



**RSG**

the science of **insight**

# Complete Streets and Goods Movement Options and Considerations

Prepared for  
FHWA Talking Freight Seminar  
May 21, 2014

Peter Plumeau  
Senior Director

# Harmonization

# What is Goods Movement?



# Goods Movement Context

Manufacturing  
& Production

Transportation  
& Distribution

Purchase &  
Use

## Push Logistics (Historical Perspective)

Production-driven

# Goods Movement Context

Manufacturing  
& Production

Transportation  
& Distribution

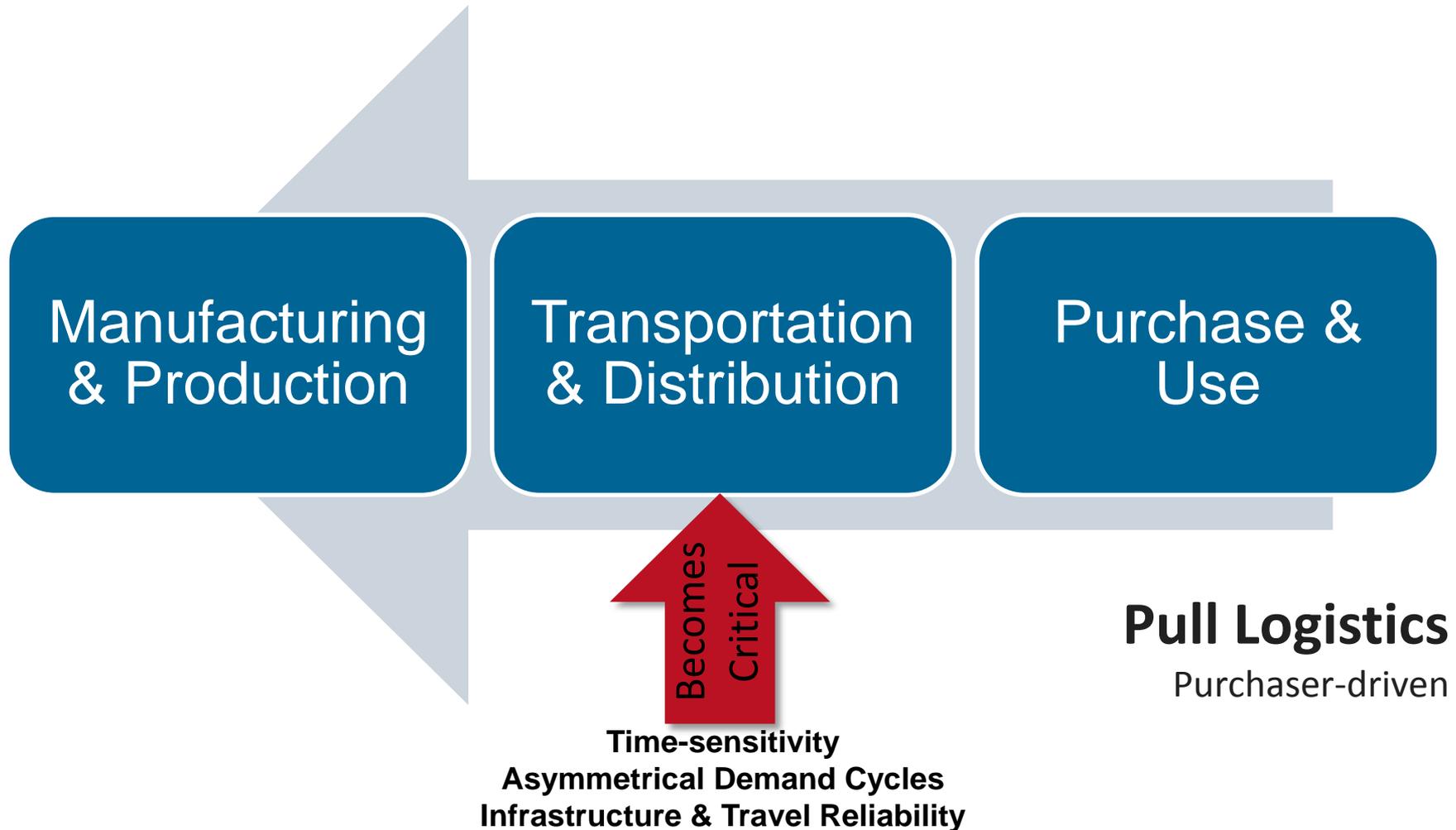
Purchase &  
Use

**Pull Logistics (Modern Perspective)**

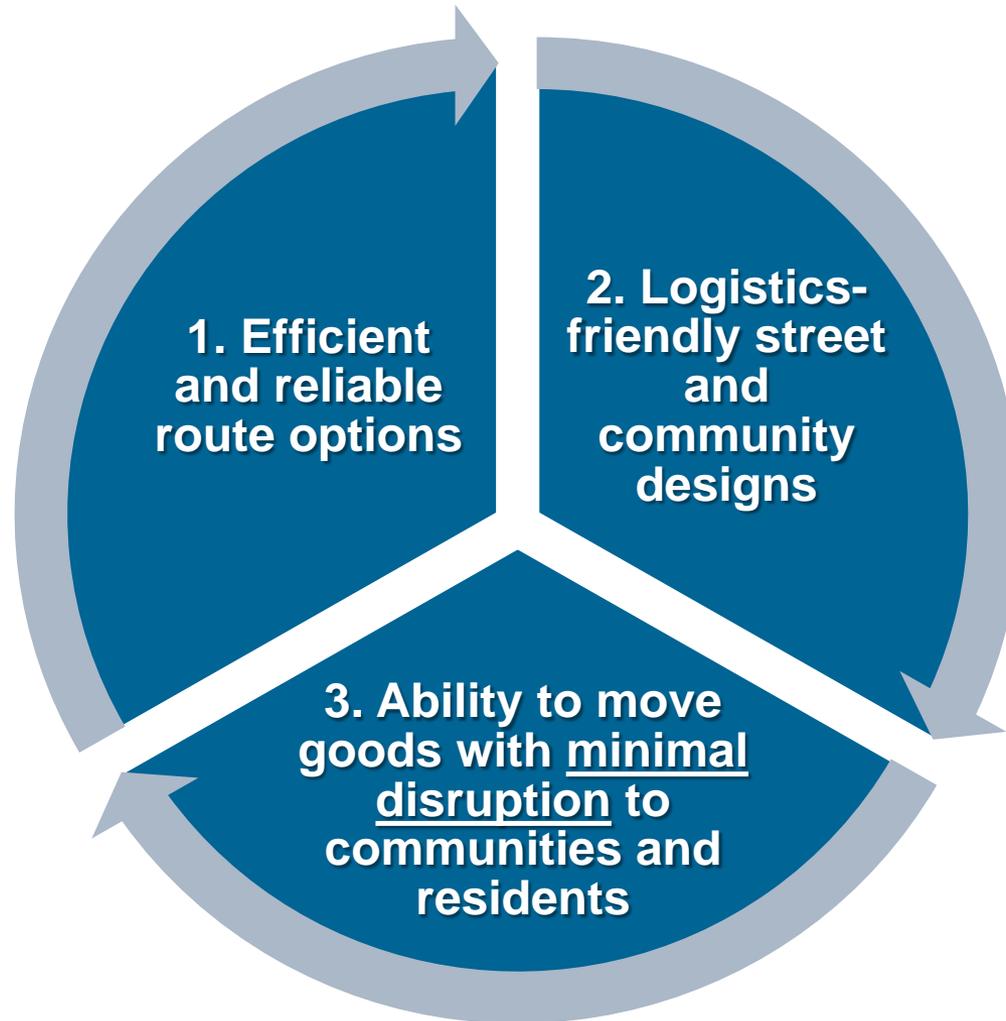
Purchaser-driven



# Goods Movement Context



# What Does Goods Movement Need?



# Complete Streets – Typical Parameters

- ✓ Improved mobility for bicyclists and pedestrians with new or improved facilities (e.g., bike lanes, trails or sidewalks)
- ✓ Improved mobility for cars, freight and transit via center turn lanes and lanes dedicated to streamlined through-traffic
- ✓ Improvements that reduce potential conflicts between modes (e.g., driveways, bicycles)
- ✓ Improved pedestrian crossings
- ✓ On-street parking
- ✓ Aesthetic and environmental improvements (e.g., landscaping, street trees, lighting)

