

# Enhancing Complete Streets Designs

A discussion sponsored by the Complete Streets Advisory Board

WVDOH/WVLTAP/WVAMPO Conference

April 26th 2022  
Cacapon Resort State Park

# Complete Streets Are Streets for EVERYONE!

Designed and operated to **prioritize safety, comfort, and access** to destinations for all people who use the street, especially those whose needs **have not been met through a traditional transportation approach, including older adults, people living with disabilities, people who cannot afford or do not have access to a car.**

Complete Streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, and move actively with assistive devices. They allow buses to run on time and make it safe for people to walk or move actively to and from train stations.

Complete Streets improve equity, safety, and public health, while reducing transportation costs and traffic woes. **Complete Streets benefit all users!**



A Complete Street is safe, and  
feels safe, for all users.

# But why??

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# Picture the road you take to the grocery store...



## Proportion of Fatalities by Road User, 1975-2019

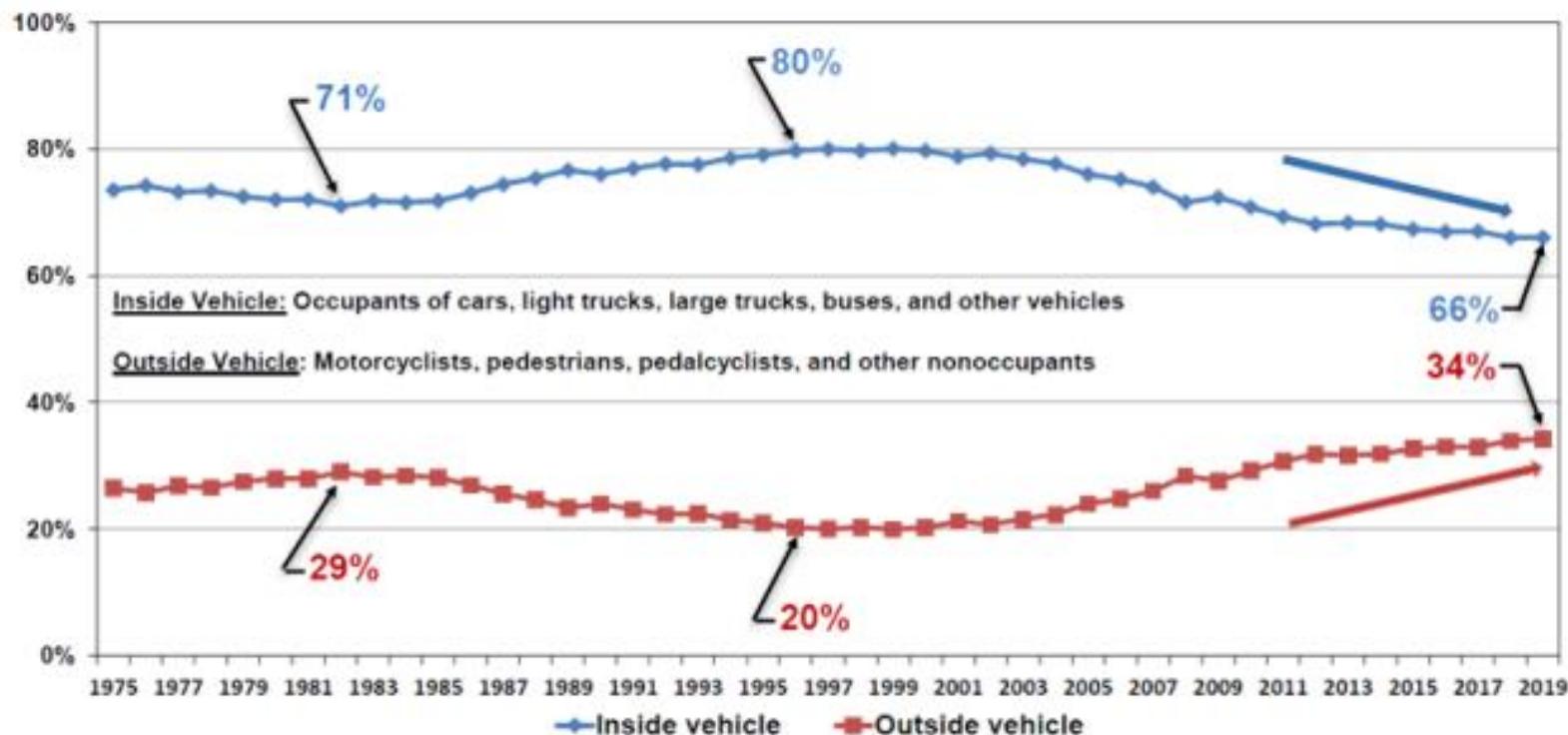


Figure 2. Graph. Proportion of Fatalities by Road User, 1975-2019 Source: [NHTSA](#)

# 70% of roads

## Federal Highway Administration Details Efforts to Advance Complete Streets Design Model, Improve Safety for All Road Users in Report to Congress

Wednesday, March 2, 2022

FHWA 07-22

Contact: [FHWA.PressOffice@dot.gov](mailto:FHWA.PressOffice@dot.gov)

Tel.: (202) 366-0660

**“FHWA adopts Complete Streets as its default approach for funding and designing the majority of federally funded roadways in the US.**

Almost **70 percent of roads** on the National Highway System are not access-controlled freeways, and these roads serve a wide variety of road users and purposes. These roadways, which include most arterials in urban areas and many small-town main streets, are the focus of FHWA’s Complete Streets initiative.”

