Multimodal Complete Streets
CTAC Request

RRTPO Technical Advisory Committee
September 11, 2018

Presentation by:
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RRPDC

Richmond Area
Multimodal Complete Streets Agenda

1. **Background**
   - RRTPO, TAC, CTAC
   - Timeline of request
   - Complete Streets
   - Federal, State and Regional priorities
   - What is the Richmond Region already doing?

2. **Policy Development**
   - Policy Elements
   - Proposed Vision
   - Guiding Principles and Strategies

3. **RRTPO Action Requested**
   - Potential next steps, deliverables, etc.
   - Timeline
   - TAC input
Richmond Regional Transportation Planning Organization

- Responsible for developing plans and programs that support a multimodal transportation system to benefit the region
- Required to align processes with state and federal partners
  - Consider all modes of transportation
  - Emphasis on connectivity and accessibility for all citizens
Technical Advisory Committee (TAC)

• Technical Advisory Committee to the RRTPO
  • There shall be a Technical Advisory Committee
  • Purpose is to provide technical review, comments, and recommendations on specific transportation plans, programs, studies, and other appropriate documents and regional transportation issues
  • Other, as directed by RRTPO/RRTPO Chairman
  • UPWP, TIP, LRTP, Air Quality Conformity, Project selection, etc.
Community Transportation Advisory Committee (CTAC)

- RRTPO standing committee to provide citizen input
  - There shall be a CTAC to the RRTPO
  - Purpose is to advise the RRTPO on issues, plans, studies, and other matters for providing citizen input
  - Resolutions approved by the CTAC shall be presented to the RRTPO
RRTPRO

TAC  CTAC
MM Complete Streets – Background

- Sept. 2017
  - Complete Streets – A National Perspective
  - Complete Streets – What Can the Richmond Region Do?

- Nov. 2017
  - Complete Streets – What the Region is Already Doing

- Jan. 2018
  - DRPT’s Multimodal System Design Guidelines
  - Best practices, integrated approach, planning guidance

- Mar. 2018
  - CTAC Complete Streets Strategies
  - CTAC Complete Streets Guiding Principles

- May 2018
  - CTAC Complete Streets Policy Recommendation to RRTPO
  - Proposed Vision, Strategies and Guiding Principles
Multimodal Complete Streets

Complete Streets are for everyone. Roadways are planned, designed, operated, and maintained to enable safe access for ALL users, of all ages and abilities; including:

- Pedestrians
- Freight
- Bicyclists
- Transit
- Motorists
- Freight
- Transit
- Motorists
- Emergency Response
Align w/ Federal & State Partners

Federal
- Community Connections
- Sustainable Communities

State
- Multimodal System Design Guidelines
- CTB Bicycle & Pedestrian Accom. Policy

Region
- Complete Streets Policy, and/or
- Guiding Principles & Strategies for project development
...in the Richmond Region

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<th>Angled Parking</th>
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<th>Traffic circles &amp; modern roundabouts</th>
<th>Curb cuts &amp; curb extensions</th>
<th>Accessible pedestrian signals</th>
<th>Median pedestrian islands</th>
<th>Protected/buffered bike lanes</th>
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- C: Constructed
- P: Planned
- F: Future Consideration
- No Plans
- Not Applicable
Policy Development

Safety
Equity
Health
Economic Development
Livability
Environment
Aesthetics

*Remain sensitive to local and regional context*
Policy Elements

- Vision
- For ALL users, all modes
- For ALL projects and phases
- Clear, accountable exceptions
- Network approach
- Federal and State planning and design guidance
- Context sensitive decision-making
- Addresses regional performance measures
- Implementation steps
- Cross-reference other regional initiatives
Proposed Vision

The regional Complete Streets Policy builds upon existing principles to promote a multimodal transportation system that safely and effectively accommodates and provides access for all users and modes, including motorists, bicyclists, pedestrians, transit passengers, freight, emergency response vehicles, and citizens of all ages, abilities and income levels.
Guiding Principles & Strategies

- Education
- Pedestrian
- Bicycle
- Parking
- Bus Stops
Guiding Principles & Strategies

- Partner with DMV (or other applicable agencies) to incorporate more bicycle and pedestrian safety into drivers’ license training and testing
- Partner with DOE (or other entities) to incorporate more bicycle and pedestrian safety into curricula
Guiding Principles & Strategies

- Barriers / distance between vehicle lanes and sidewalks or shared-use paths
- Sidewalks / shared-use paths are wide enough to accommodate all users
- Pedestrian crossings are ADA compliant
Guiding Principles & Strategies

- Barriers / distance between vehicle lanes and bike lanes or shared-use paths (if feasible)
- On-road bicycle lanes are clearly and consistently distinguished from vehicle lanes
- On-road infrastructure will not adversely impact cyclists
Guiding Principles & Strategies

Parking

- Alternative parking design to protect cyclists and pedestrians
Guiding Principles & Strategies

Bus Stops

- Sheltered stops along sidewalks / shared-use paths
- Clear, consistent marking of bus stop locations
What does this really mean for the region?

- UPWP / ATWG tasks
  - Study, outreach materials, other
- Project development
  - Plan recommendations, LRTP inputs, state/federal funding applications
- Project selection process
- Regional funding strategy
- Public outreach campaign
- Other
- Combination of approaches?
Recap…

• **May 17, 2018** CTAC action to make request to RRTPO
• **June 28, 2018** Executive Committee briefing
• **June 28, 2018** CTAC Chair report to RRTPO
• **September 6, 2018** RRTPO action to refer to TAC the consideration and development of a regional Multimodal Complete Streets Policy with a report back from TAC within six months of date of referral.
Next Steps...

- **Today** – **TAC** direction on preferred approach and/or further staff research on selected approaches
- **Monthly** progress reports to **TAC**
  - **TAC** direction at milestones
- **Report back to RRTPO** March 2019
  - **TAC** action/approval by February 2019
Discussion

• **Today – TAC** direction on preferred approach and/or further staff research on selected approaches
Thank You!

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