

Transportation for America

How MPOs Can Save Money and Improve Safety by Adopting Complete Streets Policies

December 3, 2015

www.T4america.org
@t4america



Alicia Orosco

Program Manager,
Transportation for America

alicia.orosco@t4america.org

202-955-5543 x211



About Us

Transportation for America is the alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government invest in smart, locally-driven transportation solutions – because these are the investments that hold the key to our future economic prosperity.

T4A is committed to helping your community create the transportation investments necessary for a prosperous future.

Innovative MPO

FOCUS AREA 1

**CREATE AN EFFECTIVE AND VISIONARY
LONG-RANGE TRANSPORTATION PLAN**

FOCUS AREA 2

**ENGAGE COMMUNITIES IN
REGIONAL DECISION-MAKING**

FOCUS AREA 3

FULLY UTILIZE ALL AVAILABLE FUNDING TOOLS

FOCUS AREA 4

USE DATA TO MAKE SMART INVESTMENTS

FOCUS AREA 5

**PROVIDE TECHNICAL ASSISTANCE
AND COLLABORATE WITH LOCAL COMMUNITIES**

FOCUS AREA 6

MAKE FREIGHT WORK FOR YOUR REGION

FOCUS AREA 7

GOING BEYOND TRANSPORTATION

APPENDIX

**MPO 101: HISTORY, CONTEXT AND EVOLUTION OF
METROPOLITAN TRANSPORTATION PLANNING**



Get your copy [here](#)



Presenters



Emiko Atherton, Director,
National Complete Streets Coalition (NCSC)



Ron Achelpohl, Director of Transportation,
Mid America Regional Council (MARC)

Complete Streets and Innovative MPOs

December 2015



Smart Growth America
Making Neighborhoods Great Together



National Complete
Streets Coalition

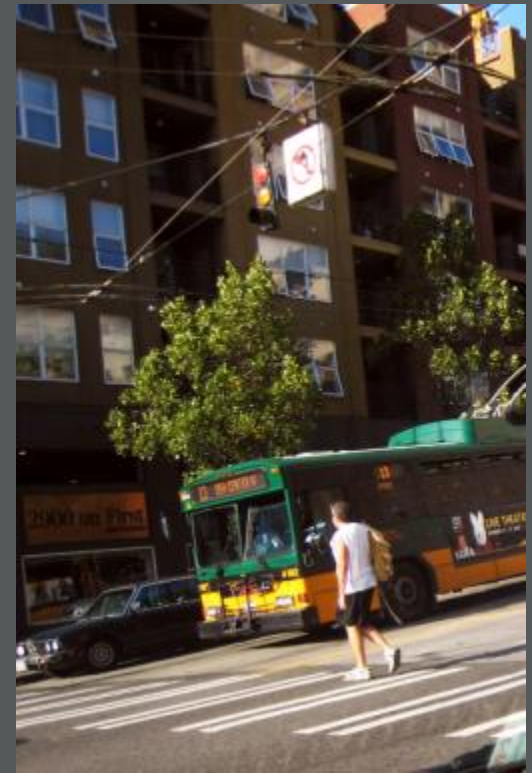
What are Complete Streets?



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



What is the National Complete Streets Coalition?



Why Complete Streets?



Streets can benefit communities

Accommodate all users

Improve safety

Better health

Stronger economies

Reduce costs

Provide choices



Benefits: Older Adults

By 2025, nearly 1 in 5 Americans will be 65 or older.

About 1/2 of all non-drivers over the age of 65 would like to get out more often.



More than 1/3 of kids and teens are overweight or obese.

Unhealthy weight gain brings higher risk for pre-diabetes, high cholesterol, high blood pressure, sleep apnea, and joint problems.

In a five-state study, infrastructure improvements and promotional programs increased walking by 45%

Benefits: People with Disabilities

Almost 1 in 5 Americans have some type of disability.

Complete Streets = attention to detail for travelers with disabilities.

Complete Streets can reduce isolation and dependence.



Benefits: Safety

Between 2003 and 2013, 47,075 people were killed while walking on streets in the United States.

676,000 people were injured during that during that frame. *That means the there was pedestrian death every 2 hours, and a pedestrian injury every 7 minutes.*

This is a nation is an epidemic. However, we have solutions.