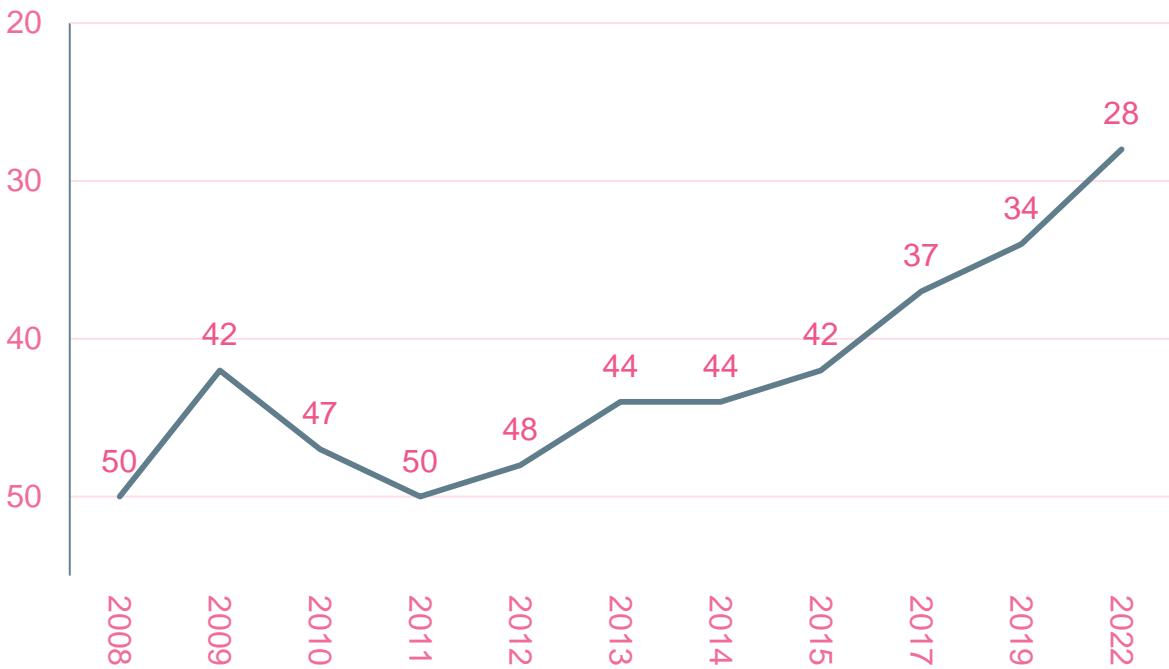
# FHWA Bipartisan Infrastructure Bill

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Program/topic	Provisions in the new law
Increasing Safe and Accessible Transportation Options (§11206)	<ul style="list-style-type: none"><li>• Defines Complete Streets standards and policies</li><li>• Requires each State and MPO to carry out transportation planning activities related to complete streets or multimodal travel using—<ul style="list-style-type: none"><li>○ State: at least 2.5% of its State Planning and Research (SPR) funds</li><li>○ MPO: at least 2.5% of its Metropolitan Planning (PL) funds</li></ul></li></ul>

# Making progress!

## WV Statewide Bike Report Ranking



The image shows the "BICYCLE FRIENDLY STATE REPORT CARD" for West Virginia. It includes a logo for "THE LEADERS IN BICYCLE FRIENDLY STATES", the text "WE'RE BUILDING A BICYCLE FRIENDLY AMERICA FOR EVERYONE", the state map of West Virginia, the national rank "#28 NATIONAL RANK (OF 50)", and a detailed breakdown of the report card across five categories: Infrastructure & Funding, Education & Encouragement, Traffic Laws & Practices, Policies & Programs, and Evaluation & Planning. Each category has a corresponding icon and a color-coded score (e.g., B- for Infrastructure & Funding). Below the report card is a photograph of a group of cyclists riding on a paved path lined with trees.

Category	Score	Description
Infrastructure & Funding	B-	Considers the use of federal state transportation funding infrastructure in the state.
Education & Encouragement	C	Considers bicycle mode share increase cycling, and whe conference on bicycling.
Traffic Laws & Practices	C	Considers traffic laws relate for automated enforcement traffic law enforcement.
Policies & Programs	C	Considers Complete Streets support for implementing b including staffing and integrat
Evaluation & Planning	C+	Considers state bicycle plan bicycle facilities, data collect public engagement of bicycl

