



**Let's  
Talk  
Streets**

PUBLIC REVIEW MATERIALS // KEY COMPONENTS OF THE  
**COMPLETE GREEN STREETS GUIDE**



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- Introduction
- Street Values and Street Use Hierarchy
- Complete Green Streets Process Overview
  - Key Elements
  - Decision-making Steps
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- Street Type Details
- Street Design Parameters Tables
- Process Review



# INTRODUCTION

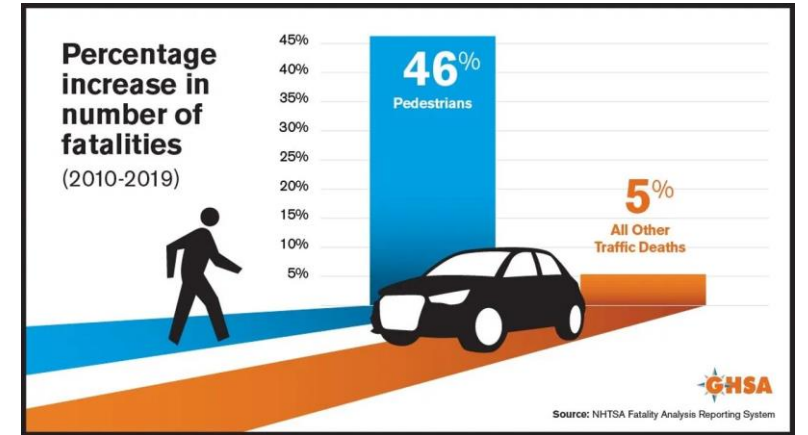
# WHAT ARE WE TRYING TO ADDRESS?

The conventional approach to street design focuses on moving traffic – everything else is squeezed into the remaining space. This results in:

- More driving (no less traffic)
- More severe crashes
- Fewer mobility choices
- Impacts on neighborhoods
- Water and air pollution
- Inconsistent solutions
- Inequities

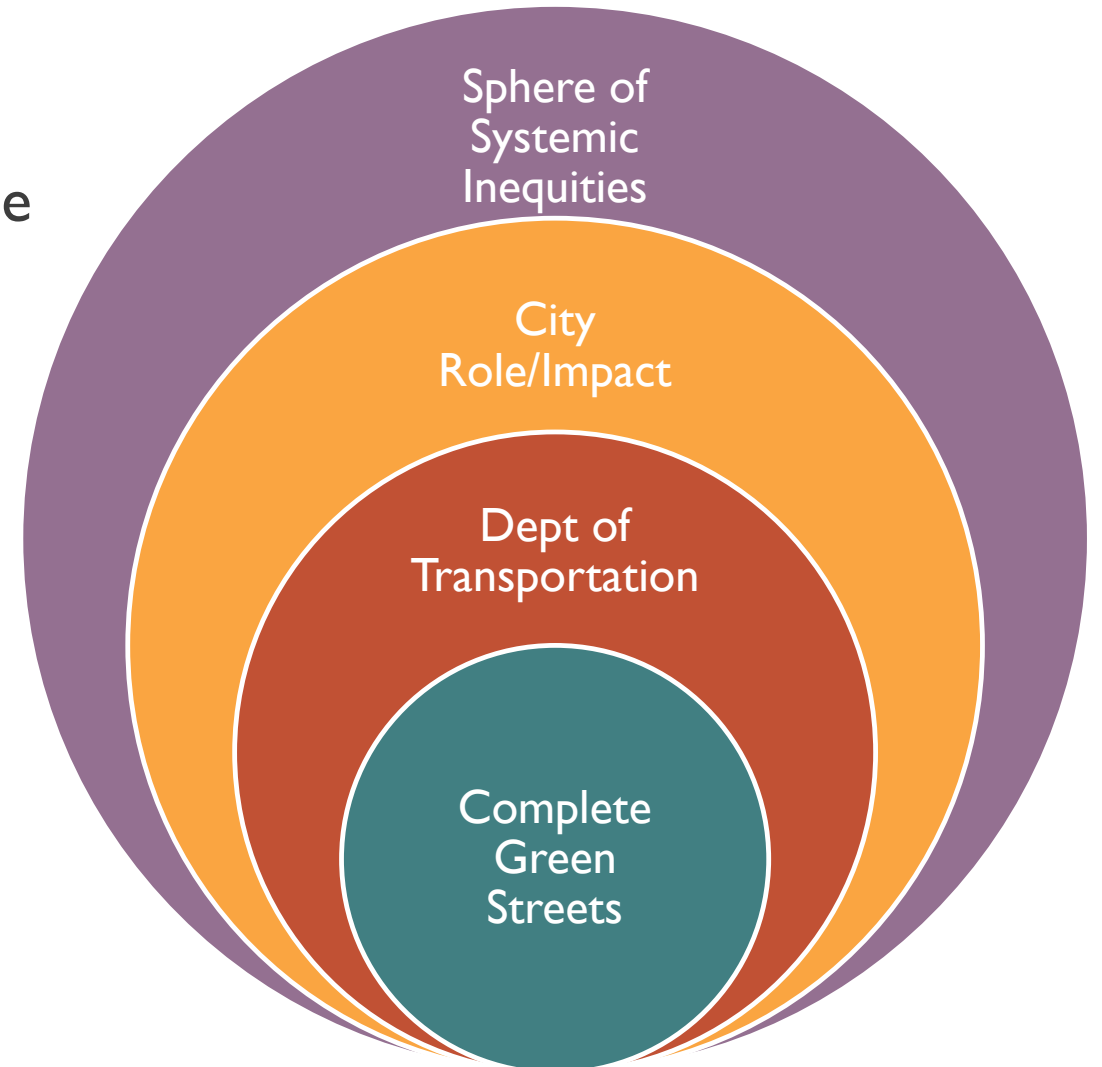
As a result, consistently creating streets that meet non-driving needs well is a challenge.

Learn more by watching the [Overview Video at cityofmadison.com/talkstreets](https://www.cityofmadison.com/talkstreets)



# AREAS OF INEQUITIES: IMPACT + INTERSECTIONALITY

- Through this work we have uncovered spheres of intersectional inequities that ripple into and beyond individual street design:
  - Disparities
  - Less influence over process
  - Less investment
- And we have clearly heard how a street project without consideration of broader challenges/issues can exacerbate inequities.



# HOW COMPLETE GREEN STREETS CHANGES STREET DESIGN

The new approach presented here provides a consistent process for planning, designing, building, and operating streets in a way that better reflects our community values and increases safety and equity. **When we use the word “street,” we are referring to the sidewalks, terraces, roadway, and everything in between.**

## Complete Green Streets provides:



- A process centered in community values



- Clear direction on priorities



- Defined street types to use as starting point for design



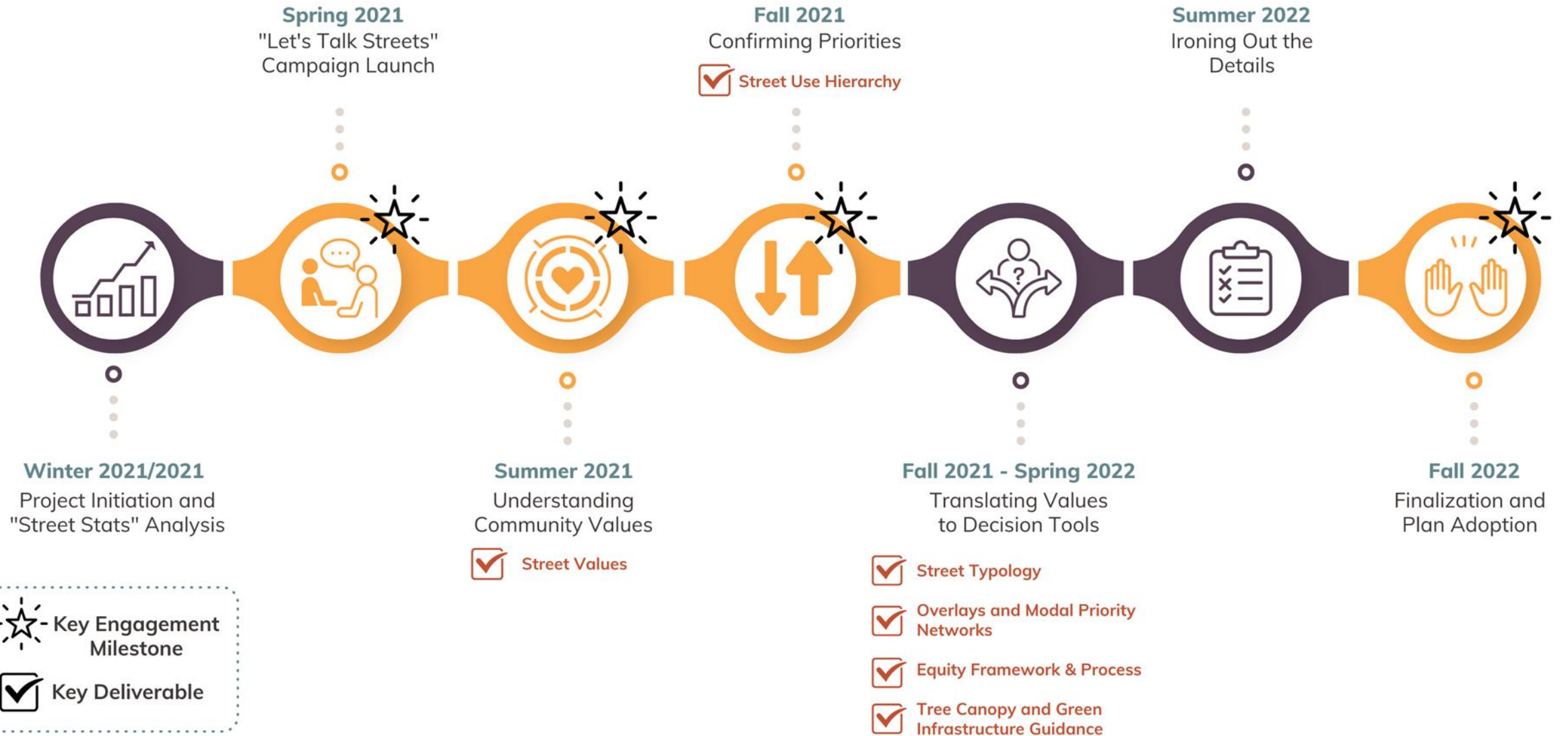
- Explicit equity framework and associated process



- Flexible tool that will evolve over time as Madison evolves

This process builds upon and supports the City’s work around Vision Zero, bike lanes and sidewalks, traffic calming, urban forestry, and green infrastructure. Learn more about Complete Streets [here](#).

# PROJECT TIMELINE



Key Engagement Milestone

Key Deliverable

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## WHAT HAPPENS NEXT?

- This is the final round of Let's Talk Streets engagement prior to review and approval by boards, committees, and eventually Common Council
  - Opportunities to provide feedback will be available during the approval process
- Guide finalization, designed to be updated over time as standards change and as specific plans are updated
- Implementation begins on new street projects as soon as this is adopted



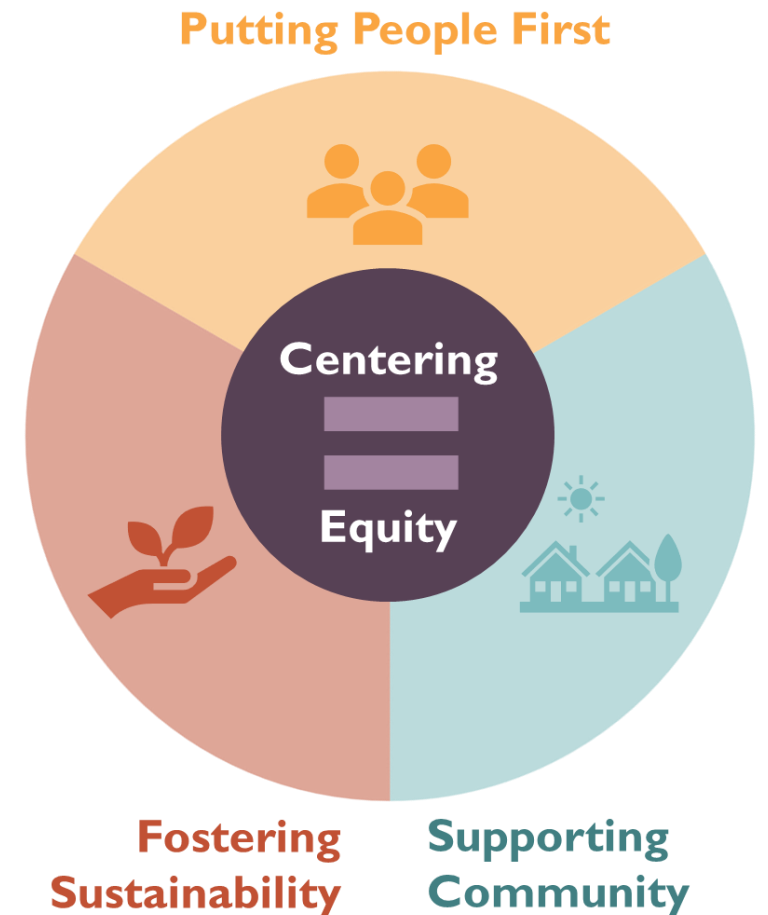


# STREET VALUES & MODAL HIERARCHY

# STREET VALUES

Street values are based on public input and articulate how community values should guide street design. Designing streets based on community values is a significant paradigm shift from the conventional approach, but can successfully improve safety, equity, and sustainability. The street values for Madison are:

- Putting people first: *Prioritize safety, comfort, and well-being which de-emphasizes speed and convenience*
- Supporting community: *Create safe, welcoming places and emphasize short trips and access to local destinations*
- Fostering sustainability: *Promote walking, biking, and transit and use streets to expand the urban tree canopy and clean stormwater*
- Centering equity: *Engage inclusively, provide access to opportunities, prioritize, and support the needs of historically underserved people (race, culture, age, income, and gender identity)*



# EQUITY FRAMEWORK

Expanding on the value of centering equity, we have developed an equity framework to **seek a more holistic approach to street design that reflects the City's definition of equity.**

- Design and operate street spaces so that people, including all racial and ethnic groups, can enjoy them, access jobs and opportunities, and use them safely.
- Move toward justice and fairness in neighborhoods that have experienced racial and economic exclusion, by investing additional time, coordination, and resources in those neighborhoods.
- Remove barriers that have isolated neighborhoods from the transportation network and decreased the safety of people living nearby.
- Ensure that tradeoffs and decisions on transportation projects do not disproportionately burden low-income people and people of color.

**City of Madison equity definition:**  
Equity is just and fair inclusion into a society in which all, including all racial and ethnic groups, can participate, prosper, and reach their full potential. Equity gives all people a just and fair shot in life despite historic patterns of racial and economic exclusion.

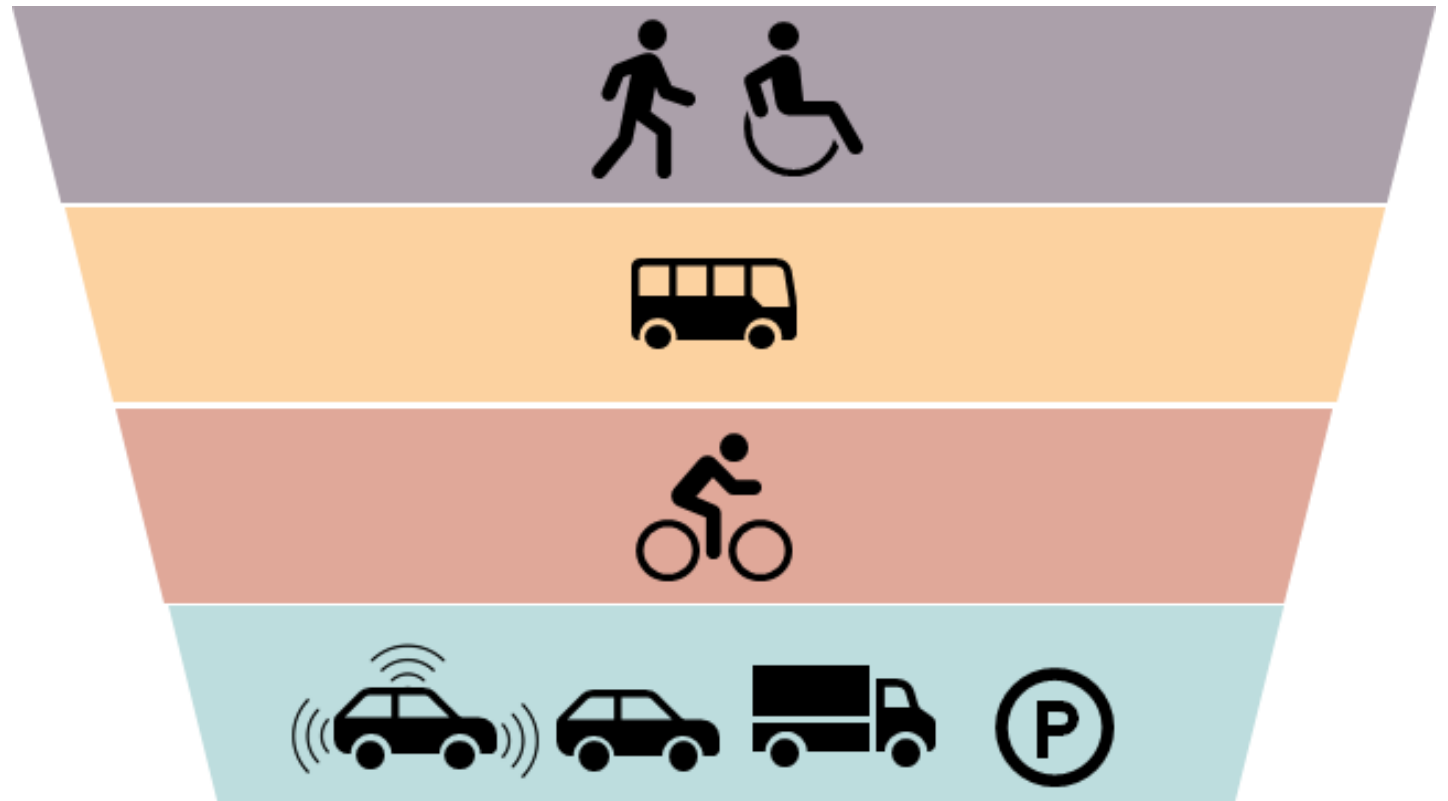
*(Adapted from [www.policylink.org](http://www.policylink.org))*

# MODAL HIERARCHY

The hierarchy illustrates the order in which various travel modes are accommodated by default. **It is a way of translating street values into design decisions.**

For example, our “*putting people first*” value means prioritizing the safety and comfort of people walking and using wheelchairs.

On some streets, the priority of uses will be different, based on context and overlays. This hierarchy represents the default starting point and broad city policy.



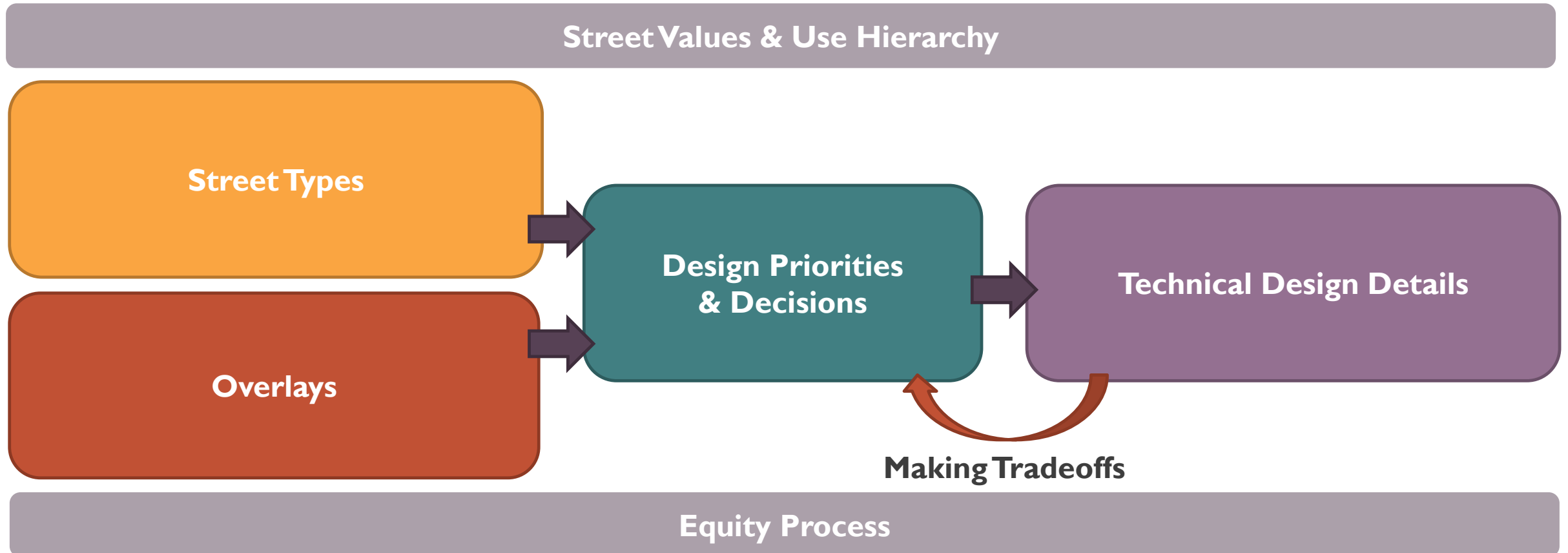


# PROCESS OVERVIEW

# COMPLETE GREEN STREETS PROCESS AND ELEMENTS

The process is built around the key elements shown below. Street values, street use hierarchy, and the equity process influence all elements.

- ❖ **Street types** and **overlays** reflect context and modal network needs to guide **design priorities and decisions**.
- ❖ **Technical design details** identify minimum, maximum, and preferred values for things like sidewalk and terrace widths.
- ❖ When constraints require making tradeoffs, the **design priorities** should be reassessed in consultation with the **street types** and **overlays**.



# DECISION-MAKING PROCESS STEPS

Here are the basic steps for making decisions on an individual street design project:

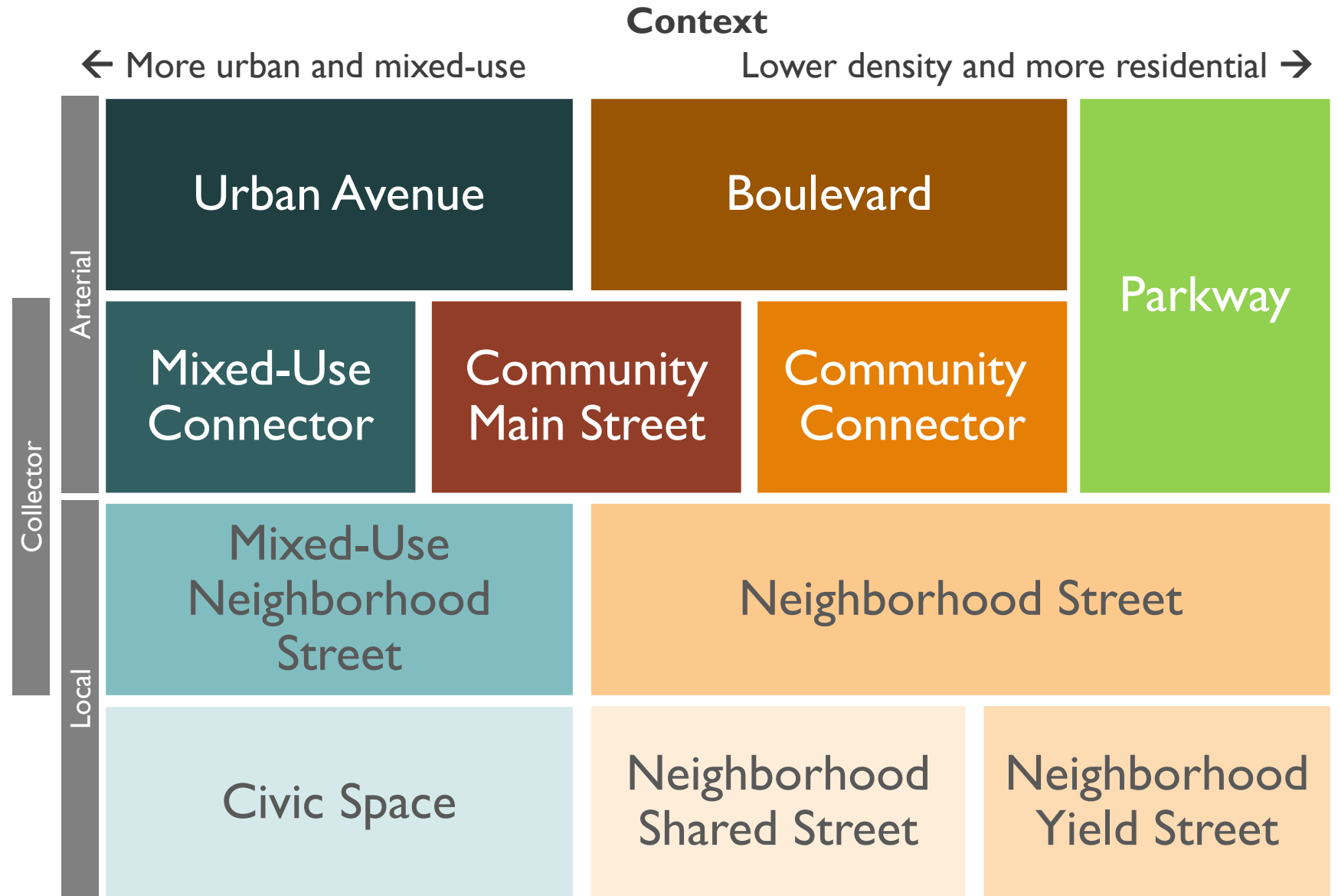
1. Look at the **street type map** and identify what type applies to the street project.
2. Look at the **overlay maps** and identify which overlays are present.
3. Look at the **street type descriptions** to understand what typical elements to include and how **overlays** should **influence the design** or process.
4. Look at the **technical design details parameters tables** to understand min/max/preferred values for various elements (e.g., lane width, design speed, trees/green inf, multi-modal facilities, etc.)
5. If tradeoffs must be made, go back to the **street type descriptions** and **overlay maps** and determine the priority between street zones.

Each of these Complete Green Streets elements is described on the following pages.

# STREET TYPES

CGS is built around a collection of **11 street types** (the typology) that describe the spectrum of current and future streets in Madison. They serve as **starting points for street design**.

The types are based on **context** and the amount of varied activity occurring. They are intended to be **aspirational**.





Collector

Arterial

## Urban Avenue

East Wash (to Starkweather Creek);  
University Ave; South Park St;  
South Gammon (at West Towne)

## Boulevard

East Wash (past Starkweather Creek);  
Mineral Point; Whitney Way; Midvale Blvd;  
Cottage Grove (past Stoughton)

## Parkway

John Nolen;  
Campus Drive;  
Eastwood; Packers;  
Seminole Hwy

## Mixed-Use Connector

Bassett; Broom;  
Outer Loop; Wilson

## Community Main Street

Willy; Monroe; Fair Oaks  
Atwood; Regent

## Community Connector

Watts Rd; N Thompson;  
Buckeye Rd; Milwaukee St;  
East Gorham; Schroeder

## Mixed-Use Neighborhood Street

Downtown local streets; internal streets in new mixed-use areas; East Main St

## Neighborhood Street

Park Edge Dr; Tree Ln; Allied Dr; Baldwin St; Mifflin St; Shore Dr; Commonwealth Ave; other residential local streets

## Civic Space

Capitol square;  
downtown diagonals; MLK Blvd

## Neighborhood Shared Street

Numerous "Court" streets

## Neighborhood Yield Street

Riverside; other residential local streets

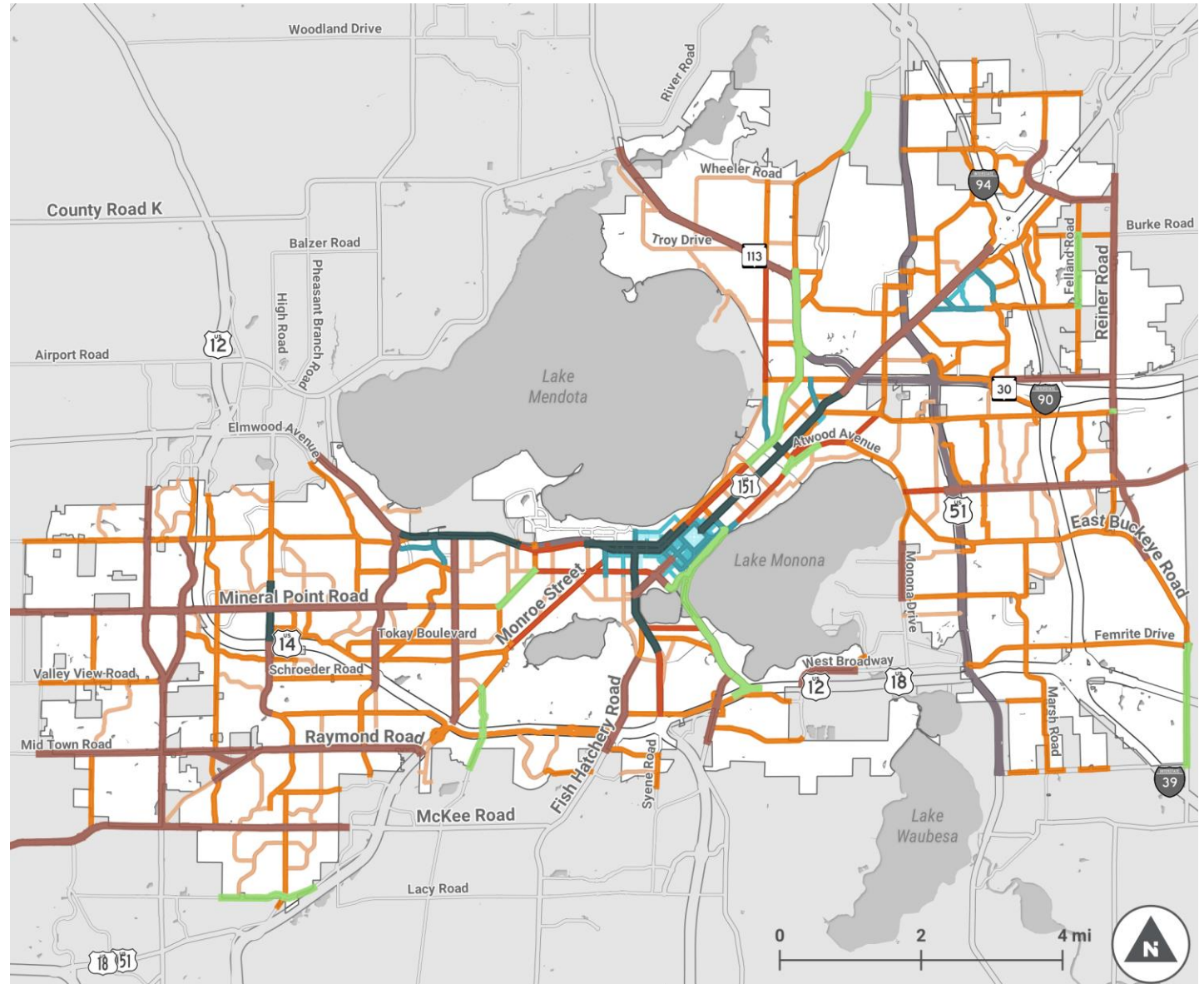
Local

# STREET TYPE MAP

## Initial Map



\*Most or all of these are not mapped, unless applied on a collector or bike boulevard. No streets are currently mapped for the Neighborhood Shared Street or Neighborhood Yield Street types.



