

## Implementation: Decision-making process

How do we currently make project-level decisions?  
How will a different process ensure Complete Streets?

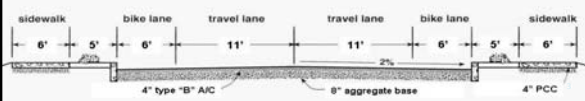


## Decisions → changed outcomes




## Decision-making

- Examples of common methods:
  - Is everything based on the original “project scope”?
  - Is everything based on minimizing cost?
  - Is everything based on vehicular LOS and speed?
  - Is the design speed reasonable?
  - Or is there a way to balance needs, invest wisely and expand the original project scope? “Complete Streets”



## Decisions Based on Original Project Scope: checklists and triggers

Project scoping checklist asks about pedestrians, bicycles, and transit; reverse burden of proof:

- Old way: Check **NO**, end of story
- New way: Assume **YES**, or justify why not




## Project Scope – Reversed “Burden of Proof”

Assume facilities for all modes with limited exceptions:

- No expected users = no need now or in the future,
- Costs disproportionately high relative to need, or
- Other factors indicate no need, now or in the future.



Rural, homogeneous land use; no sidewalk needs *now or in the future*




Slow speed, no need for bike lanes



## Decisions Based on Minimizing Cost

- What can be done without moving curbs/drainage?
  - Restripe for bike lanes
- Do not construct unneeded lanes
  - 12' lanes cost more than 10' or 11' lanes
- Install sidewalks during closed drainage construction
  - Minimal added cost
- Interconnecting signals, low cost way to:
  - Control speeds, improve vehicle LOS, & increase safety
- Countdown ped signals: inexpensive, reduce crashes



### Decisions Based on Motor Vehicle LOS

- Designing to LOS C or better is waste of \$\$
- Minimizing ped crossing widths increases vehicular LOS at signals
- Sometimes it's best to simply allocate space for all users, and accept resulting vehicle LOS
- What about ped and bike and transit LOS?



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### Decisions Based on Maximizing Speed

- Higher speeds (>35 mph) reduce roadway capacity
- Higher speeds increase crash severity for all users
- Use signal interconnection to control speeds, reduce stops and improve LOS



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### Decisions Based on Stakeholder Input

- Old way: Publish open house notice:
  - Show proposed design,
  - Take comments
- New way: Involve all possible stakeholders
  - Use charrette process
  - Stakeholders propose design solutions



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### Stakeholder involvement

- Include all, don't let one group exclude another
- Bicyclists, pedestrians, transit users
- Business, historic preservation, etc.



Did locals oppose sidewalks?

Did businesses support design?



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### Complete Streets Goal



Wise investments that will enhance the entire community



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