Complete Streets Plan

PROJECT OVERVIEW

9/19/2017

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Presentation Overview

- Who we are
- Why Complete Streets?
- What Complete Streets are and aren't
- Elements of a policy
- The Complete Streets process
- Stakeholder involvement and Council updates

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- 12 offices – Madison lead
- Planners, Engineers, Landscape Architects
- Iowa Experience

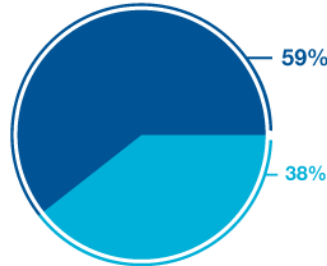*Adam Wood, AICP (Project Manager)*

Boston Complete Streets

Guide for the Development of Bicycle Facilities
2012 • Fourth Edition

ACHIEVING MULTIMODAL NETWORKS
APPLYING DESIGN FLEXIBILITY & REDUCING CONFLICTS

ALEXANDRIA COMPLETE STREETS DESIGN GUIDELINES

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What are Complete Streets?

Photo: Charlotte NC DOT

Complete Streets are streets for everyone, no matter who they are or how they travel.

Safe   Comfortable   Convenient

Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

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Photo: Route 1, Virginia. Credit: Cheryl Cort, Coalition for Smarter Growth

Many streets are inadequate

- Unsafe for bicyclists

Photo: San Francisco, CA. Credit: SF Streetsblog- by Bryan Goebel http://www.orangephotography.com/

Many streets are inadequate

- Uninviting for bus riders

Photo: Flint, MI Credit: Barbara McCann

Many streets are inadequate

- Inaccessible for wheelchair users

Photo: Jackson, MS. Credit: Dr. Scott Crawford

Many streets are inadequate

- No room for people!

Photo: Atlanta, GA. Credit: Stephen Davis, Transportation for America

We know how to build right

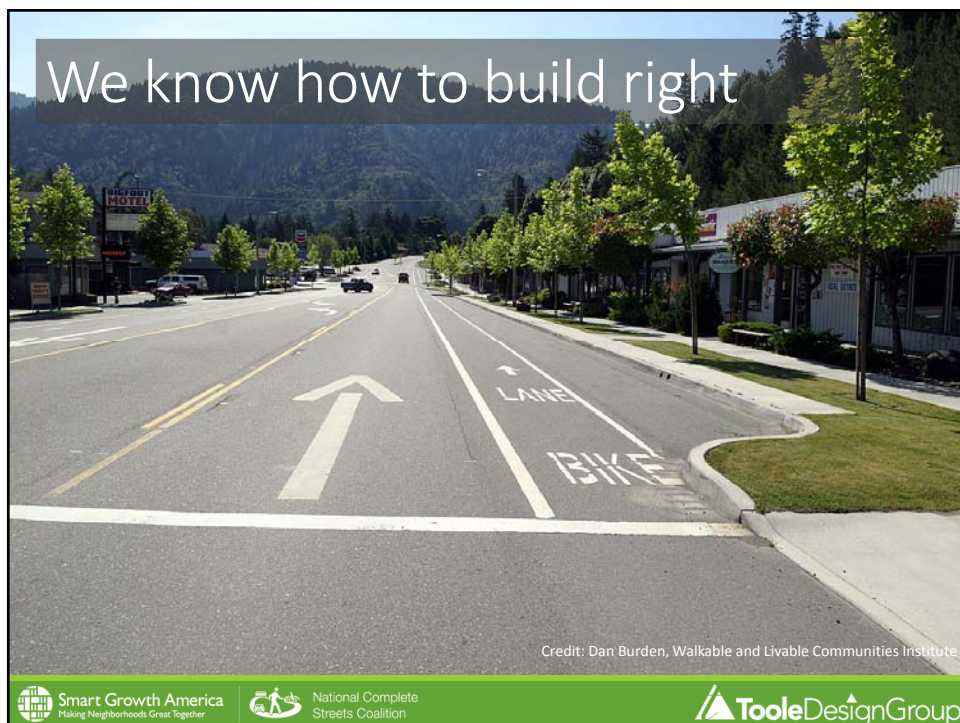Photo: Pottstown, PA. Credit: Tom Hylton, Pottstown Planning Commission

