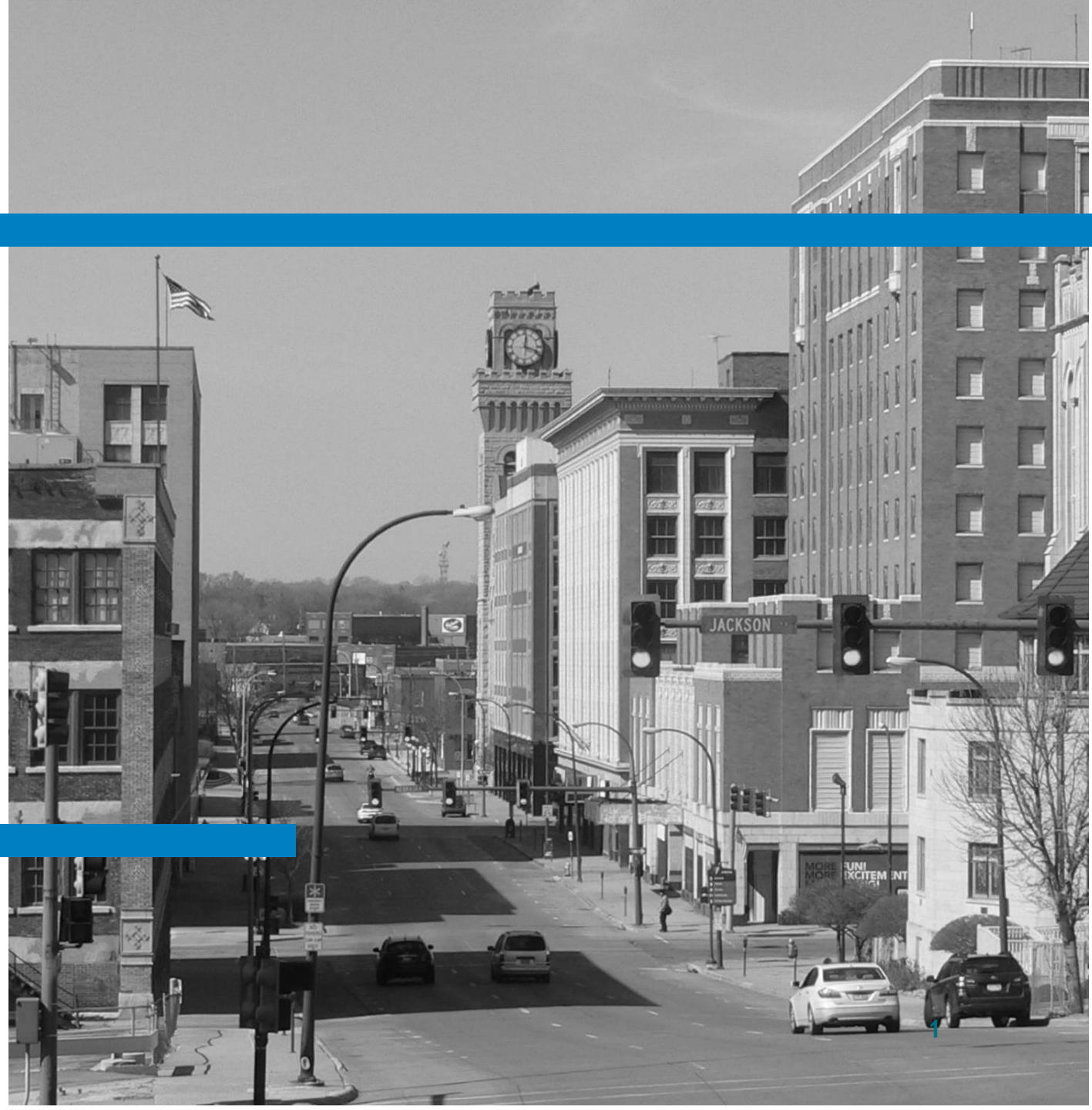


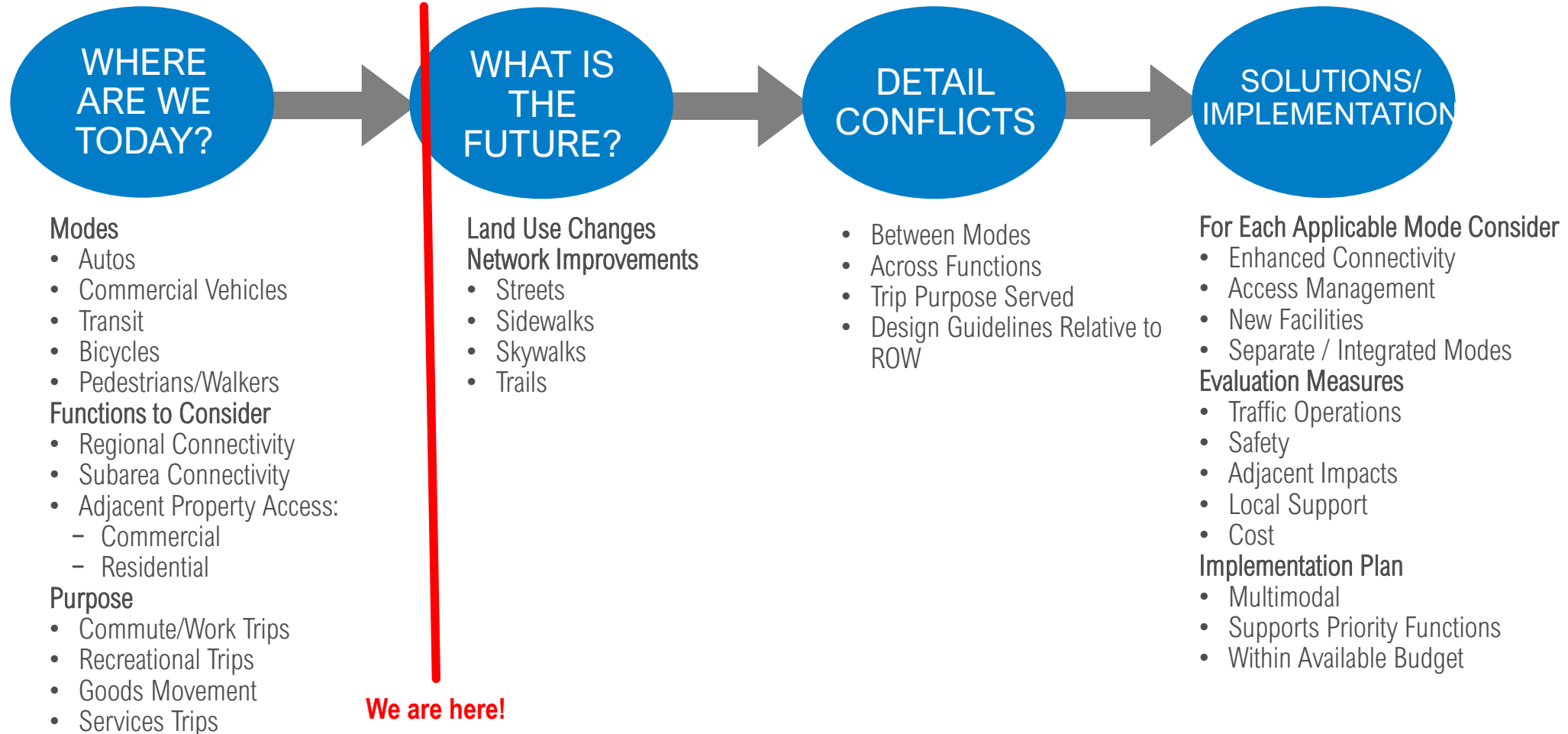


Stakeholder Committee Meeting #2

October 29, 2020



Key Study Elements



Street Typology: Potential Concept

Street Typology	Travel Modes / Roadway Uses				
	Pedestrian	Bicycle	Vehicle (Auto and Truck)	On-Street Parking	Transit (as applicable)
Complete Street – Pedestrian Emphasis	Primary Mode Served Street space allocation give preference to pedestrian space (i.e. Generous sidewalks, streetscaping, street furniture, enhanced intersection crossing conditions). Priority for ADA transition.	Share travel lanes with cars (will likely only be used by confident bicyclists).	Primarily for adjacent parcel access. Not intended for downtown through traffic. Narrower lane width is acceptable. Prohibit on-street parking near intersection. Need to consider how to accommodate deliveries.	Can reinforce pedestrian buffer from roadway and business access. May be eliminated if right-of-way space is limited.	Provide appropriate transit stop facilities (i.e. benches, signage, sidewalks to curb, lighting) to support safe and comfortable transit access.
Complete Street – Bicycle Emphasis	Sidewalks on both sides of street that meet minimum design standards.	Primary Mode Served Street will contain a designated on-street bicycle facility to support bicyclists of all abilities. Facility type will vary based on street traffic volumes and adjacent uses (i.e. protected bike lanes, buffered bike lanes, bike lanes, sharrows) Higher volume roadways will provide enhanced protection and separation for bicycle facilities.	Primarily for adjacent parcel access. Modest through traffic levels. On-street parking – Need to balance with bike use.. Need to consider how to accommodate deliveries.	Can provide separation/buffer between bicycles and vehicle travel lanes. May be eliminated if right-of-way space is limited.	Provide appropriate transit stop facilities (i.e. benches, signage, sidewalks to curb, lighting) to support safe and comfortable transit access. Special consideration needed to ensure safe interaction between transit buses and designated bike facility.
