



INNOVATIVE DESIGN FOR COMPLETE STREETS IN TEXAS

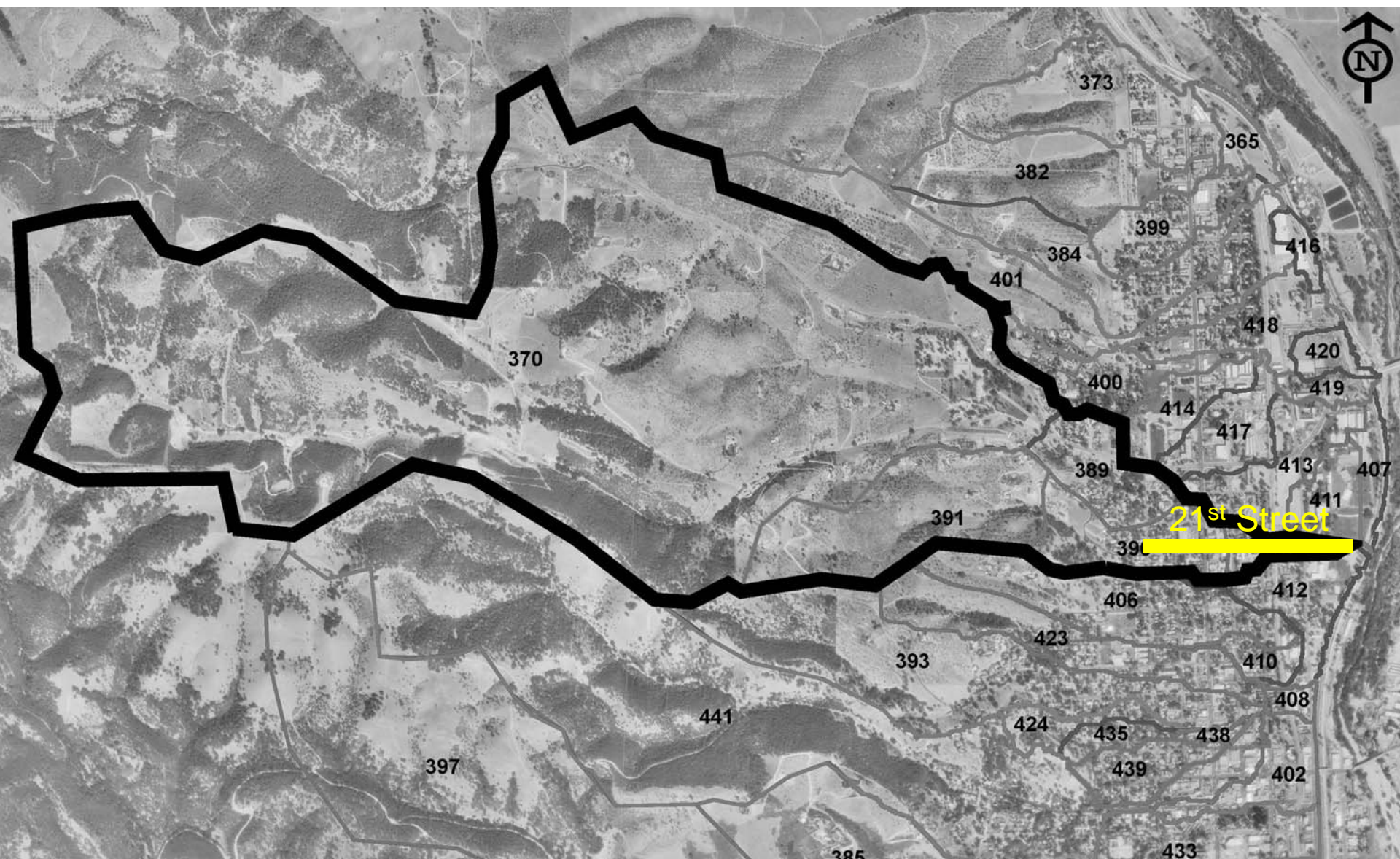
Brice Maryman, PLA
September 22, 2016
Dallas, Texas



Complete Streets as Flood Protection

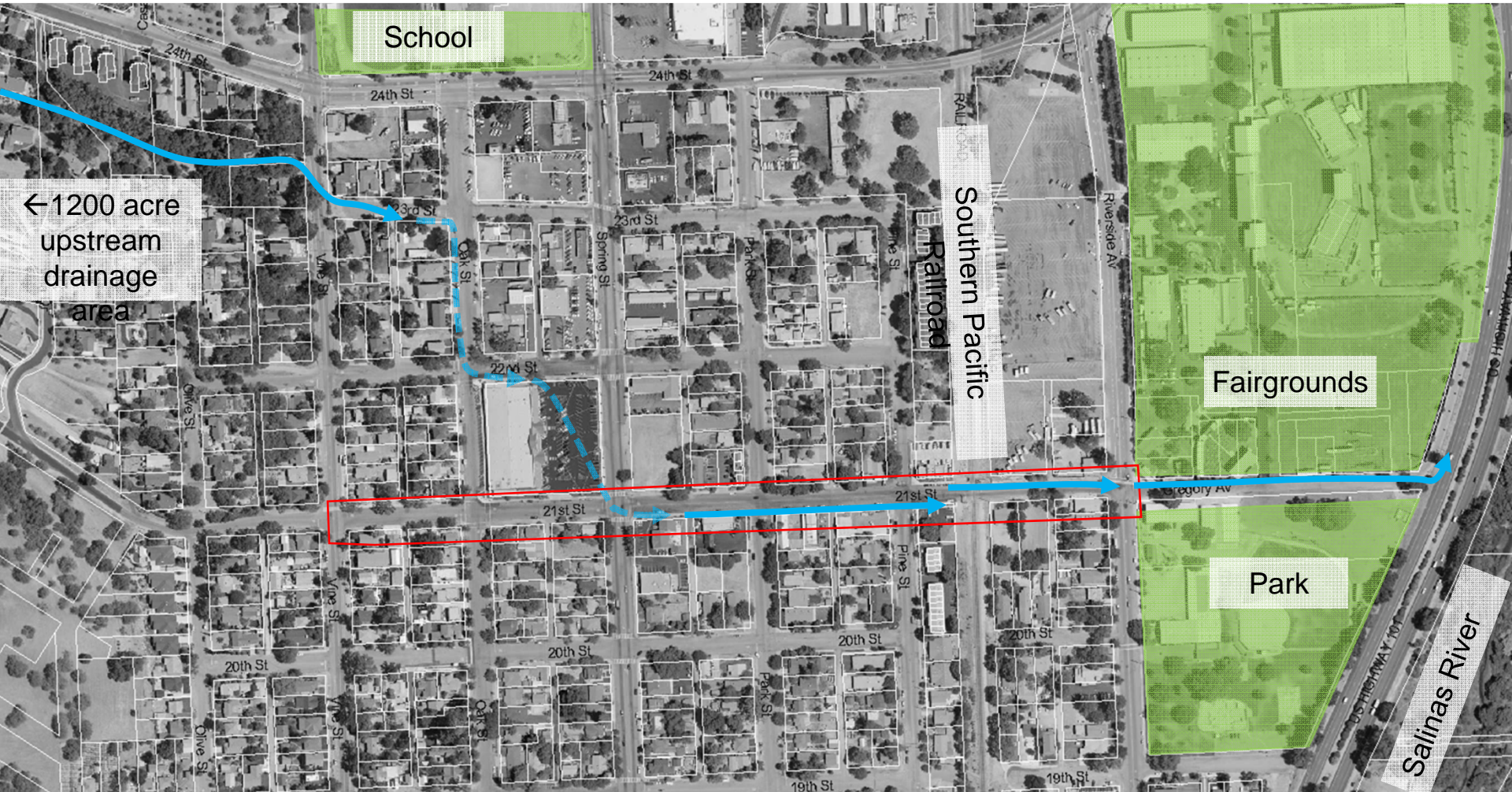


21st Street



Upstream watershed: 1,260 acres

Project corridor



Street type: neighborhood commercial (collector)

Posted speed: 25 mph

Right of way: 80' (west of railroad); 50' (east of rail)



