



Smart Growth America
Improving lives by improving communities



National Complete
Streets Coalition



10 Elements of a Complete Streets Policy

National Complete Streets Coalition
Tuesday, October 24th 2017



NATIONAL COMPLETE STREETS COALITION

Steering Committee Members



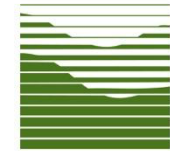
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**National Complete
Streets Coalition**



**AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION**



**AMERICAN
SOCIETY OF
LANDSCAPE
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Association of Pedestrian and Bicycle Professionals
Expertise for Active Transportation



Making America a Great Place to Walk



AMERICAN PUBLIC HEALTH ASSOCIATION
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**NATIONAL
ASSOCIATION of
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Heart
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TAKING ACTION TO PREVENT OBESITY



Strategic Direction

IMPLEMENTATION



EQUITY



Complete Streets Approach

Policies

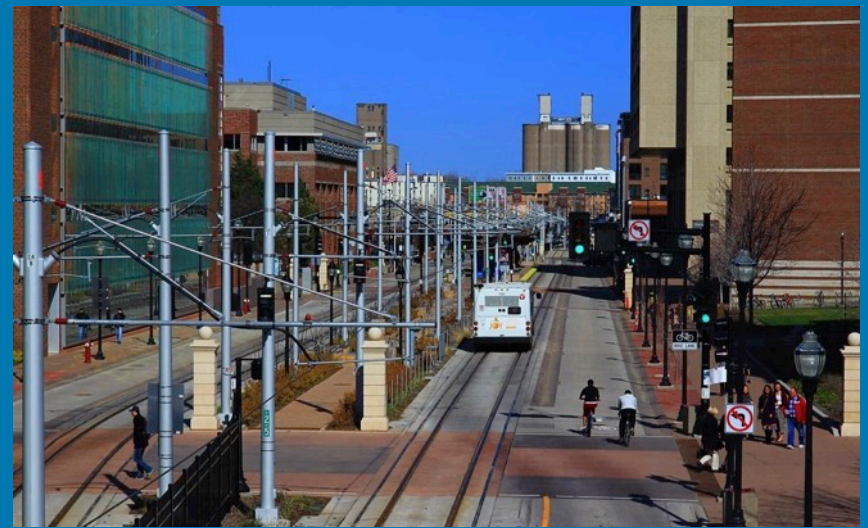
Practice

Projects

Complete
Communities

PROCESS LEVEL

PROJECT LEVEL



Complete Streets Approach

COMPLETE STREETS IMPLEMENTATION PLAN


M2D2: Multimodal Development and Delivery

December 2015

The Florida Department of Transportation and Smart Growth America





Table A-5. Traffic Engineering Manual

Document Section	Need	Recommended Revision(s)
Responsible lead office: Traffic Engineering and Operations Office <i>Approximate proposed revision timeframe: 6 months – 1 year</i>		
Chapter 1. Procedure	N/A	No specific issues identified.
Chapter 2. Signs 	Revise/ Augment	Revise this chapter to: <ul style="list-style-type: none"> • Change current references to “motorist safety” to safety for all roadway users where appropriate • Add guidance for installing: <ul style="list-style-type: none"> – Bicycle route wayfinding signs and other bicycle signage permitted in the MUTCD on state facilities – Other Complete Streets signage as appropriate Consider expanding current installation criteria for Pedestrian Crossing Signs and Bicycle and Shared Use Path (Trail) Crossing Symbol Signs as appropriate.

