

Active Streets LA

Walk. Bike. Live.



Street Treatment Toolkit



Active Streets LA is a partnership of the LACBC, TRUST South LA, and the LADOT with funding through the Los Angeles County Department of Public Health.

Designed by Colleen Corcoran and Tiffanie Tran

Active Streets LA

Active Streets LA empowers communities to create safe walking and bicycling routes to parks, schools, and local businesses along their neighborhood streets.

The purpose of this toolkit is present and explain potential options to community members seeking to calm traffic and make their streets better for walking and bicycling.

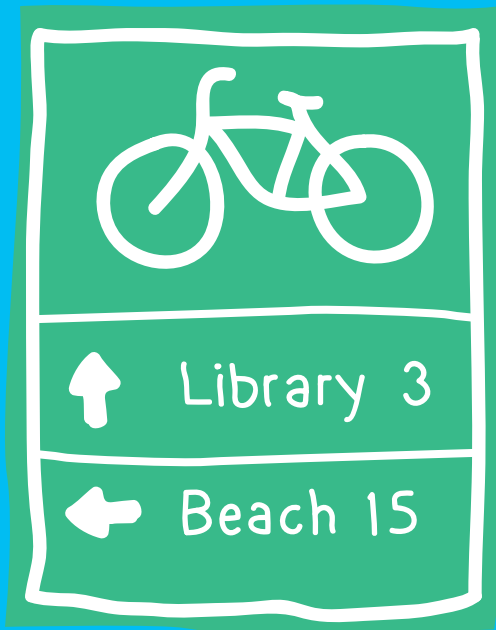
Not all of these treatments are suitable for every street. Please work with your city government to identify the best possible solutions for your neighborhood.



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Bike Route Wayfinding



COST



BENEFITS



PED



BIKE

Continental Crosswalk



COST



BENEFITS



PED



SAFE

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Continental Crosswalk

A continental crosswalk is a series of bold markings to define pedestrian-priority space. They are easy for drivers to see and encourage drivers to yield to crossing pedestrians.

COST



BENEFITS



PED



SAFE

Benefits Legend



ACCESS

Removes barriers to wheelchair access



PED

Improves pedestrian experience



BIKE

Improves bike experience



SAFE

Fixes specific safety hazard



SLOW

Reduces auto speeds



GREEN

Provides opportunity to add landscaping or stormwater element



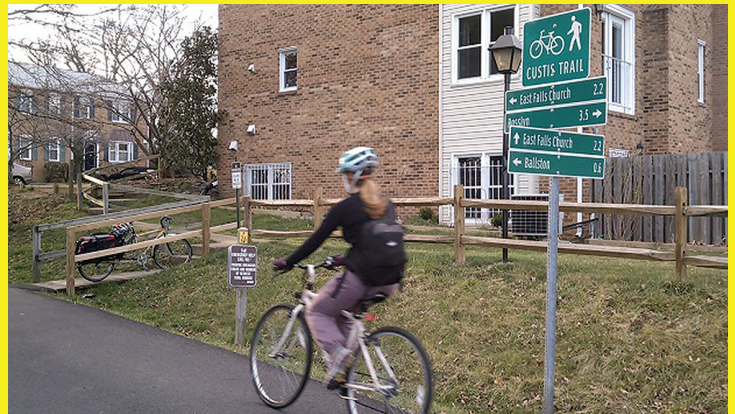
FEWER CARS

Reduces the number of cars



FEWER TRUCKS

Reduces the number of trucks



Bike Route Wayfinding

Wayfinding signs show how far it is to destinations and the best way to get there. They are usually used to help bicyclists find good routes along neighborhood streets.

