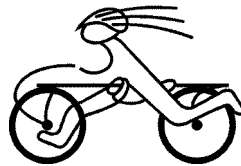


Complete Streets Town Hall
REPORT
March 26, 2009



Hosted by:



Prescott Alternative Transportation

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OVERVIEW

On March 26, 2009 Prescott Alternative Transportation (PAT) invited Prescott citizens to take part in a town hall to discuss the concept of complete streets for Prescott with key transportation and government officials. Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities are able to safely move along and across a complete street.

Prior to the evening event, PAT offered a more intimate, hands-on workshop for transportation officials at Miller Valley Elementary School to experience the complete streets concept at what is known as the 'Four Points Intersection'. Matt Zoll, Bicycle and Pedestrian Coordinator for the Pima County Department of Transportation, offered potential solutions to improving the safety at this intersection. Some solutions were as simple as better alignment of crosswalks, corner to corner, so that motorists can better see pedestrians waiting to cross. This intersection has a history of motorists not yielding to pedestrians.

Attendance at the Town Hall exceeded 90, including many area elected officials, business owners, City staff, community leaders and media representatives. The event was facilitated by Chris Hoy, who introduced each presenter and invited participation from the audience. Attendees heard from four panelists during the first hour:

- Lisa Barnes, Prescott Alternative Transportation, presented the concept of complete streets and current attitudes in Prescott;
- Matt Zoll, Pima County DOT, presented innovative ways to implement complete streets;
- Bill Feldmeier, local representative on the AZ State Transportation Board, presented the challenges of funding transportation projects;
- Tom Lloyd, City of Prescott, presented legal aspects of implementing complete streets.

The second half of the two-hour event was opened for audience members to offer questions and comments, which led to lively discussion with the panelists. Attendees were encouraged to also fill out a comment form resulting in 22 thoughtful offerings found at the end of this report.

While concerns were raised about funding and the current lack of political will to implement complete streets in Prescott, sentiments were generally positive. Many offered an expectation to overcome these obstacles in order to calm our streets and better provide for the estimated one third of Prescott citizens who do not drive.

PAT hosted this Complete Streets Town Hall in order to bring high-level discussion to the concept of completing Prescott's streets for all users of our public rights-of-way and gather feedback on this concept from stakeholders. We came away from the event highly encouraged to move ahead with pursuing a complete streets policy for the region.

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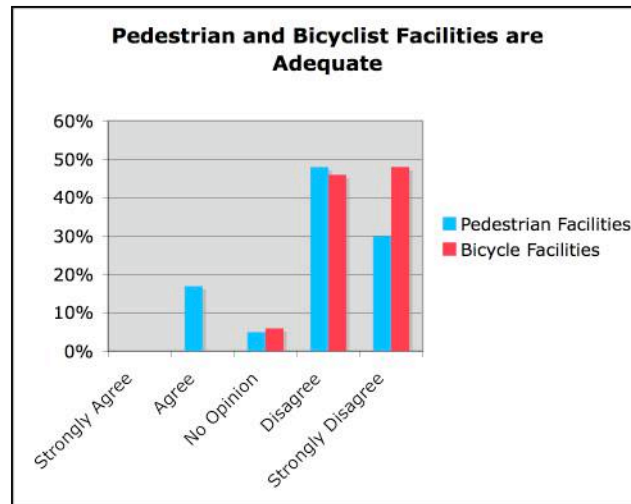
And visit: www.prescottbikeped.org

SUMMARY OF PANELIST PRESENTATIONS

Lisa Barnes, Executive Director of Prescott Alternative Transportation (PAT), started the panel presentations noting that all travelers including pedestrians, bicyclists, and motorists are legal users of our roadways. But, she noted, often in Prescott asking a question such as, “do bicycles belong on Prescott’s streets?” (which was used in the promotional materials for the Town Hall) tends to bring strong opinion and emotions into discussions surrounding local street design and use.

“Complete streets are streets that allow anyone of all ages, of all abilities, to get where they need to go safely and conveniently. And they are streets that welcome any mode whether motorized or not.” She posed the question whether Prescott *needs* complete streets, pointing out that many citizens – the young, the old, the disabled, those of lower income, those who cannot or choose not to drive –currently are not able to travel safely in Prescott, and whether this is a basic human right.

Ms. Barnes then discussed the results of surveys of PAT members, Prescott citizens, and participants in PAT’s Safe Routes to Schools program illustrating strong support for more and better bicycle and pedestrian facilities due to a perception that Prescott streets are not safe for these modes of travel.



She also related the surprising results from a recent AARP national survey of people over the age of 50 showing that Prescott is not alone. Prescott, having such a large population of those over 50, would benefit from paying attention to these findings:

- Almost one of every three people (29%) say they are now walking as a way to avoid high gas prices.
- But as those people set out to walk, almost 40% say they do not have adequate sidewalks in their neighborhoods.
- Additionally, 44% say they do not have nearby public transportation that is accessible.
- Almost half (47%) say they cannot cross the main roads safely.

Ms. Barnes concluded her presentation noting a current push for a national complete streets policy that would require local jurisdictions to complete their streets.

Matt Zoll, Pima County DOT, described some of the many successes Pima County and Tucson have had in completing their streets for bicyclists and pedestrians. They began a program of completing Tucson's streets in 1989 adding programs along the way, including Safe Routes to Schools and applying for Bicycle Friendly Community status (Tucson is recognized at the Gold level). Even though they don't have an official complete streets policy yet, this has not prevented them from regularly providing facilities for bicyclists and pedestrians on their roadways.

Mr. Zoll pointed out that in the 1970s 65% of kids in the U.S. walked or biked to school, whereas today only 15% do. He gave an overview, including many of their funding successes, of their Safe Routes to School program, which they began in 2002 and currently serves 35 schools. Mr. Zoll also noted many of the economic benefits that come from hosting bicycling events, as well as attracting tourists through complete streets. Other programs Pima County offers include education for the general public and targeted law enforcement for bicyclists and motorists.

Beyond their successful programs, Mr. Zoll provided a snapshot of engineering innovations that have helped complete their streets, such as the 'Toucan' crossings designed for bicyclists and pedestrians and the 'Hawk' pedestrian crossings for unsignalized intersections. He explained how implementing 'road diets' (narrowing car travel lanes) have improved conditions for bicyclists and pedestrians:



Some examples include: changing one-way streets back to two-way then restriping them with bike lanes; and striping narrower, ten foot wide travel lanes to prevent unnecessary widening of streets when including bike lanes and pedestrian facilities. Tucson also follows an informal policy of always providing bike lanes on streets adjacent to where multi-use paths are built. One of the most important funding sources for completing Tucson's streets is the half-cent sales tax passed three years ago specifically for alternative modes of transportation.

