

Complete Streets & The Public Realm

Transforming the Industrial Island into a Vibrant People Place

What is a “Complete Street” ?

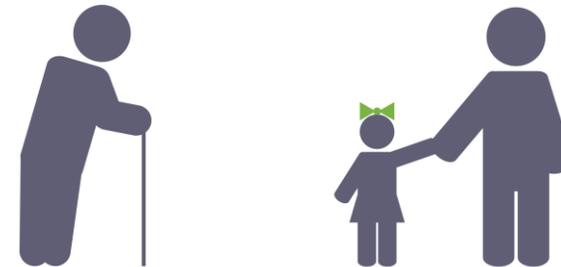
- It’s a street that accommodates **all users**.
- It’s a place that is **welcoming** to everybody, for a variety of activities.
- It’s **safer** for all users for a variety of activities.
- It safer by design, not enforcement.
- It’s a design that encompasses the **entire public realm** from building frontage to building frontage.

Consider “vulnerable users” in design

- By virtue of their **mode** of transportation



- Because of their **age or ability**

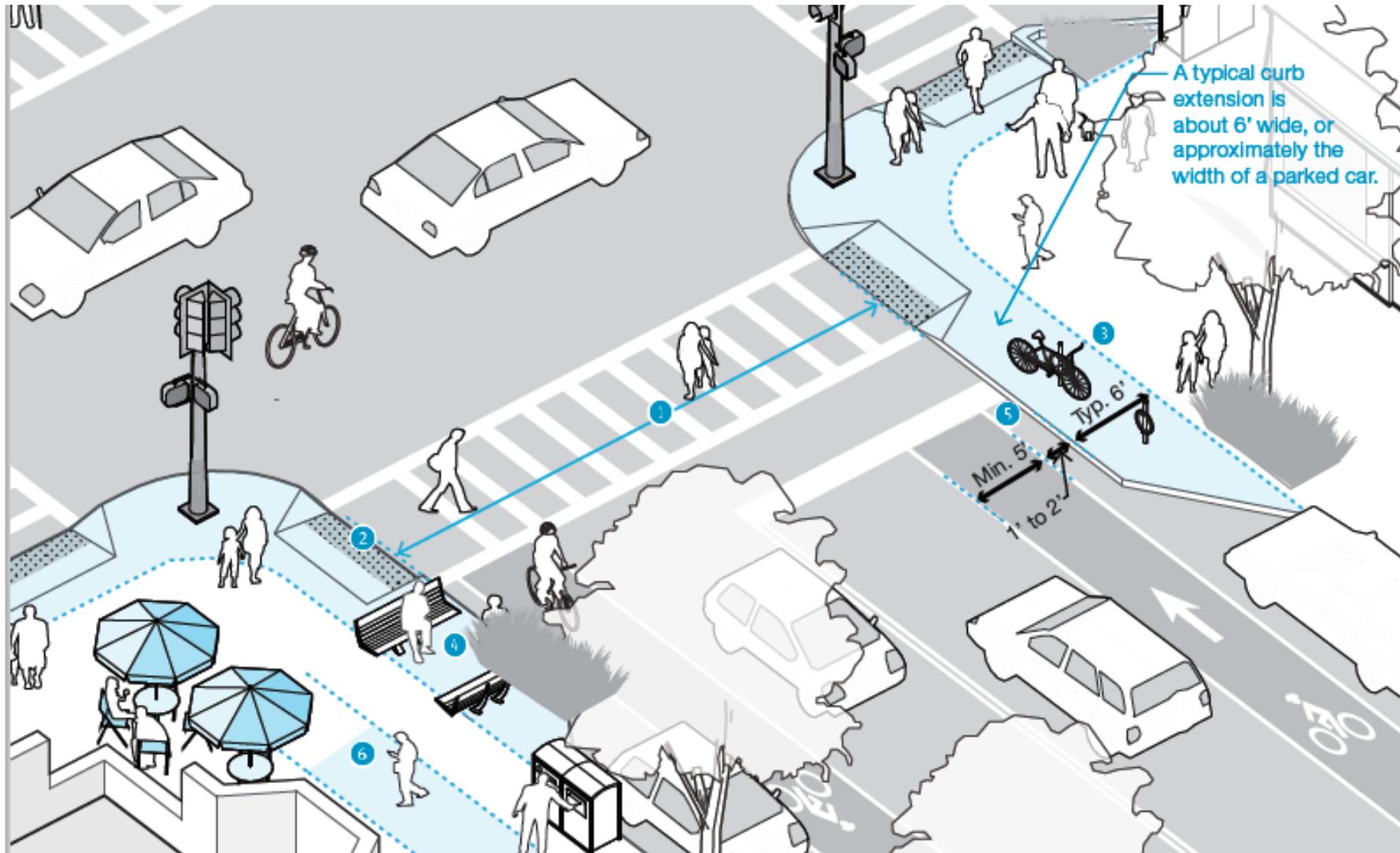


Designing for vulnerable users improves the outcome for everyone

What Can Complete Streets Do?

- It shapes adjoining land use, determining the type of businesses that thrive.
