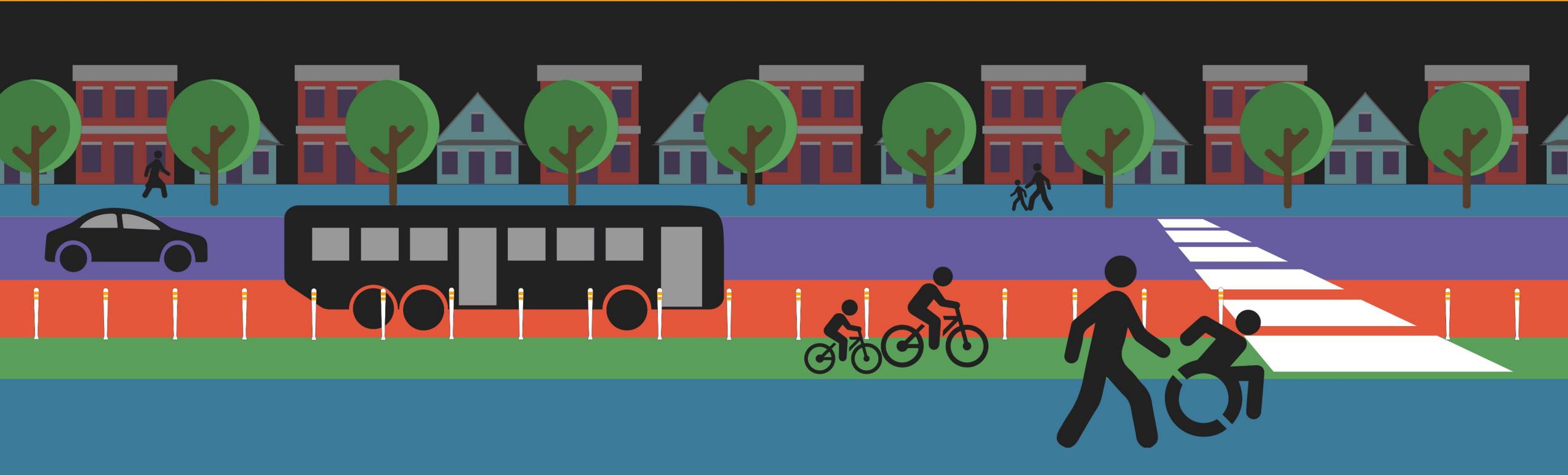


Board of Commissioners

Unified Government of Wyandotte County • Kansas City, Kansas

11.19.2020

7:00 PM



Complete Streets Ordinance



Board of Commissioners

Unified Government of Wyandotte County • Kansas City, Kansas

11.19.2020

7:00 PM



Presented By

Gunnar Hand, Director of Planning + Urban Design

Troy Shaw, County Engineer



What are Complete Streets?

Complete streets make the public right-of-way safe and efficient for all users, including, but not limited to, pedestrians, bicyclists, public transit riders, motorists, emergency responders, and freight and commercial drivers, and people of all ages and abilities, including children, families, older adults, and individuals with disabilities.

1. Complete streets are **safe**. The design of complete streets prioritizes the safety of all users
2. Complete streets are **flexible**. The elements of a complete street vary depending on context and community values
3. Complete streets are **inclusive**. A Complete Street serves the needs of people with varying levels of mobility
4. Complete streets are **equitable**. A Complete Street reduces household cost by expanding transportation choice



