



5.0

STREET TYPOLOGIES

INTENT

A series of Street Typologies has been developed to accommodate each of the user groups, pedestrians, those with accessibility needs, bicyclists, and vehicles. Elements and desirable proportions have been outlined and a complete street section, street elevations and typical layout plans have been illustrated. The street sections have been broken down into a series of zones including the Street Zone, Amenity Zone, Pedestrian Zone and Storefront Zone.

Nine unique Street Typologies have been identified through The Traffic Planning and Urban Overlay vetting. Each typology has been laid out in sections to include medians, traffic lanes, bicycle facilities including bike lanes and a cycle track, parallel and angled parking, defined amenity zones, pedestrian friendly sidewalks, clearly defined accessible paths and store front zones. Each unique section identifies the streets within the study to which it applies. The sections have been supplemented with an enlarged intersection configuration along with a perspective rendering showing the proposed condition.

5.1

COMPLETE STREET SECTION

A Complete Street Section can be defined by describing key elements that denote general characteristics. The Street Section can be broken down into four key zones each of which contribute to the function and aesthetic.

KEY ELEMENTS

1. Places for people to walk with some leisure space
2. Physical comfort definition, boundaries and edges
3. Qualities that engage the eye and offer visual interest
4. Transparency (elevation); the ability to see from space to space
5. Complementary elements (a family of materials)
6. Maintenance of systems, plant materials and snow removal
7. Quality of construction

STOREFRONT ZONE ELEVATION

1. Context or location specific
2. Opportunity for increased / enhanced landscape
3. Movable seating
4. Creation of public / private spaces

5. People watching
6. Night life opportunities (24 Hours street life)
7. Scaling element for the sidewalk
8. Street layering of richness

PEDESTRIAN ZONE

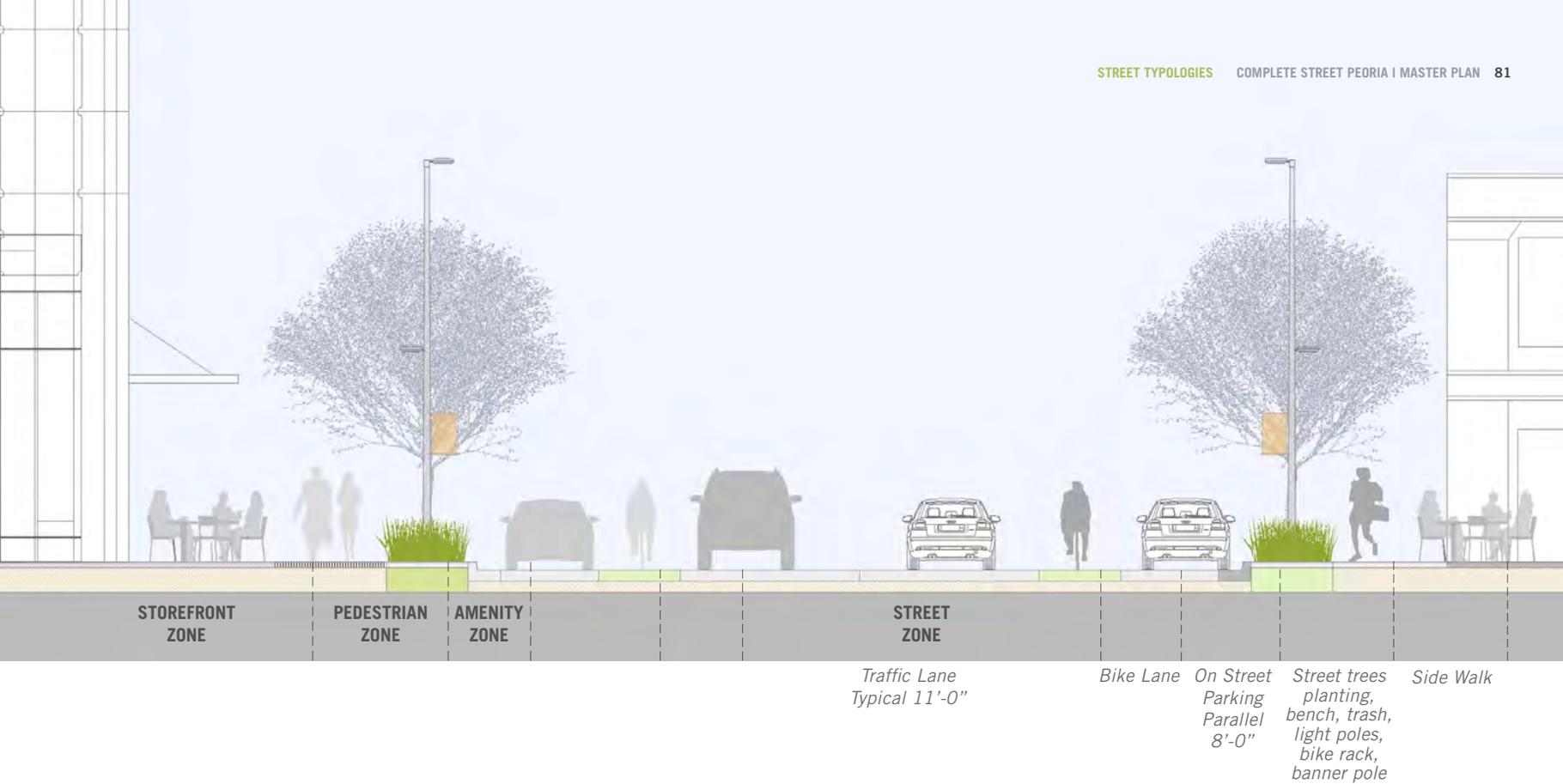
1. Sidewalk of comfortable walking width for single user or groups
2. Clean walking surfaces of uniform paving
3. Clearly defined path for accessibility

AMENITY ZONE CONTRIBUTING QUALITIES

1. Tree Canopy
2. Beginning and ending
3. Diversity
4. Special design features (lights)
5. Vertical separation from the street
6. Places, moments of interest
7. Slope, comfortable and easy navigate
8. Parking, availability, accessible
9. Visual contrast

STREET ZONE

1. Maximized on street parking
2. Bicycle facilities that are clearly identified and signed
3. Right-sized traffic lanes that promote slower speeds
4. Planted medians with street trees where possible



Storefront Zone (Cafe Zone)

- Dining zone - 6'-0" to 8'-0" for tables and chairs
- Railing in areas serving adult beverages

Pedestrian Zone (Clear Zone)

- 8'-0" with 6'-0" minimum width for pedestrian circulation
- Maximum 2% cross slope
- Detectable warning at crosswalks

Amenity Zone

- 6'-0" minimum width (8'-0" preferred)
- Trees at 22'-0" on center minimum
Option A or 33'-0" on center Option B
- Ornamental planting (native and adaptive)
- Bike racks
- Benches
- Waste receptacles
- Light standards for roadways and pedestrian

Street Zone

- On-street parallel parking, 22'-0" length 8'-0" width
- On-Street 60 degree angled parking at 18'-6" length 9'-0" width
- 5' minimum width striped bike lane
- Sharrow bike lane if no dedicated lane is possible
- 11'-0" minimum width traffic lanes