Complete Street – Pedestrian and Bicycle Emphasis	1 of 2 Primary Modes Served Street space allocation give preference to pedestrian space (i.e. wider sidewalks, streetscaping, street furniture, enhanced intersection crossing conditions). Priority for ADA transition.	1 of 2 Primary Modes Served Street will contain a designated on-street bicycle facility to support bicyclists (all abilities if possible). Facility type will vary based on street traffic volumes, adjacent uses, and available space (i.e. protected bike lanes, buffered bike lanes, bike lanes, sharrows) On higher volume roadways it is preferable to provide enhanced protection and separation for bicycle facilities.	Primarily for adjacent parcel access. Not intended for downtown through traffic. Narrower lane width is acceptable. Prohibit on-street parking near intersection. Need to consider how to accommodate deliveries.	Can provide separation/buffer between bicycles/pedestrians and vehicle travel lanes. May be eliminated if right-of-way space is limited.	Provide appropriate transit stop facilities (i.e. benches, signage, sidewalks to curb, lighting) to support safe and comfortable transit access. Special consideration needed to ensure safe interaction between transit buses and designated bike facility.
Complete Street – Vehicular Emphasis	Sidewalks on both sides of street that meet minimum design standards.	Share travel lanes with cars (will likely only be used by confident bicyclists).	Primary Mode Served Supports higher traffic volumes for through movement of people and goods. Higher truck volumes are expected.	Can reinforce pedestrian buffer from roadway and business access. May be eliminated if right-of-way space is limited.	Provide appropriate transit stop facilities (i.e. benches, signage, sidewalks to curb, lighting) to support safe and comfortable transit access.
