



Street Design Standards Update

All Ages and Abilities Focus Group

November 18, 2019



The City of Choice

Process of Engagement

- **This is an open discussion, so please be respectful of other's thoughts or opinions.**
- **What are Street Design Standards?**
- **How will this discussion change things?**

Street Design Standards

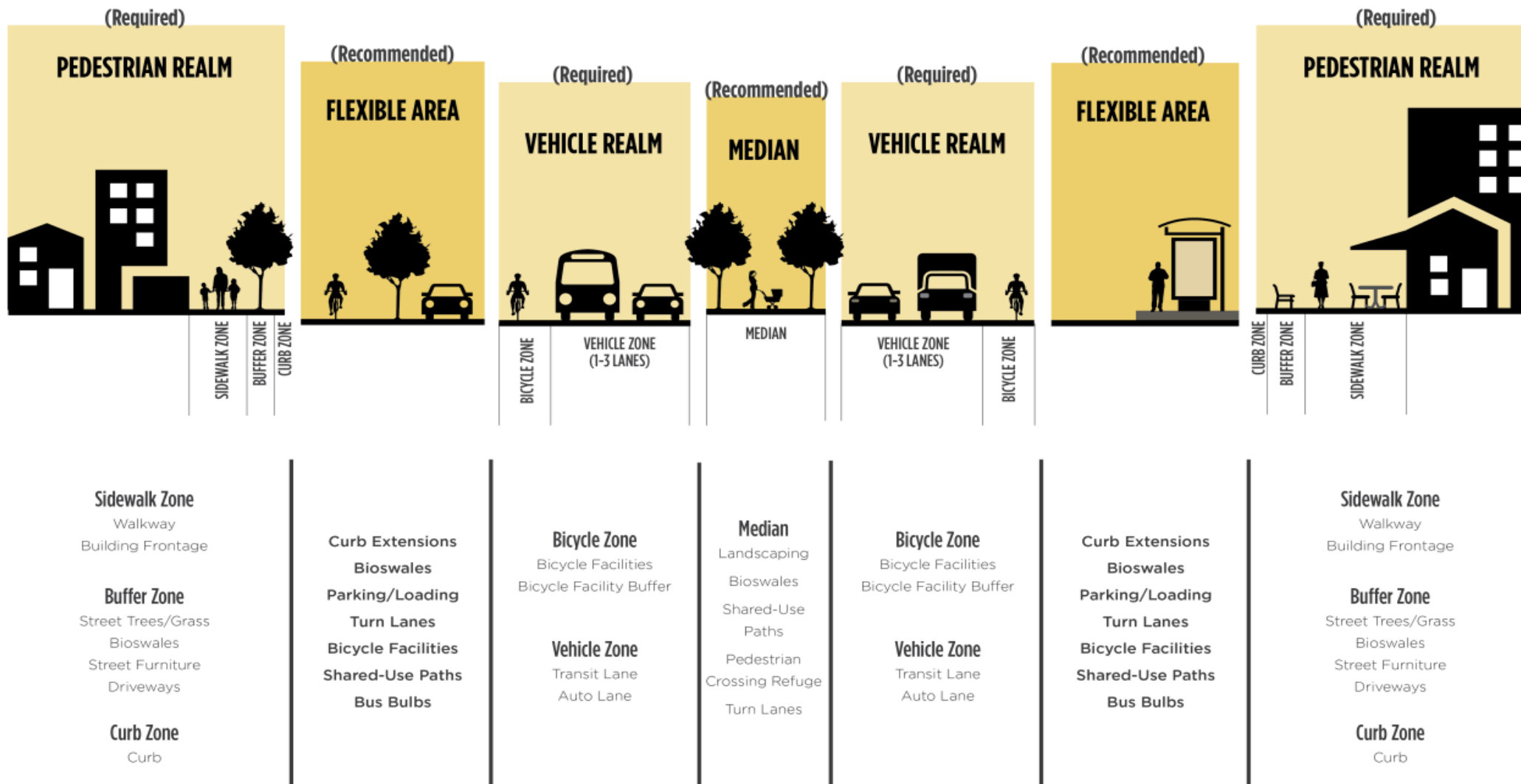
All Ages and Abilities

Users of the Street

- **How should a street cater to all ages and abilities?**
- **What design features improve this?**