A photograph showing a group of cyclists riding on a paved path. The path is shaded by large trees, and a car is visible on the adjacent street. A person's hand is partially visible in the foreground, pointing towards the cyclists.

# Complete Streets Advisory Board (CSAB)

## The CSAB was established to:

**Provide and facilitate communication, education and advice between the Division of Highways, counties, municipalities, interest groups and the public;**

**Make recommendations to the Division of Highways, counties and municipalities for**

- restructuring procedures,
- updating design guidance,
- providing educational opportunities to employees and
- creating new measures to track the success of multimodal planning and design; and

# The CSAB Board

Alanna Keller, Chief Engineer, designee for the Commissioner of Highways Mr. Jimmy Wriston

Dave Cramer, designee for the WVDOT Secretary, Mr. Jimmy Wriston

Russell Crane, Deputy Secretary designee for Mr. Bill Crouch

Breanna Shell, representing the American Planning Association

Gary Facemyer, Licensed engineer with expertise in transportation or civil engineering

Mayor Glenn Elliott, Wheeling, representing state association of municipalities

Vacancy, representing a state association of counties

Doug Pixler, representing a major regional or local public transportation agency

Gaylene Miller, representing a national association of retired persons

Stephen Fowler, representing an organization interested in the promotion of bicycling

Helen Matheny, representing an organization interested in the promotion of walking and health

Jerry Boyko, representing an organization representing persons with disabilities

Daniel Hall, representing an automobile and/or trucking organization

Christiaan Abildso, representing Congressional Dist. 1

Dennis Strawn, representing Congressional Dist. 2

Chris Chiles, representing Congressional Dist. 3

# Doug's Why:

Enhancing quality  
of life in a  
confident and  
safe environment

Complete Street Policies  
can work in West  
Virginia, this is  
important not only in  
urban settings but also  
in a rural context too!

