

MEETING SUMMARY
REGIONAL COMPLETE STREET STEERING COMMITTEE MEETING 1
Tuesday December 3rd, 2021
1:00 PM – 2:30 PM

Presenters

- Beth Doliboa
 - DRCOG
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- Lisa Houde
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- Trung Vo
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Presentation

- Beth Doliboa described the Regional Complete Streets Toolkit effort, including the vision and goals of the project.
- Trung Vo presented the role, responsibilities, and expectations of the Complete Streets Steering Committee.
- Lisa Houde highlighted the project’s public engagement efforts to date, including an interactive map, email promotion, and social media engagement.
- Beth Doliboa explained the purpose of street typologies in general, along with how the DRCOG regional street typology will function.
- Trung Vo summarized how the regional street typology will provide guidance for Complete Streets design parameters and right-of-way allocation.
- Trung VO then provided an overview of how the project team developed and assigned the draft regional street typology. The table below describes the 11 street types.

STREET TYPE	DESCRIPTION
Downtown Commercial Street	<ul style="list-style-type: none"> • Generally arterials (and some collectors) in a central business district/larger downtown urban core with multiple destination streets • Highly-activated buildings and relatively continuous street wall • Support high user volumes, commercial vehicle traffic, pedestrians, and bicyclists • Short blocks and diverse intersections
Downtown Mixed Use Street	<ul style="list-style-type: none"> • Generally collectors and minor arterials in a central business district/larger downtown with a varied mix of uses including a combination of retail, office, residential and restaurants • Usually smaller scale than Downtown Commercial Streets • Support high levels of walking, bicycling, transit, and frequent parking turnover
Neighborhood Main Street	<ul style="list-style-type: none"> • Generally collectors and minor arterials with a mix of retail, services and restaurants on a ground floor with little to no setback and a relatively continuous street wall • Street level uses are highly activated, including cafe seating in the right-of-way

	<ul style="list-style-type: none"> • Support gathering and community events and are characterized by public places such as libraries and neighborhood squares • Often serve as hubs for bus routes and walking and bicycling destinations
Mixed Use Street	<ul style="list-style-type: none"> • Generally collectors and arterials with a varied mix of uses including a combination of retail, office, residential and restaurants • Buildings tend to be pedestrian-oriented, typically multi-story, usually with a shallow front setback
Regional Connector Street	<ul style="list-style-type: none"> • Generally arterials with mainly commercial uses including shopping centers, auto services, and other auto-oriented uses and features • Buildings are often set back with on-site parking between the street and primary buildings and limited off-street access between parcels/developments • High-volume and fast-moving traffic and heavily used commuter routes, as well as transit routes • Continuous routes intended to link communities, destinations, and other regional connections
Neighborhood Connector Street	<ul style="list-style-type: none"> • Generally collectors and minor arterials with primarily housing and neighborhood edges fronting the street • Other adjacent uses include schools, civic uses, parks, and small retail nodes • Street edge is often defined with modest to large setbacks, fences, and landscaping
Industrial Street	<ul style="list-style-type: none"> • Generally collectors and arterials in areas that are mostly or exclusively heavier industrial with mainly manufacturing and distribution uses • Buildings are generally large footprint, low-rise, and tend to be setback from the street with limited off-street access between parcels/developments
Special Street	<ul style="list-style-type: none"> • Unique spaces that prioritize pedestrians and creates an environment that forces a clear sense of space • May restrict access to private motor vehicles • Often include decorative surface treatments such as pavers
Rural Road	<ul style="list-style-type: none"> • Generally highways and arterials in less developed areas • May be adjacent uses but with large setbacks, frontage roads, and access drives, and limited to no off-street access between parcels/developments • Primary function is throughput for motor vehicles
Mountain Road	<ul style="list-style-type: none"> • Highways, arterials and collectors with steeper, varying grades with forest and open space predominantly along the roadway edge • Residential and small-scale commercial are often accessed from these roads, but with little to no frontage • Limited shoulders and switchbacks are common

- Trung then described the street typology review task for steering committee members, to be completed by Thursday, 12/17:
 - Review the street type descriptions.
 - Review the street type assignment layer (via a kmz file in Google Earth or via pdf maps), to be shared by Beth.
 - Add suggested revisions to the Comment Inventory spreadsheet, to be shared by Beth.

Steering Committee Discussion

Before starting the breakout group discussions, the project team answered questions from steering committee members.

- Jill Locantore (Denver Streets Partnership): how do the street types reflect what streets look like today vs. what they should look like aspirationally? How will the toolkit help member governments achieve their aspiration for Complete Streets?



- Street type development and assignment considered several future-focused datasets including regional Active Transportation Corridors, Pedestrian Focus Areas, Short Trip Opportunity Zones, 2040 household and employment forecast, Urban Centers, RTD Mobility Hubs, and many others.
- The street typology is intended to be aspirational and sensitive to the diversity of the DRCOG region. Member government review of the street typology draft should consider expectations for how their streets should look and function in the future.
- The DRCOG Regional Complete Streets Toolkit will offer guidance for designing Complete Streets for every street type.
- Dan Raine (City of Lone Tree): will the Toolkit include guidance for snow management and removal?
 - Yes.
- Mike Whitaker (City of Lakewood): did the street type assignment process consider the public comments previously collected through the Taking Action on Regional Vision Zero interactive map?
 - The process considered the High-Injury Network and Critical Corridors dataset. The Regional Complete Streets interactive map asked similar questions since there is a strong overlap between Complete Streets and Vision Zero principles.
- Lisa Nguyen (DEN Airport): will the Toolkit include considerations for emergency vehicle access?
 - Yes. The steering committee will have the opportunity to review draft design guidance and suggest changes, additions, and removals.
- Dan Raine (City of Lone Tree): will Complete Streets criteria become part of the DRCOG project application process?
 - Yes. The street typology and Toolkit will provide guidance for the project application process, and the street typology will be integrated into the 2050 Metro Vision Regional Transportation Plan.

