Complete Streets Overview

Thursday, May 24, 2018
10:45 AM - 11:15 AM
Complete streets are roadways that are planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

MCL 247.660p
Complete streets benefits:

• Creating livable communities for various types of users (children, older adults, people with disabilities)
• Improving equity, safety, and public health
• Reducing transportation costs
• Reduced traffic congestion
No “one size fits all” approach! Complete streets may include…

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Downtown complete street

- Bike Lanes
- On-Street Parking
- Sidewalks with street trees and furnishings
- Accessible ramps and striped crosswalks
- Median with plantings
- Traffic and pedestrian signals
Dedicated transit lanes

- Separates transit traffic from vehicular traffic
- Medians create shorter crossing distances for pedestrians, and makes the wide road feel narrower
- Clear markings for types of vehicles
- Many other amenities: street trees, lighting, scooter/bike parking
Multi-modal spaces

- Paths for pedestrians and bicycles
- Non-motorized traffic is buffered from motorized traffic
- Special pavement defines non-motorized areas
Separated Bike Lanes

• Bike lanes are directed behind a median at transit stops
• Wide pedestrian zone with amenities and street trees
• Ground-floor activity with retail and housing
One-Way with Defined Lanes

- Two-Way bikeway protected by curbed median at intersections
- Well-defined pedestrian zone with furnishings and street trees
- Well-defined crosswalks
Multi-modal transportation options

- Spaces for pedestrians, cars, bicycles, and light rail transit
- To provide separate spaces for each mode of transport, the road becomes very wide
- Wide streets can become barriers
Right-Sized Streets

- Two vehicle lanes with a turn lane
- Medians at mid-block crossings for pedestrian safety
- Bicycle lanes on both sides
Shared Lanes

• “Sharrows” designate that cars and bicycles share the same lane

• On-street parking buffers pedestrians from moving traffic
Pedestrianized Spaces
Woonerf:

• “Shared street” or “living street”

• Intended to transform streets from car prioritized spaces to shared, inclusive spaces for all modes of transport

• Urban design tool originating in the Netherlands

• Blends the line between pedestrian and vehicle paths

• Encourages (necessitates!) awareness and communication
Shared Streets

• Parking spaces are marked
• No curbs make the spaces less defined
• Definition is achieved through change in pavement color and texture
Shared Streets

- Bollards define pedestrian furnishings zone
- Bikes, scooters, pedestrians and cars share the street
Shared Streets

- Furnishings zone is separated from travel zone by change in pavement color
- Street trees help define the “edge”
Shared Streets

- Outdoor dining creates liveliness
- Street trees in the middle create shade and character
- Many pedestrian amenities including lighting, furnishings, shade, seating