

Complete Streets Implementation Coast to Coast



Matthew Dyrdaahl, AICP

New Partners for Smart Growth

San Diego, California – February 2, 2012

Outline

◆ **Introduce HRDC**

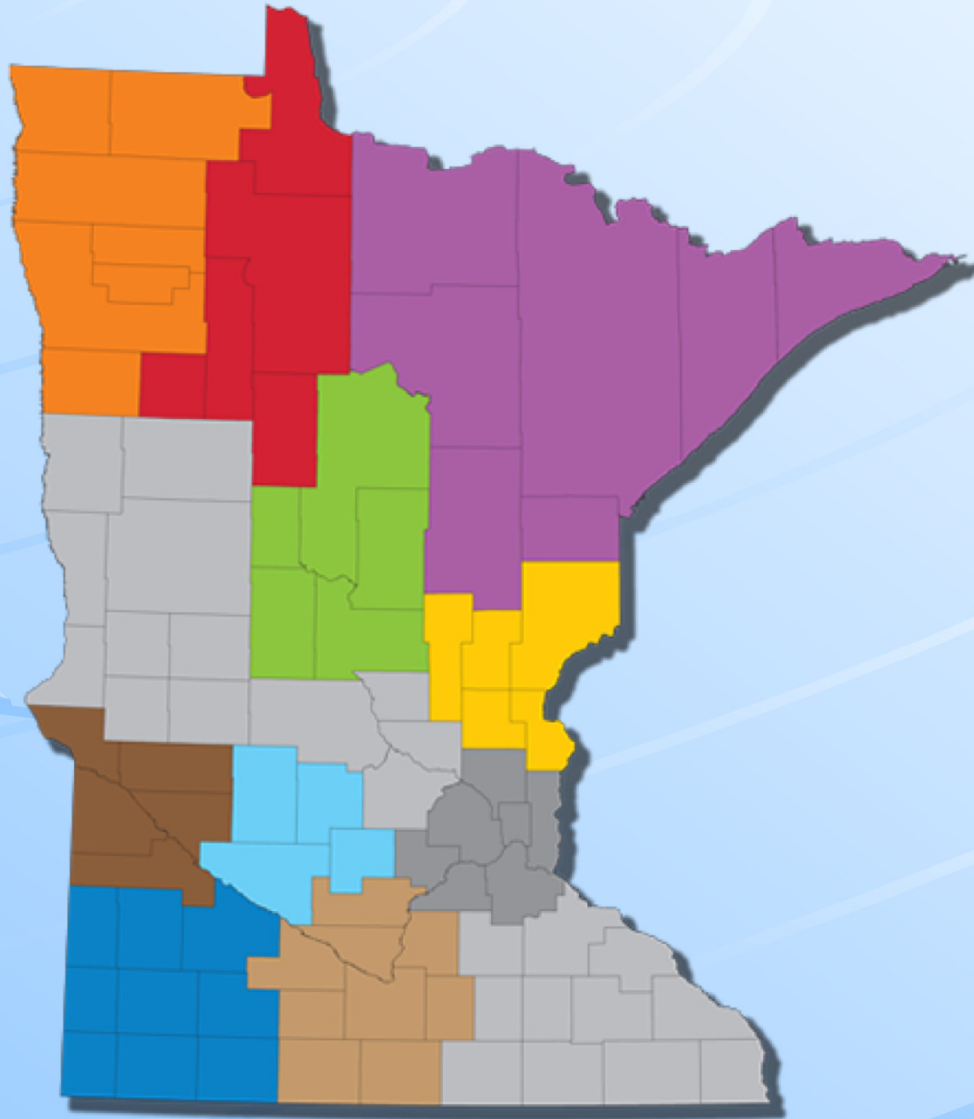
◆ **Active Living**

◆ **Complete Streets Experience**

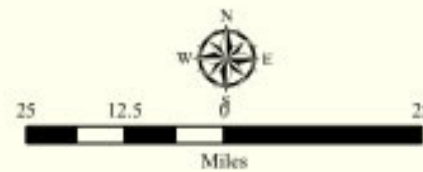
◆ **Case Study – Trial and Error**

◆ **Lessons Learned**

Headwaters Regional Development Commission



Our Region



Prepared by the HRDC



HEADWATERS
Regional Development Commission
Leading the Way

Active Living Bemidji

◆ **Comprehensive approach to incorporating physical activity into the daily lives of residents of the Bemidji Area**

