Complete Streets
TOUCH Initiative
Broward Leaders Breakfast
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Complete Streets Policies
Broward County

by
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A Complete Streets Policy

... ensures that the entire right of way is planned, designed, and operated to follow complete streets principles."
Complete Streets

- Are sensitive to the community
- Serve adjacent land uses
- Serve all who potentially will use the street
Types of CS Policies

1. Resolution
2. Legislation/ordinance
3. Ballot & funding measures
4. Design manuals
5. Internal department policies
6. Comprehensive plans
An ideal complete streets policy

1. Sets a vision
2. Includes all forms of travel
3. Emphasizes connectivity
4. Applies to all transportation projects & phases
5. Adoptable by all agencies to cover all roads
6. Specifies and limits exceptions, with management approval required
7. Uses latest design standards & is flexible
8. Is context-sensitive
9. Sets performance standards
10. Includes implementation steps
Vision: Decatur Community Trans Plan

“To create a safe and efficient transportation system that promotes the health and mobility of Decatur citizens and visitors, creating better access to businesses and neighborhoods.”
All users: Massachusetts

The roadway system of the Commonwealth should safely accommodate all users of the public right-of-way, including:

- Pedestrians,
- People requiring mobility aids...
- Bicyclists,
- Drivers and passengers of transit vehicles,
- Trucks,
- Automobiles and motorcycles.
Connectivity: Redmond, WA ordinance

Section 12.06.10 Complete the Streets

The City of Redmond will plan for, design and construct all new transportation projects to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities in comprehensive and connected networks.
All roads: Oregon’s “Bike Bill”

Oregon state law (enacted in 1971)

- “footpaths and bicycle trails... shall be provided wherever a highway, road or street is being constructed, reconstructed, or relocated.”
Bicycle & Pedestrian Access Act

- Access to and use of transportation facilities by pedestrians and bicycle riders shall be considered and best engineering practices regarding the needs of bicycle riders and pedestrians shall be employed in all phases of transportation planning, including highway design, construction, reconstruction, and repair as well as expansion and improvement of other transportation facilities;
Clear Exceptions: Iowa City resolution

- "All public street projects or public street reconstruction projects (not including maintenance) in the City of Iowa City shall be designed to accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers with the following exceptions:

  - Bicycle and pedestrian facilities are not required where they are prohibited by law such as within interstate highway corridors.
  - Public transit facilities are not required on streets not serving as transit routes;
  - If the cost... is excessively disproportionate to the need or probable use, defined as at least 20% of the overall project cost, the City Council may choose not to require bicycle, pedestrian and/or transit facilities.
Context: Charlotte, NC

Urban Street Design Guidelines

- Lay out an iterative six-step multimodal planning process for use in all projects.
Design Standards: Louisville Manual
Performance Measures: Roanoke, VA

Measure the success of this complete streets policy using the following performance measures:

- Total miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodation
- Linear feet of new pedestrian accommodation
- Number of new curb ramps installed along city streets
- Number of new street trees planted along city streets
Implementation: Seattle ordinance

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

- Section 1. SDOT will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as provided for below.

- Section 2. SDOT will incorporate Complete Streets principles into: the Department's Transportation Strategic Plan; Seattle Transit Plan; Pedestrian and Bicycle Master Plans; Intelligent Transportation System Strategic Plan; and other SDOT plans, manuals, rules, regulations and programs as appropriate.
Why have a complete streets policy?

➢ To make the needs of all users the default for everyday street design practices:
  ▪ No need to prove ped, bike and transit facilities are needed
  ▪ Automatically look to make streets more livable and vibrant
  ▪ Rather, it’s assumed they’re needed unless proven otherwise
Why have a complete streets policy?

➢ To shift transportation investments so they create better streets opportunistically:
  ▪ Take advantage of all planning, construction, operations and maintenance activities
Why have a complete streets policy?

➢ To ensure existing funds are used differently:
  ▪ Every project creates better streets now.
Why have a complete streets policy?

➢ To save money:
  - Retrofits cost more than getting it right initially
Why have a complete streets policy?

- To gradually create a complete network of roads that serve all users.
Why have a complete streets policy?

- To give street design professionals political and community support for innovative solutions that help make active living possible.
Complete Streets & Context Sensitive Solutions

- Complete streets doesn’t mean every street has sidewalks, bike lanes, transit

- Context sensitivity:
  - External context: land use
  - Internal context: who is likely to use the street - bicyclists, pedestrians, transit users, drivers?

Illustration: AARP
Permission

Many transportation engineers and planners know how to build good streets; they’re seeking permission to do so.
What about funding?

- Complete streets is about using **existing resources** differently:
  - Transportation Alternatives, TDA, State, Bond measures, gas tax, sales taxes, and the usual suspects
- While retrofit funding is important, it is not necessary to get started
- **Additional** funding is not needed
Does it cost more?

1. Avoid costly retrofits
2. Minimal additional funding
3. Save money with better design
Sample low-cost improvements:

- Restripe for bike lanes without moving curbs/drainage
- Do not construct overly wide lanes (12’ instead of 10’)
- Sidewalks installed during drainage project add little cost
- Timing signals to control speeds and increase safety
- Countdown ped signals reduce crashes
- LID can be cheaper than moving catch basins
The many types of complete streets

A slow-speed shared street
The many types of complete streets

One crossing completes a Safe Route to School
The many types of complete streets

Shoulder bikeways on rural roads
The many types of complete streets

Busy multi-modal thoroughfares
The many types of complete streets

Multi-modal thoroughfares
The many types of complete streets

Transit routes
The many types of complete streets

Suburban thoroughfares
The many types of complete streets

Residential skinny streets
The many types of complete streets

Tourist-oriented streets
The many types of complete streets

Historic Main Street
The many types of complete streets

Low traffic shared streets
The many types of complete streets

Low traffic shared streets
The many types of complete streets

Low traffic shared streets
The many types of complete streets

Car-free streets
The many types of complete streets

People-oriented streets
The many types of complete streets

Walk streets
The many types of complete streets
Thank you for participating in this Transforming Our Community’s Health (TOUCH) event.

To Learn More:
www.BrowardCompleteStreets.org

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