



Let's Talk Streets

TPPB MEETING // OCTOBER 24, 2022

COMPLETE GREEN STREETS GUIDE



AGENDA

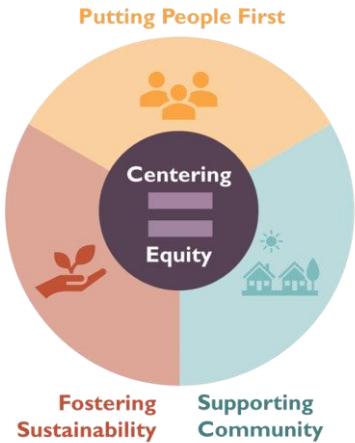
- Engagement Update
- Equity Approach Update
- Green Infrastructure Update
- Street Design Parameter Tables
- Adjustments to Street Types



ENGAGEMENT UPDATE

WHAT WE PRESENTED

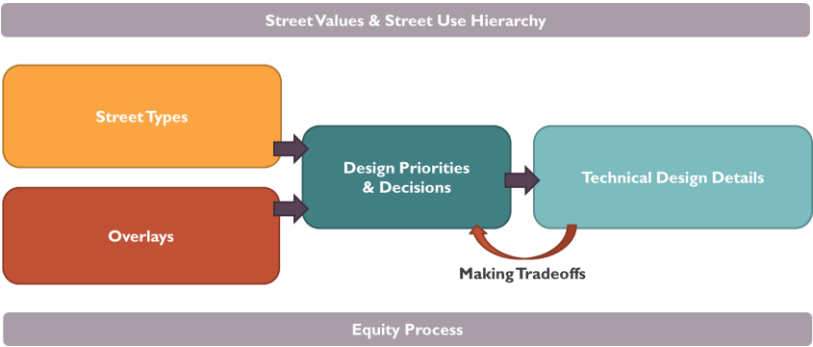
Values



Hierarchy



Decision-making process



Overlays

- Equity Priority Areas**
(includes additional process elements)
- Transit Priority Network**
(prioritizes transit on high frequency transit routes)
- All Ages and Abilities Bike Network**
(key corridors to prioritize high-comfort bikeways)
- Tree Canopy Priority Areas**
(includes detailed decision matrix)
- Green Infrastructure Priority Areas**
(includes detailed decision matrix)
- NHS & Truck Routes**
(higher traffic streets)

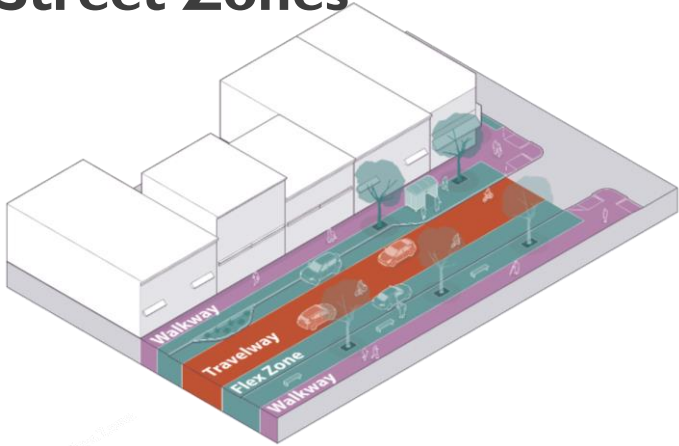
Typology and priorities

Community Connector

- Walkway**
High Priority
Standard sidewalks, with buildings offset from the sidewalk by landscaping.
- Flex Zone**
Low Priority
Landscaped terrace with street trees. On-street parking may be provided in some locations.
- Travelway**
Medium Priority
1 travel lane per direction with bike facilities, often with medians or center turn lane. Appropriate transit accommodations.
- Additional Features and Considerations**
Intersections every 300-500 feet; controlled crossings every 800-1,200 feet; frequent driveways



Street Zones



Equity process

- Is the project within or near an EPA?