◆ **5 Year Project**

Active Living Partners

✦ **Blue Cross and Blue Shield of MN**

– **Active Living Minnesota**

✦ **Statewide Health Improvement Program
(SHIP)**

– **Minnesota Department of Health**

Complete Streets in Bemidji

◆ Phase One

- Developed a solid Vision

◆ Phase Two

- Embed that Vision into relevant plans and policies

◆ Phase Three

- Implement Successful Projects

Phase One – Strong Vision

◆ Destinations

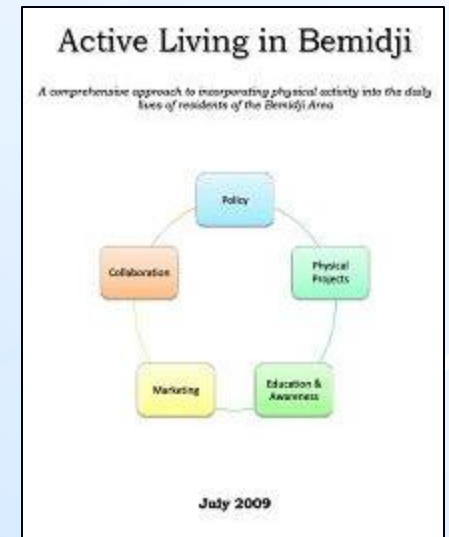
- Where are people going?

◆ People

- Who needs to get there?
(Children, seniors, avid bicyclists, the average person, etc.)

◆ Local Connections

- Where are there deficient facilities? How can we make routes safe and convenient?



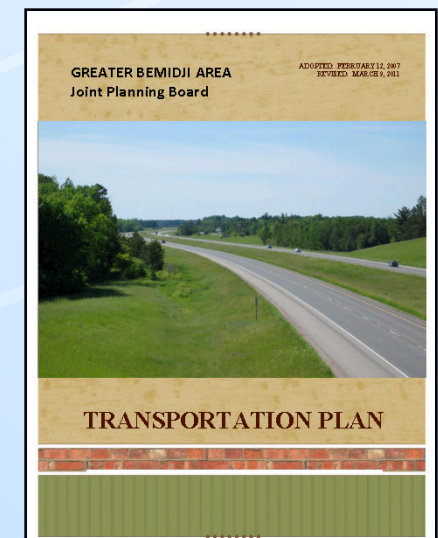
Phase Two - Planning

◆ Land Use Plan

◆ Transportation Plan

◆ Parks, Open Space and Trail System Plan

◆ Active Living/Complete Resolution(s)



Active Living and Complete Streets Resolution

RESOLUTION NO. 5679

WHEREAS, integration of the Complete Streets foundational principles in transportation and land use decision-making could result in Bemidji being a community:

BE IT FURTHER RESOLVED, that the City of Bemidji is committed to a philosophy that seeks to expand transportation and recreation options for residents and visitors, including people of all ages and abilities, in the community's on-going development of a safe, efficient, and balanced multi-modal transportation system.

- that has strong connections – allowing people to comfortably navigate to and from destinations in the community
- where children can safely walk and bicycle to school; and

**Committed to a Complete Streets Philosophy
Vision of a healthy and active Bemidji Area**

WHEREAS, the City believes that a community and streets designed with these principles in mind will be in the best interests of the health, safety and welfare of the City and its residents, specifically, will result in quality of place, sustainable and responsible land use, economic vitality, health benefits, transportation options, accessibility, equity, and

