



Complete Streets Policy Overview of the Essentials

How to get from here...



Before

How to get from here... to there



After

A Complete Streets Policy

... ensures that all users of the transportation system, including pedestrians, bicyclists, and transit users as well as children, older individuals, and individuals with disabilities, are able to travel safely and conveniently on streets and highways.



Types of CS Policies

1. Legislation/ordinance
2. Resolution
3. Ballot & funding measures
4. Design manuals
5. Internal department policies
6. Comprehensive plans



An ideal complete streets policy

1. Sets a **vision**
2. Includes **all forms of travel**
3. Emphasizes **connectivity**
4. Applies to **all** transportation projects & phases
5. Specifies and limits **exceptions**, with **management approval** required
6. Uses latest design standards & **is flexible**
7. Is **context-sensitive**
8. Sets **performance standards**
9. Includes **implementation** steps



Vision: **Decatur Community Trans Plan**

“To create a safe and efficient transportation system that promotes the **health** and mobility of Decatur citizens and visitors, creating better **access** to businesses and neighborhoods.”



All users: **Massachusetts**

The roadway system of the Commonwealth should safely accommodate **all users** of the public right-of-way, including:

- Pedestrians,
- People requiring mobility aids...
- Bicyclists,
- Drivers and passengers of transit vehicles,
- Trucks,
- Automobiles and motorcycles.

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.**



All roads: Oregon's "Bike Bill"

Oregon state law (enacted in 1971)

- "footpaths and bicycle trails... shall be provided wherever a **highway, road or street** is being constructed, reconstructed, or relocated."



All project types: **Maryland**

Bicycle & Pedestrian Access Act

- 1) Access to and use of transportation facilities by pedestrians and bicycle riders shall be considered and best engineering practices regarding the needs of bicycle riders and pedestrians shall be employed in **all phases of transportation planning**, including highway design, construction, reconstruction, and **repair** as well as expansion and improvement of other transportation facilities;

Clear Exceptions: **Iowa City resolution**

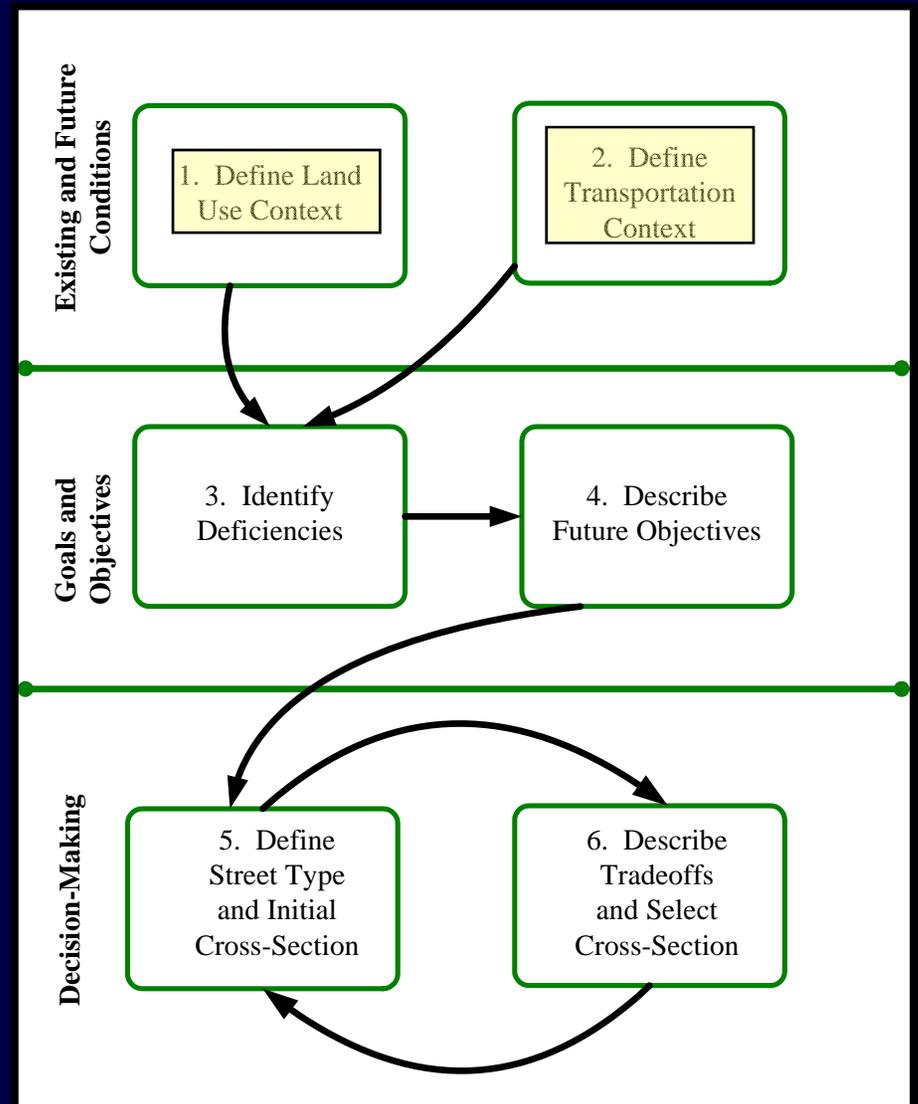
- "All public street projects or public street reconstruction projects (not including maintenance) in the City of Iowa City shall be designed to accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers with the following **exceptions**:
 - Bicycle and pedestrian facilities are not required where they are prohibited by law such as within interstate highway corridors.
 - Public transit facilities are not required on streets not serving as transit routes;
 - If the **cost...** is **excessively disproportionate** to the **need or probable use**, defined as at least 20% of the overall project cost, the City Council may choose not to require bicycle, pedestrian and/or transit facilities



