

# GREAT STREETS BTV

## Downtown Street Design & Construction Standards- Part 2



Presented to:  
Public Works Commission  
November 15, 2017

PROJECT MANAGER

1.

Review **Design Considerations** for the street/ corridor

2.

Identify **Proposed Future Street Type**

Include details in Scope of Work, RFPs/RFQs for consultant services...

Then, project development or scoping phase...



PROJECT MANAGER or PROFESSIONAL & USERS

PROFESSIONAL STREET DESIGNER

6.

Use **Materials & Furnishings Palette** to select materials, furnishings, etc

5.

Utilize **Street & Intersection Assemblies** to select & place needed elements

4.

Layout design, applying all pertinent **Zone Dimensions** to selected options

Finally, prepare plans & construction documents, cost estimates, etc. based on...

3.

Select appropriate options to layout **Roadway & Pedestrian Zones**

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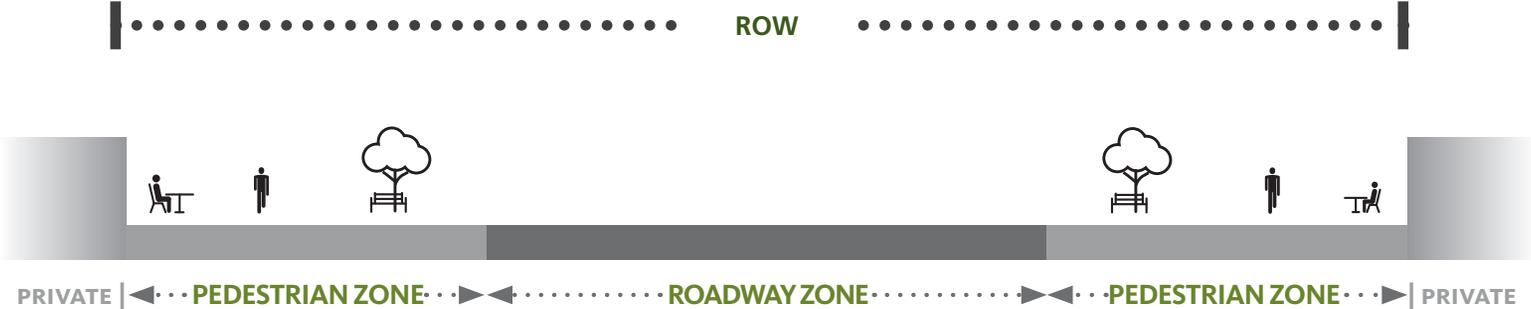
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# Street Typologies

# ROADWAY & PEDESTRIAN ZONES

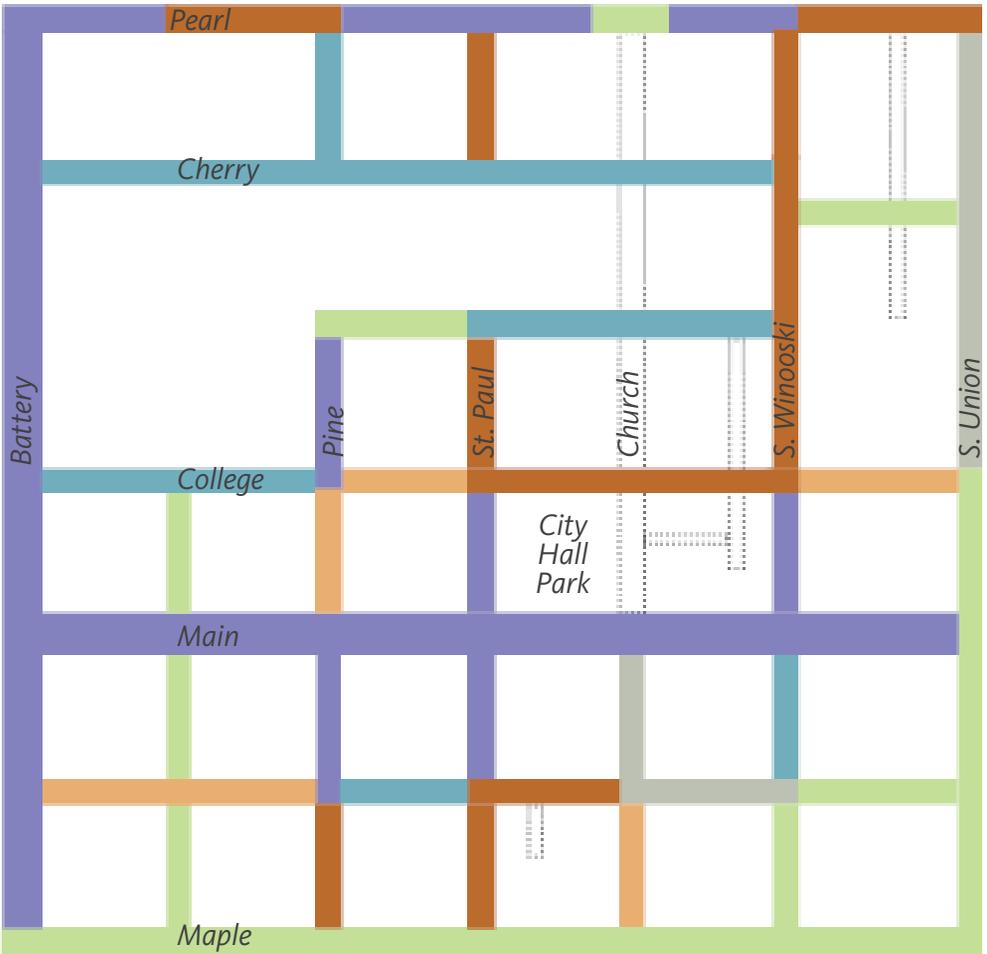
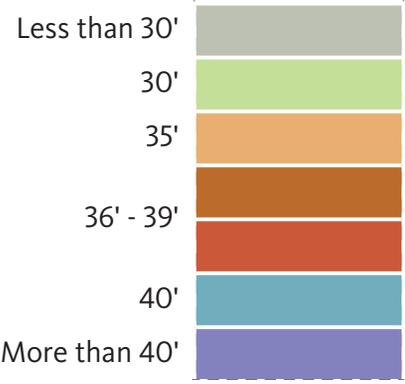


