Complete Streets Overview

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Today's Agenda

- Why do we need bikeable and walkable communities?

- Design considerations

-- Lunch --

- Small group exercise

- Getting it done

Introductions

- Name
- Organization
- What do you most want to
  learn about bikeable and walkable
  communities?

HELLO
My name is

A Complete Street is _____.

What are Complete Streets?

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

Image by Paul K

Why do we need Complete Streets?

Why do we need
Complete Streets?

Why do we need Complete Streets?

Who needs Complete Streets?

47% of older Americans say it is unsafe to cross a major street near their home.

55% of older Americans living in inhospitable neighborhoods say they would walk and bike more often if the built environment improved.

56% express strong support for adoption of Complete Streets policies.

Planning Complete Streets for the Aging of America, AARP

Who wants Complete Streets?

66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73% currently feel they have no choice but to drive as much as they do.

53% of Americans would prefer to live in communities within easy walking distance of the community's amenities

National Community and Transportation Preference Survey (2017), Future of Transportation National Survey (2010)

Benefits

What are the benefits?

- Mobility for all
- Health
- Economic Development
- Social Equity & Opportunity
- Safety

Only one third of suburban residents can conveniently walk to a grocery store.

Mobility for All

1/3
of the US population does NOT have a drivers license

How are we accommodating them?

Health

- We are moving without *moving*
- 6o% are at risk for diseases
  associated with inactivity:
  - *Diabetes*
  - *High Blood Pressure*
  - *Other chronic diseases*

22 MIN. OF WALKING

DAILY WALKING TIME
Recommended by CDC

19 MIN. OF WALKING

MEDIAN TRANSIT USER
in America

06 MIN. OF WALKING

AVERAGE PERSON
in America, includes drivers

T. Litman, Evaluation of Public Transportation Health Benefits

Economic Development

- Lancaster, CA

  Reconstruction Project
  - $11.6m public investment
  - 48 new businesses
  - 802 new jobs
  - Vacancy Rate: 4%
  - Sales tax revenue: ⬆96%

  3 years later (2013)
  - Total collisions fell by ~1/3
  - Injuries among all users ⬇67%

From this…   To this…

Economic Development: Property Values

+1 point on the Walk Score scale

=

+$500 - $3,000 in home value

Social Equity & Opportunity

- Complete Streets give people more control over expenses
  - Transportation is the second largest expense for families: ~18% of their budget
  - Low-income households can spend up to 55% of budget on transportation

Tremendous Potential

Of all Trips:

78%

are less than 3 miles

80%

are less than 1 mile

yet of these trips...

65%

are driven

2017 National Household Travel Survey

Safety

⬇ **88%** with sidewalks

⬇ **69%** with hybrid beacons

⬇ **39%** with medians

⬇ **29%** with street conversions

Sources: http://safety.fhwa.dot.gov/provencountermeasures, San Diego, CA – Dan Burden

Safety

32,166 Total fatal crashes in 2016

Motor vehicle crashes were the **leading cause** of death for children age 10 and young people 16 to 23.

Safety

5,376
Pedestrians were killed in 2016

On average, a pedestrian was killed every

1.5 hrs

in traffic crashes.