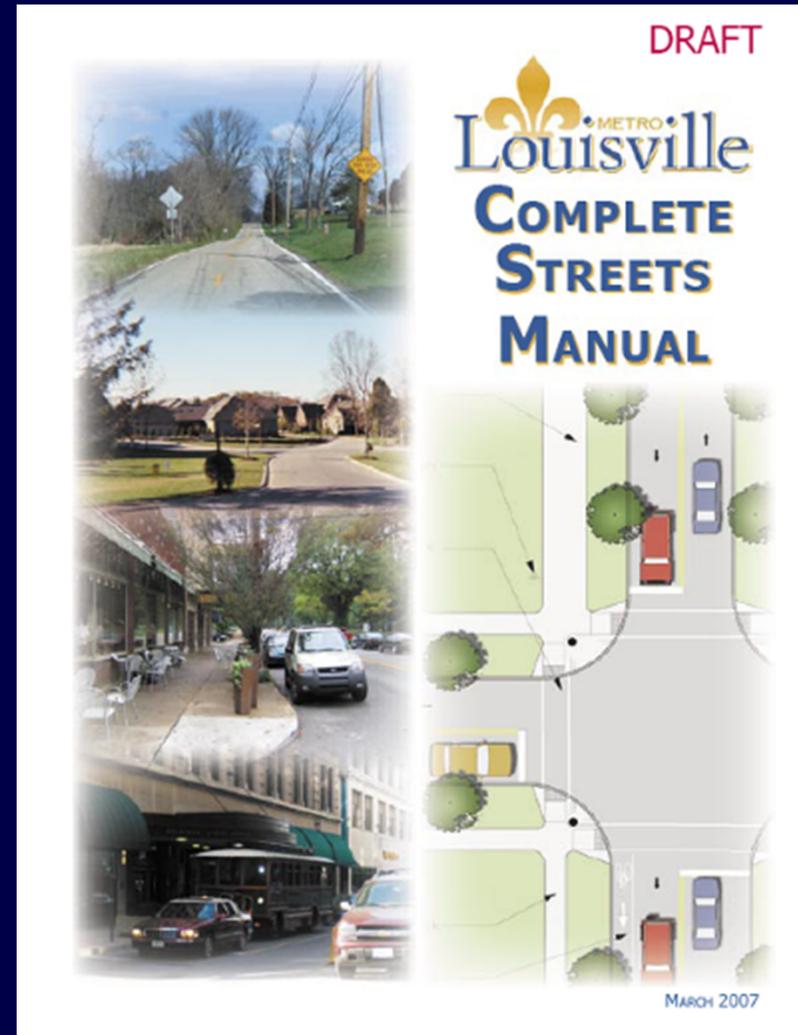
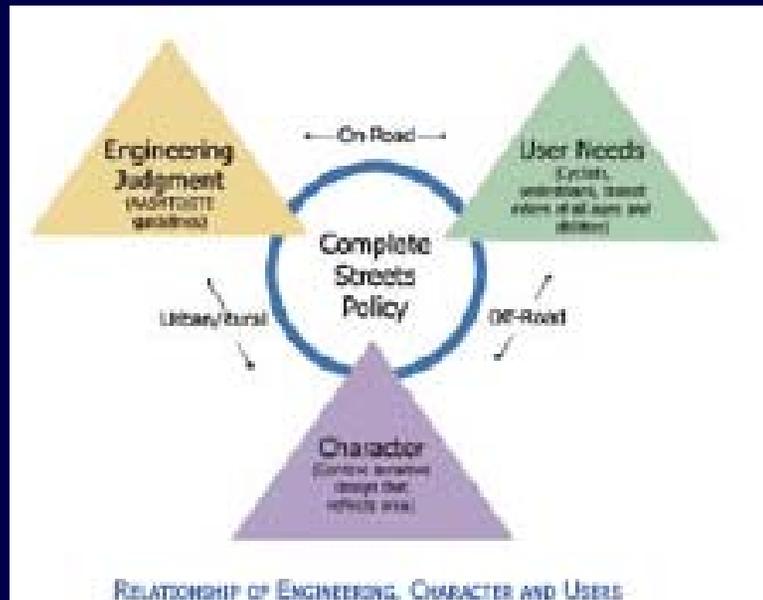
Context: Charlotte NC