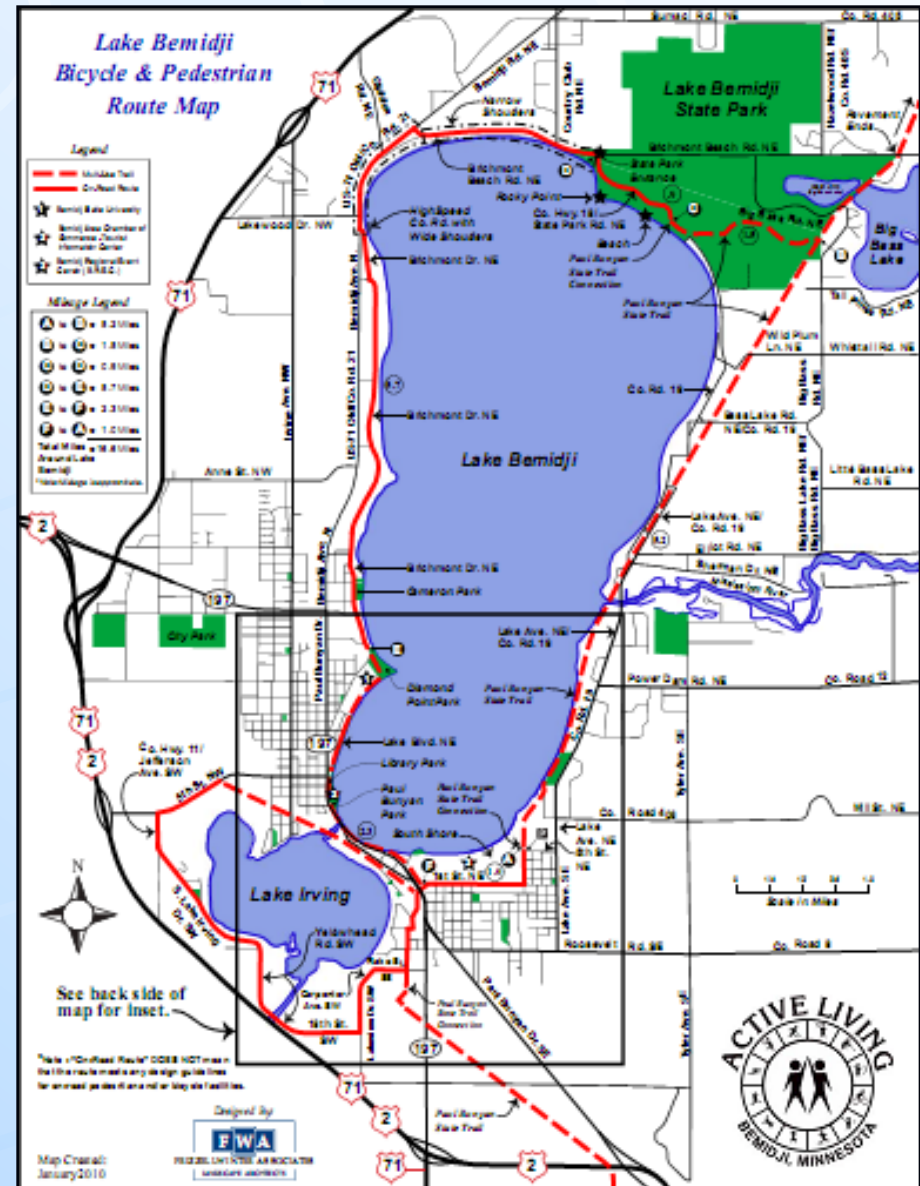
NOW THEREFORE, BE IT RESOLVED, that the City has reviewed and hereby approves and recommends the JPB's adoption of the "Active Living" text amendments proposed to the JPB Transportation and Land Use Plans for the Greater Bemidji Area; and

BE IT FURTHER RESOLVED, that the City of Bemidji is committed to a philosophy that seeks to expand transportation and recreation options for residents and visitors, including people of all ages and abilities, in the community's on-going development of a safe, efficient, and balanced multi-modal transportation system.

Phase Three - Implementation

- ✦ **Work with the City to achieve successful outcomes to build support**
- ✦ **Primary Focus:**
 - **Restructuring procedures to accommodate users on every project**
 - **Training and Education opportunities**

Outcomes (Bicycle Map)



Outcomes (Shared Use Paths)



**Transportation
Enhancement Grant –
Bemidji Waterfront**

Outcomes (Signage)



Outcomes (Striped Bicycle Lanes)



Outcomes (Parking Downtown)



Observations

✦ Strong commitment from City Council and Engineer

- Proactive = better outcomes
- Reactive = back to square one

✦ Strategic Question: How do we ensure that complete streets are a part of every transportation project?

