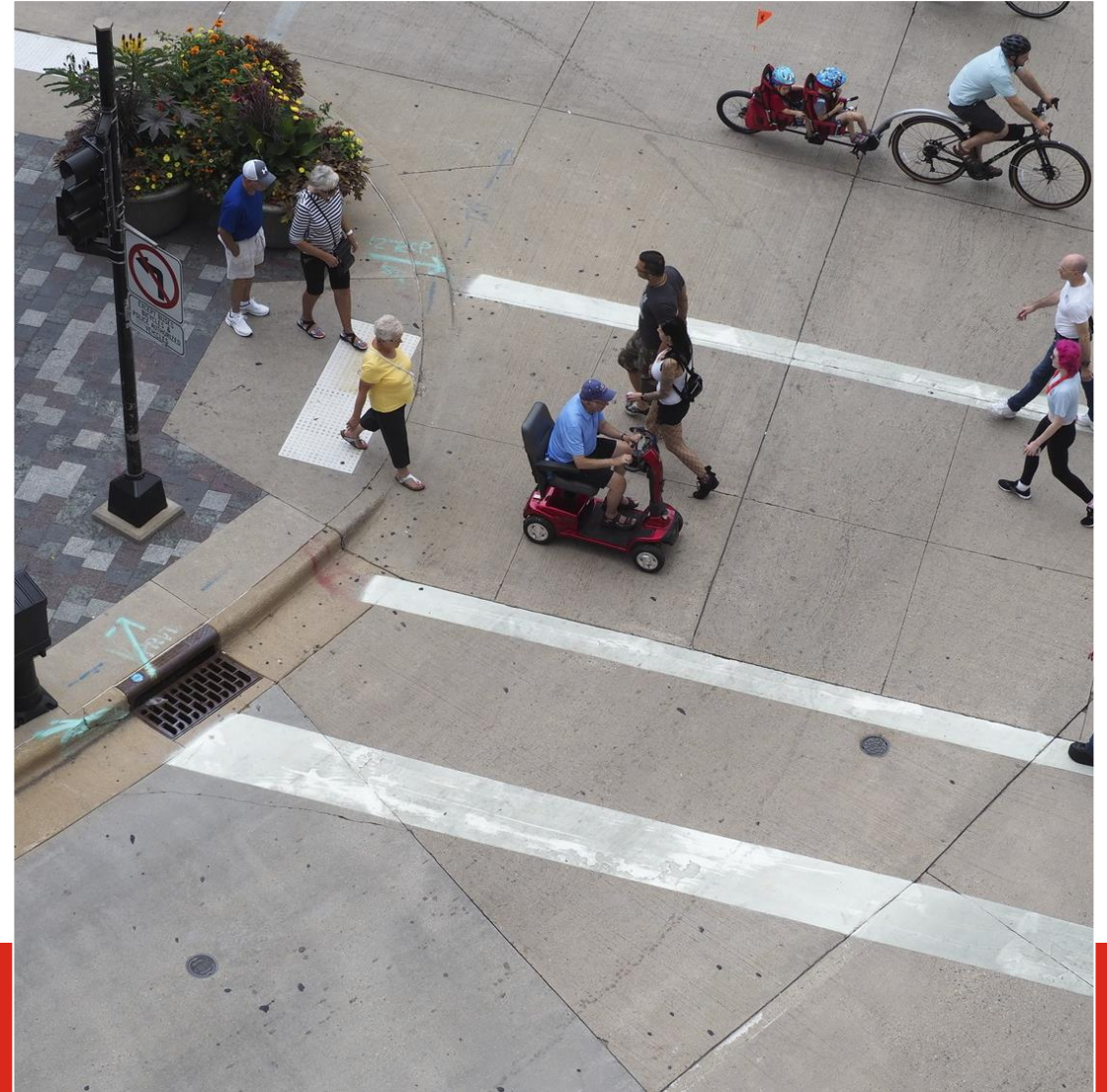




Complete Green Streets

Transportation Planning and Policy Board

November 16, 2020



The Team



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QAQC/Priority Networks



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Engagement & Equity



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*Design Process
Green Streets*





Evolving expectations





Safety and quality of life

PUBLIC PARKLET
ALL SEATING OPEN TO THE PUBLIC

City of Seattle

FOR MORE INFORMATION: www.seattle.gov/transportation/parklets



SEATTLE, WA 98101

Tradeoffs



Complete Streets...