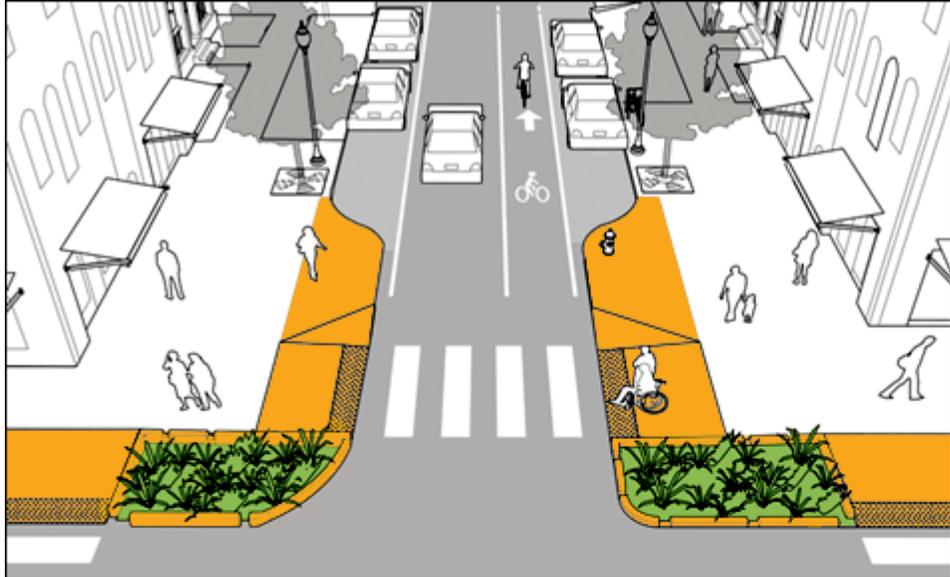
Before



After

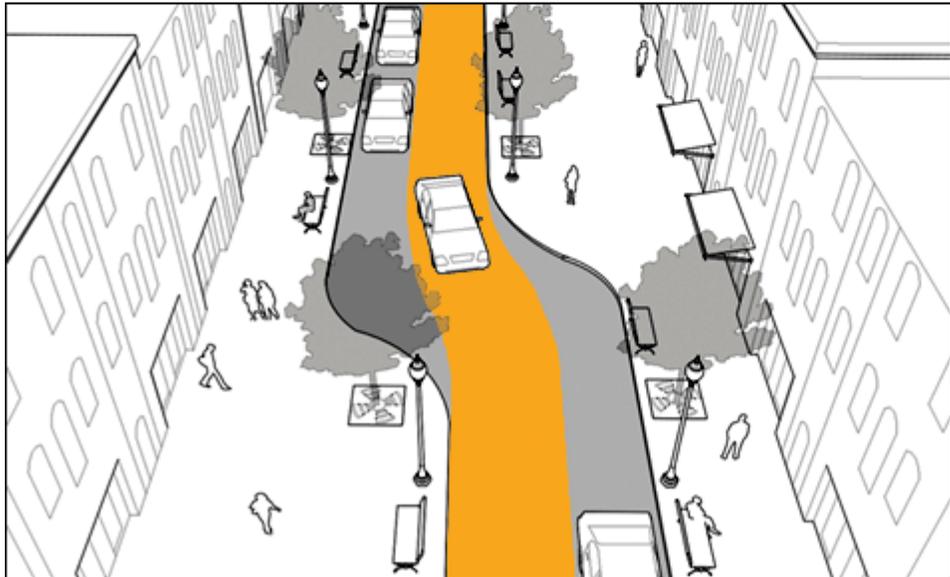
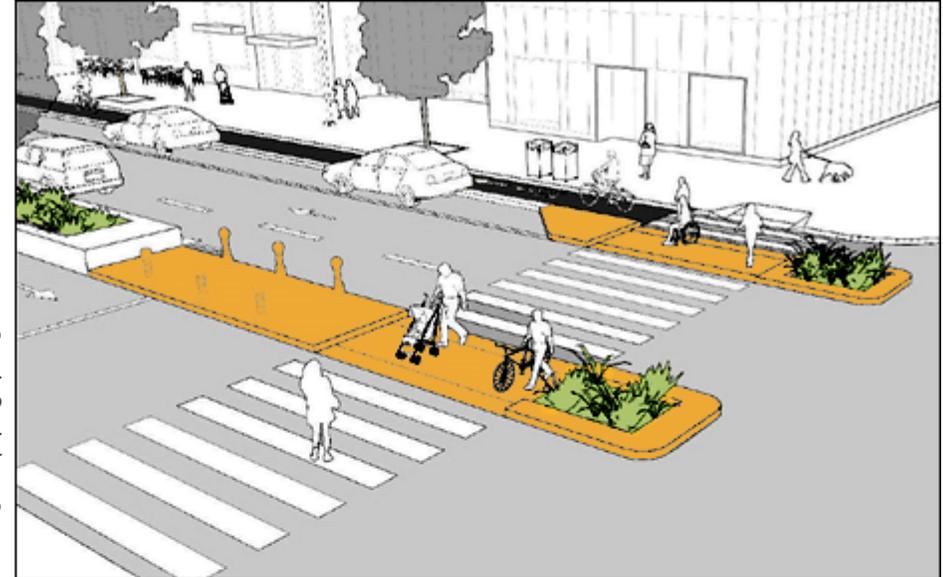


