What Current Manuals Give Us
What Street Manuals Could Give Us
Who Prepared The Manual
Organizations

- AARP Public Policy Institute
- American Society of Landscape Architects
- Association of Pedestrian and Bicycle Professionals
- California Department of Health Services
- California Strategic Growth Council
- City of Long Beach
- City of Los Angeles Planning Department
- Council for Watershed Health
- Congress for the New Urbanism
- Federal Highway Administration
- Green Los Angeles Coalition
- Institute of Transportation Engineers
- Local Government Commission
- Los Angeles Chapter of the American Institute of Architects
- Los Angeles County Department of Public Health
- National Complete Streets Coalition
- Project for Public Spaces
- Safe Routes to School National Partnership
- Smart Growth America
- UCLA Luskin Center for Innovation
- Walkable and Livable Communities Institute
Legal Standing of Street Manuals

- AASHTO “Green Book”
- The California *Highway Design Manual*
- Local manuals or street design standards
- MUTCD
- The California Fire Code
- CA Streets and Highways Code and California Vehicle Code
Living Streets Vision

- Equity
- For people of all ages and physical abilities whether they walk, bicycle, ride transit, or drive
- Integrate connectivity and traffic calming with pedestrian-oriented site and building design
- Connect people
- Local people design their streets
- Are inviting
- Foster healthy commerce
- Strengthen and enhance neighborhoods
- Encourage active and healthy lifestyles
- Integrate environmental stewardship
- Vary in character by neighborhood, density, and function
Street Networks and Classification

Prior to 1939

1940s

1950s

1960s

1970s

1980s

1990s
Street Typologies
Traveled Way Design
Access Management
Intersection Design

- Separated sidewalks direct pedestrians to crosswalks
- Slow speed exit
- Truck apron
- Crosswalk one car length back
- Lots of deflection = slow speeds throughout
- Slow speed entry = yield

Traffic signals:
- Protected
- Permissive

[Diagram of intersection design elements]
Separated sidewalks
direct pedestrians
to crosswalks

Splitter island

Crosswalk one car length back

Slow speed exit

Truck apron

Lots of deflection = slow speeds throughout
Slow speed entry = yield
Universal Access
Pedestrian Crossings
Bikeway Design

Before Road Diet

| Traffic signal allows bikes to cross arterial |
| One-way choker prohibits motor vehicle traffic from entering bike boulevard |
| Stop signs turned to favor through movement on bike boulevard |
| Traffic circle acts as traffic calming device |
| Median opening allows bicyclists to cross arterial |
| Raised median prevents motor vehicle traffic from cutting through |

After Road Diet

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58'
Traffic Calming
Streetscape Ecosystem
Selected Plantings

Flow From Street

Sandy Loam or Other Growing Medium

Optional Filter Fabric or Impermeable Layer

Drain Rock

Native Soils

Optional Under Drain
Re-Placing Streets
Designing Land Use Along Living Streets
Retrofitting Suburbia
Community Engagement
Adoption

- Download [www.modelstreetdesignmanual.com](http://www.modelstreetdesignmanual.com)
- Manual as a template
- Customize
- Formalize adoption

YOUR CITY’S NAME

Date