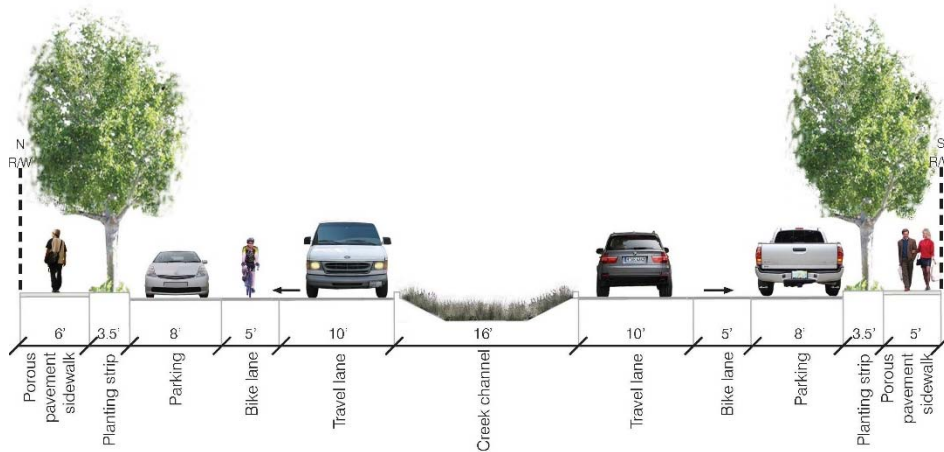
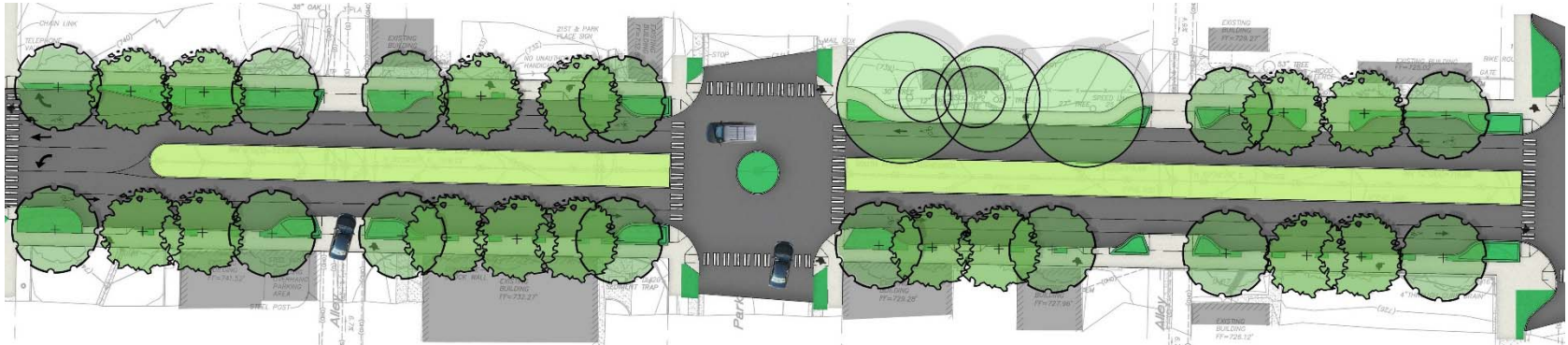
Salinas River

