



Complete Streets **Ames**

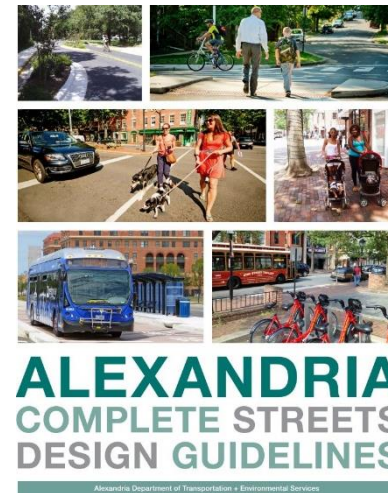
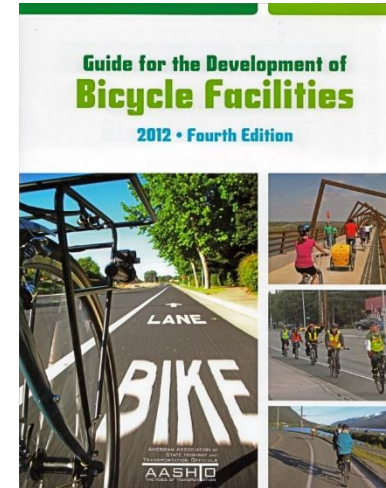
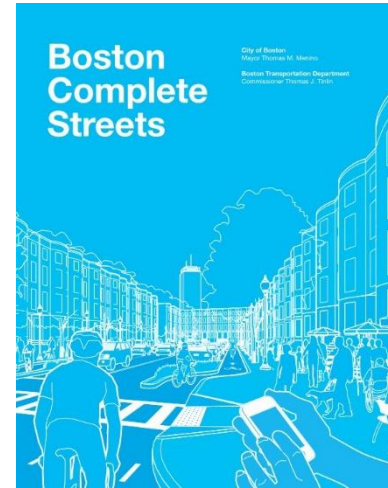
ADVISORY
COMMITTEES

11/2/2017

Toole Design Group



- 12 offices – Madison lead
- Planners, Engineers, Landscape Architects
- Iowa DOT Bicycle and Pedestrian Long Range Plan



Roles



Why Complete Streets?



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

Safe Comfortable Convenient



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People Want Choices



59%

We need to improve public transportation, including trains and buses, to make it easier to walk and bike to reduce traffic congestion

38%

We need to build more roads and expand existing roads to help reduce traffic congestion

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.

Future of Transportation National Survey (2010)



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Many streets are inadequate

- No sidewalks
- Too dangerous to cross on foot

Photo: Route 1, Virginia. Credit: Cheryl Cort, Coalition for Smarter Growth



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Many streets are inadequate

- Unsafe for bicyclists



Photo: San Francisco, CA. Credit: SF Streetsblog- by Bryan Goebel <http://www.orangephotography.com/>

Many streets are inadequate

- Uninviting for bus riders



Photo: Flint, MI Credit: Barbara McCann



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Many streets are inadequate

- Inaccessible for wheelchair users

Photo: Jackson, MS. Credit: Dr. Scott Crawford



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Many streets are inadequate

- No room for people!



Photo: Atlanta, GA. Credit: Stephen Davis, Transportation for America

We know how to build right



Photo: Pottstown, PA. Credit: Tom Hylton, Pottstown Planning Commission



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We know how to build right



Credit: Dan Burden, Walkable and Livable Communities Institute



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Yet many roads are built like this



Photo: Raleigh, NC. Credit: Takaaki Iwabu, Raleigh News Observer



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Or this...



Or this...



Photo: Flint, MI. Credit: Barbara McCann, National Complete Streets Coalition

Why Complete Streets?



- To shift transportation investments so they create better streets **opportunistically**
- To **make streets better each time you touch them**, not just during a reconstruction project – small, low-cost, quick projects can have high impact
- To ensure every project creates better streets *now* with **current funding sources**
- To **save money** – retrofits cost more than getting it right initially



Why Complete Streets?