Common Features of Complete Streets: Diagrams



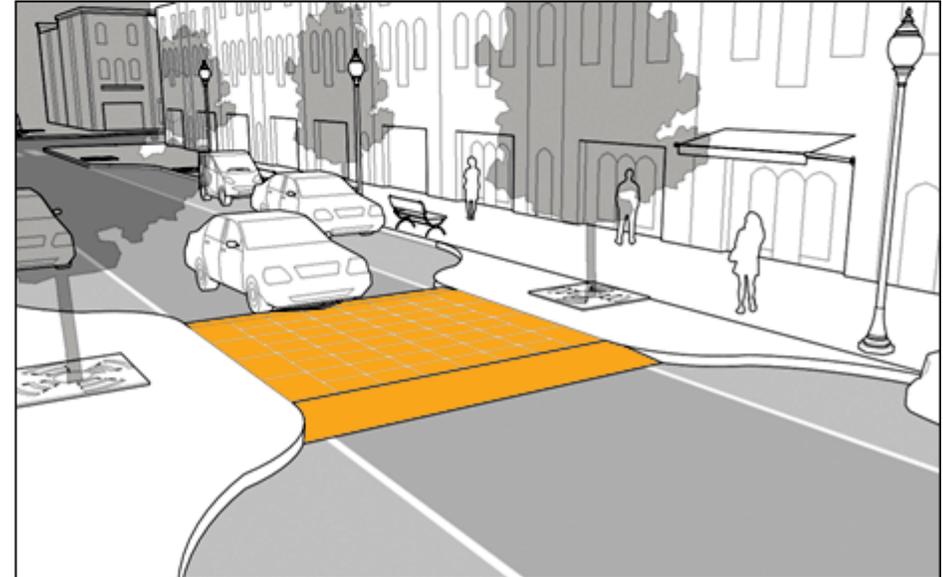
Curb bulb-outs at crosswalks shorten crossing distances for pedestrians

Median crossing islands shorten crossing distances and protect pedestrians



Traffic-calming chicanes slow traffic on residential streets

Raised cross-walks at mid-block locations slow traffic and make pedestrians more visible



Common Features of Complete Streets: In Practice



Curb bulb-outs at crosswalks shorten crossing distances for pedestrians



Median crossing islands shorten crossing distances and protect pedestrians



Traffic-calming chicanes slow traffic on residential streets



Crosswalks can use 3D illusions to encourage slower vehicle traffic



Community Partners

Numerous community partners have provided input, advocated and supported the writing of this ordinance

- The Infrastructure Action Team, a collaborative body of UG Staff and community partners, has guided the process
- Over 100 surveys were completed by the public
- Many other organizations have sent in letters of support



CENTRAL AVENUE BETTERMENT ASSOCIATION



THE DOWNTOWN SHAREHOLDERS



Response to COVID-19

- 3 Emergency Ordinances were passed in response to the COVID-19 pandemic. These allowed for and expanded use of:
 - Sidewalk cafes/parklets
 - Mobile vending
 - Farmers markets
 - Open streets

