

# การออกแบบสภาพแวดล้อมด้วยเทคโนโลยีดิจิทัล

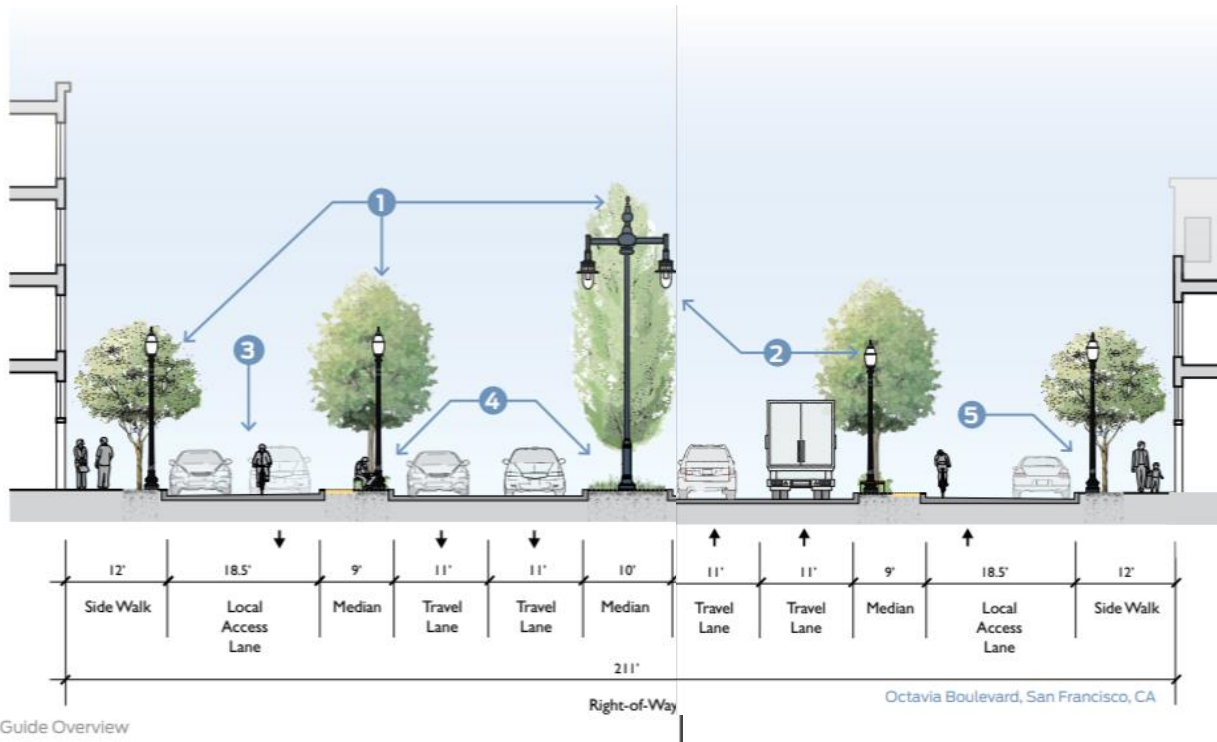
## Very Large Streets



1 Trees are spaced to have touching crowns which forms almost an unbroken canopy parallel to the street. They are planted right up to the intersections to break down the overall scale of the street.



2 There are two scales of light fixtures, signage and other elements—larger in the center and smaller on the sides.



NACTO Urban Street Design Guide Overview

4 All three medians provide refuge for pedestrians crossing the street.



5 Tree-lined sidewalks provide access to outdoor space for active first-floor uses and other pedestrian activities.



The center roadway is signaled, while the side roadways are stop-controlled. Drivers on local access lanes are allowed to make all movements.

