

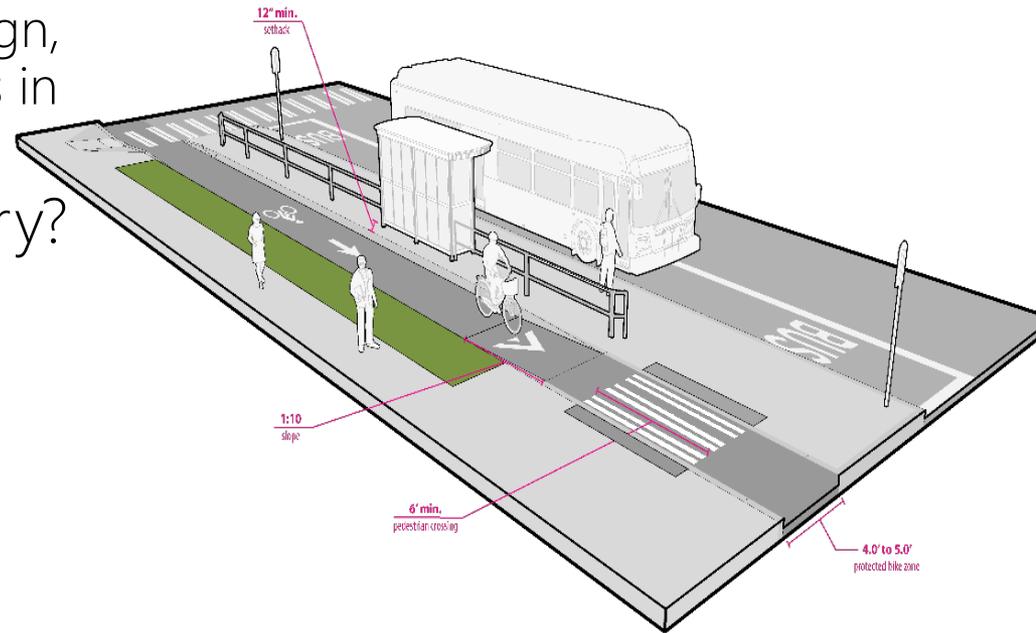
Streets Illustrated

Right of Way Improvement Manual 10 Year Update



Right of way improvement manual

- What is it?
 - Users guide on how to design, build and manage elements in the ROW
- What authority does it carry?
 - The ROWIM is adopted via Director's Rule
- Who uses it?
 - City staff
 - Design Consultants
 - Contractors
 - Advocacy groups/community members

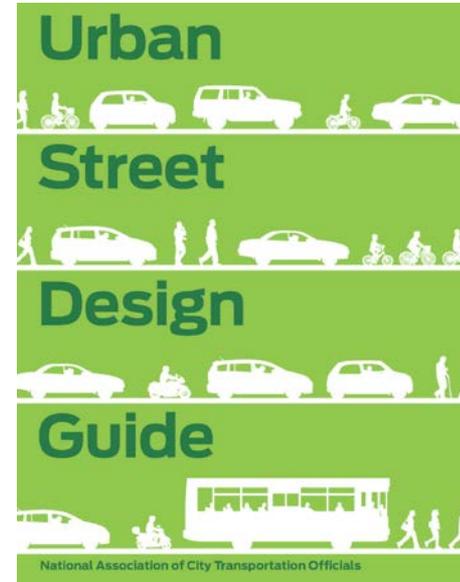


Bike Lanes /Transit Stop integrated design

Project objectives

10-year update to reflect:

- Modal plan design guidance (freight, transit, ped, bike)
- Right of way allocation and priorities
- Activating and adapting public space
- Definitive street types to influence private development outcomes



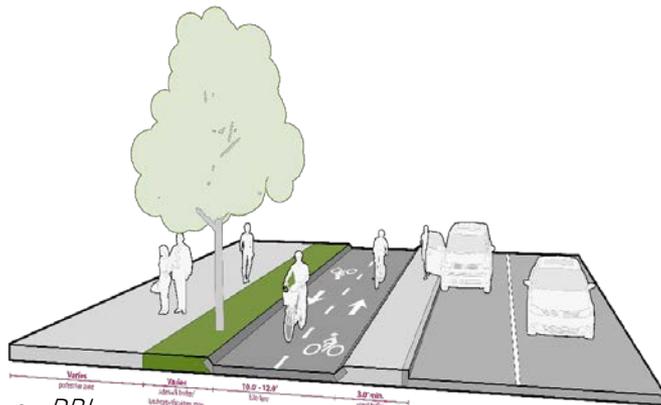
NACTO Urban Street Design Guide



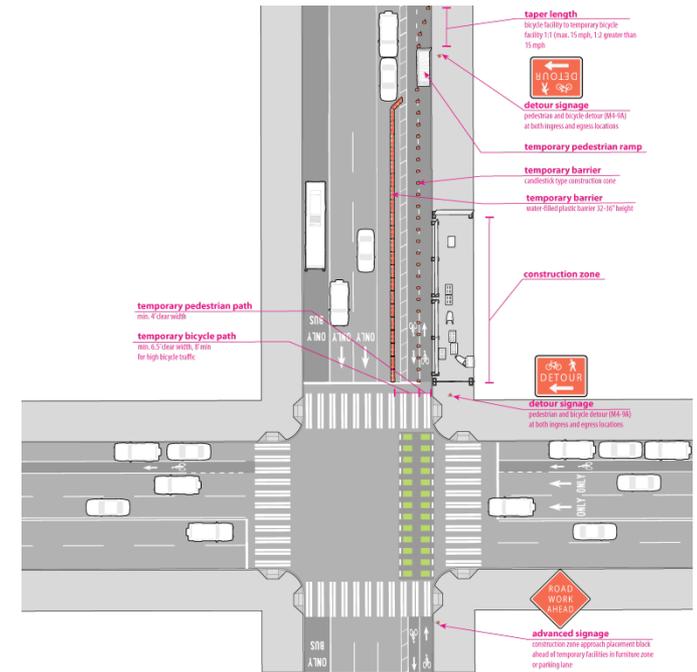
Boston Complete Streets Guidelines, 2012

The highlights – what's new?

