

Multi-Modal District Summary Chart

Multi-Modal District	Multi-Modal DISTRICT Characteristics					Multi-Modal CORRIDORS in District			
	Intensity Scale	Transit	Unique Qualities	Within District Center	*Within Subdistrict or 1/2 mi +/- radius	District Center	District Edge	Edge to Center	Edge to Edge
Central Business	High		Hub	Intense commercial and retail	Mixed Use	Social Street	Parkway	Commuter	Parkway
	1/2 mi radius	Light Rail	Hub	Less Residential	23K pop, High School	Boulevard	Commuter	Boulevard	Highway
Village Mixed Use	Medium-High			Mixed Use		Boulevard			
	1/4 mile	Light Rail	Small version of Central Business	Middle School	Medium Residential	Off Street	Commuter		Commuter
Cultural	Medium		e.g. arts, "rag", entertainment	Theme buildings/uses	Residential	Social Street	Commuter	City Beautiful	City Beautiful
	1/4 mi radius	BRT	(("overlay" district)	Distinctive public art/visual	Bus	Pedestrian	City Beautiful		
Campus	Medium	Light Rail	e.g. school, business	Walking core	Building Campus	Social Street	Pedestrian		
	1/4 mi radius	BRT	park, hospital	Light Rail/BRT hub	Campus Shuttle,	Pedestrian	Connector		Bike Blvd
Transit Oriented	Medium-High			Mixed Use	Med-High Residential				Commuter
	1/2 mi radius	Light Rail		High School	Middle School		Commuter		Parkway
Village Residential	Medium-Low		Community Center	Religious / Community	Middle School	Pedestrian	Pedestrian	Quiet Street	
	1/4 mi radius	Bus	Commons / Park	Elementary School,	Bus	Quiet Street	Connector	Bike Blvd	Connector

*refers to characteristics of the subdistrict OR the area within the 1/2 mile radius, but outside the core 1/4 mile.

Fig. 63.1 See Section II - Pedestrian District Typologies - for more information.

