10 Elements of a Complete Streets Policy

National Complete Streets Coalition
Tuesday, October 24th, 2017
Strategic Direction

IMPLEMENTATION

EQUITY
Complete Streets Approach

- Policies
- Practice
- Projects
- Complete Communities

**PROCESS LEVEL**

**PROJECT LEVEL**
# Complete Streets Approach

## Table A-5. Traffic Engineering Manual

<table>
<thead>
<tr>
<th>Document Section</th>
<th>Need</th>
<th>Recommended Revision(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapter 1, Procedure</td>
<td>N/A</td>
<td>No specific issues identified.</td>
</tr>
<tr>
<td>Chapter 2, Signs</td>
<td>Revise/Augment</td>
<td>Revise this chapter to:</td>
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<tr>
<td></td>
<td></td>
<td>- Change current references to &quot;motorist safety&quot; to safety for all roadway users where appropriate</td>
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<tr>
<td></td>
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<td>- Add guidance for installing:</td>
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<tr>
<td></td>
<td></td>
<td>-- Bicycle route wayfinding signs and other bicycle signage permitted in the MUTCD on state facilities</td>
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<td></td>
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<td>-- Other Complete Streets signage as appropriate.</td>
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<tr>
<td></td>
<td></td>
<td>Consider expanding current installation criteria for Pedestrian Crossing Signs and Bicycle and Shared Use Path (Trails) Crossing Symbol Signs as appropriate.</td>
</tr>
</tbody>
</table>

## Table A-9. Intersection Design Guide

<table>
<thead>
<tr>
<th>Document Section</th>
<th>Need</th>
<th>Recommended Revision(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapter 1, Introduction</td>
<td>Revise/Augment</td>
<td>Add guidance on identifying design standards and criteria for a project based on context, as described in the PPM.</td>
</tr>
<tr>
<td>Chapter 2, Intersection Design Concepts</td>
<td>Revise/Augment</td>
<td>Section 2.1 Intersection Characteristics:</td>
</tr>
<tr>
<td></td>
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<td>- Consider adding:</td>
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<td></td>
<td>-- Features of the surrounding network, such as level of network completeness for different modes</td>
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<td>-- Proximity of transit stops</td>
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<tr>
<td></td>
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<td>-- Transit volumes and truck volumes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-- Bicycle features and signalization</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-- Future land use plans</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Section 2.3 Estimation of Capacity:</td>
</tr>
<tr>
<td></td>
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<td>- Discuss intersection &quot;person capacity&quot; and the need to balance vehicle capacity needs with the needs of other travel modes</td>
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<tr>
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<td></td>
<td>- Expand the discussion of Level of Service to include quality and level of service performance measures for other modes</td>
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<td>Section 2.4 Intersection Delay:</td>
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<tr>
<td></td>
<td></td>
<td>- Add discussion of delay for pedestrians and bicyclists to the existing discussion of motorist delay</td>
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<tr>
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<td>Section 2.5.1. Requirements and Constraints of Roadway Users:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Expand the existing description of cyclist characteristics to include a discussion of variations in bicyclist experience and confidence levels</td>
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<tr>
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<td>- Expand the existing description of pedestrian characteristics to include a discussion of the impacts of crossing distances and vehicle speeds</td>
</tr>
</tbody>
</table>
Coalition Work

Thought leadership

Technical assistance

Research

Policy tracking & guidance
Best Complete Streets Policies

Elements of an Ideal Complete Streets Policy

- Includes an evolvable vision for how and why the community wants to complete its streets.
- Specifies need to create complete, connected networks and specify at least four modes, two of which should be biking or walking.
- Benefits all users equally, particularly vulnerable users and the most underserved and underserved communities.
- Applies to new infrastructure, maintenance, and ongoing policies.
- Ensures all plans and policies are clear and visible, with public notice and policy review prior to construction and approval.
- Requires comprehensive coordination between government departments and other agencies on Complete Streets.
- Directs the use of the latest and best design standards and guidelines and sets a timeframe for their implementation.
- Enhances the surrounding community's current and expected land use and transportation needs.
- Establishes performance standards that are specific, scalable, and relevant in the public.
- Encourages existing and potential Complete Streets implementation efforts to be shared.

Vision and Intent

A Complete Streets vision is central to a successful Complete Streets policy.

Diverse Users

Complete Streets policy is intended to benefit all users equally, particularly vulnerable users and the most underserved and underserved communities. The transportation choices should be safe, convenient, accessible, affordable, and available to everyone, regardless of race, ethnicity, religion, income, gender identity, immigration status, age, ability, language, or any of the criteria of a protected class. The goal is to ensure that all transportation needs are addressed with a focus on safety, accessibility, and efficiency.
Opportunity to raise the bar

Increasing # of Complete Streets Policies

Rising Policy Scores

<table>
<thead>
<tr>
<th>Year</th>
<th>Median Score</th>
</tr>
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<tbody>
<tr>
<td>2006</td>
<td>34</td>
</tr>
<tr>
<td>2015</td>
<td>68.4</td>
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<tr>
<td>2016</td>
<td>80.8</td>
</tr>
</tbody>
</table>