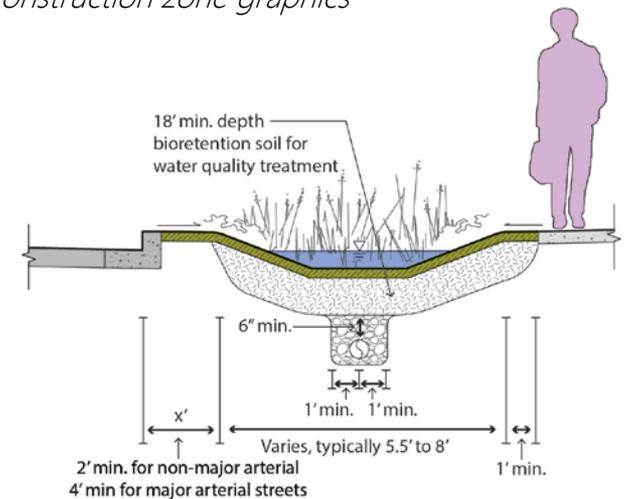
- Illustrative street types
- Modal plan integration and design standards
- Adaptive street strategies
- Green stormwater infrastructure improved design guidance
- ADA improved design guidance
- Clearances
- Construction zone



2-way PBL



Construction zone graphics



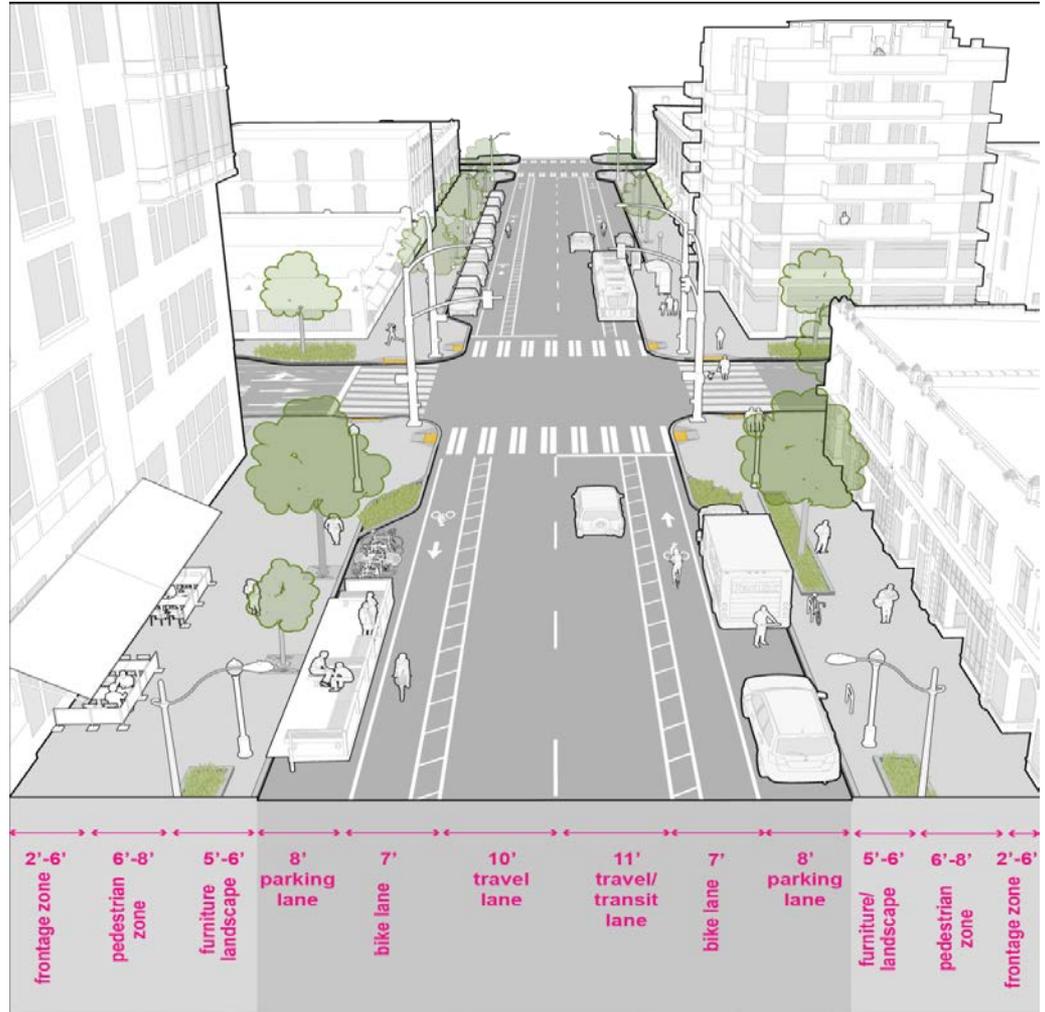
Bioretention with sloped sides with underdrain