National Highway Traffic Safety Administration: Fatality Analysis Reporting System 2010



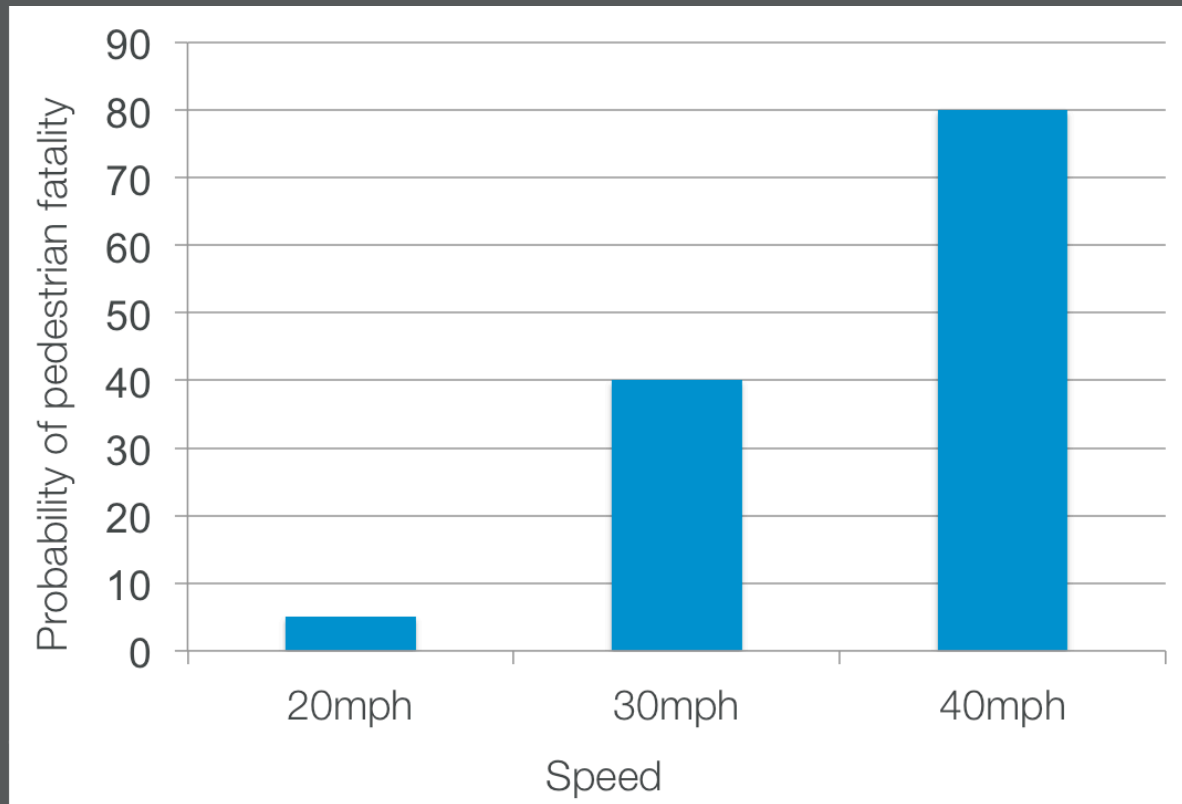
Smart Growth America
Making Neighborhoods Great Together