FIGURE 1
Complete Streets policies adopted, over time
Ideal Elements

1. Vision
2. All Users and Modes
3. All Projects and Phases
4. Clear Accountable Exceptions
5. Network
6. Jurisdiction
7. Design
8. Context Sensitivity
9. Performance Measures
10. Implementation
REVISED ELEMENTS OF A COMPLETE STREETS POLICY
A Framework for Change

1. Vision and Intent
2. Diverse All Users and Modes
3. Commitment In All Projects and Phases
4. Clear Accountable Exceptions

— Network
1. Jurisdiction
2. Design
3. Land Use and Context Sensitivity
4. Performance Measures
5. Project Selection Criteria
6. Implementation Steps
Vision and Intent

• The vision should acknowledge the importance of how Complete Streets contribute to building a comprehensive transportation network.
Vision and Intent, 12 points

- 3 points = body of legislation states clear and intentional commitment to Complete Streets
- 2 points = mentions need to create a complete, connected, network
- 2 points = specifies motivation and benefits of Complete Streets
- 1 point = specifies equity
- 4 points = specifies at least four modes (two of which are biking and walking)
Diverse Users

• Complete Streets are intended to benefit all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
Diverse Users

• Together North Jersey “Communities of Concern”
  – high concentrations of minority, low-income, female head of household w/ children, limited English proficiency, carless, older adults (75+)
Diverse Users, 9 points

- 5 points = requires jurisdiction to “prioritize” vulnerable users or neighborhoods with histories of underinvestment

- 4 points = establishes accountable, measurable definition for priority groups or places
Projects and Phases

- The policy should specify the need to provide accommodations for all modes of transportation in any construction or repair that impacts all users of the road network.
Projects and Phases, 10 points

- 4 points = requires all new construction, reconstruction/retrofit to account for the needs of all users and modes
- 4 points = requires all maintenance projects and operations to account for the needs of all users and modes
- 2 points = specifies the need to provide accommodations for all modes during any project to infringes on right of way/sidewalk
Clear, Accountable Exceptions

- Policy language should clearly define process for granting exceptions and requirements for public notice.
Clear, Accountable Exceptions, 8 points

- 4 points = policy includes one or more of the stated exceptions and no others that weaken the intent of the Complete Streets policy
- 2 points = states who is responsible for approvals
- 2 points = requires public notice prior to granting exception
Jurisdiction

- Many different agencies control our streets. Creating a Complete Streets network can be achieved through coordination between government departments, neighboring jurisdictions, and private developers.
Jurisdiction, 8 points

- 5 points = require private projects to comply with policy OR prioritize projects that comply with policy for funding/inclusion in long-range plans

- 3 points = requires interagency coordination on implementation
Design

• Creating meaningful change on the ground both at the project level and in the creation of complete, multimodal transportation networks requires jurisdictions to create or update their existing design guidance and standards.
Design, 7 points

• 5 points = adopt specific, best practice design guidance OR develops/revises design guidance

• 2 points = sets deadline for this action
Land Use and Context Sensitivity

• It is critical to recognize the connection between land use and transportation. The best Complete Streets policies will meaningfully engage with land use by integrating transportation and land use in plans, policies, and practices.
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Land Use and Context Sensitivity, 10 points

• 5 points = requires new/revised land use policies, plans, zoning ordinances to specify how they support Complete Streets vision
• 3 points = considers community context as factor in decision-making
• 2 points = addresses unintended consequences
Performance Measures

• Measure the impact of Complete Streets
• Establish performance measure that follow the goals stated in the vision
EXAMPLE POLICY: VISION AND INTENT
Binghamton Metropolitan Transportation Study, NY

Building Complete Streets provides many benefits to residents, business owners, developers, and the community as a whole. First and foremost, embracing the complete streets concept will create balanced transportation systems by providing accessible, safe, and efficient connections between destinations. Additionally, complete streets will encourage economic growth, increase property values, reduce crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with active transportation options. Finally, integrating sidewalks, bike facilities, transit amenities, or safe crossings into the initial design of a project spares the expense and complications of retrofits later.
Performance Measures, 13 points

- 3 points = measures span multiple categories
- 2 points = measures implementation
- 3 points = embeds equity
- 2 points = specific time frame for collection
- 2 points = shared publicly
- 1 point = assigns responsibility
Project Selection Criteria

Criteria should include assigning weight for:

• active transportation infrastructure; targeting underserved communities; alleviating disparities in health, safety, economic benefits

• access destinations; and creating better multimodal network connectivity for all users
Project Selection Criteria, 8 points

• 5 points = specific criteria that prioritize Complete Streets implementation

• 3 points = policies that address how equity is included in project selection criteria
Implementation Steps

1. Restructure and revise procedures, etc
2. New design guides or policies
3. Offer staff training
4. Implementation/Advisory Committees
5. Create a community engagement plan
Implementation Steps, 15 points

- 3 points = requires plans, procedures to be updated, specifies time frame
- 3 points = requires training opportunities for transportation staff
- 3 points = assigns responsibility to a committee w/ external and internal
- 6 points = community engagement plan
Setting the Stage

• Better policies
• Better plans
• Better practices
• Better project
• Complete Communities
Register for #Intersections2018

Intersections: Creating Culturally Complete Streets

April 3-4 2018
Nashville, TN

www.smartgrowthamerica.org/intersections
Thank you!

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