Standard Complete Street	Sidewalks on both sides of street that meet minimum design standards.	Share travel lanes with cars (will likely only be used by confident bicyclists).	Supports both parcel access and through movement at appropriate speed to support comfortable and safe on-street bicycle and pedestrian travel, and deliveries.	Can reinforce pedestrian buffer from roadway and business access. May be eliminated if right-of-way space is limited.	Provide appropriate transit stop facilities (i.e. benches, signage, sidewalks to curb, lighting) to support safe and comfortable transit access.

Stakeholder Committee Input

- Are there streets in downtown where it would be acceptable to REDUCE the number of lanes?
- Are there locations in downtown where on-street parking CANNOT be removed from at least one side of the street?
- Are there streets in downtown where you think bikes should be discouraged (not restricted, but discouraged)?
- Is transit a priority that would define the PRIMARY purpose of a street in downtown?
- Are there parts of the skywalk network that could be removed due to lack of use?
- Are there developments that should be connected to the skywalk system?

Review & Confirm Downtown Transportation System Goals

Guiding Goal:

Conduct a comprehensive study for the safe and efficient movement of people, transit, bicycles, vehicles, and other means of transport across Downtown.

Key Objectives:

1. Identify traffic flow and parking impacts of a converting 5th and 6th Street to two-way streets in Downtown. Develop recommendations to address impacts.
2. Evaluate the skywalk system and make recommendations for improvements with the goal to increase pedestrian use of the skywalks and enhance the downtown environment to attract and support new capital investment.
3. Analyze the pedestrian and bicycle network of Downtown and make recommendations for improvements and connections.