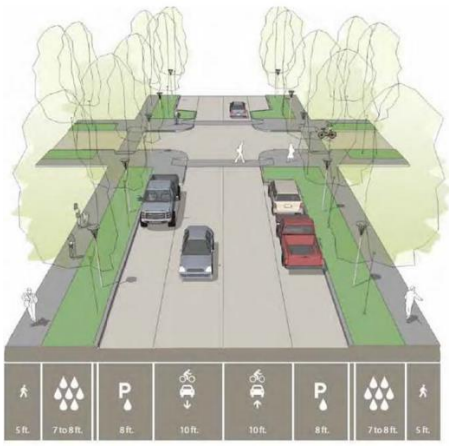
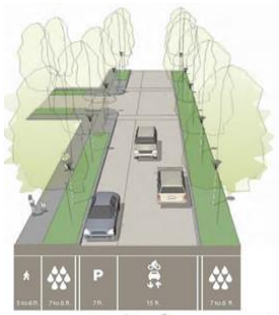
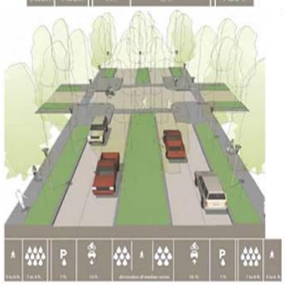
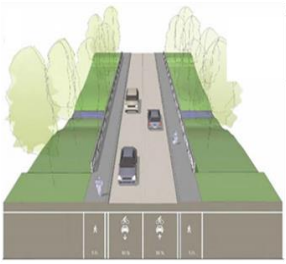
APPENDIX B. Summary of Alternative Street Typologies

Street Type	Examples	Key Features	Sample Illustration
Big Street (Arterial)	Beef Bend Road	Beef Bend Road is currently suitable for a 3-lane cross-section, but future development could require 5 lanes. The Concept Plan identified a goal for Beef Bend Road to tame traffic, while not impinging on auto mobility through the region. The vision for Beef Bend Road is slower traffic, a park-like setting, a planted median, inviting and safe opportunities for pedestrians and bicyclists. Development along Beef Bend Road would be multi-dwelling residential where homes fact the street and have backside alley access. Homes would be separated from traffic by a wide greenspace. Because of area topography, travel lanes could be splayed to minimize the height and cost of structures (see illustration). A multiuse off-street path would provide a safe and attractive route for bicyclists and pedestrians.	 Beef Bend development design concept  Example of splayed travel lanes
Collectors	SW Fischer Road SE Elsner Road Others to be determined	A variety of collector street cross-sections could be developed with an overall goal of reduced travel speeds (i.e., 20 mph target speeds). Options could include the provision of on-street bicycle lanes, require shared bicycle and auto use on a low-speed facility, or rely on a separated multiuse path. Pedestrian facilities could be provided as buffered sidewalks or as part of a multiuse path. On-street parking could also be provided on one or both sides of the street or could be diagonal. The preservation or planting of street trees would be desirable.	

Street Type	Examples	Key Features	Sample Illustration
Local Streets	Neighborhood Street-2 side parking Neighborhood Street-1 side parking Neighborhood Street-Diagonal Parking Informal Walkway Streets Streambed Crossing	Neighborhood Streets are designed to enhance safety for all modes: cars, bikes, pedestrians, and low speed vehicles. Speeds will be slow and cars meeting each other from opposite directions will slow and yield to one another. Bicycles will share the travel lanes with cars. Intersections may be necked-down with bulb-outs to improve safety for pedestrians. Permeable paving could be used in the parking lanes and flow-through planters in the street buffer area would reduce the extent of impervious surfaces in the study area which supports wetland and stream health. Parking could be provided on one of both sides of the street. These streets could also include a median to enhance street appearance and improve water quality by capturing and treating storm water runoff. Streambed Crossing represents a cross-section that could be applied to local or collector streets where the road would cross an existing streambed. The crossing could be made with a culvert or bridge. The street section would narrow to reduce initial and life-cycle costs and minimize the impact of culvert or bridge construction on the creeks. Speeds would be slow, and bicycles would share the travel lanes with cars.	  

Street Type	Examples	Key Features	Sample Illustration
Alley and Green Streets	Shared Street Woonerf Rear Lane Universal Street	Shared streets are designed to support a park-like atmosphere where all modes of traffic share a narrow paved surface. Shared streets are places for people and the automobile is a guest using space that has is shared among all travel modes. The pace of walking dictates the speed of all traffic on a shared street. The narrow street section reduces the extent of impervious surfaces and supports wetland and stream health. Proposed locations for shared streets would be adjacent to wetlands and stream corridors. Street edge alternatives may permit storm water flow to re-infiltrate into the ground. Alleys provide off street access to homes, parking pads and garages. Alleys are also known as rear lanes and are very narrow. The street section is 12-feet wide with a 2-foot green edge on either side. Speeds are very low. As with shared streets, the narrow cross-section reduces the extent of impervious surfaces and supports wetland and stream health. Alleyways are curbless and permit storm water re-infiltration