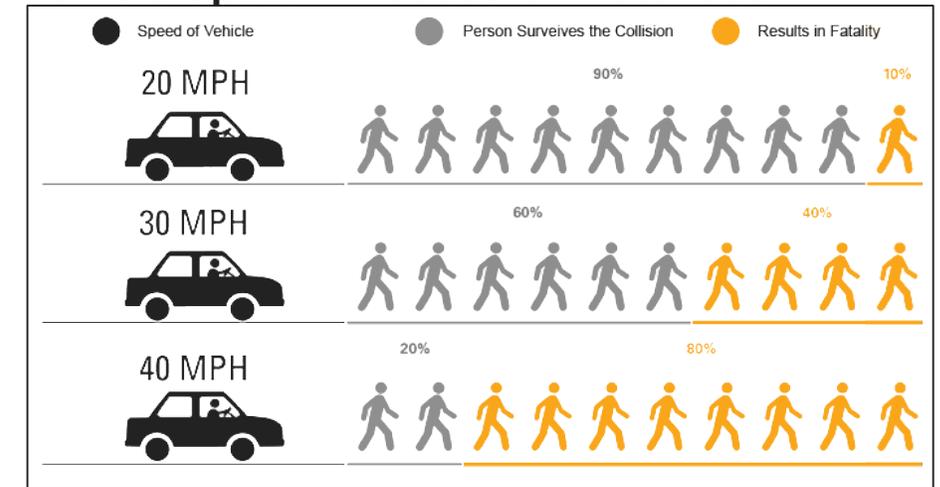
- After spending the summer encouraging the use of the public realm, we need to make the public right-of-way safer and more comfortable for all users



Public Health + Safety

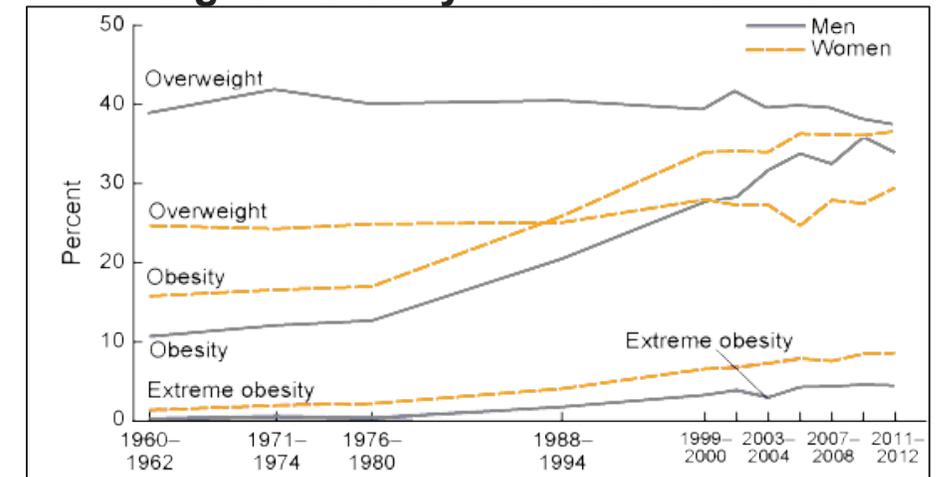
- For the past 50 years in the U.S., roads were designed with one goal; moving cars faster
- This has had a negative impact on public health:
 - 40,000 people die in motor vehicle related crashes each year. Speed is frequently a contributing factor
 - Sedentary lifestyles, encouraged by door-to-door driving expectations, have contributed to higher rates of heart disease, hypertension, and obesity
- Complete Streets help counter this trend by:
 - Discouraging dangerous, high-speed traffic
 - Better accommodating active modes of transportation

Vehicle Speed + Pedestrian Fatalities



Data source: US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000. Image credit: San Francisco MTA Vision Zero Action Plan, February 2015: <https://view.joomag.com/vision-zero-san-francisco/0685197001423594455?short>

U.S. Weight + Obesity Trends – 1960-2012



Data + Image Source: US Center for Disease Control and Prevention



North Star Policy

Moving forward, the Unified Government will plan, design, construct, operate and maintain the public realm for all users of all abilities



