REGIONAL COMPLETE STREETS
Inventory | assessment | action plan

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Capitol Region

COMPLETE STREETS PLAN

FITZGERALD & HALLIDAY, INC.
Innovative Planning, Better Communities

TOOLE DESIGN

TRAN SYSTEMS

STREETPLANS

CRCOG
CAPITOL REGION COUNCIL OF GOVERNMENTS
Working together for a better region.
1. OPS overview
2. Draft Regional Complete Streets Policy
3. Ian’s Approach to Complete Streets
4. Jubilee Street Demonstration Project
5. Next Steps
Wednesday
October 10, 2018

10:00 AM - 11:30 AM
Advisory Committee Meeting
Meeting of the CRCOG Complete Streets Advisory Committee. Meetings are open to the public but intended as working meetings for the committee members.

1:00 PM - 5:00 PM
Open House
Members of the public are invited to come by our open studio to learn about the project, learn about complete streets, provide feedback, and talk to members of the team.

1:00 PM - 5:00 PM
Ian Lockwood’s Design Studio
Complete streets expert Ian Lockwood will lead an interactive design exercise that is open to the public. All afternoon Ian will be analyzing one of the region’s roads with an eye toward making it a complete street. Come by to ask questions and provide input!

1:30 PM - 3:30 PM
Local Policy Workshop
Town staff and officials are invited to this workshop where they can get individual advice on how to draft and implement a complete streets policy. If you are interested in attending, please contact: tmalone@crcog.org

3:00 PM - 4:00 PM
Focus Group
We are inviting a broad array of individuals and organizations to provide insights into how complete streets policy can and should work in the region. If you are interested in attending, please contact: tmalone@crcog.org

6:00 PM - 8:00 PM
Pop-up Event
We will be selecting a local venue for a popup event from 6:00 PM to 8:00 PM. More details will be posted soon.

6:30 PM - 7:30 PM
Focus Group
We are inviting a broad array of individuals and organizations to provide insights into how complete streets policy can and should work in the region. If you are interested in attending, please contact: tmalone@crcog.org
Thursday
October 11, 2018

11:00 AM - 12:00 PM
Focus Group
Representatives from a broad array of organizations have been invited to a series of focus groups by the team. If you are interested in attending or being a part of these focus groups, please contact: tmalone@crcog.org

1:00 PM - 5:00 PM
Ian Lockwood’s Design Studio
Complete streets expert Ian Lockwood will lead an interactive design exercise that is open to the public. All afternoon Ian will be analyzing one of the region's roads with an eye toward making it a complete street. Come by to ask questions and provide input!

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4:00 PM - 5:00 PM
Focus Group
Representatives from a broad array of organizations have been invited to a series of focus groups by the team. If you are interested in attending or being a part of these focus groups, please contact: tmalone@crcog.org

3:30 PM - 8:00 PM
Action Lab
Members of the public are invited to come by our open studio to learn about the project, learn about complete streets, provide feedback, and talk to members of the team.
- Learn more about our draft regional network of complete streets
- Help us develop a conceptual redesign of one of the region's roads
- Learn about our planned demonstration project
- Learn about complete streets policies
WHAT ARE COMPLETE STREETS?
Why a regional complete streets policy?
LRTP

“CRCOG will support the goals of sustainable development and livable communities... Placing an emphasis on developing ‘Complete Streets’ that serve all users of the transportation network: motorists, pedestrians, transit users, and bicyclists.”

- The Capitol Region Transportation Plan: A guide for transportation investments through the year 2040

POCD

“Adoption of a complete streets ethic, with accommodations for all users being a routine transportation project consideration, as per Connecticut’s 2009 Complete Street Law.”