Mr. Zoll concluded his presentation with specific recommendations to help Prescott move towards more bicycle and pedestrian friendly streets, including:

- ADOT's free safety assessment workshops that include assessing bicycle and pedestrian safety on a community's streets
- Applying for Bicycle Friendly Community status
- Emphasize maintenance of bicycle and pedestrian facilities
- Go after Transportation Enhancements funding as well as other funding sources
- Develop more education and encouragement tools to get people bicycling and walking
- Add a full-time bicycle and pedestrian coordinator to the City staff

Mr. Zoll offered to share bicycle and pedestrian materials that can easily be adapted for Prescott, saving us thousands of dollars. He also offered himself as a resource.

Bill Feldmeier, AZ State Transportation Board, described the current funding difficulties faced by all state-level transportation projects in Arizona. Mr. Feldmeier noted that these funding difficulties are the worst he's seen in all his years working in county and state government. In 2008, ADOT had \$1.3 billion to spend on transportation projects which is down 2.7% from the 2007 level because the primary source of income for this funding is fuel purchases and these purchases have decreased. This funding also comes from fees and taxes on diesel, vehicle registration, licenses and motor carriers. This \$1.3 billion is distributed with 37% going to the Maricopa Association of Governments, 13% to Pima County and the remaining 50% distributed among the 13 other counties.

Mr. Feldmeier explained that 18 cents of every gallon of gasoline purchased in Arizona is fuel tax. Each one of these cents brings in \$24 million each year, about the same amount as the 89/69 interchange costs. He noted that \$19.2 million will go to the SR89A project in Chino Valley this year and \$126 million goes to the Department of Public Safety each year. Over the last ten years, \$1 billion of this funding has gone to the state general fund.

Mr. Feldmeier emphasized that these funding difficulties harm ADOT's ability to perform. Further, he noted that biofuels do not contribute to the fuel tax; and hybrid vehicles, because they use less fuel, also decrease this funding source. And while the \$350 million in stimulus package funding that ADOT received was very welcomed, it simply replaced the recent losses, bringing the funding level back into balance.

So what are some of the solutions the State has been discussing?

- Public/Private Partnerships
- Toll roads (and variations of this concept)
- Private roads
- Increasing the fuel tax

Mr. Feldmeier concluded his presentation by offering the question: Who will pay for complete streets? He is a bicyclist and hikes a lot, but he realizes that without fuel tax, we'll have a hard time paying for such improvements. Therefore, we need to be more creative in how to fund transportation projects.

Tom Lloyd, Chief Assistant City Attorney, City of Prescott, first clarified that he was speaking as an attorney who defends liability cases for public entities and that his comments did not reflect the opinions of the City of Prescott. He focused his presentation on ‘Public Entities and Liability Arising from Infrastructure’. He asked, “When can a city be liable for a crash?” noting that any entity can be liable for negligence with regard to infrastructure:

1. Duty to keep streets and sidewalks reasonably safe
2. “Negligence is the failure to use reasonable care.
Negligence may consist of action or inaction.
Negligence is the failure to act as a reasonably careful person would act under the circumstances.”
3. Notification of a “dangerous condition”, unless known or should have known, or created by the entity (ie, call the entity about the problem)
4. Reasonable time to remedy such condition (get the trucks out to fix it, remove debris)

When is a city not liable for a crash? Mr. Lloyd explained that just because a city owns the street does not make them liable for crashes. Natural conditions generally do not present an “unreasonable risk of harm”, thus, generally present no liability. Also, a city is not a property insurance company. It is not liable and will not pay any property loss or injury unless determined negligent and failed to exercise reasonable care.

Some of the determinations of negligence and liability Mr. Lloyd explained included:

- Negligent Design
- Negligent Maintenance (debris in the right of way)
- Failure to Warn (traffic signage)

What is “reasonable”? Mr. Lloyd explained that there is no state law that regulates this. Rather, cities must look at accepted engineering and legal standards. Some of the most common include:

- American Association of State Highway and Transportation Officials (AASHTO) – for lane widths and configurations, lane striping, intersection markings
- Guide for the Development of Bicycle Facilities, 3rd Edition (AASHTO)
- Manual on Uniform Traffic Control Devices (MUTCD; U.S. Dept. of Transp., Fed. Highway Admin.) – “standards”, “guidances”, and “options” regarding signs, signage, warnings (e.g. speed bumps, railroad crossing warnings, etc.)

The above standards are guidelines and do not have the effect of law. However there is one standard that was enacted by Congress and does have the effect of law:

- Americans with Disabilities Act

Mr. Lloyd concluded his presentation by emphasizing that he only answers questions about legal liability. He leaves questions about costs and design to those experts.



SUMMARY OF PARTICIPANTS' QUESTIONS & DISCUSSIONS

(Some were written on 3x5 cards by audience members for the MC to read)

Sue Knaup (Q): Some of you noted several cautions about extra costs for complete streets, but isn't it possible that complete streets can actually cost less by providing for bicyclists and pedestrians from the design stage?

Matt Zoll (A): One road widening project Pima County analyzed included bicycle and pedestrian facilities. We also decided to narrow the six travel lanes from 12 feet to 11 feet resulting in a cost reduction of \$750,000.

Sue Knaup (Q): How does a municipality's liability for crashes and maintenance differ between provisions for cars versus provisions for bicyclists and pedestrians, or is there a difference? In other words, is liability a reason to not provide for bicyclists and pedestrians?

Tom Lloyd (A): Anything the City does exposes us to liability. This is the same for any municipality. So there isn't a clear answer. It's best to comply with design standards no matter what we do.

Sue Knaup (Q): So what I heard is that there really isn't a difference whether it's a bicycle lane or a car lane. You simply have to stick to those standards.

Tom Lloyd (A): Yes.

[3x5 card] (Q): If a community requires the signing of a liability release document for pedestrians and volunteers constructing trails, does that actually release responsibility in the case of an injury?

Tom Lloyd (A): No, because releases from liability are very difficult to enforce.

Janet Grossman (Q): My understanding is that it's illegal for bicycles to be on sidewalks. So let's say there were an accident between a bicycle, which was illegally riding on the sidewalk, and a pedestrian caused by a sandwich board sign in the middle of the sidewalk, which is definitely illegal in front of the store - who's liable?

Tom Lloyd (Q): Who was unreasonable?

Janet Grossman (A): I think the store would be liable.

Tom Lloyd (A): That's what I think. We also have standards for those signs. If the store owners violate those standards, if the sign is placed in the wrong spot or is oversized, then they can be liable. But that's not a question of City liability. That would be a question of the store owner liability.

Janet Grossman (Q): But now the store is trying to push the issue onto the City legal department.

Tom Lloyd (A): I promised myself I wasn't going to answer questions about specific situations.

Janet Grossman (A): We do have an issue with that as a public sidewalk issue. Thank you.

Paul Katan (Q): I have a question for Mr. Feldmeier. First, thank you for sharing the reality of the economy pertaining to the state transportation funding. I do have a specific question about your speech. As I understand it, the money collected at the pump goes to fund state highways and gets split equally amongst the counties. But there isn't a lot of money available for complete streets. Can you clarify if any money from the pump comes back to individual cities?

Bill Feldmeier (A): That is a very good question. The funding distribution chart is very convoluted. The percentages are very convoluted.