Components of the Street



Components of the Street



	(Required) PEDESTRIAN REALM [®]			(Recommended) FLEXIBLE AREA				(Required) VEHICLE REALM				(Recommended) MEDIAN	
													
	Sidewalk Zone	Buffer Zone ^{h,c}	Curb Zone	Opt. Shared Use Path ^{a,f}	Stormwater Management ^g	Curb Extensions ^h / Bus Bulbs ⁱ	Parking	Bicycle Zone ^f	Bicycle Buffer ^k	Vehicle Zone Outer Lane ^{l,m}	Vehicle Zone Inner Lane ^l	Vehicle Zone Left Turn or TWLTL	Median ⁿ
	Center & Corridor CC1, CC2, CC3, CC4												
Urban Principal Arterial	8	4	0.5	12	10	7	8	6	2	11	11	10	2
Urban Minor Arterial	8	4	0.5	12	10	7	8	6	2	11	11	10	2
Urban Major/Minor Collector	8	4	0.5	12	10	7	8	6	2	11	11	10	2
Urba Local Access	5	6	0.5	12	6.5	NA	8	6	NA	10	NA	NA	12
	Downtown DTC, DTG, DTU, DTS; Commercial O, OR, NR, NMU, CB, GC; and Form Based Code CA1, CA2, CA3, CA4												
Urban Principal Arterial	7	5	0.5	12	10	7	8	6	2	11	11	10	2
Urban Minor Arterial	7	5	0.5	12	10	7	8	6	2	11	11	10	2
Urban Major/Minor Collector	7	5	0.5	12	10	7	8	6	2	11	11	10	2
Urba Local Access	5	6	0.5	12	6.5	NA	8	6	NA	10	NA	NA	12
	Residential RA, RSF, RSF-C, RTF, RMF, RHD												
Urban Principal Arterial	6	3	0.5	12	6.5	NA	8	6	2	11	11	10	2
Urban Minor Arterial	6	3	0.5	12	6.5	NA	8	6	2	11	11	10	2
Urban Major/Minor Collector	6	3	0.5	12	6.5	NA	8	6	2	11	11	10	2
Urban Local Access	5	6	0.5	12	6.5	NA	8	6	NA	10	NA	NA	12
	Industrial LI, HI, PI												
Urban Principal Arterial	6	6	0.5	12	6.5	NA	NA	6	3	12	12	12	3
Urban Minor Arterial	6	6	0.5	12	6.5	NA	8	6	3	12	12	12	3
Urban Major/Minor Collector	6	6	0.5	12	6.5	NA	8	6	3	12	12	12	3
Urba Local Access	5	6	0.5	12	6.5	NA	8	6	NA	10	NA	NA	12

Components of the Street



(Required)
PEDESTRIAN REALM^a



SIDEWALK ZONE

BUFFER ZONE

CURB ZONE

(Recommended)
FLEXIBLE AREA



Sidewalk Zone	Buffer Zone ^{b,c}	Curb Zone	Opt. Shared Use Path ^{e,f}	Stormwater Management ^g	Curb Extensions ^h / Bus Bulbs ⁱ	Parking
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	Center & Corridor CC1, CC2, CC3, CC4, CC5, CC6, CC7, CC8, CC9, CC10, CC11, CC12, CC13, CC14, CC15, CC16, CC17, CC18, CC19, CC20, CC21, CC22, CC23, CC24, CC25, CC26, CC27, CC28, CC29, CC30, CC31, CC32, CC33, CC34, CC35, CC36, CC37, CC38, CC39, CC40, CC41, CC42, CC43, CC44, CC45, CC46, CC47, CC48, CC49, CC50, CC51, CC52, CC53, CC54, CC55, CC56, CC57, CC58, CC59, CC60, CC61, CC62, CC63, CC64, CC65, CC66, CC67, CC68, CC69, CC70, CC71, CC72, CC73, CC74, CC75, CC76, CC77, CC78, CC79, CC80, CC81, CC82, CC83, CC84, CC85, CC86, CC87, CC88, CC89, CC90, CC91, CC92, CC93, CC94, CC95, CC96, CC97, CC98, CC99, CC100						
Urban Principal Arterial	8	4	0.5	12	10	7	8
Urban Minor Arterial	8	4	0.5	12	10	7	8
Urban Major/Minor Collector	8	4	0.5	12	10	7	8
Urban Local Access	5	6	0.5	12	6.5	NA	8