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# 5 BENEFITS OF COMPLETE STREETS

Shifting from auto-centered design to design that is safe and accessible to all modes and people



# Complete Streets Play a Role in Economic Development

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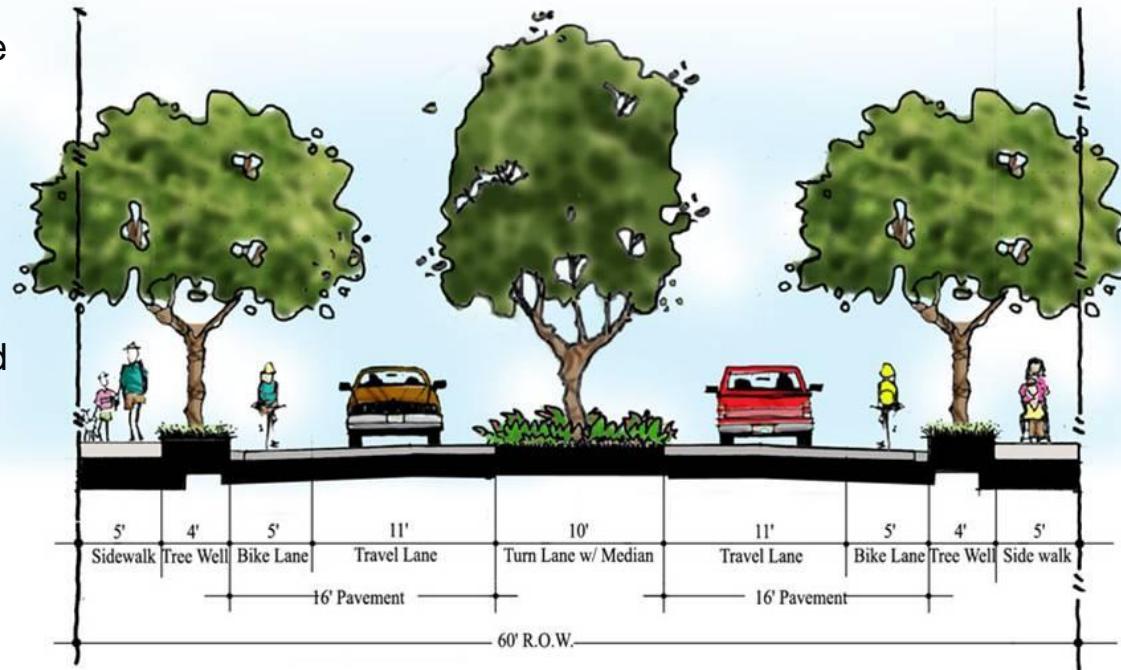
Findings suggest that Complete Streets projects are supportive of higher employment, new businesses, and property values. Several projects saw significant private investment since their completion.

Complete Streets benefit economic growth and stability by **creating safe and accessible connections between places of residence, offices, schools, parks, public transit, essential services, and retail destinations.**

# Complete Streets Can be Effective and Low Cost

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The before and after data shows the **extraordinary effect low-cost, thoughtful street design can have on local communities**. As more communities implement Complete Streets policies — with an explicit aim to make travel by foot, bike, and transit convenient and safe — we should measure our progress toward those aims and make sure we invest accordingly.



# Complete Streets: Safety, Quality of Life

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Residents would like to see more sidewalks downtown as a safe means of travel and to better connect the community.

Interest in outdoor recreation is increased when trails and multi-modal paths are created to link areas together, improving quality of life for residents.

By 2025, nearly 1 – 5 American will be 65 or older. Complete Streets provides a secure opportunity for seniors to remain active and enjoy their community.



# Complete Streets: The American Dream

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Realtors are an unexpected partner in the movement for complete streets. “Realtors see themselves as selling the American Dream,” said Darren Smith of the National Association of Realtors. “They understand, or at least many of them do, that that means they’re selling both a structure and a location — a neighborhood, a community. You’re more likely to buy a home if you’re sure it’s safe to walk to the drug store and the commute won’t drive you crazy.”

Home values increase when communities become more walkable.