- Is a process
- Balances modes
- Provides reasonable accommodation
- Creates Complete Networks
- Is sensitive to context
- Different streets with different functions

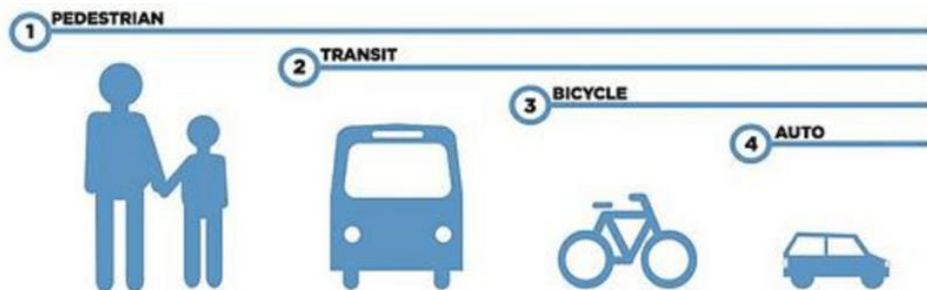


Core Project Elements



Mode Hierarchy

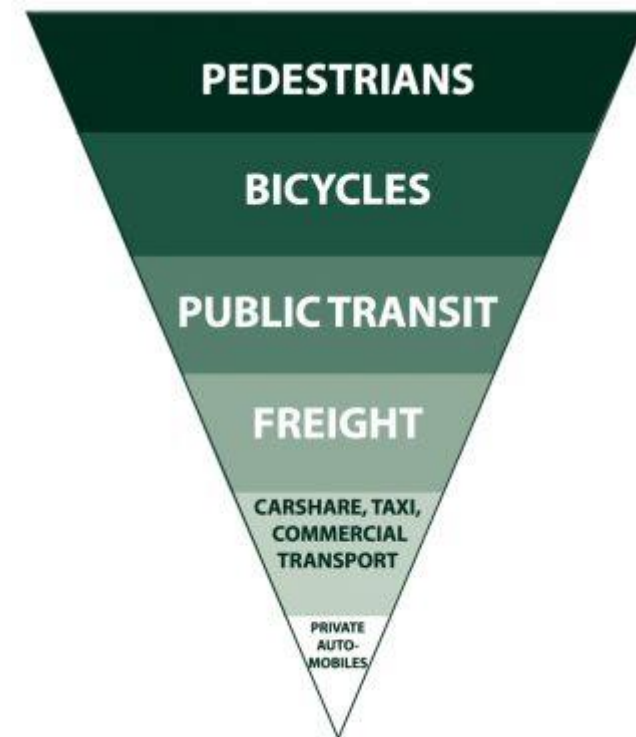
Chicago



Minneapolis

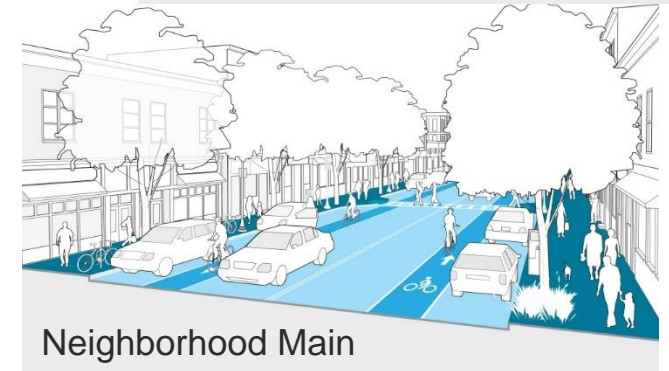


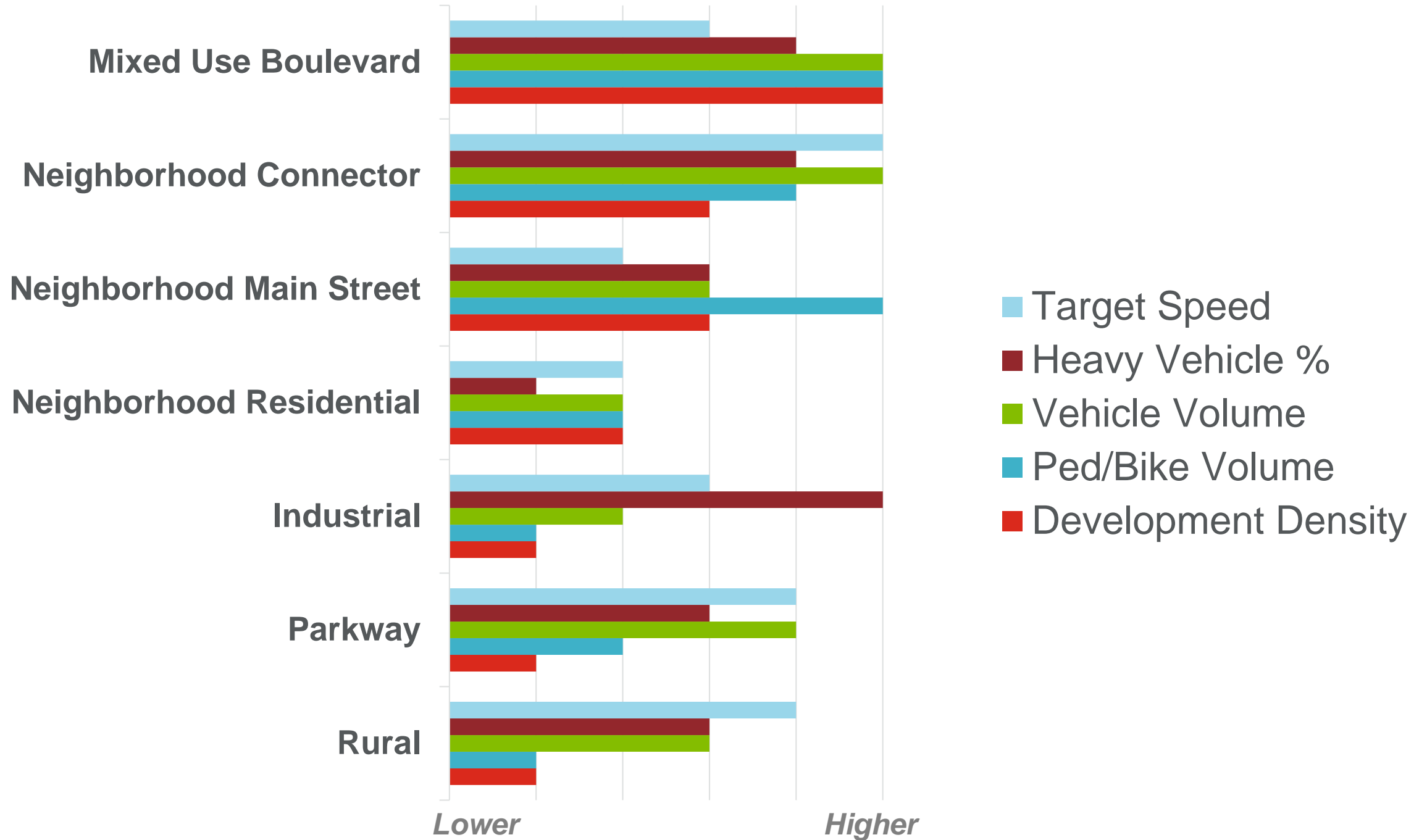
Portland



What is a Street Typology?

