COMPLETE STREETS 101
Policies at work

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Purpose of today’s presentation

- Overview of national, state and local Complete Streets policies
- Learn about progress on state and local
- Challenges and Opportunities
Complete Streets Definition

- Commonly understood as:
  
  “Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities are able to safely move along and across a complete street.”

- Definition varies from state to state and from locale to locale
Complete Streets Benefits

- Encourage walking and bicycling
- Enhance accessibility to transit
- Expand the efficiency of all transportation modes
- Improve economic vitality
- Improve safety for all populations (including children and elderly)
- Benefit the environment
- Create healthy lifestyles

*Carrboro, NC, Source: Greenways, Inc.*
Complete Streets Policies

- Adopted by more than 150 municipalities across the US
- States with Complete Streets Policies include:
  - Oregon
  - North Carolina
  - Virginia
  - South Carolina
  - Florida
  - California
  - Tennessee
  - Massachusetts
- At Federal Level – House and Senate Bills Introduced in March 2009
  - The Complete Streets Act of 2009
National Policy-Livability

- In June 2009, HUD, DOT and EPA announced a new partnership to “help American families in all communities — rural, suburban and urban -- gain better access to affordable housing, more transportation options, and lower transportation costs.”

- Focus on transportation: “Develop safe, reliable and economical transportation choices in order to decrease household transportation costs, reduce our nations’ dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.”

Hickory, NC, Source: Greenways, Inc.
National Policy

_U.S. DOT Policy Statement on Bicycle and Pedestrian Accommodation (March 2010)_

- Consider walking and bicycling as equals with other modes.
- Go beyond minimum design standards; plan for long-term demand.
- Make multi-modal facility improvements during resurfacing/other maintenance projects.
- Collect data on walking and biking trips: track trends and prioritize investments.

Source: PB
Focus on Flexibility

- AASHTO:
  - Green Book
  - Guide for the Development of Bicycle Facilities
  - Guide for the Planning, Design and Operation of Pedestrian Facilities
  - Roadside Design Guide

A Guide for Achieving Flexibility in Highway Design
Best Practice

- *Complete Streets: Best Policy and Implementation Practices* (APA)
- *Planning Complete Streets for an Aging America* (AARP)
State Case Studies
Florida

- 1987 law requires the consideration of bicycle and pedestrian ways.
- Law applies to the construction, reconstruction, or other change of state transportation facilities.
- Makes exceptions for public safety, cost, and absence of need.
- Widespread understanding of policy but implementation is inconsistent.

Source: PB
Oregon

- Oregon’s Bicycle Bill, ORS 366.514 (passed in 1971), established a policy that walkways and bikeways must be provided on all roadway projects.
- Responsibility of the DOT, cities and counties.
- Requires that a minimum of 1% of the state highway fund (derived through gas tax and state registration fees) be spent on bicycle and pedestrian facilities.
- An Advisory Committee on Bicycles was established in 1973 to advise the Highway Department on regulations and construction of new facilities.

Source: PB
California

- AB 1358: Complete Streets Act, takes effect January 2011
- Requires cities and counties to accommodate all users in their general plan.
- Applies to state roads and local roads, and is implemented at the county rather than state DOT level.
- Requires that the Governor’s Office of Planning and Research (OPR) set guidelines for complete streets that will accommodate all travelers.
Minnesota

- Recently passed a statewide complete streets bill (May 2010)
- Requires all projects funded by the state to follow a complete streets approach.
- Led by a coalition of advocates and partners
- Keys to policy buy-in: visibility, transparency, education
- Focus on implementation of flexible design standards
Illinois Complete Streets Policy (2008) requires IDOT to construct bicycle and pedestrian ways within 2 miles of any urban area when a facility is constructed, reconstructed, or widened.

Developed a facility selection table with area character, speed limit, and other factors to determine the appropriate facilities.

