

**MPO-RPC Joint Webinar Series**  
**Q&A from September 15, 2022 Webinar**  
***Complete Streets Design Examples and Resources***

Question or Comment	Response
<p>I am generally supportive of complete streets, but not necessarily everywhere. For quiet residential areas with very low traffic, it is nicer to have more green space and trees. Sidewalks also add to property taxes and a snow-clearing burden in winter. Having complete streets also involves more impervious surfaces, which adds to runoff and flooding. Are there some urban (as well as rural areas) where sidewalks may not be needed, or can there be alternatives such as just having a sidewalk on one side?</p>	<p>There may be some residential streets, particularly short cul-de-sacs, where sidewalks may not be needed. There may also be cases where adding sidewalks to an existing street is not practical or desirable (e.g., would require street tree removal). However, this is the reason to build sidewalks when a street is constructed. Providing a sidewalk on only one side requires out of direction travel and increases exposure of pedestrians to vehicles so is not recommended for most streets.</p>
<p>People walk both ways on a sidewalk, so not sure out of direction walking should really be a significant issue, as well as people need to watch for cars (and vice-versa), no matter which way they are headed.</p>	<p>The distance traveled out-of-direction may not be large, but requiring pedestrians and wheelchair users to cross a street twice in order to get to a destination on the side of the street they are already on, but where there is no sidewalk, exposes them to conflicts with vehicles twice as they cross and re-cross the street.</p>
<p>When did the green bike areas become a new planning tool? Does this add to costs to Cities to maintain those area?</p>	<p>The use of green pavement to highlight bike-vehicle conflict areas is a newer, but helpful design tool. Yes, it does add some cost, both to add the paint and then periodically re-paint, but that can be done as part of other street pavement marking and is minimal. The safety benefits are probably worth the extra cost, though more study could be done on that.</p>
<p>Multiple comments: The state Complete Streets statute was modified but not eliminated. The WisDOT Administrative Code related to Complete Streets was deleted. WisDOT still has a Complete Streets policy, it is the Trans Rule 75 that was rescinded. Can we get a link for the WisDOT Complete Streets?</p>	<p>The state Complete Streets statute is 84.01 (35) <a href="#">found here</a>. WisDOT policies regarding that statute are addressed in <a href="#">Chapter 11-46 of the Facilities Development Manual</a>.</p>

Question or Comment	Response
<p>To what extent is speed control on busy, wide streets such as East Washington a priority in the complete streets program? Seems so needed for pedestrian safety.</p>	<p>Speed control on major streets is a priority because complete streets by definition are those that safely accommodate all users. Narrower travel lanes, changing timing of signals, and lower speed limits are ways to do this. The City of Madison has been doing this as part of their Vision Zero Initiative.</p>
<p>With complete streets seemingly adding more impervious surfaces, how can this best be addressed?</p>	<p>Live answered. Complete Streets do not necessarily need to be wider or have more impervious surface than auto-centric street designs. Pervious pavers and surface materials, bioswales and similar stormwater management facilities, and re-allocating lane width from overly wide travel lanes to other uses can actually reduce the impervious surfaces in the right-of-way.</p>
<p>Would this apply to parks? For example, would all parts of Marshall Park have to be up to ADA compliance?</p>	<p>Live answered. Yes, public facilities need to be ADA accessible.</p>
<p>Was the redesign of Odana Road done to complete the street design on the road? As a user of that roadway it has become very dangerous for vehicles to turn from Whitney Way west onto Odana road. Wondering if more studies are being done for this road.</p>	<p>Live answered.</p>
<p>Jumping on the current question, is there going to be a future project to make coming from the west on the Beltline onto South Whitney RD easier and safer?</p>	<p>Live answered. WisDOT is currently engaged in a planning process to identify future needs of the entire Beltline corridor, including interchanges and other crossings.</p>
<p>Has any local community adopted standards for use of green pavement markings to highlight bike facilities?</p>	<p>Live answered.</p>
<p>Who is responsible for updating the online existing sidewalks map? I live in the City of Sun Prairie, and Sun Prairie is adding sidewalks to existing streets during street reconstruction projects each year. The online sidewalk map appears to be a couple of years out of date in Sun Prairie.</p>	<p>Live answered. <b>Corrected:</b> The MPO pedestrian facilities geodatabase is maintained by the MPO; however, we depend in part on local staff to inform us of new facilities so that they can be added. We also use orthophotography to update the database. Generally updates are made to the geodatabase as we become aware of them, and are uploaded to the public-facing web app once a week.</p>
<p>If more people use bicycling/walking/transit because of Complete Streets, we might be able to REDUCE impervious surfaces for cars.</p>	<p>n/a</p>

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<p>How does a community less urban in design pay for and install these complete road designs when often many of the users, pedestrians and bikes do not have user fees or some way to gain some income to pay for these infrastructures then tend to be for their use only?</p>	<p>Live answered. For new developments, the developer should be required to provide sidewalks and bike facilities to serve the development as part of the construction of the streets. Local municipalities will need to maintain the facilities over time. As noted, property taxes cover most of the cost of streets and ped/bike facilities, which all residents pay.</p>
<p>Everyone pays for local roads, whether they drive a car or buy gas, so the idea that there are no user fees is false.</p>	<p>n/a</p>
<p>The Manual on Uniform Traffic Control Devices (MUTCD) doesn't advocate the use of green markings for trail xings.</p>	<p>The Federal Highway Administration (FHWA) has issued an interim approval for the use of green paint in bike lanes: <a href="https://mutcd.fhwa.dot.gov/resources/interim_approval/ia14/">https://mutcd.fhwa.dot.gov/resources/interim_approval/ia14/</a>.</p>
<p>Another problem with WisDOT policy is not being able to use eminent domain for bike/ped facilities. We can still use it for motor vehicle facilities, but not non-motorized infrastructure, even if the city has a complete streets policy.</p>	<p>This is a result of state law, not WisDOT policy.</p>
<p>An example of complete streets adding impervious surface is the new Cedar St. connected to Park St. It is much wider than it needs to be; it was designed to have two bike lanes and it is only two blocks long. Seems excessively wide.</p>	<p>The short length of the street does not negate the need for facilities to safely accommodate bicyclists. The street serves some major traffic generating uses. Bike lanes are recommended for providing an "all abilities" facility for streets with traffic volumes over 1,500 per day.</p>
<p>In trying to reduce our carbon footprint, we are torn on building concrete sidewalks, wider streets to add bike lanes, etc. Do these items have to be paved can we do grass pathways.</p>	<p>Streets do not necessarily have to be wider to accommodate bike lanes. Often, the number and/or width of travel lanes is excessive, or on-street parking is underutilized, and that space can be re-allocated to bike lanes during routine paint striping maintenance. Regarding the use of grass or other soft surfaces in lieu of concrete sidewalks, this treatment would be very difficult for the property owner to maintain; would not be usable during wet, muddy periods; and would be nearly impossible to maintain in the winter. Most importantly, this type of facility would not meet ADA requirements, and would not provide a usable route for people who use wheelchairs, walkers, and other mobility devices.</p>