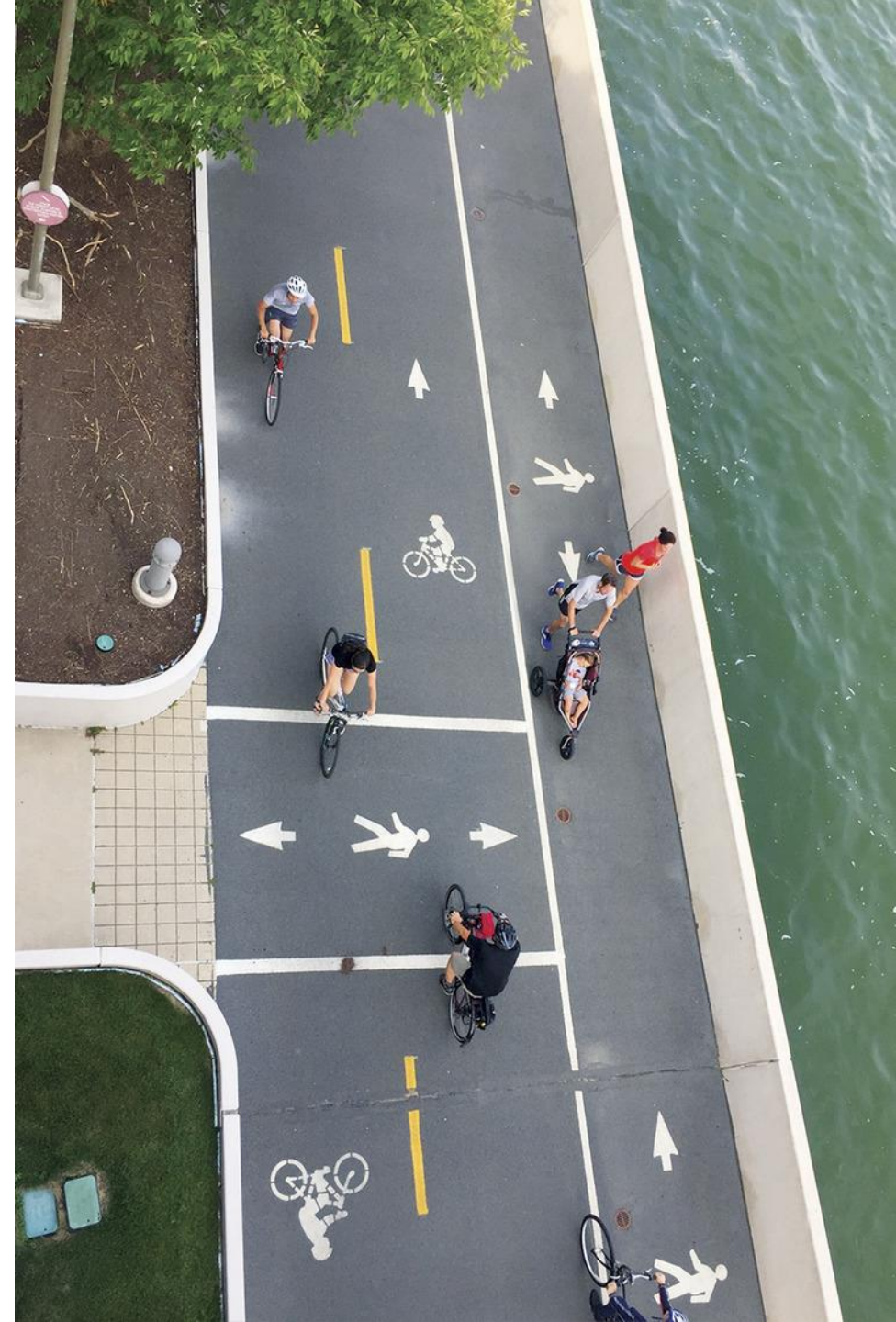
- Collection of common street designs
- Design and space allocation priorities
- Based on context, modal priorities, and character
- Does not replace functional classification
- Flexible and aspirational





Why a Street Typology?

- Consistent vision
- Streamline design
- Set expectations
- Priorities in constrained ROW/budget
- Flexibility and clarity