National Complete
Streets Coalition

Benefits: Safety

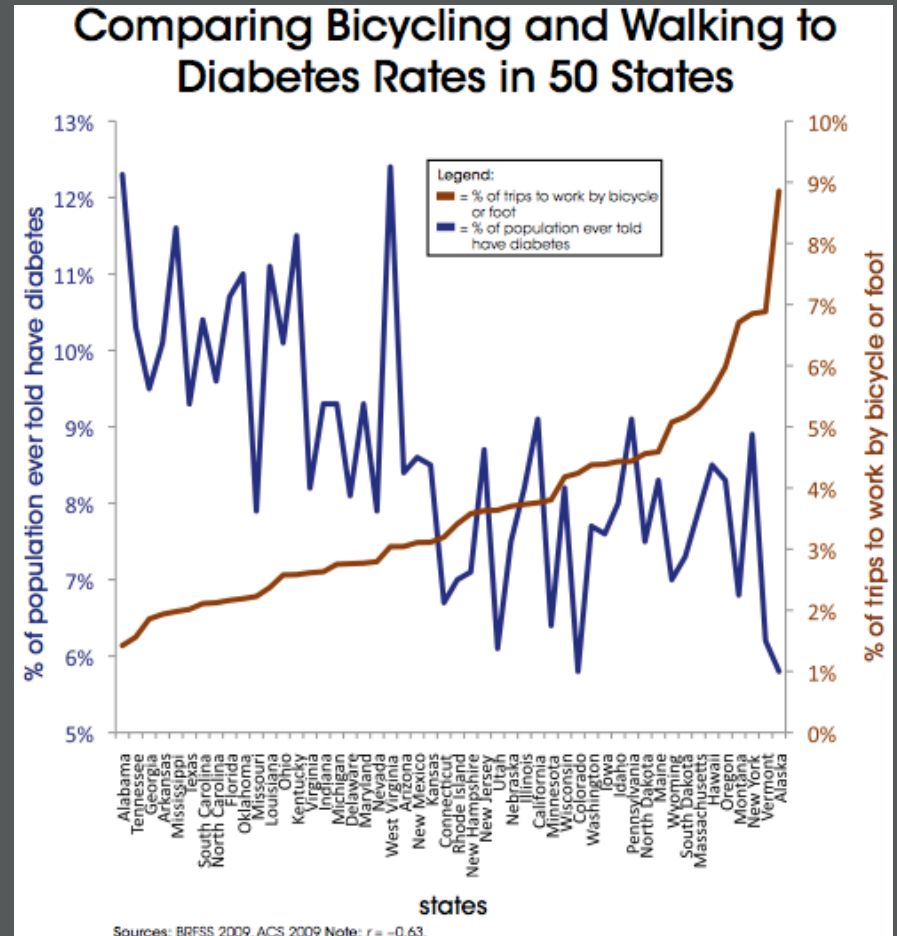
Slower speeds = improved safety



W.A. Leaf and D.F. Preusser, "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries Among Selected Racial/Ethnic Groups," US Department of Transportation, National Highway Traffic Safety Administration (1999).

Benefits: Health

States with the lowest levels of biking and walking have, on average, the highest rates of obesity, diabetes, and high blood pressure.



Benefits: Health

Centers for Disease Control and Prevention – Complete Streets policies as a strategy to prevent obesity.



Surgeon General's Call to Action – Step it Up!

Benefits: Economy

“Safer Streets, Stronger Economies”



Complete Streets are supportive of employment, business, revitalization, and increased property values

Benefits: Economy

In most metro areas, every +1 point on the Walk Score scale = \uparrow of \$500-\$3,000 in home value.

Walkable commercial neighborhoods in Washington, D.C. have 75% higher office rents than drivable, suburban neighborhoods.

Benefits: Job Creation

Under the 2009 stimulus:

Transit projects = **71%** more jobs per dollar than road projects.

Every \$1 billion spent on
highway projects = 2.4 million job hours
transit projects = 4.2 million job hours



Benefits: Job Creation

For each \$1 million invested:

- Bicycle projects = 11.4 jobs created
- Pedestrian projects = 9.6 jobs created
- Auto-only project = 7.8 jobs created



Benefits: Reduce Costs

“The advantage of inserting a dialogue about all users at the earliest stages of project development is that it provides the designers and engineers the best opportunity to create solutions at the best price.”

- James Simpson, Former Commissioner, NJDOT

Benefits: Reduce Costs

500 miles of Washington state highway system are 'main streets.'

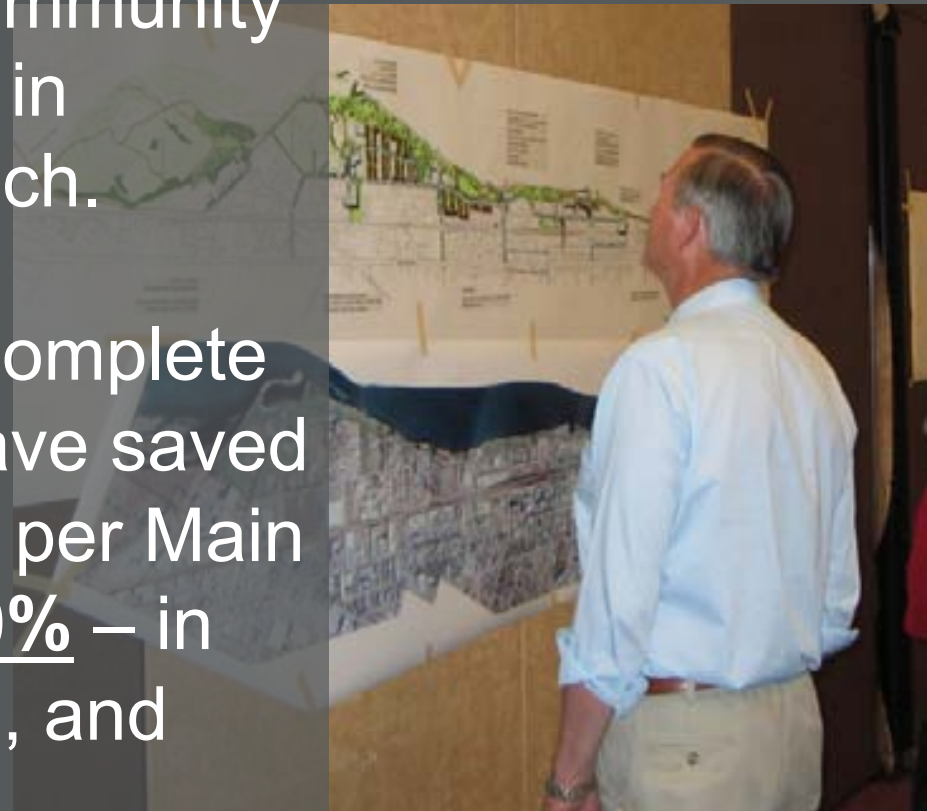
Over ten years, 47% of projects on these streets had scope, schedule, or budget changes resulting in delay.



Benefits: Reduce Costs

Pilot project consulted community during planning, resulted in Complete Streets approach.

