

TAC Complete Streets Consideration

**RRTPO Technical Advisory Committee
October 9, 2018**



Presentation by:
Liz McAdory
Transportation Planning
Team Coordinator
RRPDC



Recap from Sept. TAC:

- Remain sensitive to local ordinances, policies, etc.
- Rather than a “policy”, consider
 - Strategies
 - Guidelines
 - “Toolbox” of alternatives / solutions
- There is value in education
 - Consider development of project templates / guidelines
 - Specific guidance for urban, suburban, and rural areas

Other MPO Complete Streets Considerations:

<p>Broward MPO</p> <ul style="list-style-type: none">• Master Plan• Guidelines• Funding Program• Outreach Materials	<p>Des Moines Area MPO</p> <ul style="list-style-type: none">• Adopting Complete Streets• Implementing Complete Streets• Funding Complete Streets• Resources
<p>TCRPC</p> <ul style="list-style-type: none">• Planning Toolkit• Model Policy Statement	<p>Greensboro MPO</p> <ul style="list-style-type: none">• Regional Policy
<p>Indianapolis MPO</p> <ul style="list-style-type: none">• MPO Complete Streets Policy	<p>Website / Public Information</p> <ul style="list-style-type: none">• Palm Beach MPO

Other MPOs:



Broward MPO. Ft. Lauderdale, FL

Broward MPO

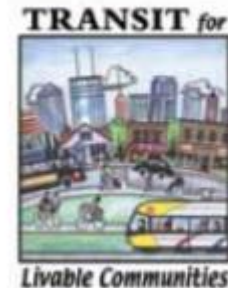
- Complete Streets Master Plan
- Complete Streets Guidelines
- CSLIP – Complete Streets and other Localized Initiatives Programs
- Implementation / Education materials

Other MPOs

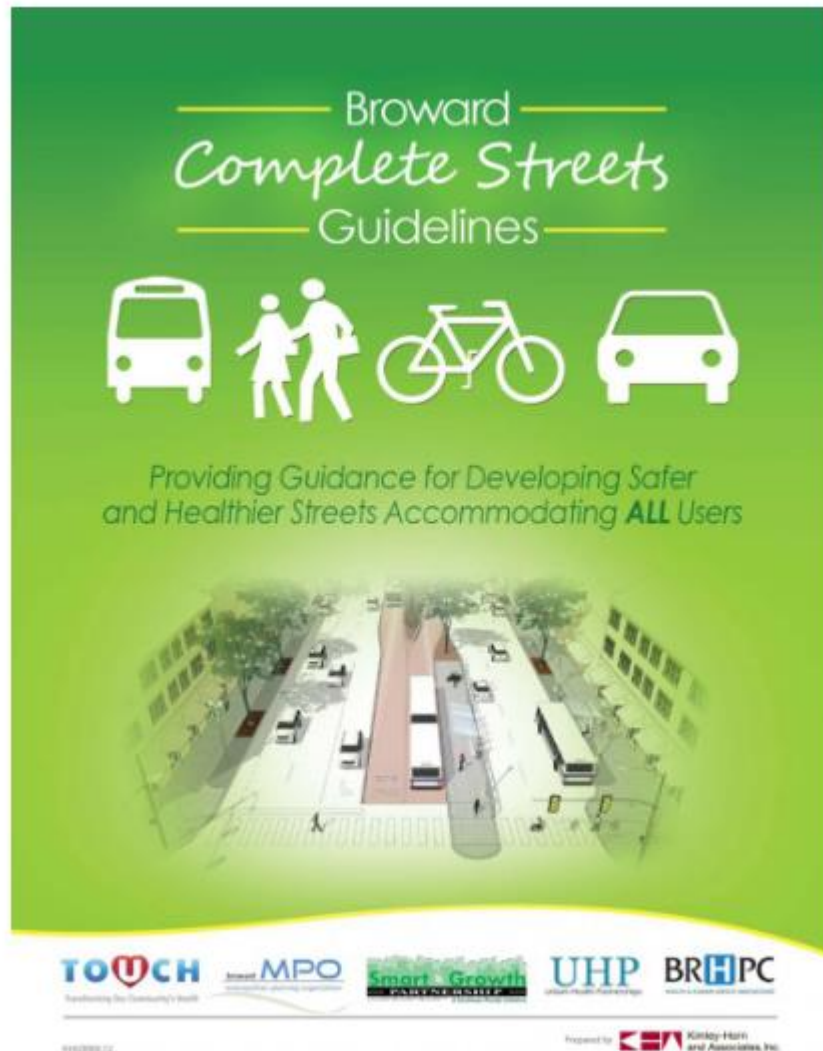
The MPO is developing a Complete Streets Master Plan to guide future investments by creating a prioritized list of projects based on technical, data-driven analysis and community input.



