PBIC Webinar

Statewide Complete Streets: How states are working with communities for friendlier roads

Stefanie Seskin, National Complete Streets Coalition
Lauren Blackburn, North Carolina DOT
Paula Reeves, Washington State DOT
Chris Berrens, Minnesota DOT

April 10, 2 pm

Today's Presentation

- **Introduction and housekeeping**
- **Audio issues?**
  Dial into the phone line instead of using "mic & speakers"
- **PBIC Trainings and Webinars**
  www.pedbikeinfo.org/training
- **Registration and Archives at**
  pedbikeinfo.org/webinars
- **PBIC News and updates on Facebook**
  www.facebook.com/pedbike
- **Questions at the end**

Statewide Complete Streets

Stefanie Seskin
Deputy Director, National Complete Streets Coalition
Smart Growth America

April 10, 2014

Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

An approach to transportation decisions

Safe, comfortable, and convenient places for walking, driving, bicycling, and taking public transportation

Don’t conflate with output


Balancing needs while approaching every project from the mindset that people will walk, bicycle, drive, and take public transportation
Capital CLEANERS
Capital CLEANERS

What we know:

- Most trips are not commute trips
- Half of the trips in urban areas are ≤ 3 miles
- Yet 72% are made by car
- Short trips, not long trips, cause capacity issues
- Short trips are great opportunity for other modes
  - But only if the facilities are comfortable, connected, and feel safe

“Policy”

- Broadly defined
- Formal document with clear vision and intention to make inclusive transportation decisions
- All ages, abilities, incomes, preferences, races and ethnicities
- Walking, bicycling, taking transit, driving all types of vehicles
- Land use

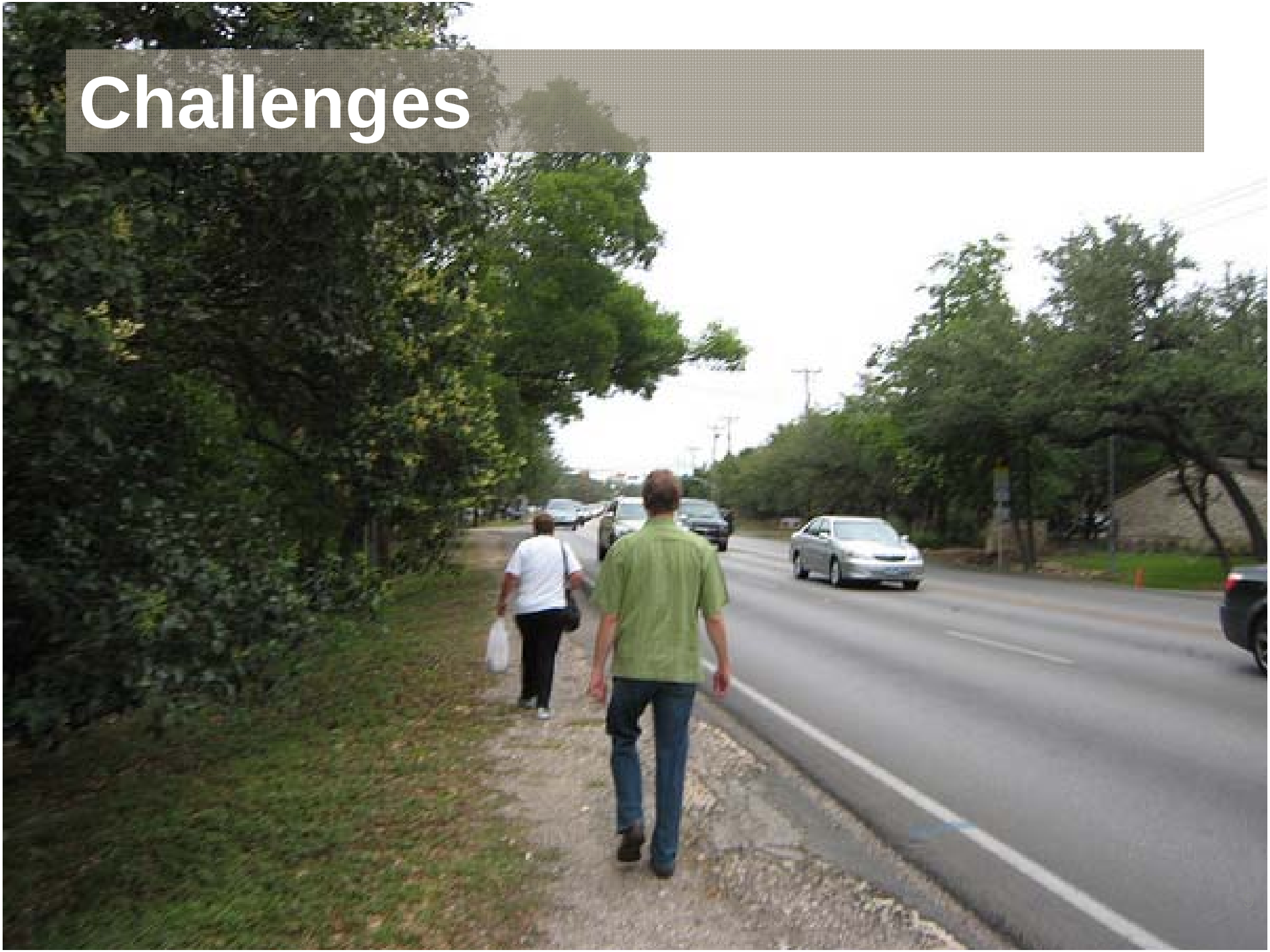
“Accommodations”

- “Accommodate” =/= appeasing some users
- Must think beyond minimum, especially for non-automobile modes