# STREET ZONES

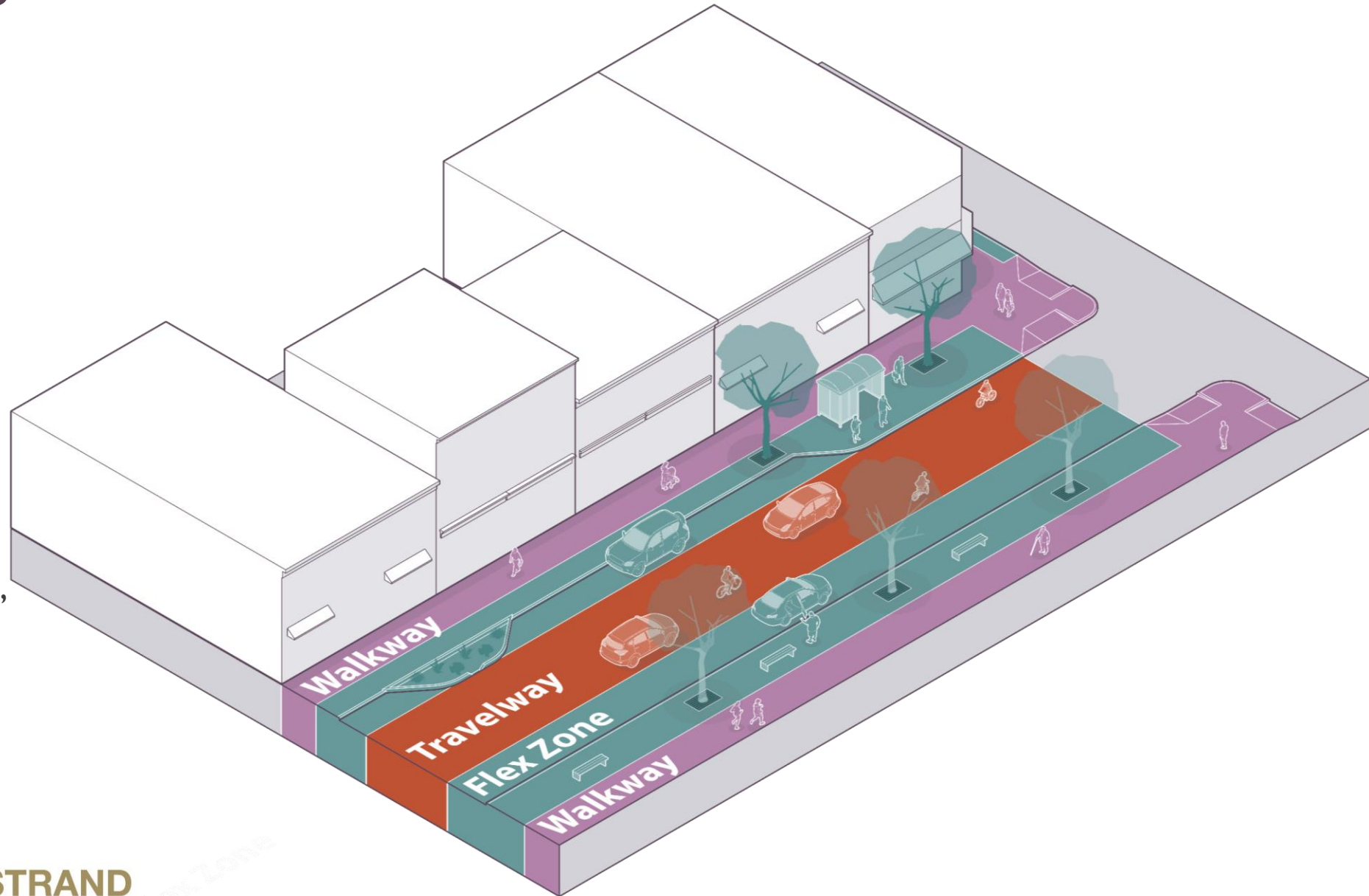
Each street type is divided into zones.

**Movement** (walking, biking, driving) happens in the walkway and travelway.

Bike facilities might be part of the travelway (lanes or cycletrack) or part of the walkway (a path).

**Stationary uses** (parking, cafes, trees) occur in the flex zone.

The flex zone can be terrace or part of the roadway.



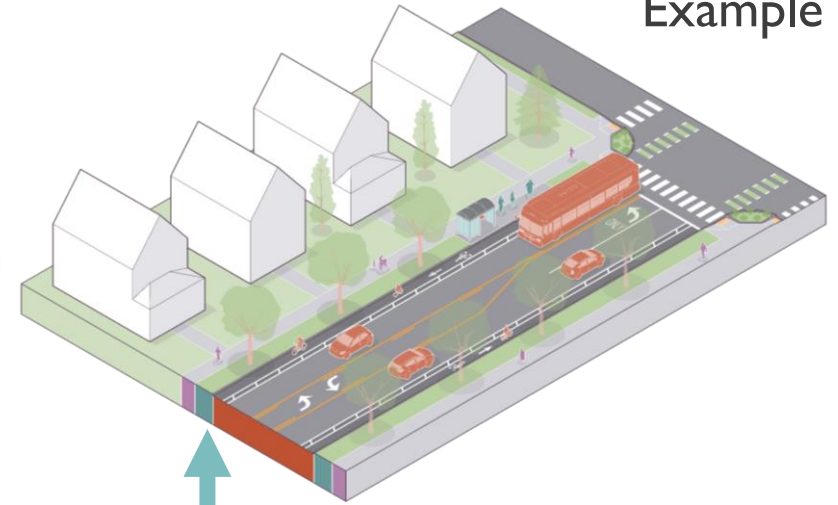
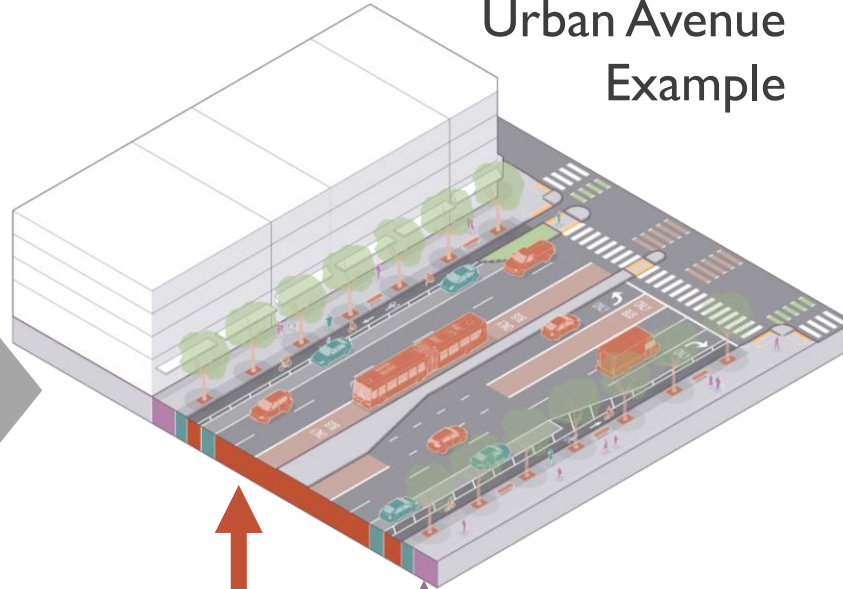
# STREET ZONES

Urban Avenue Example

Community Connector Example

Each street type graphic identifies the **location** and **relative size** of each street zone, with color-coding.

Each street type describes the relative **priority** of each zone, as well as what is **typically provided** in each zone, specific to that street type.



<b>Walkway</b> High Priority
Wider sidewalks with buildings close to or touching the sidewalk.
<b>Flex Zone</b> Medium Priority
Street trees, bike racks, and enhanced transit stops. Parallel on-street parking. Loading zones, if needed, should be provided around the corner on intersecting minor streets.
<b>Travelway</b> High Priority
Dedicated transit lanes, separated bike lanes, often 2 travel lanes per direction, and medians.
<b>Additional Features and Considerations</b>
Intersections every ~500 feet; controlled crossings every ~1,000 feet

<b>Walkway</b> High Priority
Standard sidewalks, with buildings offset from the sidewalk by landscaping.
<b>Flex Zone</b> Low Priority
Landscaped terrace with street trees. On-street parking may be provided in some locations.
<b>Travelway</b> Medium Priority
1 travel lane per direction with bike facilities, often with medians or center turn lane. Appropriate transit accommodations.
<b>Additional Features and Considerations</b>
Intersections every 300-500 feet; controlled crossings every 800-1,200 feet; frequent driveways

# OVERLAYS

- Overlays influence design decisions and the priority of various elements.
- Each street type describes the influence of each overlay.
- Overlays are in a hierarchy to guide tradeoffs, when necessary.

**Equity Priority Areas**  
(includes additional process elements)

**Transit Priority Network**  
(prioritizes transit on high frequency transit routes)

**All Ages and Abilities Bike Network**  
(key corridors to prioritize high-comfort bikeways)

**Tree Canopy Priority Areas**  
(includes detailed decision matrix)

**Green Infrastructure Priority Areas**  
(includes detailed decision matrix)

**NHS\* & Truck Routes**  
(higher traffic streets)

# EQUITY PROCESS

- Consult the Map of Equity Priority Areas (EPAs)
  - Based on Neighborhood Resource Team (NRT) areas with additional areas identified based on demographic data
  - Includes Darbo Worthington, Allied Drive, South Park Street, and others
- This triggers additional process steps:

<p>Is the project within or near an EPA?</p> <ul style="list-style-type: none"><li>• Engage with NRT &amp; community to understand needs</li><li>• Review past public input</li><li>• Use EPA project checklist*</li></ul>	<p>Are there other City departments active in the CGS project area?</p> <ul style="list-style-type: none"><li>• Engage with NRT &amp; community to understand needs</li><li>• Review past public input &amp; other department projects in area and coordinate work to improve all project outcomes</li><li>• Use EPA project checklist</li></ul>
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\*Currently under development.



# OVERLAYS

# Equity Priority Areas

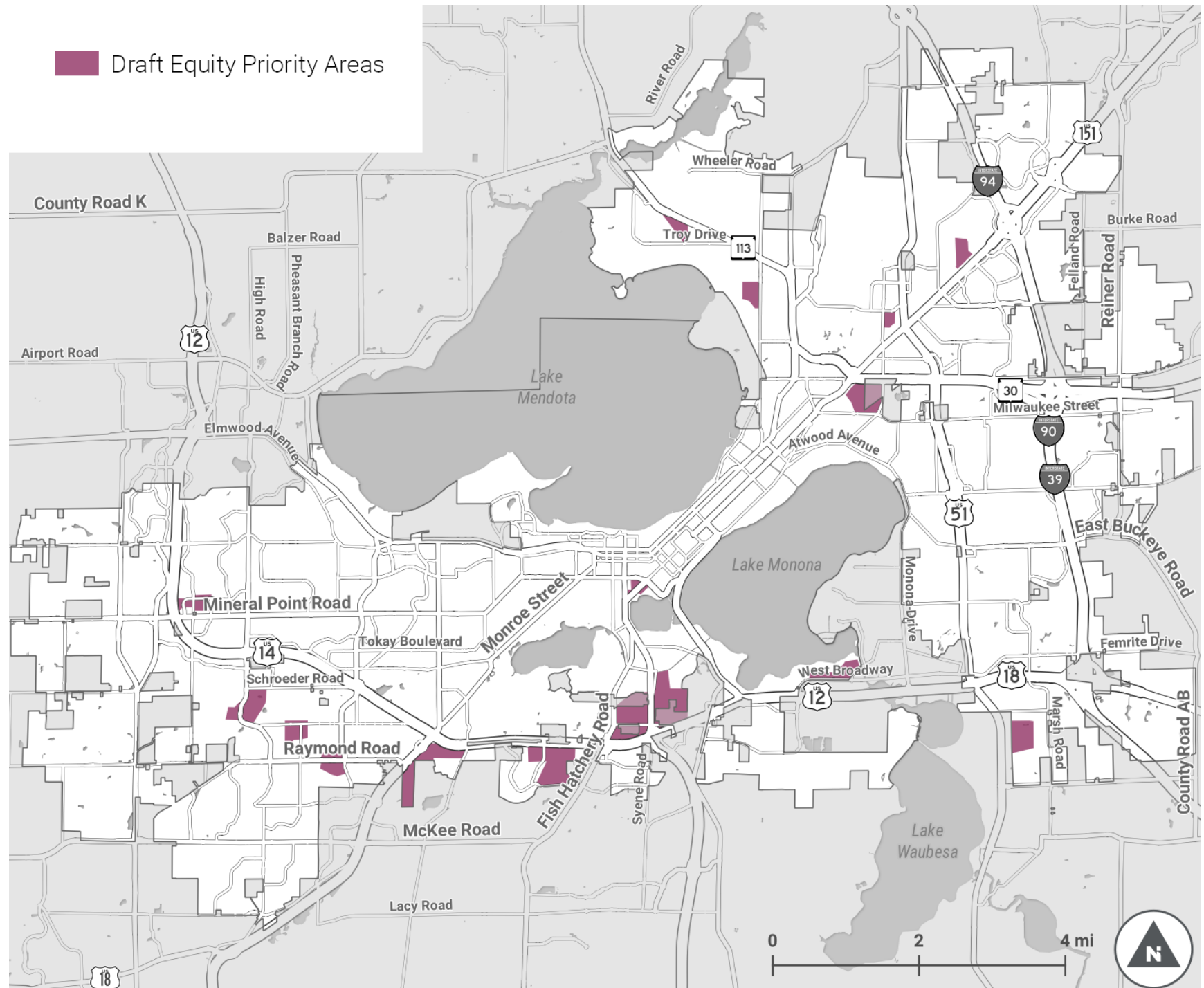
(includes additional process elements)

## Initial Map

Based on Neighborhood Resource Team (NRT) areas with additional areas identified based on demographic data

These locations trigger the additional Equity Priority Area process steps

 Draft Equity Priority Areas





# Transit Priority Network

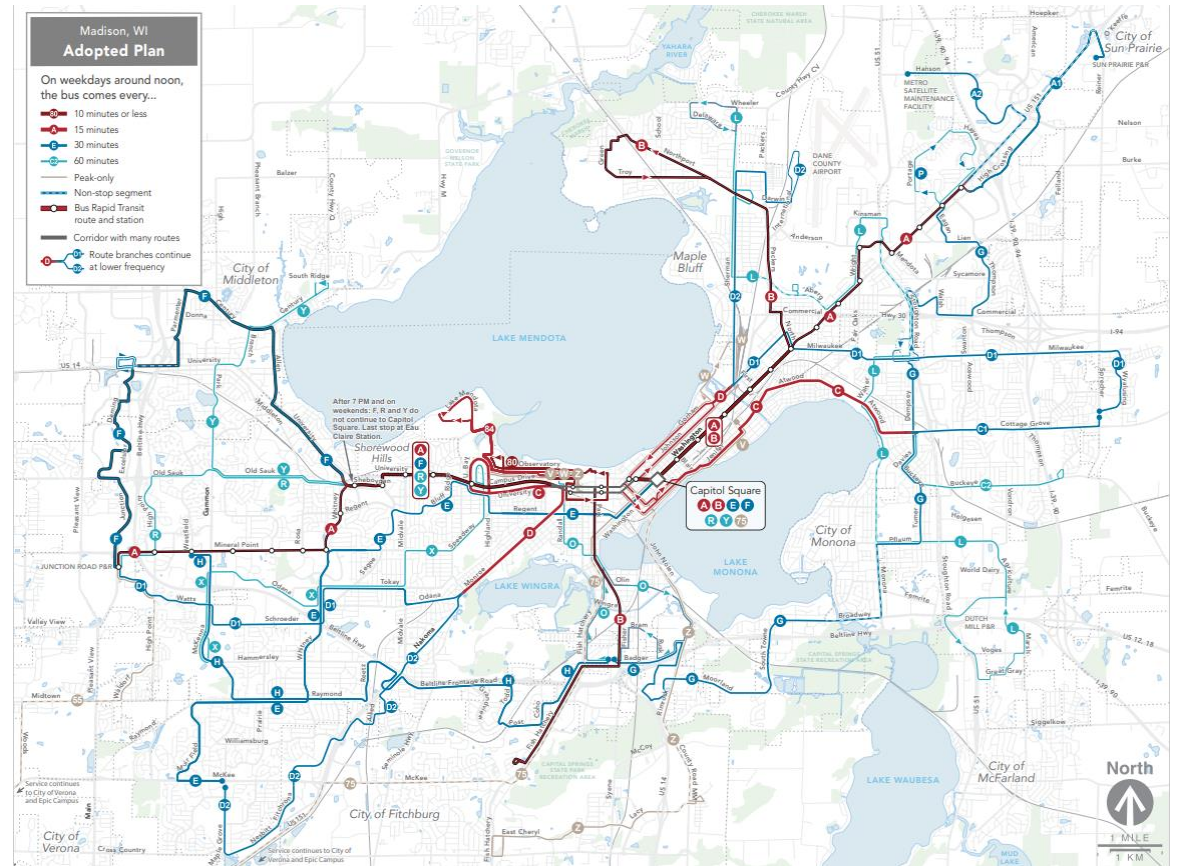
(prioritizes transit on high frequency transit routes)

## Purpose & Goals

- Metro Transit high-frequency routes (BRT routes and other routes with 15-minute frequency)
- Identify and preserve key corridors to provide high quality transit service

## What does this mean?

- Ensure maximum efficiency for transit operations and access to transit stops for people walking. Ensure other priorities do not negatively impact transit operations or safety of accessing stops.
- May include removing parking, dedicated transit lanes, transit signal preemption, pedestrian and crossing enhancements, etc.



Future transit plan updates will trigger changes to the CGS Transit Priority Network



# Transit Priority Network

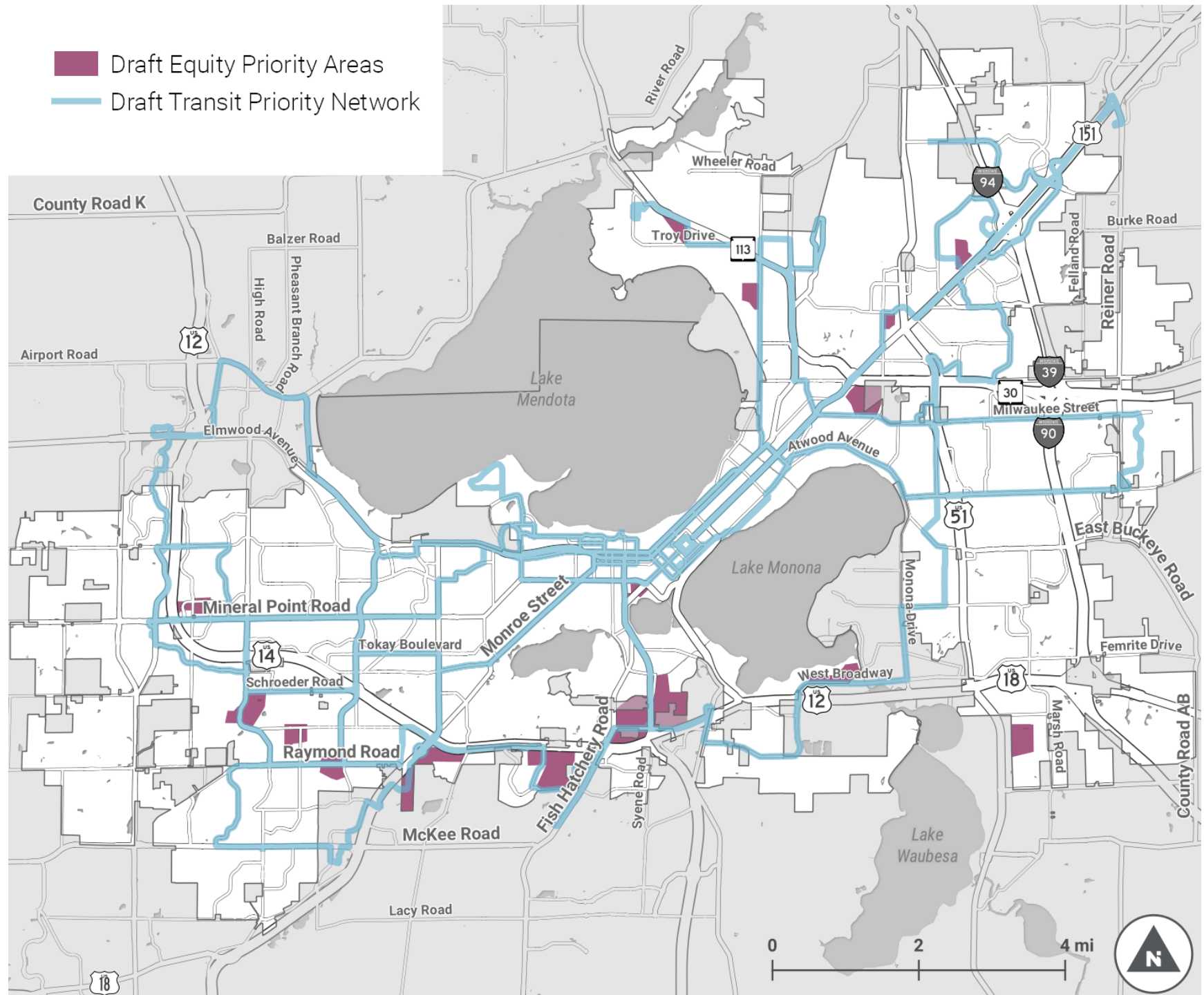
(prioritizes transit on high frequency transit routes)

## Initial Network Map\*

Future transit plan updates will trigger changes to the CGS Transit Priority Network

\* Based on 2023 Transit Network Redesign

-  Draft Equity Priority Areas
-  Draft Transit Priority Network



# All Ages and Abilities Bike Network

(key corridors to prioritize high-comfort bikeways)

## Purpose & Goals

- Complete bike network between neighborhoods, key destinations, and to adjacent communities
- Context-based designs emphasizing projected bike lanes, paths, and low-traffic streets
- Map is a long-term planning document and aspirational concept for a complete system – will be updated regularly
- Map helps focus efforts toward most important connections, supports working with WisDOT and others, helps with grant applications

Future bike plan & area plan updates will trigger changes to the CGS AAA Bike Network

## What does this mean?

### ■ Streets on the network:

- Considered most critical for creating a complete network. “Line in the sand” when it comes to tradeoffs.
- Designed for all ages and abilities.
- May include removal of on-street parking, creating Bike Boulevard with traffic diversion, etc.

### ■ Streets **NOT** on the network:

- Modal Hierarchy still applies (biking above driving)
- Still try to achieve all ages and abilities conditions, but may have tradeoffs for other modes or street uses.
- Goal is for most streets to be bike-friendly.

# All Ages and Abilities Bike Network

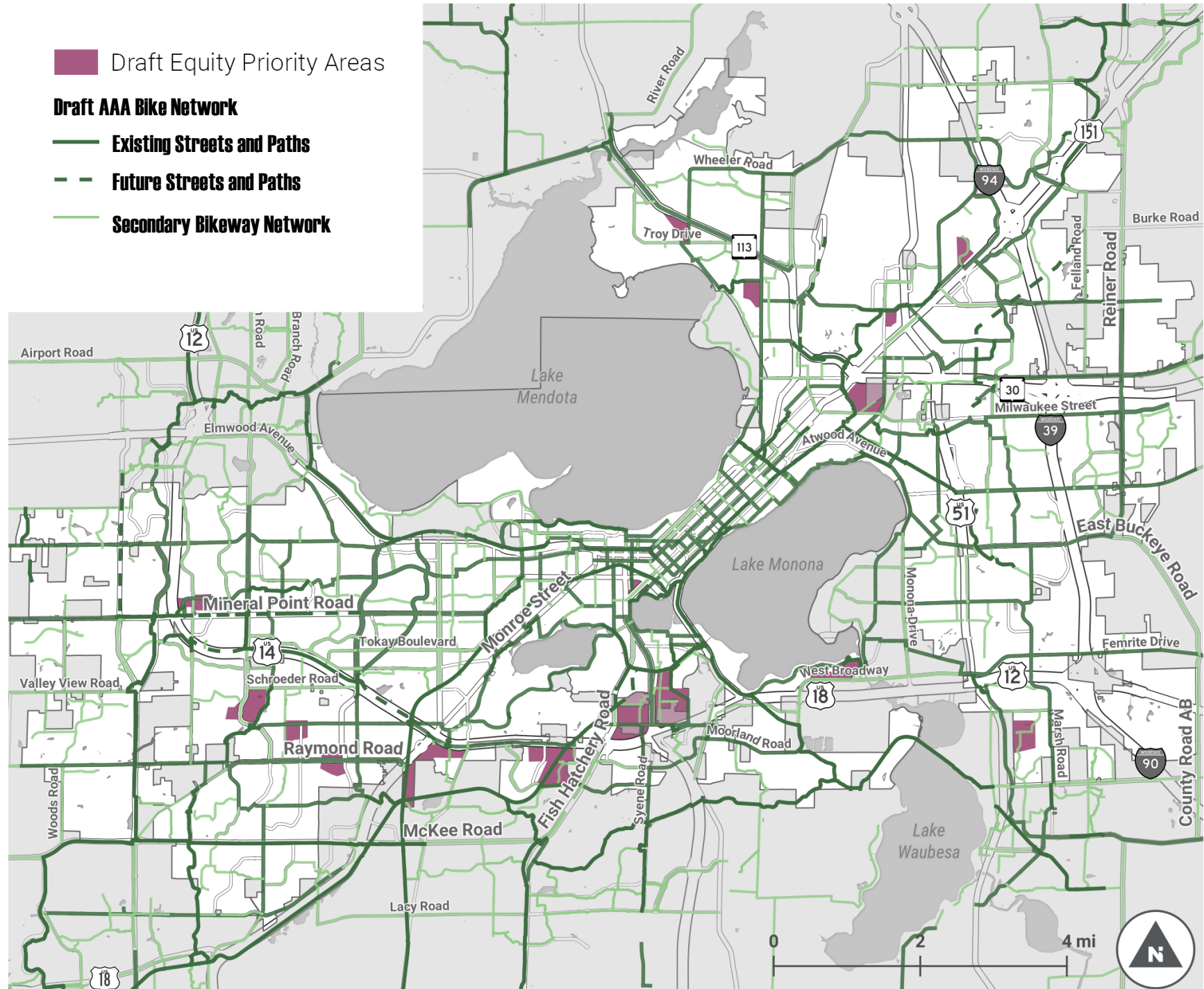
(key corridors to prioritize high-comfort bikeways)

## Initial Network Map

- Dark green lines are All Ages & Abilities network
- Light green lines illustrate additional secondary planned bikeways

Future bike plan & area plan updates will trigger changes to the CGS AAA Bike Network

- Draft Equity Priority Areas
- Draft AAA Bike Network**
  - Existing Streets and Paths
  - - Future Streets and Paths
  - Secondary Bikeway Network



# Tree Canopy Priority Areas

## Purpose & Goals

- Identify areas with low amounts of existing tree canopy coverage where tree planting in the right-of-way is viable.
- Move toward a citywide goal of 40% tree canopy coverage.
- Identify appropriate solutions for planting trees while reducing conflicts with other right-of-way priorities.

## What does this mean?

- Priority for canopy is determined based on Table 1, averaging the two components. For example, a street with 37% canopy coverage in the right-of-way (ROW) and in an area with a Tree Equity Score of 45 would be considered “Moderate” priority for increasing tree canopy as part of the street project.
- Influences terrace width and triggers the use of engineered “suspended pavement” solutions to provide adequate soil volumes in constrained environments.

Tree Canopy Priority	Existing Percent Tree Canopy in ROW	Tree Equity Score <sup>1</sup>
High	<15%	40 to 75
Moderate	15% to 35%	75 to 90
Low	>35%	90 to 100

<sup>1</sup>Madison Score: <https://www.treeequityscore.org/map/#11/43.0699/-89.4111>)

<sup>2</sup>Methodology: <https://www.treeequityscore.org/methodology/>

**Table 1 Tree Canopy Priority**

# Green Infrastructure Priority Areas

Table 12 DGI Priority

DGI Priority	Underlying Infiltration Potential at Surface or Within 5 feet of Surface (See Figure 28 <sup>1</sup> )	Location in Relation to Wellhead Protection Zones (See Figure 29)	Location Relative to Winter Salt Routes (See Figure 30)	Location Relative to Existing Flooding During 100-Year Event (See Figure 31)	Terrace Area Available for DGI	Stormwater Quality Need in Terms of TMDL Reachshed TSS and TP Reduction Performance <sup>3</sup>		
						Reachshed	TSS	TP
High (3)	Loamy Sand and Sandy Soils (1.63 in/hr to 3.6 in/hr)	Outside wellhead protection zones for all wells.	Project not located on winter salt route.	Located upstream of a known watershed with existing flooding outside of ROW.	8 to 10 feet	47 62 <b>64</b> 65 66	<40% <40% <40% <40% <40%	<27% <27% <27% <27% <27%
Moderate (2)	Sandy Loam, Fine Sand, Loamy Sand, Very Fine Sand, and loamy fine sand (0.5 in/hr)	Within wellhead protection zones for Well Nos. 7, 8, 10, 12, 13, 17, 18, 19, 20, 23, 24, 25, 26, 27, 28, 29, 30, 31 but outside the large-scale DGI exclusion zones (orange cross-hatched areas on Figure 29)	Drainage from off-site winter salt route area enters project location.	Located upstream of a known watershed with existing flooding inside of ROW.	6 to 8 feet	47 <b>62</b> 64 <b>65</b> <b>66</b>	>40% <b>40 to 82%</b> 40 to 73% <b>40 to 68%</b> <b>40 to 62%</b>	>27% <b>27 to 78%</b> 27 to 61% <b>27 to 63%</b> <b>27 to 54%</b>
Low (1)	Loam to Clay to Loam Soils (0.07 in/hr to 0.24 in/hr)	Within Well 6, 9, 11, 14, 15, and 16 wellhead protection zones. Within large-scale DGI Water Utility Review zones (light green areas on Figure 29) at remaining wells.	Project located on winter salt route.	No flooding within watershed.	4 to 6 feet	47 62 64 65 66	>40% >82% >73% >68% >62%	>27% >78% >61% >63% >54%
No Priority (0)		Within large-scale DGI exclusion zones (orange cross-hatched areas on Figure 29) at remaining wells.			<4 feet	City's Existing Conditions Model Results for Information Only <sup>2</sup> Reachshed TSS TP 47 76.6% 67.8% 62 54.2% 39.3% 64 30.3% 22.9% 65 50.8% 31.0% 66 47.8% 33.9% Citywide Total 35.9% 26.4%		

TMDL=Total Maximum Daily Load

<sup>1</sup>WDNR Technical Standard 1002--Site Evaluation for Infiltration, Table 2-Design Static Infiltration Rates for Soil Textures Receiving Storm Water

<sup>2</sup>City TMDL 2020 SLAMM Analysis, February 22, 2021

<sup>3</sup>Bold values are current priority based on existing conditions model results

## Purpose & Goals

- Identify appropriate and viable locations for distributed green infrastructure (DGI) for stormwater management and water quality improvement and appropriate engineering solutions.

## What does this mean?

- Priority for DGI is determined using Table 12 (based on soil ability to infiltrate water, proximity to drinking water supply, winter salting routes, flood mitigation needs, and available space).
- High and Moderate priority areas are where green infrastructure should be prioritized over other Flex Zone uses (e.g., on-street parking, sidewalk cafes, etc.).

# Tree Canopy Priority Areas

(includes detailed decision matrix)

# Green Infrastructure Priority Areas

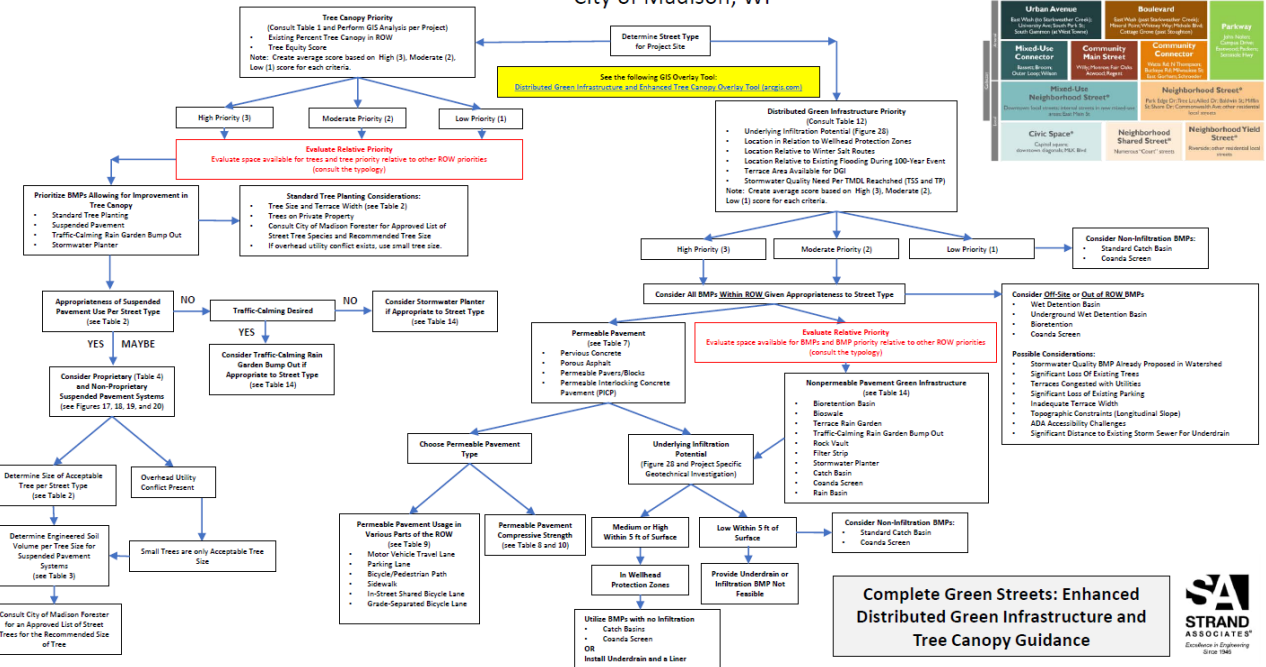
(includes detailed decision matrix)

A detailed analysis of tree planting and green stormwater infrastructure solutions has been performed and robust guidance on decision-making and engineering solutions was created as part of Complete Green Streets.

