Modal Hierarchy – Street Typology

05/13/2019

Example Process Flowchart

2019-05-10

TPPB

Develops Plans and Policy

Overall Plans

- Modal Hierarchy
- Street Typology
- Vision Zero
- Transit Plan
  - Route restructure
  - Event restructure
- Bike Plan
  - Low stress network
- Pedestrian Plan
  - Crossing treatments
- Neighborhood Traffic Management
- Park n Ride

Policy

- Winter maintenance
- Micromobility
  - Scooter
  - E-bikes
- Parking
  - Pricing and use of funds
  - MOA Parking Strategies
- Events
- Street Occupancy

Plans and Corridor Studies

- Metro Facilities
- BRT
- Bassett Street
- Wilson Street
- Schenks Corners
- Other

Budget

- Capital ?
- Operating ?

Common Council

Adopts, modifies, or places on file overall plans, policy, corridor studies and budgets

DOT

Implements plans and policies

TC

Implements Plans and Policy

- Recommends to BPW if projects on arterials and collectors are consistent with plans and policy. (Geometric Design)

- Transit fares
- Transit route modifications, stops,
- Transit service standards
- Transit service extensions/contractions

- Parking rates
- Rules regarding parking operation.
- Contract approval.

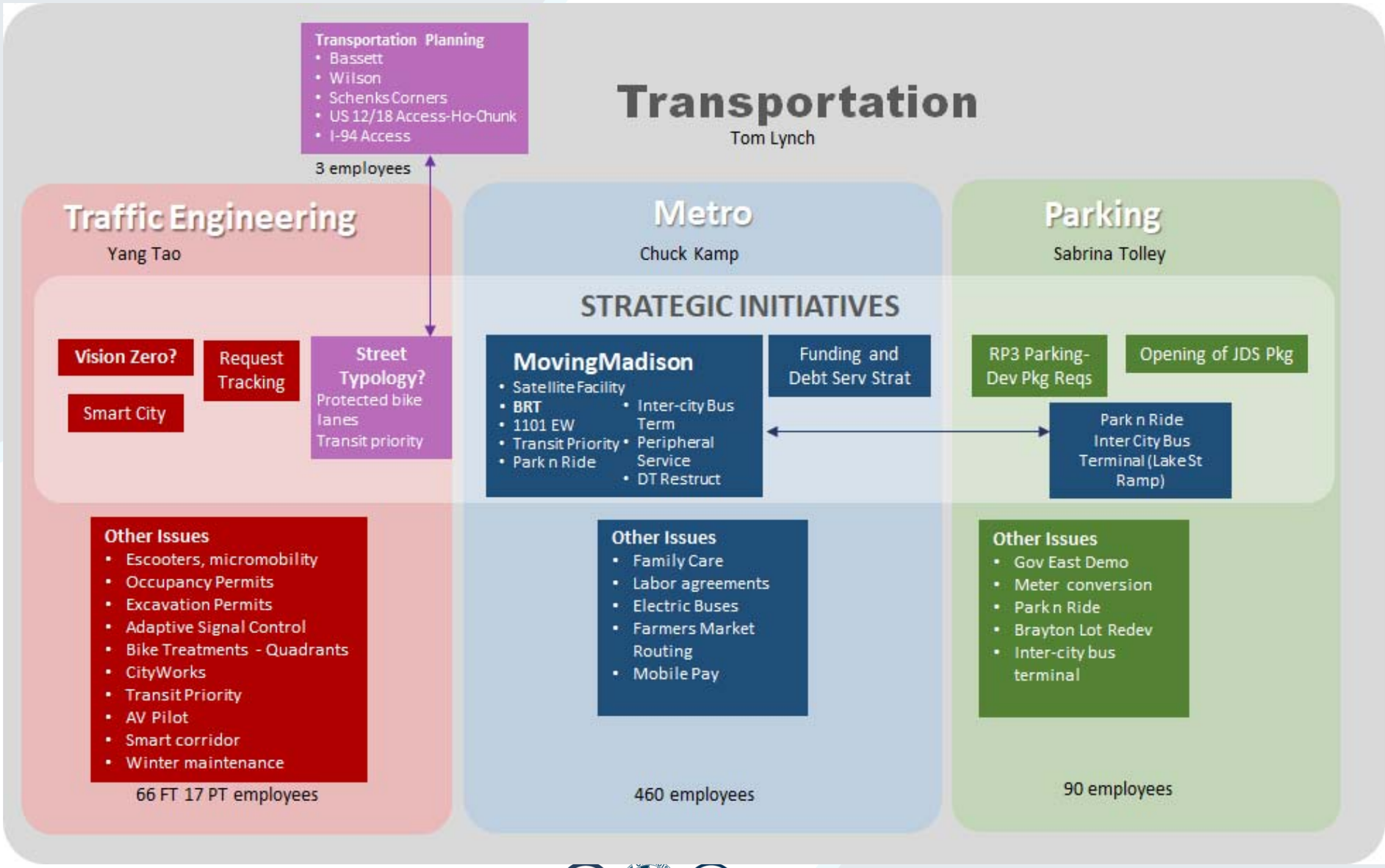
- Ped/bike safety and enforcement programs
- Traffic signals
- Traffic calming

