16 North Carroll Street, Suite 730
Madison, WI 53703
608.663.8080
www.tooledesign.com

MEMORANDUM

Date:	April 22, 2015
To:	David Trowbridge
From:	Tom Huber, Kevin Luecke
Project:	Sustainable Madison Transportation Master Plan
Re:	Update on Complete Streets Graphics for Madison In Motion Meeting

This memo updates the memo sent last week which introduced you and staff to the notion of complete streets for Madison and how that could fit into the Madison in Motion plan. It includes examples of street types from other cities TDG has conducted complete streets work in (except San Francisco example). The street characteristics tables were completed with Madison information wherever we could fill it in. We realize that much of that info has to be updated and verified by city staff. There are graphics provided as well for the cut sheets and we anticipate that specialized Madison street graphics will be created for each street type. Two styles of graphics are provided for the neighborhood street type.

Examples of Street Types for Complete Streets Design

Boston, MA:

- Downtown Commercial
- Downtown Mixed-use
- Neighborhood Main Street
- Neighborhood Connector
- Neighborhood Residential
- Industrial and Heavy Commercial
- Shared Streets
- Parkways
- Boulevards

NACTO Street Guidelines

- Downtown Streets
- Downtown 1-Way Street
- Downtown 2-Way Street
- Downtown Thoroughfare
- Neighborhood Main Street
- Neighborhood Street
- Yield Street
- Boulevard
- Residential Boulevard
- Transit Corridor
- Green Alley
- Commercial Alley
- Residential Shared Street
- Commercial Shared Street

Charlottesville, VA:

- Downtown streets
- Mixed use corridors
- Neighborhood streets
- Neighborhood Center streets
- Low density streets
- Industrial Streets
- Alleys

San Francisco, CA:

- Downtown Commercial
- Throughway Commercial
- Throughway Neighborhood
- Downtown Residential
- Throughway Residential
- Neighborhood Residential
- Industrial
- Mixed-use

Alexandria, VA

- Commercial Connector
- Main Street
- Mixed-use Boulevard
- Neighborhood Connector
- Neighborhood Residential
- Parkways Industrial
- Shared Streets

Downtown Mixed-Use Streets

Downtown Mixed-Use Streets are located in urban core of Madison, roughly bound by Lake Mendota, Lake Monona, Blair Street, Regent Street and Park Street. Downtown Mixed-Use Streets need to provide access for residents, businesses, and support high levels of pedestrian activity. The streetscape is envisioned to create a vibrant, comfortable, and accessible environment for pedestrians and reinforce the commerce center of the city. Streets should provide space for street trees, cafe seating, public art and other amenities in the pedestrian realm, particularly at retail areas and bus stops.