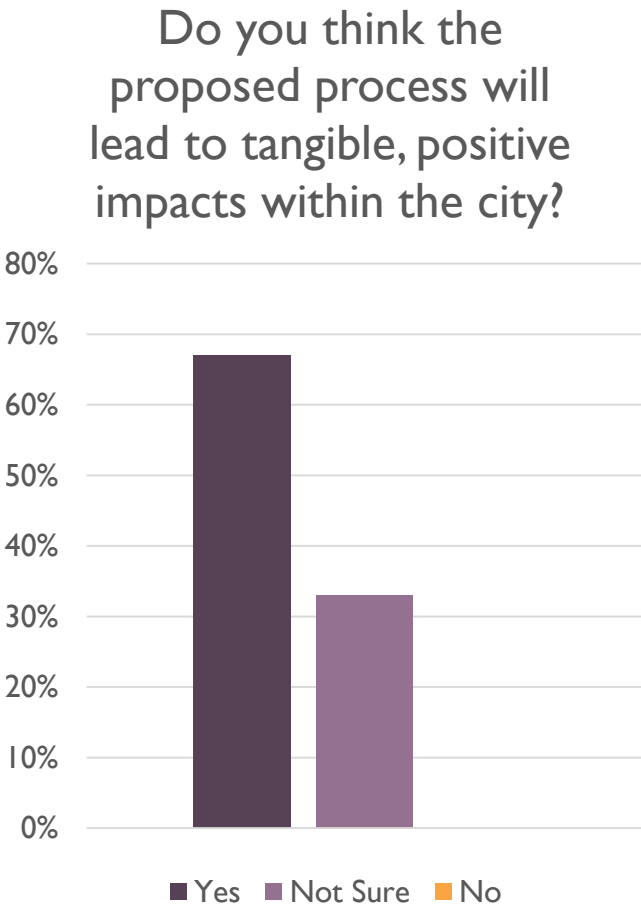
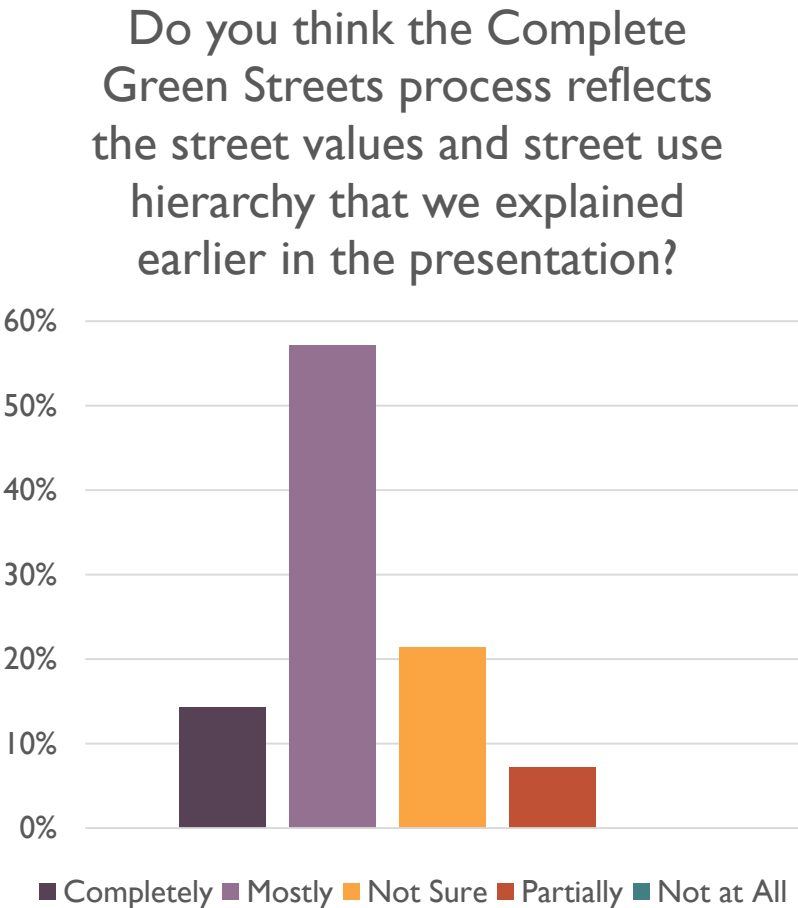
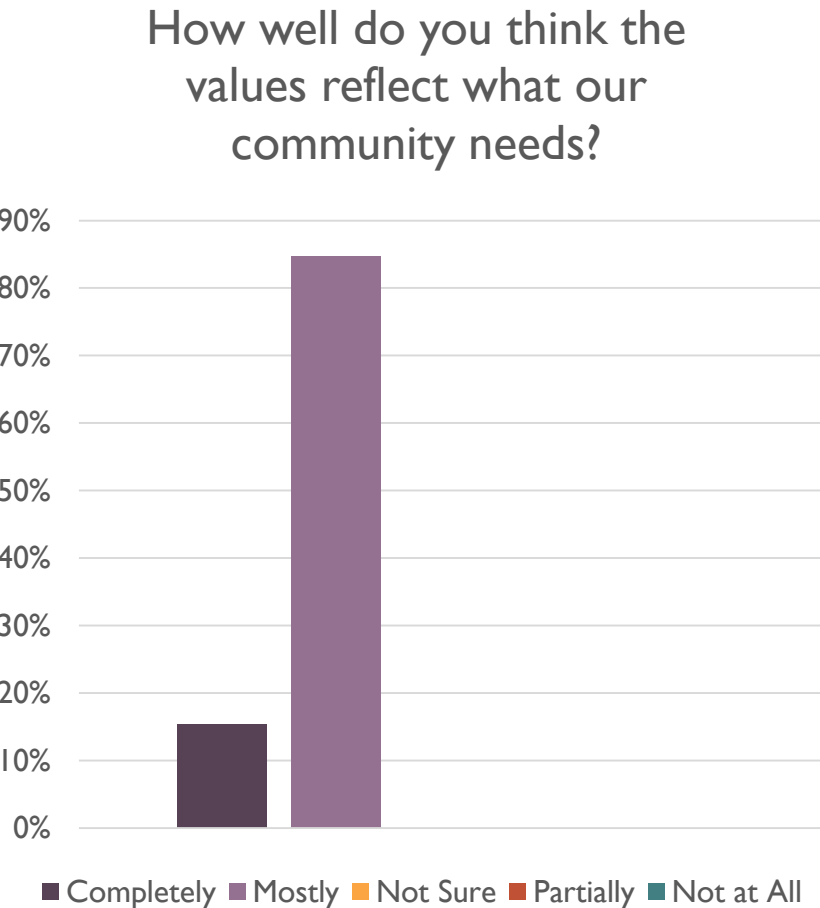
 - Engage with NRT & community to understand needs
 - Review past public input
 - Use EPA project checklist*
- Are there other City departments active in the CGS project area?

 - Engage with NRT & community to understand needs
 - Review past public input & other department projects in area and coordinate work to improve all project outcomes
 - Use EPA project checklist



ONLINE PUBLIC MEETING

- 43 registrants for meeting, 15 additional views of meeting video



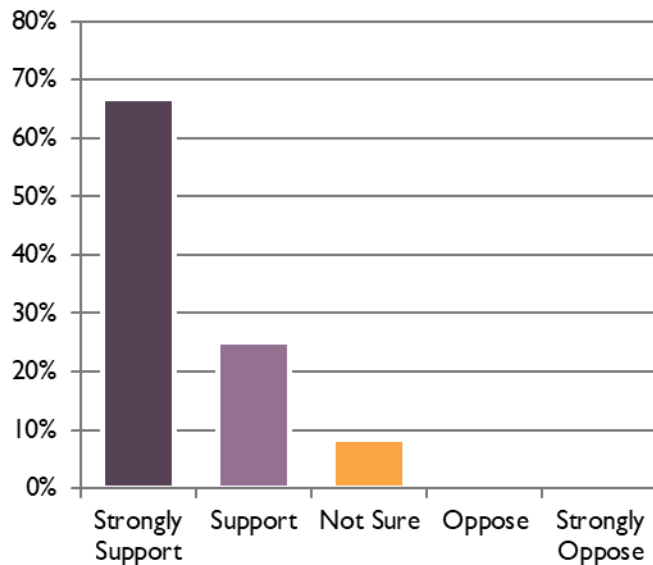
FOCUS BIPOC POPULATION ENGAGEMENT

- Four focus group sessions totaling 25 diverse participants. Two community groups and two professional groups.
- Key Points:
 - Complex information, but mostly understood.
 - CGS equity process/EPA/checklist well-received.
 - Skepticism but also hopefulness that these changes to the process will have a positive impact on neighborhoods and people.
 - Community groups very interested in the details but less connected to conventional City communication channels. City advised to spend more time engaging (notifying and meeting with residents*), discussing, and getting input on projects in these neighborhoods.

