

Complete Streets Policies

Complete Streets Principles

Why We Need Them

What They Will Do

Present Policy Status

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Complete Streets Principles

- Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

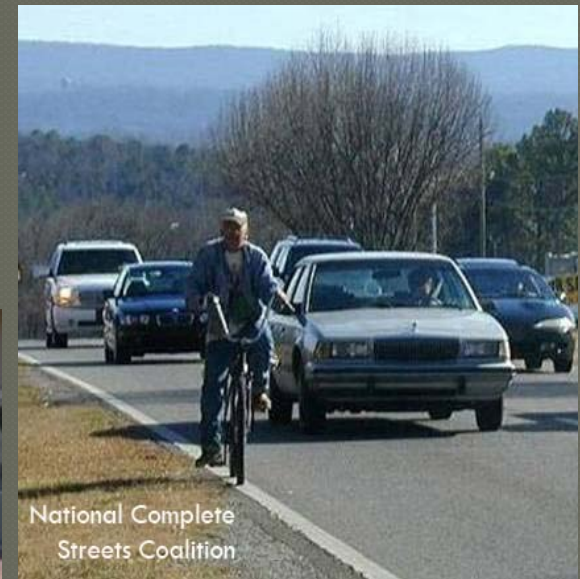


Complete Streets Principles

- Creating complete streets means changing the policies and practices of transportation agencies ***from building primarily for cars and consider the whole community and its mobility needs.***

Complete Streets Principles

- A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.



Complete Streets Principles

- Transportation agencies must ensure that all road projects result in a complete street *appropriate to local context and needs*



Why We Need Complete Streets

- **Americans want to walk and bicycle more.**
- Recent opinion polls found that 52% of Americans want to bicycle more and 55% would prefer to drive less and walk more.



Why We Need Complete Streets

Many streets where people bicycle or walk are incomplete.

A recent federal survey found that about one-quarter of walking trips take place on roads without sidewalks or shoulders, and bike lanes are available for only about 5 % of bicycle trips.

