L-A Bike Ped Committee
L-A Bike Ped Committee

History

- Committee formed through resolution of L-A councils in 2012
- Developed Complete Streets Policy in 2013
  - Identical policies adopted by both councils
  - “Top 5” of 83 scored policies nationwide (Smart Growth America)
- Advised implementation of Complete Streets Policy
Complete Streets Policy

“The Cities will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.”
L-A Bike Ped Committee

Steps for Implementation

1. Streets are upgraded as they come up in work-plan for re-striping, resurfacing, or reconstruction

2. Staff apply complete streets principles to each project

3. Staff present major or complex projects to committee for review

4. If there is disagreement, committee may bring issue to council
L-A Bike Ped Committee

Street and Intersection Upgrades
○ Converted crosswalks to high-visibility
  - Added crosswalk flashing beacon to Main St
○ Upgraded sidewalks and ramps to ADA
  - 2014 installed 78 ADA warning surfaces
  - Audio pedestrian signals
○ Improved signalization to improve traffic flow
○ Street trees and esplanades to protect pedestrians
○ Lane reductions to reduce traffic conflict
○ Bike lanes and sharrows
○ Multi-use paths and trails
Raised High-Visibility Crosswalk at Pettengill Park
High-vis Crosswalks w/Curb Extension
L-A Bike Ped Committee

Other Activities

- LA Bike Ped Long-Range Plan Update
- Arterial and Collector Study
- Safe Routes to School
Lewiston-Auburn Thoroughfare Types

Functional classification is a methodology for categorizing thoroughfare types according to their ability to move traffic and provide access to adjacent properties. The three general classes include Local, Collector, and Arterial streets. However, many streets found in Lewiston-Auburn were built long before functional classification was adopted into the Federal Highway System. As a result, functional classification is unable to accurately describe the true diversity of land use, urban design characteristics, and roles that streets play within communities, especially in an older urban area like Lewiston-Auburn. In order to coordinate with state and federal standards, the table below and the maps on the following pages provide a translation from the 6 types of thoroughfares included in Lewiston-Auburn’s conventional functional classification nomenclature to a more robust menu of 16 thoroughfare types. Page 25 demonstrates how each thoroughfare type relates to the 6 normative context zones, and the rest of the chapter includes a typical cross-section for each type with a table outlining its key characteristics.

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**Lewiston-Auburn Thoroughfare Typology**

### RESIDENTIAL YIELD STREET - URBAN

Spring Street (Auburn)
- **Conventional Street Type**: Local
- **Context Zone(s)**: General Urban
- **Travel Lanes**: 1 Travel Lane, Bi-Directional Traffic
- **Travel Lane Width**: 16'
- **Target Speed**: 15 mph
- **Parking**: Parallel, One Side
- **Transit**: None
- **Bikeway Type**: None or Sharrows
- **Walkway Type**: Sidewalk
- **Curb Type**: Curb and Gutter
- **Landscaping**: Esplanade, Bioswale

### RESIDENTIAL STREET - URBAN

Horton Street (Lewiston)
- **Conventional Street Type**: Local, Minor Collector
- **Context Zone(s)**: Urban Center, Urban Core
- **Travel Lanes**: 2 Travel Lanes
- **Travel Lane Width**: 10'
- **Target Speed**: 20 mph
- **Parking**: Parallel, One or Two Sides
- **Transit**: Local Bus, None
- **Bikeway Type**: Sharrows, Bike Lanes
- **Walkway Type**: Sidewalk
- **Curb Type**: Curb and Gutter
- **Landscaping**: Esplanade, Tree Well, Bioswale
# Complete Streets Toolbox

## Facility Types

### WALKING

- High-Visibility Crosswalk
- Curb Extension
- Raised Crosswalk
- Pedestrian Refuge Island
- In-Pavement Crossing Beacon
- HAWK Signal
- Rectangular Rapid Flashing Beacon
- Leading Pedestrian Interval

### CYCLING

- Shared Use Bike Path
- Protected Bike Lanes
- Buffered Bike Lanes
- Conventional Bicycle Lanes
- Bicycle Priority “Super Sharrows”
- Shared Use Lane Markings
- Bicycle Box
- Two-Stage Turn Queue Box
- Bicycle Refuge Island
- Combined Bike / Turn Lane
- Cross-Bike Markings
- Colored Pavement
- Bicycle Signal

## Street Types

### Facility Types Table

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<th>Facility Type</th>
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- CS: Community Street
- DS: Destination Street
- SUP: Shared Use Path
- CA: Commercial Alley
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## Urban Center

