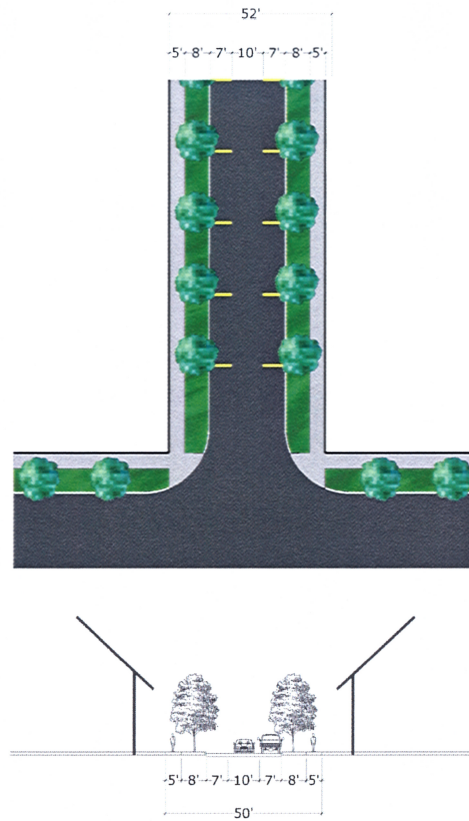


Local Street

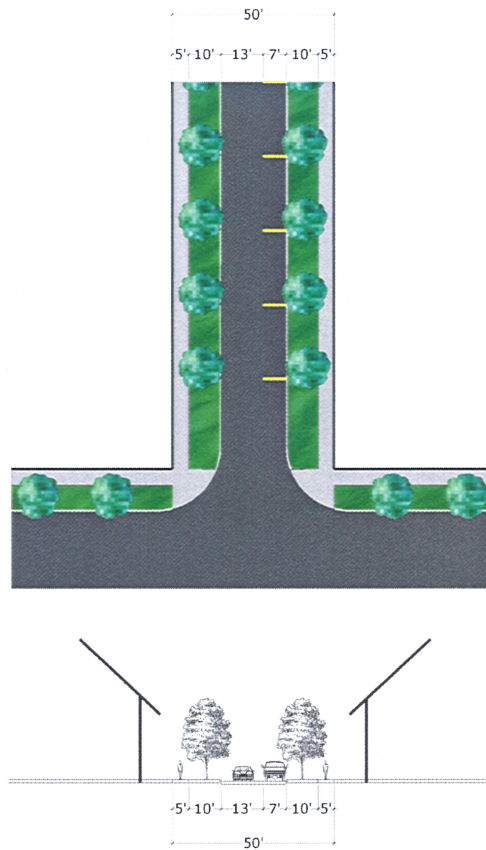
Residential Street
50' R/W



Parking on both sides of the street.