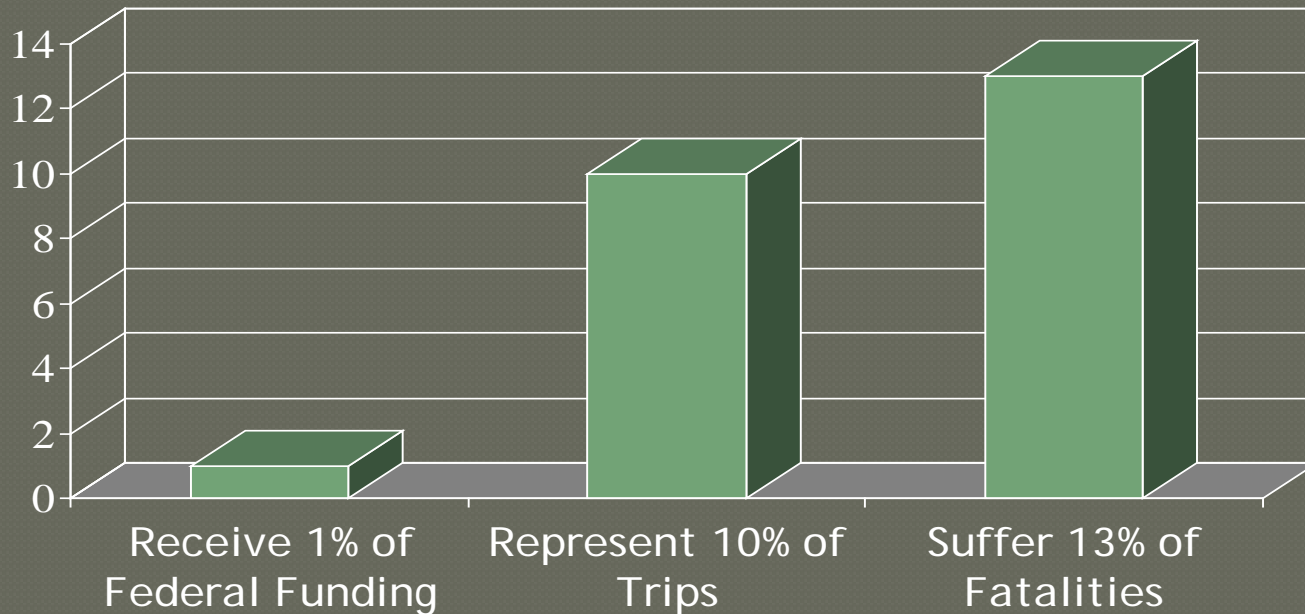


Why We Need Complete Streets

- **Few laws require states to build roads as complete transportation corridors.**
- In 2000, the US Department of Transportation advised states receiving federal funds that “bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” Fewer than half the states follow this guidance.
- **Change is coming!**

Why We Need Complete Streets

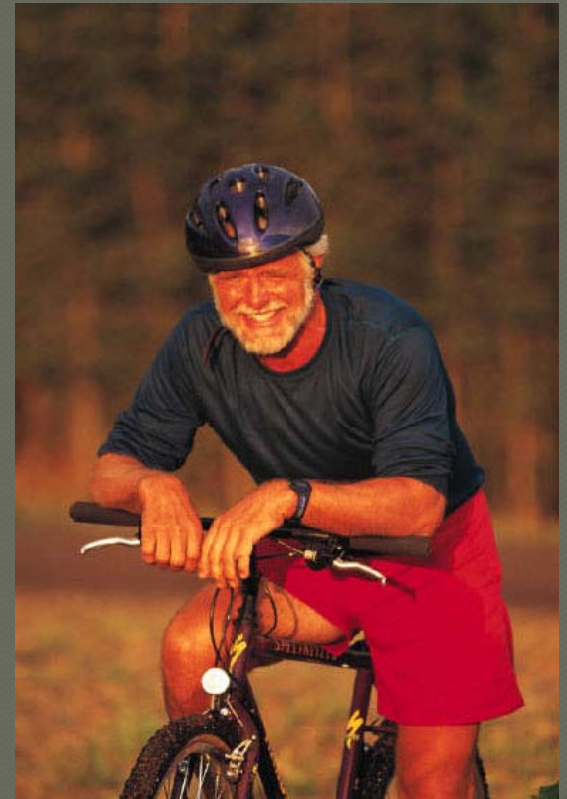
Pedestrians and Bicyclists...



Why We Need Complete Streets

- **Roads without safe access for non-drivers become barriers.**

About 1/3 of Americans do not drive, so complete streets are essential to provide them mobility options.



Why Have a Complete Streets Policy?

To gradually create a complete streets network of roads that serve all users.



Why Have a Complete Streets Policy?

- To shift transportation investments so they are creating better streets *now*.



Why Have a Complete Streets Policy?

- **To *change practice***
- Integrating the needs of all road users into ***everyday*** transportation planning practices



What is a Complete Streets Policy?

- **A complete streets policy ensures that the entire right of way is planned, designed, and operated to provide safe access for all users.**

Complete Streets Policies are NOT

- ⊙ **A mandate for immediate retrofit**
- ⊙ **A silver bullet**
- ⊙ **A design prescription**

An Ideal Complete Streets Policy

- Sets a vision
- Includes all modes
- Applies to all transportation projects and phases
- Specifies and limits exceptions, with management approval required
- Is context-sensitive
- Emphasizes connectivity
- Uses latest design standards and is flexible
- Sets performance standards
- Includes implementation steps

- Source: www.completestreets.org

Vision/Purpose of a Complete Streets Policy

- Create an equitable, balanced, and effective transportation system where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone

Goals of a Complete Streets Policy

- Create comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides livable communities
- Ensure safety, ease of use, and ease of transfer between modes for *all users*
- Provide flexibility for different types of streets, areas, and users

Applicability of a Complete Streets Policy

- Staff performs an initial screening of new requests, discusses competitiveness and comparison to other projects and funding
- Project sponsors will provide a statement that the project will comply with CS as to accommodating all users as reasonably possible (For federal funding)
- Staff will review project during all phases

Requirements of a Complete Streets Policy

- Use the most appropriate design standards and procedures
- Include *accommodation of all users* and *be sensitive to the context of the project setting*: different in all locations
- Use a systems approach in developing roadway projects
- Coordination with nearby projects for consistency
- Logical termini should be chosen to include connections thru “pinch points” (overpasses, RR, etc)