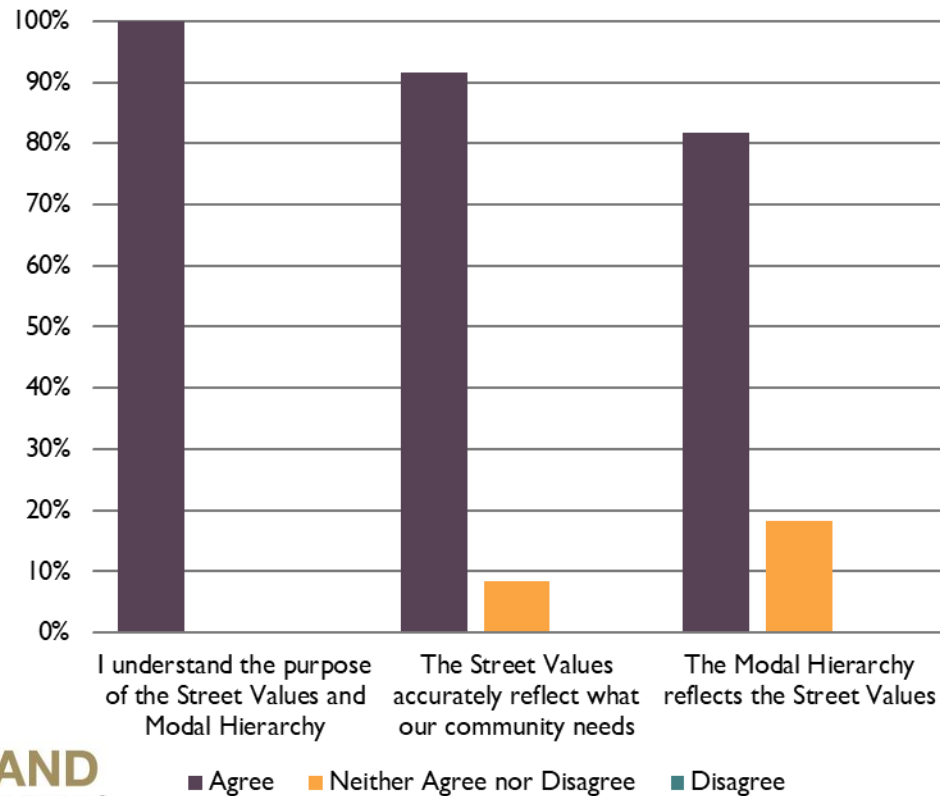
ONLINE SURVEY

- Survey was posted online for 3 weeks and has 12 participants

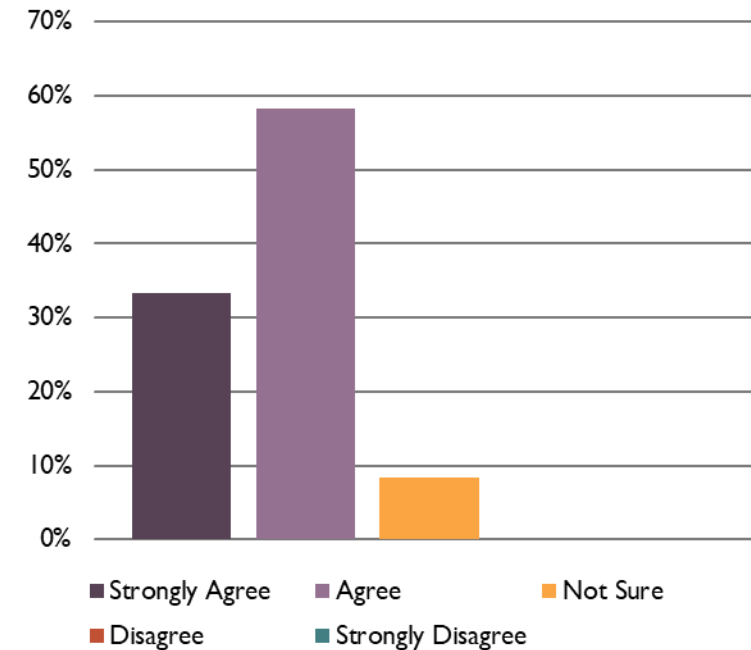
Do you support the Complete Green Streets Guide, based on what you know about the project?



Please read the following statements and indicate whether you agree.

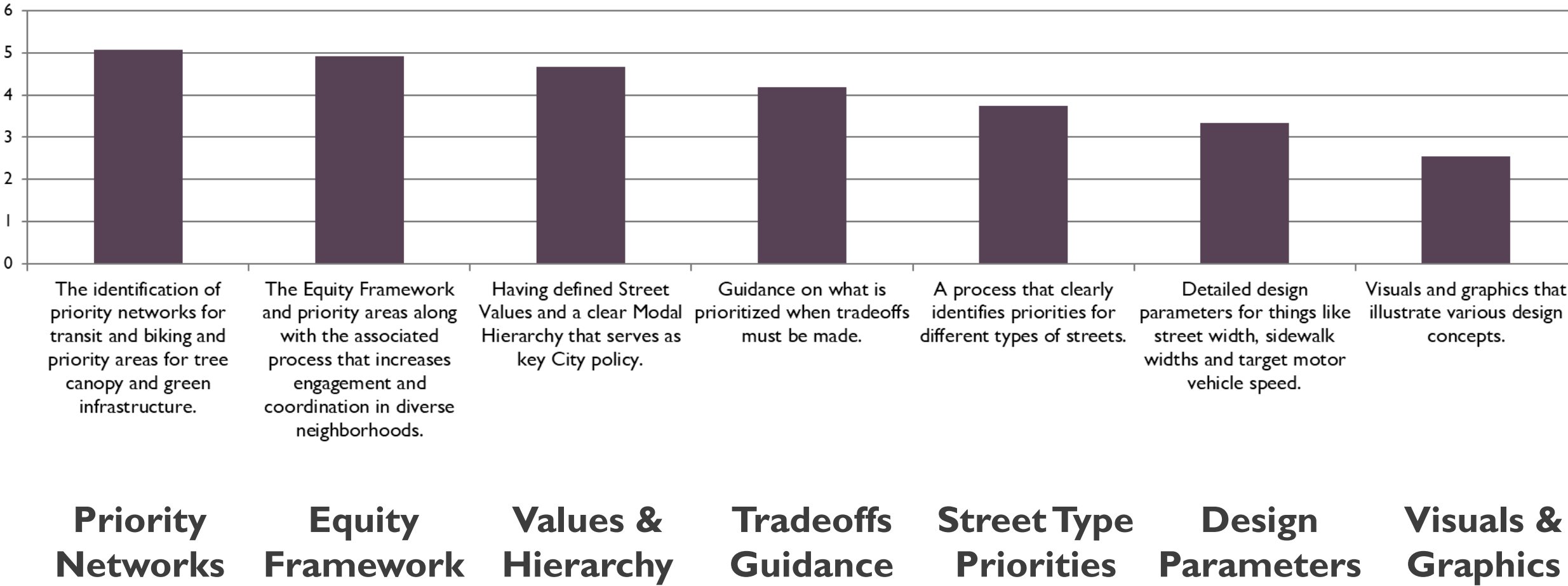


The equity process is fair and will result in more equitable outcomes in neighborhoods that have been underserved.



ONLINE SURVEY

Please rank the importance of the following aspects of the Complete Green Streets Guide:





EQUITY APPROACH

EQUITY PROCESS

- Consult the Map of Equity Priority Areas (EPAs)
 - Initial map based on Neighborhood Resource Team (NRT) areas
 - City project started that will identify additional areas based on demographic data
- EPA locations trigger additional process steps that are detailed in the CGS Project Checklist

Is the project within or near an EPA?