In 10 previous years, a Complete Streets process would have saved an average of \$9 million per Main Street project – about 30% – in reduced scope, schedule, and budget changes.



<http://www.wsdot.wa.gov/research/reports/fullreports/733.1.pdf>

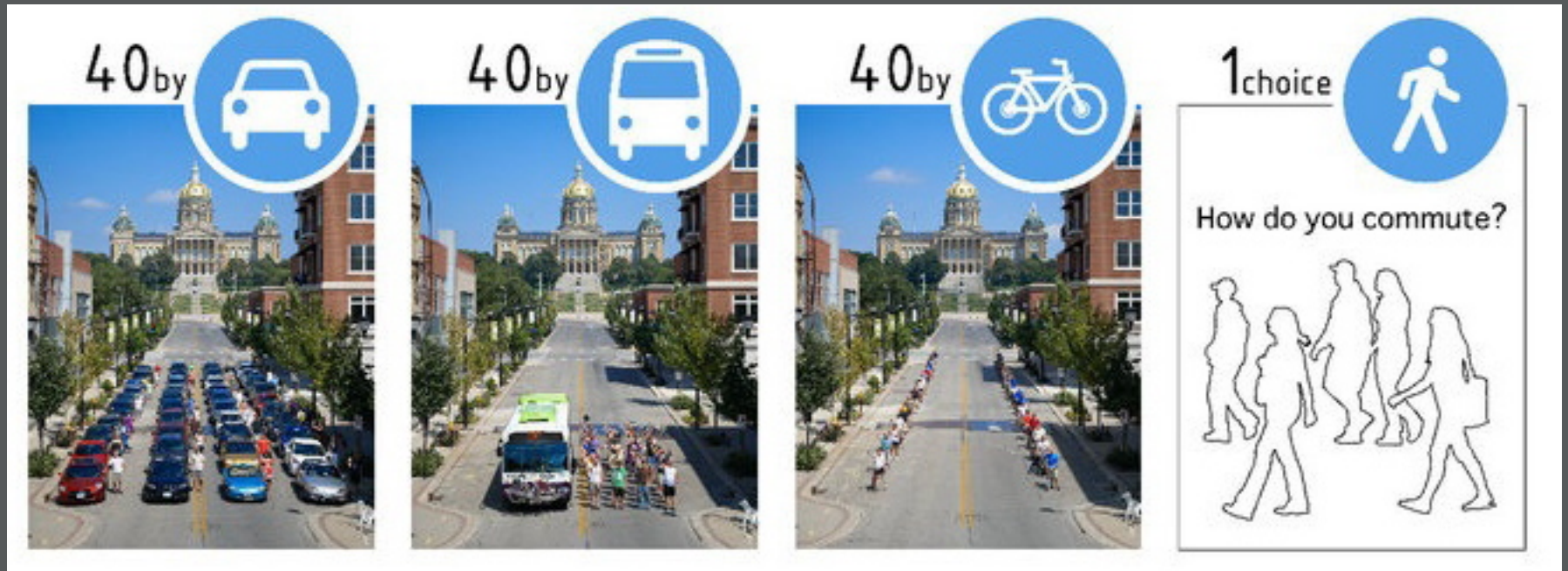


Smart Growth America
Making Neighborhoods Great Together



National Complete
Streets Coalition

Benefits: Capacity



Benefits: Provide Choices

Transportation is second largest expense for families: ~18% of budget

Low income households can spend up to 55% of budget on transportation.

Complete Streets give people more control over their expenses.



Benefits: Livable Communities

Walkable communities =
happier communities

Residents of walkable
communities:

- are more likely to be socially engaged and trusting
- report being in good health and happy more often



Shannon H. Rogers, et al. Examining Walkability and Social Capital as Indicators of Quality of Life at the Municipal and Neighborhood Scales. (2010)

What Can MPOs do?

- Adopt a Complete Streets Policy
- Educate Local Leaders
- Incorporate Complete Streets into Transportation Plans
- Update Project Selection Criteria



For more information

- Model policies & reports
 - *Best Complete Streets Policies*
 - *Local Policy Workbook*
- Implementation resources
- Latest news

www.completestreets.org

www.smartgrowthamerica.org

National Complete Streets Coalition Steering Committee

AARP

AECOM

Alliance for Biking & Walking

America Walks

American Planning Association

APTA

American Society of Landscape
Architects

Association of Pedestrian and
Bicycle Professionals

Institute of Transportation
Engineers

National Association of City
Transportation Officials

National Association of Realtors

Nelson\Nygaard

Smart Growth America

SRAM

Stantec

SvR Design Company



Copyright & use

This presentation is licensed under a Creative Commons license permitting non-commercial use with attribution. Any of these conditions may be waived with permission.

For-profit organizations wishing to use this presentation should contact us at eatherton@smartgrowthamerica.org or 202-207-3355 x 120 .