## STREET TYPES BASED ON RESPECTIVE WIDTH OF ZONES

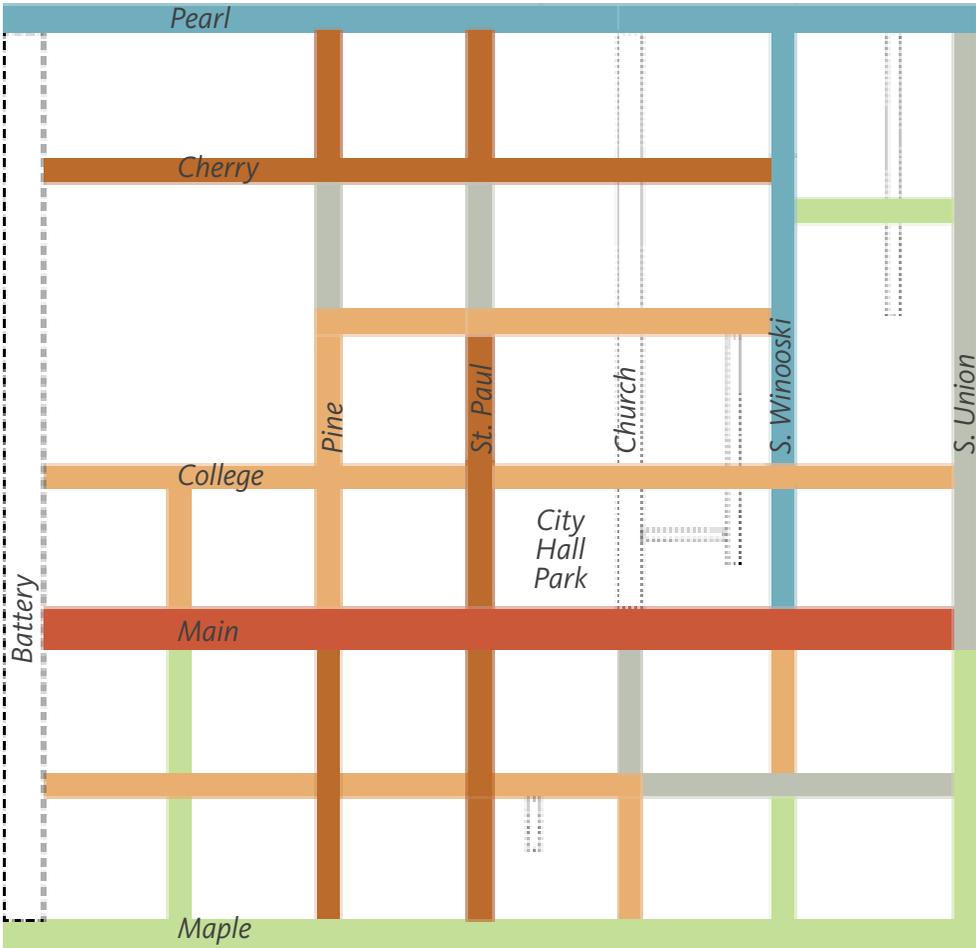
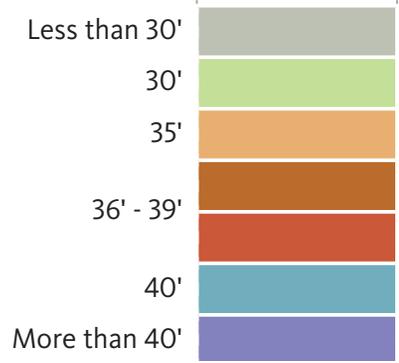
- **Commercial Slow Street**
  - 66' ROW, 35' Roadway, 15.5' Pedestrian
- **Commercial Slow Street- with Transit**
  - 66' ROW, 36' Roadway, 15' Pedestrian
- **Minimum Commercial Street**
  - 66' ROW, 28' Roadway, 19' Pedestrian
- **Major Commercial Street**
  - 66' ROW, 40' Roadway, 13' Pedestrian
- **Special Commercial Street (Main Street)**
  - 99' ROW, 38' Roadway, 30'+ Pedestrian
- **Downtown Residential Street**
  - 66' ROW, 30' Roadway, 18' Pedestrian