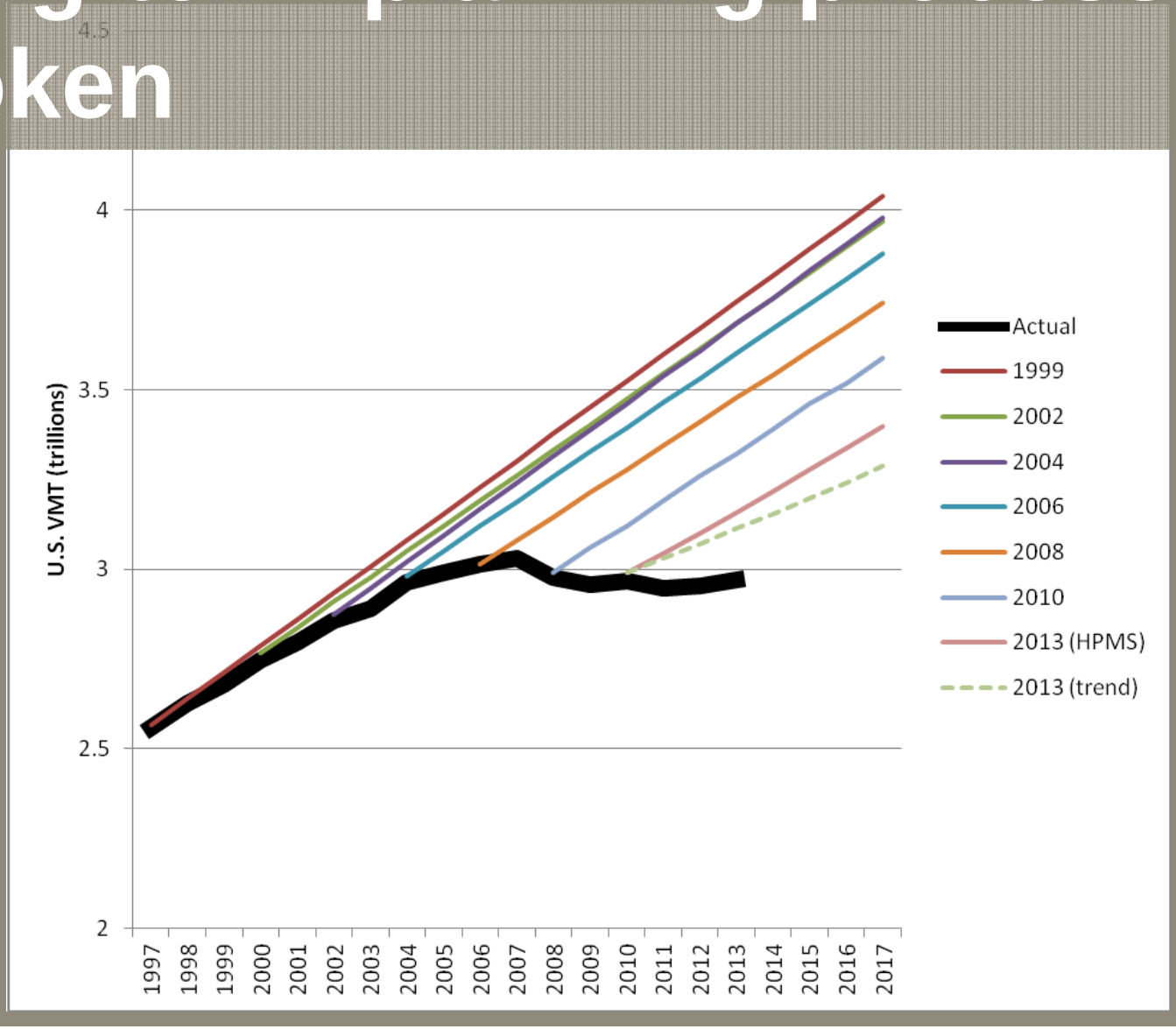
Statewide Complete Streets policies

- Total: 27 + DC + Puerto Rico
- Legislation: 17 states
- DOT policies: 15 states

Challenges



Long-term planning process is broken



SSTI

Lack of vision

What if we project different outcomes?

Rethink our investments

- Pipeline projects far outweigh funding opportunities
- Extensive existing system needs maintenance
- …and replacement.

Measure progress toward established vision

- Right-size projects or eliminate them
- Engage in project selection and criteria

Role model in design

- Regardless of the share of streets that are on state network
- Excitement and reluctance both can lead to poor design decisions

Role model in design

- Consolidate and update design guidance to be clear, practical, and multimodal
- Allow local leadership and flexibility

Partners in funding

- Competitive grant program
  - Expertise and readiness in local government
- Cost sharing
- Non-motorized safety emphasis in SHSP

Land use happens

- Joint transportation/land use corridor studies
- Integrated corridor management

Communication

- Easy to access
- Clear explanations
- Partner for meaningful public input

North Carolina
DEPARTMENT OF TRANSPORTATION

CS Training and Implementation in North Carolina

Lauren Blackburn, AICP
lablackburn2@ncdot.gov
Director, Bicycle and Pedestrian Division

Complete Streets Policy Development

Download the Guidelines at
www.completestreetsnc.org

July 2009

✓ **Complete Streets Policy Adopted**

July 2012

✓ **Design Guidelines Released**

NCDOT Complete Streets policy definition

Complete Streets is North Carolina's approach to interdependent, multi-modal transportation networks that safely accommodate access and travel for all users.

Goals of the Complete Streets Policy

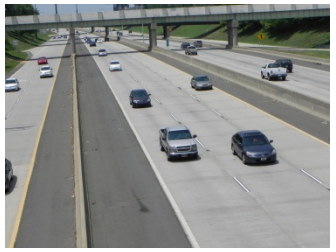
- ✓ **To establish transportation choices**
- ✓ **Support transportation safety goals**
- ✓ **Support economic development goals**
- ✓ **Support public health goals**
- ✓ **Support local community-building**
- ✓ **Support environmental goals**

Context and Classification

Street Design Type

Main Street Avenue Boulevard Parkway Freeway

Local/Subdivision St. Rural Road

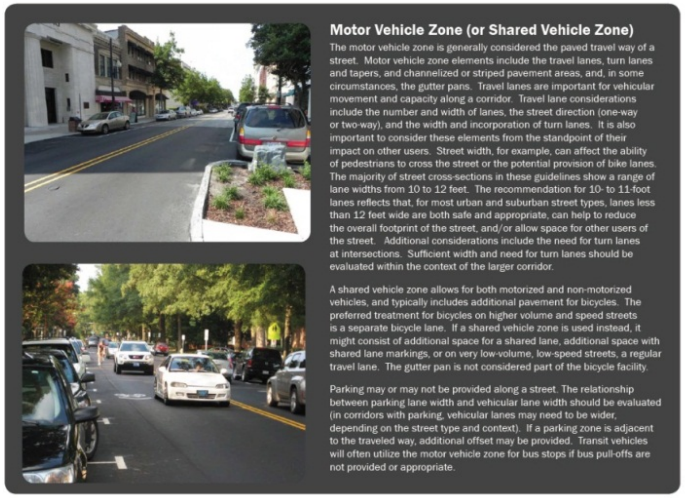


Pedestrian /Bicycle Oriented

Auto/ Truck Oriented

Functional Classification

Local Collector Arterial

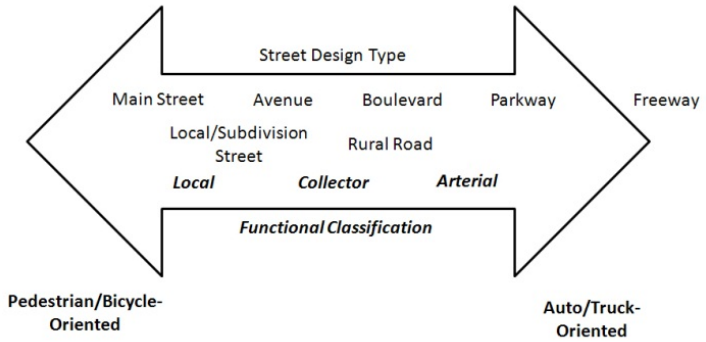


Motor Vehicle Zone (or Shared Vehicle Zone)

