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Elements of a Complete Streets Policy

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Case study: Warsaw, MO



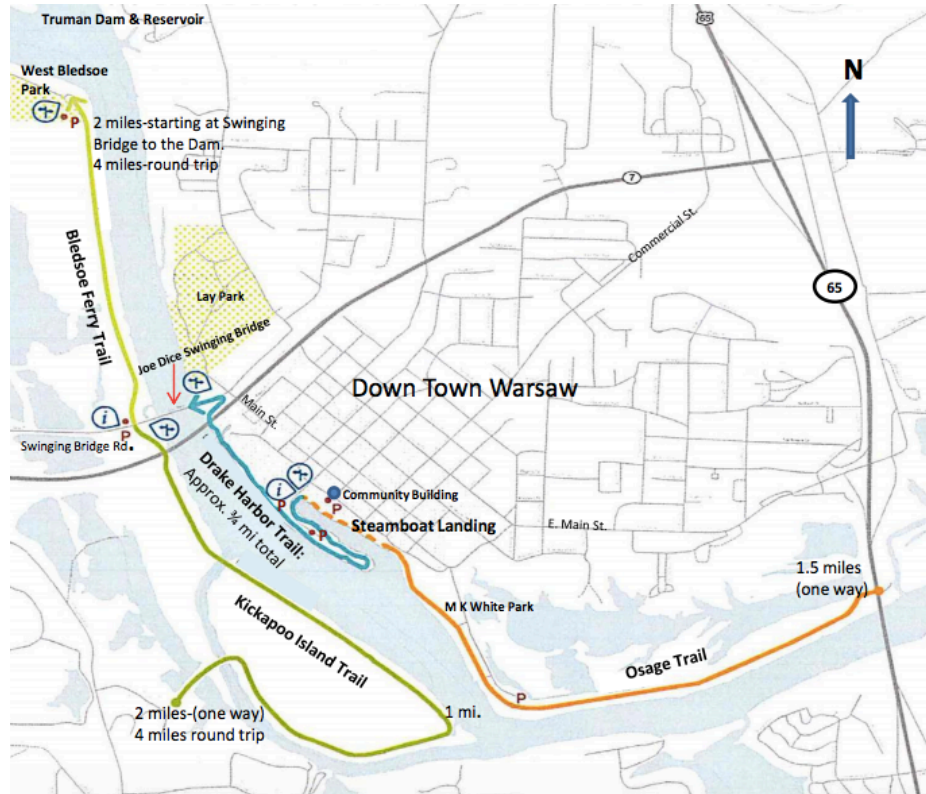
Case study: Warsaw, MO



“We’ve created a sense of pride here for the community. When people come here, they’re amazed with what we have.”

-Randy Pogue, Administrator and Planner, Warsaw

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Ten elements of a Complete Streets policy

1. Vision and intent
2. Diverse users
3. Commitment in all projects and phases
4. Clear accountable exceptions
5. Jurisdiction
6. Design
7. Land use and context sensitivity
8. Performance measures
9. Project selection criteria
10. Implementation steps

1. Vision and intent

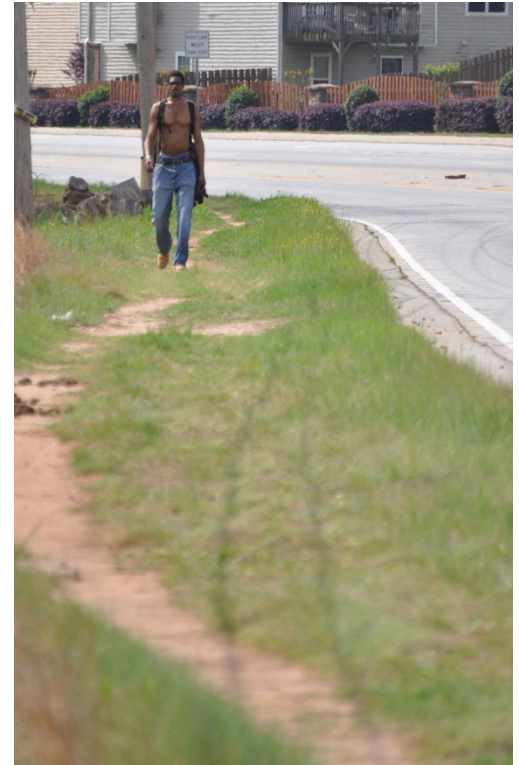
- Approach Complete Streets as a network
- List modes of transportation that share Complete Streets
- Explain why Complete Streets is important for your goals
- Explain why Complete Streets is important for equity
- Binding commitment to Complete Streets

