



APPENDIX C – STREET TYPOLOGIES

This appendix provides the roadway typologies developed as part of the TMP process. These typologies dictate the form and intended functions of roads in Sequim.

The roadway types are:

- **Boulevard** – Most conducive for cross-town trips and focus on auto and truck mobility.
- **Urban Avenue** – Signals the entry into a higher-density commercial or residential zone. Emphasize multimodal interaction and travel experience.
- **School Connection** – Provides a safe and enjoyable travel experience for bicycles, pedestrians, and school children.
- **Rural Transition** – Low volume facilities that focus on vehicular travel, but accommodate other modes through wide shoulders or a parallel mixed use trail.
- **Local Streets** – Prioritizes local traffic and pedestrians. Bicycles share the roadway.
- **Active Alleyways** – Focused on providing a safe and enjoyable travel experience for bicycles, pedestrians, and electric scooters.
- **Cross Circulation Routes** – Easements between buildings to shorten travel destinations on long blocks.

Boulevard

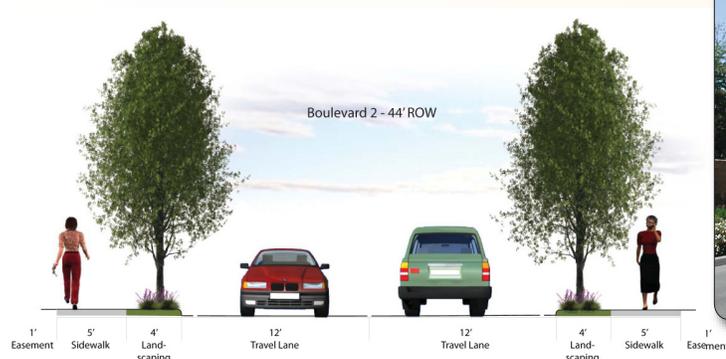
Boulevards are roadways that serve all types of vehicles and pedestrians. This is the most conducive street type for cross-town trips. The focus is to provide a convenient travel experience for vehicles, accommodate larger vehicles (including trucks, transit, and emergency services), while maintaining a friendly atmosphere for pedestrians through effective modal separation.

Features:

- Priority users – vehicles and pedestrians
- Serves all trip types, but accommodates cross-town trips best of all street typologies. Direct access by adjacent land uses more limited.
- Turn lanes provided at key intersections to facilitate through traffic. Pedestrian crossings tend to be provided at intersections only.
- Where space is available add on-street parking lane, which provides capacity for future widening to four lanes.

Example Locations:

- Brown Avenue, Washington Street (outside of Mixed-Use Core), Hendrickson Road, Priest Road



Urban Avenue

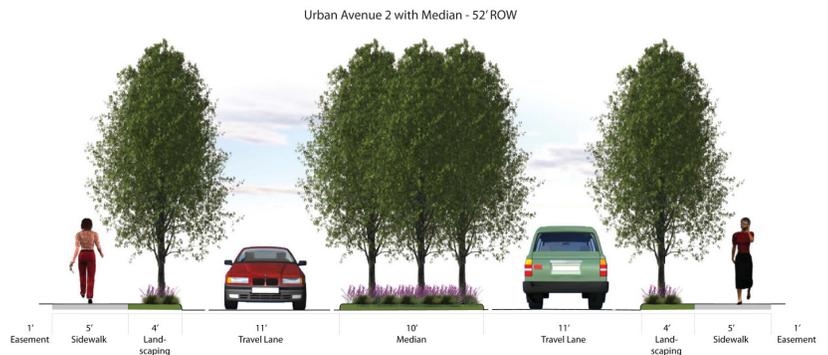
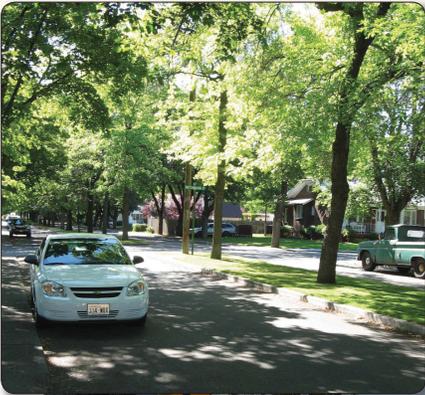
Urban avenues serve all modes and trip types, but are focused on signaling the entry into a higher-density commercial or residential zone. Urban avenues accommodate larger vehicles, but provide a lower speed alternative to boulevards and emphasize multimodal interaction and gateway elements.

Features:

- Priority users: residents, downtown employees, patrons, and visitors, all modes
- Serves as a major travel route through the city center and into downtown. Generally provides more direct access to adjacent land uses than boulevards.
- Pedestrian crossing treatments include high visibility crosswalks and curb extensions.