COMPLETE STREET SECTION

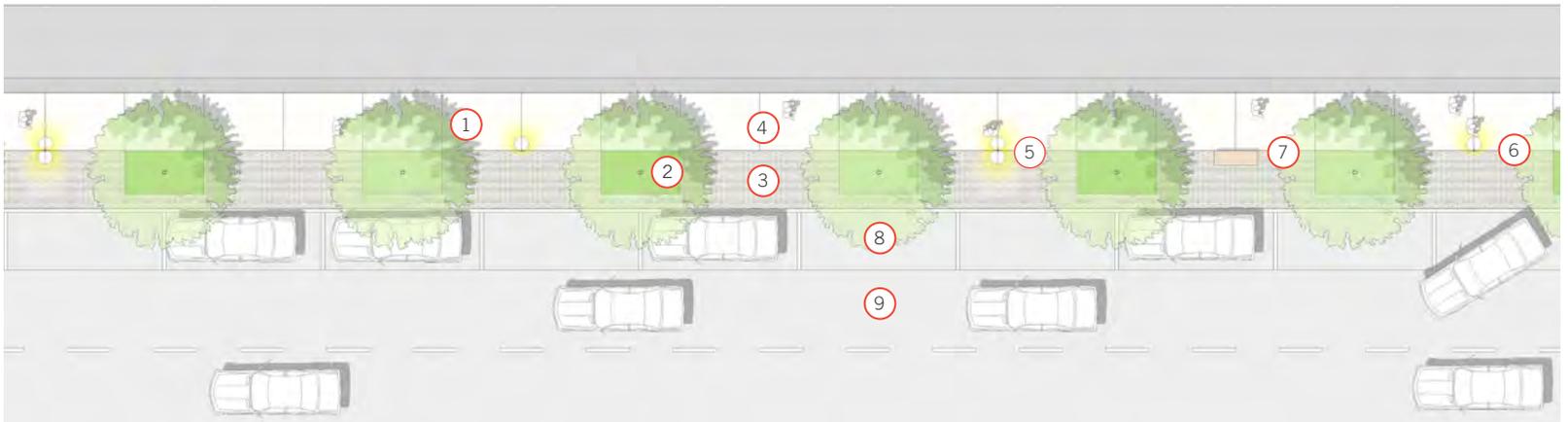


STOREFRONT, PEDESTRIAN AND AMENITY ZONE

Sidewalk cafes, planter pots and storefront seating are highly encouraged to promote activity and interest. The sidewalk zone should be kept clear to allow for comfortable pedestrian circulation. The amenity zone includes a number of vertical elements that provide separation between the sidewalk and the roadway. This zone should include enhanced paving along with native and adaptive planting.

COMPLETE STREET PLAN AND ELEVATION

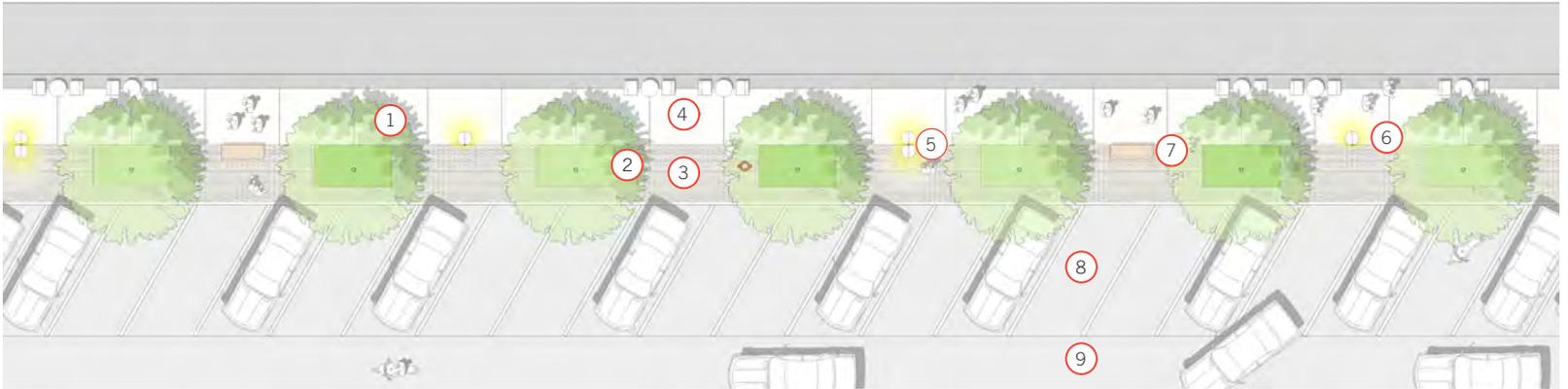
Street configurations were studied in plan and section to help the design team understand the spacial layout of parking layout and access, street and pedestrian lighting, street tree layout and perennial planting, as well as streetscape amenities including parking meters, benches and bike racks.



1 Street Trees 2 Ornamental Planting 3 Amenity Zone 4 Pedestrian Zone 5 Street Light 6 Pedestrian Light 7 Bench 8 Parking Lane 9 Travel Lane

PARALLEL PARKING - PLAN AND ELEVATION

Parallel parking stalls have been developed at a 22'-0" module with street trees at 33'-0" on center. Street lighting has been proposed to include pedestrian scale fixtures at 66'-0" on center with street light fixtures as 132'-0" on center. Street trees spaced at 33'-0" on center also allow for temporary snow storage within the amenity zone.



1 Street Trees 2 Ornamental Planting 3 Amenity Zone 4 Pedestrian Zone 5 Street Light 6 Pedestrian Light 7 Bench 8 Parking Lane 9 Travel Lane

REVERSE ANGLED PARKING - PLAN AND ELEVATION

60 degree angled spaces have been recommended for wide street rights-of-way to maximize on street parking. The stalls have been shown at 18'-6" by 9'-0". Street and pedestrian lighting have been proposed at roughly a 66'-0" spacing. Street trees have been shown to be centered on every third parking stall.



1 Street Trees 2 Ornamental Planting 3 Amenity Zone 4 Pedestrian Zone 5 Street Light 6 Pedestrian Light 7 Bench 8 Parking Lane 9 Travel Lane 10 Bike Lane

PARALLEL PARKING WITH DOUBLE TREES - PLAN AND ELEVATION

Parallel parking stalls have been developed at a 22'-0" module with street trees at 33'-0" on center. Street lighting has been proposed to include pedestrian scale fixtures at 66'-0" on center with street light fixtures as 132'-0" on center. Street trees spaced at 33'-0" on center also allow for temporary snow storage within the amenity zone.

5.2

STREET TYPOLOGIES CONFIGURATION

KEY STREETScape PLANS AND SECTIONS

1 1-Lane with Parallel Parking and Bike Lane

Two-way traffic provides for 1 travel lane in each direction with a designated bike lane and a bike box at the intersection, on street parallel parking and street trees with native and adaptive planting.

2 2-Lanes with 1-Lane

Two-way traffic provides for 1 travel lane eastbound and 2 travel lanes westbound. On-street parallel parking and street trees with native and adaptive planting.

3 2-Lanes with 1-Lane and Parallel Parking

Two-way traffic provides for 1 travel lane northbound and 2 travel lanes southbound with on-street parallel parking and street trees with native and adaptive planting.

4 3-Lanes with Parallel Parking and Bike Lane

One-way traffic provides for 3 travel lanes that form a one-way pair. A designated bike lane with a bike box at the intersection, on-street parallel parking and street trees with native and adaptive planting. Phase 1

5 1-Lane with Parallel Parking and Center Turn Lane

Two-way traffic with 1 traffic lane and median / turn lane. Designated bike lanes with a bike box at the intersection, on-street parking and street trees with native and adaptive planting. Phase 2

6 1-Lane with Back-in Angled Parking and Sharrow Lane

Two-way traffic provides for 1 travel lane in each direction with 60 degree back-in angled parking and street trees with native and adaptive planting. Traffic lane may be marked as a sharrow lane.

