

# Final Presentation

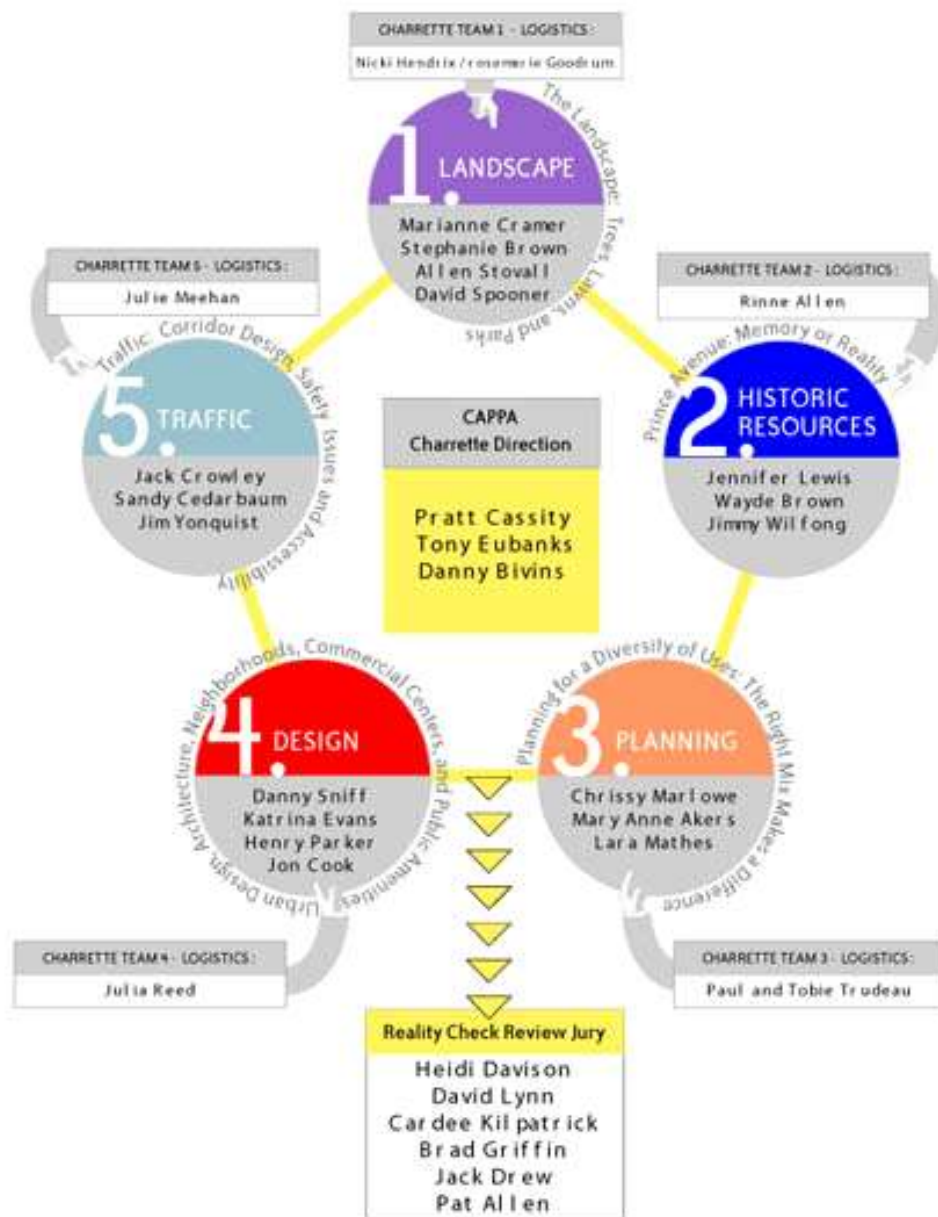
## Prince Ave. Charrette



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

COMMUNITY APPROACH TO PLANNING PRINCE AVENUE

Organizational Chart for Charrette Teams with Leaders  
October 16, 17, & 18, 2004



## 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

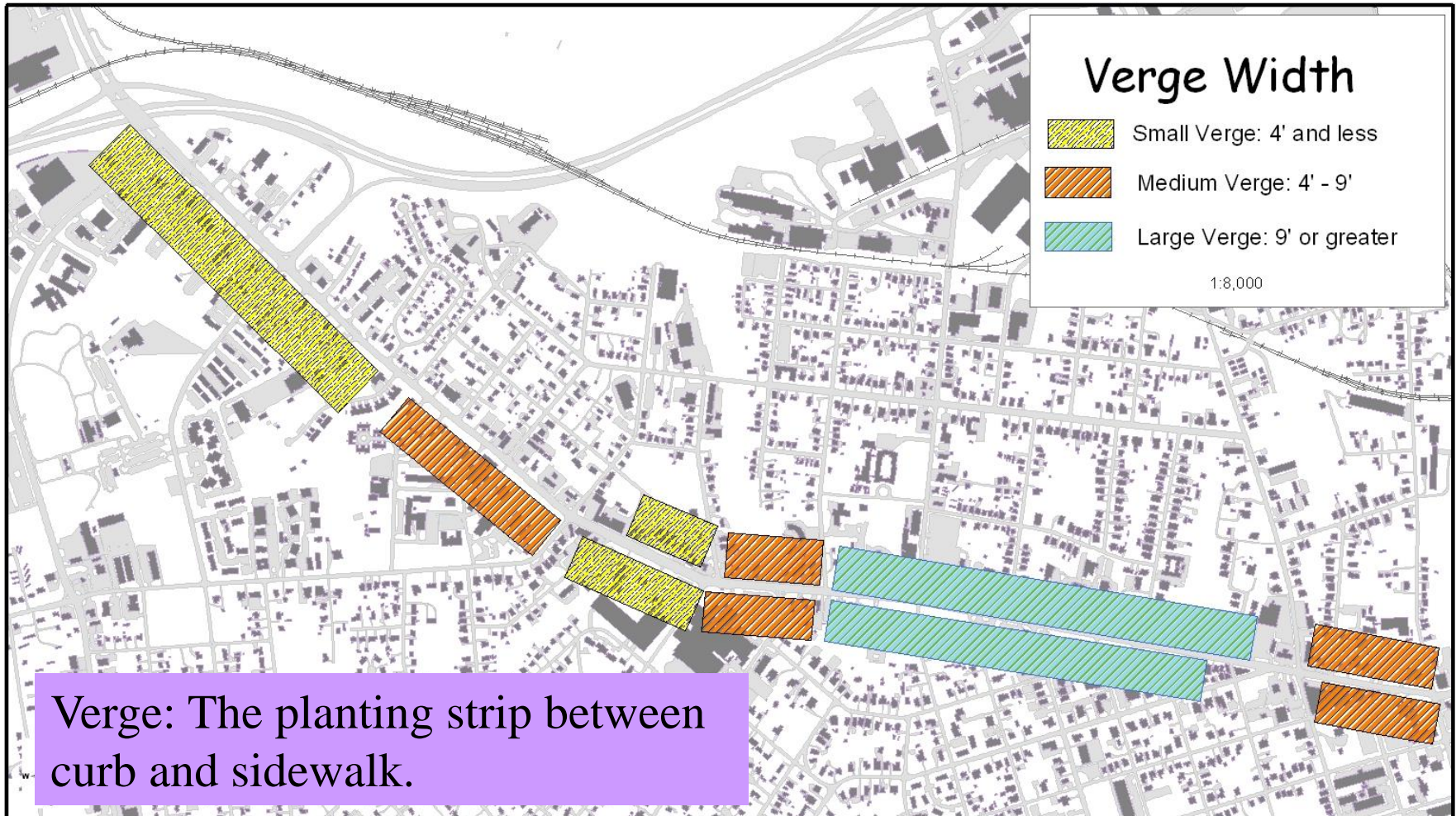
- Increase tree plantings along Prince Avenue
- Create a sense of enclosure to slow traffic
- Increase safety of residents and users – pedestrians, drivers, & cyclists



## 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)

## 2. Burying Utilities – Raising a Forest





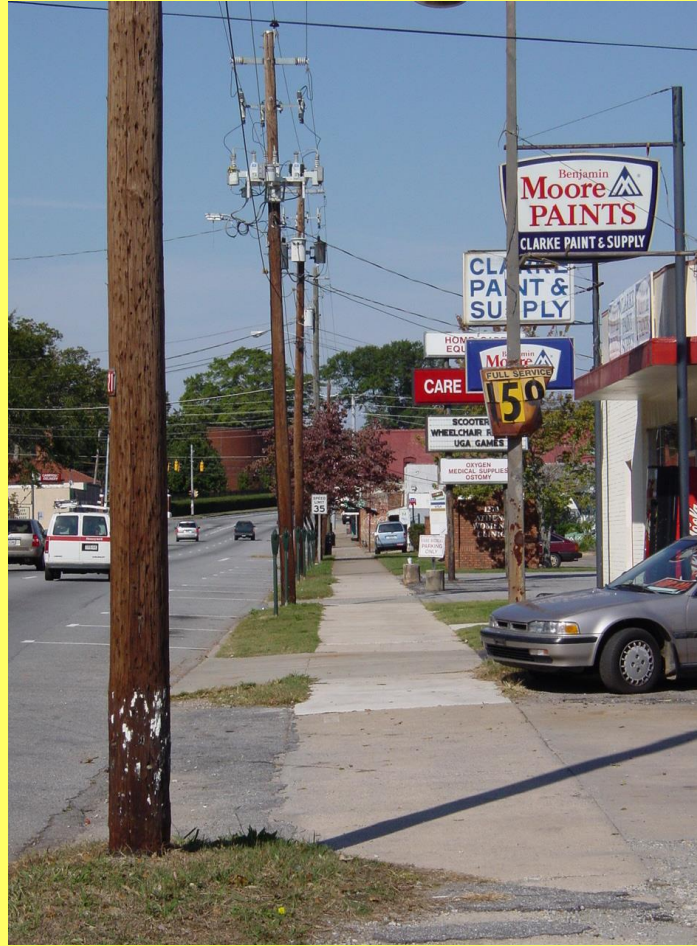
1. LANDSCAPE

2 HISTORIC  
RESOURCES

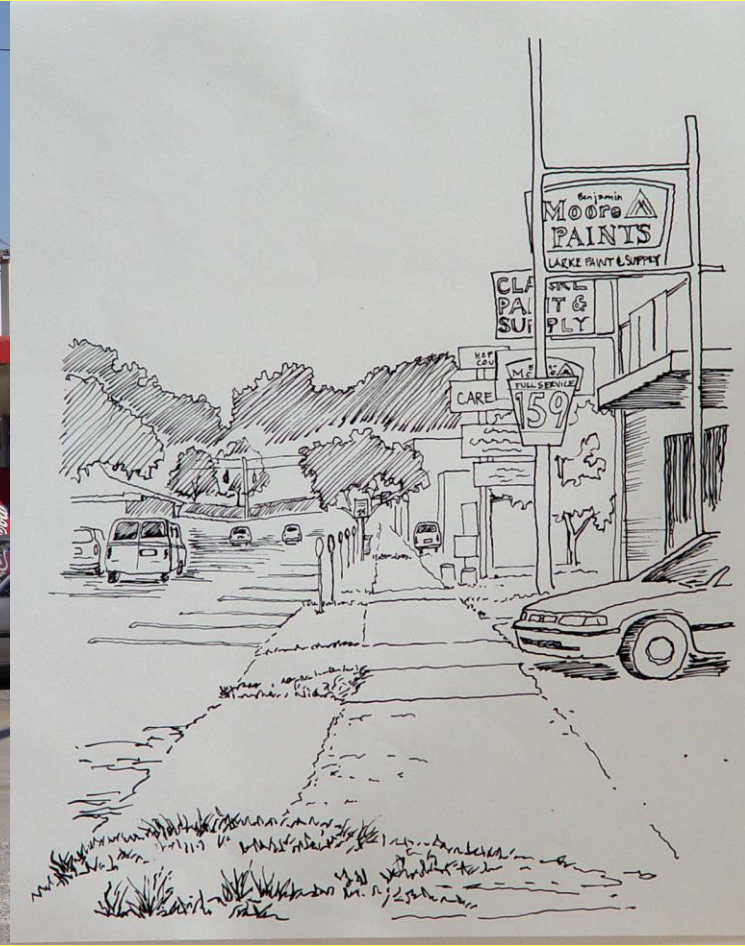
3 PLANNING

4 DESIGN

5 TRAFFIC



Existing View towards  
Normaltown



Utility Removal

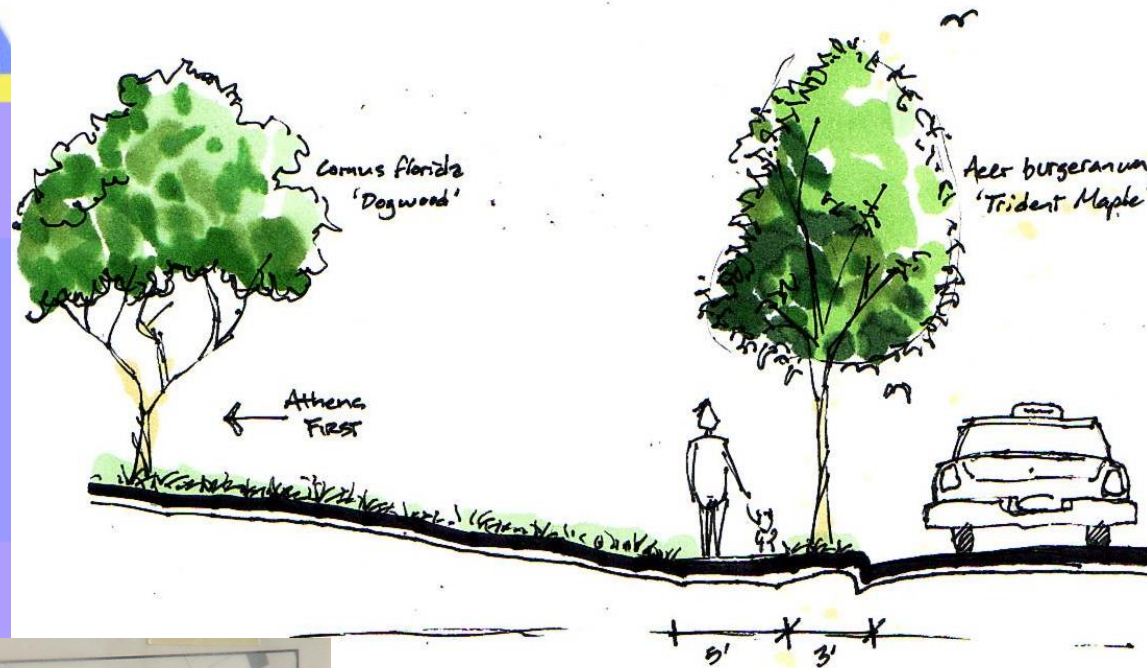
# Solution!

