# Table of Contents

1. Brief History, Principles, Applications of Shared Spaces
2. Flush Streets, Differentiating, Component Parts
3. Integrating with Open Space
4. Accommodating People with Disabilities
Cindy Zerger
Director of Urban Design, California

Cindy’s work is focused on design of the public realm.

Coined the term "Path as Place" to express a holistic approach to designing for streets in a way that ensures engagement with it, not just passage through it.
Ian Lockwood, PE
Livable Transportation Engineer

Recognized national leader in sustainable transportation policy and urban design.
The Chance of Being Killed by a Car Going 20 mph

Roll over the curved lines to see the risk at any speed

DRIVE LIKE YOUR KIDS LIVE HERE.
Be sure that children know how dangerous traffic can be. Roads are for cars and lorries – not for pedestrians.

ONE FALSE MOVE AND YOU'RE DEAD.

BEFORE YOU CROSS THE ROAD.
STOP AT THE KERB.
Shared Space:

a space that lacks the formal separation found in conventionally-designed streets, blurring the line between the space intended for pedestrians and for cars, while still comfortably accommodating all of the users of the space. Typically, shared spaces employ minimal to no traffic control devices.
Shared Space:

a space that lacks the formal separation found in conventionally-designed streets, blurring the line between the space intended for pedestrians and for cars, while still comfortably accommodating all of the users of the space. Typically, shared spaces employ minimal to no traffic control devices.
Shared Space or Shared Street?
Shared Space or Shared Street?

Shared Space is inclusive of intersections & integrated open spaces, plaza, squares, etc.
Comfort Zone:

a part of a shared space where motor vehicle use is discouraged
Comfort Zone: a part of a shared space where motor vehicle use is discouraged

Shared Zone: a part of a shared space where motor vehicle use is encouraged
Flush Street (also know as “curbless street” or “festival street”): a street that can be closed to motorists and used as public open space without vertical curbs, reducing barriers to people with related mobility impairments.
Streets

Curbless Streets

Complete Streets

Open Spaces

Public Realm
Streets

Curbless Streets

Complete Streets

Shared Spaces

Open Spaces

Public Realm
SULPHUR SPRINGS
Creating Inclusive Spaces and Places
Shared Space:
a space that lacks the formal separation found in conventionally-designed streets, blurring the line between the space intended for pedestrians and for cars, while still comfortably accommodating all of the users of the space. Typically, shared spaces employ minimal to no traffic control devices.

Complete Street:
a street that comfortably accommodates all of the users of the street.

Flush Street / Curbless Street / Festival Street:
a street that can be closed to motorists and used as public open space without vertical curbs creating barriers to people with related mobility impairments.

Comfort Zone:
a part of a shared space where motor vehicle use is discouraged.

Shared Zone:
the part of a shared space where motor vehicle use is encouraged.
Designing the Public Realm to Better Accommodate People with Vision Disabilities
Use Directional Indicators and Warning Surfaces to guide people with vision disabilities:

i) to places and services;
ii) through plazas, around campuses, along conventional streets, through networks, across roundabouts, along and across shared spaces; and
iii) around large venues and buildings
Directional Indicators

Warning Surfaces

**Key Ideas:**

Simple, Effective, Consistent, and Applicable to a Myriad of Contexts
Lone applications to indicate mid-block crossings
Tactile Network at Large Metro Station
Tactile Network at Airport (specifically at transit kiosk)
Delineator Strip: a tactile warning surface along the edge of the shared zone, for shared spaces, or along edge of the lanes, for flush streets
Delineator Strips are not for directional guidance due to street furniture, poles, fire hydrants, trees, etc.
Truncated domes are used at crossings
(The distinction reduces confusion as to where to cross)
Putting Together the Ideas for the North American Context
Basic Pedestrian Access Route
(Clear & as straight as feasible, 72” minimum)
Bends and Junctions

- 0 to 30°
- 30+ to 90°
- 12” to 24”
- 24” by 24”
- 24” by 32”
- 32” by 32”
Ending a Directional Indicator (always with a warning surface)
For Areas Between Crossings on Flush Streets

- Delineator Strip 24” to 36”
- 18” to 24” min.
- Clear Walk 36” min.
- Guide Strip 12” to 24”
- Furniture Zone
- Pedestrian Access Route
- Retail Zone
- Sidewalk
For Areas Along Shared Space

- Guide Strip 12” to 24”
- Delineator Strip 24” to 36”
- 18” to 24” min.
- Clear Walk 36” min.
- Pedestrian Access Route
- Comfort Zone
Ideas for Crossings

- Delineator Strip
- Guide Strip
- Ramp
- Crossing Delineator Strip
4) Slow-in Slow-Out Geometry to keep speeds down

3) Directional indicators

2) Make the warning surfaces perpendicular to the crossing direction.

1) Make the following parts of the crossing straight, parallel and aligned:
   a) the vertical curbs on pedestrian ramps;
   b) the vertical curbs on the splitter island’s refuge;
   c) the directional indicators along the crossing; and
   d) the crosswalk’s pavement markings.

6) Crossing Delineator Strips

5) 2 Car Lengths

7) Audible (textured) paving on the approach to the crossing from the roundabout

8) Softscape next to sidewalks or, for hardscaped areas, a warning edge

9) Ramps

9) With raised crossing

Roundabouts Designed to Better Accommodate People with Vision Disabilities
How would you retrofit these shared streets?
How would you retrofit these shared streets?
Plan out your desired pedestrian access routes.
Plan out your desired pedestrian access routes. Move the movable objects.
Plan out your desired pedestrian access routes.
Plan out your directional indicators, junctions, bends, and destinations
Implement guidance
Implement delineator strips
How would you retrofit this flush street?
How would you retrofit this flush street?
How would you retrofit this flush street?
How would you retrofit this flush street?
How would you retrofit this flush street?
How would you retrofit this shared space?
How would you retrofit this shared space?
How would you retrofit this shared space?
How would you retrofit this shared space?
Applications for Tactile Guidance

Shared Spaces
Flush Streets
Conventional Streets
Roundabouts

Plazas
Event Spaces
Stadiums
Train Stations
Airports
Bus Stations
Campuses
Shopping Centers

Uses of Warning Surfaces

Crossings
- Separated Bicycle Lanes
- Motor Vehicle Lanes

Drops
- Subway Platform Edges
- Bus Stops
- Stairs

Important Destinations
- Information Kiosk (e.g., at transit stop)
- Bench at Bus Stop
- Transit Ticket Machine or Window
- Entrance to Bus Station
- Escalator to Train Platform
- Entrance to Post Office, Bank, Office Building…

Adjacencies
- Next to Flush Bus & LRT Facilities
- Next to Shared Zones
- Next to Lanes on Flush Streets
- Next to Separated Bike Lanes

Use Delineator Strips

Delineator Strips

Delineator Strip

Delineator Strip

Delineator Strip

Delineator Strip

Delineator Strip

Delineator Strip

Delineator Strip
Four Simple Ideas

1) Provide at Least the Basic Pedestrian Access Route
2) Indicate Changes Along the Way (i.e., Bends, Junctions, Pauses)
3) Ending a Directional Indicator
4) Differentiating Between Edges and Decision Points
Shared Spaces: Simple Principles but Limitless Potential
THANK YOU!

Cindy Zerger
@path_as_place

Ian Lockwood PE
@ianlockwood