Complete Streets

“Every trip begins and ends on foot.” .... “To maintain independence and equity among citizens, it is important to facilitate alternative travel modes”. 2012 CRCOG Route 10 Corridor Study“
Connecticut Bicycle and Pedestrian Advisory Board

Volunteer board members advising agencies of the state on policies, programs, and facilities for bicycles and pedestrians.
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2012-2013 Annual Report/Initiatives
CGS Sec. 13b-13a. Connecticut Bicycle and Pedestrian Advisory Board.

(a) There is established a **Connecticut Bicycle and Pedestrian Advisory Board** which shall be within the Department of Transportation for **administrative purposes**
CT Bicycle Pedestrian Advisory Board

• The 11 members appointed by the Governor (5), House speaker, Senate president pro tempore, House majority and minority leaders, and Senate majority and minority leaders.
• Board members shall represent:
  ✷ Bicycle advocacy group
  ✷ Walking advocacy group
  ✷ Bike shop manager
  ✷ The mobility-impaired
  ✷ The visually-impaired
  ✷ Transit workers
  ✷ Persons over sixty years old
• The board is tasked with “promoting programs and facilities for bicycles and pedestrians in this state, and advising appropriate agencies of the state on policies, programs and facilities for bicycles and pedestrians.”

• The board can apply and accept grants, gifts and bequests to carry out its responsibilities

• The DOT aids the board by “making available department reports and records related to the board’s responsibilities, printing the board’s annual report or distributing copies thereof as may be required and mailing notices of the board’s meeting”
CT Bicycle Pedestrian Advisory Board
Responsibilities

• (h), the Board must submit a report annually to the Governor, Commissioner of the Department, and the Transportation Committee, on:

1. **Progress** made by State agencies

2. **Recommendations** for improvements to State policies and procedures, and

3. Specific **actions** taken by the Department of Transportation.
• CGS Sec. 13a-153f(b) requires that accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways, as defined in section 14-1, in this State.

• "User" is defined by CGS Section 13a-153f to be “a motorist, transit user, pedestrian or bicyclist;”
Complete Streets Law Responsibilities

- CGS Section 13a-153f(d) provides that **Accommodations** pursuant to subsection (b) shall not be **required** if:
  - the **Commissioner of Transportation** or
  - a **municipal legislative body** determines:
    - Nonmotorized usage is prohibited;
    - There is a demonstrated absence of need;
    - The accommodation of all users would be an excessively expensive component of the total project cost; or
    - The accommodation of all users is not consistent with the state's or such municipality's, respectively, program of construction, maintenance and repair.
Complete Streets Law Responsibilities

• CGS Sec. 13a-153f(b) requires that accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways, as defined in section 14-1, in this State.

• Section 13a-153f(b), after 3 years, has not yet been fully implemented into the routine practices of would be “implementers” of the law.
Complete Streets Law Responsibilities

- “Complete Street design should be understood as a process, not a specific product.” – Major and Collector Street Plan, Nashville

- “But the Scope of the Project is to just add a left turn lane”

- “When projects are scoped and programmed without consideration for Complete Streets, there could be extra cost over the original estimate in order to later address pedestrian, bike, and bus features.”
  – Gregg Albright, Deputy Director of Planning and Modal Programs, Caltrans
Annual Report
Recommendations

• Implementation:
  – Planning for Implementation
  – Changing Procedure and Process
  – Offering Training and Educational Opportunities
  – Reviewing and Updating Design Guidance
  – Measuring Performance.
Annual Report Recommendations

• Implementation:
  – Integrate an inclusive decision making process.
  – Review rules, procedures, and habits
  – Disrupt silo’s between departments/agencies
  – Bring together departments/agencies through CS Policies
  – Update codes, manuals, guiding documents
  – Include maintenance and operation procedures
  – Change procedures for defining/scoping projects
  – Develop/update Checklists (important but not enough)
Policy Example – New Jersey

- Calls for the establishment of a checklist to address pedestrian, bicyclist and transit accommodations “with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.”