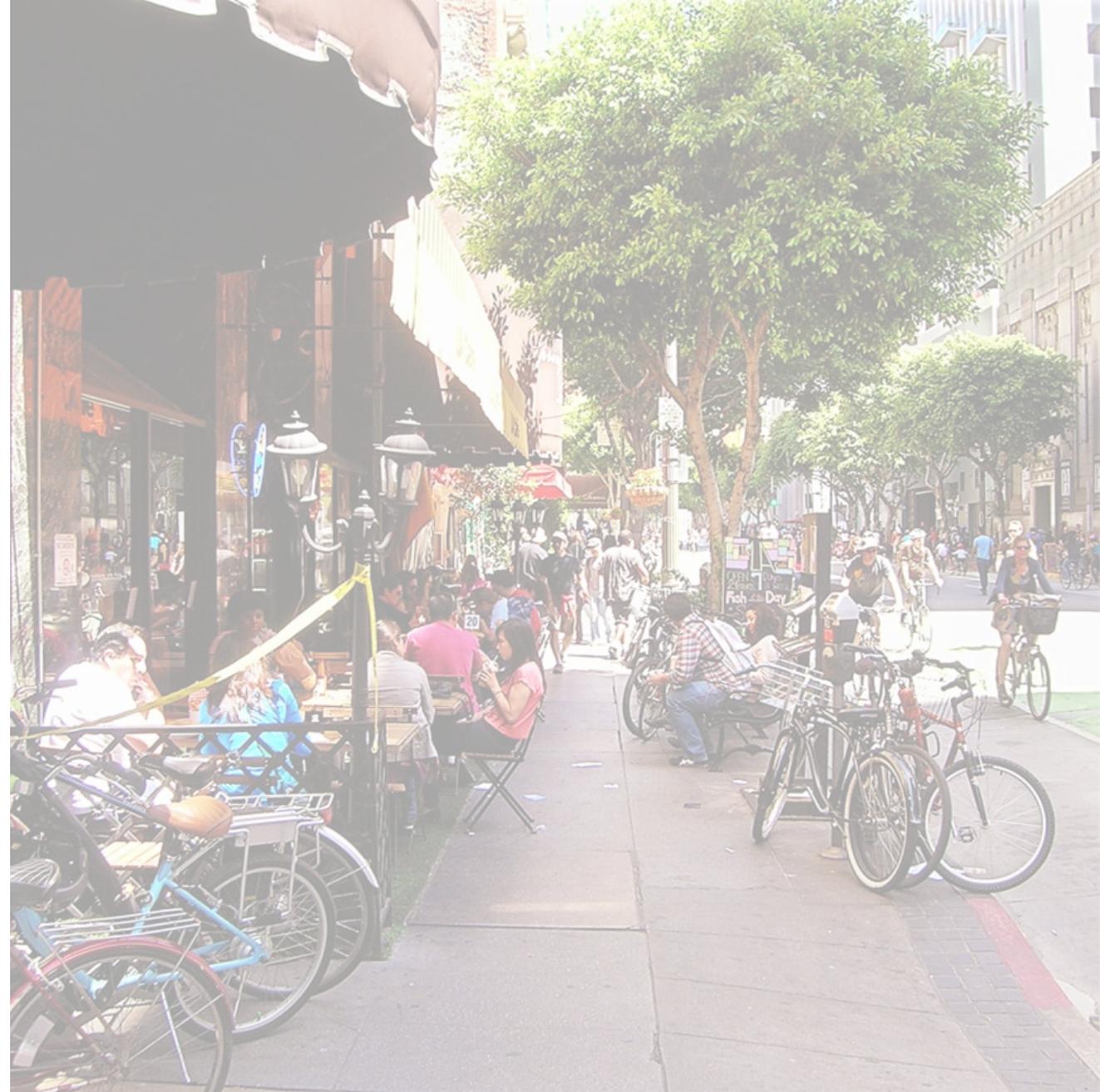
This Ordinance Will:

- Reduce maintenance costs over time and provide greater economic activity
- Be flexible across the Unified Government's diverse communities
- Provide exclusions subject to the discretion of the County Engineer
- Track implementation through the Infrastructure Action Team (IAT)
- Be responsive to budget considerations in both cost and revenue-generating potential
- Include the policy in all future planning efforts