Example language: Amherst, MA

“Under this Complete Streets Policy, the Town of Amherst **shall** develop and provide an integrated multimodal transportation **network** that contributes directly to the **safety, health, economic vitality and quality of life** of all residents **especially the most vulnerable.**”

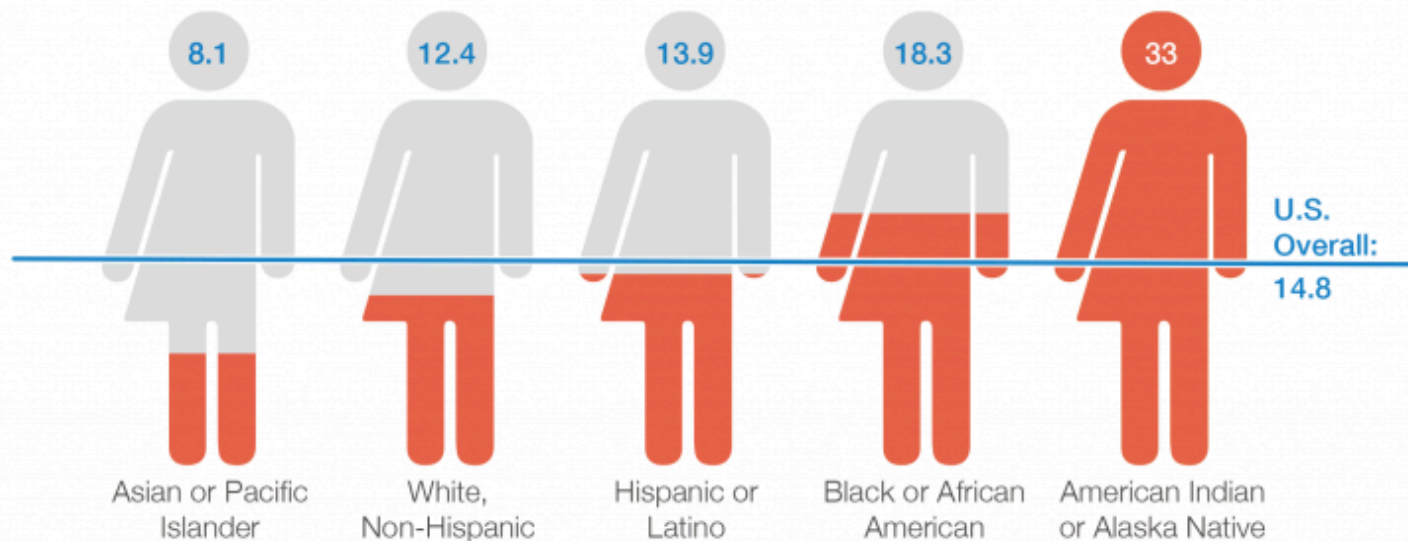
2. Diverse users

- Define the vulnerable users in your community
- Commit to **prioritizing** their needs



