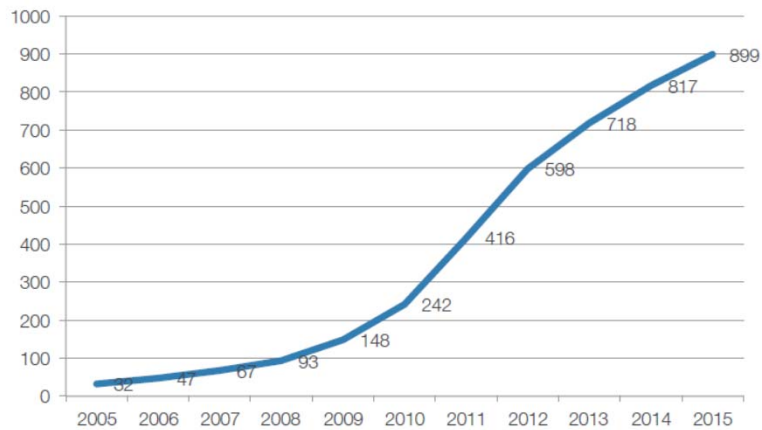


COMPLETE STREETS POLICIES

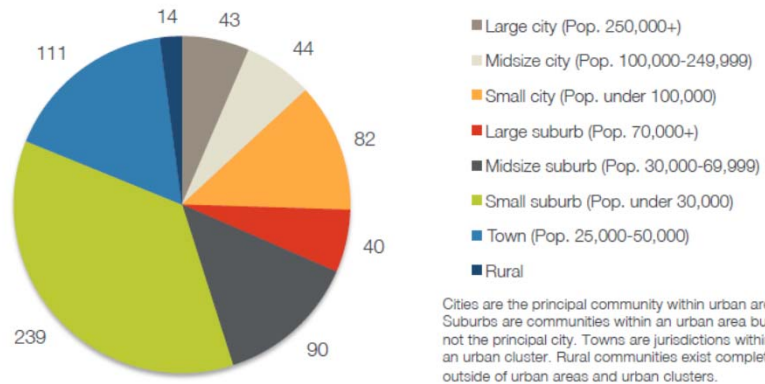
NUMBER OF COMPLETE STREETS POLICIES

Number of Complete Streets policies nationwide, 2005–2015



MUNICIPALITIES WITH COMPLETE STREETS POLICIES

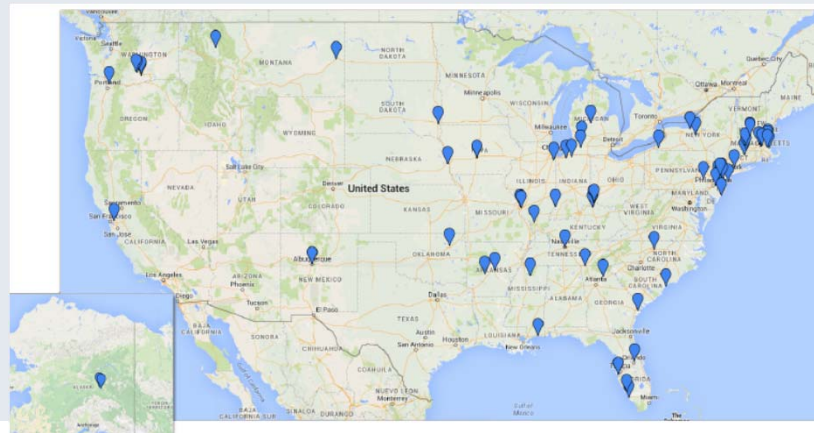
Municipalities with Complete Streets policies by size, 1971-2015



3

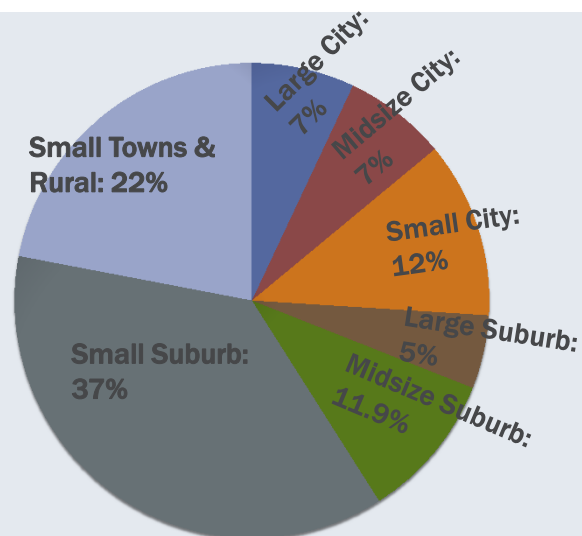
WHERE IT'S HAPPENING 2015 - 82 COMPLETE STREETS POLICIES ADOPTED

- Policies in all 50 states
- 76 Regional Organizations
- 32 State Governments
- 633 Individual Municipalities



4

ALL TYPES OF COMMUNITIES



5

A COMPLETE STREETS POLICY

- ... ensures that the entire right of way is planned, designed, and operated to provide safe access for all users."