Leads to consistency among the 9 DOT districts.
New Jersey

- NJ DOT adopted a statewide complete streets policy.
- Includes a checklist of pedestrian, bicycle, and transit accommodations for federal- and state-funded roads.
- The checklist will include accommodations such as sidewalk curb ramps, bike lanes, bus shelters, and median refuges that should be included in each NJDOT project unless there is documentation that suggests otherwise.
Local Case Studies
Wilmington, NC

- Resurfacing projects evolved into multi-modal projects through a partnership between NCDOT, City and MPO
- Led to new multi-modal facilities
  - Front Street, Princess Place Drive, Wrightsville Avenue
- Enabled the testing of new innovations such as bicycle boulevards and pedestrian flashing signals

Front Street Vision; Source: Wilmington website
Routine Accommodation Checklist

I. Existing Conditions

• PROJECT AREA
  a. What accommodations for bicycles and
     pedestrians are included on the current facility
     and on facilities that intersect or cross?
  b. Is the proposed project consistent with these
     plans?
  c. Please describe any particular pedestrian or
     bicycle uses or needs along the project corridor
     which you have observed or of which you have
     been informed.
  d. What challenges could the proposed project
     address for bicycle and pedestrian travel in the vicinity of
     the proposed project?

• DEMAND
  What trip generators (existing and future) are
  in the vicinity of the proposed project that
  might attract walking or bicycling customers,
  employees, students, or others?

• COLLISIONS
  In the project design, have you considered
  collisions involving bicyclists and pedestrians
  along the route of the facility? If so, what
  research have you conducted?

II. Plans, Policies and Process

• PLANS
  a. Do any adopted plans call for the development
     of bicycle or pedestrian facilities on, crossing or
     adjacent to the proposed facility/project? If yes,
     list the applicable plan(s).
  b. If there are no existing pedestrian or bicycle
     facilities, how far from the proposed project are
     the closest parallel bikeways and walkways?
  c. Please describe any particular pedestrian or
     bicycle uses or needs along the project corridor
     which you have observed or of which you have
     been informed.
  d. What challenges could the proposed project
     address for bicycle and pedestrian travel in the vicinity of
     the proposed project?

• POLICIES, DESIGN STANDARDS & GUIDELINES
  a. Are there any local, statewide or federal policies
     that call for incorporating bicycle and/or
     pedestrian facilities into this project? If so,
     have these policies been followed?
  b. If this project includes a bicycle and/or
     pedestrian facility, have all applicable design
     standards or guidelines been followed?

• REVIEW
  If there have been BPAC, stakeholder and/or
  public meetings at which the proposed project
  has been discussed, what comments have been
  made regarding bicycle and pedestrian accommodations?

• PROJECT SCOPE
  What accommodations, if any, are included for
  bicyclists and pedestrians in the proposed
  project design?

• HINDERING BICYCLISTS/PEDESTRIANS
  a. Will the proposed project remove an existing
     bicycle or pedestrian facility or block or hinder
     bicycle or pedestrian movement? If yes, please
     describe situation in detail.
  b. If the proposed project does not incorporate
     both bicycle and pedestrian facilities, or if the
     proposed project would hinder bicycle or
     pedestrian travel, list reasons why the project
     is being proposed as designed.
    • Cost (What would be the cost of the bicycle
      and/or pedestrian facility and the proportion
      of the total project cost?)
    • Right-of-way (Did an analysis lead to this
      conclusion?)
    • Other (Please explain.)

III. The Project

• CONSTRUCTION PERIOD
  How will access for bicyclists and pedestrians
  be maintained during project construction?

• ONGOING MAINTENANCE
  What agency will be responsible for ongoing
  maintenance of the facility and how will this be
  budgeted?
Boulder, CO

- National leader in complete streets
- Implemented through their Transportation Master Plan
  - Led to over 350 miles of dedicated bike facilities, paved shoulders and a comprehensive transit network
  - Bicycling comprises 20% of commuting trips

Source: PB
New York, NY

- National leader in bicycle and pedestrian accommodation
- Closing streets to reclaim public use
- Testing through 8-month pilot projects
- Self-evaluation through an annual “Sustainable Streets Progress Report”

Source: PB
Complete Streets Considerations

- Transportation engineers and guidelines
- Planners without engineering backgrounds
- Multi-disciplined teams
- Partnerships (state DOT, MPO, local, transit agencies, etc)
- Internal/external balance (whether an internal policy, a community-driven public process or both)
- Private developers
- Funding arrangements.