

# COMPLETE STREETS



## OahuMPO CAC Presentation

October 20, 2010

# Introduction/Agenda

- HDOT: The Present
- Complete Streets Background
- Complete Streets Task Force (CSTF) Process
- Recommended Complete Streets Policy
- Legislative Report
- HDOT: Moving Forward
- Next Steps



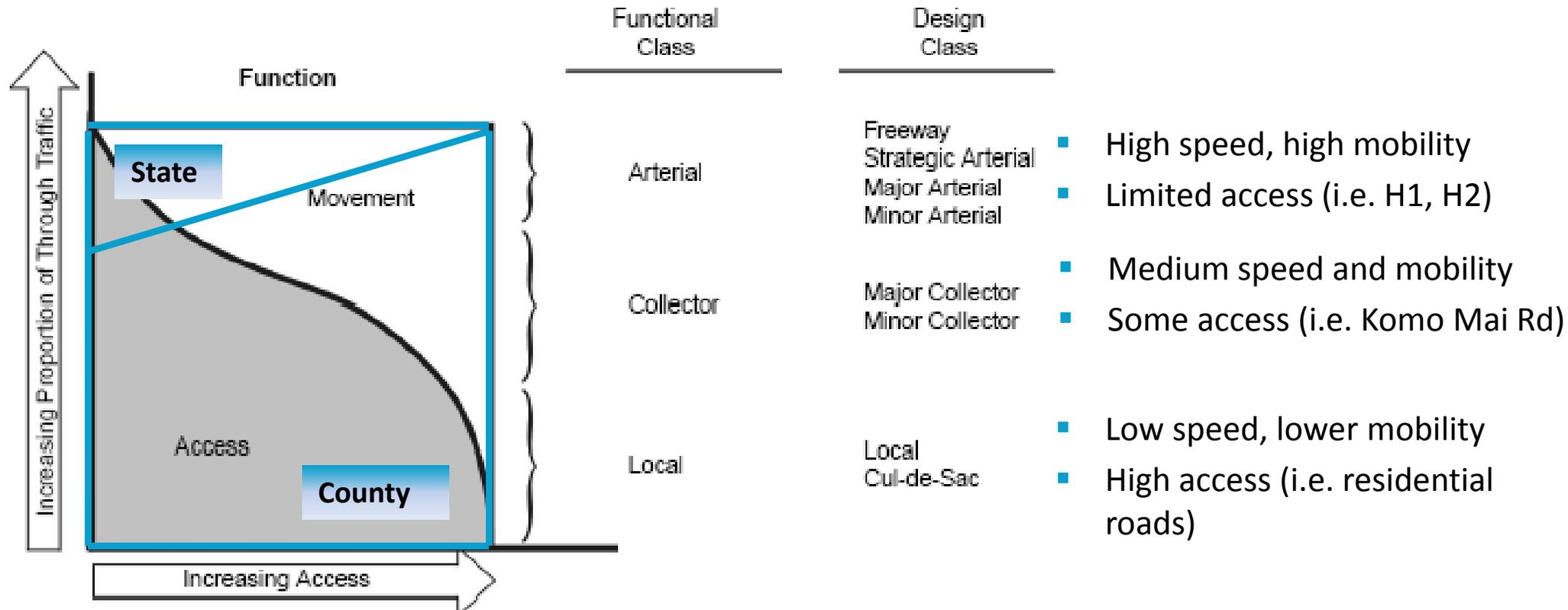
# The Present: State Dept. of Transportation



- Incorporating a Complete Streets, multimodal approach to project alternatives and solutions
- Implementing context sensitive solutions (customized solution for the appropriate context)
- Building partnership with organizations statewide



# The Present: State Dept. of Transportation



Source: TRB (2003).

***On Oahu, HDOT has jurisdiction of approx. 15% of the roadways (center line miles) and the City has 85%. Statewide, HDOT oversees 22% and the Counties 78%.***



# The Present:

## State Dept. of Transportation



### Infrastructure (capital improvement) Projects

- Over \$32 million in ADA improvements statewide
- Over \$2.8 million in sidewalk maintenance projects on Oahu
- North South Road (Phase 1) – incl. shared use path
- Kuhio Highway Bridge Widening (Kauai) – incl. bicycle/ped imp.
- Mokulele Highway (Maui)—incl. shared use path
- Nawiliwili Road Bikeway project (Kauai)
- Farrington Highway – incl. bicycle imp.
- Kamehameha Highway Bikeway project