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





Small Verge:  
Less than 4'  
in width

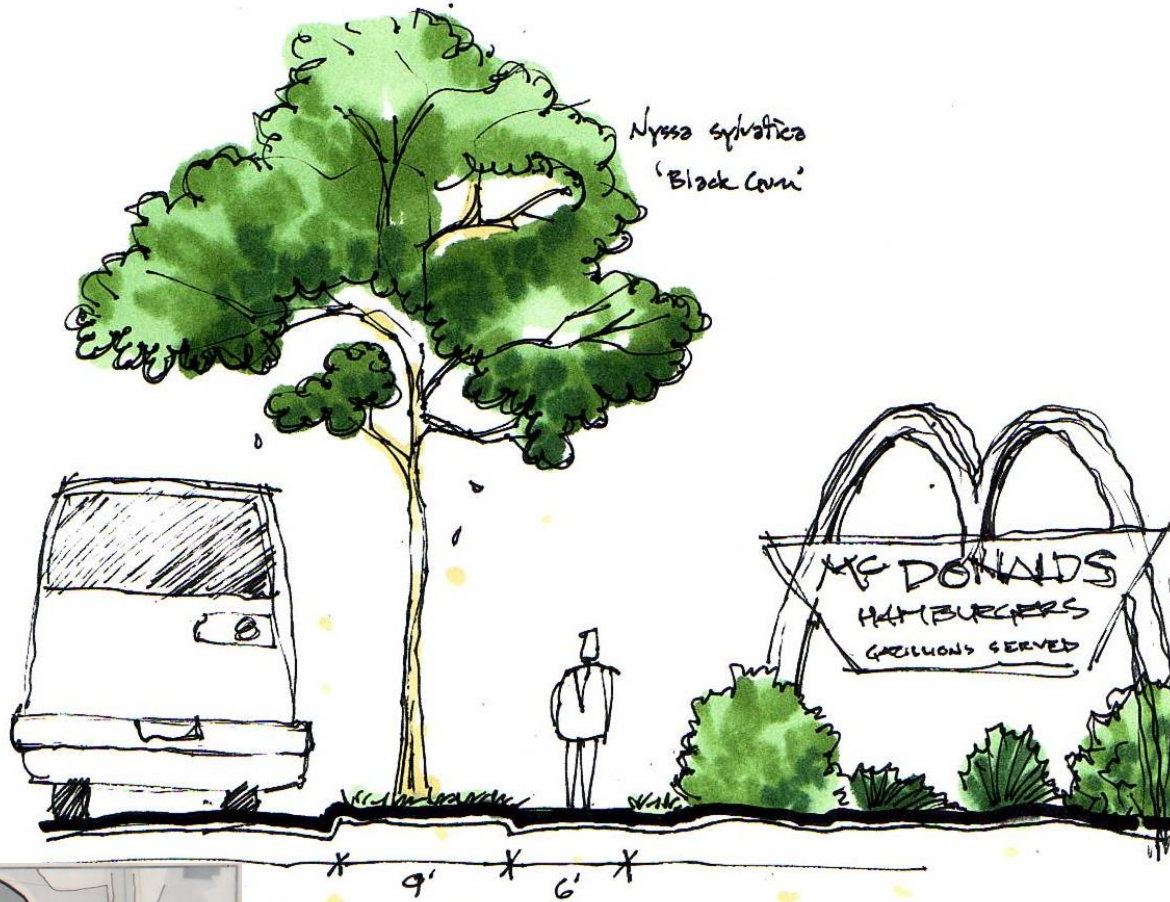


SMALL VERGE

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

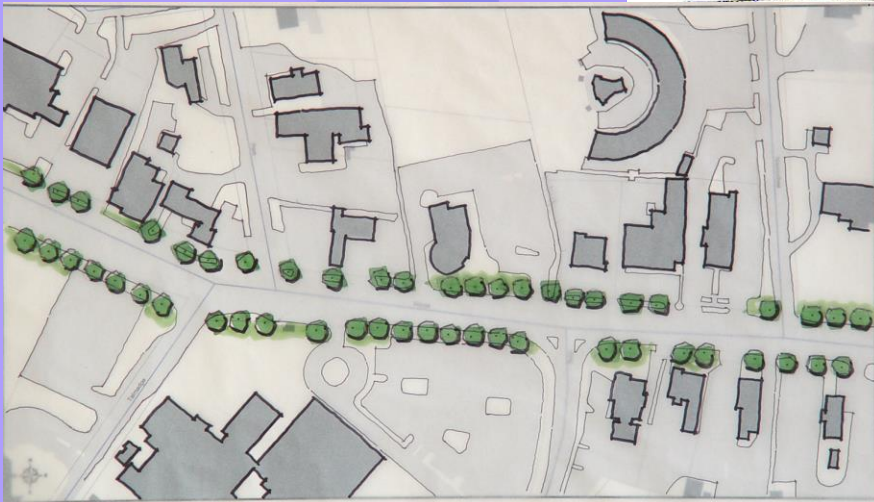


Medium Verge:  
Between 4' – 9'  
in width



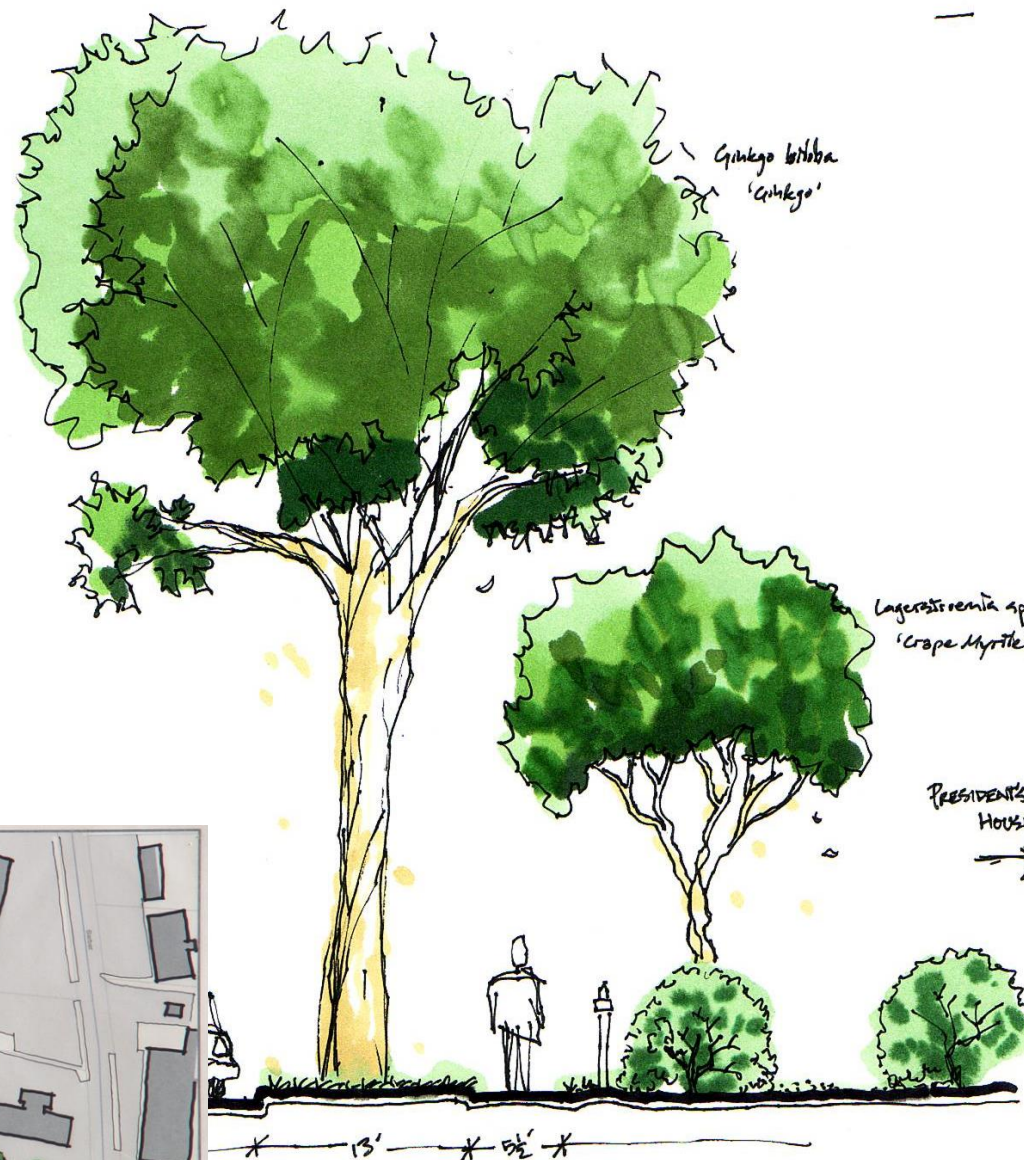
MEDIUM VERGE

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





# Large Verge: Greater than 9' in width



13' 5'

