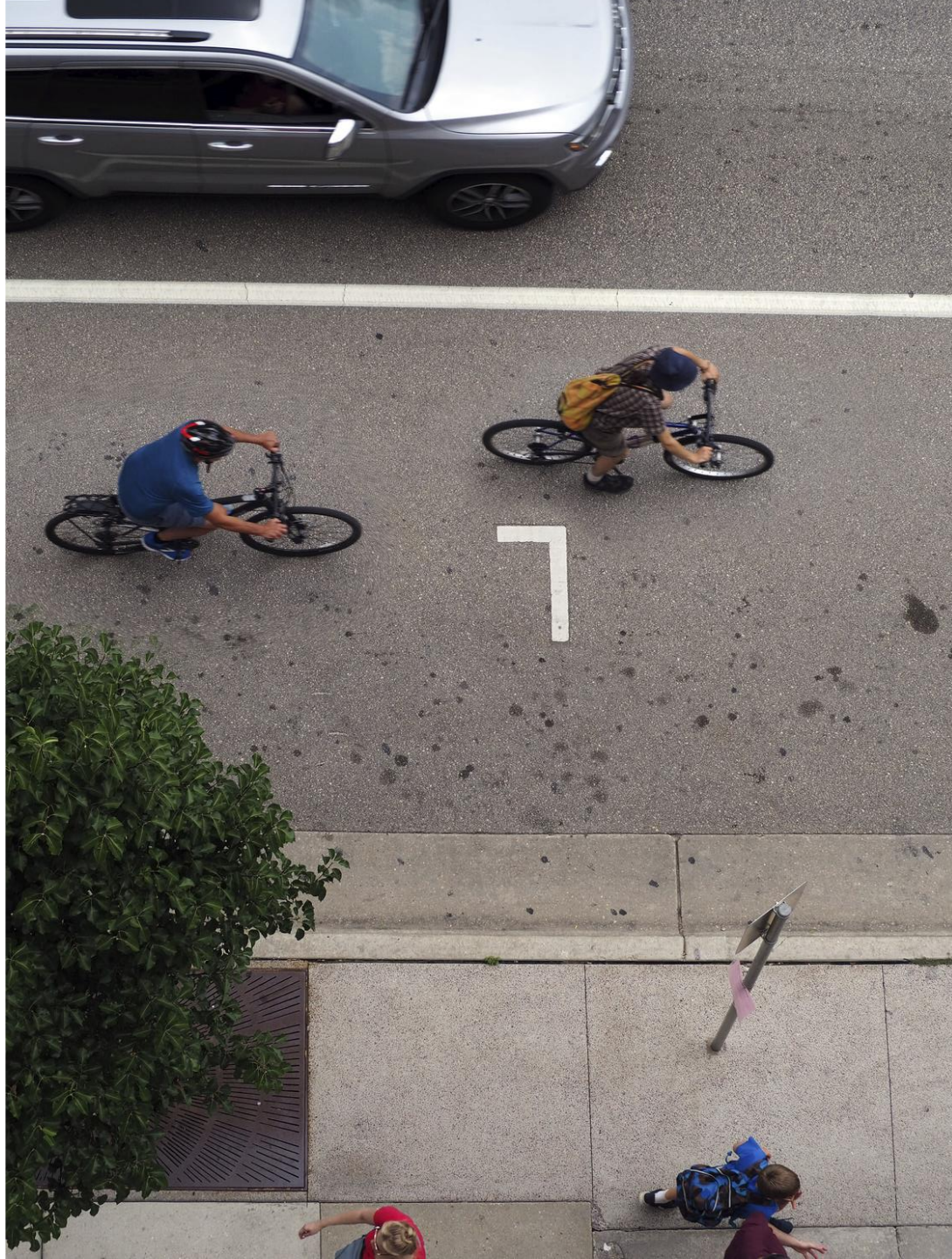


City of Madison
**Complete
Green Streets
Guide**



**Board of Public
Works Review**

2025 Guide Update

Approved January 6, 2023

Guide Implementation

- Engineering and Traffic Engineering staff training in August 2023
- Completed the CGS Checklist for 5 reconstruction projects
- Subdivision ordinance updated to follow Complete Green Streets Guide on July 25, 2023
 - One new development came to Transportation Commission for variance to standards
 - Four other new development projects followed Guide without requesting variance
- Area Plans reviewed Street Types and All Ages and Ability Bike Network routing
 - Small number of changes recommended in Northeast and West Area Plans
- Sept 2024 Review & Discussion - Transportation Commission & BPW

Complete Green Streets Policy Resolution

- That the City of Madison public right of way shall be designed, operated, and maintained in accordance with the Complete Green Street Policy Guide, which seeks to address accessibility and comfort, safety, and needs of all users, of all ages and abilities, while integrating green infrastructure to the extent practicable.
- That street construction and reconstruction that vary from the Complete Green Streets Policy Guide shall only be implemented if approved by the Transportation Commission; and
- That the Transportation Commission shall have the ability to modify the Complete Green Streets Policy Guide on an annual basis to address unforeseen challenges and remain current with state-of-the-art street design practices; and
- That the Transportation Commission shall have the ability to approve updates to the Transit Priority Network and All Ages Ability Bike Network; and
- **That the Board of Public Works shall have the ability to approve updates to the tree canopy and green infrastructure priority area overlays; and**
- That Sub Area Plans will recommend street types based on the Complete Green Streets Policy Guide;

Tree/DGI Related Staff Recommendations

- Add a new Section 6.4 Tree Canopy Enhancement Guidance
- Add a reference to trees as significant feature to the Boulevard Street Type description:
 - Connecting major streets conveying large numbers of people. Feature tree lined sidewalks, terraces and medians. Frequently part of the Transit Priority Network. May be part of the National Highway System and/or serve as a Truck Route.