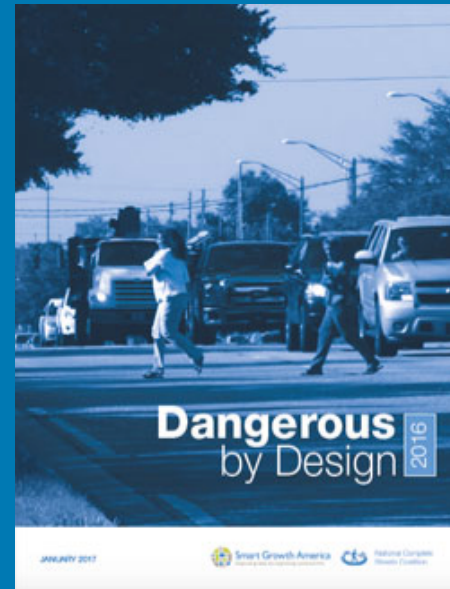
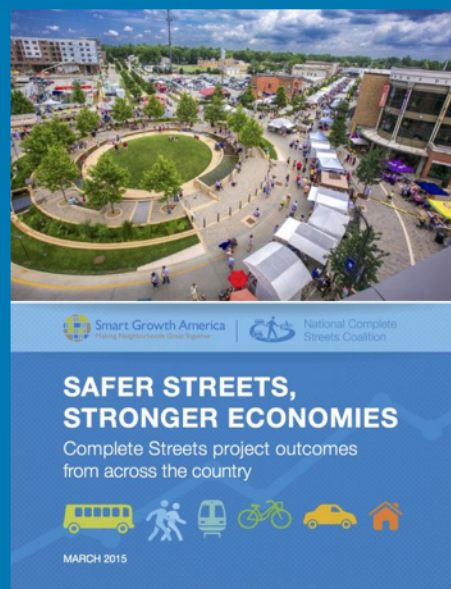
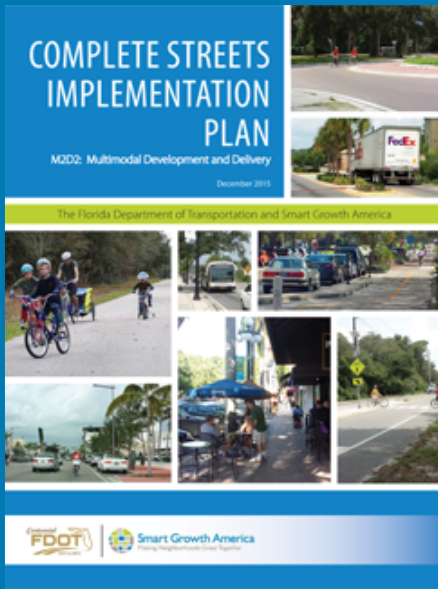
Intersections need to serve the demands of all users.

Table A-9. Intersection Design Guide

Document Section	Need	Recommended Revision(s)
Responsible lead office: Office of Roadway Design <i>Approximate proposed revision timeframe: 1 year</i>		
Chapter 1. Introduction 	Revise/ Augment	Add guidance on identifying design standards and criteria for a project based on context, as described in the PPM.
Chapter 2. Intersection Design Concepts 	Revise/ Augment	<div> <div> <p><u>Section 2.1 Intersection Characteristics</u></p> <ul style="list-style-type: none"> • Consider adding: <ul style="list-style-type: none"> – Features of the surrounding network, such as level of network completeness for different modes – Proximity of transit stops – Transit volumes and truck volumes – Bicycle features and signalization – Future land use plans <p><u>Section 2.3. Estimation of Capacity</u></p> <ul style="list-style-type: none"> • Discuss intersection “person capacity” and the need to balance vehicle capacity needs with the needs of other travel modes • Expand the discussion of Level of Service to include quality and level of service performance measures for other modes </div> <div> <p><u>Section 2.4. Intersection Delay</u></p> <ul style="list-style-type: none"> • Add discussion of delay for pedestrians and bicyclists to the existing discussion of motorist delay <p><u>Section 2.5.1. Requirements and Constraints of Roadway Users</u></p> <ul style="list-style-type: none"> • Expand the existing description of cyclist characteristics to include a discussion of variations in bicyclist experience and confidence levels • Expand the existing description of pedestrian characteristics to include a discussion of the impacts of crossing distances and vehicle speeds </div> </div>