6

AN IDEAL COMPLETE STREETS POLICY

- 1) Sets a **vision**
- 2) Includes **all users and modes**
- 3) **All projects and phases**
- 4) Clear, accountable **exceptions**
- 5) **Connected network**
- 6) Other **Jurisdictions**, involved in the process
- 7) Inclusive **design guidelines - flexible**
- 8) Is **context-sensitive**
- 9) Sets **performance measures**
- 10) Includes **implementation steps**



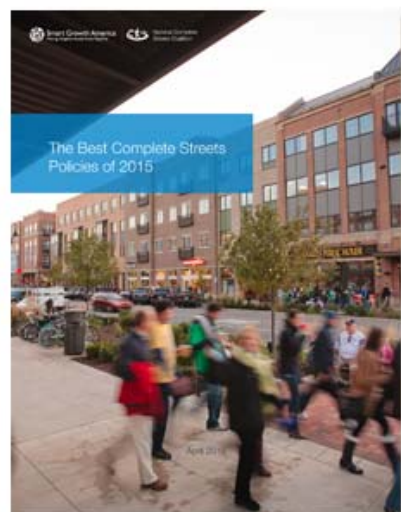
7



Smart Growth America
Making Neighborhoods Great Together



National Complete Streets Coalition



2015 Report from Smart Growth America: <http://www.smartgrowthamerica.org/documents/best-cs-policies-of-2015.pdf>

VISION – PARK FOREST, IL



VISION AND INTENT

From Park Forest, IL's policy:

“Vision: This Complete Streets Policy shall direct the Village of Park Forest to develop and provide a safe and accessible, well-connected and visually attractive surface transportation network, that balances the needs of all uses, including: motorists, pedestrians, bicyclists, public transportation riders and driver, emergency vehicles, freight carriers, agricultural vehicles and land uses and promote a more livable community for people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities.”

<http://www.smartgrowthamerica.org/documents/cs/policy/cs-il-parkforest-resolution.pdf>

9

ALL USERS AND MODES – NORWELL, MA



ALL USERS AND MODES

From Norwell, MA's Policy:

“It is the intent of the Town of Norwell to formalize the plan, design, operation, and maintenance of streets so that they are safe for users of all ages, all abilities and all income levels as a matter of routine. This Policy directs decision-makers to consistently plan, design, construct, and maintain streets to accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and freight and commercial vehicles.”

<http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-norwell-policy.pdf>

10

ALL PROJECTS AND PHASES – LITTLE ROCK, AR



ALL PROJECTS AND PHASES From Little Rock, AR's Policy

“...the City will apply this complete streets policy to all street projects for public streets, regardless of funding source, including those involve new construction, reconstruction, retrofit, repaving, rehabilitation, and change in the allocation of pavement space on an existing street.”

<http://www.smartgrowthamerica.org/documents/cs/policy/cs-ar-littlerock-ordinance.pdf>

11

EXCEPTIONS – VINCENNES, IN



EXCEPTIONS From Vincennes, IN's Policy:

“Any exception to this program, including for private projects, must be approved by the Vincennes Board of Works and Public Safety and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Exceptions may be considered for approval when:

1. An affected roadway prohibits, by law, use by specific users (such as state highways) in which case a greater effort shall be made to accommodate those specified user elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

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EXCEPTIONS – VINCENNES, IN (CONT.)

2. The cost of providing accommodations are excessively disproportionate to the need or probably use;
3. The existing and planned populations, employment densities, traffic volumes, or level of transit service around a particular roadway is so low as to demonstrate an absence of current and future need.
4. Transit accommodations are not required where there is no existing or planned service;
5. Routine maintenance of the transportation network does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair;
6. There is a reasonable and equivalent project along the same corridor that is already programmed to provide facilities exempted for the project at hand.

[http// www.smartgrowthamerica.org/documents/cs/policy/cs-in-Vincennes-ordinance.pdf](http://www.smartgrowthamerica.org/documents/cs/policy/cs-in-Vincennes-ordinance.pdf)

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NETWORK – NATICK, MA



NETWORK

From Natick, MA's Policy:

"The Town of Natick Complete Streets policy will focus on developing a connected, integrated network that serves all road users."

<http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-natick-policy.pdf>

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JURISDICTION – OMAHA, NE

JURISDICTION

From Omaha, NE's policy:

“The Complete Streets policy will apply to all public and private street design, construction, and retrofit projects managed and implemented by the City of Omaha initiated after the Policy adoption...”