COST



BENEFITS

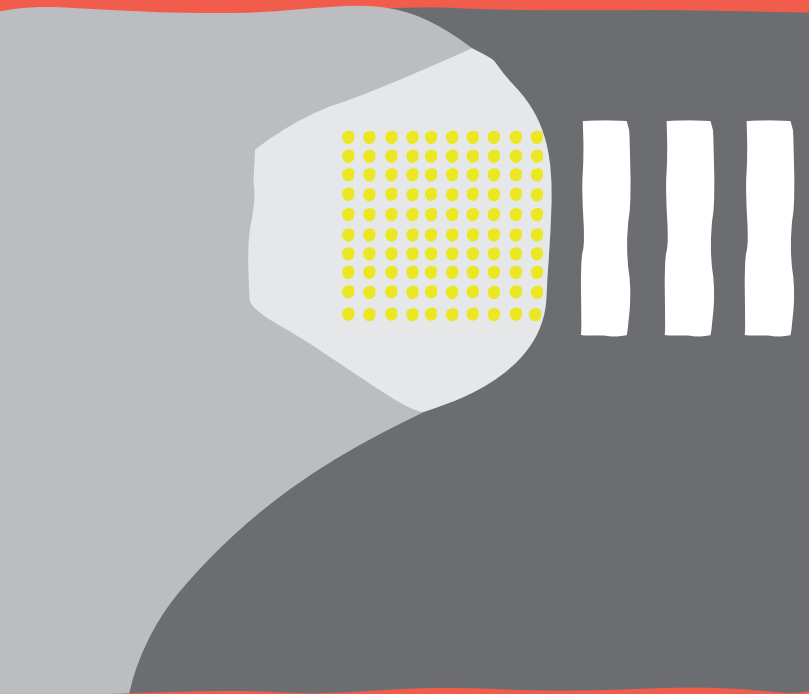


PED



BIKE

Curb Extension



COST



ACCESS



PED



SAFE



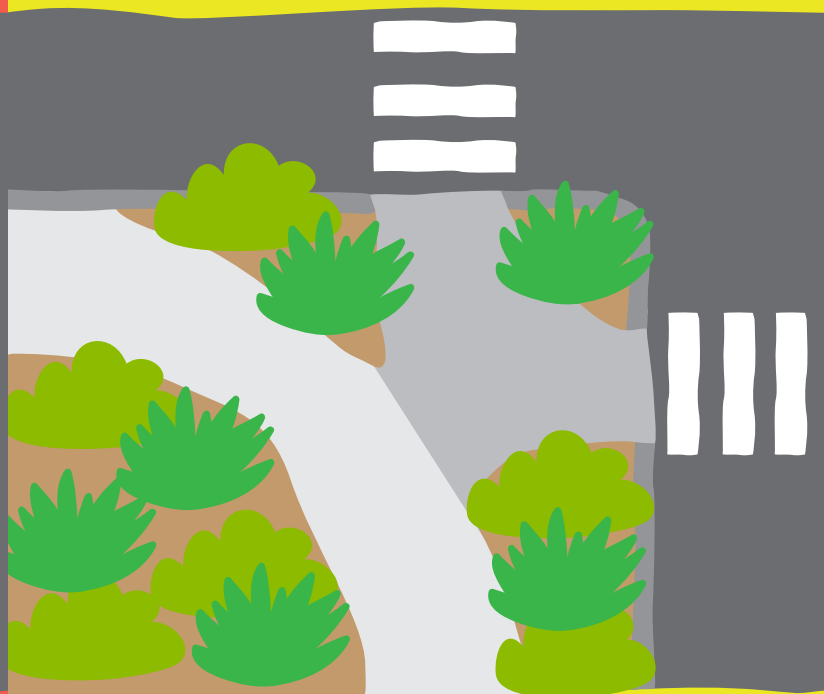
SLOW



FEWER TRUCKS

BENEFITS

Curb Radius Reduction



COST



PED



SAFE



SLOW



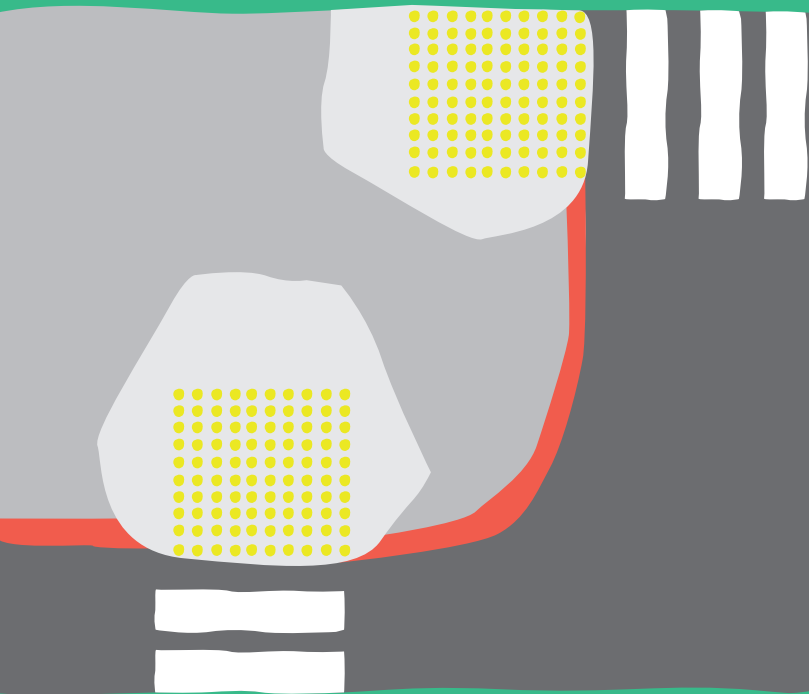
GREEN



FEWER TRUCKS

BENEFITS

Curb Ramp



COST



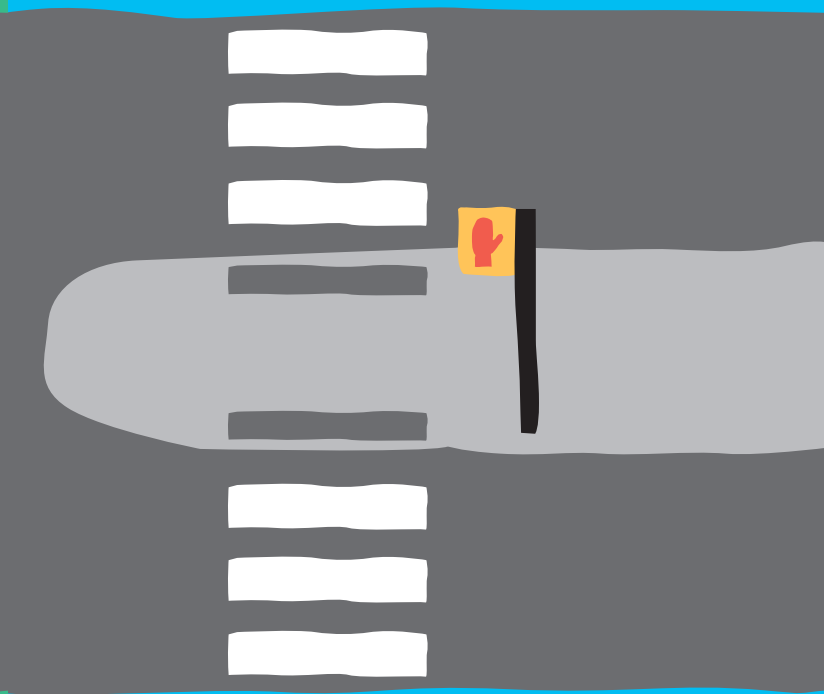
ACCESS



PED

BENEFITS

Median Refuge



COST



ACCESS



PED



SAFE



SLOW

BENEFITS



Curb Radius Reduction

Curb radius reductions make the corner tighter, more compact, slow turning cars, and reduce the distance to cross the street.

COST



BENEFITS



Curb Extension

Curb extensions shorten the distance to cross the street, make it easier for drivers to see pedestrians and make drivers slow down when turning.

COST



BENEFITS



Median Refuge

A median refuge gives people a place to wait while crossing the street and allows people to cross one half at a time.

COST



BENEFITS



Curb Ramp

Curb ramps let wheelchairs and strollers cross the street more easily.

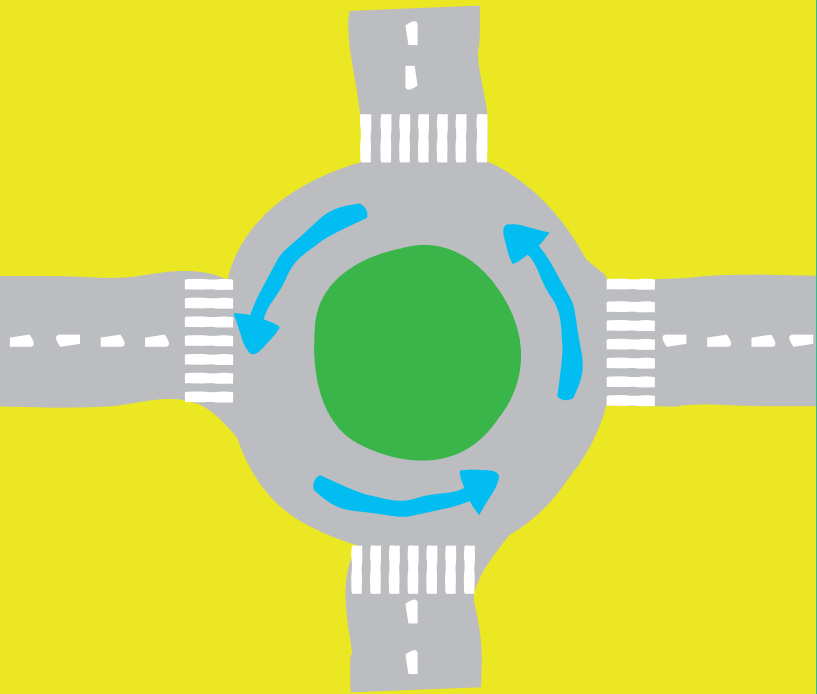
COST



BENEFITS



Mini Roundabout



COST



BENEFITS



School Zone



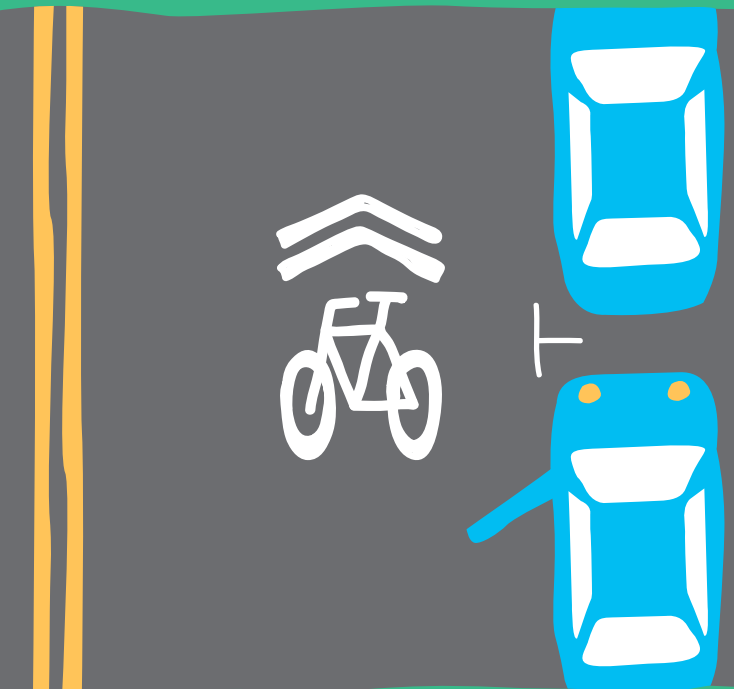
COST



BENEFITS



Sharrows



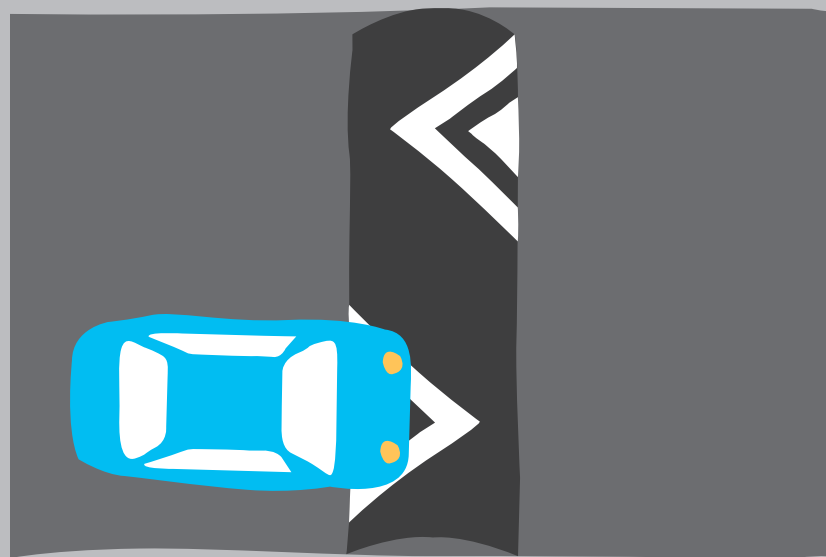
COST



BENEFITS



Speed Hump



COST



BENEFITS





School Zone

Many school zones currently have speed limits of 25 mph. New California state law allows cities to expand school zones to within 1,000 feet of a school or lower speed limits to 15 mph when children are present.