2.2%
of all motor vehicle traffic fatalities were cyclists

Speed

People walking and biking are 14-times more likely to be killed or severely injured
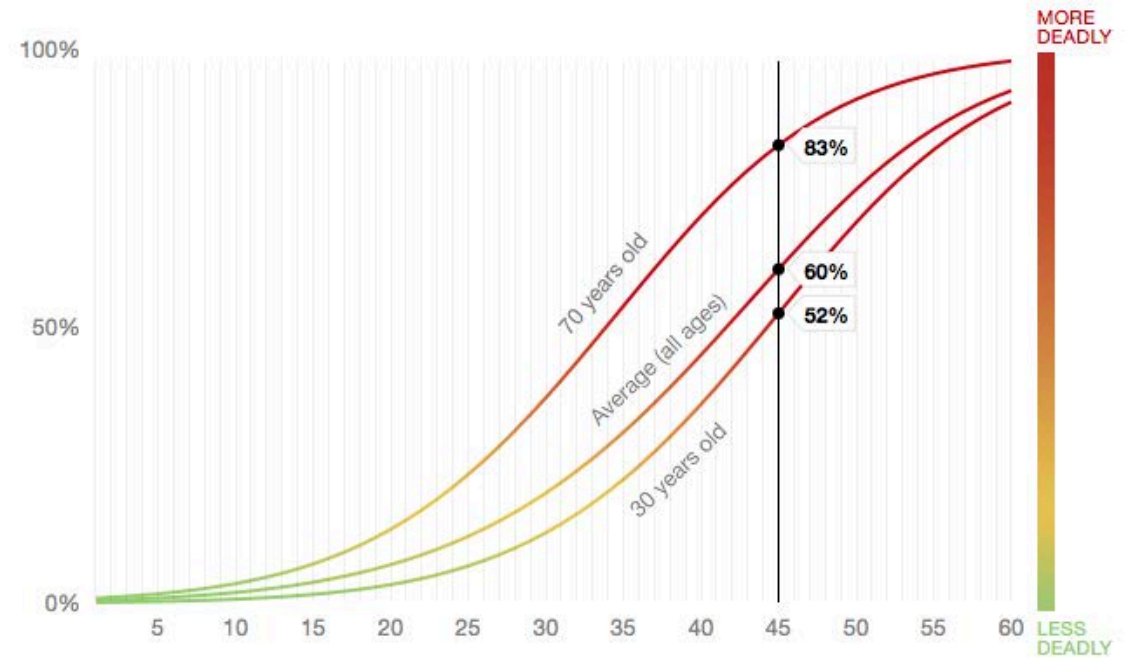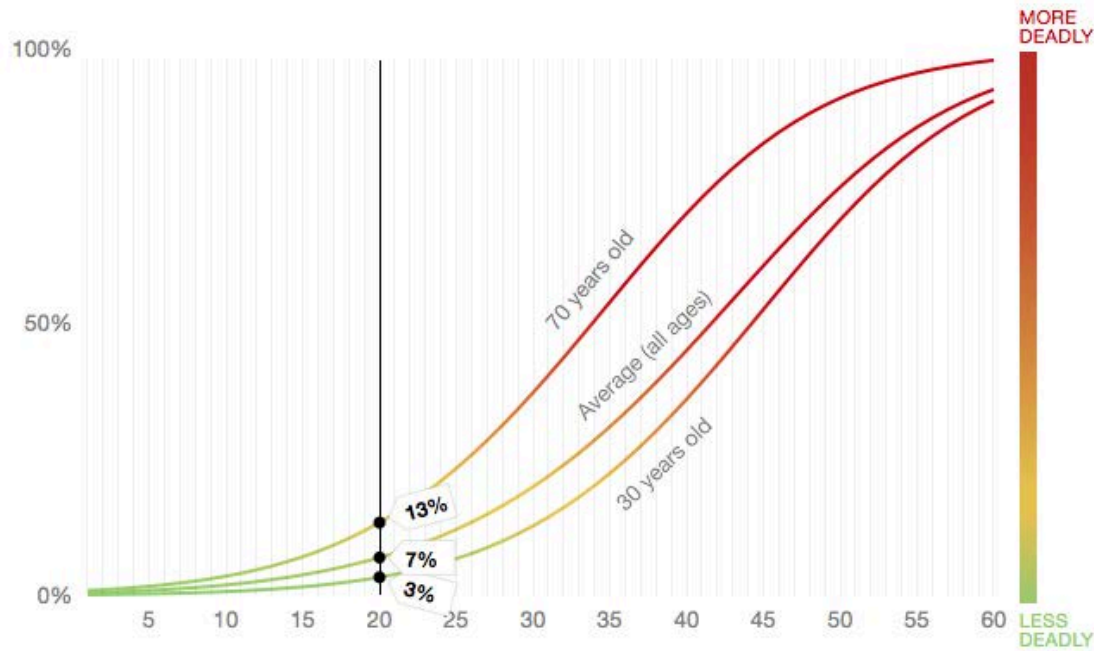
Higher speeds increase risk of death