- Improves community interaction and social networks.
- Improves the environment.
- Influences health, happiness, and the livability and sustainability of our community.
- Stimulates Local Economies by:
 - Increased property values
 - Stimulates retail sales
 - Spurring private investment
 - Reducing traffic congestion

Some Common Complete Streets Design Elements



Existing Conditions: River Road

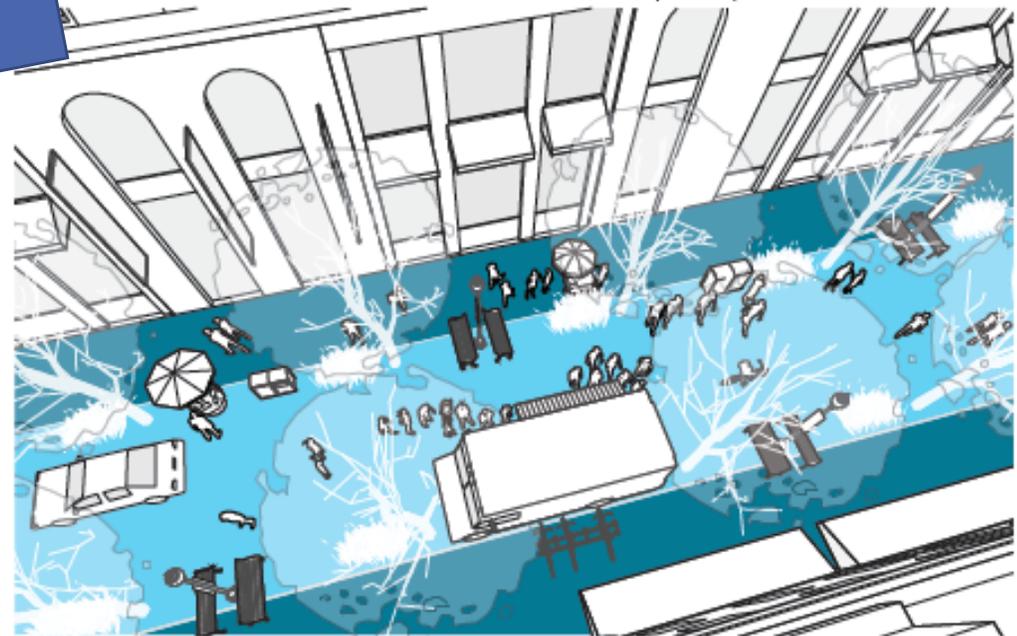
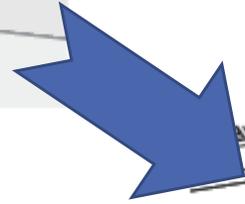


River Road South Bound



River Road @ Brookline Ave.

From Industrial to Shared Street



Shared Street Design Elements



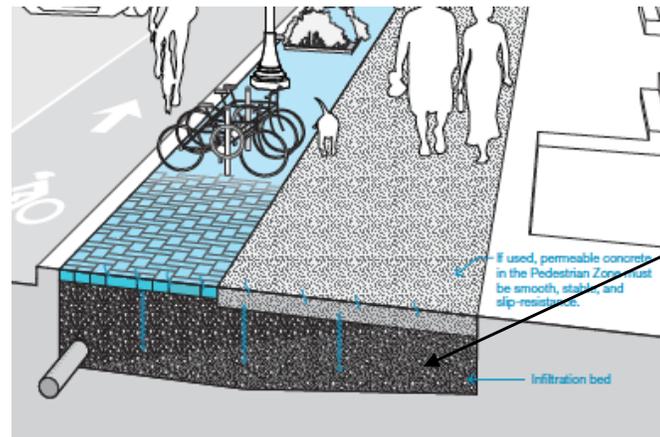
Adjoining Active Uses



Public Seating, Trees and Plants



Porous Pavers



Infiltration
Bed under
Pavers

Existing Conditions Brookline Ave.



