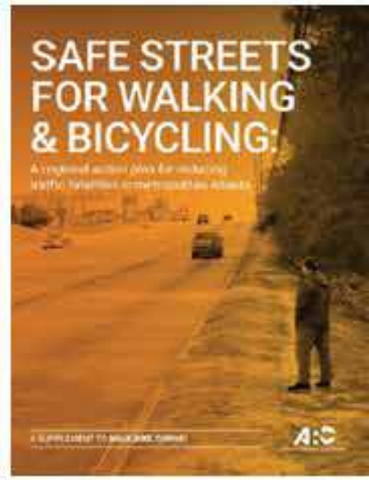
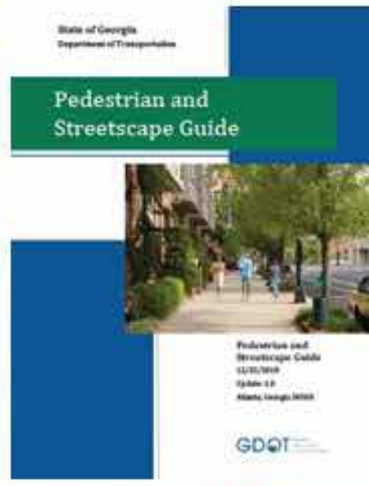
COMPLETE STREETS IN THE SUBURBS

March 7, 2023

TOOLE DESIGN

TOOLE DESIGN





WHAT WE'LL DISCUSS TODAY

1. What are Complete Streets?
2. Why do Complete Streets matter?
3. Establishing Policy
4. Design Guidance
5. Implementation
6. Funding Sources
7. Getting Started

FIRST, LET’S AGREE TO SOME TERMS

TOOLE DESIGN

MOBILITY

=

THE MOVEMENT OF PEOPLE & GOODS

TOOLE DESIGN

Assumption: Societal progress is achieved in terms of faster, farther, and in greater numbers.

TOOLE DESIGN

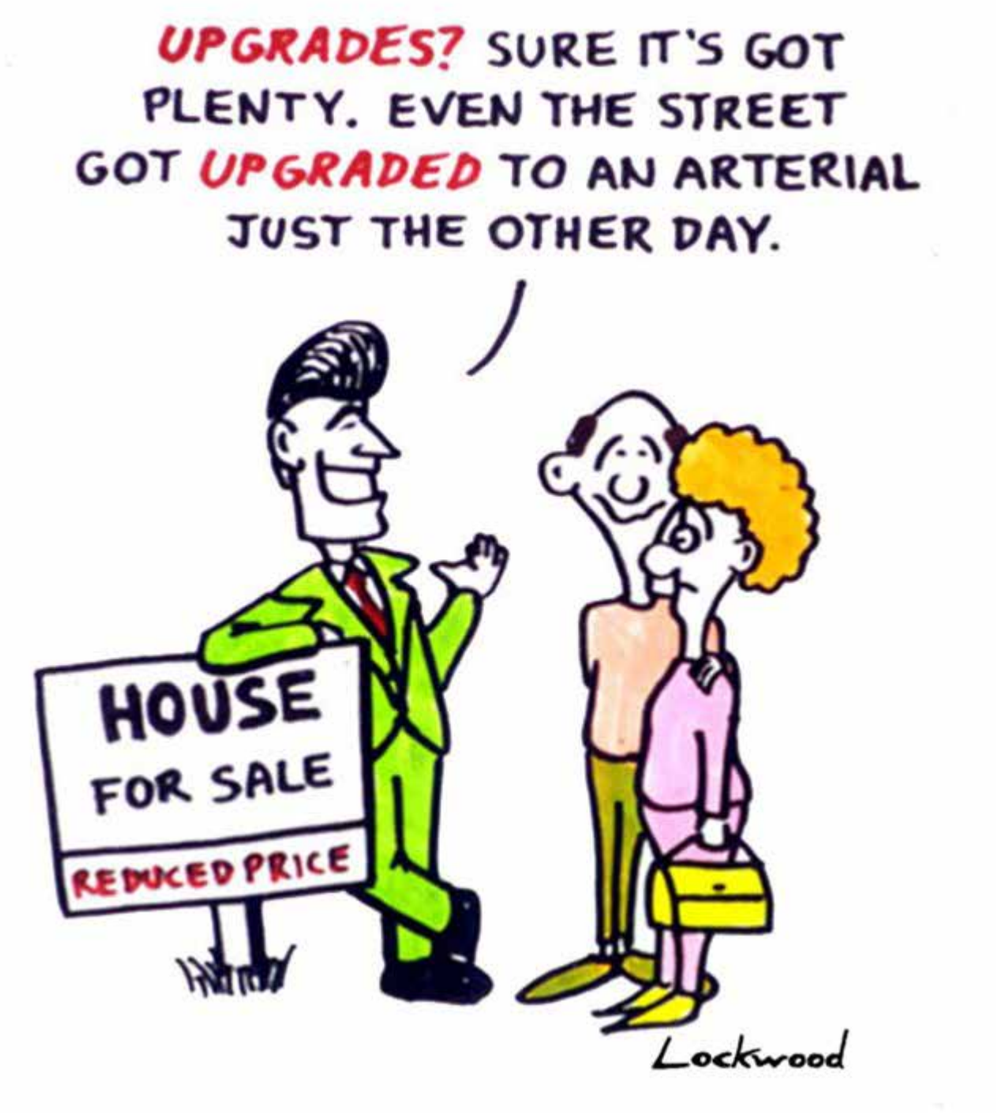
Reality: People's ability to move and access what they need to live their daily lives in a place.

"Words. The clothes that thoughts wear."

Samuel Beckett
Novelist, poet, playwright and Nobel laureate
johnminihan.blogspot.com/p/samuel-beckett.html

“IMPROVEMENT”

“UPGRADE”

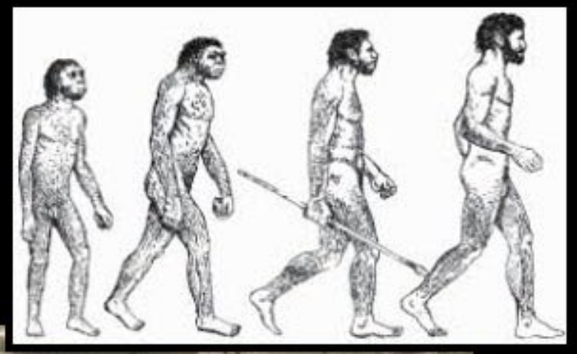

UPGRADES? SURE IT'S GOT PLENTY. EVEN THE STREET GOT UPGRADED TO AN ARTERIAL JUST THE OTHER DAY.
HOUSE FOR SALE
REDUCED PRICE
Lockwood

“LEVEL OF SERVICE”

TOOLE DESIGN

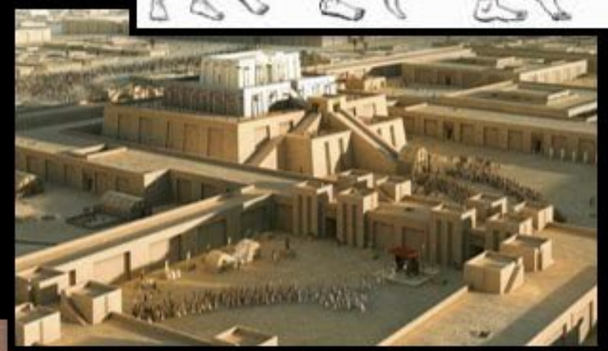
Instead of saying this...	...say this.
improvement	modification or change
upgrade	expansion or reconstruction
demand	use or expected use
efficient	faster or increase speeds
delay	travel time
alternative transportation	walking, biking, transit