- Engage with community to understand needs
- Engage with NRT
- Review past public input
- Use EPA questions on CGS project checklist

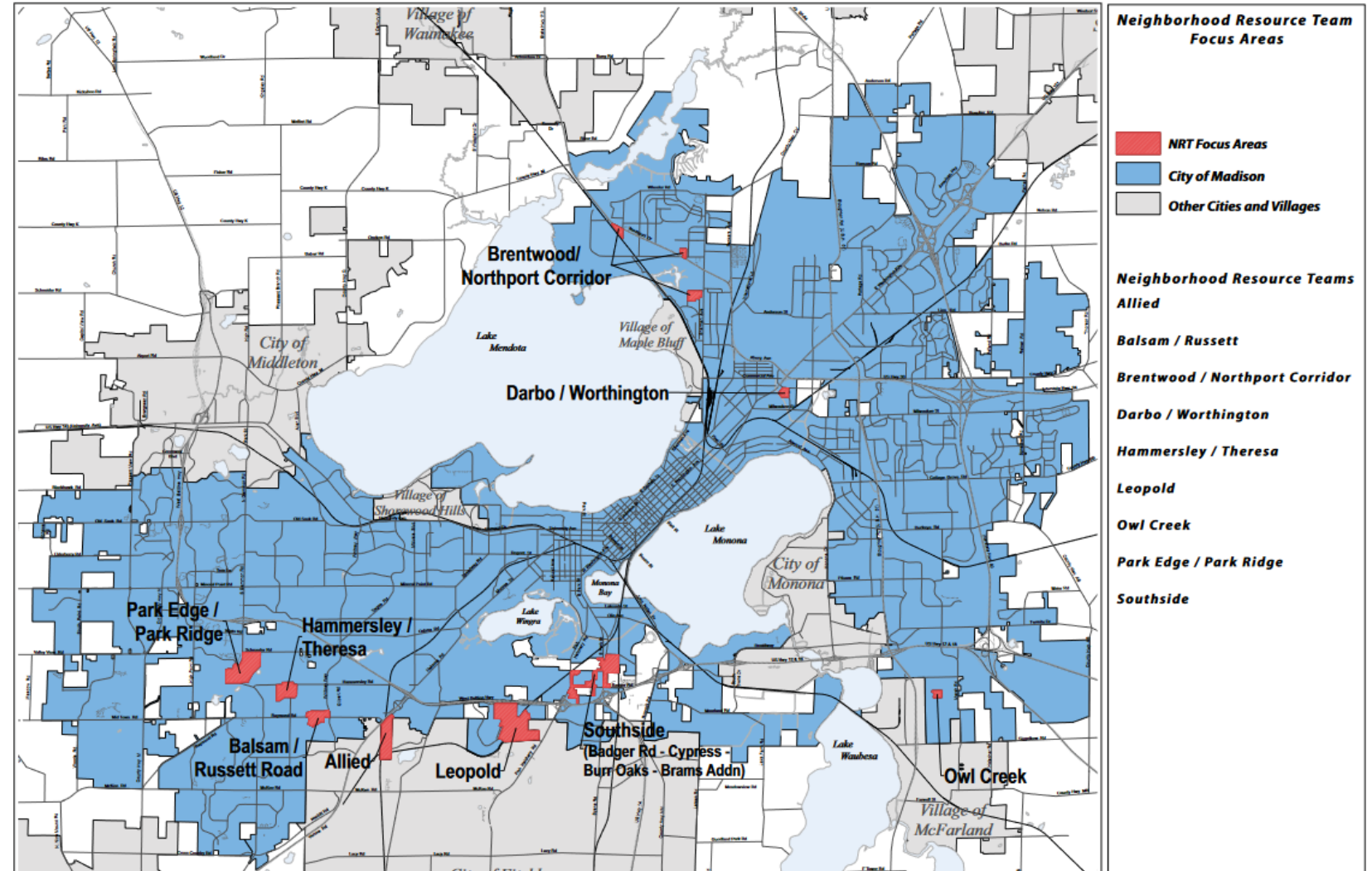
Are there other City departments active in the CGS project area?

- Engage with community to understand needs
- Engage with NRT
- Review past public input & other department projects in area and coordinate work
- Use EPA project checklist

Equity Priority Areas (includes additional process elements)

Initial Map

Based on Neighborhood
Resource Team (NRT) areas



PROJECT CHECKLIST

- This checklist is designed to assist project managers oversee planning, design, and construction of transportation projects using the Complete Green Streets framework.
- The Project Manager is responsible for ensuring the checklist sections are completed as the project advances, on the project website and placed in Legistar when a project goes to a Board, Commission, Committee or Council.
- The checklist will be part of reviewing the Complete Green Streets guide outcomes

COMPLETE GREEN STREETS PROJECT CHECKLIST

Complete Green Streets Project Checklist

Project Name and Limits

Click or tap here to enter text.

Insert Project Map

Project Improvement Type

Click or tap here to enter text.

Alder District

Click or tap here to enter text.

Project Schedule

Click or tap here to enter text.

Project Website

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Project Team

Click or tap here to enter text.

SECTION ONE: DATA GATHERING

- What is the Street Type for this project?
- What is the Right of Way Width?
- What are the Overlays for this project? (EPA, Transit, Bike, Tree, DGI, NHS/Truck)
- What type of facilities that will influence the street design are located within the project boundaries or within 1/4 mile of the project?
- Insert current street cross section
- Details on current infrastructure such as current speed limit, traffic volumes, sidewalks, bicycle infrastructure, pavement rating, stormwater study information, tree canopy, transit service, parking policies & utilization and more
- List any recent area or neighborhood plans or other outreach efforts that can inform the project and the relevant information from those efforts.

SECTION TWO: ENGAGEMENT PLANNING

- List engagement activities such as mailings, meetings/events, surveys, etc.
- For Equity Priority Area, use the City's RESJII Public Participation Guide to assist the project team in developing an engagement plan appropriate for the project.
- List other City projects or private developments are happening within the project boundaries or in the neighborhood.
- For Equity Priority Area, list any opportunities to work together with other departments on engagement.

SECTION THREE: ENGAGEMENT OUTCOMES

- Were concerns raised during the engagement about the original Street Type designation? If yes, what were the concerns and is a new Street Type recommended?
- What are the top priorities or concerns expressed by residents during project engagement?
- What project elements address the top concerns raised during engagement? What concerns are not able to be addressed with this project and why?
- What other project elements address concerns determined by reviewing data?

SECTION FOUR: DESIGN

- Insert initial proposed cross section
- Insert final approved cross section

SECTION FIVE: IMPACT & ACCOUNTABILITY

- After project approval, how will the final street design be communicated back to the neighborhood and people who provided input?
- For Equity Priority Area, did the City hear any feedback on the final design, project processes or communication that could improve the CGS process? If so, list.
- For Equity Priority Area, were there issues or concerns that were not addressed by this project? Were these shared with other department or staff? Are there current opportunities to address these concerns?
- List the final project design elements that support the goals of CGS.
- List any other project review information.



GREEN INFRASTRUCTURE

GREEN OVERLAYS

Tree Canopy Priority Areas
(includes detailed decision matrix)

Green Infrastructure Priority Areas
(includes detailed decision matrix)

A companion report was created including:

- Detailed analysis of tree planting and green stormwater infrastructure solutions
- Robust guidance on decision-making and engineering solutions
- Decision-making charts
- Online at [Complete Green Streets website](#)

Tree Canopy Priority Areas

Purpose & Goals

- Reach citywide goal of 40% tree canopy coverage.
- Identify areas with low amounts of existing tree canopy coverage to prioritize space in Flex Zone for trees
- Identify appropriate solutions for planting trees while reducing conflicts with other right-of-way priorities.