Narrow Sidewalk 5-7 ft.



Unprotected Crosswalk @
Pearl St.



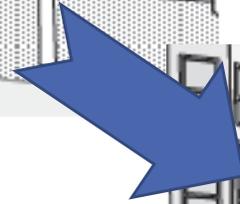
4 wide lanes with median

Street Typology of Brookline Ave.?



Downtown Mixed Use

Neighborhood Connector



Sidewalk Zones



Curb

Greenscape/Furnishing Zone

Pedestrian Zone

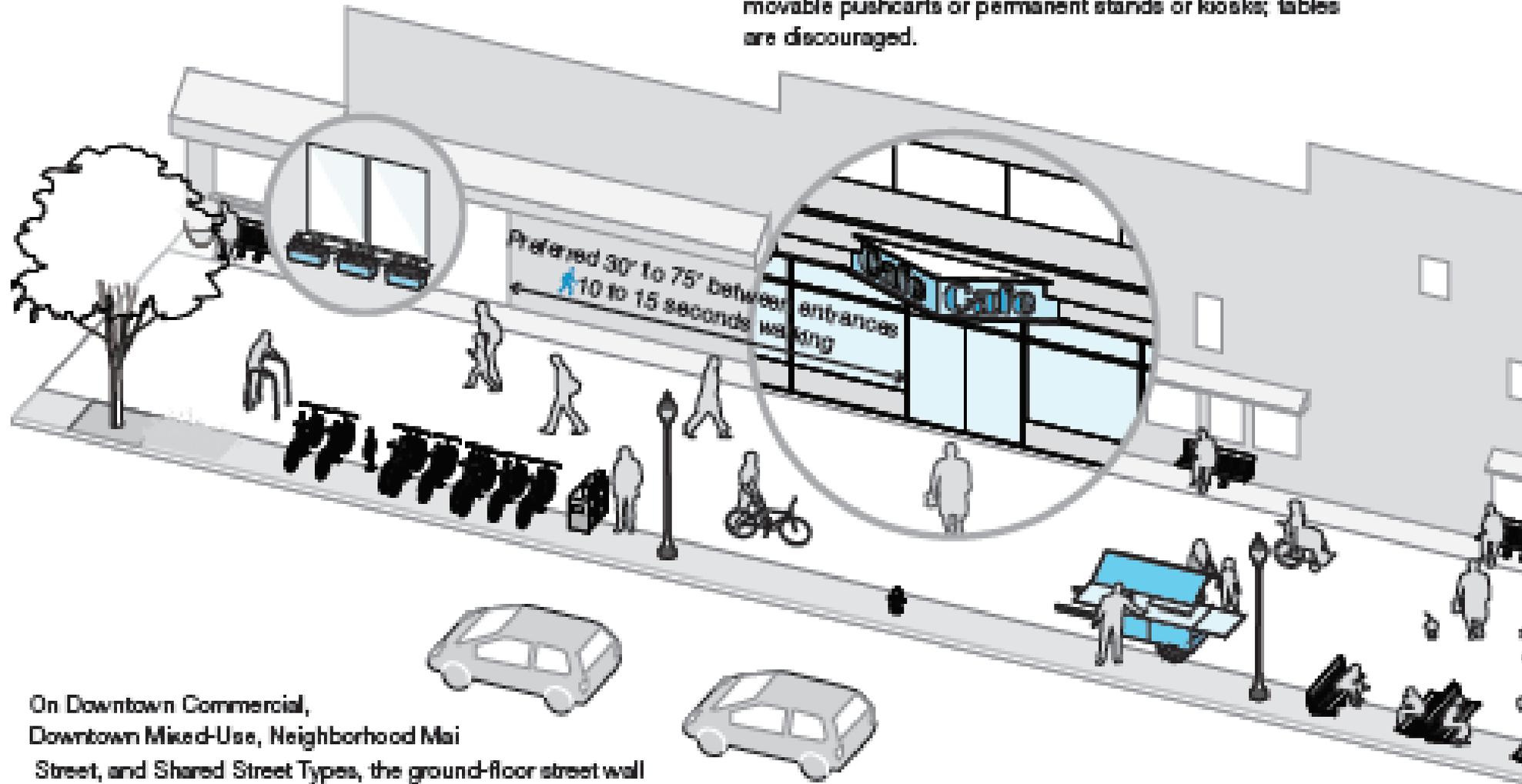
Frontage Zone

Sidewalk Zones Preferred and Minimum Widths by Street Type

Street Type	Frontage Zone		Pedestrian Zone*		Greenscape/ Furnishing Zone		Curb Zone	Total Width	
	Preferred	Minimum	Preferred	Minimum	Preferred	Minimum		Preferred	Minimum
Downtown Commercial	2'	0'	12'	8'	6'	1'-6"	6"	20'-6"	10'
