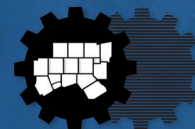


Sustainable Public Rights of Way (SPROW) Complete Streets

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North Central Texas
Council of Governments
Environment & Development

Welcome & Introductions



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Best Management Practices Guidebook

Landscape Planning and Vegetation Maintenance

- Draft chapter completed

Utilities

- To be incorporated throughout guidebook


Complete Streets

Current chapter; will replace existing document,

<https://www.nctcog.org/getmedia/eef6da7a-c702-4fd0-bfc6-be7d93aa9942/Roadmap-To-A-Sustainable-Public-Right-of-Way.pdf>

Green Infrastructure and Low Impact Development

ROW Planning, Administration and Policy



Roadmap to a Sustainable Public Right of Way (SPROW)

Purpose and Use
This Roadmap is intended to be a resource that both public officials and private developers may use to improve the sustainability of their projects constructed within the public rights-of-way. It is a collection of ideas, examples, reference material, and memory joggers that may be used to create more sustainable public rights-of-way for both new construction and rehabilitation/revitalization projects.

Introduction
The North Central Texas Council of Governments established a Sustainable Public Rights of Way Committee in order to look at how this region manages public rights of way and how that management could be more sustainable. Some of the key resources for the Roadmap include:



What is Complete Streets?

- Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system
 - Pedestrians
 - Bicyclists
 - Motorists
 - Transit riders
 - Children
 - Older individuals
 - Individuals with disabilities
 - Freight vehicles

Source: <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-03/Complete%20Streets%20Report%20to%20Congress.pdf>



Context-Sensitive Design

- The Federal Highway Administration (FHWA) recommends Context-Sensitive Solutions (CSS). CSS recognizes that thoroughfare design should respond to and positively influence the character of neighborhoods, advancing the community vision for the future
- The CSS and Complete Streets approach does not abandon conventional traffic measurement tools entirely, but augments them with new user-oriented considerations that enrich the design decision-making process

Source: https://www.auburnmaine.gov/CMSContent/Boards_and_Committees/Elke_Ped_/COMPLETESTREETSBESTPRACTICESMANUAL.pdf



Complete Streets-Local Context

- City of Dallas: Complete Streets Manual in 2016
 - Considers the entire space between buildings on either side of the street
 - Combines public street improvements and incremental private developments
- City of Fort Worth: Complete Streets Policy in 2016
 - Complete Streets reconstruction project on Park Place widened the sidewalks and installed street trees for a more comfortable pedestrian environment. Traffic speeds were slowed down due to the on-street parking, so people biking could share the travel lane
- City of Weatherford: Complete Streets Policy in 2017
 - Streets that are designed, operated, and maintained to enable safe, accessible, convenient, and comfortable travel and access for all people and travel modes
 - Incorporated into Mobility chapter of Weatherford General Plan

Source: <https://dallascityhall.com/departments/transportation/Pages/Complete-Streets.aspx>
<https://www.fortworthtexas.gov/departments/tpw/complete-streets>
<https://weatherfordtx.gov/documentcenter/view/12838>



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BMP Guidebook – Potential Topics

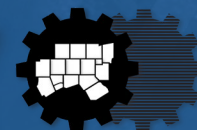
Complete Street Policy Elements

- Vision and intent
- Transportation system users
- Interagency coordination
- Land use and context sensitivity
- Design
- Project selection criteria
- Performance measures

Complete Street Planning

- Public involvement
- Safety analysis/crash risk
- Community and network context
- Connectivity concerns
- Performance measures
- Inclusion in city planning documents and design manuals

<https://smartgrowthamerica.org/wp-content/uploads/2018/02/CS-Policy-Elements.pdf>
<https://highways.dot.gov/complete-streets>



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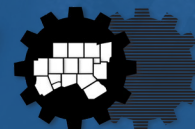
BMP Guidebook – Potential Topics

Complete Street Design

- Proven safety countermeasures
- Geometric design
- Performance-based design for all users
- Speed management
- Bicycle-pedestrian access to transit/multimodal access
- Understanding purpose and need of infrastructure
- Private frontage, public realm, variable curbside uses, bikeways, travelway, street furniture
- Sustainability and green infrastructure

Rural Context

- Context sensitivity
- Benefits
- Opportunities to include Complete Streets



BMP Guidebook – Sample of References

<https://smartgrowthamerica.org/wp-content/uploads/2018/02/CS-Policy-Elements.pdf>

<https://highways.dot.gov/complete-streets>

<https://www.transportation.gov/mission/health/complete-streets-policies>

<https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-03/Complete%20Streets%20Report%20to%20Congress.pdf>

https://nacto.org/wp-content/uploads/2015/04/designing_walkable_urban_thoroughfares.pdf

https://www.auburnmaine.gov/CMSContent/Boards_and_Committees/Bke_Ped_/COMPLETESTREETSBESTPRACTICESMANUAL.pdf

https://dallascityhall.com/departments/pnv/DCH%20Documents/DCS_ADOPTED_Jan272016.pdf

<https://nacto.org/references/a-hrefhttpwww/> (This then directs you to multiple manuals that fall under a Complete Streets umbrella)

<https://www.sgrc.us/documents/bicycle/4fe40511bac13ad56cf70bbde55e0e6fb.pdf>

<https://atpolicy.org/wp-content/uploads/2016/04/CSCN-Rural-Companion-v3-LOW-RES-PROOF.pdf>

https://www.austintexas.gov/sites/default/files/files/Transportation/Complete_Streets/WhyCompleteStreets_1pager_1-7-16.pdf



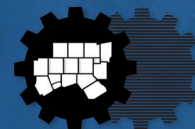
Roundtable Discussion



Upcoming SPROW Agenda Topics

- Next SPROW Meeting: TBD
- Complete Streets content discussion
- Chapter development timeline
- Others?

Environment & Development
Committees Information Available
at nctcog.org/envir/committees



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