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



1. LANDSCAPE

2 HISTORIC  
RESOURCES

3 PLANNING

4 DESIGN

5 TRAFFIC

- 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





## 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

1. LANDSCAPE

2 HISTORIC  
RESOURCES

3 PLANNING

4 DESIGN

5 TRAFFIC

# Opportunity?





1. LANDSCAPE

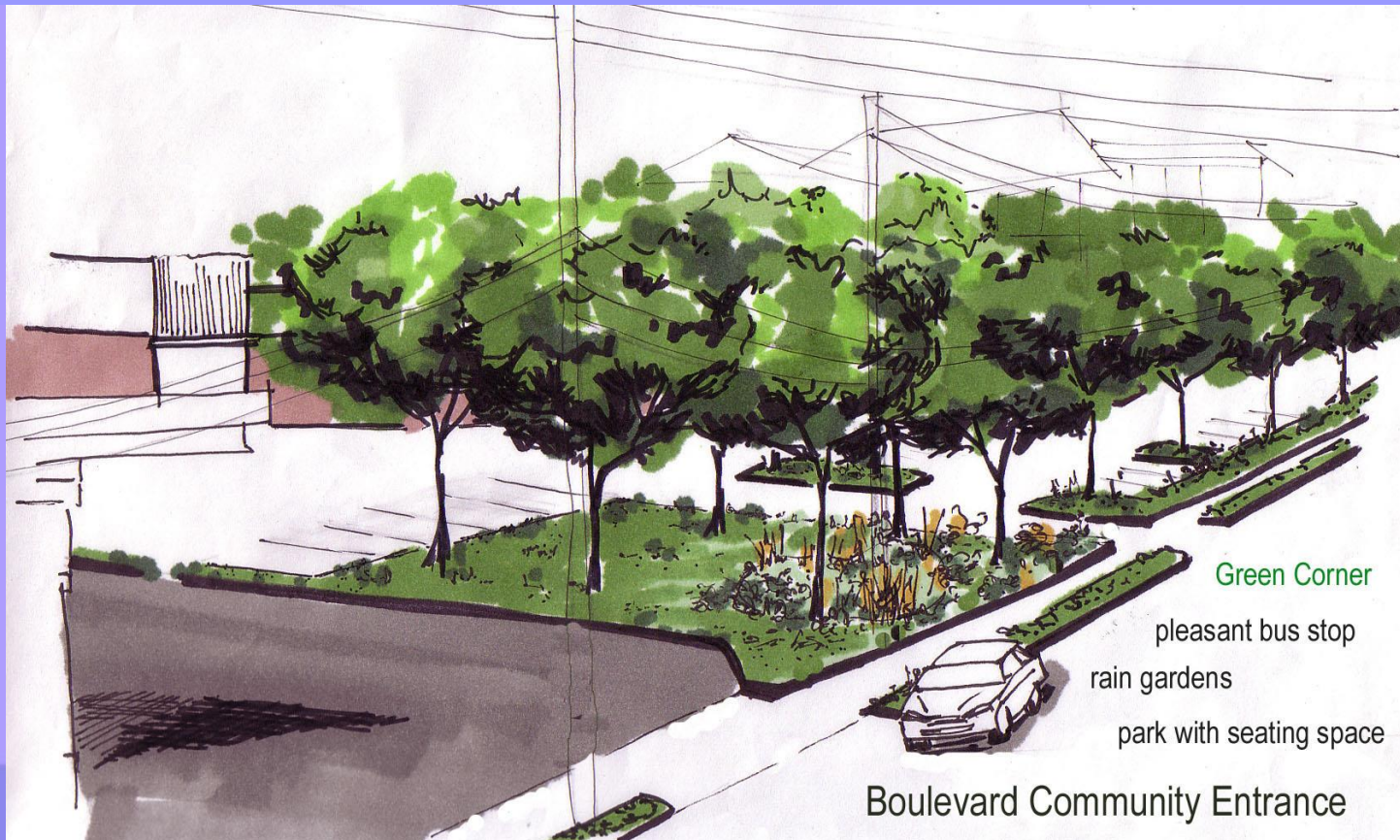
2. HISTORIC  
RESOURCES

3. PLANNING

4. DESIGN

5. TRAFFIC

# Solution!



Green Corner

pleasant bus stop

rain gardens

park with seating space

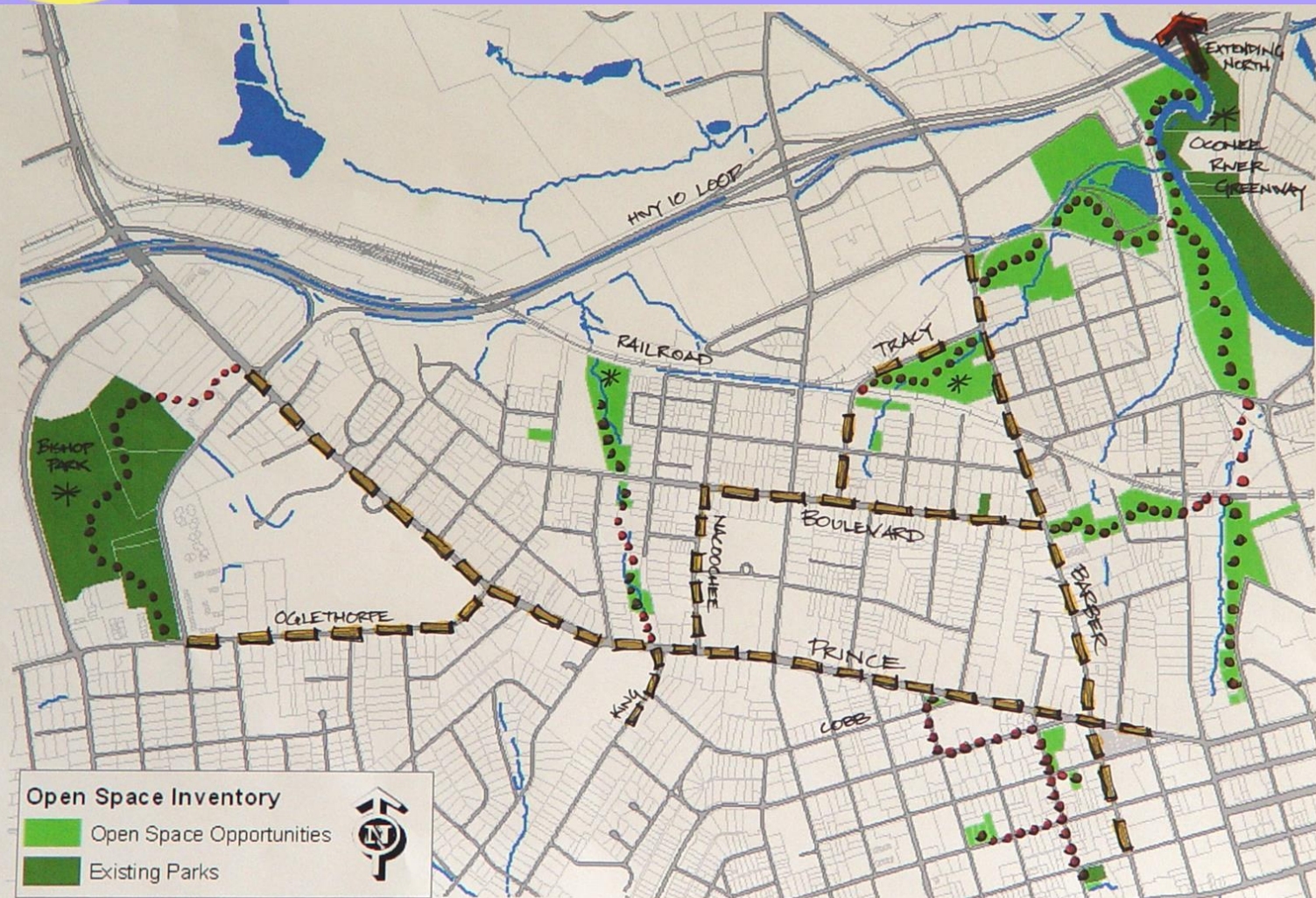
Boulevard Community Entrance



## 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.

# Greenspace and Neighborhood Park Network





1. LANDSCAPE

2 HISTORIC  
RESOURCES

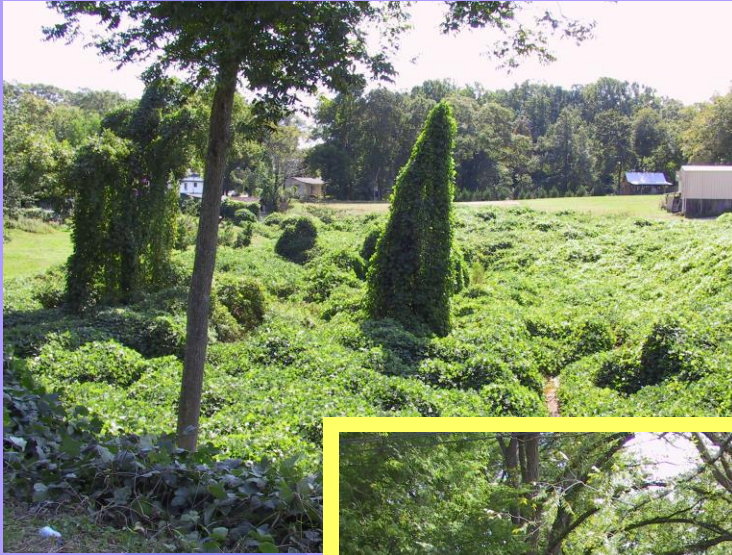
3 PLANNING

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



Existing

Future?



1. LANDSCAPE

2 HISTORIC  
RESOURCES

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5 TRAFFIC

## The Landscape: Trees, Lawns, and Parks



# *Future ?*

## 7. Landscape Enhancement & Protection

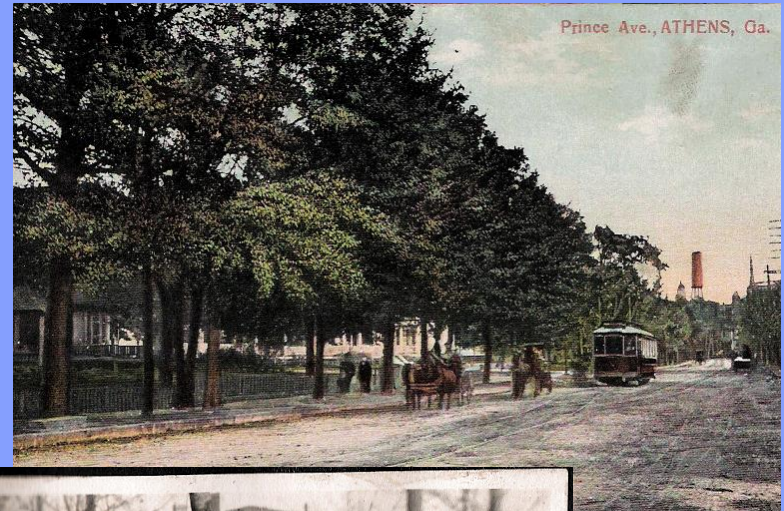
- No real protection for existing public or private trees.
- ‘Cut now, ask for forgiveness later’ attitude
- Need for public/private partnerships for protection, replacement, & maintenance of street trees
- Need for adoption of tree ordinance



## 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

## Historic Resources: Memory or Reality



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





# Historic Resources: Memory or Reality



...or what it is.



1 LANDSCAPE

2 HISTORIC  
RESOURCES

3 PLANNING

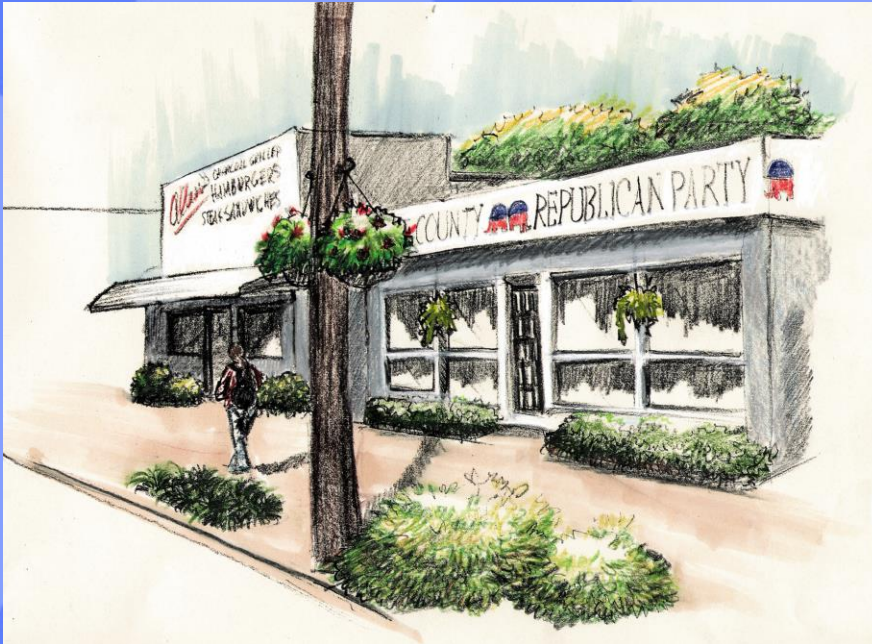
4 DESIGN

5 TRAFFIC

Historic Resources: Memory or Reality

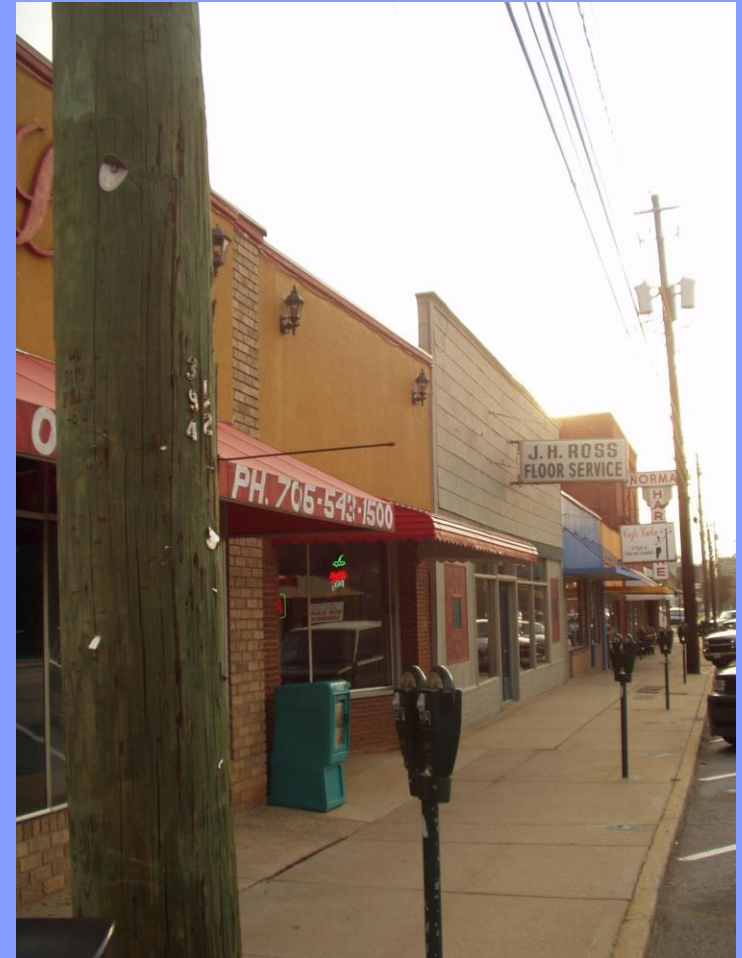
2  
Preserve

## Historic Resources: Memory or Reality



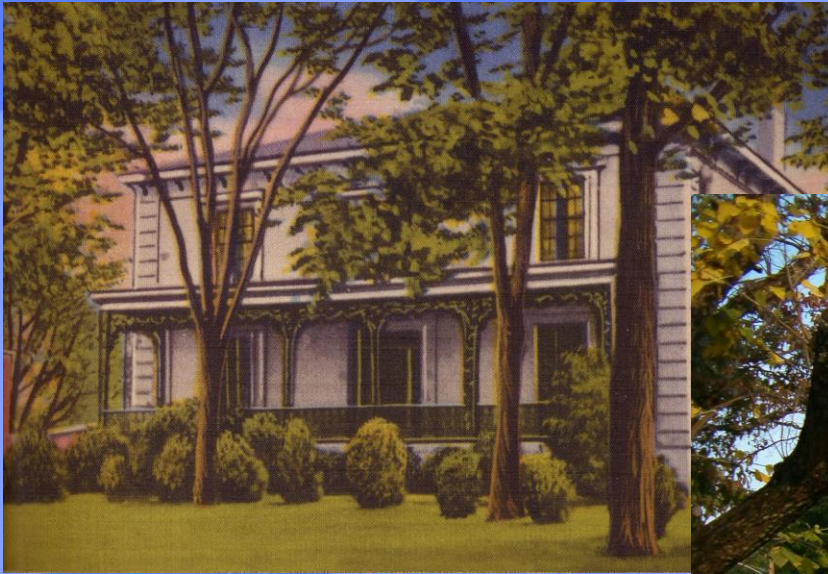
### Incentives for Normaltown

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.



# Historic Resources: Memory or Reality

## 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

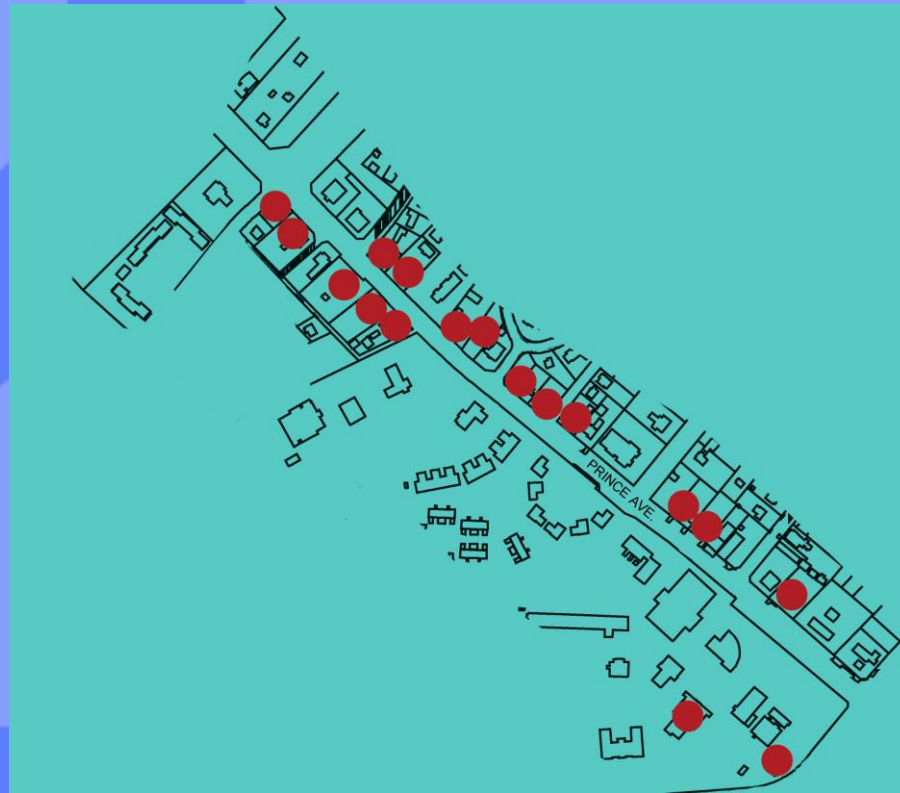
Redevelopment should preserve Normaltown's unique combination of urban and small town character.





