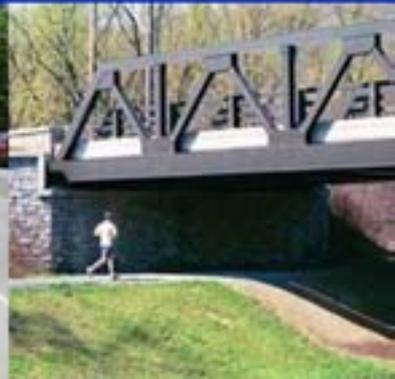


COMPLETE STREETS 101

Policies at work

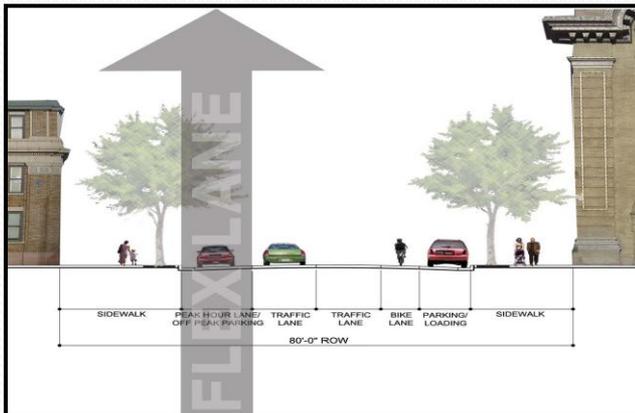
Railvolution, October 21, 2010

Marsha Kaiser
PB's PlaceMaking Group



Purpose of today's presentation

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



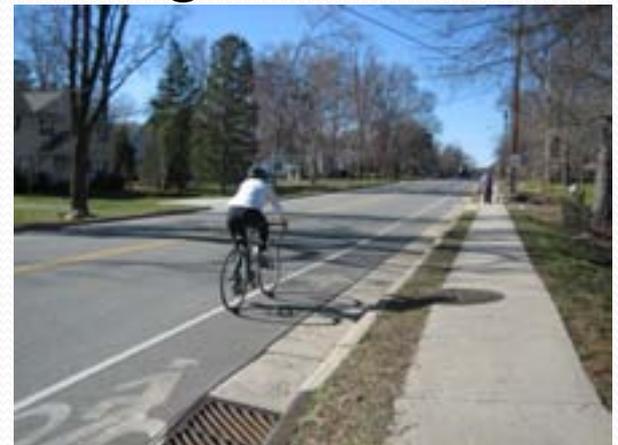
Complete Streets Definition

- 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

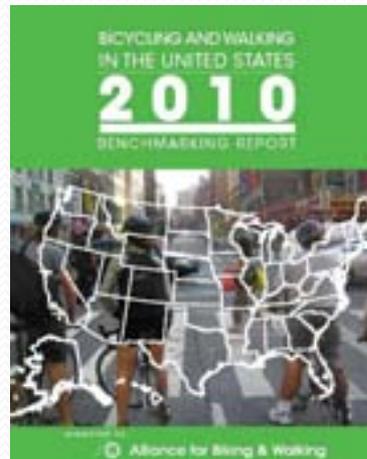
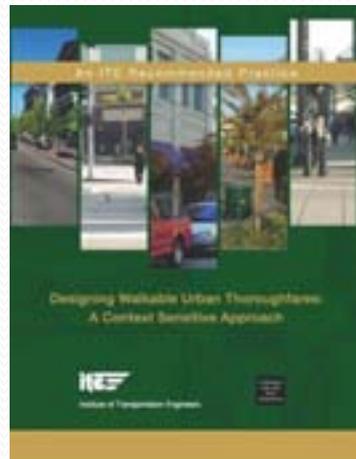
- AASHTO:
 - *Green Book*
 - *Guide for the Development of Bicycle Facilities*
 - *Guide for the Planning, Design and Operation of Pedestrian Facilities*
 - *Roadside Design Guide*



A Guide for Achieving Flexibility in Highway Design

Best Practice

- *Complete Streets: Best Policy and Implementation Practices* (APA)
- *Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach* (ITE)
- *Planning Complete Streets for an Aging America* (AARP)
- *Bicycling and Walking in the US: 2010 Benchmarking Report* (Alliance for Biking and Walking)





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

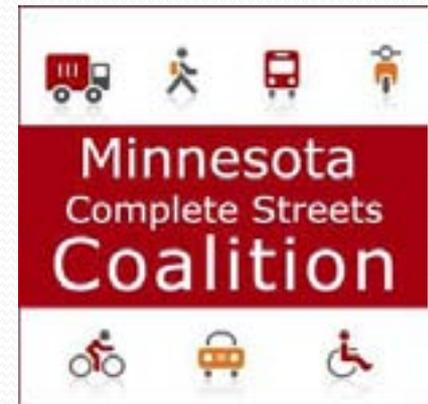
California

- 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

- 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.