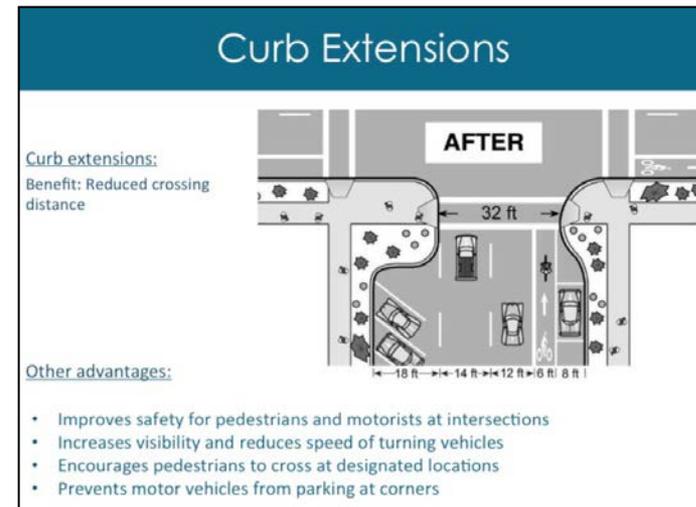
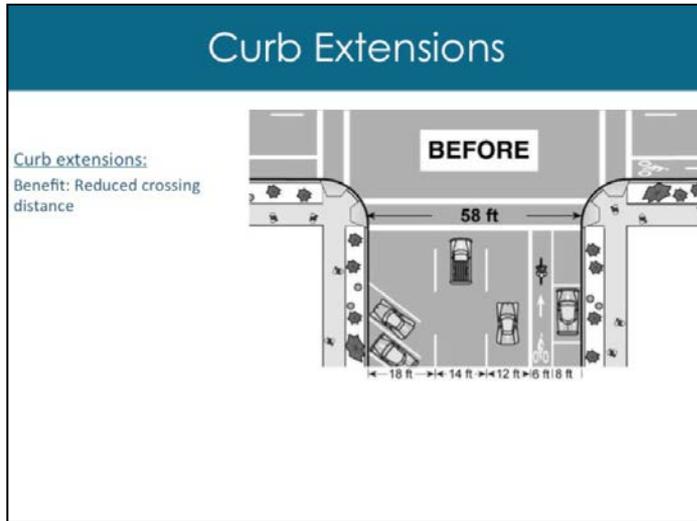
Accommodate All Users



# Not Always Easy



# Not Always Easy



# Harmonizing Goods Movement and Complete Streets

Plan to support – not eliminate – goods movement

Ask goods movement operators what they need and what could work for them

Think beyond design



# Support Goods Movement



## HAMBURG (BUFFALO METRO), NY / NYSDOT

- Ensured new roundabouts on designated truck route designed to accommodate turning trucks safely and efficiently

# Support Goods Movement

The screenshot shows the Seattle Department of Transportation website. The header includes the Seattle.gov logo and navigation links for Home, About Us, and Contact Us. The main content area is titled "What is a Complete Street?" and features a sidebar with a navigation menu. The main text defines a Complete Street based on Ordinance 122386, listing key characteristics: defined by ordinance, balanced user needs, and a flexible implementation approach. It also provides a detailed description of the policy's origin and goals, and a list of possible attributes for a Complete Street. Two side-by-side photographs illustrate the transformation of 15th Ave S from a standard street to a Complete Street.

