

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

L-A Bike Ped Committee

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



**Main Street Crosswalk
Flashing Beacons**



**Raised High-Visibility
Crosswalk at Pettengill Park**



**High-vis Crosswalks
w/Curb Extension**



**Esplanade
w/Trees**

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Other Activities

- LA Bike Ped Long-Range Plan Update
- Best Practices Manual
- Arterial and Collector Study
- Safe Routes to School

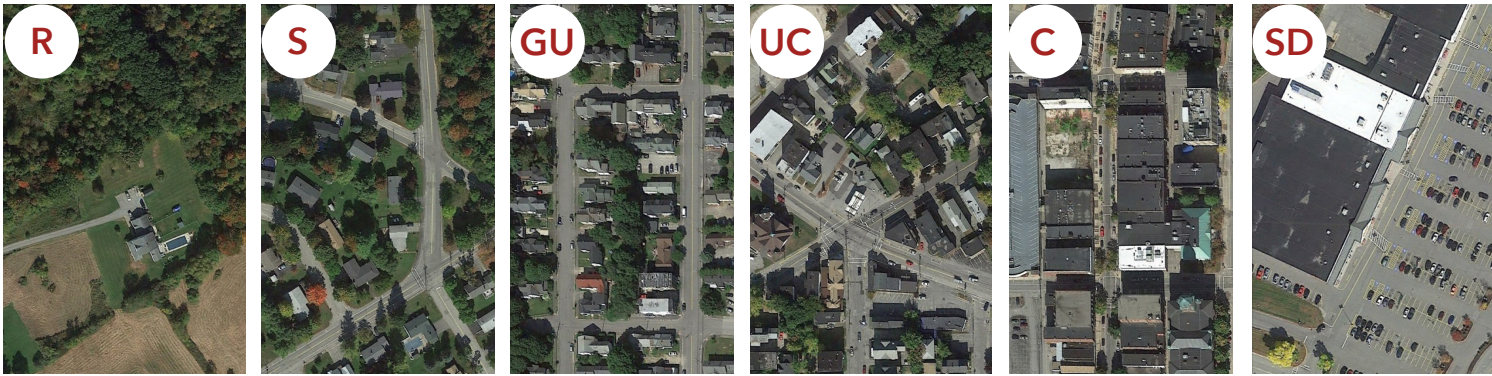
Lewiston-Auburn Thoroughfare Types

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.

FUNCTIONAL CLASSIFICATION

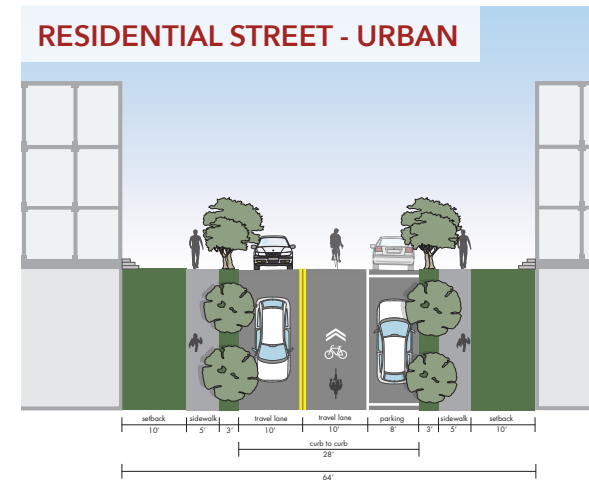
	LOCAL	COLLECTOR	ARTERIAL
THOROUGHFARE TYPE			
Rural Highway			
Rural Road			
Residential Street - Suburban			
Residential Avenue - Suburban			
Commercial Ave. - Suburban			
Neighborhood Greenway			
Residential Yield Street - Urban			
Residential Street - Urban			
Residential Ave. - Urban			
Commercial Ave. - Urban			
Boulevard			
Community Street			
Destination Street			
Shared Use Path	N/A	N/A	N/A
Commercial Alley			
Pedestrian Passage	N/A	N/A	N/A