# EXISTING ROADWAY WIDTH (curb-to-curb)

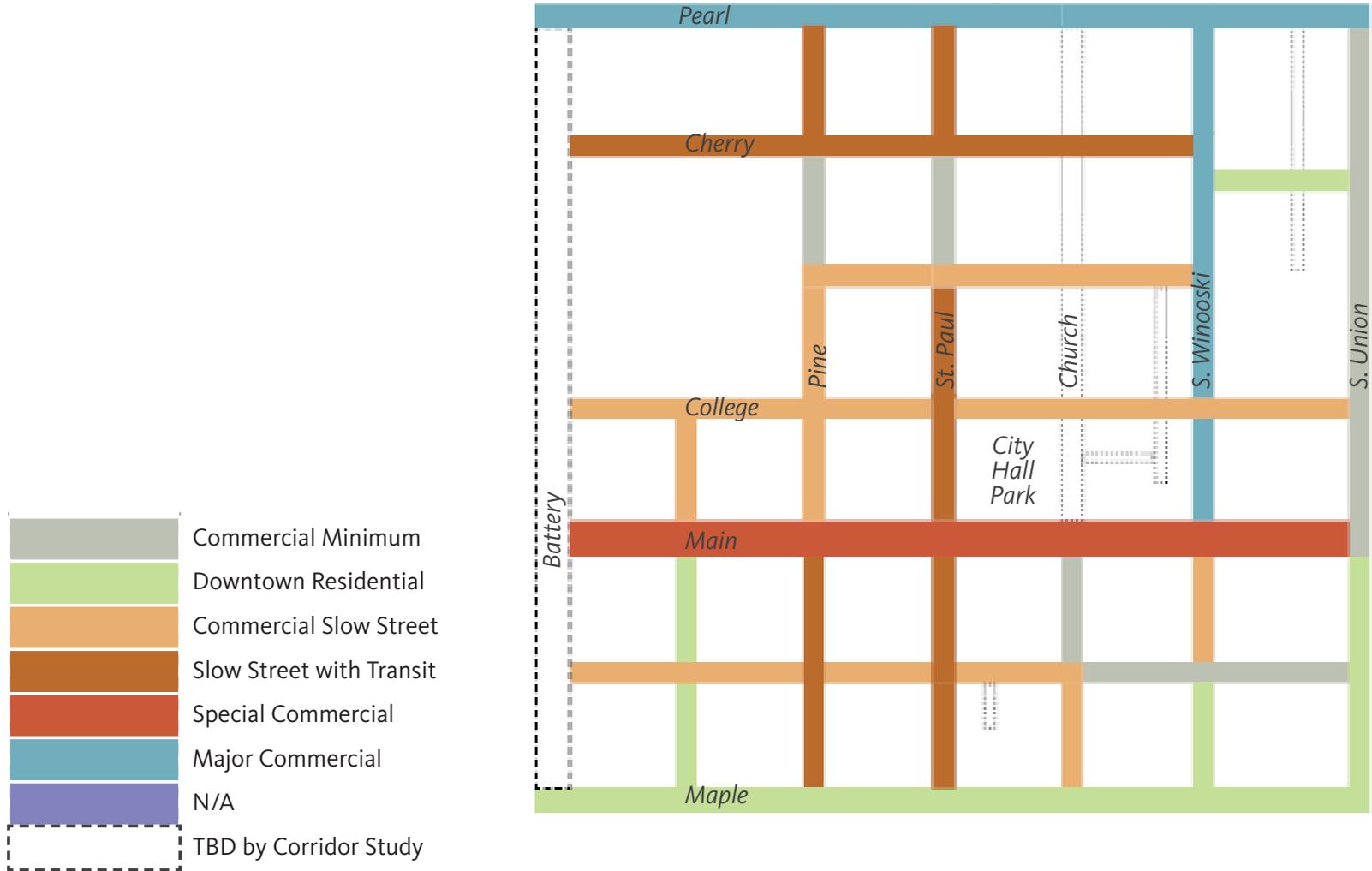
## Existing Curb-to-Curb



# PROPOSED ROADWAY WIDTH BASED ON STREET TYPE

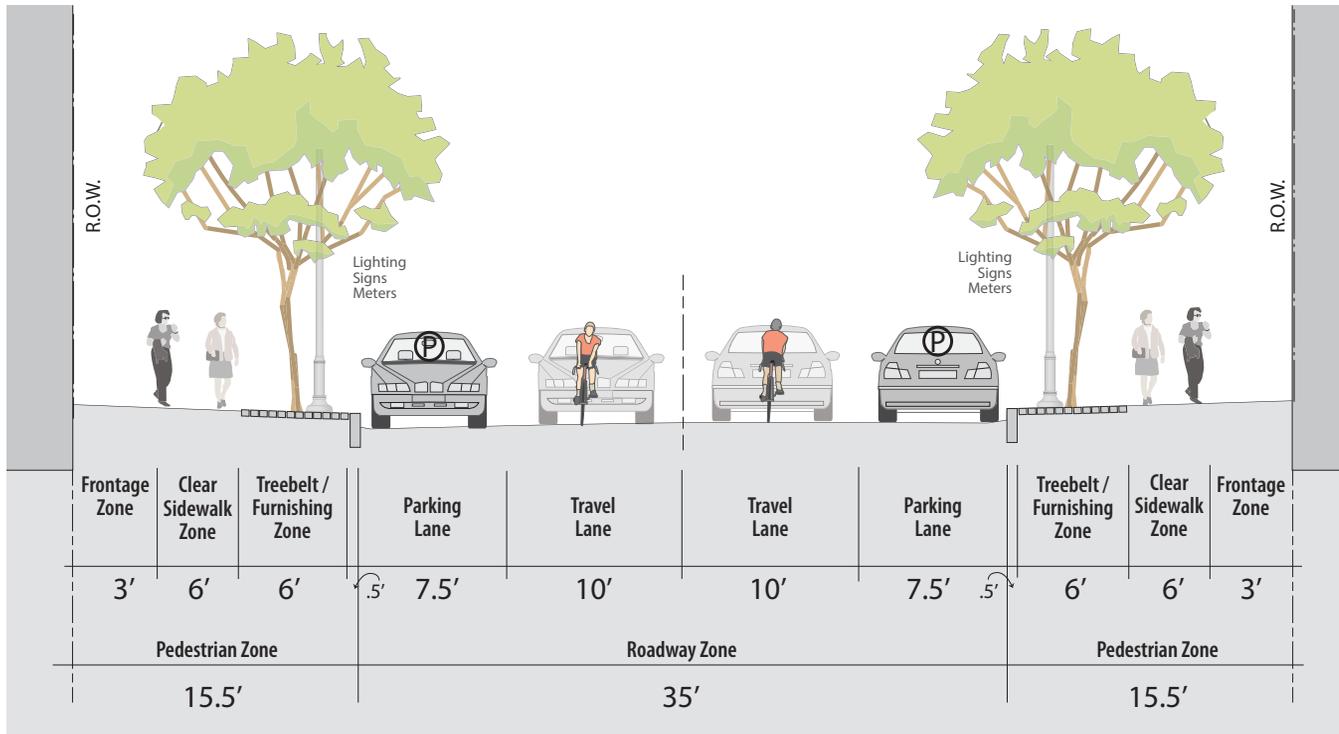