Board of Public Works

- Recommends proposed geometry to council.
- Recommends contract approvals to council.

Common Council

- Adopts, modifies, or rejects proposed geometry.
- Accepts or rejects proposed contracts.


Transportation
Tom Lynch
Transportation Planning
• Bassett
• Wilson
• Schenks Corners
• US 12/18 Access-Ho-Chunk
• I-94 Access
3 employees
Traffic Engineering
Yang Tao
Metro
Chuck Kamp
Parking
Sabrina Tolley
STRATEGIC INITIATIVES
Vision Zero?
Smart City
Request Tracking
Street Typology?
Protected bike lanes
Transit priority
MovingMadison
• Satellite Facility
• BRT
• 1101 EW
• Transit Priority
• Park n Ride
• Inter-city Bus Term
• Peripheral Service
• DT Restruct
Funding and Debt Serv Strat
RP3 Parking-Dev Pkg Reqs
Opening of JDS Pkg
Park n Ride Inter City Bus Terminal (Lake St Ramp)
Other Issues
• Escooters, micromobility
• Occupancy Permits
• Excavation Permits
• Adaptive Signal Control
• Bike Treatments - Quadrants
• CityWorks
• Transit Priority
• AV Pilot
• Smart corridor
• Winter maintenance
66 FT 17 PT employees
Other Issues
• Family Care
• Labor agreements
• Electric Buses
• Farmers Market Routing
• Mobile Pay
460 employees
Other Issues
• Gov East Demo
• Meter conversion
• Park n Ride
• Brayton Lot Redev
• Inter-city bus terminal
90 employees

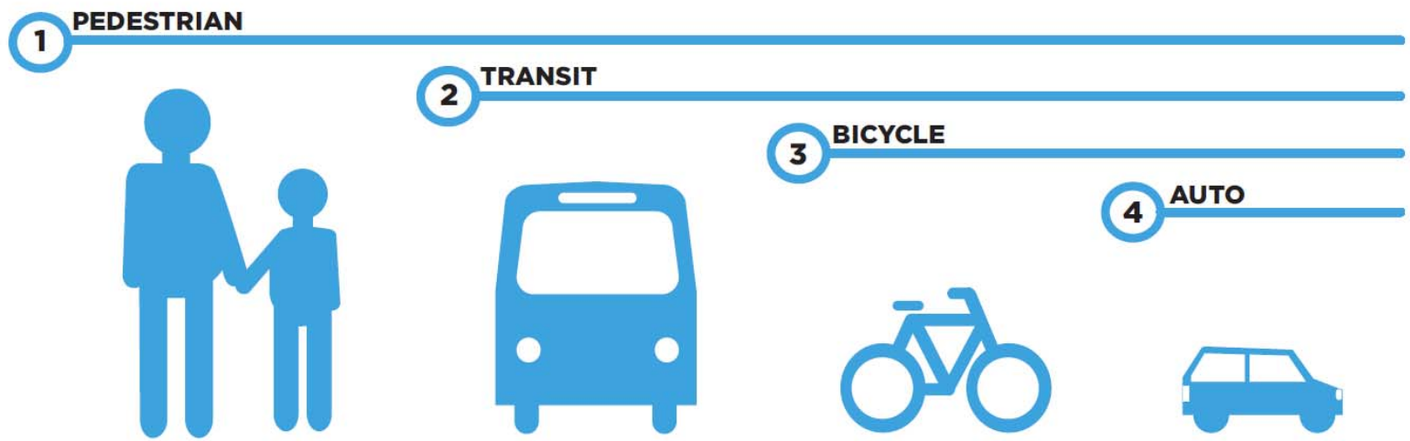
Chicago

The Chicago Department of Transportation (CDOT) works to ensure that our streets are safe and designed for all users. The City of Chicago's Complete Streets policy states:

The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right-of-way.

