



AAMPO Complete Streets

September 23, 2024

Transportation Policy Board

AAMPO



Overview

What are Complete Streets?

Why should AAMPO explore Complete Streets?

How will AAMPO lead the effort?

What are the next steps for the Complete Streets Initiative?

What are Complete Streets?


United States Department of Transportation

“Complete Streets are streets **designed and operated to enable safe use and support mobility **for all users**. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.”**

Complete Streets...


↓ reduce traffic deaths.

↓

 **Wider Edge Lines**


Reduce 22%
of fatal crashes on rural freeways

↓

 **Road Diets (Roadway Reconfiguration)**


Reduce 19-47%
Of total crashes when reconfiguring 4-lane road to a 3-lane road

↓

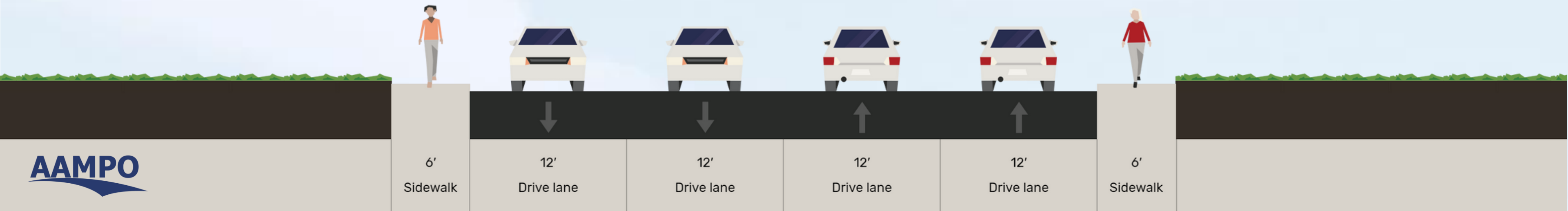
 **Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections**

Reduce 27%
Of fatal and injury crashes at rural intersections

↓

 **Roundabouts**

Reduce 82%
Of fatal crashes when replacing two-way stop



Complete Streets...

↑ increase safety for all users.



Reduce 49%
Of total crashes on
urban 4-lane undivided
collectors and local
roads



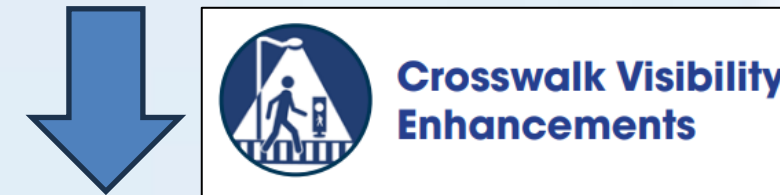
Reduce 25-31%
Of fatal crashes on
urban/suburban arterials



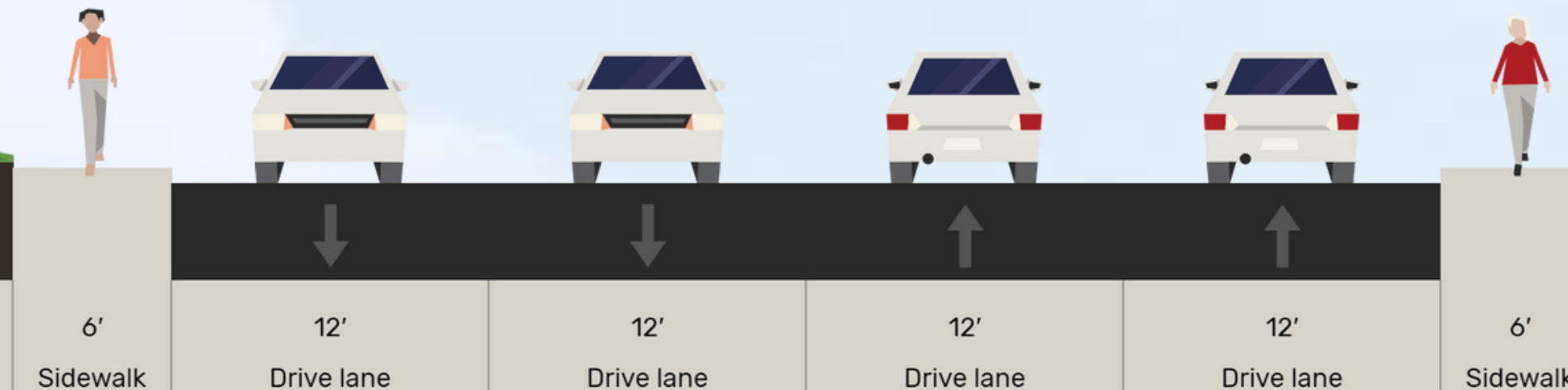
Varies
Applies to all roadways
(see next slide)