Requirements, con't

- If a destination point, have access to the project's pedestrian and bike facilities
- Involve local transit agencies in the design process
- Consider utility, telecommunications infrastructure to allow for existing and future growth
- Ensure that the provision of accommodations for one mode doesn't prevent safe use by another mode
 - Bus shelter blocking a sidewalk

Recommendations for a Complete Streets Policy

- All users should be considered *during the entire life cycle of a project, including planning, design, construction, operations, and maintenance*
- Street furniture: bike racks, benches
- Ped and wheelchair access provided to and from transit stops
- Traffic calming elements should be considered when safe and appropriate
- Trees and landscaping components
- Consideration of future planned facilities and services
- Provide education, information , enforcement strategies

Recommendations for Local Governmental Units

- Review land use and zoning policies to provide for mixed land use developments and projects ; think TOD
- Update regularly project design standards and procedures ; train staff to adhere to them
- Adopt own Complete Streets policy!
- Slides 16-23 content from Mid-Ohio Regional Planning Commission Complete Streets Policy (Adopted 3/31.2010)

What an Effective Complete Streets Policy Should Do

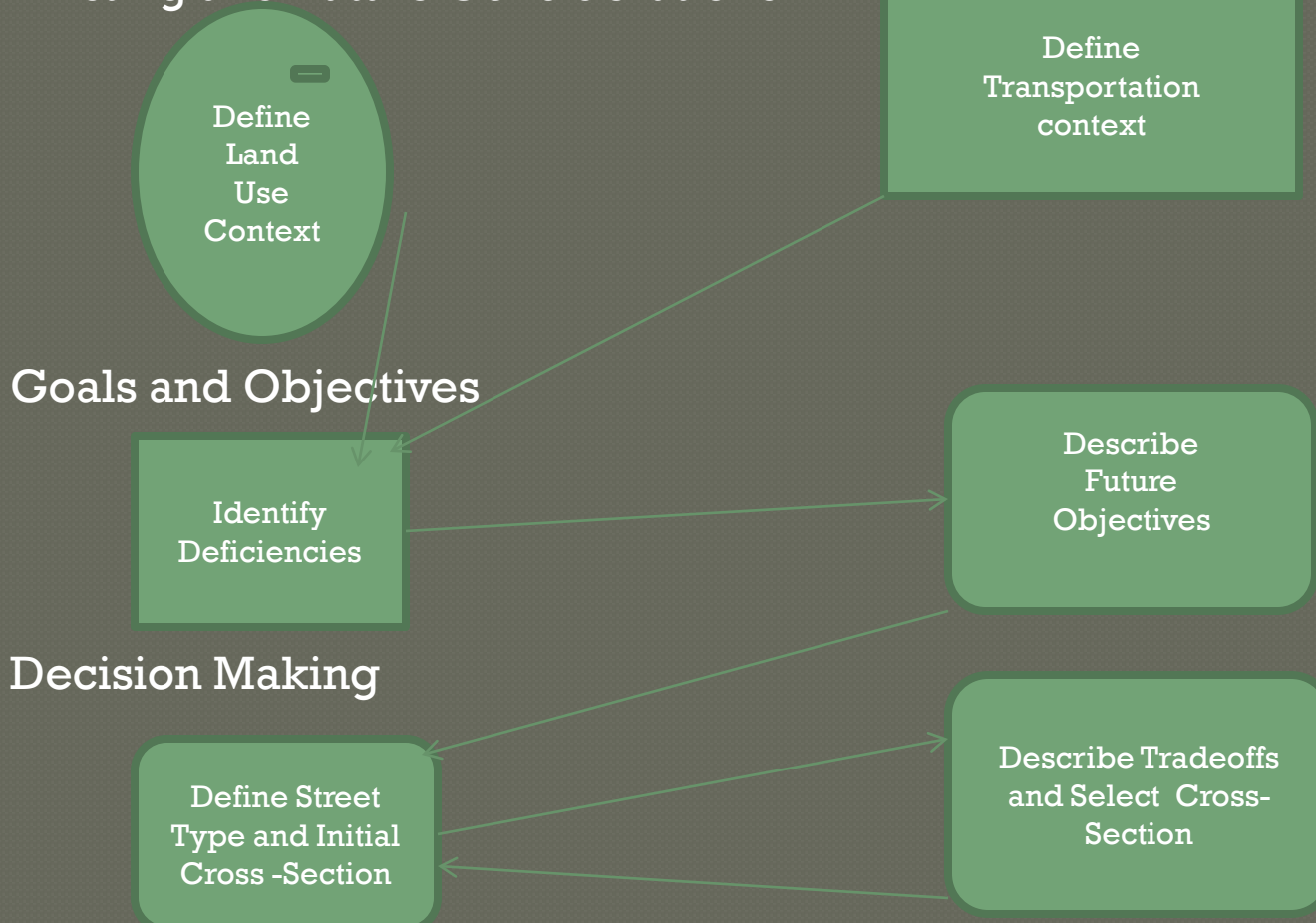
- *Provide new training for planners and engineers*