- Design Table 6.1: New Flex Zone Footnotes
 - Add a footnote: New streets or dedications require an 8' minimum terrace
- Update of DGI Flowchart graphic (no other changes)

Add New Section 6.4

6.4 Tree Canopy Enhancement Guidance

The table below identifies the compatibility of various tree canopy enhancement options based on the street type. Options that are “M” (Maybe) require further evaluation based on the individual street. These options can be considered on any street project to improve conditions for existing canopy trees and ensure the health of trees in the City right-of-way into the future. These enhancements are not just for Tree Priority Areas.

- Consideration should be given to the location of other Flex Zone elements such as bus stops, bike parking and similar items to determine how these can be placed to best preserve and/or enhance the tree canopy.
- Review should be done to determine which options would best meet the goal of improving the health of current canopy trees and allow for future canopy tree additions while balancing the other street priorities.
- All projects involving street tree plantings should include additional excavation and soil replacement in the terrace to provide better growing environments for tree plantings, consistent with Section 201.3(d) of the City’s Standard Specifications.

Street Type	Parking Reduction or Elimination	Curb Bump Out	Terrace Support System	Sidewalk Alignment Changes	Median Trees
Urban Ave	Y	M	M	M	Y
Boulevard	Y	M	M	M	Y
Parkway	Y	M	M	M	Y
Mixed-Use Connector	Y	Y	Y	M	M
Community Main Street	Y	Y	Y	M	M
Community Connector	Y	Y	N	Y	M
Mixed-Use Neighborhood Street	Y	Y	M	Y	M
Neighborhood Street	Y	Y	N	Y	NA
Neighborhood Yield Street	Y	Y	N	Y	NA
Civic Space	Y	Y	Y	Y	M
Neighborhood Shared Street	Y	Y	M	Y	NA

6.1. Street Type Space Requirements

The combination of design criteria (e.g., number of travel lanes, terrace width, and sidewalks width) determine the typical overall width and minimum right-of-way required for each street type. These widths, and the widths of each zone within the street type, are shown below. Note that while minimum widths are identified, applying only the minimums for each zone in order to avoid making tradeoffs is not a good approach because it erases the priority between zones and results in a street design that does not function well for any use.

