

All streets must be complete streets.

All streets must be complete streets. All streets must consider how to accommodate all modes of transportation. However, since each street has a finite amount of space, some streets will emphasize and encourage—through design—one mode over another while still recognizing that all modes will have occasional use. All streets must consider how to incorporate green stormwater management best practices. Modal overlays map which specific modes are emphasized.

Streets of all types must provide safe and accessible accommodation for pedestrians of all ages and abilities—both along the street and at street crossings.

“Accommodation” requires adequate space to facilitate and enhance pedestrian demands common for that street type. Because of their fundamental nature, some street types, such as Neighborhood Business and Urban Center streets, feature greater concentrations of pedestrians and thus provide a higher level of pedestrian accommodation. Accommodation generally is not met with a narrow strip of pavement scarcely wide enough for a single individual.

Neighborhood Business and Urban Center streets will generally have even wider sidewalks to accommodate groups of people walking abreast, space for cafes and window shopping, opportunities for public art, and places to sit and linger. These streets need to be treated more like economic engines and gathering places, not thoroughfares.

Balanced streets do not have a mode priority. Rather, they provide critical connections for all types of street users and no one mode should be prioritized. Balanced streets are areas where difficult design tradeoffs may need to be made to ensure safe and accessible facilities are provided for all users.

TRANSIT EMPHASIS



Transit emphasis is generally assigned to streets that carry premium transit services.

Examples include currently planned for bus rapid transit, streetcar service, and high frequency transit service. High frequency transit is generally defined as transit service every 15 minutes or better. Transit emphasis most commonly occurs on streets classified as Urban Center, Network Residential, Neighborhood Business, or Crosstown Connectors.

A limited number of streets are designated for transit emphasis. These are streets with high frequency transit service and/or streets where transit vehicles encounter congestion or delay, causing unreliable transit service.

Streets designated for Transit emphasis may moderately impact the flow of other traffic. These streets may be less appealing to bicyclists as well; however, with careful design bicycles and transit vehicles can share a street with quality and comfortable facilities for each. Pedestrian accommodation should not be compromised on Transit emphasis streets; stop improvements may be needed to enhance pedestrian access to and from transit stops.

Design treatments that emphasize transit include relocated transit stops, enhanced stop amenities, smart signal operations, bus bulbs, queue jump lanes at intersections, and/or dedicated transit lanes.