A snapshot of the decision-making flow chart is shown to the right.

See the [Complete Green Streets website](#) to review this material and a full-size version of the decision-making flow chart.

Distributed Green Infrastructure and Tree Canopy Decision-Making Flow Chart  
City of Madison, WI



<b>Urban Arterial</b> East Main and Rochester Cretts. (East Main from South Park St. to South Garden (over West Tower))	<b>Residential</b> East Main and Rochester Cretts. (East Main from West Tower to South Garden (over West Tower))	<b>Parkway</b> East Main and Rochester Cretts. (East Main from South Garden (over West Tower) to South Park St.)
<b>Mixed-Use Connector</b> South Main and Rochester Cretts. (South Main from South Park St. to South Garden (over West Tower))	<b>Community Main Street</b> West Main and Rochester Cretts. (West Main from South Park St. to South Garden (over West Tower))	<b>Community Connector</b> West Main and Rochester Cretts. (West Main from South Park St. to South Garden (over West Tower))
<b>High-Speed Neighborhood Street*</b> East Main and Rochester Cretts. (East Main from South Park St. to South Garden (over West Tower))	<b>Neighborhood Street*</b> East Main and Rochester Cretts. (East Main from South Park St. to South Garden (over West Tower))	<b>Neighborhood Street*</b> East Main and Rochester Cretts. (East Main from South Park St. to South Garden (over West Tower))
<b>Civic Space*</b> East Main and Rochester Cretts. (East Main from South Park St. to South Garden (over West Tower))	<b>Neighborhood Shared Street*</b> East Main and Rochester Cretts. (East Main from South Park St. to South Garden (over West Tower))	<b>Neighborhood Yield Street*</b> East Main and Rochester Cretts. (East Main from South Park St. to South Garden (over West Tower))

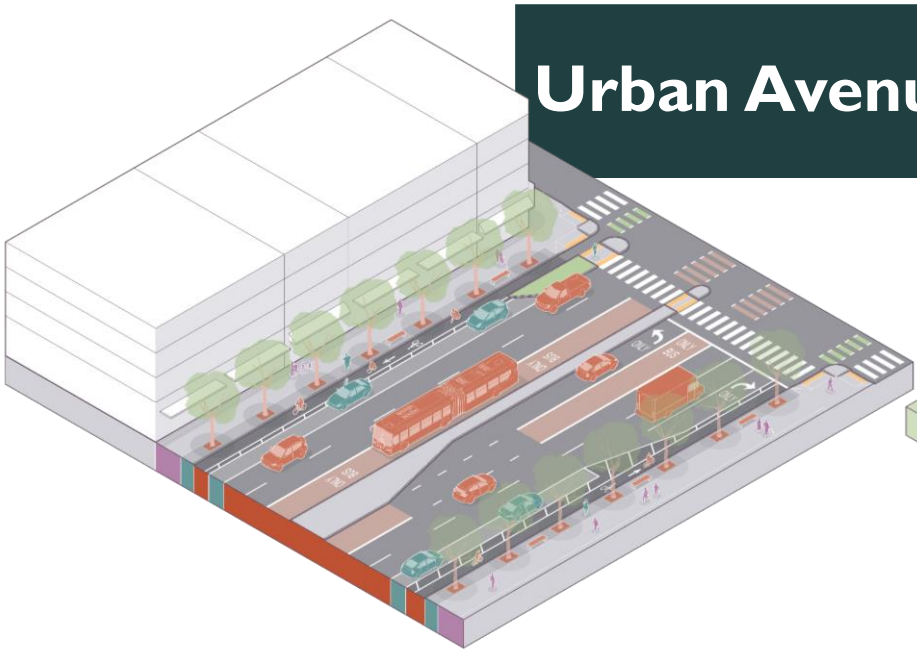


# STREET TYPE DETAILS

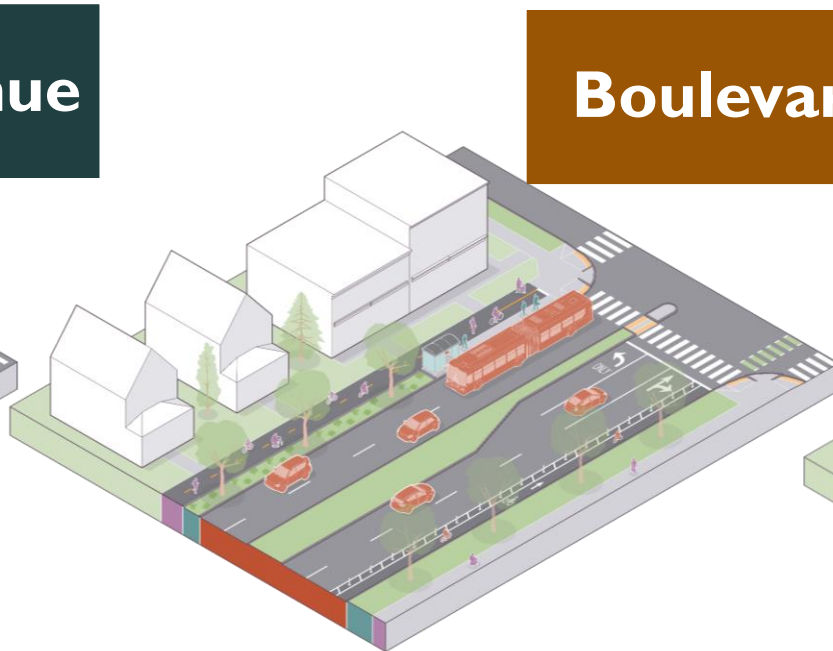




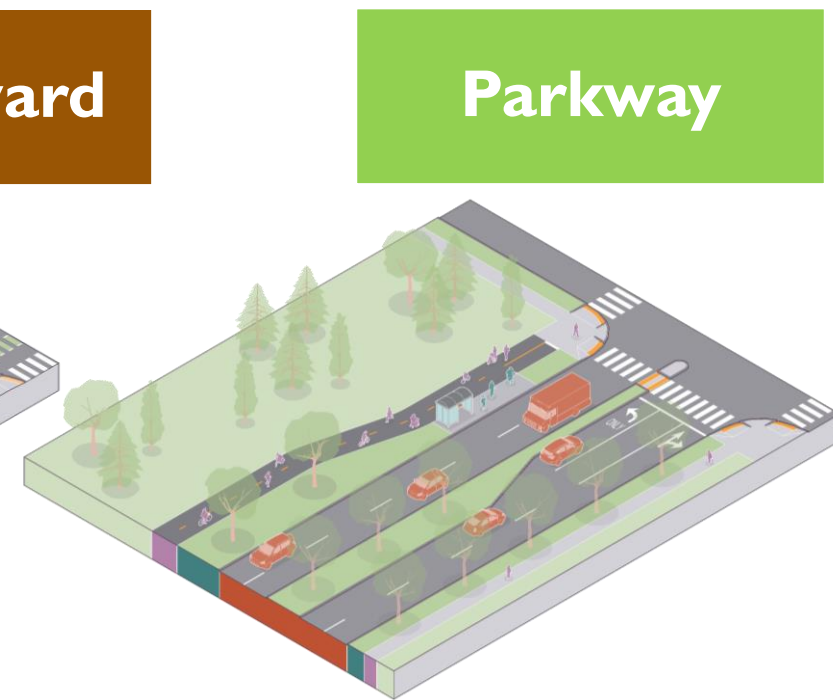
**Urban Avenue**



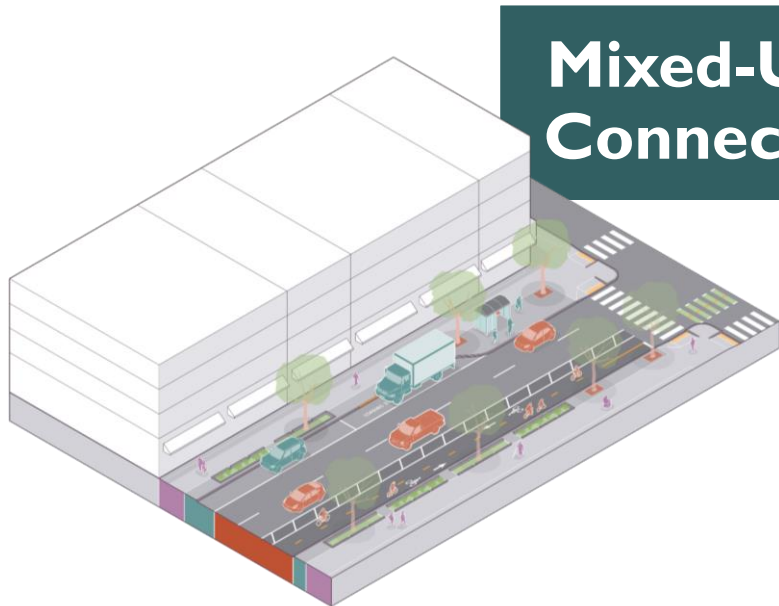
**Boulevard**



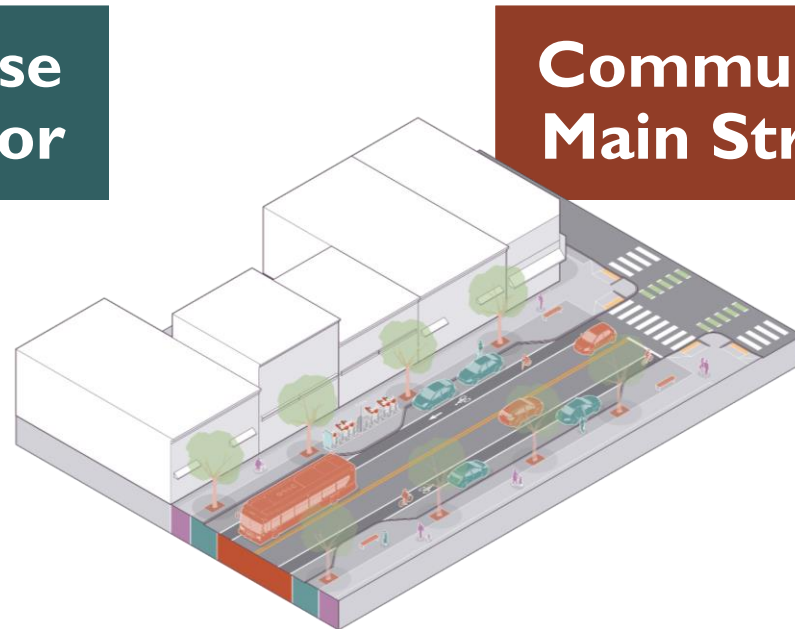
**Parkway**



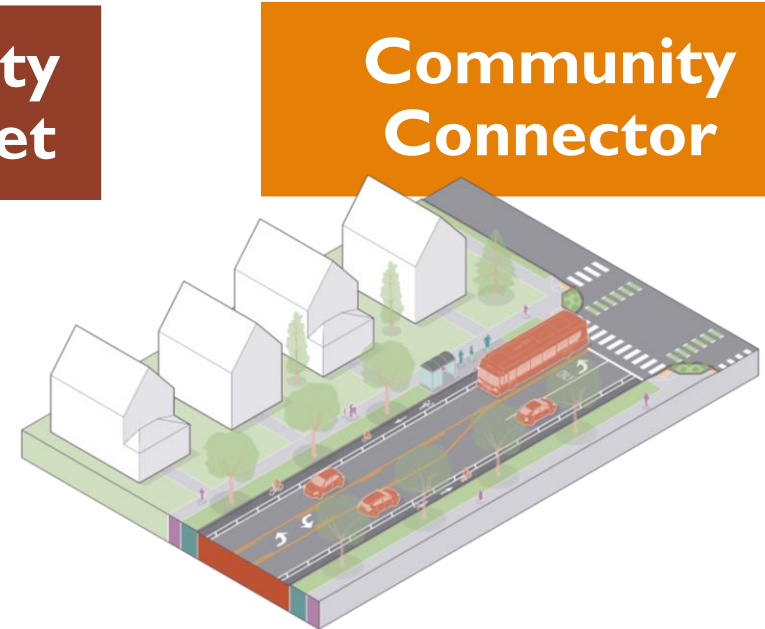
**Mixed-Use Connector**

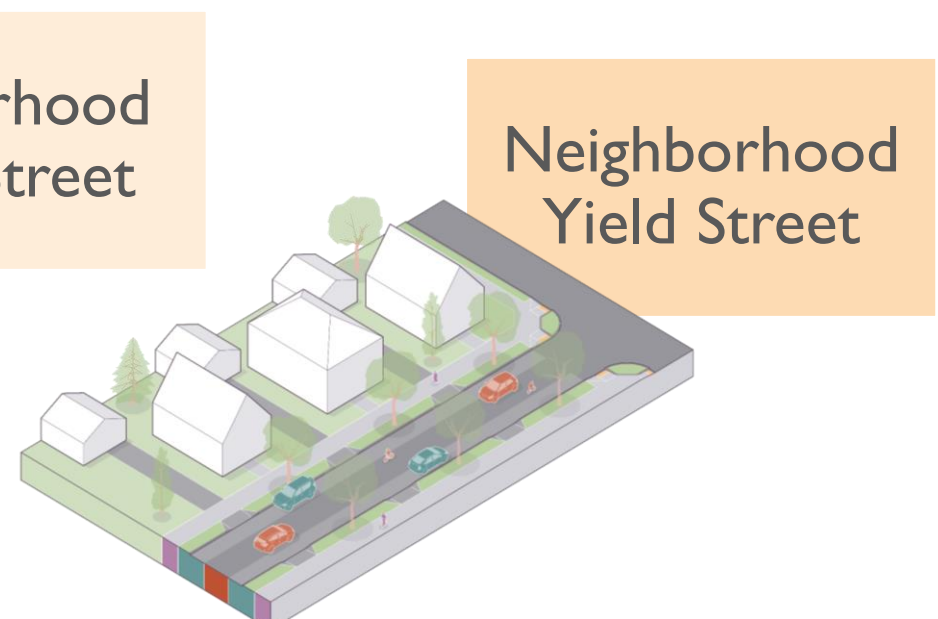
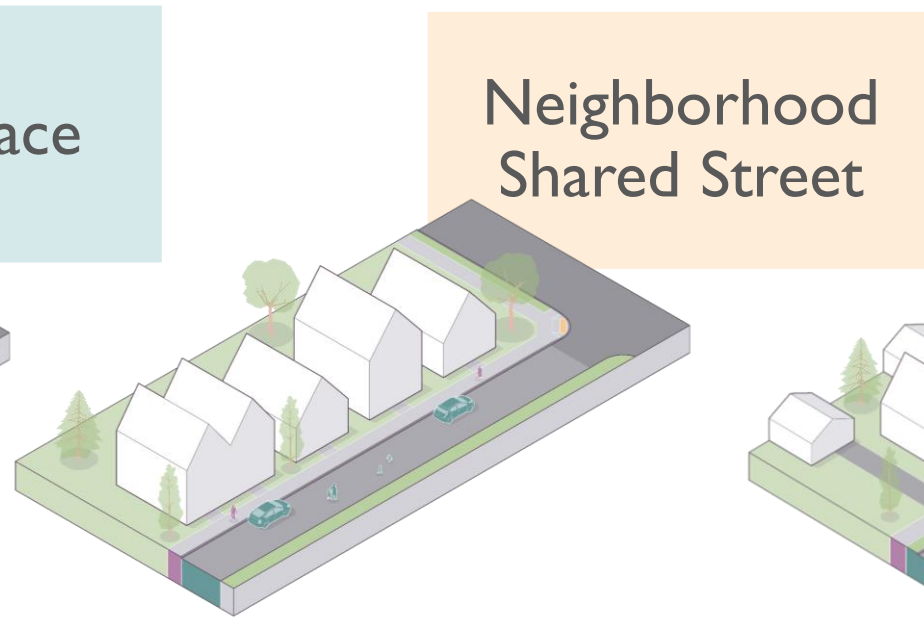
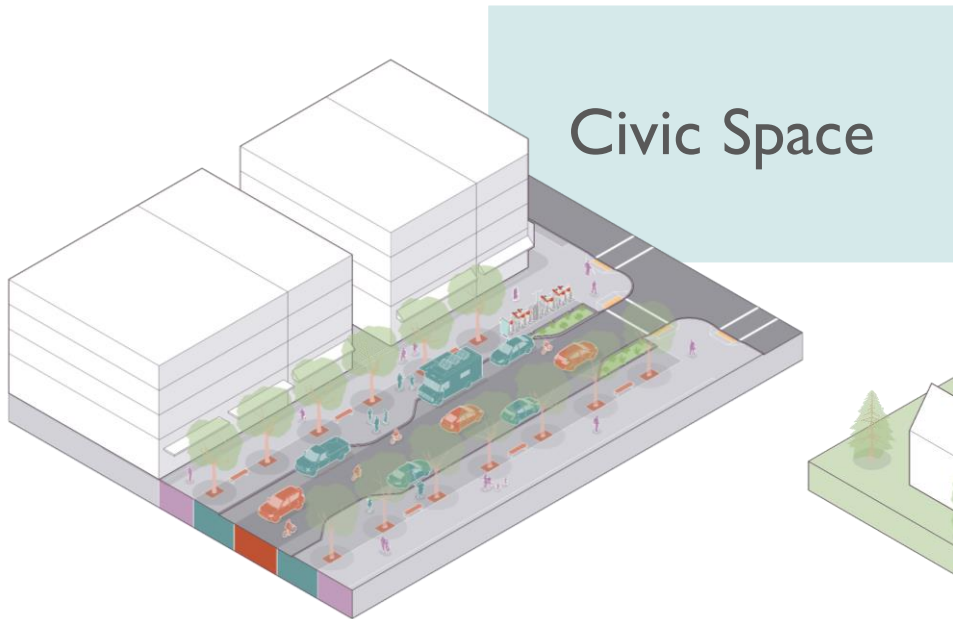


**Community Main Street**



**Community Connector**





# Urban Avenue

Major streets that serve as backbones of the street network and convey large numbers of people via multiple modes. High number of transit boardings and amount of cross traffic. May be part of the National Highway System and/or serve as a Truck Route.

## Example Streets:

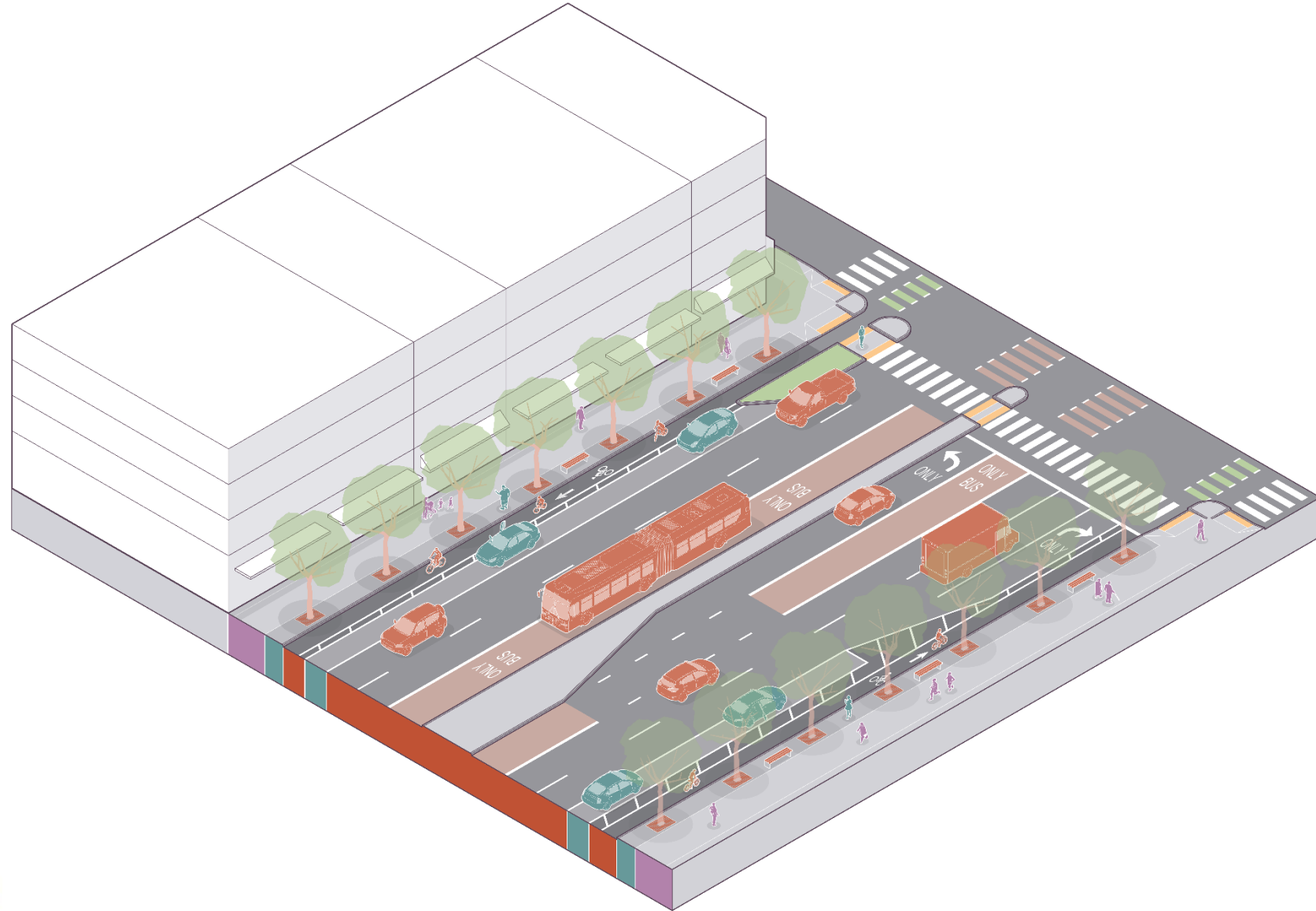
East Washington Ave (downtown to Starkweather Creek); University Ave; South Park St; South Gammon (at West Towne)

**Context:** Downtown and other corridor-oriented large scale mixed use. High density, consolidated parcels.

## Functional Classifications:

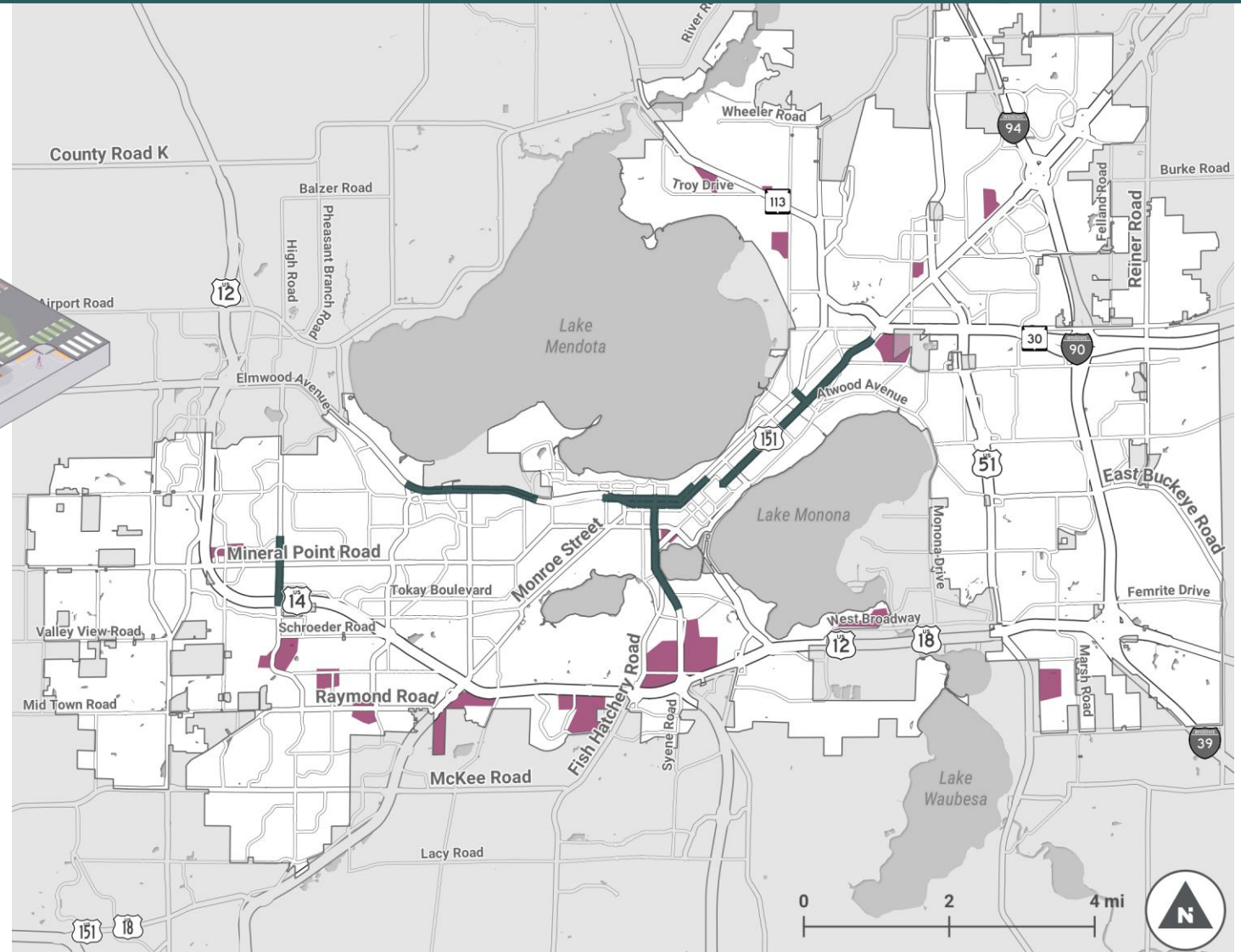
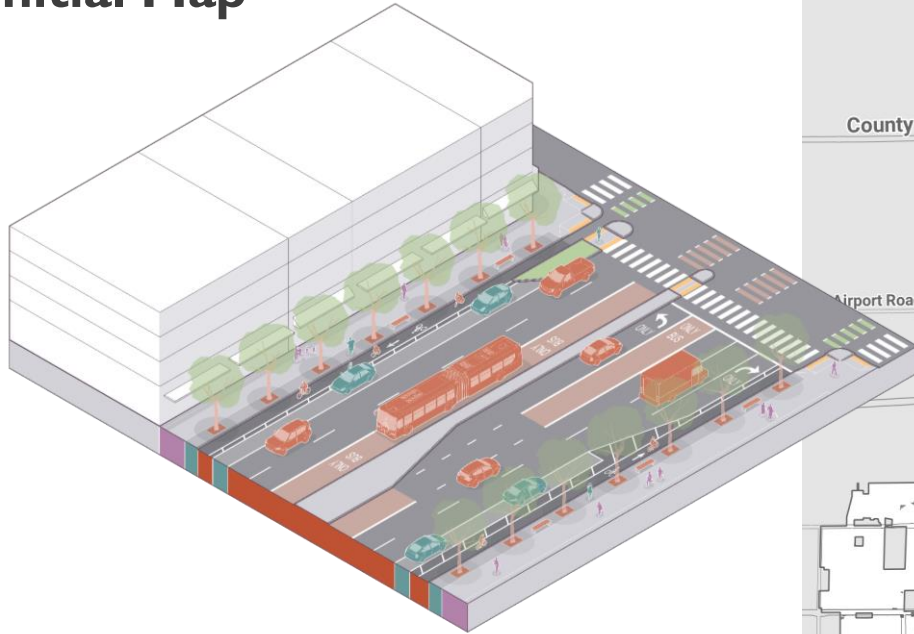
Arterials

**Target Speed:** 25 mph



# Urban Avenue

## Initial Map



# Urban Avenue

## Walkway High Priority

Wider sidewalks with buildings close to or touching the sidewalk.

## Flex Zone Medium Priority

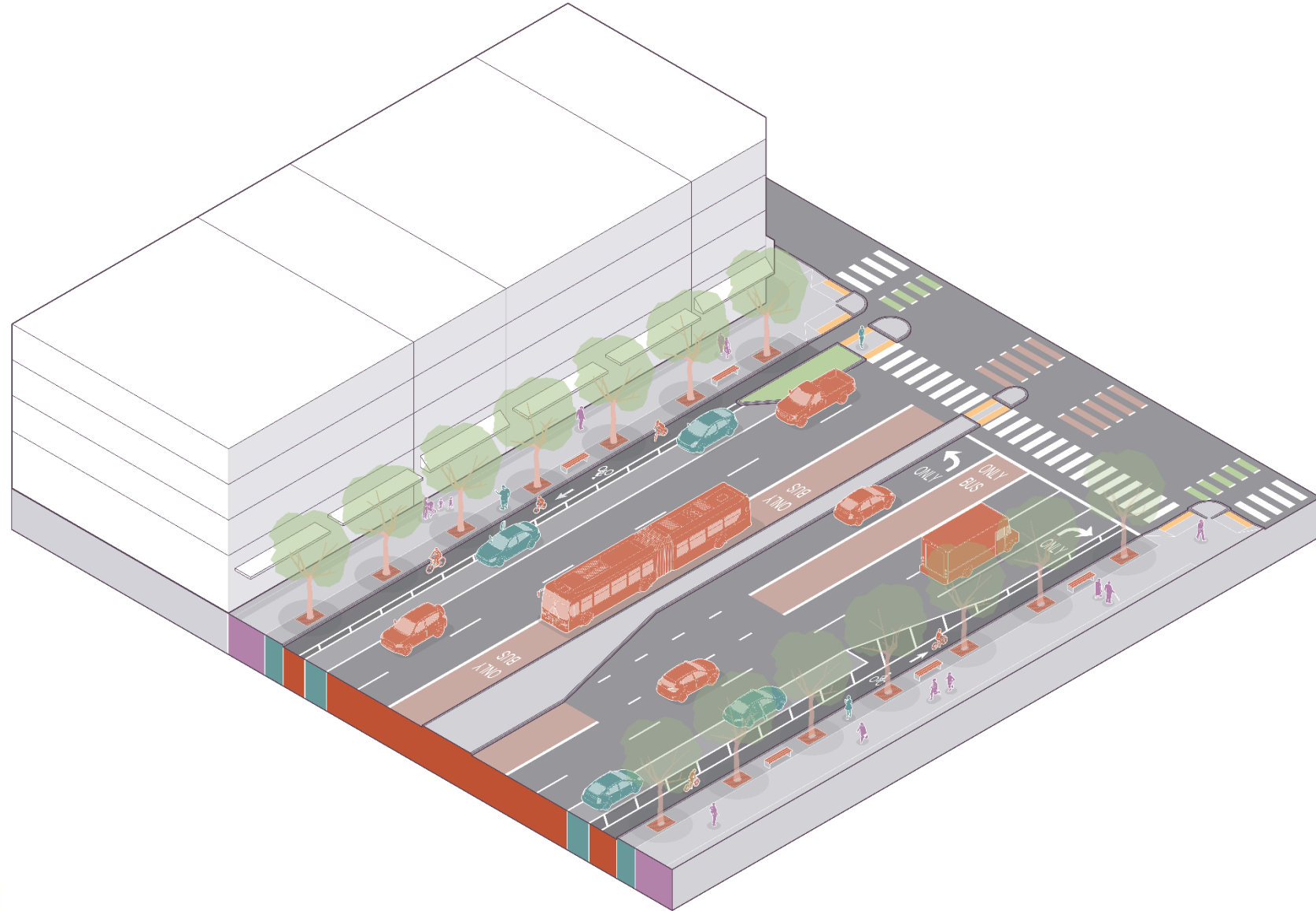
Street trees, bike racks, and enhanced transit stops. Parallel on-street parking. Loading zones, if needed, should be provided around the corner on intersecting minor streets.