Tree Canopy Priority	Existing Percent Tree Canopy in ROW	Tree Equity Score ¹
High	<15%	40 to 75
Moderate	15% to 35%	75 to 90
Low	>35%	90 to 100

¹Madison Score: <https://www.treeequityscore.org/map/#11/43.0699/-89.4111>)

²Methodology: <https://www.treeequityscore.org/methodology/>

Table 1 Tree Canopy Priority

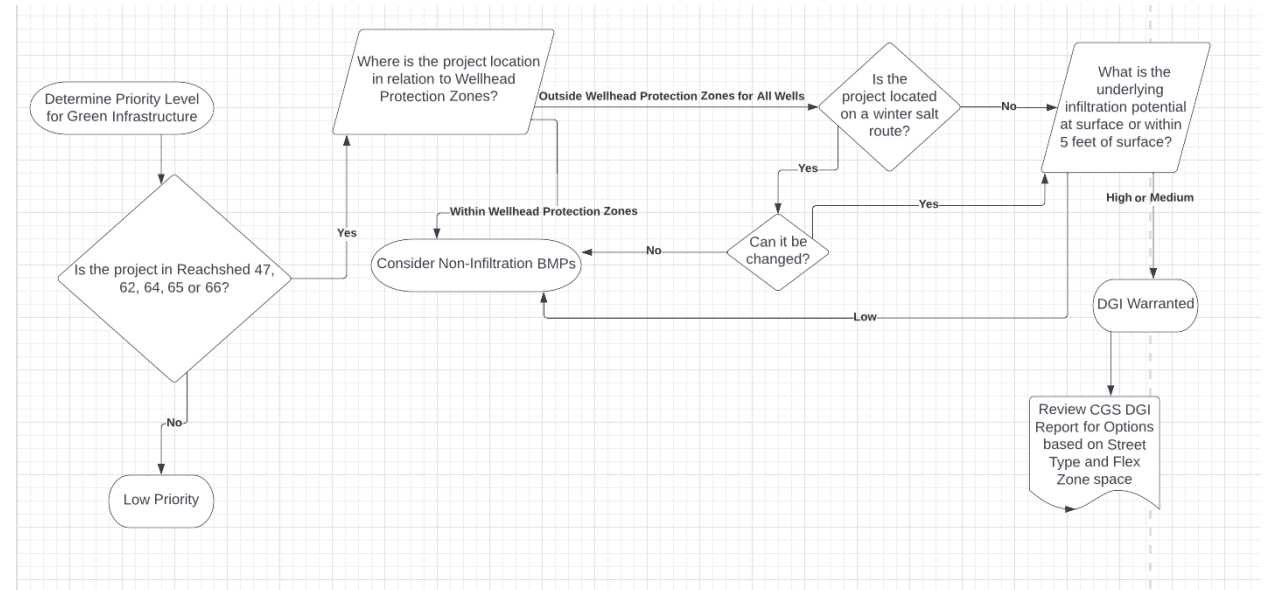
Green Infrastructure Priority Areas

Purpose & Goals

- Identify appropriate and viable locations for distributed green infrastructure (DGI) for stormwater management and water quality improvement and appropriate engineering solutions.

What does this mean?

- Priority level for DGI is determined using the DGI flowchart.
- High priority areas are where green infrastructure should be prioritized over other Flex Zone uses (e.g., on-street parking, sidewalk cafes, etc.).



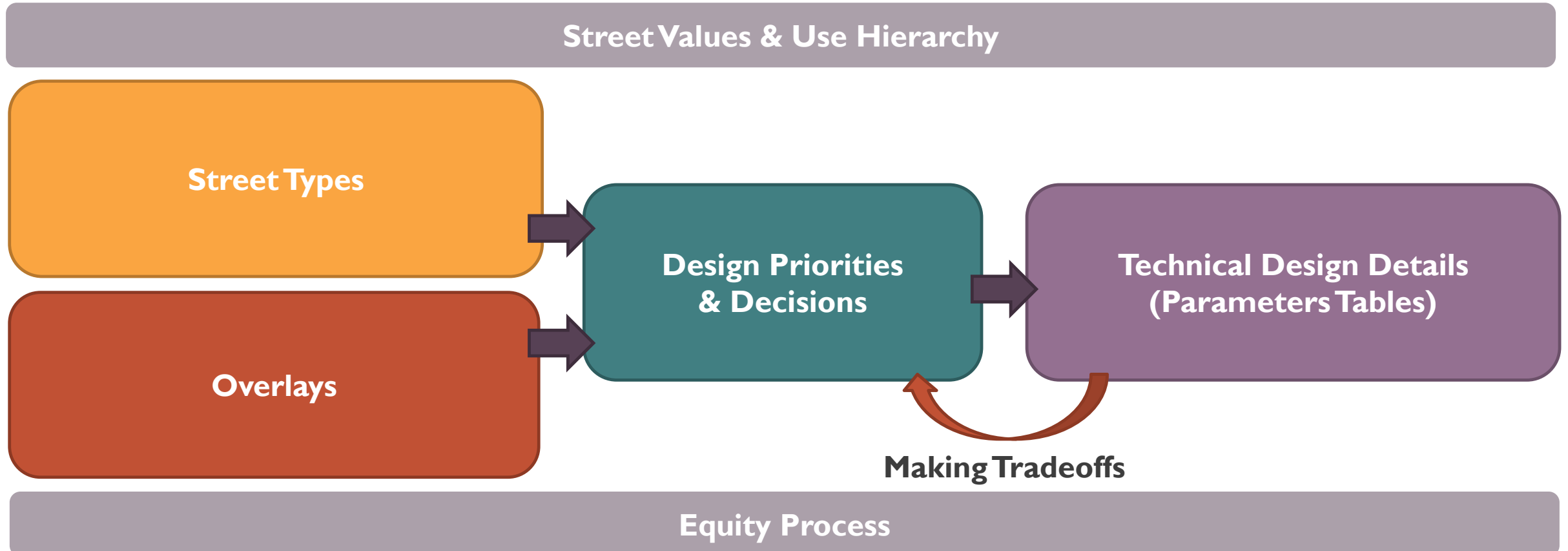


PARAMETERS TABLES

COMPLETE GREEN STREETS PROCESS AND ELEMENTS

The process is built around the key elements shown below. Street values, street use hierarchy, and the equity process influence all elements.

- ❖ **Street types** and **overlays** reflect context and modal network needs to guide **design priorities and decisions**.
- ❖ **Technical design details** identify minimum, maximum, and preferred values for things like sidewalk and terrace widths.
- ❖ When constraints require making tradeoffs, the **design priorities** should be reassessed in consultation with the **street types** and **overlays**.



