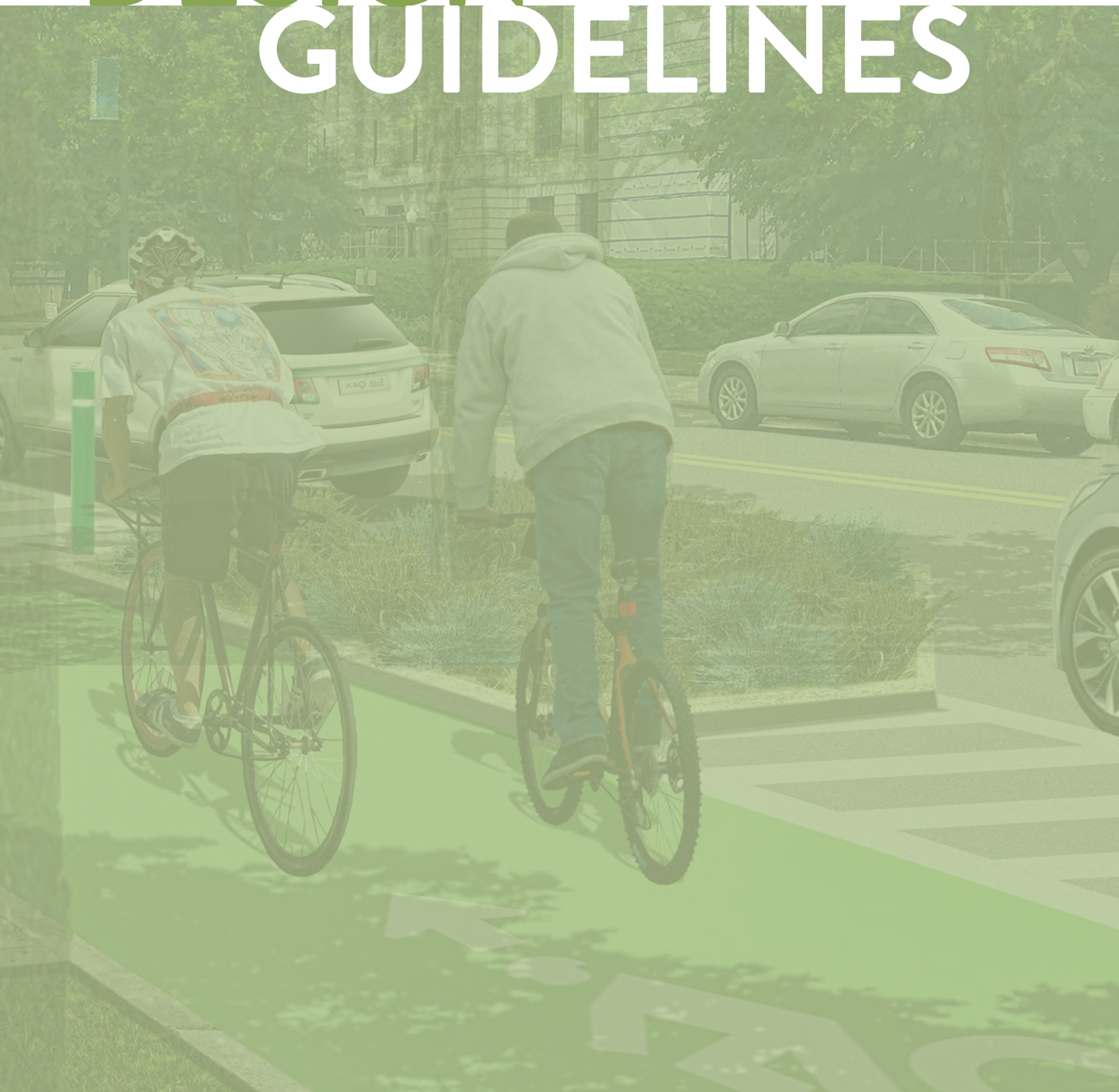




DESIGN GUIDELINES





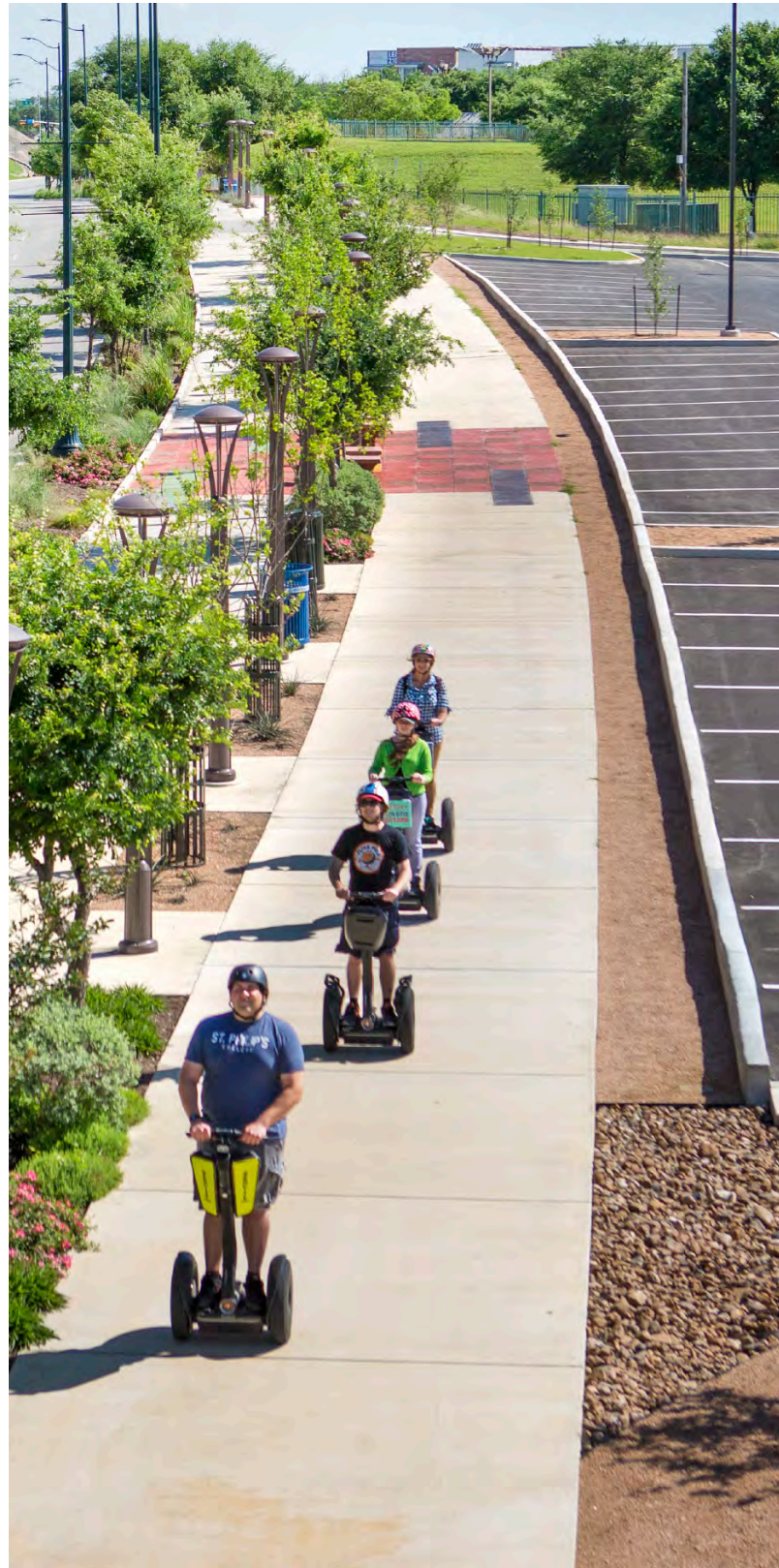
West Capitol Avenue, West Sacramento

The public realm - composed of the sidewalks, traveled ways, alleys, and public open spaces - plays a crucial role in the vitality and livability of an area. The public realm design guidelines are intended to:

- Ensure the safety, comfort, and mobility needs of all users of the public right-of-way. Pedestrians, bicyclists, and transit users will be elevated to become equal users of the street with dramatically improved environments.
- Enhance the quality of new public open spaces, such as pocket parks, plazas, and parklets, ensuring that these spaces are designed to sustain the specific recreational, social, cultural, ecological and health needs of the community.
- Support the community's identity through application of consistent, high quality public realm design, while respecting the distinct needs of individual streets. Streets such as Elm and Church have unique elements that should be incorporated in their design.