## Travelway High Priority

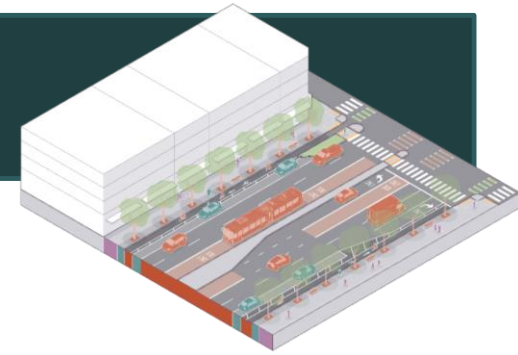
Dedicated transit lanes, separated bike lanes, often 2 travel lanes per direction, and medians.

## Additional Features and Considerations

Intersections every ~500 feet; controlled crossings every ~1,000 feet



# Urban Avenue



## Overlay Influence

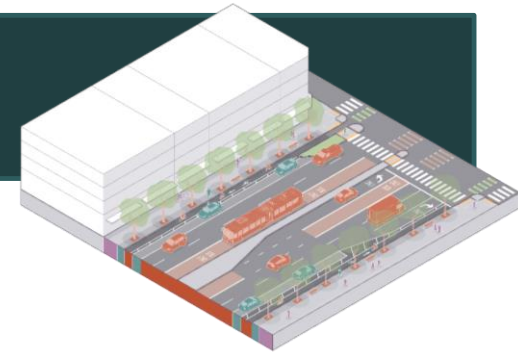
*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Transit lanes and signal preemption are prioritized. Providing transit lanes may require fewer travel lanes if space is constrained. If the street is also part of the NHS, changes to lanes require collaboration with the WI Department of Transportation. Designs will prioritize wide sidewalks, as well as controlled crossings (signals or pedestrian hybrid beacons) within 100 feet of transit stops. Transit shelters are prioritized over on-street parking and floating bus stops or bus bulbs may be used to accommodate loading and unloading. Designs will minimize pull-out stops that require buses to merge back into traffic.

**All Ages and Abilities Bike Network** – Separated bike lanes will be provided. If space is constrained, on-street parking will be removed, narrowed or inset into the terrace. If parking removal does not provide adequate space, additional reductions will be made in the number and/or width of travel lanes, dedicated transit lanes (if the street is not a Transit Priority Corridor), medians, and center turn lanes. If the street is part of the NHS, lane changes require collaboration with the WI Department of Transportation. Protected intersections will be provided, as feasible. Bike parking and bikeshare stations are priorities for the Flex Zone.

# Urban Avenue



## Overlay Influence (continued)

*The following describes how the presence of each overlay influences the design of this street type.*

**Canopy Priority Area** – For High and Moderate priority areas (see Table 1 of Enhanced DGI and Tree Canopy Guidance), terrace width will be at least 8 feet (preferably 12 feet) and suspended pavement use will be considered. Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will be considered (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – Motor vehicle capacity will be a consideration and reviewed to consider impacts on other streets if lane reductions are implemented. If needed, turn lane(s) may be added. If space is constrained, on-street parking may be removed or provided only on one side. If additional space is needed, the median or terrace (Flex Zone) may be reduced. An adequate walkway must still be provided and may require reducing the Flex Zone. Use signal phasing to reduce conflicts between motor vehicles and pedestrians. Higher traffic volumes will not result in higher design speeds.

# Boulevard

Connecting major streets conveying large numbers of people. Frequently part of the Transit Priority Network. May be part of the National Highway System and/or serve as a Truck Route.

## Example Streets:

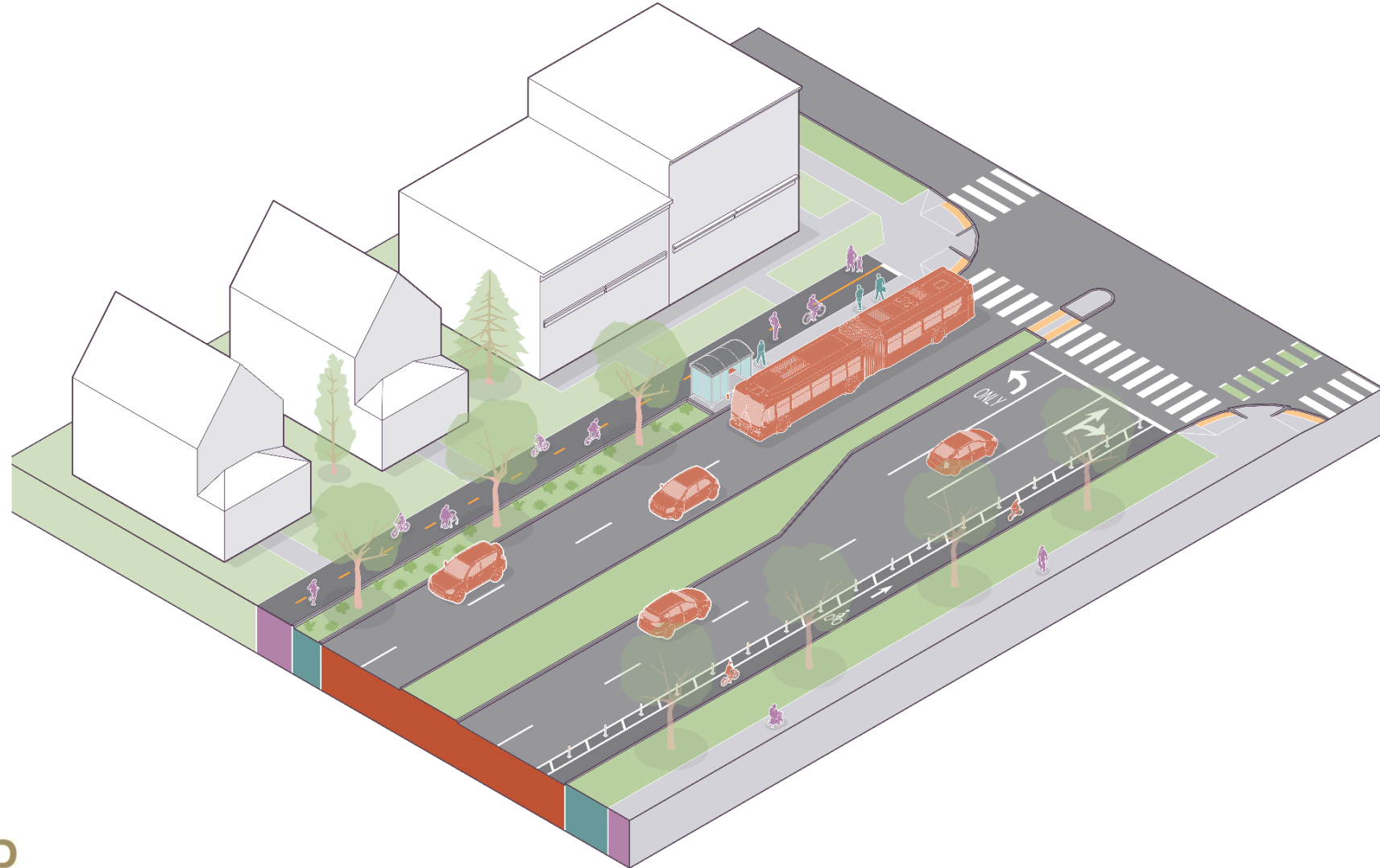
East Washington (Starkweather Creek to East Towne); Mineral Point; Whitney Way; Midvale Blvd; Cottage Grove (past Stoughton)

**Context:** Areas with longer blocks and few driveways. Could be edges of neighborhoods, commercial corridors, and new mixed-use.

## Functional Classifications:

Arterials

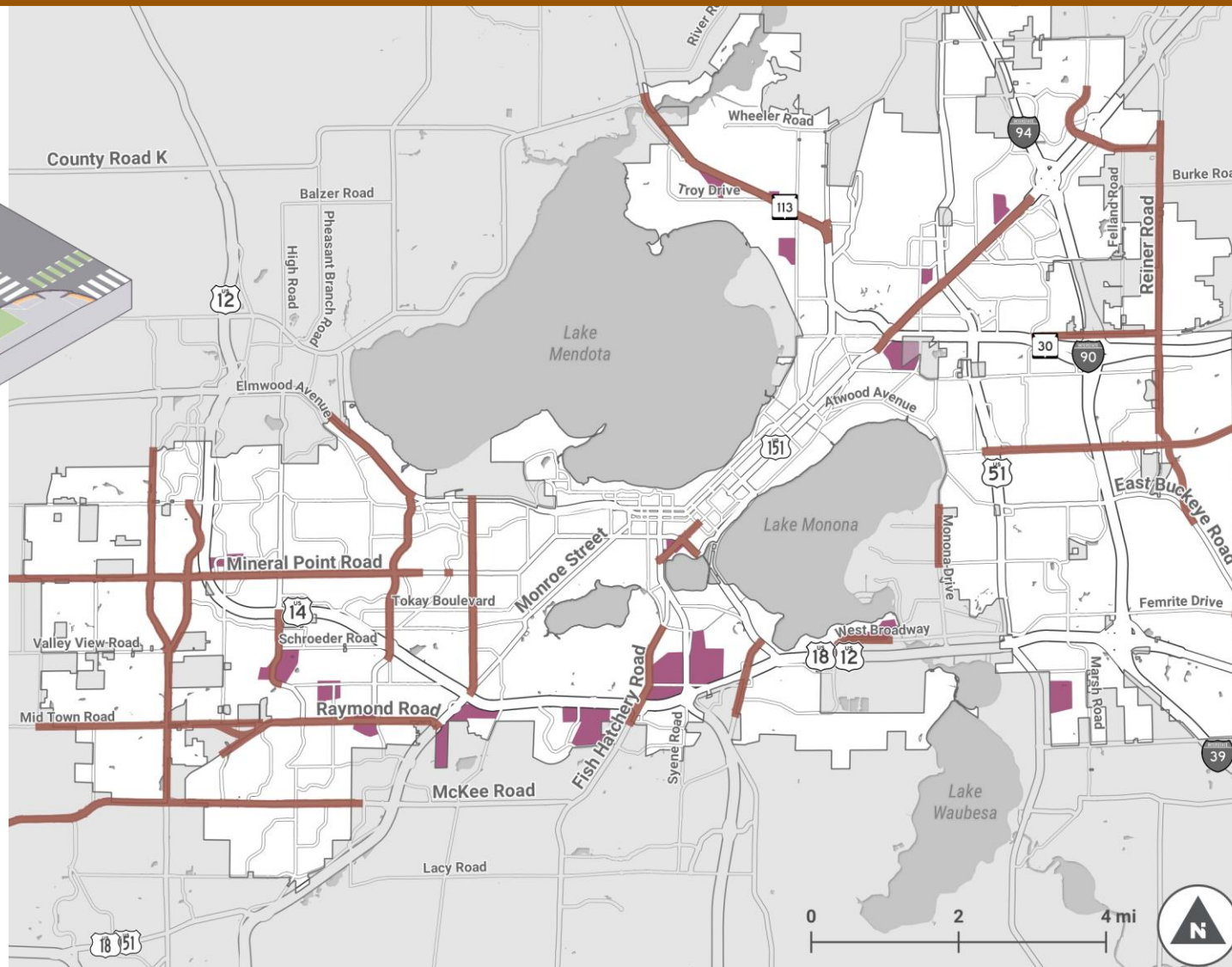
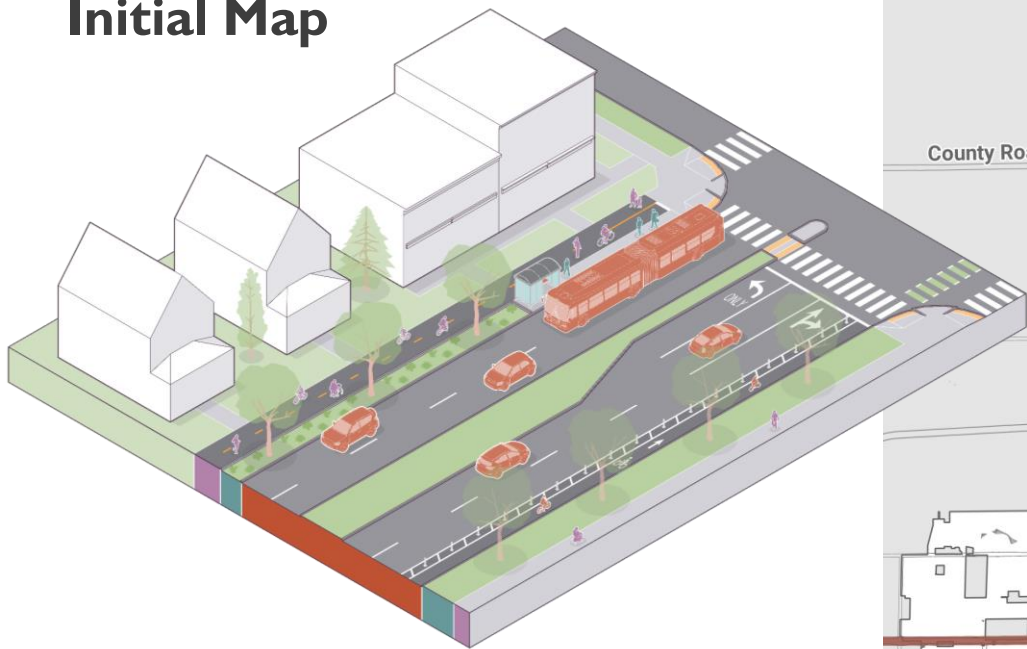
**Target Speed:** 25-30 mph





# Boulevard

## Initial Map



# Boulevard

## Walkway / Pathway

Medium Priority

Standard sidewalks or wider sidepaths, with buildings offset from the sidewalk by landscaping.

## Flex Zone

Low Priority

Landscaped terrace with street trees and enhanced transit stops.

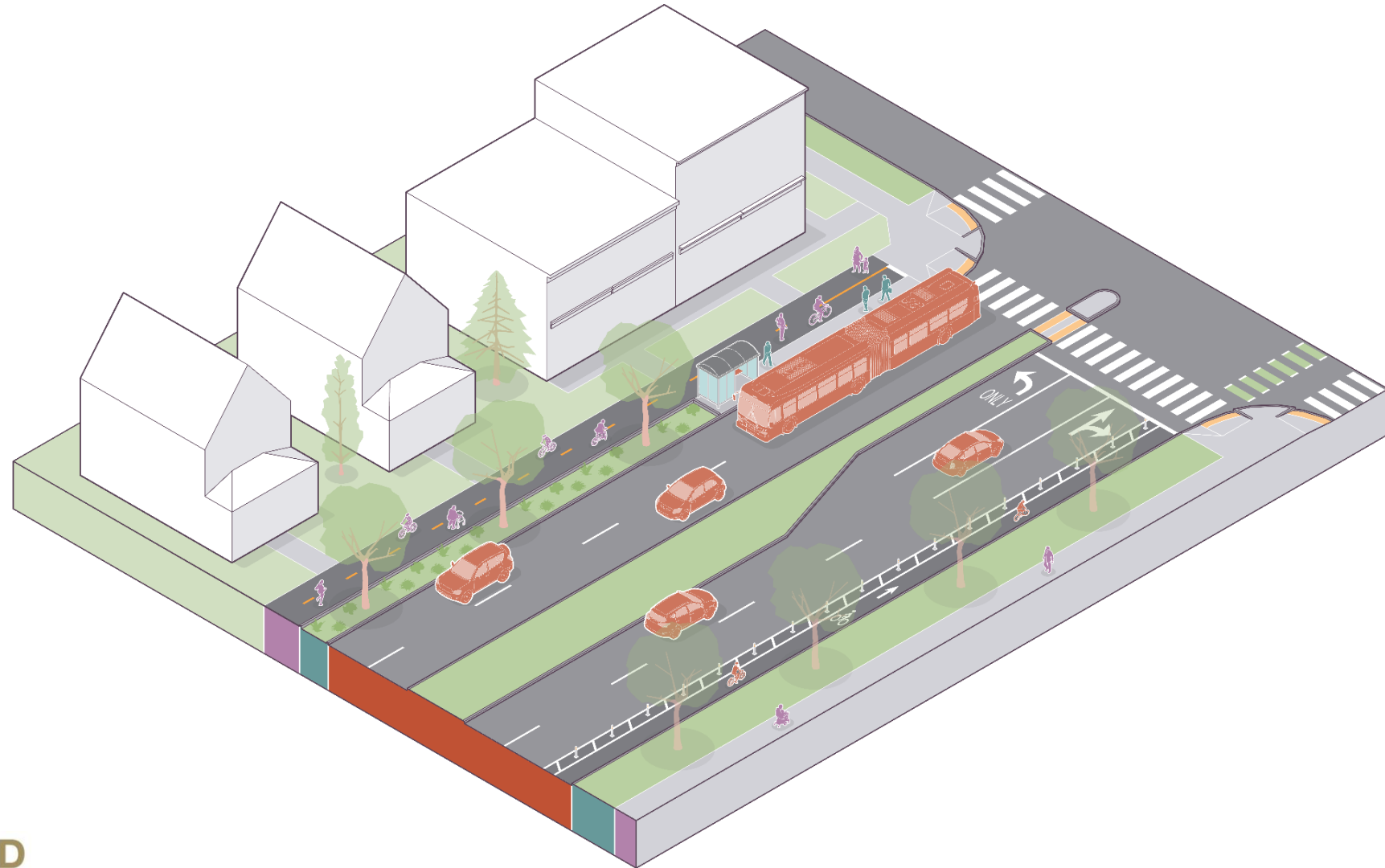
## Travelway

High Priority

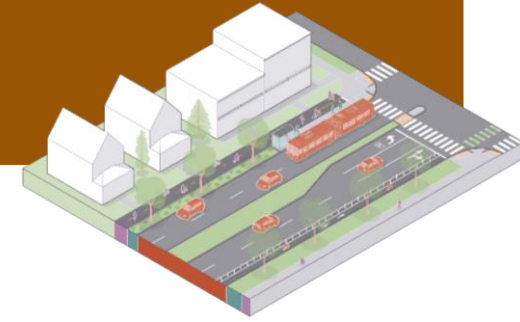
Appropriate transit accommodations, separated bike lanes, typically 2 travel lanes per direction, and medians.

## Additional Features and Considerations

Intersections every ~600 feet; controlled crossings every ~1,200 feet



# Boulevard



## Overlay Influence

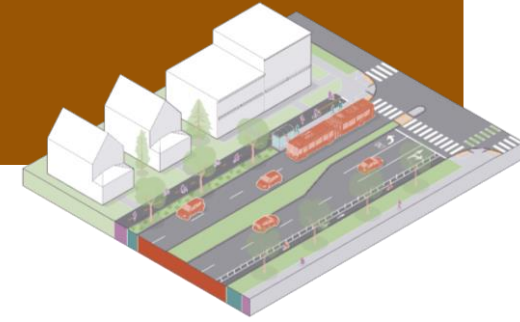
*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Transit lanes and signal preemption are prioritized. Providing transit lanes may require fewer travel lanes if space is constrained. If the street is also part of the NHS, changes to lanes require collaboration with the WI Department of Transportation. Sidewalk widths will be increased where feasible to accommodate foot traffic. Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, raised intersections, grade separated crossings, etc.) are provided within 100 feet of transit stops. Transit shelters are prioritized over other terrace/Flex Zone uses. Designs will minimize pull-out stops that require buses to merge back into traffic.

**All Ages and Abilities Bike Network** – Separated bike lanes or a sidepath(s) will be provided. If space is constrained, the bikeway is prioritized over Flex Zone uses, starting with the removal or narrowing of on-street parking and then considering narrowing the landscaped terrace. If reductions to the Flex Zone do not provide adequate space, additional reductions will be made in the number and/or width of travel lanes, dedicated transit lanes (if the street is not a Key Transit Corridor), medians, and center turn lanes. If the street is also part of the NHS, changes to lanes require collaboration with the WI Department of Transportation. Protected intersections will be provided, as feasible. Bike parking and bikeshare stations are priorities for the Flex Zone.

# Boulevard



## Overlay Influence (continued)

*The following describes how the presence of each overlay influences the design of this street type.*

**Canopy Priority Area** – For High and Moderate priority areas (see Table 1 of Enhanced DGI and Tree Canopy Guidance), terrace width will be at least 8 feet (preferably 12 feet). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will be considered (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – Motor vehicle capacity will be a consideration and reviewed to consider impacts on other streets if lane reductions are implemented. If needed, turn lane(s) may be added. If additional space is needed, the terrace (Flex Zone) may be reduced. An appropriate bikeway and adequate walkway must still be provided and may require further reducing the Flex Zone. A sidepath on one or both sides may be more space-efficient than separate sidewalks and bike lanes. Use signal phasing to reduce conflicts between motor vehicles and pedestrians, providing full separation. Higher traffic volumes will not result in higher design speeds.

# Parkway

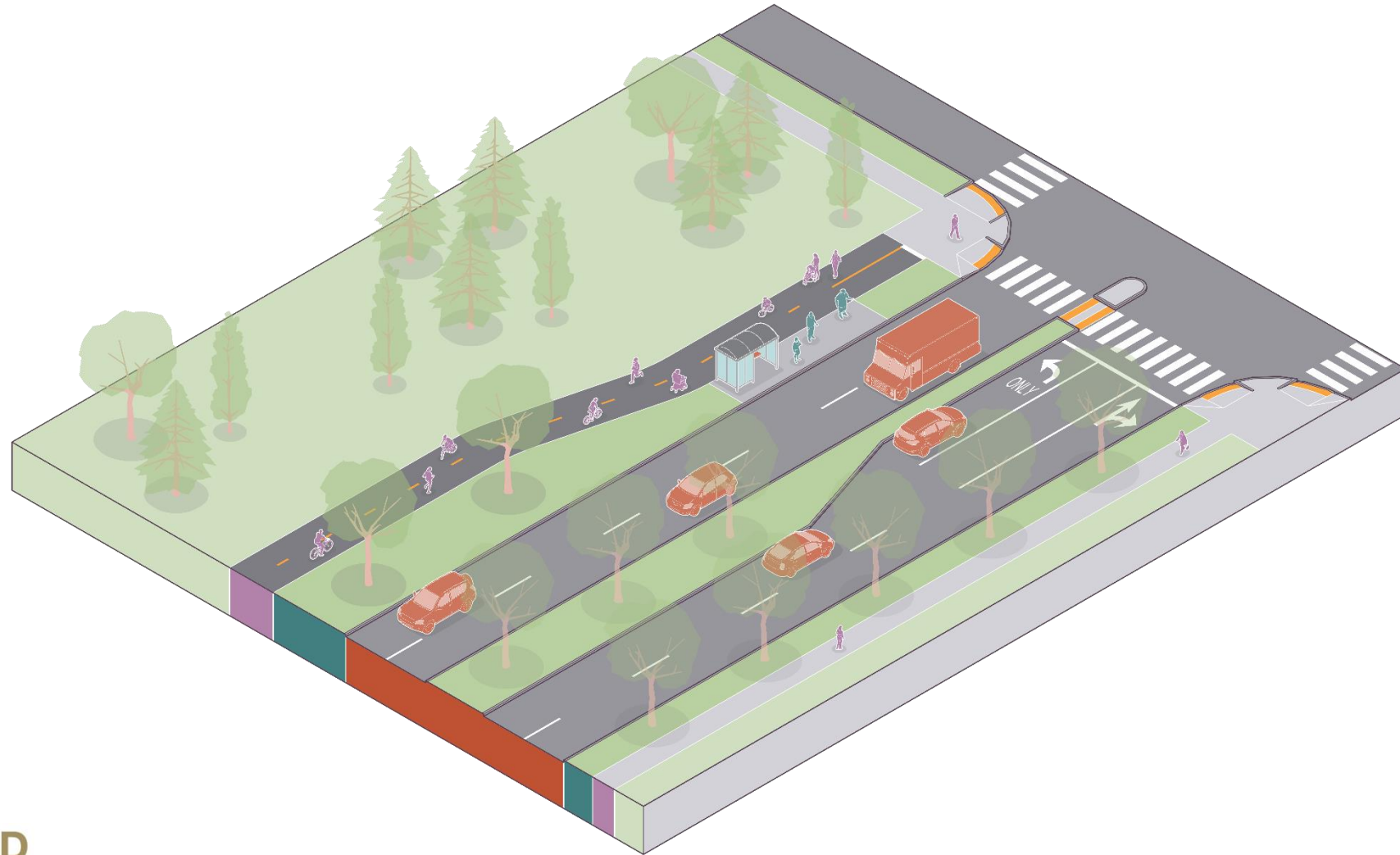
Connecting multi-modal corridors that conveying large numbers of people, near open spaces/water with a focus on minimizing impacts to nearby greenspace/water. May be part of the National Highway System and/or serve as a Truck Route.

**Example Streets:** John Nolen; Eastwood; Packers Ave; Seminole Hwy

**Context:** Alongside parks, lakes, etc. Possibly in some areas with significant building setbacks.

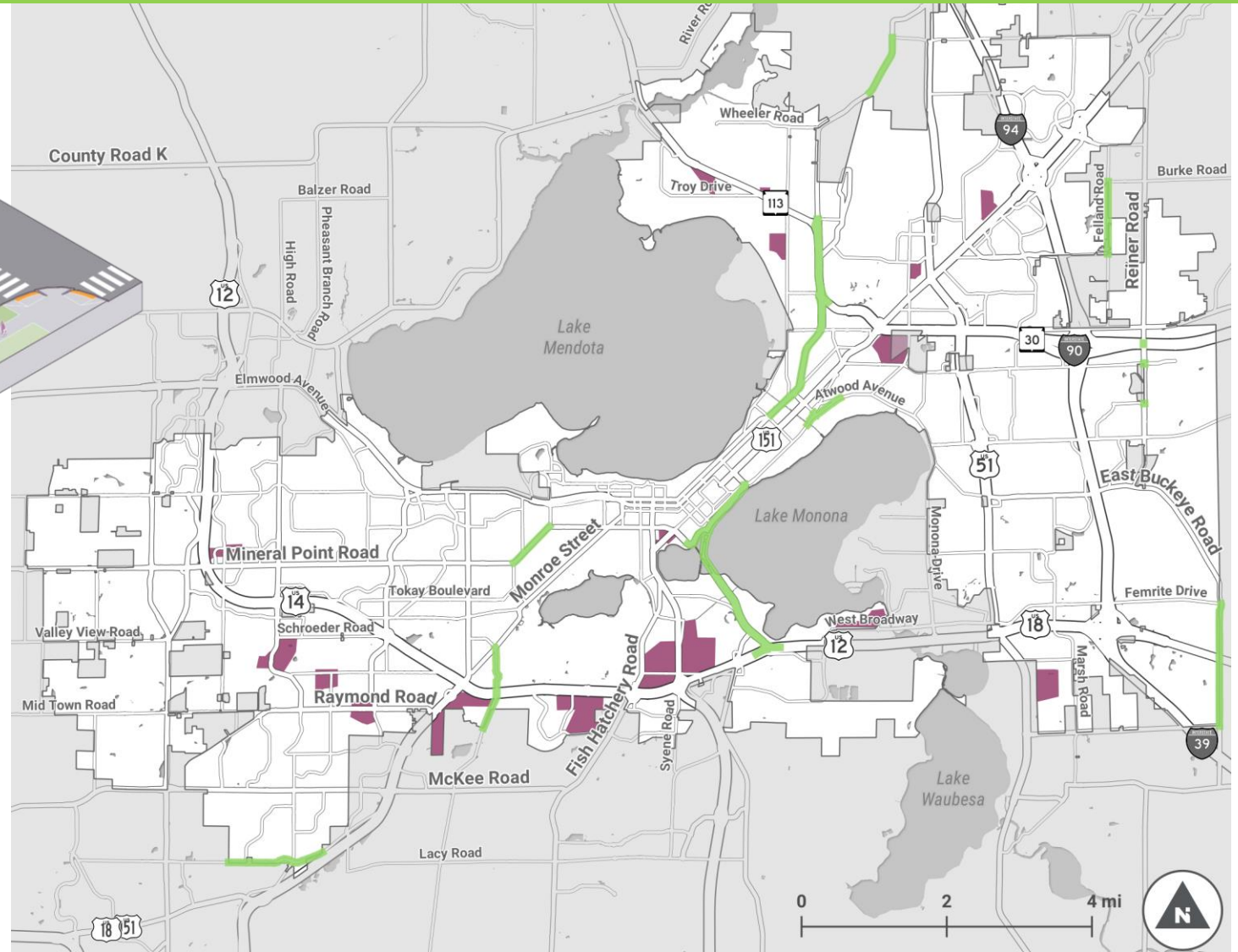
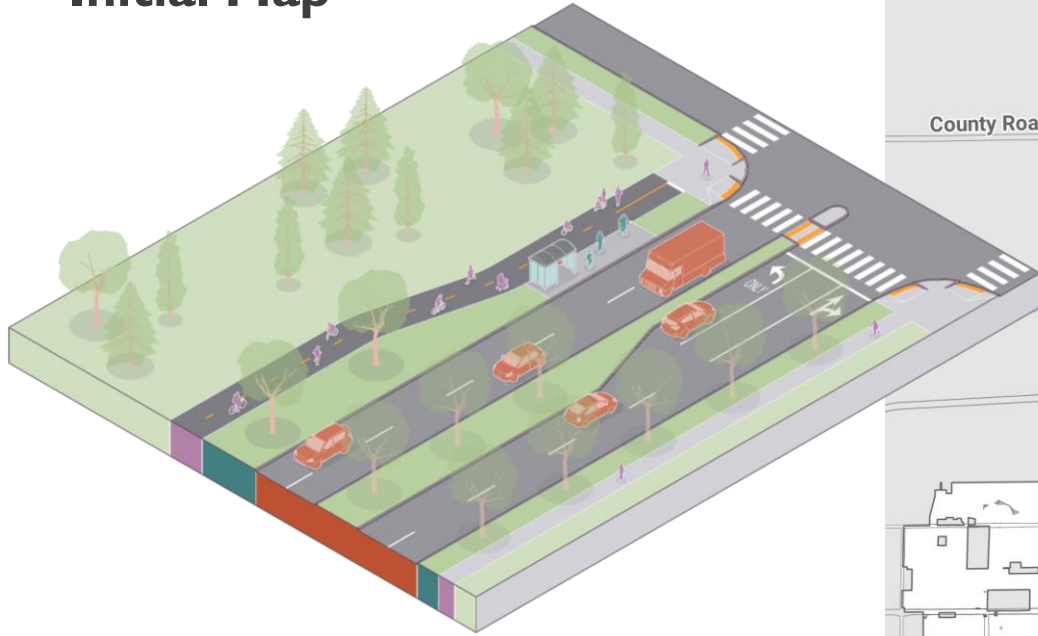
**Functional Classifications:** Arterials; Collectors

**Target Speed:** 25-35 mph



# Parkway

## Initial Map



# Parkway

## Walkway / Pathway

High Priority

Path on at least one side, with buildings offset from the path or sidewalk by parking or landscaping.

## Flex Zone

Low Priority

Wide landscaped terrace with street trees. If flex zone is too narrow to support healthy trees, plant trees outside of the right-of-way.

