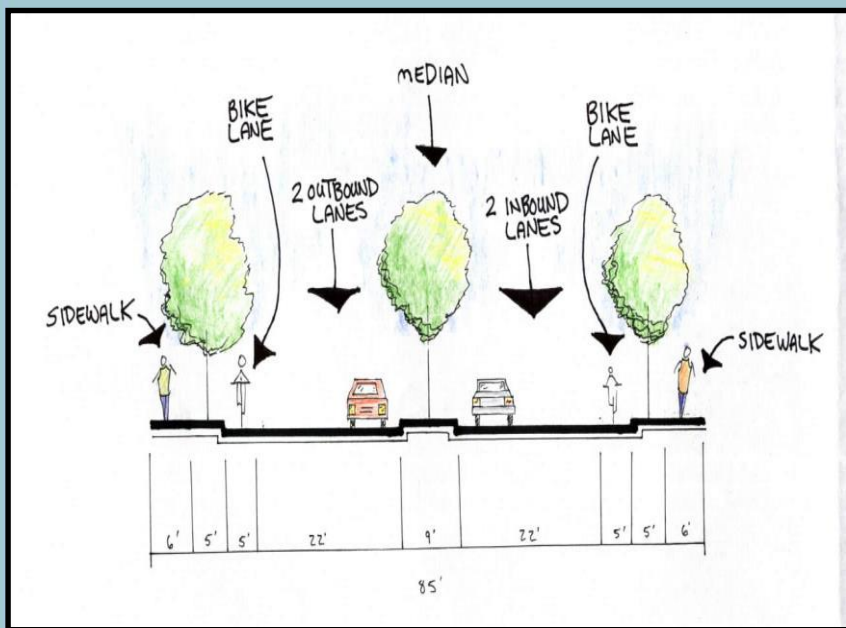
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TRAFFIC

BICYCLE SAFETY

Should bicycle transportation be included in planning for Prince Avenue?



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- Share the Road “Sharrows”
- Bike lanes



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PARKING ACCESSIBILITY

Should more attention be given to parking safety and accessibility on Prince?



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Should more attention be given to parking safety and accessibility on Prince?

- Retail parking concerns in Normaltown
- Accessible options for services and other civic events

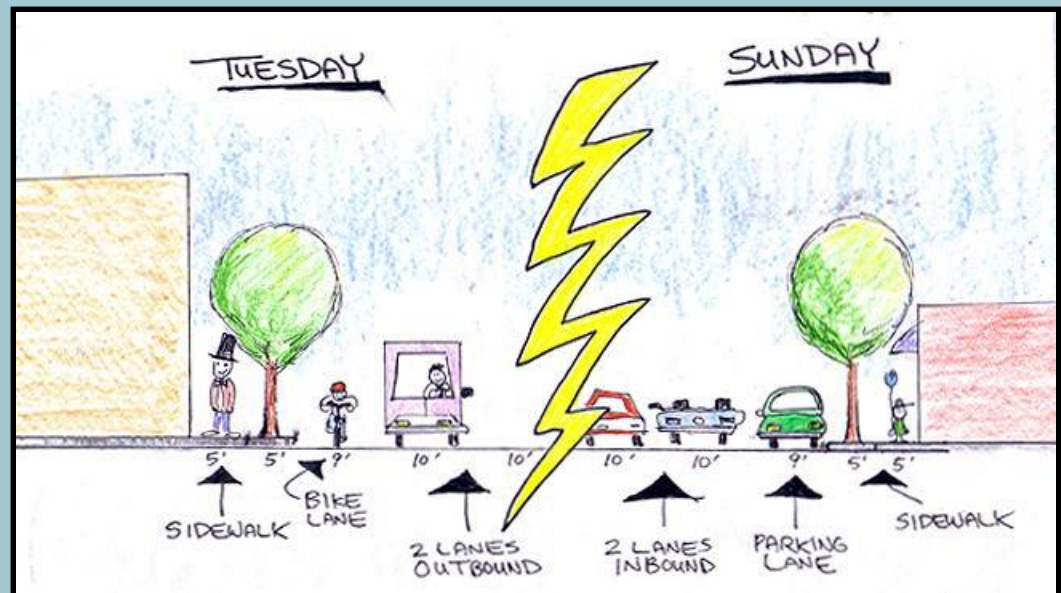


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MASS TRANSIT

Is the public transportation along the Prince Avenue corridor adequate?



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Is the public transportation along the Prince Avenue corridor adequate?

- **More frequent bus service possibilities**
- Park-and-Ride and Rideshare
- Posted bus schedules at each stop
- Covered bus shelters
- Light rail

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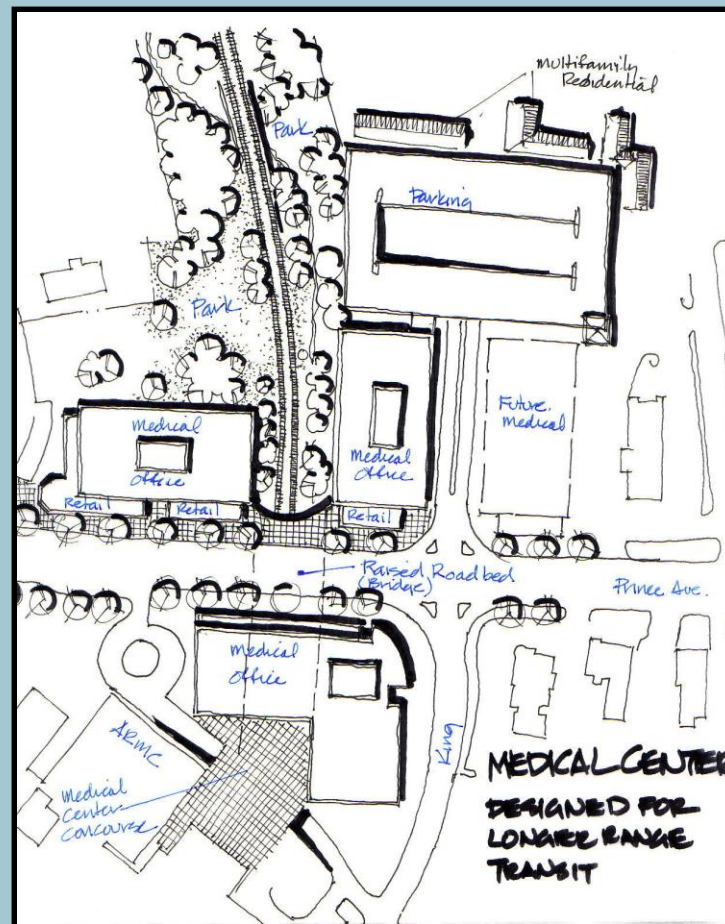
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Slowing Down Traffic and Putting People First

One User, One Vote, One Prince!

Online voting begins Wednesday, October 20 at Noon.

Tell your friends and family members who have an interest in the future of Prince to visit...

www.PLANNINGPRINCE.org

...and cast their vote for the future of Prince.



Online Voting by:



www.boxkite.net