

HOUSTON COALITION FOR COMPLETE STREETS

The Path to Complete Streets

Vision: Streets are safe for all users at all times throughout Houston

The case for the City of Houston to adopt Complete Streets policies

- Safety should always be the top priority on our streets, followed by access, throughput, and speed to provide a safer environment for pedestrians, bicyclists, drivers, commercial drivers, and residents and businesses.
- COH could become the largest city in the country to pass its own Complete Streets regulations if it moves quickly (many have resolutions and efforts, but we could be largest with an actual city level ordinance).
- Many Super Neighborhoods want this.
- Complete streets attract residential and commercial real estate investment and increase property values.
- Seniors are a huge, growing voting block.
- Child safety represents a huge voting block: parents.
- With less pavement and storm water run-off, Complete Streets can reduce capital and maintenance costs.
- Providing residents, neighborhoods, and districts with more lifestyle, transportation, and access options will improve our health and obesity rates if we feel safe to walk and bike to more of our daily destinations.
- Complete neighborhoods offer a more balanced housing & transportation affordability for more people.
- It's the right thing to do.

The Path to Complete Streets

- Mayor could adopt a Complete Streets policy, and, with backing of Council members, work toward making all streets safer and functional for all users.
- Health, safety, economic development become key drivers of street design.
- Public Works, Planning, Neighborhoods, and other departments begin to implement Complete Streets in appropriate projects, codes, and ongoing planning.

The Economic and Budgetary Benefits

- We vigorously support allocating more state and federal transportation funding to Complete Streets and multi-modal alternatives as opposed to new or widened roadways. COH should be ready to use these funds.
- Complete Streets investments reach more people and create more jobs than road spending per tax dollar.
- Cities implementing complete streets may receive priority for discretionary federal funding.
- Our lasting economic development strategy is to provide Houstonians with better access to Houstonians.

We believe the City of Houston could pursue the following policies immediately on a Complete Streets path:

- 1) Adopt a comprehensive street classification system
- 2) Design Navigation Blvd to be the pilot Complete Street
- 3) Use ReBuild Houston projects to implement Complete Streets where appropriate
- 4) Rewrite the PWE Design Manual to incorporate Complete Streets standards
- 5) Host public hearings on the PWE Design Manual
- 6) Allow and encourage smaller traffic lanes
- 7) Assess and reset timing of lights and walk signals to maximize safety for all modes using that intersection
- 8) Ensure clean water quality through storm water discharges from streets and neighborhoods
- 9) Launch a Safe Routes to School task force
- 10) Pass a Safe Passing Law
- 11) Perform a pedestrian / bicyclist audit
- 12) Allow downtown style regulation in all MACs
- 13) Help complete the Bayou Greenways Initiative by 2020
- 14) Build a citywide slow streets network connecting neighborhoods to the Bayou Greenways Initiative, parks and public facilities like stadiums, major activity centers (MACs), and light rail stations
- 15) Allocate CIP funds to sidewalk neighborhood match and to build Complete Streets in Urban Corridors