COMPLETE STREETS / URBAN CORRIDORS
Why Complete Streets?
### Why Complete Streets?

How should streets function? Depends on your point of view….

<table>
<thead>
<tr>
<th>Role</th>
<th>Goal</th>
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</thead>
<tbody>
<tr>
<td>City/Town Traffic Engineer</td>
<td>Minimize congestion and vehicle emissions</td>
</tr>
<tr>
<td>Business owner</td>
<td>Slow traffic down so they can see my business/ where's my parking?</td>
</tr>
<tr>
<td>Commuter</td>
<td>Minimize travel time and stops</td>
</tr>
<tr>
<td>Local resident</td>
<td>Give me access to my local street; let me walk or ride my bike</td>
</tr>
<tr>
<td>Emergency service provider</td>
<td>Maximize safety; provide emergency vehicle priority</td>
</tr>
<tr>
<td>Transit operator</td>
<td>Accommodate efficient bus service</td>
</tr>
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</table>
Why Complete Streets?

Complete Streets Seeks to satisfy all points of view from the benefit of:

- Safety
- Fairness/Equality
- Economy
- Livability
- Health
- Environment
Safety

- Reducing speeds has safety benefits for ALL modes
- 25% of Fatal crashes in Massachusetts are speed related (2016)
- 80 Fatal Pedestrian crashes in 2016
Meet Increasing Demand for Multi-Modal

Massachusetts Statewide Trips by Mode

Source: MassDOT Massachusetts Travel Survey June 2012

A SHIFT TO CAR-LITE LIFE
The average young person is driving less and biking and taking transit more.*

Source: Protected Bike Lanes Mean Business, peopelforbikes

Source: FHWA and Census Bureau
Benefits of Complete Streets for Rural Communities

- 23 percent of the US population lives in rural areas but 56 percent of all traffic fatalities occur in rural areas (Smart Growth America, 2006)
- Rural communities and small towns tend to have higher concentrations of older adults and low income citizens, two populations that are less likely to own cars or drive
- Complete streets in rural communities looks different
- Integrate into the RTPO process

Integrating Safety in the Rural Transportation Planning Process

November 2014
Benefits of Complete Streets for Urban and Suburban Communities

- Transportation and job access issues low-income adults face
- Walkable neighborhoods key to revitalizing America’s struggling cities
- Providing better access to transit facilities and for people to bike and walk
- Use of streetscape and traffic calming measures to define the geometry

Making better and smarter use of the roadway cross-section to accommodate all modes of travel
OBJECTIVES & PRINCIPLES

COMPLETE STREETS DESIGN
Complete Streets Design Objectives

- Meet the needs of all users
- Fundamental needs all users have in common:
  - People need to be safe
  - People need to feel safe
  - People need to feel safe for the entire trip
FHWA Guidance on Achieving Multimodal Networks

- Highlights ways to apply design flexibility
- Focuses on reducing multimodal conflicts
- Goal is to help implement design that leads to complete, multimodal networks
So What is Massachusetts Doing?

- Project Development
- Evaluation of Road Diets in Massachusetts
- Complete Streets Funding Program
- Trainings and Workshops
- Statewide Pedestrian Plan
- Statewide Bicycle Plan
- Shared Use Path Planning and Design Guide
Project Development

- Focus on people
- Expand our networks
- Be creative, flexible + innovative
- Consider user comfort
- Use data
- Apply equity
- Engage + demonstrate to public
- Implement quality projects
Developing Road Diet Guidelines

AN EVALUATION OF ROAD DIETS IN MASSACHUSETTS

Prepared by Studio Design Group
In association with
MassDOT and Federal Highway Administration Every Day Counts

DECEMBER 2007

ROAD DIET DECISION TREE

ROAD DIET SHOULD BE CONSIDERED FOR THE FDR

ROAD DIET DOES NOT NEED TO BE CONSIDERED FOR THE FDR

1. Segment crash rate is 2 times greater than crash rate average
2. One or more of:
   - 50% of crashes on the segment
   - Road diet mitigated crash types make up 50% of crashes
   - Pedestrian/biking involved in a crash on the segment

3. ADT = Average Daily Traffic
4. NCHRP = National Cooperative Highway Research Program
5. FHWA = Federal Highway Administration

ADT = Average Daily Traffic
FHV = Peak Hour Volume
FDR = Functional Design Report
Road diet mitigated crash types include rear end, side swipe, and angle crashes

Legend:
- Red = Road Diet
- Green = No Road Diet
- Orange = Unknown

Using the decision tree below, determine whether a road diet should be considered as an alternative in the FDR based on crash history and traffic volume.
Complete Streets Funding

- Aimed to provide funding for local roads
- Incentivizes adoption of CS policies and best practices
- Tiered Framework

**Tier 1**
Attend Training and Pass CS Policy

**Tier 2**
Develop 5-year Prioritization Plan

**Tier 3**
Submit Application for Potential Construction Funds
Accommodating All Modes

- People walking & biking are sensitive to details of the transportation environment
  - Detours, lighting, pavement surface quality, maintenance and snow removal
  - Speed differential
  - Perceived safety and comfort is important
- Transit users experience not just the transit vehicle, but the station and waiting area
- All people start and end their trip as a pedestrian
Design Guidance
Complete Streets Goal in Massachusetts

All projects required to be designed and implemented in a way to provide customers with access to safe, comfortable, and healthy transportation options, including walking, biking, and transit.
Open Discussion