Average risk of death for a pedestrian at impact raises as speed increases

90%

50%

10%

23 mph

42 mph

58 mph
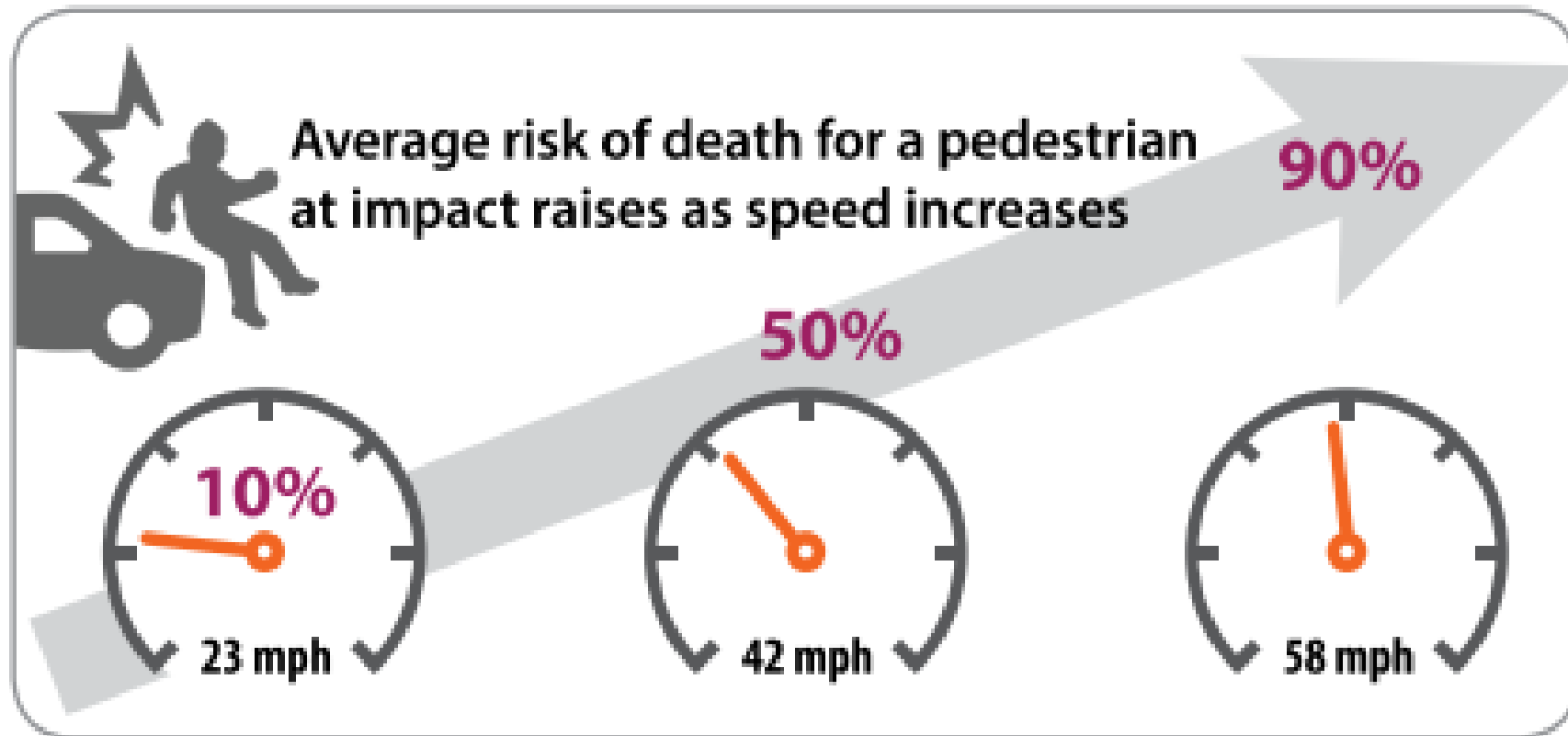
AAA Foundation for Traffic Safety, Impact Speed and the Pedestrian's Risk of Severe Injury or Death, September 2011.