For more information about this license, please visit:
<http://creativecommons.org/licenses/by-nc/2.5/>





Smart Growth America

Making Neighborhoods Great Together

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide.

www.smartgrowthamerica.org

1707 L St. NW Suite 250, Washington, DC 20036 | 202-207-3355



Smart Growth America
Making Neighborhoods Great Together



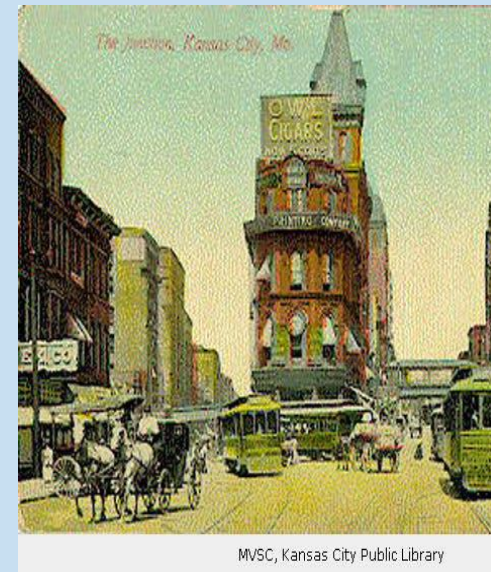
National Complete
Streets Coalition

Regional Complete Streets Policy



Overview

Complete Streets have been planned, designed, and operated with the **consideration of the needs of all travelers within the corridor**, including people of all ages and abilities who are driving, taking public transportation, walking, or riding a bicycle.



Why Complete Streets?

- **Safety** – Considering safety needs of all roadway users.
- **Health** – Support community goals such as physical fitness and reducing public health costs.
- **Economic** – Improve roadway efficiency by moving more people in the same amount of space.
- **Environment** – Reduced air and noise pollution.
- **Equity** – Providing transportation choices for the needs of all users.



Complete Streets Elements

Intersection Crossings



Bicycling



Bus Stops



Accessibility



Process or Product?

“The term Complete Streets equates to both a process AND a product”



Complete Streets: From a Vision to Results

VISION

Vision of the community (conveyed by a local champion) that captures the desire for streets that accommodate all users and can spark action

POLICY

An adopted policy, or set of policies, that captures the vision and provides the foundation for the community to change the way streets are designed and built

PROCESS

A plan to modify existing processes to ensure that Complete Streets are incorporated into the planning, design and construction stages of streets.

RESULTS

Delivery of Complete Streets and policies to ensure ongoing maintenance and evaluation of street performance as compared to previous condition.

KC Regional Policy Timeline

Year	Action
2010	Committed to develop policy in <i>Transportation Outlook 2040</i> (MTP)
2011	First local policies adopted
	Complete Streets goal in regional <i>Clean Air Action Plan</i>
2012	Regional Policy developed and adopted
	Policy used in CMAQ & STP programming
2014	Policy used in CMAQ, STP & TAP programming
2015	<i>TO2040 Update</i> adopted with renewed Complete Streets/ Green Streets emphasis
	Policy reviewed and updated

Policy Development Process

Key Steps

Assemble Work Group with diverse perspectives

Identify and build on successful local examples

Benchmark national and local best practices

Clarify scope and use of policy

Draft policy

Seek and incorporate stakeholder input

Refine and adopt policy

Use policy

Update policy & repeat

MARC Compete Streets Policy

- **Vision** – Complements goals of the metropolitan transportation plan.
- **Policy** – Applies to all transportation projects using federal funds.
- **Process** – MARC provides assistance to local jurisdictions implementing Complete Streets solutions in their communities.

MARC Complete Streets Policy

Policy Highlights

- MARC seeks to achieve the region's vision of a safe, balanced, multimodal, equitable transportation system that is coordinated with land use planning and protective of the environment by implementing Complete Streets with context-sensitive solutions.
- This policy applies to the following:
 1. All MARC planning activities that involve public rights-of-way, including the long-range transportation plan.
 2. Any activities conducted by MARC to program federal funds for projects in the Transportation Improvement Program.
- Projects shall provide safe accommodations for all travelers who have legal access and who may reasonably be expected to use the facilities, while being sensitive to the current and future community context.
- Project sponsors retain the design decision authority over their projects. Exceptions are specified, and MARC committees will develop procedures to incorporate this policy in their work.

Background

The region's long-range transportation plan, *Transportation Outlook 2040*, was adopted in June 2010. This plan included policies and strategies to support implementation of Complete Streets. The MARC Complete Streets policy will help guide MARC's planning and programming work and assist with implementation of *Transportation Outlook 2040*.

In 2010, the U.S. Department of Transportation (USDOT) issued an updated Policy Statement on Bicycle and Pedestrian Accommodation that calls for every transportation agency "to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems." The USDOT encourages transportation agencies "to go beyond minimum standards to provide safe and convenient facilities for these modes." The 2010 policy considers walking and bicycling as equals with other transportation modes.