<http://www.smartgrowthamerica.org/documents/cs/policy/cs-ne-Omaha-resolution.pdf>



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DESIGN – SOUTH BEND, IN

DESIGN

From South Bend, IN's Policy:

“Sec. 5 Design Standards

(a) The City shall follow accepted or adopted design standards and use the best and latest design standards, policies, principles, and guidelines available. Principles and strategies of good street and bikeway designs offered by the National Association of City Transportation Officials (NACTO) shall be utilized first and foremost in decision making. Guidelines and standards may include, but not be limited to, Federal Highway Administration (FHWA), American Association of State Highway [and Transportation]



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DESIGN – SOUTH BEND, IN (CONT.)

Officials (AASHTO), Indiana Department of Transportation (INDOT), the Institute of Transportation Engineers (ITE), the Americans with Disabilities Act (ADA), the Public Right-of-Way Accessibility Guidelines (PROWAG), and the American Society of Landscape Architects (ASLA).

(b) In recognition of various context, public input, and the needs of many users, a flexible, innovative, and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users can be achieved.

<http://www.smartgrowthamerica.org/documents/cs/policy/cs-in-south-bend-resolution.pdf>

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CONTEXT SENSITIVITY – ASHLAND, MA

CONTEXT SENSITIVITY:
From Ashland, MA's Policy:



“Complete Streets principles include the development and implementation of projects in a context-sensitive manner in which project implementation is sensitive to the community’s physical, economic, and social setting. This context-sensitive approach to process and design includes a range of goals that give significant consideration to stakeholder and community values. It includes goals that give significant consideration to stakeholder and community values. It includes goals related to the livability with greater participation of those affected in order to gain project consensus. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and environmental resource while improving or maintaining safety, mobility, and infrastructure conditions.”

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CONTEXT SENSITIVITY – ASHLAND, MA (CONT.)

- Bike route connections to off-road trails (equity across all districts of the City)
- % of city that is within two miles of a 'low stress' bike route
- Number of employees downtown
- Number of bike share users
- Progress towards STAR Community standards: (a) drive alone max 25% and bike/walk min of 5%; (b) 50% of household spending less than 15% of household income on transportation; and (c) bike/pedestrian fatalities – progress toward Vision Zero
- Citizen and business surveys of satisfaction with streets and sidewalks
- Number of bicycle friendly businesses recognized by the League of American Bicyclists
- Number of bike parking spaces

The annual report on the annual increase or decrease for each performance measure contained in this executive order compared to the previous year(s) shall be posted online for each of the above measures.”

<http://www.smartgrowthamerica.org/documents/cs/policy/cs-pa-reading-order.pdf>

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IMPLEMENTATION STEPS – WEYMOUTH, MA

IMPLEMENTATION STEPS

From Weymouth, MA's Policy:



“Implementation of the Complete Streets Policy will be carried out cooperatively among all departments in the Town of Weymouth with multi-jurisdictional cooperation, and to the greatest extent possible, among private developers and state, regional and federal agencies. The Department of Planning and Community Development will serve as the technical review agency for all Complete Streets projects. The Department of Planning and Community Development will forward the project documentation and plans to all applicable Town departments for comment during the review process. Ultimately, the project will require a vote by the appropriate governing body.

The Town shall make the Complete Streets practice a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions.

The Town will review and revise or develop proposed revisions to all appropriate planning

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IMPLEMENTATION STEPS – WEYMOUTH, MA (CONT.)

Documents, zoning codes, subdivision regulations, laws, procedures, rules, regulations, guidelines and programs to integrate the Complete Streets principles in all street project, as feasible.

The Town will maintain a comprehensive priority list of transportation improvement projects including problem intersections and roadways.

The Town will maintain a comprehensive inventory of pedestrian and bicycle infrastructure and will prioritize projects to eliminate gaps in the sidewalk and bikeway network. The Town will coordinate with MassDOT to confirm the accuracy of a baseline pedestrian and bicycle accommodations inventory in order to prioritize projects.

The Town will re-evaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets principles.

The Town will incorporate Complete Streets principles into the Town of Weymouth's Master Plan as well as other plans.

The Town will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.

The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies."

<http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-Weymouth-policy.pdf>

IMPLEMENTATION: SEATTLE ORDINANCE

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

- Section 1. SDOT will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as provided for below.
- Section 2. SDOT will incorporate Complete Streets principles into: the Department's Transportation Strategic Plan; Seattle Transit Plan; Pedestrian and Bicycle Master Plans; Intelligent Transportation System Strategic Plan; and other SDOT plans, manuals, rules, regulations and programs as appropriate.



CONNECTIVITY: REDMOND WA ORDINANCE

Section 12.06.10 Complete the Streets

- The City of Redmond will plan for, design and construct all new transportation projects to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities in comprehensive and connected networks.



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QUESTIONS

EXERCISE – THE RIGHT COMPLETE STREETS POLICY FOR YOUR COMMUNITY – KEY WORDS