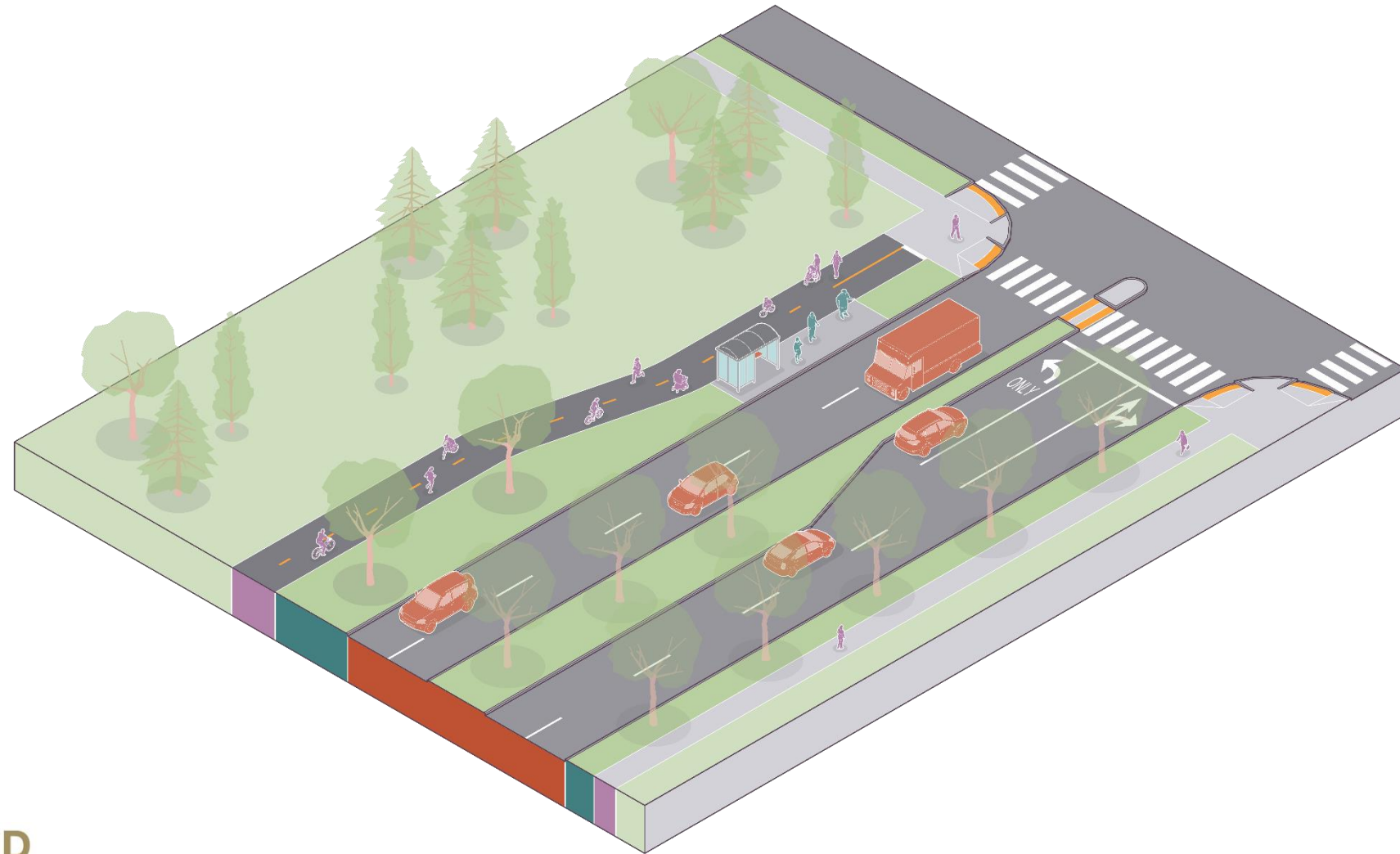
## Travelway

Medium Priority

Typically 2 travel lanes per direction with tree-lined medians. (Biking typically accommodated via a path in the Walkway zone.)

## Additional Features and Considerations

Intersections with RRFB every ~1,000 feet; fully controlled crossings every ~2,000 feet; few to no driveways



# Parkway



## Overlay Influence

*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Transit lanes and signal preemption are prioritized and may require fewer travel lanes if space is constrained. Sidewalk widths will be increased where feasible—or separated paths for walking and biking may be provided—to accommodate foot traffic and reduce conflicts with people biking. Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, grade separated crossings, etc.) are provided within 100 feet of transit stops. Enhanced transit shelters will be provided and collocated with bikeshare stations and other amenities as feasible. Designs will minimize pull-out stops that require buses to merge back into traffic.

**All Ages and Abilities Bike Network** – A sidepath on one or both sides will be provided. If space is constrained, the sidepath(s) is prioritized over other Flex Zone uses. Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, grade separated crossings, etc.) will be provided at all intersections or at least every 1,000 feet to increase bike connectivity. Bike parking and bikeshare stations are priorities for the Flex Zone.



# Parkway



## Overlay Influence (continued)

*The following describes how the presence of each overlay influences the design of this street type.*

**Canopy Priority Area** – For High and Moderate priority areas (see Table 1 of Enhanced DGI and Tree Canopy Guidance), terrace width will be at least 8 feet (preferably 10 to 12 feet). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will be considered (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – Motor vehicle capacity will be a consideration and reviewed to consider impacts on other streets if lane reductions are implemented. If space is constrained, reductions will first occur within the median (while still retaining adequate pedestrian refuge at crossings). If additional space is needed, the terrace (Flex Zone) may be reduced. An appropriate bikeway and adequate walkway must still be provided and may require further reducing the Flex Zone. Use signal phasing to reduce conflicts between motor vehicles and pedestrians, providing full separation. Higher traffic volumes will not result in higher design speeds.

# Mixed-Use Connector

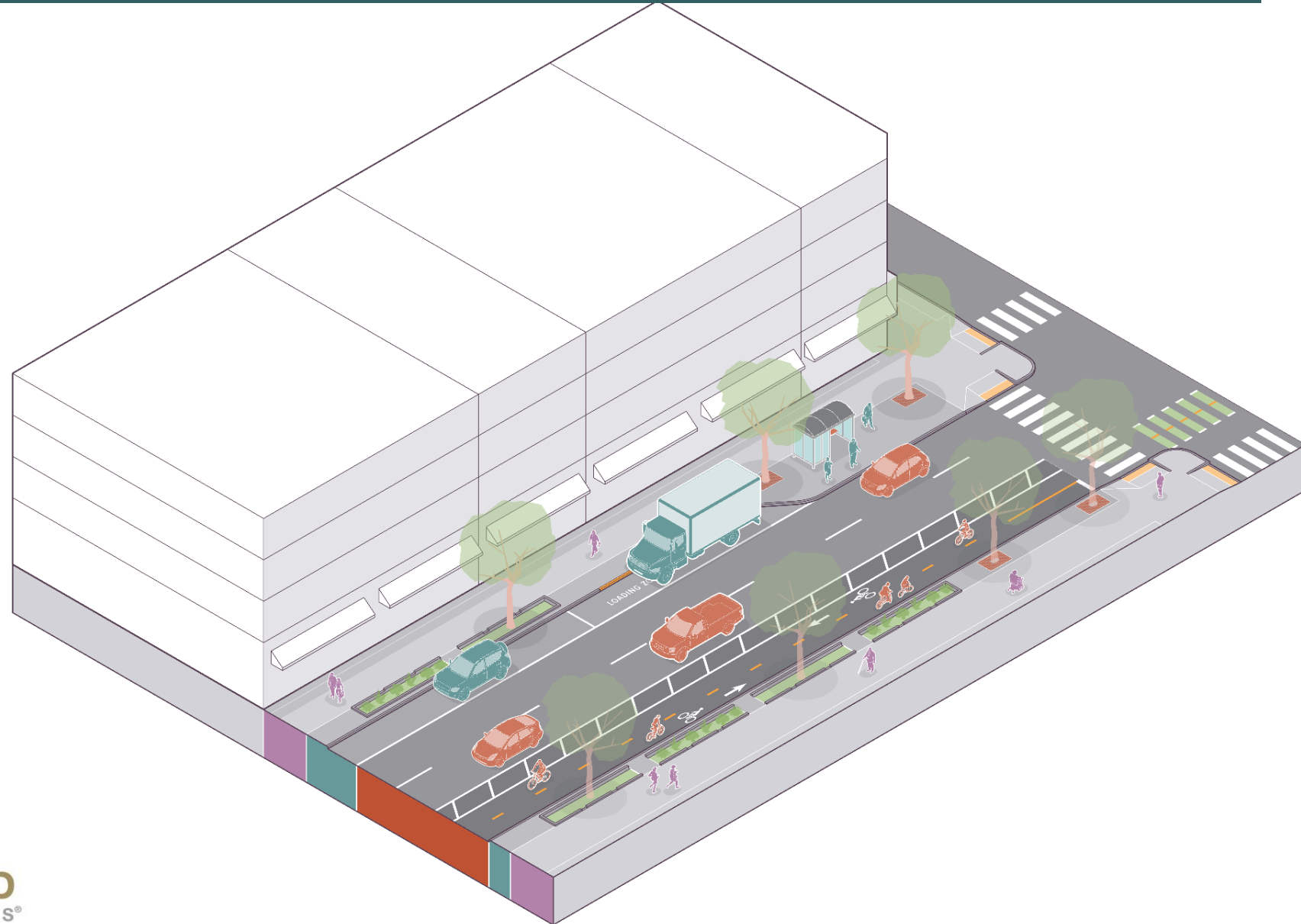
Streets that provide access and convey moderate numbers of people via multiple modes. Often includes transit. High demand for on-street parking with more frequent turnover.

**Example Streets:** Bassett; Broom; Outer Loop; Wilson

**Context:** Often surrounded by 3+ story buildings with a mix of residential, office and commercial, alongside 1-2 story buildings/homes.

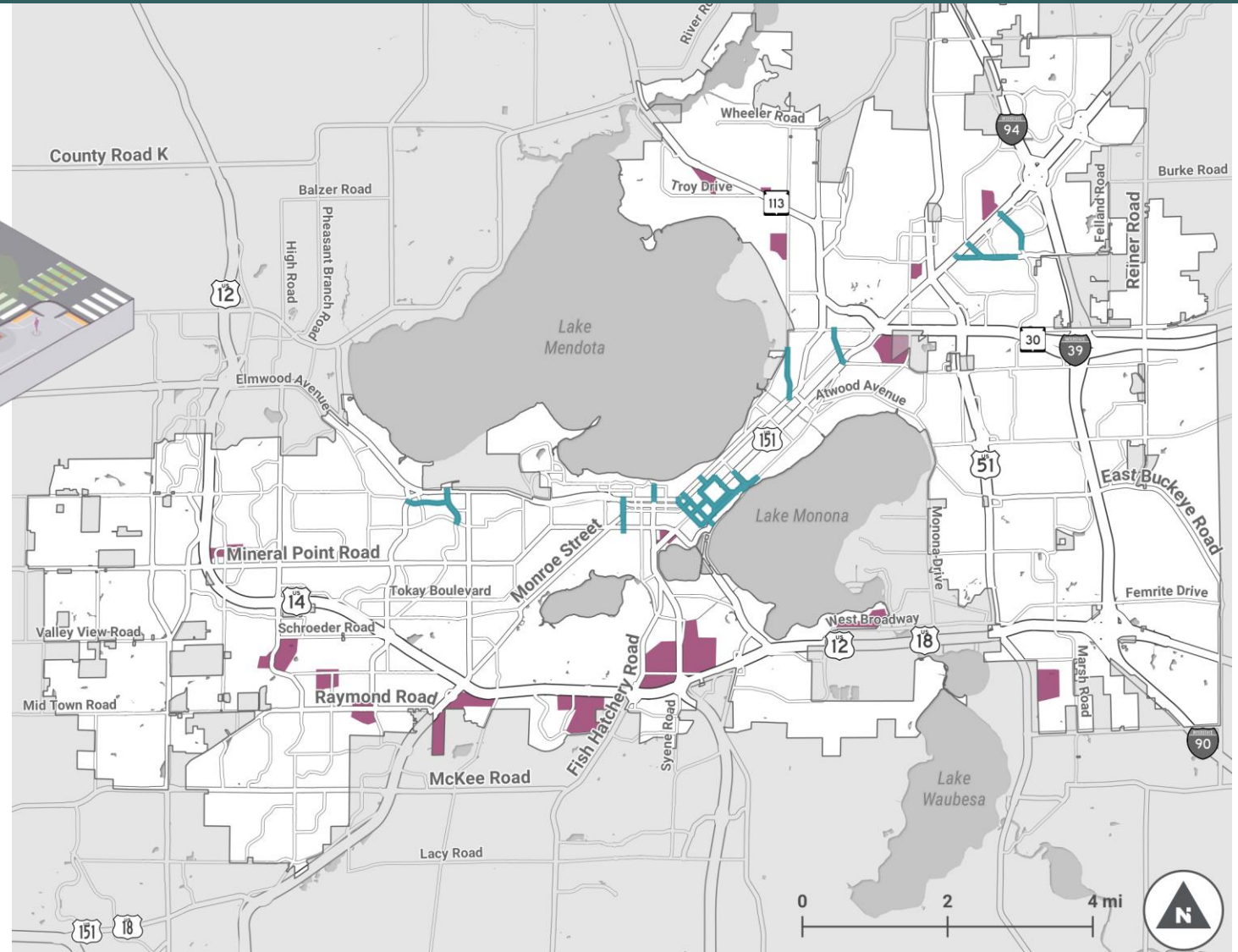
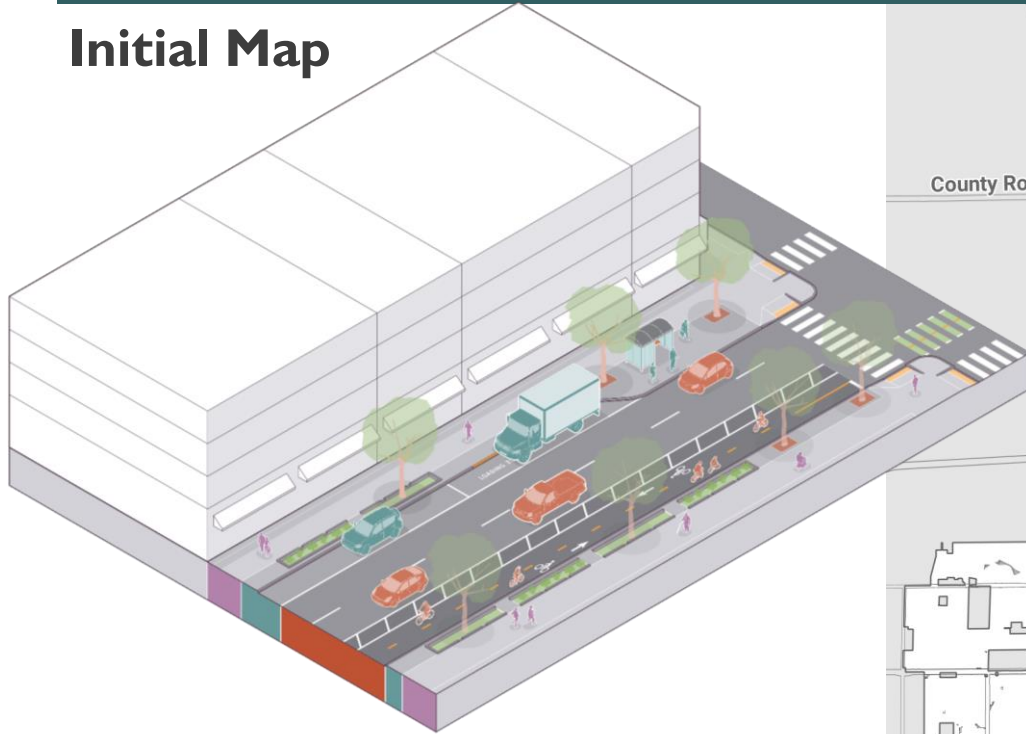
**Functional Classifications:**  
Arterials; Collectors

**Target Speed:** 25 mph



# Mixed-Use Connector

## Initial Map



# Mixed-Use Connector

## Walkway

High Priority

Wider sidewalks with buildings close to or touching the sidewalk.

## Flex Zone

Medium Priority

Mix of green and hardscaped terraces with street trees, bike racks, enhanced transit stops, and sidewalk cafés. Parallel on-street parking and loading zones (optional).

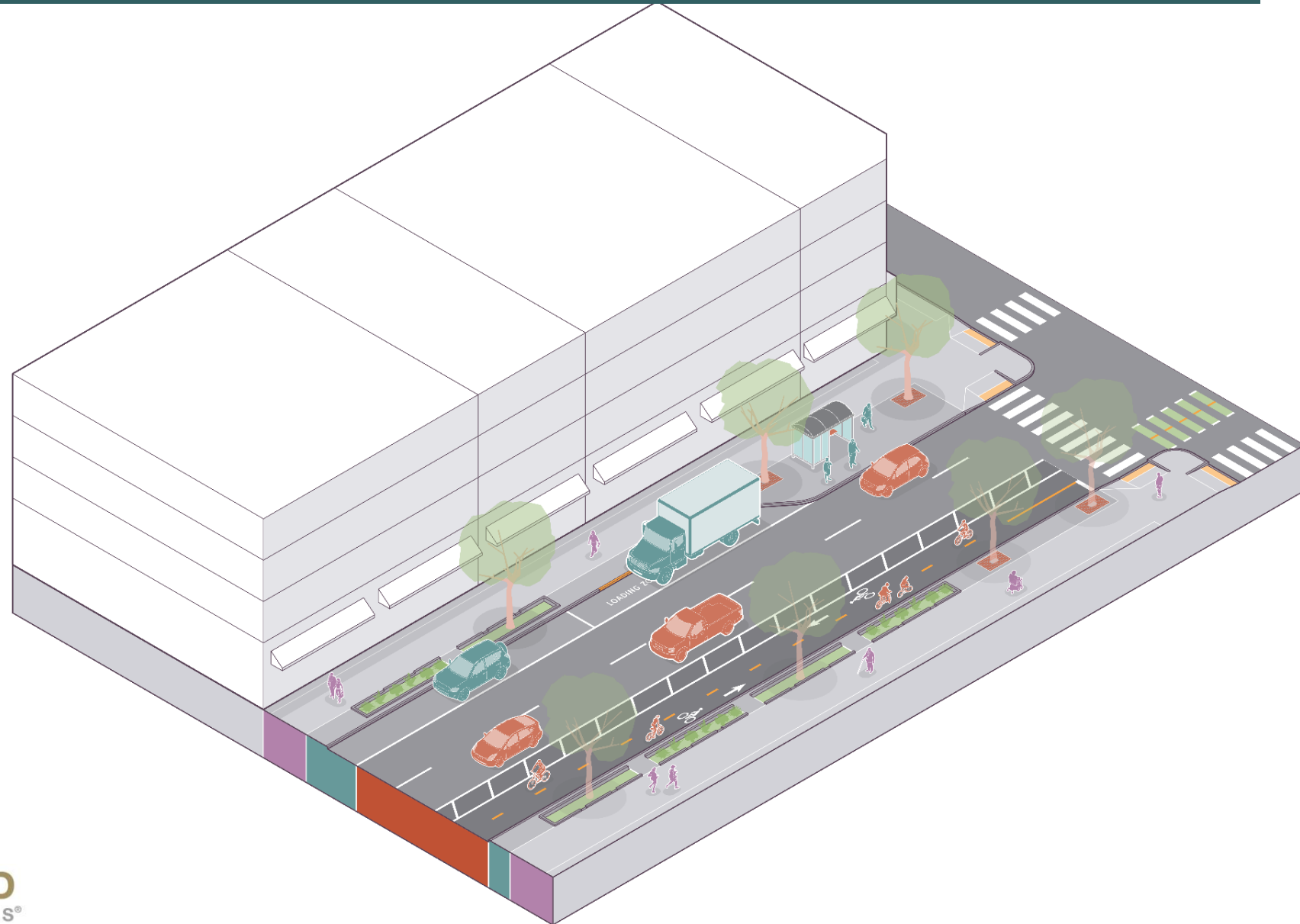
## Travelway

Medium Priority

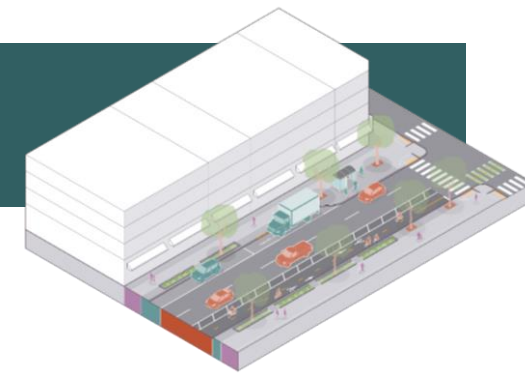
Bike lanes, 2 travel lanes (including one-way streets). Most existing examples of this street type are one-way.

## Additional Features and Considerations

Intersections every 300-500 feet;  
controlled crossings every 300-900 feet;  
fewer driveways



# Mixed-Use Connector



## Overlay Influence

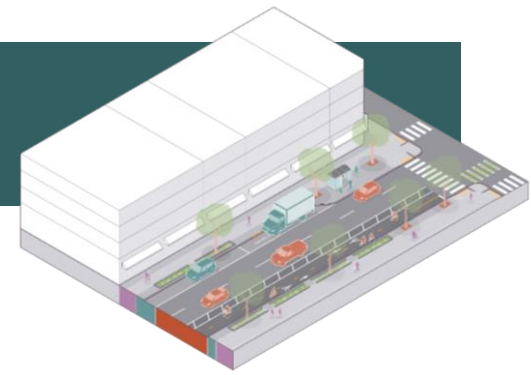
*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Increase sidewalk width where feasible to accommodate foot traffic. Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, etc.) are provided within 100 feet of transit stops. Transit shelters are prioritized over on-street parking. Designs will minimize pull-out stops that require buses to merge back into traffic.

**All Ages and Abilities Bike Network** – The bikeway is prioritized over motor vehicle travel lanes and Flex Zone uses. If space is constrained, on-street parking will be removed, narrowed or inset into the terrace. If parking is provided, consideration will be given to configuring it for parking protected bike lanes. For one-way streets, parking might be provided on only one side to make space for a bikeway. If parking removal does not provide adequate space, additional reductions will be made in the number and/or width of travel lanes, medians, and center turn lanes. For one-way streets, a two-way separated bike lane or a counterflow bike lane may be considered.

# Mixed-Use Connector



## Overlay Influence (continued)

*The following describes how the presence of each overlay influences the design of this street type.*

**Canopy Priority Area** – For High and Moderate priority areas (see Table 1 of Enhanced DGI and Tree Canopy Guidance), terrace width will be at least 8 feet (preferably 10 to 12 feet) and suspended pavement use will be considered. Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will be considered (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – Where needed and feasible, on-street parking with peak hour restrictions will be considered, to allow the parking lane to function as a travel lane during peak periods. Higher traffic volumes will not result in higher design speeds.

# Community Main Street

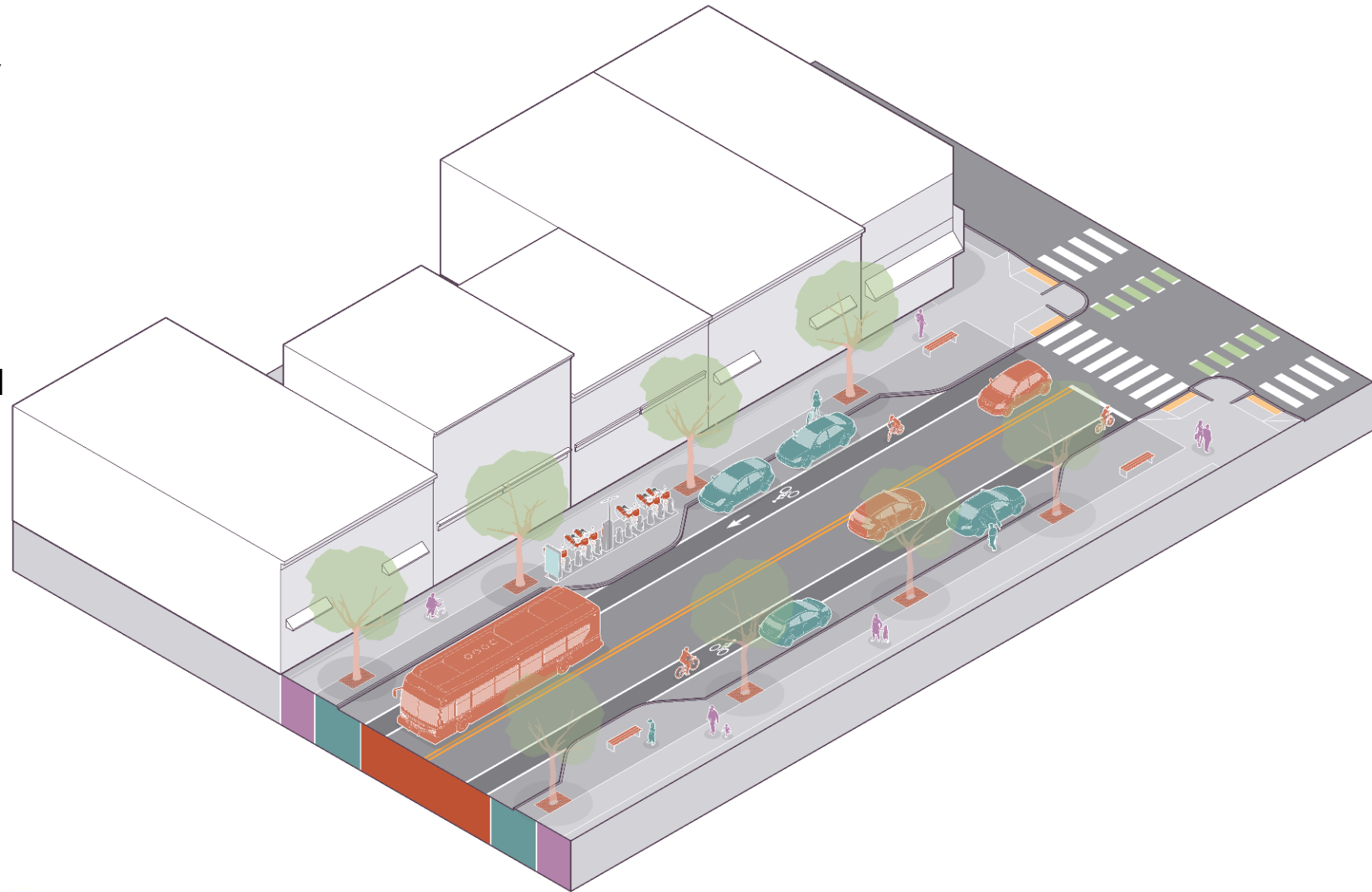
Destination/shopping street with a strong sense of place. May also carry a fairly large number of people by a variety of travel modes. Typically has larger volumes of pedestrians.

**Example Streets:** Willy; Monroe; Fair Oaks; Atwood; Regent

**Context:** Small/medium scale mixed use, many facades/entries for retail/dining/etc.

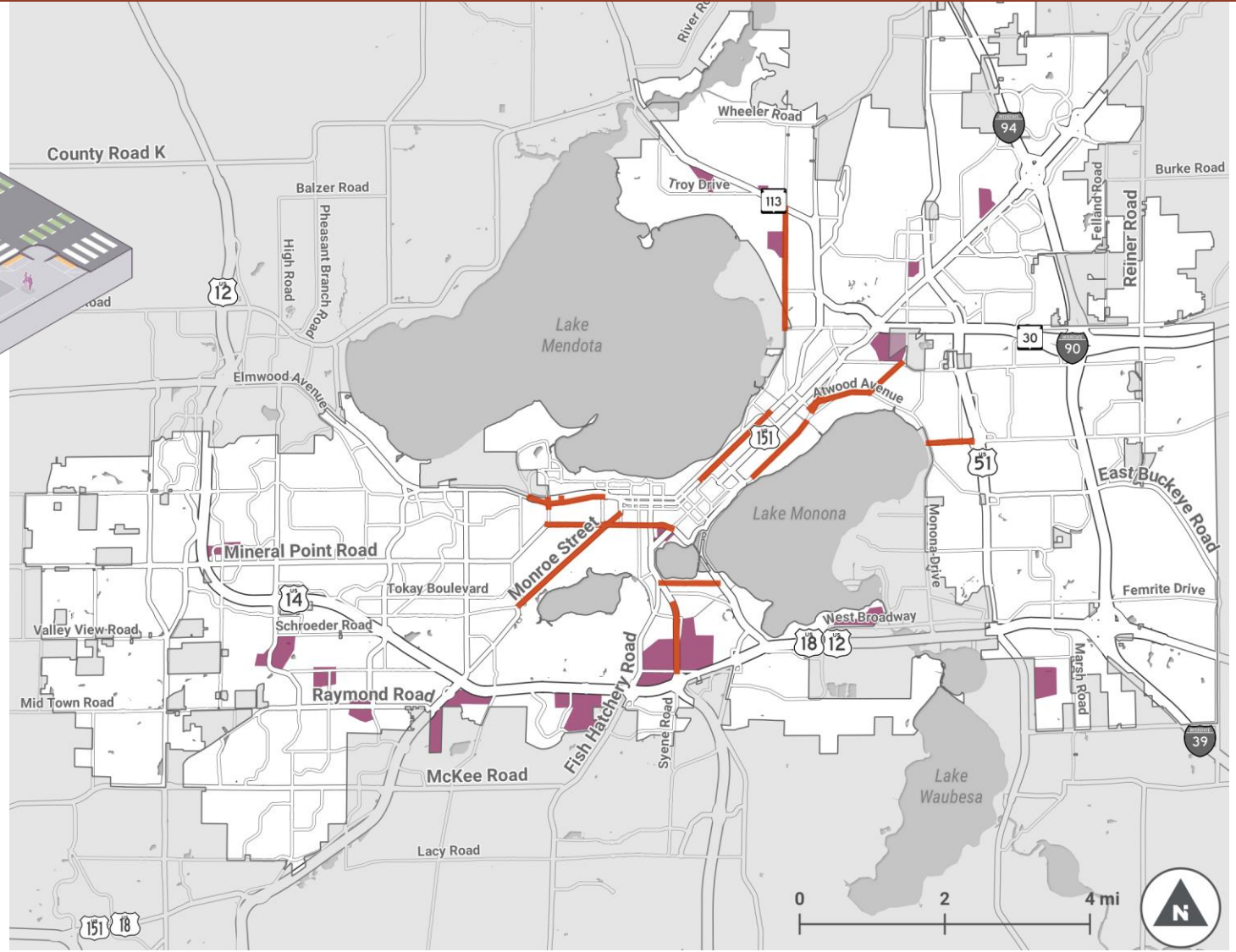
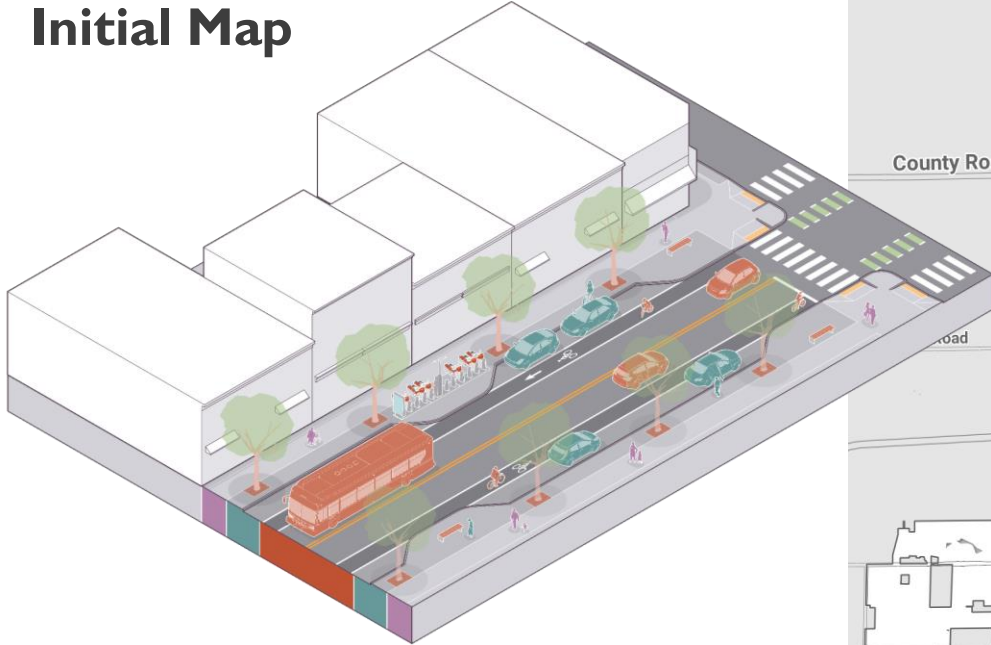
**Functional Classifications:** Arterials; Collectors

**Target Speed:** 25 mph or less



# Community Main Street

Initial Map





# Community Main Street

## Walkway Medium Priority

Wide sidewalks with buildings close to or touching the sidewalk.