Street Type	Total Walkway-Walk Zone Width (per side) ^a		Total Flex Zone Width (per side) ^b		Total Travelway Zone Width ^c (edge of pavement to edge of pavement)			Total Right-of-Way Width	
	Pref.	Min.	Pref.	Min.	Max.	Typ.	Min.	Typ.	Min.
Urban Avenue	9'	6'	15'	10'	102'	96'	76'	150'	108'
Boulevard	7' if sidewalk	6'	15'	10'	102'	80'	76'	146'	108'
Parkway	14' ^d	6'	20'	12'	62'	60'	22'	128'	58'
Mixed-Use Connector	9'	6'	19'	8'	38'	38'	28' ^e	94'	56'
Community Main Street	9'	6'	18' ^f	9'	56' ^f	36'	36'	90'	66'
Community Connector	7' ^g	6' ^g	15'	9'	36'	36' ^g	26'	80'	56'
Mixed-Use Neighborhood Street	9'	6'	19'	9'	22'	20'	20'	78'	50'
Neighborhood Street	6'	6'	15' ^j	10' ^j	22'	20'	18'	64'	50'
Neighborhood Yield Street	6' ^h	6' ^h	17' ^j	10' ^j	16'	16'	14'	62'	46'
Civic Space	13'	10'	19'	13'	Varies	Varies	20'	Varies	66'
Neighborhood Shared Street	7' ⁱ	6' ⁱ	Varies	Varies	Varies	NA	NA	Varies	Varies

^b Includes curb, gutter, terrace and on-street parking, if present. See Section 6.2. There may be constrained right-of-way where the minimum may need to be as small as 3'.

^c New streets or dedications require an 8' minimum terrace.

^d Total width at a midblock location. Includes all transit lanes, on-street bikeways, travel lanes, center turn lanes, and medians, but NOT on-street parking. Assumes a two-way

5.5. Boulevard

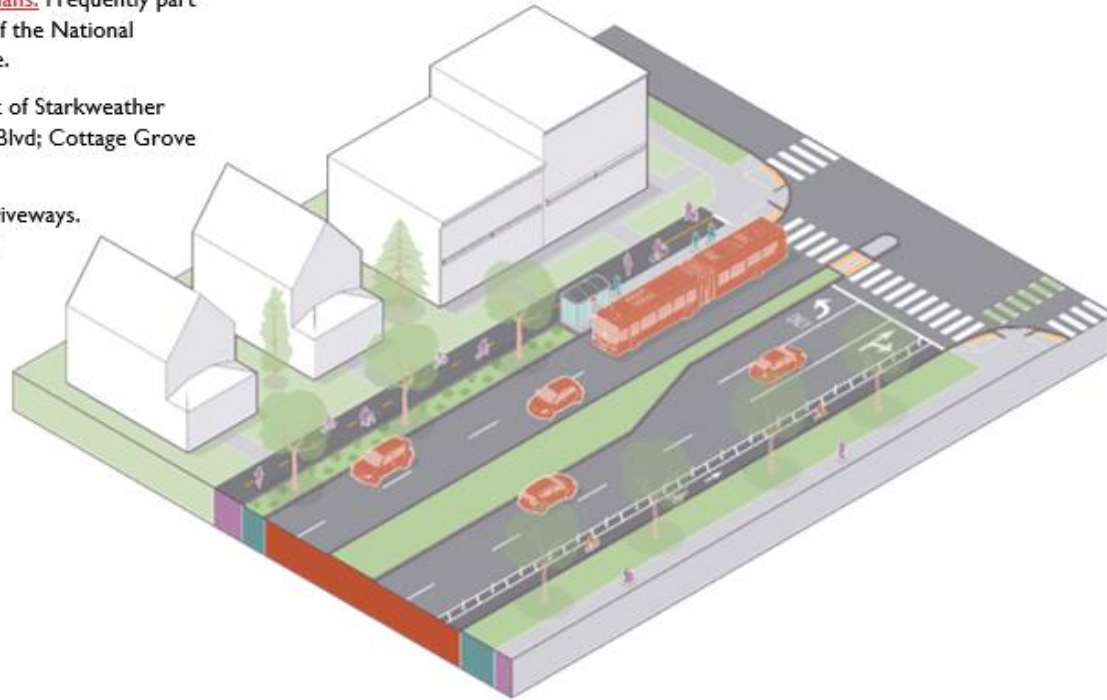
Connecting major streets conveying large numbers of people. Feature tree lined sidewalks, terraces and medians. Frequently part of the Transit Priority Network. May be part of the National Highway System and/or serve as a Truck Route.

