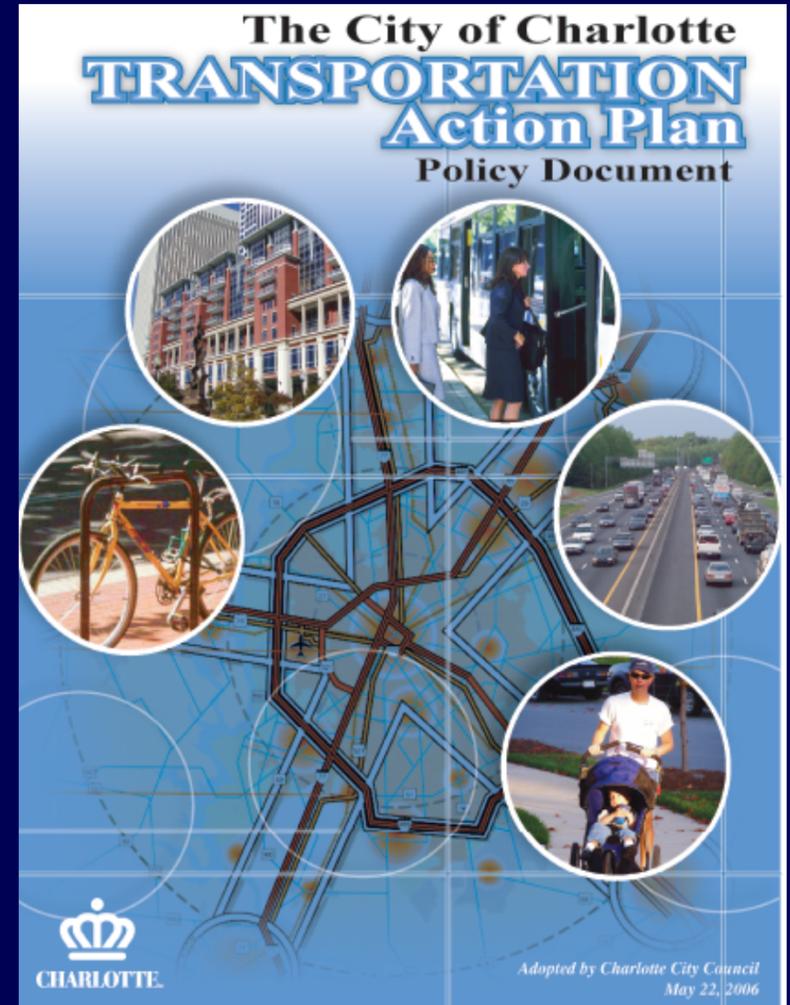




6-step project development process

What does a complete streets approach to planning and design look like?

Based on Charlotte's Policy & Design Guidelines



Changing Philosophy

Previous:



USDG:

- Focus on motorists
- Little or no distinction by land use

- All travelers considered equally
- Defines land use
- Context-sensitive
- Urban designs
- Expectations

USDG = Urban Streets Design Guidelines



The Process:

- Context sensitive
- Flexible where flexibility is needed
- Gives all street users equal consideration
- New ways to evaluate tradeoffs
- Guides the design team through new philosophy



