



# Recommendations for the SDOT Healthy Streets Program

## Street Standards for Routes

All Healthy Streets should adhere to [NACTO standards for bicycle boulevards](#), at minimum.

1. **Routes should be planned with a continuous, logical, and direct route** along low-traffic streets with minimal incline that closely follow a desired line for bicycle travel and allows direct access to commercial districts, schools, and other community destinations. Routes should not divert more than 20-25% from the most direct path.
  - a. Routes should be signed with redundant and varied wayfinding including signs on every block and paint on the ground. Turns should be notified well before the turn and then again at the turn.
  - b. Signage should be clear, visible, eye-catching, and not obstructed by cars, vegetation, or other. It should be easy to follow, even for non-english readers.
  - c. Wayfinding should include regular signs that indicate connections to other bike routes, transit hubs, and community destinations, as well as signage to the Healthy Street from arterial streets and major destinations.
2. **Streets designed to be safe and comfortable for people walking, rolling and biking.** This includes road and sidewalk surfaces that are high-quality and well-maintained, and high visibility with adequate lighting, including removing parking that obstructs views, especially at turns.
  - a. Speed management that slows motor vehicles to 15 mph strict target of an 85th percentile speed of no more than 15 mph
  - b. The 85th percentile speed is the speed at or below which 85 percent of the drivers will operate with open roads and favorable conditions. The assumption underlying the 85th percentile speed is that most drivers will operate their vehicle at speeds they perceive to be safe. Speed limits set above or below the 85th percentile speed will create unsafe conditions due to speed differential as some drivers adhere strictly to the law while others drive the naturally-induced speed.
    - i. Speed humps or cushions with a [parabolic curve](#), or raised crosswalks
    - ii. Strategically narrowing the street using curb extensions or bulb-outs, chicanes
  - c. Volume management that reduces motor vehicle volumes to strict targets of fewer than 1,000 motor vehicles per day.

- i. Cars should be actively diverted off of greenway streets. Make it hard for people to drive through by creating diverters and cul-de-sacs. [Barriers for vehicle traffic](#) that allow people walking, rolling and biking to continue through include [forced turns](#) at intersections, channelized [right-in/right-out islands](#), [partial closures](#) for one direction of traffic at intersections, [diagonal diverters](#) at four-way minor intersections, or full diverters that prohibit vehicle traffic entirely and create two cul-de-sac street ends.

### 3. Street Crossings

- a. Greenway intersections should prioritize greenway traffic by default (e.g. stop signs for cross traffic). Where that is not possible, signals with buttons both at sidewalk and at “bike level” should exist. Paint and other wayfinding markings (both for people in cars and people on foot/wheelchair/bike) should make it obvious that it’s a greenway intersection, for people both crossing the greenway or traveling along it.
- b. Street crossings of minor streets should cause minimal delay to people on bikes.
  - i. Stop signs that stop cross traffic or traffic circles
  - ii. For places where the bike route turns, include four-way stop signs or stops for the non-greenway as well as clear and safe navigation
- c. Street crossings of major streets should be safe and convenient for people on bikes.
  - i. Unsignalized intersections should have curb bulbs with a bicycle forward stop bar to decrease crossing distance and improve visibility for people crossing, and intersection crossing markings or flashing beacons. The cross street should include advance warning signs for drivers that they are about to cross a bike / pedestrian route.
  - ii. Busy arterial crossings should be signalized. All signalized intersections should include bicycle and pedestrian signal detection and actuation to reduce delay at non-peak times, and bike boxes to increase visibility and efficiency.
  - iii. Signs that prohibit vehicle through-traffic along the bicycle route and diverters that deter it.

### 4. Green infrastructure that enhances the environment

- a. Functional (stormwater drainage, tree canopy, heat retention, etc.)
- b. Creating a pleasant place to be (greenery, etc.)
- c. Art and placemaking elements, opportunities to create places for people that fulfill community needs