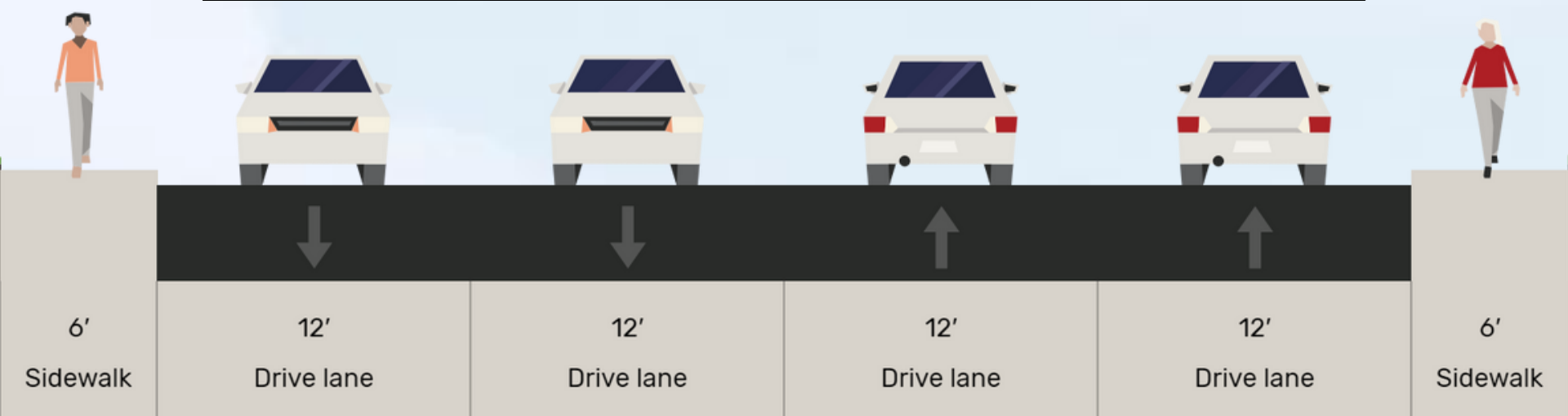
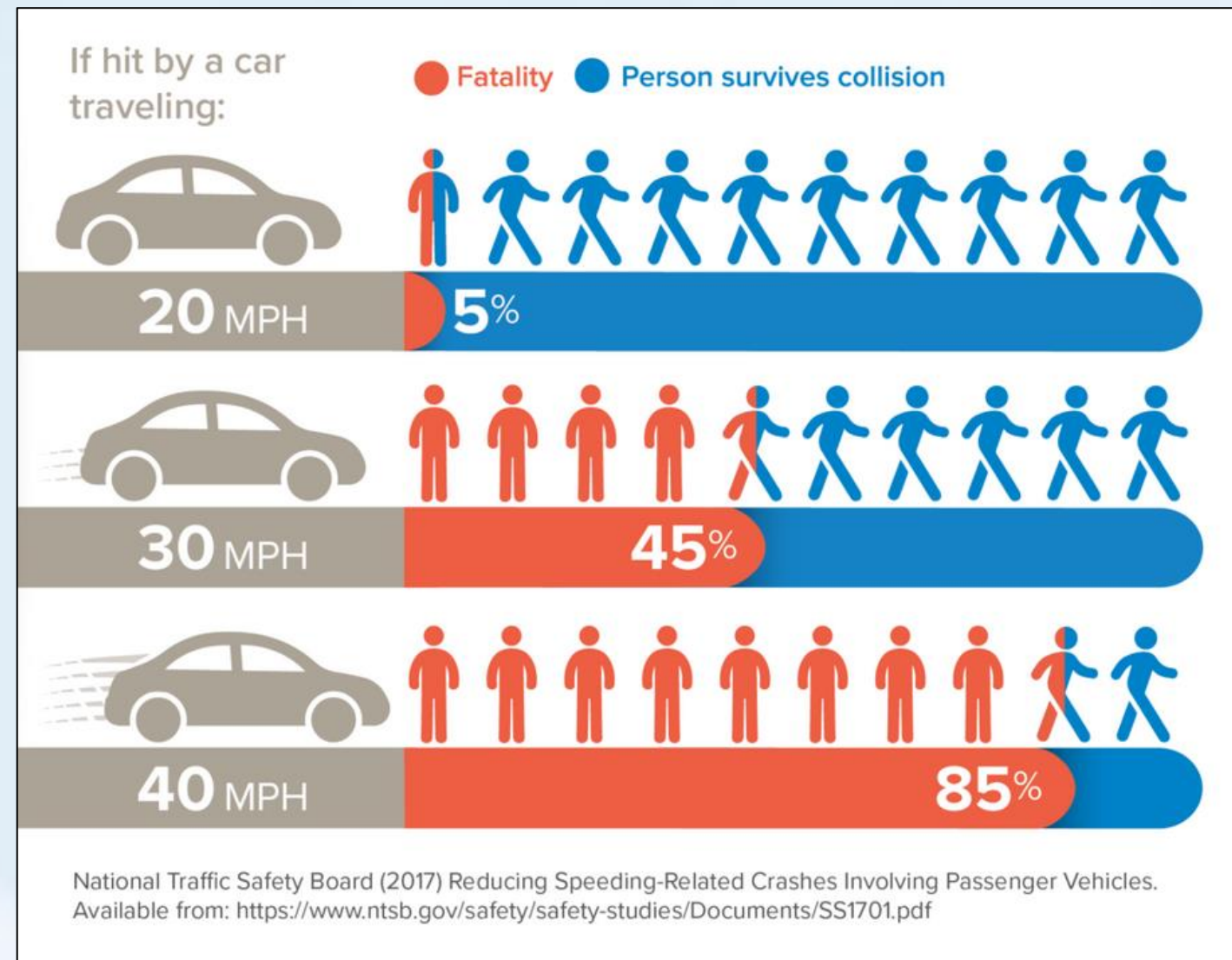
Reduce 13%
Of pedestrian-vehicle crashes
at intersections



Reduce 40%
Of injury crashes



What is the appropriate safe speed limit given the context?



Revised Speed Limit Standards

Before:

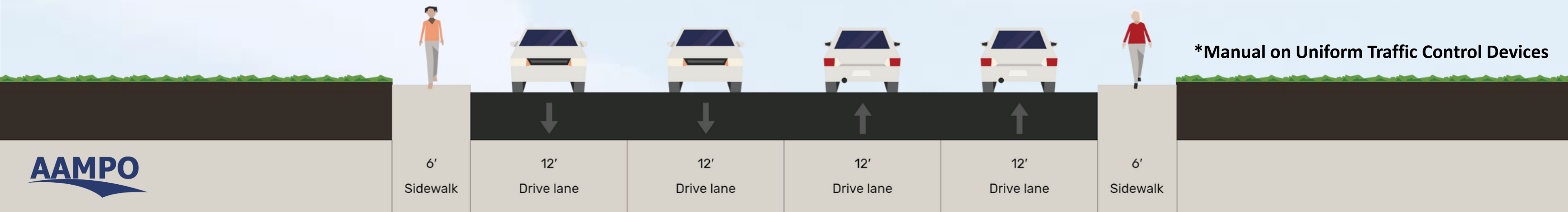
“Speed limits should be within 5mph of the 85th-percentile speed of free-flowing traffic”

