

# NASHUA STRONG TOWNS

COMPLETE STREETS



# WHAT DO WE WANT?

- STRONG NASHUA
  - FINANCIALLY GROWING
  - DESIRABLE PLACE TO LIVE FOR PEOPLE OF ALL INCOMES
- PEOPLE CENTRIC DESIGN
  - BEAUTIFUL
  - QUIET
  - ACCESSIBLE
  - EQUITABLE



# WHY COMPLETE STREETS

- WE (OUR GROUP) DECIDED THAT THIS WAS TO BE OUR TOP PRIORITY THIS YEAR
- BECAUSE
  - A GOOD COMPLETE STREETS POLICY MOVES US TOWARDS OUR GOALS
  - NO IMMEDIATE COST TO THE CITY
  - ALLOWS FOR INCREMENTAL PROGRESS



# PORTSMOUTH NH

COMPLETE STREET ANALYSIS



“COMPLETE STREETS” MEANS STREETS THAT ARE DESIGNED AND OPERATED TO ENABLE SAFE ACCESS FOR ALL USERS, SO THAT PEDESTRIANS, BICYCLISTS, MOTORISTS, AND PUBLIC TRANSPORTATION USERS OF ALL AGES AND ABILITIES ARE ABLE TO SAFELY MOVE ALONG AND ACROSS ALL PUBLIC STREETS.

PORTSMOUTH COMPLETE STREET GUIDE 2017



# 18 STANDARDIZED TERMS

<b>Design Element</b>	<b>Description</b>
<b>Bicycle Boulevard</b>	A low-speed, low volume roadway intended for use by bicyclists. These streets may include traffic calming and access restrictions to maintain a bicycle compatible environment.
<b>Bicycle Corral</b>	An array of bicycle racks, located within an on-street parking space.
<b>Bicycle Rack</b>	A durable, secured fixture, used to lock bicycles to for short-term parking
<b>Bike Lane</b>	A painted travel lane for the exclusive use of bicyclists.
<b>Buffered Bike Lane</b>	A bike lane with an adjacent painted buffer, providing additional space between bicyclists and motor vehicles.
<b>Bus pull-off</b>	A bus stop located to allow transit vehicles to fully exit moving travel lanes when loading and unloading passengers.



# SEVEN STREET TYPE CLASSIFICATIONS

- NEIGHBORHOOD SLOW STREET
- CITY CORE SLOW STREET
- NEIGHBORHOOD CONNECTOR
- CITY CORE CONNECTOR
- PRIMARY CONNECTOR
- GATEWAY CORRIDOR
- INDUSTRIAL / BUSINESS ACCESS