## Flex Zone High Priority

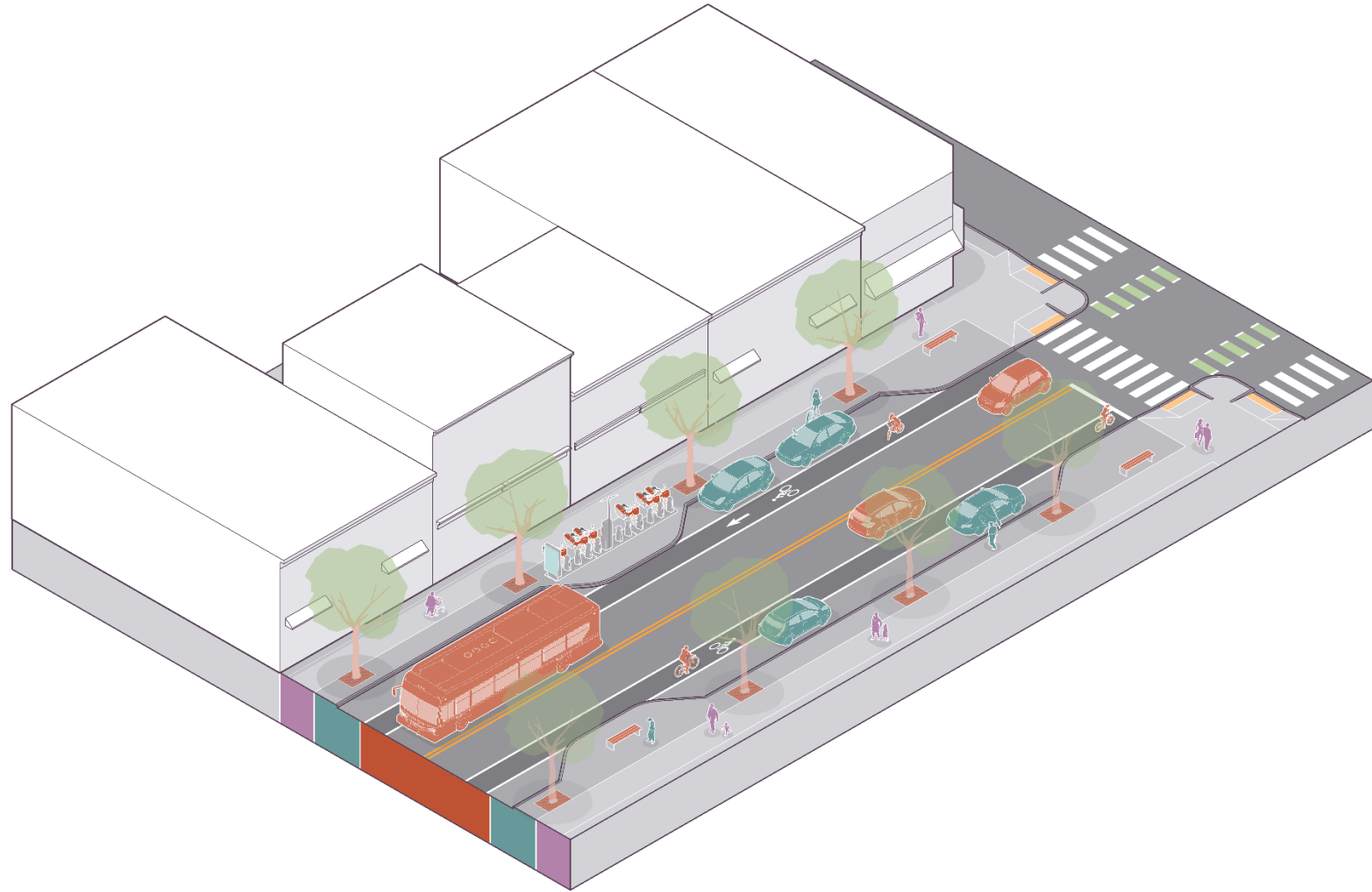
Hardscaped or landscaped terrace with street trees, bike racks, enhanced transit stops, and sidewalk cafés. Higher demand for on-street parking more frequent turnover, pedestrian-scale streetscapes and amenities that encourage people to walk. Short-term parking often prioritized. Loading zones, if needed, should be provided around the corner on intersecting minor streets.

## Travelway Low Priority

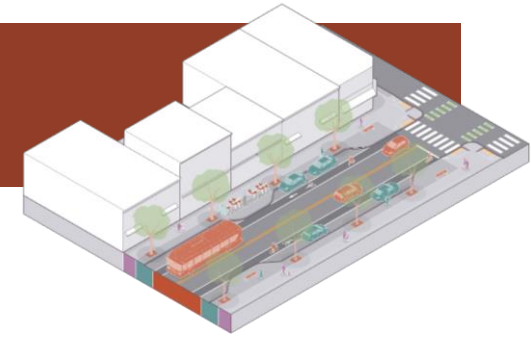
1 travel lane per direction. Left turn lanes are common at controlled intersections. Bike facilities included or equivalent route with high quality connections.

## Additional Features and Considerations

Intersections every 300-500 feet; controlled crossings every 600-1,000 feet



# Community Main Street



## Overlay Influence

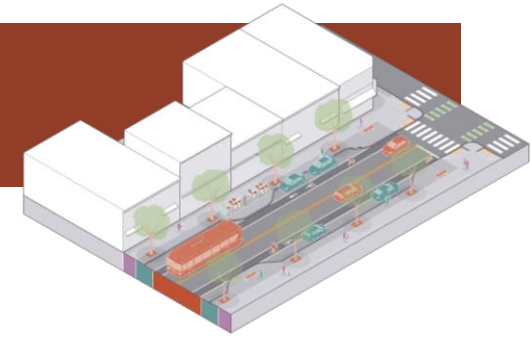
*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Signal preemption is prioritized. Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, etc.) are provided within 100 feet of transit stops. Transit shelters are prioritized over other terrace/Flex Zone uses. Designs will avoid pull-out stops that require buses to merge back into traffic.

**All Ages and Abilities Bike Network** – While the travelway is a lower priority than the flex zone for Community Main Streets, when the street is on the All Ages and Abilities Bike Network, a bikeway must be provided. If space is constrained, reductions will be made in the number and/or width of travel lanes, medians, and center turn lanes. If lane reduction does not provide adequate space, on-street parking will be removed from one or both sides, narrowed or provided inset into the terrace. If all else fails, a parallel connection (bike boulevard, shared-use path, etc.) will be provided that creates the same level of network connectivity with high quality connections to the destinations on the street and high quality bike parking in the Flex Zone.

# Community Main Street



## Overlay Influence (continued)

*The following describes how the presence of each overlay influences the design of this street type.*

**Canopy Priority Area** – For High and Moderate priority areas (see Table 1 of Enhanced DGI and Tree Canopy Guidance), terrace width will be at least 8 feet (preferably 10 to 12 feet) and suspended pavement use will typically be incorporated. Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will be considered (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – When needed, up to two travel lanes per direction may be provided, or turn lane(s) may be added. Where feasible and needed, on-street parking with peak hour restrictions will be considered, to allow the parking lane to function as a travel lane during peak periods. An adequate walkway must still be provided and may require reducing the Flex Zone. Higher traffic volumes will not result in higher design speeds.

# Community Connector

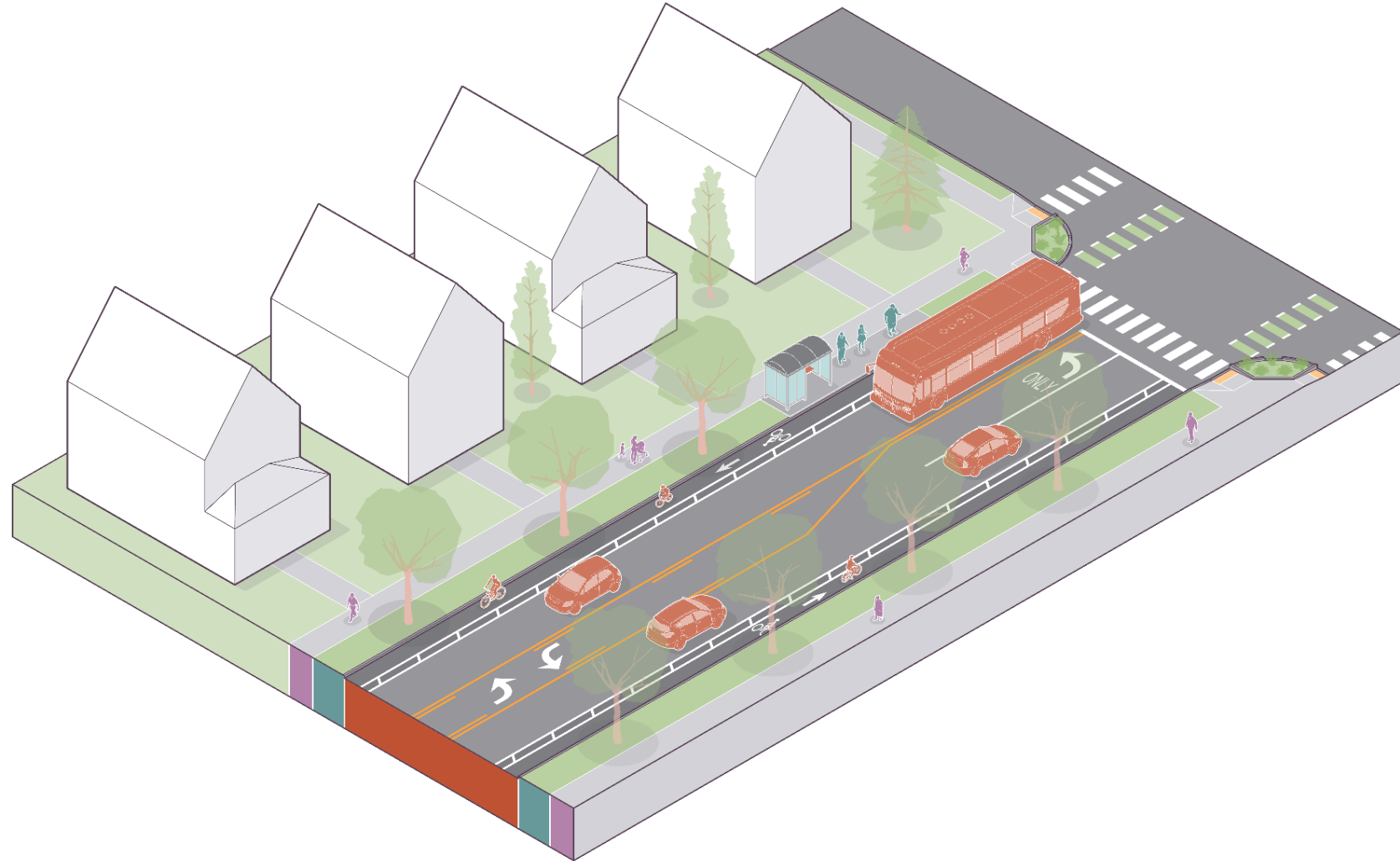
Streets that provide access and convey moderate numbers of people via multiple modes. Often includes transit.

**Example Streets:** Watts Rd; N Thompson; Buckeye Rd; Milwaukee St; East Gorham; Schroeder

**Context:** Neighborhoods, ranging from more walkable with short blocks and many driveways to more car-oriented. Includes some commercial and light industrial.

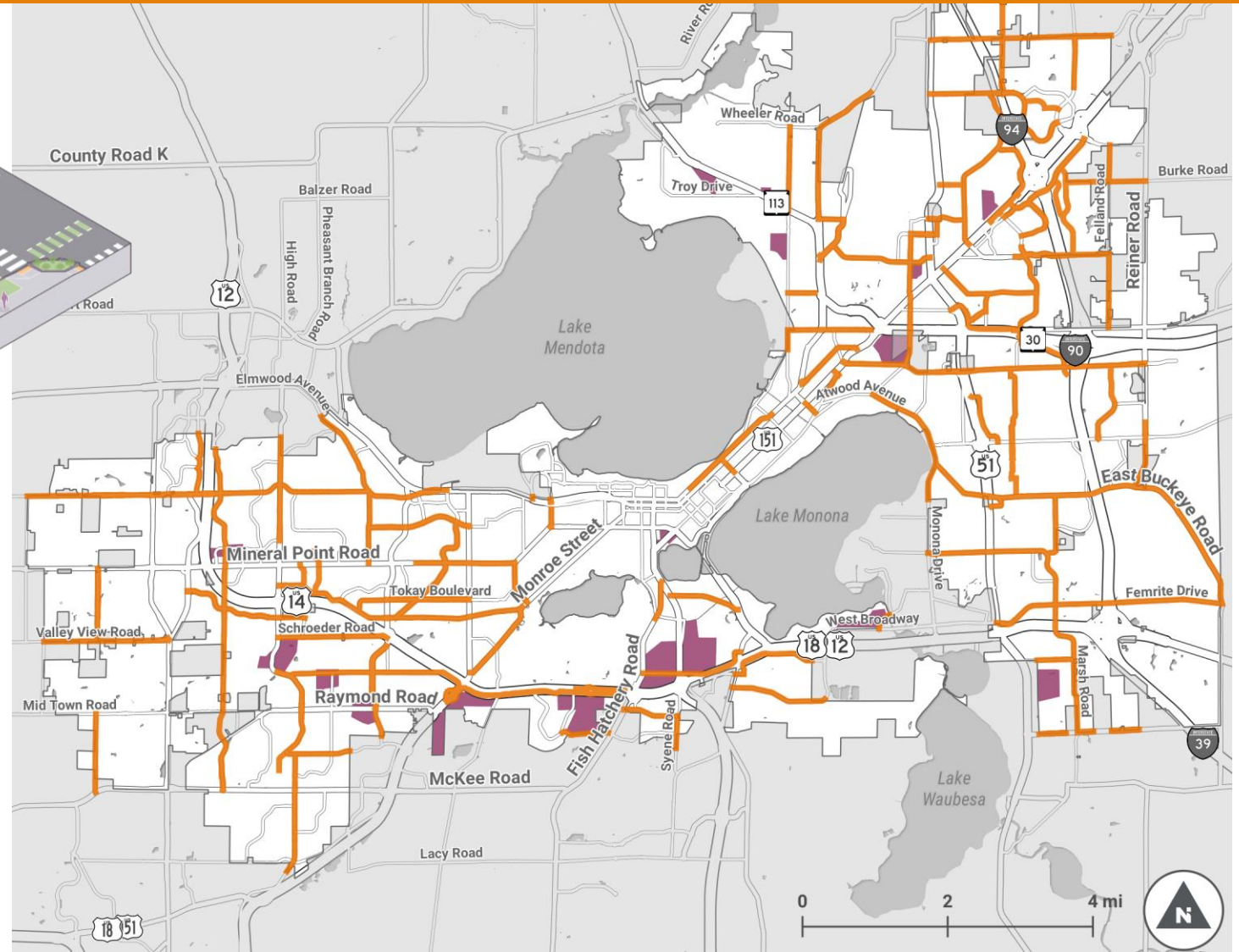
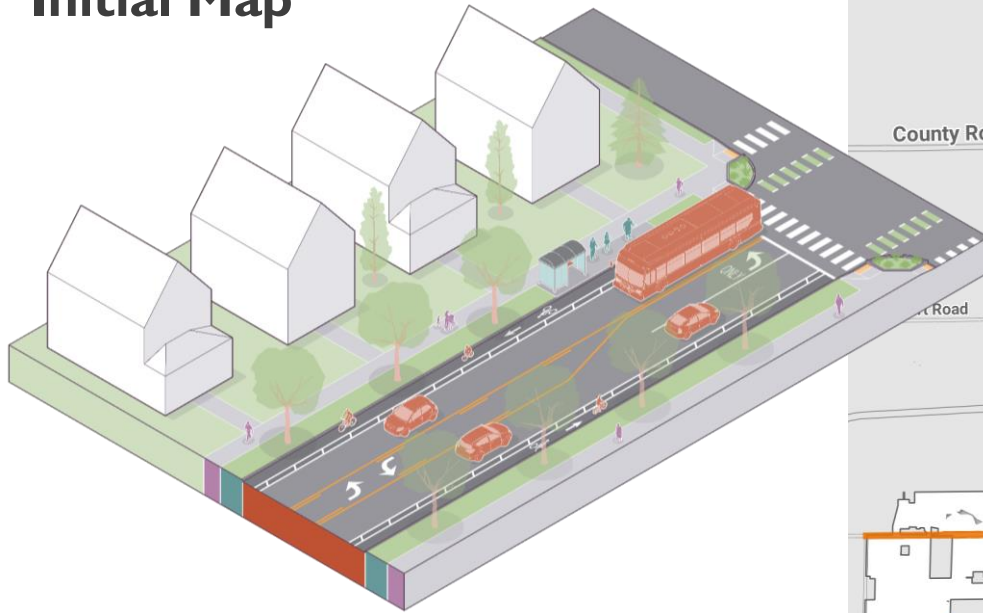
**Functional Classifications:**  
Arterials; Collectors

**Target Speed:** 25 mph or less



# Community Connector

## Initial Map



# Community Connector

## Walkway

High Priority

Standard sidewalks, with buildings offset from the sidewalk by landscaping.

## Flex Zone

Low Priority

Landscaped terrace with street trees. On-street parking may be provided in some locations.

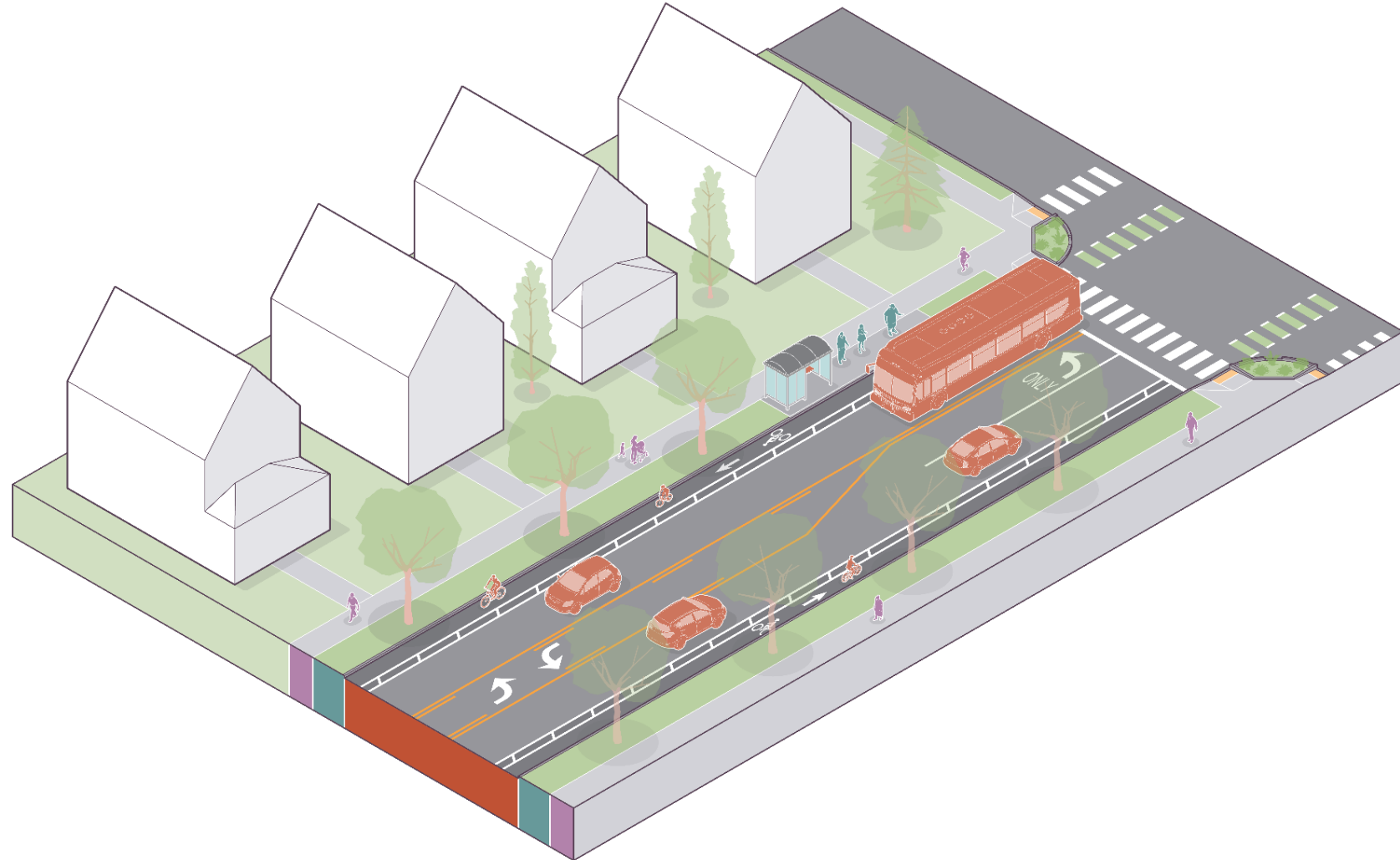
## Travelway

Medium Priority

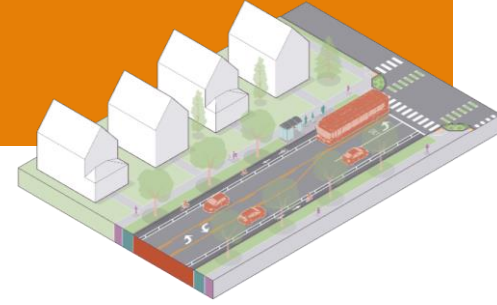
1 travel lane per direction with bike facilities, often with medians or center turn lane. Appropriate transit accommodations.

## Additional Features and Considerations

Intersections every 300-500 feet;  
controlled crossings every 800-1,200 feet;  
frequent driveways



# Community Connector



## Overlay Influence

*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, etc.) are provided within 100 feet of transit stops. Transit shelters are prioritized over other terrace/Flex Zone uses. Designs will minimize pull-out stops that require buses to merge back into traffic.

**All Ages and Abilities Bike Network** – Traffic speeds and volumes will be considered to select a bikeway that accommodates all ages and abilities. This may result in bike lanes, separated bike lanes, or a sidepath. If space is constrained, the bikeway is prioritized over Flex Zone uses, starting with the removal or narrowing of on-street parking and then considering narrowing the landscaped terrace. If reductions to the Flex Zone do not provide adequate space, additional reductions will be made in the number and/or width of travel lanes, medians, and center turn lanes.

# Community Connector



## Overlay Influence (continued)

*The following describes how the presence of each overlay influences the design of this street type.*

**Canopy Priority Area** – For High and Moderate priority areas (see Table 1 of Enhanced DGI and Tree Canopy Guidance), terrace width will be at least 8 feet (preferably 10 to 12 feet). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will be considered (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – Motor vehicle capacity will be a consideration and reviewed to consider impacts on other streets if lane reductions are implemented. Where needed and feasible, on-street parking with peak hour restrictions will be considered, to allow the parking lane to function as a travel lane during peak periods. An appropriate bikeway and adequate walkway must still be provided and may require reducing the Flex Zone. Higher traffic volumes will not result in higher design speeds.



# Mixed-Use Neighborhood Street

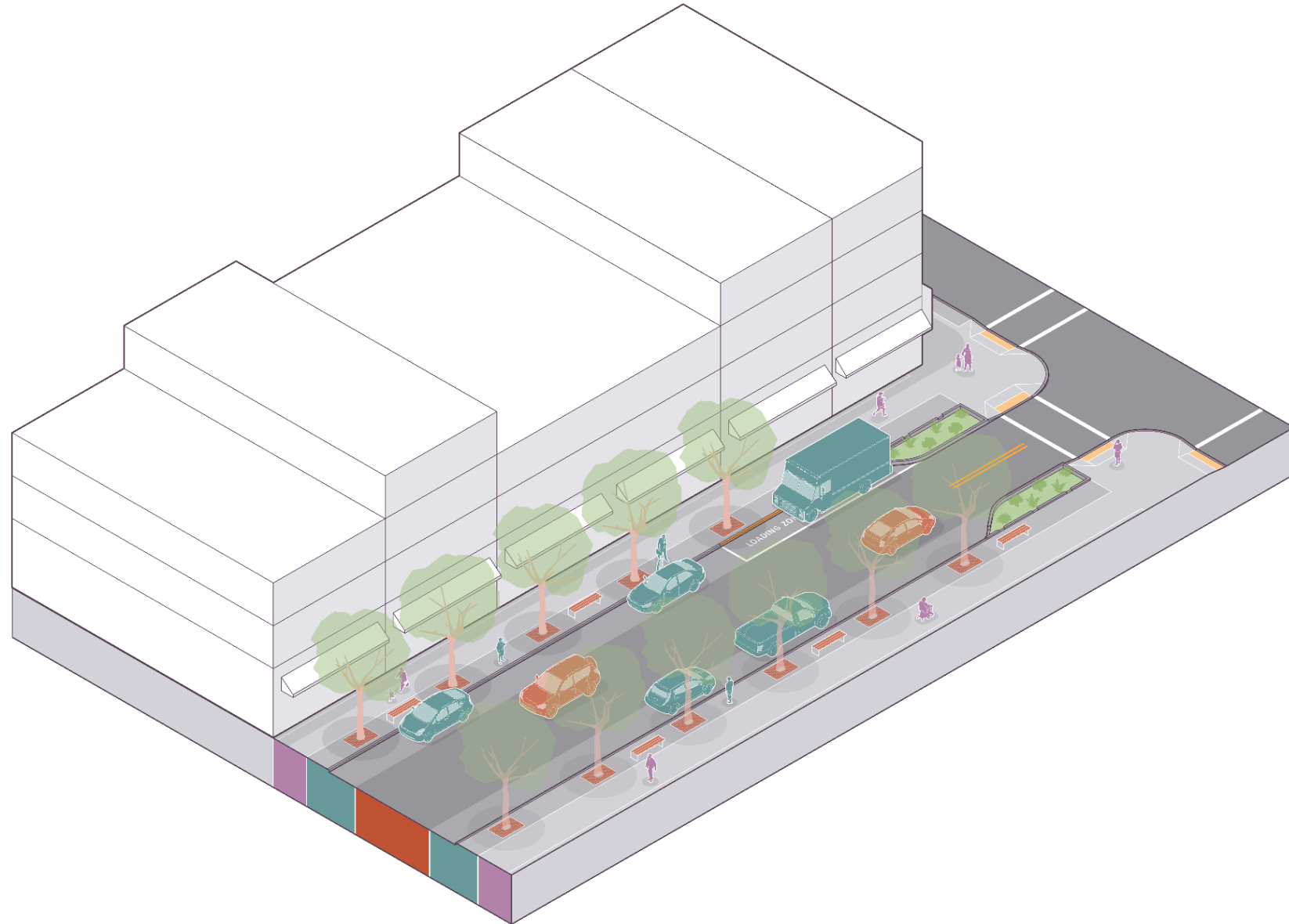
Streets that provide access and convey relatively low numbers of people via multiple modes.

**Example Streets:** Downtown local streets; internal streets in new mixed-use areas; East Main St

**Context:** Downtown and mixed-use corridors and districts.

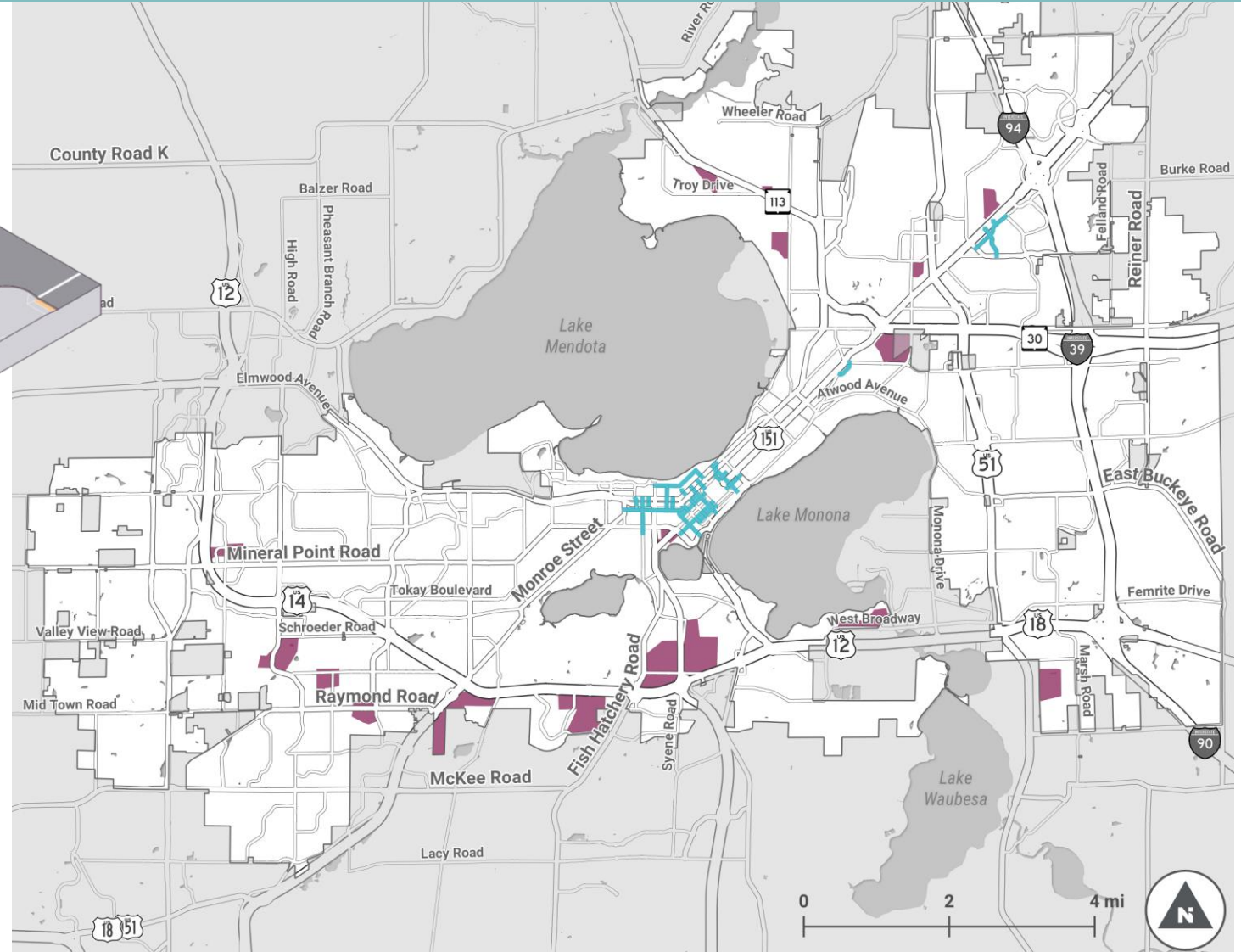
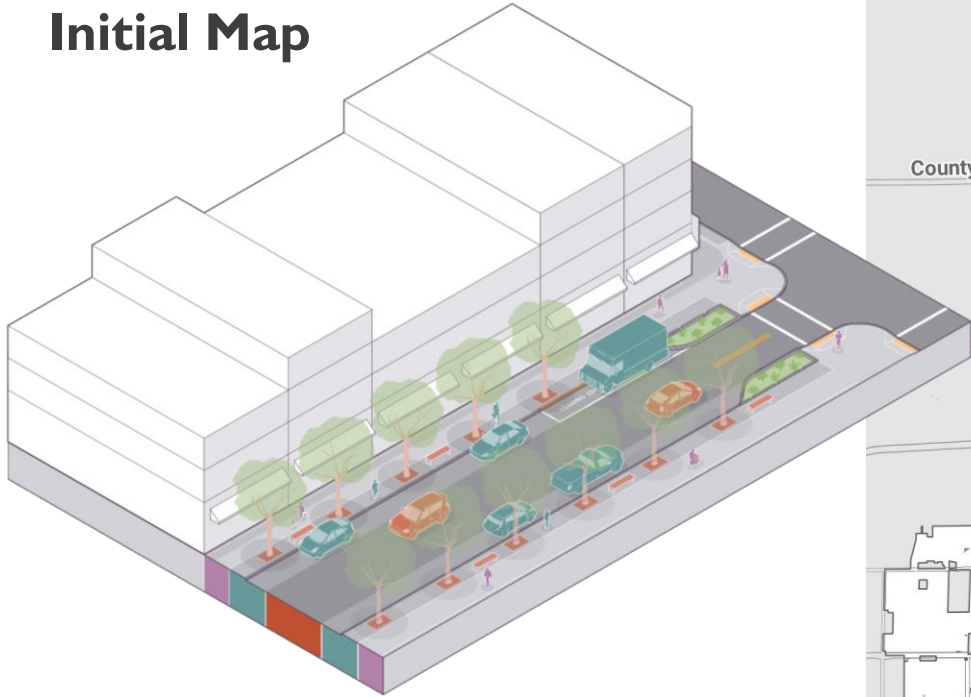
**Functional Classifications:**  
Collectors; Locals

**Target Speed:** 20 mph or less



# Mixed-Use Neighborhood Street

Initial Map



# Mixed-Use Neighborhood Street

## Walkway

Medium Priority

Wide sidewalks with buildings close to or touching the sidewalk.

## Flex Zone

High Priority

Terrace with street trees and bike racks. Parallel or diagonal on-street parking. Loading zones, if needed, should be provided around the corner on intersecting minor streets.