Economic Benefit

- Green Dividend
 - Residents save money when switching from driving to transit, biking, or walking
 - Studies in Dallas, TX and Cleveland, OH showed savings greater than \$9,000 annually for residents that made the switch
 - Those savings can then be spent in the local economy, generating sales tax revenue for local governments
- Boost Property Values
 - Complete Streets can help raise property values
 - A survey of 15 US real estate markets showed that a 1% increase in walkability led to \$700 to \$3000 increase in home values
 - In Washington DC, an increase in walkability added \$9/sqft to retail rents and \$81/sqft to home values

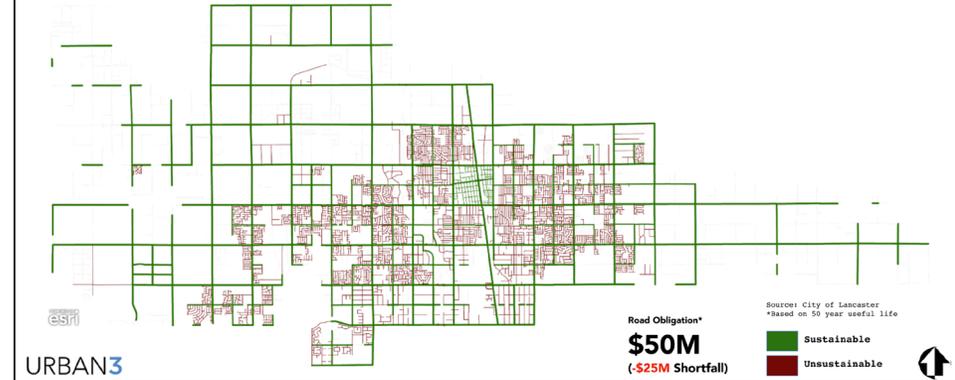


Budget

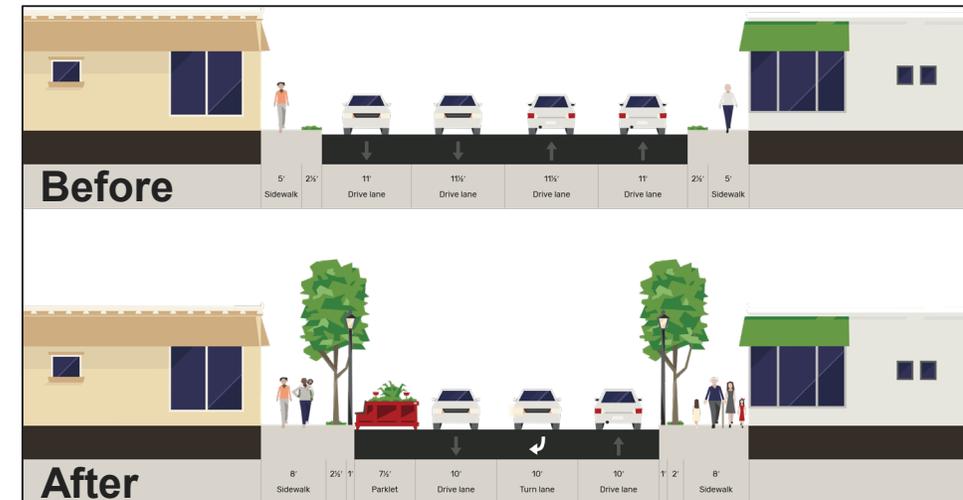
- The UG currently underfunds existing maintenance of public right-of-way
- We have built more roads than we can afford
- Complete Streets will ensure we build and rehab roads the “right” way
- Over the long-term, this will reduce cost by pulling lane miles of the system through right-sizing

What Roads Can You Sustain?

Based on revenue flow, what can we afford? About half the network.