Example Locations:

- 2nd Avenue, Spruce Street, Prairie Street, Sequim Avenue (outside of downtown)



School Connection

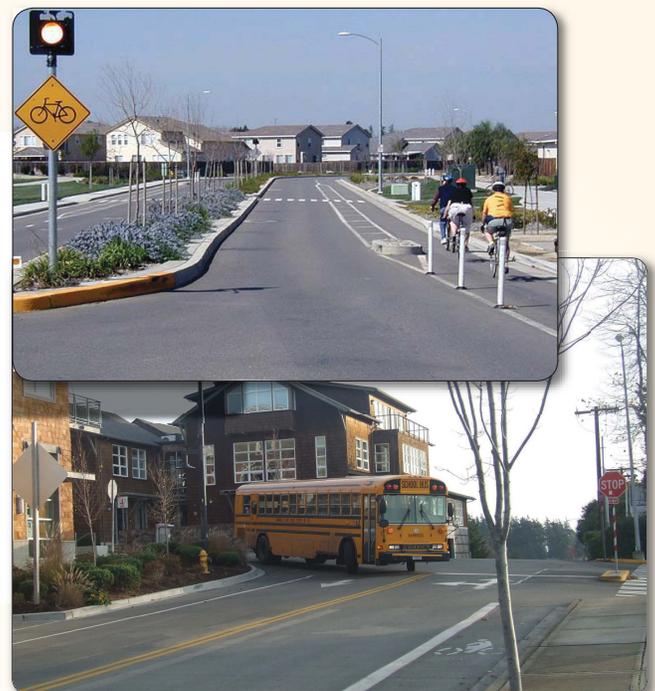
School connection streets are focused on providing a safe and enjoyable travel experience for bicycles, pedestrians, and school children. School connection streets have narrow travel lanes, separated bike lanes, and buffered sidewalks. These streets feature high-visibility mid-block pedestrian crossings.

Features:

- Priority users: school children, non-motorized modes
- Serves as a major travel route for school trips, bicycle and pedestrian travel
- Pedestrian crossing treatments include, mid-block crossings, high visibility or raised crosswalks, and curb extensions.

Example Locations:

- Fir Street, 3rd Avenue, 5th Avenue, Sunnyside Avenue, Blake Avenue



Rural Transition

Rural transition roads serve all trip types and modes, but because of their low volume, primarily focus on vehicular travel. Rural transition roads accommodate a mix of travel modes at a fairly low cost through the provision of wide shoulders or a separated mixed use trail.

Features:

- Priority users – all modes
- Serves all trip types, but recognizes low volume, auto-dominated context.
- Pedestrians and bicyclists can use wide shoulders or trail.

Example Locations:

- Old Olympic Highway, Washington Harbor Road, Rhodefer Road, Brownfield Road



Local Street

Local streets are walkable, low-speed facilities that serve abutting property. Because of the low travel speeds, bicycles and vehicles share the right of way. Goods movement on these streets is restricted to local deliveries only.

Features:

- Priority users – local traffic and pedestrians
- Serves as a local connection, but does not encourage through traffic. Provides direct access to adjacent land uses.

Example Locations:

- Alder Street, Maple Street, Pine Street, Cedar Street (east of Sunnyside), Govan Avenue, Dunlap Avenue



Active Alleyways

Active alleyways are focused on providing a safe and enjoyable travel experience for bicycles, pedestrians, and electric scooters. Active alleyways are narrow, low-speed easements that can accommodate the occasional delivery vehicle. They provide a unique travel experience, featuring pedestrian-scale lighting and alternative textures and materials.

Features:

- Priority users – pedestrians, bicycles, motorized scooters
- Right of way – about 22 feet
- Accommodates pedestrians, bicycles, motorized scooter, and occasional delivery vehicle
- Pedestrian-scale lighting
- Interesting streetscape – street furniture, façade improvements, and green materials

Initial Location:

- Etta Street/Alley south of Washington

Long-Term Locations:

- Alley north of Washington
- Pedestrian Way east of Sequim Avenue



Cross-Circulation Easement

Cross-circulation easements are focused on providing a safe and enjoyable experience for pedestrians, bicycles, and electric scooters. They are easements provided between buildings (primarily in downtown) to shorten travel distances between destinations on long blocks. These facilities are provided for non-auto travelers only, and are intended to create a more walkable environment.

Features:

- Priority users – pedestrians, bicycles, motorized scooters
- Right of way – 10 feet
- Accommodates pedestrians, bicycles, motorized scooter, and occasional delivery vehicle
- Pedestrian-scale lighting
- Interesting streetscape – street furniture, façade improvements, and green materials

Example Locations:

- Between buildings along long blocks in downtown