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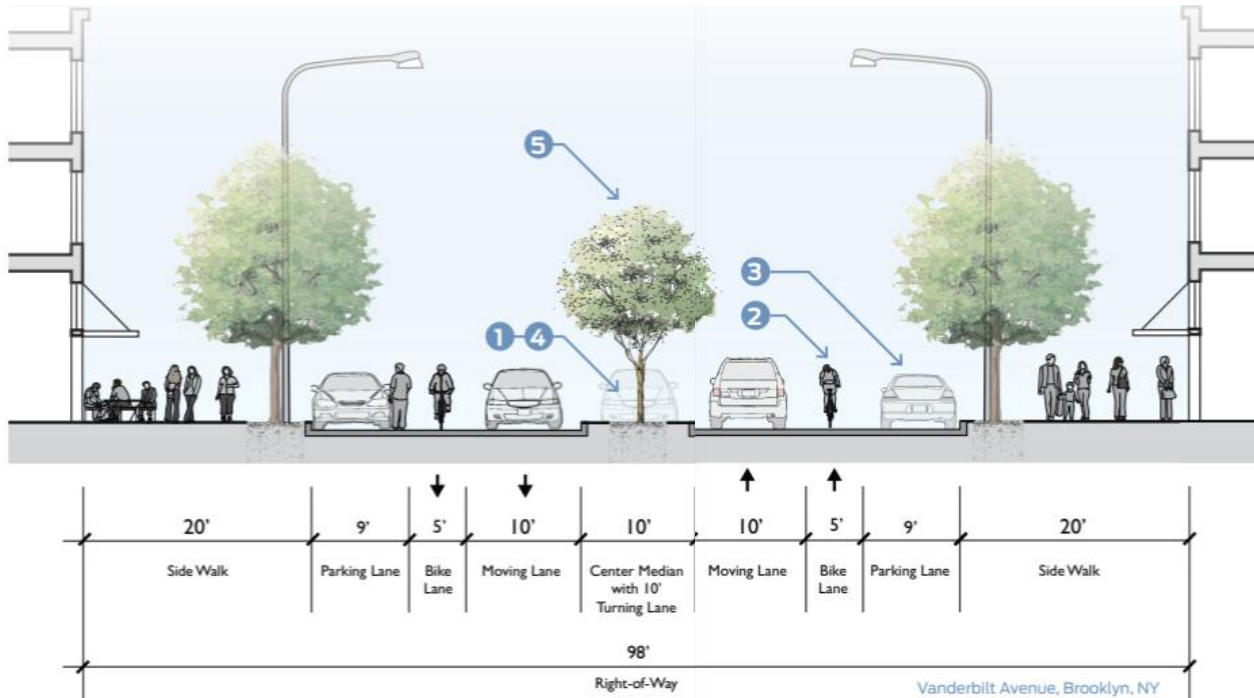
## Medium Streets



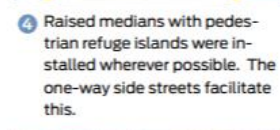
1 The previous 4-lane layout was reconfigured as 3 lanes, including a turn lane. This reduces weaving movements and self-moderates auto speeds.



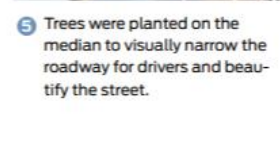
2 Bike lanes were installed and the parking lane widened. This provides enough space for cyclists to ride just outside the door zone.



3 Rush hour parking restrictions were removed, providing more parking for local businesses.



4 Raised medians with pedestrian refuge islands were installed wherever possible. The one-way side streets facilitate this.