7 1-Lane with Parallel Parking, Bike Lane and Median

Two-way traffic with 1 travel lane in each direction with a planted median. Designated bike lanes with a bike box at the intersection with on-street parallel parking and street trees with native and adaptive planting. A designated Core-to-Shore route with doubled up street trees.

8 1-Lane with Cycle Track, Parallel Parking and Median

Two-way traffic with 1 travel lane in each direction with a planted median. On-street parallel parking with a cycle track lined with street trees with native and adaptive planting. A designated Core-to-Shore route with doubled up street trees.

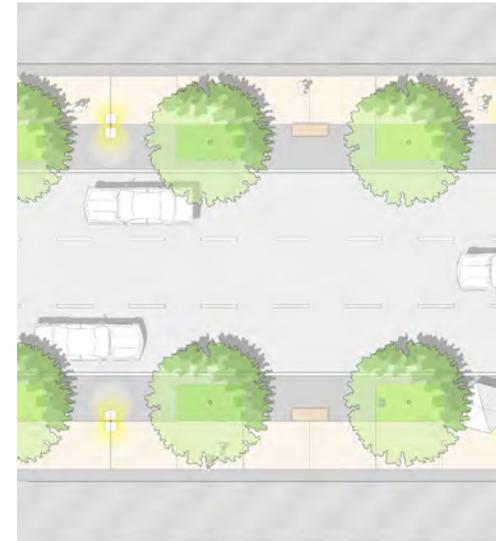
9 2-Lane with Median

Two-way traffic provides for 2 travel lanes in each direction with a planted median and potential left-turn lane. On-street parallel parking and street trees with native and adaptive planting.



2-LANES WITH 1-LANE

GLENDALE AVENUE





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|---|----------------|---|--------------|---|--------------------|----|------------------------|----|------------------|
| 1 | Planted Median | 4 | Bike Lane | 7 | Accessible Parking | 10 | Ornamental Planting | 13 | Street Light |
| 2 | Travel Lane | 5 | Sharrow Lane | 8 | Accessible Ramp | 11 | Traffic Signal Pole | 14 | Pedestrian Light |
| 3 | Turning Lane | 6 | Cross Walk | 9 | Street Tree | 12 | Pedestrian Signal Pole | 15 | Bench |

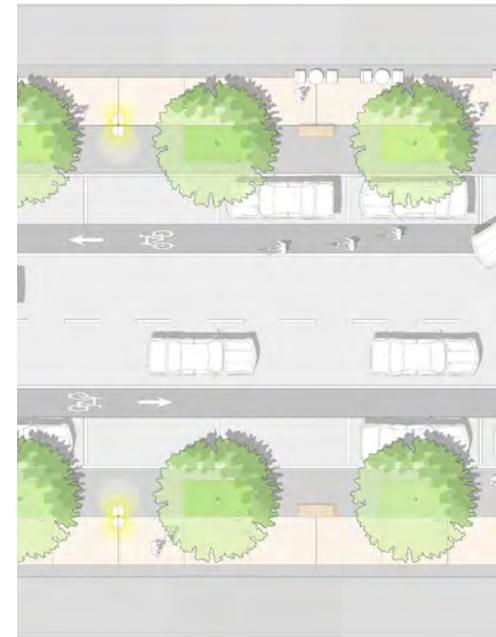




Glendale Avenue at Main Street

1-LANE WITH PARALLEL PARKING AND BIKE LANE

PERRY AVENUE

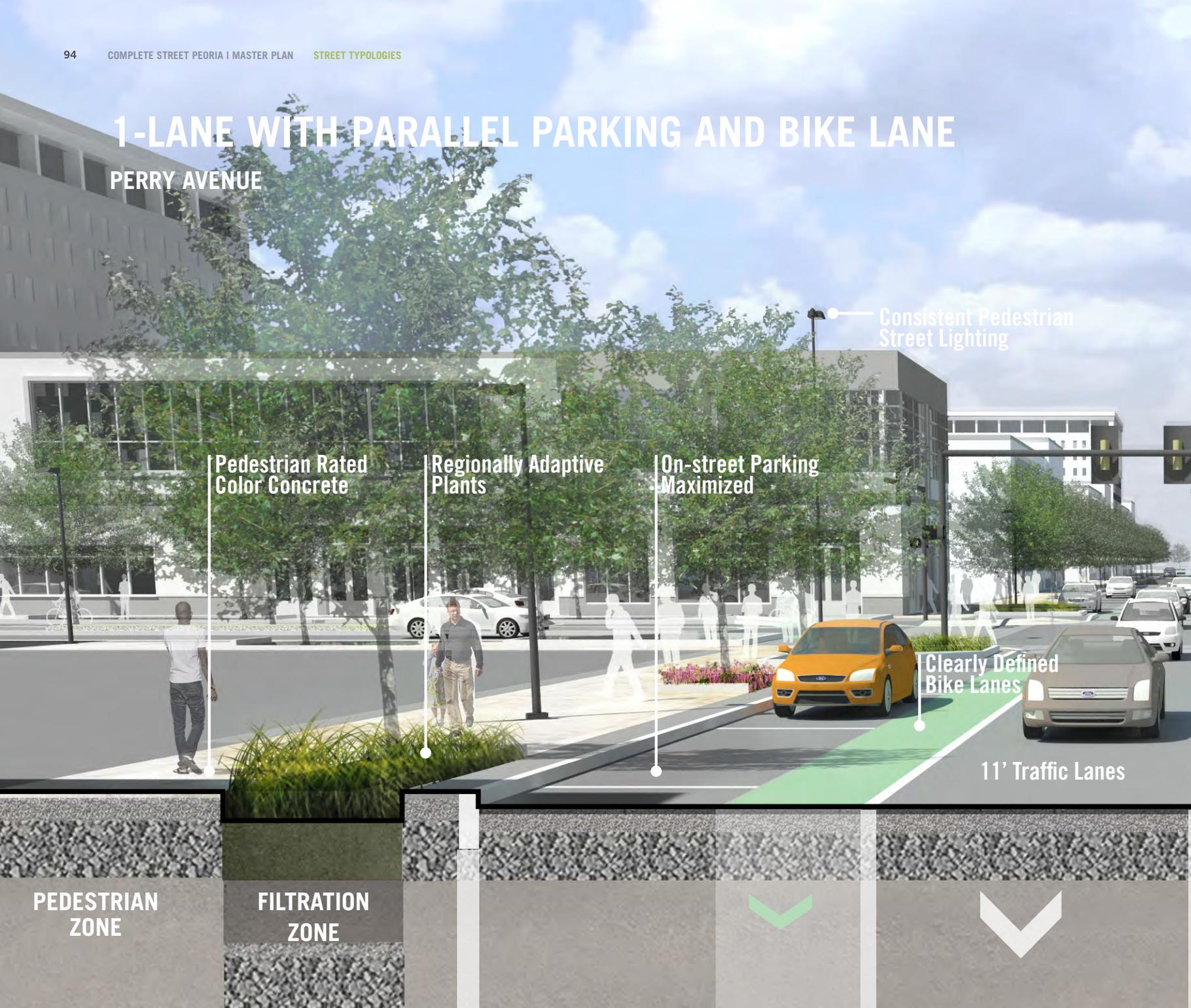




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1-LANE WITH PARALLEL PARKING AND BIKE LANE

