



Public Works Department

Overview of Transportation/Complete Streets/Safety

General Policy Committee
February 23, 2017

Overview

- Definition
- Current policies
 - Local
 - State
 - Federal
- Completed projects
- Planned projects

About Complete Streets

- **“Complete Streets are streets for everyone.** They are designed and operated to *enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.* Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.”

About Complete Streets

- “By adopting a Complete Streets policy, communities direct their transportation planners and engineers to **routinely design and operate the entire right of way to enable safe access for all users**, regardless of age, ability, or mode of transportation. This means that *every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists*—making your town a better place to live.”

Source: Smart Growth America (<https://smartgrowthamerica.org/program/national-complete-streets-coalition/what-are-complete-streets/>)

About Complete Streets

- “... low-cost way to achieve multiple community goals: reducing crashes and injuries, supporting economic development, and encouraging multimodal travel.”
- Sampling of CS projects revealed higher employment, property values, and private investments when compared to similar unimproved corridors.

Source: Anderson, G., Searfoss, L., Cox, A., Schilling, E., Seskin, S., & Zimmerman, C. (2015). Safer streets, stronger economies: Complete streets project outcomes from across the united states. *Institute of Transportation Engineers. ITE Journal*, 85(6), 29-36.

About Complete Streets

- Implementation of complete street policies is prevalent nationwide; 49.6% of communities with population over 50,000 have adopted CS policies (based on 2014 data)

Source: Carlson, S., Prbasaj, P., Gayathri, K., Watson, K., Atherton, E., & Fulton, J. (2016). Prevalence of Complete Streets policies in U.S. municipalities, *Journal of Transport & Health*, Available online 17 November 2016, ISSN 2214-1405, <http://dx.doi.org/10.1016/j.jth.2016.11.003>.

About Complete Streets

- Help address transportation challenges associated with growth of urban areas, population aging, changes in commuting patterns, need for increased activity associated with health benefits
- Promote transportation choice; built around moving people

Source: Flores, P. (2016). Building better communities: Complete streets and connected environments. *Institute of Transportation Engineers. ITE Journal*, 86(3), 4.

About Complete Streets

- Design appropriate for the context: one size (design) doesn't fit all situations
- Not every road has to have sidewalks, bike lanes and transit
- Land use and transportation needs should be considered and designed to complement each other



Source: Elizer, M. & Flatt, M. (2016). Complete streets design: State of the practice. Presented at the American Public Works Association National Congress, August 30, 2016.

City Policies

- City's Comprehensive Plan:
 - support implementation of Complete Streets;
 - last updated in 2013;
 - key aspects: **safety; transportation choice; livability**

- City's Design & Construction Manual:
 - consistent with Comprehensive Plan;
 - last updated in 2015

- Consistent with State & Federal policies

City Policies

■ Transportation Mobility Element:

OVERALL GOAL: ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, AND QUALITY OF LIFE, THAT IS SENSITIVE TO CULTURAL AND ENVIRONMENTAL AMENITIES, AND THAT IMPLEMENTS THE VISION OF THE “YEAR 2035 LONG RANGE TRANSPORTATION PLAN” WITHIN THE CITY OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL BE DESIGNED TO MEET THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT, AND AUTO USERS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS, AND AN OVERALL EFFORT TO ENHANCE AND ENCOURAGE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS, AND SIDEWALKS OF ADEQUATE WIDTHS. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION-DISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES, AND BASIC SERVICES.

Enhance connectivity
Enhance transit
Increase multimodal use
Reduce congestion –
alternative solutions

COMPLETE STREETS

2.1.6; 2.1.10; 2.3.6; 3.1.3;
4.1.7; 6.1.1; 6.1.2; 6.1.3

■ Future Land Use Element:

GOAL 1: IMPROVE THE QUALITY OF LIFE AND ACHIEVE A SUPERIOR, SUSTAINABLE DEVELOPMENT PATTERN IN THE CITY BY CREATING AND MAINTAINING CHOICES IN HOUSING, OFFICES, RETAIL, AND WORKPLACES, AND ENSURING THAT A PERCENTAGE OF LAND USES ARE MIXED, AND WITHIN WALKING DISTANCE OF IMPORTANT DESTINATIONS.

GOAL 2: REDEVELOP AREAS WITHIN THE CITY, AS NEEDED, IN A MANNER THAT PROMOTES QUALITY OF LIFE, TRANSPORTATION CHOICE, A HEALTHY ECONOMY, AND DISCOURAGES SPRAWL.