- To gradually create a complete **network** of roads that serve all users
- To give transportation professionals **political and community support** for innovative solutions that help make active living possible
- To apply solutions across a community and **address systematic inequities**



What Complete Streets Aren't



- Not a bike lane on every street
- Not streetscape/aesthetic enhancements
- Not prescriptive designs
- Not necessarily more expensive

What Complete Streets Are

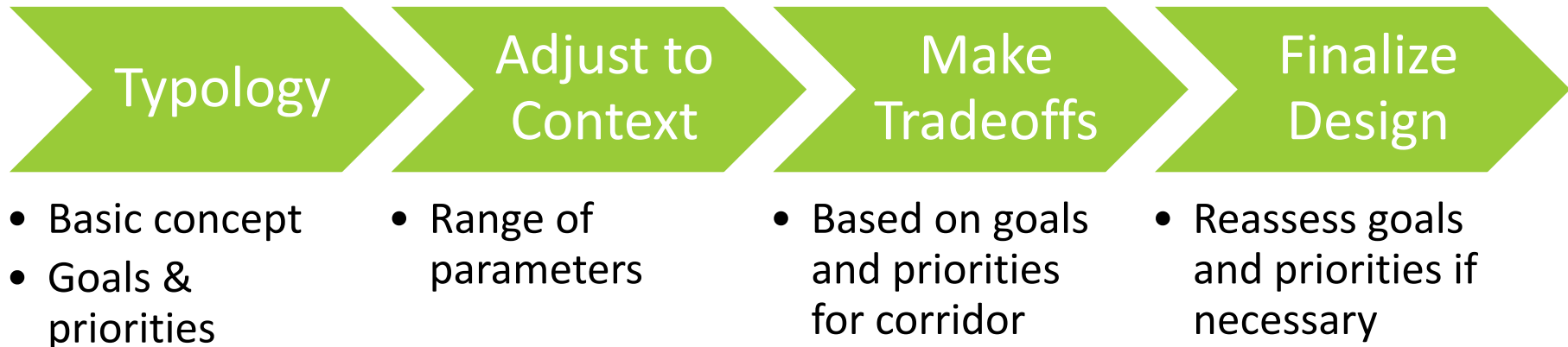


- A **process** for street design
- Reasonably accommodate potential modes and users
- Prioritize and balance modes to create **Complete Networks**
- Different types of streets with different purposes
- Minimize impacts on the current predominate mode