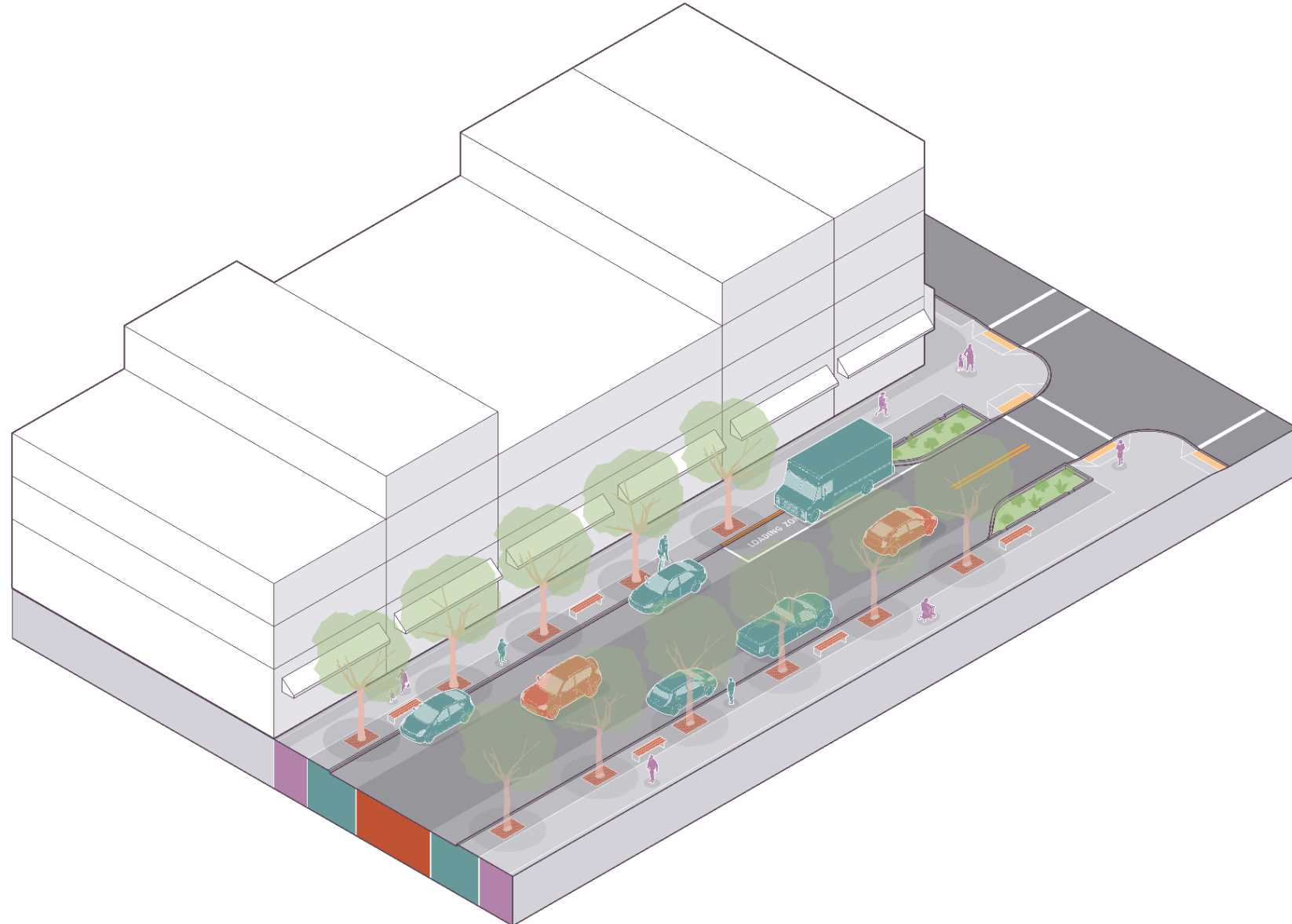
## Travelway

Low Priority

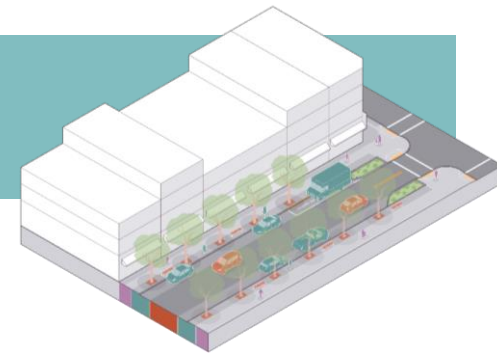
Two-way travel without lane markings. No dedicated bikeway unless contraflow bike lane or needed based on traffic volumes.

## Additional Features and Considerations

Intersections every 300-500 feet



# Mixed-Use Neighborhood Street



## Overlay Influence

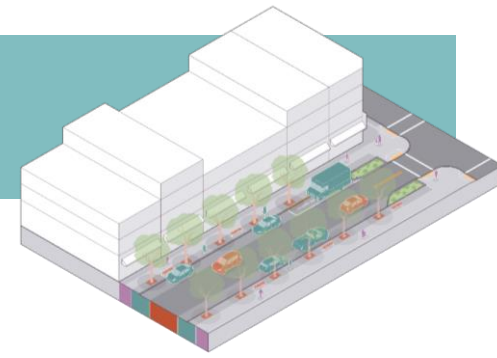
*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Signal preemption will be considered if appropriate. Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, etc.) will be considered within 100 feet of transit stops. Transit shelters are prioritized over other terrace/Flex Zone uses near bus stops.

**All Ages and Abilities Bike Network** – An all-ages-and-abilities bike boulevard will be created by providing traffic calming elements (such as curb extensions or chicanes to reduce speeds) and considering the use of diverters to reduce motor vehicle traffic volumes. As feasible, traffic calming and diversion tactics will be used to reduce the prevailing speed to 20 mph or less and ADT to 2,000 or less (max ADT on a bicycle boulevard is 3,000). City staff will consider bike lanes (including a counterflow bike lane on one-way streets) as an alternative approach if volumes and speeds cannot be reduced to these levels.

# Mixed-Use Neighborhood Street



## Overlay Influence (continued)

*The following describes how the presence of each overlay influences the design of this street type.*

**Canopy Priority Area** – For High and Moderate priority areas (see Table I of Enhanced DGI and Tree Canopy Guidance), terrace width will be at least 8 feet (preferably 10 feet) and suspended pavement use will be considered. Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will typically be incorporated when feasible (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – Not applicable.

# Civic Space

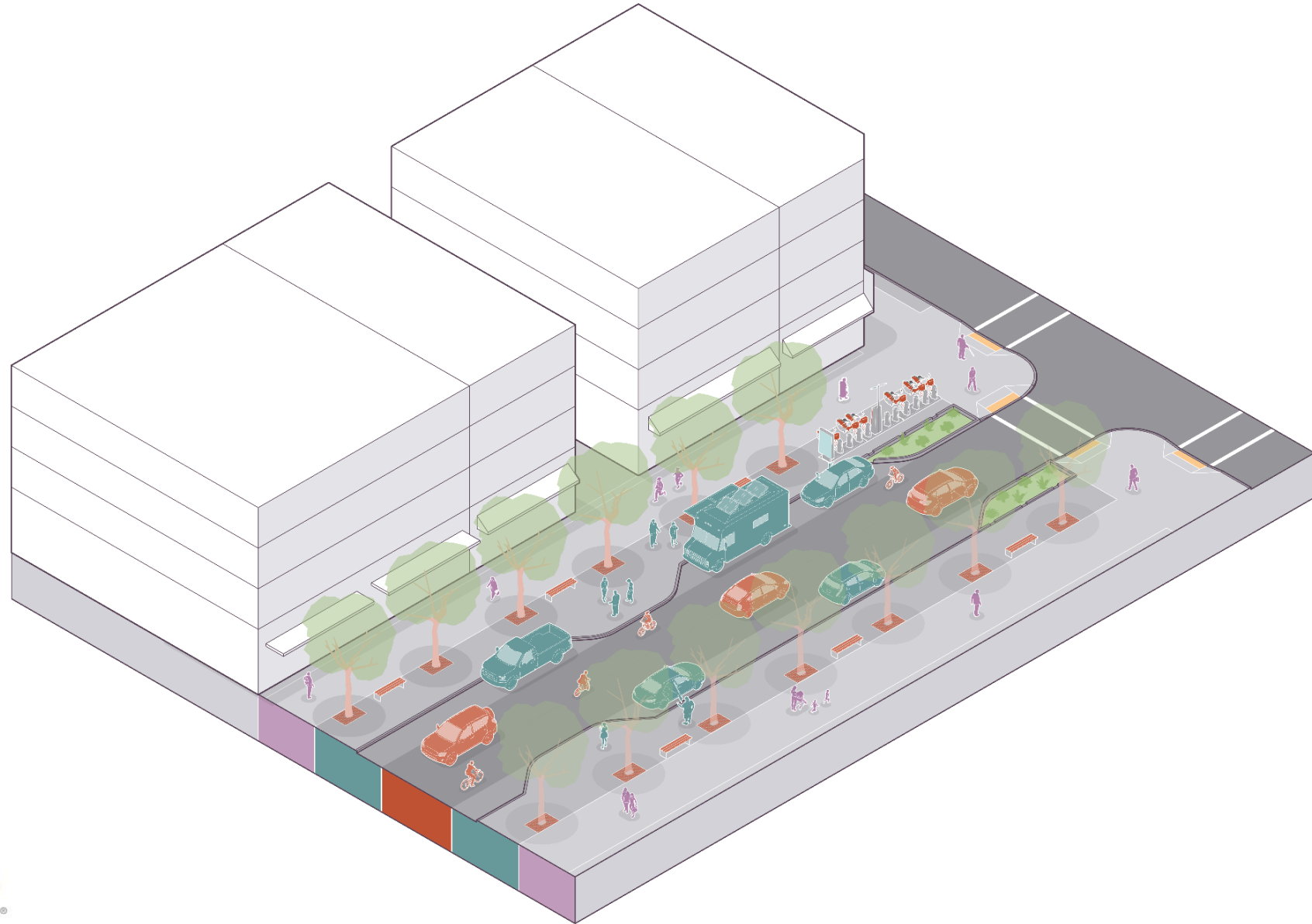
Street with minimal delineation between sidewalk and roadway.  
Always or often closed to car traffic.

**Example Streets:** Capitol square;  
downtown diagonals; MLK Blvd

**Context:** Downtown and other  
mixed use

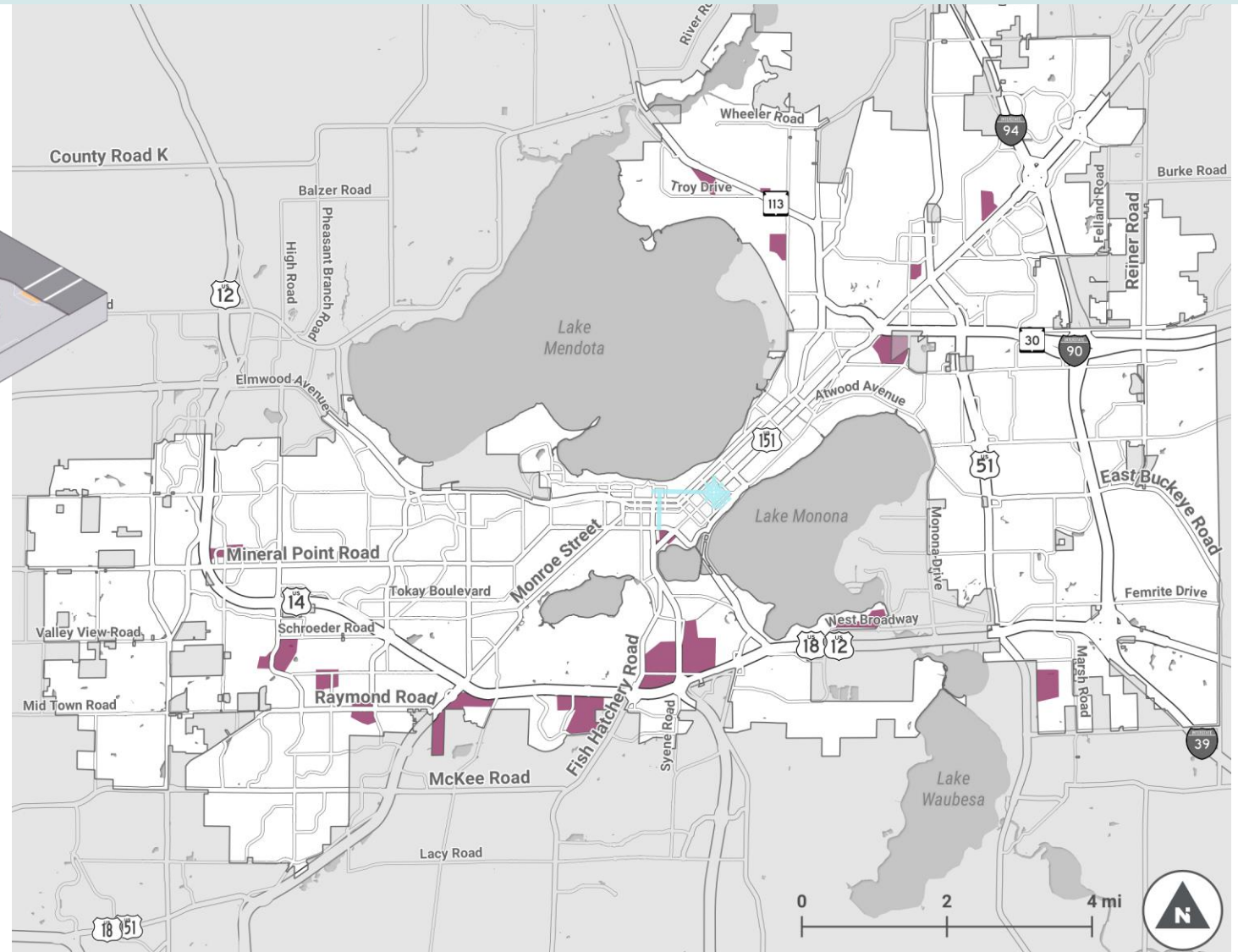
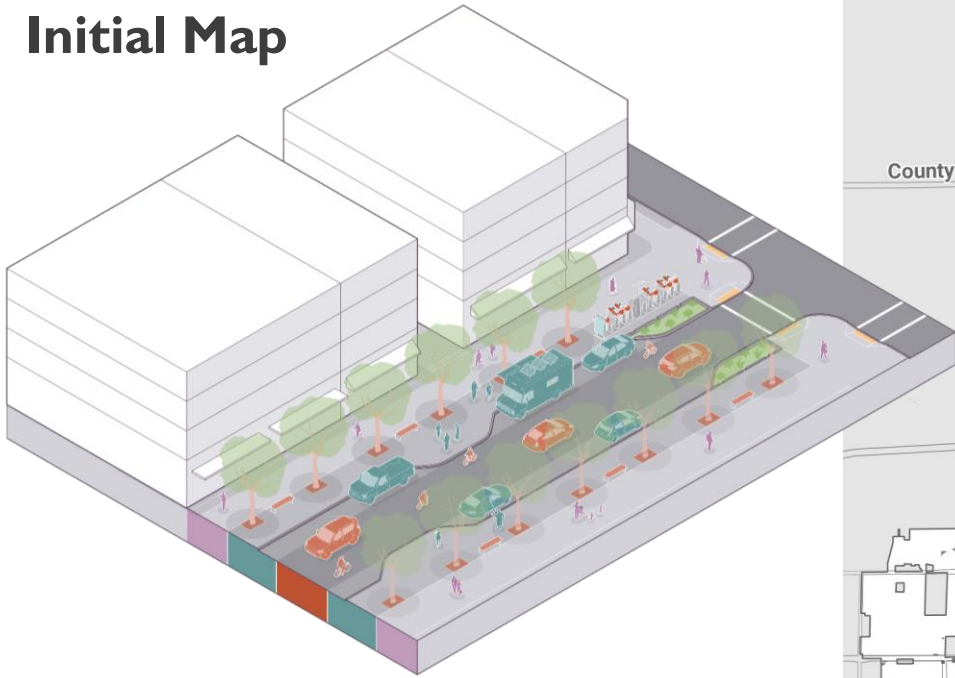
**Functional Classifications:**  
Collectors; Locals

**Target Speed:** 15 mph or less



# Civic Space

## Initial Map



# Civic Space

## Walkway

High Priority

Designs vary widely. Wide sidewalks with buildings close to or touching the sidewalk. May shift closer to or farther from the street, to avoid impacting existing canopy trees.

## Flex Zone

High Priority

Designs vary widely. Hardscaped terrace with street trees, bike racks, and sidewalk cafés. Parallel or diagonal (back-in) on-street parking. Loading zones, if needed, should be provided around the corner on intersecting minor streets.

## Travelway

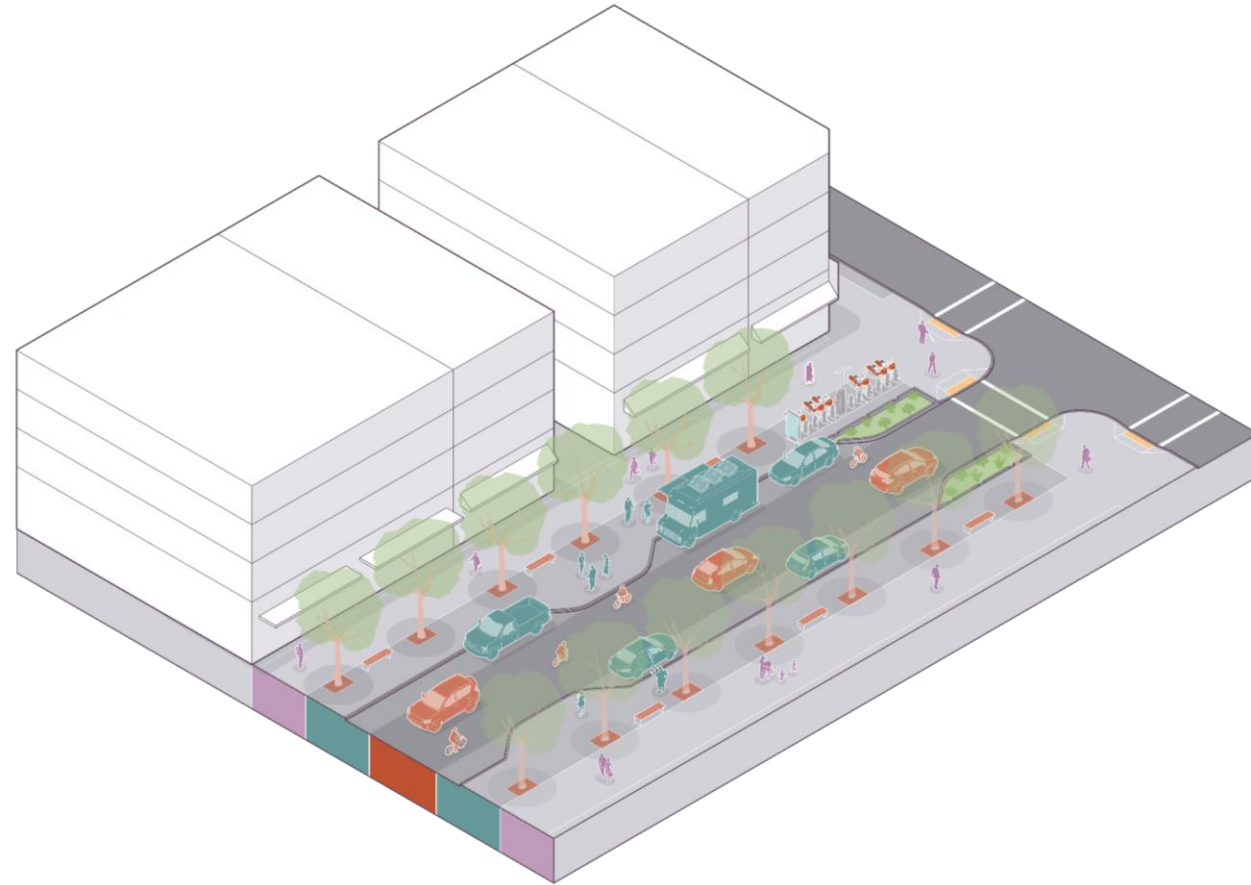
Low Priority

Designs vary widely. One or two-way travel, sometimes without lane markings. No dedicated bikeway unless contraflow bike lanes are necessary. May be shared space, a flush street, etc. Regularly closed to motor vehicle traffic during events.

## Additional Features and Considerations

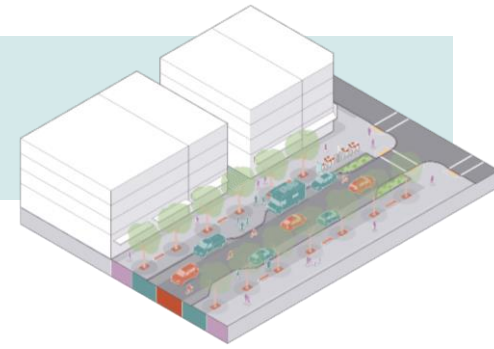
Intersections every 200-400 feet; controlled crossings every 500-900 feet

The overall design should make driving over 15 mph feel uncomfortable and may include elements such as curb extensions or raised intersections or crossings to achieve this outcome. If traffic volumes exceed desired levels, traffic diversion features may be included.





# Civic Space



## Overlay Influence

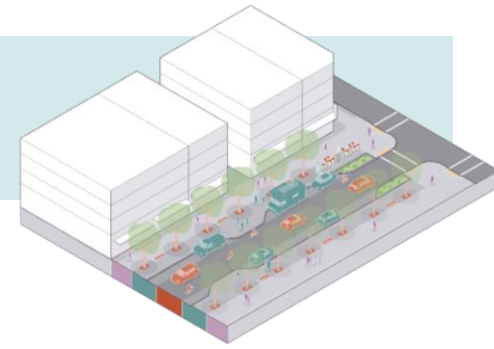
*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Signal preemption will be considered if appropriate and lane widths that accommodate transit vehicles will be provided. Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, etc.) will be considered within 100 feet of transit stops. Transit shelters are prioritized over other terrace/Flex Zone uses near bus stops.

**All Ages and Abilities Bike Network** – Well-designed Civic Space streets will be comfortable for all ages and abilities by default. Options to allow two-way bike travel on one-way streets will be evaluated and may include counterflow bike lanes or partial traffic diverters.

# Civic Space



## Overlay Influence (continued)

*The following describes how the presence of each overlay influences the design of this street type.*

**Canopy Priority Area** – For High and Moderate priority areas (see Table I of Enhanced DGI and Tree Canopy Guidance), terrace width will be at least 8 feet (preferably 10 feet) and suspended pavement use will typically be incorporated. Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will typically be incorporated when feasible (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – Not applicable.

# Neighborhood Street

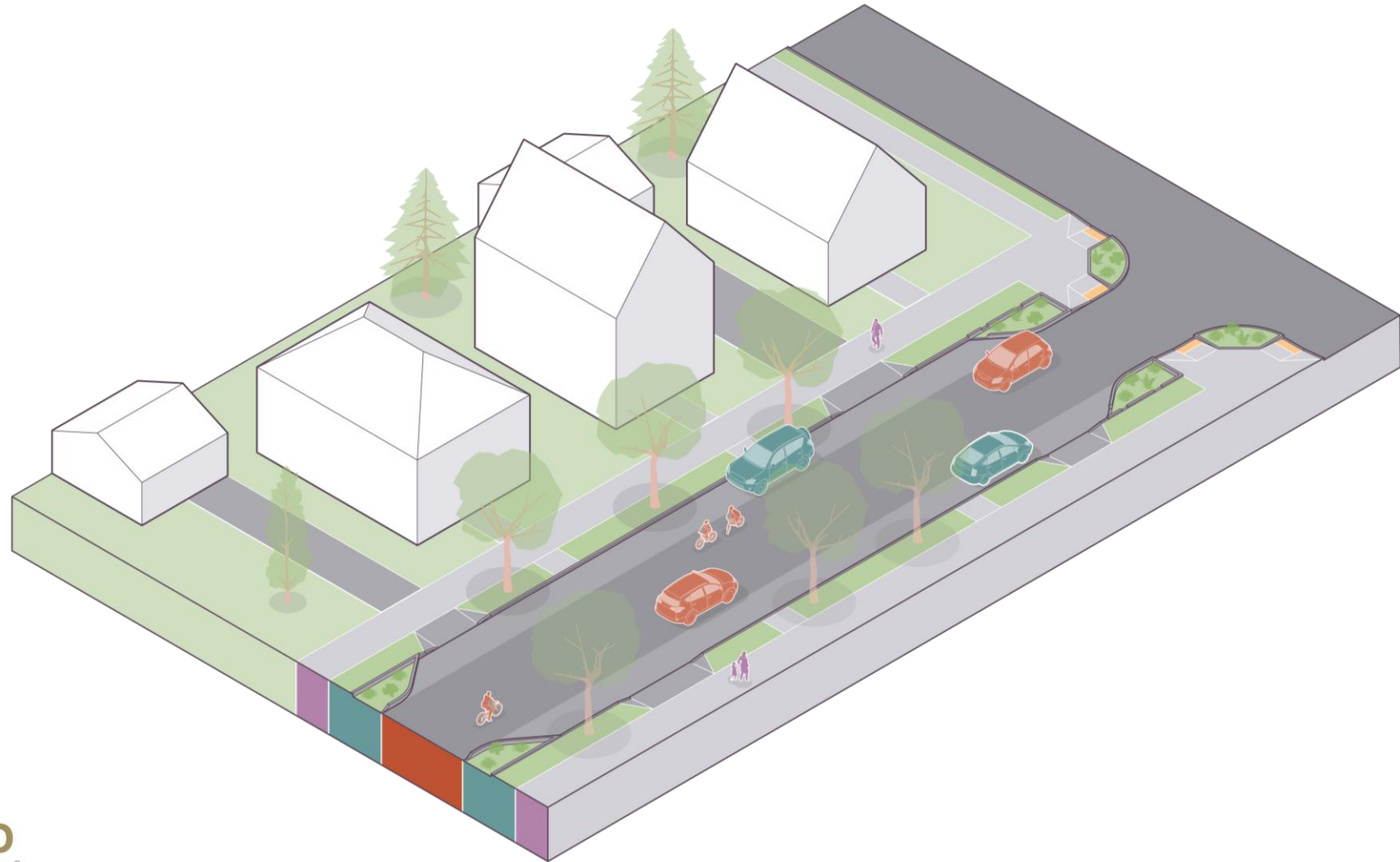
Typical neighborhood streets. Includes some higher-traffic streets that would be designed to prioritize neighborhood quality of life. Allows two drivers to pass each other without stopping.

**Example Streets:** Park Edge Dr; Jenifer; Allied Dr; Mifflin St; Commonwealth Ave (many are not mapped)

**Context:** Residential neighborhoods, including edges of downtown. May include industrial areas.

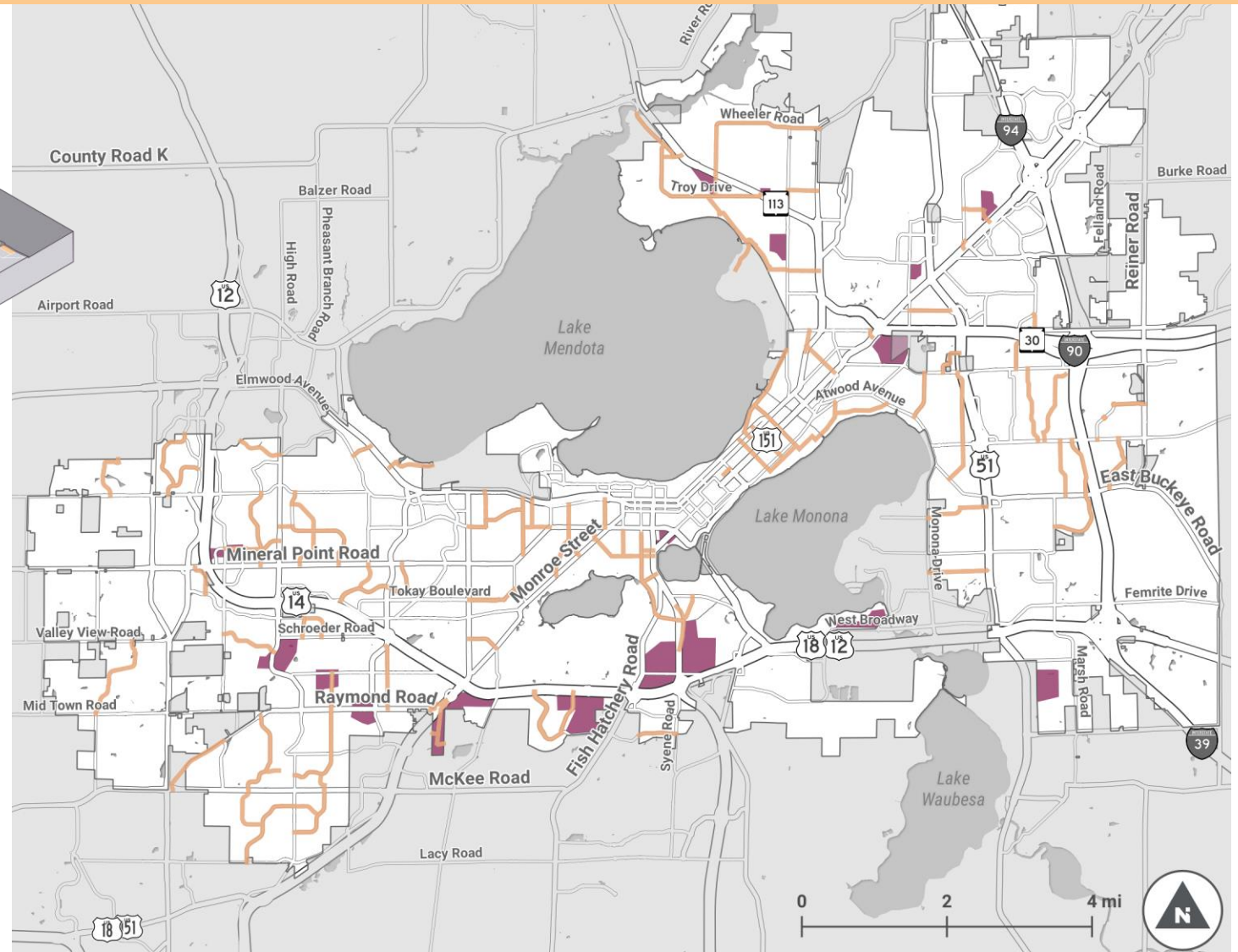
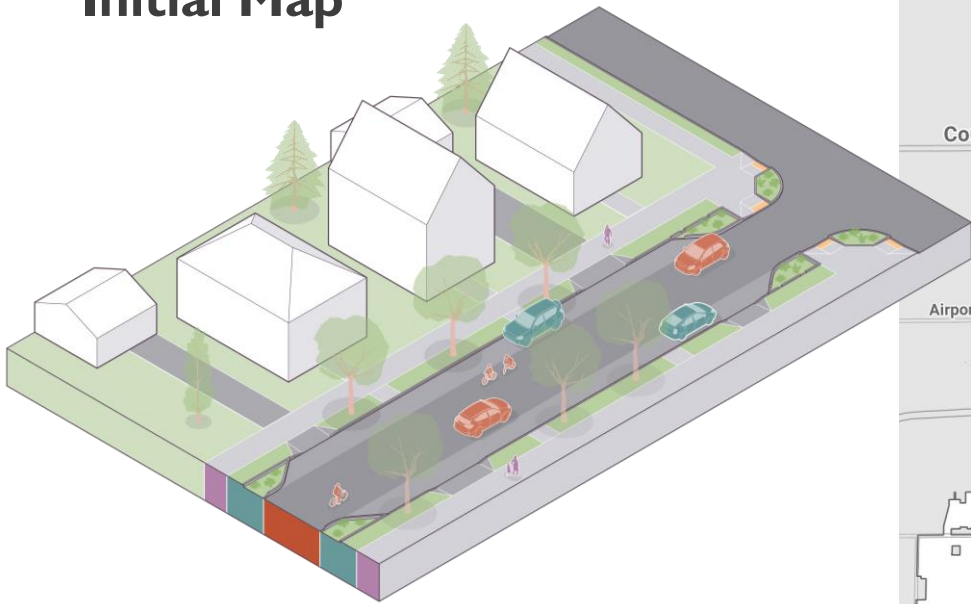
**Functional Classifications:** Collectors; Locals

**Target Speed:** 20 mph or less



# Neighborhood Street

## Initial Map



# Neighborhood Street

## Walkway

High Priority

Standard sidewalks, with landscaping between the sidewalk and homes or buildings. May shift closer to or farther from the street, to avoid impacting trees.

## Flex Zone

Medium Priority

Landscaped terrace with trees; may include items like rain gardens. May straddle the walkway when the walkway is close to the street to avoid impacting existing canopy trees. On-street parking on one or both sides is common.