NATIONAL SPEED FATALITY MAP HIGHLIGHTS TRAGIC LOSSES

Elevating safety over speed would save thousands of lives each year

Fatal traffic crashes involving speed in the United States, 2010-2015 (zoom in for details)

Key

🟢 Vision Zero City
  * As of November, 15 2016

📍 Top Ten Deadliest City
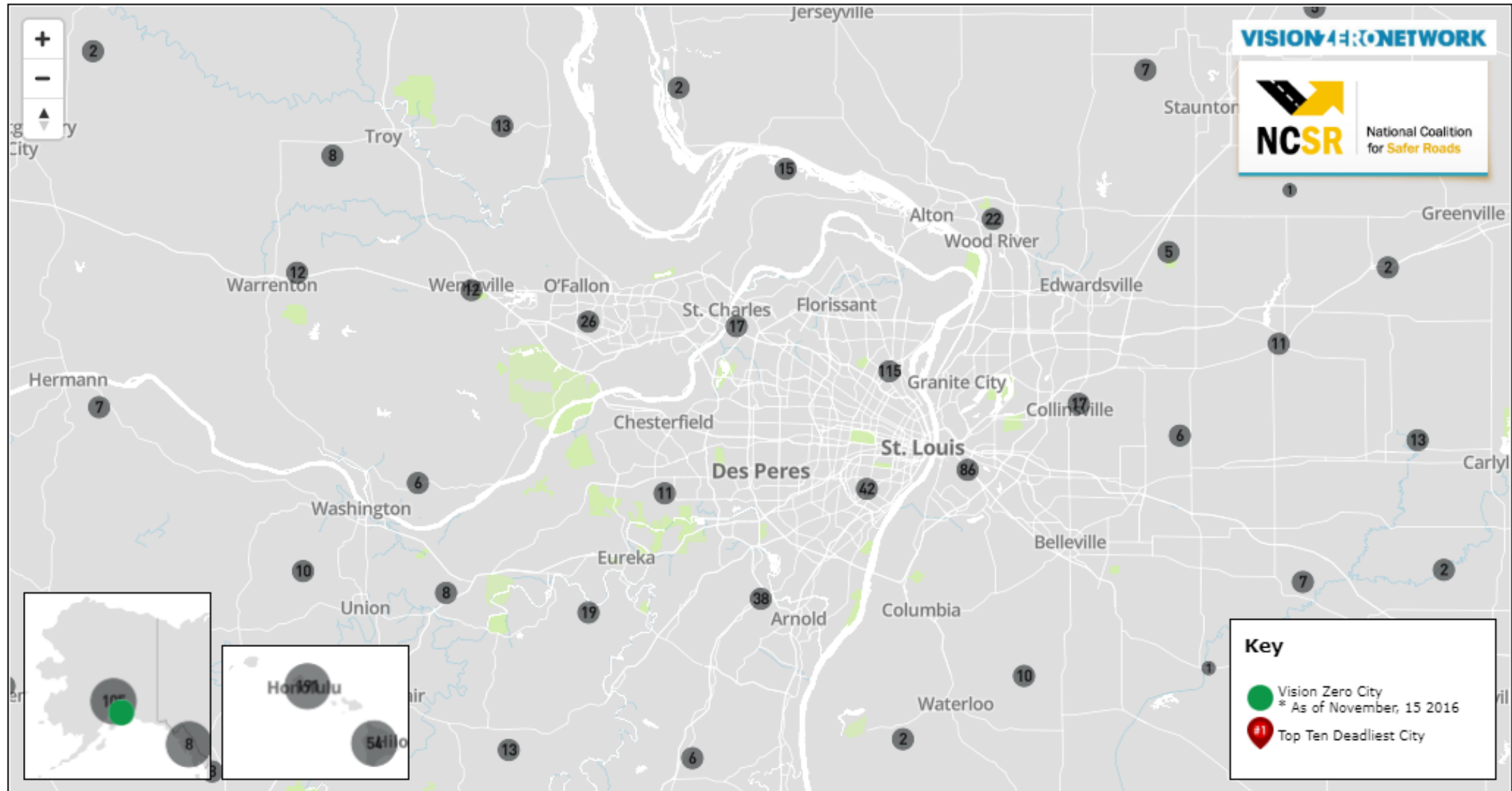
Benchmarking

Should address what people want from their transportation systems:

- Convenience
- Safety
- Comfort
- Access
- Reasonable travel time
- Low cost
- Reliability
- Speed?

Basics of project evaluation

Agree to goals and objectives

Determine best measures for goals

Collect data

Share results

Measuring Success
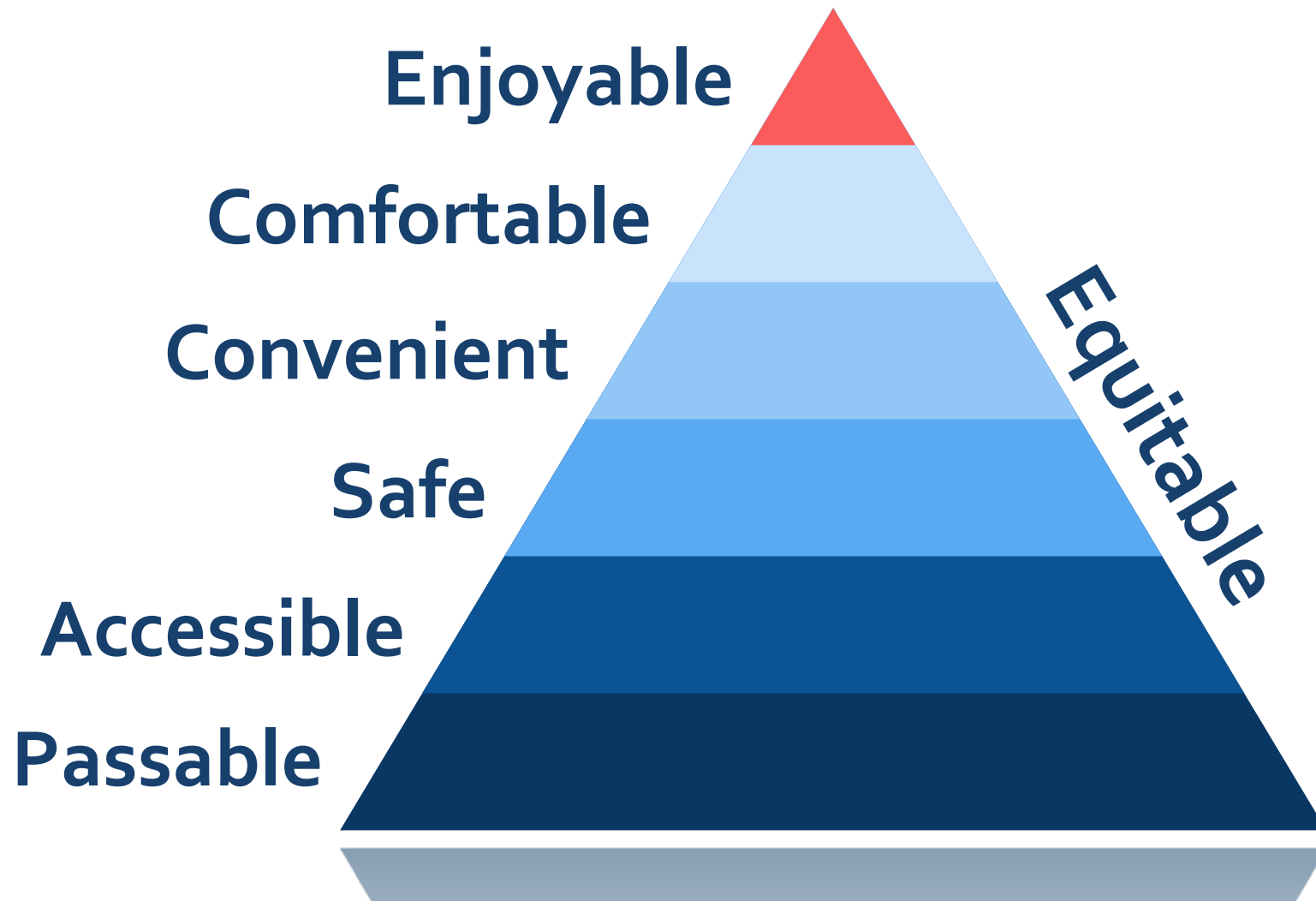
Measuring Success
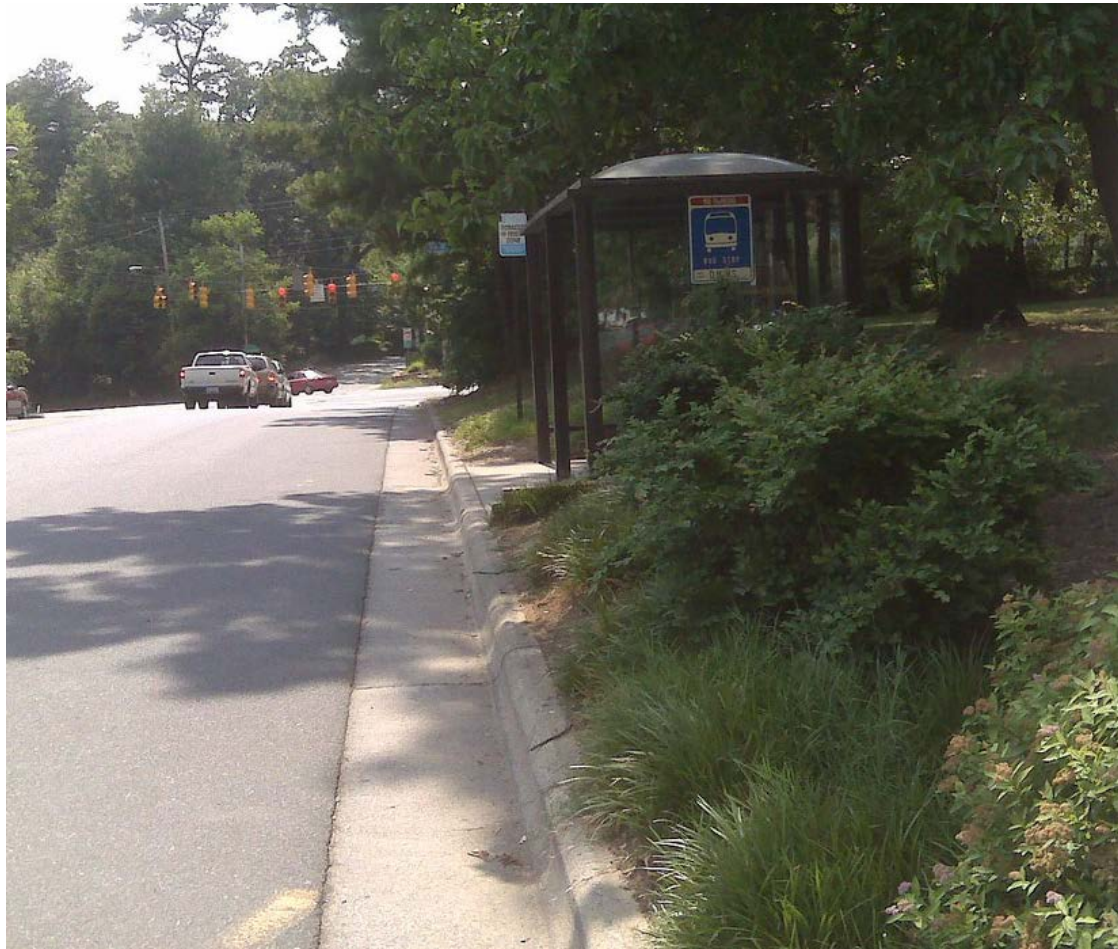
Passable