– Previous MUTCD* Editions

New Standard:

“On Urban and suburban arterials and rural arterials... through developed areas of communities, **the 85th percentile speed should not be used...**”

– 11th Edition MUTCD released 12/2023



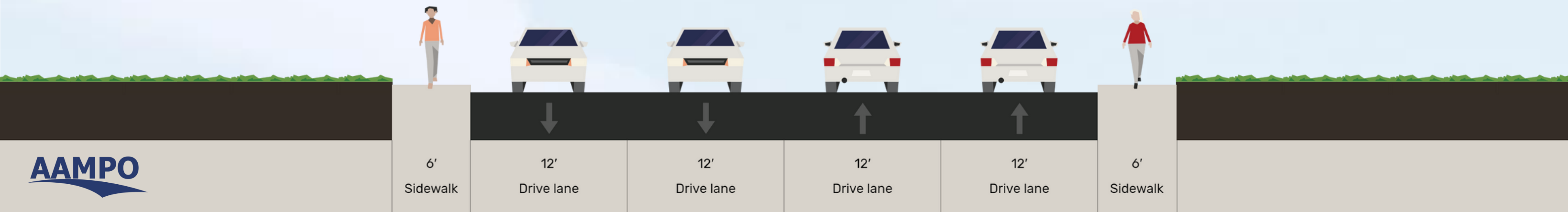
*Manual on Uniform Traffic Control Devices

Revised Speed Limit Standards

New Speed Limit Standard

- A. Roadway environment...
- B. Roadway characteristics...
- C. Geographic context...
- D. Reported **crash experience** for at least a 12-month period;
- E. **Speed distribution of free-flowing vehicles...**
- F. A review of past speed studies..."

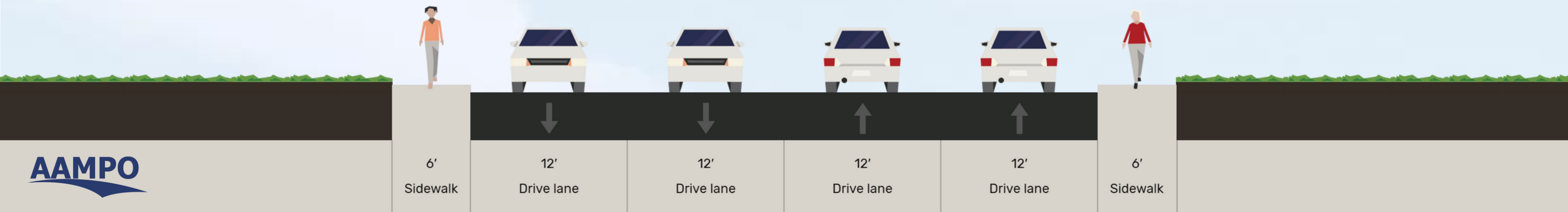
– 11th Edition MUTCD released 12/2023



What do Complete Streets look like? It depends on ROW priorities.

Accessibility

- Low-speed
- Complex land-use environment
- Connecting businesses and homes
- Reducing conflict zones
- Transportation modes cooperate
- Narrow, engaging roadway design
- Close proximity to businesses, homes, etc.

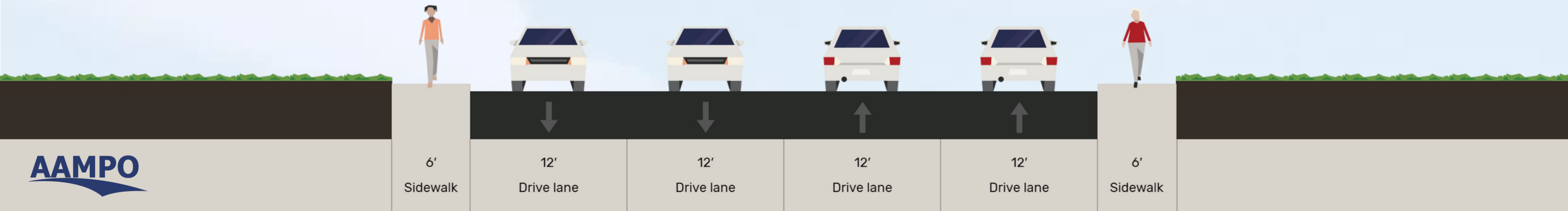


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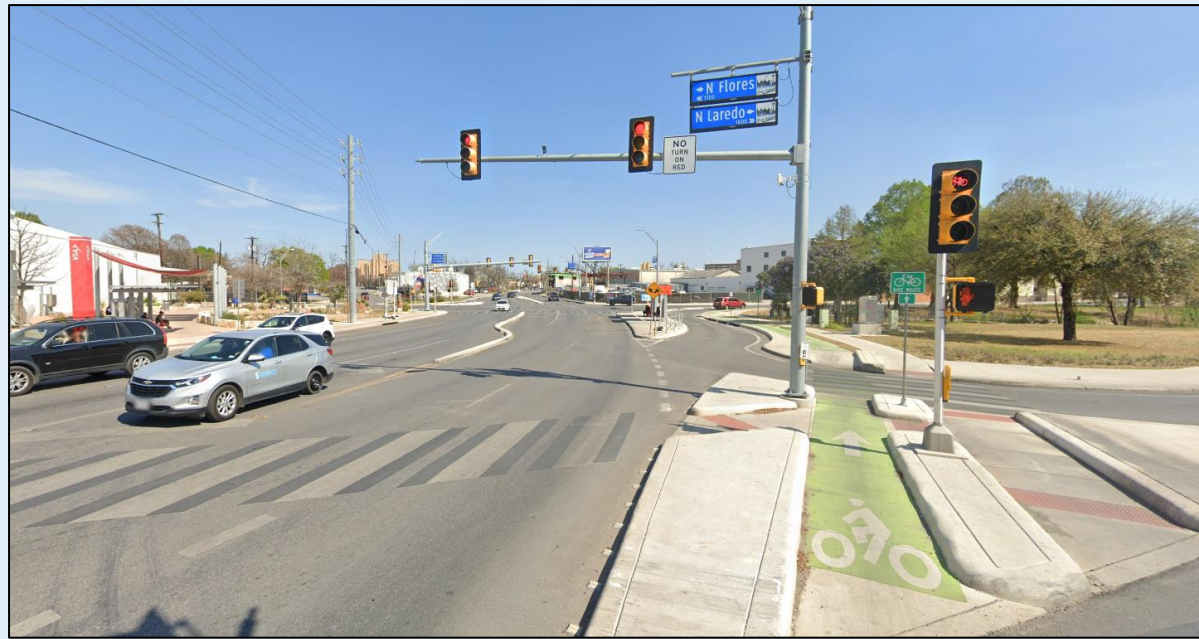
Mobility