Project catalyst

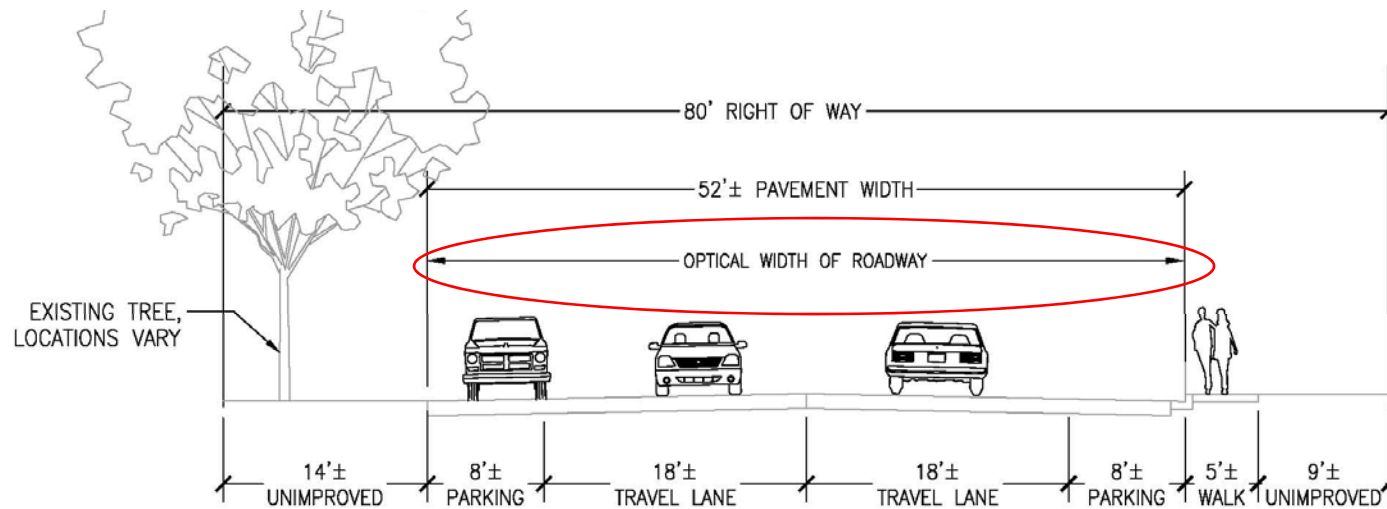


1.6 inch rain event – January 20, 2010

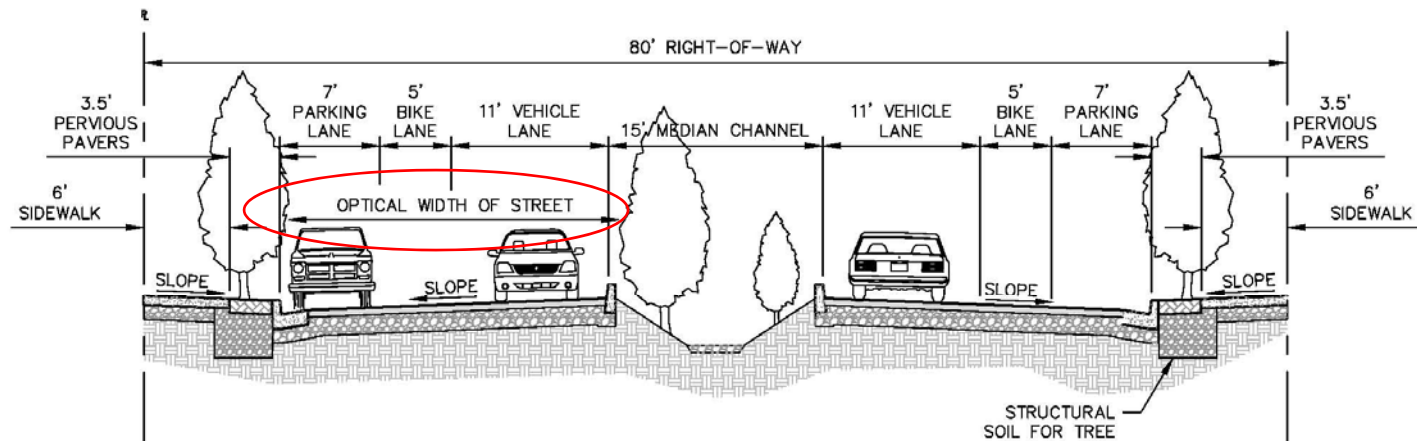
Concept Design



Complete + Green Streets



EXISTING TYPICAL STREET CROSS SECTION



PROPOSED TYPICAL STREET CROSS SECTION



Integrating Complete Streets Principles



With Green Infrastructure Facilities



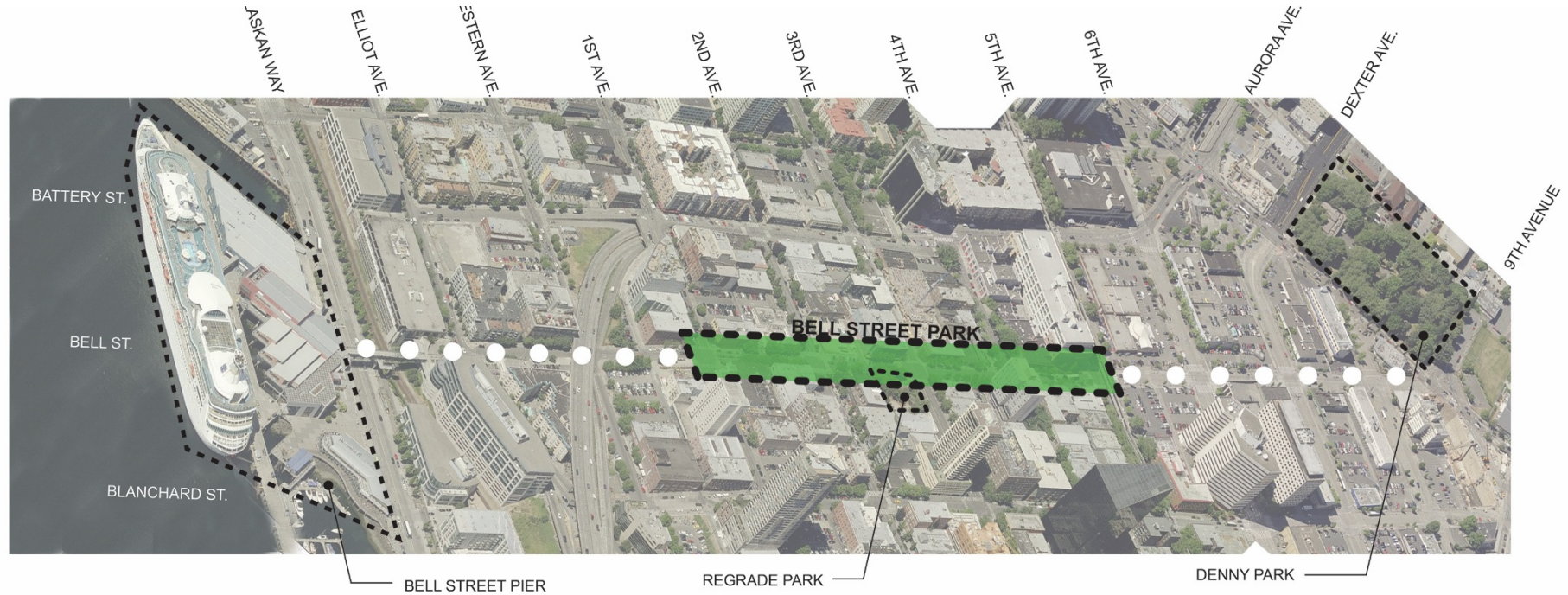




Complete Street as Park

Bell Street Park

BELL STREET, SEATTLE, WA



Street type: downtown commercial (local)

Posted speed: 25 mph

Right of way: 66'



Main bicycle route to downtown



Typical pedestrian environment



Car oriented street

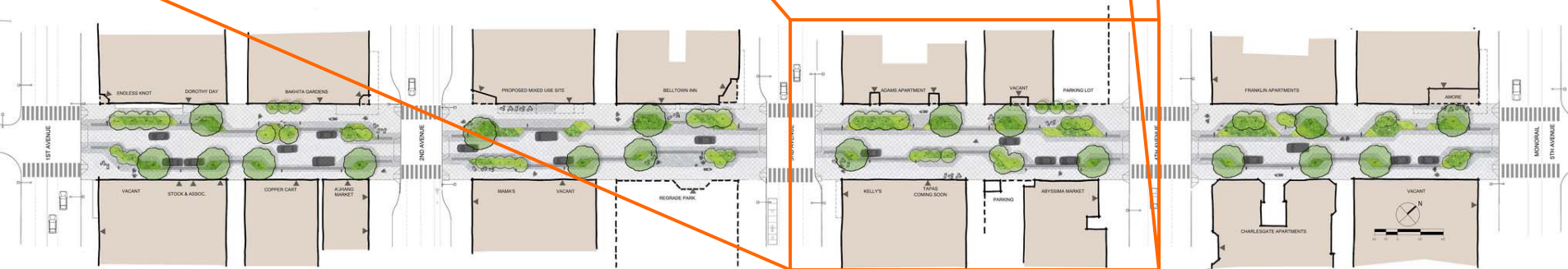
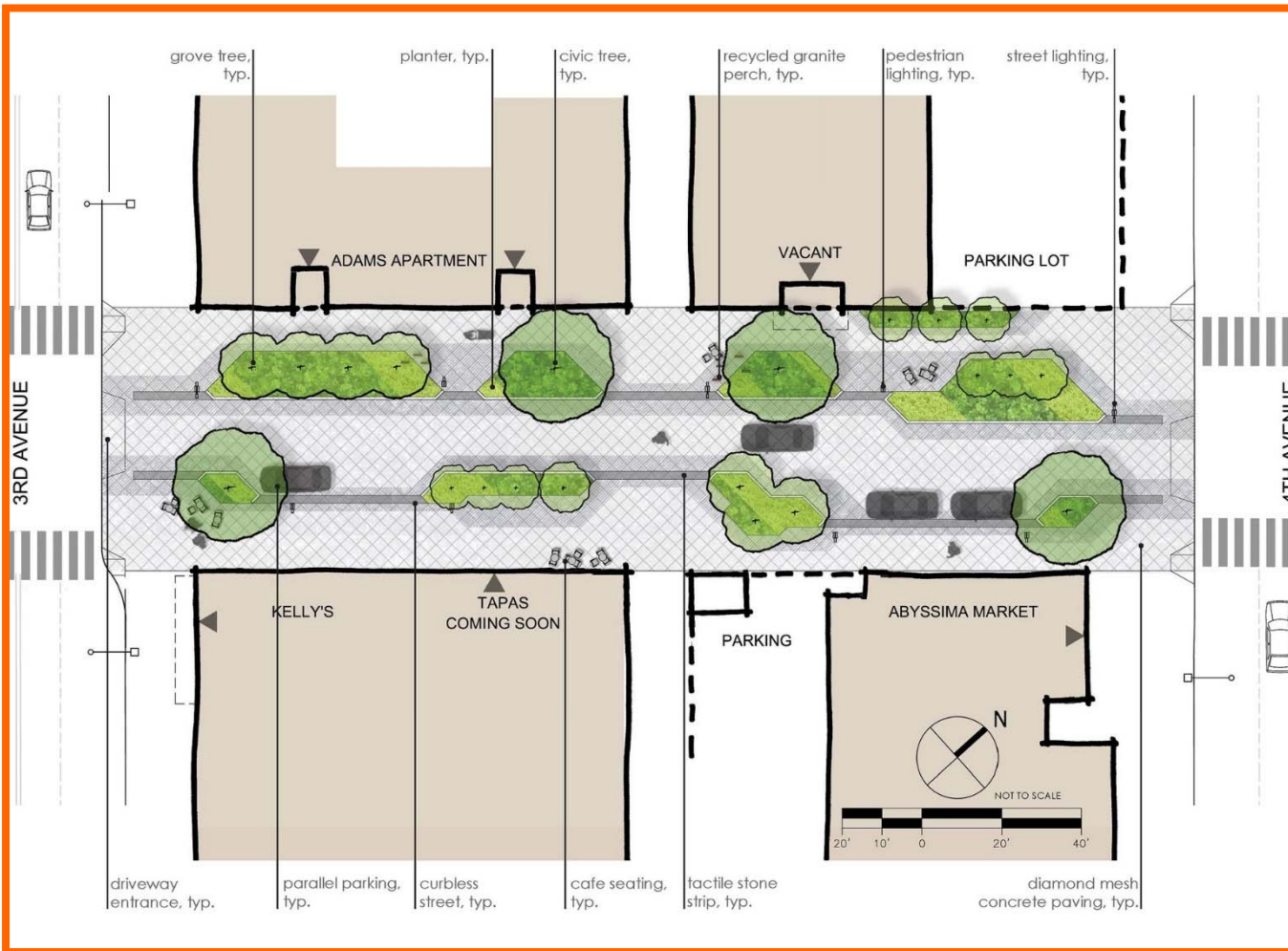