Mayor Jack Wilson (A): Paul's question was how much the City is given from gasoline tax. Since 2001 that fund has not paid for our transportation needs. We've had to dip into general funds. For the current fiscal year it has not paid to the tune of \$4 million. In the next fiscal year it's going to be more. We're estimating \$800,000. So we're in the hole \$5 million now. And that's really the issue with the one cent streets and open space tax. Pay as you go doesn't work any longer. We're going to be going to the ballot to extend that tax.

Bill Feldmeier (A): I'd like to expand on that. I've got a chart that explains that breakdown. Therein lies the challenge – less revenue coming in plus increased inflation. So the challenge of building a complete street... Let me put it this way, to retrofit a street to make it a complete street, is one challenge in and of itself. And then add to that a new street and provide the amenities I think we all want, and I believe we need as well, is another whole challenge with declining revenues.

Chris Hoy (Q): I'd like to ask Mr. Zoll a question. Would you comment on the overall financial impact of complete streets? My understanding of what we were looking at, that was an improvement to the streets in Tucson, might be expensive; that in fact with new streets for instance, it's actually a very small amount of increase if you were building a new street; that the major expense would be in retrofitting if it's there at all; that there are some grants and federal funds available to defray those costs. Would you put this in perspective for us? What is the financial impact of the complete streets concept, really?

Matt Zoll (A): As I mentioned previously, we haven't exactly identified what these additional elements cost, except in the case when we do a retrofit and we provide a Hawk pedestrian crossing or a Toucan or go in to widen for bike lanes or an enhanced pedestrian elevated crossing. Some years ago we looked at: what is the cost of a bike lane? If you're doing it as part of a roadway widening so it's one element of a complete street, we think: do you ascribe all the widening costs to just the bike lane? Or do you balance it out across the whole roadway widening? To some extent this is justified because we always need extra right-of-way outside the roadway for utilities, etc. So can't we fit bike lanes and sidewalks? Some numbers we've seen over time show just a couple percent of the roadway widening

cost for five to six foot wide bike lanes. Right now, we estimate \$400,000 per mile for retrofit bike lanes, but only \$150,000 per mile if the bike lanes are part of a widening project from the beginning. For retrofit sidewalks we estimate \$450,000 per mile in general. Does that address your question?

Chris Hoy (Q): Are there federal funds or an umbrella program that deals with this?

Matt Zoll (A): There's the Enhancements program and Safe Routes to School program. But Safe Routes to School capital funding is capped at \$250,000. Also, restrictions on federal funds can drive costs up. For instance, one of our projects would cost \$225,000 for design and environmental if we use federal funding. But if we use our RTA funds (half cent sales tax for alternative transportation) it will cost \$70,000. That's just one example. It varies a lot among jurisdictions. It's still worthwhile to go after these federal funds especially if you have a good local match or an overmatching source like we have. And if you have patience. We can do an RTA pathway project in a year to year and a half from inception to completion. A federal pathway project may take three years, four years, five years. Rarely have I seen any done within three years. So you have to have patience if you're going to go after federal. But another source of funding we're tapping into is federal also and jurisdictions have flexibility with this source. It is Surface Transportation Program funds or STP. That's where Enhancements and Safe Routes to Schools come from, but we also have the capability to flex those funds towards educational, a Safe Routes to School coordinator position, salaried positions, educators, pavement markings and signs. And that's exactly what we've done in our region. And according to Mike Sanders, we seem to be the first he's heard of in the state to use these STP funds for these projects.

Bill Feldmeier (A): I'd like to add to that. We traditionally look at bike lanes as the solution to protect bicyclists. As a bicyclist, and I bike a lot, that's not where I feel particularly safe. The little white stripe doesn't guarantee me the safety I would like to have. So I think it's an evolving thing. What's happening on the 69/89 interchange right now is that we have a multi-use path and that multi-use path is intended to get the bicyclists away from the cars and put them with the pedestrians, away from the vehicles. So you won't see striped lanes in that interchange for that reason. We picked up STP money, Enhancements money, and whatever GVT money is (that's a new one for me), in order to make that multi-use path work. So as a guy who spends a lot of time on his bicycle, both mountain and road, my preference is to get as far away from the cars as I possibly can. I feel a whole lot safer that way. So I'm looking for ways we can navigate our way away from the vehicles. I know that bike lanes are great. Let's take them rather than not have them at all. But if you can take me to a side street to get from point A to point B that's where I'd rather be because I'll feel a whole lot safer.

David Maurer, CEO Prescott Chamber of Commerce (A): Looking around the room, recognizing bicycle interests, transit interests, automobile; it's a fairly diverse audience. And there are different priorities everybody has for complete streets. But I think one thing we can agree on, no matter what your priority is, we need reliable streets. Our streets are falling apart, they're deteriorating rapidly and to go to the mayor's point, this is a critical election coming up. We need to extend the city sales tax, for however many years it takes to enable us to bond, to address most of the street needs we have today in order to allow for complete streets. I think it's critical that not only automobile interests, bicycle interests, transit interests - everybody needs to support this election this fall. It's critical for complete streets.

Lisa Barnes (A): This is not specifically to that point, but I have been wanting to chime in about cost. We've been talking about complete streets, but haven't gotten to the point where a jurisdiction adopts a complete streets policy. That doesn't cost money, number one. But it shows that the community wants

these kinds of streets. A complete streets policy would say that all streets must accommodate all travelers no matter what mode of travel they're using. Once that's in place, these arguments or debates of funding become a little different. You have what has to be done already there. Then you figure out – okay this street is coming up for renovation. This is how much it's going to cost; how are we going to pay for it? When you have to debate street by street, what's going to happen - that seems a waste of time and a waste of resources. When you know what a street should be from the get go, there's no question. You do have to find out how you'll pay for it. I agree that finding sustainable funding sources is essential and these sorts of taxes and bonding against them is going to help. I'm sure there are many other creative ways out there we need to look at. But to me, having the policy in place first then makes it easier to know what these things are going to cost instead of going street by street and debating those issues as you go.

Bill Feldmeier (A): Thank you. I like that. But I still see the question – Who pays? The people who are paying now, whether we like it or not, are the people who are buying the fuel. It's not me when I'm on my bicycle. I'm not paying a fee for every mile I put in. I burn a lot of calories, but I'm not putting anything into the maintenance of that highway. So when we're talking about a complete street, we're talking about an incomplete payment system for those who are using it. So we have to be more creative than just a fuel tax or a user tax to allow more funding streams to come in, not to justify, not to defend, but to allow a more complete payment for a complete street to take place. Because if we don't do that, all we're doing is encumbering the vehicle even more with fewer people driving and demanding more and more out of what we want for our roads. We're on a collision course, unfortunately.

Matt Zoll (A): First, on the policy side, I mentioned we don't have an official complete streets policy. But it's like with the federal government when they started this program flexibility in highway design and context sensitive solutions. Many states and jurisdictions around the country were actually doing this many years before that. So, for instance, we did adopt policies and standards back in the '80s to have bike lanes built as part of all new roadway and widening projects, that's for arterials and collectors. And so we've seen 25 years of trend this way and growth in this area. To get to Lisa's point, we didn't have to debate each street. It was just part of routine accommodation because we knew we had enough users out there who needed these facilities.