COST



BENEFITS



PED



BIKE



SLOW



Mini Roundabout

A circular intersection on a residential street with one-way (counter-clockwise) traffic that revolves around a central island. Entering traffic must yield to traffic already in the roundabout.

COST



BENEFITS



BIKE



SAFE



SLOW



GREEN



FEWER TRUCKS

photo via LADOT



Speed Hump

A speed hump requires drivers to slow down when going over it by adding a raised element on the road.

COST



BENEFITS



PED



BIKE



SAFE



SLOW



Sharrows

Shared lane markings, also known as "sharrows", are painted markings that show drivers where to expect bicyclists to ride and help guide bicyclists to ride outside the door zone of parked cars. Sharrows are usually marked on bike routes.

COST



BENEFITS



BIKE



SLOW

2-Way Stop Signs



COST



PED



BIKE



SAFE



SLOW

BENEFITS

Bicycle Parking



COST



BENEFITS



BIKE

BMUFL



COST



BENEFITS



BIKE

Chicane



COST



BENEFITS



PED



BIKE



SLOW



GREEN



FEWER TRUCKS

photo via LADOT



Bicycle Parking

A bicycle rack provides a place for people to securely lock their bicycles while visiting a store, or at school or work.

COST



BENEFITS



BIKE



2-Way Stop Signs

A stop sign tells drivers that they must stop at an intersection until it is safe to drive. A two-way stop sign means that bicyclists and drivers on the priority street don't have to stop.

COST



BENEFITS



PED



BIKE



SAFE



SLOW

photo via LADOT



Chicane

A chicane is a series of alternating curb extensions (or on-street parking spaces) that forces drivers to slow down by creating an S-shaped roadway.

COST



BENEFITS



PED



BIKE



SLOW



GREEN



FEWER TRUCKS



BMUFL Sign

A BMUFL sign reminds drivers that "Bicyclists May Use Full Lane" to encourage drivers to yield and wait until it is safe to pass bicyclists. This sign is usually used on streets with sharrows.

COST

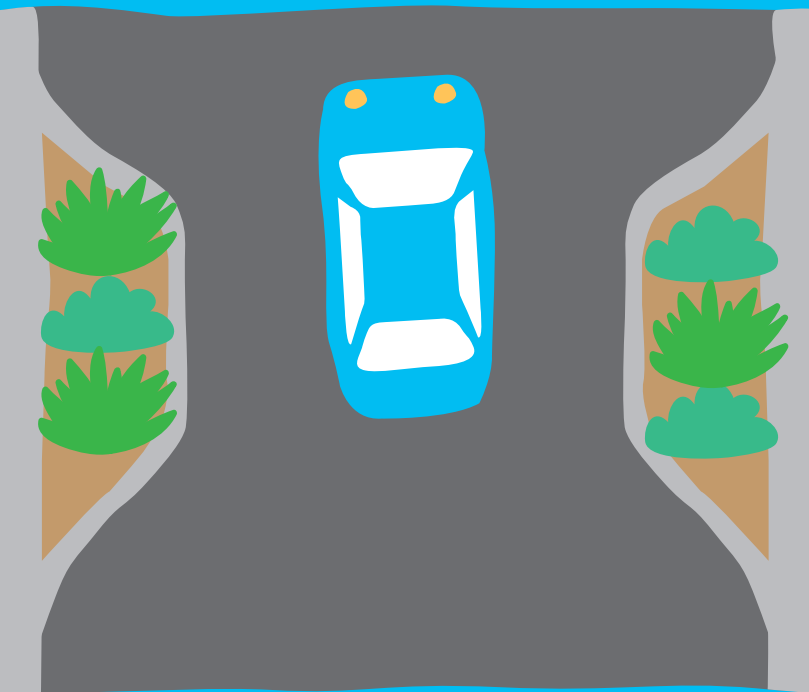


BENEFITS



BIKE

Choker



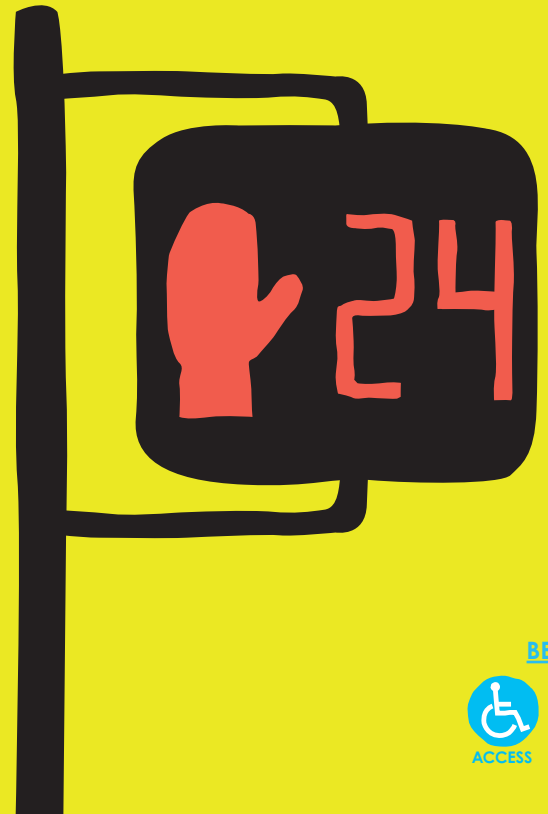
COST



BENEFITS



Pedestrian Countdown Signals



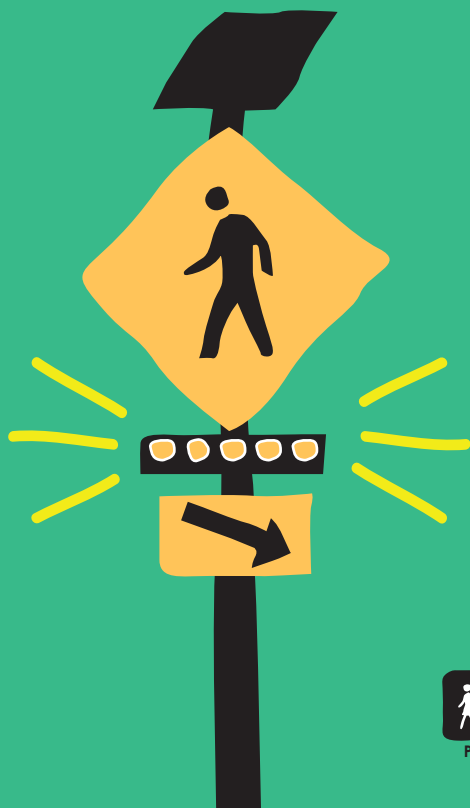
COST



BENEFITS



Rectangular Rapid Flashing Beacons



COST



BENEFITS



Speed Feedback Sign

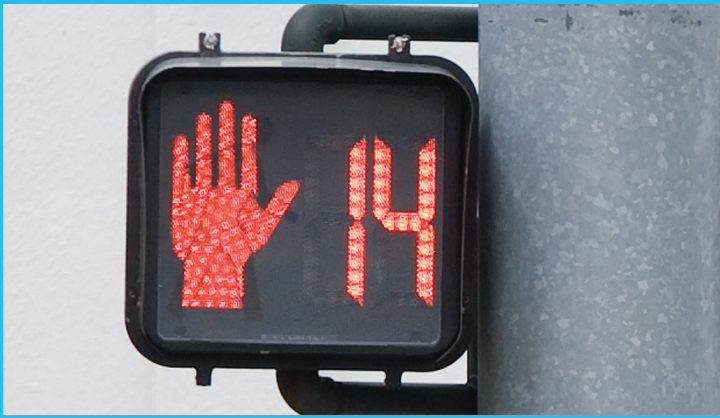


COST



BENEFITS





Pedestrian Countdown Signals

Countdown signals show people how much time they have left to cross the street.

COST



BENEFITS



ACCESS



PED



Choker

Chokers are two curb extensions on opposite sides of the street that encourage drivers to slow down by making the street narrower.

COST



BENEFITS



PED



BIKE



SLOW



GREEN



FEWER TRUCKS



Speed Feedback Sign

Speed feedback signs show drivers how fast they are going, flash when they exceed the speed limit, and encourage them to obey the speed limit.

COST



BENEFITS



SLOW

photo via LADOT



Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFB) are lights that warn drivers when pedestrians are trying to cross so they know to yield. These are used at marked crosswalks without a stop sign or traffic signal.