Broward MPO. Ft. Lauderdale, FL



Other MPOs



- Presents an opportunity for communities to design their streets for smart growth, health, safety, livability, sustainability, and more
- Provides guidance for those municipalities that decide to adopt these principles
- Provides a template that can be adopted to replace existing local manuals

Complete Streets and other Localized Initiatives Program

- provides funding for small local transportation projects which improve the safety and mobility for all transportation users in Broward.
- **competitive grant program** can fund projects such as (but not limited to):
 - complete streets projects
 - traffic calming and intersection improvements
 - ADA upgrades
 - mobility hubs
 - bus shelters
 - bike racks
 - technology advancements
 - transit signal priority
 - traffic control devices



CSLIP

Eligible Recipients

Local Governments	Transit Agencies
Regional Transportation Authorities	Public Land & Natural Resource Agencies
Private Transportation Providers	School Districts
Tribal Governments	Local Educational Agencies

* evaluates projects based on objective criteria and consistency with Commitment 2040 (LRTP)

Complete Streets Implementation Materials

Important Links

- [Complete Streets Fact Sheet](#)
- [Broward MPO Complete Streets Guidelines](#)
- [Evaluation Toolkit](#)
- [Complete Streets Public Involvement Plan](#)

+ [Complete Streets Multimodal Level of Service \(MMLOS\) Tool & Worksheets](#)

+ [Complete Streets Implementation Material](#)

+ [Complete Streets Training Material](#)

+ [Complete Streets Informational Boards](#)

+ [Updates & Presentations](#)



Other MPOs



The Des Moines Area MPO developed a complete streets policy template in 2015 that can be adopted by local governments throughout Greater Des Moines. Since that time, five new complete streets policies have been adopted bringing the total to nine policies in the region

- Adopting Complete Streets
- Implementing Complete Streets
- Funding Complete Streets
- Resources

Adopting Complete Streets



The MPO has developed a model policy based on the 10 core elements found in the ***Local Policy Workbook*** published by Smart Growth America's Complete Streets Coalition. Both the model policy and the policy workbook can be found below in the resources section. The 10 core elements are:

- Has a strong vision
- Accounts for all users and all modes
- Addresses all phases of projects
- Incorporates all relevant agencies and departments
- Specifies and limits exceptions
- Emphasizes local and regional connectivity
- Uses the best and latest design standards
- Looks for context-sensitive solutions
- Sets rigorous performance measures
- Outlines tangible implementation steps

Implementing Complete Streets



There are five keys steps for implementation:

1. Planning for implementation
2. Updating the process
3. Reviewing and updating design guidelines
4. Training and education
5. Measuring performance

Funding Complete Streets



The MPO facilitated a one-time mini-grant program for complete streets implementation in 2016. Funded by the Wellmark Foundation, the MPO disbursed - \$75,000 to applicants in the region.

Complete Streets Resources



[Local Complete Streets Model Policy](#)

[Flexible Street Design: Comparing Available Guides](#)

[Infrastructure Guide](#)

[City of Des Moines Presentation: Ingersoll 3-lane After Results](#)

[Join the Mayors' Challenge](#)

Presentations

[MPO Presentation: Communicating Complete Streets](#)

[MPO Presentation: Local Model Policy](#)

[MPO Presentation: Complete Streets — Guide to Implementation](#)

[MPO Presentation: Small Towns and Multimodal Networks](#)

Other Resources:

[Complete Streets Local Policy Workbook](#) *(by Smart Growth America)*

[Complete Streets Coalition: Implementation](#) *(by Smart Growth America)*

[Taking Action on Complete Streets](#) *(by Smart Growth America)*

[Small Town and Rural Multimodal Networks](#) *(by FHWA)*

Other MPOs:



PLANNING TOOLKIT

TOOLS

- **American Planning Association Complete Streets Best Practices**
- **TCRPC Model Policy Statement**
- **National Complete Streets Coalition**

