

Objectives

- Encourage scale and pattern of development which is appropriate to a village environment and friendly to pedestrians and cyclists (BRP p.65).
- Minimize street scale to facilitate pedestrian movement while providing adequate circulation and parking opportunities (BRP p.66).
- Promote a sense of community and connectedness in new neighborhoods by minimizing street widths, providing comfortable pedestrian environments, and encouraging housing design to embrace the public street (BRP p. 67).

RELEVANT LOCATIONS

- [TOWN & VILLAGE CENTERS](#)
- [REGIONAL CIRCULATION CORRIDORS](#)
- [TRAILS](#)

Measures

1. **Bicycles.** Provide bicycle facilities (*i.e. lanes, signs, & bike racks*) on every street.
2. **Configuration.** Refer to Sample Street Sections for possible complete street configurations. Depending on context and available right-of-way, combine elements from the following three categories:
 1. number of lanes;
 2. presence of parking (none, one side, two sides); and
 3. type of bike facility (in-street, parking-buffered lane, and tree-buffered lane).
3. **Lighting.** Use pedestrian-scaled ($\leq 15'$) fixtures on all streets within walkable areas. Intersection-scaled (25'-40') lighting may be used in addition to pedestrian-scaled lights as necessary on major thoroughfares. *Refer to Lighting Guidelines for additional guidance.*
4. **Parking.** Avoid parking lots, garages, or service-bay openings facing regional corridors. Provide on-street parking within Town & Village Centers along both sides of the street. Locate parking lots and garages behind buildings and within the interior of blocks.
5. **Sidewalks.** Locate sidewalks on both sides of the street. Design continuous sidewalks at least 10 feet wide on retail or mixed-use blocks and at least 5 feet wide

on all other blocks. Include street furniture, trees, and lighting at appropriate intervals.

6. **Speed.** *Design Speed* is the travel velocity which engineers use to configure streets for orderly traffic movement. Slower speeds encourage interactivity and safety. Use narrow curb-to-curb dimensions, street trees, architecture close to the street edge, on-street parking, relatively tight-turning radii, and other design features to reinforce posted speed limits.
 1. Design streets within Town & Village Centers at 25 miles-per-hour or less.
 2. On multi-way boulevards with medians, design outer access lanes for slower speeds. Design through-lanes for faster speeds, provided pedestrian crosswalks are installed at intervals less than 800 feet.
7. **Street Trees.** Select noninvasive, drought-tolerant, durable, street trees. Install larger trees that will provide shade within 10 years. Use Monterey Bay native flora where feasible.

Design References

- [Sample Street Sections](#)
- [BRP Roadway Cross-Sections](#)
- [Lighting Guidelines](#)
- [TAMC Complete Streets Program](#)