## 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

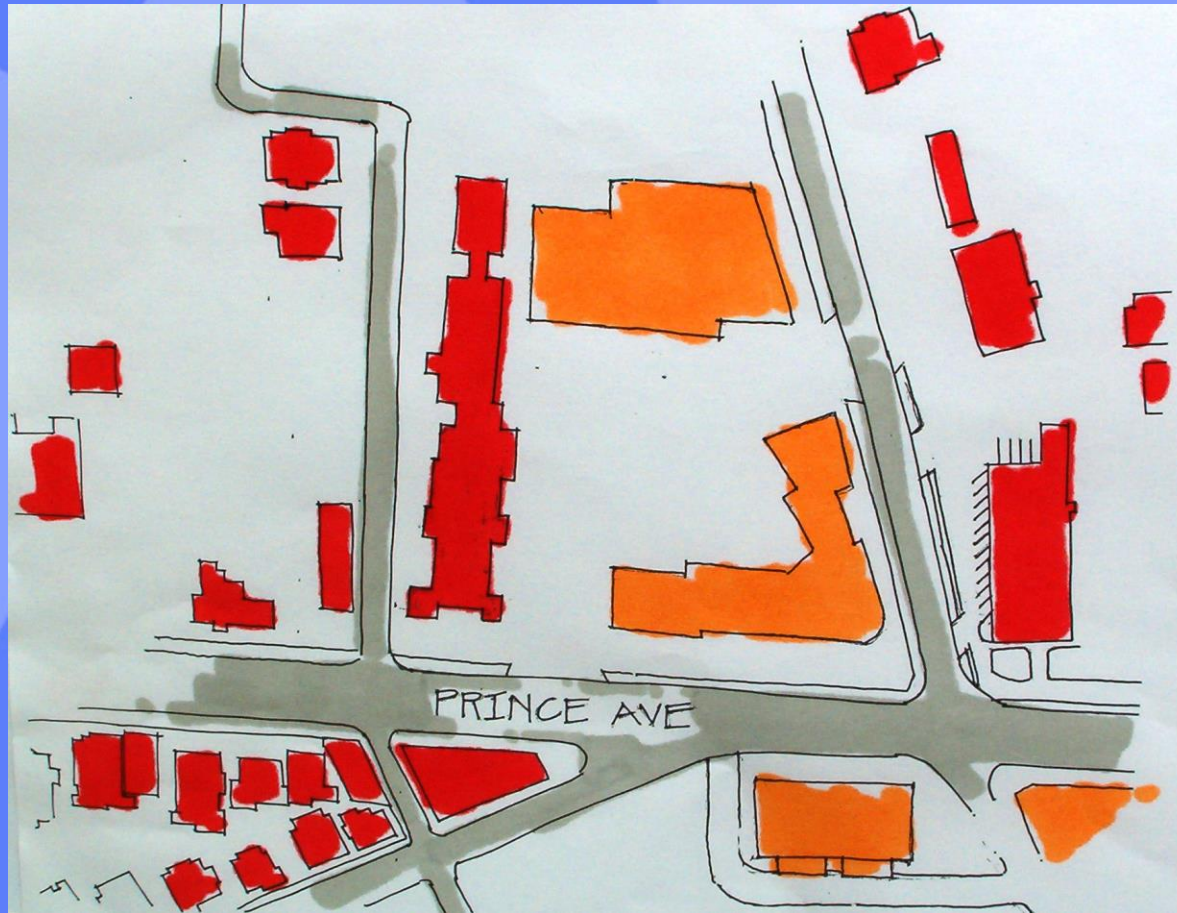


### Navy School

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

4 DESIGN

5 TRAFFIC

Historic Resources: Memory or Reality

Celebrate



# Historic Resources: Memory or Reality



## Bus Shelter Displays

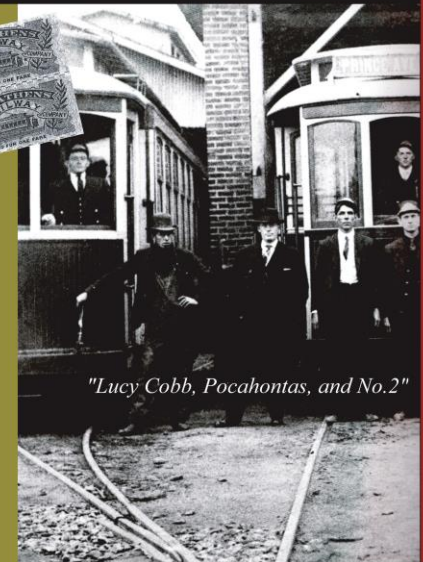
These large signs would discuss historic themes along Prince Avenue.

### 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 Millledge avenues, Barber and Lumpkin Streets, and the Boulevard. Dams and power plants were built at Mitchell Bridge and Tallassee 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"

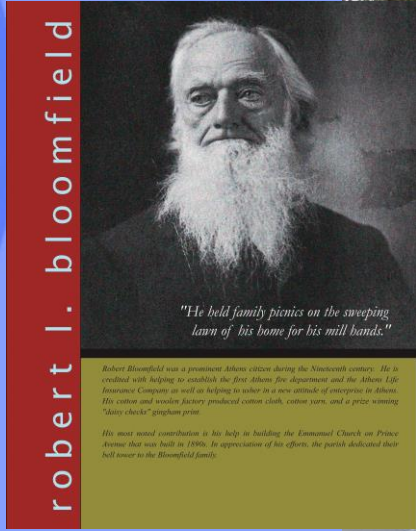
street railway

foot PRINCE

# Historic Resources: Memory or Reality

## Historical Interest Signs

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





# 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.

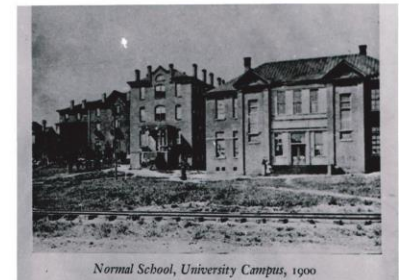


### Statement of Purpose

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

A heritage walk along Prince Avenue



Normal School, University Campus, 1900

**foot** PRINCE



1 LANDSCAPE

2 HISTORIC  
RESOURCES

3 PLANNING

4 DESIGN

5 TRAFFIC

## 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.





1 LANDSCAPE

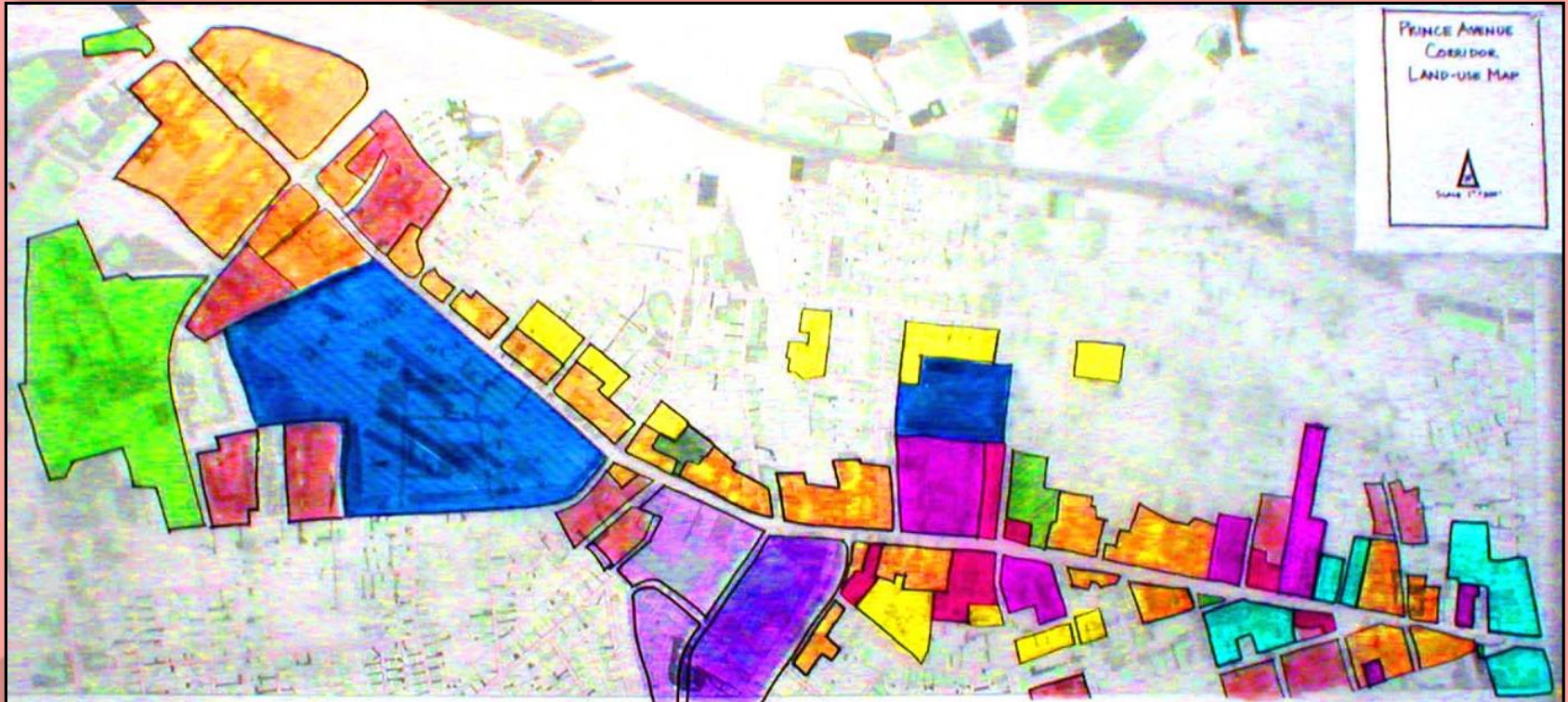
2 HISTORIC  
RESOURCES

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*





# 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*





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

*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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5 TRAFFIC

## Diversity of Uses: The Right Mix Makes a Difference

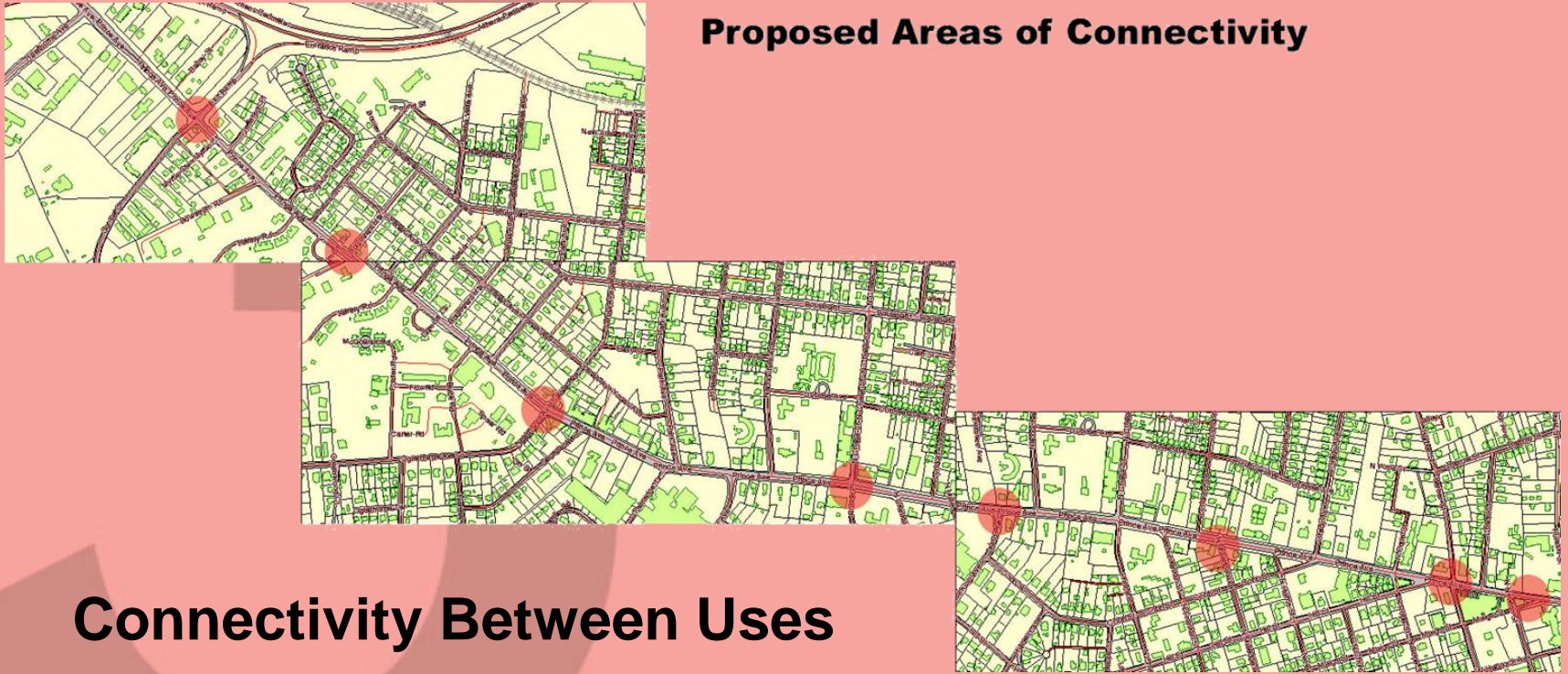


### **Connectivity Between Uses**

*On Street Green Buffer*

## Diversity of Uses: The Right Mix Makes a Difference

### Proposed Areas of Connectivity



### Connectivity Between Uses

*Crosswalks In Activity Centers*



1 LANDSCAPE

2 HISTORIC  
RESOURCES

3. PLANNING

4 DESIGN

5 TRAFFIC

## Diversity of Uses: The Right Mix Makes a Difference

**Connectivity  
Between Uses**

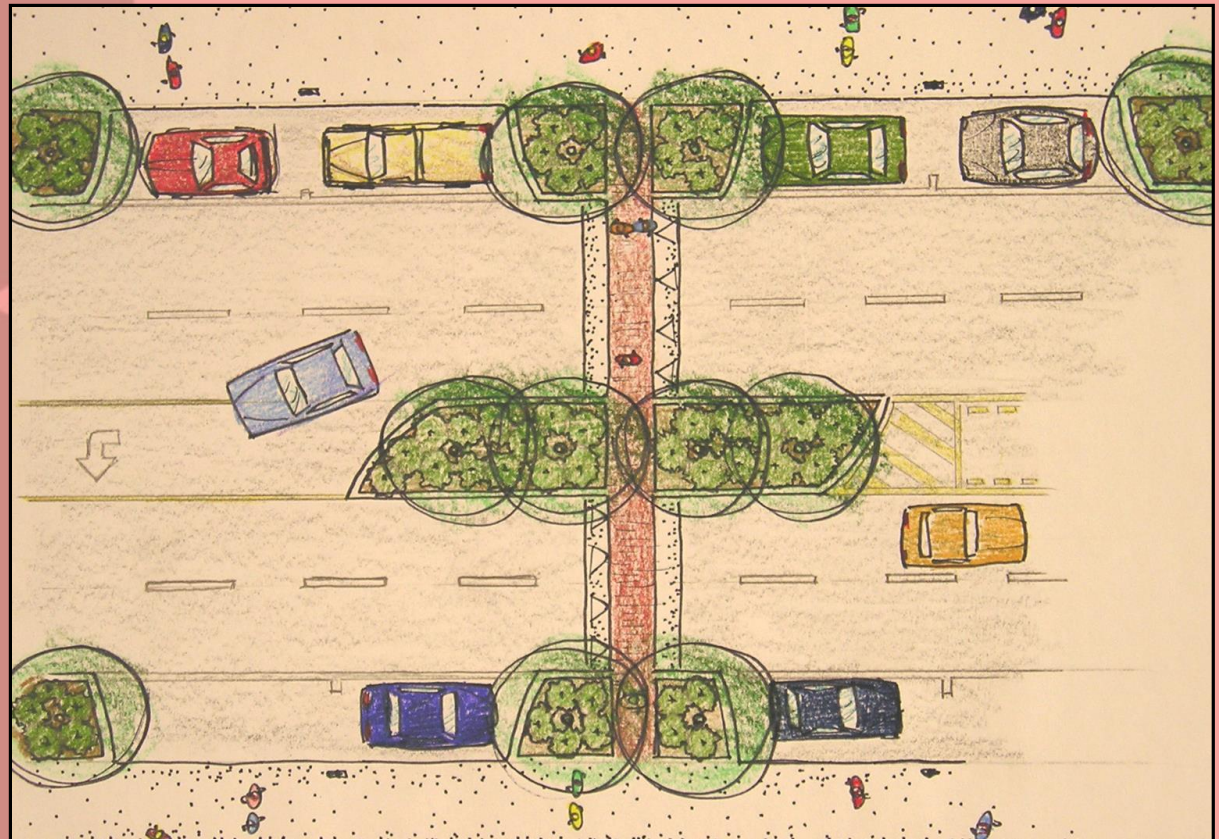
***Raised Crosswalks  
In Activity Centers***



