



## Design Considerations

Increasingly, the design of the street is being modified in response to the evolving awareness of the many benefits that trees, sidewalk plantings, and narrower roadways can offer. Street trees provide shade and habitat, wider parkways allow for more robust sidewalk plantings and increased stormwater capture, and narrower roadway areas provide a safer and more comfortable mobility environment for vehicles, cyclists and pedestrians

alike. Living Streets offer a new street configuration that lays out suggested dimensions and design strategies that can be incorporated for streets that are approximately 60' wide and typically extend for only a short number of blocks. Projects that are interested in pursuing a similar design strategy should contact City Planning's Design Studio for a consultation.

**Roadway:** Asphalt travel lanes are 10' wide to promote slower speeds and caution. Marked *sharrows* are the typical bicycle facility.

**Accessibility:** New concrete curbs have a 1/4" high vertical face to provide a detectable edge for the visually impaired and walks are 7' min. wide.

**Back-of-curb:** Generous, 7'-25' wide spaces may be programmed for seating, cafe tables, etc. Plain concrete is typical, porous pavers optional.

**Water management:** 10' or wider *raingardens* provide the space needed for larger shade trees and capture run-off from downspouts and walks.