Example Streets

The Square, the Outer Square, West Washington Avenue

Downtown Mixed-Use Street Design Guidelines

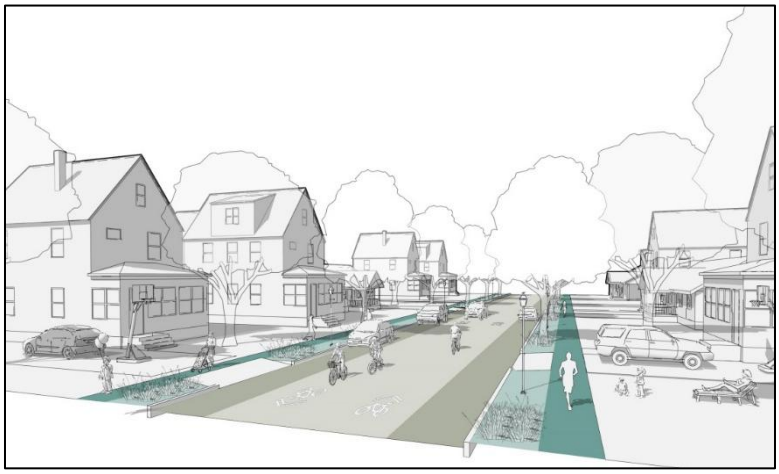
Major Design Elements	Recommended	Parameters
ROW	n/a	50′ – 80′
Sidewalks	Yes	> 6'
Curbside Buffer Zone	Yes	3′ – 8′ (5′ minimum for a street tree)
Street Trees	Yes	Locate in curbside buffer in tree boxes or in on-street parking zone
On-Street Parking	Yes	8′
Diagonal On-Street Parking	Limited	Back-in parking only, 60o, 17′ min. stall depth
Off-Street Parking Access	Limited	Driveway, service and loading preferred from alleys and side streets
Travel Lane Widths	10′	10′ – 11′
Turn Lanes	Limited	Only at major intersections and major destination access points
Design Speed	Slow	25mph
Bicycle Facilities	Yes	Shared lane markings, bike lanes, cycle tracks, turn boxes
Transit Stop Facilities	Yes	Shelters, benches, paved waiting areas, litter receptacles, lighting
Traffic Calming	Yes	Corner extensions, raised intersections, raised crossings
Curbs	Yes	Vertical curb, or combination curb and gutter
Gutters	Yes	Valley gutter or combination curb and gutter
Pedestrian Lighting	Yes	16′ Height Maximum; Style and scale consistent with historic character
Street Lighting	Yes	Style and scale consistent with historic character
Median	Limited	Recommended for facilitation of safe pedestrian crossings and stormwater management
Curb Radi	n/a	15′ – 30′
Build-To Line/Street Wall Set Back from Public ROW	n/a	0′ – 5′
Low Impact Development Opportunities	Yes	Bioswales, bioretention planters, curb extension bioretention, permeable pavements
Sidewalk Pavement Material	n/a	Concrete, permeable pavement, unit pavers consistent w/ historic character
Parking Lane Pavement	n/a	Concrete, asphalt, permeable pavement
Roadway Pavement Material	n/a	Concrete, asphalt
Gutter Material	n/a	Concrete
Curb Material	n/a	Concrete
Curbside Buffer Zone Material	n/a	Unit pavers, permeable pavement, vegetated tree boxes

[Sample cross-section will be provided on following page]


7'-8"
5'-6"
10'-11"
44'-50"
10'-11"
5'-6"
7'-8"

Neighborhood Streets

Neighborhood Streets are located in primarily residential areas. Neighborhood Streets provide everyday residential access and neighborhood connectivity. Pedestrian safety is paramount on Neighborhood Streets and their design should reinforce the slow, quiet, pedestrian-oriented character that enhances residential quality of life. The constrained nature of some Neighborhood Streets means that not all recommended street elements may readily fit in available right-of-way. If off-street parking is available, reducing on-street parking is suggested to expand sidewalks, and introduce more street trees.