**What is a Complete Street?**

- Defined by Ordinance 122386
- Includes improvements that balance the needs of all users
- Considers the unique qualities of each street with a flexible approach to implementation

Seattle's Complete Streets policy originated in 2006 as part of the Bridging the Gap transportation ballot measure (resolution 30915) and was developed in cooperation with a coalition of local advocacy groups. In 2007, SDOT worked with the Mayor and City Council to codify the Complete Streets policy in ordinance number 122386, which states that "SDOT will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users." The policy is specific that street improvements on Major Truck Streets should also be consistent with freight mobility, while supporting other modes. According to the ordinance, Complete Streets "may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time." Since 2007, Seattle has evaluated more than 50 Complete Streets projects.

A Complete Street has a range of possible attributes and Seattle does not use a rigid template for projects. Complete Streets will often provide improved crossings, good lighting and sidewalks for pedestrians; bicycle lanes, sharrows or wide outside lanes for bicyclists; adequate lane width for freight and transit operation; convenient transit stops for transit riders; and street trees, landscaping and other features such as improved lighting that make streets good for community life. Seattle recognizes that implementing Complete Streets requires that we make careful design decisions that are based on data, informed by adjacent land use and community experience, and anticipate future needs.

**15th Ave S Before**      **15th Ave S After**

## SEATTLE, WA

- Allows for flexible approach to implementing Complete Street approach based on unique qualities of street, including freight mobility needs

# Support Goods Movement

**Complete Streets**  
**FACT SHEET**

**Overview**

The concept of a “complete street” has been in the transportation planner’s vocabulary for a number of years. It refers to a set of street design concepts that ensures that all users are safely accommodated, regardless of how they travel or what their special needs may be. Consider this description of “First Avenue”: Jennifer may safely drive home from work; Andy, who is visually impaired, can cross the street where there is a traffic signal, and board the bus; Joe and Amy can ride their bikes to school.

**Who has adopted Complete Street Policies in New York State?**

Fourteen New York State counties or municipalities have adopted Complete Street policies as of 2011:

Buffalo, NY	Complete Streets Policy	2008
New York City, NY	Sustainable Streets Strategic Plan	2008
Bethlehem, NY	Resolution No. 30	2009
Ulster County, NY	Resolution No. 229-09	2009
Babylon, NY	Complete Streets Policy	2010
Brookhaven, NY	Resolution 2010-993	2010
Cuba, NY	Resolution	2010
Elizabethtown, NY	Resolution	2010
Gowanda, NY	Resolution	2010
Islip, NY	Resolution	2010
Kingston, NY	Resolution	2010
Salamanca, NY	Comprehensive Plan: Complete Streets Policy	2010
Rochester, NY	Resolution 2011-356	2011
Town of Lewttsboro, NY	Resolution	2011

*A complete street design will save money on future transportation retrofits; reduced congestion will provide more efficient travel within your community; and creating complete streets can spur economic development.*

FACT SHEET  
Complete Streets  
<http://www.nyamapo.org>  
NYSAMPO

## NEW YORK STATE ASSOCIATION OF MPOs

- Fact sheet on Complete Streets highlights need to consider truck access for deliveries in policy and planning

# Ask Goods Movement Stakeholders about Needs



## ORLANDO, FL

- Work with operators and facilities to rethink options for garbage collection vehicle sizes in residential neighborhoods