Enhance connectivity
Increase multimodal use
Promote mix of uses

- COG Design & Construction Manual

CHAPTER 5: THE GEOMETRIC DESIGN OF A ROADWAY SHALL CONSIDER THE NEEDS OF DRIVERS, BICYCLISTS, AND PEDESTRIANS IMPLEMENTING 'COMPLETE STREETS' ELEMENTS. OPPORTUNITIES SHALL BE MAXIMIZED TO PROMOTE INTERCONNECTIVITY OF MODES. WHERE FEASIBLE, PARTICULARLY IN CONJUNCTION WITH LAND DEVELOPMENT OR REDEVELOPMENT, THE DESIGN SHALL INCORPORATE PEDESTRIAN SCALE BLOCKS TO CREATE A GRIDDED TRANSPORTATION NETWORK AND FACILITATE THE MOVEMENT OF ALL USERS.

Enhance connectivity
Promote safety
Promote choice

State & Federal Policies

■ US Surgeon General call to action to promote walking & walkable communities

“Communities can benefit when they implement strategies that make them more walkable and when more people walk. Communities designed to be walkable can improve safety ... Walkable communities and communities where more people walk offer opportunities for personal interaction and social involvement. ... walkable communities are attractive places for businesses to locate, which may help local economies thrive.”

Source: Center for Disease Control & Prevention (2015).
<https://www.cdc.gov/physicalactivity/walking/call-to-action/>



State & Federal Policies

- US DOT Policy Statement 2010
 - DOT policy is to incorporate safe and convenient walking & biking facilities as equal with other transportation modes
 - Transportation agencies have the responsibility to improve conditions and opportunities for walking and cycling
 - Transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient multimodal facilities
 - Recognition of health, safety, environmental, transportation, and quality of life benefits associated with walking and cycling

Source: Federal Highway Administration, Bicycle and Pedestrian Program;

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm

State & Federal Policies

- National FAST ACT requirements (2015)
 - Stronger language regarding implementation of multimodal facilities: “design **shall** consider access for other modes of transportation” instead of “*may take into account*”
 - Encourages provision of safe and adequate accommodation of all users of the transportation network;
 - Allows for design flexibility to meet the context of the area

Source: Federal Highway Administration, Fixing America’s Surface Transportation Act (FAST ACT)
<https://www.fhwa.dot.gov/fastact/factsheets/designstandardsfs.cfm>