Example Streets: East Washington Ave (east of Starkweather Creek); Mineral Point; Whitney Way; Midvale Blvd; Cottage Grove (east of Stoughton Rd)

Context: Areas with longer blocks and few driveways. Could be edges of neighborhoods, commercial corridors, and new mixed-use.

Functional Classifications: Arterials

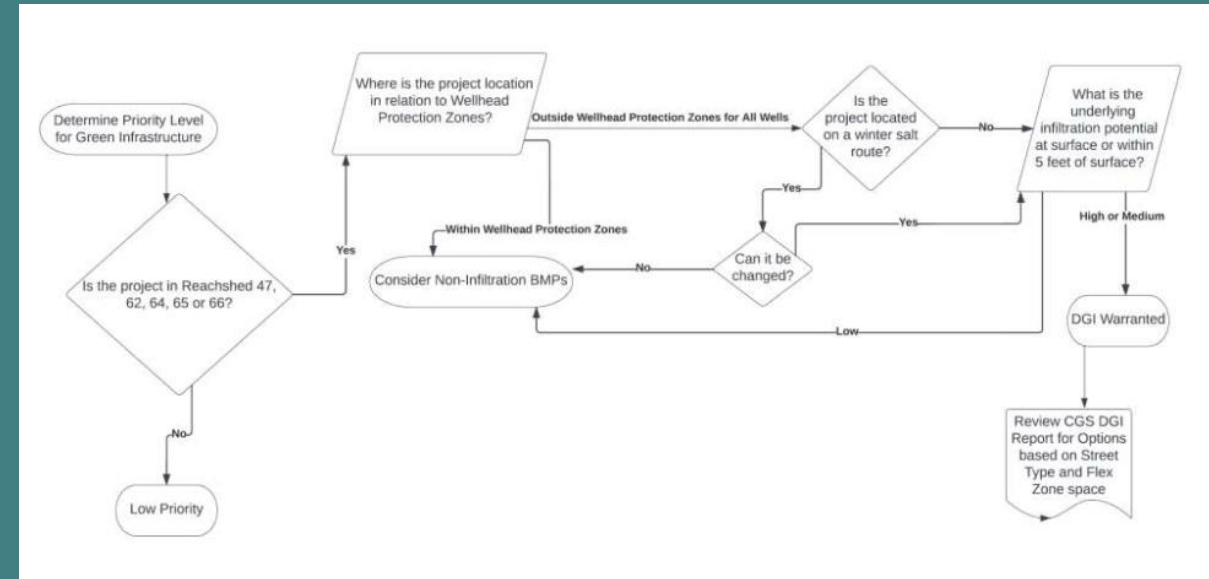
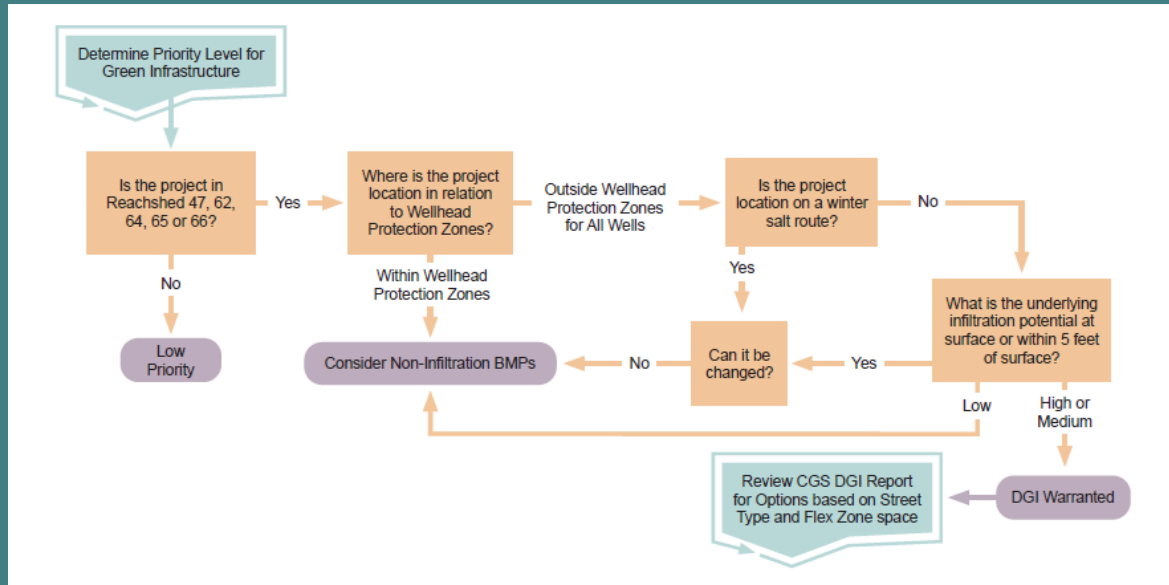
Target Speed: 25-30 mph