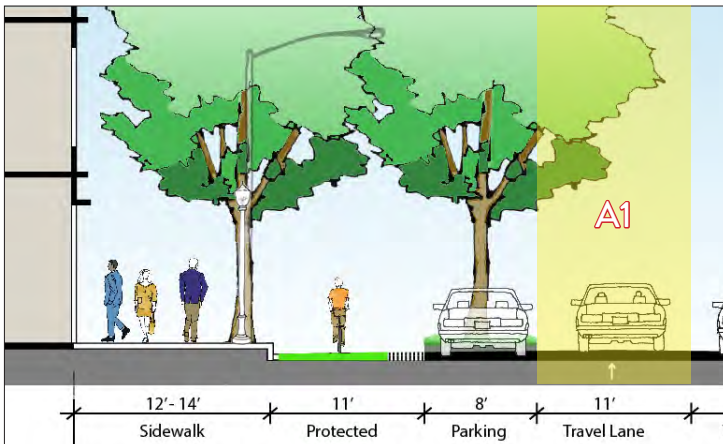
The rights-of-way of most streets in Downtown Greensboro prioritize automotive users. Working with City staff from various departments and divisions, these design guidelines were developed to recommend a balance between the sometimes conflicting needs of automobiles, pedestrians, bicyclists, ADA accessibility regulations, and healthy trees.

The public realm plays a large role in determining the quality of life in a neighborhood, as it provides the social spaces, gathering spots, and connective tissue that binds it together. By redesigning and enhancing the public right-of-way, residents, workers and commuters will be more likely to be willing to walk, bike, and take transit. Further, public realm improvements will make the area safer by providing more “eyes on the street” and include traffic calming elements to slow vehicles traveling through the area.



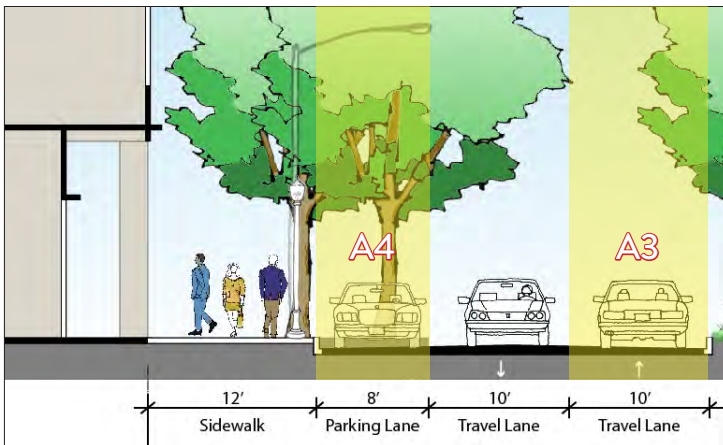
Tower of America Way, San Antonio

ROADWAYS



A1 Provide 11-foot wide travel lanes for major commuter streets such as Market and Friendly. Allow 9 to 10 feet for travel lanes on Signature Destination streets such as Elm, Church, and Lewis with limited through traffic.

A2 Provide 10-foot wide turn lanes. Allow 9-foot wide turn lanes for streets where narrow right-of-way cannot accommodate wider lanes.