Just briefly on the lane and pathway issue, we try to have a pretty balanced approach where we have local street options, we have pathway options, we have bike lane options, bike boulevards which we're starting to develop. We have learned in our educational program that whether you're on an off-road pathway or in the street on a bike, either in a bike lane or just in a standard travel lane, about 90% of our crashes in the urban area are in front of you – intersections, turning vehicles, people coming from the side, even the right hook. And that affects every bicyclist out there, whether they're on a pathway or they're in a bike lane. So over 90% in our region are in front of us. We're not as concerned with the overtaking-type crashes.

Back to this policy and cost side of things, we realize that every person out there buys products. How do those products get to us? Whether we drive or not, we pay some gas tax right there in buying those products. In our region with the transportation sales tax, everybody's paying. There have been various evaluations looking at who's paying for what, where is the money coming from, and we know that bicyclists are paying their way, very well, especially with reducing pollution, reducing maintenance costs, etc.; same with pedestrians.

Audience member - no name given (Q): I'm coming from the pedestrian point of view. I'm a handicapped person. Some days I can't walk at all. There are cities, for example San Fernando Valley

in California, has installed rubberized sidewalks. The studies I read while they were doing this said for liability reasons, maintenance reasons and costs, and I was wondering if any investigations had been done on these alternative materials for walking, bike paths and things like that. They're sort of like a puzzle piece that can fit together. They said they can lift them up when they need to trim roots, so the sidewalks don't come up and break. The maintenance crews just lift them up, trim the roots, push them back down and it's there. Being that they're made out of recycled materials – rubber, tennis shoes, tires, things like that – it seems to me good from the environmental standpoint. But from the liability side, people fall, they don't get as injured. Has anyone on the panel investigated or heard of studies regarding that?

Matt Zoll (A): It's an excellent question. We have investigated it. We need to reinvestigate it. At the time we looked at it, the costs were above what we could do with other materials. But I think it has tremendous potential. We don't know how it will hold up in our Tucson desert environment. That's always one major concern - long term maintenance and replacement costs. But I've lived in different countries and cycled all over the world. One question that always comes up: how do we traffic calm bicyclists on pathways shared with pedestrians? One thing I saw in Korea is they had a paved pathway and a rubberized pathway side by side. The way they kept bicyclists off the rubberized pathway was the instant you got on that rubberized pathway your speed dropped about five miles per hour, there was that much friction. One other benefit of the rubberized material is it's softer to walk on and can be easier on the joints.

Audience member - no name given (Q): I would like to offer a challenge that Prescott could be a leader in public transit if it adopted what 80 or more universities across the country have done – have student-operated transit. The timing would be perfect. You'd have part-time operators in three hour shifts. It has succeeded at UC Davis, Kent State and over 80 examples. You could get funding from education sources and use energy-efficient buses for a high-quality transit system.

Alex Steele (Q): After the first hour segment it really clicked for me – where is the money going to come from to provide for complete streets? So that got me thinking about how that cost could be reduced. So my question regards when a complete streets program is adopted for Prescott and more bicyclists and pedestrians are out in the roads, if in the future once these improvements are made to the streets to allow more bicyclists, if this will eventually cause a cost reduction. So I wonder if Mr. Zoll has something to say about that with Tucson, if there have been improvements and cost reductions already.

Chris Hoy (Q): Someone asked the same question on a 3x5 card: Do complete streets eventually offset some of the high maintenance costs from when we have lots of traffic on the streets?

Matt Zoll (A): I can point to one example of a project in Tucson, right outside downtown on Stone Ave. The city wanted to rebuild it. It's an old street, five lanes, pretty narrow, a lot of issues. There were city staff who wanted to widen it to six lanes, divided. We started working with the technical advisory committee and the citizens' advisory committee and it turned out that both realized going to six lanes would be a major impact. I looked at impacts on property values, access, availability of land for businesses – if widened to six lanes, what would happen to all the businesses on one side of the roadway? Do they have to move or simply go out of business? We actually looked at a variety of goals, not just level of service goals [for motorized traffic]. This was before complete streets, about 10-12 years ago. We looked at the things that we as a community really value and how we can achieve them. So the ultimate decision was to stay with five lanes, provide enhanced pedestrian crossings, repave the roadway, provide bike lanes by taking the lanes down to ten feet. The City asked me to write a policy

for them so they could go down to ten feet. The director of transportation asked me if the project was to widen to six lanes, but when I told him no, that we were sticking with five lanes plus these enhancements he said, “Great! We can’t afford it anyway.”

But what’s killing us is maintenance – how to maintain all this pavement? How to maintain bike lanes and sidewalks? We’re probably maintaining our facilities at 20%- 15% of the level we should be, let alone landscaping and other issues. So we do have a huge funding challenge.

Bill Feldmeier (A): Connecting with that funding challenge, we have to be more creative with how we fund these things. They’re really important. I believe in complete streets, but we need to figure out ways we can finance them and continue to maintain them appropriately or we’re just going to hurt people. And we’re going to hurt our pocketbook in the long run if we can’t maintain them appropriately. That’s where we are in Prescott and that’s where our state highway fund is across the state. It’s a huge infrastructure problem with growing needs and growing responsibilities.

Leslie Hoy (Q): I have a cultural question. I accept the funding challenge. Yet when Prescott was growing fast and a lot of money was coming in, we were still not having complete streets. So it seems to me there is a cultural question. And I will define that question here as the fear of becoming Boulder [Colorado]. I have heard that over the ten years that I have lived here, especially in the previous mayor’s regime, but there are still some leftovers from that regime. I actually heard some people on the Council about the fear of becoming Boulder. So I have a two-part question: Is there a fear of becoming Boulder and that’s part of why we don’t have complete streets? And if so, what can we do about it?

Bill Feldmeier (A): I do have some experience – from people throwing things at me as I ride by or hike by, a resentment that I’m on the road. I don’t understand it except that I’ve seen bicyclists on state highways that are side by side which infuriates drivers particularly when they won’t move over. I think it causes a resentment overall about sharing the road. When we have a responsibility as bicyclists and pedestrians to not only watch out for our safety, but to be aware that there are often people on the road who want to go a lot faster than we have the capacity to and we ought to move over as far as we can because they do throw things at us.

Matt Zoll (A): She said even when money was coming in we were not doing complete streets and that’s the predicament you run into, that there’s never (quote) enough money. Well? Really? That’s why I’m very lucky in my region – before I moved there from Honolulu, they adopted those policies and standards back in the ‘80s. So we had decided that yes, this is a community priority, this is a community goal, we need to make it work. We don’t overbuild roadways or at least build too fast if we can’t afford them with the elements we really want – the crossings, the pedestrian facilities, the bike facilities. So that’s really the key. It’s not an excuse to say there’s not enough money because whenever there is enough money or more than enough money, it still doesn’t seem to happen, in some regions.