Sidewalks, Driveways, and Pedestrian Buffers

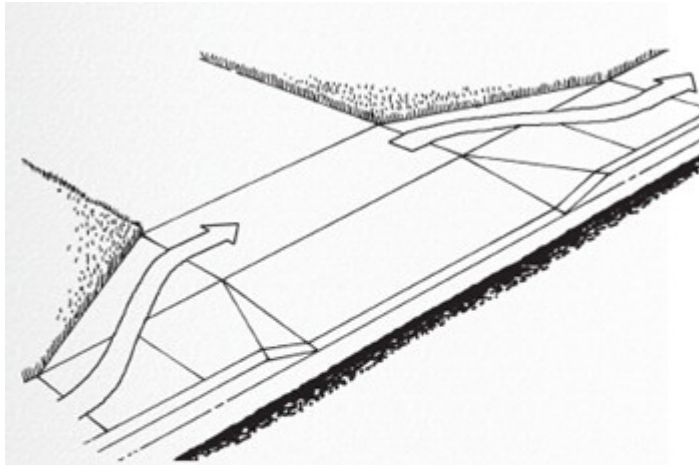


Figure 5-6. GOOD DESIGN: Securing additional right-of-way from the adjacent property is a good strategy for improving pedestrian access on narrow sidewalks.

