NO MORE INCOMPLETE STREETS!

Tri-State Transportation Campaign
October 2010
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

Source: www.completestreets.org
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
  - Excessive Cost
  - Extreme topography

  - Less than 1,000 vehicles per day
  - Limited to resurfacing
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!

For more information:
Kyle Wiswall
Tri-State Transportation Campaign
(212) 268-7474
kyle.wiswall@tstc.org
www.tstc.org