PERRY AVENUE



Consistent Pedestrian Street Lighting

Pedestrian Rated Color Concrete

Regionally Adaptive Plants

On-street Parking Maximized

Clearly Defined Bike Lanes

11' Traffic Lanes

PEDESTRIAN ZONE

FILTRATION ZONE



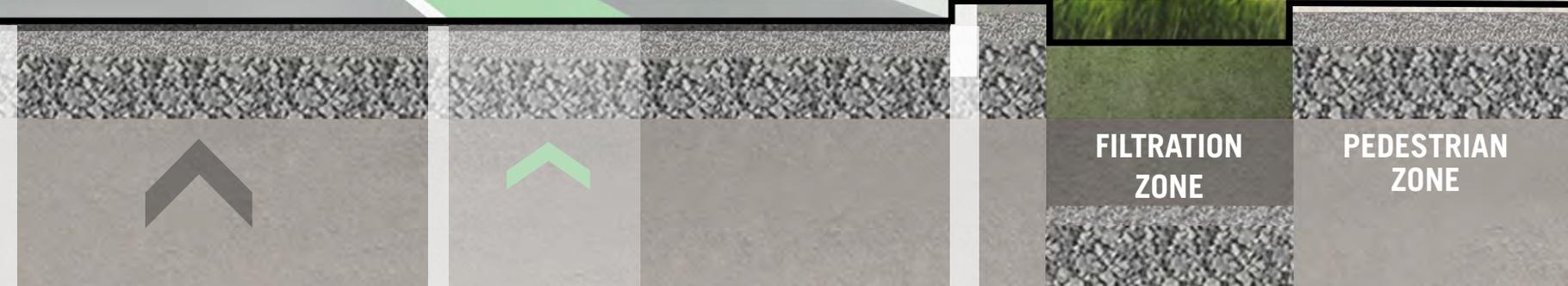


Continuous Street Tree Canopy

Benches in Amenity Zone

Concrete Unit Pavers/Street Buffer Zone

11' Traffic Lanes







Perry Avenue at Main Street

2-LANES WITH 1-LANE AND PARALLEL PARKING

FAYETTE STREET





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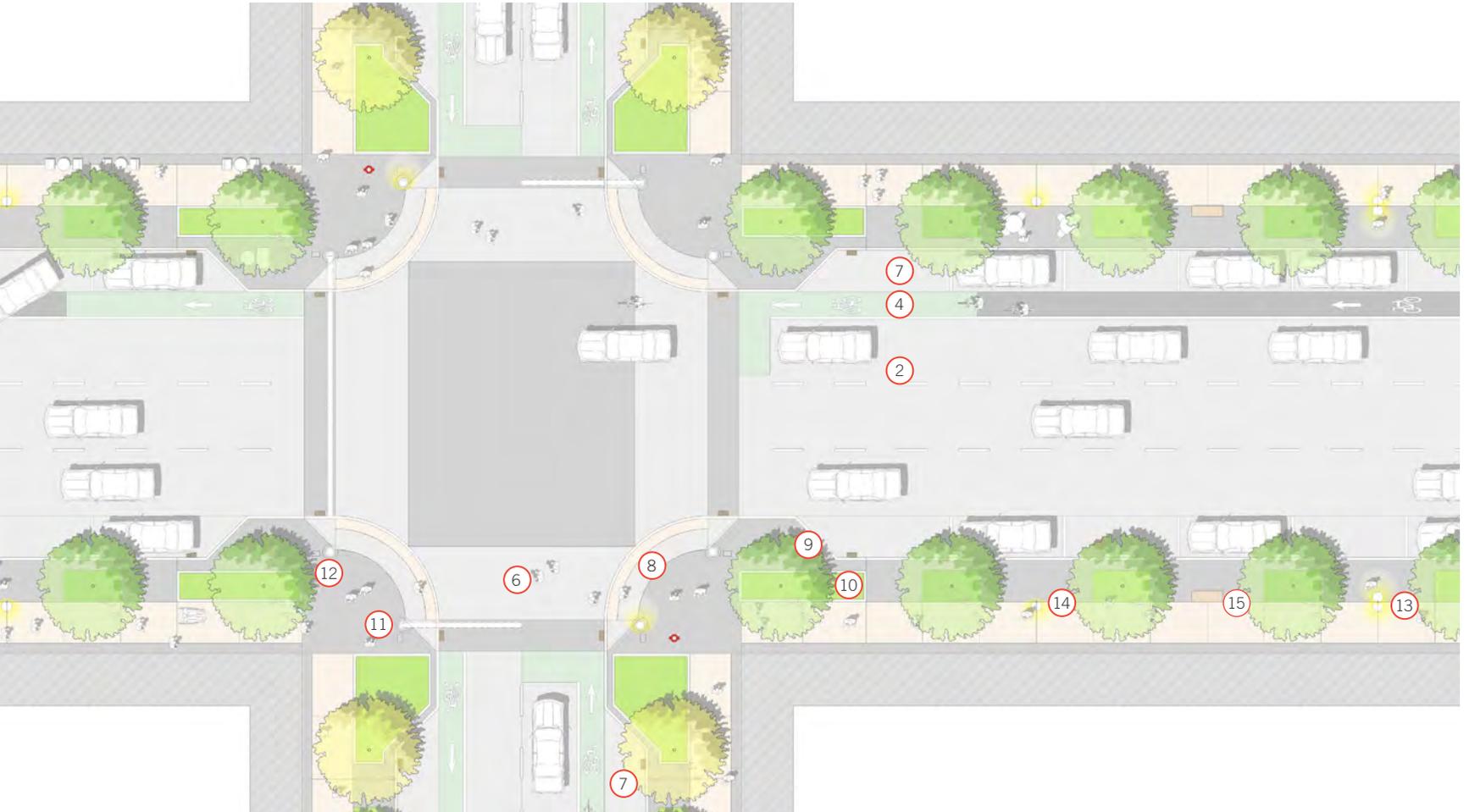


Fayette Street at Perry Avenue

3-LANES WITH PARALLEL PARKING AND BIKE LANE

ADAMS STREET AND JEFFERSON STREET (PHASE ONE)





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|---|----------------|---|--------------|---|--------------------|----|------------------------|----|------------------|
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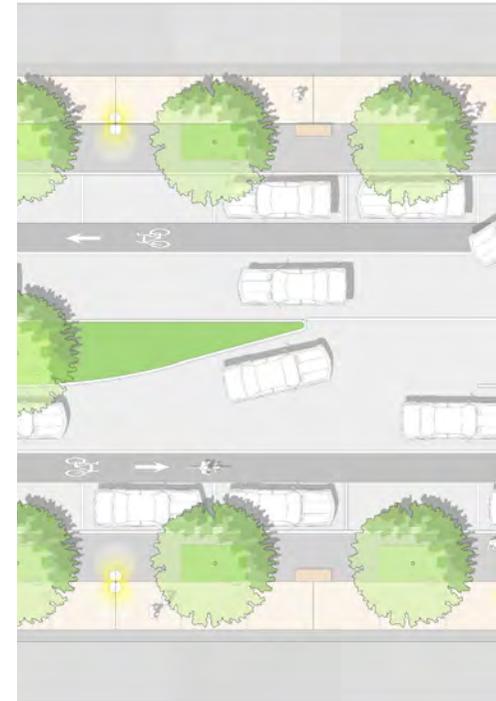




Adams Street at Liberty Street (Phase I)