Key changes

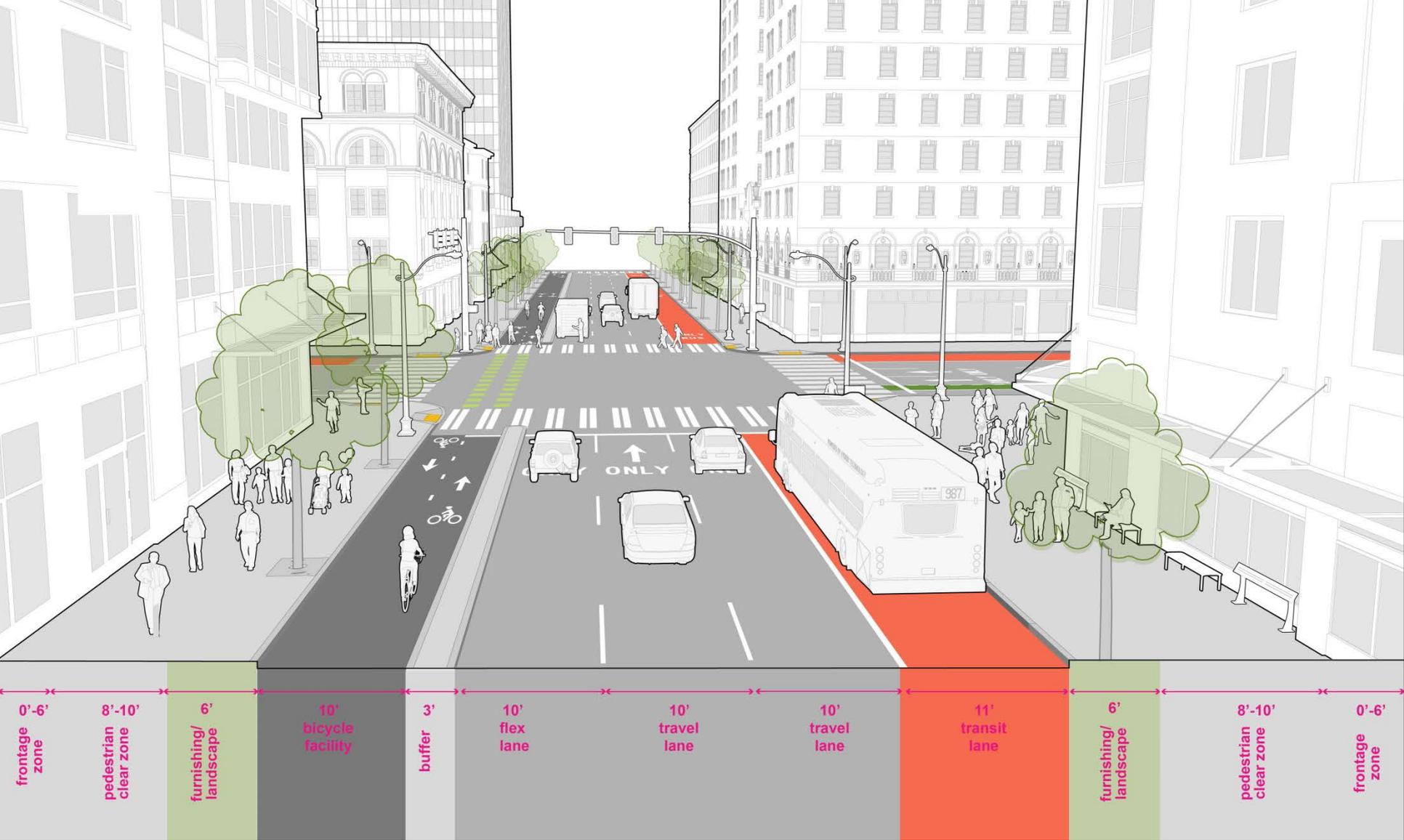
| Existing ROWIM | Proposed Streets Illustrated |
|--|--|
| Street Types: Fairly ambiguous street types that primarily focus on arterials and do not set specific dimensions to guide ROW allocation. | New street types that better reflect the adjacent land use and provide standards for ROW elements, such as context appropriate pedestrian realm widths, lane widths, and bike facilities |
| Freight: Industrial access streets include limited design guidance | Integrated approach to accommodate major truck streets in two streets types- industrial access and urban center connector. Design guidance also includes curb radii for freight network and lane widths. |
| Bikes: Limited design guidance for bike facilities (does not include design considerations for PBL's or integration with other modes) | Extensive bike design standards that is intended to be used primarily by SDOT, but will also offer guidance to developers and/or other departments when constructing bike facilities. A deviation process will be required when standard dimensions cannot be met. |
| Intersection design: varying levels of curb radius based on arterial classification | Standard curb radius of 20' for most street types, except for neighborhood yield streets (10') and urban center connector streets and industrial access streets (30') |
| Universal Design: ADA guidance is limited and often defers to PROWAG or RCW, which is open to interpretation | ADA guidance is more extensive and offers design guidance based on SDOT's interpretation of these standards |
| Public Space: Very little information relative to public space management and activation | A new section has been created for interim design strategies and programming public space (ie play streets, festival streets, etc). |

New street types

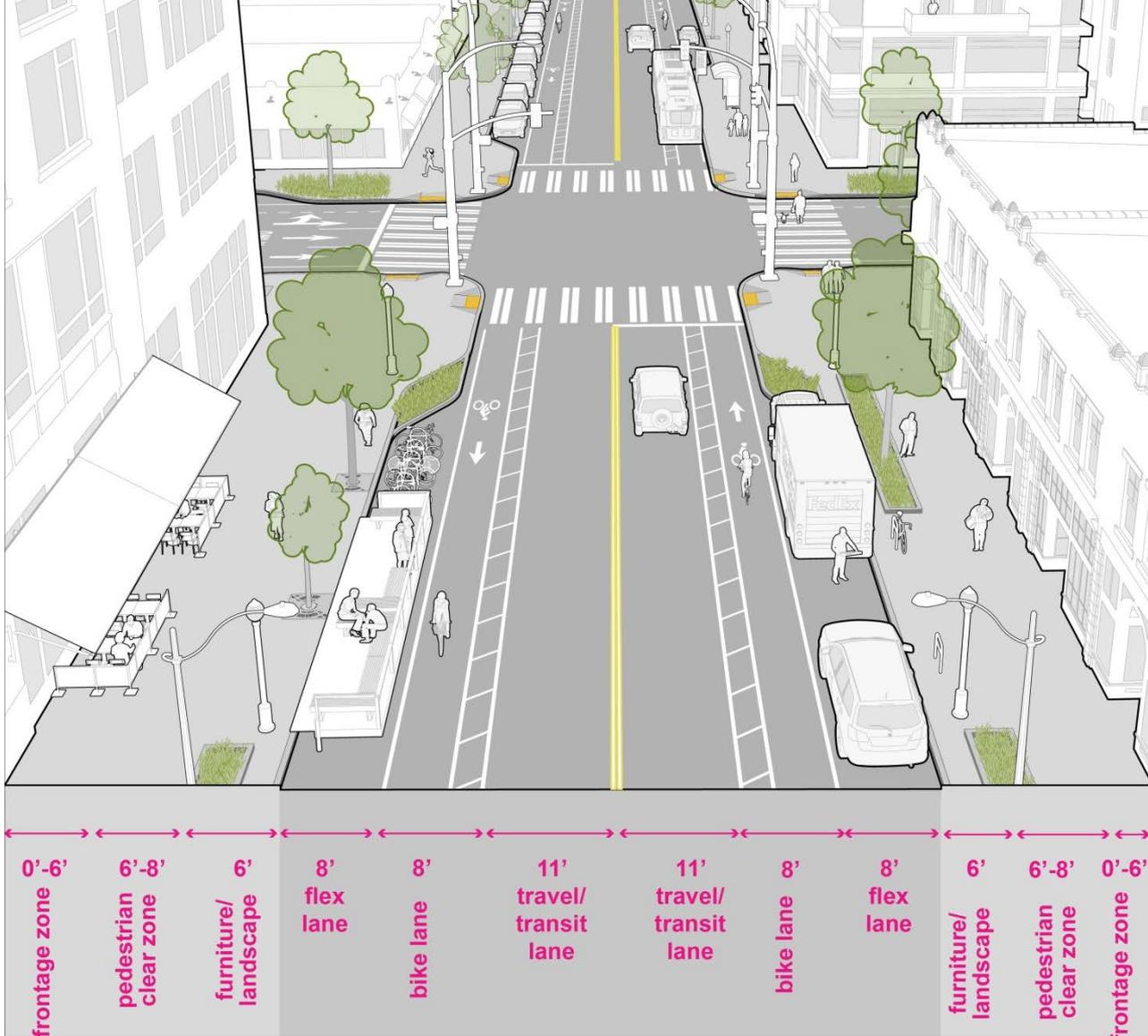
- Differentiate street design based on adjacent land use, roadway function and modal priorities, such as:
 - Downtown
 - Urban village main
 - Urban center connector
 - Neighborhood curbless
 - Alley
- Set minimum and desirable design standards
 - Sidewalk widths
 - Landscape buffer
 - Travel lanes