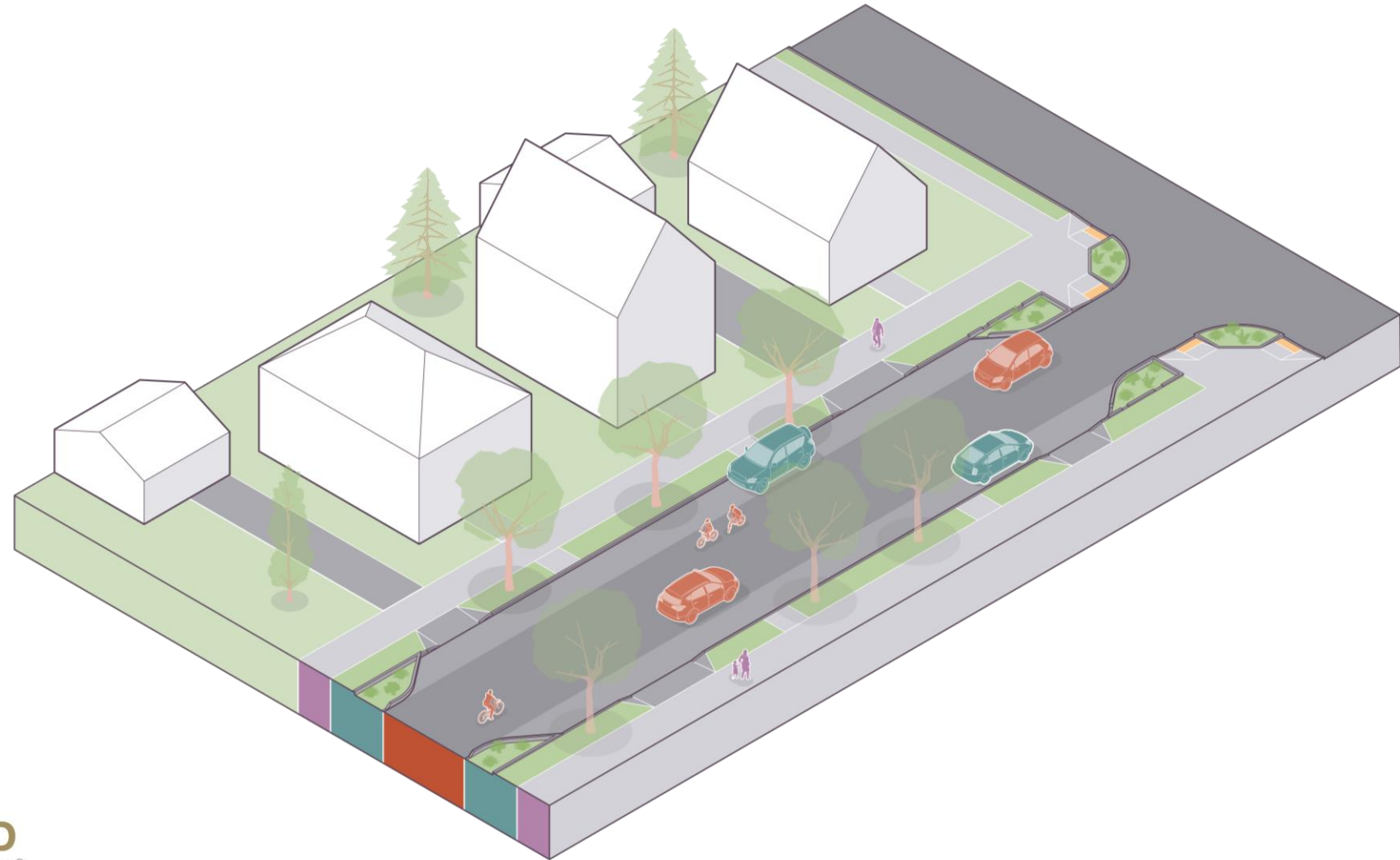
## Travelway

Low Priority

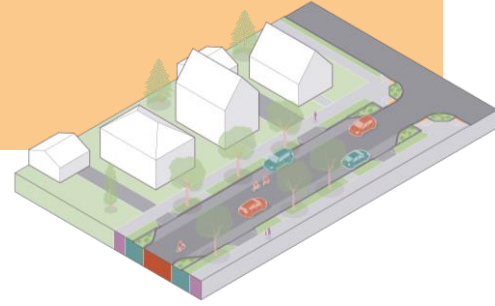
Two-way travel, sometimes without lane markings. Bike facility if street has higher traffic volumes.

## Additional Features and Considerations

Intersections every 300-500 feet



# Neighborhood Street



## Overlay Influence

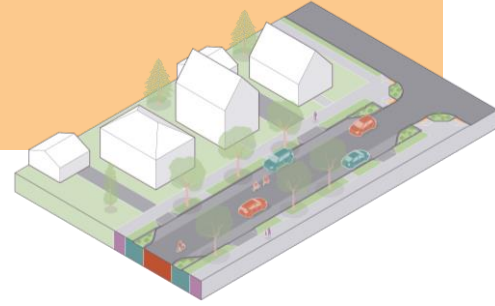
*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Enhanced crossings (high-visibility crosswalk markings, curb extensions, raised crosswalks, etc.) will be considered within 100 feet of transit stops. Transit shelters are prioritized over other terrace/Flex Zone uses near bus stops.

**All Ages and Abilities Bike Network** – An all-ages-and-abilities bike boulevard will be created by providing traffic calming elements (such as curb extensions or chicanes to reduce speeds) and considering the use of diverters to reduce motor vehicle traffic volumes. As feasible, traffic calming and diversion tactics will be used to reduce the prevailing speed to 20 mph or less and ADT to 2,000 or less (max ADT on a bicycle boulevard is 3,000). If a bike boulevard is deemed infeasible, a facility will be chosen by reviewing traffic speeds and volumes to select a bikeway that accommodates all ages and abilities.

# Neighborhood Street



## Overlay Influence (continued)

*The following describes how the presence of each overlay influences the design of this street type.*

**Canopy Priority Area** – For High and Moderate priority areas (see Table I of Enhanced DGI and Tree Canopy Guidance), terrace width will be at least 8 feet (preferably 10 feet). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will typically be incorporated when feasible (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – Not applicable.

# Neighborhood Yield Street

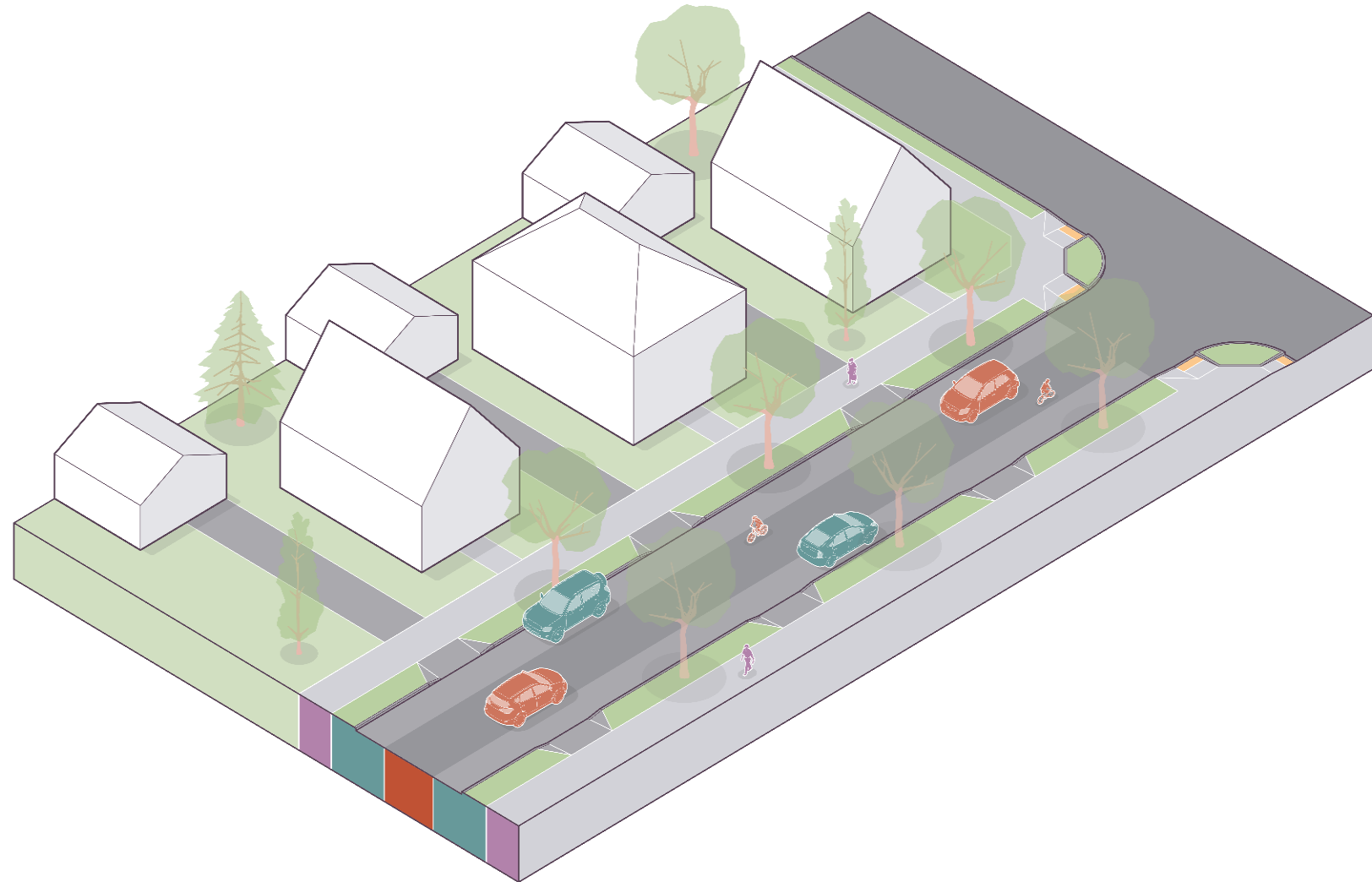
Typical neighborhood streets. May allow parking on only one side. Does NOT allow two drivers to pass each other (one must give way), which provides a traffic-calming effect.

**Example Streets:** Riverside Drive; numerous residential local streets (most are not mapped)

**Context:** Residential neighborhoods, including edges of downtown.

**Functional Classifications:** Locals

**Target Speed:** 20 mph or less





# Neighborhood Yield Street

## Walkway

High Priority

Standard sidewalks, with landscaping between the sidewalk and homes or buildings. May shift closer to or farther from the street, to avoid impacting trees.

## Flex Zone

Medium Priority

Landscaped terrace with trees; may include items like rain gardens. May straddle the walkway when the walkway is close to the street to avoid impacting existing canopy trees. On-street parking on one or both sides.

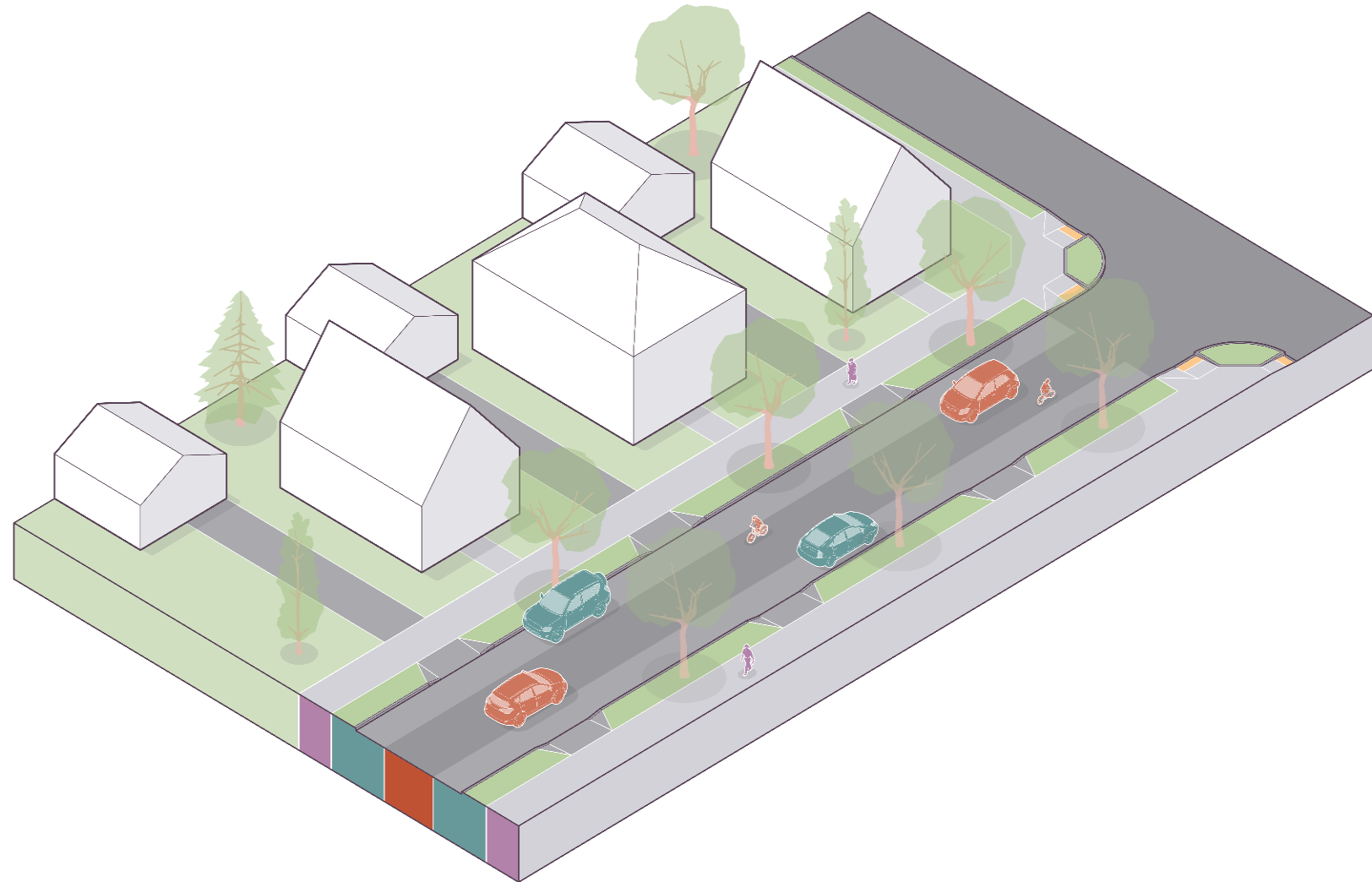
## Travelway

Low Priority

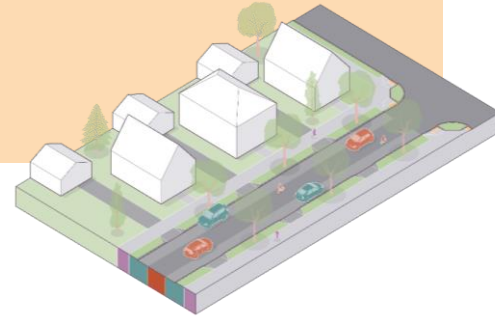
Two-way travel without lane markings, typically requiring one direction to give way to the other. No dedicated bikeway.

## Additional Features and Considerations

Intersections every 300-500 feet



# Neighborhood Yield Street



## Overlay Influence

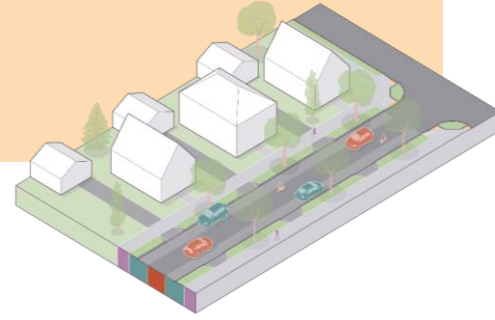
*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Not applicable.

**All Ages and Abilities Bike Network** – An all-ages-and-abilities bike boulevard will be created by providing traffic calming elements (such as curb extensions or chicanes to reduce speeds) and considering the use of diverters to reduce motor vehicle traffic volumes. As feasible, traffic calming and diversion tactics will be used to reduce the prevailing speed to 20 mph or less and ADT to 2,000 or less (max ADT on a bicycle boulevard is 3,000). One-way streets may have a designated contraflow bike lane to allow for two-way travel.

# Neighborhood Yield Street



## Overlay Influence (continued)

*The following describes how the presence of each overlay influences the design of this street type.*

**Canopy Priority Area** – For High and Moderate priority areas (see Table I of Enhanced DGI and Tree Canopy Guidance), terrace width will be at least 8 feet (preferably 10 feet). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will typically be incorporated when feasible (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – Not applicable.

# Neighborhood Shared Street

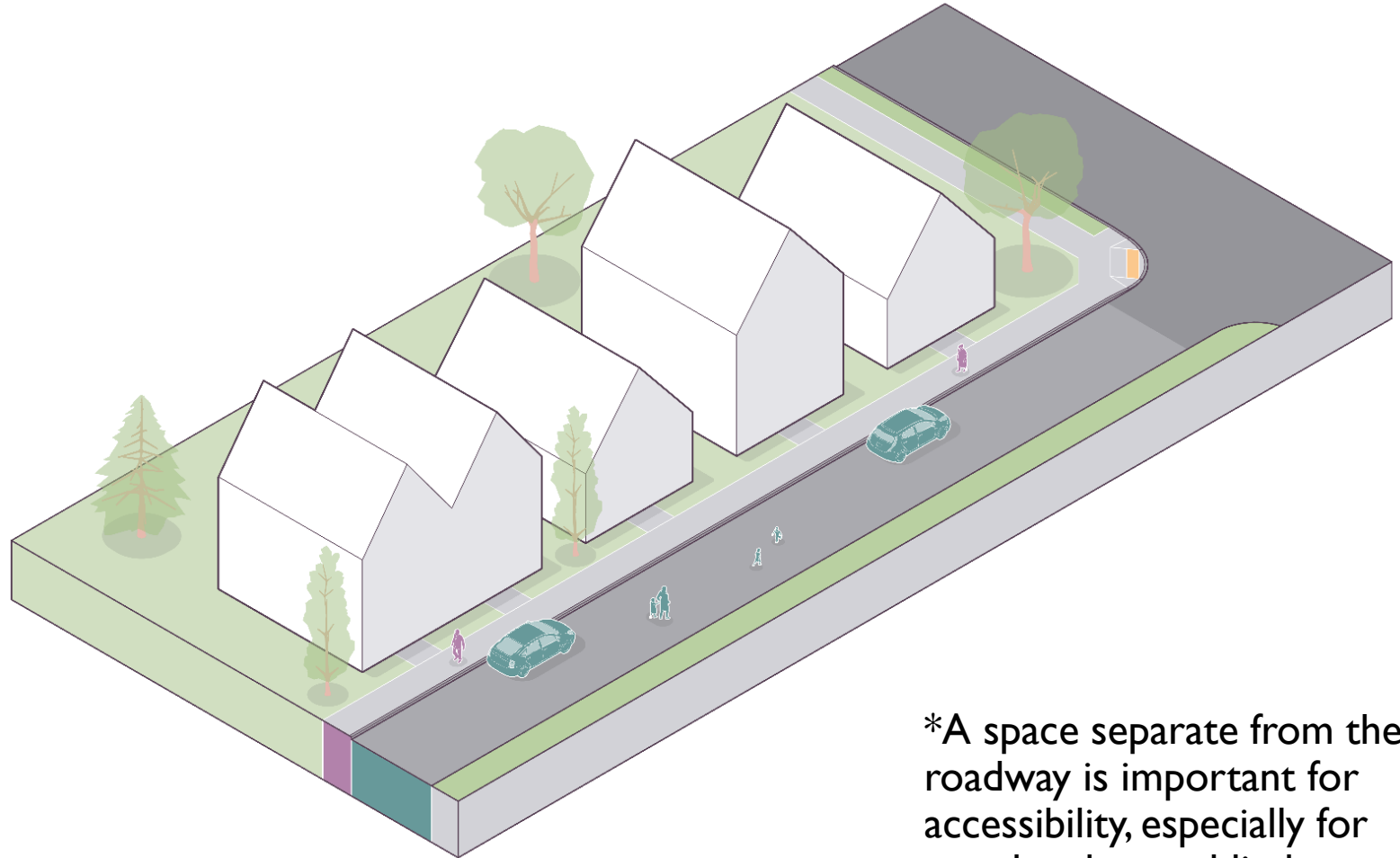
Street where walking, biking, driving, parking, and playing take place in the same space. Similar to the Dutch "Woonerf" or "living street" concept. Includes a "pedestrian comfort zone" for year-round accessibility\* and to allow ease of pedestrian-suitable snow clearance during the winter. Requires very low speeds and low amounts of car traffic. In areas with high density.

**Example Streets:** "Court" streets in older neighborhoods (not mapped)

**Context:** Compact residential streets with very low car traffic.

**Functional Classifications:** Locals

**Target Speed:** 15 mph or less



\*A space separate from the roadway is important for accessibility, especially for people who are blind or visually-impaired.

# Neighborhood Shared Street

## Walkway

High Priority

High density housing often close to the street. "Pedestrian zone" provide for accessibility and ADA compliance. Pedestrian zone may be only on one side and may look different than a traditional sidewalk or be at back of curb.

## Flex Zone

Medium Priority

Parallel on-street parking. May include narrow terrace with street trees or container planters. May include "parklets" or other landscaped curb extensions. Entire roadway—including space for vehicles—is considered Flex Zone.

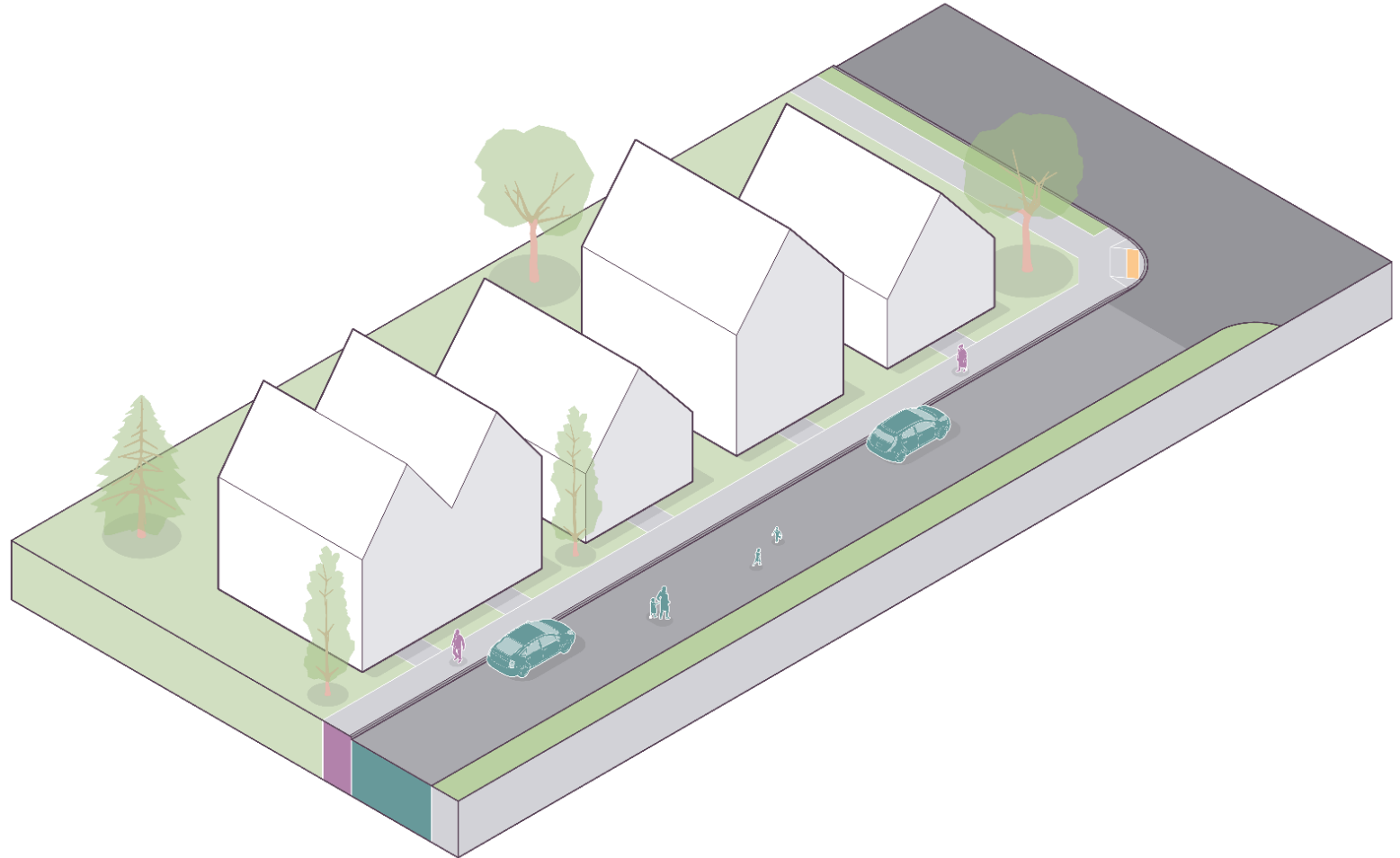
## Travelway

N/A

Not Applicable. Entire roadway—including space for moving vehicles —is considered Flex Zone.

## Additional Features and Considerations

Typically 300-500 ft long.  
Traffic calming elements (such as curb extensions or chicanes to reduce speeds) as needed, defined parking spots, pedestrian scale lighting, gateway treatments.



# Neighborhood Shared Street



## Overlay Influence

*The following describes how the presence of each overlay influences the design of this street type.*

**Equity Priority Area** – City staff will engage with the community and Neighborhood Resource Teams, coordinate with other departments doing work in the neighborhood, and use the EPA Street Design Checklist to ensure that the quality of outcomes for the surrounding community are as good or better than recent street design projects on similar streets.

**Transit Priority Network** – Not applicable.

**All Ages and Abilities Bike Network** – Well-designed Neighborhood Shared Street streets will be comfortable for all ages and abilities by default. Options to allow two-way bike travel on one-way streets will be evaluated.

**Canopy Priority Area** – These streets typically do not have terraces. Therefore, for High and Moderate priority areas (see Table I of Enhanced DGI and Tree Canopy Guidance), consider curb extensions with street trees or private property tree planting. Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**DGI Priority Area** – For High and Moderate priority areas (see Table 12 of Enhanced DGI and Tree Canopy Guidance), permeable pavement will typically be incorporated when feasible (see Tables 7, 8, and 9 of Enhanced DGI and Tree Canopy Guidance for pavement types and application within the right-of-way), and nonpermeable treatments will be considered as appropriate (see Table 14 for appropriateness of various treatment types). Consult the Enhanced DGI and Tree Canopy Guidance “Decision-Making Flow Chart” for additional guidance.

**NHS & Truck Routes** – Not applicable.



# DESIGN PARAMETERS

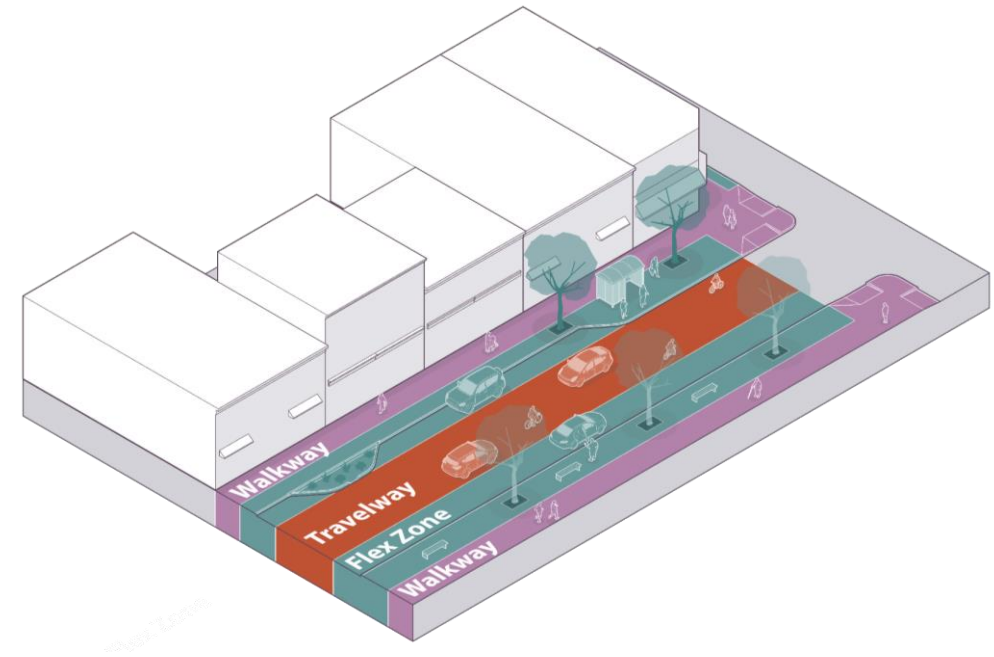
# TABLE I: STREET TYPE SPACE REQUIREMENTS

Street Type	Typical # of Travel Lanes (not including any bike facility)	Target Speed (miles per hour)	Typical ADT (motor vehicles)	Total Pavement Width Includes travel lanes, bike facility and any parking (curb to curb)		
				Max.	Typ.	Min.
Urban Avenue	4-6	25	>20,000	102'	96'	74'
Boulevard	4-6	25-30	>14,000	102'	80'	74'
Parkway	2 or 4-6	25-35	>10,000	86'	66'	26'
Mixed-Use Connector	2	25	3,000 to 15,000	56'	40'	38'
Community Main Street	2-3	25	10,000 to 20,000	56'	56'	38'
Community Connector	2-3	25	3,000 to 14,000	66'	54'	24'
Mixed-Use Neighborhood Street	2 lanes, often no centerline	20	<3,000	38'	36'	30'
Neighborhood Street	2 lanes, often no centerline	20	<3,000	38'	36'	22'
Neighborhood Yield Street	2 lanes, often no centerline	15-20	<1,000	30'	24'	22'
Civic Space	2 lanes, often no centerline	15	<2,000	52'	Varies	20'
Neighborhood Shared Street	No centerline	10-15	<500	20'	20'	19'



# TABLE 2: WALKWAY AND FLEX ZONE REQUIREMENTS

Street Type	Total Walkway Width (per side)		Total Flex Zone Width (per side)	
	Typical	Min.	Typical	Min.
Urban Avenue	12'	6'	15'	6'
Boulevard	6'	5'	10'	6'
Parkway	12-17'	8'	12'	6'
Mixed-Use Connector	8'	6'	15'	4'
Community Main Street	8'	6'	20'	4'
Community Connector	6'	5'	10'	6'
Mixed-Use Neighborhood Street	8'	6'	16'	8'
Neighborhood Street	5'	5'	16'	6'
Neighborhood Yield Street	5'	5'	16'	4'
Civic Space	16'	9'	15'	6'
Neighborhood Shared Street (Woonerf)	5'	4'	20' (no separate travelway)	19' (no separate travelway)





# PROCESS REVIEW

## COMPLETE GREEN STREETS ELEMENTS

- **Street Values & Use Hierarchy** – reflects community values and illustrates the order in which various street users and uses are accommodated by default
- **Street Types** – context-based starting points for street design that span the spectrum of current and future streets in Madison.
- **Overlays** – overlays that prioritize different modes (forming a system of complete networks that are well connected, safe and reliable) and stationary uses (including tree canopy and green infrastructure)
- **Equity Process** – guides increased coordination and accountability to ensure outcomes are equitable for People of Color and people with low incomes

# DECISION-MAKING PROCESS OVERVIEW

*(The values and hierarchy guide decisions throughout the process and is integrated in each step)*

1. Look at the **street type map** and identify what type applies to the street project.
2. Look at the **overlay maps** and identify which overlays are present.
3. Look at the **street type descriptions** to understand what typical elements to include and how overlays should influence the design or process.
4. Look at **parameters tables** to understand min/max/preferred values for various elements (e.g., lane width, design speed, trees/green inf, multi-modal facilities, etc.)
5. If tradeoffs must be made, go back to the **street type descriptions and overlay maps** and determine the priority between **street zones**.

# DECISION-MAKING PROCESS OVERVIEW

The Complete Green Streets decision-making process guides the City and stakeholders in applying the modal\* hierarchy and street values to individual street projects. It incorporates context and the needs of various modes, identifies what should be prioritized in different situations, and guides how to make tradeoffs when the project is faced with physical or financial constraints. The process includes four steps:

- Step 1: What is the street type? (this will be mapped for collectors and arterials)
- Step 2: What are the overlays and modal priority networks?
- Step 3: What are the priorities and typical elements to include?
- Step 4: If everything doesn't fit, how are tradeoffs made?

\*The words “modal” and “mode” refer to the ways people travel (transit, walking, biking, driving, etc.)