What an Effective Complete Streets Policy Should Do

Restructured Procedures

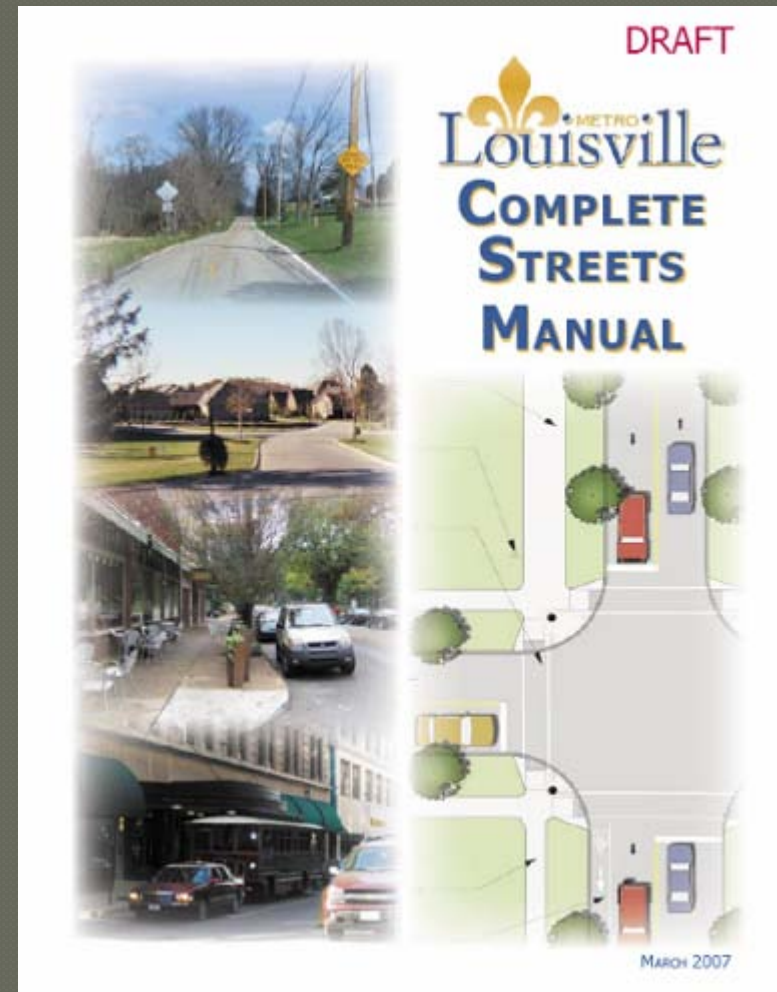
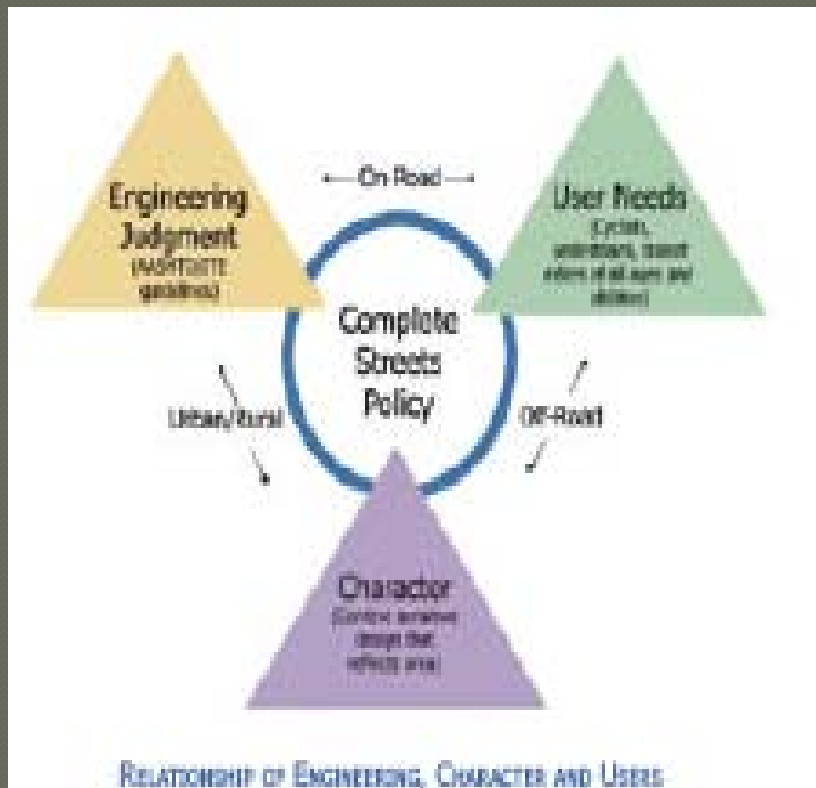
Existing and Future Considerations