Zone Priorities and Preferred Elements for Each Zone

Walkway-Walk Zone Medium Priority	Flex Zone Low Priority	Travelway Zone High Priority	Additional Considerations
Standard 6' sidewalks with buildings offset from the sidewalk by landscaping (or parking in some already-developed areas). May be a shared-use path instead of a sidewalk on one or both sides.	Landscaped terrace with street trees and enhanced transit stops.	Appropriate transit accommodations, protected bike lanes, typically 2 travel lanes per direction, and medians.	Pedestrian and bicycle crossing spacing, crosswalk visibility, snow storage. Median & terrace width to allow for trees.

Update to Format of DGI Flowchart



Other Recommendations

- Add new Neighborhood Resource Team areas to Equity Priority Areas
 - Sandburg and East Milwaukee St
- Updated Street Types & All Ages Ability Bike Network
 - Based on Council approved Area Plans
- Changed Zone Names for Clarity
 - Walk Zone, Flex Zone, Travelway Zone
- New Section 6.5 to address design options to ensure projects still can meet fire code requirement

Other Recommendations

- Design Tables
 - Clarified if measurements are curb face to curb face or pavement edge to pavement edge
 - Noted that Neighborhood Yield St and Neighborhood St could have 7' parking
 - Clarified that street with few or no driveways will be reviewed for pull over zones to accommodate emergency services
 - Clarified that Neighborhood Yield Streets with low/no parking would have additional design elements so street doesn't rely on parking to ensure narrow travelway
 - Clarified space needs of transit buses

Next Steps

- Transportation Commission – March 5
- Update Guide & post on website –
 - www.cityofmadison.com/transportation/initiatives/complete-green-streets
- Implementation & Review
 - Staff Team Review
 - Transportation, Traffic Engineering, Engineering, Planning, Fire, Forestry
 - 2026 Review by Transportation Commission & BPW
 - Potential Area Plan Updates
 - Southwest and Southeast Area Plans
 - Update to All Ages Ability Bike Network