# The Present: State Dept. of Transportation



## Non-Infrastructure Programs and Projects

- Statewide Pedestrian Master Plan
- Walk Wise Hawaii (WWH)
- Hawaii Strategic Highway Safety Plan
- Pedestrian Safety Action Plan workshops
- Sustainability in Transportation workshop
- Bike Plan Hawaii
- Oahu Regional Transportation Plan (multi-modal trans. plan)
- Proposed Highways Modernization Plan



# The Present:

## State Dept. of Transportation



### Highways Division Program

- Priorities are safety and preservation
  - 2,500 lane miles of road and 500 bridges
- Mobility is also a priority
  - 3.6 billion vehicle miles travelled annually
- \$10 billion infrastructure gap
  - Annual revenues - \$250 million (from fuel tax, vehicle registration fees, vehicle weight tax, and car rentals)

*The mission of the Highways Division is to provide a safe, and efficient and accessible highway system through the utilization of available resources in the maintenance, enhancement and support of land transportation facilities.*



# Background:

## Act 54, SLH 2009



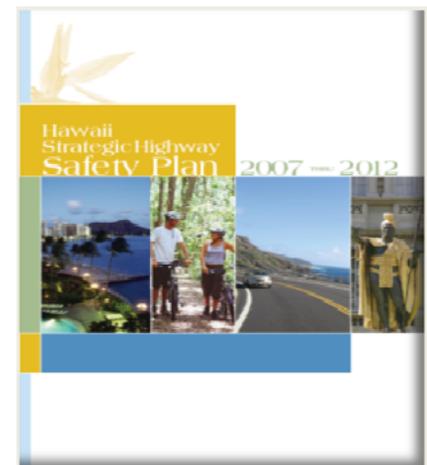
- DOT/County Transportation Agencies shall adopt a Complete Streets policy
- DOT shall establish a Task Force to:
  - Determine which standards and guidelines can be established to apply statewide and countywide to provide consistency for all highway users
  - Propose changes to state and county highway design standards and guidelines
  - Make recommendations for restructuring procedures, rewriting design manuals, and creating new measures to track success



# Background: Importance of Complete Streets



- Promote multi-modal access for all highway users
- Reduce energy demand by providing non-motorized transportation options
- Balance the needs of ALL modes and users
- Encourage opportunities for physical activity
- Incorporate community context and land use
- Improve safety
- Support the functional classification of the transportation system
  - Tie into other efforts



# CSTF Process

## Member Representation



- **State DOT**
- Transit Agency
- County Planning
- **County Public Works**
- **Federal Agency (FHWA)**
- **Bicyclists**
- **Pedestrians**
- **Seniors/Aging**
- **Highway Users**
- Schools/Children
- Utility
- **Developer**
- Environment
- **Health**
- **Academia**



# CSTF Process

## Technical Resources

- DOT right of way
- Cultural resource
- DOT Landscape architect
- DOT operations and maintenance
- Disability and Communication Access Board
- DOT District Offices
- First Responders
  - Police
  - Fire
  - EMS