# Complete Streets: Rural Design and Impact

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Successful implementation of Complete Streets requires much more than a one-size-fits-all approach. **Rural and small towns often face distinct challenges from urban areas when it comes to improving the conditions for people walking and bicycling.**

Communities often want to preserve their small-town character and are apprehensive that the addition of sidewalks could diminish that appeal. At the same time, communities want to improve active transportation and safety for all users. Design compromises such as a pedestrian lane or advisory shoulder can serve as a visual separation for pedestrians and bicyclists without completely changing the street.



# Complete Streets: Rural Design and Impact

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Rural communities are by definition very different from urban areas. The smaller populations, dispersed land uses, and limited services do not require extensive pedestrian and bicyclist facilities and accommodations.

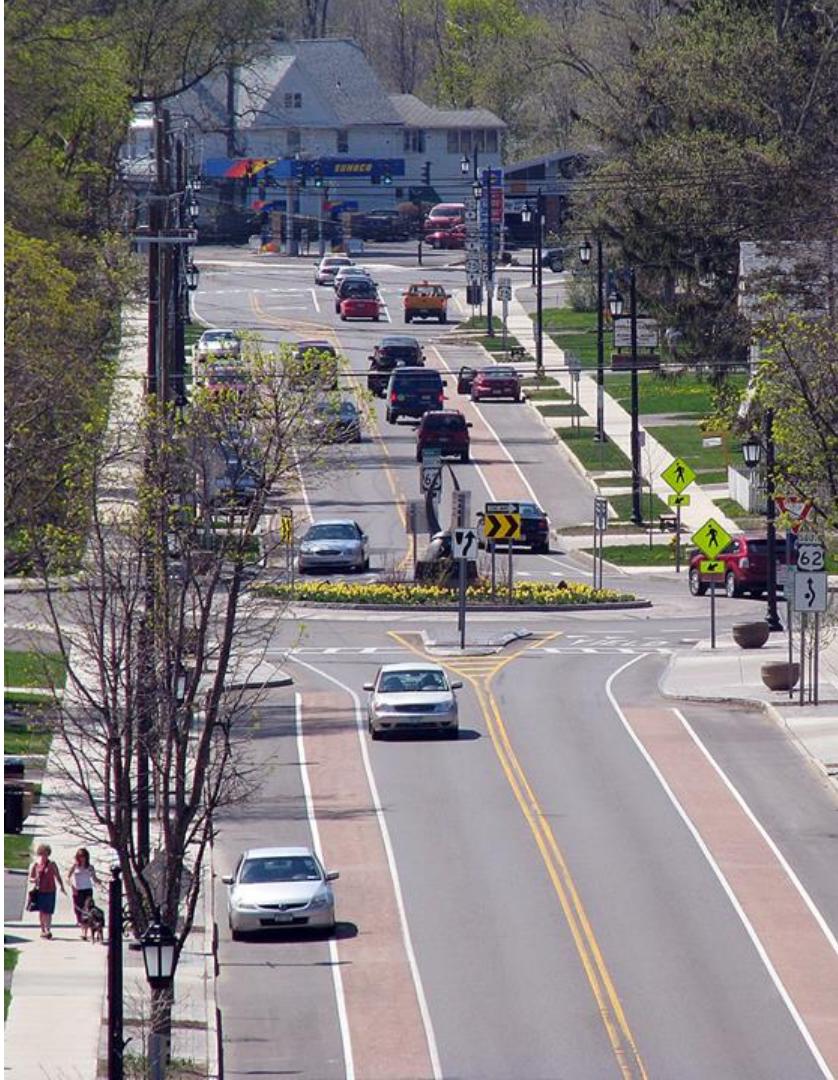
Oftentimes, a rural road only needs a small sidewalk and/or just a wide shoulder to accommodate the needs of the local pedestrian and bicycling users.



# Complete Streets: Defined

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Complete Street roadway design features include sidewalks, lane striping, bicycle lanes, paved shoulders suitable for use by bicyclists, signage, crosswalks, pedestrian control signals, bus pull-outs, curb cuts, raised crosswalks, ramps and traffic calming measures.



# What Do Complete Streets Look Like?

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One size does not fit all:

- Complete Streets doesn't mean every street has sidewalks, bike lanes and transit.