- Capitol Region Plan of Conservation and Development 2014-24 (POCD)
"...consider the needs of all users of all abilities and ages (specifically including pedestrians, bicyclists, transit users, and vehicle operators) in the planning, programming, design, construction, retrofit and maintenance activities related to all roads and streets..."
Policy development steps

• May 16-19: First Open Planning Studio
  • Complete streets network map
  • Policy overview presentation
  • Presentations from consulting team
  • Focus groups

• Summer: Complete Streets Policy Best Practices Report
  • 10 complete streets themes
  • 11 policy examples and other sources

• September: Regional Complete Streets Policy Annotated Outline
  • Based on National Complete Streets Coalition 10 essential policy elements
1. Vision and intent

<table>
<thead>
<tr>
<th>The Capitol Region will be...</th>
<th>Complete streets...</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connected</td>
<td>Comprise a safer, more convenient, and well-connected street system</td>
</tr>
<tr>
<td>Competitive</td>
<td>Increase options for commuting to work and education; promote equity; attract employers and employees; increase resilience</td>
</tr>
<tr>
<td>Vibrant</td>
<td>Promote physical activity, sociability, and placemaking</td>
</tr>
<tr>
<td>Green</td>
<td>Reduce auto dependence and emissions by promoting nonmotorized modes</td>
</tr>
</tbody>
</table>
2. Diverse users

Proposed modal hierarchy

Modal hierarchy for urban, town center, and village center place types; planned multimodal corridors/areas, TOD:

1. People walking, in wheelchairs, or using other assistive devices
2. People taking transit
3. People biking
4. People moving goods
5. People in personal automobiles

Example modal hierarchy graphic, Palm Beach MPO policy
Modal hierarchy for transit station access

"It is recommended to establish a modal hierarchy and design transit stations for vulnerable road users first."

FHWA, *Achieving Multimodal Networks*
2. Diverse users

Diverse users can refer to:

- Vulnerable users
- All ages and abilities
- Children
- Seniors
- Immigrants
- People with disabilities
- People from all socioeconomic and geographic backgrounds
- Range of community types
3. Commitment in all projects and phases

All phases
Planning
Programming
Environmental documentation
Design
Right-of-way acquisition
Procurement/bidding
Construction
Construction engineering
Reconstruction, operations, and major maintenance
### 4. Clear, accountable exceptions

**Project types**  
Where certain users are legally excluded  
No current (extant or latent) or future expected demand  
No current or planned transit routes  
Cost-prohibitive (documented)  
Topo/natural resource constraints

**Exception process**  
Project applications should assess the need for each mode  
A policy establishes who approves exceptions  
Approved exceptions should be documented  
Regular communication with CRCOG staff
4. Clear, accountable exceptions

Exception to the exception

An interstate bridge reconstruction project provided a culvert for a future trail connection

I-35W, Minneapolis. Source: FHWA Achieving Multimodal Networks
Sources: CTDOT / NHHS Rail Program; FCRTTA. CTfastrak: consulting team photo
5. Jurisdiction

Carefully coordinate projects that span multiple jurisdictions

LRTP and POCD

Courtesy review of projects close to jurisdictional boundaries

Coordination with other agencies
6. Design

**Recommended actions**
- Encourage local evaluation of local design guidelines/standards
- Staff training on CS design
- Review design best practices
- Support quick-build and temporary CS projects

**CRCOG-funded projects will:**
- Take a complete streets approach
- Adhere to FHWA and-or CTDOT requirements
- Be context-specific
- Have logical termini
- Include “green infrastructure”, public art, and aesthetics where appropriate
Sources: FHWA Achieving Multimodal Networks, NACTO
What makes a walkable environment?