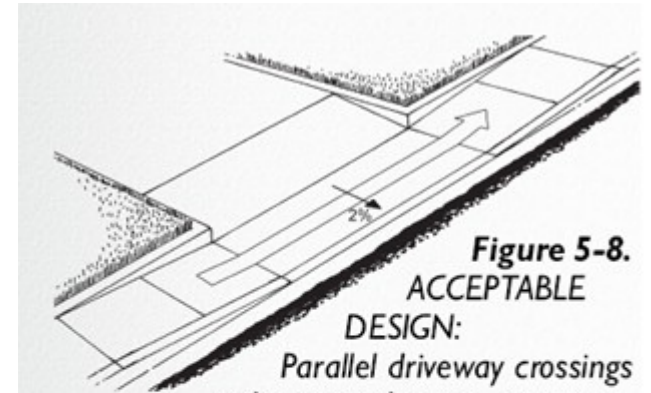


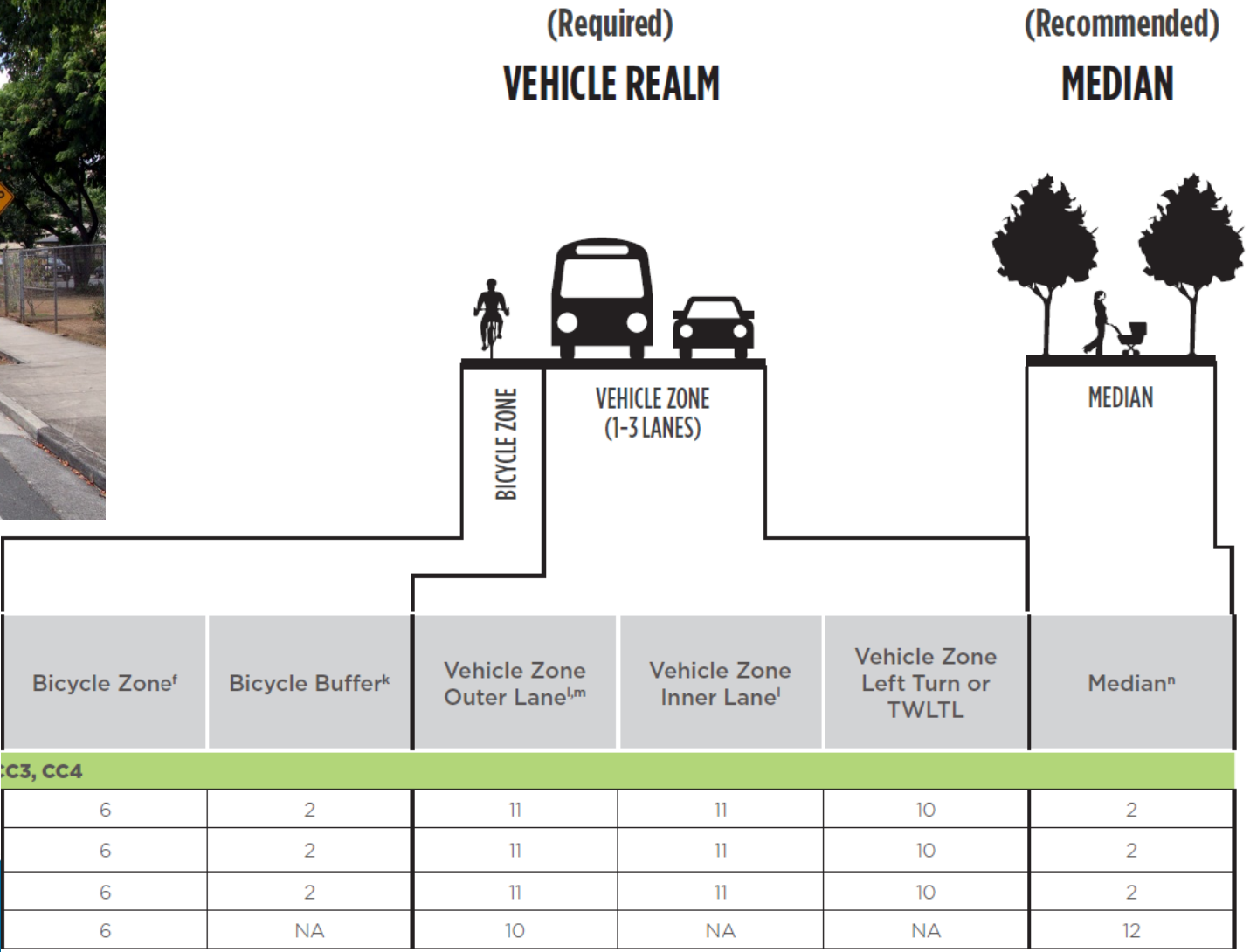
Figure 5-8. ACCEPTABLE DESIGN: Parallel driveway crossings enhance pedestrian access at a driveway crossing when there is no room to provide a level landing. Parallel driveway crossings are not as desirable as other accessible driveway crossings because users are forced to negotiate two ramps instead of a level surface.