- High-speed/people-capacity
- Simple land-use environment
- Connecting streets to highways
- Measures to reduce conflict zones
- Separate modes
- Wide, forgiving roadway design
- Little to no direct access to businesses, homes, etc.



Complete Streets are Flexible

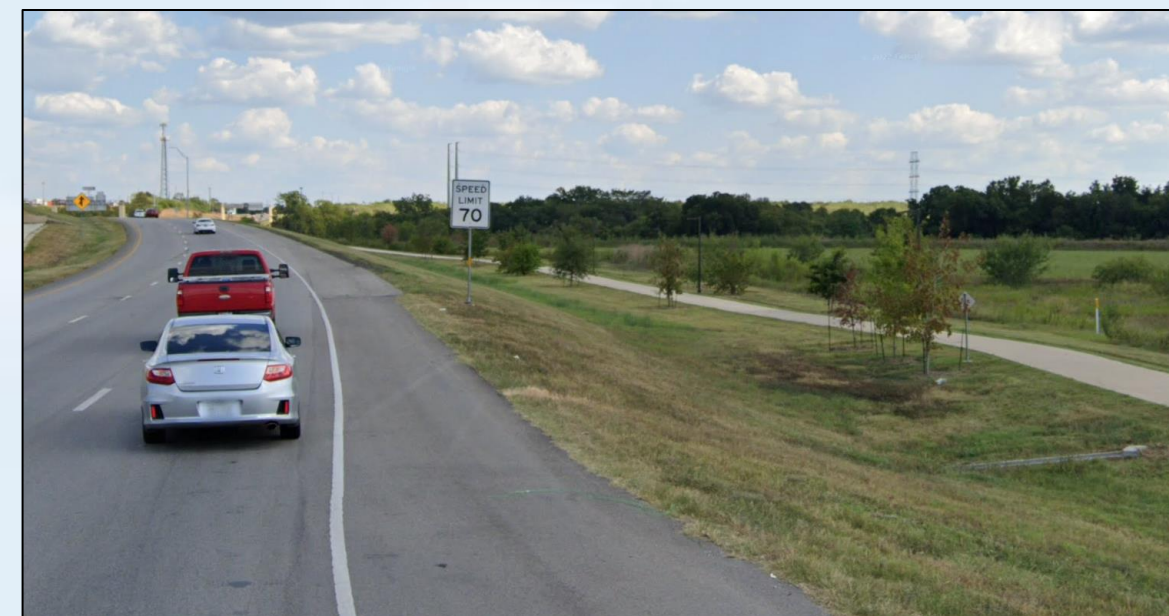
Complete Streets are **flexible** and can be found in **urban, suburban, and rural environments** to create a **safe network** for all modes.



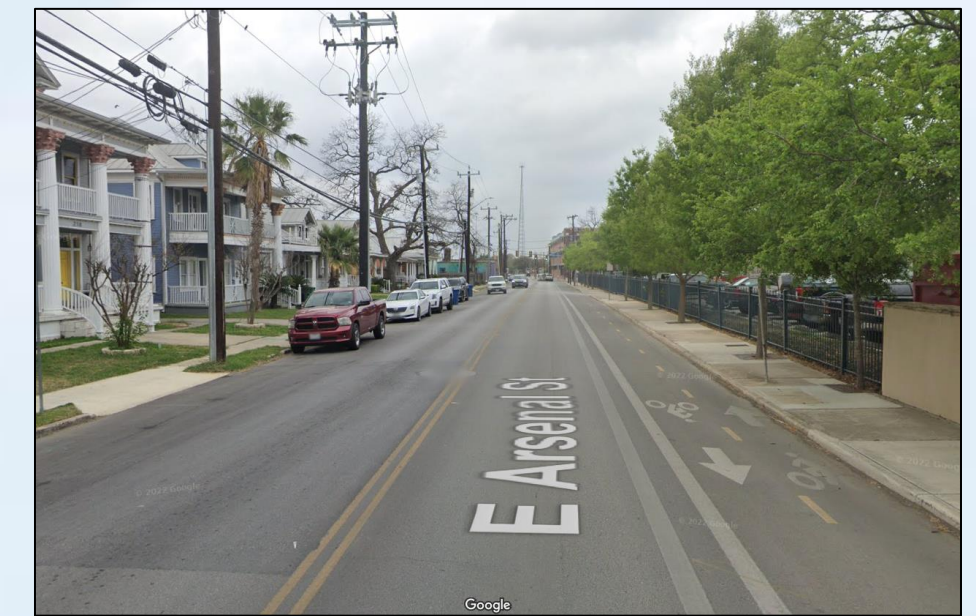
Fredericksburg Rd and N Laredo
San Antonio, Texas



