



Capital Region Transportation Planning Agency

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Outline of Tomorrow's Implementation Workshop

1. Introduction

- What does the complete streets policy do for Tallahassee/Leon County?

2. Implementation:

- Working within existing street widths
- Road diets – making room for complete streets
- Performance Measures: Getting what you want out of your streets
- Public engagement processes

3. Current policy: What works, what doesn't

4. Implementing **YOUR** CS policy: Are modifications needed?



Why have a complete streets policy?

➤ To make the needs of all users the **default** for **everyday** transportation planning practices:

- No need to **prove** ped, bike and transit facilities are **needed**
- 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 generate revenue:

Multi-modal streets:

- Increase home values
- Revitalize retail

You won't satisfy every business owner or stakeholder, but don't ignore their needs and interests.



Why have a complete streets policy?

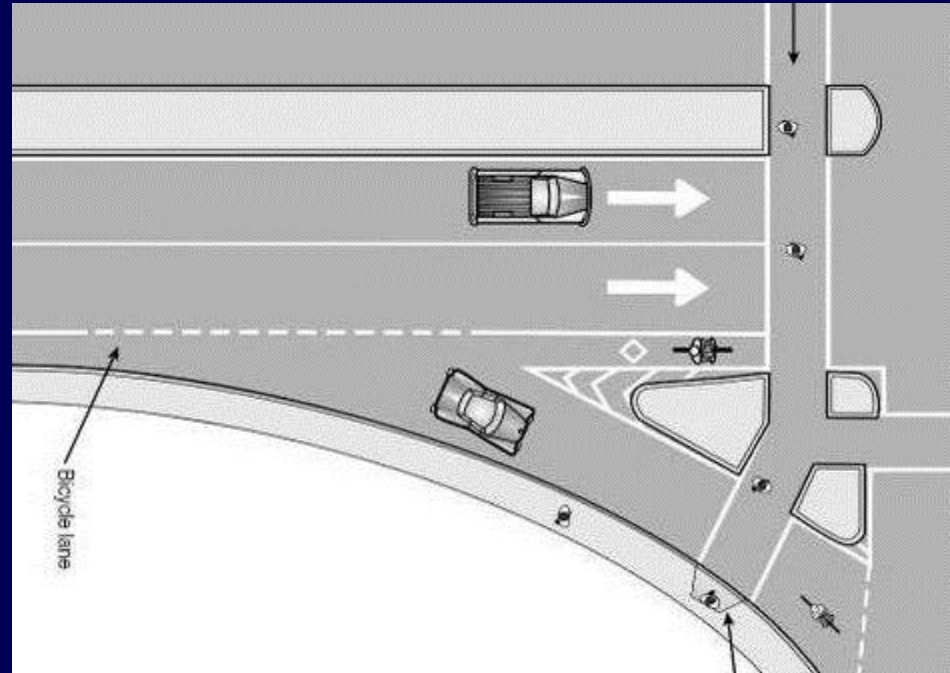
➤ To gradually create a complete **network** of roads that serve all users



Why have a complete streets policy?

➤ For safety:

- Sidewalks reduce ped crash risk by 88%
- Intersections designed for peds reduce crash risk 28%



Why have a complete streets policy?

➤ To reduce the need to widen roads

Trips in metro areas:

- **50%** - less than 3 miles
- **28%** - less than 1 mile:
 - **65%** of trips under 1 mile are now taken by car



Why have a complete streets policy?

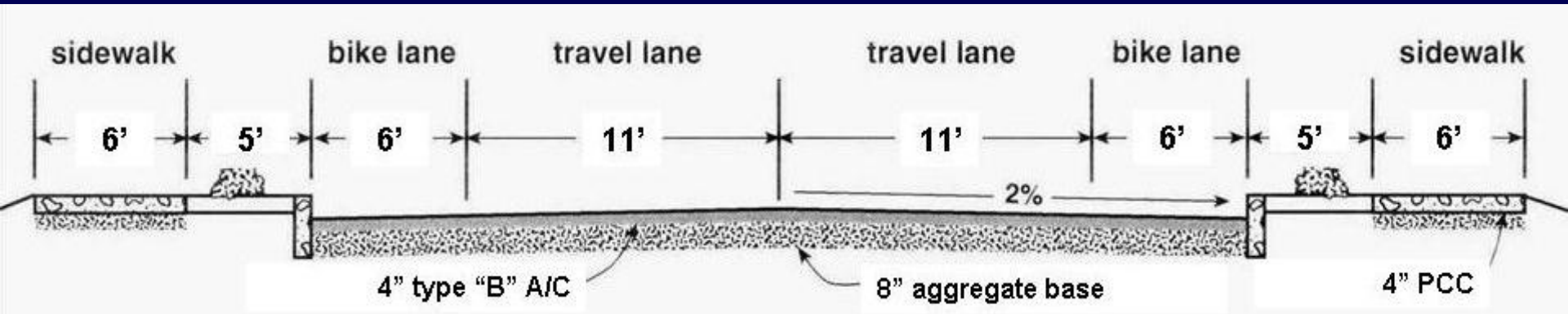
➤ To give transportation professionals political and community support for innovative solutions that help make active living possible



NYC DOT

Why have a complete streets policy?