Measuring Success

Accessible

Metrics

Access

- Person trips, by mode
  - All trips, commute-only
- Community connections - # people residing or working within set distance of facilities
- Presence of facilities, new and upgraded/refurbished
- Trip time and reliability

Measuring Success
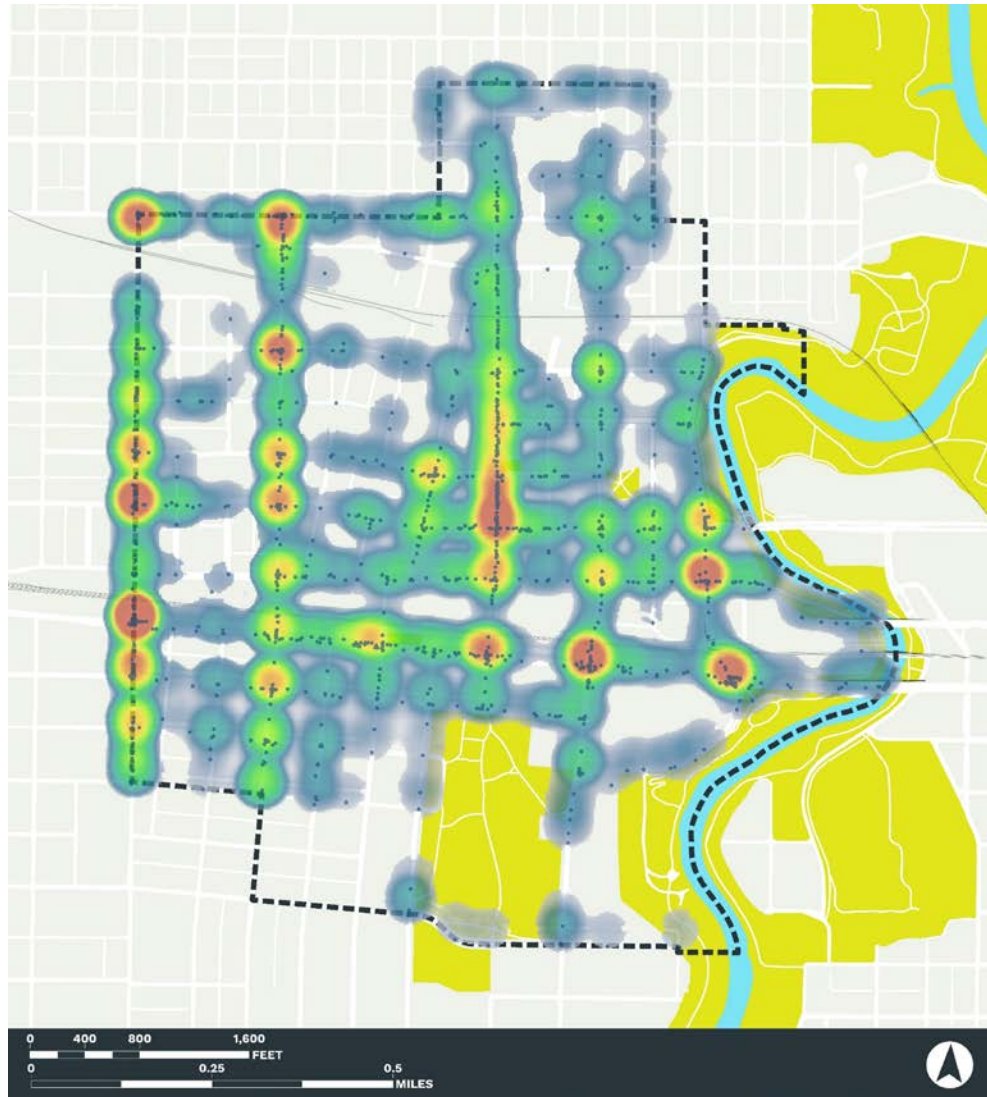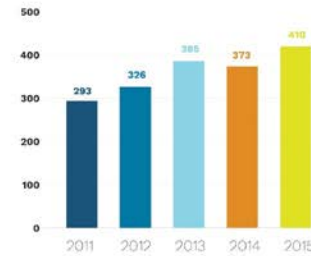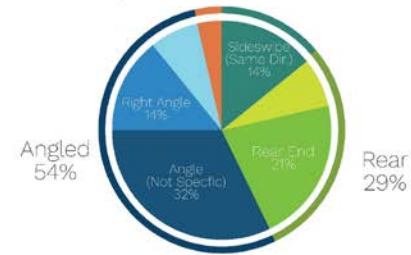
Metrics

Safety

- Injurious and fatal crashes, total and rate per mile, mode or user group

- Compliance with speed limit

- Adequate lighting

- Personal security, as measured by survey, number of crimes or calls for service

