

Introduction to Complete Streets



Discussions for this Evening

- ▶ What is Going on with Complete Streets
 - DFP Design Committee
 - AD HOC Committee
 - MWCOG
- ▶ Introduction to Complete Streets
 - Multiple Presentations Blended Together
 - Materials and Data Sources
- ▶ Our Next Steps
- ▶ Your Input



THE LEAGUE OF AMERICAN BICYCLISTS

IS PLEASED TO DESIGNATE

FREDERICK, MARYLAND

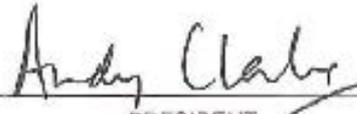
AS A

BICYCLE FRIENDLY COMMUNITY

in recognition of your outstanding efforts to encourage bicycling in your community

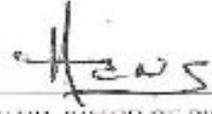
Bronze Award

May 2012– May 2016



PRESIDENT


League of
American
Bicyclists



CHAIR, BOARD OF DIRECTORS

Mayor's AD HOC Committee on Bicycle Friendliness

- ▶ Formed 1 years Ago
- ▶ Last Year's Recognition
- ▶ This Year's Recognition
- ▶ First Set of Projects
 - 7th St
 - History Loop
 - SUPP Connections
 - Downtown Bike Rack Plan
- ▶ Next Projects
 - SUPP Connections
 - Complete Streets



Washington Metropolitan Council of Governments (MWCOCG)



Metropolitan Washington
Council of Governments

- ▶ Driven by the CAC
- ▶ Provided Template for Member Jurisdictions
- ▶ 10 Elements
- ▶ Inclusions
- ▶ Exemptions

10 Elements of TPB Version

- ▶ The following ten elements, which are endorsed by the National Complete Streets Coalition, should be part of a comprehensive Complete Streets policy. An ideal Complete Streets policy:
 - Includes a vision for how and why the community wants to complete its streets.
 - Specifies that “all users” includes pedestrians, bicyclists and transit passengers of all ages and abilities as well as trucks, buses and automobiles.
 - Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
 - Is adoptable by all agencies to cover all roads.

10 Elements of TPB Version

- ▶ *Applies to both new and retrofit projects, including design, planning, maintenance, and operations for the entire right of way.*
- ▶ Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- ▶ Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- ▶ Directs that complete streets solutions will complement the context of the community.
- ▶ Establishes performance standards with measurable outcomes.

10 Elements of TPB Version

▶ And Finally:

- Includes specific next steps for implementation of policy, such as
 - Revising agency procedures and regulations to reflect the policy
 - Developing or adopting new design guides
 - Offering training for staff responsible for implementing the policy
 - Gathering data on how well streets are serving different user groups

Conclusion

Mayor's AD HOC Committee and MWCOCG TPB

What are Complete Streets?



Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

Who Wants Complete Streets?

55% of Americans would rather drive less & walk more.

Transit use is growing faster than population or highway travel.

Nearly one-third of Americans don't drive:

- 21% of Americans over 65.
- Children under 16.
- Many low income Americans do not have access to automobiles.



Who wants Complete Streets?

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

54% 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.



Americans Want Choices

- ▶ 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
- ▶ 57% would like to spend less time in the car