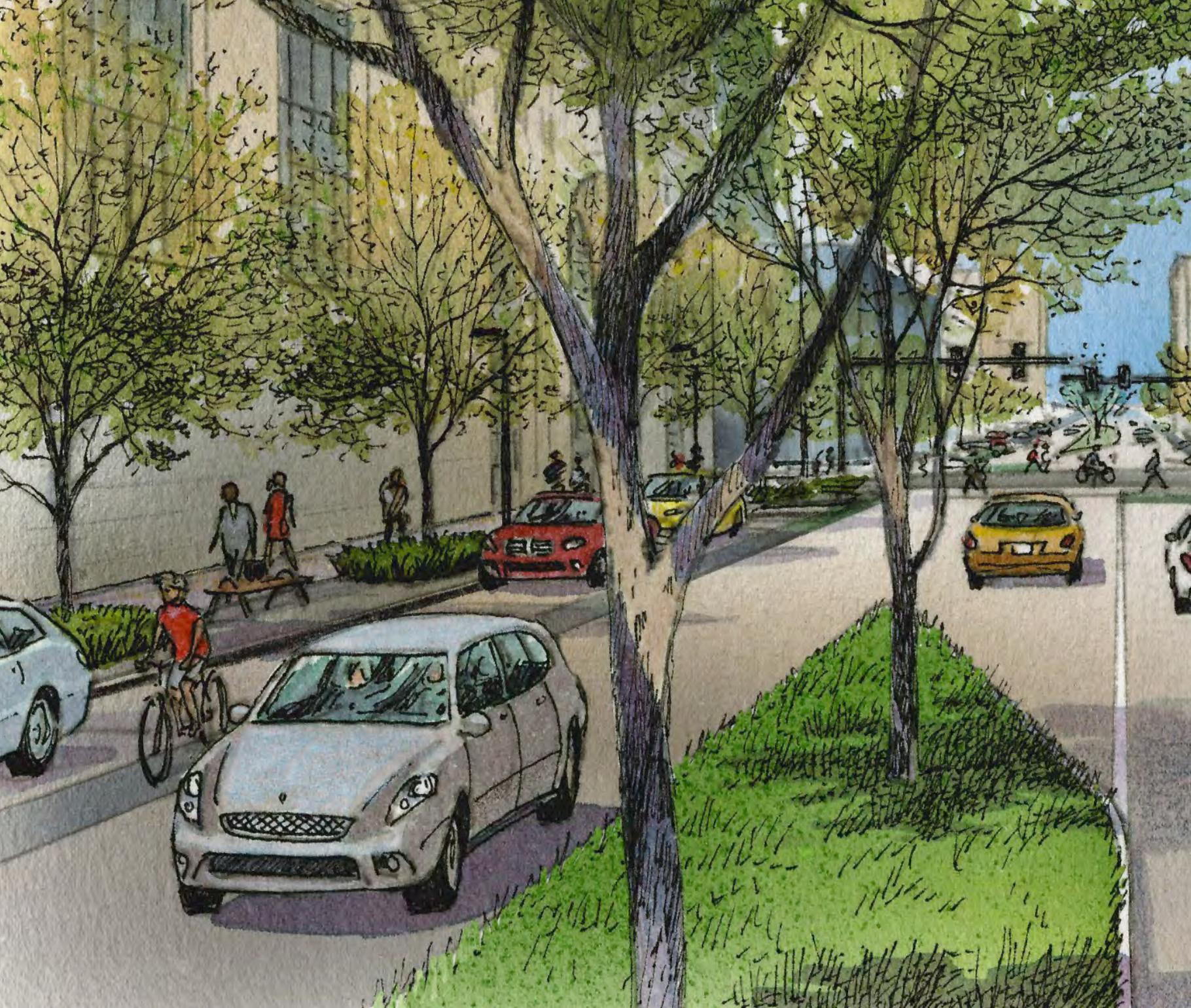
1-LANE WITH PARALLEL PARKING, BIKE LANE AND CENTER TURN LANE

ADAMS STREET AND JEFFERSON STREET (PHASE TWO)





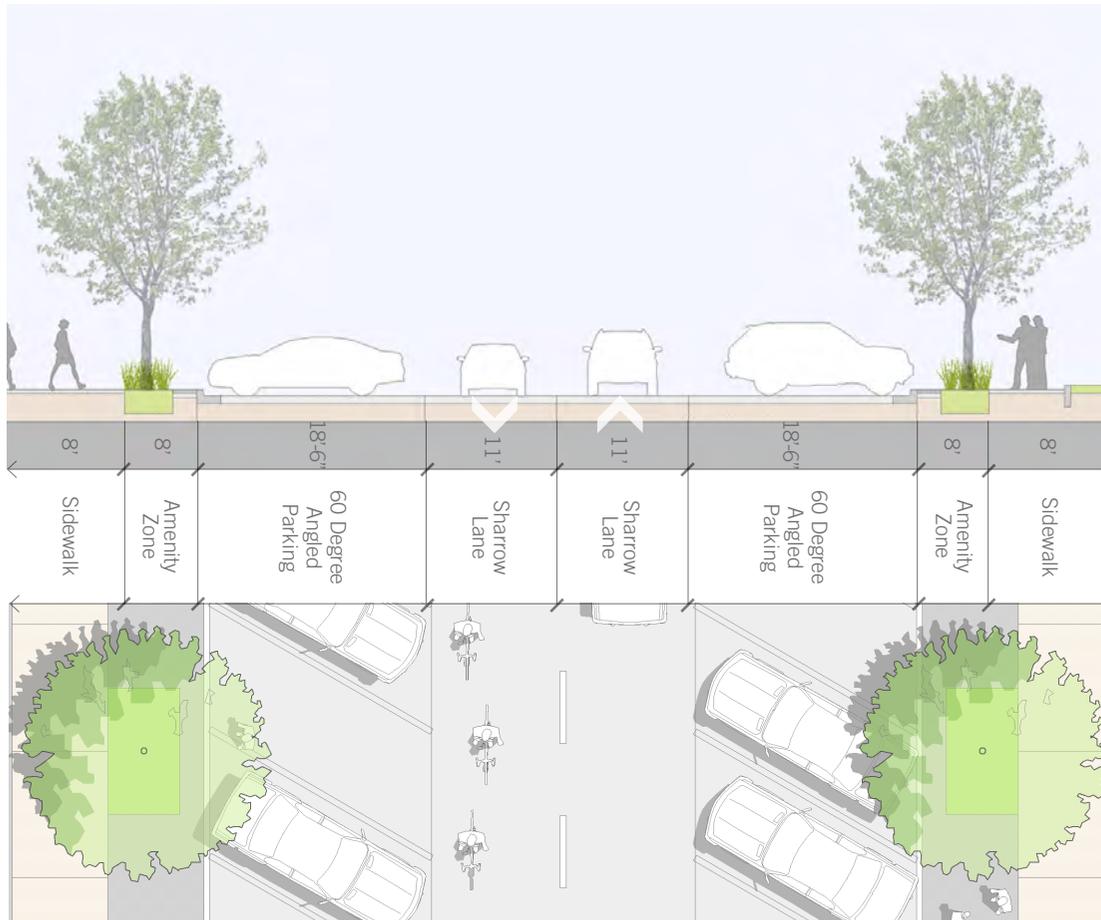
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1-LANE WITH BACK-IN ANGLED PARKING AND SHARROW LANE

