Project Team

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Our Project

Focus on planning and implementation of complete streets at multiple scales

Regional, community, corridor, project

Acknowledge diverse contexts, goals, and constraints

Moving from planning to implementation

1. Hennepin County, MN
2. Rochester – Olmsted County, MN
3. Albert Lea, MN
4. Fargo, ND – Metro COG
5. Columbus, OH – Mid-Ohio Regional Planning Commission
6. Arlington County, VA
7. Boulder, CO
8. New Haven, CT
9. Charlotte, NC – Mecklenburg County
10. Dubuque, IA
11. Madison, WI – State of Wisconsin
Guide to Complete Streets Planning and Implementation

Examine transportation systems at community and regional scales

Understand approaches to analysis, evaluation, and prioritization

Account for process and decision making
Methodology

Document Review
Review all relevant complete streets documents – resolutions, policies, guidelines, tool kits, checklists, project reports and information

Summarize across case documents & across cases

Interviews revealed other documents
Methodology

Site Visits

Visited completed project(s)
Captured project imagery
Conducted interviews
Collected additional resources
Methodology

Interviews

Identified key informants – “snowball technique”

Preliminary contact with complete streets lead

Consistent interview questions, capturing information on context, complete streets program, documents, projects, coordination, funding, outcomes, evaluation

102 interviews
Guide to Complete Streets Planning and Implementation

11 Case Study Reports
Overview, context, documentation, practice, project imagery, quotes and examples

Guidebook
Introduction, complete streets context, methodology, common + unique practices
Lessons Learned

Framing + Positioning
thinking beyond transportation

Institutionalizing
through processes and policies/plans

Analysis + Evaluation
pre-project, during, post-project

Project Delivery + Construction
implementation, project-specific engagement

Promotion + Education
targeted campaigns, complementary efforts

Funding
sources, application
Framing + Positioning: Mid-Ohio...

Complete Streets as more than a transportation issue

Transportation as part of *successful* + *lifelong* communities

Competitive cities must respond to changing demographics and expectations

Video – Rethinking Streets for Successful Communities

Complete Streets Workshop with hands-on activities

Real Estate Trends Workshop

MORPC is working to create “lifelong communities.” The goal is to ensure central Ohio’s cities, villages, townships and counties continue to prosper, attract and retain businesses and residents, and in return have a richer tax base to support important programs, such as infrastructure, education and social services. An important facet of Lifelong Communities is Complete Streets.”
Institutionalizing: Charlotte, NC

New policies + plans for decision-making

New Urban Street Design Guidelines

Achieve “more streets for more people”

Led to updates in subdivision ordinance, tree ordinance, and land development standards (e.g. street design, storm drainage)

The USDG “describes how the planning and design of Charlotte’s streets and intersections will support livability and economic development objectives and create more travel choices”
Institutionalizing: Hennepin County, MN

New processes for decision-making

Complete Streets Task Force
Complete Streets Checklist
Complete Streets Project Summary

Public Works Strategic Plan incorporates complete streets as a way to achieve livability goals

Complete Streets Task Force meets quarterly and was established to “review and recommend the most effective use of funding steams available for complete streets, develop consistent implementation principles, practices and guidelines, and identify demonstration projects for Hennepin County’s Complete Streets policy…” (Hennepin County 2011).
Analysis + Evaluation: Arlington, VA

Extensive transportation research program

Project-specific analysis – traffic counts, speeds

Transportation Division collects data on land use, traffic counts, bike/ped counts, accident areas

Commuter Services collects wide range of data – commuting patterns, outreach + engagement, employer transportation programs

Data feeds directly into plan updates and project decision making
Analysis + Evaluation: Boulder, CO

Ongoing evaluation and reporting

*Transportation to Sustain a Community: A Report on Progress*

City conducts its own travel survey

Trends over 2+ decades

Highly accessible document – photos, infographics

Strong connection to *Transportation Master Plan* – reporting on implementation progress
Project Delivery + Construction: Dubuque, IA

Engagement is integral to the process

12-block district wide implementation

Main Street Dubuque (NGO) important to relationship building and TIGER grant

Engaging businesses and stakeholders from design to post-construction

Weekly meetings, continue after construction as needed
Project Delivery + Construction: Madison, WI

Innovation as practice

Willingness to test new things and adapt as necessary: signage, bike boxes and boulevards

Collaboration between key City departments
-City Engineering and Traffic Engineering

Public engagement early in project process

Use of most current design standards
Promotion + Education: Albert Lea, MN

Sustaining the interest and commitment

Blue Zones Project –
National visibility keeps momentum going

National Vitality Center – complete streets as creating opportunities for physical activity

Educational efforts – bike rodeos, public service announcements, and project white papers
Promotion + Education: Rochester, MN

Education for all modes and all users

See.Safe.Smart.Rochester campaign to decrease modal conflict

Connection between Active Living Rochester and complete streets efforts
Promotion + Education: New Haven, CT

Mode-specific education
Safety as central focus
Street Smarts campaign – draw motorists attention to other users on street
Branding was critical – logo, info materials, promo items, pledge of commitment
Led to DriveSmart, BikeSmart, and WalkSmart campaigns
Strong coordination with Yale – Smart Streets

I understand that my driving affects the safety and livability of other people’s neighborhoods, just as other people’s driving affects my neighborhood. In recognition of the desire of all citizens for quality of life, safety and the pursuit of happiness, I declare PEACE in our neighborhoods and commit to using my Street Smarts everyday by:

- Driving slowly and courteously.
- Acting like a guest in all neighborhoods.
- Sharing the road with pedestrians and cyclists.
- Giving myself enough travel time so that I’m not sacrificing courtesy or safety.
- Refusing to be pressured by others’ impatience to drive above the speed limit.
- Obeying the law by yielding for pedestrians in crosswalks.
- Respecting others by keeping car stereo, horn and muffler noises at a low level.
- Displaying my Street Smarts magnet on my vehicle and encouraging others to join.
Funding: Charlotte, NC

Engaging the private sector

Charlotte DOT funds supplemented by private development process

Use new and redevelopment to facilitate ROW improvements

City ordinances are key implementation tools
Funding: Albert Lea, MN

New financing policies

Special assessments – changed from 100% property owner burden to:

50%-50% cost share for new sidewalk installation

1st 25 years – City pays for reconstruction, after 25 years, 50%-50% share

Increase in acceptance for sidewalk implementation.
Complete Streets Seminar

Tuesday, June 4th
8:30-12:15

University of Minnesota’s Continuing Education and Conference Center or Online!

AICP Credits applied for.


More info?

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