Streets Are Inadequate

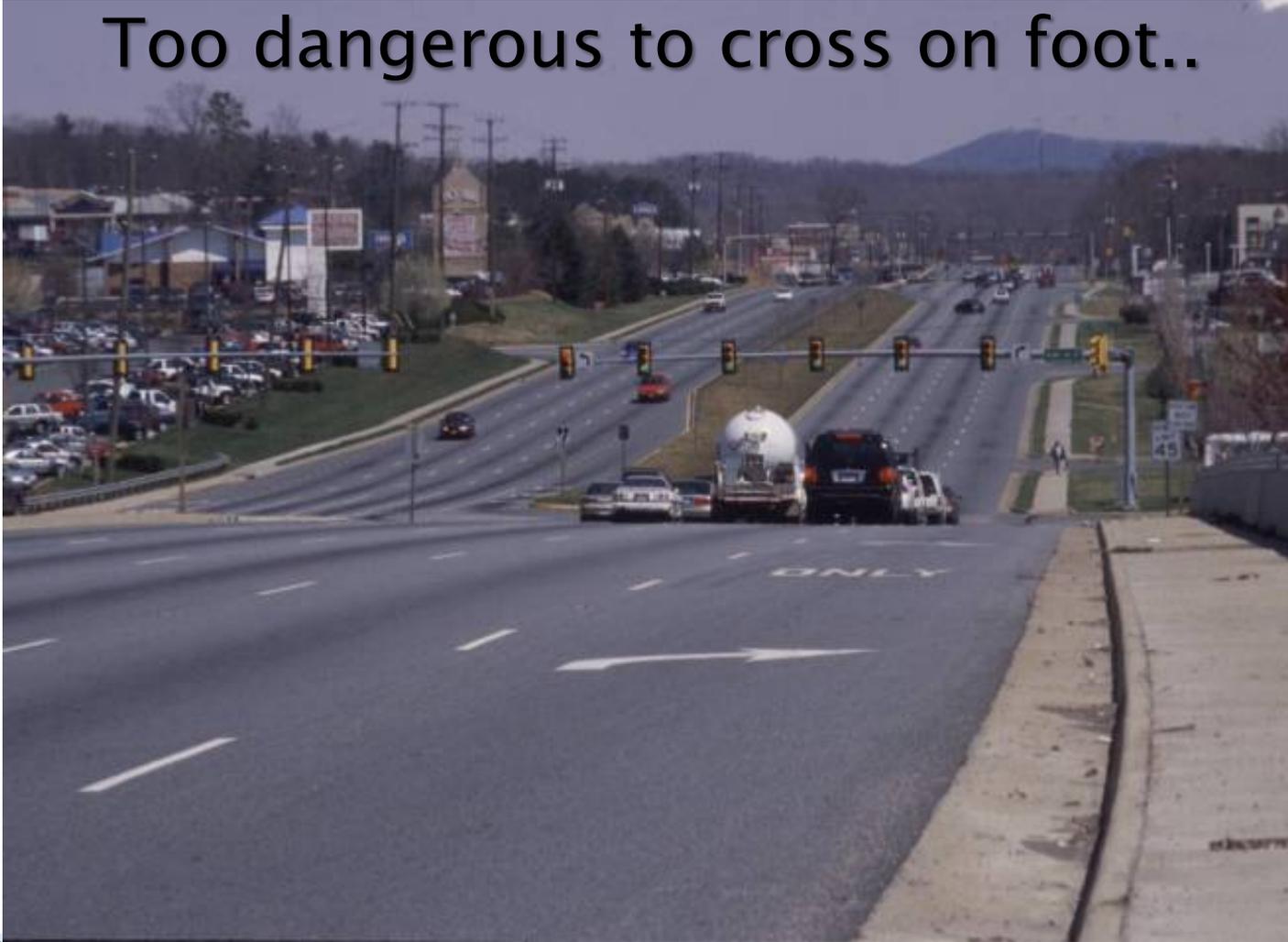
One quarter of walking trips take place on roads without sidewalks or shoulders.

Bike lanes are available for only about 5% of bicycle trips.



Streets Are Inadequate

Too dangerous to cross on foot..



We Know How to Build Right



We know how to build right



The Tremendous Potential

Of all trips:

- 50% are under 3 miles
- 28% are 1 mile or less
- 72% of trips 1 mile or less are driven



Benefits: Health



One third of regular transit users meet minimum daily requirement for physical activity during their commute.

Benefits: Older Adults

By 2025, nearly 1/5 of Americans will be 65 or older.