Coalition Work

Thought leadership

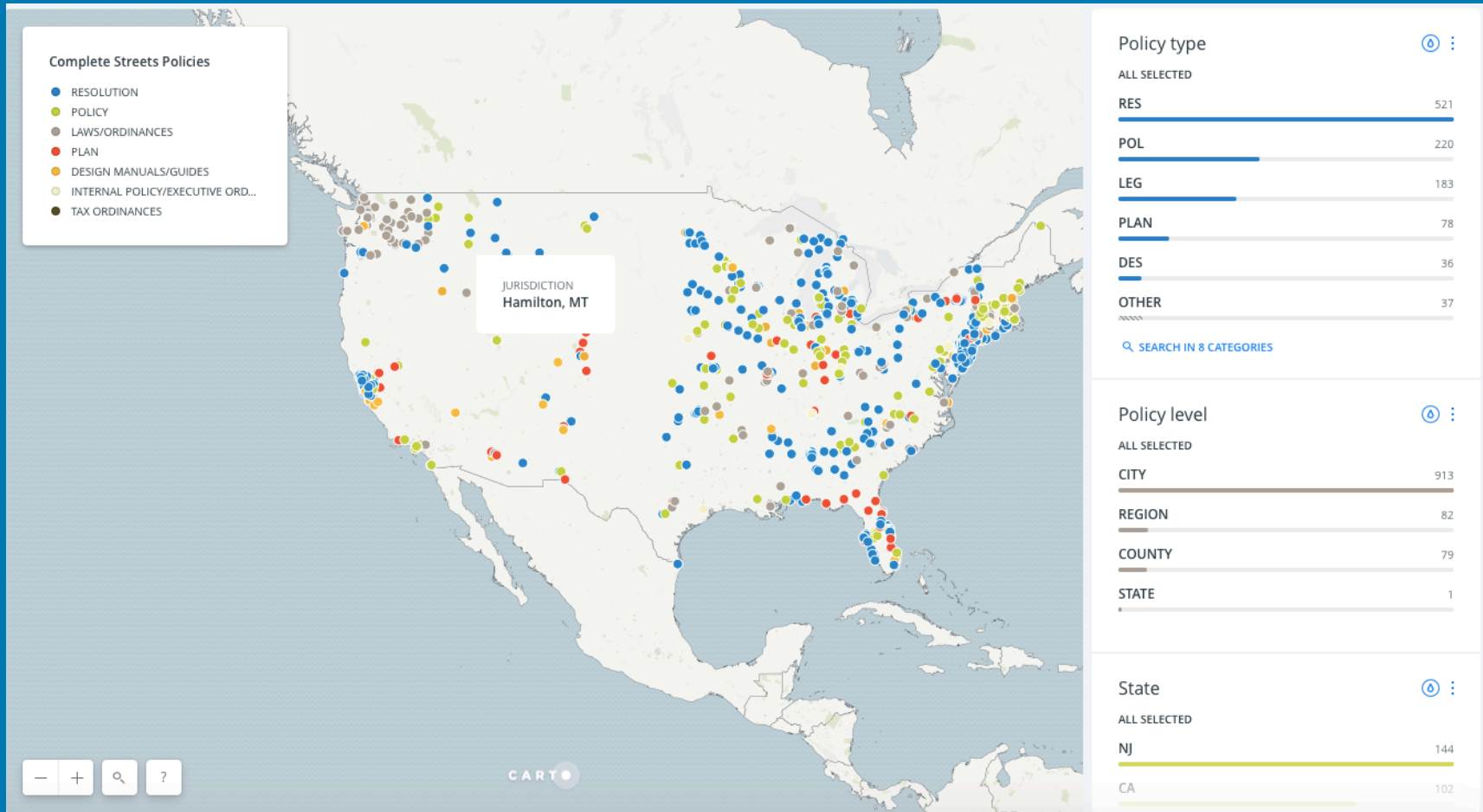


Technical
assistance

Research

Policy tracking
& guidance

Policy Tracking



www.completestreets.org



Best Complete Streets Policies



2011



2016



1152 15th Street NW, Suite 450
Washington, DC 20005
202-207-3555

www.smartgrowthamerica.org/completestreets

Elements of an Ideal Complete Streets Policy

Regardless of a policy's form, the National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets policy, as discussed below.

An Ideal Complete Streets Policy:

- Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.
- Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
- Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
- Requires interagency coordination between government departments and partner agencies on Complete Streets.
- Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
- Considers the surrounding community's current and expected land use and transportation needs.
- Establishes performance standards that are specific, equitable, and available to the public.
- Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
- Includes specific next steps for implementation of the policy.

Vision and Intent

A Complete Streets vision states a community's commitment to integrate a Complete Streets approach into their transportation practices, policies, and decision-making processes. This vision should describe a community's motivation to pursue Complete Streets, such as improved economic, health, safety, access, resilience, or environmental sustainability outcomes. The vision should acknowledge the importance of how Complete Streets contribute to building a comprehensive transportation network. It requires decision-makers to consider the needs of diverse modes that use the transportation system.