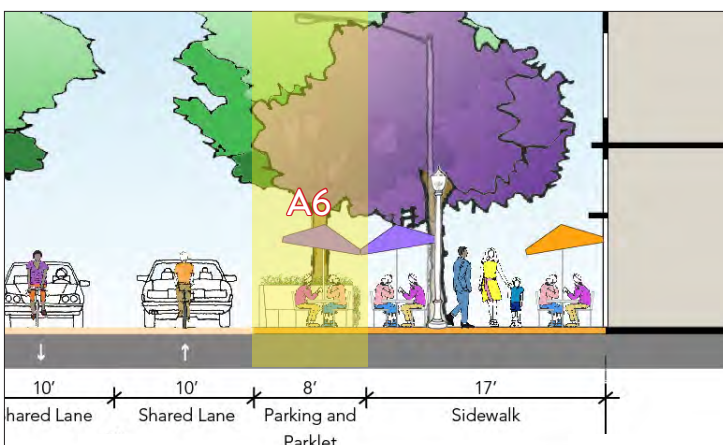


A3 Ensure 10-foot wide travel lanes for local streets. Allow 9-foot wide travel lanes for local streets where right-of-way is constrained.

A4 Provide eight-foot wide parking lanes along major commuter routes for on-street parallel parking. Allow seven-foot wide parking lanes along local streets.

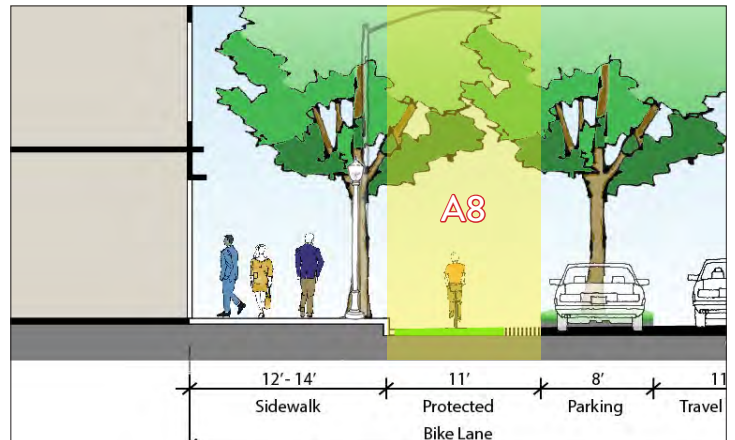
A5 Utilize angled parking instead of parallel parking where there is generous right-of-way.

A6 Design parking lanes, especially on Signature Destination Streets, to be used as flex-spaces that can accommodate a range of temporary activities like outdoor dining, bicycle parking, gathering, and/or street vending.

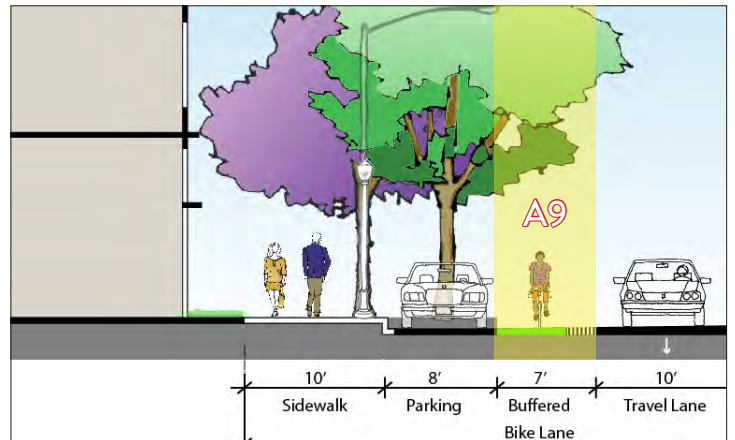


A7 Explore 20 to 22-foot long parallel parking stalls, allowing a generous buffer space of 2 to 4 feet for easy ingress and egress.

A8 Design cycle track to be 10 to 11 feet wide. For constrained ROW, provide a minimum of five feet for bike lanes and three feet for door zone, including bollards. Bike lanes next to raised curbs will include the gutter pan.