Completed Projects

Road Reconstruction



NW 8th Ave



Depot Ave

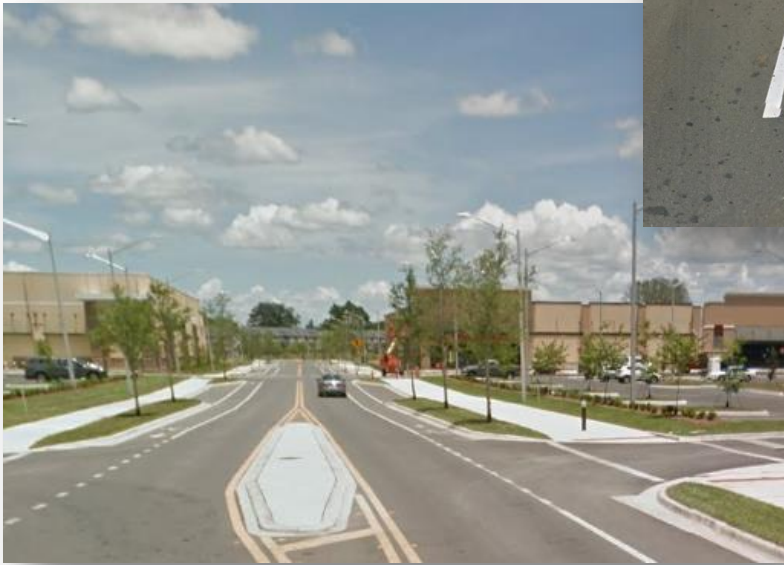
Completed Projects

New Corridors

Clark Butler Blvd



Hull Rd



Plaza Blvd

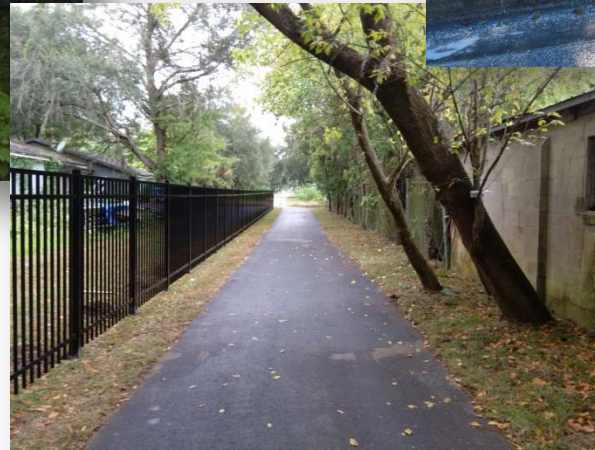
Completed Projects

Neighborhood Connectors

SE 2nd Ave Connector



Sixth St Trail Connector



SW 2nd St Connector

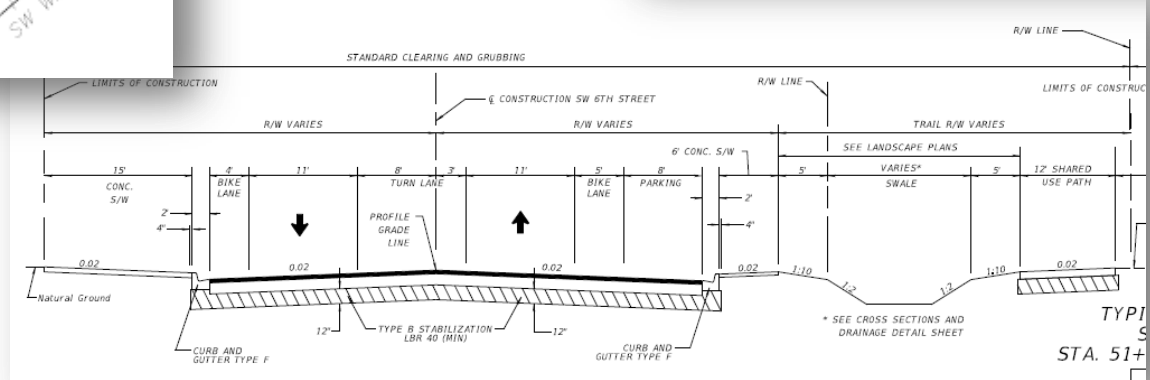
Planned Projects

New Roads & Reconstruction

SE 4th St



SW 40th Blvd (new)



SW 6th St (reconstruction)