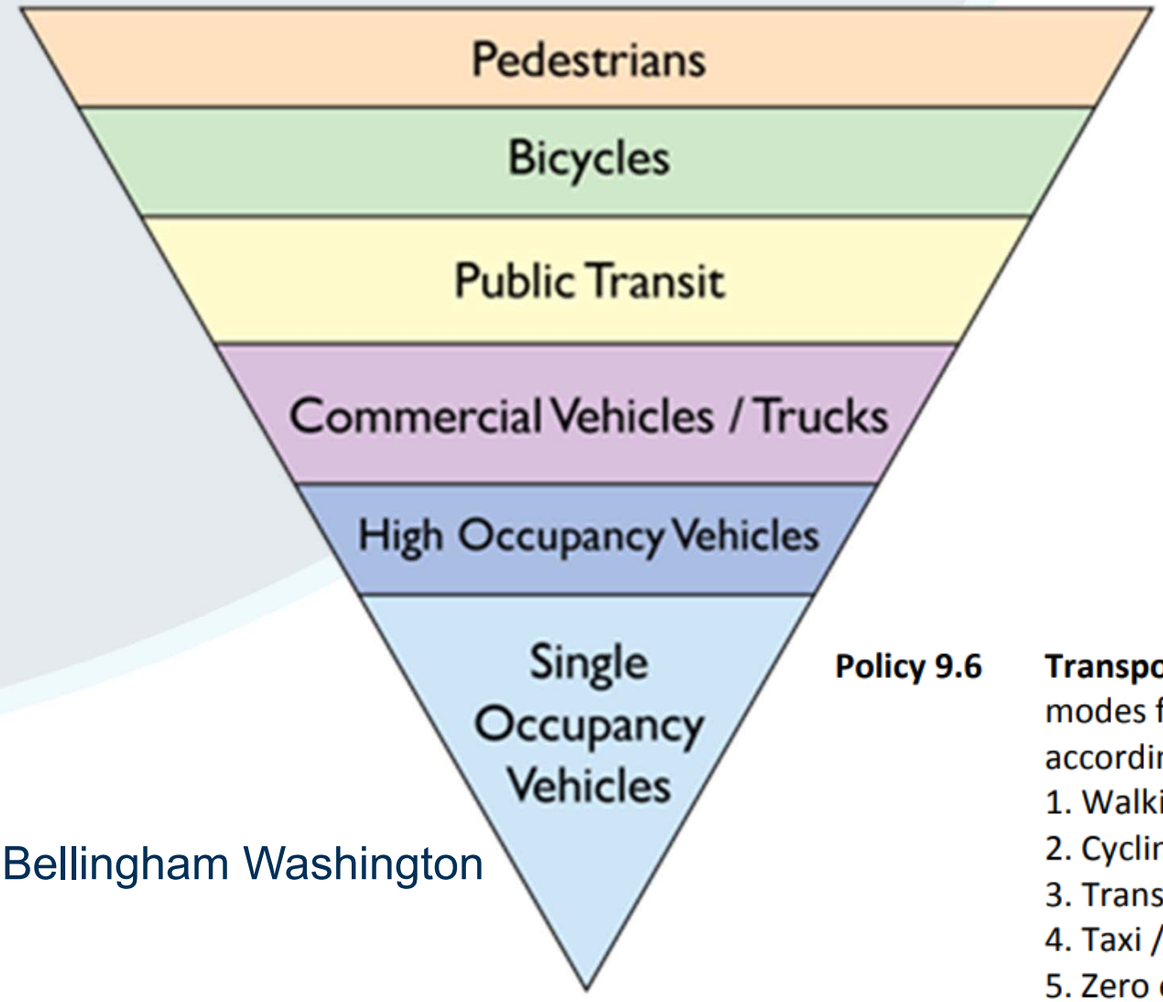
CDOT issues *Complete Streets Chicago: Design Guidelines* to implement this policy. To create complete streets, CDOT has adopted a pedestrian-first modal hierarchy. All transportation projects and programs, from scoping to maintenance, will favor pedestrians first, then transit riders, cyclists, and automobiles.