Back to the issue of whether we’re afraid of becoming Boulder or Portland, we have to be sensitive about that when we advocate with the city of Tucson – we’re not Boulder, we’re not Marin County. So we have to be sensitive about that.

Lisa Barnes (A): I think she said it well, that it is a cultural thing, too, whether we compare ourselves to another community or not, there is a culture that we expect to see in our transportation system. I have lived in Portland, I’ve lived in Amsterdam - places that are very easy to get around without a car. But a culture *is* evident in a community when it does just build more roads.

I went to a conference at the new Hampton Inn off Highway 69 behind Costco. We had a lunch break and I wanted to take a little walk and find something to eat. And there is no way for a pedestrian to just take a walk down there. You are walking in the middle of the street. There are no sidewalks. I've lived here for four years and the way I say it to myself is that it looks and feels as if no one ever assumes you'll be outside of a car. Some of the new roads that are getting bike lanes and sidewalks look great. But in many, many parts of town it's as if no one assumes you're going to be outside of a car. And that *is* a culture thing, an assumption that people are just going to move around in cars.

I think that is reflected for people who come to visit. You can walk around the square in a very lovely environment, but as you move away from the square it's not so lovely to walk around or bike. And for people who are visiting, if they want to walk or bike or do anything other than drive, that is in their mind. Will they want to come back to visit or stay? Will they want to recommend this place to their friends? It is a cultural thing, absolutely.

Mayor Jack Wilson (A): I don't think the issue is money. Money comes and goes and it's always an issue. I'm not worried about becoming Boulder. I'm worried about becoming Aspen. I'm not afraid of the future, I push the future. We're pushing smart growth and form based development. That will help us get pedestrian oriented facilities. However, we have to do what the people want to do. That's not a hundred people in an organization that votes for transportation. So you should survey the population and see where the will of the people are. That's one of the starting points to change the culture. This is not asking everyone who rides a bike, "What do you think about bicycles." We have to get the tax payers to tell me what to do.

John Stryker (Q): First I have a comment. I've been here 30 years and I own a bicycle shop. Most of the accidents I see come into the shop are the bicyclists' fault. I helped start Prescott Alternative Transportation. Long before that we had Human Powered Transit Authority. Unfortunately, most bicyclists don't follow the rules of the road. We've been trying for years to teach bicyclists how to follow the rules of the road. If we want to get the sales tax passed and we want to get involved as bicyclists, it would be nice if we would follow the rules of the road. I've found that when I follow the rules of the road, people are less likely to throw things or get mad at me. I'm also being a cheerleader here for people to get out there and do it.

I have a question as to how effective your education has been. I found ours has not really worked. I've actually taught [bike safety] at schools and as I'm leaving the school, watched the kids do exactly what I told them not to do. It doesn't matter if they're ten years old or 60 years old.

Matt Zoll (A): Last fall I worked with the city prosecutor to get a diversion program in place where if people get citations they can take a nine hour bicycle safety class. There's quite an incentive because it's free and as of last fall, we were providing free helmets, lights and locks to all participants of the classes. A cyclist in Tucson pays the same fine as a driver does and these days those fines are really steep for some infractions, especially for a "captive cyclist" – someone who doesn't own a car (can't afford it), a university student, migrant worker. So we are reaching a lot of people this way now and they are the people who have been most resistant to following rules – not using lights at night, etc. So maybe you can work with your prosecutor to divert people to take these courses as long as they meet certain requirements. We're now working with UofA and Pima County to set up the same program, so we'll have a lot of captive audience of people coming to our classes. The other thing, to really kick it off, we went after these grants so we could provide incentives for people to attend these classes – free lights, locks, safety reflective tape, we were even buying them lunch for a time.

For our region in the urban area, roughly half of the crashes with vehicles they attribute the fault to bicyclists and roughly half to the drivers. And we hope to reduce the bicyclists' side. In the rural area, fewer crashes are the fault of bicyclists, more are the fault of drivers.

Lastly, a lot of captive cyclists and even people who are pretty good cyclists, do some erratic things or take some evasive actions because they actually don't have facilities to use - no bike lanes or a well-designed shared use pathway, something that helps them in the flow of the traffic. So you want to look at many angles: the education, the enforcement, the facilities and encouragement - just like you were saying, get out there and ride and be the good cyclist as a model.

Paul Katan (Q): We've been talking about complete streets and funding and the big picture, but in terms of the culture in Prescott, I think we're missing the low-hanging fruit. When there's a political uproar against one bike stripe which is a relatively low-cost improvement to a street that's wide enough to accommodate bicyclists that are already traveling on a designated bike route supported by the bicycle advisory committee - we have a problem and it's a cultural issue. I ride in the streets and feel fine riding legally with or without a bike lane. But unfortunately, there are a lot of people out there who aren't as confident or as experienced to even give it a try without that little stripe. There's also a lot of added benefits to having that added paint stripe - a buffer from the cars for pedestrians that are walking on the adjacent sidewalk, for a more pleasant walking experience. So we need to put in the stripes that are low cost in the places where the street's already wide enough. Then, once we have connectivity and infrastructure in place and it's a little more obvious how to ride correctly, then we can expand on education and eventually get to a place where we can deal with enforcement. But as it is now, our police force doesn't enforce people riding on the sidewalks because there's no alternative.

Matt Zoll (A): Related to that, Mike Sanders and I were reviewing, I believe, the street you're talking about. We pulled off to turn around and as I was pulling back onto the roadway, and I looked to my right, Mike Sanders said, "Cyclist!" The cyclist was riding the wrong way on the sidewalk with a cell phone to his ear. So thanks to Mike, I didn't hit one of your cyclists.

So again, that gets back to facilities. If you have the education and the available facilities, people will more likely use it right. We did a big bike study of the UofA area. On the streets with bike lanes, 95% of bicyclists were riding in the roadway in the bike lane and 98% of those were riding the right way. That's without bike arrows (we're adding those now). On the streets without bike lanes, about 70% of the cyclists were on the sidewalk and of those, almost 50% were riding the opposite direction of traffic, the wrong way. So right there we saw the facility relationship with how people were traveling on the streets.

Councilwoman Lora Lopas (A): I had an epiphany on the way over here. For a long time we've had the, "We don't want to be Boulder." That's this group that says, "I don't want Prescott to change, I want the old Prescott back." And then there's this complete streets side saying we want to be safe and we want our kids to be able to ride to school again like we did when we were children. So I never asked the question of the people who want the old Prescott back: What does that look like? And I found out today, so this is what I want everyone to think about. The people who want the old Prescott want tree-lined streets, garages in back; they're describing what this is about. So we've got the two sides that are just a little confused on how to bring that together. I think everyone actually wants the same thing. It's just a little bit of fear as to what does that look like. So I think, as the mayor said, the form-based zoning, the smart code; that's one step. Planning & Zoning has been looking at that with the City. But

keep that in mind. I actually don't think we're that far apart. We just need to educate everyone, on what does that look like.