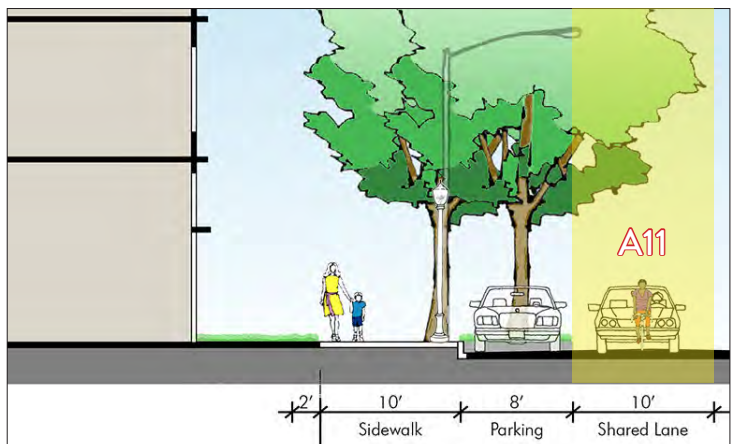


A9 Explore eight-foot parking lanes next to seven-foot bike lanes. Stripe two feet bike lane next to parking.



A10 Provide seven-foot wide buffered bike lanes where ROW is constrained.

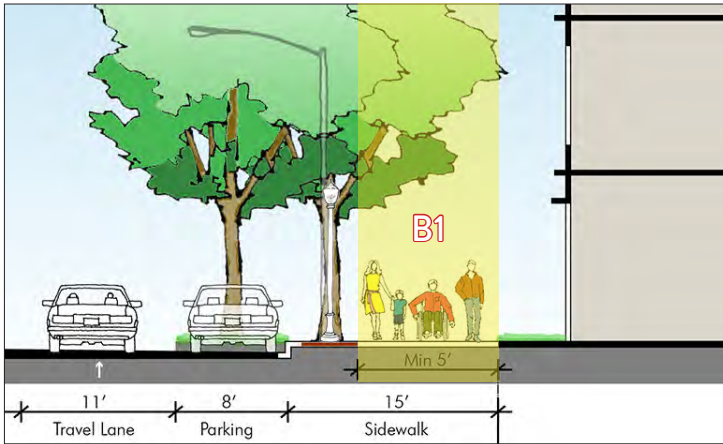
A11 Allow sharrow bike lanes (bike lanes striped in the center of travel lane) along streets where right-of-way is constrained and traffic moves slowly.



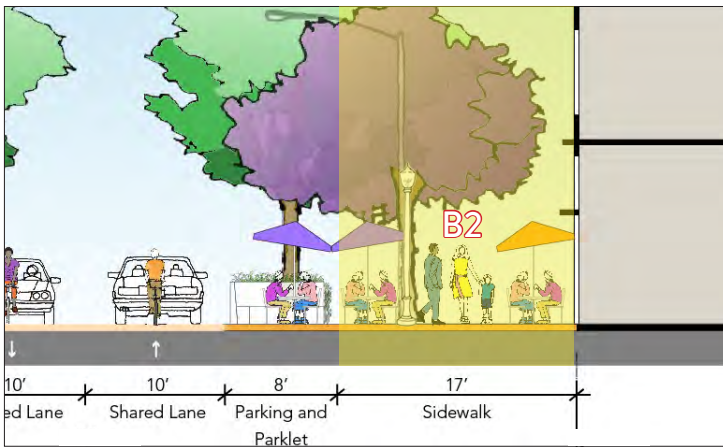
A12 In places of short-term and frequent on-street parking use, provide bicycle lane facilities along the curb to the right of traffic flow.

Note: The dimensions of all lanes (parking, travel, and bike) include gutter pan according to these guidelines. Final lane width is to be determined by city on a case-by-case basis.

SIDEWALKS + LANDSCAPING



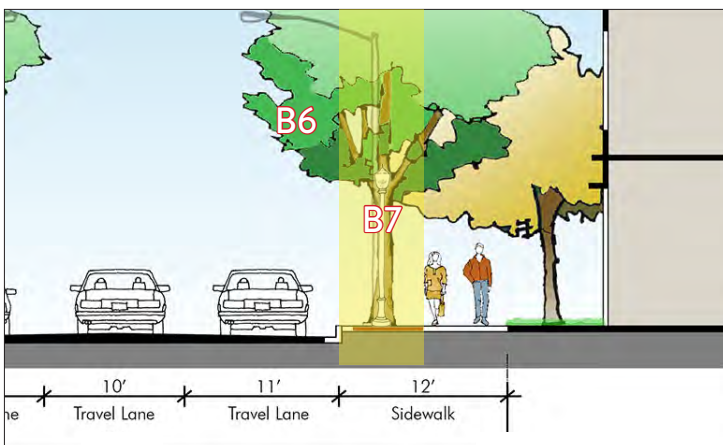
B1 Ensure continuous ADA-accessible five-foot wide pathways along all streets. Encourage eight foot wide pedestrian pathway along major commercial streets.



