COMPLETE STREETS
Planning for Implementation

April 2, 2015
Complete Streets

Streets that are for everyone. They are designed and operated to enable **safe access for all users**, whether walking, bicycling, driving or riding transit. People of all ages and abilities are able to safely move along and across streets in a community, regardless of how they are traveling.
US DOT Initiative

MAYORS’ CHALLENGE FOR SAFER PEOPLE, SAFER STREETS
Mayors’ Challenge

• US DOT Secretary Anthony Foxx challenge to local elected officials to improve bicycle/pedestrian safety

• Local Action Activities
  – Adopt Complete Streets policy
  – Review street design standards
  – Improve walking/biking laws and regulations
D.M. mayor pushes more ‘complete streets’

By Joel Aschbrenner
jaschbrenner@dmregister.com

Des Moines Mayor Frank Cownie wants other metro areas to get on board with “complete streets,” the idea of building roads to accommodate bikes, pedestrians and public transit in addition to vehicles.

During a walkability summit Wednesday night, Cownie issued a challenge to the mayors of other area cities to adopt complete-streets policies by the end of 2025.

“It’s going to be a hard discussion, but I think there are a number of mayors that are willing to do it,” he said in an interview Thursday.

Pedestrians in the city are working with the Des Moines Area Metropolitan Planning Organization, the agency that distributes transportation funding throughout the metro, to develop a template policy for other cities to consider. Currently, there is no standard policy in the metro area.

Des Moines’ complete streets policy, adopted in 2008, requires that space for pedestrians and bikes be included whenever the city builds or reconstructs a road. It includes exemptions for roads where pedestrians are prohibited, projects in which adding pedestrian and bike infrastructure would account for more than 20 percent of the project costs, and roads with little future pedestrian and bike use, like multilane highways.

Carlisle and Norwalk have also adopted complete-streets policies.

The effects of Des Moines’ policy can be seen on streets like Ingersoll Avenue, which was reduced from four lanes to two with a center turn lane and bike lanes.

While walkability summit featured Jeff Speck, an urban designer and author of “Walkable City: How Downtown Can Save America One Step at a Time.”

Speck said urban planners are wary of complete streets policies and favor a more holistic approach to accommodating pedestrians and cyclists.

“We wholeheartedly embrace complete streets, but we don’t want people to think that adding a bike lane to a street that’s otherwise a high way is going to make it a safe walkable street,” he said. “There are a hundred things that add up to a street truly feeling safe.”
Complete Streets in Iowa

IDOT
Statewide policy to be released Summer 2015

MPOs
Dubuque
Iowa City
Quad Cities

Cities
Algonia
Carlisle
Cascade
Cedar Falls
Cedar Rapids
Des Moines
Dubuque
Fairfield
Harlan
Iowa City
Marion
Mason City
Muscant
Norwalk
Osakaloosa
Sioux City
Spencer
Spirit Lake
Waterloo
Woodbine
## Benefits of Complete Streets

<table>
<thead>
<tr>
<th>Health</th>
<th>Safety</th>
<th>Economy</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Decreased obesity and related chronic diseases</td>
<td>• Reduces speeding through populated areas</td>
<td>• More traffic for local businesses</td>
</tr>
<tr>
<td>• Reduced traffic accidents and related injuries</td>
<td>• Increases comfort of walking and bicycling</td>
<td>• Better employee attraction and retention</td>
</tr>
<tr>
<td>• Improved air quality and environmental health</td>
<td>• Provides appropriate infrastructure for all users</td>
<td>• Improved property values and amenities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mobility</th>
<th>Equity</th>
<th>Quality of Life</th>
</tr>
</thead>
<tbody>
<tr>
<td>• More transportation choices</td>
<td>• 1 in 3 Americans do not drive</td>
<td>• Family-friendly streets</td>
</tr>
<tr>
<td>• Improves mobility of all users</td>
<td>• All users should be able to move about safely</td>
<td>• More street trees and green spaces</td>
</tr>
<tr>
<td>• More efficient regional network</td>
<td>• Addresses disproportionate burdens</td>
<td>• Age-in-place communities</td>
</tr>
</tbody>
</table>

“Encouraging travel on Complete Streets is one of the best routes to a healthy community. We see greater social engagement, more physical activity and fewer injuries.”

- Rick Kozin | Polk County Health Department
Incomplete Streets
Planning for Implementation

- Designate lead person or agency to oversee implementation
- Create broad based committee to oversee process
- Write formal implementation plan
- Require public annual reports on Complete Streets progress
- Conduct inventory of documents for updates to align with policy
Updating Process

• Create project-level checklists
• Define a process for exemptions
• Update or adopt new bicycle, pedestrian, transportation and comprehensive plans that support Complete Streets network
• Change project selection criteria
• Change maintenance and operations procedures to help ID low-cost projects within existing scope of work
Nashville, TN
Implementation and Process

• Bicycle and Pedestrian Advisory Committee
• Major Collector and Streets Plan
• Project selection, criteria and scoring
• Environmental justice
Reviewing and Updating Design Guidance

- Writing or rewriting street design guidelines
- Choosing existing guidance that reflect national best practices
- Updating subdivision and zoning codes
- Applying street design guidance to public and private projects
Training and Education

• Workshops, webinars and lunch and learns
• Community engagement
• Use the MPO as a resource
Measuring Performance

- Count the number of new or repaired facilities
- Track crashes and injuries for all roadway users
- Track behavior and use of facilities
- Conduct project-level before and after studies
- Perform health impact assessments
Cedar Rapids, IA
Design and Measurements

- Design Standards as supplement to SUDAS
  - Takes precedent in conflict
- Context sensitive design
- Before and after performance data taken by multiple departments
Complete Streets Implementation

• Planning for implementation
• Updating process
• Reviewing and updating design guidelines
• Training and education
• Measuring performance