Jim Knaup (Q): I wear a lot of hats in this town. One of them is Co-Chairman of PBAC [the Prescott Bicycle Advisory Committee] and a volunteer for PAT [Prescott Alternative Transportation] and a business owner. I'd like to say there aren't any off-road bike paths going to my business. If you want to get to a doctor, a store or anything and you want to ride a bicycle, you're probably going to have to be on the street no matter how safe it feels.

I wonder about the comments on negligence and how omission might play into negligence and the fact that decisions get made without understanding the advice of perhaps more competent authorities, when roads get designed in Council Chambers. We all know the problem of the one cent sales tax coming up and I'd like to suggest that if we solve that street tax as having a complete streets segment and quality of life as part of it, that maybe it would be an easier sell. I also want to find out if people agree with me – we've talked a lot about the cost of complete streets, but there's quite a cost that goes with not providing complete streets and not providing for your citizenry. Those could be dissected into: deteriorating neighborhoods, shut-in seniors, blight, sprawl, a less vibrant community as a whole, job loss and not attracting new businesses to our town. I want to see if any of you can comment on that and I want to thank everybody who participated.

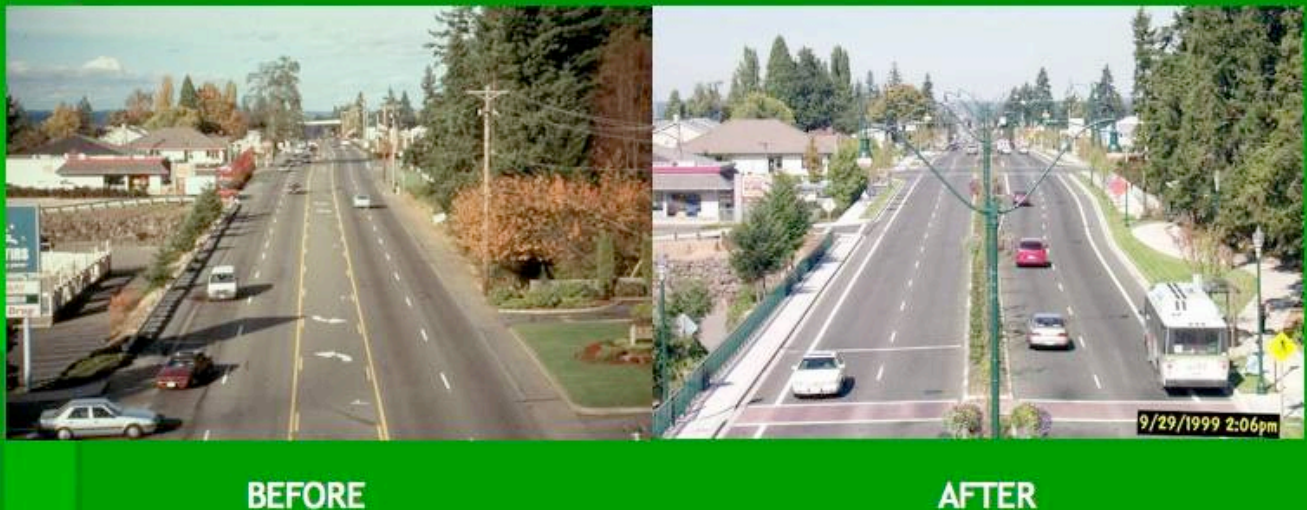
Tom Lloyd (A): As far as the legal issue goes, as far as I know we do design our streets according to engineering standards. Some of those standards give options – the width of bike lanes, they can be four feet, but that's a minimum; there are other recommendations. So you can design them different ways. As far as designing them in Council Chambers, I'm not going to answer that question. That's in a different box. But we've always designed everything within those standards. It's just that some of those standards aren't black and white. There are guidances and options in some of those standards. So they leave a lot of flexibility. The other box about them designing them in Council Chambers, probably Bill is the best one to answer that.

Bill Feldmeier (A): I want to thank you for inviting me here this evening... As a former public official, I just say that what we did when I was in office is you respond to the concerns of your constituency as best as you possibly can with the financial constraints that you have. I think that the concept of complete streets was common in territorial days and left when the automobile became more predominant. And to return, to get people out of their cars and walking again, means that we really need to change the way we think, the way we act and how we interface with one another and how we change our neighborhoods, too. But the conversion from the existing to what the complete model is, is not going to be easy. It's fraught with battles all over the place, from neighbors who don't want to give up their private property to allow that slice of land it takes to make that road complete. So creating the balance is extremely difficult.

I wasn't on the Council, but I sure watched what happened with Copper Basin [Road] and how difficult that issue was, trying to debate the widening and a sidewalk and a bike lane, and you see what we got. I think there's other ways, lots of ways to do things. It doesn't have to be the bike lane per se. It can be a multi-use trail, which clearly is my preference. So we don't have the cars here, the bikes separated by a white stripe (which I have absolutely no confidence in, in terms of my safety) and then the curb with the sidewalk for the pedestrians. I'd rather be up there where the pedestrian is with a wider stretch. I'd feel a lot safer. Or we get off the thoroughfare as quickly as possible and navigate our way through residential streets which I would rather see than just the thoroughfares with people going 35 and 45 miles per hour.

Lisa Barnes (A): I'll make one more comment. As they say, "If you build it, they will come." And if you keep building just roads, they will fill up with cars. But if you build bicycle lanes and sidewalks, they will fill up with pedestrians and bicyclists. That has been shown in studies around the country. So, it is a choice. And it would be nice to be in a community that is offering choice of transportation to all its citizens.

To Complete Our Region's Streets - Or Not?



Images above from University Place, WA; Bridgport Way Transformation.

CONCLUSION

It seems one would be hard-pressed to find a person who did not agree that ensuring the safety of all travelers on the roadways is a bad idea. Rather, there are some concerns that commonly arise about the difficulties in implementing complete streets. The concerns most often raised include:

- It is too expensive
- Liability issues make it prohibitive
- The numbers of those walking/biking don't justify it

The discussion during this Town Hall made it clear that transportation funding is complicated – yet it *is* possible to implement what a community determines benefits its citizens. It comes down to first defining what the community's values are, and then researching the myriad funding options. Michael Sanders, Bicycle and Pedestrian Coordinator at ADOT, also offered a fact sheet entitled “The Costs of Complete Streets” (found in its entirety at the end of this report) that goes into further detail; Prescott is not alone in raising the issue of funding as a concern.

Mr. Lloyd clarified that a municipality does not take on additional liability by adding a bike lane or sidewalk. As long as the bike lane or sidewalk is constructed and maintained according to accepted standards, the municipality has performed its duty.

Over the past several years, members of Prescott City Council have argued that there aren't enough people walking or bicycling to make the case for special facilities. Though this topic was only touched on at this Town Hall, Prescott Alternative Transportation recognizes it is a common argument against providing for bicyclists and pedestrians. The fact is, no one in Prescott has accurate data for how many people walk or bike in town. The City regularly counts vehicles on our streets in order to assess roadway capacity and determine whether to widen or even whether to add certain traffic control elements. The City does **not** count bicyclists and pedestrians, which begs the question: how do we know how many people are using these alternate modes of travel and, therefore, whether particular facilities are needed or not?