Six-Step Design Process

The Six-step Process

Existing & Future Conditions

1. Define Land Use Context

2. Define Transportation Context

Goals and Objectives

3. Identify Deficiencies

4. Describe Future Objectives

Decision-making

5. Define Street Type and Initial Cross-Section

6. Describe Trade-Offs and Select Cross-Section

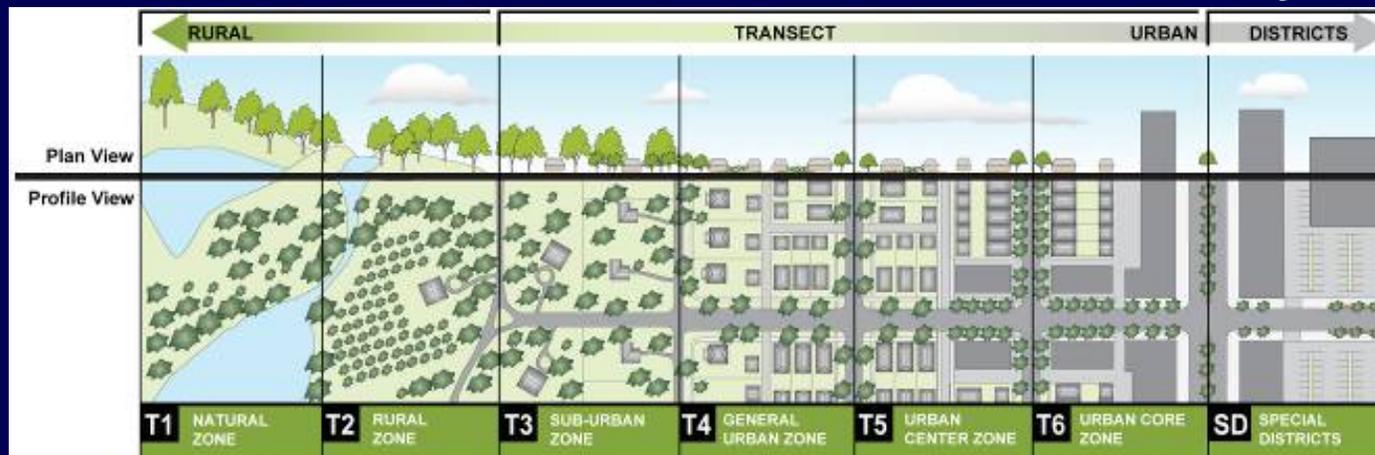


Step 0. Affirm the intent to create complete streets

Step 1. Define Existing and Future Land Use Context

Major Land Use Considerations:

➤ Character of the area, land use mix, density



- Function and circulation framework of the area
- Building types, scale, setbacks
- Is there a plan or a vision for the area?
- Does the plan specify densities, setbacks?
- Any other development policies for the area?

Step 2. Define Existing and Future Transportation Context

Major Transportation Considerations:

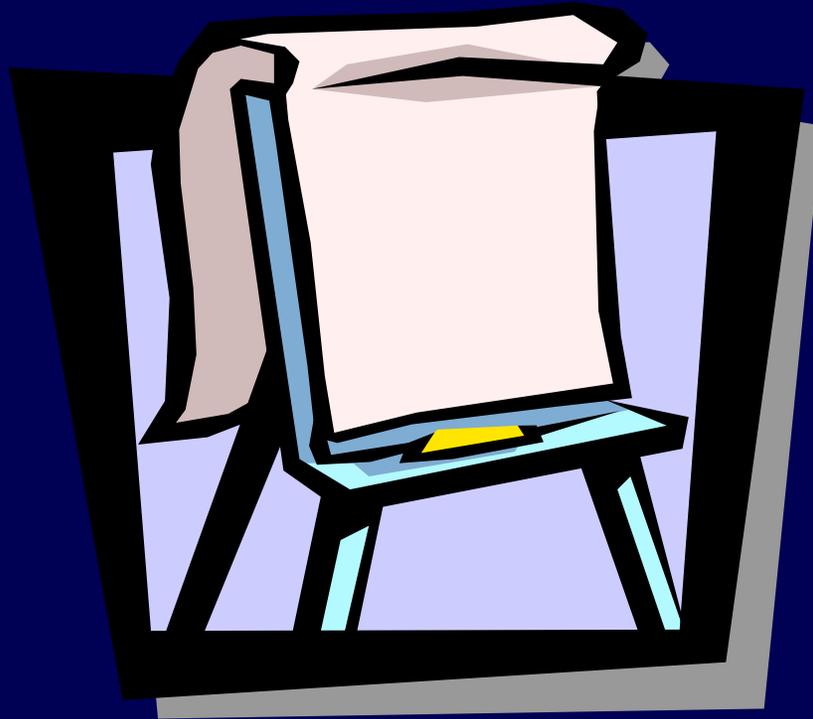
- Existing street character; its relationship to adjacent land uses
- How the street functions:
 - Traffic volume/speeds
 - LOS for pedestrians, cyclists, motorists
- Current design features:
 - # of lanes, sidewalks, bike lanes, traffic controls, trees
- Transit stops
- Street's relationship to surrounding network
 - Street, sidewalk, transit, bicycle connections
- Transportation projects, plans or policies that would affect this street

Step 3. Identify Deficiencies

Step 3. Identify Deficiencies

- Gaps in the bike/ped system
- Inadequate pedestrian or bicycle facilities (poor repair, poorly lit, or not well buffered from traffic);
- Gaps in the street network (poor connectivity, congestions in the area)
- Transit not well served by facilities or nearby land uses
- Inconsistencies between the existing land use and the existing or planned street network.