# 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**



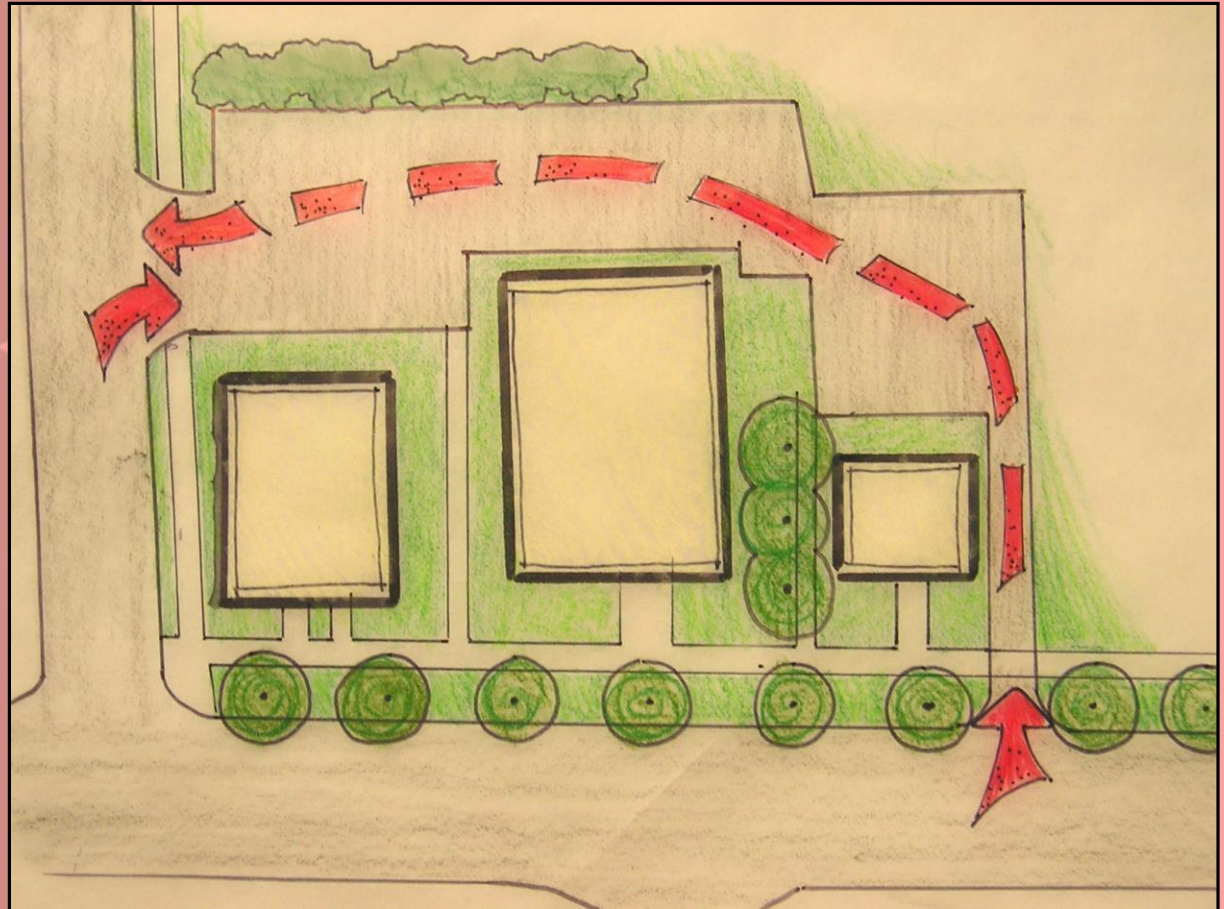
**Shared Parking**



# Diversity of Uses: The Right Mix Makes a Difference

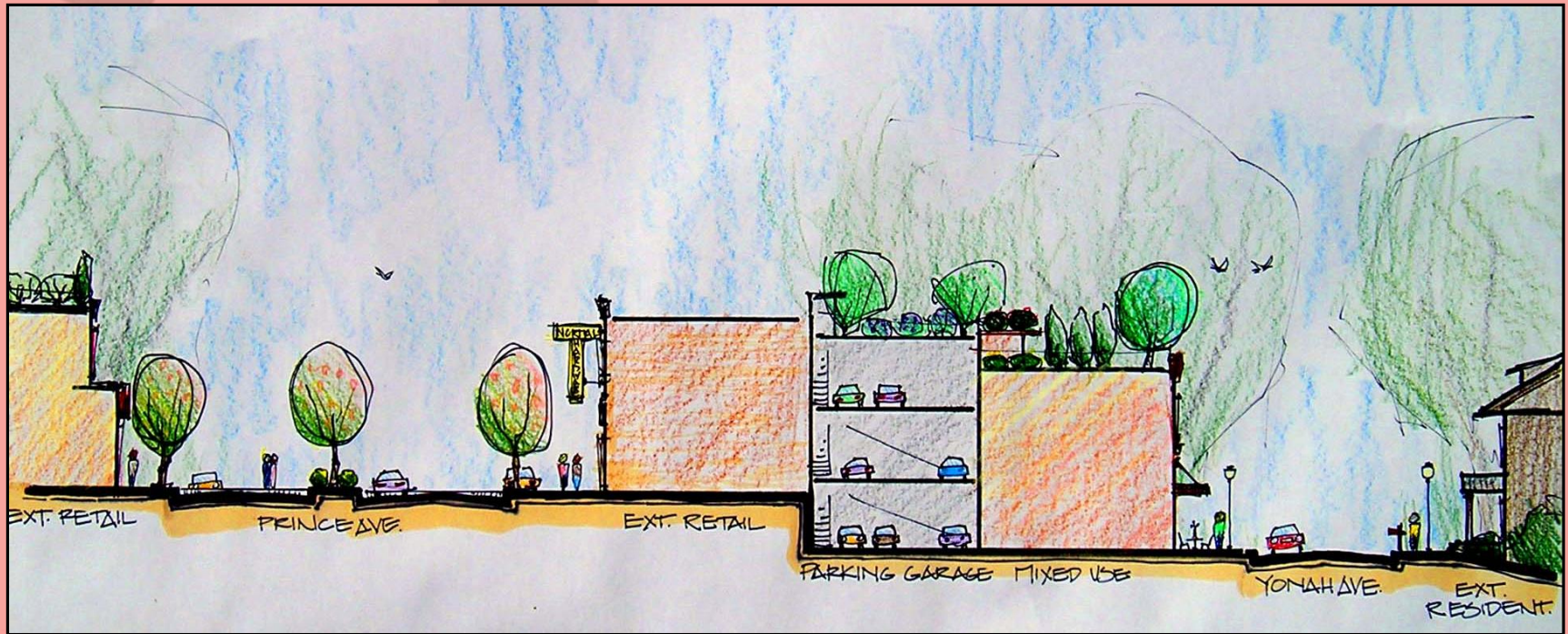
**Parking Solutions**

***Shared Parking***





# Diversity of Uses: The Right Mix Makes a Difference



## Parking Solutions

### *Parking Decks With Green Roofs*

1 LANDSCAPE

2 HISTORIC  
RESOURCES

3. PLANNING

4 DESIGN

5 TRAFFIC

## Diversity of Uses: The Right Mix Makes a Difference



### **Parking Solutions**

***Parking Decks With Green Roofs***



1 LANDSCAPE

2 HISTORIC RESOURCES

3. PLANNING

4 DESIGN

5 TRAFFIC

## 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***



1 LANDSCAPE

2 HISTORIC  
RESOURCES

3. PLANNING

4 DESIGN

5 TRAFFIC

## Diversity of Uses: The Right Mix Makes a Difference



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



1 LANDSCAPE

2 HISTORIC  
RESOURCES

3 PLANNING

4. DESIGN

5 TRAFFIC

## 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

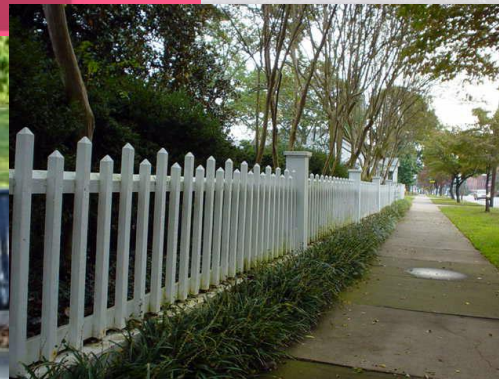
4. DESIGN

5 TRAFFIC

# Urban Design: Neighborhoods, Commercial Centers + Public Amenities

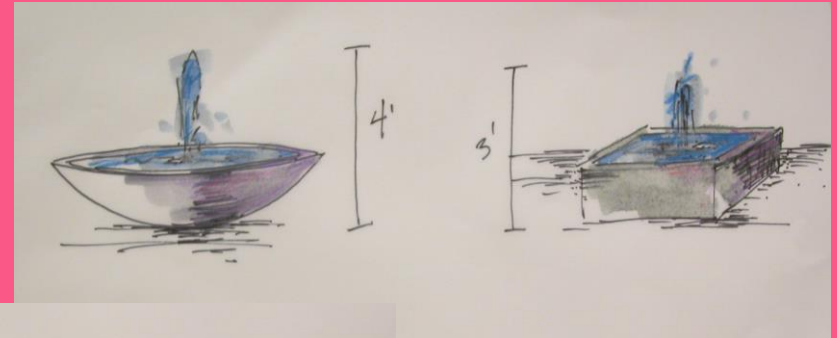
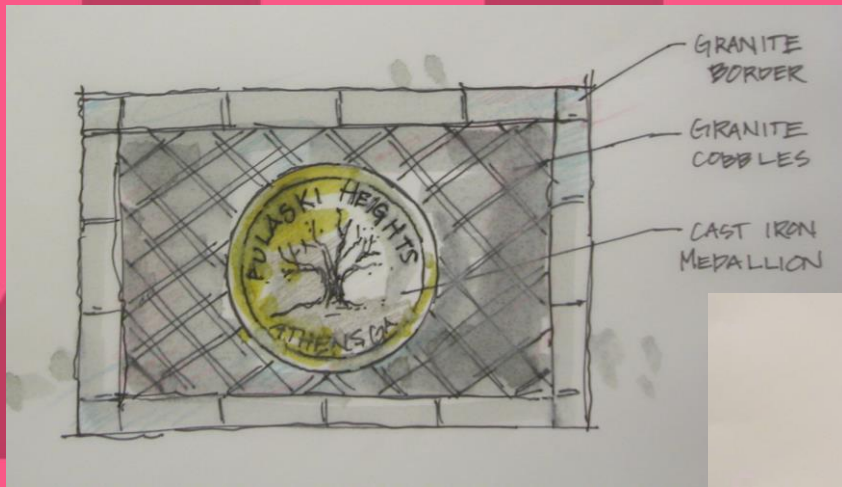
**NEIGHBORHOOD  
IDENTIFIERS & UNIFIERS:**