- URBAN CENTER E

## Special District

- SPECIAL DISTRICT

## Urban Core

- URBAN CORE

## General Urban

- GENERAL URBAN

## Suburban

- SUBURBAN

## Rural

- RURAL
### Public Space
- **Interim Design Pedestrian Plazas**
- **Parklets**
- **Pocket Parks**
- **Bioswales**

### Transit
- **Bus Shelter**
- **Bus Lanes**
- **Bus Bulb**

### Motor Vehicles
- **Speed Table / Raised Intersection**
- **On-Street Parking**
- **Safe-Sized Travel Lanes**
- **Turn Radii**
- **Road Diet**
- **Roundabouts (modern, mini etc.)**
- **Daylighting Intersection**
- **Diverters**
- **Turn Aprons / Mountable Curbs**
- **Flush Medians**

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Curb Extension

**Definition**
Curb extensions, specifically the “gateway” treatment depicted above, visually and physically narrow streets to shorten crossing distances for pedestrians, and increase available space for street furniture and landscaping, like bioswales. These interventions increase the visibility of pedestrians by aligning them with the parking lane.

**Application**
Curb extensions may be implemented on commercial and residential streets, small and large. There are multiple applications for curb extensions, including mid-block pinchpoints, gateways (at the mouth of the intersection), chicanes (offset curb extensions on low-volume streets), and bus bulbs, and they can be applied on all types of streets, provided on-street parking exists.

**Design Guidance**
Curb extensions should be designed to maximize pedestrian space and minimize crossing distances as much as possible. The actual size depends on the width of the adjacent travel or parking lane: curb extensions are typically 1 - 2’ narrower than the parking lane and include an inner/outer radius of 20’ and 10’, which may be adjusted upward or downward so long as street sweeping and other operational turns can be made safely along the entire curbline.

At a minimum, curb extensions should continue at least 5’ beyond the normal curbline. If the width of the extension is going to be less than 5’, consider less permanent materials, like planters or bollards, to reclaim roadway space in a less costly manner. Indeed, curb extensions can also be created using using low-cost materials, such as paint and/or striping, or epoxy-gravel, and serve as an interim treatment before capital funds are secured for more permanent construction. Per MUTCD, interim design curb extensions should be demarcated with double white 4”-6” striping, indicating that motorists are not to cross into the pedestrian space.

Curb extensions designed for streets with bikeways must be designed carefully so as not to infringe upon the cycling space, and should be created with detectable warning pads and other standard ADA-compliant features.

**Maintenance**
Where curb extensions are created using low-cost, interim materials, required maintenance will be more frequent. Ensuring detectable warning pads are maintained, and that any paint treatments remain visible, are anticipated regular maintenance activities.
Rectangular Rapid Flashing Beacon

**Definition**
Rectangular Rapid Flashing Beacons (RRFBs) are solar-powered, yellow LED lights placed on the sidewalk in conjunction with a crosswalk. They flash in a “wig-wag” pattern when activated by a crossing pedestrian, indicating the presence of a crossing pedestrian to motorists.

**Application**
RRFBs are most commonly implemented at intersections without existing signalized crossings, and at mid-block crossings of major streets. They can be installed on two-lane and multi-lane thoroughfares.

**Design Guidance**
RRFBs should be about 16' from sidewalk level to the top of the solar panel, with the flashing lights between 6 and 8 feet above sidewalk level.

**Maintenance**
RRFB signals require the same maintenance as standard traffic signal heads, which includes replacing bulbs and responding to power outages.
L-A Bike Ped Committee

Strengths

● Cooperation between committee and staff
● Flexible policy allows for context sensitive solutions
● Consistency between Twin Cities
● Best Practices Manual
● Compact urban centers
● East Coast Greenway and local trails
L-A Bike Ped Committee

Challenges

● Coordination of activities
  ○ Administration and communication
  ○ Monitoring progress and reporting
● Public Education
● Learning curve for new designs
● Arterials
  ○ High traffic volume
  ○ Limited right-of-way
  ○ Excessive curb-cuts
  ○ Limited alternative routes
Recommendations

1. Pass Complete Streets Policy as Ordinance
2. Establish a Complete Streets Committee
   a. Standing committee formed by L-A Councils
   b. Sub-committee of ATRC
Complete Streets Committee

Option A: Municipal Standing Committee

1. Requires agreement between councils
2. Administrative staff would be helpful
3. Councilors not required to serve
Complete Streets Committee

Option B: Sub-Committee of ATRC

1. ATRC provides admin staff support
2. Integrates work with ATRC Policy Committee
3. Less council coordination necessary
4. May include Lisbon and Sabattus
Discussion

How can we move forward with political support?