Montgomery County, MD



Figure 2-27. Downtown Boulevard



Figure 2-11. Downtown Street

Downtowns

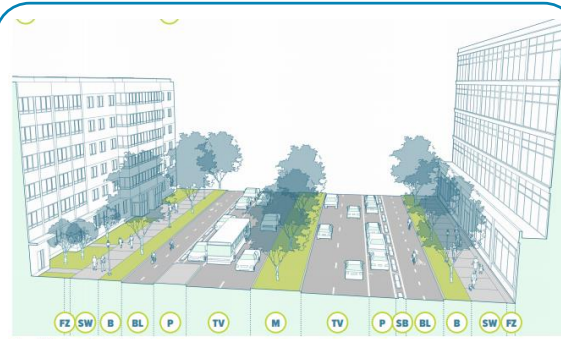


Figure 2-19. Town Center Boulevard

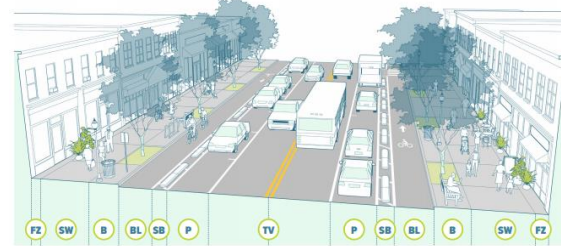


Figure 2-23. Town Center Street

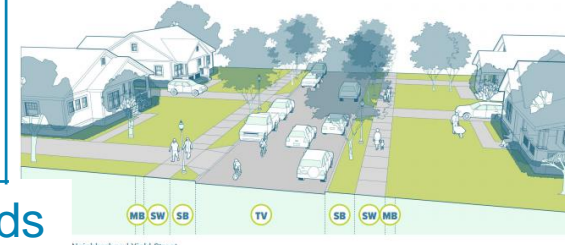
Town Centers



Figure 2-15. Boulevard



Figure 2-31. Neighborhood Street



Neighborhood Yield Street

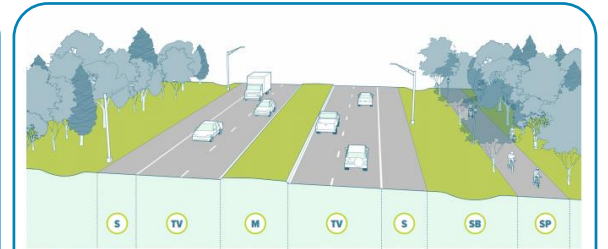


Figure 2-51. Major Highway

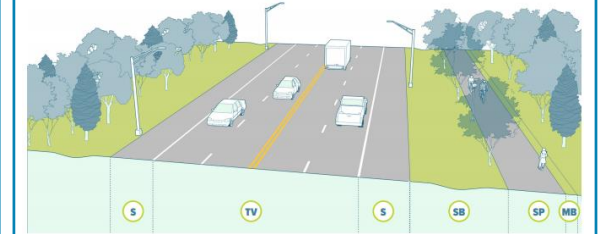


Figure 2-43. Country Connector

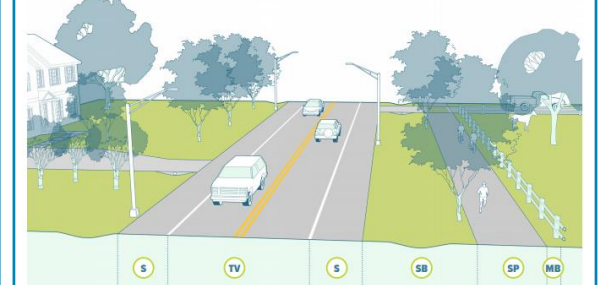


Figure 2-47. Country Road

Rural Areas



Figure 2-39. Industrial Street

Industrial

Neighborhoods

Ames, Iowa

STREET TYPES: ACCESS-ORIENTED

Access-oriented streets emphasize peoples' ability to reach destinations and individual properties along a street by any mode. Access-oriented streets are typically lower-speed with higher levels of foot traffic.

SHARED STREET A U R

A street or alley with no curbs or separate areas for various types of transportation. Emphasizes nonmotorized access; pedestrians have priority.



MIXED USE STREET A U

A street with high amounts of a diverse mix of retail, housing, office and/or education, with people using several types of transportation to circulate.



STREET TYPES: ACCESS-ORIENTED

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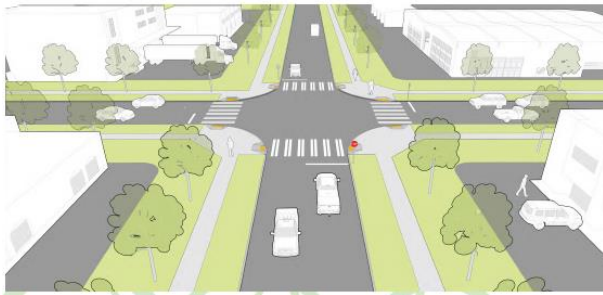
NEIGHBORHOOD STREET U R

A low traffic street with housing and separated walkways, sometimes with on-street parking. A variation called "Bicycle Boulevard" is available, which optimizes the street for bicycle traffic through traffic calming and diversion; also includes pedestrian enhancements



INDUSTRIAL STREET C I

A low-traffic street, often with a high percentage of truck traffic, accessing centers of manufacturing and large-scale retail.