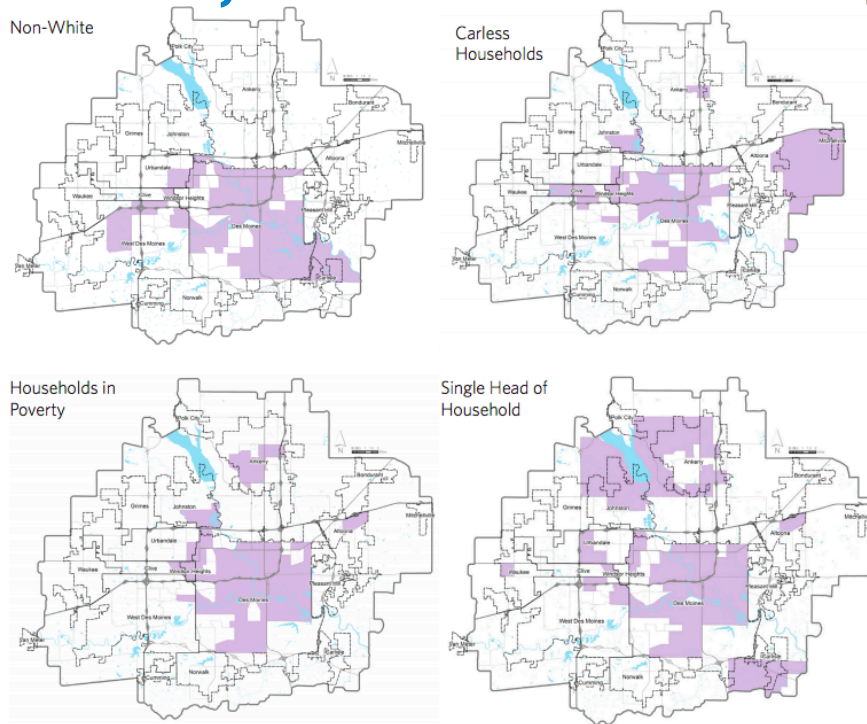
People of color are disproportionately represented in fatal crashes involving people walking.

Relative pedestrian danger by race and ethnicity, 2008-2017



Example language: Des Moines, IA

“The City recognizes equity as a motivation and will **prioritize vulnerable users** and those residing in the environmental justice (EJ) areas identified by the Des Moines Area Metropolitan Planning Organization).”



3. Commitment in all projects and phases

- Commit to implement Complete Streets during all projects and phases, including new construction, reconstruction/retrofit projects, maintenance projects and ongoing operations, resurfacing, and repaving.
- Continue providing accommodations for all modes during construction or repair work that encroaches on the public right of way.

Example language: Cleveland Heights, OH

“The City shall provide accommodations for all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right-of-way and/or sidewalk.”

4. Clear accountable exceptions

- Assign responsibility for exceptions approval process
- Decide how to notify the public **prior to** granting exceptions
- Identify specific, pre-approved exceptions e.g. corridors where specific users prohibited by law
- Avoid creating vague loopholes

Example language: Neptune Beach, FL

“2. An exception shall be granted only if:

- a. a request for an exception is submitted in writing, with supporting documentation, and made publicly available with a **minimum of 30 days allowed for public input**; and
- b. the exception is **approved in writing by City Council** and the written approval is made publicly available.”

5. Jurisdiction

- Require private development projects to comply with the policy
- Collaboration with other agencies, departments, and jurisdictions:
 - Public health
 - Housing
 - Adjacent towns/cities

“If we build bike lanes that end at our city boundaries and lead to nowhere, we have failed.”