District / Corridor Concept

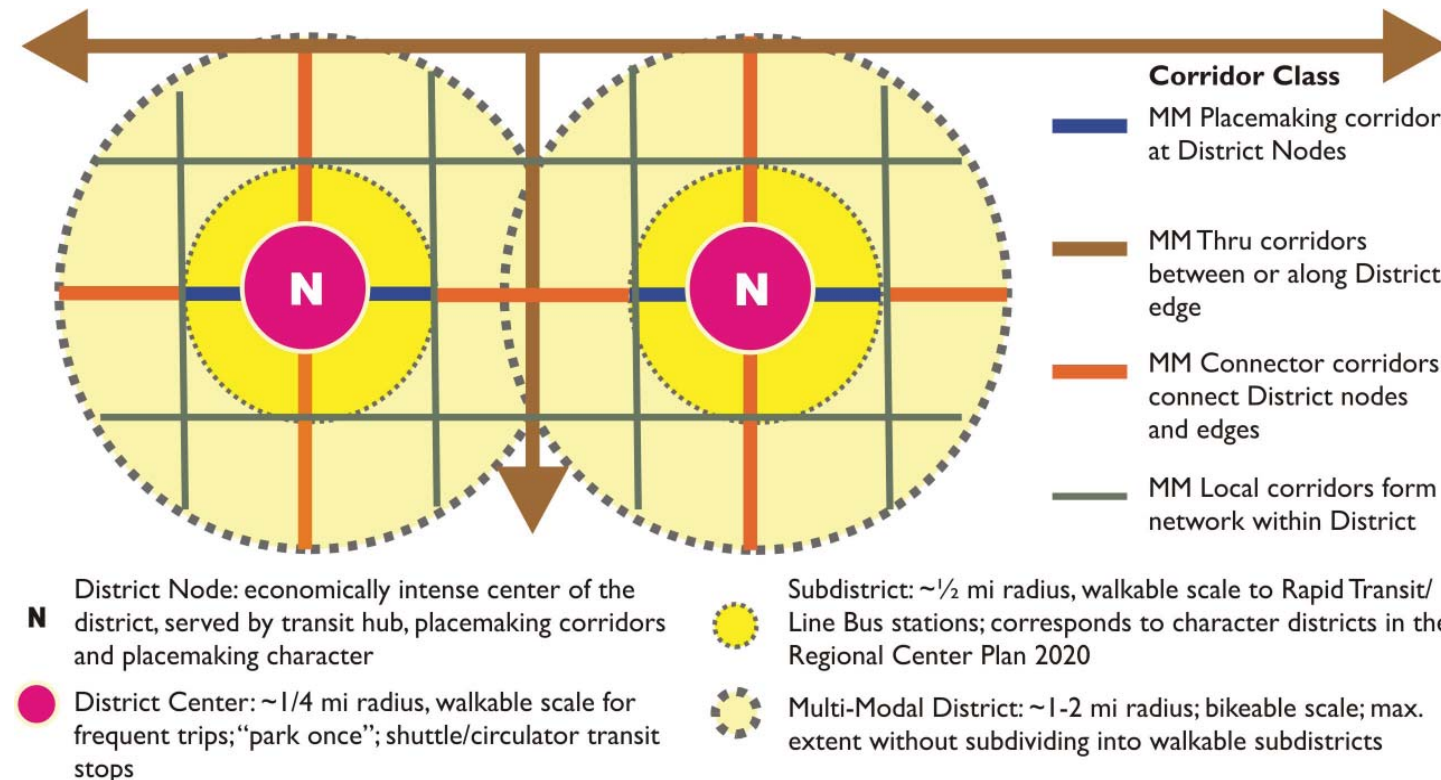


Fig. 63.2 See Section II - Introduction & Concepts - for more information.

Corridor Volume Relationship to Vehicle Speed

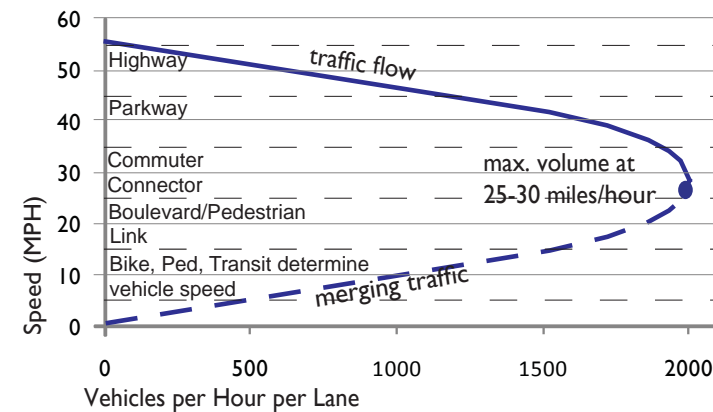


Fig. 63.3 This Corridor flow-speed curve, derived from the Highway Capacity Manual [System - TRB 1985], shows the relationship between speed and volume (in vehicles/hour lane), and the corridor typology flow-speed targets. Street vehicular volume diminishes at speeds greater than 30 mph.

DISTRICT, CORRIDOR, OVERLAY AND TRANSITION DATA

The District Summary Chart (fig. 63.1) summarizes key information on each Multi-Modal District. Greater detail can be found in the corresponding District Typology Sections. The chart describes the characteristics of each Multi-Modal District type, including the district's intensity, scale and the critical size requiring subdivision into Subdistricts. The scale of the transportation mode preferred at the District Node (see fig. 63.2 for illustration), the unique quality that defines the district type, the types and scale of land use and development at a quarter mile and half mile from the District Node are also listed. The type of corridor that should be located in the District Center, District Edge, Edge to Center and Edge to Edge are also identified.

The Corridor Capacity Relationship to Vehicle Speed chart (fig. 63.3) shows how the corridor typologies relate to the Highway Capacity Manual. This chart illustrates that traffic volumes will stay the same as traditional roadway classifications.