About ½ of all non-drivers over the age of 65 would like to get out more often.

Complete streets policies help create streets that support older drivers and pedestrians through better design.

Complete streets help older Americans stay active and involved in their communities.



Benefits: Children

More than 1/3 of our nation's children are overweight or obese.

Limited physical activity contributes to the obesity epidemic among children.

Streets that provide dedicated space for bicycling and walking help kids be physically active and gain independence.



Benefits: Lower Costs

Americans spent 18 cents of every dollar on transportation

The poorest fifth of families spend more than double that figure.

Complete Streets give people more control over their expenses, replacing expensive car travel with cheaper options like walking, riding bikes, and taking public transportation.



Benefits: Capacity



Benefits: Capacity



Benefits: Capacity



Benefits: Capacity



Change Travel Patterns

Residents are 65% more likely to walk in a neighborhood with sidewalks.



Cities with more bike lanes per square mile have higher levels of bicycle commuting.



Change Travel Patterns

Twenty years of consistent investment in a has lead to measurable results in Boulder, CO.

Transit use is twice the national average.

Walking commutes are 3 times the national average.

Bicycle commutes are 18 times the national average.



Livable Communities

Walkable communities =
happier communities

Residents of walkable
communities:

- ▶ are more likely to be socially engaged and trusting
- ▶ report being in good health and happy more often



Why have a policy?

To change practice, integrating the needs of all road users into *everyday* transportation planning and design practices.



Here's Some Before/After

Examples where policies have been implemented:

- Sidewalks in Cary Illinois
- Bike lanes in Boulder Colorado
- Street design in San Diego California



