

Complete Streets Workshop Longview City Council

May 25, 2017



What Are Complete Streets

- Streets designed and operated to enable safe access for all users
 - Pedestrians
 - Bicyclists
 - Motorists
 - Public Transit Riders
- Street features make it easier for
 - Pedestrians to walk to work, shopping, entertainment
 - Pedestrians to cross streets
 - Bicyclists to safely reach their destination
 - Public transit riders to safely reach bus stops
 - Public transit to operate on time



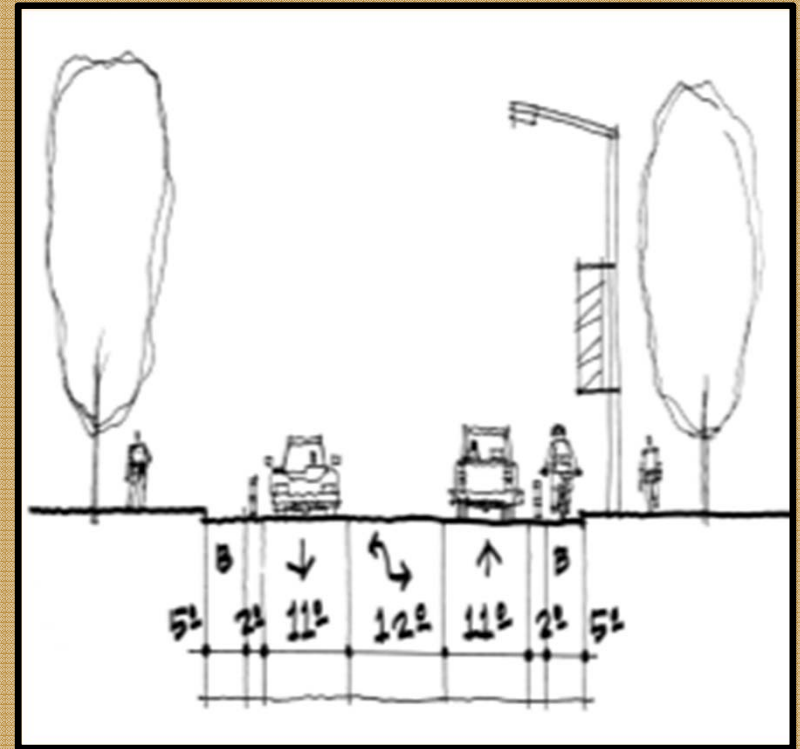
Benefits of Complete Streets

- Improved health as people choose walking and bicycling
- Improved safety for people walking and bicycling
- Can reduce congestion as more people walk and bicycle
- Can reduce the cost of roadways due to
 - Reduced need for widening as congestion is reduced
 - Narrower roadways
 - Less hard surface
- Improved economy as Complete Streets often encourage business location and higher retail activity
- Increases transportation choices
- Creates a livable community



Features of Complete Streets

- Wide sidewalks with accessible ramps
- Buffer features to protect sidewalk from street
- Bulb-outs
- Raised crosswalks
- Crosswalk warning lights
- Bike lanes or paths
- Shared streets and narrow streets
- Neighborhood greenways
- Roundabouts and traffic circles
- Traffic calming
- Back-in angled parking
- Bus stops with adequate access and pads



Complete Streets Policy

- Includes a vision for how and why to develop Complete Streets
- Identifies all users
- Applies to new and retrofit/upgrade projects
- Provides a procedure for exceptions to the policy
- Encourages comprehensive and interconnected network of Complete Streets
- Directs use of latest and best design criteria
- Requires solutions that will complement the context of the community
- Establishes performance standards
- Identifies the next steps for implementation



Complete Streets Policy

- Policy does not –
 - Apply only to one project
 - Mandate streets must be retrofitted
 - Mandate specific design standards for all projects
 - Address other issues affecting a street or neighborhood
 - Land Use
 - Environmental
 - Transportation demand management



Complete Streets Status

- 2011 – State adopted Complete Streets Act
 - Encourages local government to adopt Complete Streets ordinances
 - Directed WSDOT to develop grant program to help pay for Complete Streets
- 2013 – CWCOCG prepared Great Streets Concept for Longview and Kelso
 - Great Streets integrates Complete Streets with community economic development and placemaking/quality of place objectives
 - Great Streets provides guidance for entire network of streets, rather than specific corridors or segments
 - Not well received by Longview and Kelso city councils

Complete Streets Status (cont)

- 2015 – FHWA published proposed rule changes to relax design standards and allow flexibility to create Complete Streets
 - Comments received and published in 2016; generally supportive
 - FHWA and AASHTO standards not yet revised
- 2015 – HR 2017 introduced in federal House of Representatives
 - Titled “Safe Streets Act of 2015”
 - Intended to ensure the safety of all users of federally-funded streets and highways
 - Mandates all projects incorporate Complete Streets principles
 - Referred to committee; not yet adopted
- 2017 – CWOOG contracts with Cowlitz County to determine regionally appropriate Complete Streets goals and policies
 - Work with local agencies on the study
 - Develop model ordinances that may be adopted by local agencies

Complete Streets

Discussion