# PROPOSED ROADWAY WIDTH BASED ON STREET TYPE



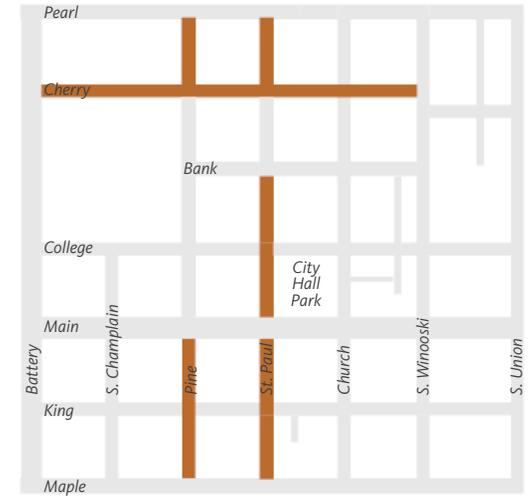
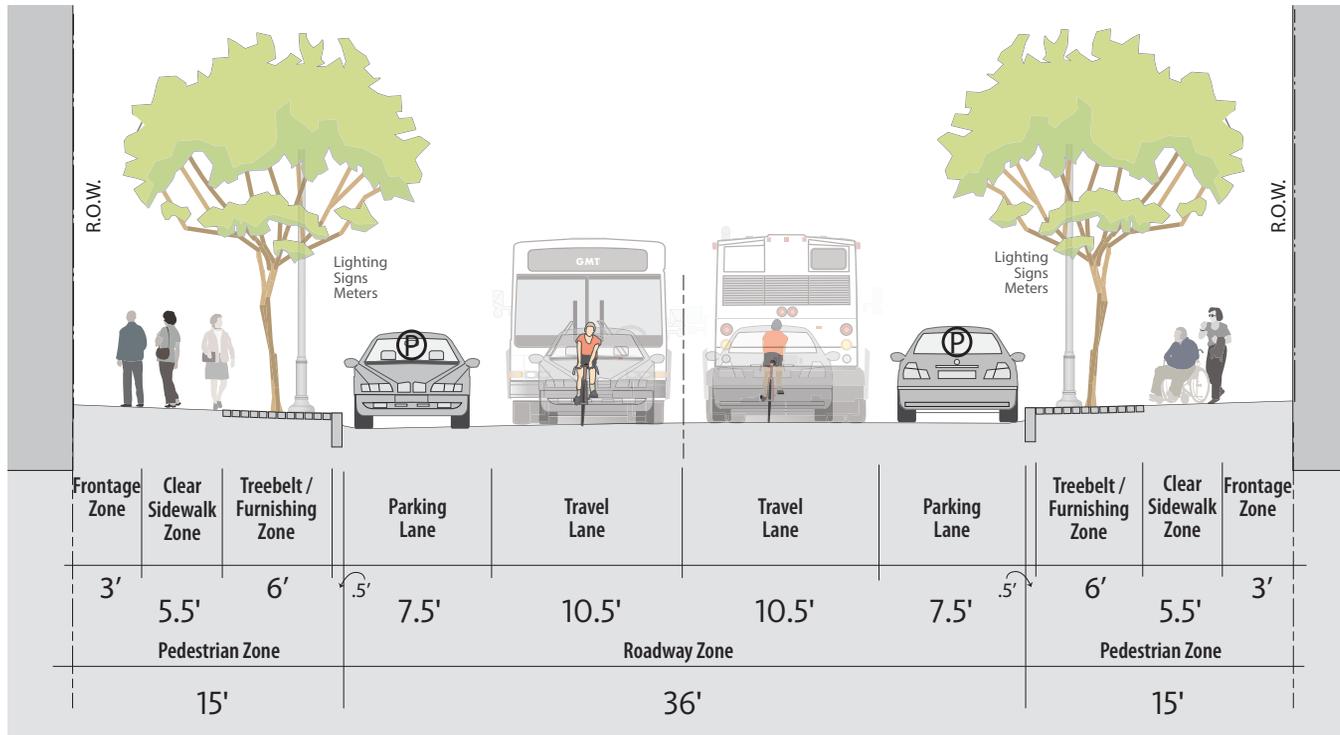
# COMMERCIAL SLOW STREET