Thoroughfare Types In Context



	RURAL	SUBURBAN	GENERAL URBAN	URBAN CENTER	URBAN CORE	SPECIAL DISTRICT
THOROUGHFARE TYPE						
Rural Highway	■					
Rural Road	■					
Residential Street - Suburban		■				
Residential Avenue - Suburban		■				
Commercial Ave. - Suburban		■				■
Neighborhood Greenway		■	■			
Residential Yield Street - Urban			■			
Residential Street - Urban			■	■		
Residential Ave. - Urban			■			
Commercial Ave. - Urban				■	■	
Boulevard		■	■	■	■	
Community Street		■	■	■	■	
Destination Street					■	
Shared Use Path	■	■	■	■	■	■
Commercial Alley				■	■	■
Pedestrian Passage		■	■	■	■	

Lewiston-Auburn Thoroughfare Typology



Local Example	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







Local Example	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

STREET TYPES

FACILITY TYPES	RH	RR	RSS	NG	RAS	CAS	RYS	RSU	RAU	CAU	BLVD	CS	DS	SUP	CA	PP
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				•	•		•	•	•	•	•	•	•	•		

KEY

-  SPECIAL DISTRICT
-  URBAN CORE
-  URBAN CENTER
-  GENERAL URBAN
-  SUBURBAN
-  RURAL

- RH: Rural Highway 
- RR: Rural Road 
- RSS: Residential Street - Suburban 
- RAS: Residential Avenue - Suburban 
- CAS: Commercial Avenue - Suburban 
- NG: Neighborhood Greenway 
- RYS: Residential Yield Street - Urban 
- RSU: Residential Street - Urban 
- RAU: Residential Avenue - Urban 
- CAU: Commercial Avenue - Urban 
- BLVD: Boulevard 
- CS: Community Street 
- DS: Destination Street 
- SUP: Shared Use Path 
- CA: Commercial Alley 
- PP: Pedestrian Passage 

STREET TYPES

FACILITY TYPES

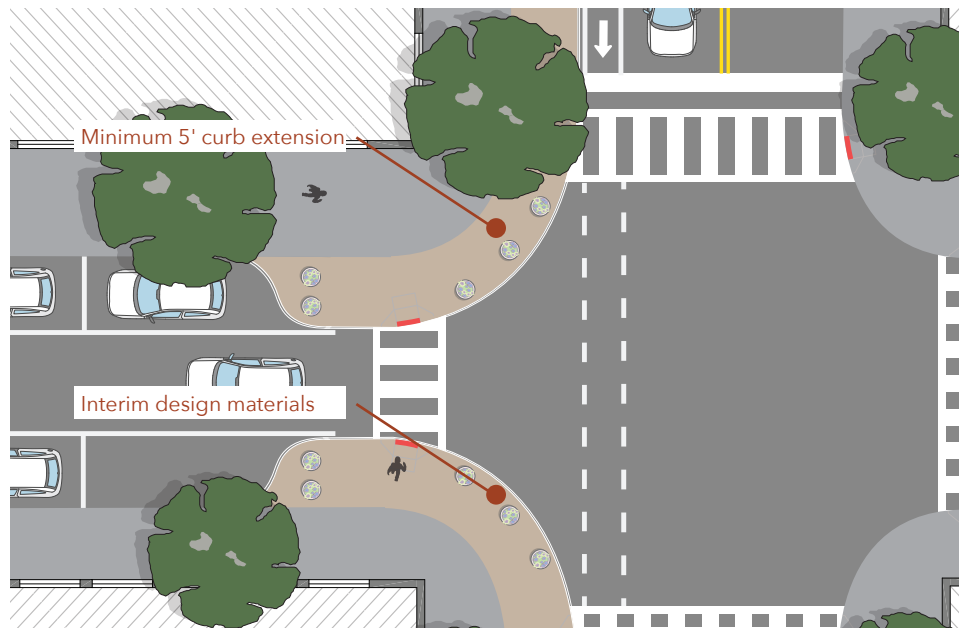
RH RR RSS RAS NG CAS RYS RSU RAU CAU BLVD CS DS SUP CA PP

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			•	•	•	•	•	•	•	•	•	•	•			
Diverter			•	•	•		•	•	•							
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 curblines.