Harrisburg, PA



PLANNING TOOLKIT

TCRPC Model Policy Statement

- Ensure that there are transportation choices for people of all ages and abilities
- The primary goal of a transportation system will be to safely and efficiently move people and goods
- The bicycle/pedestrian network is the street network
- Go beyond minimum design standards
- Promote complete streets at all levels of government
- Improve non-motorized facilities during maintenance projects

PLANNING TOOLKIT



- Building Stock
- Cultural Resources
- Infrastructure
- Land Development
- Open Spaces
- **Transportation**
 - **Access Management**
 - **Complete Streets Policy**
 - **Impact Fees**
 - **Traffic Calming**
 - **Walkability**

5, PA

Other MPOs:



Greensboro MPO

- Regional Complete Streets Policy

Complete Streets Policy

Policy Objective:

“To develop and maintain a safe, efficient, and environmentally compatible transportation system that provides convenient choices for accessing destinations throughout the Greensboro Metropolitan Area and the Triad, including well-integrated, connected public transportation, pedestrian, and bicycle networks.”



[Greensboro MPO](#)

Applicability



As qualified below, the Complete Streets Policy applies to projects in the MPO area, including the construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails, greenways, and other transportation facilities.

This applies to projects with direct MPO involvement (those using federal and state funds) as well as locally funded projects undertaken by MPO member agencies.

Facility Inclusion & Policy Exceptions



Complete Streets elements will be included in street construction, retrofit, and reconstruction projects except where that is not possible due to law, project scale, or other such factors as described below:

- Pedestrian facilities should be provided on all roadways except freeways or access controlled facilities where pedestrians are prohibited. **In urban and urbanizing areas sidewalks are recommended; in rural areas they may be paved shoulders.**
- On street bicycling is allowed on all roadways except freeways and access controlled facilities. On street bicycle facilities including bicycle lanes and shared lane markings **should be provided where they can be feasibly installed** in consideration of roadway width, traffic, connectivity/bicycling demand, and other factors.

Facility Inclusion & Policy Exceptions



- The ability of **all roadway users to reasonably and conveniently cross the facility** should be a key consideration in roadway design and construction, including on grade separated freeway and controlled access facility crossings.
- **Complete Streets elements may be omitted** from projects if the cost of establishing such accommodations is excessively disproportionate compared to the expected need or possible use. Context including nearby land uses, connectivity to needed destinations, and current and latent pedestrian demand are key considerations.
- Complete Streets elements should be **factored into routine maintenance work**. For example, some reconstruction and resurfacing requires curb ramp installation or replacement and/or sidewalk repair or replacement to remove accessibility barriers.

Other MPOs:



Indianapolis MPO

- MPO Complete Streets Policy

Indianapolis MPO's Complete Streets Policy

- Adopted in 2014, amended in October 2016
- Embracing the complete streets concept will **help create balanced transportation systems** by providing accessible, safe, and efficient connections between destinations.
 - bolster economic growth and stability while increasing property values.
 - enhance job growth, improve safety, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with active transportation options.
- Integrating sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of a project **saves the expense and complications of retrofits** implemented at a later date.
- Proactively planning for a multimodal transportation system can **promote its integration with land use policies** to encourage sustainable development.

MPO Complete Streets Public Information

- [Palm Beach TPA](#)
- Broward MPO – [Complete Streets Guidelines](#)
- TCRPC [Planning Toolkit](#)
- Nashville Area MPO [Complete Streets](#)

Next Steps...

TAC direction regarding approaches for further consideration / examination:

- Master plan
- Project Development and Implementation guidelines
 - Toolbox
 - Solution sets
- Funding program / elements of existing funding program
- Policy statement
- Regional policy
- Website / Information enhancements

Thank You!

Liz McAdory,
lmcadory@richmondregional.org

9211 Forest Hill Ave., Suite 200
Richmond, VA 23235
Phone: (804) 323-2033

www.richmondregional.org



MPO Complete Streets Policy Resources

- [Winston-Salem](#) (consideration of policy)
- [Indianapolis MPO Complete Streets Policy](#)
- Des Moines Area MPO – [Complete Streets Policy](#)
- Greensboro – [Regional Policy](#)
- [Indianapolis MPO – Complete Streets Policy](#)