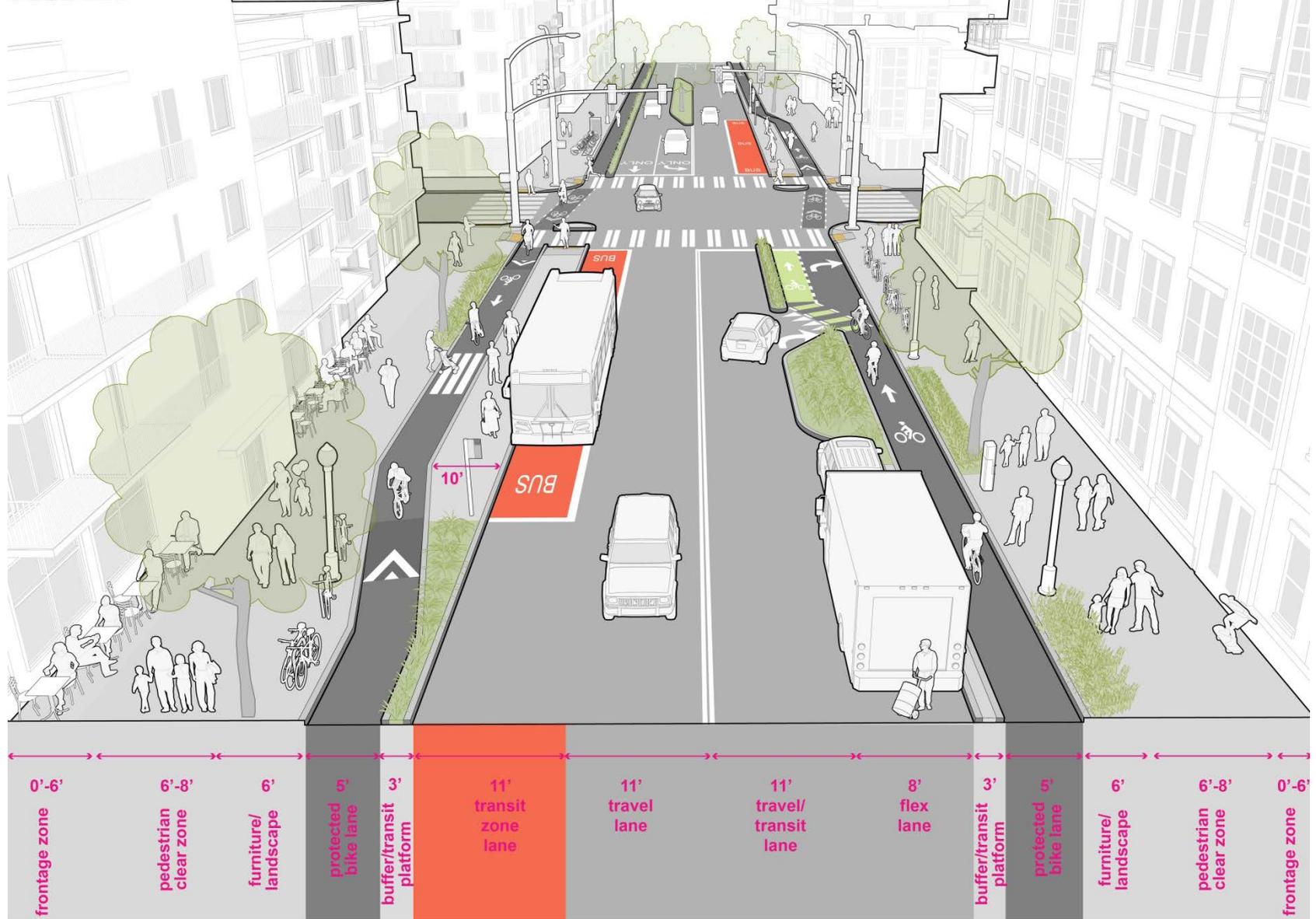
Downtown Neighborhood



Downtown



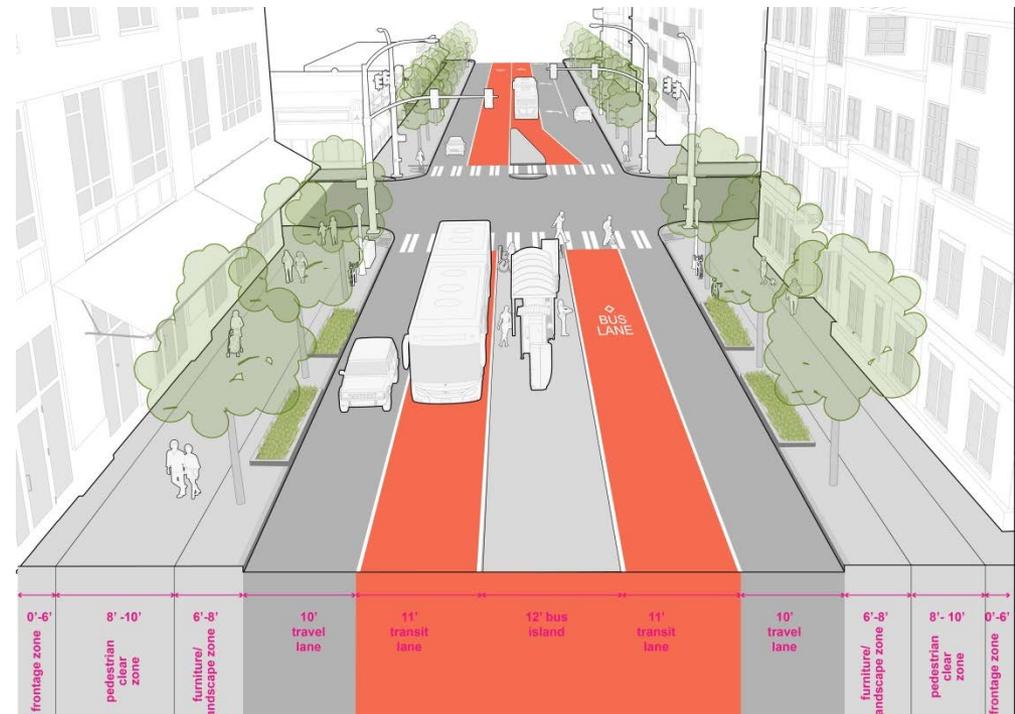
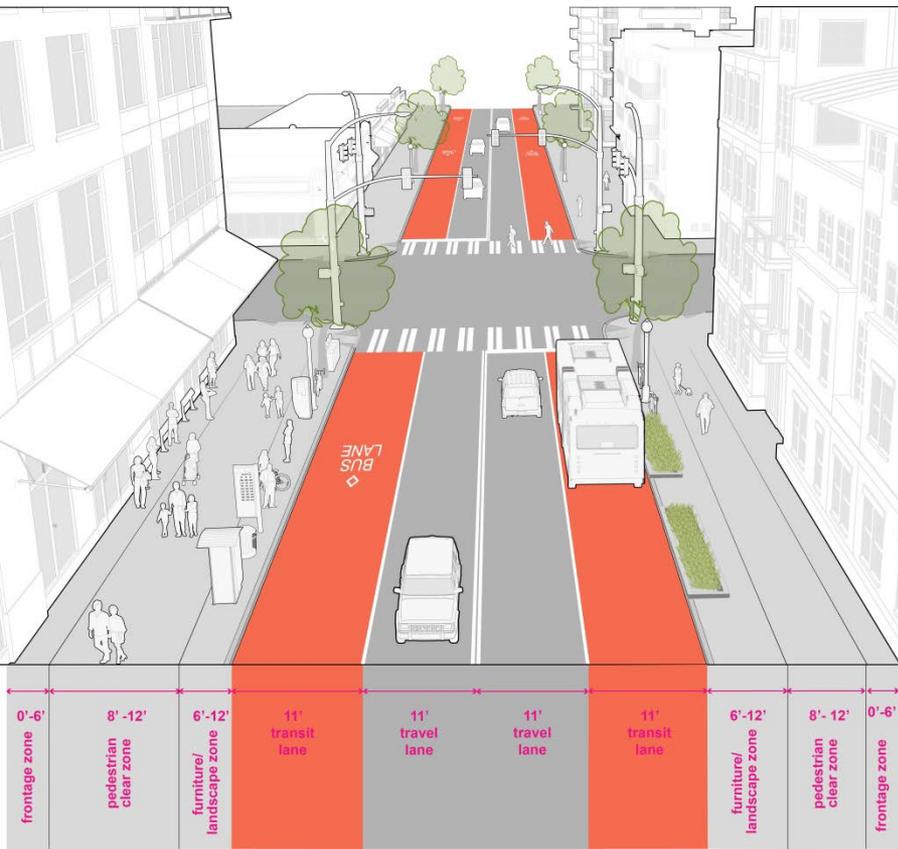
Downtown Neighborhood