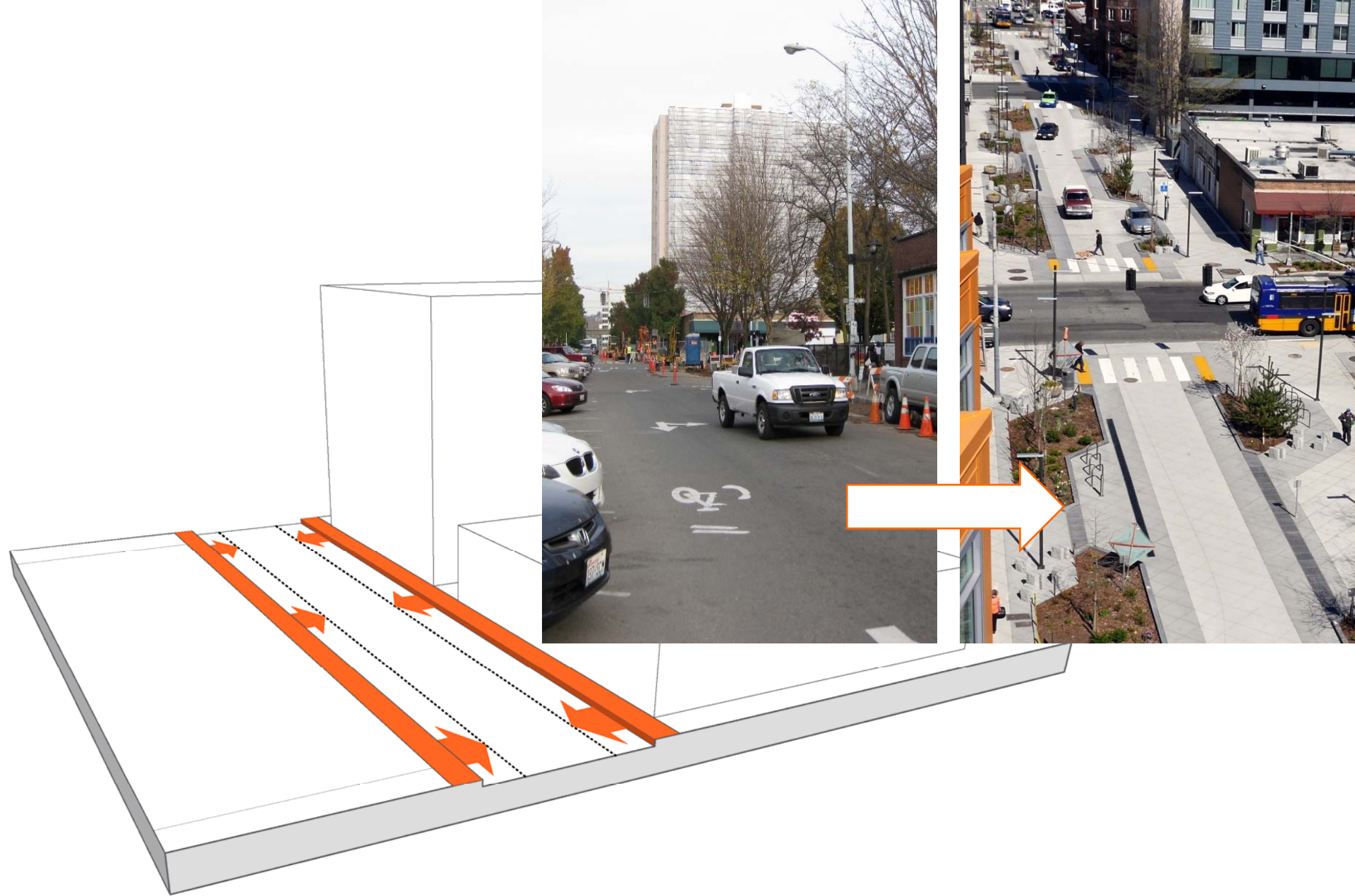
Bus route into downtown



Before

HOW CAN WE MAKE A STREET FEEL LIKE A PARK?