The motor vehicle zone is generally considered the paved travel way of a street. Motor vehicle zone elements include the travel lanes, turn lanes and tapers, and channelized or striped pavement areas, and, in some circumstances, the gutter pans. Travel lanes are important for vehicular movement and capacity along a corridor. Travel lane considerations include the number and width of lanes, the street direction (one-way or two-way), and the width and incorporation of turn lanes. It is also important to consider these elements from the standpoint of their impact on other users. Street width, for example, can affect the ability of pedestrians to cross the street or the potential provision of bike lanes. The majority of street cross-sections in these guidelines show a range of lane widths from 10 to 12 feet. The recommendation for 10- to 11-foot lanes reflects that, for most urban and suburban street types, lanes less than 12 feet wide are both safe and appropriate, can help to reduce the overall footprint of the street, and/or allow space for other users of the street. Additional considerations include the need for turn lanes at intersections. Sufficient width and need for turn lanes should be evaluated within the context of the larger corridor.

A shared vehicle zone allows for both motorized and non-motorized vehicles, and typically includes additional pavement for bicycles. The preferred treatment for bicycles on higher volume and speed streets is a separate bicycle lane. If a shared vehicle zone is used instead, it might consist of additional space for a shared lane, additional space with shared lane markings, or on very low-volume, low-speed streets, a regular travel lane. The gutter pan is not considered part of the bicycle facility.

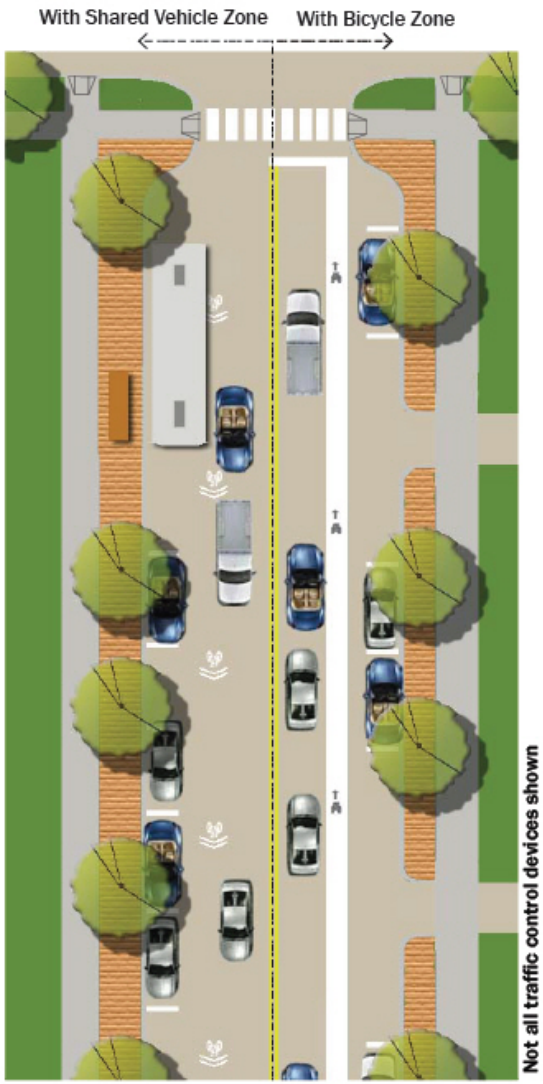
Parking may or may not be provided along a street. The relationship between parking lane width and vehicular lane width should be evaluated (in corridors with parking, vehicular lanes may need to be wider, depending on the street type and context). If a parking zone is adjacent to the traveled way, additional offset may be provided. Transit vehicles will often utilize the motor vehicle zone for bus stops if bus pull-offs are not provided or appropriate.



4: Planning and Design Elements

URBAN/SUBURBAN MAIN STREET

PLAN VIEW



KEY ELEMENTS

- May function as an arterial, collector or local street. May function as a collector serving as a primary thoroughfare for traffic circulation in a limited area. May function as a local street for an outlying business district.
- Designed to carry vehicles at low speeds.
- A destination street for a city or town, serving as a center of civic, social and commercial activity.
- Serves substantial pedestrian traffic as well as transit and bicycles.
- Characterized by wide sidewalks, crosswalks and pedestrian amenities, due to emphasis on pedestrian travel.
- Bicycle lanes are allowed but typically not necessary on these streets due to lower speeds and volumes and the desire to keep pedestrian crossing distances to a minimum.

STREET CROSS-SECTION ZONES

Sidewalk Zone: The pedestrian walk area is of sufficient width to allow pedestrians to walk safely and comfortably. Pedestrians are the priority on a main street.

Green Zone: Consists of the area between the sidewalk zone and curb. Includes street trees and other landscaping, as well as interspersed street furnishings and pedestrian-scale lighting in a hardscaped amenity zone.

Parking/Transit Zone: Accommodates on-street parking and transit stops. Width and layout may vary.

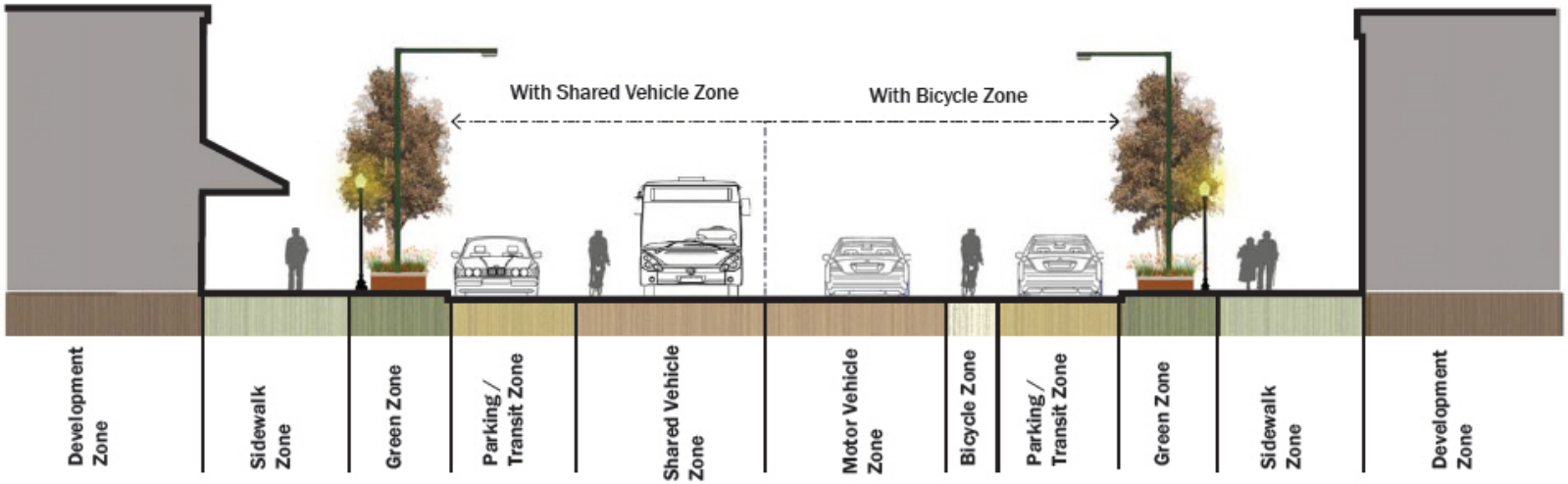
Bicycle Zone: A zone for bicyclists separate from vehicular traffic.