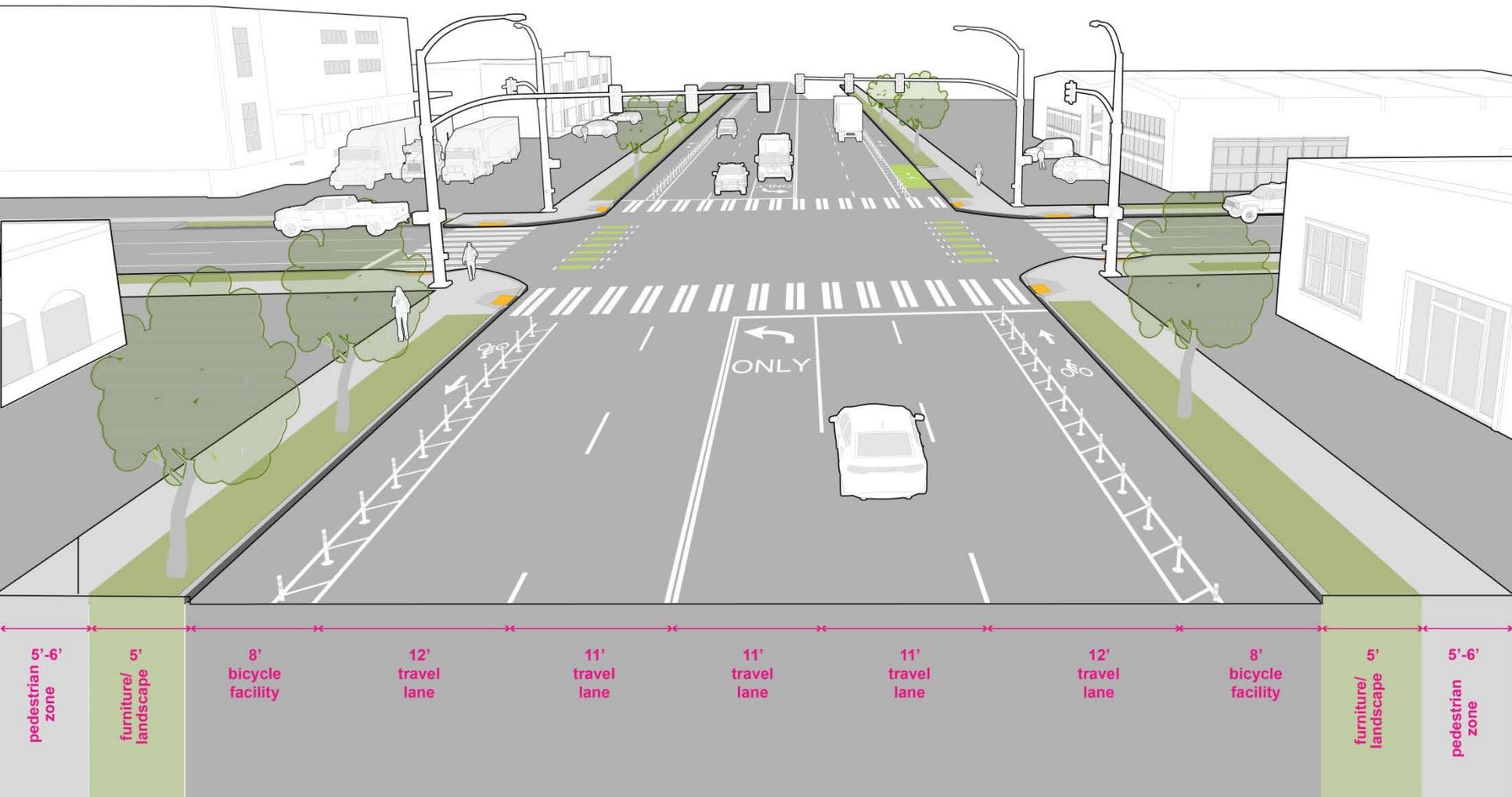
Urban Village Main



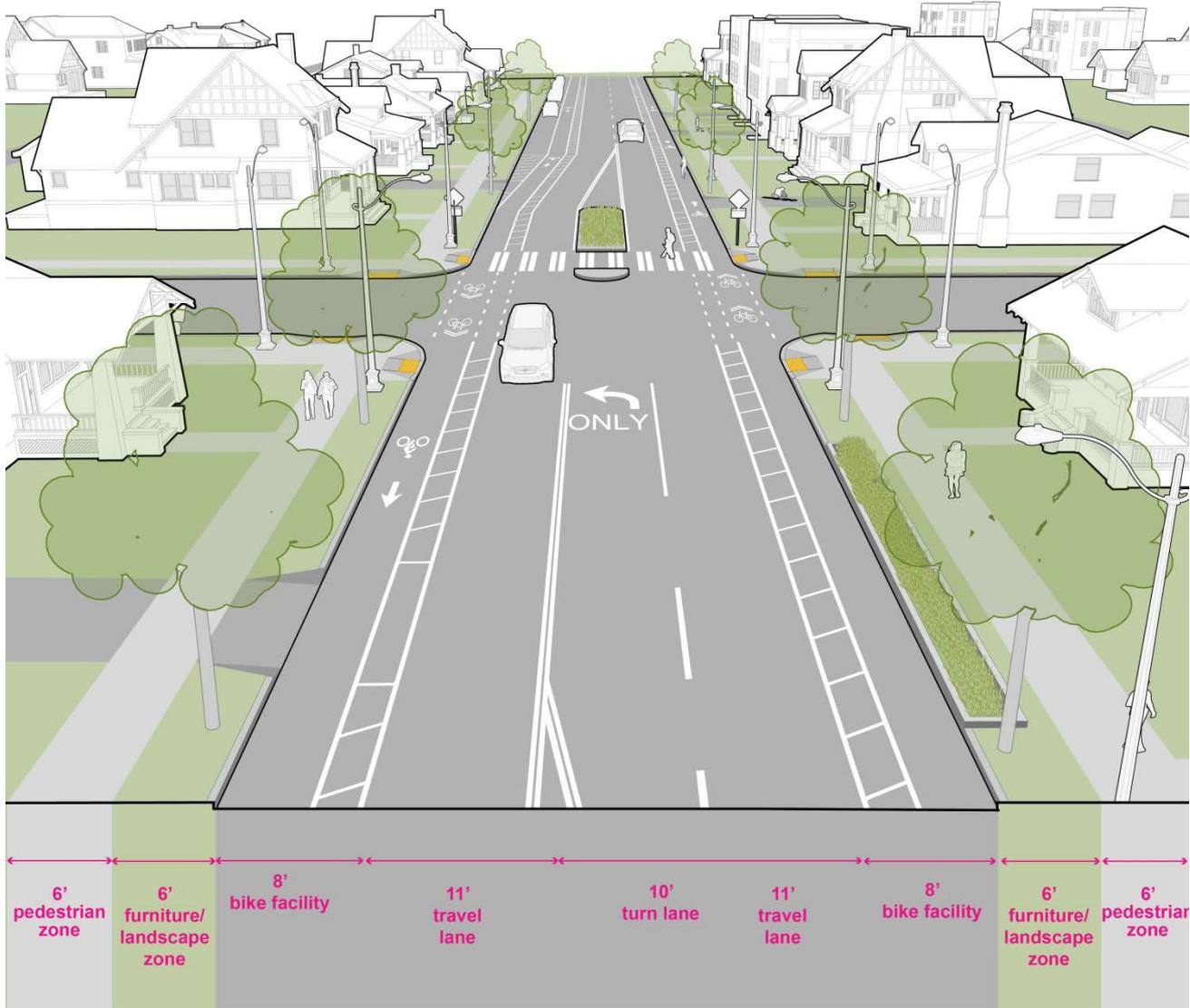
Urban Village Neighborhood



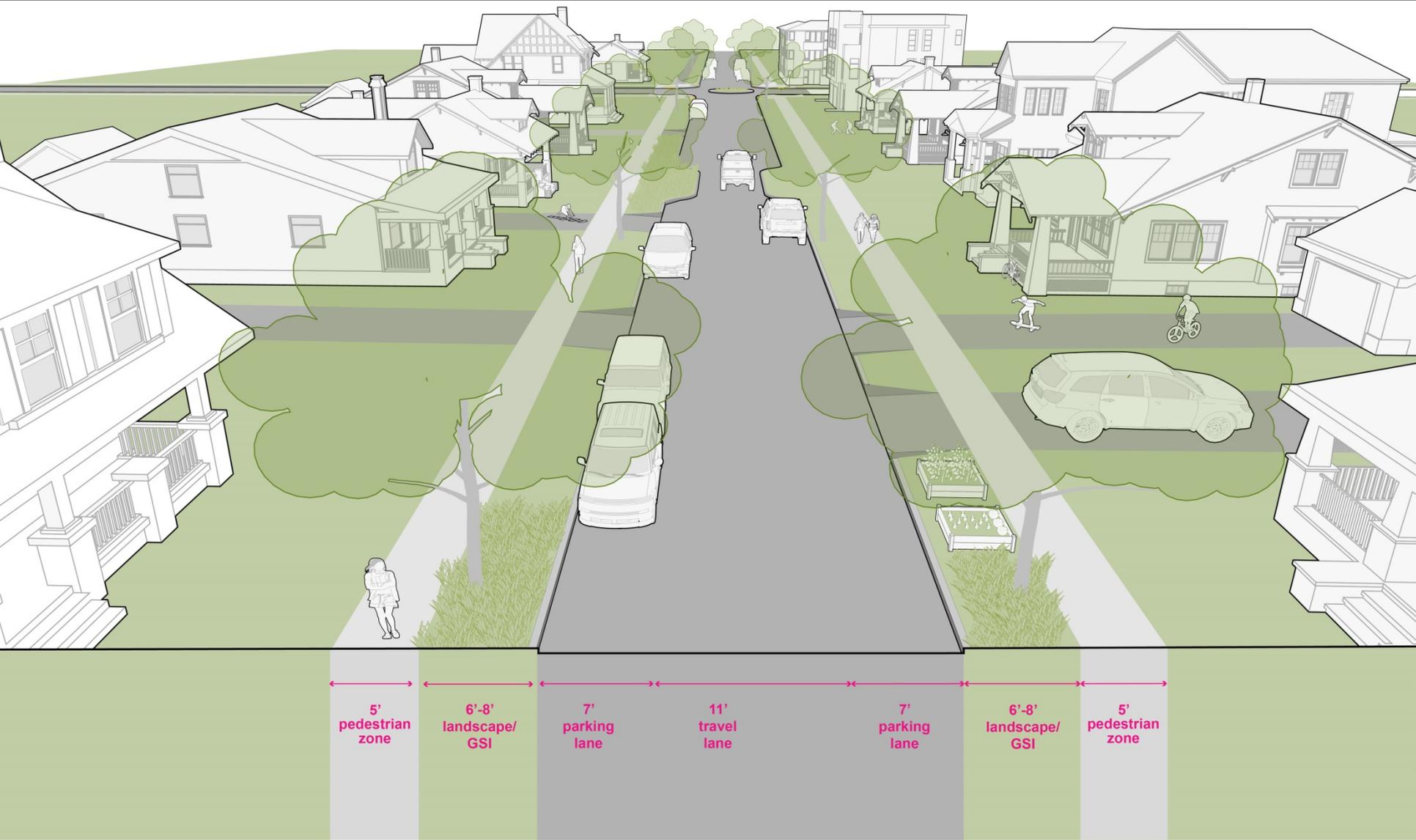
Urban Center Connector