Sidewalk, Buffered Bike Lane, and Ped Buffer



Components of the Street



Mid-block Crossings, Pedestrian Refuges



Crosswalks



The City of Choice



Crosswalks



Crosswalks

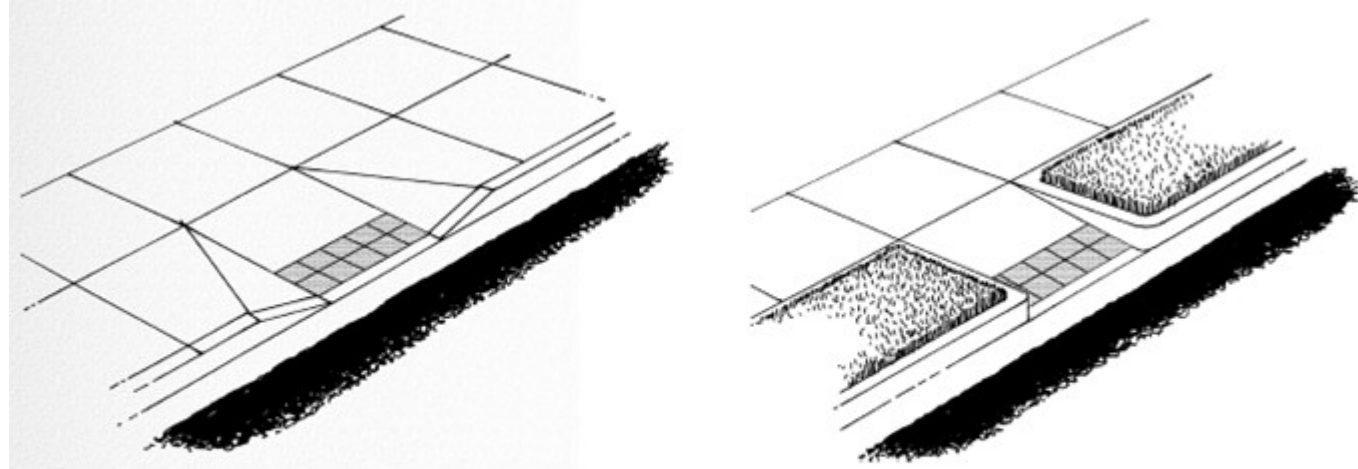
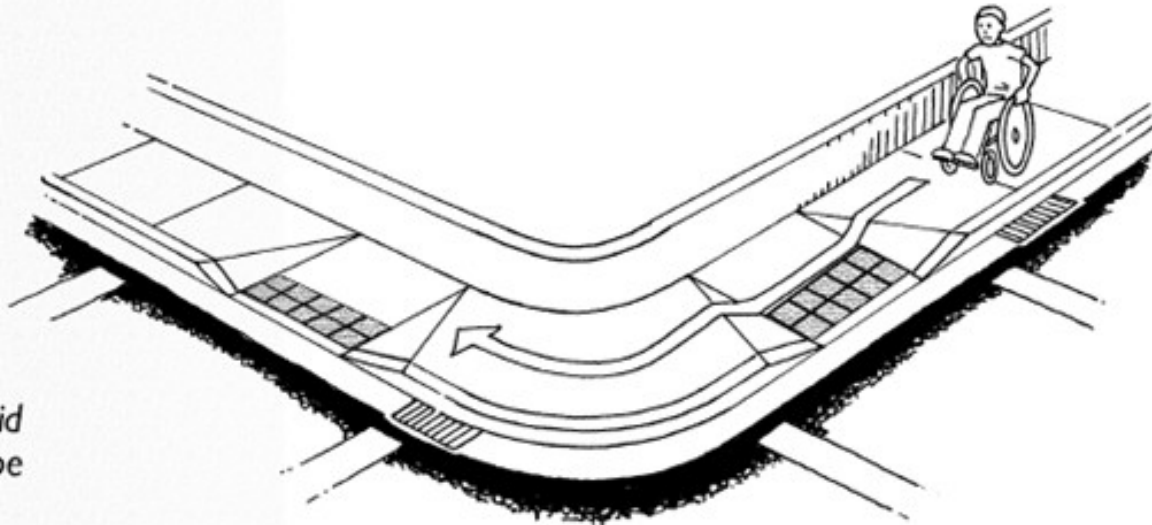


Figure 7-27. Flares provide a gradual transition between the sidewalk and the ramp. Returned curbs transition much more abruptly and should only be used in areas that pedestrians would not normally travel such as planting strips.

Figure 7-4.

PROBLEM:

Perpendicular curb ramps without level landings are not allowed because they cause severe cross slopes and rapid changes in cross slope over short distances.



Street Facilities Vary...



Painted Facilities



Temporary Detours



Detours



Street Design Standards

Schedule



Schedule for Completion

Outreach Level	October					November				December				January					February				March				April				
	1	2	3	4	5	1	2	3	4	1	2	3	4	1	2	3	4	5	1	2	3	4	1	2	3	4	1	2	3	4	5
Internal Engineering / Planning		X			X				X																						
All Ages and Abilities (AAA)							X				X																				
Industrial Standard								X																							
Development Community								X																							
Bicycle Advisory Board								X			X																				
Committees / General Public									X																						
Design Review									X			X																			
PCTS						X								X																	
Plan Commission																			X				X								
City Council																									X				X		