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

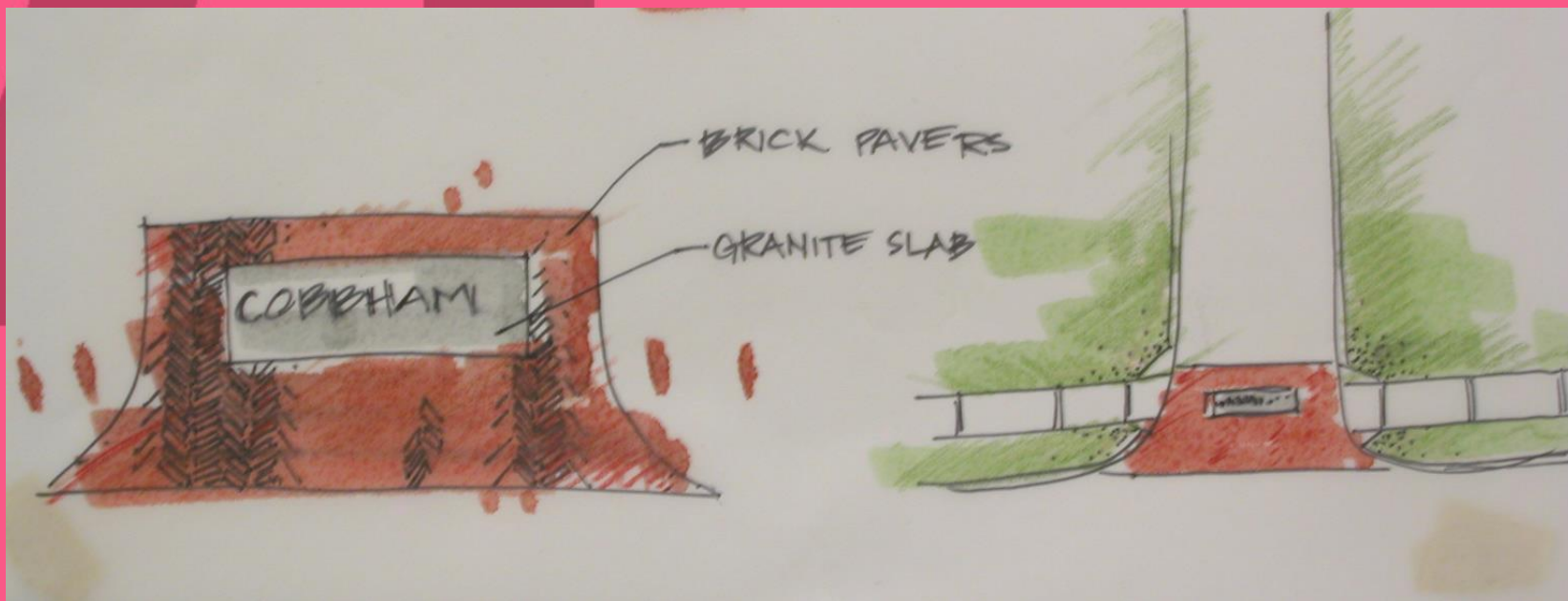




# Urban Design: Neighborhoods, Commercial Centers + Public Amenities



# 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?



## Urban Design: Neighborhoods, Commercial Centers + Public Amenities

### BUS STOPS

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

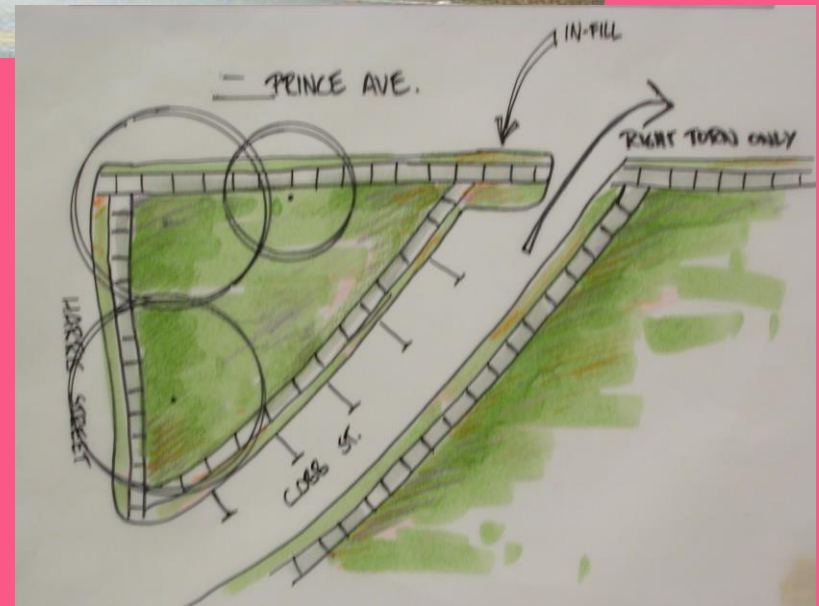
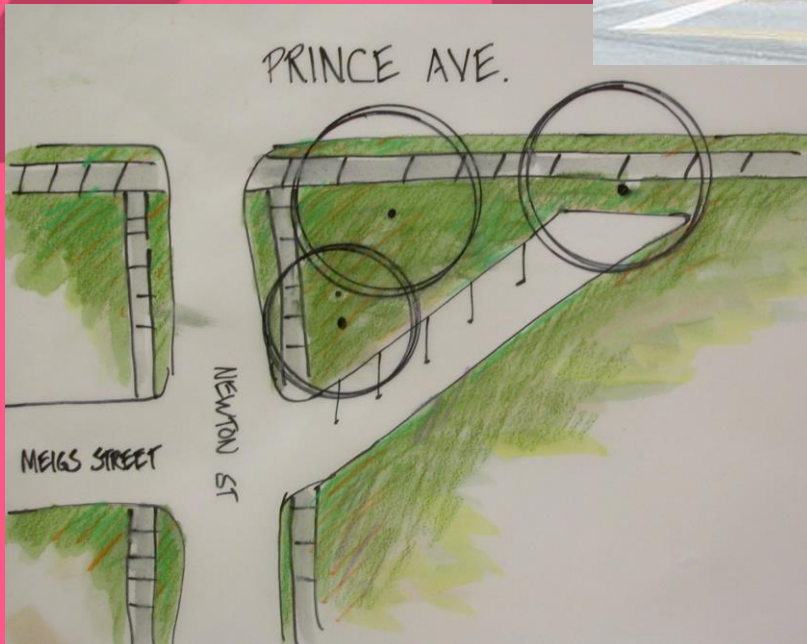


**DOES THE COMMUNITY  
WANT TO IMPROVE  
CURRENT BUS STATIONS  
WITH UNIQUE BUS  
SHELTERS?**





# Urban Design: Neighborhoods, Commercial Centers + Public Amenities



1 LANDSCAPE

2 HISTORIC  
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# Urban Design: Neighborhoods, Commercial Centers + Public Amenities

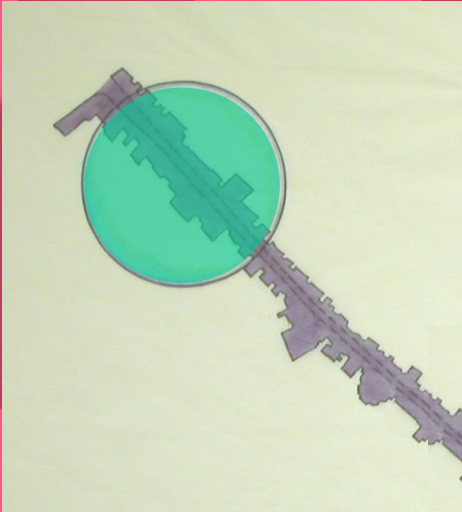
## INTRODUCING GREEN SPACE & PUBLIC SPACE



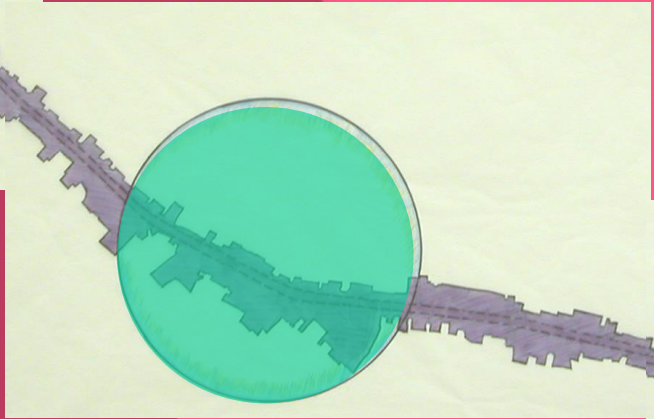


# Urban Design: Neighborhoods, Commercial Centers + Public Amenities

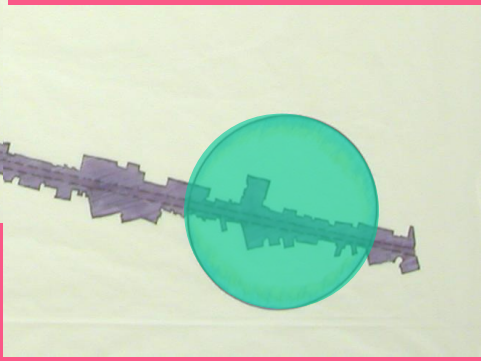
Sunset District



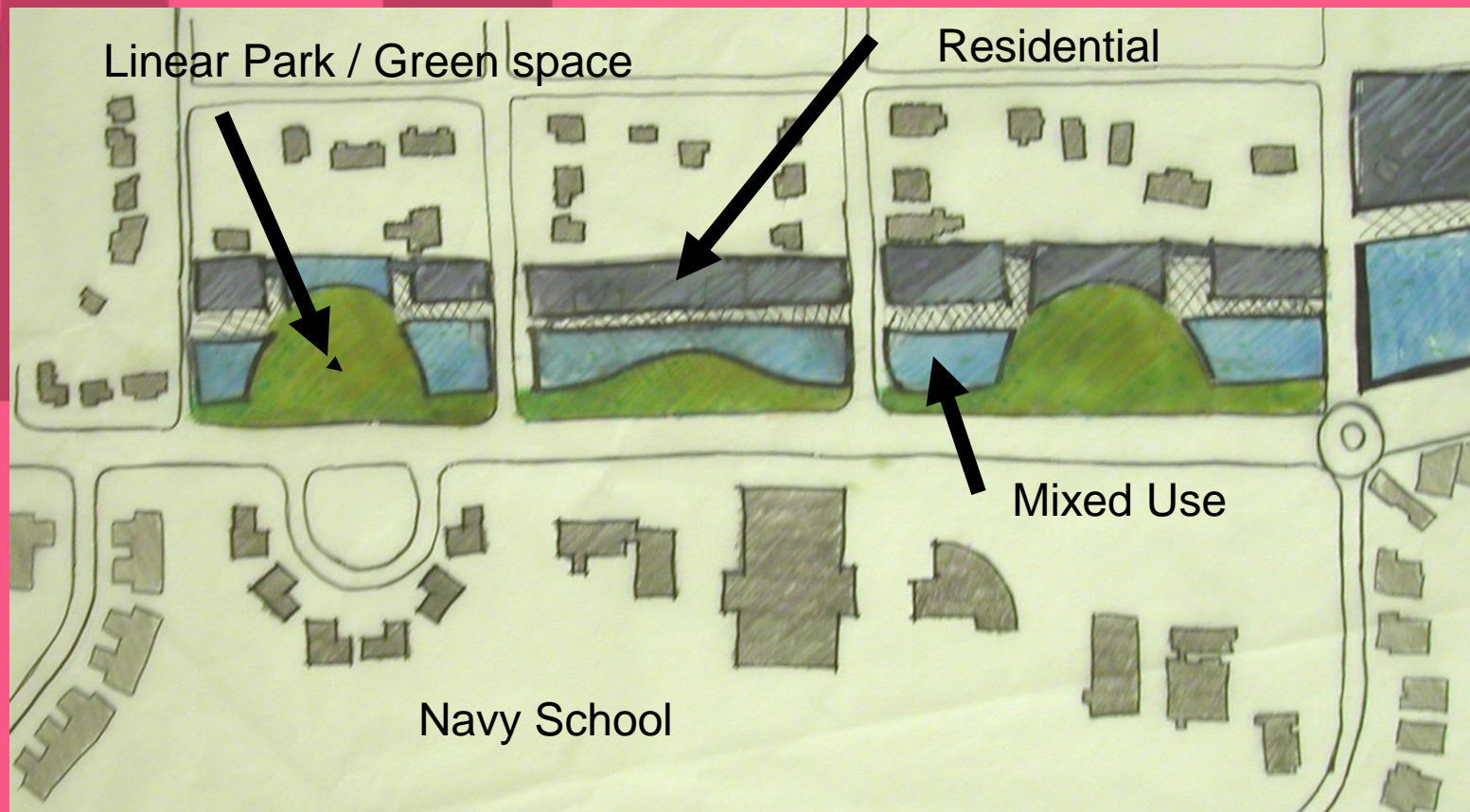
Normaltown District



Downtown District



# Urban Design: Neighborhoods, Commercial Centers + Public Amenities





1 LANDSCAPE

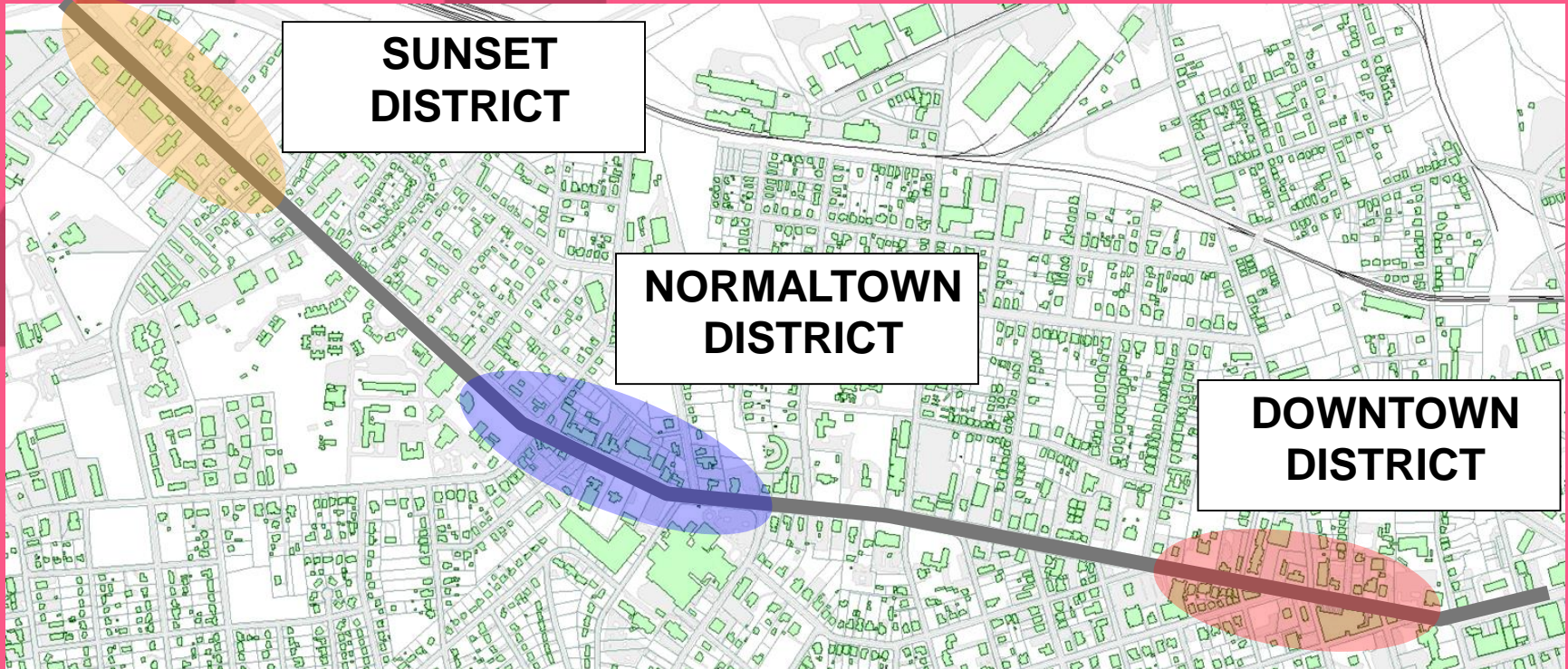
2 HISTORIC  
RESOURCES

3 PLANNING

4. DESIGN

5 TRAFFIC

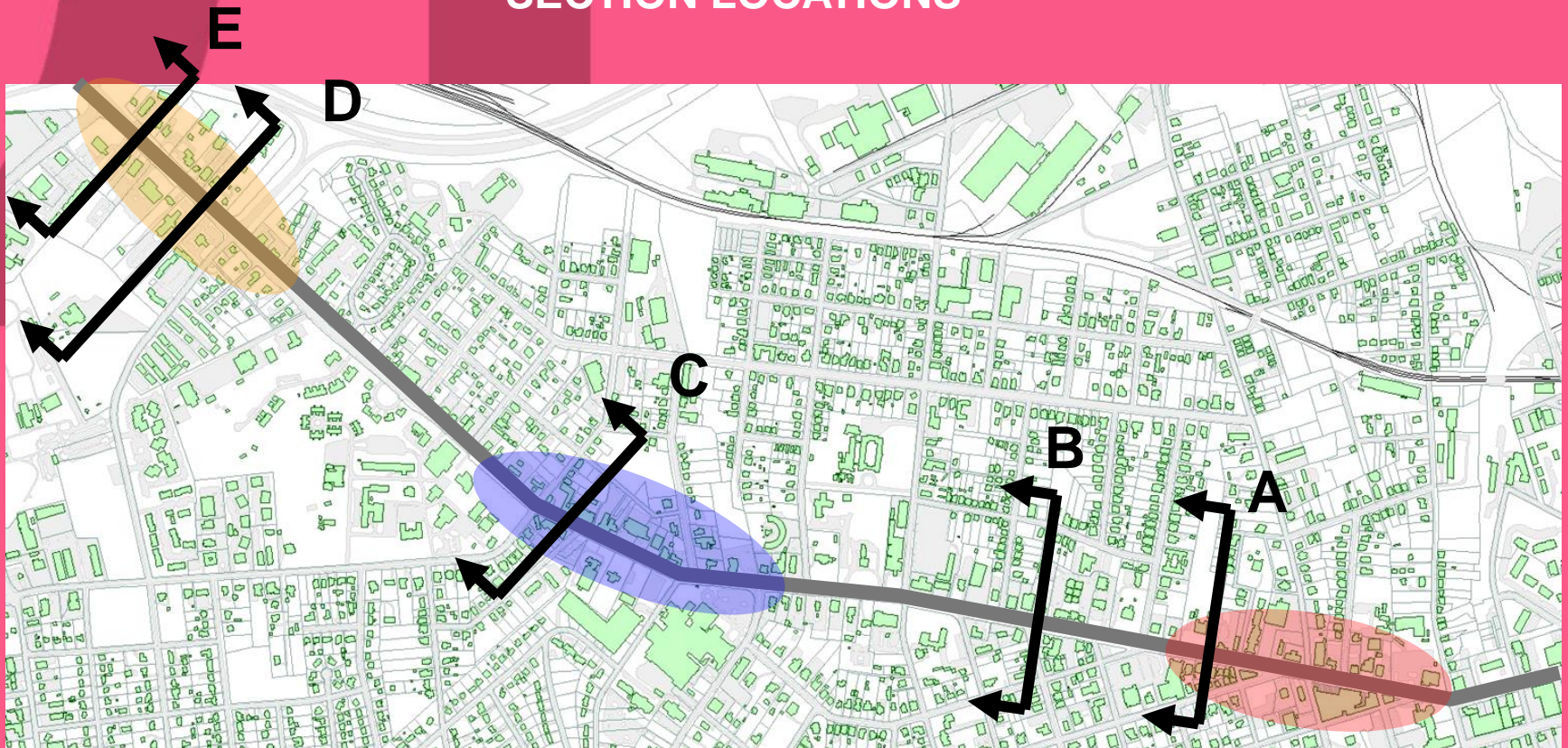
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## SECTION LOCATIONS