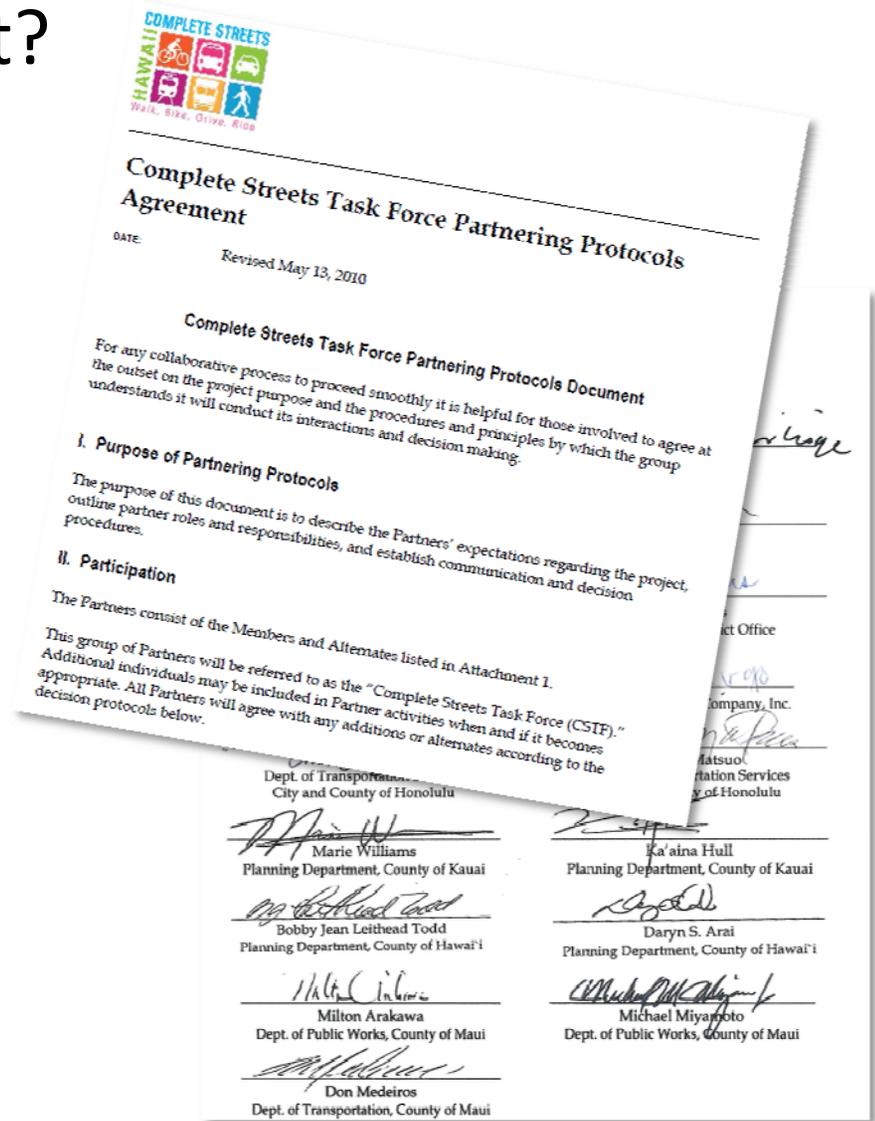


# CSTF Process

## Charter the Task Force



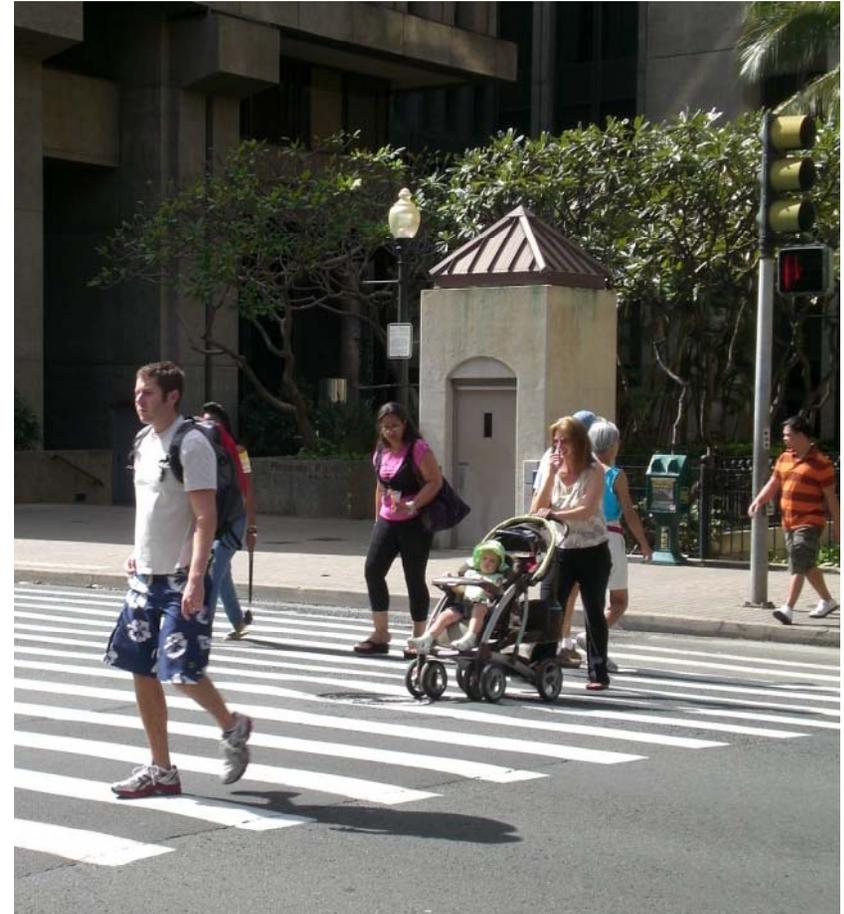
- What is a partnering agreement?
  - Establishes common ground
  - Focuses on the Task Force
  - Clarifies responsibilities and decision-making (strive for consensus)
  - Defines communication protocols
- Task Force Role – represent interest of their group