COST



BENEFITS



PED



SAFE

Street Trees



COST



BENEFITS

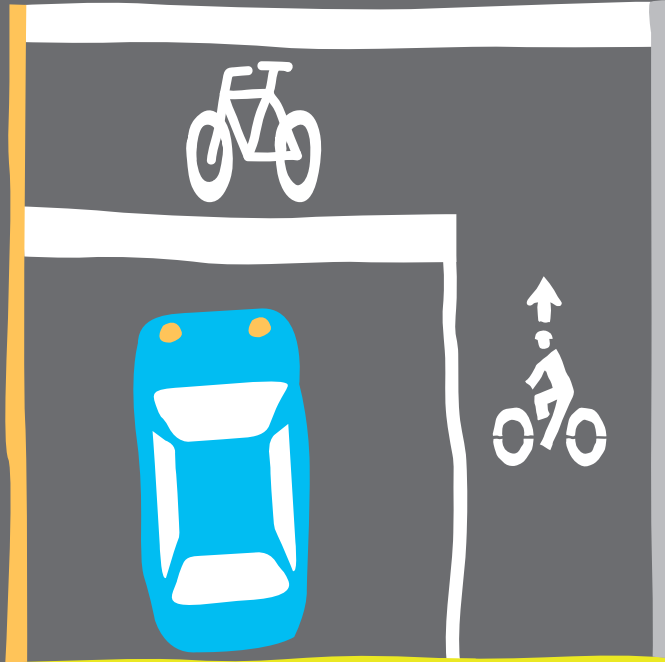


PED



GREEN

Bicycle Box



COST



BENEFITS



PED



BIKE



SAFE

Bicycle Corral



COST

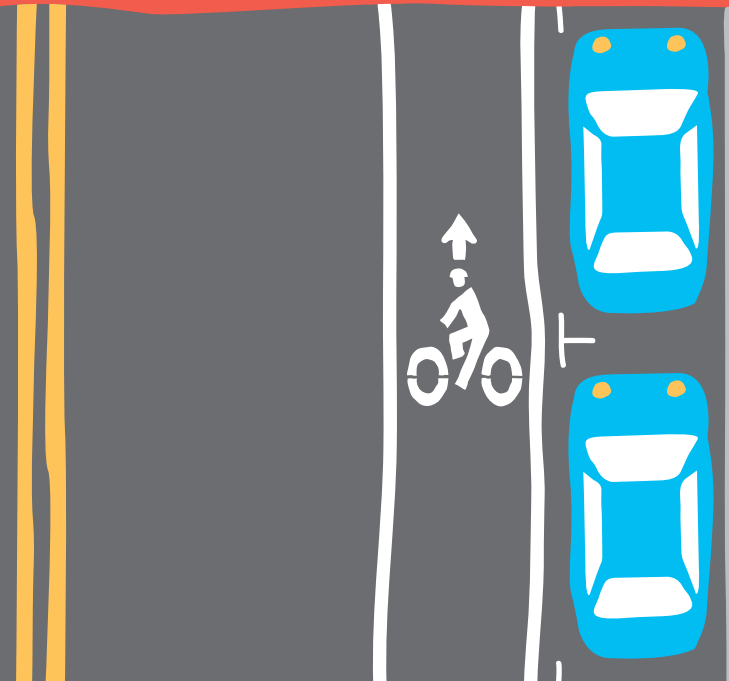


BENEFITS



BIKE

Bike Lane



COST



BENEFITS



BIKE



SAFE



Bicycle Box

Bicycle boxes give bicyclists space in front of cars to position themselves for left turns. This helps make bicyclists more visible to drivers.

COST



BENEFITS



PED



BIKE



SAFE



Street Trees

Street trees add a canopy cover over the street. This makes the streets more beautiful, cools the neighborhood, lowers energy costs in homes, gives pedestrians shade while they walk and makes the air cleaner.

COST



BENEFITS



PED



GREEN



Bike Lane

Bike lanes provide a dedicated space for bicyclists to ride on the street.

COST



BENEFITS



BIKE



SAFE



Bicycle Corral

Bicycle corrals are on-street areas for bike parking. Bicycle corrals typically can fit anywhere between 8 to 20 bicycles in the same area as one car parking space.

COST

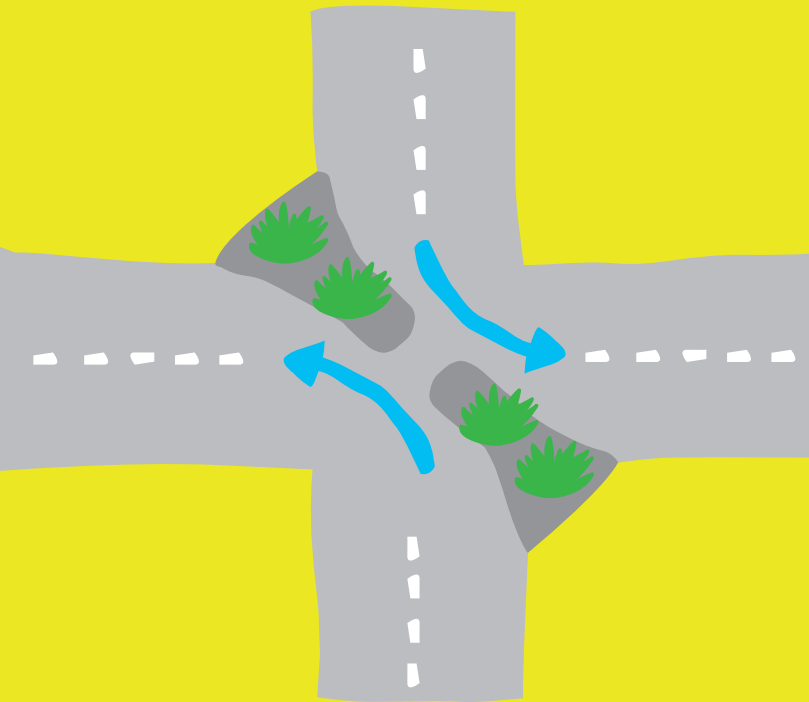


BENEFITS



BIKE

Diagonal Diverter



COST



PED



BIKE



GREEN



FEWER CARS



FEWER TRUCKS

BENEFITS

Raised Crosswalk



COST



ACCESS



PED



SAFE



SLOW

BENEFITS

Bicycle Repair Station



COST

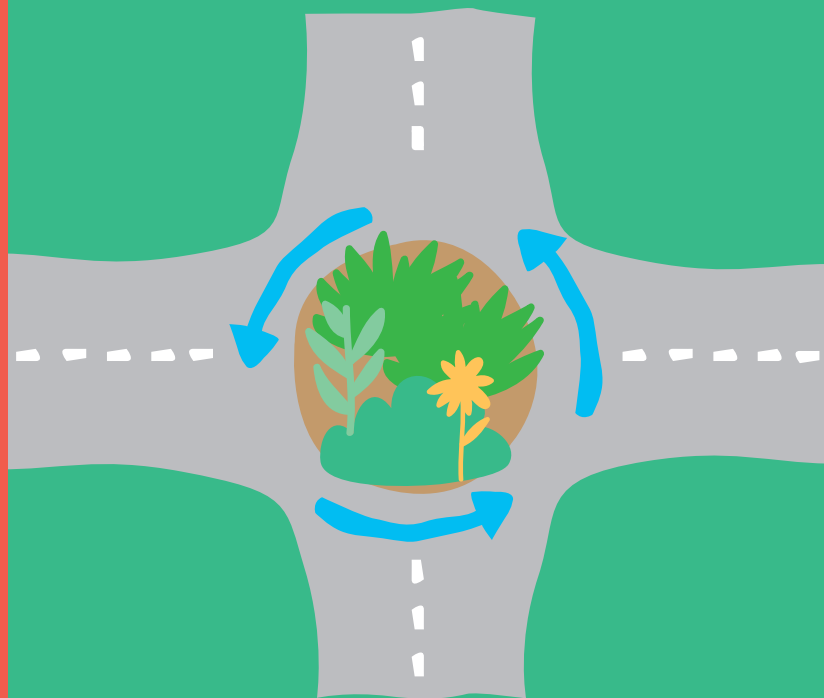


BENEFITS



BIKE

Roundabout



COST



BIKE



SAFE



SLOW



GREEN

BENEFITS



Raised Crosswalk

A raised crosswalk allows people to cross the street at the same level as the sidewalk while slowing down cars as they go over the speed hump.

COST



ACCESS



PED



SAFE



SLOW

BENEFITS



Diagonal Diverter

A diagonal diverter is a partial closure that requires drivers to turn while allowing bicyclists and pedestrians to go through.