Walkable Mixed-Use Area

Walkable Rural Area

Less Walkable

Source: Massachusetts Pedestrian Transportation Plan, Municipal Resources Guide for Walkability (Draft)
7. Land use and context sensitivity

“The street system not only moves goods and people but largely it creates the community setting through which it travels.” – POCD

Source: CRCOG
7. Land use and context sensitivity
8. Performance measures

Measures could include:
- Mode share
- Transit ridership
- Vehicle miles traveled (VMT)
- Air quality/GHG emissions
- Miles of bike-ped facilities
- % of network completion
- Resident access to trails
- Green infrastructure projects
- Funding % per mode
- Household transportation costs
- Commute time
- Fatalities and serious injuries by mode
- Statistics disaggregated to focus on disadvantaged communities
- Local complete streets policies adopted
9. Project selection criteria

Local Transportation Capital Program (LOTCIP)

Transportation Alternatives (TA) set-aside

Congestion Mitigation and Air Quality (CMAQ)

Surface Transportation Program (STP) Urban

How can funding programs incentivize complete streets through their project selection criteria?
Building on LOTCIP’s complete streets foundation

Source: CRCOG LOTCIP Fiscal Year 2017 Year End Overview
9. Project selection criteria

+1 (or more) pts for adopted policies

Incorporate modal hierarchy

Town of South Windsor Complete Street Policy

SECTION 1: Introduction

Roads have traditionally been built for passenger vehicles, trucks, buses, and emergency vehicles. Today, walking and bicycling are becoming more and more popular as modes of transportation. Transit provides important transportation options to a number of residents. Limited resources, both in funding and land, generally means that these transportation modes must exist in the same general space. It is the goal of the Town of South Windsor that transportation systems and facilities should provide for all transportation users. “Complete Streets” are supported in the South Windsor Plan of Conservation and Development as well as the South Windsor Walk and Wheel Way’s Master Plan.

A Complete Street is defined as a roadway designed to safely accommodate all users, including pedestrians, bicyclists with special needs such as the elderly and the mobility impaired, transit users and motorists. It is a framework that emphasizes changing design standards so that streets meet the travel needs of all users, not just the needs of motor vehicles.

Complete Streets may include facilities and accommodations, including but not limited to: pedestrian markings and signs, sidewalks and pedestrian safety improvements such as medians, curb extensions and crosswalks; ADA (Americans with Disabilities Act) accessible curb ramps and accessible pedestrian signals; transit shelters and signage; and improved pedestrian and bicycle access to transit stops and stations; bike lanes, or shared lanes; bicycle parking facilities; street trees, landscaping, street lighting, street furniture, and adequate drainage facilities, including opportunities for storm-water quality treatment facilities.

SECTION II: Purpose and Vision

It is the intent of the Town of South Windsor in enacting this policy to improve the safety and quality of life of residents of South Windsor by providing safe, convenient, and comfortable routes and connections for walking, bicycling, and public transportation; encourage healthy, active living; and reduce traffic congestion and road maintenance costs.

By advancing a Complete Streets policy in our community, active transportation choices will be provided to the people who live, work, and travel on our town streets. Developing a Complete Streets program maximizes a full range of travel choices, creates a comprehensive transportation system, and offers easy access to retail, residential housing, employment, and businesses. Some of the benefits include:

- Improve safety for all road users for the population that does not drive;
- Provide residents with the ability to walk and bicycle more often encourages a healthy and active community;
- Improve the mobility of users by offering multiple modes of transportation in and around town;
- Improve the air quality and address climate change; and,
- Offer more travel choices to residents and visitors resulting in potential economic benefits to the Town.

Example modal hierarchy graphic, Palm Beach MPO policy
10. Implementation steps

Review CRCOG policies, programs, and processes for consistency with CS policy
Project exceptions
Interjurisdictional reference guide
Design guidelines
Performance measures, targets, and review
Training and education

Source: American Planning Association: Great Streets
Next steps

Annotated outline
Draft regional policy
Regional policy adoption
Local policies
Design Workshop

Corbin’s Corner
West Hartford
Project Schedule

Network Map

2017

Study Began
September 2017

2018

Public Engagement

Open Planning Studios
Spring & Fall 2018

Regional Policy

2019

Study Complete
January 2019
Capitol Region

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