Urban Street Design Guidelines

- Lay out an **iterative six-step multimodal** planning process for use in all projects



Design Standards: **Louisville Manual**



Performance Measures: **Roanoke VA**



Measure the success of this complete streets policy using the following **performance measures**:

- a. Total miles of on-street **bicycle routes** defined by streets with clearly marked or signed bicycle accommodation
- b. Linear feet of new **pedestrian** accommodation
- c. Number of new **curb ramps** installed along city streets
- d. Number of new **street trees** planted along city streets

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.



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Implementation challenge

- How do we currently make **project-level** decisions?
- How will a **different** process ensure Complete Streets?

What each mode needs

All travelers seek a similar experience:

- Convenience
- Safety
- Comfort
- Access
- Reasonable travel time
- Low cost
- **Speed?**



Different process => different outcomes



Both designs based on same design manuals

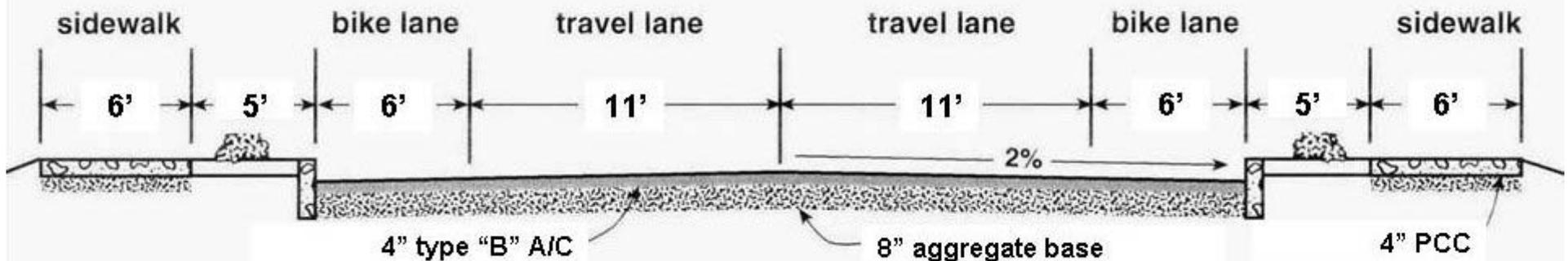


Common decision-making processes

Based just on:

- The original “project scope”
- “Checklists”

Can we *instead* balance needs by making project scope more complete?



Decisions Based on Project Scope: Checklists & triggers

Old way: Project scoping checklist **requires justifying** sidewalks, bikeways, transit

New way: **Reverse burden of proof**

- Assume **Yes**, or justify why **not**



Reversed burden of proof assumes sidewalks,
bikeways, transit...

... with **exceptions**:

- No expected users = **no need**, *even in the future*
- Costs disproportionately high **relative to need**



No sidewalks needed



Slow speed, no need for bike lanes

Project Review Process

Old way

- Publish open house notice
- Show proposed design
- Take comments



New way

- Involve **all** stakeholders
- Use **charrette** process
- Involve stakeholders in **design**



Stakeholder involvement

- Bicyclists, pedestrians, transit users, businesses, historic preservation etc.
- Don't let one group dominate another



Did locals oppose sidewalks?



Did businesses support design?

Complete Streets Goal



**Wise investments that will
enhance the entire community**

Creating and Supporting an ideal complete streets policy:

1. Establish **high-level** policy and vision
2. Create an **implementation plan**
3. Create clear goals and ways to **measure progress** toward those goals (measure bike/ped/transit travel!)
4. Adjust project criteria and procedures to **reward** the achievement of complete streets goals