Downtown Mixed-Use	2'	0'	10'	8'	6'	1'-6"	6"	18'-6"	10'
Neighborhood Main	2'	0'	8'	5'	6'	1'-6"	6"	16'-6"	7'
Neighborhood Connector	2'	0'	8'	5' (4)*	5'	1'-6"	6"	15'-6"	7'
Neighborhood Residential	2'	0'	5'	5' (4)*	4'	1'-6"	6"	11'-6"	7'
Industrial Street	2'	0'	5'	5' (4)*	4'	1'-6"	6"	11'-6"	7'
Shared Street	2'	0'	Varies	5' (4)*	N/A	N/A	N/A	Varies	Varies
Parkway	N/A	N/A	6'	5'	10'	5'	6"	16'-6"	10'-6"
Boulevard	2'	0'	6'	5'	10'	5'	6"	18'-6"	11'-6"

Creating a Vibrant Street Wall

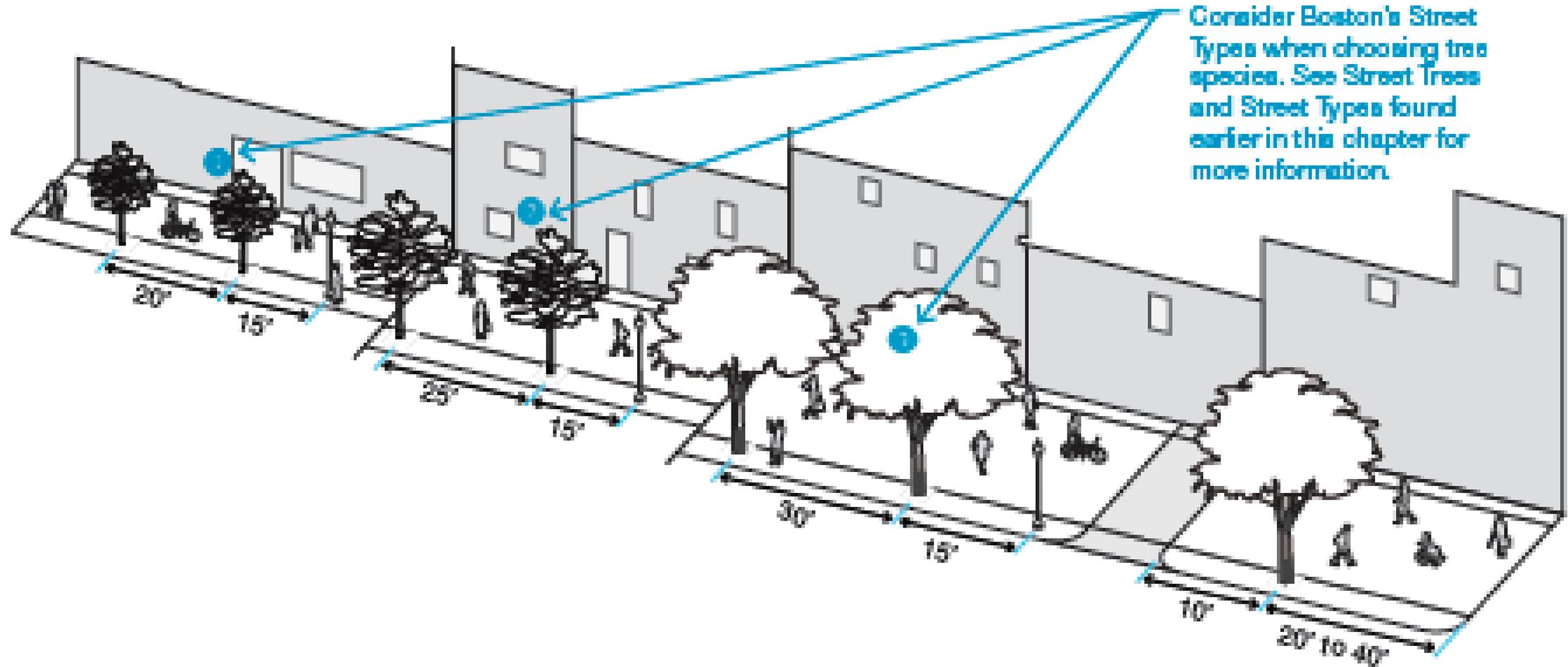
sufficient space exists. Street vending can take the form of movable pushcarts or permanent stands or kiosks; tables are discouraged.