Motor Vehicle / Shared Vehicle Zone: The primary travel way for vehicles. A shared vehicle zone has mixed traffic (cars, trucks, buses and bicycles).

Development Zone: Development should be pedestrian-oriented with narrow setbacks and an active street environment.

URBAN/SUBURBAN MAIN STREET

ILLUSTRATIVE STREET CROSS-SECTION



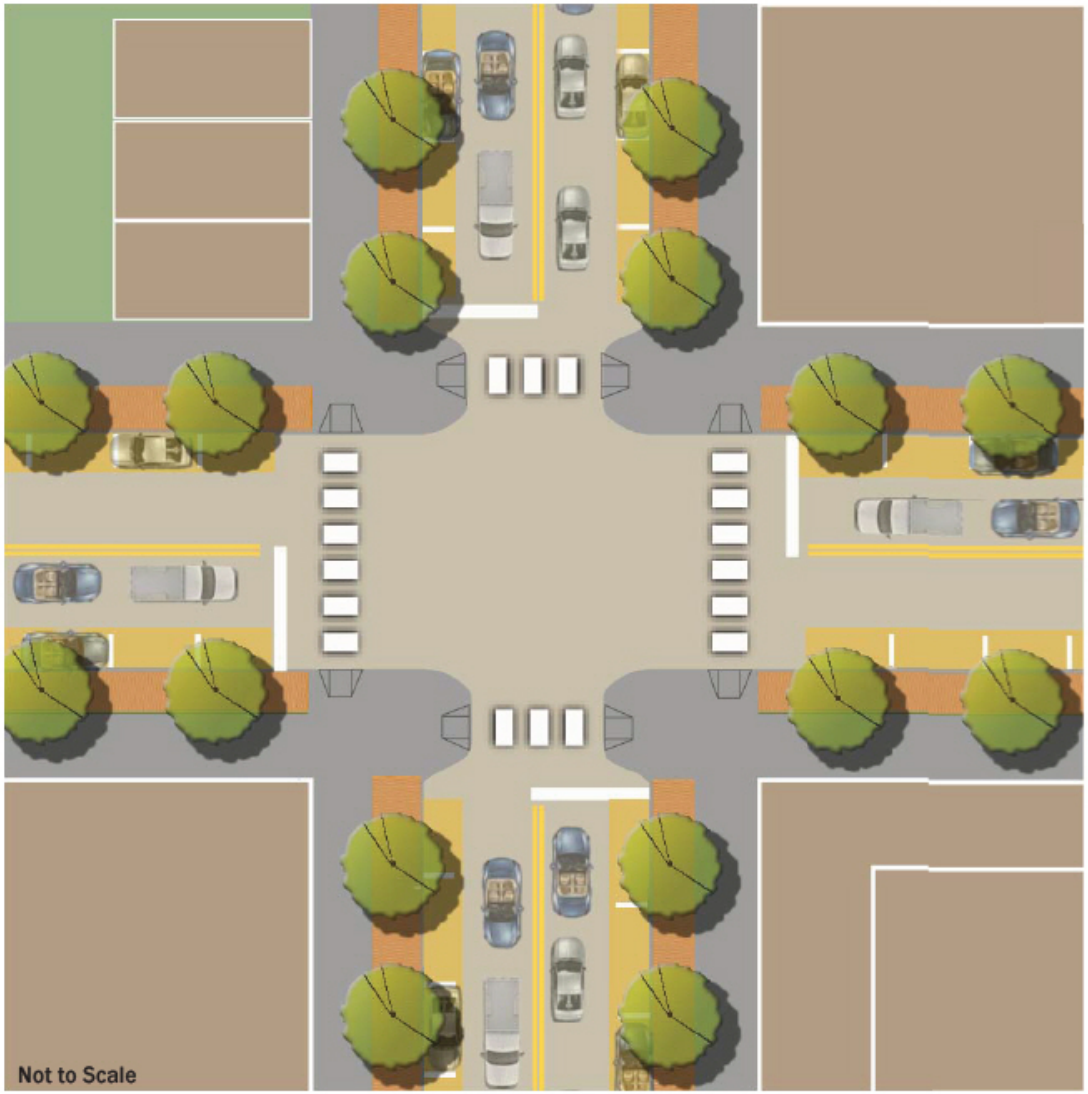
STREET COMPONENT DIMENSIONAL GUIDELINES

	Sidewalk Zone *(feet)*	Green Zone *(feet)*	Parking /Transit Zone *(feet)*	Motor Vehicle / Shared Vehicle Zone *(lane width- feet)*	Bicycle Zone *(feet)*
Central Business District	10' - 12' 12' - 20' in high volume pedestrian areas	6' - 8'	8' - 10'	10' - 13' (see note 4)	6' lanes (see note 4)
Urban Center / Suburban Center	8' - 12' 12' - 20' in high volume pedestrian areas	6' - 8'	8' - 10'	10' - 13' (see note 4)	6' lanes (see note 4)
Suburban Corridor / Urban Residential / Suburban Residential	8' - 10' 12' - 20' in high volume pedestrian areas	6' - 8'	8' - 10'	10' - 13' (see note 4)	6' lanes (see note 4)

NOTES

1. Sidewalk zone should typically extend to the front of buildings. Sidewalks are the most important element on a main street, because pedestrians are the priority. Therefore, the sidewalk width should typically be at least 10', unobstructed.
2. Green zone may include hardscaping, landscaping, street trees, lighting, and related pedestrian/bicycle/transit amenities. Hardscaping (with street trees in appropriately-designed planters) is typical for access to on-street parking and transit.
3. Parking is expected on main streets. Parking zone dimension may vary depending upon type of parking provided. Angle parking is allowed, preferably reverse angle parking. Angle parking will require a wider dimension than shown.
4. Shared lanes are the preferred treatment, due to the low speeds. In this case, travel lanes should be 13' to allow for maneuvering and opening car doors. Shared lane markings can be used on streets < 35 mph. If bicycle lane is provided, it should be 6' wide, and motor vehicle lane should be narrowed to 10'.