This paradigm will balance Chicago's streets and make them more "complete." In addition, street design will be conducted in a manner that supports context and modal priorities and is not limited by rigid engineering standards. This will allow staff to develop innovative solutions that meet the over-arching goal of a complete street.



Complete Streets: Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Minneapolis



Bellingham Washington

Portland

Policy 9.6 **Transportation hierarchy for people movement.** Implement a hierarchy of modes for people movement by making transportation system decisions according to the following prioritization:

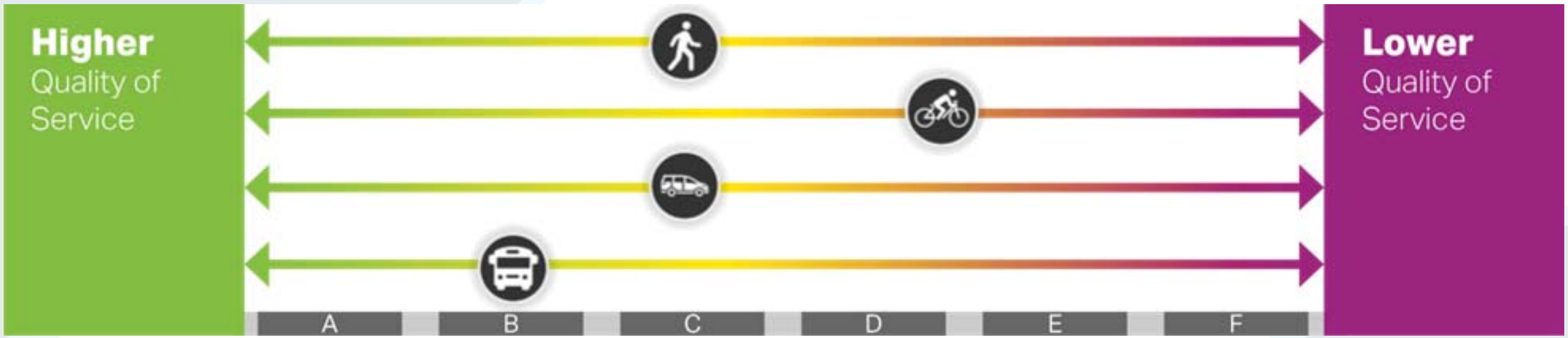
1. Walking
2. Cycling
3. Transit
4. Taxi / commercial transit / shared vehicles
5. Zero emission vehicles
6. Other private vehicles