# Types of Complete Streets

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Shoulder on rural roads



# Types of Complete Streets

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Safe routes to school and busy multi-modal thoroughfares



# Types of Complete Streets

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Transit routes



# Types of Complete Streets

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Suburban thoroughfares and residential skinny streets



# Types of Complete Streets

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Low traffic streets and historic main streets



# CSAB

SUBCOMMITTEES

Public Awareness

Technical Education

Strategic Plan

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# CSAB

## Public Awareness Committee

- Providing and promoting education for community members on Complete Streets
- Highlighting current Complete Streets efforts in WV
- Cross-market efforts to public health/pedestrian safety and economic development fields
- Building partnerships with Mayors, WV Municipal League, County Commissioners, Main Streets organizations, and Chambers of Commerce

## Technical Education Committee

# CSAB

- Additional collaboration with WVDOH to advocate for Complete Streets
- Receive education on WVDOH Design Directives and how to recommend changes based on best practices
- Training/educational opportunities for rising engineers
- Presentations at technical trainings and conferences

# CSAB

Strategic Plan  
Committee

- Working with WVDOH to request additional data to track indicators proposed
- Potential Indicators include: usage, connectivity of the network, crash data, and percentage of funds spent

# Role of Metropolitan Planning Organizations (MPOs)

- MPOs serve as a forum for assessing regional transportation concerns
- Work with local governments and stakeholders to assist in the management and funding of transportation-related projects
- Play critical role in multi-modal planning for all citizens of the service area, including pedestrians, bicyclists, motorists, and transit riders
- Act as liaison between FHWA, State DOTs, local elected officials, transit agencies, community organizations, etc.
- Educate elected officials and stakeholders about complete streets and their importance
- Work directly with local communities on identification and implementation of complete streets projects
- Help ensure initiatives have Complete Streets components, and help secure funding

REPORT

**Safety Studies for  
Cabell and Wayne Counties**

Cabell and Wayne Counties, WV

Prepared for:

 KYOVA Kentucky, Ohio, West Virginia Interstate Planning Commission (KYOVA)

June 2020



Prepared by:

**BURGESS & NIPLE**  
Engineers ■ Architects ■ Planners

# Examples in West Virginia

# From pop. 281 to pop. 1,852,994

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## Complete Streets Policies in WV:

From 2007 to 2019 the state of WV has had **11 cities and 1 region** enact some kind of complete street resolution or ordinance in addition to the statewide act.

- 8 Resolutions
- 3 Ordinances
- 1 Guiding Principle
- 1 statewide act
  
- Most in 2011 (5) and 2019(4)

And more?



### **Selected Complete Streets projects:**

- Kanawha Boulevard, Charleston
- Hal Greer Boulevard, Huntington
- Fairfax Blvd, Ranson
- Martinsburg Pike Corridor Vision Plan (see Wednesday 930a session!)

# Kanawha Boulevard, Charleston

- Currently constructed between Patrick St. Bridge and Magic Island Park for approx. 1.25 miles
- 1.8 million RAISE funding recently awarded to design and permit a continuation of the streetscape improvements for another 3.5 miles



## KANAWHA BOULEVARD TWO-WAY CYCLE TRACK/SHARED-USE PATH

**Project Mileage:** 1.2 miles    **Avg. Daily Traffic:** 14,120

**Cost Summary:** \$2,020,900 (based on cost of section north of Magic Island, does not include cost of connection across Elk River)

**Project Highlights:** The path upgrades along Kanawha Boulevard north of Magic Island will provide a great amenity for residents traveling and recreating along the river. This recommendation proposes continuing this facility south of Magic Island using the existing bridge structure at Elk River.

**Key Issues:** The current path is unsafe for bicycle travel and should be upgraded to meet current guidelines for bicycle paths separated from the roadway.

**Proposed Improvements:** Two-way cycle track with adjacent pedestrian path (16' minimum) or shared-use path/sidewalk (12' minimum).

