

DESIGN SUMMARY »

Shared Streets, Woonerf's and British 'Home Zones' aim to provide a better balance of the needs of all road users to improve safety, comfort, and livability. This balance is accomplished through the integration, rather than segregation, of roadway users. By eschewing many of the traditional roadway treatments such as curbs, signs, and pavement markings, the distinction between modes is blurred. This introduces a level of "uncertainty" amongst street users that heightens their sense of awareness and requires caution and interaction with one another. These factors help to create an environment that is more comfortable for everyone, and particularly for vulnerable road users who benefit from slower motor vehicle travel speeds and more attentive motorists. Shared Streets are composed of five distinct elements:

- **Entrance:** sends a clear signal that users are entering a space where different behavior is expected. The entrance should significantly contrast with its immediate surroundings. Through the use of bright signage, narrowing the roadway at the street entrance, using different paving materials, or a combination of these elements.
- **Street:** is designed to promote slow motor vehicle speeds – ideally near walking pace and no greater than 20 mph. This is accomplished by shortening sight lines, narrowing the roadway and changing road geometry
- **Social Space:** are created outside of the travel-way and often dedicated through the placement of tables, benches, etc.
- **Interface:** describes the area between the street and the adjacent land uses (typically homes or commercial establishments). It is important that street activities are not hidden or obscured from view
- **Streetscape:** should not resemble that of a typical street and should make abundant use of different paving materials, street furniture, and landscaping.

BENEFITS:

- Improved bicycle/pedestrian safety.
- Reduced motor vehicle travel speeds and volumes.
- Increased bicycle/pedestrian activity.
- Improved attractiveness of street.
- Reduced crime.
- Increased social activity amongst neighbors and children.



WOONERF (SHARED STREET)

DESIGN SUMMARY »

LEGAL ISSUES:

- One of the greatest challenges facing the adoption of Shared Streets in the US is litigious. Many jurisdictions will not consider adopting a Shared Street due to risk of a lawsuit in the event of a collision between a motorist and pedestrian or bicyclist. There is less definition of right-of-way and many of the design features go against traditional traffic engineering guidance (e.g., reducing sight lines).
- Must be positioned 4' min. from curb or 11' min. from curb if on-street parking is present

TYPICAL APPLICATION:

- On residential or commercial streets in urban or suburban environments.

COST:

- High

PEER COMMUNITIES:

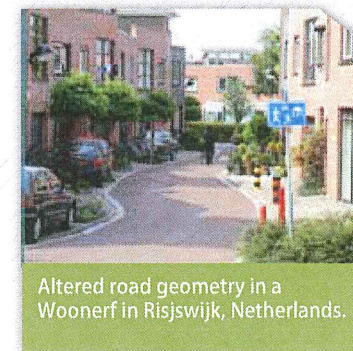
- Cambridge, Massachusetts; Risjswijk, Netherlands; Bristol, UK

ADDITIONAL GUIDANCE:

- UK Department for Transport, Home Zones - Planning and Design, Pedestrian and Bicycle Information Center



Pavement materials clearly delineate parking spaces in a British Home Zone



Altered road geometry in a Woonerf in Risjswijk, Netherlands.

WOONERF (SHARED STREET)