# CSTF Process

## Establish Project Goals

- Comply with Act 54
- Use a transparent process that is implementable and useful
- Align with State mission of safety and mobility for all
- Improve roadway safety for all users

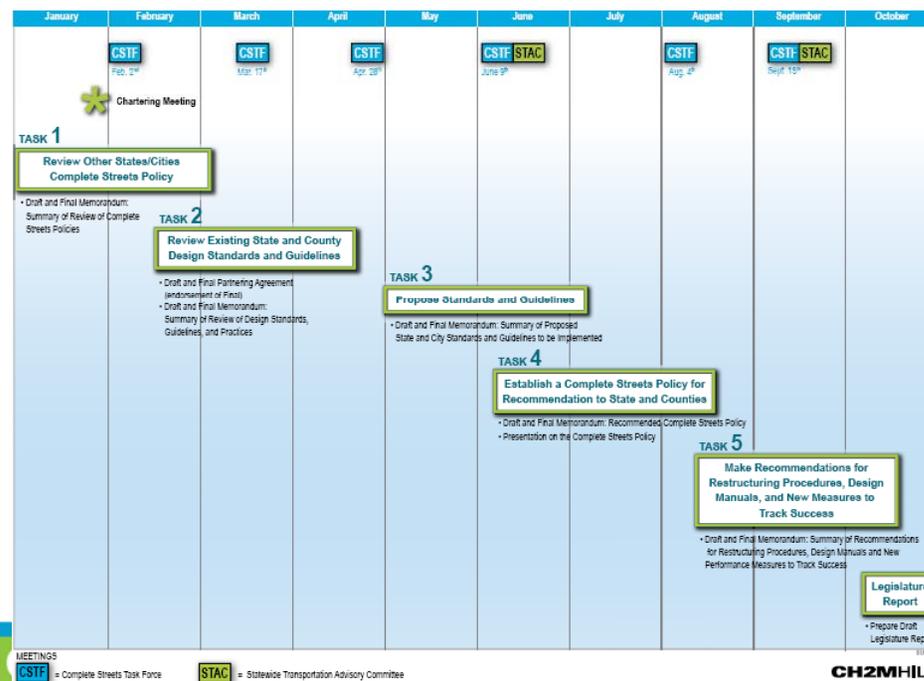


# CSTF Process

## Task Force Facilitation



- Held six meetings between Feb. and Sept. 2010
- Provided meeting logistics and materials
- Educated task force members with national best practices research
- Documented the process and decisions made by Task Force members



# Recommended Complete Streets Policy



- Vision and Purpose
  - Broad Vision and Purpose Statements
  - Complete Streets Principles
    - Safety
    - Flexible Design
    - Accessibility and Mobility for all
    - Use and Comfort of all users
    - Consistency of design standards
    - Building Partnerships Statewide



- Energy Efficiency
- Health
- Appropriate Funding
- Green Infrastructure/  
Streets



# Recommended Complete Streets Policy



## Definitions

- Definitions as needed.
- Complete Streets definition:



*“Transportation facilities that are planned, designed, operated and maintained to provide safe access and mobility for all users, including bicyclists, pedestrians, transit riders, and motorists, and that are appropriate to the function and context of the facility.”*



# Recommended Complete Streets Policy



- Applicability
  - Shall be considered for all public highways, roadways and streets statewide
  - Considered on all long-term planning documents and project alternates
- Evaluation
  - Meaningful, clear and documented process
  - Exceptions can occur at a high-level



# The Legislative Report

- Eight Sections
  1. Introduction and Background
  2. Complete Streets Policy Recommendations



# The Legislative Report

## 3. Complete Streets Framework for Recommendations

### Five Strategic Points of Integration

- Long-Range Community Visioning and Goal Setting
- Plan Development
- Standards and Policies
- Development Work
- Public Investment (CIP)

**AIEA-PEARL CITY**  
 NEIGHBORHOOD  
 TRANSIT-ORIENTED DEVELOPMENT PLAN

**We invite you to view the following:**  
 April 21, 2010  
 • Powerpoint Presentation  
 • Summary of Group Discussions

**Community Workshop 2**  
 December 1, 2009  
 • Powerpoint Presentation  
 • Summary of Group Discussions  
 • Planning Principles

**Community Workshop 1**  
 October 21, 2009  
 • Powerpoint Presentation  
 • Summary of Group Discussions  
 • Questionnaire