The Transition Summary chart (fig. 63.4) provides guidelines for transitions that might suit the intersection of two corridor typologies.

Transition Summary Chart

Description	Boulevard	Pedestrian	Social	Parkway	Commuter	Connector	Link	Quiet	Bike Blvd	Off Street	Service
T1	H	H	H	H/P	P	P	Y	Y	Y	Y	Y
T2	H	H	H	P	P	P	Y	Y	Y	Y	Y
T3	H	H	Mt	P	P	P	Y	Y	Y	Y	Y
T4	H/P	P	P	R	TC	TC	Y	Y	Y	Y	Y
T5	P	P	P	TC	R	TC	Y	Y	Y	Y	Y
T6	P	P	P	TC	TC	R	Y	Y	Y	Y	Y
T7	Y	Y	Y	Y	Y	Y		Y	P	P	Y
T8	Y	Y	Y	Y	Y	Y			Y	P	Y
T9	Y	Y	Y	Y	Y	Y	P	Y	R(B)	P	Y
T10	Y	Y	Y	Y	Y	Y	P	P	P	P	Y
T11	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Fig. 63.4 The Transition Summary Chart lists an appropriate transition for the intersection of any two corridor typologies. It provides indications of where the best placements are for Portals, Hubs, Roundabouts (including a bike roundabout) and Traffic Calming elements. It also suggests that if two social streets intersect, serious consideration ought to be given to the placement of a monument there, if one is not already present.

Symbols

- Pedestrian priority
- Bicycle priority
- Shuttle/Bus priority
- Regional Bus, BRT priority
- Pedestrian Activity Zone
- Parking
- Recreation
- Farm Vehicles

The Corridor Guidelines Chart (fig. 64.1, next page) summarizes key information on each typology, including the Multi-Modal Classification, location in district, minimum right-of-way width and typical block length, and street metrics in target speed and level of cross traffic. The chart also summarizes the hierarchy of modes accommodated along the corridor and indicates those modes that are discouraged. The land use and development normally found along these corridor types and the streetscape plantings that would normally be included are also described. Overlays indicate the corridor typologies where the overlay of City Beautiful (CB) or Cultural Trail (CT) can be applied. More description and detail can be found in the corridor typology descriptions and the overlay descriptions in the text.

LIST OF ABBREVIATIONS AND SYMBOLS

Multi-Modal District Summary Chart (fig. 63.1)

- BRT Bus Rapid Transit
- K, M thousand, million
- mi, sf mile, square feet
- pop population

Transition Summary Chart (fig. 63.4)

- H Hub, implies intermodal capability
- R/R(B) Roundabout/ Bike Roundabout
- P Portal (either gateway, wayfinding or traffic calming)
- Y Yield (either stop or some other ceding of way)
- TC Traffic Calming
- Mt Monument

Multi-Modal Corridor Typologies Table (fig. 64.1)