HISTORY OF GROUND TRANSPORTATION



Walking &Trails

5,000,000 years ago



Cities & Streets

6,500 years ago

Modernist Transportation Values

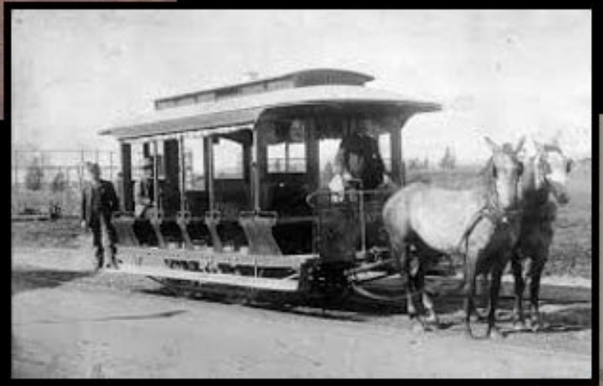
85 years ago

Automobile

130 years ago

Horses

5,000 years ago



Transit & Wooden Rails

400 years ago

Bicycle

200 years ago

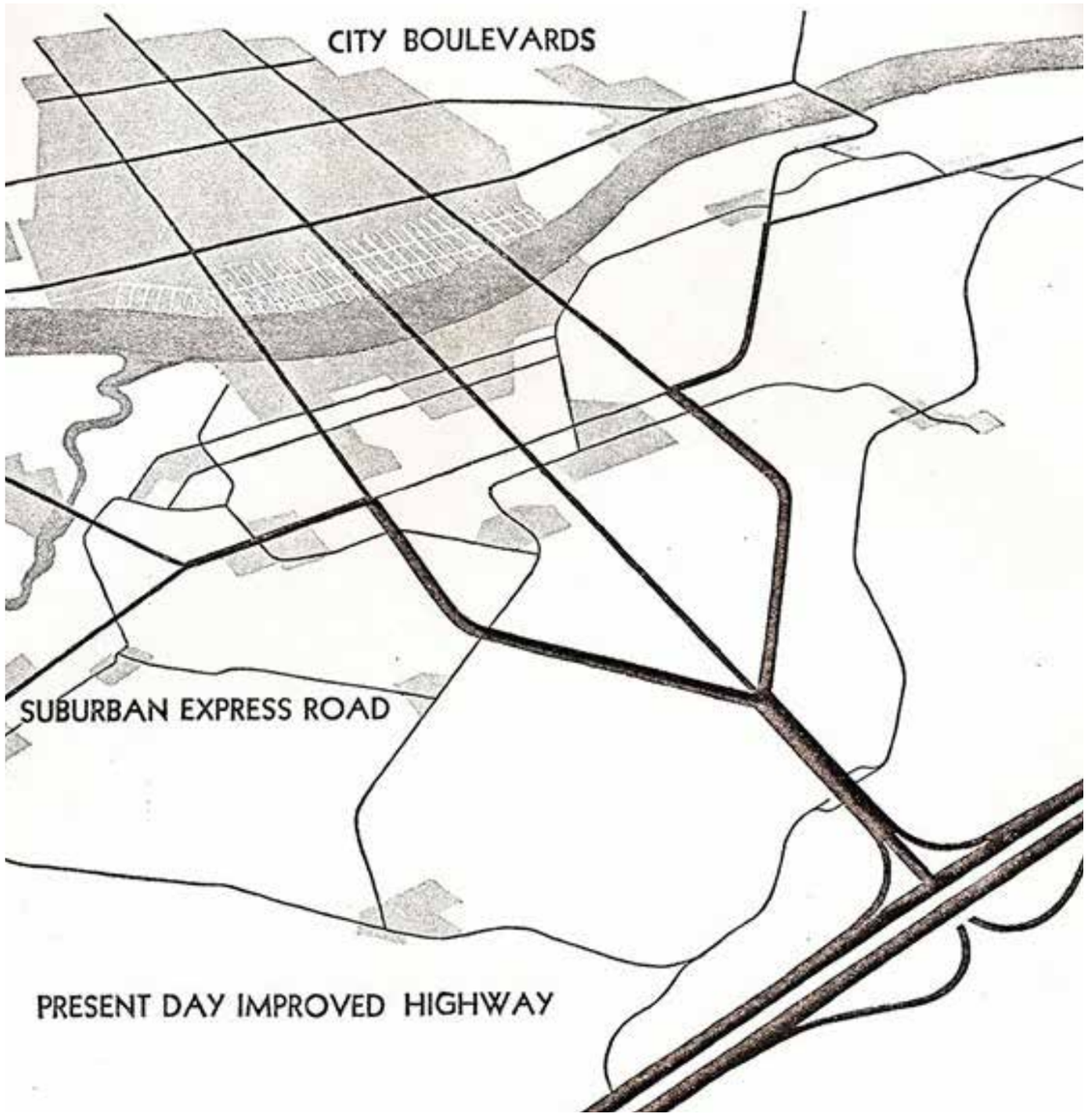
Trains & Iron Rails

170 years ago

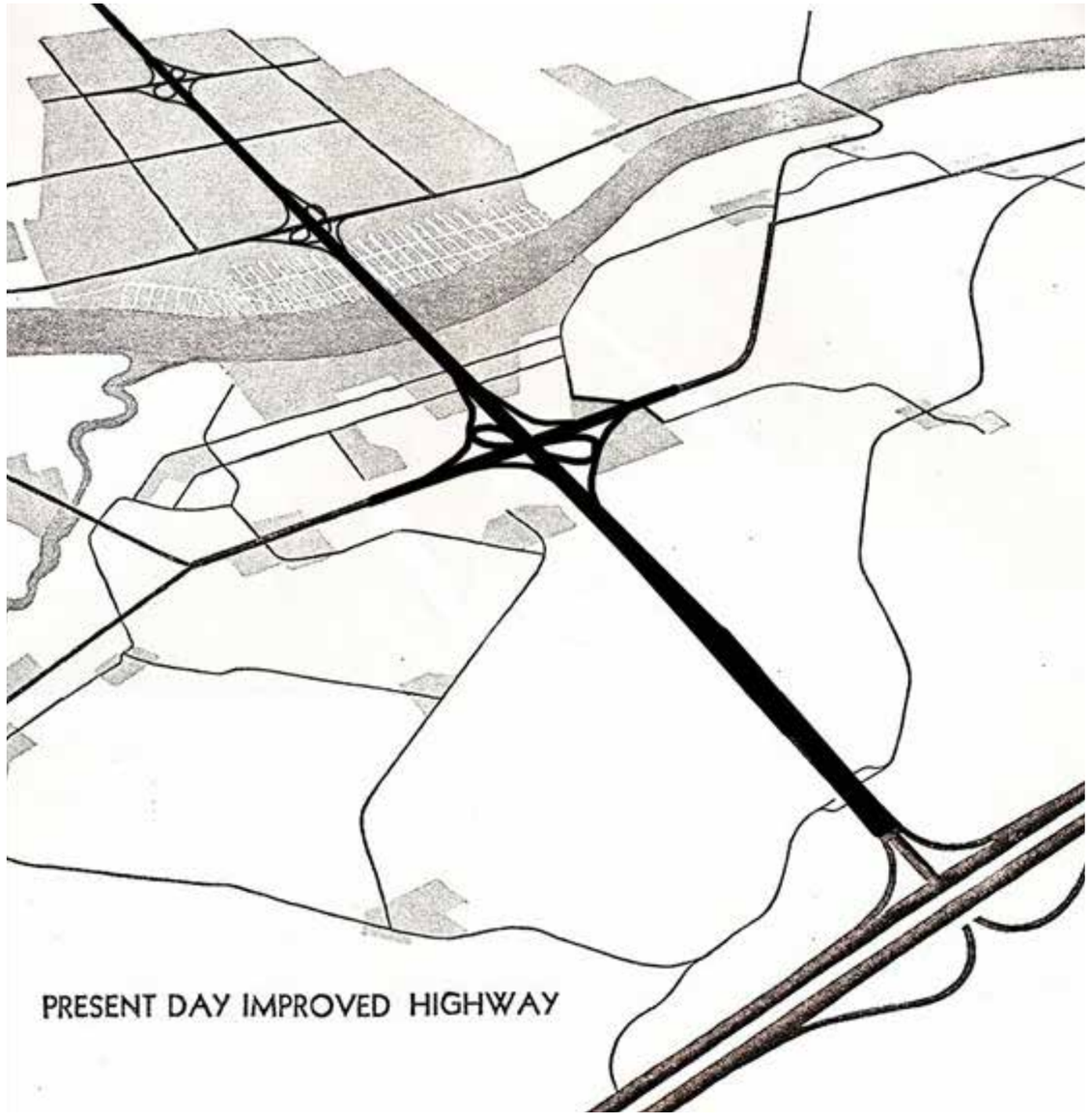
TOOLE DESIGN


10 CENT STORE
SEARS
ELITE LUNCH

HOW WE GOT HERE



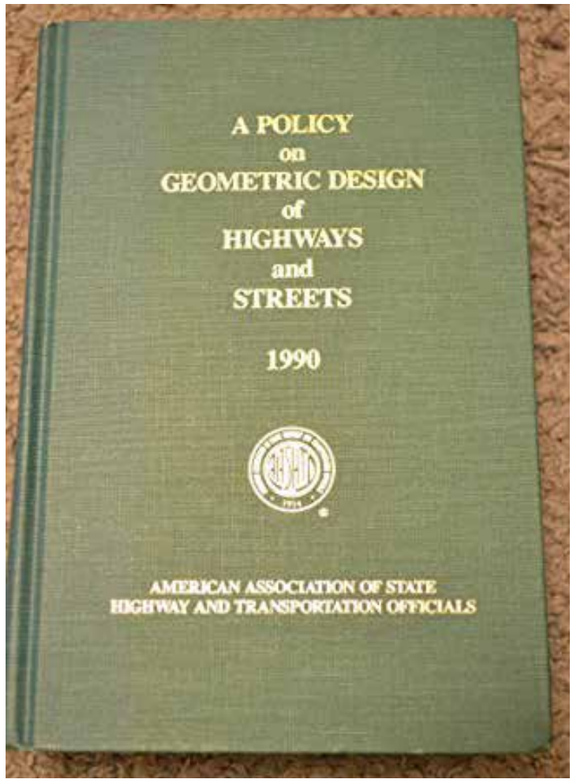
Highways as originally intended.

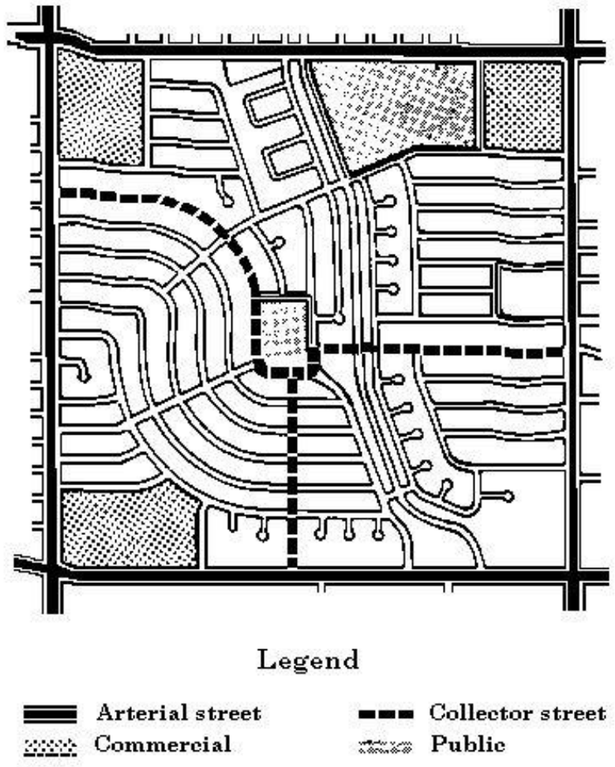


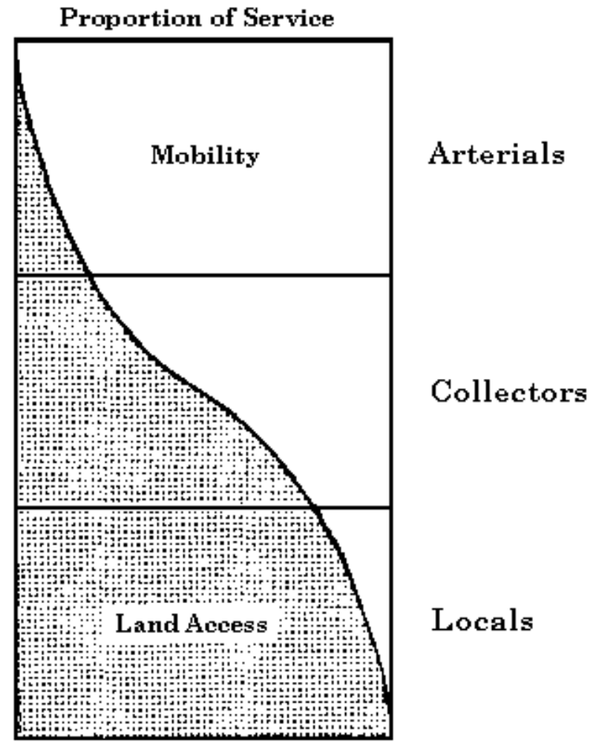
Highways as deviating from intent.

TOOLE DESIGN

FASTER, FARTHER, GREATER NUMBERS







TOOLE DESIGN

“MODERN” VALUES

- Reward Long Trips
- Automobile Focus
- Speed is Important
- Urban Fabric Doesn’t Matter
- Congestion is Bad
- Single Use Land Uses
- Dendritic Street Hierarchy
- Individually Appealing*

Level of Service for Motorists

PURPOSE OF STREETS

- Commerce
- Socializing
- Celebration
- Communication
- Recreation
- Travel
- Access
- Deliveries
- Identity
- Legibility
- Place

For 98% of the history of streets, they were generally low speed places.

LET’S TALK ABOUT “COMPLETE STREETS”

Chamblee Dunwoody Rd (between Mt Vernon Rd & Peeler Rd)

Tilly Mill Rd (south of Mt Vernon Rd)

Johnson Ferry Rd (at Sandy Springs City Hall)

TOOLE DESIGN

Incomplete Streets

(Uncomfortable, Limited Users)

Complete Streets

(Comfortable to All Users)

ALL SHAPES & SIZES

TOOLE DESIGN

CONTEXT MATTERS

Do Complete Streets All Look Alike?

No. The different components of a Complete Street may vary as much as the context in which they are applied. Two parallel streets just a block away from each other in the same community may look very different because of changing land uses and differing purposes of the street. However, both streets need to provide basic levels of safety, comfort, and access for all users while responding to the needs of the street network and vision and goals of the community.

In the Atlanta region, the same road may transition from rural to suburban to urban core and back again in the space of a few miles. The American Association of State Highway and Transportation Officials (AASHTO) broadly identifies five land use types, often called an urban design transect, that a road may traverse and connect. Each zone along the transect has a different context, a different function, and thus different design needs and different community priorities even though it's still the same road. The examples that follow are from a single corridor in the region.

Measuring Walkable Communities

Density is needed to support walking, bicycling, and transit service. Walkable densities are seldom clearly defined and rarely follow boundaries — driveable suburban areas exist within cities and denser suburbs can support walking, bicycling, and micromobility.[i]

General metrics can help assess walkable communities:

- **300-600 feet** average intersection spacing creates walkable blocks and convenient crossings.
- **20-35 dwelling units per acre** provides densities for highly walkable districts.
- **100 blocks per square mile** indicate favorable densities for walkable areas.
- **Greater than 8 dwelling units per acre** supports both walking and transit service.
- **4,200 people per square mile (1,650/km²)** indicate densities for declining per capita emissions.
- **70 or greater Walk Score** indicates good accessibility.

"The key elements needed for an active community are highly mixed land uses, short connected blocks, and high-quality infrastructure for pedestrian and bicycle traffic. Sidewalks, convenient crosswalks, bicycle lanes, quality transit service, traffic calming measures, mixed-use zoning, and connected street networks facilitate active transportation and save lives.

However, these design elements are lacking in many parts of the region. Major changes are needed in both land use and transportation practices in order to design active communities and fund adequate multimodal infrastructure."

— "Plan 2040 Health Impact Assessment," Georgia Tech Center for Quality Growth & Regional Development

i *Adapted from:* ITE Walkable Thoroughfares (2010); FDOT Context Classification Guide (2017); Plan 2040 Health Impact Assessment (2012); "WalkUP Wake-Up Call" (2013); Gately et al (2015); and Reid Ewing (2002).

Source: ARC Regional Workbook for Complete Streets

SUBURBAN CHALLENGES

Long-Term: Redevelopment and Land Use Changes

Increasing density in suburban areas creates opportunities for more connected and safer Complete Streets. New urban centers or land uses patterns may emerge through changing market demands or be retrofitted in existing areas where appropriate. Adding new streets and creating street grids provides more connections and will enhance access and travel choices, thereby increasing the people-carrying capacity of the overall network.

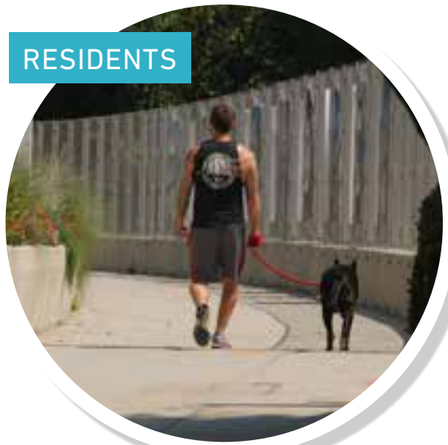
Source: ARC Regional Workbook for Complete Streets

TWO IMPORTANT QUESTIONS

TOOLE DESIGN

WHO IS IT FOR?

