

## 8. Shared Street

Provides access to residential uses in an area in which right-of-way is constrained by natural features, topography or historically significant structures. Shared Streets may additionally be used in circumstances where a slower speed street, collectively shared by pedestrians, bicycles, and autos, is a functional and preferred design alternative. The design of the street should emphasize a slower speed environment and provide clear physical and visual indications the space is shared across modes. See Figure 18.4.6.040.G.8.

Prototypical Section: Shared Street

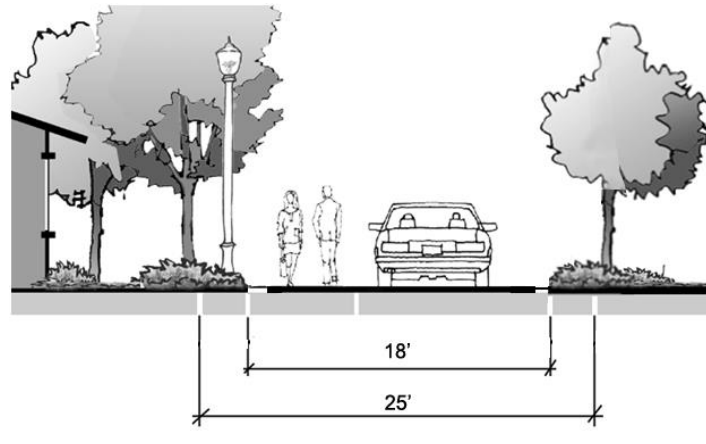


Figure 18.4.6.040.G.8  
Shared Street

<i>Street Function:</i>	Provide vehicular, pedestrian, and bicycle neighborhood circulation and access to individual residential and commercial properties designed to encourage socializing with neighbors, outdoor play for children, and creating comfortable spaces for walking and biking.
<i>Connectivity:</i>	Connects to all types of streets.
<i>Average Daily Traffic:</i>	1,500 or less motor vehicle trips per day.
<i>Managed Speed:</i>	Motor vehicle travel speeds should be below 15 mph.
<i>Right-of-Way Width:</i>	25'
<i>Pavement width:</i>	18' minimum, maintaining full fire truck access and minimum turning paths at all changes in alignment and intersections.
<i>Motor Vehicle Travel Lanes:</i>	Minimum 12' clear width.
<i>Bike Lanes:</i>	Not applicable. Bicyclists can share the travel lane and easily negotiate these low use areas.
<i>Parking:</i>	Parking and loading areas may be provided within the right of way with careful consideration to ensure parked vehicles do not obstruct pedestrian, bicycles, or emergency vehicle access.
<i>Parkrow:</i>	Not applicable.
<i>Sidewalks:</i>	Not applicable. Pedestrians can share the travel lane and easily negotiate these low use areas. Refuge areas are to be provided within the right of way to allow pedestrians to step out of the travel lane when necessary.