Washington St
Castroville, Texas

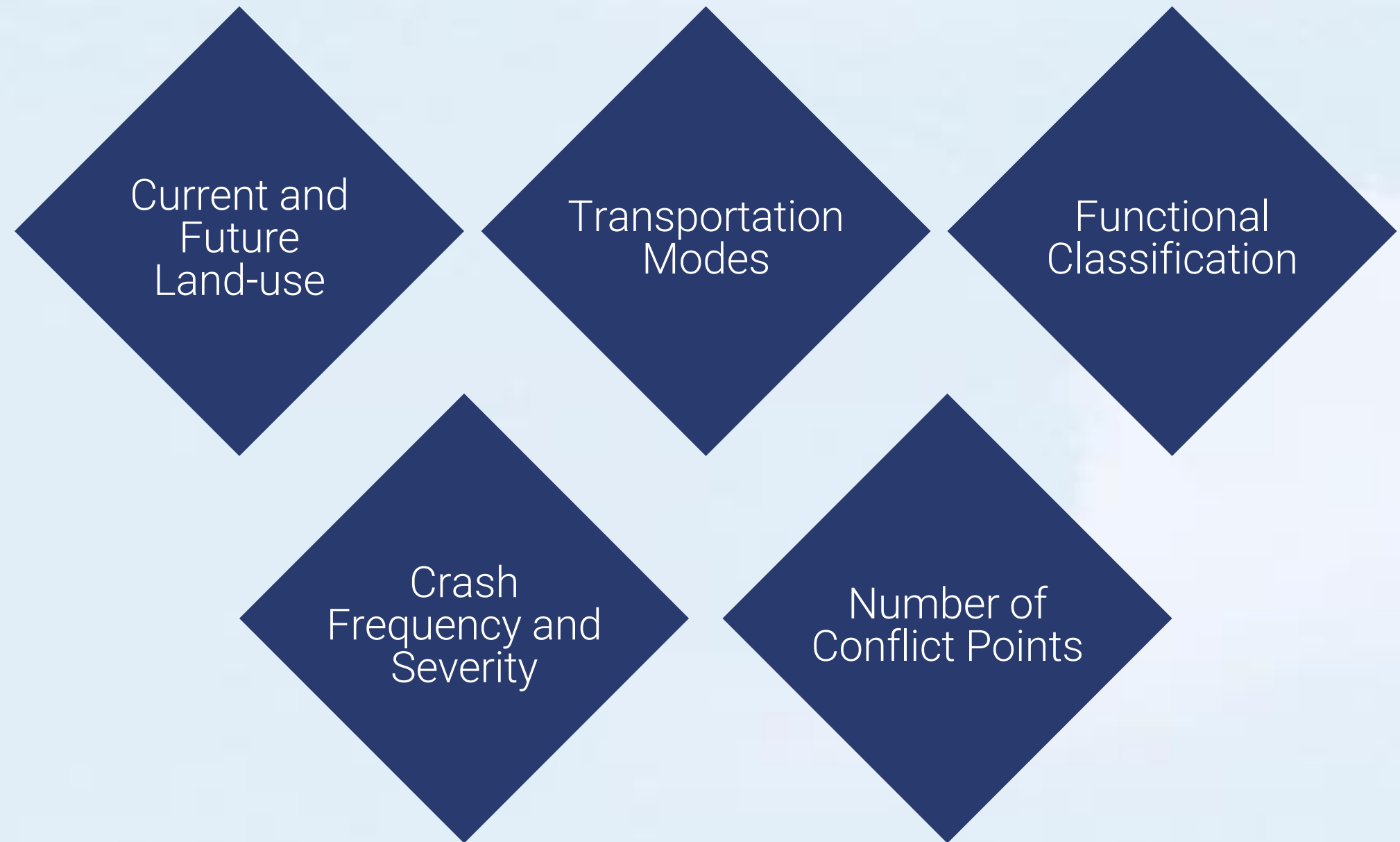
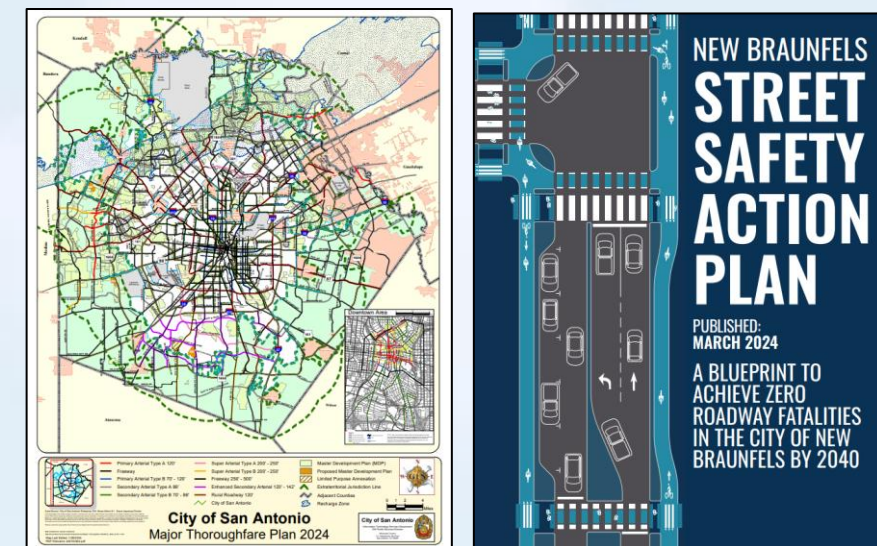
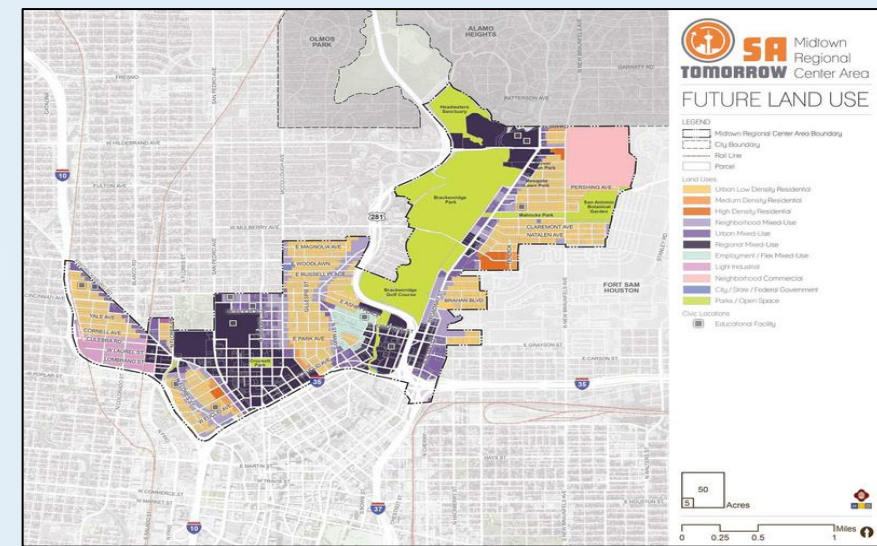
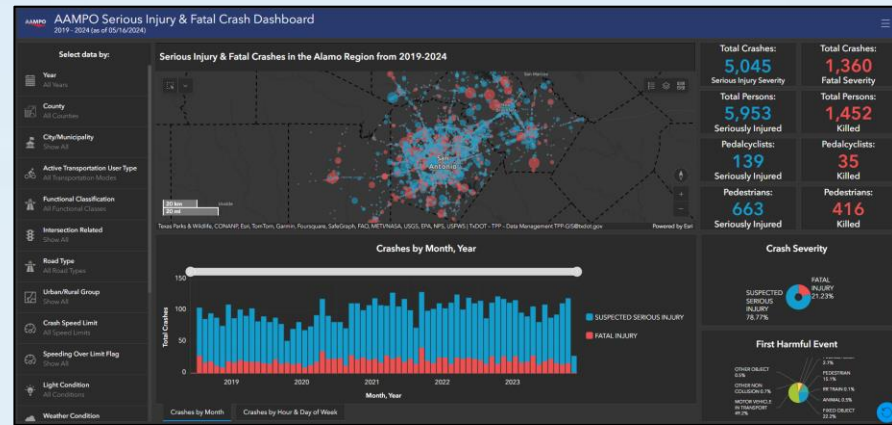