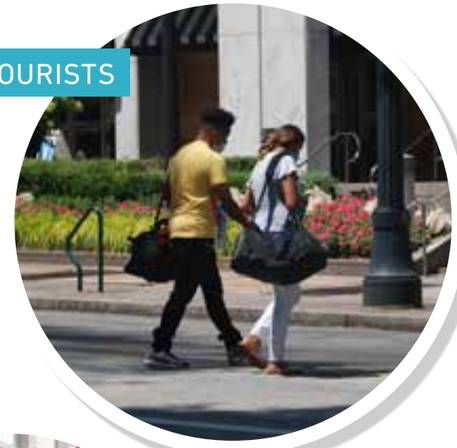
RESIDENTS



SHOPPERS & DINERS

ACTIVISTS

TOURISTS



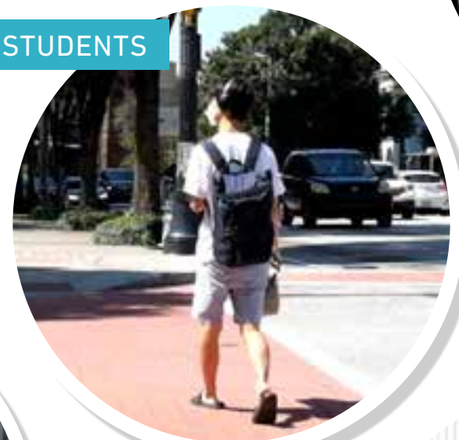
LOADING/UNLOADING

PEOPLE WITH LIMITED VISION OR MOBILITY

SPECIAL EVENTS

WORKERS

STUDENTS



EMERGENCY ACCESS

TRANSIT USERS

KIDS

NEIGHBORS IN NEED

WHAT IS IT FOR?

Not every street has to be the Champs-Élysées in Paris....

...and alleys are OK too! The dumpster (and the loading dock and the utilities, etc) have to go somewhere.

SO WHY SHOULD WE CARE ABOUT THIS? (BY THE NUMBERS)

TOOLE DESIGN

Safety Benefits

40%

of pedestrian deaths occured where no crosswalk was present.

Source: National Complete Streets Coalition

Regional Growth

2.9M

people will be added to the 21-county Atlanta region's population of 8.6M people by 2050.

Source: Atlanta Regional Commission

"To put that growth in perspective, it's as if all of metropolitan Denver will move to the Atlanta region over the next 30 years."

Source: Atlanta Regional Commission

EXPERIENCE


ATRE ROYAL


ROSS
ROSS
ROSS
ROSS
FREE MallRide


CHEESE WIZARDS
CHEESE WIZARDS

HOW DO WE CHANGE POLICY?

A **Complete Streets *policy*** specifies how a community will plan, design, and maintain streets so they are safe for all users of all ages and abilities. A strong policy begins transforming a community's practices, processes, and plans.

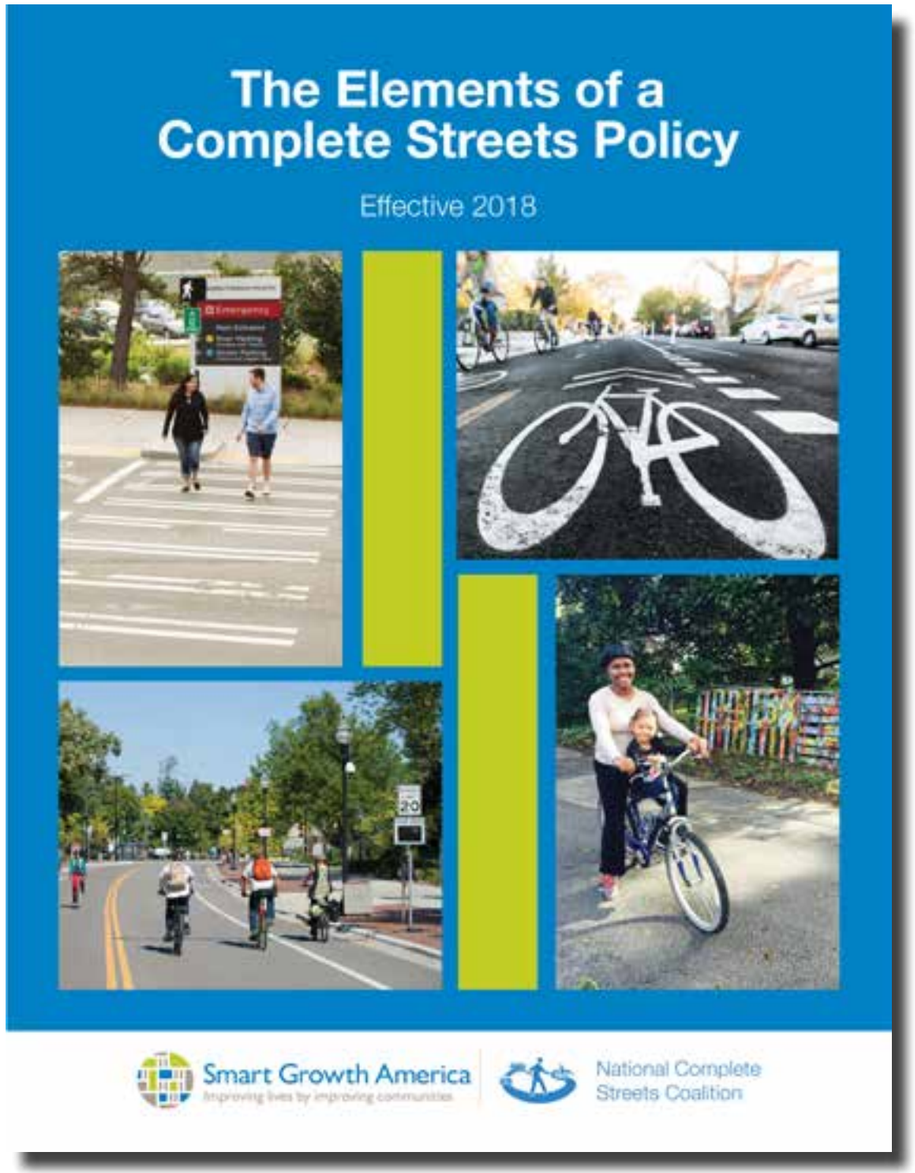
Source: Smart Growth America, National Complete Streets Coalition

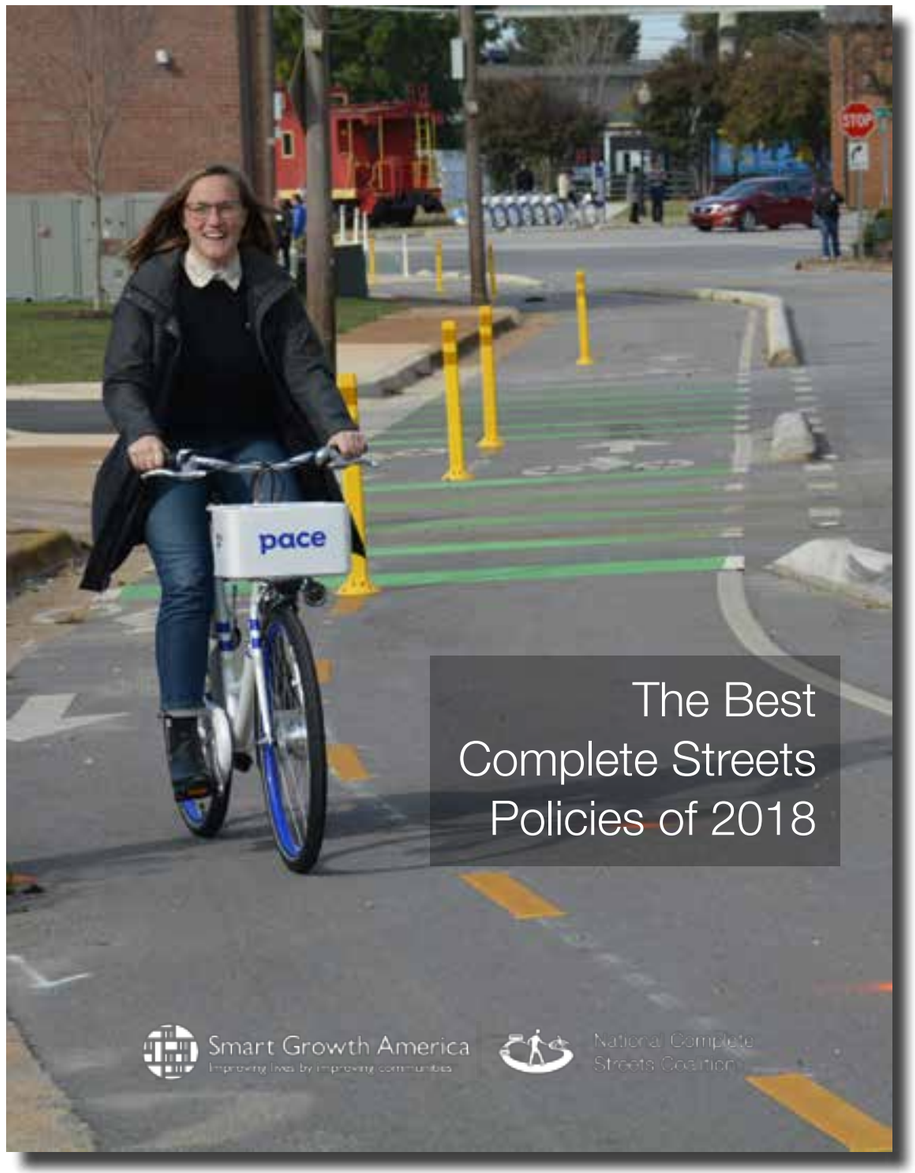
10 ELEMENTS FOR CS POLICY

1. Establishes committment and vision
2. Prioritizes diverse users
3. Applies to all projects and phases
4. Allows only clear exceptions
5. Mandates coordination
6. Adopts excellent design guidance
7. Requires pro-active land use planning
8. Measures progress
9. Sets criteria for selecting projects
10. Creates a plan for implementation

Source: Smart Growth America
https://smartgrowthamerica.org/10-elements-of-complete-streets/

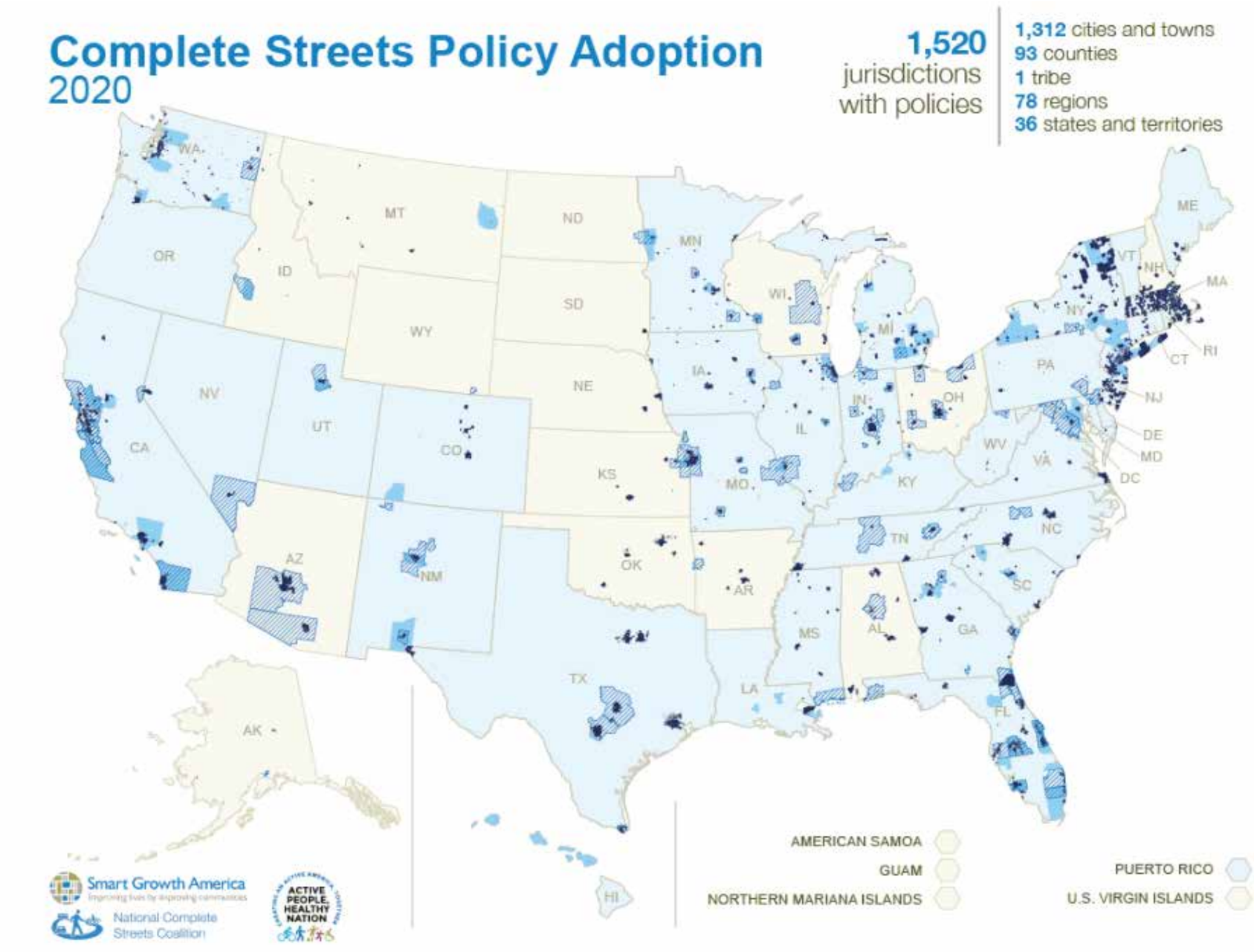
RESOURCES





Source: Smart Growth America
https://smartgrowthamerica.org/program/national-complete-streets-coalition/best-complete-streets-policies/

WHO'S DOING THIS?