- CB City Beautiful Overlay
- CT Cultural Trail Overlay

Multi-Modal Corridor Typologies Table

Fig. 64.1

Key	Corridor Typology	MM Classification / Location in District	Corridor Width & Block Length <small>(right-of-way & centerline-centerline/feet)</small>	Street Metrics <small>Traffic Management Goals</small>	Modes Accommodated <small>(Priority)</small> <small>(Autos included unless specifically excluded)</small>	Modes Discouraged	Dominant Land Use	Streetscape Green Infrastructure	Overlays Applicable	
									CB	CT
					Highest → Lowest					
T.1	MM Modern Boulevard	Placemaking/District Center	120'-140' min., {as low as 100' sacrificing elements}, Blocks preferably between 200' and 250'	25 mph posted speed, Heavy Cross traffic		Commercial traffic is restricted (turning/parking); parking unless grouped; local access curb cuts unless grouped	Medium-high to high intensity mixed use encouraged, highest intensity residential tends to be perpendicular to blvd itself	Median - 1 row large trees/60 ft SZ - 4 rows medium trees/40 ft	X	X
T.2a	MM Pedestrian/Urban	Placemaking/Center of town or district within larger city. Mixed use extension of Blvd	90 minimum. Blocks preferably between 200' and 250'	25 mph posted speed w/ speed control traffic mgmt, heavy cross traffic		Regional transit or high volume commuter thru-traffic if alt. routes available; local access curb cuts unless grouped	Medium-high intensity mixed use commercial, retail with adjacent medium intensity residential	Median - 1 row large trees/60 ft SZ - 2 rows medium trees/40 ft	X	X
T.2b	MM Pedestrian/Suburban	Placemaking/Center of Edge City or village district of larger conurbation.	120' minimum. Blocks preferably less than 500'	25 mph posted speed w/ speed control traffic mgmt, heavy cross traffic		Regional transit or high volume commuter thru-traffic if alt. routes available; local access curb cuts unless grouped	Medium to Med-high intensity mixed use commercial, retail with adjacent low to medium intensity residential	Median - 1 row large trees/60 ft SZ - 2 rows large trees/40 ft	X	X
T.3	MM Social Street	Placemaking / Center of CBPD	Varies per existing district conditions. Blocks between 200' to 250'	<10 mph; speed/volume self regulating w/ shared use design parameters, light cross traffic, heavy ped traffic		Through transit or vehicles based on access constraints & speed control traffic management, commercial service traffic	Highest intensity pedestrian mixed use, medium to high density residential	SZ - 2 rows large trees/60 ft, plantings as possible	X	X
T.4	MM Modern Parkway	Thru Corridor / Along edge of district	110' min+variable width contiguous park and open space one or both sides, dependent on district. Blocks follow existing standards, otherwise over 1000'	45 mph posted speed; Platooned signalization, reduced cross traffic		Parking unless grouped; local access unless grouped	Medium-low to Med-high intensity residential encouraged with buffers and setbacks to offset noise; else commercial not including retail. Common services like restaurants at intersections	SZ - 2 rows medium trees/40 ft	X	
T.5a (T.5b)	MM Commuter/Urban, (Urban One-way)	Connector / From edge of district to center, or secondary arterial between districts	80' min. (70' min. for 1-way), Blocks greater than or equal to 500' - tend to align along long edge of rectangular blocks.	35 mph posted speed; Platooned signalization, reduced cross traffic		Time restricted parking/travel lanes if bike lanes; bike lanes if multi-use path available; local access curb cuts unless grouped	Medium-low to Med-high/ Variable land uses w/ mixed-use characteristics, district portal transitions	SZ - 2 rows medium trees/40 ft	X	X
T.5c	MM Commuter/Suburban	Connector / From edge of district to center, or secondary arterial between districts	100 minimum 130 minimum for new development. Blocks greater than or equal to 600' - tend to align along long edge of rectangular blocks.	35 (40) mph posted speed; Platooned signalization; reduced cross traffic		Time restricted parking/travel lanes if bike lanes; local access curb cuts unless grouped	Med-low to Med-high/ Variable/transitional land uses w/ clustered multi-unit residential, commercial development not including retail at midblock. Common services like restaurants and retail at intersections	SZ - 2 rows medium trees/40 ft	X	X
T.6a	MM Connector/Urban	Connector/ accesses local streets, parking facilities or between districts	60 minimum 90 minimum new development. Blocks less than or equal to 500' - tend to align along short edge of rectangular blocks	30 mph posted speed w/ speed control traffic mgmt, heavy cross traffic		Regional transit or commuter traffic; local access curb cuts unless grouped	Med-low to Med-high/ Variable land uses with distributed generators and destinations, mixed-use near district cores	SZ - 2 rows medium trees/40 ft		X