Diverse Users

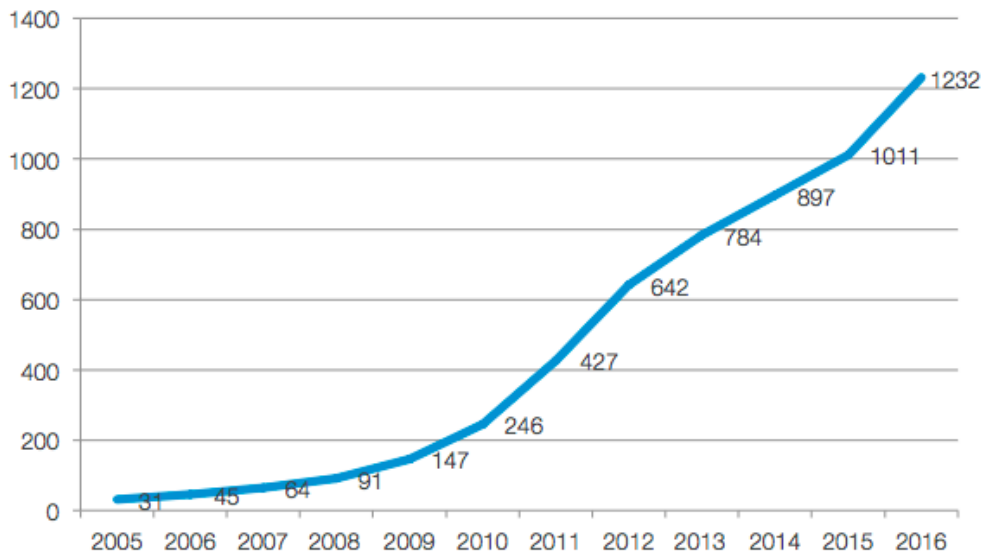
Complete Streets are intended to benefit all users equitably, particularly vulnerable users and the most underinvested and underserved communities. Transportation choices should be safe, convenient, reliable, affordable, accessible, and timely regardless of race, ethnicity, religion, income, gender identity, immigration status, age, ability, languages spoken, or level of access to a personal vehicle. The best Complete Streets policies will specifically highlight communities of concern whom the policy will prioritize based on the jurisdiction's composition and objectives.