Before



After



Before



After



Before



After

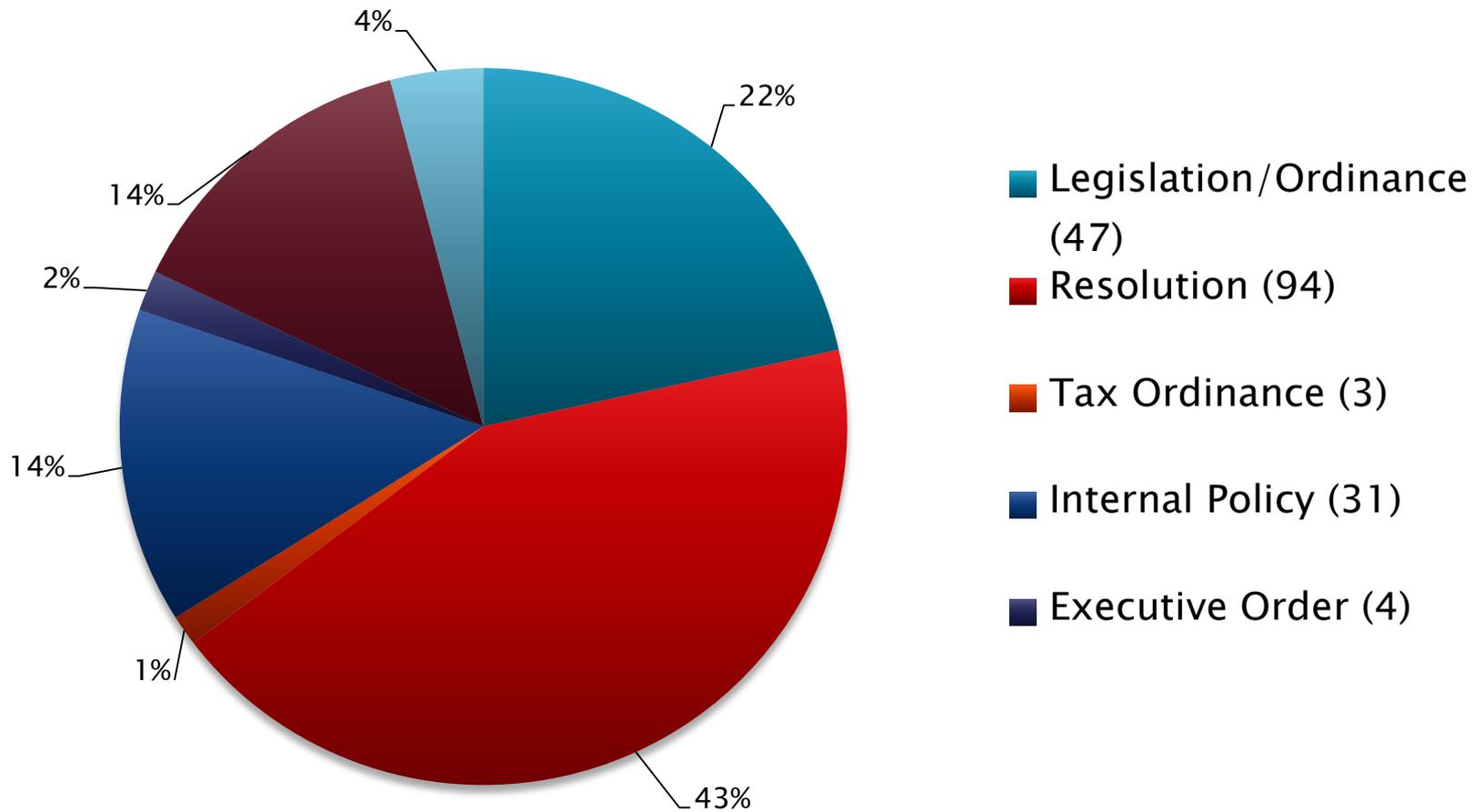
Some Figures on Policy



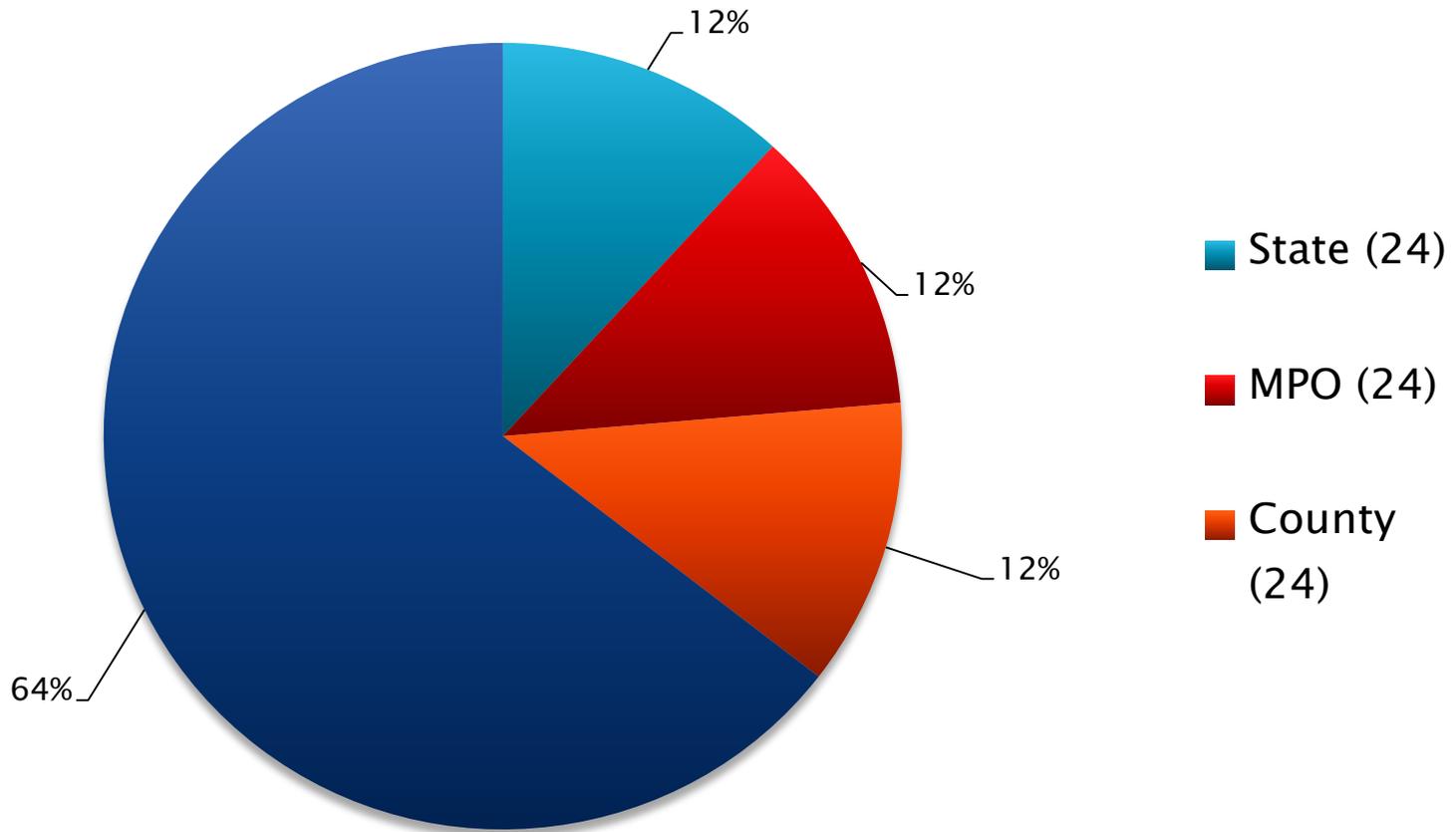
NATIONAL
COMPLETE STREETS
COALITION

let's complete america's streets

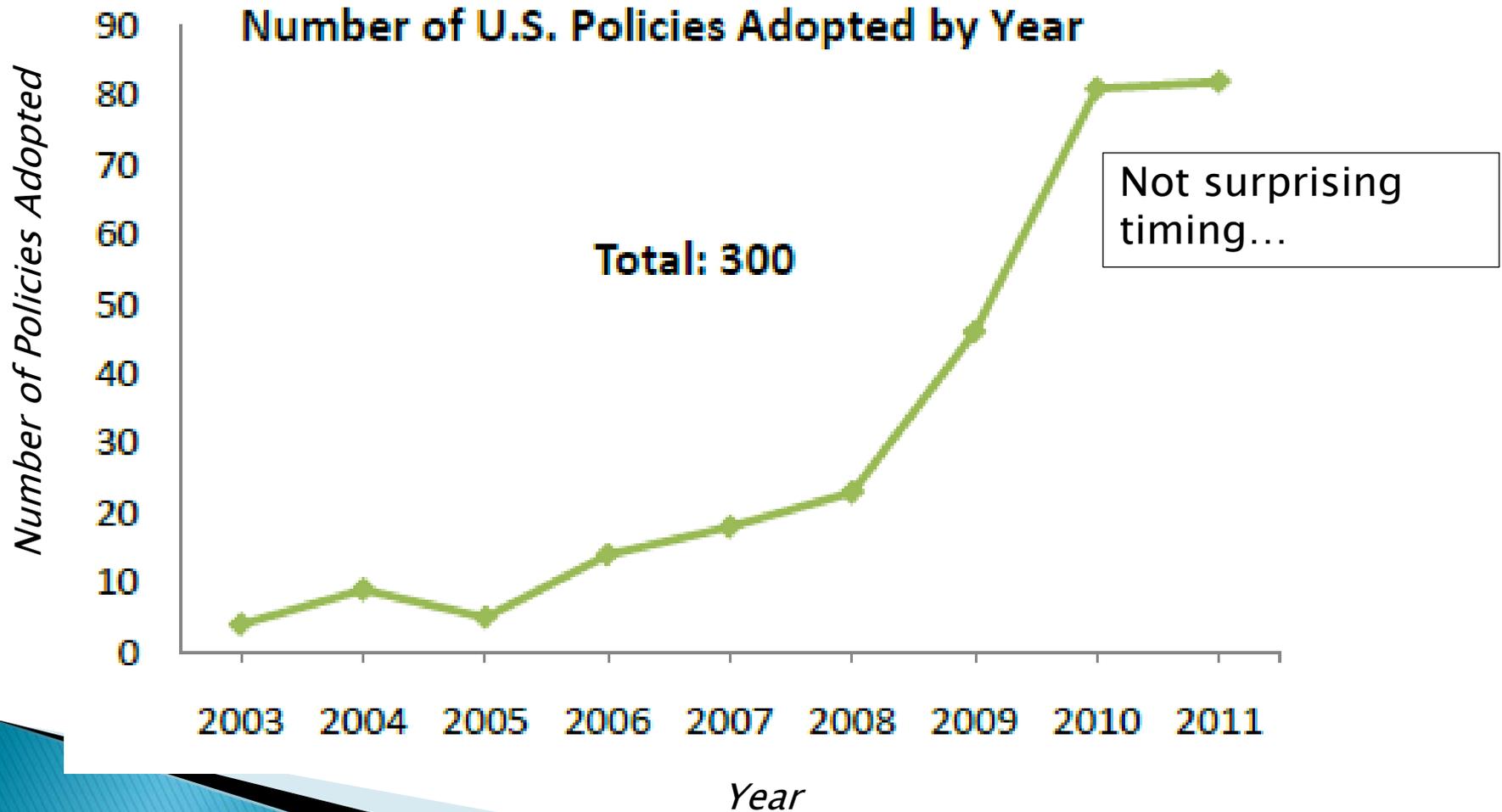
Types of Policy



Where It's Happening



The Growing Movement





A Few Policies Across the Country:

California
Connecticut
Delaware
Hawaii
New Jersey
North Carolina
Massachusetts
Oregon

San Francisco, CA MPO
Bloomington, IN MPO
St. Louis, MO MPO
Cleveland, OH MPO
Washington DC MPO (5/12)

Ada County, ID
Hennepin County, MN
Montgomery County, MD
Dona Ana County, NM

North Little Rock, AR
