



SPRINGFIELD TOWNSHIP TRAIL MASTER PLAN

Neighborhood Greenways and Bicycle Boulevards

Springfield has the opportunity to implement a relatively new model of connectivity, approved by PennDOT, called a Neighborhood Greenway. These facilities, also known as Bicycle Boulevards, are extremely helpful in making connections through low-stress streets where separated trails and bike lanes are infeasible. Every Neighborhood Greenway looks different, but they share many of these common features:

Pavement Markings & Signage

- "Sharrow" marks
- Wayfinding signage

Traffic Calming

- Speed Humps
- Raised Crosswalks
- Raised Intersections
- Curb Extensions and Medians

Traffic Diversion

- Partial Closures
- ### Intersection Treatments
- Enhanced and Signalized Crossings
 - Traffic Circles
 - Curb Extensions

Enhanced Crossings use signals, signing, and road geometry to increase safety at major intersections.

Partial Closures and other volume management tools limit the number of cars traveling on the bicycle boulevard.

Speed Humps manage driver speed.

Curb Extensions shorten pedestrian crossing distance.



The goal of a Neighborhood Greenway is to make certain low-volume streets safer and more accessible to pedestrians and cyclists. Generally, cyclists will remain in the street and pedestrians remain on sidewalks, but certain tools are installed to slow down cars and improve the overall walking and biking experience. Streets that are safe and comfortable for people of all ages and abilities boosts everyone's quality of life!



Signage



Signage identifies routes and destinations, while alerting cars to the increased presence of cyclists and pedestrians

Intersections



Traffic circle

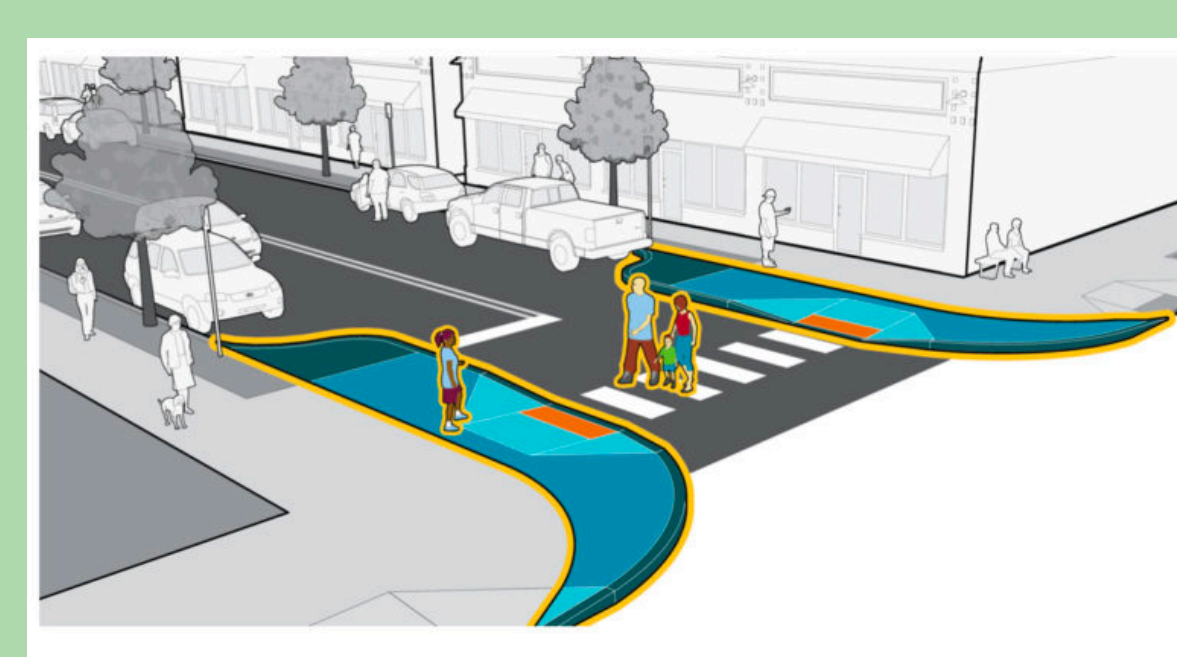


Raised crosswalk

Traffic Calming



Speed humps

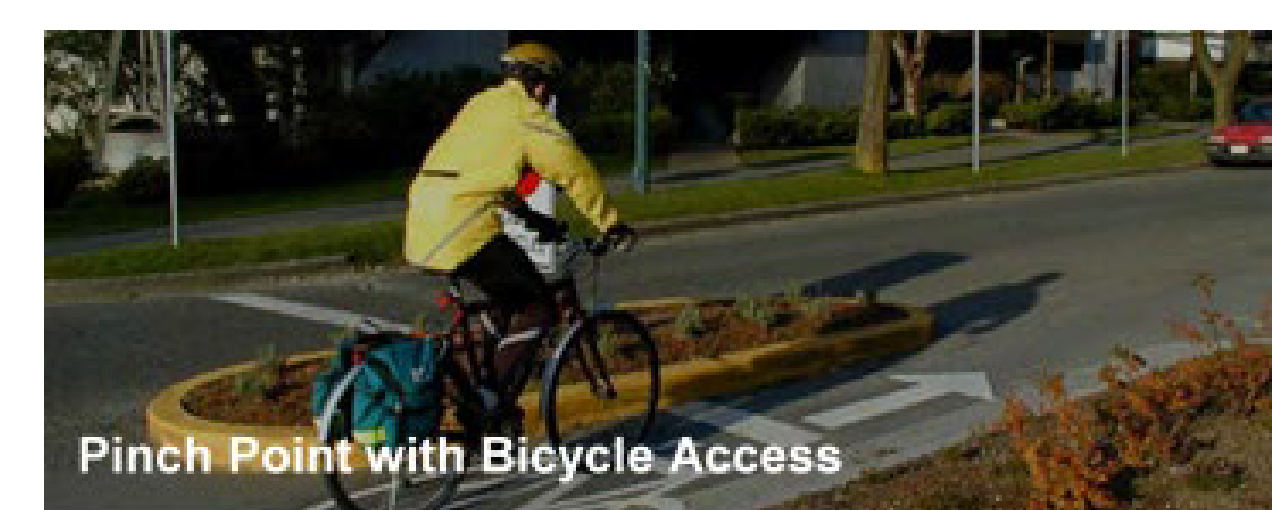


Curb bumpouts

Traffic Diversion



Different types of traffic diverters can strategically reduce car traffic along desired routes while still permitting bicycle traffic.



Pinch Point with Bicycle Access