MAIN STREET INTERSECTION



STREET ZONES

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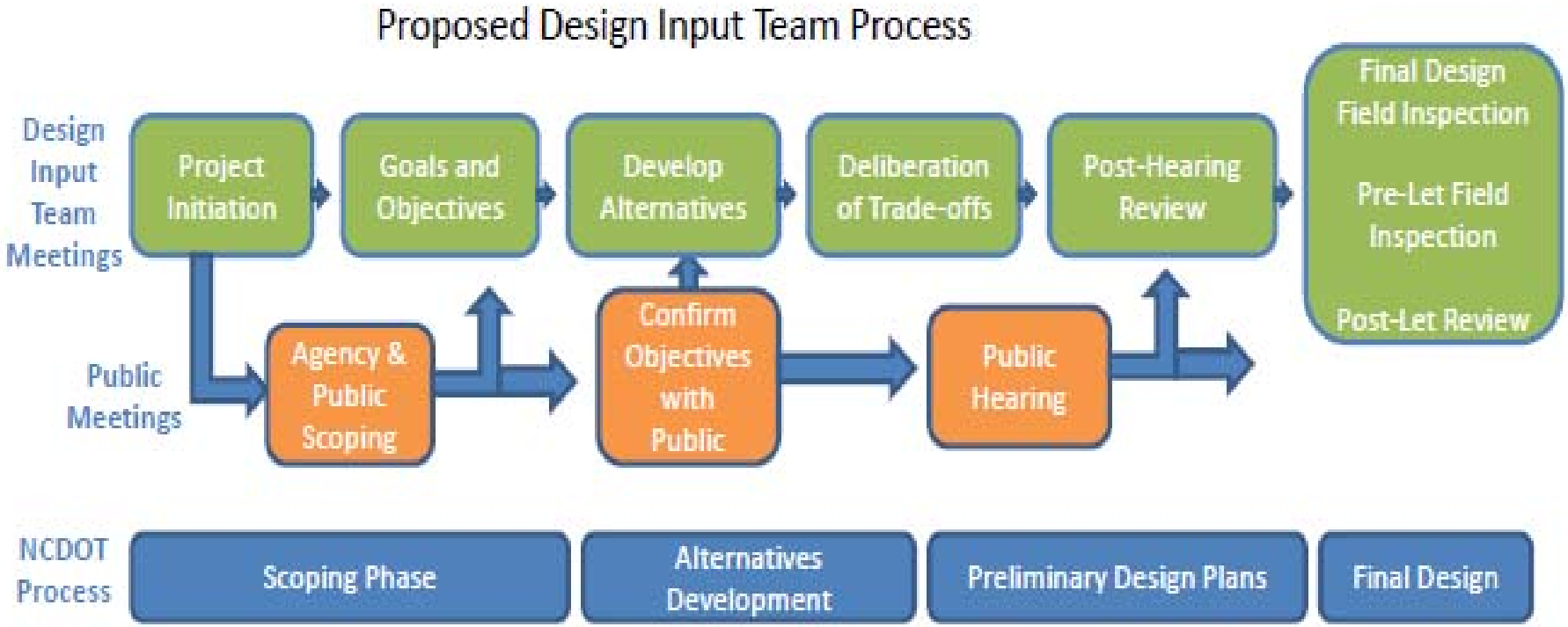
Complete Streets Training Overview

- ✓ **Four regional workshops in 2012**
- ✓ **24 two-day training courses in 2013 (24 completed, 3 in 2014)**
- ✓ **State and local engineers and planners are strongly encouraged to attend**
- ✓ **Conference to celebrate success stories**

Project Specific Context & Process



US 421 Widening in Boone

- Widening of corridor by NCDOT – main route into town and campus
- Town desired a multimodal outcome with gateway features
- Municipality worked with NCDOT to incorporate bike lanes and sidewalks, in addition to other features
- Good example of late-stage coordination

Before

After

Main Street Clayton


GS 300

QUESTIONS?

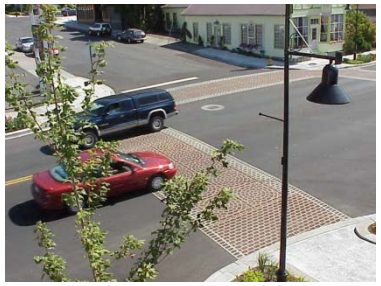
WSDOT's Complete Streets & Main Street Highways

Paula Reeves, AICP CTP
WSDOT Local Programs Division










Pedestrian and Bicycle Information Center Webinar
April 10th, 2014

Washington State Department of Transportation

WSDOT's Local Programs Division

We provide educational, technical, and financial support with federal oversight to local customers to help them achieve their transportation goals…

- We are stewards of federal transportation funding
- We provide technical expertise and services related to federal and state requirements
- We promote cooperative planning and partnerships



Community Design

to better balance the regional need for moving automobile traffic with the community need for a vibrant, connected and safe pedestrian environment.

The Research:

State Highways as Main Streets: A Study of Community Design

- Some State Highways in Washington serve as ‘main streets’ providing local access as well as regional mobility
- Design affects community livability and safety: these roads have the highest rates of pedestrian and traffic collisions in the state.
- Late stage design changes in projects on these highways have increased costs and delayed projects.

SR 203 Carnation WA – Visualization by SVR Design

The Research

- System Analysis
- Case Studies

Storefront Studio Program

University of Washington

College of Built Environments

Department of Architecture

What is a Main Street Highway?