# STREET TYPE SPECIFICATIONS

STREET FEATURES ARE SPECIFIED AS

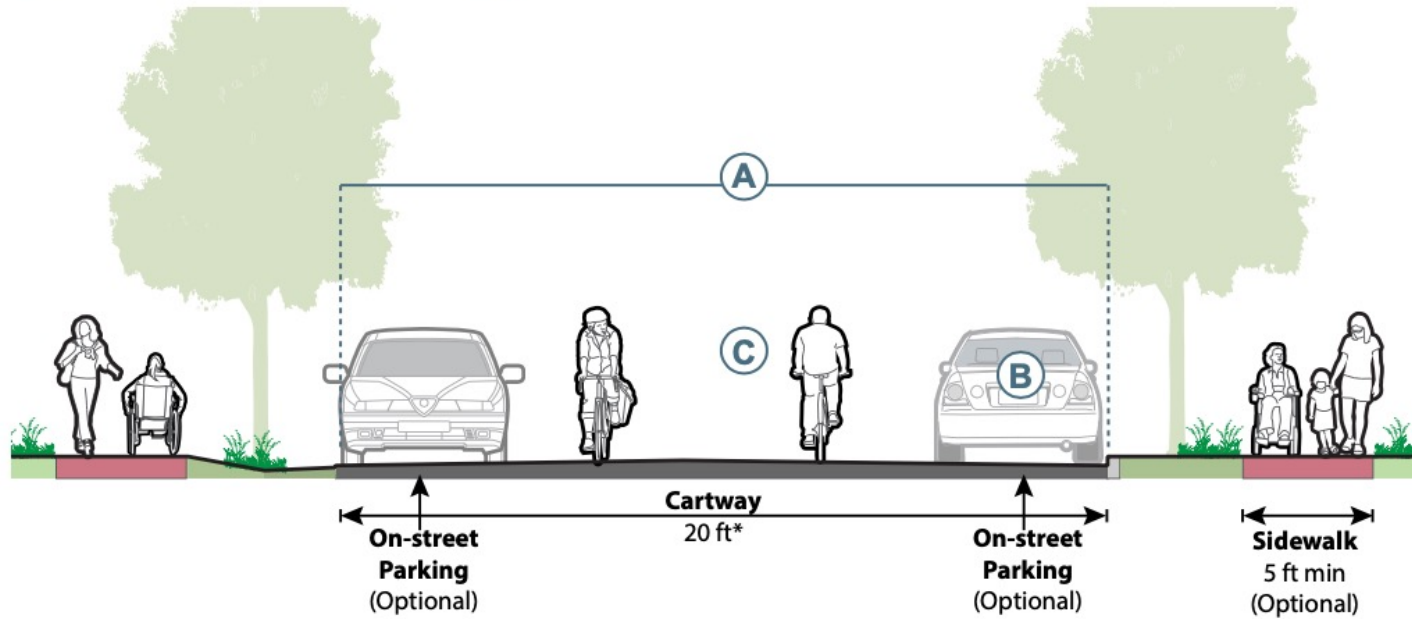
- REQUIRED
- HIGH PRIORITY
- APPROPRIATE (IN LIMITED CIRCUMSTANCES)
- NOT REQUIRED
- NOT APPROPRIATE

Neighborhood Slow Street: Street Features Overview

	Bicycle and Pedestrian Enhancements	Traffic Calming	Curbside Management	Traffic Management
<b>Required</b>	N/A	N/A	N/A	N/A
<b>High Priority</b>	N/A	<ul style="list-style-type: none"> <li>• Yield street</li> </ul>	<ul style="list-style-type: none"> <li>• On-street parking</li> <li>• Street lighting</li> <li>• Street trees</li> </ul>	N/A
<b>Appropriate in Limited Circumstances</b>	<ul style="list-style-type: none"> <li>• Signed bicycle route</li> <li>• Shared lane markings</li> <li>• Bicycle boulevard</li> <li>• Shared street</li> <li>• Sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>• Curb extension / bulb out</li> <li>• Raised speed reducer</li> <li>• Chicanes</li> </ul>	<ul style="list-style-type: none"> <li>• Curb</li> <li>• Planting strip</li> <li>• Furnishing zone</li> </ul>	N/A
<b>Not Required</b>	<ul style="list-style-type: none"> <li>• Sidepath</li> <li>• Buffered bike lane</li> <li>• Separated bike lane</li> <li>• Bike racks</li> <li>• Bike corral</li> </ul>	<ul style="list-style-type: none"> <li>• Mid-block crosswalk</li> <li>• Bus pull-off</li> <li>• Bus shelter</li> <li>• Pedestrian refuge island</li> </ul>	<ul style="list-style-type: none"> <li>• Shoulder</li> </ul>	<ul style="list-style-type: none"> <li>• Loading zones</li> </ul>
<b>Not Appropriate</b>	N/A	N/A	<ul style="list-style-type: none"> <li>• Median Planting Strip</li> </ul>	<ul style="list-style-type: none"> <li>• Priority Emergency Route</li> <li>• Truck Route</li> <li>• Center line striping (double yellow)</li> </ul>



## Neighborhood Slow Street: Typical Street Features



STREET TYPE VISUAL



# THREE NETWORKS

- PEDESTRIAN NETWORK
  - BICYCLE NETWORK
  - CARTWAY NETWORK
- FEATURES FOR EACH NETWORK TYPE SPECIFIED FOR EACH STREET TYPE
    - “THE RECOMMENDED BIKEWAY ON NEIGHBORHOOD SLOW STREETS IS A **BICYCLE BOULEVARD, SHARED STREET, OR SIGNED BIKE ROUTE**. SLOW MOTOR VEHICLE SPEEDS AND LOW VOLUMES CREATE COMFORTABLE ON-ROAD RIDING CONDITIONS. “