1 LANDSCAPE

2 HISTORIC  
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3 PLANNING

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Urban Design:

Neighborhoods, Commercial Centers + Public Amenities

**NEIGHBORHOOD  
IDENTIFIERS / UNIFIERS:**



1 LANDSCAPE

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# Urban Design: Neighborhoods, Commercial Centers + Public Amenities



Section A – Newton Street



1 LANDSCAPE

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# Urban Design: Neighborhoods, Commercial Centers + Public Amenities



Section B – Suntrust Bank Area



Section C – Normaltown

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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



# Urban Design: Neighborhoods, Commercial Centers + Public Amenities

Loop



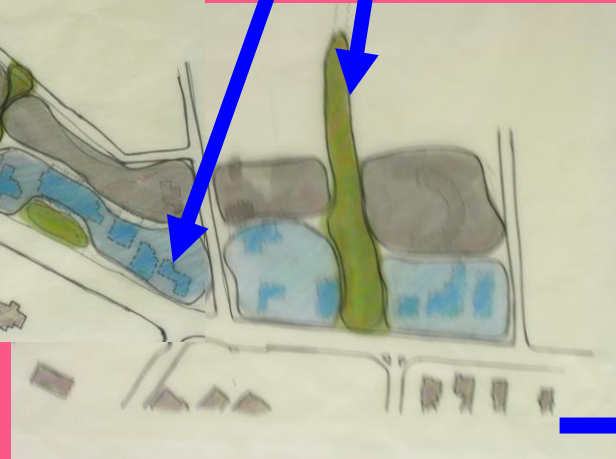
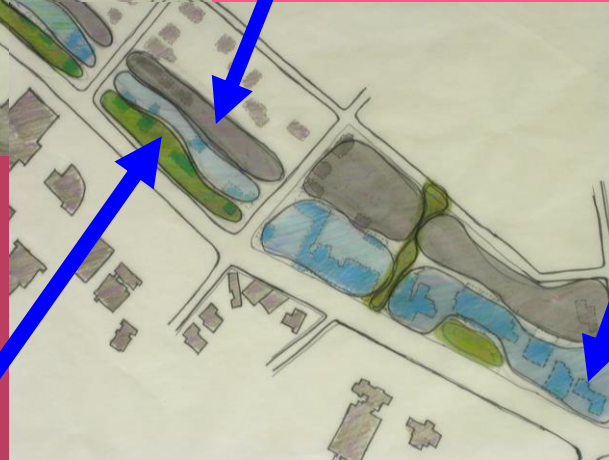
Multi-Family  
Transition to  
Single Family

Mixed Use  
Development

Finger Park –  
Connecting  
Neighborhood  
to Prince

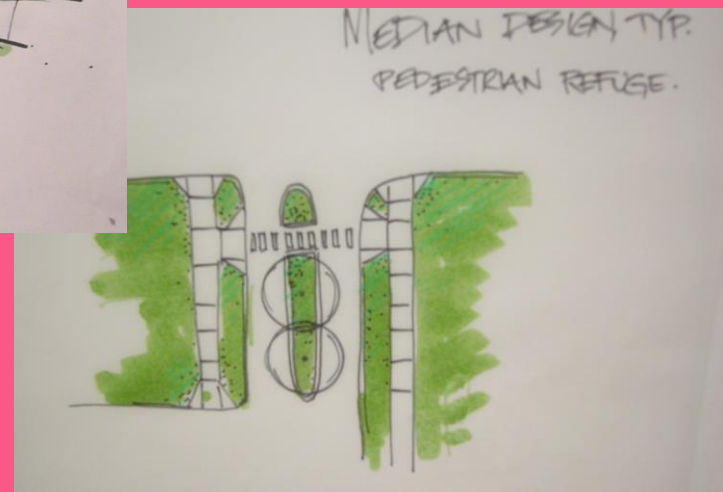
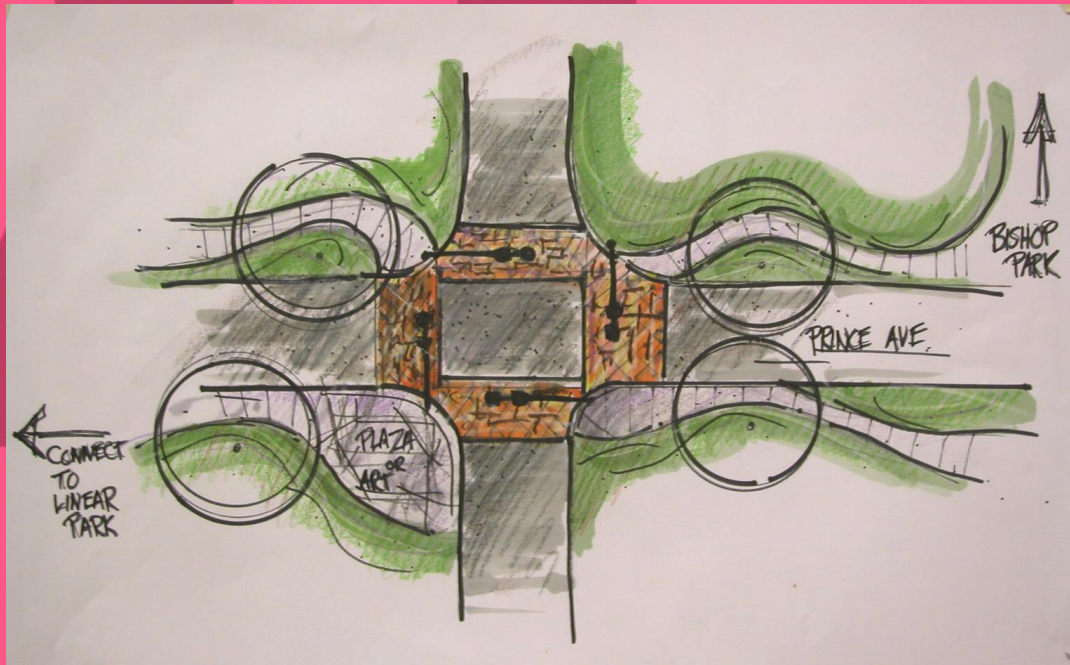
Navy School

Linear Park



Downtown

# Urban Design: Neighborhoods, Commercial Centers + Public Amenities





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## 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?





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## 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



## TRAFFIC SPEED

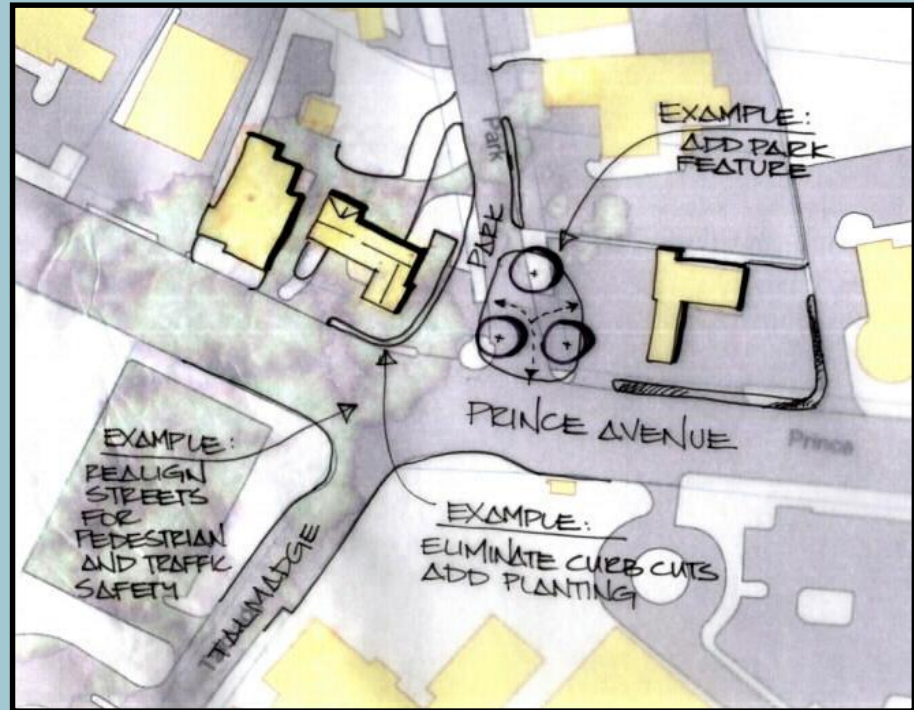
Is excessive speed a problem on Prince?



# TRAFFIC SPEED

Is excessive speed a problem on Prince?

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





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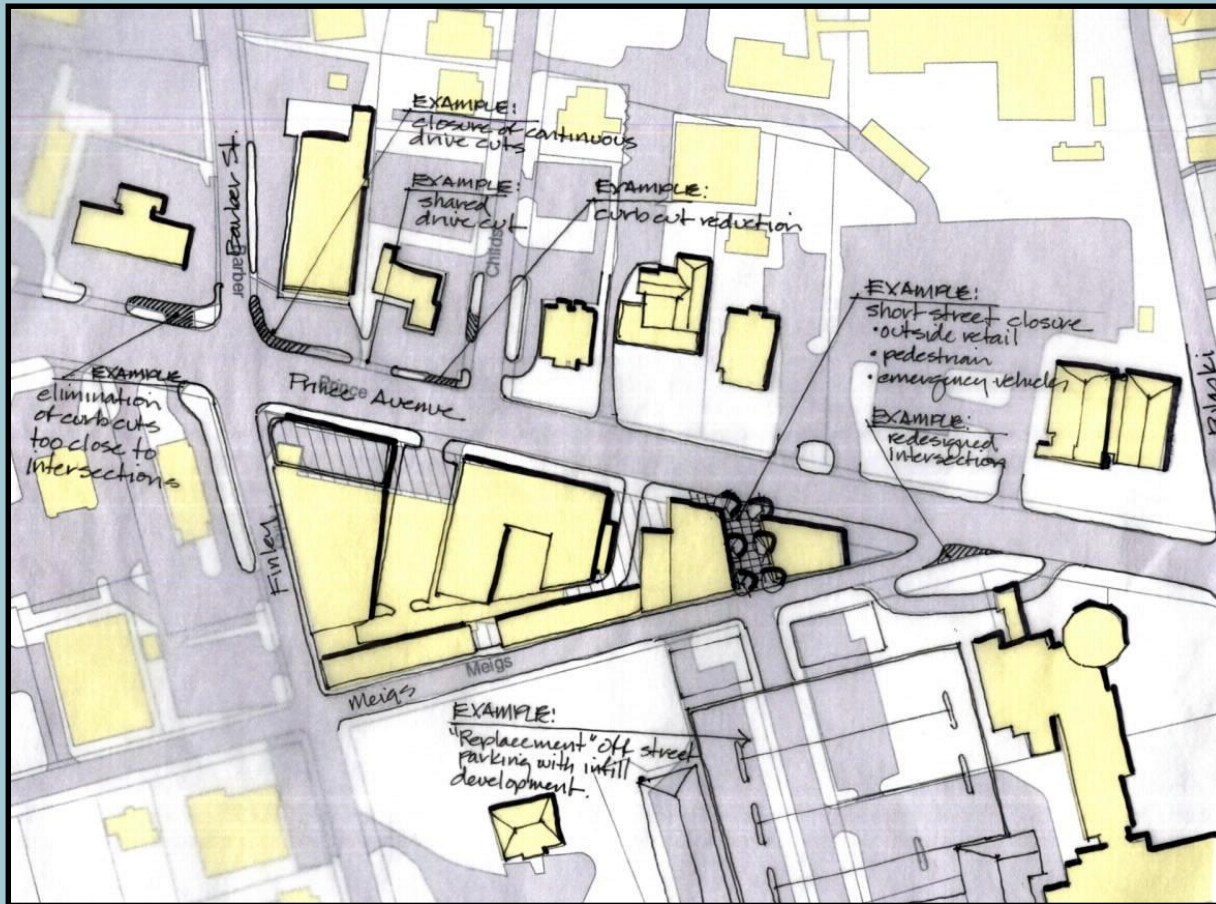
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Is pedestrian safety a concern on Prince Avenue?