MADISON, MONROE, FULTON, LIBERTY





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1-LANE WITH BACK-IN ANGLED PARKING AND SHARROW LANE

MADISON, MONROE, FULTON, LIBERTY

Pedestrian Rated
Color Concrete

Regionally Adaptive
Plants

Consistent
Pedestrian
Street Lighting

On Street Parking
Maximized

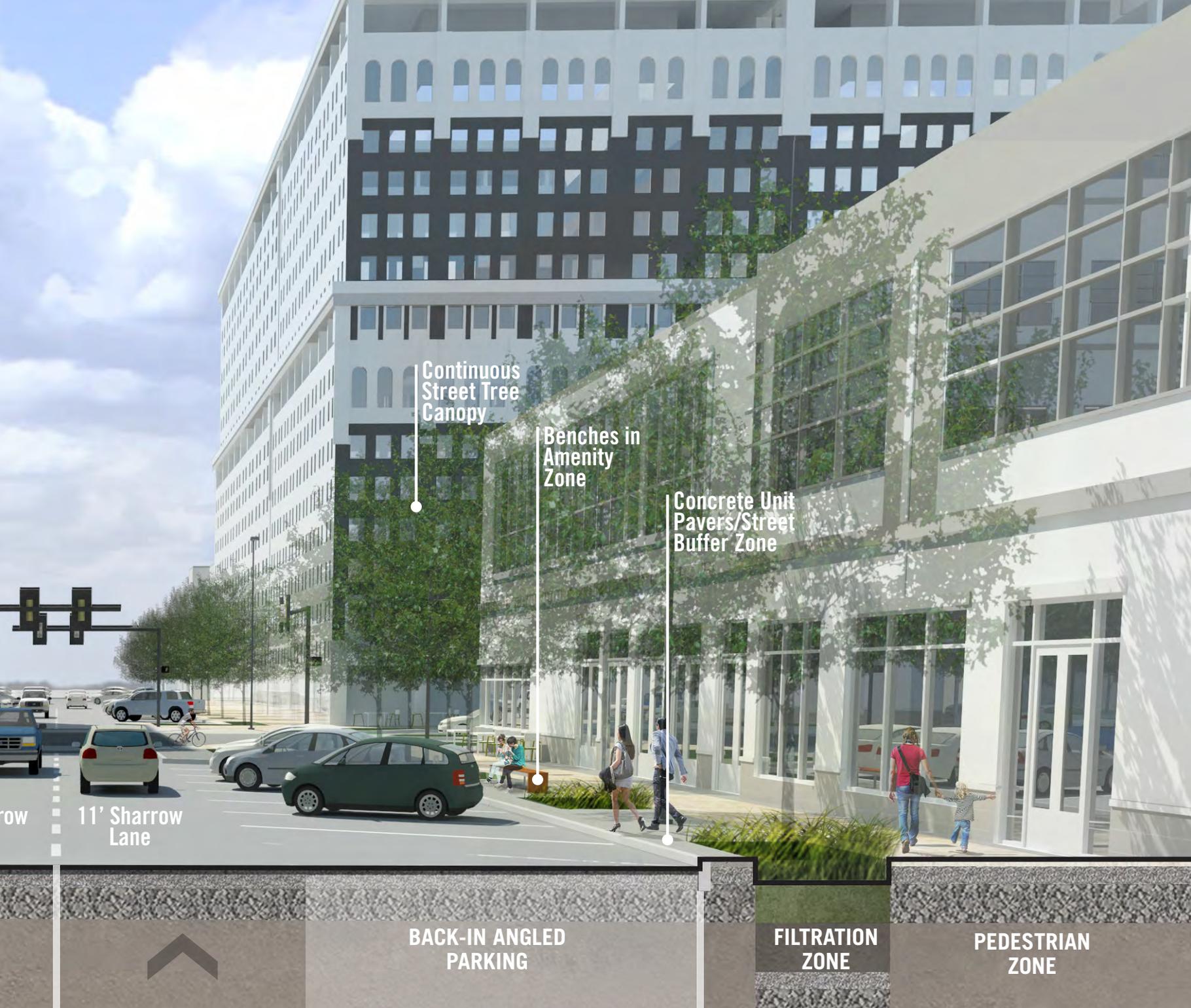
11' Sharrow
Lane

PEDESTRIAN
ZONE

FILTRATION
ZONE

BACK-IN ANGLED
PARKING





Continuous
Street Tree
Canopy

Benches in
Amenity
Zone

Concrete Unit
Pavers/Street
Buffer Zone

row

11' Sharrow
Lane

BACK-IN ANGLED
PARKING

FILTRATION
ZONE

PEDESTRIAN
ZONE





Fulton Street at Madison Avenue

