

NO MORE INCOMPLETE STREETS!

**Tri-State Transportation Campaign
October 2010**

NJ Complete Streets Summit: Policies and Process

Formulating CS policies and projects

- Develop a stakeholders list
- Hands-on Public Participation!
 - ▣ Charrettes
 - ▣ Workshops
 - ▣ Hearings
- Education



Elements of a Good Complete Streets Policy

- Incorporates **'all users'**
- Aim is to create **connected network**
- **Flexible**
- **Context sensitive**
- Cover the **3 R's**
- **Tightly worded**
- Latest and **best design standards**
- Establishes **performance standards**



Weaknesses



- Loose Language
- Exemptions or Exceptions
- Oversight

Major Policy 'Red Flags'



- Loose Language:

- 'Consideration' vs. 'shall include' or 'require':

- *The Department fully **considers** the needs of non-motorized users... (CalTrans Deputy Directive 64)*

- *Project sponsors **are required** to include bikes and pedestrians in the planning/design of projects. (NOACA)*

Major Policy 'Red Flags'

- Exemptions/Exceptions:

- NOACA: *Project sponsors **are required** to include bikes and pedestrians in the planning/design of projects.*

Prohibition of access

Less than 1,000 vehicles
per day

Excessive Cost

Limited to resurfacing

Extreme topography

Acceptable Exceptions...

- Non-motorized users are prohibited by law
- Excessive cost
- Absence of need



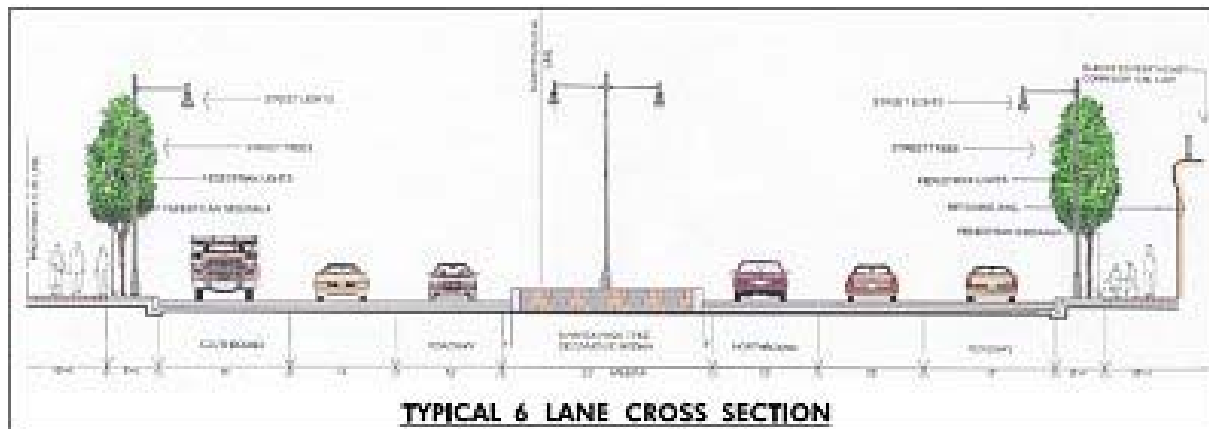
Approval of Exceptions...

- NOACA: Senior Level approval needed
- No approval process='red flag'



Complete Streets - Exemptions

- 1) Non-motorized users are prohibited on the roadway.
- 2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
- 3) Detrimental environmental or social impacts outweigh the need for these accommodations.
- 4) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
- 5) *The safety or timing of a project is compromised by the inclusion of Complete Streets.*



Thank you!

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