COST



PED



BIKE



GREEN



FEWER CARS



FEWER TRUCKS

BENEFITS



Roundabout

A circular intersection on a major street with one-way (counter-clockwise) traffic that revolves around a central island. Entering traffic must yield to traffic already in the roundabout.

COST



BIKE



SAFE



SLOW



GREEN

BENEFITS



Bicycle Repair Station

A repair station is a free stand with tools where bicyclists can tune up their bike and add air to their tires. Repair stations are usually placed on sidewalks in parks or other public spaces.

COST

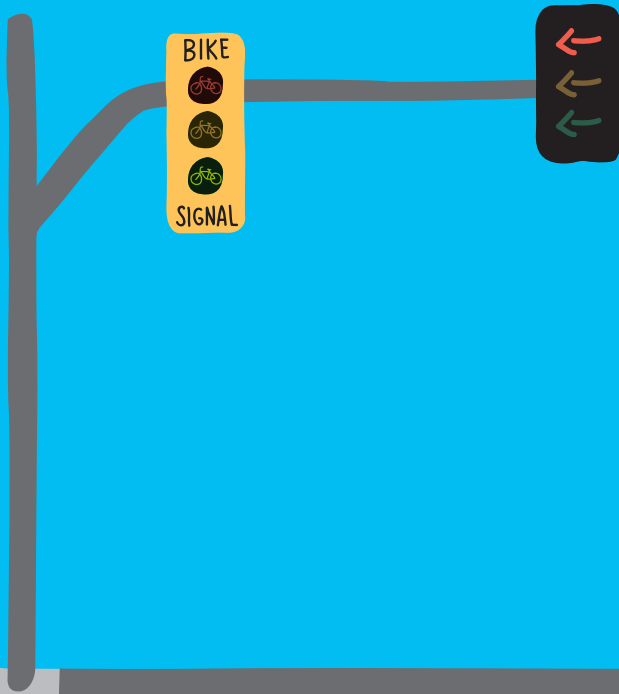


BENEFITS



BIKE

Bike Signal



COST



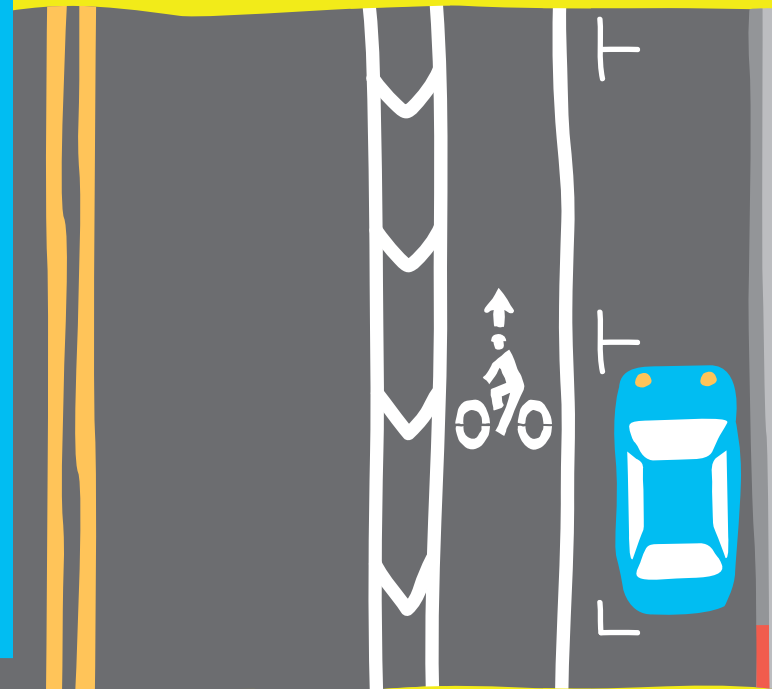
BENEFITS



BIKE

SAFE

Buffered Bike Lane



COST



BENEFITS

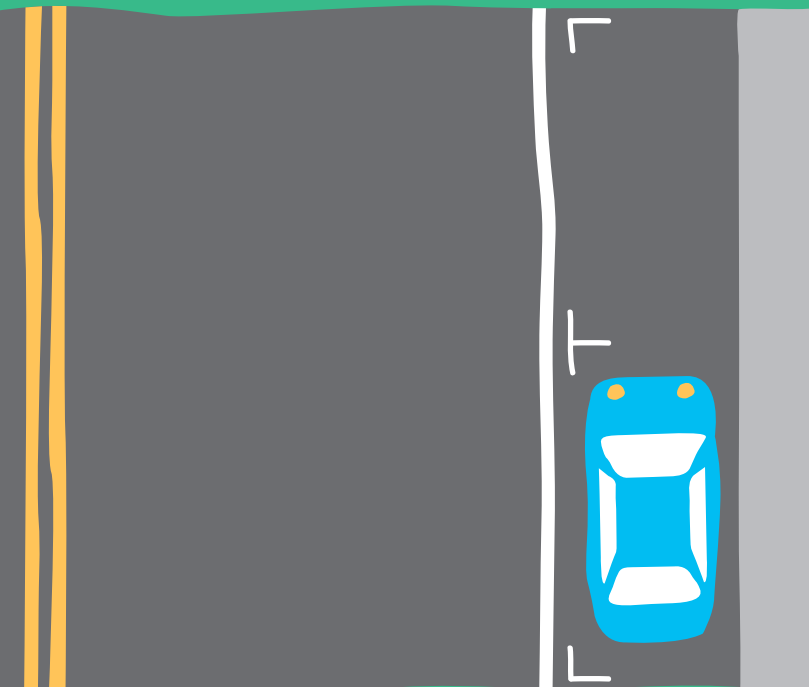


BIKE

SAFE

SLOW

Edge Line Striping



COST



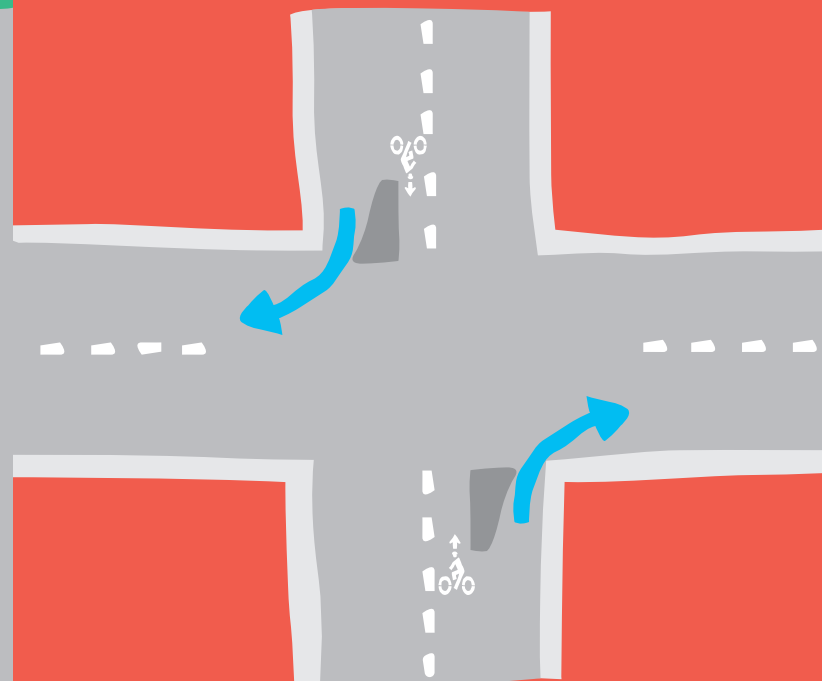
BENEFITS



BIKE

SAFE

Forced Turn Diverter



COST



BENEFITS



PED

BIKE

FEWER CARS

FEWER TRUCKS



Buffered Bike Lane

Buffered bike lanes provide extra space between bicyclists and moving vehicles.

COST



BENEFITS



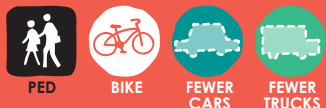
Forced Turn Diverter

A forced turn diverter is a barrier that requires drivers to turn at an intersection, but allows bicyclists and pedestrians to continue straight.

COST



BENEFITS



Bike Signal

A traffic signal just for bicyclists helps reduce conflicts with turning vehicles.

COST



BENEFITS



Edge Line Striping

A line along the right side of the road helps mark the edge between parked and moving vehicles and guide bicyclists to ride in a straight line.

