

# COMPLETE STREETS IMPLEMENTATION PLAN

Kalamazoo Area Transportation Study

*Draft*  
*May 2024*

# Complete Streets Implementation Plan

## OVERVIEW:

The Complete Streets Implementation Plan was created to implement the goals of the 2050 Metropolitan Transportation Plan (MTP), which seeks to plan a well maintained, safe and secure transportation system that is accessible to all users. The Complete Streets Implementation Plan also builds on the project prioritization in the Transportation Improvement Plan (TIP) to create a shorter-term project list for complete streets implementation.

The Plan was created by KATS staff, working with a Complete Streets Subcommittee, to outline the process for how and when the Complete Streets Implementation Plan will be used, a prioritized project list, and updated project map. The Complete Streets Implementation Plan outlines the process with which the KATS will be engaging with the public and using the plan to fund projects.

## PURPOSE:

Prioritize a specific list of Complete Streets projects within the TIP to improve the safety, mobility, or accessibility of a street.

## GOALS & OBJECTIVES

1. Complete the Streets in the KATS MPO
  - a. Inventory of the roads and non-motorized facilities.
2. Approve and follow the Complete Streets Implementation Plan
  - a. Majority approval of the Complete Streets Implementation Plan
  - b. Agreement from local agencies to follow the prioritized project list.
3. Evaluate and select projects that fits the Complete Streets Implementation Plan
  - a. Utilize the Complete Streets Implementation Plan for Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP) projects.
4. Education for local officials and agencies
  - a. Provide resources to educate others on complete streets by following statewide and national trends and providing technical assistance to road agencies when needed.
  - b. Document and publicize success stories about implementation of complete streets.

## Complete Streets Background

Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete Streets is a way of looking at the public rights-of-way in the community as not just a place for cars to travel but a place for people to travel. A Complete Street is a safe, comfortable, and convenient street for travel via automobile, foot, bicycle, and transit. There is not one best practice for Complete Streets since every community will have its own unique needs. Complete Streets is a way of considering all the possible users of a street and accommodating them in the best

way possible. Remember, every trip you take in an automobile begins and ends with another mode (i.e. walking).

Some design elements of a complete street may include:

- Sidewalks
- Bike lanes
- Non-motorized paths
- ADA Accessible crosswalks and ramps
- ADA Accessible bus stops and shelters
- Dedicated Bus Lanes
- Pedestrian crossings at signalized intersections
- Bridges with non-motorized access
- On-street parking
- Road Diets

Things you may find on a Complete Street:

- People of all ages and abilities walking or bicycling
- Outside dining areas
- Busy downtown pedestrian areas
- Transit-Oriented Design

Complete Streets work well with other types of transportation projects including:

- Traffic Safety Improvement Projects
- Safe Routes to School Initiatives
- Regional Trails and Greenway Systems
- Downtown Development Projects
- Corridor Improvement Projects
- Streetscape Projects
- Transit Projects

Benefits of Complete Streets

The Complete Streets movement is growing in popularity because projects have potential benefits for all users of a street. In contrast, projects such road widening might have benefits for motorists, but that often comes with negative impacts on non-motorized transportation. Complete Streets projects can have positive impacts for everyone:

Pedestrians and Bicyclists

- Improved safety and comfort due to signalized pedestrian crossings, wider sidewalks.
- Better accessibility for pedestrians means people have a better ability to lead a healthy lifestyle and walk or bike to more places.
- Bike Lanes can allow bicyclists to safely share the road with other vehicles.
- Children are given a safer way to walk or bike to school, helping them stay physically active and gain independence.

## Elderly and Mobility Challenged

- Road diets can provide narrower streets that are less intimidating to cross for people who move more slowly.
- Complete Street designs offer wider sidewalks, ramps, and transit stops that are accessible by everyone. Sidewalk bulb-outs, refuge medians, and audible crossing signals for the visually impaired are just a few complete street designs that can make pedestrian crossings easier.
- People with limited mobility will have better access to fixed transit routes, decreasing the need for specialized paratransit services.

## Motorists

- Complete streets can have a traffic calming effect which reduces vehicle crashes.
- Complete streets encourage more walking and biking, leading to less traffic and congestion on the road.

## Increased Transit Ridership

- Cut-out transit stops allow buses to safely stop without interrupting traffic.
- Shelters give transit riders a safe place to wait.
- Sidewalks and curb ramps connected to them make transit more accessible.
- A network of bike lanes and transit routes creates a harmonious complete streets system.

## Economic Benefits

- A balanced transportation system can create economic growth by providing accessible connections between residences, public transportation, offices and retail destinations.
- Better pedestrian facilities allow more people to access businesses, especially people who lack access to transportation.
- Complete streets can raise property values, as people are willing to pay more to live in walkable communities.

## **Context Sensitive Solutions (CSS)**

Context Sensitive Solutions is an approach to transportation projects that involves all community stakeholders in the planning process. Defining the context of a project is important to ensure transportation facilities meet the needs of a community. These needs can vary greatly depending on the character and landscape of the location. Complete Streets projects are a good example of this. A complete street with pedestrian facilities might be very compatible in an urban area where stakeholders would welcome such changes. However, the same project would not be compatible on a rural highway where pedestrian facilities are not needed.