Major Deficiencies

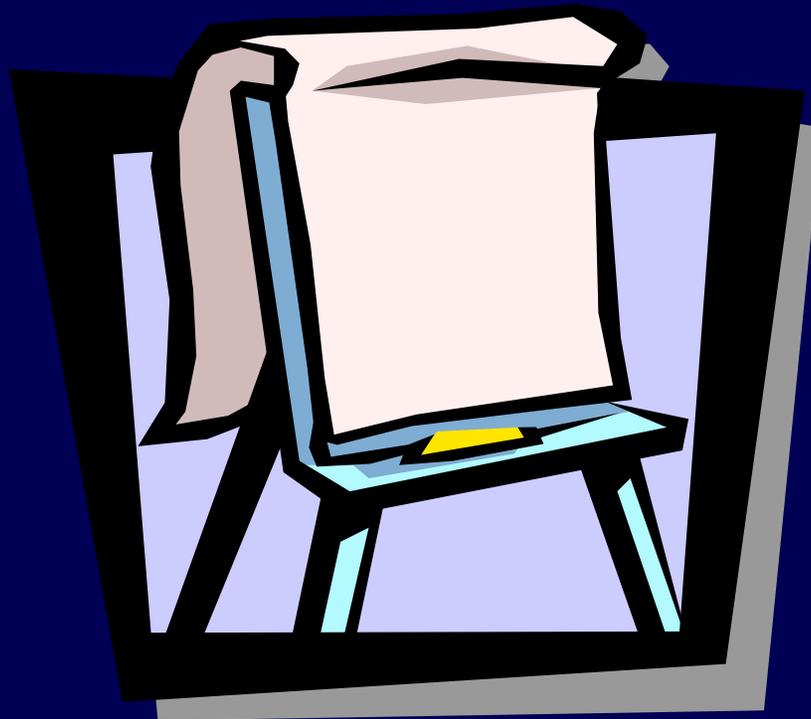


Step 4. Describe Future Objectives/Project Goals

Step 4. Project Goals

- What conditions are expected to stay the same?
 - What conditions **should** stay the same?
- Would the community and users like the street and the neighborhood to **change**?
- If the community wants change, what would be **different**?
- What conditions are likely to change **because of this street design**?
- Will it support the stakeholders' **expectations**?

Project Goals



Step 5. Recommend Street Type and Test Initial Cross-Section

Step 6. Describe Tradeoffs and Select [Final] Cross-Section

Review

- Will the chosen plan address:
 - The **gaps** identified in step 3?
 - The **goals** identified in step 4?

A Complete Streets Project Development Process Gives Us:

- A **focused** approach to providing the most complete street for a given context
- A reminder to include all **stakeholders**
- A defined thought process for **evaluating tradeoffs**
- A framework for applying **new tools** and techniques
- **Accountability and transparency**

Recap: an ideal complete streets policy:

1. Sets a **vision**
2. Includes **all forms of travel**
3. Emphasizes **connectivity**
4. Applies to **all** transportation projects & phases
5. Specifies and limits **exceptions**, with **management approval** required
6. Uses latest design standards & **is flexible**
7. Is **context-sensitive**
8. Sets **performance standards**
9. Includes **implementation** steps



Creating and supporting an ideal complete streets policy:

1. Establish **high-level** policy and vision
2. Create an **implementation plan**
3. Create clear goals and ways to **measure progress** toward those goals (measure bike/ped/transit travel!)
4. Adjust project criteria and procedures to **reward** the achievement of complete streets goals

What steps can you take towards adopting a complete streets policy?

1. Establish political will & community interest to drive funding sources
2. Convince stakeholders that people will use it
3. Elected leaders' interests => tie that to Complete Streets (public health)
4. Use local anecdotes about experiences: Belmont Blvd Road Diet resulted in increasing bicycle traffic, new bicycle parking facilities, users feel safer traveling by bike
5. Create experiential opportunities for mayor, city engineers, etc (bike or walk without public or press visibility)
6. Demonstration projects (visuals – photo/video renderings)
7. Field trips to other similar cities with Complete Streets
8. Incorporate Complete Streets criteria into project stipulations for MPO funding
9. MPO selection criteria multi-modal – 30% of ARRA projects funding had multi-modal elements
10. Modifying local requirements to include sidewalk & bike lane specifications
11. Requirement roadblocks w/TDOT? Accomplish improvements through maintenance & operations: traffic engineering, striping, rumble strips etc
12. Maintenance of CS – think long-term; responsibility on locals (\$)
13. Know your audience (“density” vs. “compact communities”)



14. TDOT policy not always translated into implementation: disconnect between DOT planners & designers
15. Requirements/regulations – find a hammer. Ordinances at the local level, TDOT regs in urban situations re: speed. MPO provide some model ordinances for local jurisdictions to adopt.
16. Is your TDOT liaison fully aware that the policy exists? Establish internal memo/training/reminder internally w/TDOT about CS, suggested by public health officials to have greater impact
17. Public meeting w/visioning on specific corridors – show visuals to locals (CompleteStreets.org)