Texas Hwy 71 and Texas 130 Service Road
Travis County, Texas




E Arsenal St and S Main St
San Antonio, Texas

Complete Streets are Context Driven



Complete Streets are Comprehensive and Inclusive

Complete Streets ensure all transportation modes for people of all ages and all abilities are accounted for across all steps of the project development process



**Why should AAMPO
explore
Complete Streets?**

Federal Highway Administration Focused Approach to Safety



FHWA Designates the AAMPO Study Area as Focused Approach to Safety areas for pedestrians.

A Focus area must meet or exceed above average fatalities and/or injuries on all 3 of the following:

1. Fatalities Delta

(Difference between observed and predicted)

2. Fatalities Ratio

(Ratio of observed to predicted)

3. Fatalities Equity

(For people of color, both the proportion of Focus Area Fatalities and Proportional Ratio of Focus Area Fatalities and Population)

Bipartisan Infrastructure Law Complete Streets Goals

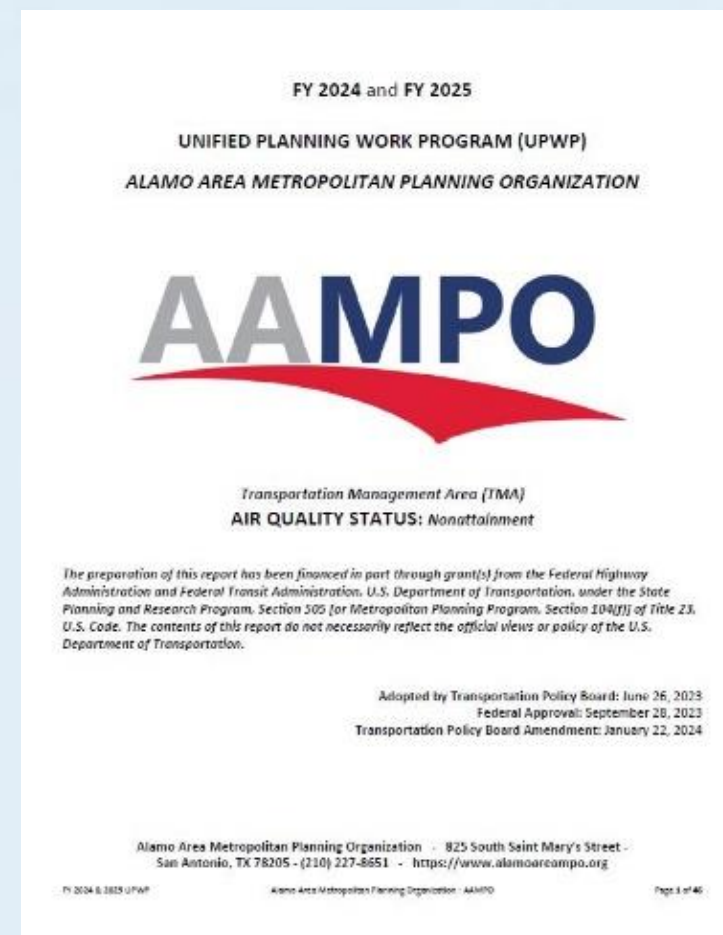


Bipartisan Infrastructure Law Requirements

- **Requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]**

- **A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place, and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)]**

Complete Streets Align with AAMPO's UPWP

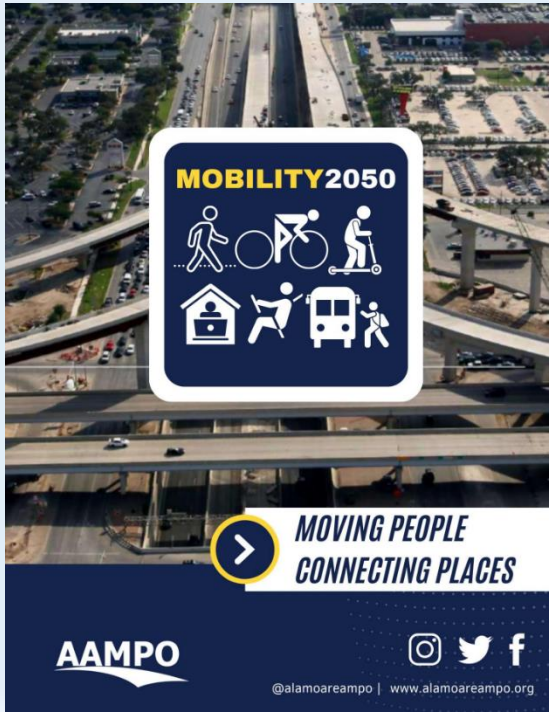


“AAMPO supports and endorses the design and development of Complete Streets... AAMPO has a continued commitment to promoting safety for all users... and provides programs to convey safety measures and evaluate community conditions for safer access”

