



## CHANGING POLICIES TO SUPPORT COMPLETE STREETS



Given by:  
Ronald T. Milam, AICP, PTP

## Proximity-Based Development

- **Early America**



## Speed-Based Development

- Post World War II



## Consequences

### Early 20th Century

Area dedicated to  
driving and parking  
= 21.5%



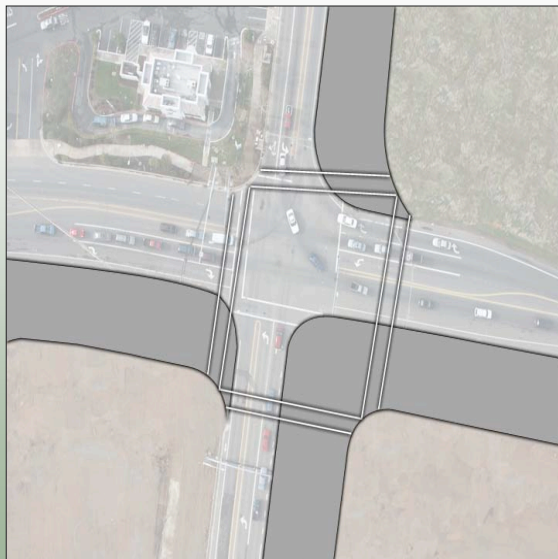
## Consequences

### Early 21st Century

Area dedicated to  
driving and parking  
= 37.5%



## Consequences



- **Level of Service (LOS) is predominant transportation impact measure**
- **Typical LOS analysis represents only the driver perspective**
- **LOS based analysis generates impacts to other modes and the environment**

# Perspective

To a driver: LOS A  
To an economist: LOS F

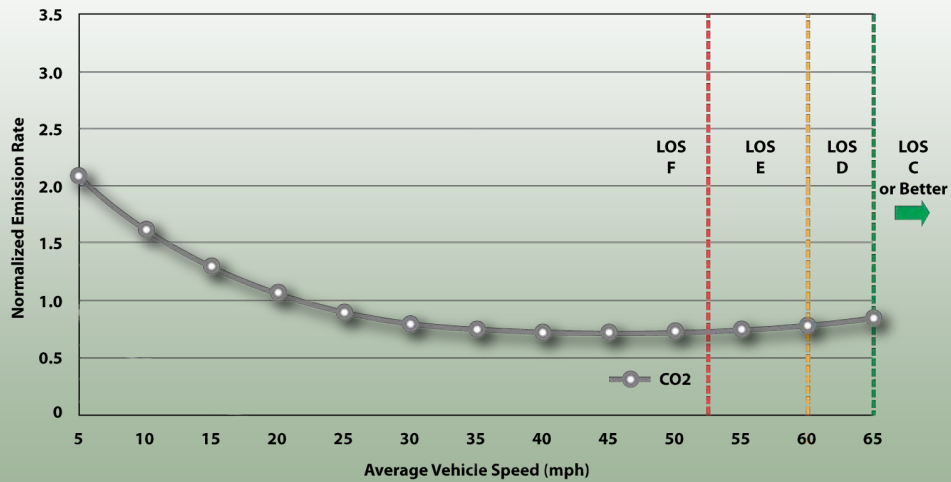


To a driver: LOS F  
To an economist: LOS A



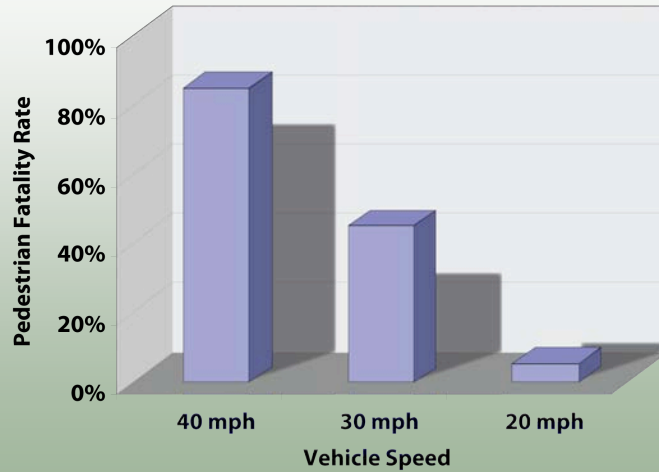
# LOS, Speed, and Emissions

### Relationship of Freeway LOS, Speed, and CO2 Emissions Factors



## Speeds and Pedestrian Collision Severity

**Pedestrian Fatality Rates for Collisions at Different Speeds**



Source: The Built Environment and Traffic Safety - A Review of Empirical Evidence, Journal of Planning Literature, Volume 23 Number 4, May 2009  
By Reid Ewing and Eric Dumbaugh

## Speed Suitability



At **40 mph** the driver's focus is on the roadway in the distance.



At **30 mph** the driver begins to see things at the road edges in the background.

Source: *Smart Mobility Framework*, Caltrans, 2009

## LOS Threshold Trade-offs



**Other Modes**



**Air Quality/  
Climate Change**



**Open Space**



**Transit-Oriented  
Development**



**Infill Development**



**Costs**

## Case Study: Davis, CA



**Study Location**

# Case Study: Davis, CA