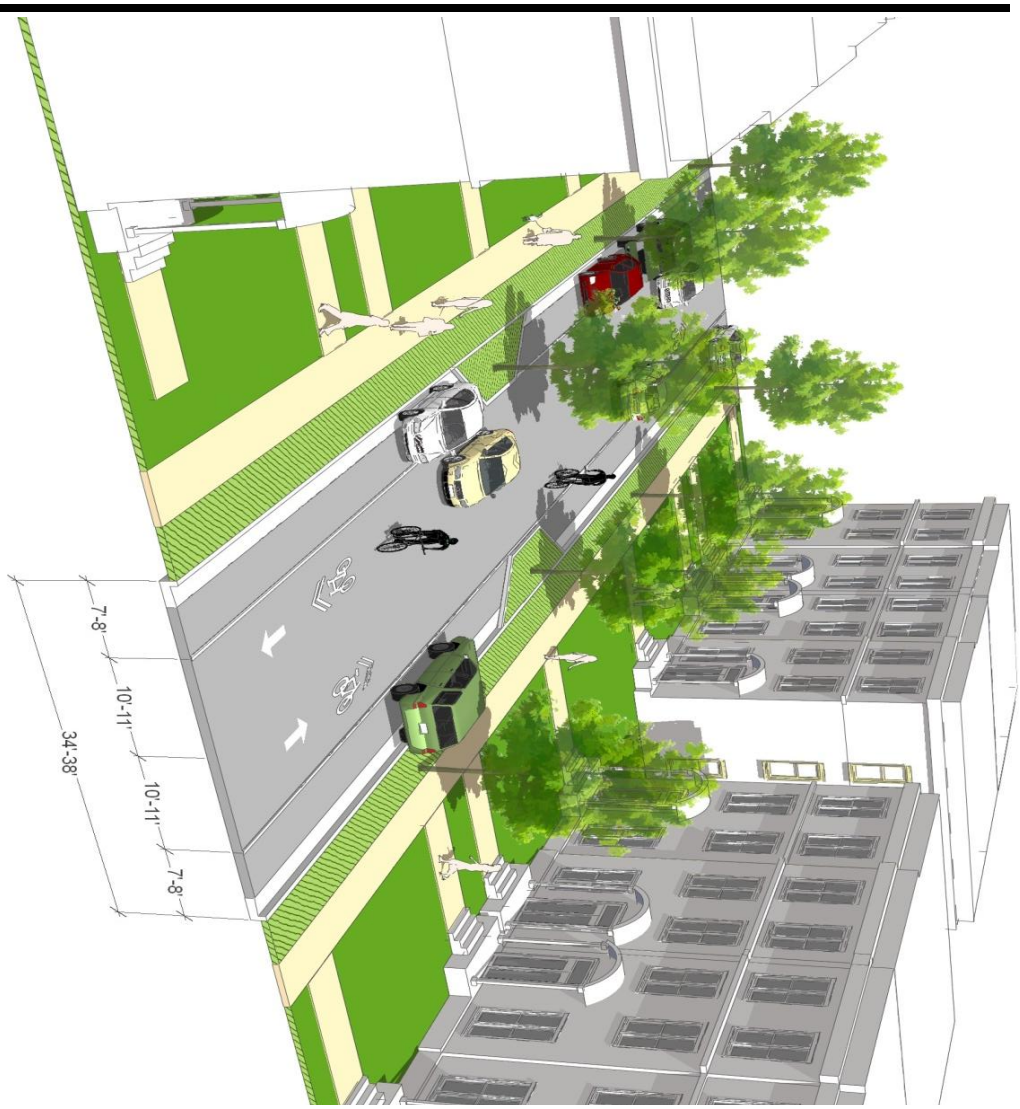
Example Streets

Hoard Street, Gregory Street, Ice Age Drive

Neighborhood Street Design Guidelines

Major Design Elements	Recommended	Parameters
ROW	n/a	25′ - 50′
Sidewalks	Yes	5′ - 8′
Curbside Buffer Zone	Yes	0′ - 5′ (5′ minimum for a street tree)
Street Trees	Yes	Locate in curbside buffer or in on-street parking zone
On-Street Parking	Yes	7′ - 8′
Diagonal On-Street Parking	No	
Off-Street Parking Access	Yes	
Travel Lane Widths	n/a	10′ – 11′
Turn Lanes	No	
Design Speed	Slow	< 25mph
Bicycle Facilities	Limited	Bicycles may use full lane signage, Shared Lane Markings on designated routes, or climbing bike lanes
Transit Stop Facilities	Yes	Benches, paved curbside waiting areas
Traffic Calming	Yes	Curb extensions (mid-block and corner), speed tables, raised intersections, raised crossings, mini traffic circles
Curbs	Yes	Vertical curb, or combination curb and gutter
Gutters	Yes	Valley gutter or combination curb and gutter
Pedestrian Lighting	Limited	16′ Height Maximum
Street Lighting	Limited	At intersections
Median	No	
Curb Radi	n/a	15′ - 25′
Build-To Line/Street Wall Set Back from Public ROW	n/a	0′ - 20′
Low Impact Development Opportunities	Yes	Bioswales, bioretention planters, curb extension bioretention, permeable pavements
Sidewalk Pavement Material	n/a	Concrete, permeable pavement
Parking Lane Pavement	n/a	Asphalt, permeable pavement
Roadway Pavement Material	n/a	Asphalt
Gutter Material	n/a	Concrete
Curb Material	n/a	Concrete
Curbside Buffer Zone Material	n/a	Lawn, groundcover

[Sample cross-section will be provided on following page]


7'-8"
10'-11"
10'-11"
7'-8"
34'-38"