- 66' ROW, 35' Roadway, 15.5' Pedestrian



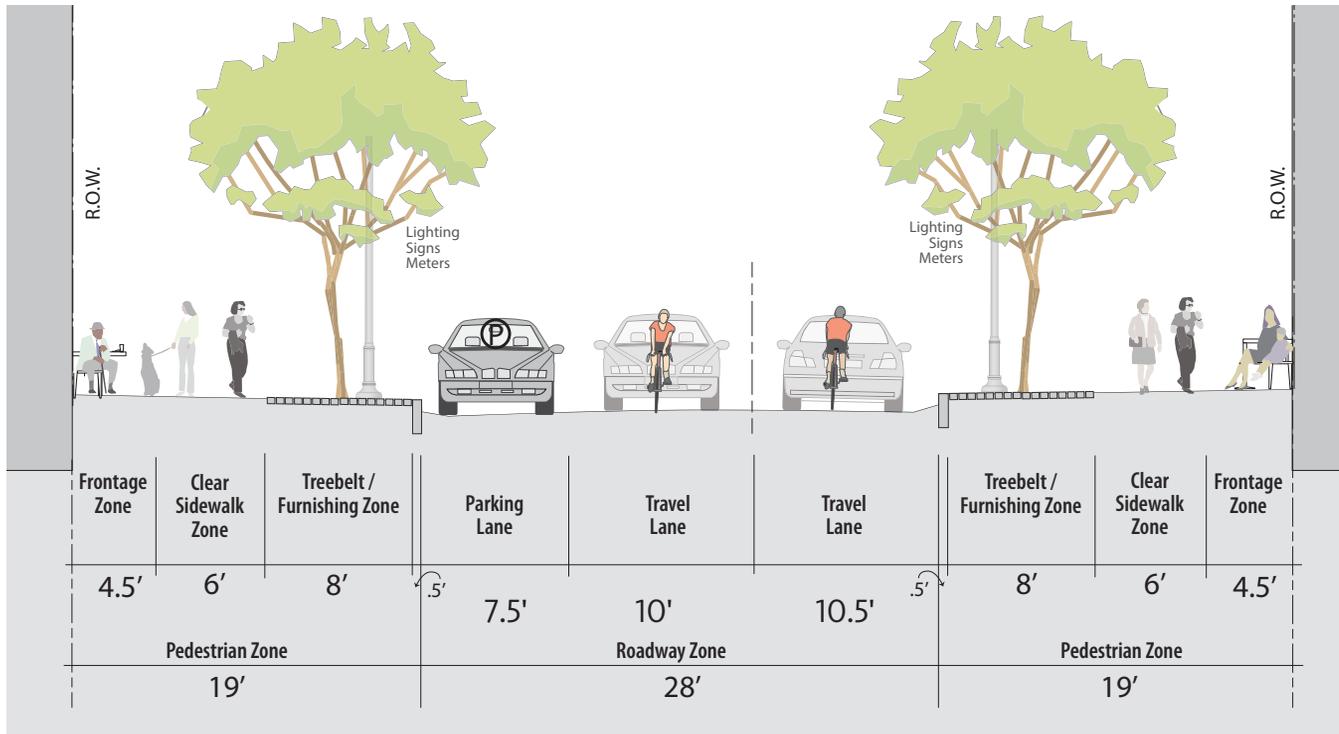
# COMMERCIAL SLOW STREET- with TRANSIT

- 66' ROW, 36' Roadway, 15' Pedestrian



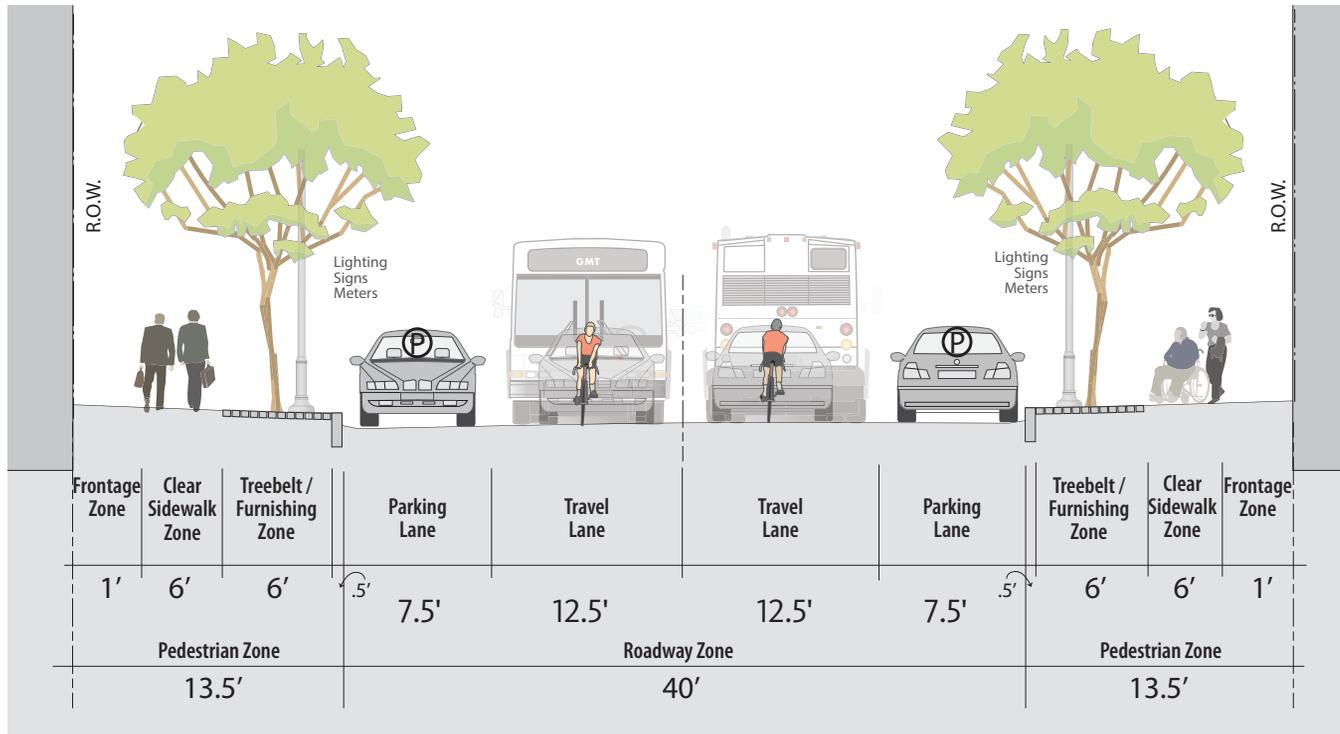
# MINIMUM COMMERCIAL STREET

- 66' ROW, 28' Roadway, 19' Pedestrian



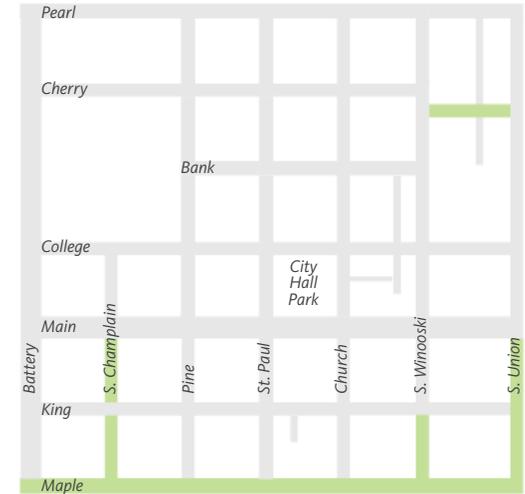
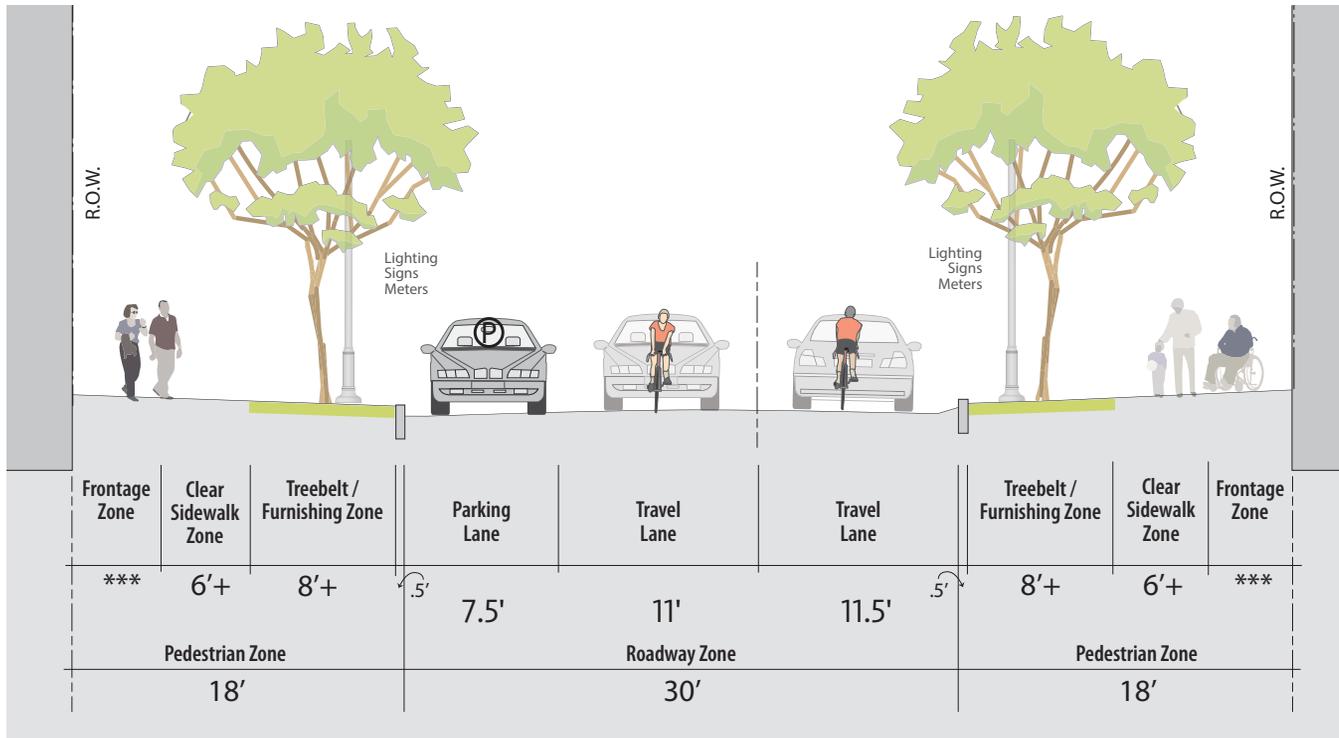
# MAJOR COMMERCIAL STREET