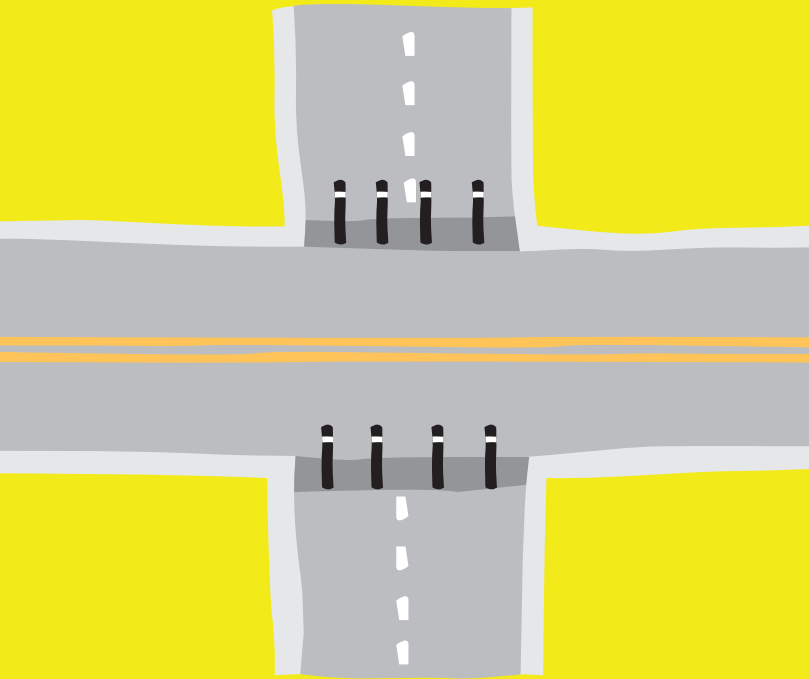
COST



BENEFITS



Full Closure Diverter



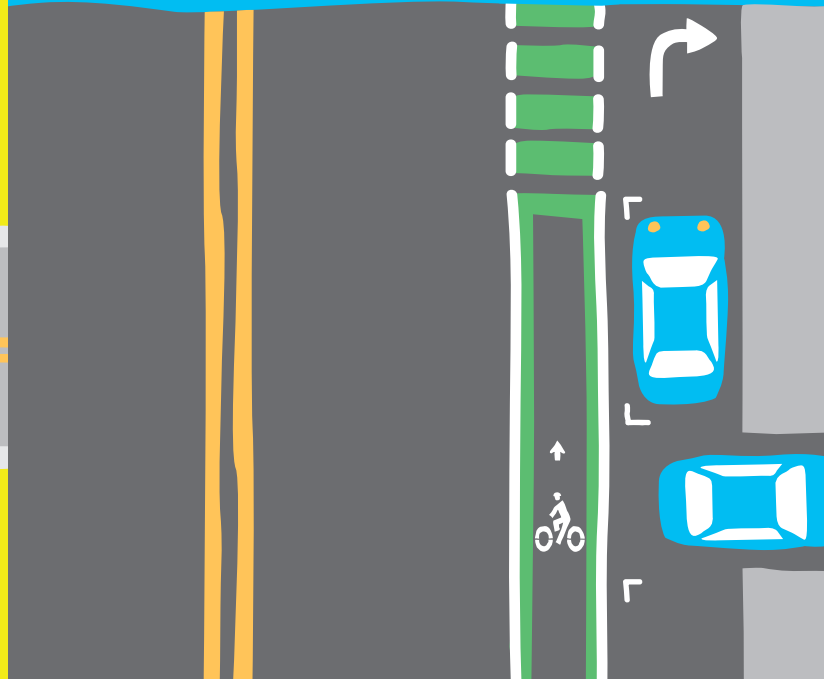
COST



BENEFITS



Green Bike Lane



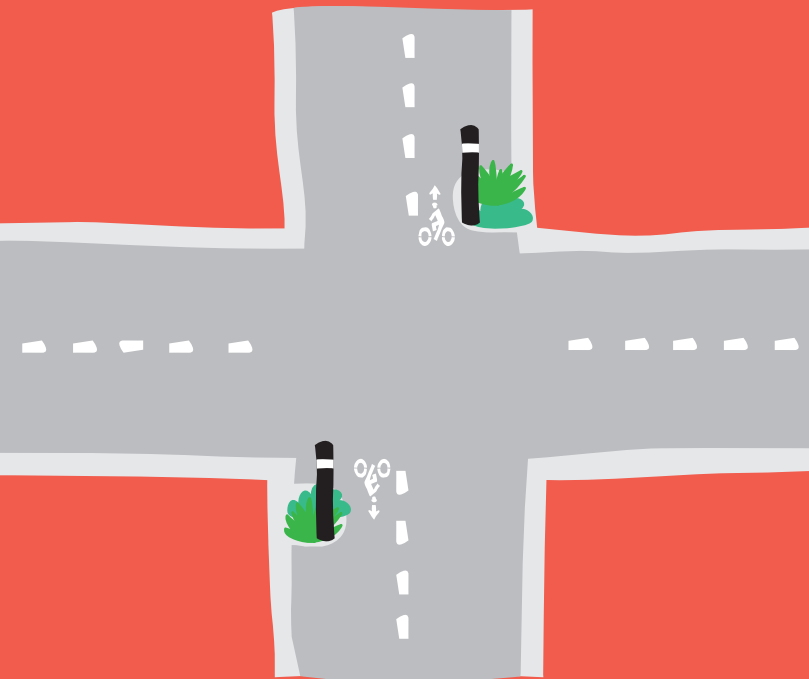
COST



BENEFITS



Half Closure Diverter



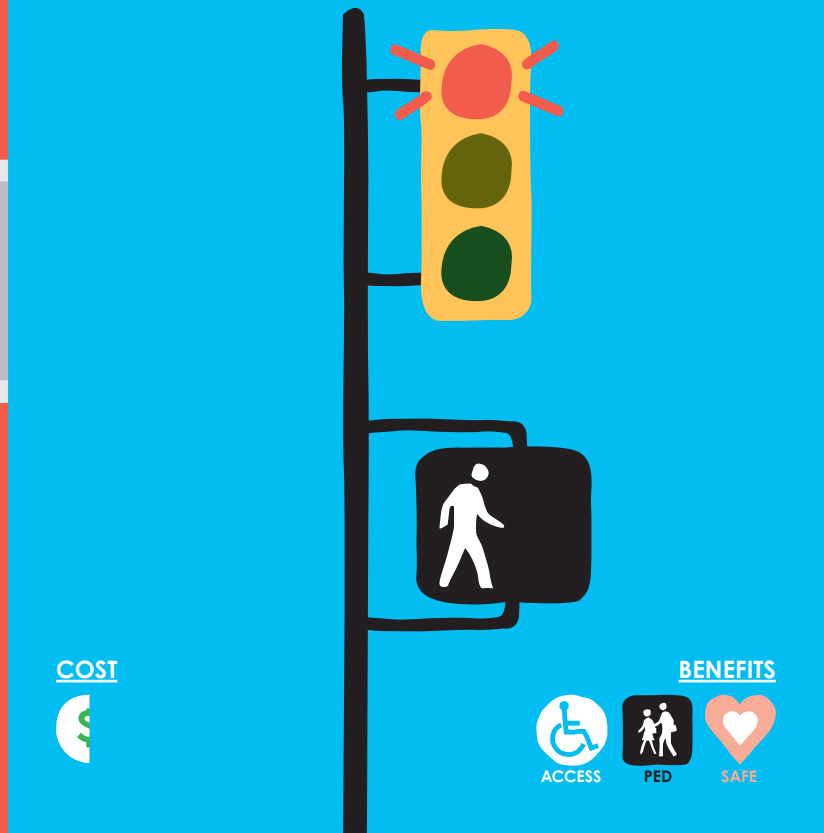
COST



BENEFITS



Leading Pedestrian Interval



COST



BENEFITS





Green Bike Lane

Green bike lanes increase visibility of bicyclists and highlight places where bicyclists and drivers may merge and encounter conflicts.

COST



BENEFITS



Full Closure Diverter

A full closure diverter is a barrier that creates a dead-end street so that drivers cannot go through, but bicyclists and pedestrians can.

COST



BENEFITS



Leading Pedestrian Interval

A leading pedestrian interval gives pedestrians a head start at intersections so that they can start crossing before drivers begin turning.

COST



BENEFITS



Half Closure Diverter

A half closure diverter is a barrier that prevents drivers from turning onto a neighborhood street, but allows bicyclists to use the turn.