Step 1: Screening

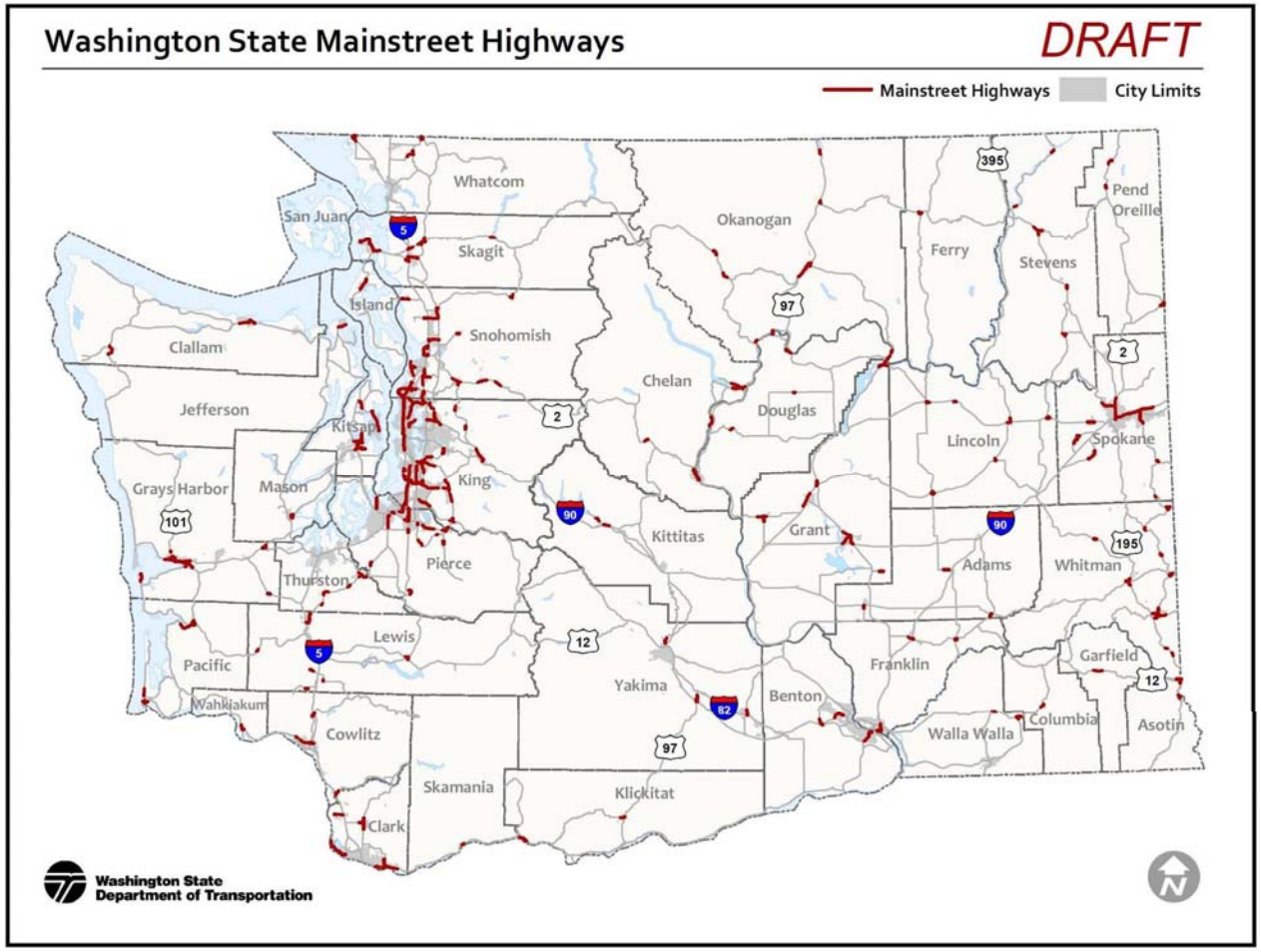
Variables	Units of Measure
State Route within City Limits	Y, N
Highway of Statewide Significance	Y, N
National Highway System	Y, N
State Access Control Classification	Y, N
Federal Functional Classification	Principal arterials, Minor arterial streets, Collector streets, Local streets
Design Speed	MPH
Posted Speed	MPH
Year of Incorporation	Year
Freight Classification	T-1 more than 10 million tons per year; T-2 4 million to 10 million tons per year; T-3 300,000 to 4 million tons per year; T-4 100,000 to 300,000 tons per year; T-5 at least 20,000 tons in 60 days
Collision History	Number of collisions involving bicyclists and pedestrians

Step 2 – Defining Main Street Highways

Variables	Units of Measure
Land Use – Locally Adopted Zoning	CBD , Mixed Use , Commercial Center
Proportion of visible buildings that are commercial	Percentage (25%, 50%, 75%, 100%)
Proportion of street frontage with dead space	Percentage (25%, 50%, 75%, 100%)
Proportion of street frontage with parked cars	Percentage (25%, 50%, 75%, 100%)
Number of travel lanes	Number both directions
Average travel lane width	Feet
Average shoulder width	Feet
Average median width	Feet
Average sidewalk width	Feet
Total curb to curb width	Feet
Total back of sidewalk to back of sidewalk width	Feet
Posted speed limit	MPH
Crosswalk spacing	Feet
Visible curb extensions (y, n)	Y,N
Average building setback	Feet
Average building height (stories)	Stories
Uniform building height (y, n))	Y,N
Number of pedestrians visible	Count
Average daily traffic	Volume
Visible bicycle lane	Y ,N
Visible buildings that are historic	Y,N

Main Street Highways

Research identified approximately 500 miles of “Main Street” highways bisecting 180+ cities based on criteria applied consistently across the state.



Why Define Main Street Highways?

- Ensure a measurable link between goals and transportation investments
  --Outcomes vs. throughput or volume to capacity ratio
- Develop the most cost effective transportation projects
  --Ensure fewer scope and schedule changes
- Identify partnerships, opportunities, and resources.
  --Transportation, historic preservation, environmental, economic development, utilities, etc..

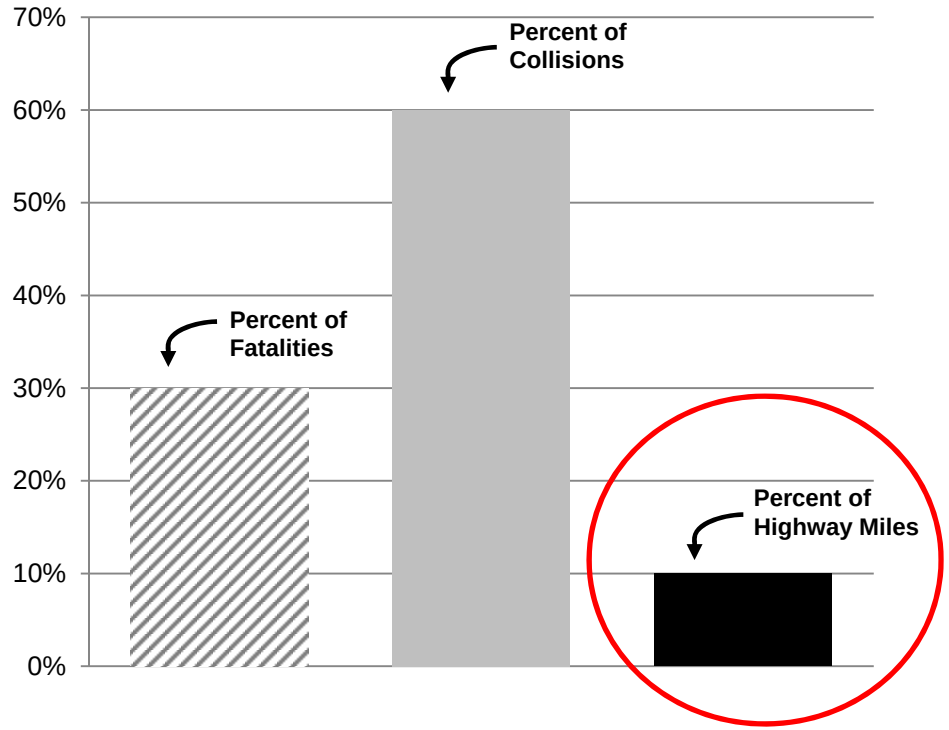
Research Findings

- Scope changes:
  - More common on Main Street Highways
  - 48% of all projects on Main Street Highways vs. 38% on other parts of the state system
- Retrospective review:
  - 40 projects or 20% of WSDOT's scope, schedule and budget changes could have directly benefited from additional community design before projects were scoped
- Average possible cost avoidance per project:
  - **Estimated at over $9 million dollars or 30% of project cost**

