

6.3

CASE STUDIES

PHILADELPHIA (Laura Spina, City Planning)

Back-in Angled Parking was considered on wide streets in commercial areas with lower volumes and speeds (can provide more parking spaces than parallel parking).

BOSTON (Denise Dabney, City Planning)

Boston's Complete Street's Plan addressed their high volume of foot and vehicular traffic, combined with relatively short blocks and numerous irregular intersections in downtown commercial space as a safety issue. Their resolution was to create a more balanced environment by widening the sidewalks, provide accessible parking for the businesses with high turnover, and to make vehicular and bike friendly roads.

For lanes with peak hour parking restrictions, 12' is the minimum width to accommodate shared use by parked vehicles and bicycles during off-peak times.

Decisions regarding parking lane width when adjacent to bicycle lanes should consider parking turnover rates and vehicle types.



SALT LAKE CITY (Complete Streets Policy, SLC)

Salt Lake City's goal was to promote more off-street parking for visitors, while reducing on-street parking and providing two-way left turn lanes and/or bike lanes where space was available.

SAN FRANCISCO (Adam Varat, City Planning)

San Francisco's Better Streets document recommends using 10' radii at most intersections and 15' radii for larger industrial streets.

Street corner extensions are used in San Francisco on streets with high pedestrian volumes and/or high traffic volumes and speeds, on wide streets with long crossing times, on streets with a history of pedestrian safety concerns, where neighborhood streets intersect with busier through-ways, and on transit priority streets where shortening crossing cycles would improve transit flow.

CHICAGO (David Smith, CDOT Bikeways Planner)

At intersections of local streets with other local streets, the standard corner curb radius is 10'. Large radii designed to accommodate large trucks are avoided. However, at intersections of local streets with preferential streets, the standard corner curb radius is 15'.



**“Walkable Complete Streets”
Streets for Pedestrians, Bicycles,
Automobiles and Accessibility for
all Users”**

