Where feasible additional pedestrian and/or bicycle specific signaling can improve accessibility and facilitate crossings at major intersections, especially streets with high traffic volumes.

Intersections can be designed to accommodate such needs. Pedestrian push buttons can alert drivers to pedestrian presence in busy environments. Acoustic devices may also be added for better visibility at a traffic signal.

**LOCATION CRITERIA:** When a Green Connection creates a busy arterial or block.

Intersection murals can calm traffic and build identity for the neighborhood. They can be designed and implemented through a community process.

**LOCATION CRITERIA:** When a Green Connection creates a busy arterial or block.

Corner bulb-outs can extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space. Corner bulb-outs can enhance pedestrian safety by increasing pedestrian visibility, shortening crossing distances, slowing turning vehicles, and visually narrowing the roadway. Generally, benefits are greater the further the bulb-out extends into the parking lane. But should be balanced against other needs. Bulb-outs can often be extended to create public spaces, landscaped areas, or transit waiting areas.

**LOCATION CRITERIA:** Can be applied at all intersections.

Traffic circles can provide opportunities for greening, stormwater management, a visual relief in wide streets, and calm traffic speeds. Traffic circles can be circular or parabolic in shape. Drivers can treat them as traffic circles or as speed bumps. Can be used at non-standard intersections and/or in PDR districts where truck movements are a priority.

**LOCATION CRITERIA:** When a Green Connection creates a circular traffic circle, or at intersections that must accommodate wide-turning vehicles such as trucks or buses. Traffic circles may not fit, or to accommodate traffic circles may not be required to stop.

**LOCATION CRITERIA:** Can be applied at all intersections.
**SUPER BULB**

A Super Bulb can reduce traffic volumes on Green Connections by restricting auto access in some directions. The Super Bulb can create additional public space and greening potential.

**INTERSECTION ISLAND**

Intersection islands can create additional greening space and reduce traffic volumes on a Green Connection. This treatment diverts automobiles from the Green Connection, while allowing for pedestrian and bicycle access.

**DIVERTER**

Diverters can reduce traffic volumes by forcing autos to turn. The diverter can also create greening space that could enhance urban ecology.

**BUS STOP STREET PARK**

Bus Stop Street Parks can divert cars, create additional public space and provide a bulb for streets crossing a Green Connection. A Bus Stop Street Park can reduce auto traffic on the Green Connection and allow bicycle and pedestrian access.

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http://greenconnections.sfplanning.org
PARKING LANE PLANTERS

Parked Lane Planters create additional space for landscaping and street trees, which can calm traffic. Landscaped sidewalk extensions could be placed between parking spaces at regular intervals or at specific locations.

LOCATION CRITERIA: All street types, especially on important residential streets, urban streets with narrow sidewalks, or where there is a desire to visually narrow the roadway.

CHICANE

Chicanes can create new areas for landscaping and public space. A chicanes is a series of alternating mid-block curb extensions or islands that narrow the roadway and require vehicles to follow a curving, S-shaped path. This can help to slow traffic and discourage speeding.

LOCATION CRITERIA: Low traffic volume streets

CHICANE + SIDEWALK WIDENING

A chicanes (see left) combined with widened sidewalks can create larger areas for landscaping and public space.

LOCATION CRITERIA: Low traffic volume streets

CHICANE: BACK-IN ANGLED PARKING (1-WAY)

A chicanes (see left) can include back-in angled parking and larger bulb-outs in instances where costs do not allow for extended sidewalks, or where more street parking is desired. A chicanes with back-in angled parking could create expanded area of landscaping and public space. Back-in angled parking is preferred to front-loaded angled parking because it is safer for bikes.

LOCATION CRITERIA: Residential streets with low traffic volumes

PLACE-MAKING

ACTIVE TRANSPORTATION

LIVED ECONOMY

ABILITY TO IMPEDE

TRADE-OFFS

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<th>LIVED</th>
<th>ABILITY</th>
<th>TRADE-OFFS</th>
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</thead>
<tbody>
<tr>
<td>Parking Lane Planters</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Chicanes</td>
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<tr>
<td>Chicanes + Sidewalk Widening</td>
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<td>Chicanes: Back-In Angled Parking (1-Way)</td>
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**NECKDOWN**

Mid-block sidewalk extensions can create opportunities for greening landscaping and public realm amenities. Traffic is calmed through the mid-block lane reduction.

**LOCATION CRITERIA:** Low traffic volume streets.

**LANDSCAPED CENTER MEDIAN**

Landscaped medians can create opportunities for greening, landscaping and public realm amenities. Landscaped medians can calm traffic, support urban ecology, and facilitate stormwater management.

**LOCATION CRITERIA:** Low, mid and high volume streets with excess road width.

**WIDE SIDEWALK GARDEN**

Sidewalk widening can create space for greening and public space. Reduced travel lanes can enhance pedestrian safety by reducing the road width and calming auto traffic.

**LOCATION CRITERIA:** Low, mid and high volume streets.

**PLAY STREET**

Play Streets can create large areas for public space such as a basketball court in the right of way. Traffic would be calmed with bulb-outs at the intersections and speed tables would be added next to the ‘play area’.

**LOCATION CRITERIA:** Low cost scores highly.