Source: *The Dollars and \$ense: The Economics of Land Development Patterns*, Urban 3, 10.31.2019



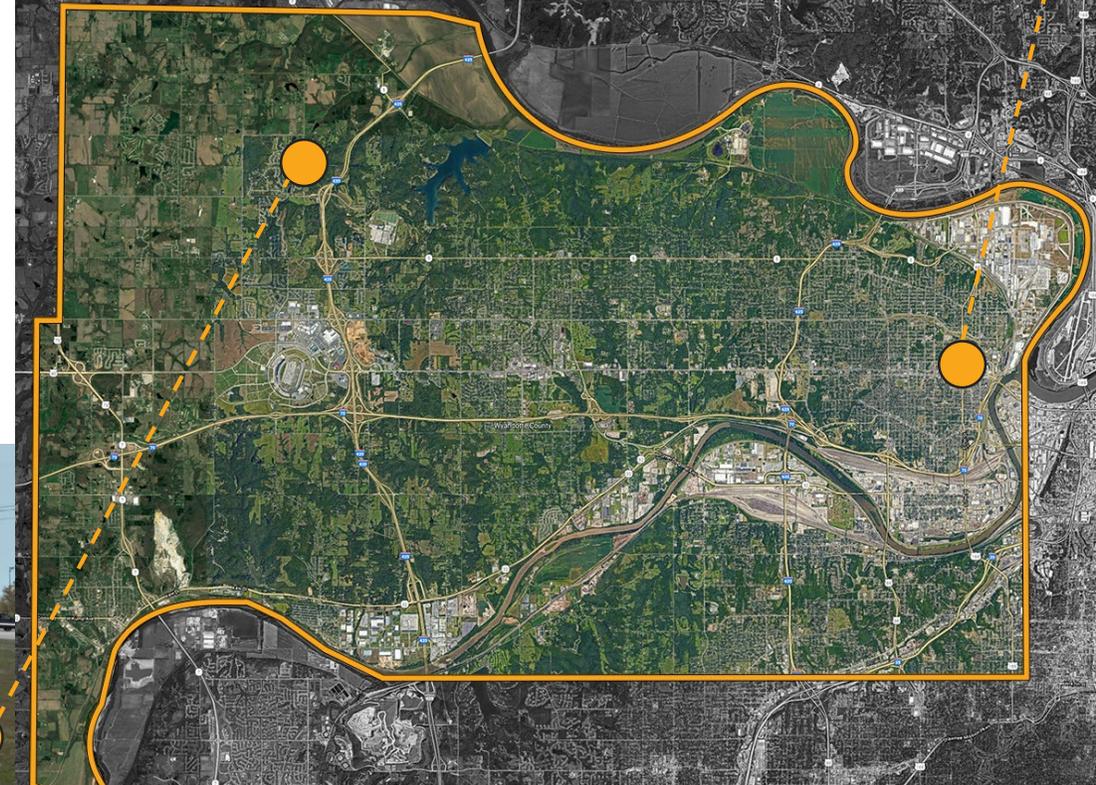
A right-sized street turns more right-of-way over to lower-maintenance-cost uses



Flexibility

The overall goal is to preserve and enhance scenic, aesthetic, historic, and environmental resources while improving or maintaining safety, mobility, and infrastructure

- Not about any specific project or prioritization
 - > Does not require a sidewalk or bike lane on every street
- Diversity of communities found across the UG requires a broad policy goal that addresses the myriad circumstances
 - > A Complete Street on Minnesota Ave. does not look the same as a complete street on Hutton Rd
- A context-sensitive approach gives significant consideration to stakeholder and community values
 - > The County Engineer will integrate the policy into existing design manuals