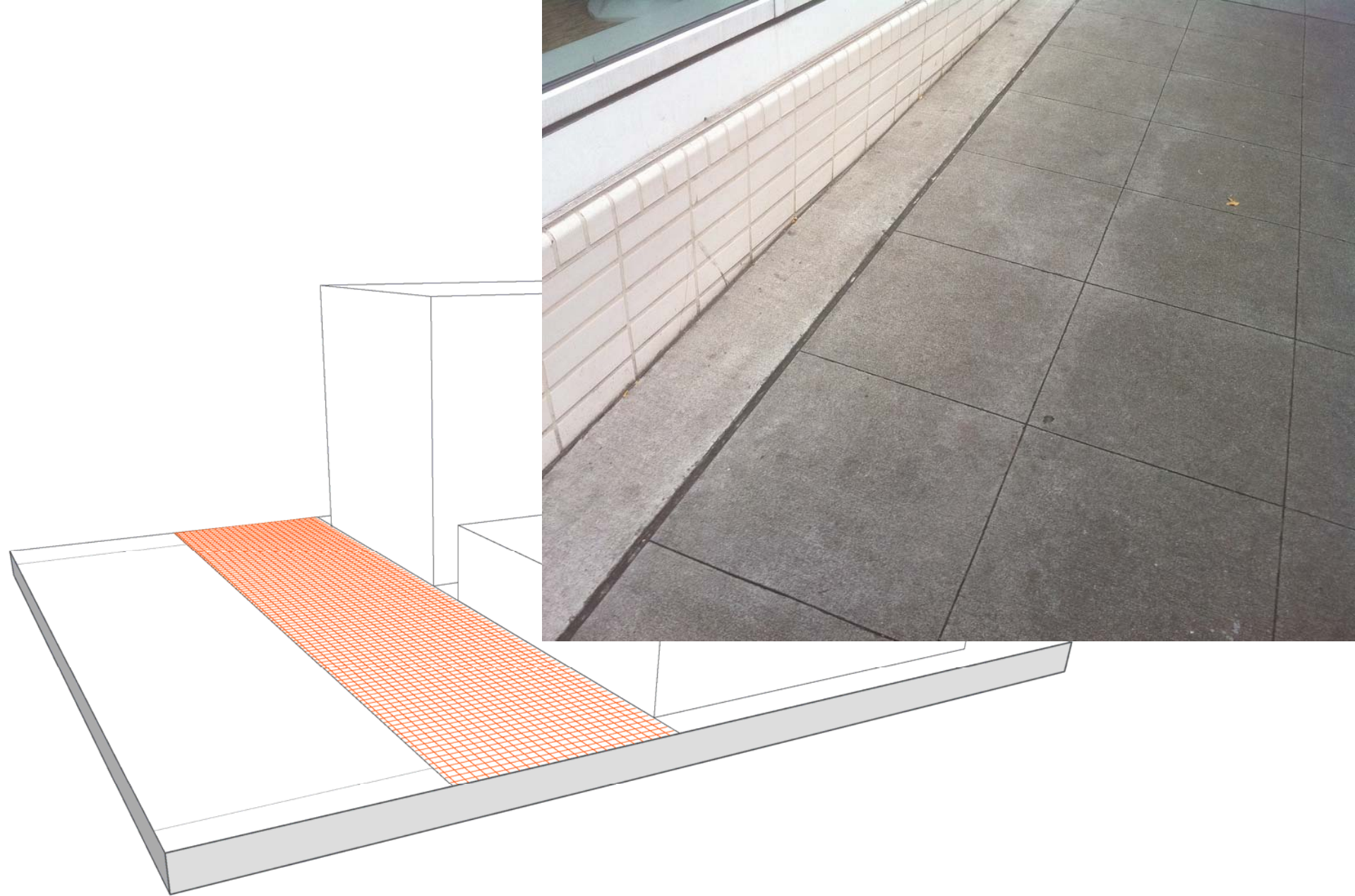




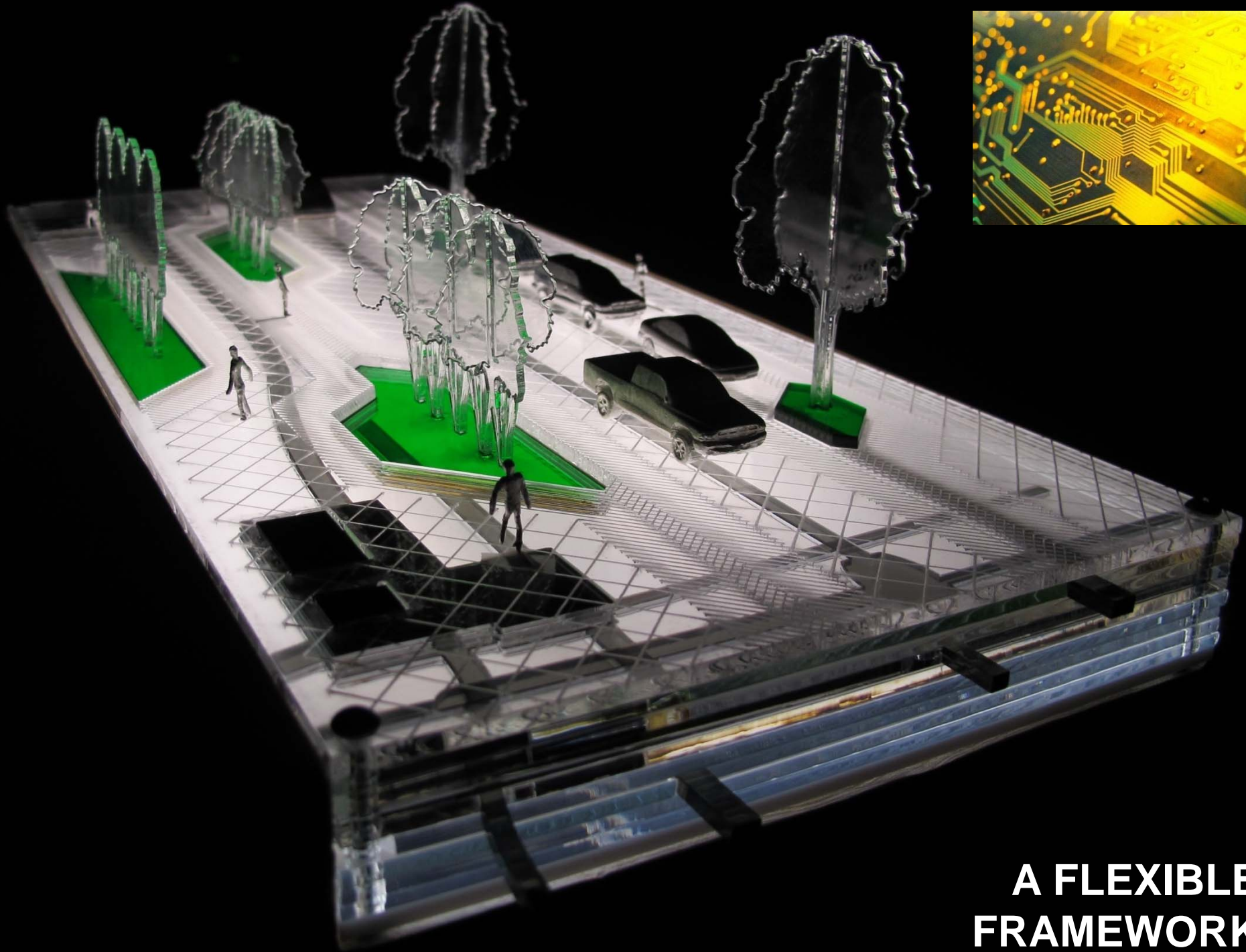
RECLAIM



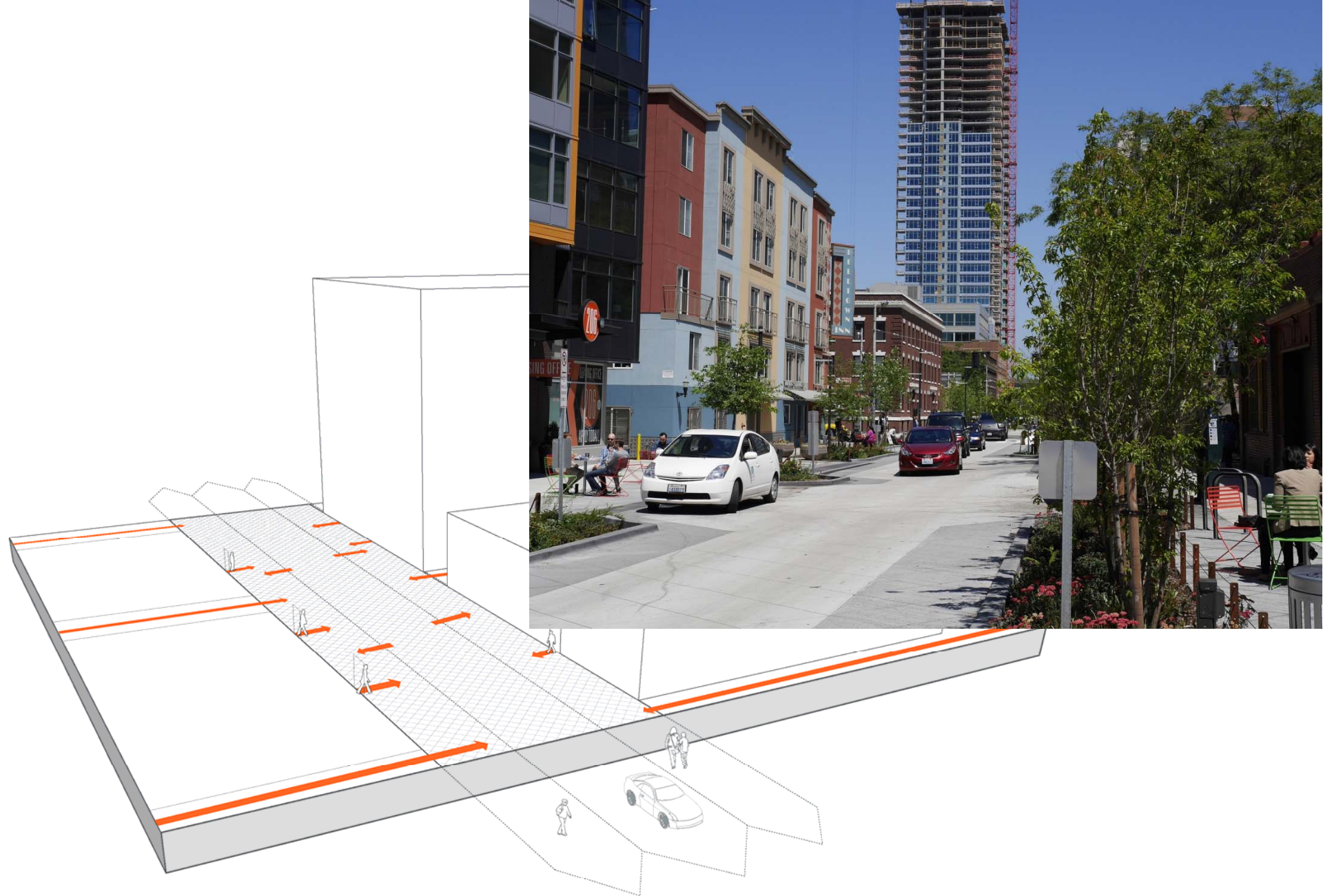
ELEVATE



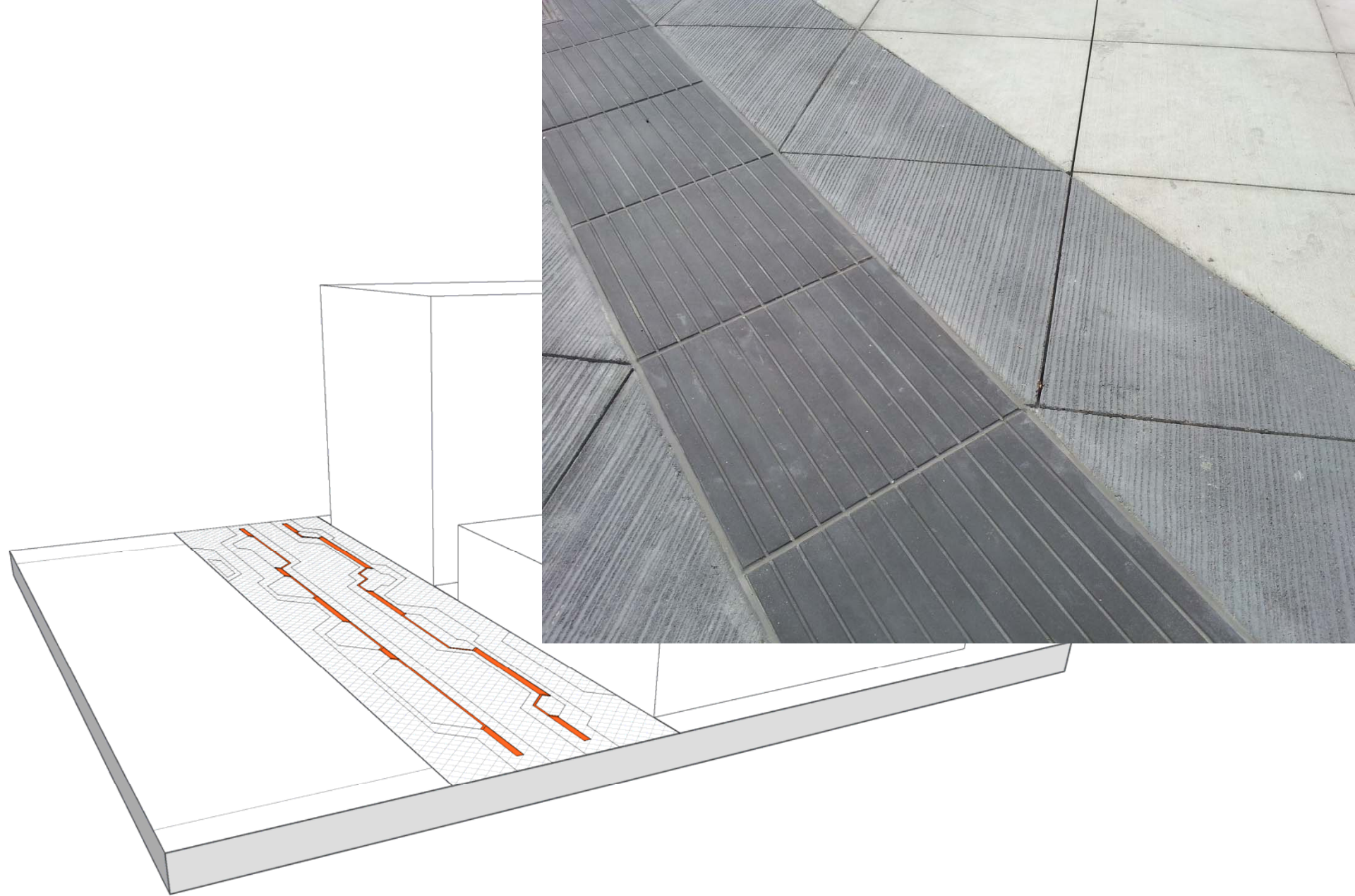


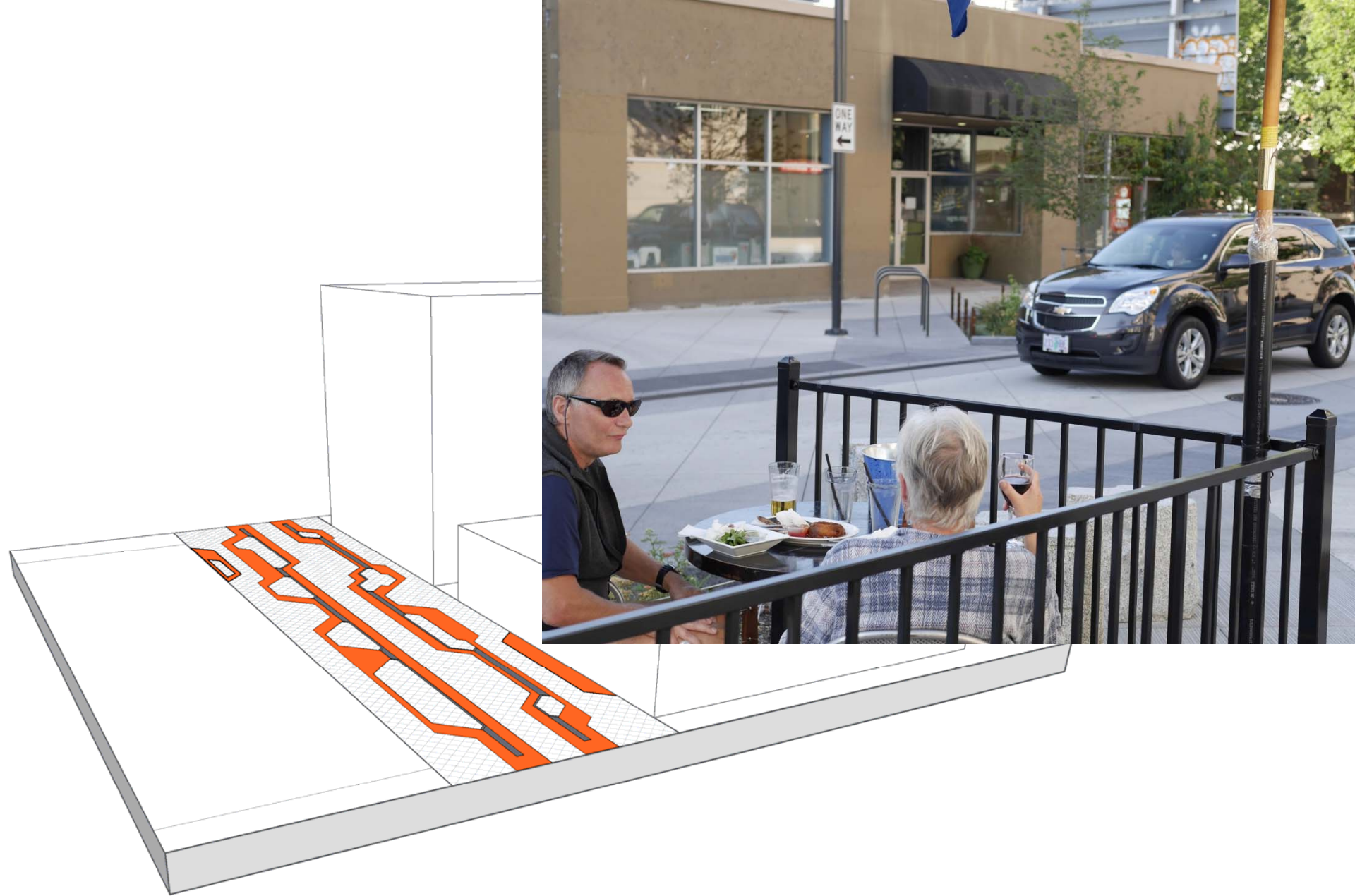


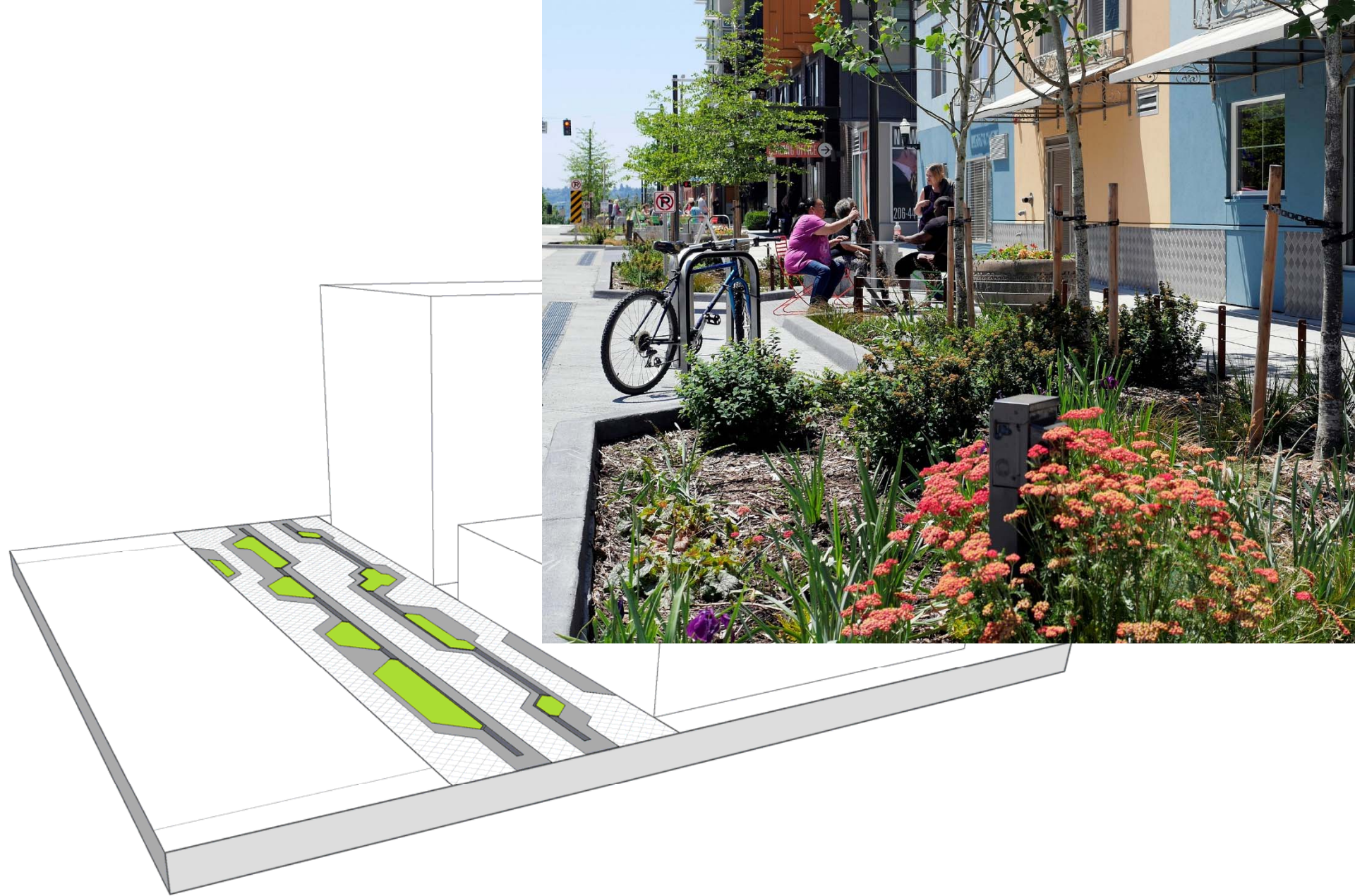
**A FLEXIBLE
FRAMEWORK**



MEANDER









cept One
partments

728-9515

NOW RENTING
728-9515

ONE
WAY

ONE
WAY

2nd

COMING
TO LIFE



- Slight reduction in traffic volumes (ADT 3,800 to 3,400)
- Slower traffic speeds (actual data not available)
- New traffic signage to prevent through traffic and further reduce volumes (beginning police enforcement)
- Weekly street closures for events during the summer

Complete Streets at Scale

WA Complete Streets Grant Program

PROGRAM BACKGROUND

- Created in 2011 (HB 1071; RCW 47.04.320)
- Funded in 2015 Transportation Revenue Package
 - TIB administered (change from original legislation)
 - \$3.1M in 2015/17 biennium
 - \$14M over future bienniums

PROGRAM BACKGROUND

“to encourage local governments to adopt [Complete Streets] ordinances”

Ordinance Characteristics:

- Locally-adopted, jurisdiction-wide ordinance
- “designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users”

A powerful incentive to
design for all users.



August 2016

Spread the
Complete Streets ethic.



August 2016

Leverage the incentive
value of pride.



Eligible agencies must be
nominated.