- 66' ROW, 40' Roadway, 13' Pedestrian



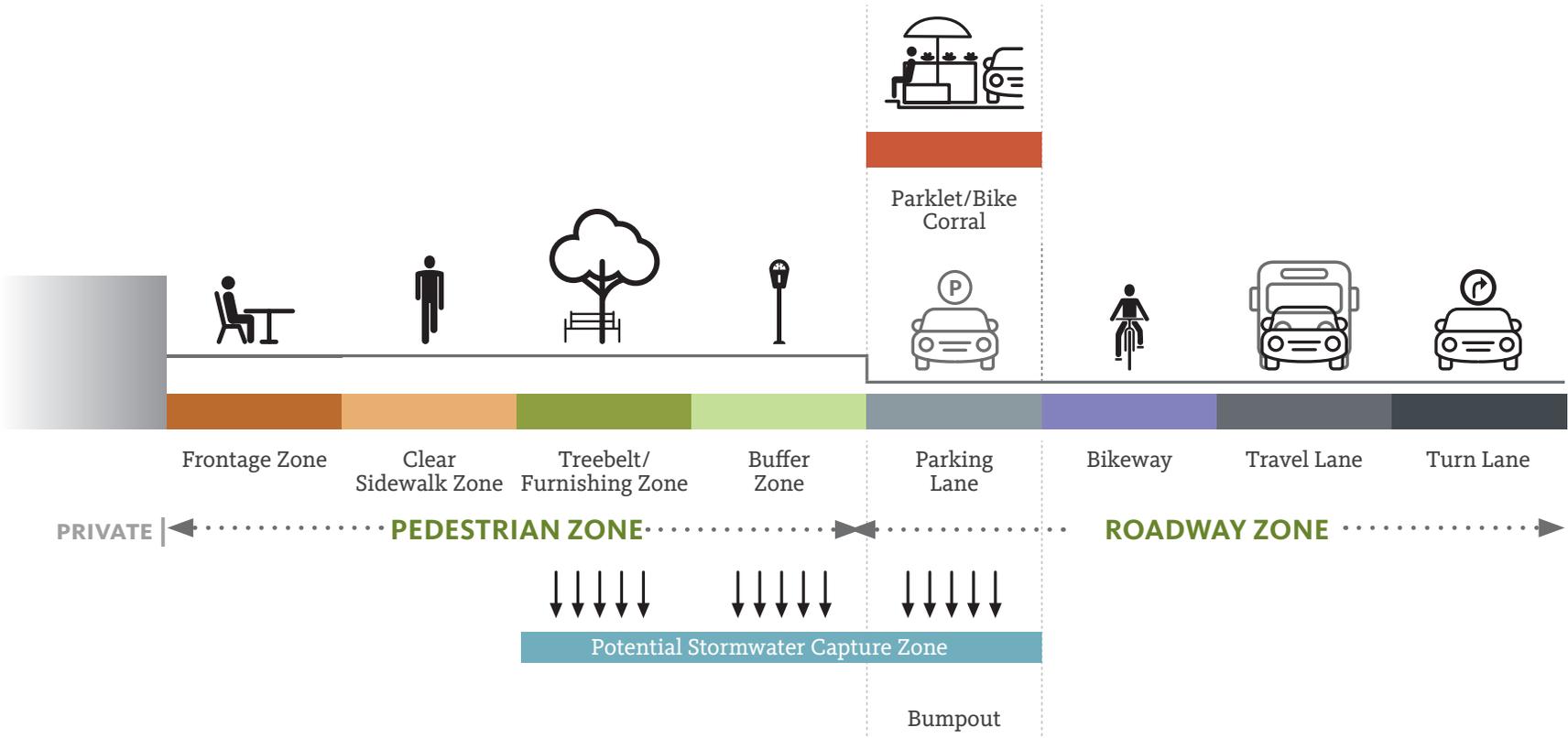
# DOWNTOWN RESIDENTIAL STREET

- 66' ROW, 30' Roadway, 18' Pedestrian



# Zone Dimensions

# LAYING OUT THE ROADWAY & PEDESTRIAN ZONES



# ESTABLISHES MINIMUM & PREFERRED DIMENSIONS

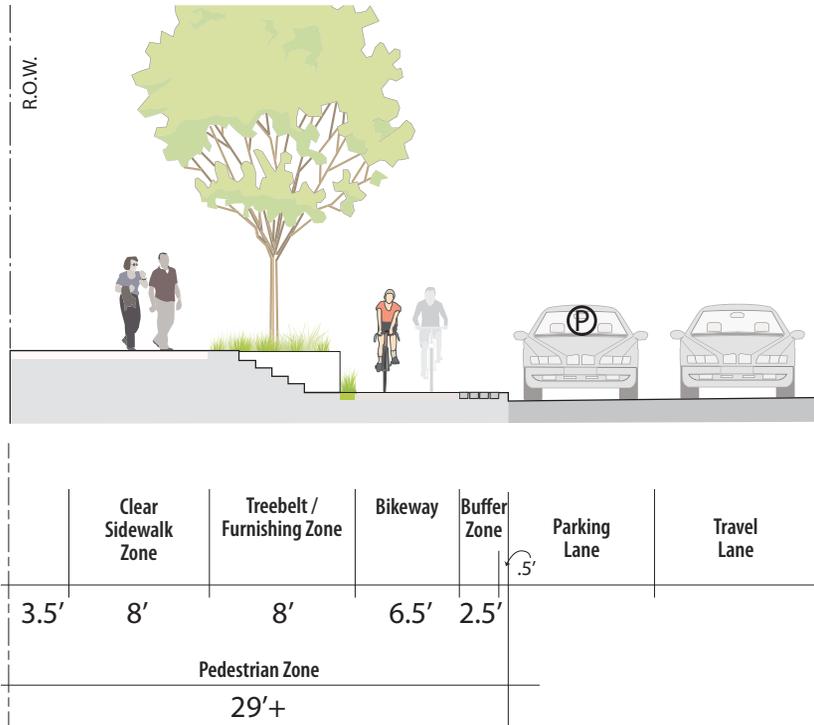
Zone	Dimensions	Considerations	Add'l Info
<b>Parking Lane</b> 	Parallel Parking: 7.5' x 20'  Angled Parking: 9' x 18' (length measured perpendicular to curb when stall is at 60 deg. angle)	<ul style="list-style-type: none"><li>• A 20' minimum no parking zone should be established from a crosswalk to the first parking stall at intersections.</li><li>• A 30' minimum no parking zone should be established from a crosswalk to the first parking stall at approaches to a signalized intersection.</li><li>• Bumpouts may be utilized within this required setback distance.</li></ul> <b>VTrans ref. dwg. Standard E-193 Pavement Marking Details Parking Stall Markings Section 3B.19</b>	<i>App. A-1</i>
<b>Travel Lane</b> 	10' minimum; 10.5' minimum on transit/truck routes	<ul style="list-style-type: none"><li>• Wider travel lanes (11' to 12') are appropriate in locations with high volumes of heavy vehicles.</li><li>• Travel lane widths of 10' generally provide adequate safety in urban settings while discouraging speeding. City may choose to use 11' lanes (10.5' min.) on designated truck and bus routes.</li></ul> <b>VTrans ref. dwg. Standard E-193 Pavement Marking Details</b>	<i>App. A-1</i>