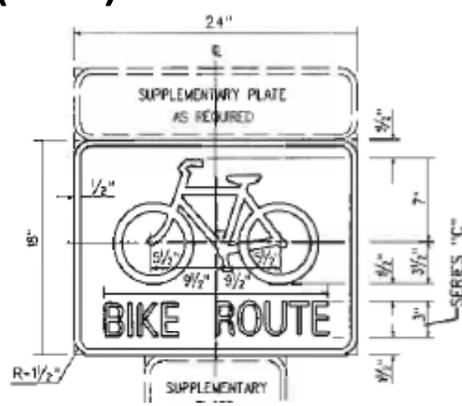
**get on BOARD!**  
 Transit Oriented Development

**To get on the mailing list:**  
 Lori Horita  
 City and County of Honolulu  
 Department of Planning and Permitting  
 Phone: (808) 768-6284  
 Fax: (808) 768-6743

**Maui Island Plan**  
 General Plan 2030  
 DRAFT

Prepared By:  
 County of Maui  
 Planning Department  
 Long Range Division

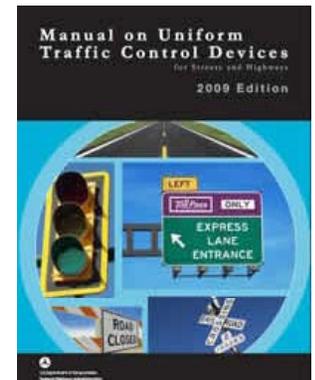
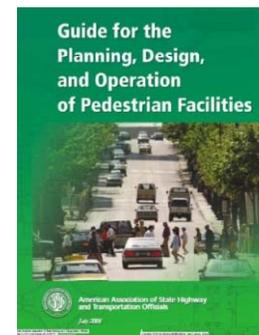
Prepared For:  
 The People of Maui  
 December 2009



# The Legislative Report

## 4. Design Standards Recommendations

- Use national best practice guidance documents to select Complete Streets design elements
- Allow agencies flexibility to select an appropriate design for each project's context
- Encourage agencies to work together to create a consistent Complete Streets experience for transportation system users



# The Legislative Report

## 5. Performance Measures Recommendations

- Used throughout the planning, programming, project development, and evaluation process to:
  - Set goals and standards
  - Detect and correct problems
  - Manage, describe, and improve processes
  - Document accomplishments



*Agencies to adopt meaningful performance measures that are tied to the vision and purpose of the Complete Streets policy and principles*

# The Legislative Report

## 6. Implementation

- Use agency review to enforce the Complete Streets policy
- Agencies to ensure that zoning codes, subdivision codes, design guidelines and manuals, and other regulations and ordinances are consistent with the Complete Streets Policy



# The Legislative Report



## 7. Funding Strategies

- Complete Streets improvements are long-term investments
- Enhancing the pedestrian, bicycle, and transit networks will be less expensive over time than the combined costs of continued right of way expansion for the need for vehicle lanes
- Complete Street policies can save money by ensuring early multimodal scoping and avoiding costly project delays or retrofits later on

## 8. Summary



# Moving Forward: State Dept. of Transportation



- Continuing ADA improvements and sidewalk maintenance projects statewide
- Installing Pedestrian Countdown Timers and LED lights
- Haleakala Crater Road Bikeway Pullout Areas project (Maui)
- Leeward Bikeway
- Puunene Avenue Bicycle Improvements project (Maui)
- Kaumualii Highway Widening (Kauai) – incl. bicycle/ped imp.
- North South Road (Phase 2) – incl. bicycle/ped imp.
- Kapolei Interchange Complex – incl. bicycle imp.
- Other HDOT projects



LED light installations, Pedestrian Countdown Timers  
Photo Credit: George F. Lee, Honolulu Star-Bulletin



# Moving Forward: Statewide - Counties



- City and County of Honolulu adopted new Subdivision Street Standards in 2000 – which require the consideration of Complete Streets
- County of Kauai established a Complete Street Policy on Sept. 15, 2010 (Resolution No. 2010-48 D1)
- Agencies have agreed to work together to create a consistent Complete Streets experience for users (within the uniqueness of each island)



# Next Steps

- Recommendations of the CSTF to be provided to the Legislature
- Each agency to adopt a Complete Streets policy
- Agencies to work together to create a consistent Complete Streets experience for transportation system users

*Complete Streets implemented in context with considerations of all modes and all users.*



## COMPLETE STREETS



Walk, Bike, Drive, Ride

# Mahalo!