TRAVELWAY

	Travelway						
Street Type	Typical # of Travel Lanes	Lane Width			Center Turn Lane / Median	Target Design Speed (mph)	Typical ADT (motor vehicles)
		Max.	Pref.	Min.			
Urban Avenue	4	11'	10'	10'	Median Standard	25	>20,000
Boulevard	4	11'	10'	10'	Median Standard	25-30	>20,000
Parkway	2-4	11'	10'	10'	Median Standard	25-30	>10,000
Mixed-Use Connector	2	10.5'	10'	10'	Center Turn Lane Optional	25	3,000 to 20,000
Community Main Street	2-4	10'	10'	10'	Center Turn Lane Optional (not common)	25	10,000 to 25,000
Community Connector	2-3	10'	10'	10'	Center Turn Lane Optional	25	3,000 to 20,000
Mixed-Use Neighborhood Street	2 lanes often no centerline	If centerline, typical 10'			Not preferred	20	<3,000
Neighborhood Street	2 lanes often no centerline	If centerline, typical 10'			Not preferred	20	<3,000
Neighborhood Yield Street	No centerline		N/A		Not compatible	15-20	<1,000
Civic Space	2 lanes often no centerline	If centerline, typical 10'			Not compatible	15	<2,000
Neighborhood Shared Street	N/A		N/A		Not compatible	10	<500

Street Type	Total Pavement Width (Curb to Curb midblock)		Typical # of Travel Lanes & other considerations
	Max	Typical Min	
Urban Avenue	102'	74'	96' with 2 motor vehicle lanes & a transit lane each direction includes one-way protected bike lanes and median with trees
Boulevard	102'	72'	74' with 4 motor vehicle lanes and protected bike lanes and 12' median
Parkway	86'	26'	46' with 4 motor vehicle lanes with no median 66' with four motor vehicle lanes and median with trees (bicycle facility typically a shared-use path)
Mixed-Use Connector	56'	38'	38' with one-way street, motor vehicle lanes and parking protected bike lane; 56' with protected bike lanes and parking both sides
Community Main Street	60'	38'	56' with protected bike lanes and parking both sides (no peak hour lane); 60' with peak hour lane 50' with center turn lane, protected bike lane and no parking
Community Connector	66'	24'	66' with 2 motor vehicle lanes, center turn lane, buffered/protected bike lane and parking 54' with 2 motor vehicle lanes, buffered/protected bike lanes and parking both sides 24' with 2 travel lanes and no parking (bicycle facility a shared-use path)
Mixed-Use Neighborhood Street	38'	30'	38' with 2-way travel, bus route and parking both sides 36' with 2-way travel, not a bus route, parking both sides 30' with 2-way travel and parking on one side
Neighborhood Street	38'	30'	38' with 2-way travel, bus route and parking both sides; 36' with 2-way travel, not a bus route, parking both sides 30' with 2-way travel and parking on one side (low frequency transit only)
Neighborhood Yield Street	30'	18'	30' with 2-way travel and parking both sides; 24' with 2-way travel and parking on one side (22' if houses only on 1 side) 18' with 2-way travel and no parking (limit distance at 18')
Civic Space	52'	18'	Project Specific: Base width on travel, parking and event needs of street. May include contraflow lanes for bikes if one-way street.
Neighborhood Shared Street (Woonerf)	N/A	N/A	No travel lanes designated; shared space which is all considered part of Flex Zone

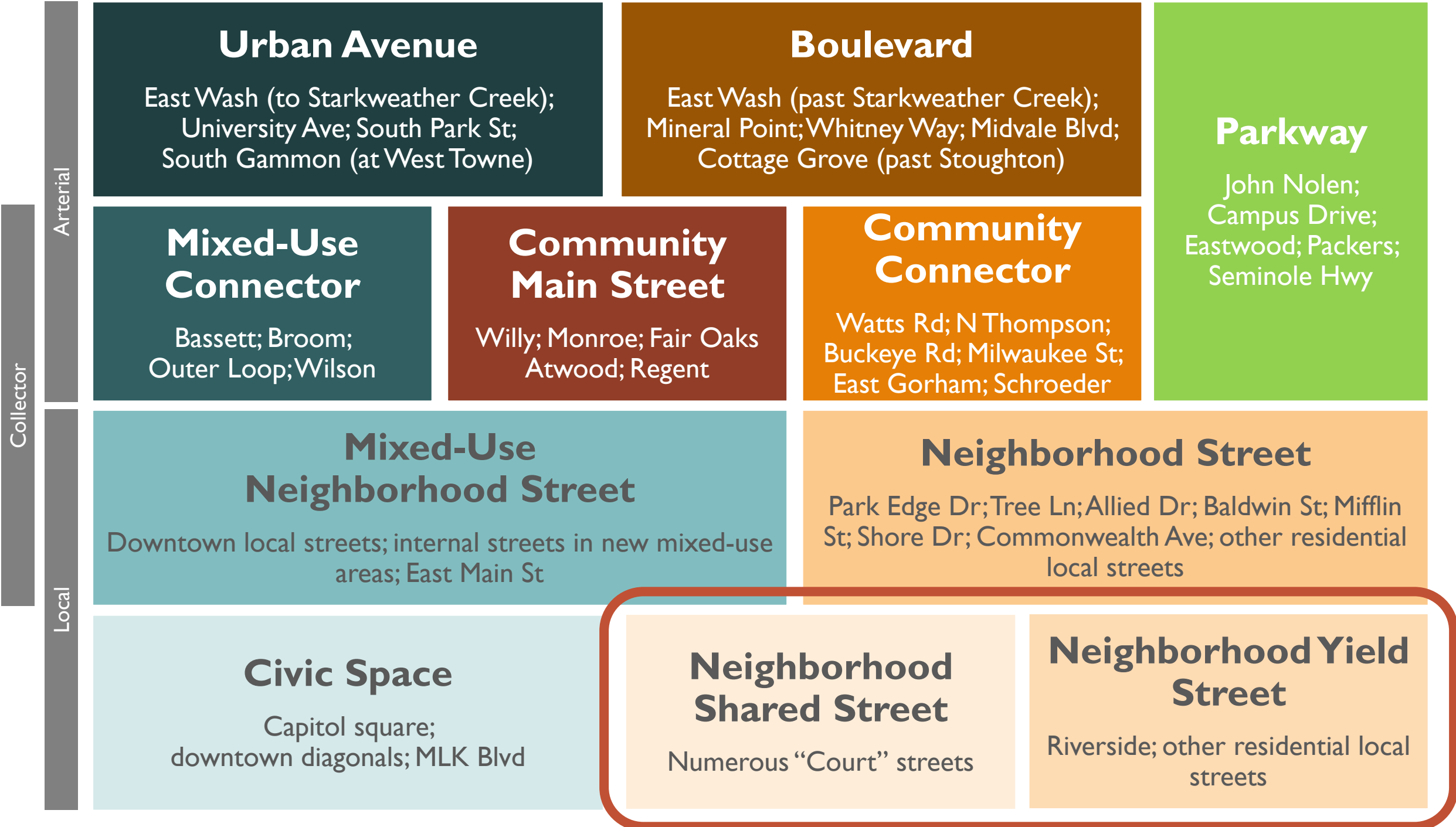
Street Type	Total Flex Zone Width (per side)		Motor Vehicle Parking
	Typical	Typical Minimum	
Urban Avenue	12'	8'	Add 8' for each side for streets that will include parking
Boulevard	12'	8'	Add 8' for each side for streets that will include parking
Parkway	12'	8'	Parking not typical on Parkway.
Mixed-Use Connector	18'	5'	18' includes parking but may be only on one-side of street, inset into terrace or not needed based on development. If parking included, review if space needed for parking meters.
Community Main Street	10'	5'	Parking would be provided as part of travelway if street has a peak hour only travel lane; Add 8' for each side of street needing parking if no peak hour lane. Consider if only on one side of street, inset into terrace or not needed. If parking included, review if space needed for parking meters.
Community Connector	12'	6'	Add 7-8' for each side for streets that will include parking
Mixed-Use Neighborhood Street	18'	6'	18' includes parking but may be only on one-side of street, inset into terrace or not needed based on development; review if space is needed for parking meters.
Neighborhood Street	17'	6'	17' includes parking but may be only on one-side of street, inset into terrace or not needed based on development
Neighborhood Yield Street	17'	6'	17' includes parking but may be only on one-side of street, inset into terrace or not needed based on development
Civic Space	18'	10'	18' includes parking but may be only on one-side of street, inset into terrace or not needed based on development; review if space is needed for parking meters.
Neighborhood Shared Street (Woonerf)	Varies based on features	Varies based on features	Parking would occur in defined areas only and serve as a traffic calming feature. Any parking will be considered along with other included features such as trees, green infrastructure, placemaking, etc. Travel happens in the Flex Zone as this is shared space.