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We know how to build right

Credit: Dan Burden, Walkable and Livable Communities Institute

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Yet many roads are built like this

Photo: Raleigh, NC. Credit: Takaaki Iwabu, Raleigh News Observer

Or this…

Or this…

Photo: Flint, MI. Credit: Barbara McCann, National Complete Streets Coalition

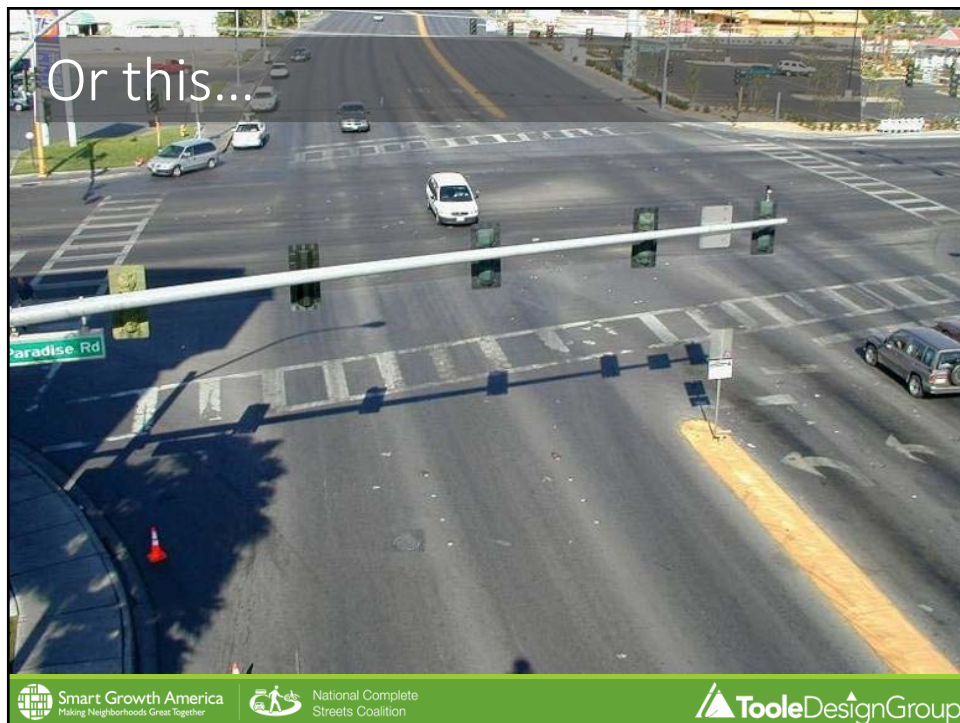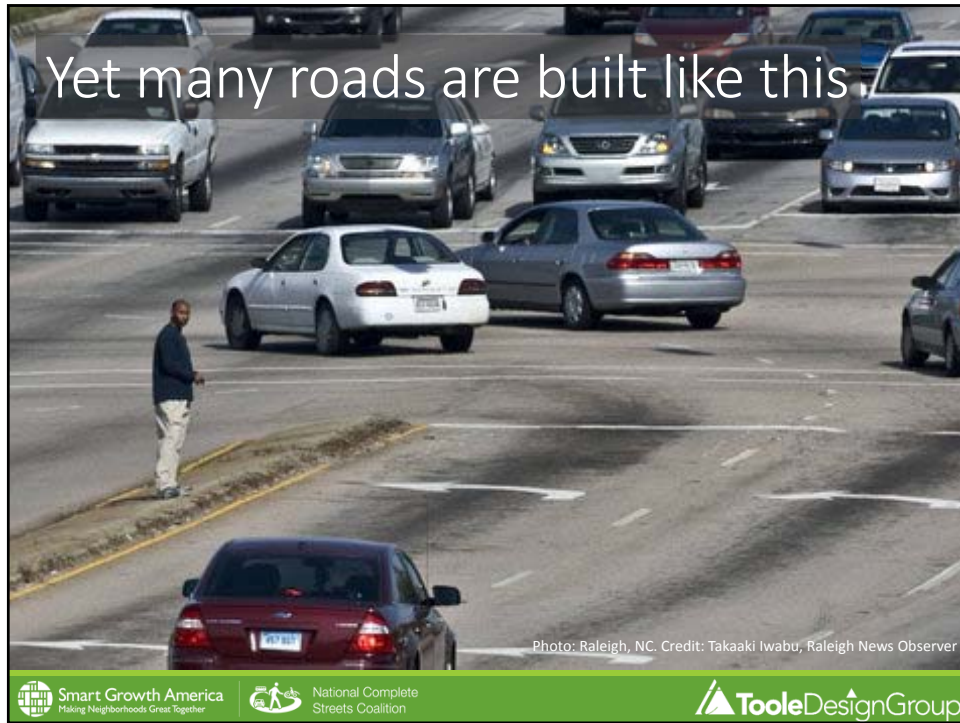Smart Growth America — Making Neighborhoods Great Together | National Complete Streets Coalition | TooleDesignGroup