STREET TYPES: BALANCE OF ACCESS AND THROUGHPUT

Streets that balance access and throughput allow an acceptable level of motor vehicle throughput while maintaining a high level of comfort and convenience for people using transit, walking, and biking.

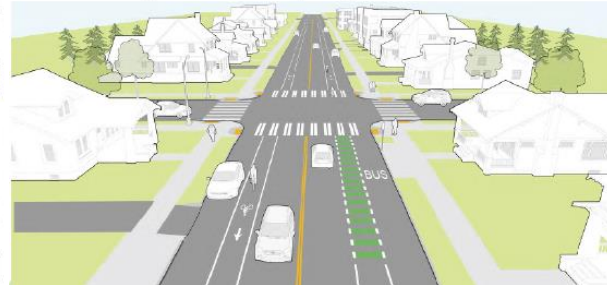
MIXED USE AVENUE A U

A street with a diverse mix of retail, housing, office and/or education, with people using several types of transportation to circulate, but with increased transit and motor vehicle demand compared to that of a Mixed Use Street.



AVENUE R C I

A street with a moderate amount of traffic, wider than a Neighborhood Street. These may include on-street parking and bike lanes.

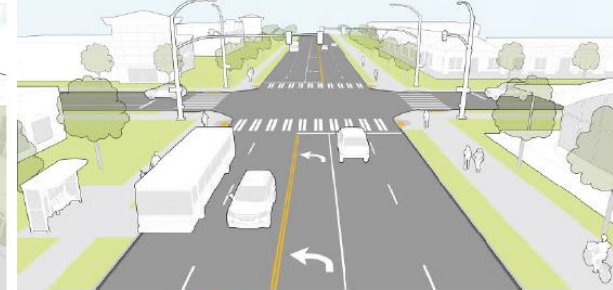


STREET TYPES: THROUGHPUT-ORIENTED

Throughput-oriented streets emphasize the efficient movement of people at greater distances, often at higher speeds. Safely maximizing throughput typically requires physically separating modes and limiting the number of intersections and driveways.

THOROUGHFARE R C

A street with moderate to high amounts of traffic, used most often for longer distance travel and automobile oriented uses.



BOULEVARD R C I

A street with moderate to high amounts of traffic, with a landscaped median used to separate lanes of traffic and provide refuge for crossing pedestrian and bicycle traffic.