COST

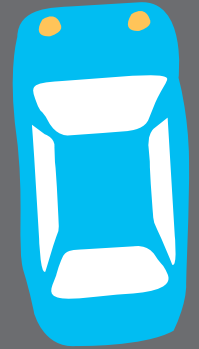


BENEFITS



Loop Detector

Median



COST



BENEFITS



BIKE

COST



BENEFITS



SAFE



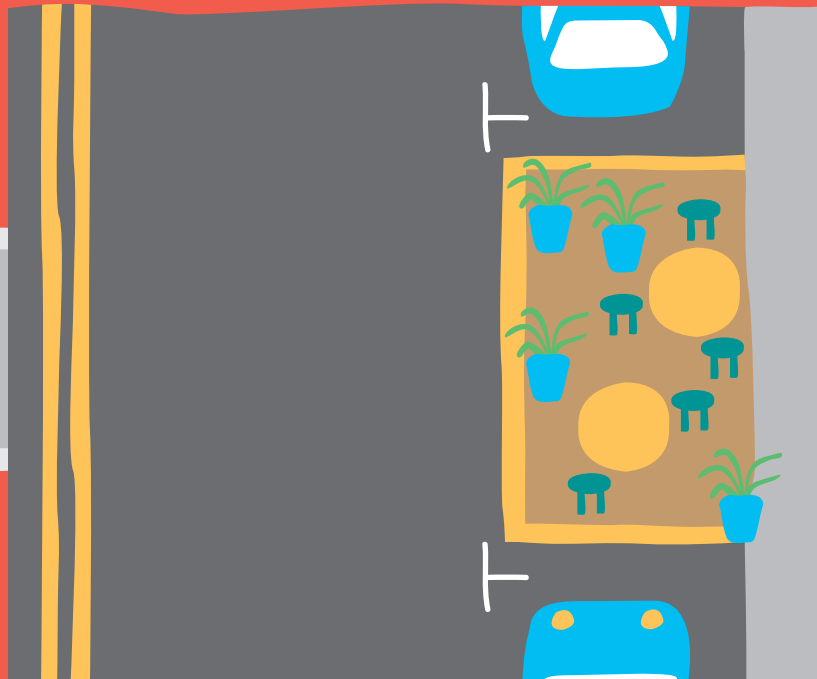
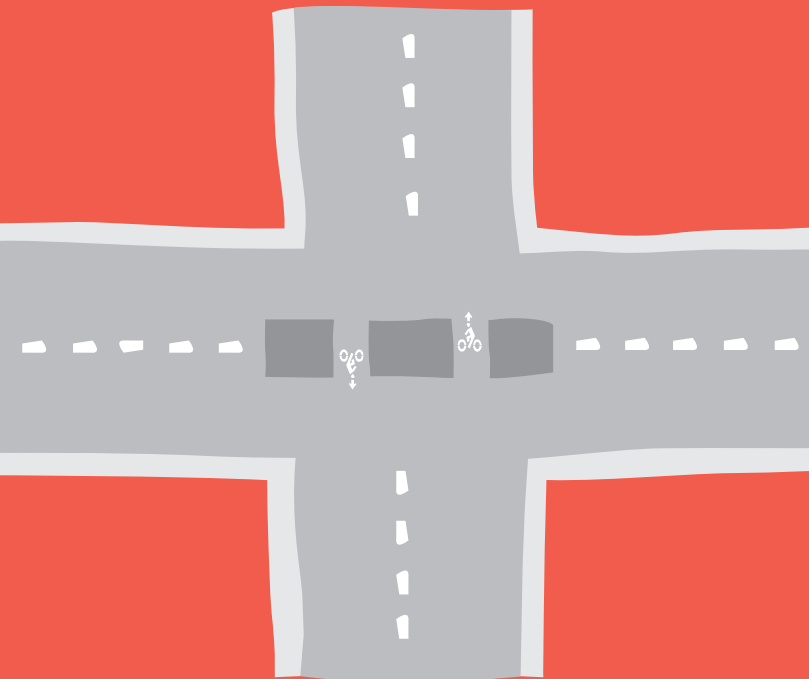
SLOW



GREEN

Median Barrier Diverter

Parklet



COST



BENEFITS



PED



BIKE



SAFE



FEWER CARS



FEWER TRUCKS

COST



BENEFITS



PED



SLOW



GREEN



Median

Adding a median helps calm traffic and reduces conflicts with left-turning drivers.

COST



BENEFITS



photo via USC Price Project



Parklet

A parklet is an extension of the sidewalk that takes the place of one or more on-street parking spaces. Parklets create space for seating, planting, and other elements.

COST



BENEFITS



Loop Detector

Marking loop detectors with a bike symbol helps bicyclists know where to wait when stopped at a signal to trigger a green light.

COST



BENEFITS



Median Barrier Diverter

A median barrier diverter prevents drivers from crossing a street, but allows bicyclists and pedestrians to continue straight.

