Street Design Standards Update

PIES Committee
March 23, 2020
What are we doing? And Why?

• Update to Chapter 3 of the Street Design Standards
• Used by city staff and the development community
• Adding the latest best practices
Street Characterization

Characterization = Classification + Context

• Classification
  • Principal, Minor, Major or Minor Collector, Local

• Context
  • Based on Land Use Zoning
Components of the Street

**PEDESTRIAN REALM**
- Sidewalk Zone
  - Walkway
  - Building Frontage
- Buffer Zone
  - Street Trees/Grass
  - Bioswales
  - Street Furniture
  - Driveways
- Curb Zone
  - Curb

**FLEXIBLE AREA**
- Bike Extensions
  - Bioswales
  - Parking/Loading
  - Turn Lanes
  - Bicycle Facilities
  - Shared-Use Paths
  - Bus Bulbs

**VEHICLE REALM**
- Bicycle Zone
  - Bicycle Facilities
  - Bicycle Facility Buffer

**MEDIAN**
- Median
  - Landscaping
  - Bioswales
  - Shared-Use Paths
  - Pedestrian Crossing Refuge
  - Turn Lanes

**FLEXIBLE AREA**
- Vehicle Zone
  - Transit Lane
  - Auto Lane

**PEDESTRIAN REALM**
- Bicycle Zone
  - Bicycle Facilities
  - Bicycle Facility Buffer

**Buffer Zone**
- Street Trees/Grass
- Bioswales
- Street Furniture
- Driveways

**Curb Zone**
- Curb

The City of Choice
# Components of the Street

## PEDESTRIAN REALM
- Sidewalk Zone
- Buffer Zone
- Opt. Shared Use Path
- Stormwater Management
- Curb Extensions / Bus Bollards
- Parking
- Bicycle Zone
- Bicycle Buffer

## FLEXIBLE AREA
- Sidewalk Zone
- Buffer Zone
- Opt. Shared Use Path
- Stormwater Management
- Curb Extensions / Bus Bollards
- Parking
- Bicycle Zone
- Bicycle Buffer

## VEHICLE REALM
- Sidewalk Zone
- Buffer Zone
- Opt. Shared Use Path
- Stormwater Management
- Curb Extensions / Bus Bollards
- Parking
- Bicycle Zone
- Bicycle Buffer

## MEDIAN
- Sidewalk Zone
- Buffer Zone
- Opt. Shared Use Path
- Stormwater Management
- Curb Extensions / Bus Bollards
- Parking
- Bicycle Zone
- Bicycle Buffer

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### Downtown DTI, DTU, DTU; Commercial O, OR, NR, RPU, CB, GC and Form Based Code CA1, CA2, CA3, CA4

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### Industrial LL IK, PI

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Feedback from All Ages and Abilities Group

• Two ramps per corner, not diagonal
  • Stormwater catch basin conflicts
  • Fire hydrants
  • Power poles
  • Signal poles and cabinets
  • Buildings

• Desire for Accessible Pedestrian Signal style pushbuttons
Diagonal Ramps are **NOT** ideal

At diagonal curb ramps, wheelchair users cross in different location than other pedestrians.

With 2 separate ramps pedestrians cross at the same location.
Feedback from All Ages and Abilities Group

• Need for pedestrian and bicycle detours
Industrial Streets

The new draft of Street Design Standards includes some basic definitions of what we expect to include when building or rehabilitating streets through industrial land use zones.

These aspects are considered:

• Industrial streets are adjacent to Industrial Land Use Zones, but also along freight routes.
• Wider lanes, particularly approaching intersections and lane change areas.
• Attention to placement of bicycle and pedestrian facilities for visibility and safety. (No curb extensions requirement, wider buffers for bike lanes)
Street Design Standards

Schedule
Schedule for Completion

• March – June: Clean up remaining comments, review SMC’s for needed changes
• June-July: Present to Design Review Board and Plan Commission Transportation Subcommittee
• Aug-Oct: Plan Commission and City Council workshops and hearings