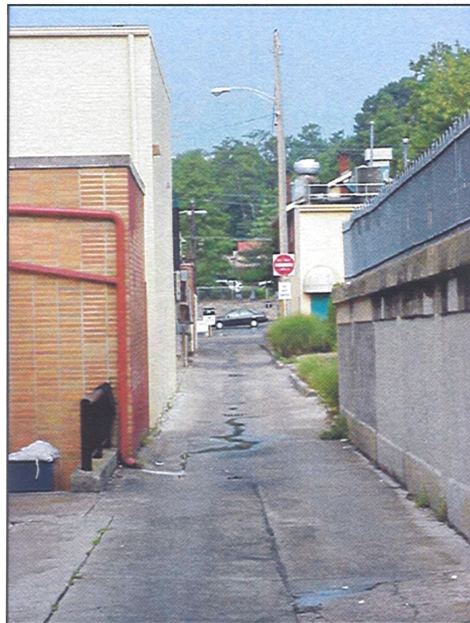
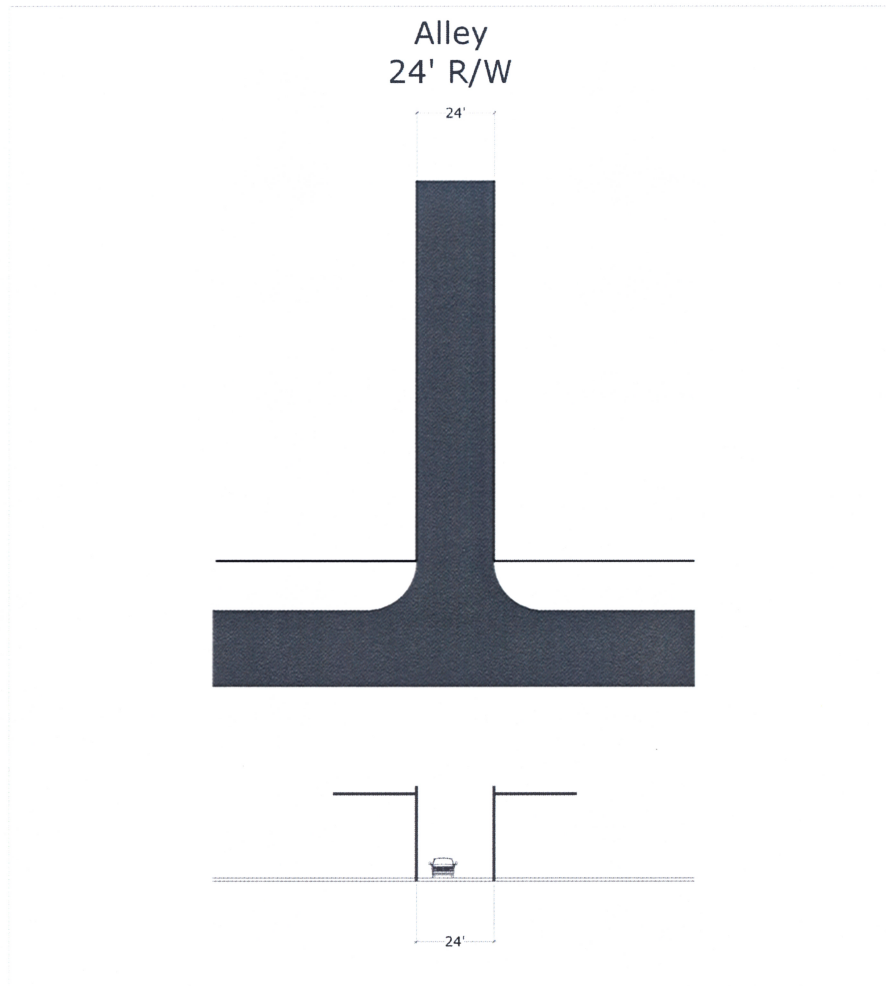
Local Street