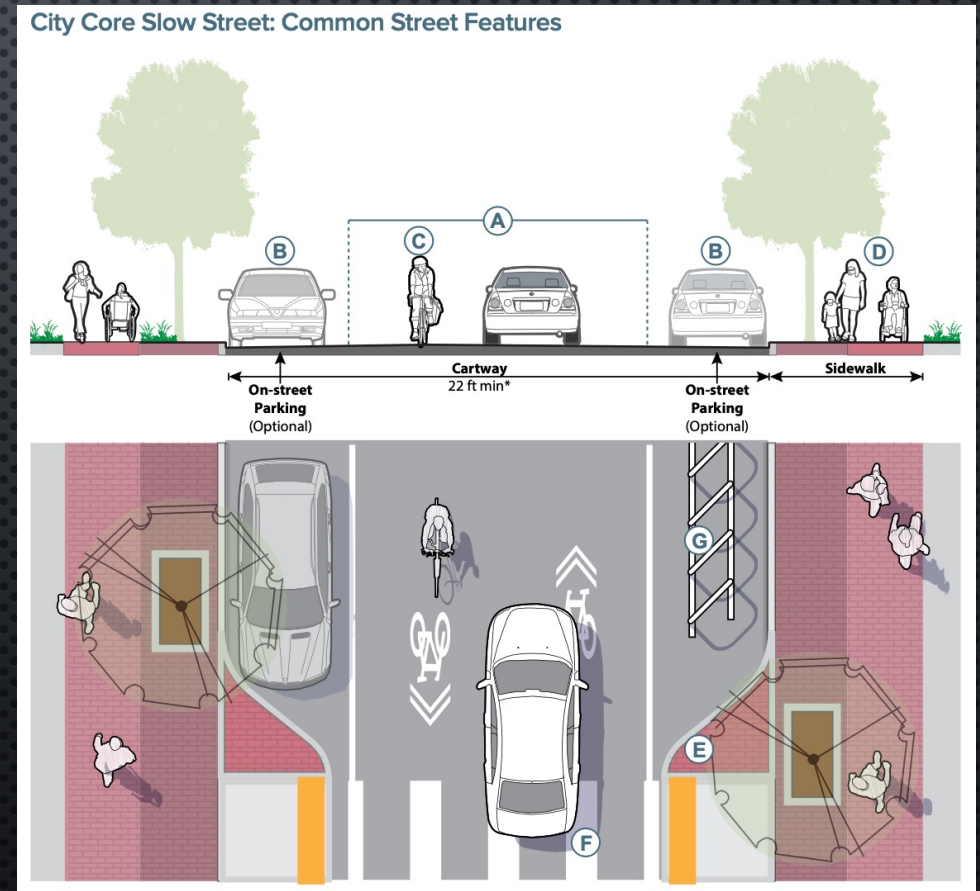
# WHAT IS GREAT ABOUT THE PORTSMOUTH POLICY

- COMPLETE
  - PEDESTRIANS, BICYCLES, AND CARS CONSIDERED FOR EVERY STREET TYPE
- SPECIFIC
  - DEFINITION OF TERMS, STREET TYPES, AND NETWORKS MAKES THE INTENTION CLEAR



# WHAT IS NOT GREAT ABOUT THE PORTSMOUTH POLICY

- LACK OF REAL BIKE INFRASTRUCTURE IN CONGESTED AREAS
  - SEPARATED BIKE LANE IS 'NOT REQUIREED'
  - BIKE CORRALS AND BIKE RACKS NEED TO HAVE HIGHER PRIORITY AS WELL
  - MINIMAL ATTENTION GIVEN TO TRAFFIC CALMING





WHO DOES IT RIGHT?



# DAVIS, CA





# YARRA, AUSTRALIA





# AMSTERDAM





HONORABLE MENTION





## Washington, DC

In 2020, DDOT embarked on a plan to build 20 miles of new protected bike lanes over three years. This ambitious plan will substantially expand the network of protected bike lanes and allow more people to access a safer and lower-stress bicycling experience.

## Santa Monica, CA

The Bike Action Plan Amendment (BAPA) outlines the path forward for Santa Monica to build a protected bike lane network citywide by 2025. By prioritizing bicycle connections that are safer and more accessible, the BAPA builds on the same goals and objectives as Santa Monica's 2011 Bike Action Plan and 2010 Land Use and Circulation Element.