Exclusions

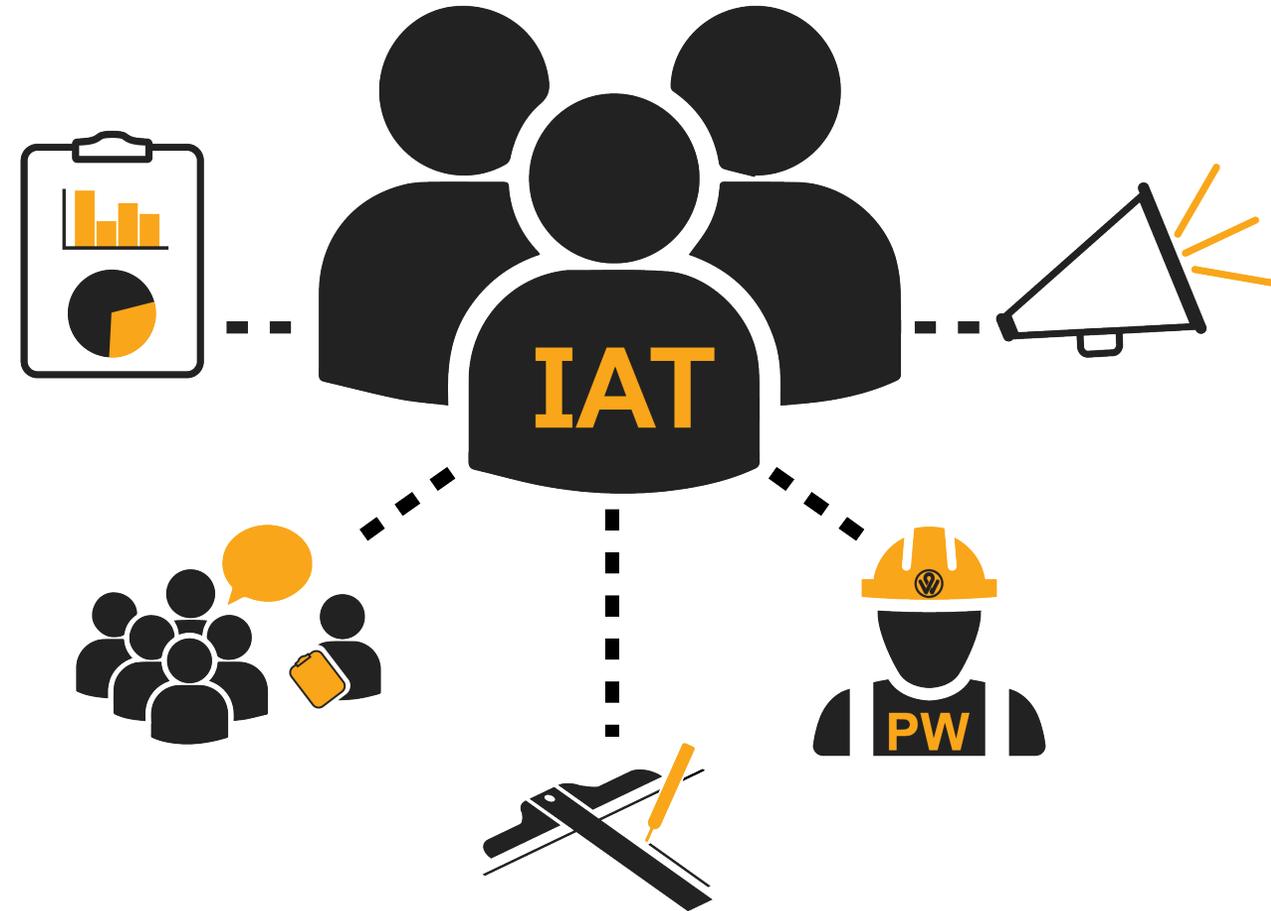
Exceptions to the Ordinance will be reviewed by the County Engineer and supported by data. Such as:

- A better alternative is presented
- The cost for accommodating all or part of a complete street is disproportionate to the benefits of that improvement
- Applying Complete Streets principles would be contrary to public safety
- If the current or future projected need doesn't warrant it



Role of the Infrastructure Action Team (IAT)

- Develops metrics of successful implementation and reports to the Board of Commissioners annually
- Advises and supports Complete Streets plans, policies and projects
- Gathers and facilitates internal and external stakeholder input
- Updates the ordinance every 3 years



Countywide Mobility Plan

- MARC Planning Sustainable Places (PSP) funded process to begin in 2021
- This is an opportunity to work with the community and further define Complete Streets implementation strategies
- Leverage the technical support of a consultant team to expand UG and local capacity for the future
 - Mobility best practices
 - Emerging transportation technologies
 - Data analytics and trends



Conclusion

- There has been significant local input into this project
- This ordinance is a follow-up and affirmation of the 2011 Complete Streets resolution
- The State of Kansas and Federal Government have already adopted Complete Streets policies
- Complete Streets are considered professional best-practices in transportation planning and engineering
- The Public Works Department already considers Complete Streets strategies when developing new or redevelopment projects