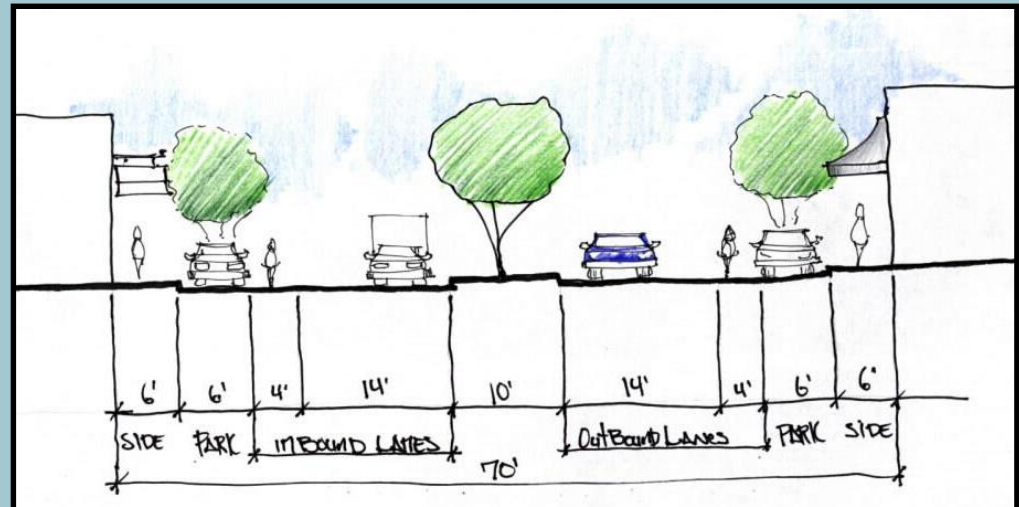


# PEDESTRIAN SAFETY

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



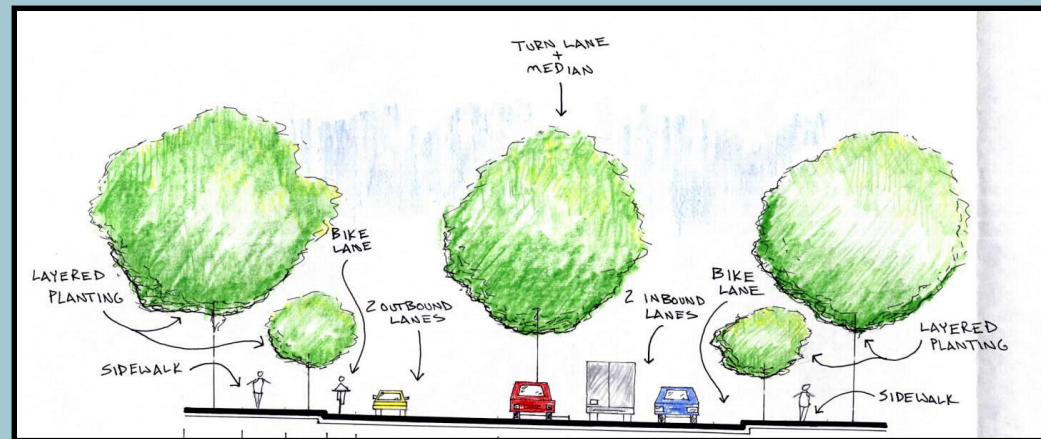


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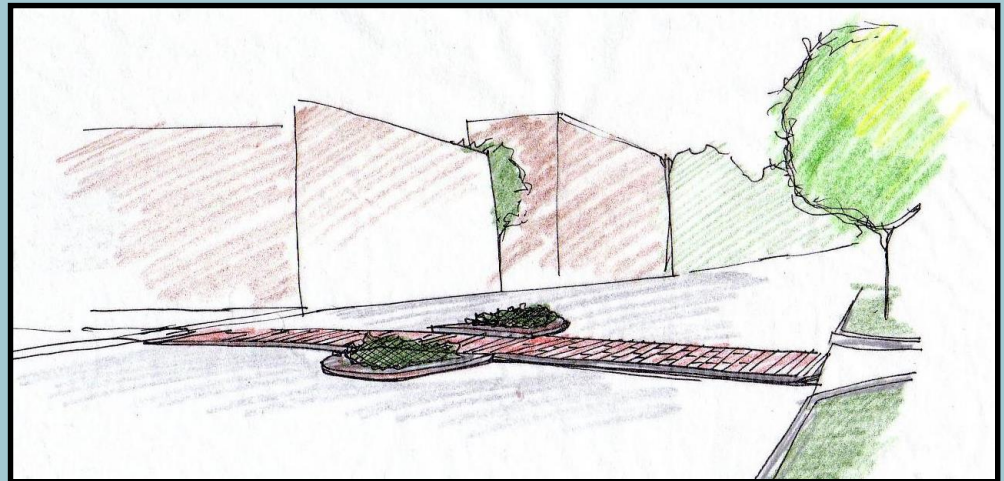
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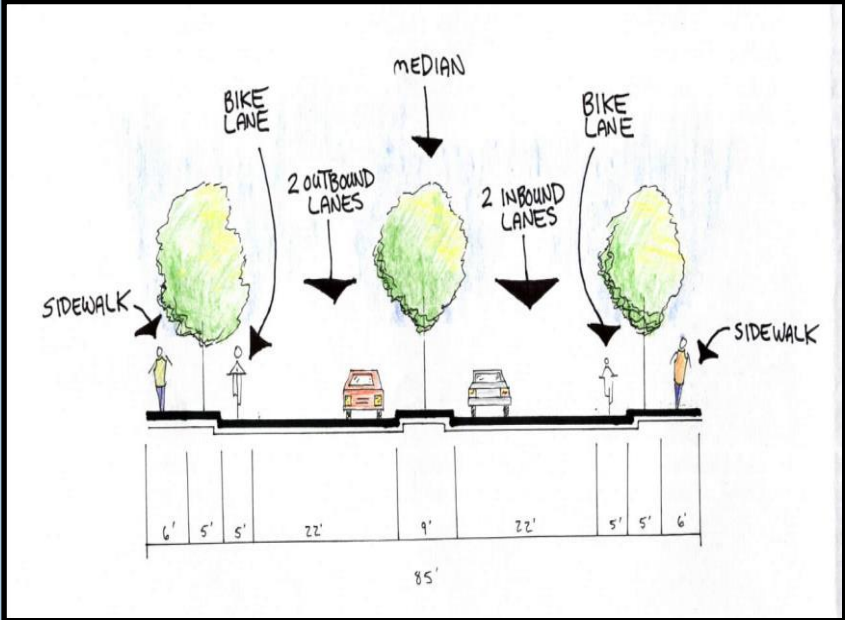
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# BICYCLE SAFETY

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- Bike lanes



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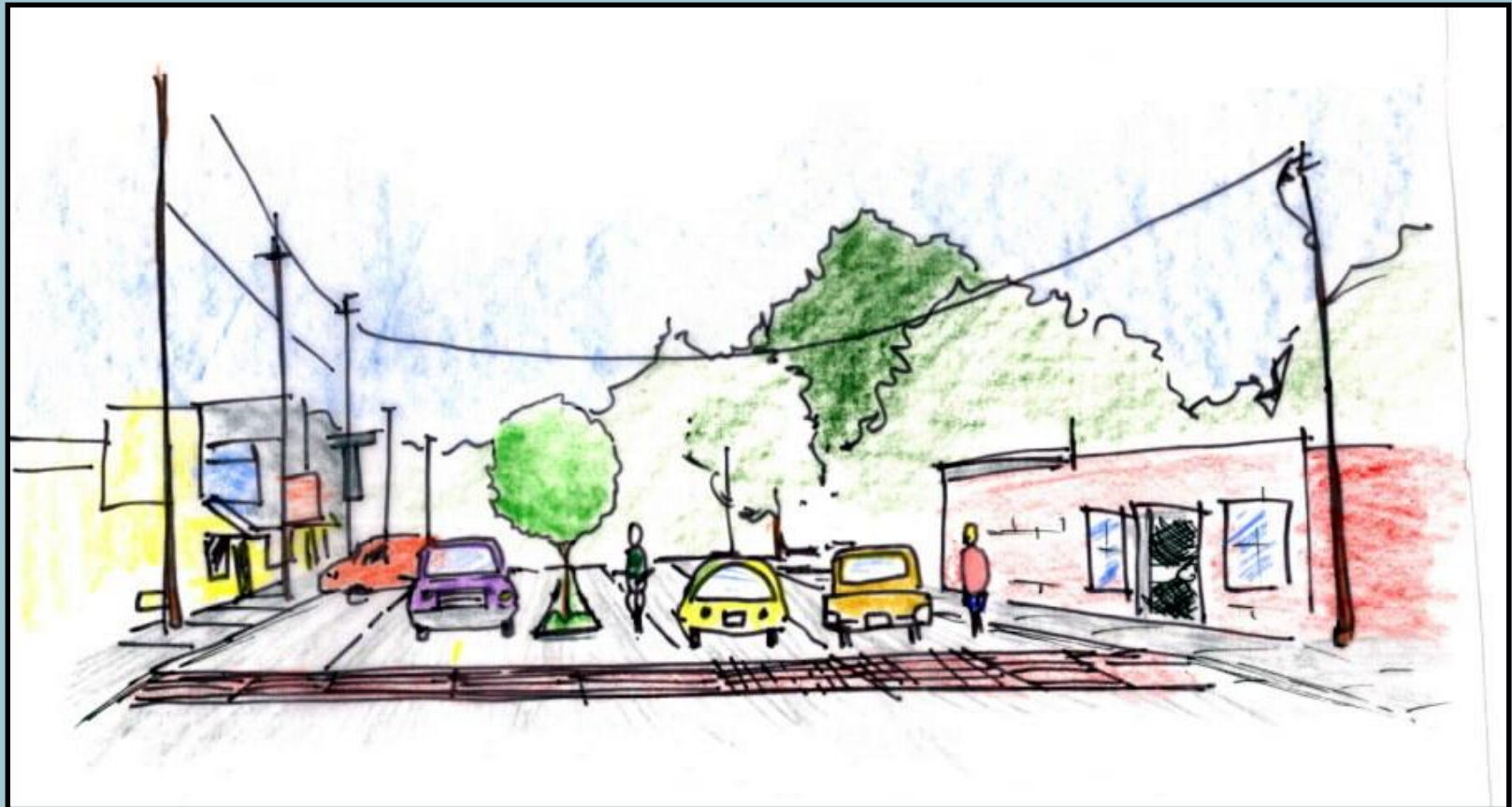
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## PARKING ACCESSIBILITY

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



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



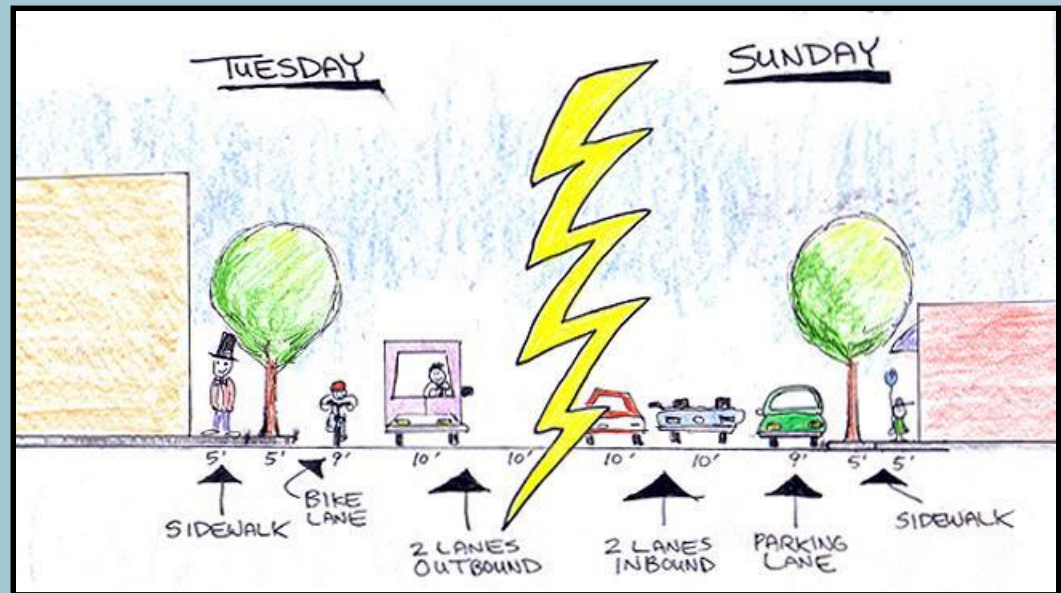


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# MASS TRANSIT

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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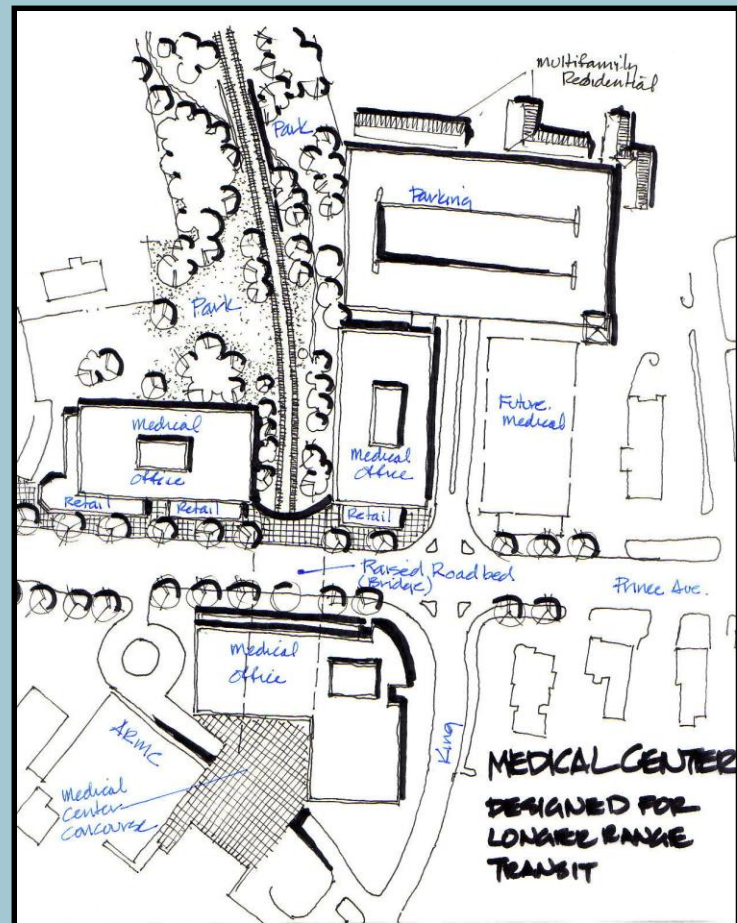




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**Slowing Down Traffic and Putting People First**



# 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](http://www.PLANNINGPRINCE.org)

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



**Online Voting by:**

*boxkite*  
*syndicate*  
internet design development marketing hosting boxkite.net

[www.boxkite.net](http://www.boxkite.net)

# Prince Avenue

faces the future



COMMUNITY APPROACH TO PLANNING PRINCE AVENUE

## Be Part of the Process!

Please contribute to the inventory phase of the planning process by completing this form:

This form is also available at <http://www.planningprince.org>

1 What is the distance from your house to Prince Ave?

- Under 1/2 a mile       1 - 3 miles  
 1/2 a mile - 1 mile       3 - 5 miles  
 over 5 miles

2 What are your destinations on Prince Ave? (check all)

- School       Restaurant/Grocery  
 Church       Gas Station  
 Workplace       Bus Stop  
 Shopping       Just passing through  
 Friend's House       Other:  
 Doctor's office

3 Could you get to most of your destinations on Prince Ave if you have a car?

- Yes       No      if not, why?  
 distance    safety    time    health    other:

4 What other businesses/amenities would you like to see on Prince Ave?

\_\_\_\_\_

5 When traveling along Prince Ave, how often do you: (check box)

	DAILY	WEEKLY	MONTHLY	YEARLY	NEVER
Walk?					
Ride a bike?					
Take the bus?					



Look for CAPP drop boxes at many locations on Prince Avenue!





# How the Public Voted

## The Survey says.....

1. Planted medians, crosswalks and pedestrian safety
2. Streetscape issues (especially TREES!)
3. Parking issues
4. Advocacy
5. Bicycle safety
6. Greenspace
7. Resource protection and infill
8. Mass Transit