When one weighs in the additional benefits that come from complete streets – improving air and water quality, increased public health as more people walk/bike, reduction in traffic congestion, increased road safety, more vibrant shopping districts, increased overall quality of life – Prescott Alternative Transportation (PAT) maintains its position that adopting a complete streets policy (preferably regionally) is worth the effort.

PAT hosted this Town Hall and compiled this report in order to educate the community about this issue. It is hoped that this will lead to further conversation and, ultimately, consideration of writing and adopting a complete streets policy.

Prescott Alternative Transportation is a 501(c)3 organization with a mission to work towards a bicycle and pedestrian friendly central Yavapai community. PAT fills a need, a gap in services not offered by local government: advocating for safe, convenient transportation choice in order to effect positive economic, environmental and social benefits for the whole community.

WRITTEN COMMENTS (in full; submitted as attendees left the Town Hall)

“The mayor suggested a new survey, but these surveys already show overwhelming public support for complete streets:

- Prescott 2050 Visioning Process
- City of Prescott Citizen Survey November 2002
- City of Prescott General Plan Public Meetings/Open House comments and Questionnaires, August 2002” – Lindsay Bell

“I favor bike safety for kids, families and health. Bike lanes protect citizen bicyclists who are doing their part to keep Prescott wholesome, healthy and full of fresh air. I would like to see bike lanes on Iron Springs, Miller Valley, Gurley, Copper Basin and Senator Hwy within the next 2 years. This will provide jobs, too, and save lives and reduce climate impact.” – drek

“I feel it is necessary to have required standards that when a road is built or maintained alternative transportation lanes are established. This would encourage people to bicycle and/or walk. It is a recognized crisis that lots of people and kids are overweight. Alternative transportation (biking/walking) would greatly reduce this national concern.” – anonymous

“Well-spoken, diverse selection of presenters. Productive conclusion of middle ground and how Prescott should be. Cultural diversity needs to be discussed more in this setting.” – anonymous

“This forum was really quite complete in the various viewpoints. I agree that the combination of multi-use paths as the primary collector of bike/walk with the bike lanes/ped areas funneling toward the multi-use paths is the best option – Pima Co. been there done that. Follow the experience of those that have had the positive and not so positive results.” – Jim Stein

“I think that Prescott should create more bike lanes! This is SAFER. Period. However, I do think we as cyclists/activists should abide by the same laws as vehicle-drivers. Thank you for listening.” – anonymous

“Safe Streets and bikeways and bike friendly public transport: 21st Century Prescott of the future. We also need bike commuting lanes Prescott-Chino-Paulden-PV.” – Molly Beverly

“Bikes and walking are healthy lifestyles and should not be condemned or looked down upon. Prescott, AZ and Yavapai County I feel have a backwards vision – alternative lifestyles should not be condemned, but learned from. Our Earth which rotates around the Father Sun is dying due to we humans who are just paying a brief visit.” - anonymous

“Very informative for broad perspectives. Could add issues/barriers/opportunities when planning solutions.” – anonymous

“IMPORTANT ISSUES: Education of public to make the best choices. Imagination of how much better life would be with complete streets. Quality of life. Our society has become so ‘automobile-centric,’ some people do not recognize any alternatives. Build infrastructure for alternative modes and they WILL be used, not only residents but also by VISITORS who come to Prescott.” – Jim Warrick

“I’d rather live in Tucson. Was hoping we would discuss bus opportunities. Liked the examples of what can be done. Saw the safety and the possible increase in revenues from increased tourism and

increased quality of life generated by “slowing down,” which will lead to a great population.” – anonymous

- 1) Bill Feldmeier, how does one get from ERAU to Prescott College on trails or side streets?
- 2) How about charging an Environmental Impact Fee to the different types of transportation? Or is this counter to Republican Socialism where you privatize the profits and socialize the costs.
- 3) Bill commented that the "funding is convoluted." If so, why isn't there an effort to simplify and clarify the funding scheme? Or is it primarily to embrace a comment Al Western of AWC Inc. made to me a few years ago, "Anytime there is confusion, there is an opportunity to make money."
- 4) Is gas tax an 'environmental fee?' Bicyclists pay sales tax on new bicycles and gear. How much of that funding is designated for Complete Streets?
- 5) A reality: The safety classes conducted by L.A.B. League Cycling instructors and sponsored by Pima County & the City of Tucson and a website <www.BikePed.pima.gov> are a recognition of bicyclists and pedestrians. Establishment of similar facets in Prescott and/or Yavapai County might be a part of the needed cultural change.” - Tom Pettit

“The transportation sales tax MUST continue to include the money for open space. Somehow we’ve gone from $\frac{3}{4}$ streets/ $\frac{1}{4}$ open space to the only choice being the full amount for streets, which is just wrong.” – anonymous

“Very good! This meeting has been very informative.” – anonymous

“I think complete streets are so important to this community both to keep the community together and attract new business/people. As for less expensive options in the meanwhile I’d love to see more education both for cyclists and drivers. More signs! Crosswalks!” – anonymous

“To be completely blunt – we have an obvious lack of political will in this area. There are plenty of examples out there and I hear the ‘older’ group say they want the old Prescott back. But that’s exactly what this is – bringing back our community to friendly, walkable neighborhoods that are safe. The fire department codes are too restrictive on street construction. We need to work on city codes to allow complete streets – a smaller road is less expensive to build and therefore can include the complete streets details. This is the dirty phrase here: property tax. A slight increase in property tax (our property taxes are extremely low here) and since complete streets benefits ALL citizens. Property tax is something everyone pays (yes, even renters via their rent). Also we need to start a booze tax to help fund Parks-n-Rec and tourism and therefore funnel down to all users.” – Councilwoman Lora Lopas

“Mr. Feldmeier mentioned that streets and funding are on a collision course. The real coming collision is between climate change and the U.S. style of living which is based on consumption of cheap energy and hydrocarbons. The real cost of fossil fuels has not been factored in. Looking at goals is important. Is the goal for the convenience of cars, or citizens? Is it about recognizing the other? Community priority – goal! Or our killing crazy car culture...” – anonymous

“I choose to bike instead of drive, and I do believe we need better lanes for bikes. Also I feel like drivers’ behavior has not really been addressed. I think there should be stronger enforcement and education to help educate drivers as to how to properly avoid and see bicyclists. Motorist EDUCATION + Bike EDUCATION. Downtown is beautiful but the traffic is ridiculous. WE need to

encourage a pedestrian friendly environment. Bike lanes are good. I feel safer in them.”
- anonymous

“Funding and legal a red herring. Would have preferred to hear opposing views to complete streets based on other reasons (if they could be found). We need to hold elected officials to repairing and maintaining existing infrastructure before building new which will require maintenance and repair in the future. Within one block of the plaza the sidewalks end, are broken, or do not connect. Back To The Future!” – anonymous