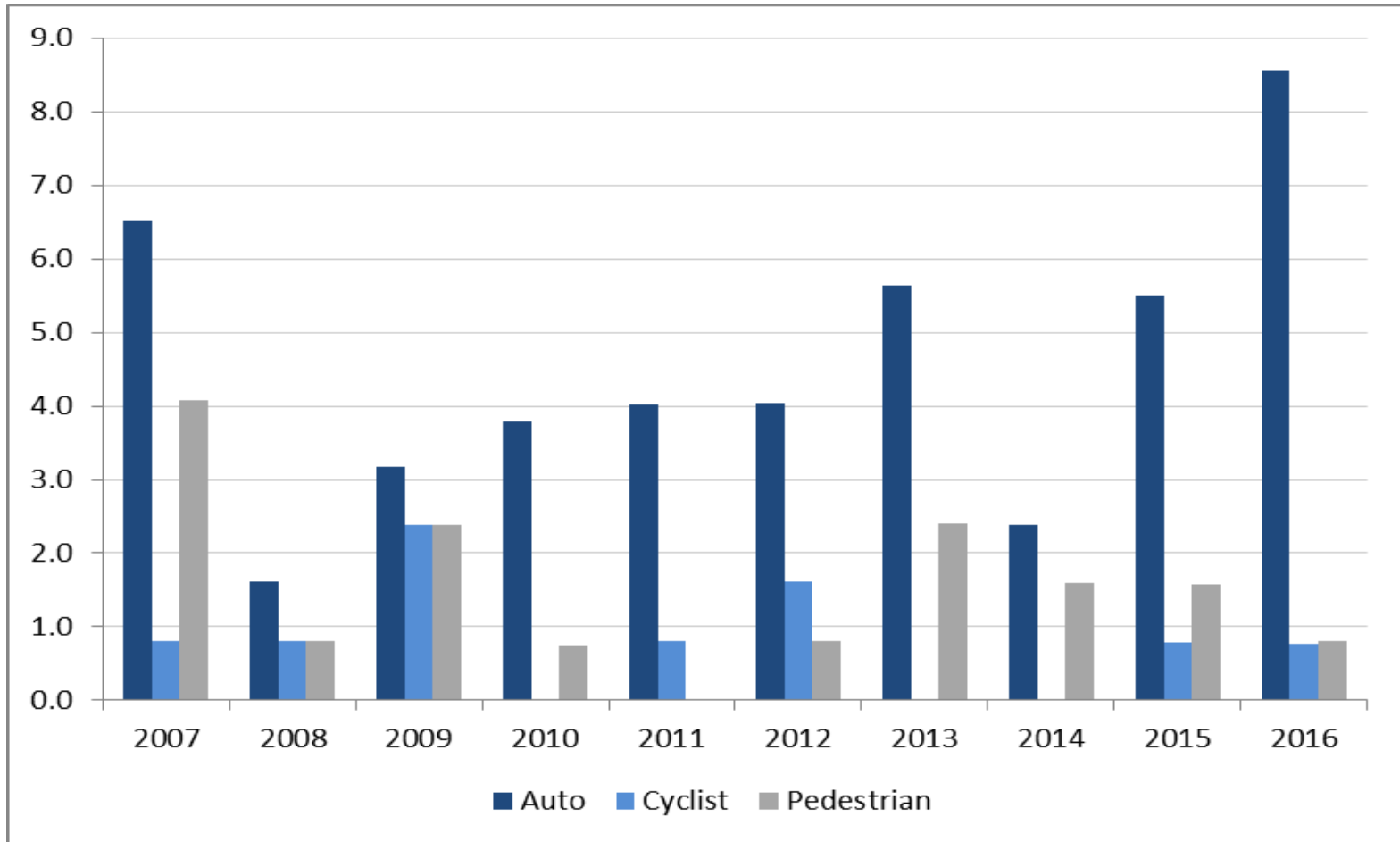
Safety Snapshot

- 2007 – 2016
 - Total crashes in City – 36,414
 - 1,458 crashes involved cyclists/pedestrians
 - 10 cyclist fatalities/19 pedestrian fatalities
 - 57 fatalities associated with all other vehicular crashes
 - 35% of vehicular fatalities involved alcohol
 - 70% of fatalities involving cyclist/pedestrian occurred during nighttime hours.

Safety Snapshot

- 50% of fatalities involving a cyclist or pedestrian occurred at intersections
- 58% of crashes involving pedestrians and 70% of crashes involving cyclists occurred at intersections
- 60% of crashes involving pedestrians and 52% of crashes involving cyclists occurred along major corridors (state-owned system)

Fatal Crash Rate Trends



Note: Crash rate per 100,000 population

Safety Snapshot

- 81% of fatal crashes involved:
 - Reckless driving
 - High speeds
 - Red light running; and other behavior related causes (not correctable by engineering measures)
- 26% of the total involved cyclist and pedestrian fatalities
- 33% of the motorcyclist fatalities related to reckless driving at high speeds – with a noticeable spike in 2016 of 58%

What Next for Policy?

- Existing local policies are consistent with state & federal complete streets policies
- Implementation affected by funding levels
- Discuss future steps:
 - Option 1: maintain current language and continue with implementation as feasible
 - Option 2: strengthen and clarify complete streets language
 - Option 3: repeal complete streets language

What Next for Safety?

- Additional evaluation is needed to determine corrective measures needed to address severe crashes consistent with Vision Zero strategies which:
 - aim to implement infrastructure solutions;
 - apply technology to maximize information sharing, data collection and evaluation;
 - enhance education and outreach efforts

Vision Zero

- Vision Zero
 - Started in Sweden in the late 1990s
 - Proven initiatives to reduce deaths and severe injuries,
 - Focus on built environment, policies & technologies that influence behavior
 - Involve a holistic, multi-disciplinary approach to identify problems and solutions

SOURCE:

http://visionzeronetWORK.org/wp-content/uploads/2017/01/MinimumElements_Final.pdf

What Next for Safety?

- City staff should continue to coordinate with the Alachua County Traffic Safety Team to develop strategies and implement solutions toward public outreach to effect motorist, cyclist, and pedestrian behavior.

Questions?