Definition

Complete Streets are streets, highways, and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right of way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles, or buses; bicycling; using transit or mobility aids; and freight shippers.

Regional Vision

In 2008, the MARC Board of Directors adopted the regional vision that greater Kansas City is a sustainable region that increases the vitality of our society, economy, and environment for current residents and future generations.

Approved in 2010, the region's long-range transportation plan, *Transportation Outlook 2040*, envisioned a safe, balanced, regional multimodal transportation system that is coordinated with land-use planning, supports equitable access to opportunities, and protects the environment.

Policy Use

- **Education** – Policy & handbook incorporated in regional sustainability curricula.
- **Programming** – Eligibility screen for competitive project selection. Framework for evaluation criteria.
- **Planning** – Guide for corridor plans & NEPA studies.

MARC Complete Streets Policy

Policy Highlights

- MARC seeks to achieve the region's vision of a safe, balanced, multimodal, equitable transportation system that is coordinated with land use planning and protective of the environment by implementing Complete Streets with context-sensitive solutions.
- This policy applies to the following:
 1. All MARC planning activities that involve public rights-of-way, including the long-range transportation plan.
 2. Any activities conducted by MARC to program federal funds for projects in the Transportation Improvement Program.
- Projects shall provide safe accommodations for all travelers who have legal access and who may reasonably be expected to use the facilities, while being sensitive to the current and future community context.
- Project sponsors retain the design decision authority over their projects. Exceptions are specified, and MARC committees will develop procedures to incorporate this policy in their work.

Background

The region's long-range transportation plan, *Transportation Outlook 2040*, was adopted in June 2010. This plan included policies and strategies to support implementation of Complete Streets. The MARC Complete Streets policy will help guide MARC's planning and programming work and assist with implementation of *Transportation Outlook 2040*.

In 2010, the U.S. Department of Transportation (USDOT) issued an updated Policy Statement on Bicycle and Pedestrian Accommodation that calls for every transportation agency "to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems." The USDOT encourages transportation agencies "to go beyond minimum standards to provide safe and convenient facilities for these modes." The 2010 policy considers walking and bicycling as equals with other transportation modes.

Definition

Complete Streets are streets, highways, and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right of way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles, or buses; bicycling; using transit or mobility aids; and freight shippers.

Regional Vision

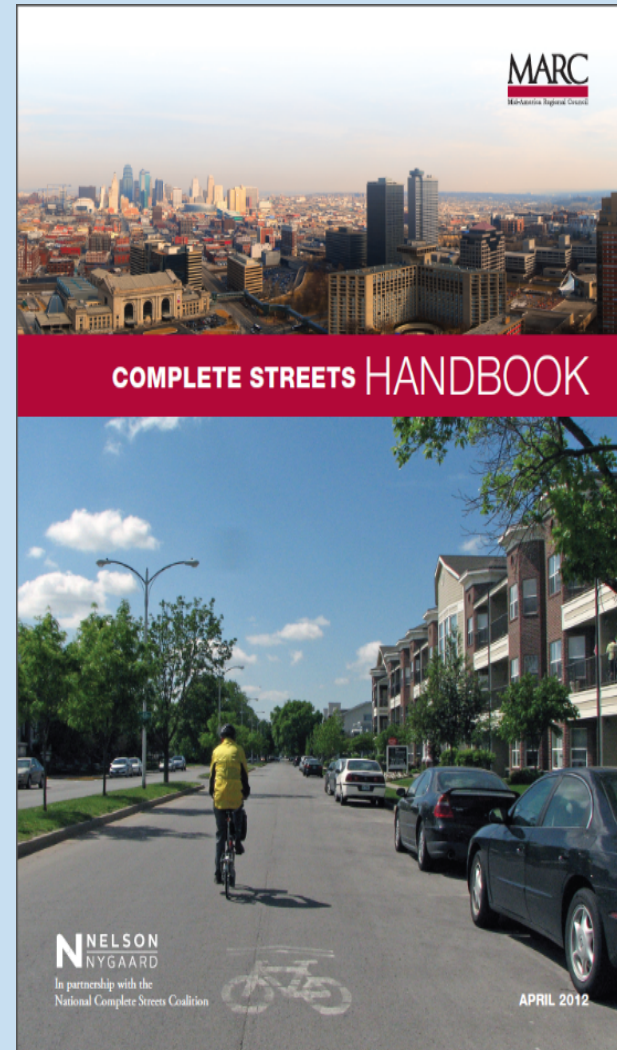
In 2008, the MARC Board of Directors adopted the regional vision that greater Kansas City is a sustainable region that increases the vitality of our society, economy, and environment for current residents and future generations.

Approved in 2010, the region's long-range transportation plan, *Transportation Outlook 2040*, envisioned a safe, balanced, regional multimodal transportation system that is coordinated with land-use planning, supports equitable access to opportunities, and protects the environment.