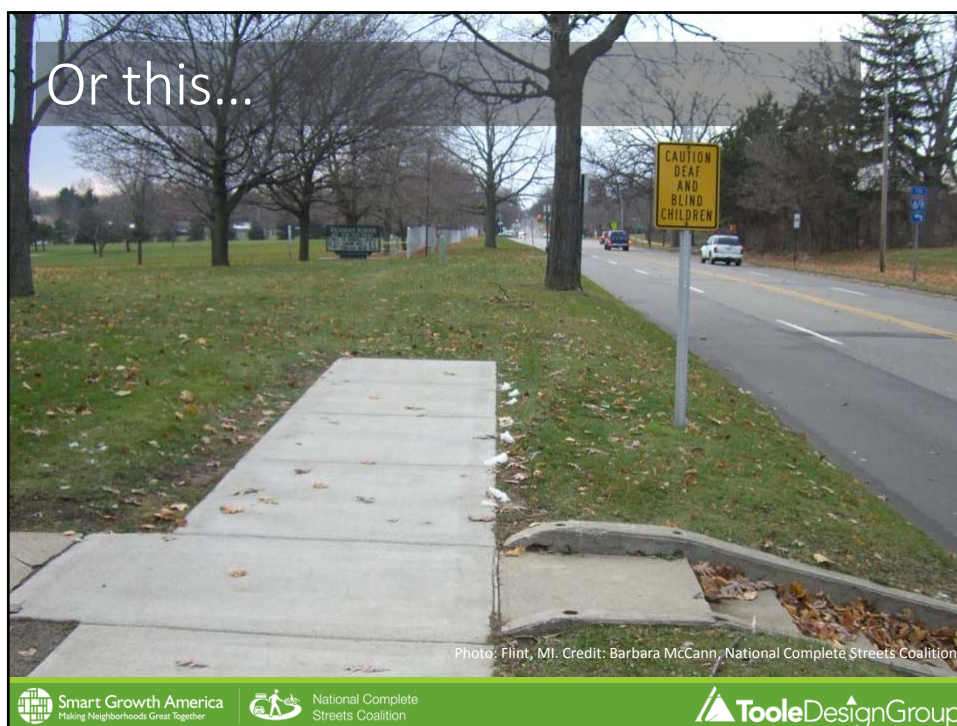# Why Complete Streets?

- To shift transportation investments so they create better streets opportunistically

- To make streets better each time you touch them, not just during a reconstruction project – small, low-cost, quick projects can have high impact

- To ensure every project creates better streets *now* with current funding sources

- To save money – retrofits cost more than getting it right initially

Smart Growth America — Making Neighborhoods Great Together | National Complete Streets Coalition | TooleDesignGroup

Why Complete Streets?

- To gradually create a complete network of roads that serve all users

- To give transportation professionals political and community support for innovative solutions that help make active living possible

- To apply solutions across a community and address systematic inequities

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What Complete Streets Aren't

- Not a bike lane on every street
- Not streetscape/aesthetic enhancements
- Not prescriptive designs
- Not necessarily more expensive

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What Complete Streets Are

- A **process** for street design
- Reasonably accommodate potential modes and users
- Prioritize and balance modes to create **Complete Networks**
- Different types of streets with different purposes
- Minimize impacts on the current predominate mode