On Downtown Commercial, Downtown Mixed-Use, Neighborhood Main Street, and Shared Street Types, the ground-floor street wall should be 50% transparent. Transparency calculations do

Street performers with proper permits and without amplification

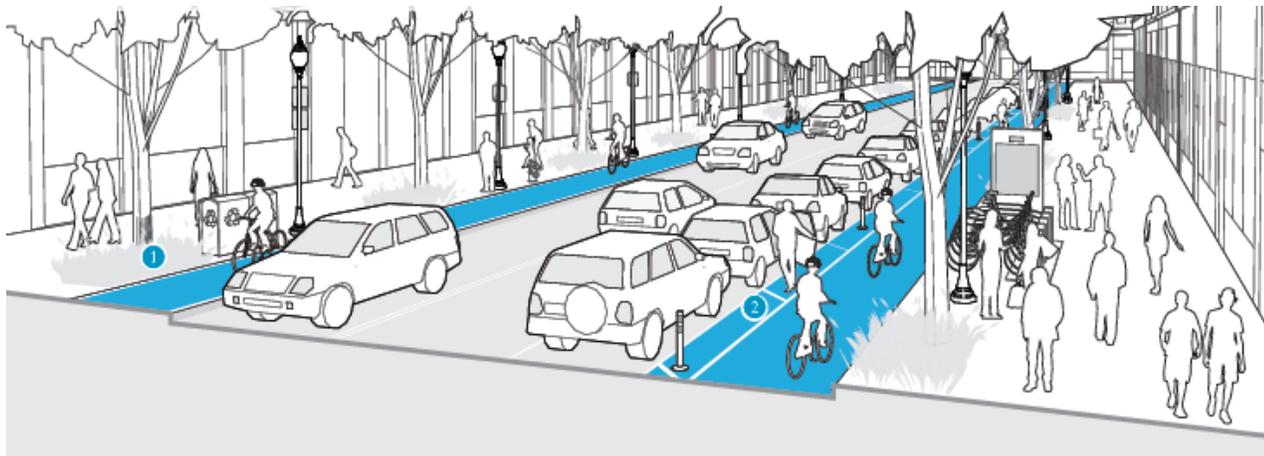
Street Trees



Consider Boston's Street Types when choosing tree species. See Street Trees and Street Types found earlier in this chapter for more information.