- Many transportation engineers and planners know how to build good streets; they're seeking **permission** to do so



CS changes intersection design



CS changes intersection design



CS changes bicycling



CS changes bicycling



CS changes transit



CS changes transit



CS changes accessibility



CS changes accessibility



Complete streets and trails

- Streets provide **access** to trails
- CS + trails = **comprehensive** non-motorized network
- CS take pressure off **overcrowded** trails



Complete Streets is NOT:

- A design **prescription**
- A mandate for **immediate** retrofit
- A **silver bullet**; other initiatives must be addressed:
 - *Land use (proximity, mixed-use)*
 - *Parking*
 - *Environmental concerns*
 - *VMT reduction (i.e. pricing, gas taxes)*
- ✓ (but complete streets will help!)

What does a complete street look like?

➤ One size doesn't fit all:

- Complete Streets doesn't mean **every** street has sidewalks, bike lanes and transit

There is no magic formula



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



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



Low traffic shared streets

The many types of Complete Streets



Historic Main Street

Complete Streets & Context Sensitive Solutions

- Complete Streets doesn't mean **every street** has sidewalks, bike lanes, transit
- Context sensitivity:
 1. External context: land use
 2. Internal context: who is **likely to use** the street - bicyclists, pedestrians, transit users, drivers?



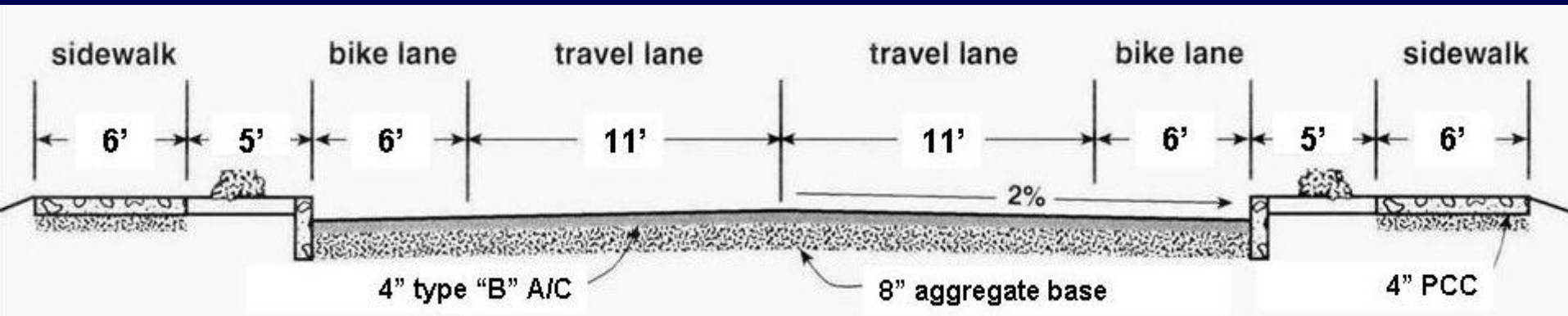
Illustration: AARP

What do the design guides tell us?

The AASHTO “Green Book” states:

*“Sidewalks are **integral parts** of city streets”*

Not added to – a part of!



“Shoulders are desirable on <...> urban arterials”

Bike lanes are shoulders reserved for bicycle use!

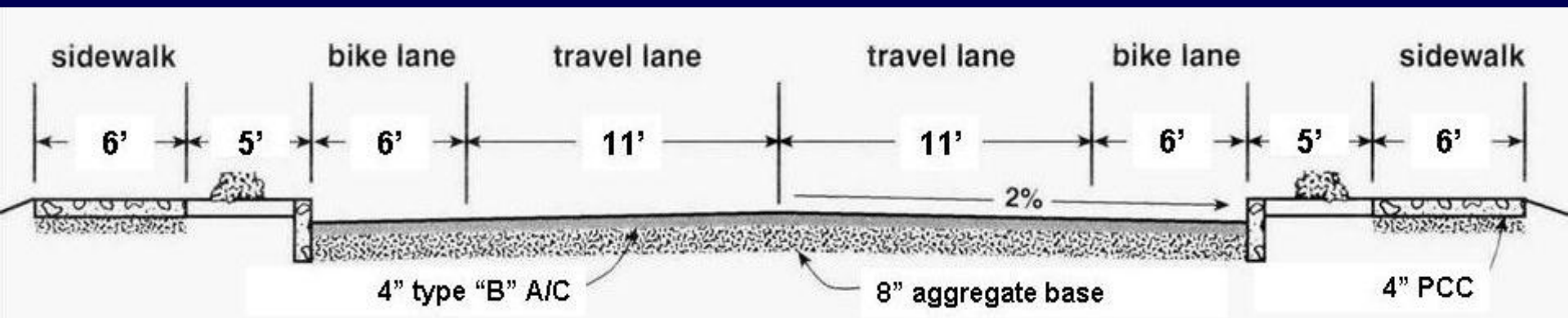
AASHTO: American Association of State Highway and Transportation Officials
Green Book: A Policy on Geometric Design of Highways and Streets

What about funding?

- Complete streets is about using **existing resources** differently:
 - STP, Equity Bonus, CMAQ, TE, State, Bond measures, gas tax, sales taxes, and now the stimulus \$... 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



Transformative Moment

- Increasing **gas prices** (Plan B)
- **Obesity** epidemic: CDC now recommends CS to prevent obesity
- Growing awareness: **quality of life** an economic engine
- Climate change & **sustainability**

Your Complete Streets policy excerpt:

“The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.”