Source: Smart Growth America
https://smartgrowthamerica.org/what-are-complete-streets/

VISION ZERO

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

Source: Vision Zero Network

CORE ELEMENTS FOR VISION ZERO

1. Public, high-level, and on-going committment
2. Authentic engagement
3. Strategic planning
4. Project delivery

5. Complete streets for all

6. Context-appropriate speeds
7. Equity focused analysis and programs
8. Proactive, system planning
9. Responsive, hot spot planning
10. Comprehensive evaluation and adjustment

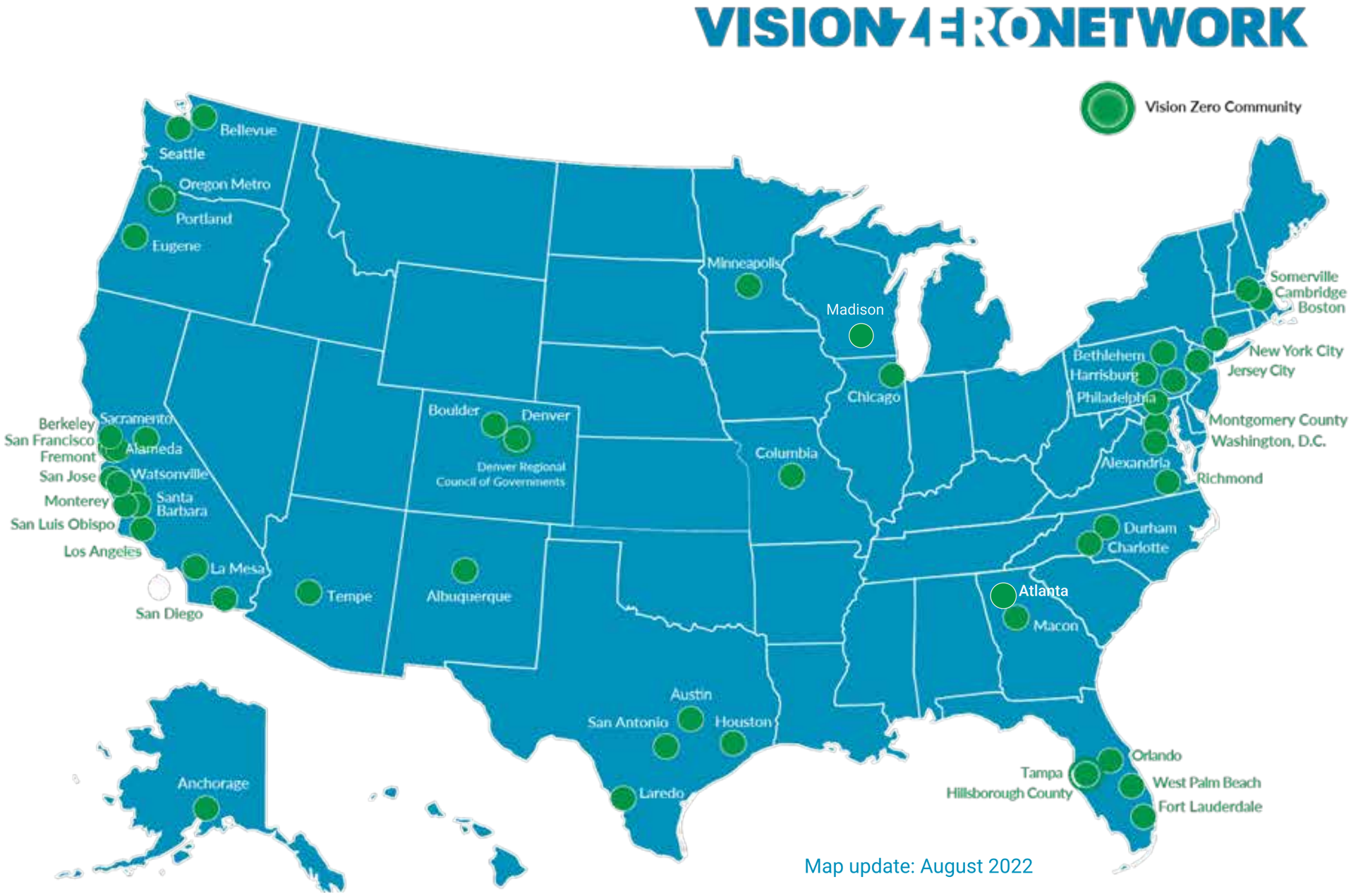
Leadership & Committment

Safe Roadway & Safe Speeds

Data-driven Approach, Transparency & Accountability

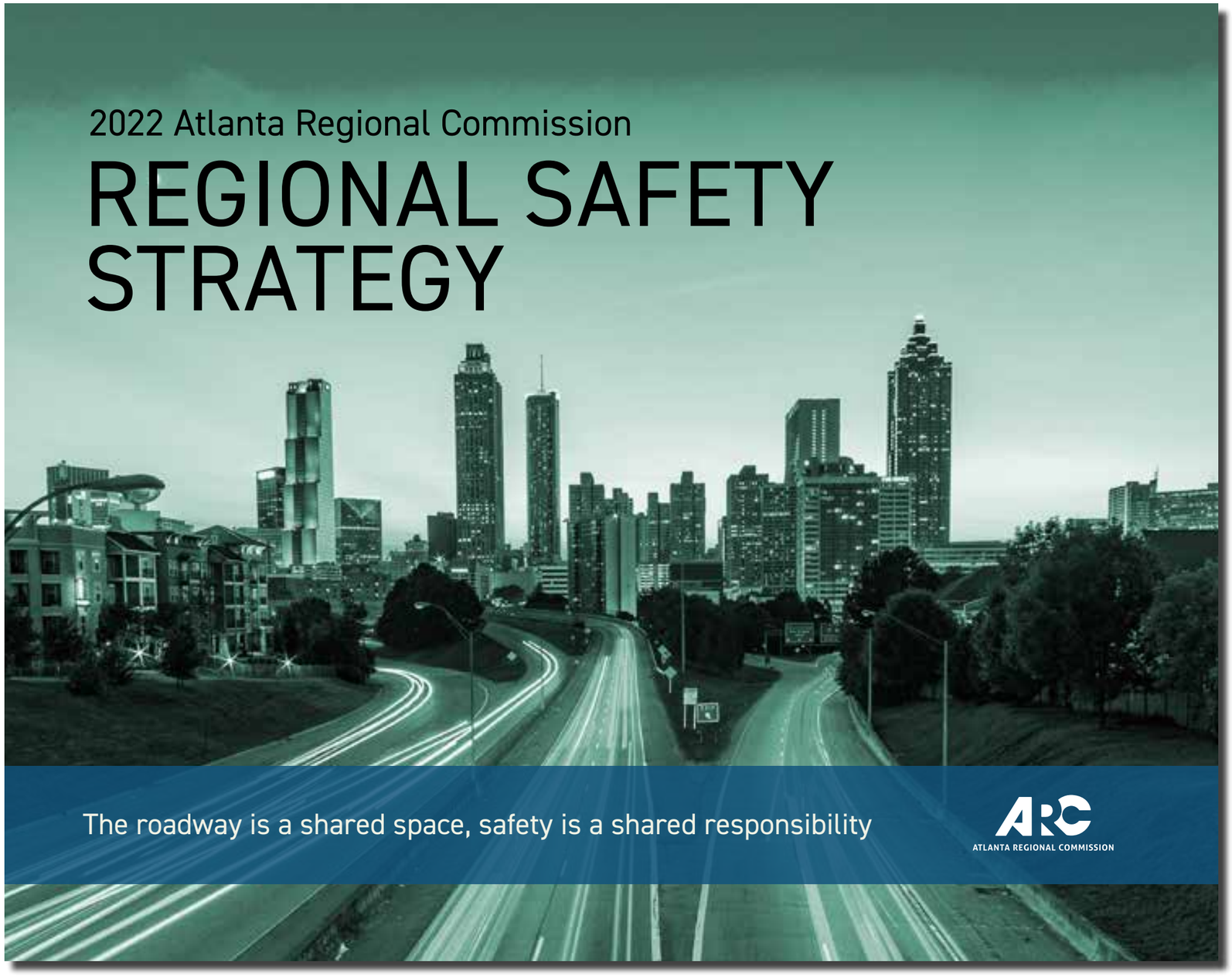
Source: Vision Zero Network
https://visionzeronetwork.org/core-elements/

WHO'S DOING THIS?



Source: Vision Zero Network
https://visionzeronetwork.org/resources/vision-zero-communities/

REGIONAL STRATEGY



Source: ARC Regional Safety Strategy

POLICY VS.

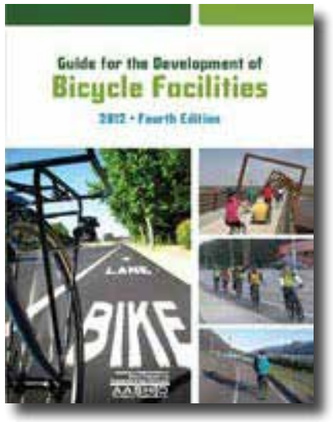
POLITICAL WILL

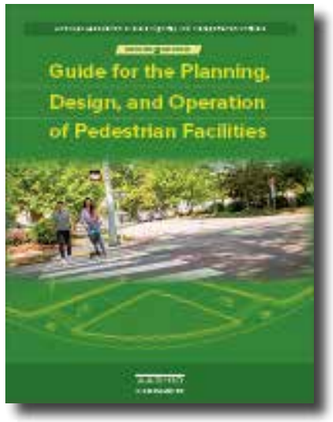
TOOLE DESIGN

BETTER STREETS
BY DESIGN

AVAILABLE RESOURCES

AASHTO





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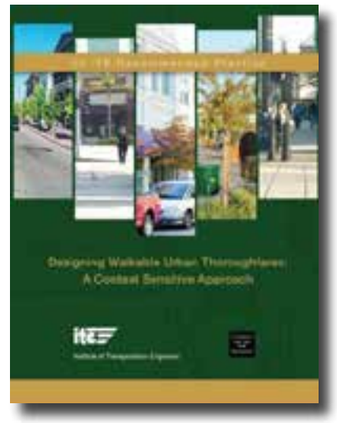
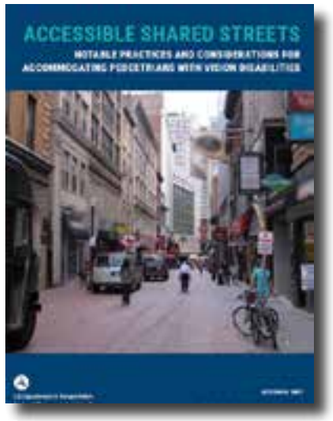
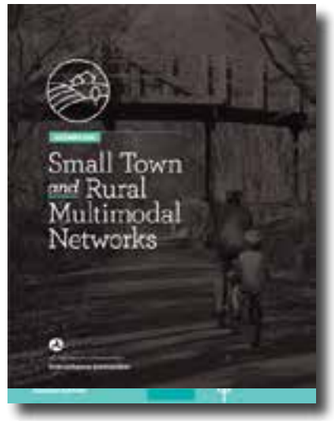
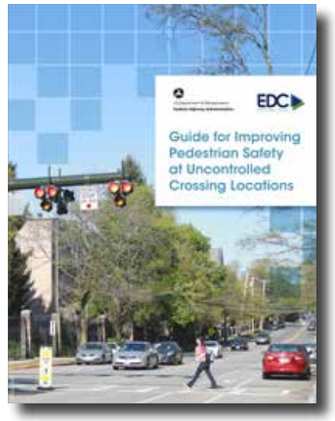