“Bill Feldmeier says he ‘feels safer away from automobiles’ but this is not always going to be an option or environmentally thoughtful. Automobiles need to slow down and roads need to be retrofitted with bike lanes that don’t cost that much more money in reality. He says it is a challenge – but Pima County and Tucson can be our role model. Iron Springs Road is a great result! Road Diets! I think we would save money in long term. Raise tax on fuel per gallon locally – that would help fund. More education, awareness, low cost lane stripes on roads now. Thanks for pulling this together! – anonymous

“METAPHOR: Equate bike lanes and traffic lights to trump the ‘budget objection.’ We don’t say there’s not enough money for stoplights. They’re part of what it takes to build a road. So are bike lanes (for safety, health and CO2 reduction). Bike lanes! It’s about lives. – anonymous

“During a conference call with our instructors for the Complete Streets workshops in May, to be hosted by the ADOT Bicycle and Pedestrian Program, I learned of a "Costs of Complete Streets" fact sheet prepared by the National Complete Streets Coalition (to be added to their web site -- <http://www.completestreets.org>). This draft fact sheet (attached) addresses concerns about the perceived costs of planning, design, building, and maintaining complete streets. It will be included in the workshop participant packets.” - Michael Sanders, Bicycle and Pedestrian Coordinator, Arizona Department of Transportation, (602) 712-8141

[Fact sheet referred to by Michael Sanders, ADOT, above]

Costs of Complete Streets

An oft-raised concern about Complete Streets is the supposed added costs produced in requiring accommodation for all modes of travel. However, jurisdictions implementing a complete streets policy within a balanced and fiscally sound budget find that it adds little to no expense to their transportation budgets. Complete streets are more cost effective than the alternative – streets made only for cars. In some cases, complete streets can help jurisdictions save money. In all cases, complete streets are long-term investments in the overall health of communities who adopt policies.

Complete Streets Policies Help Prevent Costly Delays and Retrofits

Integrating the needs of all users – pedestrians, bicyclists, public transportation riders, motorists, older people, children, and people with disabilities – early in the life of a project minimizes costs associated with including facilities for these travelers. Complete streets policies ensure early multi-modal scoping, saving money by avoiding costly project delays. Without a policy, bicycle, pedestrian, and public transportation accommodations are often debated too late in the design process and are considered a disruption rather than necessary and beneficial project features. This creates expensive design revisions, time delays and erodes public support. Furthermore, the failure to accommodate these user groups can trigger an expensive retrofit project at later date. A bridge near Cary, Illinois was built in the early 1990s without any safe way to cross it via foot or bicycle. After several deaths and a successful wrongful-death lawsuit, Illinois DOT was forced to go back at a great expense (\$882,000) to retrofit the existing bridge with a side path.ⁱ It would have been far less expensive to construct the bridge correctly initially.

“When projects are scoped and programmed without consideration for complete streets, there could be extra cost over the original estimate in order to later address pedestrian, bike, and bus features.”

– Gregg Albright, Deputy Director of Planning and Modal Programs, Caltrans

Require Minimal to Zero Additional Funding

The careful planning encouraged by complete streets policies helps jurisdictions find many effective measures that can be accomplished at little or no extra cost. Some standard infrastructure projects, such as conversion from open to closed drainage, can be enhanced with complete streets facilities (i.e. sidewalks) for negligible additional cost. Changing pedestrian signal timing at intersections to a 3.5 ft/sec walking speed adds nothing to the cost of a signal, and adding countdown clocks can be done for as little as \$2000 per intersection. Adding curb bulbs where on-street parking occurs reduces the time for pedestrians to cross the street, allowing more time for automobile movement; this can be a relatively low cost way to improve both pedestrian and automobile access.

Additional costs associated with the routine accommodation of bicycling, walking, and public transportation represent an immeasurably small percentage of the total budget. On a project-by-project basis, any additional money spent is actually a long-term investment in the financial and physical health of the community.

Save Money through Better Design

Communities who adopt complete streets policies commit to superior roadway planning and design in new and reconstruction projects. Executing these designs can be less expensive than projects carried out under old standards and policies. In a reconstruction project, the Brown County, WI Highway Department built a three-lane street with two bike lanes on the existing four-lane roadway, and replaced expensive traffic signals with roundabouts.ⁱⁱ These changes saved the County \$347,515 – 16.5% below the original project estimate.ⁱⁱⁱ

“If a roadway is being reconstructed, rebuilding the roadway with 10-foot lanes and timing the traffic signals for 30mph will control speeds and can actually result in a *reduction in costs* by using a narrower overall roadway structure.”

– John LaPlante, PE, PTOE, Director of Traffic Engineering for T.Y. Lin International, former City Traffic Engineer with the City of Chicago

Creating complete streets also reduces infrastructure costs by requiring far less pavement per user; this saves money at the onset of the project and reduces maintenance costs over the long-term. Compared to increasing road capacity for vehicles alone, investing in pedestrian and bicycle facilities cost far less; over the width of one traffic lane, walking and cycling can move five to ten times more people than driving.^{iv}

Complete streets policies help with long-term savings for public transportation as well. The Maryland Transit Administration found providing curb-to-curb transit service for a daily commuter with disabilities costs about \$38,500 a year. Investing in one-time basic improvements can enable that commuter and several more to access an existing fixed-route public transportation route; this singular cost is the equivalent of two months' worth of the curb-to-curb service for just one person. More extensive improvements, such as adding a lighted shelter and bench and replacing the sidewalk leading to the stop, have a one-time cost just 33% more than a year of curb-to-curb service for a single commuter.

Investment in the Community

Complete streets are a sound financial investment in our community that provides long-term savings. An existing transportation budget can incorporate complete streets projects without requiring additional funding, accomplished through reprioritizing projects and allocating funds to projects that improve overall community mobility. In such a balanced and fiscally sound transportation system, complete streets facilities should not be treated as additional costs to a project. Complete streets provide benefits to the community in many other ways, from public health to sustainability and from improved property values and economic revitalization to increased capacity and improved mobility for all. Americans expect a variety of choices, and a multi-modal system of complete streets provides alternatives to driving. Implementing complete streets allows for an efficient and optimal use of limited resources: time, fuel, land, public health, the environment, and money.^v

“Boulder’s complete streets approach has transformed how we look at our transportation system. The city leaders made a conscious decision to provide multimodal options, and have focused on our investments accordingly. We believe this is a sound financial approach to increasing mobility and supporting the quality of life enjoyed by those who live and work in Boulder.”

– Martha Roskowski, Program Manager, GO Boulder

ⁱ Chicago Metropolitan Agency for Planning

ⁱⁱ 2002-2006 Transportation Improvement Program for the Green Bay Urbanized Area.

ⁱⁱⁱ Construction cost estimates from the Brown County Highway Department (November 30, 2004)

www.co.brown.wi.us/planning_and_land_services/planning/county_web/forms/a_case_for_narrower_arterial_streets.pdf

^{iv} Ekoster, J., et al. “Cycling: The Way Ahead for Towns and Cities.” 1999.

^v Gotschi, Thomas, Ph.D. and Kevin Mills, J.D. “Active Transportation for America.” Rails-to-Trails Conservancy, 2008.