Elements of sustainable streetscape – Similar case study

Introduction:

This case study was chosen according to the land use of the street which will be similar to the national case study's land use. The best land use that promotes better walkability in a street is the mixed use street that is common between both case studies. This research named “COMPLETE STREETS REDESIGN OF WASHINGTON STREET EXISTING CONDITIONS REPORT” is about the existing condition of Washington Street done by the RBA group for the redesign of this street for more safety and reaching complete streets.

Similar case study:

This research has studied Washington Street. This street is a main street and serves as a focal point of an important part of the business activity accomplishment of the area around. This case study considers elements that add to making a space accommodating for guests and local people with its shops, offices, restaurants and bars. Enhancing access for people on foot and bicycle users on Washington Street will help to complete a critical and utilized network of walkers and bicycle friendly services.

Cross section:

The cross section from the road center line to the building facades differs to some degree all through the length of Washington Street. In spite of the fact that the general width is by and large the same along the length of the passage corridor, the space ordinarily assigned for sidewalk, roadway, services, parking, and residential or commercial facades varies, as demonstrated in the cross section of Figure 3.2.

Pedestrian safety:

Sidewalks, curbs and crosswalks are part of the pedestrian infrastructure and their condition directly affects pedestrian safety and accessibility. Sidewalks currently vary in width, materials and condition. The clear zone for pedestrians is sometimes constrained by sidewalk cafes, business signs, and other physical impediments.

Bicycle Accommodation:

People who choose to travel by bicycle require safe access to Washington Street businesses, restaurants and other public destinations. There are currently no dedicated bicycle facilities on Washington Street other than intermittent bicycle parking.

Parking and Loading:

Illegal parking and loading are common on Washington Street and are safety issues that affect motorists, bicyclists and pedestrians. Bicyclists are forced into travel lanes because of double parking; pedestrian site lines are blocked when parked vehicles are too close to intersections.

Traffic Signals:

Currently, traffic signals are undersized and off centre, reducing their visibility. Pedestrian heads are missing and pedestrians cannot see signals heads when crossing.

Literature review

Introduction: For walkability to be imperative build for organizers and general wellbeing authorities; it must serve its objectives. Walkable societies are intended to encourage walking and bicycling to close by places as opposed to obliging people to depend entirely on the vehicles, subsequently having the impact of decreasing cars congesting, air contamination, and expanding movement. Sustainable development view: Previously, a lot of individuals worldwide used walking in day by day everyday observation it was made the way the user will be to exercise. These days of interest for cars is developing as cars are known as the primary transportation which is used by individuals to go to desired places. Additionally, in a few places worldwide there are numerous people who are still convinced that having vehicles will resolve transportation issues. Concept of Walkability: Lately, the expression “walkability” is having its fame between experts in the part of manufactured environment and in a few studies, however it is still very confusing in its definitions. There are a few challenges in characterizing what “walkability” is in a solid manner. Walkability is characterized as the measures of how agreeable a region is to walk in it. Walkability is a measure which is different that walking.

Methodology

Review of methods:

The methods that will be used in this research are mostly upon the methods used in other researches illustrated before. As used in the research to find the initial findings of the existing condition in the street, observation will be used in finding the initial existing condition findings of the street used in the national case study.

Data collection: There are two types of data to be collected. The two groups of data are qualitative data and quantitative data. The qualitative data explores why and how things occur while the qualitative data involves numbers and statistical analysis. Interviewing the people in the streets by completing the questionnaire will end up with the qualitative data and observations that will be done end up with the quantitative data.

Observation: There will be two types of observation that will take place to collect the data needed.

Sample and participants: The sample of people to be asked will be 100 people from different varieties of the street's users varying in age, social level and why do they use this street. According to the street, the realistic number of respondents is to be asked will be divided according to the types to get the best results out of this sample.

Bibliography