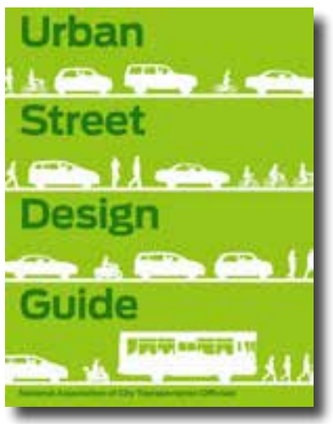
FHWA

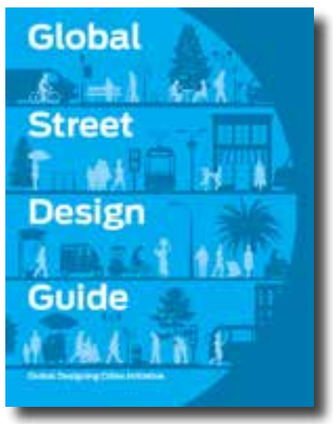


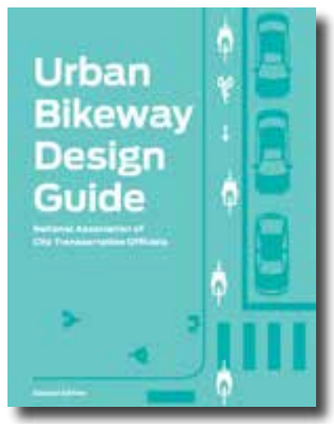




NACTO







TOOLE DESIGN

CUSTOMIZE YOUR OWN

Boston Transportation Department

Boston Complete Streets

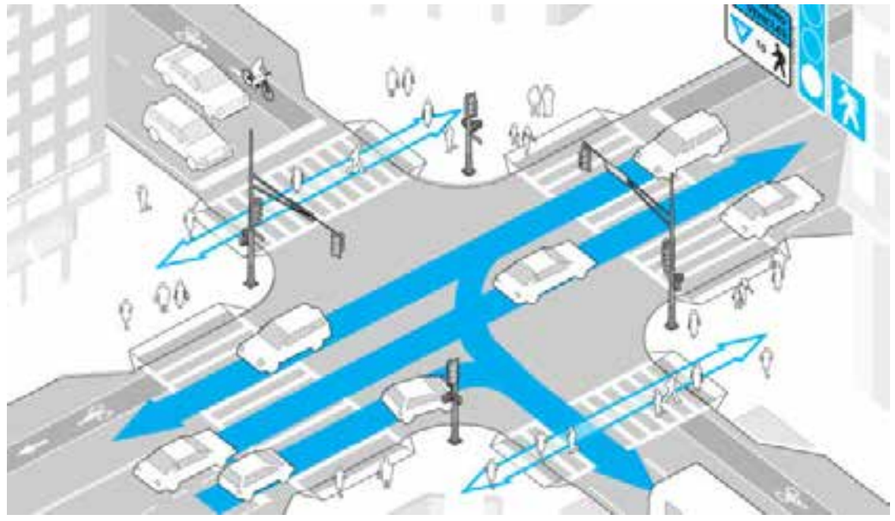
Design Guidelines

2013

Mayor Thomas M. Menino
City of Boston

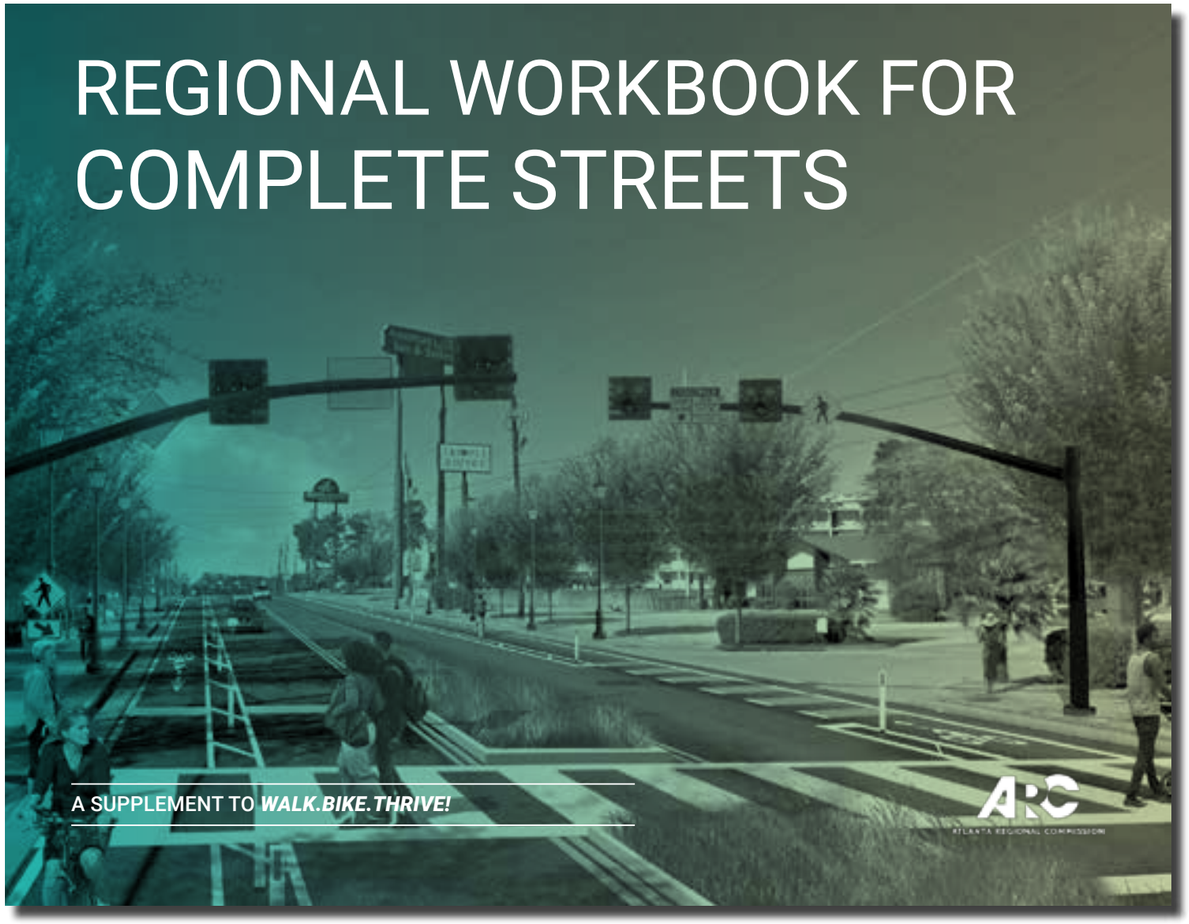
Commissioner Thomas J. Tinlin
Boston Transportation Department

www.bostoncompletestreets.org

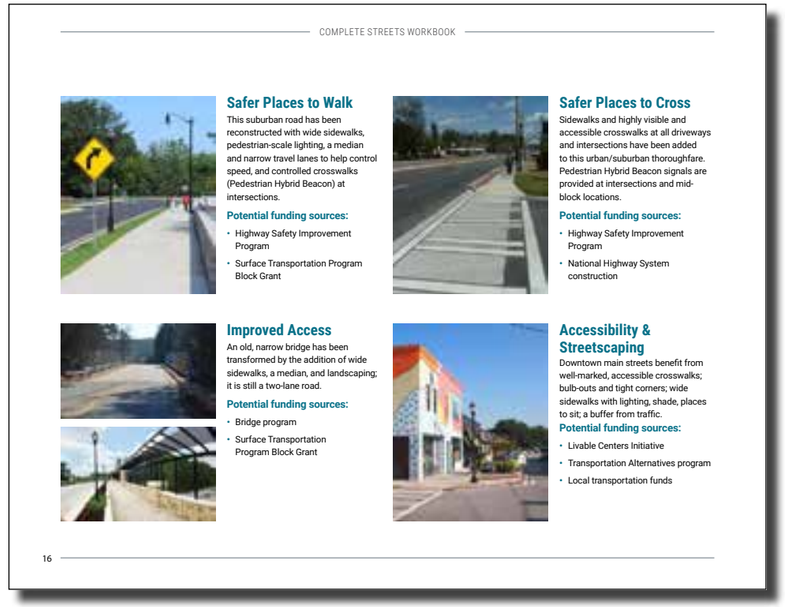


TOOLE DESIGN

REGIONAL RESOURCE



Source: Atlanta Regional Commission, 2020
https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive/



Safer Places to Walk

This suburban road has been reconstructed with wide sidewalks, pedestrian-scale lighting, a median and narrow travel lanes to help control speed, and controlled crosswalks (Pedestrian Hybrid Beacon) at intersections.

Potential funding sources:

- Highway Safety Improvement Program
- Surface Transportation Program Block Grant

Safer Places to Cross

Sidewalks and highly visible and accessible crosswalks at all driveways and intersections have been added to this urban/suburban thoroughfare. Pedestrian Hybrid Beacon signals are provided at intersections and mid-block locations.

Potential funding sources:

- Highway Safety Improvement Program
- National Highway System construction

Improved Access

An old, narrow bridge has been transformed by the addition of wide sidewalks, a median, and landscaping; it is still a two-lane road.

Potential funding sources:

- Bridge program
- Surface Transportation Program Block Grant

Accessibility & Streetscaping

Downtown main streets benefit from well-marked, accessible crosswalks; bulb-outs and tight corners; wide sidewalks with lighting, shade, places to sit; a buffer from traffic.

Potential funding sources:

- Livable Centers Initiative
- Transportation Alternatives program
- Local transportation funds

Safer Streets for Bikes

Reconstruction of this downtown street incorporated separated bike lanes, sidewalks, pedestrian-scale lighting, and streetscaping; parking and stormwater management are improved.

Potential funding sources:

- Livable Centers Initiative
- Surface Transportation Program Block Grant

Safer Intersections for Bikes

Buffered bike lanes leading to a highly visible bike box on this suburban road provide more clarity and definition for both motorists and people on bikes, without losing parking.

Potential funding sources:

- Resurfacing projects
- Local transportation funds

Lane & Speed Reductions

This previously overbuilt street has been rebalanced to include a sidewalk, a multi-use path, onstreet parking, and one lane of low speed car traffic in each direction.

Potential funding sources:

- New development/developers
- Local transportation funds

Multi-Use Paths

This new suburban road was built with a sidepath to accommodate bicyclists and pedestrians; it also has a median and narrow travel lanes to manage speed. Note: Mixing pedestrian and bicycle traffic should be examined carefully and separation introduced in moderate-high traffic areas or where conflicts arise.

Potential funding sources:

- New development/developers
- Local transportation funds

TOOLE DESIGN

ELEMENTS OF COMPLETE STREETS

What Are the Elements of a Complete Street?

The foundation of Complete Streets are engineering elements that reduce conflicts and increase safety, including:

- Safe places to walk, travel by bicycle, or cross the street.
- Better access to high-priority destinations.
- Context-sensitive designs that support adjacent land patterns.
- Intential strategies to manage curb-side locations and transit operations.
- Facilities that either slow speeds or separate users.

Safe Streets identified a set of twelve safety measures that address common high-risk conditions in the region (right) and should be included in roadway projects. Detailed design information for each safety measure is available from the Federal Highway Administration[1] and Georgia Department of Transportation[2]. FHWA's "Proven Safety Countermeasures" are marked with an asterisk (*).

The following pages explore general elements of Complete Streets.

Medians and Pedestrian Crossing Islands*

Pedestrian Hybrid Beacon*

Road Diet*

Changing Speed Limits*

Leading Pedestrian Interval*

Rectangular Rapid Flashing Beacons

Street Lighting

Separated Bike Lanes

Neighborhood Greenway / Bike Boulevard

Sidewalks*

Crosswalk Visibility Enhancements

Traffic Calming

Sources: 1. FHWA Proven Safety Countermeasures (2017); 2. GDOT Design Policy Manual (2019).

Source: ARC Regional Workbook for Complete Streets

BIKES ON SUBURBAN ARTERIALS

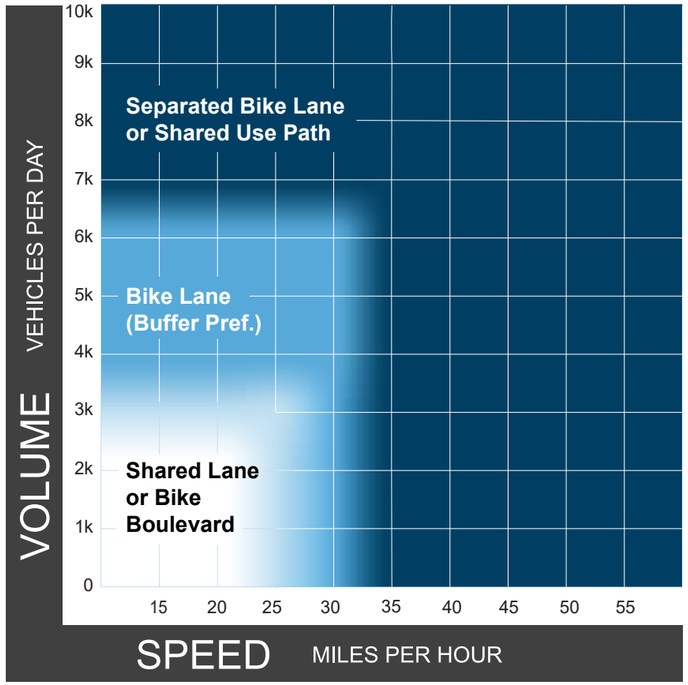
Bikes on Suburban Arterials: On-street or Off-street?

One of the most challenging questions planners and designers face is how to accommodate people riding bikes on suburban arterial roadways.

Cyclists should not be expected to share lanes with cars, buses, and trucks traveling over 35 MPH. Sidewalks that are narrow and only on one-side of the road are likely dangerous for people on bikes -- national crash data identifies "riding on the sidewalk" and "wrong way riding" (as necessary on one-sided facilities) as significant contributing causes to bicyclist crashes. Sidepaths (shared-use paths adjacent to the roadway) have a poor reputation amongst bicyclists when they are designed as little more than glorified sidewalks.

Given the challenges of balancing risks and demand, recent advances in bike facility design enable a more pragmatic approach to selecting appropriate bicycle facilities on suburban arterial streets. Basic bike lanes may suffice in low-speed locations or protected lanes to separate bicyclists from higher speeds. When current or projected demand does not warrant the cost of fully-separated bike lanes, shared-use paths may be more appropriate.