Advantages

Can give decision makers a guidance framework for making tough decisions

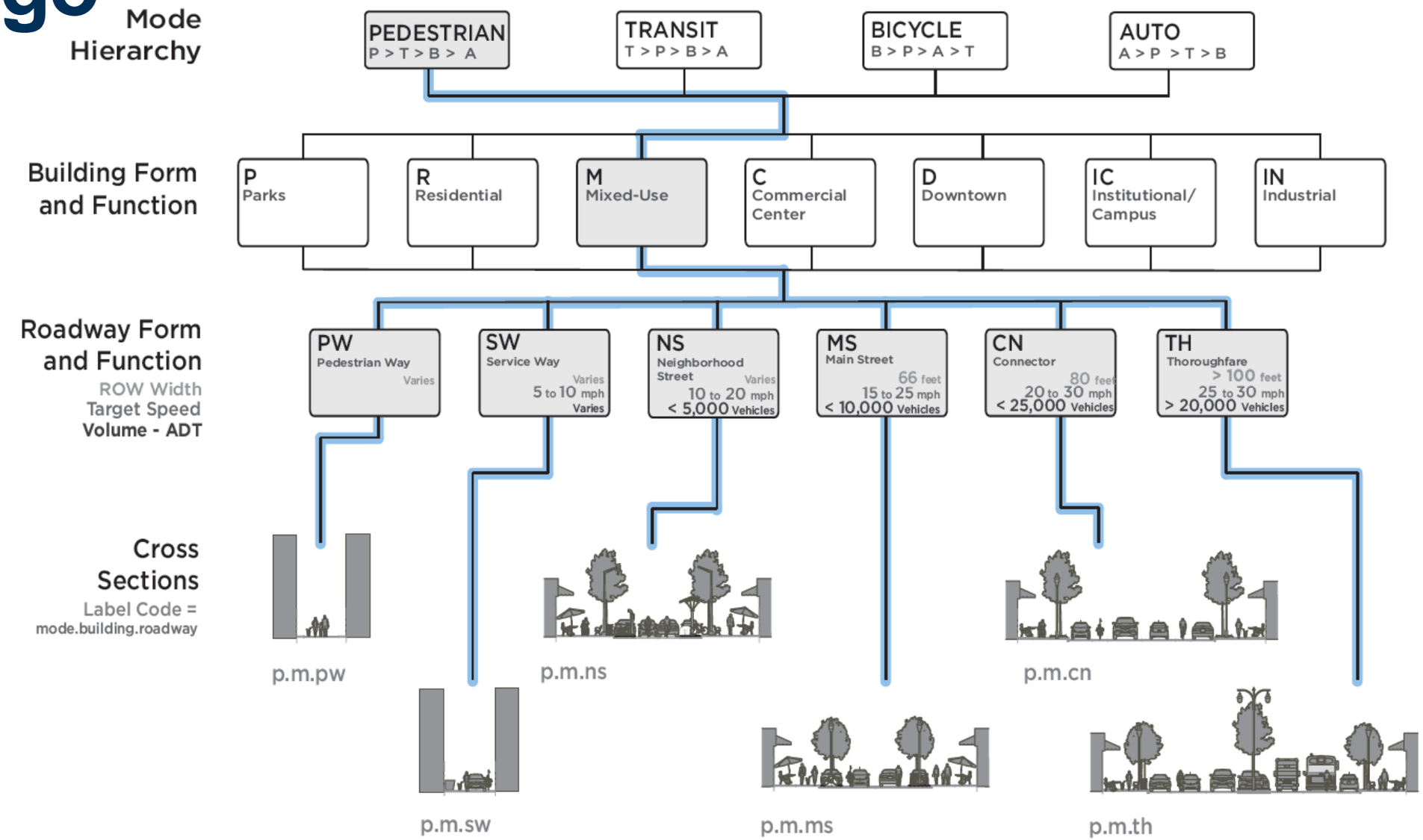
Disadvantages

Difficult to ignore context when generally applying


Higher
Quality of
Service
Lower
Quality of
Service
A
B
C
D
E
F

Chicago

COMPLETE STREET DESIGN TREES - Pedestrian, Mixed-Use.



