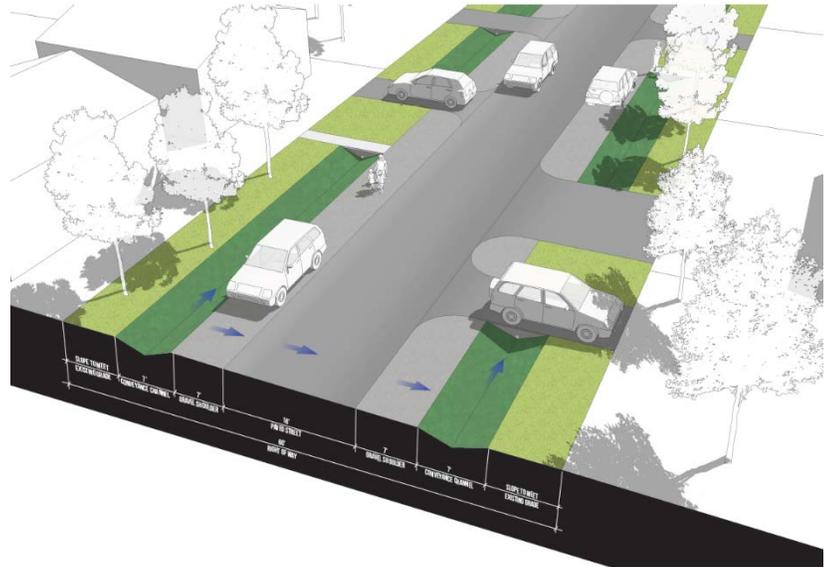


Shared Residential Street

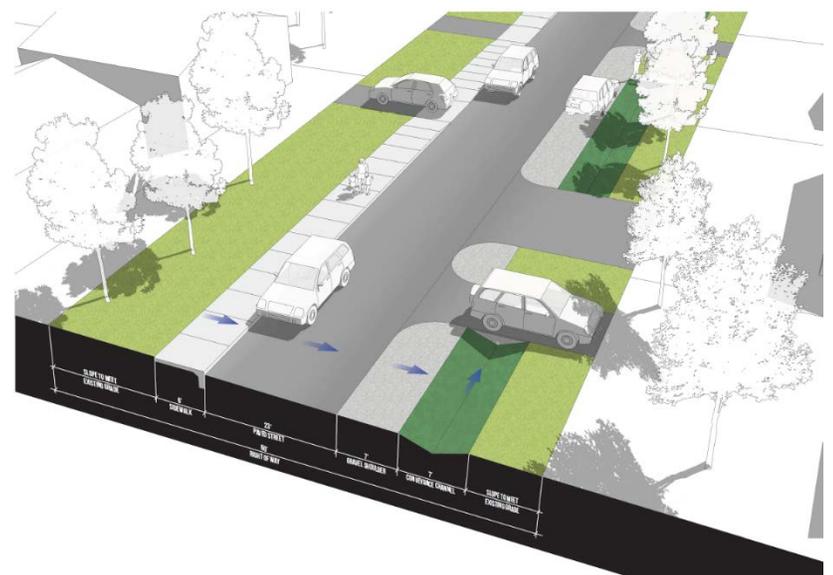
The shared residential street design is the lowest cost option since it does not include a sidewalk. Two 7' gravel shoulders for on-street parking border a 16' wide paved roadway that will be used by all travel modes. Stormwater is collected in conveyance channels and directed to stormwater planters to slow infiltration. Because this will require all modes of travel to share the paved roadway, there are additional criteria for eligibility and standards for design:

- Traffic volume must be 500 vehicles per day or less.
- To ensure a low speed traffic environment, traffic calming elements are also required. At a minimum, this includes speed bumps. These streets will also have a posted speed limit of 15 mph.
- To ensure good visibility of pedestrians using the street, a sight distance and lighting analysis is required.



Separated Residential Street – Sidewalk on One Side

The separated residential street provides the basic elements of an improved local street. This design is more costly than the shared street described above, but is still much less expensive than a traditional full street improvement. The separated residential street has a 6' wide sidewalk on the uphill side of the roadway and a 7' gravel parking shoulder on the downhill side. The paved roadway is 16' wide. Stormwater flows into conveyance channels and infiltrates into the gravel shoulder.



Comparison: Shared Residential Street vs. Sidewalk on One Side

Project Element	Shared Street	Sidewalk on One Side	Notes
Cost to LID participants	Lower cost	Higher cost	Separated street (sidewalk on one side) increases total project cost by approximately \$500,000. An individual property owner's LID assessment would increase by about \$2,500 (for a 5,000 square foot lot).
Pedestrian safety and comfort	Similar safety; potentially less comfortable	Similar safety; potentially more comfortable	Traffic calming is required on shared streets, making it safe for people walking, biking, and using mobility devices to use the space with cars present. Some people may not feel as comfortable in a shared street environment as they would on a separated sidewalk.
Bicycling safety and comfort	Similar	Similar	People biking will use the 16' roadway in either case.
Parking availability	Similar	Similar	Parking is allowed on both sides of the street with both facility types.
Stormwater management	Similar	Similar	Stormwater management is factored into both designs.
Speed limit	15mph	15mph	15 mph speed limit promotes safety and comfort in the neighborhood.
Traffic calming	Speed bumps	Speed bumps	Included in both designs.

Have you [filled out the online survey](#) yet to state your preference on which option advances? Please do so before January 5th, 2018 to ensure that your voice is heard.