Road characteristics, land use context, high-priority destinations, and anticipated or target riders should be examined to determine whether on-street lanes or off-street paths are most appropriate.[i, ii]



Notes

- Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- Advisory bike lanes may be an option where traffic volume is <3K ADT.

i FHWA. *Bikeway Selection Guide*. (2019). Retrieved September 2019 from: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

ii Michigan Department of Transportation. "Sidepath Application Criteria Development for Bicycle Use". (2018). Retrieved September 2019 from: https://www.michigan.gov/documents/mdot/SPR-1675_Sidepath_Application_Criteria_Development_for_Bicycle_Use_Final_Report_2018-07-09_628346_7.pdf

Source: ARC Regional Workbook for Complete Streets

CROSSWALK LOCATIONS

Where To Put a Crosswalk?

Safe pedestrian crossings are an essential element of Complete Streets. Many streets in the Atlanta region, especially outside the urban core and town centers, provide too few safe places to cross street. According to FHWA:

"Pedestrians have a right to cross roads safely, and planners and engineers have a professional responsibility to plan, design, and install safe and convenient crossing facilities."[iii]

What Factors Influence Street Crossings?

- **Legality:** Crosswalks exist at nearly every intersection in Georgia whether they are marked or not.[iv] Crossing the street outside of an intersection is legal in most places (as long as pedestrians yield to vehicles) except "between adjacent intersections at which traffic-control signals are in operation."[v]
- **Destinations:** People cross where they need to and often in the most direct line possible. Crosswalks should be closely spaced in dense urban areas or strategically located between destinations elsewhere, including transit stops.
- **Crossing Distance:** The width of the street influences how long it takes to cross. Longer distances need greater time, more protection, and higher visibility. Urban areas should reduce lanes to minimize crossing distances.

Should Crosswalks Be Marked?

Yes. Crosswalks should be marked at all intersections, especially where pedestrians are expected or desired to cross the street. The Georgia DOT's adopted crosswalk marking pattern is highly visible, lower maintenance than alternate styles or materials, and should be the default pattern for all locations. In the urban core, urban areas, and town centers, therefore, most intersections should have marked crosswalks.

Street Connectivity & Walkability Measures

Character Areas	Intersection Density per Sq Mi	Block Perimeters	Block Length
Walkable areas	Greater than 100	2500-3000 ft (or less)	300-600 ft
Suburban corridors	Less than 100	Greater than 3000 ft	Greater than 600 ft

A long but accessible, marked, and signalized intersection.

iii US DOT, Federal Highway Administration. *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations.* (2005). Retrieved December 2018 from: https://www.fhwa.dot.gov/publications/research/safety/04100/01.cfm

iv Georgia Code: **§ 40-1-1.(10) Definition of a Crosswalk:** "Crosswalk" means (A) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs, from the edges of the traversable roadway; or (B) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

v https://www.gahighwaysafety.org/campaigns/pedestrian-safety/pedestrian-safety/what-the-ga-codes-says-about-pedestrians/

Source: ARC Regional Workbook for Complete Streets

REGIONAL TRANSIT SUPPORT

How do Complete Streets Support Regional Transit?

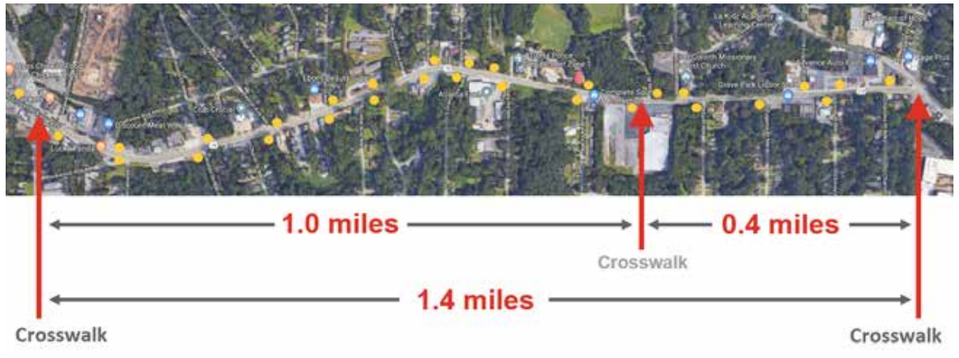
Across metropolitan Atlanta, transit service is a key resource in expanding mobility options and serving a full range of travel needs while reducing reliance on driving. Nearly three quarters of transit trips in metro Atlanta begin with a walk to a bus stop, train station, or park-and-ride lot.

- Most transit trips include walking, making sidewalks a critical piece of transit infrastructure.
- Bus access almost always involves crossing a street on foot.
- Walking, bicycling, and micromobility expand the service area and customer base of transit routes.
- Investments in pedestrian infrastructure can reduce demands on paratransit operators.
- Complete Street designs can provide dedicated spaces within roadways that improve transit operations.

Improving walking, bicycling, and micromobility conditions along the streets used to access transit stops and stations is key to making transit more attractive and convenient for more people. Complete Streets components should be used to ensure comfortable and convenient access to transit stops and stations:

- Make transit routes priorities for Complete Street investments
- Ensure every sidewalk and bus stop is ADA-compliant.
- Create mid-block crossings, especially with high-visibility features: RRFBs, warning beacons, median islands, and other safety safety measures.
- Consolidate bus stops (within reason) to balance higher use and convenient spacing.
- Manage driveways and other curb cuts.
- Make stations easy and convenient to access.

How far would you walk for a crosswalk?



Design Information and Resources

This 1.4 mile stretch of suburban road has more than a dozen bus stops (shown by the yellow dots) but only one marked crosswalk between major intersections. There are no sidewalks. Installing a crosswalk at each bus stop or local intersection would meet the recommendation on page 34.

More detailed design guidance and information can be found in the PEDS' Safe Routes to Transit guide.

Source: ARC Regional Workbook for Complete Streets

EXISTING EXAMPLE

Five-Lane Existing Conditions

Source: ARC Regional Workbook for Complete Streets

SHORT-TERM SOLUTION

Five-Lane Short-Term Solution: Deliver Dignity, Comfort, and Safety

The foundation of a complete street is a safe and comfortable place for people to travel whatever their chosen mode. A continuous, accessible sidewalk on both sides of five-lane suburban arterials is essential for a basic level of safety and access. The sidewalk should be highly visible as it crosses side streets and driveways. Where possible, curb radii should be tightened to reduce vehicle turning speeds, and refuge islands should be provided in the center turn lane where there are bus stops.

SIDEWALKS provide safe places for people to traveling by foot and those in wheelchairs. GDOT recommends a minimum of 5-foot-wide sidewalks. AASHTO also recommends a minimum 5-6ft buffer between the sidewalk and travel lane. However, the land use context, transit, and pedestrian activity should always be considered.

CROSSWALKS provide an indication to pedestrians on where they should cross the street. They also provide motorists with an indication of where pedestrians are likely to be.

Source: ARC Regional Workbook for Complete Streets

MID-TERM SOLUTION

Five-Lane Mid-Term Solution: Safety, Comfort, and Access for All

More substantial changes may be possible when roadways are reconstructed or adjacent land uses change. Reducing lane widths can often make room for on-road bicycling infrastructure while also reducing excessive speeds; sidewalks, crosswalks and pedestrian-scale lighting can transform the walking experience. Moving the curb makes wider sidewalks and raised cycle tracks an option. Crosswalks should be signalized if motor vehicle speeds exceed 25mph in this location.

SEPARATED BIKE LANES create a safer space for bicyclists of all ages and abilities. Implementation of a bicycle facility should be conducted as an overall bicycle master plan.

STREET LEVEL LIGHTING improves visibility for all users along a corridor, but is particularly effective in high-trafficked areas.

MEDIAN AND PEDESTRIAN CROSSING ISLANDS reduce head-on motor vehicle collisions and provide a protected refuge at intersections and midblock crossings for pedestrians. They narrow the motorist's field of vision and reduce vehicle speeds.

Source: ARC Regional Workbook for Complete Streets

HOW DO WE GET THERE QUICKLY?

PRIORITIZE YOUR PROJECTS

TOOLE DESIGN

USE REGIONAL POLICIES

What is the Regional Strategy for Complete Streets?

Use Regional Policies to Prioritize Complete Streets

Complete Streets should be considered everywhere in the metro Atlanta region. Incremental investments help build a safe and accessible transportation network by supporting walkable communities or accommodate walking, bicycling, micromobility, and transit access along suburban arterials.[1]

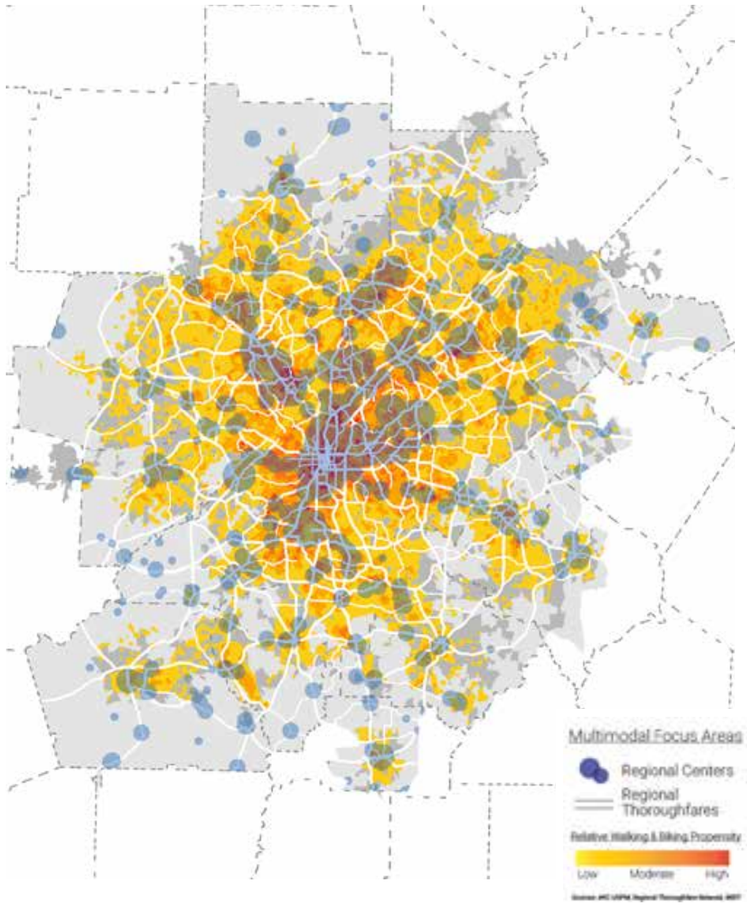
Walkable Communities: Complete Streets help make towns and regional centers walkable and bikeable. Investments in regional centers support walking, bicycling, micromobility, and transit as well as better long-term growth for the region. Transportation and development investments should focus on communities:

- Existing urban & town centers – use Complete Streets to increase travel options, meet demand, and support existing multimodal character.
- Aspirational centers – use Complete Streets and dense street networks to support multimodal options and short trips in new developments.

Multi-Modal Thoroughfares: Complete Street elements should be used strategically on regional corridors where many priorities converge – businesses, services, residences, transit routes, and traffic – in order to:

- Reduce risk and improve safety for everyone – both people walking, bicycling, or using assitive or micromobility devices as well as those driving.
- Provide access to high-priority destinations, including: schools, parks, commercial areas, residential neighborhoods, grocery stores, or community activities.
- Support existing or latent demand, especially along corridors with evidence of people walking or bicycling (i.e. a worn path along the roadside).
- Support regional transit routes.
- Connect neighborhoods and cities via walkways, bikeways, and paths.

Regional strategies should support context-sensitive Complete Streets throughout metropolitan Atlanta. Urban centers should feature Complete Streets. Regional thoroughfares should be multimodal. Complete Streets within communities are complimented by connections along thoroughfares, as well as regional transit and greenway trails for longer trips.



Sources: 1. adapted from ITE (2010).

Source: ARC Regional Workbook for Complete Streets

IDENTIFY HIGH-RISK STREETS

What is the Regional Strategy for Complete Streets?

Use Complete Streets to Reduce Risk

Complete Street elements should be considered on every roadway in the metro Atlanta region. Incremental investments help build a safe transportation network, increase connections within and between communities, and accommodate walking, bicycling, and transit access to high-priority destinations.

Safety can be determined by crash rates or the risks that people are exposed to when traveling. Assessing risk can help communities be more proactive in preventing crashes and eliminating serious injuries and fatalities.