T.6b	MM Connector/Suburban	Connector/ accessing local streets, unified development blocks	90' min, 105 minimum new development. Blocks less than or equal to 600' - tend to align along short edge of rectangular blocks	30 mph posted speed w/ speed control traffic mgmt, heavy cross traffic		Regional transit or commuter traffic; local access curb cuts unless grouped	Med-low to Med-high/ Variable and transitional land uses w/ clustered multi-unit residential, commercial and mixed-use development	SZ - 2 rows medium trees/40 ft		X
T.7a	MM Urban Link	Local/ accesses local streets, parking facilities or between subdistricts	50 minimum, 60 minimum new development. Blocks less than or equal to 500' - tend to align along short edge of rectangular blocks	20 mph posted speed w/ speed control traffic mgmt, heavy cross traffic		Regional transit or commuter traffic; local access curb cuts unless grouped (Bike before Ped!!)	Med-low to Med/ Variable land uses with distributed generators and destinations, mixed-use near district cores	SZ - 2 rows medium trees/40 ft		X
T.7b	MM Suburban Link	Local/ accesses local residential streets, parking facilities	50 minimum, 70 minimum new development. Blocks less than or equal to 500' - tend to align along short edge of rectangular blocks	20-25 mph posted speed w/ speed control traffic mgmt, med. Cross traffic		Regional transit or commuter traffic; local access curb cuts unless grouped (Bike before Ped!!)	Med-low to Med/ Variable land uses with distributed generators and destinations, mixed-use near district cores	SZ - 2 rows medium trees/40 ft		X
T.7c	MM Rural Link	Local/ accesses residential streets, farm and rural facilities	50 minimum, 70 minimum new development. Blocks less than or equal to 500' - tend to align along short edge of rectangular blocks	25 mph posted speed w/ speed control traffic mgmt, med. Cross traffic		Regional transit or commuter traffic; local access curb cuts unless grouped (Bike before Ped!!)	Low to Med-low/ Variable land uses with distributed generators and destinations, mixed-use near district cores	SZ - 2 rows medium trees/40 ft		X
T.8	MM Quiet Street	Local / Throughout residential quarter	Varies per existing district conditions. Blocks less than 600'	15-20 mph posted speed w/ shared use design parameters, light cross traffic		Transit, commercial or through vehicles based on access constraints & speed control traffic management	Low to medium intensity residential, live-work units	SZ - 2 rows medium trees/40 ft		
T.9	MM Bicycle Boulevard	Local / Main arterial for bikes, minimum along edge of bike district	Varies by existing conditions of multiple districts comprising corridor	15-20 mph posted speed w/ speed control traffic mgmt.		Transit, commercial or through vehicles based on access constraints & speed control traffic management	Low to medium intensity residential, small-scale village mixed-use districts allowed but not usual.	SZ - 2 rows medium trees/40 ft		X
T.10a	MM Off-Street	Off-Street/ arterial for peds and bikes	24-40 minimum according to land use buffer requirements plus contiguous open space	bike/ped shared use design parameters		Transit or other motorized vehicles	Linear park and open space passing through or along all land uses w/ appropriate buffers and setbacks	SZ - 2 rows large trees/60 ft		
T.10b	MM Transit Off-Street	Off-Street/ transit arterial along edge of district, co-locate bike arterial	Per combined requirements of specific transit mode & multi use path	access control w/ parallel/shared use design parameters		Non-transit motorized vehicles	Passing through or along all land uses w/ appropriate buffers, setbacks and access controls	SZ - 2 rows large trees/60 ft		
T.11a	Service Commercial	Local Service/ Parallel to commercial streets like blvd	20-40 minimum Dependent on platting pattern and building service needs	15 mph posted speed w/ shared use design parameters, restricted turning patterns		Transit, commercial or through vehicles based on access constraints & speed control traffic management	Medium to High/ Commercial, office, institutional, medium to high intensity residential, mixed use	Hedges (short enough to see over), small trees where possible		
T.11b	Service Residential	Local Service/ Parallel to local and quiet streets to facilitate parking	20 minimum, dependent on platting pattern and existing blocks	15 mph posted speed w/ shared use design parameters		Transit, commercial or through vehicles based on access constraints & speed control traffic management	Low to medium intensity residential	SZ - 2 rows small trees/30 ft		