Industrial Access



Neighborhood Corridor



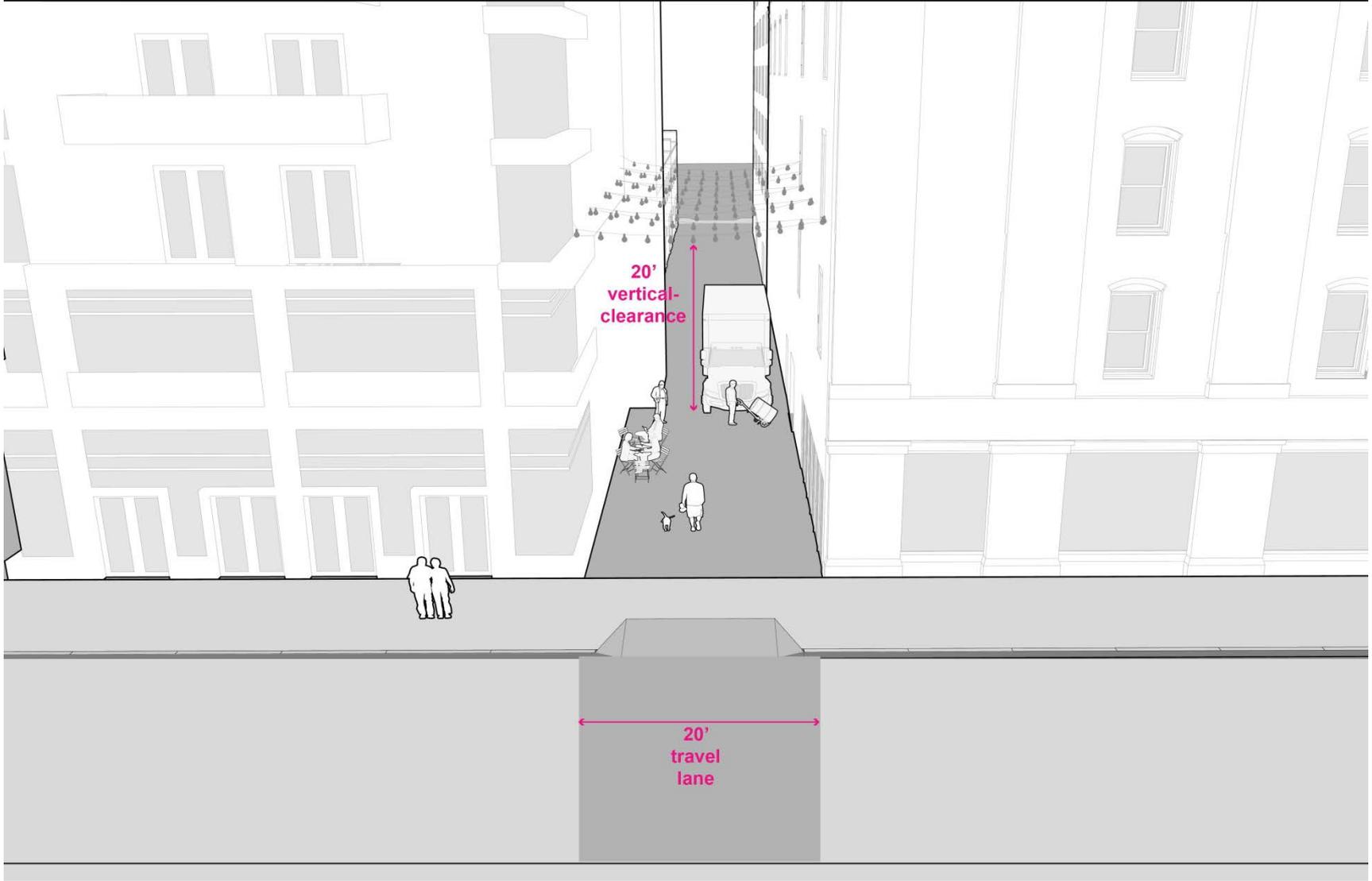
Neighborhood Yield



Neighborhood Curbless



Urban Curbless



Alley

Intersections:

Suggested language:

Reduce pedestrian crossing distance by incorporating the smallest possible curb radius, while accommodating the design vehicle in most cases SU-30 vehicle (exception being major truck streets and frequent transit network)