Factors that contribute to risk along a corridor include:

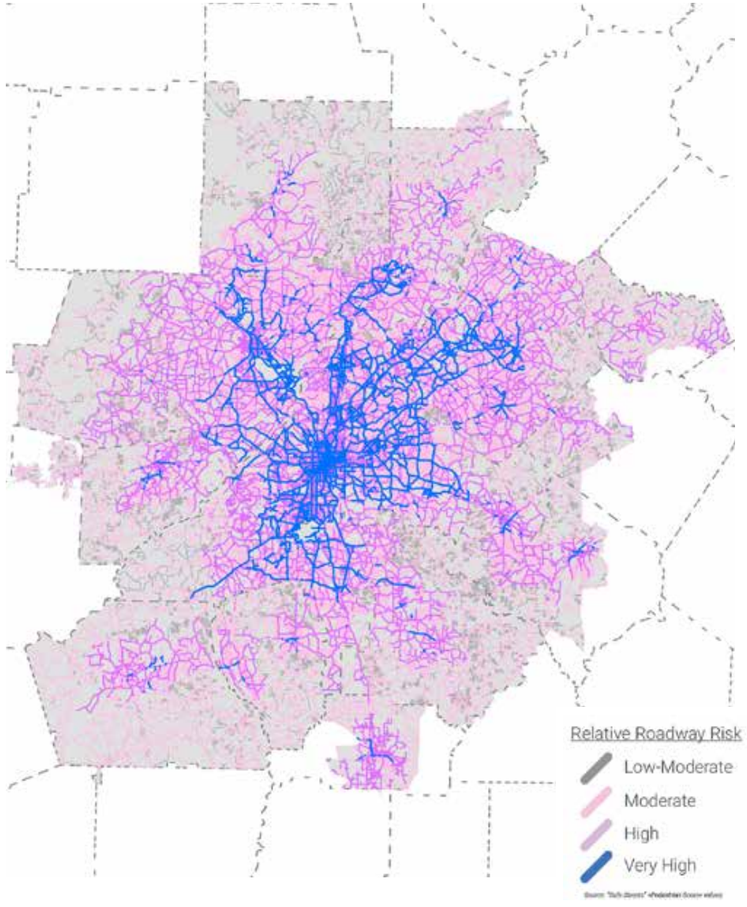
- **Roadway Characteristics:** Some roadway features are associated with higher risks for serious crashes, including: vehicle speeds, lighting, presence of crosswalks, number of lanes, and roadway classifications.
- **Travel Demand:** Walking and bicycling trip estimates and transit service indicate relative levels of travel, exposure, and risk.

Roadway design is the foundation of traffic safety, but safer elements are unevenly distributed in the region – especially for vulnerable populations and underserved communities. Community-wide exposure to risk must be assessed to determine Complete Street needs:

- **Equity & Policy Priorities:** Regional distribution of risk factors can indicate disproportionate exposure for specific geographies or populations.

Every transportation investment should incoporate proven safety measures to address risk factors. The map at right illustrates regional risk factors and travel demand for walking, bicycling, or micromobility. This data can help identify priority needs for Complete Streets.

Regional strategies should support safer roadway designs throughout metropolitan Atlanta. Every transportation investment should reduce risks for people walking, bicycling, and driving. Complete Street elements and facilities should be considered intrinsic and immutable in every project.



For more information, see ARC's "Safe Streets for Walking & Bicycling" (2018) report.

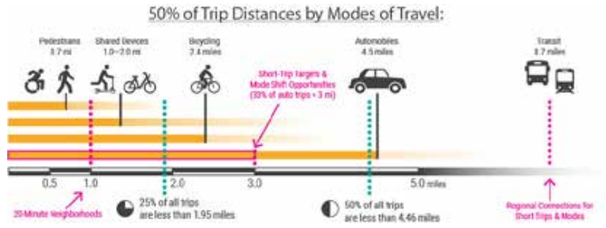
Source: ARC Regional Workbook for Complete Streets

SUPPORT SHORT TRIPS

What is the Regional Strategy for Complete Streets?

Use Complete Streets to Support Short Trips

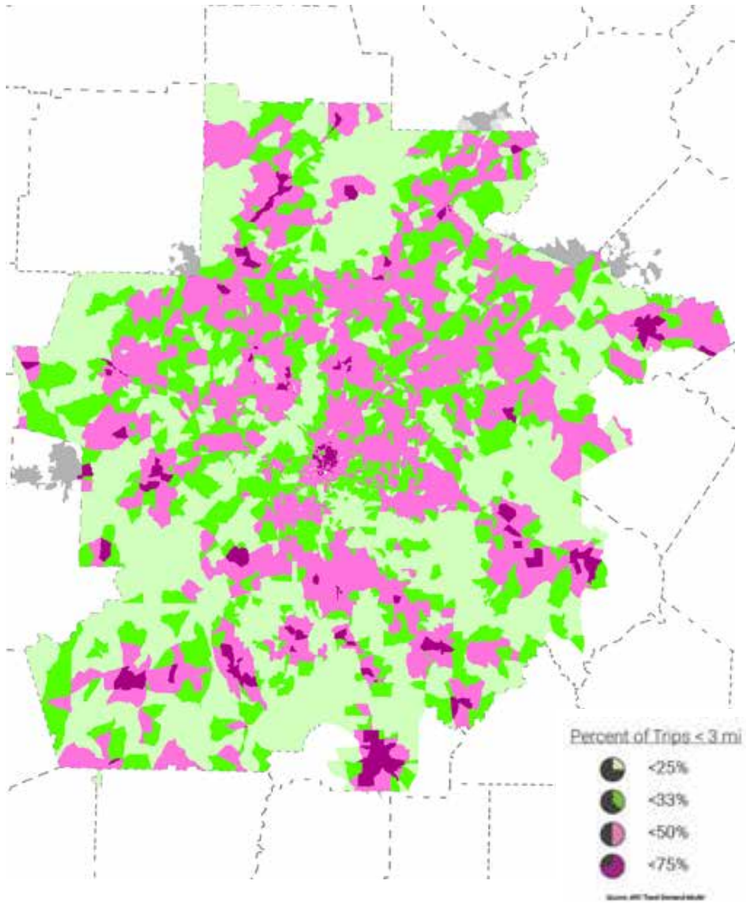
Metro Atlanta's development patterns often require long trips. Reliance on cars for long trips increases congestion, limits economic mobility, and creates stress and poor health outcomes. Walking, bicycling, and micromobility are well suited for short trips, but too many short trips still require driving due to lack of comfortable walkways or bikeways. Reducing trip distances and shifting modes requires combining compact development practices and Complete Streets.



Regional travel is complex, but areas with shorter trips often have:[1]

- **Higher Street Connectivity:** A grid of smaller streets shortens travel distances and increases route choices.
- **Higher Density:** Concentrations of residential and commerical uses enable more proximity, more walking and cycling, higher economic activity, lower infrastructure costs, lower cost of living, and environmental conservation.
- **Mixed Zoning:** Increased mixed-use zoning enables trips to be shorter and increases the number of destinations that can be accessed without driving.
- **Less Parking:** Reduced parking minimums plus market-based price strategies incentivize different travel decisions and reduce public costs of parking.

Regional strategies should prioritize short trips. Community development efforts should create compact communities and concentrate destinations. Transportation investments should support Complete Streets that provide comfortable facililties to increase walking, biking, microbility, and transit.



Source: 1. Georgia Tech CQGRD (2012); SMARTRAQ (2007).

Source: ARC Regional Workbook for Complete Streets

BREAK PROJECTS INTO PIECES

WHAT DO WE MEAN BY “QUICK BUILD?”

TACTICAL URBANISM

TYPE	DEMONSTRATION	PILOT	INTERIM	PERMANENT
				
DURATION	1-30 days	Up to 1 year	Up to 5 years	5+ years
COST	●	● ●	● ● ●	● ● ● ●
DURABILITY	●	● ●	● ● ●	● ● ● ●
INPUT	● ● ● ●	● ● ●	● ●	●
EVALUATION	● ● ● ●	● ● ●	● ●	●

