

## Implementation: Performance measures



Are we measuring what matters?  
What should we measure to ensure  
Complete Streets?




## What each mode needs

All travelers seek a similar experience:


- Convenience
- Safety
- Comfort
- Access
- Reasonable travel time
- Low cost
- Reliability
- Speed?

Different goals ➔ Different outcomes



Both designs based on same design manuals




## What should the street do for us?

- We need to ask for more than:
  - More pavement
  - More capacity



**What else could we measure?**

- Reduced speed
- Reduced crashes
- Increased on-street parking use
- Increased walking
- Increased bicycling
- Decreased noise
- Increased neighborhood and business satisfaction




### Case study: Edgewater Drive (Orlando FL) Resurfacing Project


- Repaving project scheduled by FDOT
- FDOT open to 3-lane option if City takes over jurisdiction
- Changes must be accepted by neighborhood and business associations; city must conduct before/after studies

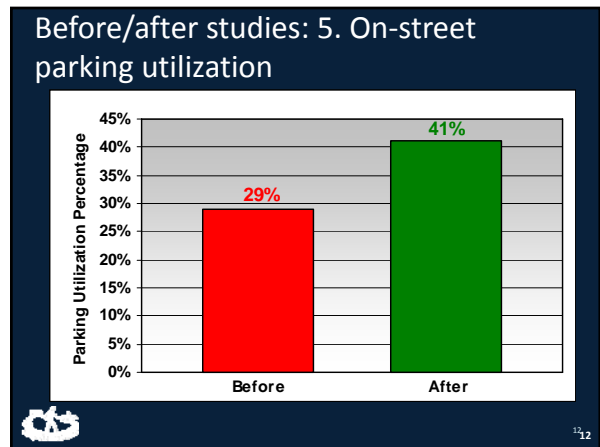
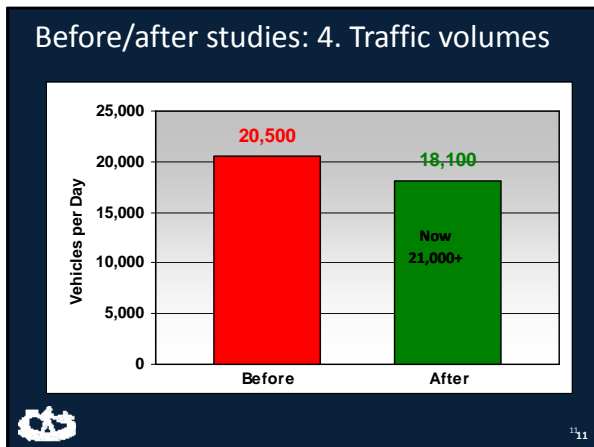
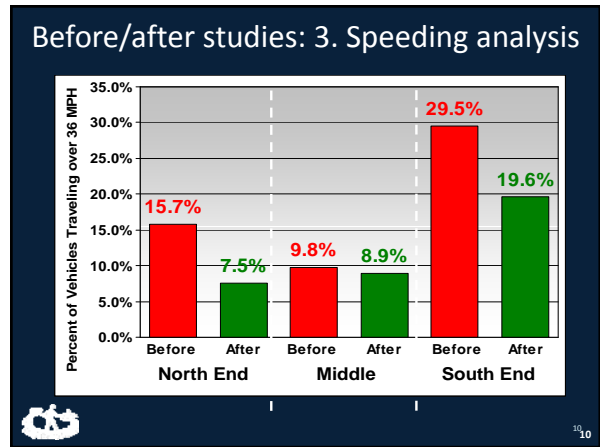
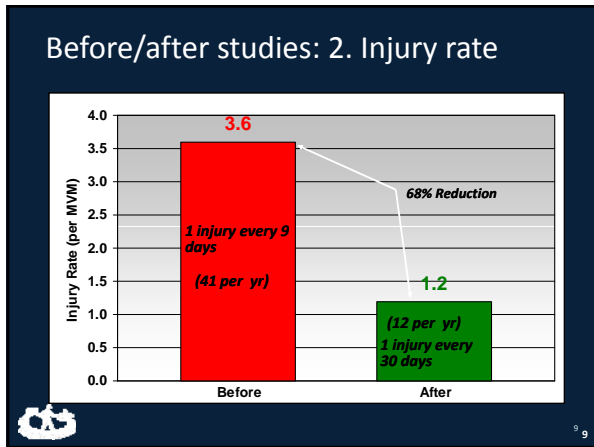
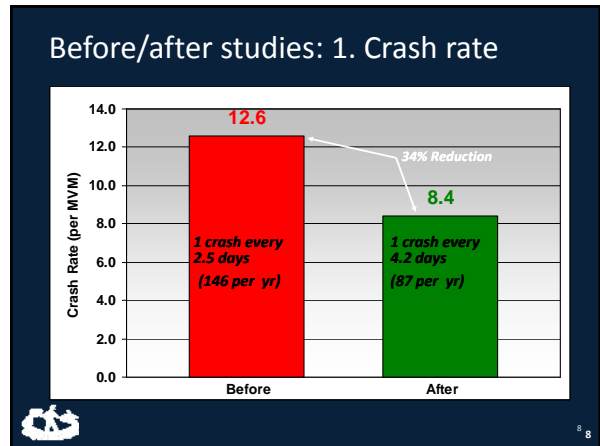