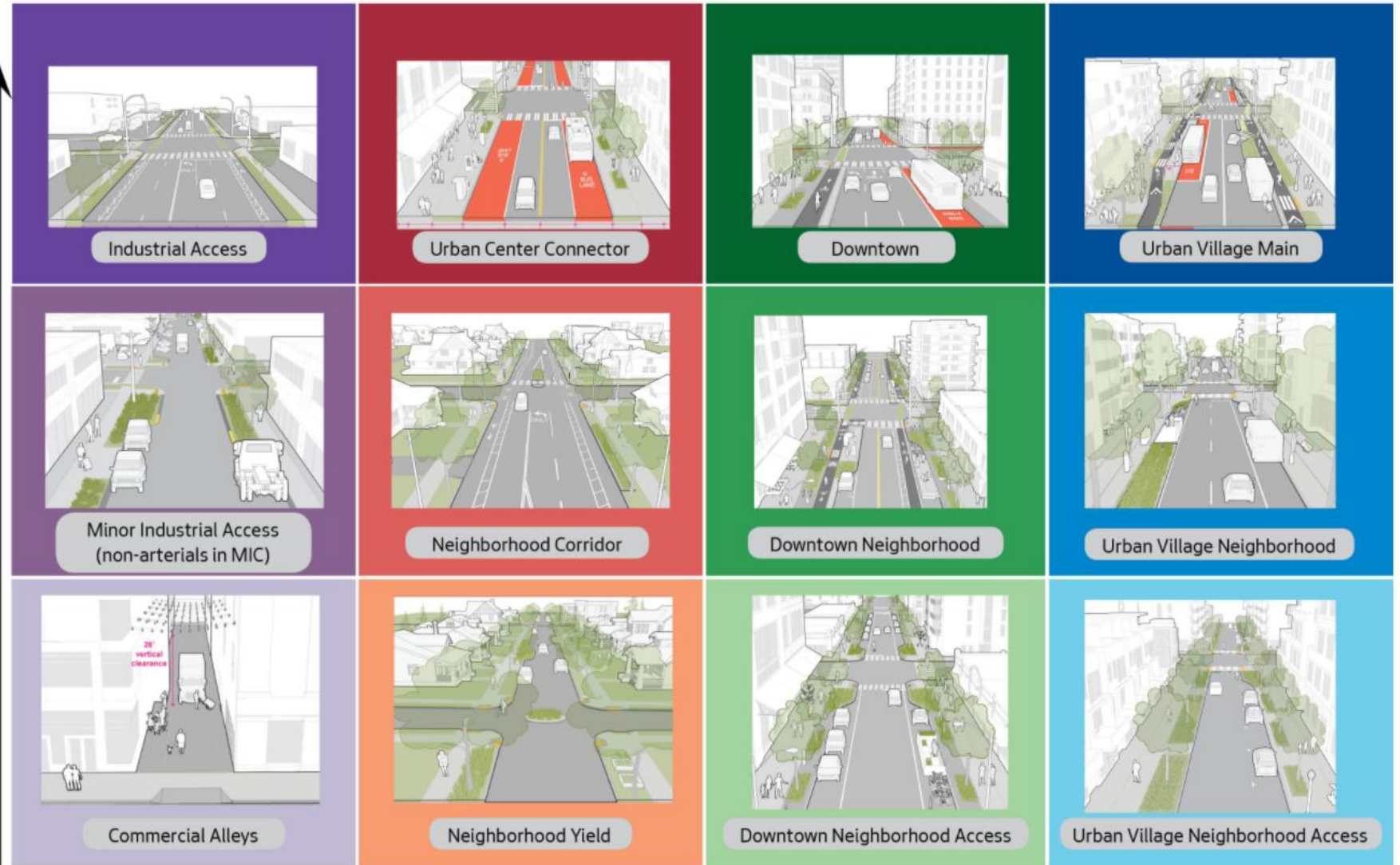
Seattle

Principal
Arterials
25-35* mph

Minor/
Collector
Arterials
25-30 mph

Non-
Arterials
15-20 mph

Movement



Place

What will the street typology include?

Design Parameters:

- Mode priority
- Design speed
- Priority of curb use
- General widths (sidewalks, lanes)
- Medians (allowed / required / optional)
- Etc.

Compatibility and priority for elements in constrained corridors, including green infrastructure.

Street Type	Pedestrian Realm & Crossings						Roadway				
	Frontage Zone	Pedestrian Clear Zone	Amenity Zone	Curb Extensions, Parklets,	Crossing / Refuge Islands	Marked Crosswalks*	Traveled Way / Lane Width	On-Street Parking	Dedicated Bikeway	Median / Center Turn Lane	Traffic Calming / Speed Management Features
Shared Street	M	H	M	NC	NC	L	L	L	NC	NC	H
Mixed Use Street	H	H	H	H	L	H	L	H	L	NC	H
Neighborhood Street	L	H	M	H	L	L	L	M	L	NC	H
Industrial Street	L	H	M	M	M	M	H	L	M	L	L
Mixed Use Avenue	H	H	M	H	M	H	L	M	H	M	M
Avenue	L	H	H	M	H	H	L	M	H	M	M
Thoroughfare	L	H	H	L	H	H	H	L	L	M	L
Boulevard	M	H	H	L	H	H	H	L	H	H	L

H Higher Priority M Medium Priority L Lower Priority NC Not Compatible

Engagement Approach

Goals

- Start early
- Identify community priorities to shape the project
- Be equity-centered and inclusive



Methods

General

- Project Marketing
- Project Website
- Online Surveys
- Interactive Map

Targeted

- Focus Groups (meet multiple times)
- Surveys

Committees

- Briefings
- Workshop

Timeline

Phase 1: Fall 2020 through Winter 2021

Data Assembly & Analysis | Engagement Strategy | Identify Priorities | Process

Phase 2: Spring 2021 through Fall 2021

Framework | Hierarchy & Typologies | Online Update | Seek Interim Feedback

Phase 3: Fall 2021 through Spring 2022

Testing & Review Engagement | Cost Analysis | Processes | Document Preparation