COST



BENEFITS



Pedestrian Plaza



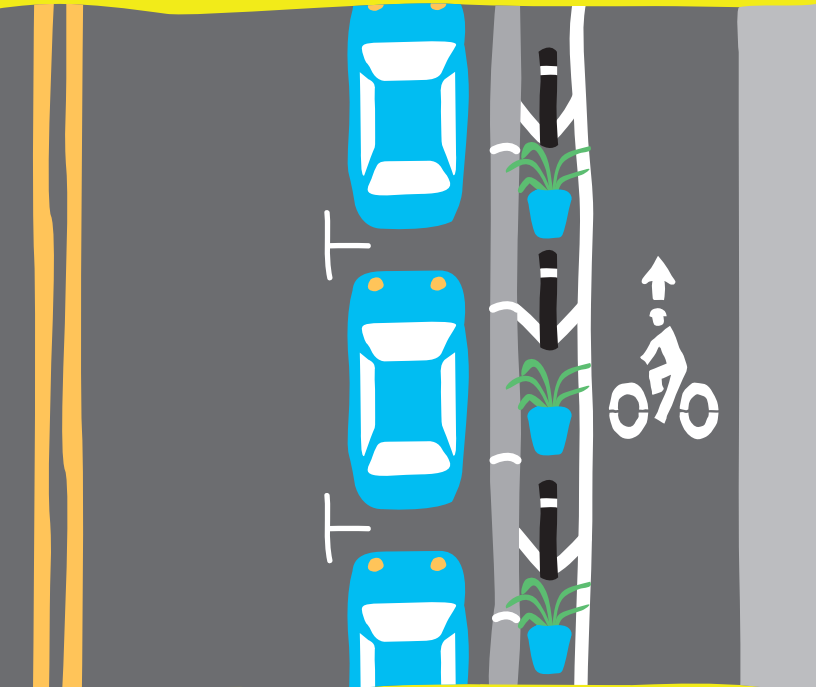
COST



BENEFITS



Cycle Track



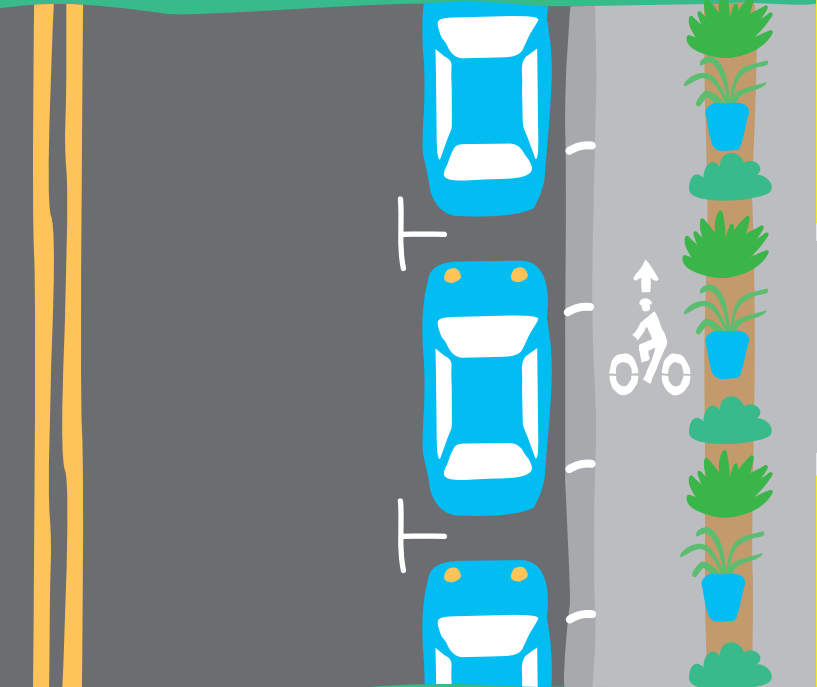
COST



BENEFITS



Raised Cycle Track



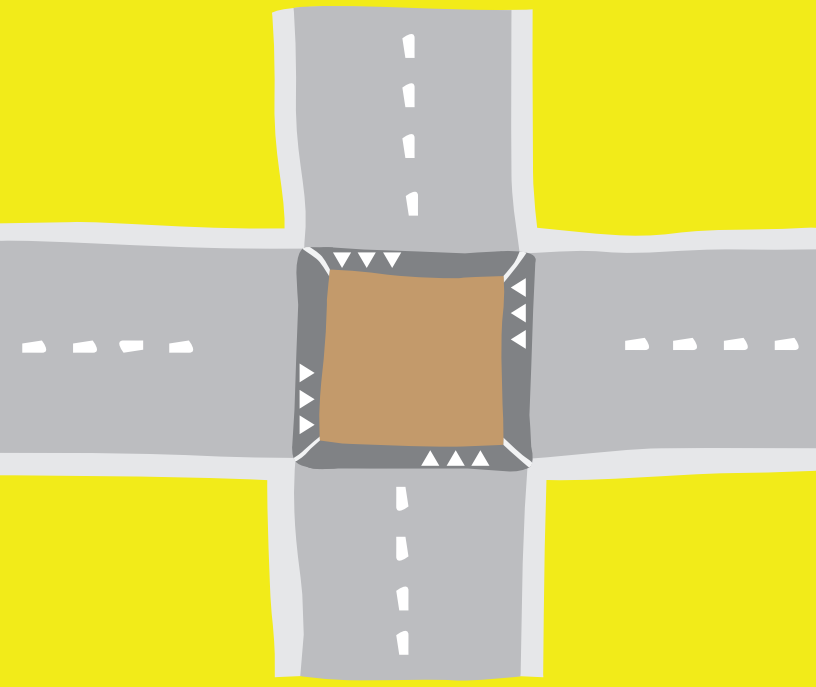
COST



BENEFITS



Raised Intersection



COST



BENEFITS





Cycle Track

A cycle track provides a place for bicyclists to ride that is separated from moving vehicles by a curb, parked cars or other barrier.

COST



BENEFITS



Raised Intersection

A raised intersection creates a small bump for drivers entering an intersection, encouraging drivers to slow down and yield to pedestrians at crosswalks.

COST



BENEFITS



Pedestrian Plaza

A pedestrian plaza takes extra space from the road to create a place for people to enjoy.

COST



BENEFITS



Raised Cycle Track

A raised cycle track is slightly elevated above the rest of the road by a rolled curb, providing extra visibility and comfort for bicyclists.

COST

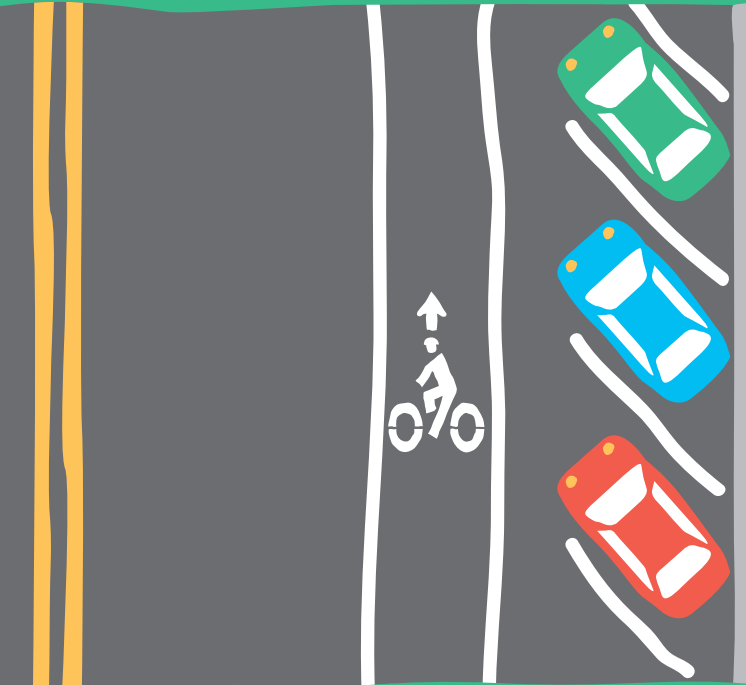
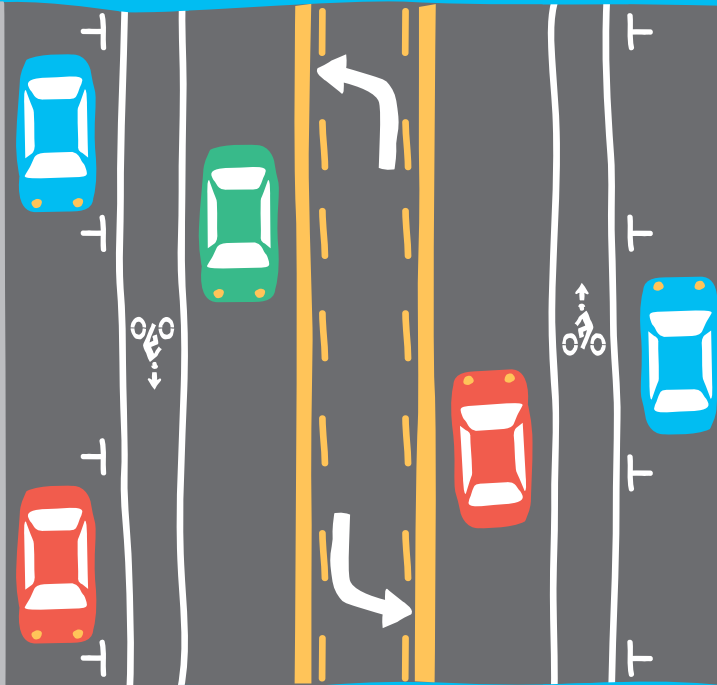


BENEFITS



Road Diet

Reverse Angle Parking



COST



BENEFITS



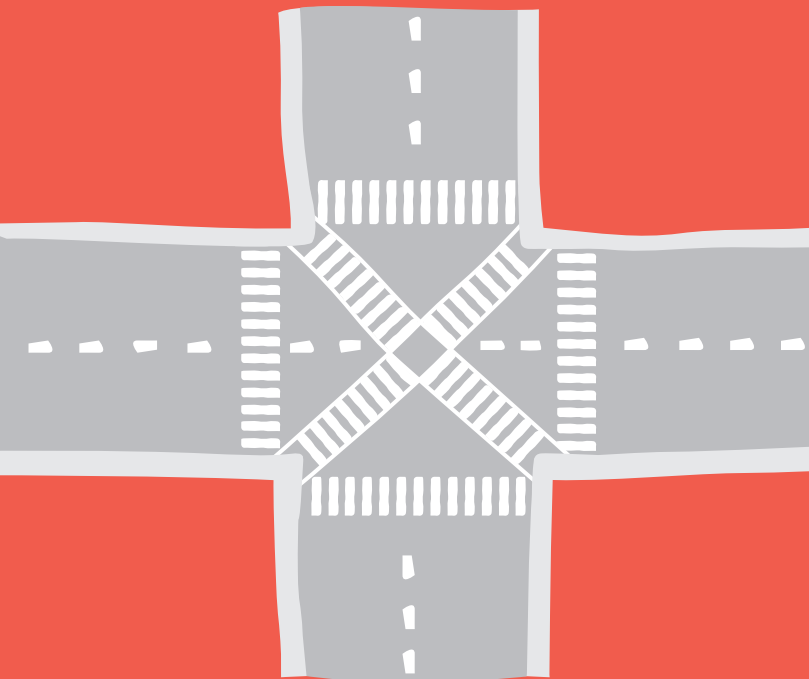
COST



BENEFITS



Pedestrian Scramble



COST



BENEFITS



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Reverse Angle Parking

Reverse angle parking provides more parking spaces than parallel parking and increases visibility for drivers pulling out of their parking space. Like parallel parking, drivers back up into the parking space.

COST



BENEFITS



BIKE



SAFE



Road Diet

A road diet is a common way to add left turn lanes and bike lanes to a street by reducing the number of travel lanes. Road diets reduce all of the most common types of collisions.

COST



BENEFITS



PED



BIKE



SAFE



SLOW

Active Streets LA

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Pedestrian Scramble

The pedestrian scramble stops cars in all directions and allows pedestrians to cross the street in any direction, including diagonally.

COST



BENEFITS



PED



SAFE