Main Street Highways

Pedestrian and Bicyclist Collisions and Fatalities on Main Street Highways

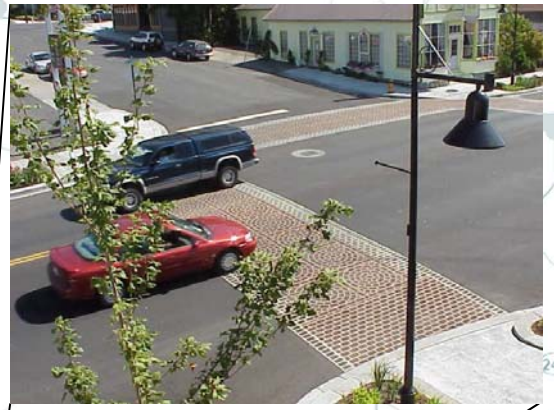
2010 through 2012



State Highways that also serve as City Streets in core commercial areas or "Main Street Highways" – serve as both thoroughfares and community access routes.

Moving Forward…

- **Complete Streets Act**
- **Practical Design Reform**
- **New Community Engagement Goal**



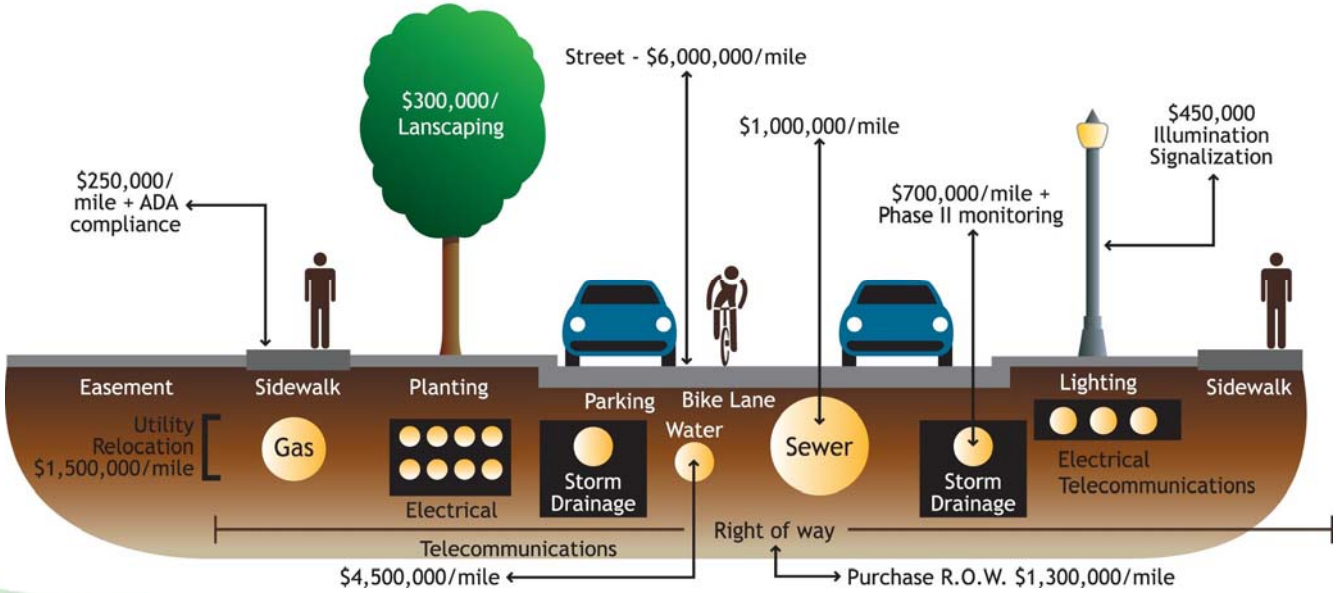
State Route 14 – Bingen

State Route 12 – Morton

Washington's Complete Streets Act

- Created a framework for a **Complete Streets Grant program**

- Directed WSDOT to consult with local agencies and consider the needs of all users during project planning and design



WSDOT's Practical Design

Practical Design – a strategy that emphasizes return on investment, encouraging flexibility, innovation, and multi-modal solutions by increasing the focus on project purpose and need throughout all phases of project development.

- ***NACTO Urban Street Design Guide*** **(Endorsed by WSDOT in Dec. 2013)**
- New Main Streets Section in WSDOT's Design Manual
- New Policy on Design Speed

Improved Coordination & Community Engagement

RCW 47.24.020 – When city streets also operate as state highways within the corporate limits of cities and towns, the city has full responsibility for and control over any facilities beyond the curbs and, if no curb is installed, beyond that portion of the highway used for highway purposes.

City Responsibility

Washington State Department of Transportation

WSDOT Resources

***State Highways as Main Streets: A Study of Community Design and Visioning* Publications**
http://www.wsdot.wa.gov/Research/Reports/700/733.1.htm

Contacts:

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http://www.wsdot.wa.gov/LocalPrograms/Planning

UW Storefront Studio
http://www.storefrontstudio.org/

Minnesota Department of Transportation

Complete Streets Policy Implementation

Overview:

- Historical Background
- Complete Streets Policy
- Supporting Technical Memorandum
- What MnDOT is Currently Doing
- Development of Complete Streets Project Reports
- Challenges & Opportunities

Complete Streets Beginnings

Key Moments

2008 – MnDOT provided the state legislature with a complete streets feasibility study for the state of Minnesota

2010 – MN Legislature enacted a law requiring MnDOT to implement complete streets

2013 – Advisory group developed an outreach process that culminated with a MnDOT Complete Streets Policy and supporting Technical Memorandum that formalizes the standard MnDOT is now held to throughout project development

Complete Streets Policy

Policy Statement

The Minnesota Department of Transportation requires that the principles of "Complete Streets" are to be considered at all phases of planning and project development in the establishment, development, operation, and maintenance of a comprehensive, integrated, and connected multimodal transportation system.