Measuring Success

Metrics

Convenience

- Trip time and reliability
- Connectivity of networks
- Frequency of crossings
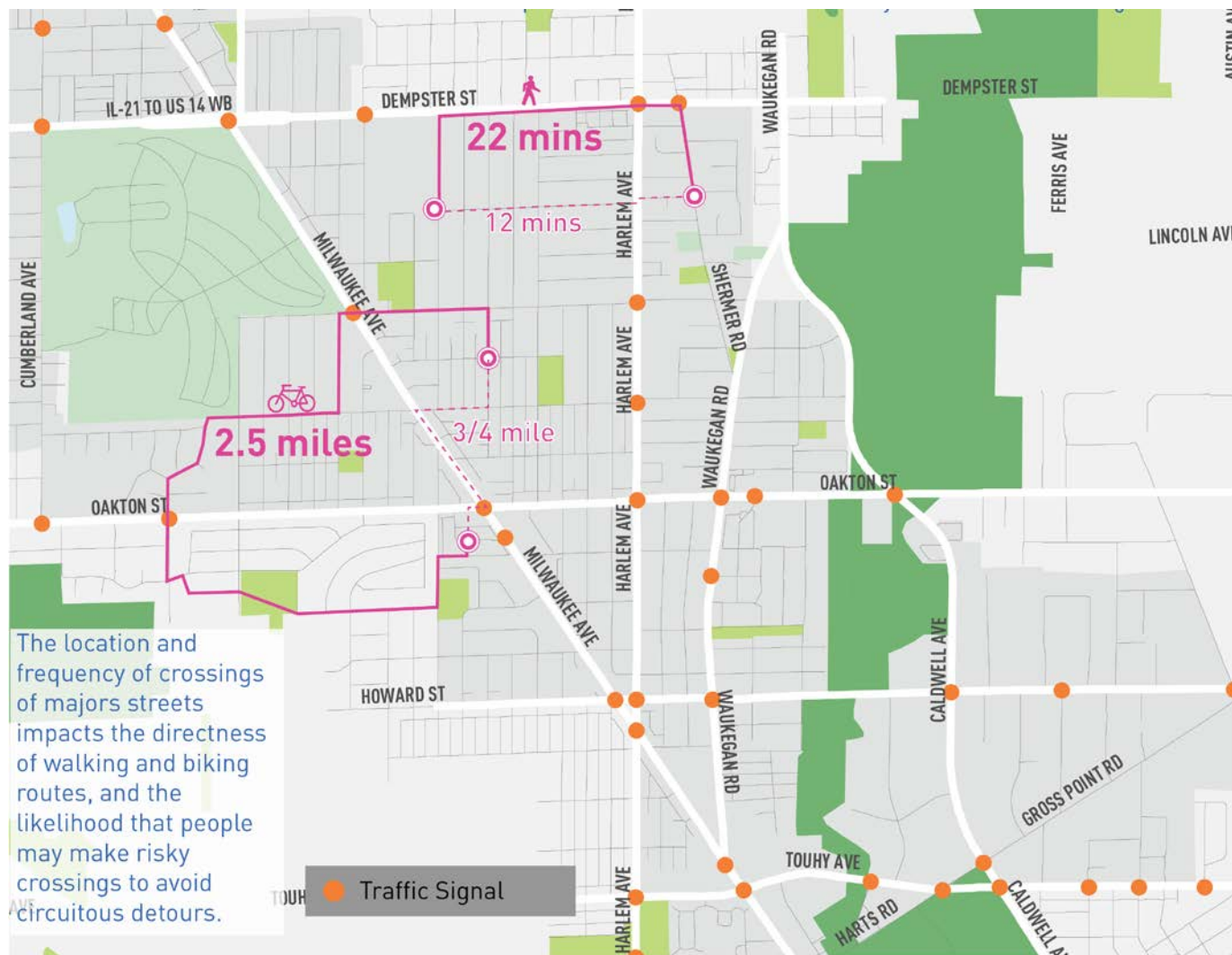
Measuring Success
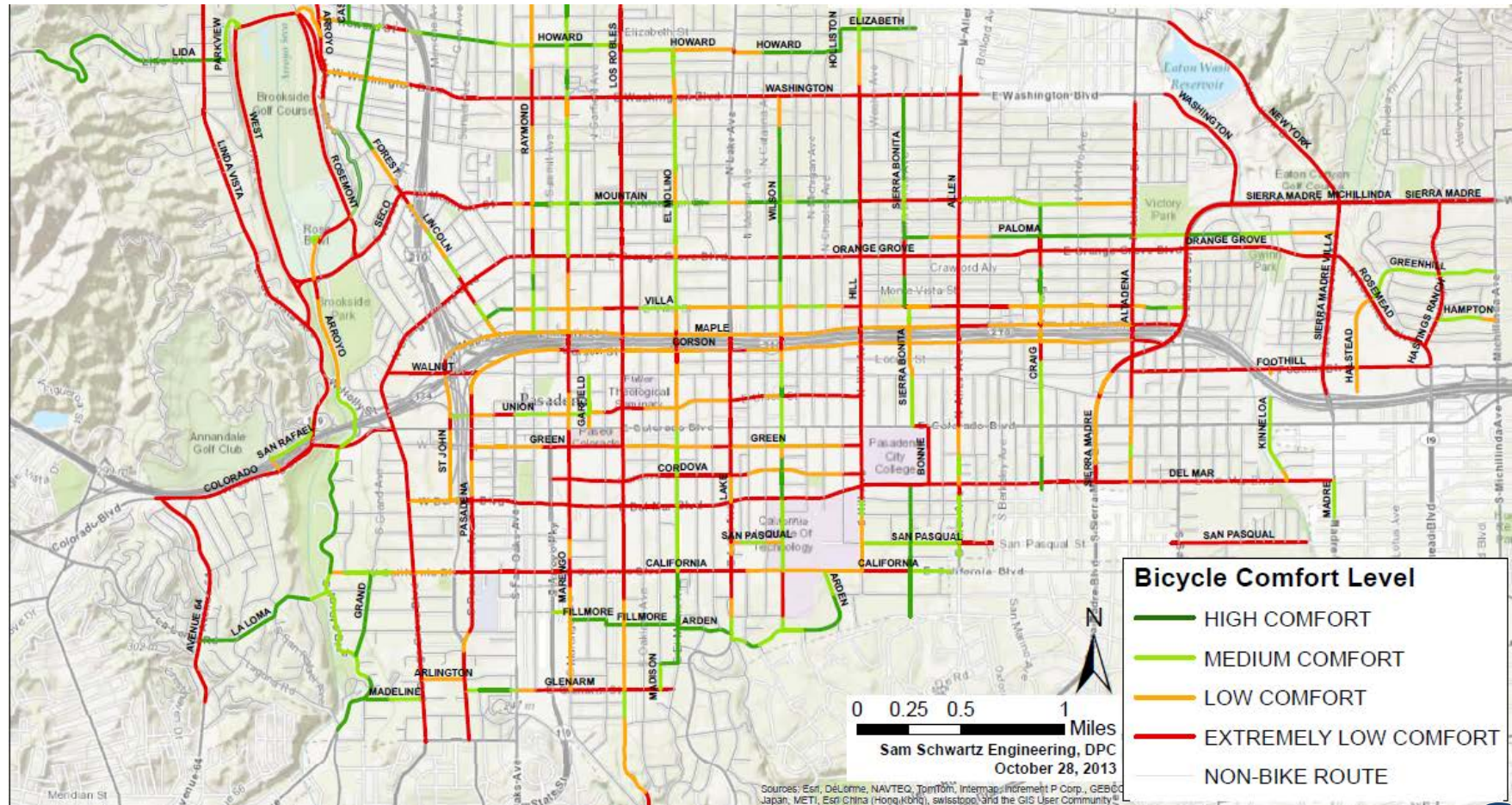
What is comfortable?