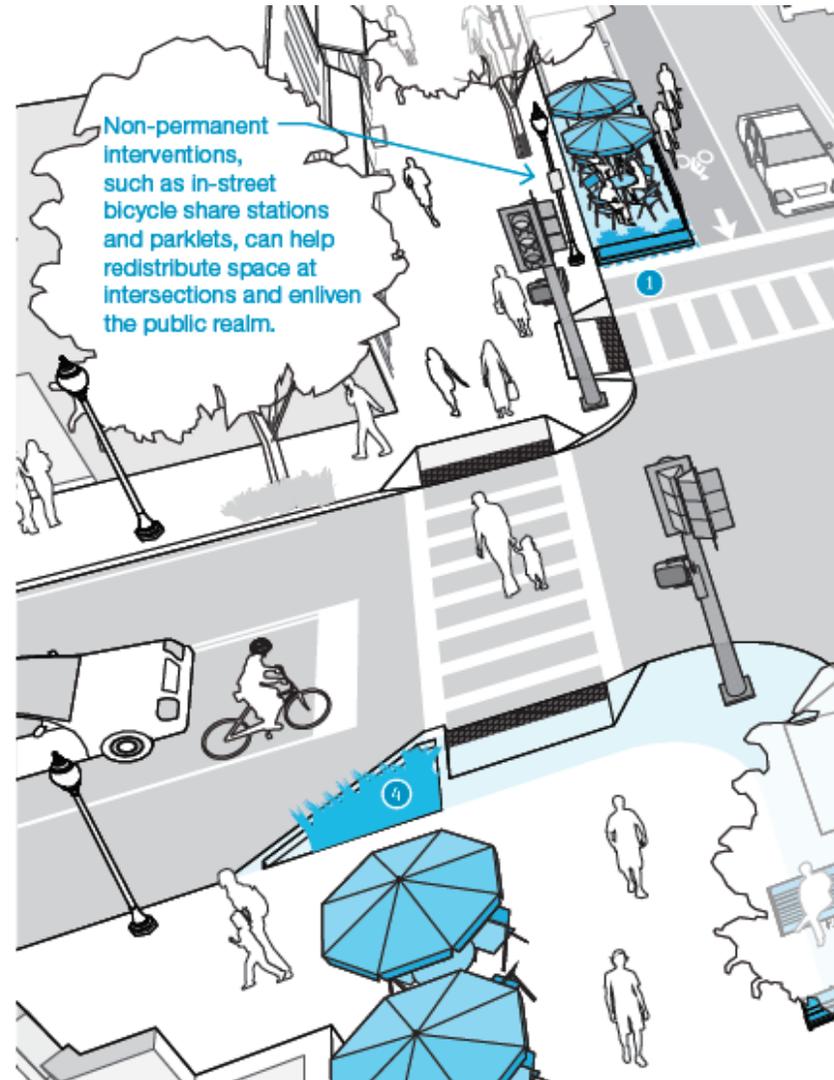
Brookline Ave. Roadway Elements

Convert 4-Lane roadway to 3-Lanes with Center Left Turn

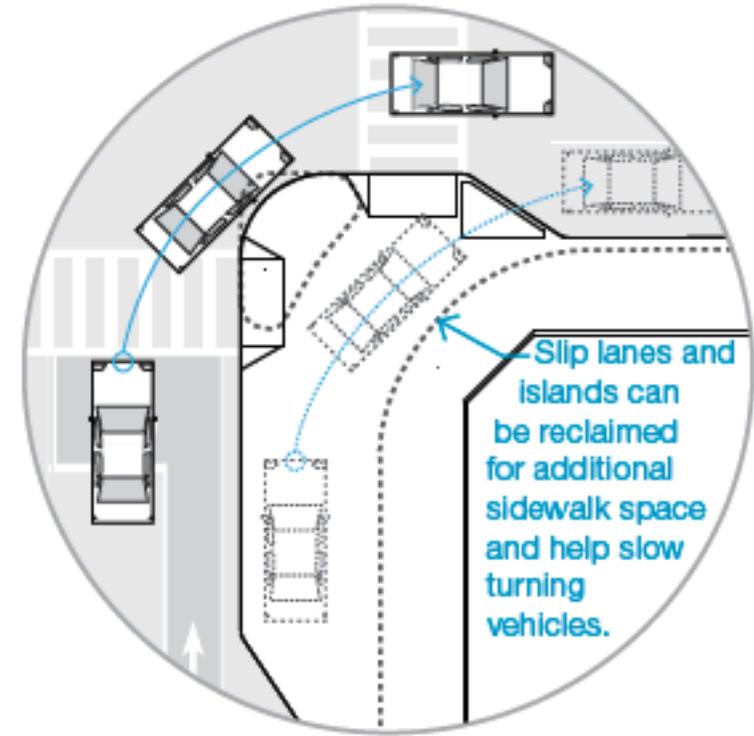


Protected and continuous
Cycle Tracks

Intersection Design Elements



Rt. 9 @ Brookline Ave.



Implementation

- Zoning Requirements

- Achieves consistent district-wide results.
- Necessary for sidewalks, street trees, ground floor.

- Public Benefits

- Could be used to identify and fund roadway improvement projects.
- Still need to insure consistency throughout district for cycle tracks, lane conversions, etc.

- CIP Projects/State & Fed. Projects

- Longer term Complete Streets Planning
- Altering current designs for Gateway East