Before Concept

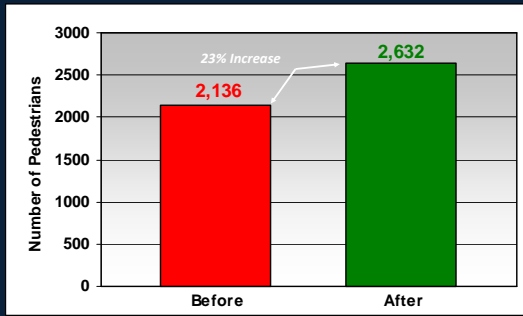



Reality: Before



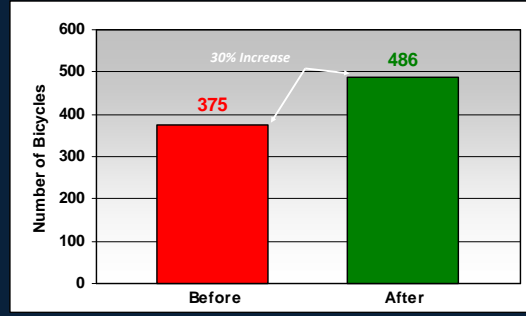


Before/after studies: 6. Pedestrian volumes



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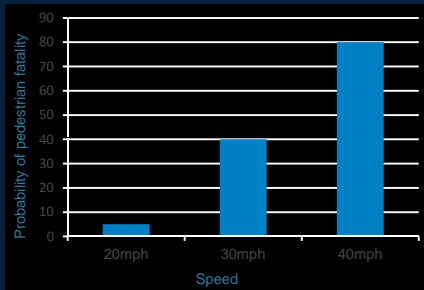
Before/after studies 7. Bicyclist volumes



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Safety

Slowing traffic improves safety for people walking



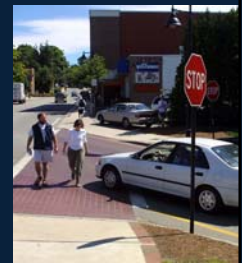
W.A. Leaf and D.F. Preusser, "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries Among Selected Racial/Ethnic Groups," US Department of Transportation, National Highway Traffic Safety Administration (1999).

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Safety

Pedestrian crashes

- ↓ 88% with sidewalks
- ↓ 69% with hybrid beacon
- ↓ 39% with medians
- ↓ 29% with road conversions



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Does the street benefit the community?



Which shopping center do you want in your community?



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Does the street design reduce crashes?



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## Does the street treat all travelers fairly?



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Exercise: What performance measures would suit your community?



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## Sample performance measures from other workshops

1. Reduced crashes, before and after— vehicle, pedestrians, bicyclists
2. Increase in ped, bike and transit users
3. Adopt and use Level of Service for non-car users
4. Increase in business occupancy rates / increased real estate values
5. Recruit/retain desirable employees
6. Improved air quality
7. Improved health; lower obesity rates
8. Connectivity – do sidewalks/bike lanes/transit connect?
9. Are other communities looking to us as a model
10. Acceptance by politicians, funders, builders, all stakeholders
11. Fewer DUI citations – walk from tavern
12. Public opinion surveys – customer satisfaction – quality of life (2)
13. Reduced crime – eyes on the street
14. Land use changes: Promotes infill – reduced trip length
15. Benefit/cost: \$ upfront /maintenance - operation, usage



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