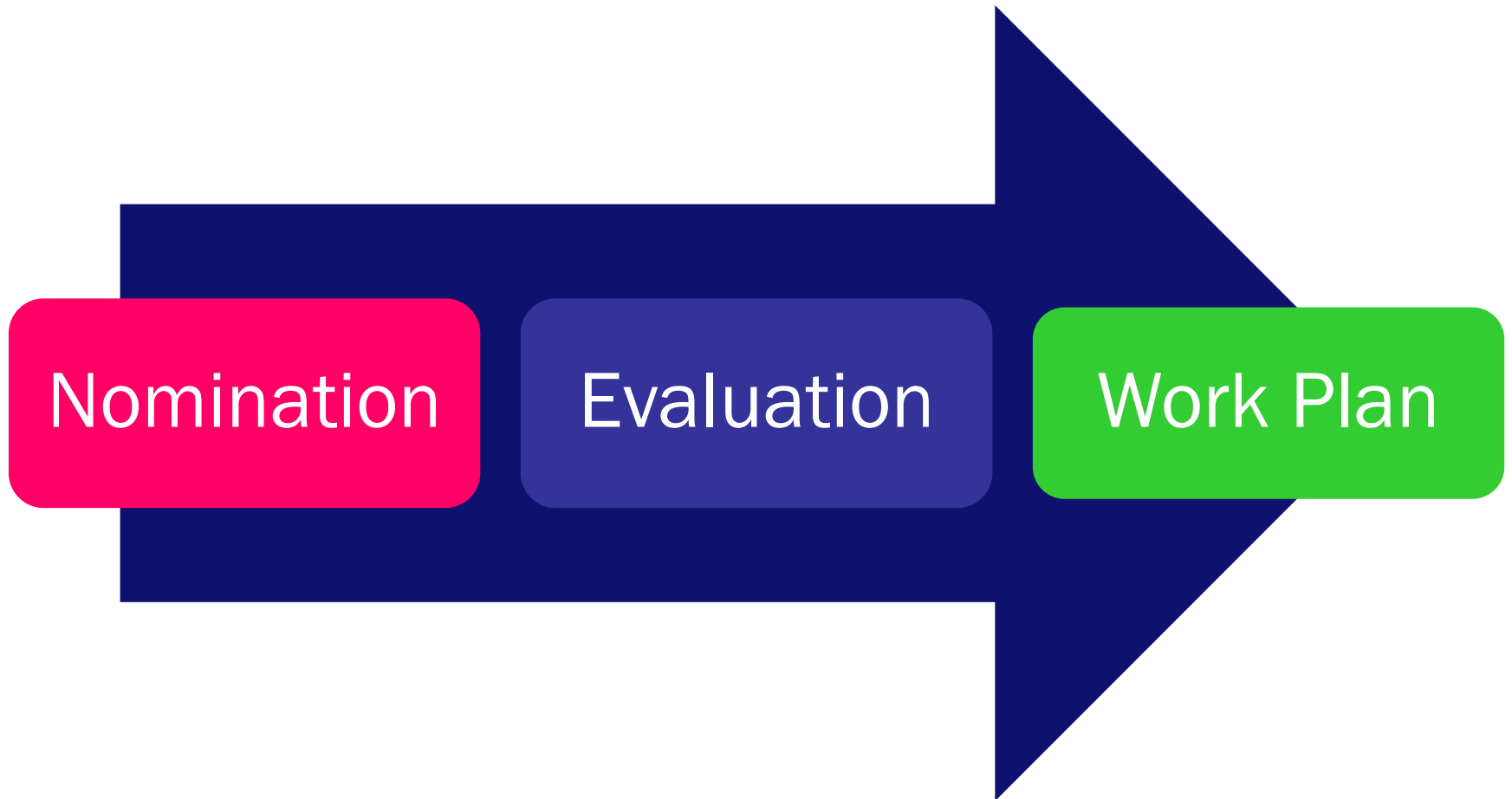


August 2016

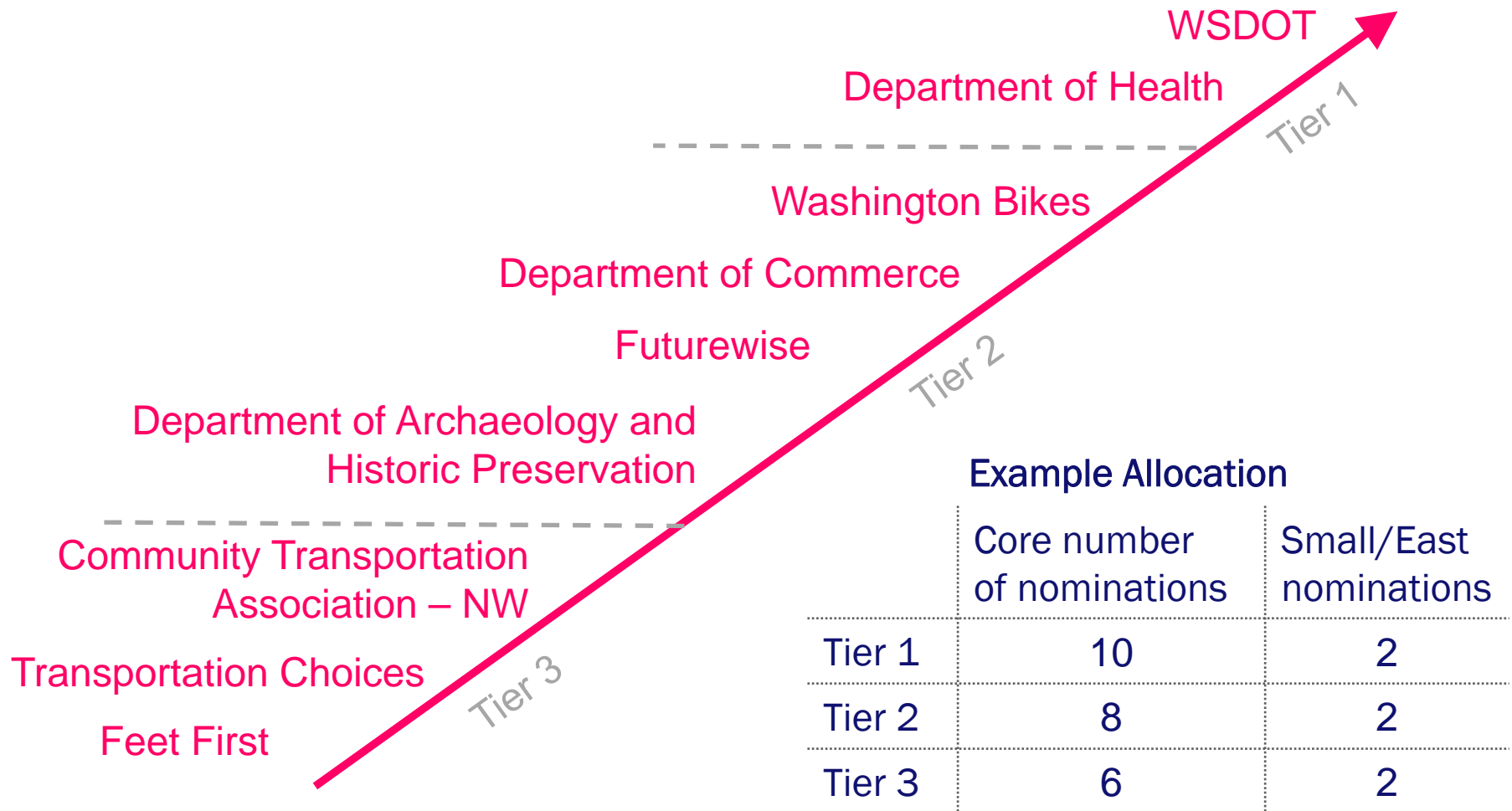
Program isn't for all cities/counties,
but it can have a profound effect



SIMPLE PROCESSES TO GET THE MAXIMUM BENEFIT



ALLOCATION OF NOMINATIONS



CONSIDERATIONS FOR NOMINATION

- **Strong complete streets policy**
- **Comprehensive Plan integration**
- **Modal plans**
 - **ADA Transition Plan**
 - **Bicycle Plan**
- **Community engagement on street design**
- **History of building complete streets projects**
- **Future plans for well designed streets**

TIB IDENTIFIES AWARDEES

Implementers

	CITY 1	CITY 2	COUNTY 3	CITY 4	COUNTY 5	COUNTY 6	CITY 7
POLICY ACTIONS	●	●	●	●	◐	●	◐
PLAN INTEGRATION	◐	●	●	◐	●	◐	◐
PAST PROJECT ACTIONS	●	◐	●	◐	●	◐	◐
FUTURE PROJECT ACTIONS	●	●	◐	◐	◐	◐	◐
OUTREACH/ ENGAGEMENT	●	●	●	◐	●	◐	◐

DIFFERENT LEVELS OF ADOPTION: TWO AWARD LEVELS

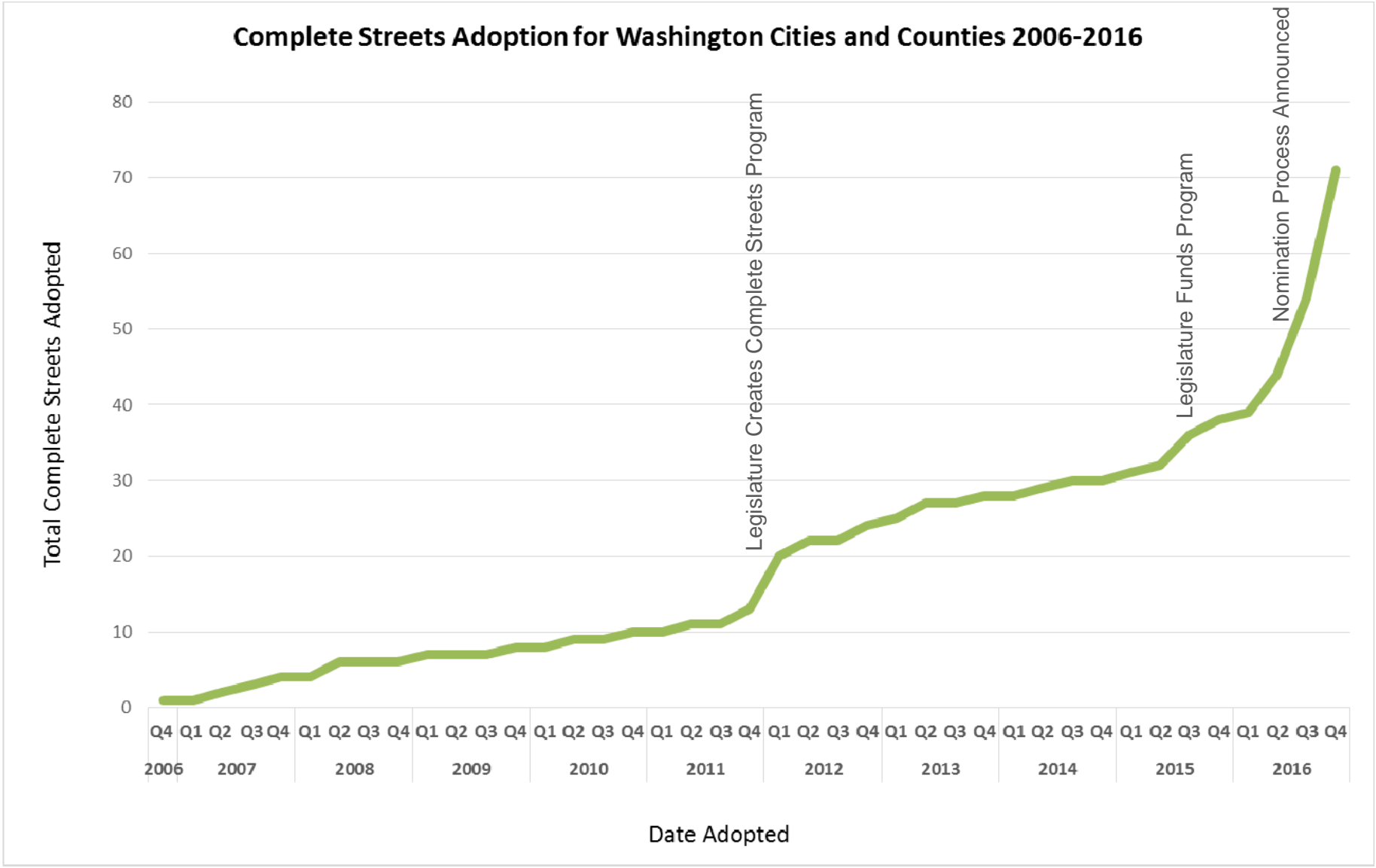
Initiators
\$250,000

Implementers

\$500,000

- Use of awarded funds is self-directed.
 - Walk
 - Bike
 - Access to transit
 - Aesthetics
- Awardee proposes a Complete Streets work plan to TIB for approval.
- TIB confirms eligibility and value.
- Actual award value based on adopted work plan.

THE GRANT MODEL IS ALREADY A SUCCESS





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