Complete the Streets
Completing the Streets for Transit:
A planning workshop

Sponsors:
National Complete Streets Coalition
APTA
FTA’s Transportation Planning Capacity Building Program
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National Complete Streets Coalition
Steering Committee

- AARP
- America Bikes
- America Walks
- American Council of the Blind
- American Planning Association
- American Public Transportation Association
- American Society of Landscape Architects
- APBP
- City of Boulder
- Institute of Transportation Engineers
- League of American Bicyclists
- McCann Consulting
- NCBW
- National Parks Conservation Association
- Natural Resources Defense Council
- Paralyzed Veterans of America
- Smart Growth America
- Surface Transportation Policy Project
- Thunderhead Alliance
What is a Complete Street?

A Complete Street is safe, comfortable and convenient for travel via automobile, foot, bicycle, and transit.
We know how to build right
Yet many roads are still built like this
Creating Complete Streets

Bridgeport Way, University City, Washington
What is a Complete Streets policy?

A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.
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Bus Pull-Out
Keep that Bus out of Traffic
The Block Wall
Unfriendly TOD
Unfriendly TOD
Robin Blair

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Aerial view looking to the northeast (sub-grade parking below Bldgs B, C, and D not visible)

One SANTA FE

Polis Builders, Ltd.
The McGregor Company

Michael Maltzan Architecture, Inc.
July 2005
Phillip Harris

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Creating Livable Streets
Street Design Guidelines
Metro
People Places Open Spaces
URBAN STREET DESIGN GUIDELINES

DRAFT for Public Review
Spring, 2005

Adopted by Charlotte City Council
________, 2005
Main Street
For specific dimensional information refer to the guidelines in this section
narrow, obstructed walk

lengthy crossing distances
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1. Huntington Avenue
MBTA Green Line “E” Branch

2. Monsignor O’Brien Hwy
MBTA Green Line
Lechmere Station Area

3. Washington Street
MBTA Silver Line
Huntington Avenue Before Construction
Huntington Avenue After Construction
Huntington Avenue After Construction
Project Overview
Cross-Section

Monsignor O'Brien Highway

Water

Monsignor O'Brien Highway
Bus Routing
O’Brien Highway Pedestrian Crossings

Upgrade Crossing
New Crosswalk
Existing/Unmodified Crosswalk

Massachusetts Bay Transportation Authority
Driven by Customer Service

VHB Vanasse Hangen Brustlin, Inc.
Pedestrian Crossing Treatment

**Phase 1**
O’Brien Highway
Through Traffic Movements
and
Pedestrian Crossing of
Water Street

**Phase 2**
Water Street Right-Turns
O’Brien Highway Left-Turns
and
Pedestrian Crossing of
O’Brien Highway

Average Wait to Cross O’Brien Highway = 25 to 35 Seconds
Streetscape/Open Space

Street-side Planting

Building-side Planting

Massachusetts Bay Transportation Authority
Driven by Customer Service

Vanasse Hangen Brustlin, Inc.
Silver Line
Construction Period
Silver Line
Completed
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Transportation Master Plan

- Fits under the Comprehensive Plan, so serves broader community goals
- Guiding policy for all of transportation in the city through 2025
- Establishes funding priorities
- Developed through an extensive community input process
TMP – Policy Evolution

- **1989 TMP**: creates funding for all modes
  - Individual projects, modes compete for funding
- **1996 TMP**: completes plans for all modes (roadway, transit, ped, bike), introduced “multimodal corridors” concept
  - No priorities, but modes seen as systems
- **2003 TMP**: identifies multimodal corridors (complete streets) as organizing framework
  - Modes are integrated, no project is done without all modes in mind, funding for corridors
TMP Objectives

- No growth in long-term vehicle traffic;
- Reduce SOV travel to 25 percent of trips;
- Reduction auto emissions of air pollutants;
- No more than 20 percent of roadways congested (LOS F);
- Expand fiscally viable transportation alternatives for all Boulder residents; and
- Increase transportation alternatives commensurate with the rate of employee growth.
Broadway - the local model
Broadway Reconstruction

Before

After
28th Street – under way

← Welcome to CU!
A new role for transit on 28th
Before – 28th Street & future location of retaining wall

Under construction – retaining wall
After – retaining wall, median & landscaping
Welcome to CU !!
After
After
Lazy L is currently in for review with proposed 103 student rentals/condos and a coffee shop.

Staff expects this building will be in for review soon.

Golden West is adding 57 units of senior housing in a major expansion.

The Lotus building will likely be transformed into 70 to 100 housing units.

The former Perkins restaurant is now 30 condominium units.
www.completestreets.org

- Links to success stories & existing policies
- How-to Tools
- Resources: powerpoint, brochures
- Newsletter sign up
Complete the Streets