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Complete Streets Program

- Develop and adopt a policy
- Assess / revise project development process
- Develop design decision-making aids
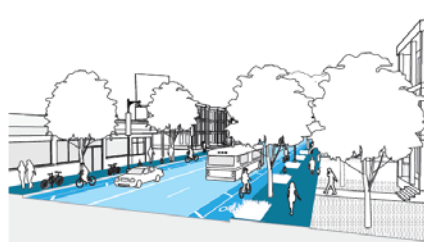 - Street network classification
  - Street typologies (design starting points)
  - Customized design guidelines
- Document decisions

This
Project
(CS Plan)

- Adjust funding / CIP processes
- Staff training
- Annual program review
- Adjust policy, processes, goals, etc. as needed

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Outline of a CS Policy

- Purpose or vision
- Principles
- Applicability / jurisdiction
- Exceptions
- Standards / processes
- Objectives / performance measures (optional)

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Principles

- All users and modes
- Flexibility
- Context-sensitivity
- Safety
- Equity

- Possibly others…

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Applicability

- All projects and phases
  - New construction
  - Reconstruction
  - Resurfacing
  - Intersection improvements
  - Restriping
- Street owner
  - City
  - State

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Limitations

- Mode/user prohibited by law (e.g., Interstate Highway)
- Costs are excessively disproportionate
- Absence of current and future need

- Possibly others...

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Standards / Processes

- Federal, state, and local standards (AASTHO, NACTO, etc)
- MPO/City funding processes
- City Project development process
- Design decision-making aids
- Documentation and accountability

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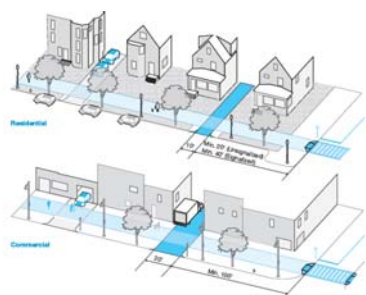# Design Decision-Making Aids

- Street network classification
- Street typologies (design starting points)
- Customized design guidelines

Preferred and Minimum Widths for Sidewalk Zones

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Flexibility & Compromise

- Complete Streets is a *process*, not a defined outcome
- Prioritizing and making tradeoffs
- No rigid standards

Typology	Adjust to Context	Make Tradeoffs	Finalize Design
• Basic concept • Goals & priorities	• Range of parameters	• Based on goals and priorities for corridor	• Reassess goals and priorities if necessary

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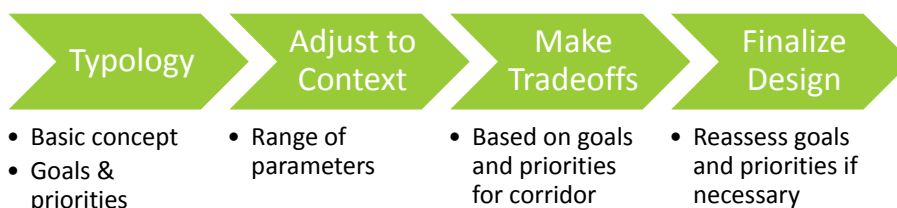
Stakeholder Input

- Technical Advisory Committee
  ◦ Staff (City, MPO, Iowa DOT, Iowa State, etc.)

- Community Advisory Committee

- Public Meetings / Open House events
  ◦ One this fall to solicit input on priorities
  ◦ One spring 2018 to get feedback on the plan

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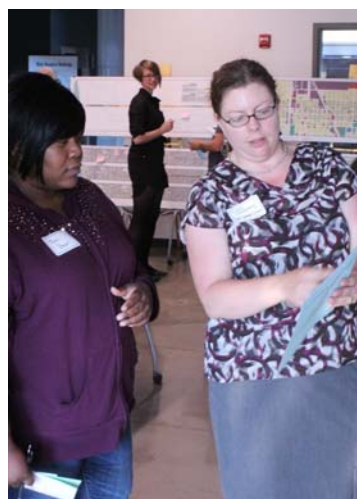
Updates to Council - Tentative

- City staff deliver status updates as needed

- October
  ◦ Draft Complete Streets policy

- November / December
  ◦ Summary of public input received in October
  ◦ Proposed transportation network classifications
  ◦ Proposed performance measures

- January / February
  ◦ Proposed street typologies
  ◦ Project development process recommendations

- April / May
  ◦ Draft design guide
  ◦ Summary of public input received in April

- June / July
  ◦ Draft document

- August
  ◦ Presentation for approval

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