# ESTABLISHES MINIMUM & PREFERRED DIMENSIONS

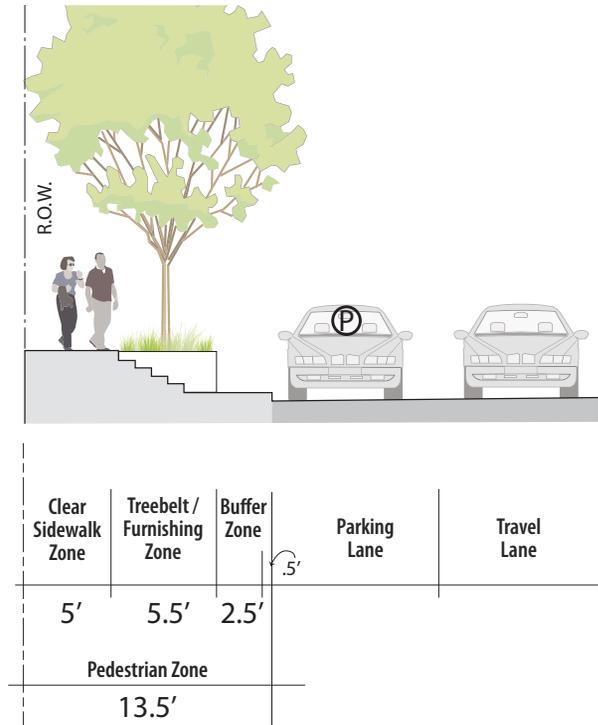
Zone	Dimensions	Considerations	Add'l Info
<b>Clear Sidewalk Zone</b>	5' width minimum Preferred with varies by street type; see street types  Slab thickness: 5" residential 8" commercial	The Sidewalk Zone should be clear of any obstructions including utilities, traffic control devices, trees, and furniture. While these guidelines prescribe more generous preferred Sidewalk Zone widths, they also establish a <b>total minimum sidewalk width of 5'</b> for all Street Types. The ADA minimum walkway width is 4', with a 5' width every 200'; this may be applied when severe dimensional constraints exist upon approval of the City Engineer.  When reconstructing sidewalks and relocating utilities, all utility access points and obstructions should be relocated outside of	<i>page 154</i>
<b>Tree Belt/ Furnishing Zone</b>	6' minimum 8' preferred	Maximize the Tree Belt/Furnishing Zone to provide as much of a buffer as possible between the Sidewalk Zone and adjacent street traffic; however do not reduce the Clear Sidewalk Zone beyond the minimum recommended widths. When space is limited at the surface, resulting in a Tree Belt/Furnishing Zone of less than 8', the soil volume for trees can be achieved by encroaching under the Buffer Zone, Clear Sidewalk Zone, and, if applicable, Raised Cycle Track.  For new developments and where opportunities are available to create a consistent setback, designs should accommodate wider sidewalks with generous Tree Belt/Furnishing Zones. Consider traffic calming elements, such as curb extensions or chicanes where on-street parking is present, to provide more space for street furniture, trees, and other amenities.	<i>page 154</i>



# ESTABLISHES MINIMUM & PREFERRED DIMENSIONS



*Option for accommodating grade changes within a wide Pedestrian Zone, utilizing a tree belt zone that is planted or paved.*

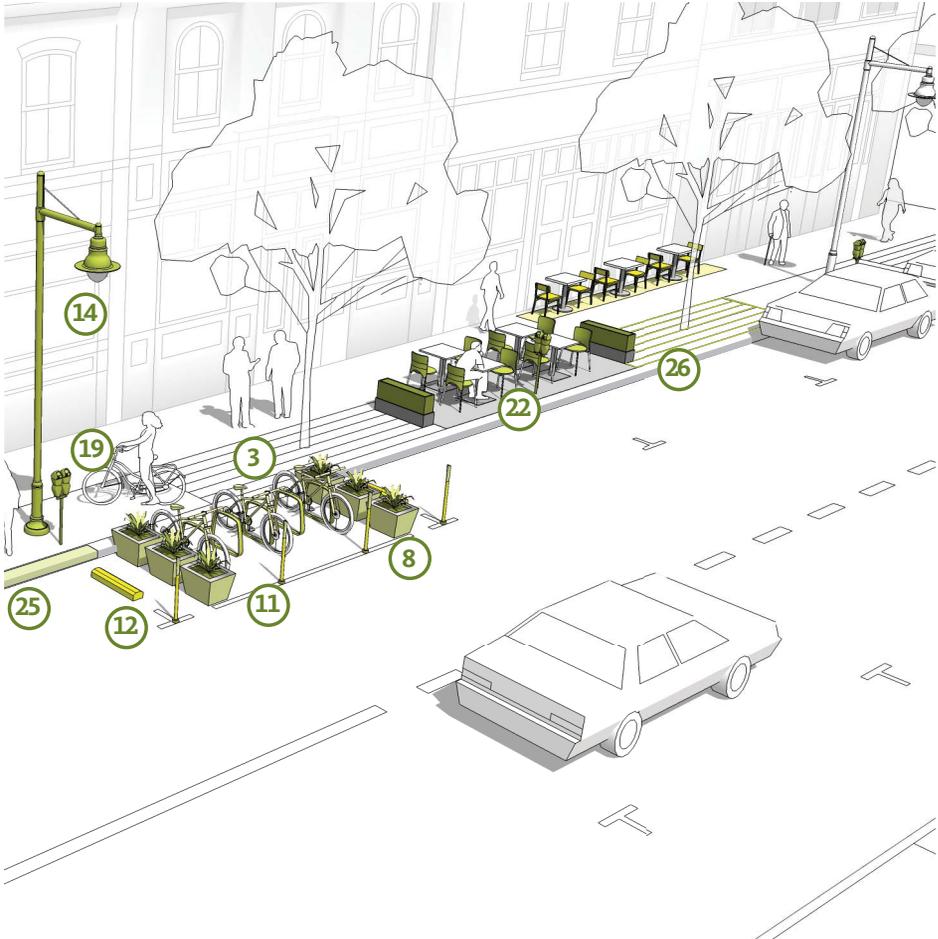
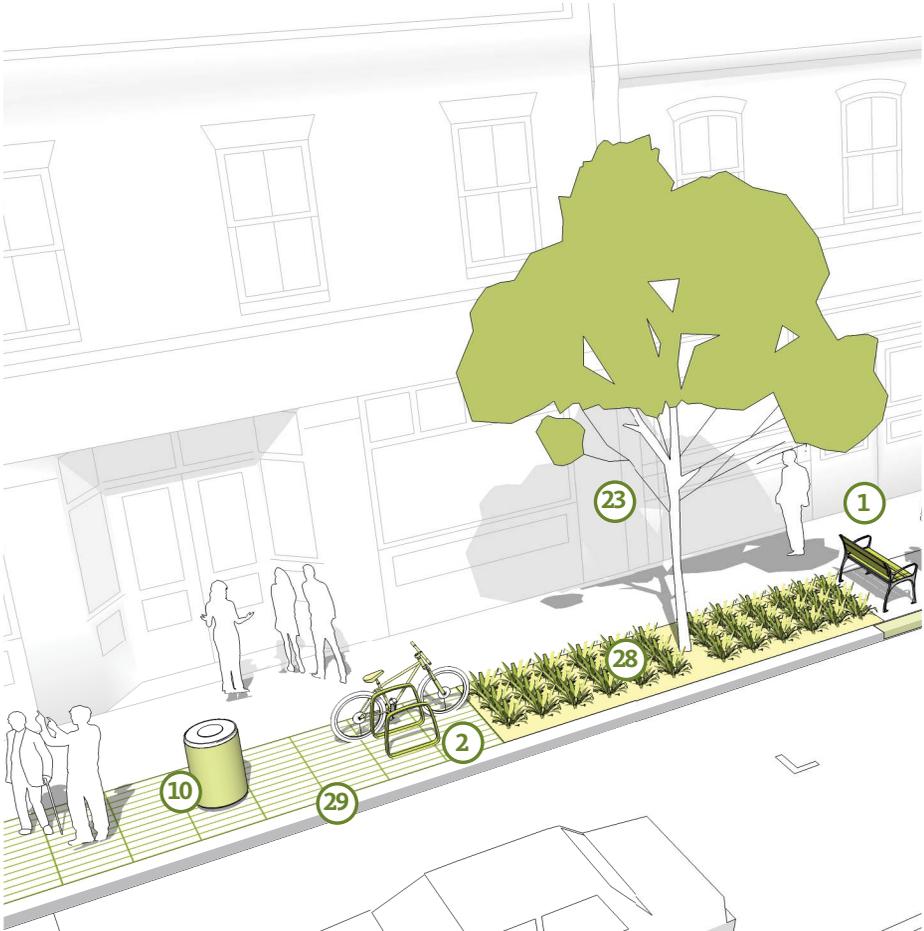