PRINCE AVE PILOT PROJECT

Athens, Georgia

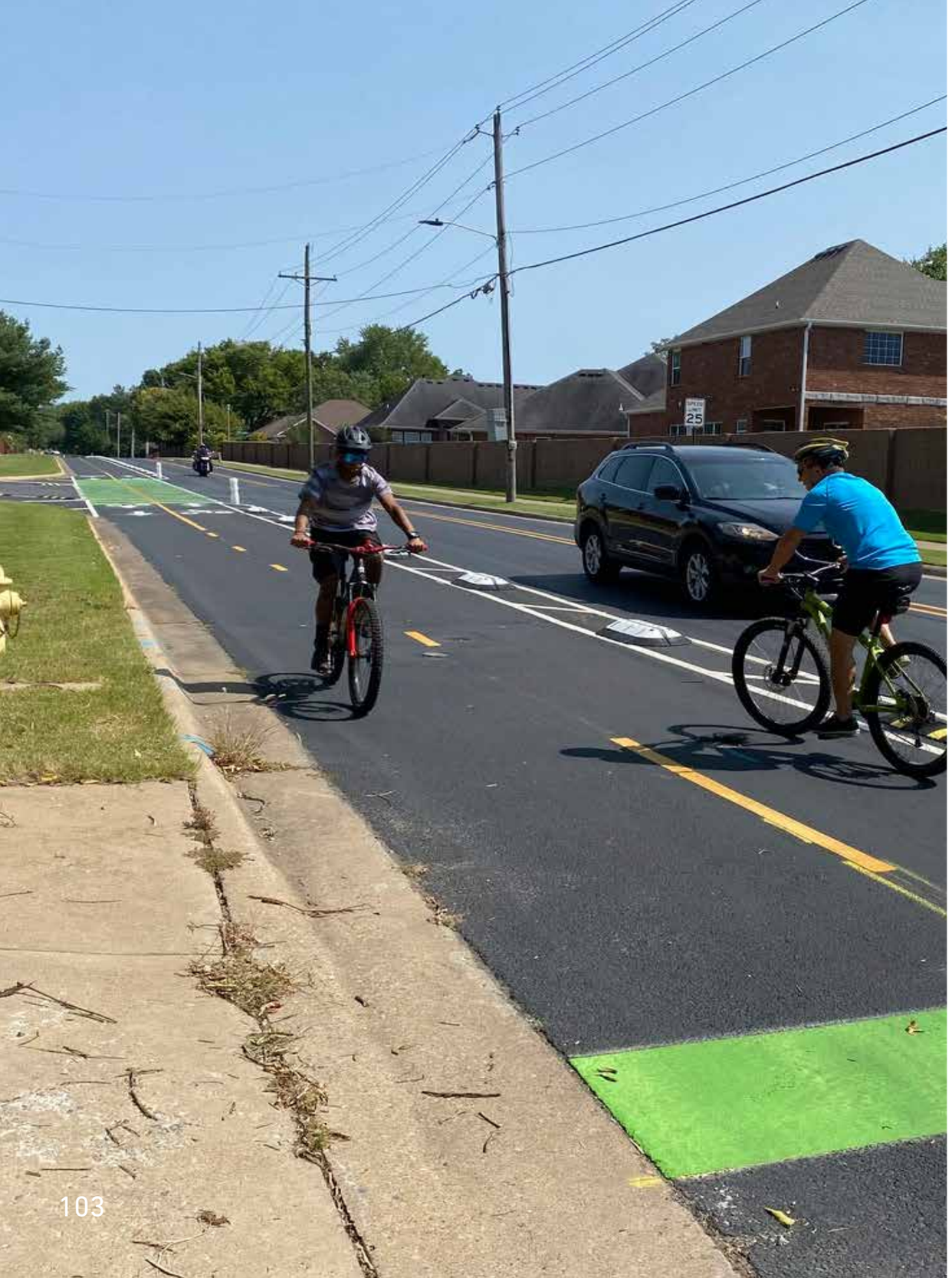
Source: ACCOG

Source: ACCOG


ONE
WAY

BIKEWAY DESIGNS

Bentonville, Arkansas



TOOLE DESIGN

TWO-WAY CYCLE TRACK

San Pablo, California

TOOLE DESIGN

VERA AVE TRAFFIC CIRCLES

Redwood City, California

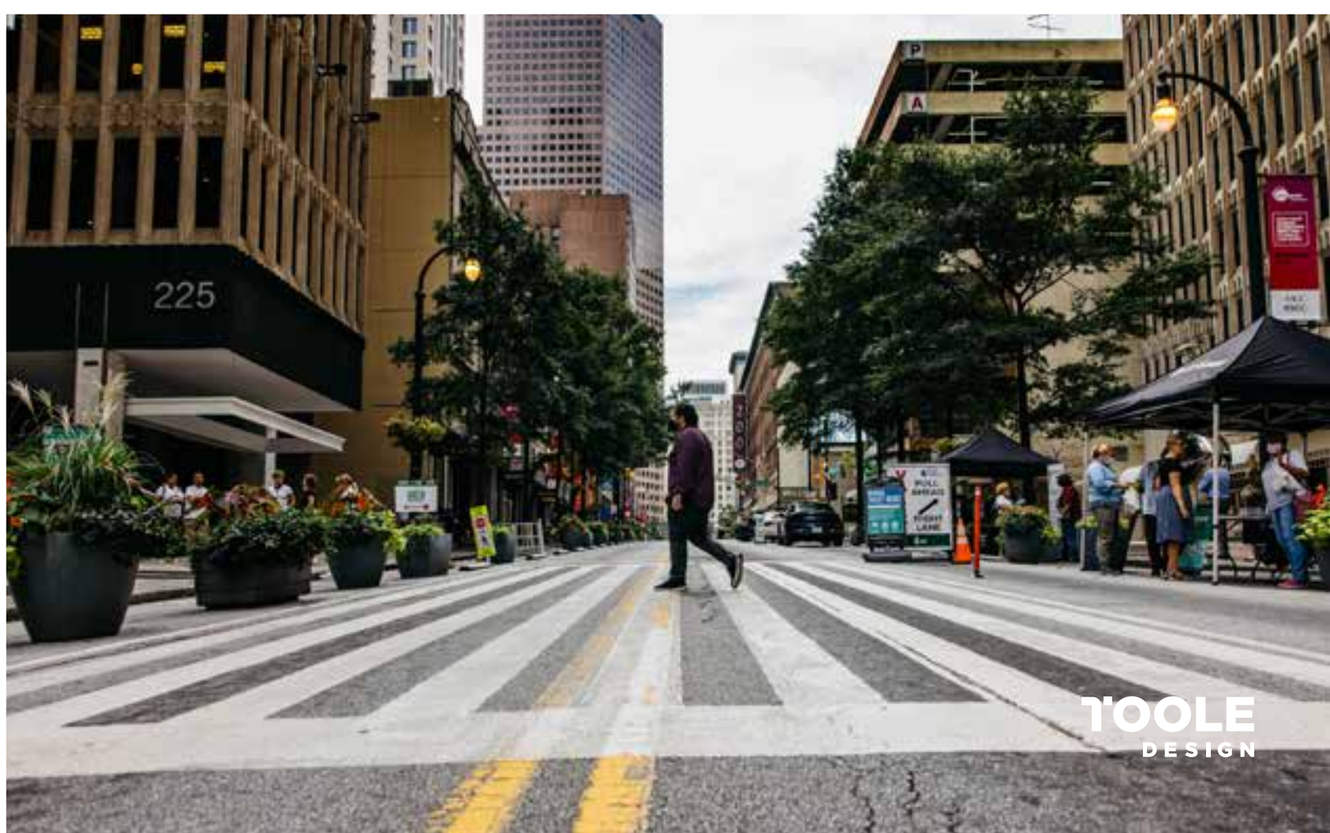
15TH & CHESTNUT CURB EXTENSIONS

Long Beach, California

TOOLE DESIGN

PEACHTREE ST SHARED SPACE

Atlanta, Georgia (Downtown)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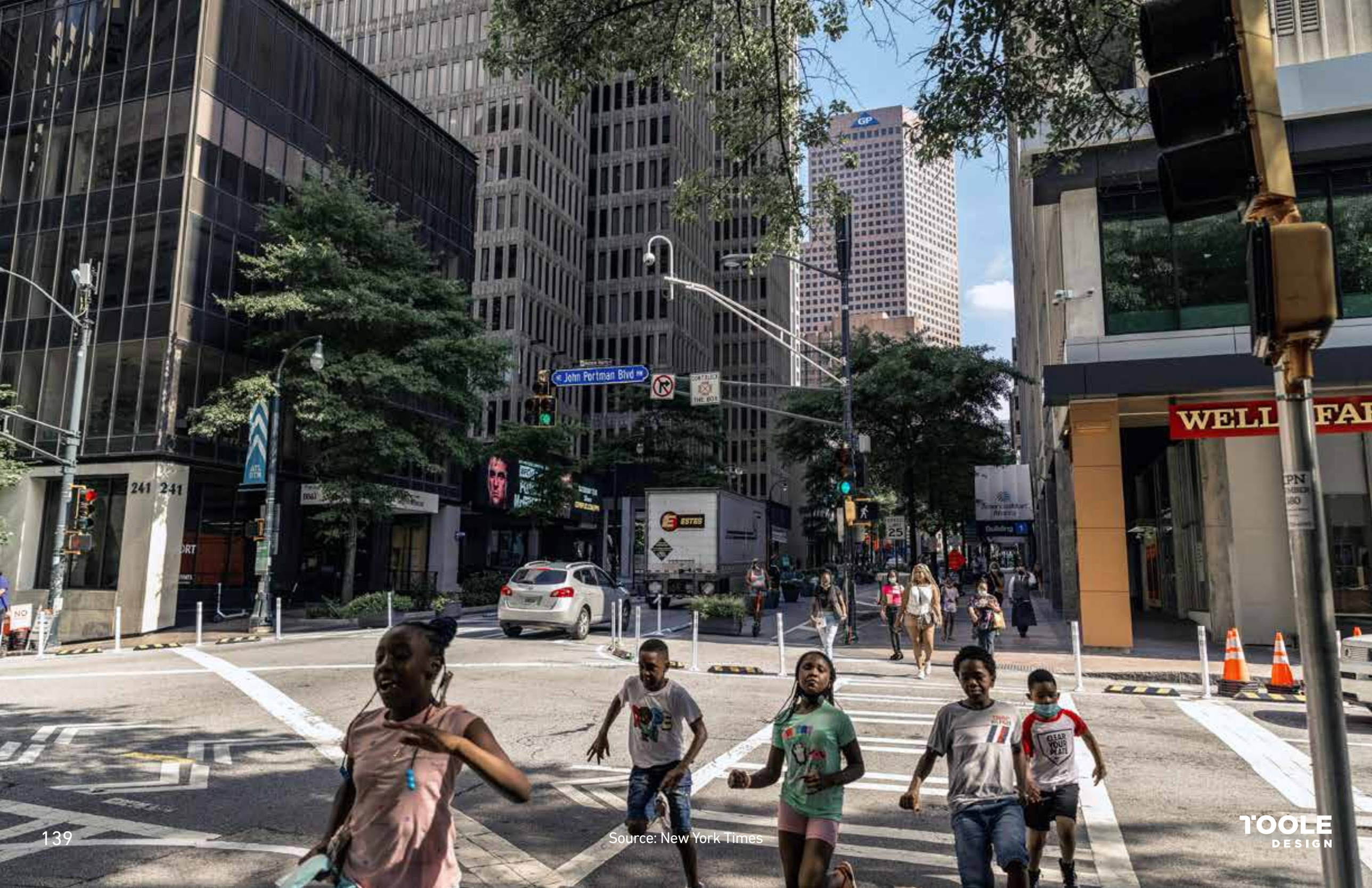
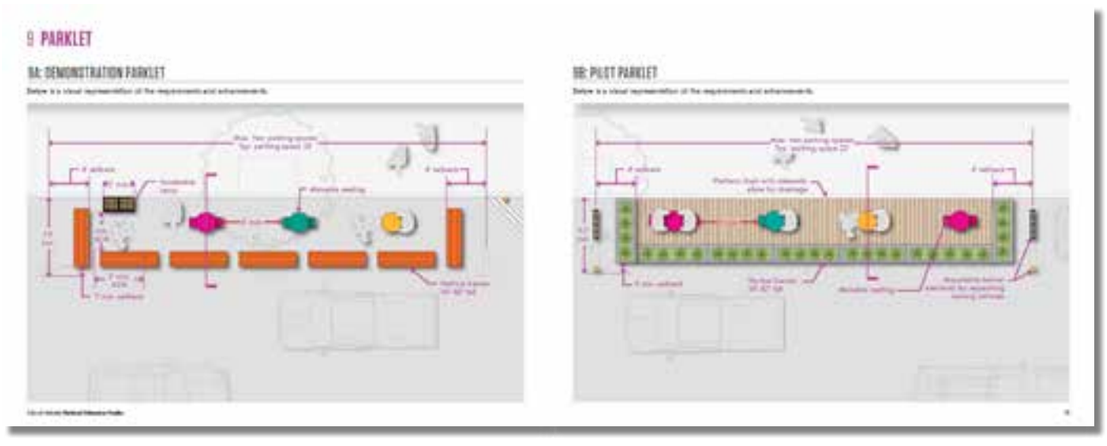


Source: New York Times

TACTICAL GUIDANCE



TOOLE DESIGN

AGENCY COLLABORATION IS A MUST

HOW DO WE PAY FOR ALL OF THIS?

FEDERAL
STATE
REGIONAL
LOCAL
PRIVATE

BIPARTISAN INFRASTRUCTURE LAW

- Infrastructure Investment and Jobs Act (IIJA)
- Signed November 15, 2021
- $550 billion over FY2022-FY2026
- Roads, bridges, mass transit, water infrastructure, resilience & broadband
- New & expanded competitive grant programs: RAISE; Reconnecting Communities; SMART; SS4A

Source: US DOT FHWA, 2022
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds **Key:** $ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~$ = Eligible, but not competitive unless part of a larger project.																											
	OST Programs							**Federal Transit**				**NHTSA**		**Federal Highway Administration**														
Activity or Project Type	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PROTECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
Access enhancements to public transportation (benches, bus pads)	$	$	$	$		~$	~$	$	$		~$				$	$			$	$	$	$				$	$	$	
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				$	TA					$	$				$						$	$	$		$		$	$	
Barrier removal for ADA compliance	$	$	$	$		~$	~$	$	$	~$	~$			$	$				$	$	$	$	$	$		$	$	$	
Bicycle plans			~$	$				$		$	$				$					$	$	$		$	$		$	$	$
Bicycle helmets (project or training related)												$									$	$SRTS		$				$	
Bicycle helmets (safety promotion)																					$	$SRTS		$				$	
Bicycle lanes on road	~$	~$	$	$		~$	~$	$	$		~$				$	$	$	$	$	$	$	$		$			$	$	$
Bicycle parking (see Bicycle Parking Solutions)	~$	~$	$	$		~$	$	$	$		~$				$	$			$		$	$	$	$		$	$	$	
Bike racks on transit	~$		$	~$			~$	$	$		~$				$	$					$	$					$	$	
Bicycle repair station (air pump, simple tools)	~$		$	~$		~$	~$	$	$						$						$	$					$	$	
Bicycle share (capital and equipment; not operations)	~$	~$	$	~$		~$	~$	$	$						$	$			$		$	$					$	$	
Bicycle storage or service centers (example: at transit hubs)	~$		$	~$		~$	$	$	$						$	$					$	$					$	$	
Bridges / overcrossings for pedestrians and/or bicyclists	$	$	$	$		~$	~$	$	$					$	$	$	$	$	$	$	$	$	$	$			$	$	$
Bus shelters and benches	$	$	$	~$		~$	~$	$	$						$	$			$	$	$	$				$	$	$	
Coordinator positions (State or local) (limits on CMAQ and STBG)				$							$					$					$	$SRTS		$				$	
Community Capacity Building (develop organizational skills/processes)				$	TA					$	$														$			$	
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	$	$	$	$		~$	~$	$	$						$	~$	$	$	$	$	$	$	$	$		$	$	$	$
Curb ramps	$	$	$	$		~$	~$	$	$					$	$	~$	$	$	$	$	$	$	$	$		$	$	$	$
Counting equipment		$	$	$			~$	$	$								$		$		$	$	$	$	$		$	$	$
Data collection and monitoring for pedestrians and/or bicyclists	$	$	$	$			~$	$	$	$	$				$		$		$		$	$	$	$	$		$	$	$
Emergency and evacuation routes for pedestrians and/or bicyclists	$	$	$	~$			$	$	$	~$	~$				$				$	$	$	$	$	$			$	$	
Historic preservation (pedestrian and bicycle and transit facilities)	~$		~$	~$		~$	~$	$	$		~$				$						$	$				$	$	$	
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~$	~$	~$	~$		~$	~$	$	$	~$	~$				$				~$	$	$	$					$	$	
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	$	$	$	$		~$	~$	$	$		~$				$	~$	$	$	$	$	$	$	$	$		$	$	$	$
Maps (for pedestrians and/or bicyclists)				$				$	$	$	~$				$	$					$	$		$	$	$		$	
Micromobility projects (including scooter share)	$		$	~$		~$	~$				~$				$	$					$	$					$	$	
Paved shoulders for pedestrian and/or bicyclist use	$	~$	$	$		~$	~$							$	$	$	$	$	$	$	$	$		$		$	$	$	$
Pedestrian plans	$	~$	~$	$				$		$	$				$					$	$	$		$	$		$	$	$
Rail at-grade crossings	$	$	$	~$		$	$	$	$						$		$	$	$	$	$	$	$	$			$	$	$
Recreational trails	$		$	~$			~$													$	$	$	$			$	$	$	
Resilience Improvements for pedestrians and bicyclists	$	$	$	~$		~$	~$			$	~$			~$	~$	~$			$	$	$	$	$	$		$	$	$	
Road Diets (pedestrian and bicycle portions)	$	$	$	$		~$	$								$	$	$		$	$	$	$		$			$	$	$

Source: US DOT FHWA, 2022
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/

ATLANTA REGIONAL COMMISSION (ARC)

Livable Centers Initiative (LCI) Program

Annual program for:

- Technical Assistance
- Planning Study

LCI Transportation Program

+/- 2-year program for:

- Feasibility Study
- Preliminary Engineering

Transportation Improvement Program (TIP)

+/- 2-year program for:

- Transportation Planning Study
- Freight Cluster Study
- Scoping Study/Concept Development
- Preliminary Engineering
- Utility
- Right-of-Way
- Construction

Planning → **Implementation**

THE RIGHT TOOLS FOR THE RIGHT JOB

Local Funding

Faster
Fewer Restrictions
Less Process
Limited Amounts

Federal Funding

More Patient
More Restrictions
More Process
Greater Amounts

BE READY &

BE OPPORTUNISTIC

TOOLE DESIGN

LET’S TALK

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TOOLE DESIGN