STREET TYPOLOGY

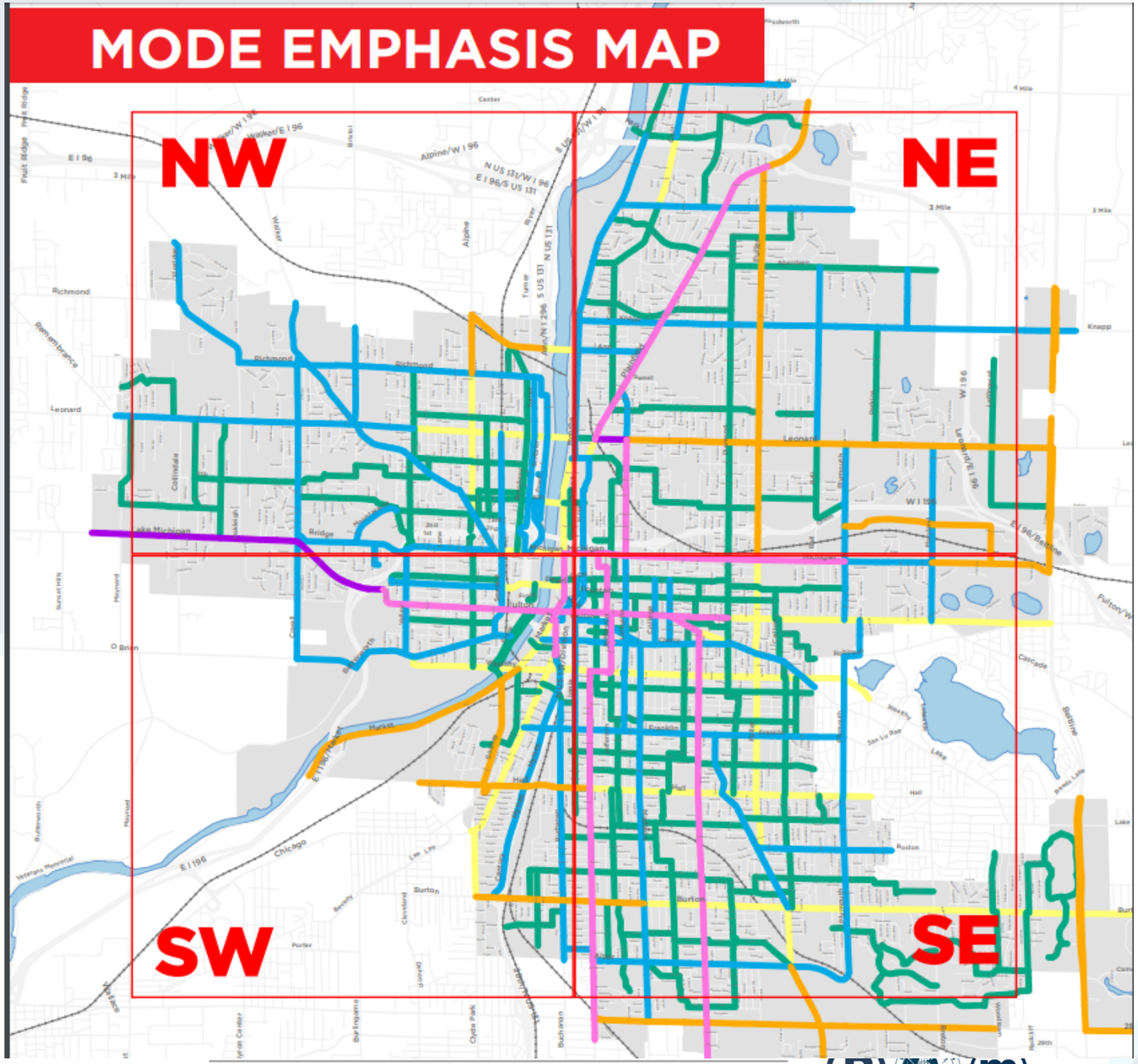
Street types are outcome-oriented, driven by an overall vision for the intended future state—both localized and network wide.

Street types are the general foundation that reflects the hierarchy of multimodal transportation. The hierarchy is determined by street classifications: (a) transportation link function, (b) characteristics of land use and place, and (c) determination of mode emphasis where uses or demands compete for space.

Certain streets within these basic classifications may be designated to emphasize one or more modes. All classes, or types, of street must support a high quality residential environment and provide network connectivity for all modes, yet the unique design of each street may provide some advantages that enhance its emphasized mode.

Grand Rapids MI

MODE EMPHASIS MAP



VITAL STREETS

Mode Emphasis

- Balanced
- Transit
- Vehicle/Truck + Transit
- Vehicle/Truck
- Bicycle: Commuter
- Bicycle: Community