Evaluation Framework

Opportunity to raise the bar

Increasing # of Complete Streets Policies

FIGURE 1
Complete Streets policies adopted, over time



Rising Policy Scores

Year	Median Score
2006	34
2015	68.4
2016	80.8

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

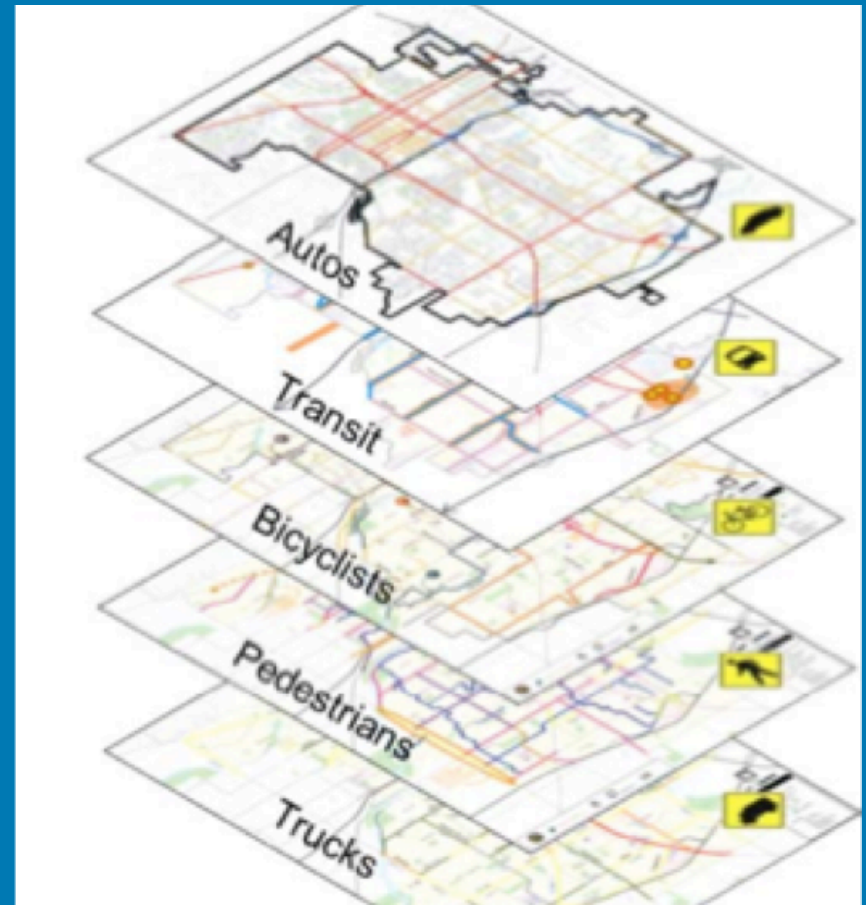
A Framework for Change

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)



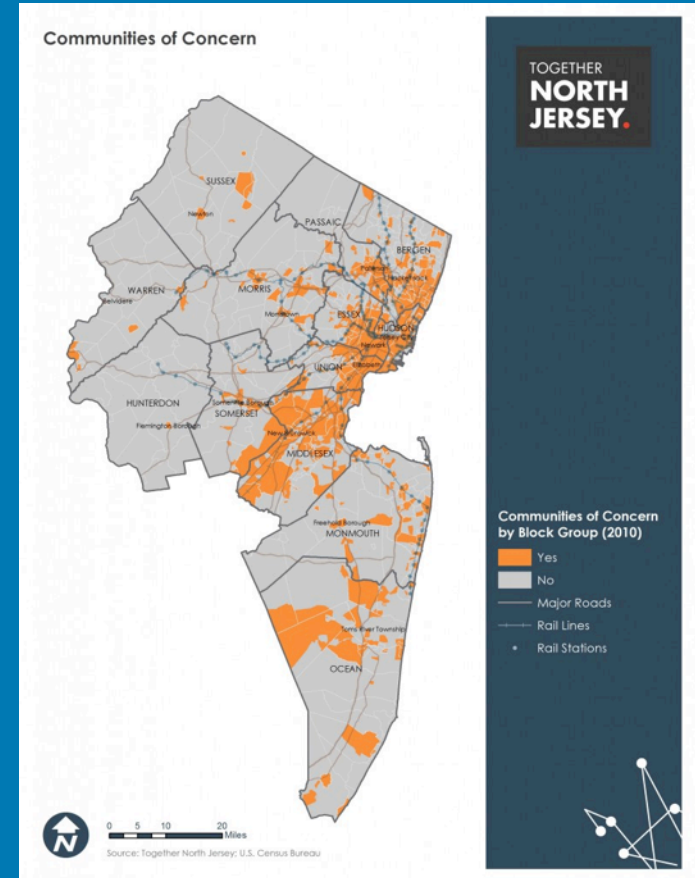
Diverse Users

- 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

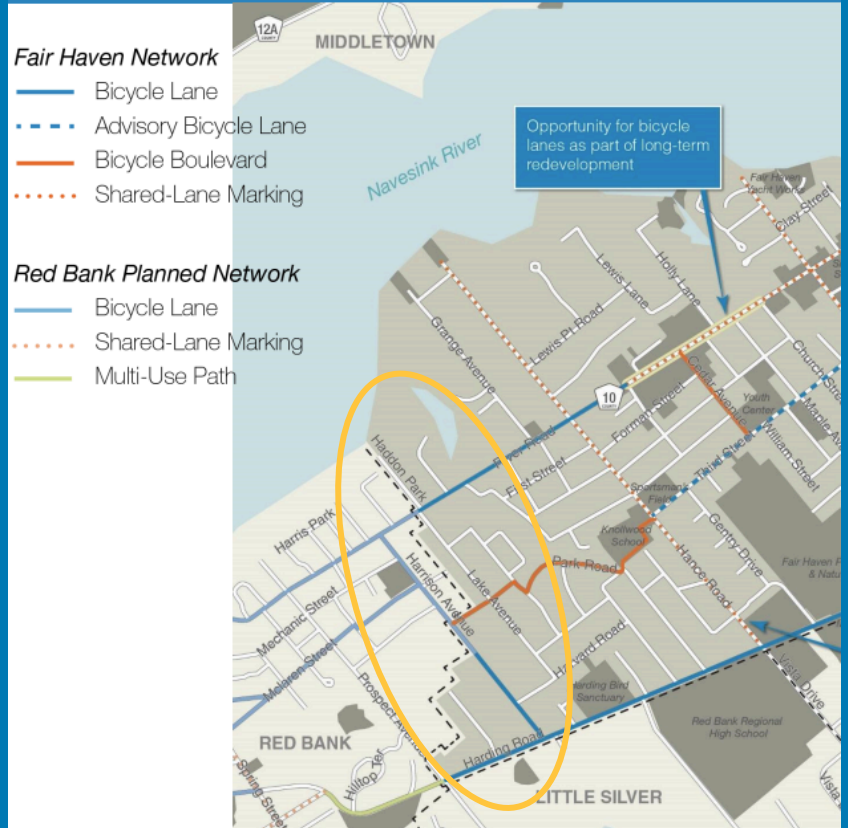
- 4 points = policy includes one or more of the stated exceptions and no others that weaken the intent of the Complete Streets policy
- 2 points = states who is responsible for approvals
- 2 points = requires public notice prior to granting exception