## Program Objectives

### Multi-Modal Support

- Projects will be scored based on proximity to existing fixed route transit service, rail or airport. Points will also be awarded based on the number of annual boardings and alightings at bus stops within the project limits.

### Non-Motorized Safety

- Points will be awarded based on safety factors for pedestrians and bicyclists, including crashes within the project area and opportunities for pedestrian crossings. Points will only be awarded for non-motorized marked or signalized crossings to organizations adding new non-motorized marked or signalized crossings.
- Pedestrian and bicyclist crashes are based on the most recent 5-year history and will include all injury types.

### Non-Motorized Demand

- Based on existing and proposed non-motorized facilities map hosted on KATS' website. Analysis includes identifying gaps in the non-motorized network and proposing a project to complete gap(s) using the best practice facility type.

### Non-Motorized Integration

- Points award for project(s) located on a corridor identified in the KATS Pedestrian, Greenways and Transit Plan as well as maintenance to improve current facilities.

### Roadway Lanes

- This category takes into account the number of roadway lanes on the Federal-Aid Network that may have the potential to better accommodate transit and non-motorized modes of travel.

### Activity Centers

- Based on project(s) located within or near an activity center. Activity centers include education facilities, medical facilities, parks (including regional trailheads), and public libraries.

### Equity

- Based on Environmental Justice (EJ) areas identified in KATS TIP document. Analysis includes project location within or directly adjacent (¼ mile) to an EJ area.

## Scoring

Points awarded will be divided by the total number of points to receive a percentage. Based on the percentage of points, projects can receive up to 5 points in the Transportation Improvement Program prioritization. 80-100% - 5 points. 60-79% - 4 points. 40-59% - 3 points. 20-39% - 2 points. < 20% - 0 points.

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Prioritization Methodology

Program Objectives	Scoring Criteria	Maximum Points
<p><b>MULTIMODAL SUPPORT</b>  <i>Projects located on or within a half-mile of an existing fixed route transit service, rail, or airport.</i></p>	<p><b>MULTIMODAL Support</b>                      Located on route: 3 points                      Located within ½ mile: 2 points                      &gt; 10K annual boardings and alightings: 2 points                      &lt; 10K annual boardings and alightings: 1 point</p>	5
<p><b>NON-MOTORIZED SAFETY</b>  <i>Based on safety factors for pedestrians and bicyclists, including serious injury and fatal crashes within the project area and opportunities for pedestrian crossings.</i>  <i>*crashes are based on the most recent 5 year history.</i></p>	<p><b>Ped/Bike Crash History</b>                      Fatal Injuries: 5 points                      Incapacitating Injury: 3 points                      Non-Incapacitating Injury: 2 points                      Possible Injury: 1 point                      *must be addressing the safety concern to earn points.</p> <p><b>Non-Motorized Marked or Signalized Crossings</b>                      &lt; 2 existing per mile: 1 point                      2-3 existing per mile: 2 points                      4+ existing per mile: 3 points                      *points will only be awarded to organizations adding or upgrading non-motorized marked or signalized crossings.</p>	8
<p><b>NON-MOTORIZED DEMAND</b>  <i>Based on existing and proposed non-motorized facilities map hosted by KATS. Analysis includes identify a gap in the non-motorized network and proposing a project to complete the gap using the best practice facility type.</i></p>	<p><b>Non-Motorized Demand</b>                      Completes gap(s) in non-motorized network: 4 points                      Maintenance to Existing Facility: 2 points                      No gap(s) completed: 0 points</p>	4
<p><b>NON-MOTORIZED INTEGRATION</b>  <i>Project located on a corridor identified in the KATS Metropolitan Transportation Plan or Pedestrian, Greenways and Transit Plan.</i></p>	<p><b>Designated Facility Type</b>                      Shared-Use Trail, Protected Bike Lane: 5 points                      Bike Lanes, Sidewalks: 3 points                      Sharrow/Signed Bike Route: 1 point</p>	5
<p><b>ROADWAY LANES</b>  <i>This category is based on the number of roadway lanes on the Federal-Aid Network that may help determine the appropriate non-motorized facility type.</i></p>	<p><b>Travel Lanes</b>                      &gt; 4 Lanes: 3 points                      4 Lanes: 1 point                      2-3 Lanes: 0 points</p>	3
<p><b>ACTIVITY CENTERS</b>  <i>Project located within or near an activity center. Activity centers include education facilities, medical facilities, parks, and public libraries.</i></p>	<p><b>Identified as Target Area</b>                      Project corridor within ¼ mile of activity centers: 3 points                      Project corridor within ½ mile of activity centers: 2 points                      Project corridor outside proximity of activity centers: 1 point</p>	3
<p><b>EQUITY</b>                      Based on Environmental Justice (EJ) areas identified in KATS TIP document. Analysis includes project location within or directly adjacent (¼ mile) to an EJ area.</p>	<p><b>EJ Rank</b>                      Project is located within EJ area: 4 points                      Project located within ¼ mile of EJ area: 3 points                      Project located within ½ mile of EJ area: 2 points.                      Project not located within or adjacent to EJ area: 0 points</p>	4
		Total: 32