5 Trees were planted on the median to visually narrow the roadway for drivers and beautify the street.

# Very Small Streets



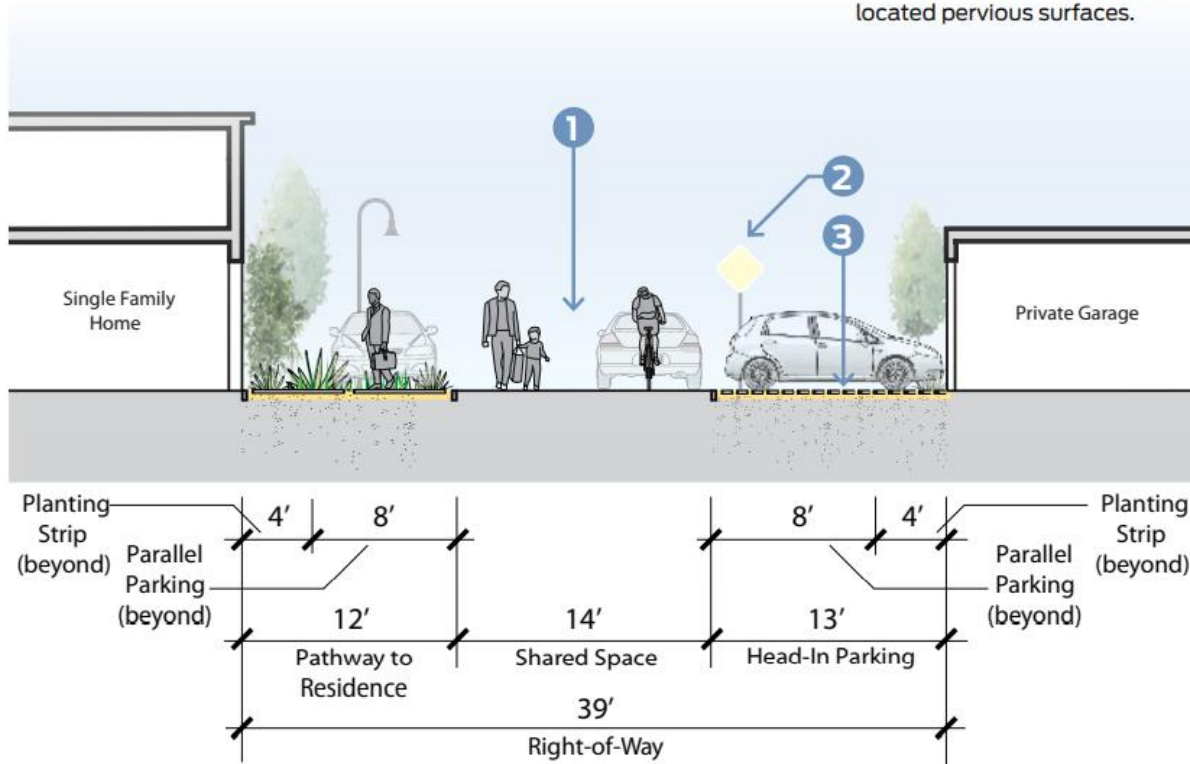
1 14-foot wide shared roadway



2 10 mph "warning" speed limit and "shared street" signs

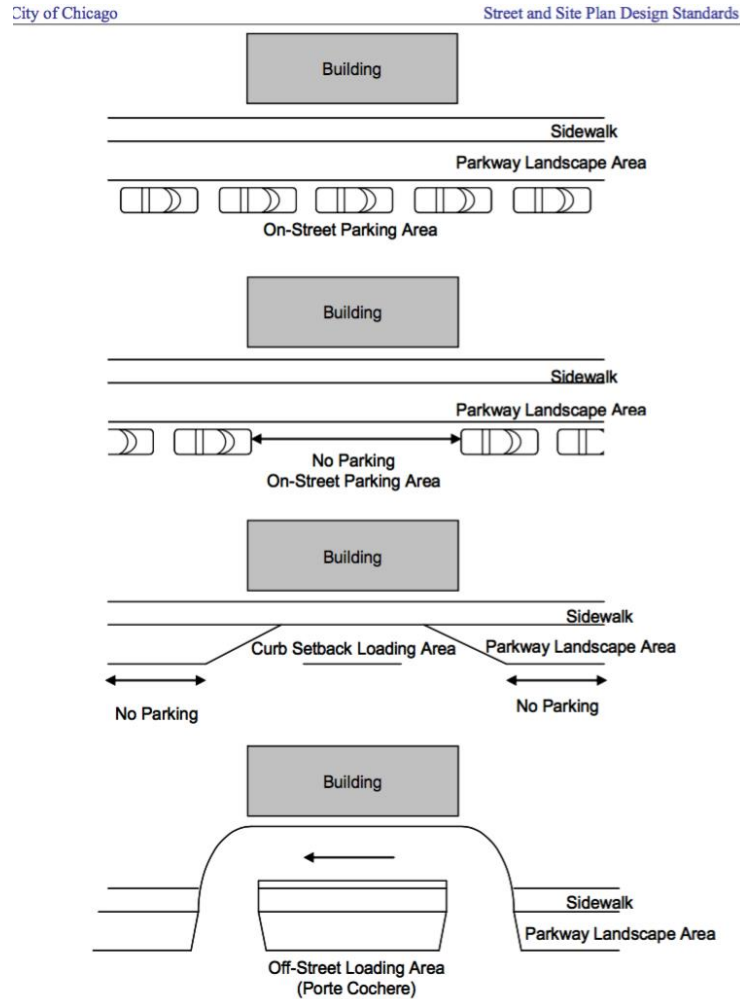


3 Stormwater is infiltrated through the use of permeable paving systems, landscape planters and other purposely located pervious surfaces.