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.

Proposed Bicycle Network



Fair Haven Bicycle & Pedestrian Master Plan (DRAFT)



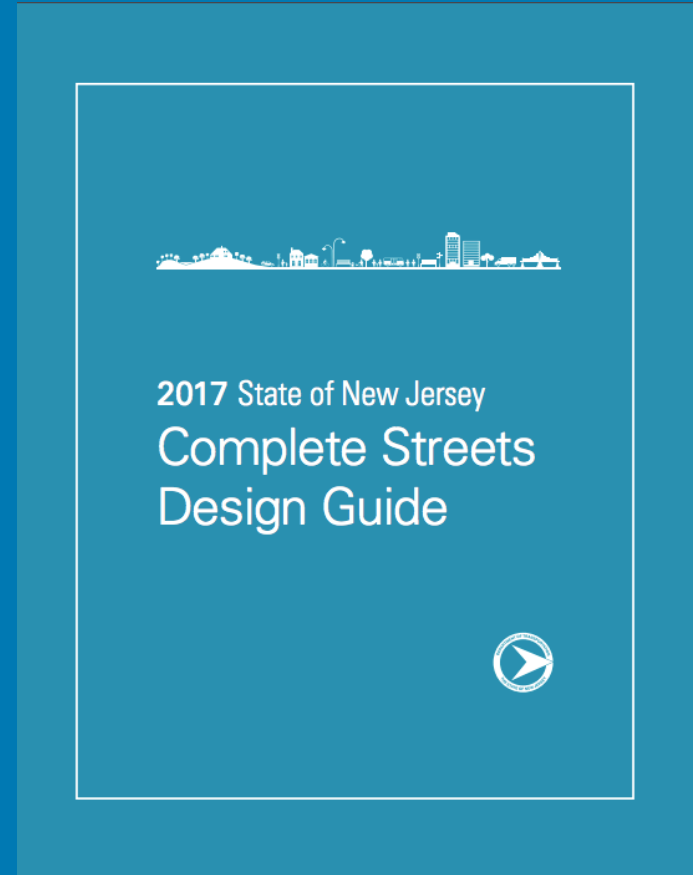
Jurisdiction, 8 points

- 5 points = require private projects to comply w/ policy OR prioritize projects that comply w/ 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



Performance Measures

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

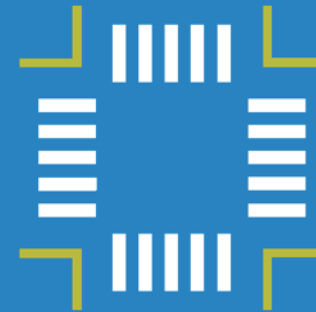


Setting the Stage

- Better policies
- Better plans
- Better practices
- Better project
- Complete Communities



Register for #Intersections2018



Intersections: Creating Culturally Complete Streets

April 3-4 2018
Nashville, TN



Smart Growth America
Improving lives by improving communities



**National Complete
Streets Coalition**



**Transportation
for America**

www.smartgrowthamerica.org/intersections

Thank you!

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