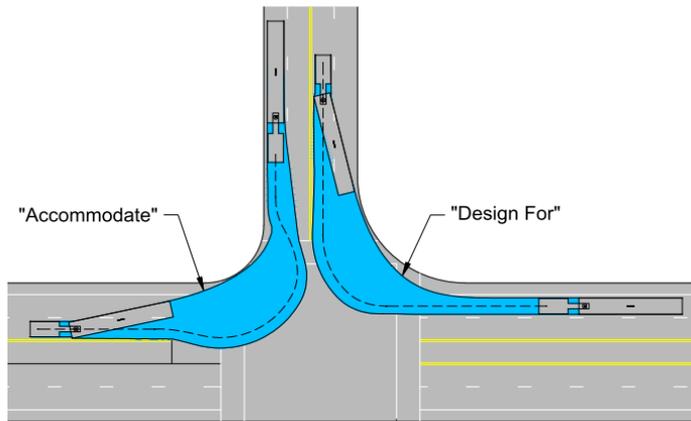


Figure 2- Designing For vs. Accommodating

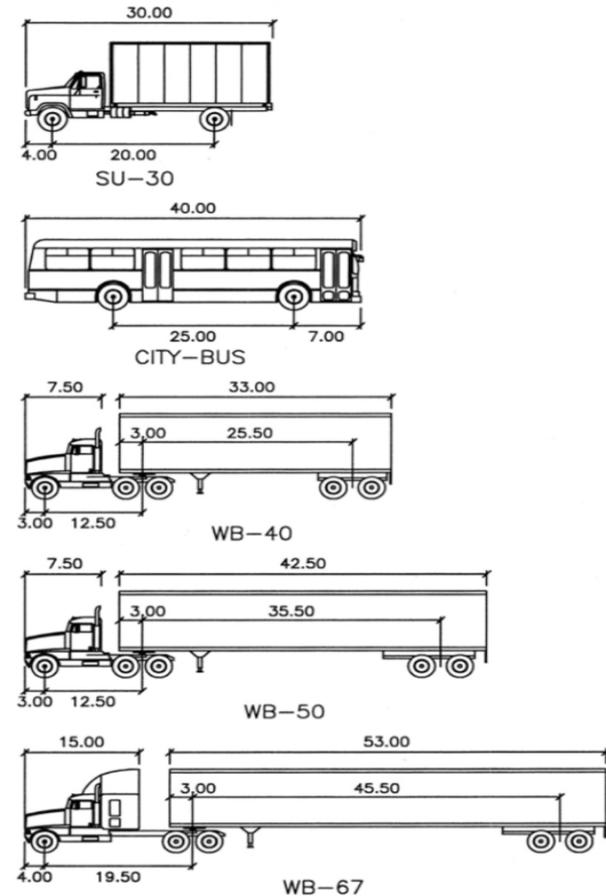
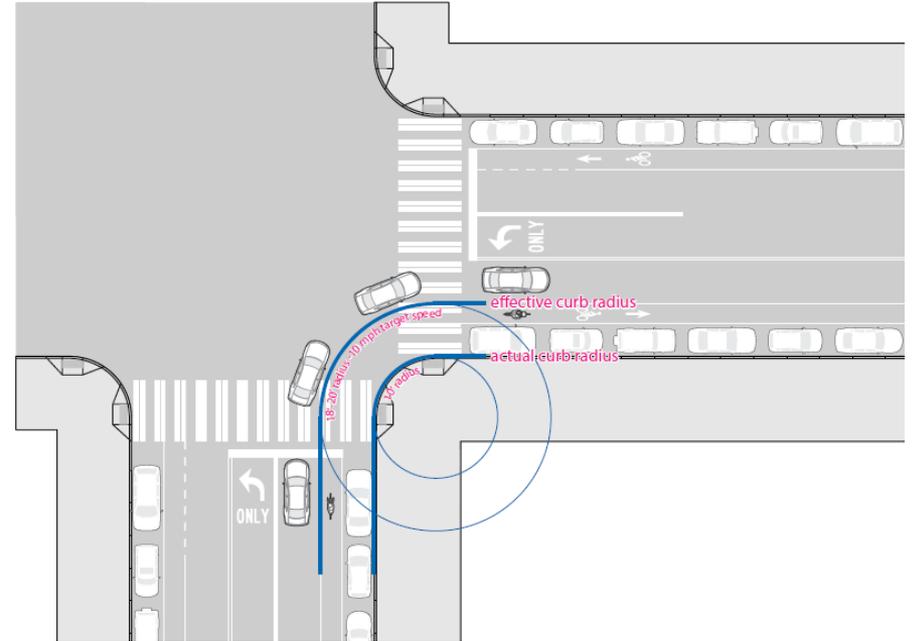


Figure 1- Typical Design Vehicles

Intersections: Curb Radius

- The default curb radius for two intersecting Neighborhood Streets is 10 feet' (exceptions apply for angled streets where it is not possible to achieve a 10 foot radius).
- Major to major truck street curb radius is 30' (under discussion)
- For other street types, including streets that intersect with Neighborhood Streets, corner design should strive for an actual curb radius that is no more than 20'



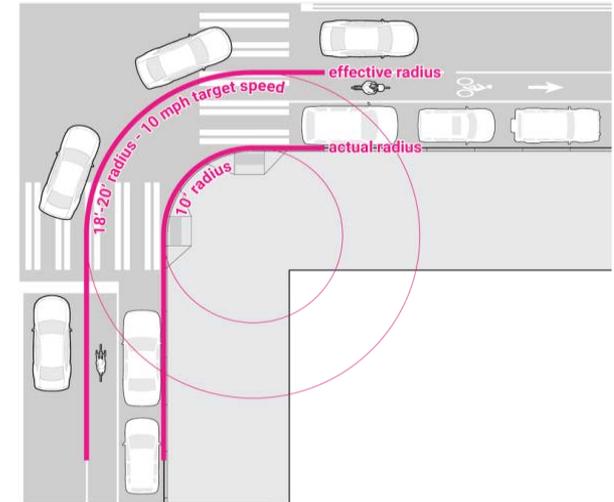
Curb Radius

EXISTING MANUAL

| | |
|--|---------|
| When Vehicular Turn is Illegal | 10 feet |
| Arterial to Residential Access | 20 feet |
| Residential Access to Residential Access | 20 feet |
| Arterial to Arterial | 25 feet |
| Arterial to Commercial Access | 25 feet |
| Commercial Access to Commercial Access | 25 feet |
| High Volume Truck and/or Bus Turns | 30 feet |

PROPOSED

| | |
|--|---------|
| Neighborhood Yield Streets Intersecting | 10 feet |
| All other Street Types, except UCC and IA* | 20 feet |
| Minor –Minor Truck Streets Intersecting | 25 feet |
| Major –Major Truck and/or FTN** Streets | 30 feet |



Actual and Effective Curb Radii

*Bus turning radii: 40' standard bus = 39.3'; Articulating bus = 38.3'

Thanks!

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<http://www.seattle.gov/transportation>

