MULTIMODAL STREET DESIGN

A well-designed street network supports the goals of smart growth by balancing the needs of pedestrians, bicyclists, transit vehicles and automobiles. By accommodating all modes of travel, streets can provide safety, mobility and accessibility for all users.

GOALS OF MULTIMODAL STREET DESIGN GUIDELINES:
1. "Complete streets" that balance the needs of all users.
2. Streets that respond to the surrounding built context and help to create great places.
3. Street networks that offer a range of transportation choices.
4. Streets that minimize conflicts between different modes of travel.

KEY COMPONENTS:
- Roadway Classification and Hierarchy
- Context-Sensitive Solutions
- Sidewalks and Roadway Design
- Traffic Calming
- Emergency Access

DESIGNING FOR PEDESTRIANS
Well-designed communities encourage pedestrian activity by providing walkable streets.

REPRESENTATIVE GUIDELINES:
- Provide benches, trash cans and other street furniture that supports pedestrian activity.
- In mixed-use and commercial districts, use unique, distinctive paving treatments for sidewalks and crosswalks.
- Plant closely spaced street trees that provide shade while allowing some light to reach the sidewalk.

DESIGNING FOR BICYCLISTS
Streets should create an interconnected network of safe, comfortable bicycle facilities.

REPRESENTATIVE GUIDELINES:
- Ensure all streets are designed so accommodable bicyclists safety, whether or not they provide dedicated bicycle facilities.
- Encourage bicyclists to ride in the traffic lane on local streets with limited traffic.
- Provide clearly marked bicycle lanes on major thoroughfares with heavy vehicle traffic.

DESIGNING FOR TRANSIT
The design of bus stops and transit lanes affects a transit system’s efficiency.

REPRESENTATIVE GUIDELINES:
- Restrict parking around bus stop locations to allow unobstructed access for buses.
- Where buses stop in the travel lane, use bulbouts to define the location of bus stops and create additional space for waiting areas or bus shelters.
- Maximize the efficiency of bus rapid transit (BRT) by providing dedicated BRT lanes in the center of the street where possible.

MULTIMODAL INTERSECTION DESIGN
At street intersections, special care is needed to address potential conflicts between different modes.

REPRESENTATIVE GUIDELINES:
- Provide clearly marked crosswalks at all legs of a signalized intersection.
- At intersections with dual-lane left or right turns, place bus stops at the far side of the intersection, away from complex traffic movements.
- Provide a mountable central island or medians if necessary to accommodate the turning radius of transit vehicles.