B2 Design sidewalks to be used as an active place of commerce, outdoor dining, and informal activities. Especially on streets with generous sidewalks and adjacent land use that contributes to active street life.

B3 Explore pedestrian easements within the private realm to provide wider ADA-accessible sidewalks and trees and landscaping amenities to the pedestrian realm.

B4 Where fast-moving travel lanes are located immediately next to sidewalks, locate planter strips between sidewalks and roadway to provide a safety buffer for pedestrians from traffic.



B5 Allow tree wells to be used instead of planter strips in cases where there are parking or bicycle lanes next to sidewalks.

B6 Plan landscaping and select species that provide shade, reduce heat gain and can help reduce light and glare impacts.

B7 Provide six-foot wide planter strips and tree wells along streets. Where right of way is constrained, allow four feet wide planter strips and tree wells. If sidewalk is eight feet or less, use tree grates. If sidewalk is between eight and twelve feet, use four-foot tree wells. If sidewalk is wider than twelve feet, use six-foot tree wells.

B8 Where planting strip is constrained to four feet or less, explore the use of planting soil beneath the sidewalk. Using a structure like Silva Cells or a structural soil, media shall be three feet deep and minimum eight feet long in planting strips.

B9 Locate street trees in parking zone planters where sidewalks are narrow or to create a double row of trees at key locations.

B10 Ensure at least twelve feet of canopy clearance from finished sidewalk elevation to provide clear emergency and service visibility, not block light from pedestrian-scale street lights, and allow for a visual connection to business signs.

B11 Minimize the use of curbcuts along sidewalks to reduce the impact on pedestrian safety and overall quality of pedestrian environment. Driveways should be flush with the sidewalk wherever possible.

B12 Maximize opportunities stormwater planters and bioswales within the planting strip area. These BMPs should be a minimum of four feet wide.

B13 Maximize opportunities for approximately three feet wide by six feet long community garden lots along local residential streets.

B14 Refer to appendix for preferred landscape palette.



B8, West Capitol Avenue, West Sacramento

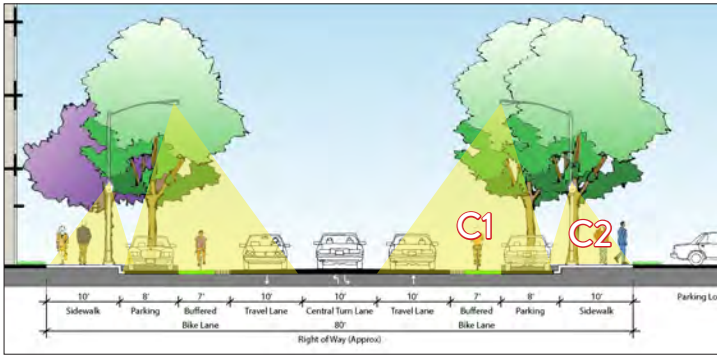


B10, Downtown Greenville, SC



B12, Stormwater planters within planting strip
Dixianne Avenue, Sacramento

STREET FURNISHINGS



C1, C2, Nueva Street, San Antonio



C4, West Capitol Avenue, West Sacramento

C1 Provide pedestrian-oriented and automobile-oriented street lighting along major pedestrian corridors and signature streets, such as Church, Bellemeade, and Elm.

C2 Provide pedestrian-oriented street lights on all local streets and pedestrian paths to improve safety and comfort.

C3 Require pedestrian-scaled street lights to be at a lower height (approximately 12 feet high), spaced at a minimum of 40 feet on center, and use full spectrum bulbs.

C4 Provide pedestrian-friendly streetscape amenities, including seating and trash cans at key nodes along major pedestrian corridors, transit stops, and on “park” street nodes, such as Church Street.

C5 Locate seating on sidewalks adjacent to major destinations. Provide multiple options for seating by varying size, materials, configurations, etc.

