Streetscape Overview

Burlington Comprehensive Master Plan
This slide show was presented to the Burlington Steering Committee on June 17, 2015 to provide a primer on Complete Streets, streetscape elements, and pedestrian and bicycle infrastructure. The slide show also includes sample cross-sections that illustrate how arterial roads, commercial village streets, and neighborhood roads can be designed to serve motorists, bicyclists, and pedestrians.
Agenda

- Introduction to Complete Streets
- Streetscape Elements
- Sample Cross-Sections
Complete Streets

- What’s a complete street?
  - Designed for all users
  - Accommodates all modes
  - Safe for everyone
  - Efficient traffic patterns

- Benefits of complete streets
  - Efficient
  - Safe
  - Inclusive
Complete Streets

**Traditional Roadway Design**
Work from the middle of the road out; provide desired number of travel lanes and what’s left is the sidewalk

**Complete Streets Design**
Combine all the required and desired features to create a comprehensive roadway
Streetscape Elements

Amenity Strip
- Bus Stops
- Street Trees
- Utilities

Pedestrian Amenities
- Benches
- Trash barrels
- Crosswalks

Travel Lanes
- Middle Turning Lane
- Bike Lanes in both directions

Utilities
- Street lighting
- Fire hydrants
- Telephone poles

Buffer
- Fences, plantings, etc. buffer adjacent uses from the roadway

Multi-Modal Right of Way
Wide Green Strips

Space For:
- Pedestrian amenities
- Utilities
- Snow storage
- On-street parking
- Bus shelters
Bike Infrastructure

Sharrow
Bikes and vehicles share travel lane

Bikeway
Separate two-way bicycle lane

Semi-Protected Bike Lane
Bikes separated from travel lane by distinct painting and/or striping

Fully-Protected Bike Lane
Bikes separated from travel lane by curbing or other physical barrier
Pedestrian Pitfalls

Obstructions
Sidewalks should be unobstructed, but utilities, signs, sandwich boards, trash, and other items are often placed in the sidewalk for lack of any other place to put them.

Undefined Areas With Vehicular Conflict
Lack of separation and definition of pedestrian areas is unsafe for pedestrians and motorists.
Pedestrian Infrastructure

Separate Spaces
Provide space for utilities in the roadway layout

Provide Visual and/or Physical Boundaries
Separate pedestrians from utilities
Arterial Road
Sample Cross-Sections

- Street-scape and roadway layout need to be consistent with surrounding land uses, traffic volumes, and speeds
- Elements of the roadway can either encourage vehicles to travel slowly or promote the free-flow of traffic
- Every street will not look the same. This is called **Context Sensitive Design**
SAMPLE CROSS-SECTION: ARTERIAL

- Sidewalks Visually Separated from Roadway by Accent Banding
- Striped Bike Lanes on Roadway
- One Travel Lane in Each Direction with Third Auxiliary Turning Lane
- Privately Owned Planting Area outside Public ROW

44' Curb to Curb

Private Ownership

55' Public Right of Way

Private Ownership
SAMPLE CROSS-SECTION: ARTERIAL

- **Sidewalks Separated from Roadway by Public Planting and Amenity Strip**
- **Same Curb-to-Curb Layout as Previous**
- **Landscaping, especially in islands, slows traffic**

**Key Features**:
- Sidewalks are separated from the roadway by public planting and an amenity strip.
- The curb-to-curb layout remains as previous.
- Landscaping, particularly in island areas, helps slow traffic.

**Measurements**:
- **44' Curb to Curb**
- **55' Public Right of Way**
- **Private Ownership**
SAMPLE CROSS-SECTION: ARTERIAL

- Bike Lanes and Sidewalk Separated from Travel Lanes
- One Travel Lane in Each Direction
- Privately Owned Planting Area Outside Public ROW
SAMPLE CROSS-SECTION: ARTERIAL

Sharrow markings indicate shared roadway

Bump-Outs narrow travel lane, slow traffic, and shorten pedestrian crossing distances

On-Street parking helps to slow traffic and reduces the need for on-site parking
Commercial Village Sample Cross-Sections

- Street-scape and roadway layout need to be consistent with surrounding land uses, traffic volumes, and speeds
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SAMPLE CROSS-SECTION: COMMERCIAL VILLAGE

Pedestrians fluidly cross between public and private areas and can be easily drawn into appealing storefronts, cafés, or restaurants.

Narrow travel lanes with shared bicycle traffic and wide sidewalks encourages pedestrian activity and vibrancy.
SAMPLE CROSS-SECTION: COMMERCIAL VILLAGE

PEDESTRIAN-ORIENTED:
Pedestrians, bikes, and vehicles share roadway

Outer Circulation Corridor  Pedestrian / Vehicular Shared Space  Pedestrian Common Area

16' Dedicated Vehicular Area

Private Ownership  42' Public Right of Way  Private Ownership
Neighborhood Road Sample Cross-Sections

- Street-scape and roadway layout need to be consistent with surrounding land uses, traffic volumes, and speeds
- Elements of the roadway can either encourage vehicles to travel slowly or promote the free-flow of traffic
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Neighborhood roads are typically not wide enough to provide separate bicycle facilities; traffic volume and speed are low enough that the roadway provides a shared space for bicycles and vehicles.
SAMPLE CROSS-SECTION: COMMERCIAL VILLAGE

If the ROW is wide enough, sidewalks can be set back from the roadway

Wider residential roads may have separate, striped bike lanes