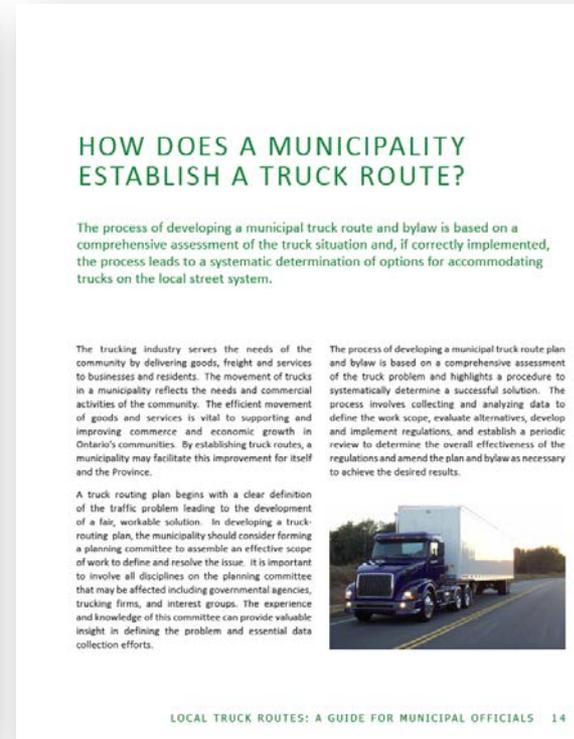
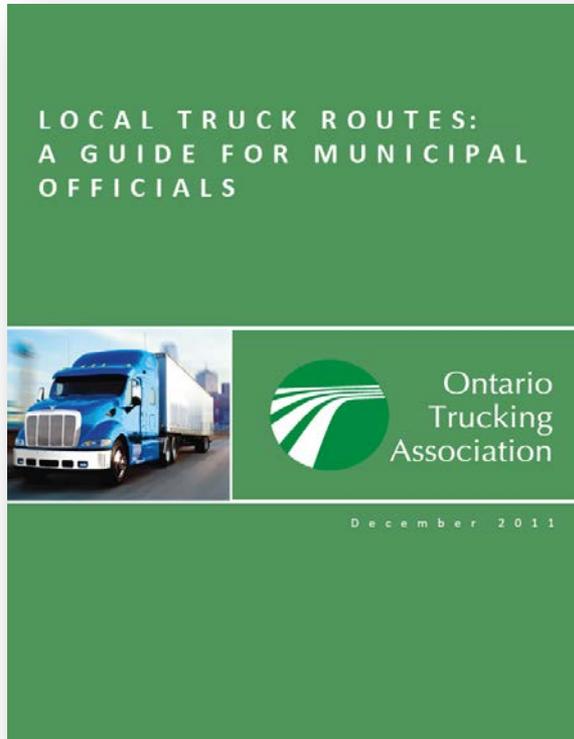
# Ask Goods Movement Stakeholders about Needs



## BOSTON, MA

- Local delivery accommodation on central city streets

# Ask Goods Movement Stakeholders about Needs



## ONTARIO, CANADA

- Help planners, engineers and officials understand what are – and are not – appropriate local truck routes

# Think Beyond Design

## BAY STREET IMPROVEMENTS



**Problems:**

- Wear and tear by commercial trucks
- Delays at signalized intersections
- Pedestrian safety

**Solutions:**

- Retiming of signals
- Audible pedestrian signals from MLK to Broad
- Left turn lanes at Whitaker, Abercorn and Lincoln (requires removal of on-street parking near intersection)
- Landscaped median (requires removal of all on-street parking on Bay Street)

Bay Street Today



**Timing and Cost:**

- Retiming of signals and audible pedestrian signals - Year 1 - \$200,000
- Design of turn lanes and median - Year 1 - \$100,000
- Construction - Year 3 - \$1 million

With turn lanes and median

## SAVANNAH, GA

- Facilitate more context-sensitive truck operations in pedestrian-oriented historic district through signal management and refined turning bays

# Think Beyond Design



## EUROPEAN CITIES

- Minimize need for trucks in neighborhoods through creative use of centralized collection & drop-off facilities

# Harmonizing Goods Movement and Complete Streets

Plan to support – not eliminate – goods movement

Ask goods movement operators what they need and what could work for them

Think beyond design



# Common Threads

- Recognition of goods movement's value to quality of community life
- Partnerships – public/private and public/public
- Creativity – “what’s possible” instead of “we can’t do that”



# What's the Importance?

- Preserve and enhance efficient and safe access for goods movement
- Support local, regional and national economic vitality
- Preserve quality of life through “peaceful coexistence” of goods movement and urban activities



# Harmonization



For More  
Information

[www.rsginc.com](http://www.rsginc.com)

**PETER PLUMEAU**

SENIOR DIRECTOR

[peter.plumeau@rsginc.com](mailto:peter.plumeau@rsginc.com)

802.861.0500