Complete Streets Policy

Principal Points

- The policy is a direct response to the Minnesota Complete Streets law
- It affects virtually all phases of road activity on trunk highways, from planning to maintenance
- It's consistent with MnDOT's Vision and Statewide Multimodal Transportation Plan
- Increase the use of transit, bicycling, and walking as a percentage of all trips
- Preservation projects should be addressed to extent possible

Complete Streets Policy

Policy Assumes Exemptions…

- Users are legally prohibited from using a roadway (eg. Non-motorized vehicles on the interstate)
- Demonstrated absence of current and future need
- Environmental or safety detriments outweigh enhanced modal access
- Constraints related to local government opposition or right of way acquisition
- Inability to negotiate operational and maintenance responsibility

CS Tech Memo to the Agency

- Provides technical direction on how the agency now views Complete Streets elements
- Outlines key considerations at each stage of project development
- Calls for the development of a clear protocol for identifying compliance

In the past, the question has typically been "why" to design for anything beyond cars and trucks. Being a complete streets shop means turning that around to asking "why not" instead.

Devil in the Details

- What type of documentation is needed?
- How do we approach preservation projects?
- What type of analysis would justify a lack of future demand/need?
- How should we determine if environmental or safety impacts are greater than the benefits of enhanced multimodal access?
- What process indicators should we use?
- How much flexibility should there be?
- How do we handle cross movements?

What MnDOT is Doing

Internally

- Created a working group of MnDOT staff directly impacted by Complete Streets policies and designs to develop a weigh in which to integrate Complete Streets into project development
- Outreach with districts and staff throughout MnDOT to address practical and logistical concerns as well as questions
- Developing a mechanism for accountability

Externally

- Developing a targeted communications plan for our transportation stakeholders throughout the state
- Creating a guidance document for external partners
- Revising the Bikeway Facility Manual
- Creating a Statewide Pedestrian Plan and Freight System Plan

Project Reports

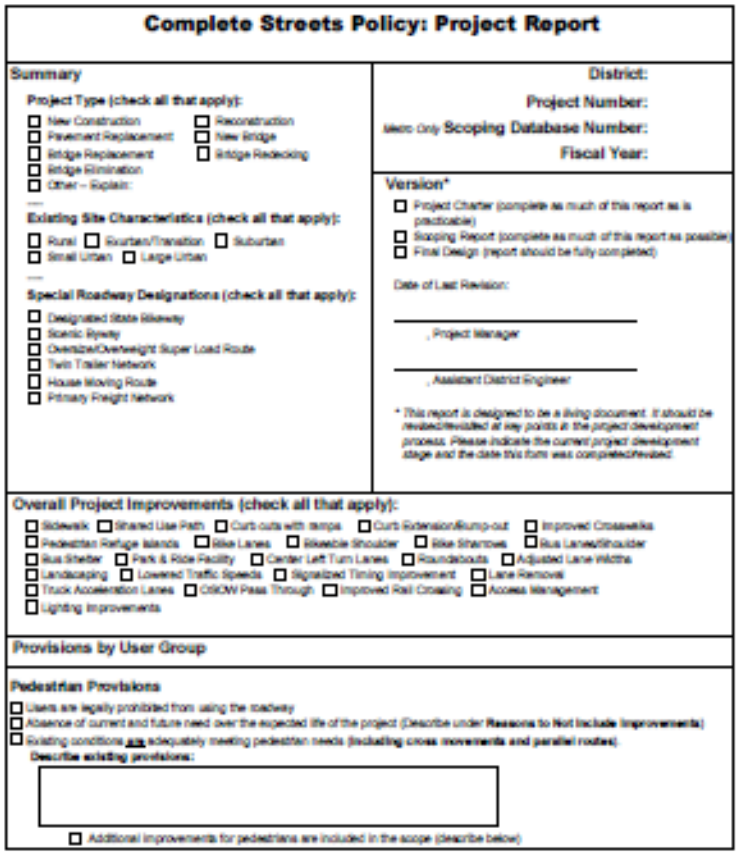
Summary

- Project Type
- Existing Site Characteristics
- Special Roadway Designations

Overall Project Improvements

Provisions by User Group

- Pedestrian
- Bicycle
- Freight
- Transit
- Other



Complete Streets Policy: Project Report

Summary

Project Type (check all that apply):

☐ New Construction ☐ Reconstruction
☐ Pavement Replacement ☐ New Bridge
☐ Bridge Replacement ☐ Bridge Redecking
☐ Bridge Elimination
☐ Other – Explain:

Existing Site Characteristics (check all that apply):

☐ Rural ☐ Exurban/Transition ☐ Suburban
☐ Small Urban ☐ Large Urban

Special Roadway Designations (check all that apply):

☐ Designated State Bikeway
☐ Scenic Byway
☐ Oversize/Overweight Super Load Route
☐ Twin Trailer Network
☐ House Moving Route
☐ Primary Freight Network

District:
Project Number:
Metro Only Scoping Database Number:
Fiscal Year:

Version*

☐ Project Charter (complete as much of this report as is practicable)
☐ Scoping Report (complete as much of this report as possible)
☐ Final Design (report should be fully completed)

Date of Last Revision:

_____
, Project Manager

_____
, Assistant District Engineer

* This report is designed to be a living document. It should be revised/revisited at key points in the project development process. Please indicate the current project development stage and the date this form was completed/revised.

Overall Project Improvements (check all that apply):

☐ Sidewalk ☐ Shared Use Path ☐ Curb cuts with ramps ☐ Curb Extension/Bump-out ☐ Improved Crosswalks
☐ Pedestrian Refuge Islands ☐ Bike Lanes ☐ Bikeable Shoulder ☐ Bike Sharrows ☐ Bus Lane/Shoulder
☐ Bus Shelter ☐ Park & Ride Facility ☐ Center Left Turn Lanes ☐ Roundabouts ☐ Adjusted Lane Widths
☐ Landscaping ☐ Lowered Traffic Speeds ☐ Signalized Timing Improvement ☐ Lane Removal
☐ Truck Acceleration Lanes ☐ OS/OW Pass Through ☐ Improved Rail Crossing ☐ Access Management
☐ Lighting Improvements

Provisions by User Group

Pedestrian Provisions

☐ Users are legally prohibited from using the roadway
☐ Absence of current and future need over the expected life of the project (Describe under **Reasons to Not Include Improvements**)
☐ Existing conditions are adequately meeting pedestrian needs (**including cross movements and parallel routes**)
Describe existing provisions:

☐ Additional improvements for pedestrians are included in the scope (describe below)

More detail can be found at our Complete Streets webpage:

http://www.dot.state.mn.us/planning/completestreets/

Discussion

- **Archive at www.pedbikeinfo.org/webinars**
  - Downloadable and streaming recording, transcript, presentation slides
- **Questions?**
  - **Stefanie Seskin**
    sseskin@completestreets.org
  - **Lauren Blackburn**
    lablackburn2@ncdot.gov
  - **Paula Reeves**
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  - **Chris Berrens**
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