1-LANE WITH PARALLEL PARKING, BIKE LANE AND MEDIAN

HAMILTON STREET AND MAIN STREET

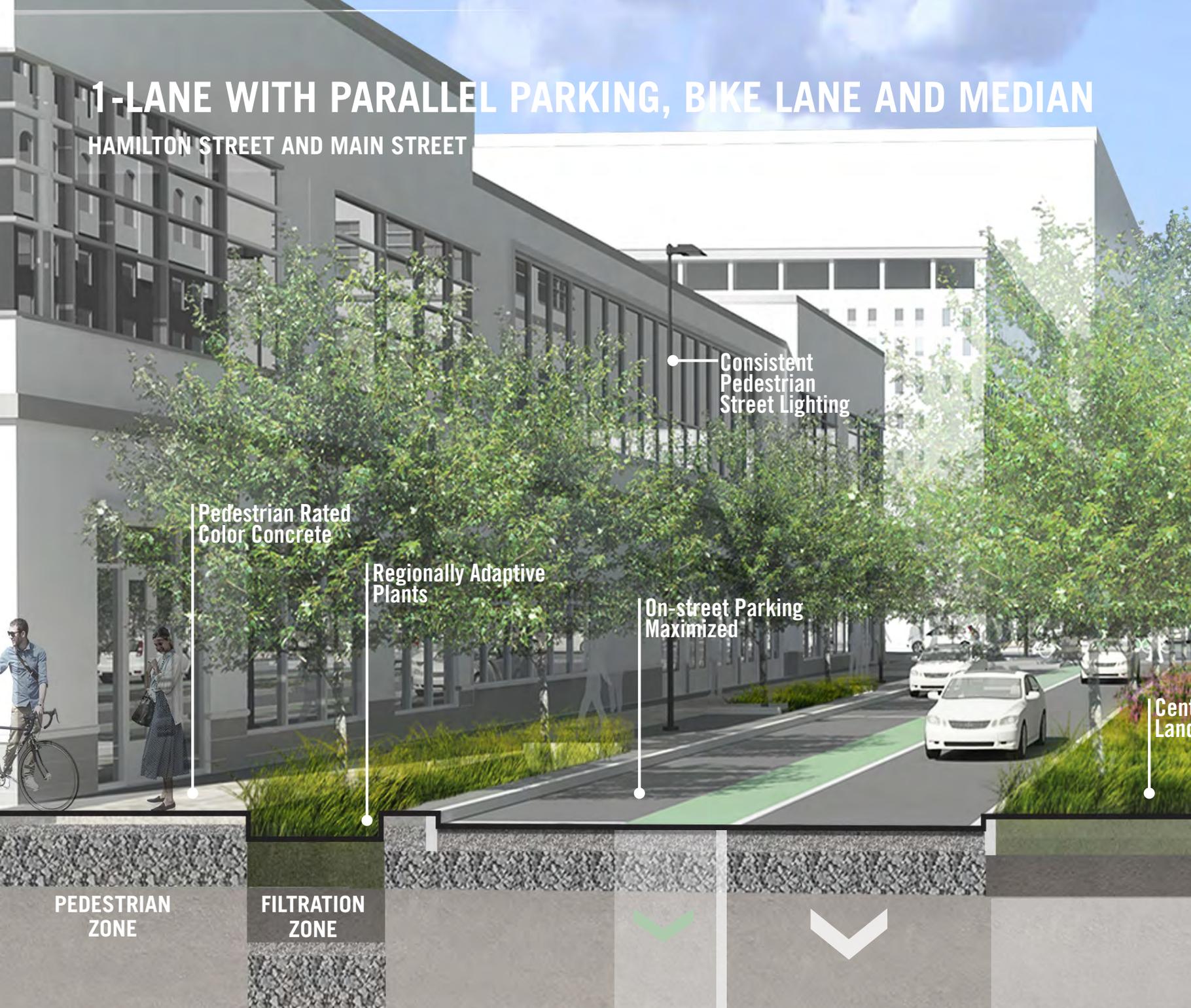




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1-LANE WITH PARALLEL PARKING, BIKE LANE AND MEDIAN

HAMILTON STREET AND MAIN STREET



Consistent
Pedestrian
Street Lighting

Pedestrian Rated
Color Concrete

Regionally Adaptive
Plants

On-street Parking
Maximized

Central
Landscaping

PEDESTRIAN
ZONE

FILTRATION
ZONE



Continuous
Street Tree
Canopy

Concrete Unit
Pavers/Street
Buffer Zone

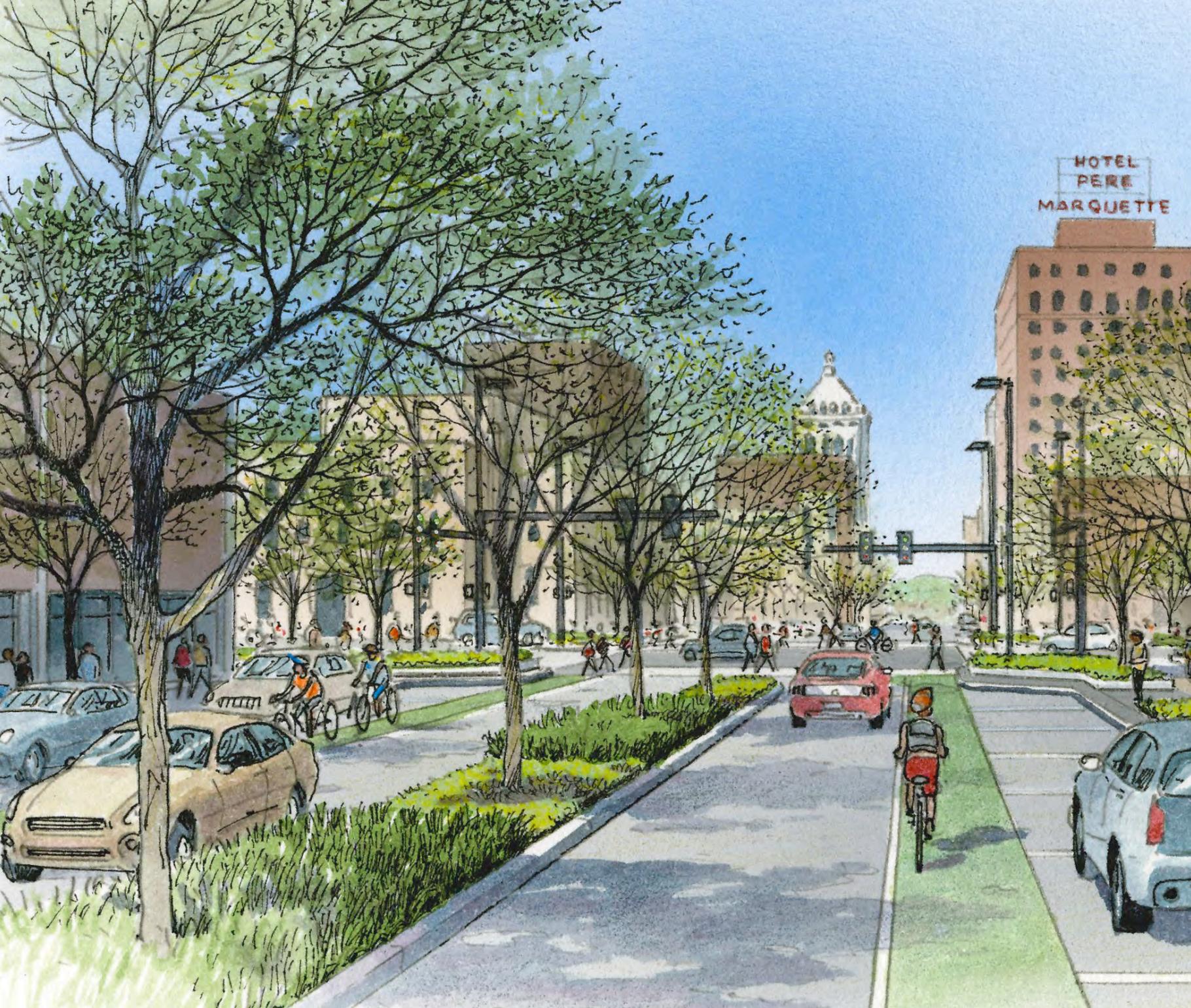
Outdoor
Seating

Central Median as a