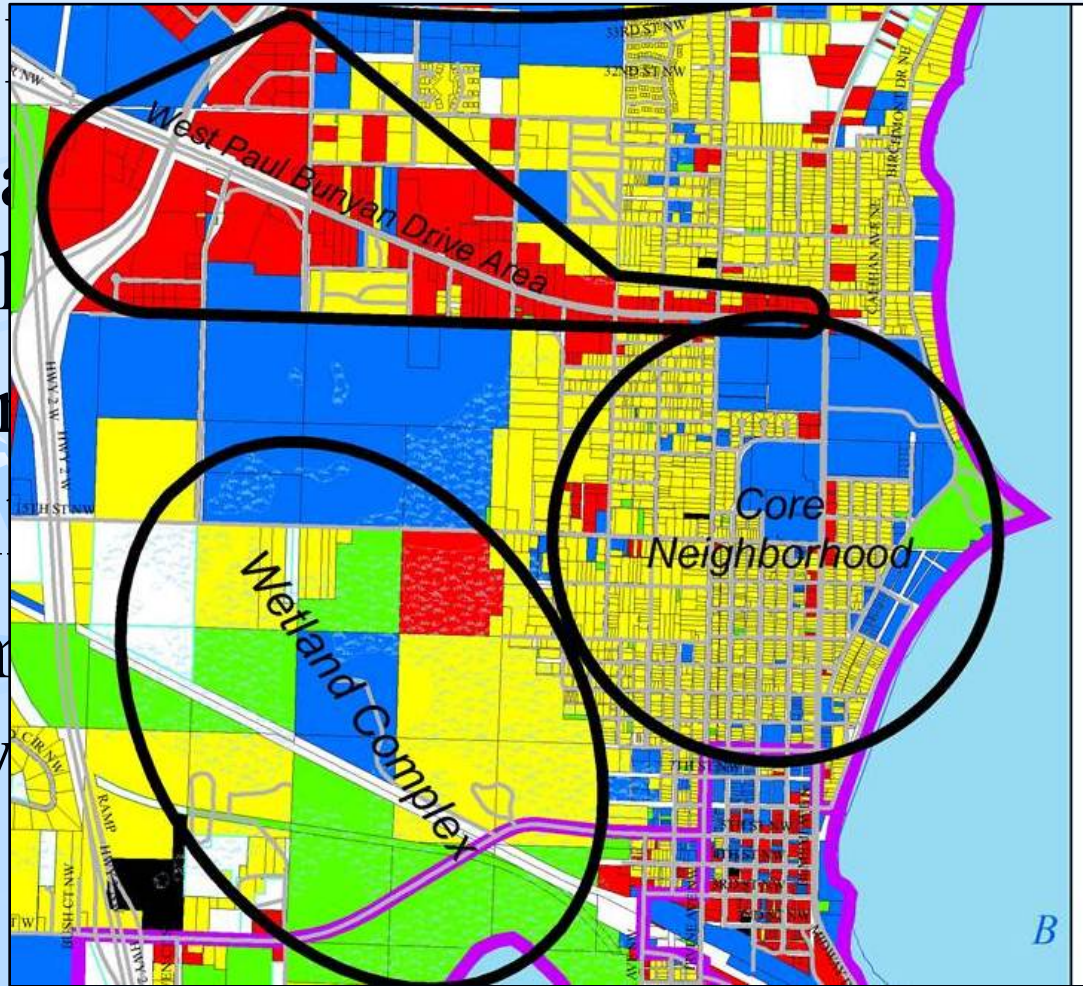
Case Study

Trial and Error



CUP

- Local facilities
- Core
- Mal
- Prim
- bicy



school

le

e south

nd

Case Study (Continued)

✦ Planning Commission Recommendations

- Sidewalk on the north and northwest
- Landscaping buffer to direct to intersection (north)
- Paved path along the west (To connect to the park)

Case Study (Continued)

✦ Planning Board Decision

- Included the sidewalk and landscaping on the north end
- **Removed the paved path on the west!!**
- Rationale was that it was not in the code and should not be “imposed” on private development

Complete Street in Development Code

- ✦ **Annual update of the zoning and subdivision Ordinance**
- ✦ **Proposed edits include specific criteria for:**
 - Conditional Use Permits
 - Subdivisions (with new roads)
 - New development and major alterations

Lessons Learned

- ◆ **Need a clear and inspiring vision – it's not about the pavement**
- ◆ **Don't forget development regulations**
- ◆ **Need advocates that show up**
- ◆ **Opportunistic and incremental**
- ◆ **Get to know your engineers...seriously...**

Thank you



Matthew Dyrdaahl, AICP

Physical Planner

Headwaters RDC

mdyrdaahl@hrdc.org

218-333-6531