LTS 1:
"suitable for children"

LTS 2:
"interested but concerned"

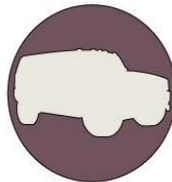# What is comfortable?

LTS 3:
"enthused and confident"

LTS 4:
"strong and fearless"

Metrics

Comfort

- Level of traffic stress
- Tree coverage
- Pedestrian comfort, based on survey data

Strong and Fearless - 1%

Enthused and Confident - 6%

Interested, But Concerned - 60%

No Interest - 33%

Measuring Success

Project for Public Spaces
Placemaking Checklist

Accessibility

YES NO

- ☑ ☐ Is the entrance visible from a distance?
- ☑ ☐ Is it easy to identify what is going on in the place?
- ☑ ☐ Is the primary use or mission of the tenant agencies easily identifiable? That is, are there signs or other visual cues that convey information about it?
- ☑ ☐ Is there adequate directional signage, maps and location information?
- ☑ ☐ Can people easily get there (e.g. they don't have to dart through traffic)?
- ☑ ☐ Do sidewalks, paths, or roads match up with the directions in which people wish to go?
- ☑ ☐ Can people use a variety of transportation options (bus, train, car, bicycle) to get to the place?
- ☑ ☐ Does the place function for people with special needs (is it ADA-compliant)?
- ☑ ☐ Do vehicles dominate pedestrian use of the space, or prevent them from getting to it?

CHECKLIST ✔

Uses & Activities

YES NO

- ☑ ☐ Are people present?
- ☑ ☐ Is the place used by a range of ages and types of people?
- ☑ ☐ Do people tend to use the space alone, or do they cluster in groups?
- ☑ ☐ Do several types of activities occur – for example, walking, eating, relaxing, reading, socializing, meetings, etc.?
- ☑ ☐ Are many or most parts of the space used?
- ☑ ☐ Are there obvious choices of things to do – that is, evidence of events and activities that take place (e.g. a schedule, a stage)? Is there information about whom is responsible for events?
- ☑ ☐ Does the place's design relate to and support events that take place there?
- ☑ ☐ Is there a management presence or other evidence that someone is in charge of the place?
- ☑ ☐ Do the uses and activities benefit building vistors and employees?

CHECKLIST ✔

Comfort & Image

YES NO

- ☑ ☐ Does the place make a good first impression, both from afar and upon entering it?
- ☑ ☐ Are there more women present than men?
- ☑ ☐ Is there a choice of places to sit (for example, either in the sun or shade)?
- ☑ ☐ Is there appropriate weather protection (umbrellas, shelters)?
- ☑ ☐ Is the space clean and free of litter?
- ☑ ☐ Does the space and the surrounding area feel safe?
- ☑ ☐ Does the place meet the needs of the people using it?

CHECKLIST ✔

Sociability

YES NO

- ☑ ☐ Would you choose to meet your friends in this place?
- ☑ ☐ Are people talking with each other?
- ☑ ☐ Are they smiling?
- ☑ ☐ Do people seem to know each other by face or by name?
- ☑ ☐ Do they bring visitors to this place?
- ☑ ☐ Do strangers make eye contact with each other?
- ☑ ☐ Is there a mix of ages and ethnic groups that generally reflects the community at large?
- ☑ ☐ Do people tend to pick up litter when they see it?
- ☑ ☐ Do building employees volunteer to help program or maintain the place?

CHECKLIST ✔
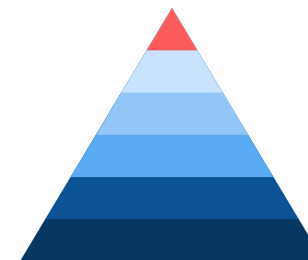
Enjoyable

Metrics

Place

- Public art
- Quality of environment for different modes and user groups
- Resident engagement in process
- Satisfaction among residents, merchants, visitors
- Seating available

Metrics

Economy

- Access to jobs
- Temporary and permanent jobs created by project, including use of local workforce
- Investments leveraged from other sectors
- Land value
- Parking utilization
- Retail vibrancy

Metrics

Equity

- Examine the distribution of **impacts AND benefits** on specific populations:
  - Age
  - Disability status
  - Income
  - Neighborhood
  - Race
  - Ethnicity
  - Gender

Examples

Complete Streets is NOT:

- One "special" street project

- A design prescription

- A mandate for immediate retrofit

- Only accomplished with special funding sources

- A silver bullet: other initiatives must be address:
  - Land Use (proximity, mixed-use, connectivity)
  - Environmental Concerns
  - Transportation Demand Management

There is no magic design formula

- One size doesn't fit all
- Doesn't mean every street has sidewalks, bike lanes and transit
- Fits the context of the community; land use and transportation needs

Types of Complete Streets

Low-speed shared streets

Types of Complete Streets

Low-speed shared streets

Types of Complete Streets

Shoulders on a rural roadway

Types of Complete Streets

Sidepaths on a rural roadway

Types of Complete Streets

Residential skinny streets

Types of Complete Streets

Commercial main street

Types of Complete Streets

Commercial main street

Types of
Complete Streets

Suburban
thoroughfare

Types of Complete Streets

Suburban thoroughfare

Questions and Discussion?