Residential Street
50' R/W

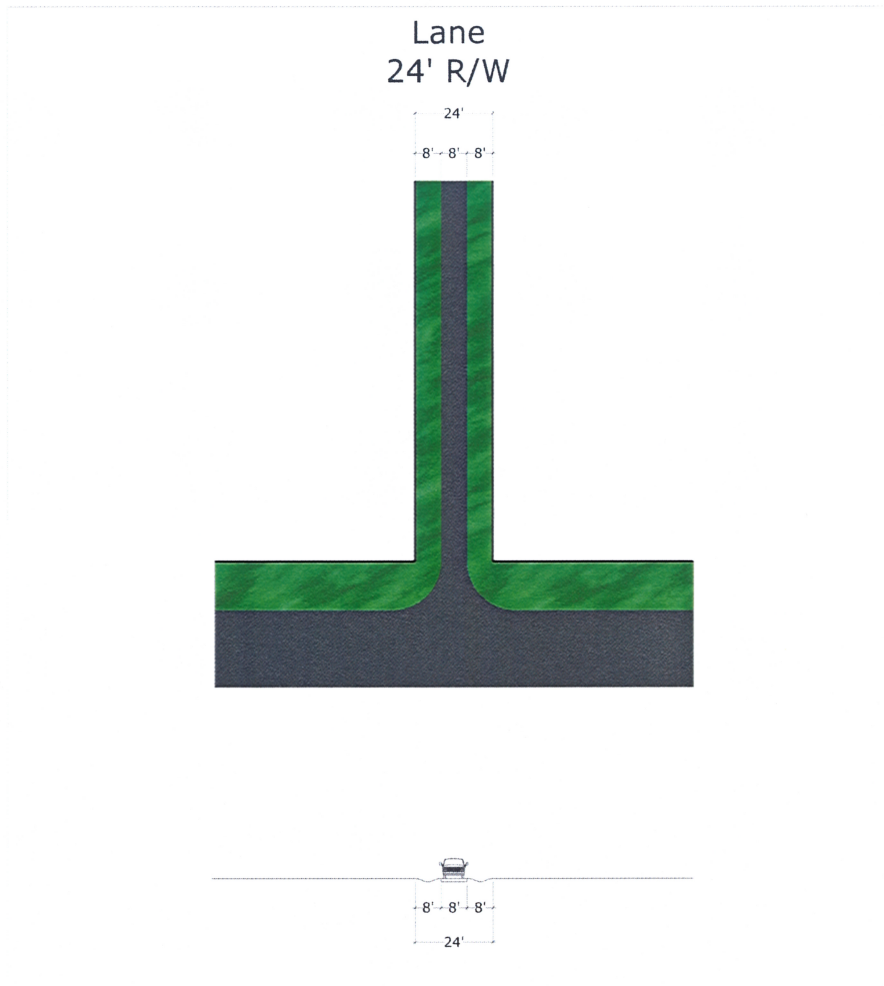


Parking on one side of the street.

Local Street



Local Street



Garages attached to homes in this picture, detached garages work well too

Pedestrian and Non-motorized Transportation

Sidewalks

Sidewalk design and placement is important to creating a safe, attractive and pedestrian friendly environment. The creation of a buffer, such as a planting strip with street trees, between the road pavement and the sidewalk is important to creating an environment that is perceived to be safe by the pedestrian. This buffer physically and mentally separates the fast moving cars from pedestrians. In addition, the provision of trees in the planting strip, as well as on-street parking, help narrow the drivers' perspective of the street causing cars to slow down. Slowing cars down also contributes to a safer pedestrian environment. Research by Rudolph Limpert in "Motor Vehicle Accident Reconstruction and Cause Analysis, 4th Edition" states that 45% of pedestrians will be killed if a car hits them at 30 mph, while that number drops to 5% if the car is traveling at 20 mph upon impact.

These principles apply to all streets, however, the details differ slightly on different types of streets. In residential areas a planting strip of eight to ten feet in width with street trees between the curb and the sidewalk is preferred. In mixed-use and commercial areas, a wider sidewalk in the range of 15 feet in width extending from the building or right of way line to the curb is appropriate. The sidewalk should also include street trees within planter boxes. Street trees should be spaced every 25 or 30 feet to provide shade, beautify the streetscape, as well as frame the streetscape and softening the unattractive features associated with all streets.

Bike Lanes

Bike lanes can provide a viable alternative to vehicular travel if designed to be safe and convenient. If the design is not perceived to be safe by potential users, then it will not be used. Design elements to consider include adequate pavement width, a pleasant streetscape environment and roads where cars are not traveling too fast. In Union, bike lanes should be accommodated on some major roads connecting to the downtown.

Greenways

The creation of new greenways and connections to existing greenways throughout the city are viable alternatives to vehicular travel. Greenways are also a recreational opportunity for local residents. A new greenway system should be established along the Stillwater River, the abandoned rail road right of way, and along connections in between- linking the existing greenway near the Lexington Farm Road to new spines of the system. The downtown should be incorporated into the greenway system. See Figure 10.2 for potential greenway routes.