- Requires considerations in Planning and Design for all projects:
  - Existing Bicycle, Pedestrian and Transit Accommodations
  - Existing Bicycle and Pedestrian Operations
  - Existing Transit Operations
  - Existing Motor Vehicle Operations
  - Existing Truck/Freight Operations
  - Existing Access and Mobility
  - Major Sites/Land Use
  - Existing Streetscape
  - Existing Plans
  - Design Standards or Guidelines
Possible Activities

• Create a list of all documents to be updated to be consistent with the Complete Streets policy.

• Modify department procedural documents. Include:
  – Checklists.
  – Decision trees.
  – Standard operating procedures.
  – Project development steps or phases.

• Include non-transportation departments that have a role in street planning, design, operations, or maintenance.
Possible Activities

• Prioritize multi-modal projects by:
  – Awarding points or otherwise prioritizing multimodal projects in project selection criteria.
  – Formally prioritizing multimodal projects in the capital improvement program (CIP) or transportation improvement program (TIP or STIP).
  – Prioritizing projects that are identified as closing gaps in the multimodal network.

• Change or create new project procedures at the following phases:
  – Planning, Programming (including CIP/TIP decisions),
  – Scoping, Design, Construction,
  – Operation, and Maintenance.
Possible Activities

- Ensure changes apply to all project types, including:
  - New construction, Retrofitting/reconstruction,
  - Repair, Resurfacing/restoration/rehabilitation,
  - Bridges,
  - Private improvements to public roads,
  - Infill, Greenfield, and Transit.

- Adopt or update relevant policies, including:
  - Education policies and activities,
  - Encouragement policies and activities,
  - Enforcement policies and activities, and
  - Multimodal Level of Service guidelines and criteria.

- Require consultants to use Complete Streets approach in project scope and/or consultant contracts.
2012-2013 Annual Report Highlights

- Governor’s support of improvements in the State’s transportation system
- Increased focus on Transit Orientated Development
- Commissioner’s support of Complete Streets guiding principles
- DOT changing from predominantly motor vehicle orientated to looking at all users
- DOT staff increasingly responsive
All transportation projects must start with the assumption that bicyclists, transit users, and pedestrians will be accommodated.

Focus on:
- Transit Oriented Development
- Connecticut’s youth, and the future workers
- Active Transportation options
- Transportation Demand Management
- Quality life outside of the car
- Serve visitors and residents
- First and Last Mile Connectivity

Institutionalization of standards, guidance documents, policies
2012-2013 Annual Report Highlights

- Update/ Rewrite of the Highway Design Manual with Complete Streets Philosophy in mind
- Develop Complete Streets Policies and Design Guidelines
- Facilitate the incorporation of all users at all levels of the scoping, planning, design, maintenance and review processes, public or private
- Develop a new Bicycle Pedestrian Needs Assessment Form
- Encourage the development of educational opportunities and support within and outside the Department
- Siting of Transit Infrastructure with Complete Streets Consideration
- Unobligated Funds – avoid excessive rescission.
2012-2013 Annual Report Highlights

- Updates to OSTA/ MTG review process
- Local Ordinances and Regulations to be consistent
- Development of Regional Mobility Maps
- 11’ Vehicle Lane Practice
- Data Submission and Collection
- Integrate 2010 HCM into all Department reviews.
- Development of TDM/ TMA Programs (prior to increasing roadway capacity)
- Input States bus systems into Google Transit
2012-2013 Annual Report Highlights

• Bikes and Trains - Work with Amtrak to permit bicycles aboard peak trains
• Updating of Connecticut Drivers Manual and Driver’s Licensing Exam
• Encouraging Bicycle Friendly Business/ Community Designation (See also Walk Friendly Community Designation)
• Complete Streets are Economically Feasible, Reduce costs
Connecticut Bicycle and Pedestrian Advisory Board

2012-2013 Annual Report

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