**Implementation Strategy:** Use the existing Kanawha Boulevard bridge structure across the Elk River to create a shared-use path along one side. Utilize similar design to that of improvements north of Magic Island.



Previously Proposed Improvements to Kanawha Boulevard North of Magic Island



EXISTING



KANAWHA BOULEVARD IMPROVEMENTS

# Hal Greer Boulevard, Huntington

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- Proposed changes include:
  - Paved/stamped crosswalks
  - Mid-block crossings in key locations
  - Planted or paved medians
  - Improved signal timing
  - 8-10 ft. sidewalk NB 8<sup>th</sup> Ave - Washington Blvd.
  - Protected bike lane: 3<sup>rd</sup> – 7<sup>th</sup> Ave.
  - Protected pedestrian & bike path under viaduct.
  - On-street parallel parking - Marshall & Northcott
  - Realigned intersections: 10<sup>th</sup> Ave & Charleston Ave.
  - Improved pedestrian scaled lighting



FIGURE 7.2: PROPOSED CROSS SECTION – MARSHALL WAY



FIGURE 7.11: PROPOSED MIDBLOCK CROSSING AT THE 1500 BLOCK

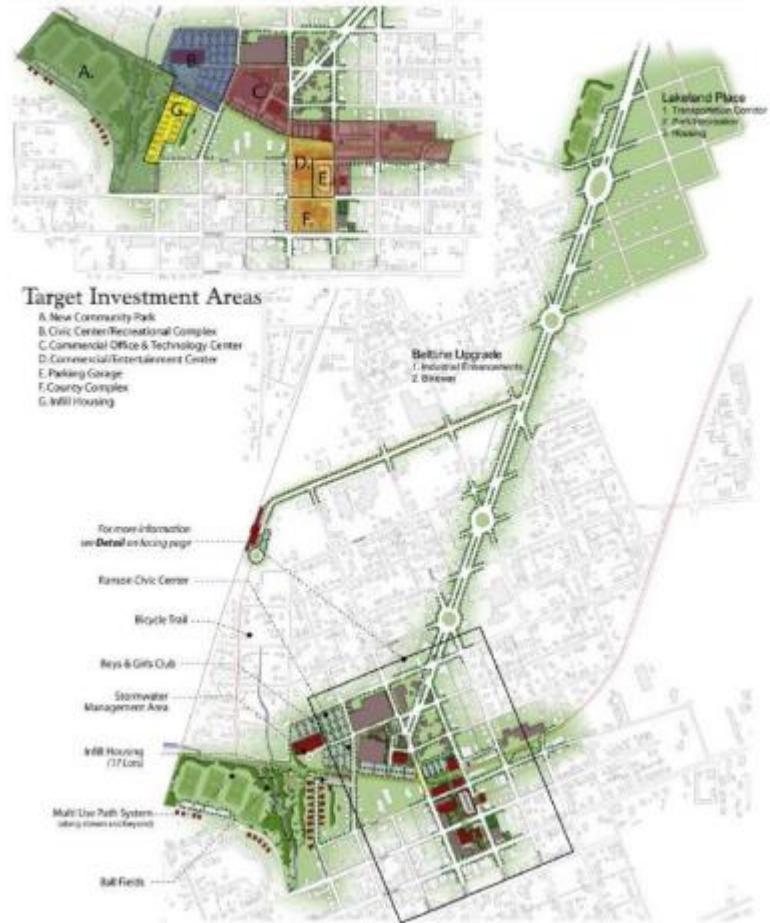
# Fairfax Boulevard, Ranson

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- Fairfax Boulevard is planned to be a complete / green corridor connecting to the four-lane West Virginia Route 9 between Ranson and Charles Town
- In total approximately 1.3 miles have been constructed



## Commerce Corridor Vision & Revitalization Plan



# Now come back to your roadway...what is your why?



# Thank you!

Breanna Shell, City of Huntington

Doug Pixler, Potomac Valley Transit Authority

Chris Chiles, KYOVA Interstate Planning Commission

Want to talk more?

CSAB meeting at 5pm  
following sessions  
in the Board room