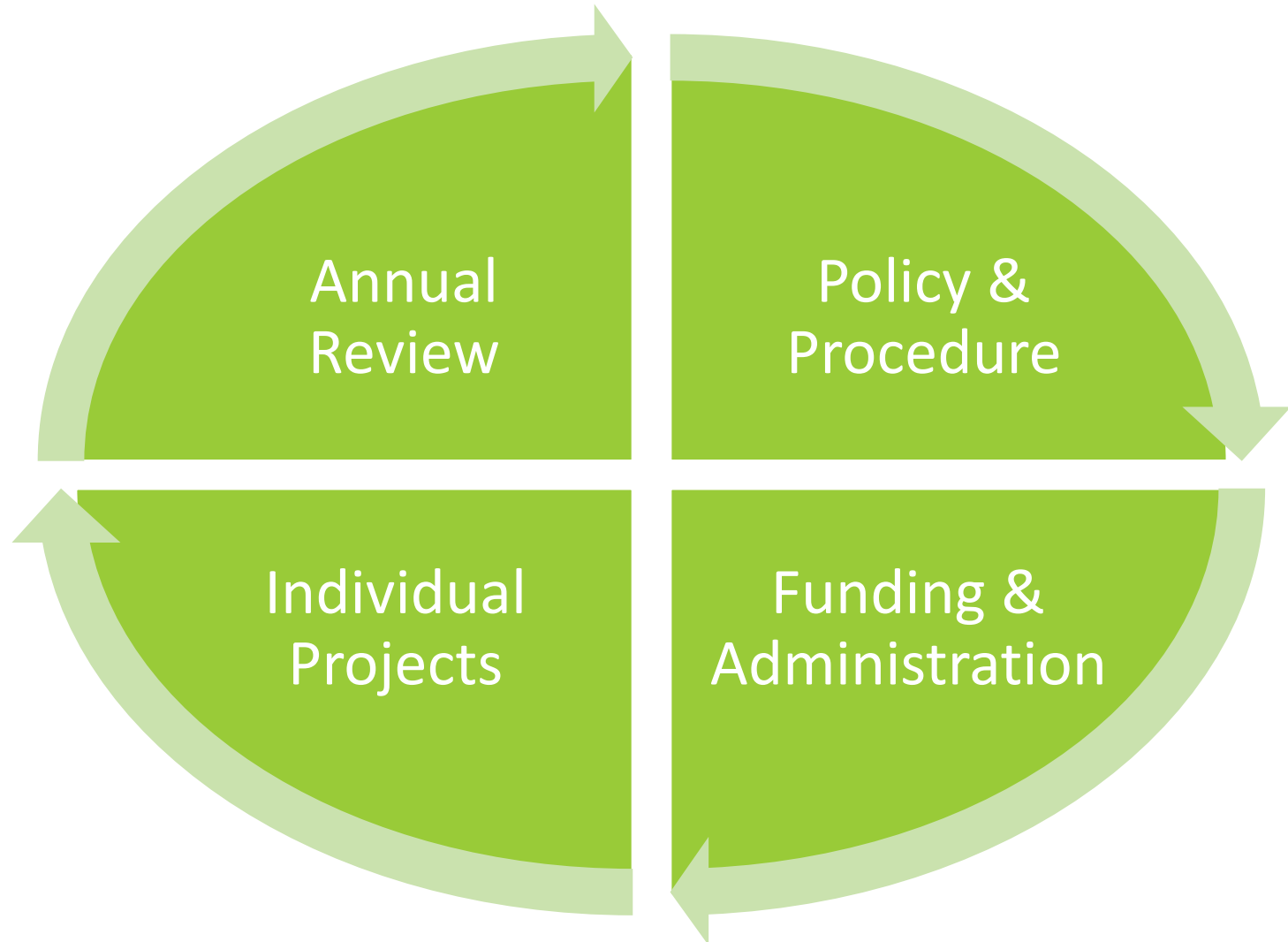
Flexibility & Compromise

- Complete Streets is a **process**, not a defined outcome
- Prioritizing and making tradeoffs
- No rigid standards





Complete Streets Program





CS Program Start-Up

- Develop and adopt a policy
- Assess planning and design process and procedures; develop performance targets
- Develop context-specific design decision-making aids

This
Project
(CS Plan)

- Adjust funding / CIP processes
- Staff training
- Annual program review
- Adjust policy, processes, goals, etc. as needed



Process / Performance

- Inventory and assess project delivery (project identification, scoping, and design procedures and practices)
- Changes to project delivery process (as needed)
- Project-level evaluation criteria
- Project checklist and documentation approach
- Program-level performance measures



Design Aids

- Classify the street network based on context and function
- Develop street typologies (design starting points)
- Customized design guidelines

Preferred and Minimum Widths for Sidewalk Zones

The width and design of sidewalks will vary depending on street typology, functional classification, and demand. Below are the City of Boston's preferred and minimum widths for each Sidewalk Zone by Street Type.

Street Type	Frontage Zone		Pedestrian Zone*		Greenscape/ Furnishing Zone		Curb Zone	Total Width	
	Preferred	Minimum	Preferred	Minimum	Preferred	Minimum		Preferred	Minimum
Downtown Commercial	2'	0'	12'	8'	6'	1'-6"	6"	20'-6"	10'
Downtown Mixed-Use	2'	0'	10'	8'	6'	1'-6"	6"	18'-6"	10'
Neighborhood Main	2'	0'	8'	5'	6'	1'-6"	6"	16'-6"	7'
Neighborhood Connector	2'	0'	8'	5' (4")	5'	1'-6"	6"	15'-6"	7'
Neighborhood Residential	2'	0'	5'	5' (4")	4'	1'-6"	6"	11'-6"	7'
Industrial Street	2'	0'	5'	5' (4")	4'	1'-6"	6"	11'-6"	7'
Shared Street	2'	0'	Varies	5' (4")	N/A	N/A	N/A	Varies	Varies
Parkway	N/A	N/A	6'	5'	10'	5'	6"	16'-6"	10'-6"
Boulevard	2'	0'	6'	5'	10'	5'	6"	18'-6"	11'-6"



Anticipated Project Timeline



- October / November
 - Draft Complete Streets policy
- November / December
 - Committees organized and public outreach commences
 - Process assessment
 - Proposed transportation network classifications
 - Proposed performance measures
- January / February
 - Proposed street typologies
 - Project development process recommendations
- April / May
 - Draft design guide
 - Summary of public input received in April
- June / July
 - Draft document
- August
 - Presentation for approval