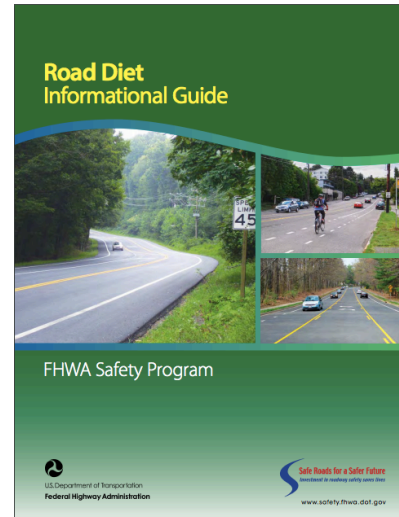
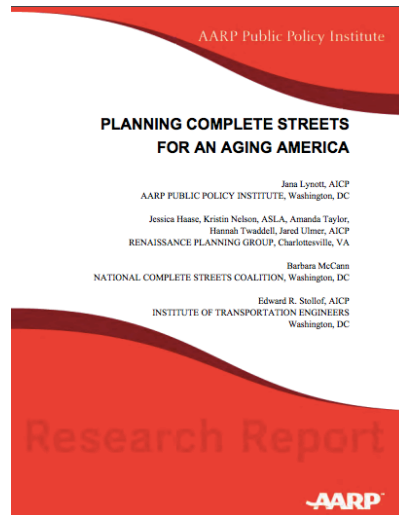
-Mark Lubelski, City of Sunrise

Example language: Plymouth, IN

“All facilities in public right-of-way, publicly or privately funded, shall adhere to this Complete Streets Policy. The City shall form partnerships with ... Marshall County, the Indiana Department of Transportation (INDOT), the Michiana Area Council of Governments (MACOG), Marshall County Health Department, and the Plymouth Community School Corporation.

6. Design

- Adopt best practice design guidance or develop/revise your own
- Set a deadline



Example language: Madison, CT

“Because Complete Streets design is an evolving field, the **latest edition of these standards shall** be referenced for design guidance ...

This section of the Complete Streets Policy shall be **updated a minimum of every three years** by the **Engineering Department** to ensure that the listing of design standards is current.”

7. Land use and context sensitivity



7. Land use and context sensitivity

- Review and revise land use policies to support Complete Streets: zoning ordinances and form-based codes, master plans, parking requirements
- Consider the context of the community when making decisions about transportation projects “the right street in the right place”
- Specify the need to mitigate unintended consequences of Complete Streets e.g. involuntary displacement

Example language: Cleveland Heights, OH

“The City shall require specific evidence in all new or revised land use policies, plans, zoning ordinances or equivalent documents how they **support the City’s Complete and Green Streets Vision** ... Unintended consequences such as **involuntary displacement shall be avoided** when possible or addressed with equity and fairness to the affected party.”

8. Performance measures

- How will you define and measure success in:
 - Health, safety, economics, etc.
 - Equity
 - Community engagement
 - Implementation process
- How will you share this information with the public?
- Who will collect these data and how often?

“What gets measured gets done.”

Example language: Baltimore, MD

“The **annual report** must separately report data into the following categories:

- a. Populations that are above and below the median number of **persons of color** for Baltimore city.
- b. Populations above and below **50% no vehicle access.**
- c. Populations with a median income above and below the **median household income** for Baltimore city.”

9. Project selection criteria

- Create or change a process for selecting which projects to fund on a limited budget
- Decide how to address equity when selecting projects

Example language: Milwaukee, WI

“The Department of Public Works shall prioritize universal and equitable investment in **underserved communities** throughout the City which lack existing infrastructure that encourages walking, biking, and transit trips, as well as areas where **data indicate crash risk and health disparities.**”

10. Implementation steps

- Revise related plans, policies, and processes
- Offer workshops and other training opportunities to key transportation staff
- Create a community engagement plan
- Create or designate a committee to oversee implementation
- Accountability in implementation:
 - Who is responsible?
 - Who else should be involved?
 - When is the deadline?

Example language: Des Moines, IA

“Complete Streets training and workshops will be held annually in coordination with the Active Transportation Planner and Transportation Safety Committee. The Traffic and Transportation Division, the Community Development Department, the Des Moines Fire Department, the Department of Public Works, the Parks and Recreation Department, the Des Moines Police Department, and the Office of Economic Development shall send at least one representative to each training. Each representative is then responsible for disseminating information learned within the training to their respective departments.”