C6 Provide bicycle racks and/or lockers at transit stops. Provide bicycle racks along streets with bicycle facilities.

C7 Provide bike racks along major pedestrian corridors, with at least one grouping every block, and more often if demand exists.

C8 Refer to appendix for streetscape furnishings.

PAVING

D1 Provide special sidewalk paving on Signature Destination streets such as Church, Bellemeade, and Elm.

D2 On Signature Destination streets, provide special paving on parallel parking spaces.

D3 Provide special paving cross bands at 80-100 foot intervals on Signature Destination streets.

D4 Provide special crosswalk paving at key intersections and mid block crossing on other street types.

D5 Provide special paving for raised intersections.

D6 Refer to appendix for preferred paving materials.



D1, Nueva Street, San Antonio



D2, Burlingame Avenue, Burlingame



D4, Liberty Street, Winston-Salem



E3, E4, Gateway at Burlingame Ave, Burlingame

E1 Employ public signage for vehicular, pedestrian and bicyclist wayfinding to transit facilities and nearby destinations.

E2 Coordinate colors, shapes and graphics of signage with the City's signage system.

E3 Use signage to emphasize key locations, intersections and focal points, such as the Greensboro Children's Museum, Greensboro Central Library, and International Civil Rights Center and Museum.

E4 Incorporate art in the wayfinding of individual streets that reflects the cultural diversity of Downtown Greensboro.

E5 Incorporate art at key nodes such as gateways to celebrate arrival to downtown.



E3, ped-bike signage

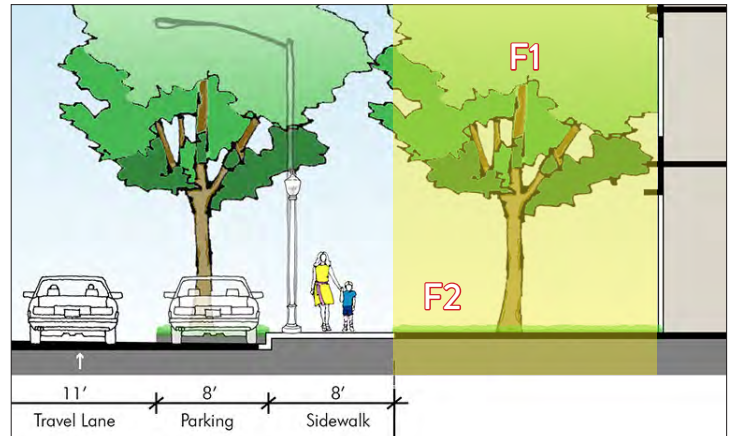
PUBLIC-PRIVATE INTERFACE

F1 Encourage the planting of trees within the private realm where the right-of-way is too constrained to accommodate street trees along sidewalks.

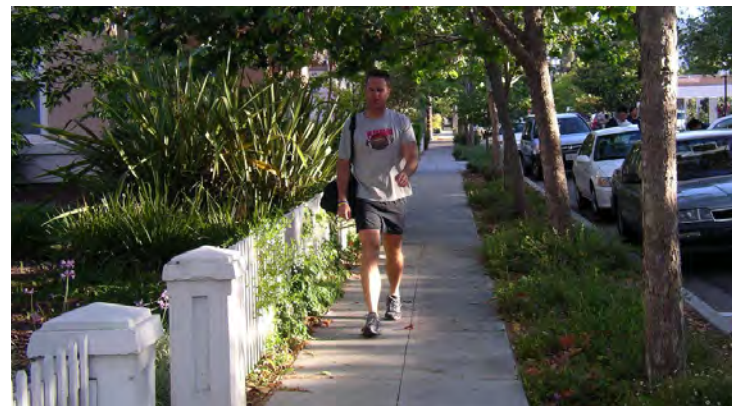
F2 Plant trees three to five feet from the edge of the sidewalk within private lots.

F3 Explore sidewalk or outdoor dining, bus stop and street vendor easements when right-of-way is very constrained.

F4 Ensure fences within private lots are no higher than three feet so as to not serve as a barrier between the public and private realms.



F3, Olson Drive, San Jose



F4, Castro Street, Mountain View