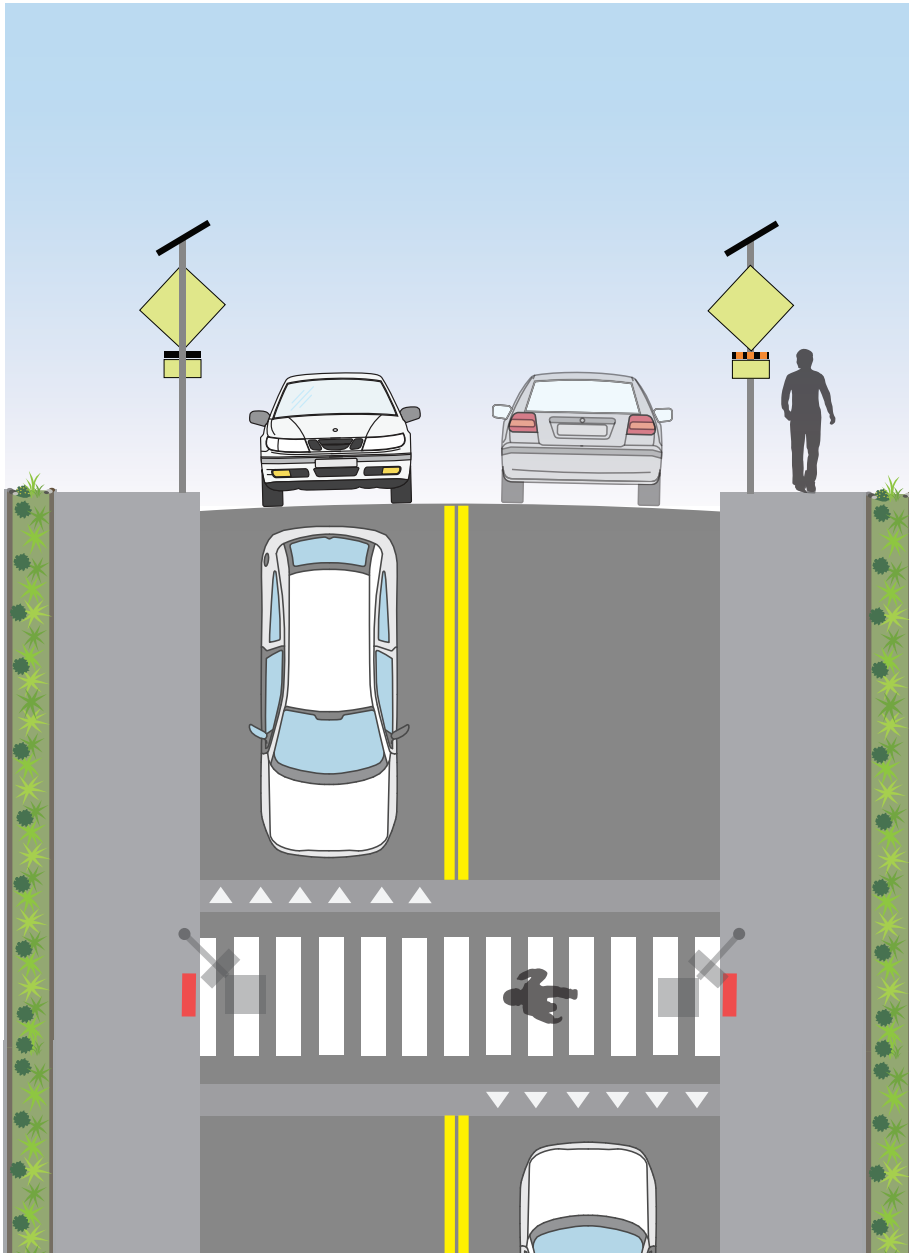
At a minimum, curb extensions should continue at least 5' beyond the normal curblines. If the width of the extension is going to be less than 5', consider less permanent materials, like planters or bollards, to reclaim roadway space in a less costly manner. Indeed, curb extensions can also be created using 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?