Street Type	Total Walkway Width (per side including buffer to ROW edge)		Typical sidewalk or path width*
	Preferred	Typical Minimum	
Urban Avenue	9'	6'	Sidewalk: 8' preferred, 5' minimum
Boulevard	7'	6'	Sidewalk: 6' preferred, 5' minimum
Parkway	14'	6'	Shared-Use Path: 12' preferred, 17' where provide separate walk/bike space, 8' minimum. Clear zone of 2- feet on each side of path. Sidewalk: If have shared-use path only on one side and sidewalk on opposite side, 5' minimum
Mixed-Use Connector	9'	6'	Sidewalk: 8' preferred, 5' minimum
Community Main Street	9'	6'	Sidewalk: 8' preferred, 5' minimum
Community Connector	7'	6'	Sidewalk: 6' preferred, 5' minimum
Mixed-Use Neighborhood Street	9'	6'	Sidewalk: 8' preferred, 5' minimum
Neighborhood Street	6'	6'	Sidewalk: 5' typical
Neighborhood Yield Street	6'	6'	Sidewalk: 5' typical
Civic Space	13'	10'	Sidewalk: 12' preferred, 9' minimum
Neighborhood Shared Street (Woonerf)	6'	6'	Pedestrian Zone: Accessible pedestrian area without obstacles or mode conflicts. Typical 5' depending on context with appropriate tactile indicators if not a traditional sidewalk.