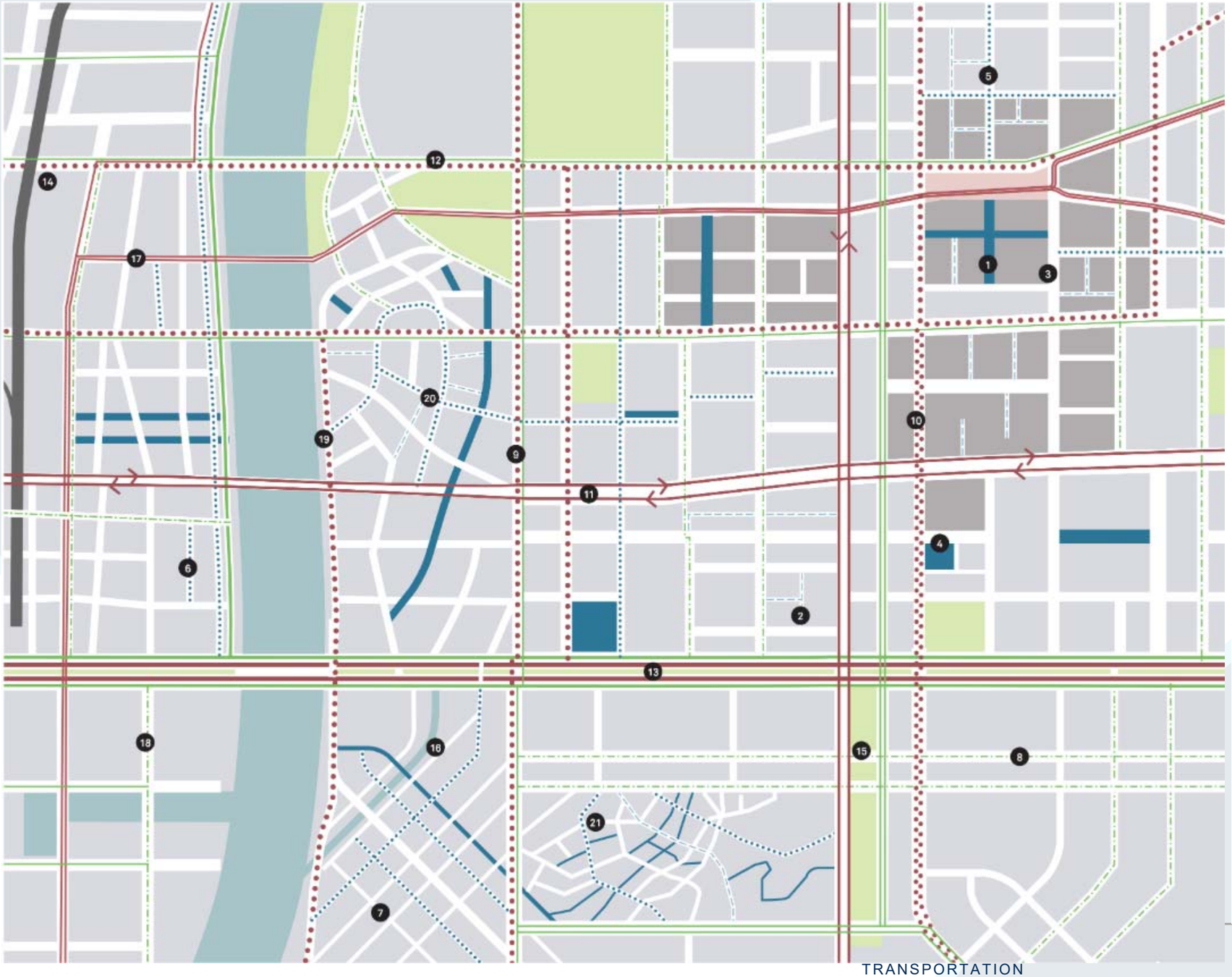
TRANSPORTATION

Many cities have developed street classification systems specific to Avenue their local needs. These classification systems generally combine 2–3 variables that guide decision-making:

- Street type and usage
- Urban design context and built environment
- Overlays, including modal priorities, special uses, and historic designations

NACTO

Street	Context	Overlay
Avenue Boulevard Street	Commercial Industrial Residential	Country Route State Route
Arterial Collector Local	City Town Village	Sanitation Route Snow Route Truck Route
Alley Lane Main Transit	Campus Cultural Institutional	Ceremonial Economic Historic Scenic
Connector Major Multi-Way Thoroughfare	Center Corridor District Downtown	Bicycle Priority Driving Priority Pedestrian Priority Transit Priority
Auto-Oriented General Multimodal Parkway Paseo Pedestrian Shared Slow	Low-Density Marketplace Mixed-Use Neighborhood Park Urban Workplace	Home Zone Pedestrian District Transit-Oriented



Global Designing Cities Initiative

1. Pedestrian-Only Streets
2. Laneways and Alleys
3. Parklets
4. Pedestrian Plazas
5. Commercial Shared Streets
6. Residential Shared Streets
7. Residential Streets
8. Neighborhood Main Streets
9. Central One-Way Streets
10. Central Two-Way Streets
11. Transit Streets
12. Large Streets with Transit
13. Grand Streets
14. Elevated Structure Improvements
15. Elevated Structure Removal
16. Streets to Streams
17. Temporary Street Closures
18. Post-Industrial Revitalization
19. Waterfront and Parkside Streets
20. Historic Streets
21. Streets in Informal Areas

Example from Madison