Landscape Boulevard

Clearly Defined
Bike Lanes

FILTRATION
ZONE

PEDESTRIAN
ZONE



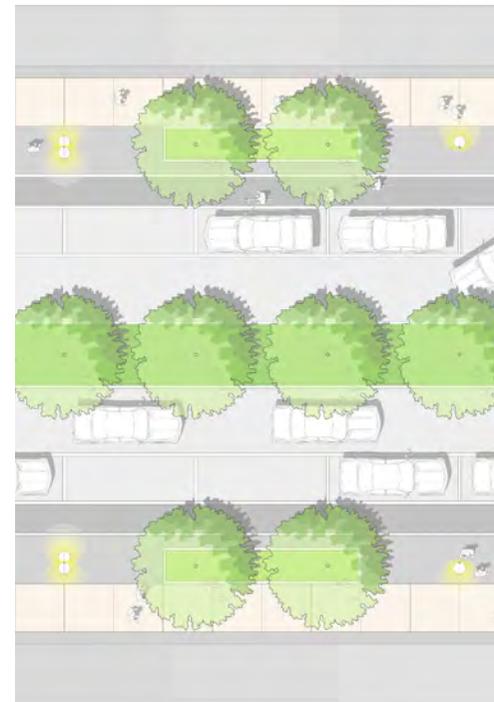
HOTEL
PERE
MARQUETTE



Main Street at Monroe Street

1-LANE WITH CYCLE TRACK, PARALLEL PARKING AND MEDIAN

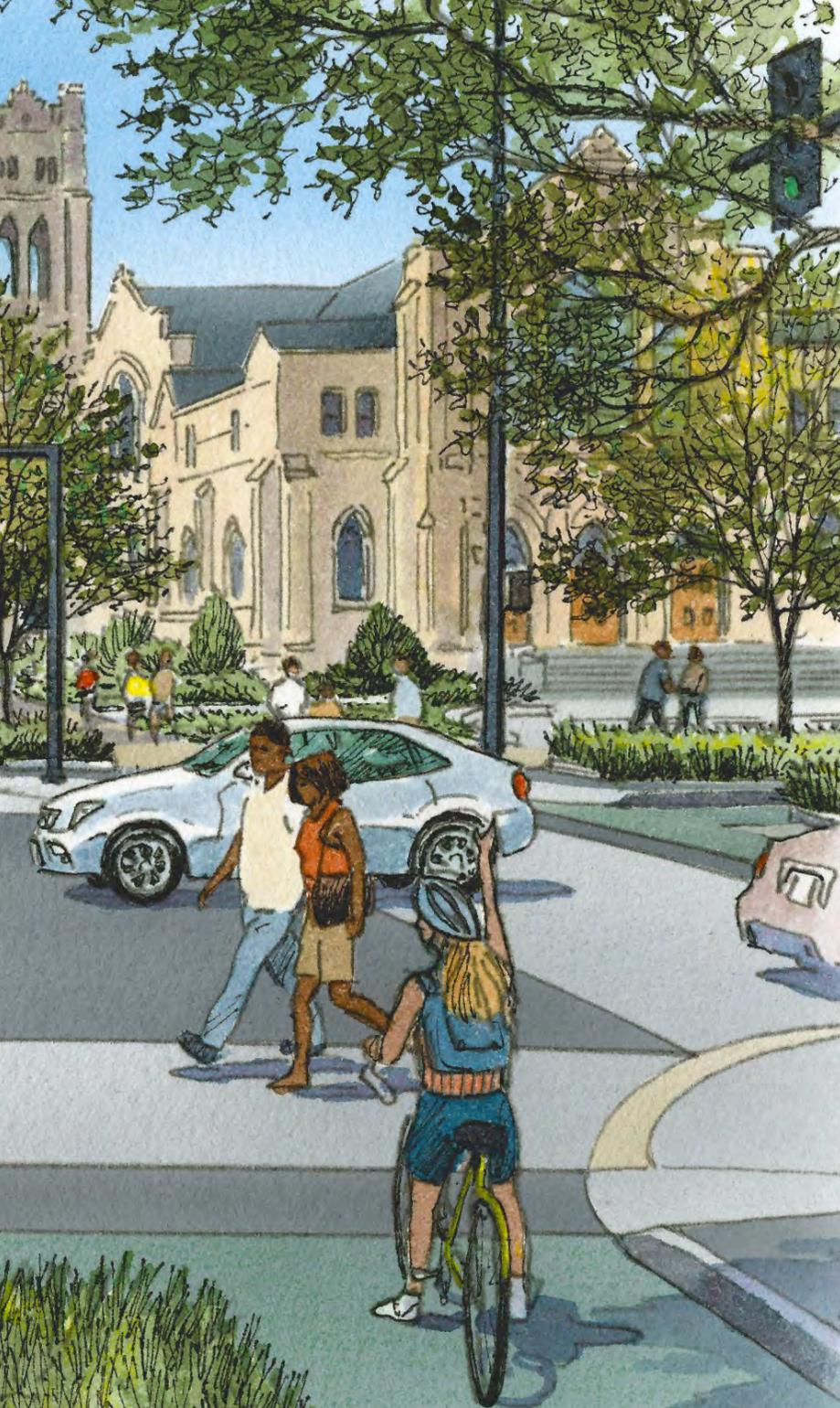
HAMILTON STREET AND MAIN STREET





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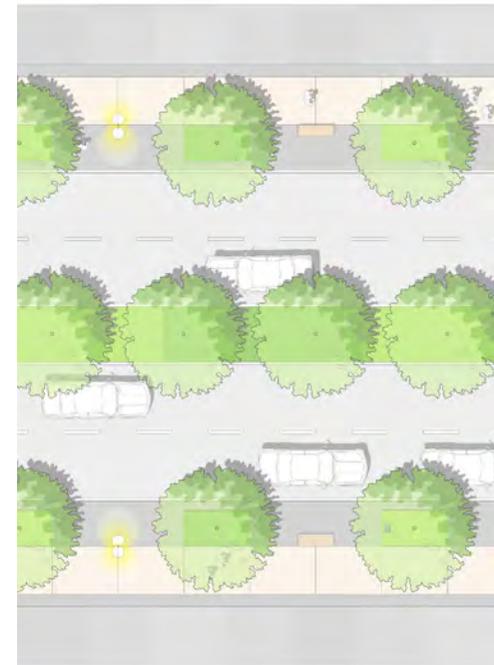




Hamilton Boulevard at Perry Avenue

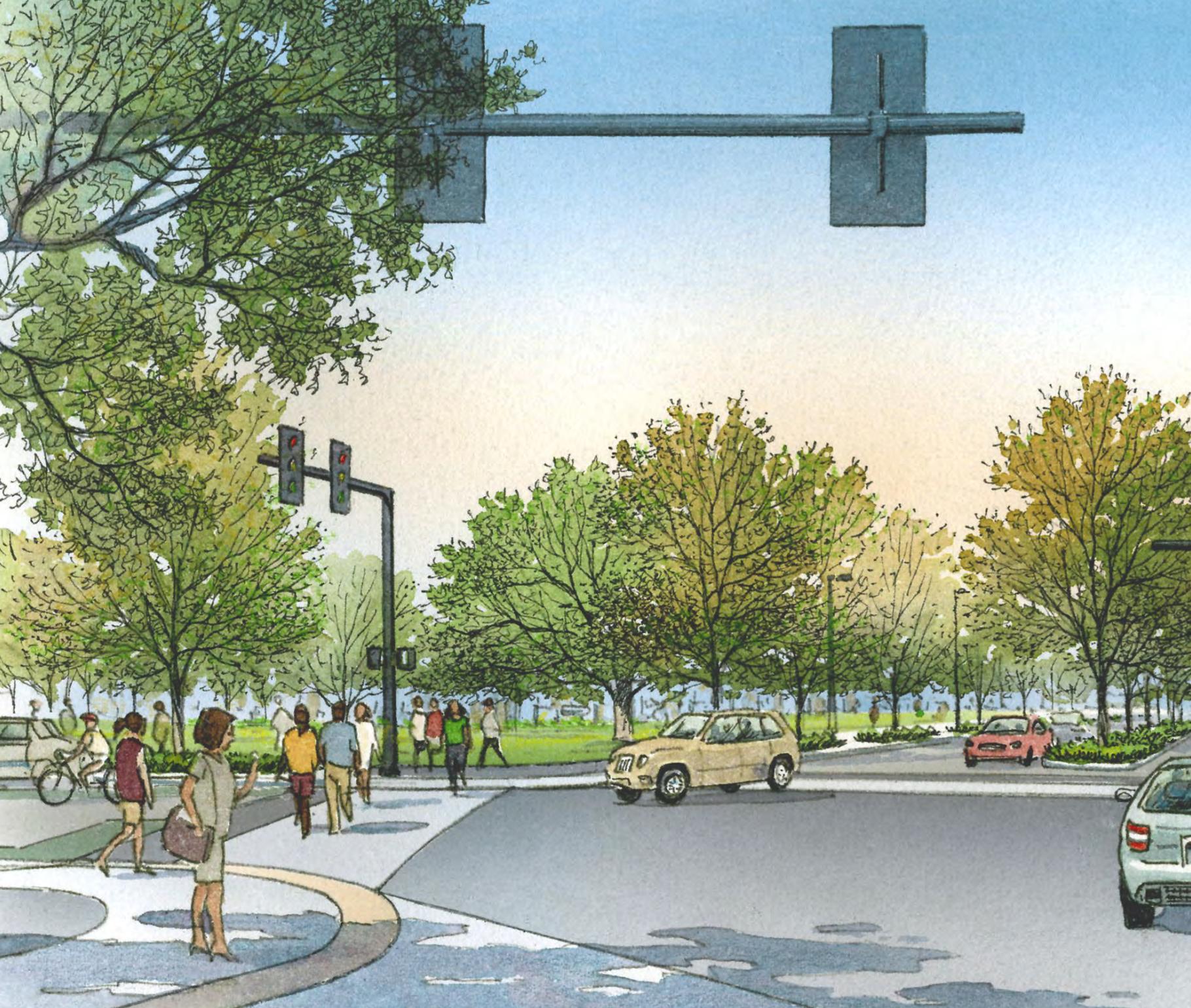
2-LANES WITH MEDIAN

WILLIAM KUMPF BOULEVARD





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William Kumpf Boulevard at Perry Avenue