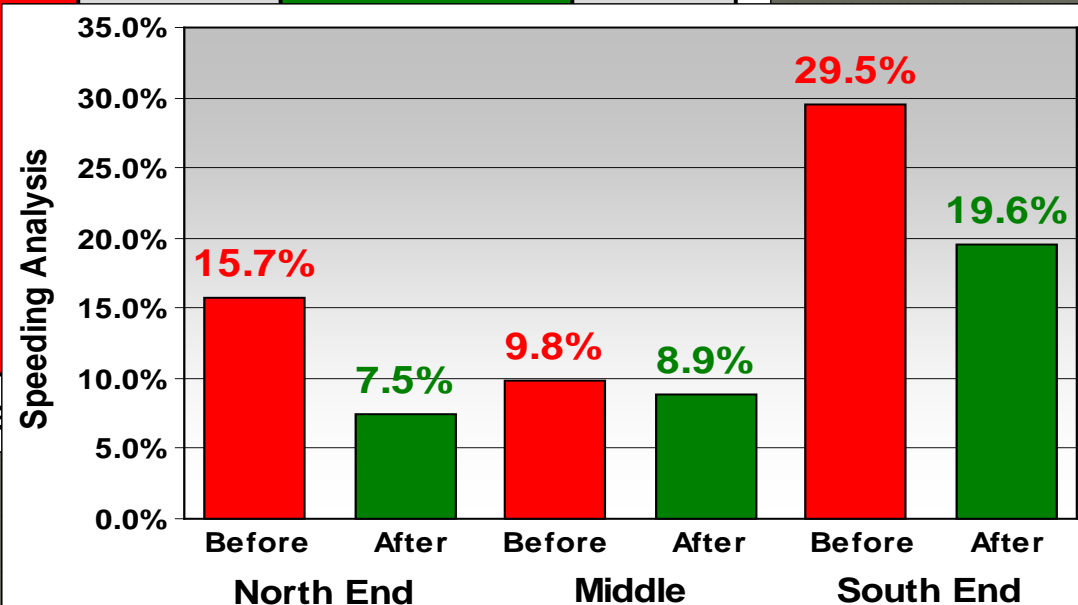
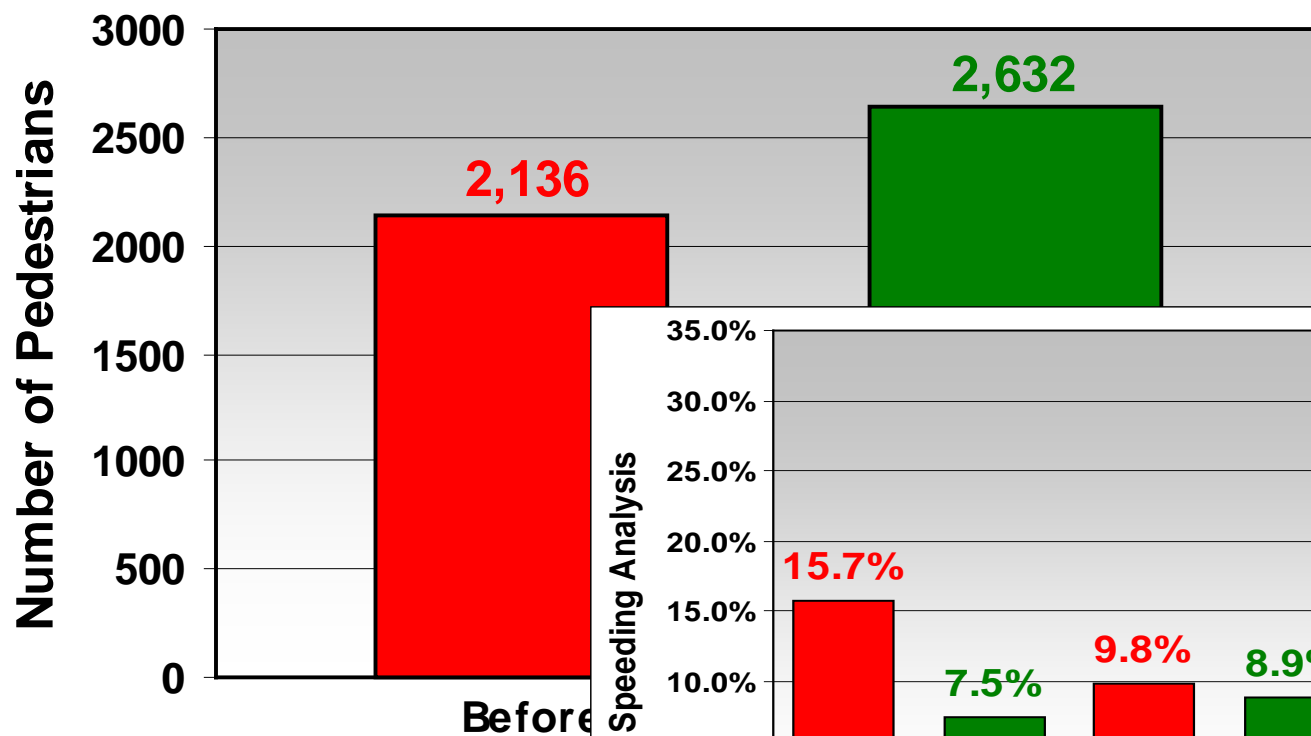
Goals and Objectives

Decision Making

What an Effective Complete Streets Policy Should Do



What an Effective Complete Streets Policy Should Do



Current Complete Streets Policies

- **130 jurisdictions** have a stated commitment to complete streets, including Bloomington, MCCOG, NIRPC, and Columbus MPOs
- More than 30 policies adopted in 2009!
- **Policy Types**
 - Public: Legislation, ordinance, resolution, executive order
 - Internal: Policy, plan, manual, standard
- **Policy Levels**
 - Local, MPO, state, federal

Status of HB 1182

- Passed out of the House, 90-4
- Impressive bi-partisan support
- Did not get a hearing in the Senate
- Stay-tuned!
- INDOT working with advocates to develop and implement complete street guidelines at the state level
- Volunteer speaker's bureau ready to talk to local level transportation agencies and interested groups

Pending Federal Legislation

- Complete Streets Act of 2009
- S 584, Senator: Tom Harkin (IA)
- HR 1443, Congresswoman Doris Matsui (CA)
- Both ensure that all users of the transportation system-pedestrians, bicyclists, and transit users, as well as children, older adults and individuals with disabilities-are able to travel safely and conveniently on our streets
- Federal DOT, HUD, EPA joint livable communities agreement
- Policy edict by Sec of Transportation, Ray LaHood

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