STREET TYPE ADJUSTMENTS





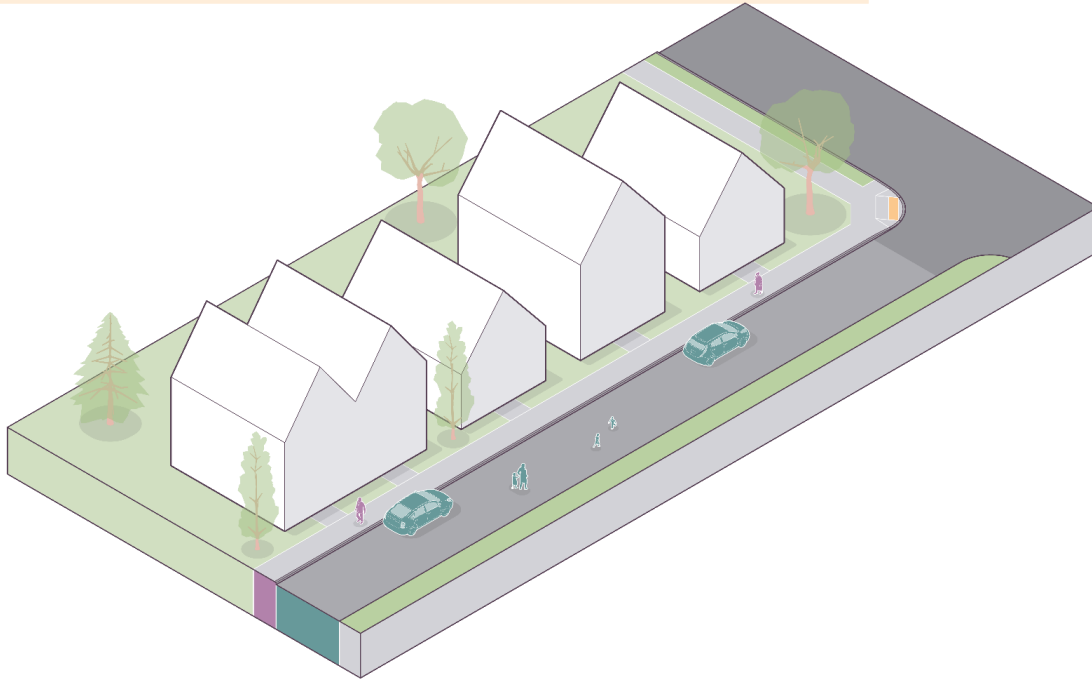
Collector

Arterial

Local

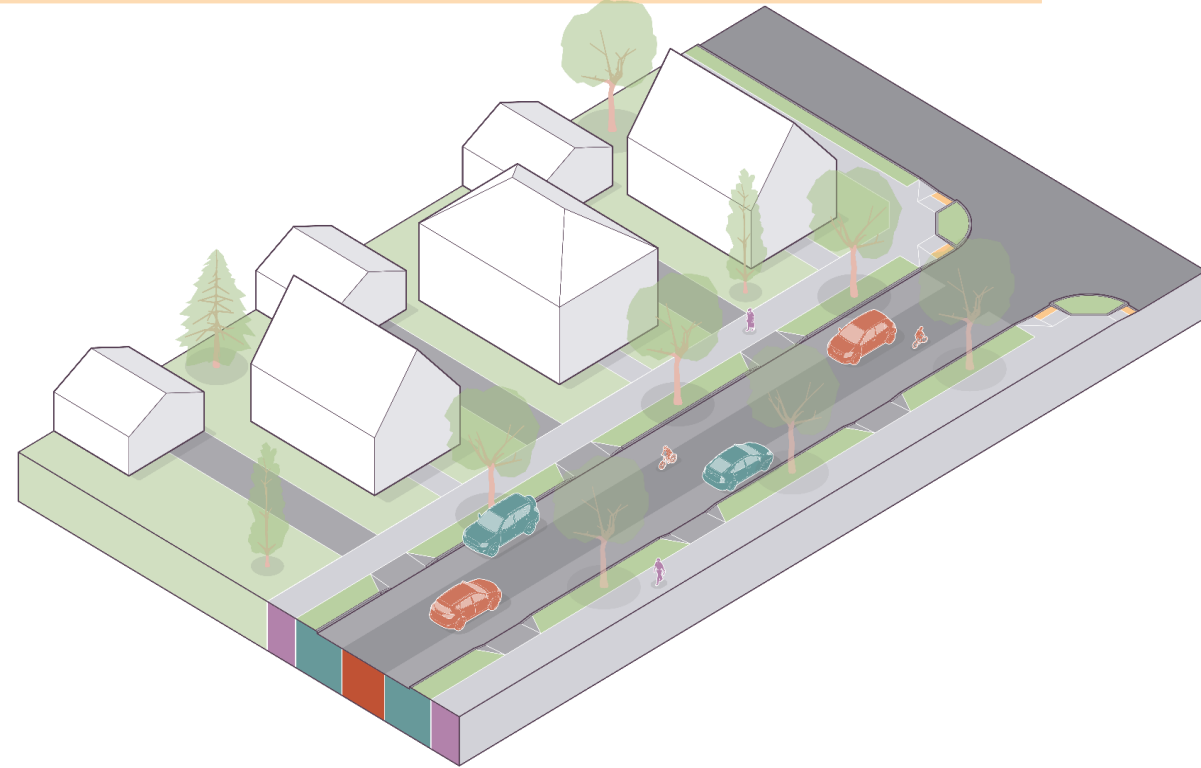
CURRENT/OLD APPROACH

Neighborhood Shared Street



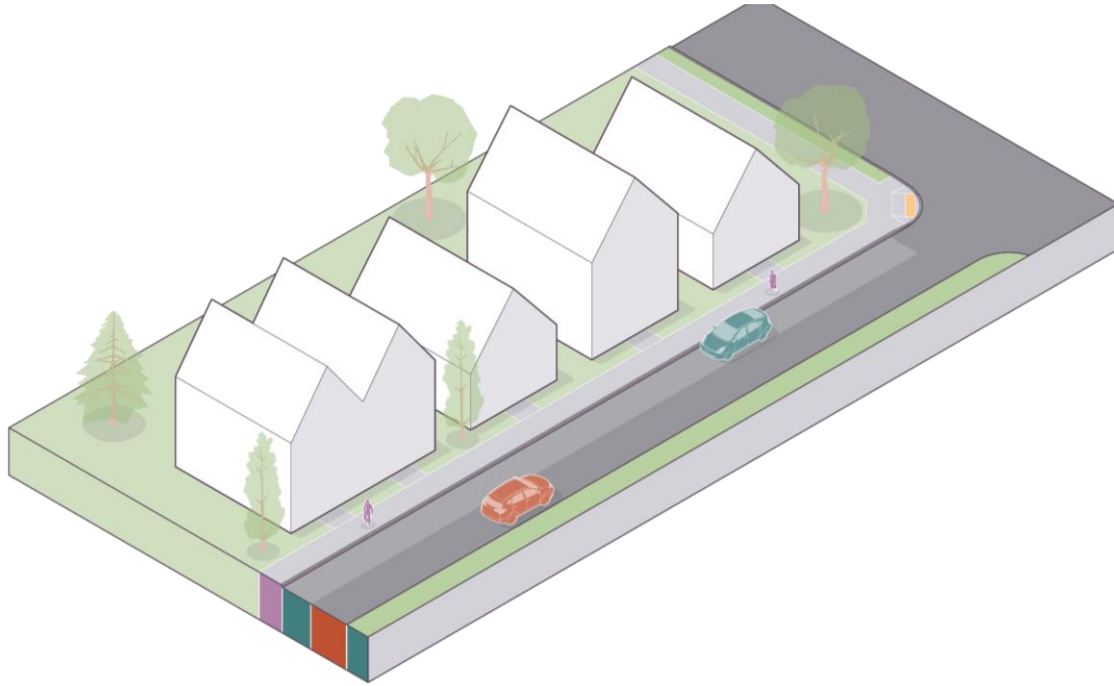
- Applies to “Courts” & indicates preferred conditions
- Entire roadway is Flex Zone
- Not highly reflective of more design-intensive shared street concepts

Neighborhood Yield Street



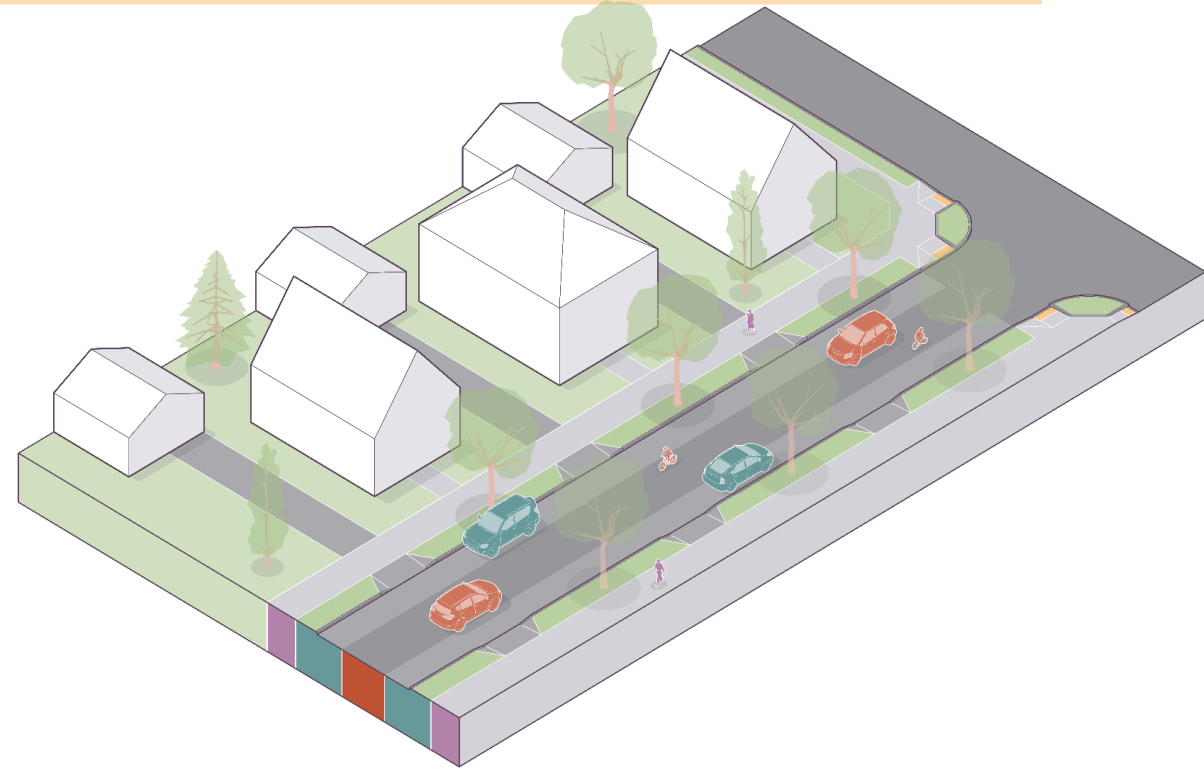
NEW APPROACH

Neighborhood Yield Street (Constrained Conditions)



- Applies to “Courts” & indicates preferred conditions
- Travelway identified
- States conditions in which sidewalk *may* be back-of-curb or only one side

Neighborhood Yield Street



NEW APPROACH

Neighborhood Shared Street

- Street designated as a pedestrian mall to allow broader traffic restrictions
- New streets in certain contexts meeting requirements
 - Long-term maintenance agreements for pedestrian-friendly snow/ice removal (e.g., HOA or BID)
 - Consolidated trash pick-up and removal location
 - Fire access on cross-streets and/or alleys
- Highly-flexible design – no default starting point
- Design must consider context & connections for the specific street & whole neighborhood



NEXT STEPS

- Continue refinement of decision-making framework
- Updates to Overlays
- Finalize Street Design Element Tables
- Finalize Project Checklist
- Review Green Infrastructure/Tree items with Board of Public works
- November 14 TPPB Meeting

FEEDBACK