Complete Streets Align with AAMPO's MTP Vision

Focusing on the development of a transportation system that is **easy to navigate**

Fostering appropriate land use patterns **prioritizing public safety for all forms of transportation**



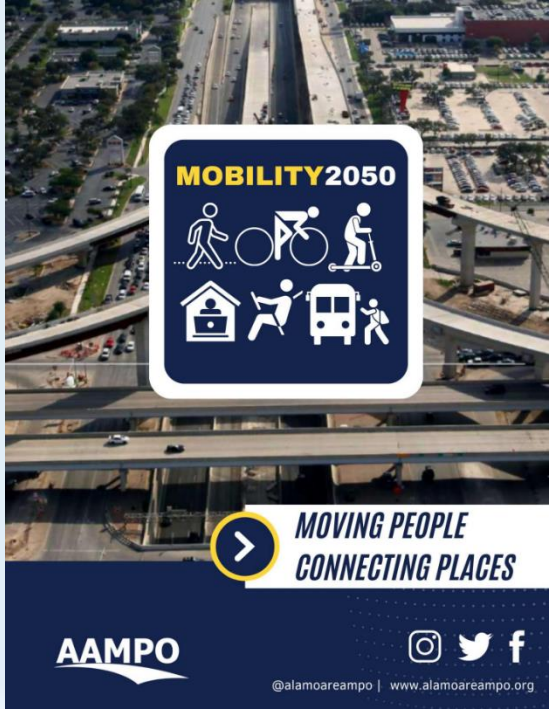
Complete Streets Align with AAMPO's MTP Vision

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Advancing alternative modes of transportation

Ensuring impacts to the natural environment are minimized



Complete Streets Align with AAMPO's MTP Vision

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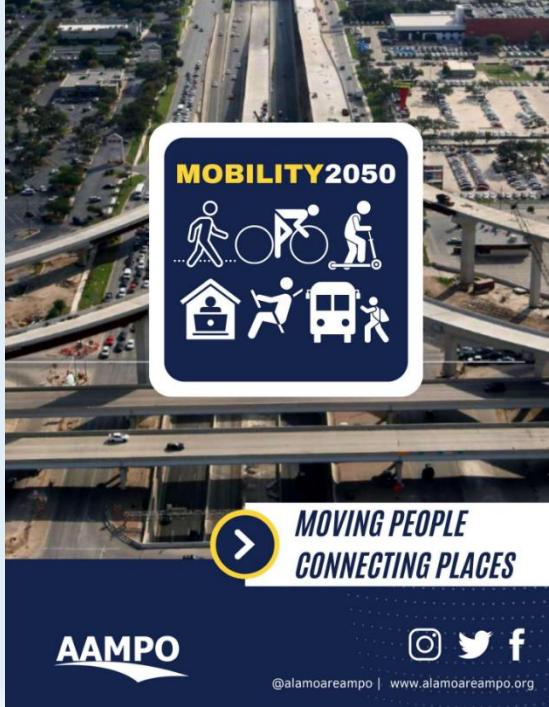
Fostering appropriate land use patterns **prioritizing public safety for all forms of transportation**

Advancing alternative modes of transportation

Ensuring impacts to the natural environment are minimized

Increasing equitable accessibility for all users

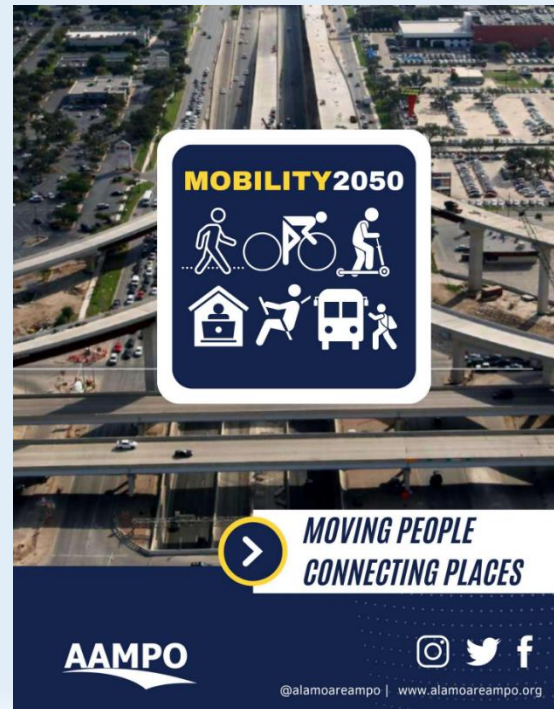
Mitigating the region's environmental air quality issues



Complete Streets Align with AAMPO's MTP Goals

Invest in the existing transportation system...

Maintain a focus on safety, especially for the most vulnerable users...