Roadway Characteristics	Bicycle Accommodation Required			
	Paved Shoulders (inclusive of rumble strip)	Outside Curb-lane Width	Bicycle Lane (includes gutter pan)	Side Path Bidirectional
Rural Roadways <30 mph Posted				
Design Year ADT under 2000	None			
Design Year ADT 2000 - 8000	4 ft.			optional
Design Year ADT >8000	4 ft.			optional
Rural Roadways 30-35 mph Posted				
Design Year ADT under 2000	4 ft.			optional
Design Year ADT 2000 - 8000	4 ft.			optional
Design Year ADT >8000	6 ft.			optional
Rural Roadways 36 - 44 mph Posted				
Design Year ADT under 2000	6 ft.			optional
Design Year ADT 2000 - 8000	6 ft.			optional
Design Year ADT >8000	6 ft.			optional
Rural Roadways >44 mph Posted				
Design Year ADT under 2000	6 ft.			optional
Design Year ADT 2000 - 8000	6 ft.			optional
Design Year ADT >8000				10-12 ft.
Urban Roadways <30 mph Posted				
Design Year ADT under 2000		None		optional
Design Year ADT 2000 - 8000		13-14 ft.		optional
Design Year ADT >8000			5 ft.	optional
Design Year ADT > 15000				10-12 ft.
Urban Roadways 30 - 35 mph Posted				
Design Year ADT under 2000			5 ft.	optional
Design Year ADT 2000 - 8000			5 ft.	optional
Design Year >8000			6 ft.	optional
Design Year ADT > 15000				10-12 ft.
Urban Roadways 36 - 44 mph Posted				
Design Year ADT under 2000			5 ft.	optional
Design Year ADT 2000 - 8000			6 ft.	optional
Design Year ADT >8000				10-12 ft.
Design Year ADT > 15000				10-12 ft.
Urban Roadways > 44 mph Posted				
Design Year ADT under 2000			6 ft.	optional
Design Year ADT 2000 - 8000			6 ft.	optional
Design Year ADT >8000				10-12 ft.
Design Year ADT > 15000				10-12 ft.

Assumes Warrants are Met

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.

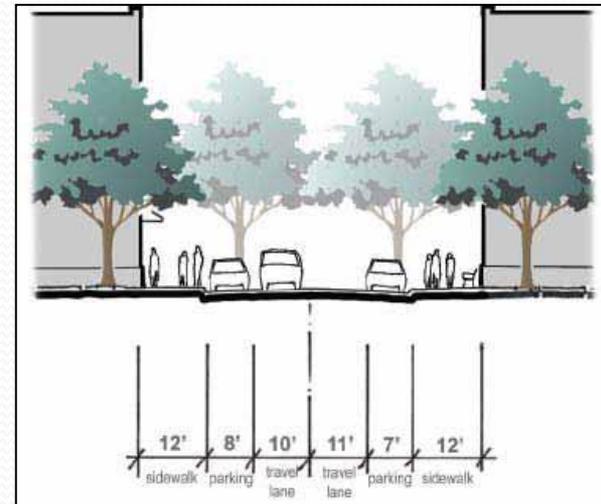




Local Case Studies

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

San Francisco, CA



ROUTINE ACCOMMODATION CHECKLIST

Project title:
County:
Jurisdiction/agency:
Project location:
Contact name:
Contact phone:
Contact e-mail:

Preamble

Recent federal, state and regional policies call for the routine consideration of bicyclists and pedestrians in the planning, design and construction of all transportation projects. These policies—known as “Routine Accommodation” guidelines—are included in the federal surface transportation act (SAFETEA-LU), Caltrans Deputy Directive 64, and MTC Resolution 3705, which calls for the creation of this checklist.

In accordance with MTC Resolution 3705, agencies applying for regional transportation funds must complete this checklist to document how the needs of bicyclists and pedestrians were considered in the process of planning and/or designing the project for which funds are being requested. For projects that do not accommodate bicyclists and pedestrians, project sponsors must document why not. According to the resolution, the checklist is intended for use on projects at their earliest conception or design phase.

This guidance pertains to transportation projects that could in any way impact bicycle and/or pedestrian use, whether or not the proposed project is designed to accommodate either or both modes. Projects that do not affect the public right-of-way, such as bus-washers and emergency communications equipment, are exempt from completing the checklist.

I. Existing Conditions

● PROJECT AREA

- What accommodations for bicycles and pedestrians are included on the current facility and on facilities that it intersects or crosses?
- If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?
- 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.
- What existing 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, visitors or others?

● COLLISIONS

In the project design, have you considered collisions involving bicyclists and pedestrians along the route of the facility? If so, what resources have you consulted?

II. Plans, Policies and Process

● PLANS

- 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).
- Is the proposed project consistent with these plans?

● POLICIES, DESIGN STANDARDS & GUIDELINES

- 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?
- 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?

III. The Project

● PROJECT SCOPE

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

● HINDERING BICYCLISTS/PEDESTRIANS

- 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.
- 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.)

● 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.