Complete Streets

Via Nashua Strong Towns

How to do complete streets?

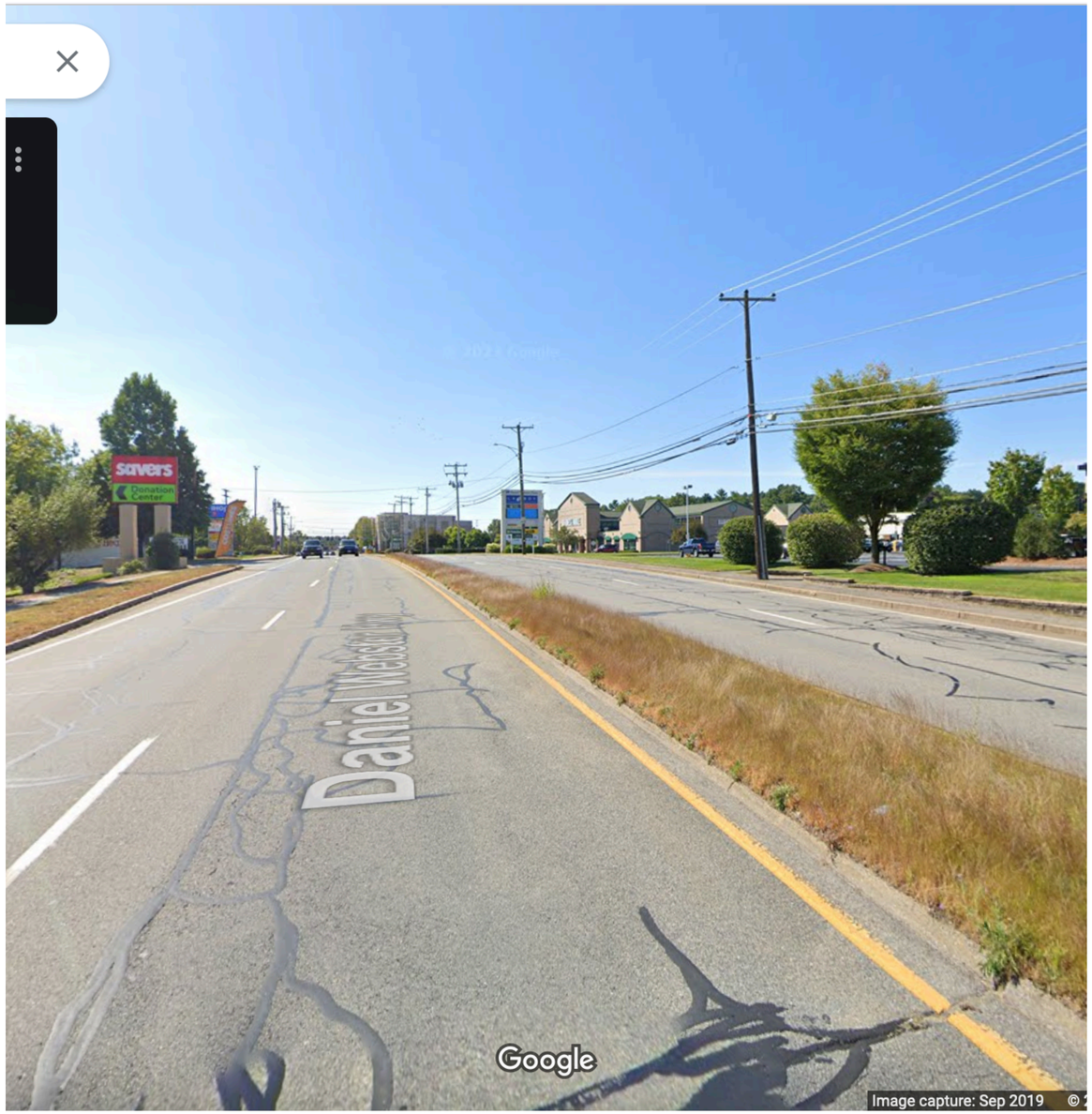
- Specific, actionable, measurable, goals
- Be very clear on how to move forward
- Ensure we can track our progress
- Analysis of ok to bad examples in our last meeting
  - Including major cities Portsmouth, Manchester, Concord
- Full policy available for download at nashuastrongtowns.org

Overarching goals

- **Accommodate residents of all ages and abilities who travel by foot, bicycle, public transportation or automobile**
- *Increase* year over year pedestrian foot traffic
- *Increase* year over year Increase micromobility miles traveled (bikes, scooters, etc.)
- *Decrease* year over year **V**ehicle **M**iles **T**raveled (VMT)
- *Decrease* year over year number of car crashes and pedestrian deaths to zero (Vision Zero)
- *Decrease* year over year total carbon emissions from transportation in Nashua

Methodology

- Currently Nashua roads only prioritize private automobiles
- We believe these metrics will ensure more equitable roads for everyone
- Additional reasoning included in full report



Ground reforms that must be included

They are assumed in the updated designs

- **Thinner lanes for private automobiles** - ideally 9-10 feet in length
  - Thinner provides additional safety for vulnerable road users and provides traffic calming
- **Removal of center turning lanes**
  - Increases private automobile flow at the cost of space for every other road users

Street guidance

- Provide guidance on how to achieve goals
- Classifications of vast majority (but not all) of Nashua roads
- Guidance to help engineers design safest roads for all road users

Cambridge MA

Street rollout plan

Street rollout plan

How to get road changes for “free”

- Update **high priority roads** first
  - Roads with high pedestrian traffic already, or particularly dangerous roads
  - Main Street should be highest priority
- Update all others roads **as they need repair**
  - Roads need regular maintenance
  - Updating design during regular maintenance is not a high additional cost

Street designs

Boulevard

Previously a stroad

- Wide comfortable sidewalks
- Protected one way cycle lanes on each side of the road
- Wide enough for two cyclists to ride side-by-side
- Two lanes for automobile traffic on each side of the road
- Concrete island with trees or planters
- No on-street parking is provided
- Significant bicycle parking provided at sections near major businesses

Image intended to be illustrative, not exact

Main Street

And other dense mixed use areas

- Speeds limited to 20mph for automobiles
- Extra wide sidewalks to accommodate both pedestrians and on-street dining
- Protected one way cycle lanes on each side of the road wide enough for two cyclists to ride side-by-side
- A single lane for automobile traffic on each side of the road
- Center pedestrian island
- Automobile parking strongly not recommended
- Bicycle parking provided in place of some of the on-street automobile parking

Image intended to be illustrative, not exact

Neighborhood street

Wide suburban streets

- Speeds limited to 20mph for automobiles
- Relatively large sidewalks
- Protected one way cycle lanes on each side of the road wide enough for two cyclists to ride side-by-side
- One traffic lane in each direction for automobiles
- Yellow paint is not provided in the median
- On-street bicycle and automobile parking on one or both sides of the road depending on width in a 1:25 ratio (bicycle:automobile)

Image intended to be illustrative, not exact

Neighborhood yield street

Thin suburban streets

- Speeds limited to 20mph for automobiles
- Relatively large sidewalks to ensure a comfortable walking environment
- Naturally narrow roads to calm traffic
- **Optional** on-street bicycle or automobile parking to additionally narrow the roads and provide additional traffic calming in a 1:25 ratio (bicycle:automobile)

Image intended to be illustrative, not exact

Intersections

A design safe for all

Protected intersections

Equitable for all road users

- All intersections to follow National Association of City Transportation Officials - Protected Intersections
- Short version:
  - Curb cutouts at all turns
  - Wide turn radius for cars
  - Protected cycle lane and sidewalk
  - No slip lanes