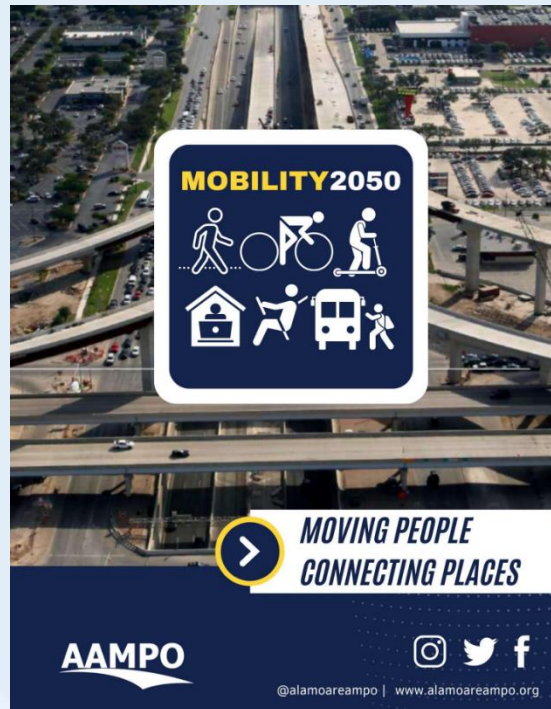
Complete Streets Align with AAMPO's MTP Goals

Invest in the existing transportation system...

Maintain a focus on safety, especially for the most vulnerable users...

...encourage alternate modes of transportation and transit to reduce the use of SOV...

...fosters financial sustainability...



Complete Streets Align with AAMPO's MTP Goals

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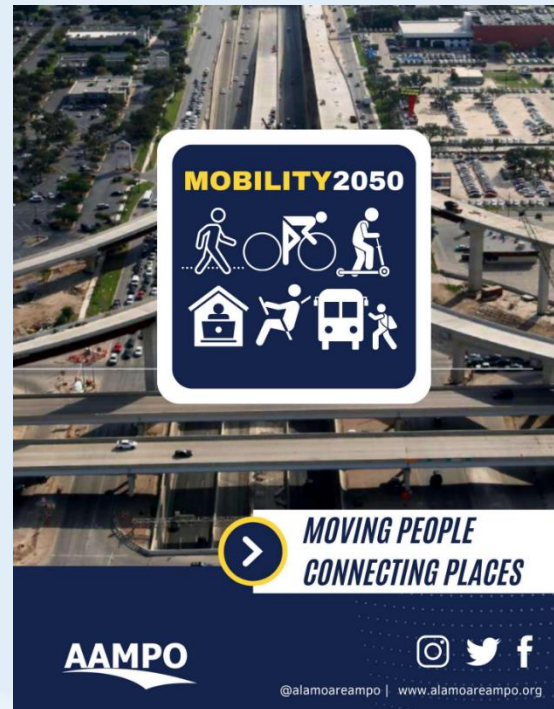
Maintain a focus on safety, especially for the most vulnerable users...

...encourage alternate modes of transportation and transit to reduce the use of SOV...

...fosters financial sustainability...

...encouraging the use of context sensitive solutions

Increase the involvement and participation...



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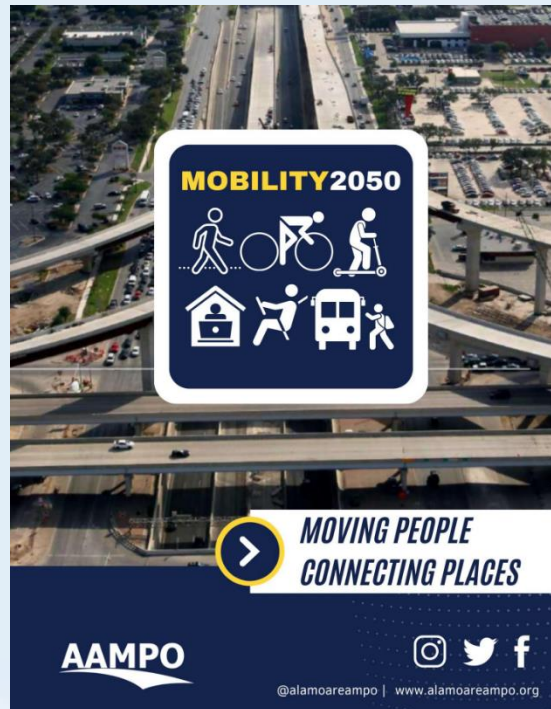
...encourage alternate modes of transportation and transit to reduce the use of SOV...

...fosters financial sustainability...

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Increase the involvement and participation...

...encouraging innovative partnerships, exploring emerging transportation technologies...



Complete Streets Aligns with Regional Efforts



Vision Zero

Complete Streets Policy Update
(Scheduled for Summer 2024)

UDC Transit Oriented
Development



Vision Zero

Street Safety Action Plan

Transit Development Plan



Road to Zero

Statewide Multimodal
Transit Plan

Statewide Active
Transportation Plan

District Bicycle Plan



Vision Zero



Vision Zero



Vision Zero



It's real.

SS4A Comprehensive
Safety Action Plan



SS4A Safety Action
Plan



**How will AAMPO
lead the effort?**

AAMPO Complete Streets Potential Scope

Policy

- Transportation Policy Board Resolution
- Model Policies
- “Bundled” Policy
- Regional Unified Policy
- Metropolitan Transportation Plan Policies

Guidance

- Design Guidelines
- Regional Framework
- Local Policy Guidance
- Planning Guidance (best practices)

Planning

- Regional Master Planning
- Implementation Assistance
- Scoring/Project Prioritization
- Discretionary Grant Coordination

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Example

Adopting a policy to utilize **for regional guidance**. This guidance could be implemented through project scoring (ie. those that follow the best practices, get a better TIP score).

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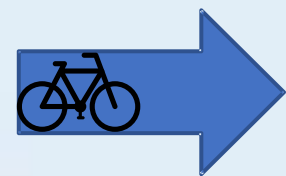
Creating a **model policy** for municipalities with limited planning capacity to adopt a Complete Streets Policy. AAMPO would provide planning guidance to assist in reviewing municipal policies for implementation.



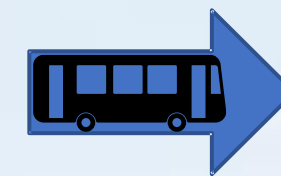
**What are the next steps
for the Complete Streets
Initiative?**

Proposed Process

Briefings to ATAC,
TAC, and TPB



Work Group will be established to recommend specific deliverables to TPB



TPB will give direction on specific deliverables

Questions?

AAMPO

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