

North Central Texas Council of Governments

Summary

Sustainable Public Rights-of-Way Subcommittee

Tuesday, February 21, 2023

9:30am, Microsoft Teams

Chair: Caroline Waggoner, City of North Richland Hills

1. Welcome and Introductions.

- Jason Heflin – NCTCOG
- Kate Zielke – NCTCOG
- Jai-W Hayes-Jackson – NCTCOG
- Erin Blackman - NCTCOG
- Shawn Conrad – NCTCOG
- Melanie Migura – City of Fort Worth
- Caroline Waggoner – City of North Richland Hill

Jason iterates the purpose of this meeting is to focusing on the comments of last meeting and identifying where to go from here.

DISCUSSION ITEMS

- #### **2. Developing an Effective Complete Streets Communication Strategy.** The Subcommittee will discuss possible strategies that could be implemented to alleviate concern about Complete Streets.

Caroline Waggoner starts by stating the intent of the guidebook is not to dissuade users and is to reassure people should not be designing roads in spite of road users. Complete streets should be phased design. Caroline Waggoner had a conversation with consultant Kimberly Horn. Now has a better understanding; offers the analogy of complete streets is the product and context sensitive design is the process to achieve the product. The guidebook should provide users with comprehensive information and vernacular needed to create their own, unique product. Caroline Waggoner suggests creating a process map and uses the City of Tulsa as an example. It lays out layers of context (How fast do you want cars to go, pedestrian facilities in rural settings, etc.).

Jason Heflin encourages open dialogue. Poses question to the subcommittee: does it make sense to call it complete streets or context sensitive design? Jason Heflin unsure if naming is a federal regulation. Asks for Transportation's input.

Shawn Conrad states the term complete streets is used in different ways. Transportation uses complete streets and context sensitive design interchangeably. States that it should be categorized as thinking about the process. Streets should work for all users for the context that users are given. Context sensitive design more accurately represents what we are trying to accomplish.

Erin Blackman likes the distinction between context sensitive design and complete streets as process and product, respectively. Caroline Waggoner wants a roadmap that offers flexibility for the communities that doesn't turn people away and doesn't feel like an all or

nothing solution that communities are able to achieve on their own timeline. Jason Heflin inputs that it would benefit smaller communities that are understaffed.

Caroline shares a visual flow chart from the City of Tulsa. Wants a document that walks you through key considerations and big picture of steps needed without being too restrictive. Shawn Conrad likes the framework and that the process does not get too prescriptive. Caroline Waggoner states it was helpful to have information heavy presentation with from Kimberly Horn. Would like a consultant or NCTCOG to offer similar information. Jason Heflin notes local cases that can be used as well. The City of Dallas has three phase process that addresses corridor planning, conceptual design, and engineering design. Caroline Waggoner considers how to use plans to determine attributes like street speeds and use of model geometries.

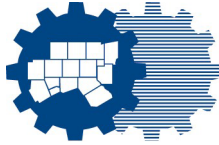
3. **Defining the Complete Streets Chapter.** The Subcommittee will discuss the structure of the BMP Guidebook and how the Complete Streets Chapter will be utilized.

Jason reiterates the need to pull in all the elements of a street and talks about how they work with or against each other. Edith Marvin notes that a SPROW Roadmap exists and the guidebook efforts are to provide the updates that the roadmap was not addressing. The subcommittee should reference previous materials worked on by previous committees. Roadmap was not working, leading to the process to create a guidebook instead.

4. **Complete Streets Typology.** The Subcommittee will discuss a local example for classifying streets that takes into account the street context and future vision for accommodating all modes of travel.

Jason Heflin has received feedback that the chapter on complete streets could act as the executive summary for the guidebook instead. Jason Heflin poses the question to the committee: how do we think this chapter will be laid out in conjunction with the rest of the guidebook? Caroline Waggoner reiterates the question. Kate states a many chapters overlap with complete streets such as green infrastructure and that a sustainable right of way should be considered a complete street. Jason asks Edith what her thoughts are. Edith Marvin suggests the guidebook should have a structure. Chapters segregate information in an intuitive way but leaves the decision to the guidance of the subcommittee. There is a lot of information spread throughout many documents. Edith Marvin suggests considering what a user's, coming in from the outside, intentions are and what is the best way for them to get the information they are looking for. Urges subcommittee to participate and offer thoughts. Ultimately, the intended audience will be local governments and consultants. Caroline Waggoner would like someone to provide the historical context that the group otherwise would not have. Edith Marvin suggests starting with a table of contents as a representation of the big picture.

Bart VanAmburgh is currently talking about complete streets with planning department. Unsure of what the goal of the committee and would like to define it. Notes that street design has been driven by planning efforts, land use and tax bases and that suburban planning is becoming dated. Most communities don't have a policy and efforts are led by planning departments and not engineering. Transportation, mobility, and future land use should be the primary factors driving complete streets and determine how should road behave for the intended use of the roadway. The subcommittee should focus less on urban aesthetics and more on needed use. Would like the guidebook to bridge the gap of understanding between planning and engineering. Bart VanAmburgh suggests a regional guide like Denton's mobility plan; clear and concise. Suggests differentiating if this will be



North Central Texas Council of Governments

a tool that can be adopted for new users or something that is more comprehensive for current users. Edith Marvin suggests it should provide best practices. Dallas, Fort Worth, and Weatherford have good examples to emulate for this chapter. Bart VanAmburgh suggests defining what we mean regionally when we say complete streets. Wants to make sure we are focused on performance. Shawn Conrad states there are many definitions and emphasizes we should focus on the process that a community takes to enable users of streets. Jason suggests giving users a menu of options rather than restrictive policies. Caroline Waggoner describes it as an elevator pitch – how we can make this manageable and achievable for communities. Shawn reiterates all users should be able to use roadway safely is the primary idea.

5. **Infrastructure Elements of a Street.** The Subcommittee will discuss the need to pull in all the infrastructure elements of a street and talk to how they work to the detriment or contradict each other.

Jason Heflin brings up the idea of creating a typology for each type of street and uses Dallas as an example; a classification that could be used for the entire region. Caroline Waggoner rebuts that each community will have their own interpretation and needs to allow for flexibility between communities. Bart VanAmburgh suggests combining guidebook with a toolbox that can point you to appropriate tools. Suggests appropriate considerations.

OTHER BUSINESS AND ROUNDTABLE DISCUSSION

6. **Roundtable Discussion.**
 - a. Caroline – what can we do to get more input and communities to the discussion. Looking for diversity to help shape process so that it is useful.
 - b. Kate – Interested in flowchart. Suggest an online tool that operates in 3-dimensions rather than 2-dimensions. Caroline states this could provide more information in a shorter amount of time.
7. **Schedule for the Next Meeting.** The next Subcommittee meeting is TBD.
 - a. Will send email when next meeting is scheduled. Tentatively scheduled for April.
8. **Adjournment.**

Participants

Jai-W Hayes-Jackson, NCTCOG
Erin Blackman, NCTCOG
Jason Heflin, NCTCOG
Kate Zielke, NCTCOG
Macy Martinez, City of Waxahachie
Melanie Migura
Scott Latta, City of Coppell
Sydnee Mangini - NCTCOG
Edith Marvin, NCTCOG
Bart VanAmburgh, City of Mansfield
Caroline Waggoner
Casey Cannon, NCTCOG