Sacramento, CA
Fort Collins, CO
Decatur, GA
Iowa City, IA
Louisville, KY
Ferndale, MI
Rochester, MN
DeSoto, MO
Missoula, MT
Charlotte, NC
Las Cruces, NM
Dayton, OH
Philadelphia, PA
North Myrtle Beach, SC
Nashville, TN
Salt Lake City, UT
Seattle, WA
Roanoke, VA
Rockville, MD

Maryland DOT Policy

- MDOT: “Strives” to provide facilities “wherever possible” - Bicycle and Pedestrian Plan (2002)
- Code of Maryland: “Access to and the use of transportation facilities by pedestrians and bicycle riders **shall be considered ...**”
- Access “shall be considered ... in all phases” (SHA Memorandum, 2003)
 - Exceptions: Cost, ROW, Structures, Utilities, Historic, Environmental, Safety, Highway Capacity
- Revised policy currently under development

US DOT “Gets” Complete Streets

- There are currently no Federal Policies on “Complete Streets” per se

“It turns out that a complete streets approach offers the perfect intersection of my twin guideposts: safety and livable communities.”

-Secretary of Transportation Ray LaHood



City of Frederick Next Steps

- ▶ Further plan direction with AD HOC Committee
 - League of American Bicyclists
- ▶ Converse with Planning Commission
- ▶ Discuss with Frederick County Builders Association
- ▶ Bring to the NAC's
- ▶ Workshop with M & B

Conclusion

GMA Input and Questions