*Option for accommodating grade changes within a narrow Pedestrian Zone, with the tree belt zone utilizing either pavers or tree grates.*

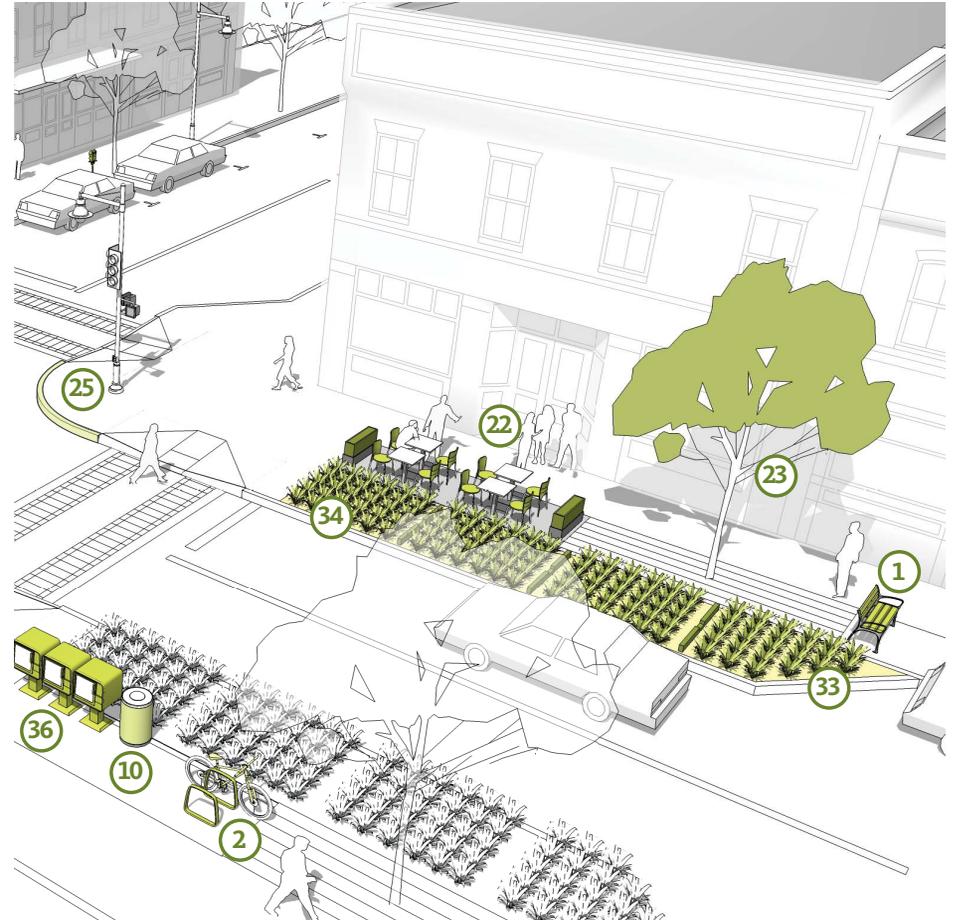
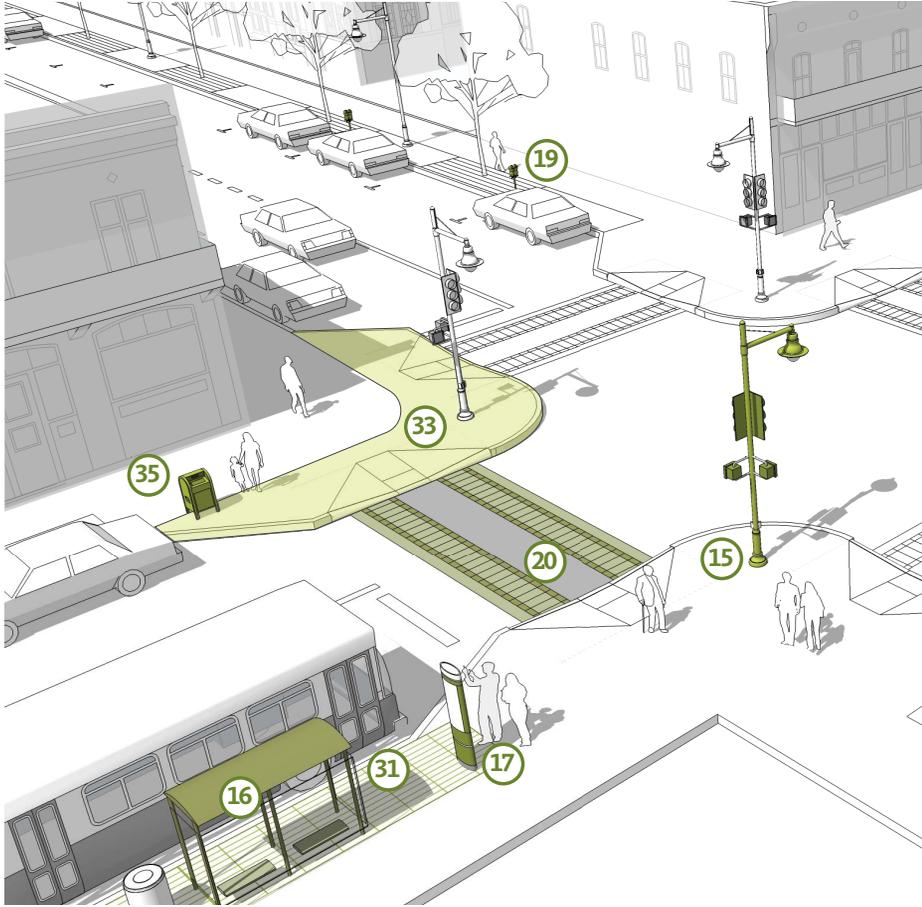
# Siting Considerations

# PLACEMENT & SPACING REQUIREMENTS FOR ELEMENTS

## MIDBLOCK



# PLACEMENT & SPACING REQUIREMENTS FOR ELEMENTS



# PLACEMAKING OPTIONS



*To review these details in advance of December meeting:*

**[greatstreetsbtv.com/downtown-standards](http://greatstreetsbtv.com/downtown-standards)**

**Chapter 3: Street Types & Dimensions**