Longfellow Street, Santa Monica, CA

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**FIGURE 7**  
**PARKWAY AND LOADING AREA TREATMENTS**

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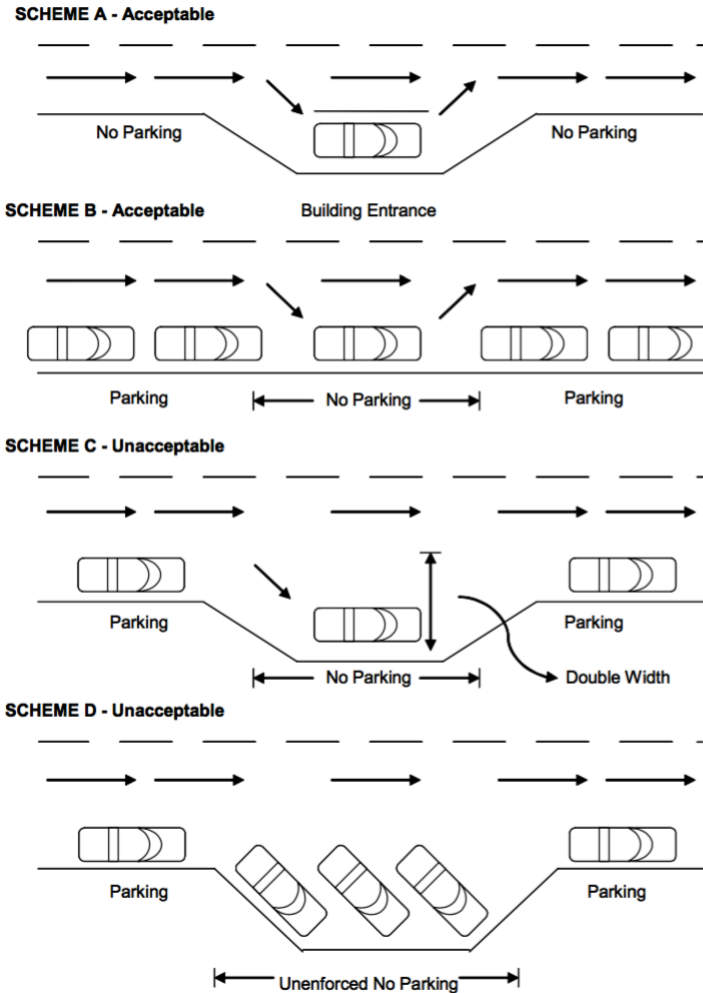


FIGURE 8

# การออกแบบสภาพแวดล้อมด้วยเทคโนโลยีดิจิทัล

City of Chicago

Street and Site Plan Design Standards