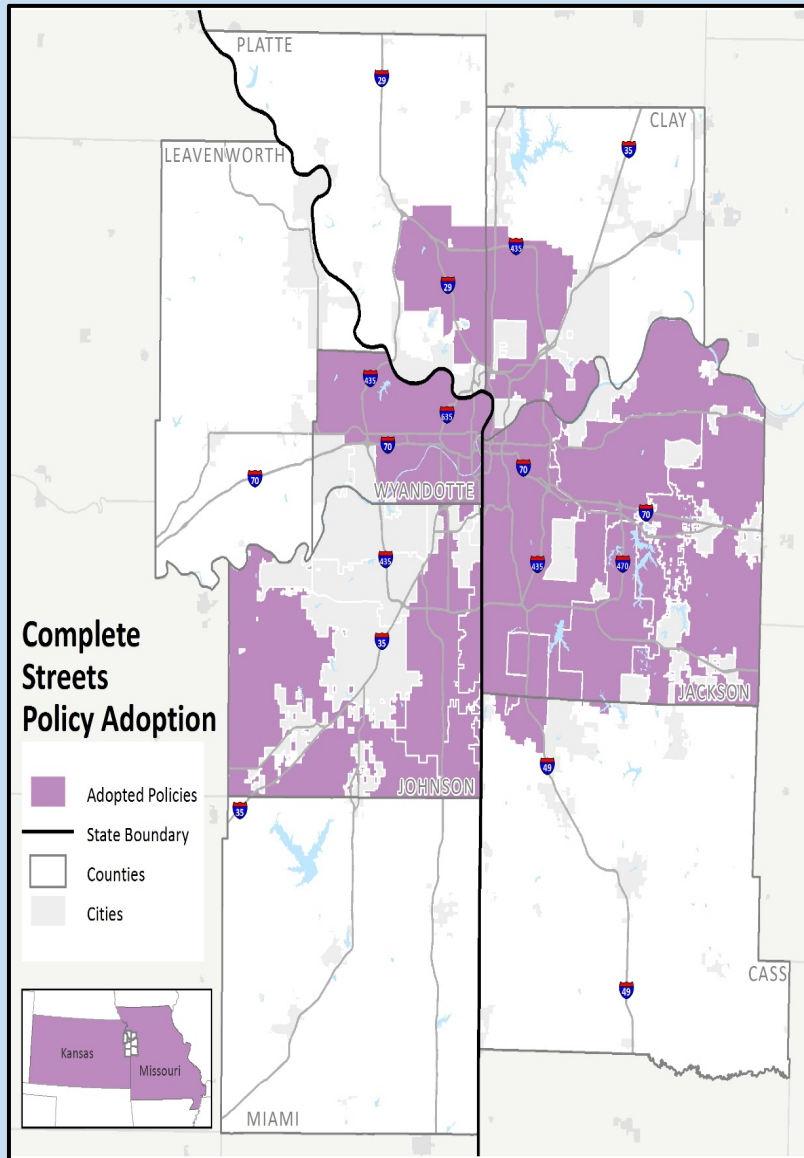
Complete Streets HANDBOOK

HANDBOOK **provides guidance** on developing and implementing local Complete Streets policies:

- Overview of Complete Streets
- Guide and case studies of policy development
- Developing a Complete Streets policy
- Implementation and process
- Design guidelines and tools
- Implementation costs and maintenance



Results – Local Adopted Policies



Kansas:

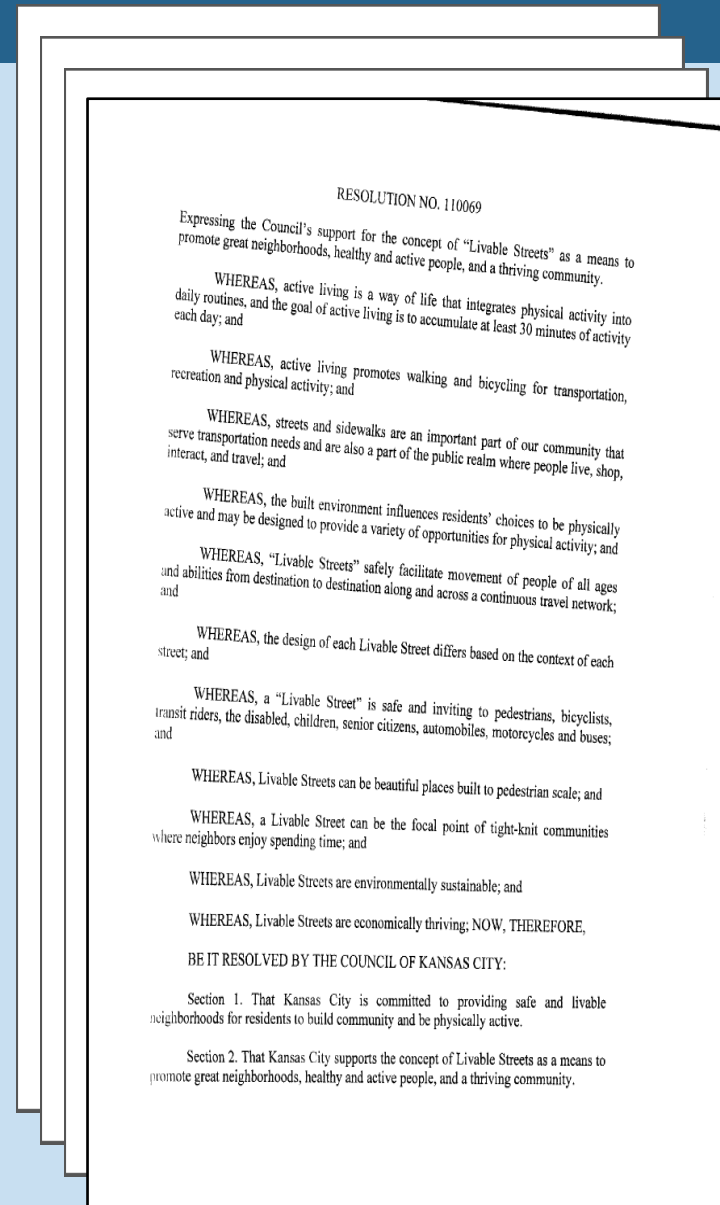
- Leawood
- Overland Park
- Roeland Park
- Johnson County
- Unified Government/
Wyandotte County
- State of Kansas

Missouri:

- Belton
- Blue Springs
- Grandview
- Independence
- Kansas City
- Lee's Summit
- Jackson County
- State of Missouri

Example Resolution: City of Kansas City, Mo.

- Adopted January 2011
- **Vision** – Expresses Council’s support for “Livable Streets” as a means to *promote great neighborhoods, healthy and active people, and a thriving community.*
- **Policy** – Consistent with City’s efforts to develop a bike and pedestrian friendly, multi-modal and sustainable community.
- **Process** – Complements several City initiatives:
 - FOCUS Kansas City Plan
 - Bike KC Plan
 - Walkability Plan
 - Green Solutions Policy
 - Climate Protection Plan
 - Trails KC Plan



Results – A Local Example



2015 Policy Update

New Provisions

Updated MTP policy framework

New exceptions for “non-street” projects

Green Streets

Reinforces MTP Performance Measures

Encourages use of new standards such as NACTO, APWA, etc.

Questions?

- See:

<http://www.marc.org/Transportation/Special-Projects/Regional-Initiatives/Complete-Streets>

- Contact:

Ron Achelpohl, PE

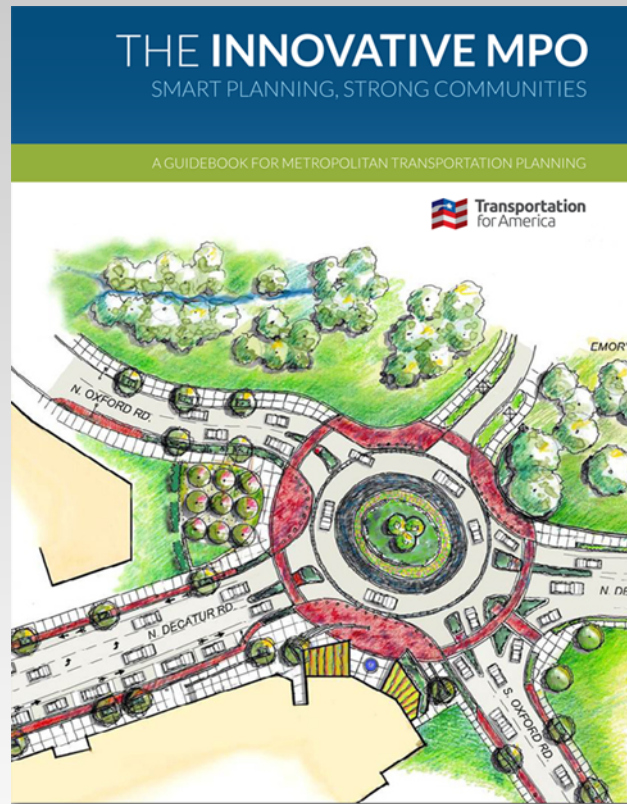
Director of Transportation & Environment

Mid-America Regional Council

rona@marc.org

816-474-4240

Download Your Guidebook Today!



www.t4america.org

Thank you !



Emiko Atherton, Director,
National Complete Streets Coalition (NCSC)
eatherton@smartgrowthamerica.org



Ron Achelpohl, Director of Transportation,
Mid America Regional Council (MARC)
rona@marc.org
816-474-4240



Alicia Orosco, Program Manager,
Transportation for America
alicia.orosco@t4america.org
202-955-5543 x211